

Station Area Planning

Political Subdivisions Interim Committee - August 9, 2023



Purpose of Station Area Plans

Overall goal: Maintain and enhance quality of life, even as we grow.

Key strategy: Create and enhance city and town centers as the hearts of our communities – walkable areas where activity is focused, with places to live, work and play.

Location: Transit station areas are well suited to absorb growth and housing.

Station Area Plan: collaborative planning approach to meet shared objectives.

Station Area Planning Objectives

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 Plans

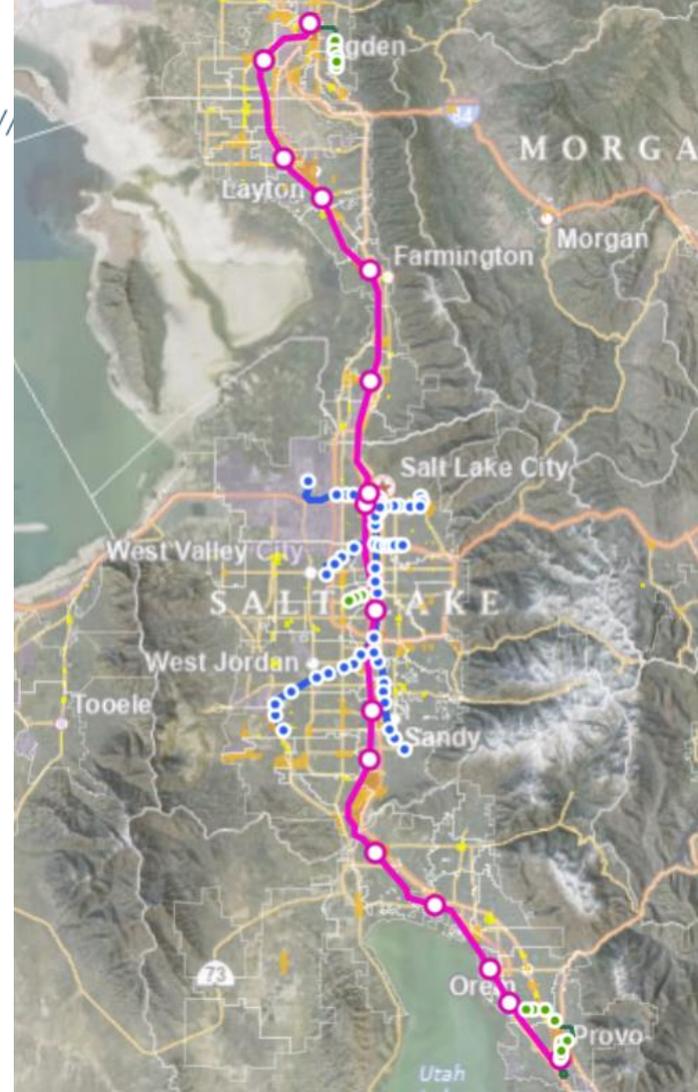
A municipal plan that establishes a vision, and the actions needed to implement that vision, for the development of land within a station area

Housing and Transit Reinvestment Zones

A financing tool that enables a portion of incremental tax revenue growth to be captured over a period of time to support costs of development around transit stations

Station Area Plan Overview

- Cities with FrontRunner, TRAX, Streetcar stations (or within station area of $\frac{1}{2}$ mile radius)
- Cities with Bus Rapid Transit stations (or within station area of $\frac{1}{4}$ mile radius)



SAP Components

1. Public involvement and stakeholder engagement
2. Market assessment
3. Vision and map
4. 5-year implementation plan with capital programs
5. How SAP meets objectives

SAP Technical Assistance

- **\$5M from GOEO over 2 years**
- Partnership between WFRC, MAG, UTA and GOEO



Station Area Planning Progress

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

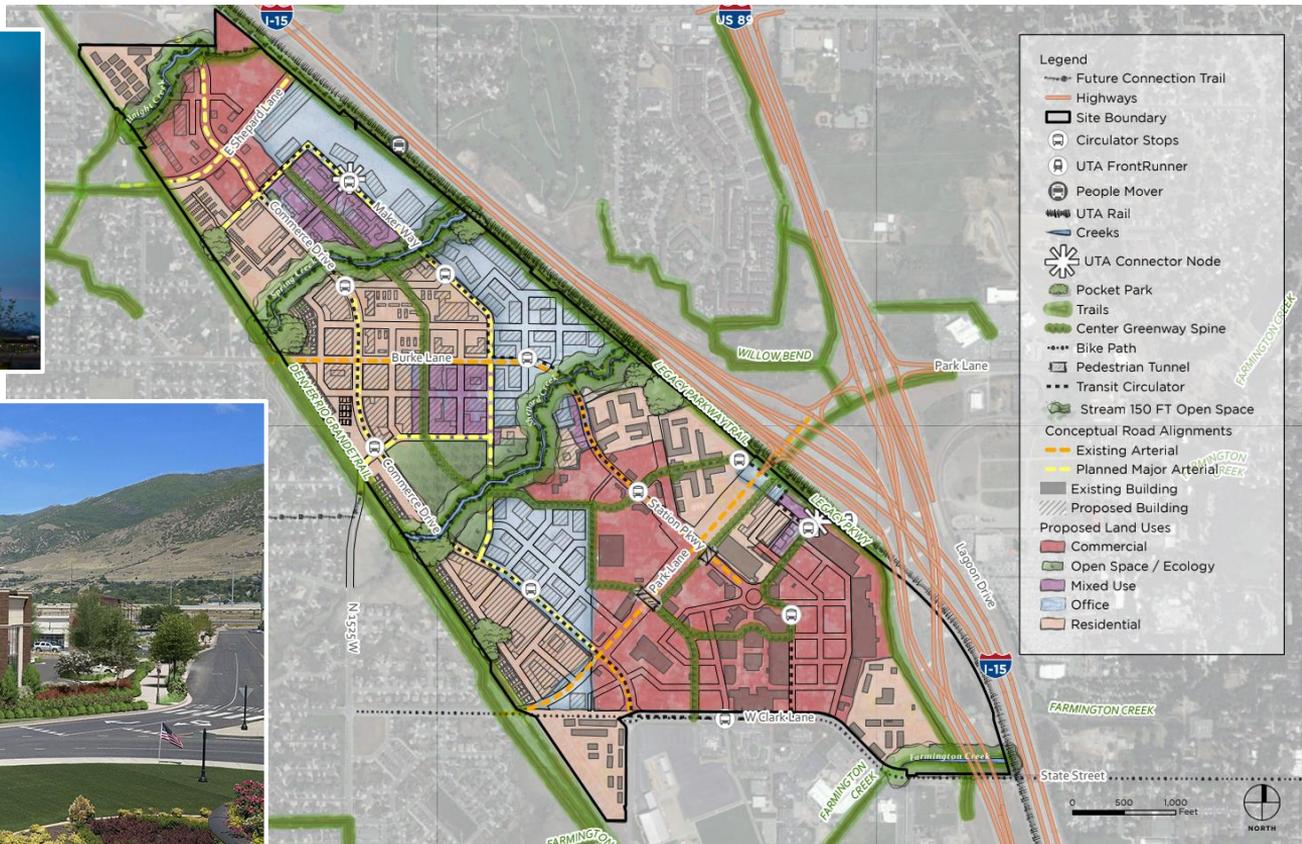
Data current as of August 2023

45/95

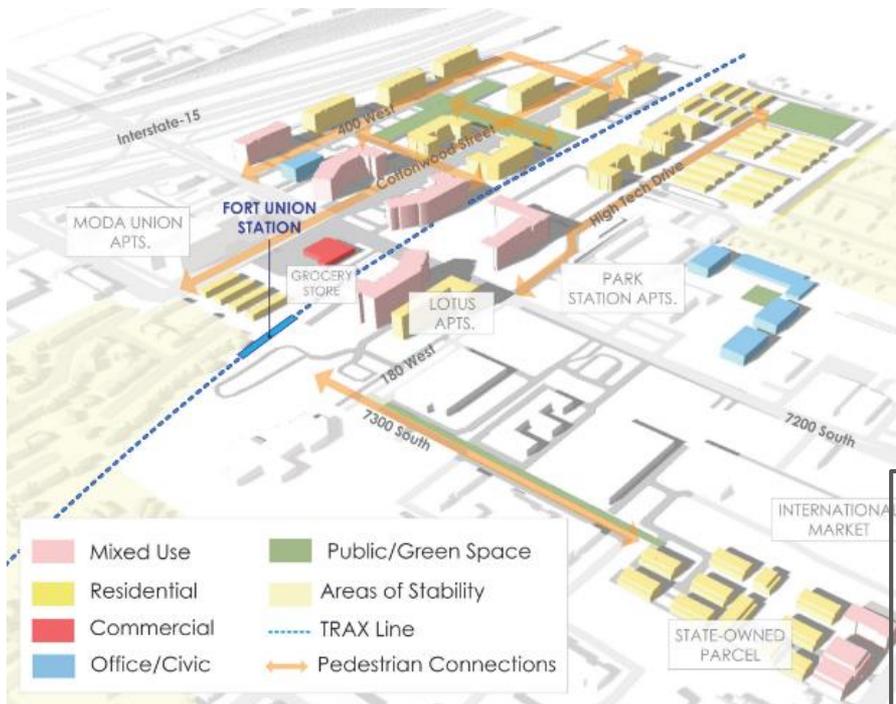
Station areas have received technical assistance* to fund planning activities around their station areas.

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

Station Area Plan Certified: FARMINGTON

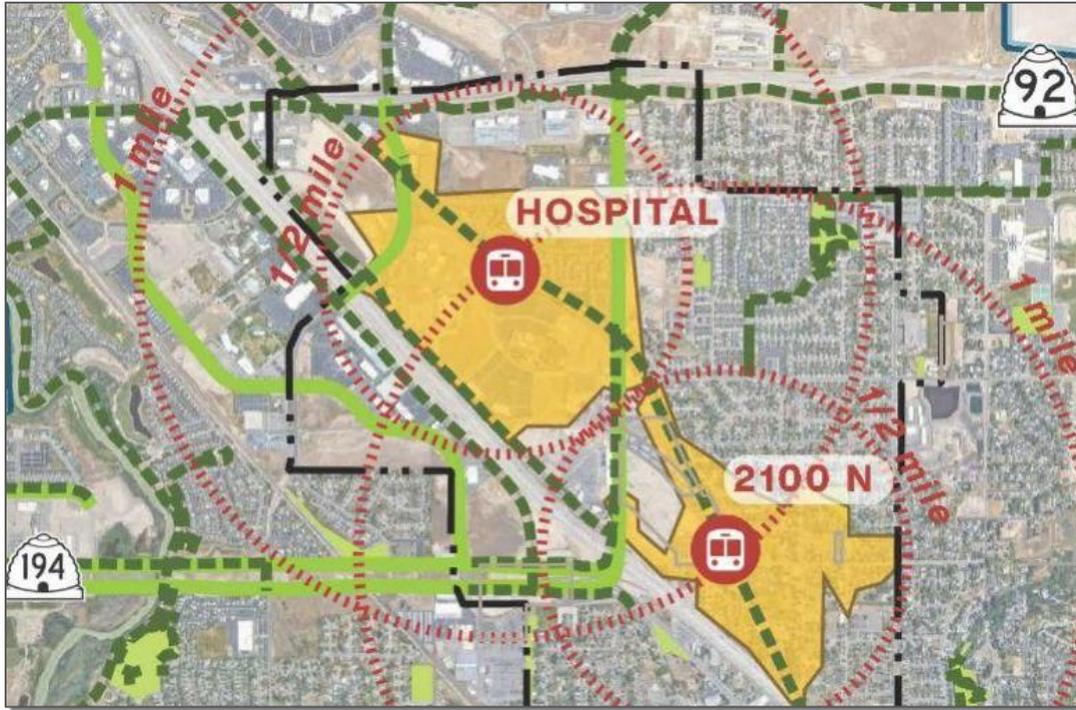


Station Area Plan In-Progress: MIDVALE



**Midvale Bingham Junction,
Fort Union, and
Center TRAX Stations
(working with West Jordan on
Bingham Junction)**

Station Area Planning - MAG Region



LEHI 2100 N & HOSPITAL FUTURE STATION

- *Future fixed guideway transit station*
- *Gateway to the City*
- *Focus on trails and connectivity*
- *Will serve large employment centers*

Station Area Planning - MAG Region



VINEYARD FRONTRUNNER STATION

- *Lots of trails*
- *Unlimited height and density around stop*
- *UVU campus*
- *Mixed use / Centered*
- *Attainable housing*
- *HTRZ*

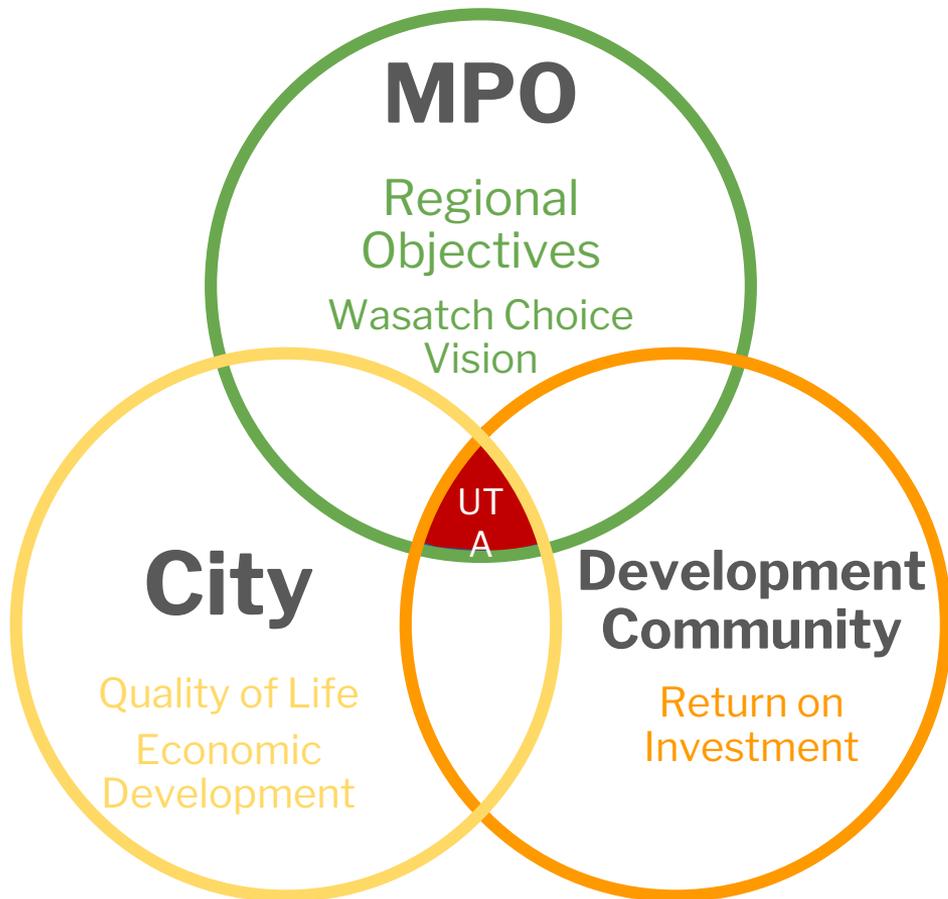
Link to Vineyard HTRZ area flythrough rendering:
<https://vimeo.com/778725223/8452c3e25e>



Benefits of Station Area Planning & Transit Oriented Communities

- **Optimize infrastructure investment**
- **Population growth**
 - Mitigate negative impacts
 - Maximize positive effects
- **Improve access for existing land uses**
- **Accelerate entitlement process**
 - Achieve buy-in from all relevant stakeholders
 - Reduce risk for cities, developers, neighbors
- **Focus effort of all stakeholders toward shared vision**

UTA Role



Additional UTA Objectives:

- Protect transit investment
- Increase ridership
- Establish safe/convenient connections
- Improve access to opportunities