

# FRONTRUNNER STATION AREA PLANS







- Plan Requirements
- Provo's Process
- Constraints
- Opportunities
- Implementation



# REQUIRED OBJECTIVES

Increase the availability and affordability of housing

Promote sustainable environmental conditions

Enhance access to opportunities

Increase transportation choices and connections



# BASIC REQUIREMENTS

UVX =  $\frac{1}{4}$  mile radius; FrontRunner =  $\frac{1}{2}$  mile radius

Impracticability waiver for certain circumstances

Must be adopted by December 31, 2025\*

\* Exceptions if:

- cities have >4 stations,
- “Qualifying Land Use Application”
- stations opens after June 1, 2022





# FIVE ESSENTIAL COMPONENTS

1. Vision
2. Map
3. Five-Year Implementation Plan
  - a. Action plan that specifies land use changes and capital improvements
  - b. Identifies responsible parties for implementation (regulations, infrastructure improvements, legal docs, funding, design, environmental remediation, etc.)
4. Statement Promoting the Four Shared Objectives
5. Proof of Public Involvement and Stakeholder Engagement (MPOs, UTA, etc.)

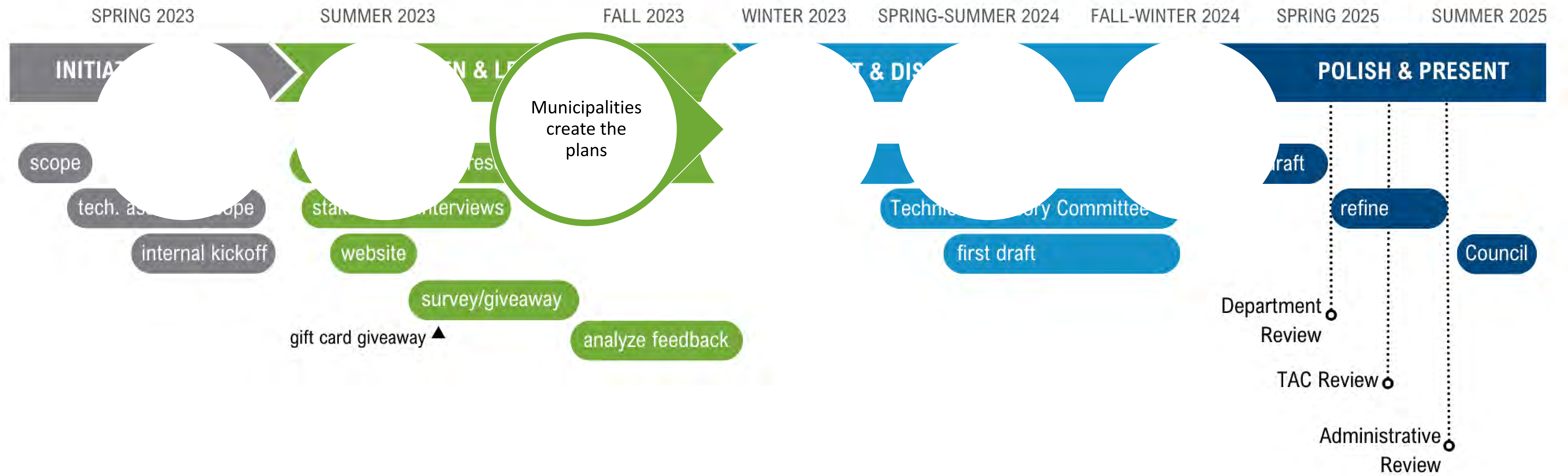


# PROCESS



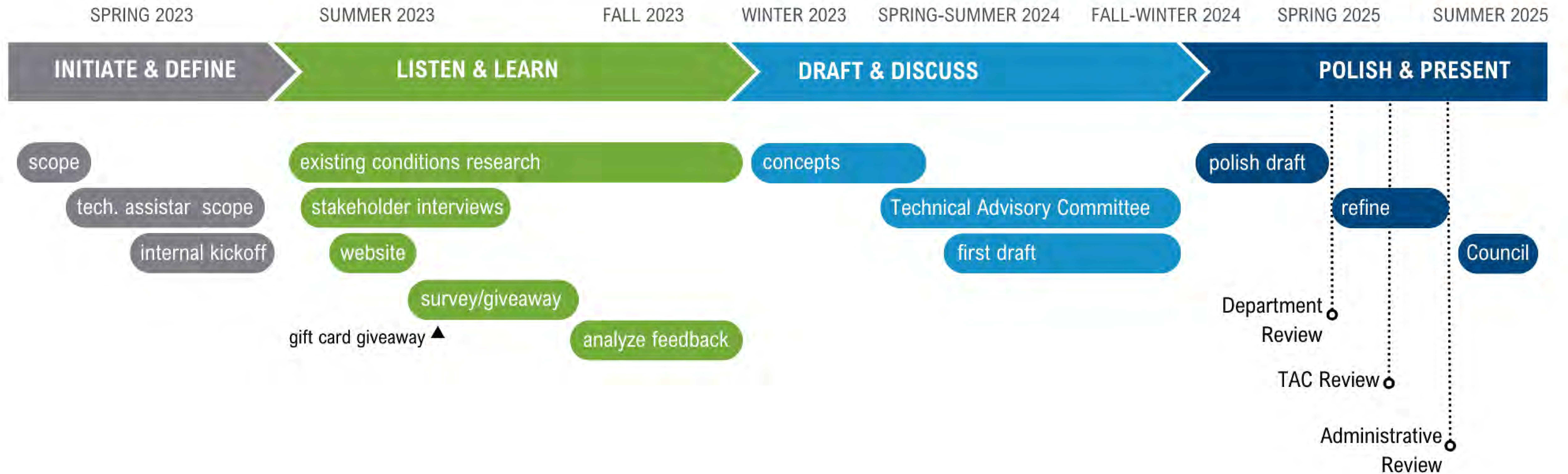


# PROCESS



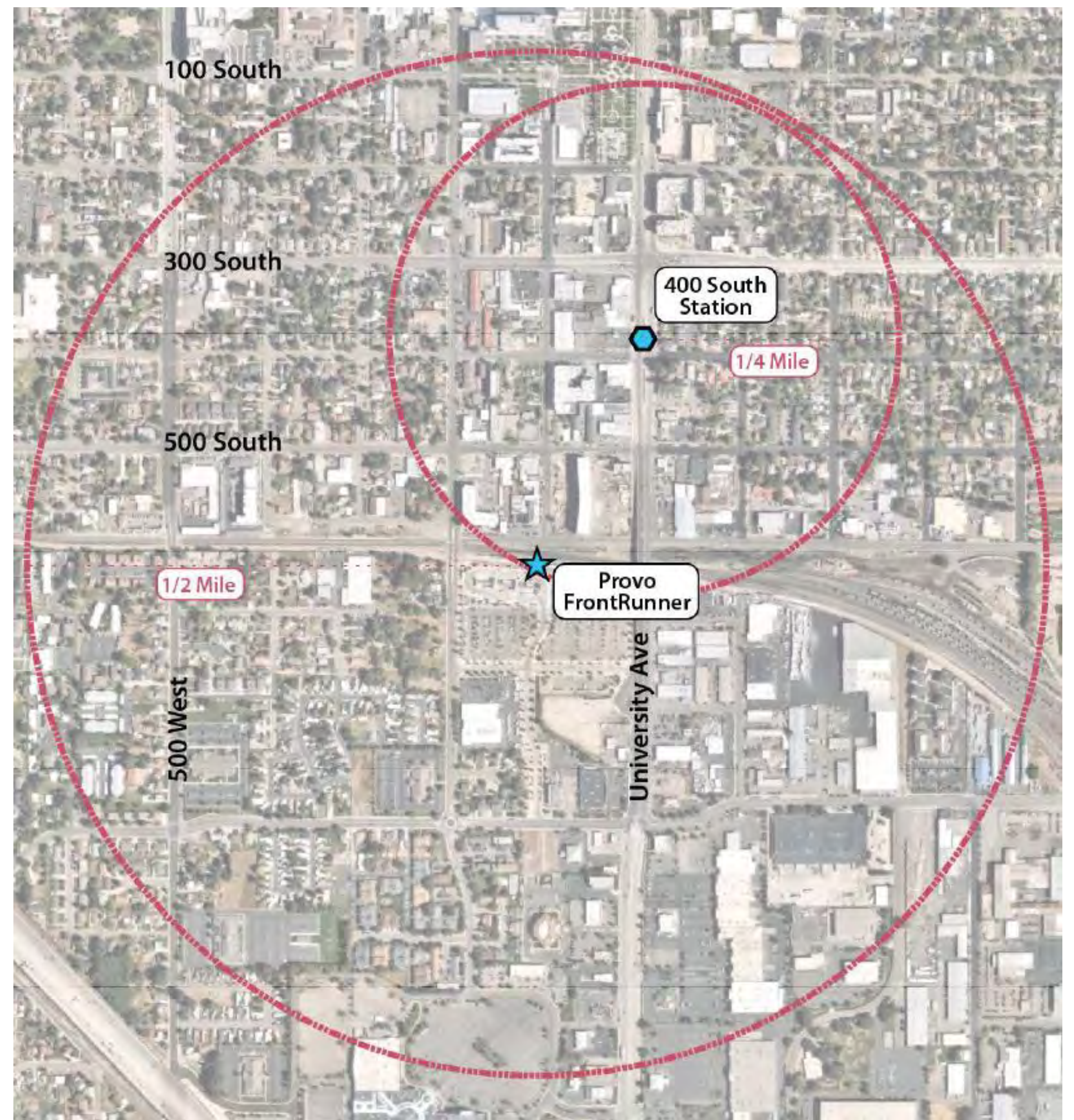
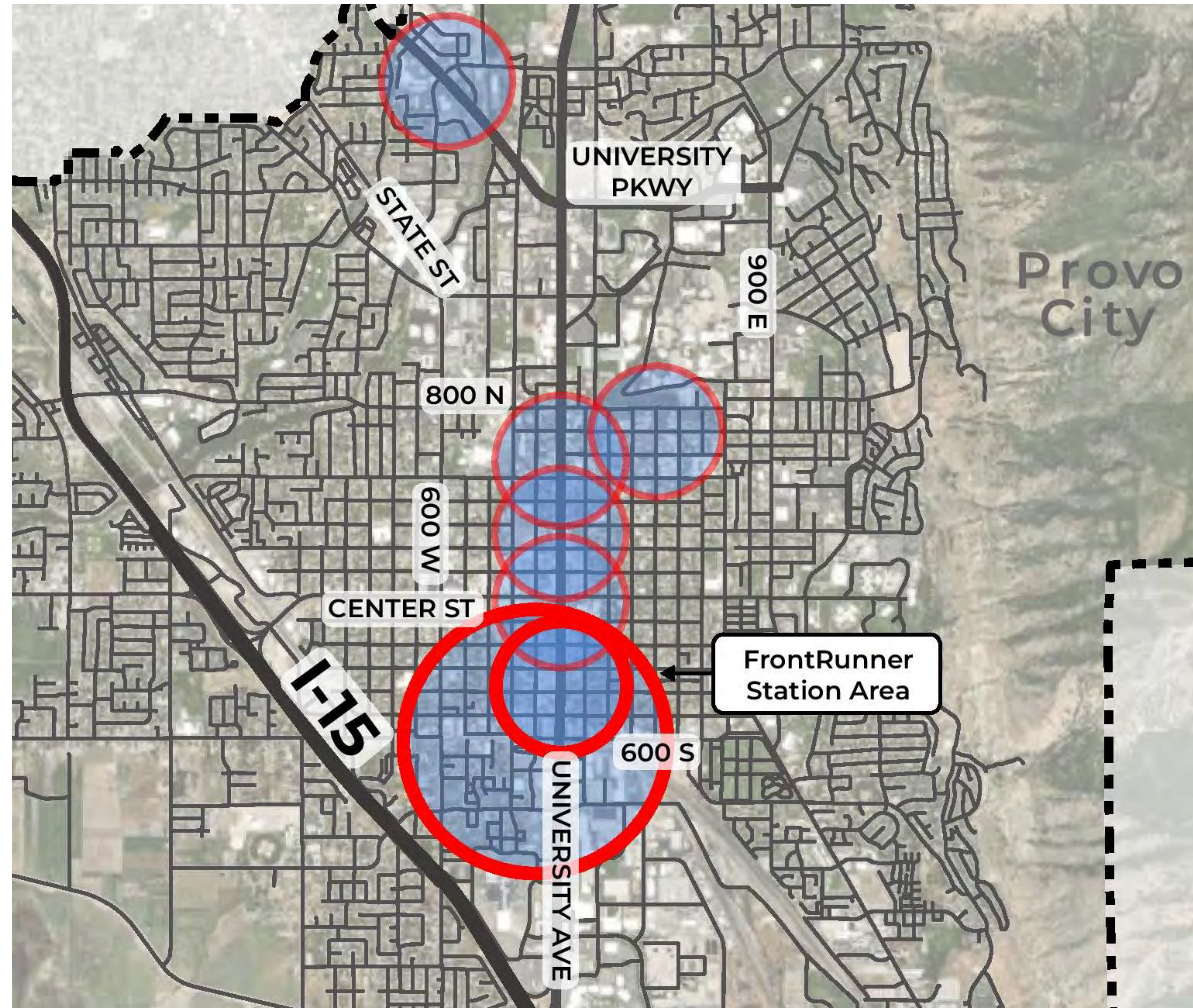


# PROCESS





# PROJECT AREA





# PLAN OBJECTIVES

Increase the availability and affordability of housing

Promote sustainable environmental conditions

Enhance access to opportunities

Increase transportation choices and connections

Focus on strategic redevelopment and infill close to the stations, emphasis on for-sale units

Reduce dependence on single-occupancy vehicles by establishing/enhancing alternative transportation networks

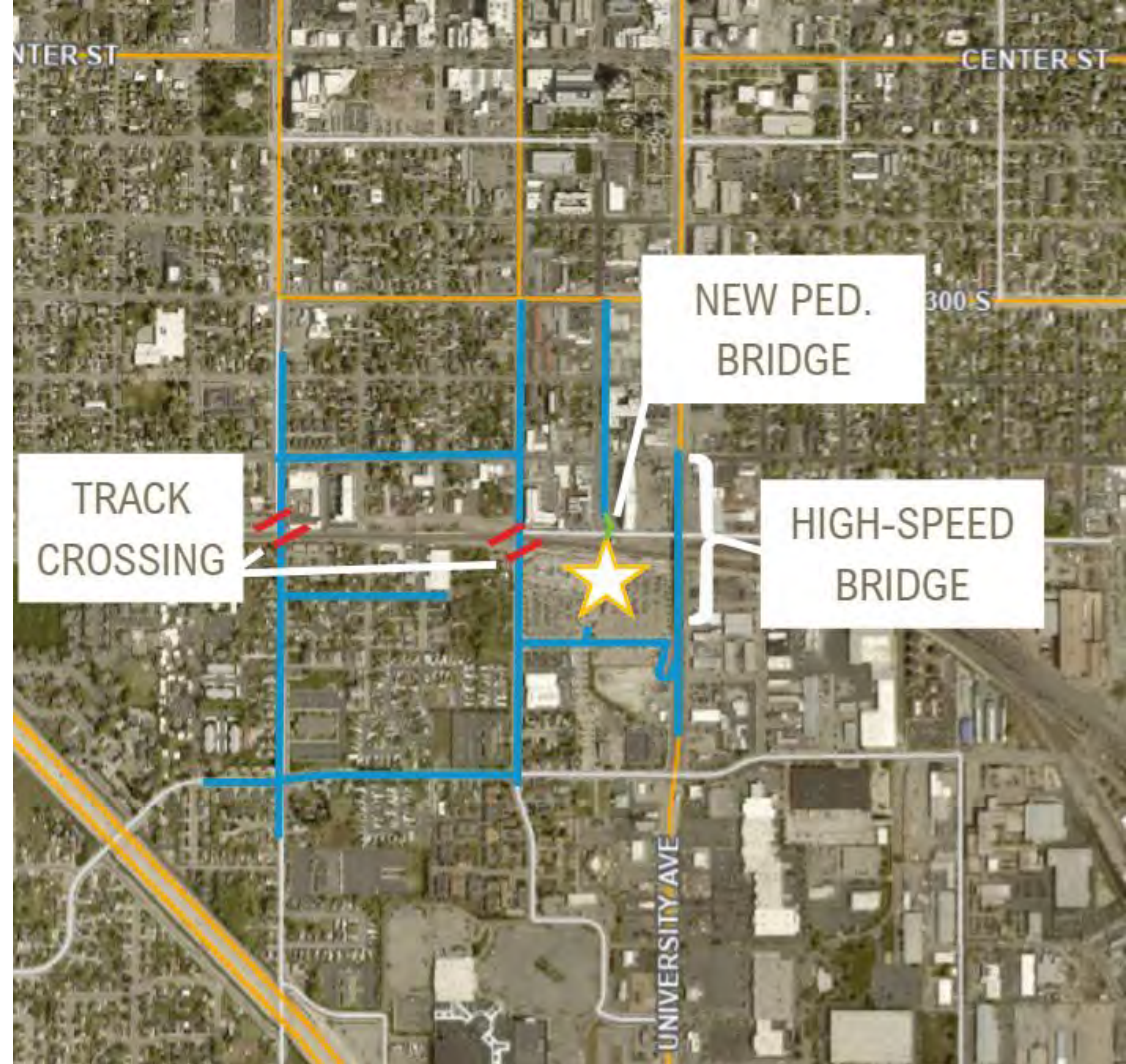
Bring range of uses and services in closer proximity to the stations and housing

Solidify networks so they function independently and synergistically and address connectivity challenges



# CONSTRAINTS

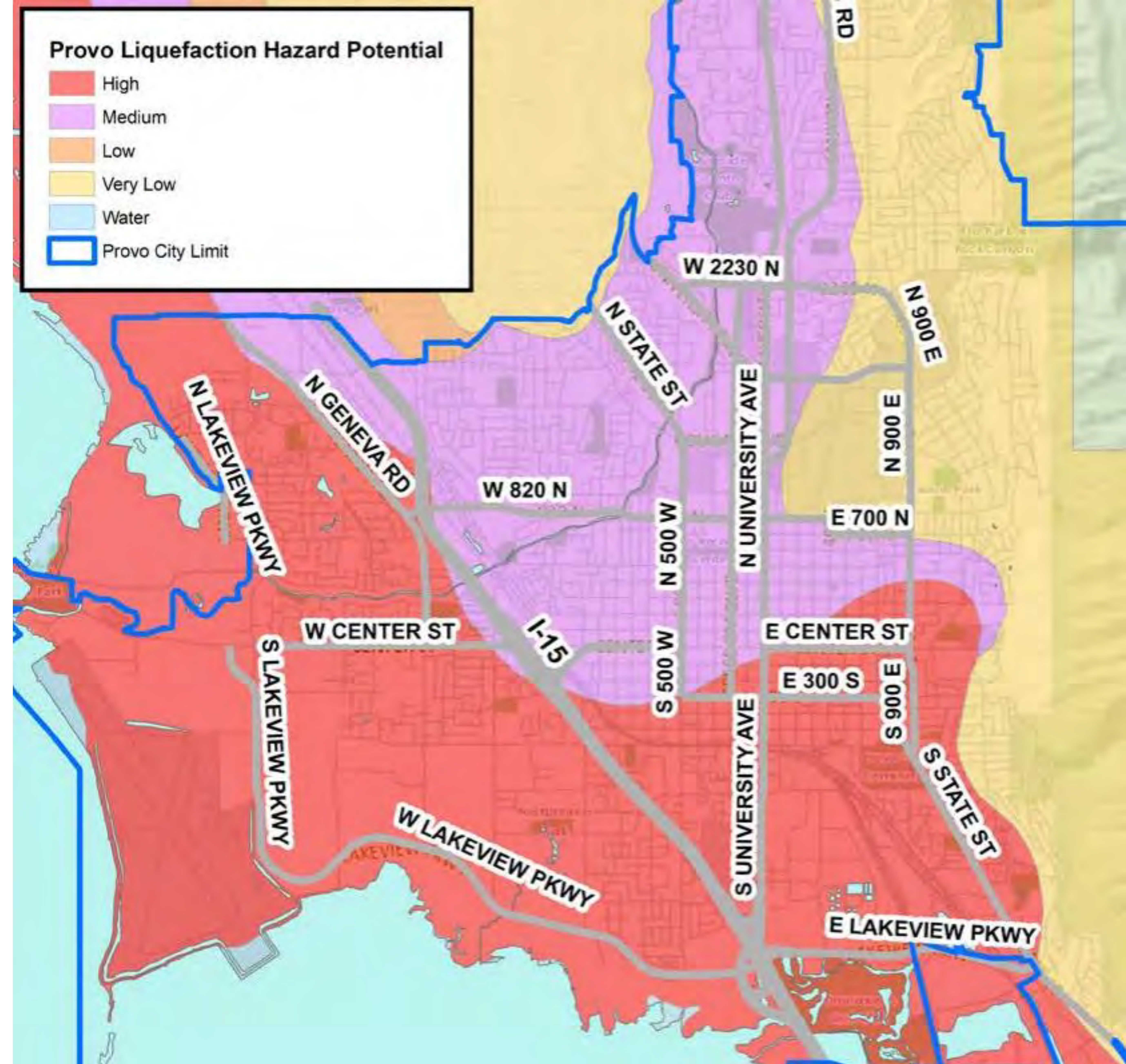
- Connectivity E-W and N-S
- Almost entirely built out
- Lack of existing density
- Most modes forced to same roads
- UVX no longer free
- Southern collector parking
- Liquefaction





# CONSTRAINTS

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# OPPORTUNITIES






- State support in addressing connectivity
- Nearby resources
- Large parcels prime for large projects
- Aging building stock prime for redevelopment
- Strong business culture
- Historic structures give character
- Increasing population driving housing demand
- High traffic volumes at stations





# IMPLEMENTATION

- Rezone
- Address “easy” fixes
- Connect active transit improvements to existing networks
- Emphasize on strategic redevelopment
- Strategic green infill with redevelopment
- Strong partnerships, shared vision

	Multifamily Residential
	Single Family Residential
	Commercial
	Civic/Religious
	Parking Structure
	Rooftop Greenspace
	Employment
	Industrial

## FUTURE CONCEPTUAL REDEVELOPMENT







prvo





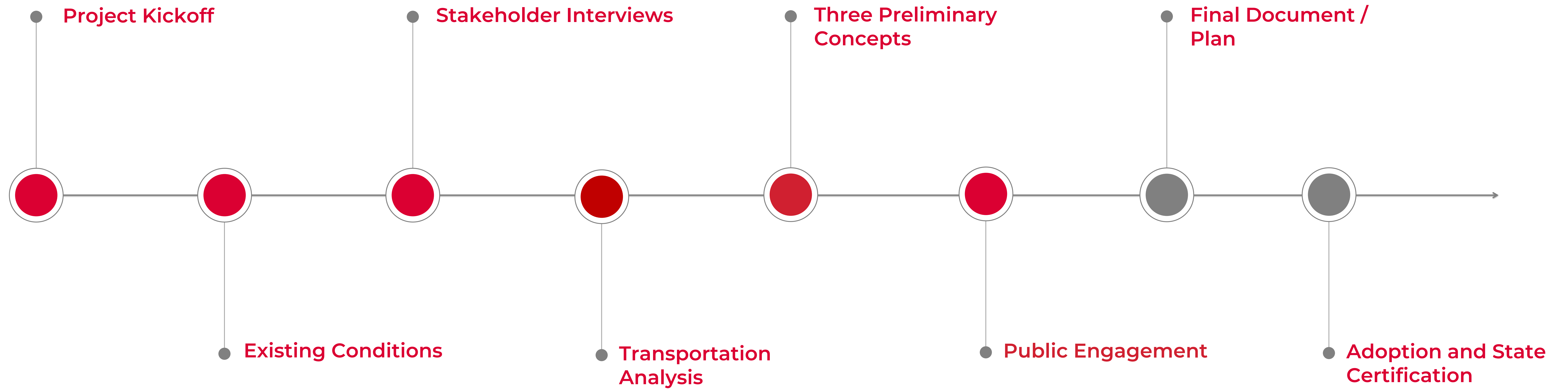


# AMERICAN FORK STATION AREA PLAN





# Project Timeline





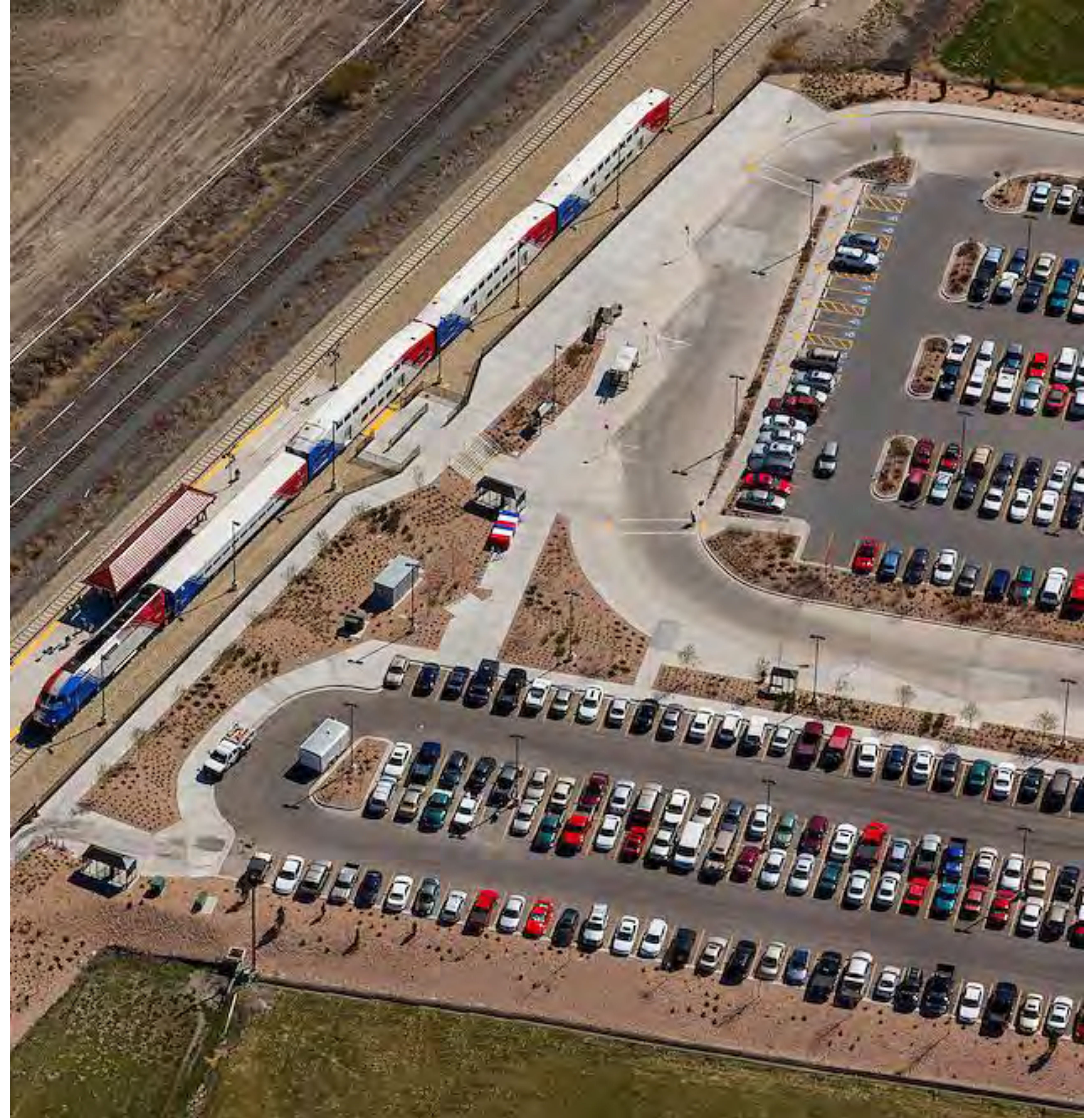
# Stakeholder Interviews

This plan was supposed to check the box for the Station Area Plan requirements.

During the kickoff and existing conditions phases, we started to see that this needed something more. We met with:

## Major Stakeholder Groups:

- American Fork City
- MAG
- UDOT
- UTA
- Community groups



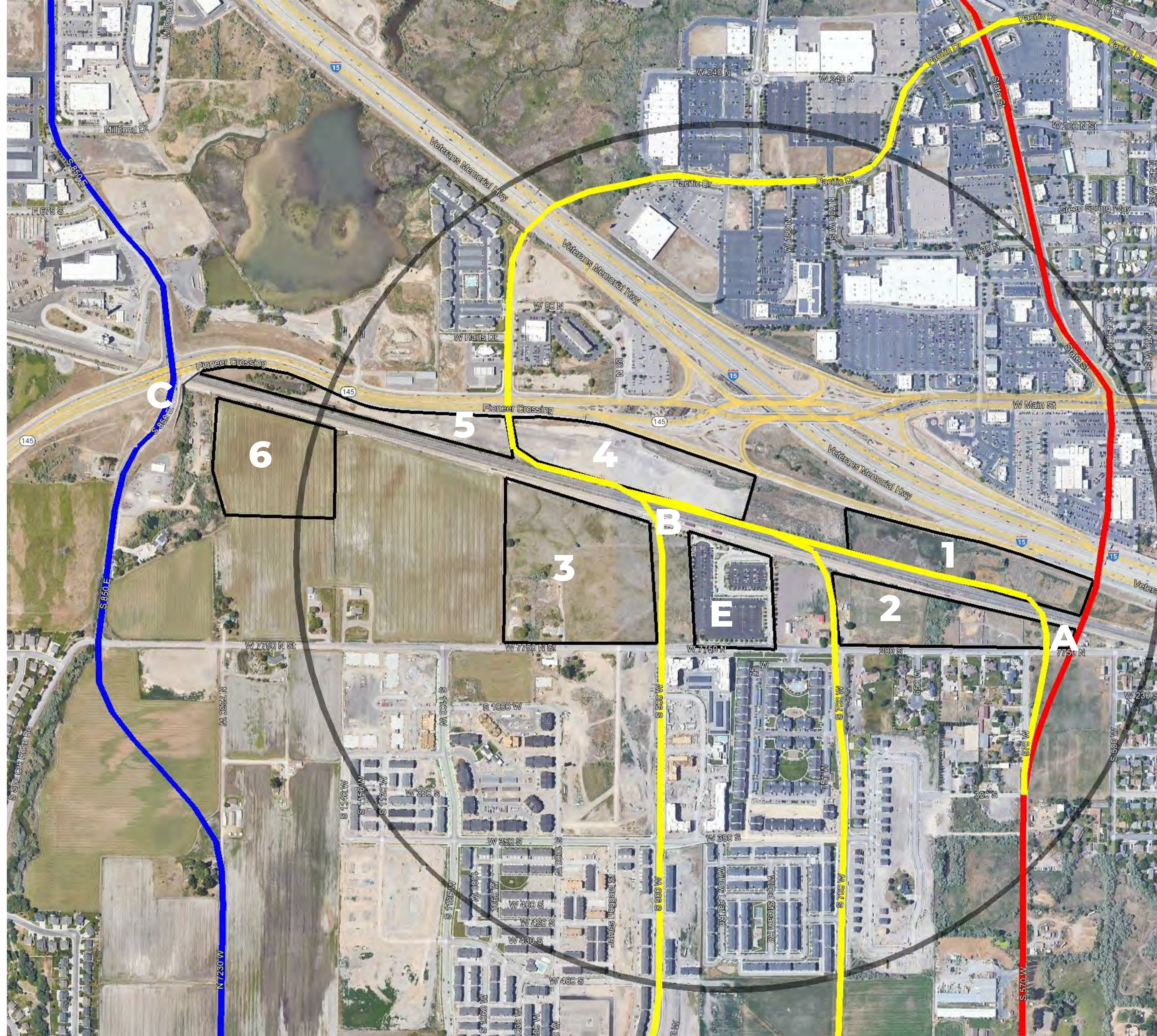


# Preliminary Concepts

Using the information gathered on existing conditions around American Fork Station and feedback and ideas from the stakeholder interviews our team created a few potential alternatives.

**These concepts were in the process of being created and contained the following elements**

- Land Use Map
- Road Network
- Multi-Use Trail Network
- Open Space & Recreation Areas
- Potential Relocation Areas





# Project Pivot

**With additional conversations key ideas were brought up that needed to be addressed:**

- Rapid development of land areas
- Access issues getting to the station (2 access points)
- UTA – bus service to the FrontRunner station
- Incompatibility of some land uses around station
- Land ownership concerns
- Development community / City's vision incompatibility
- Pioneer Crossing & Vineyard Connector alignment and capacity
- Pedestrian & Vehicular access
- Commercial development & services to the south side of I-15





# Next Steps

- We wanted to get deeper understanding of these issues with the public engagement, and many of the resident's concerns deepened the support for a potential project pivot.
- We developed a new concept supported by public and stakeholder feedback.
- This concept was developed as part of a charrette with the major stakeholders. Gathering a firm understanding of their priorities, goals, challenges, and issues that could be resolved with this updated concept.





# Current Step

- Following the revised concept, we met again with the major partners to gather their feedback and reach buy in with additional information, research, statistics, precedents, benefits, costs, upsides, downsides, and design concepts.









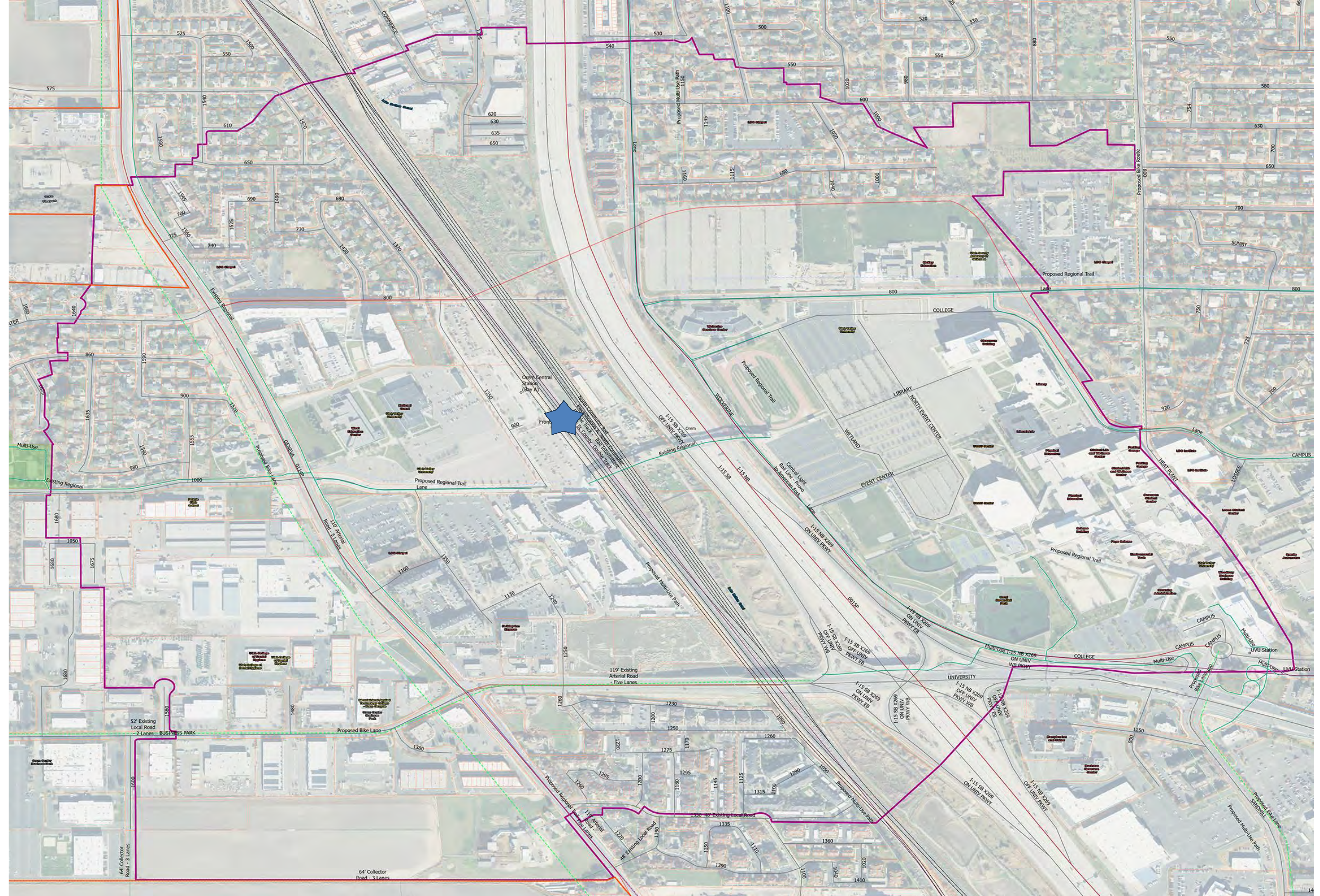
I M A G I N E



Orem Station Area Plan



# Orem Station





# Orem Station





# Orem Station



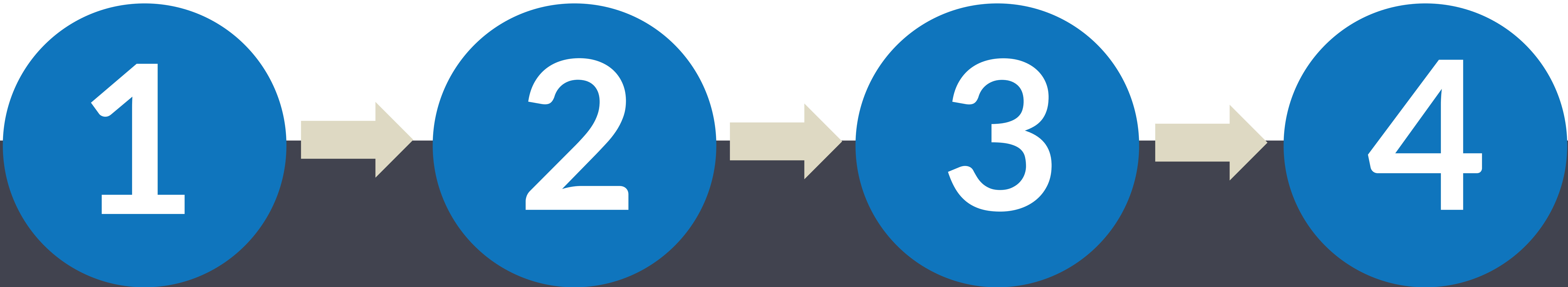


# Orem Station





# Public Visioning & Station Area Plan Process



**Public Workshop**  
Brainstorm

(create scenarios)

**Open House**  
What are your preferences?

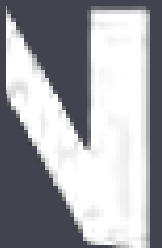
(evaluate scenarios)

**Vision Concept  
Celebration**

(vision scenario)

**Implementation Strategy  
& Adoption**

(station area plan)





What do you imagine?

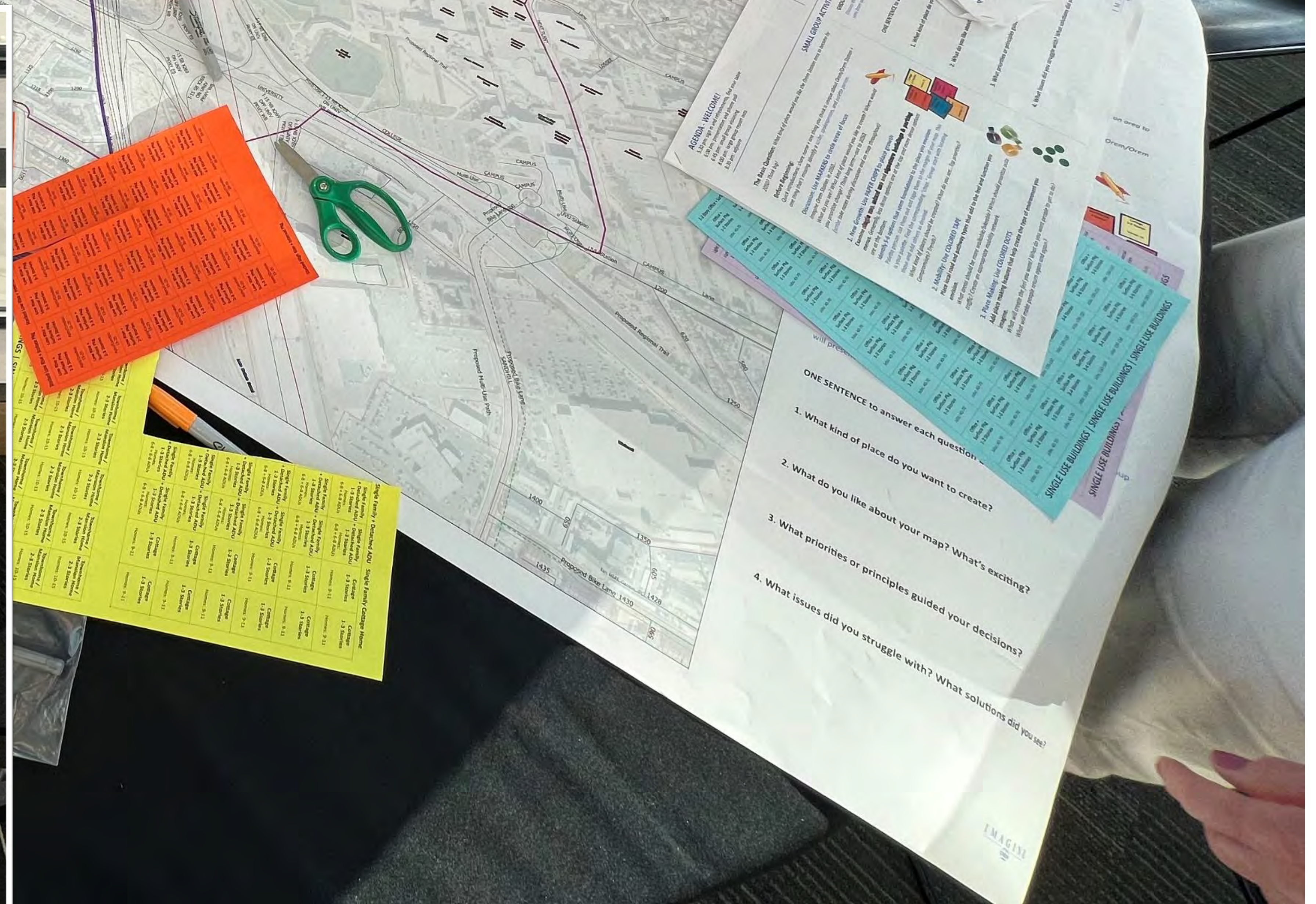
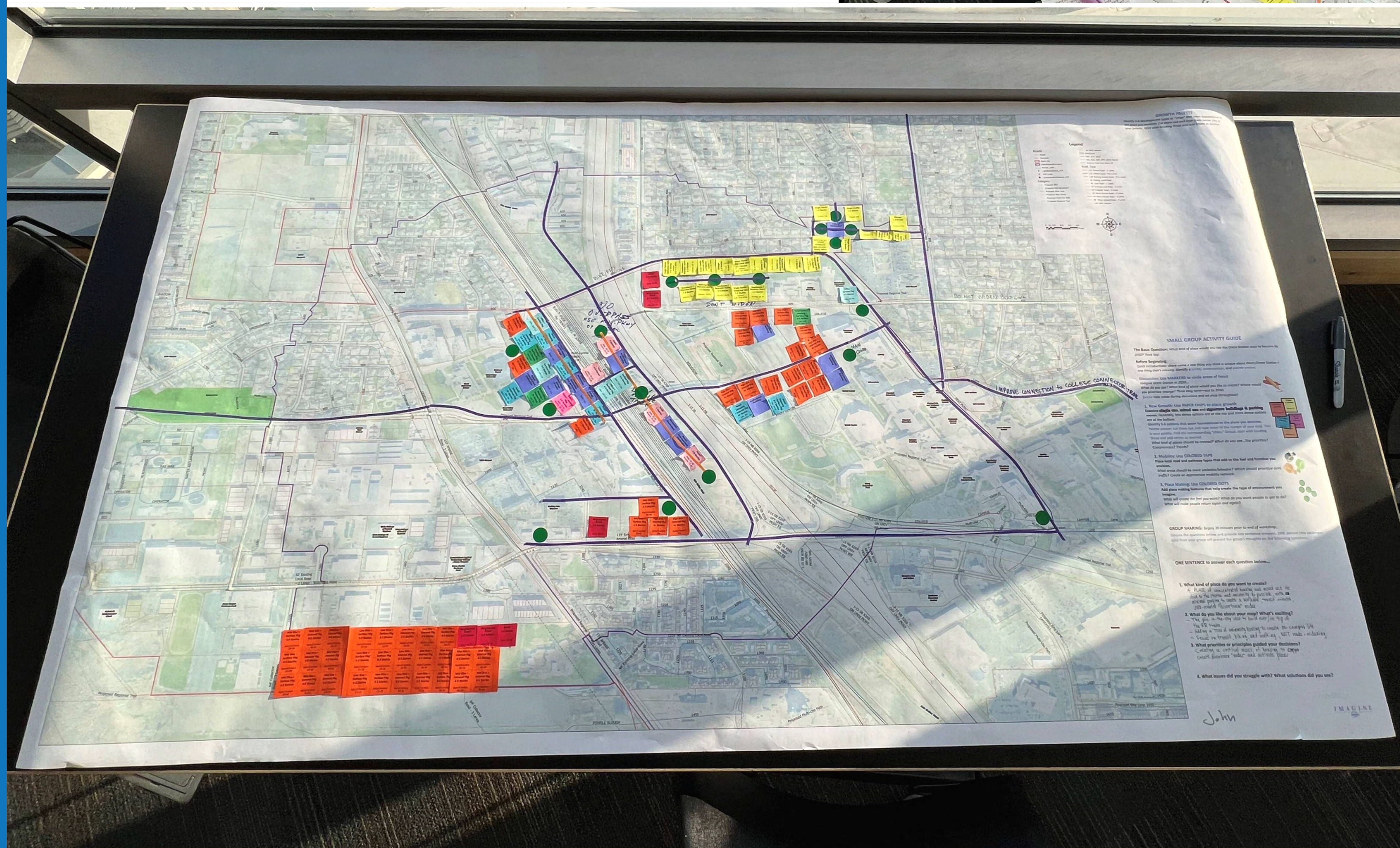
Let's create a vision...  
...together!





# Workshop Mapping

# 17 Maps





# 2023-2024 Public Engagement

- Planning Commission meeting | **1**
- City Council meetings | **3**
- Stakeholder meetings | **7**
- Brainstorming workshop | **150+** participants | **17** maps created
- Brainstorming real time and online survey | **548** responses
- Scenarios evaluation workshop | **75+** participants
- Scenarios evaluation real time and online survey | **411** responses
- Vision Celebration Public Meeting | **1**
- Outreach: postcard, newsletter, social, sandwich boards, email invitations, posters

**225+ public workshop participants | 950+ survey responses**