

Woods Cross Planning Commission

Meeting Held at the Woods Cross Municipal Building
1555 South 800 West, Woods Cross, Utah

This meeting will be held in person and via Zoom.

To join using Zoom, click here <https://us02web.zoom.us/j/9358074960> or go to zoom.us and select JOIN A MEETING. Meeting ID: 935 807 4960. Please mute your microphone except during the open comment period. Questions and comments are best made in the CHAT feature.

AGENDA

JULY 8, 2025

6:30 P.M.

1. PLEDGE OF ALLEGIANCE

(Jake Hennessy)

2. MINUTE APPROVAL

(Joe Rupp)

3. OPEN SESSION

(Joe Rupp)

4. WALKING COMFORT CONDITIONAL USE

1376 West 2600 South (I-1 Light Industrial/Business Park Zone)
(Bryce Anderson)

5. PUBLIC HEARING STATION AREA PLAN GENERAL PLAN AMENDMENT

(Curtis Poole)

6. STATION AREA PLAN DISCUSSION/VOTE

(Joe Rupp)

7. CROFT LIGHT COMMERCIAL FLEX DISCUSSION

(Marc Croft)

8. CITY COUNCIL REPORT

(Gary Sharp)

9. GENERAL & PENDING BUSINESS

The Public is invited to participate in all Planning Commission meetings. If you need special accommodation to participate in the Planning Commission meeting, please call the Community Development Director's Office at 801-292-4421.

**WOODS CROSS PLANNING COMMISSION MEETING
JUNE 10, 2025**

The minutes of the Woods Cross Planning Commission meeting held June 10, 2025, at 6:30 P.M. in the Woods Cross City Hall located at 1555 South 800 West, Woods Cross, Utah.

COMMISSION MEMBERS PRESENT:

Joe Rupp, Chairman
LeGrande Blackley
Mike Doxey

Robin Goodman
Jake Hennessy-online
David Lewis IV-online

COMMISSION MEMBERS EXCUSED:

Mariah Wall

STAFF PRESENT:

Curtis Poole, Community Development Director
Bonnie Craig, Administrative Assistant

CITY COUNCIL MEMBERS PRESENT:

Gary Sharp

VISITORS:

Lance Whitten
Don Schrader

PLEDGE OF ALLEGIANCE:

Robin Goodman

MINUTE APPROVAL

Chairman Rupp called for the review of the Planning Commission minutes for the Planning Commission meeting held May 27, 2025.

Following the review of the minutes, Commissioner Blackley made a motion to approve the minutes as written with Commissioner Doxey seconding the motion and all voted in favor of the motion through a roll call vote.

OPEN SESSION

Chairman Rupp then opened the meeting for comments from the public on items that were not on the agenda.

There were no public comments and Chairman Rupp closed the open session.

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WOODS CROSS PLANNING COMMISSION MEETING
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**THE PROCESS SPORTS PERFORMANCE CONDITIONAL USE—2269 SOUTH 1200 WEST #102—
LANCE WHITTEN**

The Community Development Director, Mr. Curtis Poole, reviewed this item with the Planning Commission. He noted that Mr. Lance Whitten is requesting approval of a conditional use permit for the purpose of operating an indoor recreational facility from this location. Mr. Poole noted the property is surrounded by other properties within the I-1 zone. He also said an indoor recreational facility is an allowed use within the I-1 zone subject to a conditional use review. Mr. Poole said Mr. Whitten is proposing to operate a sports performance training gym. He noted improvements to the unit will include adding a bathroom, sports and exercise equipment, and a small retail area. He also said that at this time there will be no employees besides the applicant; however, Mr. Whitten would like to hire some employees in the future. Mr. Poole said hours of operation will vary based upon the season. He also noted that the applicant anticipates offering exercise classes in the future such as Zumba or Step.

Following the information given by Mr. Poole, Mr. Whitten introduced himself to the Commission and said he was owner of The Process Sports Performance which would include a weight room, turf, and other sports equipment that will better help train athletes. He said he would be training in all sports areas and he is very excited to be starting this business.

Chairman Rupp asked if Mr. Whitten had seen the conditions from the staff report and if he had any questions regarding those conditions. Mr. Whitten said he did see the conditions and he had no questions.

Commissioner Doxey asked if it was one on one or group classes. Mr. Whitten said he would have several clients at a time but would be working with them individually at different times on different equipment.

Commissioner Doxey said parking is sometimes an issue, but it looked like there was plenty of parking available for this business. Mr. Whitten said there are 20 parking spaces, and some athletes would be dropped off and not need a parking space.

There were no further questions and Commissioner Goodman made a motion to approve the conditional use request for an indoor recreational facility, with the following conditions:

1. Obtain and maintain a business license.
2. Obtain a South Davis Metro Fire inspection, if required, and submit a copy to the city prior to the issuance of a business license.
3. Business shall be in compliance at all times with any government entity having jurisdiction over the business or the subject property.
4. Business operations shall not negatively impact the adjacent businesses and properties.

Commissioner Hennessey seconded the motion, and all voted in favor of the motion through a roll call vote.

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CITY COUNCIL REPORT

Council Member Sharp reported on the City Council meeting held June 3, 2025. Please see the minutes of that meeting for the details of his report.

GENERAL AND PENDING BUSINESS

Mr. Poole said the next meeting scheduled for June 24th would be cancelled.

ADJOURNMENT

There being no further business before the Commission, Commissioner Goodman made a motion to adjourn the meeting at 6:38 P.M.

Joe Rupp, Chairman

Bonnie Craig, Administrative Assistant

STAFF REPORT

To: Planning Commission

From: Curtis Poole, Community Development Director

Date: July 8, 2025

Re: Conditional Use Request – Office, Warehouse Use



Location: 1376 West 2600 South

Zoning: I-1 (Light Industrial/Business Park) Zone

Background

The applicant, Byrce Anderson, is requesting approval of a conditional use permit for the purpose of operating an office, warehouse from this location. The property is surrounded by other properties within the I-1 zone. An office, warehouse is an allowed use within the I-1 zone subject to a conditional use review.

City code authorizes the Planning Commission to review conditional use requests and section 12-22-104 outlines the standards by which the Commission may impose conditions to mitigate potential adverse impacts to surrounding property owners.

Staff Review

The applicant is proposing to use the northern unit of the building as a warehouse to store and distribute footwear. Improvements to the unit include adding an office area, lobby, bathrooms, in addition to adding a racking system for the warehouse. The business will operate 8:00 am to 5:00 pm with 10 employees. The applicant anticipates a small number of customers to come to this location.

The unit has 20 parking stalls allocated for its use, which meets the requirement for the applicant. Deliveries will occur during business hours. All business activities will occur inside the building.

Staff does not anticipate any potential negative impacts to surrounding property owners. Staff finds that the use complies with City codes, is consistent with the General Plan, and is compatible with neighboring properties within the zone.

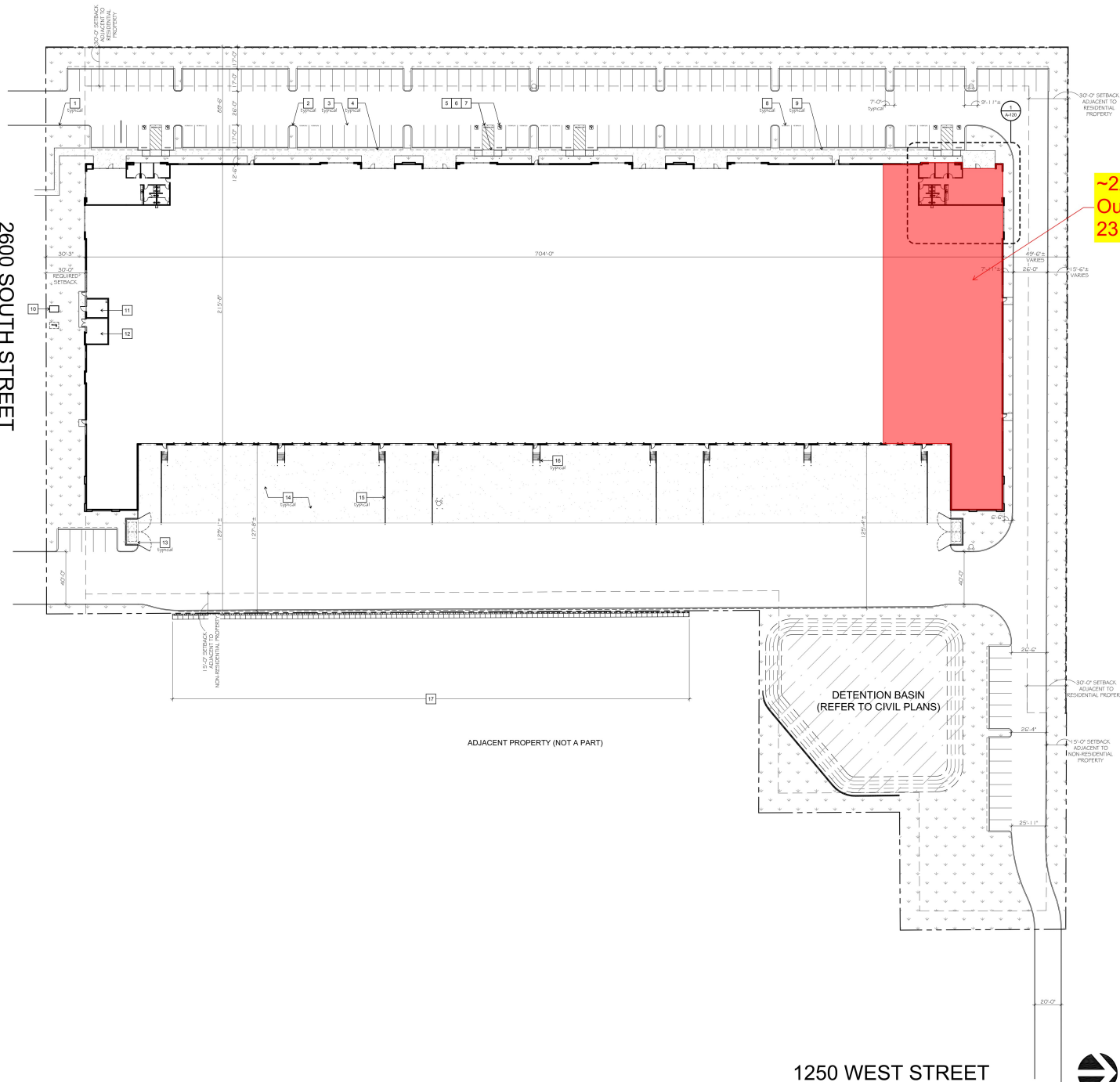
Staff Recommendation

Staff recommends the Planning Commission approve the conditional use request for an indoor recreational facility, with the following conditions:

1. Obtain and maintain a business license.
2. Obtain a South Davis Metro Fire inspection, if required, and submit a copy to the city prior to the issuance of a business license.

3. Business shall be in compliance at all times with any government entity having jurisdiction over the business or the subject property.
4. Business operations shall not negatively impact the adjacent businesses and properties.

2600 SOUTH STREET



~22,113 SF
Outside storage: NA
23 Parking Stalls

- 1 CURB AND GUTTER - REFER TO CIVIL DRAWINGS
- 2 LANDSCAPE ISLAND - REFER TO 13A-102 - Typical
- 3 TYPICAL PARKING STALL 9'-0" X 15'-0" WITH 2'-0" BUMPER OVERHANG SHOWN DASHED UNLESS OTHERWISE NOTED.
- 4 LINE OF 2'-0" PARKING OVERHANG SHOWN DASHED
- 5 TYPICAL ACCESSIBLE PARKING STALL WITH ALL SYMBOLS, SIGNS, RAMPS AS REQUIRED TO MEET ACCESSIBILITY REQUIREMENTS
- 6 ZERO CURB FACE AT ACCESSIBLE ACCESS AISLES
- 7 ADA ACCESSIBLE CURB RAMP - REFER TO CIVIL DRAWINGS AND 404-004
- 8 FUTURE ELECTRIC VEHICLE PARKING STALLS. PROVIDE CONDUIT CAPED FOR FUTURE BY STATIONS - REFER TO DESIGN-BUILD ELECTRICAL DRAWINGS
- 9 CONCRETE SIDEWALK WITH LIGHT BROOM FINISH. SIDE WALK NOT TO EXCEED 2% SLOPE AND 2% CROSS SLOPE - REFER TO CIVIL DRAWINGS
- 10 TRANSFORMER - REFER TO DESIGN-BUILD ELECTRICAL DRAWINGS
- 11 ELECTRICAL ROOM. LOCATION OF ROOF ACCESS LADDER - REFER TO ENLARGED PLANS AND DESIGN-BUILD ELECTRICAL DRAWINGS
- 12 FIRE ROOM - REFER TO ENLARGED PLANS AND DESIGN-BUILD FIRE PROTECTION DRAWINGS (UNDER SEPARATE PERMIT)
- 13 TRASH AND RECYCLING ENCLOSURE
- 14 6'-0" DEEP CONCRETE SPUR WITH MEDIUM BROOM FINISH AT TRUCK DOORS - REFER TO CIVIL DRAWINGS
- 15 CONCRETE GRADE LEVEL RAMP WITH STEEL STAIRS. REFER TO ENLARGED PLANS, CIVIL AND STRUCTURAL DRAWINGS
- 16 GALVANIZED STEEL STAIR - REFER TO ENLARGED PLANS
- 17 VERTI-BLOCK RETAINING WALL. COLOR: GRAY (PROVIDE SAMPLES FOR OWNER APPROVAL). REFER TO CIVIL AND STRUCTURAL PLANS CALCULATIONS AND ADDITIONAL INFORMATION

KEY NOTES

- 1 LIGHT STANDARD - REFER TO ELECTRICAL DRAWINGS
- 2 6" HIGH MAX. 8" HIGH MAX. FENCE TO BE PROVIDED ADJACENT TO THE RESIDENTIAL PROPERTIES BY DESIGN-BUILD CONTRACTOR. COLOR: WHITE
- 3 RETAINING WALL BY DESIGN-BUILD CONTRACTOR. REFER TO CIVIL PLANS FOR ADDITIONAL INFORMATION
- 4 ACCESSIBLE PATH OF TRAVEL - REFER TO 20 / 0-004
- 5 CONCRETE - REFER TO CIVIL DRAWINGS
- 6 LANDSCAPE - REFER TO LANDSCAPE DRAWINGS
- 7 LOCATION OF FUTURE OFFICE - FOR REFERENCE ONLY

LEGEND

- 1 REFER TO CIVIL PLANS FOR SITE DIMENSIONS METES AND BOUNDS, GRADING, PAVING, DRAINAGE AND HORIZONTAL CONTROLS.
- 2 REFER TO LANDSCAPE DRAWINGS FOR LANDSCAPE, PLANTING FINE GRADING AND SOIL PREPARATION.
- 3 REFER TO GEOTECHNICAL REPORT FOR INFORMATION REGARDING GRADING, BEARING, VALUES, COMPACTION, PAVING SECTIONS, CONCRETE MIX DESIGN AND SOIL REMEDIATION INFORMATION
- 4 VERIFY THAT ALL GRADES AND CLEARANCE ON SITE COMPLY WITH REQUIREMENTS FOR PERSONS WITH DISABILITIES AS SHOWN ON ALL ARCHITECTURAL AND CIVIL PLANS PRIOR TO CONSTRUCTION.
- 5 ALL PROPERTY LINES, EASEMENTS AND BUILDINGS, BOTH EXISTING AND PROPOSED, ARE TO BE VERIFIED WITH CIVIL DRAWINGS.
- 6 CONTRACTOR TO VERIFY ALL INFORMATION CONTAINED ON THIS DRAWING WITH CIVIL DRAWINGS. CONTACT ARCHITECT IF ANY DISCREPANCIES OCCUR.
- 7 PROVIDE BUMPER STOPS FOR ALL PARKING STALLS ADJACENT TO A SIDEWALK OR BUILDING. REFER TO SITE PLAN FOR LOCATIONS.
- 8 PROVIDE SPLASH BLOCK AND/OR GRAVEL AT ALL ROOF DRAINS AND OVERFLOW DRAINS THAT DRAIN ON TO THE LANDSCAPE REFER TO DETAIL 20A-002

GENERAL NOTES

SITE PLAN - FOR REFERENCE

SCALE: 1" = 30'-0"

1250 WEST STREET



Calvin J.
Coatsworth
Architect, PC
1574 Gulf Road
PMB 212
Point Roberts, WA 98581



quorum
ARCHITECTURE - INTERIOR DESIGN

825 W Victory Blvd, Suite 100
Fort Worth, TX 76104
817-738-8895



WOODS CROSS
SPEC T.I.

2600 SOUTH STREET
WOODS CROSS, UTAH

MILESTONES:
10 NOVEMBER 2023
PLAN CHECK, SUBMITTAL

REVISIONS:

PROJECT: A-101.DWG

DATE: 10 NOVEMBER 2022

DRAWN BY: LB

SHEET TITLE:

SITE PLAN

FOR REFERENCE

A-101N

LAWSON DRAIVING SYSTEM - U.S. NATIONAL CAD STANDARDS OPTION 1.1

MEMORANDUM

To: Chairman Rupp, Commission Members
From: Curtis Poole, Community Development Director
Date: July 8, 2025
Re: Station Area Plan General Plan Amendment



Background

In the 2022 General Session, the legislature passed H.B. 462, *Utah Housing Affordability Amendments*. This bill required cities to adopt a certain number of moderate-income housing strategies, develop and adopt a station area plan, and other requirements aimed at increasing the number affordable housing units.

Last year the city and Wasatch Front Regional Council (WFRC) contracted with Arcadis as a consultant to update the Station Area Plan (SAP). Over the last year, Arcadis has held regular meetings with the city, WFRC, and Utah Transit Authority (UTA), in addition to contacting various property owners within the plan area. Arcadis held an open house and conducted an online survey to gather feedback from residents and people who utilize the UTA FrontRunner Station.

Staff Review

The state requirement is for cities to develop an SAP within a half-mile radius of the station platform. Because this radius included single-family neighborhoods, industrial subdivisions in both Woods Cross and West Bountiful, the Holly Refinery, and commercial areas on the east side of the freeway that were primarily built-out, the decision was made to include the undeveloped area along 500 West. The total station area in the plan is shown on page 7 of the SAP draft.

The SAP shows constraints, the major property owners, existing conditions, and the vision and plan for development. The SAP also indicates how the plan meets the requirements of H.B. 462. Survey and open house feedback has also been provided.

The plan shows potential zoning, street layout, and opportunities for open space. The framework shown in the SAP is intended to provide guidance for future development and not an exact design or layout. The SAP differs slightly from the General Plan by adding additional multi-family zoning in the area along 500 West and Redwood Road and near the FrontRunner Station.

The plan also addresses the difficulty of accessing the FrontRunner Station without a vehicle and provides some guidance for future development along 500 West, 1100 West, 800 West, and 1500 South. Some of these recommendations will require collaboration with UDOT and UTA.

Staff Recommendation

Staff recommends the Planning Commission review the Station Area Plan, hold a public hearing, and forward a positive recommendation to the City Council to amend the General Plan by adopting the Station Area Plan to amend the existing Woods Cross Station Area Plan.

Woods Cross Combined Station Area Plan

Woods Cross City Logo

The Woods Cross Station Area Plan

is led by Woods Cross City, the Wasatch Front Regional Council, and the Utah Transit Authority, working with a team of expert consultants, local and regional stakeholders, and Woods Cross residents.

Woods Cross City Logo



The Woods Cross Station Area Plan was prepared by a collaborative team, including:

WOODS CROSS CITY PLANNING & ZONING

Curtis Poole, *Community Development Director*
Marcee Meeks, *Administrative Assistant*

WASATCH FRONT REGIONAL COUNCIL

Byron Head, *Community Planner*

UTAH TRANSIT AUTHORITY

Paul Drake, *Director of Real Estate and Transit-Oriented Development*
Kayla Kinkead, *TOC Predevelopment Supervisor*
Valarie Williams, *TOC Project Specialist*

ARCADIS

Ray Whitchurch, *Associate Principal Studio Manager*
Jordan Swain, *Urban Designer*
Jonathan Young, *Landscape Designer*
Nikita Malviya, *Designer*

ZIONS PUBLIC FINANCE

Susie Becker, *Vice President*

WOODS CROSS CITY COUNCIL

Ryan Westergard, *Mayor*
Julie Checketts, *Council Member*
Wallace Larrabee, *Council Member*
Gary Sharp, *Council Member*
Eric Jones, *Council Member*
Jim Grover, *Council Member*

WOODS CROSS CITY PLANNING COMMISSION

Joseph Rupp, *Planning Commission Chair*
LeGrande Blackley, *Planning Commissioner*
Davis Lewis IV, *Planning Commissioner*
Michael Doxey, *Planning Commissioner*
Robin Goodman, *Planning Commissioner*
Jake Hennessy, *Planning Commissioner*
Mariah Wall, *Planning Commissioner*

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1 – Introduction

Regional Context

Wasatch Front

Between the Wasatch Range and the expansive shores of the Great Salt Lake, the Wasatch Front is a dynamic corridor of urban development and natural beauty in northern Utah. Stretching from Ogden in the north to Provo in the south, this region is a thriving hub of interconnected cities and communities. Anchoring its transportation network is the UTA FrontRunner, a high-capacity commuter rail system that serves as the spine of regional connectivity, linking origins, destinations, people, and places across the Wasatch Front.

Woods Cross City

Woods Cross, located predominantly west of I-15, is one of the many communities within the greater Wasatch region. Established in 1935, Woods Cross initially thrived as an agricultural and industrial center, and remnants of its roots remain visible today in its greenfield sites, manufacturing and distribution hubs, and several refineries. A defining moment in the city’s history came in 2008, when the Utah Transit Authority (UTA), in collaboration with the State of Utah, Wasatch Front Regional Council (WFRC), and the City of Woods Cross, constructed the Woods Cross FrontRunner Station. This critical infrastructure project connected Woods Cross to Ogden, Salt Lake City, Provo, and other key destinations along the corridor, sparking renewed interest in transit-oriented development (TOD) near the station.



Fig. 1 - Regional Context

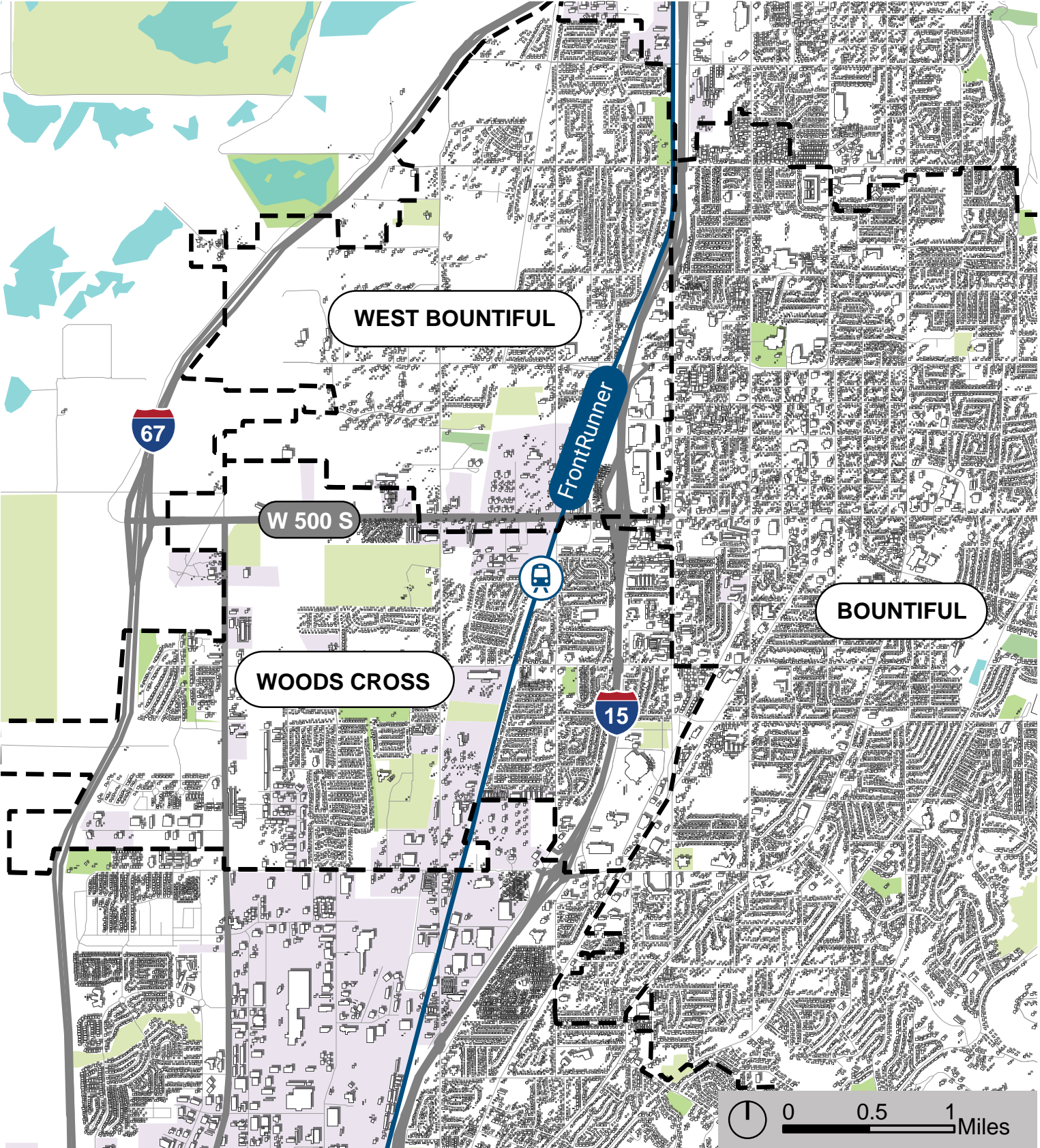


Fig. 2 - Woods Cross City

Station Area

The areas surrounding FrontRunner stations across the Wasatch Front represent significant opportunities for smart growth and TOD. However, development near the Woods Cross station faces unique challenges, including proximity to the Holly Refinery, built in 1932 and currently operated by HF Sinclair Corporation. As outlined in the Context Section of this plan, the refinery imposes a series of environmental and safety constraints that complicate land use and development potential within a mile radius.

This Station Area Plan seeks to address these complexities while exploring the untapped potential of the area. By presenting short-term strategies and actionable solutions, the plan aims to guide a shift in land use, mobility patterns, and access to public transportation in Woods Cross. Balancing opportunities for growth with the constraints posed by the refinery, this plan outlines a vision for sustainable development that prioritizes connectivity, safety, and community well-being.

Due to the constraints imposed by the Holly Refinery, this Station Area Plan organizes the study area into three distinct categories, as illustrated by the accompanying map:

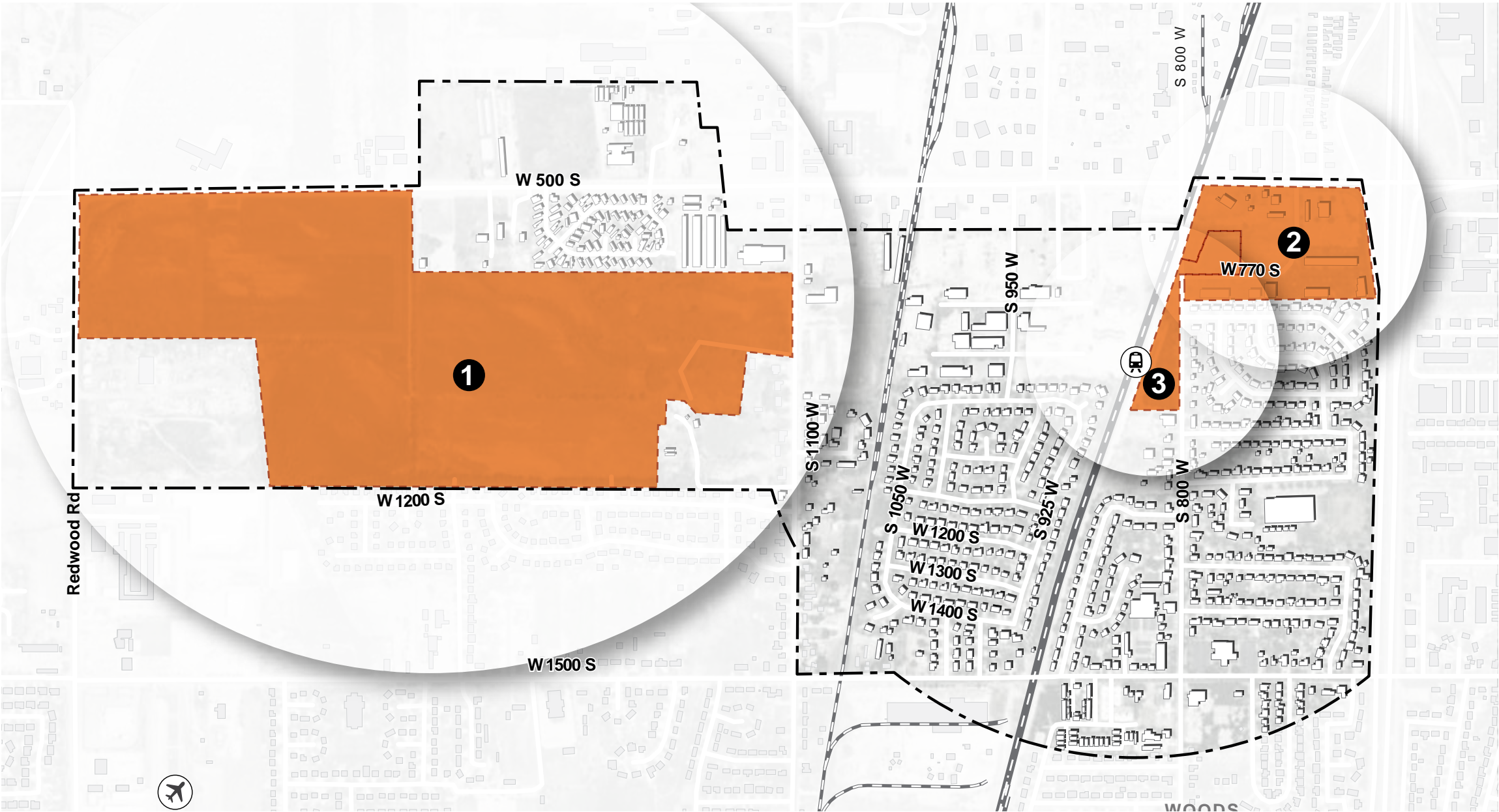


Fig. 3 - The Threefold Station Area

Total Station Area - - - - -

This broader area is analyzed to assess physical, socioeconomic, and market conditions, identifying gaps and opportunities for improvement. It extends beyond the Holly Refinery’s blast radius to examine potential short-term enhancements that could catalyze growth closer to the station itself. This approach allows for a comprehensive understanding of the surrounding context and how incremental improvements can set the stage for future development.

Redevelopment Areas ① ②

These targeted areas are identified for future redevelopment opportunities. Within these zones, specific development patterns are tested, and conceptual plans are presented to explore how land use and infrastructure could evolve to meet the goals of the plan. Redevelopment areas are intended to guide long-term investments that align with housing, transportation, and economic objectives.

Station Core ③

The station core focuses on solutions to make public transportation services more accessible, convenient, and intuitive. This plan emphasizes improvements to transit-critical infrastructure, including the station platform, transit plazas, parking facilities, vehicle storage, and drop-off areas. Enhancements in this area are designed to improve the overall user experience and ensure the station serves as a reliable and efficient transit hub for the community.

House Bill 462

The foundation of this plan is House Bill 462 (H.B. 462), legislation passed by the State of Utah in 2022, written with the intention of addressing the issue of housing affordability across the region. Under H.B. 462, all Utah cities with a fixed-guideway transit station are mandated to develop a comprehensive Station Area Plan (SAP) for the area surrounding each station. This area is defined as the zone within approximately a half-mile radius of the station.

The planning and design process for these Station Area Plans must incorporate the following key objectives:

Overall, H.B. 462 is designed to foster a collaborative effort between state and local governments, promoting sustainable growth and addressing the diverse housing needs of Utah’s population.

Housing Availability and Affordability

- **Plan Integration**
Align the Station Area Plans with the Moderate-Income Housing Plan (MIHP) as part of the general plan.
- **Density Facilitation**
Encourage higher densities to support the development of moderate-income housing.
- **Living Costs**
Address affordable living by considering costs associated with housing, transportation, and parking.

Sustainable Environmental Conditions

- **Water Conservation**
Implement efficient land use practices to conserve water resources.
- **Air Quality Improvement**
Enhance air quality by reducing fuel consumption and minimizing vehicle trips.
- **Recreational Spaces**
Create parks and open spaces to foster community well-being.

Access to Opportunities

- **Connectivity**
Strengthen connections between housing, employment, education, recreation, and commerce.
- **Mixed-Use Development**
Promote developments that combine residential, commercial, and recreational uses.
- **Proximity to Opportunities**
Facilitate the location of employment and educational facilities near transit stations.
Broadband Connectivity.
Enhance broadband access to support modern connectivity needs.

Transportation Choices and Connections

- **Infrastructure Investment**
Invest in infrastructure that supports various modes of transportation.
- **Public Transit Utilization**
Boost the use of public transit options.
- **Safe Streets**
Designate pedestrian walkways and bike lanes to ensure safety.
- **Traffic Management**
Maintain manageable and reliable traffic conditions.
- **Regional Plan Alignment**
Ensure that Station Area Plans align with the Metropolitan Planning Organization’s (MPO) regional transportation plan.

2 – Context

The following section outlines key constraints and opportunities that will shape the future development of the Woods Cross Station Area. This analysis will examine property ownership, physical conditions, socioeconomic and market dynamics, as well as insights gained through community engagement.

The purpose of this analysis is to establish a clear and objective understanding of the factors influencing the total station area, including how these dynamics are perceived by the community. By identifying these constraints and opportunities, this plan aims to pinpoint the key elements that will drive meaningful changes and guide future growth in the station area.

Property Ownership

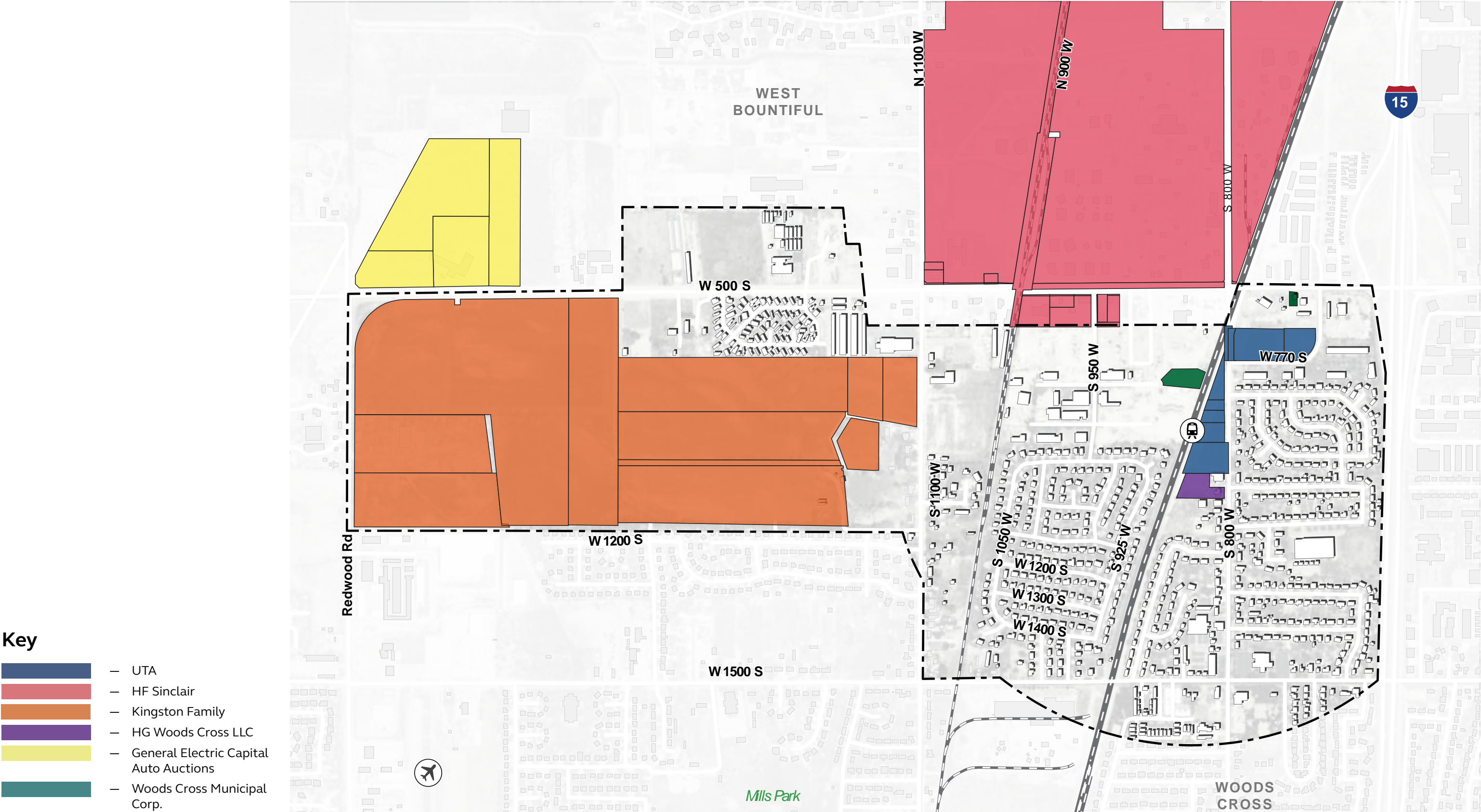


Fig. 4 - Key Properties in the Threefold Station Area

Property - Utah Transit Authority

The **Utah Transit Authority (UTA)** owns approximately 9.2 acres of property within the station area, consisting of seven parcels located directly adjacent to the FrontRunner platform. These properties are categorized into three distinct uses:

Primary Park-and-Ride

Comprising four parcels and approximately 4 acres, this facility serves as the main parking area for FrontRunner patrons. It is moderately utilized, operating at about 50-65% capacity on weekdays, indicating room for optimization or repurposing.

Auxiliary Park-and-Ride

Located north of the primary facility, this auxiliary parking area spans two parcels and approximately 4.45 acres. It is rarely utilized, and its usage appears to be largely unrelated to UTA transit services, suggesting potential opportunities for redevelopment or alternative use.

Transit Plaza

This parcel occupies approximately 0.7 acres and is situated between the two park-and-ride facilities. The transit plaza includes canopied waiting areas designed for FrontRunner passengers. However, its location limits its utilization, leaving it underused despite its intended function.

These UTA-owned properties present opportunities for reimagining land use and infrastructure to better align with the goals of the Station Area Plan, including enhancing transit accessibility, optimizing parking, and encouraging transit-oriented development.

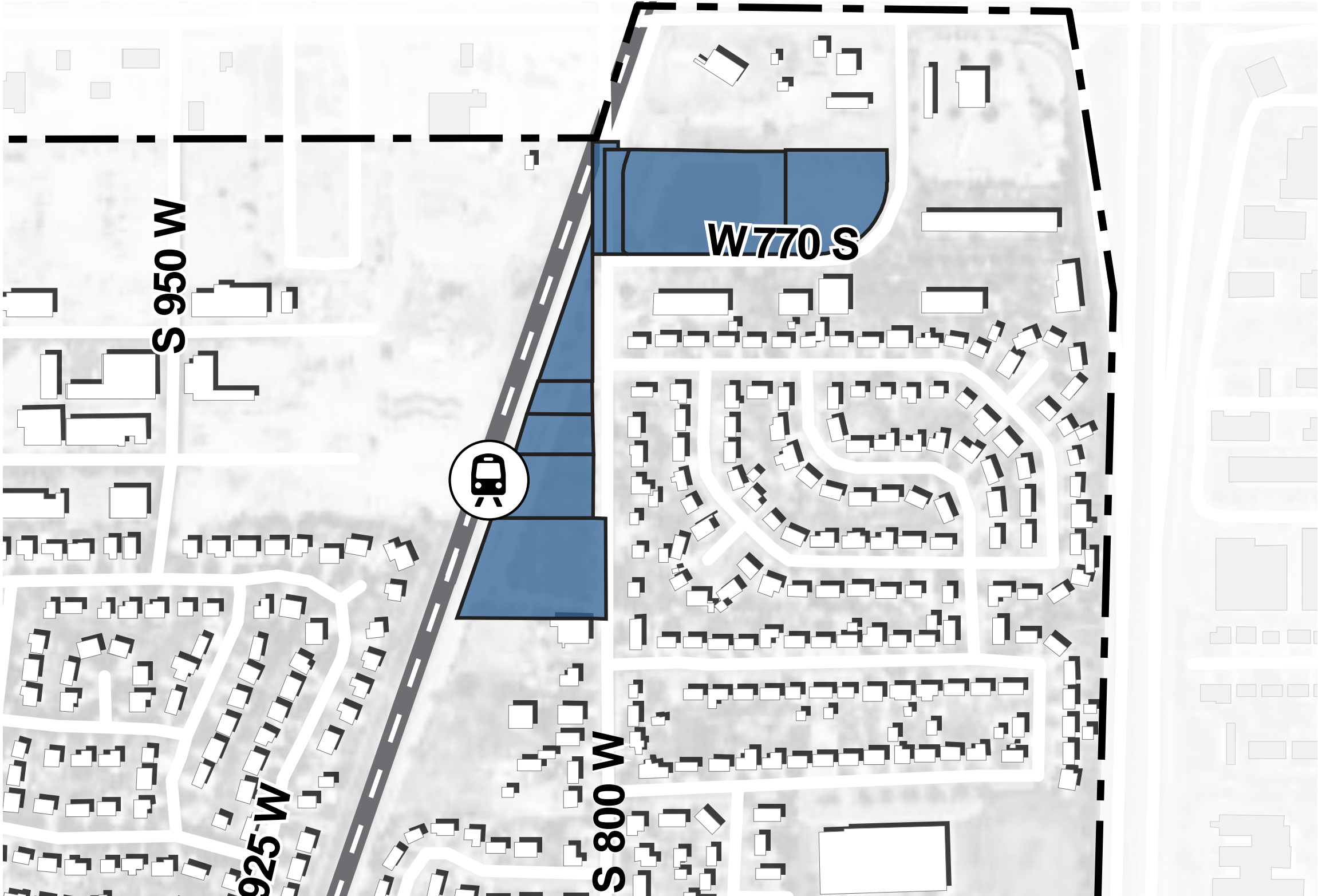


Fig. 5 - UTA Property

Property - HF Sinclair Corporation

HF Sinclair owns about 180 acres in the station area, consisting of 16 properties directly north of the station. Of these, 147 acres are designated for heavy industrial use and operate as a refinery. The remaining parcels serve as a buffer zone for the refinery, storage for materials and vehicles, or are utilized for administrative purposes. Discussions with HF Sinclair Corporation have provided the following insights into the refinery and related properties:

Blast Radius

The Holly Refinery has a “blast radius” of roughly 1 mile. Within this radius, HF Sinclair Corporation strongly advises against introducing new residential developments due to the potential risk of explosions at the refinery. The last significant incident occurred in 2009 and adversely affected many nearby homes. Other land uses, such as industrial, office, and hospitality, pose less risk and are therefore considered acceptable. HF Sinclair Corporation did not share maps or specific details, citing that such information is protected under client-attorney confidentiality.

Buffer Properties

To minimize liability, HF Sinclair Corporation actively seeks to acquire properties adjacent to and near the refinery. Many properties to the west and north of the facility are kept vacant to serve as a buffer.

Terminal Pump Station

HF Sinclair owns and operates a terminal pump station south of 500 South, used for loading fuel into trucks for transport. The company has proposed expanding this facility to Woods Cross and is currently navigating the approval process. The expansion will modify ingress and egress patterns, allowing trucks to enter from 700 West through a new, 3-lane drive aisle and exit onto 500 South after loading.

Property Exchange with UTA

HF Sinclair and UTA have agreed to exchange a portion of the auxiliary park-and-ride with property adjacent to the FrontRunner corridor. HF Sinclair will use the newly acquired property to construct the additional drive aisle, while UTA will utilize its new property for future efforts to add another track within the FrontRunner corridor.

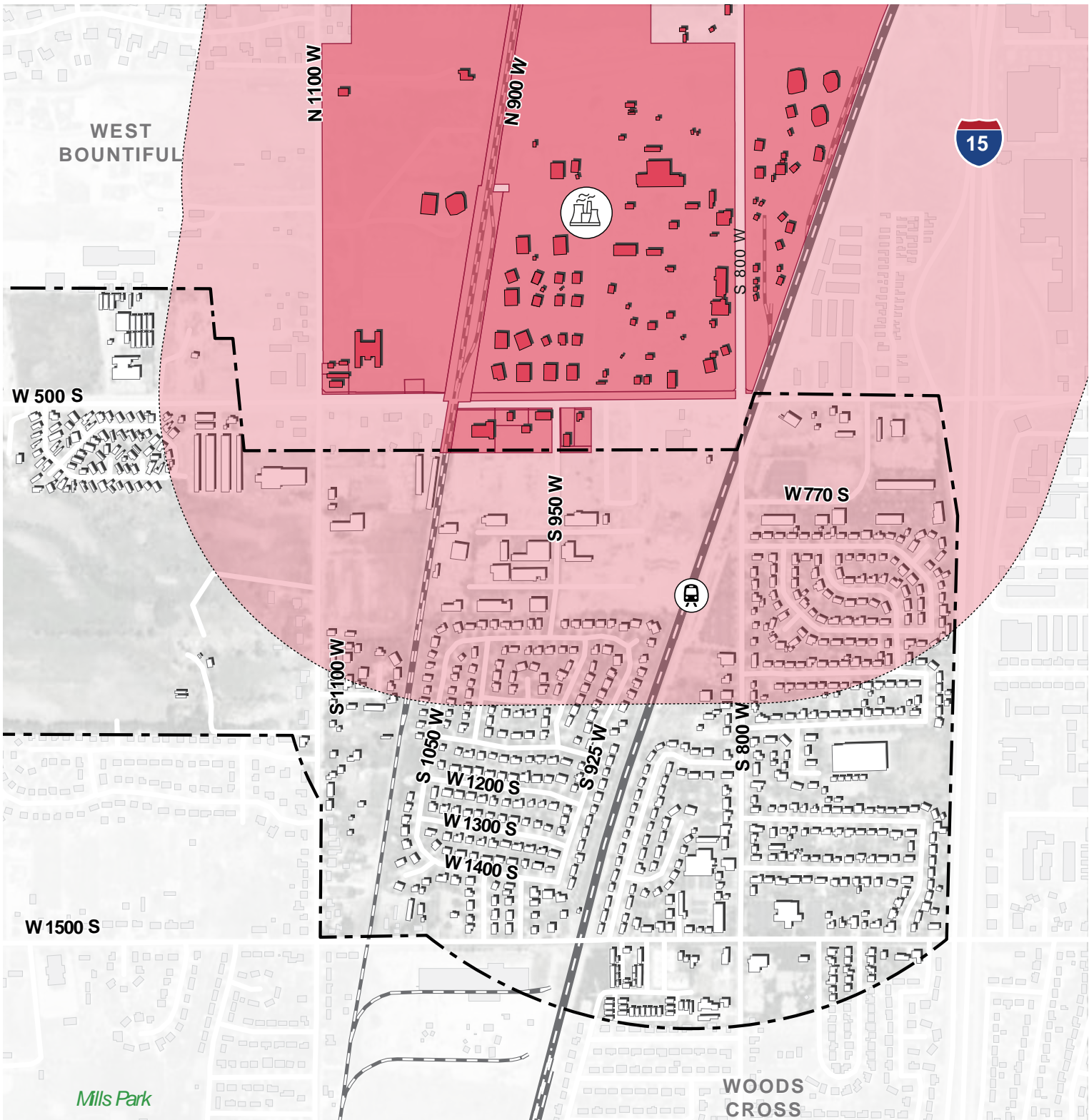


Fig. 6 - HF Sinclair Property

- HF Sinclair Property
- Approximate Blast Buffer

Property - Kingston Family

The Kingston Family owns approximately 187 acres within the station area, comprising 12 parcels. Historically, 10 of these parcels have been utilized for agricultural purposes and remain in greenfield condition. The remaining 2 parcels are currently being used as a storage yard for trucks and other vehicles.

Entitlements

Over the past two years, the Kingston Family has been actively working to secure entitlements for their greenfield properties. The current entitlement strategy envisions a horizontal mix of low-density residential, flex-industrial, and light retail uses. During discussions, the Kingston Family expressed openness to exploring alternative development opportunities for their properties in alignment with the overall master plan for the station area.

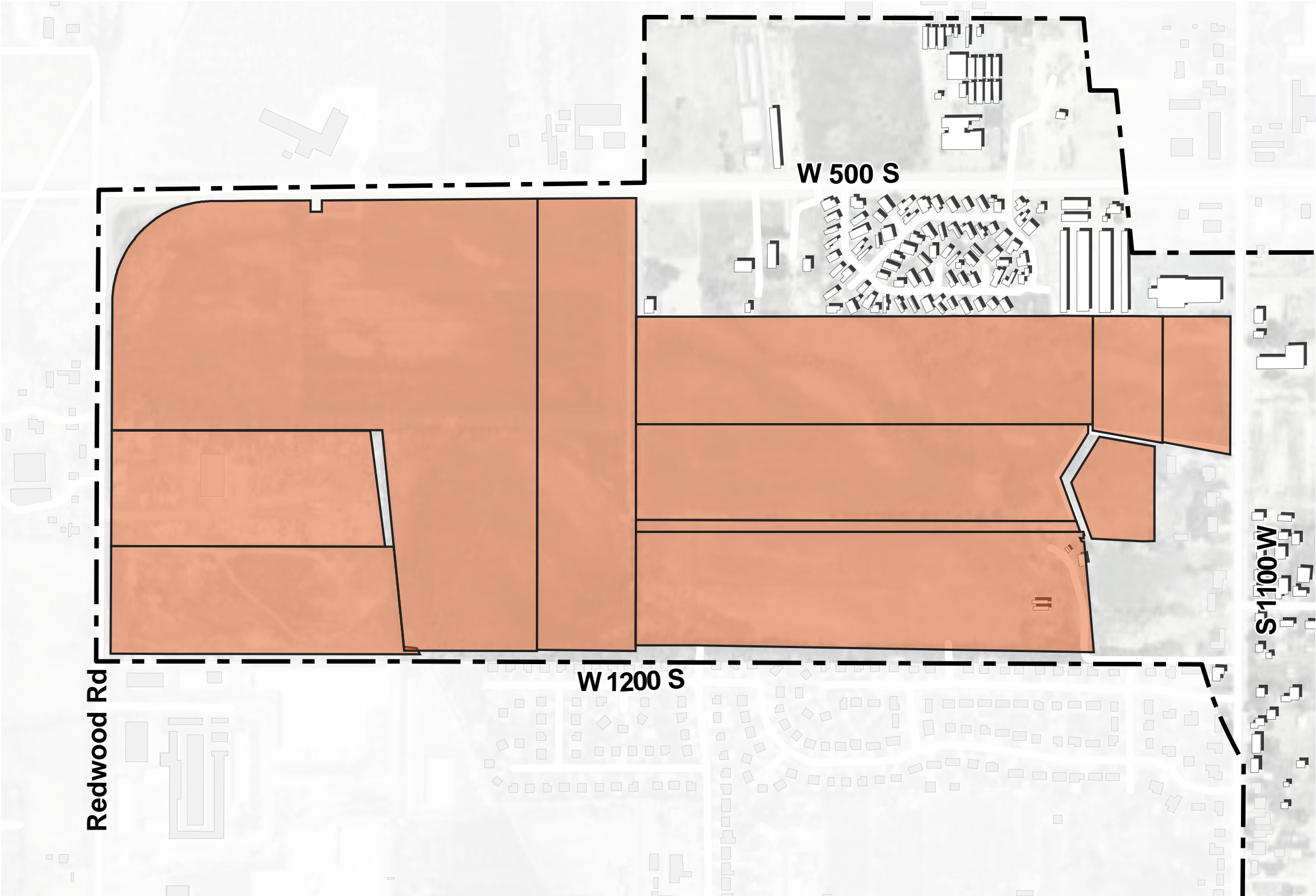


Fig. 7 - Kingston Property

— Kingston Property

Existing Conditions Analysis

Physical Conditions

The physical condition of the station area environment is largely split between suburban residential neighborhoods, heavy industrial facilities, and agricultural areas.

Within this context, the following observations are evident:

Observation 1 – Buildings

Most of the buildings within the station area to the south-east of the station are single-family houses. To the west and north of the station, most buildings are industrial warehouses and facilities associated with the refinery.

Response 1.1

The industrial area directly west of the station contains several properties that could be used for redevelopment. These properties are within the blast radius of the Holly Refinery and would necessarily be redeveloped as non-residential uses.

Response 1.2

Properties in the western portions of the station area are predominantly greenfield, contain few buildings, and may be considered as high-opportunity properties for development.

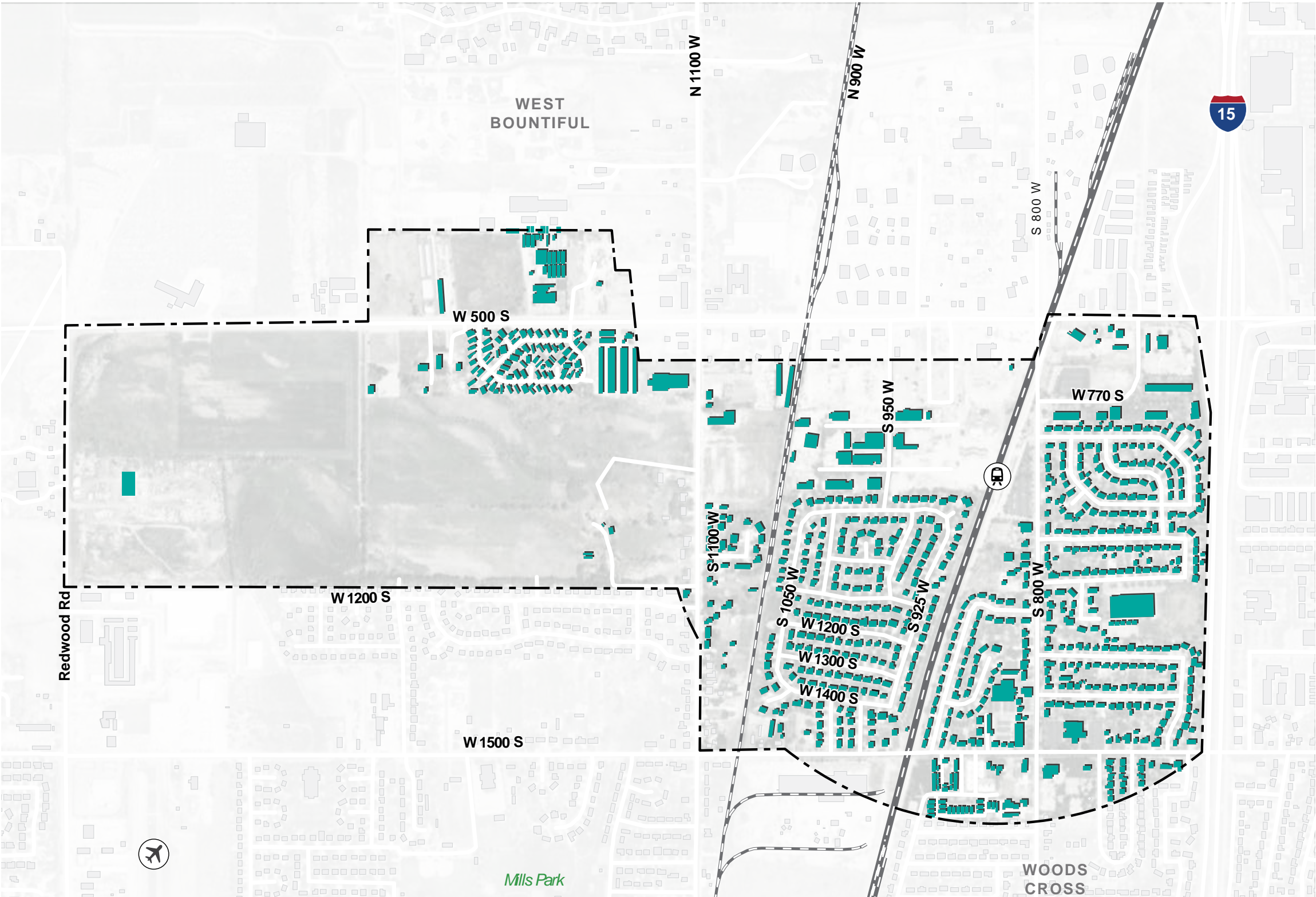


Fig. 8 - Existing Conditions - Figure Ground



Buildings in the Area of Study

Existing Conditions Analysis

Observation 2 – Rail Corridors

Two rail corridors run through the station area, north to south. The eastern corridor contains a track for the FrontRunner line, as well a track for Union Pacific Railroad (UP). The western corridor contains track for Western Railway.

Due to policies of the various entities that operate within these corridors, pertaining to at-grade crossings, these two corridors impose limitations on future east-west street connections and will require grade-separated crossings.

Response 2.1

There are several opportunities to expand the local street network south of 500 South. In particular, the area between the rail corridors has an established connection to the single-family neighborhood to the south and with future redevelopment, could establish two new connections to 500 South.

Observation 3 – Street Network

The street network is sparse throughout the station area. 500 South is a major arterial and considered the primary east-west axis. Intersecting with 500 South are Redwood Road, 1100 West and 700 West, each of which are significant north-south connections. Within this street framework, local streets are suburban in character, containing many cul-de-sacs and few connections. Street connections between the two rail corridors are fragmented due to limitations of at-grade crossings.

Response 3.1

Future development in the greenfield areas to the west are opportunities to create a well-connected grid that ties into 500 South, 1100 West, Redwood, and local streets to the south.

Response 3.2

As mentioned, there is an opportunity to expand the local street network between the two rail corridors, south of 500 South. This area is a prime location for future transit-oriented development that would inherently prioritize active modes of transportation and necessitate fewer vehicular street connections.

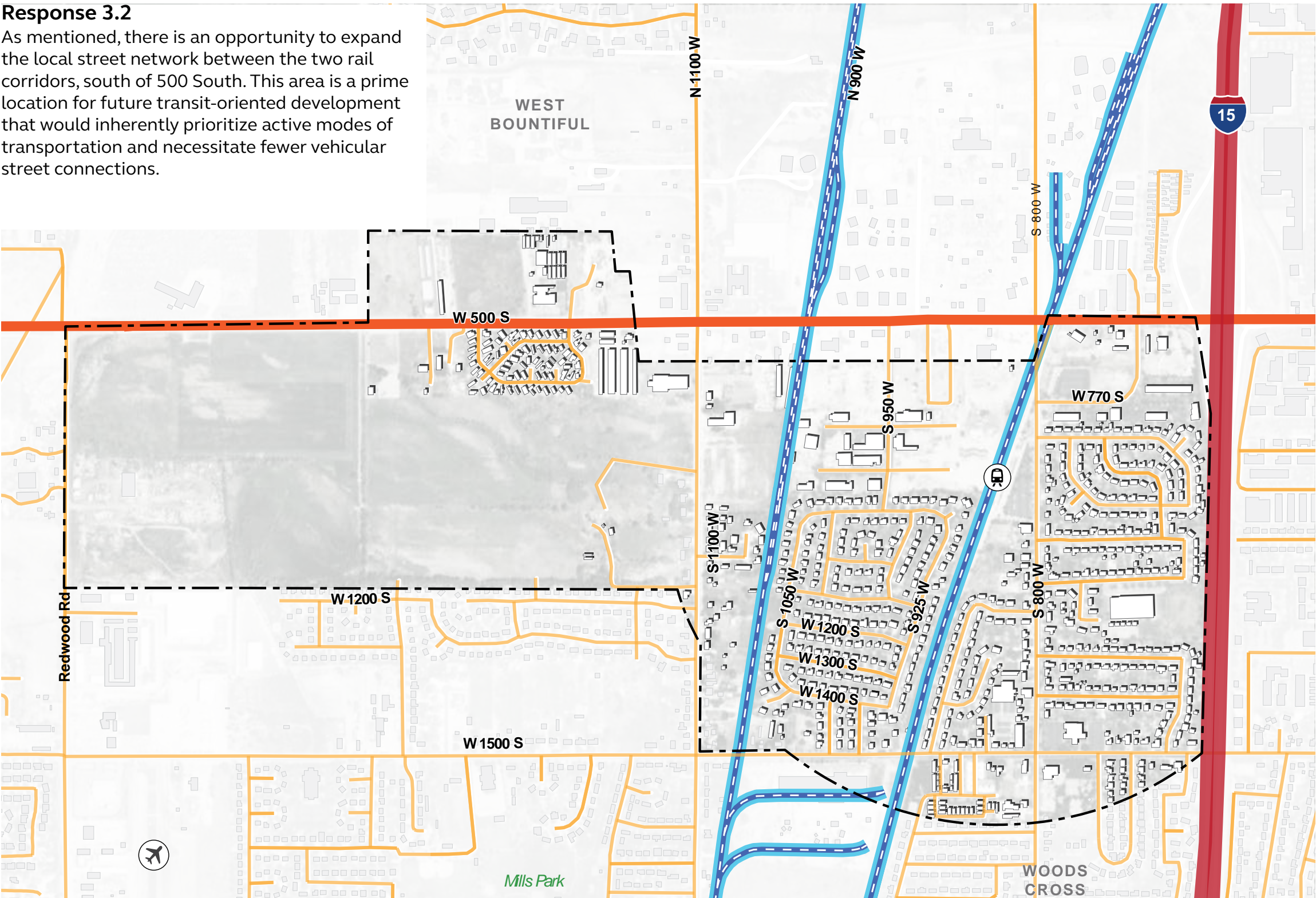


Fig. 9 - Existing Conditions - Streets & Rail Corridors

- Freeway
- Major Road
- Minor Road
- Rail Lines
- Rail Corridor

Existing Conditions Analysis

Observation 4 – Bus Service

Only two bus routes serve the station area, both of which run in the far eastern part of the area, along 700/800 West. Residential densities are currently too low to meet the qualifications of UTA’s propensity index. The result is a large gap in service to areas west of the FrontRunner corridor.

Response 4.1

As development occurs in the western portions of the station area, particularly within the Kingston Properties, opportunities exist to introduce additional public transportation services along 500 South. This corridor contains enough width for dedicated bus lanes to run east and west.

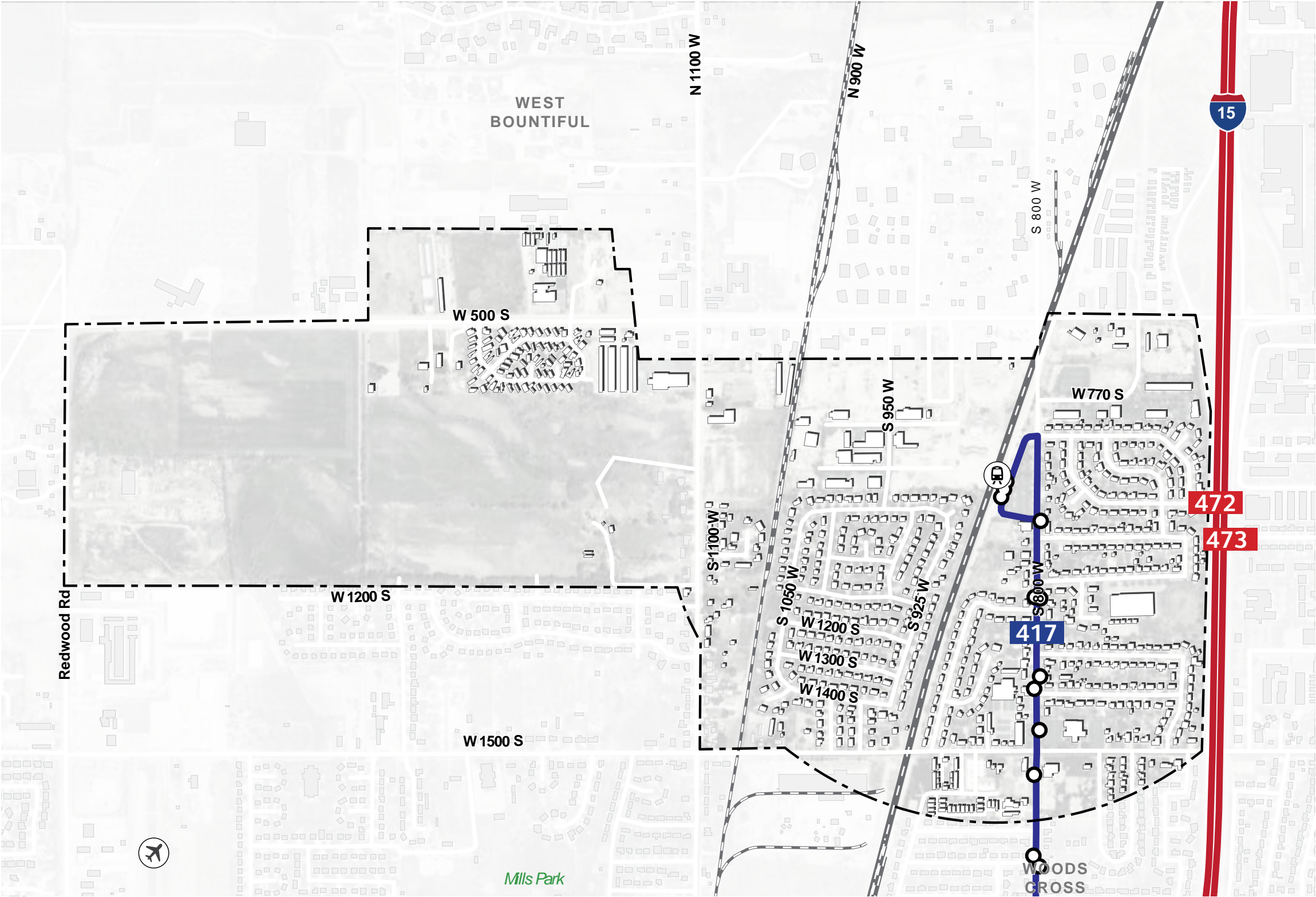


Fig. 10 - Existing Conditions - Bus Routes

- Bus Route - 30 Minute Service
- Bus Route - Limited Service
- Bus Stop

Several documented wetlands occur within the station area, east of 1100 West and south of 500 South, within the properties owned by the Kingston Family. The largest of these drains into an irrigation canal, that drains north, through 500 South.

There is very little public open space within the station area. On the southern perimeter of the station area there are a few public open spaces in the form of a pocket park and the civic center.

Response 5.1

Response 5.2

Forming trail connections to Legacy Parkway Trail would greatly enhance access to the Trail and in effect, access for active transportation modes to destinations north of Woods Cross.



Existing Conditions Analysis

Observation 6 – Environmental Conditions & Superfund Site

There is a plume of contamination in the groundwater, originating from two sources, one of which is within the station area. The plume consists of chlorinated solvents, such as tetrachloroethylene (PCE) and trichloroethylene (TCE). These chemicals are the product of commercial vehicle cleaning facilities that existed on the northern properties owned by UTA and used as the auxiliary park-&-ride, and a laundromat that existed on the eastern side of Interstate 15.

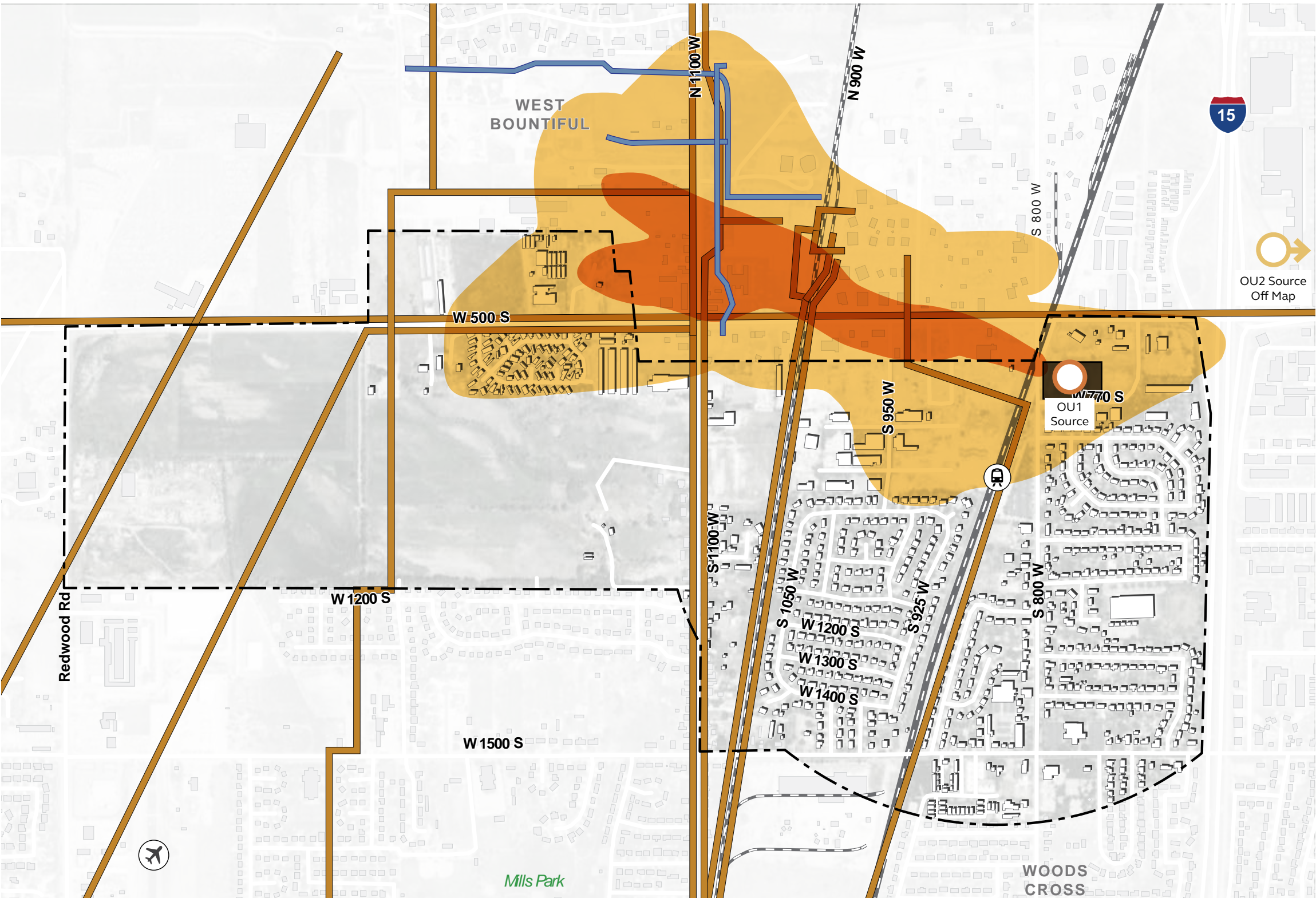
This contamination is recognized by the United States Environmental Protection Agency (EPA) and the Utah Department of Environmental Quality (UDEQ) and is presently undergoing remediation. The remediation efforts largely focus on removing or reducing the concentration of the PCEs and TCEs through pump-and-treat systems and in-situ chemical oxidation.

The cause of this contamination was laundromat located on properties now owned by UTA, that no longer exists. The source of the contamination no longer exists.

These types of environmental contamination does not preclude development from occurring within these areas; however, vapor barriers and other engineering and architectural solutions will necessarily be considered in future redevelopment.

Response 6.1

While most of the groundwater plume flows underneath existing land uses that are not being considered for (re)development, properties owned by UTA are effected. Further analysis will be required to understand what types of engineering and/or architectural solutions will be necessary for future redevelopment. Understanding the cost of such solutions will play a critical role in understanding the economic feasibility.



Existing Conditions Analysis

Housing Affordability

The housing market in Woods Cross poses significant affordability challenges for low- and moderate-income households. Based on HUD standards, there is a clear need for additional affordable housing units, particularly for households earning less than 80% of AMI. By implementing targeted policies and leveraging funding mechanisms, Woods Cross can address these challenges and support the development of housing that meets the needs of all income levels in the community.

Gap Analysis

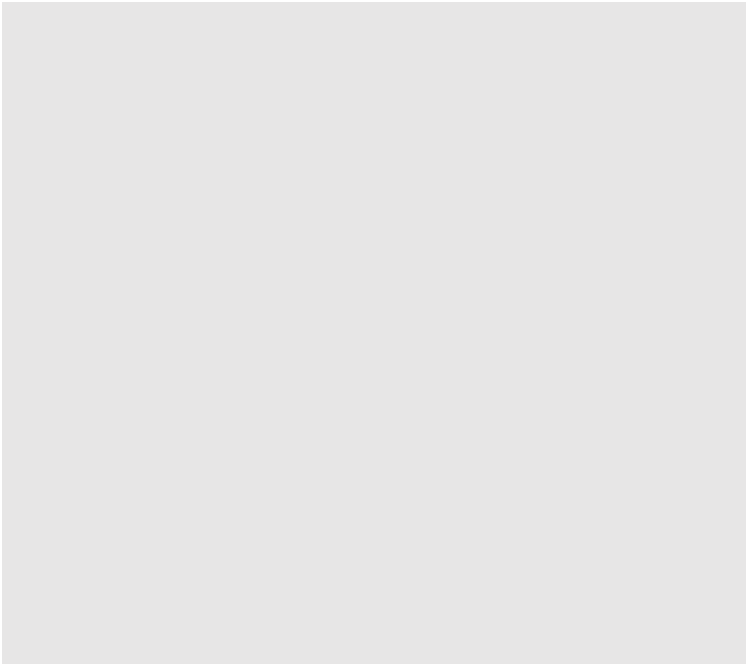
This gap analysis considers the housing needs based on HUD’s Area Median Income (AMI) standards for the Salt Lake City Metropolitan Statistical Area (MSA), which includes Woods Cross. The AMI is a benchmark used to determine eligibility for affordable housing programs and is adjusted annually.

Current Housing Market Context

- Median Home Price: Approximately \$450,000–\$500,000 (as of 2023).
- Average Rent: Around \$1,500–\$1,800 for a 2-bedroom apartment.
- Salt Lake City MSA AMI (2023): Approximately \$108,100 for a family of four.

Income Categories and Affordable Housing Needs

Based on HUD’s income categories, here’s an analysis of the affordable housing gap in Woods Cross:



Typical housing in Woods Cross
Woods Cross Housing - Arcadis

Extremely Low-Income Households (≤30% AMI)

Gap: High demand for affordable rental units and housing assistance programs like Section 8 vouchers.

Challenges: Market-rate housing is unaffordable; these households face severe cost burdens.

Very Low-Income Households (31%–50% AMI)

Gap: Insufficient affordable rental units. Many households in this category are cost-burdened, spending more than 30% of their income on housing.

Challenges: Limited access to affordable rentals without subsidies or assistance programs.

TABLE 1: Income Categories & Housing Needs

Income Category	% of AMI	Annual Income Range	Affordable Monthly Housing Cost	Housing Needs
Extremely Low-Income	≤30%	≤\$32,430	≤\$810	Significant need for deeply affordable rental units and housing vouchers.
Very Low-Income	31%–50%	\$32,431–\$54,050	\$810–\$1,350	Need for affordable rental units; current market rents are unaffordable without assistance.
Low-Income	51%–80%	\$54,051–\$86,480	\$1,350–\$2,160	Limited options for affordable rentals; homeownership is out of reach without significant savings or assistance.
Moderate-Income	81%–120%	\$86,481–\$129,720	\$2,160–\$3,240	Can afford market-rate rentals, but rising home prices limit homeownership opportunities.
Above Moderate-Income	>120%	>\$129,721	>\$3,240	Can afford most market-rate housing; less impacted by affordability issues.

Low-Income Households (51%–80% AMI)

Gap: Limited affordable rental options. Homeownership is largely out of reach due to high home prices and insufficient affordable housing stock.

Challenges: Rising rents and home prices exacerbate affordability issues; potential first-time homebuyers are priced out.

Moderate-Income Households (81%–120% AMI)

Gap: While rental housing is generally affordable, the homeownership market is increasingly challenging due to rising property values.

Challenges: Need for entry-level homeownership opportunities and down payment assistance programs.

Above Moderate-Income Households (>120% AMI)

No significant gap: These households can generally afford market-rate housing without substantial financial strain.

While these findings are general and city-wide, addressing affordable housing gaps within transit-oriented and adjacent communities is a rational solution. Doing so locates lower-income households near multimodal systems and therefore increases access to opportunities for households who may not have the income to afford an automobile for essential transportation needs.

Community Engagement

Public Open House

The public open house was organized to present an overview of existing conditions to the community. Held in conjunction with the ongoing update of the Woods Cross Transportation Master Plan, approximately 65 community members attended, providing valuable insights that have been crucial in refining our understanding of the current environment.

Key takeaways included:

- **500 South & 700 West Intersection**
Concerns were raised about the unsignalized intersection posing safety risks for pedestrians and cyclists, particularly with frequent truck traffic accessing the refinery. Improvements such as traffic signals and facilities for non-motorized users were requested.
- **Agricultural Heritage**
Attendees emphasized the importance of preserving farmland as a tribute to Woods Cross’s agricultural history, advocating for future development to incorporate open spaces that reflect this heritage.
- **Refinery Impacts**
Nearly half of the participants commented on the impacts of the refinery, calling for mitigation measures such as additional screening, street improvements, and equipment modernization to reduce emissions.
- **Active Transportation**
There was strong support for enhanced pedestrian and bicycle facilities, particularly along corridors like 500 South, 1500 South, 1100 West, and 800 West.
- **Rail Corridors & Bridges**
Suggestions included constructing an overpass over the combined UP and FrontRunner corridor and adding pedestrian and bicycle bridges to improve station access.
- **Residential Densities**
Concerns were expressed about high-density apartments near single-family neighborhoods, with preferences for locations near Redwood Road and 500 South if traffic impacts are minimized.
- **Station Improvements**
Suggestions included additional lighting, canopy, waiting areas, and bicycle storage, with attendees noting the transit plaza’s inconvenient location relative to the platform.
- **Public Transportation Services**
A call was made for additional bus routes in the western station area connecting to the FrontRunner Station.



Members of the public speaking with the project team at the public open house

Public Open House - Curtis Poole, Woods Cross City

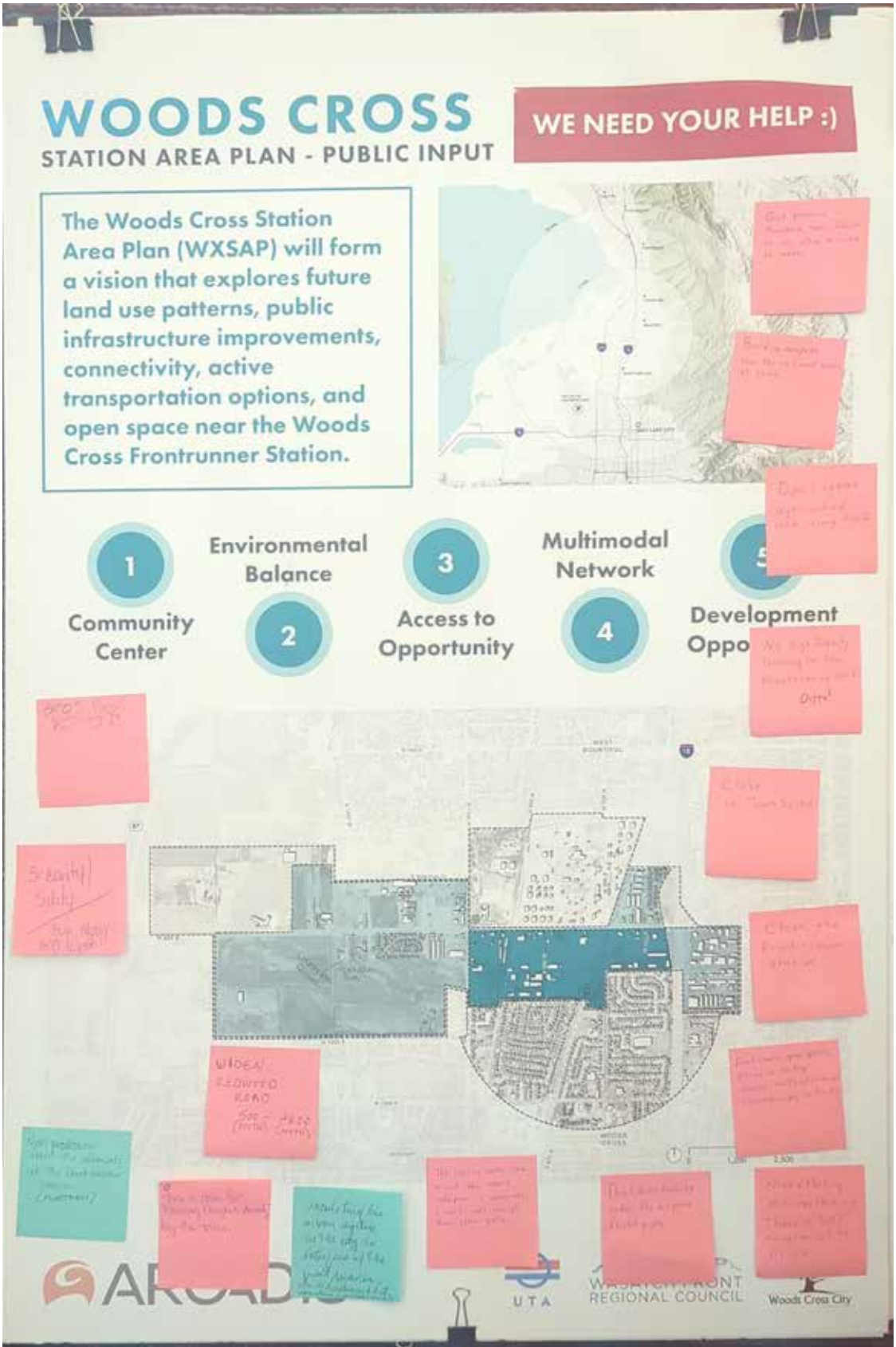


Fig. 13 - Open House Board With Public Feedback

Community Engagement

StoryMap & Survey Results

A dedicated website hosted through ArcGIS StoryMap, combined with a survey, was open to the public from April 10 through May 20, garnering 32 responses.

Key insights include:

- **Location & Age**
Most participants resided in Woods Cross, with others from Bountiful and Centerville. Younger respondents were more supportive of land use changes, street enhancements, and public transportation, while older participants favored maintaining the status quo and expressed less interest in public transportation.
- **Public Transportation Perception & Use**
Opinions on public transportation were divided. Responses varied widely in their valuation of public transportation, with younger respondents generally valuing it more. However, actual usage was low, with most using FrontRunner infrequently.

- **Station Access Amenities**
See Table 2
Most access the station by car, with requests for amenities like public restrooms, seating areas, and improved lighting. Concerns about safety and homelessness were also noted.
- **Active Transportation Facilities**
See Tables 3 and 4
500 South was identified as a priority for pedestrian and bicycle route enhancements, with suggestions for wider sidewalks, street trees, and protected bike lanes.
- **Redevelopment Area at 500 South & 700 West**
There was resistance to high-density residential development, with a preference for commercial uses, though details were sparse.
- **Redevelopment Area at Kingston Properties**
Participants favored open spaces, community gathering areas, and low-density residential development, reflecting a strong connection to the area’s agricultural roots.

TABLE 2: Which transportation modes do you use to arrive at the FrontRunner Station?

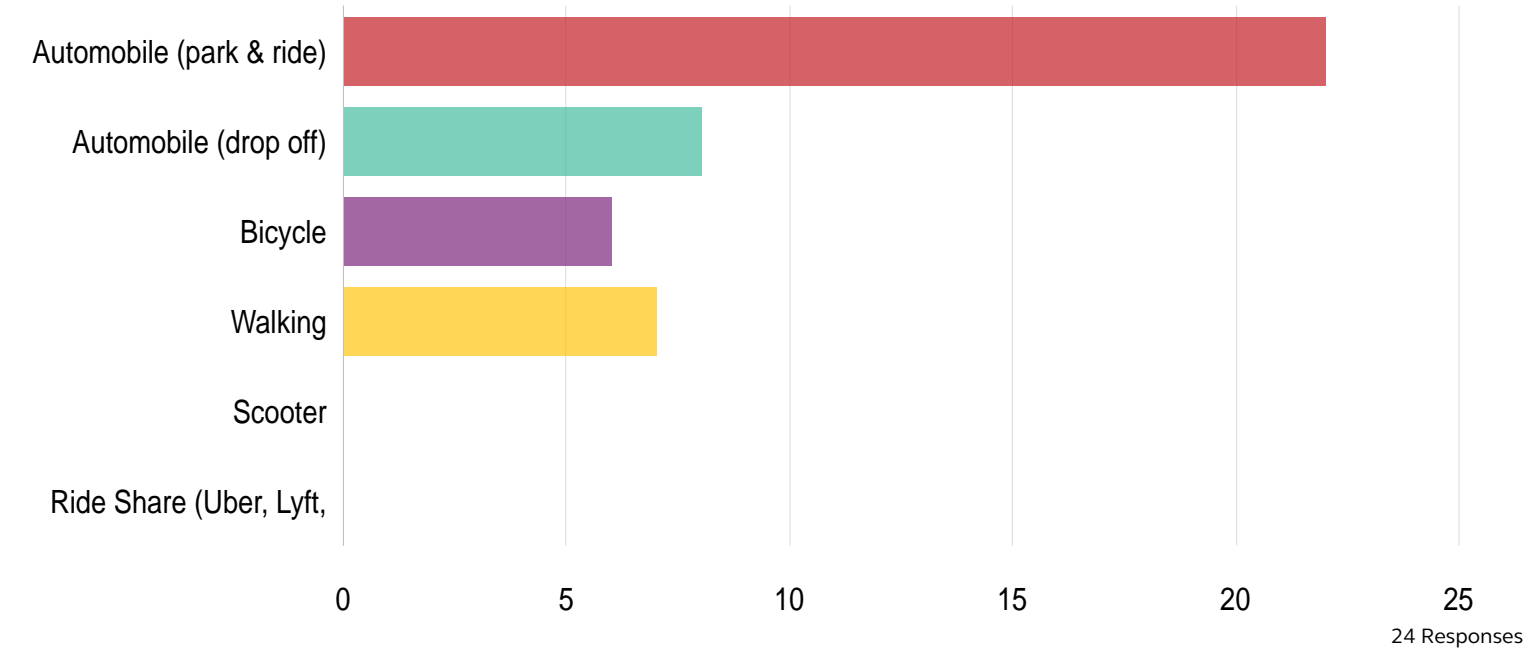


TABLE 3: Which of the following corridors are most appropriate for added pedestrian and/or bicycle routes?

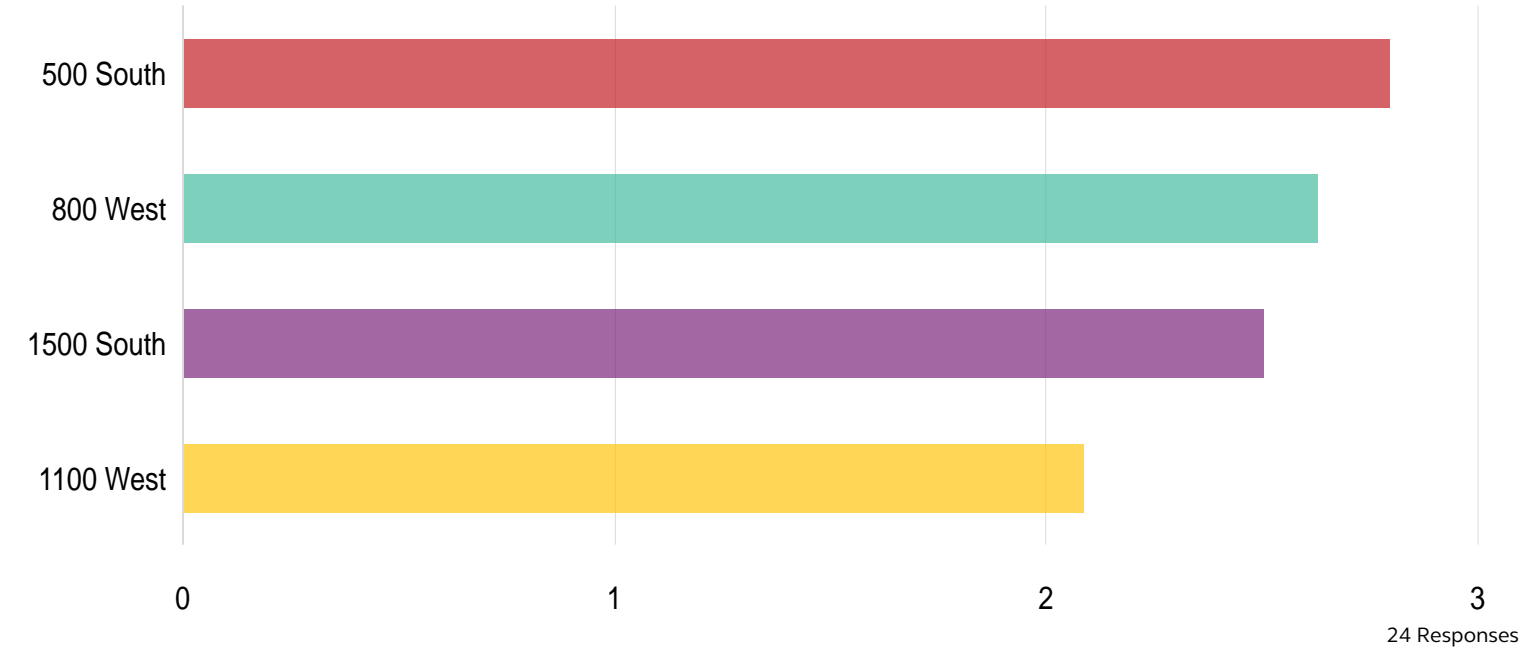
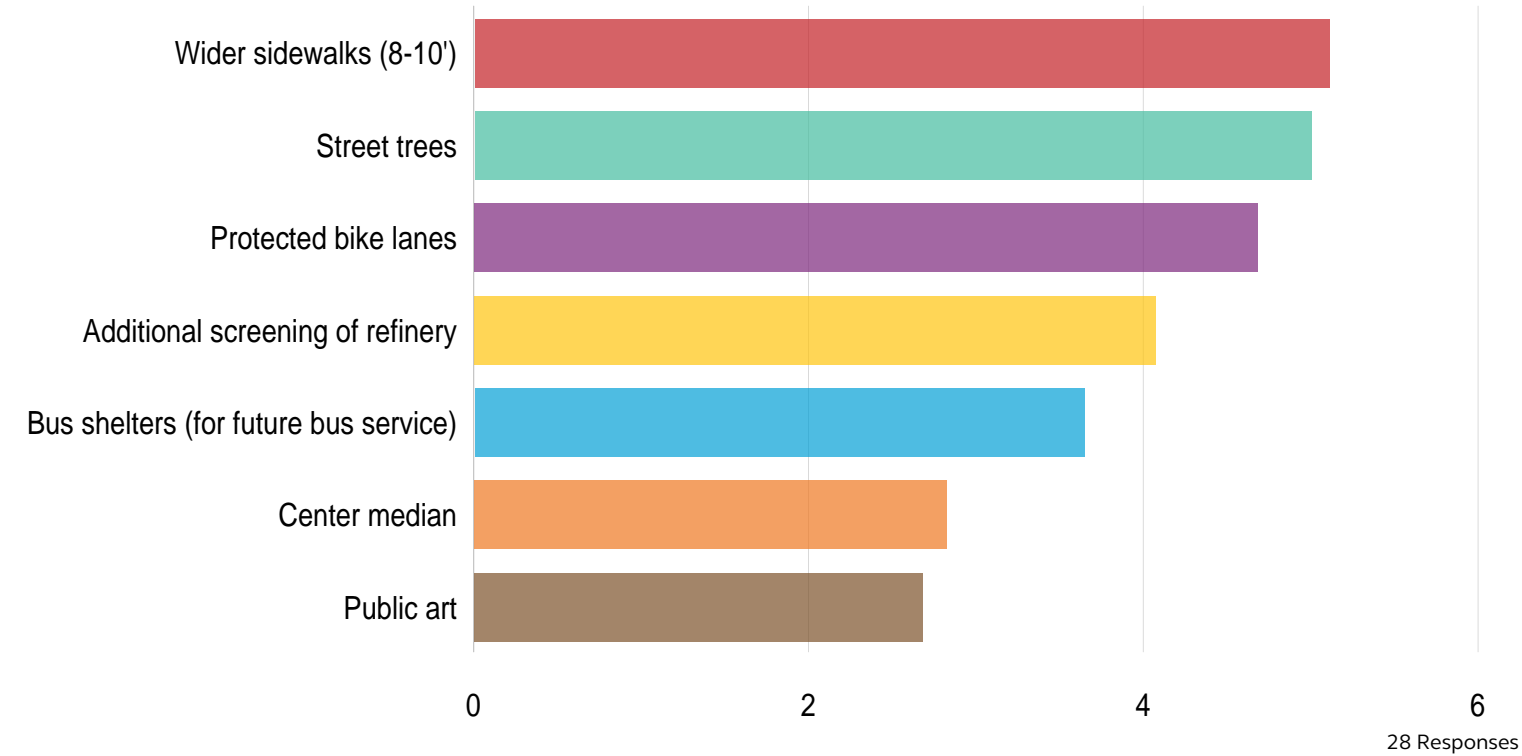


TABLE 4: What types of facilities would be most appropriate to include in the design of a 500 South gateway corridor?



3 – Vision & Master Plan

Vision Statement

The vision for the Woods Cross Station Area seeks to strike a careful balance between the environmental constraints posed by the Holly Refinery, the community’s agricultural heritage, and the potential for transit-oriented growth. This plan identifies opportunities for future development within the designated properties, including areas located within the refinery’s blast radius.

The types of development proposed in this plan are designed to comply with existing constraints, align with the values and priorities of the Woods Cross community, and foster the growth necessary to establish a critical mass that can serve as a catalyst for future transit-oriented development. By blending environmental stewardship with thoughtful development, this vision aims to create a sustainable and connected station area that honors the community’s character while embracing strategic growth.

Master Plan

Plan Areas

The master plan is strategically divided into three distinct zones, each tailored to address specific opportunities and constraints, particularly those that currently exist outside of the blast radius associated with the Holly Refinery. This targeted approach directs growth to areas primed for development, aiming to establish a critical mass that will catalyze further growth, attract infrastructure investment, and set the stage for eventual transit-oriented development adjacent to the FrontRunner Station.

This plan outlines each zone’s role within the broader vision for the station area, illustrating how these zones will collectively transform Woods Cross into a thriving, interconnected community. By focusing on areas ripe for immediate growth, we lay the groundwork for a dynamic evolution that seamlessly integrates with the city’s long-term aspirations.

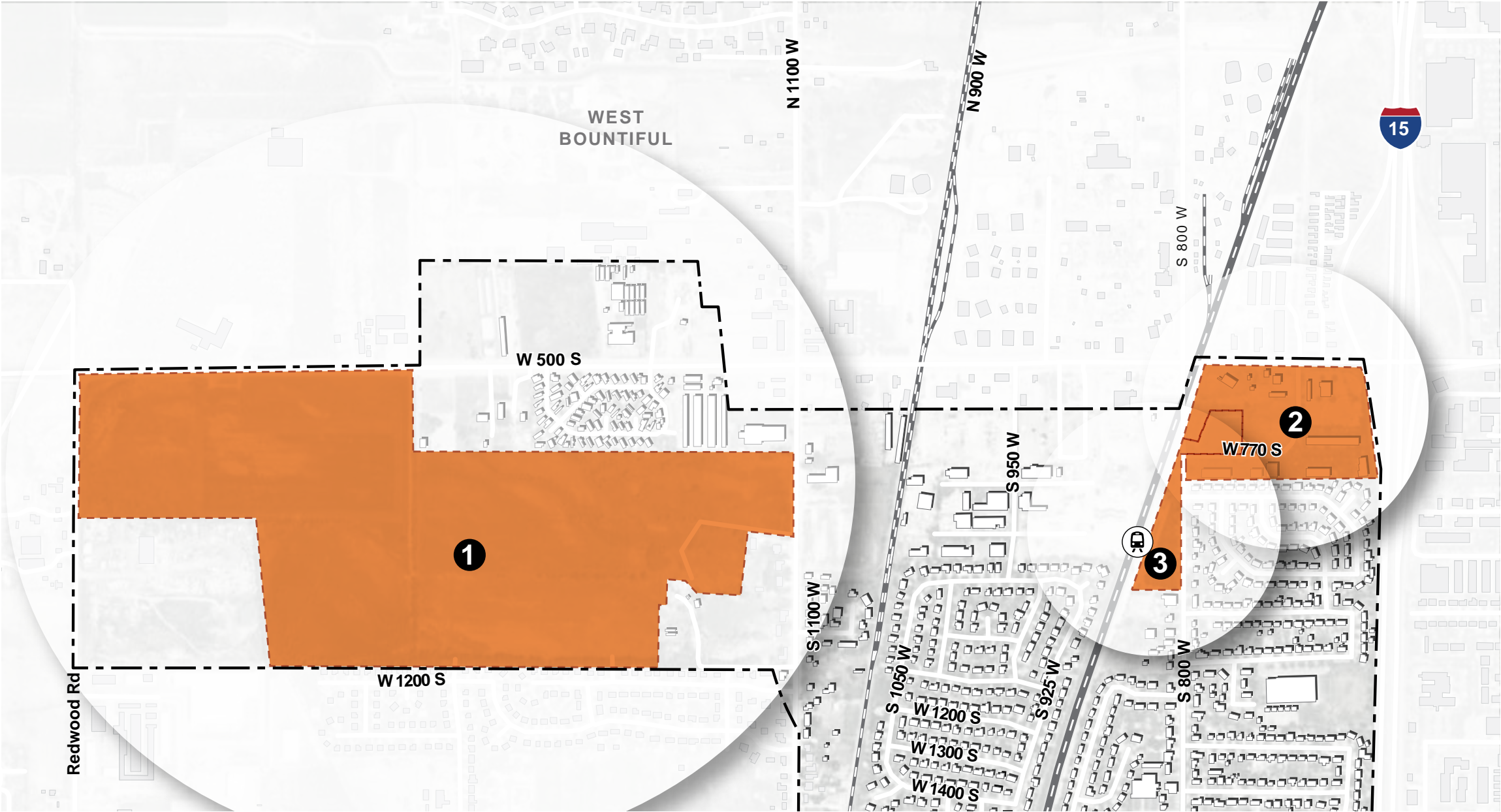


Fig. 15 - Master Plan Areas

Plan Areas Overview

1 Greenfield Development

This area is envisioned as a complete community that seamlessly blends its historic character with modern growth along the Wasatch Front. Future development will offer the amenities the community values, including public open spaces that protect and enhance wetlands, a central gathering block surrounded by retail and community-focused uses, and thoughtfully designed residential options.

2 500 South & 700 West Redevelopment

This area is envisioned as a vibrant commercial gateway that welcomes visitors and residents alike, redefining an entry point to Woods Cross City. Centered around a redesigned intersection at 500 South and 700 West, this area will offer a seamless and inviting transition into the heart of the city.

As a gateway, the architectural character will exude a distinct sense of identity, celebrating the uniqueness of Woods Cross while creating a memorable sense of arrival for pedestrians, cyclists,

and public transportation users. This redeveloped area will not just be a crossroads—it will be a dynamic destination, setting a tone for the city’s future growth and vitality.

3 UTA Station Enhancements

This area is envisioned as a vibrant mobility hub where access to the station is seamless and intuitive, no matter the mode of transportation. This area will transform into an inviting gateway, offering amenities that enhance every journey. Facilities that link effortlessly to the broader active transportation network, coupled with enhanced lighting, comfortable seating in waiting areas, and clear, intuitive signage will come together to elevate the station experience.

Overall Illustrative Plan

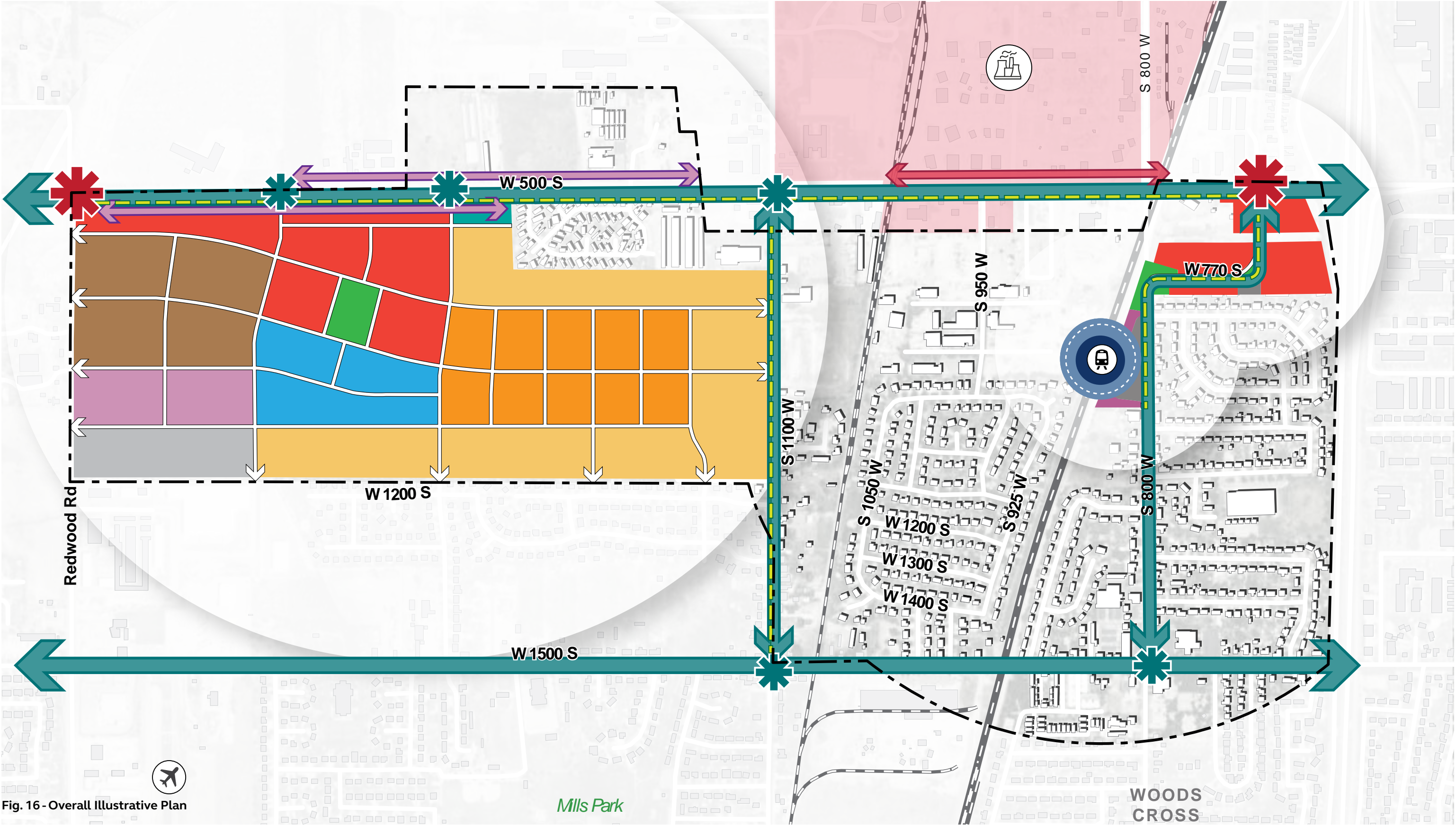


Fig. 16 - Overall Illustrative Plan

4 – Plan Framework

The 500 South corridor serves as a vital east-west axis within the station area, providing critical connections to Interstate 15 and Legacy Highway. Its strategic location within the station area positions it as a key transportation spine. With a Right of Way (ROW) of 106' feet, the corridor is envisioned as a multimodal boulevard that accommodates all transportation modes, ensures safe and efficient facilities for bicycles and pedestrians, and integrates design elements to support a potential bus rapid transit (BRT) line in the future.

Shoulders and Bus Stations: Two 8-foot shoulders will be maintained on either side of the roadway, providing a buffer between vehicle traffic and the pedestrian realm. These shoulders may also serve as potential locations for BRT stations in the future, enhancing transit accessibility and integration.

- **North Side**
A 6-foot sidewalk will be paired with a 7-foot landscaped plant strip, creating a comfortable, shaded environment for pedestrians.
- **South Side**
A 5-foot sidewalk will be combined with an 8-foot bidirectional bike path, providing a dedicated, safe route for cyclists traveling to and from the FrontRunner Station.

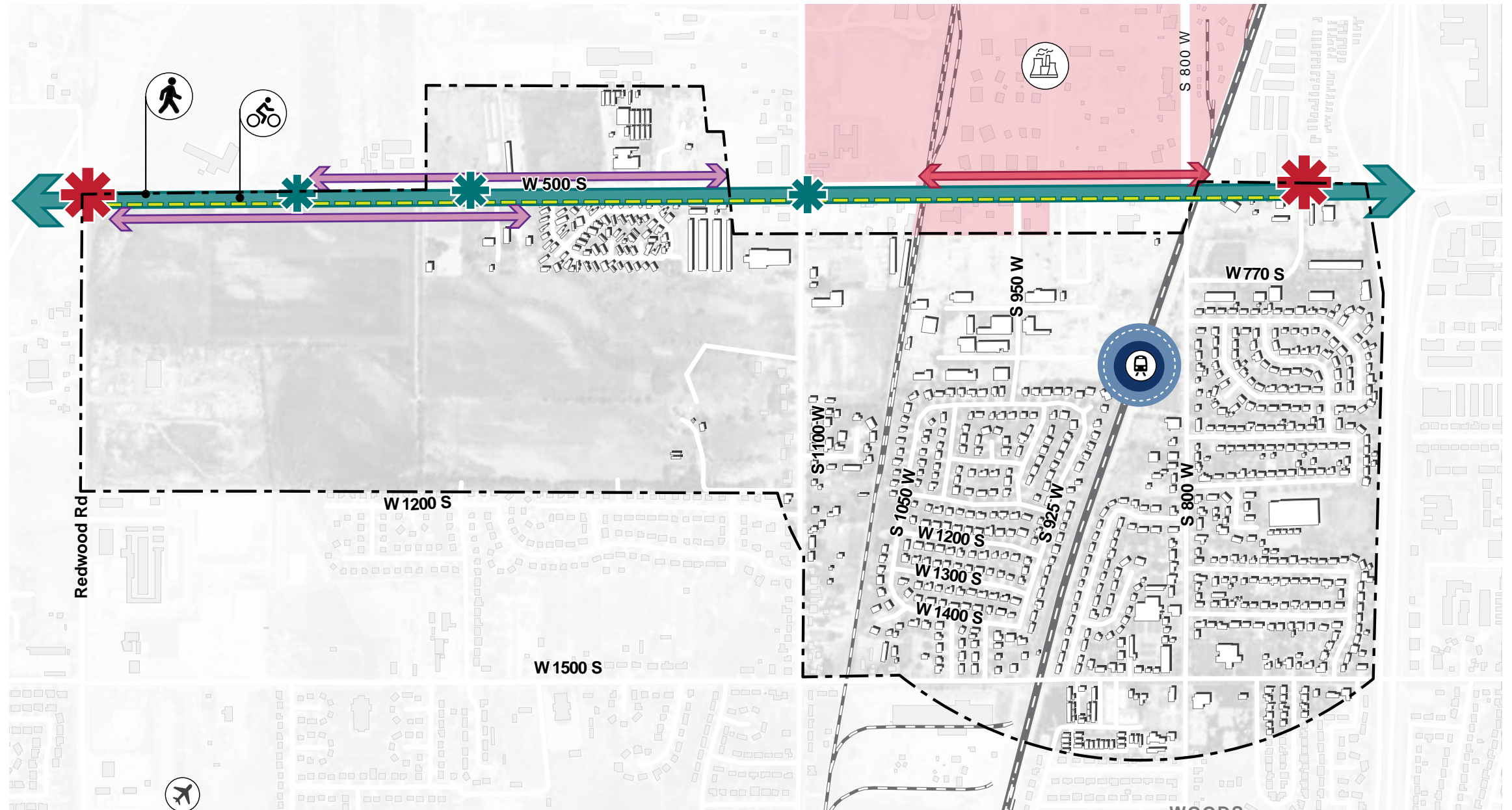


Fig. 17 - Mobility Framework

Mobility Framework

700 & 800 West

This street serves as a key access point for active transportation modes due to its proximity to the FrontRunner Station. The implementation of dedicated bike lanes and 6' ft. sidewalks will provide safe, convenient, and intuitive connections to the surrounding redevelopment areas, including the 500 South and 700 West intersection, the 500 South Boulevard, and 1500 South.

1100 West Corridor

As one of the primary north-south corridors extending north beyond 500 South, 1100 West serves as a critical link, especially adjacent to the future greenfield development area. The installation of dedicated bike lanes and 6' ft. sidewalks will integrate into the envisioned future street network, offering a safe, convenient, and comfortable access point for pedestrians and cyclists.

1500 South Corridor

This corridor is significant due to its connection to the Woods Cross Civic Center and its reach to areas east of Interstate 15. Given the narrow Right of Way along 1500 South, fluctuating between 55' to 60' ft, many segments currently lack sidewalks and bicycle facilities. It is recommended that further analysis be conducted to determine if land acquisition is necessary to accommodate dedicated bike lanes and 6' ft. sidewalks.

Pedestrian and Bicycle Bridge

With the eventual redevelopment of the industrial area immediately west of the FrontRunner Station, it is crucial to anticipate a connection between future land uses and the station. A pedestrian and bicycle bridge will align with the central active transportation corridor within the Greenfield Development Area, enhancing future access and overall connectivity.



Land Use Framework

Greenfield Development Area

Imagine a vibrant, complete community in Woods Cross that seamlessly blends the city’s historic character with its evolving identity as growth continues along the Wasatch Front. This area is poised to become a dynamic hub where past, present, and future converge, creating a place that honors the agricultural heritage while embracing thoughtful, forward-looking development.

Residential Uses

The placement of residential uses within the plan area is designed to minimize impacts on surrounding established neighborhoods. Higher-density housing (e.g., apartments) is concentrated near Redwood Road and 500 South, leveraging proximity to major corridors and transit opportunities. Medium-density housing (e.g., townhomes) is strategically located within the core of the framework, providing a transition between higher and lower densities. Low-density housing (e.g., single-family dwellings) is situated along the periphery, adjacent to existing neighborhoods, maintaining compatibility with the surrounding context.

A diverse mix of housing products is strongly recommended to ensure inclusivity and affordability. Housing options should address the Area Median Income (AMI) brackets outlined in the Housing Affordability Section of this plan, providing opportunities for residents across various income levels.

Retail Uses

Retail development is concentrated around the central open space, extending toward 500 South. The character and scale of retail will be context-sensitive:

Smaller-scale, boutique retail is envisioned near the central open space to foster a pedestrian-friendly and vibrant atmosphere.

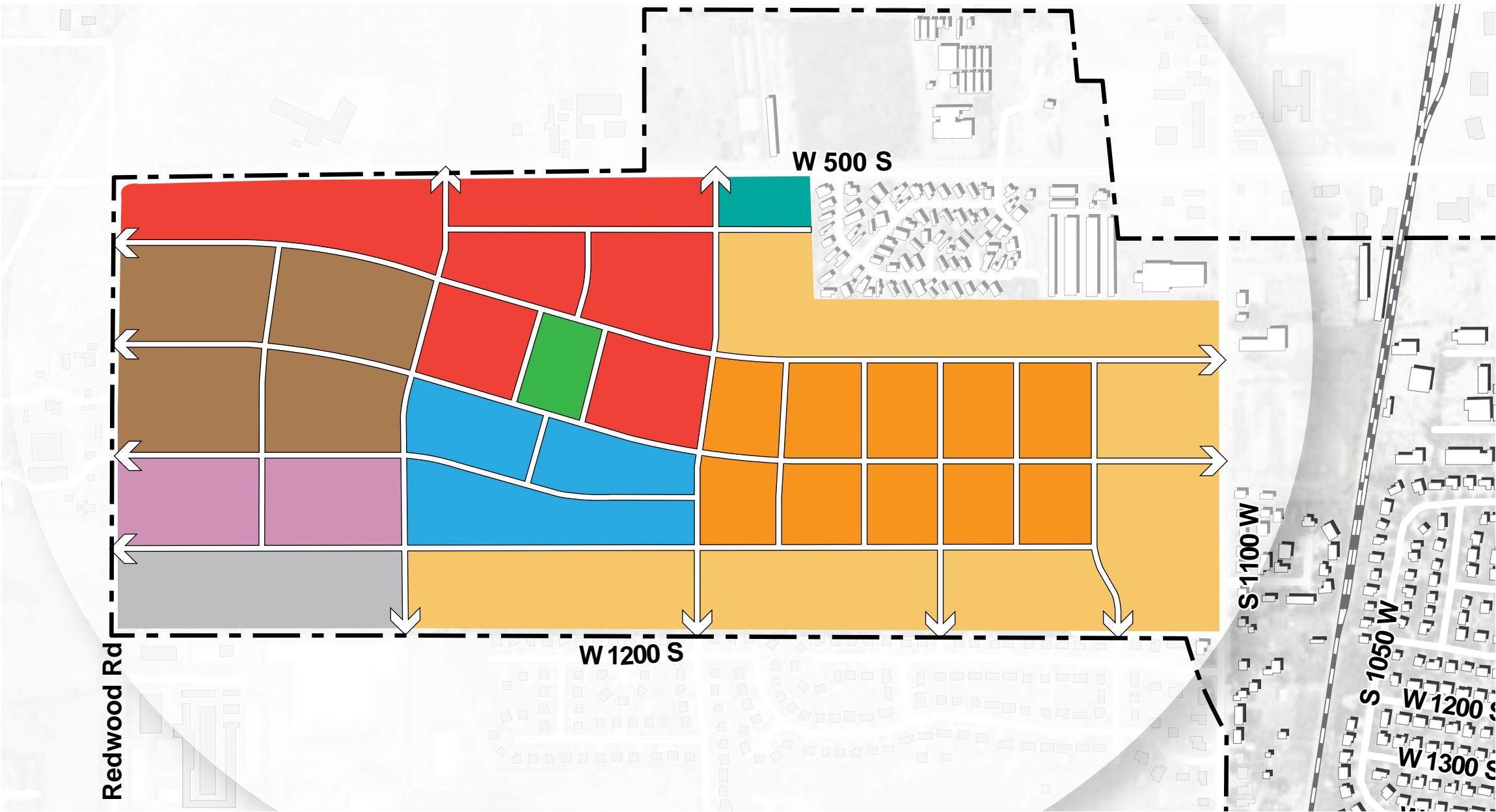


Fig. 19 - Land Use Framework - Greenfield
Larger-scale, higher-intensity retail will be located closer to 500 South, aligning with the area’s role as a commercial gateway and accommodating higher traffic volumes.

Other Uses

The plan also contemplates a variety of flexible land uses to support economic growth and complement residential and retail development.

These include:

Flex-industrial and research & development uses near Redwood Road, leveraging accessibility and supporting employment-generating activities.

A potential satellite campus located south of the central open space, creating opportunities for education, innovation, or institutional uses.

- Residential - Multifamily
- Residential - Middle Density
- Residential - Single Family
- Open Space & Parks
- Retail
- Industrial
- Flex Industrial
- Educational - Satellite Campus
- Educational - Charter School
- Parking
- Transit

Land Use Framework

500 South & 700 West Redevelopment Area

This area is set to become a vibrant commercial gateway, redefining the entrance to Woods Cross City, centered around a newly redesigned intersection at 500 South and 700 West. The mixed-use redevelopment strategy will prioritize commercial vitality, fostering economic activity and creating a welcoming transition into the city.

Residential

Residential uses are not included in this vision due to the area’s location within the Holly Refinery’s blast radius.

Mixed-Use Development Program

This location exhibits exceptional access to both Interstate 15 and the FrontRunner, and minimal competition from nearby office or hospitality uses. Because of these factors, it is an ideal site for a mixed-use development program that integrates both horizontal and vertical elements:

- **Ground Floor Elements**
Retail spaces along 700 West will energize the street, enhancing the pedestrian and cyclist experience and drawing visitors into the heart of development.
- **Vertical Elements**
Above the retail spaces, office uses will be strategically placed, particularly near 500 South, creating a visual and functional focal point visible from Interstate 15 and western approaches on 500 South.
- **Tapered Massing**
To ensure harmony with the existing neighborhood to the south, building heights and mass will be scaled down, minimizing impacts while maintaining a cohesive, integrated urban form.

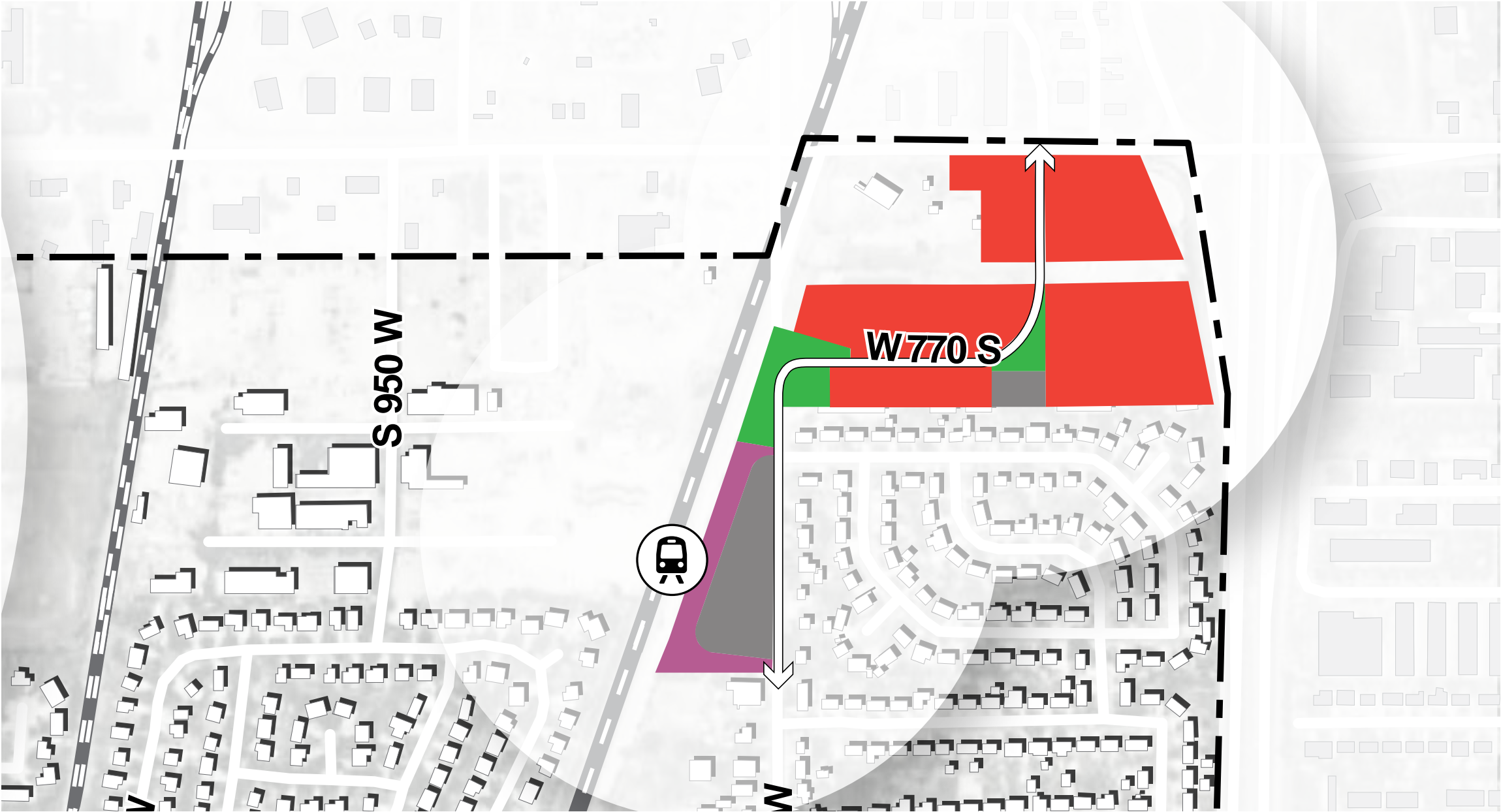


Fig. 20 - Land Use Framework - 500 S & 700 W

This program will create a sense of arrival for Woods Cross, transforming it into a gateway that is accessible to all modes of transportation, economically beneficial to the city, and safer for pedestrians and safer for those traveling through the intersection at 500 South & 700 West.

- Retail & Mixed Use
- Transit
- Open Space & Parks
- Parking

Open Space Framework

Greenfield Development Area

At the heart of this area lies a central public open space, serving as the focal point around which the surrounding environment and land uses are organized. This space is designed to function as a key amenity for adjacent retail, envisioned to be activated by small shops and restaurants that front onto it. Patrons will be encouraged to gather, dine, and pause in this inviting setting.

To support its multifunctional use, the central open space will feature a variety of seating areas, natural and artificial canopies, and other inclusive amenities that cater to individuals, families, and people of all ages and abilities.

Surrounding the central space, a network of public open spaces will align with the area’s natural wetland features, creating opportunities for reflection, recreation, and conservation. These interconnected spaces will preserve and enhance the natural beauty of Woods Cross, ensuring that the city’s environmental identity is integrated into the fabric of the development.

This open space framework blends ecological stewardship with placemaking, creating a vibrant and functional environment that balances urban activity with the preservation of natural resources.

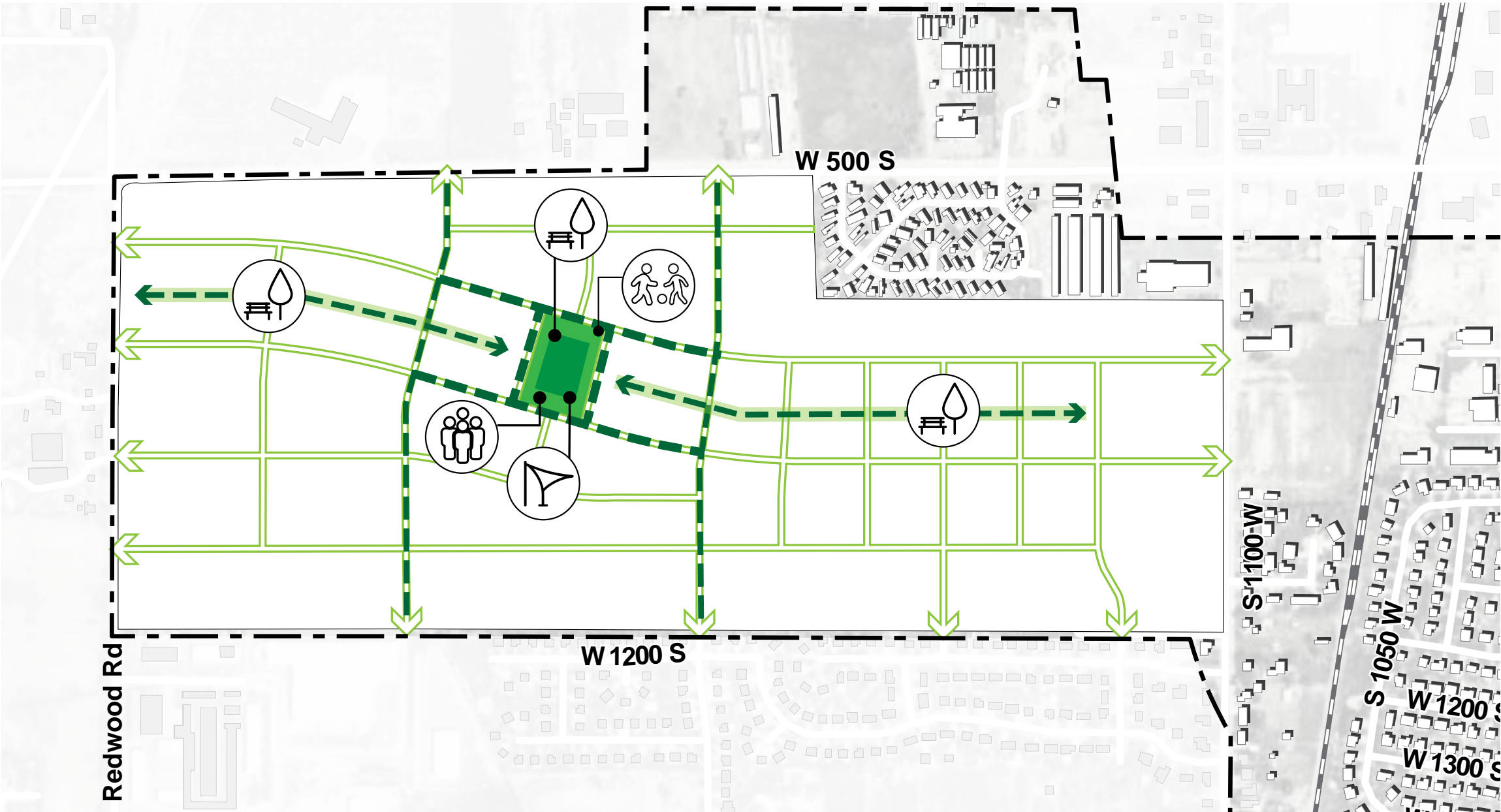


Fig. 21 - Open Space Framework - Greenfield

Open Space Framework

500 South & 700 West Redevelopment Area:

In this predominantly urban setting, most of the open space is expected to take the form of an enhanced pedestrian realm and plaza areas integrated into future redevelopment projects. These spaces will be strategically arranged to reinforce the area’s role as a gateway to Woods Cross City and to improve orientation and connectivity to the FrontRunner Station.

The design will include enhanced street furnishings such as benches, bike racks, decorative lighting, and other amenities, which will serve to accentuate this area’s identity as a key entrance to Woods Cross. These elements will not only provide functional benefits but also contribute to a cohesive and inviting urban landscape that engages both residents and visitors.

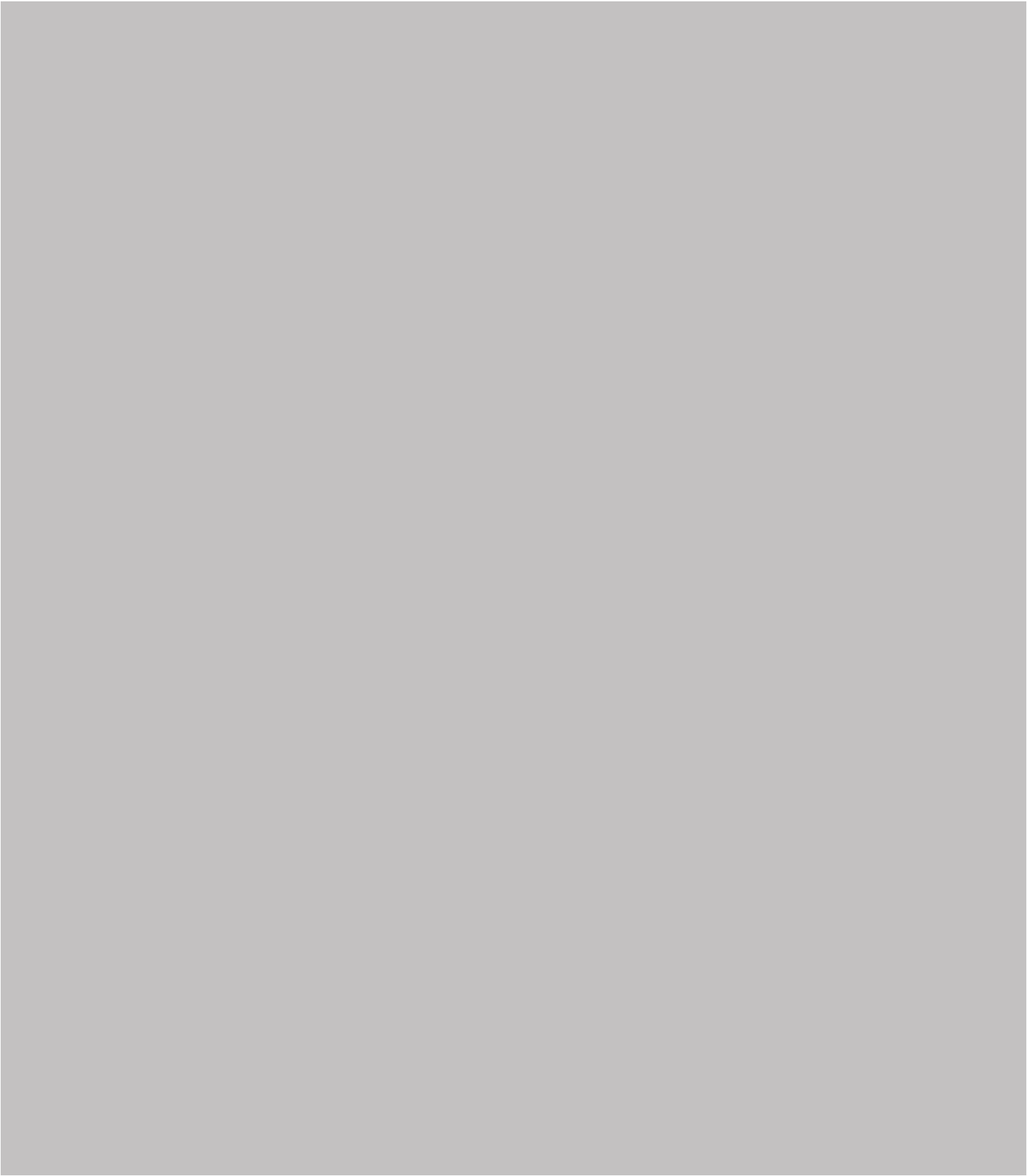
Overall, this strategy aims to create a dynamic and accessible urban environment that enhances the overall experience of entering and navigating Woods Cross City.



Fig. 22 - Open Space Framework - 500 S & 700 W

5 – Implementation Plan

Critical Path



MEMORANDUM

To: Chairman Rupp, Commission Members
From: Curtis Poole, Community Development Director
Date: July 8, 2025
Re: Croft Power Equipment Light Commercial Flex Manufacturing Discussion



Marc Croft recently contacted the Community Development Department to discuss the possibility of amending city code to allow light commercial flex manufacturing within the C-2 (General Commercial) Zone. Current code allows light commercial flex manufacturing uses in all industrial zones and the AP (Airport) Zone as a conditional use. Mr. Croft would like to discuss the proposed amendment with the Commission and present what he is currently manufacturing.

Existing code defines light commercial manufacturing as an “indoor manufacturing process that may utilize electronic or automated machines (such as 3D printers, laser cutters, copiers/printers, engraver or embroidery machines) and hand-powered machines and instruments (such as presses, rolling machines, bending machines) to assemble, alter, convert, fabricate, finish process or treat products or components for wholesale direct sale. An accessory retail storefront area may be included to sell manufactured goods to the general public.”

Some questions and thoughts to consider for Tuesday’s discussion would be:

- Adding light commercial flex manufacturing as a conditional use to the C-2 zone would allow the use anywhere in the zone, not just the property where Croft Power Equipment is located.
- Should light commercial manufacturing be limited to industrial zones only?
- A conditional use application would allow the Commission to review future applications for the use; however, the Commission could not deny the use unless it finds a negative impact that cannot be reasonably remedied through conditions.

If the Commission is comfortable with amending the code, the next step would be for Mr. Croft to make a formal proposal by applying to amend the code with a Zoning Ordinance Text Amendment Application.