



*A central “square-about” creates a large public space while distributing traffic onto smaller local streets.*

In what will be the largest Transit-Oriented Development in Utah, this plan, completed with DPZ Co-Design, places a new downtown on the 294-acre brownfield formerly occupied by the Geneva Steel Mill, soon to be the location of a stop on the FrontRunner commuter rail that connects Salt Lake City to Provo, and eventual TRAX light rail as well. The site conveniently lies between a growing Utah Valley University Campus, just across the railbed to the east, and the coast of picturesque Utah Lake to the west. Vineyard is one of the fastest growing cities in the U.S., but thus far has not developed any of the mixed-use walkable urbanism that can be found in the state’s older communities. This plan re-centers Vineyard on its rail stop, and shapes roughly 9.5 million square feet of new growth into a complete community of places to live, work, shop, worship, and recreate.

Taking advantage of its large site, the plan is organized as two neighborhoods, each centered on a linear promenade reaching to the lakefront and connected by a main avenue. The larger promenade, illustrated above, terminates on a civic square, which then transitions to a “shared space” main street reaching to the station plaza. The square itself functions as a traffic distribution device, like a roundabout, so that no one street beyond it need contain more than two driving lanes.

The site is challenged by a surface highway, the Vineyard Connector, currently planned to separate the majority of the development from its waterfront parcels. While advocating that the connector be either moved eastward or reconfigured into a true multi-modal boulevard, the plan was completed in two versions, one which responds to a less auspicious outcome by having each promenade’s streets bridge over a lowered highway to ensure lakefront connectivity.

Contact: Bronson Tatton, Flagship Development

bronson@forsail.com