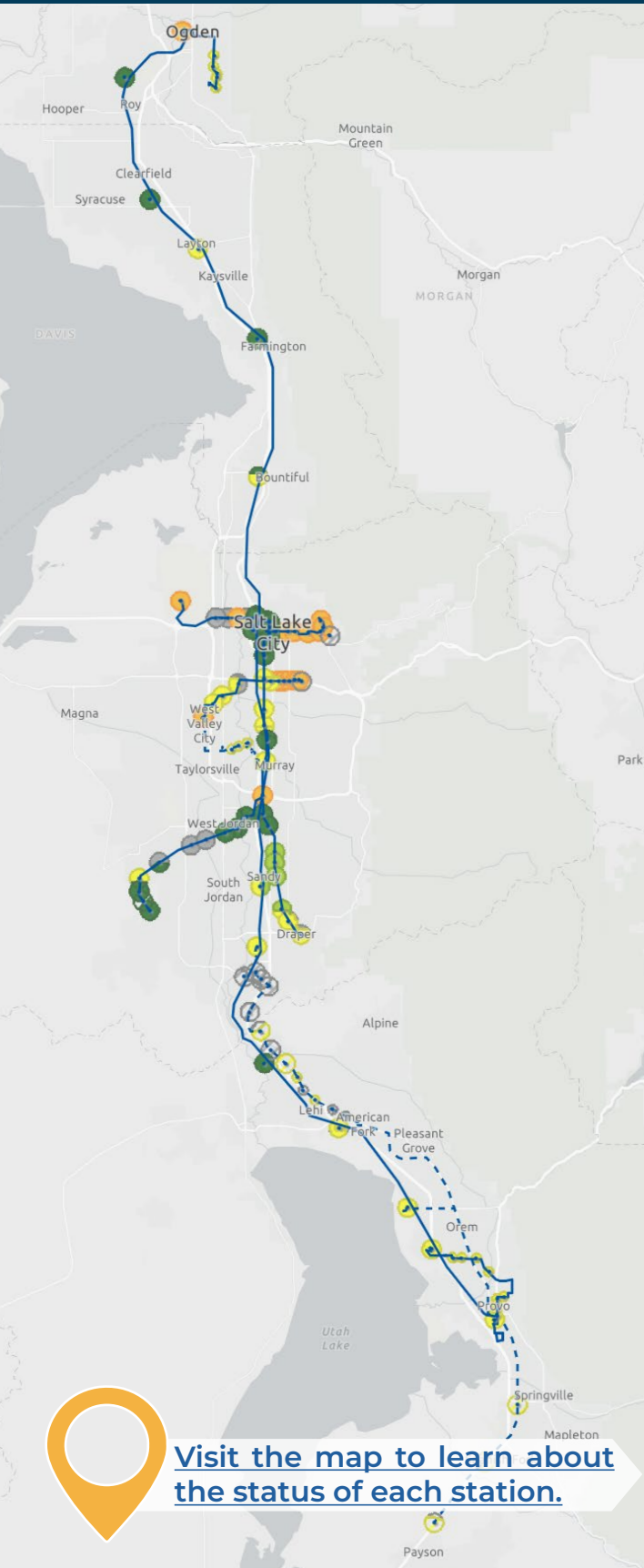


# STATION AREA PLANNING

## *Progress Update*

MARCH 2025



Station Area Plans (SAP) guide cities to maximize the potential in appropriate areas surrounding regionally significant transit stations through a collaborative city-led planning approach, allowing cities to determine how best to meet shared objectives without mandating a specific approach. The SAP objectives are consistent with the [Wasatch Choice Vision](#):

- ▶ Increase the availability and affordability of housing.
- ▶ Promote sustainable environmental conditions.
- ▶ Increase transportation choices and connections.
- ▶ Enhance access to opportunities.

As a result of [HB462 \(2022\) Housing Affordability Amendments](#), cities with a fixed-guideway transit station (rail or BRT) are required to develop a SAPs and update zoning to implement the SAP. The Wasatch Front Regional Council (WFRC) and Mountainland Association of Governments (MAG), are responsible for certifying SAPs.



# Implementation and Progress

## Review and Certification of Station Area Plans

WFRC and MAG are responsible for certifying Station Area Plans. A form to submit Station Area Plans and relevant resolutions for review and certification is available.

Of the 127 station areas\*

**20**

Stations where station area planning has not begun

**20**

Stations with planning that pre-dates HB462

**49**

SAPs being prepared for adoption

**0**

SAPs submitted for certification

**38**

SAPs certified by MPO

\*There are 95 eligible stations along the Wasatch Front. The defined "station areas" for several stations extend into multiple jurisdictions, which is why the total number of station areas exceeds the number of stations.

To view certified plans, visit [wfrc.org](http://wfrc.org) or [magutah.gov](http://magutah.gov)

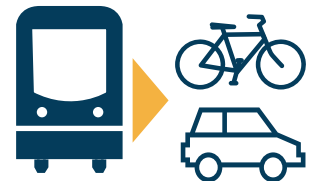
## Impact of Station Area Planning



**~34,000** housing units planned in the first 33 SAPs certified

*At this rate, there would be over 88,000 units planned across the 95 stations!*

**4** potential/planned street or bicycle connections within each new SAP, on average



## Technical Assistance

WFRC and MAG also provide technical assistance to help communities implement HB462, in partnership with UTA, and with support from the Governor's Office of Economic Opportunity. Applications are accepted on a rolling basis, and reviewed by the program partners. WFRC, MAG, and UTA work with communities to move SAPs forward quickly once they receive funding.

**79/127** Station areas have received technical assistance\* to fund planning activities around their station areas.

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

The Governor's Office of Economic Opportunity (GOEO) provided \$5 million to fund SAP technical assistance in partnership with WFRC and MAG and Utah Transit Authority. Thus far...

**25** applications for SAP technical assistance have been awarded

**\$3.722 million** in technical assistance funding has been allocated



# Project Highlight

## Sandy City's Comprehensive Approach

In 2022, Sandy City was preparing to publish an RFP for a comprehensive general plan update. With the passage of HB462 that spring, the scope of work for the general plan RFP was revised to include the development of five station area plans. The fortuitous timing of HB462 led to the SAP preparation process unfolding in a highly integrated way with the general plan update in researching existing conditions, identifying community values, and key strategies, and aligning goals and policies. Preparing five stations together also allowed the team to consider how the stations work together as a whole system.

Despite neighborhoods around most of Sandy's stations are largely built-out as stable neighborhoods, with minimal opportunities for change, the City creatively planned for cohesive growth. Sandy City had already been working for years to develop one of the region's great TODs at the Sandy Civic Center Station, known as East Village. The project team looked closely at remaining opportunity areas and considered what infill and redevelopment areas might look like in the surrounding community. One of the most important outcomes was recognizing the need to improve connections with the surrounding built environment. Residents that originally expressed concerns with the potential impact of stations when they were being built years ago, which led to the installation of physical barriers and disconnection from the stations, were now expressing a desire for better access. The process of preparing the SAPs also emphasized the importance of relationships with regional partners such as WFRC, UDOT, UTA, and school districts.



Sandy City SAP Renderings and Photos



# Project Highlights

## Clearfield FrontRunner

Clearfield had engaged in Station Area Planning before, having adopted one in 2019. Then, the requirements of HB462 allowed the city to revisit the plan and address an expanded area around the station.

The updated SAP contemplates an urban street network including streetscape landscaping, benches, streetlighting, a new bus loop, and a curb-separated bike lane on Station Boulevard. Additionally, it includes a connection to the Denver & Rio Grande Western Rail trail to Clearfield Station via Antelope Drive, and as well as to a nearby hospital. Much of this is underway now! The first phase of vertical construction will commence in 2025, beginning with a 213-unit residential mixed-use project on Station Boulevard. This will include two buildings, shared amenities such as a dog park, and corner commercial space. Additional connections, retail, and entertainment are planned near the station.

**550,000**  
*sq. ft of new office*

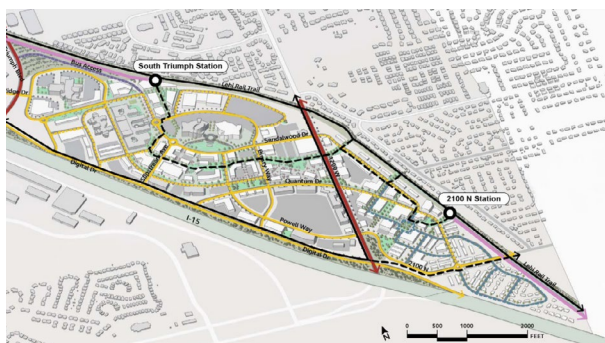
**67,500**  
*sq. ft of new commercial*

**2.25**  
*acre public park & playground*

**1,000**  
*units of additional housing*

**Anchor Tenant**  
*The Front Climbing Gym*

Clearfield FrontRunner SAP Facts



Lehi SAP Land Use, Public Space, and Mobility Maps

## Lehi Hospital and 2100 N

Lehi's Station Area Plan, certified in 2024, will transform the area into a vibrant, mixed-use neighborhood that blends an industrial aesthetic with a strong focus on health and wellness. With its walkable and bikeable streets, the area will prioritize easy, safe connections between key destinations, making it a well-connected hub for both residents and visitors.

The neighborhood will celebrate its industrial heritage while fostering a health-focused community, attracting health-related businesses, medical offices, fitness centers, and wellness initiatives. This transit-oriented district will promote active, healthy lifestyles and offer a dynamic mix of opportunities for living, working, shopping, and recreation, all within an environment that feels distinctly industrial yet forward-thinking.



Aerial Image of Lehi Station Area