



Lehi Hospital & 2100 North Combined Station Area Plan



The Lehi Hospital and 2100 North Combined Station Area Plan is led by Lehi City, the Mountainland Association of Governments, and the Utah Transit Authority, working with a team of expert consultants, local and regional stakeholders, and Lehi residents.



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1 - Introduction & Context



Introduction

Meet Lehi, Utah — a center of business incubation, emerging technologies, and growth along the Wasatch Front. Historically, Lehi has valued quality, family, and community. With incredible growth over the past 20 years, Lehi City has made great strides to plan and organize how the future looks. This plan envisions yet another chapter in the history of the city, one that seeks to strengthen connections between two future transit stations and the surrounding community: the Hospital and 2100 North stations.

The close geographical proximity of these two areas led to the station area plans being considered together. This plan looks at the future transit location, land uses, transportation network, and the economic potential in the area.



Context

Regional Context

Northern Utah County

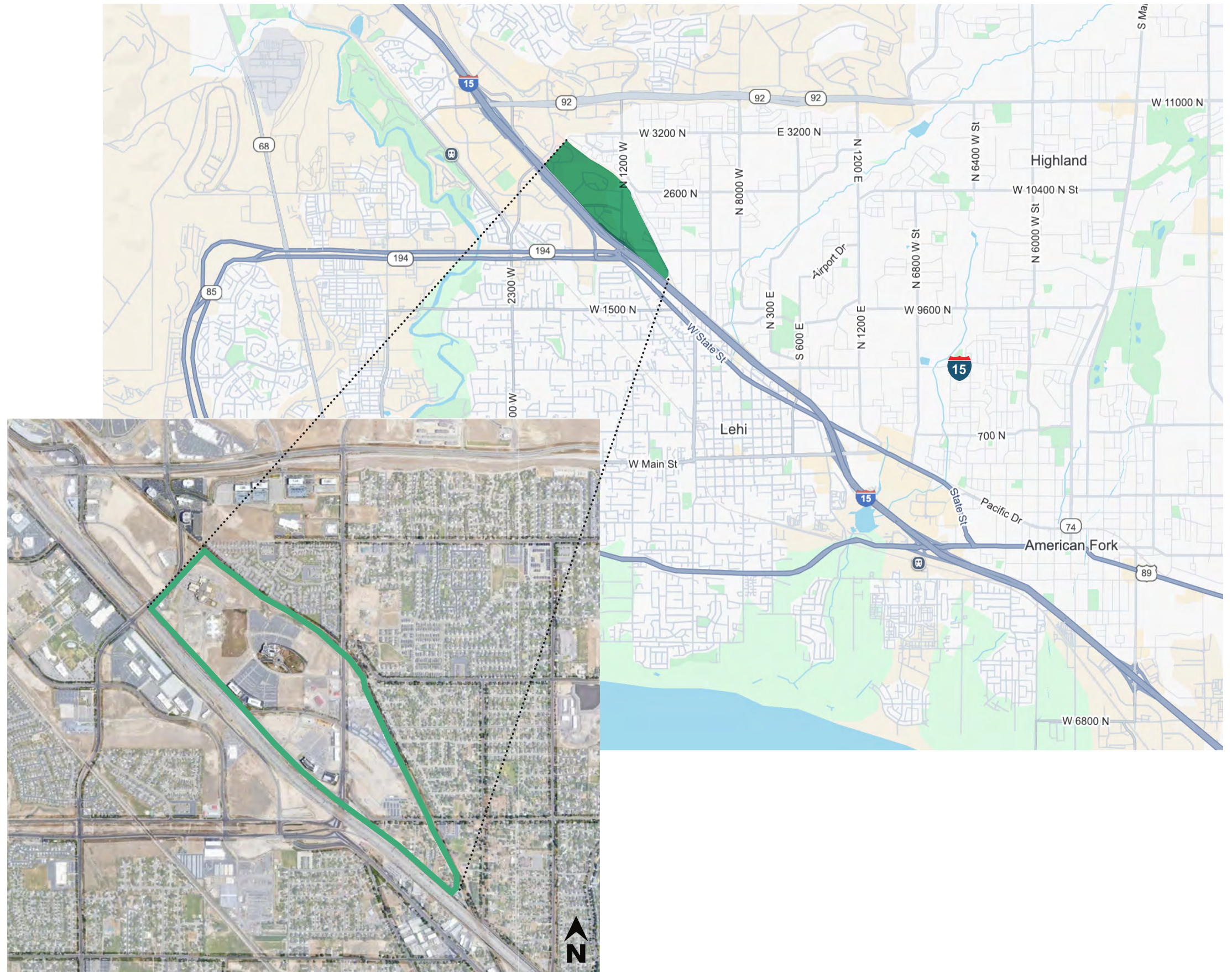
Lehi City serves as the confluence for communities to the east and west. Because of its location, Lehi experiences large amounts of through-traffic from the surrounding population accessing Interstate 15.

The Lehi FrontRunner Station, located in Thanksgiving Point, serves as an important transit-hub for populations to the east and west. It also provides connections to points north and south of Lehi, especially Salt Lake City and Provo. The Lehi Hospital Station is intended to establish a critical link from the planned Point of the Mountain Transit Line to the existing Lehi FrontRunner Station.

Lehi has been the epicenter of the technology industry along the Wasatch Front. Over the last 20 years, Lehi has attracted myriad tech companies, most of which occupy office space within the Thanksgiving Point area. This continues to be one of the primary components of the city's economy and will play a crucial role in its future.

Area Plan Location

The combined station area plan is in the central area of Lehi between both the I-15 and SR-92 freeways. Several large employment centers already exist in this area including the CommonSpirit Holy Cross Hospital, Young Living Global Headquarters, Weave, Podium, Devmountain, and a variety of other small businesses. East of 1200 West was the location of the Lehi Brick Kiln Company, which played a significant roll in the production of brick for development throughout Utah. This area remains primarily industrial in nature, with an adjacent single-family neighborhood to the north and east.



Population Growth

Northern Utah County is considered one of the fastest growing areas along the Wasatch Front. Table 3 illustrates that between 2020 and 2050, this region is anticipated to grow by over 286,000 people. Lehi will absorb a substantial amount of this growth, adding approximately 54,000 by 2050. Based on political decisions for the maximum population set by the City Council with their adoption of the 2022 General Plan Land Use Element, the population of Lehi is projected to grow to 155,000 by 2050, affording additional growth.

Public Transportation

Currently, transit service within the plan area is limited to the 871 and 850 bus routes, which provide local connections between areas of Draper, the Project Area, and the Lehi Frontrunner Station.

In 2021, the UTA completed the **Central Corridor Transit Study**, which evaluates a future 25-mile route that would travel through central Utah County, connecting Lehi and Provo. The product of this study, and current preferred alternative is a BRT route that has semi-frequent stops at points between the future 2100 North Station and the Provo Central Station. 84% of this route will consist of dedicated transit lanes and offer 10-minute peak service to patrons.

In December 2023, the Utah Department of Transportation (UDOT), in collaboration with UTA, completed the **Point of the Mountain Final Transit Study Update**, which evaluated the cost-benefit of three different transit types. They looked at capital costs, operational costs, ridership, economic development potential, and several other factors. The study concluded that the enhanced transit infrastructure and service for the Point of the Mountain would be approached in phases. The first phase would establish an Innovative Mobility Zone (IMZ) which would feature dedicated shuttles, on-

TABLE 1: Northern Utah County Population Growth Projections

City	2020	2030	2040	2050
Alpine	10,683	11,761	12,594	12,735
American Fork	32,485	40,675	48,609	50,570
Cedar Hills	10,483	10,442	10,288	10,232
Eagle Mountain	39,885	65,038	99,064	141,252
Highland	19,337	21,257	23,375	24,250
Lehi (MAG Projections)	70,129	88,555	110,747	124,436
Lehi (Lehi General Plan Projections)*	84,155	106,266	132,896	155,000
Lindon	12,135	13,105	13,564	13,719
Pleasant Grove	43,621	46,029	47,679	48,252
Saratoga Springs	39,085	79,815	117,641	138,600
TOTAL	277,843	376,677	483,561	564,046
Growth from Prior Period		98,834	106,884	80,485
Cumulative Growth		98,834	205,718	286,203

*Source: Lehi City General Plan

demand service, and partnerships with private transportation network companies such as Uber and Lyft. The second phase would establish a fixed guiderail for a new light rail (LRT) connection between the Draper FrontRunner and Hospital stations , and points in between. It is anticipated that a definitive schedule for these services will be announced in 2025.

As a result of these studies, this plan assumes that substantial enhancements to public transportation infrastructure and service will be made within and near the Plan Area over the next ten years . The investment in these enhancements (especially the fixed rail guideway) will be contingent on policies and land use patterns that are supportive and conducive to public transportation.



Fig. 2 - Current and Proposed Public Transit in the Station Area

Key Properties

There are several properties controlled by private interests within the Plan Area that will play a pivotal role in future development.

These properties were identified by factoring their respective size, location, and current land uses. Many of these properties are either vacant or currently being used as surface parking for adjacent office uses. Interviews with respective property owners have indicated that these properties could be redeveloped in the future, as transit becomes available and Lehi policy changes in response.



Fig. 3 - Key Properties Map

Active Transportation Network

The central backbone to the active transportation network in this area of the city is the Lehi Rail Trail. This trail runs along the northeast side of the station areas — northward into Draper and southward to 100 East — giving users a variety of connections to more specific neighborhoods in Lehi City, including the Thanksgiving Point Area and Lehi FrontRunner Station. Additionally, this trail connects to the Murdock Canal Trail, providing access to the Jordan River Parkway trail, another important regional trail connecting to points north and south along the Wasatch Front.

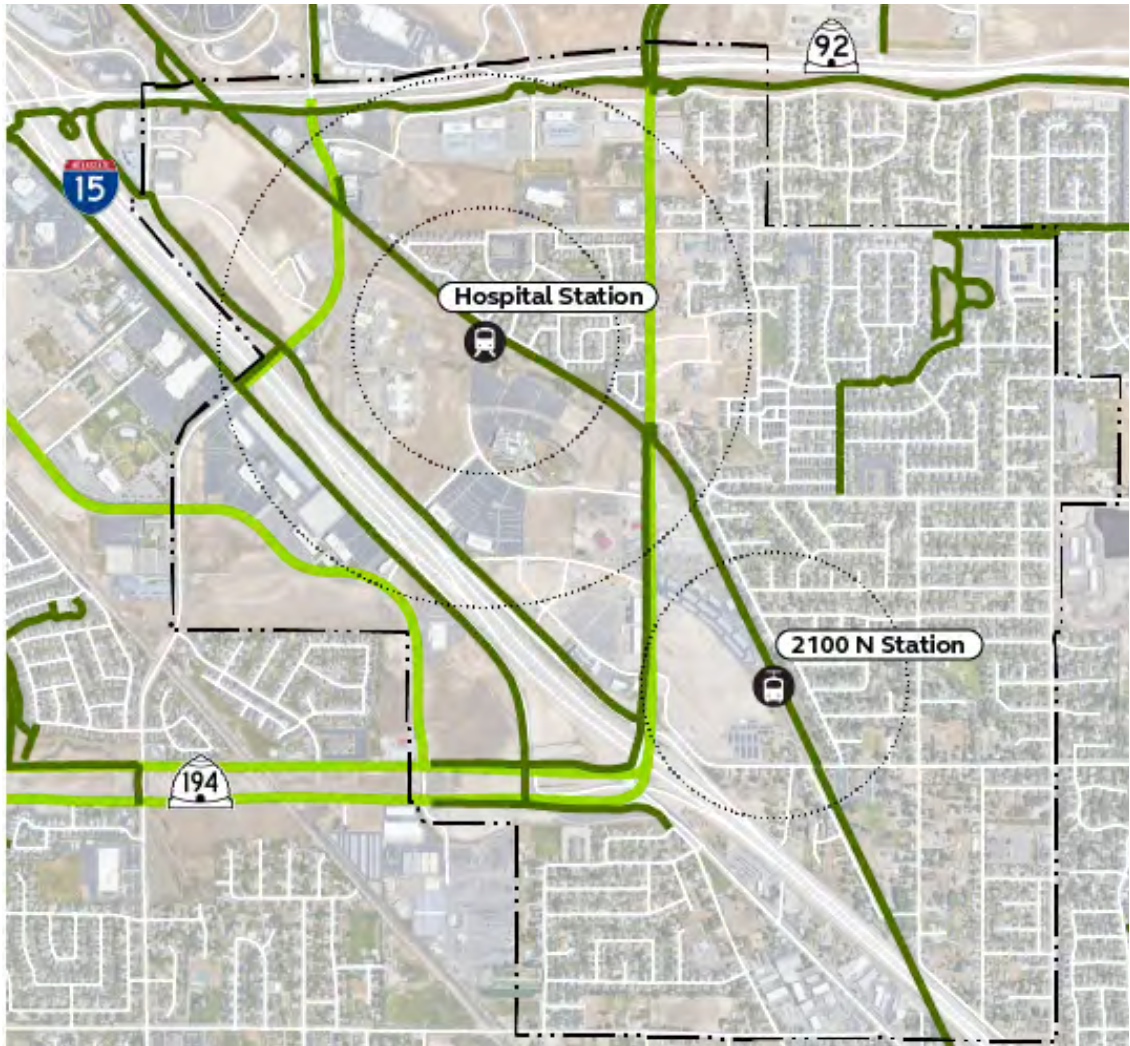


Fig. 5 - Existing Active Transportation Network

Vehicular Network

The existing street network within the station area is framed by two major north-south arterial roads, Triumph Boulevard and 1200 West, and a unidirectional frontage road that runs adjacent to Interstate 15. These three roads connect into Interstate 15 and have been designed for high capacities of automobile traffic.

Between these three roads are a series of local streets and drive isles used to access office, retail, and residential uses along with their associated parking lots; the design of the existing streets has made this area fragmented. Many roads are used to access a limited number of uses without connections to surrounding areas.

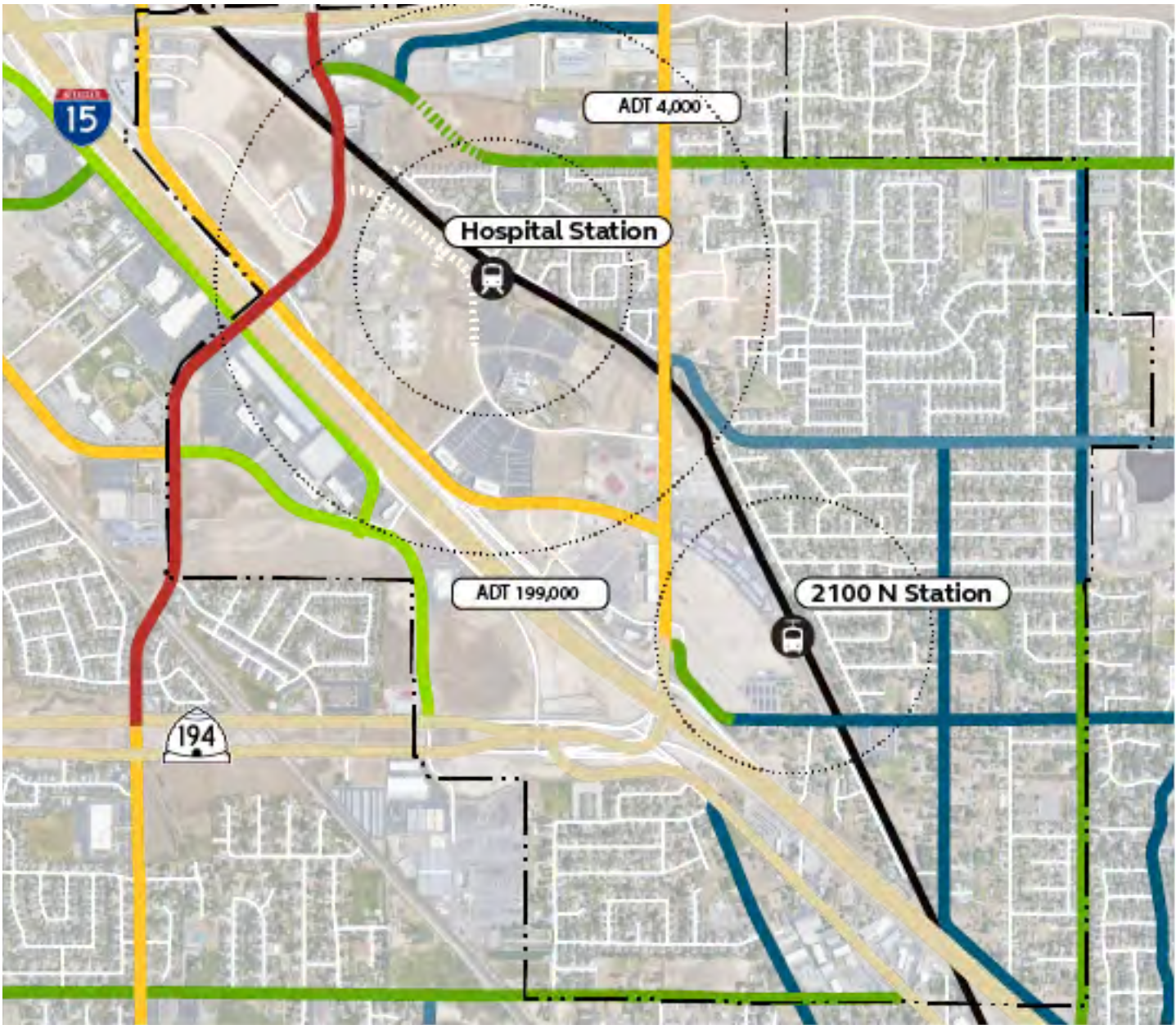


Fig. 4 - Existing Road Network

Legend

- Planning Area
- State Road
- Principal Arterial
- Major Arterial
- Major Collector
- Minor Collector
- Active Transportation

- Local Road
- Proposed Road
- Proposed Station
- 1/2 and 1/4 Mile Radius

HB 462 Overview

In 2022, Utah State Legislature approved House Bill 462 (HB462) Housing Affordability Amendments to address the challenges on housing availability and affordability (see UC 10-9a-403.1). This bill requires all Cities with a fixed-guideway public transit station (rail or bus rapid transit) to develop a Station Area Plan (SAP). The purpose of an SAP is to address Utah’s population growth and increase economic opportunities. Planning in advance also provides an opportunity to guide development into a form that fits into the existing community and culture.

HB462 requires that SAPs promote the following objectives (see Utah code for additional detail):

- Increase the availability and affordability of housing, including moderate income housing
- Promote sustainable environmental conditions
- Enhance access to opportunities
- Increase transportation choices and connections

The Hospital and 2100 North Combined Station Area Plan recommends ways in which future development may be encouraged within surrounding the future Hospital and 2100 North stations (Combined Station Area) that:

- Increases variety and affordability in the housing supply
- Provides greater access to transportation choices which can lead to greater opportunities for people in the community especially those who cannot drive a car.
- Focuses on promoting a variety of transportation options including active transportation (walking and biking), transit, and cars.
- Ensures that each mode is safe, convenient, and accessible to a variety of housing types.

One aspect of the station area plans is to support affordable housing in the area. To determine how the station area plan may assist in these efforts,

TABLE 2: Affordable Home Prices by Income Level

Household Income Range			Home Price Range					
			5% Interest Rate		6% Interest Rate		7% Interest Rate	
	Low	High	Low	High	Low	High	Low	High
<30% of AMI	\$0	\$28,100	\$0	\$69,766	\$0	\$63,305	\$0	\$57,689
30% to 50% of AMI	\$28,100	\$46,800	\$69,766	\$150,798	\$63,305	\$136,834	\$57,689	\$124,695
50% to 80% of AMI	\$46,800	\$74,900	\$150,798	\$272,564	\$136,834	\$247,323	\$124,695	\$225,382

Source: US Department of Housing & Urban Development and Zions Public Finance, Inc.

TABLE 3: Affordable Rent by Income Level

Household Income Range			Monthly Housing Cost		Monthly Utilities	Affordable Rent	
	Low	High	Low	High		Low	High
<30% of AMI	\$0	\$28,100	\$0	\$703	\$300	\$0	\$403
30% to 50% of AMI	\$28,100	\$46,800	\$703	\$1,170	\$300	\$403	\$870
50% to 80% of AMI	\$46,800	\$74,900	\$1,170	\$1,873	\$300	\$870	\$1573

Source: US Department of Housing & Urban Development and Zions Public Finance, Inc.

it is necessary to understand what affordability levels exist in the City. The following table provides a breakdown of the affordable monthly home value for the parameters set by HUD, calculated using Census data for the Provo–Orem Metropolitan Statistical Area (MSA), according to which the median household income is \$91,190.

Table 2 demonstrates the impact of rising interest rates on the affordability of homes. In 2024 there have only a few condo units for sale, pricing between \$325k - \$345k, suggesting that no condo units exist within the station area below 80% AMI, per HUD parameters.

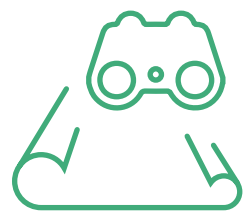
Apartment buildings and other rental units have historically been a source of affordability. Some of the new rental units being built in Lehi help fulfill this need, such as the Embold complex, which offers a 1B1B for \$1475. However, a new trend exists towards high-end apartments. The under-construction Sanctuary Apartments fit into this new high-end model that target high income clientele. **Table 3** provides a breakdown of the affordable monthly rents for the “Low-Income” parameters set by HUD.

Water & Sewer Infrastructure Constraints

The primary limitation to further residential development within the plan area is the capacity of the existing water and sewer infrastructure. These utility systems are connected to a trunk line located beneath Timpanogos Highway, which is approaching its maximum operational capacity (see **Appendix A**).

In response to this constraint, the 2022 Lehi General Plan incorporates a density map that prescribes the maximum allowable number of residential units in areas designated for Mixed-Use or Transit-Oriented Development (TOD). These caps are based on the City Council’s adopted build-out projections for Lehi City and on utility capacity assessments provided by the Engineering Department. Notably, these limits are subject to revision should future expansions in infrastructure capacity occur, new resource allocations be identified, or if there is sufficient political support for increased population growth. Within the Combined Station Area, there are two relevant residential designations, totaling 1,070 additional units. Of these, 527 units have already been allocated to ongoing development projects near the Hospital Station (e.g., The Sanctuary

Apartments). The remaining allocation of 550 units is associated with the vicinity of the 2100 North Station and is available for future residential development. If the water and sewer system capacities are upgraded, the City may reevaluate and potentially increase the residential development limits within the Combined Station Area.



2 - Vision



Vision Statement

The Hospital and 2100 N station area will transform into a vibrant, mixed-use neighborhood that blends an industrial aesthetic with a strong focus on health and wellness. With its walkable and bikeable streets, the area will prioritize easy, safe connections between key destinations, making it a well-connected hub for both residents and visitors. This transit-oriented district will promote active, healthy lifestyles and offer a dynamic mix of opportunities for living, working, shopping, and recreation, all within an environment that feels distinctly industrial yet forward-thinking.



Guiding Principles & Goals

1. Movement

- Improve road, sidewalk and trail connections between destinations and navigational legibility across the site
- Enhance pedestrian and bicyclist experience and safety by disentangling them from automotive traffic
- Enhance transit access and use



2. Places

- Create developments at a “Human scale” with pedestrian-oriented streetscapes, and a mix of living, working, and recreational experiences
- Delineate public spaces and parks that are connected by an active transportation network



3. Housing

- Introduce a mix of housing types and attainability, including affordable options
- Integrate housing into transit-oriented development with nearby access to goods and services



4. Time

- Outline a phased approach to the plans



5. Economy

- Incentivize a mixture of opportunities that balance economic vitality with the community character
- Allow flexibility in the plan for strategic development phasing and evolving prioritization



6. Health

- Promote active, healthy lifestyles by planning walkable, bikeable, complete neighborhoods
- Create a community oriented toward health-themed programming, both human and environmental
- Encourage water-wise landscaping



7. Community

- Identify and reinforce community values and character as the basis for future development
- Create opportunities to reflect the area’s rail and brick manufacturing heritage in the future cultural fabric of the neighborhood



Station Area Planning

Station Area Planning is an approach that seeks to create a reasonable expectation of a 10-15 min walk to and from transit services and surrounding land uses. The State of Utah requires that planners create Station Area Plans for a ½ mile radius around a light rail station, and a ¼ mile radius around a bus rapid transit station.

Special considerations for these areas include:

- *Integration of transit-critical infrastructure into the surrounding environment*
- *Building orientation and form*
- *Increased density and mixture of land uses nearest the transit station, and active transportation throughout the development (i.e., pedestrian, bicycle, micromobility, etc).*
- *Accessibility for all ages and abilities to the transit stations*

Planning and designing environments to this end is considered “orienting” that environment to the respective transit infrastructure and service. This type of planning and design produces what is recognized as transit-oriented communities. As individual station areas within a transit system improve their orientation to stations, regional access improves and dependency on the automobile decreases.



Fig. 6 - Master Plan with station areas

Community Input

Process

The vision and guiding principles and goals came from community feedback. The project team gathered input from the public and key stakeholders at several points throughout the planning process. The project kicked off with an online visioning survey and map-based questionnaire in June through August 2023. A complete compilation of the survey results is included in the attached Appendix.

A project website was launched in June 2023 to keep the community abreast of project developments and to disseminate relevant educational materials about transit-oriented communities.

Several stakeholders were consulted throughout the process, including Young Living, the Holy Cross Hospital, Utah Transit Authority, and multiple developers with interests in the project area.

Public engagement efforts culminated in a public open house in April 2024, at which point the preferred plan alternatives were presented to the community to confirm alignment with the community’s vision.

Key takeaways:

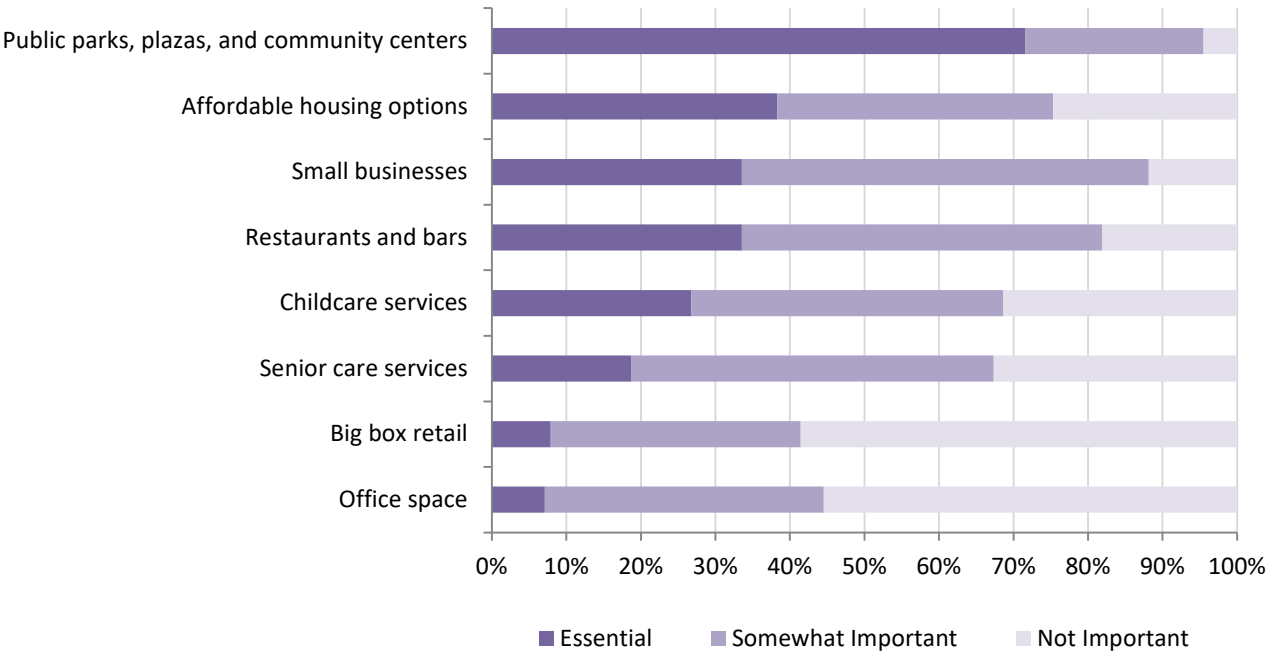
- The community would like to see solutions to the frequent traffic congestion and poor street connectivity in the project area.
- While the community sees the Lehi Rail Trail as a great amenity to the station area, they would like to see more pedestrian- and bike-friendly options for traveling through the project area and beyond.
- More public spaces are needed in the project area.

- The community would like to see more development, such as small businesses and affordable housing, while maintaining a neighborhood feel.
- The most distinct aspects of this area is the old rail line and Lehi Block plant, people would like to see that design incorporated into the new development to remember the past and keep a unique sense of place.



A sign outside the public open house held at Young Living on April 18th, 2024

How important are the following housing options, shops, services, and activities for the future of the Hospital - 2100 N Area?



What would encourage you to walk or bike within the Hospital - 2100 N Area? Select your top three preferences.

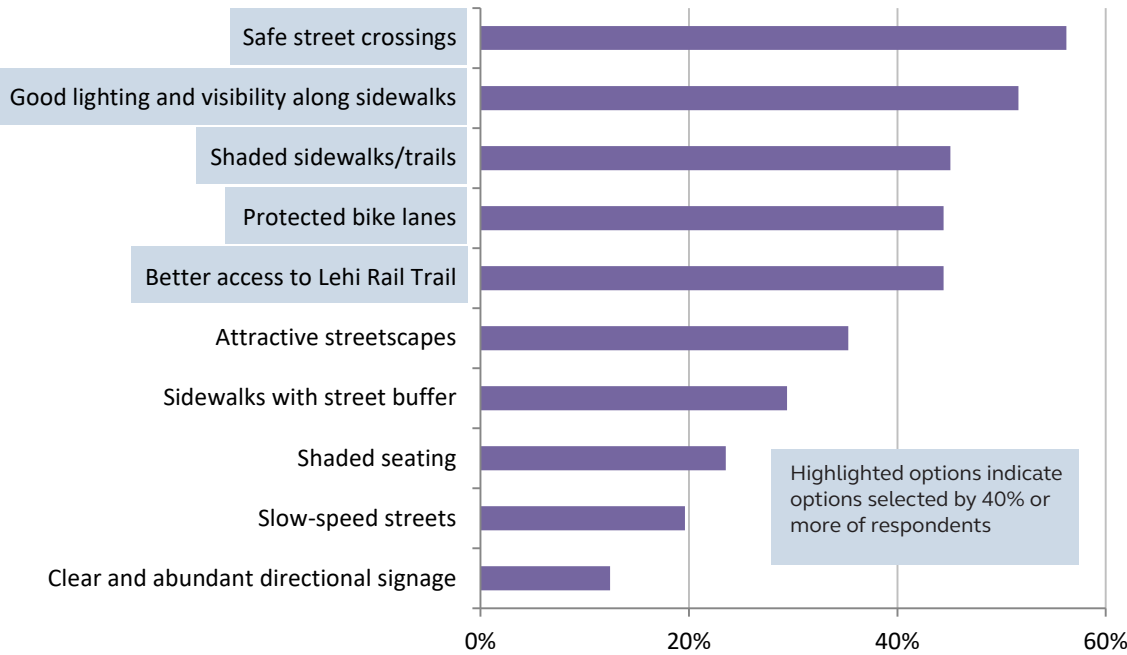
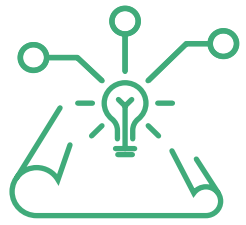


Fig. 7 - Selected answers to the 2023 map-based questionnaire



3 - Master Plan



Master Plan Overview



The Hospital and 2100 N Combined Station Area Plan envisions a future community that is centered around and oriented to the future Hospital and 2100 North stations. This master plan contains all elements of the Transportation, Land Use, and Open Space Frameworks and describes how components of those frameworks fit together in a cohesive whole.



Fig. 8 - Master Plan Overview Map

Master Planning Districts

Plan Overview & District Characterization

The vision for this area consists of individual districts, each with unique functions that are cohesively related to one another within the whole Master Plan. The organization of these districts is critical for the station area to become a distinct place where residents and visitors can satisfy a variety of needs without an automobile.

Each district contains its own section within the plan, where the respective look and feel is described, along with the basic transportation, land use, and open space components.

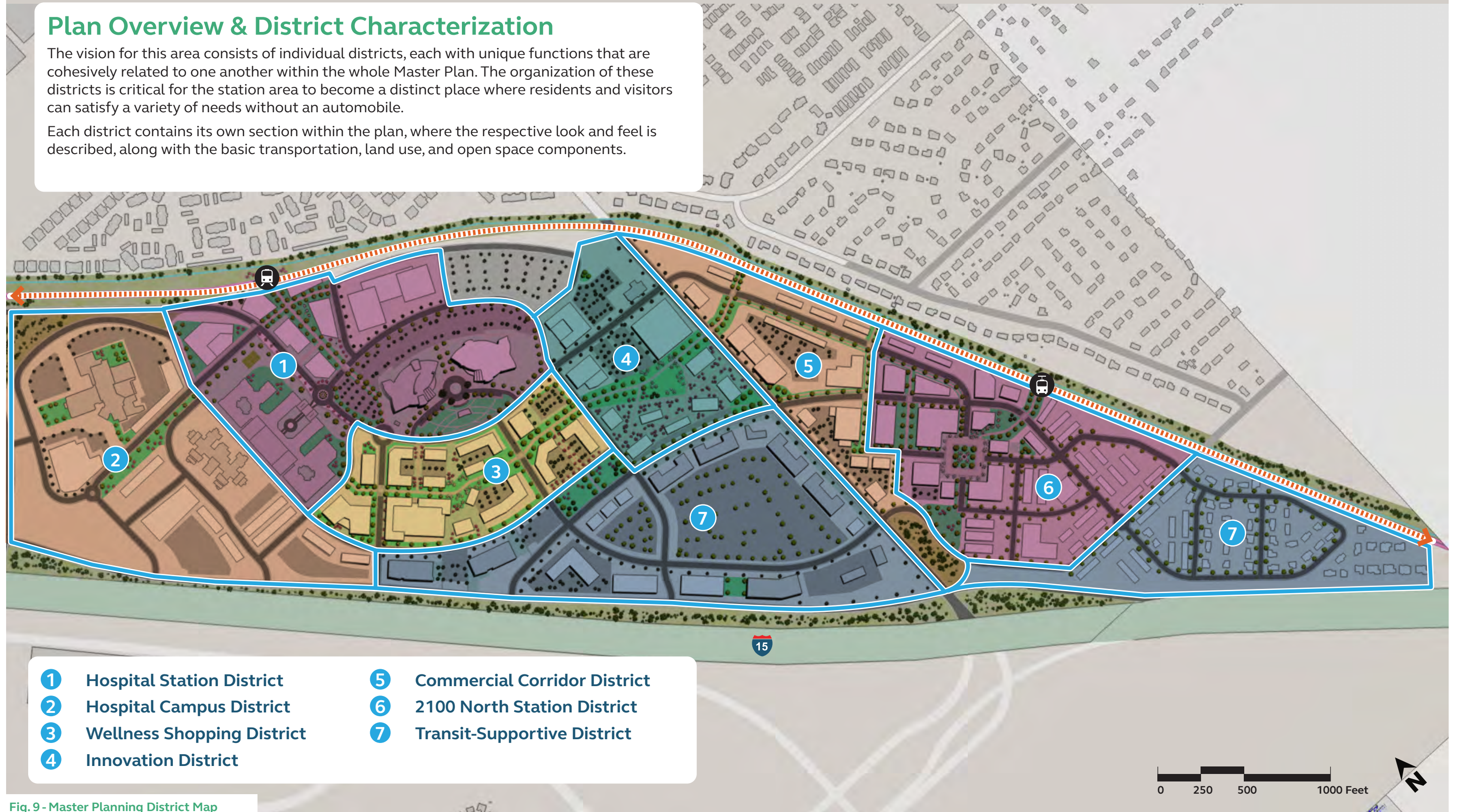


Fig. 9 - Master Planning District Map

1 Hospital Station District



Fig. 10 - Hospital Station District Location

It is anticipated that the future Hospital Station will open numerous opportunities for transit-oriented development within this district. With these infrastructural improvements, this area is envisioned to become a center of intensity, incorporating and building on the existing Young Living campus and Sanctuary Apartments. Existing and new office will provide work opportunities close to the existing residential and easily accessible by transit service.

This area will be experienced as a vibrant center with a variety of intuitive mobility options. Buildings in this area will be oriented to the transit station. Open space between these buildings will provide an attractive place to walk between land uses and the transit facilities as well as create gathering spaces.



Fig. 11 - Hospital Station District Aerial Concept Rendering



2 Hospital Campus District



Fig. 12 - Hospital Campus District Location

This district builds on the existing hospital and recovery center and is envisioned to be a sanctuary for those who are healing. Additional land uses are anticipated to be medical in nature, with the possibility of the expansion of hospital facilities, professional and medical offices, and medical-related retail (i.e., pharmacies, etc).

The environment within this district will be peaceful and tranquil, while still being easily accessible to emergency vehicles and patrons. Open space within this district will consist of parks and plazas that insulate hospital patrons from the noise and traffic along Triumph Boulevard. This will require special attention to separating open spaces from the routing of emergency vehicles.

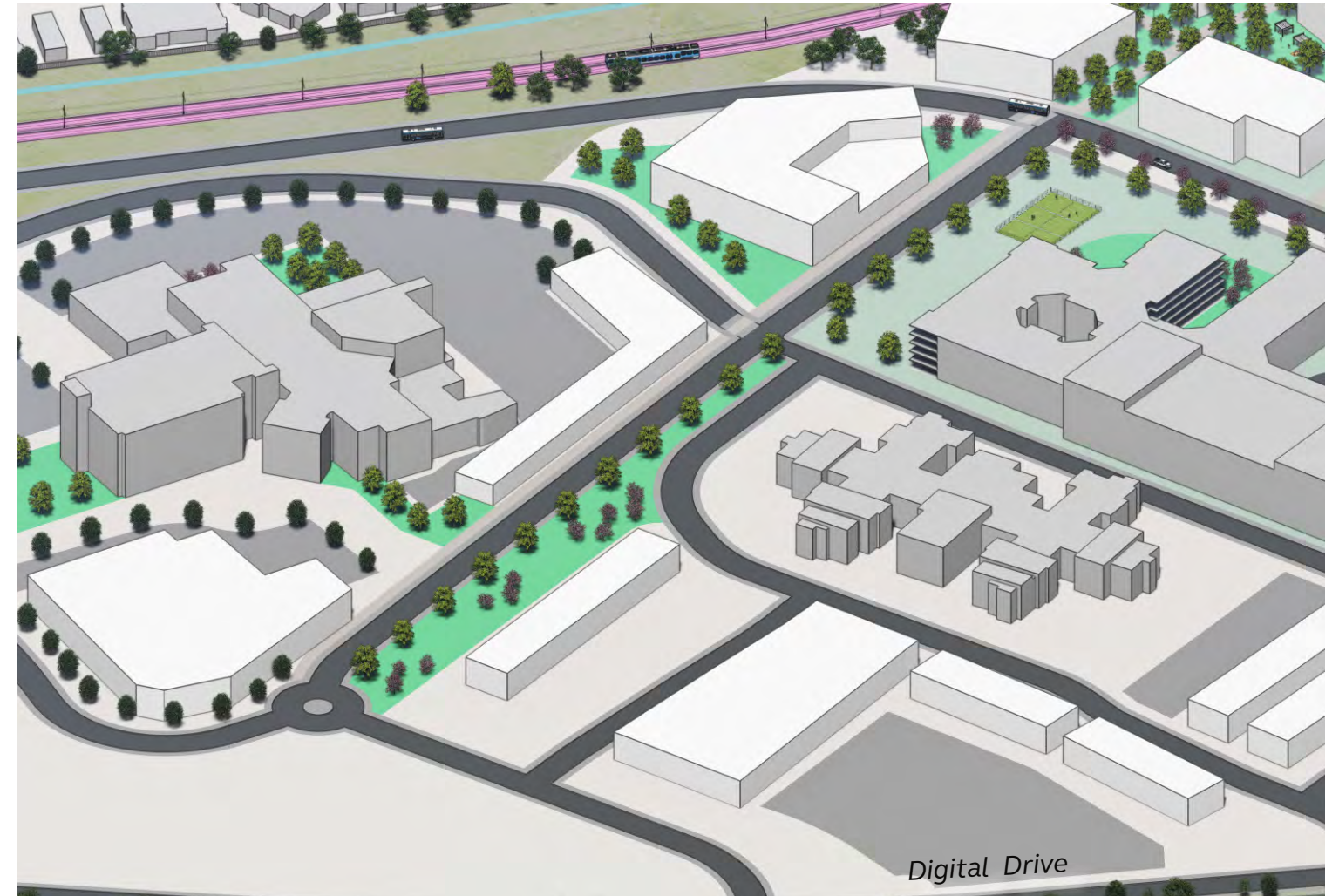


Fig. 13 - Hospital Campus District Aerial Concept Rendering



3 Wellness Shopping District



Fig. 14 - Wellness Shopping District Location

This district is at the core of the combined station area and is envisioned to become a place of varied retail activities, with an emphasis on health-related goods and services. Future land uses will frame a central greenway that runs through the center of the district, connecting it to Hospital Station and Innovation Districts. This greenway will create a central thread through this district, creating an experience that integrates the surrounding retail with nodes and

plazas, and establishes a seamless transition between architectural forms and open space. Buildings will be oriented to the greenway, prioritizing access for pedestrians and bikes. Parking will be provided for automobile access and will be designed in a way that conceals it from both the public Right of Way and the greenway. The result will be an environment that creates an experience of vitality and good health.

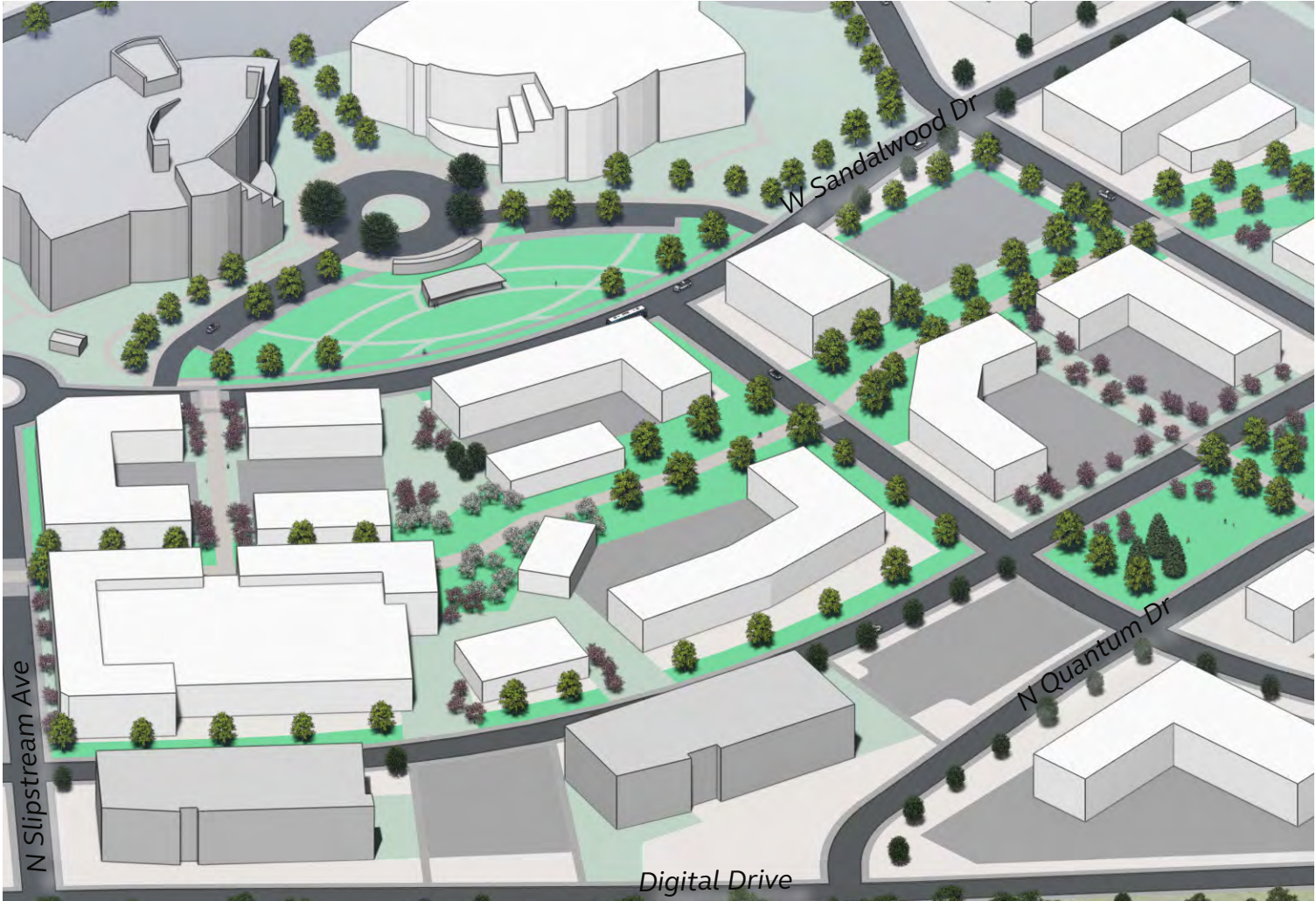
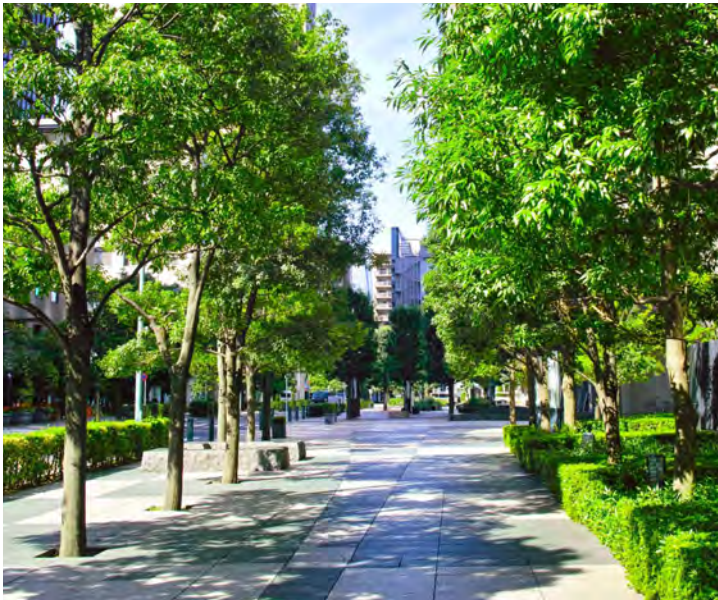


Fig. 15 - Wellness Shopping District Aerial Concept Rendering



4 Innovation District



Fig. 16- Innovation District Location

The Innovation District is envisioned to be a creative and entrepreneurial environment. A variety of land uses conducive to business startups, ideation, and expanding industries will be centrally located. Supporting these land uses will be a mixture of live-work spaces, providing nearby space for those working in the innovation district to live.

Experience within the Innovation District will revolve around the greenway, ending within its center, where it will disperse people to surrounding buildings and channel them to crossings along 2100 North, to access the Commercial Corridor District.



Fig. 17- Innovation District Aerial Concept Rendering



5 Commercial Corridor District



Fig. 18 - Commercial Corridor District Location

The Commercial Corridor District runs along 1200 West, a boulevard expected to be designed to move large volumes of automobiles. Because of this, it is anticipated that the Commercial Corridor will be a place where medium-format and chain retail will be located. Land uses such as grocery stores, restaurants, and professional offices will be visible and accessible to automobiles.

It is imperative that parking facilities associated with these uses be designed in a way that removes and conceals them from the public Right of Way to preserve a pleasant and safe experience for pedestrians and bikes.



Fig. 19 - Commercial Corridor District Aerial Concept Rendering



6 2100 North Station District



Fig. 20 - 2100 North Station District Location

It is anticipated that the 2100 North Station will establish a center around which this district will develop. Within this district, it is anticipated that future land uses will consist of a variety of residential options, with higher densities occurring closest to the future station and central square and becoming gradually less dense near the established neighborhoods to the east and south. Surrounding the central square will be several boutique retail uses, along with a possible

civic building (i.e., library, multi-purpose building, etc).
The experience of this district will be quaint for those residing and visiting. A series of pocket parks and other smaller open spaces will be distributed throughout the district in a pattern that establishes a strong pedestrian and bike connection between the central square and the future transit station.



Fig. 21 - 2100 North Station District Aerial Concept Rendering



Image Credit — Mike West



2100 N Station Village Square Illustrative Concept



This rendering imagines the central plaza of the 2100 North Station District as a vibrant town square with shops and civic buildings arranged around a centerpiece park, all within walking distance of the 2100 North Station.

7 Transit-Supportive Districts



Fig. 22 - Transit-Supportive District Location

Areas adjacent to Interstate 15 and established neighborhoods are envisioned to be transit-supportive districts. Many of these areas have already been planned and entitled by current property owners in a manner that will support the overall transit-oriented community.

Land uses in these districts are integral to the station area’s critical mass and are mainly residential. Within the southern district, it is envisioned that retail uses be considered immediately adjacent to the future Nebo Beltway Street.



Fig. 23 - Transit-Supportive District Aerial Concept Rendering





4 - Frameworks



Framework Planning



Framework planning is an approach to planning an area by creating a few plans that limit their scope to specific aspects of planning, which can then combine to form a framework that future efforts will build off of to achieve the goals that the City of Lehi has for this area.

For this project area the station area planning team has focused on three framework plans:

The Mobility Framework

This framework focuses on the movement of people to, through, and from the project area through a system of public transit, multi-use paths, and vehicular streets.

The Land Use Framework

This framework outlines a general pattern of land use for the project area, showing appropriate land use categories for each district to provide a vision for future development.

The Open Space Framework

This framework is made up of a network of public trails and open spaces that compliment land uses and support foot and bicycle transportation through the project area.



Fig. 24 - How Framework Planning Works

Mobility Framework

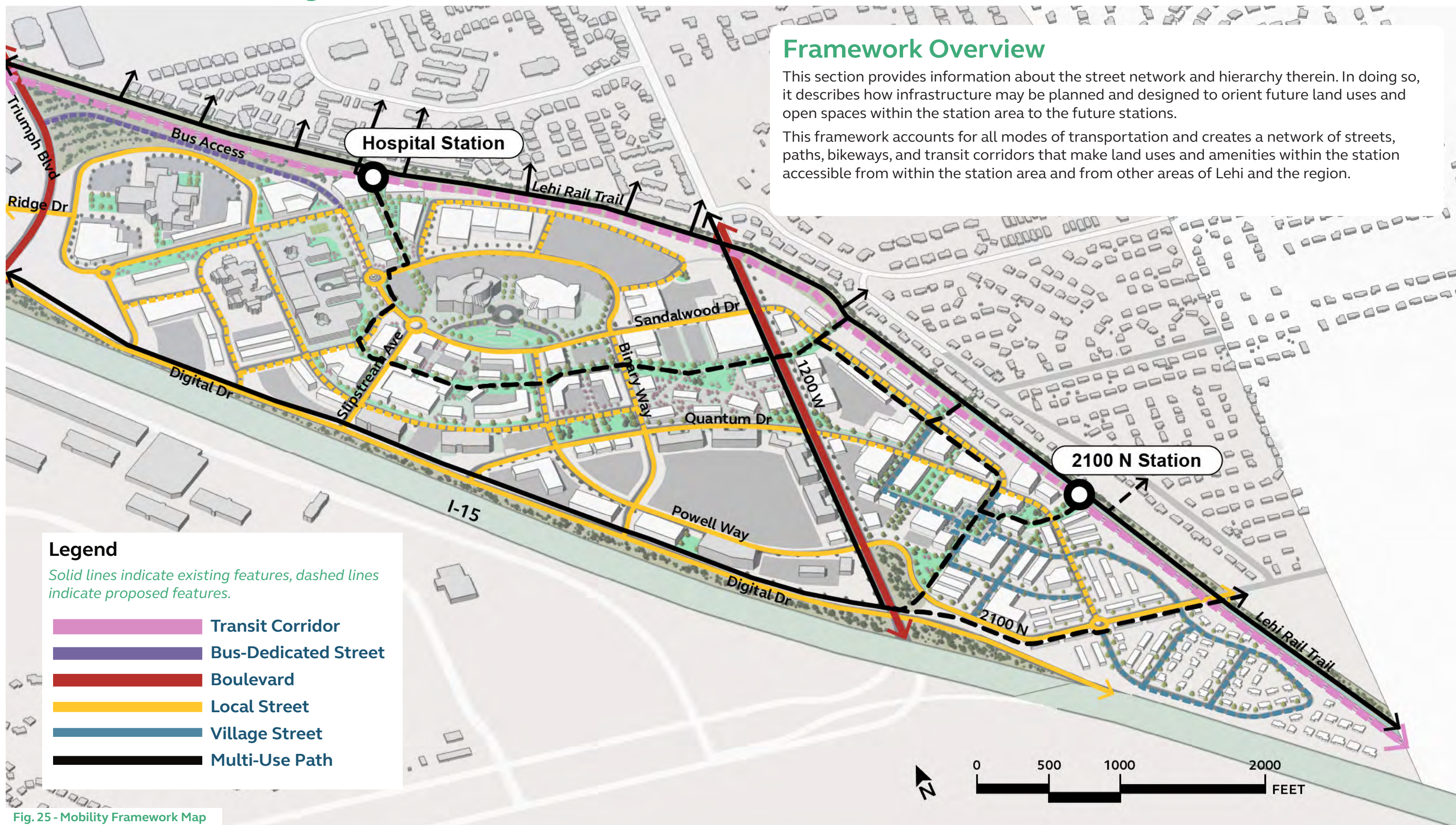


Fig. 25 - Mobility Framework Map

Network & Connectivity

The overall street network is framed by the existing streets; 1200 West, Triumph Boulevard, 2100 North, and Frontage Road (aka Digital Drive). These streets represent the primary components of the street network and frame opportunities to create more localized streets that expand on Slipstream Ave, Quantum Drive, and Sandalwood Drive.

One of the most critical street connections is formed through the extension of Quantum Drive, East through 1200 West, into the 2100 North Station Sub-Area. This street functions as a connection that ties the two station areas together and enhances circulation between.

Within the Hospital Sub-Area, a new street is recommended to parallel Sandalwood Drive. Perpendicular to these two streets are a series of sub-streets that extend from Powell Way, Binary Way, and the southern access road of the hospital. Combined, these streets form a street grid that will enhance connectivity within the station area and frame an east-west pedestrian corridor that is framed by future land uses (see Land Use Framework Section for additional detail).

Within the 2100 North Sub-Area, a grid is established that is framed by the extension of Quantum Drive and 2100 North, that is centered around a central block of open space. This grid is intended to be designed in such a manner that creates a quaint, neighborhood feeling, with smaller blocks framing multi-family housing and small amounts of retail (see Open Space Framework Section for additional detail).

Outside of the newly proposed streets, it is recommended that a series of active-transportation facilities be introduced to allow disentangled routes for pedestrians and bicyclists. Top priorities for these routes are to connect to the future stations as well as the Lehi Rail Trail, thereby establishing non-vehicular connections within the station area and to other areas in Lehi and the region.

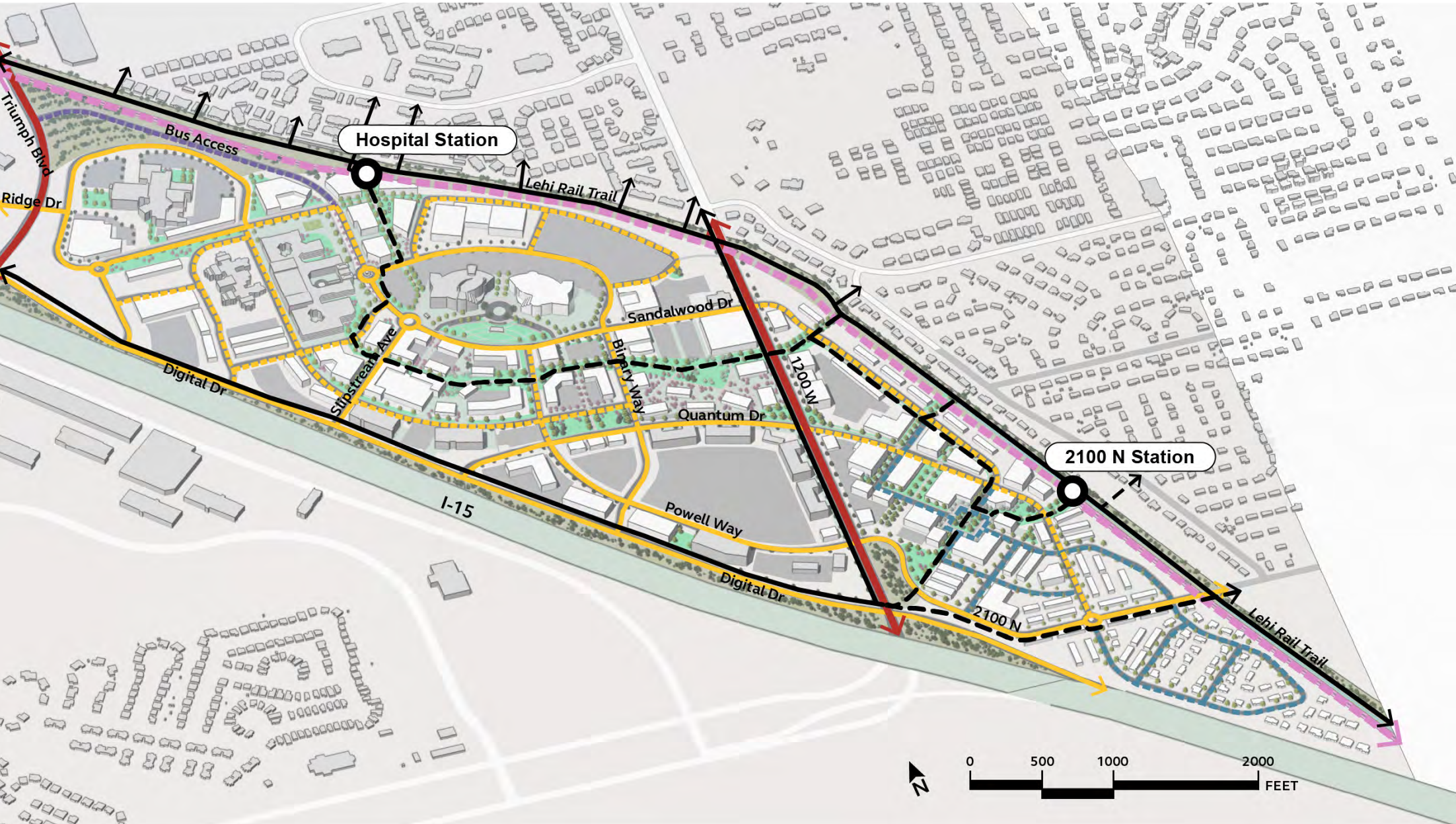


Fig. 26 - Network & Connectivity Map

Legend

Solid lines indicate existing features, dashed lines indicate proposed features.

- Transit Corridor
- Bus-Dedicated Street
- Boulevard
- Local Street
- Village Street
- Multi-Use Path

Modal Hierarchy

Each street within the network has a type assigned to it that fits within a hierarchical system. These street types may be used to assign modal priority and functionality to each street within the station area. This hierarchy reflects and builds on the functionality of existing streets, as described in the Network and Connectivity Section, minimizing changes to streets that are integral to the circulation.

Below is a breakdown of street types, how they may be assigned, and how they relate to one another to enhance the overall circulation within the Combined Station Area.



Boulevard

This street type is to be planned and designed as an arterial road with enhanced landscape features, with the intention of moving cars through the station area and providing connections for local streets with automobile priority. It is anticipated that streets of this type will maintain a speed limit of 30 mph .

Lane assignments included in this street type will consist of two general-purpose lanes in each direction. Lanes will be separated by a tree-lined median that contains turn pockets at designated intersections to facilitate left-turning movements. Side-running Bike lanes that are separated from vehicle travel lanes will be included.

The streetscape included in this street will consist of planted strips that separate pedestrian facilities on both sides of the street. Pedestrian facilities will be at least 5’ ft. in width and will be designed for all ages and abilities.



Local Street

This street type is to be planned and designed with the intention of opening internal circulation within the Combined Station Area and establishing connections to adjacent land uses. It is anticipated that streets of this type will maintain a speed limit no greater than 20 mph .

Lane assignments included in this street type will consist of one general-purpose lane in each direction. Streets of this type are to be considered multimodal and will contain street treatments that calm traffic, such vertical streetscape, narrow lanes, alternative materials, on-street parking, bulb-outs, and prominent pedestrian crossings at intersections. Such treatments will create a more comfortable and safer environment for pedestrians and bicycles .

The streetscape included in this street will consist of planted strips that separate pedestrian facilities on both sides of the street. Pedestrian facilities will be comfortable for pedestrians and will range from 5’ ft to 10’ depending on adjacent land uses.

Image Credit — Mike West



Village Street

This street type is to be planned and designed with the intention of creating a quaint, village atmosphere in the area nearest the 2100 North Station. These streets will maintain a speed limit no greater than 10 mph . Where the street interfaces with adjacent retail uses, such as the roundabout, materials such as pavers or painted concrete will be used to further calm the respective traffic.

Lane assignments included in this street type will consist of one general-purpose lane in each direction with no center lane. Streets of this type are to be considered multimodal, however will not contain sharrows, as the speed limit and design of will be conducive to bicycle use. Space for parallel parking will be provided on both sides of the street to form a buffer between automobile activity, calm traffic movements, and make adjacent land uses more accessible.

The streetscape included in this street will consist of generous plant strips that calm traffic movements and form an envelope that enhances the experience for pedestrians and bicyclists. Pedestrian facilities will be comfortable for a variety of activities, including potential outdoor dining and vending, as well as pedestrian movement.

Image Credit — Mike West



Bus-Dedicated Street

This street type is to be planned and designed with the intention of forming an efficient route for buses to connect from Triumph Boulevard to the North Triumph Station. It is anticipated in UTA’s current plans for this station, that there be a bus loop that will allow a variety of routes to access the station, including a connector route that will connect the North Triumph Station to the Thanksgiving Point Frontrunner Station.

Lane assignments included in this street type will consist of one general-purpose lane in each direction, and one lane in each direction dedicated to bus movements.

Station Access

The future stations in Lehi present an opportunity for transit infrastructure and services to be integrated into future transit-oriented development. Doing so will provide easier and more intuitive connection. This will be greatly enhanced by planning and designing transit-critical infrastructure that is pedestrian-friendly and integrated into the surrounding environment as opposed to merely being adjacent to it. This may consist of park-&-ride facilities that are shared with surrounding land uses, boarding and alighting areas that use typical streets, and active transportation infrastructure that seamlessly connects to platforms.

Hospital Station

The Hospital Station will be located north of the Young Living Headquarters, adjacent to the Lehi Rail Trail. As discussed in the Context Section of this plan, it is anticipated that this station will be built in the second phase of the Point of the Mountain Transit Project, and it has been determined that the mode serving this station will be Light Rail (LRT). The final design of this station is being designed in collaboration between UTA and UDOT.

2100 North Station

The 2100 South Station will be located to the north of 2100 North, adjacent to the Lehi Rail Trail. The specific location and design have yet to be determined, however it is currently anticipated that this will be a terminal station for a future Bus Rapid Transit route that connects through Utah County, to either Orem or Provo.

Transit infrastructure such as transit plazas and park-&-ride may be designed to share efficiencies with surrounding land uses, making them an integral part of the overall transportation, land use, and open space frameworks.

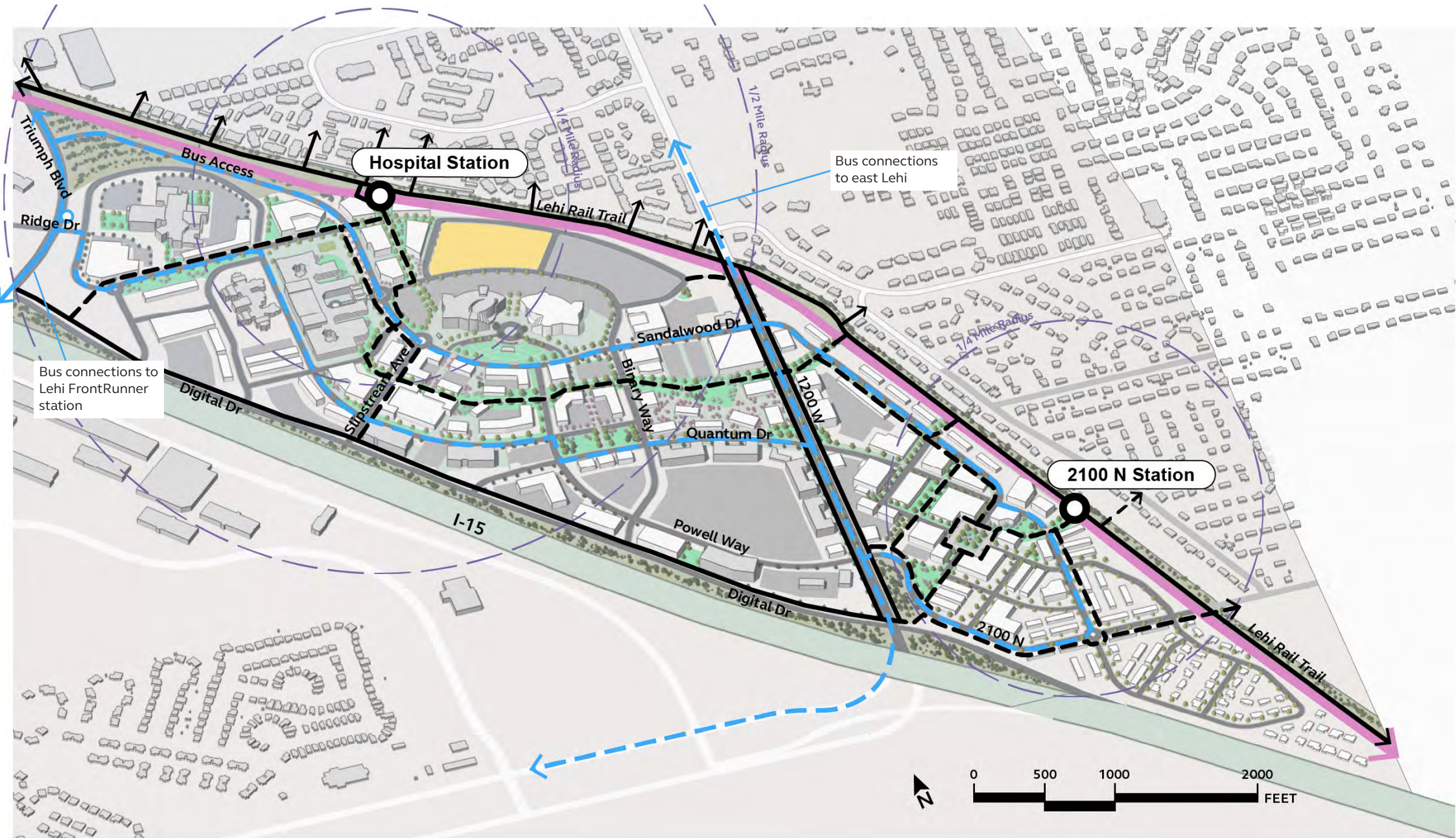


Fig. 27 - Station Access Map

Transit Plazas

At both stations, there are opportunities to extend a transit plaza from each station, into its surrounding land uses. Doing so will provide a comfortable and intuitive environment for transit riders to access transit services, adjacent land uses, and other areas within the station area. This will be accomplished by including amenities such as signage, street furnishing, shelters, bike storage facilities, and ample tree canopy.

Park & Ride

A park-&-ride facility at the Hospital Station will provide access to transit users coming from outside of the project area.

The specific property where this will occur, design, and number of stalls will necessarily be negotiated between UTA and Young Living at a later time, described further in the Implementation Section of this plan.

Legend

- Solid lines indicate existing features, dashed lines indicate proposed features.*
- Transit Corridor
 - Bus Route
 - Primary Multi-Use Path
 - Park & Ride

Station Connections

The locations of the Hospital and 2100 North stations open many opportunities for both local and regional connectivity. The distance from the Hospital Station is approximately one mile from the existing Lehi FrontRunner Station. Forming a strong multimodal connection between the future Hospital Station and the Lehi FrontRunner Station will help to facilitate transfers and broaden access to opportunities within the station area.

Transit Connection

The Point of the Mountain Transit Study recommends a bus connection between the existing Lehi FrontRunner Station and the future Hospital Station.

This plan recommends this connection takes the form of a bus rapid transit link running along Ashton Blvd, Triumph Blvd, and a new bus access road. Dedicated transit lanes will maintain the efficiency of this route during peak traffic hours.

Active Transportation Connections

Interstate 15 creates a significant barrier that separates the Lehi FrontRunner and future Hospital stations that severely limits bicycle and pedestrian routing. It is recommended that connections across I-15 be identified and that the process of securing the necessary property and resources to implement them begin now, in preparation for the construction of the Hospital Station.

I-15 Crossing Opportunities

There are two possibilities to cross I-15 with active transportation. These include enhancing the interchange along Triumph Blvd and constructing a pedestrian bridge that aligns with Slipstream Ave.

It is recommended that a cost-benefit assessment be completed for both possible connections.

Opportunity 1 - Triumph Blvd Interchange

The current active transportation at the Triumph Blvd interchange consists an 8 ft sidewalk between the main section of Triumph Blvd and a slip lane on the northeast side of the road. This does form a functional connection between Lehi Station and the future Hospital Station, but there are several potential conflict points between pedestrians and vehicles.

It is recommended that further analysis be completed to understand how this connection can be improved to provide a better user experience while staying within the existing right of way.

Opportunity 2 - Slipstream Ave Pedestrian Bridge

Constructing a pedestrian bridge that aligns with Slipstream Ave would provide a safe connection separated from vehicular traffic. However it would be costly, possibly inconvenient for bicycles, and create a longer path between the Lehi FrontRunner and Hospital Stations.

Legend

Solid lines indicate existing features, dashed lines indicate proposed features.

- Transit Corridor
- Bus Route
- Multi-Use Path
- Project Area





Land Use Framework

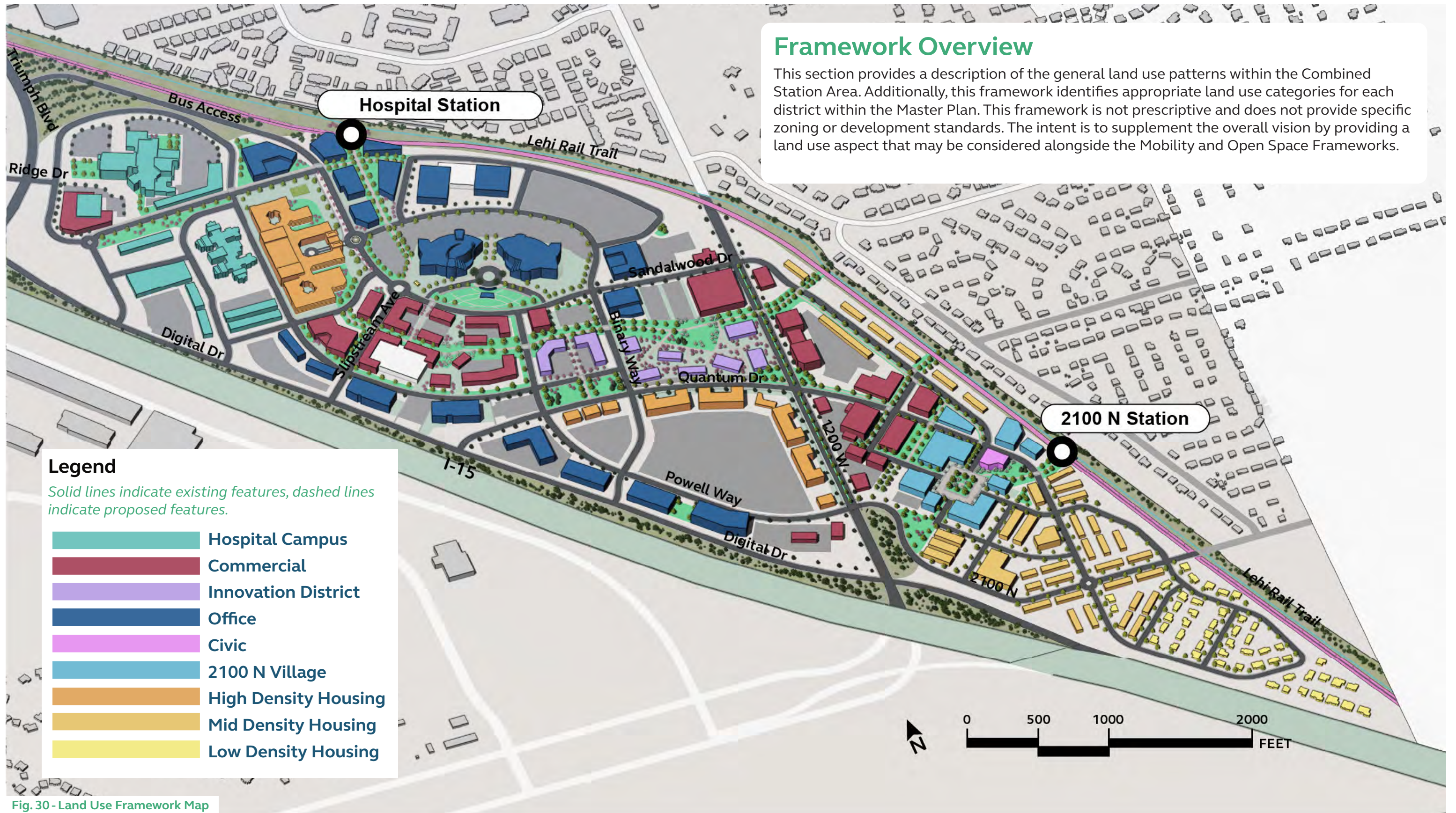


Fig. 30 - Land Use Framework Map

General Patterns

The general land use patterns within this plan are centralized around the two locations of the future North Triumph and 2100 North stations. Using these nodes, growth should take place in such a way that the most intense land uses are nearest the stations, and the least intense land uses are farther from the station. Areas immediately adjacent to established neighborhoods are considered “transition areas” and will blend into the intensities of those respective neighborhoods. Housing is broken up into high, medium, and low density areas. While precise types of housing in these areas aren’t described in this plan, the general intent is as follows:

- *High Density — multifamily apartments*
- *Medium Density — attached multifamily housing*
- *Low Density — small lot single family housing*

Housing

As described in the Context Section of this plan additional housing is only being considered within the 2100 North District. Per the Lehi General Plan, an additional 550 dwelling units could be included in the future redevelopment of this district. As discussed within the Context Section of this plan, there are few residential offerings within this area priced within the 30% - 50% and 50% - 80% Area Median Income (AMI) brackets. When considered in combination with high levels of growth projected within the area, there is a clear opportunity for a large portion of the added 550 to become affordable housing units.

This is further supported by the 2024 Moderate-Income Housing Plan, that identifies the following goals:

- *Goal 1: Develop and adopt a station area plan in accordance with Section 10-9a-403.1*
- *Goal 3: 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.*

Land Use Split

This framework considers approximately 200 acres of the station area located centrally between the two future transit stations. Of these 200 acres, 81 acres has either been developed, under construction, or entitled for future development. Table 1 describes the amount of acreage that could reasonably be absorbed by individual land uses, per projected market conditions (Appendices 3: Hospital SAP Market Alternatives). As discussed in the Open Space Framework Section, it is assumed that the remaining 19 acres within the table will remain available as open space

TABLE 4: Scenario 1 Development Breakdown

Development Type	Approximate Acres
Potential Residential	25
Potential Large-Scale Retail	15
Potential Support Retail	8
Potential Office	52
Remaining Acreage	19

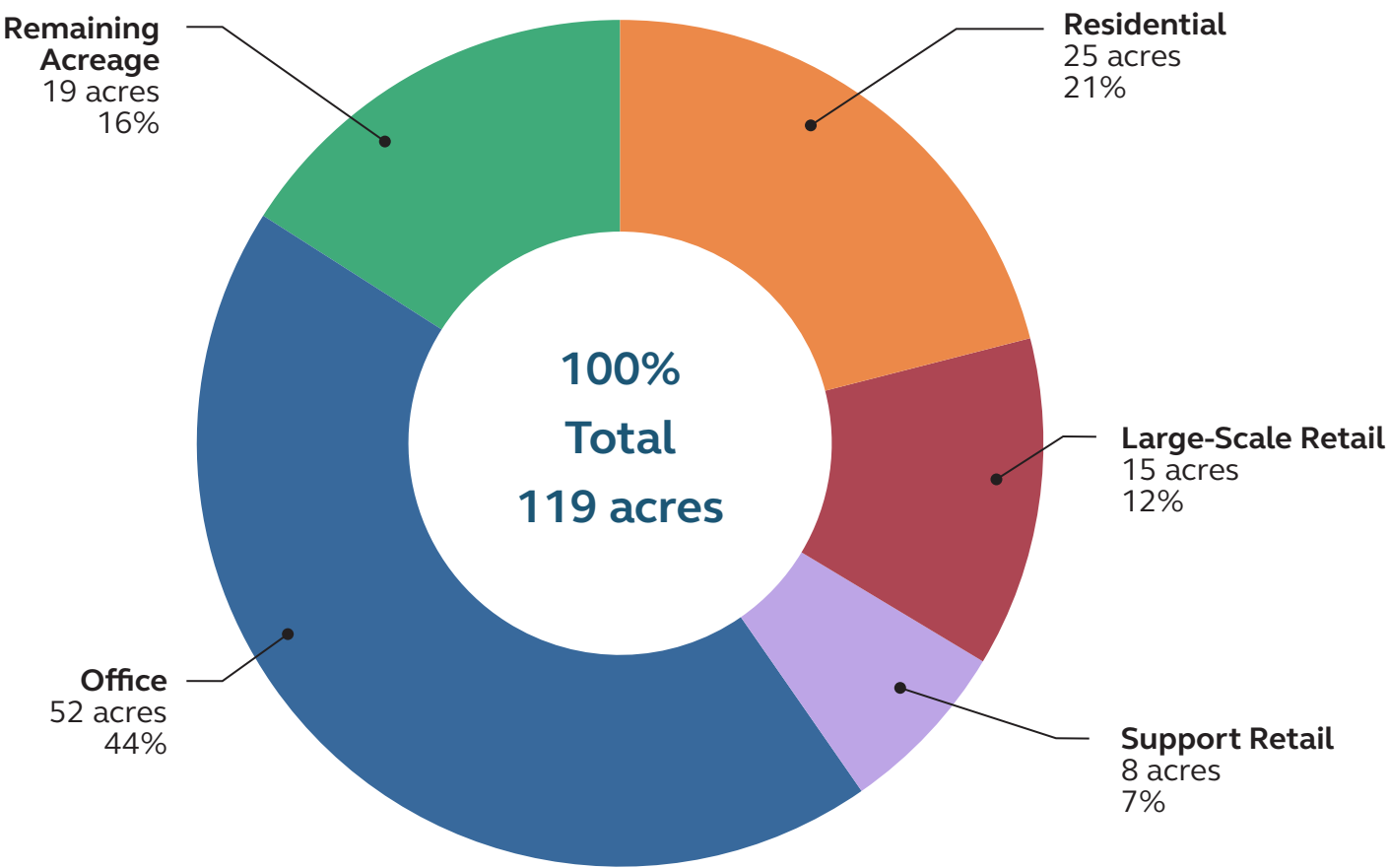


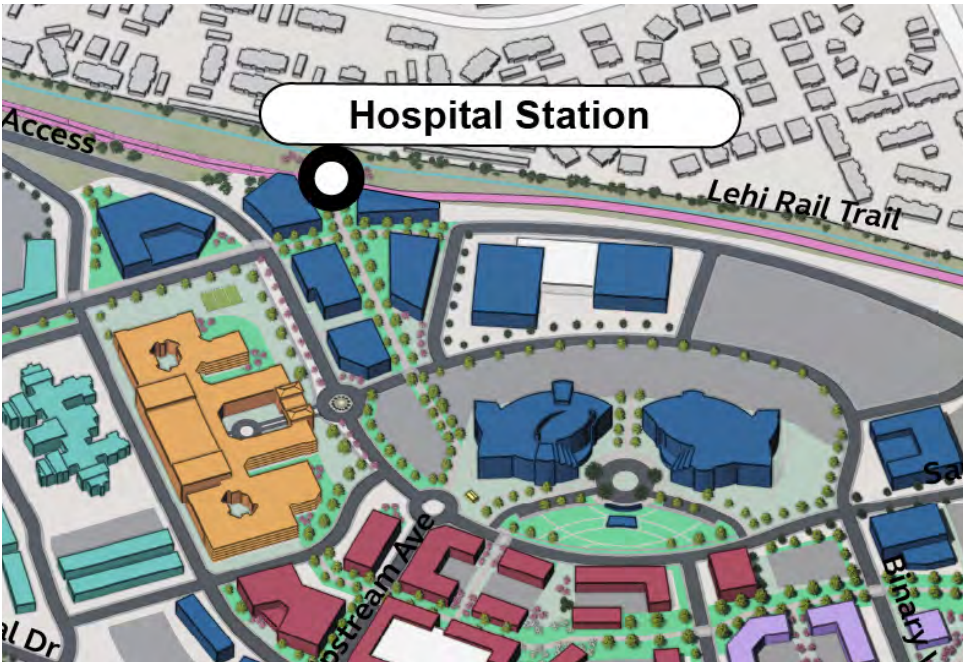
Fig. 31 - Proposed Land Use Breakdown



Current land use on site, looking south towards the proposed 2100 North Station location. Visible are high-density apartments, low density housing beyond the project area, an office building, light retail and industrial, and parking. Image credit — Mike West

Land Use Typology

The Plan Area will comprise a variety of land uses organized into the following character districts. Land uses are arranged to encourage transit-oriented lifestyles, including walkable and bikeable neighborhoods, an activated pedestrian corridor that spans the majority of the Combined Station Area, and a town center near the 2100 North Station.



Hospital Station District

Land uses within the Hospital Station District will be compatible with the orientation of infrastructure and open space within the district. Doing so will further enhance how the district is experienced and encourage the use of public and active transportation as the primary mode to access and experience the area.

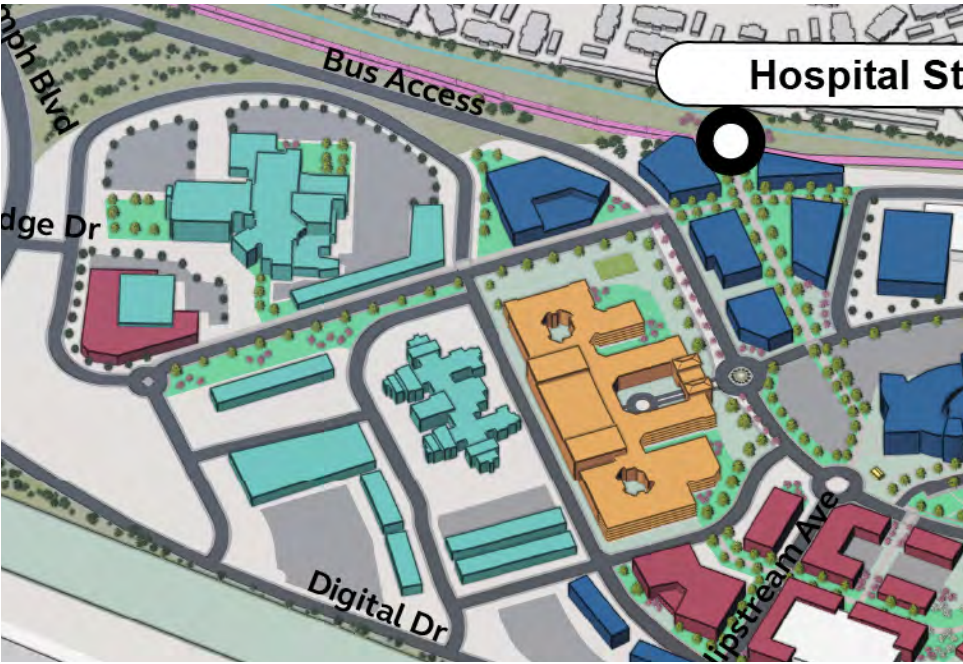
Office already exists in the area including Young Living Headquarters, Weave, Podium, and others. Additional office works in the context of this area.

If additional residential density become available in the future, this district would be an optimal location for multifamily housing that is priced at moderate rates.

Shared parking between commercial land uses and a park-&-ride serving transit patrons will be utilized as much as feasible to eliminate unnecessary parking but still allow accessibility into the area but cars. Parking structures take up the least space while optimizing the number of spots available. The cost of structured parking makes it difficult to provide in suburban areas, as this area becomes more dense parking structures will become more financially feasible.

Legend

	Hospital Campus		Office		High Density Housing
	Commercial		Civic		Mid Density Housing
	Wellness Shopping		2100 N Village		Low Density Housing



Hospital Campus

Land uses within the Hospital Campus district will support and offer expansion opportunities for those visiting and working at the hospital. Such land uses will consist of professional office. Some minor retail will be incorporated that may be occupied by pharmacies, gift shops, and other health-related stores.

Most of the parking within this district will utilize the area that is currently a surface parking lot. Depending on growth, parking within said lot may be consolidated and wrapped with future land uses.



Wellness Shopping District

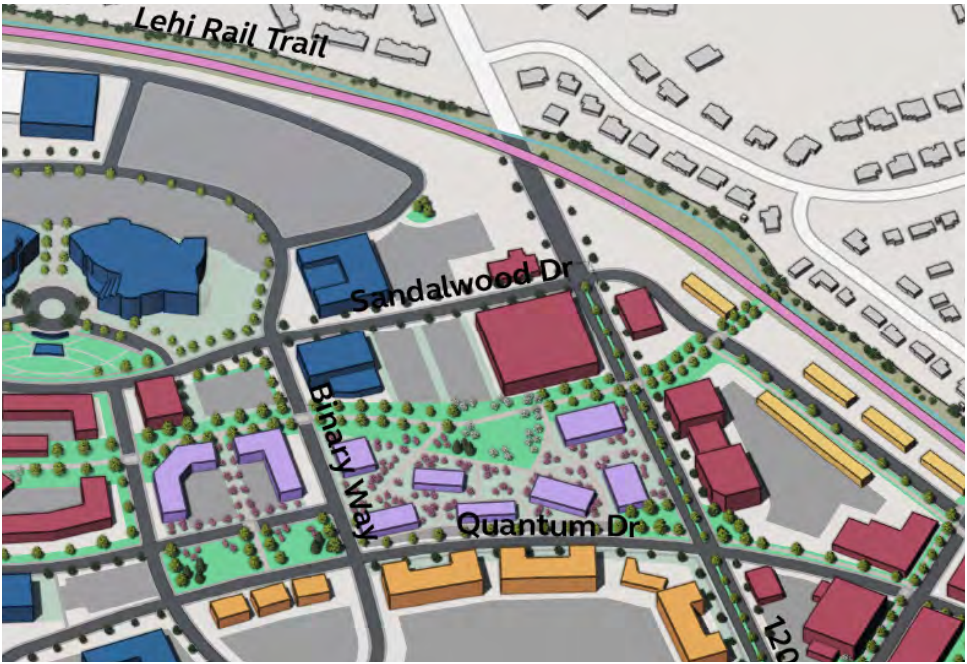
Land uses within the Wellness Shopping District will be primarily retail in nature. Because of its central location, visibility, and proximity to a current and future employment source, this district is the optimal location to absorb most of the support retail that the market will support. Retail within this district will be programmed to support those visiting and working at the hospital, Young Living campus, and surrounding office uses as well as those living in the Sanctuary Apartments.

As described in the Open Space Framework of this plan, it is envisioned that a central greenway will be integrated into the future land uses of this district, functioning as an insulated interface between the public realm and individual land uses, and enhancing the overall experience.

Parking within this district will be concealed from the central greenway and other areas prioritized for pedestrians and bicycles. It is anticipated that due to the nature of support retail, smaller surface parking areas that are near to individual land uses will help commercial uses to succeed by expanding the ways people can access the business.

Legend

	Hospital Campus		Office		High Density Housing
	Commercial		Civic		Mid Density Housing
	Wellness Shopping		2100 N Village		Low Density Housing



Innovation District

Land uses within the Innovation District will consist of flexible office and some large-scale retail. It is envisioned that land uses within this district will support the incubation of new ideas, technologies, products, and businesses.

It is envisioned that this district will serve as a bookend to the Wellness Shopping District and will add additional demand for the retail therein. Smaller incubation spaces will be located at the northern end of the district and transition into the large-scale retail, which will be located near 1200 West. This will maximize the visibility of the retail, while providing some insulation for the retail uses and greenway beyond.

Parking within this district will be contained in one area within the district and shared by surrounding users. Such parking will be easily accessible from Sandalwood Drive.



2100 North Station District

It is envisioned that the 2100 North Station District will become a mixed-use transit village that contains a variety of uses. Such uses will include a variety of residential uses (i.e., multifamily, townhome, triplex, duplex, etc) large-scale retail, support retail, and civic uses.

Residential uses will be most concentrated between a centralized round-about and the location of the future transit station. Surrounding the round-a-bout support retail will be located on the ground floor. Further from the station, near 2100 North, residential uses will transition into less intense forms, such as townhomes and duplexes. Large-scale retail will be located nearest 1200 West and oriented to the street, making it most visible.

Parking within this district will be concealed from public Rights of Way by tucking locating it behind individual land uses. Where economically viable, parking for multifamily residential will be provided in podium form. Such parking will be shared by both the adjacent ground floor support retail and multifamily residential.



Transit-Supportive District

Portions of the Combined Station Area that either contain established development and/or occur adjacent to an established neighborhood are considered transition districts, where there is also no additional transit-critical infrastructure anticipated. As mentioned in the Master Plan Section of this plan, the purpose of these districts is to establish a pattern of land uses that complements the existing neighborhoods.



Open Space Framework

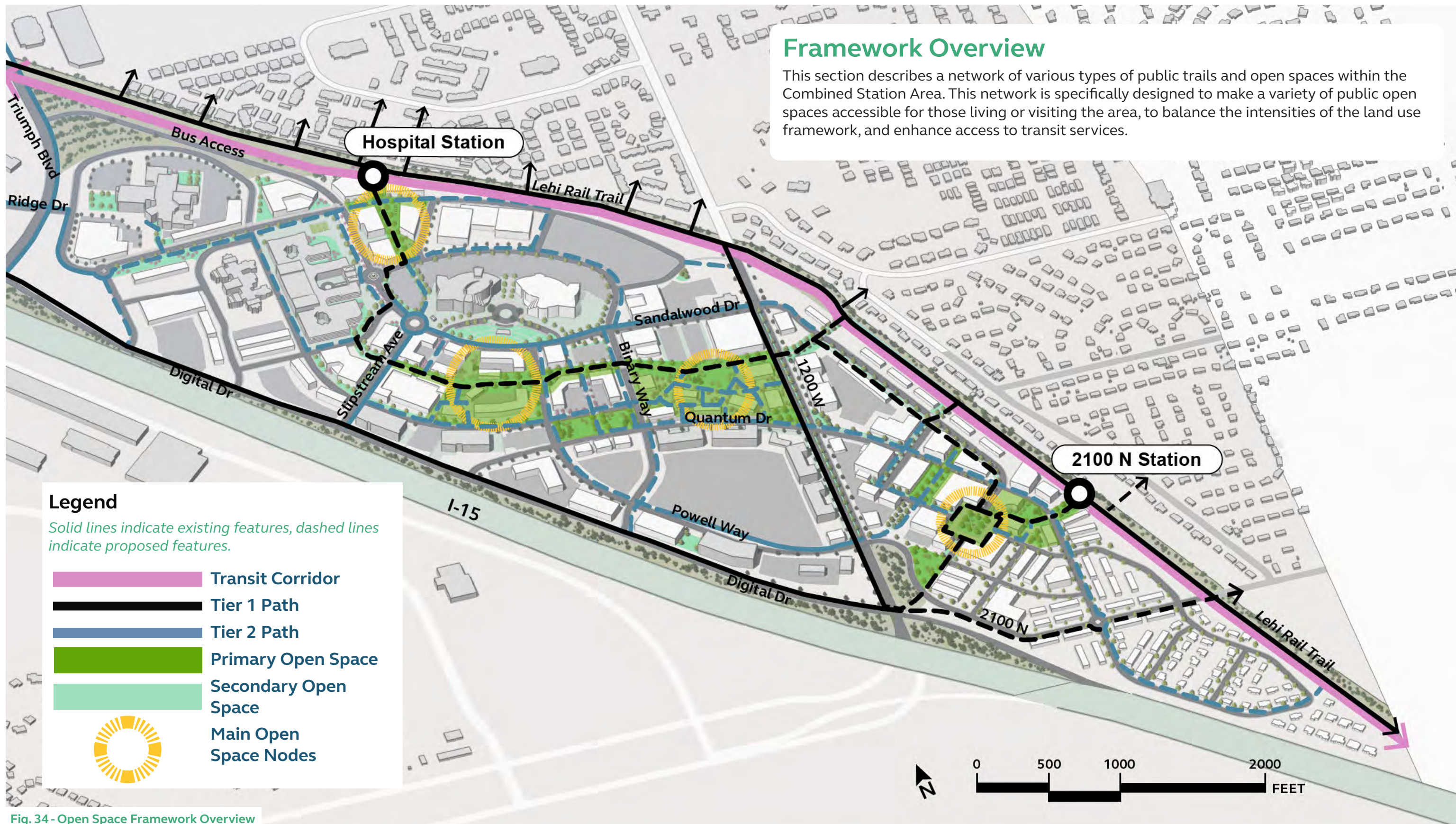


Fig. 34 - Open Space Framework Overview

Disentanglement & Open Space

As discussed in the Mobility Framework, this plan aims to disentangle the transportation network, providing intuitive, comfortable, and safe routes for pedestrians and bicycles to move through the area. Within this framework, non-vehicular portions of such a network may serve to connect parks and other types of open space, and to enhance the overall experience of the Combined Station Area.

The primary non-vehicular segments of the transportation network are the Lehi Rail Trail, the two stations (proper), and the central greenway that connects that is integrated into the Wellness Shopping District.



This dedicated multi-use path in the Netherlands is separated from vehicular roads to provide a safer and easier route for pedestrians and cyclists.

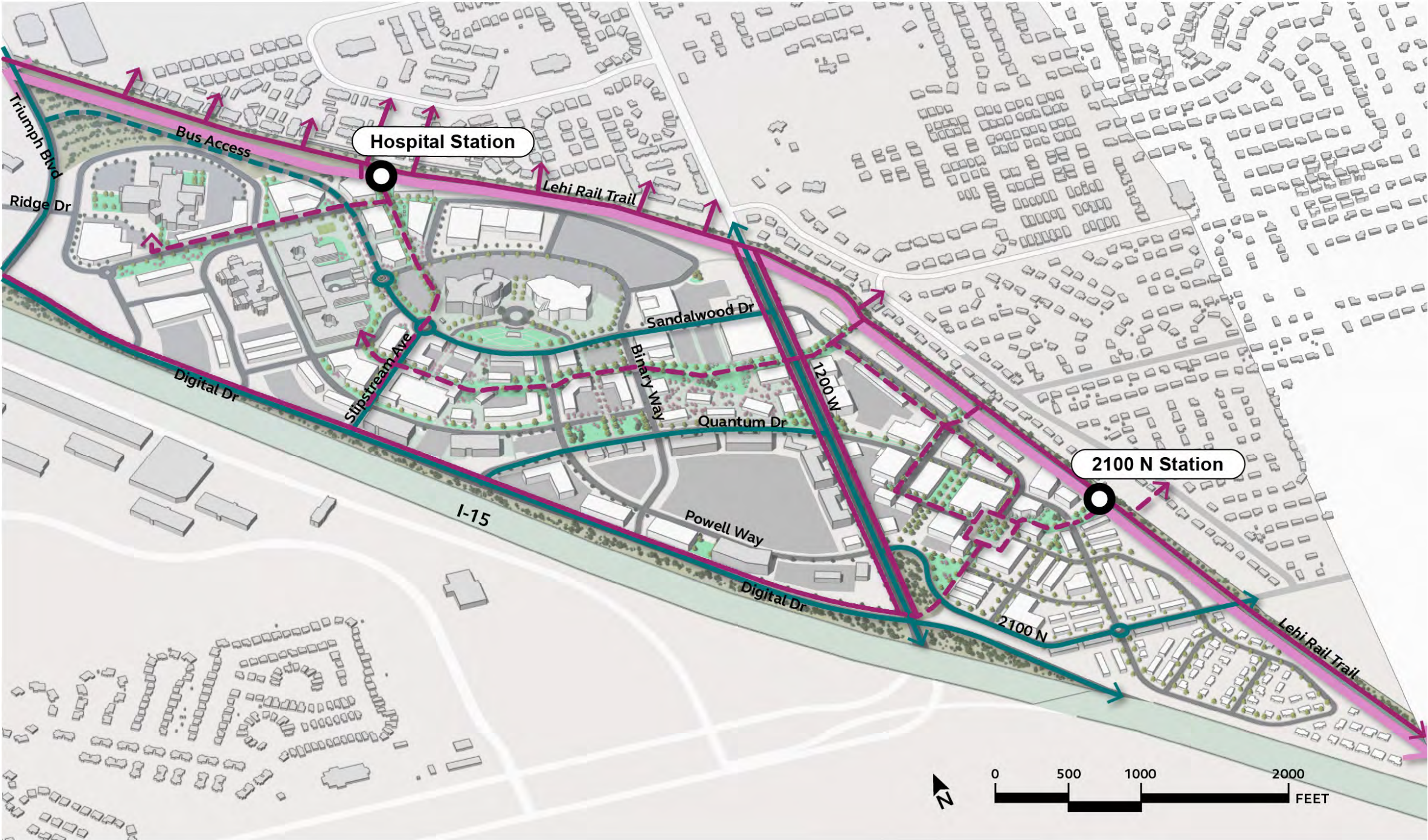


Fig. 35 - Disentangled Transport Networks

Legend

Solid lines indicate existing features, dashed lines indicate proposed features.

- Primary Vehicular Routes
- Disentangled Multi-Use Path
- Transit Corridor

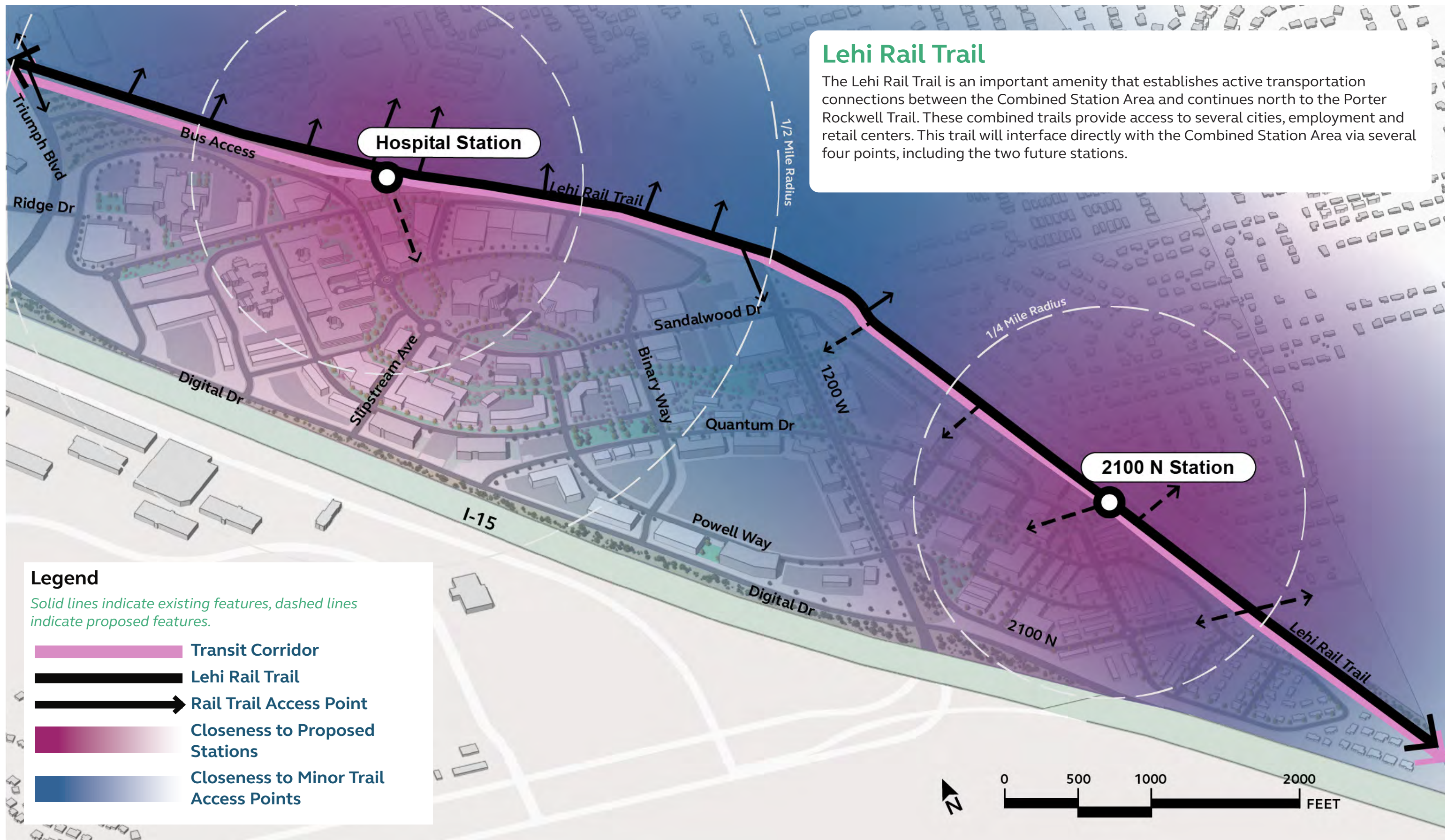




Fig. 37 - Central Greenway and Young Living Campus Overview

Legend

-  **Central Greenway Transportation Axis**
-  **Central Greenway Area**
-  **Young Living Campus**
-  **Activity Node**

Central Greenway

The central greenway is the primary pedestrian and bicycle axis within the area. As discussed in the Mobility and Land Use Framework sections of this plan, it is envisioned that this open space will become a perfectly balanced environment of vibrant shopping, movement, and public space where people can feel safe and comfortable. The most active experience of the Combined Station Area.

The central greenway connects from Slipstream Avenue, across 1200 West, to the Lehi Rail Trail. Between these points, there will be a variety of crossways, both vehicular and pedestrian, that allow easy access to and from the greenway and other parts of the district.

Along the greenway four activity nodes are located within the Wellness Shopping District and within the Innovation District. It is envisioned that these nodes will be surrounded by and integrated into vibrant retail land uses, where outdoor dining, and street furnishings create a comfortable atmosphere for a variety of needs. Furnishing and plant locations within these nodes will be paired to provide a variety of opportunities to sit comfortably.

Young Living Campus

The Young Living Campus is an important component of the Open Space Framework, as it is the product of a large amount of investment and presents a unique open space that reflects land use. Within this campus, there is located a replica cabin, a waterfall, and ample xeriscape foliage along Sandalwood Drive. These amenities serve as a focal point and set a substantial baseline and tone for future open space improvements within the area.

Village Streetscape

Within the 2100 North District, streets will serve as the primary form of open space, connecting the central round-about, the transit station connection, along with several pocket parks. Streets within this district will connect land uses and destinations together both physically and aesthetically, being a critical component of the overall tone.

To establish this, streets within the village will be designed in a way that provides opportunities to sit, rest, and move at a leisurely pace. Streets will contain amenities such as benches raised planters and other seating elements, street trees with canopy sufficient for shade, and large plant strips to buffer the presence of vehicles.

A Central Plaza will be located in the center of this district, within the roundabout, that serves as a focal open space. Doing so will enhance visibility of key origins and destinations, making navigation of the district more intuitive. It will also enhance view sheds and visually connect open spaces together, allowing the overall tone of the district to pervade the space. Within the roundabout will be located a monument or art pieces that is reinforces



Fig. 38 - Connections and Activity Nodes Near the 2100 N Station



Fig. 39 - Rendering of People Gathered in Central Plaza



5 - Implementation Plan



Implementation Plan

The construction timeline for both the South Triumph and 2100 Stations provides ample opportunity to organize resources and execute various preparatory capital improvements. The following implementation plan delineates a critical path that can be utilized by both public and private stakeholders to facilitate the realization of individual components, with the ultimate objective of bringing the plan to fruition in a cohesive manner that benefits Lehi City.

Critical Path

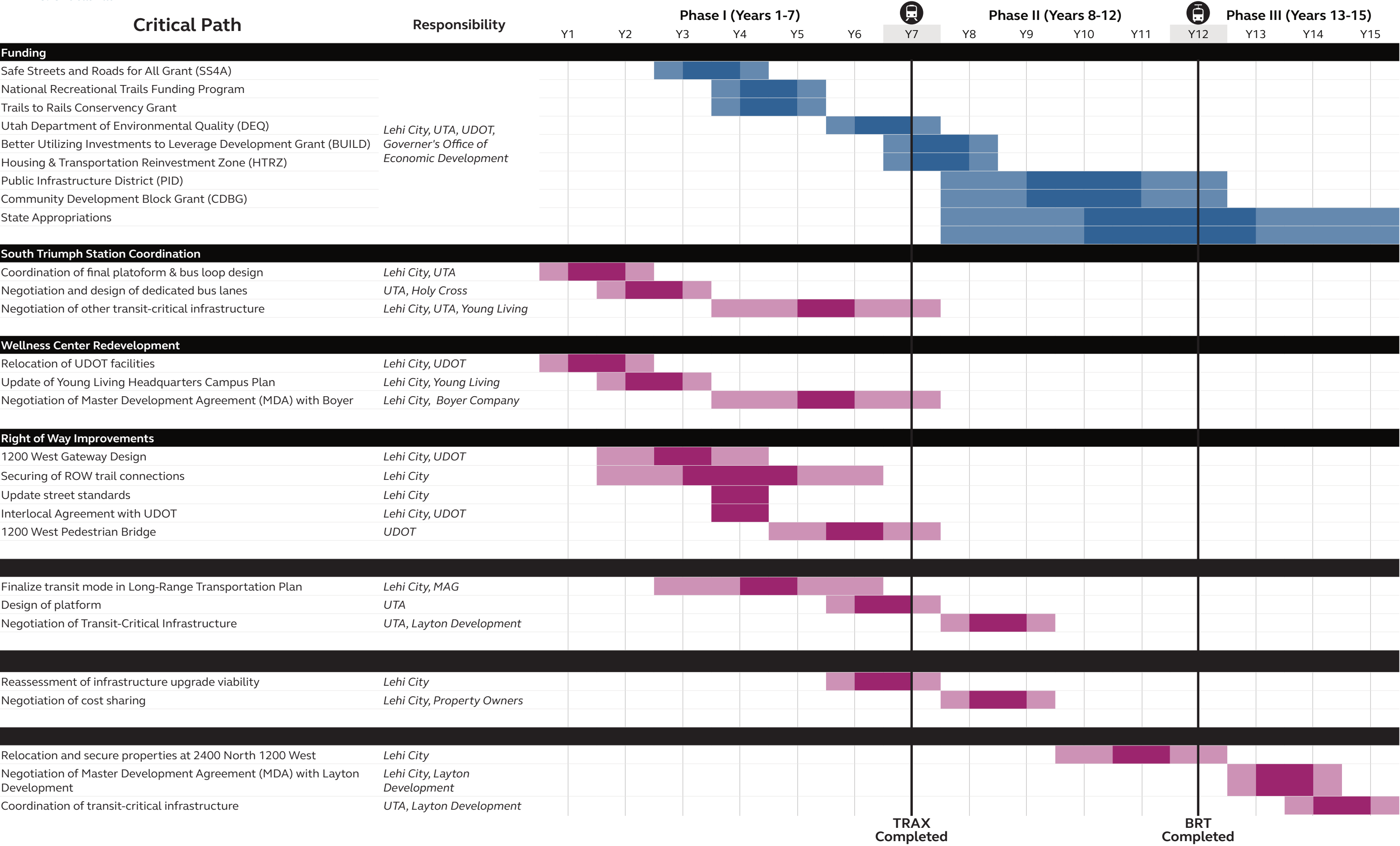
On the next page is a diagram illustrating individual tasks that may be pursued by the main stakeholders within the combined station area. Tasks listed within this critical path have been identified as catalytic projects that will influence other activity within the station area, reorienting general development patterns around future transit infrastructure and service. This list is not comprehensive and is intended to guide.

In the subsequent sections, additional descriptions are given to individual matters that will require coordination.



A cyclist traveling the multi-use path overlooking the project area

TABLE 8: Critical Path



Further Coordination

To ensure the cohesive execution of this plan, extensive coordination with both public and private entities is essential. Key stakeholders include the State of Utah, Utah Transit Authority (UTA), Utah Department of Transportation (UDOT), various departments within Lehi City, and numerous private property owners within the station area. The following items outline the necessary coordination efforts.

Utah Transit Authority (UTA)

As outlined in this plan, UTA will be essential in building and operating the infrastructure and services that will shape the surrounding areas. Therefore, it is crucial for Lehi City, Young Living, and Layton Development, to continue collaborating on the design of transit-critical infrastructure.

South Triumph Station

- At South Triumph Station, future phases of the Young Living Campus may incorporate transit-critical infrastructure. This will involve coordinating the station, transit plaza, and park-and-ride facilities. Key stakeholders may include UTA, Lehi City Community & Economic Development, and Young Living.

2100 North Station

- At the 2100 North Station, the plan is to integrate the station into a future transit village, aligning it with the village center to organize nearby streets and building layouts. This will initially require coordination between Layton Development, Lehi City Community & Economic Development, and other property owners to establish necessary Rights of Way.

Utah Department of Transportation (UDOT)

Point of the Mountain

- UDOT, in partnership with UTA, is conducting an environmental assessment (EA) for the proposed Point of the Mountain (POM) transit corridor. The EA is expected to be completed by July 2025 and may impact on the alignment outlined in this plan. Ongoing coordination with UDOT and UTA will ensure adjustments can be made as needed. Between 2530

Maintenance Facility

- The property, situated between Sandalwood Dr. and Quantum Dr. with a connection to 1200, is planned for redevelopment as part of the Innovation District. Coordination between Lehi City Community & Economic Development and UDOT will be essential to relocate existing facilities currently operating on the site.

1200 West Improvements

- 1200 West is planned to be transformed into a boulevard serving as a gateway to the station area for both vehicles and active transportation users. Since this street is managed by UDOT and is near Interstate 15, coordinating design standards is critical. This may require an interlocal agreement between Lehi City and UDOT.

South Triumph Boulevard Improvements

- The proximity of South Triumph Station and Lehi FrontRunner Station creates opportunities for active transportation connections. Improving these connections and ensuring they are safe and intuitive will require coordination to enhance the South Triumph overpass.

Young Living

Headquarters Master Plan

- During planning meetings with Young Living, it was found that a master plan exists for developing properties around their current headquarters. Due to shifts in the office real estate market, Young Living is willing to consider new concepts. Coordination between Lehi Community & Economic Development and Young Living could create opportunities for public-private partnerships and redevelopment oriented around South Triumph Station.

Shared Parking Facility

- The Young Living Headquarters Master Plan presents an opportunity for UTA and Young Living to collaborate on shared parking arrangements for Young Living employees and UTA patrons. Such coordination may benefit from Lehi City Community & Economic Development acting as an intermediary.

Capital Improvements

Coordinated public and private investments will be necessary to bring about several infrastructural components. Below is a list of the critical components, and some discussion regarding how various interests and investments may be coordinated. A list of potential funding sources that may be considered is listed below.

Station Access Improvements

The Utah Department of Transportation (UDOT) and Utah Transit Authority (UTA) will serve as the primary entities responsible for the construction of the transit stations outlined in this plan. Funding for these stations is expected to be sourced from various public entities, including federal and state governments. Additionally, private interests may have the opportunity to contribute to the design and construction process, particularly in integrating transit-critical infrastructure with surrounding developments.

South Triumph Station

- Transit-critical improvements proposed as part of this plan include the development of a light rail platform located east of the Young Living headquarters and hospital campus, as well as a bus loop. With proper coordination, additional enhancements such as a transit plaza and a park-and-ride facility could be integrated into the site and shared with surrounding property owners to maximize functionality and connectivity.

2100 North Station

- Transit-critical improvements considered for this station include a rapid bus transit platform. However, because the design and construction of this station are anticipated in the distant future and remain unfunded at the time of this plan, it is challenging to determine what additional improvements might be integrated into the surrounding area.

General Rights of Way

Dedicated bus lanes

- From South Triumph Boulevard and connecting to the future bus loop associated with the Hospital Station, dedicated lanes are being considered to facilitate an efficient connection for bus circulation between the Lehi FrontRunner Station and the future Hospital Station. Such lanes may require additional Right of Way. This, as well as design considerations will be coordinated between UTA, the Holy Cross Hospital, and Lehi City.

1200 West

- The enhancement of 1200 West and the development of a multimodal gateway at the station area’s southern end will necessitate continued collaboration with the Utah Department of Transportation (UDOT). This collaboration can be effectively managed through the creation of an interlocal agreement with UDOT, which would detail specifications and design standards for sidewalk widths, bicycle facilities, center lane medians, and other planned features.

Trails and Connections

- The successful implementation of the mobility system outlined in this plan relies heavily on the development of new active transportation facilities, which will link the existing Lehi Rail Trail with the future greenbelt running through the station area. A key component of this network is a planned pedestrian overpass on 1200 West, located between Quantum Drive and Sandalwood Drive.
- To establish these active transportation facilities,

coordinated efforts with Young Living, the Boyer Company, and the Utah Department of Transportation (UDOT) will be essential. This collaboration may take the form of master development agreements with the respective landowners, an interlocal agreement between Lehi City and UDOT, and/or the incorporation of specific design standards into local ordinances.

Utilities & Infrastructure

Sewer & Water Capacity

- At present, the sewer infrastructure surrounding the Young Living headquarters lacks the capacity to support additional residential development, and expanding this capacity is not economically feasible. However, as property values appreciate over time, upgrading wet utility systems may become viable. At that point, Lehi City may revisit the potential for permitting additional residential uses in the area surrounding the Young Living headquarters.



The Sanctuary housing development under construction, June 2023.

Funding Sources

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

TABLE 5: Funding Matrix

Funding Source	Description	Application	Eligibility	Funding Range
Safe Streets and Roads for All Grant (SS4A)	Aims to improve roadway safety by supporting projects that reduce traffic-related fatalities and injuries.	1200 West Gateway redesign, engineering, and construction	Local, regional, and tribal governments	Varies by project
National Recreational Trails Funding Program	Provides funds to develop and maintain recreational trails and trail-related facilities for both motorized and non-motorized use.	Design and construction of connections to Lehi Rail Trail and central greenbelt	States, local governments, and tribal entities	Typically up to \$200,000
Trails to Rails Conservancy Grant	Supports the conversion of unused railway corridors into public trails.	Design and construction of connections to Lehi Rail Trail and central greenbelt	Non-profits and local government entities	Varies by project
Utah Department of Environmental Quality (DEQ)	Offers various grants and funding opportunities to protect and enhance Utah's environment.	Replacement of asphalt and other permeable open spaces along the greenbelt	State agencies, local governments, and non-profits in Utah	Varies by program
Better Utilizing Investments to Leverage Development Grant (BUILD)	Provides funding for significant transportation projects that will have a positive impact on communities.	Enhancement of transit-critical infrastructure, reconstruction of 1200 West, dedicated bus lanes, and other transportation-related projects	State, local, and tribal governments, transit agencies	\$5 million to \$25 million
Housing & Transportation Reinvestment Zone (HTRZ)	Encourages investment in housing and transportation infrastructure within designated zones.	Funding gaps associated with structured parking and enhanced transit-oriented infrastructure	Municipalities and local governments	Varies by project
Public Infrastructure District (PID)	A financing tool that allows the creation of special districts to fund public infrastructure projects.	Increasing capacity of sewer infrastructure if and when economically viable	Local governments and special districts	Varies by project
Community Development Block Grant (CDBG)	Provides communities with resources to address a wide range of unique community development needs.	Incentivizing the diversification of housing types and affordability within the 2100 North TOD Village	States, cities, and counties	Varies; often \$100,000+
State Appropriations	Funding allocated by state legislatures for specific projects or programs.	Funding gaps associated with land acquisition, infrastructural enhancement, and other transit-oriented improvements	State agencies, local governments, and eligible entities	Varies widely



6 - Appendices



Appendix A - Lehi City Existing and Proposed Buildout Sewer System

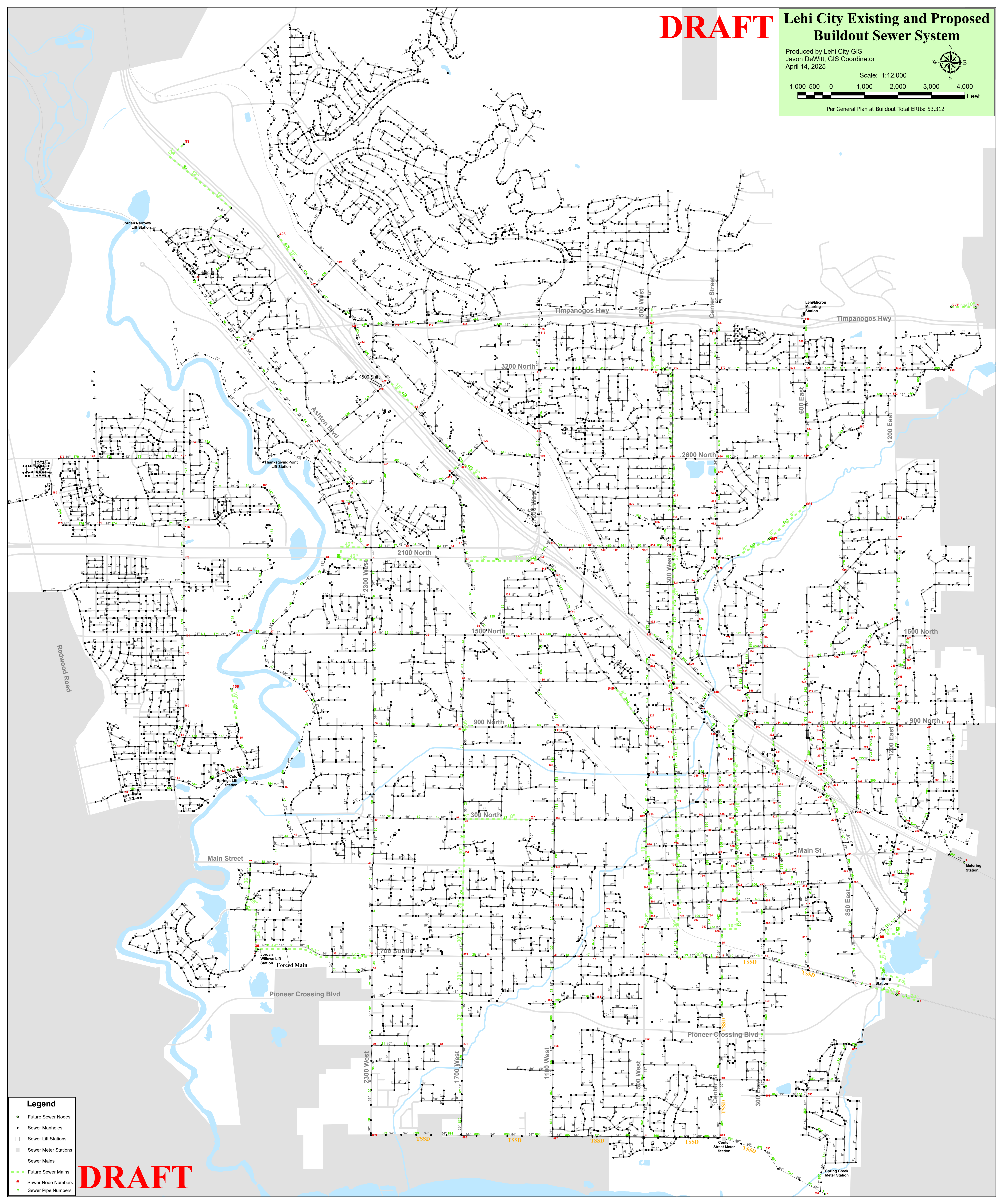
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Lehi City Existing and Proposed
Buildout Sewer System

Produced by Lehi City GIS
Jason DeWitt, GIS Coordinator
April 14, 2025



Per General Plan at Buildout Total ERUs: 53,312



Legend

- Future Sewer Nodes
- Sewer Manholes
- Sewer Lift Stations
- Sewer Meter Stations
- Sewer Mains
- Future Sewer Mains
- Sewer Node Numbers
- Sewer Pipe Numbers

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