



# Wasatch Choice Vision: Identifying Aspirations

Regional Growth Committee, 14 August 2024

# The Wasatch Choice Vision and Regional Transportation Plan Update

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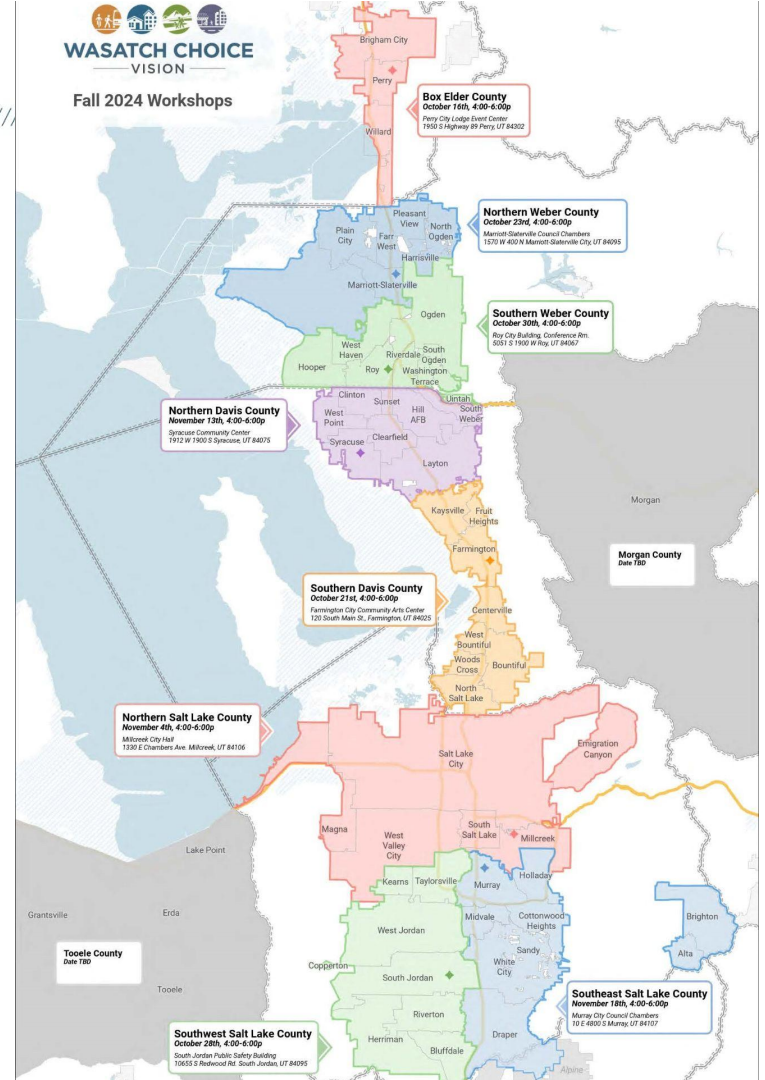
1. Discuss approach to the Wasatch Choice Vision workshops
2. Key question: what should be our pattern of growth? (includes preview of new resources)
3. Spotlight on Layton: local implementation of Wasatch Choice

# Process of Identifying Needs and Aspirations

<b>Audience</b>	<b>When</b>
General Public	Fall 2024
Local Gov Workshops	Fall 2024
Private, Non-profit Meetings	Underway, ongoing
Agency Partners	Underway, ongoing
Refinement of ideas in 2025	

# Wasatch Choice Fall Workshops

- Local elected officials
- Key local staff
- County officials
- UDOT
- UTA
- Others



# Workshop Objectives

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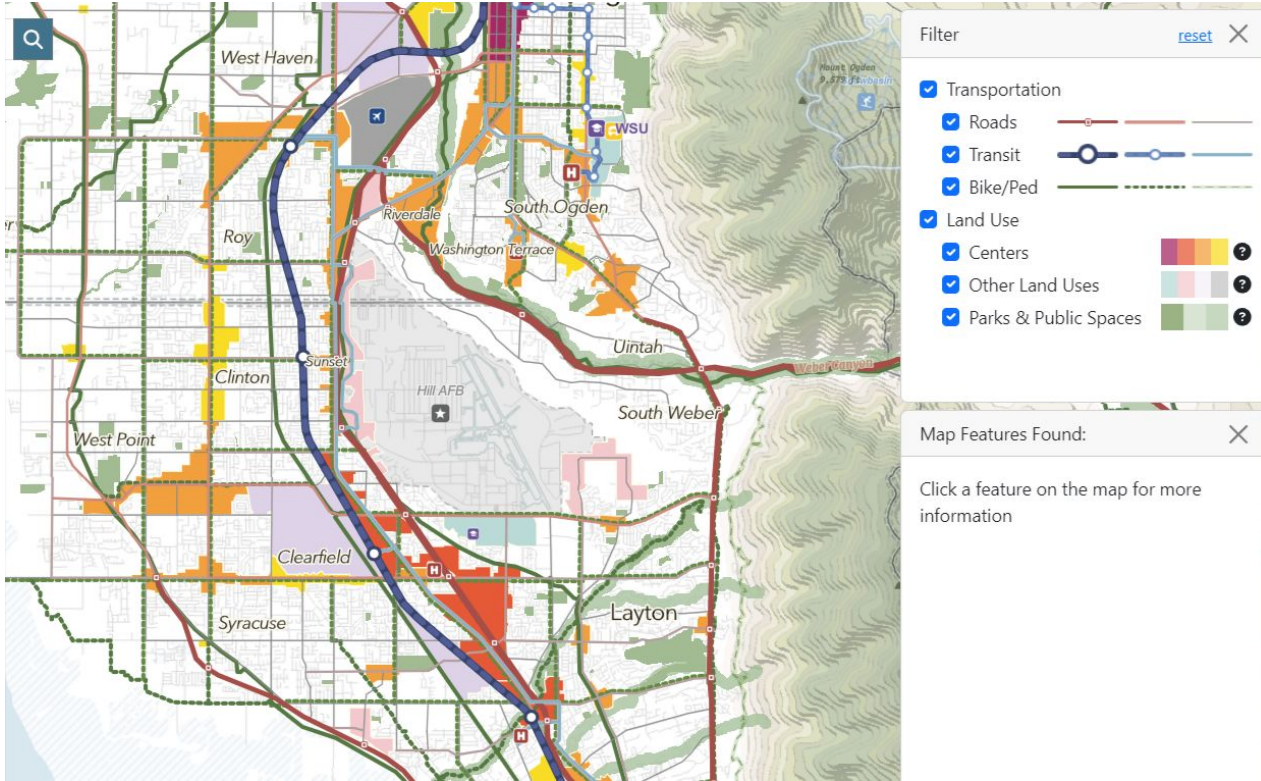


**Update your  
Wasatch Choice  
centers and land  
uses**



**Explore  
transportation  
aspirations**

# The workshop map

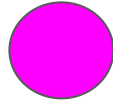


- Existing RTP
- Beehive Bikeways Draft
- Wasatch Choice Centers and Land Uses

# Stickers to explore your land use aspirations

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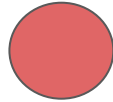
Metro centers



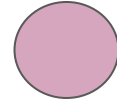
Educational Center



Urban centers



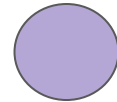
Employment District



City centers



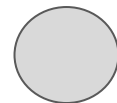
Industrial District



Neighborhood centers



Special District



## 2. Transportation ideas and aspirations

### Map transportation ideas

Fast / frequent bus



Bus rapid transit



Rail



Small road/ add lane



New major road



Bike/ ped lane



Protected bike/ped path



### Identify transportation issues

Safety improvement



Throughput improvement



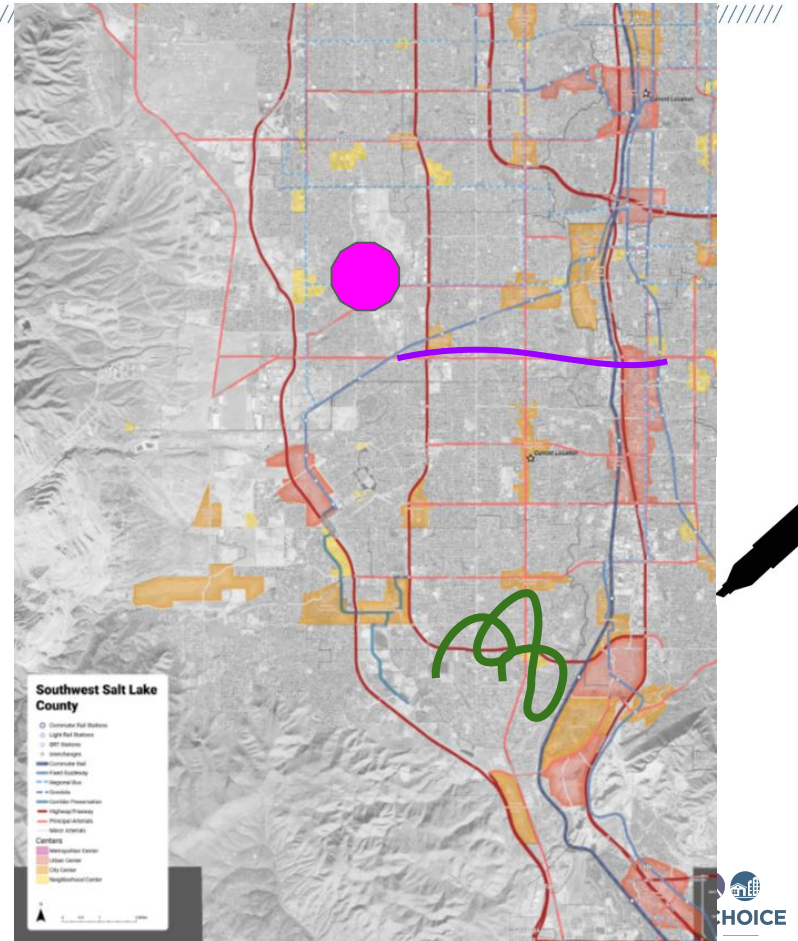
Beautification improvement





# Affirm and explore

1. Centers and other land uses
  - Optional: How far along in implementation is each center?
2. Transportation projects
  - Including Beehive Bikeways
  - Identify transportation issues



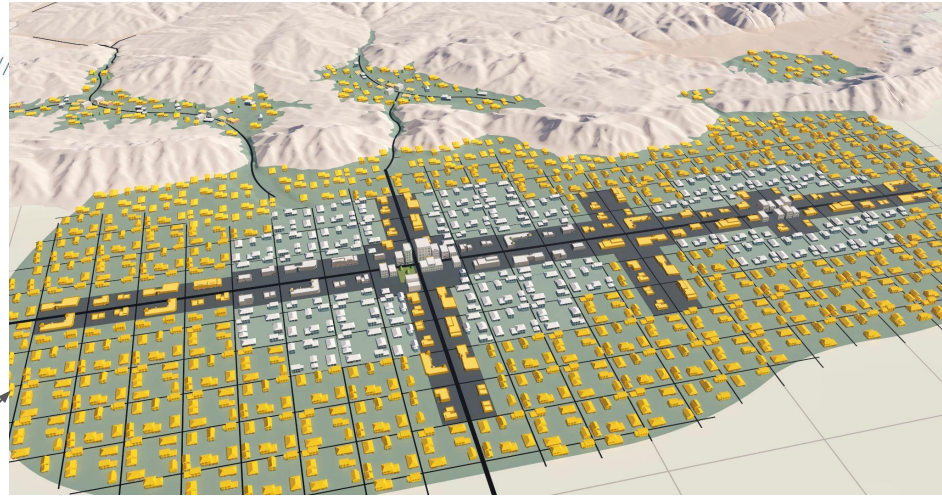
# The Wasatch Choice Vision and Regional Transportation Plan Update

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- 2. Key question: what should be our pattern of growth?**
3. Spotlight on Layton: local implementation of Wasatch Choice

# Land use affects transportation

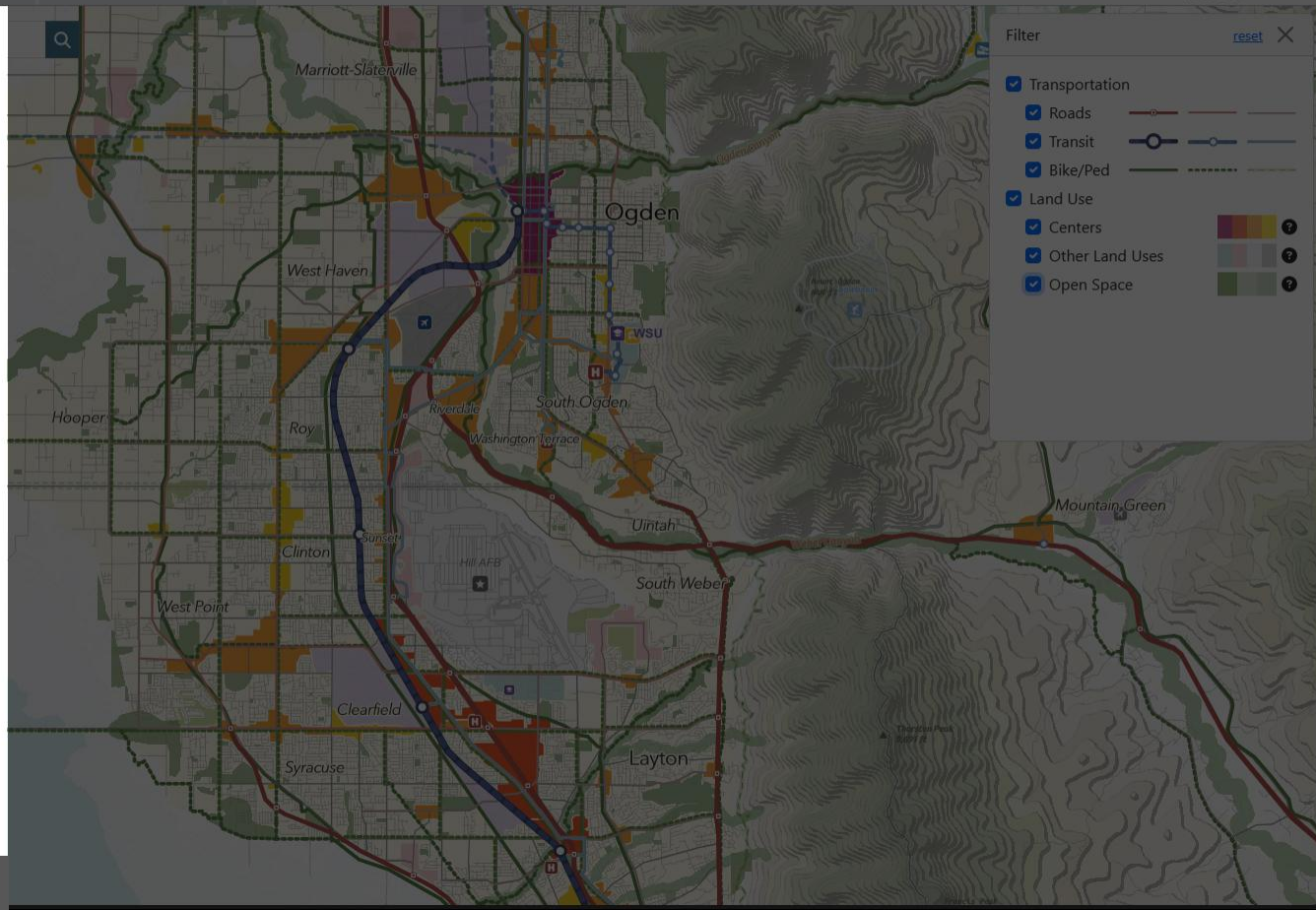
*growth*



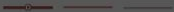





# Goals and Benefits

The Vision is designed to improve quality of life now and for generations to come.

-  Livable and healthy communities
-  Access to economic and educational opportunities
-  Manageable and reliable traffic conditions
-  Quality transportation choices
-  Safe, user friendly streets
-  Clean air
-  Housing choices and affordable living expenses
-  Fiscally responsible communities and infrastructure
-  Sustainable environment
-  Ample parks and public spaces



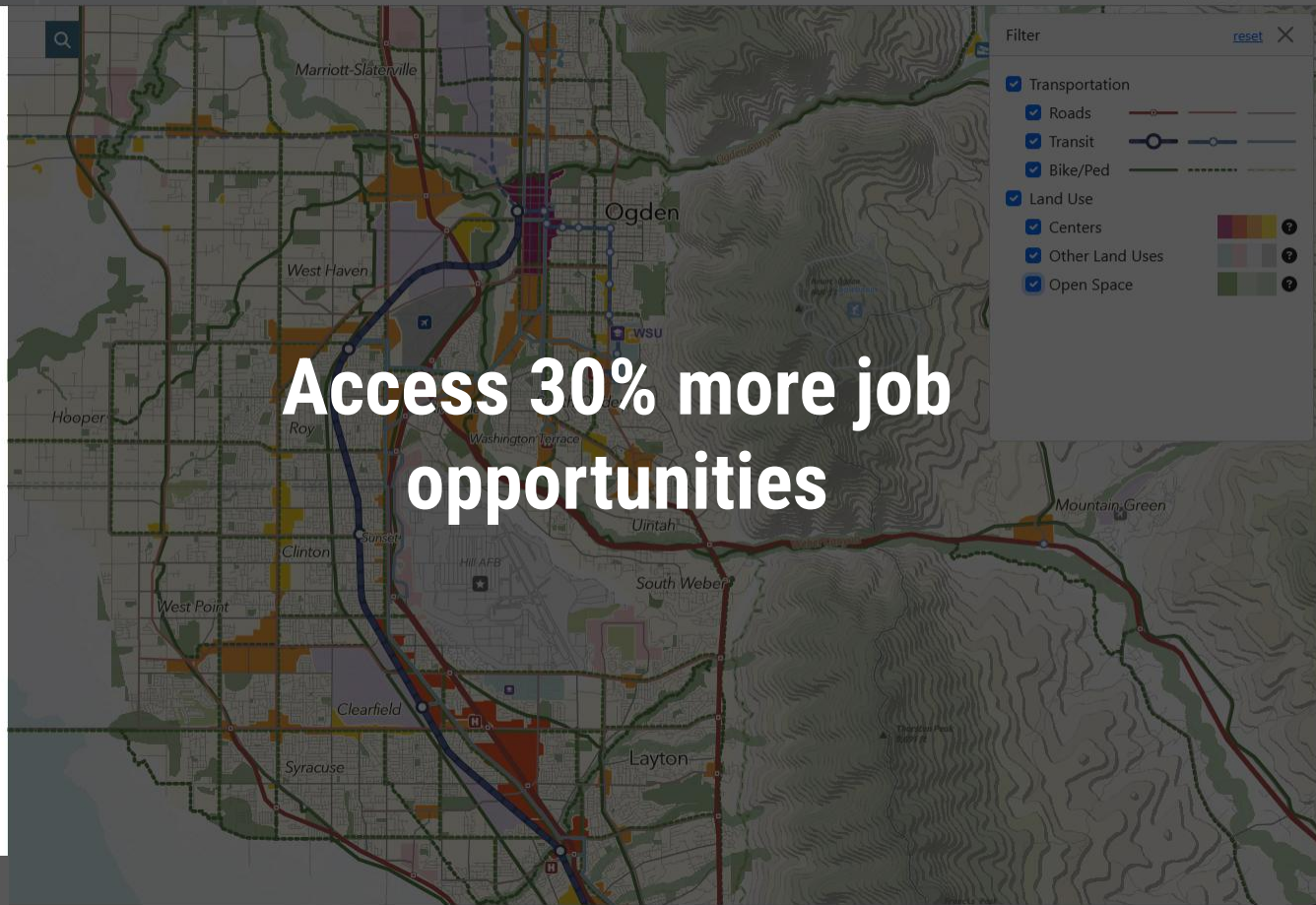
Filter reset X

- Transportation
  - Roads 
  - Transit 
  - Bike/Ped 
- Land Use
  - Centers 
  - Other Land Uses 
  - Open Space 

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# Wasatch Choice Land Use



**METROPOLITAN CENTERS**



**URBAN CENTERS**



**EMPLOYMENT DISTRICTS**



**INDUSTRIAL DISTRICTS**



**CITY CENTERS**



**NEIGHBORHOOD CENTERS**



**RESIDENTIAL AREAS**



**PARKS & PUBLIC SPACES**

# Wasatch Choice Centers



NEIGHBORHOOD CENTERS



CITY CENTERS



URBAN CENTERS



METROPOLITAN CENTERS





# A Center is...

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1

**Walkable**

2

**Live, work,  
play**

3

**Activity is focused**

# & there are other things that make a Center successful

Successful centers contain some of the following uses:

- Housing
- Retail/dining
- Office space and employment opportunities
- Public spaces
- Civic uses

Centers are not:

- Strip malls
- Auto-oriented



*HOLLADAY, UTAH*

# & there are other things that make a Center successful

Successful centers include **placemaking**:

- Community gathering spaces
- Interest, unique architecture
- Wayfinding signage, pedestrian oriented
- Parking in the rear of buildings
- Destinations
- Progaming
- Greenery
- etc.



*CENTER STREET, LOGAN*



*PIONEER PARK, SALT LAKE CITY*

# Neighborhood Center: Up to Three Stories

1-3 Stories

Standard Bus



## Neighborhood Amenities:

Small grocer, salon, beverage shop,  
City hall, public space

**More Housing Choices:**  
Townhomes, Twin Homes, Apartments,  
Condos, Small lot Single Family

# Neighborhood Center



# Neighborhood Center



# City Center: Up to Four Stories

1 - 4 Stories

Enhanced Bus



New housing strengthens existing retail

More shopping, dining and jobs

Comfortable transitions to existing neighborhood

**More Housing Choices:**  
Townhomes, Twin Homes, Apartments,  
Condos, Small lot Single Family

# City Center





# City Center



# Urban Center: 2 - 8 Stories

2-8 Stories

Bus Rapid Transit



Internal parking

Regional scale employment

3 story transitions

# Urban Center



# Urban Center



# Metro Center: 3-20+ Stories

3 - 20+ Stories

Rail Transit



Shared parking,  
hidden parking,  
fewer parking lots

Regional  
destination  
open spaces

# Metro Center



# Benefits of Centers

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- ↑ Biking, walking, and transit use
- ↑ Property and sales tax per acre
- ↓ Street and utility costs per units
- ↓ Indoor and outdoor water use per units
- + Residents feel a “sense of place”
- + Ability to maintain open space, larger lots, or established businesses elsewhere in your community

# Layton City Implementing Town Centers





# Wasatch Choice Vision: Identifying Aspirations

Regional Growth Committee, 14 August 2024





Community • Prosperity • Choice

# Layton City Implementing Town Centers



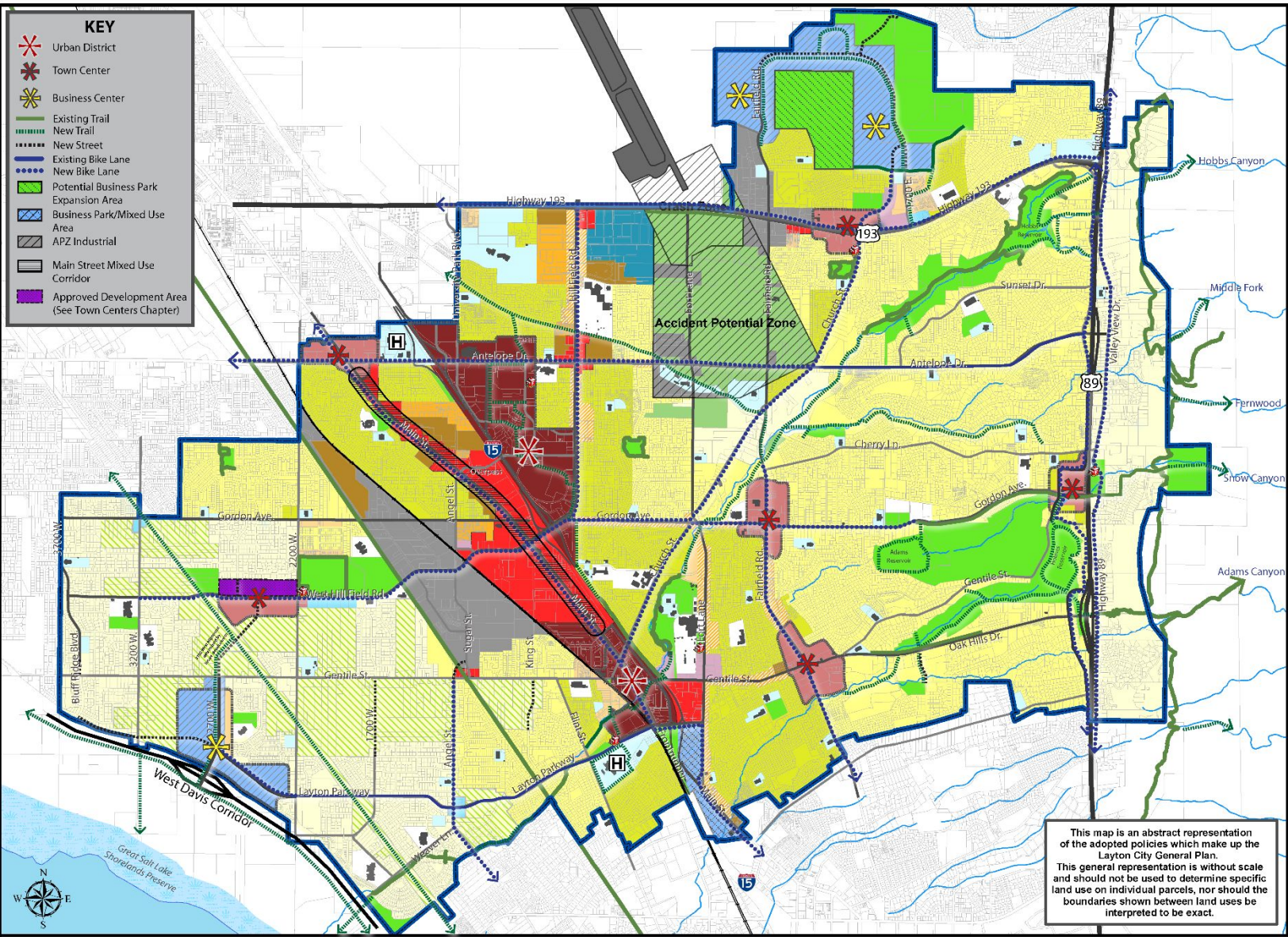
Community & Economic Development Department

# Layton City General Plan

## LEGEND

- Future City Boundary\*
- West Davis Corridor
- Highway/Freeway
- Interstate 15
- Rail Lines
- Arterial Street
- Collector Street
- Off Ramp
- On Ramp
- Rights of Way
- Property
- APZ Easement
- Open Space/Public Facility
- School
- Institutional Use
- Manufacturing
- Industrial Flex
- Urban District
- Town Center
- Commercial
- Professional Business
- Business/Research Park
- Agriculture
- Low Density with Neighborhood Ag Heritage Overlay
- Low Density Residential
- Neighborhood Residential
- Community Residential
- Transitional Residential
- Condo/Townhouse
- Condo/Apartment
- Mixed Use
- Mixed Use Corridors
- Great Salt Lake
- ELEVATION
- 4202
- 4218
- Lakes
- Streams
- Hill Airforce Base Runway
- Buildings/Public/Quasi Public
- Fire Stations

- ### KEY
- Urban District
  - Town Center
  - Business Center
  - Existing Trail
  - New Trail
  - New Street
  - Existing Bike Lane
  - New Bike Lane
  - Potential Business Park Expansion Area
  - Business Park/Mixed Use Area
  - APZ Industrial
  - Main Street Mixed Use Corridor
  - Approved Development Area (See Town Centers Chapter)



\*Includes future annexation areas  
 Land Use descriptions are provided in Section 2 of the Layton Forward General Plan document.



Adopted Date: 9/5/2019  
 Printed Date: 10/13/2021

This map is an abstract representation of the adopted policies which make up the Layton City General Plan. This general representation is without scale and should not be used to determine specific land use on individual parcels, nor should the boundaries shown between land uses be interpreted to be exact.

# Greenfield Town Centers

## Gordon Ave & Hwy 89 – Town Center



## West Layton – Town Center



# Gordon Ave & Fairfield Town Center

- Project Area 45.13 Acres
- 180,000 – 220,000 Commercial/Retail Space
- 220 – 270 Housing Units

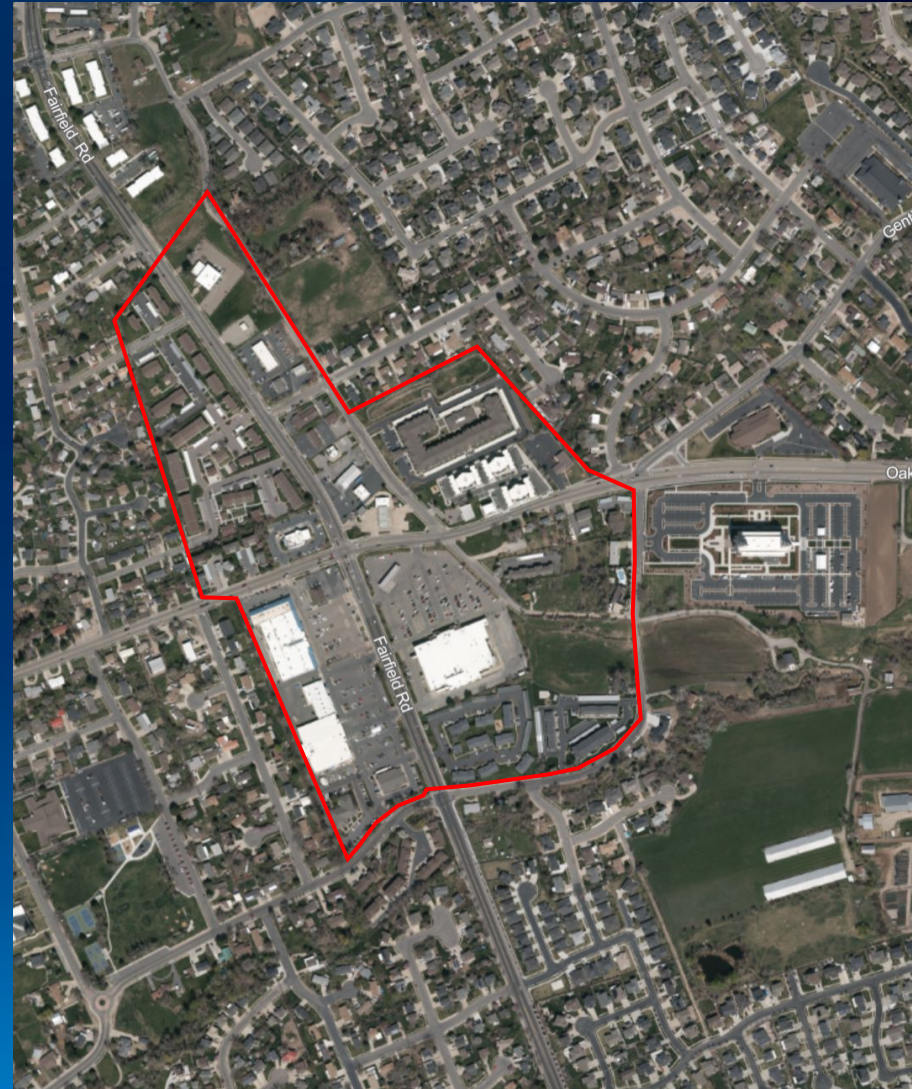


# Established Town Centers

Gordon Ave & Fairfield Rd – Town Center



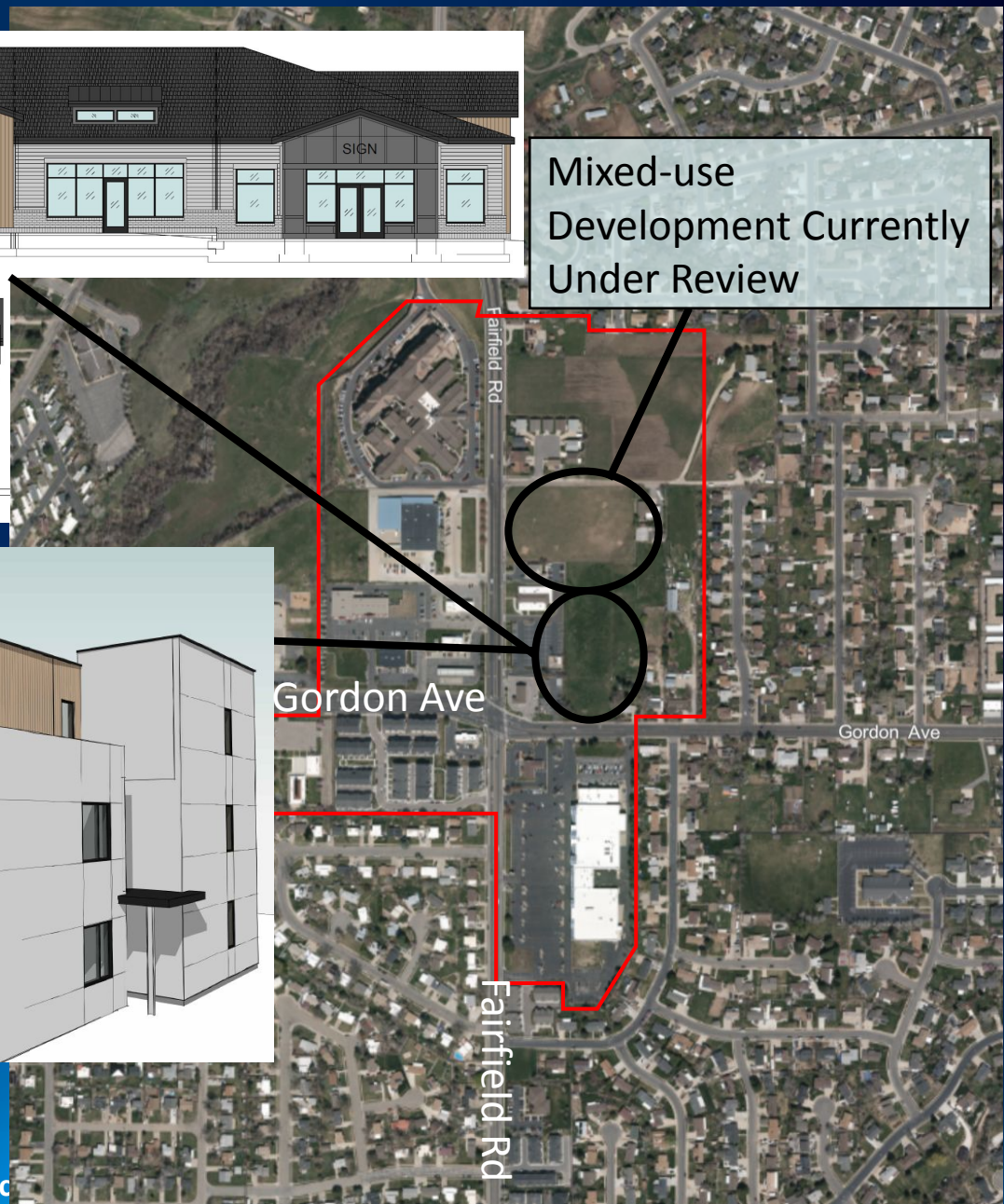
Gentile St & Fairfield – Town Center



# Gordon Ave & Fairfield Rd – Town Center



Mixed-use  
Development Currently  
Under Review



# Gentile St & Fairfield – Town Center



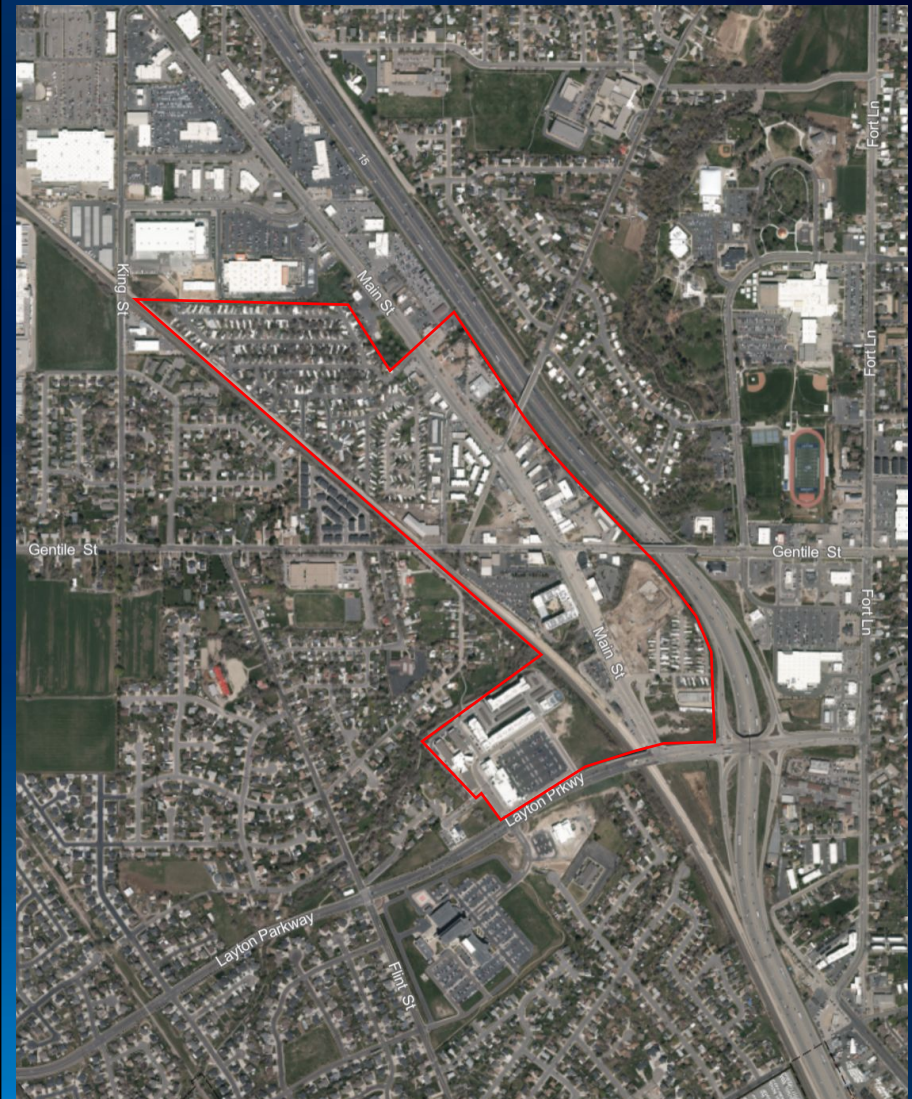


# Urban Districts

## Mid Town – Urban District



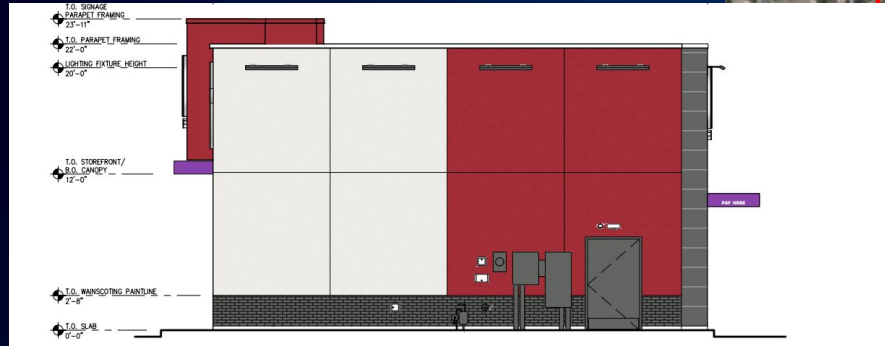
## Downtown – Urban District



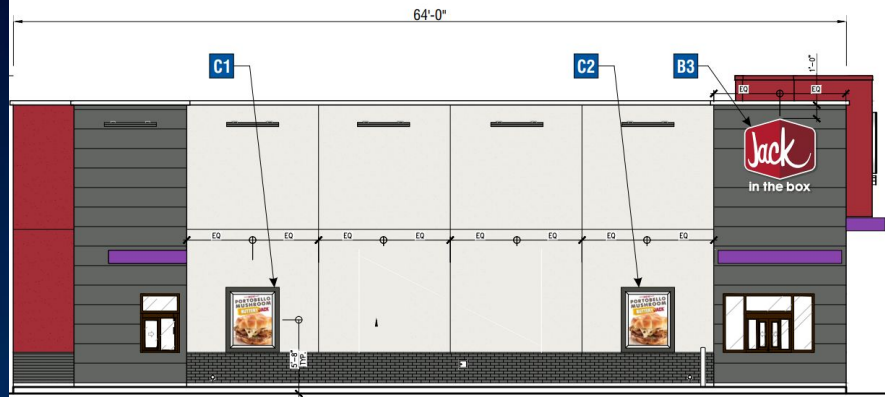
# Downtown – Urban District



# Gentile St & Fairfield – Town Center



Fairfield Road Elevation



Gentile Street Elevation



# Lessons Learned

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- Early public input and buy-in is key in implementing Centers
- Be sure that your development standards keep up with your vision for the Center
- Once General Plan/Town Center plans have been adopted with public participation, be careful in considering significantly higher densities outside centers and corridors
  - Public Trust



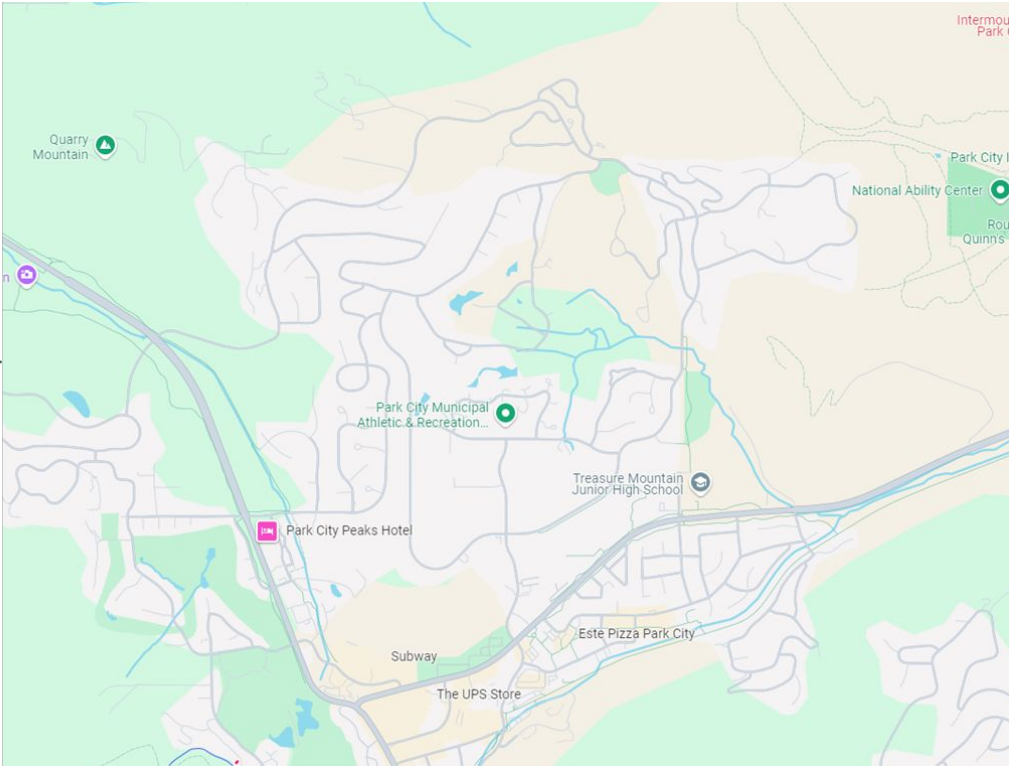
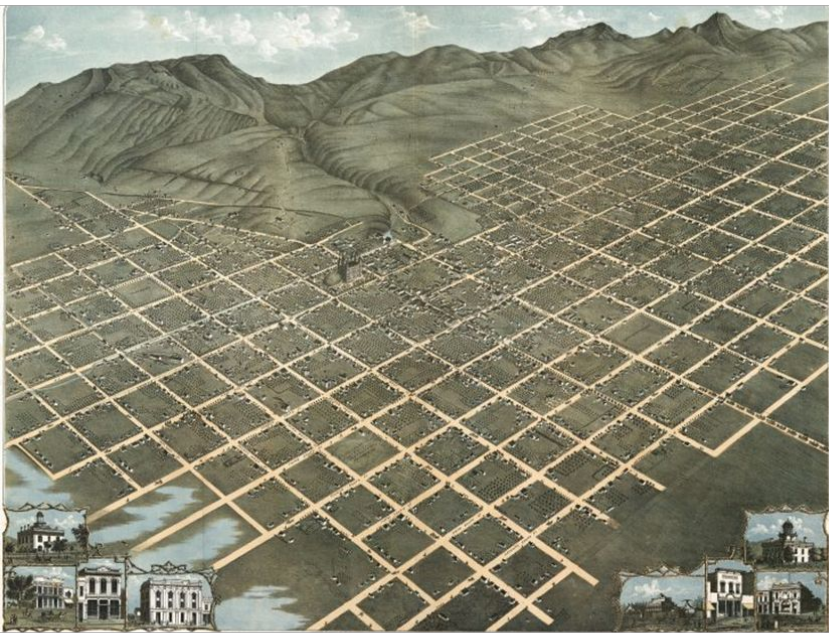




# Major Transportation Studies Exploring our Future

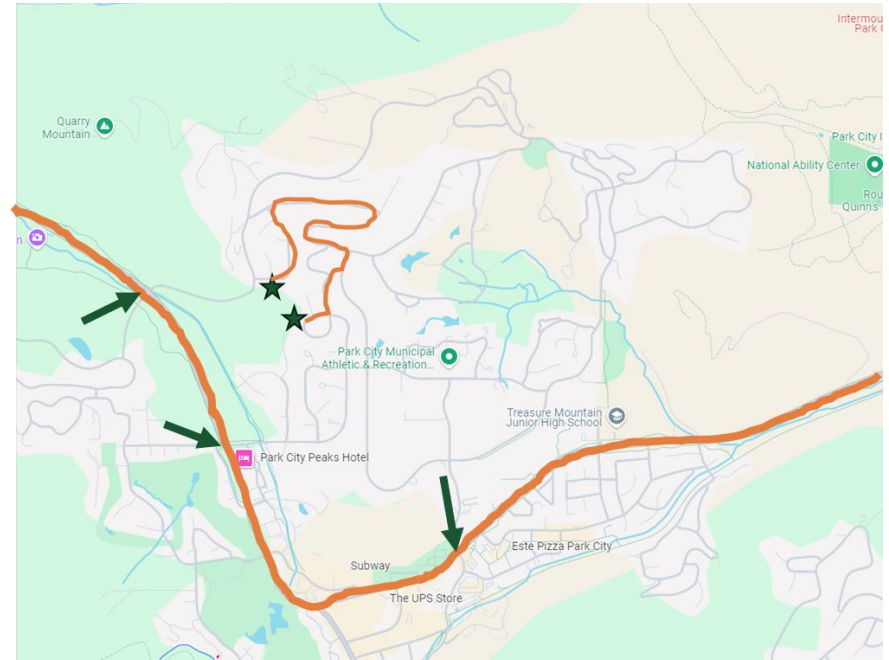
Regional Growth Committee // October 10, 2024

# Regional Roadway Grid Study



# Regional Roadway Grid Study

- » Dependent on one or a few facilities for most/all trips
- » Regional facilities become congested with local traffic
- » Limited access points
- » Lack of resiliency
- » More out-of-direction travel
- » Difficult environment for biking, walking, and transit





# Regional Roadway Grid Study

## Building on prior efforts to identify new, regionally significant connections and projects to improve mobility for all four of Utah's MPO regions

1

### Assess Connectivity and Grid Function

We will assess how each of our MPO regions perform as a regional grid network and where connectivity challenges exist now and in the future

2

### Develop Solutions

Develop, test, and prioritize new and improved connections that help each region's network function better and realize grid network benefits

3

### Path to Implement

Prepare each region with a toolbox to formalize recommendations in regional plans, including cost estimates and funding/ownership options



# Power District Transportation Study



# Power District Transportation Study

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## Intended Outcomes

- » Detailed **recommendations** for additional infrastructure improvements:
  - Local streets
  - Regional roadways
  - All forms of public transportation
  - Trails and active transportation
- » Transportation demand **management for events**
- » **Implementation strategy**, including costs, funding opportunities, and timing



# Power District Transportation Study

JULY  
2024

JUNE  
2025

## Study Kick-Off

## Engagement of Stakeholders

## Understand Existing Conditions

Incorporate land use changes & understand how transportation influences placemaking

## Multimodal Transportation Concepts

Develop and evaluate transportation options & assess concept effectiveness

## Implementation Strategy

Identify project costs, funding strategies, and timing of projects

## Final Recommendations

# Transit Fresh Look

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- Explores options not previously considered
  - This will take a problem-solving "what would it take" approach
- Seeks to align partners to a shared Vision
  - A new look at the future of transit is warranted in this part of the region
- Will focus on regional transit connections
  - Not to forget about other modes

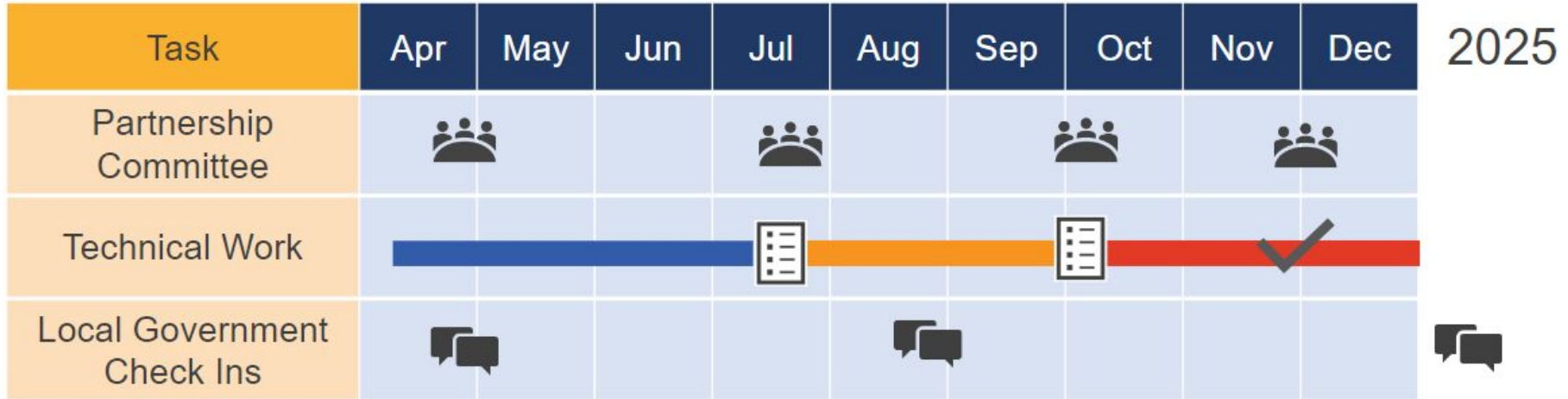
# Project Goals

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Project goals incorporate feedback received during the 1:1 jurisdictional conversations, the project kick off meetings, and online survey



# Project Schedule



- Diagnostics
- Discovery
- Refine

- Partnership Committee
- Deliverable Development

- Local Government Check Ins
- Partnership Vision

# Housing Capacity, Infrastructure, and Market Analysis





# PARTNERS



**Governor's Office of  
Economic Opportunity**



**GOVERNOR'S OFFICE OF  
Planning & Budget**



**WASATCH FRONT REGIONAL COUNCIL**



**MAG**

Expert Resources. Enriching Lives.



**BRAG**

Bear River Association of Governments



**Five County  
Association of Governments**



**REGIONAL COUNCIL**



**JORDAN VALLEY WATER  
CONSERVANCY DISTRICT**



**WEBER BASIN WATER  
CONSERVANCY DISTRICT**



**CENTRAL UTAH WATER  
CONSERVANCY DISTRICT**



**Kem C. Gardner  
POLICY INSTITUTE**

THE UNIVERSITY OF UTAH



# Project Overview

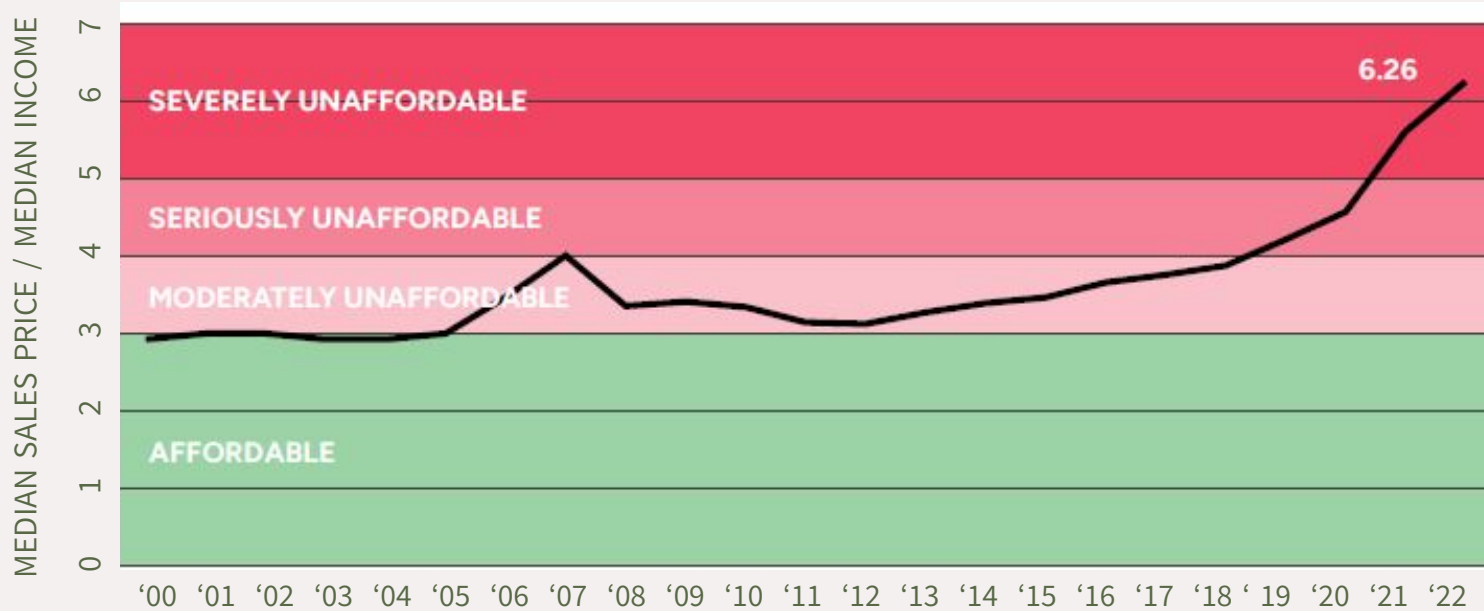
Utah faces an inflection point as **housing affordability reaches unprecedented levels**. Strong demand, from both internal sources and in-migration, is running into substantial supply constraints, including a lack of suitable land for development in the most sought-after locations.

This effort seeks to **understand how constraints and existing policies shape growth**.



# Utah's Most Unaffordable Market in History

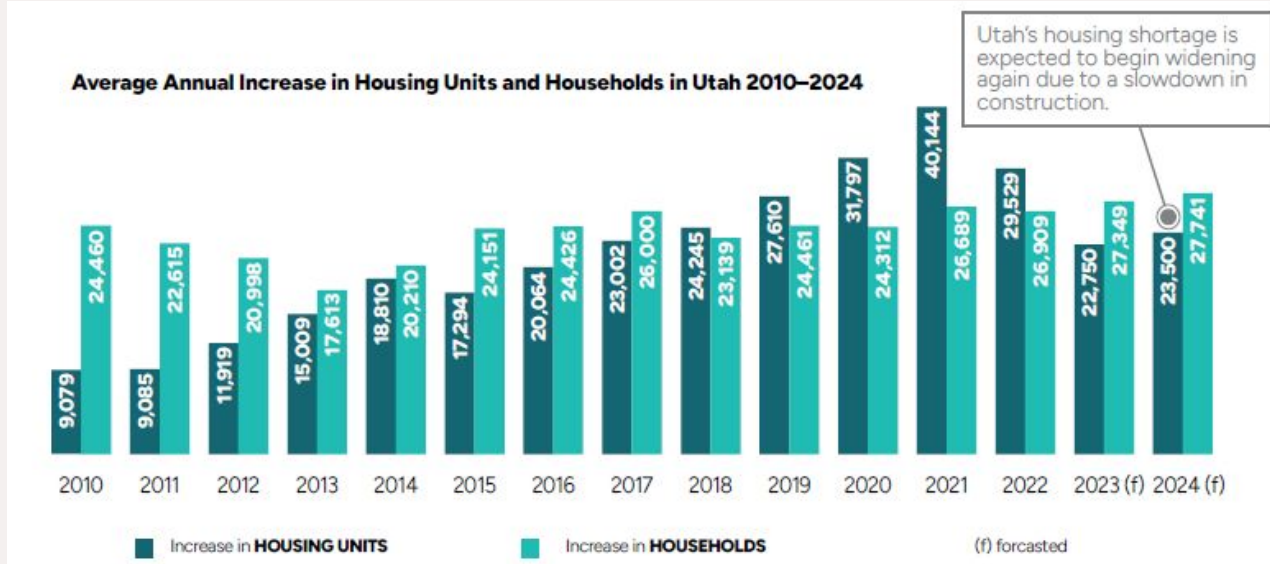
## Utah Median Multiple Affordability Rating, 2000-2022



Source: Kem C. Gardner Policy Institute

# A Widening Housing Shortage

Average Annual Increase in Housing Units and Household  
2010-2024

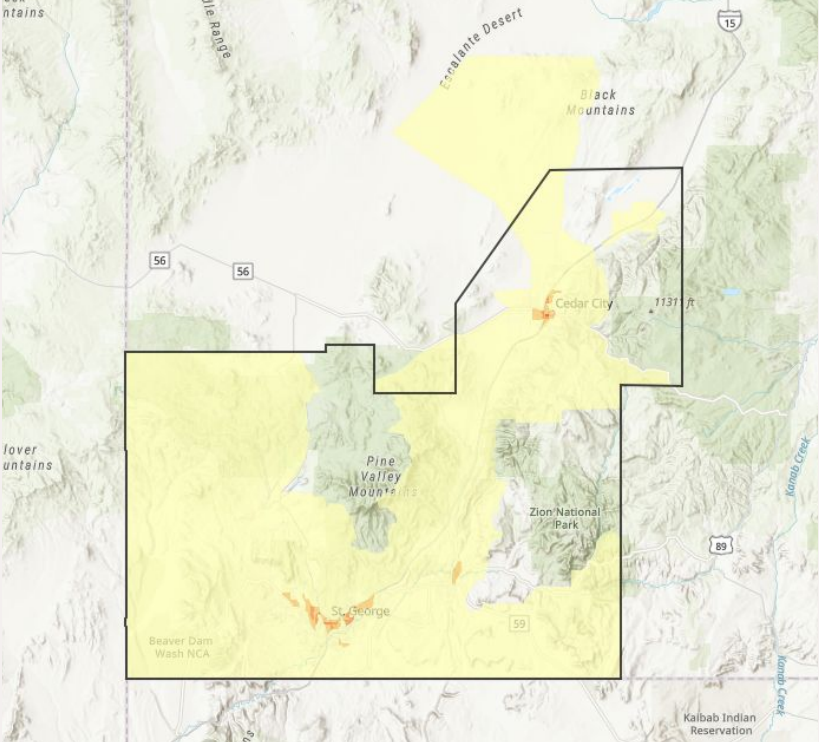
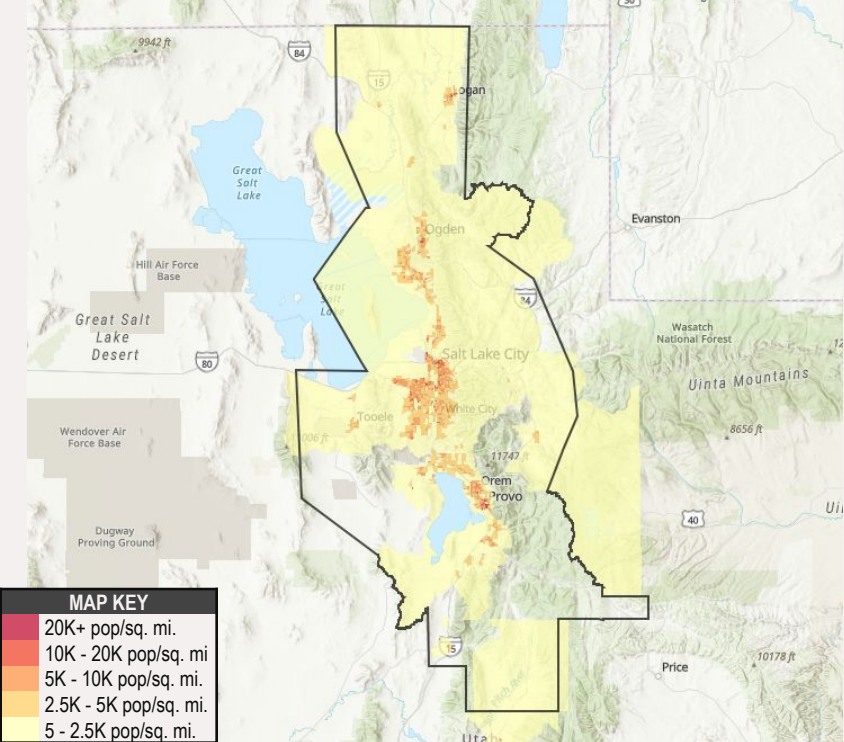


# The Process



  
We are here

# PROJECT AREAS GENERALLY ALIGN WITH POPULATION DENSITY



Census Blocks with Minimum Population Density of 5/Sq. Mi; Greater Wasatch Project Area & Southern Utah Project Area

# Advanced Air Mobility in Utah

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# Advanced Air Mobility in Utah

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## **Advanced Air Mobility in Utah:**

Collaborative effort between multiple organizations

## **Economic Impact:**

Over 8 manufacturing and operating companies in Utah  
\$1.5 Trillion industry by 2040

## **Future of AAM in Utah:**

Next 10 years - 5-6 vertiports & people movers  
Next 30+ years - 25-30 vertiports & large cargo delivery



AERONAUTICS







# Major Transportation Studies Exploring our Future

Regional Growth Committee // October 10, 2024