

4. TOWN CENTERS

Services & Amenities for Neighborhoods

Town Centers are the local centers for everyday life that provide convenient access to goods and services with diverse housing options, shopping, and jobs that are closer to where people live. As housing costs continue to rise and demand for more compact housing increases, Town Centers provide housing choice variety and a sense of community. Pathways connect residents to sidewalk cafes, plazas, and open spaces drawing people together for business and leisure.

At the Town Center core, a blend of commercial and residential uses are situated in a walkable development pattern with architectural variety and interest. The presence of people day and night creates vibrancy, fosters a sense of community, and enhances safety.

TOWN CENTER OPPORTUNITIES

The mix of uses in a Town Center create activity and commerce, and attract visits and shopping from surrounding single family neighborhoods. Shopping activity in Layton increases sales taxes needed to sustain residential areas and cover infrastructure and service costs, while providing a high level of municipal services and amenities.

By providing services closer to where people live, Town Centers can encourage more walking and biking, and less driving. With commercial amenities in closer proximity to residents, and with connecting trails and walkable streets, vehicle trips are shorter, resulting in fewer total vehicle miles driven. This promotes a more active and healthy lifestyle option for residents, while reducing traffic congestion and vehicle emissions.

Six Town Center opportunities in Layton are envisioned, each with a unique blend of commercial services, public spaces and housing variety to be integrated within the surrounding community. Two general



Town Center types or contexts are recognized, including an infill and redevelopment context, and a greenfield context.

Infill & Redevelopment Town Center Context	Greenfield Town Center Context
Locations where infill development and redevelopment can strengthen existing retail and commercial services with mixed-use development.	Locations where there is a lack of nearby retail supply for surrounding neighborhoods, and where future transportation improvements are planned.
1. Church & Hwy 193 2. Antelope & Main 3. Gordon & Fairfield 4. Gentile & Fairfield	5. Hwy 89 & Gordon 6. West Layton

Town Centers should include the following elements:

- A mix of goods, services and amenities that will serve nearby neighborhoods and improve proximity and access to day-to-day needs.
- In Greenfield Town Centers, development should be master-planned with sufficient areas reserved for commercial services,



based on future economic forecast and demand analysis, and sound planning principles.

- A unique blend of uses, including housing variety and commercial services that are appropriate to the specific location, context and economic opportunities associated with each Town Center location.
- Where possible, public facilities such as library branches or community centers should be located in visible and accessible Town Center locations and associated with other services.
- A defined Town Center core area situated along arterial streets provides an appropriate location for commercial uses. Transitional areas adjacent to residential may be appropriate for lighter commercial services, while other areas served by local streets are less appropriate for commercial services.
- Careful transitions of building height and land use intensity, with the greatest intensity at the Town Center and the lowest intensity adjacent to surrounding residential areas, to preserve the stability

of existing neighborhoods while providing enhanced access to goods and services.

- In Greenfield Town Centers, new single family residential should be situated along the area perimeter next to existing adjacent single family uses, with a compatible lot size and building height.
- For infill/redevelopment sites, appropriate building spacing and/or a height step-down should apply to avoid privacy impacts onto existing adjacent single family uses.

Development design standards that promote a pedestrian-friendly and walkable neighborhood design should include the following:

- Smaller, walkable blocks with sidewalks, street trees and minimal curb cuts, or larger blocks that promote connectivity for vehicles and pedestrians.
- Commercial or mixed-use buildings that promote pedestrian street activity, anchor intersections, and create visual interest. Primary entrances that relate to streets and interior parking areas. Architectural features may include decorative windows, awnings, and



street-facing entrances and seating areas.

- Homes and buildings are oriented to streetscapes, designed for pedestrian convenience, comfort and access.
- Residential and commercial parking that is located at the rear or side of buildings and discouraged from block corners.
- Housing and buildings with entrances and porches fronting onto streets, or onto neighborhood greens, parks, and trails.
- Multifamily housing, townhomes, and single family detached housing are built with high-quality, durable materials. Garages and parking are placed to the rear, with front porches oriented to walkable streets or neighborhood greens.
- A design emphasis for people, with less visual emphasis on accommodating cars. (Refer to City-wide housing affordability design standards).
- Outdoor open space and gathering spaces (parks, plazas, eating areas, etc.), that are uniquely applied to the context, land forms, area characteristics, and other opportunities associated with each Town Center.
- Plazas and other privately owned open spaces are publicly accessible and used for dining, relaxing and playing.

- Pedestrian connectivity to surrounding residential areas via trails and bike paths.
- Where possible, private shuttles, ride share programs or shared/ public transportation options. For example, shuttles could connect to other Town Centers, Urban Districts, Business Districts and FrontRunner commuter rail transit service.
- A Town Center / community identity is established through branding, signage and wayfinding to encourage place recognition and arrival. Signage and design elements should be oriented to the pedestrian and cycling experience, and vehicle traffic.
- Consolidated storm water detention areas are employed where possible, as a more efficient use of land and maintenance operation, and with potential for multiple use of the open space. Consolidated opportunities include recreation, gathering and edible landscapes / orchards.
- Town Centers should be developed using a comprehensive master plan that conceptually lays out appropriate uses, active street edges, vehicle circulation and pedestrian / cycling connections. The master plan should be developed through engagement of surrounding property owners, residents and other interested stakeholders.



West Layton Town Center

West Layton Town Center area continues to operate as agriculture farmland along West Hill Field Road, but it is surrounded by the rapid growth of residential subdivisions. Residential growth is increasing demand for retail and other services, especially grocery.

The area is also surrounded by establishments that support community placemaking, including schools, churches, Ellison Park, and a fire station. The Town Center can further develop a sense of identity and place, and become a center that improves area access to day-to-day needs and amenities while providing for a wider range of housing options.

The primary retail destination in West Layton is intended to be oriented center along Hill Field Road as the Town Center serving the surrounding residential neighborhoods. The West Layton Town Center will be directly connected to a future West Davis Business Center via 2700 West. These centers complement each other rather than compete with each other. The West Davis Business Center is primarily for office uses but may include limited highway convenience, accessory retail, hospitality, or restaurants (see Chapter 5 - Business Centers).

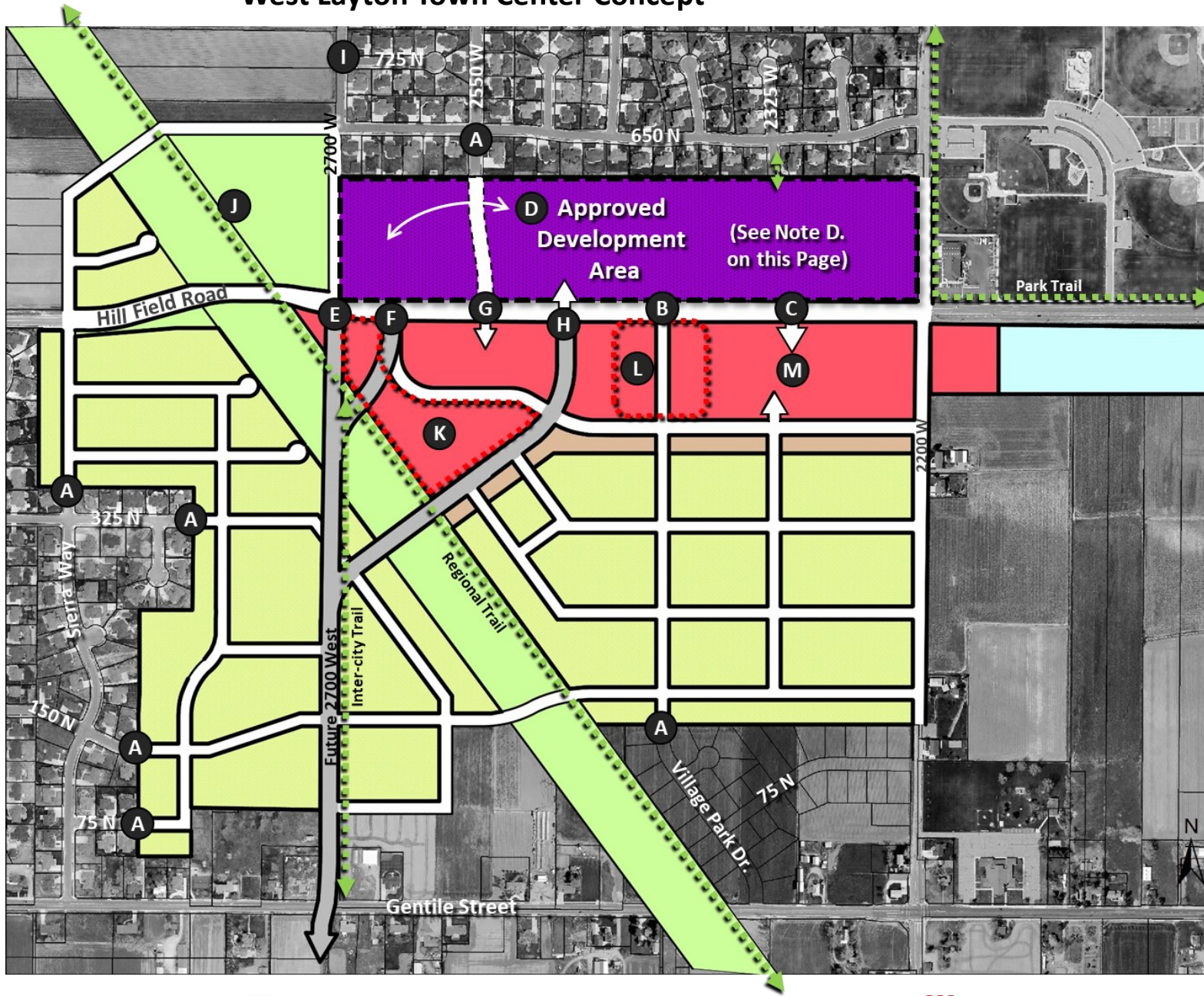
The land use vision described on pages 32 through 36 corresponds with the West Layton Town Center Concept diagram on Page 33.

STREET NETWORK AND LAND USE ACCESS

West Layton Town Center development presents an opportunity to improve connectivity of local streets, and to build or improve arterial streets, collector streets, and trails. New connections can be addressed by timing development to coincide with public roadway improvements, including the construction of the West Davis Corridor and 2700 West. The following conceptual street network elements are recommended to disperse vehicle trips, reduce congestion and minimize potential impacts to adjacent single family residential areas:

- A.** Local street and utility connections to existing stubbed streets, including 725 North, 2550 West, 2925 West (Sierra Way), 325 North, 150 North, 75 North and 2325 West (Village Park Drive). These street connections are intended to serve individual home sites and provide neighborhood connection to arterial or collector streets.
- B.** A new connection at 2400 West to West Hill Field Road could support vehicular circulation, while allowing for a pedestrian-only connection at 2325 West and 650 North **(C.)** if developed as a commercial site to minimize direct vehicle trips into established residential areas.
- D.** An area north of Hill Field Road (between 2700 West and 2200 West) is currently entitled for commercial development with CP-1, B-RP, PB zoning, and a development agreement. Any changes / amendments should be consistent with Town Center planning principles, and explored through a public process as established in City ordinances.
- E., F. & H.** Future 2700 West alignment options at West Hill Field Road include E. 2700 West, F. Approximately 2650 West, and H. Approximately 2525 West.
 - An intersection at 2550 West and West Hill Field Road **(G.)** is not recommended as an alignment option for a future 2700 West arterial street. This policy is intended to avoid traffic impacts to Swan Meadows and Shadybrook residential subdivisions to the north.
 - The final alignment for 2700 West should be compatible with mobility goals while supporting an economically viable, and walkable Town Center. The location of the new intersection should be optimized for the long term success and strategic location of business and retail development.
 - Explore appropriate corridor design enhancements, including traffic calming strategies such as landscaping, on-street parking, and reduced speed limits along Hill Field Road while assuring consistency with the Transportation Master Plan.
- I.** A street connection at 725 North and 2700 West could provide access to future residential development and the future Layton City Pow-

West Layton Town Center Concept



D Approved Development Area

This area north of Hill Field Road (between 2700 West and 2200 West) is currently entitled for commercial development with CP-1, B-RP, PB zoning, and a development agreement.

Any changes/ amendments should be consistent with Town Center planning principles, and explored through a public process as established in City ordinances.



erline Park (J.). Public street access along the future park would provide good visibility and convenient on-street parking in support of passive and active recreation programs.

K., L. & M. Areas within the Town Center core represent the most likely areas for commercial development with the greatest traffic intensity. Parallel east/west connectivity along West Hill Field Road should be further studied with new land use development proposals, as well as public access and connectivity between streets through private commercial or mixed-use parking areas.

LAND USE AND PLACEMAKING STRATEGIES

A Town Center Master Plan and Management Strategy (Home Owners Association, Community Association or other) should be developed that inspires a unified sense of community, and details a thoughtful relationship of land uses as recommended by this Plan. The land use strategy should incorporate multiple housing types while providing services, amenities (e.g. recreation/community center, plazas and open space), and commercial areas. These strategies will support places of interest and interaction that create a draw for commerce, recreation and social interaction. The approval and entitlement of a West Layton Town Center is likely to require a development agreement to ensure that the phased build-out and implementation creates long-term neighborhood quality, value and stability.



Large format grocery store with pedestrian-friendly street frontage

ESTABLISH A VIBRANT TOWN CENTER CORE

The highest intensity of uses are to be located within the West Layton Town Center core to generate activity and vibrancy. The core area is primarily oriented along West Hill Field Road where land uses that generate the most vehicle trips would be most appropriately located. The core area may include a mix of uses including commercial retail and office, compact single family detached housing, town homes, and limited areas for multi-family residential. Residential Live/Work options (such as flex space for home-based occupations) could be integrated to add variety and promote entrepreneurialism and additional commerce within the Town Center.

- Commercial uses within the Town Center core should front onto West Hill Field Road, 2700 West and 2200 West as the most prominent locations where vehicle trips are most numerous, and the economic draw is the greatest.
- Encourage neighborhood-serving commercial uses in the Town Center core, including a grocery store.
- The building form of the Town Center core should be limited to a maximum height of three stories.



Commercial uses surrounding the Firewheel Town Center plaza in Garland, TX



- Commercial areas should be supplemented by plaza spaces that are accessible to the public, for the purpose of outdoor gathering, dining, rest and relaxation, passive recreation and other leisure activities.

CONDITIONS FOR INTEGRATING MODERATE INCOME MULTI-FAMILY HOUSING

- Multi-family housing may be integrated into the West Layton Town Center core by applying the following design standards and conditions:
- **Townhome-style, or main street building forms** are required with parking located to the rear of buildings (see images at left), and buildings limited to areas **(K.)** and **(L.)**. These locations take advantage of an adjacent proximity to the power corridor open space, with immediate access to West Hill Field Road and commercial services.
- Multi-family in area **(L.)** should be integrated into a main street setting, with housing units above Live/Work units and corner retail commercial services that activate a pedestrian streetscape.
- Multi-family housing management should be governed by a broader Town Center management board to better integrate with the Town Center community.
- Multi-family use amenities such as swimming pool, fitness and business center should be shared by the Town Center community, and designed to be accessible from public streets rather than internally oriented.
- Multi-family residential is to be designed as part of a community master plan of the broader Town Center area.

Left Center & Lower Left: Townhome and main street building forms feature enclosed stairwells, façade variation in form and materials, and provide ground level entrances oriented to street or common green area.

RESIDENTIAL AREAS SOUTH AND WEST OF THE TOWN CENTER CORE

Residential areas south and west of the West Layton Town Center core should be established as Low Density Residential, with the Neighborhood Ag Heritage Overlay at a maximum gross density of 4.9 units per acre. This would provide for predominantly single family residential neighborhoods with some housing variety and open space amenities. Townhomes integrated into single family areas should generally be placed closer to the Town Center core and along arterial streets as a buffer and transition from mixed-use commercial areas.

Community Parks and Open Space

Maximize the beneficial use of open space under the power line corridor as complementary elements to enhance the Town Center, such as:

- Consolidated storm water detention (for efficient use of land), with potential agricultural use as a fruit tree orchard; the ground area should be maintained as mowed grass rather than tilling soil to prevent sedimentation, and chemicals avoided to preserve water quality.
- Trails (per the Parks and Recreation Master Plan and the Davis County Trail Plan).
- Pedestrian and bicycle connection to the City's future Power Corridor Park north of Hill Field Road.



Hwy 89 & Gordon Town Center

A new Town Center opportunity lies around a planned interchange at Highway 89 and Gordon Avenue, with Gordon Avenue to be extended from the west through public/private partnerships. Thirty acres of vacant land will be provided with direct access to central Layton and regional access to Weber County and South Davis County, making the center compelling for retail and services for surrounding residential areas and increasing highway corridor travel. The intensity of vehicle trips at this interchange makes the development opportunity fitting for a mix of commercial and residential land uses in a manner that appropriately transitions to adjacent single family residential areas. The land use vision described on pages 37 through 40 corresponds with the Gordon & Hwy 89 Town Center Concept diagram on Page 38.

IMPROVE CONNECTIVITY OF LOCAL STREETS, COLLECTOR AND ARTERIAL STREETS AND TRAILS

A future street network design for the Gordon & Highway 89 Town Center area was established in 2017 through Layton City's participation in UDOT's EIS transportation planning process. UDOT will extend Gordon Avenue to the interchange, and construct highway frontage roads consistent with the City's Transportation Master Plan, as depicted on Page 38.

New development should relate to this street framework while providing additional local street or private drive connections to enhance vehicle and pedestrian mobility. The following conceptual street network elements are recommended for further master plan study to meet these objectives:

A. An intersection at 2700 East and Gordon Avenue designed to accommodate pedestrian and bicycle travel, providing access to commercial amenities and public plaza spaces within the Town Center core. The planned Gordon Avenue bike trail is to connect to 1) Holmes

Reservoir and Holmes Creek Reservoir Trail (south of Gordon Ave); 2) a bike lane planned along Valley View Drive (east of Highway 89, via a future highway overpass); and 3) Snow Canyon Park and Future Trail Connections to Snow Canyon from the Town Center.

B. Right-in-right-out access along Gordon Avenue (1200 North) to support mixed-use development within the Town Center core.

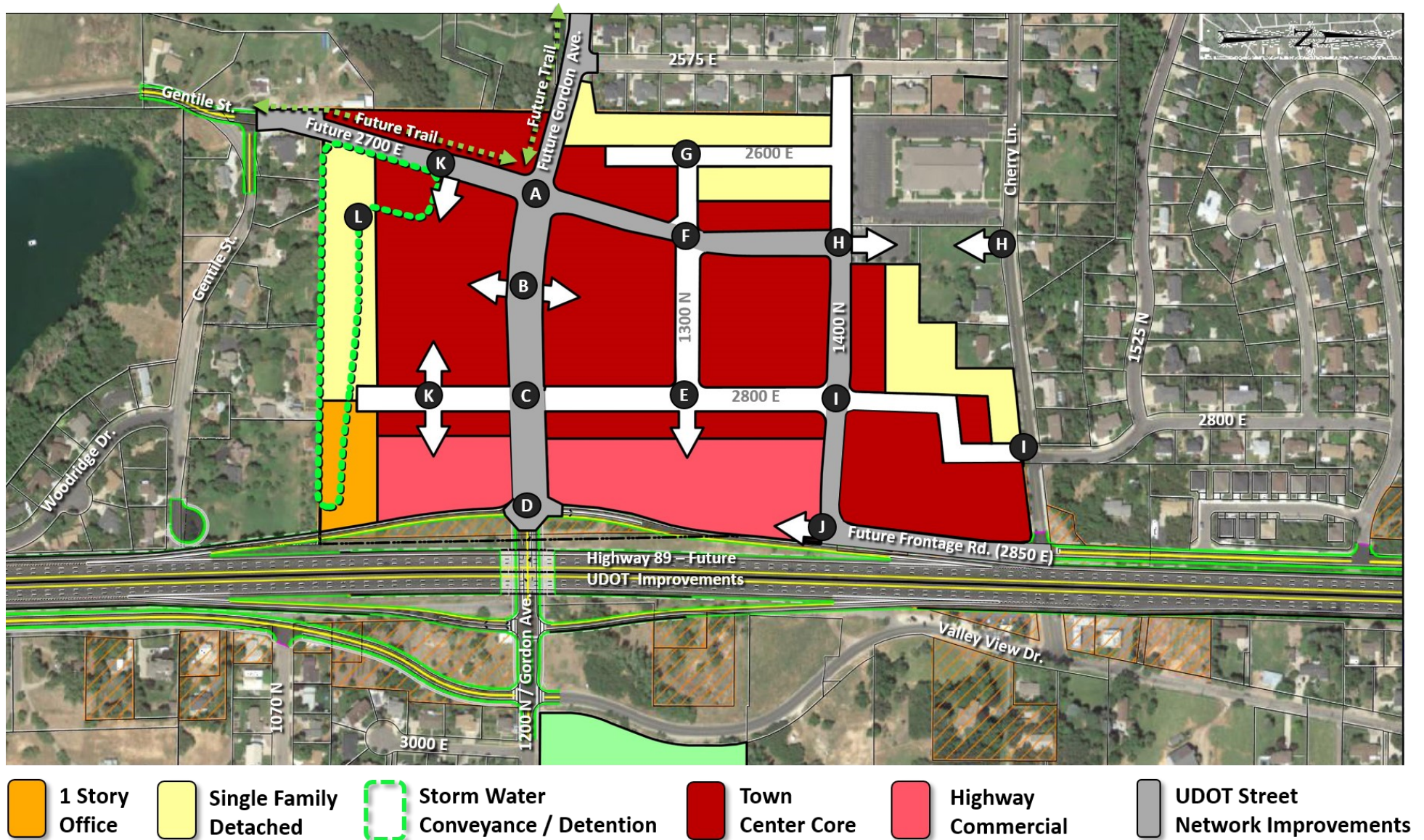
C. Right-in-right-out connections limit turning movements near the on-ramp access (D.) while providing convenient access to commercial services within the Town Center core. On the north side of Gordon Ave, a loop back to the Gordon and 2700 East signalized intersection (**A.**) is provided via 1400 North (**I. & H.**) as a public street, with 1300 North (**E. & F.**) functioning as a private drive and parking access, or a public street.

For commercial development south of Gordon Ave, access can be gained from southbound travel on Gordon Ave (**C.**), with direct right-turn access to the interchange (**D.**), or return access to the signal at 2700 East and Gordon provided through internal block north/south connections (**K.**).

G. A new 2600 East street provides access to single family residential adjacent to the existing residences fronting 2575 East. A north/south



Hwy 89 & Gordon Town Center Concept



street connection to 2600 East should align with a 1300 N connection as needed through the town center core **(G. & F.)**.

H. A future street connection, or extension of 2700 E from 1400 N to Cherry Lane could be explored through coordination and partnership between Layton City and property owners. Similarly, an extension of 2800 E could be explored to improve access to the town center core and highway interchange from the Cottonwood and Cherry Lane Village subdivisions to the north **(I.)**.

Direct access to parking areas could be explored at the intersection of 1400 N and 2850 E **(J.)** and along 2800 E **(K. & E.)**.

L. Regional storm water conveyance and detention is anticipated between the town center core and existing off-site single family residential to the south. This facility could supplement or replace new single family detached housing as an open space buffer along the south boundary.

LAND USE & PLACE-MAKING STRATEGIES

Place-making refers to a variety of land use activities and design elements that add interest and appeal to an urban setting, and attract people to gather, visit relax or recreate. Promoting a Town Center-wide Master Plan and Management Strategy (Home Owners Association, Community Association or other) can inspire a unified sense of community, and support the development of unique places. The land use strategy should incorporate multiple housing types, commercial services, consolidated amenities (e.g. recreation/community center, plazas and open space) and make the cost absorption of high-quality design features (e.g. alleys) feasible.

- Explore a Town Center identity tied to recreational opportunities that come with the nearby foothills, mountains, reservoir and Bonneville Shoreline Trail. The center could be positioned as a place to live for people who like to hike, bike, enjoy nature, and provide a place to relax, refresh and stock up for adventure.

- Development and building orientation should be designed to take advantage of views of both the mountains and lake.

TOWN CENTER CORE

This area is primarily accessed between 2700 East and 2600 East, and between Gordon Avenue and 1400 North where residential mixed-uses are appropriate.

- Commercial uses within this area should relate to pedestrian oriented streetscapes and plaza areas, supported by on-street parking and on-site parking areas to the rear.
- Smaller boutique retail and restaurant uses and Live/Work uses that relate to a plaza area closer to Gentile and Gordon.
- Buildings should be no more than four stories in the Town Center core and no more than two stories adjacent to single family detached homes.
- Multi-family residential may be integrated into the broader Town Center by applying the following design standards and conditions:
- **Townhome-style, or main street building forms** are required, or a mansion house building form (see Page 35).



- Multi-family housing may also be integrated into a Main Street setting, with housing units above Live/Work units and corner retail commercial services that activate a pedestrian streetscape.
- Multi-family housing management should be governed by a broader Town Center Home Owners Association or Community Association board.
- Multi-family amenities such as swimming pool, fitness and business center should be shared by the Town Center community, and designed to be accessible from public streets rather than internally oriented.
- Multi-family residential is to be designed into a broader master plan of the broader Town Center area.
- Explore potential for multi-family residential built over podium (structured) parking at the base of the building for a reduced parking footprint and increased active street frontage.

Town Center Transitions to Off-Site Single Family Residential

- Single family detached residential should be designed with a compatible density and scale along Town Center edges adjacent to ex-

isting off-site single family.

- Closer to the highway frontage, where commercial is more appropriate, commercial abutting single family should be lower intensity office with a landscape buffer. Internal parking must be separated by the commercial building to buffer commercial activity from single family residential properties.

Community Plazas and Open Space

- Provide accessible plazas associated with active streetscapes designed for all ages to support public gathering, dining, games and programmed recreation activities.
- Explore opportunities to program storm water detention areas for compatible shared uses (see L. on previous page).
- Provide way-finding signage to the future Snow Canyon Park.

Highway Commercial areas are well-suited for grocery and highway-oriented commercial (gas, convenience, fast food, office retail) that is accessible and visible from Highway 89, and serves as a buffer between the highway interchange and the Town Center core.





Recent residential townhome projects in this Town Center area help to make a redeveloped Town Center feasible in the long term. Near term, continued residential infill and redevelopment, including townhomes and multi-family residential will strengthen retail and may eventually support second story office.

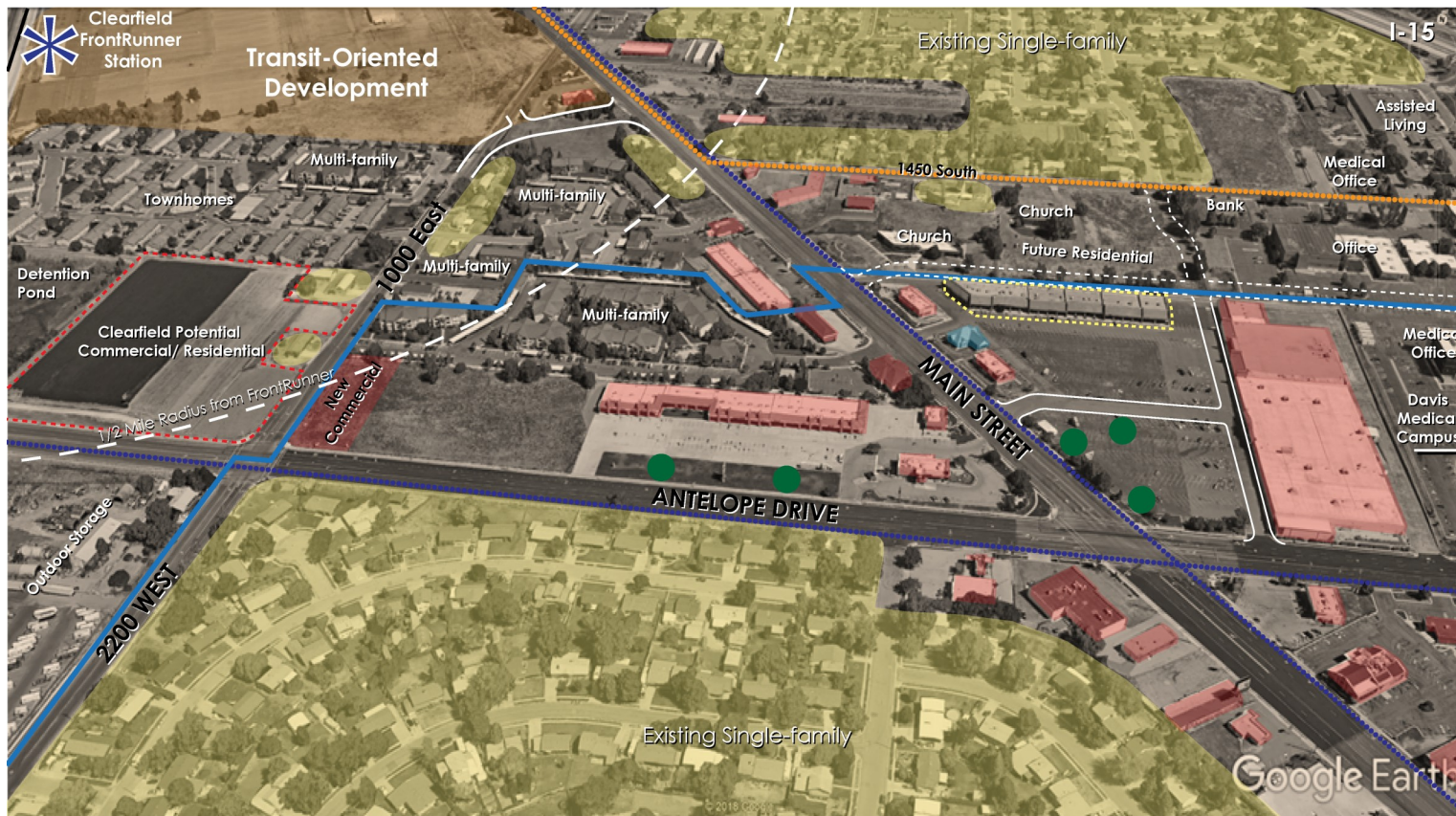
GORDON & FAIRFIELD TOWN CENTER

GORDON & FAIRFIELD TOWN CENTER STRATEGIES

- Building on recent Live/Work and townhome infill development, encourage Live/Work, townhome and multi-family residential development and a neighborhood feel to strengthen retail as it repositions.
- Build on existing land use elements that contribute to a Town Center destination, including an assisted living facility, a post office, and King Elementary School.
- Explore shared parking and mixed-use infill development opportu-

nities for street-fronting buildings, and/or encourage land assemblages needed to redevelop underutilized shopping center areas into a more cohesive and mixed-use Town Center.

- Explore appropriate building heights of up to three or four stories, while respecting height transitions to existing off-site single family residential. Four stories may be required for potential redevelopment of existing commercial uses.
- Provide public spaces, including enhanced streetscapes and plaza spaces associated with street-fronting development to encourage neighborhood activity and vibrancy.



ANTELOPE & MAIN TOWN CENTER

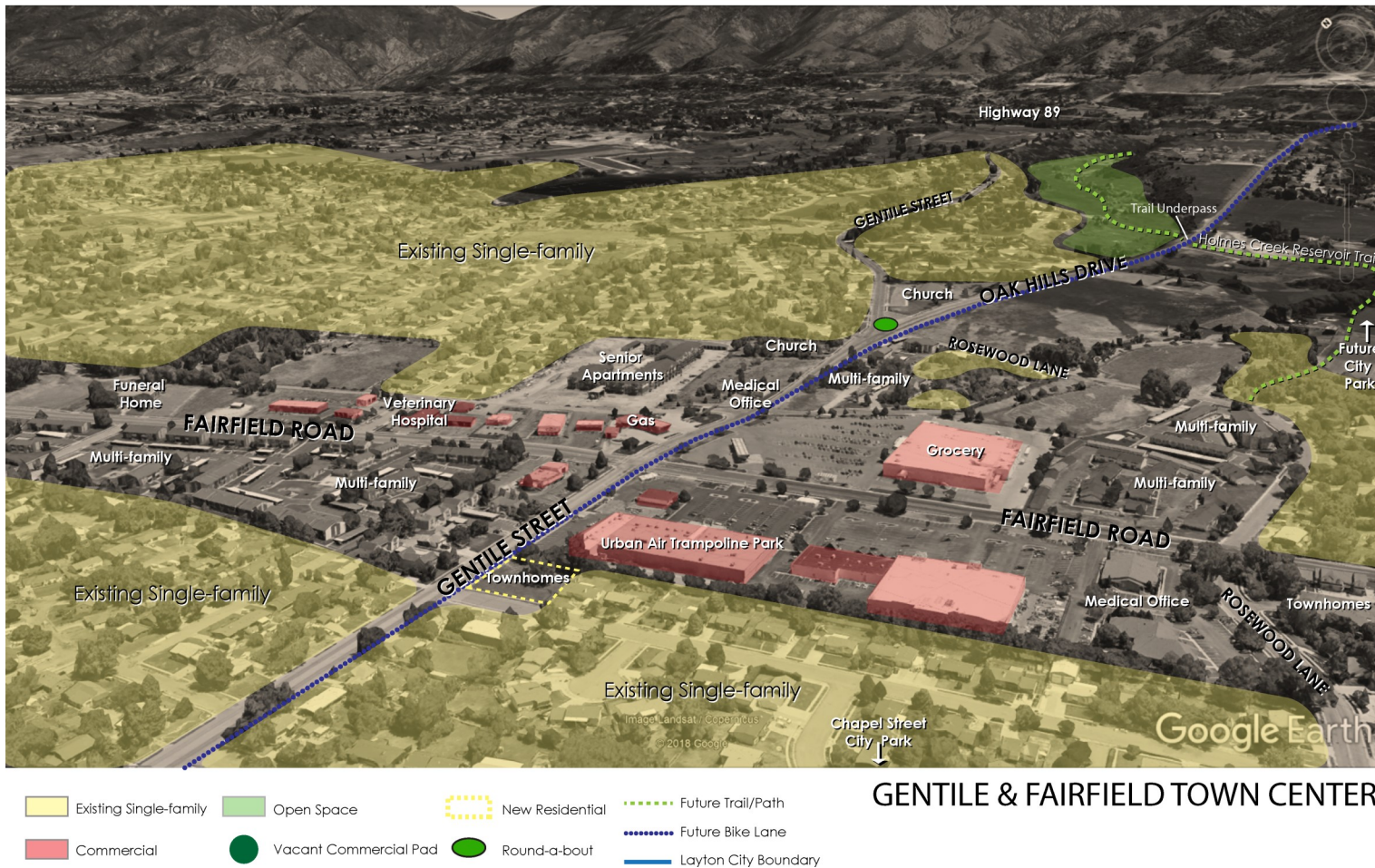
Framed by Antelope Drive and Main Street, and located near I-15, this potential Town Center lies at the north edge of Layton and at the crossroads of several institutional anchors, including Davis Hospital and Medical Center and Tanner Clinic. The Town Center is positioned for infill development that can strengthen and increase existing retail services, with potential redevelopment opportunities for aging commercial facilities.

ANTELOPE & MAIN TOWN CENTER



ANTELOPE & MAIN TOWN CENTER STRATEGIES

- Plan for public sector improvements and an urban street grid to support eventual urban development, including new residential, office and retail.
- Explore necessary building heights needed to offset costs of redevelopment.
- Encourage partnership with Clearfield City for a cohesive redevelopment effort.
- Plan carefully to optimize connectivity and adjacency to the Clearfield FrontRunner Station and surrounding household and employment bases.
- Capitalize on the circulator bus route that runs from the Clearfield FrontRunner Station to the Layton FrontRunner Station, which will support the Town Center.
- Explore opportunities to provide outdoor plaza spaces associated with street-fronting development to encourage pedestrian activity and Town Center vibrancy.



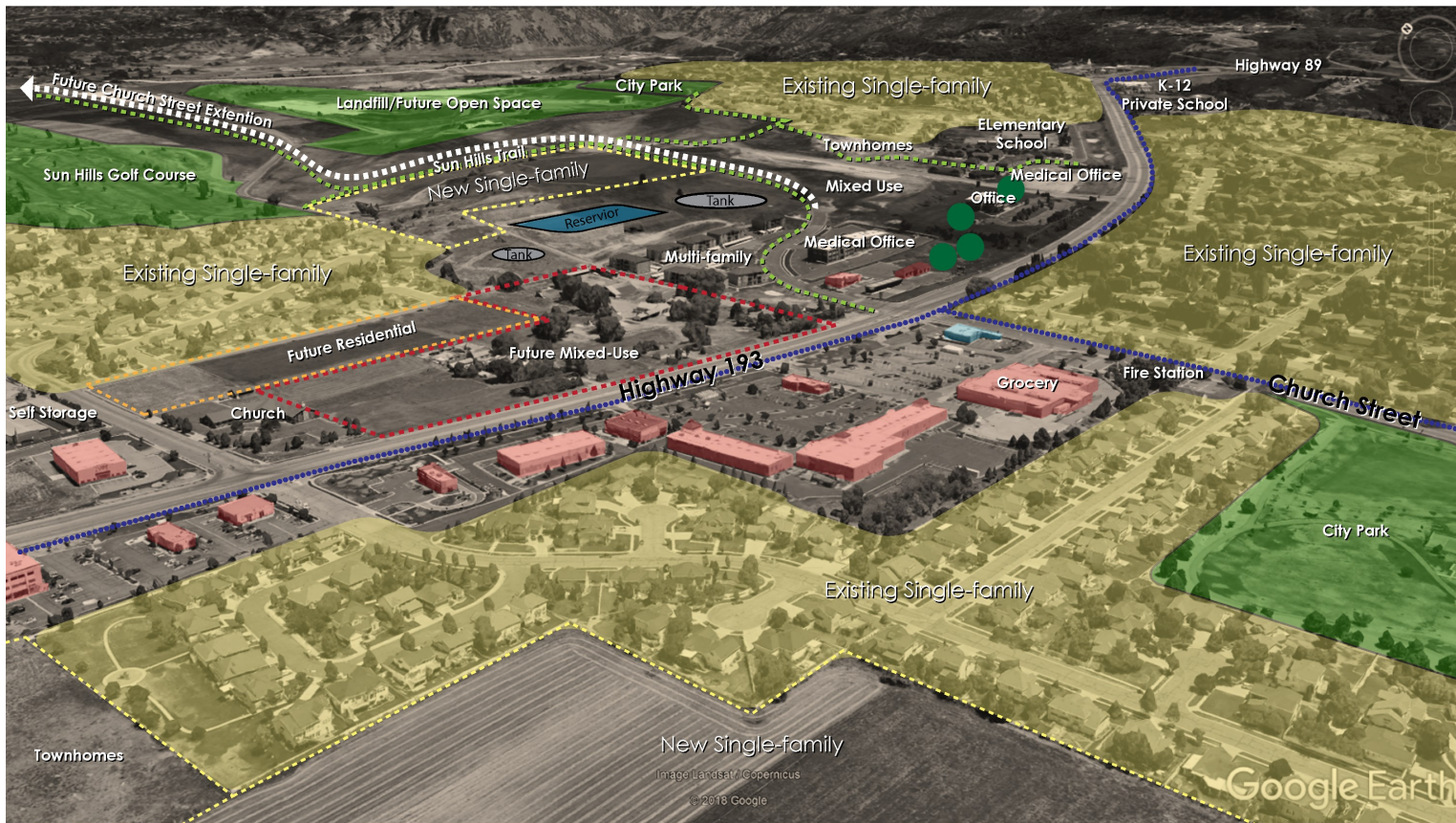
GENTILE & FAIRFIELD TOWN CENTER

GENTILE & FAIRFIELD TOWN CENTER STRATEGIES

The Fairfield & Gentile Town Center area currently provides diverse residential and commercial land use elements with a grocer anchor. New development is likely to be residential-driven, with supplementary commercial that is spurred by future Historic Downtown Urban District establishments.

- Encourage residential-driven development with supporting retail, restaurants and small-scale office, and eventual redevelopment of existing shopping center.

- Explore public/private partnerships to identify appropriate redevelopment opportunities, and land assemblages of multiple parcels for new development opportunities.
- Explore necessary building heights needed to offset costs of redevelopment.
- Explore a range of housing options with appropriate height transitions to off-site single family residential.



CHURCH & HWY 193 TOWN CENTER

CHURCH STREET & HWY 193 TOWN CENTER STRATEGIES

The Church Street & Highway 193 Town Center opportunity is to strengthen nearby retail services with continued residential development, including townhomes, multi-family residential and small lot single family homes, with the integration of pedestrian-oriented retail as the surrounding household base expands.

- Encourage landscaping as a buffer along Highway 193 and encourage street-facing retail along internal streets.

- Explore synergy between East Gate Business Center and Highway 193 Town Center, recognizing that East Gate will support retail at Highway 193.
- A transition of land use intensity and building height should decrease from the greatest intensity along Highway 193 and adjacent to existing multi-family residential, to lower scale residential uses such as town homes or small lot single family detached housing fronting 3025 North.