

# STATION AREA PLANNING

1. **SAP Overview and Progress Update**
2. **ACTION: Certification of Roy FrontRunner & 4800 W Old Bingham Hwy TRAX SAPs**

**Regional Growth Committee: August 17th, 2023**

Megan Townsend, Community and Economic Development Director  
Wasatch Front Regional Council



# Station Area Plan Goals



## STATION AREA PLAN GOALS

1. **Increase** the availability and affordability of **housing**
2. Promote **sustainable environmental conditions**
3. Enhance **access to opportunities**
4. Increase **transportation choices** and connections



# Station Area Plan Components



## SAP COMPONENTS

- Vision
- Map (**rail: ½ mile radius or BRT: ¼ mile radius**)
- 5-Year Implementation Plan
- Statement describing how 4 objectives are met
- Public / Stakeholder Engagement

**MPOs administer technical assistance in partnership with UTA  
(\$5M from GOEO over 2 years)**

# SAP Progress Update

*Of the 95 station areas:*



**21**

*Stations where station area planning has not yet been initiated*



**36**

*Stations with plans that pre-date HB462*



**34**

*Stations with plan(s) being prepared for adoption*



**1**

*SAPs adopted by municipality, pending SAP certification submission*



**1**

*SAPs submitted for certification review*



**2**

*SAPs certified by MPO  
**Farmington  
FrontRunner Station  
SLC Ballpark TRAX  
Station***



**17**

*applications for SAP technical assistance received*

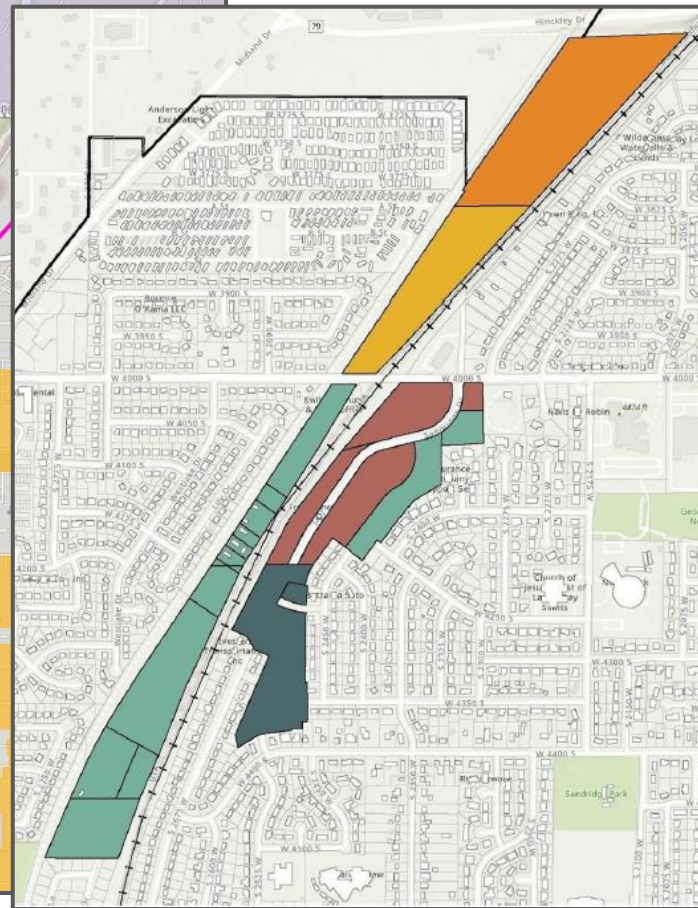


**\$2.267 million**

*in project funding through SAP technical assistance awards*



# Station Area Plan Certification: Roy FrontRunner



# FRONTRUNNER ROY STATION AREA ● ● ●

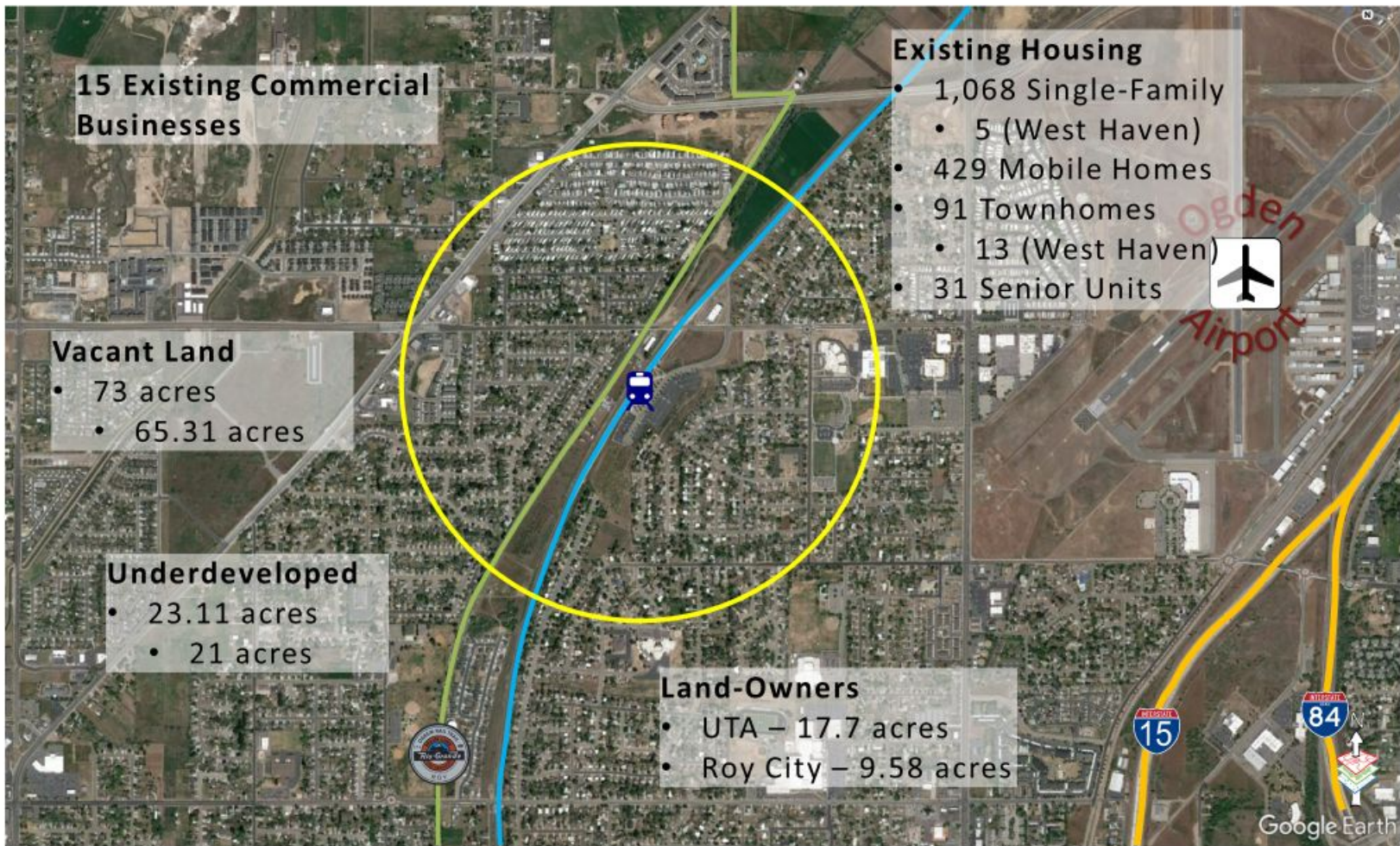


- The station area (study area) extends a 1/2 mi from the station.
- Primary transportation assets include:
  - UTA rail line and bus routes
  - 4000 South, S 1900 W, and Midland Drive.
  - Denver and Rio Grande Western Rail Trail
- Residential development is primarily single family, and commercial properties are limited.
- Access to the station from the west side of the tracks is limited.





# AREA INTRODUCTION



## PLAN

### INTRODUCTION ● ● ●

**Focus Roy** was adopted in **2017** to guide development near the Frontrunner station.

**2021 Roy City** adopted a high-density / mixed-use code for the Frontrunner station area and amended the Zoning map creating three new zones:

- Station South (S-S)
- Station Central S-C), and
- Station North (S-N)



## PLAN

### PURPOSE ● ● ●



Meet the Utah requirements enumerated in §10-9a-403.1 for a five-year implementation plan.

Establish a community anchor that facilitates additional Frontrunner trips. Provides for a variety of housing options such as "missing middle" housing.

Creates a mix of market-sustainable commercial development that generates stable tax revenue.



# COMPLIANCE WITH §10-9a-403.1



State Requirement	2017 Focus Roy	2023 Station Area Plan
Increasing the availability and affordability of housing, including moderate income housing § 10-9a-403.1(7)(a)(i).	NO	YES
Promoting sustainable environmental conditions § 10-9a-403.1(7)(a)(ii).	NO	YES
Enhancing access to opportunities 10-9a-403.1(7)(a)(iii).	YES	YES
Increasing transportation choices and connections 10-9a-403.1(7)(a)(iv).	YES	YES
A defined vision for the station area	YES	YES
A map that depicts the station area	YES	YES
An implementation plan that identifies and describes each action needed within the next five years to implement the station area plan, and the party responsible for taking each action, including any actions to:	NO	YES
A statement that explains how the station area plan promotes the objectives described in Subsection (7)(a).	NO	YES
As an alternative or supplement to the requirements of Subsection (7) or (8),, and for purposes of Subsection (2)(b)(ii); a statement that describes any conditions that would make the following impracticable:	NO	YES
A municipality shall develop a station area plan with the involvement of all relevant stakeholders that have an interest in the station area through public outreach and community engagement, including:	NO	YES

# PUBLIC INPUT SYNOPSIS



The process utilized for the Roy City Station Area Plan followed the VAK (Visual, Auditory, Kinesthetic) model. Through this model, we were able to tailor feedback models to methods for which the public was comfortable with. Additionally, a test, refine, and repeat model was utilized, ensuring that public opinion was integrated throughout, ensuring the public's vision was met at every stage. The process is outlined below:

- |                                    |                             |
|------------------------------------|-----------------------------|
| 1 Stakeholder Meeting #1           | 4 Stakeholder Meeting #3    |
| 2 Stakeholder Meeting #2           | 5 Draft Recommendations     |
| 3 Interactive Community Open House | 6 Final report presentation |



# AREA STAKEHOLDERS



Critical stakeholders included in the planning process were:

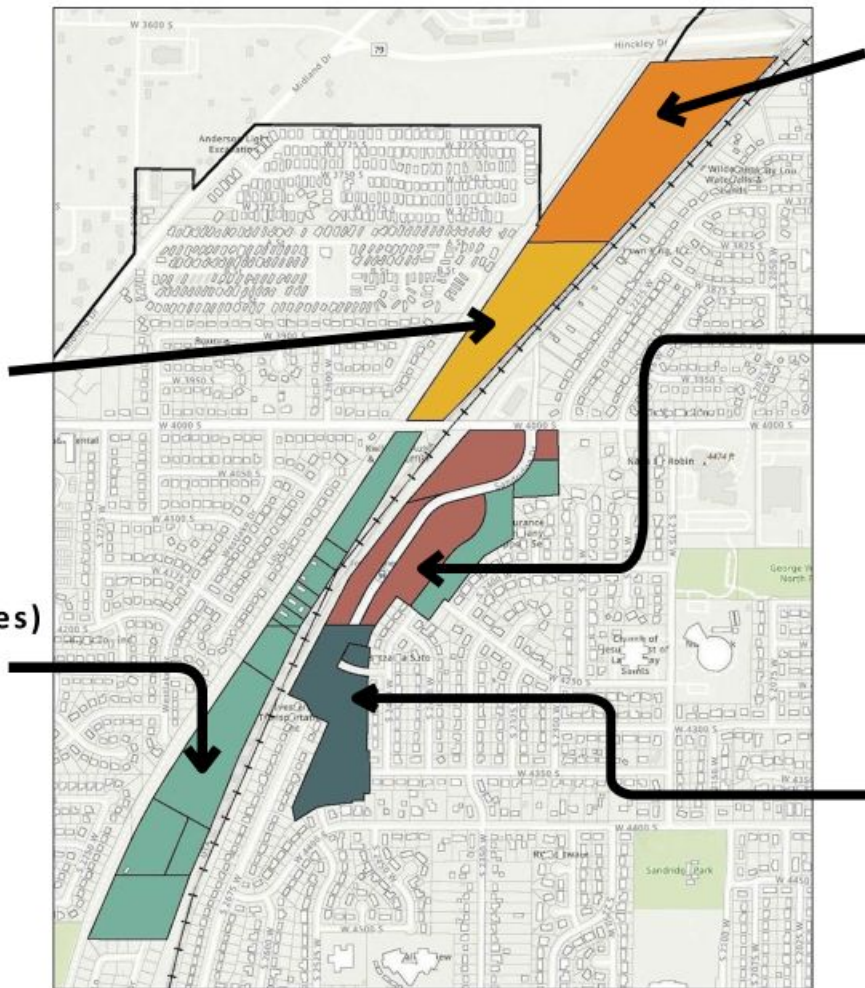
- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Roy City Elected Officials & Staff | <input checked="" type="checkbox"/> Utah Transit Authority |
| <input checked="" type="checkbox"/> Roy City Residents                 | <input checked="" type="checkbox"/> Property Developers    |
| <input checked="" type="checkbox"/> Adjacent Landowners                | <input checked="" type="checkbox"/> UDOT                   |
|  | <input checked="" type="checkbox"/> Union Pacific          |



● ● ●

- 20 units / acre
- AVG. 1,000 sq-ft each

- 18 units / acre
- AVG. 1,500 sq-ft each



## High Density Residential

- 35 units / acre
- AVG. 850 sq ft each

## Mixed-Use Residential

- 30 units / acre
- AVG. 850 sq ft each

## Retail

- 30,000 sf / acre

## Office

- 15,000 sf / acre

## Senior Living Residential

- 18 units / acre
- AVG. 1,250 sq ft each



## PREFERRED SCENARIO

### SITE OVERVIEW ● ● ●

This site plan gives a glimpse at the potential future of the station area.

The main hub of mixed-use activity is concentrated around the FrontRunner Station, with higher density residential areas located in close proximity.

The following slides include a more detailed overview of all the sections of the site plan.



## PREFERRED SCENARIO STATION NORTH



- Comprised of varying sizes of apartment buildings.
- Account for the highest density in terms of resident capacity.
- Would increase housing availability and affordability in close proximity to public conveniences that make up the Station North area.





# PREFERRED SCENARIO

## STATION CENTRAL



- Dynamic community driven hub with a variety of uses.
- Public spaces should respond to the surrounding building types with an active streetscape and accessible public ROW.
- Mixed use buildings should create a strong identity for the station area, which can be achieved through proper orientation to the public space, and by embracing indoor-outdoor relationship.
- Also includes town homes on the eastern edge providing a transition into the existing single-family neighborhoods.





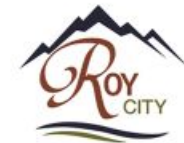
## PREFERRED SCENARIO STATION SOUTH



- Features a community comprised of town homes and senior living units.
- Relatively small travel lanes which maximizes the land available for more units, open space, and amenities.
- On the eastern portion of this area are the senior living apartments, integrated into the existing street network.
- Closer to the mixed-use center which provides more accessibility to available amenities and promotes a more independent lifestyle.



# TRANSPORTATION ANALYSIS ● ● ●



## ACTIVE TRANSPORTATION AND TRANSIT VISION



- 1** OPTIONS FOR PEDESTRIAN BRIDGE ACROSS OR TUNNEL UNDER TRACKS
- 2** LINK CUL-DE-SAC TO THE TRAIL
- 3** EXTEND 2675 WEST
- 4** CONSTRUCT PATHWAYS
- 5** IMPROVE 4000 SOUTH PED CROSSING
- 6** CONSTRUCT SIDEWALK AND PED CROSSING ON THE NORTH SIDE OF 4000 S

### COMPLETE STREETS

PROVIDE COMFORTABLE AND SAFE TRAVEL FOR USERS OF ALL MODES, AGES, AND ABILITIES. 4000 SOUTH R.O.W. SHOULD BE CONVERTED TO BE A COMPLETE STREET, IMPROVING SAFETY FOR STATION USERS





# Staff Findings, Roy FrontRunner SAP

CRSA

## ROY CITY, UTAH

### STATION AREA PLAN

In partnership with

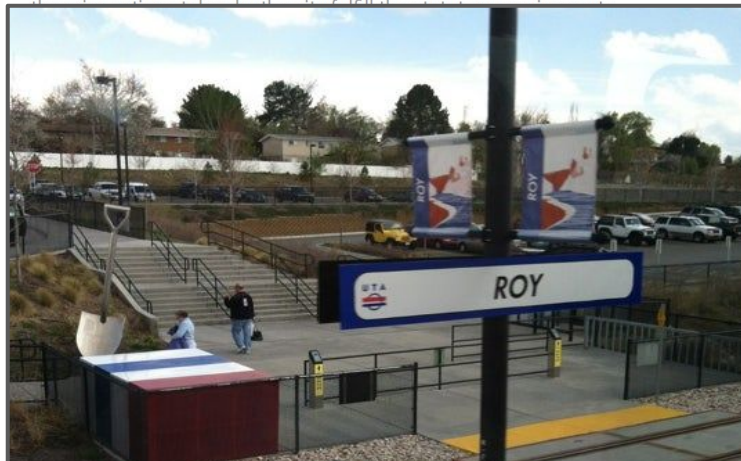


UPDATE  
**2023**

### Station Area Plan Certification Submission Form

HB462 Utah Housing Affordability Amendments (2022) requires cities with a fixed guideway transit station to complete a station area plan (or seek certification of elements of existing station area plans that fulfill the requirements of the statute). This submission form addresses the statutorily required elements. Line-number references to HB462 are included where relevant.

Following adoption of the plan, HB462 requires cities to submit their Station Area Plan to the Metropolitan Planning Organization (MPO) for certification. If the Plan or components fulfilling the requirements of the bill were adopted prior to June 1, 2022, this includes the submission of an adopted resolution stating that



the requirements. Per  
ing which provisions of



# Staff Findings, Roy FrontRunner SAP

## RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL CERTIFYING THAT THE ROY CITY FRONTRUNNER STATION AREA PLAN

### IS IN COMPLIANCE WITH APPLICABLE STATUTORY REQUIREMENTS

WHEREAS, Utah Code 10-9a-403.1 requires cities with “fixed guideway public transit” to develop a Station Area Plan for the ½ mile radius around a rail (FrontRunner, Trax, Streetcar) station, and the ¼ mile radius around a bus rapid transit (which uses a separate right-of-way) station, including all of the components within the statute, and

WHEREAS, the statute allows for cities to adopt resolutions describing the conditions that exist that make fulfilling the requirements impracticable or demonstrating that prior actions substantially promote the objectives stated in the legislation, and

WHEREAS, the Metropolitan Planning Organization is responsible for reviewing and certifying that the Station Area Plan requirements have been fulfilled, in consultation with the Utah Transit Authority (UTA), and

WHEREAS, the Wasatch Front Regional Council (WFRC) is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas, and

WHEREAS, WFRC adopted a policy regarding its procedures and standards for the review of Station Area Plans on May 26, 2022, and amended the policy on March 23, 2023, and

WHEREAS, Roy City submitted to WFRC their Roy FrontRunner Station Area Plan with all of the required components on June 20, 2023, and

WHEREAS, consistent with WFRC’s policy, WFRC has reviewed the Station Area Plan components submitted by Roy City, in consultation with UTA, and

WHEREAS, the Roy FrontRunner Station Area Plan contains the required components, and/or statement of impracticabilities and prior actions, and

## WASATCH FRONT REGIONAL COUNCIL Station Area Plan Certification Checklist

Station Name: Roy FrontRunner	Satisfied?
Includes a statement that explains how the station area plan promotes the following 4 objectives	<input checked="" type="checkbox"/>
1. increasing the availability and affordability of housing, including moderate income housing	<input checked="" type="checkbox"/>
2. promoting sustainable environmental conditions	<input checked="" type="checkbox"/>
3. enhancing access to opportunities	<input checked="" type="checkbox"/>
4. increasing transportation choices and connections	<input checked="" type="checkbox"/>
Includes Station Area Vision	<input checked="" type="checkbox"/>
Station Area Vision “shall include”	
consistent with Objectives listed above	<input checked="" type="checkbox"/>
Vision describes the following:	
opportunities for the development of land within the station area under existing conditions	<input checked="" type="checkbox"/>
constraints on the development of land within the station area under existing conditions	<input checked="" type="checkbox"/>
the municipality’s objectives for the transportation system within the station area and the future transportation system that meets those objectives	<input checked="" type="checkbox"/>

# Station Area Plan Certification: Roy FrontRunner

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## SUGGESTED MOTION:

“I make a motion to recommend the Roy FrontRunner Station Area Plan to Wasatch Front Regional Council for certification.”

# Station Area Plan Certification: South Jordan 4800 W Old Bingham Hwy TRAX





# Staff Findings, 4800 W Old Bingham Hwy TRAX SAP

## RESOLUTION R2023-10

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, REGARDING THE STATION AREA PLAN REQUIREMENTS FOR THE UTA TRAX 4800 W OLD BINGHAM HWY STATION.**

**WHEREAS**, Utah Code Section 10-9a-403.1, requires the South Jordan City Council (the “City Council”) to review and approve a Station Area Plan (“SAP”) as an element of the City of South Jordan’s (the “City”) General Plan for any area of the City that is located within one-half mile of an existing or future fixed-guideway public transit station; and

**WHEREAS**, the SAP requirement of Utah Code Section 10-9a-403.1 is considered satisfied if the City Council adopts a resolution describing any existing conditions that make satisfying a portion or all of the SAP objectives impracticable, prior actions the City took that substantially promote the SAP objectives if those actions remain relevant and meaningful for achieving the SAP objectives, or a combination of impracticable conditions and the City’s prior actions; and

**WHEREAS**, City Staff identified the station area in the City for the Utah Transit Authority TRAX 4800 W Old Bingham Hwy Station as satisfying the SAP requirements because of impracticable conditions and the City’s prior actions in the station area, as fully described in the attached Exhibit 1.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH:**

**SECTION 1. Adoption.** The City Council hereby approves this Resolution describing in Exhibit 1, for the TRAX 4800 West Old Bingham Highway Station, the conditions that exist to make satisfying a portion or all the SAP requirements impracticable, and prior actions the City took that substantially promote certain SAP objectives and remain relevant and meaningful for achieving the SAP objectives, and forwards it to the Wasatch Front Regional Council for its review and certification.

**SECTION 2. Severability.** If any section, clause or portion of this Resolution is declared invalid by a court of competent jurisdiction, the remainder shall not be affected thereby and shall remain in full force and effect.

**SECTION 3. Effective Date.** This Resolution shall become effective immediately upon passage.

[SIGNATURE PAGE FOLLOWS]

## Station Area Plan Certification Submission Form

HB462 Utah Housing Affordability Amendments (2022) requires cities with a fixed guideway transit station to complete a station area plan (or seek certification of elements of existing station area plans that fulfill the requirements of the statute). This submission form addresses the statutorily required elements. Line-number references to HB462 are included where relevant.

Following adoption of the plan, HB462 requires cities to submit their Station Area Plan to the Metropolitan Planning Organization (MPO) for certification. If the Plan or components fulfilling the requirements of the bill were adopted prior to June 1, 2022, this includes the submission of an adopted resolution stating that the prior actions taken by the city fulfill the statutory requirements.

Please utilize this form to explain and attach the plan(s) and resolutions that fulfill the requirements. Per HB462, the MPO will review and provide a letter of certification, OR a letter indicating which provisions of

# Staff Findings, 4800 W Old Bingham Hwy TRAX SAP

WASATCH FRONT REGIONAL COUNCIL Station Area Plan Certification Checklist								
Station Name: 4800 W Old Bingham Hwy TRAX	Satisfied?	If no, reasonable exclusion?	Prior Action?	If yes, resolution?	Describe	Impracticable?	If yes, resolution?	Staff rec re: impracticability
includes a statement that explains how the station area plan promotes the following 4 objectives	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	
1. increasing the availability and affordability of housing, including moderate income housing	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	ADU ordinance, down payment assistance, home repair assistance	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	yes
2. promoting sustainable environmental conditions	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Preservation of existing open space, water efficiency standards, rebate program	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	yes
3. enhancing access to opportunities	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				

## RESOLUTION OF THE

### WASATCH FRONT REGIONAL COUNCIL CERTIFYING THAT THE SOUTH JORDAN 4800 W OLD BINGHAM HIGHWAY TRAX STATION AREA PLAN IS IN COMPLIANCE WITH APPLICABLE STATUTORY REQUIREMENTS

WHEREAS, Utah Code 10-9a-403.1 requires cities with “fixed guideway public transit” to develop a Station Area Plan for the ½ mile radius around a rail (FrontRunner, Trax, Streetcar) station, and the ¼ mile radius around a bus rapid transit (which uses a separate right-of-way) station, including all of the components within the statute, and

WHEREAS, the statute allows for cities to adopt resolutions describing the conditions that exist that make fulfilling the requirements impracticable or demonstrating that prior actions substantially promote the objectives stated in the legislation, and

WHEREAS, the Metropolitan Planning Organization is responsible for reviewing and certifying that the Station Area Plan requirements have been fulfilled, in consultation with the Utah Transit Authority (UTA), and

WHEREAS, the Wasatch Front Regional Council (WFRC) is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas, and

WHEREAS, WFRC adopted a policy regarding its procedures and standards for the review of Station Area Plans on May 26, 2022, and amended the policy on March 23, 2023, and

## SUGGESTED MOTION:

“I make a motion to recommend the South Jordan 4800 W Old Bingham Hwy TRAX Station Area Plan to Wasatch Front Regional Council for certification.”





# FUNDING & TECHNICAL ASSISTANCE PROGRAMS FISCAL YEAR 2024



WASATCH FRONT REGIONAL COUNCIL

# Capital Transportation Improvement Programs

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- Surface Transportation Program (STP)
- Congestion Mitigation Air Quality (CMAQ)
- Carbon Reduction Program (CRP)
- Transportation Alternatives Program (TAP)

# Planning Assistance Programs

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- Transportation & Land Use Connection Program (TLC)
- Station Area Plan Technical Assistance (SAP)



## Other Federal Grants

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- Community Development Block Grant Program (CDBG)
  - Mandatory How to Apply Workshop held each fall
- Community Impact Board (CIB)
  - Ongoing application cycle
- Wasatch Front Economic Development District (WFEDD)

# WFRC Funding Program Deadlines

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*Deadlines apply to:*

Surface Transportation Program - **STP**

Congestion Mitigation Air Quality - **CMAQ**

Carbon Reduction Program - **CRP**

Transportation Alternatives Program - **TAP**

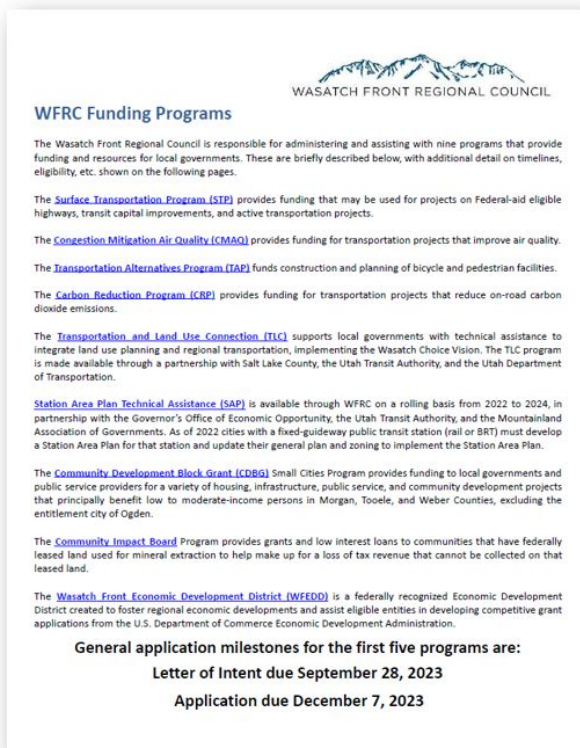
Transportation & Land Use Connection Program - **TLC**

**We're Here**



# For more information...

Link to packet: [bit.ly/2023wfrcfunding](https://bit.ly/2023wfrcfunding)



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