

Wasatch Choice

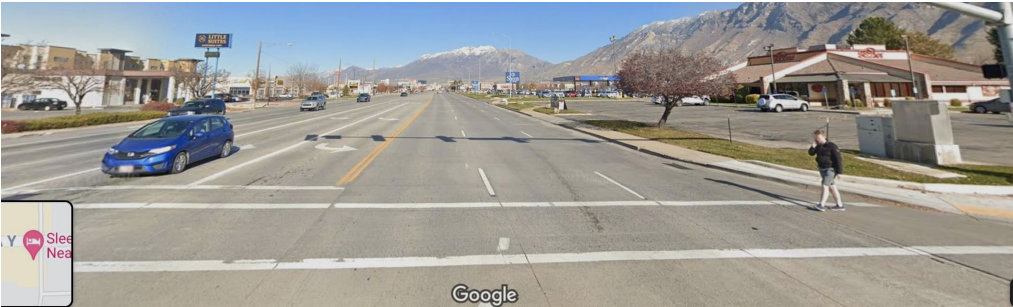
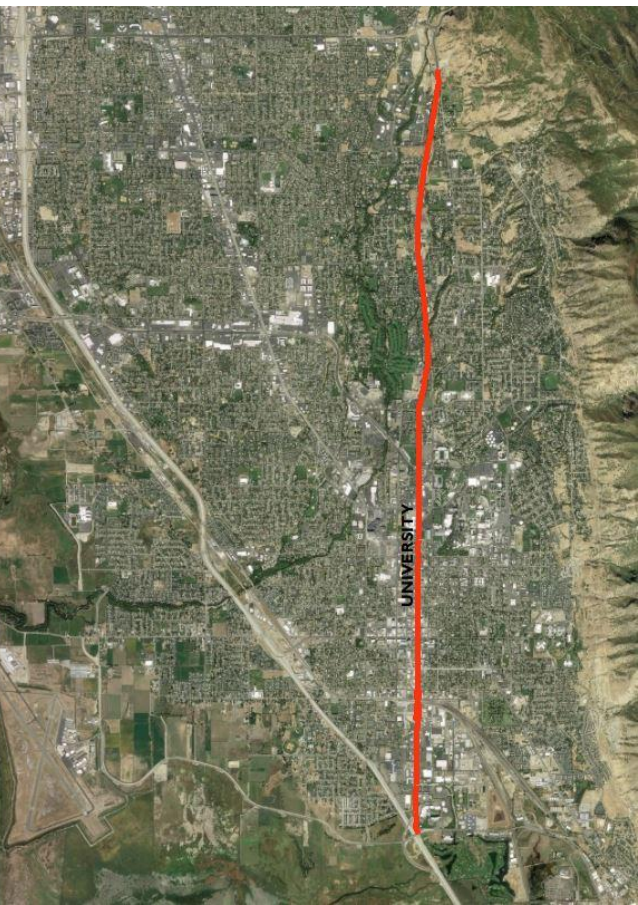
GREAT STREETS

A Framework for Regional Collaboration



DRAFT June 2023

University Avenue, Provo



Why street design matters



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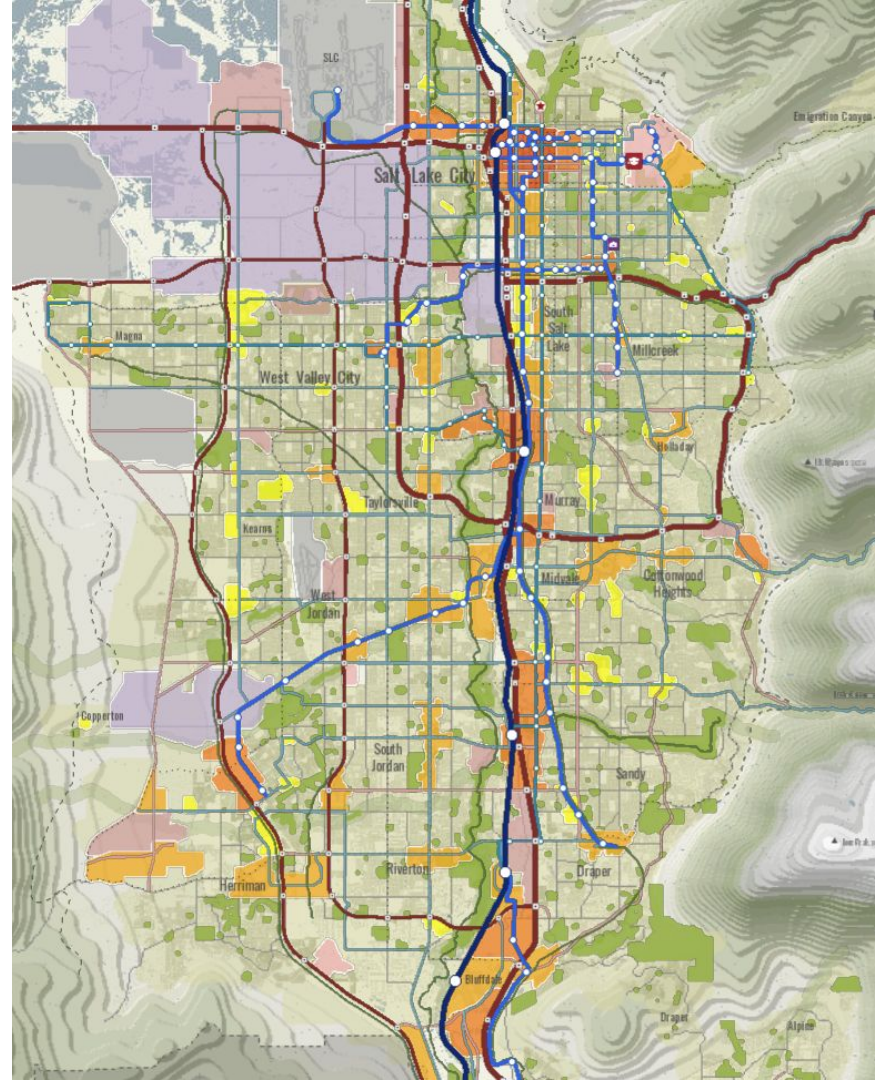
MAG
Expert Resources. Enriching Lives.



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Planning & Budget**



WASATCH CHOICE

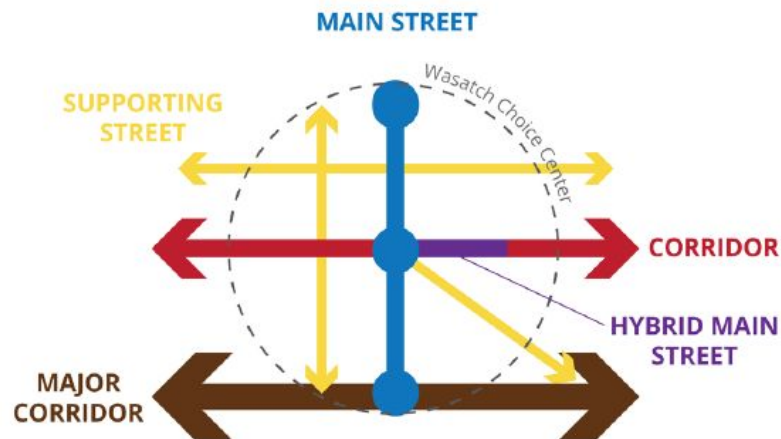


Street Types

Pedestrian-oriented

- Main Street
- Hybrid
- Corridor
- Major Corridor

Supporting Street



Automobile-oriented

Like the Wasatch Choice Great Streets Framework in general, the Great Streets Typology can be used to inform planning and decision-making by a variety of partners and in a number of ways. The Typology can be utilized in:

- ## Typology Format

Overview: Each Typology has a graphic that shows a hypothetical place with a street serving a range of community context.

Principles: Each Typology has a set of high-level principles that reflect the "roundtable" conversations among the Wasatch Choice Great Streets partners as part of the development of the Great Streets Framework, as well as a variety of best practices.

Examples: For each typology a set of (largely positive) examples are presented.

Community and Regional Transportation Context: The different typologies pair different community context with different elements of regional transportation - and the hypothetical street incorporates, supports and balances all these aspects of context.

Considerations for context elements: Callouts highlight specific elements of the hypothetical place being shown that relate to the Great Streets Framework elements of Complete Multi-Modal Network, Increased Safety, Enhanced Places, and Strong Economies.

A street that is part of an important regional connection and emphasizes moving people and goods. Corridors are different sizes, functional classifications, and scales and have various emphases on transportation modes.



Principles


- 1. Create a regional walking network, which is better able to absorb and connect with the existing walking network.
- 2. Make the walking network and the urban form more sustainable in the long term.
- 3. Make the walking network more sustainable in the long term by making it more people and goods friendly.
- 4. Make the walking network more sustainable in the long term by making it more people and goods friendly.
- 5. Make the walking network more sustainable in the long term by making it more people and goods friendly.
- 6. Make the walking network more sustainable in the long term by making it more people and goods friendly.
- 7. Make the walking network more sustainable in the long term by making it more people and goods friendly.
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- 9. Make the walking network more sustainable in the long term by making it more people and goods friendly.
- 10. Make the walking network more sustainable in the long term by making it more people and goods friendly.

Examples

DAYBREAK PARKWAY



Designed to be a complete neighborhood gateway and transit corridor, the project includes a roundabout, a transit station, and a mix of commercial and residential uses. The project is a key element of the city's long-term vision for a more sustainable and walkable community.



The project is a key element of the city's long-term vision for a more sustainable and walkable community. The project is a key element of the city's long-term vision for a more sustainable and walkable community.

900 EAST, SUGAR HOUSE, SALT LAKE CITY



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[illegible]

On Corridors, Regional Transportation Demand is typically roadways or highways that connect communities or have statewide significance; trucking routes; major intermodal routes; and key citywide or regional link corridors.

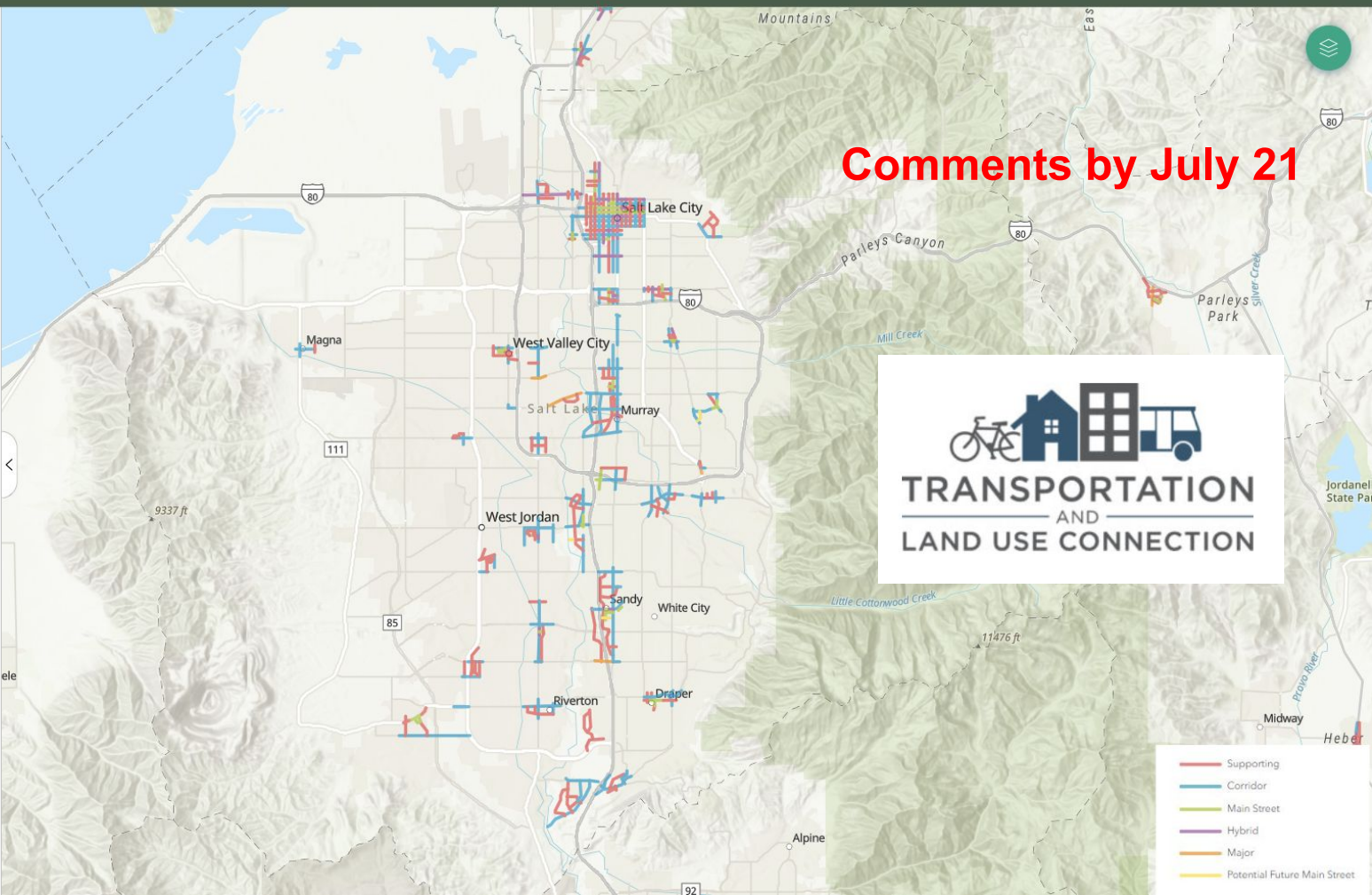


Wasatch Choice Great Streets is a working framework to improve the fit between regional transportation planning decisions and the places they serve. When streets and their context complement one another, the benefits include better safety, quality of place, stronger economies, and better access to opportunities. This map offers draft street typologies for review. Each typology will provide starting guidance about the role of that type of street based on function and context.

See **WChoice Great Streets DRAFT**, page 22 and on for more details. Please review typologies within your Wasatch Choice center boundaries.

To leave a comment:

Click the comment button, select a line on the map, fill out survey details and submit your comment.



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TRANSPORTATION
AND
LAND USE CONNECTION



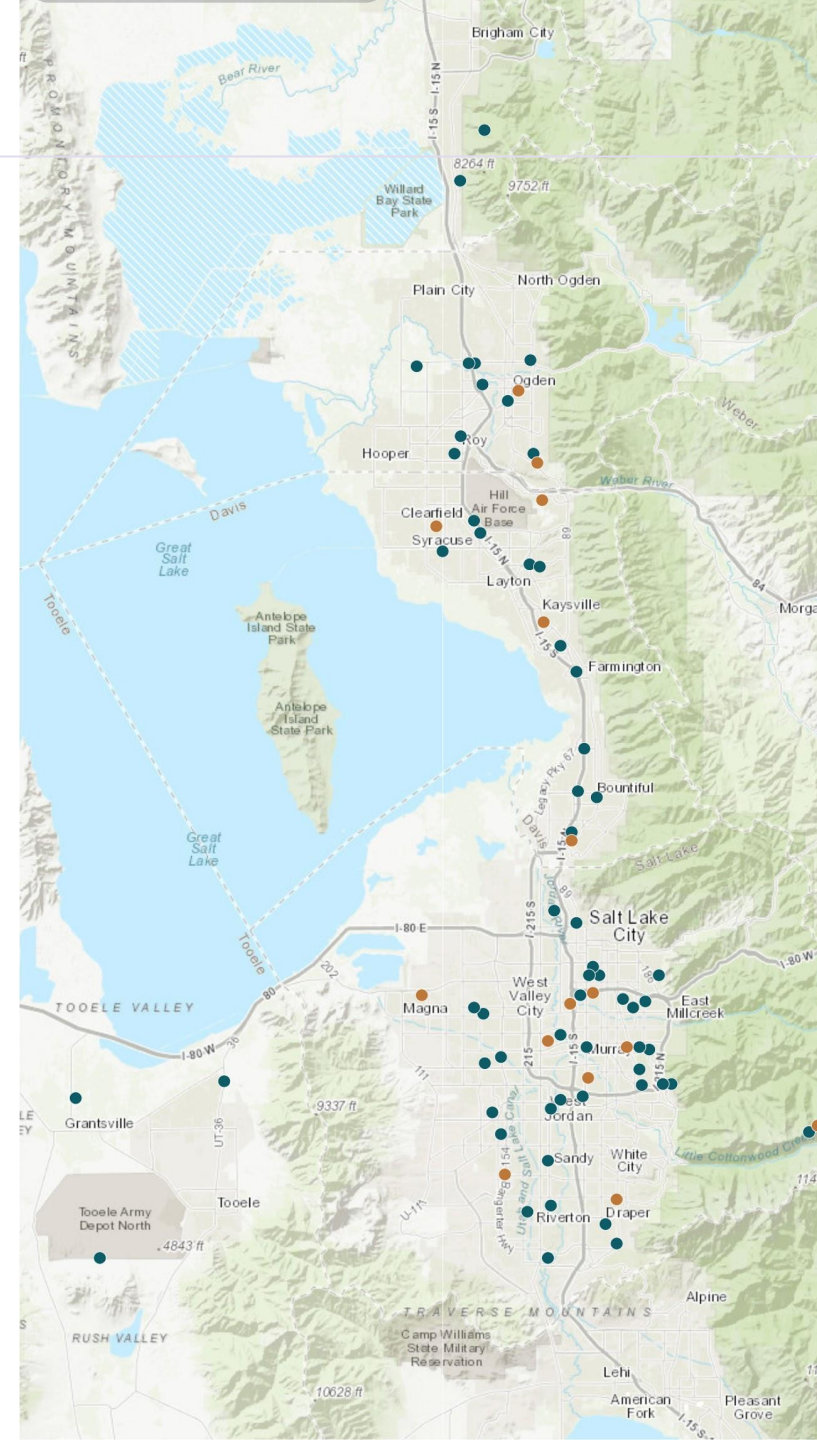
TLC PROGRAM GOALS

Maximize the **value of investment** in public infrastructure

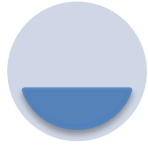
Enhance **access to opportunities**

Increase **travel options to optimize mobility**

Create **communities** with opportunities to **live, work, and play**



TLC PROJECTS



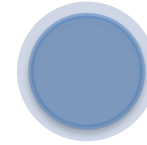
PLANS

Visions
Community Engagement
Downtown Master Plans
Active Transportation



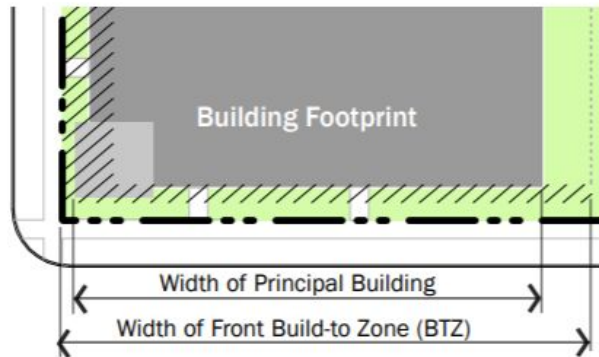
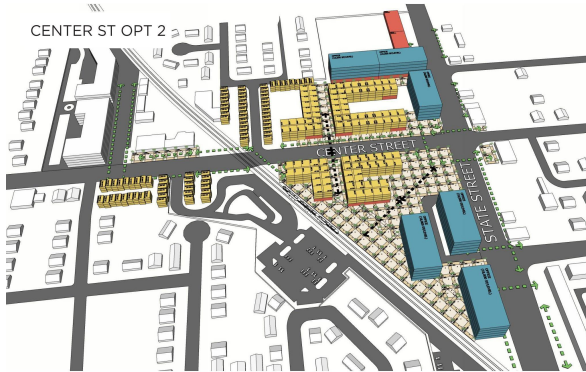
POLICIES

Zoning Ordinances
Design Standards
Transportation Priorities



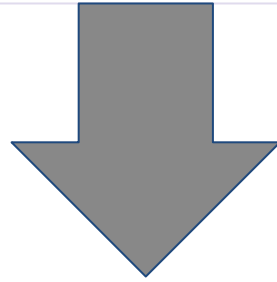
PRODUCTS

Financing Options
Implementation Strategies
Redevelopment Agency
Support



STUDIES AND ANALYSES (Parking, Market, etc.)

TLC TIMELINE



SPRING

Applications
reviewed
and
awarded

SUMMER

Project
exploration

FALL

Letters of
Intent Due
(September)

WINTER

Applications
due
(December)

MAKE OGDEN DOWNTOWN PLAN

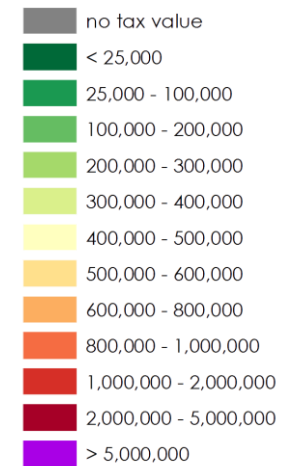
Ogden-Layton Urbanized Area TAC Presentation

July 12, 2023

Value Per Acre

Ogden, UT

Value per Acre



TAX EXEMPT LAND

Tax-Exempt Land

Land Ownership



City



County



State



Federal



Utah Transit Authority



Union Pacific



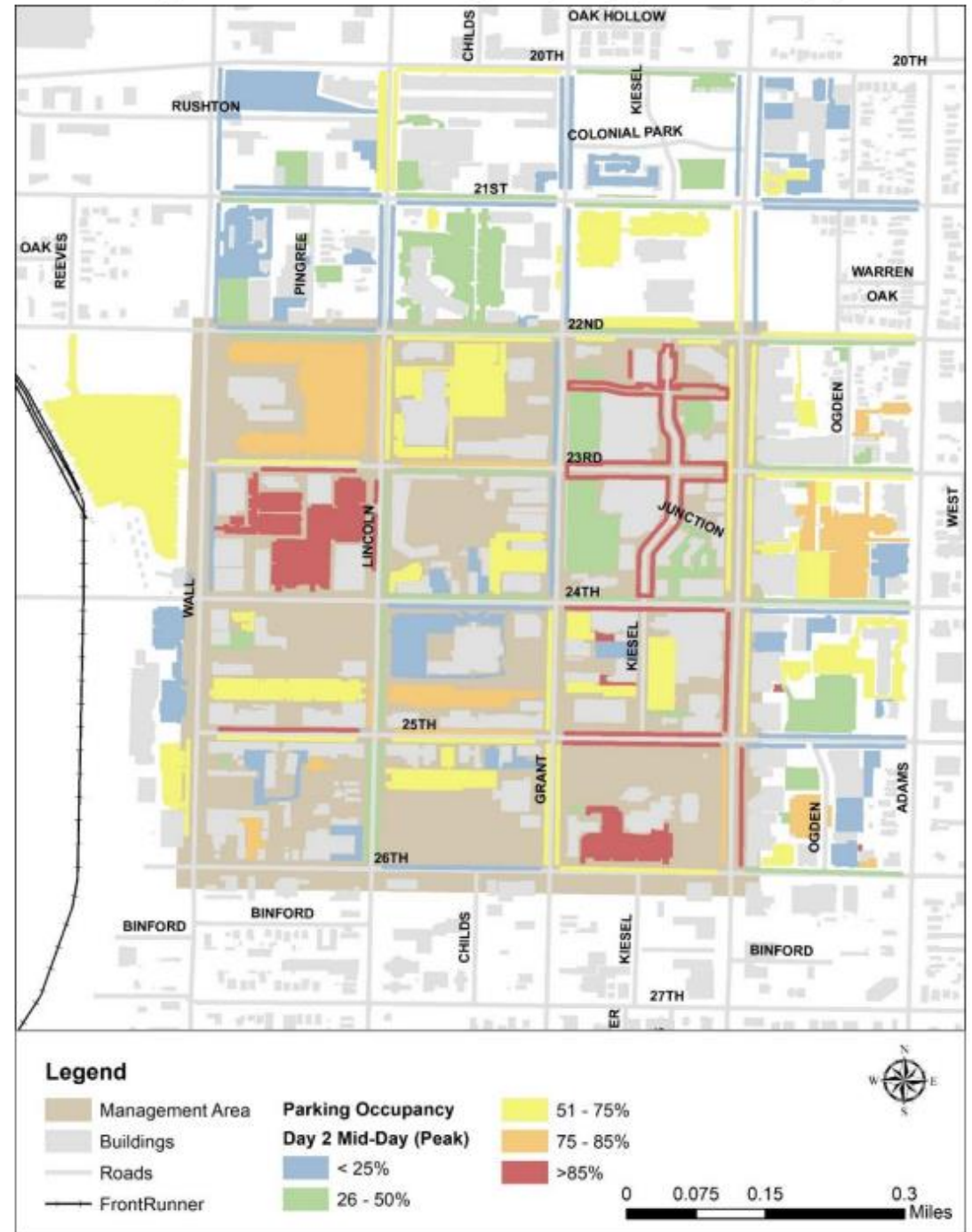
Schools/Religious/Non-profit*

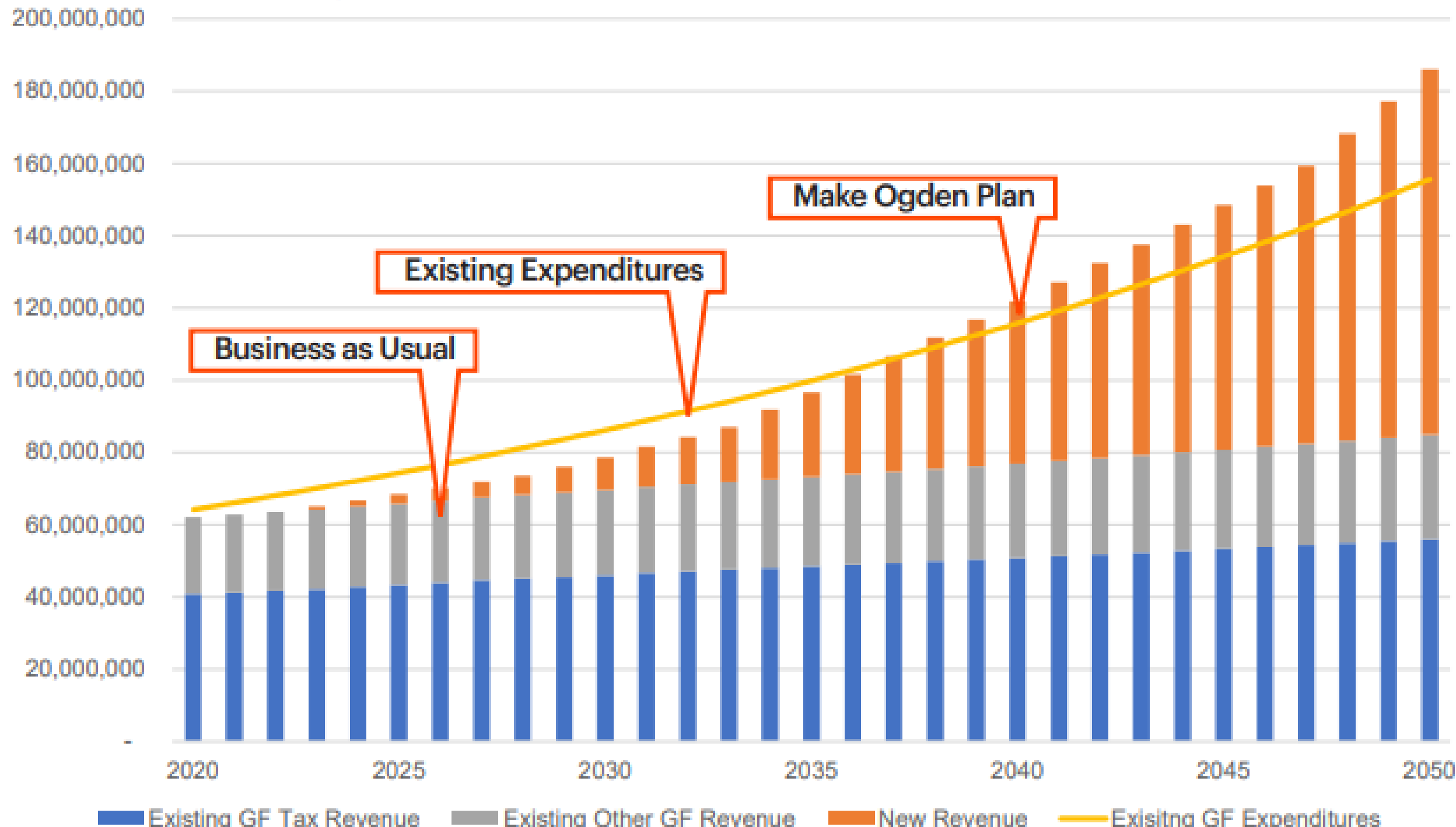


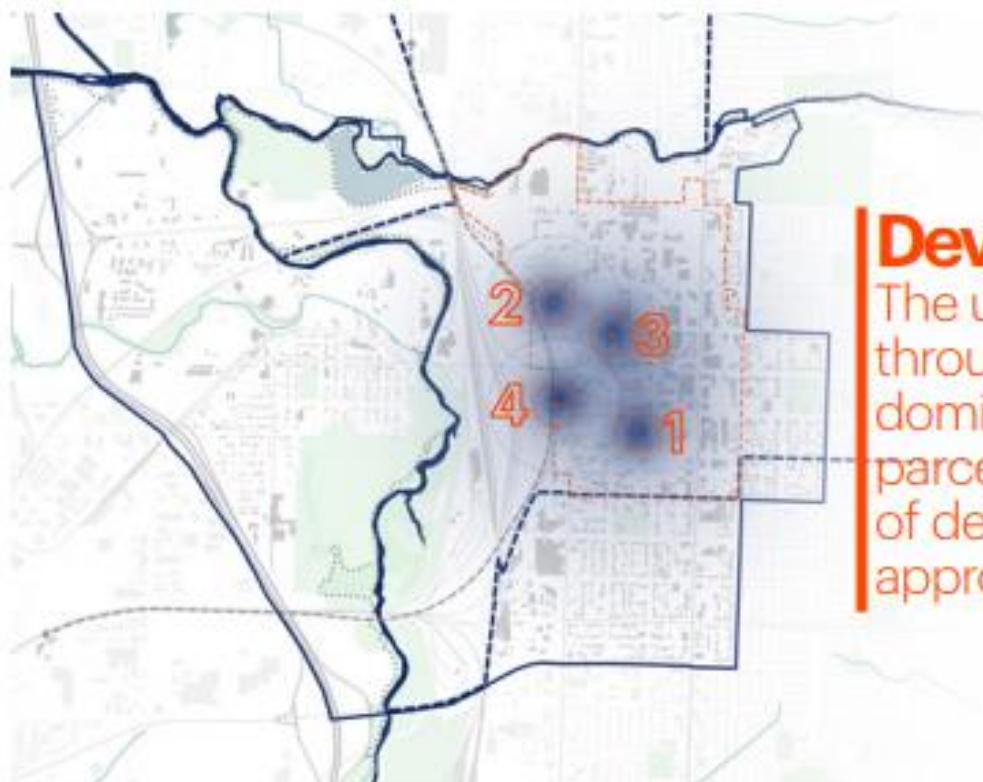
Utilities

PARKING STUDY

Figure 6 – Peak Hour Parking Occupancy (Afternoon Day 2)





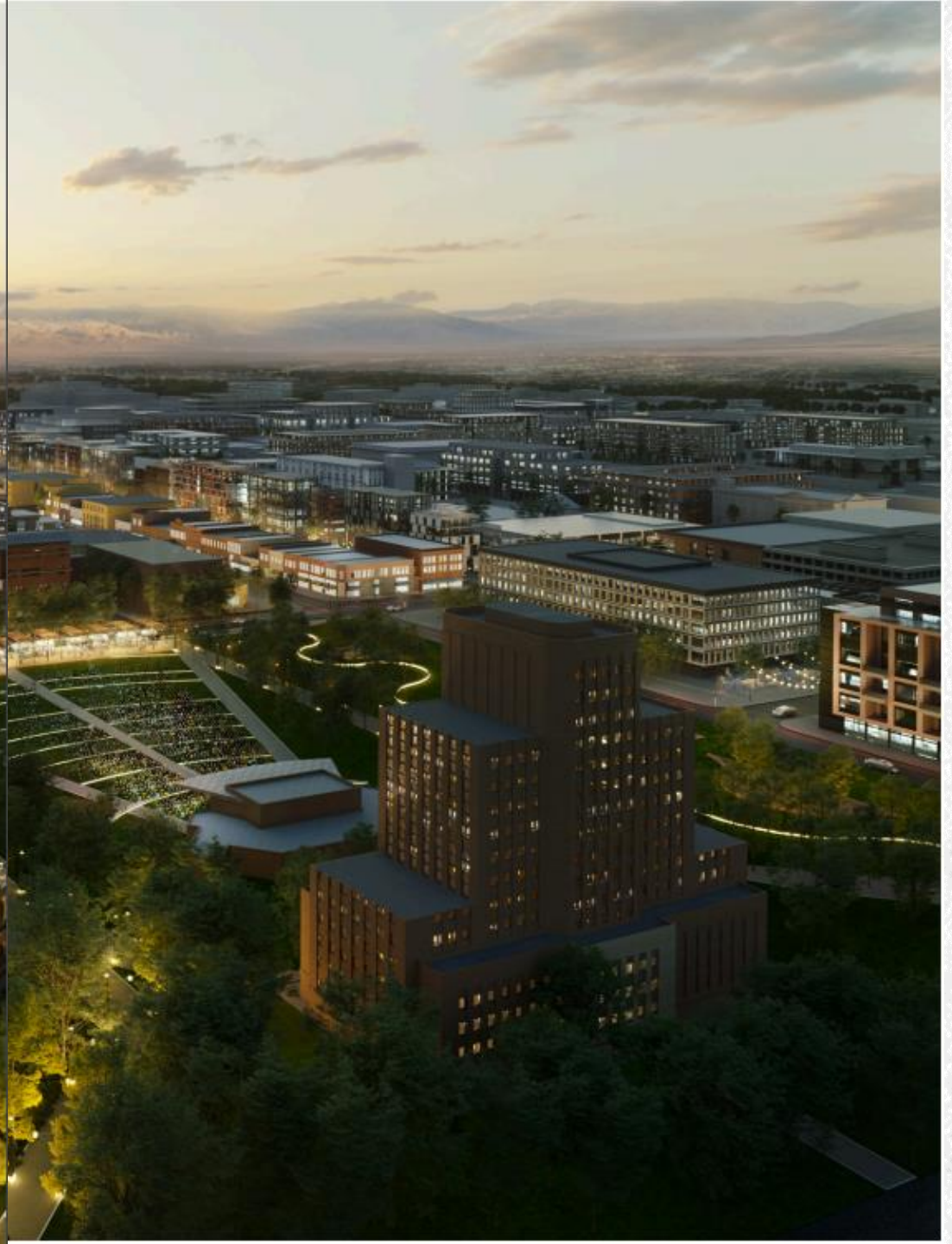


Development Zones

The use of catalytic projects in key areas throughout downtown that will spark a domino effect of development on adjacent parcels while raising the bar on the quality of development is fundamental to the approach of the master plan.





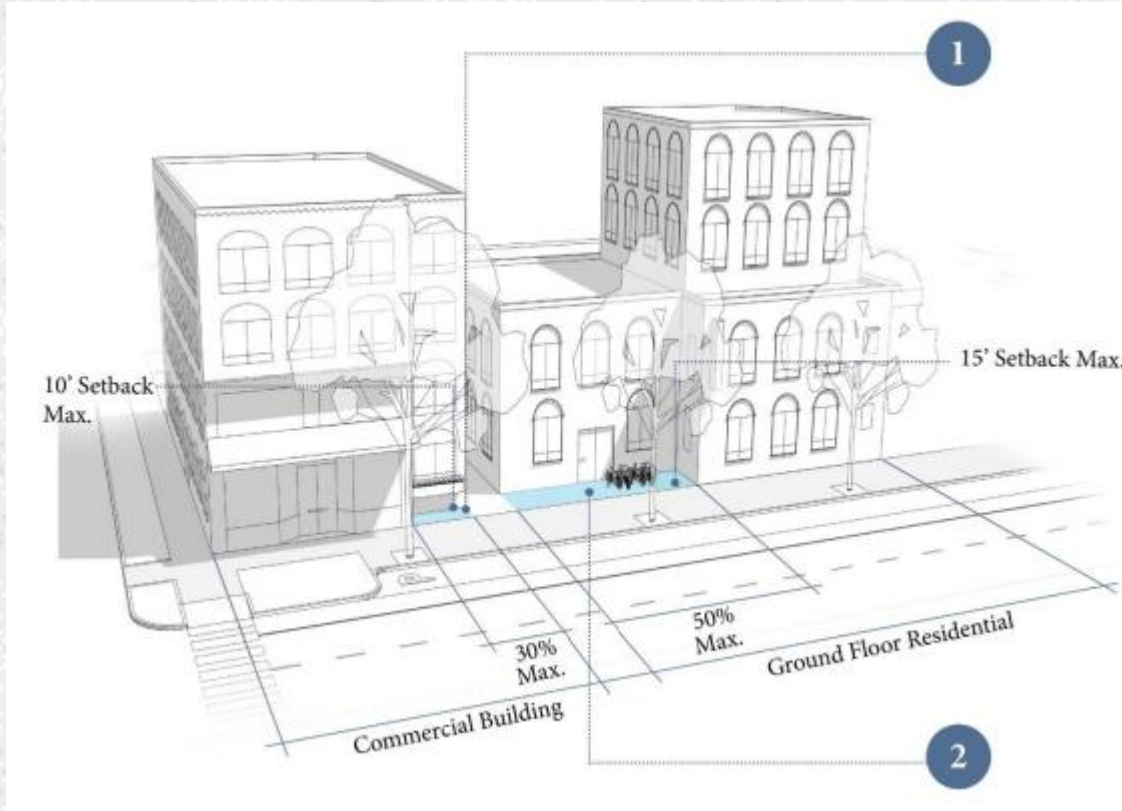


25/ Downtown Ogden MASTER PLAN

year vision



ZONING STANDARDS



- Ground floor commercial/upper floor residential
- Buildings to front property line
- Generous heights
- Minimum FARs
- 0 parking required for non-residential uses
 - 1 parking space/unit for residential

WONDERBLOCK



UNION
STATION

Union Station

24th St.

25th St.

Wall Ave.

Lincoln Ave.

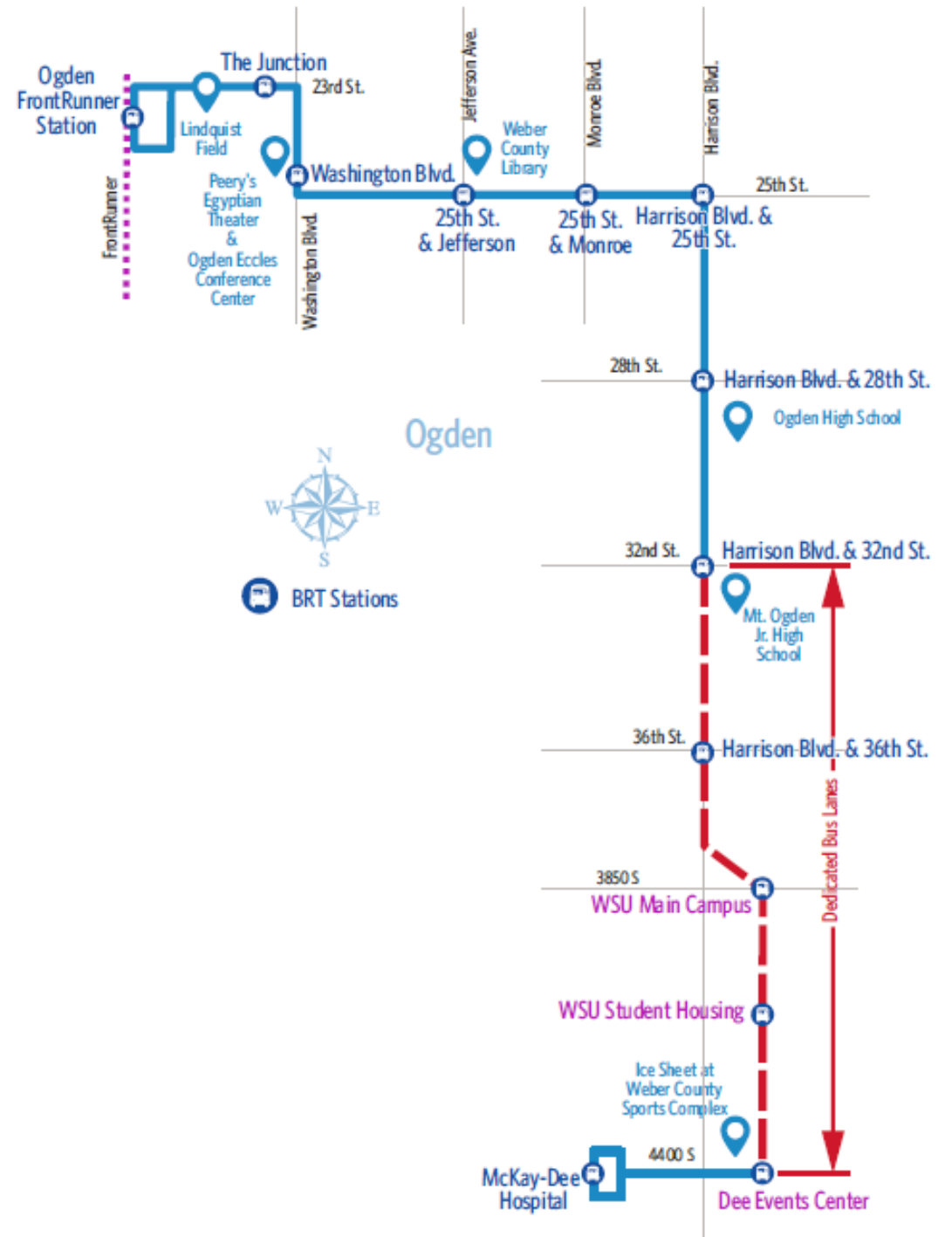
26th St.



UNION STATION



OGX





Why Pay Parking?

There are several arguments for and against pay parking in a downtown context. The most common argument against is that some business owners feel that pay parking is inconvenient, discourages potential customers, and/or limits their ability to recruit qualified employees. These businesses may perceive competition with suburban retail centers where parking is free and plentiful.



Downtown Boulder, Colorado – bouldercolorado.gov

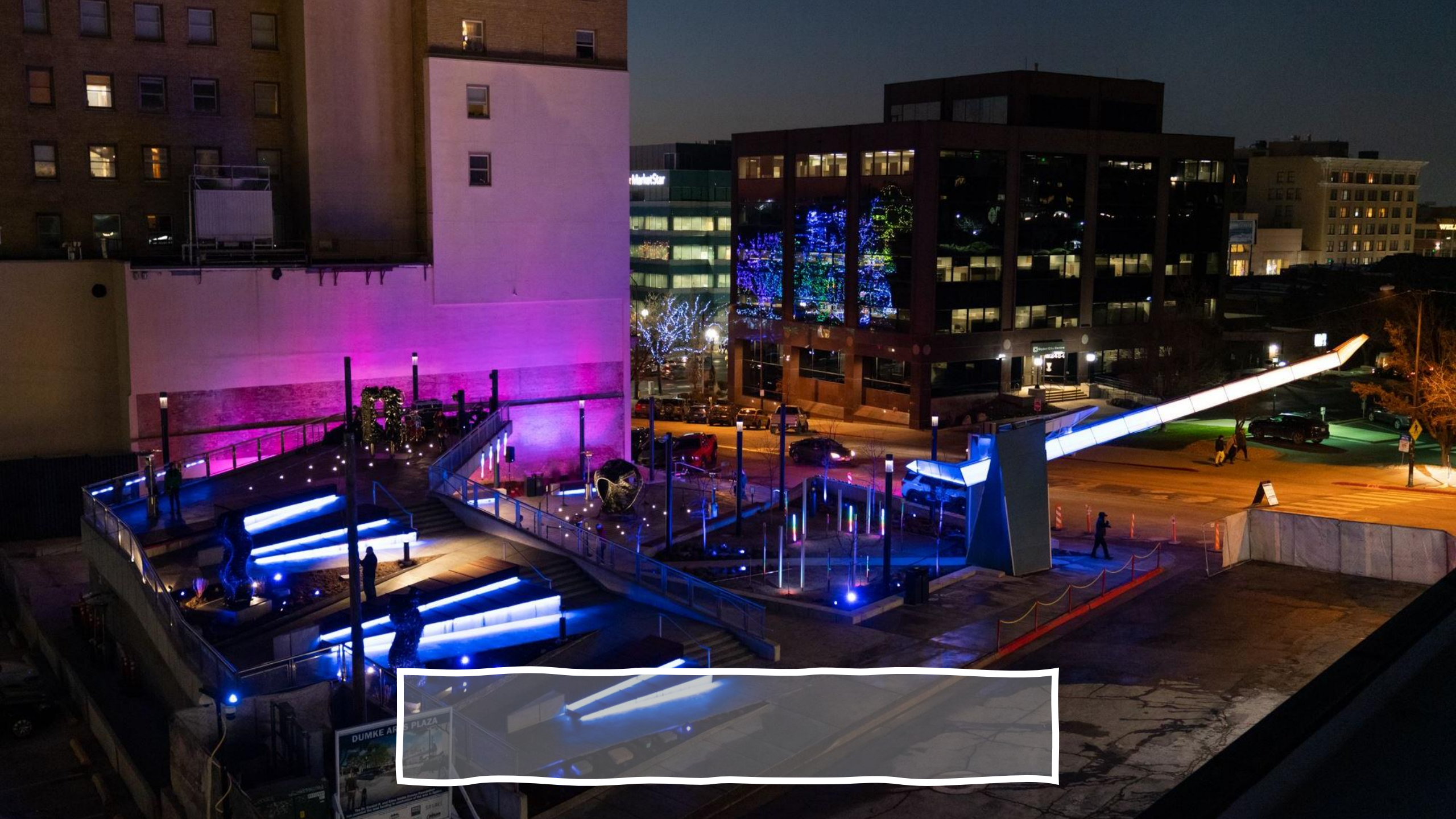
25TH STREET REFRESH

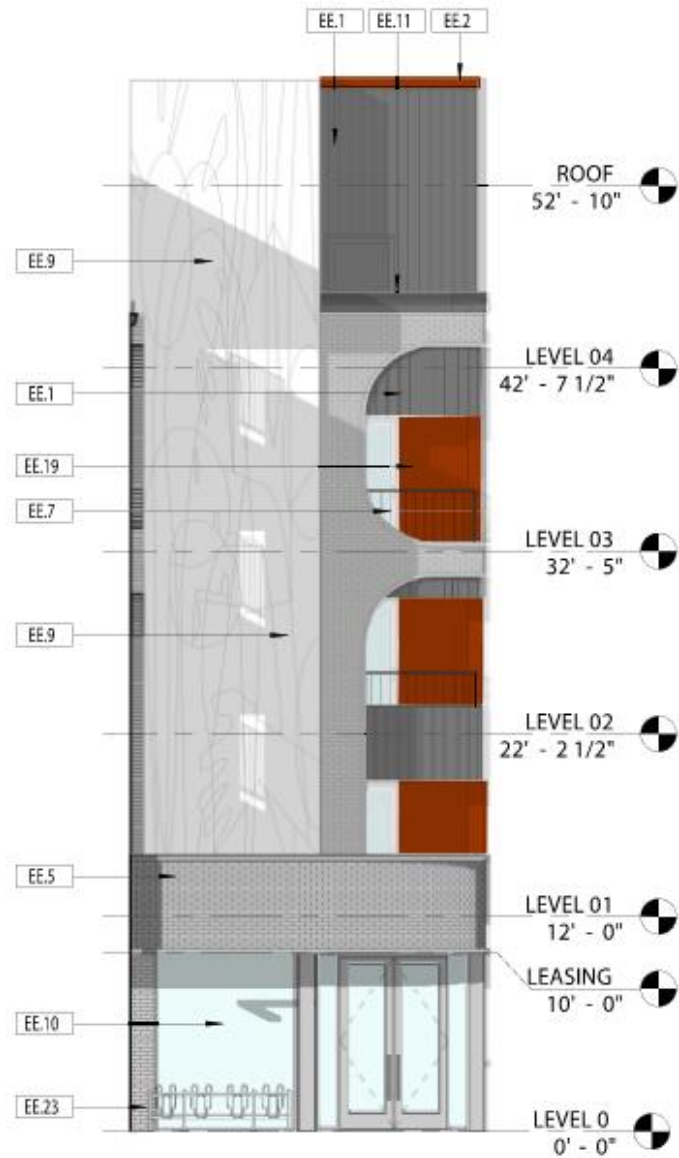


ELECTRIC ALLEY









A6 EAST (MURAL) ELEVATION
SCALE: 1/8" = 1'-0"



Downtown Ogden Master Plan

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Planning Manager

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Sandy City

Mobile Active Transportation Tour



When:
Friday, August 11
@ 8:30 am

Where:
Sandy Civic Center
TRAX Station

How:
RSVP by August 8 by
[clicking here](#)

Please join Sandy City, Bike Utah, and WFRC for a bicycle tour of Sandy City's Cairns District. Along the way we will discuss the city's successes, challenges, and future opportunities. Bicycles available upon request.

