



Station Area Plan Progress Update

Communities are making strides to plan and develop areas around FrontRunner, TRAX, and bus rapid transit (BRT) stations as we address today's growth challenges while preserving quality of life.

As a result of HB462 Housing Affordability Amendments, which passed in the 2022 Legislative Session, cities with a fixed-guideway public transit station (rail or BRT) are required to develop a Station Area Plan (SAP) and update their general plan and zoning to implement the SAP.

Station Area Plans support the goals of the Wasatch Choice Vision, including increasing the availability and affordability of housing, promoting sustainable environmental conditions, enhancing access to opportunities, and increasing transportation choices and connections. SAPs are intended to maximize development potential in appropriate areas through a collaborative city-led planning approach, allowing cities to determine how best to meet shared objectives without mandating a specific approach or zoning.

The Wasatch Front Regional Council (WFRC) and the Mountainland Association of Governments (MAG) (the Metropolitan Planning Organizations), in collaboration with Utah Transit Authority (UTA), and with support from the Governor's Office of Economic Opportunity, are providing technical assistance to cities to develop and implement their Station Area Plans.



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View SAP
Interactive
Map

Learn more at wfrc.org and mountainland.org.

Implementation and Progress

Review and Certification of Station Area Plans by MPOs

Data current as of January 2024

Metropolitan Planning Organizations like WFRC and MAG are responsible for certifying Station Area Plans. A form to submit Station Area Plans and relevant resolutions for review and certification is now available.

Of the 126 station areas*



23

Stations where station area planning has not begun



27

Stations with planning that pre-dates HB462



59

SAPs being prepared for adoption



0

SAPs submitted for certification review



17

SAPs certified by MPO
see list of stations/plans below

SAPs certified by MPO

- Farmington FrontRunner Station
- SLC Ballpark TRAX Station
- Roy FrontRunner Station
- SJ 4800 W Old Bingham Hwy TRAX Station
- Salt Lake Central TRAX
- Salt Lake Central FrontRunner
- North Temple Bridge/Guadeloupe TRAX
- North Temple FrontRunner
- 900 South
- 600 South
- Courthouse
- Gallivan Plaza
- City Center
- Temple Square
- Arena
- Planetarium
- Old Greek Town

*There are 95 eligible stations along the Wasatch Front. The defined "station areas" for several stations extend into multiple jurisdictions, which is why the total number of station areas exceeds the number of stations.

Technical Assistance

WFRC and MAG also provide technical assistance to help communities implement HB462, in partnership with UTA, and with support from the Governor's Office of Economic Opportunity. Applications are being accepted on a rolling basis, and reviewed by the program partners. WFRC, MAG, and UTA work with communities to move SAPs forward quickly once they receive funding.

68/126

Station areas have received technical assistance* to fund planning activities around their station areas.

*Funded through the existing WFRC Transportation and Land Use Connection (TLC) program or the new, GOEO-funded Station Area Plan Technical Assistance program.

Thus far, with the \$5 million provided by the Governor's Office of Economic Opportunity (GOEO) to fund SAP technical assistance in partnership with the MPOs and Utah Transit Authority:



19 applications for SAP technical assistance received



19 applications approved and projects awarded



\$2.767 million

in project funding through SAP technical assistance awards



\$74,784

average technical assistance awarded per station

Case Studies and Examples

Roy City: Roy FrontRunner Station

After extensive public engagement, Roy City created the Focus Roy City vision for their community, which then led to the adoption of a Form Based Zoning Code for their FrontRunner Station. Roy's Form Based Zoning Code will help transform the station area through zoning changes into a transit oriented development with a mix of uses, including affordable housing options and office/commercial development, as well as connectivity for pedestrians and bikers to best leverage the development's proximity to public transportation. This plan is beginning to come to life as the market responds with a proposal to construct nearly 300 townhome units within the station area.



Higher density around FrontRunner station



Focus Roy City SAP



Pedestrian friendly public ways

Midvale City: Bingham Junction, Midvale Fort Union, & Midvale Center TRAX Stations

Midvale has three TRAX Stations: (1) Bingham Junction, (2) Midvale Fort Union, and (3) Midvale Center. Bingham Junction is on the Red Line while Midvale Fort Union and Midvale Center are on the Blue Line. Being located near the center of the Salt Lake Valley, Midvale sits at a crossroads of transit and transportation; its three TRAX stations afford prime opportunities for transit-oriented development, including housing, commercial, and other uses.

Midvale's Bingham Junction station has largely developed in a linear, mixed-use fashion with office and residential uses adjacent to one another. While located near the historic downtown, a rail spur and a long-time industrial use separates the station from the downtown. Redevelopment opportunities could provide a connection to the historic downtown, greatly increasing the likelihood of transit use while tying into and expanding the recently adopted form-based zoning code encompassing the downtown area.

A few newer, higher-density mixed-use and residential developments, some affordable, have been built near the Midvale Fort Union and Midvale Center stations. An existing Station Area Plan (2019) encompasses both of them. This plan now will be updated to address the requirements of HB462. As with the Bingham Junction area, Midvale looks forward to what the new station area plan proposes for these areas; specifically, how to improve and better utilize existing zoning opportunities for transit-oriented growth.



Midvale Center Station



Midvale Bingham Junction Station



Historic Downtown Midvale

Case Studies and Examples Continued

Farmington City: Farmington North FrontRunner Station

Farmington City adopted a Station Area Plan for the Farmington North FrontRunner Station. The SAP includes an implementation timeline for the next 5 to 10 years which will activate the area to become a connected, mixed-use development containing residential housing (market rate and affordable), office/commercial, and open space uses. The plan seeks to expand housing choice and availability around the station, including approximately 4,500 new residential units - enough to accommodate nearly 15,000 new Farmington residents. Under the SAP, Farmington will explore innovative alternative transit options to connect people within the station area (which can be more than ½ mile) to the station and a mixed-use center, which the city has already initiated.



Farmington North Station Plan



Mixed-uses at various scales



Pedestrian friendly public ways



Vineyard Station Area Plan, with artist representation of development

Vineyard City: Vineyard FrontRunner Station

In August of 2022, UTA opened the FrontRunner Station in Vineyard. City leadership sees this station as one of the most critical infrastructure projects in the city and region and has established a land use plan for a new 350-acre downtown to provide housing for all income levels, expanded transportation choices, and economic development. The 2020 Downtown Station Area Plan estimates 6,000-8,000 new residential units. To date, 685 multifamily units have been constructed within the station area along the Utah Lake.

In August 2022, MAG awarded technical assistance to Vineyard City to further expand the station area plan boundaries from 350 acres on the west side of the FrontRunner railroad tracks, to include approximately 430 acres east of the railroad (known as East Geneva). Together, the new station area plan covers a total of 780 acres, not including the adjacent 225-acre Utah Valley University (UVU) property.

As part of the planning process and to comply with HB462 requirements, Vineyard City will also reconsider elements of the Downtown plan related to moderate-income housing, transportation linkages, and open space. The planning process engages a wide range of community stakeholders, including local residents, property and business owners, consultants hired by downtown area developers, and UVU, which aims to add high frequency transit options for the Vineyard Campus.