



# 2024 Project Descriptions

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These are the 2024 Transportation and Land Use Connection (TLC) Awardees. Provided in partnership with Salt Lake County, Utah Department of Transportation, and Utah Transit Authority, the TLC program offers technical assistance focused on communities' plans and goals for growth. For more information on each project, please visit the [TLC Project Map](#).

## **SALT LAKE COUNTY URBAN AREA**

### Salt Lake City 500 South and 600 South Grand Boulevards Concept Development

This corridor study intends to reimagine two of Salt Lake City's busiest streets as a place for people to live, work, and play. The project will seek to improve conditions for people walking and biking, where crossing these streets is challenging and has resulted in fatalities. The focus area for this concept design looks at 500 and 600 S from I-15 to 700 E, where these two streets border three existing WFRC-identified centers. This project will look at the area's current land uses and potential, reenvisioning the current auto-centric, industrial uses as space for offices, apartments, and restaurants. This project pulls from the SLC Downtown Plan, the Salt Lake City Street Intersection Typologies Design Guide, and past TLC work in the Granary District. This corridor's concept development and visioning will enhance the TLC and Wasatch Choice Vision goals with a mix of accessible public infrastructure investments, safety regardless of travel mode, and reducing barriers for those walking and biking.

### Midvale City Parks and Open Space Master Plan

This project will result in Midvale's first parks and open space master plan. There is an opportunity for the City to plan for and accommodate new open spaces and parks. Midvale is looking at the nearby Jordan River Trail as a backbone and a source of new connections from the regionally significant trail. The Parks and Open Space Master Plan aims to explore potential canal corridors, school zones, and future and existing parks. Midvale is hard at work, having recently completed a Trail Feasibility Study and will soon embark on a Master Transportation Plan. This project may lay the groundwork for a greenway, connecting corridors, open space, and access to the community's schools and Wasatch Choice centers. This project will complement Midvale's goals and the objectives of the TLC program by reducing unnecessary vehicle trips, providing mobility options, and promoting ease of access for various land uses and destinations.

### Bluffdale City Active Transportation Plan

Bluffdale hopes to enhance its numerous trail and open space opportunities with an Active Transportation Plan. The City's anticipated population growth and transportation needs necessitate a comprehensive plan to encourage walking and biking. Bluffdale will use this plan to help recommend projects and future development standards to avoid costlier retrofits to

existing infrastructure. Developing this plan will inform the Transportation Master Plan (happening simultaneously), carrying over the recommendations and standards. Smart growth is a critical theme of this project due to Bluffdale's proximity to the future locations of The Point and The Point Crossing. This plan intends to address transportation choices by providing more transportation options for shorter trips and connections to transit, reducing vehicle miles traveled.

#### Midvale City Porter Rockwell Trail Plan

This project looks at completing the northern portion of the Porter Rockwell Trail, connecting Sandy, Midvale, and Murray. This study will look to extend this regionally significant trail and connect users to two TRAX Blue Line stops at Center Street and Fort Union. Expanding the Porter Rockwell Trail is a feature of the Mid Valley Active Transportation Plan, giving nearby residents a safe option to travel by foot or bike to work, recreation, and community resources. The final report will inform Midvale City's next steps in getting engineered plans and building the extension if deemed feasible. Extending this trail would also connect two defined neighborhood centers in Midvale and link the City to Downtown Salt Lake and Murray urban centers.

#### Riverton City Combined Active Transportation and Transportation Master Plan Updates

Alongside updating its active transportation plan, Riverton City intends to update its transportation master plan with a more holistic view of the City. In this update, the City aims to focus on transportation options, identify community hubs, and reduce vehicle miles traveled. Refreshing Riverton's transportation master plan will help the City meet its mobility goals and accommodate new growth opportunities without burdening its transportation system. The buzz around the new Utah Trail Network incentivizes an update of the City's Active Transportation Plan from 2016. With the anticipation that this plan will identify new short and long-term projects, it will also serve as a guide to securing funding. This project will identify gaps in the current network and focus on community hubs and how they can better facilitate walking and biking. Riverton's plan sees this effort as an opportunity to influence and anticipate growth effects regarding land use and housing mix.

### **OGDEN-LAYTON URBAN AREA**

#### North Salt Lake City Town Center Urban Design Standards

Following the adoption of North Salt Lake's Town Center Master Plan in 2016, the city is experiencing significant development in the town center. Progress and development historically occur at the parcel level, necessitating new urban and building design standards for a new Town Center Zoning District. The goal of this project will include hiring a consultant to assess the redevelopment potential of specific blocks within the Town Center zoning district. The final product of this effort is comprehensive building design and urban design standards. Additional outcomes feature block-level layouts, potential trail connections, future transit stops, shared public parking locations, and aesthetic and architectural standards like materials, style, landscaping, streetscape, and plaza design. Creating these standards will help North Salt Lake achieve its goal of becoming a unique destination for residents and visitors.

#### Clinton City General and Small Area Plans

Clinton wishes to update its 2013 general plan with the overarching theme of "Areas of Change - Corridors and Centers." This revision includes three small area plans, updated standards for

commercial corridors, and ordinances within the three small area plans to include missing middle housing. The revision of Clinton's general plan will accommodate new ordinances and identify new funding sources and partnerships that help the City achieve its goals for long-term economic success. Additional considerations include addressing the lack of connectivity on Clinton's western side, improving community-wide mobility choices, and maximizing the value of investment in public infrastructure by identifying residential infill possibilities and areas of concentrated development that will become centers.

#### Kaysville City Center Small Area Plan

Kaysville's 2022 general plan determined the City's desired city center, and the City intends to explore this further by developing goals to achieve its vision. This exploration includes a plan detailing the code reforms, increased mobility options, open space, housing, and ideas focused on redevelopment and urban design. One of the City's chief concerns is gathering community support for new development and redevelopment; the City wishes to work with the public on identifying areas suitable for redevelopment and have policies in place to support them. A unique focus of this project is on older and younger generations, considering their needs for the future of this small area plan and how it enhances their ability to live, work, and play.

#### Davis and Weber Counties 3-Gate Trail Implementation Study and Market Analysis

Davis and Weber Counties will explore repurposing the 6.2 miles of discontinued railroad line and transforming it into a trail that would serve the three western gates of Hill Air Force Base. The trail would span several jurisdictions, including Ogden, Roy, Riverdale, Clearfield, and the Base. This project focuses on a Market Analysis to explore the benefits of a trail like Three-Gate. Fiscal impacts on local government budgets are another critical focus of the study. Feasibility assessments and public and stakeholder engagement will help determine the region's needs and how to implement a project like Three-Gate. This trail has many shared values with the TLC Program and Wasatch Choice Vision, including increased mobility choices, connectivity improvements, and diversifying nearby land use and housing elements.

#### Clearfield City Transportation Master Plan

Clearfield is interested in preparing its first Transportation Master Plan, moving away from the vehicle-focused language of its General Plan to consider infrastructure improvements and better mobility choices. This plan will guide future capital improvement projects and provide a direction for new development and redevelopment projects, mainly on how these projects affect the city's land use and transportation networks. The Impacts of Clearfield's Transportation Master Plan align with many TLC values. The plan will create a nexus for coordinating and constructing public infrastructure, meeting the needs of the local community and region. The plan will also elaborate on the potential for better mode choices, street connectivity, and future land use decisions.

### **TOOELE COUNTY**

#### Stockton Town Comprehensive General Plan, Code Updates

Stockton Town wants to revise its land use and development standards by updating its General Plan. Starting with establishing a vision, the Town will modify its municipal code to align with future growth and water needs to comply with new water conservation legislation. Additional elements to the updated General Plan are transportation, land use, and zoning maps. Planning

for various mobility types, connecting residents to community resources, and preparing for growth that maximizes valuable current and future infrastructure are ways the project will better position Stockton to handle and benefit from growth. Additionally, Stockton Town is interested in establishing a future city center, as it has yet to have one within the Wasatch Choice Map.