

THE CITY OF WOODS CROSS, UTAH

ORDINANCE NO. 632

**AN ORDINANCE OF THE WOODS CROSS CITY COUNCIL TO AMEND THE WOODS CROSS GENERAL PLAN STATION AREA PLAN ELEMENT.**

**WHEREAS**, The City is authorized to enact ordinances, resolutions, and rules, and to ensure the orderly growth, development, and expansion of the City; and

**WHEREAS**, The City finds it reasonable and necessary to make ordinances easily accessible and understandable to the general public; and

**WHEREAS**, The Planning Commission held a public hearing on July 8, 2025, and has forwarded a recommendation of approval to the City Council.

**NOW THEREFORE, BE IT ORDAINED** by the City Council of Woods Cross City, Utah, as follows:

Section 1. Amendment of General Plan. The Station Area Plan element of the General Plan is amended and replaced by the attached hereto as Exhibit "A" and incorporated herein by this reference.

Section 2. Repeal of Prior General Plan. All prior versions of the Woods Cross General Plan Station Area Plan element are repealed.

Section 3. Severability. If any section, part or provision of this Ordinance, which shall include all exhibits, is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Ordinance; all sections, parts and provisions of this Ordinance shall be severable and enforced to the fullest lawful extent to meet the purposes hereof.

Section 4. Penalty. Violations of this Ordinance shall be established in Section 14-01-080 and Fines per Section 14-01-090 of the Woods Cross Municipal Code and Utah State Code.

Section 5. Effective Date. This Ordinance shall become effective immediately upon approval of the City Council and recording with the City.

**PASSED AND ADOPTED BY THE CITY COUNCIL OF WOODS CROSS, UTAH ON  
THIS 2<sup>nd</sup> DAY OF SEPTEMBER 2025.**

THE CITY OF WOODS CROSS, UTAH

By:

  
RYAN WESTERGARD, MAYOR

---

**Voting:**

Julie Checketts	Yea <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>
Jim Grover	Yea <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>
Eric Jones	Yea <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>
Wallace Larrabee	Yea <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>
Gary Sharp	Yea <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>
Ryan Westergard	Yea <input type="checkbox"/>	Nay <input type="checkbox"/> [tie vote only]

**ATTEST:**

  
Annette Hanson  
City Recorder

**SEAL:**



**RECORDED** in the office of the City Recorder this 2<sup>nd</sup> day of September 2025.

# MEMORANDUM

**To:** Mayor Westergard, Council Members

**From:** Curtis Poole, Community Development Director

**Date:** September 2, 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 requires 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.

The Planning Commission held a public hearing, reviewed, and has forwarded a positive recommendation to the Council to adopt the Station Area Plan.

At its last meeting the City Council held a public hearing, reviewed the plan, and made suggestions for the consultant to modify the land use sections of the Station Area Plan to more closely follow the General Plan.

## Staff Review

The consultant has made the following edits to the plan:

- Removing additional industrial zoning
- Removing the residential zoning adjacent to Redwood Road and relocating it around the large open space shown on the plan
- Adding commercial/retail zoning adjacent to Redwood Road matching the recommendations of the General Plan

## Recommendation

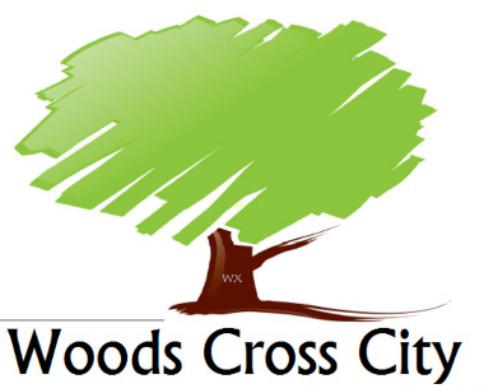
The Planning Commission has forwarded a positive recommendation to the City Council to approve the Station Area Plan and amend the General Plan by adopting Ordinance 632.

Staff supports this recommendation.

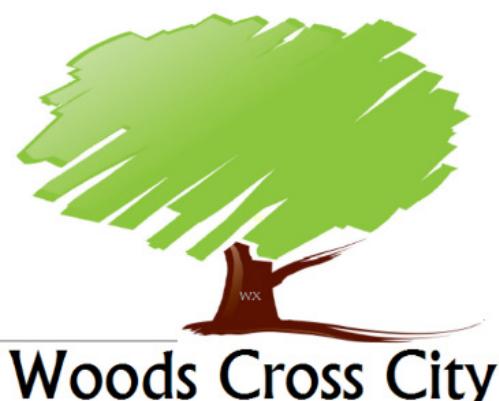
**EXHIBIT A**  
**STATION AREA PLAN**



# Woods Cross Station Area Plan



**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.



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

**WOODS CROSS CITY PLANNING & ZONING**

**Curtis Poole**, *Community Development Director*

**WASATCH FRONT REGIONAL COUNCIL**

**Byron Head**, *Community Planner*

**UTAH TRANSIT AUTHORITY**

**Paul Drake**, *Director of Real Estate and Transit-Oriented Development*

**Valarie Williams**, *TOC Project Specialist*

**ARCADIS**

**Ray Whitchurch**, *Associate Principal Studio Manager*

**Jordan Swain**, *Project Manager*

**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

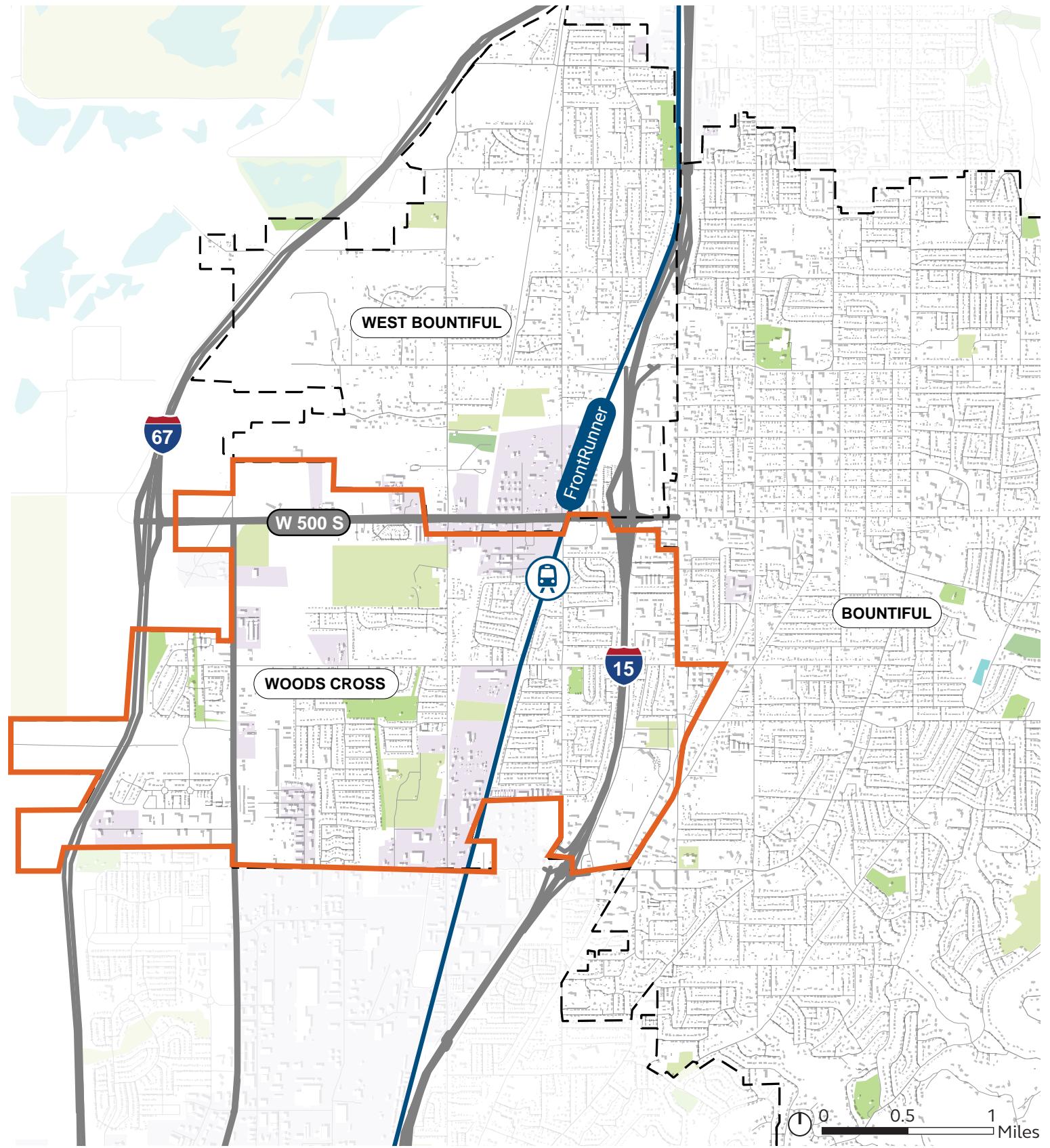


Fig. 2 - Woods Cross City

# Statutory Station Area

## Half-Mile Radius

House Bill 462 (H.B. 462) defines a Station Area as “the area within a  $\frac{1}{2}$ -mile radius of a fixed transit station that is publicly owned and regularly used for the boarding and alighting of transit passengers.”

## Modified Plan Boundary

As outlined in this plan, the  $\frac{1}{2}$ -mile radius surrounding the Woods Cross FrontRunner Station presents several significant constraints, including the presence of an oil refinery, which collectively prohibit residential development. In response to these limitations, the plan establishes an alternative boundary that extends westward to Redwood Road, where viable development opportunities exist.

Future land uses and infrastructure improvements within this extended area are designed to optimize transit access and foster growth patterns that are transit-supportive. This approach ensures alignment with the objectives of H.B. 462 while addressing the unique challenges of the Woods Cross FrontRunner Station Area.

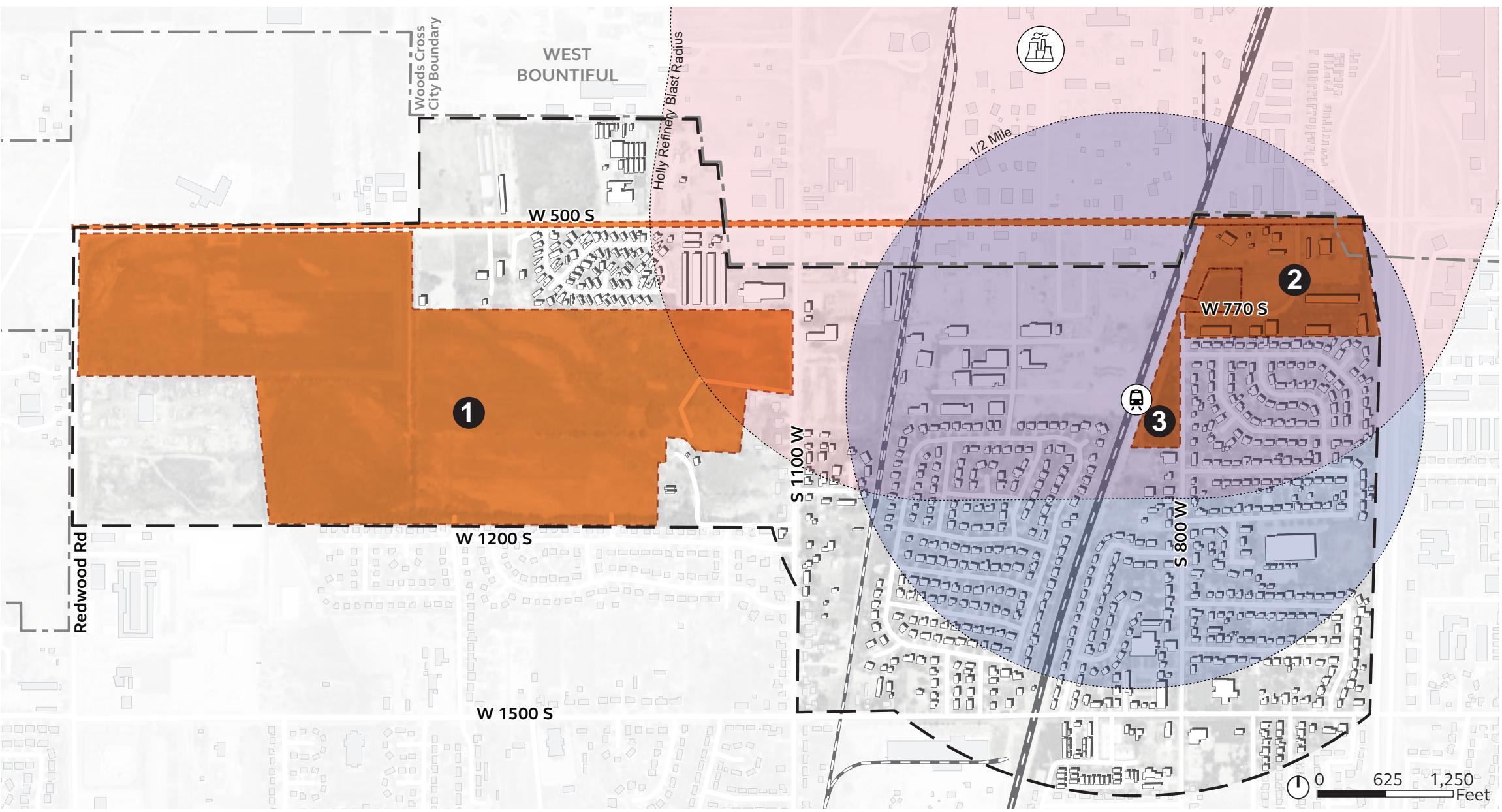


Fig. 3 - The Plan Area and Station Walkable Radius

# 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:

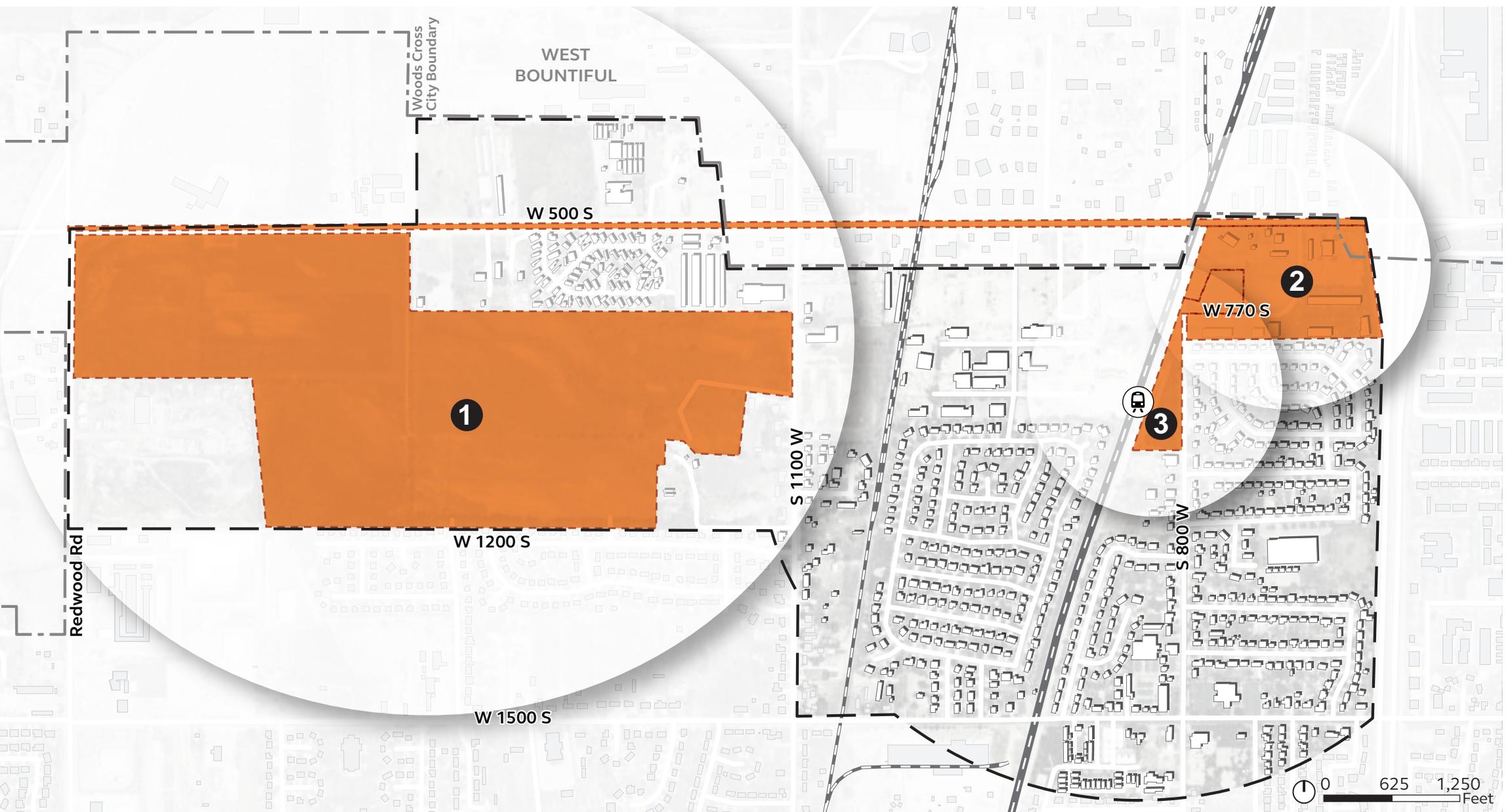


Fig. 4 - The Threefold Station Area

## 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. **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.**

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

## 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

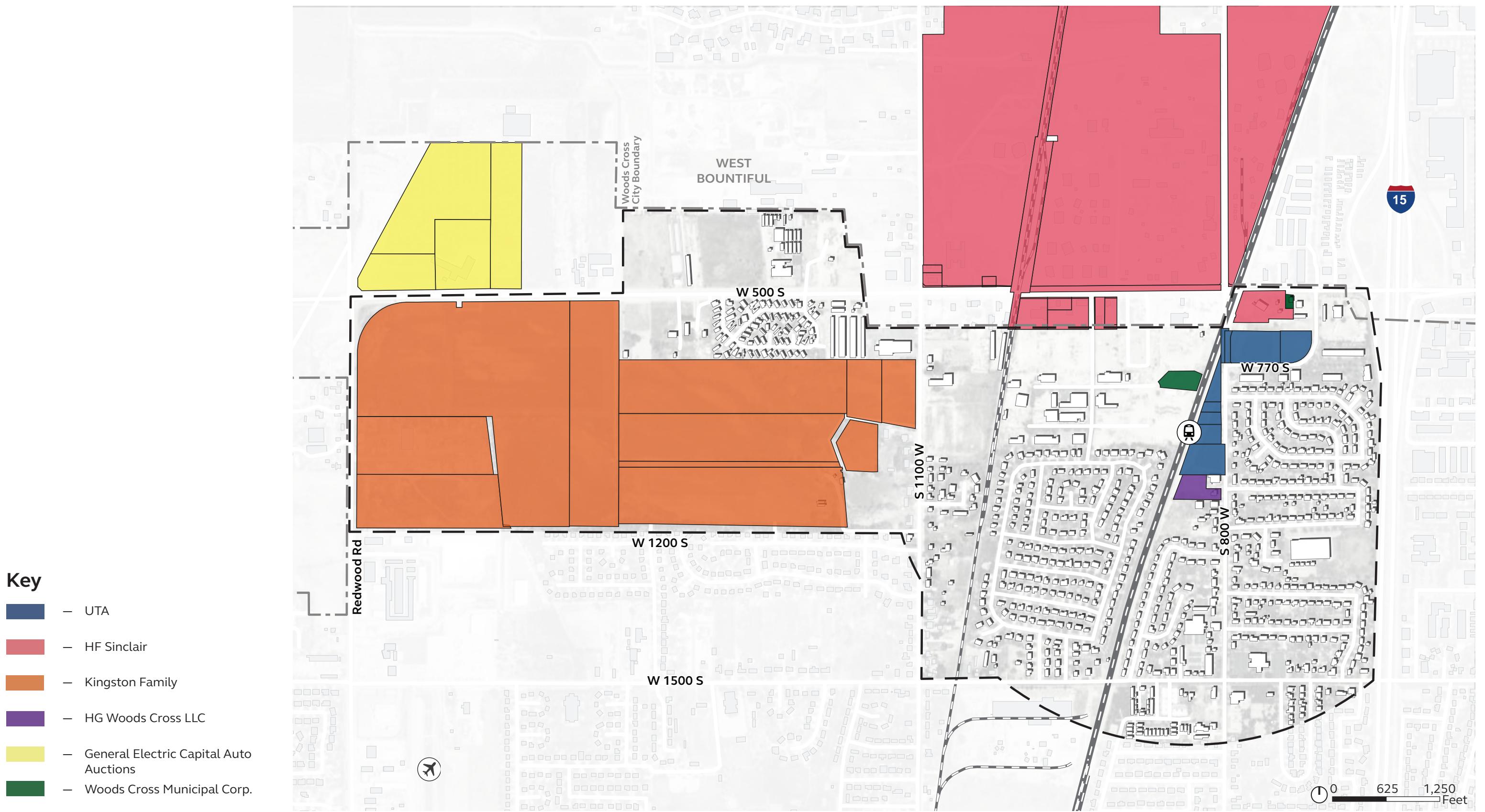


Fig. 5 - Key Properties in the Threefold Station Area

# Property - Utah Transit Authority

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

## 1 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.

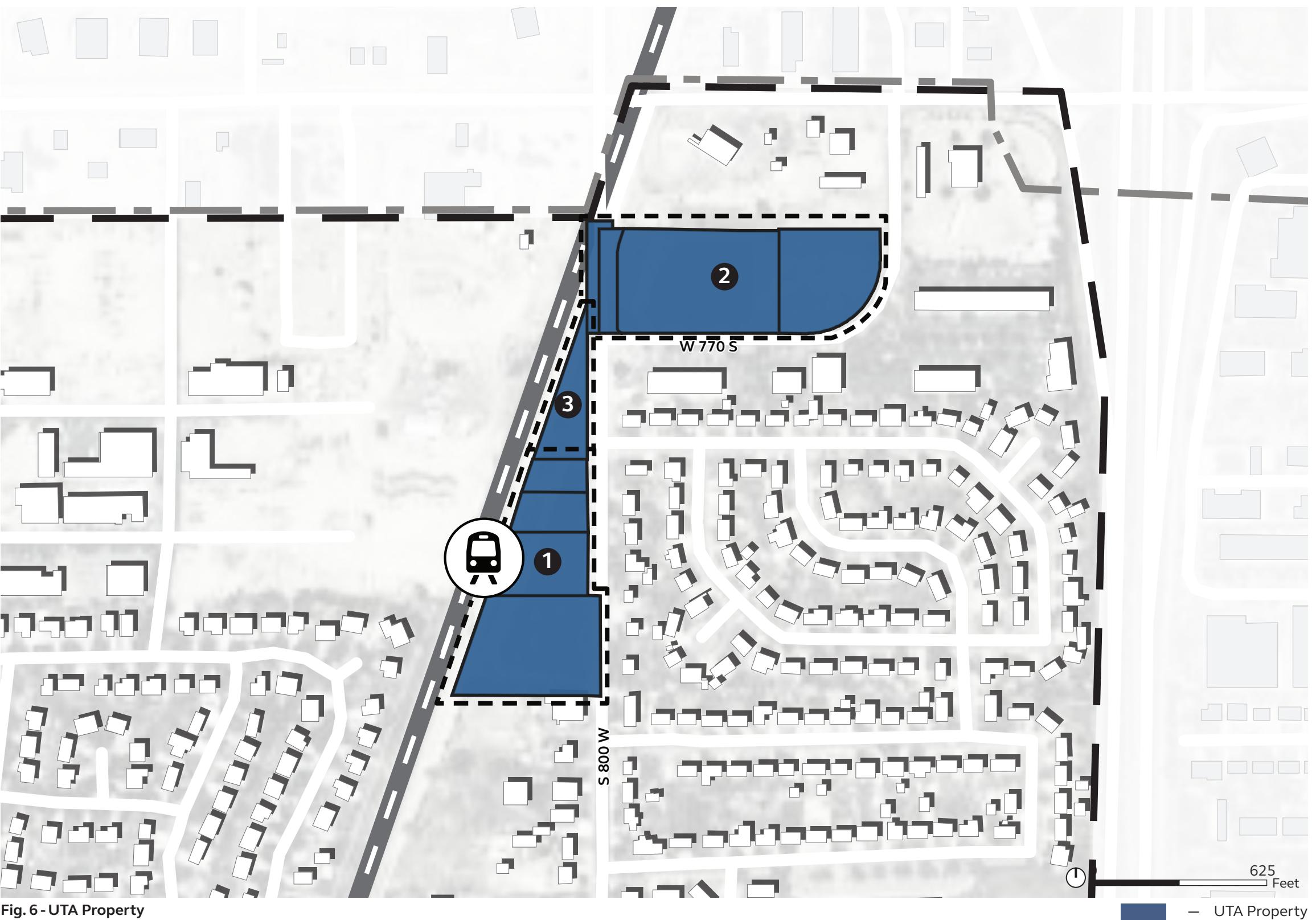
## 2 Auxiliary Park-and-Ride

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.

## 3 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.



# 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:

## Buffer Distance

The plan includes a buffer distance of approximately 1 mile. Within this radius, the refinery strongly advises against introducing new residential developments due to potential hazards of the refining processes. Other land uses, such as industrial, office, and hospitality, pose less risk and are therefore considered acceptable.

## 1 Terminal Pump Station

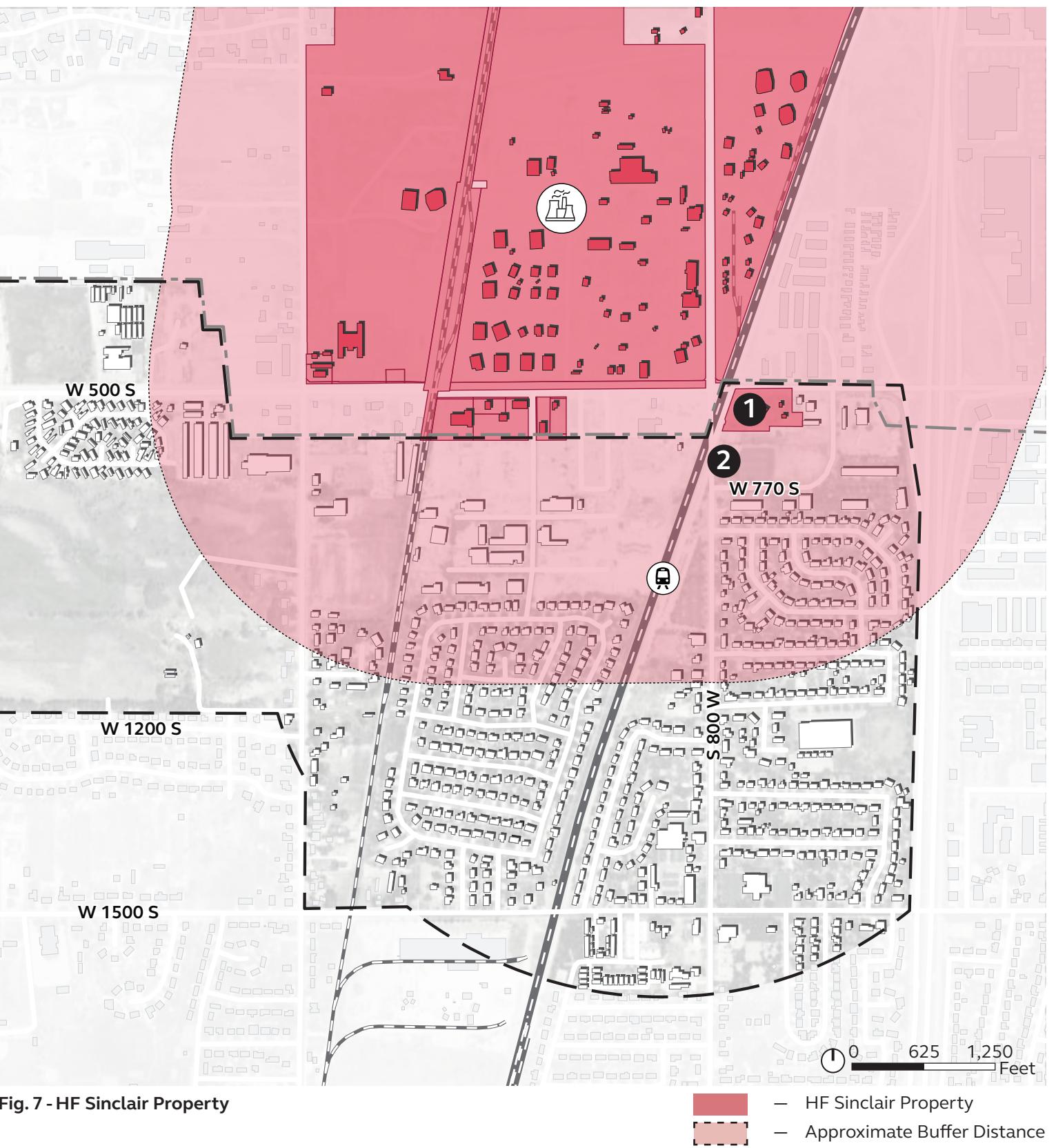
HF Sinclair owns and operates a terminal pump station south of 500 South, used for loading fuel into trucks for transport. The company has proposed expanding this facility to Woods Cross and is currently navigating the approval process. The expansion will modify ingress and egress patterns, allowing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



Holly Refinery

## 2 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.



# Property - Kingston Family

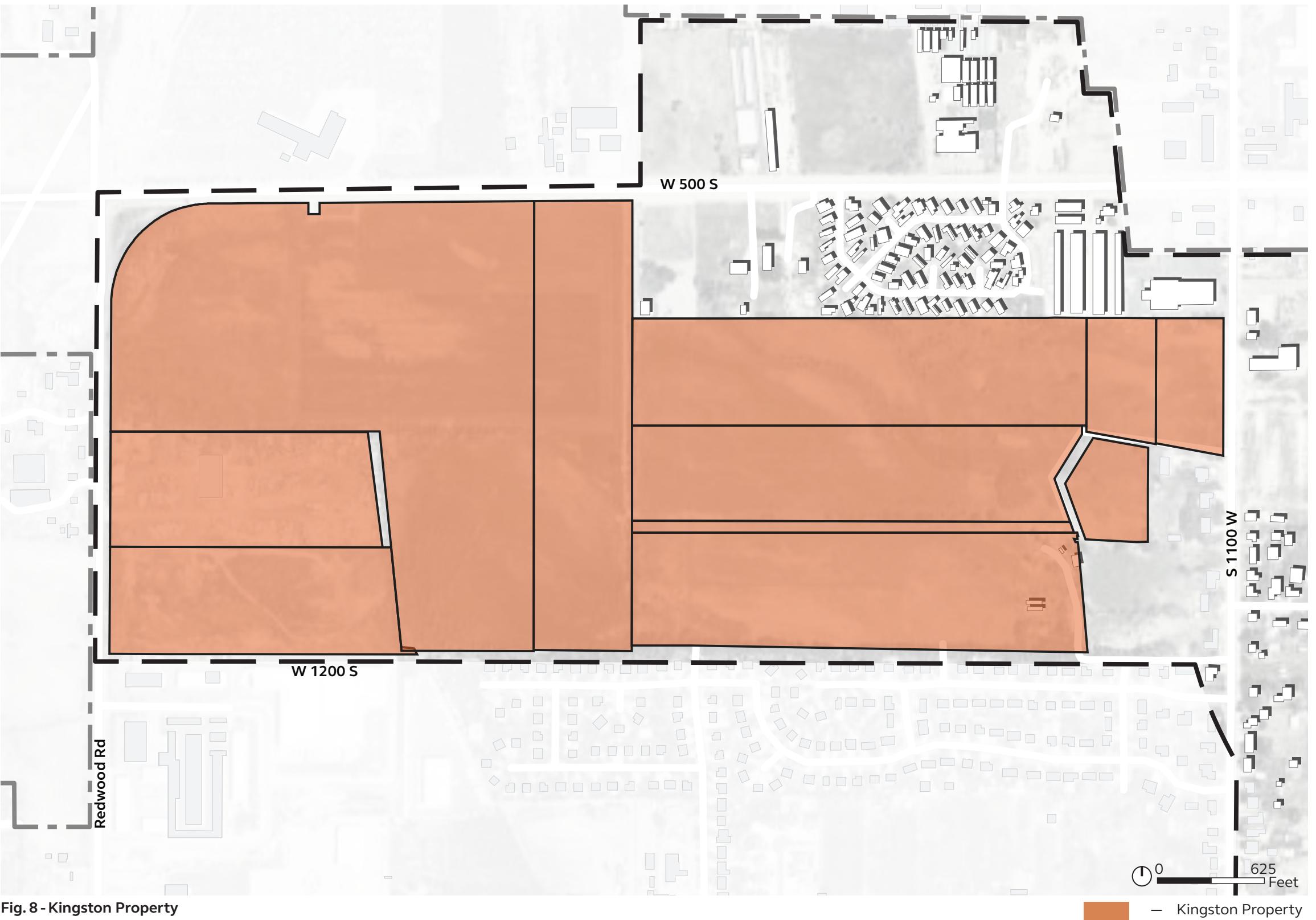
The Kingston Family owns approximately 187 acres within the station area, comprising 12 parcels. Historically, 10 of these parcels have been utilized for agricultural purposes and remain in greenfield condition. The remaining 2 parcels are currently being used as a storage yard for trucks and other vehicles.

## 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.



The 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

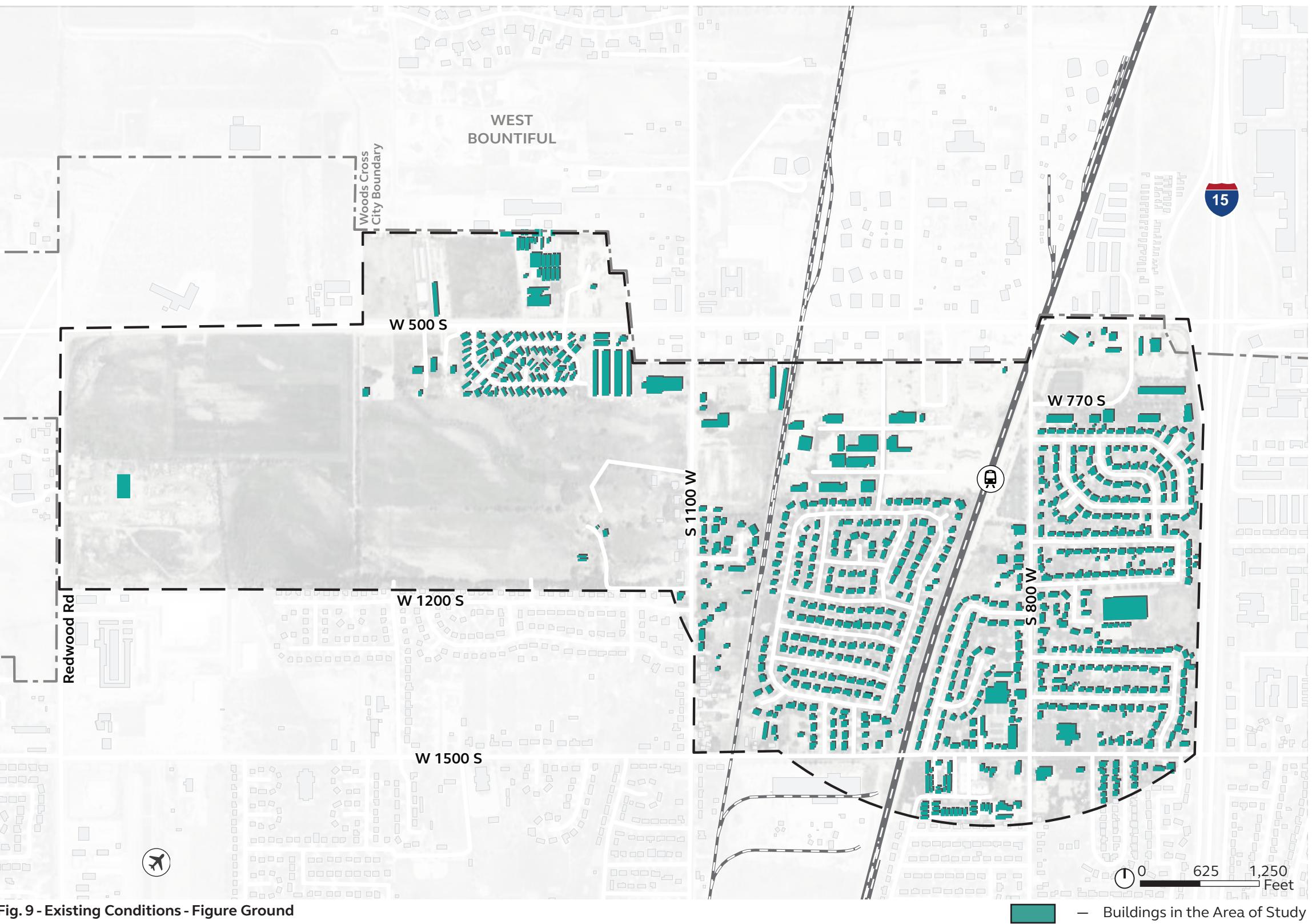
Most of the buildings within the station area to the south-east of the station are single-family houses. To the west and north of the station, most buildings are industrial warehouses and facilities associated with the refinery.

#### 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.



# 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

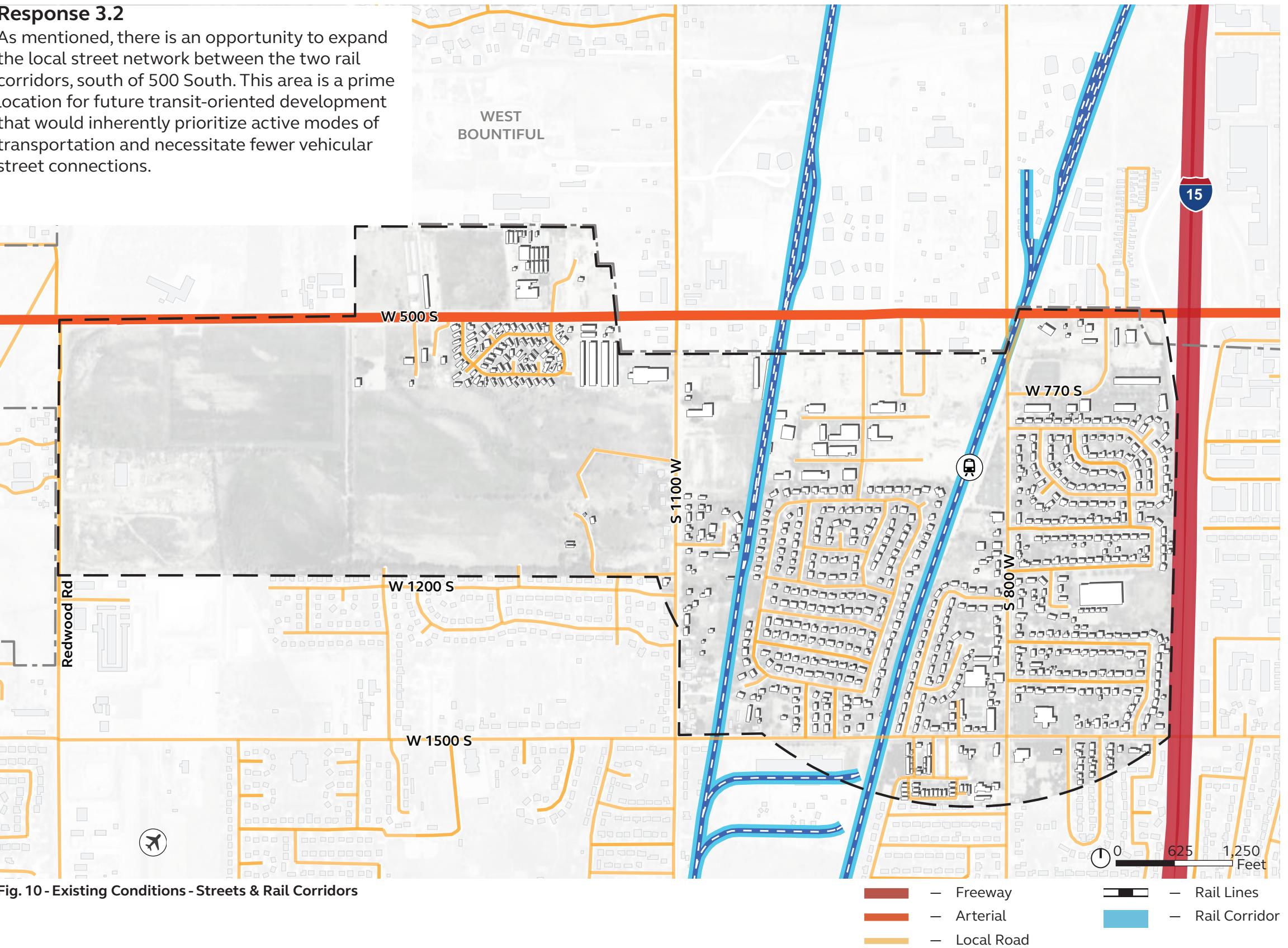
The street network is sparse throughout the station area. 500 South is a major arterial and considered the primary east-west axis. Intersecting with 500 South are Redwood Road, 1100 West and 700 West, each of which are significant north-south connections. Within this street framework, local streets are 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.



# Existing Conditions Analysis

## Observation 4 – Bus Service

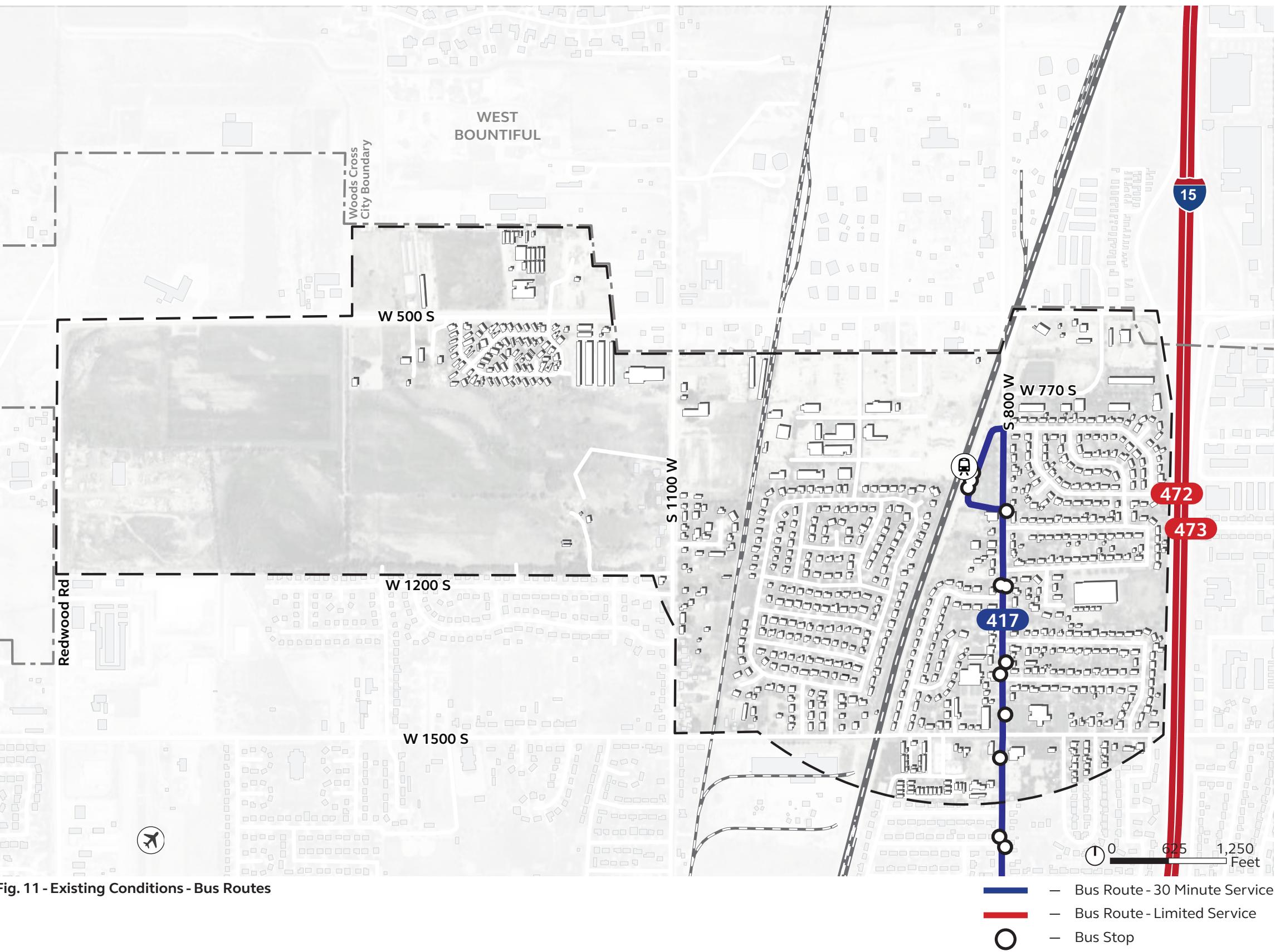
Only two bus routes serve the station area, both of which run in the far eastern part of the area, along 700/800 West. Residential densities are currently too low to meet the qualifications of UTA's propensity index. The result is a large gap in service to areas west of the FrontRunner corridor.

### 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.



The 417 bus at Woods Cross Station



# Existing Conditions Analysis

## Observation 4 – Wetlands

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.

## Observation 5 – Open Space & Trails

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.

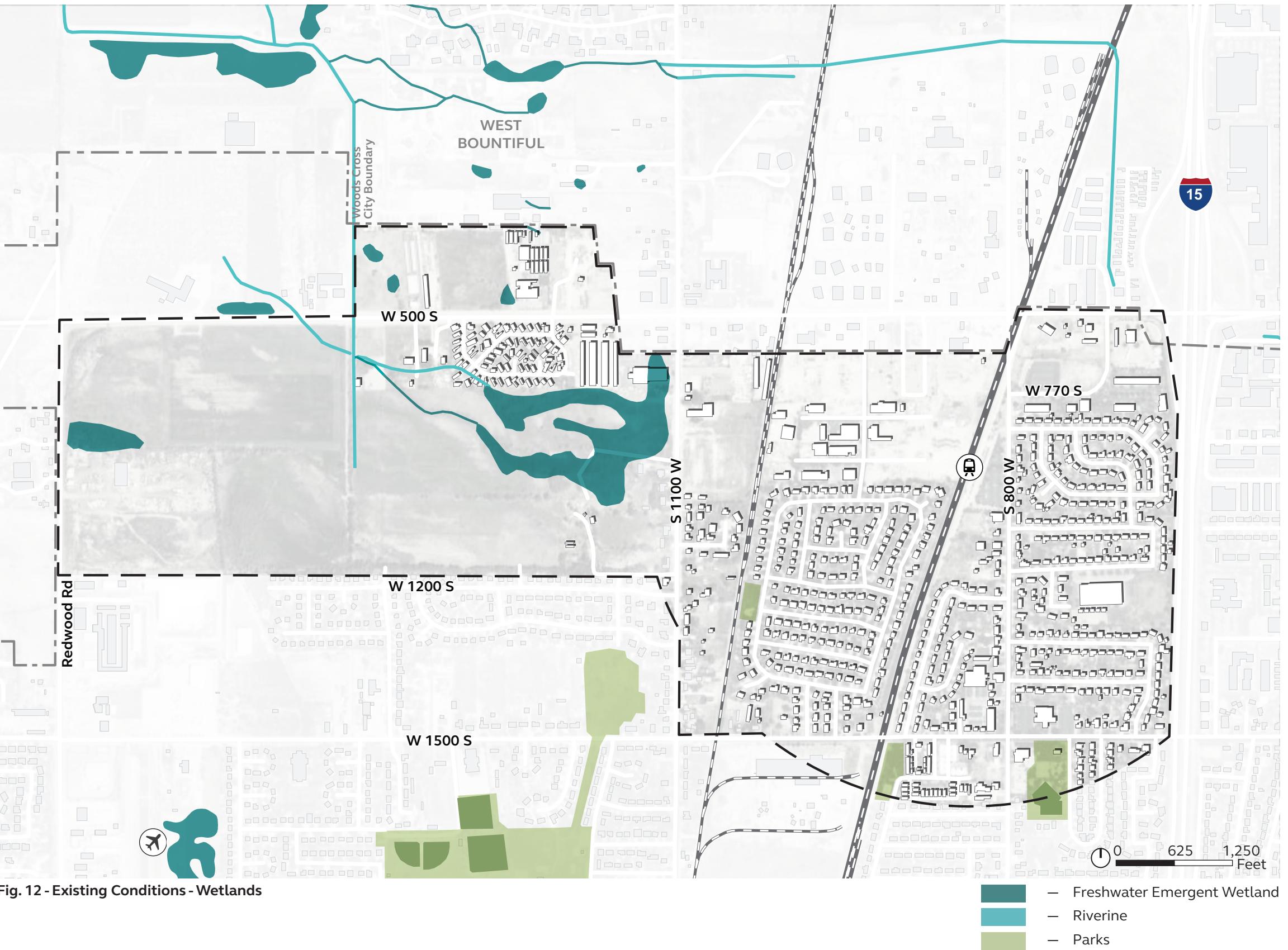
The Legacy Parkway Trail runs to the west of the station area and is commonly used for recreational biking and strolling. This trail is the most substantial trail north-south corridor within Davis County and connects to key destinations north of Woods Cross.

### Response 5.1

As development begins to occur to the west, there are many opportunities to integrate naturally occurring wetlands into future open spaces. Doing so would decrease the negative impact on these features, maintain the identity of Woods Cross, and enhance access to high-quality open space for the community.

### 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

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.

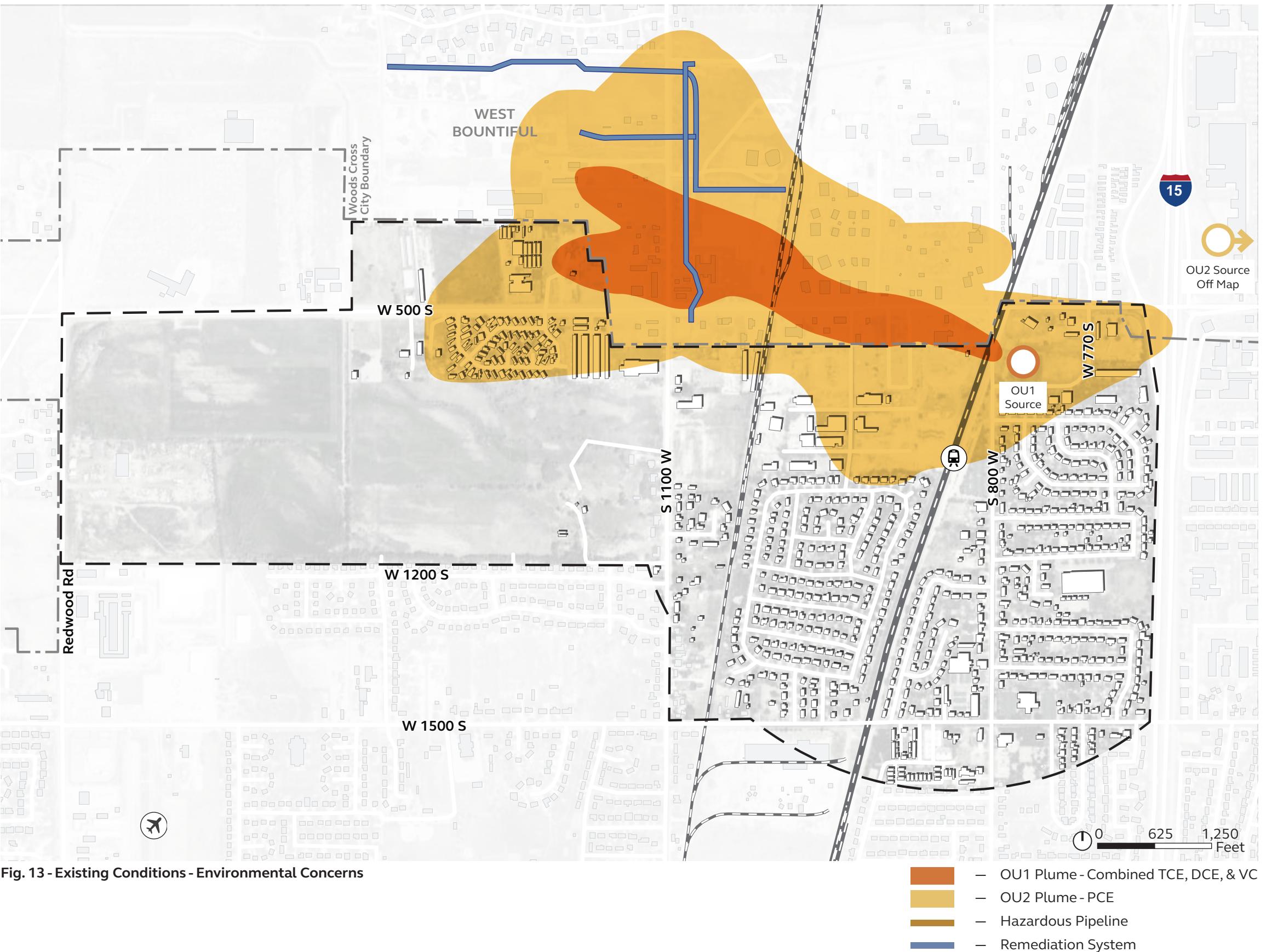
This contamination is recognized by the United States Environmental Protection Agency (EPA) and the Utah Department of Environmental Quality (UDEQ) and is presently undergoing remediation. The remediation efforts largely focus on removing or reducing the concentration of the PCEs and TCEs through pump-and-treat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

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.

### 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.

### 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

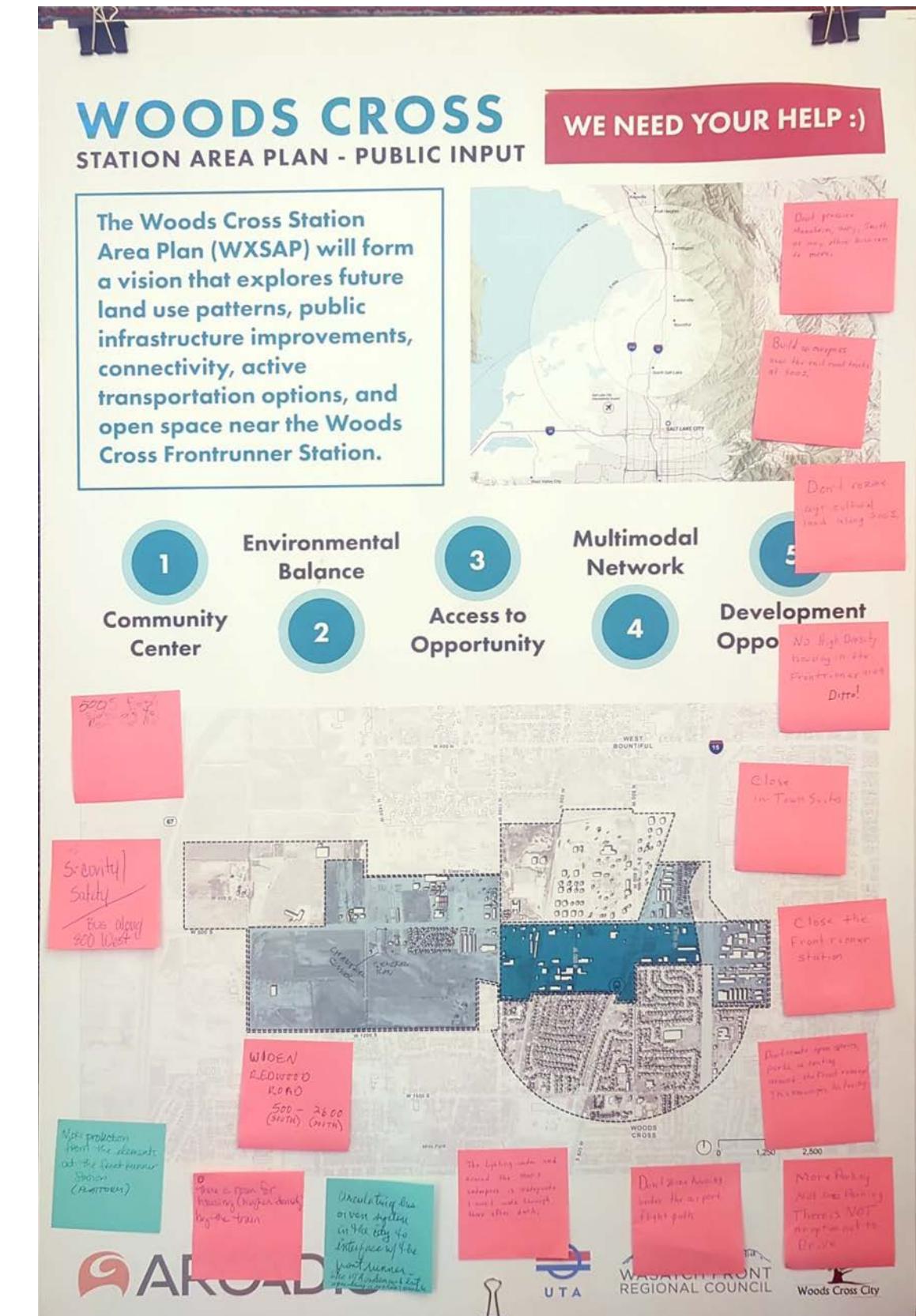


Fig. 14 - Open House Board With Public Feedback

# 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?

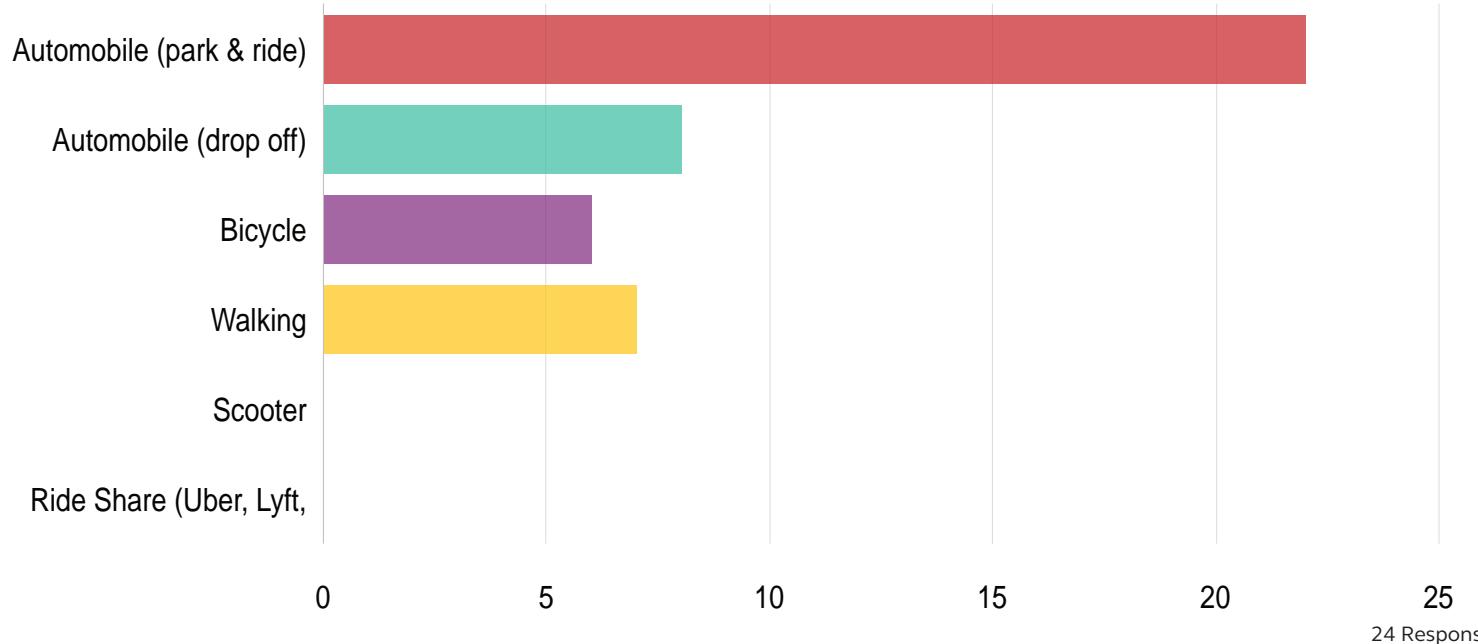


TABLE 3: Which of the following corridors are most appropriate for added pedestrian and/or bicycle routes?

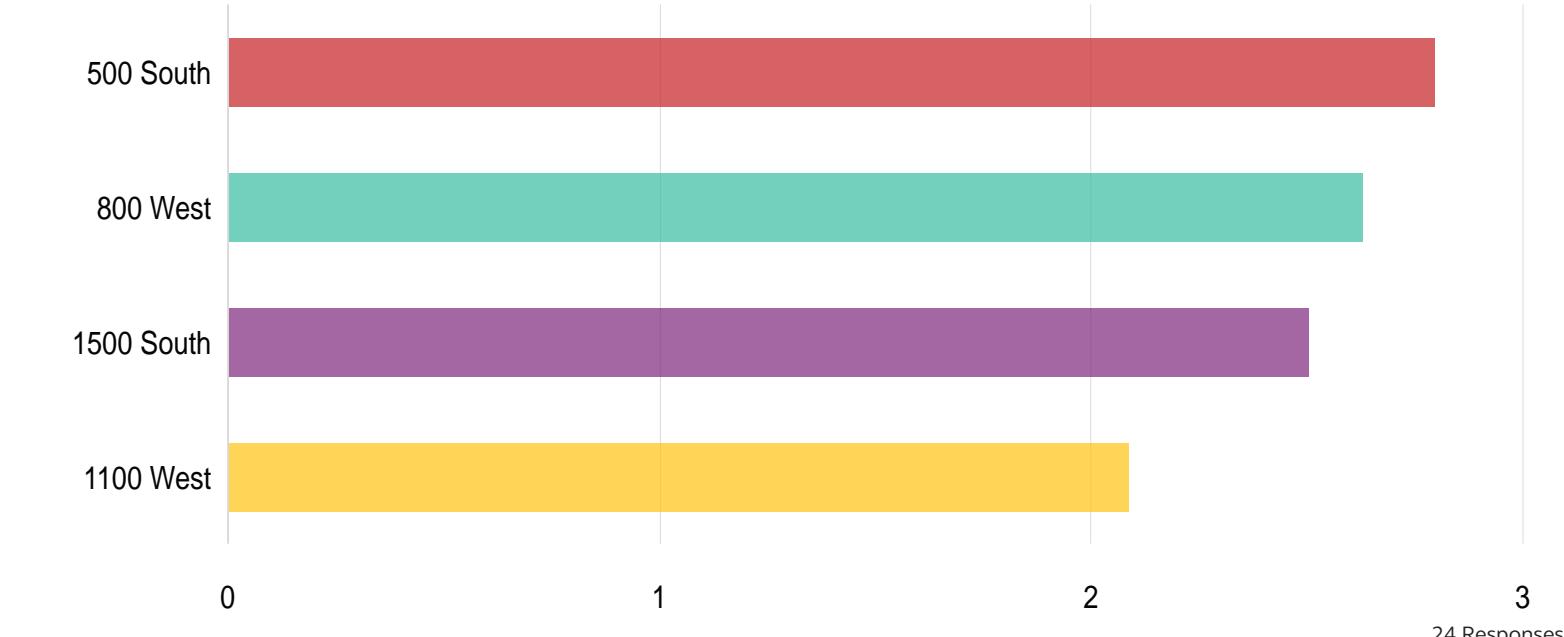
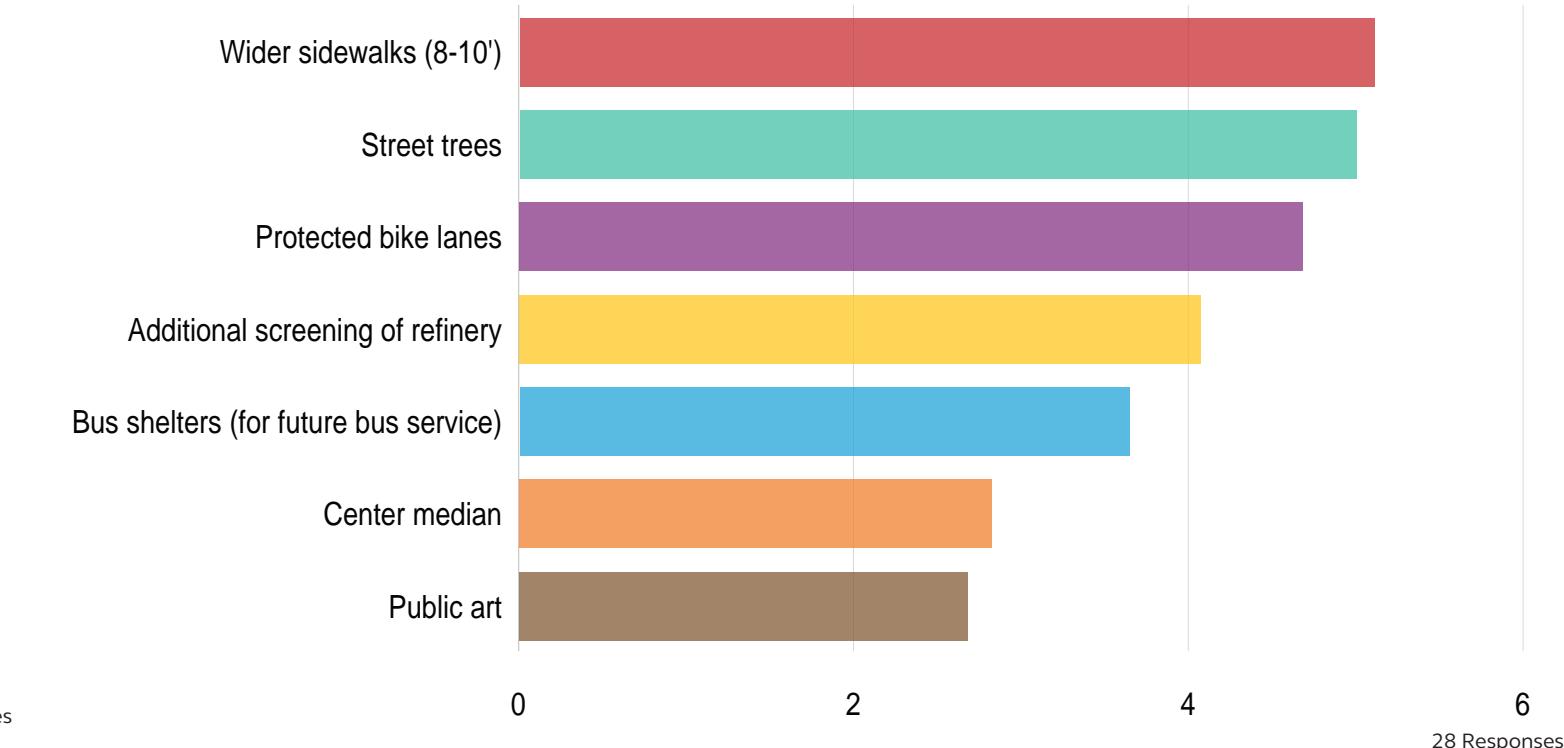


TABLE 4: What types of facilities would be most appropriate to include in the design of a 500 South gateway corridor?



# 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.

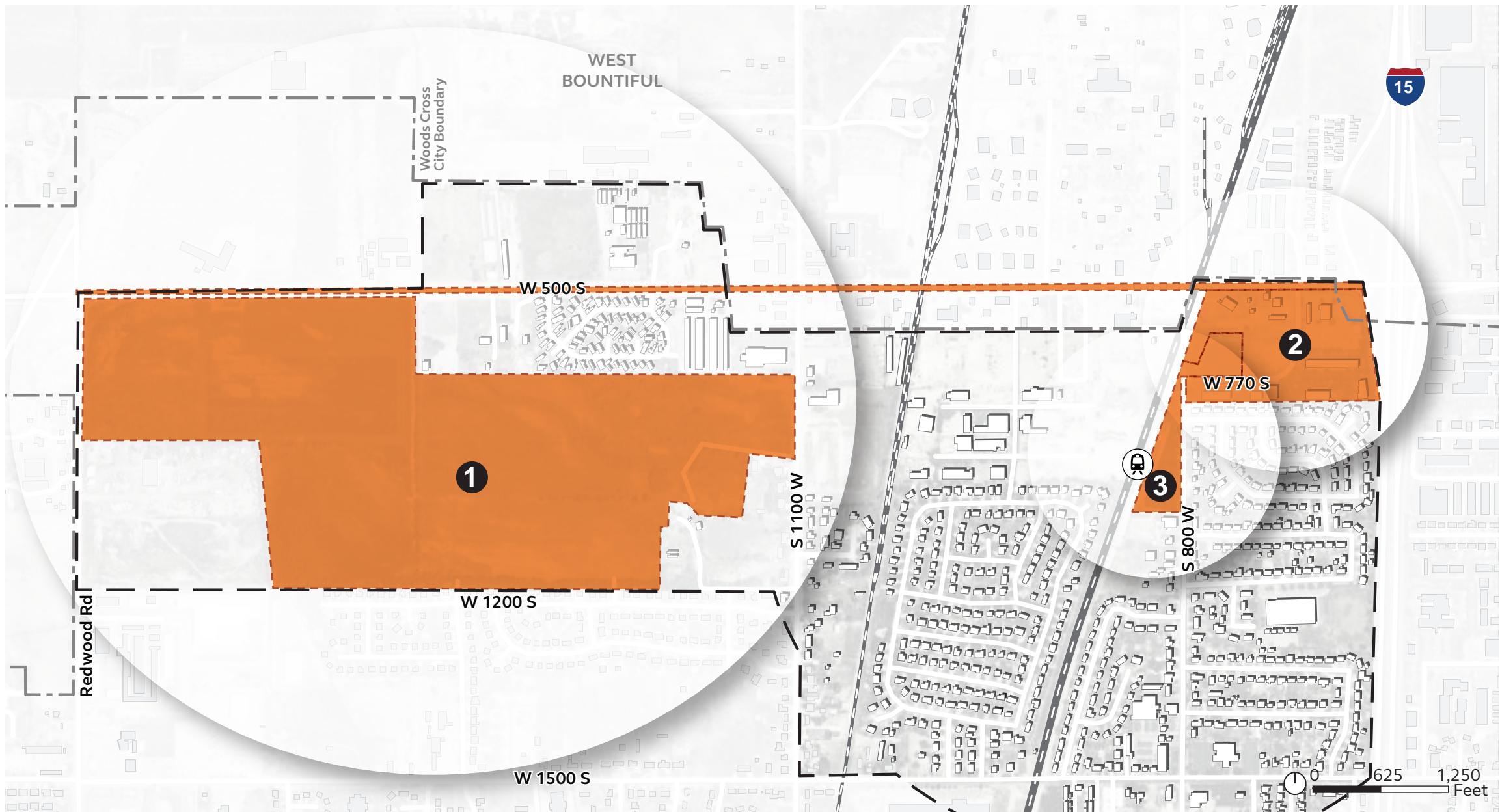


Fig. 16 - Master Plan Areas

## 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.

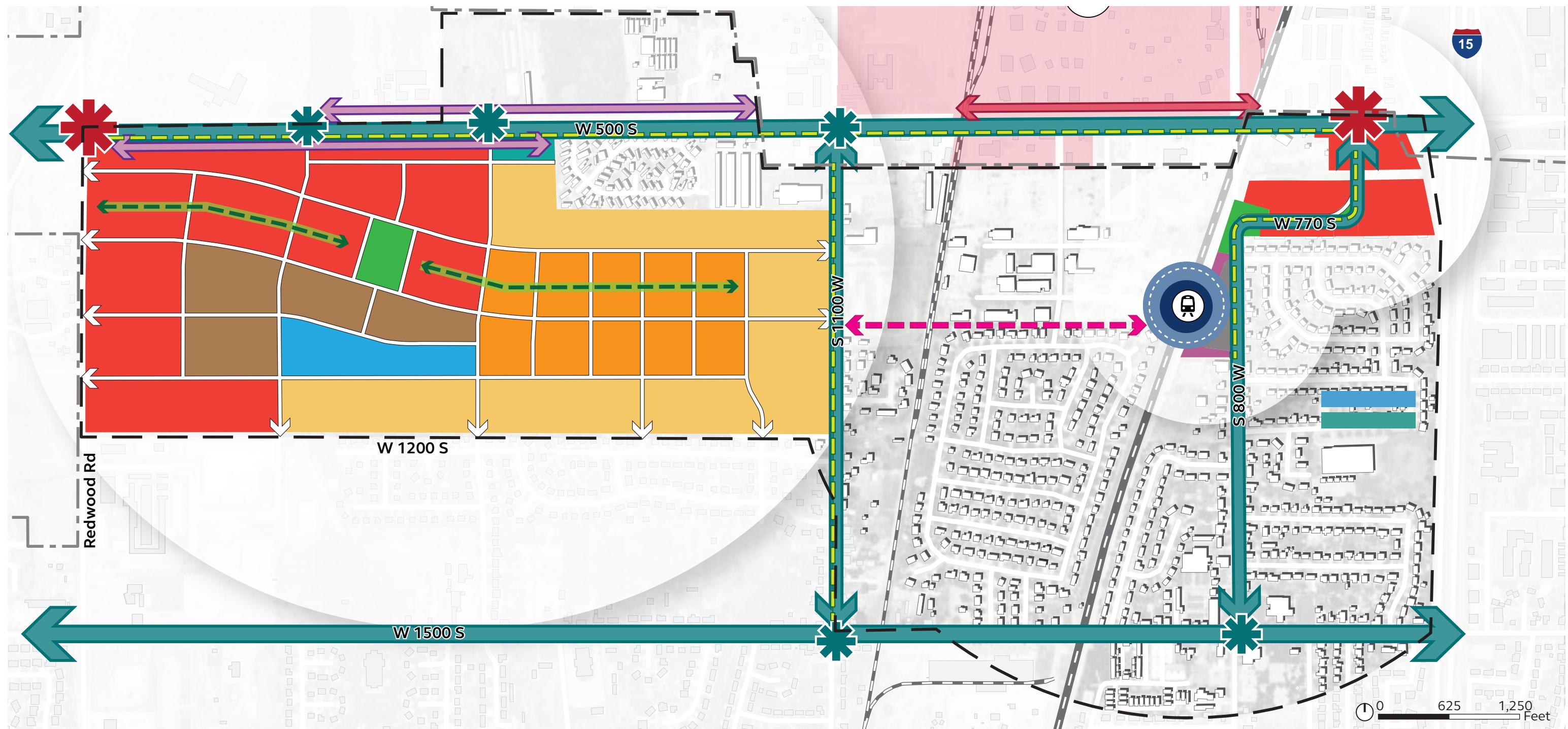
As a gateway, the architectural character will exude a distinct sense of identity, celebrating the uniqueness of Woods Cross while creating a

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



## Key - Land Use

- Residential - Multifamily
- Residential - Middle Density
- Residential - Single Family
- Transit
- Open Space & Parks
- Commercial
- Satellite Campus
- Charter School
- Parking

## Key - Mobility Elements

- Gateway
- Hub (intersection with elevated visual experience)
- Street Transformation
- Improved Bicycle Lanes
- Potential for Urban Edge
- Potential Pedestrian and Bicycle Bridge Connection
- Network of Public Open Space
- Screening Element

# 4 - Plan Framework



# Mobility Framework

## 500 South

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.

**Lane Configuration:** The lane configuration will adhere to UDOT design standards, featuring four general-purpose lanes (two in each direction), and a 14' ft. center turn lane to facilitate traffic flow and turning movements. The outer lanes will be designed with 8' ft. shoulder that may accommodate a future BRT route, ensuring flexibility for transit development.

**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.

**Pedestrian Realm:** The design of the pedestrian realm will prioritize safety, comfort, and multimodal access:

### — 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.

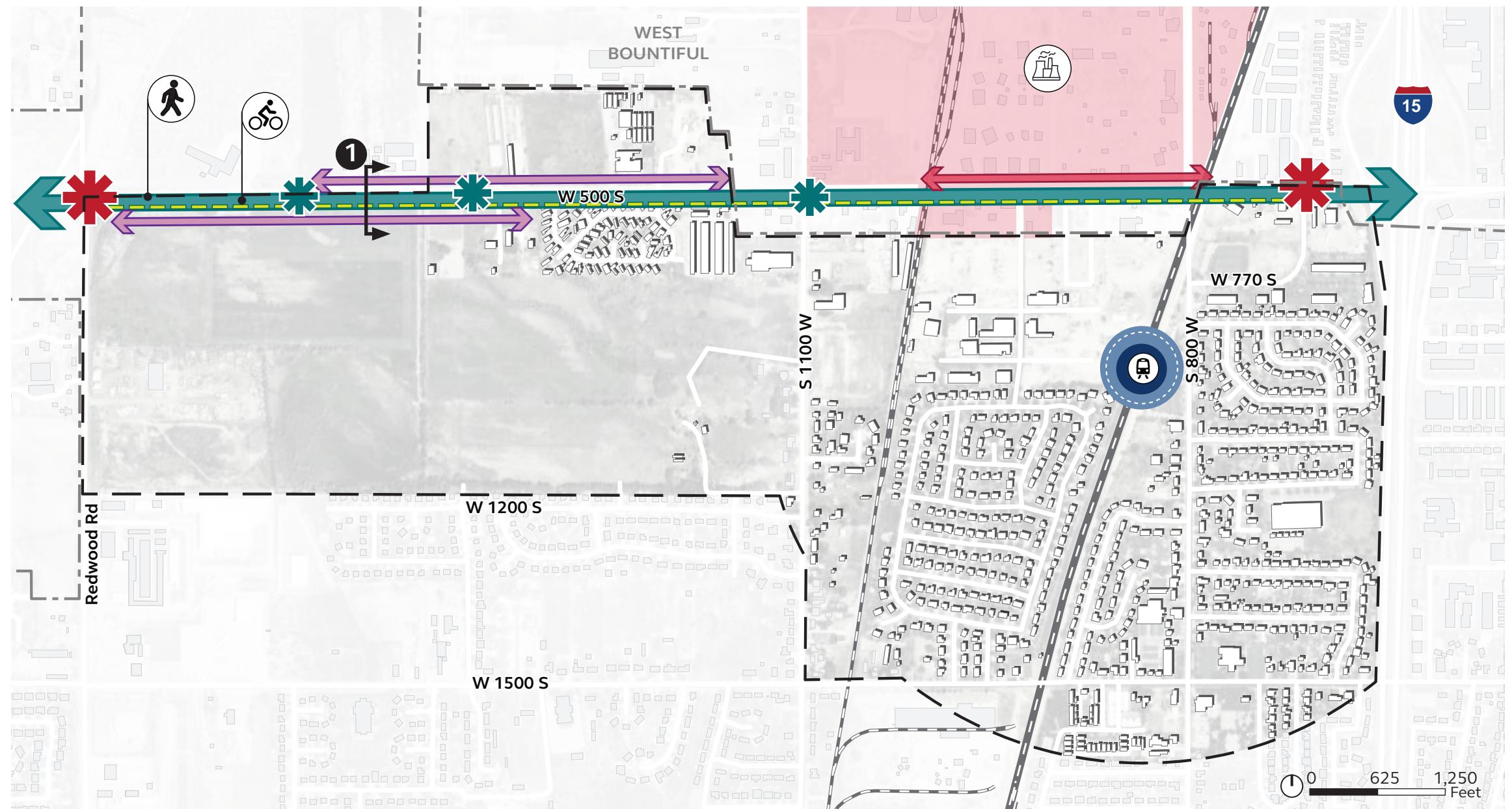


Fig. 18 - Mobility Framework

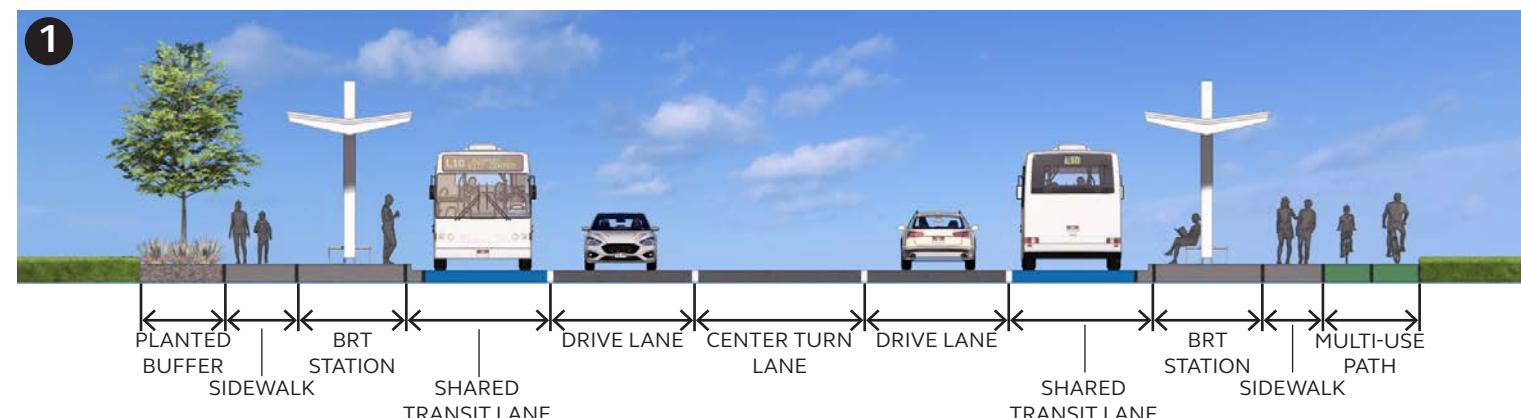


Fig. 19 - 500 South Road Section Concept At BRT Station

- Gateway
- Hub (intersection with elevated visual experience)
- Street Transformation
- Improved Bicycle Lanes
- Screening Element
- Potential for Urban Edge

# 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.

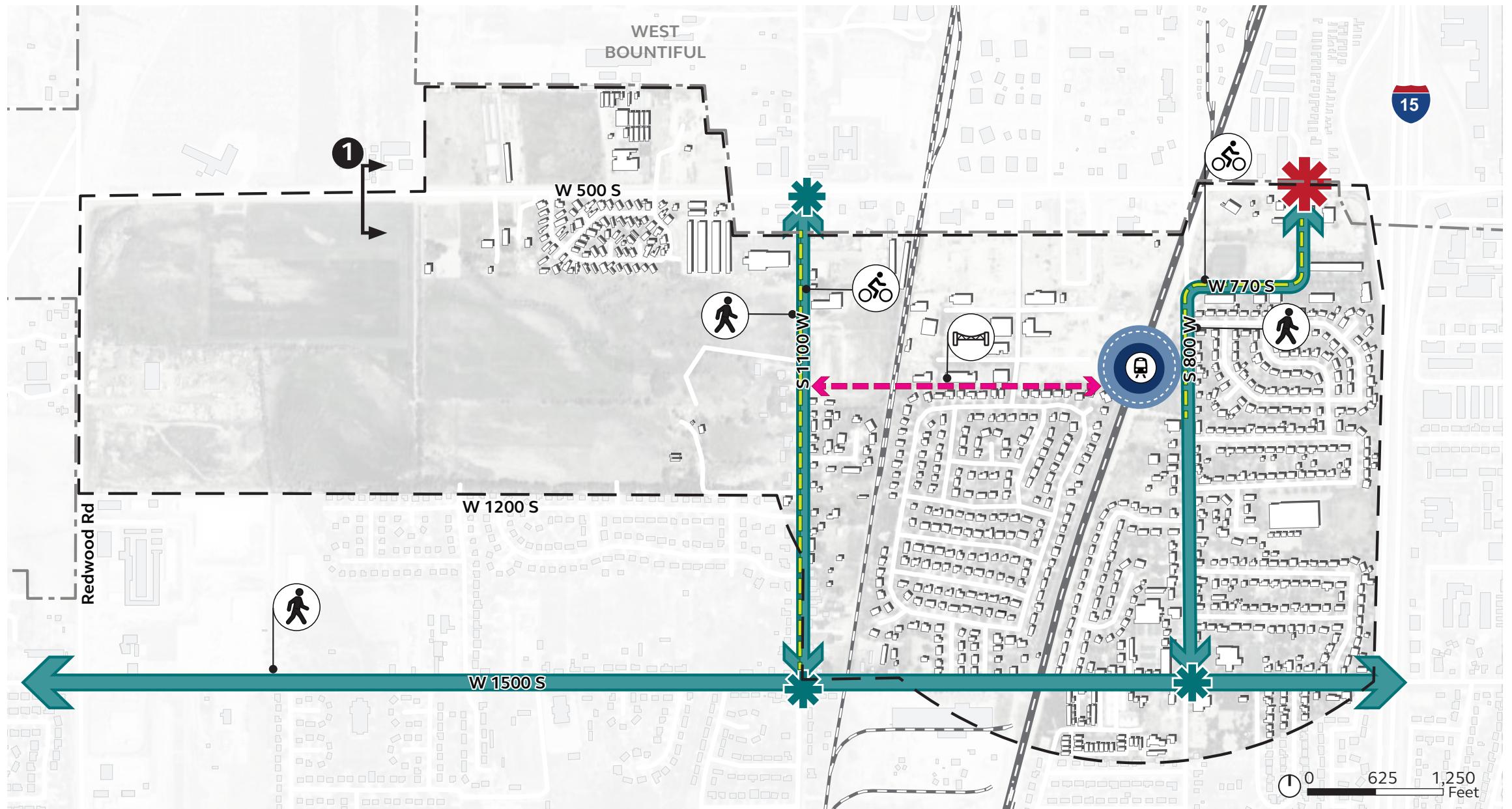


Fig. 20 - Mobility Framework



Sidewalks help make pedestrian travel safe.



Improved bicycle lanes could expand station access.

- Gateway
- Hub (intersection with elevated visual experience)
- Street Transformation
- Improved Bicycle Lanes
- Potential Pedestrian and Bicycle Bridge Connection

# Land Use Framework

## Greenfield Development

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.

Larger-scale, higher-intensity retail will be located closer to 500 South, aligning with the area's role as

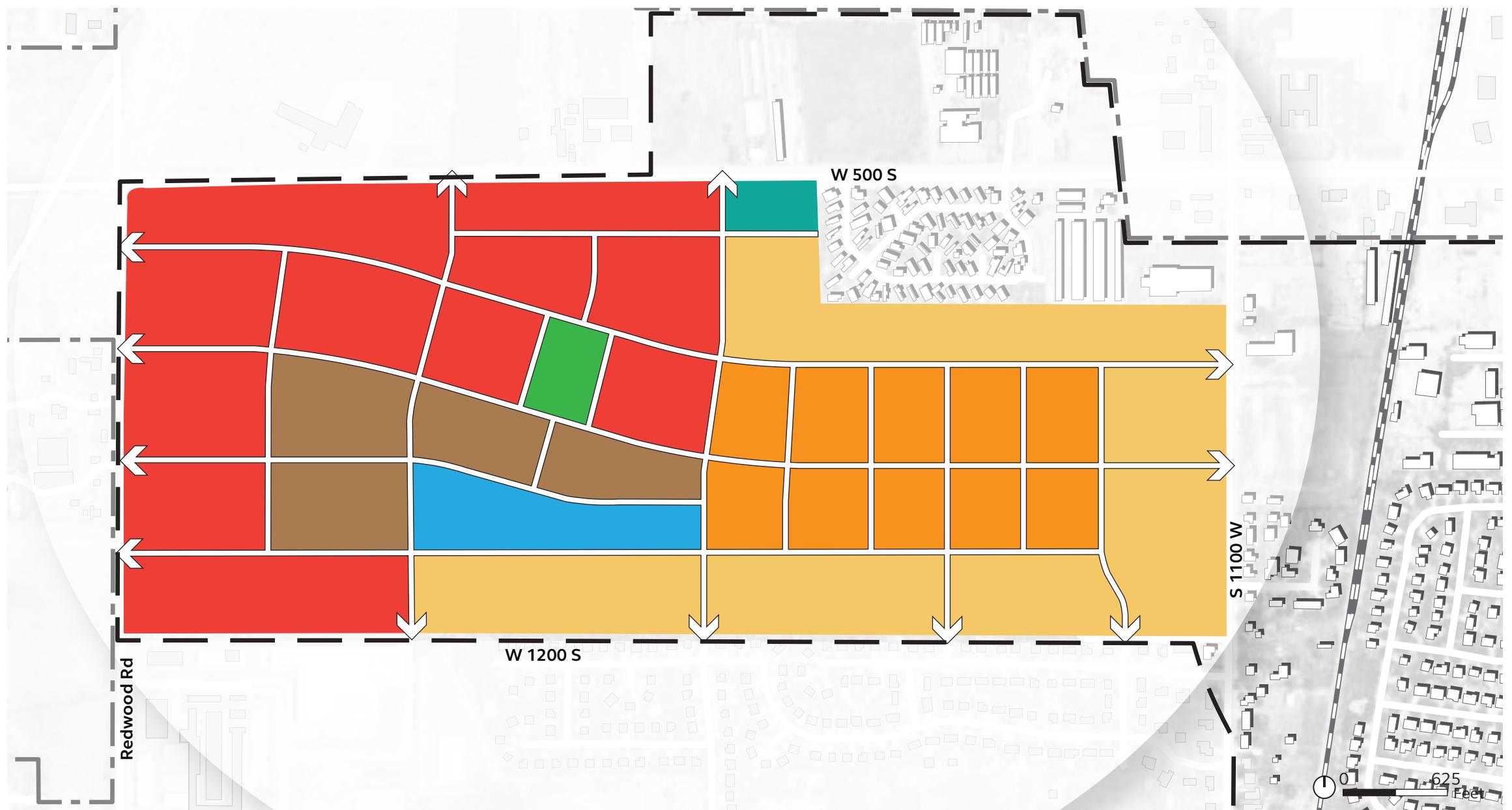


Fig. 21 - Land Use Framework - Greenfield

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
- Public Gathering Space
- Commercial
- Satellite Campus
- Charter School

# 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.

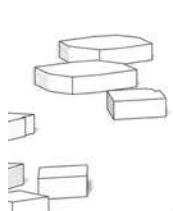
### Residential

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:

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.

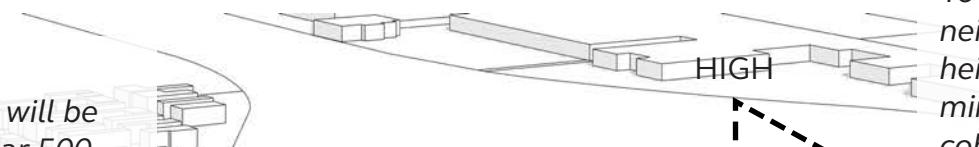


#### Vertical Elements

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.



Fig. 22 - 500 S & 700 W Gateway Massing Concept



#### 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.

LOW

#### Ground Floor Elements

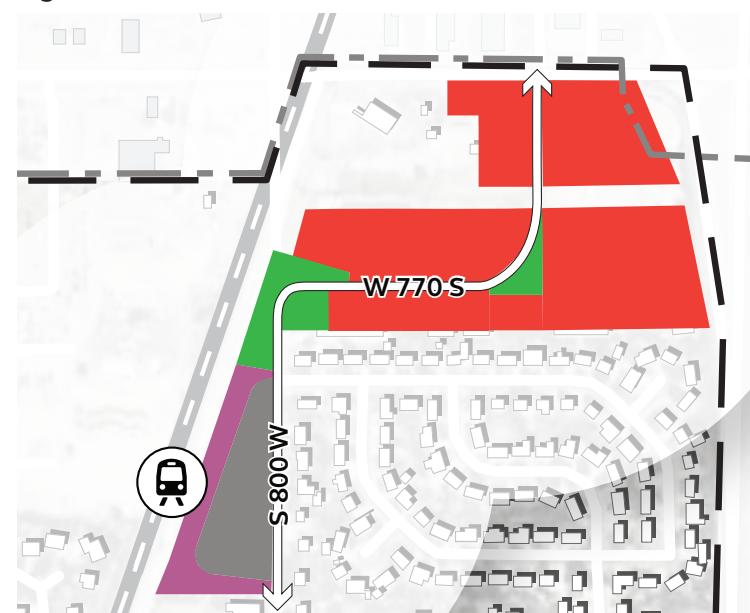
Retail spaces along 700 West will energize the street, enhancing the pedestrian and cyclist experience and drawing visitors into the heart of development.

HIGH

#### Legend - Massing Concept

— Office
— Hotel
— Retail
— Parking

Fig. 23 - Land Use Framework - 500 S & 700 W



#### Legend - Land Use Framework

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

# Open Space Framework

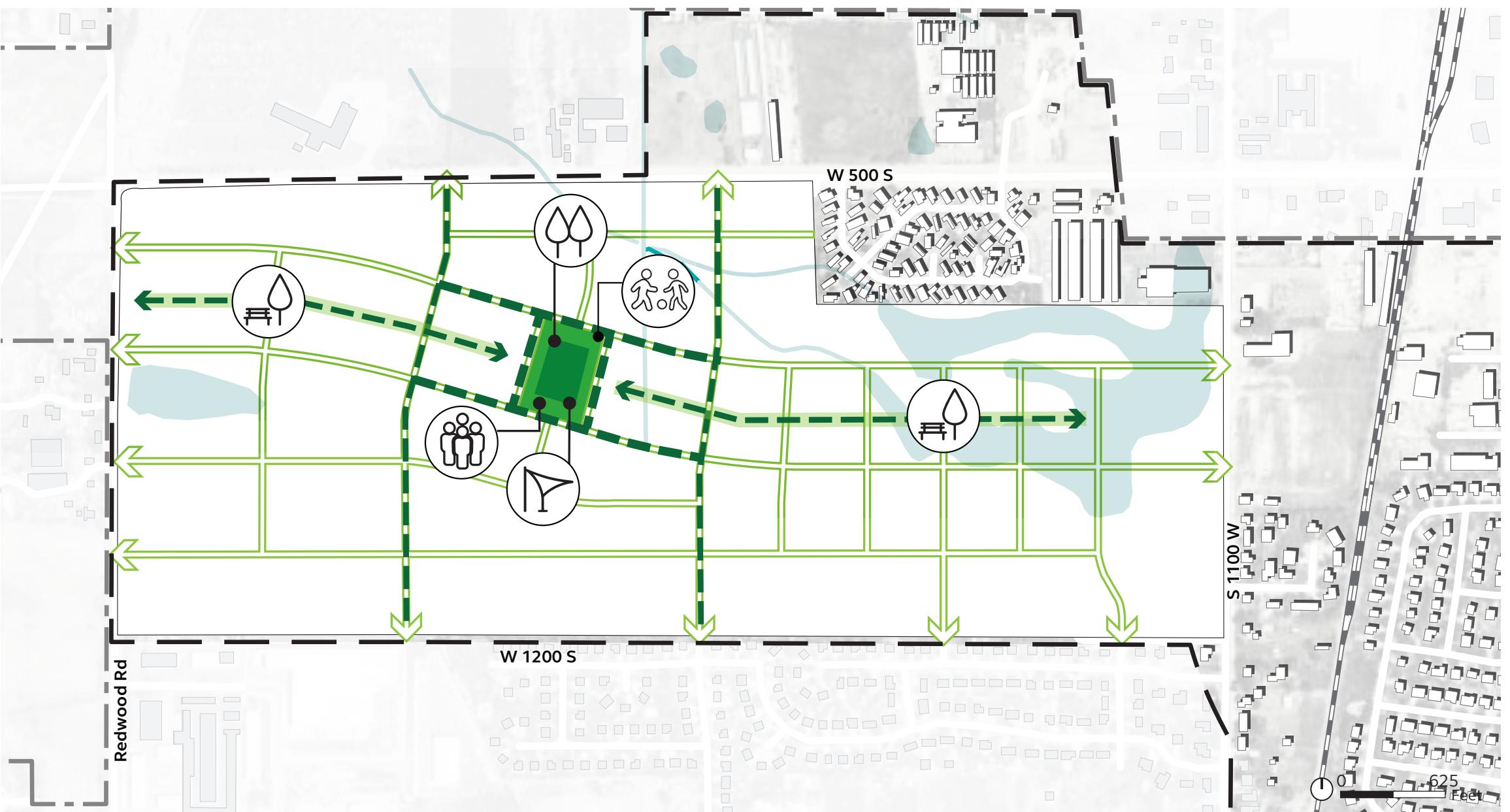
## Greenfield Development

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.



The central park area would form the heart of the community.



Active transportation corridors would extend the reach of the central park and facilitate easy pedestrian and bicycle travel.

- Open Space
- ↔ Network of Public Open Space
- ↔ Landscaped Streets
- Wetland Areas
- Central Park
- Pocket Park
- Gathering Space
- Recreation
- Shade Structure (Canopies)

# 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. 25 - Open Space Framework - 500 S & 700 W



Pocket parks and plazas would improve the station experience and blend into the gateway experience.



Improved active transportation would connect users between the gateway, the station, and the city center to the south.

- Open Space
- ↔ Network of Public Open Space
- ↔ Landscaped Streets
- Central Park
- Pocket Park
- Gathering Space
- Recreation
- Shade Structure (Canopies)

# 5 - Implementation Plan



TABLE 5: Critical Path Tasks	Roles & Responsibilities	Year 1				Year 2				Year 3				Year 4				Year 5				Ongoing				
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4																	
<b>1. Funding Resources</b>	» Woods Cross City » Davis County » Davis County Taxing Entities » Utah Transit Authority » Wasatch Front Regional Council » State of Utah » Property Owners				●				●																	
Safe Streets and Roads for All Grant (SS4A)		■	■	■	●																					
National Recreational Trails Funding Program		■	■	■	●																					
Trails to Rails Conservancy Grant		■	■	■	●																					
Utah Department of Environmental Quality (UDEQ)		■	■	■	●																					
Better Utilizing Investments to Leverage Development Grant (BUILD)						■	■	■	●																	
Special Assessment Districts & Tax Increment Financing (TIF)						■	■	■	●																	
Public Infrastructure District (PID)						■	■	■	●																	
Community Development Block Grant						■	■	■	●																	
State Appropriations						■	■	■	●																	
<b>2. 500 South Corridor</b>	» Woods Cross City » Utah Department of Transportation	●																								
Coordination with UDOT		■	■	■	●																					
Revise existing interlocal agreement		■	■	■	●																					
Complete design for 500 South & 700 West intersection		■	■	■	●																					
Complete design for street improvements		■	■	■	●																					
Complete design for rail corridor overpass		■	■	■	●																					
<b>3. Active Transportation Corridors</b>	» City of Woods Cross	●																								
Complete Transportation Master Plan		■	■	■	●																					
Survey Rights of Way capacities		■	■	■	●																					
Design & construct facilities along 1100 West		■	■	■	●																					
Design & construct facilities 700/800 West		■	■	■	●																					
Design & construct facilities along 1500 South		■	■	■	●																					
Coordinate land swap with Smith Trucking		■	■	■	●																					
<b>4. Greenfield Land Entitlement</b>	» Woods Cross City » Kingston Family Trust	●																								
Coordination with Kingston Family Trust		■	■	■	●																					
Establish Special Purpose District (SPD) Zone		■	■	■	●																					
Survey and update wetland delineation		■	■	■	●																					
Complete community plan & design		■	■	■	●																					
<b>5. Environmental Remediation</b>	» Woods Cross City » UDEQ	●																								
Coordinate with UDEQ to determine environmental mitigation strategies		■	■	■	●																					
<b>6. 500 South &amp; 700 West Redevelopment</b>		●																								
Establish tax increment district	» Woods Cross City » Property Owners	■	■	■	●																					
Establish Mixed Use (MU) Zone		■	■	■	●																					
Coordinate with property owners		■	■	■	●																					
<b>7. UTA Station &amp; Service Enhancements</b>	» Woods Cross City » Utah Transit Authority	●																								
Coordination with UTA		■	■	■	●																					
Design & construct station enhancements		■	■	■	●																					
Assess viability of added route		■	■	■	●																					
<b>8. Refinery &amp; Terminal Pump Station</b>	» Woods Cross City » HF Sinclair	●																								
Coordination with HF Sinclair		■	■	■	●																					
Review and complete pump station redesign		■	■	■	●																					
Negotiate additional enhancements & buffers		■	■	■	●																					

# Critical Path Tasks

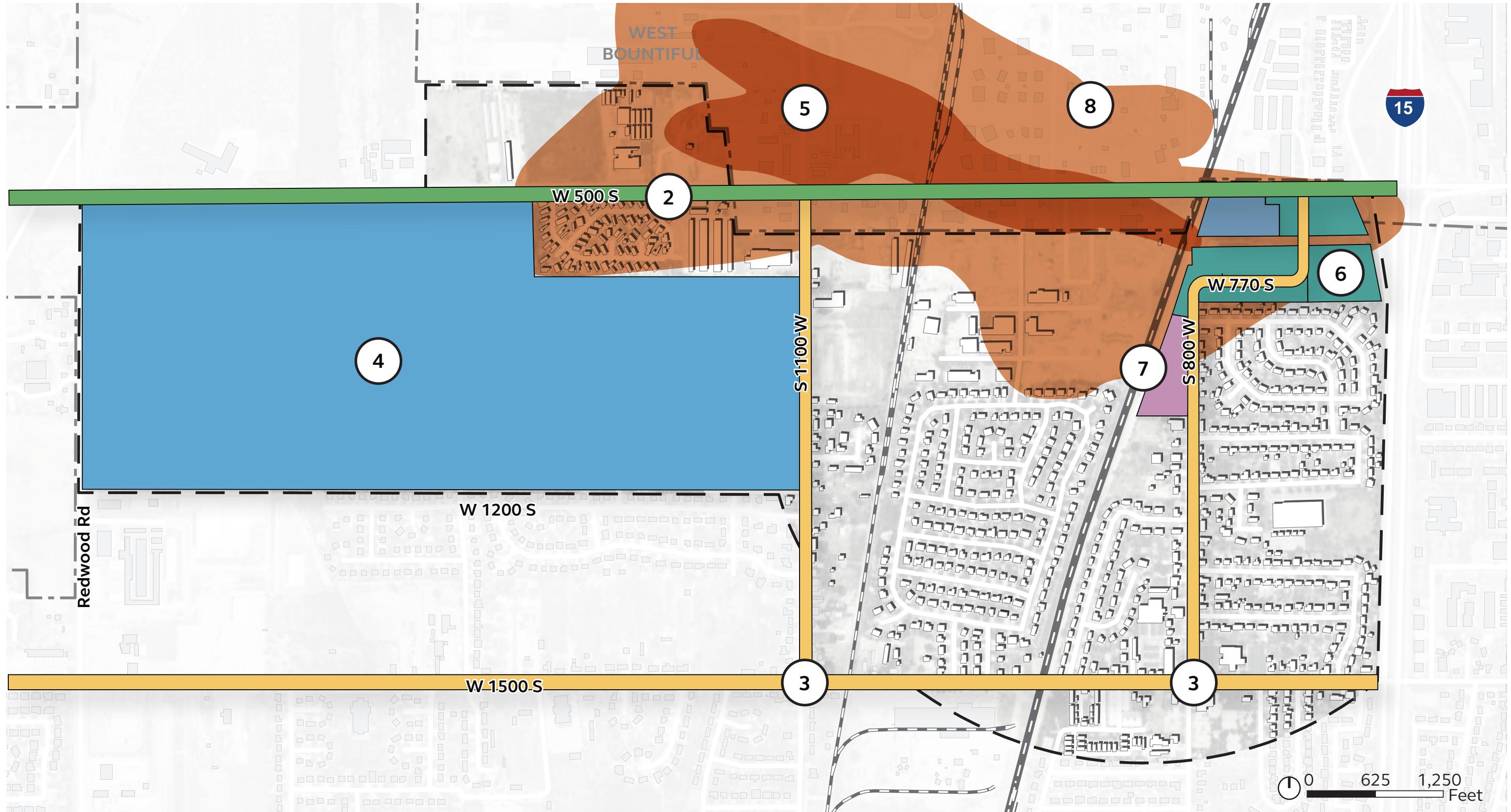


Fig. 26 - Implementation Plan Locations

# Funding Sources

The following is a list of relevant funding sources, accompanied by brief descriptions of their applicability to the improvements outlined in the station area plan. While not exhaustive, this list serves as a foundation for identifying and securing additional funding opportunities.

TABLE 6: Funding Matrix

Funding Source	Description	Eligibility	Funding Range
<b>Safe Streets and Roads for All Grant (SS4A)</b>	Aims to improve roadway safety by supporting projects that reduce traffic-related fatalities and injuries.	Local, regional, and tribal governments	Varies by project
<b>National Recreational Trails Funding Program</b>	Provides funds to develop and maintain recreational trails and trail-related facilities for both motorized and non-motorized use.	States, local governments, and tribal entities	Typically up to \$200,000
<b>Trails to Rails Conservancy Grant</b>	Supports the conversion of unused railway corridors into public trails.	Non-profits and local government entities	Varies by project
<b>Utah Department of Environmental Quality (DEQ)</b>	Offers various grants and funding opportunities to protect and enhance Utah's environment.	State agencies, local governments, and non-profits in Utah	Varies by program
<b>Better Utilizing Investments to Leverage Development Grant (BUILD)</b>	Provides funding for significant transportation projects that will have a positive impact on communities.	State, local, and tribal governments, transit agencies	\$5 million to \$25 million
<b>Housing &amp; Transportation Reinvestment Zone (HTRZ)</b>	Encourages investment in housing and transportation infrastructure within designated zones.	Municipalities and local governments	Varies by project
<b>Public Infrastructure District (PID)</b>	A financing tool that allows the creation of special districts to fund public infrastructure projects.	Local governments and special districts	Varies by project
<b>Community Development Block Grant (CDBG)</b>	Provides communities with resources to address a wide range of unique community development needs.	States, cities, and counties	Varies; often \$100,000+
<b>State Appropriations</b>	Funding allocated by state legislatures for specific projects or programs.	State agencies, local governments, and eligible entities	Varies widely

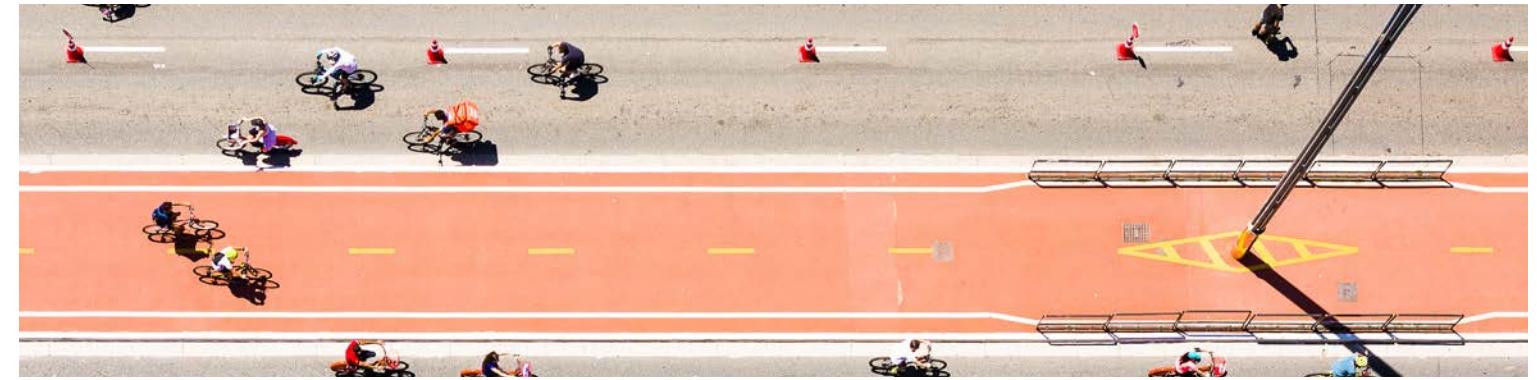
# Critical Path Tasks

## 2 500 South Corridor

- **UDOT Coordination:** The 500 South Right of Way, along with its associated facilities, falls under the jurisdiction of the Utah Department of Transportation (UDOT). Consequently, any improvements to this street necessitate interagency coordination. This coordination will encompass, but is not limited to, revising the interlocal agreement between Woods Cross and UDOT, as well as completing designs for the 500 South & 700 West intersection, a rail overpass, and street enhancements between Interstate 15 and Redwood Road.
- **Revisions to Interlocal Agreement:** An interlocal agreement was established between Woods Cross and the Utah Department of Transportation (UDOT) during the design and construction of the median. Amending this agreement will enable Woods Cross to negotiate improvements that may deviate from standard UDOT specifications, adjust ingress and egress patterns, and delineate funding responsibilities.
- **Design 500 South & 700 West Intersection:** The Utah Department of Transportation (UDOT) is currently in the process of redesigning the intersection at 500 South and 700 West. During this planning process, a design concept was available. Finalizing this design will provide critical insights into potential enhancements for the broader corridor, particularly regarding lane configurations and additional functionality.



- **Design for Street Improvements:** As a result of the amended interlocal agreement between UDOT and Woods Cross, the segment of 500 South between Interstate 15 and Redwood Road will necessitate a specific design, anticipated to incorporate the amenities recommended in this plan. Given the potential for this corridor to accommodate a Bus Rapid Transit (BRT) route, it is advisable to include the Utah Transit Authority (UTA) in the design process.
- **Design for Rail Corridor Overpass:** UDOT has identified an overpass over the Union Pacific and UTA corridor within the Long-range Transportation Plan (LRTP). This project is not yet funded and does not have a specific design associated with it.



## 3 Active Transportation Corridors

- **Transportation Master Plan:** Woods Cross City is currently in the process of updating its Transportation Master Plan, with completion anticipated by the end of 2025. This plan will play a critical role in determining the preferred infrastructure enhancements for the identified corridors. Upon finalization of the plan, Woods Cross City will advance to the detailed design and construction of the proposed facilities.
- **Survey of ROW:** Gaining a comprehensive understanding of the spatial context of the Right of Way will enable Woods Cross to effectively configure lane widths and active transportation facilities.
- **Design & Construction of 1500 South:** Woods Cross will undertake the design of the 1500 South corridor, aiming to construct contiguous sidewalks and bicycle lanes. Funding may be secured from the Safe Streets and Roads for All Grant (SS4A) and/or the WFRC Transportation and Land Use Connection (TLC) program.
- **Land Swap:** Woods Cross will maintain collaboration with property owners situated immediately west of the FrontRunner Station, between the two rail corridors, to acquire property that may ultimately be utilized as an active transportation corridor.
- **Design & Construction of 700/800 West:** A specific design will be developed for the 700/800 West corridor by Woods Cross. Given the direct interface of this street

# Critical Path Tasks

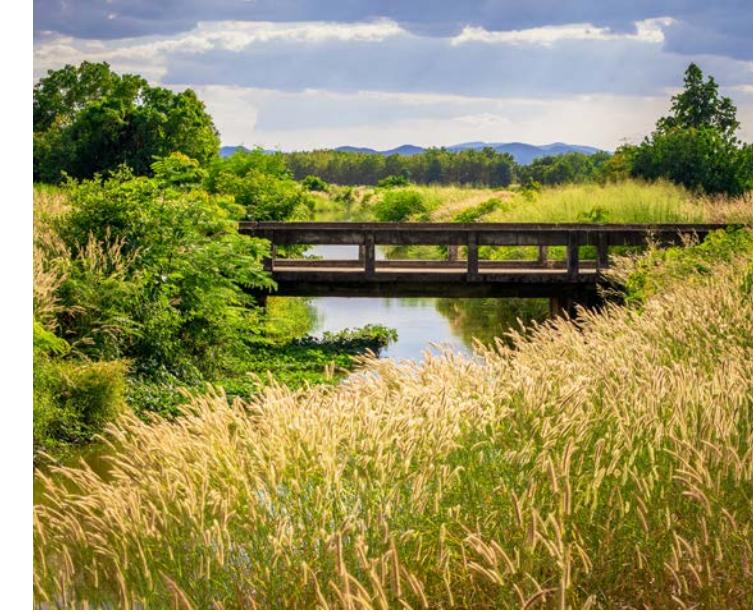


## 4 Greenfield Land Entitlement

- **Property Owner Coordination:** The properties within this area are currently owned by the Kingston Family Trust (KFT), which has expressed interest in pursuing entitlement and development in the future. Coordination with KFT has been ongoing for several years and is expected to continue as part of the process to meet the requirements of a future Special Purpose District (SPD) Ordinance.
- **Special Purpose District (SPD) Ordinance:** Unlike traditional zoning ordinances that outline standards within the city code, Special Purpose Districts (SPDs) are a specialized zoning tool that typically requires the creation of a community plan and development standards, formalized through a Master Development Agreement (MDA). Establishing an SPD for properties owned by KFT will allow Woods Cross City to negotiate specific planning and design elements that align with community priorities, thereby enhancing development quality and ensuring that land use patterns, densities, and architectural character integrate seamlessly with the community's vision.
- **Delineation of Wetlands:** Wetlands exist on properties owned by KFT. To assess their impact on future development potential, it will be necessary to conduct surveys and update the delineation of these wetlands.
- **Community Plan & Design:** Should an SPD be established, KFT will be required to prepare a community plan and design for their properties. This plan will outline infrastructure improvements, the location of specific land uses, densities, open space locations, and other features required by the ordinance. The plan will undergo review, negotiations, and approval by the Woods Cross City Council, ultimately serving as a foundational document to support the entitlement of the property.
- **Design Guidelines & Standards:** As part of the community plan and design, KFT will develop detailed design guidelines that establish specifications for land use types, street layouts, architectural styles and materials, building lots (i.e., setbacks and heights), and other development standards required by the ordinance. These guidelines will be subject to review, negotiation, and approval by the City Council, alongside the community plan, to ensure alignment with the city's expectations and requirements.

## 5 Environmental Remediation

- **Utah Department of Environmental Quality (UDEQ) Coordination:** Remediation efforts to address contaminants within the plan area have been underway for several years, including groundwater treatment and containment measures. Ongoing monitoring of the site and continued collaboration with the Utah Department of Environmental Quality (UDEQ) will be essential to determine the architectural and engineering solutions required to support future development.



## 6 500 West & 700 South Redevelopment

- **Tax Increment District:** As outlined in the plan, the areas surrounding 500 South and 700 West present significant redevelopment potential. However, these projects will likely require tax increment financing to address the gaps associated with infrastructural improvements and other enhancements that surpass current market conditions. To initiate the generation of such increment, Woods Cross will engage a public finance expert to establish a tax increment district, such as a Community Development Area (CDA) or Redevelopment Agency (RDA).
- **Mixed Use (MU) Ordinance:** To facilitate a diverse mix of uses within this area, it is recommended that a Mixed Use (MU) Ordinance be incorporated into the Woods
- Cross City Code. This ordinance will provide additional flexibility for property owners and real estate developers to adapt to market dynamics. It may be developed as or supplemented by a form-based code to define building massing and architectural character.
- **Property Owners Coordination:** Recognizing that several properties and operations within this area are owned and managed by members of the Woods Cross community, it is highly recommended that Woods Cross City engages with all property owners to understand their respective plans and intentions for their properties.

# Critical Path Tasks

## 7 Environmental Remediation

- **UTA Coordination:** Enhancing the station with additional amenities and facilities will necessitate collaboration between Woods Cross City and the Utah Transit Authority (UTA). A thorough understanding of UTA's engineering requirements, long-range plans for the station, and park-and-ride demand will be essential before determining the appropriate amenities, identifying funding sources, and deciding which entity will oversee implementation.
- **Design & Construction of Station Enhancements:** Once modifications are agreed upon between Woods Cross and UTA, specific design and engineering will be required. It is anticipated that UTA will

engage consultants for this purpose. It is strongly recommended that Woods Cross actively participates in this process to ensure that improvements to 800 West are seamlessly integrated into the station's new features, thereby optimizing access to the station.

- **New Transit Routes:** As development progresses in the northwestern portion of the station area, the demand for additional transit services will rise. To address this demand, coordination among the Woods Cross community, Woods Cross City, West Bountiful, UTA, and UDOT will be crucial to determine the most suitable transit routes.



## 8 Refinery & Terminal Pump Station

- **Coordination with HF Sinclair:** The presence of the Holly Refinery remains the most significant constraint to growth within this area. To mitigate its impact, it is strongly recommended to explore opportunities for minimizing its presence through measures such as enhancing perimeter walls, treating storage tanks, or modernizing scrubbing systems. During the planning process, HF Sinclair expressed interest in modifying FrontRunner operations at the Woods Cross station, potentially limiting service to peak hours. If such changes occur, HF Sinclair has indicated the possibility of contributing funding for the construction of a new station in a nearby location, outside of the refinery's blast radius, to replace the existing FrontRunner operations. These considerations will require extensive coordination and negotiation between HF Sinclair, UTA, and Woods Cross City.
- **Review & complete pump station redesign:** Designs for a modified access point to the terminal pump station have been prepared and presented to the Woods Cross City Council. Upon approval, this redesign will serve as a critical element in guiding redevelopment opportunities around the 500 South and 700 West intersections.
- **Negotiate additional enhancements & buffers:** Efforts to enhance buffers, implement specific treatments, and modernize scrubbing and cleaning systems have been underway for several years. As development activity increases in the northwestern portion of the station area, it is strongly recommended that Woods Cross City, along with affected property owners, actively participate in ongoing negotiations. This will ensure that the needs and priorities of the Woods Cross community are effectively represented and addressed.