5. BUSINESS CENTERS

Locations for Innovation and Employment

Business Centers are primarily commercial, providing locations for corporate office campuses, technology centers, research facilities, with a secondary focus on supporting light manufacturing. Limited commercial retail and hospitality supportive of the Business Centers should also be considered. Adequate building setbacks, building height transitions and landscaped buffers must be included when development is proposed adjacent to residential neighborhoods.

Residential development is not permitted within Business Centers to ensure the City’s ability to attract and maintain employment generating uses. Two Business Centers are featured on Layton City’s Land Use Map: East Gate and West Davis.

PRESERVING LAND FOR FUTURE EMPLOYMENT OPPORTUNITIES

Business Centers are most successful when they have access to major transportation corridors, a great workforce and a variety of housing choices. Layton supplies all three, in addition to convenient access to the Salt Lake International Airport. Both Business Centers are located near attractive residential areas with a strong and growing workforce.

As of 2018, Layton’s residents commute about 47 minutes roundtrip to work each day, placing increasing demands on personal time and financial resources, and even greater demands on municipal and regional infrastructure. As land in Salt Lake and Utah Counties become increasingly scarce, and as population growth increases in Davis County, demand for employment locations within Davis County will grow. Layton’s Business Centers will be ready to provide employers the space needed to locate in the county, and provide residents with family-sustaining jobs closer to home. The East Gate and West Davis Business Centers preserve land for future employment opportunities.

In rapidly growing and developing areas like Layton, the immediate challenge is preserving land for high-quality employers in the face of residential growth and development pressure. Layton must be diligent in preserving land for job growth at its business centers.

BUSINESS CENTER STRATEGIES

- Protect large contiguous parcels of land to accommodate large employers, including securing and/or preserving access.
- Limit commercial retail and hospitality to those that support primary office/employment functions and to address needs associated with adjacent highway travel.
- When developing sites, take advantage of views and natural context (mountains, lake) while using land efficiently.
- Where feasible, encourage structured parking to reduce land consumption for a non-revenue or non-job creating use.
- When possible, employ shared parking strategies for maximum efficiency. Retail and hospitality functions may be compatible uses for sharing parking with office uses.
• Explore opportunities to maintain evening and weekend vibrancy by sharing employee conference facilities or outdoor amenity spaces with the larger community for events and activities.
• Encourage the efficient use of land by right-sizing the open space / plaza amenity area(s) to support business function needs, and by exploring opportunities for innovative storm water solutions, including consolidated storm water detention / conveyance systems.
• Develop multi-story buildings as a land efficiency strategy.
• Provide UTOPIA Fiber Optics to all areas of the Business Parks as an industry competitive advantage.

EAST GATE BUSINESS CENTER
Adjacent to Hill Air Force Base, East Gate is a prime location for related aerospace and advanced material industry employers with light manufacturing and flex space uses to support this core suite of businesses. East Gate is served by four adjacent/nearby major transportation corridors: Interstate 15, Highway 89, Interstate 84, and State Route 193 (Highway 193). Highway 193 provides immediate access to the “East Gate” of Hill Air Force Base, as a locational advantage for supply chain manufacturers. East Gate Business Park will house the next generation of high-tech composite advanced materials manufacturing businesses and jobs. It will be a business cluster of innovation and excellence, and play a significant role in strengthening our national defense and the engineering systems of tomorrow.
• Buildings will generally be a large manufacturing format of 100,000 to 500,000 square feet with an efficient shape conducive to manufacturing processes. Office and research uses are typically on multi-level portions of the building, when possible, optimizing the unique views of the mountains and the lake.
• Establish a unique brand and identity for the East Gate Business Center.

• Evaluate long-term land use development options for the current golf course that are supportive of the business park. Improve access from the business park into the golf course. The golf course could be modified to a private executive 9-hole golf course with incorporated buildings.
• Evaluate long-term land use options for the Wasatch Integrated Waste Land Fill. Once filled, closed and capped, the landfill could be converted to a managed open space amenity for recreational use by business park employees and nearby residents.
• Develop and incorporate trails as identified in Layton City Parks, Recreation, Trails, Open Space & Cultural Facilities Master Plan.
• Develop public roadways to provide access and circulation by implementing the Business Center’s Vehicle Circulation Plan, which identifies key access and throughways, including a potential street connection to South Weber City.
• Incorporate landscaping along streets, parking areas, and around buildings and properties to stabilize cut and fill slopes, minimize dust and reflective heat impacts, and to promote a unified business park quality and identity.

WEST DAVIS BUSINESS CENTER

West Davis Business Center is adjacent to the planned, approved, and soon to be constructed West Davis Corridor. Layton is the only municipality preserving land adjacent to its 2700 West interchange for major business development. The interchange will provide convenient access into Layton to the north from 2700 West, and east from Layton Parkway. With this new infrastructure, the Business Center will fulfill the increasing market demand for office space in Davis County, and offer immediate access to a talented and diverse workforce.

• Plan efficient land uses. Buildings should front a walkable and bikeable network of streets. Open spaces should provide amenity courtyards and plaza-type spaces rather than a sprawling development pattern with excessive open space.

• Retail is a secondary use at the West Davis Business Center and should not compete with nearby West Layton Town Center. Opportunities for supportive retail and services include highway-serving gas stations, convenience, and quick-serving restaurants. Like office buildings, these should be developed in a walkable development pattern as street-facing structures with parking lots to the rear.

• While the Business Center is expected to be primarily office use space, allow efficient and compact forms of industrial flex space and recreational/entertainment uses.

• West Davis Corridor is anticipated to become a scenic byway that will serve as a gateway to West Layton, and border The Nature Conservancy’s Great Salt Lake Shoreland Preserve. Development and the urban design of the interchange will create a sense of arrival, branding and identifying the West Davis Business Center. A wetlands or lakeside theme may be appropriate.

• Continue to explore scenic byway designation with regional partners for the West Davis Corridor, and incorporate such standards into the 2700 West interchange design.

• Develop a recreational and commuter multi-purpose trail connecting the West Davis Business Center north to the West Layton Town Center, and south to the Nature Conservancy Shoreland Preserve as identified in the Layton City Parks, Recreation, Trails, Open Space & Cultural Facilities Master Plan.

• Explore alternative transportation options, including park and ride options. Prepare a transit plan for a “Lakeside” Trolley as a connecting transit option for employees and West Layton residents, similar to the existing Midtown Trolley in the central core of Layton.