

# **PUBLIC MEETING - OPEN HOUSE**

## **GORDON AVE & HWY 89 TOWN CENTER MASTER PLAN**

---

### **COME SHARE YOUR FEEDBACK**

The future Gordon Avenue and Highway 89 Town Center is one of six town centers within Layton and includes approximately 40 acres of undeveloped ground. The City is working to create a master plan to be the guide for how this town center is developed.

We need your help and your voice, join your community in providing feedback on how the Gordon Ave & Hwy 89 Town Center should be developed.

Below are sections from the General Plan which outline the vision for town centers including additional details about the Gordon Ave & Hwy 89 Town Center.

---

**JUNE 29TH 6-8 PM**

**FIREHOUSE #54**

**1301 VALLEY VIEW DRIVE**

**FOR MORE INFORMATION:**

**(801)336-3780**

**[planning@laytoncity.org](mailto:planning@laytoncity.org)**

# 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.
<ol style="list-style-type: none"> <li>1. Church &amp; Hwy 193</li> <li>2. Antelope &amp; Main</li> <li>3. Gordon &amp; Fairfield</li> <li>4. Gentile &amp; Fairfield</li> </ol>	<ol style="list-style-type: none"> <li>5. Hwy 89 &amp; Gordon</li> <li>6. West Layton</li> </ol>

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.



## 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.

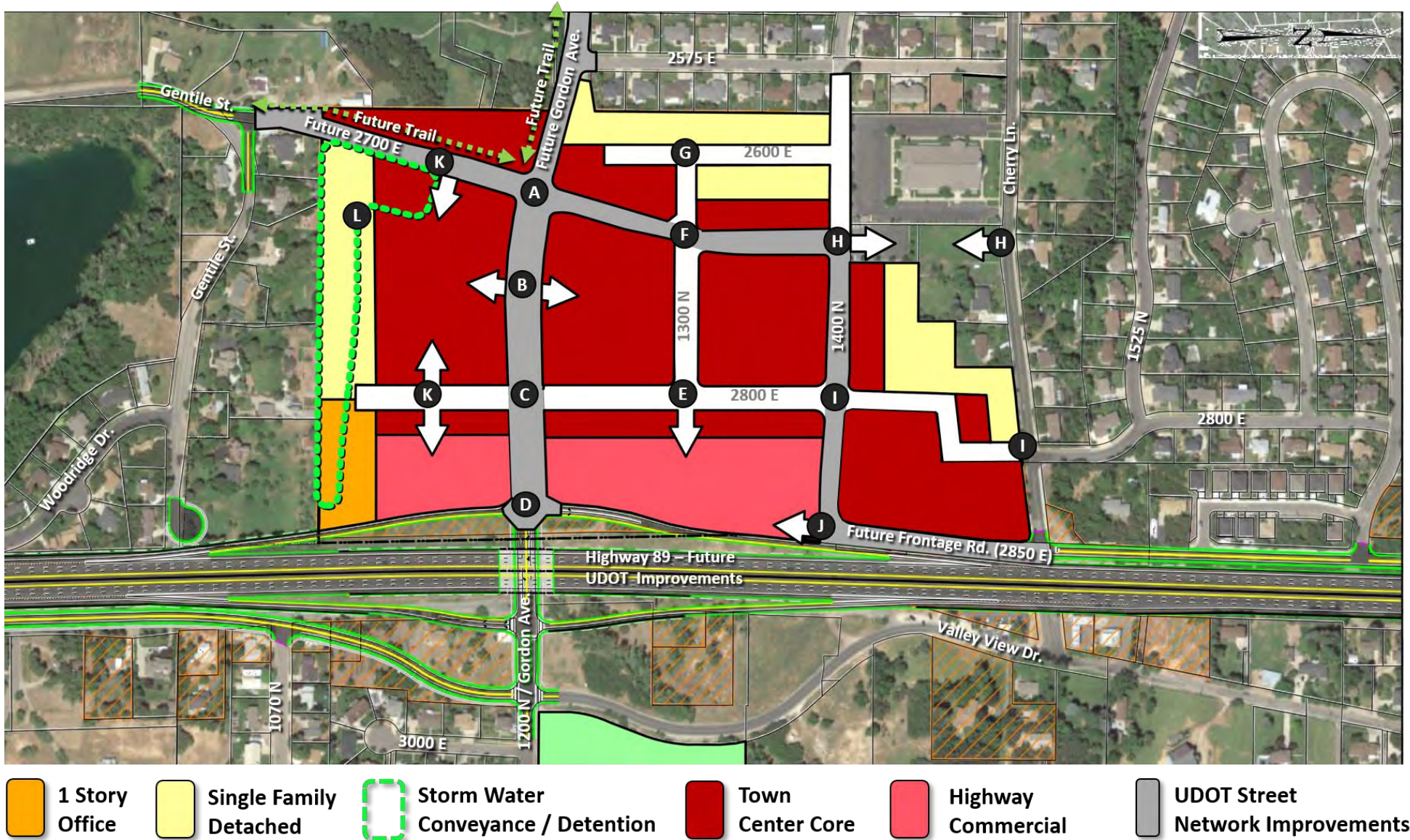
**C.** Right-in-right-out connections limit turning movements near the on-ramp access (D.) while providing convenient access to commercial services within the Town Center core. On the north side of Gordon Ave, a loop back to the Gordon and 2700 East signalized intersection (**A.**) is provided via 1400 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.

