

Long Range Plan Implementation Progress

- General Plan
 - Adopted in 2013
- Town Center Master Plan
 - Adopted in 2016
- Active Transportation Plan
 - Adopted in 2020
- Moderate Income Housing Plan
 - Revised in 2022



EXAMPLES

- Completed: Project based-start/finish
- Partially Completed: Project based-start/finish
- In Progress: Project based-start/finish
- Ongoing: Development Based/Ongoing Policy Implementation
- Not Completed: Has not begun
- Update Needed: Needs review to determine feasibility/address changing conditions
- Not Applicable: No longer applicable

 Completed

 Partially Completed

 In Progress

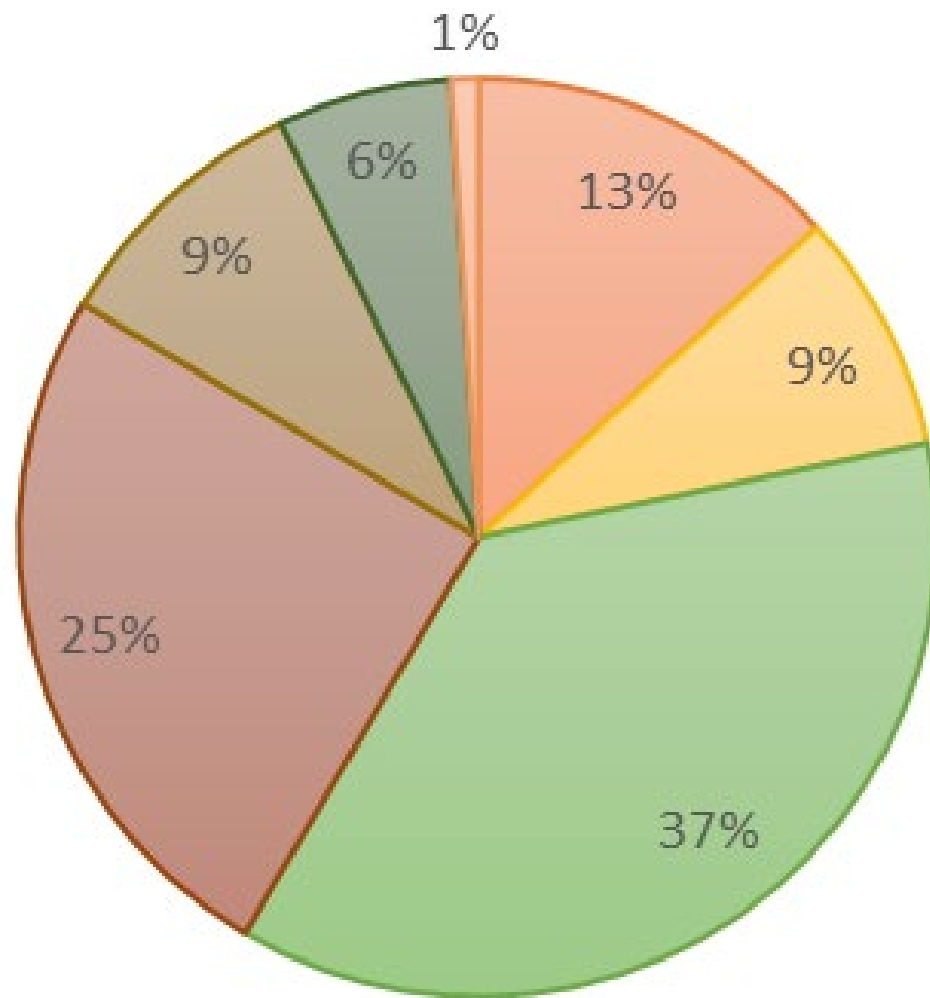
 Ongoing

 Not Completed

 Update Needed

 Not Applicable

GENERAL PLAN 2013



- Completed
- Partially Completed
- In Progress
- Ongoing
- Not Completed
- Update Needed
- Not Applicable

General Plan - Land Use Element

Completed Projects:

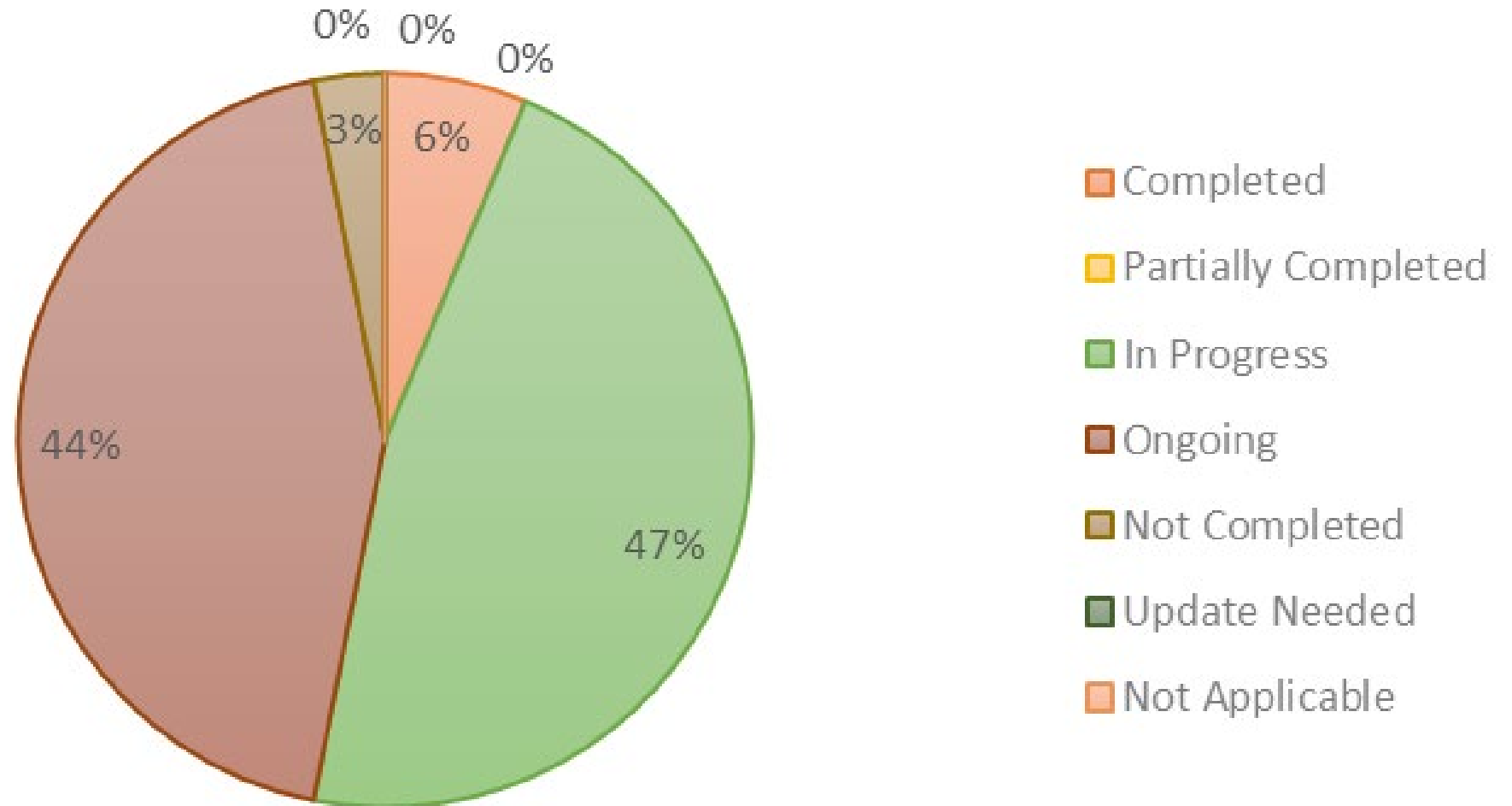
- Street Tree Ordinance
- Make multi-unit buildings a permitted use in RM-20
- Code enforcement reorganization

In Progress:

- Pursue annexation of unincorporated areas
- Reduce retail parking standards by 25%

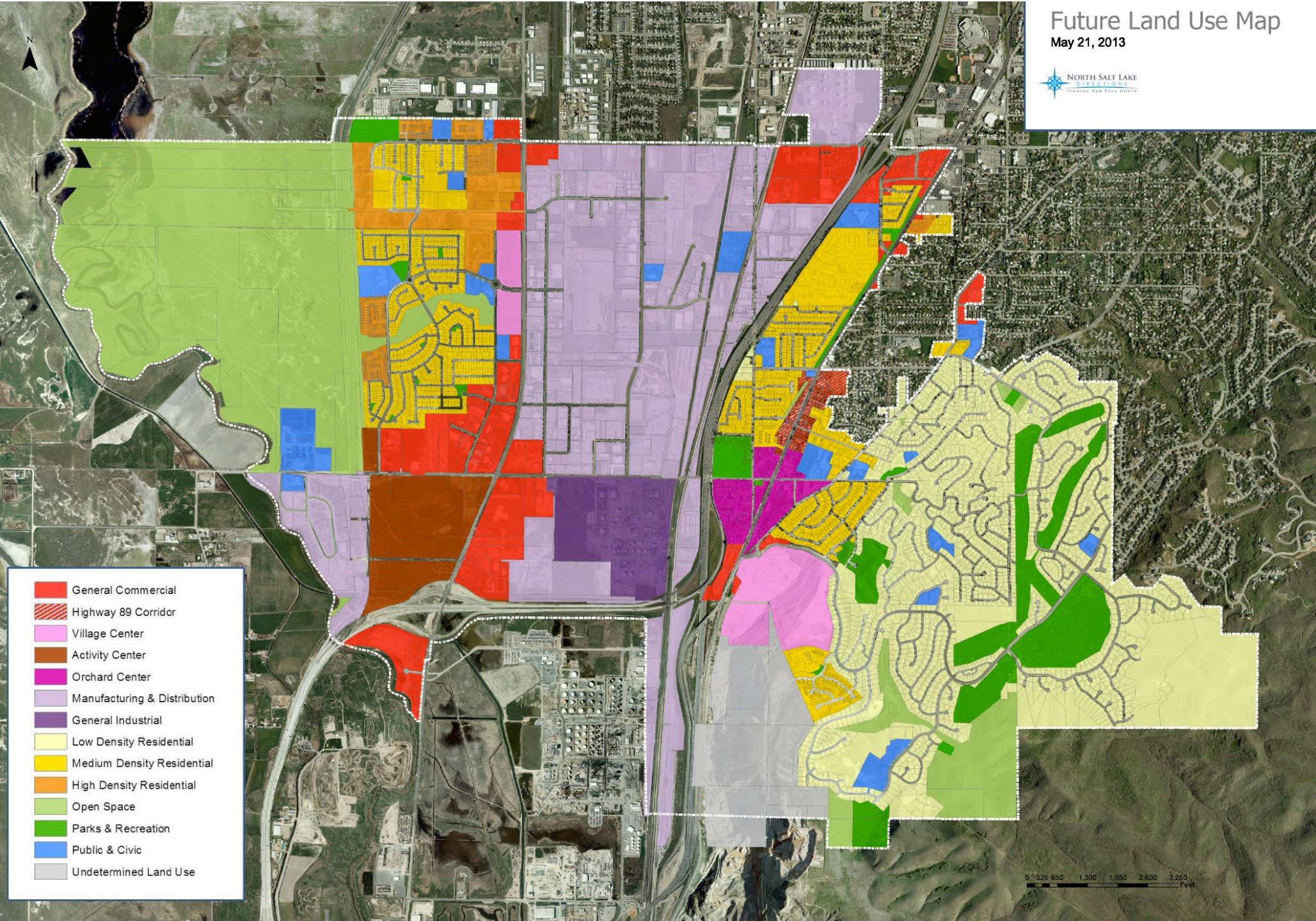
Ongoing:

- Track and report moderately priced housing permits
- Police department review of uses



Future Land Use Map

May 21, 2013



Completed Projects:

- Engineering study for 1100 North bridge
- Redevelopment of freeway interchange at I-215 and Redwood Rd.

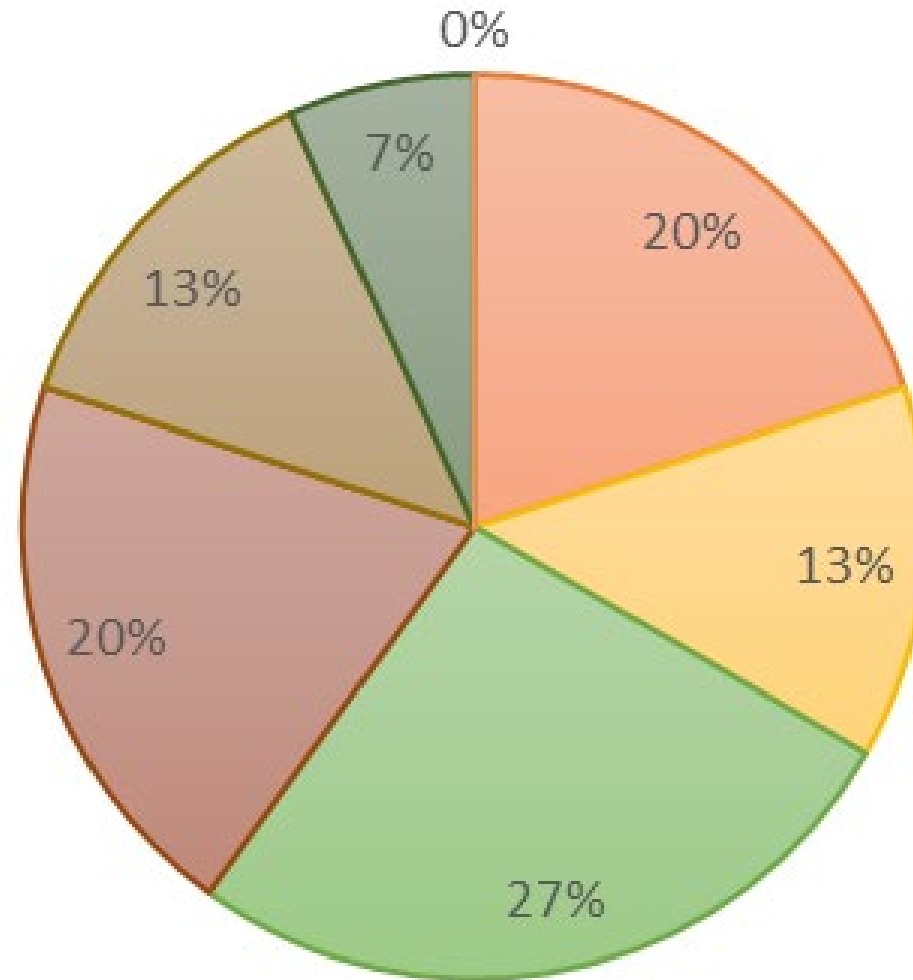
In Progress:

- Transit stations on Highway 89
- Work with UDOT to get freeway access for Town Center

Ongoing:

- Coordinate with UDOT, WFRC and State to meet transportation objectives
- Support infill and redevelopment on US89 and Redwood

General Plan - Transportation Element



- Completed
- Partially Completed
- In Progress
- Ongoing
- Not Completed
- Update Needed
- Not Applicable

General Plan - Economic Development Element

Completed Projects:

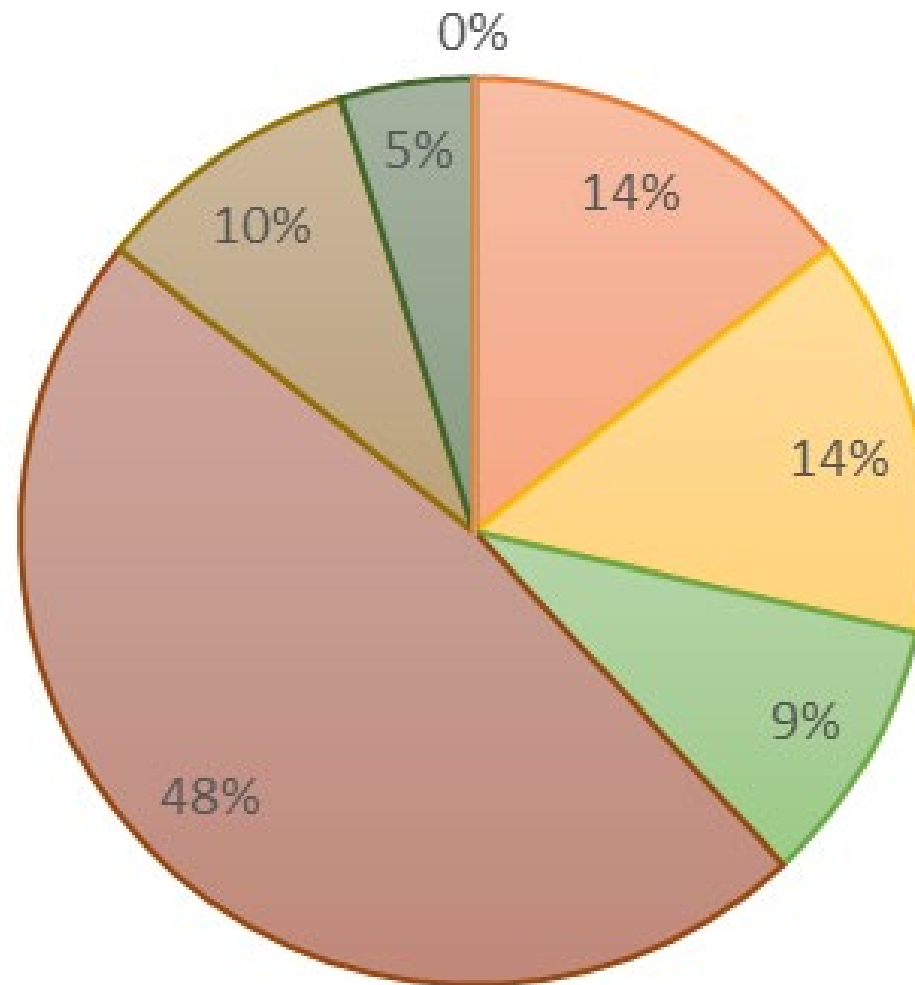
- Redwood Road CDA
- US89 CDA

In Progress:

- Encourage small retail and outdoor cafes in Town Center
- Market Study

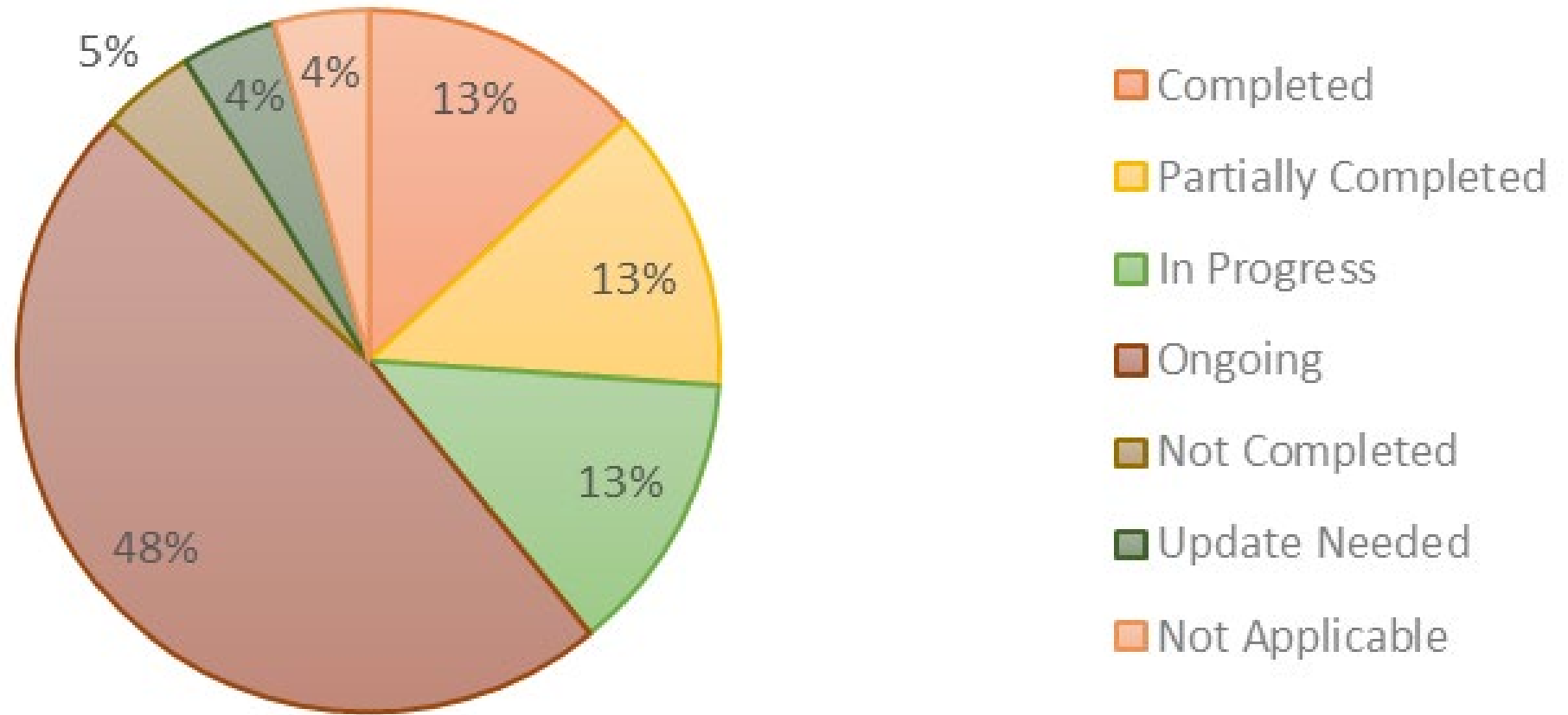
Ongoing:

- Alternative funding sources
- Regional and State coordination



- Completed
- Partially Completed
- In Progress
- Ongoing
- Not Completed
- Update Needed
- Not Applicable

General Plan - Parks, Trails, and Recreation Element



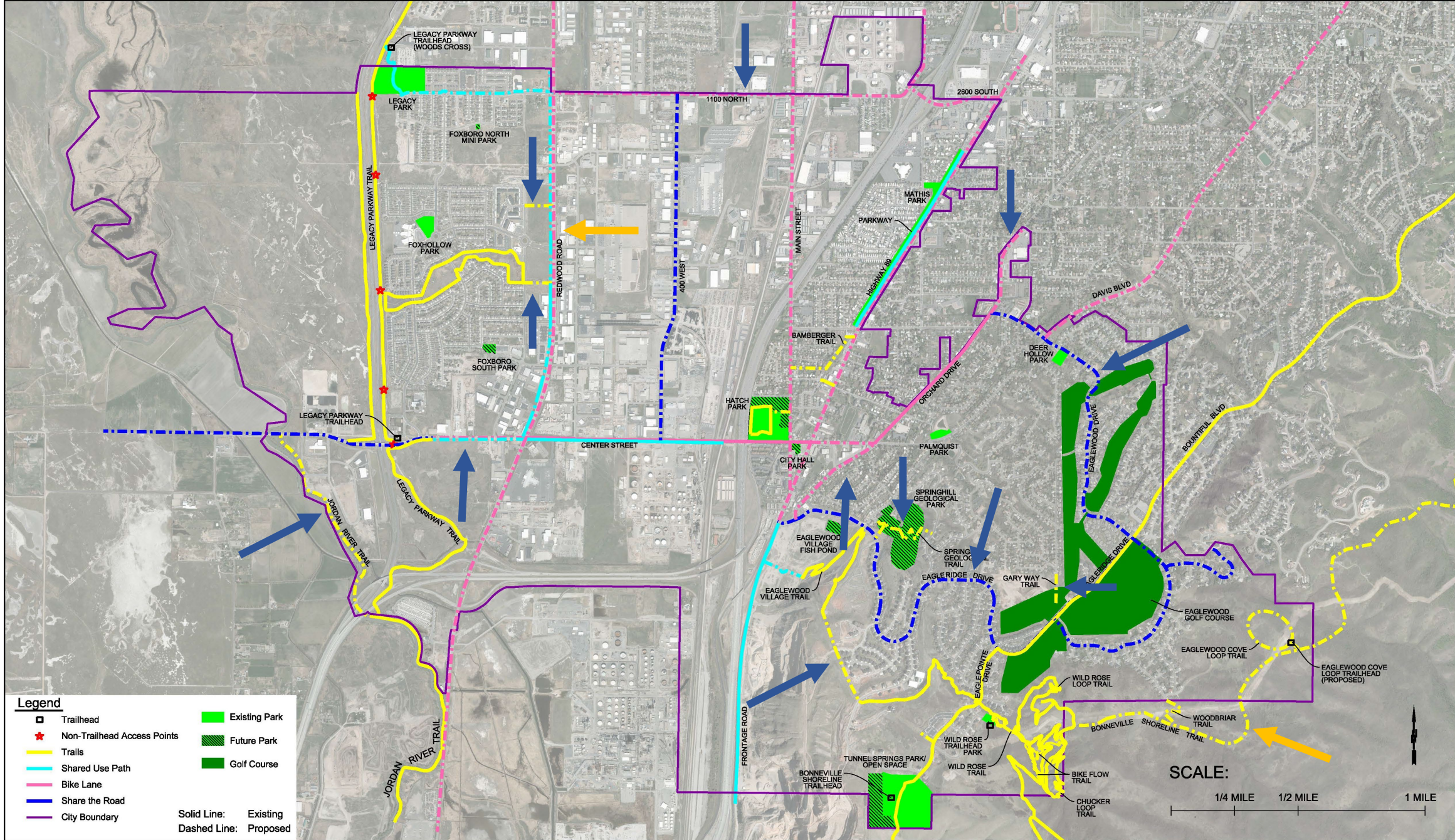
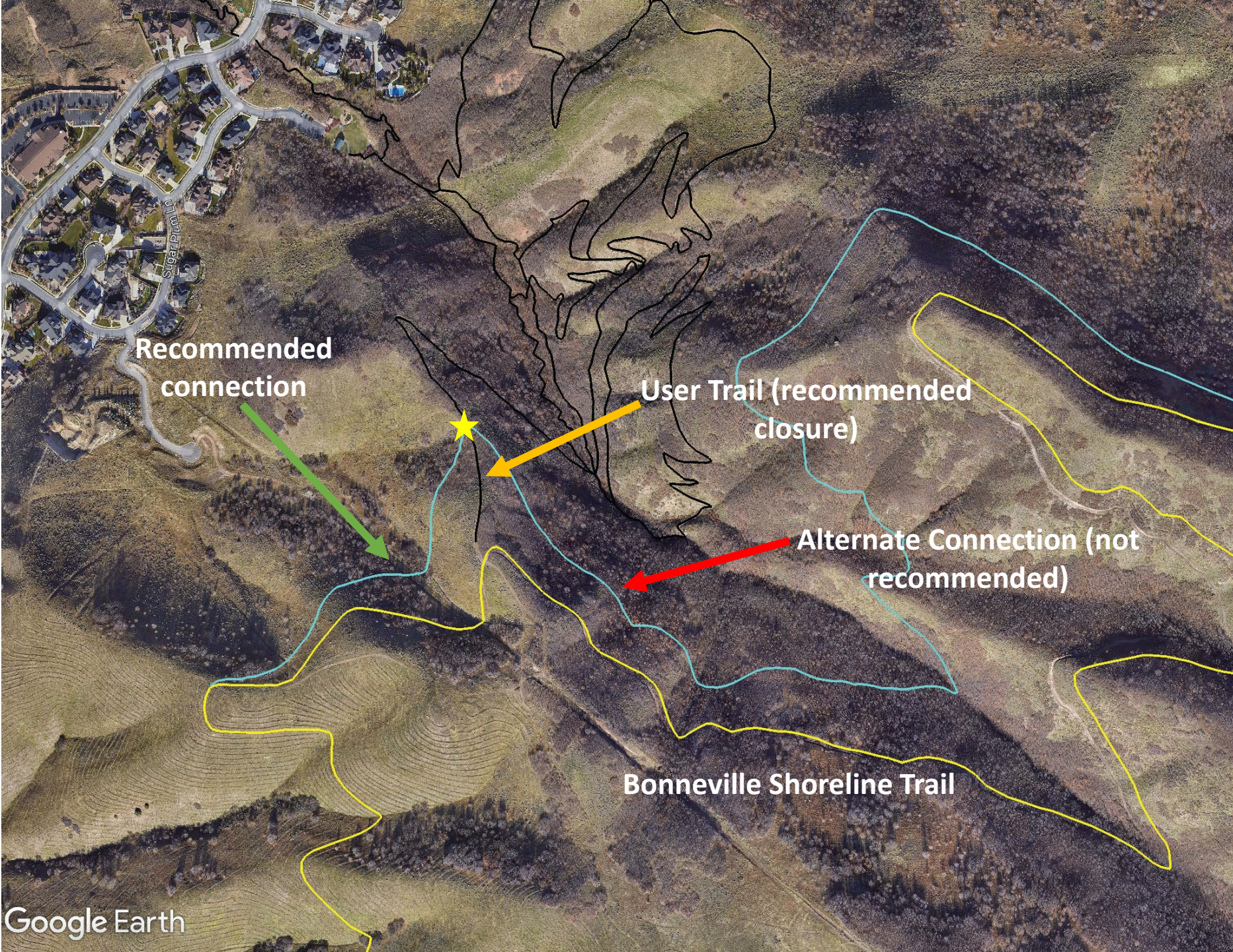


FIGURE PR.5: RECOMMENDED BIKE & PEDESTRIAN TRAILS
MAY 2013



Recommended parks (2013):

- Foxboro South Park
- Foxboro North Mini Park (Plat 11)
- City Hall Park
- Hatch Park Expansion
- Complete Tunnel Springs Park/open space
- Springhill Geologic Park
- 232 North Main linear park

Completed

In Progress

Update Needed

Recommended trails (2013):

- Hwy 89 Trail
- Center Street Trail
- Bonneville Shoreline Trail
- Redwood Road Trail (infill)
- Springhill Geologic Trail
- 1100 North Trail
- Commuter Rail Trail
- Eaglewood Village Trail
- Bamberger rail trail
- Eagleridge to Odell Trail

General Plan - Town Center & Hwy 89 Corridor

Element

Completed Projects:

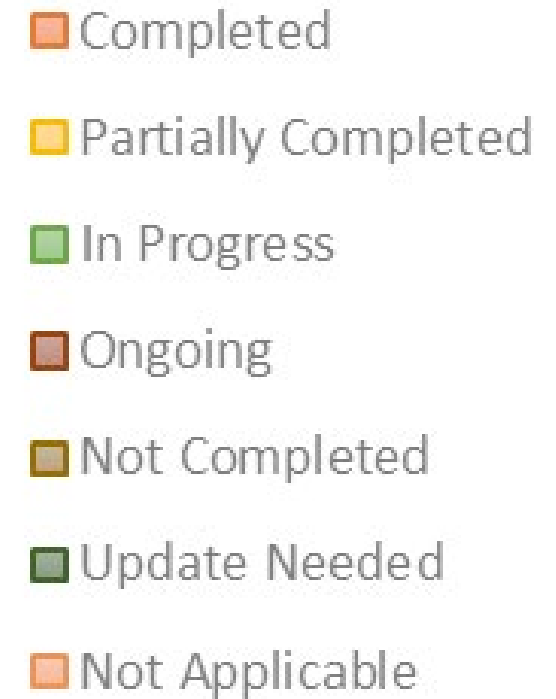
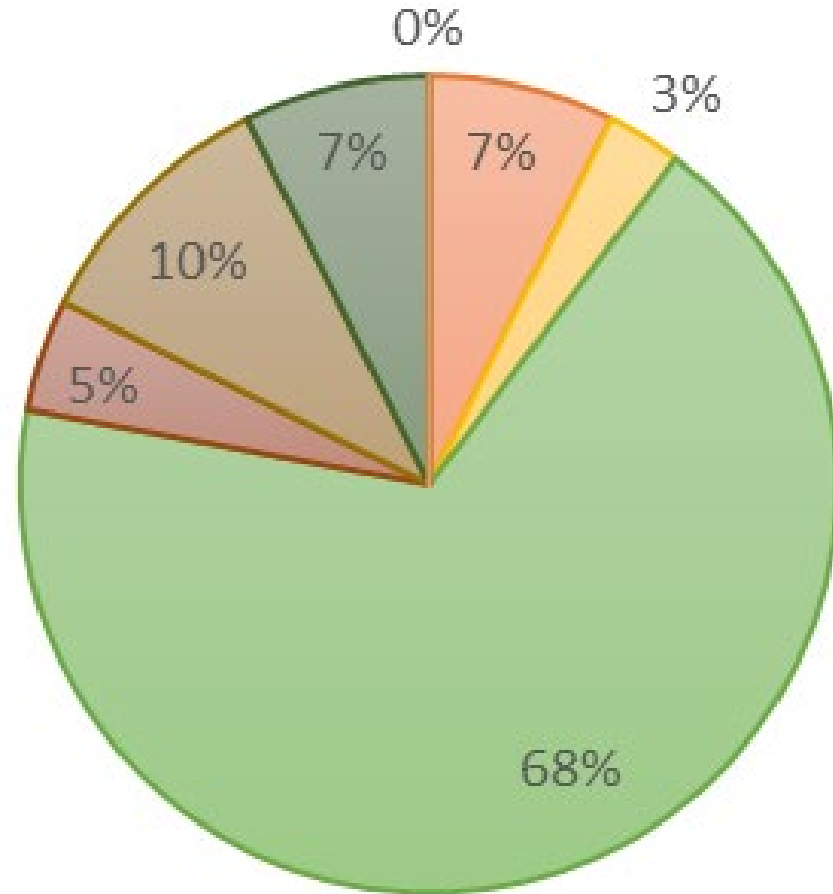
- Town Center specific signage
- Town Center Master Plan

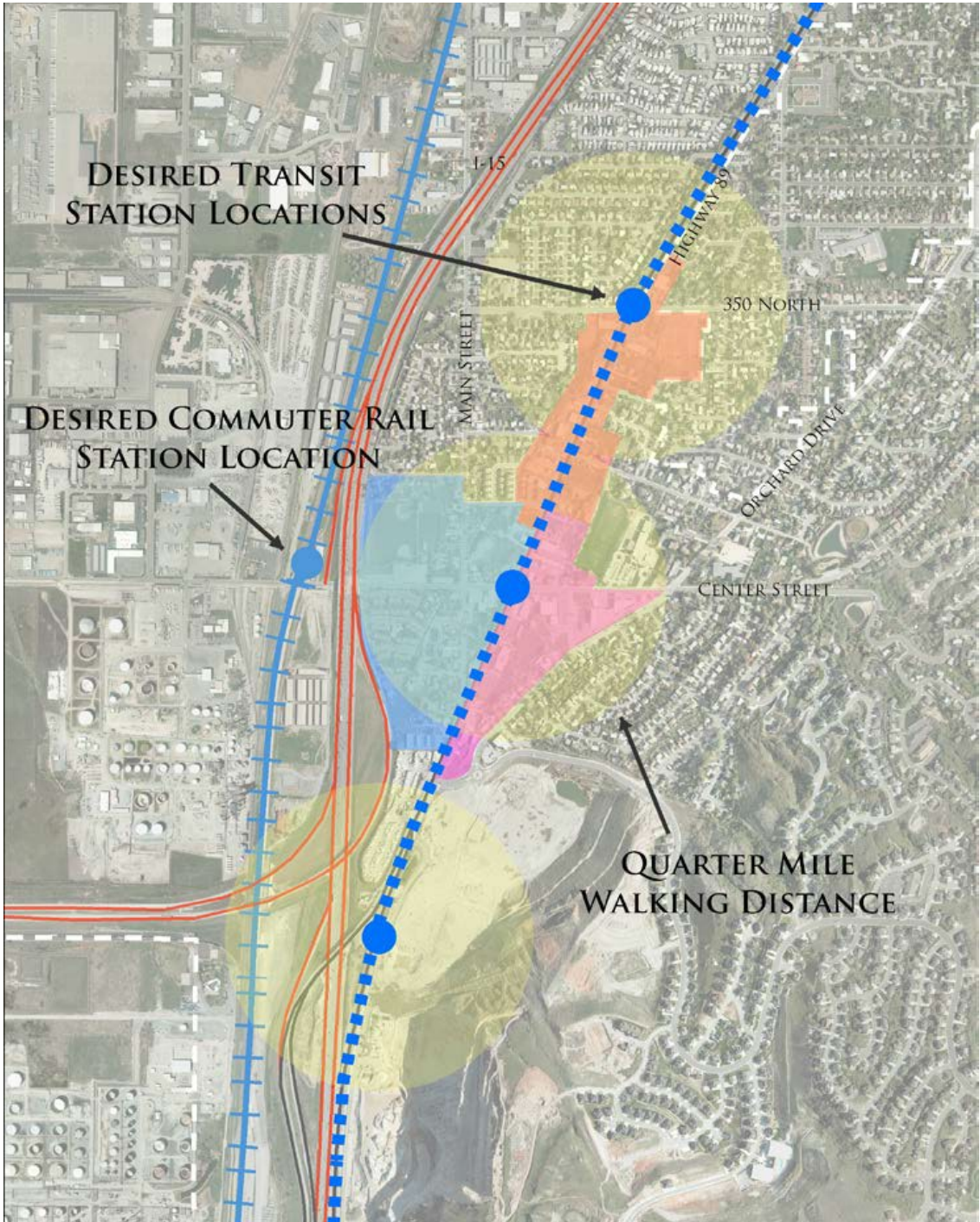
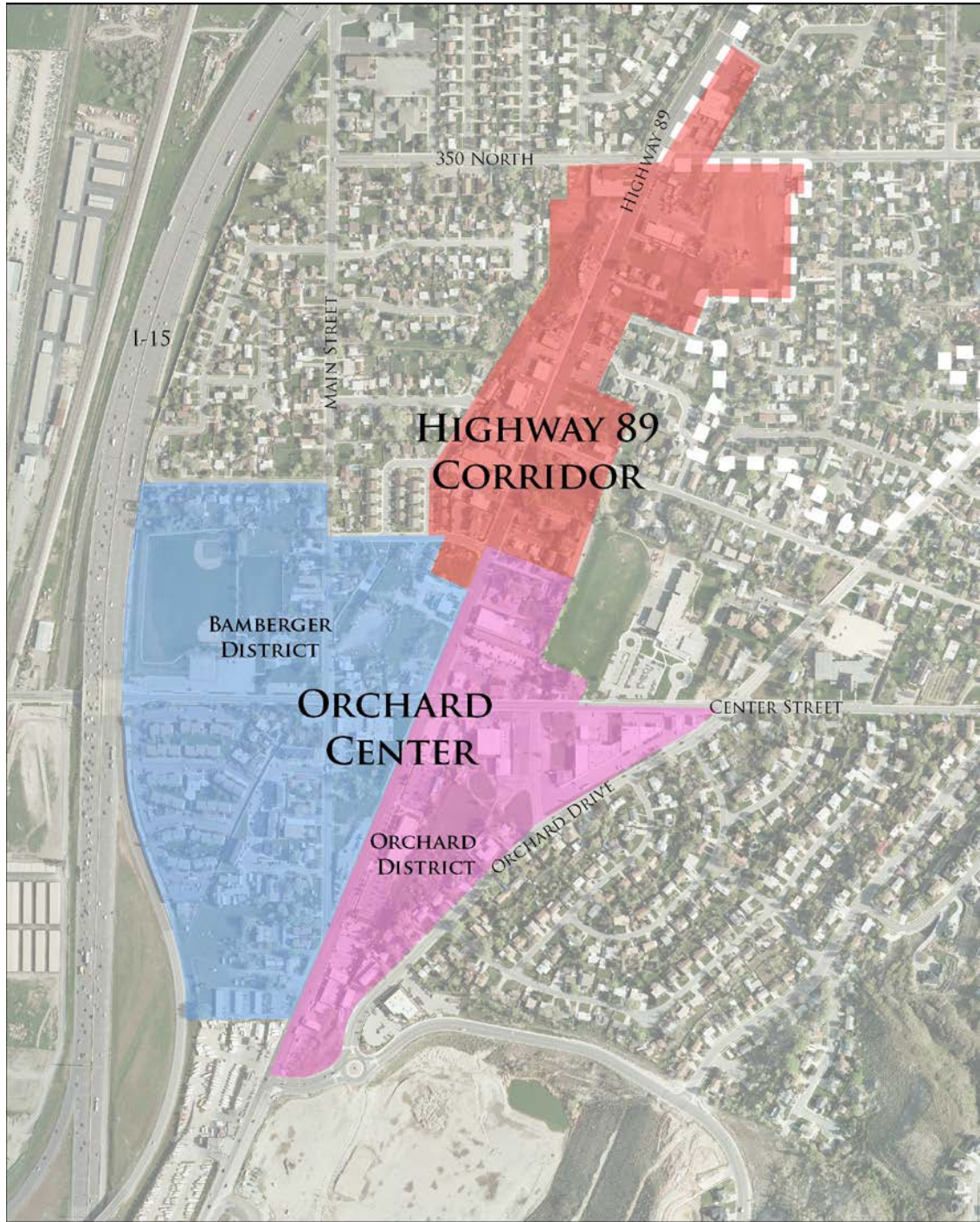
In Progress:

- Design guidelines
- Expand Hatch Park

Ongoing:

- Encourage redevelopment of properties on north side of 150 North
- Increase events at Hatch Park





General Plan - Redwood Road District Element

Completed Projects:

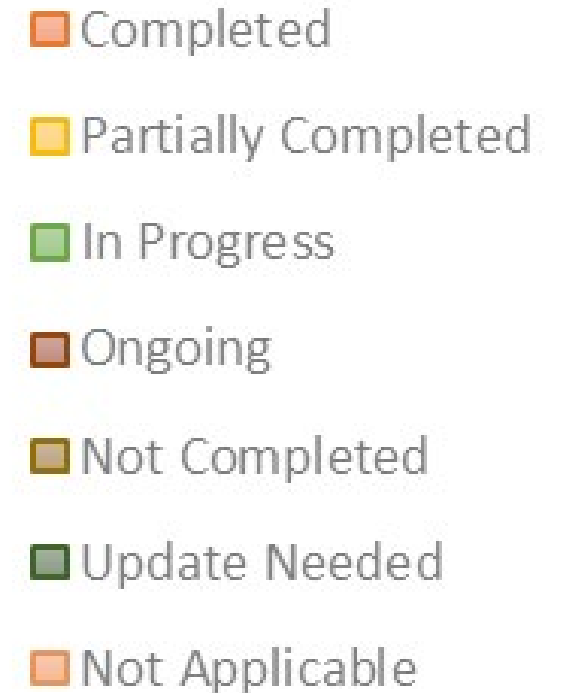
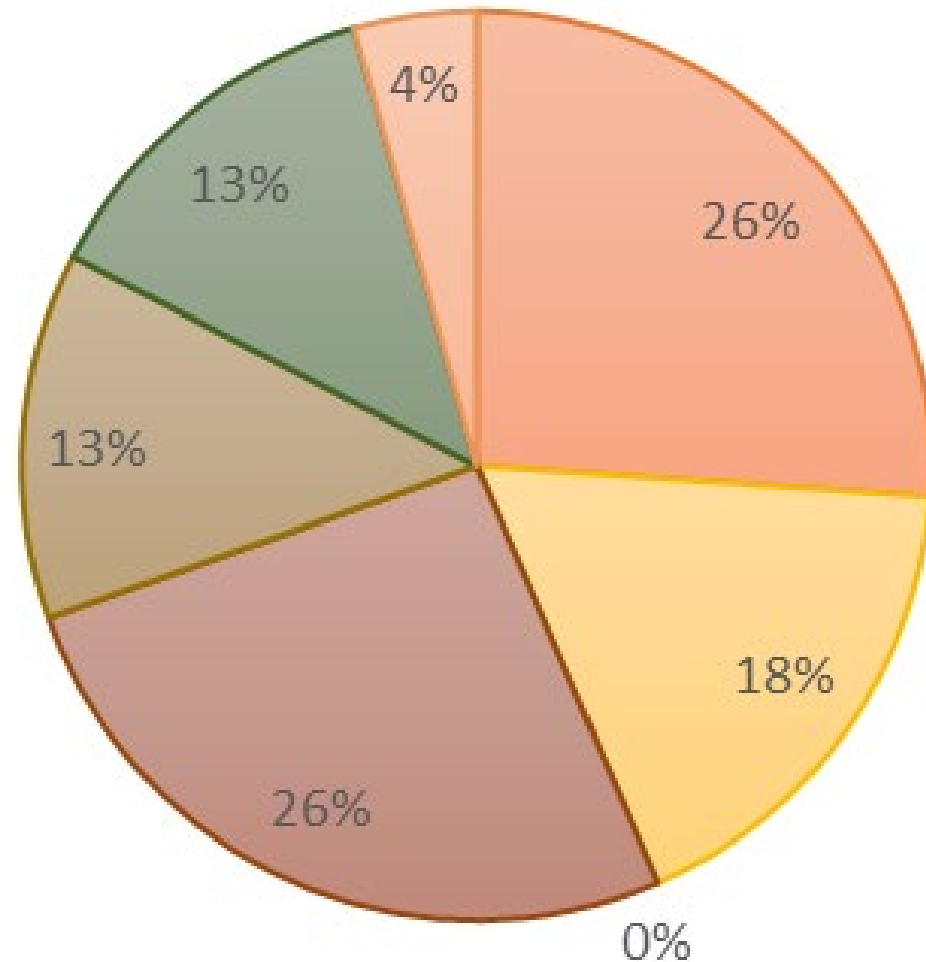
- Expand S-2 sign district boundaries
- Street tree program

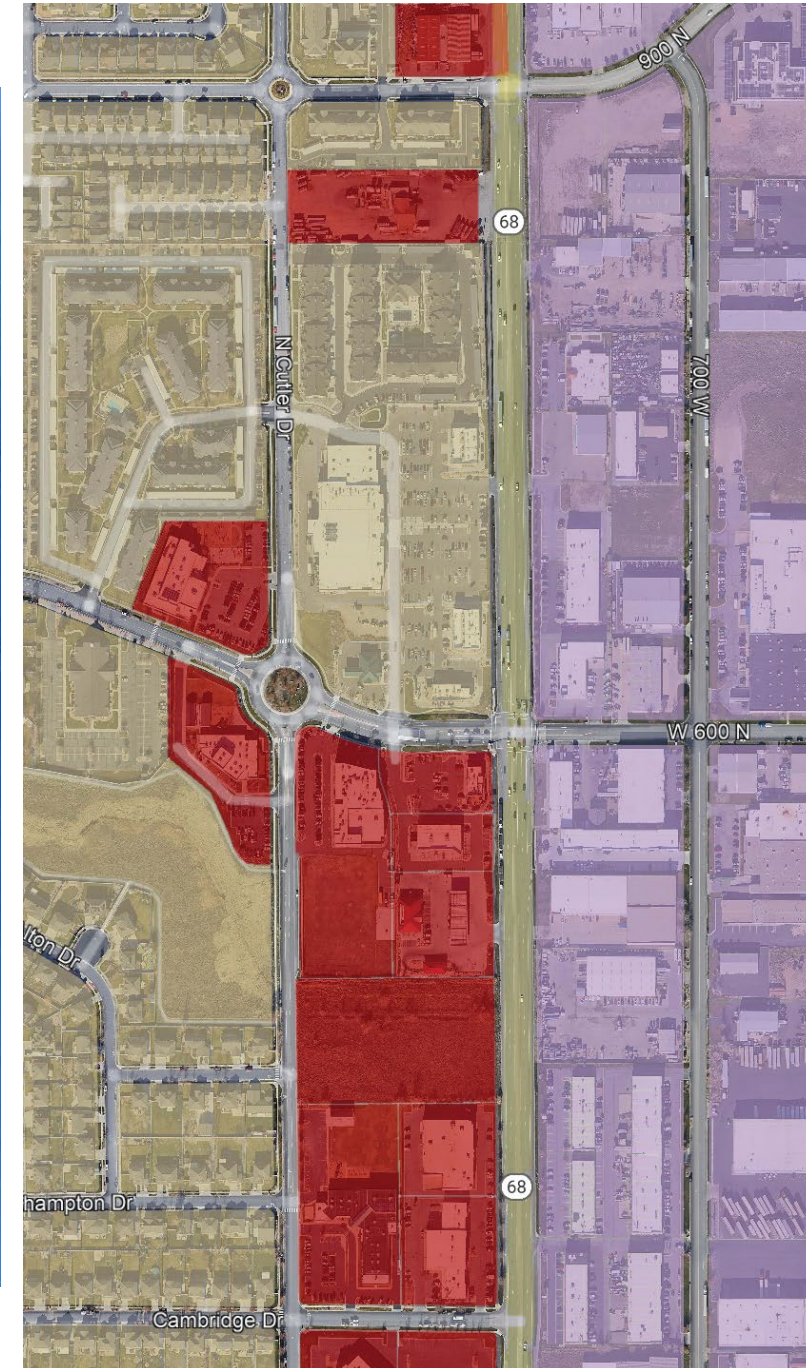
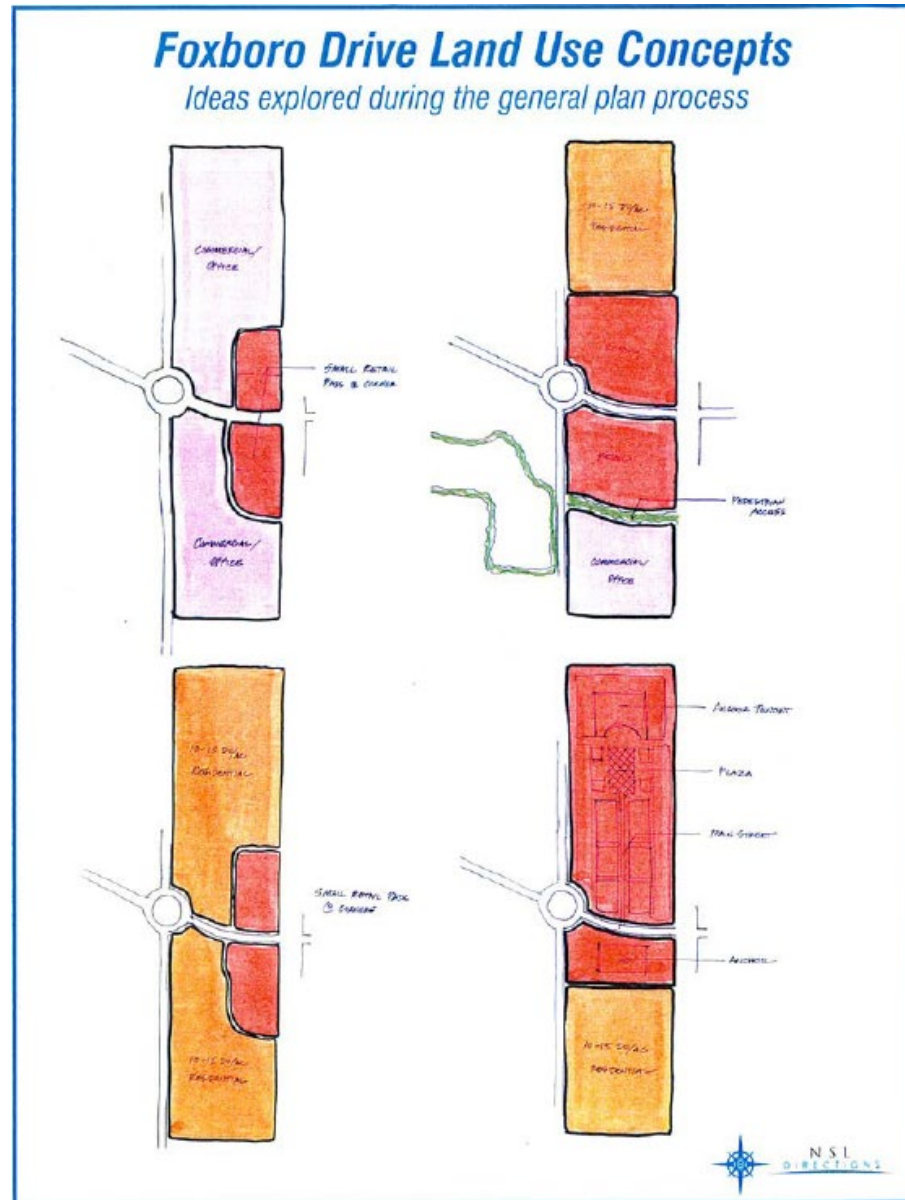
In Progress:

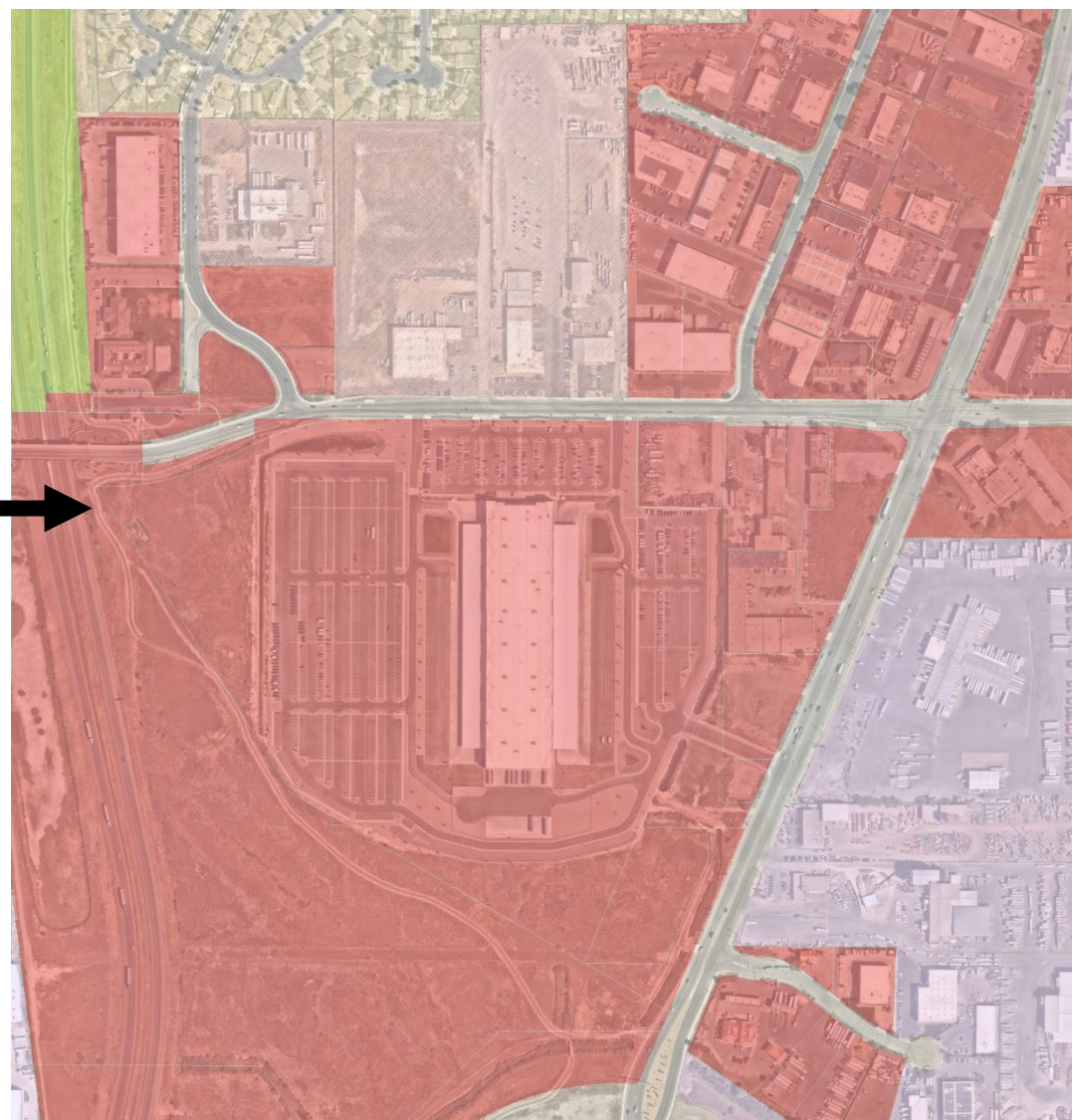
- Restrict pole signs in the PAZD & Foxboro Village Overlay

Ongoing:

- Address outdoor storage non-conformance
- Conduct intersection studies when development occurs







Town Center Master Plan 2016

Completed Projects:

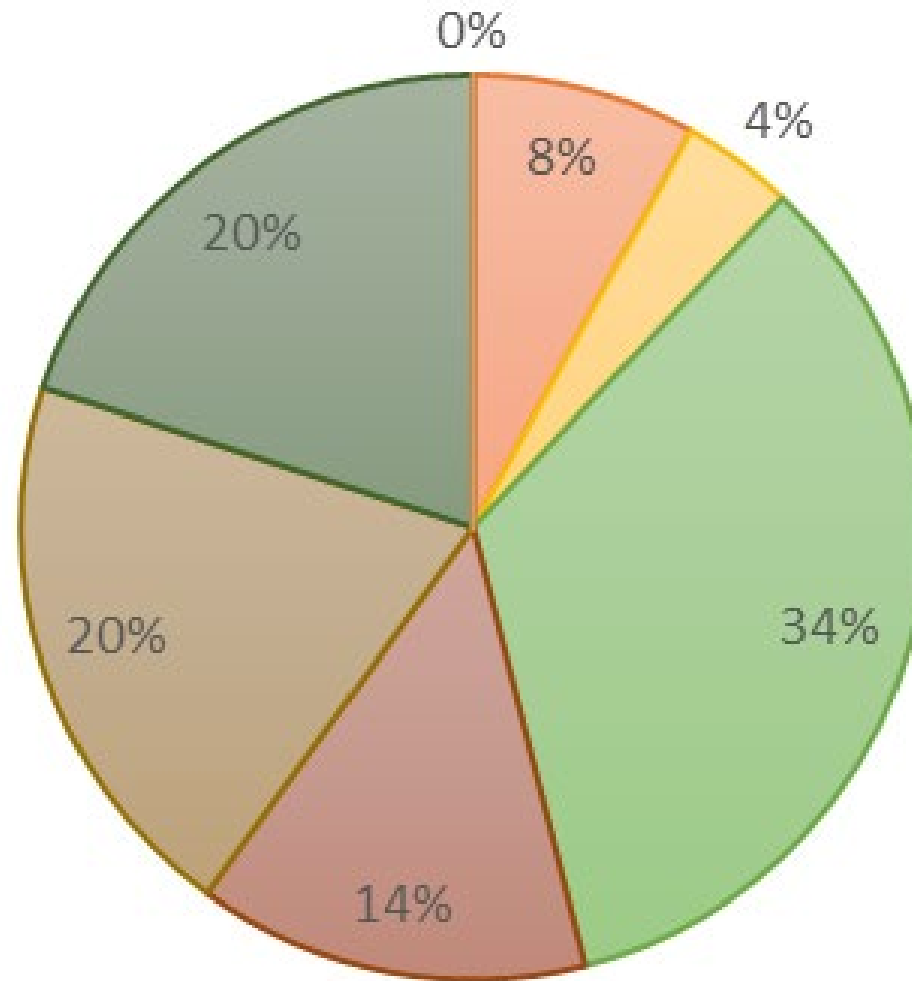
- Bike lanes added to Orchard Drive
- Branding study
- Parking analysis

In Progress:

- Town Center specific zoning district
- Town Center Market Study

Ongoing:

- Consolidate driveways with redevelopment
- Increased on-street parking

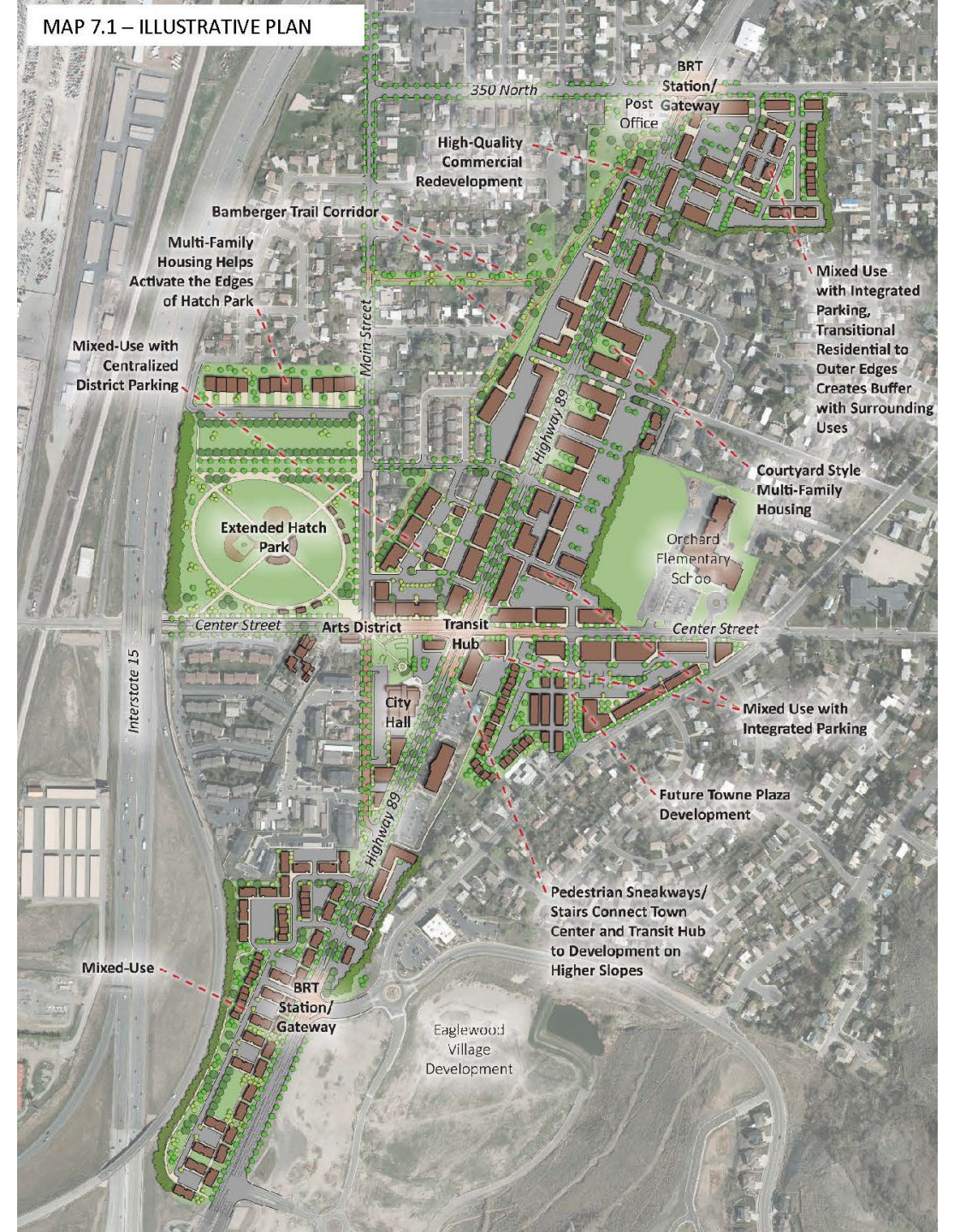


- Completed
- Partially Completed
- In Progress
- Ongoing
- Not Completed
- Update Needed
- Not Applicable

MAP 4 – LAND USE
CONCEPT



MAP 7.1 – ILLUSTRATIVE PLAN



Town Center Pedestrian & Bicycle Network

Legend

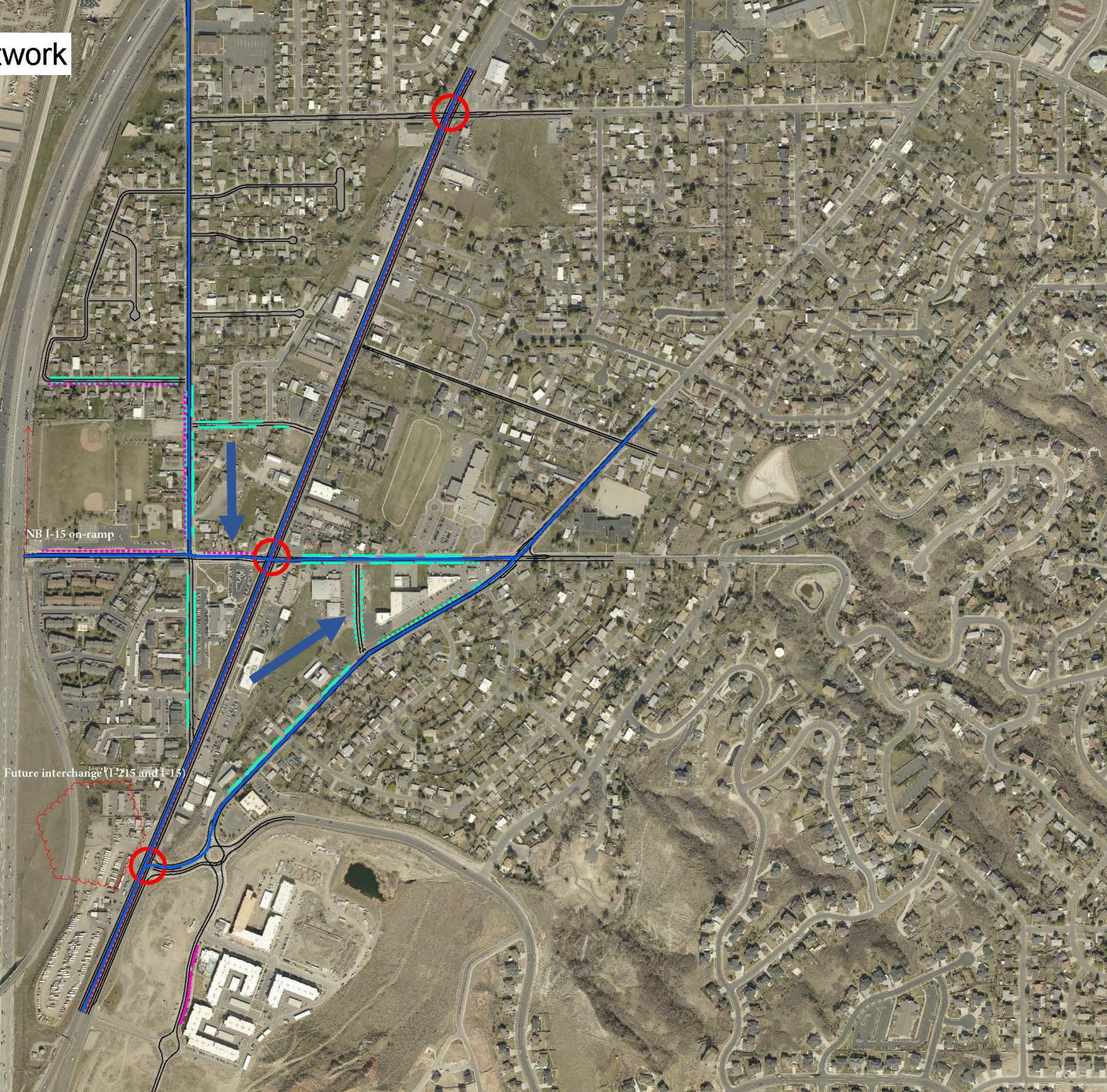
- Crosswalks - Existing
- ⋯ Crosswalks - Proposed
- Sidewalks - Existing
- ⋯ Sidewalks - Proposed
- Bike Lane - Existing
- ⋯ Bike Lane - Proposed
- Multi-Use Path - Existing
- ⋯ Multi-Use Path - Proposed
- Trails - Existing
- ⋯ Trails - Proposed



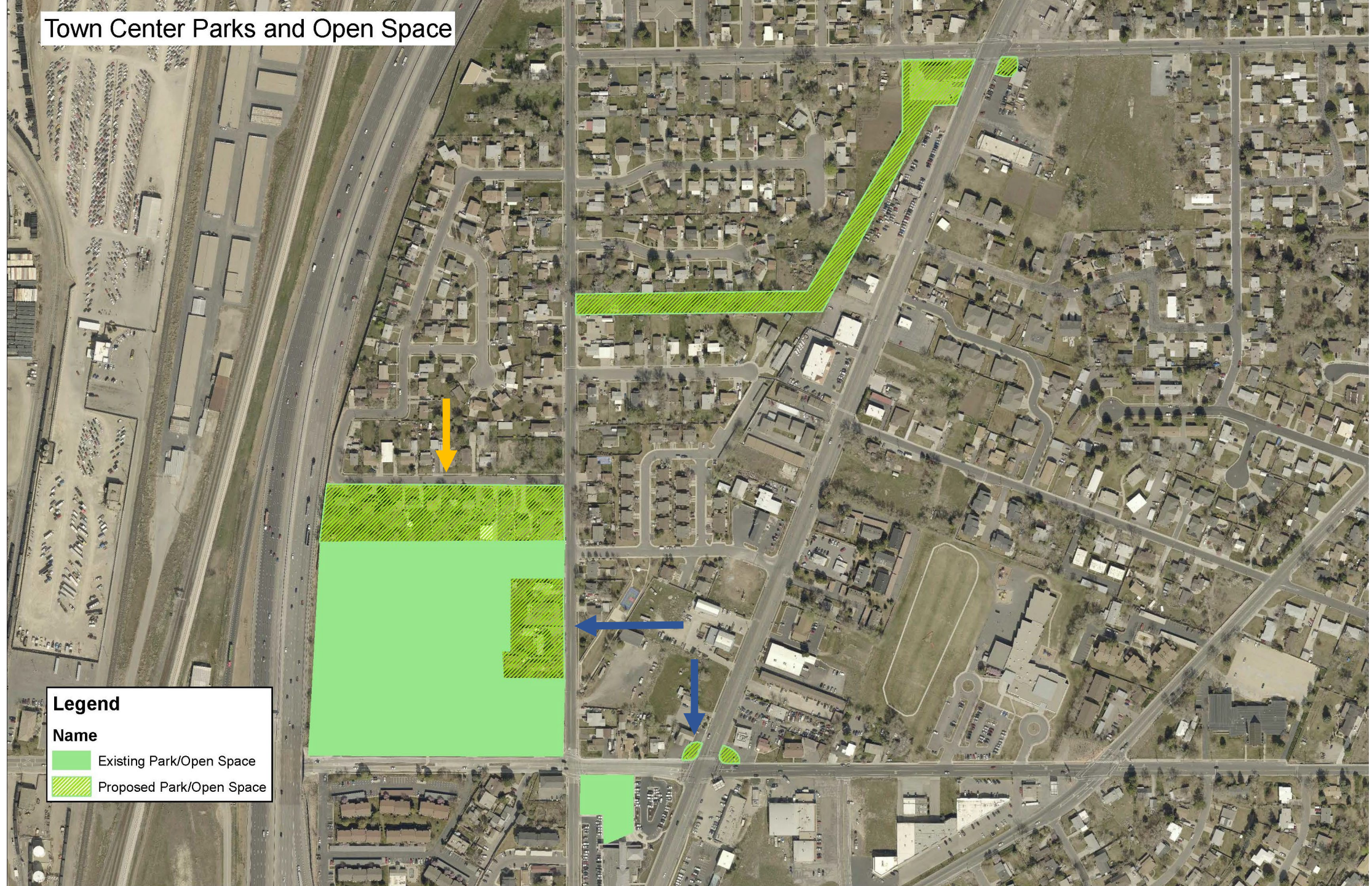
Town Center Vehicle and Transit Network

Legend

Name	
	Angled Parking - Existing
	Angled Parking - Proposed
	Existing Bus Route
	Parallel Parking - Existing
	Parallel Parking - Proposed
	Proposed BRT Route
	Proposed BRT Station
	Public Road - Existing
	Public Road - Proposed



Town Center Parks and Open Space



Legend

Name

- Existing Park/Open Space
- Proposed Park/Open Space

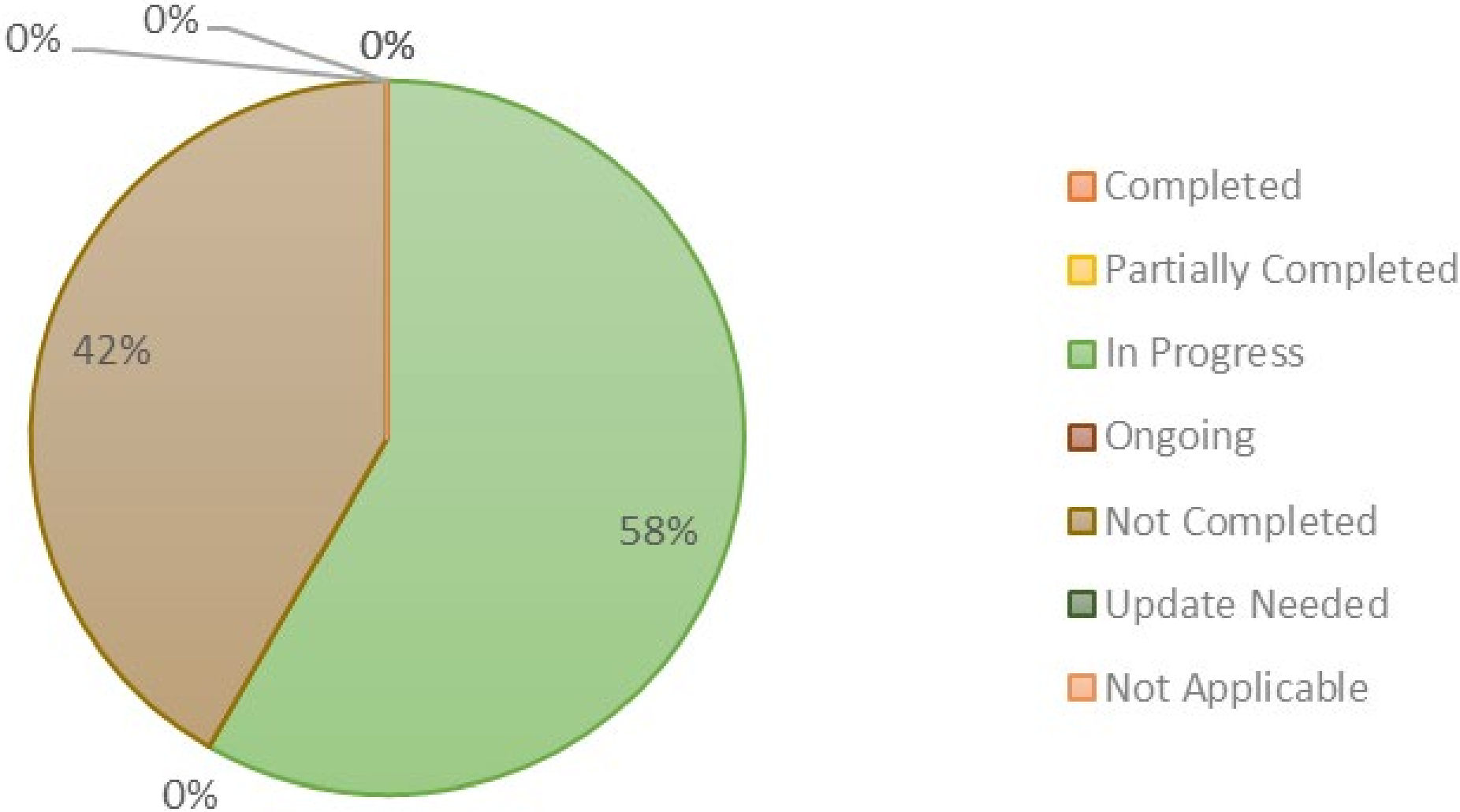
Active Transportation Plan 2020

In Progress:

- Bicycle amenity requirements in developments
- Shared Mobility (scooters, green bikes, etc.)

Not Completed:

- Complete Streets policy
- Programs such as Bike to Work/School Days, Open Streets events, etc.



In Progress:

- Redwood Road (west side – north of Center) Sidepath
- Town Center I-15 Trail Shared Use Path
- Highway 89 Sidepath
- 2600 South Interchange Future Study

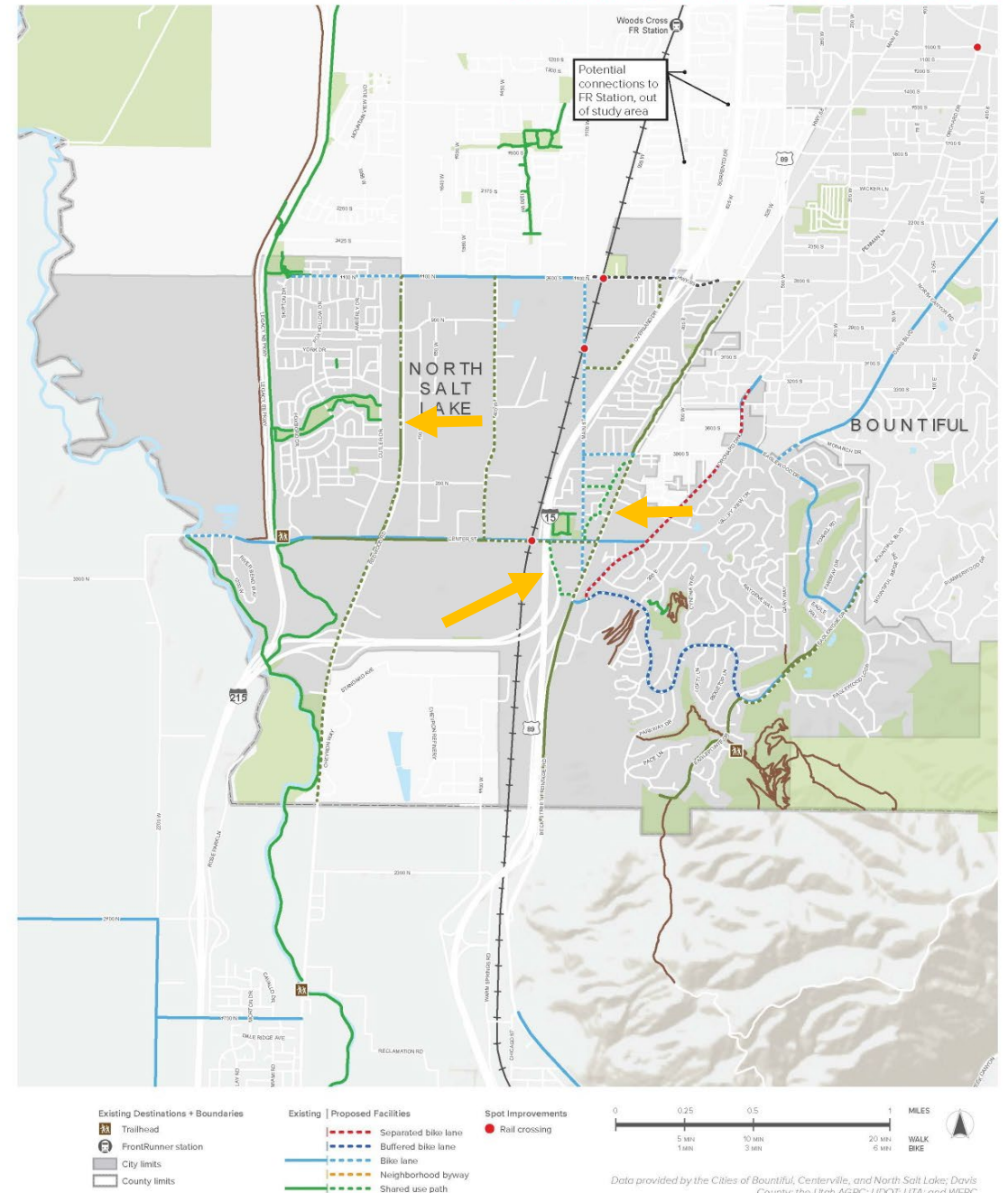
To Be Completed:

- 1100 North (west of Redwood) Bike Lane
- Center Street (west of Foxboro Dr) Bike Lane
- Redwood Road (west side – south of Center) Sidepath
- 400 West Sidepath
- Center Street (east of 400 West) Sidepath
- Overland/Pacific Sidepath
- 350 North Bike Lane
- Bamberger Trail/232 North Main Multi-Use Path
- Davis Blvd Bike Lane
- Eagleridge Drive (@ golf course) Sidepath

Additional Consideration Needed:

- Main Street Bike Lane
- Orchard Drive Separated Bike Lane
- Eagleridge Drive (to Eaglepointe) Buffered Bike Lane

MAP 4.1 | SOUTH DAVIS COUNTY ACTIVE TRANSPORTATION PLAN
NETWORK RECOMMENDATIONS - NORTH SALT LAKE



RECOMMENDED CONNECTIONS

NORTH SALT LAKE TOWN CENTER

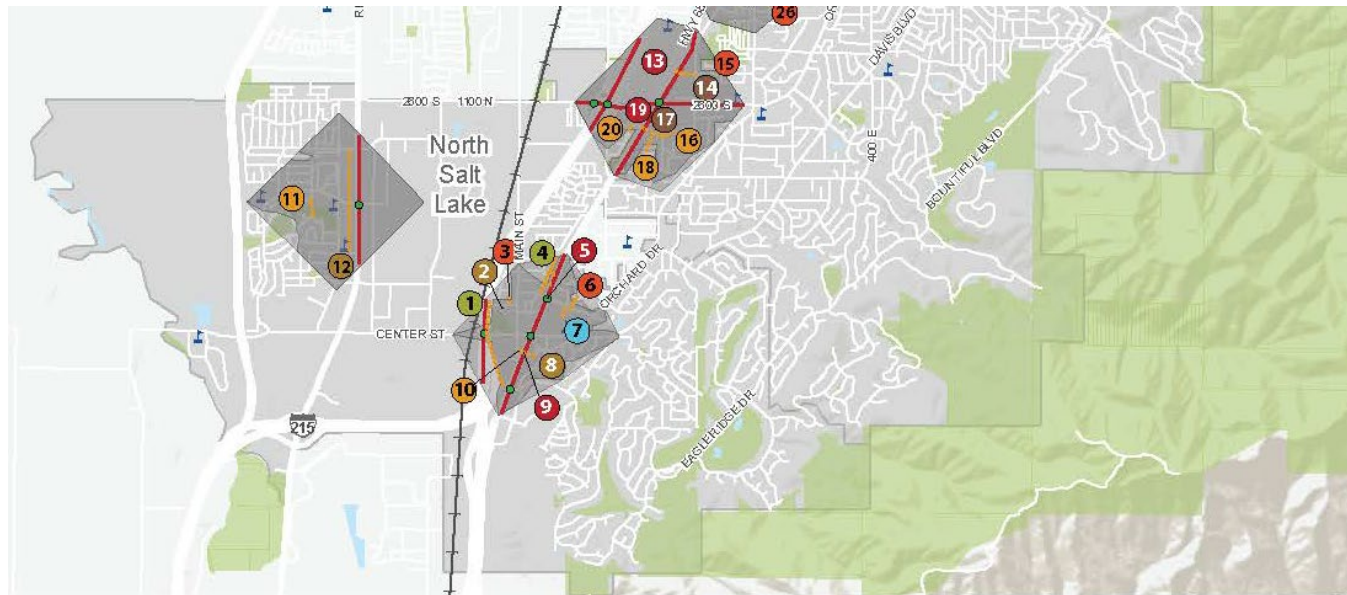
- 1 A new pathway linking neighborhoods north and south of Hatch Park to Hatch Park and Center Street via a trail alongside I-15 - extension of planned path shown in Town Center Pedestrian/Bicycle Network.
- 2 Connection between 150 North and Hatch Park through extension of the park to 150 North.
- 3 Additional street and/or pathway connections in the neighborhood north of Hatch Park.
- 4 Street or pathway connection(s) from 300 North and/or 250 North to US 89, and improvement of the connection between US 89 and 200 North, as part of the development of the Bamberger Trail.
- 5 Exploration of improvement of the marked crosswalk at Odell Lane with a pedestrian-activated signal such as a rectangular rapid flashing beacon or HAWK.
- 6 Enhance pathway connection from 4100 South to 100 North to create a more inviting and safe experience.
- 7 Preservation of pathway connection from 100 North to Orchard Elementary School; make new connection through school to Center Street.
- 8 Pathway connection between Orchard Drive and US 89 to better link neighborhoods to the Town Center - planned for between Walker Lane and ULGT property.
- 9 New crossing of US 89 signal or pedestrian-activated signal, especially if this is the location of the Town Center bus rapid transit (BRT) station - link with Connections 7 and 8.
- 10 Pathway connection between Main Street and US 89, likely in the form of stairs - align if possible with Connections 7 and 8.

FOXBORO/CUTLER

- 11 A pathway connection between Alton Drive and Foxboro Drive across the wetland - ideally equidistant from Cutler Drive and Fox Hollow Drive, connecting to existing trail.
- 12 Ensure a continuous north-south active transportation connection in new development between 900 North and Robinson Drive.

2600 SOUTH

- 13 New pedestrian street crossing of US 89 - ideally aligned with Connection 9.
- 14 Pedestrian connection through commercial superblock as an extension of 2400 South or 2350 South - ideally aligned with Connection 8.
- 15 Future connection of 2300 South to 500 West if the opportunity arises.
- 16 Public street connection between 500 West and 625 West - preferably at 2800 South or further south but could also use existing 2600 South connection - ideally aligned with Connection 17.
- 17 Pedestrian or street connection through the commercial superblock between 625 West and US 89 - ideally aligned with Connection 16.
- 18 Seek to leverage future redevelopment for a pathway connection of Eastpointe Drive north to US 89, preferably via the connection established in Connection 17.
- 19 New pedestrian street crossing of US 89 - ideally aligned with Connection 17.
- 20 Street or pathway connection between 500 East and US 89 or 1000 North - through the wall that separates these two streets.



Existing Destinations + Boundaries

- FrontRunner station
- School
- Library
- Water
- Park
- Study area

Walkshed Analysis

- Potential walkshed (half mile)
- Actual Walkshed (half mile)
- Barrier street
- Barrier street crossing

- Near-term street or pathway connections
- Long-term street or pathway connections
- New pedestrian crossings
- Connections to include in future development
- Pathways through commercial superblocks
- School connections, including preserving/enhancing existing links
- Connection as part of a planned trail corridor or trail opportunity



Data provided by the Cities of Bountiful, Centerville, and North Salt Lake; Davis County; the Utah AGRC; UDOT; UTA; and WFRCA
Map produced August 2019 by Alta Planning + Design

Moderate Income Housing Plan 2022

In Progress:

- Allow for single room occupancy developments
- Reduce parking requirements for housing in the Town Center

Ongoing:

- Refer residents to Davis Community Housing Authority
- Use CDA funds to incentivize moderate income housing developments in the Town Center

