

Station Area Plan Project Descriptions

HB 462 requires municipalities with fixed guideway public transit stations to adopt plans for the areas immediately surrounding such stations. The Governor's Office of Economic Opportunity has made funding available to provide technical assistance for the completion of these plans. These are the project descriptions of awards that have been made under the Station Area Planning Technical Assistance program. For more information please visit wfrc.org/station-area-planning.

WFRC Area Awards

2023

New - Woods Cross City: Woods Cross FrontRunner - \$100,000 award

This project will dovetail with the previously-awarded feasibility study in West Bountiful to the north. The city will be updating the existing station area plan, completed in 2019, to comply with HB462. The project area will also be extended westward to Legacy Parkway, which the city views as more desirable for potential development than the area immediately adjacent to the oil refinery north of 500 S. The plan will also explore the potential for new local transit to connect the growing western quadrant of the city to the FrontRunner station.

West Bountiful City: Woods Cross FrontRunner - \$30,000 award

West Bountiful City has jurisdiction of the northern portion of the Woods Cross FrontRunner station area. Though much of this area is currently, and expected to remain, an oil refinery, there is a small area of commercial and residential uses between the refinery and the I-15 corridor. This project will conduct a feasibility study to determine what potential the area may have for future transit-oriented development.

Layton City: Layton FrontRunner - \$90,000 award

Layton City updated their general plan in 2019, before the passage of HB 462. Though the document included strategies for development directly around the FrontRunner station, it is not compliant with new requirements. This project will solidify and further develop those strategies, as well as expand the area of consideration around the station. A significant portion of the station area falls within the city's designated Historic Downtown, wherein the city endeavors to

create a more human-scale built environment with mixed uses, smaller blocks, and a more walkable Main St.

City of Taylorsville: 1300 West, Atherton West, & Riverboat Rd BRT - \$207,000 award

This project is for three stations along the soon-to-be-constructed Midvalley Connector BRT line where the bus will be operating within its own dedicated right-of-way. Connecting the western terminus of the TRAX Green line at West Valley Central to the FrontRunner and TRAX Red and Blue lines at Murray Central, this project will provide crucial east-west connectivity for residents and visitors of West Valley City, Taylorsville, and Murray. There are several large properties adjacent to these three stations with redevelopment potential.

West Jordan City: 5600 W Old Bingham Hwy TRAX - \$100,000 award

This station area is designated by the city as a Bagley Station community, intended to serve the existing light industrial employment centers in the southwestern portion of the city. Indeed, the only Wasatch Choice center within the station area is the West Jordan Industrial District. There has been no residential development previously envisioned or planned for this area. It has been viewed as uncondusive to TOD. However, there is a significant amount of open land within the station area, so in some respects, it presents a blank slate for potential development of some kind.

2022

Clearfield City: Clearfield FrontRunner - \$45,000 award, \$10,000 local match

Clearfield City adopted the Clearfield Connected Station Area Plan + Design Guidelines in 2019 in partnership with UTA. The plan addresses the development potential for a 60 acre site adjacent to the station. With the passage of HB 462, the city is now working to update this existing plan, expanding its geographic scope to meet the requirements of this new bill. With this expanded scope, new challenges arise in the form of the rail lines themselves and the Freeport Center industrial area directly west of the station. The plan will also consider the existing Master Development Plan and Master Development Agreement for the UTA-owned parcel immediately adjacent to the station platform.

Midvale City: Midvale Center and Midvale Fort Union TRAX - \$160,000 award

This project will expand upon existing station area plans for these two locations in order to meet the requirements of recently adopted State legislation. It is anticipated that the existing plans will be updated and expanded to cover the required 1/2 mile radius with updated market analyses and opportunities for TOD-type development, as well as implementation strategies. One specific challenge for Midvale and the project team to work through is mitigating impacts to surrounding residential neighborhoods.

Murray City & Millcreek City: Murray North TRAX - \$170,000 award, \$30,000 local match

This station area plan will establish a vision and implementation plan that are both optimal and appropriate for areas occurring approximately 1/2 mile from the Murray North Station. Said

vision will be predicated upon existing conditions analysis, be market constrained, and identify infrastructural modifications necessary to facilitate optimal growth within the station area. The area has seen significant residential development in the past decade, but little complementary commercial, institutional, or open space development.

Roy City: Roy FrontRunner - \$80,000 award

Roy City has done extensive planning around the Roy FrontRunner Station. This award will bring that planning into compliance with new requirements, and will allow the City to study the market surrounding the station today. The project will include an analysis of some of the barriers to development, and will provide solutions to create a transit oriented community. The city has received a qualifying land use application for a parcel directly southwest of the station for a multi-family residential development.

West Jordan City & Midvale City: Bingham Junction, Historic Gardner, and West Jordan City Center TRAX - \$350,000 award

This station area plan will establish a vision, land use map, and implementation plan that are both optimal and appropriate for areas occurring approximately ½ mile from the West Jordan City Center, Historic Gardner, and Bingham Junction Stations. Both cities have done some planning work in these station areas, as well as begun to collect existing conditions data. Noteworthy existing conditions include the connectivity issues caused by the Jordan River and the Trax line itself, diverse land uses in the station areas, and poor connections to the stations themselves for all modes. This project will focus on integrating the station areas with their surrounding areas, as well as identifying opportunities for rezoning and redevelopment of the current small industrial uses in the station areas.

MAG Area Awards

2023

New - Lehi City: Lehi Historic State Street (mode TBD) - \$145,000 award, \$5,000 local match

An HB 462 compliant station area plan is being developed to serve a future transit line planned along State Street. This plan will be designed to accommodate either bus rapid transit (i.e. UVX) or light rail (i.e. TRAX) since the mode has not yet been determined. The city has identified a significant part of the station area for transit-oriented development in their recent general plan update, though there are some concerns about building height restrictions and their effect on potential density. There is also a study ongoing for an extension of the existing Utah Southern Historic Rail Trail that enters the station area from the northwest.

2022

American Fork City: American Fork FrontRunner - \$75,000 award, \$10,000 local match

This project will update the existing FrontRunner station area plan and ensure that all SAP requirements have been satisfied. The city has previously established a transit-oriented development zone with significant density requirements; however, much of the ½ mile station area is already committed to transportation right of ways (including I-15) and existing commercial development. Existing conditions will be updated; transportation and land use objectives will be reevaluated; public and community stakeholders will be engaged; and key actions and responsible parties needed to implement the plan will be mapped.

Orem City: Orem FrontRunner - \$150,000 award

The city has a previously-adopted plan for the station. This project will allow the City of Orem to undertake a robust public involvement and engagement process prior to developing the plan to explore opportunities and challenges and create a community-supported vision that also addresses all SAP requirements.

Vineyard City: Vineyard FrontRunner - \$100,000 award, \$100,000 local match

The Vineyard FrontRunner Station opened for service in August 2022. A land use plan for a new 350 acre downtown has been developed to maximize future economic development and provide housing that is needed within Vineyard and the region. This project will expand the station area plan boundaries from 350 acres (Downtown) on the west side of the FrontRunner rail line, to include approximately 430 acres east of the railroad. The project will evaluate existing environmental conditions; establish a road and trail network and design standards that effectively connect to the UVU campus, Vineyard Downtown, and East Geneva; create a plan for land uses and access to employment; and analyze future utility needs and environmental remediation.

Provo City: 2230 North, Joaquin, Academy Square, 300 North, Center Street, 400 South, Provo Central Station FrontRunner - **\$175,000 award**

The City of Provo will develop four SAPs covering six UVX stations and the Provo Central Station FrontRunner. Stations that are located in close proximity will be consolidated into one integrated SAP. For consistency, the SAPs will be developed concurrently and have the same outline. These Station Area Plans will allow Provo City and stakeholders to work together toward a common vision to improve transportation; increase housing availability and affordability; improve access for residents, commuters, and visitors; and promote sustainable transit and development patterns to meet the needs of Provo's growing population.

Lehi City: Hospital and 2100 N Stations (mode TBD) - **\$145,000 award, \$5,000 local match**

An HB 462 compliant station area plan is being developed to serve the city's growing high-tech and healthcare centers. This plan will be designed to accommodate either bus rapid transit (i.e. UVX) or light rail (i.e. TRAX) since the mode has not yet been determined. Both stations are major employment centers with substantial vacant land opportunities for continued growth, but also feature large surface parking lots that are not conducive to a transit station area. This plan will help orient existing and future development to the future transit station, enhance walkability, and develop strategies for optimizing underutilized land.

Lehi City: Vistas at the Point Station (mode TBD) - **\$145,000 award, \$5,000 local match**

An HB 462 compliant station area plan is being developed to serve as the northern transit gateway to the Lehi City and the MAG region. This plan will be designed to accommodate either bus rapid transit (i.e. UVX) or light rail (i.e. TRAX) since the mode has not yet been determined. Access to this station is limited, however, there is substantial vacant land available for transit-oriented development and the Utah Southern Rail Trail provides a unique opportunity to link the station to the region's extensive trail network. The Flight Park State Recreation Area will also be considered.