

NORTH LEHI STATION AREA PLAN

OCTOBER 7, 2024



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ACKNOWLEDGMENTS

MAYOR

Mark Johnson

CITY COUNCIL

Paige Albrecht

Chris Condie

Paul Hancock

Heather Newall

Michelle Stallings

Katie Koivisto

Mike Southwick

PLANNING COMMISSION

Brent Everett

Tyson Eyre

Gregory Jackson

Emily Lockhart

Nicole Kunze

Beau Jones

Kenneth Roberts

MANAGEMENT TEAM

Kim Struthers, AICP, Lehi City

Mike West, AICP, Lehi City

Brittney Harris, AICP, Lehi City

Dan Wayne, Mountainland Association of Governments

Kayla Kinkead, UTA

Valarie Williams, UTA

COMMUNITY ADVISORY COMMITTEE

Jared Morgan

Josh Holt

Chad Watkins

Scott Carlson

Paul Hancock

Jim Hawthorne

Derek Farnes

Paul Drake

Jeanteil Livingston

Charles Sales

Kevin Hintze

Chris Santacroce

TECHNICAL ADVISORY COMMITTEE

Brad Kenison | ENGINEERING

Trent Dyer | PARKS

Paul Drake | REAL ESTATE/TOD

Marlin Eldred | ECONOMIC DEVELOPMENT

Eric Rasband | UDOT

Eric Mason | UDOT

Luke Seegmiller | TRAFFIC ENGINEER

Todd Munger | ENVIRONMENTAL

Cameron Boyle | CITY ADMINISTRATION

Greg Allred | WATER SYSTEMS

Bart Miller | POWER DEPARTMENT

Brad Benson | STREETS

Garion Rowett | FIRE MARSHAL

CONSULTING TEAM

Christine Richman, AICP, GSBS Consulting

Connor Stone, GSBS Consulting

Cameron Londono, GSBS Consulting

Elizabeth Jackson, GSBS Consulting

Garrett Stone, GSBS Consulting

Reid Cleeter, GSBS Consulting

Dan Cawley, Fehr & Peers

Kathrine Skollingsberg, Fehr & Peers

Jason Claunch, Catalyst Commercial



EXECUTIVE SUMMARY

The North Lehi Station Area presents a unique opportunity for transit-oriented development, leveraging proximity to both Utah and Salt Lake Counties, and its role as a significant junction between already established activity centers, such as The Point and Thanksgiving Point. The future light rail station will catalyze development in the area and provide new opportunities for housing, commercial, and recreational spaces while promoting multi-modal connectivity, and environmental sustainability, and expand Lehi City’s housing opportunities.

This plan envisions creating a transit-oriented district that builds upon future transportation infrastructure projects including I-15 and the Point of The Mountain Transit Corridor. The station area framework accommodates diverse residential needs and promotes active transportation options with a robust network of shared-use paths for pedestrians and cyclists.

Vision: The North Lehi Station Area will establish and maintain a unique hub of neighborhood activity, easily accessed by people of all ages and abilities across the region.

The North Lehi Station Area will establish and maintain a unique hub of neighborhood activity, easily accessed by people of all ages and abilities across the region.

NORTH LEHI STATION AREA VISION



Several existing and future opportunities exist adjacent to the future station site and catalyze the overall station area vision. These developments will support the social fabric of the area and are the basis of the station area’s establishment:

- + **Lehi City Shadow Ridge Park – In process**
- + **Vistas at Point Crossing Transit-Oriented Development - In process**
- + **500,000 square feet of entitled office development**
- + **Traverse Mountain Neighborhood - Existing**

Successful implementation of the plan is focused around these core elements:

GATHERING PLACE

- Active Transportation Spine
- Station Area
- Village Green
- Village Center
- Open Space Buffer System

CONNECTIVITY

- Internal Grid
- External Grid

FUTURE LAND USE

- Overall Composition
- Open Space
- Commercial Development

01

Introduction



INTRODUCTION

The North Lehi Station area is located at the northern entrance to Utah County. The future station will be the first stop on a new light rail line, connecting Utah and Salt Lake counties. The future North Lehi station will serve as a critical junction between two already established activity centers — The Point and Thanksgiving Point. The station is also positioned at the intersection between Lehi’s Traverse Mountain neighborhood, surrounding greenspace, and critical transportation infrastructure such as I-15, future arterial corridor, and a regional trail system.

Lehi City, the center of Utah’s future, is a vibrant community of rich history, and family-oriented neighborhoods, with an emerging technical and business center. With its continuing preservation of a small town feel and sense of community, Lehi City welcomes new residents and businesses.

LEHI GENERAL PLAN VISION

The North Lehi Station creates an opportunity to tie together all of these existing and planned infrastructure and destinations as well as creating a gathering place that fits the community’s vision.

Lehi City’s vision, outlined in their recently updated General Plan, guided the North Lehi Station Area planning process.

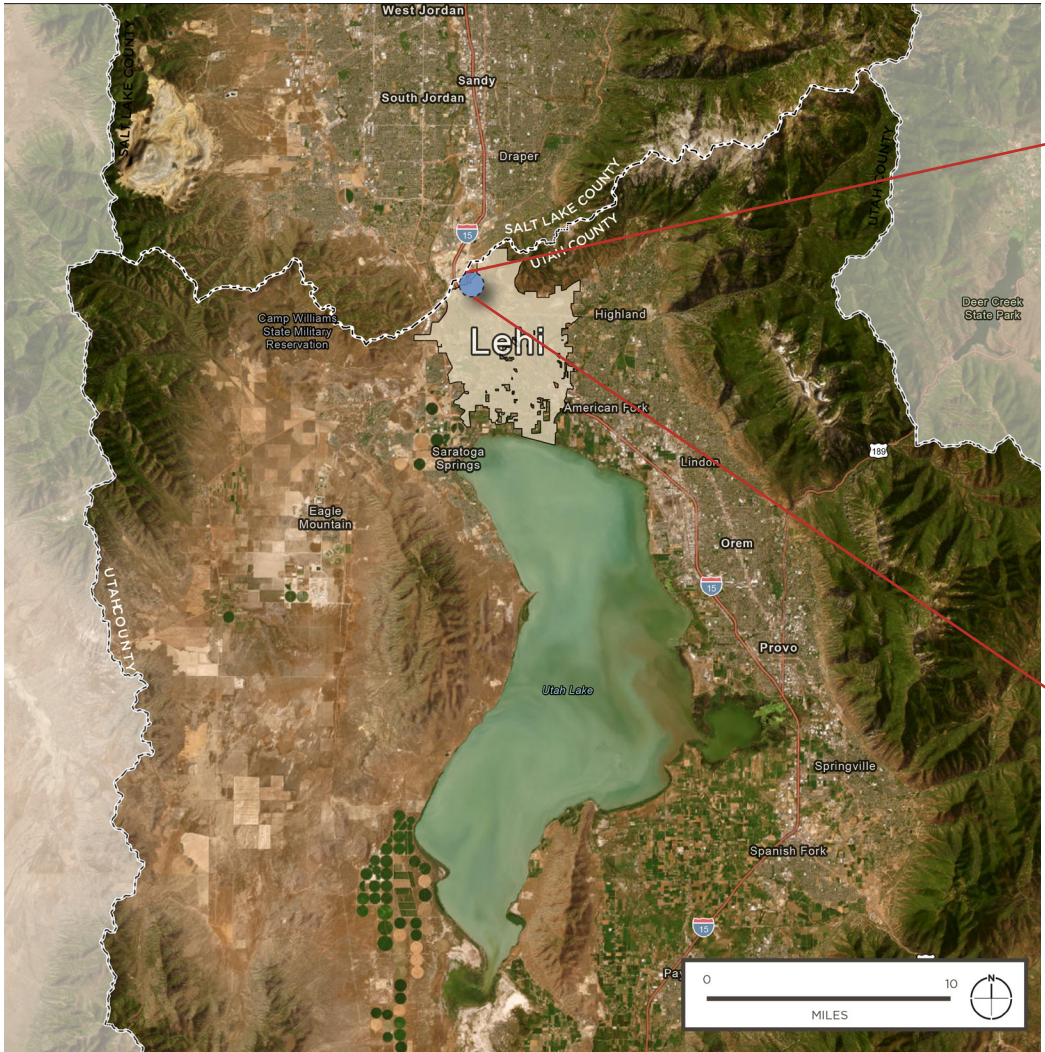


FIGURE 1-1: REGIONAL PROXIMITY

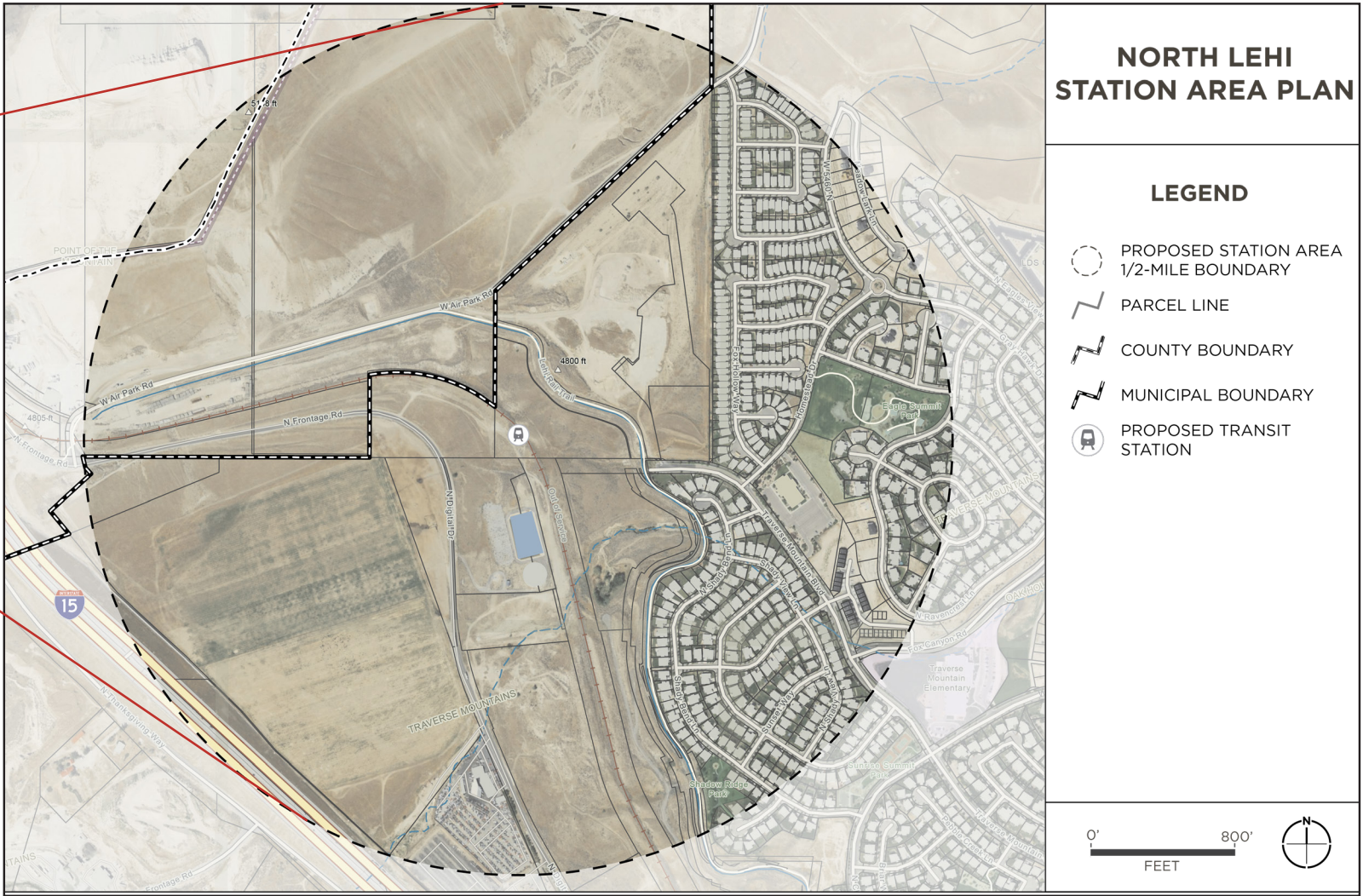


FIGURE 1-2: STATION PLANNING AREA

PLANNING PROCESS

The North Lehi Station Area Planning Process followed a three-step process.



WHAT YOU HAVE, identified the current conditions that influence or impact the future development of the site. This process included review of previous plans, city-wide statistics, and comprehensive data collection. By analyzing this data, the document identifies trends, patterns, strengths, weaknesses, opportunities, and constraints associated with the area. This analysis provides a factual foundation for decision-making in future initiatives and guides the identification of strategies, policies, and interventions to address existing issues and built on the planning area’s strengths.

WHAT YOU WANT provides the plan vision, values, and key strategies. The plan vision was identified through an iterative process based on community and stakeholder feedback at each step in the process.

HOW YOU GET THERE, provides the road map for achieving the plan vision. The implementation plan identifies the goals, objectives, policies, and actions for the future.

The following pages of the plan will outline the details of this three-step process.



NEW SHADOW RIDGE PARK



EAGLE SUMMIT PARK

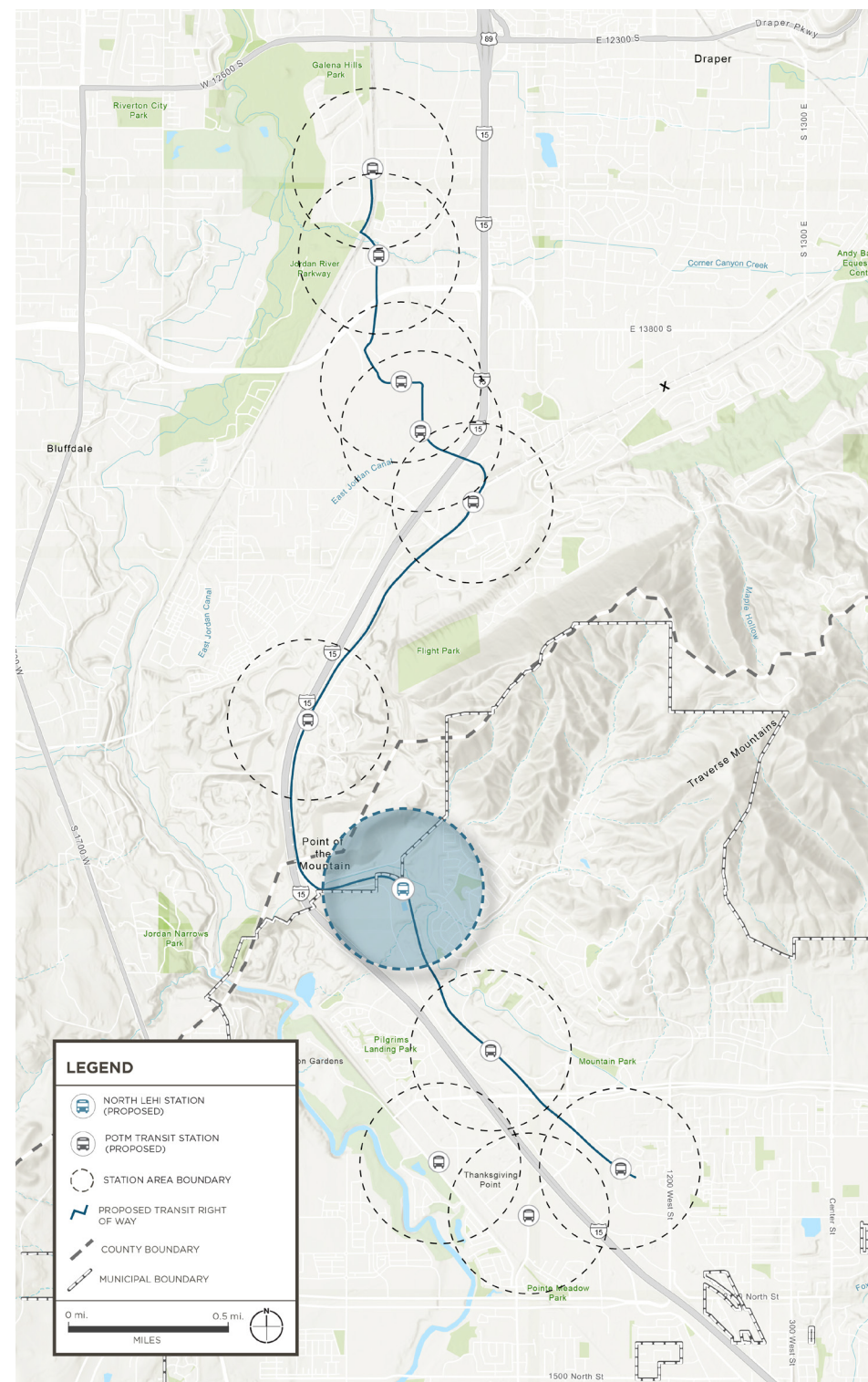


FIGURE 1-3: POINT OF THE MOUNTAIN TRANSIT STUDY AREA

PLANNING AREA

The North Lehi station planning area encompasses everything within a half mile radius of the proposed North Lehi Station site. This area presents several challenges and opportunities unique to its geography and mix of land ownership.

Opportunities

- Proximity to both Utah and Salt Lake Counties
- Speculative development opportunities for private landowners
- Existing and planned infrastructure projects (I-15, Digital Drive, Rail Trail)
- Connection to growth at The Point and Thanksgiving Point
- Public and private land ownership offers varied development possibilities

Challenges

- Coordination between landowners – State, county, City, private
- Limitation of residential density in the area
- Infrastructure impact on access and connectivity
- Establishing a unique, context-sensitive vision amidst regional growth
- Involvement of multiple stakeholders and coordination complexities

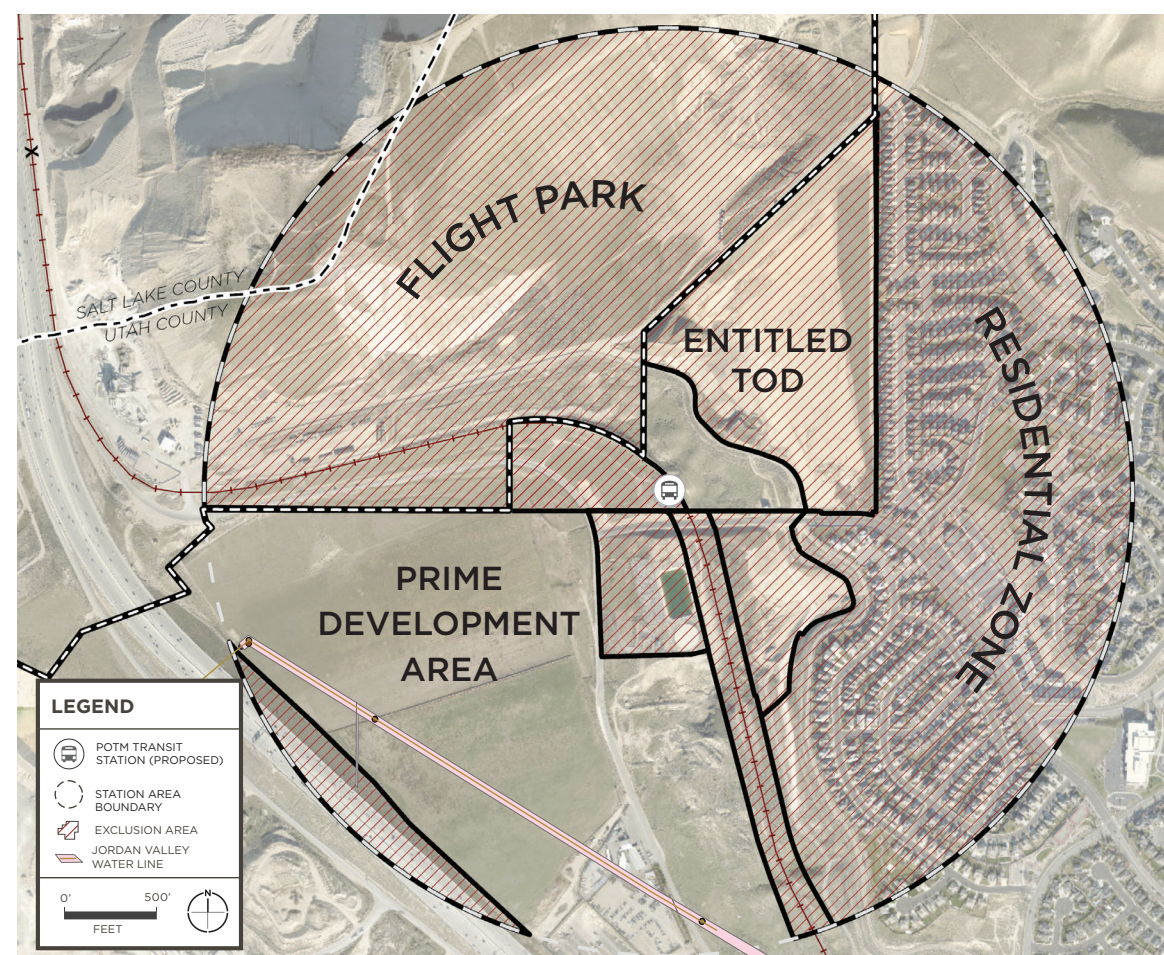


FIGURE 1-4: PLANNING AREA FOCUS

STATUTORY REQUIREMENTS

Recognizing the significant impact of housing and land use policies on transportation choices, quality of life, and environmental concerns, the Utah Land Use Development and Management Act (10-9a-403, UCA) mandates that local land use policies integrate these factors. Key provisions require cities to modify their moderate-income housing strategies and establish mechanisms for state funding based on compliance with transit-oriented planning. The Act mandates the creation of Station Area Plans (SAP) at existing and planned fixed-guideway stations to enhance housing options, especially in anticipation of growth. Although no transit station currently exists, plans are underway for a future light rail transit (LRT) station in northern Lehi. This includes assessing all land within a half-mile radius for potential redevelopment and a quarter-mile radius for bus-based infrastructure.

Collaboration among state commissions, regional agencies, municipalities, and developers is essential for promoting housing affordability and availability. Lehi's 2022 General Plan Update aligns with MAG's 2050 Regional Transportation Plan, enabling civic leaders to create effective land use policies that support economic growth while minimizing negative impacts. Lehi's approach includes:

- Updating zoning to meet moderate-income housing requirements.
- Identifying areas for change to balance resident stability with growth needs.
- Developing a future land use map reflecting public sentiment and planning for higher densities along transit corridors.

These efforts establish a foundation for detailed planning along the I-15 corridor to support light rail expansion.

STATE SAP PILLARS



Increase the availability and affordability of housing



Promote sustainable environmental conditions



Enhance access to opportunities



Increase transportation choices and connections

TRANSIT-ORIENTED DEVELOPMENT - UNDER CONSTRUCTION



SHADOW RIDGE PARK - UNDER CONSTRUCTION



PLAN BASIS

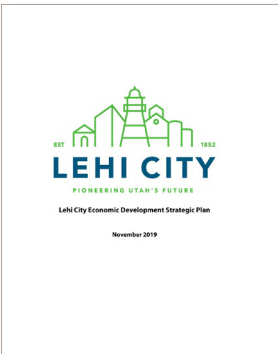
The North Lehi Station Area Plan is a tool that supports Lehi’s General Plan framework, goals, and objectives. Station area planning occurred within the context of Lehi’s broader goals and policies. Several existing local and regional plans informed the North Lehi station planning process.

These plans were reviewed and analyzed as part of this process, with the following relevant points:



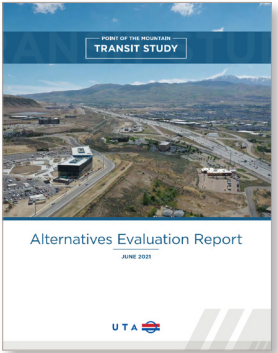
LAND USE ELEMENT UPDATE, LEHI CITY GENERAL PLAN JANUARY, 2022

- Density in North Lehi station area limited to 1,060 new units
- Future land use identified as mixed use - commercial and transit-oriented development



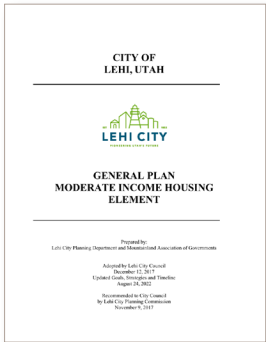
LEHI CITY ECONOMIC DEVELOPMENT STRATEGIC PLAN NOVEMBER, 2019

- Sustain a well-balanced economic base
- Recruit, invest in, and support high-tech manufacturing and professional services



POINT OF THE MOUNTAIN TRANSIT STUDY JANUARY, 2024

- Basis of proposed future North Lehi Station
- Original mode identified as BRT
- Re-evaluation released in January 2024 identified LRT as preferred mode



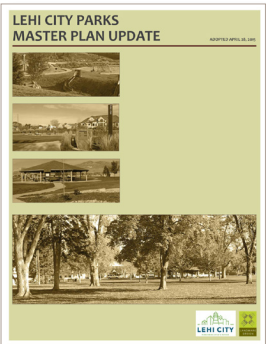
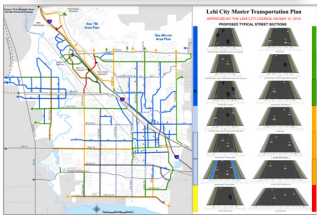
MODERATE INCOME HOUSING ELEMENT UPDATE DECEMBER, 2017 UPDATED MAY, 2024

- Develop and adopt a station area plan in accordance with Section 10-9a-403.1
- Create a housing and transit reinvestment zone pursuant to Title 63N, Chapter 3, Part 6, Housing and Transit Reinvestment Zone Act
- Amend land use regulations to allow for high density or new moderate income residential development in commercial or mixed-use zones near transit investment corridors
- Create or allow for, and reduce regulations related to, multifamily residential dwellings compatible in scale and form with detached single-family residential dwellings and located in walkable communities within residential or mixed-use zones



2050 REGIONAL AND LEHI CITY TRANSPORTATION PLANS JUNE, 2023

- Digital Drive widening to 5-lane collector
- New interchange at southern edge of North Lehi station planning area
- Proposed fixed guideway system (North Lehi Station Area line)
- **Bicycle and Pedestrian Plan:** Active transportation path with grade separated crossings at I-15



LEHI CITY PARKS MASTER PLAN UPDATE APRIL, 2015

- Provide a diverse and connected system of parks, trails, and recreational facilities
- Ensure a park ratio of 4.5 acres for every 1,000 residents
- Promote water conservation

02

Existing Conditions

AGE

Utah’s median age is 31.4 years, while Lehi’s median age is slightly younger at 27, and the station planning area averages 25.6. This youthfulness is largely due to large families and the presence of technology companies that attract young professionals. The largest age group in the station area is children under 18, making up 30.6% of the population, followed by young adults aged 20 to 24 at 20.5%. This indicates Lehi’s family-oriented nature with many households having young children. Other age groups are evenly distributed, with those aged 25 to 44 and 45 to 64 each representing just over 20%, while seniors 65 and older account for about 8%. The demographic makeup reflects the region’s strong economy, high quality of life, and cultural norms.

INCOME

The North Lehi Station Area has a strong income base with a median household income of \$106,735 compared to Utah County’s \$85,910,

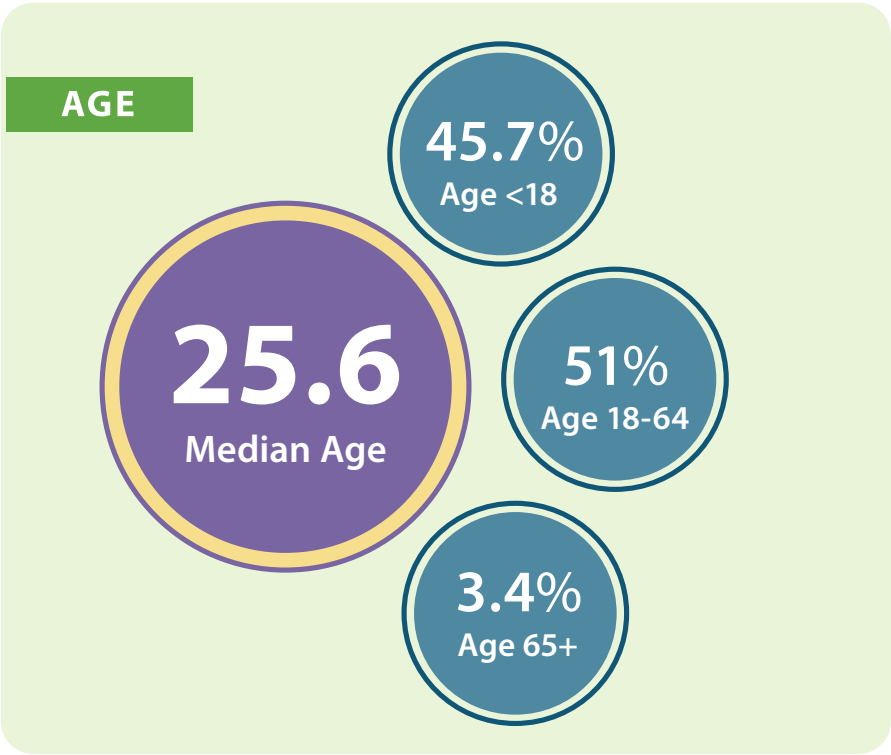
according to ESRI. These higher incomes give residents more discretionary spending opportunities on services and goods like retail, entertainment, and food. This results in economic and social benefits for the City.

EDUCATION

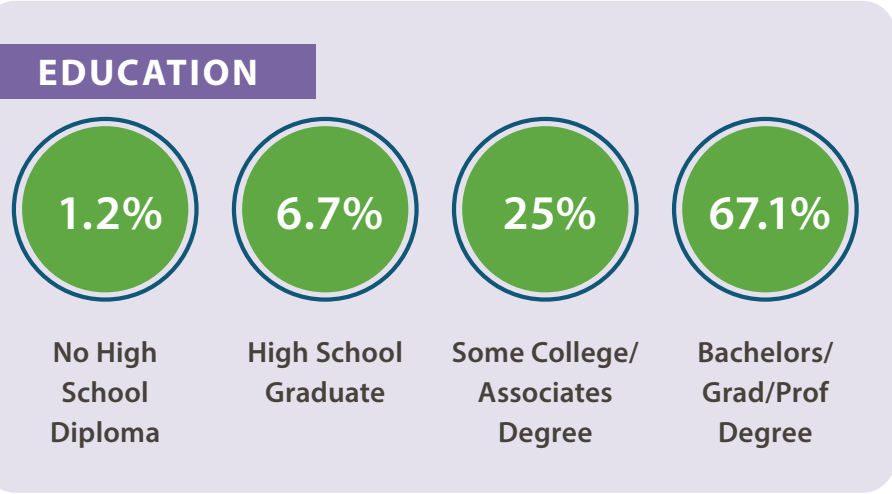
Educational attainment levels in the station area provide insight into the community’s demographic characteristics and potential for socioeconomic dynamics. The area boasts a high level of educational attainment among residents. The majority, 67.1 percent, hold a bachelor’s degree, which is significantly higher than the nationwide average of 32.9 percent. The area’s high level of educational attainment suggests economic advantages that have the potential to generate desirable employment opportunities, and an overall informed and actively involved community.

TABLE 2-1: INCOME

CATEGORY	UTAH COUNTY	NORTH LEHI STATION AREA
Median Household Income	\$85,910	\$106,735
Median Disposable Income	\$69,175	\$86,720



FLIGHT PARK STATE RECREATION AREA



LAND USE & ZONING

CURRENT ZONING

TABLE 2-2: STATION AREA ZONING

ZONE	%	ACREAGE
Planned Community (PC)	35.6%	195.1
Commercial (C)	1.1%	5.8
Light Industrial (LI)	3.0%	16.5
Transitional Holding (TH-5)	18.9%	103.4
Transit Oriented Development (TOD)	10.1%	55.3
Public Facility (PF)	1.8%	10.1
Unincorporated & County Zoning (RA-5, M&G-1, and I)	29.5%	161.7
TOTAL	100%	547.86

Planned Community (PC)

Approximately one-third of the station area is classified as Planned Community (PC) zoning and coincides with the Traverse Mountain Area Plan. PC zoned areas in this area include designations for residential and open space. Considering the unique terrain of the study area, development standards that align with the hillside preservation ordinance are necessary to mitigate geological hazards for the community and ensure the preservation of critical open space.

Commercial (C)

Commercial zoning is intended to provide convenient locations for retail, office, and business/commerce activities to encourage the efficient use of land, enhance property values, and strengthen the City’s tax base. The station area is comprised of less than one percent commercially zoned land currently, although additional land will become commercial in future phases of development.

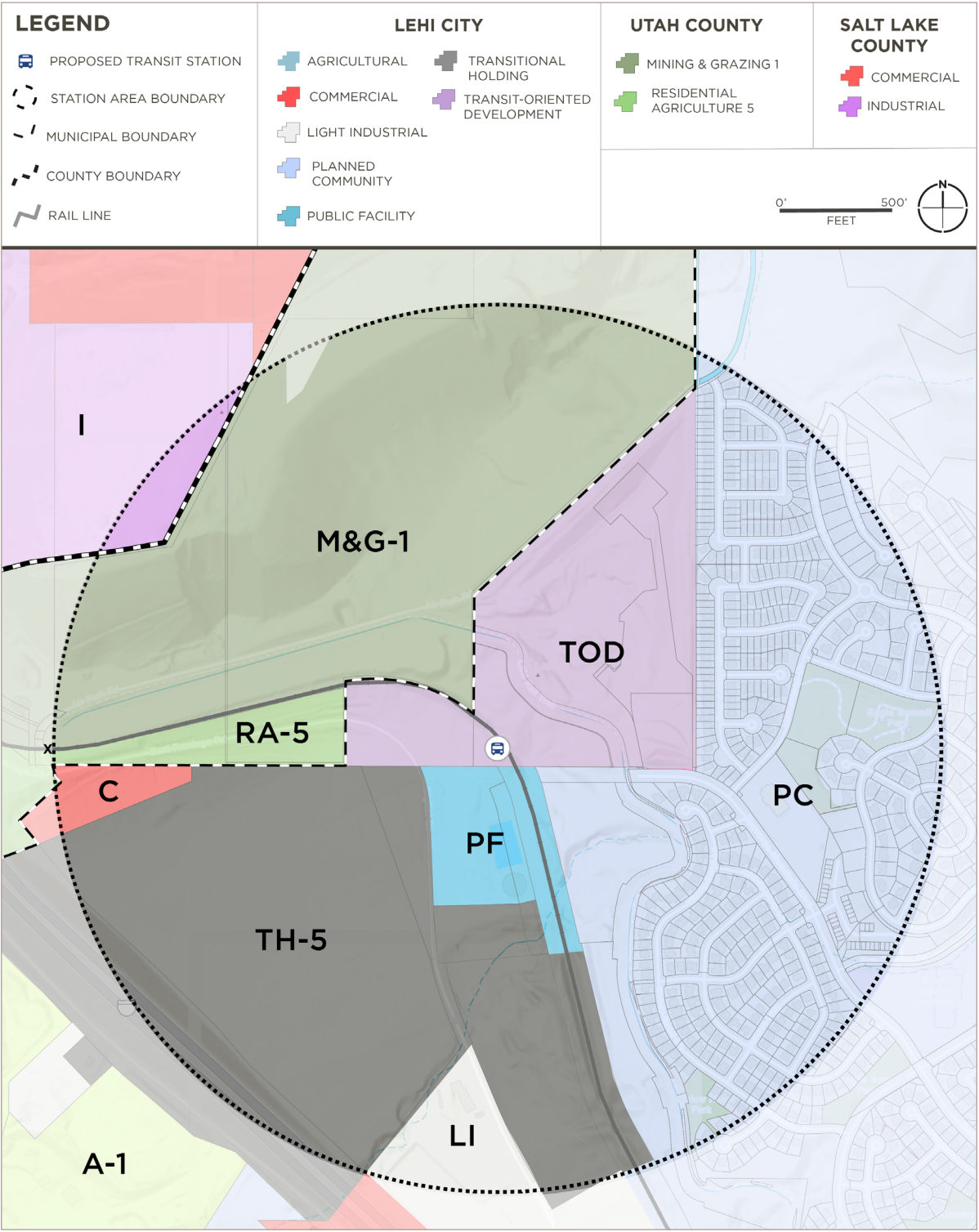
Light Industrial (LI)

Light Industrial zoning provides locations for low-impact industrial uses and activities to provide economic diversity and employment opportunities. Light Industrial zoning covers less than 2 percent of the station area. If deeper connections to the Traverse Mountain Outlet Mall and other points south are desired, this type of land use and zoning may be in conflict as development in the station area expands beyond initial phases. Lehi’s General Plan shows these areas transitioning to commercial.

Transitional Holding-5 (TH-5)

Transitional Holding is a zoning district primarily implemented following an annexation where no water is dedicated and no culinary or pressurized irrigation water services are provided. About twenty percent of the station area falls within this zoning. In terms of future development plans for this 100-acre area, there is not currently anything approved by the City.

FIGURE 2-3: ZONING MAP



Transit Oriented Development (TOD)

Transit Oriented Development zoning provides for the implementation of Lehi City's General Plan and to reduce automobile dependency. The creation of self-sustaining, walkable, and bikeable neighborhoods will enable residents to commute, enjoy shopping and recreational opportunities, and have access to mass transit. Twelve percent of the station planning area falls under this zoning code; this land is owned by the Clyde Group, a subsidiary of Geneva Rock. They are in the process of developing a 404-dwelling unit community directly northeast of the future transit station called the Vistas at the Point.

Mining or Grazing (M&G-1)

The M&G-1 Zone is a Utah County zoning ordinance that covers areas within the county suited for livestock grazing, mining of earth products, and industrial operations that are not appropriate near urban centers. These areas are typically limited by climate, topography, soil capability, inadequate water supply, or the presence of economically significant mineral deposits. This zoning covers over 25 percent of the station planning area and is associated with Geneva Rock's quarrying operation and the state-owned public park.

Public Facility (PF)

The Public Facilities District serves the purpose of supplying land areas for publicly owned buildings and facilities. A City-owned irrigation pond and culinary water tank are located directly south of the future station and comprise about 10 acres, or 2 percent of the project area, including the pond and its fenced boundary.

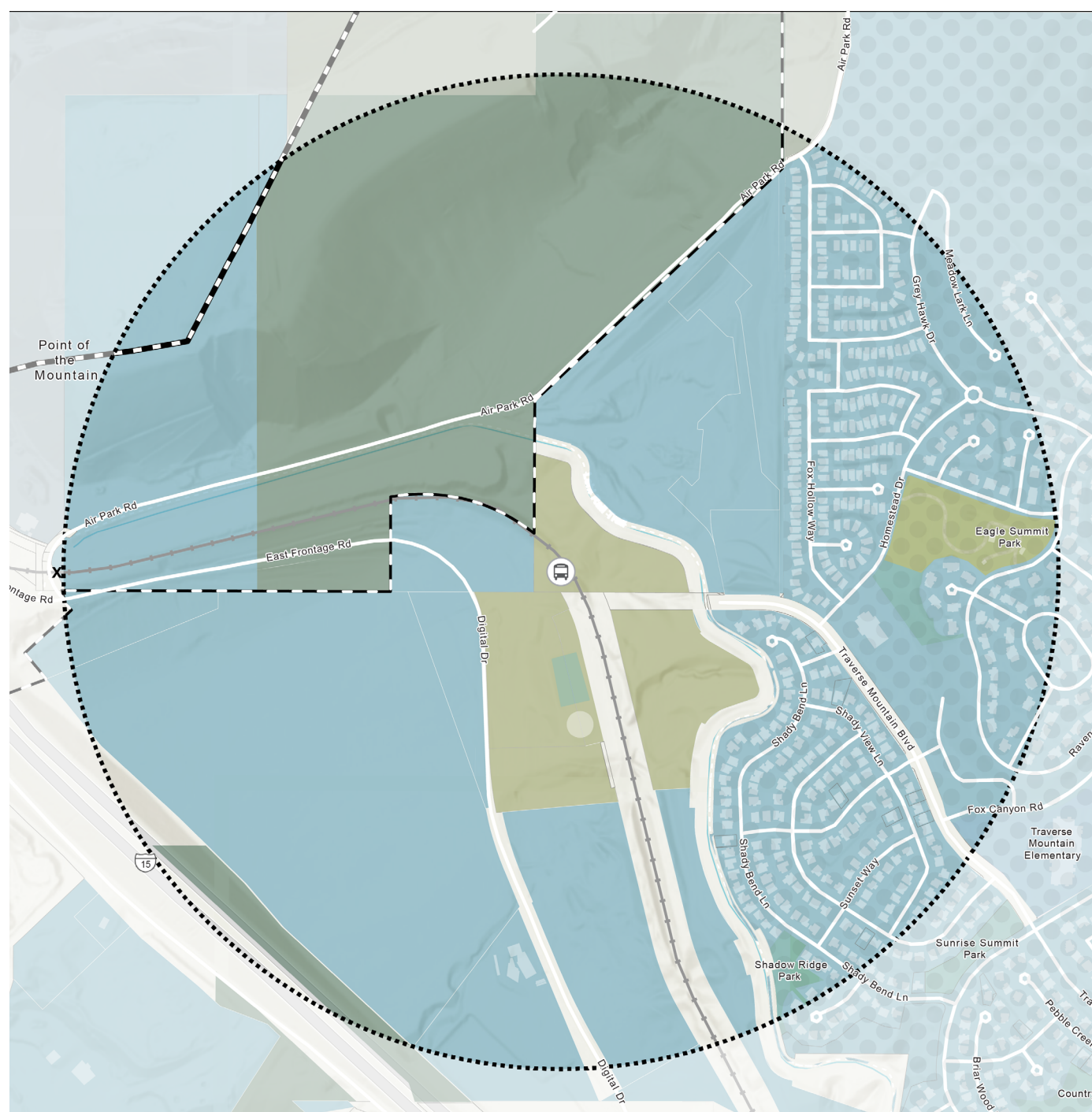
OWNERSHIP

Within the study area, around two-thirds of the land is privately owned. A significant portion of this land has been developed or is planned to be developed. The Traverse Mountain Master Association is responsible for overseeing seven different sub-homeowner associations, which include the Mountain Point Village Townhomes, Shadow Ridge, Eagle Summit, and Winterhaven Single Family Homes within the station area.

Of the publicly owned land, 75 percent is along the northern hillside, where Flight Park State Recreation Area is situated. For many reasons, including steep-sloped terrain, this land is unsuitable for future development. Other publicly owned land areas of the station area include Traverse Mountain Elementary School, a retention pond, Eagle Summit Park, and the nine-acre site of the future Shadow Ridge Park.

Given the existing site conditions and associated constraints on land development within the station area, the opportunity for future development primarily exists on the privately held land directly southwest of the station.

FIGURE 2-4: PROPERTY OWNERSHIP MAP



LEGEND



PROPOSED TRANSIT STATION



STATION AREA BOUNDARY



MUNICIPAL BOUNDARY



COUNTY BOUNDARY



RAIL LINE



LEHI CITY



STATE ENTITY



PRIVATE



PLANNED DEVELOPMENT

0' 500' FEET

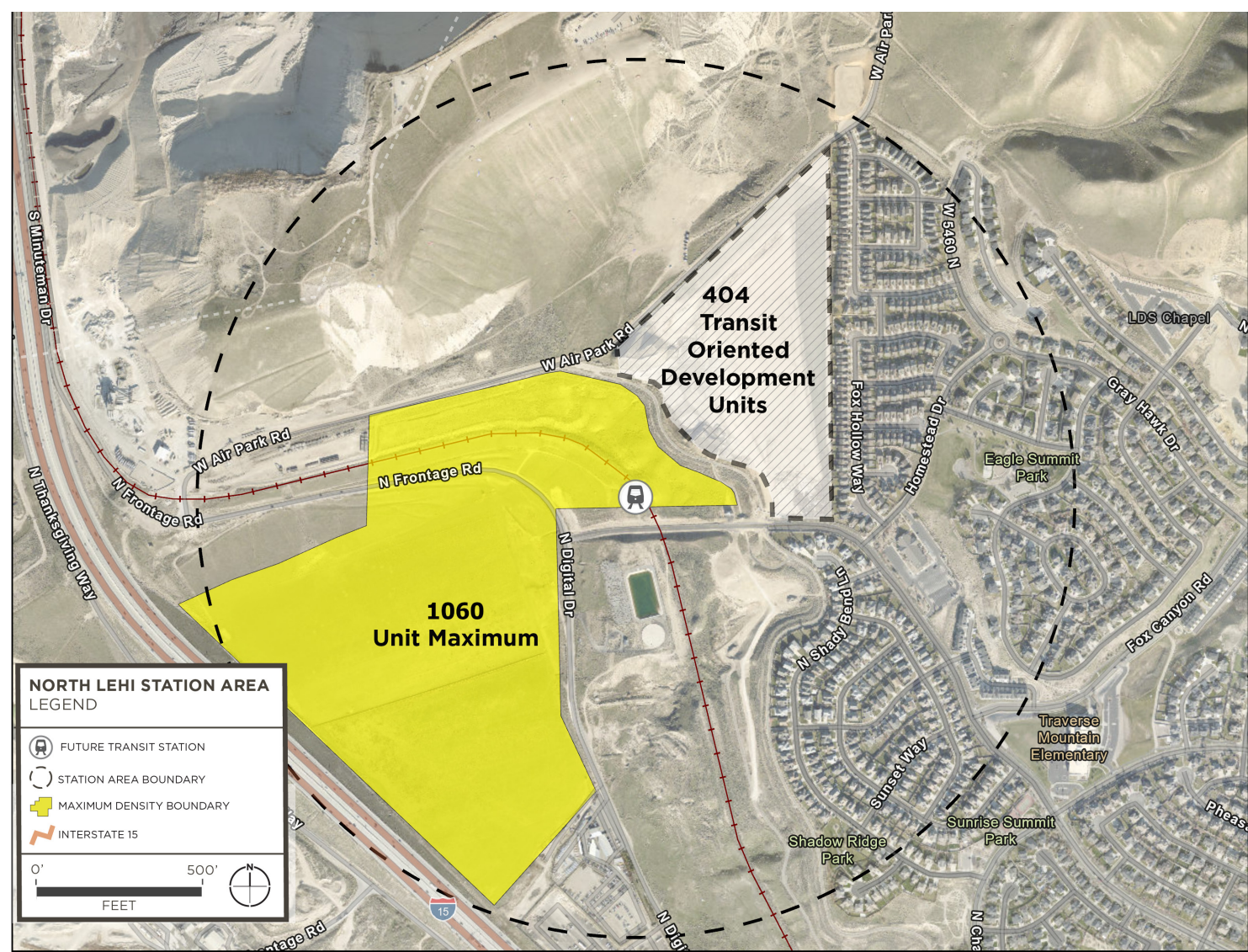


PUBLIC UTILITIES

There is a limitation of infrastructure capacity in the station area. Current water and sewer capacity limits the number of equivalent residential units (ERU's) that the undeveloped land in this station area can accommodate. Lehi's Engineering Department has calculated this number to be a maximum of 1,060 new units for any new entitlements in the station area.

In addition to limited infrastructure capacity, there are also constraints related to political desire. The City Council has determined that they do not want Lehi to exceed 165,000 residents. Overcoming both the infrastructure capacity challenge and limiting political factors would require significant effort and investment.

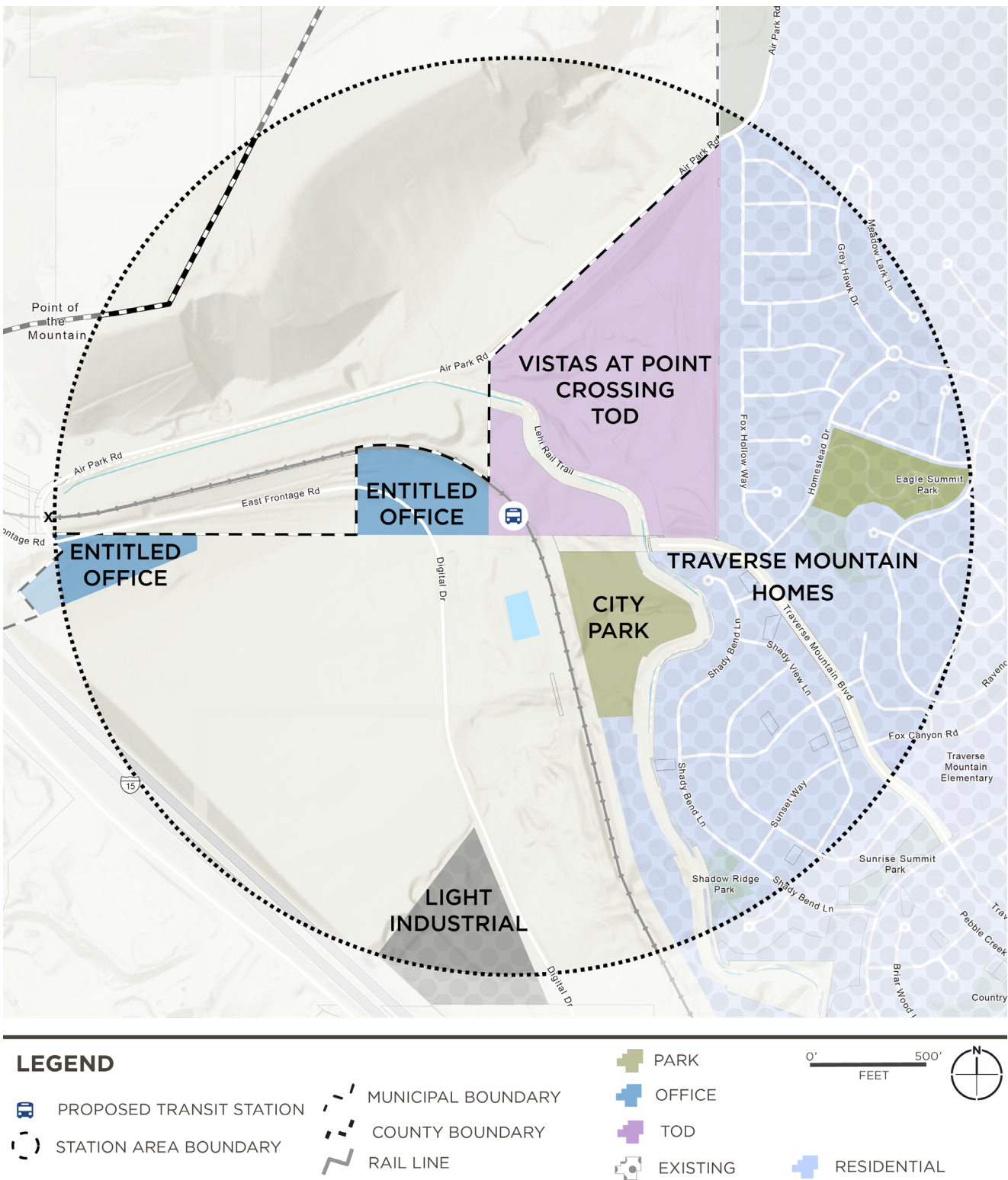
FIGURE 2-5: MAXIMUM DENSITY AREA



HISTORIC RAIL CORRIDOR



FIGURE 2-6: EXISTING AND IN-PROCESS DEVELOPMENTS



DEVELOPMENT

EXISTING DEVELOPMENTS

The Traverse Mountain Master Association (TMMA) comprises a significant portion of this station’s planning area. It is comprised of seven distinct sub-associations, three of which partially or fully fall in the ½-mile radius; these include Winterhaven Single Family Homes, Mountain Point Village Townhomes, and Eagle Summit Single Family Homes. Collectively, there are approximately 554 TMMA-based homes covering approximately 126 acres of the station area.

In addition to the Traverse Mountain Homes, an equipment trailer sales dealership, Trailer Source, covers about 8 acres of the station area.

IN-PROCESS DEVELOPMENTS

Vistas at the Point

Vistas at The Point community and commercial development is under construction and will provide 100 townhomes, 304 apartments/condominiums, and 400,000 square feet of commercial office space adjacent to the proposed station site. This development will provide community amenities such as an amphitheater, shopping and dining opportunities, and recreational facilities. It will integrate with existing trails and the future transit station, eventually reducing the community’s need for automobiles to reach destinations.

Shadow Ridge Park

Shadow Ridge is a planned, nine-acre, Lehi-owned park that will provide this part of the City with a playground area, eight

pickleball courts, a downhill bike course, and restroom facilities. This park has a direct connection to the future station platform via an existing pedestrian underpass below Traverse Mountain Boulevard. Public input for the park began in early 2022 and is currently under construction.

Entitled Office Developments

Two 250,000 square foot office developments are partially entitled in the station area supplying a collective total of 500,000 square feet of future office space. These developments will support future employment opportunities within the overall fabric of the transit-oriented development. Given the area’s strong technology sector presence, the office buildings can capitalize on existing opportunity within the industry.

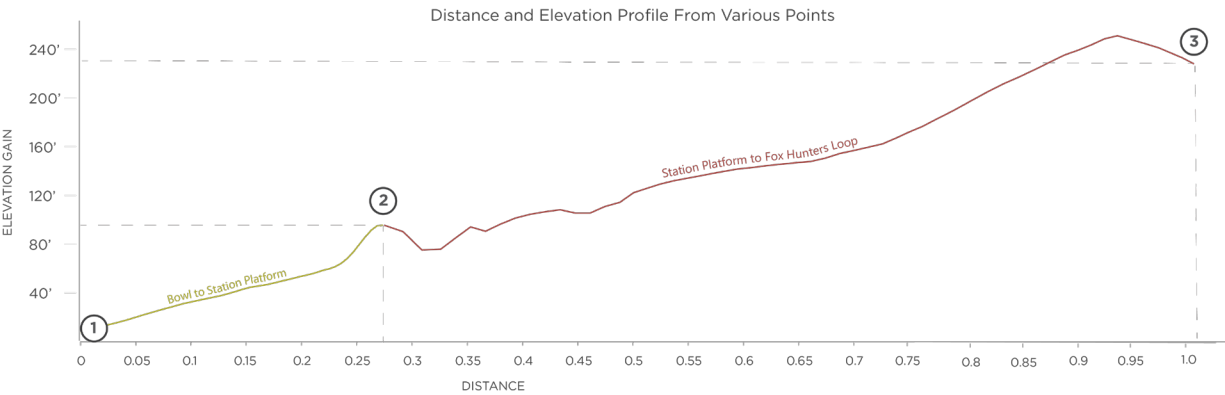
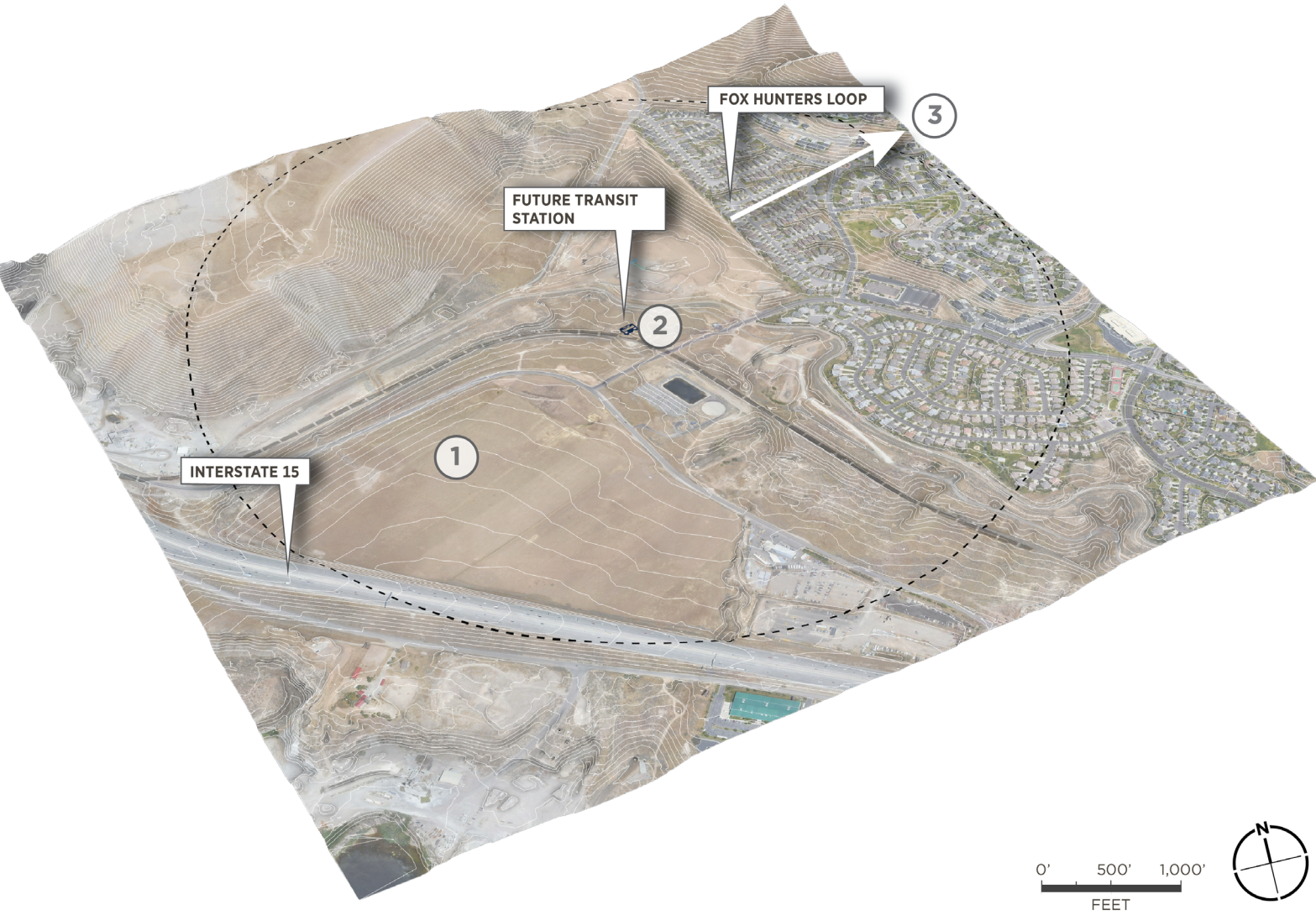
LAND SUITABILITY

TERRAIN AND HILLSIDE PRESERVATION

The Hillside Preservation ordinance was adopted by Lehi City in 2008 to preserve the area’s natural terrain and ensure a level of safety from environmental impacts of development for the City and its residents. The hillside preservation standards detailed in the City ordinance apply to all properties that contain slopes greater than 10 percent.

Chapters 12-A and 12-B of the Lehi City Development Code cover the the Hillside Preservation and grading requirements.

FIGURE 2-7: ISOMETRIC PERSPECTIVE DIAGRAM



SITE TOPOGRAPHY

The terrain of the station area slopes upward, from west to east, gaining approximately 250 feet over a mile from the bowl to the existing Traverse Mountain Neighborhood. Without careful consideration, this may present accessibility concerns for certain user groups. Most of this elevation change occurs east of the station in residential areas. It is about 1/4-mile from the central area of the bowl to the proposed station platform location; and given the overall elevation change, this amounts to a generalized slope of 6.3 percent. As seen in Figure 2.7, grades increase near the location of the station platform. For reference, the 2010 Americans with Disabilities Act (ADA) Standard identifies a ramp slope at 6.25 percent as “comfortable”.



ENVIRONMENTALLY SENSITIVE AREAS

This region has diverse topography including hillsides, floodplains, wetlands, water bodies and a wildlife refuge. Proximity to these areas requires careful planning and development strategies to ensure that they remain protected and open space amenities are preserved for the community. The intention of classifying these areas is to mitigate natural hazard risks such as flooding and slope failure. Lehi’s General Plan details land use strategies

that focus on minimizing natural hazards. Examples of these strategies include low-intensity, low-impact development near environmentally sensitive areas and voluntary restrictive conservation easements intended to permanently protect these areas. Lehi City granted a conservation easement to Draper City in 2024, protecting over 900 acres. Sensitive areas within the station area pertain to the steep hillsides where development practices must conform with the Hillside Preservation ordinance.

FIGURE 2-8: ENVIRONMENTALLY SENSITIVE AREAS

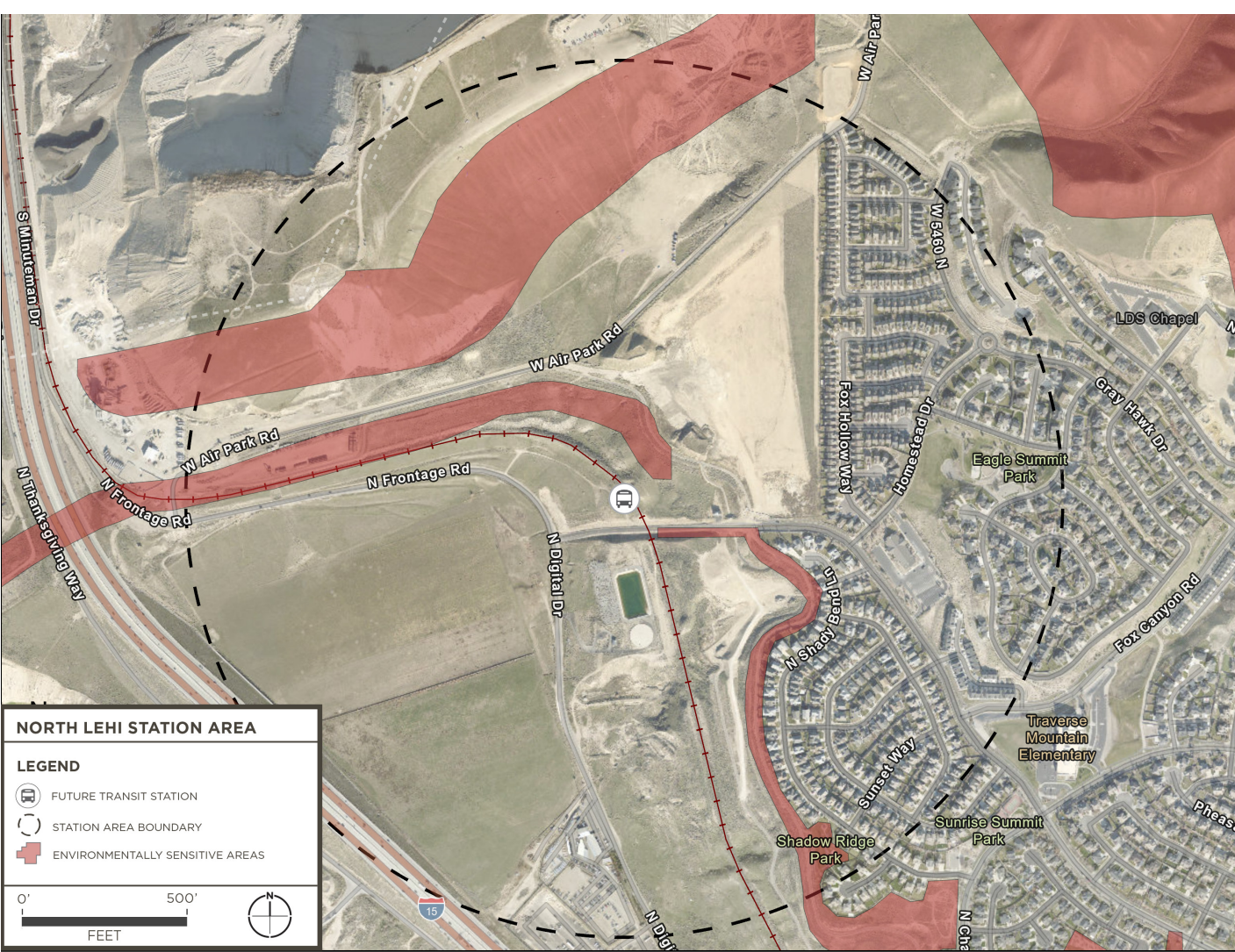
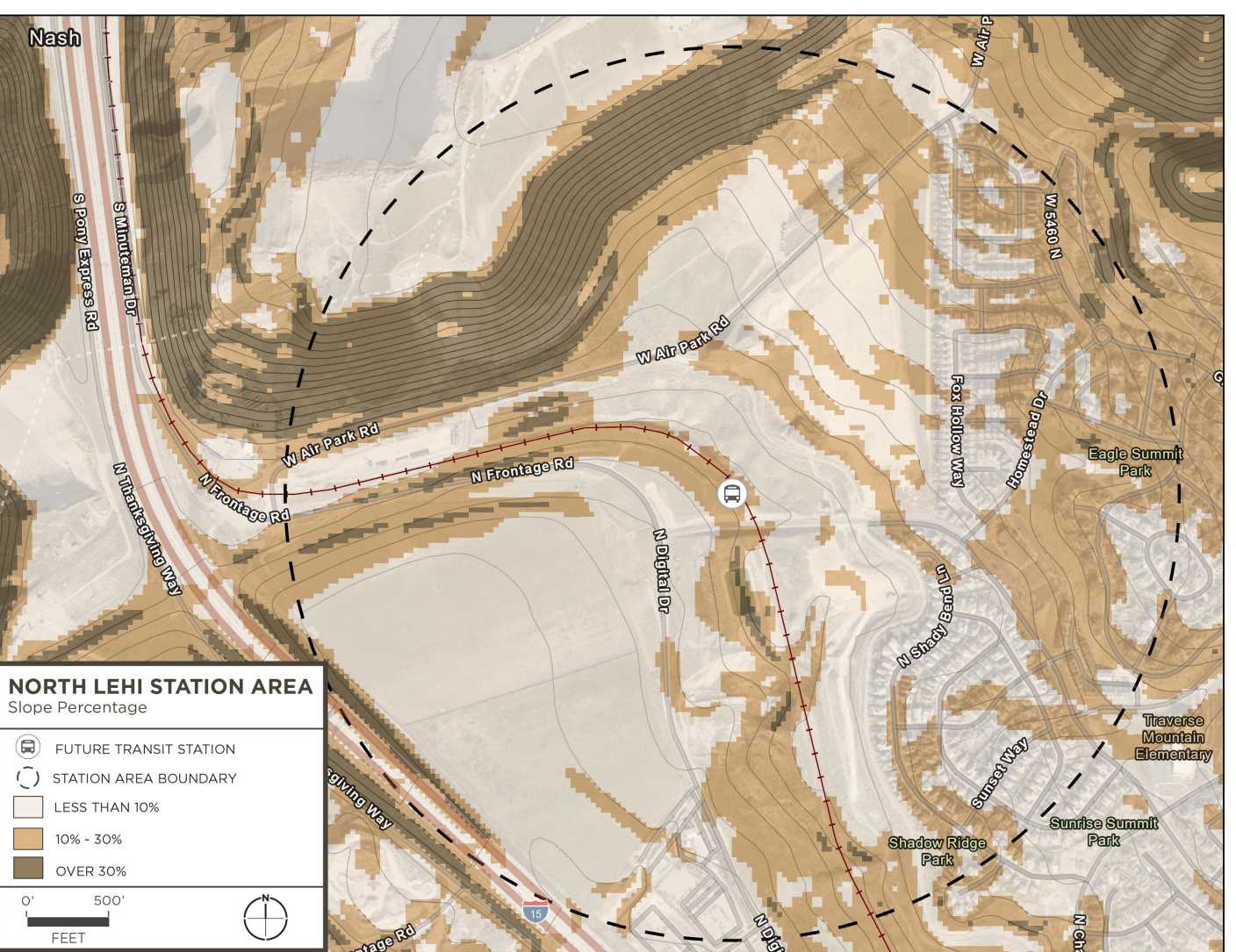


FIGURE 2-9: SLOPE PERCENTAGE



MARKET ANALYSIS

A more in-depth Market Analysis Report can be found in the Appendix.

Lehi's rapid population and economic growth create strong market demand for residential, retail, and office space. The City has a young, affluent demographic with a high median household income and significant purchasing power, driving the need for additional retail and office spaces. However, there is also an opportunity to support less affluent residents by incorporating affordable housing options and accessible services. The North Lehi Station area can leverage the tech industry's strengths to foster an employment-supportive mixed-use environment that prioritizes high-quality infrastructure while ensuring that opportunities are available for all community members, including those with lower incomes.

RETAIL MARKET DEMAND

The station area is currently void of retail and commercial services. Most of the retail in the vicinity is located near I-15 and Utah State Highway 92, less than one mile from the Study Area. This area contains The Outlets at Traverse Mountain, Cabelas, Harmons Grocery, a cluster of national and local restaurants, and other commercial developments. This area also contains a high concentration of convenience retail and restaurants.

Immediately west of the Outlets at Traverse Mountain is Thanksgiving Point. This area contains a mix of restaurants, hospitality, a movie theater, and an 18-hole golf course. Thanksgiving Point attracts more than 1.9 million annual visitors.

Based on area growth projections, the study area is anticipated to support an additional 40,000 square feet of retail annually to meet retail demand over the next five years. The current retail market rent is \$25.97 per square foot. A low vacancy rate of 1 percent, strong rent prices, and future population growth signals strong retail potential in the future.

FIGURE 2-10: RETAIL PROXIMITY MAP



CORPORATE OFFICE DEMAND

The North Lehi Station Area is in a favorable location to support additional tech-related industries. This would strengthen Lehi’s position in the market for tech-related jobs and create a virtuous cycle around the Station Area. According to McKinsey, innovation hubs have higher commercial-rent growth rates than traditional business districts: 5.3 percent from 2010 to 2020, compared with 4.8 percent for traditional commercial rents.

As a result, the office market in Lehi is relatively strong, with high occupancy rates and rental rates that are in line with the overall market in the Provo–Orem, UT Metropolitan Statistical Area. The Study Area has two entitled office developments at 250,000 square feet each, providing 500,000 square feet of future office space.

Softening rents and slowing job growth may impact short-term absorption rates. As of late 2023, office vacancy rates at 9.3 percent in Lehi are above historical averages. Transit-Oriented-Development (TOD) and alignment with “Silicon Slopes” may serve as a catalyst for increasing absorption rates.

OPPORTUNITIES

There are opportunities in the station area to include neighborhood-supportive services and commercial development along the future roadways. These opportunities exist in the near and long term, within the core North Lehi Station Area. Key considerations include:

- Alignment with Silicon Slopes
- Integration with significant transportation thoroughfares
- Multifamily residential with integrated retail and commercial
- Innovation-oriented uses
- Restaurants, service retail, and entertainment

CHALLENGES AND BARRIERS

When evaluating the potential for development in the station area, it is important to consider the notable challenges that may hinder its full realization.

These factors create a complex environment for developers, property owners, and City departments to navigate. Key challenges include:

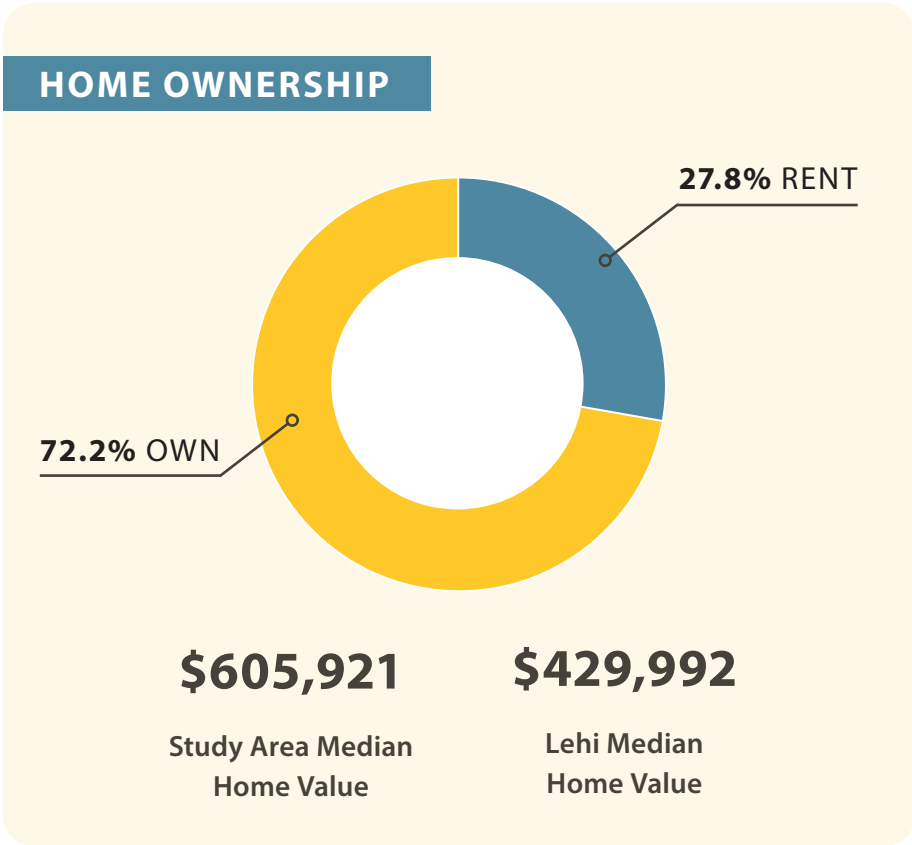
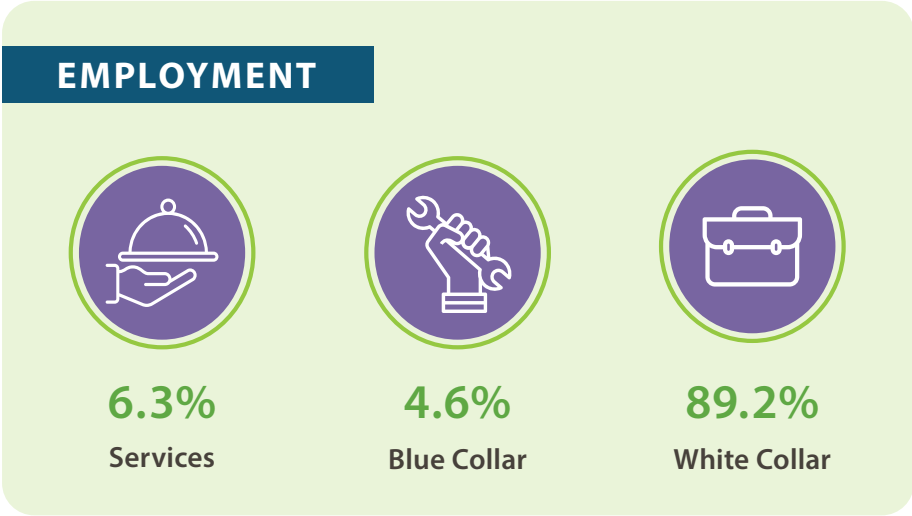
- Infrastructure limitations (1,060 residential unit maximum)
- High land costs
- Political opposition
- Lack of existing office development in the station area
- Competition from nearby retail nodes

HOUSING

Lehi is experiencing a significant market demand for residential housing as the City undergoes rapid growth and attracts new residents. To accommodate this new growth and ensure the availability of an affordable housing stock in Lehi, the City’s Moderate Income Housing Element has established the development and adoption of station area plans as a strategy for increasing accessible housing opportunities.

The North Lehi Station Area has experienced all its residential growth over the past two decades. In 2010, the station area’s population was approximately 959 residents with 242 housing units per United States Census data. Since 2010, ESRI indicates that the area’s population has grown to 2,308 residents and 554 housing units. An additional 404 units are under construction in the transit-oriented-development Vistas at the Point, located next to the future North Lehi transit station. Of the existing 554 units, approximately 68.8 percent are owner occupied, 26.5 percent are renter occupied and 4.7 percent are vacant.

Currently, the station area is comprised of almost exclusively small-lot single family housing products priced above \$500,000. With a future increase in the area’s residential density, new housing opportunities become economically viable and drive the success of Transit-Oriented Developments. To accomplish a cohesive and complete Transit Oriented Development area in support of the 4 station area planning principles and the City’s Moderate Income Housing goals, the station area will need to accommodate a wider range of housing products than it currently does.





OWNERSHIP DYNAMICS

Within the station area, market assessments obtained through CoStar show a high demand for owner-occupied residential units (592 units annually) and moderate demand for renter-occupied units (438 units annually). When combined, this equates to an annual demand of 1,030 residential units. This growth trajectory, underway City-wide, underscores the importance of addressing the need for additional housing options to accommodate the influx of new residents.

HOME VALUES

According to ESRI, 64.3 percent of existing homes in the station area are valued between \$500,000-\$749,999 with the median home value exceeding \$600,000. With a high demand for owner-occupied residential units in the station area, prospective buyers would need to have an annual income of approximately \$165,000 to comfortably afford a mortgage at the current median home value, according to Zillow’s Affordability Calculator. This price point for prospective buyers in the station area is 40 percent higher than the county’s current 2023 median household income of \$100,895. The gap in the area’s level of affordability is notable considering that nearly three-quarters of the area’s housing stock is deemed unaffordable to those earning the Area Median Household Income.

The transit oriented development designation encourages a wider range of housing types promoting greater affordability. Strategic development of mixed-use projects can also enhance the area’s attractiveness and functionality, with convenient access to the public transportation network.

NORTH LEHI STATION ROLE IN MODERATE INCOME HOUSING

Affordable housing enhances the quality of life and economic stability for lower-income households, while also benefiting the City through greater financial and environmental sustainability, especially by locating housing near transit stops. The need for affordable and attainable housing exists throughout the City and particularly in the northern area. Meeting this affordable housing need should focus on those making 80 percent or below the Area Median Income of \$100,895. By focusing efforts on the integrating additional housing opportunities, the station area can contribute to the housing needs of a wider range of income levels.

TABLE 2-3: OWNER OCCUPIED HOUSING BY VALUE

	NORTH LEHI STATION AREA	LEHI	UTAH COUNTY
Less than \$50,000	0.0%	0.9%	2.0%
\$50,000 to \$99,999	0.0%	0.7%	1.0%
\$100,000 to \$149,999	0.0%	0.4%	0.5%
\$150,000 to \$199,999	0.0%	0.8%	1.5%
\$200,000 to \$299,999	0.0%	8.3%	11.9%
\$300,000 to \$499,999	27.3%	38.9%	46.0%
\$500,000 to \$749,999	64.3%	46.0%	32.7%
\$1,000,000 or more	8.5%	4.0%	4.4%

Source: American Community Survey 5-year estimate 2018-2022 via ESRI. Station Area calculations based on estimates from Census Tract 102.12



TRAVERSE MOUNTAIN BLVD

OPPORTUNITIES

The future North Lehi Station Area will supply new opportunities for home ownership as developments are completed. Plans for 404 transit-oriented development units are in the works with 100 townhomes and 304 apartments/condos in the new Vistas at The Point development. A maximum of an additional 1,060 units can be constructed in the station area's developable land area. Lehi Development Code requires that TOD areas include 30 percent for sale products. This means that at least 318 of the remaining units will allow for home ownership opportunities.

CHALLENGES & BARRIERS

Significant barriers hinder the development of the 1,060 residential units. Some key improvements include boring a sewer line under the freeway and extending culinary and irrigation water lines approximately a mile. These challenges have prevented development and will persist until the financial benefits outweigh the infrastructure costs.

Politically, the City Council has approved a resolution that any zone changes to Transit-Oriented Development (TOD) will not be approved until transit construction dates are established, meaning no residential units can be built in TOD-designated areas for the time being. However, much of the site is zoned Mixed-Use, which currently allows for a rezone to include residential units.

Overall, limiting development to 1,060 units restricts the number of residents in the area. Increasing this number would require overcoming community resistance and making substantial investments in sewer and water infrastructure, including expanding the sewer main line, drilling new water wells, acquiring additional water rights, and constructing storage facilities.



STATION AREA SITE VISIT & BIKE TOUR

CONSIDERATIONS

The steep slopes in this area require special consideration. The site has an average grade change of 4-6% from one end of the station area to the other. As such, the grading that occurs during construction, and the ways the steep grade is addressed will influence if people feel comfortable walking or biking instead of driving to the transit station.

The need and desire for attainable and affordable housing should guide decisions on the housing type and sales price of products. The existing homes in the area have a notably higher median value than the rest of Lehi and Utah County. The location will likely add a premium to the price of the homes.

BENEFITS OF TRANSIT ORIENTED DEVELOPMENT



PUBLIC TRANSIT ACCESS

Minimal reliance on automobiles & reduced transportation costs

Reduced vehicle miles traveled and less cars on the road

Improved access to jobs, education, and amenities



EMPLOYMENT, ENTERTAINMENT, & LEISURE

Community building and synergy

Destination location for the community to gather



INCREASED RESIDENTIAL QUANTITY

Expanded housing unit types and improved water resource efficiency

Opportunities for lower cost rent and for-sale residential units

TRANSPORTATION & ACCESSIBILITY

FUNCTIONAL ROAD CLASSIFICATIONS

The Federal Highway Administration (FHWA) organizes roads into groups based on a road’s capacity and purpose. In the context of this site, functional road classification plays a vital role in organizing and managing the transportation network effectively. Roads in the station area are classified into various categories, including interstates, major collectors, minor collectors, and local roads. Interstates, such as I-15, serve as primary corridors for high-speed, interregional travel focused on efficient movement of traffic. Major and minor collectors amass traffic from local roads and channel them to larger arterials, balancing mobility and local access. Major collectors, such as Traverse Mountain Boulevard and Digital Drive, typically have more travel lanes and higher traffic volumes than minor collectors, such as Chapel Ridge Road. Local roads are the most common type of roadways in the station area. Speed limits and traffic volumes are low on local roads, and provide a high level of access. The Functional Road Classification Map also shows the proposed road from the Mountainland Association of Government’s (“MAG”) TransPlan50.

AVERAGE ANNUAL DAILY TRAFFIC

UDOT measures Average Annual Daily Traffic (‘AADT’) on its facilities and local roads of regional importance, representing the average number of vehicles passing through a specific area on a daily basis over the course of a year. Traffic volumes are collected at permanent traffic counting stations and through additional studies. In 2021, I-15 recorded the highest AADT, at 198,500 vehicles. Digital Drive and Frontage Road had a lower AADT of 985 vehicles, while Traverse Mountain Boulevard had a slightly higher AADT at 1,000 vehicles. These figures offer insights into traffic patterns and transportation demands within the proposed station area during that year.

FIGURE 2-11: FUNCTIONAL ROAD CLASSIFICATION MAP



FIGURE 2-12: AVERAGE ANNUAL DAILY TRAFFIC MAP



EXISTING PUBLIC TRANSIT SERVICE

The Utah Transit Authority (“UTA”) is the public transit service provider in Lehi and manages and operates several types of public transit in the area, including fixed-route buses and a commuter heavy-rail train (“FrontRunner”) from Provo to Ogden. Currently, there is one mode of transit, a bus route, that passes through the station area, Route 871: Tech Corridor Rail Connector. This route travels along I-15 between the Draper Town Center to the Lehi Frontrunner Station with a 30-minute frequency. There are seventeen total stops on the route, with no stops in the station area. As of June 2023, this route has an average of 100 daily boardings.

FIGURE 2-13: EXISTING PUBLIC TRANSIT MAP



FIGURE 2-14: TRANSIT INVESTMENT CORRIDOR



FIGURE 2-15: ACTIVE TRANSPORTATION



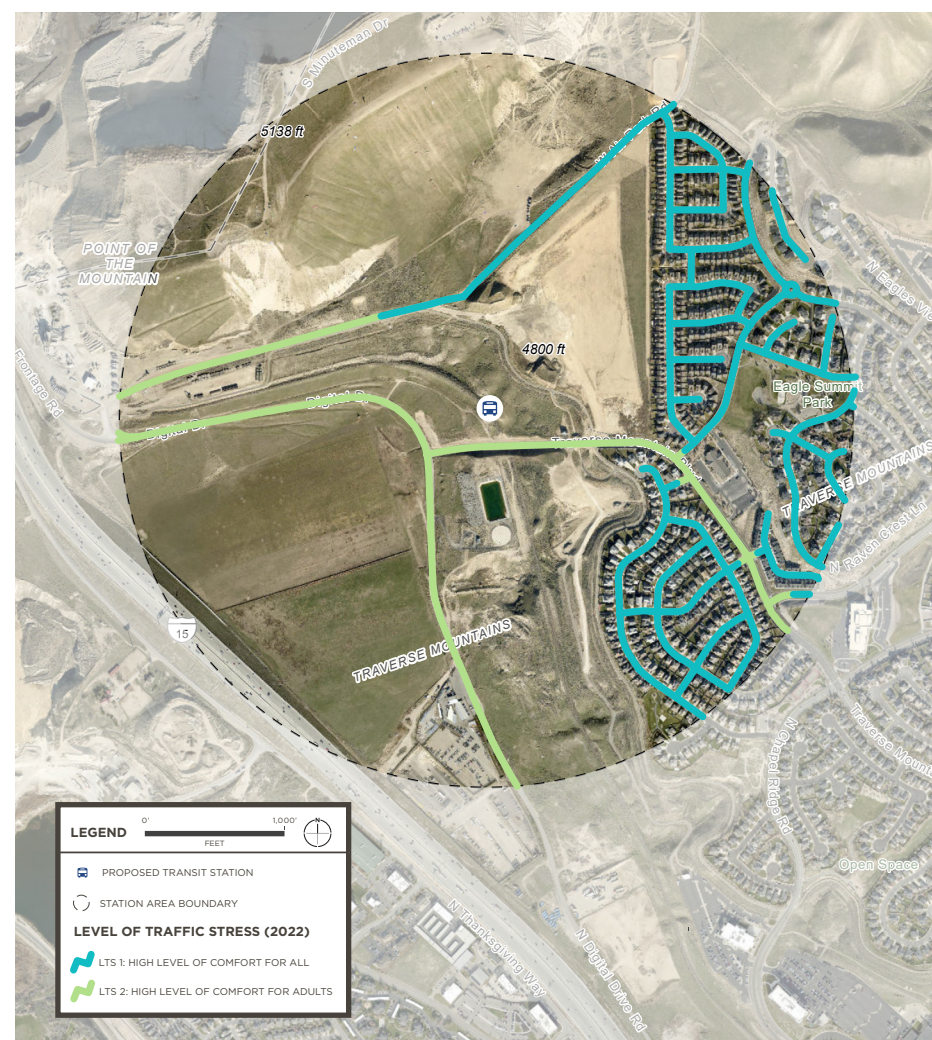
TRANSIT INVESTMENT CORRIDORS

Major transit investment corridors are characterized as public transit services that use or occupy rail right-of-way (“ROW”), dedicated road ROW, or bus corridors subject to an interlocal agreement between “a municipality and a public transit district,” or “an eligible political subdivision.” The Mountainland Association of Governments (MAG) maintains data on these corridors and stops. There is one major transit corridor, the Point of the Mountain corridor, which is currently planned as a light rail (LRT). The Point of the Mountain transit project would connect the Draper FrontRunner station to the Point of the Mountain redevelopment area, Silicon Slopes, Thanksgiving Point, and the Lehi FrontRunner Station. Currently, no transit stations exist in the station area. Planning residential and commercial development around major transit investment corridors and stations improves access by providing connections between areas of housing, employment, education, recreation, and commerce.

ACTIVE TRANSPORTATION

Active transportation involves all human-powered forms of travel. They provide sustainable and healthy modes of travel. The area has a range of active transportation facilities, including sidewalks, park paths, and paved multi-use trails. These facilities enable safe and convenient walking, cycling, promoting active lifestyles and reducing dependence on vehicles. The existing active transportation infrastructure provides a framework that can be expanded to further encourage an environment that promotes active lifestyles.

FIGURE 2-16: LEVEL OF TRAFFIC STRESS



Significance of Active Transportation Connectivity to Transit

Effective active transportation connectivity plays a pivotal role in the vitality and success of a transit station area. A well-designed and integrated network of walking and cycling infrastructure can greatly enhance the accessibility, convenience, and attractiveness of the transit station for commuters and residents alike. By providing safe and direct connections between nearby neighborhoods, commercial areas, and the transit hub, active transportation options encourage more people to choose non-polluting modes of travel. This reduces dependence on private vehicles and alleviates traffic congestion and air pollution. Good active transportation connectivity also promotes physical activity, improves public health outcomes, and fosters vibrant and livable communities. It enables seamless multimodal trips, where individuals can easily transition from walking or cycling to public transit, enhancing the overall efficiency and effectiveness of the transportation system. Investing in and prioritizing good active transportation connectivity within and around transit station areas is crucial for creating sustainable and inclusive urban environments.

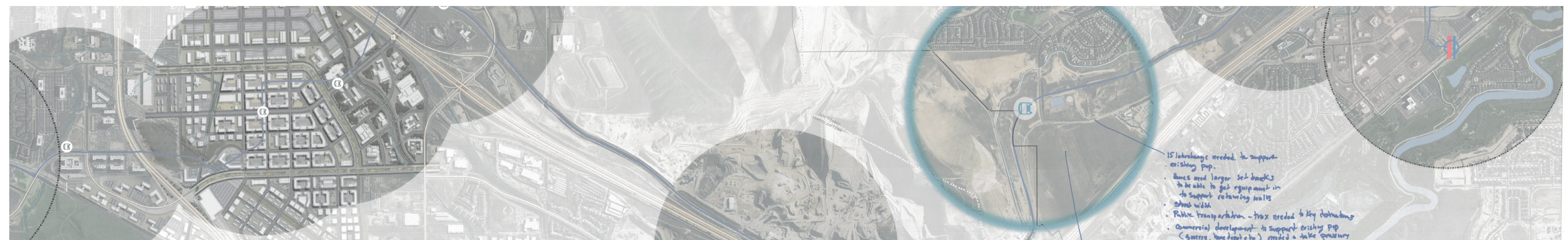
LEVEL OF TRAFFIC STRESS (LTS)

The Level of Traffic Stress (LTS) is a way to evaluate the experiences of people walking and riding bicycles as they navigate different types of streets. It aims to comprehend the comfort and safety levels associated with these modes of travel within a given transportation network and is often used to help inform policy and programming decisions related to active transportation. An LTS analysis

considers factors such as speed limits, travel lanes, and the presence and character of bike lanes to determine a cyclist's comfort level. The LTS analysis builds on methodology defined by the Mineta Institute and bicycle infrastructure expert Dr. Peter Furth. It categorizes streets into four levels based on stress, ranging from low (LTS 1) to high (LTS 4). Low-stress streets have dedicated bike lanes, spacious sidewalks, and slower vehicle speeds, ensuring a safe and enjoyable experience. High-stress streets lack dedicated walking and bicycling infrastructure, have heavy traffic, and pose hazards to active transportation users. The combination of these criteria separates the bicycle network into one of four scores:

- LTS Level 1: Low-stress roadway suitable for all ages and abilities
- LTS Level 2: Roadway is comfortably ridden by the mainstream adult population
- LTS Level 3: Roadway is used by "enthused and confident" riders who still prefer having their own dedicated space for riding
- LTS Level 4: Only the "strong and fearless" will ride on these high-stress streets with higher speed limits, multiple travel lanes, limited or nonexistent bikeways, and long intersection crossing distances

The LTS analysis, performed by Alta Planning & Design for Mountainland Association of Government's TransPlan50 active transportation update, shows that residential roads in the station area are primarily categorized as LTS 1, having characteristics that provide a high level of comfort for all riders. Parts of Traverse Mountain Boulevard, Digital Drive, and the western segment of Air Park Road are categorized as LTS 2.



03

Community Engagement

OVERVIEW

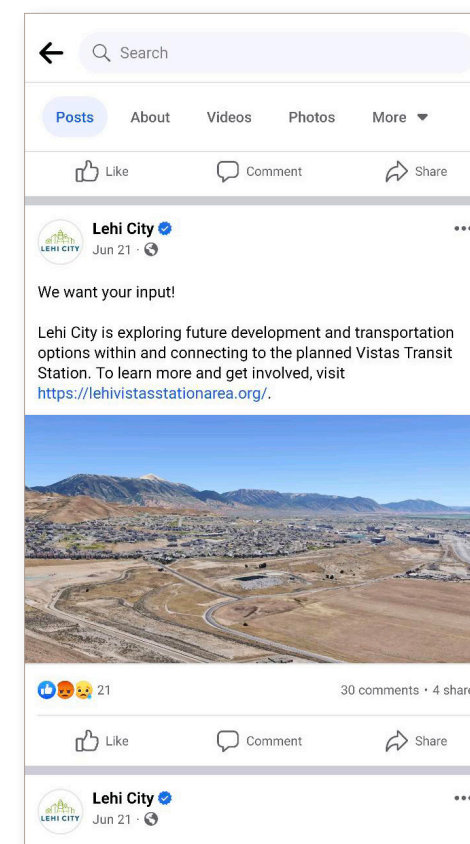
The planning process kicked off in April 2023, involving collaboration and input from community members and project stakeholders. The plan utilized a mix of in-person and online engagement opportunities to maximize input, establishing a community vision for the future of the station area. This comprehensive engagement approach kept the planning process inclusive and responsive to the community's needs and aspirations.

The engagement process began with the launch of the project website. Key project announcements, such as the website launch, were posted on the City's social media channels. The project website provided introductory information about the station area planning process and gave an opportunity to leave initial comments and share perspectives on the interactive website map and idea wall.

Given that approximately two-thirds of the station area is already developed with existing homes in the Traverse Mountain Neighborhood, the majority of feedback primarily came from its residents with additional input from area property owners. To gather the resident's input and inform them of upcoming project events, mass emails were sent through the Traverse Mountain Homeowner Association's contact list. Additionally, an A-frame sign was displayed at the clubhouse prior to Open House events.

Over the course of this planning process there were:

- 2 in-person public events / open houses
- 1 online community webinar
- 3 Community Advisory Committee meetings
- 5 stakeholder interviews and meetings
- 1 intercept survey/interview
- 1 Planning Commission meeting briefing
- 93 Social Pinpoint map comments
- 2 Idea Wall comments
- 88 Survey responses



WEDNESDAY
AUGUST 9th
5:30PM-7:30PM

Come Join Us For Our First
OPEN HOUSE
Make Your Voice Heard!

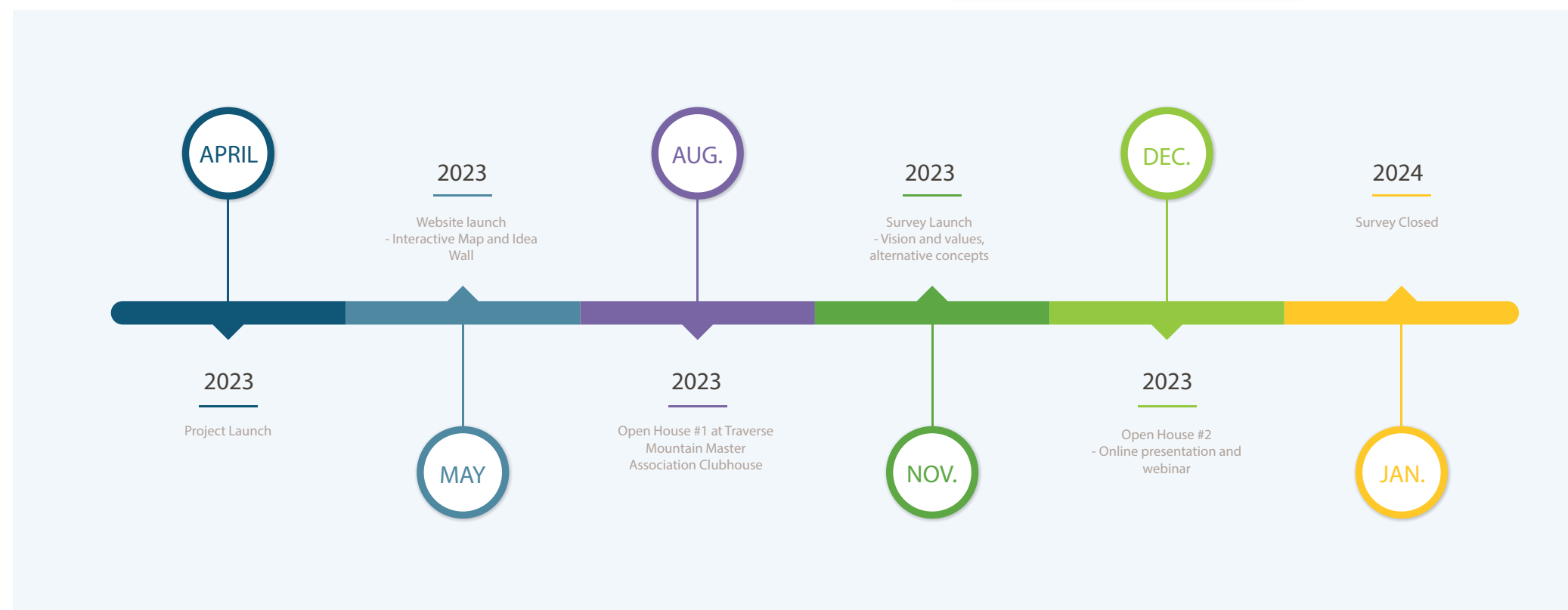
WHERE:
TRAVERSE MOUNTAIN
MASTER ASSOCIATION
2175 W Chapel Ridge Rd.
Lehi, Ut 84043

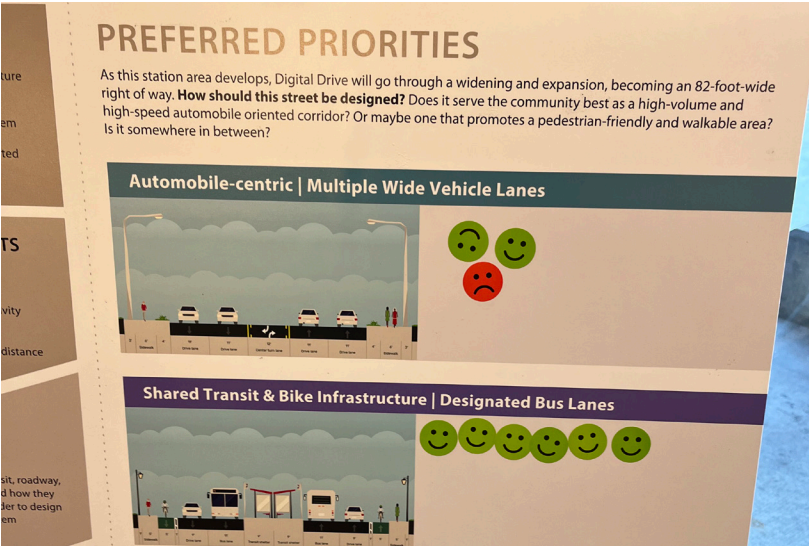
LEHI CITY
GSBS

PROJECT SPONSORS
UTA
MAG

LEARN MORE ABOUT THE
VISTAS AT THE POINT STATION AREA PLAN AT

LEHIVISTASSTATIONAREA.ORG





PUBLIC EVENTS AND OPEN HOUSES

Open Houses and public events were held at key points of the planning process. The first open house focused on identifying challenges and opportunities specific to the context of the station area. Attendees provided their feedback on numerous topics, such as the mix of land uses, types of community amenities and how the area topography might affect future development. A key takeaway from the first open house was the importance of the station area’s development aligning with future transportation projects to maximize the efficiency of movement throughout the area.

Residents provided thoughts on how the North Lehi Station Area can benefit from its regionally significant location. Many expressed a desire for complementary design elements that do not clash or compete with nearby developments like Thanksgiving Point, Traverse Mountain Outlets, and The Point Development.

Consideration of the regional transportation system such as future fixed-transit

guideway stations and a planned I-15 Interchange near the site were focal points for discussion at the first open house. These discussions prompted the community to imagine how the future station area could orient itself to capitalize on future large-scale transportation projects and aid in the mobility and connection of residents across the region.

The second open house focused on collecting feedback about alternative area design concepts generated by the project team. Feedback in this phase centered around the specific elements of each concept alternative rather than identifying which concept was the most effective. Residents evaluated the successful aspects of each concept in terms of how they support Lehi’s existing culture, transportation accessibility, residential development types, community gathering opportunities, and overall desirability.

TABLE 3.1: ENGAGEMENT EVENTS SUMMARY

EVENT	DATE/LOCATION	SYNOPSIS
Open House #1	08-09-23 Traverse Mountain Master Association	Area residents were invited to the Traverse Mountain Master Association for an open house meeting on August 9th, 2023. 15 individuals attended to learn about the future station area and provided their feedback to the project team. Residents communicated the aspects they felt were most appropriate by identifying several opportunities and challenges specific to the context of the area. Feedback was gathered on the topics of economic development, transportation, community amenities, and housing.
Open House #2	12-07-23 Online Webinar	The second open house was held on December 7th, 2023, as an online webinar. Attendees provided feedback on the overall vision for the station area by reviewing alternative concepts and providing feedback informing the preferred scenario developed by the project team.

STATION AREA RESIDENTS SHARE THEIR INPUT



COMMUNITY ADVISORY COMMITTEE

A Community Advisory Committee (CAC) of local stakeholders met three times during the planning process. The objectives of the committee were to:

- Guide the community engagement process
- Review materials, analysis, and community input
- Ensure public input was appropriately reflected in the draft plan
- Act as an ambassador between the plan process and the community

CAC MEMBERS

PUBLIC SECTOR

City of Lehi

Utah Department of Natural Resources / State Parks

PRIVATE SECTOR

Residents, generally

Clyde Group

OM Development

J. Fischer

COMMUNITIES OF INTEREST

Traverse Mountain Master Association

Utah Hang Gliding & Paragliding Association

STAKEHOLDER INTERVIEWS

In addition to community outreach for residents, property owners, and the broader public, several stakeholders were interviewed during the planning process. These included representatives from state agencies like the Utah Department of Transportation (UDOT) and Utah Transit Authority (UTA), as well as City officials from the Economic Development and Public Utilities Departments, and members of the Planning Commission. These interviews helped the project team gain a local understanding of the market, political climate, and other relevant factors. Property owners and developers with significant land holdings in the station area were also engaged to ensure they could contribute to the area's vision.

Initial stakeholder meetings introduced the project's purpose and timeline, while ongoing updates kept stakeholders informed. Draft versions of the Station Area's vision and alternative concepts were shared for feedback, allowing stakeholders to provide valuable insights to the project team.

Communication and coordination also took place with Draper City and The Point development, given its significance as a major redevelopment project adjacent to the Station Area.

ONLINE OUTREACH

Email blasts to the Traverse Mountain Master Association's resident directory and social media posts on City channels enabled residents to stay informed and keep up to date with the progress of the plan. In addition, station area residents had the option to provide their feedback via the project's website. Social Pinpoint was utilized to obtain community feedback via an interactive map and idea wall as described in more detail below.

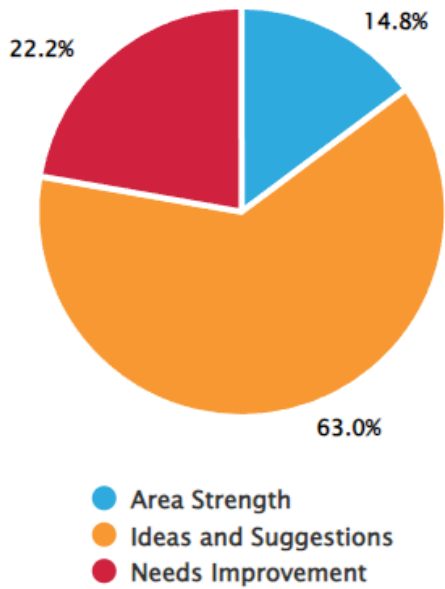
COMMUNITY ADVISORY & TECHNICAL ADVISORY COMMITTEE MEETING



SOCIAL PINPOINT

The website served as the central hub where information about upcoming engagement events and other general project announcements were posted. The public was encouraged to leave comments, suggestions, ideas, and concerns on the project website. The digital presence provided a continuous forum for feedback through the idea wall and interactive map.

On the interactive map, community members could place a “marker” and leave comments specific to a particular location. Three different choices were available to represent the sentiment of each comment: (1) Needs Improvement, (2) Ideas and Suggestions, and (3) Area Strength. To facilitate community interaction, website visitors had the option to like, dislike, and reply to other’s comments. In total, 95 website comments were received the vast majority of which addressed the undeveloped land area in the site.



Idea Wall

Recent

Popular

About

Tell us about...

Area Character

Planning the Future

Challenges Ahead

Single family houses over high density. Our schools are drowning. If there is actual residential houses the schools have time to plan and gauge likely growth. High density brings a guessing game of numbers to expect in our schools and constant in and out. We are currently flooded with high density here in lehi all along the freeways and our schools are struggling to keep up. My kids have been transferred to 2 different schools in 2 years despite being 2 blocks from a school.

Start a discussion

Area Character | 3 months ago Like +5 Dislike -6

Lehi has wonderful "small town " charm. As Lehi grows, I would love to see the charm stay. Protect

LEHI CITY

Drag to comment

Needs Improvement

Ideas and Suggestions

Area Strength

About

How-to

Recent Activity

Recent Activity

Sort: Recent Popular

As this area develops, this road should remain as wide as it currently is, with no new car lanes added. A network of bike paths and wide sidewalks should be highly prioritized in the station area.

Start a discussion

Area Strength | 8 days ago Like +8 Dislike

Many people are suggesting parks, which there should be some, but in the immediate area surrounding the station, we need to focus on adding retail and housing destinations. The station should be in easy walking distance of cafes, restaurants, grocery stores, and small businesses with apartments on top.

Start a discussion

Map

Legend

Proposed Station Area

1/2 Mile Station Planning Area

1-mile Boundary

“Of the proposed options, I like the concept of option B best because of the potential for community gathering and pedestrian-friendly space.”

SURVEY

A community survey was published on November 21st, 2023 on the project website to gather feedback on three concept alternatives. The survey received 88 responses during the time it was active. All respondents were over the age of 18 with the largest group of participants being between 35 and 44 years old (41%). Participants were asked to evaluate the varying elements of each alternative. These considerations included:

- Existing character
- Unique aspects – Flight Park/Topography etc.
- Open space function and purpose
- Transportation options and access
- Residential development
- Amount and type of commercial development

Survey responses highlighted the area's strengths and potential, with specific concerns about traffic and road infrastructure capacity. It also indicated a clear desire for a mix of commercial and residential spaces that foster pedestrian-friendly community gathering areas. Additionally, the Flight Park State Recreation Area and the natural environment were identified as unique attractions that should be preserved in future development activities. Respondents emphasized the importance of a unified system of green spaces, parks, and trails. They also emphasized the need to ensure local schools are not overburdened. Overall, the community voiced a desire for thoughtful, balanced development typologies that enhance the area's livability, sense of connectivity, and access to open spaces.

SURVEY WORD CLOUD



Community input gathered both in-person and online found recurring sentiments of prioritizing safety for people walking and biking, enhancing road infrastructure to handle traffic from potential new development in the station area, and the desire for community-supportive amenities such as parks and sit-down restaurants. Several of the key messages from community engagement events, surveys, and other comments included:

- **Traffic and Infrastructure:** A prominent concern from residents and stakeholders was the potential for increased population density to increase traffic congestion and strain on road infrastructure.
- **Desire for Community Amenities:** There was a strong desire for community-supportive amenities, particularly park space, recreation opportunities, and sit-down restaurants. More specifically, respondents emphasized the need for spaces that evoke a sense of community and social interaction.
- **Preservation of Unique Assets:** Respondents highlighted the importance of preserving the area's unique natural assets such as the Flight Park State Recreation Area and the area's natural topography in general.
- **Integrated Green Spaces and Pedestrian Pathways:** The community expressed a strong preference for integrating trails, open spaces, and parks into future development plans. There is an emphasis on establishing a unified system of green spaces that promote outdoor recreation and enhance the livability of the area.

WEBSITE WORD CLOUD

A word cloud visualization of website content. The words are arranged in a circular pattern, with 'point' and 'traffic' being the largest and most central. Other prominent words include 'freeway', 'development', 'great', 'really', 'space', 'flight', 'station', 'mountain', 'buildings', 'corridor', 'transit', 'existing', 'already', 'activities', 'entrance', 'density', 'creates', 'beauty', 'needs', 'housings', 'something', 'going', 'areas', 'family', 'courts', 'thanksgiving', 'along', 'county', 'please', 'outdoor', 'north', 'small', 'trees', 'drive', 'frontage', 'interchange', 'skate', 'parks', 'residents', 'includes', 'community', 'businesses', 'seems', 'people', 'grocery', and 'restaurants'. The words are in various colors and orientations, creating a dynamic and visually engaging representation of the website's content.

point

traffic

freeway

development

great

really

space

flight

station

mountain

buildings

corridor

transit

existing

already

activities

entrance

density

creates

beauty

needs

housings

something

going

areas

family

courts

thanksgiving

along

county

please

outdoor

north

small

trees

drive

frontage

interchange

skate

parks

residents

includes

community

businesses

seems

people

grocery

restaurants

04

Area Alternatives

OVERVIEW

The mid-point of the planning process focused on developing three distinct concept alternatives, reflecting a thorough review of existing conditions and community needs. These alternatives were shaped by feedback from key stakeholders, including City staff, residents, business owners, and developers.

Each concept provides options for:

- Connected business frontages accommodating pedestrian and cyclist access
- A variety of housing types, including owner-occupied and rental units
- Mixed-use developments to support local neighborhoods
- Balanced approach to mobility, incorporating active transportation, public transit, and increased vehicle flow
- A target of 20% open space in future developments

These frameworks were presented and refined during multiple stakeholder meetings and design charrettes. Feedback from these discussions shaped the preferred approach, which integrates key elements from each concept. (For additional information on the meetings, refer to the appendix.)

The overarching focus of these designs is to strengthen connectivity and foster community cohesion while prioritizing pedestrian and cyclist needs. Concept alternatives include features such as protected bike lanes, dedicated pedestrian corridors, and a well-planned street network that addresses elevation changes.



TABLE 4-1: ALTERNATIVE CONCEPT SUMMARY

ELEMENT	CONCEPT A - DESCRIPTION	CONCEPT B - DESCRIPTION	CONCEPT C - DESCRIPTION
Transportation	Non-linear street network with pedestrian-primary central path	Grid network with central low-speed shared use roadway	Blend of nonlinear roadways with pedestrian pathways interspersed
Parks, Rec, Trails, Open Space	Connected network of open spaces ranging from passive to activated	Centralized open space area with amenities; passive buffers between residential and commercial/auto-oriented uses	Open space network with "front door" access for adjacent residents
Commercial Development	Integrated with multifamily structures nearest to the station platform	Centrally located at the core of residential development and fronting a shared community plaza	Semi-dispersed with connection to future development on south side of Frontage Road
Residential Development	Integrated residential/retail structures. Uniform "clusters" of small-lot single family townhomes	Multifamily apartment structure(s) fronting central shared use roadway. Uniform "blocks" of lower-density products	Multifamily apartment structure(s) w/ adjacent access to commercial development. Variation of layout for lower density product areas

COMMUNITY OPEN HOUSE



COMMUNITY ADVISORY COMMITTEE WORKSHOP

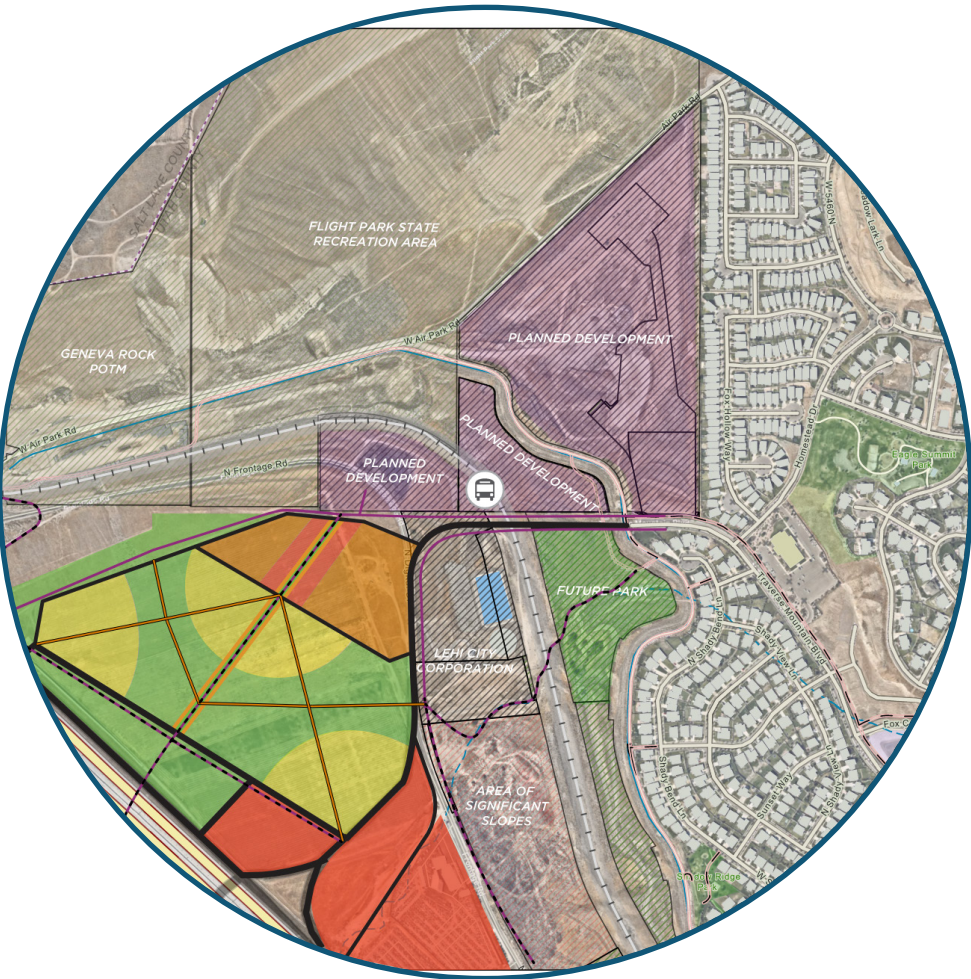


KEY ATTRIBUTES:

Concept A focuses neighborhood activity on a series of publicly accessible open spaces oriented toward the proposed station platform. These spaces are supported by various housing typologies and small-scale neighborhood-supportive commercial uses within the developable core. A strong emphasis is placed on access to a network of connected open spaces and accounting for small-scale commercial uses most relevant to station area residents.

1. Non-linear street network to mitigate slope changes across the site
2. Neighborhood-focused commercial storefronts accessible via pedestrian-cyclist pathways
3. Low to moderate density residential areas buffered by open space network
4. Moderate to high density multi-family near station platform with supporting commercial development
5. Robust open space network ranging from passive to activated community spaces

CONCEPT A



LEGEND		
 	LAND USE FUTURE 	BIKE FACILITIES EXISTING
		FUTURE FUTURE FACILITIES

KEY ATTRIBUTES:

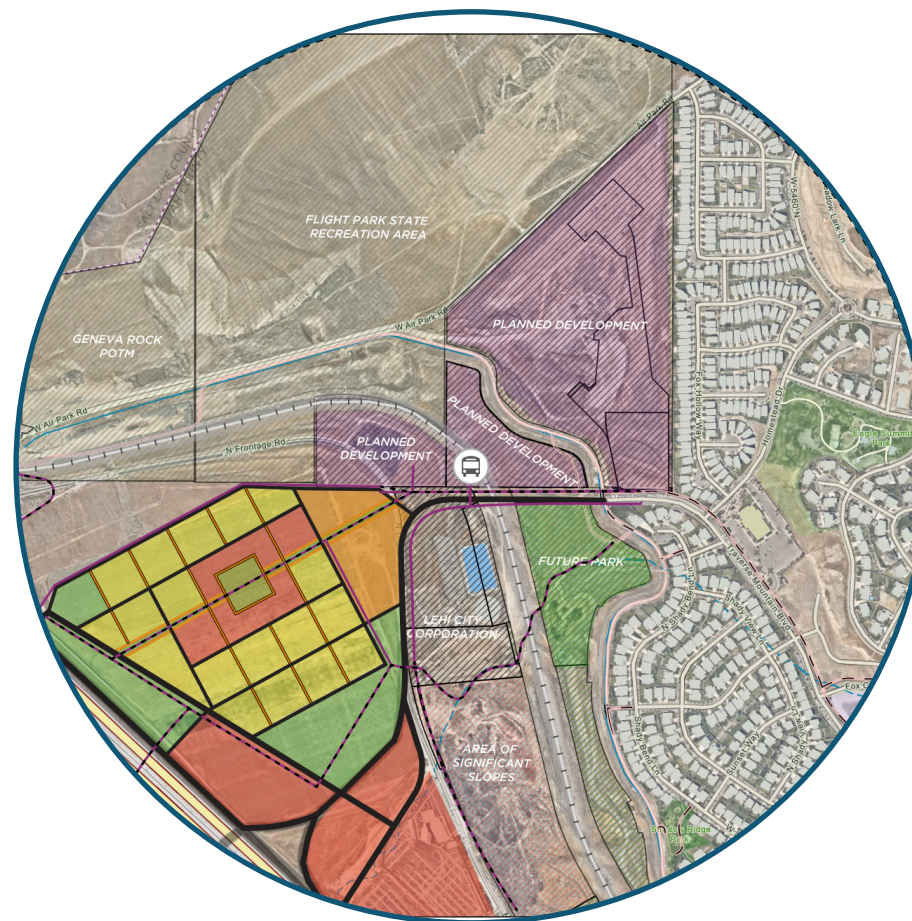
Concept B reimagines the traditional, neighborhood-scale, main street-based grid and relies on this form to radiate outward from the core. This option prioritizes human-scale development instead of automobiles. Approximately 200 x 200-foot blocks assist in producing a pedestrian and cyclist-friendly, neighborhood with a collection of highly visible and valuable corner lots. A strong emphasis is placed on providing connections to a centralized community gathering plaza and green space. The central community plaza is complemented by a variety of neighborhood-serving amenities and is supported by a mix of housing types.

1. Grid system providing a human-scale environment
2. Central shared-use road – low speed, walkable
3. Neighborhood-supportive commercial connected to a central plaza/ community open space
4. Open space buffering residential development from future roadways and non-residential land uses

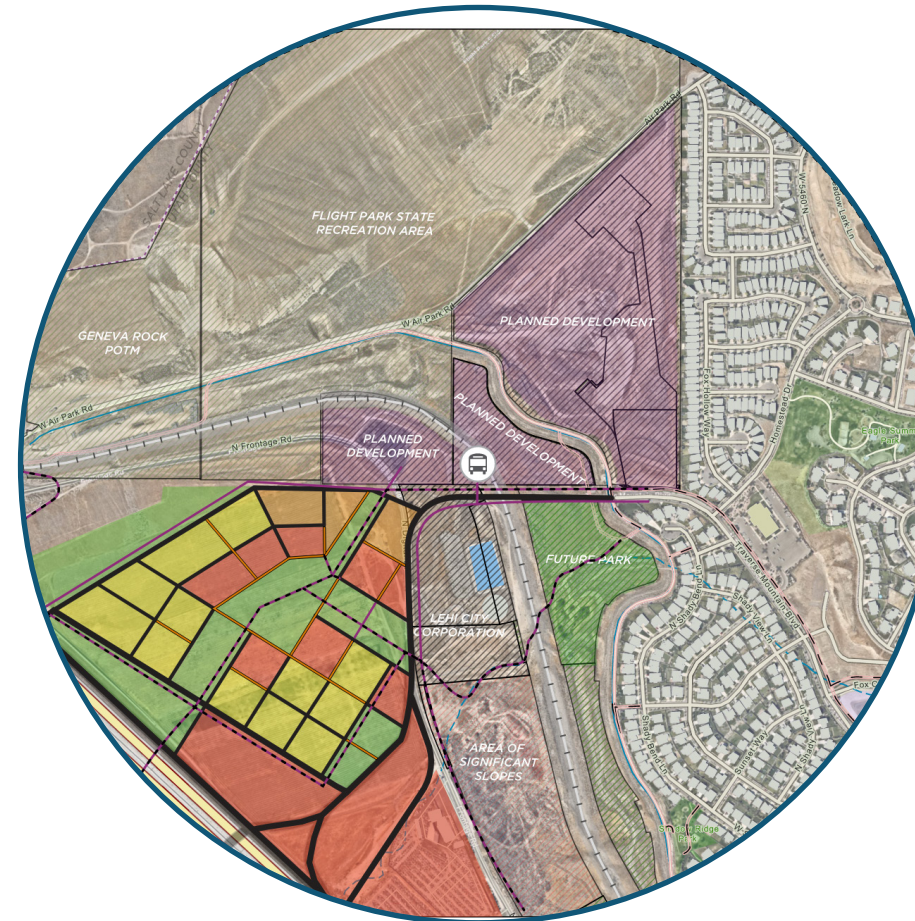
KEY ATTRIBUTES:

Concept C provides a blend of the elements included in options A and B. Much of the street network embodies a traditional grid format while other portions “contort” to provide a cohesive transition from the existing Frontage Road and Digital Dr. into the core of the developable area. This road network is oriented around a central community open space with trail network connections that meander through open spaces and connect to the station platform itself. This framework incorporates neighborhood-supportive businesses and retail uses that frame a central gathering space at the core.

CONCEPT B



CONCEPT C



1. Mix of block size and connected grid system
2. Neighborhood-supportive commercial uses supported by system of trails and open spaces
3. Interior trail connections in future development area and to future destinations – station platform, future City park, Flight park
4. Moderate to high density multifamily residential near station and neighborhood-scale commercial uses

LEGEND		
1/2-MILE BOUNDARY TRANSIT CORRIDOR TRANSIT STATION Proposed	LAND USE FUTURE COMMERCIAL RESIDENTIAL - COMMERCIAL RESIDENTIAL - MULTI RESIDENTIAL GREEN/OPEN SPACE/PARK EXCLUSIONARY USE	BIKE FACILITIES EXISTING BIKE FACILITY SHARED USE BIKE PATH
		FUTURE BIKE FACILITY SHARED USE BIKE PATH FUTURE FACILITIES 1-15 INTERCHANGE PEDESTRIAN-PRIMARY STREET ROAD

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05

Vision & Plan

VISION AND PLAN

The North Lehi Station Area will establish and maintain a unique hub of neighborhood activity, easily accessed by people of all ages and abilities across the region.

The five key design principles identified below are essential to achieving a transit-supportive village vision. This vision integrates these principles to create a cohesive future framework. The village will feature a mix of land uses at different scales and intensities, a multi-modal connectivity network with small blocks to support various land uses, and a system of amenities and open spaces that enhance livability and social interaction. The plan is built on a foundation of community-based goals.

5 KEY DESIGN PRINCIPLES

- A Gathering Place
- Distinct
- Connected
- Sustainable
- Accessible

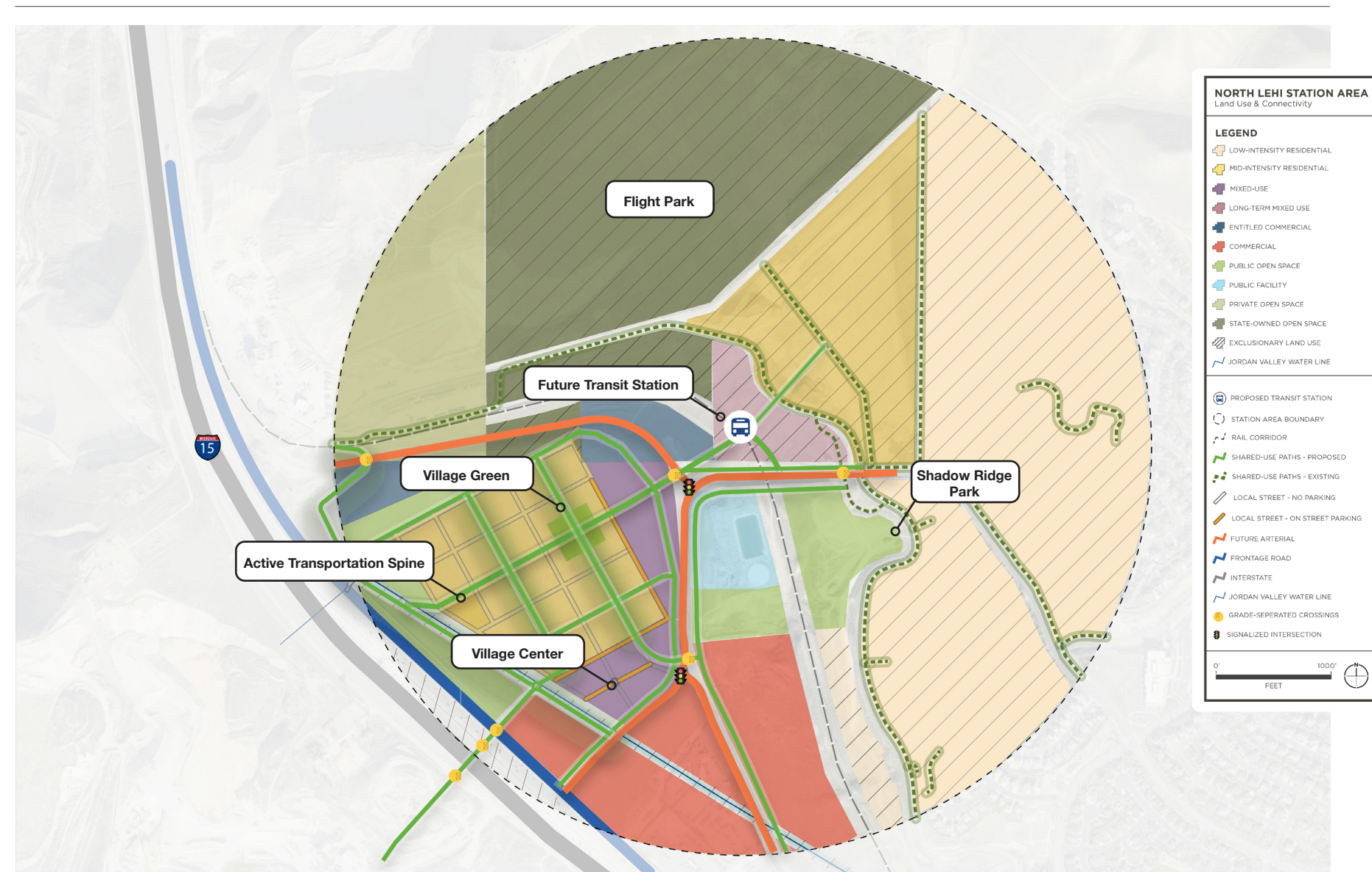
SCALE AND INTENSITY

The 7.5 acres north of the station platform will include parking for the transit stop, and may eventually redevelop into more commercial and residential uses as more people access the station by other modes beyond a vehicle.

Future development immediately south of the station is transit-supportive with a mix of employment and residential uses at an intensity of use that encourages active transportation.

The small block framework of the North Lehi station area is centered around the

FIGURE 5-1: PREFERRED SCENARIO DIAGRAM



“Village Green” which is the core of the residential neighborhood. The Village Green is envisioned as an active green space, accommodating casual recreation, gatherings, and enjoyment leisure. This Village Green is linked to the transit station through a pedestrian and bicycle pathway that provides access to the platform and a new employment center adjacent to the North Lehi transit stop. The area immediately around the station creates a nexus from which the envisioned mixed-use transit village expands down the hill towards the village green.

FIGURE 5-2: BUILDING SCALE & INTENSITY

LOW-RISE SCALE
1-2 Stories



MID-RISE SCALE
2-3 Stories



HIGH-RISE SCALE
3-4 Stories



A GATHERING PLACE

Objective: A connected system of open space and plazas encouraging community interaction

A village is more than just a collection of homes and shops. The village concept includes opportunities for residents and visitors to get out and enjoy the area and interact. The North Lehi Station Area Village includes a chain of public gathering spaces linked by a system of trails and pathways. This allows the full mixture of land uses to be enjoyed through active transportation and minimal interactions with vehicles.

Collectively, the connections and interactions of buildings, streetscapes, and community open spaces define the North Lehi Station Area’s identity as a desirable gathering space. Community-focused spaces and varied destinations will encourage residents and visitors to spend time in the area rather than it being a pass-through station along the route.

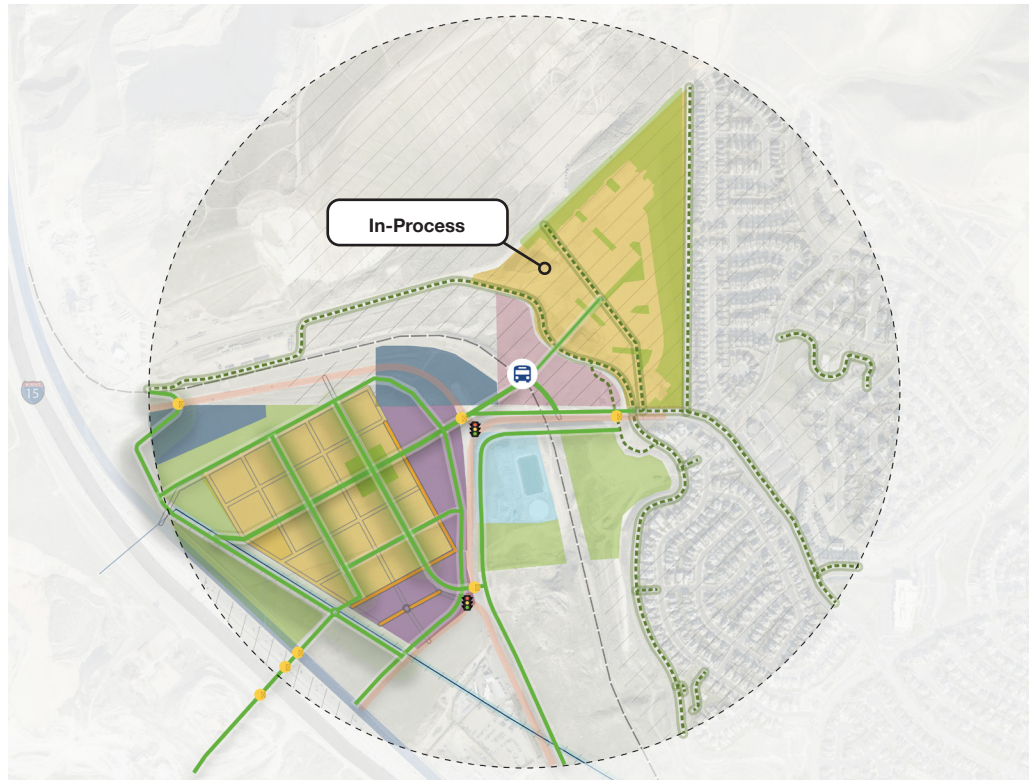
SHADOW RIDGE PARK



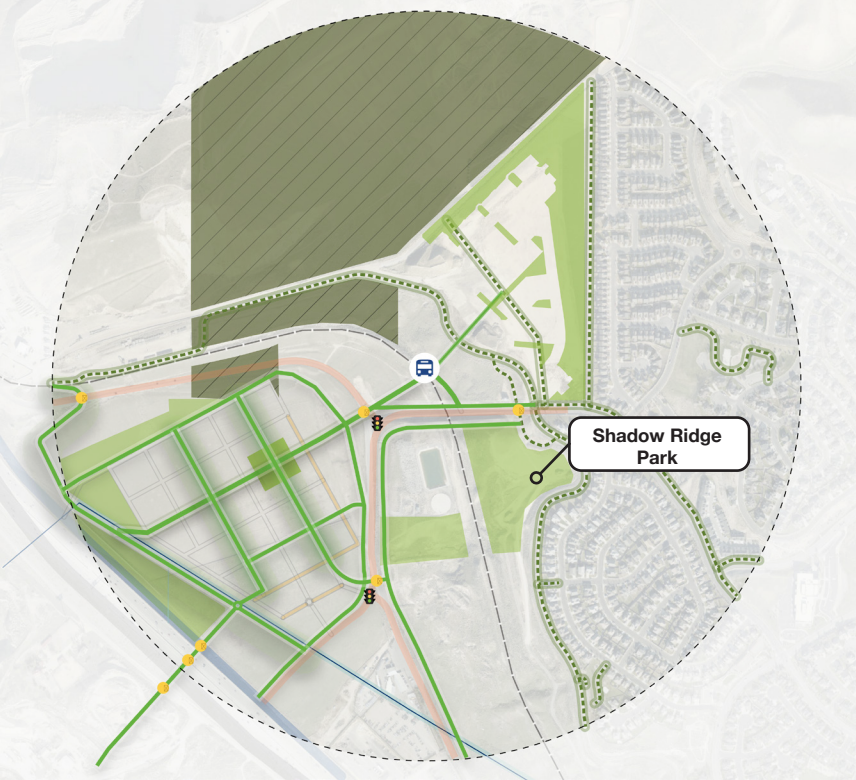
STATION

The station, village green, and village center are the triangle of focal points that organize the overall framework. The station sits at the top of the slope and anchors the primary north/south pedestrian and bicycle route. The station itself functions as the hub of the overall station area.

TRANSIT-SUPPORTIVE DEVELOPMENT



TRAILS, PARKS, AND OPEN SPACE



STATION AREA ROAD NETWORK



VILLAGE GREEN

The Village Green is the key organizing element for the overall concept. The Village Green is at the intersection of the two primary greenways in the village and is accessible from all points of the station area. The space is roughly 1.5 acres and provides a sanctuary for residents to gather, recreate and relax. Situated at the heart of the residential area, the Green is envisioned as a neighborhood-supporting destination providing access to amenities such as community gardening space and a built-in facility for small performances and neighborhood gatherings.

The edges of the green are defined by a variety of housing types ranging from townhome-style units to moderate-density apartment villages. The inclusion of children's play spaces and public art pieces will ensure the Village Green is desirable to all user groups. As a primary component of the station area, the Village Green space will embody the vision of a neighborhood activity hub accessible to all ages and abilities.

User-Centered Programming

The flexibility of the Village Green's function is a crucial element in attracting people to the space. A wide range of activities and amenities leads to a diverse range of user groups. An effective gathering place at the heart of the North Lehi transit village can compliment and reflect the character that can be found throughout the region. Public spaces designed for singular uses tend to be underused and act as a void in the area. The Village Green is envisioned as an activated year-round destination with the potential to serve the following user groups.

- Office workers and employees
- Families
- Visitors
- Seniors

FIGURE 5-3 : ENVISIONED SYSTEM OF CONNECTED GREENWAYS

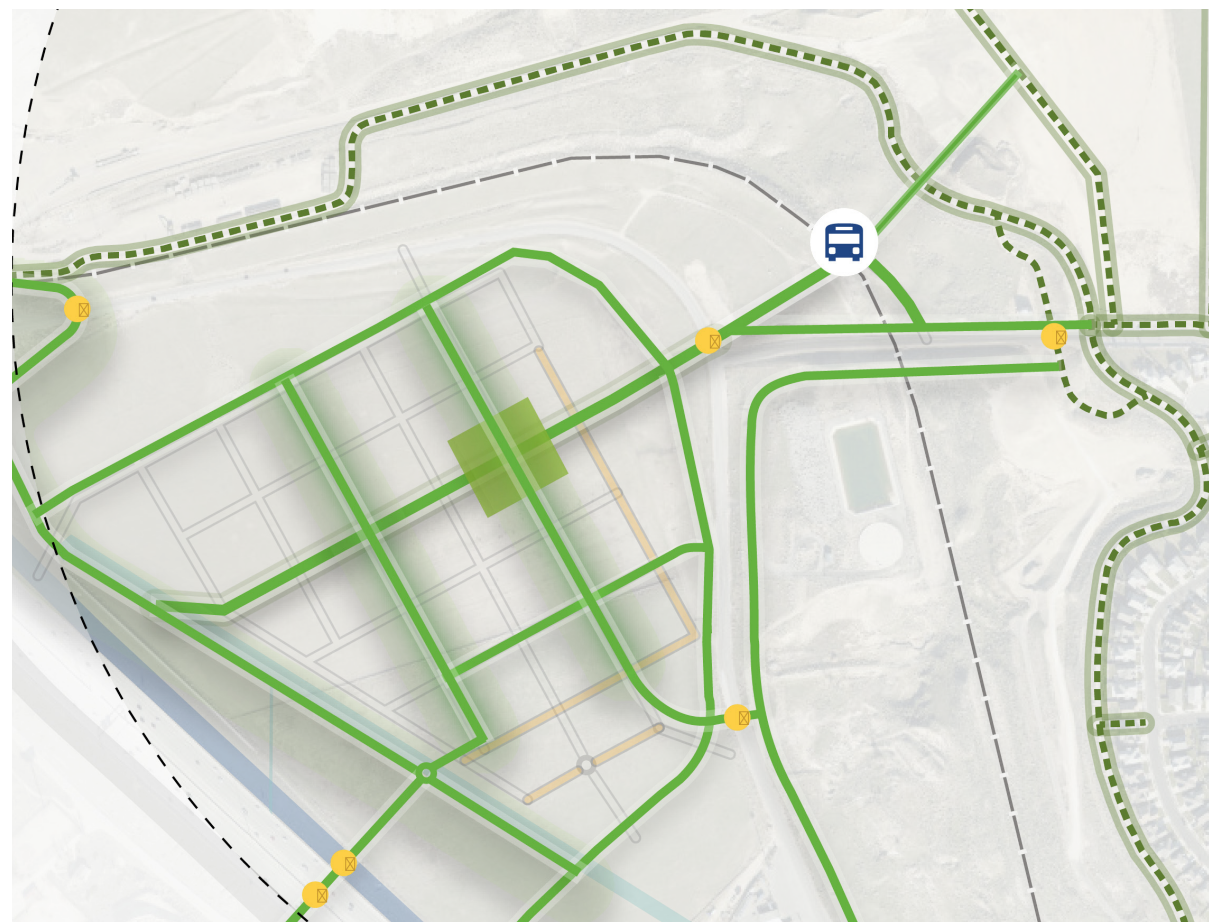
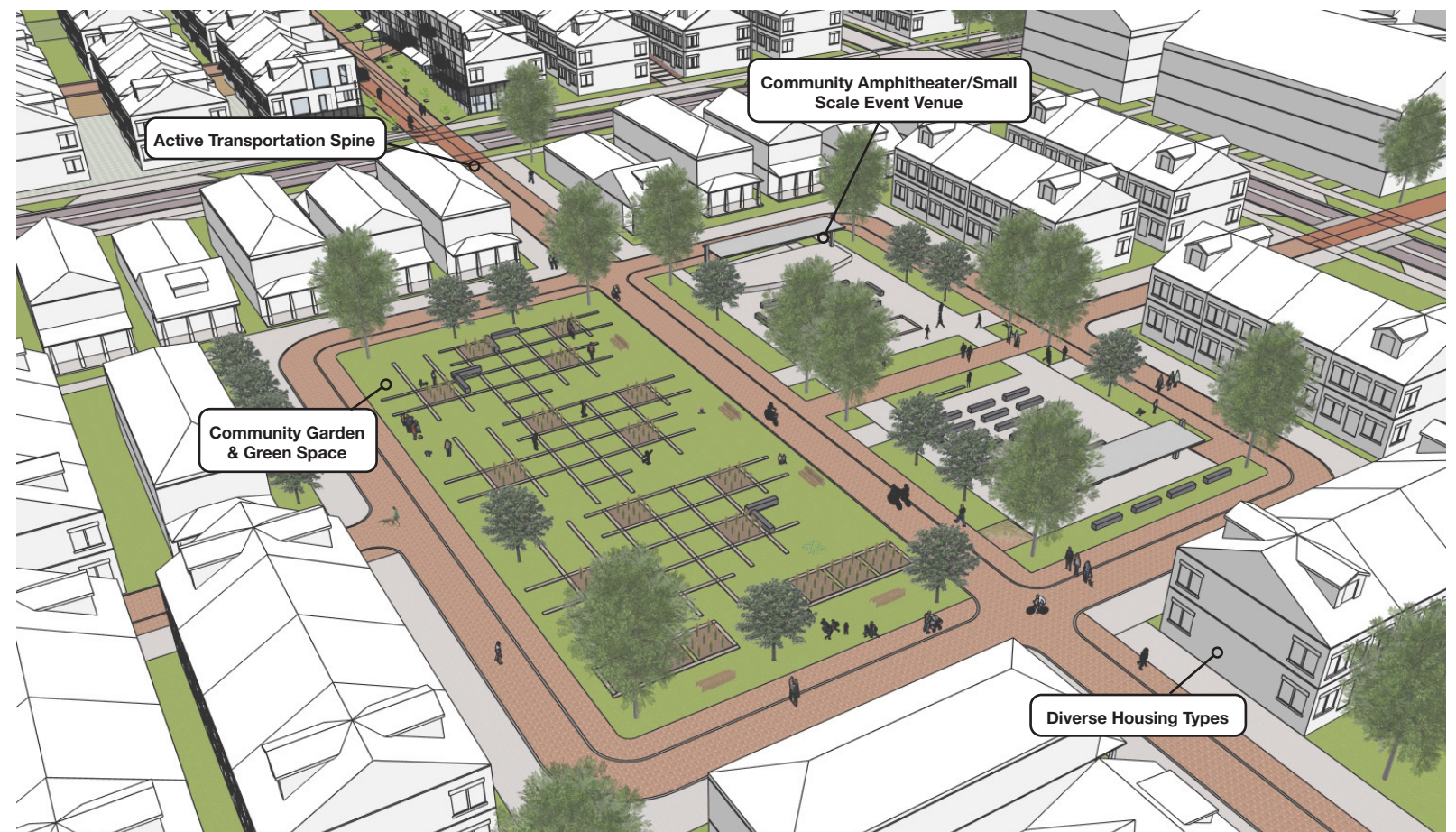


FIGURE 5-4 : ILLUSTRATIVE RENDERING OF VILLAGE GREEN CONCEPT



USER CENTERED PROGRAMMING



Office workers and employees can enjoy taking a walk through the space during their lunch break or utilizing the outdoor area for casual meetings with colleagues. Young professionals may appreciate outdoor networking events, live music shows, and other activities, making the Village Green an ideal destination for casual work, relaxation, and community socialization.



Families are a key user group, and programming the space to be welcoming and inviting is crucial. The area can feature family-friendly events such as story time sessions and “movie-in-the-park” events. Family-focused activities and thoughtful design ensure the space enables families to gather, play, and create lasting memories.



Visitors, including shoppers, diners, and employees traveling into the area for meetings, will find the space a relaxing environment with comfortable seating areas, informational signage, and opportunities for interaction. This user group is likely to discover the Village Green through connected pedestrian pathways, enhancing the overall experience of moving into the space.

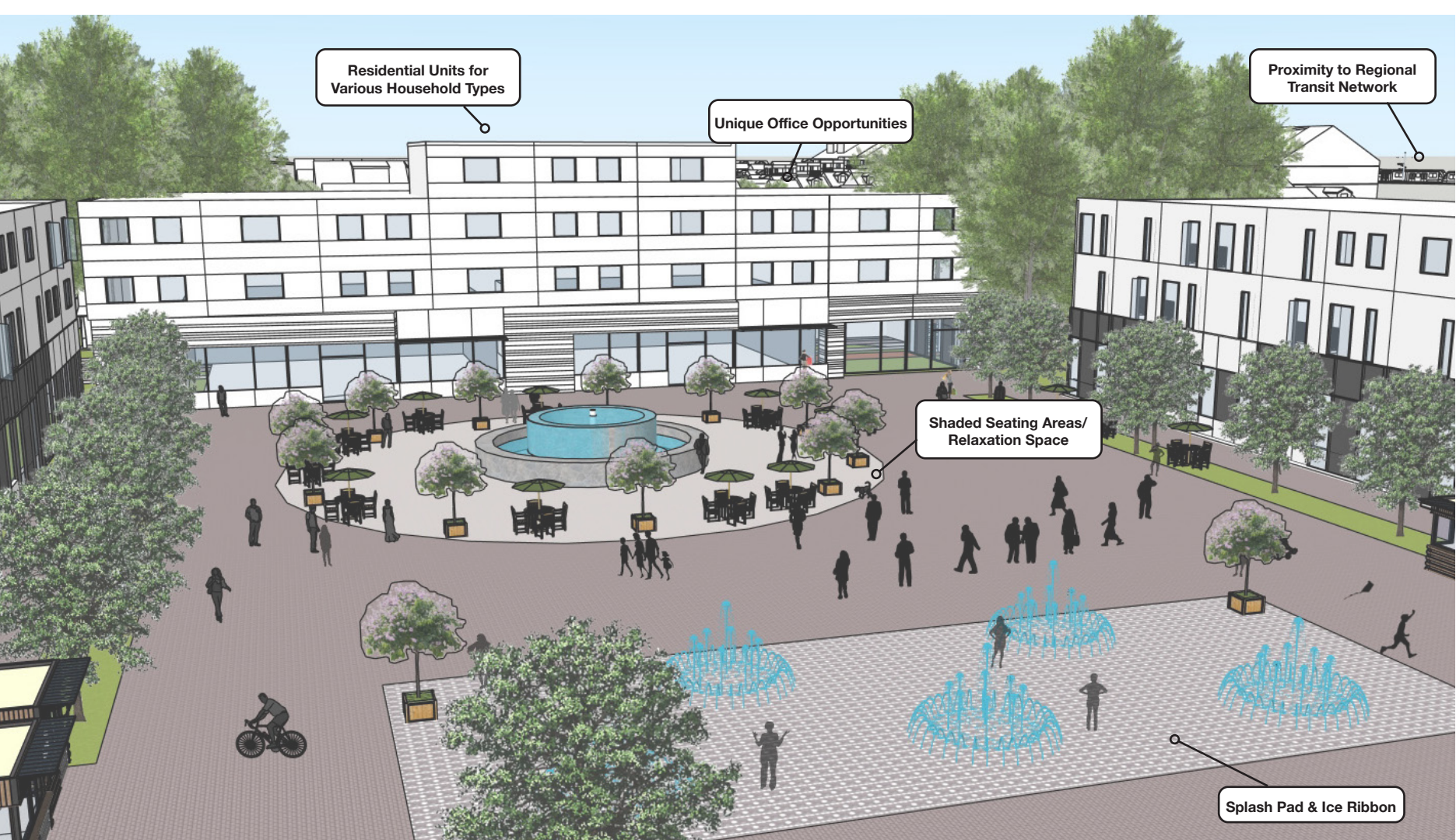


Seniors are an integral part of the Village Green concept, with the space designed to include comfortable seating, shaded areas, and ADA-friendly pathways. The communal garden space and amphitheater can host activities such as gardening workshops, senior-friendly fitness classes, and social clubs, encouraging age-friendly accommodations and help to reduce social isolation.

USER CENTERED PROGRAMMING



FIGURE 5-5: ILLUSTRATIVE RENDERING OF MIXED-USE TRANSIT VILLAGE CENTER CONCEPT

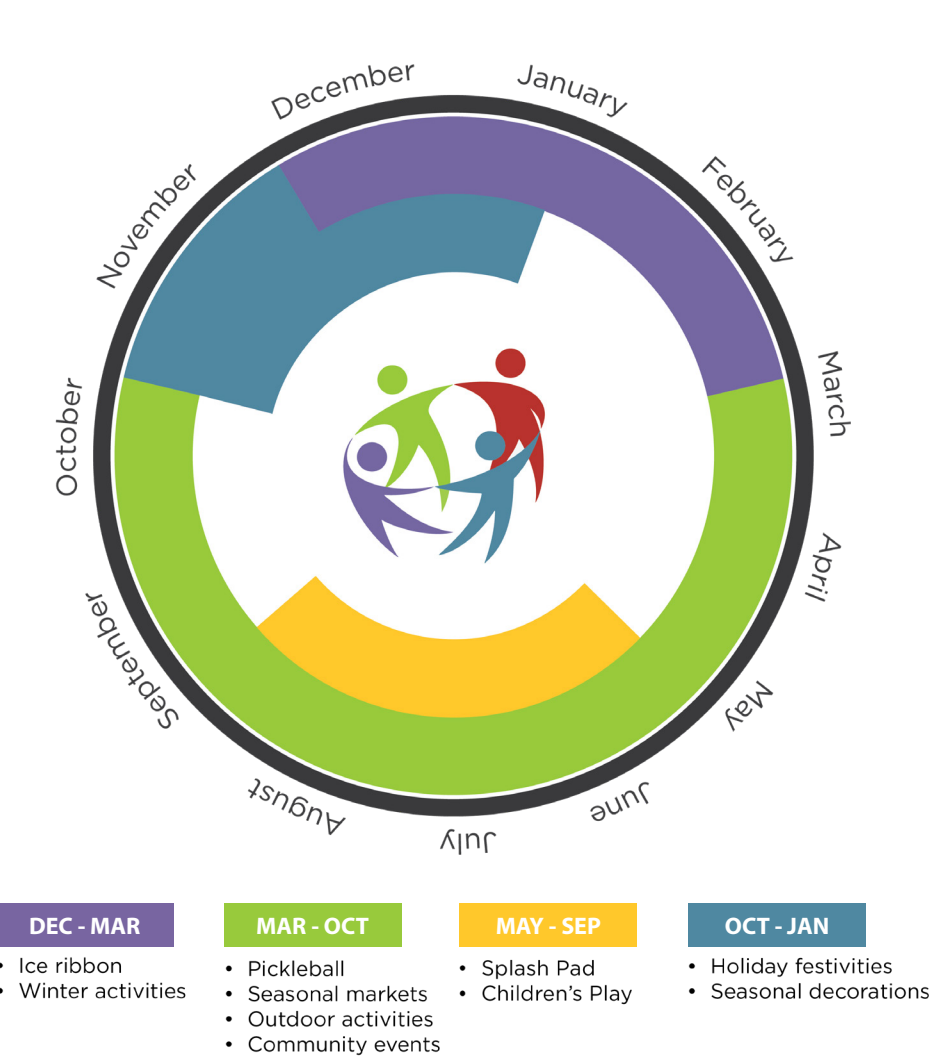


VILLAGE CENTER

The Village Center is a walkable retail area anchored by a community plaza that can host gatherings and concerts, serving as a backdrop for outdoor dining and social interactions. The Village Center takes advantage of the proposed infrastructure investment, provides a synergy of various land uses, and acts as a buffer to the residential development area envisioned at the heart of the transit community.

The Village Center is the hub of activity with public gathering spaces including a central plaza that may prioritize uses such as an outdoor ice ribbon, splash pad, and outdoor eating areas. Mixed-use buildings frame the space. Parking and vehicle circulation are positioned on the edge of the Village Center, effectively slowing traffic as it enters from the proposed new arterial and approaches the new transit village. To ensure the Village Center remains vibrant throughout the year, it is designed to adjust its function according to the time of year.

FIGURE 5-6: YEAR ROUND ACTIVATION AT VILLAGE CENTER



In the winter, an outdoor ice ribbon could provide a festive atmosphere for skating and other cold-season activities. In the warmer months, the space can be set up as a splash pad or other warm-weather activity, attracting families to cool off and play outside. Outdoor eating areas are active year-round, with seasonal decorations and events enhancing the center's atmosphere. Markets, festivals, and community events will further activate the space, ensuring there is always something happening in the Village Center, regardless of the time of year.

The Village Green is also linked to the "Village Center" through a network of low-speed neighborhood roadways and pedestrian and bicycle pathways creating a connected network of gathering places.

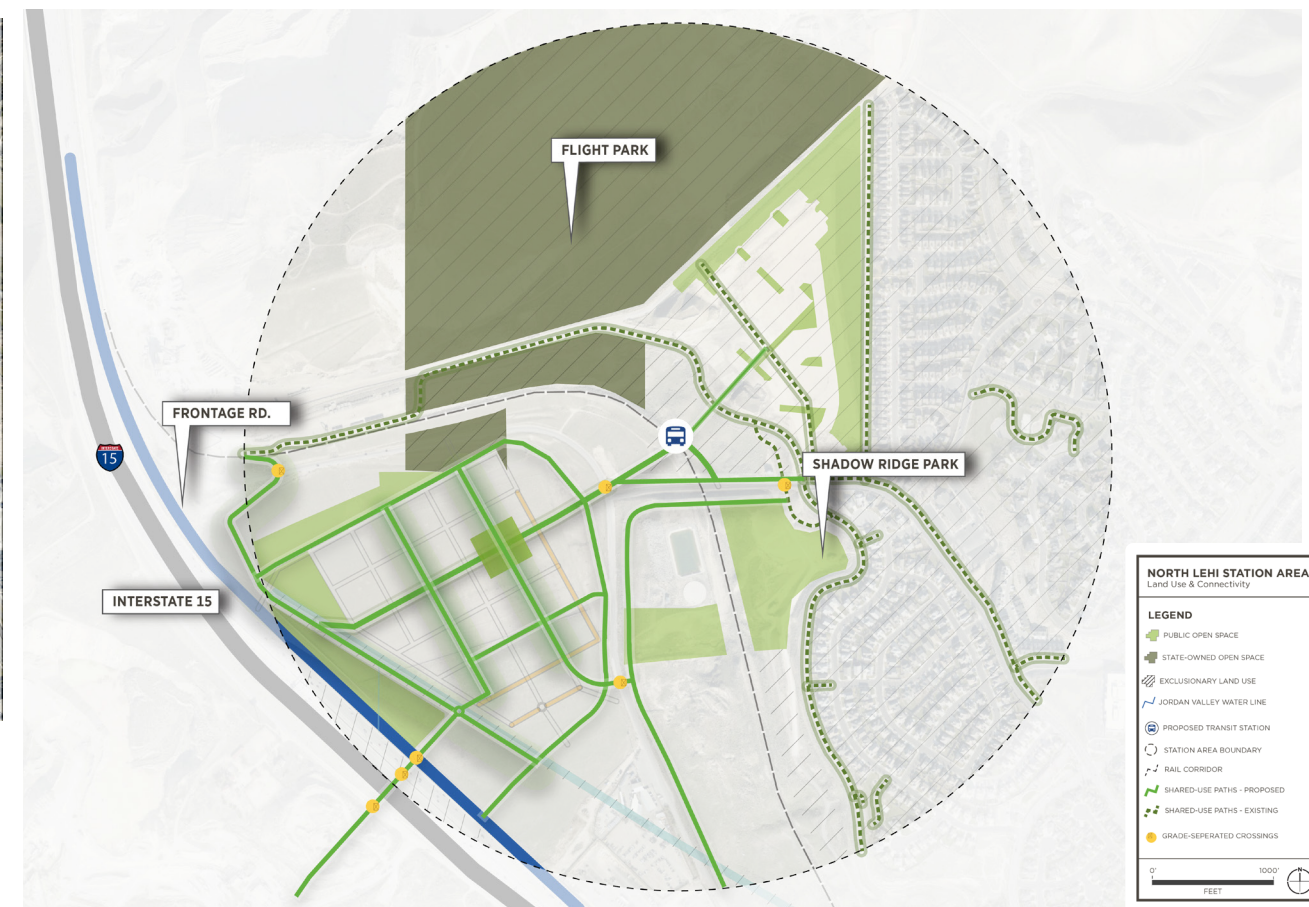
FIGURE 5-7: OPEN SPACE BUFFERS



FIGURE 5-8: SHADOW RIDGE PARK



FIGURE 5-9: OPEN SPACE NETWORK



NEIGHBORHOOD GREEN SPACES AND BUFFERS

In addition to the Village Green and Village Center, smaller public green spaces are envisioned embedded within the neighborhoods. These integrated green spaces provide additional areas for relaxation and recreation with a focus on every day use for the neighboring residences. Green spaces are also used as buffers to major roadway corridors such as I-15 and the arterial and collector road system.

These open spaces may be integrated into the area by design using aesthetic native plantings and grasses. The open space buffers may also include unique gateway signage that aligns with the character of Lehi and Utah County. Signage, art features, or other iconic pieces could create the feeling of entry and exit from Lehi and Utah County.

ADDITIONAL OPEN SPACES

The new nine-acre Lehi City Shadow Ridge Park will provide the station with a playground, pickleball courts, a downhill bike course, and restroom facilities. Construction of the park will be funded with impact fees and not City tax funds. The park will be directly connected to the future station platform and the area's system of trails and open spaces including those leading to the future station platform.

CONNECTED

Goal: Regionally significant. Desirable for bicylists and pedestrians.

The location of the North Lehi station village provides the gateway to Utah County from Salt Lake County. The station village is connected to major regional infrastructure including roadways I-15 and Digital Drive, trails – Utah County Rail Trail and eventually the Porter Rockwell Trail, light rail transit – and eventually Frontrunner.

The grid concept provides connectivity and allows for narrower street profiles, making it easy to access village areas and amenities by all travel modes. The network encourages active transportation modes by making the walk or bike trip manageable, enjoyable, and interesting with a range of destinations throughout.

INTERNAL GRID

The connectivity framework integrates roadways, trails, and pathways to promote walking and biking while connecting the new area to Lehi’s overall network. The station area features a 250 x 250-foot grid network, creating a network that supports desirable development. The 250-foot blocks prioritize the pedestrian experience – shaping the overall perception of the area.

FIGURE 5-10: CITY BLOCK SIZE COMPARISON

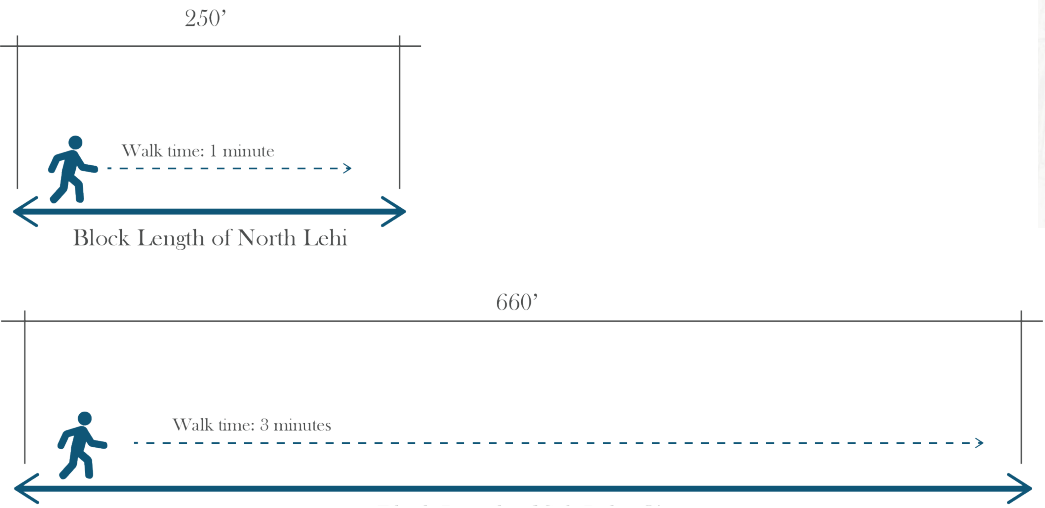
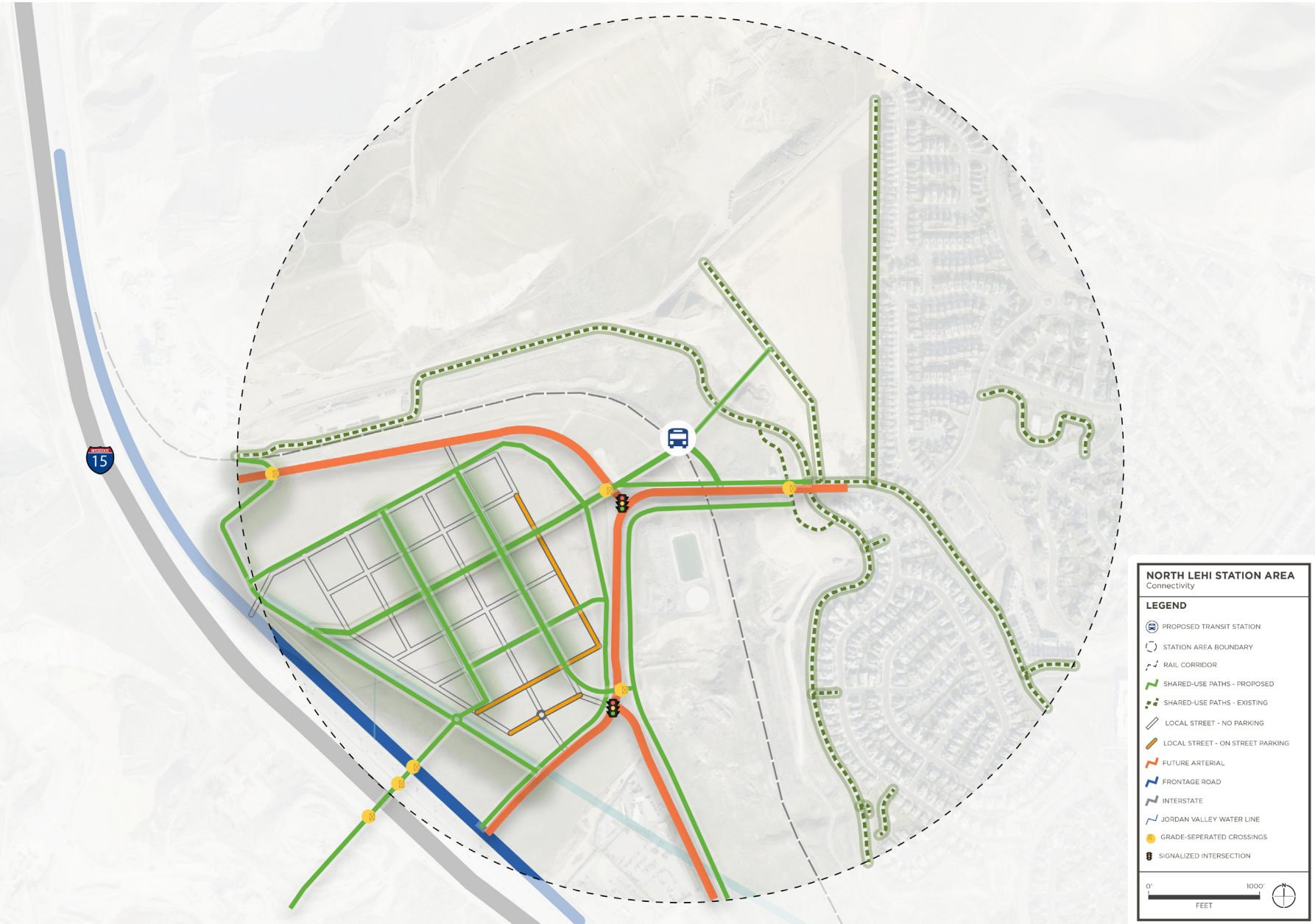


FIGURE 5-11 : CONNECTIVITY DIAGRAM



250-foot block sizes increase the frequency of streets and pathways, reducing traffic volumes and encouraging slower vehicle speeds. The network design discourages cut-through vehicle traffic, opening the space for pedestrians and bicyclists, and providing a high level of access to businesses and other neighborhood-oriented services. Some of the throughways are dedicated to accommodating and encouraging active transportation, others support a mixed approach, while some are primarily designed for vehicle movement.

FIGURE 5-12: ILLUSTRATIVE RENDERING OF PEDESTRIAN AND BICYCLE PATH TO FUTURE TRANSIT STATION



ACTIVE TRANSPORTATION SPINE

Connectivity in the North Lehi transit village is organized around an active transportation (AT) spine. This pathway is central in the station area and facilitates the seamless movement of pedestrians and cyclists throughout - connecting to key gathering places. The AT spine links the station platform, the village green, the green space buffers on the west and south, and the Village Center on the east. The interconnectedness of gathering places in the station area supports the vision of a true neighborhood hub oriented around active transportation modes and convenient access to public transit.

This trail is envisioned as a 50-foot total ROW lined with offices, housing, and neighborhood-oriented services. Concentrated community activity along the AT spine produces new and unique opportunities for residents and visitors to gather while being the most direct and convenient way to access the station.

FIGURE 5-13: ACTIVE TRANSPORTATION SPINE LOCATION

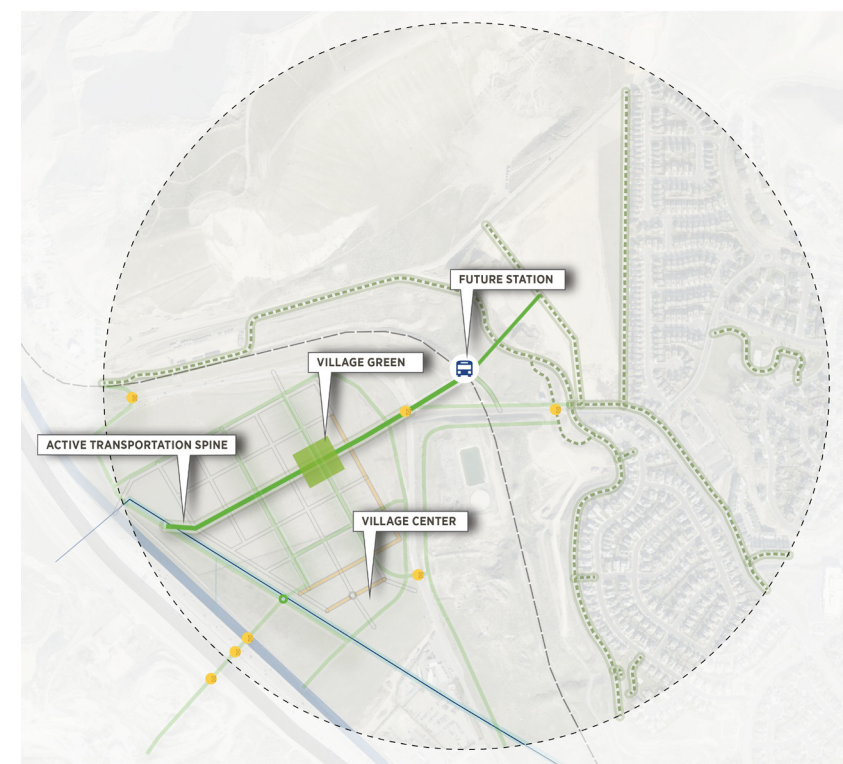


FIGURE 5-14: ENVISIONED ACTIVE TRANSPORTATION SPINE CROSS SECTION

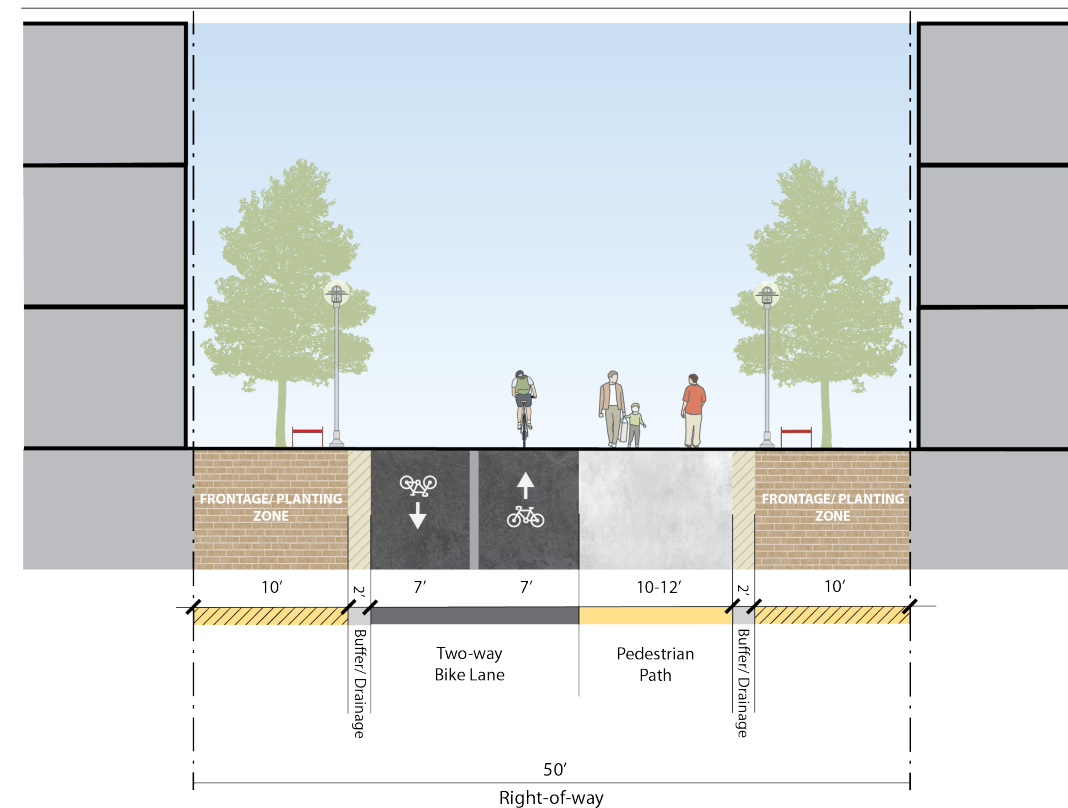
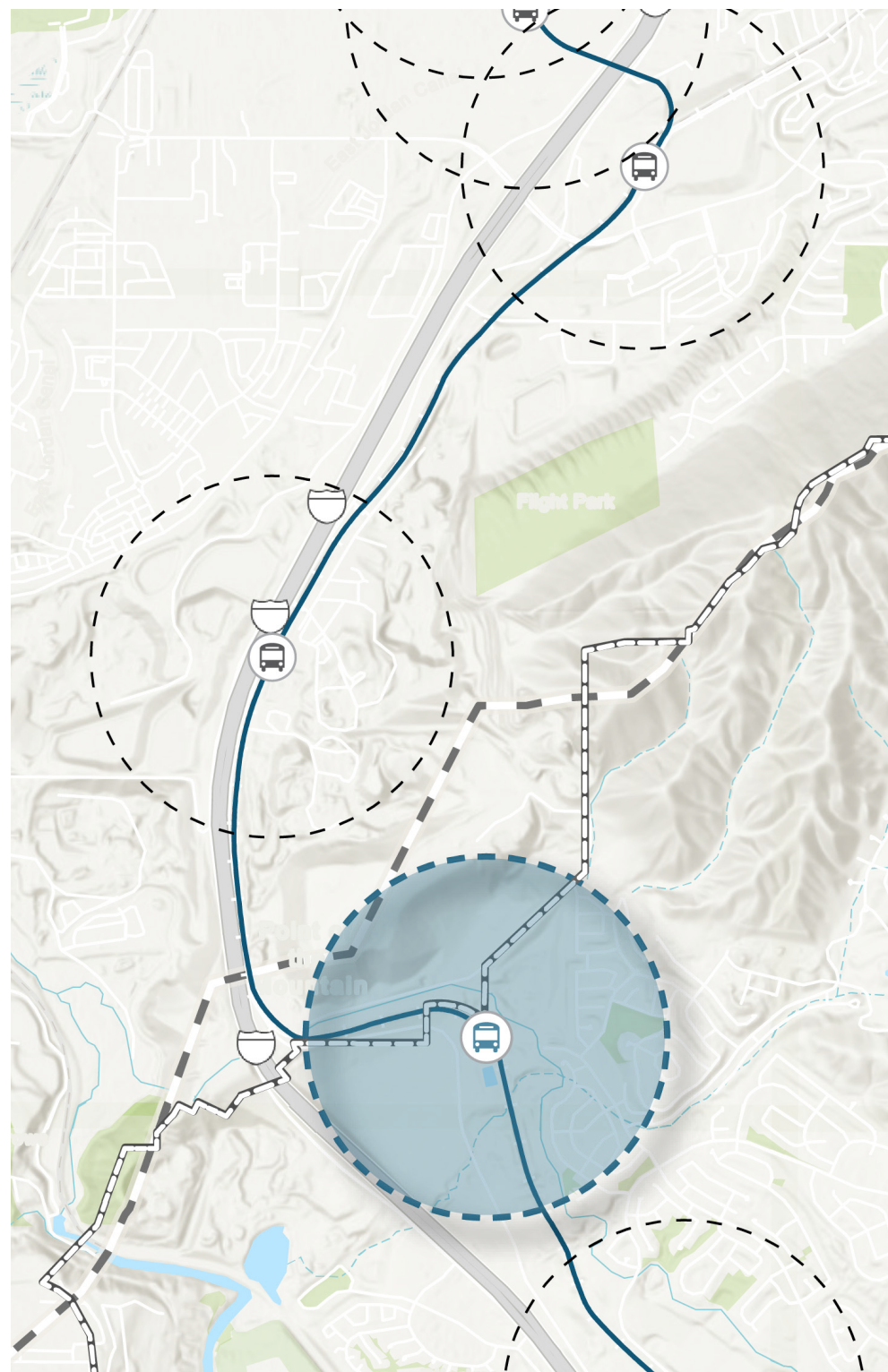


FIGURE 5-15: FUTURE TRANSIT CORRIDOR



TRANSIT NETWORK

The North Lehi Village station is proposed as the gateway TRAX station in Utah County connecting The Point future major mixed-use area in Salt Lake County with Thanksgiving Point, a thriving employment and entertainment hub – all within the Silicon Slopes region.

The Village vision creates space for this station to support the thriving active hubs to the north and south while creating an opportunity for people to live, work, and play in a quieter, more neighborhood-focused area. The station area is a focal point for the village – at the top of the slope it is a central hub where trails, roadways, and neighborhoods intersect. The future station site is envisioned as an integrated mixed-use development in later phases of implementation. At first opening, the station site will include surface parking with the potential to transition to a mix of housing, retail, and public spaces as market demand allows.

STREET NETWORK

There is a hierarchy of travel modes in the grid. Active transportation modes are prioritized in The Village and ample vehicle access is provided along the adjacent arterial and highway. The Village concept identified five primary roadway types:

1. WALKING AND BIKING PATHWAYS

Provide a separate network for active transportation. The pathways are connected to the regional trail system providing last-mile connections from the Traverse Mountain and Lehi Vistas neighborhoods, areas of Lehi to the south and west, Salt Lake County, and the new transit village. The primary walking-biking pathway in the station area is the AT spine shown in figure 5.15.

24-26 foot wide ROWs that provide safe corridors for cyclists and pedestrians. In addition, the pathways will include pedestrian-oriented pathways will utilize features such as street trees, benches, wayfinding signage, bike racks, and similar amenities. In addition, storefronts along the pathways include seating and display areas to engage the street.

2. SHARED USE PATHS

Shared use paths are an extension of the existing shared use network and run adjacent to several roadways throughout the transit village. These paths

FIGURE 5-16: ROAD NETWORK HIERARCHY

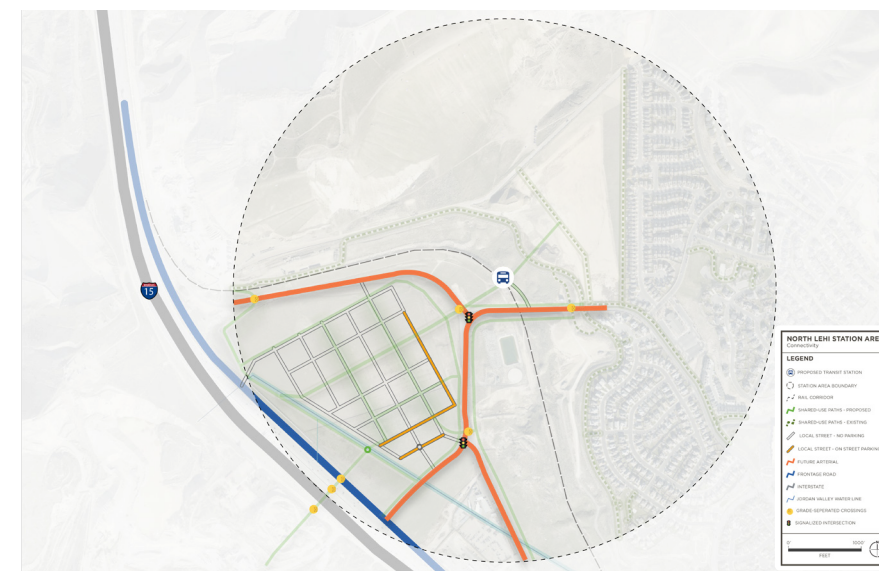
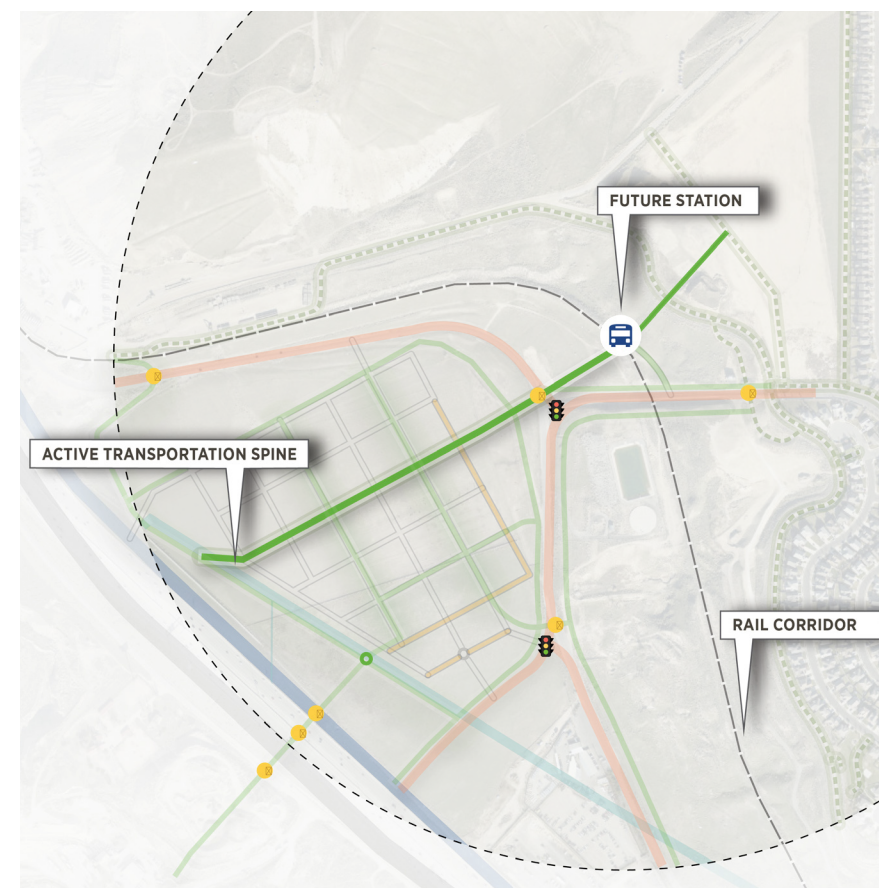


FIGURE 5-17: WALKING AND BIKING PRIMARY ROUTE



are separate from vehicle travel lanes and incorporate waterwise landscaping elements and trees. Near the village center and other mixed-use areas, these paths may also provide street furniture and other amenities encouraging people to spend time in the area.

R.O.W: 30-50 feet

Shared use paths provide connectivity infiltrating the Transit Village and outwards to other areas of Lehi and the broader region. This proposed extension of Lehi’s current pedestrian system provides grade-separated crossings of Digital Drive, the future arterial, the future frontage road, and I-15.

3. LOCAL STREETS

Local Streets provide vehicular access into the Transit Village area. The local streets connect to the regional road network but have a distinctly different look and feel, clearly indicating that this is a neighborhood where bicyclists and pedestrians are sharing the street. Travel speeds on local streets will be a maximum of 20 mph, accomplished through streetscape design. The road design provides for traffic calming features such as narrower 10 foot travel lanes, tree-lined streets, differing paving materials, raised crossings, and curb extensions that require a driver’s full attention.

FIGURE 5-18: SHARED-USE PEDESTRIAN AND CYCLIST PATHS

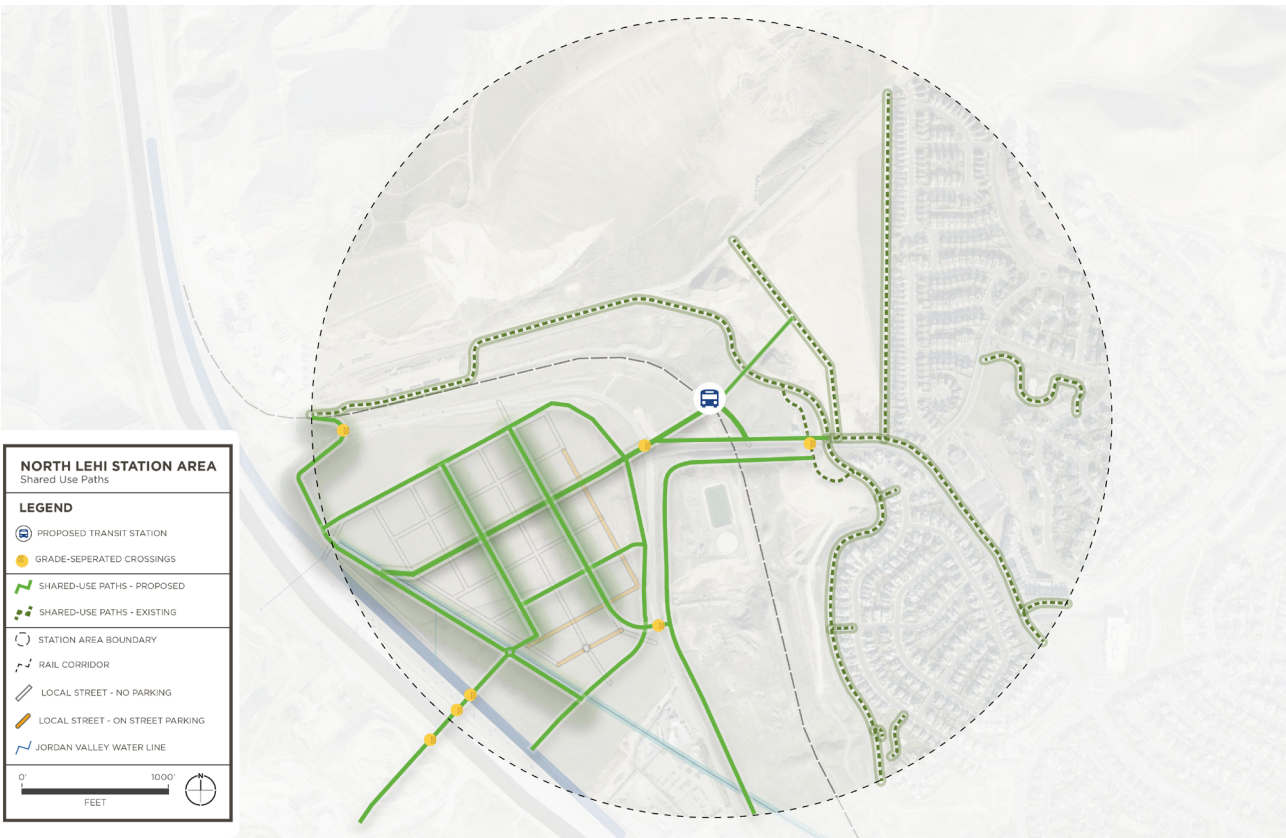


FIGURE 5-19: SHARED USE PATHS, CROSS SECTION

PROPOSED SHARED-USE PATH AND ARTERIAL

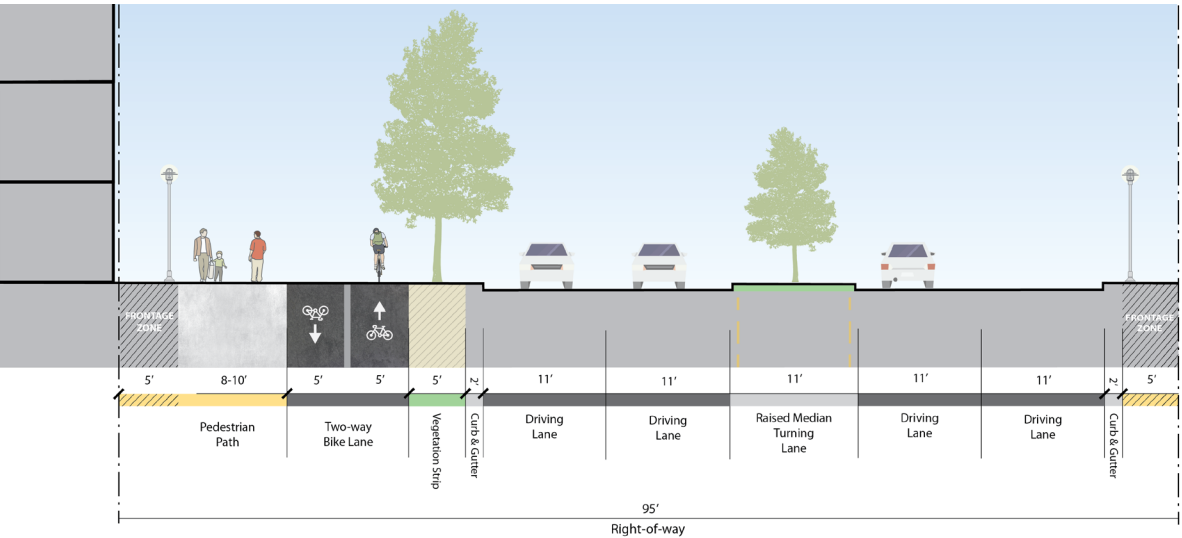


FIGURE 5-20: LOCAL STREETS

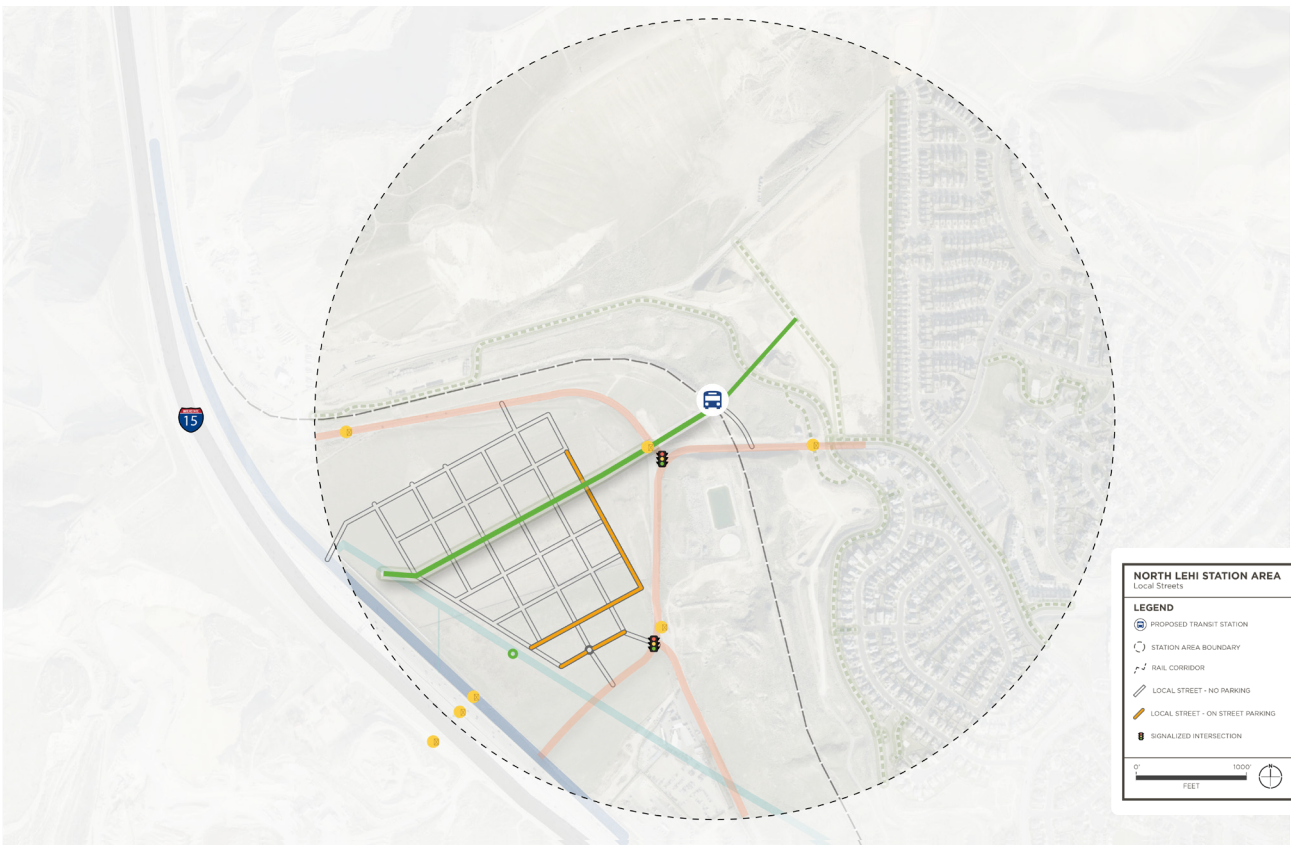
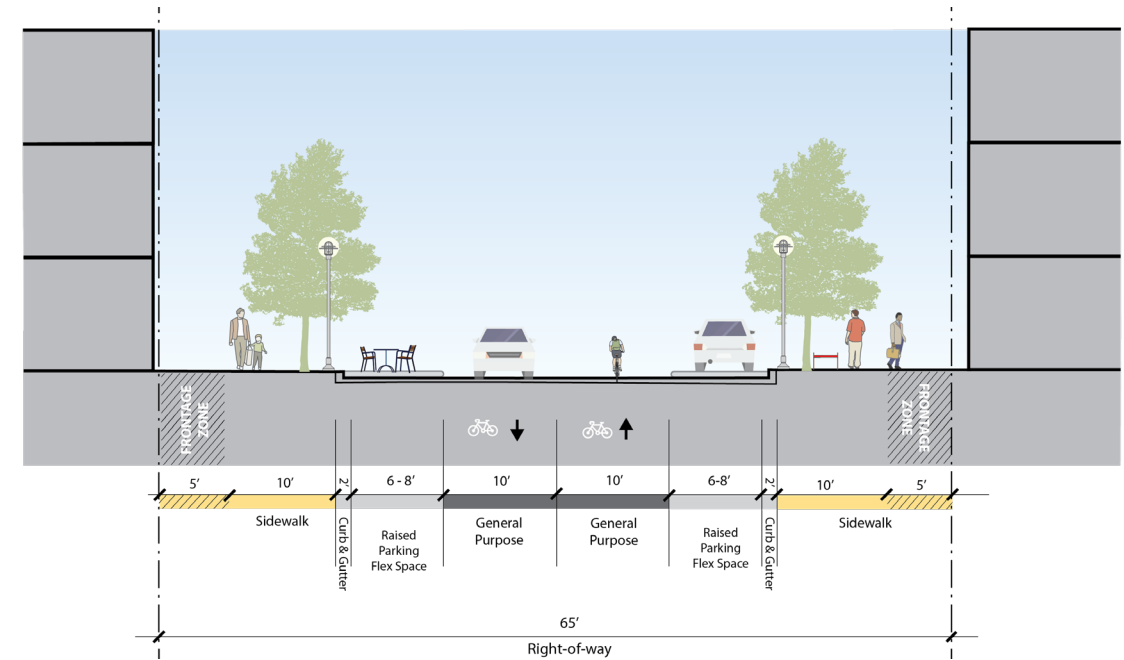
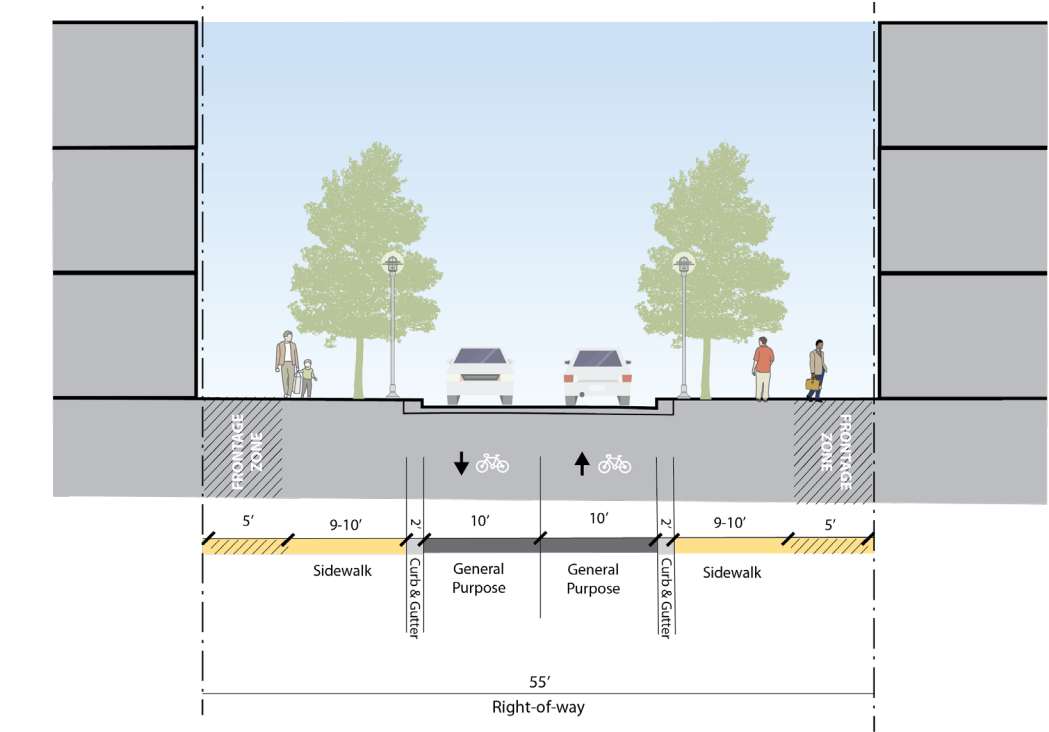


FIGURE 5-21: LOCAL STREETS, CROSS SECTIONS

PROPOSED LOCAL STREET TWO-LANES, STREET PARKING



PROPOSED LOCAL STREET TWO-LANES, NO STREET PARKING



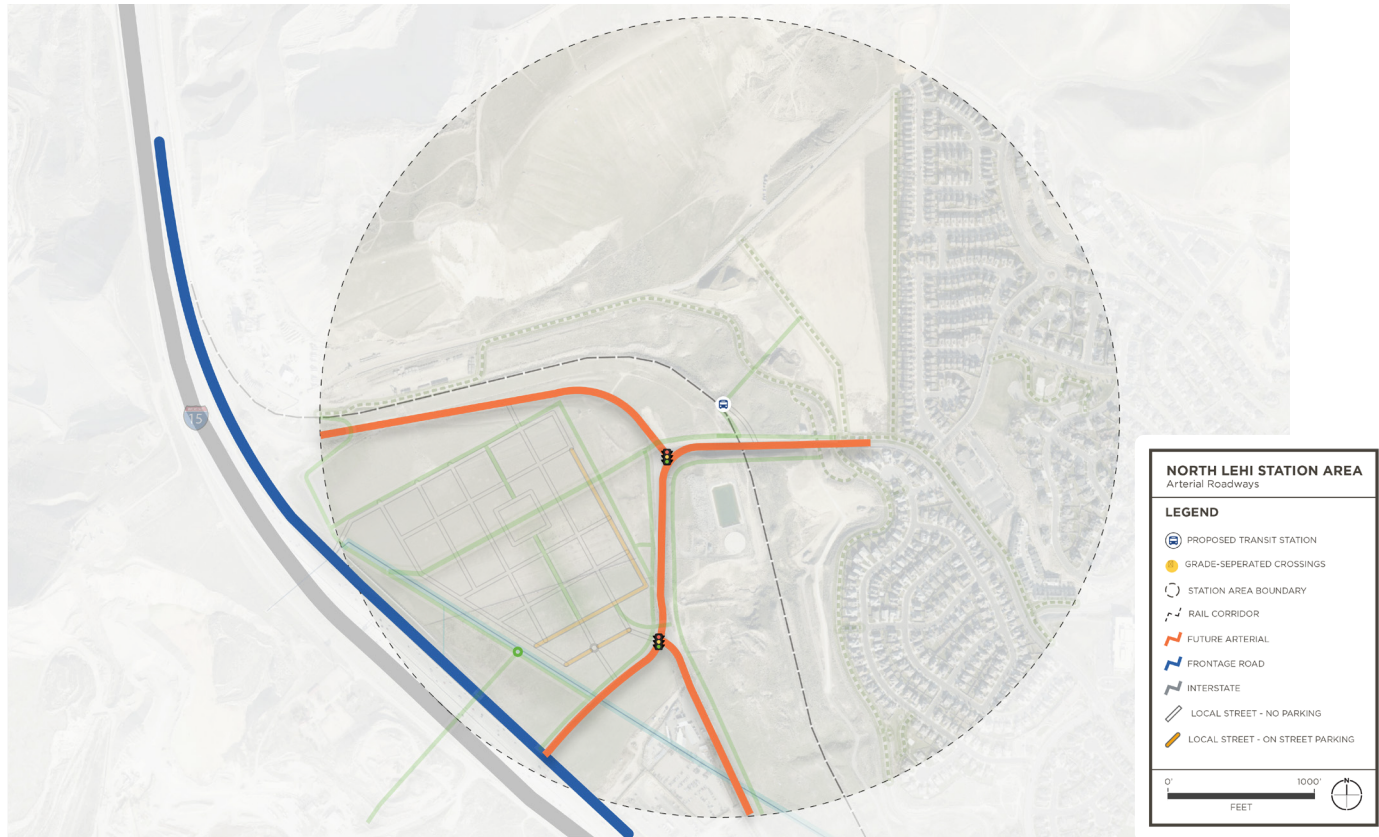
R.O.W: 55-65 feet

Some local streets include on-street parking which can serve as a flexible space. During times of low parking demand, the pedestrian realm can be expanded and street parking areas can be configured for outdoor dining, relaxation spaces, or other community gathering activities. ****The final design and construction of local roads must comply with all municipal standards including Lehi Power Standards and Requirements.*

4. ARTERIAL ROADS

Arterial roadways connect the Transit Village, Traverse Mountain Neighborhood to the broader region. These include Digital Drive, the proposed I-15 connection, and the proposed I-15 frontage road. Access to the Transit Village includes entry and exit points from Digital Drive and the proposed extension of Traverse Mountain Blvd. To reduce conflicts and improve safety, arterials are designed to go around rather than through the transit village.

FIGURE 5-22: ARTERIAL ROADWAYS



Arterials are designed and constructed to City and UDOT standards. Signalized intersections are envisioned at two key locations providing access to the transit village: where the interchange meets Digital Drive and at the intersection of Digital Drive and Traverse Mountain Boulevard.

5. PROPOSED FRONTAGE ROAD

A Frontage Road is planned in the south part of the station area, adjacent to I-15. Land adjacent to the Frontage Road is planned as open space with a shared-use path to the west of the waterline and connecting to the Village Center at the south and the frontage road on the north end. The Frontage Road acts as a neighborhood collector as the grid network and pathways intersect with the roadway and provide access across I-15, to the west.

DISTINCT

Goal: Capitalizing on unique topography and regional assets

Urban design tools, including building massing, streetscape design, and signage are ways to establish a unique village concept. In addition to urban design, the topography of the station area provides an opportunity to create a unique look and feel in the area. The framework of blocks allows for terracing of the buildings toward the top of the slope with the station itself at the apex.

Looking north, the station is the view terminus for the primary pedestrian and bicycle pathway encouraging active transportation modes to reach transit. Looking south from the station the village green is in the foreground with Utah Lake in the distance. To the east the view terminus for the system of pathways is the village center with the community gathering space in the foreground before Mt. Timpanogos. Looking east from the village center the village green is in the foreground of the Utah State Flight Park.

SUSTAINABLE

Goal: Balanced, long-lasting, and positively impactful

The transit village concept includes a mix of land use types to ensure a balanced economic base. The 1,060 future housing units are complemented by new office spaces and retail areas that serve both the neighborhood and broader region. In addition, the use of long-lasting, durable materials in both buildings and streetscape would create a high quality and community that would last for years to come. In alignment with state water conservation practices, open spaces, and parks are landscaped with native plantings and vegetation that require less water than traditional turf and non-native plant species.

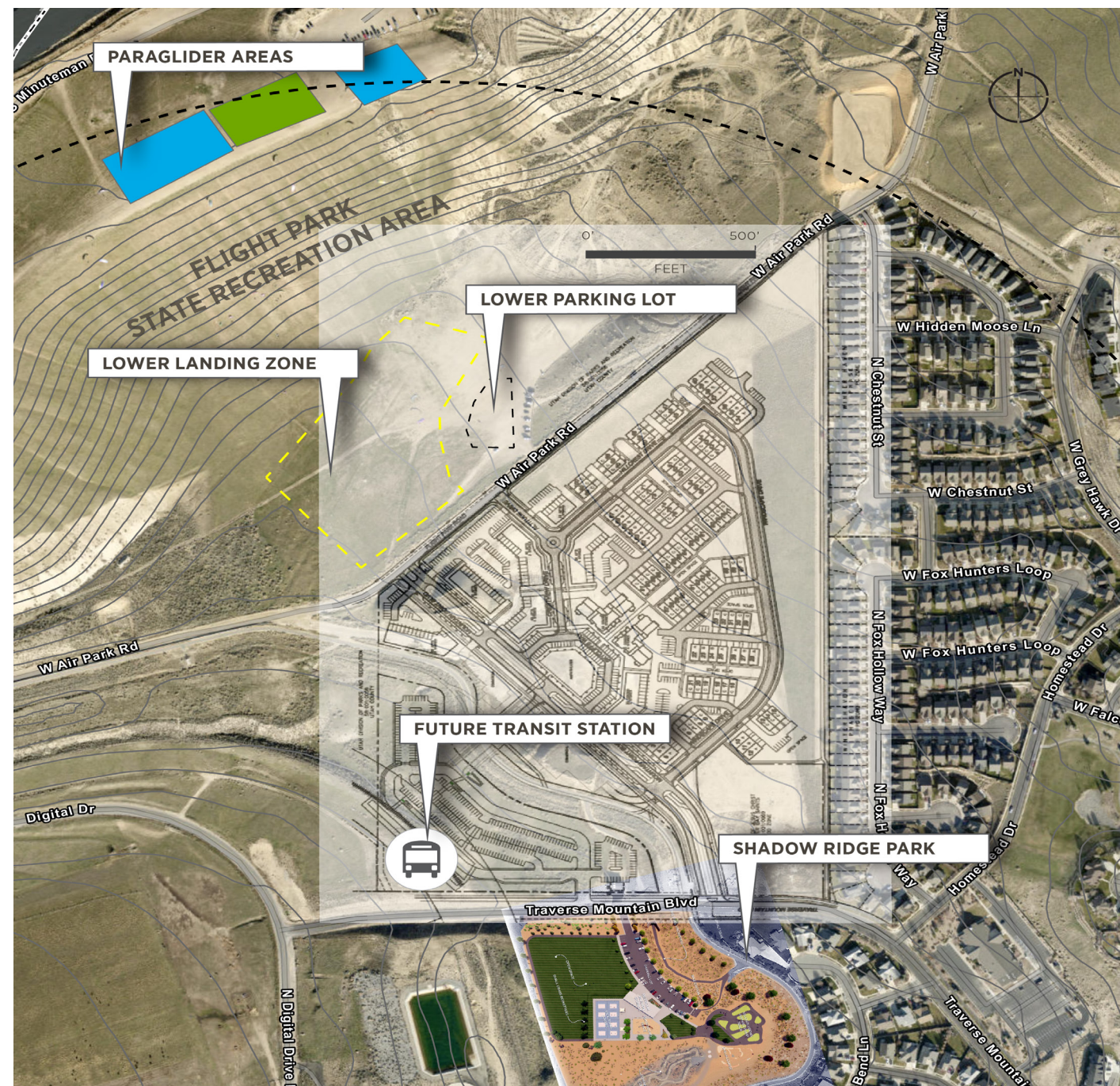
The village green is envisioned to bolster the area's sustainability initiatives. In addition to incorporating native plant species and permeable pavements, residents will have the opportunity to cultivate fresh produce and strengthen their connection with nature.

ACCESSIBLE

Goal: Multiple household types, ages, and abilities

The village framework accommodates housing for households of varying sizes, types, and abilities, and supports life cycle housing and aging in place. Small block sizes enable a mix of housing types, from multifamily stacked units to small lot single-family homes. This diversity allows residents to transition through different life stages within the same community, fostering long-term social connections.

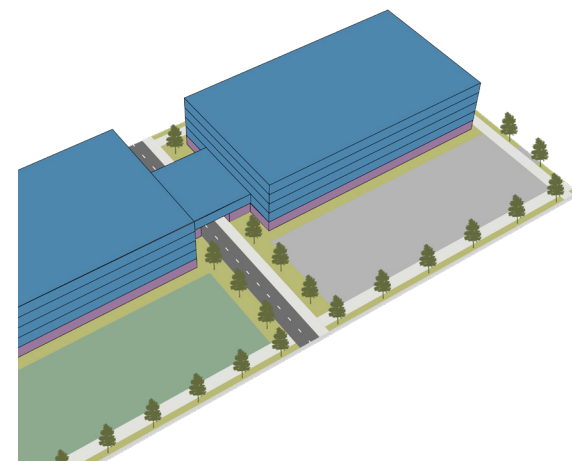
FIGURE 5-23: EXISTING FLIGHT PARK AND IN-PROCESS DEVELOPMENTS



PROPOSED BLOCK TYPES

The following four block types outline recommended design guidelines for integrating diverse land uses within the station area. The proposed framework of block types aims to enhance housing affordability, promote environmental sustainability, improve transportation access and efficiency, and increase the availability of employment opportunities. The strategic arrangement of these block types assists in the creation of a balanced and vibrant community fostering long-term benefit for the community and City of Lehi.

Office Blocks



Target Height: 4-5 stories

Block Coverage: 40%

Character: The office-oriented blocks in this area are designed to include structured or underground parking, maximizing the amount of open space on adjacent connected blocks. This approach allows for community spaces to be

positioned between office buildings, providing employees areas for rest and relaxation. These spaces offer various seating options, including shaded benches and picnic tables, supporting casual meetings and breaks.

An atrium configuration is included to align with the plan's connectivity goals and enhance the pedestrian experience. This fosters a fully integrated mixed-use environment, with the blocks situated along the AT spine, directly connecting the area's employees to the transit station. The AT spine is wide enough to accommodate emergency and utility maintenance access. The ground floor of these office buildings can accommodate small retail shops and services, supporting both employees and visitors.

Primary Use: office, retail

Prohibited Uses: Industrial

Opportunities: Development in the broader region presents significant new opportunities for new commercial and employment growth, with the area positioned at the heart of the Silicon Slopes hub, near Thanksgiving Point and The Point Development. The area's future office blocks will play a key role, contributing to a strong tax base and attracting daytime users who will support local retail and services. With public transit, these office blocks will be highly accessible, encouraging sustainable commuting patterns and active transportation modes.

Challenges: Several challenges exist, ranging from financial feasibility to community interaction. The cost of constructing structured or underground parking is significantly higher than surface parking, potentially impacting the financing of projects. Additionally, thoughtful design of the community space and atrium configuration is key to ensure active use. Ensuring viable retail spaces on the ground floor is crucial to attracting consistent foot traffic and demand from employees and visitors which will fully integrate the office developments into the community.

XACTWARE OFFICE BUILDING - LEHI, UT

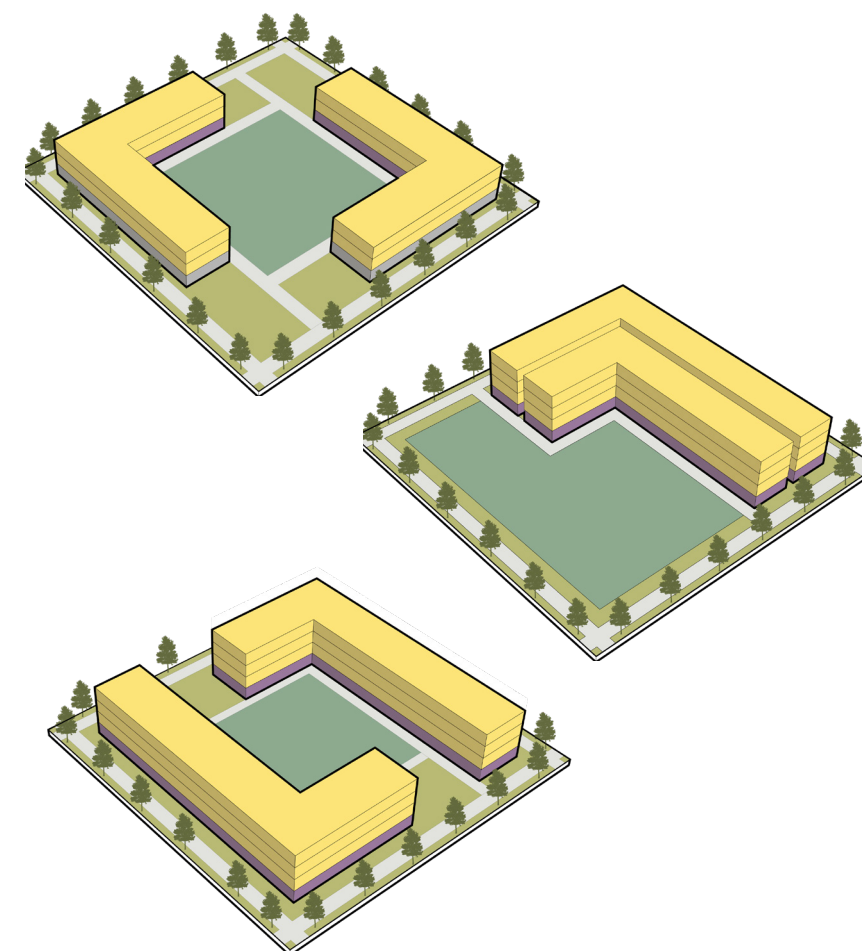


Mixed-Use Blocks

Target Height: 3-4 stories

Block Coverage: 25-30%

Character: Mixed-use blocks enhance the area's appeal by integrating employees, residents, and visitors daily. With small gathering spaces that encourage community interaction, these blocks boost resident's well-being and foster innovation in the local tech sector. The plan classifies two types: high and moderate-intensity.



High-Intensity Mixed-Use Blocks feature 4-story buildings with ground-floor retail and underground parking. Both building configurations are oriented to maximize shared spaces at the heart of the block. High-intensity mixed-use buildings are envisioned to accommodate between 75 and 110 residential units each.

Moderate-Intensity Mixed-Use Blocks include 3-story buildings with ground-floor retail and/or small-scale leasable office suites, with parking provided underground or in ground-level structures. The block can also be configured to accommodate a minimal amount of surface parking to free up leasable space on the ground floor. Moderate-intensity mixed-use buildings can accommodate between 20 and 30 residential units each.

Primary Use: Residential and Commercial

Prohibited Uses: Industrial

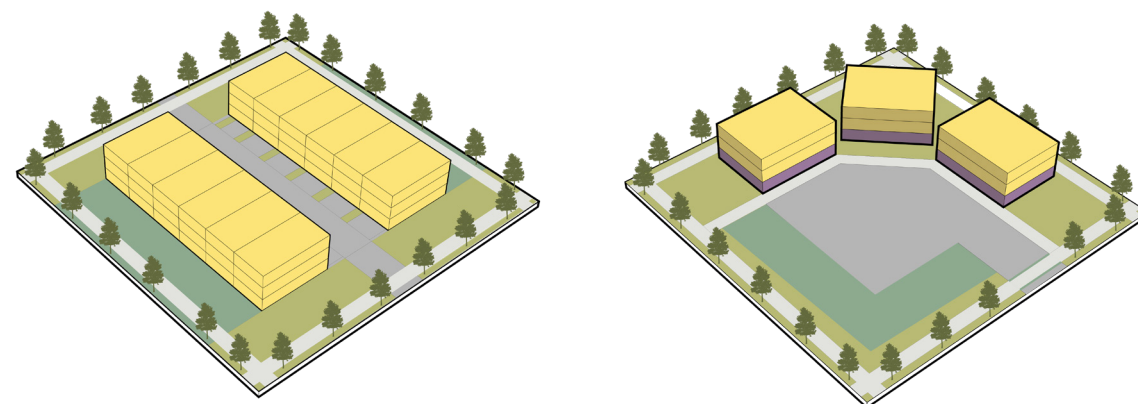
Opportunities: As the region continues to support new commercial and employment opportunities, North Lehi is positioned to capitalize on the rapid growth of the area. There is an opportunity for mixed-use blocks in North Lehi to incorporate employee-focused services such as co-working space that is accompanied by small cafes, office supply stores, and technology outlets.

Challenges: Ensuring the long-term success and viability of mixed-use development in the station area will necessitate ongoing investment in maintenance, upgrades, and community involvement. Designing a well-functioning mixed-use area involves addressing challenges such as security, noise isolation, parking, and integrating with the character of the existing Traverse Mountain neighborhood. Adequate design and safety considerations are necessary in new mixed-use developments to ensure that facilities, parking garages, and other public spaces are secure and deter undesirable activities.

FLEXIBLE STREET PARKING - MODERATE INTENSITY RESIDENTIAL ILLUSTRATION



Moderate Intensity Residential



Height: 3 stories

Block Coverage: 30%

Character: The Moderate Intensity Residential block features a townhouse or condo-style housing product. These blocks, distinct from mixed-use blocks, embody a traditional neighborhood feel by limiting cut-through traffic and providing pockets of open space connected to the greenway area trail system. Vehicle access is limited to an entry point and exit point, with all vehicle circulation occurring on the interior of the block between residential structures. This configuration allows for off-street and enclosed parking spaces on the ground level of each unit. The block provides two parking spaces per unit, with private and/or common spaces in front of units, activating the streets and pedestrian pathways connecting to adjacent blocks.

Primary Use: Residential

Prohibited Uses: Commercial, Industrial

Opportunities: The moderate-intensity blocks offer residents small outdoor spaces, dedicated parking, and a strong sense of community. Integrating pockets of green space at the front of units, shared among residents, enhances the public realm and contributes to the area's sense of place. Oriented around the Village Green enables residents to have front or back door access to an active green space and reach other nearby destinations via the system of pedestrian and bike pathways.

Challenges: Thoughtful design of the structures and pedestrian/cyclist circulation to and from these housing units is essential to the station area's ability to thrive. Although distinct from the mixed-use village, moderate-intensity blocks are integrated with and connected to the overall area. Pockets of green space interspersed along these blocks activate the public realm contributing to the area's sense of place.

Low-Intensity Residential Blocks



EXISTING HOME IN STATION AREA



Height: 2-3 stories

Block Coverage: 20%

Character: Low-intensity residential blocks are shown as eight small lot single family detached homes. These blocks are envisioned to reflect the existing character of the Traverse Mountain single family residential area. The inclusion of this block type should be minimal and far less prevalent than other residential development throughout the station area.

Primary Use: Residential

Prohibited Uses: Commercial, industrial

Opportunities: Including a limited amount of single-family residential provides unique ownership opportunities in the station area. These units could be offered at an affordable price point, accommodating disadvantaged families or households. Situating affordable family housing at the hear of the station area supports households that may not own cars.

Challenges: As investment into the area progresses over time with new arterial roadways and a regional transit stop, special attention should be paid to the efficient use of the developable area. Low-intensity residential units are unlikely to provide a high return on investment by property owners, developers, and the City. As the Traverse Mountain Master Association existing stock of homes accommodates this respective density, it may not be economically feasible to expand on these existing housing types in the future North Lehi Transit Village.

OVERALL DEVELOPMENT AT BUILDOUT

The North Lehi Station Area Plan's overall concept addresses the four fundamental pillars of station area planning per the State statute.



1. Increase the availability and affordability of housing, including moderate-income housing

- The addition of new housing units (860-1,060 total) with a range of housing types from single-family to multifamily all being within a walking/biking distance to the future light rail transit system
- Diverse housing options enable a wider range of household income levels to live in the station area



2. Promote sustainable environmental conditions

- Water is used more efficiently through an increase in residential density as well as through clustered housing and combined open spaces and landscaped areas that utilize native and waterwise plantings
- Air quality is improved through direct access to a network of pedestrian and bicycle pathways and a regional transit system that minimizes future residents' need for a vehicle to reach their destination



3. Enhance access to opportunities

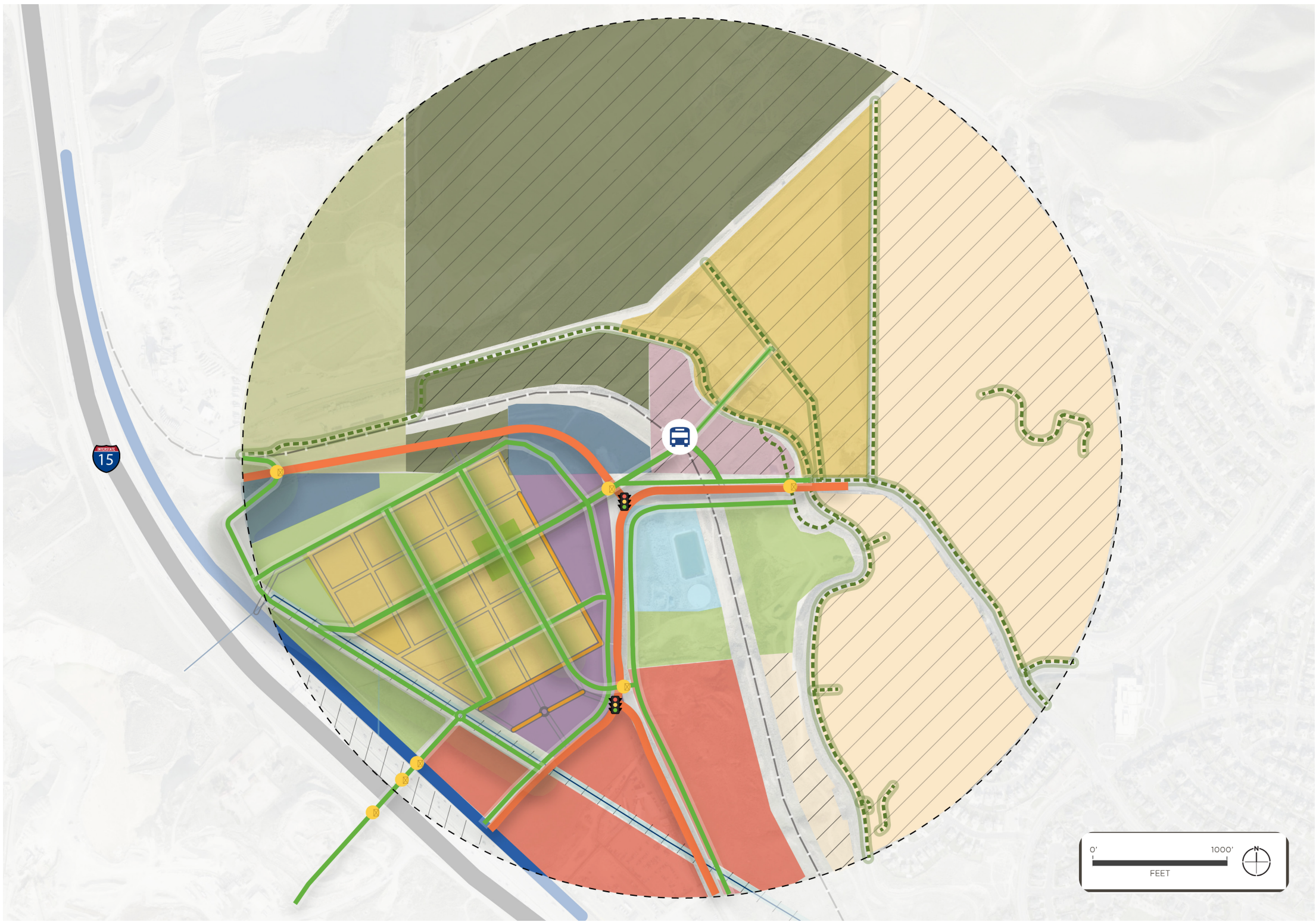
- The area's integration of mixed-use and office developments brings residents closer to job opportunities, essential goods, and services
- Connection to nearby employment hubs via public transit, roadways, and pathways



4. Increase transportation choices and connections

- The overall concept includes a robust network of pedestrian and bicycle connections and integrates with Lehi's existing network of pathways
- The local road network for vehicles is envisioned to be low-speed (20 mph) and emphasizes access for people walking and biking with narrow lane widths, road markings, and signage
- Grade-separated crossings at arterials and primary intersections will supply a high degree of safety and comfort for people walking and biking

FIGURE 5-24: FUTURE LAND USE DIAGRAM



NORTH LEHI STATION AREA

Land Use & Connectivity

LEGEND

- LOW-INTENSITY RESIDENTIAL
- MID-INTENSITY RESIDENTIAL
- MIXED-USE
- LONG-TERM MIXED USE
- ENTITLED COMMERCIAL
- COMMERCIAL
- PUBLIC OPEN SPACE
- PUBLIC FACILITY
- PRIVATE OPEN SPACE
- STATE-OWNED OPEN SPACE
- EXCLUSIONARY LAND USE
- JORDAN VALLEY WATER LINE
- PROPOSED TRANSIT STATION
- STATION AREA BOUNDARY
- RAIL CORRIDOR
- SHARED-USE PATHS - PROPOSED
- SHARED-USE PATHS - EXISTING
- LOCAL STREET - NO PARKING
- LOCAL STREET - ON STREET PARKING
- FUTURE ARTERIAL
- FRONTAGE ROAD
- INTERSTATE
- JORDAN VALLEY WATER LINE
- GRADE-SEPERATED CROSSINGS
- SIGNALIZED INTERSECTION

PLAN ELEMENTS

OVERALL CONCEPT

The North Lehi Transit Village concept is structured around a small block grid of interchangeable blocks each with pedestrian-oriented infrastructure as part of the streetscape. The benefits of the small block grid include:

- **Attractive walking environment:** Recently completed studies have identified the ideal dimensions for a block in a walkable area is between 200 and 600 feet per side with a total perimeter of 1,800 feet.
- **Differentiation of street purpose:** The smaller grid size allows differentiation between the use of the streets that define the grid. A hierarchy of connections allows the central connection both north to south and east to west to be dedicated to pedestrians and bicycles, the secondary internal streets serve the neighborhood which allow cars as guests within a walking and biking focused environment, and the outer streets are intended to move vehicles around the village as critical access corridors to the various sections of the village.
- **Diversity of land use:** The network of 250' by 250' blocks will accommodate a variety of land uses and building types. This block size provides flexibility in the type of land use that can be accommodated. As area growth occurs, the grid network can accommodate mixed-use developments of various scales and provide for a more interesting range of destinations.

“Frequent streets and short blocks are valuable because of the fabric of intricate cross-use that they permit among the user of a city neighborhood. Frequent streets are not an end in themselves. They are a means toward an end... Frequent streets are effective in helping to generate diversity only because of the way they perform. The means by which they work (attracting mixtures of users along them) and the results they can help accomplish (the growth of diversity) are inextricably related. The relationship is reciprocal.”

~ “The Death and Life of Great American Cities, Jane Jacobs”

FIGURE 5-25: CONNECTIVITY

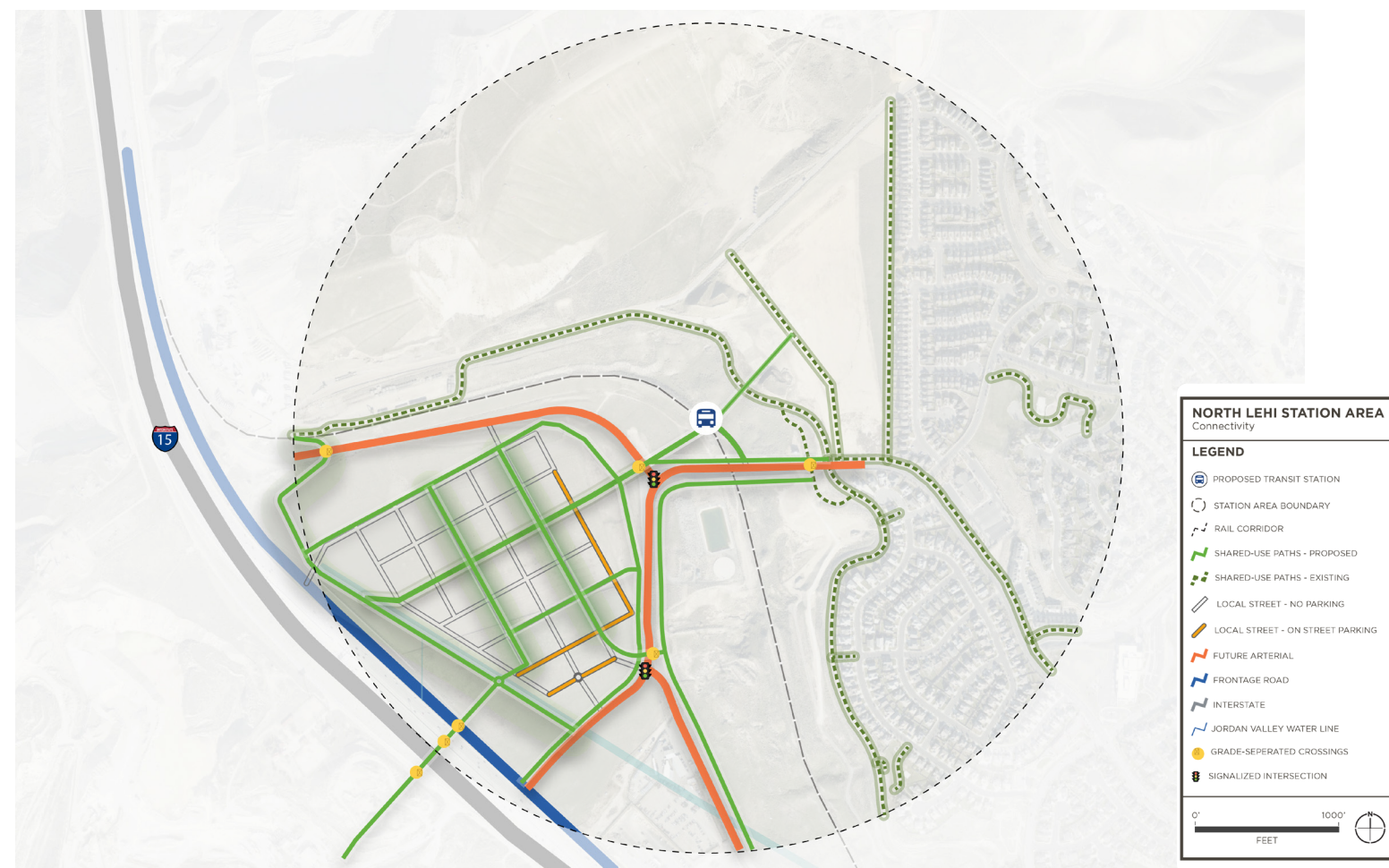
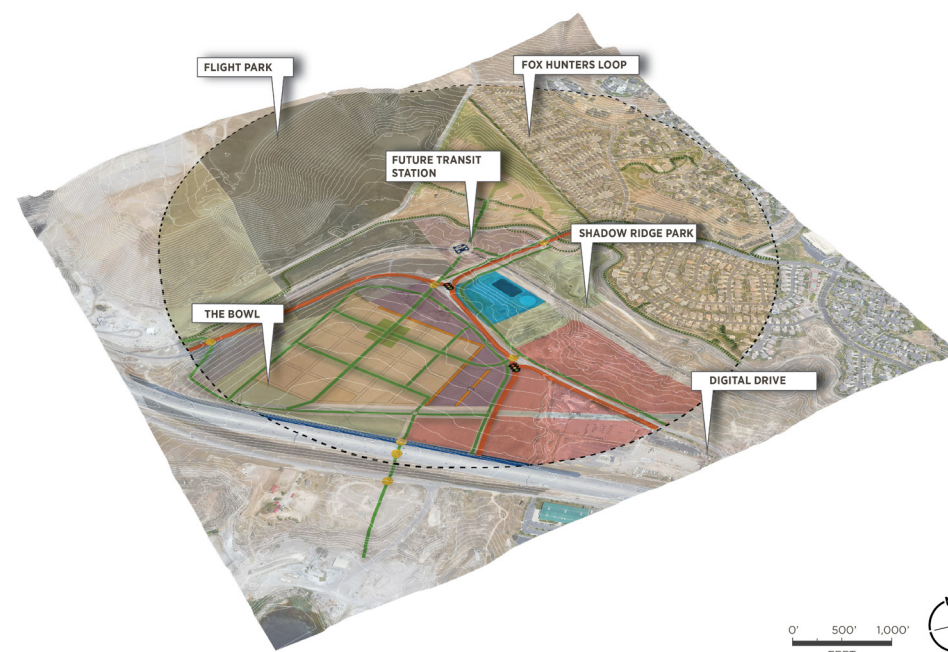


FIGURE 5-26: ISOMETRIC VIEW, FUTURE LAND USE



FUTURE LAND USE

TABLE 5-1: FUTURE LAND USE

LAND USE	ACRES	PERCENT	PROPOSED HOUSING UNITS
Parks and Open Space	49.2	34%	N/A
Commercial	32.4	23%	N/A
Mixed Use	23.5	16%	710
Residential	38.3	27%	350
TOTAL	143.4	100%	1,060

PARKS AND OPEN SPACE (34%)

Much of the open space in the station area is contained in the northern portion which has been the site of a private quarry operation and the State Flight Park for several decades. Other open spaces are envisioned as passive landscaping buffers that frame the transit village and mitigate noise among other quality-of-life considerations. The station area will have a future park owned by Lehi City that will provide a range of recreational and leisure amenities. All parks and open space facilities in the station area are connected via a system of proposed trails and pathways. The village green at the heart of the station area can be programmed and set up to accommodate unique events and community gatherings.

Future Place type Considerations:

Character: Parks and open spaces are integrated throughout the station area concept. A series of open spaces buffer the west end of the station area that abuts the I-15 and Frontage Road corridor. The new Shadow Ridge Park will provide a modern facility complete with sought after amenities and activities.

Primary Use: Parks and open space

Prohibited Uses: Residential, commercial, industrial

Challenges: Ensuring open spaces are utilized and activated is crucial. Passive open spaces should be designed with high visibility, and open access, to prevent the creation of dangerous or neglected areas within the station area. Furthermore, the upkeep and maintenance of open spaces and parks should be prioritized to ensure they remain safe, clean, and inviting for all users. Regular maintenance schedules and community involvement in the care of these spaces can help sustain their quality and usability.

Opportunities: Incorporating the area’s topography through design can aid in the preservation of water and minimize surface runoff from irrigation and stormwater. Designing parks and open spaces with natural contours and elevation changes helps manage water efficiently and sustainably. Additionally, event programming and community amenities within parks and open spaces enhance the experience for all station area users. Hosting regular events, such as markets, festivals, and fitness classes, alongside amenities like playgrounds, picnic areas, and sports facilities, creates vibrant and engaging spaces that cater to diverse community needs and interests

COMMERCIAL (23%)

A future interstate interchange and an expanded arterial roadway create the edges of the proposed transit village. With an influx of vehicle travel along these road facilities, a range of primarily auto-serving commercial land uses are identified adjacent to the thoroughfares. Commercial land uses are to include double frontage and enable pedestrian and cyclist accessibility in tandem with vehicle orientation. Development in these areas should seek to incorporate neighborhood focused commercial uses and services that support nearby residents.

Future Place type Considerations:

Target height: 1-3 stories

Character: This area is to include commercial and retail-oriented land uses that serve the local residential neighborhoods. These commercial uses will supply job opportunities in the food industry, shops, and other services.

Primary Use: Commercial, Retail, Office

Prohibited Uses: Residential

Challenges: The convergence of automobiles, pedestrians, bicyclists, and other forms of active transportation at stores and other commercial developments in the station area poses significant challenges. Ensuring adequate grade-separated crossings for pedestrians and cyclists is essential to enhance safety and reduce conflicts between different modes of transportation. Additionally, careful planning and design are required to address pedestrian safety considerations, such as clear signage, well-marked crosswalks, and traffic calming measures, to create a safe and accessible environment for all users. Managing traffic flow and parking while maintaining a walkable, bike-friendly atmosphere is also a key challenge in these areas.

Opportunities: For area residents, the future commercial land use presents significant opportunities that align with the station area plan’s framework to ensure access to various amenities and services. The development of vibrant commercial spaces can provide convenient access to shopping, dining, and entertainment options, enhancing the overall quality of life. Additionally, the integration of new developments can create job opportunities and support local businesses, contributing to the City’s economic growth. Thoughtfully designed commercial areas can also serve as community hubs, fostering social interaction and a sense of place. Ensuring these developments are accessible via various forms of transportation, including

walking, biking, and public transit, further enhances connectivity and inclusion for all residents.

MIXED USE (16%)

At the core of the station area, a transit-oriented mixed-use village is integral to the future of the station area. In addition, 404 transit-oriented development units are in progress and will further enhance the mixed-use character of the village. In the long term, 200 residential units may be included adjacent to the station on the planned UTA parking lot site. The collection of housing, retail, and office in the area's mixed-use development should seek to minimize vehicle trips and provide essential goods and services that support residents, employees, and visitors.

Future Place type Considerations:

Target height: 3-5 stories

Character: Mixing of land uses in the area serves the function of a central activity center in the North Lehi Station Area community. Mixed-use developments in the station area incorporate varying scales of retail and services. The mixed-use village concept integrates the area's transportation connectivity framework and supports a wide range of user group types.

Primary Use: Mixed-use, multifamily residential

Prohibited Uses: Industrial

Challenges: This area is largely undeveloped at present. Developing a new mixed-use area in this context presents several unique challenges. First, significant initial investment is required to build essential infrastructure and support the anticipated activity. Second, density limitations may make it challenging to construct enough residential units to ensure the project's feasibility.

Opportunities: Approximately 7.5 acres of this area is allocated for long-term mixed-use development, with a City-owned parcel initially serving as a UTA parking lot adjacent to the station platform. The station area is well-positioned to benefit from regional activity and growth due to its access to transit and robust pedestrian and bicycle connectivity. Leveraging these opportunities will

help create a vibrant, sustainable, and inclusive mixed-use development that catalyzes future growth and improvement in the station area.

RESIDENTIAL (27%)

The central grid network of the station area supports a variety of moderate-density housing options, including single-family homes and multifamily units, designed to accommodate different household types. The existing residential units in the Traverse Mountain neighborhood consist of primarily single-family homes, which will be integrated into the station area. These residential clusters will encircle a central village green - an open space that will be closely connected to the area's existing trails and pathways.

Future Place type Considerations:

Target height: 3 stories

Character: Residential types are varied throughout the transit village. The grid network allows for the mixing of residential types that maintain a consistent character and scale. Units range from moderate-density townhomes to mixed-use apartment units that integrate retail or other services on the ground floor. Surface parking is kept to a minimum throughout these areas and is enclosed or underground to the greatest extent feasible.

Primary Use: Residential development featuring a blend of community spaces and pockets of green space.

Prohibited Uses: Industrial

Challenges: Surpassing the current cap of 1,060 residential units poses challenges, both financially and politically.

Opportunities: As much of the station area is currently undeveloped, there is a unique opportunity to integrate new residential units. These developments should prioritize integrating open spaces into the public realm, fostering a heightened sense of activation and place for the community. By strategically designing green spaces, parks, and recreational areas, the station area can enhance quality of life, promote community engagement, and create attractive living environments for residents.

MARKET OPPORTUNITIES

The North Lehi Station area offers a prime market opportunity by integrating retail, office, and residential development within a well-connected station village. The small grid system, mixed-use spaces, and accessible transit options enhance community cohesion, promote economic activity, and increase the area's investment value.



RETAIL

- Diverse shops to promote economic overlap
- Human-scaled design to foster a sense of place
- Vibrant and inviting community hubs



OFFICE

- Provide opportunities for local startups and satellite campuses
- Expand job opportunities
- Capitalize on adjacent industry hubs



RESIDENTIAL

- Diverse housing types to cater to various backgrounds and life stages
- Slower-paced streets with distinctive character
- Integration of open spaces and public amenities

OPPORTUNITY SITES

NORTH LEHI TRANSIT VILLAGE

The proposed mixed-use village presents a compelling near-term opportunity to transform the North Lehi area into a vibrant hub of activity and place for community. The Transit village is oriented around the transit station as the central unifying destination. The approach of centralizing the developments around access to transit ensures convenient access to regional networks, and seamless connectivity for commuters throughout the area. This integrated urban development area prioritizes sustainability and a long lasting development that strengthens long-term growth in Lehi.

VISTAS AT THE POINT DEVELOPMENT

Vistas at the Point is currently under development adjacent to the future station platform location. This transit-oriented development will introduce 404 new residential units alongside a range of community amenities. The development will benefit from direct connectivity to the North Lehi Transit Village concept through the proposed connectivity framework. Together, these developments aim to create a mixed-use area featuring shopping, recreation, and entertainment opportunities, all seamlessly integrated with the broader region via public transportation.

SHADOW RIDGE PARK

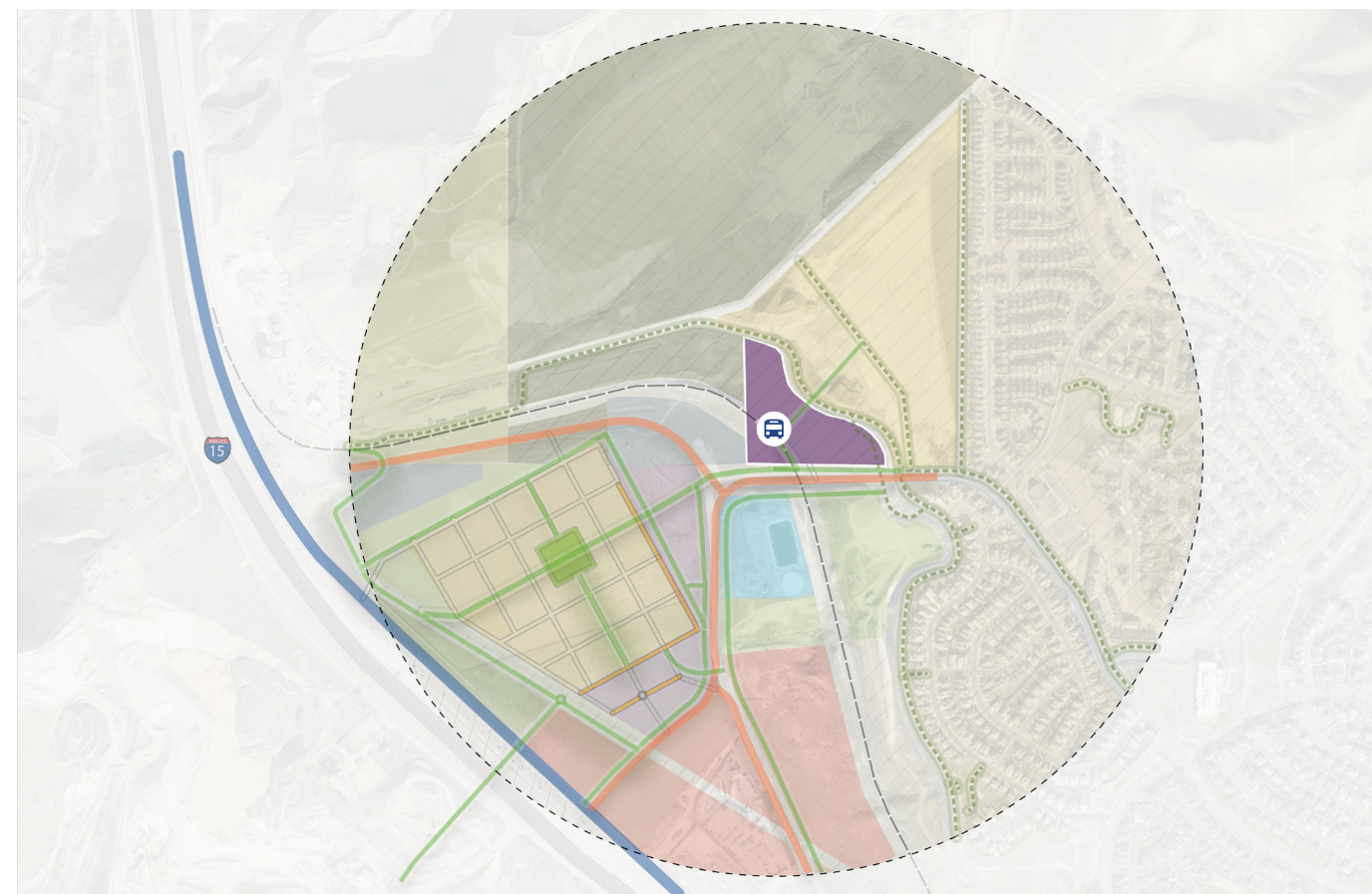
Shadow Ridge Park is a planned Lehi City park that will incorporate a range of amenities and attractions for area residents. This park will be at the heart of the station area and have connection to the station platform location using an existing pedestrian underpass of Traverse Mountain Boulevard. The park is in the development stages and will tie the area's open spaces together with connection to the area's existing and proposed system of trails and pathways.

LONG TERM

UTA PARCEL

The UTA parking lot is identified as a potential site for long-term mixed-use development. However, given the current restriction limiting new housing units to 1,060 across the developable land in the station area, achieving a true transit-oriented development presents challenges. This density limitation makes it difficult to generate sufficient transit ridership from residents and visitors. Consequently, the future UTA parking lot site, adjacent to the future station, has been earmarked for mixed-use development, which can potentially accommodate 200 of the allowable 1,060 housing units in the area.

FIGURE : UTA PARCEL - FUTURE OPPORTUNITY SITE



INFRASTRUCTURE EXPANSION

A density limitation exists in the station area, currently. Existing water and sewer capacity can provide for up to 1,060 new residential units (not including the 404 units in progress). To support a flourishing and feasible transit-oriented-development area, a potential future expansion of infrastructure capacity would open the door for an increase in housing units. The prospect of expanding the infrastructure capacity is significant and would take significant work and private investment to accomplish.

COMPLETE TRANSIT SYSTEM

The long-term vision for the North Lehi station area encompasses a comprehensive transit system that integrates multiple modes of public transportation, including TRAX light rail, FrontRunner commuter rail, and enhanced bus services. This ambitious plan aims to transform the area into a regional transit hub, offering seamless connectivity and accessibility across Lehi and beyond. Integrating TRAX light rail into the transit network will provide residents and visitors with fast and efficient travel options within the station area and to neighboring communities. A complete transit system ensures that residents and visitors can reach employment centers, educational institutions, and other services within the broader region.

06

Implementation Plan

IMPLEMENTATION PLAN

The North Lehi Station Area Plan provides a vision, urban design concept and connectivity elements. The North Lehi Station is a planned stop on the future Point of the Mountain TRAX line between Draper FrontRunner Station and Lehi. The project is a Phase 1 project identified for construction in the 2023-2032 period. UTA currently owns the right of way and the terms of a recent development agreement provides an approximately 7.5-acre station area adjacent to the planned station platform location.

TIMING

Although the Point of the Mountain TRAX line is included in the RTP Phase 1, planning and engineering for the project have not been funded yet. The process to plan, design, and construct a new TRAX line takes several years.

Another significant infrastructure investment identified in the North Lehi SAP is the design and construction of the Traverse Mountain Boulevard and I-15 Interchange on the southern edge of the SAP planning area. This interchange and related access road system is an RTP Fiscally Constrained Phase 3 project identified for construction in 2043-2050.

Planning, design, and construction of the North Lehi Station Area concept by property owners and private developers may precede the commencement of Point of the Mountain TRAX service. To ensure that new development in the area is consistent with this plan and transit supportive, the City of Lehi, UTA, UDOT, and other partners can implement several strategies to ensure Lehi's vision for this area is reflected in the future development.

PHASING

There are three phases identified in the implementation plan.

- **Phase 1** identifies several steps to create and put in place regulatory and funding tools to support implementation of the plan from year one through planning and design of the Point of the Mountain TRAX line and future I-15 interchange.
- **Phase 2** identifies key elements and investments during design and construction of the transit line and station and the new interchange and arterial roads.
- **Phase 3** identifies a long-term vision for the transformation of the station parking lot to a transit supportive mixed-use area that will blend with and support the overall transit support community at surrounding the North Lehi Station.

FIGURE 6-1: DEVELOPABLE AREAS MAP



Lehi City can facilitate implementation of the North Lehi SAP using several regulatory and funding tools, coordination with regional partners, and working closely with private property owners through the entitlement process.

There are several regulatory tools available to Lehi City. Most of these tools are already in use in Lehi. Specific provisions reflecting the vision, goals, and strategies in the North Lehi SAP should be identified and considered by the Planning Commission and City Council.

The Future Land Use map included in the North Lehi SAP identifies the recommended distribution of uses within the planning area. Much of the area is envisioned as a Transit Oriented Development District that includes residential uses at a mix of densities; commercial uses including office, retail, and restaurant; civic and open space uses including parks, trails, and plazas. There are parts of the planning area, adjacent to the proposed future I-15 interchange and related arterial, that have been identified as regional commercial to take advantage of the proposed highway.

Lehi City's existing zoning provisions for Transit Oriented Development and commercial uses should be reviewed and updated as needed to ensure implementation of the North Lehi SAP vision. The following provisions should be considered:

- Flight Park impact studies when buildings are proposed to exceed two stories
- A “user-centered” programming plan for public spaces
- An increased parks and open space requirement of approximately 30 percent to account for buffers and greenways and take advantage of the area’s topography

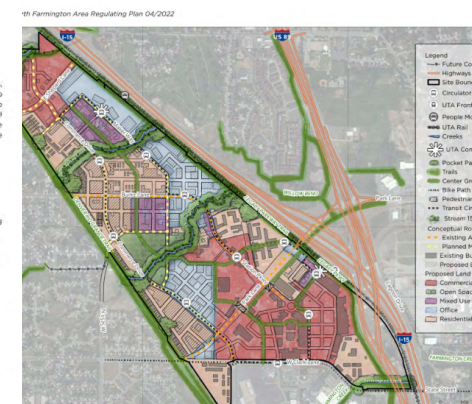
Furthermore, no environmental remediation will be required for implementation of the plan.

An Area Plan is part of a city's zoning code that provides a regulating land use framework and more detailed requirements for a specific area of the city. Area plans generally include:

- A street network map

- A trail network map
- The location of existing and the layout and proposed location of future streets and trails
- An open space framework map
- The framework for uses and intensity of development within the planning area
- The location and configuration of buffer areas

FIGURE 6-2: FARMINGTON STATION AREA PLAN REGULATION EXAMPLE



- Standard Street Network Design
- Connected greenway system
- Public Space Standards
- Side treatment standards
- Urban Block Network and maximum block sizes

FIGURE 6-3: NORTH LOGAN AREA PLAN REGULATION EXAMPLE

- A. The Regulating Plan divides the City Center into Zones. These Zones identify areas of future neighborhood and district types.
- B. The Zones allocate the location of building forms, building frontages, and other development considerations to create the desired design standards for each.
- C. The conceptual area boundary indicates a required arrangement of Zones and conceptual street layout for areas.
- D. Modifications to Zone boundaries can be made through the process of amending the City's Land Use Code (See Title 12C Zoning). Acceptable circumstances for modifications to the Regulating Plan would include the following:

1. Modifications to the street standards plan and transportation plan.
2. Protection of natural features not previously identified.
3. Revisions to the Regulating Plan.



- Zones for future neighborhood and district types in City Center
- Hospital Zone to attract a hospital campus to the City
- Building form and building frontage standards
- Zones in the regulating plan can only be modified by amending the City's land use code

The street and trail network, street and trail standards, and street and trail type hierarchy are the basis of the area plan. The network is designed to provide connectivity and adaptability throughout the transit-supportive community as the area develops over time. New development is required to follow the street and trail network design; however minor realignments due to environmental or physical conditions can be considered by planning staff or the Planning Commission during the development review process. Major realignment or flexibility with the street and trail network design may be proposed through the master plan approval process if certain standards are met.

For the North Lehi SAP Regulating Plan, minimum and maximum standards relating to block size in the transit supportive community area will retain the walkability of the area while accommodating development requirements. The block sizes in the preferred concept are 250' square, which represents a 1,000-foot perimeter and blocks of approximately 1.5 acres. This should be the minimum size. The minimum-sized blocks can be combined across an active transportation corridor, as long as pedestrian and bicycle access is retained, to create a larger development parcel.

Additional standards relating to connectivity, sidewalks, alleys, and public space, consistent with the North Lehi SAP can be included in the regulating plan.

Street Cross Sections

Street cross sections visualize the use of space within a right of way. There are several different types of cross sections identified in the North Lehi SAP reflecting the hierarchy of street and trail types within the street network. The City's Transportation Master Plan Drawing Standards should be updated to include the recommended street and trail types in the SAP. The final design and construction of public services in the area must comply with all municipal standards including Lehi Power Standards and requirements

Urban Design Guidelines

Urban design elements address the visual and sensory relationship between people and the places that they live, work, and play. Urban design contributes to the individual's enjoyment of an area and can increase walkability and gathering and shopping opportunities. The North Lehi SAP for a transit supportive community recommends the adoption urban design guidelines for the following areas:

- Building placement, height, massing, and street-side ground floor transparency
- Public spaces encouraging interaction and gathering
- Streets that are interconnected and encourage walking and biking
- Streetscape features that provide shade, areas of rest and other street furniture: A uniform and unique streetscape provides a sense of identity and place

FUNDING TOOLS

Successful implementation of the North Lehi SAP will occur in phases and require coordination of multiple funding sources.

Phase 1 implementation focuses on establishing the regulatory and funding framework to guide the future development. Sources of funding include local, state, and federal funds as well as private investment and grants from various sources.

Local Sources

There are several sources of funds that Lehi City can make available for capital costs of public infrastructure within the area. These include tax increment, impact fees, and general funds.

Impact Fees

Lehi City currently levies impact fees for the following infrastructure types:

- Culinary Water
- Pressurized Irrigation
- Sewer Collection
- Sewer Treatment
- Storm Drain
- Transportation (Roads)
- Parks and Recreation
- Fire/EMT
- Police
- Electric Power

Impact fees are used to fund capital investments needed to provide services to new development at the same level of service enjoyed by existing development. Expenditure of impact fees is based on an Impact Fee Facilities Plan (IFFP) that identifies the capital projects needed to serve new development.

As the North Lehi transit supportive neighborhood develops, Lehi's IFFPs should be evaluated and updated if needed. This will ensure that the infrastructure needed to support the new area is adequately funded and aligned with the anticipated growth.

Tax increment financing is a key tool for local jurisdictions in support of public/private partnerships to spur private investment in areas and in ways that achieve the community's overall community and economic development goals. The tool allows the reinvestment of new property tax revenues in the project area for a specific number of years. The tool does not increase the property tax rate or affect existing tax revenues to each of the entities. In the state of Utah tax increment can be implemented under several different enabling statutes.

This is a tax increment tool specifically for station areas. The purpose of an HTRZ is to:

- Each HTRZ is required to include:

- HTRZ generated funds are intended to offset the cost of infrastructure and other public improvements within the area. Use of HTRZ funding at the North Lehi Station would require a minimum of 10 of the 57.8 acres identified for development of a transit supportive community to be developed in accordance with HTRZ standards.

The North Lehi Station Area Plan identifies the area immediately adjacent to the future station platform for the most intensive development, this includes the 7.3-acre parking lot. To meet the minimum 10-acre requirement an additional 2.7 acres of the area immediately to the south of the station could be included in the project area. This area is identified for commercial development. Development of the station parking lot is proposed for Phase 3 of the station area implementation plan. An

HTRZ at the North Lehi Station could result in the following:

Area	Total Acres	Residential Acres	Units/Acre	Total Units	Affordable Units
Parking Lot	7.3	5.1	50	255	3
South of Station	2.7	0.0	0	0	0
TOTAL	10	5.1		255	31

Structured parking in the remaining 2.2 acres of the station area parking lot would be required as part of this scenario.

Community Reinvestment Area (CRA) projects are another tool available to capture tax increment generated by a development area for reinvestment in infrastructure within the area. CRAs are created by the local agency but subject to funding based on interlocal agreements negotiated with each affected taxing entity. CRAs are required to dedicate a minimum of 10 percent of funds generated for housing.

First Home Investment Zone is one of two tools intended to increase access to affordable home ownership.

FIRST HOME INVESTMENT ZONE

- Applies to densities of 30 dwelling units/acre on at least 51% of the area
- Encourage opportunities for home ownership
- Improve available housing options
- Overcome development impediments
- Encourage transformative mixed-use development
- Strategically use land in major transit investment corridors
- Increase access to employment, education, and child care
- Improve efficiency and walkability

Home Ownership Promotion Zone

Home Ownership Promotion Zones are the second of two new tools created by the Utah State Legislature in 2024.

FIGURE 6-5: ELEMENTS OF HOME OWNERSHIP PROMOTION ZONE



Public/Private Partnerships

Public/Private Partnerships (PPPs) allow both parties to leverage their funding resources to achieve shared goals and priorities. The source of public funding in these partnerships include the local resources identified above.

Over the last decade, PPPs have become critical tools in the transformation of communities. PPPs support infrastructure investment, provide diverse and affordable housing, and promote high quality urban design.

The Urban Land Institute has identified ten principles for successful PPPs that can guide Lehi in identifying and taking advantage of these opportunities.



FIGURE 6-6: SUCCESSFUL PUBLIC/PRIVATE PARTNERSHIPS PRINCIPLES

TEN PRINCIPLES FOR SUCCESSFUL PUBLIC/PRIVATE PARTNERSHIPS

1. Prepare property for public/private partnerships
2. Create a shared vision
3. Understand your partners and key players
4. Be clear on the risks and rewards for all parties
5. Establish a clear and rational decision-making process
6. Make sure all parties do their homework
7. Secure consistent and coordinated leadership
8. Communicate early and often
9. Negotiate a fair deal structure
10. Build trust as a core value



SOURCE: Mary Beth Corrigan et al, Ten Principles for Successful Public/Private Partnerships (Washington, DC: ULI, 2005), 1.

GRANT SOURCES

GRANT/FUNDING NAME	ORGANIZATION NAME	PURPOSE	CATEGORY	NOTES	WEBSITE	CONTACT
GetHealthyUtah!MiniGrants	Get Healthy Utah	Mini grants for health-related projects--including food access, improved connections to parks, active transportation, additional park funding	Health	Priority given to Healthy Utah Communities	https://gethealthyutah.org/what-we-do/past-projects/communities/mini-grants-report	
Congestion Mitigation & Air Quality Program	Wasatch Front Regional Council	To reduce congestion and improve air quality	Transportation	Funds may not be used for major road widening.	https://wfrc.org/programs/transportation-improvement-program/congestion-mitigation-air-quality-program/	Ben Wuthrich, bwuthrich@wfrc.org (801) 363-4250 x1122
Intermountain Community Care Foundation Grants - Agency Health Priority, Social Determinants of Health, Child and Family Well-Being Grants	Intermountain Health	Grants between \$50,000 - \$300,000	Housing instability and Nutrition insecurity	Large equipment, construction and capital costs are not eligible. Consideration will be given if computer equipment is necessary and vital to the success of the project.	https://intermountainhealthcare.org/about/who-we-are/community-health/community-giving-programs/community-care-foundation/grant-applications/	Ninoska De Jesus Pineda Community Health Coordinator ninoska.dejesuspineda@gmail.org
High Obesity Program (HOP)	Centers for Disease Control and Prevention (CDC)	Food and nutrition security through food service and nutrition guidelines plus fruit and vegetable vouchers and produce prescriptions	Address health disparities related to poor nutrition, physical inactivity, or obesity	OP recipients work in counties where 40% or more of adults have obesity.	https://www.cdc.gov/nccdphp/dnpao/state-local-programs/hop/high-obesity-program-2023-2028.html	
Eccles Foundation Grant	George S. and Dolores Dore Eccles Foundation	Grants from the George S. and Dolores Doré Eccles Foundation address the societal needs of individuals and families from every walk of life, and foster new opportunities for enriching lives in a myriad of ways. The directors are pleased to partner with nonprofit organizations to make a lasting difference for the citizens in every corner of the state – from newborns to seniors.	Arts & culture, community, education, health & wellness, preservation & conservation	Fighting hunger, homelessness and addiction; fostering urban planning, revitalization and affordable housing; building parks and playgrounds; assisting victims of abuse and neglect; supporting youth camps and programs for those with disabilities; providing legal support for the disadvantaged; or offering after-school initiatives for at-risk youth	https://www.gsecclesfoundation.org/how-to-apply/eligibility	
Sorenson Foundation Grant	Sorenson Legacy Foundation	Grants are given to programs that focus on protecting and preserving the environment, assist the disenfranchised of society, and promote understanding and tolerance in our world.	Education, innovation, health care and community	Municipalities or public schools & preference for organizations whose efforts are in Utah	https://sorensonlegacyfoundation.org/what-we-fund/community/	
Community Placemaking Grant	Project for Public Spaces	\$10,000 grants to transform public spaces	Placemaking, urban design		https://www.pps.org/community-placemaking-grants	

GRANT/FUNDING NAME	ORGANIZATION NAME	PURPOSE	CATEGORY	NOTES	WEBSITE	CONTACT
Placemaking Grant	National Association of Realtors	"Level one: \$3,000 max award Level 2: max award \$7,500"	Placemaking	Placemaking Grants fund state and local REALTOR® association led projects that create new, outdoor public spaces and destinations in a community on unused or underused sites. The goal of the program is to enable REALTORS® to strengthen ties with their community, to develop relationships with public officials, and to spur economic growth and development through the creation of new public gathering places. Support for benches, playground equipment, and signs within existing public spaces is permitted.	https://realtorparty.realtor/ community-outreach/placemaking	
Safe Streets and Roads for All (SS4A) Grant Program	Federal Highways	Planning and Demonstration Grants, as well as Implementation Grants	Transportation	The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Over \$3 billion is still available for future funding rounds.	https://www.transportation.gov/ grants/SS4A	
Reconnecting Communities Grant	Federal Highways	Community Planning, Capital Construction, and Regional Partnerships	Transportation	This program prioritizes disadvantaged communities and is intended to improve access to daily needs including jobs, education, healthcare, food and recreation, fosters equitable development and reconnects communities by removing, retrofitting,, or mitigating highway or other transportation related barriers	https://www.transportation.gov/ grants/rcnprogram	

TRANSIT AND TRANSPORTATION NETWORK COORDINATION WITH MAG, UTA, & UDOT

Successful implementation of the North Lehi Station Area Plan requires close coordination between Lehi City, area property owners, and transportation and transit agencies. The vision for this area takes advantage of planned investments in a new light rail line and station as well as a new I-15 interchange and arterial and frontage roadway system.

The transit and transportation projects are not yet funded. As funding is identified and planning occurs, the City of Lehi should remain involved in the discussion and planning to ensure that North Lehi Station Area Plan can be implemented and the community's vision for a transit supportive village in the area achieved.

PROPERTY OWNER(S) ENTITLEMENT PROCESS

The developable property within the station planning area is currently owned by 5 entities. See Table X.X. During the planning process, deeds and other legal documents were investigated.

As the private property owners seek zoning changes and entitlements, any necessary modifications will align with the vision and provisions of this plan and guide future approvals.

TABLE 6-2: PARCEL OWNERSHIP

OWNER NAME	ACREAGE	PLANNED USE
City of Lehi	7.3	Phase 2 – Park & Ride Lot Phase 3 – Transit Supportive Development
Geneva Rock Products	8.15	Entitled for 500,000 SF of office
CG Vertex	5.8	Entitled for 500,000 SF of office
Peter Lynn Robbins (et al)	78.26	Transit supportive village: Residential, Mixed Use, Green Space, Office
Peter Lynn Robbins (et al)	5.29	Transit supportive village: Mixed Use
Peter Lynn Robbins (et al)	18.01	Commercial
Transwest PTM Properties	12.38	Existing Commercial/Future Highway Commercial
Transwest PTM Properties (partial)	8.21	Existing Commercial/Future Highway Commercial

IMPLEMENTATION PHASES

There are several phases identified in the implementation plan.

PHASE 1 - PRE-TRANSIT/PRE-INTERCHANGE

Year 1 through planning & design of transit/interchange

- Investment in regional shared use paths
- Investment in regional open space
- Investment in realigned local road network
- Development of the following areas at plan-level intensities, amenities, green spaces & trail
 - + Entitled Commercial
 - + Long-term mixed use
 - + Transit village

Gathering Place Elements

- Active Transportation Spine
- Village Green

Connected Elements

- Internal village grid
- Street network
- Open space network

PHASE 2 - TRANSIT/INTERCHANGE

- Park and ride lot at transit station
- Continued development of the following areas at plan-level intensities, amenities, green spaces & trails
 - + Entitled Commercial
 - + Long-term mixed use
 - + Transit village

Gathering Place Elements

- Station area active transportation connections
- Station area grid
- Village Center

Connected Elements

- Complete the street network
- Complete the internal grid
- Complete the open space network

PHASE 3 - STATION AREA

- Development of transit supportive housing and uses at Park & Ride facility
- Continued development of the following areas at plan-level intensities, amenities, green spaces & trails
 - + Entitled Commercial
 - + Long-term mixed use
 - + Transit village

TABLE 6-3: IMPLEMENTATION AND ASSOCIATED TIMING

CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	PRE TRANSIT/ PRE INTERCHANGE	TRANSIT/ INTERCHANGE	STATION VILLAGE	POSSIBLE FUNDING SOURCES	NOTES
GATHERING PLACE								
ACTIVE TRANSPORTATION SPINE	• Identify and preserve right of way	Lehi City Planning and Engineering Departments					Existing funding	Adopt regulating plan that identifies active transportation plan
	• Adopt Active Transportation Spine Cross Section	Lehi City Planning and Engineering Departments					Existing funding	
	• Coordinate design and planning with Private Development Partners	Lehi City Planning and Engineering Departments	Private Development Partners				Existing funding, public private partnership resources	The final alignment and configuration to be specific in development agreement(s) as entitlement occurs
	• Design and construct in conjunction with new development	Lehi City Planning and Engineering Departments	Private Development Partners				Trail impact fees, open space grants, public/private partnership resources	
STATION AREA	Design and construct North Lehi Station platform and park & ride lot	UTA, Lehi City Planning and Engineering Departments	MAG				Federal Transportation Funds, Othe sources as identified in transit planning and design process	
	Identify private development partner for future station area development	Lehi City	Lehi City Planning				Public/private partnership resources	
	Design and construct mixed use development North Lehi station	Private Development Partner	UTA, Lehi City Planning				Public/private partnership resources, HTRZ	
VILLAGE GREEN	Identify and preserve location	Lehi City Planning and Parks Departments					Existing funding	Adopt regulating plan that identifies active transportation plan
	Coordinate design and planning with Private Development Partners	Lehi City Planning and Parks Departments	Private Development Partners				Existing funding, public private partnership resources	The final location and configuration to be specific in development agreement(s) as entitlement occurs
	Design and construct in conjunction with new development	Lehi City Planning, Parks and Engineering Departments	Private developers/ land owners				Parks impact fees, open space grants, public/private partnership resources	
	Program and maintain	HOA	Lehi City Parks Department				Public/private partnership resources, HOA fees	

CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	PRE TRANSIT/ PRE INTERCHANGE	TRANSIT/ INTERCHANGE	STATION VILLAGE	POSSIBLE FUNDING SOURCES	NOTES
GATHERING PLACE								
VILLAGE CENTER	Identify and preserve location	Lehi City Planning, Parks, and Economic Development Departments	Private development partner				Existing funding, public private partnership resources	The final location and configuration to be specific in development agreement(s) as entitlement occurs
	Design and construct in conjunction with new development		Private development partner				Private development, Lehi City TIF	
	Program and maintain		Private development partner				TBD	
OPEN SPACE BUFFER SYSTEM	Identify and preserve location	Lehi City Planning, Parks, and Economic Development Departments	Private development partner				Existing funding, public private partnership resources	The final location and configuration to be specific in development agreement(s) as entitlement occurs
	Design and construct in conjunction with new development		Private development partner				Private development, Lehi City TIF	Impact fee funding is an appropriate source to meet the needs of new residents in the area, the IFFP should reflect this need
	Program and maintain		Private development partner				TBD	
CONNECTIONS								
INTERNAL GRID	Identify and preserve right of way	Lehi City Planning and Engineering Departments					Existing funding	Adopt regulating plan that identifies active transportation plan
	Identify and establish baseline block grid pattern	Lehi City Planning Department					Existing funding	Adopt regulating plan that identifies active transportation plan
	Identify and establish Pedestrian-Cyclist Pathways pattern	Lehi City Planning, Parks, and Engineering Departments					Existing funding	Adopt regulating plan that identifies active transportation plan
	Adopt Pedestrian-Cyclist Pathways Cross Section	Lehi City Planning, Parks, and Engineering Departments					Existing funding	
	Adopt Local Street Cross Sections (w/onstreet and w/ out onstreet parking versions)	Lehi City Planning and Engineering Departments					Existing funding	
	Identify and establish Shared Path pattern	Lehi City Planning and Engineering Departments					Existing funding	Adopt regulating plan that identifies active transportation plan
	Adopt Shared-Use Path Cross Sections	Lehi City Planning and Engineering Departments					Existing funding	

CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	PRE TRANSIT/ INTERCHANGE	TRANSIT/ INTERCHANGE	STATION VILLAGE	POSSIBLE FUNDING SOURCES	NOTES
CONNECTIONS CONTINUED								
EXTERNAL GRID	Identify and preserve right of way	Lehi City Planning and Transportation Departments	MAG, UDOT				Existing funding	"Update Lehi City Transportation Master Plan as needed Update Regional Transportation Plan as needed"
	Review and update Arterial Road Cross Section as needed	Lehi City Planning and Transportation Departments	MAG, UDOT				Existing funding	
	Identify and preserve grade separated crossings for Active Transportation Spine	Lehi City Planning and Transportation Departments	MAG, UDOT				Existing funding	"Update Lehi City Transportation Master Plan as needed Update Regional Transportation Plan as needed"
	Design and construct grade separated crossings in conjunction with roadway construction	Lehi City Planning and Transportation Departments	MAG, UDOT				Existing Funds, Public/Private Partnership Resources, Federal Transportation funds	
	Design and construct I-15 interchange, frontage road, & arterial roadway	UDOT	MAG, Lehi City Planning and Transportation Departments				Federal Transportation funds	
FUTURE LAND USE								
OVERALL	Review and update as needed the existing TOD zone to reflect the recommendations of this plan	Lehi City					Existing funding	
	Update the Future Land Use Map and apply TOD zoning in response to Planning & Zoning Applications	Lehi City					Existing funding	
OPEN SPACE	Identify and preserve locations	Lehi City					Existing funding	Adopt regulating plan that identifies open space percentage and locations (34% of area)
	Design and construct in conjunction with new development	Private development partners	Lehi City				Lehi City Impact Fees, Public/Private Partnership Resources	
OPEN SPACE	Identify and preserve locations	Lehi City					Existing funding	Adopt regulating plan that identifies open space percentage and locations (34% of area)
	Design and construct in conjunction with new development	Private development partners	Lehi City				Lehi City Impact Fees, Public/Private Partnership Resources	

Category	Action	Responsible Organizations	Partner Organizations	Pre Transit/ Interchange	Transit/ Interchange	Station Village	Possible Funding Sources	Notes
Future Land Use Continued								
COMMERCIAL DEVELOPMENT	Work closely with development partners with existing entitlements to ensure that design integrates with the North Lehi Transit Village vision	Lehi City	Private development partners				Existing funding	
	Identify and update as needed zoning requirements and design guidelines to ensure that future commercial development as reflected on the Station Area Future Land Use Map integrates with the North Lehi Transit Village vision	Lehi City					Existing funding	
	Work closely with development partners as the proposed I-15 Interchange, frontage road and arterial network are constructed to ensure that design and construction of the future commercial area integrates with the North Lehi Transit Village vision	Lehi City	Private Development Partners				Existing Funding, Public/Private Partnership Resources	The final location and configuration to be specific in development agreement(s) as entitlement occurs
	Ensure commercial uses are designed with the pedestrian and bicycle in mind	Lehi City					Existing funding	
MIXED USE DEVELOPMENT	Ensure retail/active uses are required and included at the core of the station area and as a transition area to the Village Center	Lehi City					Existing Funding, Public/Private Partnership Resources	The core of the station area is a Phase 3 concept at the time that the park and ride lot at the station is redeveloped, the Village Center is the area that transitions from the new I-15 interchange area and the core of the residential village
	Work closely with development partners as design and construction moves forward to ensure that the areas integrate with the North Lehi Transit Village vision	Lehi City	Private Development Partners, UTA				Existing Funding, Public/Private Partnership Resources	
RESIDENTIAL DEVELOPMENT	Review and update as needed zoning provisions to encourage residential densities in the village as reflected in the future land use concept	Lehi City					Existing funding	The concept anticipates an overall density of ~27/units per acre. The future development area adjacent to the station (Park & Ride lot redevelopment) is envisioned at 50 units per acre to qualify for HTRZ funding
	Work closely with development partners to redevelop the station Park & Ride Lot as transit supportive mixed use	UTA, Lehi City	Private Development Partners				Existing Funding, Public/Private Partnership Resources	

07

Appendix

PRECEDENTS

This chapter presents a collection of precedent studies for mixed-use development, community spaces, and transit-oriented development projects that highlight the intended look and feel of the Plan Elements, informed by the community-driven vision. This chapter visualizes the appropriate scale, intensity, and functionality of the North Lehi Station Area.

VILLAGE CENTER

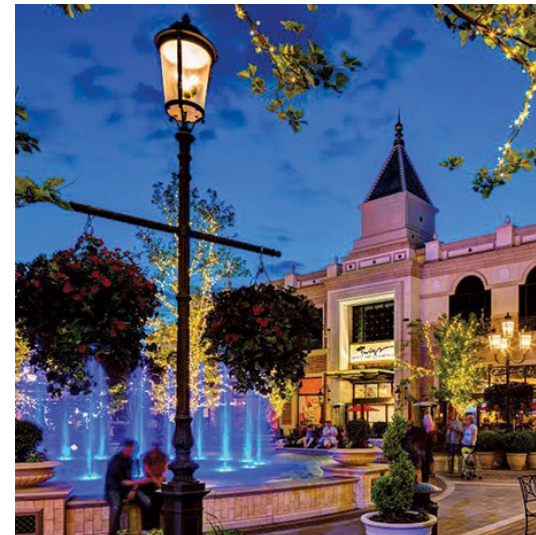
Holladay Village Town Center Holladay, UT

Holladay Village, a mixed-use development in the heart of Holladay, UT, has succeeded by balancing the needs of various user groups and enhancing the local sense of place. The village features a programmable, pedestrian-only plaza that can be expanded for larger civic, public, and commercial events. Its layout prioritizes pedestrian access at the front, while vehicle access and parking are available in a structure at the rear.



Farmington Station Central Village Farmington, UT

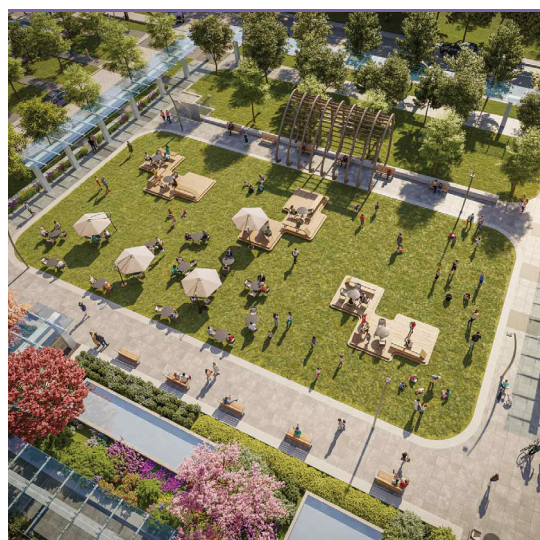
Station Park is a mixed-use lifestyle center located in Farmington, UT. The center is connected to several major transportation corridors such as the Farmington Station on UTA's FrontRunner commuter rail, Interstate 15, and the Legacy Highway. This 3-4 story mixed-use development houses a collection of shopping and dining establishments, a hotel, office space, and residential units surrounding a centralized community gathering space. The central space features attractions such as a fountain, shaded seating areas, and outdoor eating establishments. This hub facilitates interaction amongst residents as it promotes leisure and activity by design. Pedestrian-focused internal street design is a critical component of this development's success and ability for residents to gather comfortably.



VILLAGE GREEN

Seattle High Point Redevelopment Project Seattle, WA

Led by the Seattle Housing Authority, the redeveloped High Point Community is a nationally award-winning project recognized as a model for inclusive planning. It is committed to enabling existing residents to remain in their community while welcoming people of all incomes and backgrounds. Central to the project is a 2.5 acre park offering opportunities to wander, exercise, and enjoy views of the City's surroundings. The park space features a mix of different materials, native surfaces, and natural drainage system elements. The project includes an interconnected system of paths and open spaces, providing access to community and commercial facilities.



Central Park Common Toronto, ON

The Central Park Common in Toronto, Ontario is a 3-acre gathering space located at the heart of a master-planned urban community. Although Toronto has much denser residential development than Lehi, the makeup of this common space serves the same function envisioned in the North Lehi area. Much like the vision of the Station Area, the Central Park Common provides a gateway pedestrian and cyclist connection to the area's subway and GO station through the center of the gathering space. The Common is a welcoming venue for residents to gather for rest or recreation. This space is flexible and can be set up for different community-based events throughout the calendar year. In the summer, the space often hosts small-scale artist events or markets and in the winter, ice skating on a temporary rink is a sought after activity.

VILLAGE GREEN CONT.

Eastlake Commons, Community Garden South Jordan, UT

The Eastlake Commons is one of the larger parks that exists in the Daybreak Community of South Jordan. The roughly 2-acre portion that includes a community garden is surrounded by residential units and is connected to other key neighborhood destinations via a landscaped promenade. The space serves as a unique attraction for nearby residents by offering skateable artwork, a playground, tennis and pickleball courts, and a pool. The park has become a significant attraction at the core of the residential neighborhood.

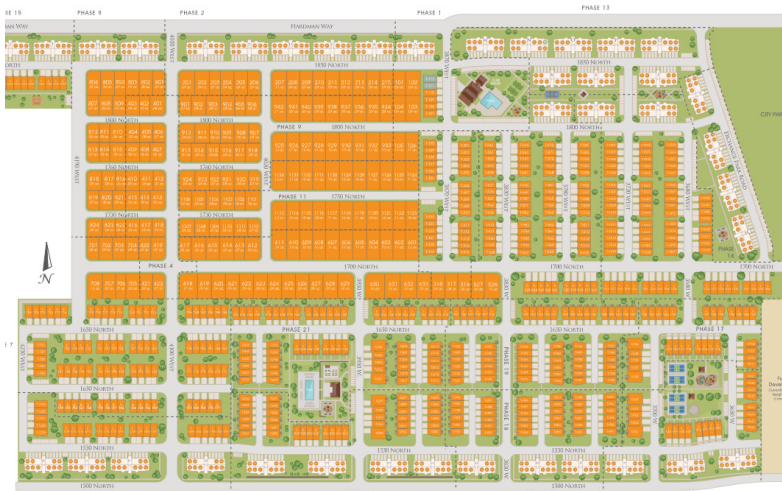


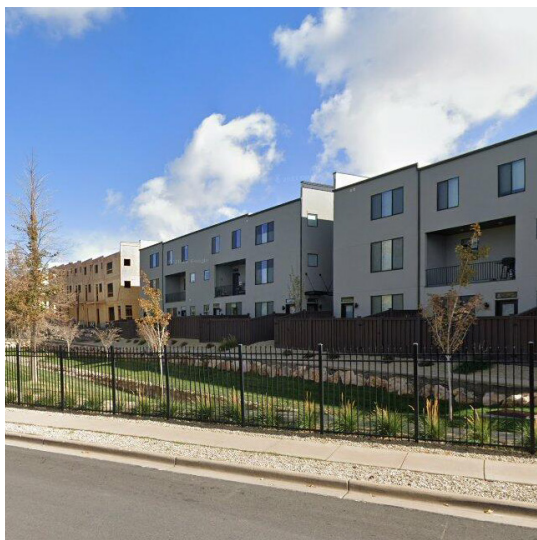
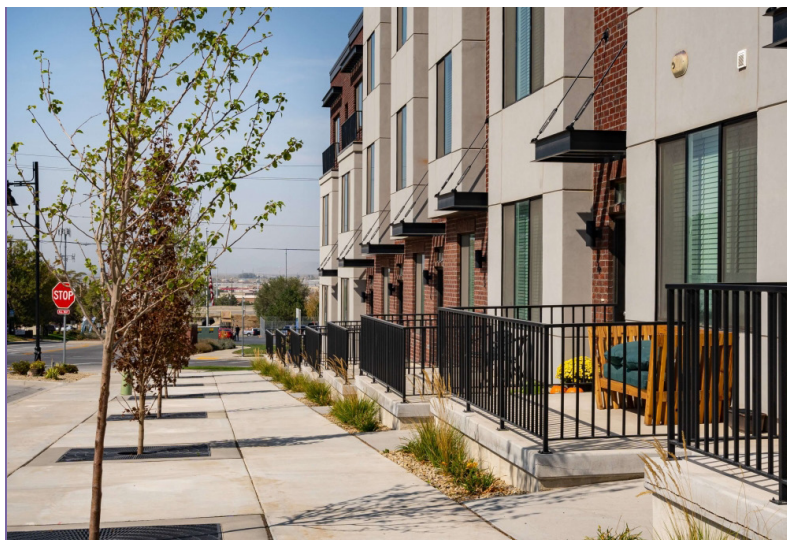
RESIDENTIAL DEVELOPMENT

The Exchange Condos

Lehi, UT

The Exchange is a new master-planned community that includes single family homes, cottages, townhomes, and condos located in the heart of Lehi. Similar to the North Lehi Station, the development area is situated at the core of a fast-growing region. Proximity to Silicon slopes, Thanksgiving Point, and the Traverse Mountain Outlets further drive the prospect of future public transit accessibility and practicality.





RESIDENTIAL DEVELOPMENT CONT.

Park Lofts North Salt Lake, UT

The ParkLofts townhome development is located approximately a 5-minute drive from downtown Salt Lake City. The recently completed second phase of this project added 36 new three-story townhomes and an expansion of the development area's open space. The townhomes are adjacent to Hatch Park and other neighborhood services and amenities. The newest phase of the Park Lofts development includes townhomes with similar materials to the character of Lehi and compliment a topography similar to the North Lehi area.

TRAILS AND OPEN SPACE

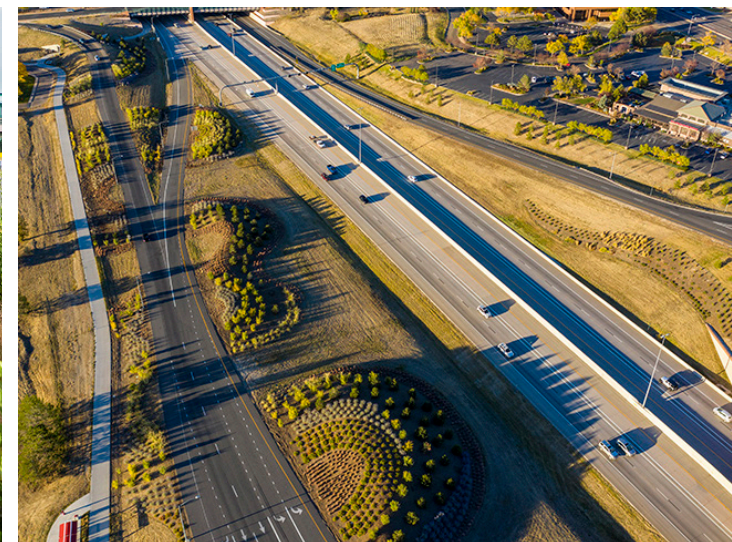
"The Spoke" - Daybreak Flow Trails South Jordan, UT

The Daybreak open space flow trails are a bike amenity incorporated into the community-wide bike trail system known as the Loop which connects to 50+ miles of paved and unpaved bike trails. The open space flow trails provide a recreational space for beginners to advanced bikers. In addition to providing attractive recreation-based infrastructure for the community, this space doubles as a natural stormwater drainage site – benefiting the ecosystem by replenishing underground aquifers and minimizing the amount of polluted stormwater runoff.

TRAILS AND OPEN SPACE CONT.

Sheridan US36 Interchange Westminster, CO

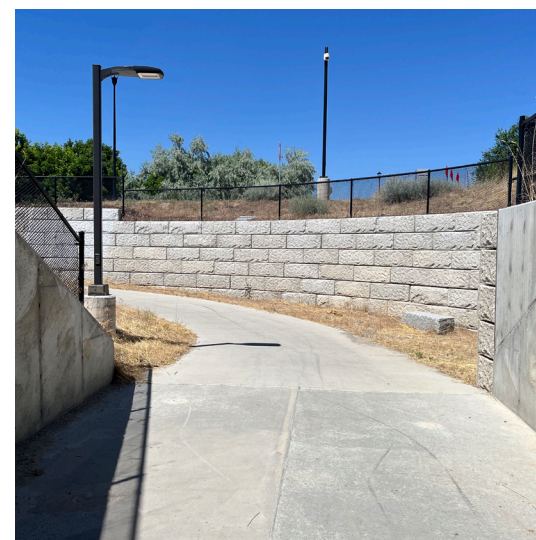
The design of the Sheridan Exchange Buffer was inspired by its surrounding landscape, with a primary emphasis on sustainability. Native grass and seed mixes mimic the natural prairie grasslands, creating a landscaped open space around the US36 interchange that serves as a beacon of arrival to Westminster and buffers the neighborhoods from the highway. The project leverages the area's natural topography to balance native plant materials, long-term maintenance, and water conservation. Similarly, in the North Lehi Station Area, well-landscaped open spaces will symbolize a sense of arrival to Lehi and Utah County and provide a functional open space buffer for future residential development.



STATION ACCESS

Sandy Civic Center Station Sandy, UT

Connected to the regional trail network via the Porter Rockwell Trail, access to this station includes a grade-separated crossing underneath the TRAX line. By completely separating pedestrian and cyclist pathways from rail traffic, it eliminates potential conflicts and accidents, ensuring a safer environment for all users. An additional benefit of uninterrupted and efficient station access to the station is the potential for encouraging more active transportation and enhancing connectivity within transit-oriented development areas.





STATION ACCESS CONT.

Historic Gardner Station

Historic Gardner Station is located immediately west of the Jordan River in West Jordan, south of 7800 South. Served by both the TRAX Red Line and the F578 bus route, the station is most notable for its proximity to both the Gardner Village commercial center and the expansive Jordan River Trail (“JRT”), a regionally significant open space and active transportation corridor.

Historic Gardner Village Station is a useful precedent and cautionary tale in contemplating access alternatives for North Lehi: establishing separated, navigable connections between the station and active transportation connections enables auto-free travel, and separating regional destinations from transit with wide, high-volume roadways is detrimental to the success of both transit ridership and the commercial center.

The primary attractor in the vicinity of Historic Gardner Village Station, the Historic Gardner Village commercial center, is separated from the station by a five-lane, higher-speed arterial. This presents a barrier for transit riders, cyclists, and pedestrians seeking to visit the commercial center. The need for a grade-separated crossing at Historic Gardner Village Station is another example of why the North Lehi Station Area should prioritize low-stress, separated, active transportation connections to support all users and the local economy.

ACTIVE TRANSPORTATION SPINE / SHARED USE PATHS

Parley’s Trail Salt Lake City, UT

The Parley’s Trail provides a true East-West active transportation corridor across Salt Lake City. Approximately two miles of the paved trail runs adjacent to the UTA S-Line streetcar which travels between the Central Pointe Station in South Salt Lake and the Sugar House neighborhood. This is a vital active transportation connection within the City, facilitating the mobility of residents in accessing goods and services without the need for an automobile. The trail safely navigates over several significant barriers such as Interstate-80, Interstate-15, and the rail corridors on the valley’s west side.



9 Line Salt Lake City, UT

The 9 Line multi use path provides a functional and desirable east-west connection near downtown Salt Lake City. This pathway creates meaningful, useful connections despite the barriers that have long divided the east and west portions of the City. The 9-Line corridor has also facilitated the creation of unique gathering places along its path. For example, City-owned vacant land under the Interstate-15 bridge has been transformed with a mix of art and recreational amenities that reflect both the culture of the neighborhoods and the progression of the City’s efforts.



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Lehi Vistas at the Point *Existing Conditions Report*

Contents

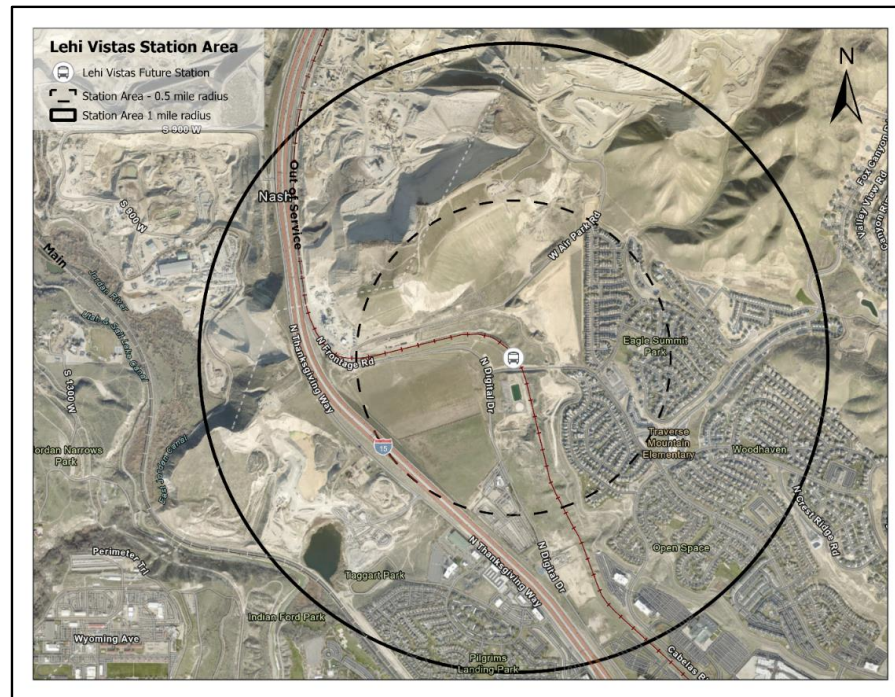
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Introduction

Understanding the current conditions of Lehi's Vistas at the Point ("Vistas" or "Vistas Station") future transit-oriented development site is critical to develop a comprehensive vision for the area's next generations of residents, businesses, and visitors. As such, the first steps are to define the area and establish a system to understand current assets and challenges. Only then can options for transformational changes—those that can enhance economic and social opportunities or improve the quality of life for residents and visitors—emerge.

Developing an understanding of the Vistas at the Point begins with an existing conditions report that incorporates land use and ownership, transportation networks and systems of connectivity, social, cultural, and economic capitals, and previous planning efforts. This research, utilizing both expert and local knowledge, will produce the framework upon which the community preferred scenario relies.



Station Area Policy Background

Recognizing that housing and land use policies have profound impacts on individual transportation mode choices, quality of life, and growing environmental concerns, HB 462 Utah Housing Affordability Amendments

requires a comprehensive integration of these aspects into local land use policy. Provisions include the modification of how municipal corporations develop and report their moderate-income housing strategies and further defines the mechanism that distributes state funding to subdivisions that meet defined transit-based planning and withholds funding from those who fail to achieve the requirements in accordance with specified timelines.

Most importantly, HB 462 requires the development of specific Station Area Plans (SAP) at both planned and existing fixed guideway stations along transit investment corridors to increase housing options. This is critical for being better prepared for anticipated growth; through the SAP process, municipal governments are empowered to conduct localized planning efforts and develop a contextual solution to an area's development needs. While there is currently no Vistas at the Point transit station, the need has presented itself. The plans for a station, along with transit-oriented developments, are being developed for a future fixed-guideway transit service that will serve as the northern transit gateway to the Lehi.

Operating under the guidance of state policy and with the assistance of Mountainland Association of Governments' (MAG) 25-year transit planning projections, this open-land area will be in the process to create human-scaled, accessible, and transit supporting moderate-income housing. For the Lehi Vistas at the Point station area, continuing to work beyond the constraints of the land, identifying gaps, and working with engaged citizens and stakeholders is key in the production of quality spaces that are worth caring about.

Site History

30 years ago, Lehi was like many cities along the Wasatch Front: it had not yet experienced the 21st century's building booms. In fact, there was little-to-no development west of I-15 between Point of the Mountain and exit 283 at W 11000 N (State Route 92), save for some farmhouses, a junk yard, and mining operations. As the Salt Lake Valley industrialized in the waning years of the 19th and throughout the 20th centuries, Utah Valley's northern-most city remained primarily an agricultural hinterland.

Lehi has, however, successfully transitioned to a technological agglomeration, earning the self-identified 'Silicon Slopes' moniker; since the turn of the century, its population has grown nearly 250%. While Lehi avoided heavy industrial or refining plants in the post-war period its landscape is not untouched. Based on historical aerial imagery, excavation of Traverse Mountain's southern face began in the 1950s and has expanded across the last ¾ century. While much excavation has occurred on the northern face, mining

was ongoing in the mid-1990s to early-2000s at the center of the station area site; the area to the northwest of the proposed station site was the location of a minor operation.

Signs of Geneva Rock's quarrying operations to the north of this site are hard to miss, but that does not appear to have negatively impacted Lehi's growth; new suburban developments have occurred primarily on the northern stretches of the city, away from the historic city center and in proximity to significant transportation infrastructures. For example, the Traverse Mountain development, which began a north-easterly extension prior to 2010, is well within Geneva's view-, dust-, and noise-sheds. While this long-established extractive land use should seek to be a good neighbor and sensibly mitigate its impacts to nearby homes and businesses, mining operations will likely continue for decades. As such, the burden for any emergent conflict between these disparate land uses—a showcase transit-oriented community and mining operations—is the result of new developers and owners not thoroughly performing their due-diligence.



This pattern of residential growth – building neighborhoods and commercial centers along the I-15 corridor -- is not exclusive to Lehi but has occurred throughout the Salt Lake and Utah Valleys and continues today. Over the course of two decades, the vacant, natural, or agricultural land south and east of this station planning area has transformed into a commercial and business hub, surrounded largely by medium to high-density, single-dwelling construction.

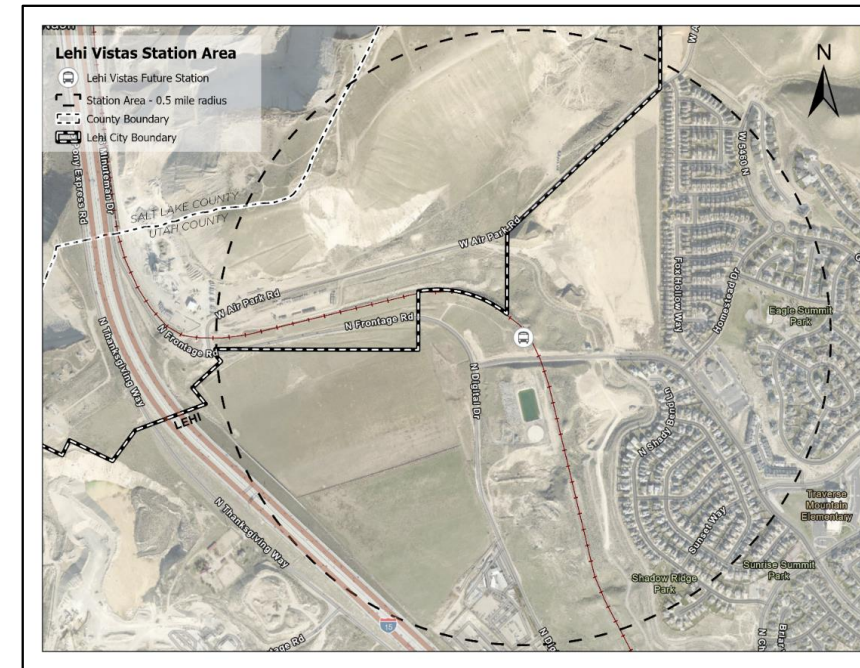
While available open space across the Salt Lake and Provo Metropolitan areas are largely diminished, available land and former extractive industry sites are areas of significant development interest and pressures. Further, despite a metropolitan area growing consistently across two decennial Censuses and land values being at a premium, about half of the 500-acres contained in this

station area remain vacant. While the opportunity is significant, it's not free of challenges, as access to the site and limited availability of utilities have proven to be two large roadblocks to development.



Existing Conditions

Land use and social conditions, potential inter-municipal conflicts, and prior planning efforts



Boundaries, Barriers, and Uses

As previously noted, there is not yet a Vistas at the Point transit station, however, in accordance with HB462, all land within a ½ mile radius of an existing or planned rail-based transit stop must be accounted for and assessed to determine if the land is a candidate for redevelopment or up-zoning. For bus-based infrastructure, that radius is halved, to ¼ mile. Given that the mode is yet unknown and will not be decided until the end of 2023, this plan accounts for the greater diameter area.

Municipal Boundaries

The proposed station area sits at the northern end of the Lehi; while much of the area of interest is within the Lehi's boundary, it also crosses into unincorporated portions of Utah and Salt Lake Counties. The Utah County area is predominantly public land, whereas the Salt Lake County land is used for extractive purposes. While both uses limit to the station area planning site, the Flight Park State Recreation Area is an amenity and can be leveraged to attract visitors who engage in parasailing or associated hobbies.

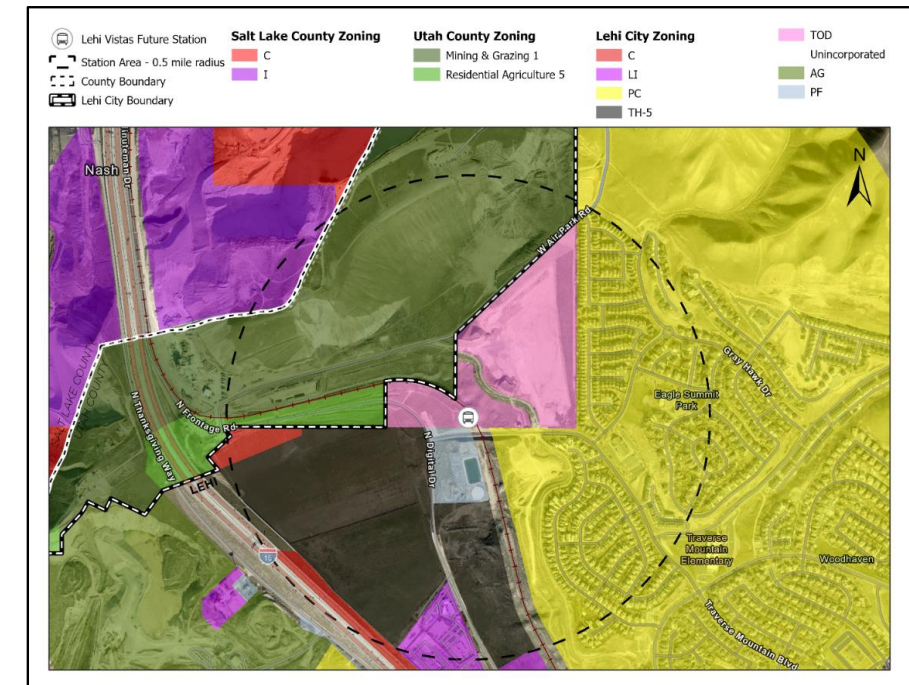
Barriers

To the west the station area planning boundary crosses I-15, a clear and significant site barrier. The eastern portion of the boundary abuts the slopes of Traverse Mountain, large areas of which have been classified as environmentally sensitive and therefore subject to development constraints. Beyond these physical constraints, basic engineering and infrastructure — power, sewer, and utilities— either do not exist on much of the site or they do not provide overwhelming capacity to allow for unconstrained site development. For example, this development site is at the far north end of the city, a significant distance away from the city's water treatment facility. The future trunk and branch lines servicing this area have been calculated to support less than 1100 equivalent residential units (ERU) by city engineers.

Current Zoning

Planned Community (PC)

Approximately one-third of the station area is encompassed by Planned Community (PC) zoning, much of it hosting existing residential development in the eastern portion. In this area, PC zoning is relevant for preserving the natural terrain and maintaining steep slopes as open space. Considering the unique terrain of the Vistas Station Area, development standards that align with the hillside preservation ordinance are necessary to mitigate geological hazards for the community and ensure open space is preserved where most critical.



Commercial (C)

Commercial zoning is intended to provide controlled and compatible locations for retail, office, and business/commerce activities to encourage the efficient use of land, enhance property values, and strengthen the city's tax base. The station area is comprised of less than 1% of commercially zoned land. With the presence of Transit Oriented Development (TOD) zoning in the station area, future opportunities exist for commercial development to be incorporated in the form of ground floor uses and other ways that align with TOD guidelines and the context of the area.

Light Industrial (LI)

Light Industrial zoning is formulated to provide locations for low impact industrial uses and activities to provide city-wide economic stability and site-specific employment opportunities. Light Industrial zoning, located toward the south, covers less than 2% of the total station area and has hosted automotive-related businesses for several decades. If deeper connections to the Traverse Mountain Outlet Mall and other points south are desired, this type of land use and zoning may be in conflict as development in the station area expands beyond initial phases.

Transitional Holding-5 (TH-5)

Transitional Holding is a zoning district primarily implemented following an annexation where no water is dedicated at that time and no culinary or



pressurized irrigation water services are planned to be provided. About 20% of the station area falls within this zoning; this area is in the low-lying land between I-15 and the proposed transit station site. It is bisected by Digital Drive, a 2-lane road that will be converted to a major arterial with an 80 – 102' right of way, in conjunction with the funding and construction of a new highway interchange. In terms of future development plans for this 100-acre area, there is not currently anything approved by the city.

Transit Oriented Development (TOD)

Transit Oriented Development zoning is established to provide for the implementation of Lehi City's General Plan and to reduce automobile dependency by creating self-sustaining, walkable, and bikeable neighborhoods that enable residents to commute, enjoy shopping and recreational opportunities, and have access to mass transit without the depending upon an automobile. Twelve percent of the station planning area falls under this zoning code; this land is owned by the Clyde Group, a subsidiary of Geneva Rock. They are in the process of developing a 404-dwelling unit community directly northeast of the future transit station called the Vistas at Point Crossing.

Mining or Grazing (M&G-1)

The M&G-1 Zone is a Utah County zoning ordinance that covers areas within the county suited for livestock grazing, mining of earth products, and industrial operations that are not appropriate nearby urban centers. These areas are typically limited by climate, topography, soil capability, inadequate water supply, or the presence of economically significant mineral deposits. This zoning covers over 25% of the station planning area and is associated with Geneva Rock's quarrying operation and the state-owned public park.

Zoning Type	Number of Parcels	Acreage	Percent
PF	2	10.1	1.8%
C	1	5.8	1.0%
LI	2	16.5	3.0%
PC	557	195.1	35.2%
TH-5	5	103.4	18.7%
TOD	8	55.3	10.0%
Unincorporated	2	166.7	30.1%
Uncategorized	2	1.1	0.2%
Total	579	553.9	-



Public Facility (PF)

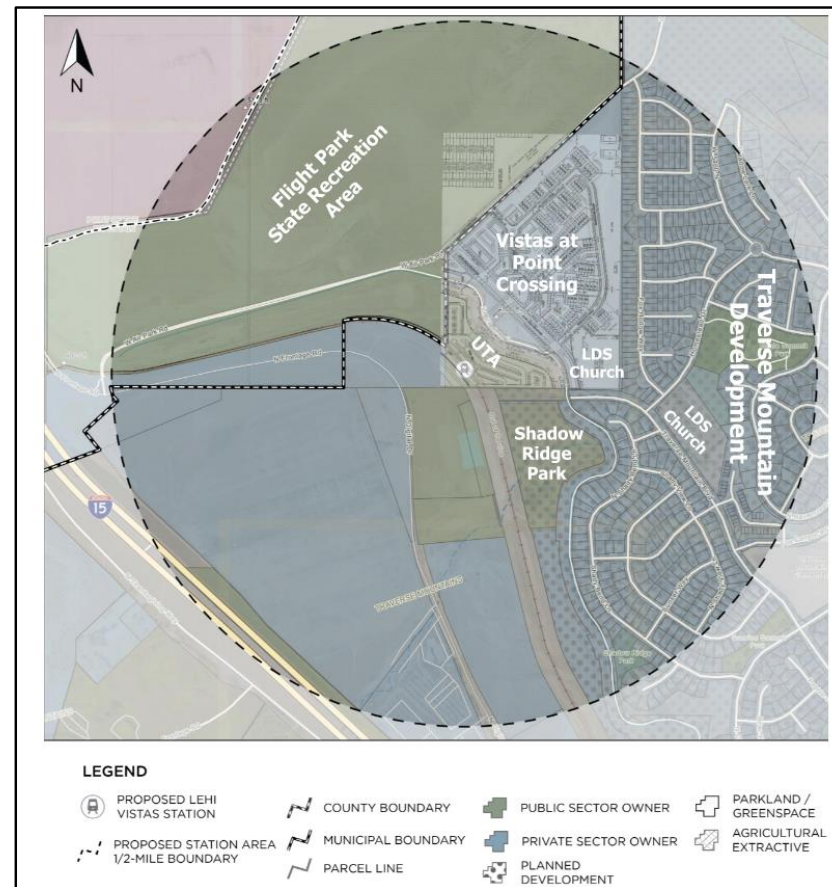
The Public Facilities District serves the purpose of supplying land areas for publicly owned buildings and facilities. A city-owned retention pond is directly south of the future station and comprises about 10 acres, or 2% of the project area, including the pond and its fenced boundary.

Ownership

Two-thirds of the Vistas station area is under private ownership, and a sizable portion of this land has existing or planned developments east of the station site. The Traverse Mountain Master Association oversees several sub-homeowner associations, such as Winterhaven Single Family Homes and Mountain Point Village Townhomes, both of which fall within the station planning area. Considering that most of the land east of the future station is accounted for, and with state owned land to the north, remaining opportunities for future development primarily exist on the privately held +/- 100 acres directly southwest of the station.

Over 75% of publicly owned land is along the northern hillside, where Flight Park State Recreation Area is located. For many reasons, including steeply sloped terrain, this land is poorly suited for future development. Other publicly owned land areas of the station area include Traverse Mountain Elementary School, a retention pond, Eagle Summit Park and the nine-acre site of the future Shadow Ridge Park.



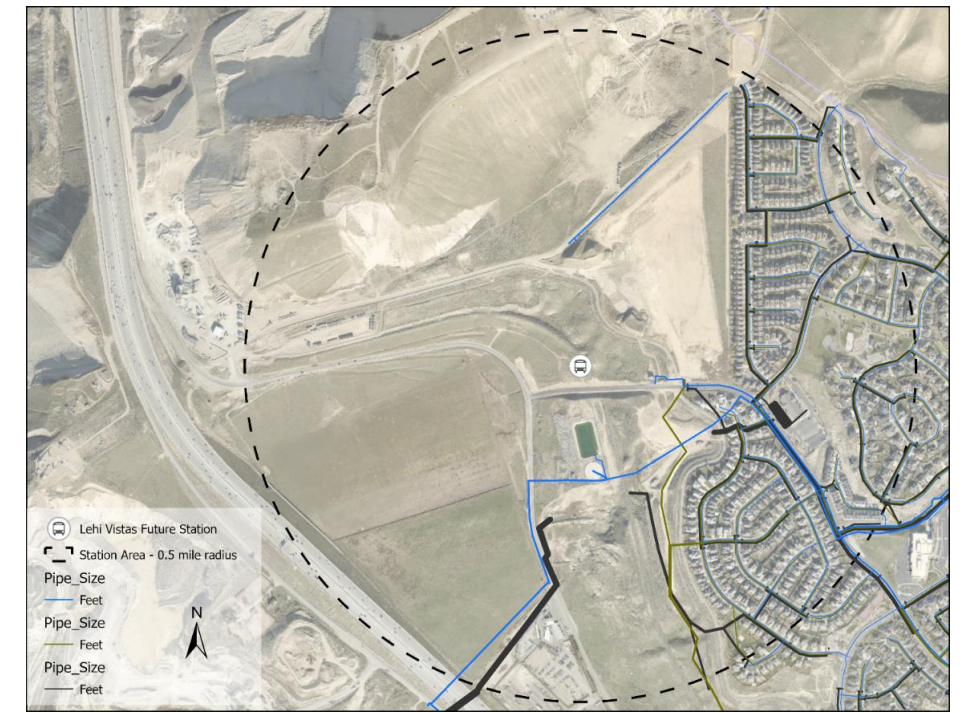


Public Utilities

There is a dearth of basic infrastructure—water, sewer, and electric—across the undeveloped land in this station planning area; as Lehi has approved development, the core infrastructure has followed.

The development costs of such infrastructure can vary significantly depending on factors such as location, project size, terrain, and what currently exists. Between preliminary studies and design, materials, equipment, labor and construction fees, this is a costly endeavor for private developers that will have significant impacts on return on investment potentials.

Discussed in a subsequent section, this engineering limitation has already been considered and implemented in the General Plan.



Existing Developments

As previously recognized, The Traverse Mountain Master Association (TMMA) comprises a significant portion of this station's planning area. It is comprised of seven distinct sub-associations, three of which partially or fully fall in the 1/2 mile radius; these include Winterhaven Single Family Homes, Mountain Point Village Townhomes, and Canyon Point – Hidden Canyon Single Family Home. Collectively, there are approximately 500 TMMA-based single-dwelling home in the station area.



In-progress Developments

Vistas at Point Crossing

The Vistas at Point Crossing townhome community and commercial development is in the preliminary stages and will provide 100 townhomes, 304 apartments/condominiums, and 400,000 square feet of commercial office space adjacent to the proposed station site when complete. This development will provide community amenities such as an amphitheater, shopping and dining opportunities, and recreational facilities. This transit-oriented development will integrate with existing trails and the future Vistas Station, drastically reducing the community’s need for automobiles to reach destinations of significance.

Shadow Ridge Park

Shadow Ridge is a planned nine-acre Lehi-owned park that will provide this part of the city with a playground area, eight pickleball courts, a downhill bike course, and restroom facilities. This park will provide a direct connection to the future station platform via an existing pedestrian underpass that crosses Traverse Mountain Boulevard. Public input for the park began in early 2022 and is currently in the planning stages.

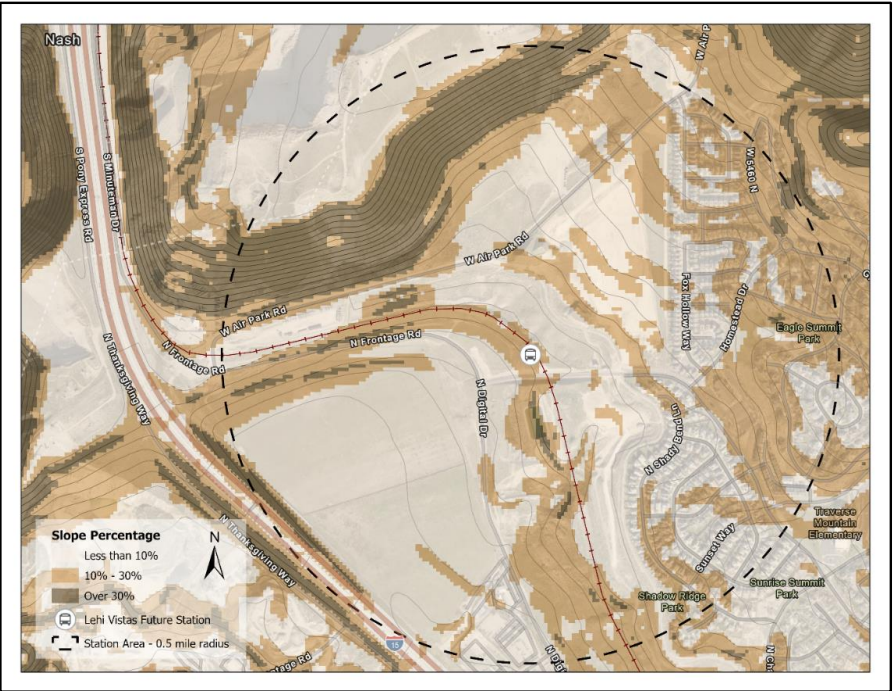


Land Suitability

Terrain and Hillside Preservation

The Hillside Preservation ordinance was adopted by Lehi City in 2008 to preserve the area’s natural terrain and ensure that the quality of development reflects the best interests of the city and its residents. The hillside preservation standards detailed in the city ordinance apply to all properties that contain slopes greater than 10%. For properties that exist on slopes between 10% and 30%, the hillside preservation ordinance determines allowed density, minimum lot sizes, widths, and frontages.

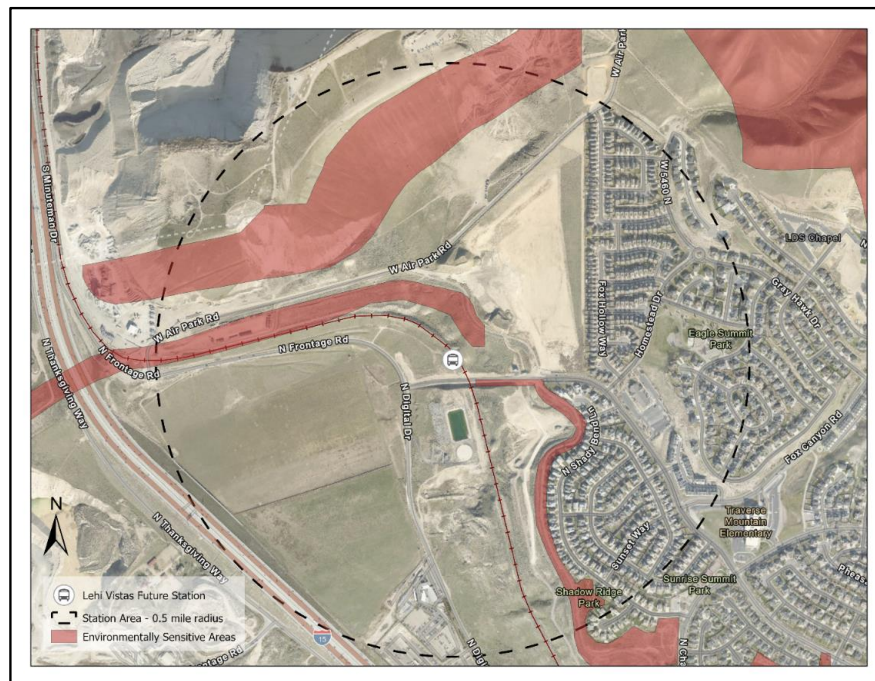
For properties on slopes greater than 30%, no development associated activities may be permitted unless appropriate engineering measures are taken to mitigate associated hazards and the engineering analysis must be reviewed and accepted by the Lehi City Council. Grading, excavating, or construction of any structure on a slope or hillside greater than 10% is required to submit several reports for the city to review prior to proceeding with a project. The necessary reports include a soils report, geologic report, grading/drainage plan, and vegetation plan. Additionally, provisions regarding drainage and flood mitigation, retaining walls, landscaping, and fire protection must be conformed to prior to development projects.



Environmentally Sensitive Areas

Lehi is in a region with diverse topography including hillsides, floodplains, wetlands, water bodies and wildlife refuge. Proximity to these areas requires careful planning and development strategies to ensure that these areas remain protected and preserve open space amenities for the community. The intention of classifying these areas is to mitigate natural hazard risks such as flooding and slope failure.

Lehi's General Plan details land use strategies that are focused on minimizing natural hazards. Examples of these strategies include low intensity, low-impact development near environmentally sensitive areas and voluntary restrictive conservation easements intended to permanently protect these areas. Sensitive areas within the station area pertain to the steep hillsides where development practices must be in conformity with the Hillside Preservation ordinance.



Plan Review

Land Use Element Update to the Lehi City General Plan, adopted January 2022

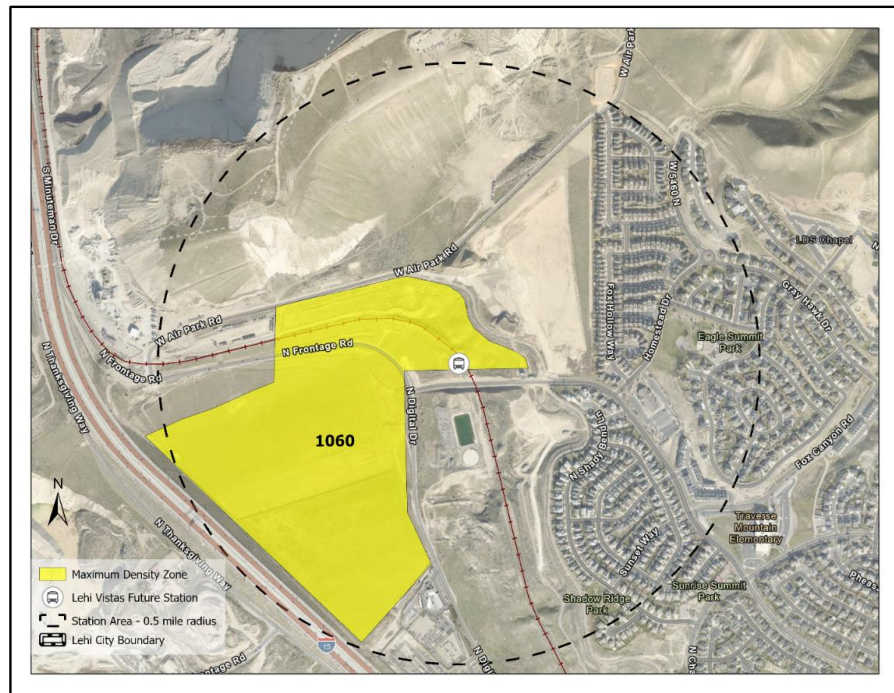
Recognizing that they were experiencing consistent decennial growth and needing a redefined vision for how the city was going to pioneer Utah's future, Lehi engaged in updating the land use element of their General Plan between 2019 and 2021. It was approved in early 2022. Through this plan, all areas of the city are discussed in terms of existing and intended future uses. In short, it seeks to guide future development of the city's remaining vacant land and potential redevelopment to ensure that future and expected growth is aligned and prioritized.

Through the four different scenarios explored as part of this update process a clear trend emerged about the Vistas station planning area: it will be subject to significant change, the land will be intensely used, and mixed-use development that breaks down the Euclidian typology throughout much of the city will be prioritized.

Density Limits

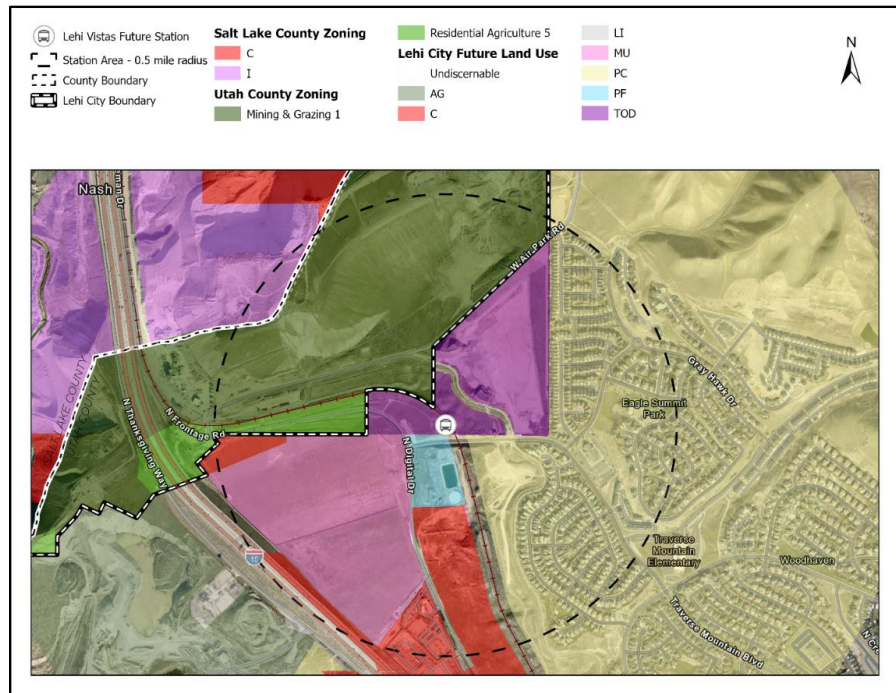
As part of this element's update, the City Council instructed the Engineering Department to calculate the maximum allowable housing densities of transit-oriented and mixed-use development areas; these are based upon current utility and other infrastructure limitations. Of the projected 5,750 equivalent residential units (ERU) city-wide, 1,060 are within the Vistas Station planning area. This is the second-highest density allowed for Lehi's identified future development sites, the first being 2,000 ERUs at the Thanksgiving Point Frontrunner Station.

For reference, an ERU is a normalized factor to determine residential potable water usage; it is the quantity of water, based on historical and interpolated maximums or averages, a single-dwelling unit is expected to use per day. This number is specific to Lehi's water system. Single-dwelling units, as a housing type, and compared to industrial or multi-dwelling unit connections, have relatively consistent water use patterns, which is why they are the factor used. Excepting water systems that only serve single dwellings, the number of service connections would not be the same as the number of ERUs.



Land Use Changes

Of the five recommended and affirmed land use classifications that will be encompassed by the Vistas station area, the only addition is mixed use. As previously described, and as the name implies, this category combines several uses, such as higher-density residential, office, retail, and recreation into a consolidated space.



Lehi City Parks Master Plan Update, adopted April 2015

The Lehi City Parks Master plan is intended to incorporate community goals and objectives and to establish specific, measurable, and prioritized implementation strategies for parks and recreation facilities citywide. This plan considers future needs and levels of service to meet the projected growth of the city. Population growth has outpaced previous projections from 2015 when the Parks Master Plan was completed, and the city has already surpassed the 2025 population projection according to 2021 ACS estimates. Significant population growth citywide and within the station area amplifies the importance of ensuring an adequate amount of open space and recreation opportunities are available to residents, especially in a higher residential density area such as the Vistas Station Area.

Lehi’s General Plan Parks and Recreation goal is to “Provide a diverse and connected system of parks, trails, and recreational facilities that provide all residents access to a wide range of recreational opportunities.” In respect to planning for the development and preservation of parks, open spaces, and recreational facilities, the General Plan calls for park and recreation facility locations to be coordinated with land use in a way that best serves the community. The Lehi Parks Master Plan provides strategic implementation

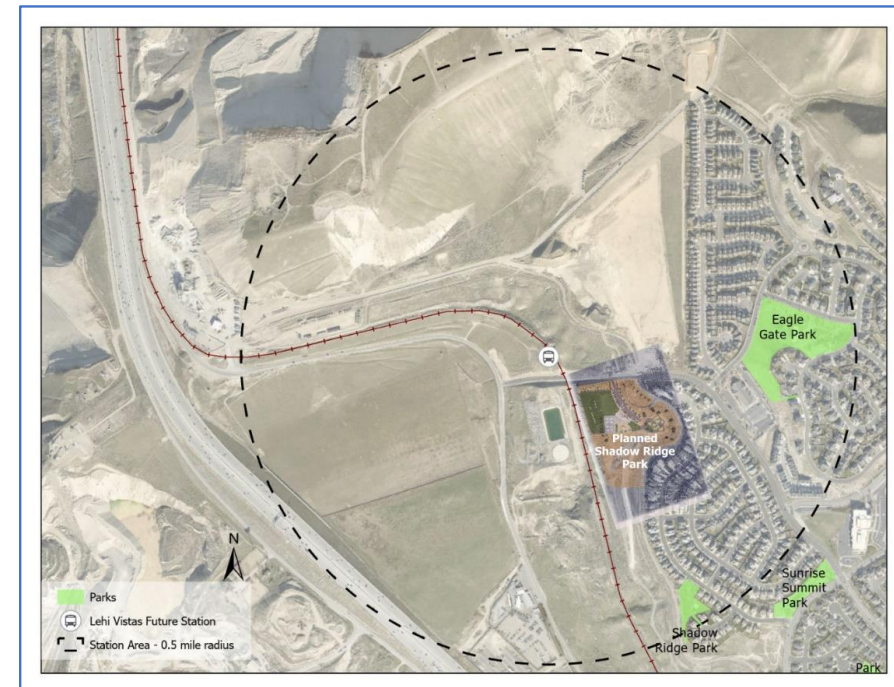
measures that work towards accomplishing the general plan's overarching goal for parks and recreation.

Goals and Policies include:

- ensuring park ratio is at least 4.5 acres of parks and park facilities for every 1,000 residents by planning for and developing neighborhood and community-scaled spaces,
- improving maintenance and operation in parks by providing an annual budget allocation for improvements and upgrades, and
- promoting water conservation and sustainable practices in parks by utilizing the most up-to-date technologies such as drip irrigation, moisture sensors, and appropriate plant materials for the soil and water conditions.

Public engagement efforts for the Lehi City Parks Master Plan consistently heard that the Northeastern portion of Lehi, which includes the Vistas station, is an area in need of more parks. Considering the Parks Master Plan was written in 2015, a couple of proposed parks have been completed or planned for since. Traverse Mountain's development completed a 1.36-acre private park situated along the Utah Southern Rail Trail and nearby, Shadow Ridge Park's development will provide an additional 9 acres of publicly accessible park space following its completion. Regarding level of service, the station area currently holds 5.79 acres of parkland for every 1,000 residents, as compared to 4.16 acres citywide. Following the inclusion of Shadow Ridge Park, the station area will be home to over 17 acres of public park space and continue to satisfy the Parks Master Plan goal of providing at least 4.5 acres for every 1,000 residents.

As part of the TOD zone, it's important to note that the intended utilization and requirement of open space differs from other zones present. As described in the TOD zoning code, "Open spaces should be designed to enhance the pedestrian experience and enable the use of public transit opportunities." As part of the TOD zone, a minimum of 10% of the total gross acreage is required to be developed as open space. Furthermore, open space areas within the TOD zone must be constructed by the developer



Lehi City Economic Development Strategic Plan, November 2019

Continuing to provide opportunities for a community and family-focused city is central to Lehi's 2019 economic development strategy. While job creation and retail space development are necessary for the city to provide high-quality services and maintain them, the plan delineates the ways in which a well-balanced economic base can be sustained; key to this is continuing to recruit, invest in, and support high-tech manufacturing and professional services.

The Economic Development Department divides Lehi into four segments. The Vistas station is part of a larger area that encompasses The Outlets at Traverse Mountain, Cabela's, and the Harmon's Grocery anchored shopping plaza. According to their maps and analysis, the Digital Drive corridor is an area of commercial opportunity, given the growing number of residents living in Traverse Mountain. The expectation here, and given this plan was developed prior to the land use update, is that small retail and services will opt to locate here given land costs and availability of nearby big-box stores. Post-land use update, the designated land use – transit-oriented or mixed – actively supports the inclusion of smaller-scaled and pedestrian-focused commercial areas.



Moderate Incoming Housing Element Update to the General Plan, adopted December 2017 and updated August 2022

For nearly three decades Utah has required municipalities to include goals and a plan for Moderate Income Housing as part of their General Plan. To conform to Utah Code, municipalities must develop realistic plans to meet their needs based upon estimated population growth and housing development. The station area plans, as outlined in HB 462 are a component of this and also require thoughtful deliberation and inclusion of moderate-income housing.

As defined by statute, moderate income housing is that which is “...occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income of the county in which the city is located.” In the model used in the report, there was a clearly defined affordable housing shortfall of nearly 500 units in 2017. Over the next 5 years that deficit would increase for all households with a below-median income level. For those earning greater than the median income, a significant housing surplus was estimated.

To understand where Lehi’s housing and household income was in 2017 at the time of that initial report and where it was in 2022 (last full fiscal year of data), taking a descriptive statistic-level look at these economic elements and putting them in context is important. To determine and trend the data for the Provo-Orem Metropolitan Statistical Area (MSA) for fiscal years 2016 through 2022, HUD’s U.S. Department of Housing and Urban Development Median Family Income and Income Limits was used. Zillow’s MSA-level data repository was used to determine median home sales prices.

AREA MEDIAN HOUSEHOLD INCOME				
Geography	FY	Median Income	Percent Change, year over year	Percent Change, 2017 - 2022
Provo-Orem MSA	2023	\$ 106,900	11.4%	58.1%
	2022	\$ 96,000	14.7%	
	2021	\$ 83,700	4.1%	
	2020	\$ 80,400	1.0%	
	2019	\$ 79,600	6.6%	
	2018	\$ 74,700	7.9%	
Utah County	2017	\$ 69,200	2.4%	
	2016	\$ 67,600	-	



AREA MEDIAN HOME SALE PRICE				
Geography	FY	Median Sale Price	Percent Change, year over year	Percent Change, 2017 - 2022
Provo-Orem MSA	2023	-	-	111.1%
	2022	\$509,000	19.7%	
	2021	\$425,350	25.3%	
	2020	\$339,600	9.7%	
	2019	\$309,500	5.9%	
	2018	\$292,250	11.8%	
	2017	\$261,487	8.4%	
	2016	\$241,175	-	

Across the previous 6 years’ income and housing sales data the trends are clear: both are increasing, but they are not increasing equally. Where the median income of the median Lehi resident increased 58.1%, the median value of the median home more than doubled. Eighty percent of the FY22 median income is \$76.8k, making an affordable monthly mortgage around \$1.6k and a maximum mortgage amount of not more than \$280k.

In short, the estimates from Lehi’s 2017 MIH report point in the right direction: affordable housing stock in the city is diminishing and the median house being built or placed on the market for sale is well above standard housing affordability metrics.

Lehi has elected to adopt affordable housing strategies in accordance with HB 462, several of which are in the review process with the planning commission and city council. One goal is a strategy to create an affordable housing overlay, the timeline for which was forecast to be complete by April 2023. To date, the City Council has been presented with methods to implement such an overlay zone by the planning department, however no formal adoption has occurred to date.

Another goal, adding residential units to Mixed-Use zones, was accomplished, with additional conversations regarding adding more units pending for the future. These two policy goals and strategies demonstrate Lehi’s willingness to accept additional housing intensity that is of different form than what has been built recently, with some reservations around constraining developers. This on-going work is critical to understanding the contexts around which this station area is expected to conform.



Point of the Mountain Transit Study

Over the coming decades, The Point of the Mountain (POM) will turn from a state prison to a 600-acre planned Innovation Center. Some have claimed that this is the most important economic opportunity in state history. Given that POM is less than 3 miles (straight line distance) away from the Vista Station planning area, its impacts will not go unnoticed.

To understand and explore mobility options in vicinity of this site, a Transit Study was conducted in 2021 and then again in 2022/3; through this work Utah Department of Transportation sought to provide transit connections between Salt Lake and Utah counties that do not rely on I-15, as well as accommodate projected population growth and desired economic development. It is from this 2021 study that the Vista's station (called North Lehi Station in the plan), first emerged. The preferred transit mode, as determined by a robust, quantitative analysis was bus rapid transit (BRT).

That determination, however, was steeped in the enormous infrastructure costs of alternatives— and did not conform to extant political ideologies of the Utah State Legislature. As a result, a reevaluation and update were released in June 2023, with an updated preferred alternative to be released at the end of calendar year 2023. It is at this time that the station type will be determined for this site.

Lehi and Regional Transportation Plans

In June 2023, the MAG MPO board approved a new set of road, transit, and trail projects as an update of their 2050 Regional Transportation Plan. In conjunction with city plans for Digital Drive's expansion to a 5-lane arterial, there is a Phase 2 (2033 – 2042) project for a highway interchange just north of mile-marker 285- and 1.5-mile southern extension and widening of Traverse Mountain Boulevard. These two projects have an estimated cost of \$275 M at phase.

Prior to this significant auto-oriented project are two multi-modal projects in Phase 1 (2023 -2032). These include a fixed guideway service from the Point of the Mountain, which will likely connect to the Lehi Frontrunner station, and an active-transportation pathway with two grade separated crossings, which may be sited to cross I-15 at the same location as the planned intersection.

If fully funded and complete in their current phase, these infrastructure additions will have a transformative effect on this station area. An important factor regarding this site's development is that investments across this next decade will be active and transit oriented. With such modes at the fore, any



initial planning efforts must fully account for active uses; failure to do so may result in an underperforming site as automotive access will be constrained.

Previous Engagement Efforts and Citizen Sentiment

Through an online portal, EngageLehi, the planning department conducts consistent outreach to city residents regarding upcoming developments and potential areas of focus. This Station Area Plan is part of that virtual ecosystem and has garnered interest from numerous individuals through it. While the land's physical characteristics and statutory requirements are critical elements of existing conditions, so too are the social and community aspects.

Understanding how Lehians felt about, understood, and associated with similarly-scaled previous development efforts is important to the success of this project and can be a means to avoid making the same errors again. For example, if there was wide-spread rancor around the development of Thanksgiving Point, this work could seek to mitigate those community issues. Additionally, if there is widespread support for new commercial development in this station planning area, then efforts can be, potentially, more visionary and less concerned with negative reactions.

Thanksgiving Point

Survey respondents were asked to rank the types of design features they would prefer to see in developments near transit in Lehi. 19/49 survey respondents selected Thanksgiving Point and the Existing Frontrunner Station area as the transit-oriented development area where they believe Lehi City should focus their efforts for situating the city's highest density residential. Of the selectable features, walkability and bikeability as it pertains to sidewalks, bike lines, and trails was given the highest overall priority by respondents. Housing units near or above commercial spaces such as grocery stores, retail outlets, and restaurants were also given a high priority.

This reveals a desire for the Thanksgiving Point area to be accommodating to walking and cycling which is compatible with a good mix of pedestrian scale commercial amenities for residents and visitors. Less important to respondents were various parking considerations, community amenities such as clubhouses, sport courts, pools, and overall building design elements.

Point of the Mountain

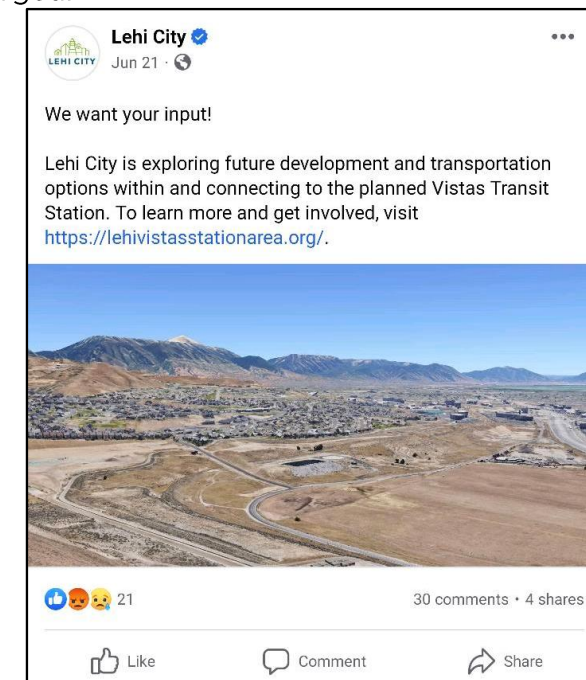
In the same survey, ten respondents selected the Point of the Mountain as the area where they would prefer to see the city's highest density residential development. In general, respondents placed the highest priority on a well-connected transportation network, open space offerings, and pedestrian/cyclist considerations. Much like the results from those that selected Thanksgiving Point as their preferred location for high density

residential, respondents placed lesser priority on parking considerations, building design elements, and community amenities.

For both development areas, survey results show that respondents prioritize efficient mobility and variety of mode choice in conjunction with pedestrian scale commercial amenities and accessible open space.

Facebook Comments

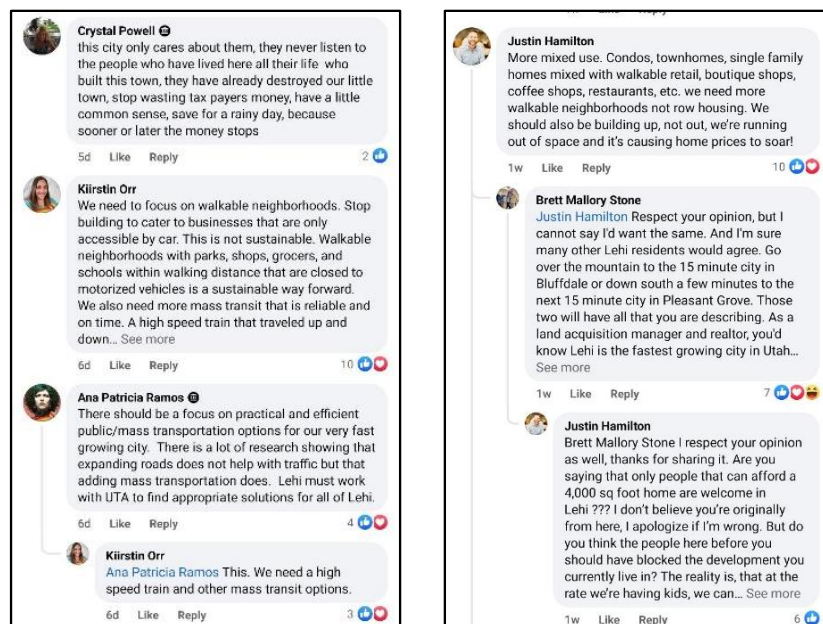
On June 21, 2023, Lehi's Facebook page made a post calling for public input into the station area. While that effort did not drive much traffic to the station area website, there were 30 comments received in about 1-week period. As may be expected from such a platform, there were a variety of unrelated, anti-government sentiments, and mis-informed comments, however salient trends have emerged.



1. Additional development—city wide—seems to be a contentious issue and residents, long-term and new, feel as though the city is changing too rapidly and the reasons they moved to Lehi, no matter the specifics, are being lost. In short, development decisions at the present are being made for economic gains and capture but are at the expense of the future. Development for development's sake is not highly regarded.
2. There is a desire to see human-scaled, sustainable neighborhood developments that are categorically different from what has been

recently approved and developed. Of “pro-growth” comments, many refer to Lehi being consumed by asphalt and auto-oriented development.

3. A recognition that there is a need for significant, reliable, and practical transportation alternatives.
4. High quality and well-designed housing or commercial spaces are important, and there is a substantial need for a for-sale housing product that is accessible to lower income levels.



Looking Ahead –

In reviewing the key elements of this site, its most attractive attribute – unbuilt land – is conflicted by a variety of physical, legal, and social obstacles. All of these, which are connected through underlying economic conditions, will not prevent development, however, they will undoubtedly constrain and prolong it. From a planning perspective, identifying critical land areas and developing mitigation plans that address site constraints will promote plan adoption and adherence.

Environmental and Infrastructure Conditions

In terms of the physical, the Vista’s station planning area is far from an ideal location to build. With an approximately 350’ elevation gain from I-15 to Traverse Mountain across a site intercut by road and rail rights of ways and environmentally sensitive areas as defined by city statute, all the available land is not entirely buildable. Further, there is a dearth of under-and above ground infrastructure, which will take considerable resources to coordinate for, design, and build.

For example, Digital Drive / N Frontage Road, currently a two-lane, non-shouldered road is slated to become a five lane arterial. If this site becomes rail-based, a bridge spanning over Traverse Mountain Boulevard needs to be rebuilt. Considering underground infrastructure, neither water nor sewer connections currently exist to support the sites most developable land. Most significantly, the \$70 M (in 2015, approximately \$90 M in 2023 dollars) North Lehi Interchange proposed in Lehi’s Master Transportation Plan is not part of Mountainland Association of Governments (MAG) or the Utah Department of Transportation’s (UDOT) funding plan. Similarly, it does not exist in the Point of the Mountain Development Commission’s Transit study or their generalized plan visioning documents.

Without the commitment of funding and resources from both UTA and UDOT, in terms of service and interchange, respectively, the sentiment is that this area is not ready for development.

Social and Community Conditions

The security, high-quality schools, access to jobs, and natural beauty offered are, in part, why Lehi’s population grew by nearly 30k between the 2010 and 2020 Censuses. The negative externalities associated with rapid growth and high expectations for standards of living however, are propagating a housing availability crisis in cities across the Wasatch Front. Spurred by state legislation, many are being required to develop plans and policies that promote a diversity of housing stock and lower barriers in hopes to create a starter home typology for up-and-coming generations. This is being largely

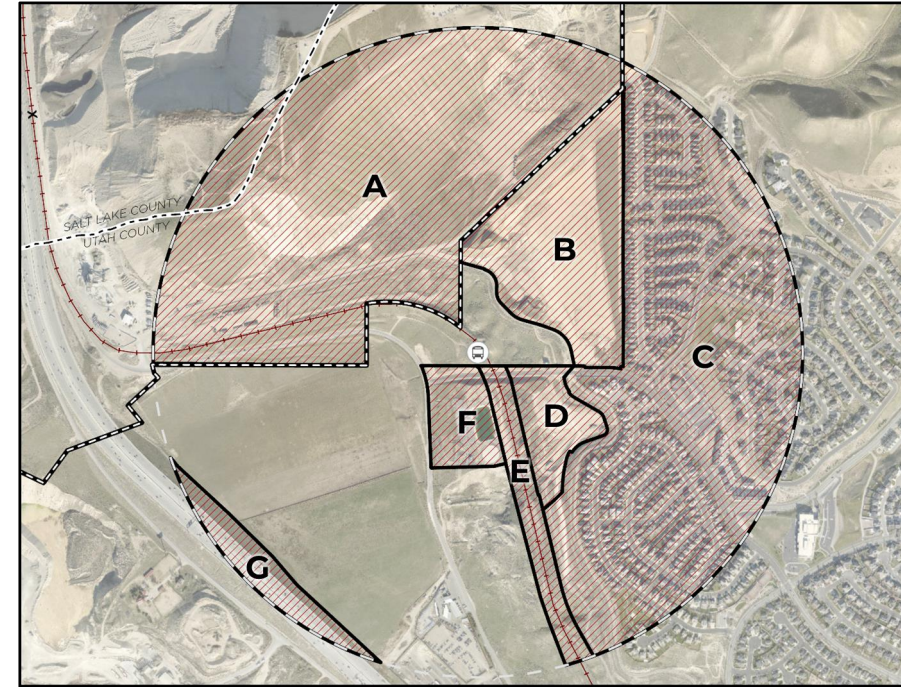
realized through the municipal adoption of moderate incoming housing policies and the designation of transit-oriented planning areas where an increased land use intensity is required. The Vistas Station area is one such site.

The Transit Ecosystem

The Vistas Station must operate in alignment with the regional transit and development ecosystem; it does not exist unto itself, but rather will be tied to all the other stations north in the Salt Lake metropolitan area and those further south in the Provo-Orem metro. As such, stations must offer different amenities and services and be oriented toward different consumers so as not to induce predatory economic development schemes. Beyond finding its niche in the system, this site must contend with the economic might of the state-backed Point of the Mountain project just a few miles to the north. This 600+ acre site will be a catalytic economic engine in the region and will be able to draw nation-wide, top-tier technology-based employers, thereby attracting a highly sought-after workforce.

In short, competing with this economic juggernaut may be futile. Instead, providing high-quality housing and services that positively impact future Lehi residents may prove to be the “right” course of action. Alternatively, perhaps offering opportunities for ancillary or associated services may be better. No matter what the future holds, the vision and purpose of this station must be apparent to attract both business and consumer; failing to unify around a collective understanding of how this station fits into the region will result in a fragmented and disconnected series of developments that do not mutually benefit each other or area residents.

Recommended Exclusion Areas



While there appears to be a vast amount vacant land on this site, significant portions of it should be considered undevelopable for the purpose of this plan given previously identified constraints and should be recommended for an exemption from this planning effort.

It is not that the 365 acres highlighted in figure X are ignored and efforts to plan the future of this site do not consider these elements, but rather recognizes there are unresolvable issues that make these particular areas “unplannable” by Lehi. Doing so will encourage a focus on key investment and opportunity areas. To wit: of the site’s 502 acres, only 137 should be fully considered.

There are 7 exemption areas identified:

- Area A – State Park (Non-Municipal Land)
 - Lehi has no legal authority to plan on land beyond their municipal boundary
- Area B – Vistas at the Station TOD (in progress)
 - The development of this site is in progress and has been approved by the city planning commission and council.
- Area C – Traverse Mountain Development
 - Save for a few vacant parcels, much of the Traverse Mountain site has been built out in an unadaptable manner. For example, the



average parcel size is .175 acres, or about 7600 square feet. With a median home footprint of approximately 2300 square feet, there is little-to-no space for infill or ADU on the bulk of these properties.

- Area D – Shadow Ridge Park (in progress)
 - The development of this site is in progress.
- Area E – Railroad Right of Way
 - Given that the mode of travel has not been finalized, there is a requirement to maintain this right of way.
- Area F – Retention Pond
 - This public facility is part of the city water system and cannot be moved. However, the entire 10-acre site does not need to be exempt from future development, particularly the area east of Digital Drive.
- Area G – Highway Right of Way
 - The land in this area is either I-15 or comprise fill.



Lehi, UT – Station Area Plan
Market Snapshot

LEHI VISTA

Market Summary

Catalyst Commercial

July 2023

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Lehi, UT | Lehi Vista Station Area Plan - Market Snapshot

Purpose

The City of Lehi has partnered with Utah Transit Authority (UTA) to develop a master plan for the Lehi Vista Station Area. As part of this process the GSBS team conducted a market assessment to determine the capacity for additional development to support the visioning process and create an implementable economic strategy around the Lehi Station. The goal is to identify factors that can be leveraged to improve economic development that will increase ridership, encourage mixed-use, and serve as a catalyst for additional development. Ultimately this initiative should help the City achieve its goal to “implement smart growth principles for available land left in Lehi, especially around I-15 frontage and within transit-oriented developments.” Essentially the Lehi Vista Station Area creates a strategic opportunity to intersect corporate uses, retail development, and transit oriented residential, all around connected open spaces to support transportation. All of which can foster a greater sense of community, expand economic development, and contribute to quality of life.

Assumptions

As part of this process, this market study assumes the following:

- New access is created from I-15 via a new proposed interchange to N Frontage Road (as shown on the Lehi City Master Transportation Plan) that will provide critical connections to the Lehi Vista Station and nearby neighborhoods.
- The Station Area will service as a transit hub; either as a bus rapid transit (BRT), or light rail extension of the TRAX line, that will connect to the existing UTA regional system, and other local connections.

Study Area:

The Lehi Vista Station study area consists of a half-mile radius that extends outward from the proposed station located at the intersection of Digital and Traverse Mountain Road. According to the United States Census Bureau, the population around the Lehi Vista station area was 1,464 people as of 2020.

The majority of the Study Area consists of undeveloped property. Unlike other more developed areas along the I-15 corridor, the Study Area affords a substantial “blank slate” for development and can accommodate flexibility in infrastructure to maximize outcomes.

According to the city of Lehi applications, GWC Capital (Geneva Rock) is developing Vistas at the Point within the Study Area, which will include a mix of 404 townhome and apartment units, with some commercial pad sites, open spaces, and a church site to function as a catalyst for the transit-oriented development.

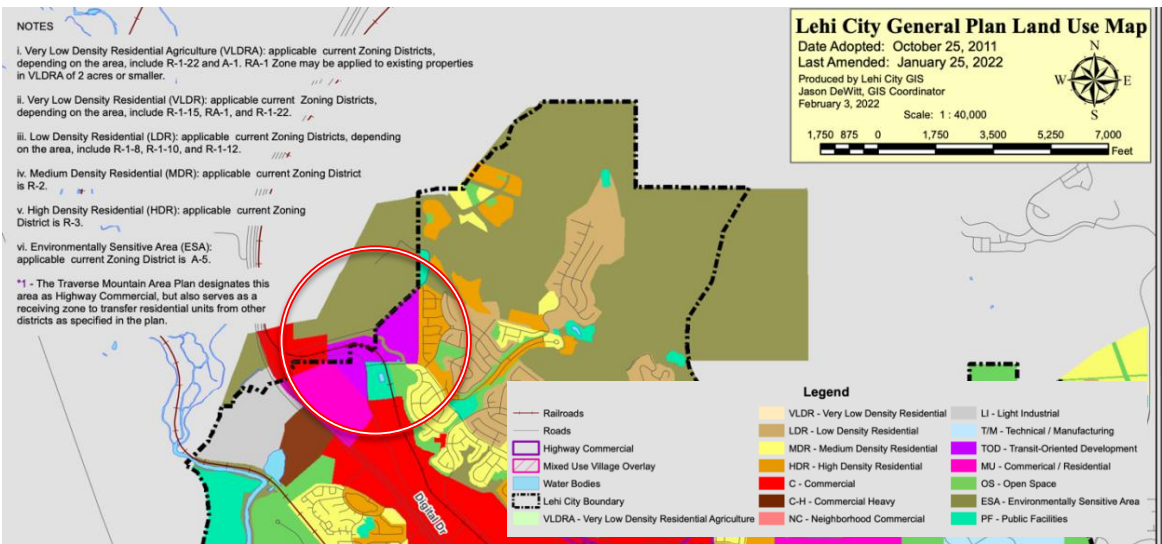
The master-planned development adjacent to the Study Area includes a significant amount of residential development, retail, and nearby corporate uses which the Station Area can build from.

However, the Study Area also contains several protected natural areas such as Traverse Mountain and the Flight Park State Park. These areas create a natural barrier between Lehi and Draper, but also limit the amount of residential and commercial density that could occur on almost ½ of the northern portion of the Study Area.



Map 1| Study Area Source: Catalyst

Lehi recently adopted a General Plan that includes City goals and policies with relation to land use, housing, transportation, and open space. The future land use plan within the General Plan envisions a mixture of mixed-use, TOD, commercial, and low density residential for the Lehi Station Area. In addition, Lehi has adopted a transit-oriented development zone in the Study Area at Frontage Road/Digital Drive. The future UTA hub will afford greater accessibility and accommodate additional growth in the Lehi region. The map below shows an excerpt from the General Plan outlining the Station Area.



Source: Lehi General Plan



Lehi, UT – Station Area Plan
Market Snapshot

STRENGTHS AND WEAKNESSES ANALYSIS

The GSPS team conducted a physical tour and initial data gathering process to explore the potential for the Study Area and to determine the Lehi Vista’s opportunities and constraints.

Strengths include factors that can support future development, these include:

- An opportunity to function as a new transit development,
- Access to the adjacent natural areas and buffer that these areas create,
- Future freeway connectivity,
- Controlled by few property owners,
- Existing connectivity through Lehi’s trail improvements,
- Adjacent to tech-oriented corporate,
- Near retail amenities.

Weaknesses that may impact future development include the following:

- Public opposition to concentration of multifamily,
- Infrastructure constraints (sanitary sewer),
- Lack of critical mass in population density to support TOD,
- Competition from Point of the Mountain, Draper Prison development, and other competing corporate/tech destinations.

Background

History

Lehi, Utah is in northern Utah County and is part of the Provo-Orem Metropolitan Statistical Area. Lehi was established in 1852 by Mormon pioneers and already has a rich history of serving as a transportation hub for various modes of transportation, including the Overland Stagecoach Route, the Pony Express Trail, and the Transcontinental Telegraph. One of the key factors driving the growth of Lehi is its proximity to major transportation routes, including frontage on I-15 and proximity to the Salt Lake City International Airport.

Economic Trends:

Utah has one of the fastest-growing economies in the US. According to the Bureau of Labor statistics (BLS). the state’s GDP has been growing at an average rate of 4.2% per year over the past decade, compared to the national average of 2.1%. Utah has a strong job market, with an unemployment rate consistently below the national average. In recent years, Utah has added jobs at a faster rate than the national average, with growth across a variety of industries.

Regional Existing Conditions

Like the state, Lehi is known for its fast-growing population, thriving high-tech industry, excellent education opportunities, outdoor recreational activities, and well-developed transportation system.



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Like the rest of Utah, Utah County’s population has been increasing rapidly in recent years, making it one of the fastest-growing counties in Utah. Population growth has been fueled by natural population increase and migration. Lehi’s strong economy and quality of life have attracted people to the area for jobs, education, and recreation.

Today, Lehi is home to a diverse and thriving community, with a mix of residential, commercial, and industrial areas. The area around the Lehi Station Area includes a large amount of commercial in the area including Adobe, Thanksgiving Point, and the Outlets at Traverse Mountain. This area has attracted a significant number of high-tech companies and job opportunities to the area. This major tech hub has been coined the “Silicon Slopes.”

The high-tech industry has become a significant driver of the regional economy. The area has attracted tech start-ups, including Snapchat, Oracle, InfusionSoft, Workfront, Vivint Solar, Agel Enterprises, DigiCert, Jolt, ProPay, Adobe, and Xactware. This synergy has created an ecosystem for high tech jobs and a highly skilled talent pool. The following chart is a snapshot of major tech companies in the region:

High Tech Companies in the “Silicon Slopes”:			
Company	Employment	City	Product or Service
Vivint, Inc.	3,000-3,999	Provo	Residential home automation and security
Adobe	1,000-1,999	Lehi	Multimedia software and digital marketing software
Texas Instruments	1,000-1,999	Lehi	Production of computer memory data storage drives
Ancestry.com	500-999	Lehi	Web search portal
Domo	500-999	American Fork	Computer software publishing
Entrata, Inc.	500-999	Lehi	Infrastructure for hosting data processing
Henry Schein	500-999	American Fork	Computer software publishing
Podium	500-999	Lehi	Cloud-based software
Weave Communications	500-999	Lehi	Information technology services
Xactware Solutions	500-999	Lehi	Design and development of software

SOURCE: UTAH DEPARTMENT OF WORKFORCE SOLUTIONS

Utah, with its young, talented workforce, relative low cost of living, and high quality of life has enabled Salt Lake to become a premier tech hub. As a result, Utah has had an increase in tech-related degrees including computer engineering, software engineers, systems and data managers, and similar skills. According to a recent report by McKinsey, “the annual productivity growth for US innovation industries has averaged 2.7 percent since 1980—nearly double the rate of all other sectors.” According to the same report, innovation industries, like those within the “Silicon Slopes” also account for 60 percent of US exports and attract workers with above-average earnings.

Lehi, UT – Station Area Plan Market Snapshot

This concentration creates career opportunities in a highly favorable environment and is also a strong attractor to new corporate users. Utah County is also home to several major universities and colleges, including Brigham Young University and Utah Valley University, which provide education and training opportunities for the local workforce and contribute to the region's research, development, and corporate attraction. According to the Bureau of Labor, Lehi has increased its labor force from 29,145 in 2020 to 34,579 as of 2023. This represents a 19% increase in just three years. Over the past five years, the population of adults in their grew by 20,996 (19.0 percent). This increase in young workforce has made Salt Lake City one of the most concentrated markets for a young workforce (25- to 39-year-olds), ranking sixth in the US with a 23.2 percent concentration. As a result, Salt Lake's tech workforce grew by 29 percent, and computer engineering talent grew by 51 percent between 2016 through 2021.

Utah is also known for its scenic beauty and abundant outdoor recreation opportunities, including skiing, hiking, and mountain biking. This has become an increasingly important economic driver for the state, with outdoor recreation contributing over \$12 billion to the state's economy annually (BLS). The nearby Wasatch Mountains provide quality of life for hiking, skiing, and other outdoor activities, which contribute to the local economy through tourism and recreation. The Vista Station has direct access to hiking trails, and nature with its adjacency to the Traverse Mountains and State Flight Park.

The region is served with a well-developed transportation system, with major highways, airports, and public transit options such as the TRAX rail system that connects Lehi to other cities in the region. However, expansive growth is creating congestion and extended commutes. A connection to the TRAX system from the Lehi Vista Station Area will create a strong opportunity to attract additional corporate users, with complimentary residential, retail, and other amenities and economize on rail infrastructure that can increase auto-oriented dependency and function as a competitive advantage to other areas without high frequency transit access.

Demographics and Socioeconomic Factors

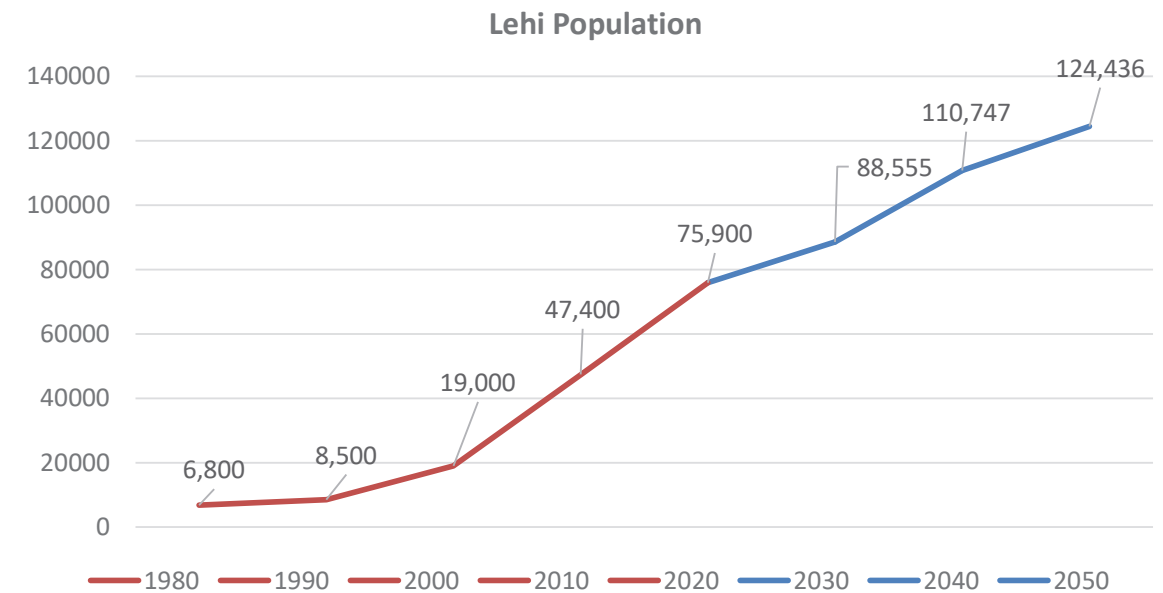
Population

According to ESRI, the United States had a population of around 336M in 2022 and is projected to grow to around 340M by 2027 with a compounded annual growth rate of 0.25. Conversely, Utah had a population of around 3.4M in 2022 and is projected to grow to around 3.6M by 2027 with a compounded annual growth rate of 1.1%. In 2020, Utah County's population was estimated at 552,028. By 2050, Utah County is anticipated to double in population, which will be comparative to the population of Salt Lake County.

According to Mountainland Area Governments (MAG), which functions as Utah County's regional Metropolitan Planning Organization (MPO) for the region, Lehi has approximately 84,000 people and is projected to increase population by over 77% between 2020 and 2050. By 2050. This represents a total net population increase of over 54,000 additional people. Lehi's high growth projections creates a substantial opportunity to attract future corporate users and continued

Lehi, UT – Station Area Plan Market Snapshot

population growth, that will fuel housing needs and increase purchasing power for retail goods and services. The chart below reflects Lehi's population projection over time.



Source: US Census, MAG

Age

Today, the median age of Utah's population is 31.4 years old. In comparison, the median age of the population in Lehi is slightly younger at 27 years old.

The age demographics in Lehi are relatively young compared to national averages. The median age in Lehi is 27 years old, which is significantly younger than the national median age of 38 years. This is likely due in part to the presence of several large technology companies in Lehi, which attract many young professionals and their families to the area. In terms of specific age groups, the largest age cohort in Lehi is Millennials (Born 1981 to 1998), who make up 30.6% of the population. The second largest age cohort in Lehi is Generation Z (1999-2016), who make up 19.96% of the population. This suggests that Lehi is a family-oriented community with a relatively high number of families with children. The remaining population is evenly distributed across other age groups, with the 41+ age cohorts each comprising around 24% of the population.

Overall, the age demographics in Lehi Vista reflect a young and vibrant community with a relatively high number of young adults and families with children. This demographic makeup is likely influenced by the area's strong economy and employment opportunities, as well as Lehi's quality of life.



Lehi, UT – Station Area Plan
Market Snapshot

Income

Lehi has a strong income base with the median household income at \$106,735 and Utah County at \$85,910. Higher incomes enable residents to spend more money on discretionary services and goods such as retail, entertainment, and food, resulting in greater economic benefits and social health.

Income	Lehi Vista	Utah County
Median HH Income	\$106,735	\$85,910
Median Disposable Income	\$86,720	\$69,175

Source: ESRI

Race & Ethnicity

In terms of composition, Lehi Vista is primarily White, however, Lehi, like the rest of the Wasatch Front, is becoming more diverse. According to ESRI, from 2000 to 2017, the Hispanic population increased from 2.48% in 2010 to 9.42% in 2022. The percent of Asians has also doubled, from 1.31% in 2010 to 2.72% in 2022. The racial and ethnic makeup of Lehi has undergone some changes between 2010 and 2022, according to the available data. The proportion of White residents decreased from 92.74% in 2010 to 83.64% in 2022, while the proportion of Hispanic residents increased from 6.45% in 2010 to 9.42% in 2022. Similarly, the proportion of residents identifying as “other” increased from 1.91% in 2010 to 3.10% in 2022. In contrast, the proportions of Black, American Indian, Asian, and Pacific Islander have remained relatively stable during this period.

The following table shows increasing density as the region continues to increase in population. These changes in Lehi’s demographic makeup suggest a growing diversity in the community, particularly with the increasing number of Hispanics. These trends in Lehi Vista are somewhat reflective of similar changes occurring in Utah County, although the county has a more Hispanic residents compared to Lehi Vista.

Race/Ethnicity	Lehi 2010	Lehi 2022	Utah Co. 2010	Utah Co.2022
White	92.74%	83.64%	89.39%	80.60%
Black	0.40%	0.61%	0.54%	0.66%
American Indian	0.43%	0.49%	0.60%	0.74%
Asian	1.31%	2.72%	1.36%	1.57%
Pacific Islander	0.74%	0.93%	0.76%	1.07%
Other Race	1.91%	3.10%	4.63%	5.75%
Hispanic (any race)	6.45%	9.42%	10.80%	14.05%



Lehi, UT – Station Area Plan
Market Snapshot

Source: ESRI

Educational Attainment

According to data from the United States Census Bureau, 47.3% of the population in Lehi aged 25 and older have a bachelor's degree or higher, while 97.1% have a high school diploma or equivalent. 20.5% of individuals aged 25 to 44 in Lehi Vista have a bachelor's degree or higher, and 31.7% of those aged 45 to 64 have a bachelor's degree.

Population	Study Area Demographics (0.5 miles)	Study Area Demographics (5 miles)	Lehi City
2022 Total Population	1,308	145,962	82,735
2022-2027 Annual Growth Rate	1.06%	1.97%	2.55%
2022 Total Households	299	41,071	22,433
2022 Total (SIC01-99) Businesses	6	2,559	1,662
2022 Total (SIC01-99) Employees	48	44,421	32,950
2022 Owner Occupied Housing (%)	76.92%	80.01%	82.99%
2022 Renter Occupied Housing (%)	23.08%	19.99%	17.01%

Source: ESRI



Lehi, UT – Station Area Plan
Market Snapshot

Lehi is experiencing a strong market demand for retail space. According to CoStar, there is a total of approximately 3 million square feet of retail space in Lehi. The retail occupancy rate in Lehi is relatively high with a vacancy rate of only 0.2%. The average asking rent for retail space in the Lehi area is approximately \$25.97 per square foot per year.

To calculate retail demand, Catalyst used the current households in Lehi of 22,433 (ESRI) and the projected number of households over the next five years to forecast demand. The projected net new households are 1,189 annually. Based upon the average household income, the purchasing power is over 810M annually (net of commuters and business demand). Using the difference of current retail supply and the net new purchasing power, the Lehi market could support over 316,535 over the next five years, or approximately 63,000 square feet per year.

Lehi’s rapid growth and development, combined with its favorable business environment, make it an attractive location for retail businesses. Lehi City is strategically situated within the thriving Wasatch Front region, which includes a large population base and a strong consumer market. This provides retailers with a substantial customer pool and ample opportunities for growth. The City’s proximity to major urban centers like Salt Lake City and Provo further enhances its appeal, as it allows retailers to tap into the surrounding affluent and diverse customer base. Lehi’s population growth has led to increased disposable income and consumer spending, further fueling the demand for more retail establishments.

Office

Lehi has a diverse mix of office space, ranging from small office buildings to large corporate campuses. Lehi offers numerous considerations including access to existing suppliers and customers, competitive real estate costs, a favorable regulatory environment, available infrastructure (including multi-modal access), competitive operating cost (utility cost and tax rates), low environmental risk, high quality of life (housing choice & amenities), and availability and quality of workforce.

One strategy for Lehi Vista Station Area would be to position the Station Area for additional tech related industries. This would strengthen Lehi’s position in the market for tech-related jobs and create a virtuous cycle around the Station Area. According to McKinsey, innovation hubs have higher commercial-rent growth rates than traditional business districts: 5.3 percent from 2010 to 2020, compared with 4.8 percent to traditional commercial rents. Lehi is already benefitting from its strategic position in the region and industry composition. As a result, the office market in Lehi is relatively strong, with high occupancy rates and rental rates that are generally in line with the overall market in the Provo–Orem, UT Metropolitan Statistical Area. In light of COVID, Lehi is still reflecting positive demand for office space as the city continues to experience rapid growth and development, due to its position in a concentration of recession-resistant innovation industries.

According to Costar, there is approximately 7.8 million square feet of office space in Lehi. The office vacancy rate is relatively moderate with a rate of around 8.5%. The average asking rent for office space in the Lehi area is roughly \$26.69 per square foot per year.



Lehi, UT – Station Area Plan
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Market Demand

Retail

The Study Area is void of retail and commercial services. Most of the retail in the vicinity is located near I-15 and Utah State Highway 92, less than one mile from the Study Area. This area contains The Outlets at Traverse Mountain, Cabela’s, a Harmons Grocery, and a cluster of national and local restaurants, and other commercial. This area also contains a high concentration of convenience retail and restaurants to support the corporate offices in the area.

Immediately west of the Outlets at Traverse Mountain is Thanksgiving Point. This area contains a mix of restaurants, hospitality, movie theater, and an 18-hole golf course. Thanksgiving Point has become a destination, attracting more than 1.9 million annual visitors. Lehi is currently reviewing applications for the Thanksgiving Station, the TOD area withing Thanksgiving Point. This area is near the Thanksgiving stop at the Front Runner Station. The application is for a mix of high-density housing and commercial.

The Point development is a 600-acre master planned mixed-use development located just north of the Lehi Vista Station Area. The planned development is focused on innovation and technology with corporate, retail, mixed-residential, parks, trails, and open space.



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Market Snapshot



In 2022, there was over 691,000 square feet of office under construction, and as of 2023, there is approximately 561,000 square feet under development. The market is anticipated to absorb 775,000 square feet per year, or 7.75M square feet over the next 10 years. However, economic conditions may impact the actual absorption.

Area Office Clusters

Several corporate users are located within the Traverse Mountain, including Adobe, M Flash Technologies, Ancestry.com, and Verisk Analytics. This area is connected to the Lehi FrontRunner station via several bus circulators. Other companies such as Microsoft, Oracle and Cisco are located near the Lehi Vista Station Area.

Lehi Vista Station Area Advantages

Lehi offers numerous advantages for businesses seeking corporate space. Long-term, Lehi’s proximity to major urban centers such as Salt Lake City and Provo provides access to a workforce of over 1.5M people. The location provides access to existing natural and retail amenities, including mountain views, access to recreation, and retail amenities. A new transit station at Lehi Vista would connect the Study Area to the UTA network. In addition, Lehi Vista’s frontage on I-15 creates a high-profile location with strong visibility for a corporate presence and branding.

As a tech-focused TOD, the Station Area can outperform economically, financially, and socially. The Lehi Vista technology hub can foster a healthier environment, attract diversity, and be competitive by being a more connected ecosystem. The Lehi Vista Station area can easily function as an extension to the existing tech hub.

Residential

The median home value in Lehi is \$429,992, with a median household income of \$106,73, compared to the median home value in Utah of \$381,008, and a median household income of \$81,491. Lehi is experiencing a significant market demand for residential housing as the city undergoes rapid growth and attracts new residents. According to recent statistics, the median home price in Lehi is approximately \$500,000, showcasing the strong demand for housing in the city. The market has seen a surge in both single-family homes and multi-family units to accommodate the growing population.

Lehi’s housing stock is primarily comprised of single-family homes (80%) with a small percentage of multi-family (12.7%) and townhomes (8%). Based upon ESRI data, 79.3% are owner-occupied. As household income increases, home ownership becomes attainable for a larger portion of the population. For example, households with annual incomes between \$100,000 and \$150,000 are 11% renter and 89% owner occupied. In Utah, approximately 71% of housing units are owner-occupied, compared to 65% in the US, illustrating a greater disparity between renters and owners in Lehi compared to the state and national averages.



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Using the annual population growth estimate of 2,221 people and a conservative 3 people per household based upon a mix of owner and rentals, equates to 740 total households per year. Using an 80/20 distribution of owner to rental, and a capture rate of ~5%, the potential for new residential demand annually is 592 units. Factors affecting this population growth is driven by job opportunities, the presence of major technology companies, and a favorable business environment. The following chart shows the distribution of demand by affordability.

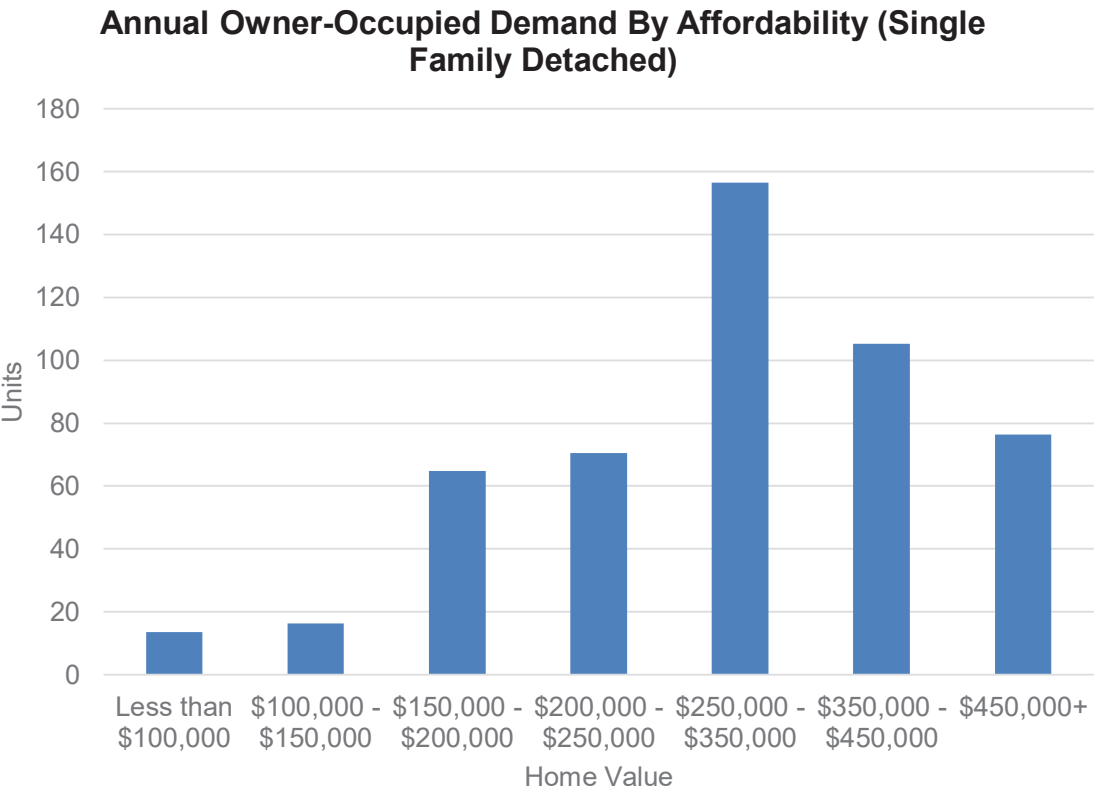


Chart 1 Annual Owner-Occupied Demand. Source: Catalyst

According to Costar there are approximately 2,994 units of non-owner occupied multifamily in Lehi. The market has absorbed 324 units per year with a market rent of \$1,734.

Lehi Multifamily Properties				
Property Address	Property Name	Units	Style	Year Built
396 N 500 W	396 N 500 Townhomes	6	Townhome	2023
225 S 600 E	Vaseo Townhomes	35	Low-Rise	1963
2377 N 1200 West	Embold	232	Mid-Rise	2022
200 S 1350 East S	Lehi Tech Apartments	330	Mid-Rise	2020
4125 N 3250 W	Mayflower Harbor	192	Garden	1999
3315 N Center St	ICO Ridge	101	Low-Rise	2015
N Drexler	Drexler SFR	6	SFR	2022



Lehi, UT – Station Area Plan
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Program Justification

The tables below are a summary of the previous sections to show the current demand and opportunities for commercial and residential development, while keeping in mind the challenges associated with those types of developments.

Category	Owner-Occupied Residential	Renter-Occupied Residential
Demand	High	Moderate
Opportunities	• TOD-oriented housing form of duplex/triplex/quadplex, townhomes.	• Creation of integrated multifamily with retail/commercial
Challenges	• Income affordability • High land costs	• Infrastructure limitations • Political opposition to rental • Lack of analog for high-density mixed-use vs garden
Target	• Product that can serve as transition from TOD urban core and lower intensity uses	• High density market rate • Stacked flats • Transitional townhomes
Market Values	\$250+k	\$2,000+ monthly per unit
Absorption	Demand for 592 units annually across all income ranges	Demand for 148+ units annually

Source: Catalyst Commercial

Category	Office	Retail
Demand	High	Moderate
Opportunities	• Innovation oriented uses focused around high-tech. • Corporate office	• Restaurants • Service retail
Challenges	Lack of existing office (i.e., new market)	Competition from nearby retail nodes
Target	• Corporate office	• Service retail • Restaurants • Entertainment
Market Values	\$26.43 PSF	\$25.97 PSF



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4476 W Koster	Holbrook Towns	36	Low-Rise	DND
1400 W Morning Vista	Towns of Traverse Mountain	92	Garden	DND
3601 N Mountain View	The Vue	308	Mid-Rise	2022
4200 N Seasons View	Seasons of Trav. Mtn	440	Mid-Rise	2014
2790 N Segundo	Drexler Townhomes/Hollbrook	117	Townhome	2023
4151 N Trav. Mountain	Cresthaven	344	Garden	2013
1650 N Trinnaman	1650 N Trinnaman	6	Low-Rise	1994
60 S 100 W	60 S 100 W Units	6	Low-Rise	1998
49 S 200 W	49 S 200 W Units	22	Low-Rise	1993
3000 W Trav. Mtn.	The Vistas at Point Crossing	404	Mid-Rise	Planned
3851 North Trav. Mtn.	Lehi Multifamily	317	Mid-Rise	Planned

Source: Costar

Using the annual population growth estimate of 2,221 people and a conservative 3 people per household based upon a mix of owner and rentals, equates to 740 total households per year. Using an 80/20 distribution of owner to rental, and a capture rate of ~2%, the potential for new multifamily demand annually is 148 units.

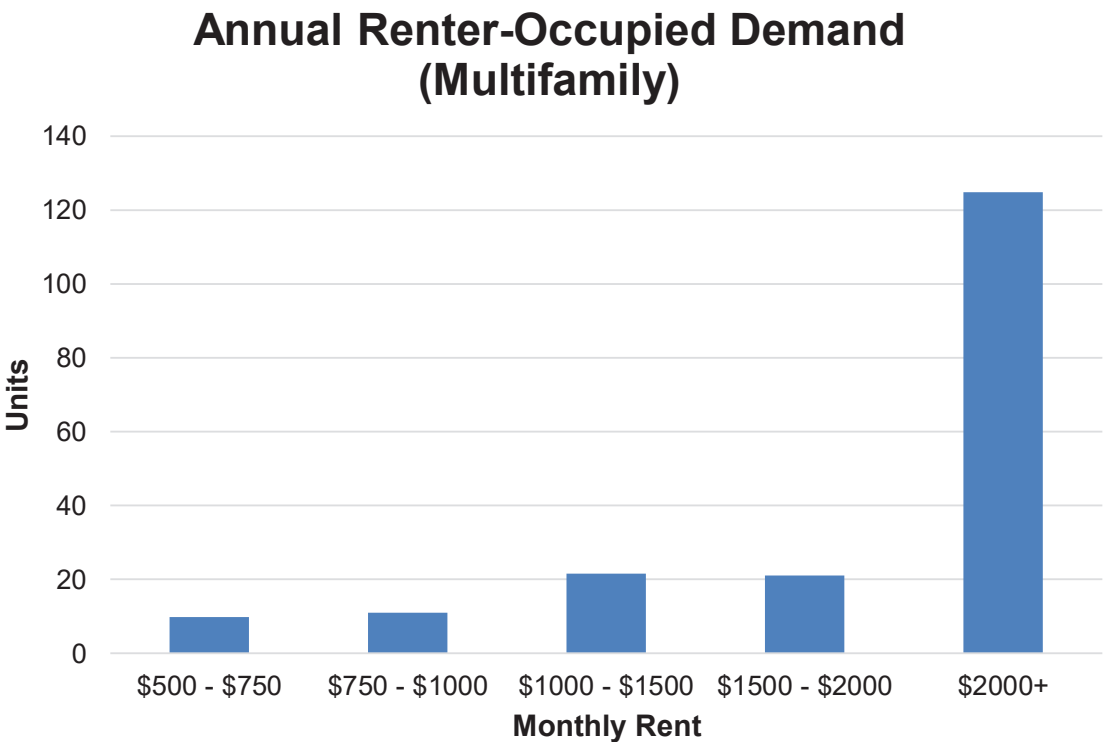


Chart 2 Annual Rental Demand by Affordability \ Source: Catalyst





Lehi, UT – Station Area Plan
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Absorption	~750,000 SF per year	• 63,000 SF per year
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Source: Catalyst Commercial

Summary

The market analysis shows capacity exists to support a technology-based focused transit-oriented-district for the Lehi Vista Station Area. Annually, the market can support over 750,000 sf of new office, 63,000 sf of new retail, more than 600 new residences, and 150 multifamily units.

To create a sustainable mixed-use district, the Lehi Vista ecosystem needs to be designed to accommodate high-tech companies, attract high quality talent, and accommodate a wide array of coordinated infrastructure. Successful districts may contain other tech-oriented investments including research facilities, co-working spaces, and technology/innovation labs.

Creating a direct access to Interstate 15 through a new interchange is critical. This new interchange will create greater accessibility and regional connectivity to a larger talent base. Improved access with connectivity to UTA’s light rail will create a unique value proposition for technology companies in the region. In addition, public parks and open spaces will be the connective tissue to tie the ecosystem together and provide spaces for programming that can support residents, commuters, and tech-oriented companies.

Planning must include a place-based focus on physical elements to support an innovation/tech environment including education, multimodal transportation, and accessibility for a broad spectrum of workers, visitors, and residents. Placemaking will ensure the Station Area develops as a holistic and inclusive community, that fosters creativity, collaboration, innovation, and efficiency. In addition, policies should include a coordinated structure to maintain operations, including programming, management of design, marketing, and signage to ensure the development maintains integrity. Coordination will ensure that the physical elements correlate, and that the development matures in a related manner which will create stronger quality of life, greater livability, and corporate experience.

Access to urban multi-family options is key to attracting young workforce. A sufficient supply of housing is also critical to ensure community affordability, vibrancy and to build capacity to support high-output retail and entertainment. The Lehi Vista Station Area is located adjacent to natural areas and Interstate 15 that can accommodate higher amounts of multifamily, mixed residential, destination retail, entertainment and hospitality while still protecting adjacent neighborhoods in a context sensitive way.

The Lehi Vista Station Area can be designed in a way to mitigate negative effects that come from growth and improve economic development. A tech-focused transit-oriented-district can increase jobs and support greater tax base. Improvement in the Transportation and transit systems can be designed to accommodate the future growth without adding to congestion and the Lehi Vista Station can balance development density to ensure a proper mix of housing can accommodate the targeted workforce and future families. Proper design can also help preserve the adjacent areas and serve as a gateway for future tourist and visitors.





Lehi Vistas at the Point: Existing Transportation Conditions Report

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Introduction

This report presents the existing transportation landscape in the Vistas at the Point Station Area Plan ("Plan"), located in Lehi City, Utah. By examining current roadway, transit, and active transportation infrastructure, this report offers a holistic understanding of the transportation conditions of the proposed Vistas at the Point Station ("station") and half a mile surrounding the station ("station area," "Plan site," or "site"). This report forms a foundation for the transportation element of the station area plan.

This report complies with the requirements of Utah HB-462¹. It provides information regarding the general location and extent of existing transportation infrastructure within the Plan. The report includes detailed assessments of functional roadway classification, public transit, and active transportation facilities. Moreover, it is important to highlight that the Vistas at the Point site is also in proximity to a major transit investment corridor—the Point of the Mountain line. This existing conditions report focuses on the present state of plans in mid-2023, and it will be followed up with a future conditions assessment at a later date.

Existing Conditions

High-level summaries of transportation-relevant existing conditions are included on the following pages.

The Site

Currently, the station area is mostly undeveloped, consisting of land owned by a mix of public, private, and government agencies. To the east is a residential community connected via Traverse Mountain Boulevard, to the west is I-15 and west Lehi, and to the north is the Point of the Mountain and the Utah Flight Park State Park. Within the site is the Lehi Rail Trail. For more information, please refer to the Land Use chapter or the Utah County Parcel Map².

¹ Full text here: <https://le.utah.gov/~2022/bills/static/HB0462.html>

² <https://maps.utahcounty.gov/ParcelMap/ParcelMap.html>



Roadway Existing Conditions

Functional Road Classifications

The Federal Highway Administration (“FHWA”) organizes roads into groups called functional road classifications based on a road’s capacity and purpose. In the context of this site, functional road classification plays an important role in organizing and managing the transportation network effectively. The functional road classification system provides a framework for categorizing roads based on their intended function and level of service. As seen in Error! Reference source not found., roads in the station area are classified into various categories, including interstates, major collectors, minor collectors, and local roads. Interstates, such as I-15, serve as primary corridors for high-speed, interregional travel for efficient movement of traffic. Major and minor collectors amass traffic from local roads and channel them to larger arterials, balancing mobility and local access. Major collectors, such as Traverse Mountain Boulevard and Digital Drive, typically have more travel lanes and higher traffic volumes than minor collectors, such as Chapel Ridge Road, located just outside the station area. Local roads are the most common type of roadways in the station area. Speed limits and traffic volumes are low on local roads, and the density of local access is high. **Figure 1** also shows the proposed road from the Mountainland Association of Government’s (“MAG”) TransPlan50. Additionally, Air Park Road is a private road and is not assigned a functional classification.



Figure 1. Functional Road Classifications map

Source: UDOT and the City of Lehi



Average Annual Daily Traffic

UDOT measures Average Annual Daily Traffic (“AADT”) on UDOT facilities and local roads of regional importance. AADT represents the average number of vehicles that pass through a specific area on a daily basis over the course of a year. UDOT collects these volumes at permanent traffic counting stations and via additional traffic studies. In 2021, I-15 had the highest AADT, with 198,500 vehicles, as shown in **Figure 2**. Both Digital Drive and Frontage Road experienced a relatively lower AADT of 985 vehicles. Traverse Mountain Boulevard had a slightly higher AADT of 1,000 vehicles. These figures provide insights into the traffic patterns and potential transportation demands within the proposed station area during 2021.



Figure 2. Annual Average Daily Traffic (2021)

Source: UDOT



Existing Public Transit Service

The Utah Transit Authority (“UTA”) is the public transit service provider in Lehi and manages and operates several types of public transit in the area, including fixed-route buses and a commuter heavy-rail train (“FrontRunner”) from Utah County to Ogden.

As seen in **Figure 3** Error! Reference source not found., currently, there is one mode of transit, a bus route, that passes through the station area, Route 871: Tech Corridor Rail Connector. This route travels along I-15 between the Draper Town Center to the Lehi FrontRunner Station with a 30-minute frequency. There are seventeen total stops on the route, with no stops in the station area. As of June 2023, this route has an average of 100 daily boardings.



Figure 3. Map of existing transit facilities in the station area.

Source: UTA





Major Transit Investment Corridors

Major transit investment corridors are public transit services that use or occupy rail right-of-way ("ROW"), dedicated road ROW, or bus corridors subject to an interlocal agreement between "a municipality and a public transit district,"³ or "an eligible political subdivision."⁴ Planning residential and commercial development around major transit investment corridors and stations improves access by providing connections between areas of housing, employment, education, recreation, and commerce. The Wasatch Front Regional Council ("WFRC") maintains data on these corridors and stops.

As shown in **Figure 4**, there is one major transit corridor, the Point of the Mountain corridor, which currently is currently under evaluation to become a light rail, commuter rail, or a bus rapid transit ("BRT") line. The Point of the Mountain transit project would connect the Draper FrontRunner station to the Point of the Mountain redevelopment area, Silicon Slopes, Thanksgiving Point, and the Lehi FrontRunner Station. The 2023 Point of the Mountain Transit Study Update⁵ provides detailed information on the modes being evaluated, and a decision on the preferred transit mode is expected by the end of 2023. Currently, no major transit investment stations exist in the station area.



Figure 4. Map of the major transit corridor in the station area

Source: WFRC

³ As defined in Utah Code 17B-2a-802: <https://le.utah.gov/xcode/Title17B/Chapter2A/17B-2a-S802.html>

⁴ As defined in Utah Code 59-12-22: <https://le.utah.gov/xcode/Title59/Chapter12/59-12-S2219.html>

⁵ <https://udotinput.utah.gov/pointransit#0>



Active Transportation Existing Conditions

Active transportation involves all human-powered forms of travel. The existing active transportation infrastructure within the station area is part of Lehi’s overall transportation network, promoting sustainable and healthy modes of travel. As shown in **Figure 5**, the area has a range of active transportation facilities, including sidewalks, park paths, and paved multi-use trails. These facilities enable safe and convenient walking, cycling, and other non-motorized modes, promoting active lifestyles and reducing dependence on vehicles. The existing active transportation infrastructure serves as a foundation for fostering a walkable and bike-friendly environment and supporting Lehi’s overall vision of vibrant community.

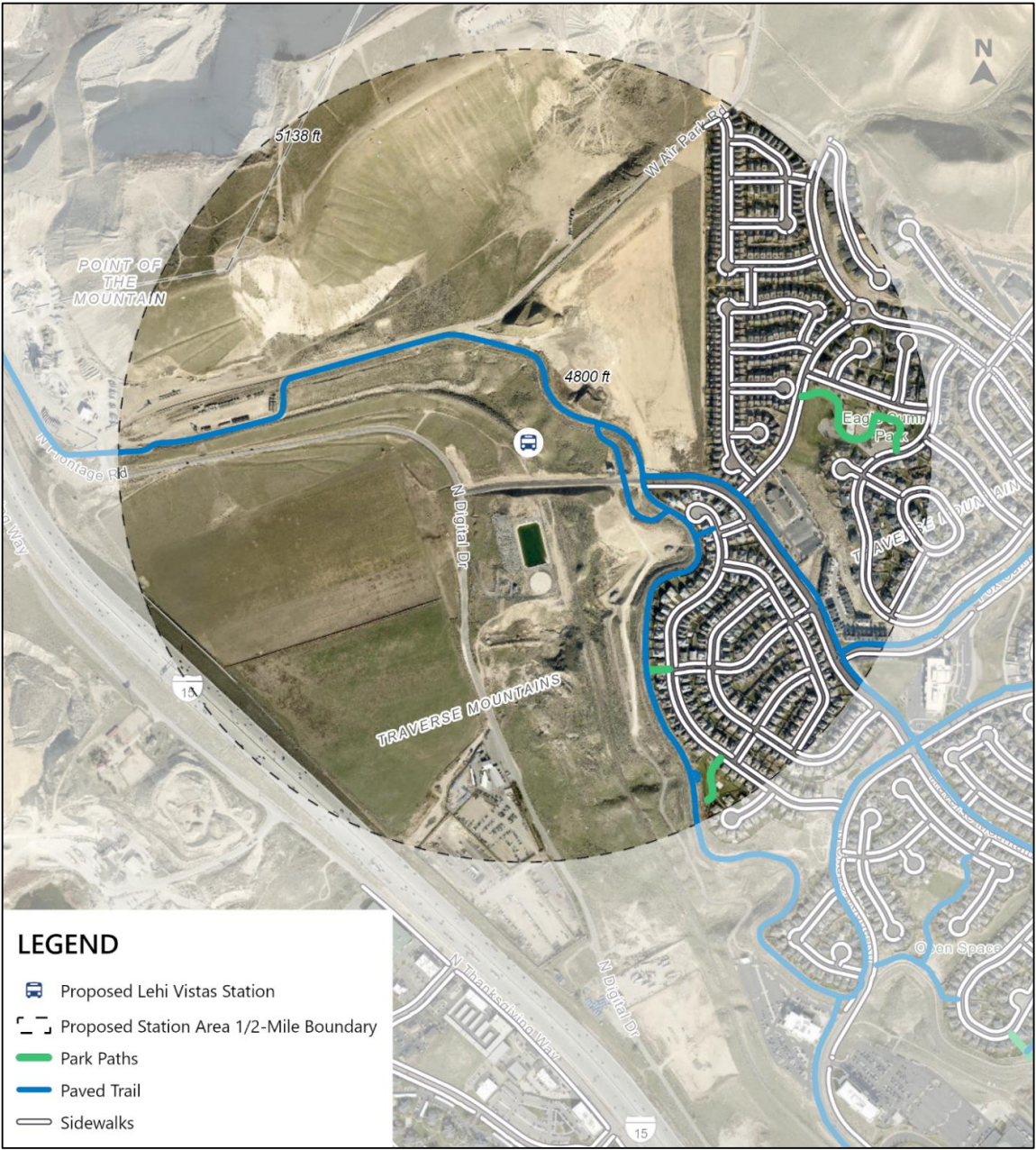


Figure 5. Existing active transportation facilities

Source: City of Lehi



The Significance of Active Transportation Connectivity to Transit

Effective active transportation connectivity plays a pivotal role in the vitality and success of a transit station area. A well-designed and integrated network of walking and cycling infrastructure can greatly enhance the accessibility, convenience, and attractiveness of the transit station for commuters and residents alike. By providing safe and direct connections between nearby neighborhoods, commercial areas, and the transit hub, active transportation options encourage more people to choose sustainable modes of travel. This reduces dependence on private vehicles and alleviates traffic congestion and air pollution. Moreover, good active transportation connectivity promotes physical activity, improves public health outcomes, and fosters vibrant and livable communities. It enables seamless multimodal trips, where individuals can easily transition from walking or cycling to public transit, enhancing the overall efficiency and effectiveness of the transportation system. Therefore, investing in and prioritizing good active transportation connectivity within and around transit station areas is crucial for creating sustainable, inclusive, and thriving urban environments.

Level of Traffic Stress (LTS)

The Level of Traffic Stress (LTS) is a way to evaluate the experiences of people walking and riding bicycles as they navigate different types of streets. It serves as a means to comprehend the comfort and safety levels associated with these modes of travel within a given transportation network and is often used to help inform policy and programming decisions related to active transportation. An LTS analysis considers factors such as speed limits, travel lanes, and the presence and character of bike lanes to determine a cyclist's comfort level. The LTS analysis builds on methodology defined by the Mineta Institute⁶ and bicycle infrastructure expert Dr. Peter Furth⁷. It categorizes streets into four levels based on stress, ranging from low (LTS 1) to high (LTS 4). Low-stress streets have dedicated bike lanes, spacious sidewalks, and slower vehicle speeds, ensuring a safe and enjoyable experience. High-stress streets lack dedicated walking and bicycling infrastructure, have heavy traffic, and pose hazards to active transportation users. The combination of these criteria separates the bicycle network into one of four scores:

- **LTS Level 1:** Low-stress roadway suitable for all ages and abilities
- **LTS Level 2:** Roadway is comfortably ridden by the mainstream adult population
- **LTS Level 3:** Roadway is ridden by “enthused and confident” riders who still prefer having their own dedicated space for riding
- **LTS Level 4:** Only the “strong and fearless” will ride on these high-stress streets with higher speed limits, multiple travel lanes, limited or nonexistent bikeways, and long intersection crossing distances.

⁶ Low-Stress Bicycling and Network Connectivity. Mineta Transportation Institute. 2012. <https://transweb.sjsu.edu/sites/default/files/1005-low-stress-bicycling-network-connectivity.pdf>

⁷ Furth, Peter. Level of Traffic Stress Criteria for Road Segments, Version 2.0. 2017. <http://www.northeastern.edu/peter.furth/wp-content/uploads/2014/05/LTS-Tables-v2-June-1.pdf>



As seen in **Figure 6**, the LTS analysis, performed by Alta Planning & Design for MAG's TransPlan50 active transportation update, shows that residential roads in the station area are primarily categorized as LTS 1, having characteristics that provide a high level of comfort for all riders. Parts of Traverse Mountain Boulevard, Digital Drive, and the western segment of Air Park Road are categorized as LTS 2.

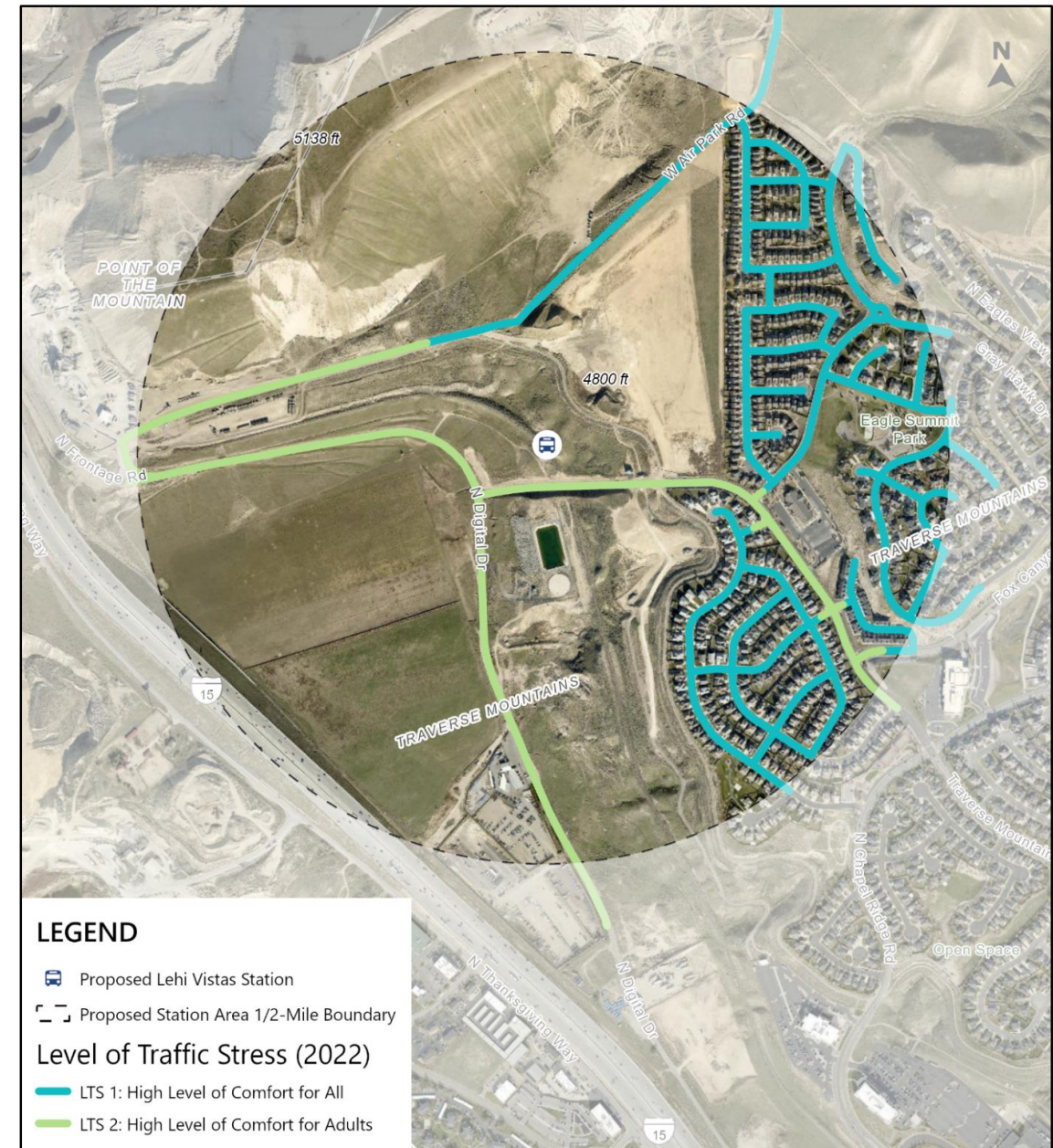


Figure 6. Existing Level of Traffic Stress (2022)
Source: Alta Planning & Design

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WEDNESDAY
AUGUST 9th
5:30PM-7:30PM



Come Join Us For Our First
OPEN HOUSE
Make Your Voice Heard!

WHERE:

**TRAVERSE MOUNTAIN
MASTER ASSOCIATION**

2175 W Chapel Ridge Rd.
Lehi, Ut 84043



PROJECT SPONSORS



**LEARN MORE ABOUT THE
VISTAS AT THE POINT STATION AREA PLAN AT**



LEHIVISTASSTATIONAREA.ORG



Vistas at the Point Station Area Plan

Open House 1

08-09 2023

COMMUNITY FEEDBACK

Boards:

Economic Vitality:

- Office Park
 - Yes: 3
 - No: 1
- Live-work
 - Yes: 5
 - No: 1
- Residential
 - Yes: 2
 - No: 1

Transportation

- Automobile Centric/Multiple Wide Vehicle Laes
 - Yes: 2
 - No: 1
- Shared Transit & Bike Infrastructure/Designated Bus Lanes
 - Yes: 6
 - No: 0
- Pedestrian & Active-focused/Wide Sidewalks and Bike Lanes
 - Yes: 4
 - No: 1
- ADDITIONAL COMMENTS
 - Increase safety for people walking and cycling. Add walk/bike infrastructure at new interchange.
 - Concerned about noise w/ train

- o TRAX from 12300 S. to UVU (or further)
- o Integrate trails & open space into development. No new 1,000+ unit developments in the bowl.
- o Building height concerns that negatively impact Flight Park & wind patterns
- o More housing & more diversity in housing types in ways that don't impact the Flight Park negatively
- o Champion the Flight Park as a unique asset
- o I work at Primary Children's hospital, will this transit take me there?

Community Amenities

- o Restaurants
 - o Yes: 1
 - o No: 0
- o Grocery & Convenience
 - o Yes: 5
 - o No: 0
- o Entertainment
 - o Yes: 2
 - o No: 0
- o Community or Recreation Center
 - o Yes: 4
 - o No:0
- o Libraries
 - o Yes: 4
 - o No: 0
- o Open Space
 - o Yes:6
 - o No: 0
- o ADDITIONAL COMMENTS
 - o Will there be a skatepark at new city owned Shadow Ridge Park?
 - o Sit down restaurants, not fast food
 - o Can we connect to SLC library?

Housing

- o Suburban Small Lot
 - o Yes: 4
 - o No: 4
- o Suburban Townhomes
 - o Yes: 1
 - o No: 1
- o Duplex/Garden Apartments
 - o Yes: 4
 - o No: 1
- o Mid-rise Apartments
 - o Yes: 1
 - o No: 3

What do you imagine this area will look like in 25 years:

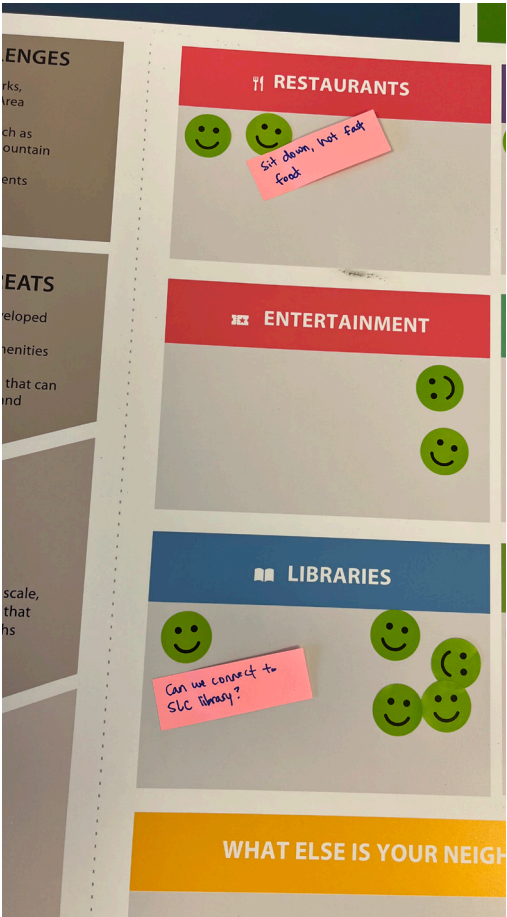
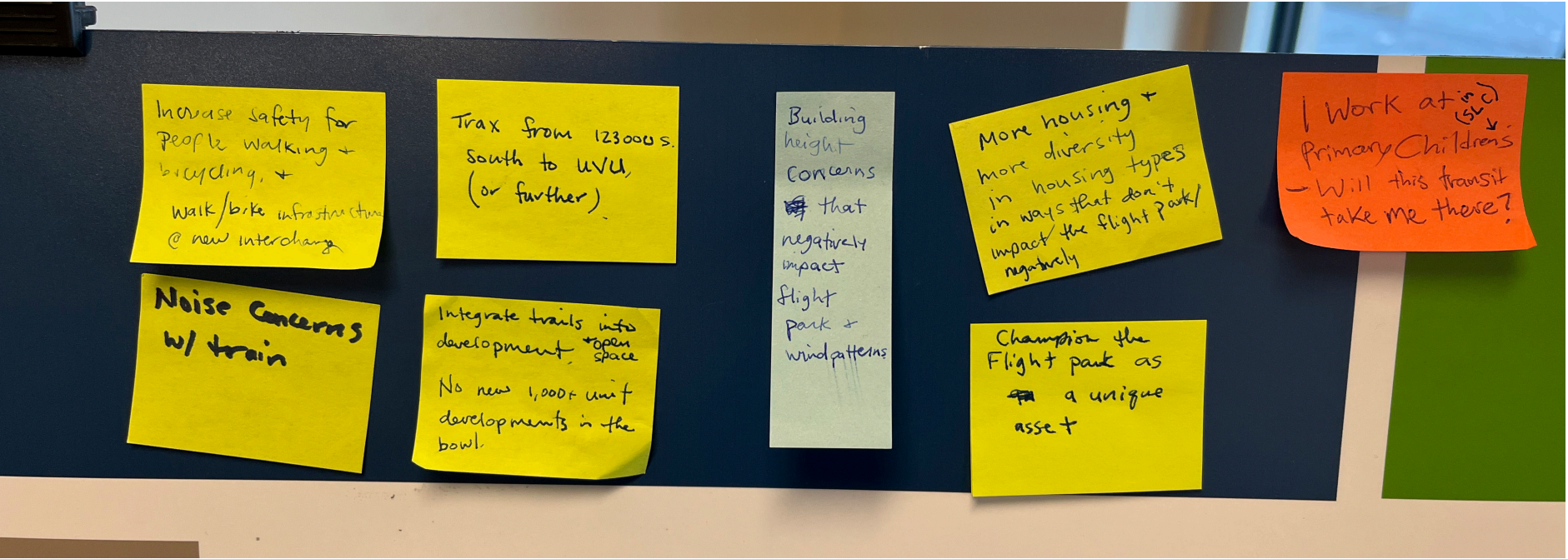
- o People hanging out here on the weekends and in the evenings watching paragliders
- o No development in bowl, until I-15 exit is built. Otherwise all traffic would be forced onto digital drive - currently a two way road
- o No more density (than 1k zoned units)
- o Fine to blend single family and townhomes
- o Lehi has already packed 5,612 units in Traverse Mountain and 400+ units with TOD. Please cap density - invite developer to integrate trails into his units. No more commercial or density beyond vested right that exist today - Rob L.

Other Comments:

Large Scale Map

- No more commercial (beyond small gas stations)
- Tie in trails (via underpass and dedicated trails in bowl)
- Need to slow traffic from I-15 interchange
- Need trail access under Digital Drive
- Only gas stations and small commercial by new freeway interchange
- Open space is needed
- Townhomes/single family homes





STATION AREA FUTURE

VISTAS AT THE POINT STATION AREA PLAN



What do you imagine this area will look like in 25 years?

People hanging out here on the weekends and in the evenings watching paragliders.

No MORE Density.
(than 1k zoned units).
FINE to blend single family townhomes. Lehi has already pocketed 5,012 units in TM + 400+ units w/ TOD. Please cap density — invite developer to integrate trails into his unit. But No more commercial or density beyond what exists today.
— Rob Ludlow

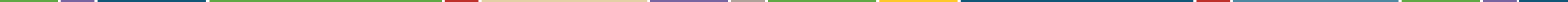
No dev in bowl, until IIS exit is built. Otherwise all traffic would be forced onto divided drive — currently a two way road.
Jill

SOCIAL PINPOINT COMMENTS

Created on	Type	Comment	Up Votes	Down Votes
2023-05-23	Area Strength	Great open space until it develops	4	5
2023-05-23	Area Strength	Well I don't like. It should be high density housing.	0	1
2023-06-07	Area Strength	This area is so fun to view in the morning! Tons of paragliders. It really is an under rated beautiful view. Anything that can be down to provide a great viewing area would be amazing!	10	0
2023-06-08	Area Strength	Connectivity and active trail system and definite assets here.	9	0
2023-06-08	Needs Improvement	This is a funky little spot. Lots of ideas in the past about what this area can be, but not much has surfaced	0	0
2023-06-08	Ideas and Suggestions	Can represent Lehi-- the first view people will see	8	0
2023-06-08	Ideas and Suggestions	Connection to the Point of the Mountain Development	2	0
2023-06-08	Area Strength	One of the great undeveloped spots along the Wasatch Front	3	2
2023-06-08	Needs Improvement	What is UDOT's timeline and funding look like for the proposed interchange here?	8	0
2023-06-08	Area Strength	Apartment and townhouse development in the works -- about 100 townhouses and 300 apartments	2	459
2023-06-08	Area Strength	Future site of Shadow Ridge Park	10	0
2023-06-08	Needs Improvement	Potential conflict between land uses: long-standing extractive uses and new housing developments	4	0
2023-06-08	Area Strength	This development can serve as an example of how to reclaim mining brownfields and be good stewards of the land.	0	3
2023-06-08	Ideas and Suggestions	Would love to see a skatepark on the east side built in this area. Skateparks are quickly becoming some of our youth's favorite activity and some of our most utilized assets for our parks. There's a major need for a skatepark on this side of the freeway. Great area to put it.	7	6
2023-06-13	Ideas and Suggestions	A dog park in the area somewhere would be wonderful. There is no other dog park in this area of Lehi, and it is a great way to build community with other pet owners who live nearby.	10	6

2023-06-21	Needs Improvement	If UDOT builds an interchange here, it would be a good opportunity to consider connecting the Lehi Rail Trail and Jordan River Trail at this point. If the interchange can have good accommodation for foot & bike traffic it will make it easier for the Lehi Vistas area to connect to the larger trail system.	4	0
2023-06-21	Ideas and Suggestions	Transit stations need to align with future Trax light rail. You lose many riders when they to transfer between buses and trains. Move the station West to the tracks.....	7	8
2023-06-23	Ideas and Suggestions	Could be a big regional park like Liberty Park or Wardell Fields with any number of things beyond normal park stuff--a dog area, a skate park area, a splash pad, an amphitheater for community events or outdoor theater in the summer, a couple restaurants/bakery, a carousel or ferris wheel, bike rentals, an art museum, duck pond, sculpture garden, horseback riding trails, ice skating in winter, etc. Having lots of trees here could potentially provide some cleaner air as well.	24	0
2023-06-23	Ideas and Suggestions	Potential for a midsized venue for the growing music scene in Utah, as well as providing jobs for those interested in audio.	8	0
2023-06-24	Needs Improvement	So we have backed up freeway problems... so our solution is to add high density with 100s of more cars entering and exiting here ??	13	2
2023-06-29	Needs Improvement	I think the idea is actually to create a transit-oriented development, which **if done correctly** means this high density development eventually shouldn't require people to drive to run errands, get to work, etc.. I'm sure there will be some growing pains as the city moves in this direction however.	4	0
2023-07-15	Ideas and Suggestions	In addition to a skate park, install bathrooms and a small playground so it's a win-win for parents with kids of various ages.	1	1
2023-07-15	Ideas and Suggestions	Great Branding opportunity "Welcome to Lehi" sign - with water wise plantings & wild flowers!	2	0
2023-08-09	Ideas and Suggestions	I would love to see a small grocery or convenience store. We have to drive everywhere and it would be nice to be walking distance to something	18	0





LEHI CITY

	I like the connection Murray has at 5300 south with the Front runner. this is something Lehi should look at doing at Thanksgiving point. Great location to do this. I would like to see them put trax line in that area. I also would like to see one head with East and West line near the Timpanogos Highway area. the problem with the freeway is we only have two ways from the salt lake valley to the county that is Redwood rd. and I-15 we need to add something that has more then two lanes.	1	0			
2023-08-10 Ideas and Suggestions	I often call the point of the mountain the Bermuda triangle. If there is a slow down or accident, odds are this is where it is. I have major concern with adding anything that would cause traffic in this area to increase when it is already a huge concern. When I-15 has a slowdown, cars exit and take Traverse Mountain boulevard and the frontage road which then makes it impossible for local residents to get anywhere, even their kids from school. This needs to be a primary consideration.			2023-08-17 Ideas and Suggestions	The station should be put in closer to the businesses and shopping, down along the frontage road.	00
	Has anyone seen the Lifetime Fitness establishment? We need one like that here, and here is why: This is a win-win; we are creating jobs, increasing the area's value, and enjoying life. It includes a gym, which keeps us healthy, positive, and in shape. It includes family activity areas. It includes jacuzzis and SPAs; we all need that after a long day of work. It will have a steakhouse. Membership is discounted for neighborhood residents and premium for outsiders, like cash back for us.	4	0	2023-08-17 Needs Improvement	Isn't Traverse Mountain blvd supposed to be extended down and into a freeway entrance? Development of the land below the flight park will result in the flight park being likely shut down, or reduce it's safety dramatically. The air flow coming across the flat land up to the flight park above is the reason why this is such a popular place to paraglide. Building apartment buildings below will effectively end the flight park's existence. There is a petition setup on change.org for this: https://www.change.org/p/utah-governor-preserve-utah-s-flight-park-the-point	00
2023-08-10 Needs Improvement				2023-08-18 Area Strength		
2023-08-10 Ideas and Suggestions	Tutus could be an awesome soccer complex. There is a need for more space for teams to practice and play. Not just here in the Lehi area but all over the Wasatch front. There could also be a skate park and some playground equipment, maybe some basketball courts and pickle ball/ tennis courts. It would be great to have so many options so close.	0	0			



Q1. The following values are based on input from the community and stakeholders. Please indicate which option you believe best fulfills the value:



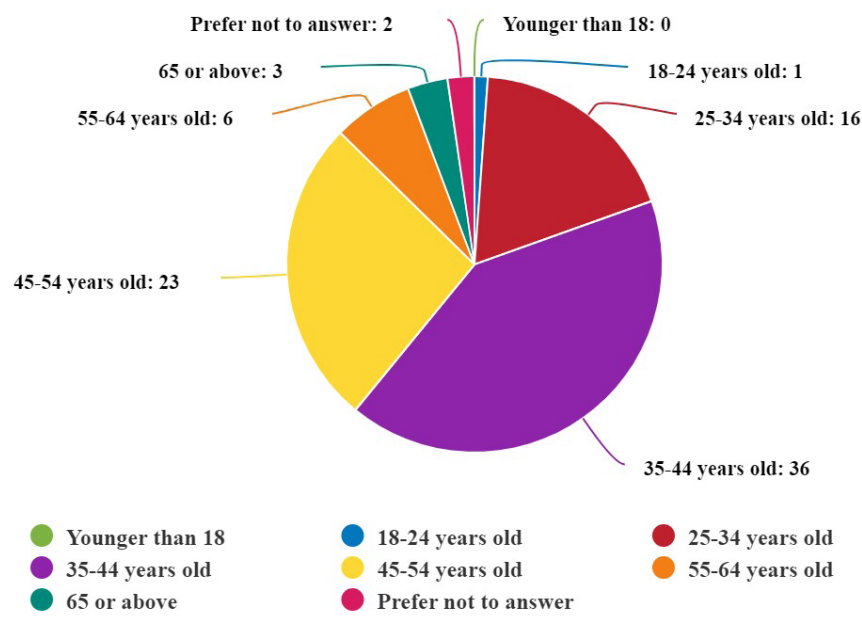
82 answers



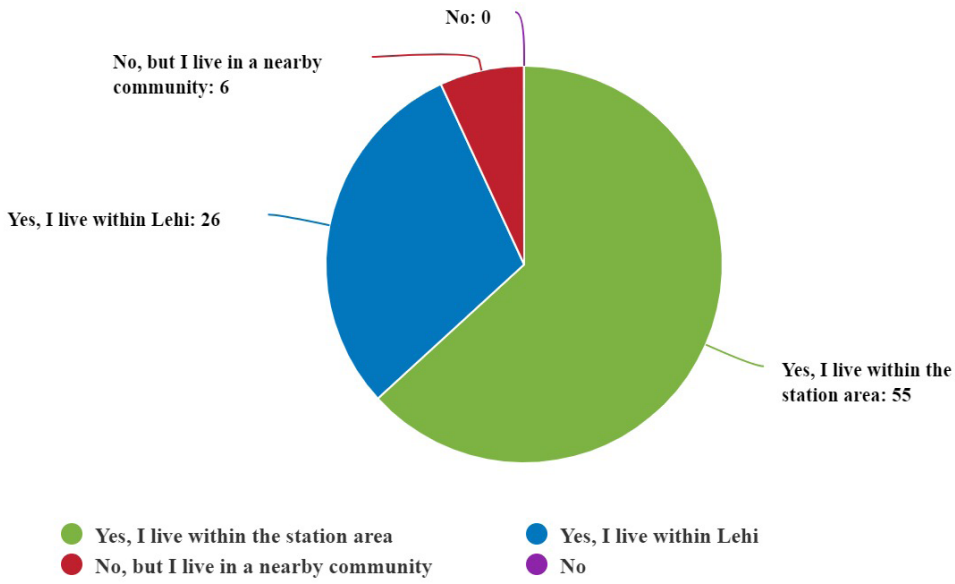
Q4. What other comments do you have about the options?
(Please indicate which option you are commenting about.)



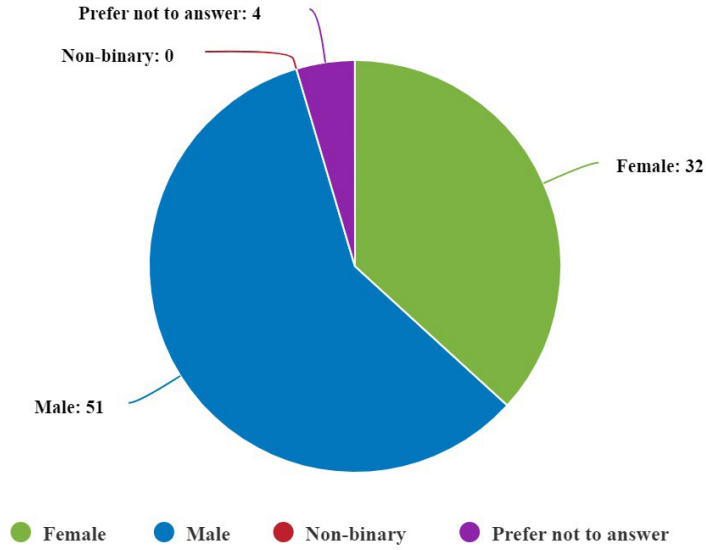
Q5. What is your age?



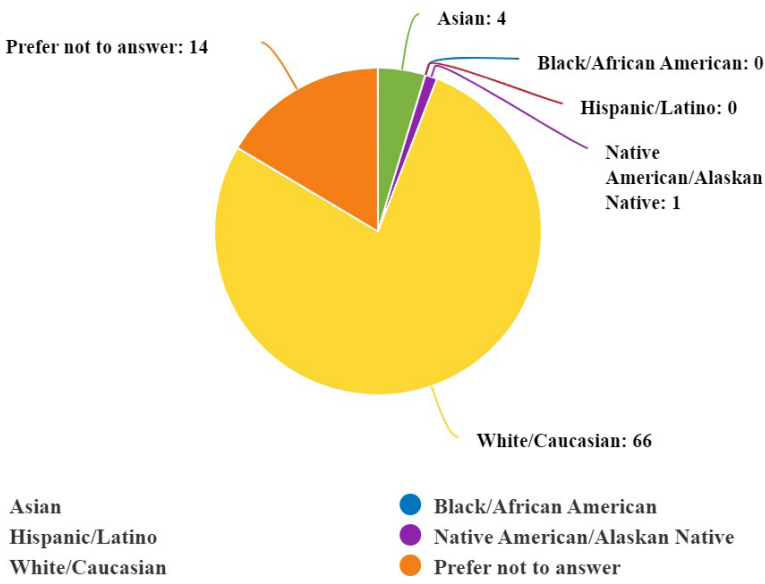
Q6. Are you a resident?



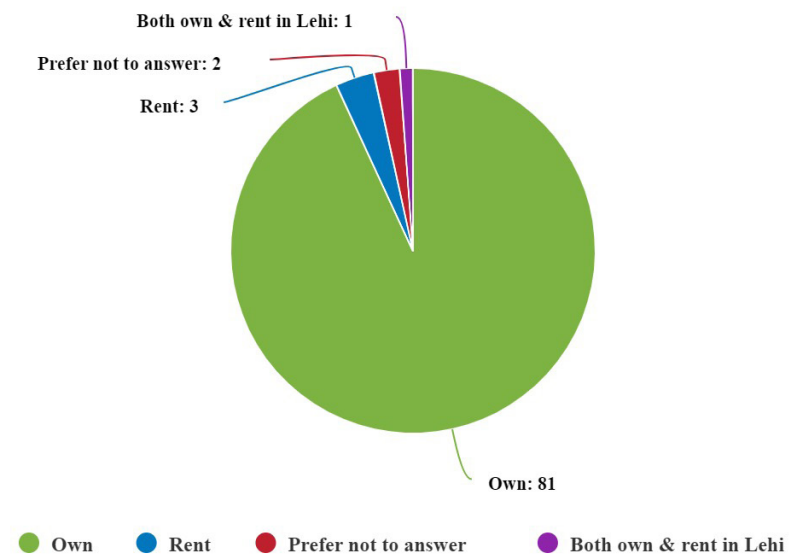
Q7. What is your gender?



Q8. What is your ethnicity?



Q9. Do you own or rent your home?



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