

UtahStateUniversity

LANDSCAPE ARCHITECTURE & ENVIRONMENTAL PLANNING  
CAPSTONE SENIOR STUDIO SPRING 2019

FINAL REPORT  
**LAYTON**  
MOUNTAIN TO SHORE



Winter at Hobbs Reservoir

Photo: Evan Tanasjuk

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**UtahStateUniversity.**  
LANDSCAPE ARCHITECTURE &  
ENVIRONMENTAL PLANNING

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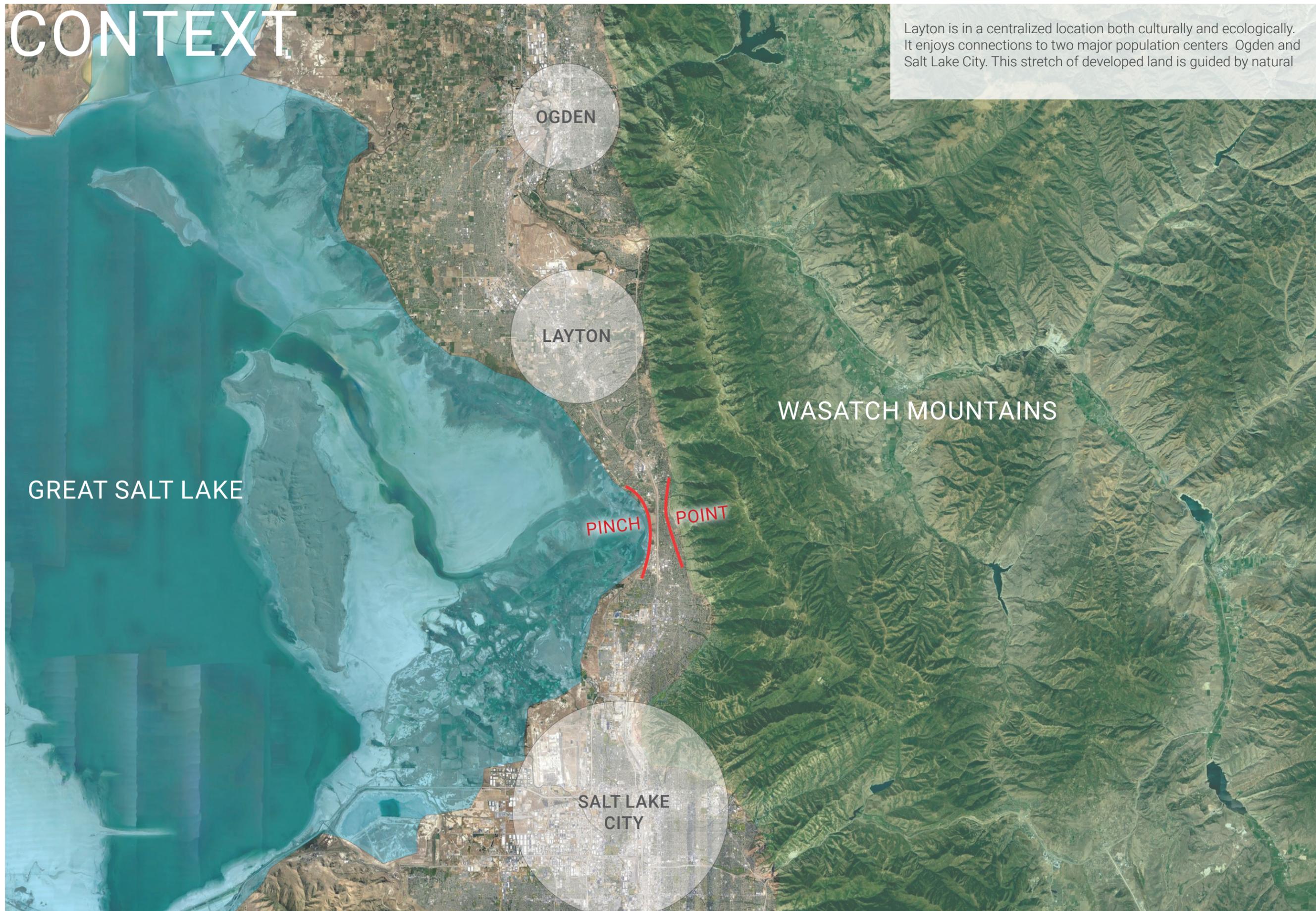
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## VIDEO LINK

<https://tinyurl.com/YYR5WL6L>



# CONTEXT



Layton is in a centralized location both culturally and ecologically. It enjoys connections to two major population centers Ogden and Salt Lake City. This stretch of developed land is guided by natural

GREAT SALT LAKE

OGDEN

LAYTON

WASATCH MOUNTAINS

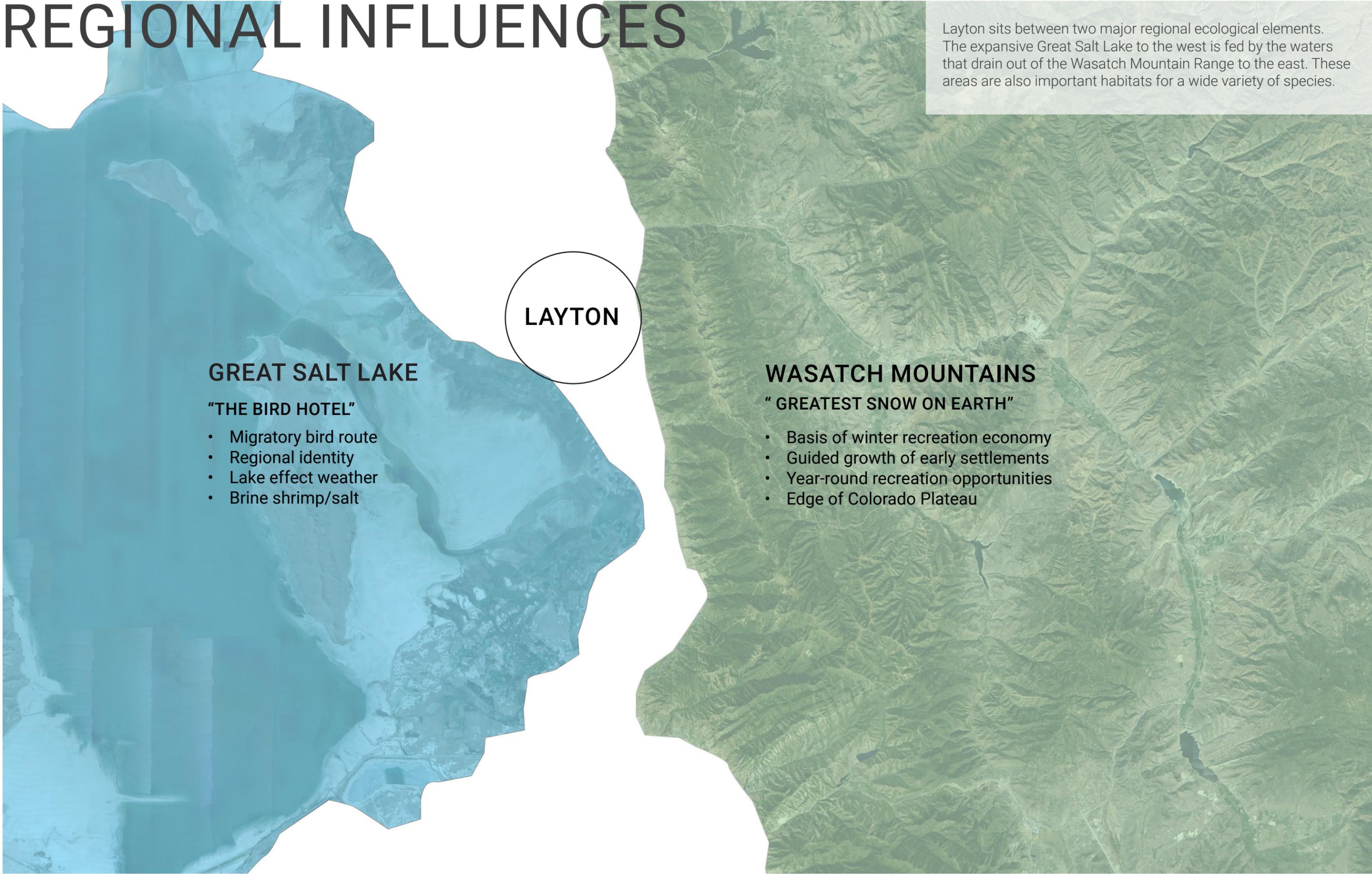
PINCH

POINT

SALT LAKE CITY

# REGIONAL INFLUENCES

Layton sits between two major regional ecological elements. The expansive Great Salt Lake to the west is fed by the waters that drain out of the Wasatch Mountain Range to the east. These areas are also important habitats for a wide variety of species.



LAYTON

## GREAT SALT LAKE

### “THE BIRD HOTEL”

- Migratory bird route
- Regional identity
- Lake effect weather
- Brine shrimp/salt

## WASATCH MOUNTAINS

### “GREATEST SNOW ON EARTH”

- Basis of winter recreation economy
- Guided growth of early settlements
- Year-round recreation opportunities
- Edge of Colorado Plateau

# ASSETS

Layton has many beneficial resources throughout the city. Below are eight with the greatest potential for development.



1. WASATCH MOUNTAINS  
Canyons along the mountains connect to the Great Salt Lake.



2. HILL AIR FORCE BASE  
The base provides local jobs and catalyzes tech development.



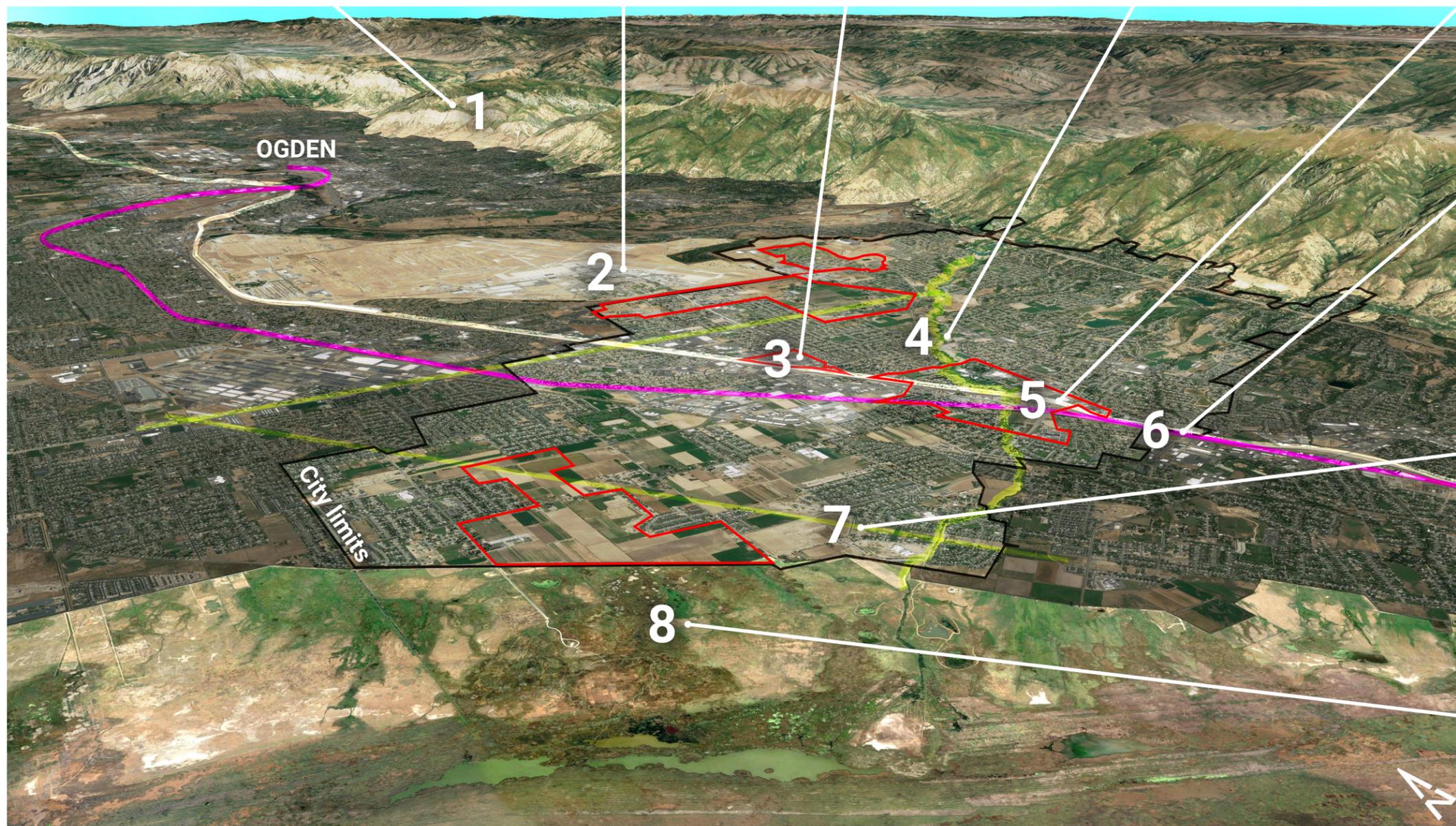
3. LAYTON HILLS MALL  
The mall has been a core economic asset for more than 30 years.



4. KAYS CREEK  
Provides opportunity for recreation, identity and wildlife habitat.



5. INTERSTATE 15  
A major north-south connection for commerce and tourism.



6. FRONTRUNNER  
This station in the historic city center provides a great regional asset.

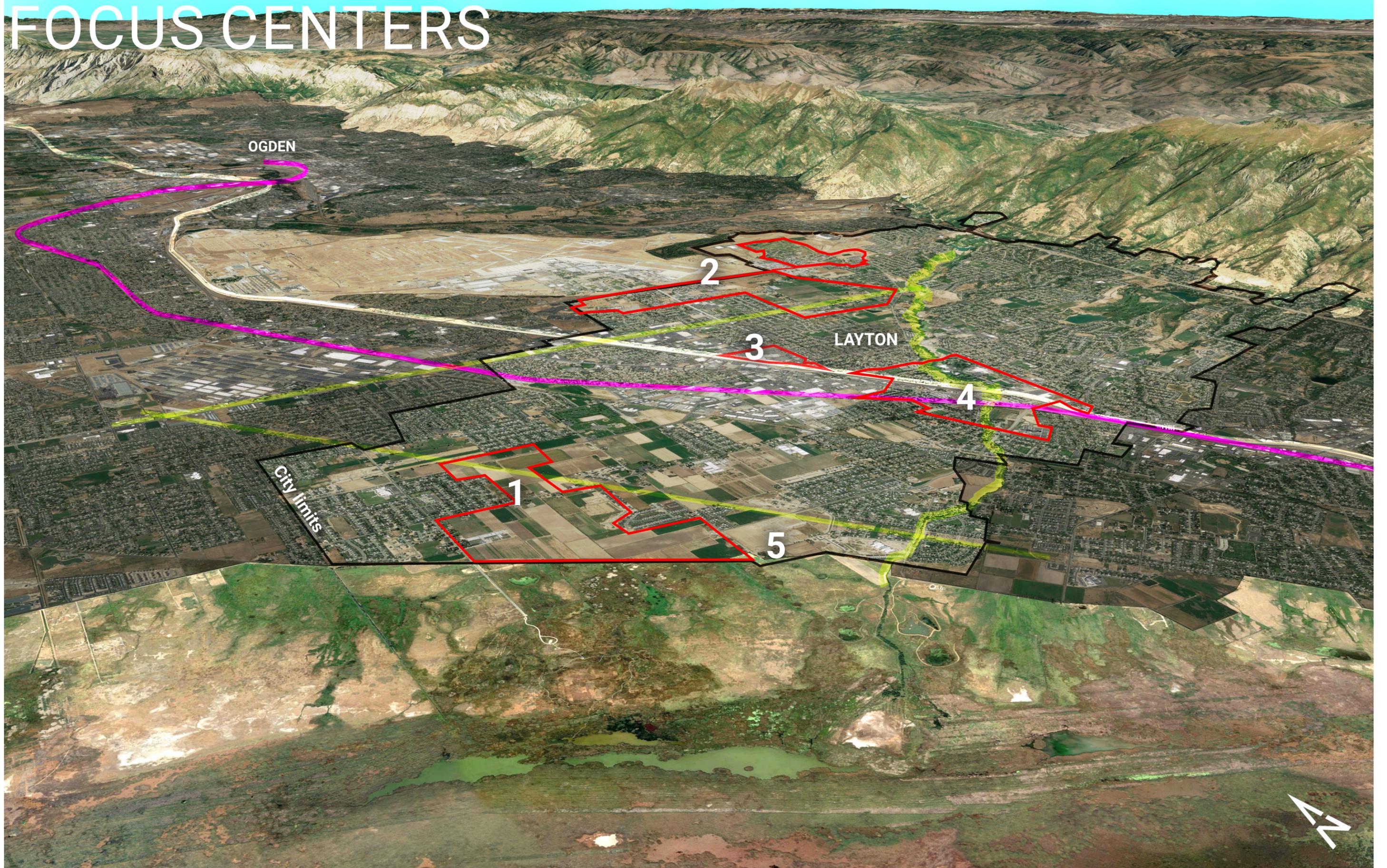


7. POWER LINE CORRIDOR  
Presents unique opportunity to create trail networks and connections.



8. SHORELAND PRESERVE  
Home to over 250 species of birds.

# FOCUS CENTERS



OGDEN

2

3

LAYTON

4

City limits

1

5

# FOCUS CENTERS

## 1 SHORELANDS



The introduction of the West Davis Corridor will attract 30,000-40,000 average daily trips bringing business opportunities and connectivity for residents living on the west end of Layton. This mixed commercial development must respond to the collection of assets that exist here. The Shorelands team will build on this corridor and incorporate concepts that take strength from the internationally-renown bird refuge while also being sensitive to the emerging residential development.

## 2 SOUTH GATE



The Layton Forward Plan stressed the importance of the economic benefits of Hill Air Force Base to the city, and the South Gate team will expand the city's relationship with the base by complementing the proposed East Gate Center with development that extends along State Route 193. They also propose improvements on Weber State University - Davis, the South Gate of the base and Hill Field Road as part of a corridor of activity with affordable residences, commercial businesses

## 3 MIDTOWN



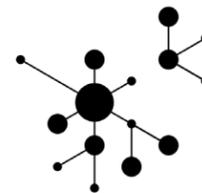
The Layton Hills Mall has been a major retail destination for the region since 1980. Recent programming additions, including the aquarium, indicate a need to adapt to changing consumer habits. Adjacency to the freeway and spin-off mid-size and big box retail suggest that additional forward thinking may help to keep this major asset profitable for decades to come. The Midtown team investigated other malls in western states to seek solutions to the challenge facing today's brick and mortar retail.

## 4 CITY CENTER



In contrast to many other Utah settlements, Layton grew organically without a grid-based network of streets. More recently, regional transportation arrived in the form of the FrontRunner. Proposed improvements have been made to expand existing bus routes and bus rapid transit reinforcing a walkable city center in what has been automobile-oriented. The team also takes advantage of the proposed Kays Creek Trail. The recently completed Layton Hospital and transit-oriented developments will be built upon to re-establish this area as the city center.

## 5 DYNAMIC SYSTEMS



What good are centers of activity if they are not connected? With wonderful creeks and natural corridors extending west to the Shorelands, Layton offers a wealth of connective opportunities. Walkability within and between the activity centers will contribute to a rich and diversified future for Layton. The desire to visit all of these centers will be heightened if each center builds its form and identity around these unique assets.

# THE SHORELANDS

EMILY DAYBELL  
TOMMY SMITH  
EVAN TANASIUK

## A DIVERSE ANCHOR WITH INTEGRATED RELATIONSHIPS

Layton's proximity to one of North America's most important wetlands for migratory bird flyways could be one of its greatest assets. With a freeway planned along the southwest edge, the city has an opportunity for economic stimulus and increased regional presence with the convergence of human travel and waterfowl migration.



THE SHORELANDS



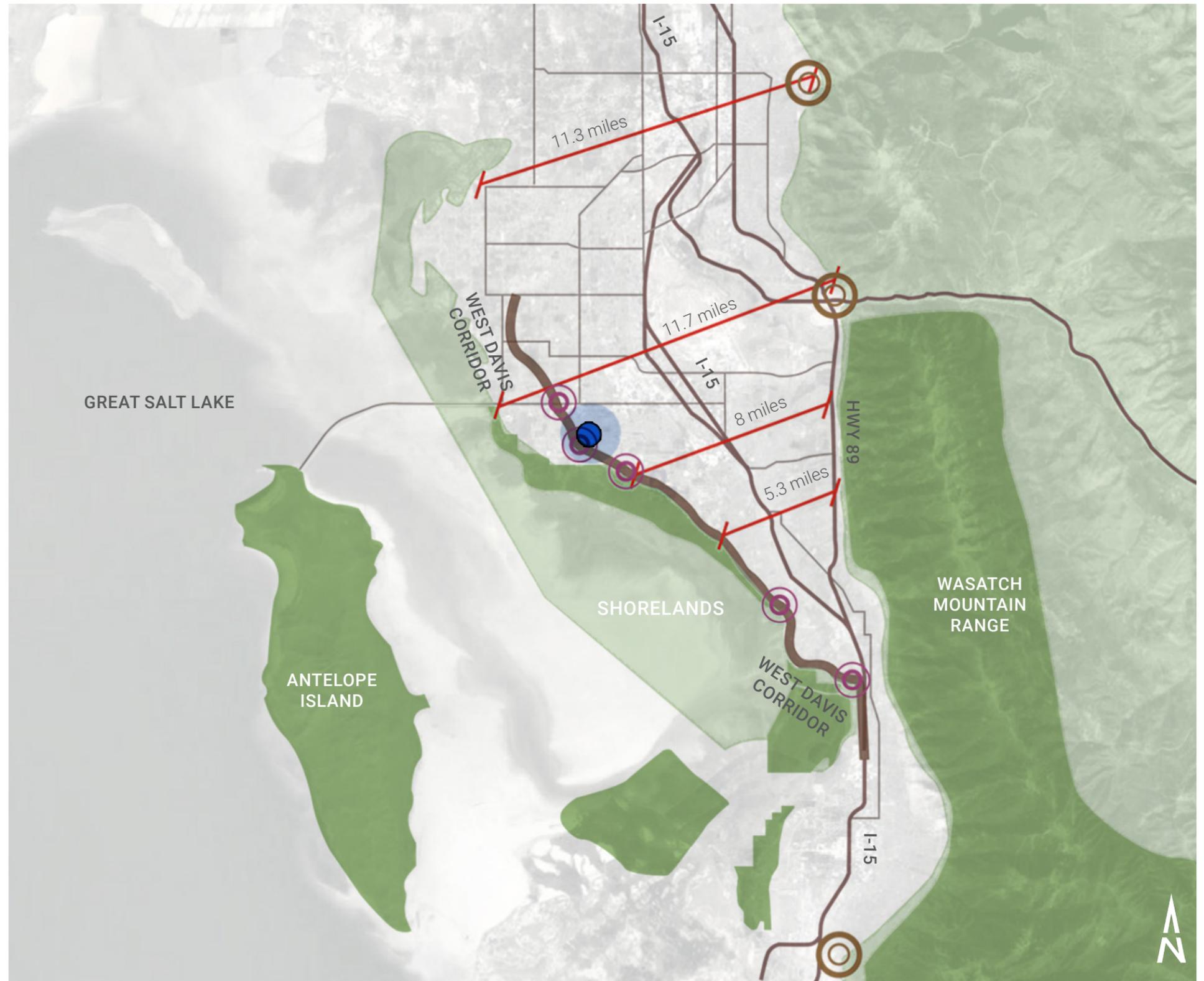
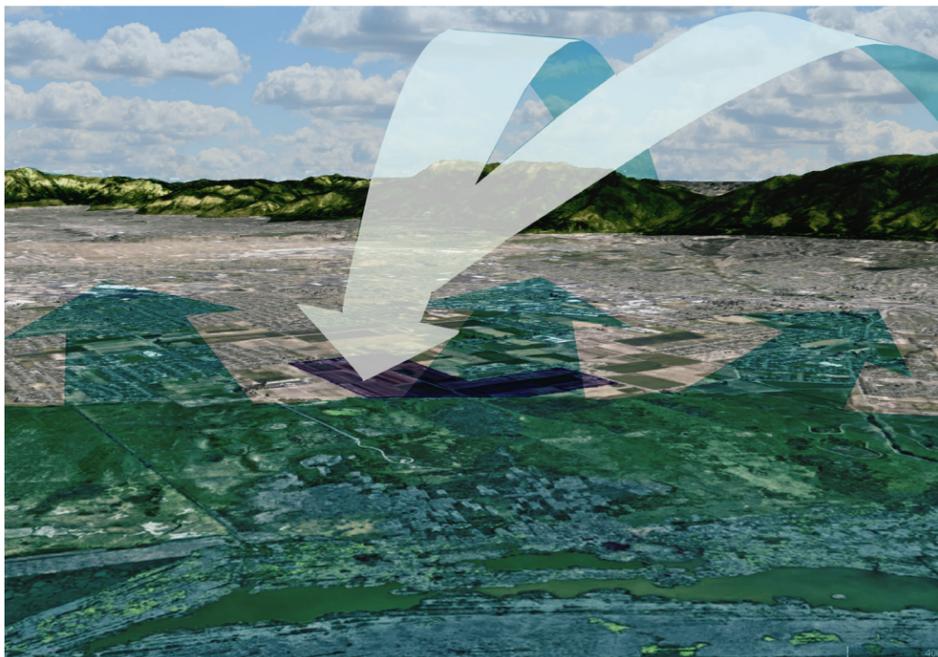
Photo: Evan Tanasiuk

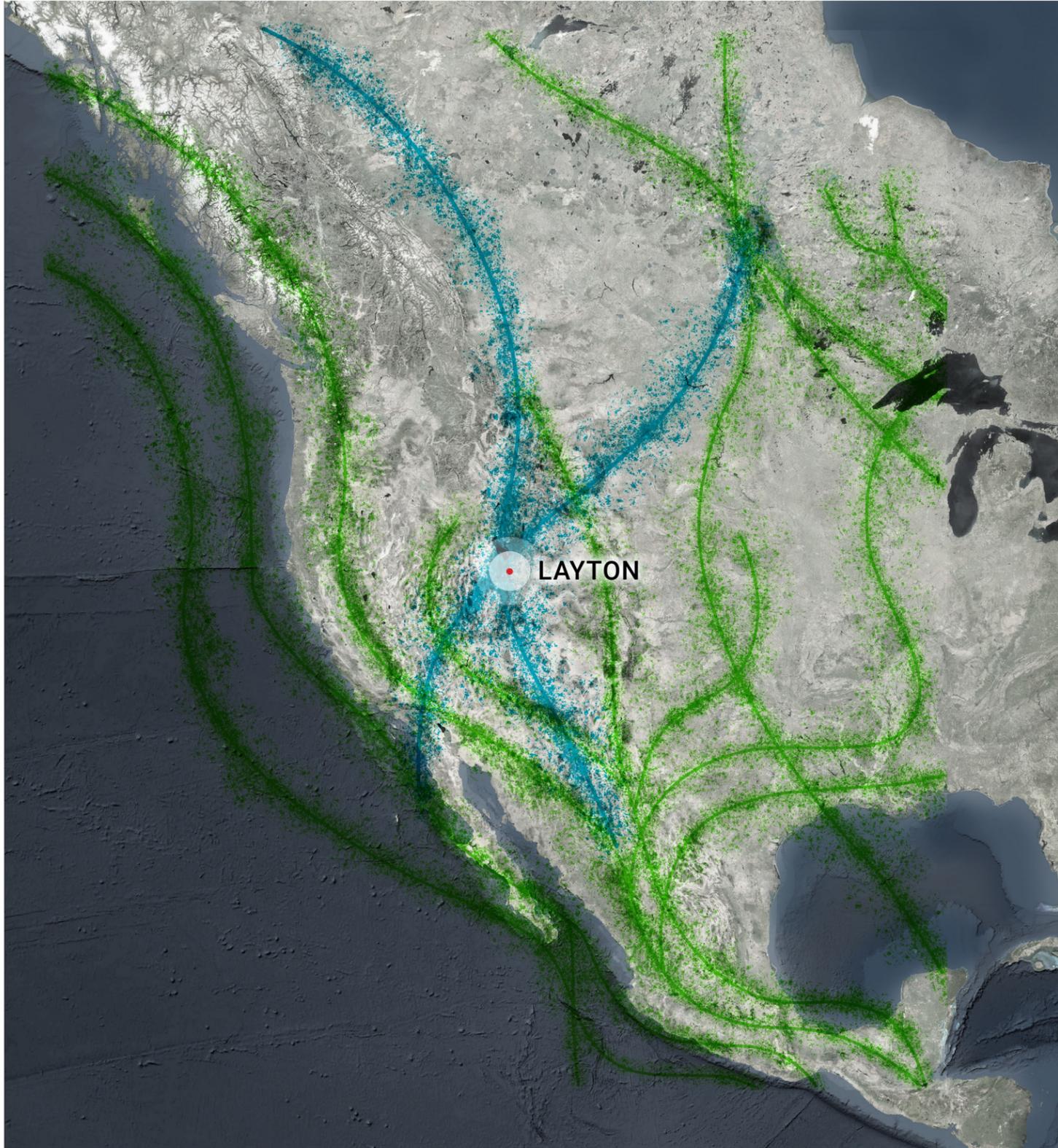
# CONTEXT

Southwest Layton is soon to be the home to a new highway named the West Davis Corridor. The Layton Forward plan presents a business district in south Layton that will be named after this new piece of infrastructure that will connect the city to a new, powerful, regionally significant context.

The city sits at the mouth of a funnel point between the great Salt Lake and the Wasatch Front. That makes what little land is left particularly valuable, being exposed to more traffic within a smaller area.

In Layton Forward, the city lays out the West Davis Business Center as an innovative, walkable business development with a relationship to the wetlands. The Shoreland Center embodies Layton Forward's vision in a way that will invite the wetland into a contemporary commercial campus.





## NORTH AMERICAN MIGRATORY BIRD FLYWAYS

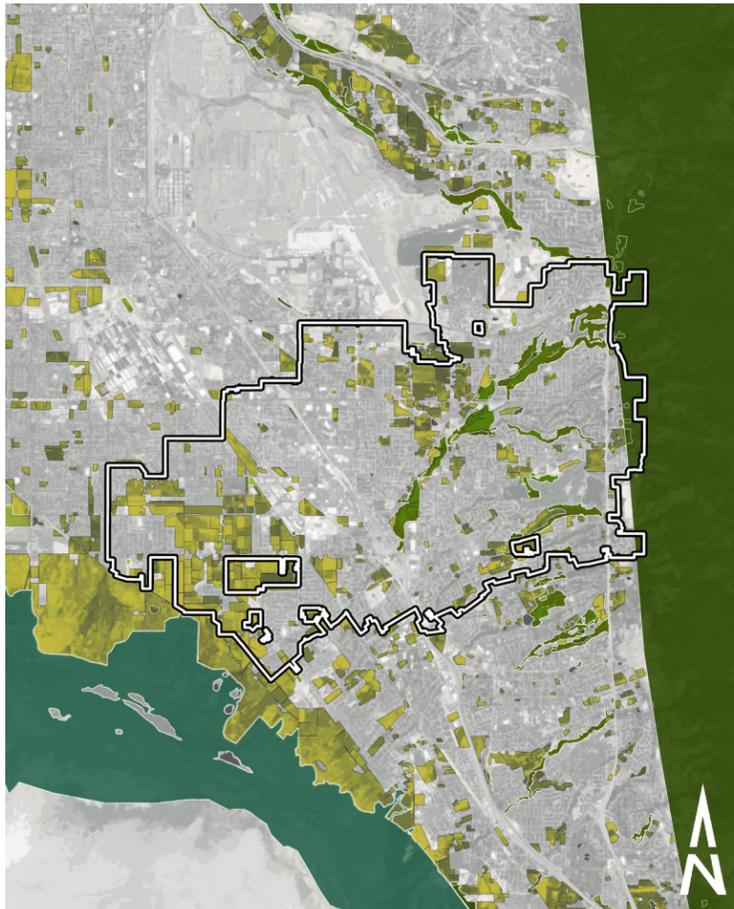
Three million Utahns connect with the Great Salt Lake as part of their state's identity, but that number is dwarfed by the 7.5 million migratory birds that depend on it as an oasis in the vast dry salt flats surrounding this endorheic lake.

Layton sits adjacent to one of the lake's largest and most crucial wetlands. These wetlands are of continental importance, and there is an imperative responsibility for supporting the health of these ecological spaces. Inviting the wetlands into the city can be the means for a stronger identifying element for the residents of Layton.



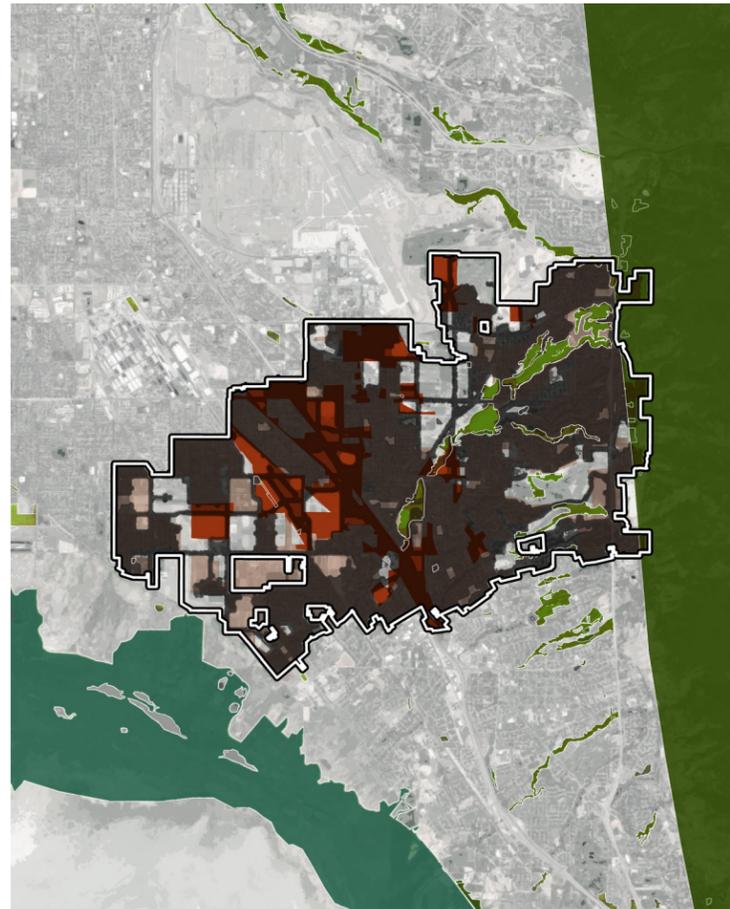
# BRINGING FAUNA INTO THE CITY

Inviting the fauna of the wetlands into the city requires a network. Southwest Layton provides the best opportunity for the city to explore its relationship with the Shorelands and the millions of migratory birds that pass through every year.



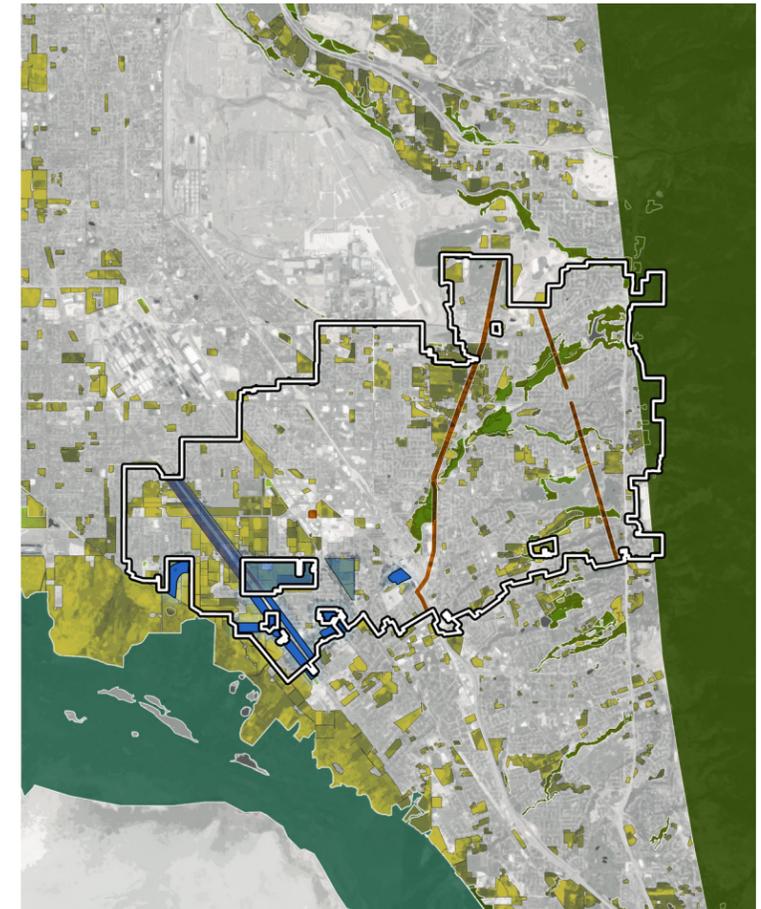
Spaces shown with a gradient are valuable for migratory birds. Wetland space is vital, but farmers' fields and orchards have some value as well.

- Significant ecological space on either side of city
- Kays Creek provides contiguous ecological space
- Marginally valuable agricultural space



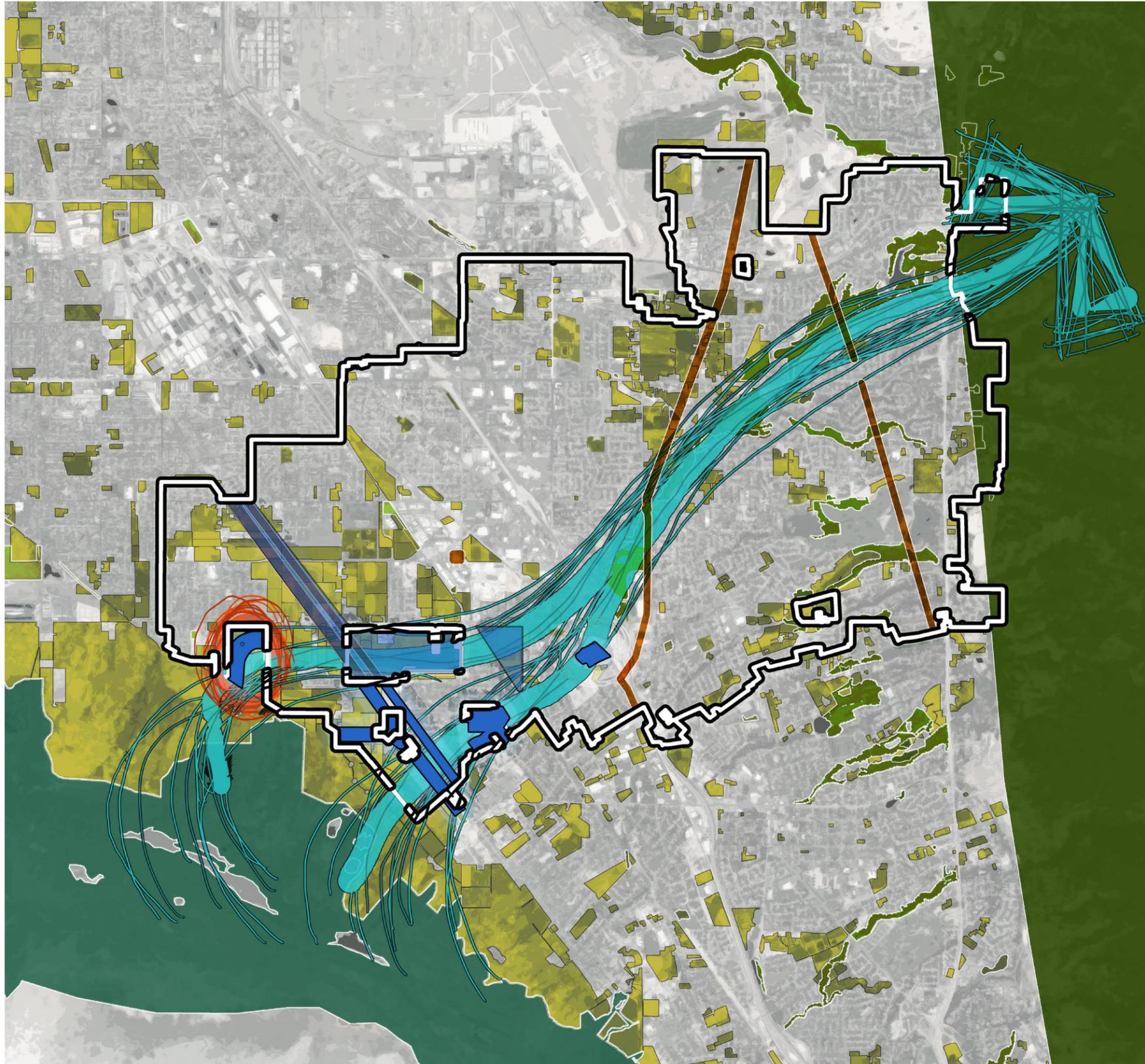
Ideally, 200 feet of setback from major roads is needed in order for a space to be the most appealing to wildlife.

- Southwest corner of city has the least amount of roadways
- Core area surrounding I-15 offers minimal opportunity to introduce green space



Plots of land with the highest opportunity for ecological space also take into consideration the opportunities present in the power line corridor.

Retained ecological space and marginal agricultural space establish a network of stepping stones from the shore to the mountains.



The stepping stone spaces offer points of refuge that will make for a more appealing interface between waterfowl and the city. Establishing a network of spaces with conserved ecological integrity that connects to Kays Creek will invite migratory birds through the city on their way through the Great Salt Lake region.

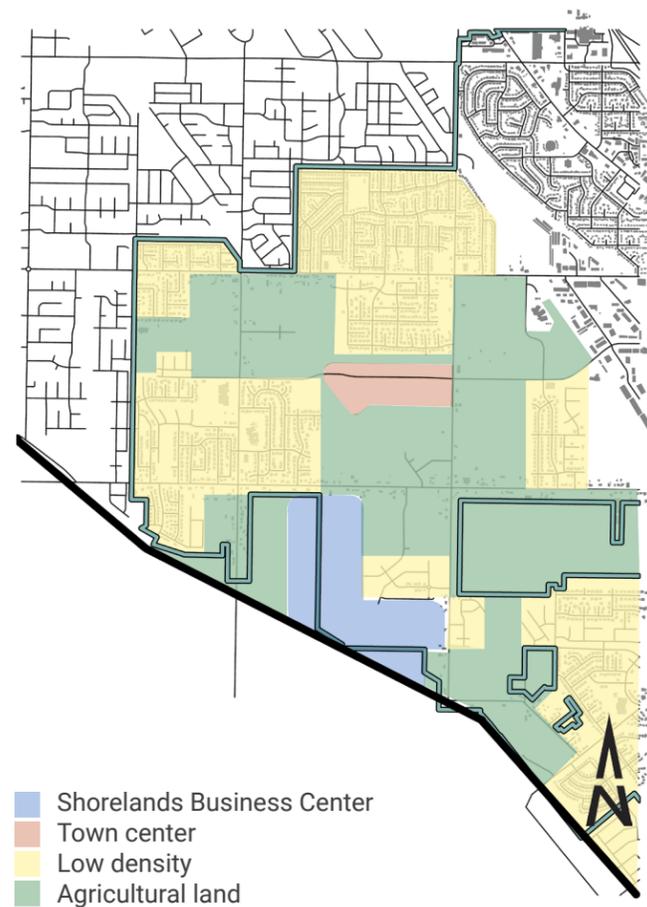
The business center is a prime opportunity to spearhead this stepping stone network.



# ANALYSIS

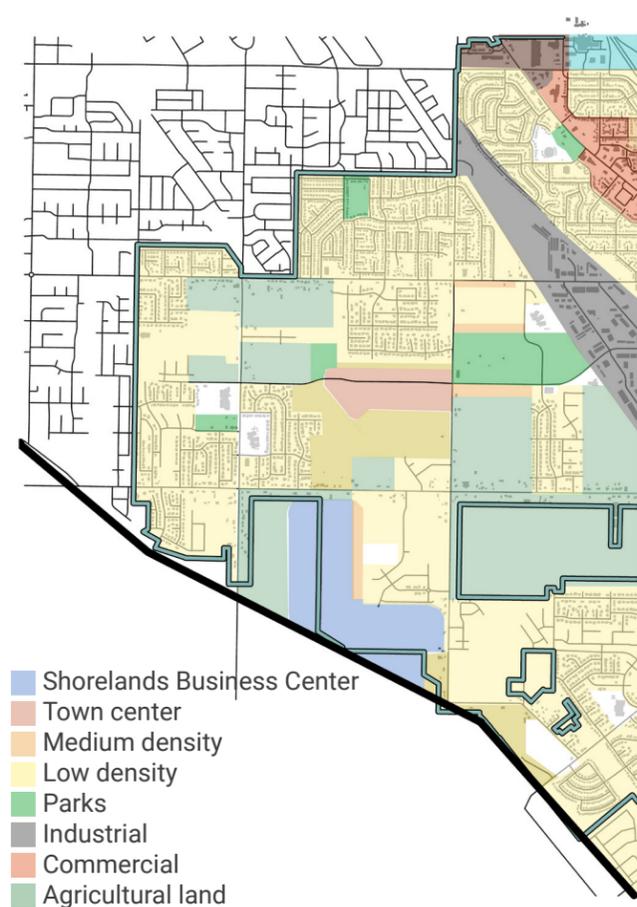
The city's plan for zoning and density shows an acknowledgment that the space is in need of certain amenities and a more complex area of uses for a rapidly developing area.

## LAND USE



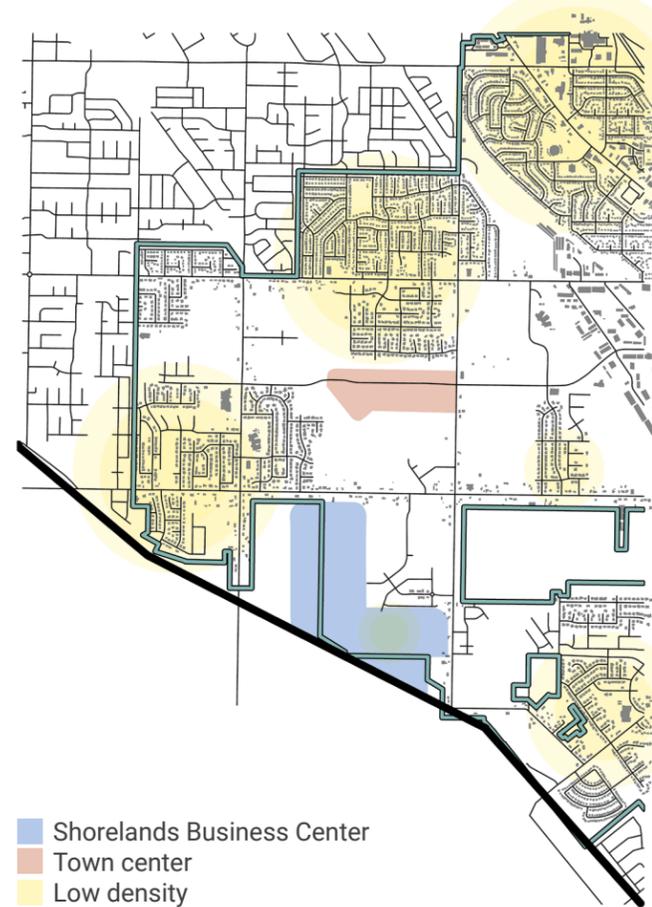
- Agricultural land
- Low density housing
- Educational facilities
- The existing site is relatively open for development

## ZONING



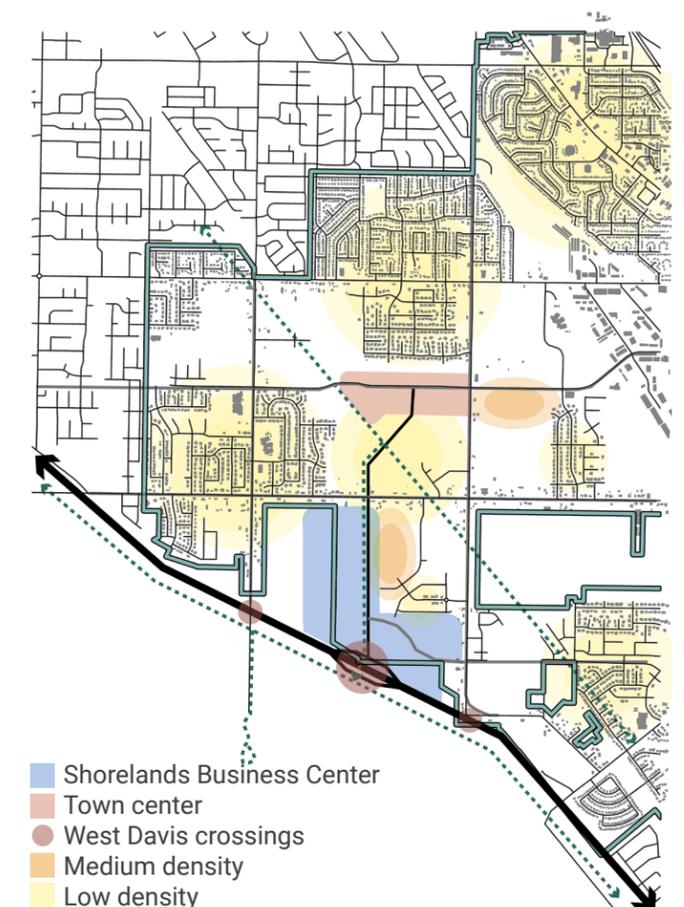
- The zoning for this location shows a slight increase in density
- A large majority of the site is to be retained as agriculture

## CURRENT DENSITY



- The housing within the site is low density and sporadic
- The communities are disconnected and resemble typical suburban sprawl

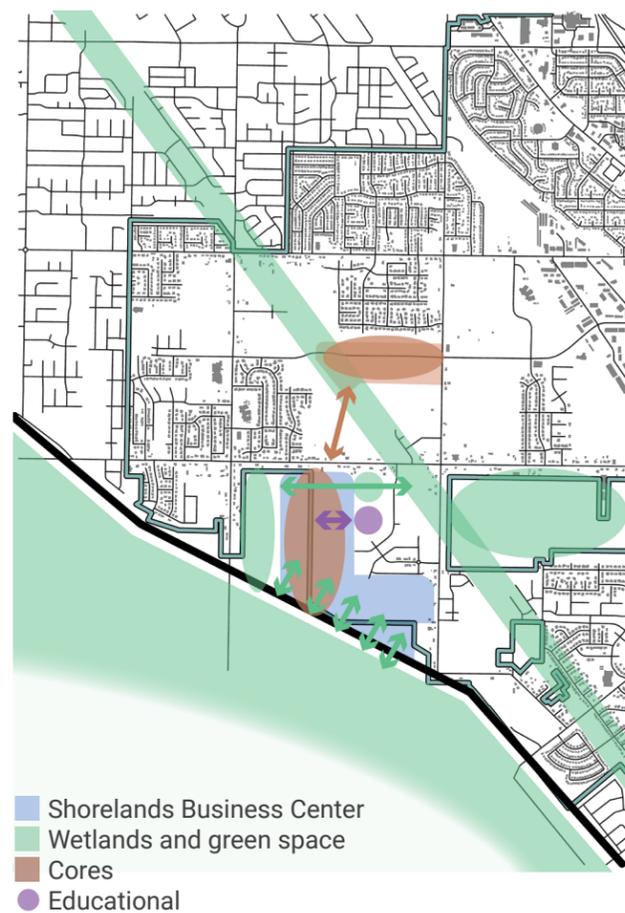
## PROPOSED DENSITY



- Low density will be maintained while introducing small amounts of mixed use development
- Located near the outskirts of the new town center



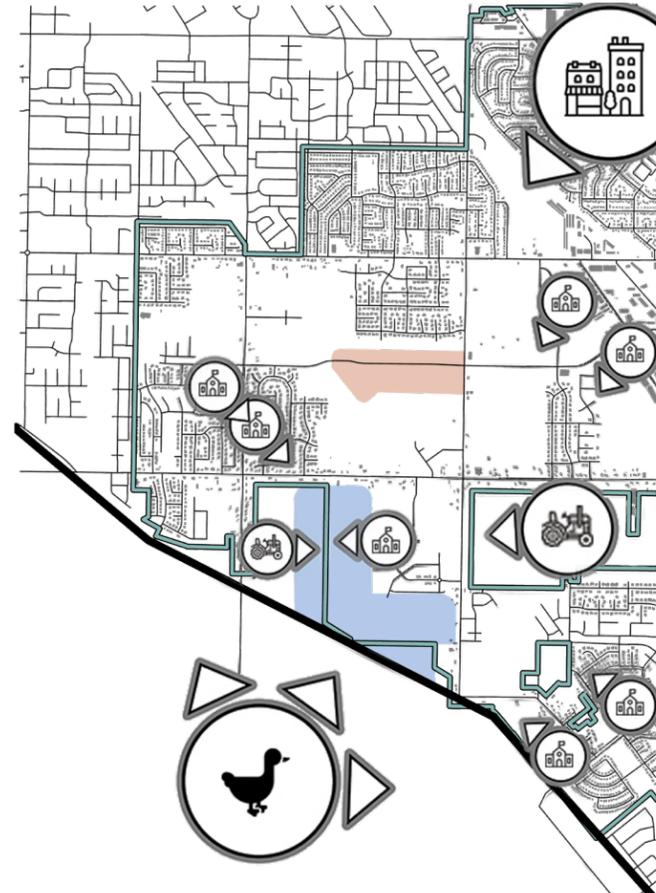
### CONNECTION



There are nearly-contiguous corridors of shared utilities throughout the site

- Opportunity to link major and intermediate ecological spaces throughout the site
- Opportunity to link adjacent schools
- Opportunity to further augment town center/business area connection

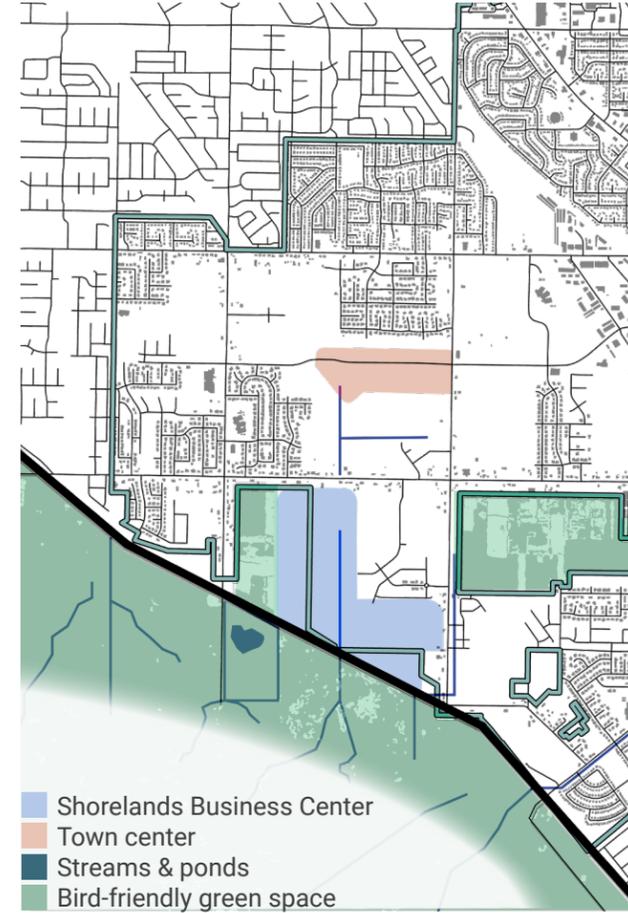
### CHARACTER



The surrounding areas are primarily the schools, shoreline and agricultural areas.

- Aesthetic identity of the site could incorporate the shoreline and agriculture
- Abundance of schools in the area could lend a youthful and exploratory energy to the site
- Potential to pull users from town center

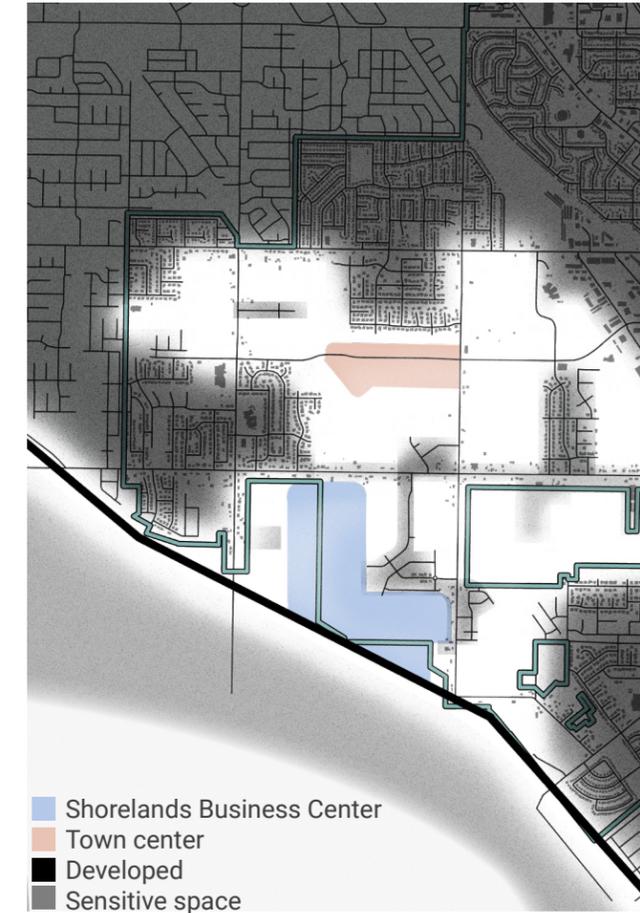
### ECOLOGICAL



Perennial streams feeding the shoreline exist intermittently along the West Davis Corridor, but are largely channelized through the city.

- Seasonal stream beds could be returned to their natural state for valuable riparian space

### HARD/SOFT



The proposed development cores are both located in the middle of a large, undeveloped area.

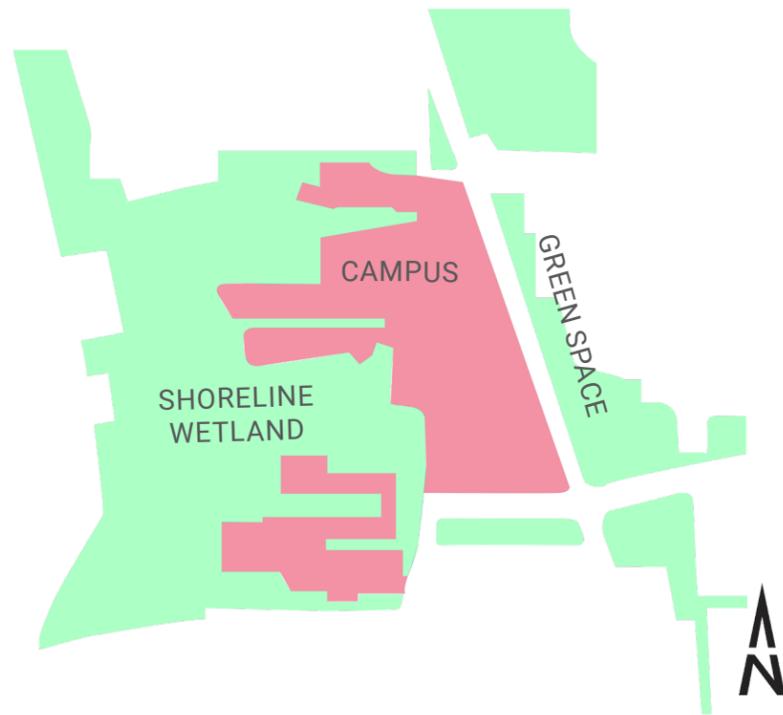
- There's room around the cores to develop a smooth transition into other uses
- Land use can be fairly flexible

# PRECEDENTS

Investors have been increasingly interested in developments where the connectivity of the site and the grounds are an amenity. According to a 2017 Urban Land Institute report, investment is growing greatest in business developments that feature a higher ratio of common space and supporting services for employees to enjoy.

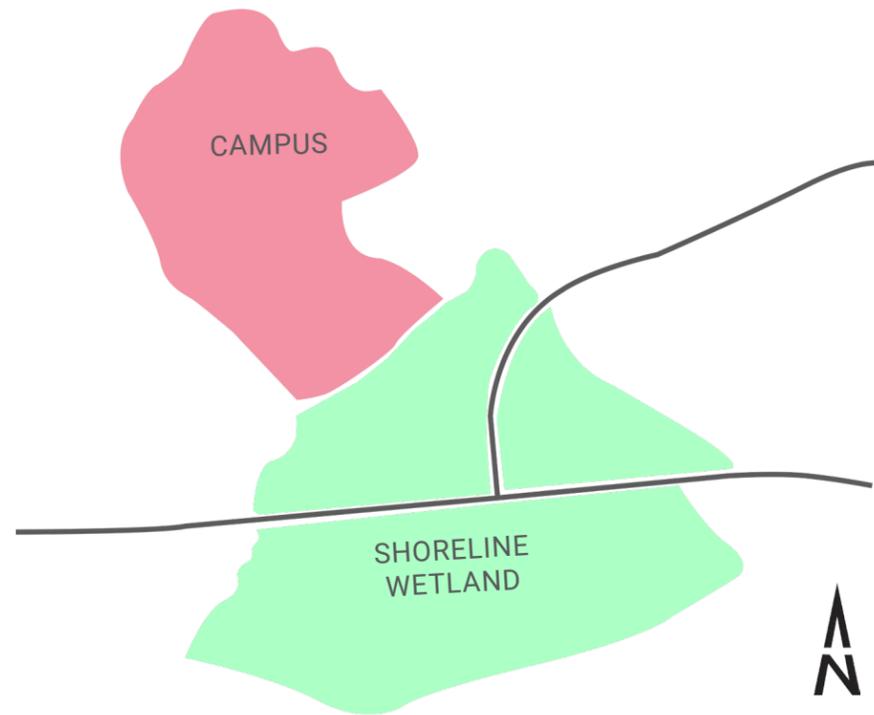
Corporate and university campuses embody these values best. Specifically those that connect into surrounding green spaces were examined for ways to merge common areas with ecological amenity.

## NEW COLLEGE OF FLORIDA JACKSONVILLE, FL



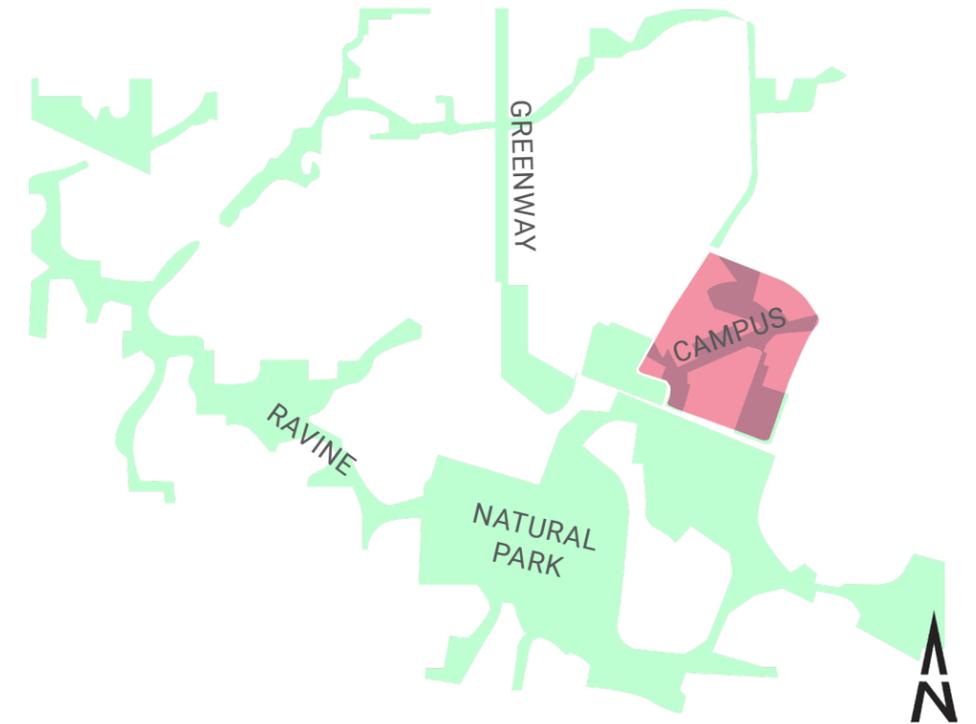
The New College of Florida embraces its adjacent shoreline by extending its development out in fingers, interweaving the campus with its natural space and increasing space where the two can interact.

## PEPPERDINE UNIVERSITY MALIBU, CA



Pepperdine University extends green space across the nearby highway, bringing the shore to the campus doorstep.

## NIKE WORLD HEADQUARTERS BEAVERTON, OR

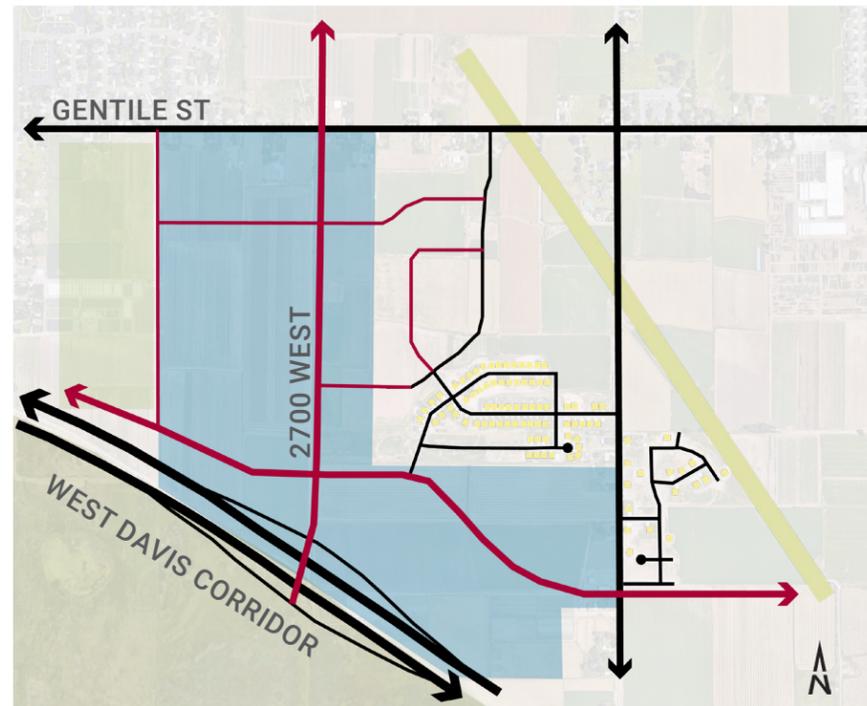


World-renowned Nike World Headquarters ties their campus into a greater system of parkways and urban green corridors that expands its presence far beyond the site.

# BUILDING A FRAMEWORK

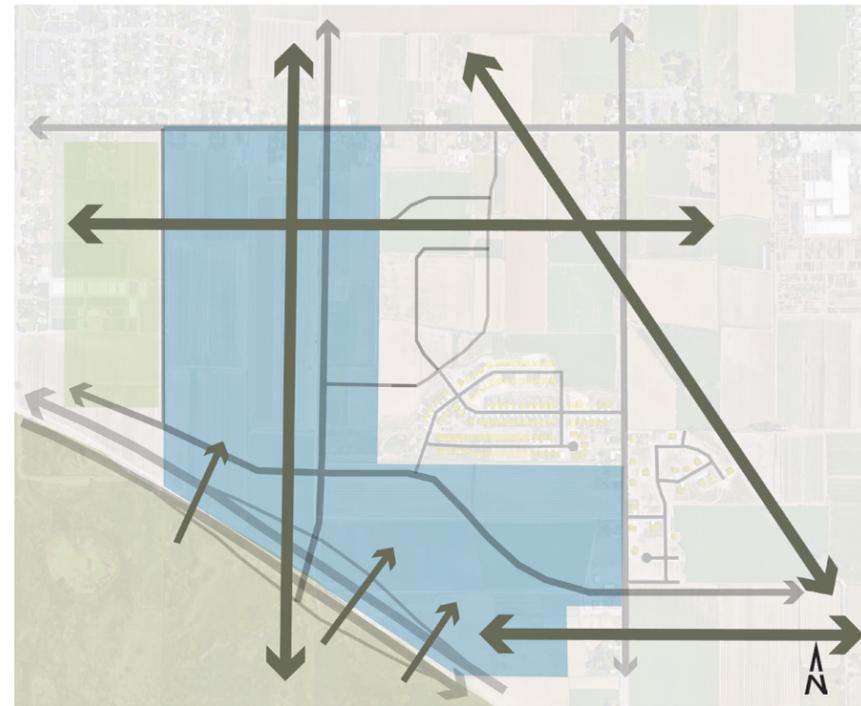


## HARD FRAMEWORK



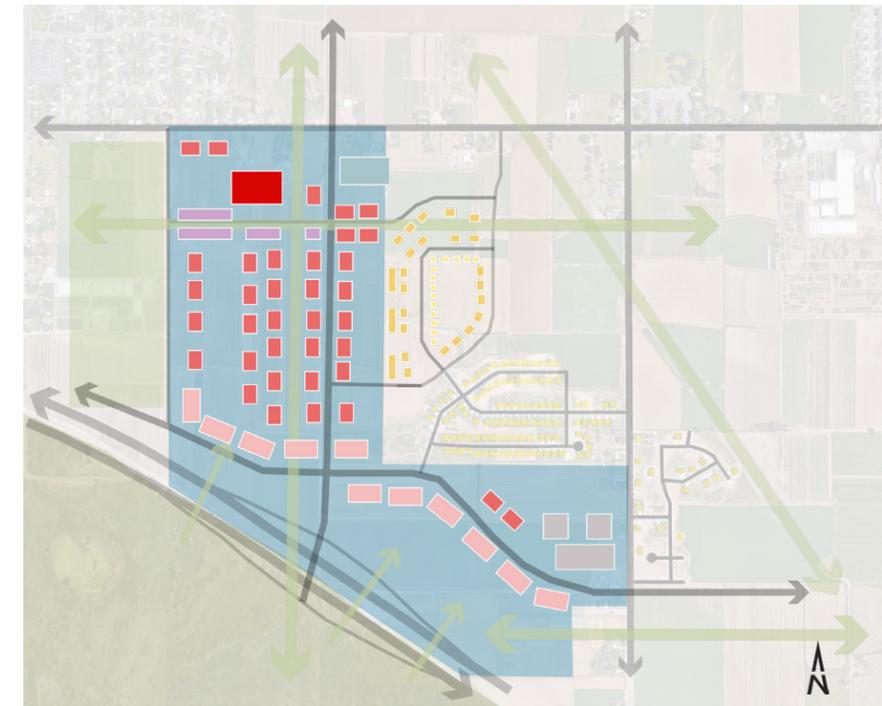
The West Davis Corridor and 2700 West create the hard framework, tying the development into a regional context.

## SOFT FRAMEWORK



The wetlands will be drawn in across the West Davis Corridor and through the development. It will connect the site into a greater urban network of greenways.

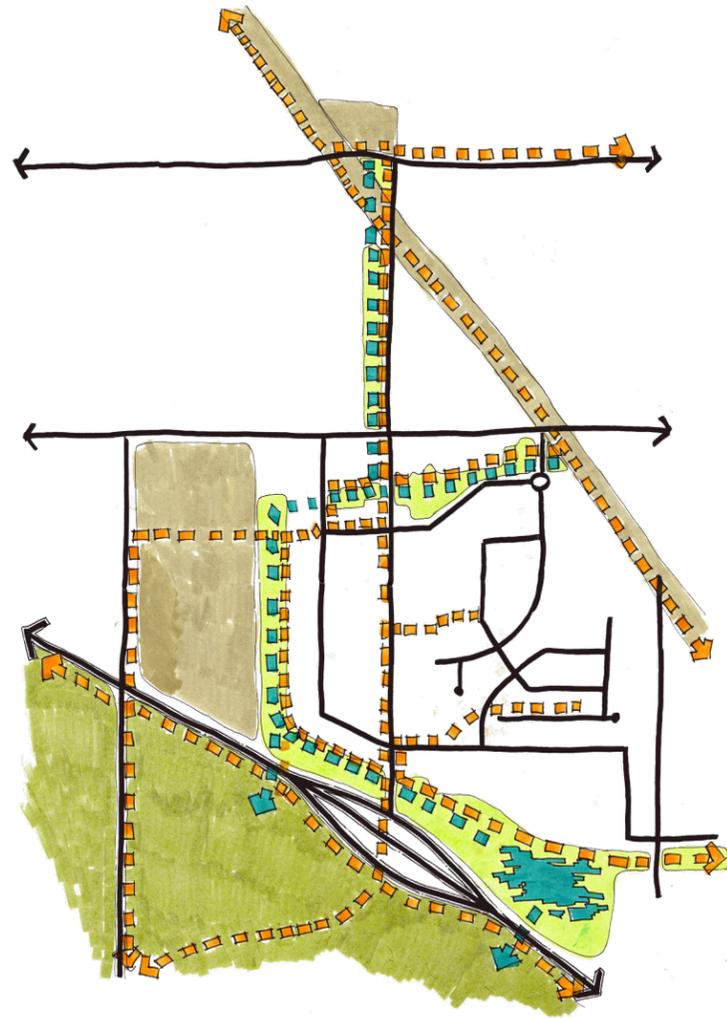
## BUILDINGS



Building the development around these frameworks will tie the center into its surroundings and into greater contexts.

# DESIGN EXPLORATION

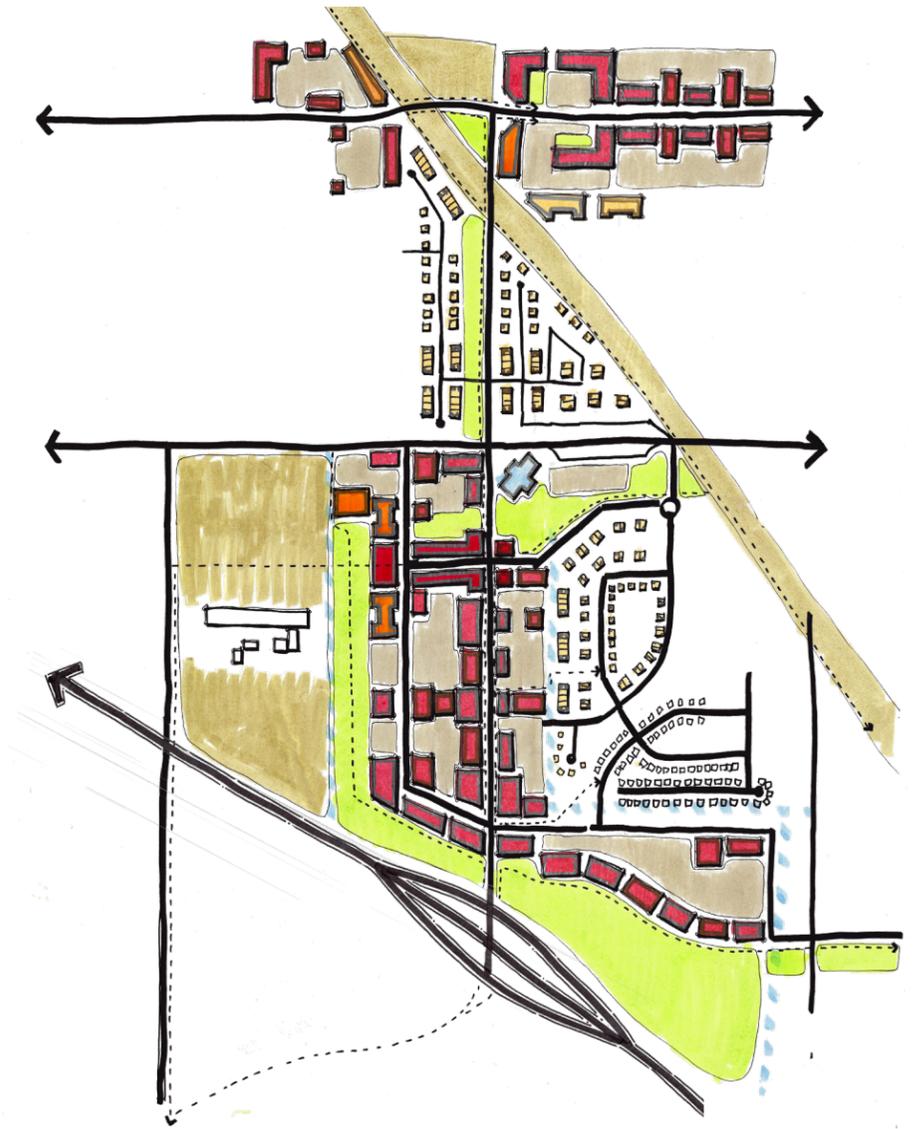
Initially, design concepts had a more conventional layout that kept green space on the edges of the development. At that stage, the relationship between the business center was examined to see if there was an opportunity to clarify the plans for the town center to the north, and test connectivity to the Shorelands district.



Green network exploration



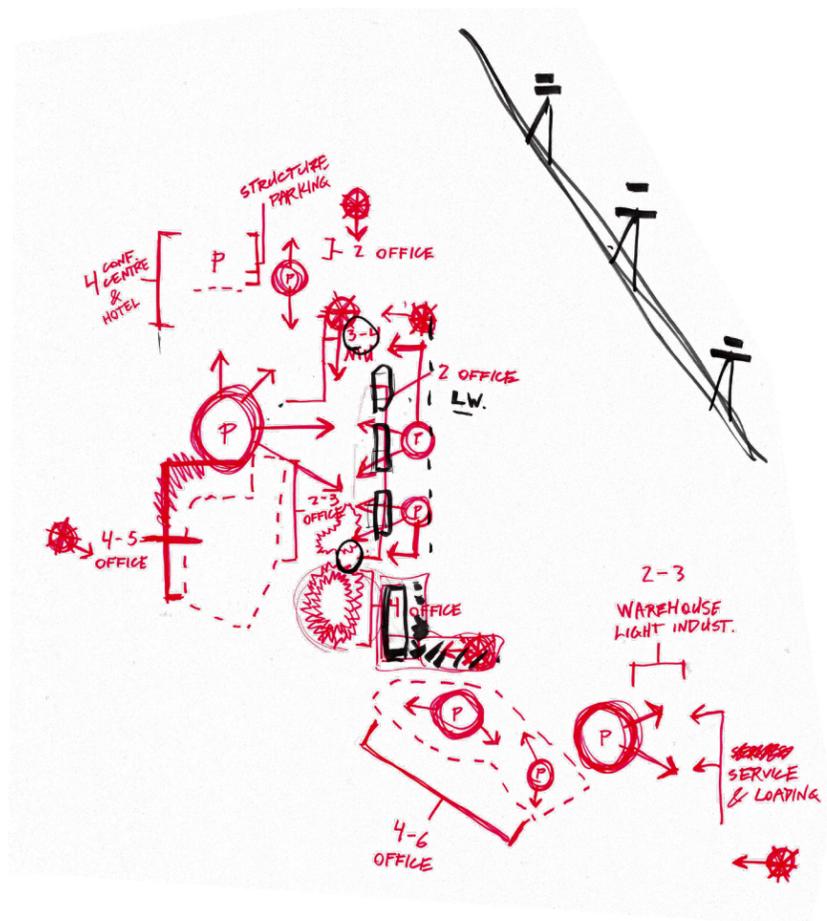
Land use exploration



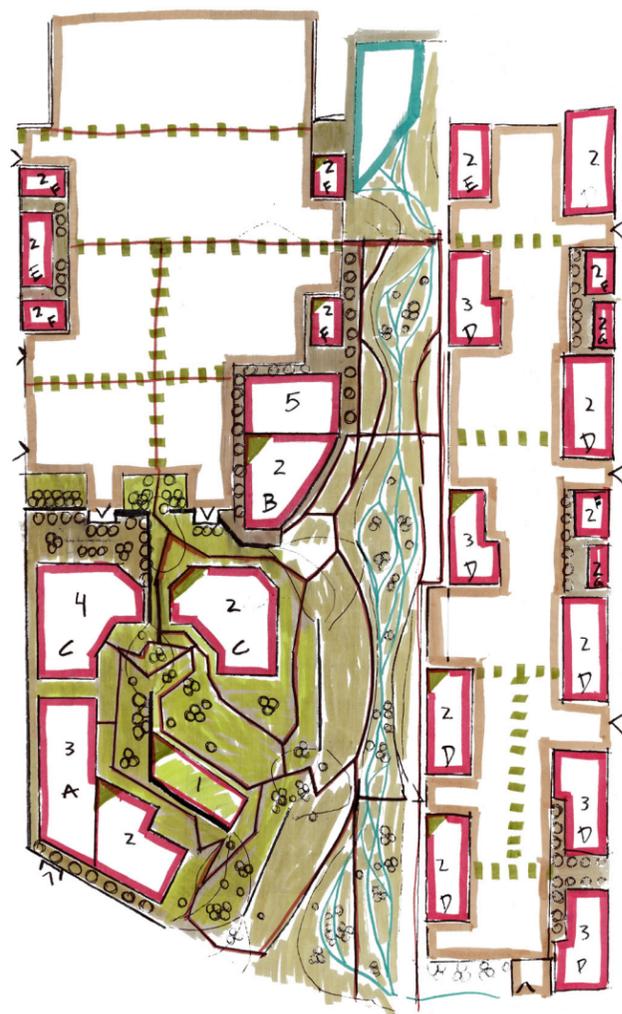
Early schematic plan



In later stages, an alternative parking structure strategy was adopted to allow for greater flexibility. The ecological armature moved to the center of the development and focus was shifted away from connecting to the town center and, instead, to connecting into the power line corridor. This will tie into a much greater context and include the town center.



Exploration of parking plans



Schematic refinement



Revised schematic plan

# MASTER PLAN

Development is built around two frameworks. The interfaces between the natural spaces and the southern neighborhoods of Layton connect the Shorelands into a greater context. The site breaks down into six subdistricts.

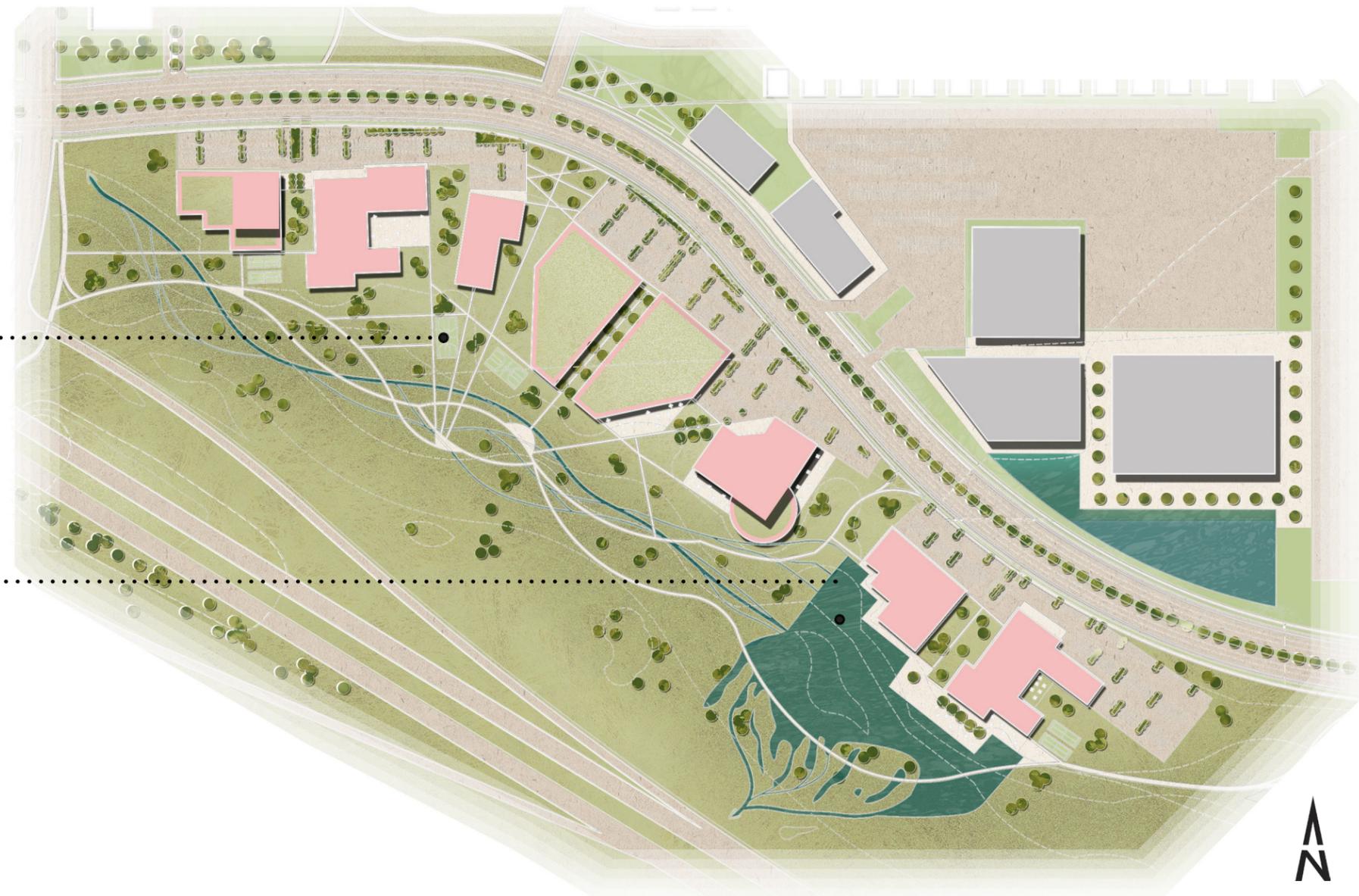


# SOUTH SHORE



South Shore subdistrict ties its common space directly into the nearby wetlands through a pedestrian network.

The multi-tenant campus will rest on top of a shared parking structure with surface-level parking in the rear.



Athletic field

Retention basin

## Building Typologies

- Class A: 538,530 sq ft
- 3- to 4-story buildings

## Floor Area Ratio

- .217

## Parking

- Structured: 526 spaces
- Surface: 375 spaces

## Green Space

- 1,201,527 sq ft of ecological space
- 36,010 sq ft of active recreation
- 69,004 sq ft of courtyards

# NORTH SHORE



This single tenant corporate campus sports a mountain-inspired landscape in its common space.

A mountain biking course, green roof, and climbing wall will tie the character of the site together and activate the space.

## Building Typologies

- Class A: 475,902 sq ft
- 4- to 5-story buildings

## Floor Area Ratio

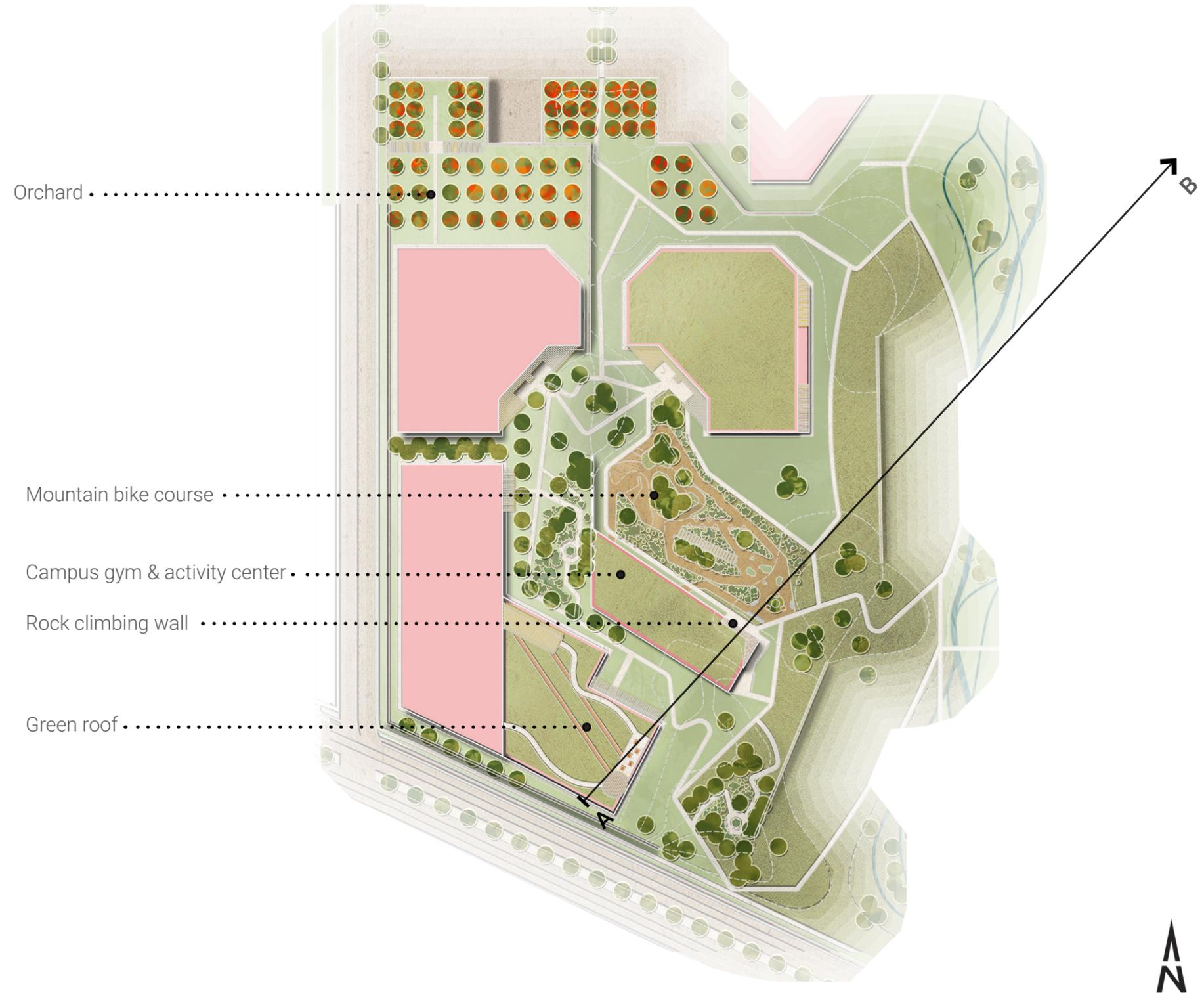
- .30

## Parking

- Structured: 651 spaces
- Surface: 192 spaces

## Green Space

- 358,534 sq ft of ecological space
- 56,436 sq ft of active recreation
- 302,098 sq ft of passive recreation



Orchard

Mountain bike course

Campus gym & activity center

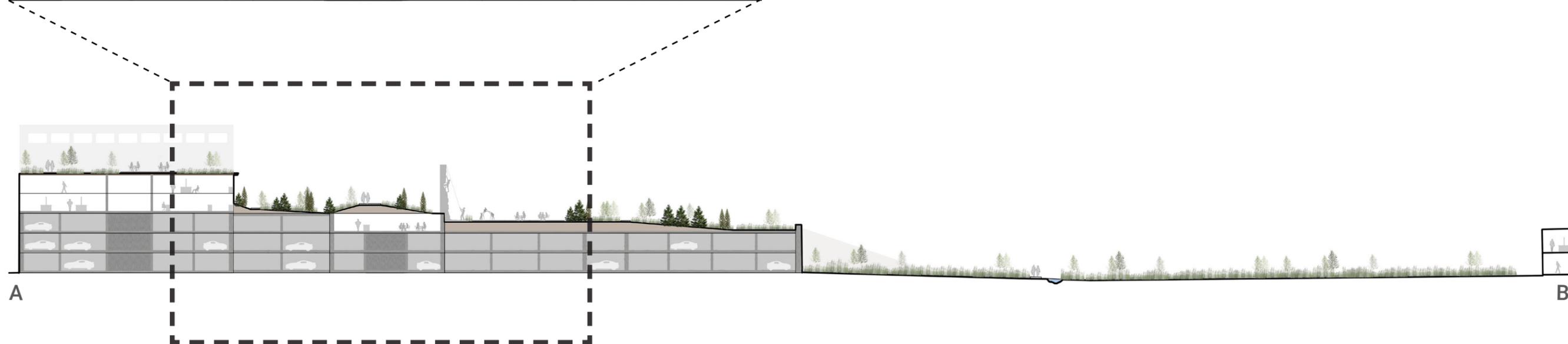
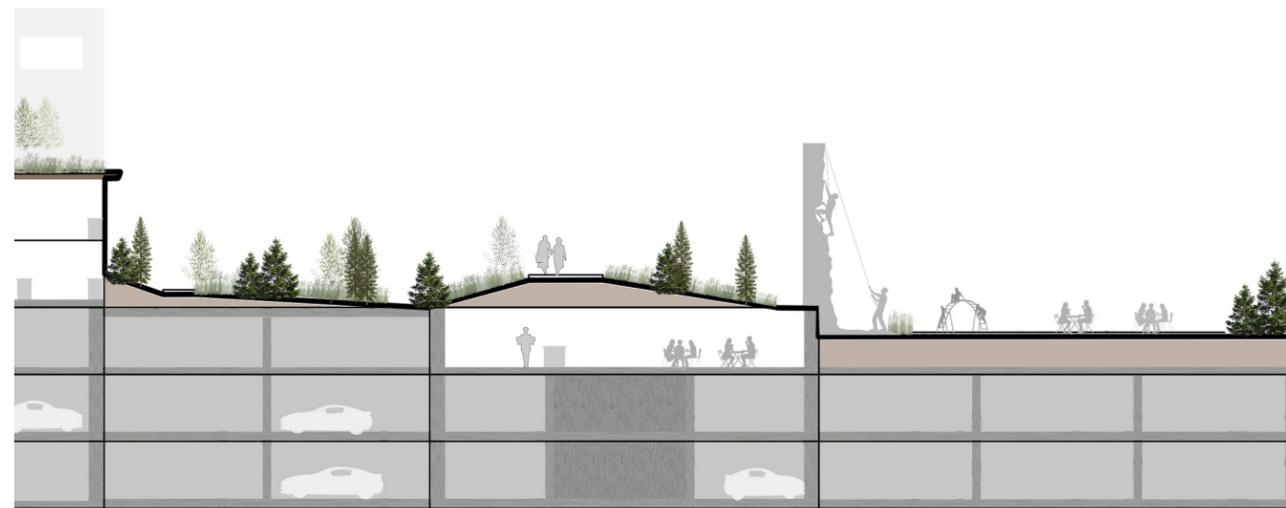
Rock climbing wall

Green roof

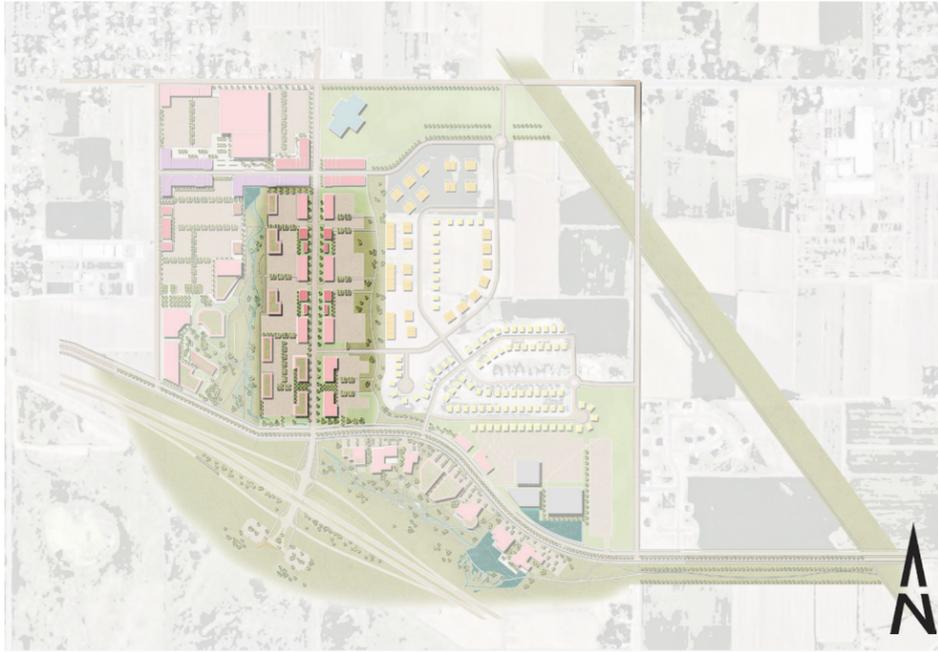
Structured parking constructed beneath the campus is present in both the south shore and north shore corporate campus areas. It will have two to three levels with common areas and office space constructed on top. This satisfies multiple needs of the space, such as:

- Efficient use of space
- Elevated view of the wetlands across the West Davis Corridor
- High visibility for businesses from the highway
- Reinforced mountain character
- Increased green space at strategic points

### PARKING SECTION



# THE LINK



The Link is the space's architecturally-defined development around 2700 West. This area offers a more conventional layout and design catering to Class B businesses.

The district has strong connectivity to the soft framework of the center. However, conventional single-tenant buildings of various sizes will allow a variety of tenants at a wide range of price points.

## Building Typologies

- Class A: 398,272 sq ft
- 2- to 4-story buildings
- Class B: 1,225,734 sq ft
- 1- to 4-story buildings

## Floor Area Ratio

- .30

## Parking

- Surface: 1,400 spaces

## Green space

- 463,557 sq ft

Natural corridor .....

Green roof .....



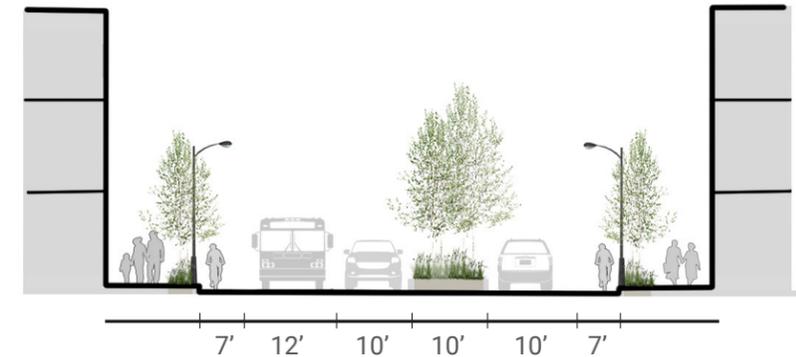
# CONFERENCE



The Conference subdistrict will be characterized by its namesake business conference center and hotel, as well as providing some commercial and retail amenities to support the rest of the business center.

Mixed-use buildings, dining and shopping will give the space greater evening and weekend activity.

## STREET SECTION



### Building Typologies

- Class B: 737,774 sq ft
- Commercial: 411,588 sq ft
- Residential: 285,804 sq ft
- 2- to 3-story buildings
- Conference: 101,327 sq ft
- Hotel: 506,635 sq ft
- 5- to 6-story buildings

### Floor Area Ratio

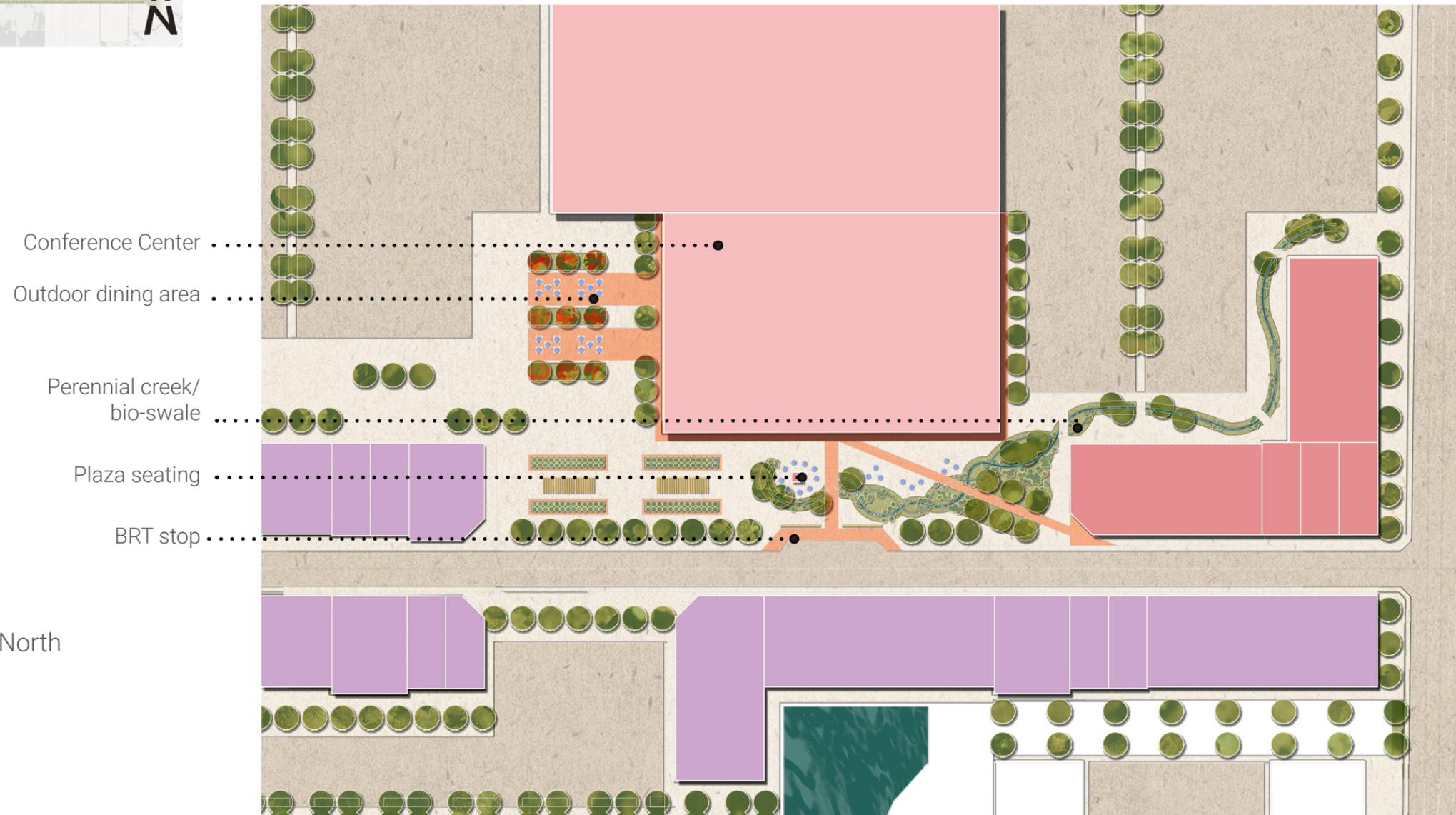
- .707

### Parking

- Structured: 1,200 spaces
- Surface: 840 spaces
- Surface overflow parking shared by North Shore and The Link: 1,400 spaces

### Green space

- 85,831 sq ft of courtyard space



# SOUTH FLEX



South Flex offers light industrial and warehouses a place to call home. The back end of the development has accommodations for delivery vehicles to pull into loading bays.

This side of the Layton Parkway also has the development's second BRT station, which is in convenient proximity to the adjacent residential area neighborhoods.

## Building Typologies

- Class B: 122,228 sq ft
- 2- to 3-story buildings
- Industrial Flex: 738,750 sq ft
- 3- to 4-story buildings

## Floor Area Ratio

- .48

## Parking

- Surface: 277 spaces
- Semi-trailer loading area

## Green space

- 4,560 sq ft

Loading area .....

Retention basin .....



# ACADEMIC/RESIDENTIAL



The school is tied into the business center through the adjacent green space and will have a relationship with the adjacent businesses through associated internships. The residential transitions into the development through medium density townhomes.

School .....



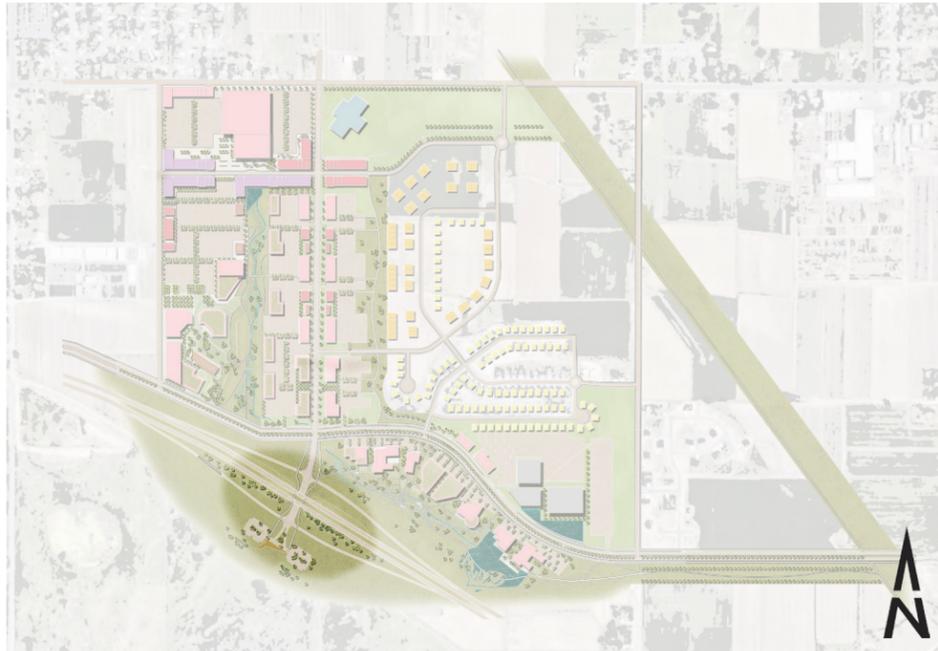
## Building Typologies

- Townhomes: 15 units
- Duplexes: 44 units
- Single family homes: 100 units

## Green space

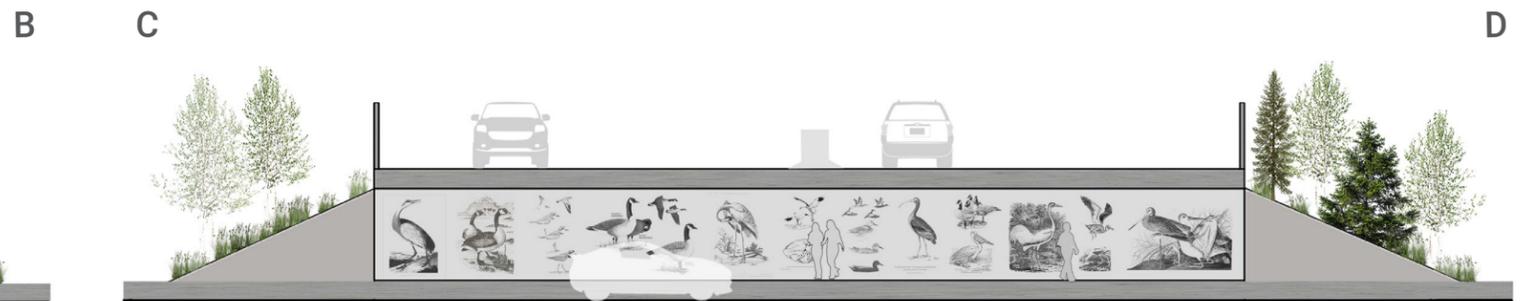
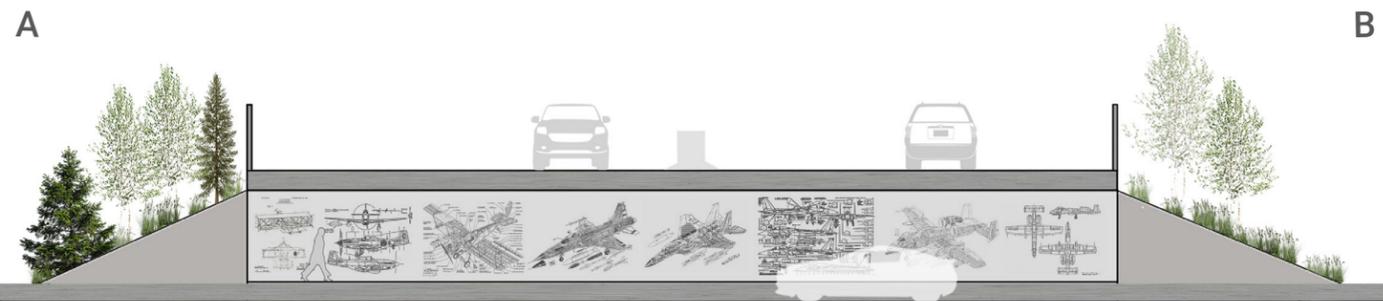
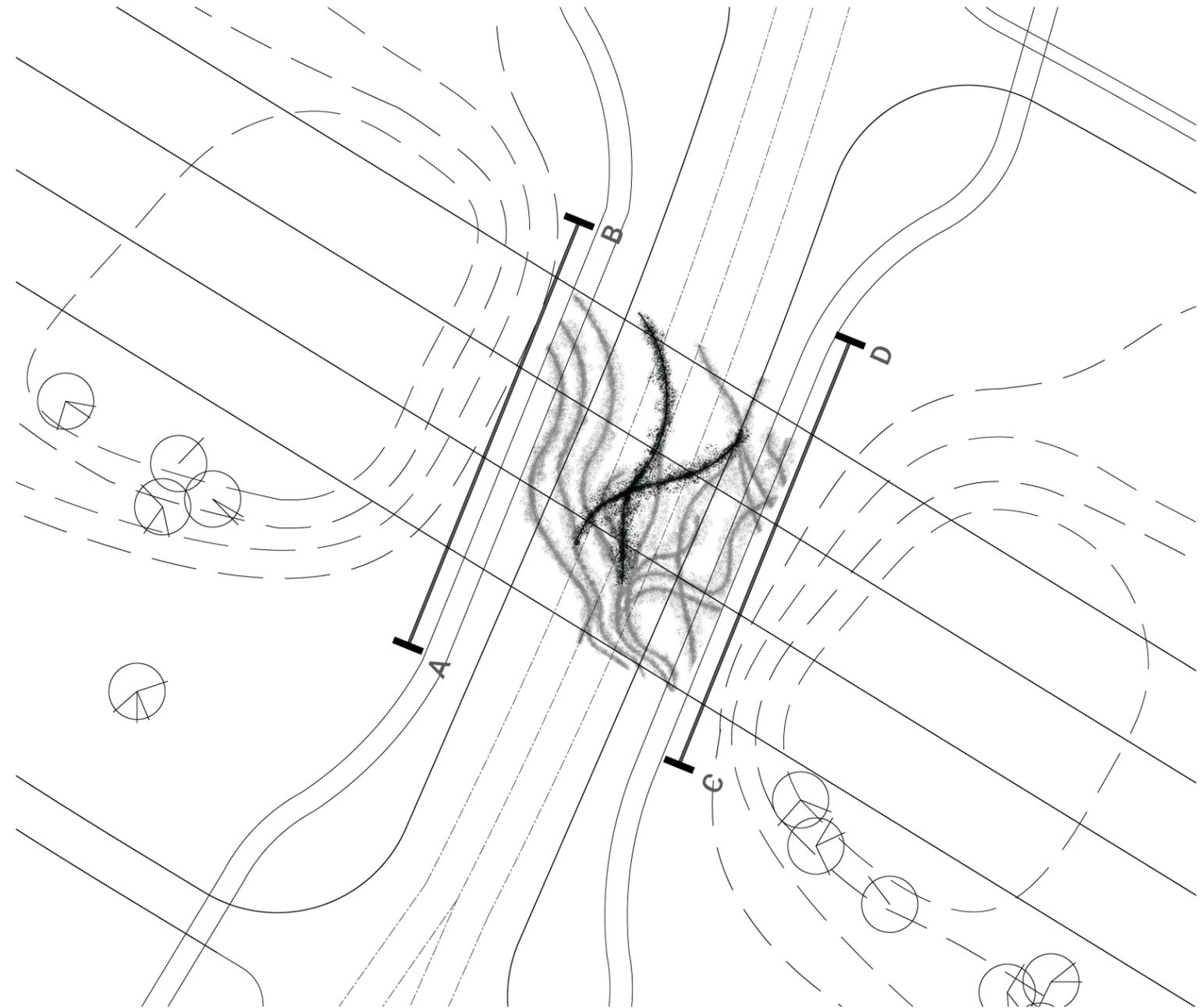
- 811,000 sq ft of school grounds

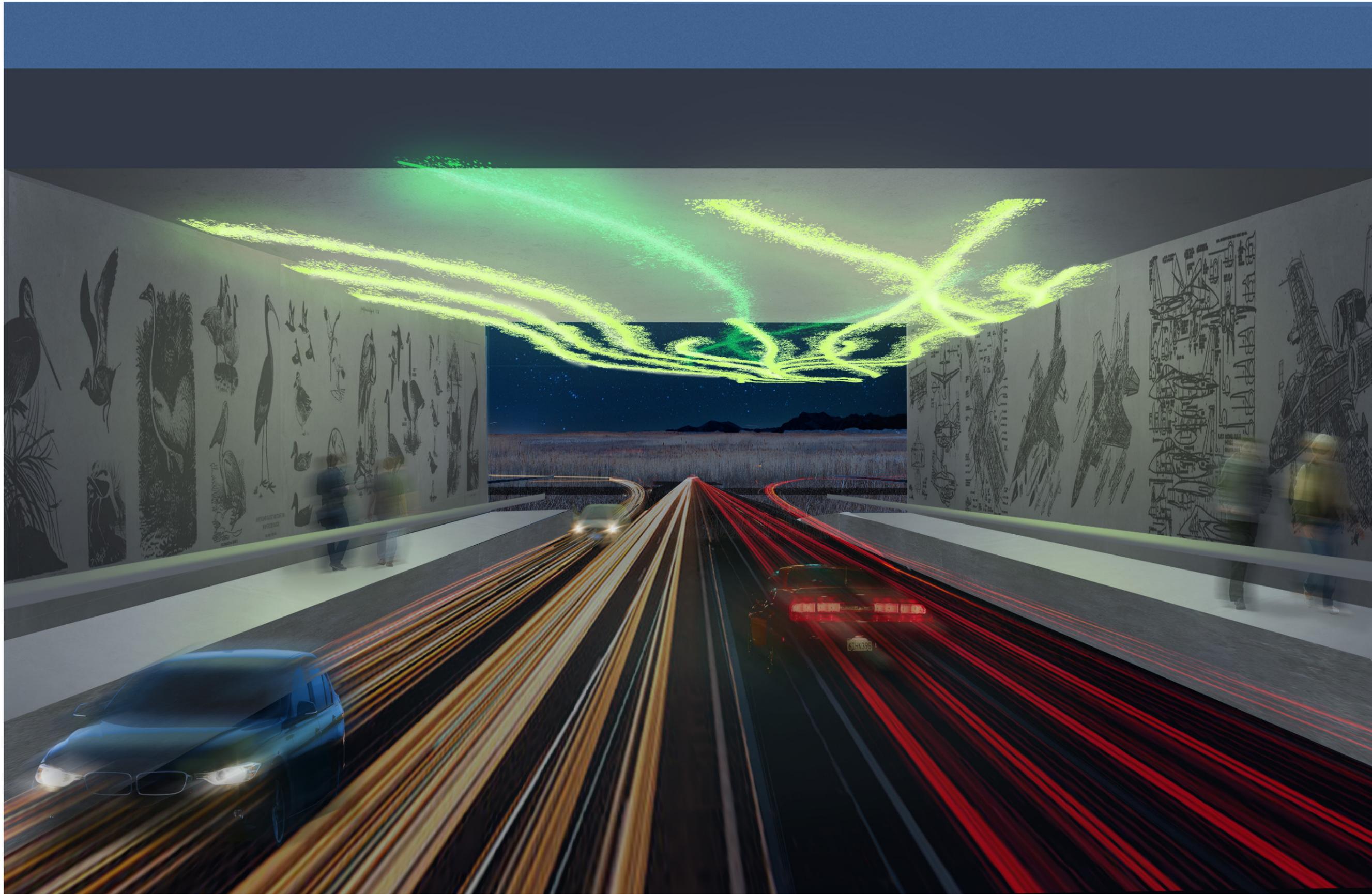
# UNDERPASS



Finally, the actual, physical connection between the business center and the Shorelands needs to be addressed. For this, a lighting feature representing the North American migratory bird flyways will make the underpass inviting at all hours of the day.

The walls will be etched with illustrations of natural and man-made forms of flight—the two strong aerial features Layton identifies with.





# SHORELANDS

A DIVERSE ANCHOR WITH INTEGRATED RELATIONSHIPS

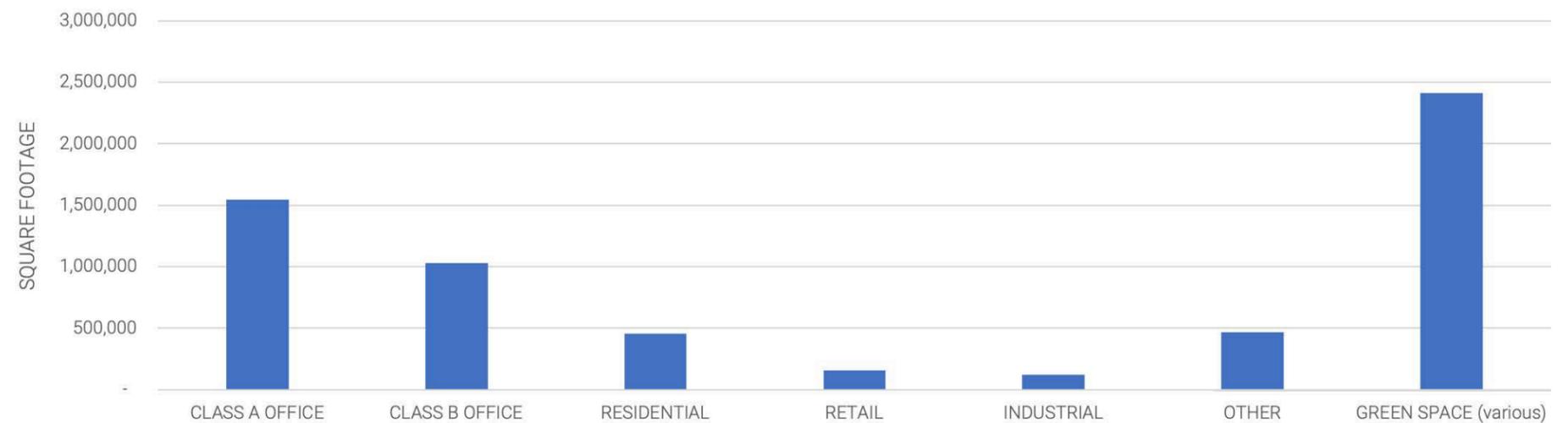
# CONCLUSION SHORELANDS

The development adds a significant amount of varying business types, leaning toward a more upscale clientele, but still offering some flexibility.

Green space also constitutes a great increase in the area's land use, acting as a framework and the development's loss-leader. Green space in key areas connects to the power line trail and creates a pedestrian loop that integrates the space into dozens of southwest Layton neighborhoods and gives the development a wider presence in the city.

A mix of business and development typologies will lend resilience and flexibility to the space, providing opportunity for a wider swath of business types and scales to enjoy the connection to the wetlands and into Layton's greater trail network.

Bolstering the wetlands as part of Layton's identity will require citizens to have experiences in the wetlands. It will require a strong interface between a place of continental importance and infrastructure of regional importance by inviting the wetlands into the city.



in square feet	CLASS A OFFICE	CLASS B OFFICE	RESIDENTIAL	RETAIL	INDUSTRIAL	OTHER	PARKING SPACES
<b>SOUTH SHORE</b>	583,410						1,800 spaces
<b>SOUTH FLEX</b>		72,260			122,228		300 spaces
<b>NORTH SHORE</b>	614,000						1,850 spaces
<b>THE LINK</b>	349,900	544,870					2,700 spaces
<b>CONFERENCE</b>		411,024	250 units	157,962		(conf/hotel) 336,000	2,000 spaces
<b>ACADEMIC/RESIDENTIAL</b>			200 units			(school) 129,316	
<b>TOTAL</b>	<b>1,547,310</b>	<b>1,028,154</b>	<b>450 units</b>	<b>157,962</b>	<b>122,228</b>	<b>465,316</b>	<b>8,650 spaces</b>





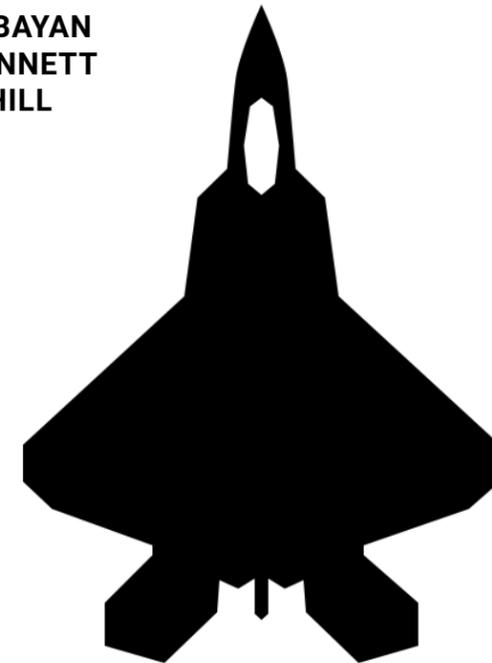
**SHORELANDS**  
A DIVERSE ANCHOR WITH INTEGRATED RELATIONSHIPS

# SOUTH GATE CENTER

JOSHUA BAYAN  
MIRIA BENNETT  
ALYSON HILL

**PROVIDING FOR THE PRESENT, PLANNING FOR THE FUTURE**

Located across State Route 193 from Hill Air Force Base, the South Gate Center aims to create economic stability by providing for the present and planning for the future.



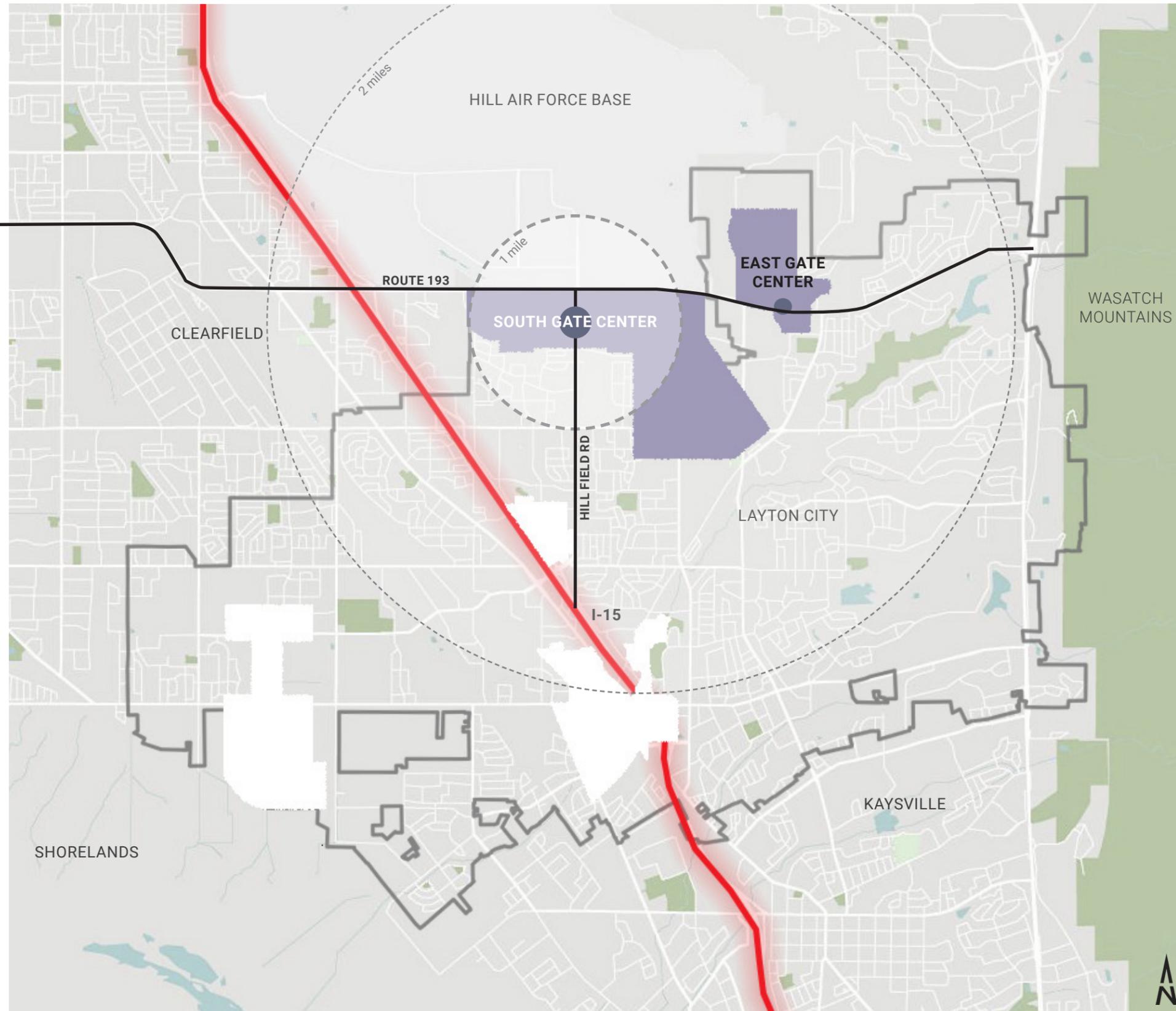
SOUTH GATE CENTER



Photo: Alex R. Lloyd / US Air Force

Hill Air Force Base

# WHERE ARE WE?



## HILL AIR FORCE BASE

Hill Air Force Base forms the northern boundary of Layton. Established in 1940, it quickly became essential to the economy of Layton and the entirety of Utah. A large population arrived along with the base and created a consistent need for commercial development. However, as Layton plans for a changing economy, this demand is in transition.

## IMPACT OF THE BASE

ECONOMIC VALUE:	<b>\$3.8 BILLION</b>
TOTAL PERSONS:	<b>25,500</b>
DEMOGRAPHICS:	<b>5,785 MILITARY</b>
	<b>3,362 DEPENDANTS</b>
	<b>16,353 CIVILIANS</b>

East Gate Regional Center is part of the Layton Forward Plan. In the plan, this center is defined as a business center that supplies jobs and creates connection between Hill AFB and the community. This base will supply high-tech innovation to Layton's greater economy, while densifying the surrounding neighborhood, providing public spaces and adding economic stability.

## PROXIMITY TO OTHER AMENITIES

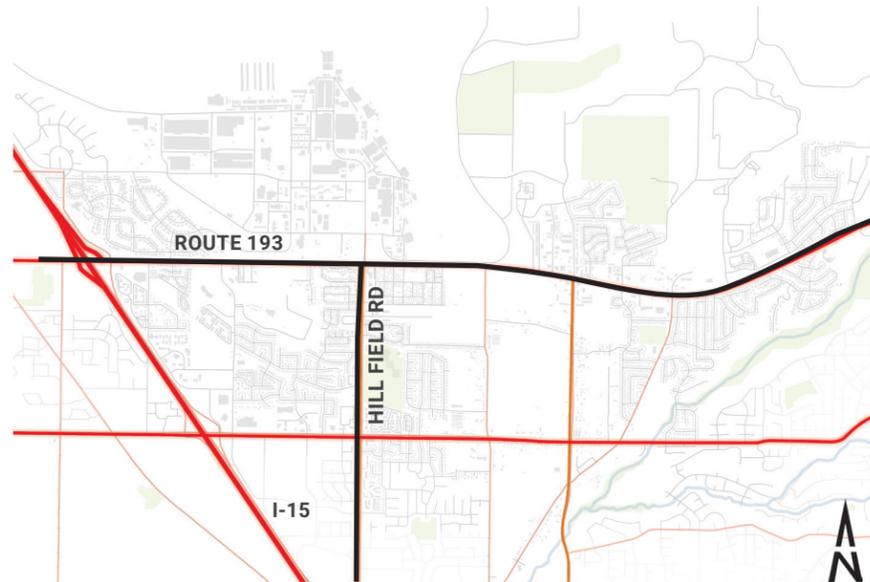
DISTANCE TO I-15:	<b>3.3 MILES</b>
DISTANCE TO AFB:	<b>1.83 MILES</b>
DISTANCE TO MALL:	<b>3.22 MILES</b>
DISTANCE TO WSU:	<b>1.79 MILES</b>

# WHERE SHOULD WE GO?



## ACCESS & ROADS

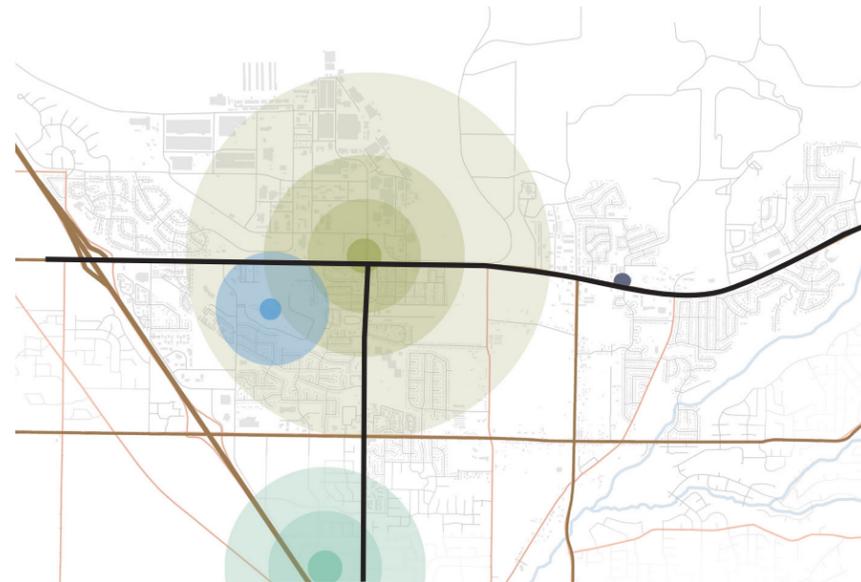
South Gate Center is located 3.3 miles from the I-15 & Route 193 interchange, causing limited access and visibility from Layton's main transportation corridor. This center will rely on arterial roads like Route 193 and Hill Field Road.



- Primary roads
- Secondary roads

## SITE INFLUENCES

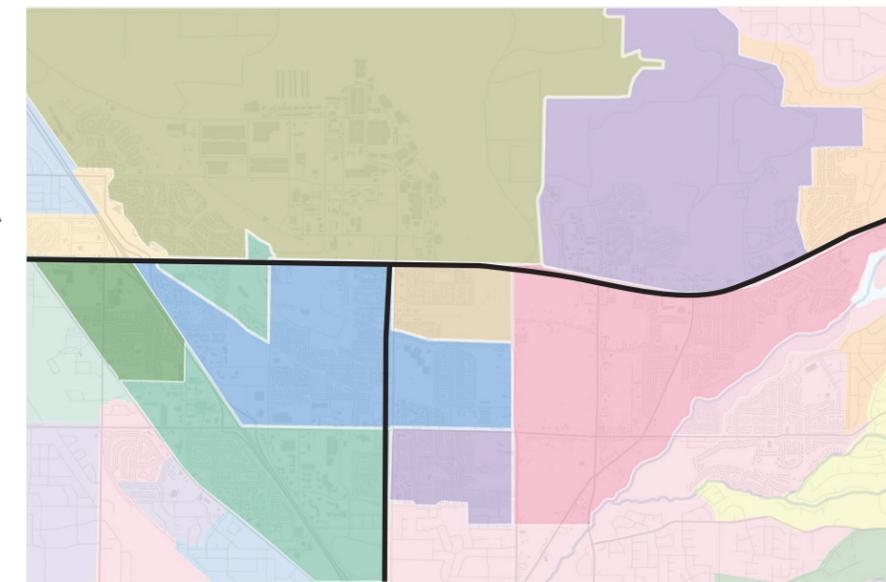
There's a missing link between South Gate, Weber State's Davis Campus, East Gate Tech Center and Midtown. This is a huge opportunity to provide connectivity.



- Hill AFB South Gate
- WSU-Davis
- Layton Hills Mall
- East Gate Tech Center

## POPULATION DIVERSITY

The east end of Route 193 has a large concentration of established professionals with families whose needs the South Gate Center will be able to serve. The categories of residents mapped below will be explained on the following pages.



- Military Proximity
- Young & Restless
- Bright, Young Professionals
- Down the Road
- Soccer Families
- Up & Coming Families

## SITE INFLUENCES: EXISTING ANCHORS



As the most significant economic supplier in the city, Layton Hills Mall is also the most popular anchor in Layton. Located about three miles south of the proposed South Gate Center, it is planned to be redeveloped into a new, flourishing center for the city of Layton.



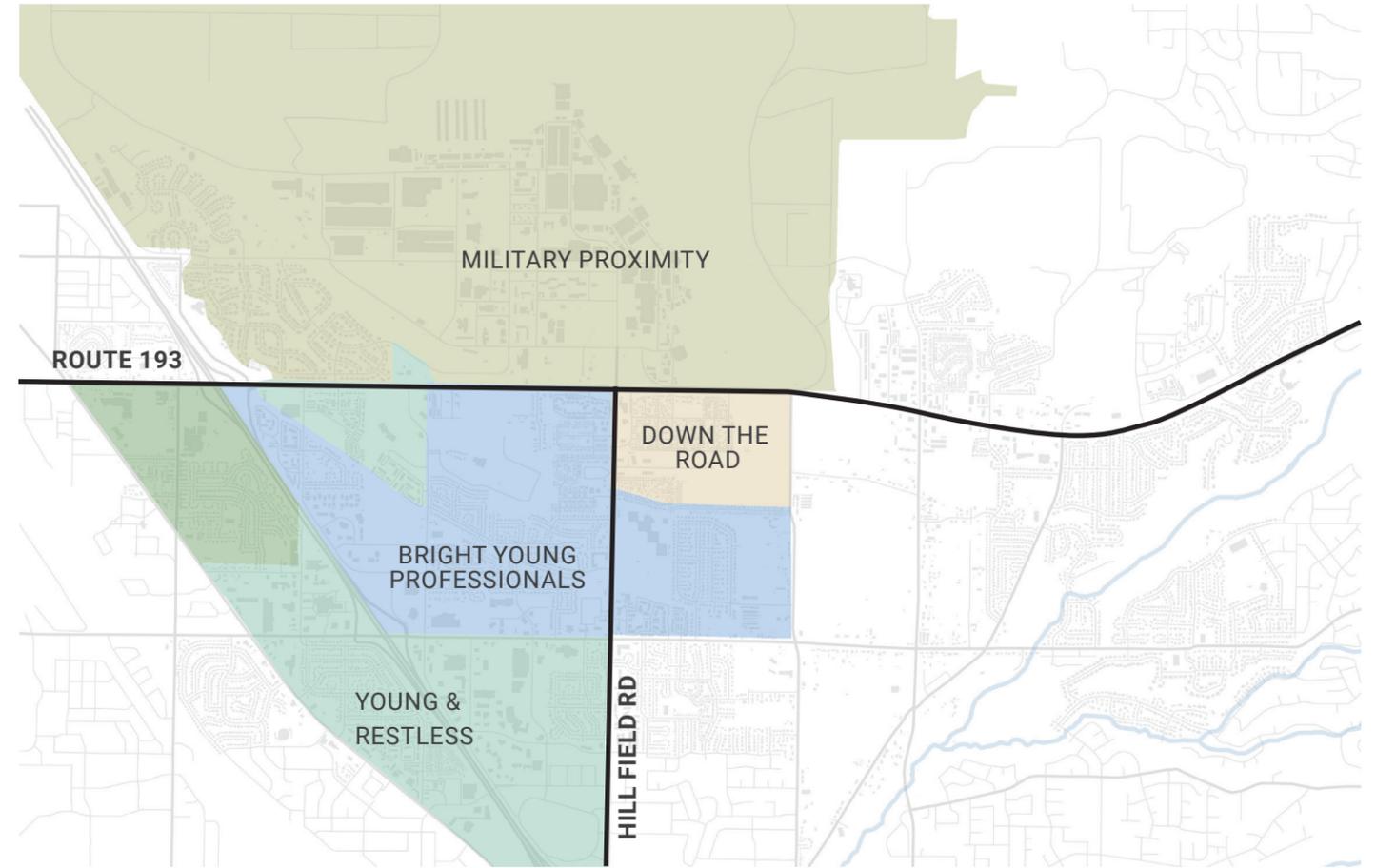
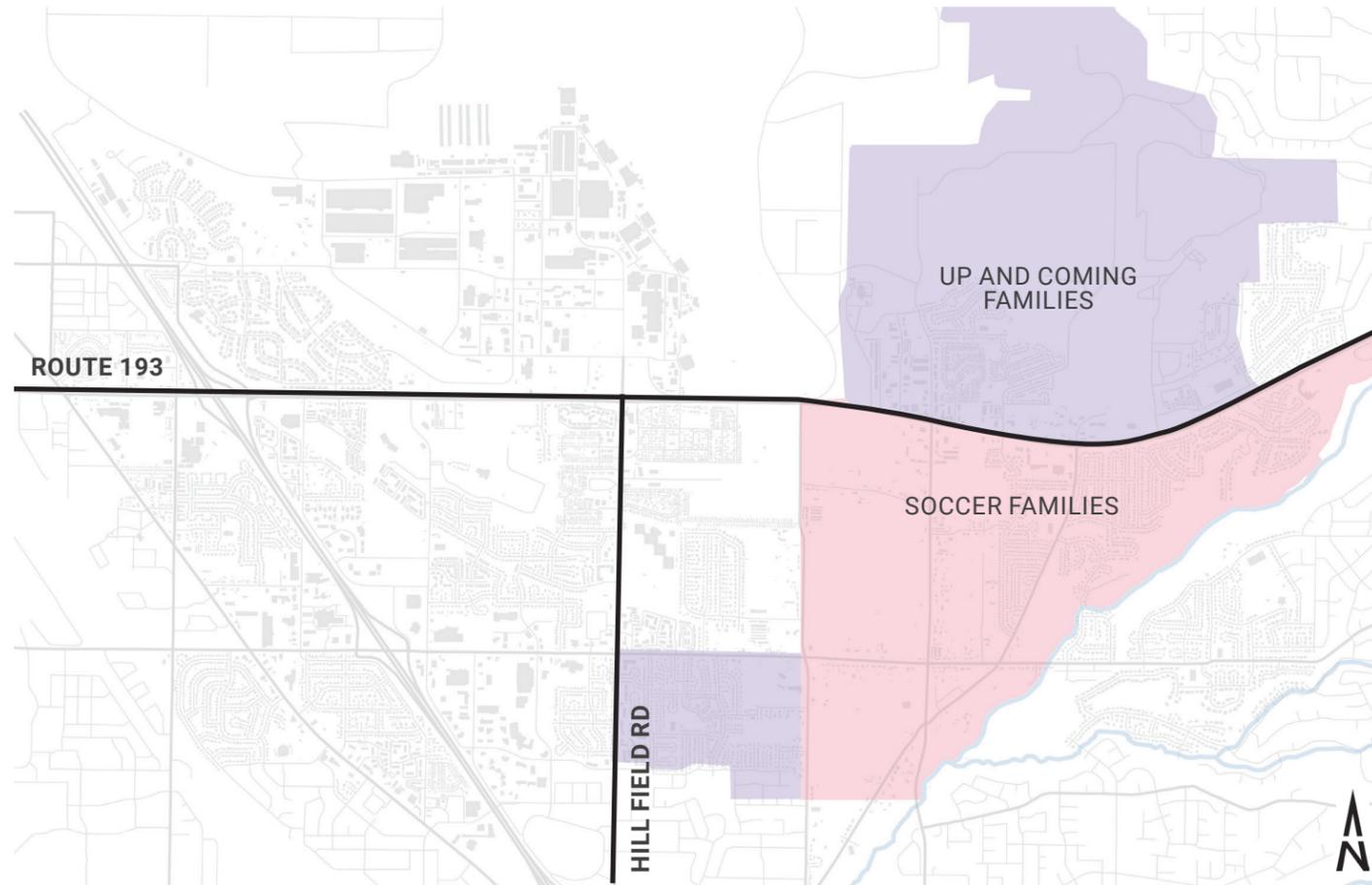
Weber State University's Davis campus is a satellite of the state school and also houses an integrated charter high school. This facility contains a variety of amenities for its students including a gym, campus store, test center and study rooms. It serves around 7,000 students with plans to expand.



Located on the south side of the base, Hill AFB South Gate leads directly into the heart of the base. This area has existing infrastructure for base-specific uses. This includes a grocery store, infirmary, information centers, surplus stores and other related buildings.

# WHO ARE WE NOW?

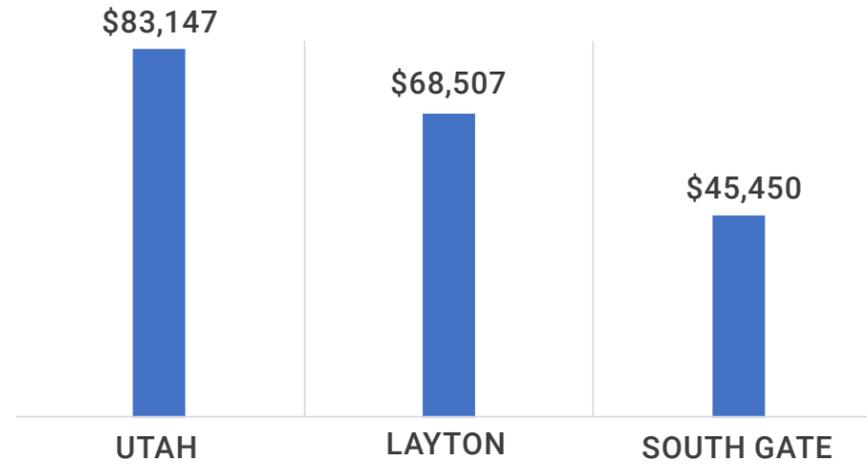
## EXISTING DEMOGRAPHICS



SOCCER FAMILIES	UP AND COMING FAMILIES	BRIGHT YOUNG PROFESSIONALS	MILITARY PROXIMITY	YOUNG AND RESTLESS
<ul style="list-style-type: none"> <li>• 40.5% WITH COLLEGE</li> <li>• 72% WITH SOME COLLEGE</li> <li>• 84.9% HOMEOWNERS</li> <li>• SINGLE FAMILY HOMES</li> <li>• MARRIED COUPLES</li> <li>• ATTEND SPORTING EVENTS</li> <li>• OUTDOOR ACTIVITIES</li> </ul>	<ul style="list-style-type: none"> <li>• 67% WITH SOME COLLEGE</li> <li>• 2+ WORKERS</li> <li>• NEW SUBDIVISIONS</li> <li>• SINGLE-FAMILY HOMES</li> <li>• OPEN TO INFLUENCE</li> <li>• CAREFUL SHOPPERS</li> <li>• AWARE OF PRICES</li> </ul>	<ul style="list-style-type: none"> <li>• 57.2% RENTERS</li> <li>• MARRIED COUPLES</li> <li>• MULTI-UNIT HOUSING</li> <li>• 67% WITH COLLEGE DEGREE</li> <li>• ATTEND BARS/CLUBS</li> <li>• OUTDOOR SPORTS</li> <li>• FAST-FOOD/RESTAURANTS</li> </ul>	<ul style="list-style-type: none"> <li>• 97% RENTERS</li> <li>• MARRIED WITH YOUNG KIDS</li> <li>• CIVILIAN LABOR FORCE: 22%</li> <li>• SINGLE-FAMILY/MULTI-UNITS</li> <li>• 2+ SINGLES</li> <li>• OWN PETS</li> <li>• HEALTHY, ACTIVE LIFESTYLE</li> </ul>	<ul style="list-style-type: none"> <li>• 86.9% RENTERS</li> <li>• LIVE ALONE/NO FAMILY</li> <li>• FAVOR DENSITY HOUSING</li> <li>• FINISHING COLLEGE</li> <li>• CAREFUL SHOPPERS</li> <li>• FAST FOOD RESTAURANTS</li> <li>• ENJOY SOCIAL RECREATION</li> </ul>

## DEMOGRAPHICS SUMMARY

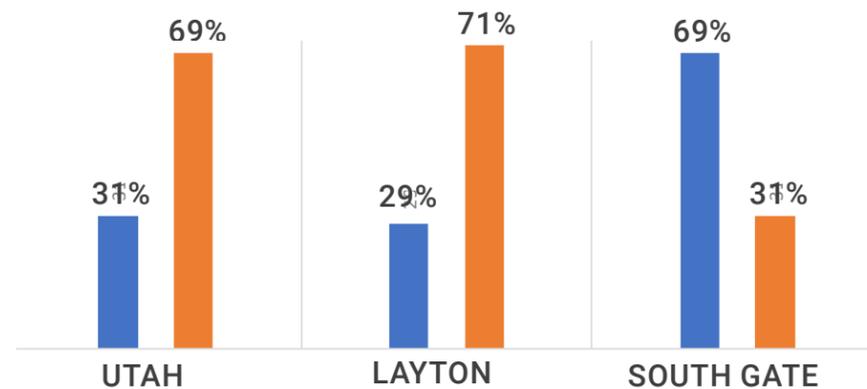
### INCOME



Comparing the income level around the South Gate Center to Layton City and the state of Utah, the residents have significantly less income than the rest of the state. This means that the area will be prone to gentrification and displacement. Program elements should be created in consideration of their wants and needs as the center develops.

### RESIDENT TYPE

■ Renters ■ Owners



Most Utahns and Layton residents are homeowners. However, South Gate Center has a significantly different ratio of homeowners to renters. The area has an existing demand for renters, making it a great location for high and medium density housing as the center develops.

## PROGRAMMATIC ELEMENTS

Programmatic elements were pulled from the ESRI Marketing data set for their housing, work and recreational needs. This will help guide the existing population's wants and needs, mitigate the impacts of gentrification and encourage residents to stay in the area.



**LOW INCOME**  
LOW/MEDIUM/HIGH DENSITY



**FAST FOOD/RESTAURANTS**  
QUICK MEALS



**RENTER MARKET**  
HIGH TURNOVER



**CHILDREN ENVIRONMENTS**  
FAMILY VALUES



**SERVICE JOBS**  
WORKING CLASS



**DOG PARK**  
LARGE DOG POPULATION



**BARGAIN SHOPS**  
TIGHT BUDGETS



**OUTDOOR RECREATION**  
ACTIVE/PASSIVE REC.



**APPAREL/SERVICES**  
LARGE BUDGET ALLOCATION



**AGRICULTURE/GARDENS**  
SEMI-RURAL PREFERENCE



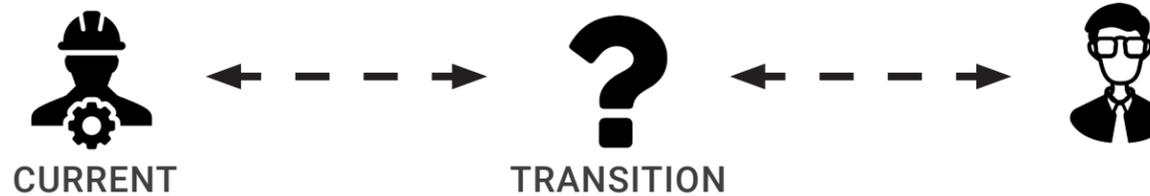
# WHO ARE WE NOW?

## THE CRITERIA



Layton Forward projects a new high-tech, economically stable industry. To determine which groups would contribute to this goal, programmatic elements were compared to the ESRI Demographic Profiles to create a list of desirable users. After evaluating lifestyle choices, housing preferences, spending habits, education and career trajectories, relevant profiles were sorted into one of two categories. Investors will spend money and create jobs while those in the Employee category will live and work on site.

## BRIDGING THE TRANSITION



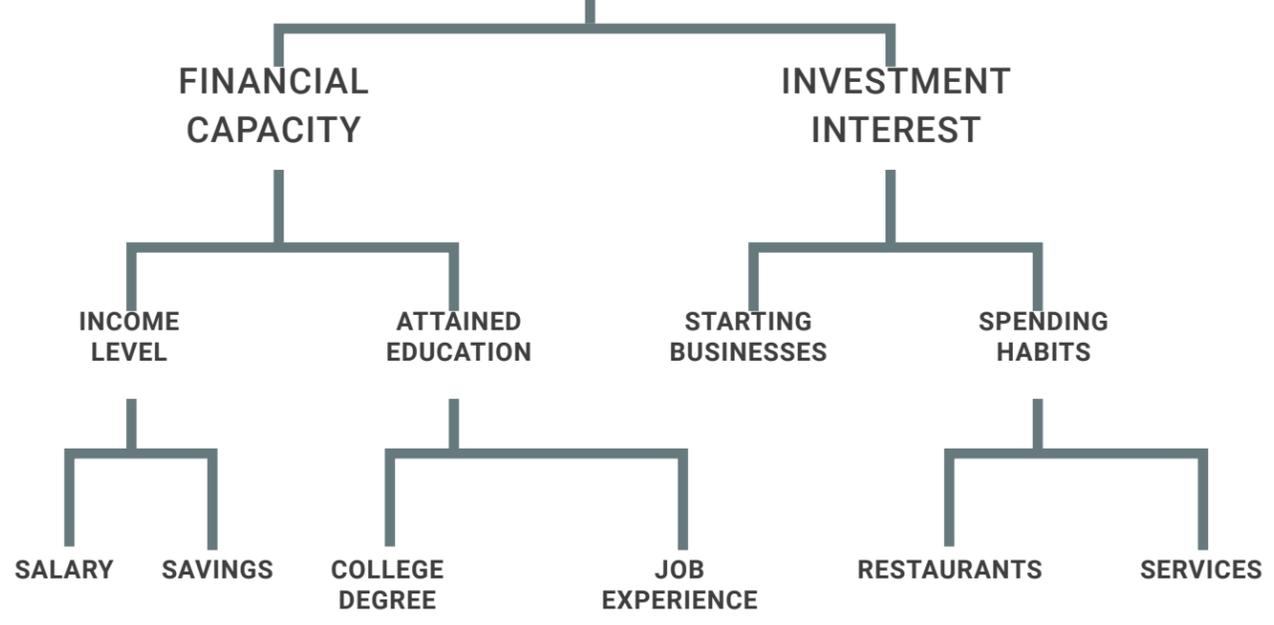
Current users of the site will fuel a vibrant and economically successful new regional center. The new and innovative plan will bring even greater fiscal stability to the city. To attract the future users, South Gate Center will provide more than jobs. An encompassing experience requires places to work and play. This proposal will enrich the center by providing amenities, job opportunities, housing and open space for both investors and employees.



**DETERMINING THE NEW DEMOGRAPHIC**  
WHO WILL CREATE THE VISION?

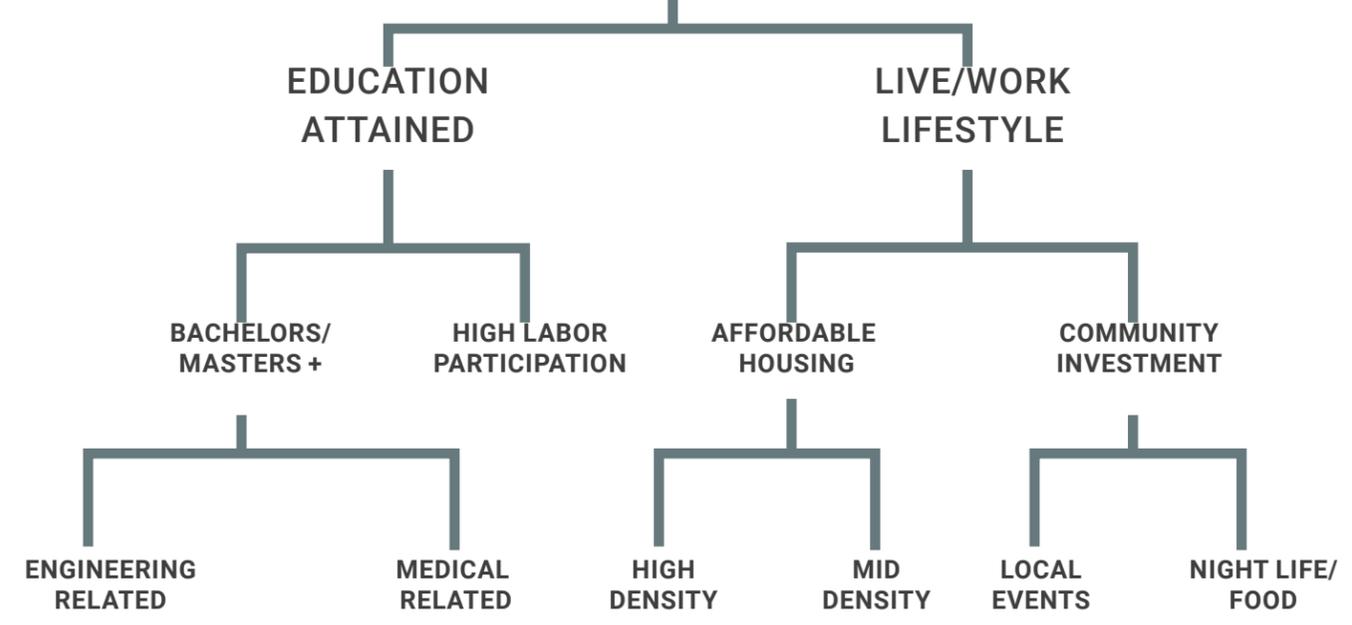
**THE INVESTORS**

DO WE HAVE WHAT THEY WANT?



**THE EMPLOYEES**

DO WE WANT WHAT THEY HAVE?



# HOW ARE WE PROVIDING?



## INNOVATIVE PRODUCTION

- MANUFACTURING
- ENGINEERING
- DRAFTING
- HIGH-PAYING JOBS
- SERVICE JOBS
- FLEXIBLE /INCUBATOR SPACE



## RETAIL + COMMERCIAL

- PROVIDING FOR THE NEIGHBORHOOD
- SERVICING BUSINESS CENTER
- RESTAURANTS/BARS/ENTERTAINMENT
- SERVICE JOBS
- TARGETING VARIOUS DEMOGRAPHICS



## AFFORDABLE HOUSING

- HIGH DENSITY ( \$ / \$\$ / \$\$\$ )
- MEDIUM DENSITY ( \$ / \$\$ / \$\$\$ )
- LOW DENSITY ( \$ )
- VARIOUS DEMOGRAPHICS
- VARIOUS PRICE RANGES
- DIVERSE OPTIONS



## GREEN SPACE/PLAZAS

- PLAZAS WITH AMENITIES
- STORMWATER MANAGEMENT
- WILDLIFE HABITAT
- PARK REDEVELOPMENT
- COMMUNITY AGRICULTURE
- TRAIL ACCESS

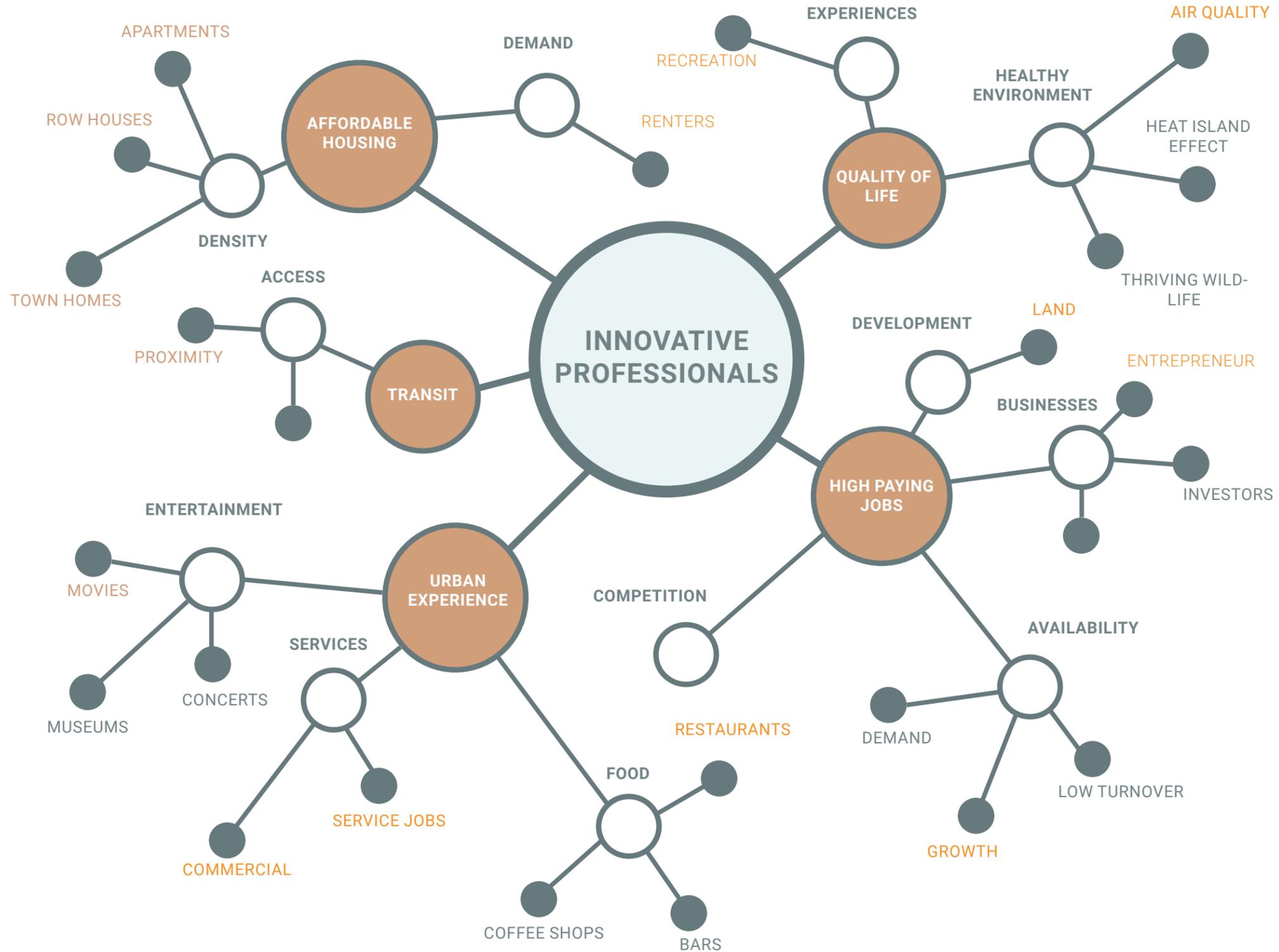
## DESIRED DEMOGRAPHICS

MIDTOWN SINGLES	MIDDLE GROUND	GEN X URBAN	UPTOWN INDIVIDUALS
<ul style="list-style-type: none"> <li>SINGLES ON THE MOVE</li> <li>AFFORDABLE RENT</li> <li>APARTMENT BUILDINGS</li> <li>SERVICE POSITIONS</li> <li>PUBLIC TRANSPORTATION</li> <li>SHOP FOR YOUNG CHILDREN</li> <li>BUDGET-FRIENDLY STORES</li> </ul>	<ul style="list-style-type: none"> <li>SINGLE/MARRIED</li> <li>RENTERS/HOMEOWNERS</li> <li>MIDDLE/WORKING CLASS</li> <li>COLLEGE DEGREES</li> <li>LOW/MEDIUM/HIGH DENSITY HOMES</li> <li>ENJOY NIGHTLIFE</li> </ul>	<ul style="list-style-type: none"> <li>GEN X MIDDLE AGE</li> <li>FAMILIES WITH FEW KIDS</li> <li>URBAN SINGLE-FAMILY HOMES</li> <li>LIVE AND WORK LIFESTYLE</li> <li>WISE INVESTORS</li> <li>ENJOY CLASSY NIGHT LIFE</li> <li>WALKING FOR EXERCISE</li> </ul>	<ul style="list-style-type: none"> <li>SUCCESSFUL SINGLES</li> <li>BEST-EDUCATED MARKET</li> <li>URBAN DENIZENS</li> <li>HIGH-RISE APARTMENTS</li> <li>POLITICALLY INVOLVED</li> <li>ADVERSE TO HOME OWNERSHIP</li> <li>ADVENTUROUS</li> </ul>

# CREATING A NETWORK

To best attract new employees and residents for South Gate Center, a diverse, unique, connected economy is needed. A mixture of lifestyle, jobs and living choices will make this a fun, thriving place where people from all over the city and state will want to live, work and play.

NEW DEMOGRAPHICS  
NEW & CURRENT COMBINED



# NEIGHBORING DISTRICTS

## HILL AIR FORCE BASE

Hill Air Force Base is essential to the economic stability of Layton. Activities entail the maintenance of numerous aircraft and weapons systems, as well as other military parts and logistics. It provides vital employment both on and off base.

## WEBER CAMPUS DISTRICT

This district is located at the northwest corner of Layton near the entrance to Hill Air Force Base. The majority of this land belongs to Weber State University and there are plans to expand and build out the current property.

## ACCIDENT PREVENTION ZONE (APZ)

Roughly 575 acres are designated as the Accident Prevention Zone to aid in the safe operations of the base. While it's mostly open land, there are a few low density homes.

## EAST VISTA

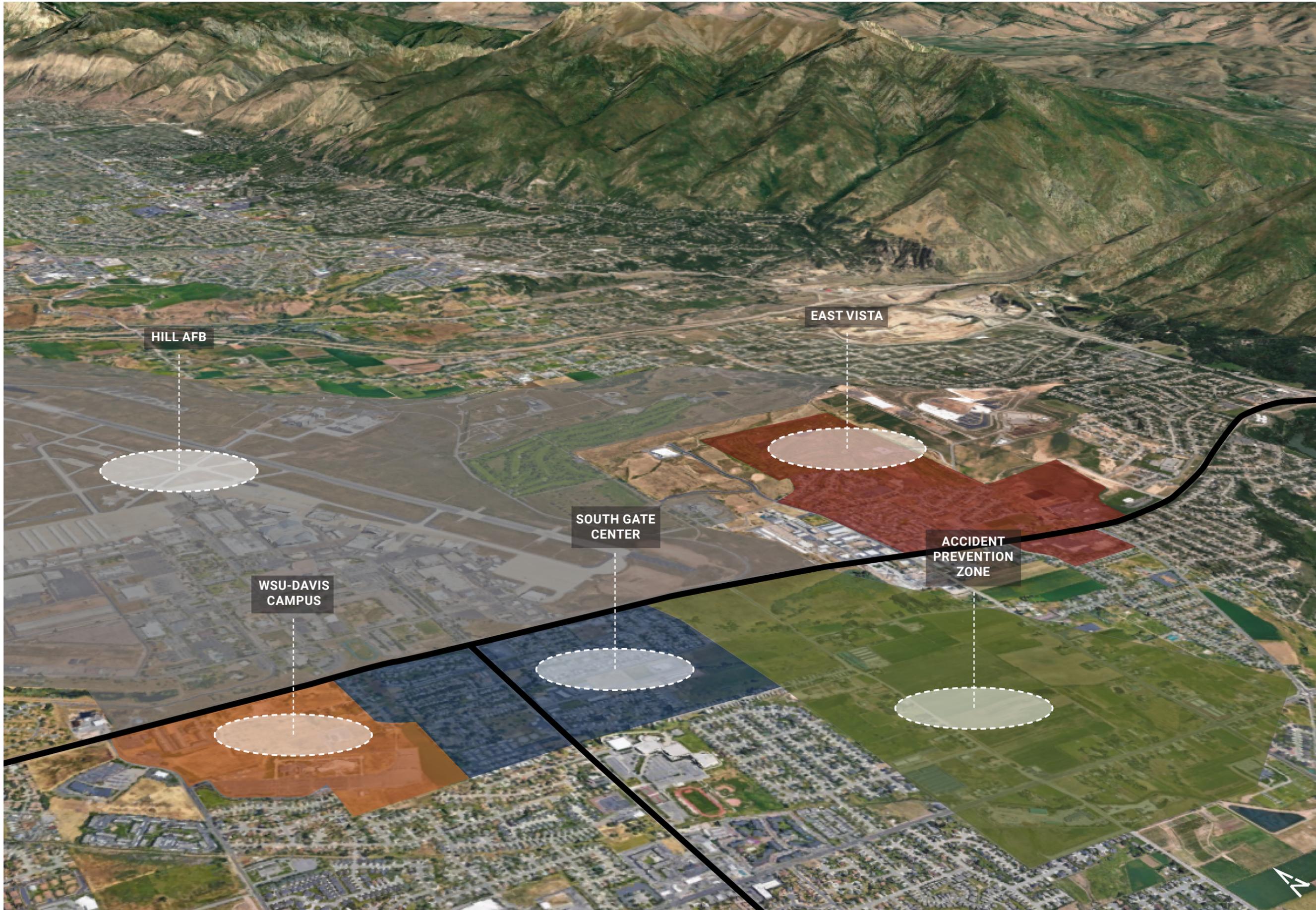
East Vista is the area designated as the East Gate Tech Center in the Layton Forward Plan. That plan will remain in place and work in conjunction with the new South Gate Center. It will focus more on manufacturing while South Gate will feature commercial space and higher-paying industrial jobs.

## SOUTH GATE CENTER

South Gate Center is planned at the center of State Route 193 adjacent to Weber State University - Davis campus. This center will capitalize on existing assets and create a new economic core for the entire corridor between Interstate 15 and Highway 89.

## SUMMARY

These areas vary in land uses as well as land ownership. They have characteristics that are unique to each specific area that distinguish it from other subdistricts and should be considered with the development of the South Gate Center.



HILL AFB

EAST VISTA

SOUTH GATE CENTER

ACCIDENT PREVENTION ZONE

WSU-DAVIS CAMPUS



# SOUTH GATE CENTER

PROVIDING FOR THE PRESENT, PLANNING FOR THE FUTURE

# INVENTORY

## HILL AFB

Located at the north end of Hill Field Road and supplies the site's economic base.

## MOBILE HOMES

These areas are vulnerable to redevelopment, but they can be preserved and included in future development plans.

## APZ

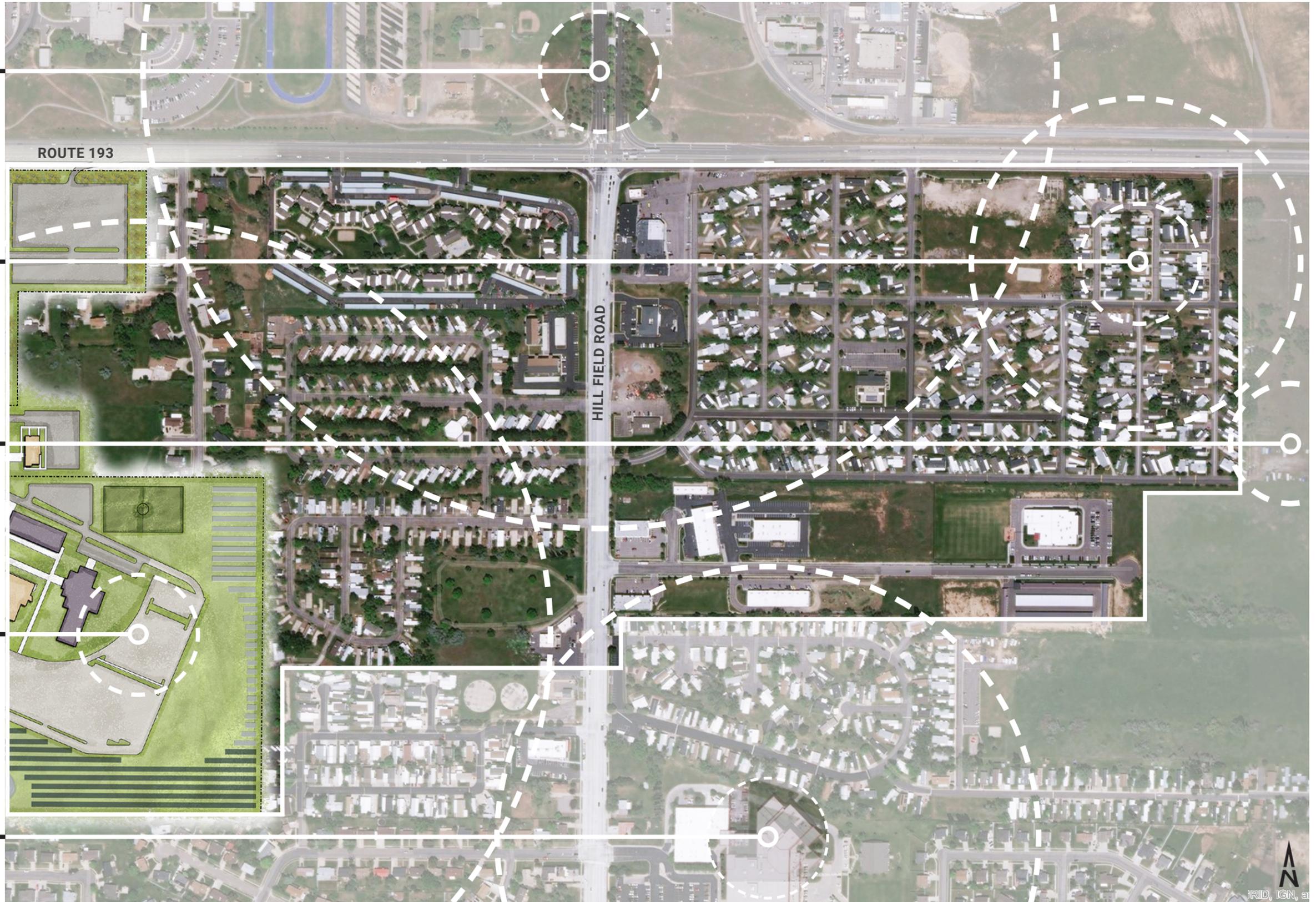
This large open space has a potential for passive recreation or ties to an agricultural identity.

## WSU CAMPUS

An expanded campus will increase the number of students and users for new commercial and restaurant developments.

## NORTHRIDGE HIGH SCHOOL

An existing high school will bolster the educational link to the university.

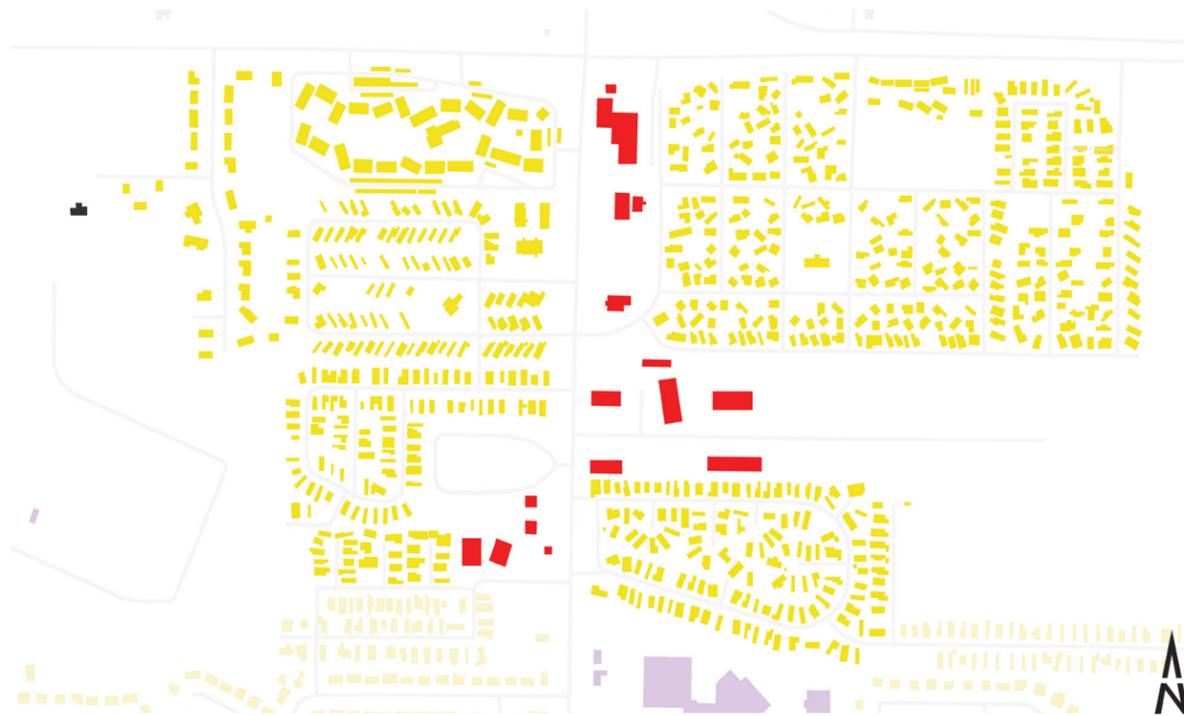


## MAIN ROADS



South Gate Center lies at the intersection of Route 193 and Hill Field Road. Both streets carry heavy traffic and connect to important local assets including Highway 89, I-15, and Layton Hills Mall.

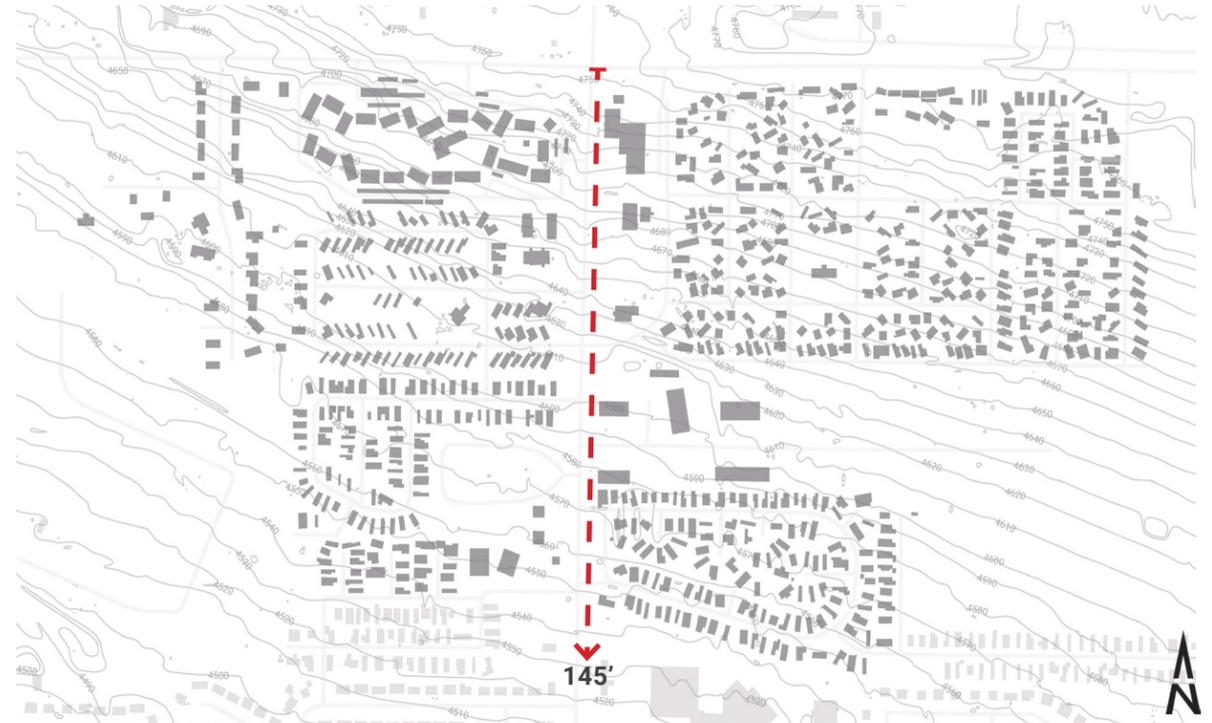
## BUILDING USAGE



- Residential
- Commercial
- Education

Most of the existing area is low density residential, with some higher density mixed in. The housing is lower income, with a large percentage being mobile homes. Some commercial and educational facilities face Hill Field Road.

## TOPOGRAPHY



The topography drops about 145 feet over a half mile, making the steep grade difficult to traverse by foot. This has caused much of the development to be along the gentler slope from east to west.

## ZONING



- Townhomes
- Multi-family
- Commercial
- Industrial flex
- Residential
- Mixed use

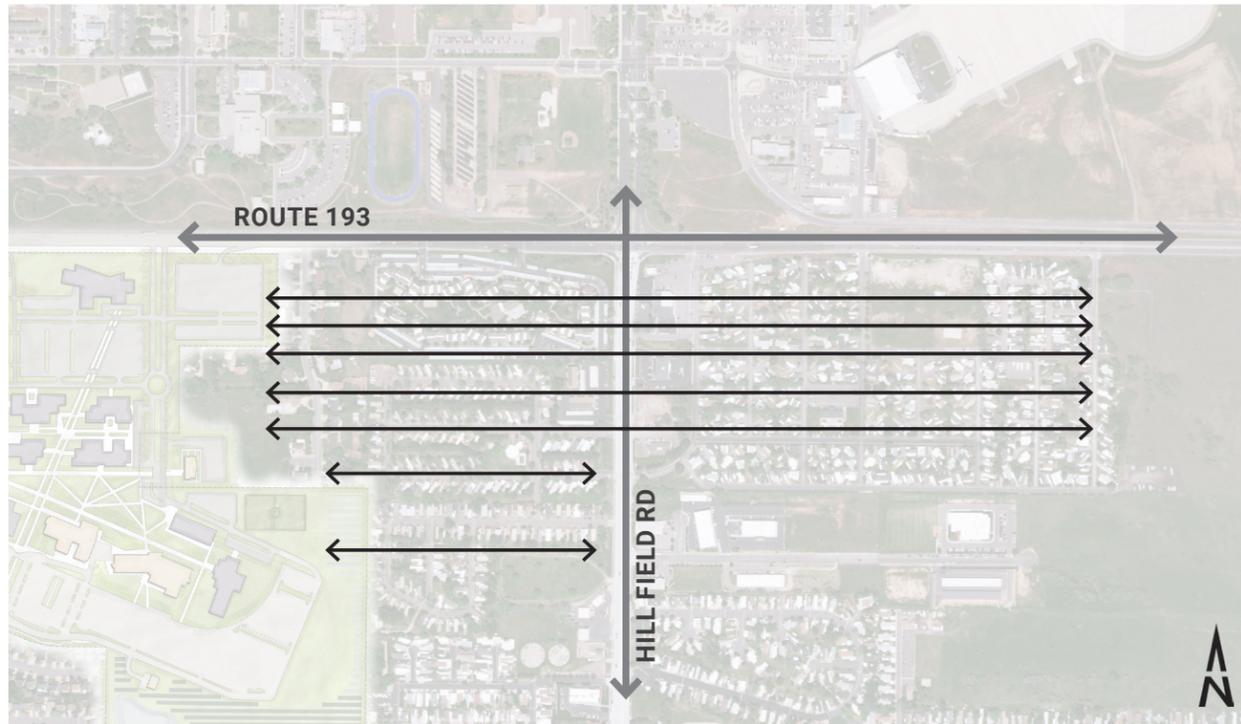
The area is planned for transition in the Layton Forward Plan. New mixed use and high density housing is planned for the edges of Hill Field Road with Industrial Flex dominating the eastern portion.



# CONCEPT DEVELOPMENT

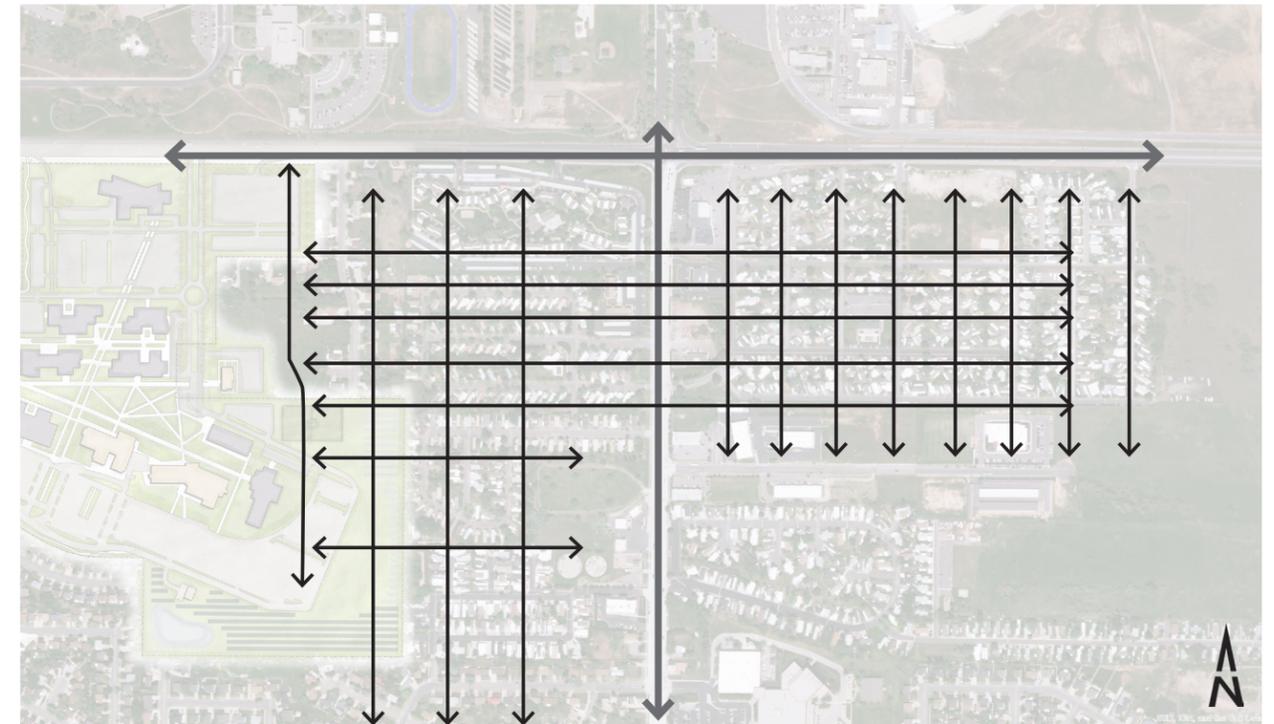
## 1 ROAD ALIGNMENTS

Based on existing and proposed infrastructure



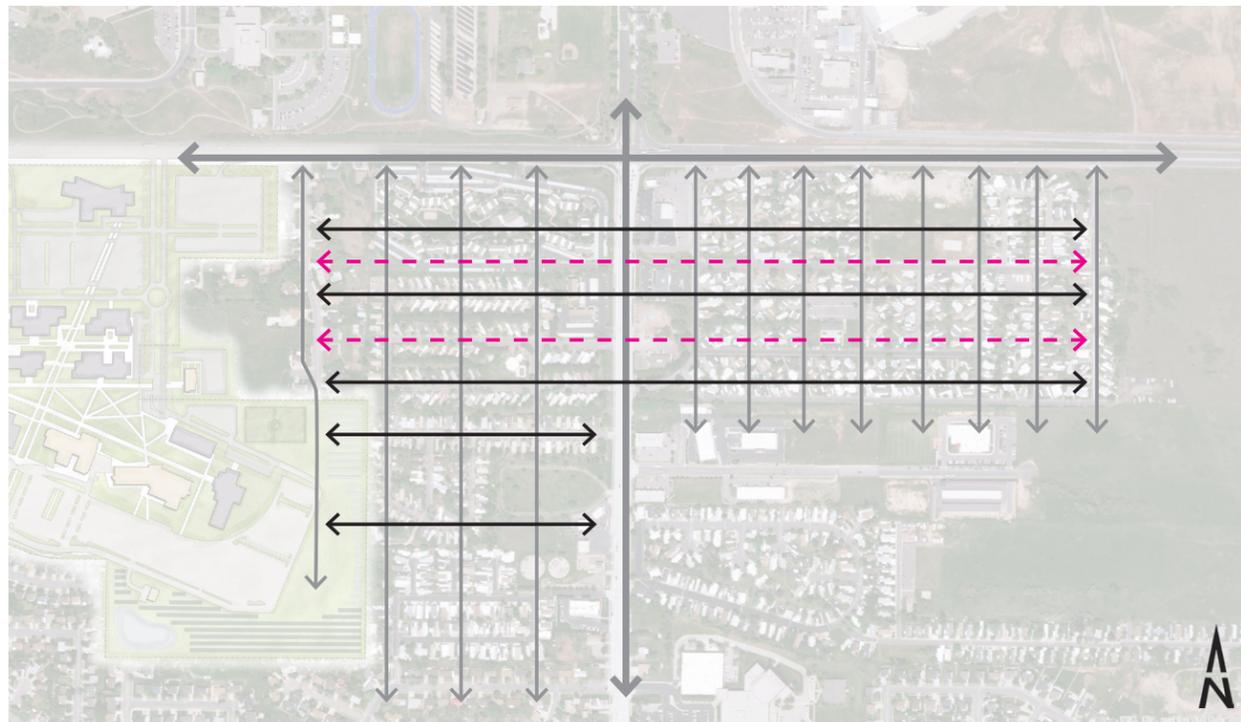
## 2 ESTABLISHING A GRID

Promoting walkability and vehicular maneuverability



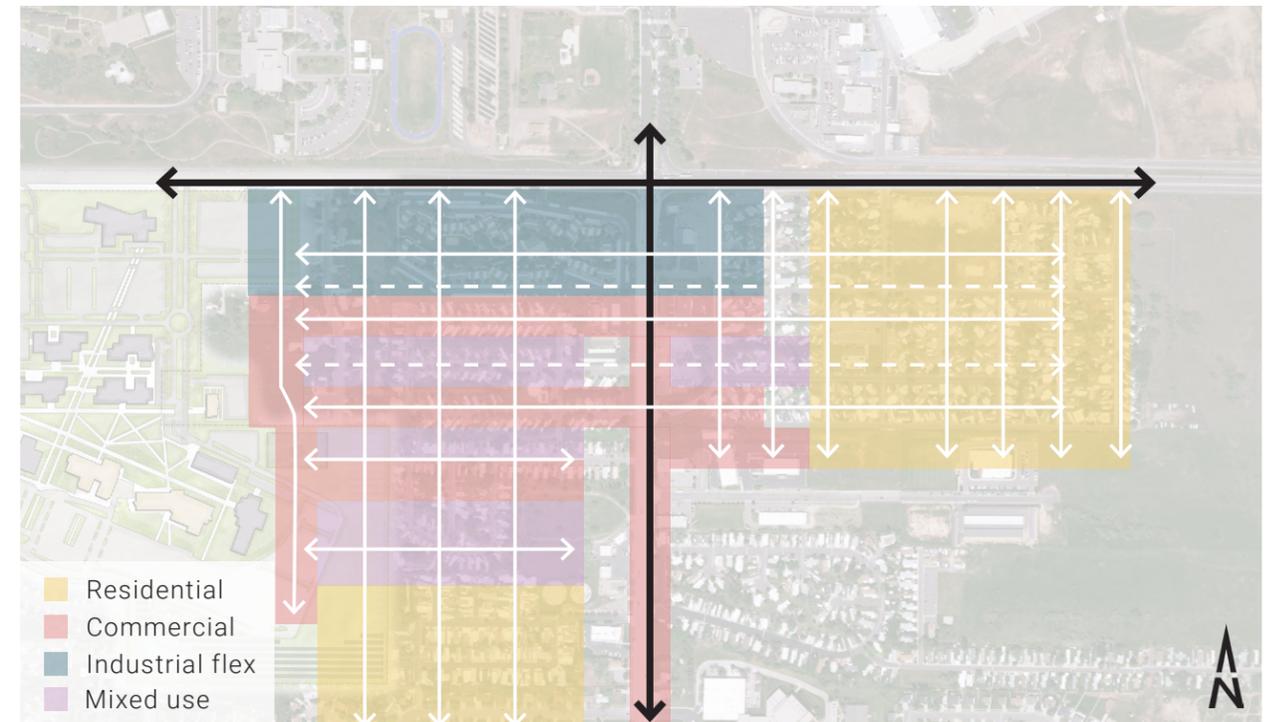
## 3 WALKABLE STREETS

Following gentler grade changes



## 4 LAND USE

Compliant with proposed zoning



# MASTER PLAN



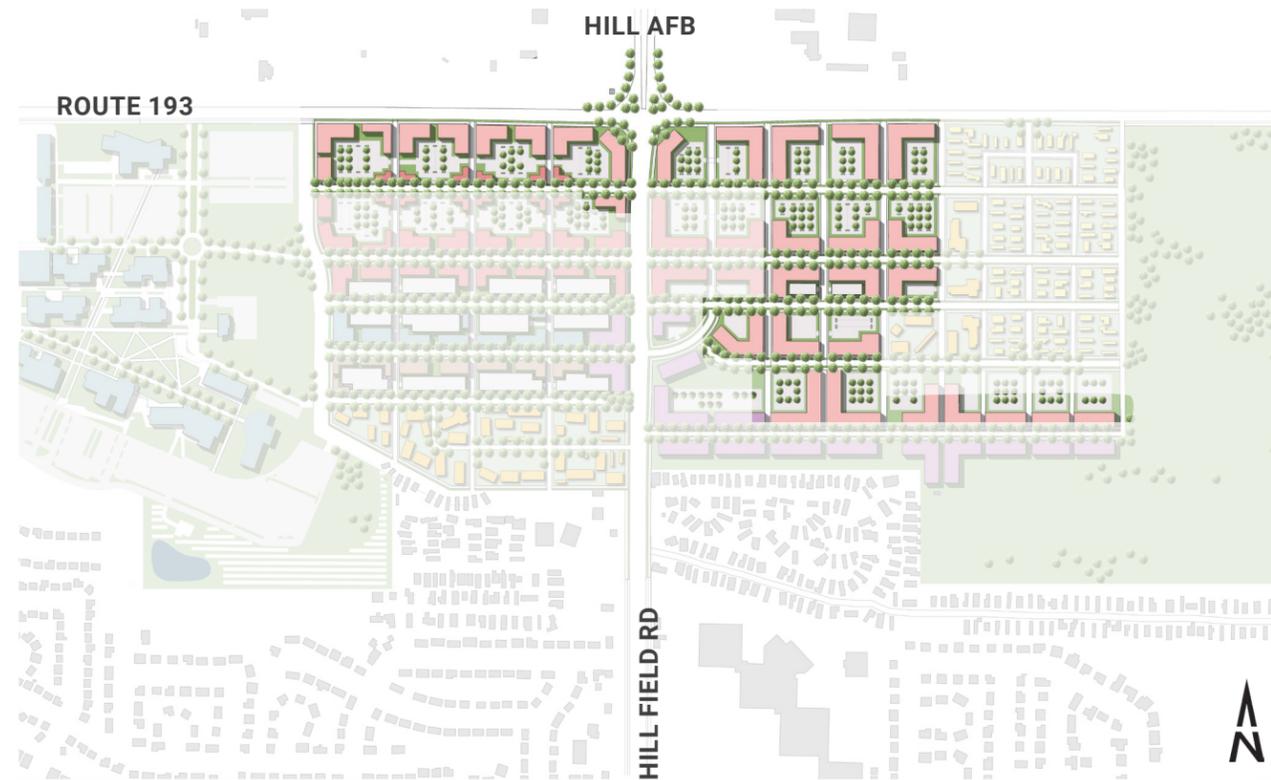
- COMMERCIAL / OFFICE
- MIXED USE (office above)
- MIXED USE (residential above)
- INSTITUTIONAL / ACADEMIC
- PARKING STRUCTURES
- HIGH DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL



**SOUTH GATE CENTER**  
 PROVIDING FOR THE PRESENT, PLANNING FOR THE FUTURE

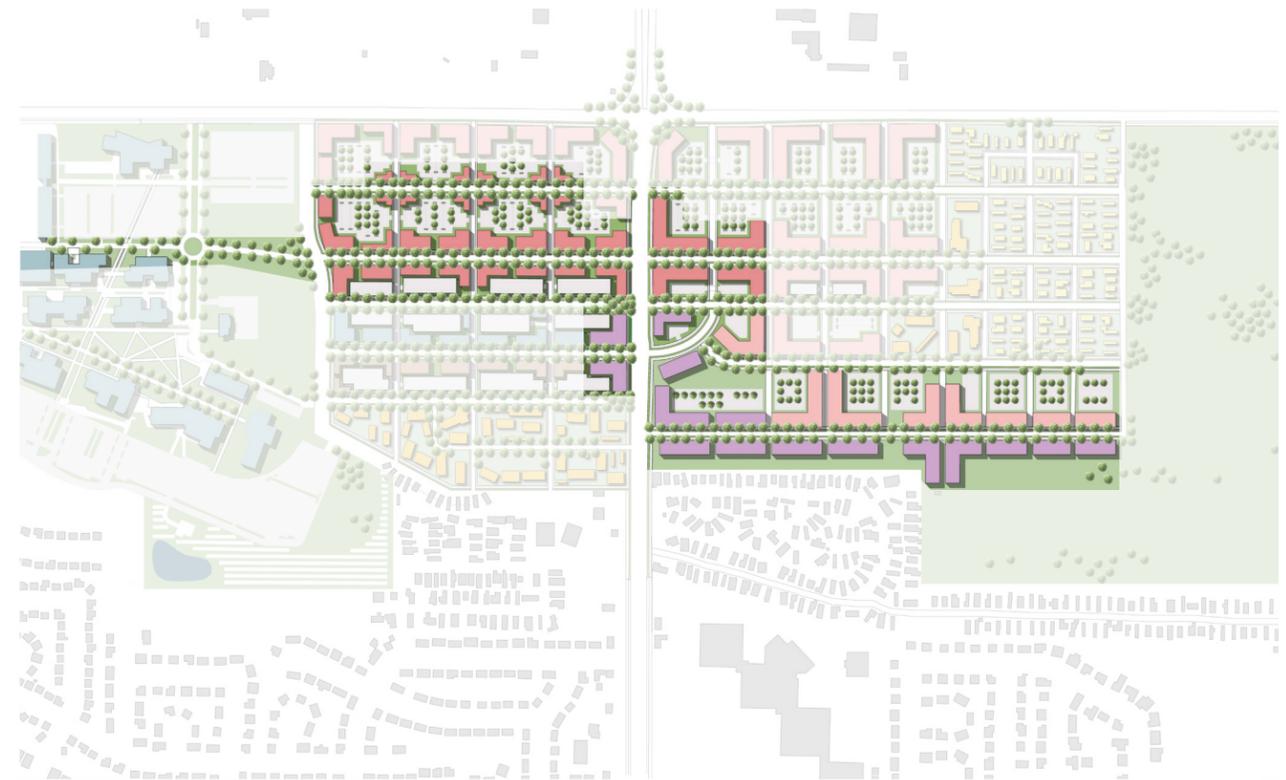
# SUBDISTRICTS

## CORPORATE OFFICES



Correlating with Layton Forward is a large area dedicated to corporate offices and industrial flex space. The larger buildings to the north will provide a buffer from the busy State Route 193.

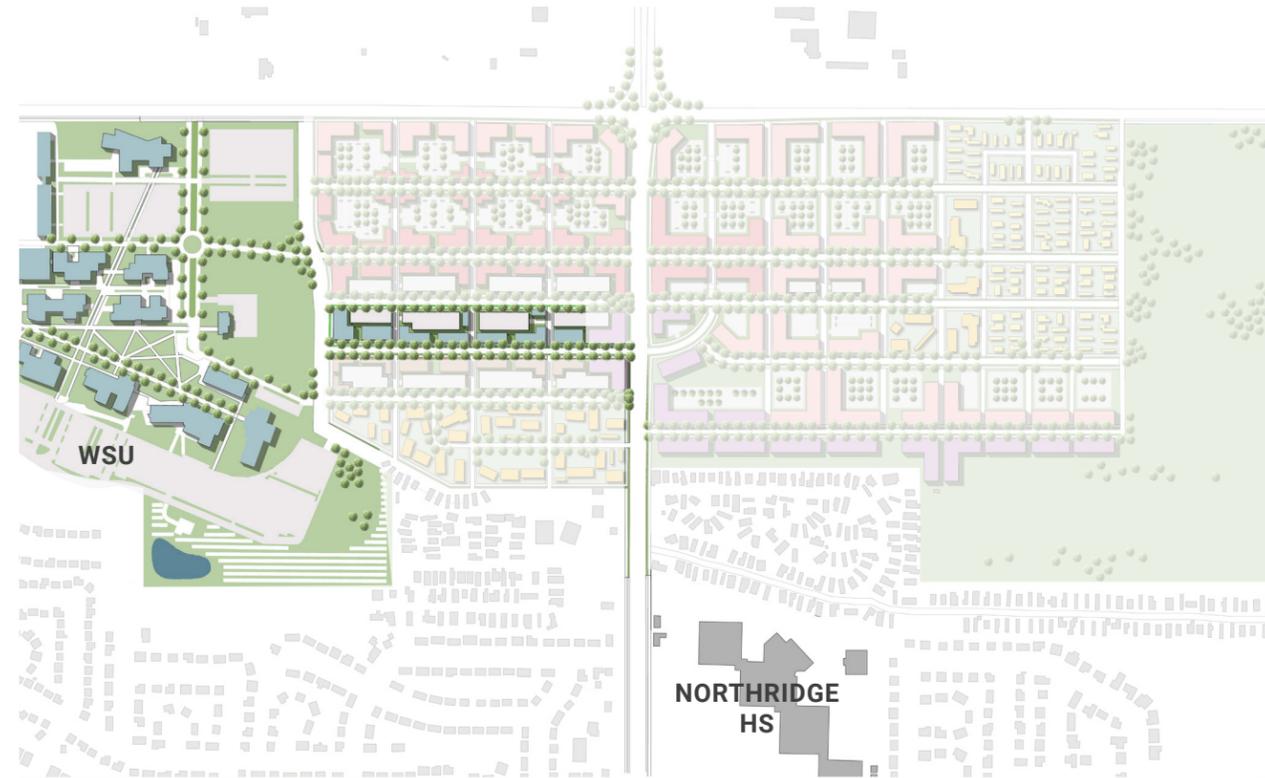
## COMMERCIAL AND MIXED USE



Tying in directly to WSU-Davis is a retail and restaurant corridor. This will provide a walkable area of amenities, not only for university students and employees, but also users of the surrounding corporate offices and Hill Air Force Base.



## EDUCATION



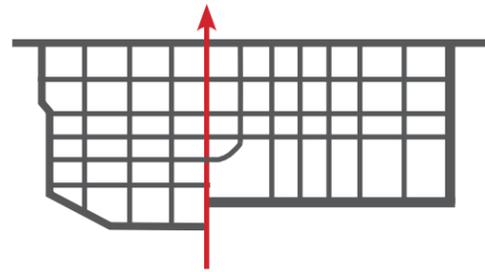
A street dedicated to educational buildings will provide opportunities to the surrounding community anchored by WSU-Davis on the west and Northridge High School to the southeast.

## HOUSING

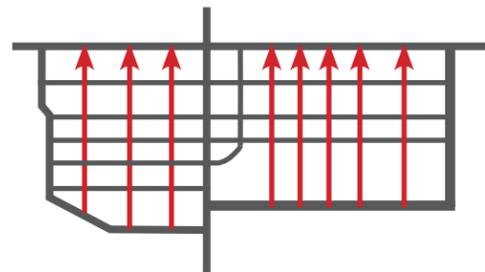


As this area is in transition, the housing for current and future users needs to be accounted for. A significant portion of the site is dedicated to providing high, medium, and low density options for users of all income levels.

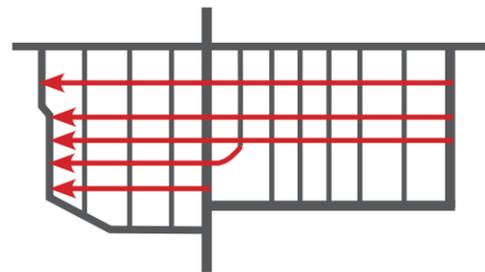
# STREET TYPOLOGIES



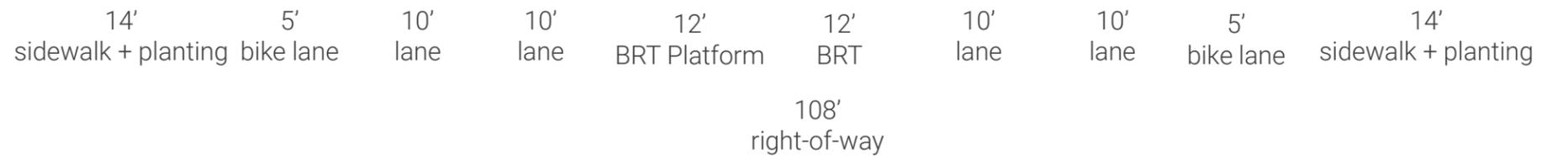
HILL FIELD ROAD



NORTH TO SOUTH



EAST TO WEST



## HILL FIELD ROAD

Hill Field Road will have large walkways and bike lanes to promote pedestrian transportation. A Bus Rapid Transit station will be added to the center lane to invite more visits to South Gate Center.



8' driving lane      24' driving lane      8' driving lane

40' right-of-way

## NORTH TO SOUTH

Narrow, shared streets discourage access up steep north-to-south slopes. A shared street will reduce and slow vehicular traffic, without cutting off all access. Pedestrians will walk less on the steeper slope.



14' sidewalk + planting      8' bike lane      16' driving lane      16' driving lane      8' bike lane      14' sidewalk + planting

76' right-of-way

## EAST TO WEST

Bike lanes and wide sidewalks promote walkability on the more manageable east-to-west slopes. This will connect the university to Hill Field Road and the APZ to the far east and create rows of green space.



# CONCLUSION SOUTH GATE CENTER

Office  
**2.5 M**  
sq ft

High Density  
Residential  
**300**  
units

Mixed use /  
Office  
**700 K**  
sq ft

Town  
house  
**340**  
units

Mixed use /  
Residential  
**500**  
units

Single Family  
Residential  
**150**  
lots

Institutional/  
Academic  
**100 K**  
sq ft

The South Gate Center is the catalyst to the corridor extending along the south end of Hill Air Force Base and will create a connected network of development that supports the base and the city of Layton. It's meant to help stabilize and diversify Layton's economy with industry and regular activity.

Between Hill Air Force Base, Weber State University - Davis, and Layton Hills Mall is a missing link that unifies these anchors. The base and growing university are assets that can augment a new center.

The diversity of residents and uses within the area provides an opportunity for a strong new center seated between the significant anchors of the area. A new South Gate Center will be fueled by the current demographics and draw users to provide greater economic stability for Layton.

The current road layout is a grid system formed from housing developments on a 6% slope. Major streets must be oriented east to west for optimal pedestrian use. The current building usage will require a smooth transition to fit into the Layton Forward Plan.

The grid system works excellent with the topography in this area. Block sizes are modest and allow for multiple types of travel in either direction. The direct connection from the WSU-Davis campus and the base into South Gate Center are arteries for activity from the north and west. Integrating all types of housing into the center allows for year-round use.



# SOUTH GATE CENTER

PROVIDING FOR THE PRESENT, PLANNING FOR THE FUTURE

# MIDTOWN

TIM HENDERSON  
CONNOR HILLMAN  
MASON POWELL

## FORTIFYING LAYTON'S COMMERCIAL CORE

"As the City's 'living room', [the Midtown district] is to provide a vibrant and welcoming atmosphere for residents and visitors with vibrant activities creating a destination with immediate recognition."

- *Layton Forward General Plan*



MIDTOWN



# LAYTON HILLS

M A L L

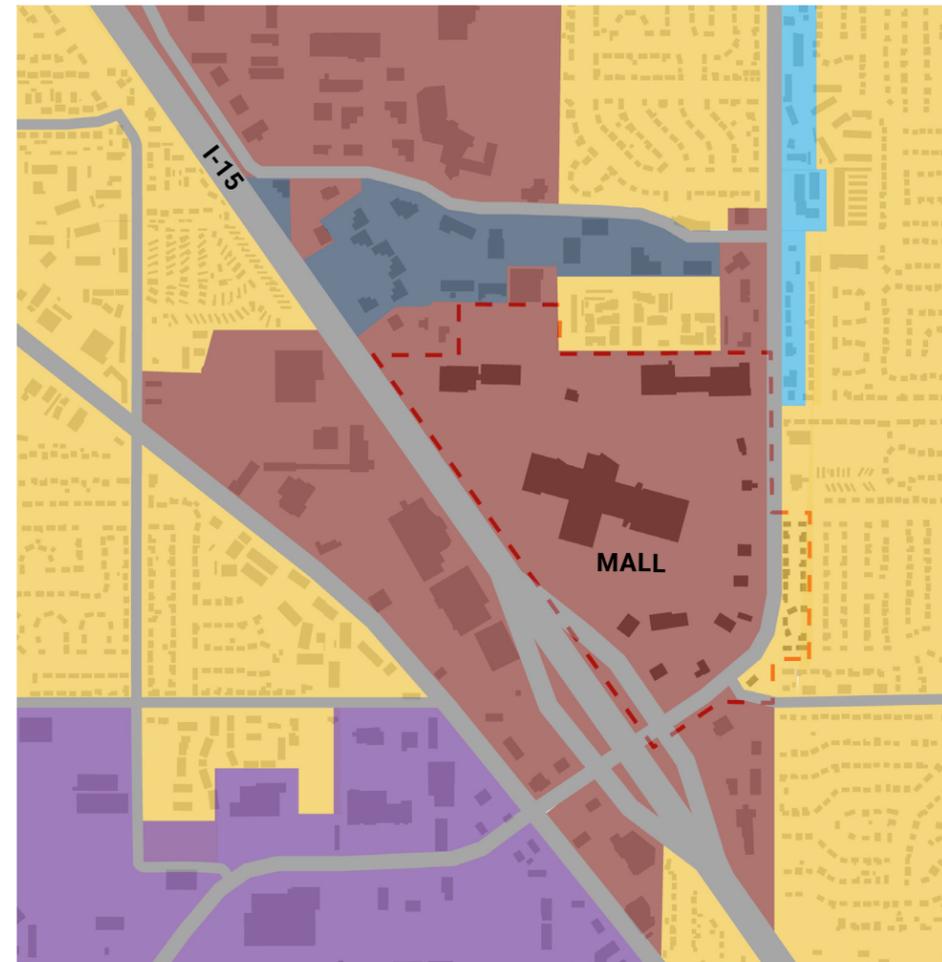


# MIDTOWN DISTRICT

## LOCATION



## LAND USE



- SITE BOUNDARY
- COMMERCIAL
- RESIDENTIAL
- INDUSTRIAL
- OFFICE
- MIXED USE

The Midtown district is largely zoned for commercial use and surrounded by low density residential housing. Midtown is an economic powerhouse for Layton, bringing in the majority of the city's tax revenue. There are pockets of medium density housing within the area, but they are spread out around the commercial core.

DAVIS CONFERENCE CTR



LAYTON HILLS MALL



## PARKING

This district contains roughly 50 acres of surface parking, or about 2.18 million square feet. Comparatively, the entirety of the U.S. Capitol Building site is 57 acres.

To better use the land in Midtown, parking and building density will need to be reconciled.



**50 ACRES**  
PARKING ON SITE



**57 ACRES**  
UNITED STATES  
CAPITOL GROUNDS

# SHIFTING LAND USE



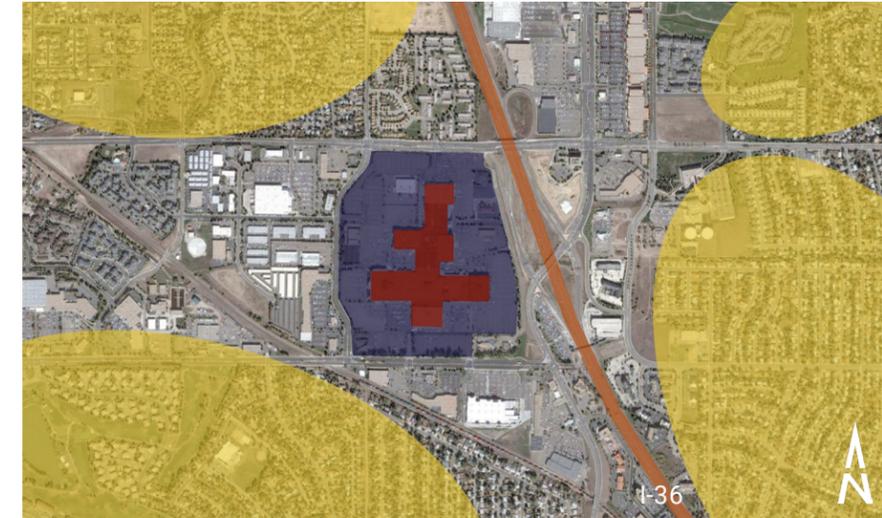
WESTMINSTER MALL, BEFORE



WESTMINSTER MALL, AFTER



WESTMINSTER MALL SITE



LAYTON HILLS MALL SITE



Malls in America are dying out. It's expected that 20-25% of malls will lose all business over the next five years, according to leading experts. This amounts to over 200 malls closing.

Layton has expressed interest in keeping the Layton Hills Mall as it is a major landmark and source of income for the city. To fulfill this objective, renovations must be done. This can include infill housing and mixed-use development, structured parking, and increased walkability and livability of the area.

The Westminster Mall located in downtown Denver is a prime example of how malls can adapt for future use. Re-purposing parts of the existing mall and developing the surrounding areas provide the potential for:

- 2,300 condos and apartments
- 4,500 residents
- 2 million square feet of office space for primary employers
- 750,000 square feet for retail and restaurants.
- 300 hotel rooms
- Opportunities for community interaction and cohesion

## KEY PRINCIPLES

GREEN SPACE



PLAZAS



PARKING INTEGRATION



INFILL



MIXED-USE

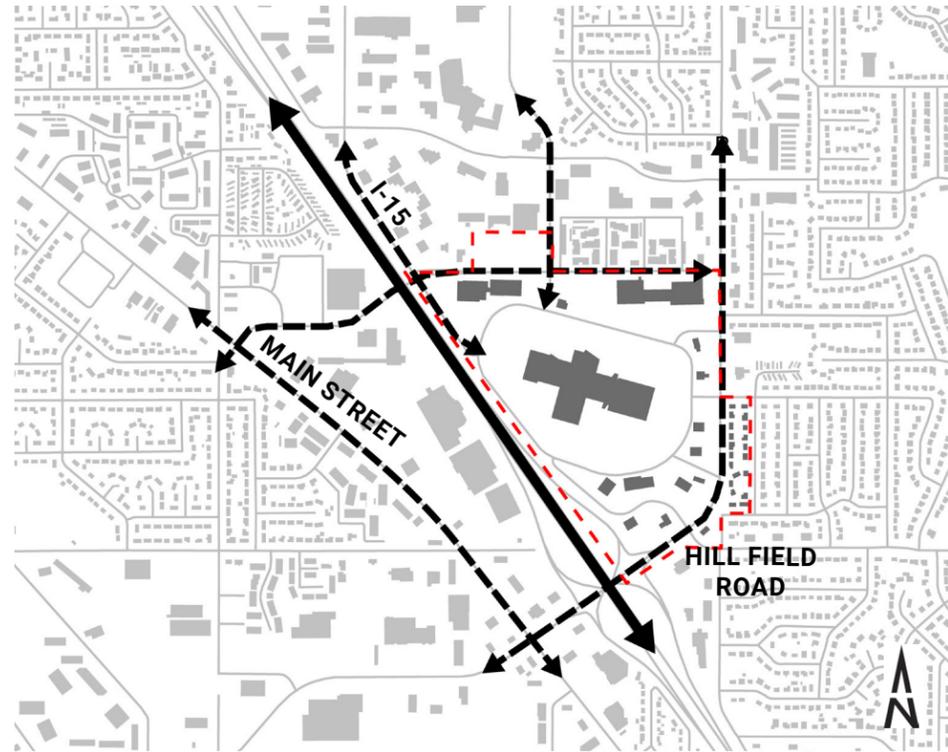


## SIMILARITIES WITH LAYTON MALL

- Close proximity to interstate
- Vehicle-centered design
- Surrounded by low density residential
- Surrounded by chain stores & restaurants
- Major commercial hub for the city
- Lack of pedestrian-friendly environments
- Lack of mixed land use

# SYSTEMS

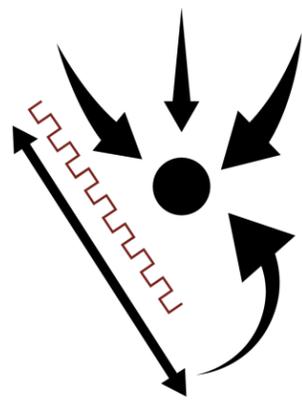
## CIRCULATION



- SITE BOUNDARY
- BUILDINGS IN SITE
- BUILDINGS OUTSIDE SITE

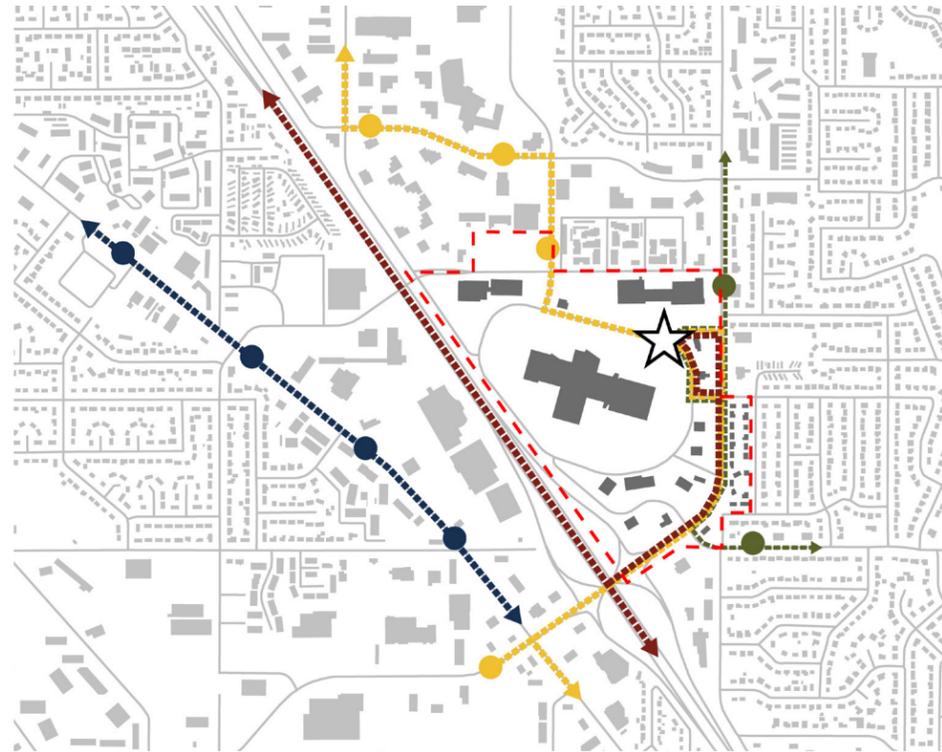
### AVERAGE ANNUAL DAILY TRIPS

Interstate 15: 120,000  
 Hill Field Road: 32,000  
 Main Street: 23,000

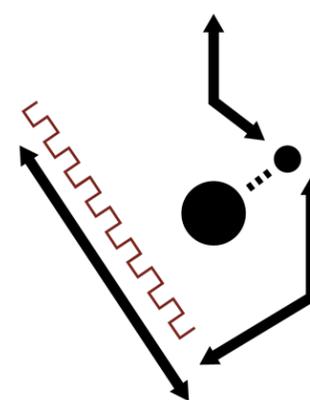


- I-15 is the largest arterial in Layton and creates a barrier
- Hill Field Road is the largest north-south connection, and connects to Hill Air Force Base
- Large amounts of traffic support the mall's success

## BUS ROUTES

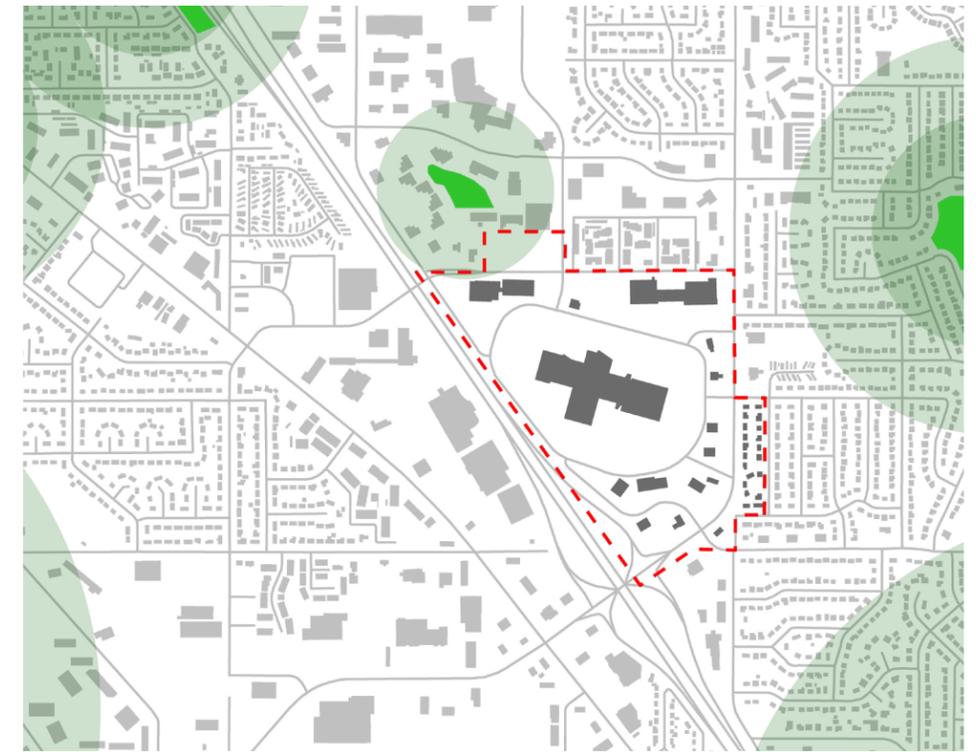


- SITE BOUNDARY
- MIDTOWN TROLLEY
- UTAH REGIONAL
- OGDEN - SLC ROUTE
- WEBER STATE ROUTE
- TRANSIT NODE

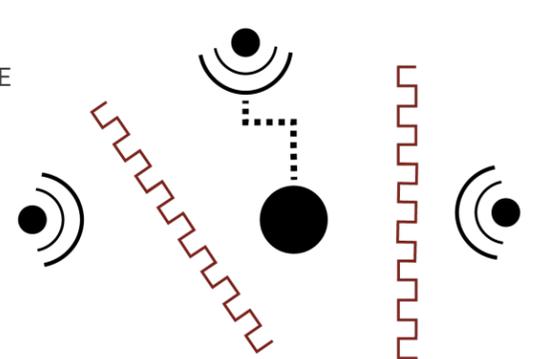


- Key transit node at northwestern parking lot of mall
- The Midtown Trolley is a major connector to other districts
- More transit is needed to Historic City Center and South Gate

## GREEN SPACE



- SITE BOUNDARY
- SHORT WALKING DISTANCE
- LONG WALKING DISTANCE
- PARKS & GREEN SPACE



- Green space surrounds Midtown, but is lacking within the site
- Lack of pedestrian-friendly access to existing green space
- Lack of green space near the mall

# MOVING FORWARD



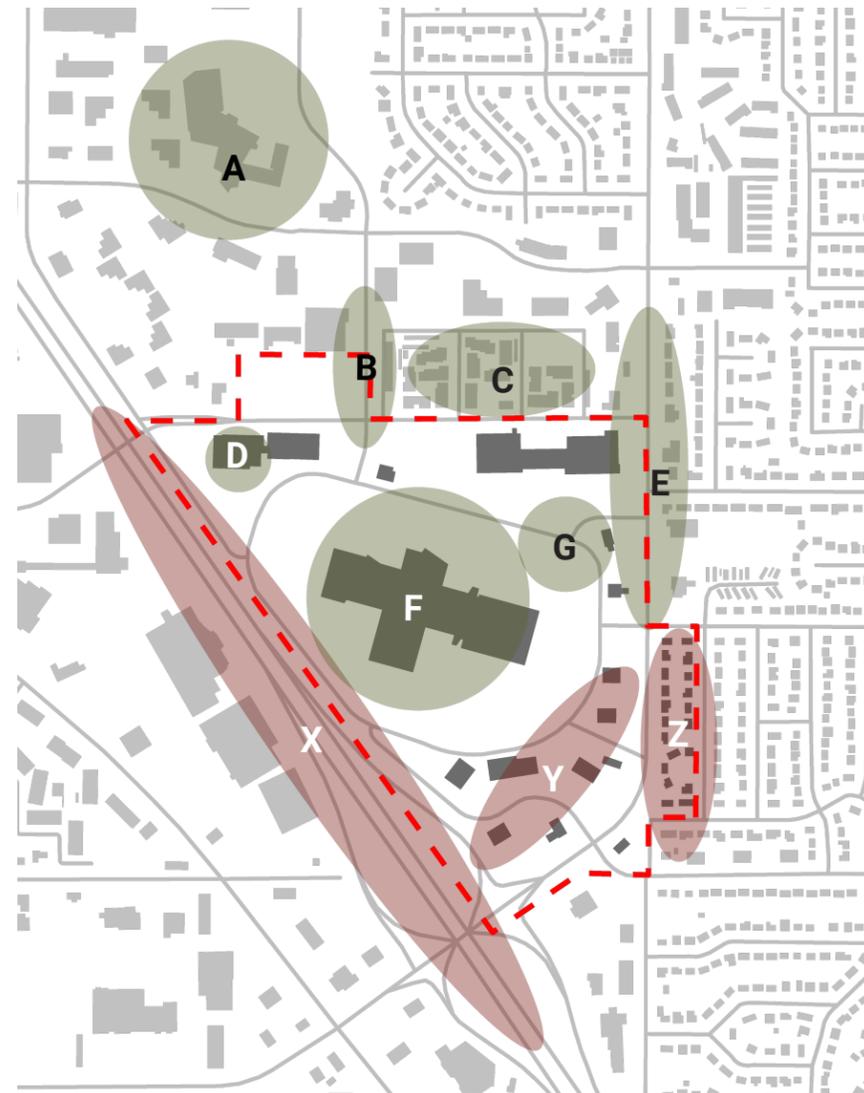
## HARD/SOFT ANALYSIS



- SITE BOUNDARY
- HARD
- SOFT

- Mall will remain where it is
- Land surrounding the mall is susceptible to change
- Large franchises immediately around the mall can be relocated into new development

## SYNTHESIS



- SITE BOUNDARY
- OPPORTUNITY
- CONSTRAINT

### OPPORTUNITIES

- A - Proximity to Davis Conference Center
- B - Connection to Conference Center
- C - Nearby mid-density residential
- D - Existing Cinemark Theater
- E - Connection to Hill Air Force Base
- F - Successful and well-established mall
- G - Bus transit hub

- Traffic from nearby residential areas
- Incoming Interstate traffic

### CONSTRAINTS

- X - Interstate prevents further westward growth
- Y - Disorganized pad sites inhibit orderly circulation
- Z - Single family residential in a transition zone

- Lack of pedestrian friendly connections
- Residential area makes outward growth difficult
- Midtown circulation is designed for cars, not people
- Water table may restrict underground parking

## TAKEAWAYS FROM CHARRETTE

### IDENTITY



### LIFESTYLE



### EAST-WEST MOBILITY

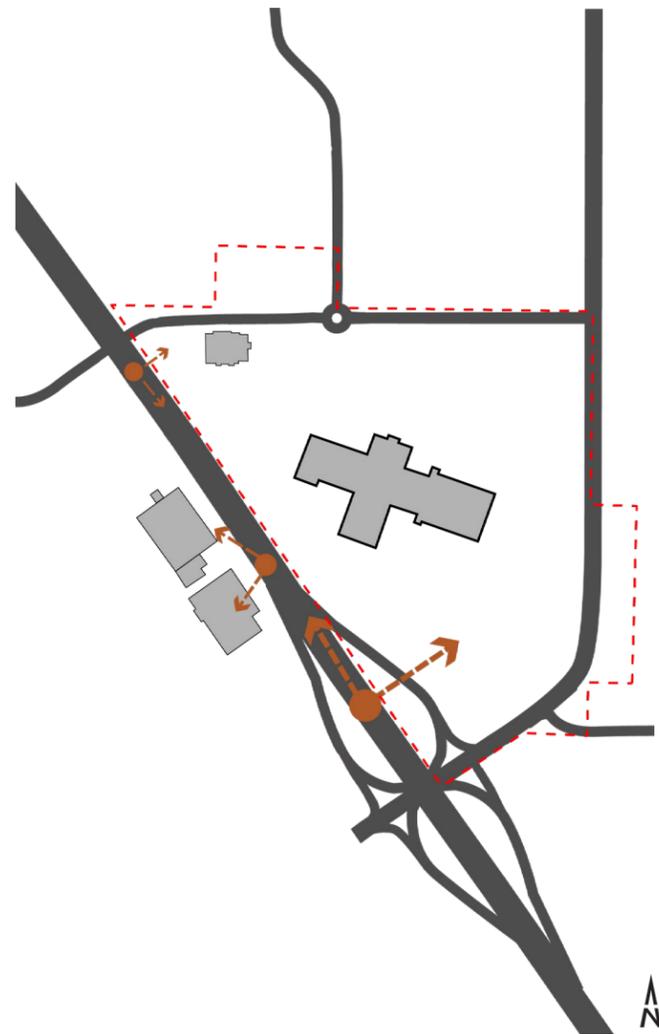


### INTENSIFY HOUSING



# FORM EXPLORATION

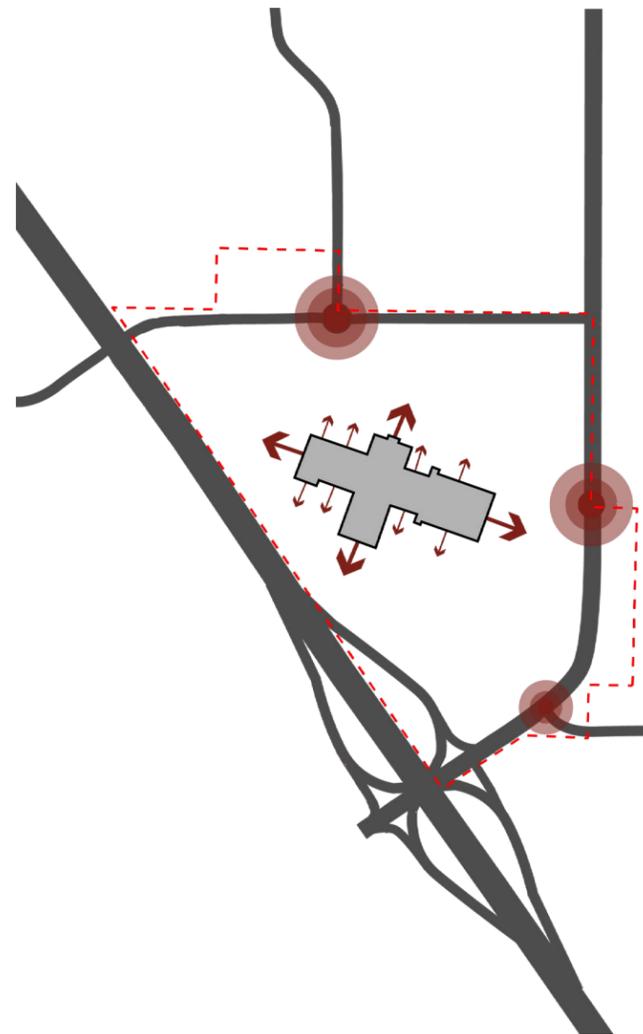
VISIBILITY FROM I-15



BOUNDARY VIEW POINTS

I-15 is a major corridor of travel and one of the largest feeders for the Layton Hills Mall. The views of the mall from the freeway are very important. The Layton Hills Mall and Cinemark are the only things that are visible from the freeway. Vertical landmarks would help the visibility from the freeway.

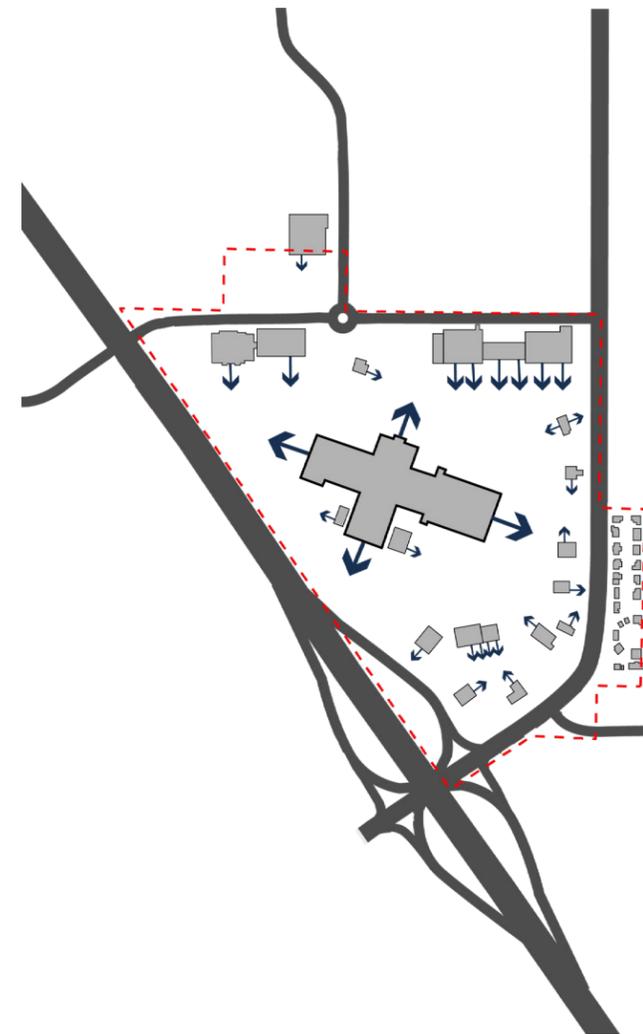
MAIN ENTRYWAYS



NODES MALL ENTRANCES

There are three major entrances into the site. These are located at vehicular nodes. The most significant entrances coincide with the largest entrances to the mall. Pedestrian pathways and vehicle circulation in the site should align with these sets of major entrances.

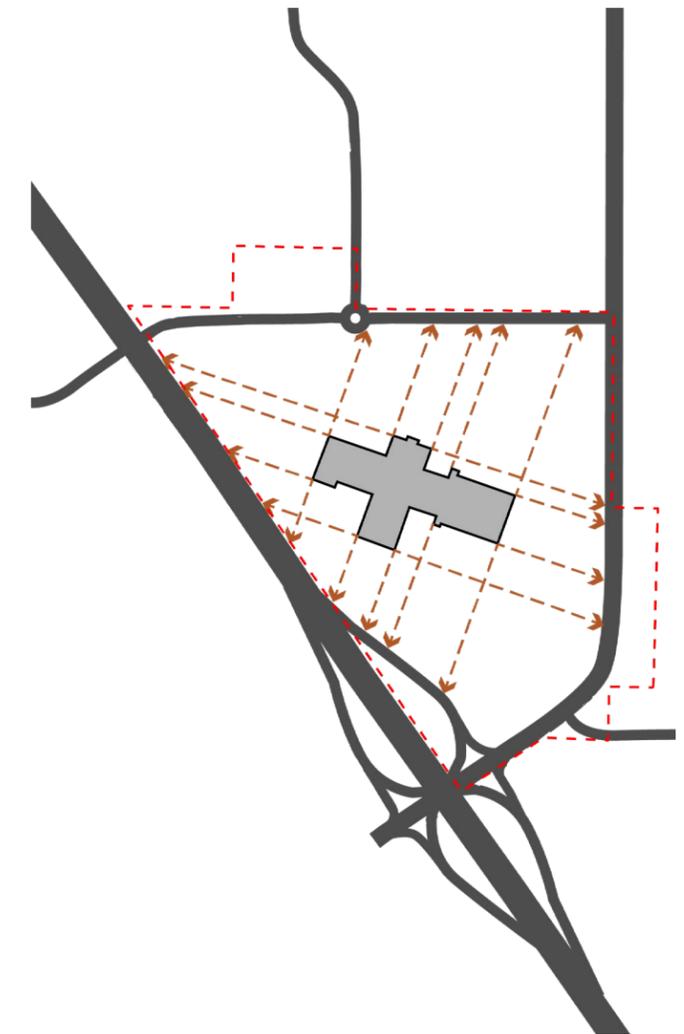
BUILDING ORIENTATION



BUILDING FRONTS

The development of the Layton Hills Mall has led to the odd spacing and orientation of the buildings surrounding the mall. This is particularly true for the buildings in the southwest corner of the site. Bringing order to the layout of the mall will help create opportunities for infill and pedestrian experiences.

LINES OF FORCE



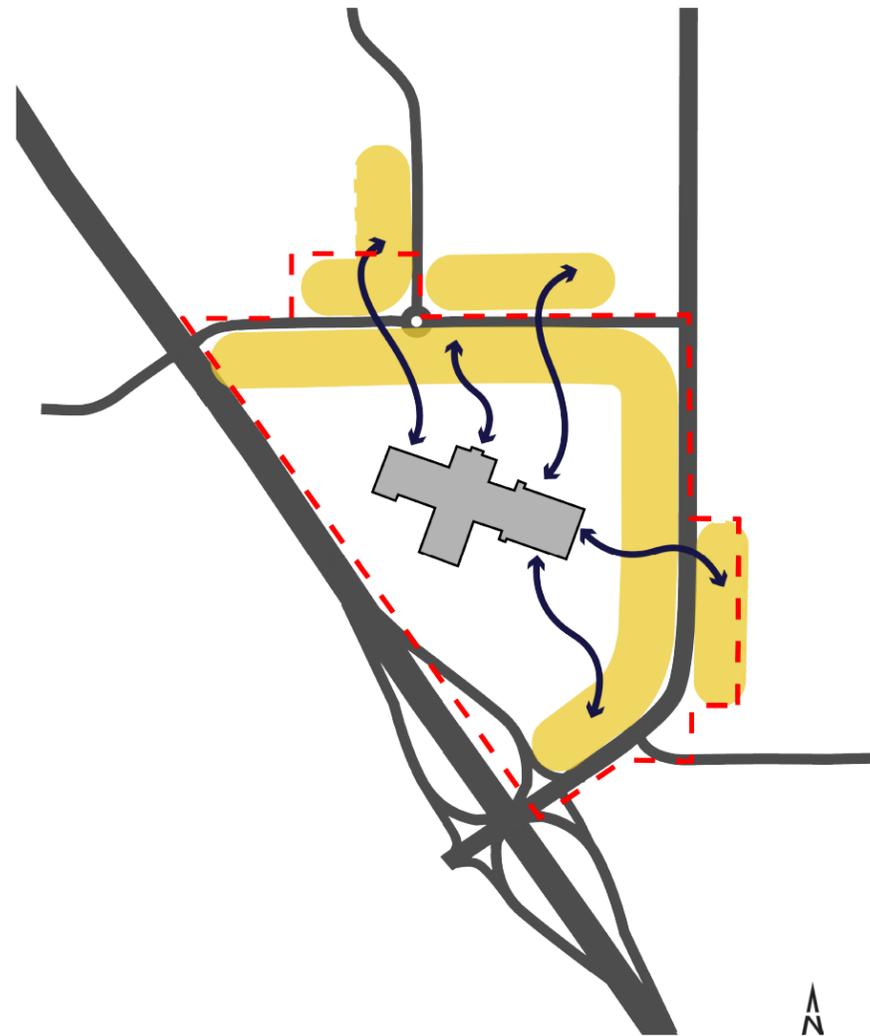
LINES OF FORCE

Using the lines of force from the mall can help establish a grid from which order can be established. This can also lay out pedestrian walk-ways that lead to the heart of the space, the Layton Hills Mall.

# DESIGN PRINCIPLES

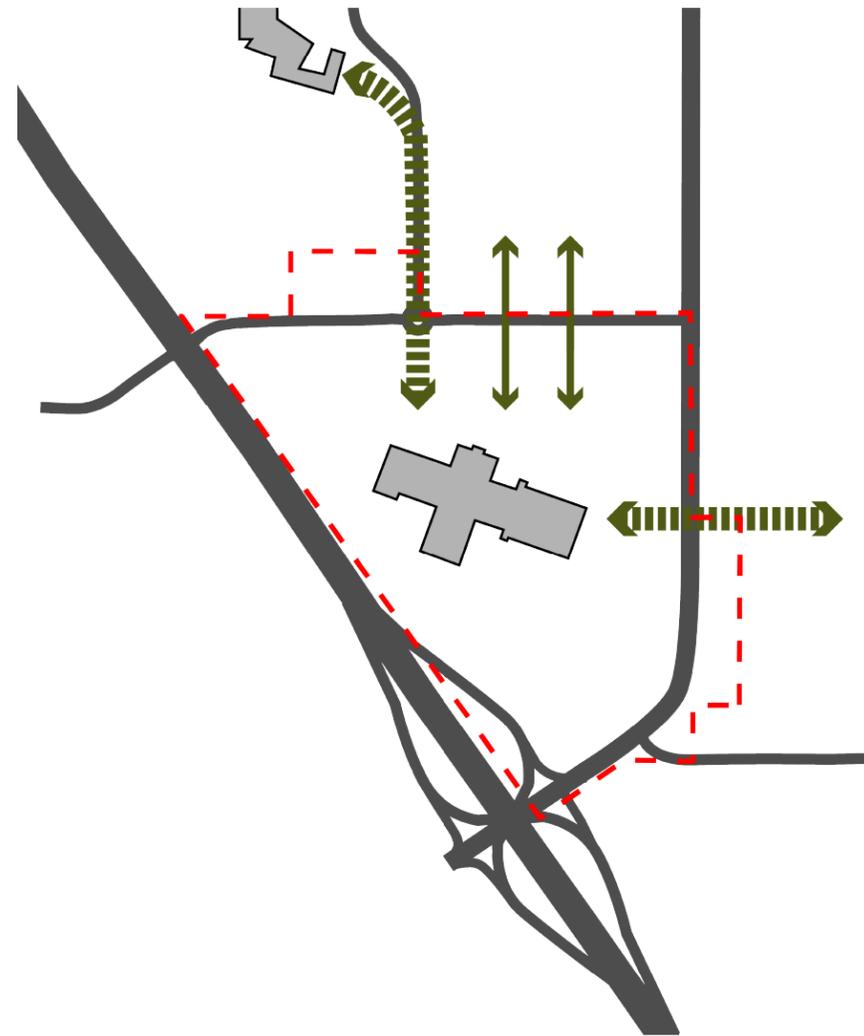


## ACTIVATING THE EDGE



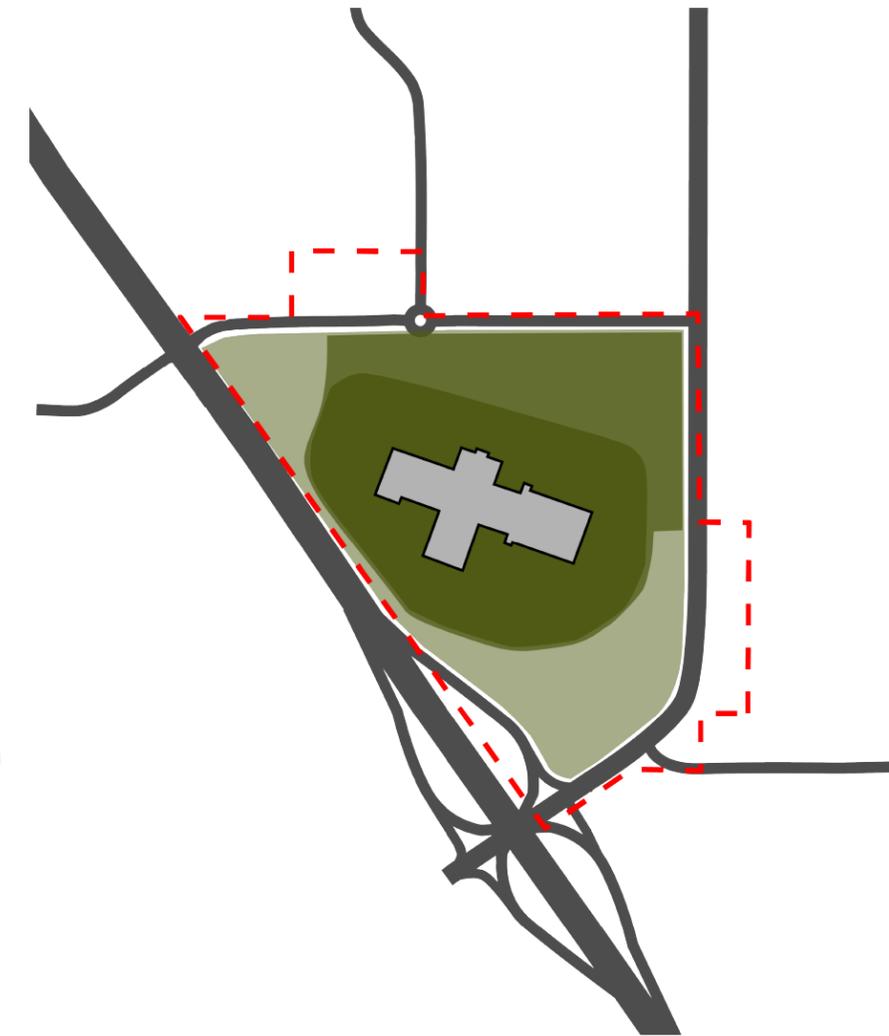
 HIGH DENSITY DEVELOPMENT

## COMMUNITY CONNECTIONS



 CONNECT       GREENWAY

## INCREASING DENSITY



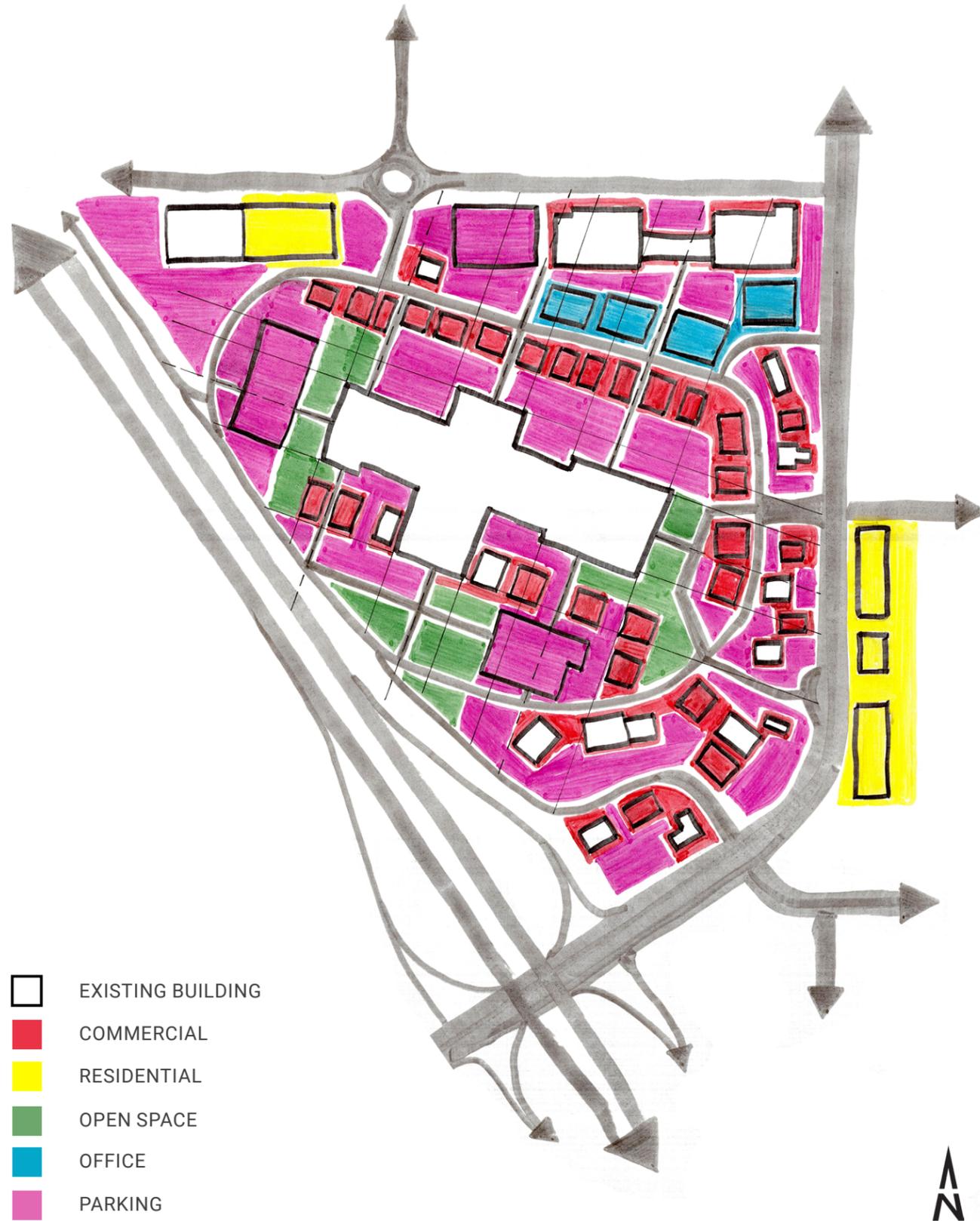
 LOW       MEDIUM       HIGH

The Layton Hills Mall is one of the city's greatest assets. In order to fortify and increase the profitability of the mall, a crust of higher density housing should be placed around the site. The higher density of people living on the site should sustain the mall and the other developments that will be implemented. This crust provides more opportunities for citizens in the city to live, work, and play.

There are several assets immediately adjacent to the Layton Hills Mall. The Davis Conference Center, the businesses along Main Street, and the surrounding neighborhoods are all things that the mall should be connected to. Safe pedestrian connections to these assets will bring a more unified Layton. It will also help more users come to enjoy the mall.

As it stands now, there is a spectrum of how intense use around the mall. The mall itself is a highly used destination. Other areas on the site are used less than the mall. Part of fortifying the mall will be to make the land around the mall into an integrated, evenly used and enjoyed space.

# LOW IMPACT CONCEPT



## STRATEGY

This concept's strategy is to build on the existing configuration and buildings of the site. The crust of high density housing is established to feed the development. Infilling the existing buildings may be a less expensive option, but it's not preferable

because the skewed building orientation makes it difficult to create the best experience for pedestrians. The space is used less efficiently and less effectively than if the site was completely reworked.

## PRECEDENT MALLS

### OUTLETS AT ORANGE, ORANGE, CA



The Outlets at Orange is an outdoor experience style mall. This an example of the kinds of spaces that can be created through infill around the existing mall.



A pedestrian friendly walkway can exist around the mall. Having a continuous pedestrian experience like the one above will be very difficult to create around the existing site.

### KIERLAND COMMONS, SCOTTSDALE, AZ



Kierland Commons is an example of integrated green spaces in a mall setting. A strength of the infill approach is that parking lots around the mall can be converted to create pleasant outdoor spaces.



Surrounding the Layton Hills Mall with a variety of engaging experiences will be crucial to fortifying this commercial center. Outdoor spaces like this can help the mall move forward into greater profitability.

# HIGH IMPACT CONCEPT



## STRATEGY

The High Impact Concept creates chances for greater efficiency and profitability to the Layton Hills Mall. The layout of the mall is improved by using lines of force, circulation based on the major entrances into the mall, and the

organization of a grid. This organization allows for a greater diversity of uses and businesses in the space. It also brings pedestrian friendly corridors and outdoor experiences throughout the site. This is the preferred concept.

## PRECEDENT MALLS

### STATION PARK, FARMINGTON, UT



The organization of Station Park is an inspiration for the High Impact Concept. The concentration of spaces allows for the greater outdoor experiences that the mall needs.



The pedestrian friendliness of the site can improve the regional draw that the Layton Hills Mall can have. It makes it more of a destination for the citizens of Layton.

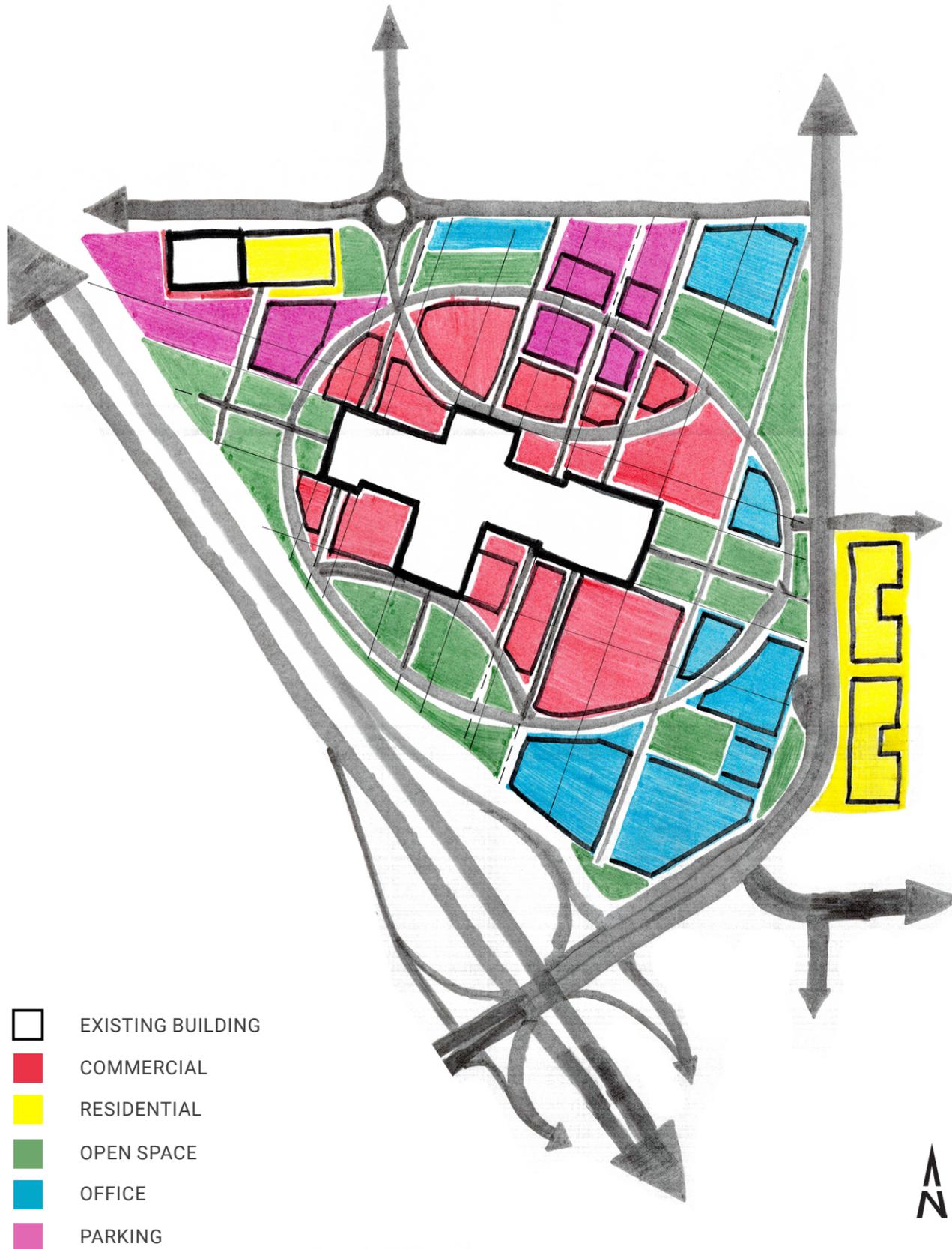
### WESTMINSTER MALL, DENVER, CO



The improvements to the Westminster Mall will turn a car-centered environment into a human-scale experience. It will also improve the profitability of the space with increased housing and office space.



Similarly the Layton Hills Mall can be even more economically viable if it increases housing and commercial space.



-  EXISTING BUILDING
-  COMMERCIAL
-  RESIDENTIAL
-  OPEN SPACE
-  OFFICE
-  PARKING

# PARKING AS AN ASSET

## EXISTING PARKING LOT FOOTPRINT



Parking is a major design factor for the Layton Hills Mall. Most of the land use around the mall has been dedicated to parking. This necessary function is what allows the visitors of the mall to come and stay there. Retaining enough parking is essential to the success of the new design of the mall.

Intensifying the land use around the mall is a vital element to fortifying the mall for the future. Increasing the density and diversifying the land use around the Layton Hills Mall will bring new users and visitors to the site. They all need parking accommodations for their respective uses.

The solution to increasing building density and providing enough parking spaces is to use structured parking. Integrating parking structures provides the needed maximum parking spaces in the least amount of land.

EXISTING MALL:	<b>789,498 sq ft</b>
PROPOSED MALL:	<b>82,144,932 sq ft</b>
EXISTING PARKING:	<b>1,953,890 sq ft</b>
PROPOSED PARKING:	<b>2,004,454 sq ft</b>

## SURFACE PARKING



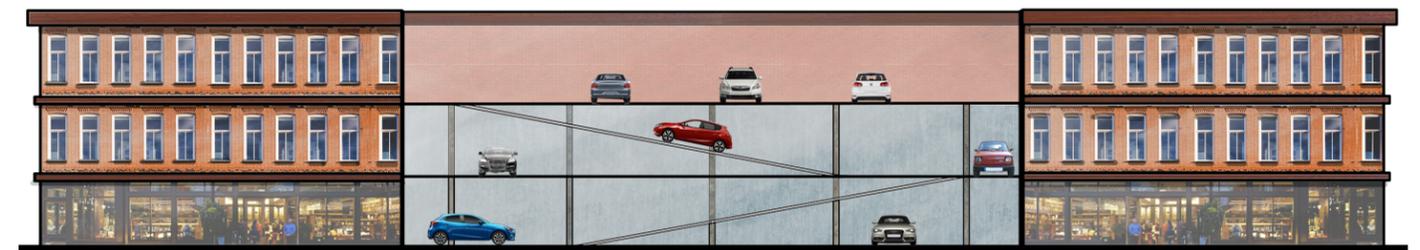
Surface parking would still play a role in the new design. It would have limited use in strategic areas. Surface parking would serve as a supplement to the structured parking.

## INTEGRATED PARKING



Integrated parking would primarily serve high density housing. The lower levels of the parking lots would be enclosed by a facade, and the upper levels would serve as housing units.

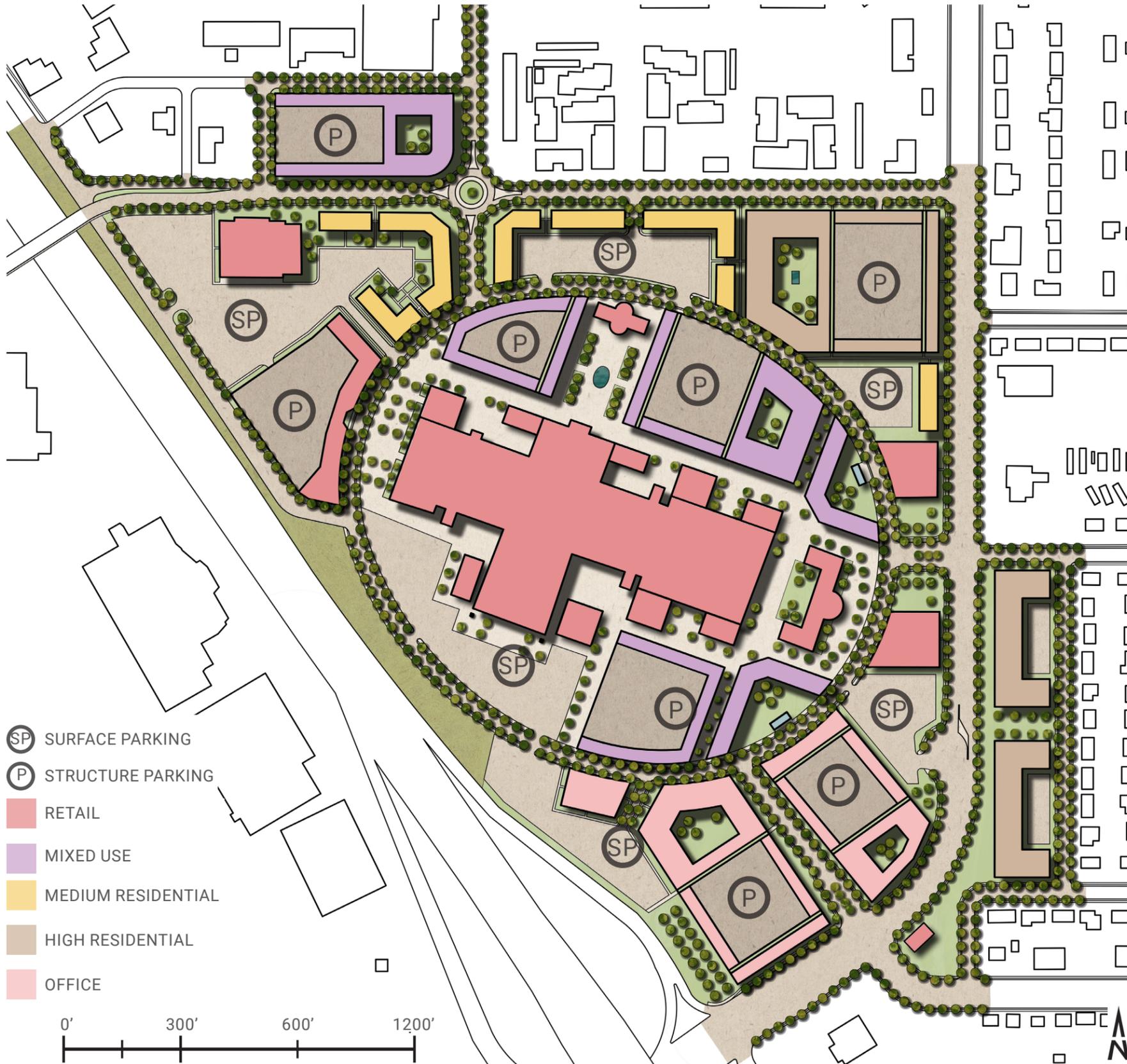
## STRUCTURED PARKING



Structured parking plays a role in all of the land uses proposed on the site. A method of parking known as the "Texas Wrap" would be employed throughout the design. The Texas Wrap surrounds

the parking structure with a functioning building on most or all sides. This not only conceals the structure, but also offsets the high cost of using structured parking.

# MASTER PLAN



The final design for the Layton Hills Mall is based on four key principles: connecting to the community, pedestrian orientation, increasing density, and activating the edge.

The sum of all the elements of the mall combine to make the mall a diverse destination where the citizens of Layton can live, work, and play.

Around the mall itself there is a close nucleus of structured parking. Surface and integrated parking mostly comprise the parking on the edge of the site.



CONNECT TO COMMUNITY



PEDESTRIAN ORIENTED



INCREASE DENSITY



ACTIVATE THE EDGE

# RETAINED BUILDINGS

The master plan shows drastic changes to the mall and the surrounding buildings. Only the mall, Cinemark theater, Buffalo Wild Wings, and Texas Roadhouse remain.

Creating a blank slate on the mall site will:

- Create opportunities to increase density on the mall site
- Preserve the buildings with the highest residual value
- Allow a better form and structure to be implemented

LAYTON HILLS MALL



CINEMARK THEATER



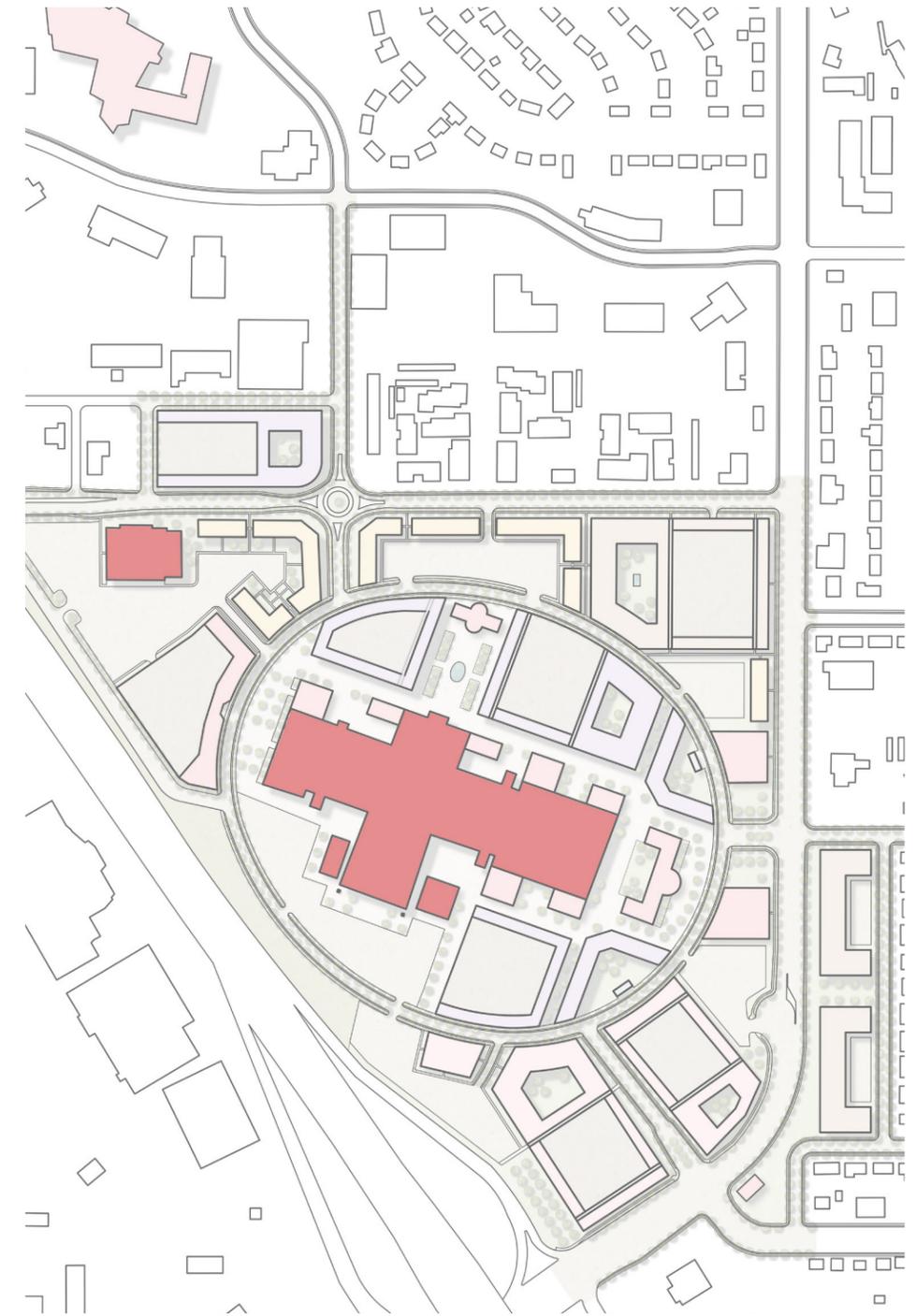
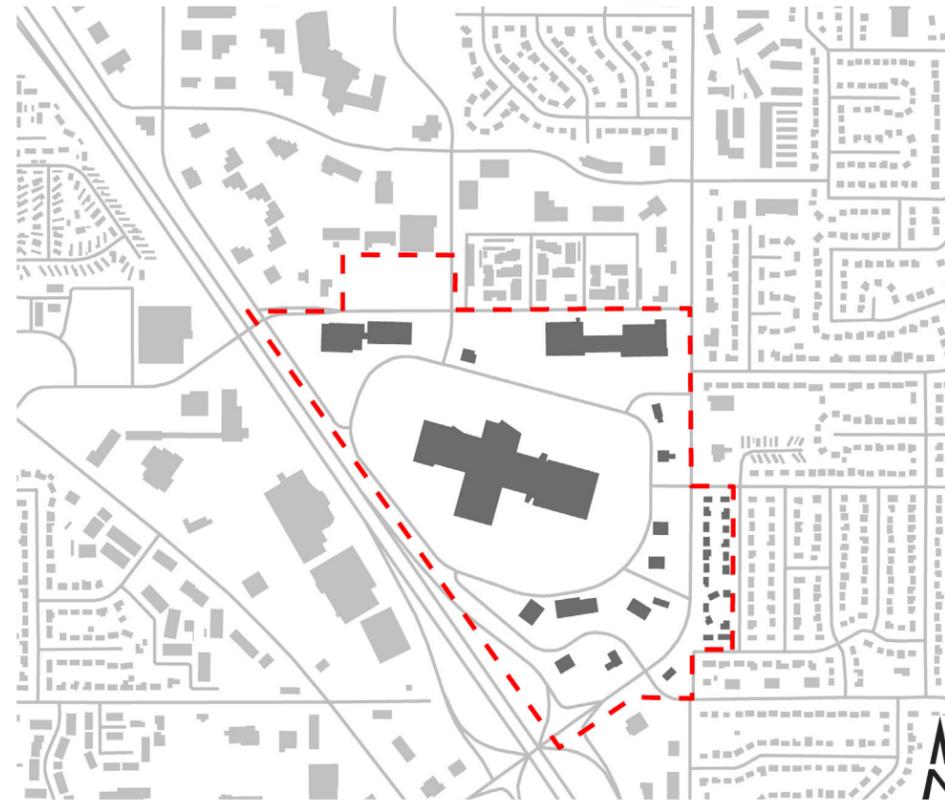
BUFFALO WILD WINGS



TEXAS ROADHOUSE



## EXISTING BUILDING FOOTPRINT



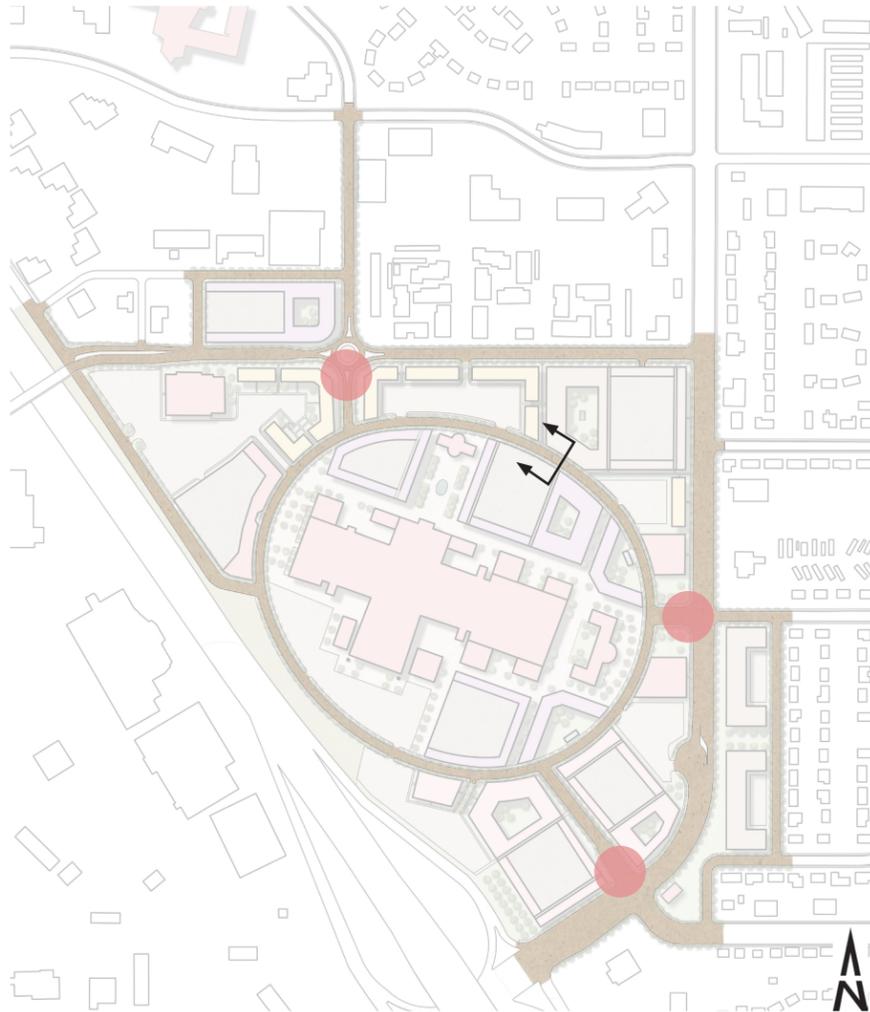
 PRESERVED BUILDINGS



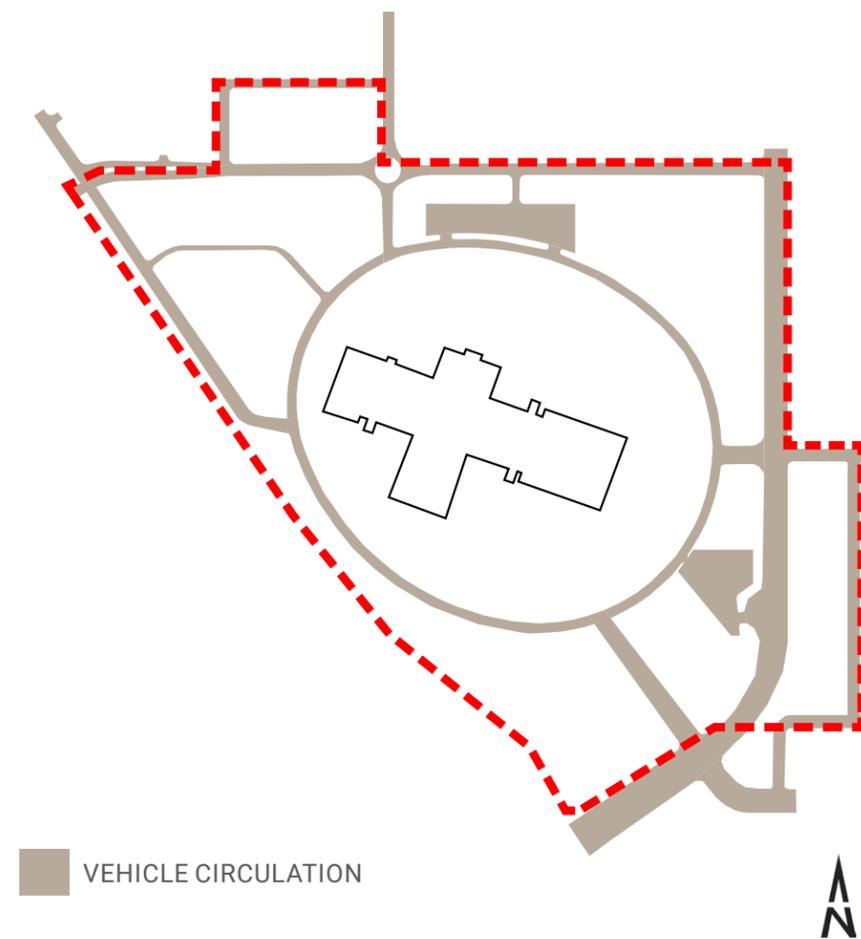
# CIRCULATION



## ENTRANCES



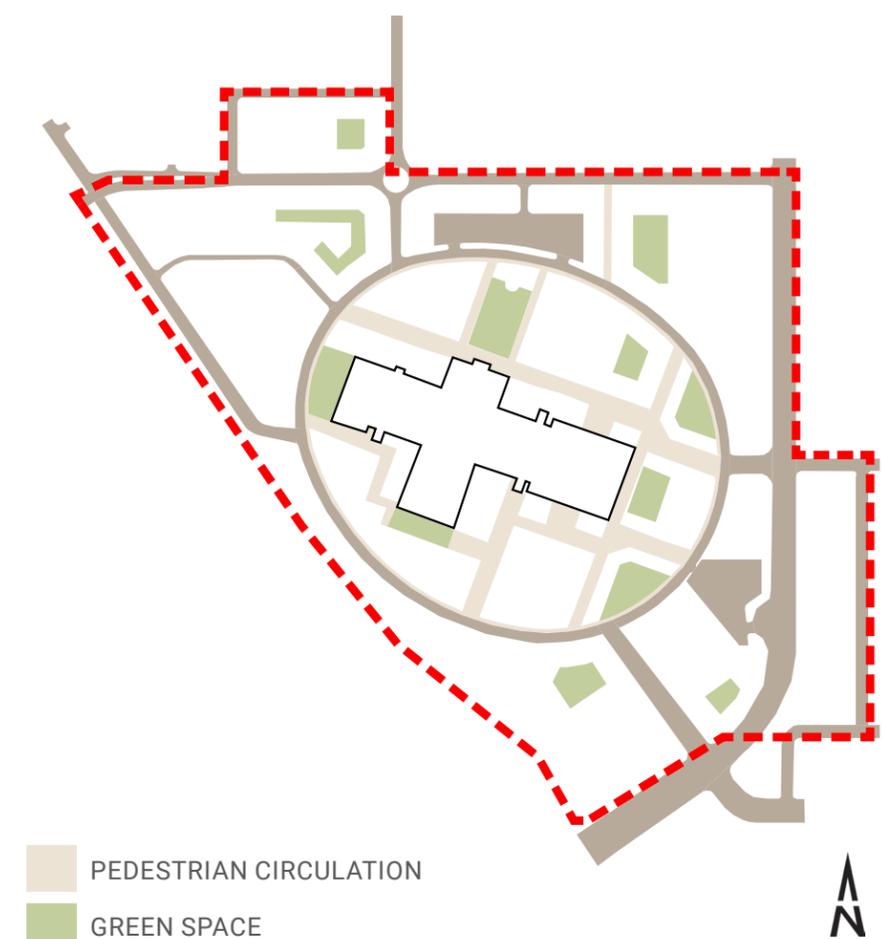
## VEHICULAR CIRCULATION



VEHICLE CIRCULATION



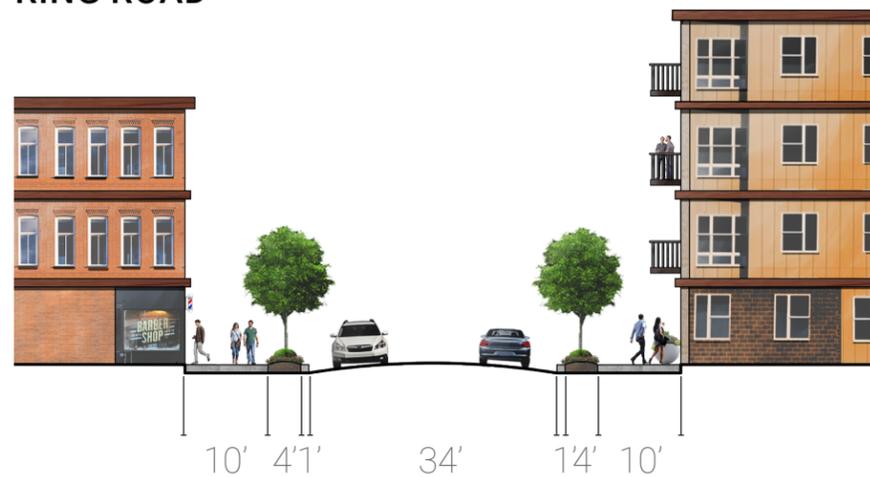
## PEDESTRIAN CIRCULATION



PEDESTRIAN CIRCULATION  
GREEN SPACE



## RING ROAD



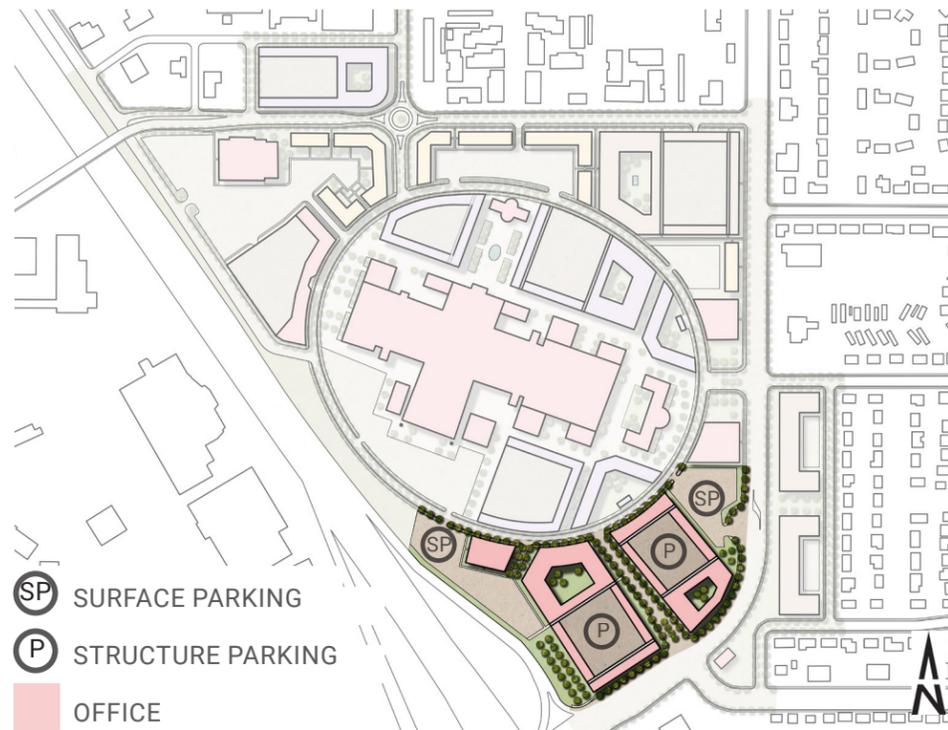
As it stands now, the Layton Hills Mall site is largely an automobile-oriented experience. While it's important to accommodate motorists, creating pedestrian-oriented experiences is a higher priority. The new circulation system improves the way that people interact with the mall by:

- Enhancing the sense of arrival with stronger entrances
- Creating a pleasing vehicular experience
- Creating a solely pedestrian experience near the mall
- Introducing unique districts in the mall site formed around different experiences

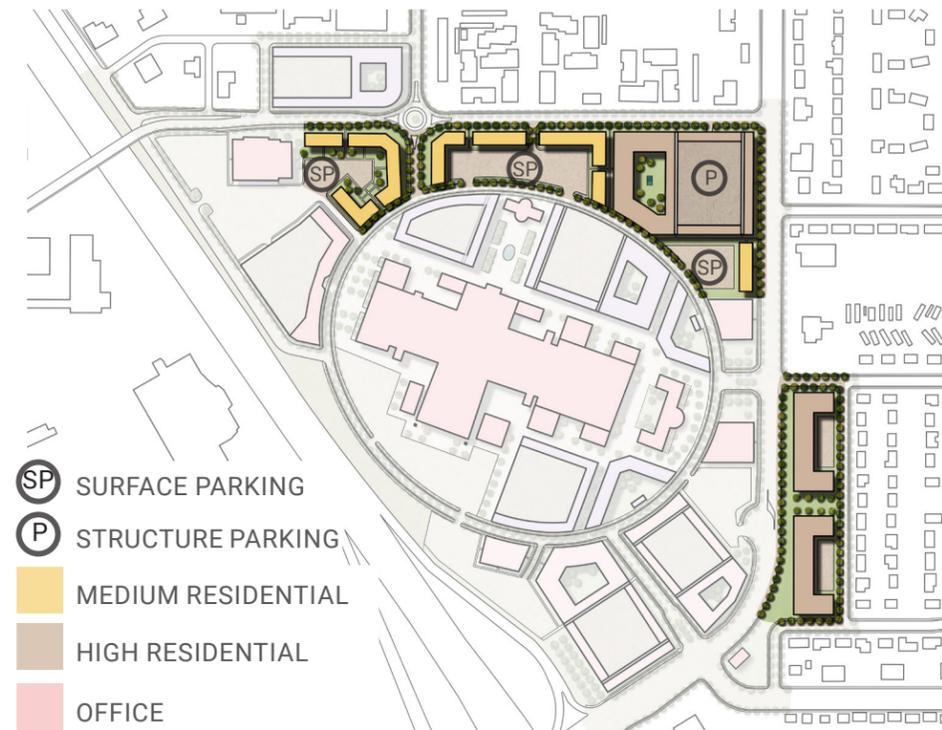
Pedestrian circulation is key to the design. By keeping cars out of the center, pedestrian corridors can be established that lead into the mall. Walkable, pleasant experiences replace what was once an expansive parking lot. Key green spaces are at the core entrances of the mall.

# SUBDISTRICTS

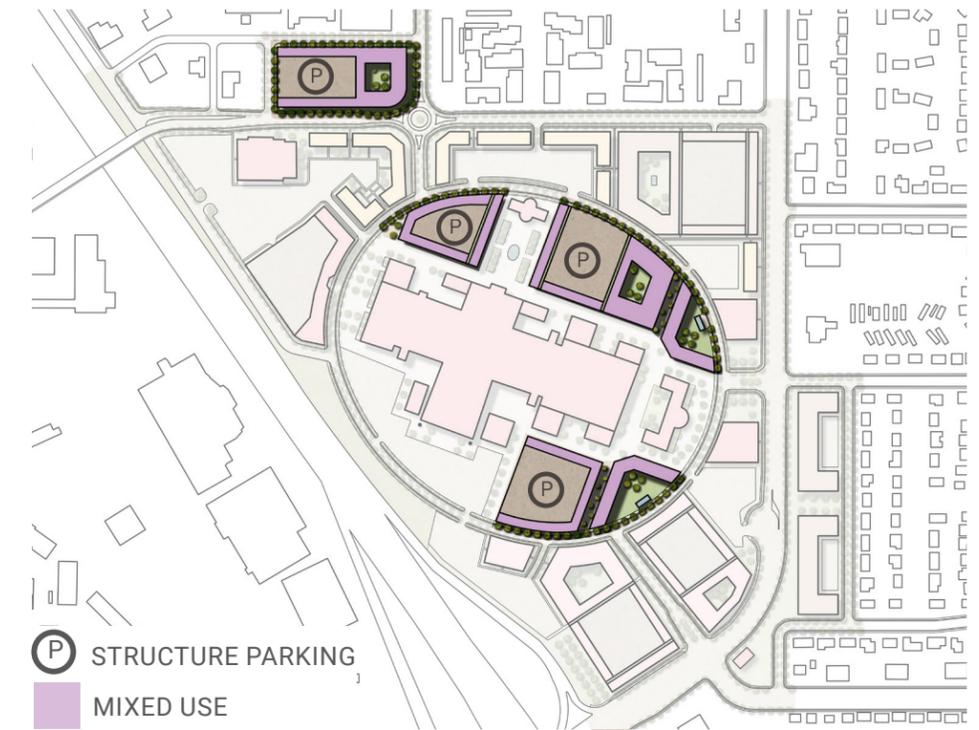
## OFFICE



## RESIDENTIAL



## MIXED USE

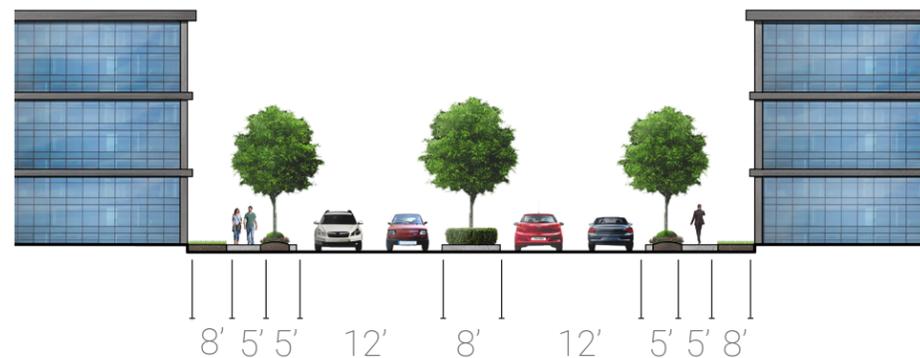


- Diversified land use
  - Convenient access for commuters from I-15 & Hill Field Road
  - High visibility from I-15
- 287,562 sq ft of office space added

- Connects to adjacent residential neighborhoods
  - Provides housing options for Hill Air Force Base users & others
  - Buffers low density to high density buildings
  - Provides diverse housing options
- 226,466 sq ft residence      • 346 units at 1,500 sq ft  
 • 264 units at 1,000 sq ft      • 610 units total

- Bridges the mall and the residential edge
  - Creates pedestrian-friendly corridors into the mall
  - Promotes use throughout the day
- 175,739 sq ft retail/restaurant space  
 • 221,169 sq ft residential space  
 • 221 units at 1,000 sq ft (2 bedroom condos)

## ENTRANCE



## PRIVATE COURTYARD



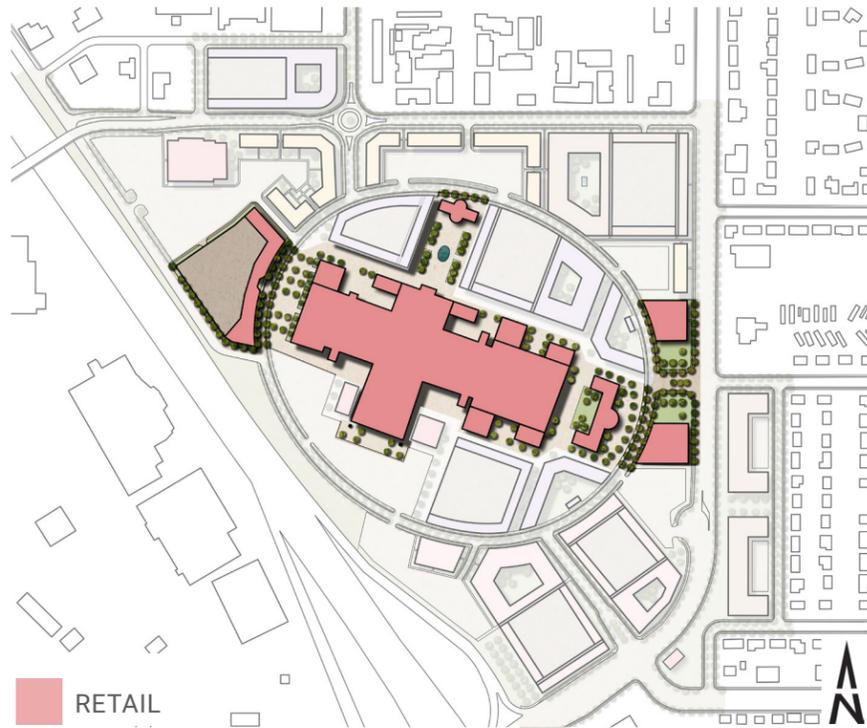
## PEDESTRIAN CORRIDORS



# ENHANCED MALL ENTRANCES

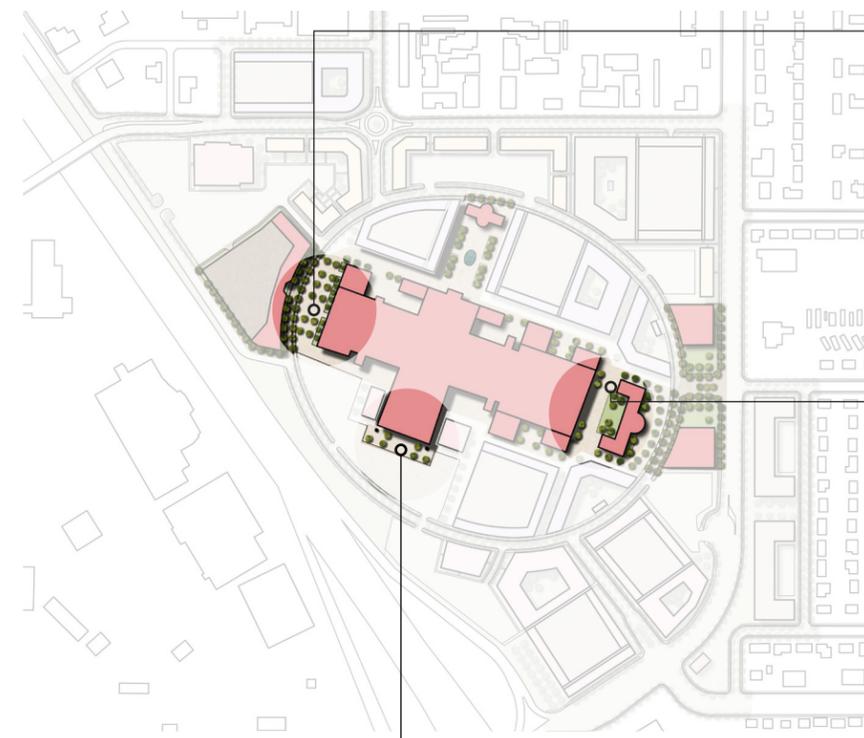


## GRAND NORTH ENTRANCE



- Introduces green space to the site
- Promotes public gatherings
- Extends the mall while preserving delivery access
- Divides the mall into four sub-districts
- 147,877 sq ft retail/restaurant
- 268,395 sq ft green space/public gathering

## SECONDARY ENTRANCES



### AGRICULTURE

- Agriculture-inspired playground for children
- Ties the modern mall back to the beloved farming identity of Layton's past.

### ARTS

- Sculpture plaza
  - Art museum
- Creates an arts center on the mall that adds a new dimension to the mall's experience.

### RECREATION

- Rock climbing towers by Dick's Sporting Goods
- Provides a new landmark and a recreation opportunity at the mall.

## GRAND ENTRANCE



## AGRICULTURE ENTRANCE



## ARTS ENTRANCE



## RECREATION ENTRANCE



# CONCLUSION MIDTOWN

Throughout the United States, malls are closing at a rapid rate. The malls that are staying viable are shifting from shopping to experience-based. Outdoor experiences are growing in importance as well. Adapting for the future is vital to the future of Layton Hills Mall.

Other malls have seen the change in trends and market demands and are adapting to stay viable in today's economy. Learning from the other malls, such as Westminster Mall in Denver, has shown how these changes can be made.

Layton Hills Mall is an economic powerhouse for the city. It has a regional appeal and a fantastic source of tax revenue for the city. Keeping the mall healthy economically is in the best interest of the city. The mall is already making strides to change with the addition of the SeaQuest aquarium.

The vision of Layton Forward and our team is to fortify the mall by adapting its use for an experience-based market. By connecting to the community, creating pedestrian-oriented experiences, increasing density, and activating the edge, the mall can move forward into the future.



CONNECT TO COMMUNITY



PEDESTRIAN ORIENTED



INCREASE DENSITY



ACTIVATE THE EDGE

## EXISTING

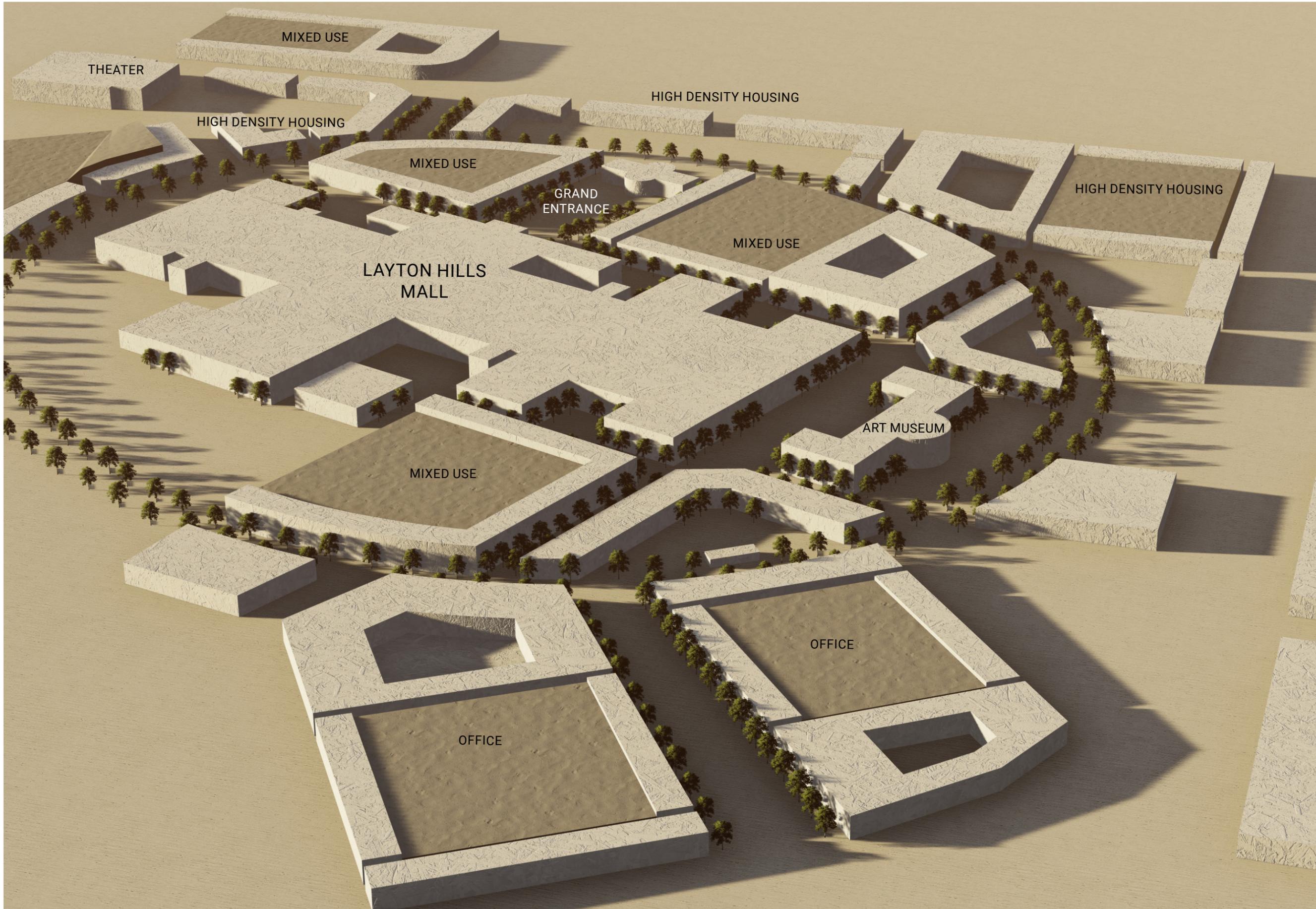
	SQUARE FOOTAGE	UNITS	SURFACE PARKING	STRUCTURE PARKING
RETAIL	737,621 sq ft		6,000 spaces	
RESIDENTIAL	36,400 sq ft	20		
OFFICE	15,477 sq ft		120 spaces	
GREEN SPACE	0 sq ft			

## PROPOSED

	SQUARE FOOTAGE	UNITS	SURFACE PARKING	STRUCTURE PARKING
NEW RETAIL	600,000 sq ft		530 spaces	2,700 spaces
RESIDENTIAL	549,000 sq ft	610	350 spaces	640 spaces
OFFICE	287,000 sq ft		300 spaces	600 spaces
GREEN SPACE	268,000 sq ft (6.15 acres)			

retail: 5 parking spots per 1,000 sq.ft  
 residential: 1.5 parking spots per unit  
 office space: 3 parking spots per 1,000 sq.ft





**MIDTOWN**  
FORTIFYING LAYTON'S COMMERCIAL CORE

# CITY CENTER

CAMERON BLAKELY  
CHANDLER CHRISTIANSEN  
BRADEN MISKIN

## RECONNECTING IDENTITY

The historic core of Layton, once located at the triangle of Main, Gentile, and Church Streets, has faded and been lost to the big box and shopping mall developments of midtown. The FrontRunner commuter station is the key investment opportunity for downtown's revitalization. Its current location limits the area of impact for city center and its subdistricts. Barriers such as the rails, Main Street, I-15, and Layton Parkway have created a series of unique subdistricts. As the city works to bridge the barriers, they can stitch together the subdistricts into a cohesive city center.



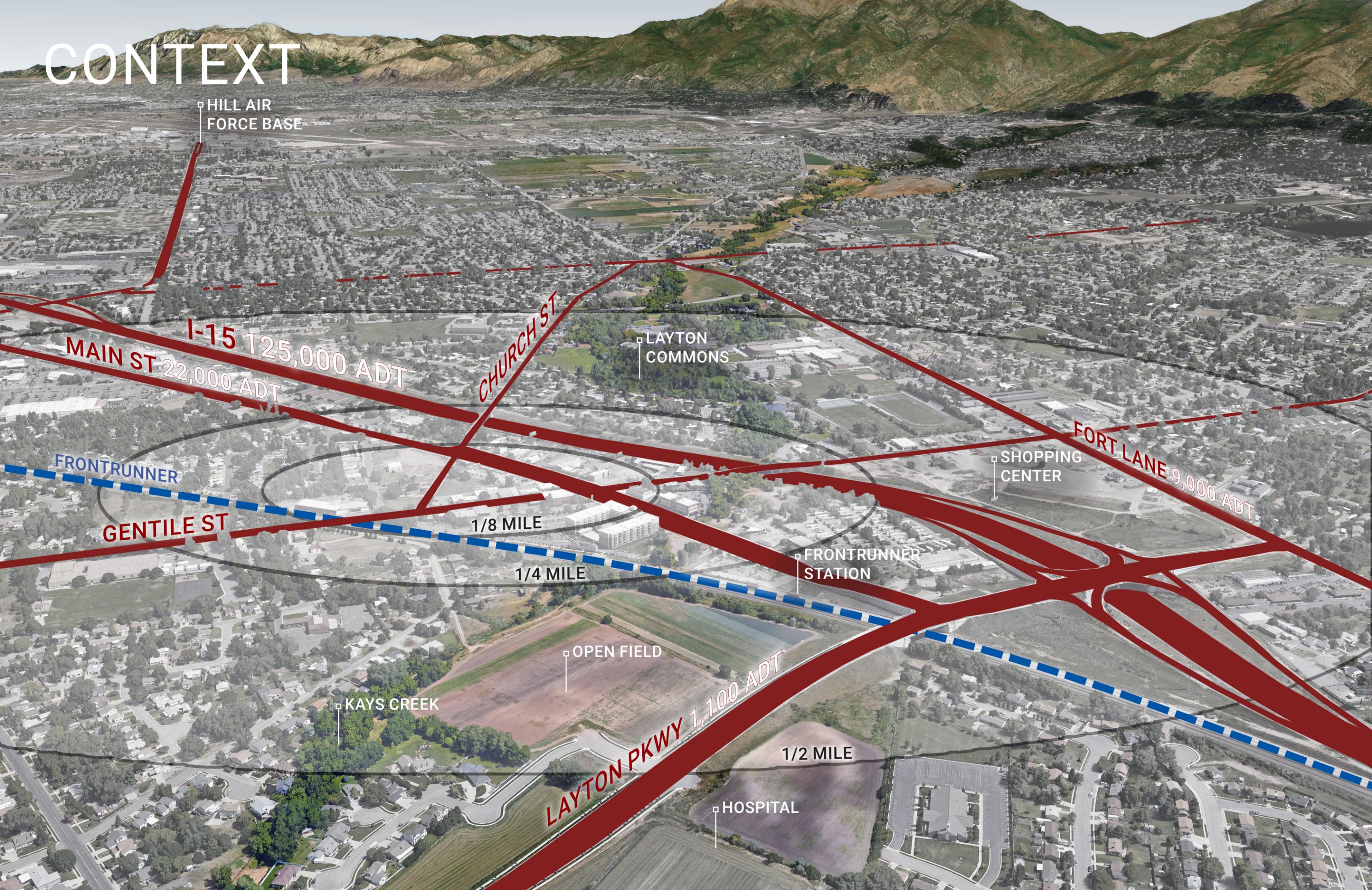
CITY CENTER



Photo: Layton City

UTA FrontRunner Station

# CONTEXT



HILL AIR FORCE BASE

I-15 125,000 ADT  
MAIN ST 22,000 ADT

CHURCH ST

LAYTON COMMONS

FRONTRUNNER

GENTILE ST

1/8 MILE

1/4 MILE

SHOPPING CENTER

FORT LANE 9,000 ADT

FRONTRUNNER STATION

OPEN FIELD

KAYS CREEK

LAYTON PKWY 7,100 ADT

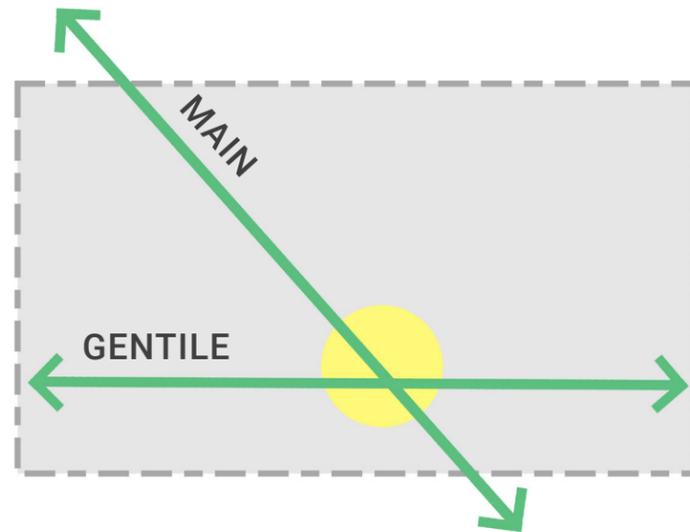
1/2 MILE

HOSPITAL

# RE-ESTABLISHING A CENTER

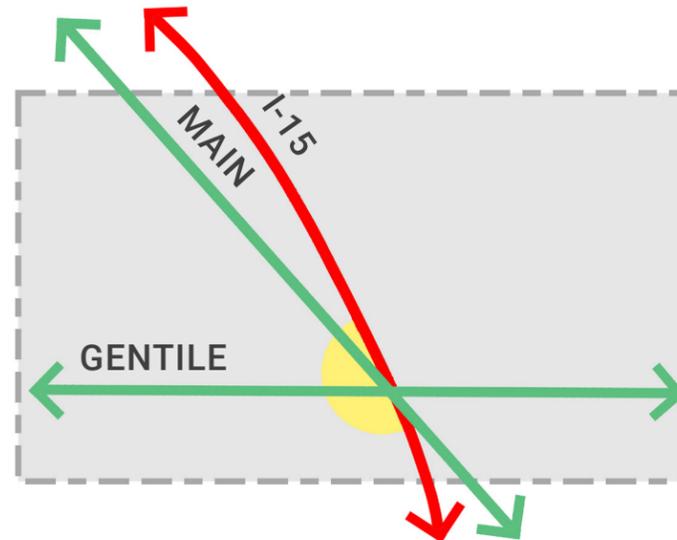


## ORIGINS



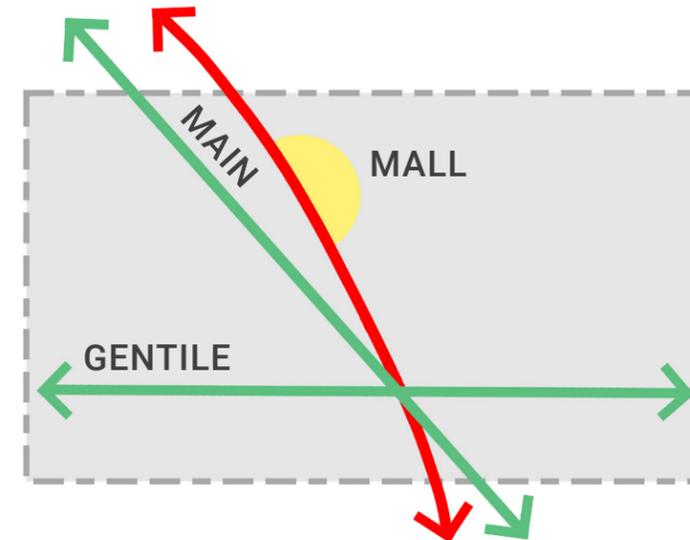
Originally, Main Street served as the primary connector between Clearfield, Layton's downtown, and Kaysville. The historic core was built up at the intersection of Main and Gentile Streets.

## FRACTURING OF THE CORE



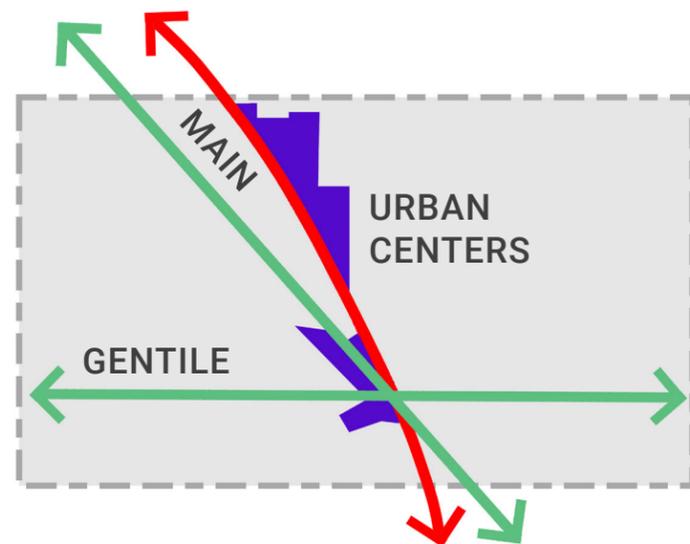
With the introduction of I-15, Layton was split in two. This created a major barrier between east and west and isolated the downtown core from the rest of the city.

## LOSS OF IDENTITY



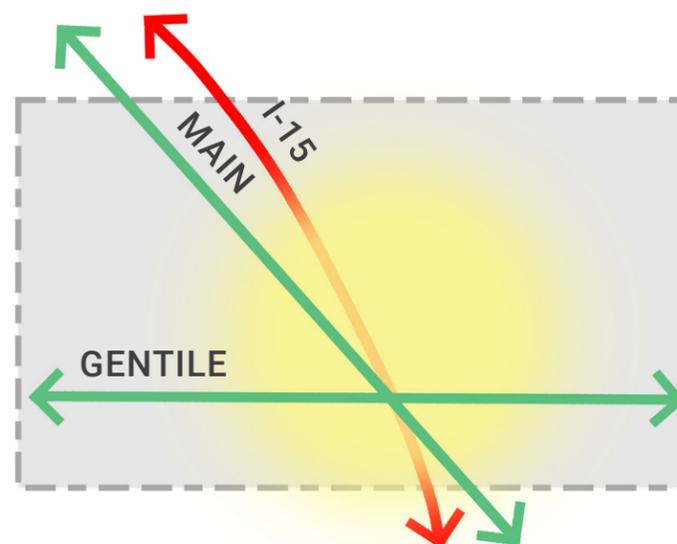
The up tick in vehicular movement prompted the construction of the Layton Hills Mall. The mall shifted energy away from downtown and took over as the primary center.

## LAYTON FORWARD



The current Layton Forward plan is working to bring back life and development to city centers. This will help create a stronger economy and identity for the city. However, current plans continue to treat I-15 as a barrier and create two competing centers instead of one holistic core.

## THE NEXT LEVEL



By connecting across the highway into the Layton Commons civic center, Layton can reemphasize its historic core and establish an identity for itself. By reinforcing connections to other centers across the city, Layton's city center will be strengthened and diversified.

## GOALS

- MAKE THE CENTER MORE COMFORTABLE AND INVITING TO PEDESTRIANS AGAIN
- REINFORCE AND BUILD UPON THE HISTORIC ELEMENTS THAT REMAIN
- CREATE A UNIQUE CENTER TO COMPLEMENT, NOT COMPETE WITH, THE MALL
- BUILD UPON ONE-OF-A-KIND ASSETS TO CREATE A HOLISTIC, LOCAL CENTER

# EXISTING CONDITIONS

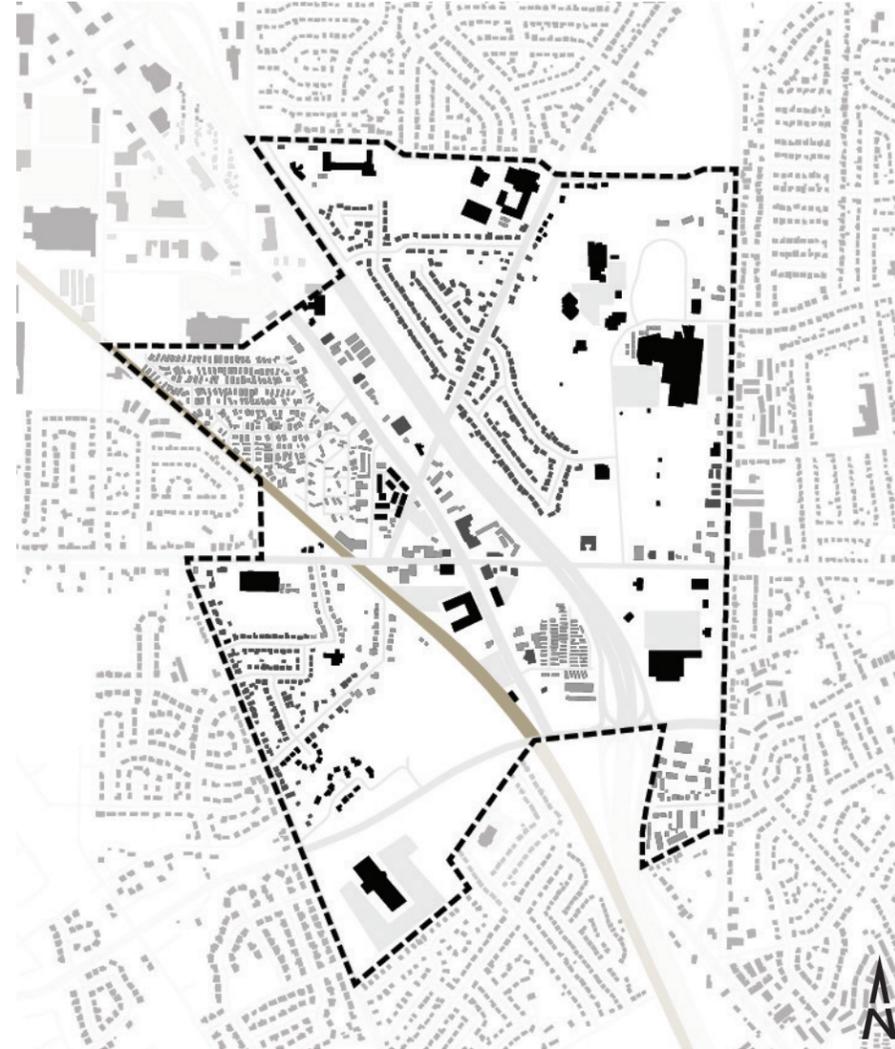
## FIGURE GROUND



Looking at the existing structures on site, there is a lack of clear structure for future growth. A few historic buildings along Main Street allude to proper street presence. There is also great opportunity for urban infill and densification.

- HISTORIC CITY STRUCTURE
- ROOM FOR GROWTH

## HARD/SOFT

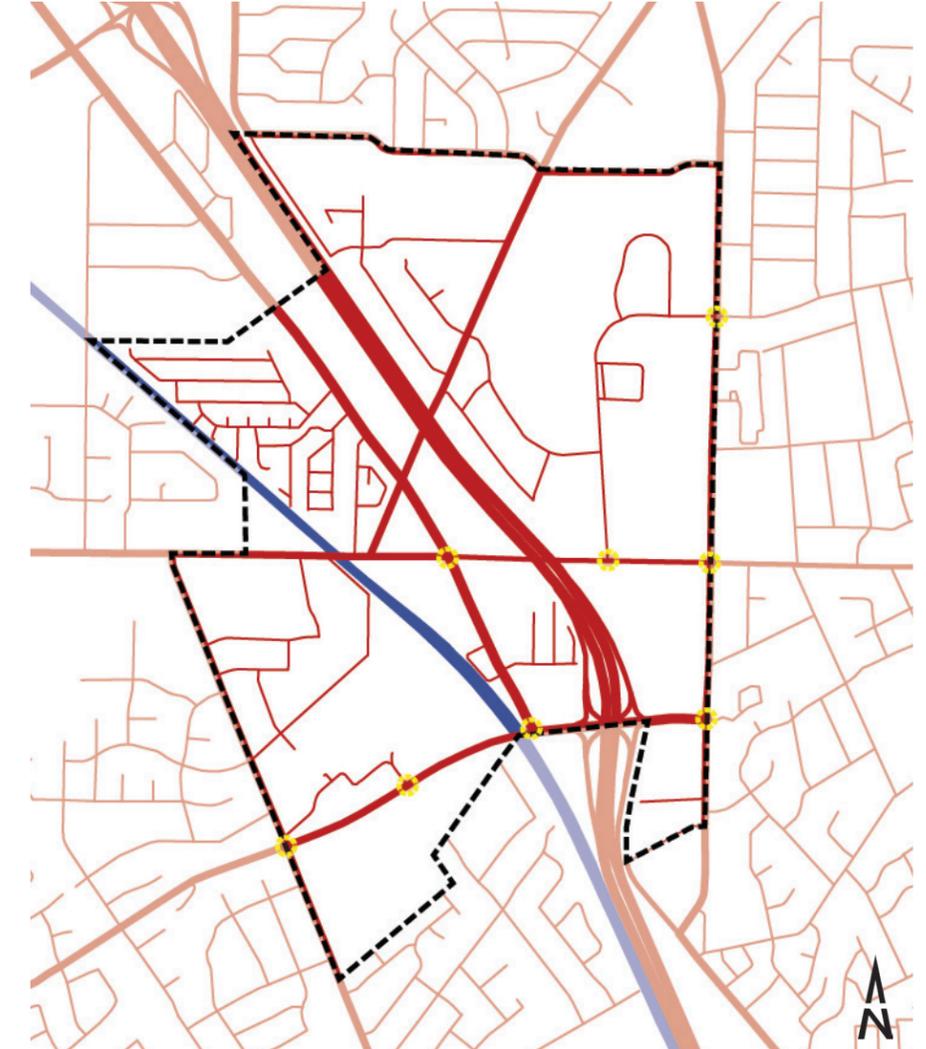


■ Hard    ■ Medium    ■ Soft

Most of the structures within the center are soft, meaning they are at the end of their lifespan and/or are prone to redevelopment. Hard, historic structures can provide a framework for how future infill should occur.

- NEW OPPORTUNITIES
- EXISTING STRUCTURAL ASSETS

## CIRCULATION



● Existing signals    — FrontRunner    — Roads

Circulation patterns are dominated by the personal vehicle. A lack of regular, signalized intersections prioritizes personal vehicles and make pedestrian movement difficult. FrontRunner provides a great regional circulation opportunity. More emphasis should be placed on pedestrian movement and access to mass transit.

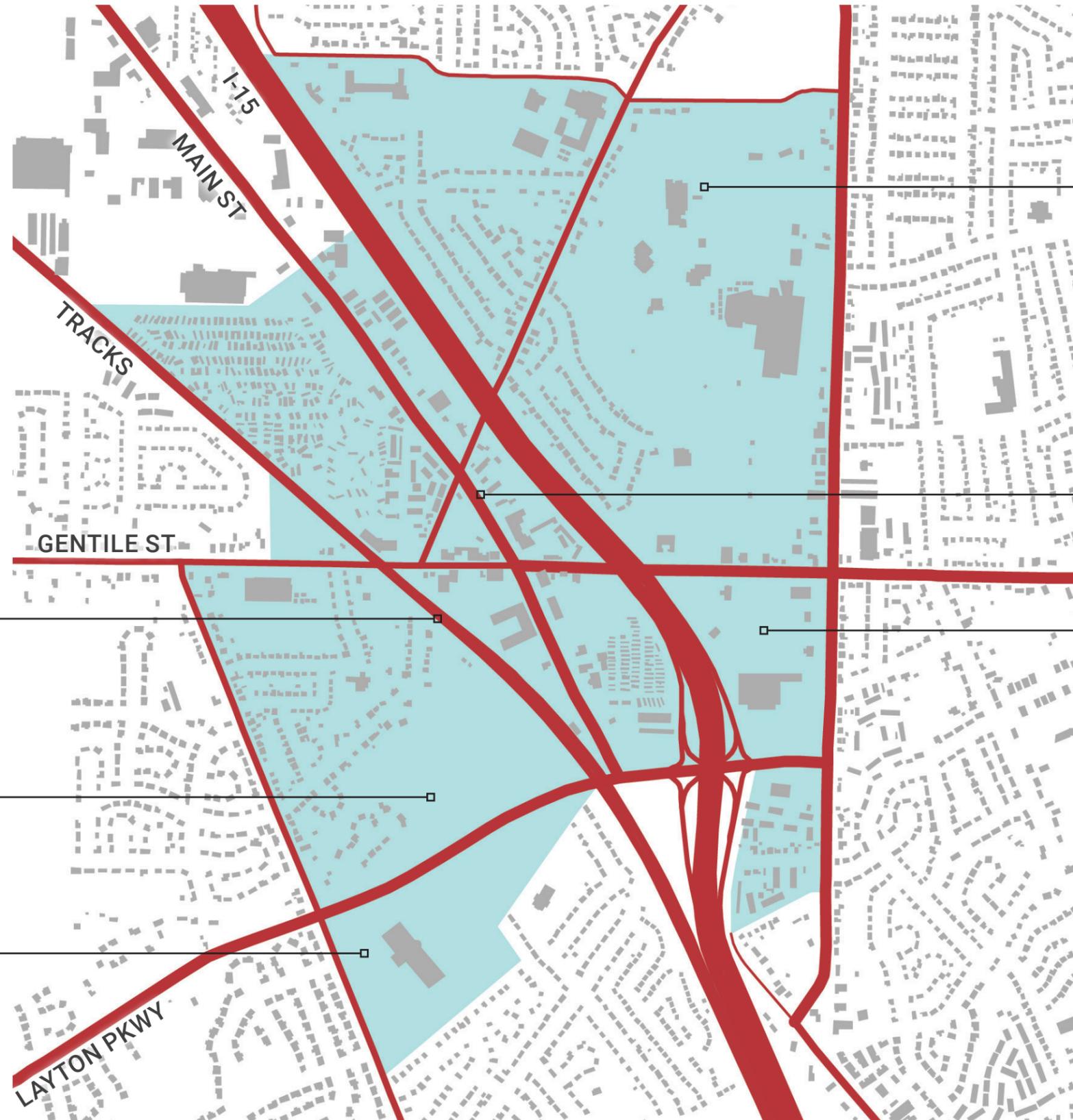
- PERSONAL VEHICLES ARE PRIMARY
- GENERAL CIRCULATION IS DISJOINTED

# A FRACTURED SITE



Major barriers such as Main Street, the FrontRunner, Union Pacific Railroad, and I-15 create an extremely subdivided site. These barriers limit the impact that any development can have on another and stall the flow of energy, people, and money. In order to create a synergistic center, these barriers must be addressed.

Existing amenities and site features can also begin to establish a framework to guide connection points and begin stitching back the fractured site into a cohesive whole.



## LAYTON COMMONS

- Central home of civic buildings, community amphitheater, Layton High School and a park
- Open space on Kays Creek
- Opportunity to integrate into downtown core

## MAIN STREET

- Some historic buildings
- Opportunity for infill
- Main Street is very wide

## SHOPPING CENTER

- New investment
- Convenient freeway access
- Grocery store (WinCo)
- Opportunity for infill

## FRONTRUNNER

- Regional opportunity
- Difficult access
- Limited area of impact
- Opportunity for Kays Creek connection

## OPEN FIELD

- Adjacent to Kays Creek
- Prime TOD location
- Access needs to be addressed

## HOSPITAL

- Major medical investment and opportunity
- Major employer
- Opportunity for infill



# SUBDISTRICTS

## CIVIC / EDUCATION

Located on the east side of I-15 and centered around the Layton Commons, this subdistrict creates opportunity for educational and civic functions. Future civic developments can help reinforce this space as a major portion of the city center.

## HISTORIC MAIN STREET

Extending along both sides of Main Street and focused on the intersection of Main and Gentile streets, this space can be transformed into a walkable and diverse shopping and entertainment space. Improved connections with FrontRunner can make it more of a regional destination.

## MEDICAL

This new subdistrict, located off the Layton Parkway, is quickly becoming a major employment center. Reinforcing existing uses around healthcare can create a thriving live/work environment.

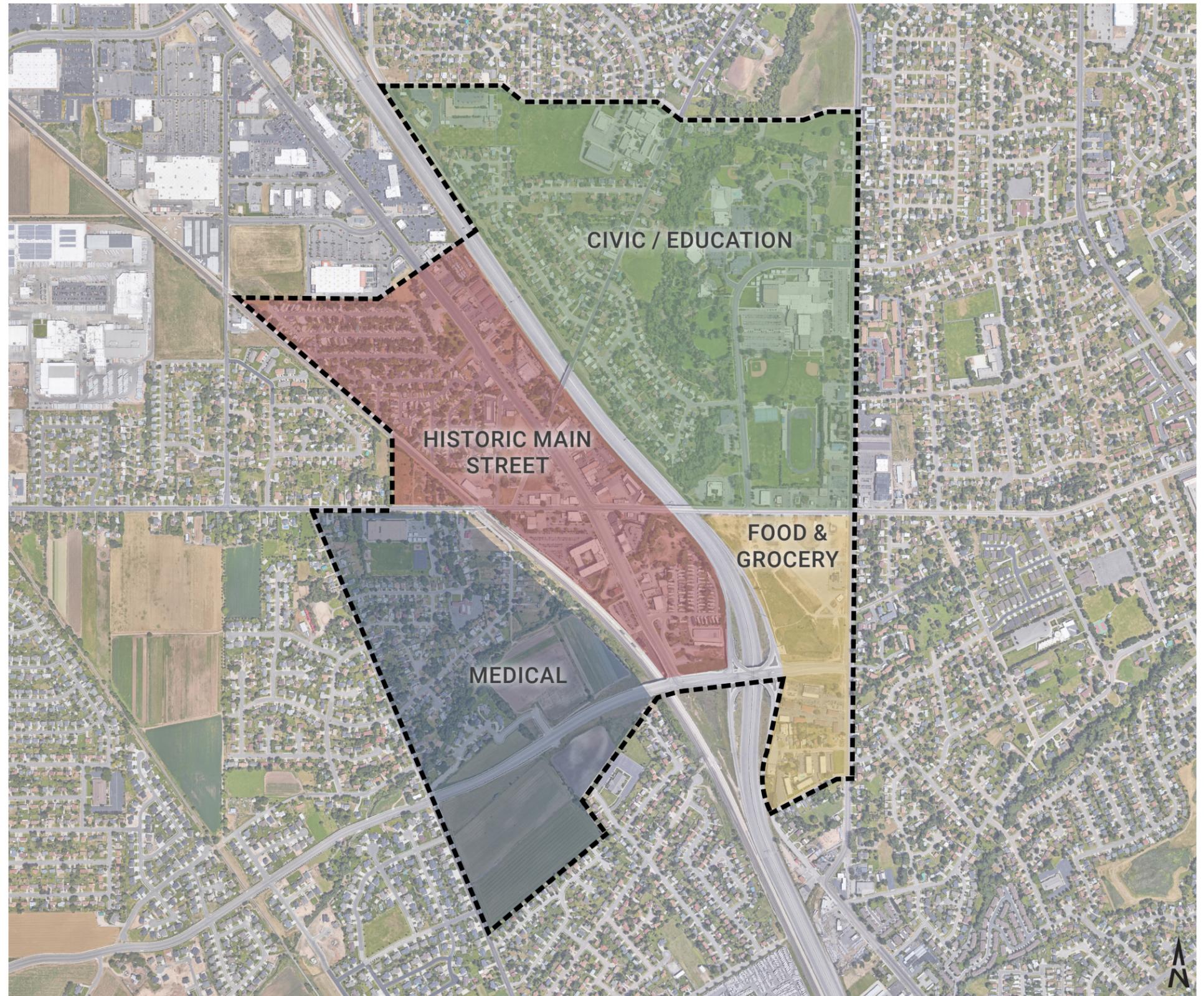
## FOOD & GROCERY

With the most direct access to I-15, this subdistrict is already home to a major grocer. Infilling and capitalizing on shopping and everyday needs for citizens can make it a stronger contributor to the city center.

## BRIDGING BARRIERS

By creating stronger connections between the subdistricts, they can mold together to form a unified yet unique city center for Layton. The flavor of each subdistrict will flow and blend into the next one, creating a diverse and engaging environment.

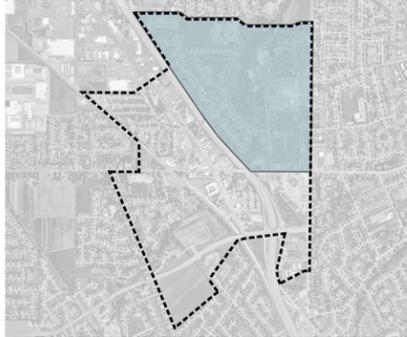
This new and diverse downtown, centered around transit opportunities and pedestrian engagement, will begin to create positive impact in surrounding neighborhoods. This will give Layton stronger identity and more sense of community as people find ways to fulfill a variety of needs here.



# USER BASE



## CIVIC / EDUCATION



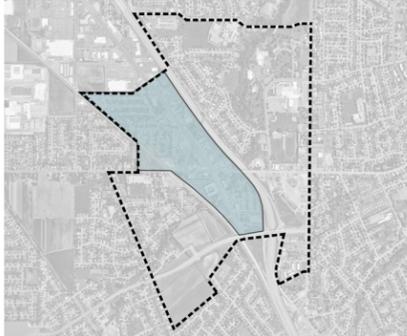
### USER NEEDS

- Places to relax
- Places to socialize with peers/colleagues
- Safe path to and from school/work

### PROGRAMMING

- Better trail access along Kays Creek
- Widened and protected pedestrian access to Main Street

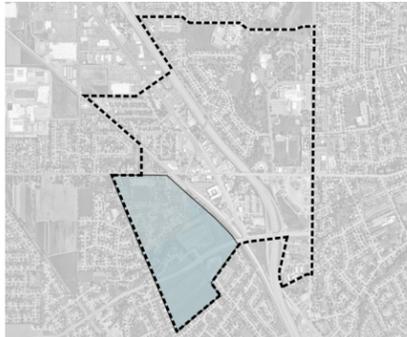
## HISTORIC MAIN STREET



- On-the-go access to food and drink
- Convenient access to transit
- Places to explore and spend an evening

- Improved mixed-use along Main Street and around FrontRunner
- Consolidated transit routes for efficiency
- 24-hour vibrant street activity

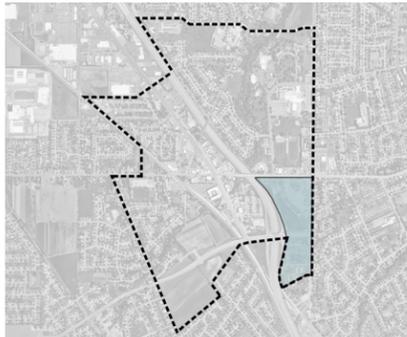
## MEDICAL



- Convenient access to transit
- Access to pharmacies and medical supplies
- Open space for mental and physical health
- Convenient food outlets

- Walkable environment from FrontRunner to hospital
- Concentrated medical offices and complementary uses around transit
- Safe connections to Kays Creek
- Mixture of uses and connection to Main Street

## FOOD & GROCERY

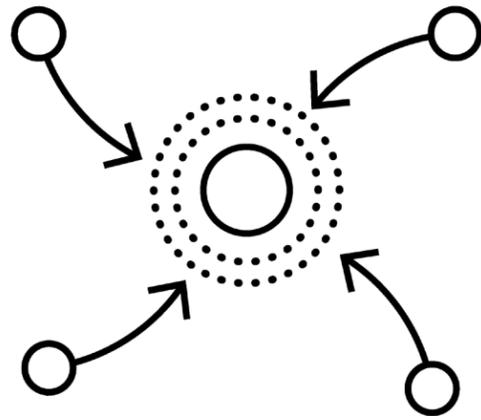


- Ease of vehicular access
- Quick and convenient access to daily amenities

- Sufficient parking
- Meaningful connections to residential neighborhoods
- Vibrant shopping opportunities
- Connections to Main Street and Civic / Education subdistrict

# GUIDING PRINCIPLES

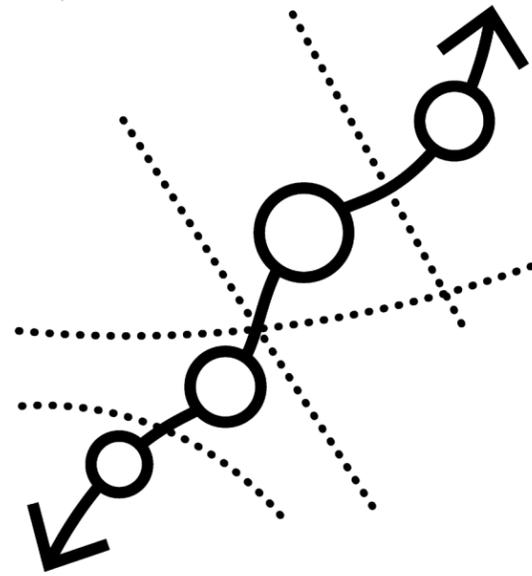
## CENTRALIZE AROUND TRANSIT



- CIRCULATION
- CENTERS

Create a variety of interwoven transit options. Establish the City Center as a multimodal hub for Layton as well as the region.

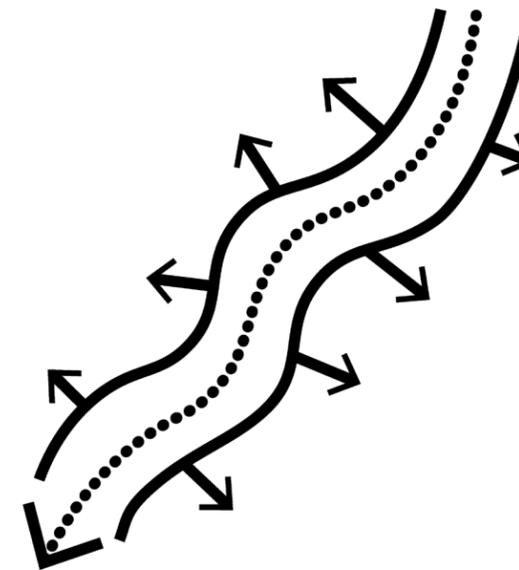
## CONNECT ACROSS BARRIERS



- NODES
- WALKABILITY

Weave together the unique subdistricts and fragments of the core for a more walkable and identifiable downtown.

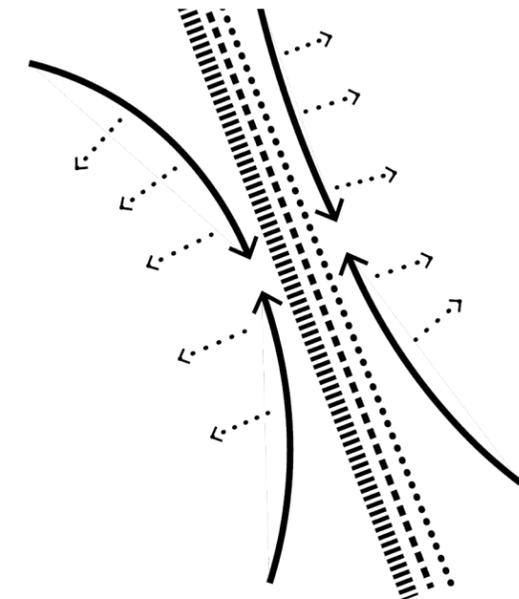
## ESTABLISH KAYS AS A FRAMEWORK



- GREEN SPACE INTEGRATION
- FRONTAGE

Bring Kays Creek to the forefront of downtown's amenities. Utilize this corridor as a way to connect across barriers and maximize access to green space across the city.

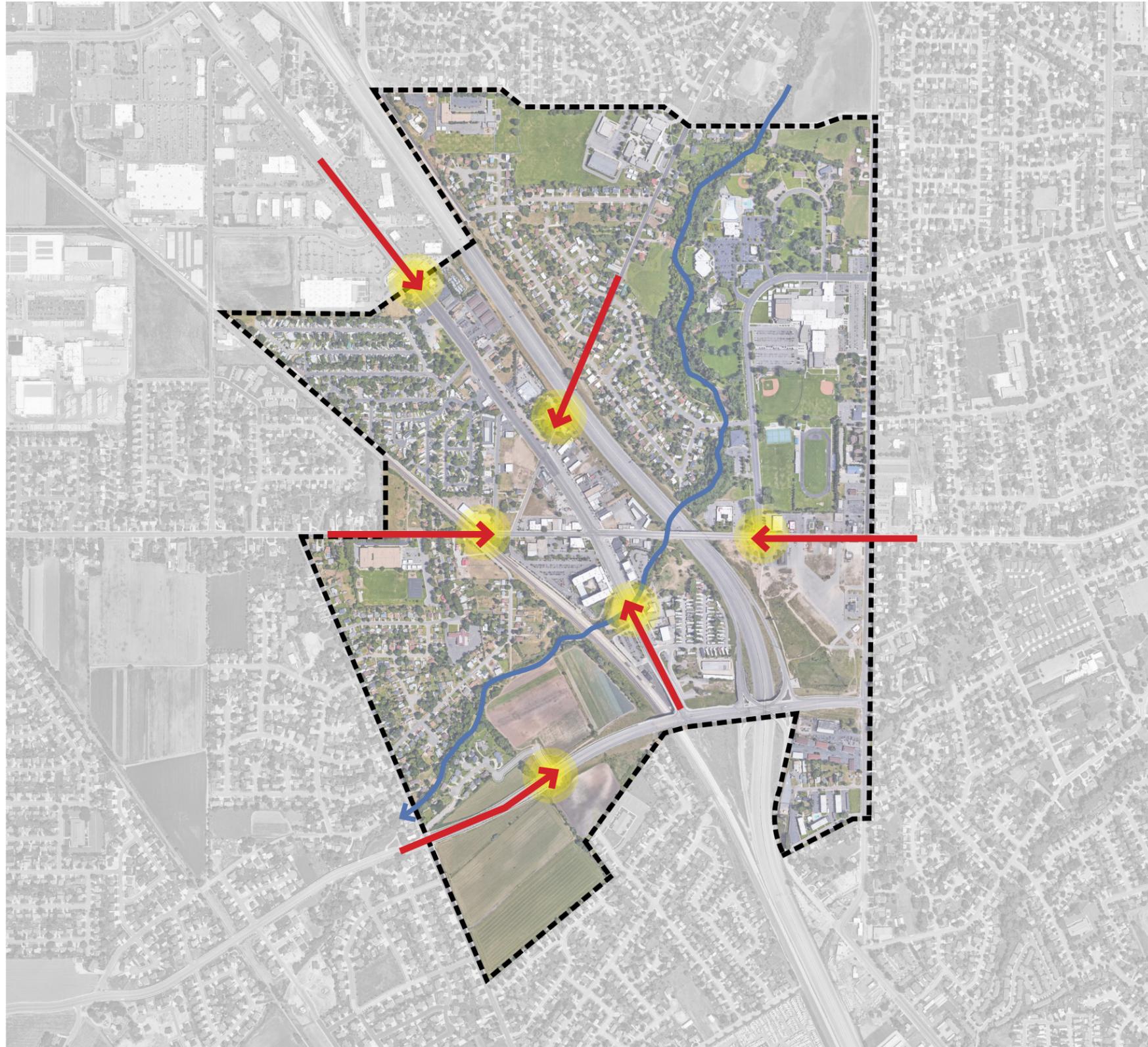
## MAXIMIZE USE OF MAIN STREET



- DENSITY
- REGIONAL & LOCAL DESTINATION

Reduce the size of Main Street where possible. Reinforce uses such as bus, pedestrian, and bike to create a more synergistic core and a successful mixed-use space.

# DEFINING THE EDGES



Identifying and reinforcing gateways into the City Center can begin to establish a recognizable edge to the district. These gateways should mark a distinguishable change from the outside city and serve as landmarks for the re-established downtown area. In addition, the transition along Kays Creek, and even FrontRunner, can be reinforced to strengthen the identity and clarify the edges.

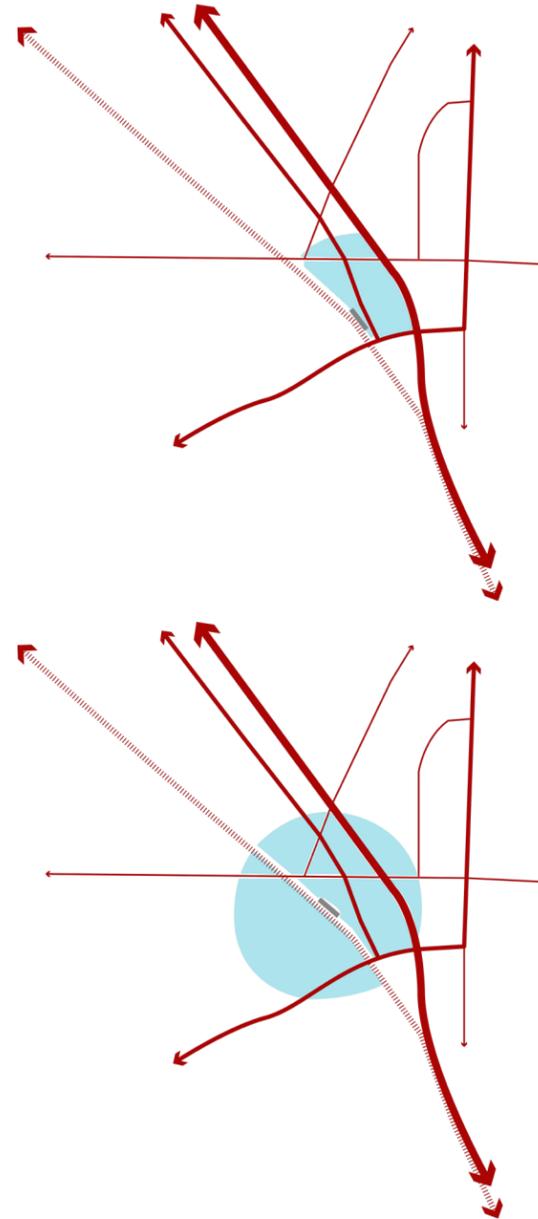
# CONCEPT EXPLORATION

## PARKING



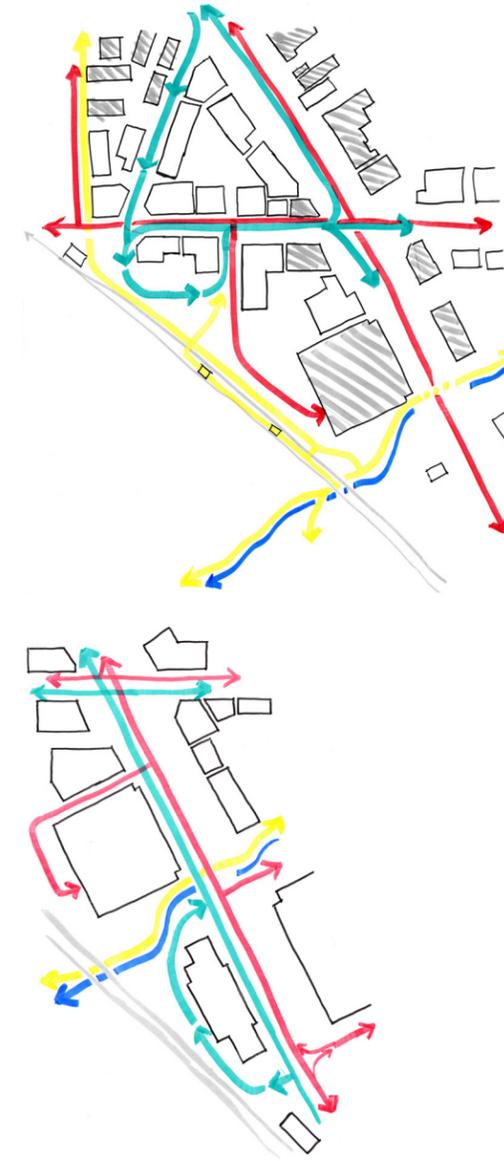
Three options were explored for TOD parking locations. The structure needed to be near enough to the FrontRunner to have greatest impact, but also complementary to downtown uses and other transit functions like buses.

## FRONTRUNNER



The current location of FrontRunner is limited by barriers including major roads, buildings, and topography. This limits the area that it can serve and therefore limits growth. By relocating entry points, the station can have a better relationship with the downtown core.

## CIRCULATION



In conjunction with the complexities of parking, circulation needed to be addressed. Although initial exploration focused on bus and pedestrian movement off of Gentile Street, the preferred design kept transit functions off of Main Street. A new signal would be required.

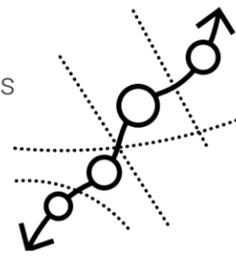
# DESIGN BREAKDOWN



## CROSSINGS & SIGNALS



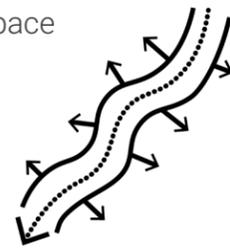
- Existing signals
- Proposed signals
- $\longleftrightarrow$  Enhanced crossings



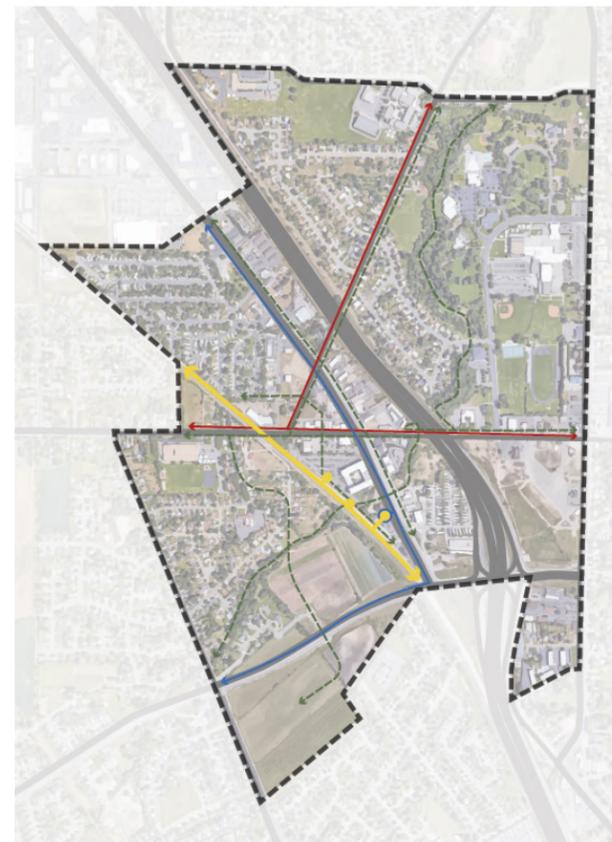
## OPEN SPACE



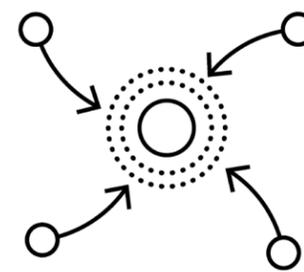
- █ Expanded green space
- █ Kays Creek



## CIRCULATION



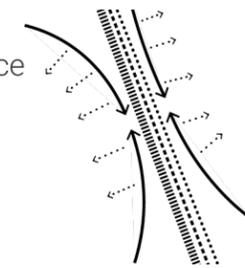
- █ Vehicular
- █ Bus
- █ Pedestrian
- █ FrontRunner
- █ Bike



## MAIN STREET



- ▬▬▬ Diversified street
- ▬▬▬ Plaza/Pedestrian space
- Gateway points



# MASTER PLAN





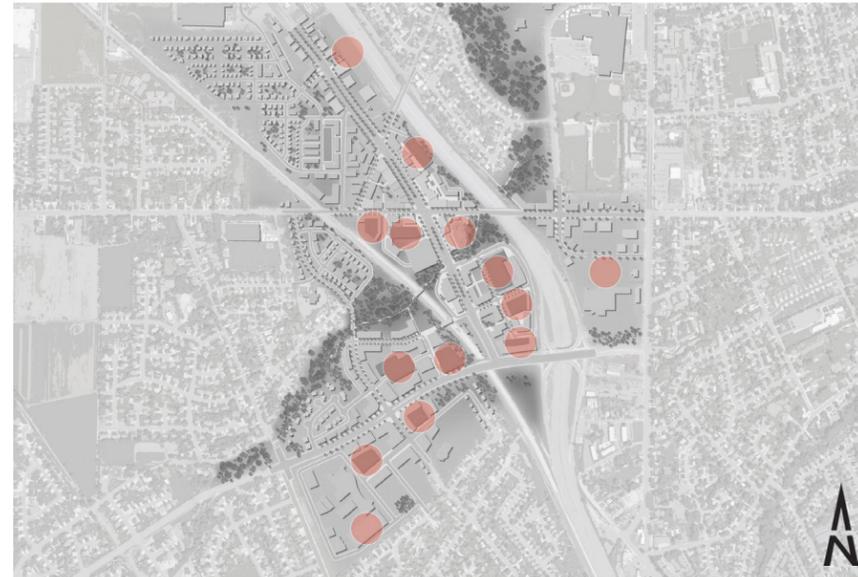
## BUS RAPID TRANSIT



- DEDICATED BUS LANE

Bus Rapid Transit (BRT) will help break up the wide expanse of Main Street and increase sustainable transit habits for users. The bus route will connect to the other developing districts in Layton for a more interconnected system.

## PARKING



- STRATEGIC PLACEMENT TO MAXIMIZE USE

Through analyzing the site, parking should incorporate structures and surface parking to accommodate the increase of downtown's density.

## PEDESTRIAN WAYS



- WALKABLE CONNECTIONS

With density and new public transit comes more pedestrians using the assets of the City Center. Creating pedestrian friendly routes and connections are vital in helping to pump life into this, the heart of Layton. These should utilize intersection crossings and green space connections.

# BREAKDOWN

## MEDICAL



This subdistrict focuses on expanding medical uses to maximize the hospital's presence. This is a prime location to build up businesses around and anchor the southwest side of Layton's City Center. With the increased use of this area, new intersections will need to be implemented to ease traffic flow.

## TRANSIT-ORIENTED DEVELOPMENT



With the expansion of the medical district, there is a need for denser, mixed-use housing. These buildings will be framed within the edges of Kays Creek, the FrontRunner, and Layton Parkway. Bridging is a key element to connect across the railroad into the downtown.

## HISTORIC MAIN STREET



Across the railroad to the east and centralized in the heart of Layton's historic downtown is a destination for commercial, mixed-use, and higher density residential buildings to accommodate for a densified City Center. Main Street is a key element that will accommodate pedestrian and public transit uses and be woven into Layton's dynamic systems.



## FOOD & GROCERY



With new density and uses downtown, there will be a need for an appropriate amount of shopping for groceries and everyday needs. The Food & Grocery subdistrict will be able to meet the demand, located in an outlying area connected by vehicular and pedestrian bridges.

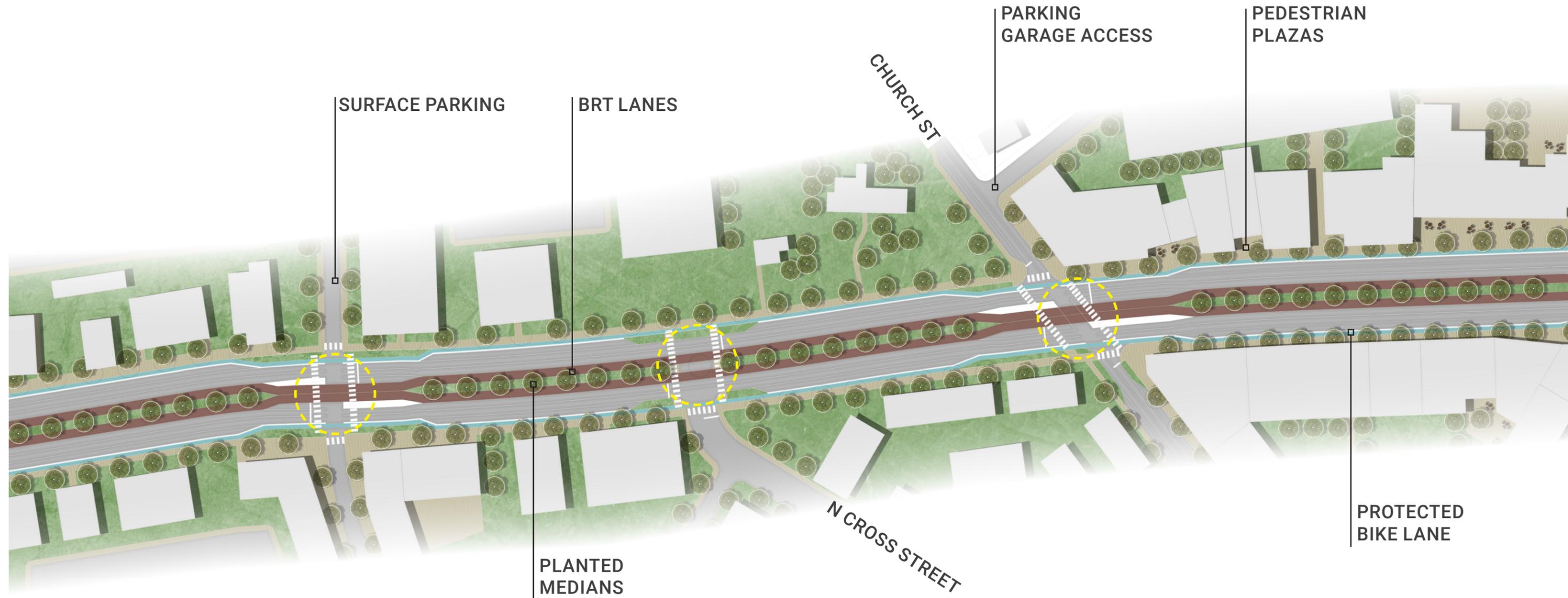
## CIVIC / EDUCATION



This established center for local government, education facilities, and recreational assets connect from the Wasatch Mountains to the Shorelands. This subdistrict is important to keep established as an anchor on the east side of I-15 connecting to the historic downtown in the west.

# MAIN STREET

The new Main Street will occupy a similar right-of-way, but will dedicate more area to pedestrian movement, add protected bike lanes, parallel parking, BRT-only lanes, and a planted median. This will create a more energized and active streetscape, helping to support new businesses and encourage alternative modes of transportation.

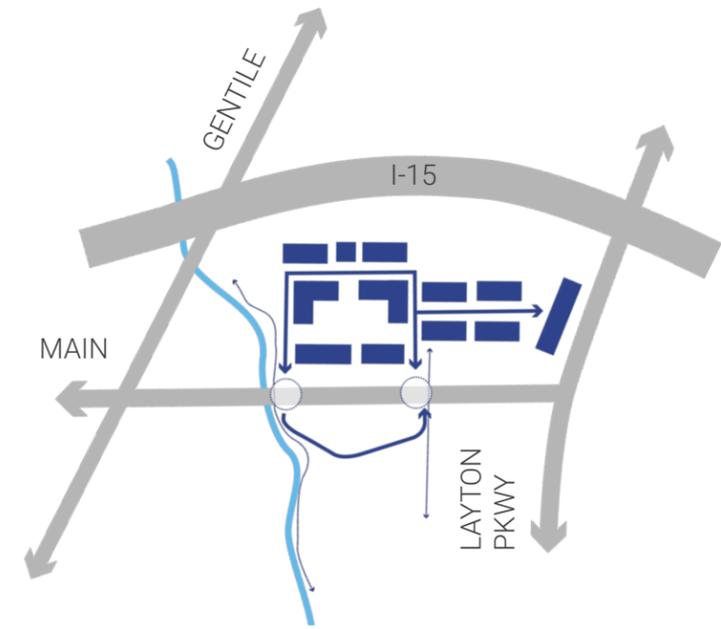
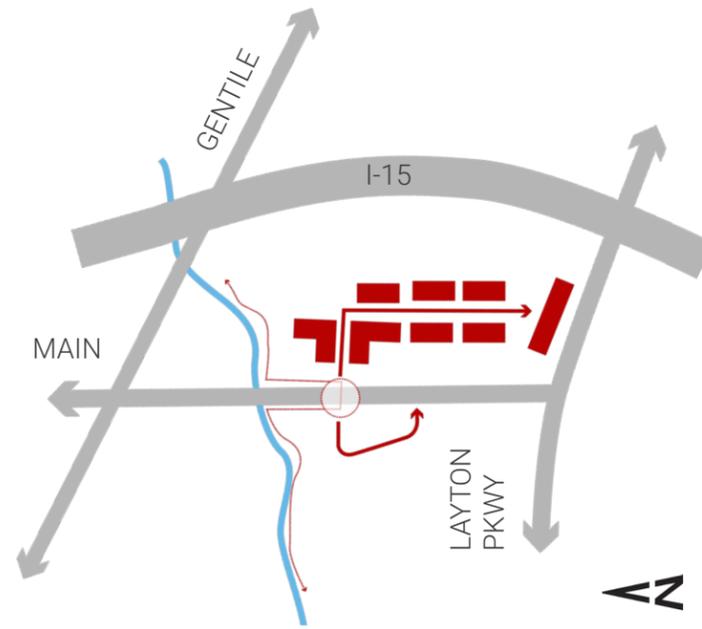


 SIGNALIZED INTERSECTION



## MAIN STREET SIGNALIZATION

Layton is already planning the signalization of certain areas along Main Street. Shifting the planned intersection closer to Kays Creek creates room for a second signal. This also allows for efficient pedestrian crossings, greater accessibility to businesses, and more infill opportunity.



# OVERALL LAND USE CITY CENTER

Office Space

**810k**  
sq ft

Retail &  
Commercial

**782k**  
sq ft

Residential

**1,900**  
units

3 Hotels

**600-700**  
rooms (total)

- COMMERCIAL / RETAIL
- MIXED USE
- INSTITUTIONAL / MEDICAL
- PARKING STRUCTURES
- HIGH DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL





Conceptual aerial view looking northeast from FrontRunner station.



# CITY CENTER

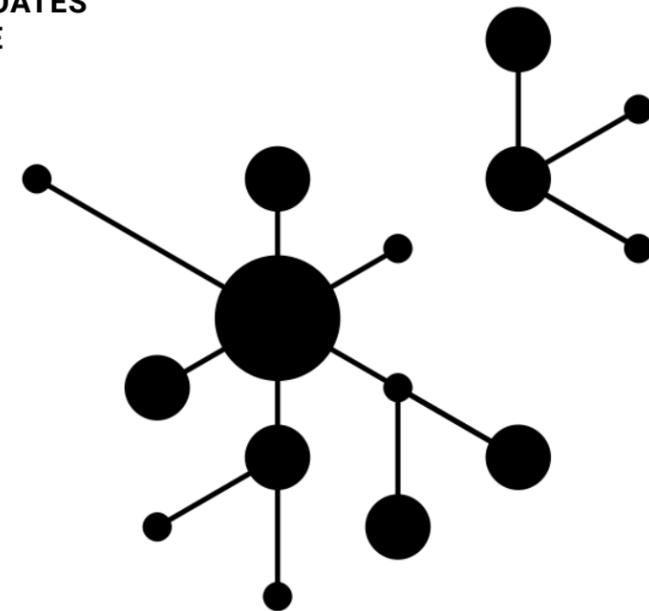
RECONNECTING IDENTITY

# DYNAMIC SYSTEMS

ASHLEY CASPERSON  
JENNIFER COATES  
JAREN HOPE

## CONNECTING PEOPLE, FLORA & FAUNA

Layton offers its residents priceless resources such as Kays Creek, Hobb's Reservoir, the Bonneville Shoreline Trail, and the Shorelands Preserve. Connecting these valuable resources and the diverse economic centers gives Layton's residents the opportunity to reconnect with nature and live a more active and healthy lifestyle.



# DYNAMIC SYSTEMS

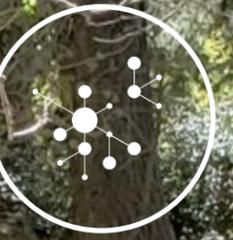


Photo: Adam Cowie / AllTrails.com

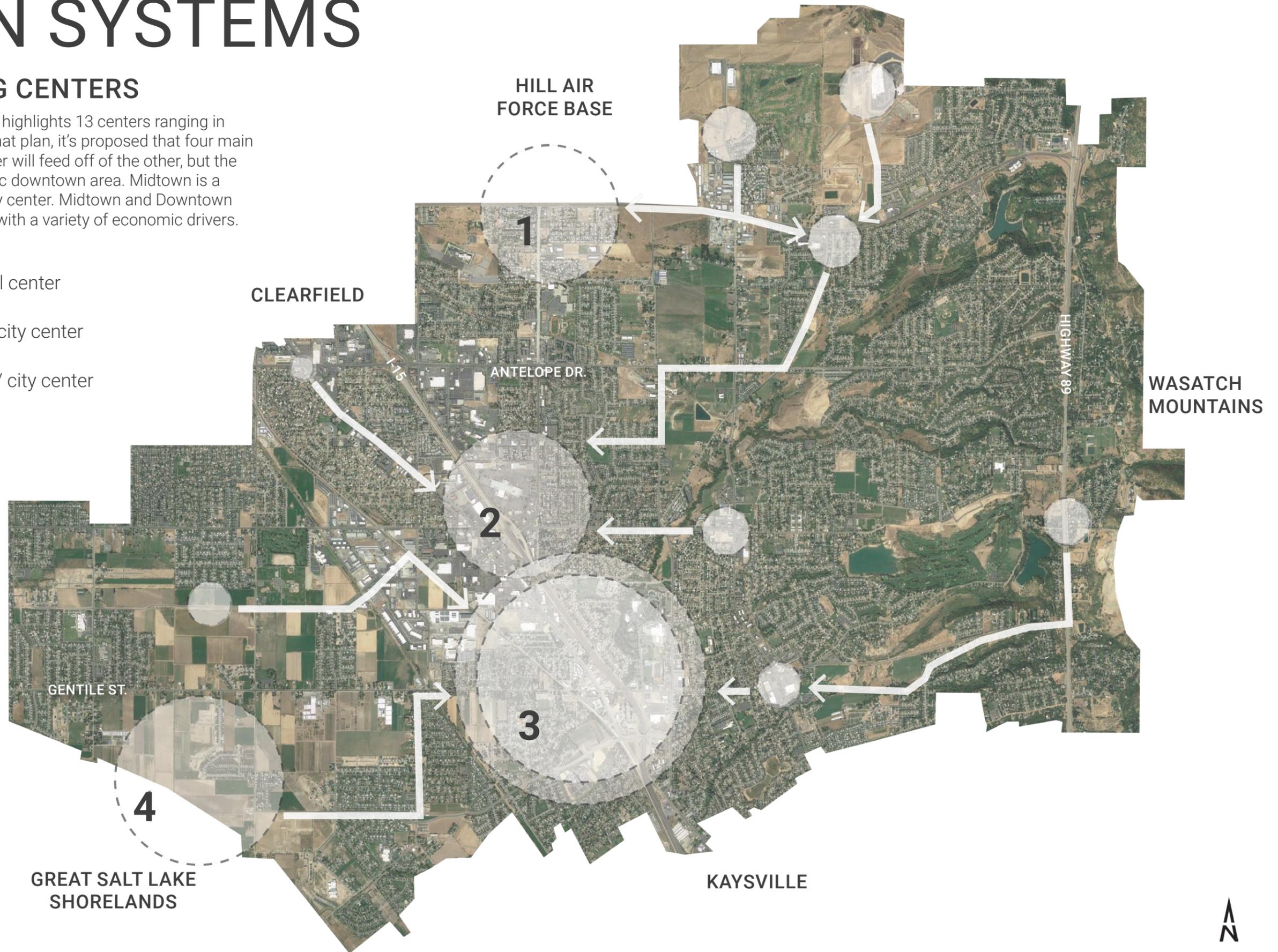
Adams Canyon

# LAYTON SYSTEMS

## CENTERS FEEDING CENTERS

The Layton Forward General Plan highlights 13 centers ranging in scale. In an effort to build off of that plan, it's proposed that four main urban centers be built. Each center will feed off of the other, but the main city center will be the historic downtown area. Midtown is a combination of a regional and city center. Midtown and Downtown combine to form a strong center with a variety of economic drivers.

- 1** SOUTH GATE - regional center
- 2** MIDTOWN - regional / city center
- 3** DOWNTOWN / transit / city center
- 4**



# PRINCIPLES



The connections between these four main centers is facilitated by emphasizing people, flora, and fauna. Each principle highlights several different systems that circulate throughout Layton City.

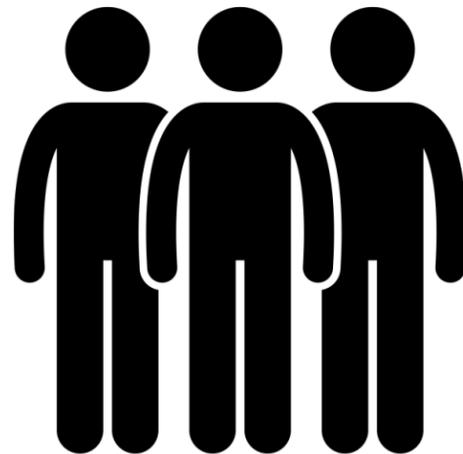
These three principles are significant to Layton City. The People category looks at the primary residents of Layton while the Flora and Fauna categories highlight ecological systems.

For example, the Shorelands Preserve is home to millions of migratory birds each year. Integrating human and animal habitats will add to the attractiveness of Layton. This requires a multiple system approach, leading to a dynamic city.

Throughout history, the connectivity patterns of people and animals have transformed through several phases. Modes

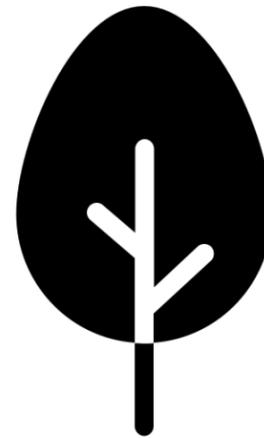
of movement have shifted from connected and simple, to disconnected and chaotic. The misplacement of pedestrians and animals, as well as the emphasis on the automobile, has led to a variety of societal problems, including obesity, lack of community, air pollution, and economic downturn.

## PEOPLE



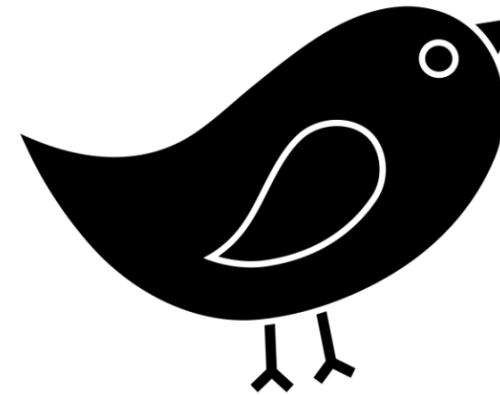
- Local bus network
- Bus Rapid Transit (BRT)
- Bike lanes
- Automobiles

## FLORA



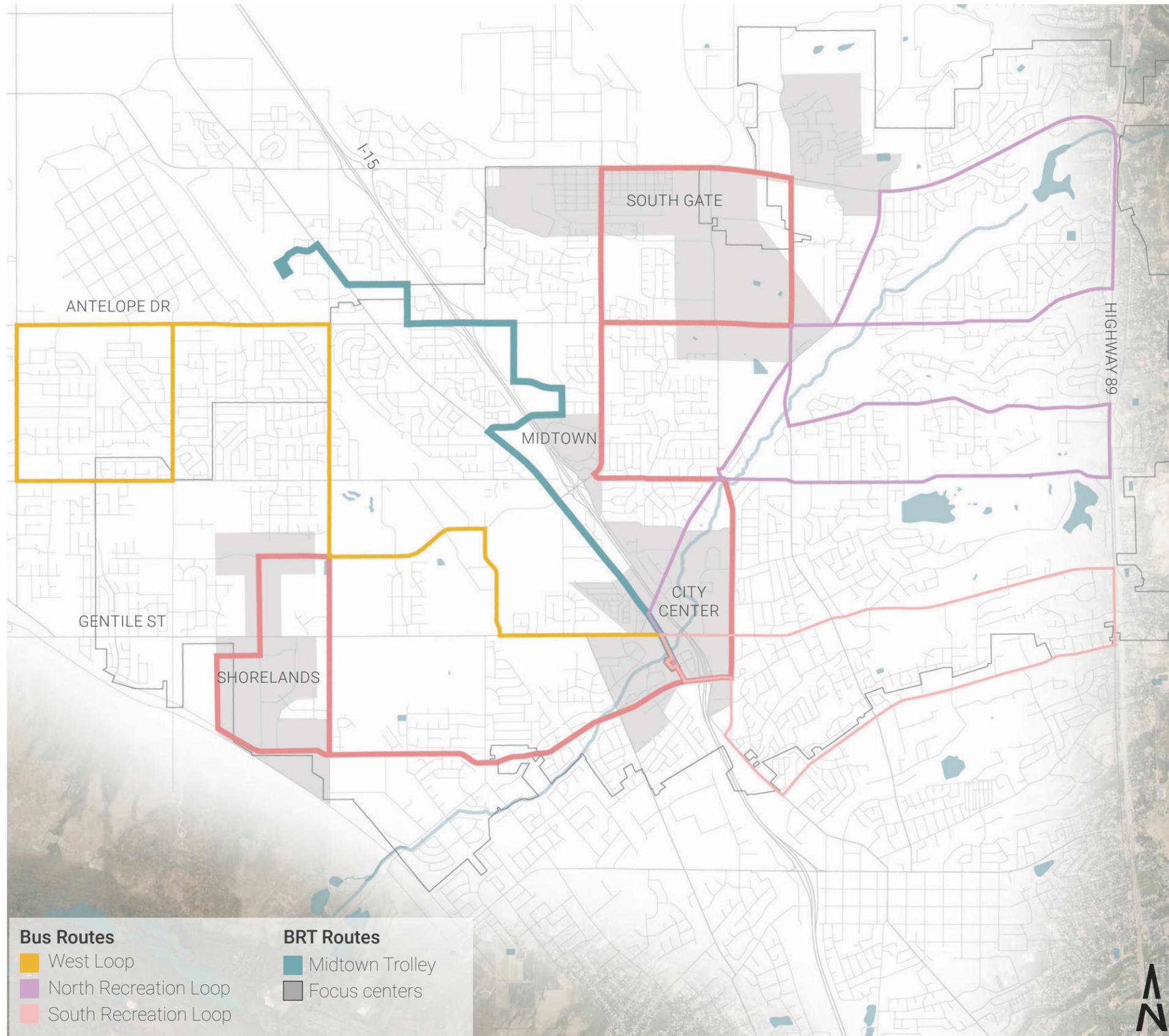
- Preserved agriculture lands
- Trail networks
- Public parks
- Power line corridor

## FAUNA



- Urban forests
- Rivers and lakes
- Wildlife corridors
- Wildlife "stepping stones"

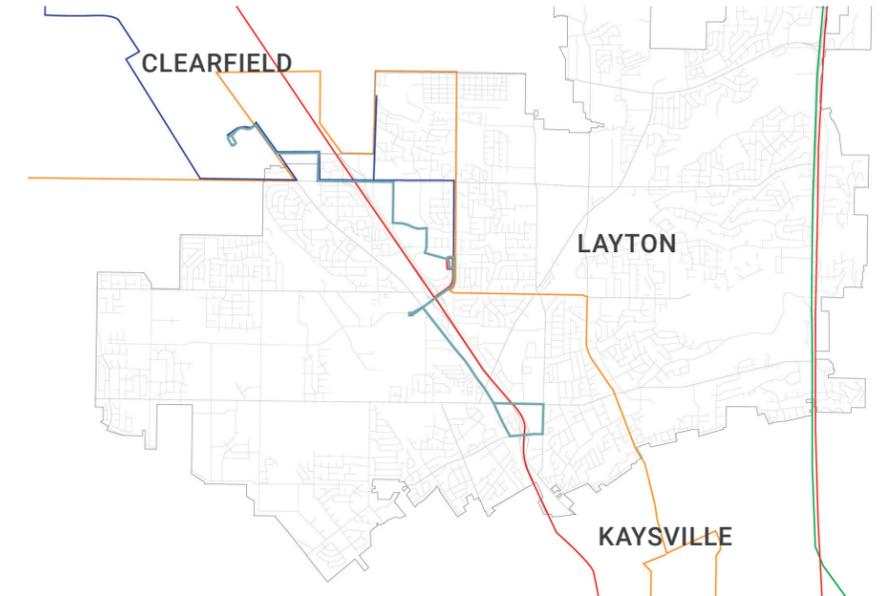
# CONNECTING PEOPLE



## PUBLIC TRANSIT

Layton is currently part of five regional bus routes that run along the main highways going north and south through the city. In addition to those routes, there's the Midtown Trolley. All of these existing routes are shown below.

### EXISTING BUS NETWORK



### RE-ROUTED MIDTOWN TROLLEY

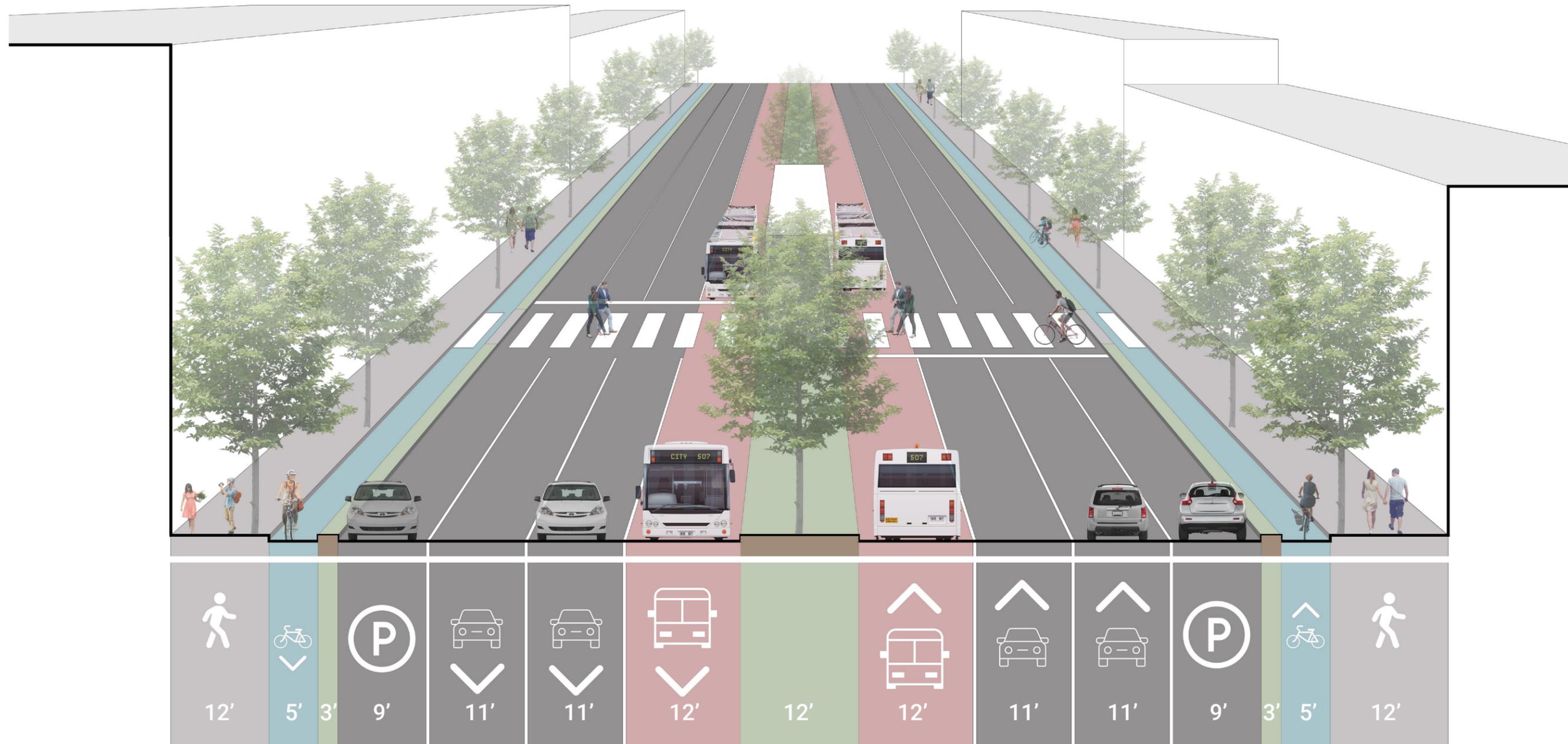




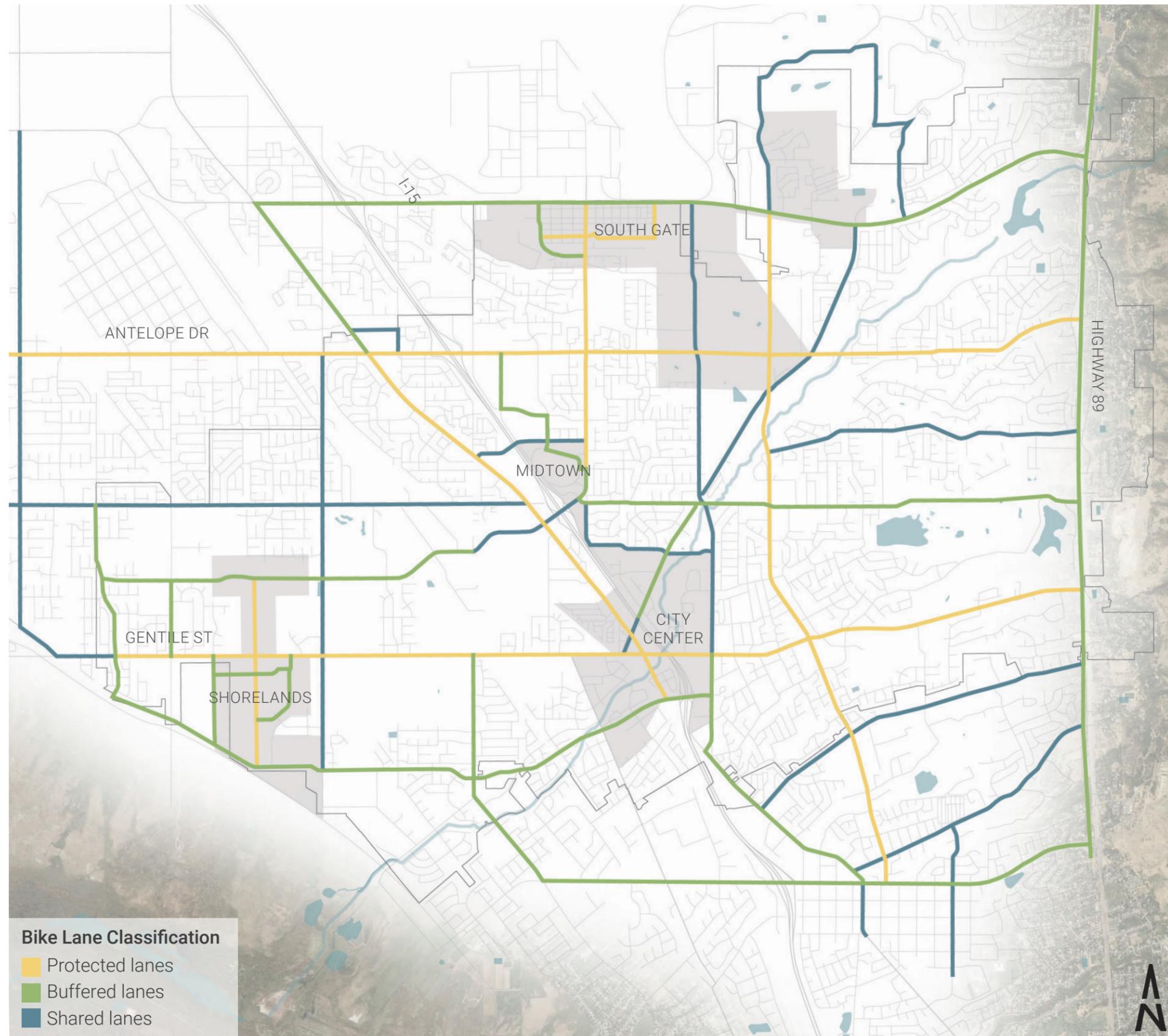
## EXAMPLE BRT STREET SECTION

Our proposal includes a small reroute of the Midtown Trolley with the intention of eventually converting it into a BRT route. In addition, it's proposed that a second BRT route connect South Gate to the Shorelands and three local bus routes. This provides residents of Layton an extensive public transit network that runs throughout all parts of the city.

The image below shows Main Street with a dedicated BRT lane, protected bike lanes, and pedestrian infrastructure.



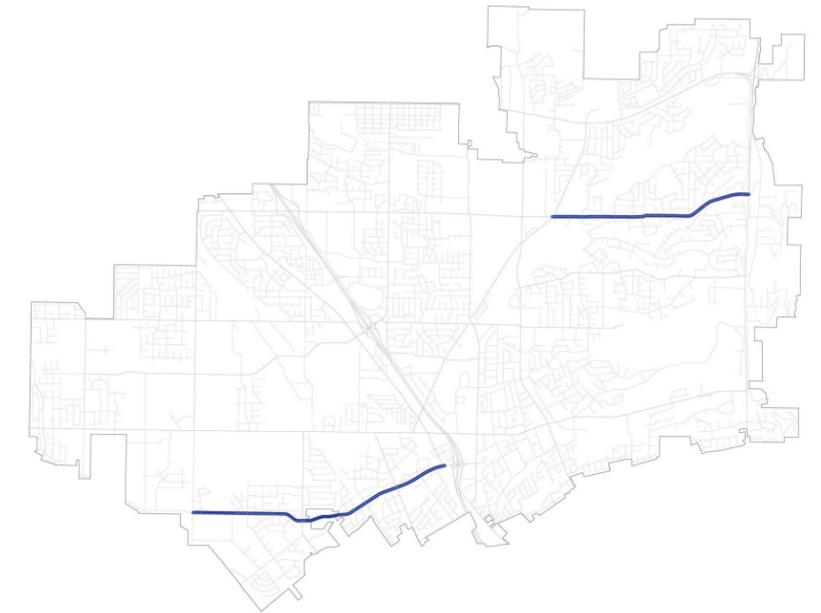
# CONNECTING PEOPLE



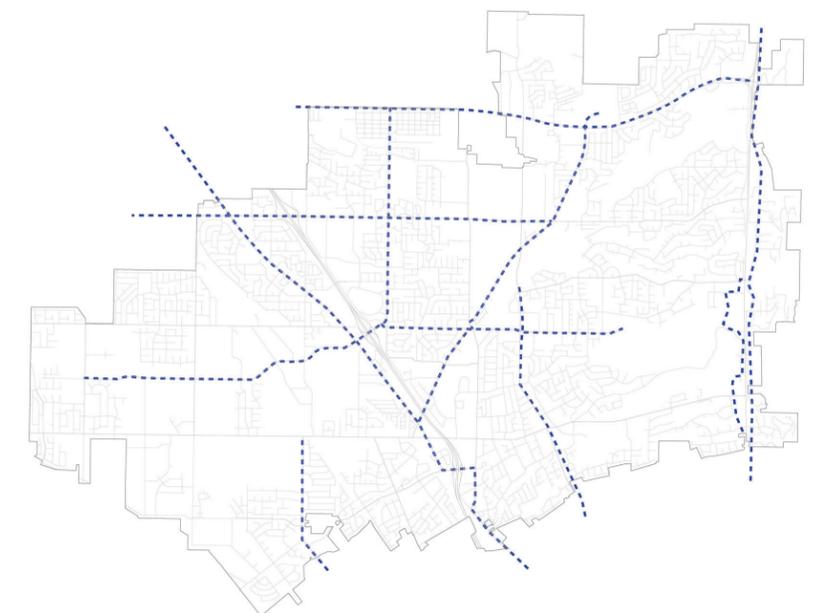
## BIKE LANES

The proposal highlights several new connections and three bike lane classifications. The bike lane infrastructure existing in Layton is limited and the Layton Forward Plan has accounted for those needs.

## EXISTING BIKE LANES



## LAYTON FORWARD PROPOSED BIKE LANES

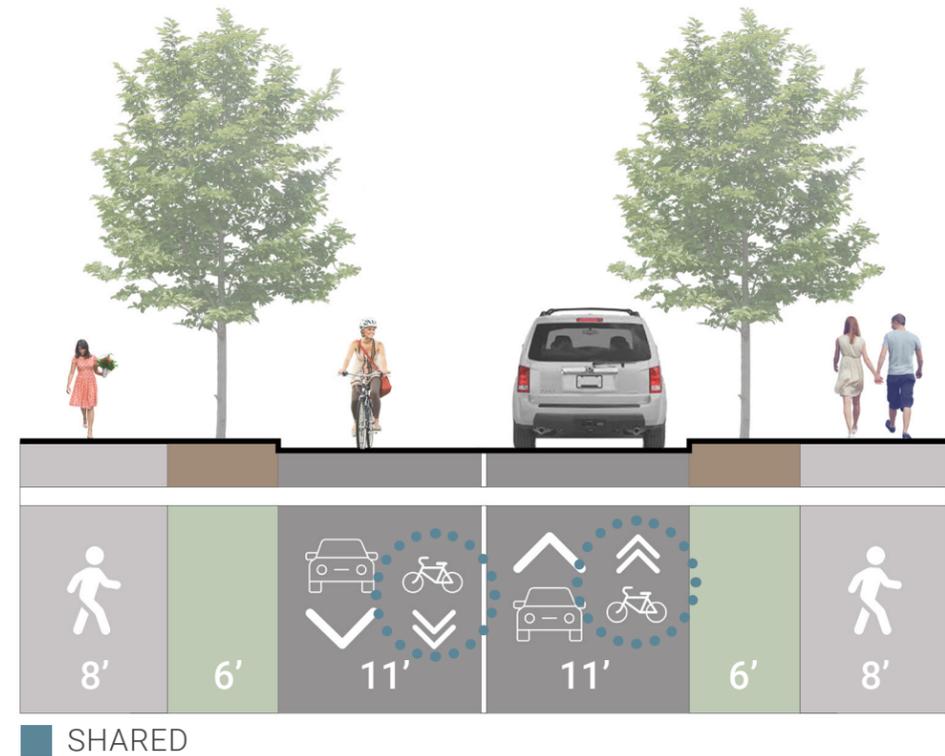
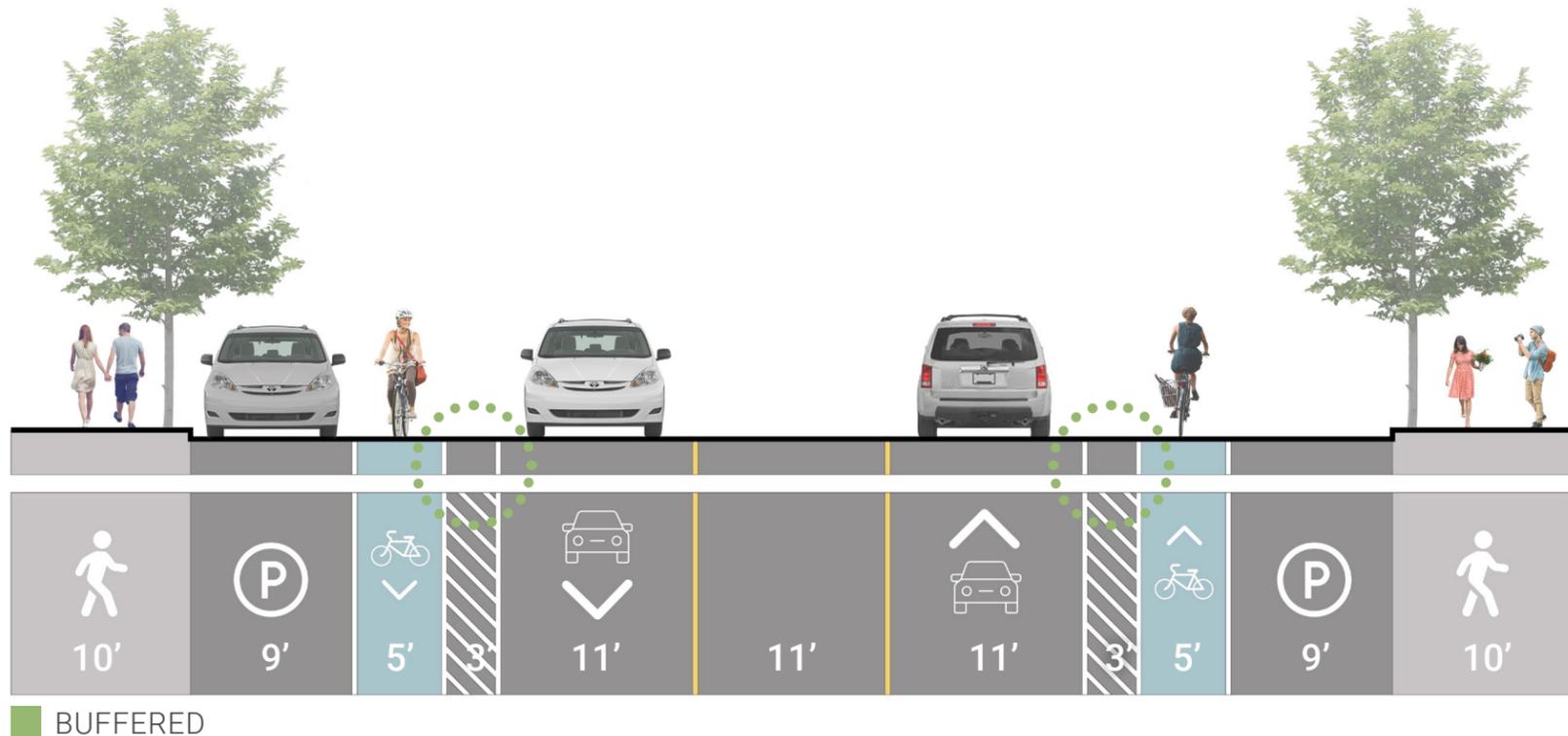
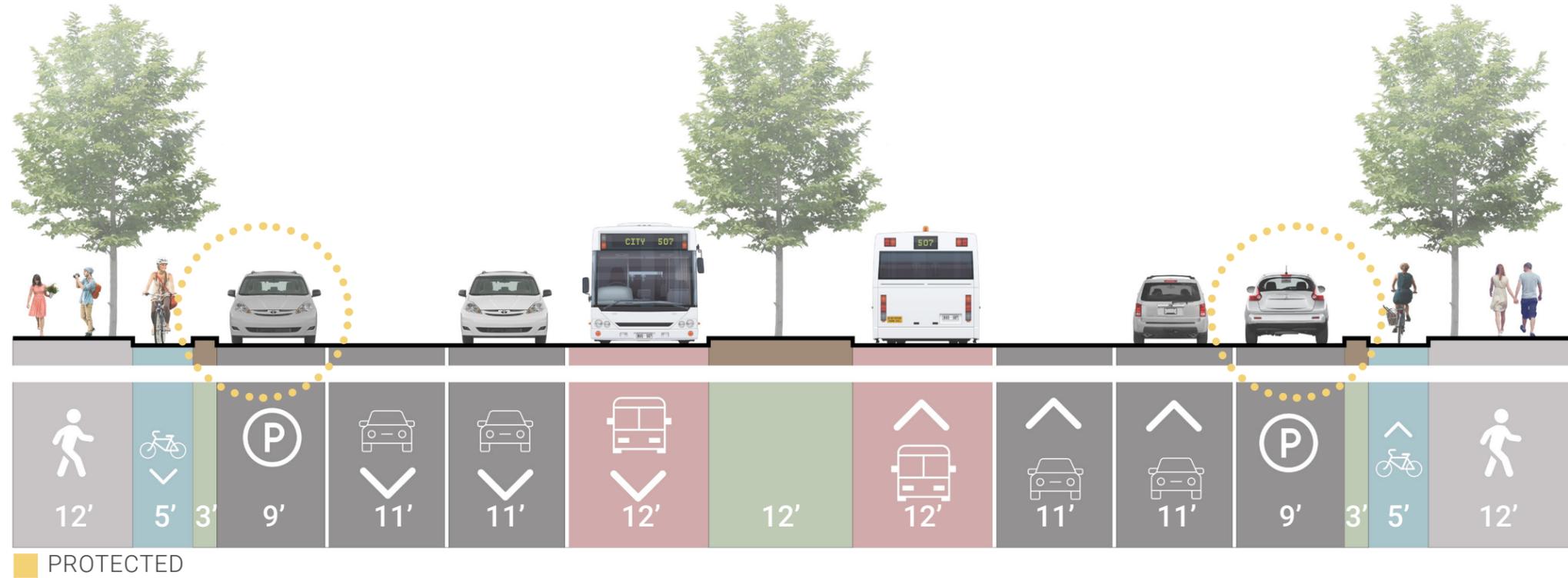




# CLASSIFICATION

Establishing an extensive plan for future bike lane improvements in Layton will advance development and land use decisions. Each classification level can be achieved in a variety of ways. These three road sections give an illustration of possible solutions.

- PROTECTED** - requires a vertical buffer or protection between cyclists and moving traffic (e.g., curbs, planters, bollards, parked cars, etc.)
- BUFFERED** - requires a buffer between cyclists and moving cars, but doesn't have to be vertical (e.g., road striping)
- SHARED** - requires signage and road striping to show the lane is shared equally between cyclists and automobiles



# CONNECTING FLORA

## TRAILS, PARKS, & AGRICULTURE

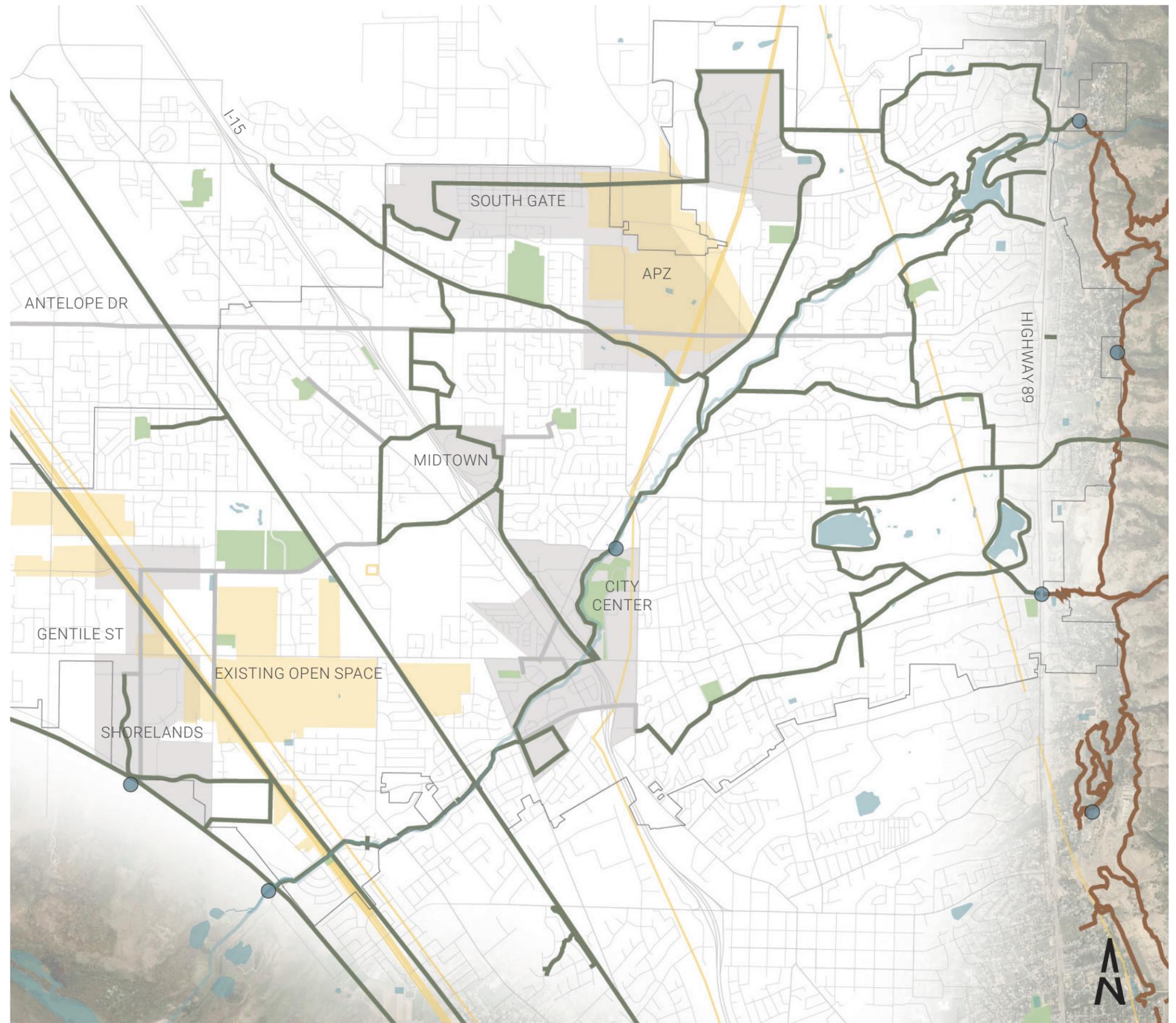
The current trail network in Layton is extensive. The proposed trails fill in missing connections. Each trail is classified into one of three categories.

- PAVED TRAILS - multi-use space for pedestrians and cyclists
- UNPAVED TRAILS - natural looking trails along the Wasatch Mountains connecting to several hiking routes
- SIDEWALKS - multi-use on major arterial streets, further connecting inner city trails (e.g., Antelope Drive)

Layton has introduced new parks and updated the amenities in current parks. These opportunities provide more ways for residents to enjoy and explore the unique natural systems that surround them.

Agriculture continues to be an important asset to Layton and its residents. The current agriculture lands should be preserved for future generations. Building a power line corridor trail is one example of how to utilize the land for agricultural purposes, while continuing to preserve and connect precious resources for bird migration.

- Parks
  - Preserved agriculture land
  - Power lines
- Trail Classification**
- Unpaved trail
  - Paved trail
  - Sidewalk
  - Trailhead





# CONNECTING FAUNA

## WILDLIFE CORRIDORS

The natural areas within and around the city of Layton are a unique system of habitats and resources that should be maintained and preserved.

Layton and the nearby Great Salt Lake Shorelands Preserve are home to millions of migratory birds each year. Providing “stepping stones,” allows for the travel of wildlife from mountain to shore.

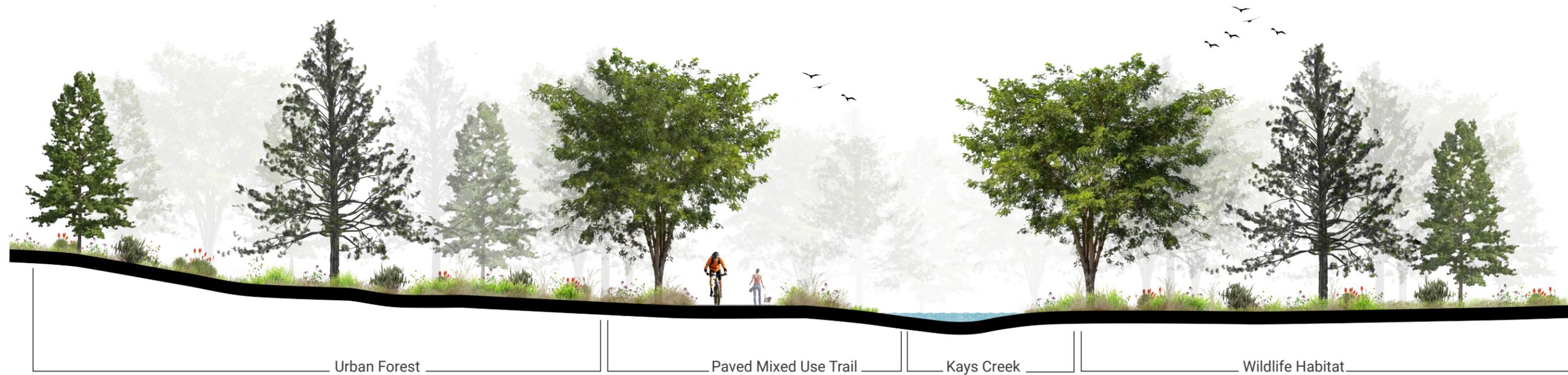
The urban forests that surround Kays Creek and Hobb’s Reservoir are prime locations for a multi-use trail that extends across I-15 to the Shorelands. These urban forests provide many benefits to the residents and should continue to be preserved.

This natural corridor can be continued by restoring Kays Creek and allowing access through the City Center. In places where physical daylighting isn’t possible, cultural daylighting techniques can be used to remind citizens of the natural systems that extend through Layton.





# KAYS CREEK CROSS SECTION



# HUMAN-POWERED HUBS



Throughout the inventory, analysis, design, and mapping process of the systems throughout Layton, several overlap areas were found. It's proposed that these overlapping areas provide a variety of amenities.

These human-powered hubs build off of the centers identified in the Layton Forward General Plan. Each primary hub lines up with a business or neighborhood center and the secondary hubs offer similar amenities on a smaller scale in between centers.

## PEOPLE

- Primary hub
- Secondary hub

## Bike Lanes

- Protected lanes
- Buffered lanes
- Shared lanes

## FLORA

- Parks
- Preserved agriculture
- Power lines

## Trails

- Unpaved trail
- Paved trail
- Sidewalk
- Trailhead

## FAUNA

- Urban forest
- Waterways
- Natural areas



Ⓐ GREEN SPACE



Ⓑ LOCAL SHOPS



Ⓒ BIKE INFRASTRUCTURE



Ⓓ URBAN TRAILHEADS



Ⓔ WATER REFILL STATION



Ⓕ PUBLIC RESTROOMS



Ⓖ PASSIVE RECREATION



## HOW IT FITS

The map to the right shows each of these systems in the City Center. The historic downtown serves as a major hub for all systems - public transit, bike infrastructure, trails, and natural systems.

A variety of amenities can be incorporated into each of these hubs, depending on the need, of the surrounding area.

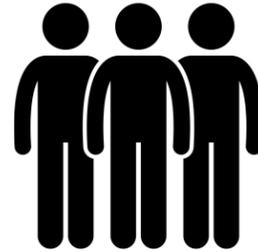


- Ⓐ Green space
- Ⓑ Local shops
- Ⓒ Bike infrastructure
- Ⓓ Urban trailheads
- Ⓔ Water refill station
- Ⓕ Public restrooms
- Ⓖ Passive recreation
- ⊙ Primary hub
- ⊙ Secondary hub

# CONCLUSION DYNAMIC SYSTEMS



## PEOPLE



### BUS ROUTES

Existing: 4 regional routes  
1 trolley route  
Proposed: 49.95 miles

- BRT: 19.25 miles
- Local bus: 30.70 miles

### BIKE LANES

Existing: 4.50 miles  
Layton Forward: 28.50 miles  
Proposed: 84.30 miles

- Protected: 21.25 miles
- Buffered: 36.55 miles
- Shared: 26.50 miles

Layton has made large strides with the Layton Forward General Plan to improve the daily life of its residents. By implementing stronger connections for people, flora, and fauna, the city centers will be strengthened. Strengthening the three main corridors in the city (Kays Creek, the power line trail, and Antelope Drive) offers a dynamic 15-mile loop connection from mountain to shore.

As Layton's population continues to grow, so will the use of single occupancy automobiles. The systems proposal provides more bike lanes and public transportation routes for residents with multiple options to get around the city. This facilitates the transition to multi-modal transportation systems by giving people the opportunity to choose a more sustainable way of mobility. These proposals highlight convenience in public transit and cycling instead of driving. This is in an effort to rebalance mobility systems and return to the simple and connected routes from the past.

## FLORA



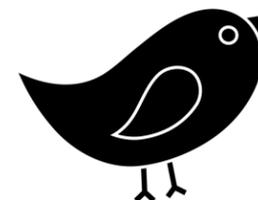
### TRAILS

Existing: 15.50 miles  
Layton Forward: 18.14 miles  
Proposed: 20.86 miles

- Paved: 20 miles
- Sidewalk: 8.6 miles

Implementing inner city trails will allow people to reconnect with nature. This provides opportunities for outdoor recreation which encourages a healthy and happy lifestyle. The trail network boasts accessibility for all residents by having trailheads and access points throughout the city. The park system is heavily incorporated into the trail network which provides open green space destinations. Using the power line trail as an urban agriculture corridor builds on the historical identity of the city while providing increased connectivity.

## FAUNA



### ECOLOGICAL CORRIDORS

Urban forest: 100% preservation  
Kays Creek corridor: 5+ miles  
Wildlife steps: 0.55 square miles

The unique ecological corridors in Layton should be preserved. These natural resources are valuable, irreplaceable, and add to the attractiveness of the city. With millions of birds using Layton as a checkpoint during migration, these urban forests and waterways should be preserved to build habitat and Layton's identity. Establishing "wildlife steps" in the city will bring people back to nature and provide needed habitats for many species.

Each of these dynamic systems is unique and can be used to build the identity of Layton while connecting the mountains to the shore. Emphasizing an integrated connectivity system will lead to increased economic drivers in the centers, public equality, sustainability, and happy, healthy residents.

# MASTER PLAN SYNTHESIS



## PEOPLE

### Bike Lanes

- Protected lanes
- Buffered lanes
- Shared lanes

### BRT Routes

- Midtown Trolley

### Bus Routes

- West Loop
- North Recreation Loop
- South Recreation Loop

## FLORA

- Parks
- Preserved Agriculture
- Power Lines

### Trails

- Unpaved Trail
- Paved Trail
- Sidewalk Trail
- Trailhead

## FAUNA

- Urban Forest
- Water Ways
- Natural Areas



**UtahStateUniversity**  
LANDSCAPE ARCHITECTURE &  
ENVIRONMENTAL PLANNING