

3. URBAN DISTRICTS

The Heart of Layton City

Urban Districts are centers for business and residential living, providing regional and local retail, recreational, cultural, and educational amenities. They are mixed use in character and should include multi-story buildings oriented to the street for office, retail, service, hospitality, entertainment, and residential uses. Plazas and other useable open spaces provide interesting places for the community to gather. Urban Districts emphasize streets that support walking, biking, on-street parking and transit use. Parking structures are encouraged to minimize surface parking lot area where possible, and maximize building footprint areas for people to live and work.

Condos, apartments, and townhomes should provide a mix of housing options at a range of price points. As residential population rises in these districts additional neighborhood amenities such as transit, shared transportation, plazas, pocket parks and streets with pedestrian friendly seating areas enhance a vibrant urban environment.

Two nearly adjacent Urban Districts are the heart of Layton City and are the sites of the most intense future infill development and redevelopment: **Historic Downtown** and **Midtown**.



Urban Districts are popular destinations to spend time with family and friends. Open plazas and parks can be programmed for all ages, and provide for events and activities to take place as the City's "living room."

URBAN DISTRICT OPPORTUNITIES

Layton's Urban Districts are centrally located and lie along two major regional transportation arteries, Interstate 15 and FrontRunner commuter rail, and benefit from tremendous regional access. These areas have long been a center for regional retail and, increasingly, are viewed as a mixed-use destination for hospitality, office employment centers, regional recreation and entertainment, as well as a convenient and vibrant locale to live and work. Challenges include developing a more pedestrian, bike and transit-friendly environment where car-centric planning in the past has reduced the functionality and enjoyment of walkable streets and blocks, and encouraged large-scale, auto-oriented development.

Opportunities include adapting and diversifying existing retail sites to include a variety of housing options (including apartments and condos) and job opportunities; building on the area's hospitality and entertainment options (including the Davis Conference Center, area hotels and restaurants); and enhancing the historic and once walkable quality of Historic Downtown. The following strategies can establish vibrant Urban Districts in Layton:

- Establish unique design standards for both Historic Downtown and Midtown.
- Explore opportunities to promote local bus system expansion to improve connectivity to and from Layton's Urban Districts, Business Districts, and Town Centers.
- Encourage Urban Districts to be population centers that welcome a wide variety of housing options and price points, to address the needs of a range of households, from low-income to high income residents, from households comprised of a single adults to larger families.
- Encourage multi-story urban housing (minimum of 4 to 5 stories with no maximum height or number of stories) that is compliant with Transit Oriented Development principles.

- Provide additional "Last Mile" transit connections from the Layton and Clearfield FrontRunner Stations to Layton's Town Centers.
- Balance telecommunication needs and the design of telecommunication equipment in the built environment.
- Promote shared transportation options for vehicle, bikes or other modes of transportation to reduce parking demand.



Historic Downtown

The Historic Downtown area is to be primarily focused on residential and employment uses, with supplementary retail and restaurants. Trails and bike routes including the Kays Creek Trail and the Bamberger Rail Trail converge at Historic Downtown, making the district a draw to surrounding residential areas for downtown services, amenities and access to the FrontRunner Station. The Bamberger Rail Trail also connects Midtown to Historic Downtown, allowing visitors staying in Midtown to travel to Downtown without the use of an automobile. As such, it provides a pleasant place to live, work and enjoy daily life.



HISTORIC DOWNTOWN STRATEGIES

- Establish design standards unique to Historic Downtown that relate to the traditional feel of existing historic buildings. Establish pedestrian, bike and vehicular connectivity with new development to create a network of smaller blocks and connections to sidewalks, pathways and trails. Encourage buildings that embrace the street with entrances and windows that are human-scale and include ground floor retail and pleasant and pedestrian-friendly streetscapes and sidewalks that include street trees, furniture, interesting outdoor eating/gathering spots and public art.
- Encourage a mixed-use environment that creates a sense of place that is comfortable for residents and employees engaged in everyday life and that is inviting to residents and visitors to enjoy local restaurants and shops.
- Establish design standards for small cell equipment that is compatible with the built environment.
- Redesign and reconstruct Main Street to enhance pedestrian friendliness. Work with Utah Department of Transportation (UDOT) toward a context sensitive street design to meet local and regional travel needs while being sensitive to adjacent land use/planned land use. The redesign should buffer the intensity of Main Street traffic from the streetscape beside it.
- Support infill and redevelopment while identifying key historical structures to preserve, such as the Depot and First National Bank building (former Farmer's Union). Explore strategies and feasibility to build with greater height behind historic structures.
- Explore opportunities through the Redevelopment Agency (RDA) to encourage property assemblage and private investment for infill development and redevelopment.
- Explore public/private partnerships, and other strategies to use limited land efficiently and wisely, including structured parking,



HISTORIC DOWNTOWN URBAN DISTRICT



and shared and consolidated parking, shuttle transport and other travel demand management strategies. Restrict surface parking to the side or behind buildings.

- Explore opportunities to implement technology for real-time parking vacancy identification to drivers via smart devices, as an opportunity to reduce circular traffic of drivers looking for parking spaces.
- Encourage more choices for mobility within the district for pedestrians, bikes, shuttles, busses, and cars, including associated amenities such as: shared cycling, shared vehicles, and bicycle parking for businesses and housing.
- Explore opportunities to promote private or public shuttles between the Layton FrontRunner Station and Business Centers.
- Design and construct a pedestrian/bike bridge over FrontRunner and Union Pacific Rail Road tracks to encourage passenger rail ridership by connecting medical facilities/employment, housing and transit, and to encourage trail use and visitation to Historic Downtown from residential areas.
- Promote opportunities to link regional and City trails to Historic Downtown, including the Bamberger Trail and Kays Creek Trail, and provide way-finding signage for cyclists and pedestrians.



Midtown

Midtown is intended to evolve as a prominent mixed-use regional entertainment district with major retail anchors, supported by residential, office, and hospitality. As the City's "living room", it is to provide a vibrant and welcoming atmosphere for residents and visitors with vibrant activities creating a destination with immediate recognition.



MIDTOWN OPPORTUNITIES

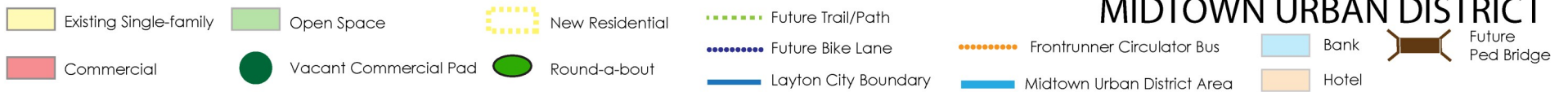
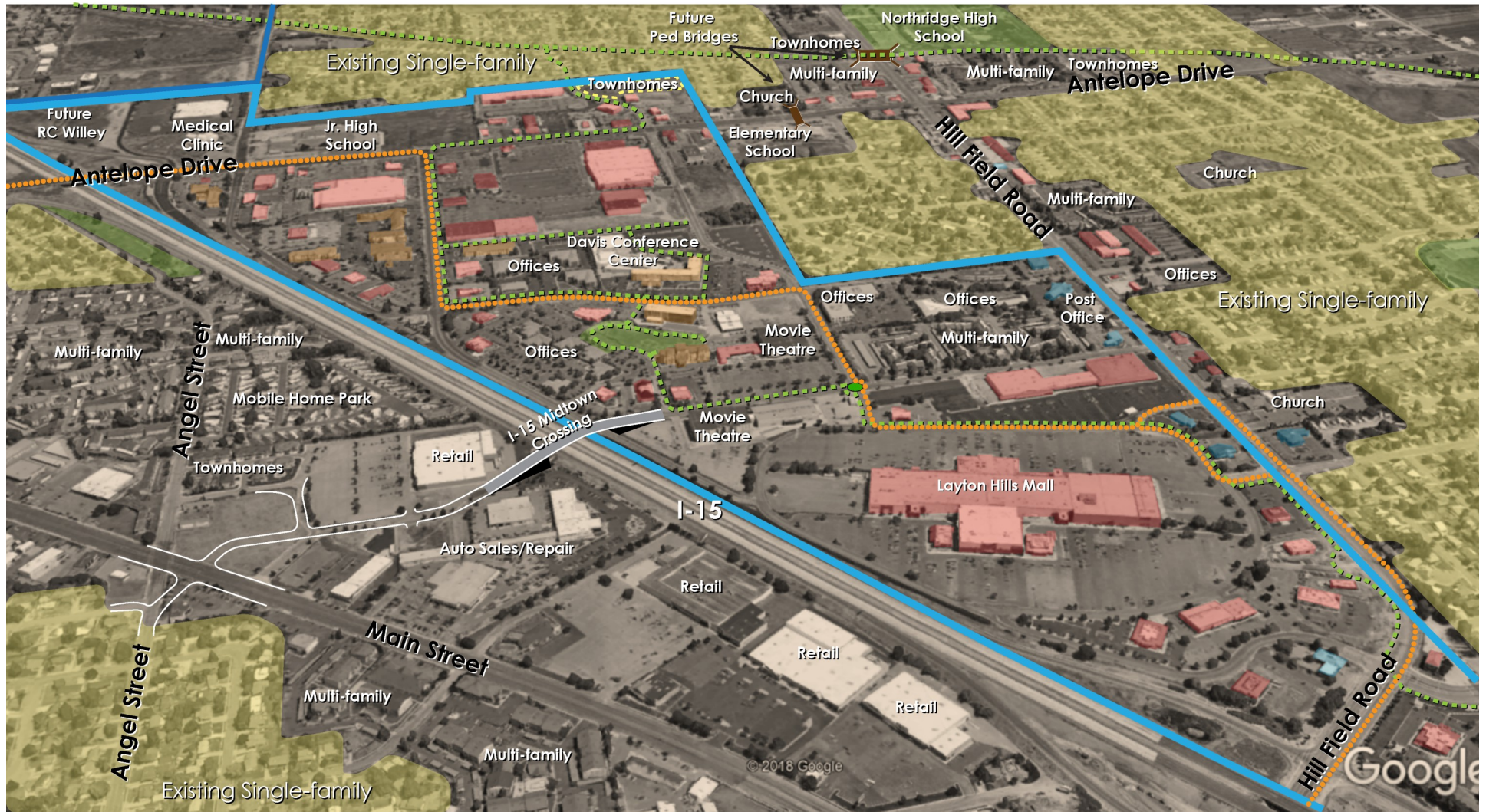
- As big box and other retail repositions and downsizes, encourage residential and office mixed-use infill development and redevelopment to support commercial, and maintain Layton's strength as the regional retail center of Davis County.
- Pursue public/private partnerships (such as the Davis Arts Council) and private investment for plazas, outdoor gathering places, and programmed activities that create interest (e.g. performances, art exhibits, carousels, climbing gyms, food trucks, public art).
- Encourage a mixed-use environment that creates a sense of place that is welcoming to all ages and abilities by exploring opportunities for attractions such as indoor and outdoor cultural and entertainment options, theaters and venues for the arts, sporting, plazas, splash pads, and amphitheaters.
- To introduce a substantial residential population in the Midtown area and to use limited land efficiently, infill housing in the Midtown area should be a minimum of 4 stories tall, except when transitioning to existing offsite single family residential areas to minimize impacts.
- Encourage land uses that will increase ridership opportunities for the Midtown Trolley and generate a higher frequency of riders and therefore provide more service to the Hospitality District.
- Establish appropriate height transitions from taller buildings to nearby residential neighborhoods. The height transition should define building setbacks, separation buffers (including drive, landscape and fencing), and height limitations to minimize direct visual

and sound impacts between infill development and adjacent single family homes.

- Establish design standards unique to Midtown that promote an active urban environment while introducing improved connectivity through larger commercial sites and smaller blocks and streets; buildings that embrace the street; and pleasant and pedestrian-friendly streetscapes that include street trees, furniture, outdoor eating/gathering spots, and public art. New development should take advantage of Layton's panoramic view of the Wasatch Front Mountains.
- Market regionally, the Hospitality District including the area's conference center, hotels and restaurants. Provide visitors with pedestrian wayfinding signage to local businesses, and highlight popular tourist destinations such as The Great Salt Shorelands Preserve, trails, parks, cultural sites, and events in Layton.
- Engage Davis County Economic Development and business leadership representatives in a future strategic planning and master-planning processes to understand potential growth and expansion of the Davis Conference Center and a multi-story (preferably 12 story) Conference Center Hotel.
- Pursue planning for a repositioned Layton Hills Mall to become a combined interior climate controlled shopping mall with an outdoor lifestyle mall experience added to the north of the existing mall.
- Improve the connectivity of all uses and mobility of pedestrians throughout Midtown with additional trails, urban sidewalks, more Free Fare Transit and e-Bike Share opportunities.



Compatible transition between existing single family residential and Urban District infill development.



MIDTOWN URBAN DISTRICT