

## **Ogden-Layton Urbanized Area:**

Clearfield City Small Area Plan: LPRP Resources: \$15,000 Local Match: \$5,000

This project would create a small area plan and form based code focusing on the State Street corridor from 700 South to 650 North in Clearfield. This core is the historic “downtown” of Clearfield, and the City would like to focus development attention and enhancements along this important commercial corridor. Form based code allows the City to be creative with potential land uses, and puts a large focus on creating memorable places that have a true street presence with a traditional downtown development feel. The ultimate goal of this project is to enhance this important commercial and transportation corridor while being sensitive to the needs of all users within the area.

Brigham City General Plan Update: LPRP Resources: \$40,000 Local Match \$5,000

Brigham City is a small city facing growing pressures from growth, but with a general plan and zoning ordinance that are out of date. Our project will modernize, update, and improve our land use planning documents and codes utilizing the best practices and concepts included in the Wasatch Choice for 2040 Toolbox. Elected and appointed City officials and staff will work closely with the Wasatch Front Regional Council to complete this important project for Brigham City’s future.

North Ogden Form Based Code LPRP Resources: \$27,500 Local Match \$27,500

To further the North Ogden City’s efforts to implement their newly updated General Plan, it was determined that using a form based code would further the city’s objectives. Having a form based code to implement the Plan will greatly benefit residents, businesses, property owners, and North Ogden’s future. The program aims to support local outreach and engagement efforts that promote broader stakeholder involvement, create a viable walkable community, reduce single-occupant vehicle travel demand and promote alternative travel choices through planning strategies. It will also encourage coordination of land use plans with existing or planned regional transportation infrastructure.

Farmington/Kaysville Bicycle Active Transportation Plans LPRP Resources: \$40,000 Local Match \$12,500

Kaysville City and Farmington City will be working in cooperation to plan for bicycle infrastructure and active transportation facilities. Both cities are seeing a growing demand for better accommodation of cyclists and recognize that a collaborative effort with two neighboring cities will create a better active transportation plan than would be possible if each were to work separately. The use of the Local Planning Resource Program will enable a process to develop plans and standards that provide greater benefit to users by planning for a system that functions across borders.

### **Salt Lake – West Valley Urbanized Area:**

Town of Alta, General Plan Update: LPRP Resources: \$60,000 Local Match: \$10,000

The Town of Alta is a small and unique mountain community that has proudly maintained a less-developed character since its inception as a ski area destination. The layout of commercial facilities and infrastructure in Alta's "commercial core" has not changed significantly in several decades. Through Mountain Accord, a wide range of public agencies is considering proposals for transportation and land use in the Central Wasatch Mountains that could imply significant changes to how locals and visitors access and experience Alta. We are excited to pursue an update of our general plan focused on our commercial core, as a forum in which to engage the Alta community in shaping its future.

Cottonwood Heights, Wasatch Boulevard Master Plan Summary: LPRP Resources: \$85,000 Local Match: \$12,500

The area known as the "Gravel Pit" is the last large area of undeveloped land within Cottonwood Heights. This landmark property and proposed study are not only vital to Cottonwood Heights, but are regionally valuable due to the property's critical location at the juncture of Big Cottonwood Canyon, Wasatch Boulevard, and the city's main street, Fort Union Boulevard with its many facilities and services. This master plan will include a transportation element, a market/financial analysis, a land use component with an emphasis on design, as well as the appurtenant zoning implications and long-term development projections.

The results of this project, and the deliverables, will have an immediate, direct and guiding effect on what is expected to be a regionally significant transportation confluence, as well as the city's

largest economic engine, with resort-style amenities, including hotels, retail shopping, dining, entertainment and other uses supportive to ski and summer activities. From this project, an anticipated Area Master Plan would be developed, as well as impacting other vital agencies' transportation and land use plans, such as from the Wasatch Front Regional Council and UDOT.

Holladay City, Highland Drive/Van Winkle Expressway Intersection Study: LPRP Resources: \$30,000 Local Match: \$8,000

The Highland Drive/Van Winkle Expressway Intersection Study will evaluate potential intersection improvements for a primary gateway and critical transportation node in the City of Holladay. The Study will ultimately determine the preferred alternative for improving the safety and functionality for all roadway users at the target intersection. The project aims to enhance intersection efficiency, transit service accommodations, bicycle and pedestrian elements, safety, economic vitality, and gateway appearance among other goals. These efforts will enable the City to realize its vision of a more robust local economy, viable alternative transportation options, and a redeveloped and beautiful gateway to Holladay.

Kearns Township, Small Area Plan: Olympic Oval LPRP Resources: \$50,000 Local Match: \$30,000

Prior to the 2002 salt lake winter games, 54 million dollars was invested in a speed skating oval located in Kearns. The Kearns Township general Plan Identifies the desire to develop an activity center in this area. The goal of this planning process will be the creation of a small area plan which will identify potential new uses, enhanced amenities and transportation linkages for 110 acres of currently vacant land. The importance of this plan for the community is to identify opportunities that take advantage to the millions of public dollars invested in this area, addressing demand for additional commercial and retail opportunities and the creation of a vibrant gathering place.

South Jordan City, Redwood Road Corridor Plan, LPRP Resources: \$80,000 Local Match: \$10,000

Redwood Road has historically been the figurative center of South Jordan City, but that role that has diminished over time. An evaluation of efforts to implement the 2010 General Plan has reestablished the importance of the City's primary transportation corridors in managing future growth and maintaining community character. The City has recently set the stage for a comprehensive corridor plan along Redwood Road by completing a housing study, amending the 2010 General Plan, amending the future land use map, and restructuring use regulations. The Redwood Road Corridor Plan will include a market analysis to identify commercial opportunities, a land use plan to optimize those commercial opportunities and guide development of diversified housing types, and design guidelines established through significant public

outreach and intended to protect community value and create a sense of place through various districts along the Redwood Road corridor.

South Salt Lake City, Downtown Redevelopment Plan LPRP Resources: \$62,800 Local Match: \$10,900

Building a downtown city center could be the most significant action in South Salt Lake's 75-year history, and likely the next century. This grant will help with master planning the city with over 2,000 housing units, 1 million square feet of retail, and 500,000 sf of office and commercial, plus parks, Parley's Trail and cultural attractions. The downtown area includes the most connected TRAX station on the Wasatch Front, with three TRAX line and the streetcar station. This city center will open up an entirely new walkable, urban place that is already well served by transit, highways, bikeways and an urban street grid.

Riverton City, Bike Blvd Active Transportation Master Plan LPRP Resources: \$40,000 Local Match

Riverton City will be conducting an Active Transportation Study to design a network of bike routes throughout the City. The goal of the study is to evaluate the current infrastructure and provide additional routes that will produce a complete system, connecting citizens to shopping centers, schools, city buildings, parks, venues, commercial districts, neighboring cities and Riverton's downtown. This will allow for a safer, healthier alternative transportation method throughout the community and help reduce the amount of single-occupant drivers on the road.

Tooele County, Transportation Master Plan LPRP Resources: \$25,000 Local Match: \$6,750

Tooele County proposes to update its Transportation Plan focusing mainly on Tooele Valley where most of the growth in the past 10 years has occurred. That growth continues to create traffic problems as more and more commuters use State Roads 36 and 138 to get to and from Salt Lake Valley. Major project tasks include monitoring existing transportation conditions, identifying current and projected future transportation problems and needs, analyzing various transportation improvement strategies to address those needs, and developing long-range plans and short-range programs and strategies for moving people and goods. Key deliverables include community workshops, meetings and open houses, a report on the goals, issues, opportunities and constraints, the draft and final Transportation Plan documents and public hearings as part of the adoption process.