



DOWNTOWN LEHI

PIONEERING FORWARD

LEHI DOWNTOWN REVITALIZATION AND STATE STREET STATION AREA PLAN

DECEMBER 2025

Acknowledgments

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**THE LEHI DOWNTOWN REVITALIZATION AND STATE STREET STATION AREA PLAN WAS
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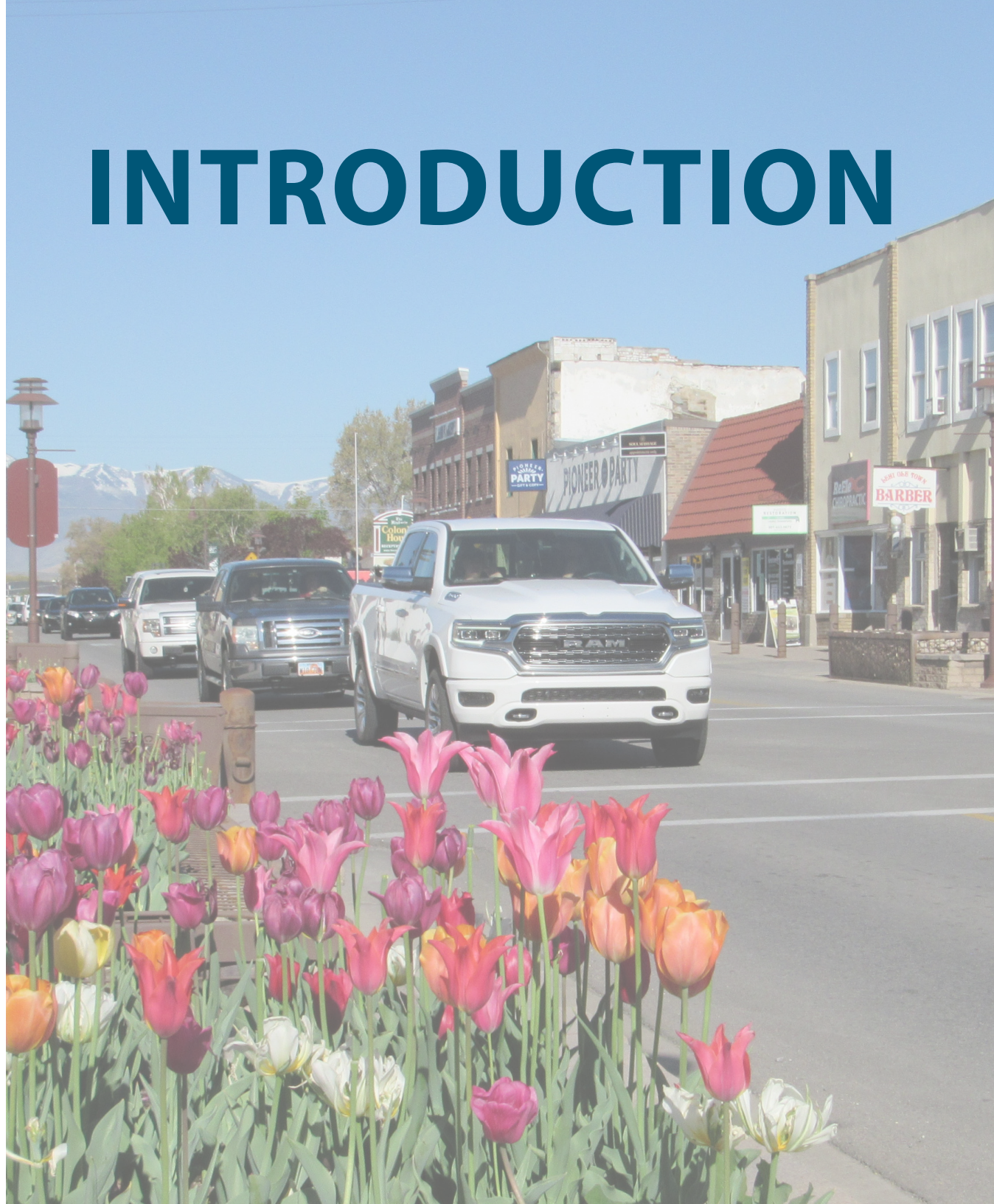
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01

INTRODUCTION



Introduction

To establish a clear vision for its future, the **Lehi Downtown Revitalization and State Street Station Area Plan 2025**, integrates community aspirations for the historic core and nearby Station Area to ensure they fulfill their vision and role as key destinations in the city. This is achieved by analyzing existing frameworks, market conditions, and socioeconomic trends as part of a community-wide visioning process. The result is a new framework plan that provides clear direction for the evolution of Downtown Lehi into more unified and thriving overall downtown.

DOCUMENT OVERVIEW

The purpose of the Lehi Downtown Revitalization Plan is to establish the vision, goals, urban design principles, and guidelines that will govern future development of Historic Main Street and the future State Street Station Area. Maps, photos, and illustrations are included to clarify ideas, principles, and projects for land uses, transportation infrastructure, architectural character, and economic development for the Downtown district and guide development over the next 10 to 20 years.

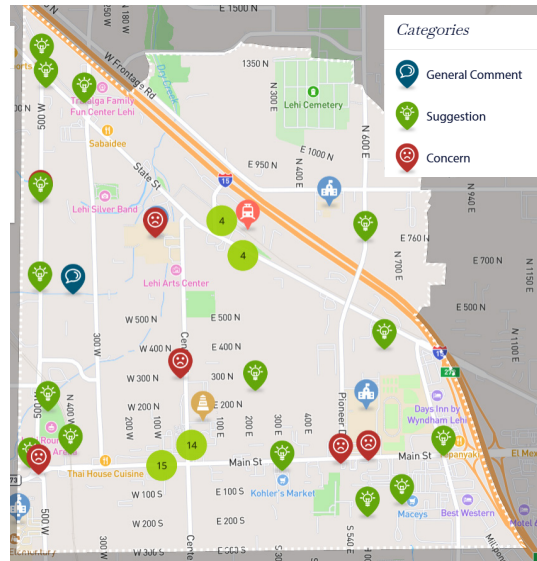


Historic Main Street

Community & Stakeholder Engagement

The public engagement process for Lehi Downtown Revitalization and Station Area Plan included:

- A statically-valid survey with 542 responses
- A public scoping meeting
- A Plan Alternatives Public Workshop
- Focus interviews with business and property owners within the project area
- A project website (including comments forms and an interactive mapping tool)
- A Technical Committee, composed of expert staff from Lehi City, MAG, UDOT, and UTA who met 5 times at critical points of the planning process.
- An Advisory Committee, composed of City leadership, business community representatives, residents, and other key stakeholders who met 5 times at critical points of the planning process.
- Focus groups involving business and property owners on Main St and State St.
- For more details, see **Appendix B: Public Engagement Report**.



Social Pinpoint - Interactive Mapping Comments



Public Scoping Meeting

KEY TAKEAWAYS

1. Residents like the historic character of Downtown Lehi and believe preservation efforts should be prioritized over modernization.
2. Downtown is currently used primarily as a place for running errands and accessing community services like the City Hall and the library.
3. Residents want Downtown to have a family-friendly, community-centered feel, including more restaurants, green space, parking and safer streets for bikers and pedestrians.
4. Traffic flow concerns are the biggest challenge to Downtown Lehi, along with limited access to public transit, and limited parking availability.
5. A majority of residents anticipate being unlikely to use the 100 E transit station in the area's current state but could be persuaded to use it if there was adequate parking, safe pedestrian crossings, and an increase in restaurants and green spaces.

Context

HISTORIC CONTEXT

Established in 1850, Lehi is one of Utah's oldest communities, rooted in agriculture practices as demonstrated by iconic landmarks like the Lehi Rodeo Grounds and the Lehi Roller Mills, a historic flour mill that has been in operation since 1906. These places, among others, remain significant contributors to the local economy while also serving as reminders and landmarks of the town's agricultural beginnings.

MAIN STREET

Main Street is an east-west running roadway that extends through the study area, linking Downtown Lehi to American Fork across I-15 and serving as a distinct gateway from the wider open western extents of the City. A growing number of locally owned shops, restaurants, and cafes reflect the community's entrepreneurial spirit and willingness to invest in local history and traditions that are important characteristics of one of the fastest-growing communities in the region. Visitors and residents continue to enjoy historic architecture, boutiques, and shops. They take part in seasonal events like the Lehi Roundup, which has taken place for the

past 80 years and is recognized as one of the pre-eminent rodeos in Utah and the western US. Historic Main Street features 26 buildings constructed between 1850–1945 and is listed on the National Register of Historic Places, showcasing late Victorian to early 20th-century architecture. Preservation of historic structures is considered a crucial task for maintaining the character of downtown, highlighting the need for rehabilitation and ongoing maintenance.

STATE STREET

State Street slices through the eastern extents of the study area, providing a distinctly different roadway experience. The roadway emerged as part of the system, when US-89 was constructed in 1926. While most of the original uses that existed in those early years have disappeared, the construction of I-15 in the 1950s caused the district to decline from being an important center to a "backwater" business district dominated by industrial businesses, storage yards and similar highway-oriented uses. The area has managed to retain a historical pioneer cemetery and a few historic shops and boutiques within an enclave of historic buildings, although they are less well-preserved than those remaining along Main Street.

LOOKING FORWARD

In the early 2000s, growth in Lehi began to shift to westward areas like Thanksgiving Point and Traverse Mountain, as well as toward established economic centers in American Fork. These new neighborhoods had significant negative impact on the historic downtown area, not least of which was a with a substantial increase in pass-through commuter traffic on Main Street. Despite efforts to mitigate these challenges through the establishment of regional bypass routes, Downtown Lehi has struggled to compete as an economic center. Nevertheless, Lehi City recognizes the importance of the downtown area, values its history, and remains committed to revitalizing Downtown. The area is envisioned to blend the existing small-town charm with forward-looking ideas, balancing historic preservation with sustainable development that builds upon on roots while ensuring a high quality of life for residents.

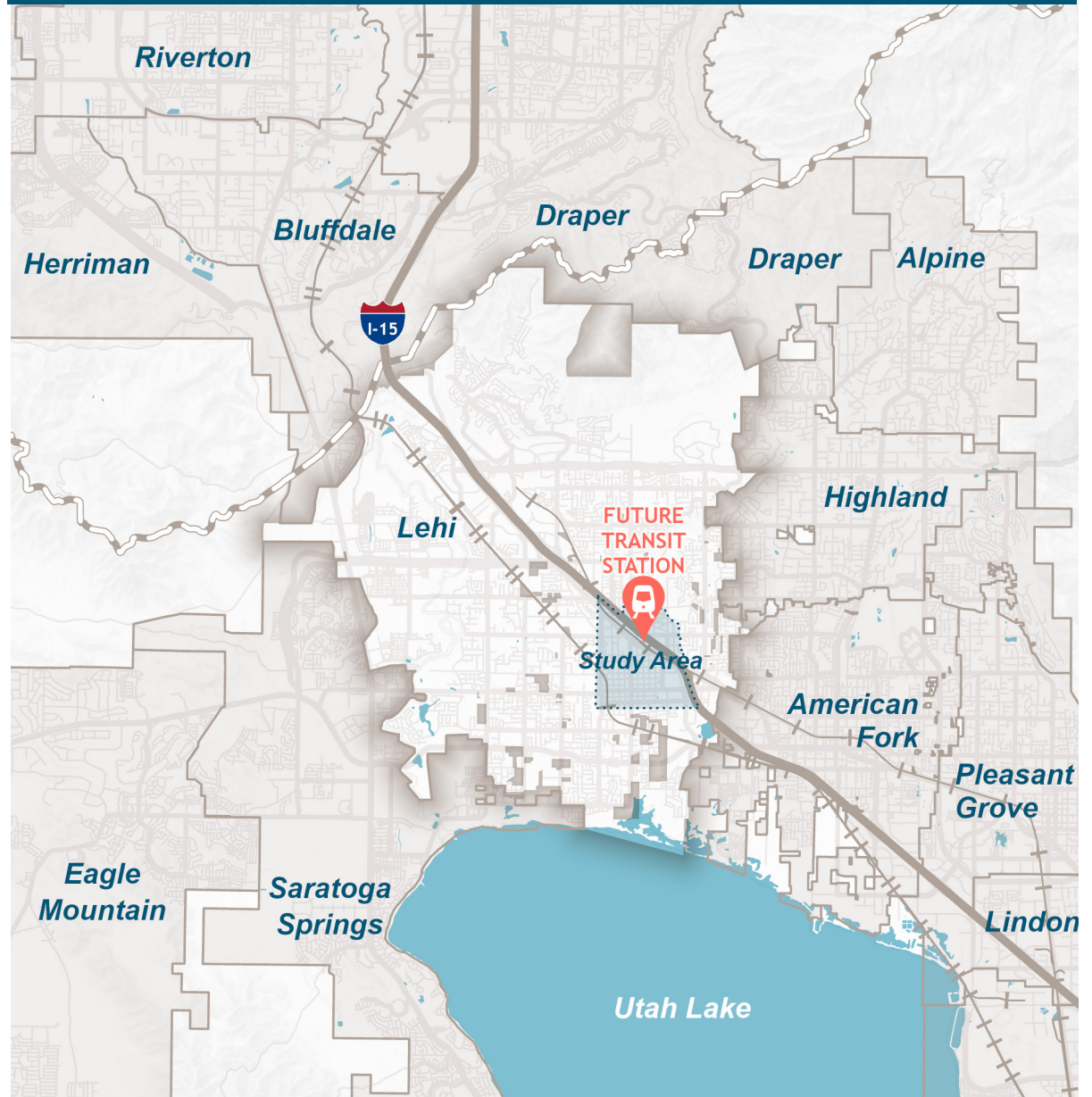


REGIONAL CONTEXT

Downtown is strategically located within a critical regional transportation junction. Lehi Main Street runs parallel to Pioneer Crossing, connecting to Interstate 15 and State Street at its eastern terminus, and linkages with Saratoga Springs and Eagle Mountain to the west. State Street, on the other hand, historically served as the primary regional highway (US-89) serving the area before I-15 was constructed, and still provides an important link between 2100 North and Interstate 15 to the north and neighboring communities such as American Fork, Pleasant Grove and Lindon to the south. The downtown area is anticipated to continue being influenced and influencing this transportation nexus in coming decades.

Historically, Downtown Lehi emerged as the center of an agricultural community, significantly influenced by landmarks such as the Lehi Roller Mills, LDS Tabernacle (former), and Lehi High School. However, the focus in recent years has shifted and is now celebrated as a cultural and historic center that fosters community identity.

Map 1: Regional Context



Existing Conditions Summary

In order to fully understand the potentials of this area, a detailed assessment of existing conditions was undertaken. As illustrated in Map 3, described below, and detailed in **Appendix A: Existing Conditions Report**.

LAND USE

Downtown Lehi features a mix of residential and commercial uses. The area is dominated by single-family residential neighborhood uses, punctuated by two distinctive commercial corridors on Main Street and State Street. Main Street is home to small-scale retail and civic spaces stretching from east to west through its historic core. Further east and west, the historic commercial feeling transitions into a blend of historic homes and contemporary vehicular+focused commercial uses. At the eastern end of the corridor, the dominance of the car is most apparent, highlighted by a much wider roads, cross sections, commercial uses with deeper setbacks, and substantial off-street parking lots.

The State Street corridor contains a mix of both commercial and industrial development. While a row of historic commercial buildings fronts

the highway and a pair of landmark homes are found on the south side of the street, most of the buildings and uses along the stretch of State Street within the study area are architecturally and historically insignificant, out-of-date, aged, and prime for redevelopment.

The Lehi City General Plan establishes density caps for both the Main Street historic core and the Station Area, which limits the number of residential units that may be constructed in either area. These caps attempt to preserve the character of the area, but may actually work against the establishment of new business and transit ridership and should be re-evaluated as new development is proposed.



ENVIRONMENTAL

As a built-out area most environmental concerns have been addressed as the area was established over time. Environmental factors of current concern include the opportunities and constraints created by the presence of Dry Creek and the urban forest canopy. In particular, the 100-year floodplain near Dry Creek affects much of the northwestern part of the study area. Challenging soil conditions are also of some concern, and are likely to limit basement construction. And while existing tree canopy in the neighborhoods adds to the area's historic character and comfort, major streets have limited tree cover, which in turn limits the shade and comfort associated with an old historic district.

TRANSPORTATION

The historic street grid in Downtown Lehi enhances local connectivity but is poorly linked to the broader city, limiting access within and to Downtown. Recent redesigns have improved the downtown core, however, parking accessibility remains a concern, with nearly 97% of visitors relying on cars for accessing activities and services in the area. The transportation network features primarily two-lane neighborhood roads, but barriers like I-15 and the FrontRunner rail line hinder pedestrian and cyclist access. The lack of marked crosswalks and bicycle/pedestrian crossings further detracts from walkability in the area, highlighting the need for improved traffic calming measures and multimodal connectivity to create a vibrant downtown experience.

OPPORTUNITIES & CHALLENGES

- While Downtown Lehi includes many great businesses, it lacks strong destinations to attract visitors. There is a need for more dining, entertainment, and nightlife options.
- Existing Downtown districts may be enhanced through preservation and reinforcement of unique neighborhood characteristics.
- Market potential for targeted infill and redevelopment along Main Street & State Street, support for neighborhood-scale retail and residential uses.
- The newly established civic campus in Downtown will add community gathering spaces and stronger connections to Main Street.
- Gateways into Downtown Lehi could be strengthened to provide a sense of arrival.
- A more walkable State Street – with focus on street crossings, traffic calming, and placemaking.
- Improved bike/pedestrian connections on key streets should include traffic calming and improved infrastructure and amenities .
- Potential to activate streets by adding pedestrian amenities, relocating parking to side streets / rear of buildings.
- Access to Downtown and Historic State Street will remain challenging due to barriers (railroad tracks and I-15).
- Regional traffic significantly impacts safety and comfort along Main Street & State Street.

Map 3: Existing Conditions Cumulative Analysis



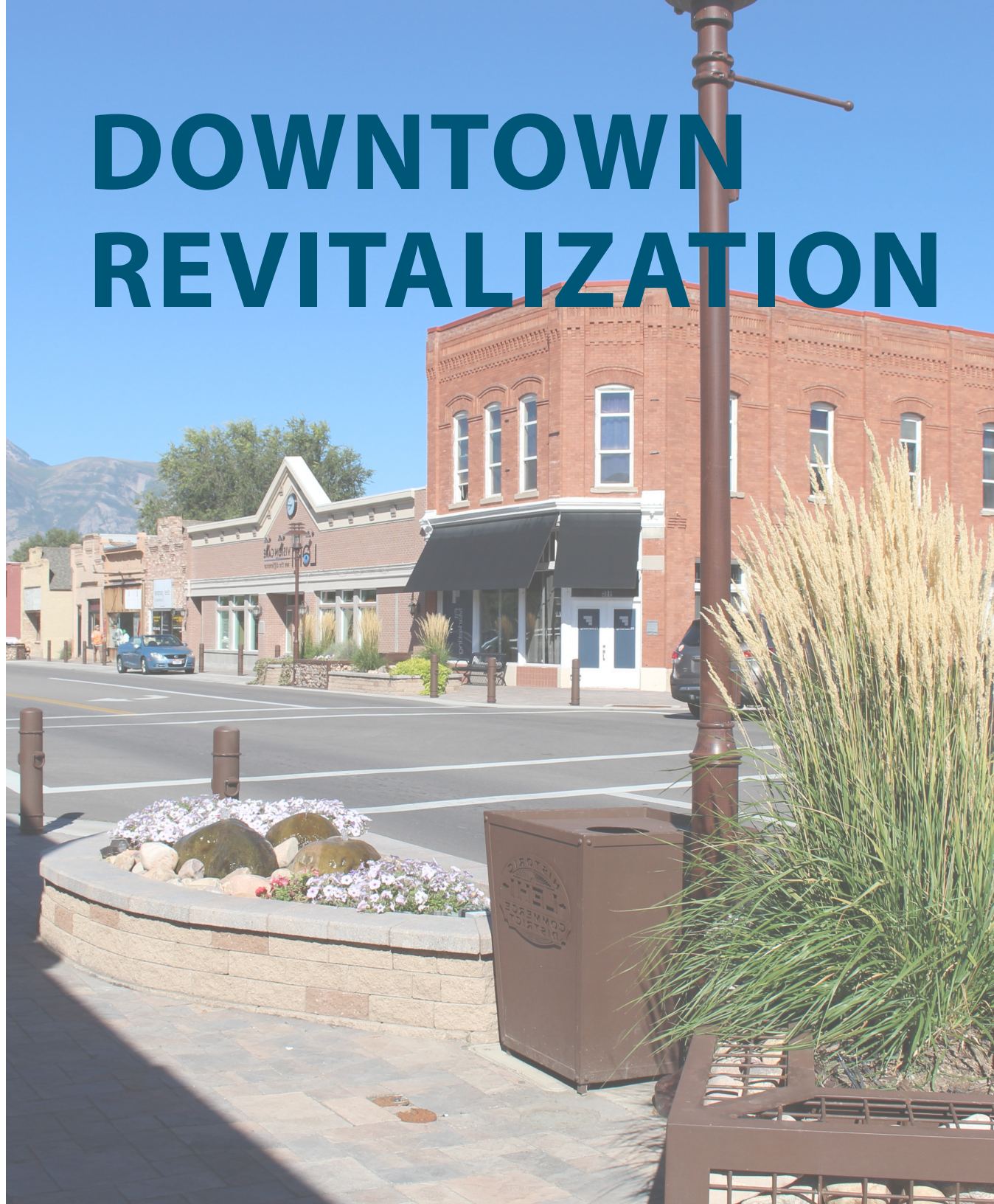
- 1 Areas between State Street and I-15 are generally more favorable for redevelopment within the Station Area
- 2 Need to improve connectivity between Downtown and neighborhoods north of I-15
- 3 Potential to strengthen connections between Downtown and future Station Area to create synergy
- 4 Grade separation of 500 E and State Street is a barrier to good circulation in the district
- 5 Rodeo grounds is currently an underutilized facility that could be better used to serve the Downtown community
- 6 Opportunity to strengthen relationship between civic district and Main Street
- 7 Open lots and auto-oriented commercial areas may have highest potential for development opportunity on Main Street

Preserving neighborhood character is important, but downtown should not be frozen in time. Thoughtful, incremental infill can maintain identity while allowing for appropriate evolution.

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02

DOWNTOWN REVITALIZATION





Downtown Lehi is a vibrant, diverse hub for community life and economic activity that is centered in its historic charm and family-friendly, small-town vibes.

We aim to cultivate a thriving downtown that offers enriching experiences, a variety of lifestyle options, and seamless connectivity for residents and visitors alike.

8 Guiding Principles...



Lehi Downtown Guiding Principles

1 PRESERVE THE HISTORIC CHARACTER OF DOWNTOWN LEHI

- Prioritize the preservation of Downtown Lehi's historic buildings and character.
- Enhance civic and governmental services and other functions that attract people to the area.
- Encourage new infill development that is aligned with the existing scale and historic character.



2 ESTABLISH DOWNTOWN LEHI AS A UNIQUE & THRIVING DESTINATION

- Establish Downtown Lehi as a diverse community destination with dining, entertainment, nightlife, and recreation options.
- Foster a business environment that supports Downtown Lehi as a vibrant and dynamic destination.
- Integrate Main Street and the station area as part of a cohesive Downtown Lehi district.



3 DEVELOP THE 100 EAST / STATE STREET STATION AREA AS A VIBRANT NEIGHBORHOOD

- Create a mixed-use neighborhood around the 100 East/State Street Station, with a range of housing, commercial, and employment uses that are well-connected to each other and transit.
- Leverage station development to help establish State Street as a more significant feature of Downtown Lehi.
- Clean up and redevelop fatigued or underutilized portions of State Street.



4 ENHANCE THE OPEN SPACE NETWORK OF DOWNTOWN LEHI

- Create public and private gathering spaces for community interaction and recreation.
- Develop walkable and bikeable greenways and trails along key streets and corridors.
- Transform underutilized sites, waterways and overlooked green infrastructure to enhance the open space and park opportunities in Downtown Lehi.



5 PROVIDE AFFORDABLE HOUSING OPTIONS THAT MATCH THE SCALE AND HISTORIC INTEGRITY OF THE AREA

- Increase the availability and affordability of housing that is suitable for a variety of lifestyles, ages, affordability levels, homeownership, and design options.
- Develop Accessory Dwelling Units (ADUs), “missing middle” and similar housing opportunities Downtown to help support the unique character and vibe of Downtown Lehi.



6 ENHANCE URBAN DESIGN AND DEVELOPMENT QUALITY THROUGHOUT DOWNTOWN LEHI

- Create a stronger sense of place by incorporating distinctive urban design elements, including gateways, signage, public art, street trees, and site furnishings.
- Focus on high-quality improvements and complimentary architecture.
- Create and enhance public gathering areas that will serve as catalysts for new quality development.



7 IMPROVE WALKABILITY AND BIKEABILITY IN DOWNTOWN LEHI

- Invest in pedestrian and cyclist infrastructure and amenities that will promote walking and biking and reduce auto-dependence.
- Prioritize traffic calming measures on Main Street, State Street and other key corridors as part of enhancing safe travel in the neighborhood.
- Balance east/west traffic flow with the desire to enhance downtown as a premier walking and biking district.



8 IMPROVE ACCESS TO DOWNTOWN FOR THE COMMUNITY AND REGION

- Improve connectivity between Downtown Lehi and its adjacent neighborhoods and communities by developing a priority network of active transportation facilities and amenities.
- Ensure that parking in Downtown Lehi and the station area promote more visits by residents and visitors.

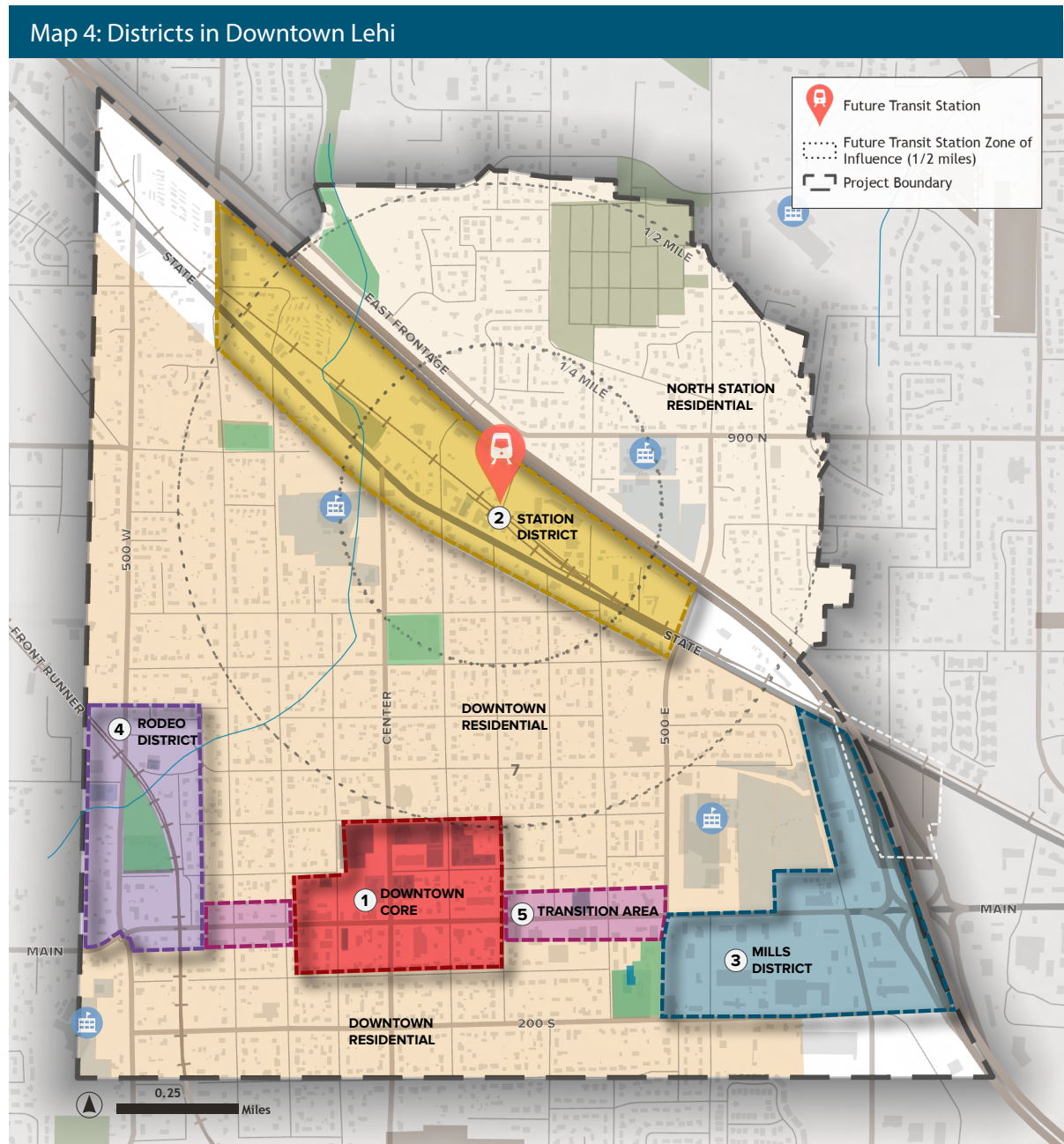


Downtown Area Districts

This plan focuses on revitalizing four key districts within Downtown Lehi: **the Downtown Core, Station District, Mills District, and Rodeo District** (see Map 4). Each district has its own distinct character shaped by its setting and land uses. Existing single-family residential areas are envisioned to remain largely unchanged. Recommendations for the Downtown Core, Mills, and Rodeo districts are detailed in Chapter 3, while the Station District is addressed in Chapter 4.

The following Districts will be discussed more in the subsequent pages.

1. Downtown Core
2. Station District
3. Mills District
4. Rodeo District
5. Transition Area



1 DOWNTOWN CORE

The Downtown Core is the historical heart of Lehi. This area most clearly captures the historic nature of Downtown, featuring a blend of shops, restaurants, and community spaces, fostering an atmosphere of engagement and interaction. The Core is designed to promote historic preservation and infill, encourage walkability and gathering, and serve as an inviting destination for both residents and visitors.



2 STATION DISTRICT

The 100 East / State Street Station District serves as a vibrant new district in Lehi, centered around the future transit station. This mixed-use hub embraces industrial-chic character, drawing inspiration from its industrial heritage while blending residential, office, retail, incubator/startups, and public spaces in a dynamic environment where residents and visitors can work, live, and socialize. The district's proximity to public transit enhances its appeal, encouraging a walkable lifestyle.



3 MILLS DISTRICT

The Mills District, named for the Lehi Roller Mills, is positioned as the gateway to Downtown Lehi, featuring a transformed neighborhood that blends retail and residential uses. This existing suburban commercial center should evolve into a new mixed-use development, benefiting from its prime location adjacent to the freeway exit. The vision for this district is to strengthen the identity of the city while creating a seamless, inviting transition into the Downtown area.



4 RODEO DISTRICT

The Rodeo District centers on the Lehi Rodeo Grounds and the desire to revitalize this space by providing supporting uses and more diverse housing options in a community-oriented setting. With a revitalized rodeo arena, adjacent open spaces, complimentary shops and restaurants, and infill housing, this node will continue to serve as a key cultural destination for years to come.



5 TRANSITION AREAS

Transition areas serve as buffers between primary districts. These areas are intended to retain their existing form and uses, but may facilitate a gradual shift in land use, incorporating mixed residential and commercial options that maintain community character while promoting growth and connectivity.



RESIDENTIAL, DOWNTOWN & NORTH STATION

The neighborhoods of Old Lehi include both Downtown and North Station existing residential areas, offering a mix of the city's oldest and newer homes. These communities feature schools, parks, and amenities like the Lehi City Outdoor Pool. Downtown's walkable layout supports engagement with nearby businesses, while North Station faces access challenges due to the freeway. Future changes will focus on modest infill, improved connectivity, and enhanced greenways and transportation options.



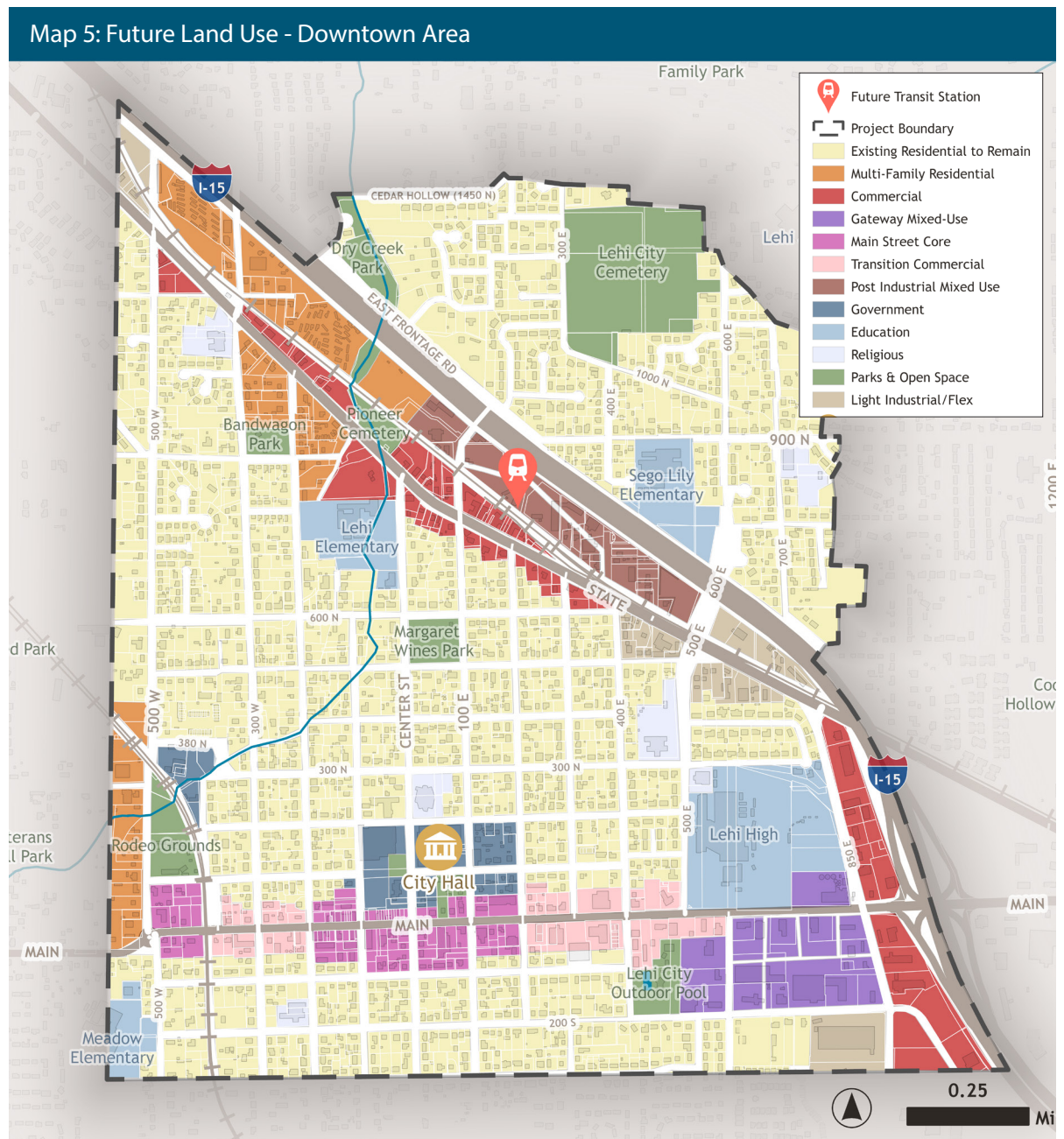
Future Land Use

OVERVIEW

Downtown Lehi is a diverse area of the city, featuring a variety of land uses. A balance of historic preservation with incremental growth will create new opportunities for Downtown activity, preserving the legacy of the area while promoting vitality and fostering reinvestment. Complementary adaptive reuse and mixed-use projects can achieve this goal, and can be developed as either horizontal mixed-use projects (a variety of single use buildings) or vertical mixed use projects (multiple uses within individual buildings). The envisioned land use categories are seen in **Map 5: Future Land Use Map** and explored in further detail in Chapters 3 and 4.

INTENT

To foster a vibrant, integrated downtown by encouraging a mix of land uses that connect existing neighborhoods with new development - especially in the Lehi Downtown Core and Station Districts, where the most future growth is anticipated and which will be the focus of the following sections.



Transportation

OVERVIEW

Transportation in Downtown Lehi is changing. Main Street, once the primary route through Downtown Lehi and for accessing communities to the east and west of it, now competes with more convenient and appealing east-west alternatives, with additional routes planned.

Private vehicles are currently the primary mode of transportation to and within Downtown, a new focus must be placed on alternative transportation options with improved comfort, convenience, and appeal. The goal is to balance vehicle access with greater mobility and thus encourage residents to explore different transportation choices.

INTENT

Transportation enhancements in Downtown Lehi should provide accessible, comfortable transportation options that complement vehicle access. By promoting multi-modal transportation, Downtown Lehi can become a destination that serves all people regardless of travel choice.

Transportation Types

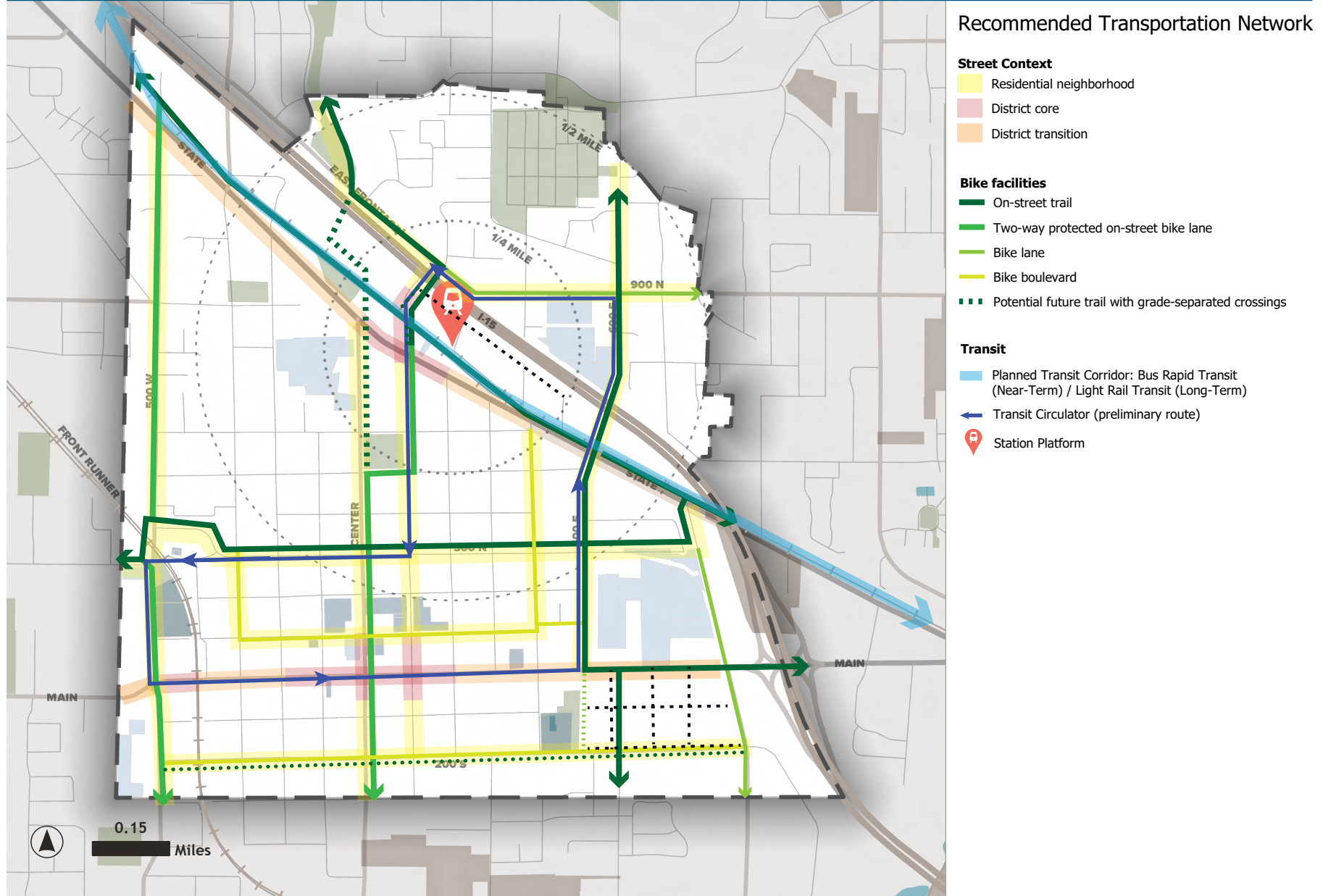
The transportation ideas shown in this plan are conceptual, with the general intent for each defined and illustrated in the pages that follow. The specific intent and application can be found in Chapter 5 (Transportation). Note that while the priority network identified in this plan integrates some of the ideas from the City's Transportation Master Plan and Bicycle and Pedestrian Plan, not every project from those plans is illustrated herein and they should still be adhered to.

The envisioned transportation categories shown in **Map 6: Recommended Transportation Network - Downtown** include:

- Corridor Land Use Context
- Street Network Elements
- Bike Facilities
- Crossings
- Transit
- Parking



Map 6: Recommended Transportation Network - Downtown



Historic Preservation

MAIN STREET

The historic center of Downtown Lehi still retains much of its built heritage, contributing positively to the character and charm of this part of town. However, many existing buildings were noted to be in various states of repair and use. Adaptive re-use, as well as maintenance and repair of existing buildings would go a long way towards making Downtown Lehi a more inviting and thriving commercial area of the city. Infill of empty lots or parking lots with appropriately scaled and context-inspired structures, especially along the south side of Main Street, would also enhance the walkability and quality of the downtown environment.

Analysis and Recommendations:

- Contributing buildings (shown in solid green shading in **Figure 1** below) should be preserved.
- Non-contributing or out of period buildings (shown with diagonal shading and no shading in **Figure 1**) should also be preserved and maintained as much as possible, as they enhance the neighborhood experience.
- Building replacements of non-contributing and out of period structures and new buildings should follow similar development patterns and building heights with additional density located near street corners.
- Zero lot lines should be maintained and replicated in order to preserve neighborhood character, and existing setbacks should be matched by new structures.

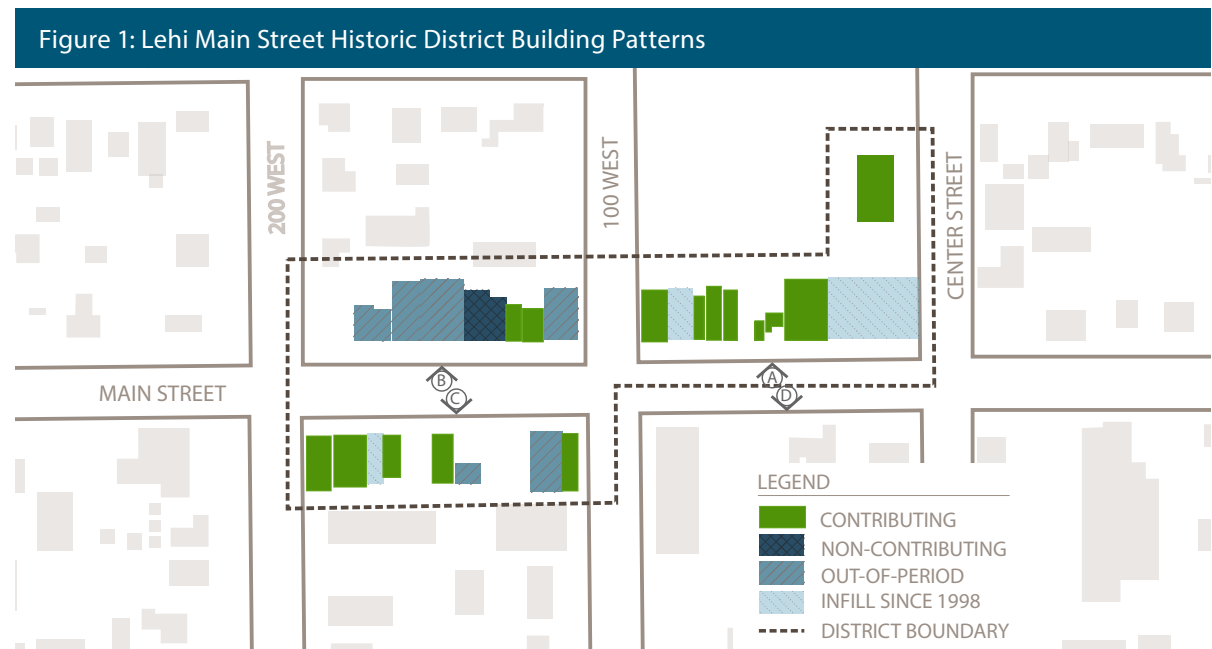
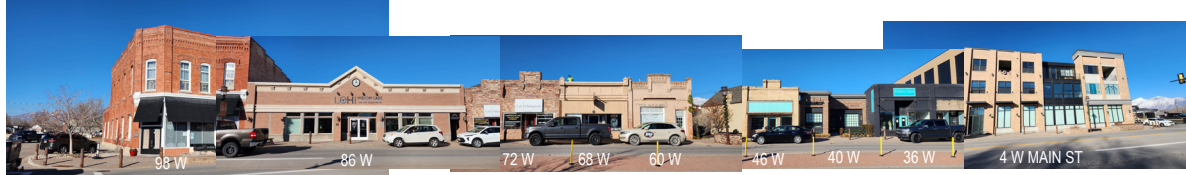


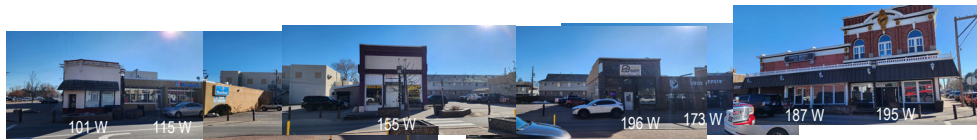
Figure 2: Existing Elevation Conditions Along Main Street



ELEVATION A - NORTH SIDE OF MAIN STREET BETWEEN CENTER STREET AND 100 W STREET



ELEVATION B - NORTH SIDE OF MAIN STREET BETWEEN 100 W STREET AND 200 W STREET



ELEVATION A - SOUTH SIDE OF MAIN STREET BETWEEN 100 W STREET AND 200 W STREET



ELEVATION A - SOUTH SIDE OF MAIN STREET BETWEEN CENTER STREET AND 100 W STREET

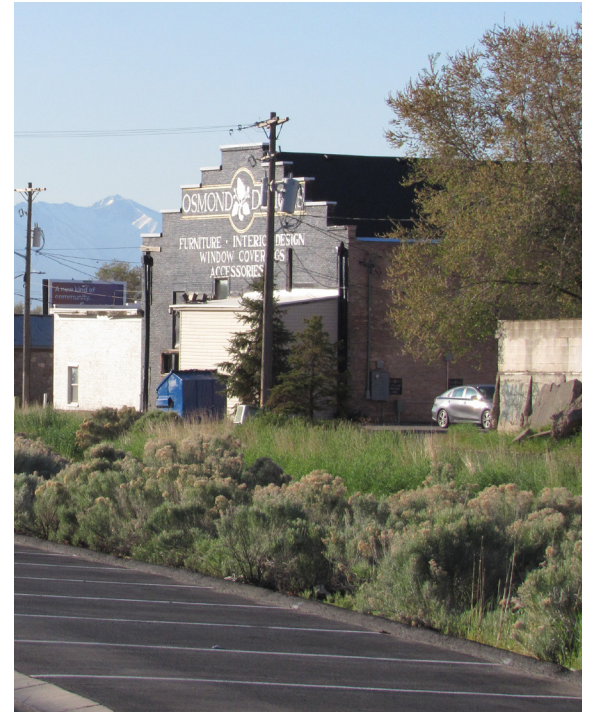
- The opening pattern of larger, vertically oriented openings on the ground floor, and smaller, repeating openings on the upper floors should be maintained as well.
- Many of the existing buildings contain an odd number of bays (one or three or five), with the main entrance centered on the building, or on the corner in the cross street conditions, and should also be replicated as appropriate in proposed new buildings.

STATE STREET AND SURROUNDING AREA

A mixture of architectural styles is represented in these structures, with Victorian eclectic being popular for both commercial and residential buildings, together with other classical revival styles, such as English Tudor and Italianate. For residential structures, the Prairie School Bungalow is also represented, as is Spanish Colonial revival for some of the institutional buildings. Most historic structures are one to two stories high.

Analysis and Recommendations:

- The few significant and contributing historic structures which remain should be preserved
- New and infill structures should follow the existing pattern of development of the neighborhood, and their style should reflect a modern interpretation of existing styles
- Similarly to the recommendations above, the scale and massing and siting should follow existing development patterns
- Opening pattern, entry location and sizing, and scale and location of ornamentation should similarly be inspired by existing conditions, with the understanding that a contemporary interpretation is appropriate.



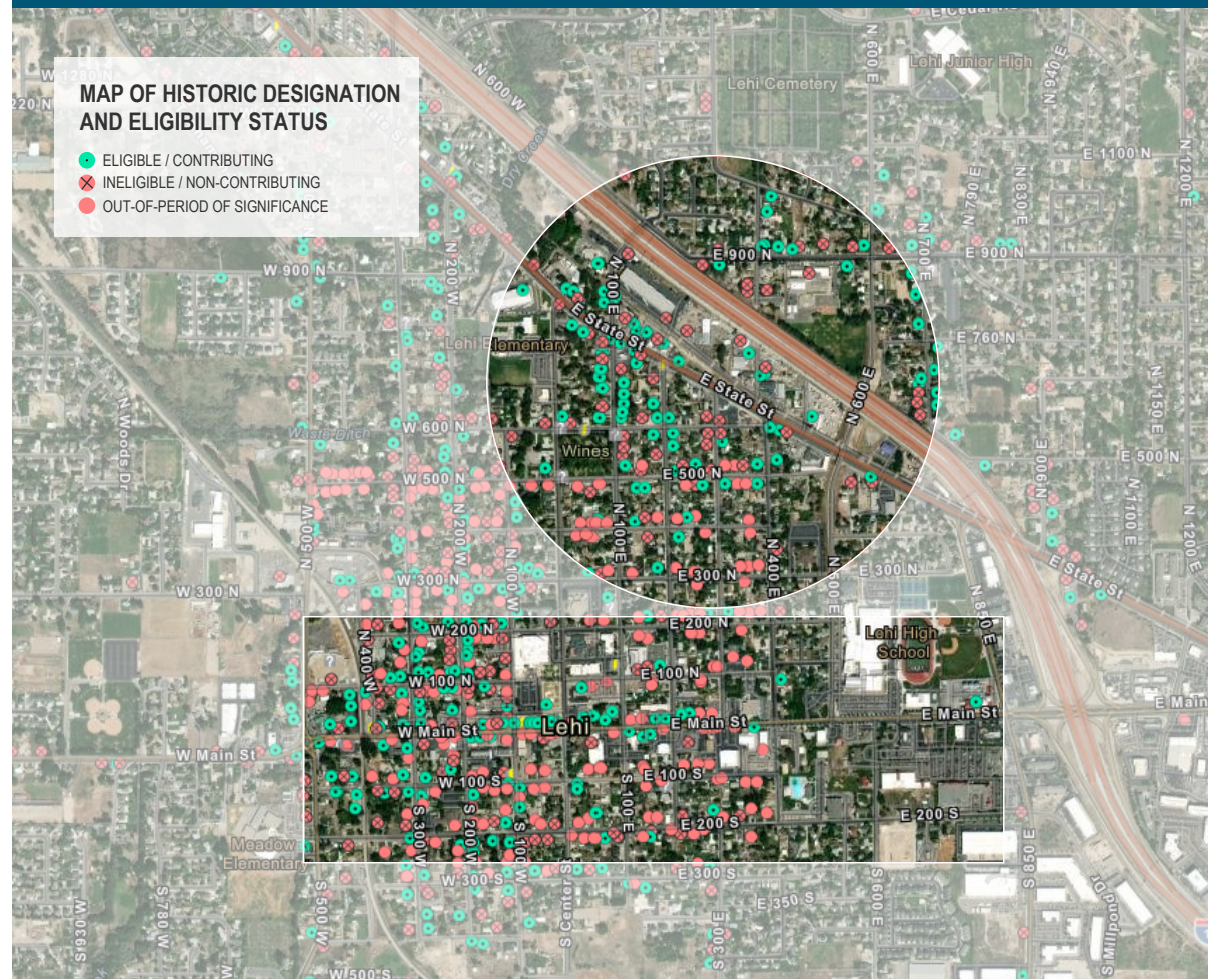
SURROUNDING RESIDENTIAL AREA

The 60-block downtown area is a mixture of historic and contemporary buildings, forming a vital, vibrant, and desirable neighborhood. In this immediate area there are nearly 500 structures, most residential. Nearly 50% of these buildings are at least 50 years old, and many date back to the 19th century, making them eligible as contributing historic structures.

Analysis and Recommendations:

- Eligible and contributing buildings should be preserved and reused to the greatest extent possible.
- Ineligible, non-contributing or out of period of significance buildings should be preserved wherever possible in order to maintain the development pattern and neighborhood quality.
- Where replacement is necessary, the pattern and scale of development should be based on the eligible and contributing structures, including
 - footprint of structure,
 - location of structure on site,
 - height and scale of building,
 - entrance location and
 - pedestrian and vehicular circulation patterns.

Figure 3: Historic Designation And Eligibility Status Of Structures In Project Area



Source: State Historic Preservation Office SHPO, Historic Utah Buildings, <https://shpo.utah.gov>

Downtown Housing

OVERVIEW

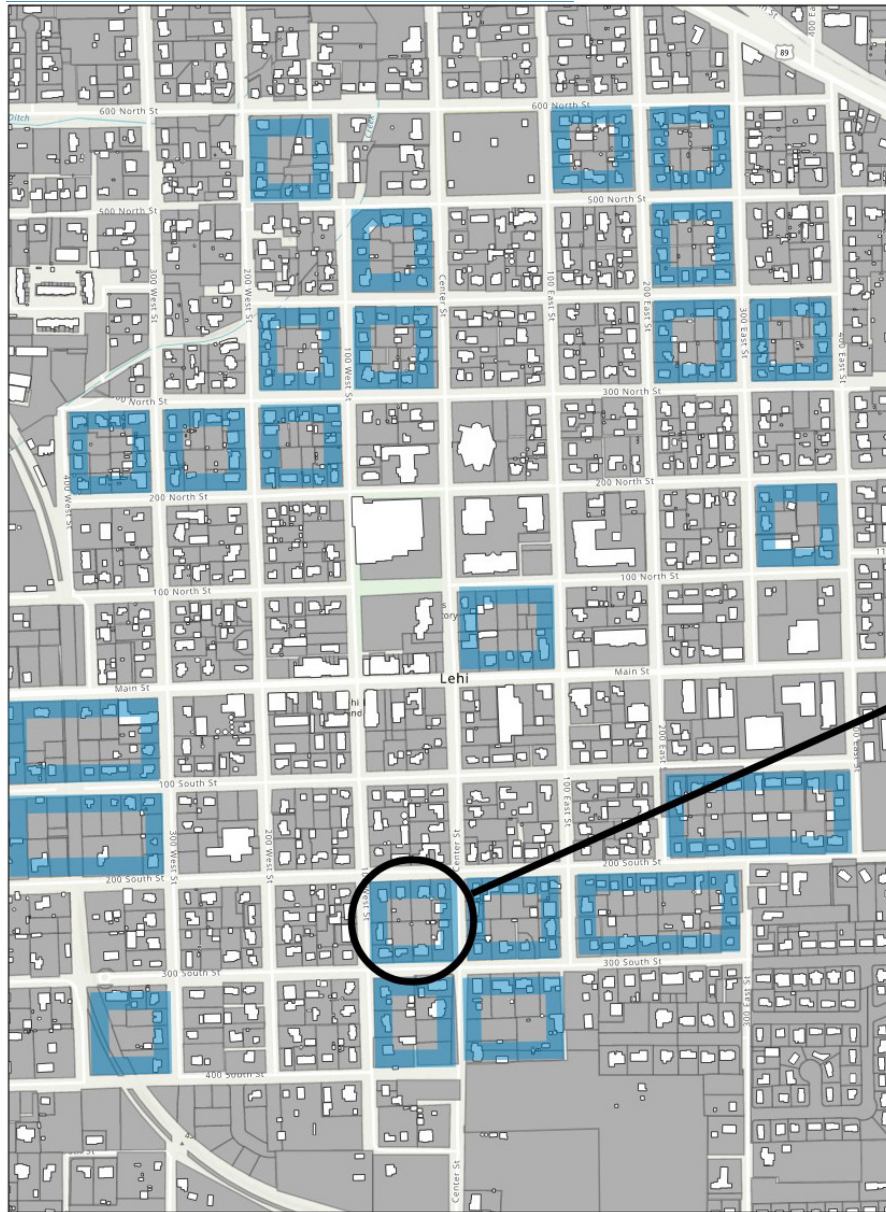
Downtown Lehi's historic character is defined by a predominance of single-family homes, small-scale businesses, and civic landmarks. However, with regional growth accelerating and transit investments on the horizon, the area is uniquely positioned to support thoughtful residential infill. Introducing a range of context-sensitive, small-scale housing options will enhance downtown's vitality, support local businesses, and maintain the community's historic charm while incrementally accommodating future needs.

INTENT

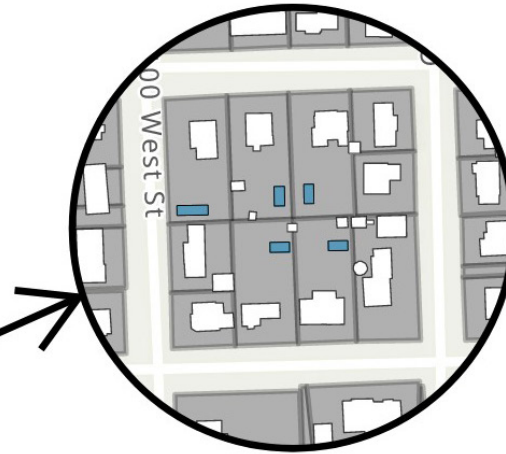
To create a vibrant, livable downtown that offers a variety of housing choices for all ages and incomes. By encouraging incremental infill, promoting mixed-use development, leveraging transit investments, and maintaining the historic character of existing neighborhoods, the City aims to foster a thriving community at all times in Downtown Lehi.



HOUSING INFILL



The perimeter based development pattern in the neighborhoods adjacent to Main Street/Downtown present opportunities for additional housing in the form of both interior and detached ADUs and other missing middle units. This approach preserves the neighborhood character while providing opportunities for a range of housing types including intergenerational solutions such as ADUs. Zoning should allow for this flexibility, within the ability of infrastructure to service these additional units.



HOUSING RECOMMENDATIONS

1. Encourage Context-Sensitive Infill Housing

- Promote **small-scale multifamily** “missing middle” housing types (duplexes, triplexes, fourplexes, cottage courts, and townhomes) that blend with existing single-family homes. This may require examination and adjustment of the Downtown Spacing Overlay.
- Expand options and/or remove barriers for **Accessory Dwelling Units (ADUs)** within existing lots to gently increase density without altering neighborhood character.

2. Focus New Housing Around Key Nodes

- **Prioritize higher-density residential** near Main Street anchors (e.g., near Historic Core, City offices, rodeo grounds, Lehi Roller Mills).
- **Cluster new mixed-use buildings** (ground floor retail, upper floor housing) in blocks identified as having lower improvement values (especially the south station area and parts of the downtown core).

3. Modify Existing Zoning

- Either **rezone** or create a **special zoning overlay** for the Downtown residential area that permits:
 - A greater quantity of missing middle residential infill

units in the aforementioned types (e.g., allow for more than only single-family or duplex per current zoning)

- Flexible parking standards (e.g., reduced ratios especially near Main Street and the Station Area).

4. Leverage Existing and Future Transit Investments

- Maximize residential development near the **Station Area** and connect it better to Main Street. Consider removing or amending the residential unit cap to increase this area and work with developers to upsize utilities as required.

5. Introduce Financial Incentives for Housing Redevelopment

- Create a **Community Reinvestment Area (CRA)** downtown to capture tax increment and reinvest it into housing infrastructure.
- Use **remaining funds from the expiring Economic Development Areas (EDA)** (e.g., Alpine Highway and Thanksgiving Park) to support affordable downtown housing.

6. Build “Pioneer” Housing Projects to Set a Model

- Support **initial mixed-use projects** (with city or partner investment) to demonstrate that higher-density, walkable residential living fits and succeeds downtown.

Open Space Network

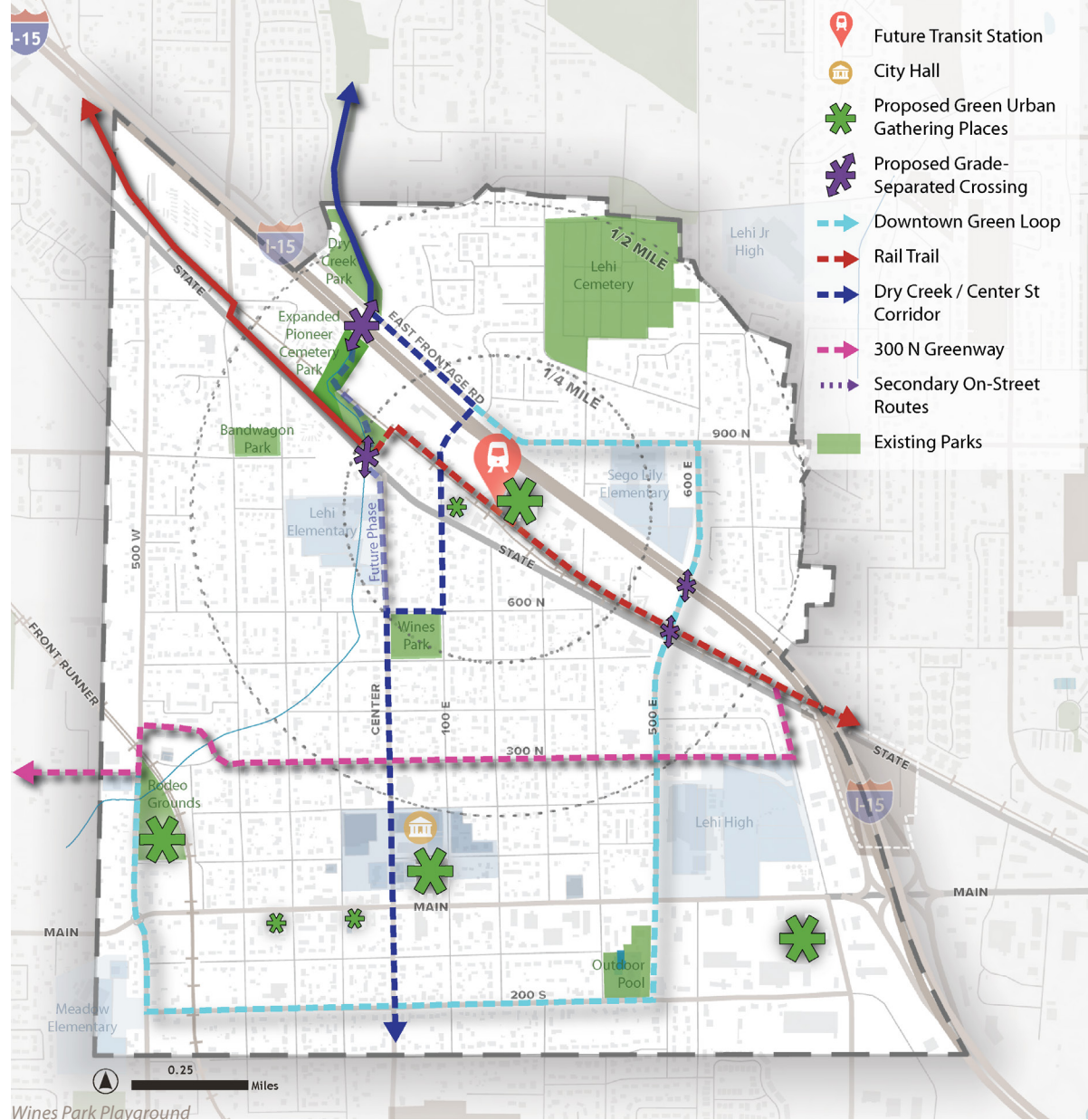
OVERVIEW

As part of establishing the Lehi Downtown Area as a livable urban neighborhood, a high-quality, comprehensive open space network is essential. Public open space provides areas for recreation, gathering, and community celebration. Downtown Lehi will provide a variety of open space types to meet the needs of the various residents and visitors of each district and the area as a whole, ranging in size, scale, and function (**Map 7**). Both public and semi-public spaces contribute to the establishment of a unique and specific experience that complements business and civic uses.

INTENT

To create a comprehensive open space network that provides a unique yet unified system of parks and open spaces throughout the neighborhood. This network is strengthened with a system of interconnected, amenity-rich trails and greenways that form a Downtown “Green Loop” and connect to other key corridors across the city and region.

Map 7: Green Network - Downtown



Open Space Types

The open spaces shown in this plan are conceptual, with the general intent for each defined and illustrated in the pages that follow. The specific intent and application are defined by district and can be found in Chapters 3 (Main Street) and 4 (Station Area).

The following open space types are outlined in this document:

- Existing City Parks
- Pocket Parks/Plazas
- District Squares
- Greenways

Design Guidelines

- The open space network should provide a variety of open space types that complement one another.
- The open spaces should be integrated into the urban form of the neighborhood.
- Buildings should frame open spaces in a deliberate manner, rather than open spaces just being developed in the “leftover” spaces.
- The design and programming of each open space should reflect a high-quality aesthetic and meet community needs and desires to provide an experience and aesthetic that fits the current day.
- Streets should be considered part of the open space network and should be designed in a pedestrian-friendly manner that promotes comfort, safety, and provides places to stop and linger.
- Low Impact Design (LID) stormwater infrastructure systems and ideas should be incorporated into the open space system.
- Buildings and respective land uses should work together with adjacent open space to provide uses that complement each other.



CITY PARKS

Intent

To maintain and improve existing downtown parks. These spaces serve as informal “backyards” for residents, offering a place to relax, play, and gather, while also providing visitors with a welcoming environment in the heart of the city.

Features + Elements

The **Park** open space type should include:

- Children’s playground, splash pad, and/or other play elements
- All ages play elements such as ping pong, pickleball, bocce, etc.
- Flexible lawn areas for informal active and passive recreation
- Pathway loops for exercise



POCKET PARKS/PLAZAS

Intent

To provide smaller parks and plazas on irregular, vacant parcels throughout the Downtown Core and Station Area districts. These spaces act as extensions of the streetscape and buildings, adding amenities that humanize, activate, and enhance the urban environment.

Features + Elements

The **Pocket Park / Plaza** open space type should include:

- Seating (fixed or movable)
- Interesting landscape design elements such as pavers, raised planters, or other features
- Landscape features that reinforce the neighborhood/district theme
- Outdoor dining seating (if applicable)
- Green space/planting to soften the urban environment, especially trees



DISTRICT SQUARES

Intent

These provide central open space of at least 1-acre in extent that are located in a highly visible area in the heart of the district. These park types should be the primary gathering place for civic and social purposes and should function as the “living room” for the neighborhood and be recognized as an iconic destination. Within the Downtown Core, the District Square will be a part of the civic center campus. The District Square in the Station District should be adjacent to the platform.

Features + Elements

The **District Square** open space type should include:

- A strong image and identity that helps define the image of the district
- Framed by buildings with active ground floor uses that promote activity on the square
- Iconic landscape features and public art
- Flexible open gathering space for events



GREENWAYS

Intent

To increase pedestrian and biking connectivity between activity centers, neighborhoods, and public open space, while providing open space amenities for users and visitors. The primary greenways proposed in Downtown Lehi include:

1. Downtown Green Loop
2. 300 N Greenway
3. Dry Creek / Center Street Corridor
4. Rail Trail

Features + Elements

The **Greenway** open space type should include:

- Paths and trails
- Green space and trees
- Seating
- Small recreation activities
- Dedicated space for dogs and/or other pets





Downtown Greenways

The following are brief descriptions of the proposed greenway system in Downtown Lehi. All greenways should feature fully-separated trails, which will enhance existing roadways with a buffered pathway that is safe and comfortable by all users. For more details, please refer to Chapter 5: Transportation Network.

1. 300 N Greenway

The 300 N Greenway runs east to west across the middle of Downtown, serving as a crucial link for neighborhoods east and west of the area to connect to Downtown activity and strengthening regional connectivity throughout Lehi. It's eastern terminus connects with the Rail Trail as it approaches the American Fork border.

2. Dry Creek / Center Street Corridor

Similarly to the 300 N Greenway, this corridor serves an important role in linking neighborhoods on the north side of the freeway to Downtown and offering a safe, seamless route for pedestrians and cyclists across the interstate barrier. This corridor

requires a grade-separated crossing over or under I-15 and State Street, connecting Dry Creek Park to Center Street. Until these crossings can be realized, the route is assumed to briefly detour to 100 East to facilitate safe crossings using existing infrastructure.

3. Rail Trail

The Rail Trail expands the existing regional trail system, continuing through the Station District, past the future transit station, and along State Street. This trail offers an active transportation route, connecting key areas while supporting alternative mobility options.

4. Downtown Green Loop

The Downtown Green Loop rounds out the priority greenway corridors by completing a circumnavigation route which links the Downtown districts together. Envisioned as the final phase after the previously discussed corridors, the loop adds separated trails and bikeways on 900 N, 500 E, 200 S, and 500 W, providing a continuous route for pedestrians and cyclists through the Downtown area.

Activation Toolkit

In addition to capital projects and regulatory measures, revitalizing Downtown Lehi to achieve the vision described in this plan will require a variety of targeted programs and activation strategies to make this transformation a reality. Though not an exhaustive list, the following toolkit contains recommended strategies that have proven successful in other communities and have potential for generating investment in Downtown Lehi as well. These strategies should be considered and championed by either a new or existing committee group with real financial support from the City.

TACTICAL URBANISM

The aim of “tactical urbanism” is to implement short-term, low-cost projects to act as a catalyst for long-term change. These “pop-up” solutions have proven to be very successful, and may be led by citizens, organizations, or the municipality itself. Tactical urbanism projects may include ideas such as pedestrian plazas and parklets, pedestrian crossings, bikeways, intersection treatments, and more. The advantage to this type of project is it allows ideas to be tested without major investment in infrastructure - and if successful creates the precedent for implementing a longer-term solution in the future.

In Downtown Lehi, tactical urbanism could readily be used to activate vacant or underutilized parcels and generate activity in the Core. For example, properties like the one

pictured in **Figure 4 on page 41** could host food trucks, markets, or other events, which draws foot traffic to other businesses in the district.

COMMUNITY EVENTS AND PROGRAMMING

Community events play an important role in generating energy and foot traffic Downtown. Events draw both residents and visitors alike, who are likely to spend more time Downtown before and after the event, frequenting businesses and other attractions. Wines Park and the Rodeo Grounds already host a number of community events each year, particularly during Round-Up Week. It is recommended that other community events be relocated Downtown when possible and that new additional events be hosted at other times of the year to encourage year-round visitation.



Example of Tactical Urbanism



Example of Community Events and Programming

BUSINESS INCUBATORS

Starting a small business is a challenging and often daunting venture. In many cases, the initial overhead costs are prohibitive for many would-be entrepreneurs, especially in regards to renting retail space. A useful tool for helping many small businesses get a start is the use of “business incubator” space, which offers a flexible space for businesses to start out under a short-term lease at reduced cost. Such spaces can be permanent spaces owned and operated by the City, such as an incubator kitchen, or a more temporary seasonal space, such as a summer street market.



Example of Business Incubators

FOOD TRUCKS

Food trucks have seen a sharp increase in popularity in recent years. These mobile businesses have the potential to create a lot of energy in a place by providing a variety of exciting local eats. The mobility and flexibility of food trucks works to their advantage as well as the host. The City has historically hosted food trucks at Wines Park, and could enhance the use of food trucks Downtown in a variety of ways, such as increasing frequency, combining with other city events, rotating venues between each Downtown district, or even creating a dedicated food truck park such



Example of Food Truck Park

as has been successfully done in Holladay or Moab.

LOCAL BUSINESS INCENTIVE PROGRAMS

A number of communities have generated interest in their Downtown through incentive programs for shopping at small businesses. Event-based programs such as a “Tour of Downtown” or “Meet the Owner” highlight all the Downtown shops on a given evening or weekend. Other options include “Buy Local” reward systems for shopping with Downtown businesses.

Figure 4: Example of Activation Strategies Applied at the Holbrook Property

BEFORE



AFTER



Funding Sources

The City has a number of potential funding sources at its disposal to help incentivize development in this area, or to help offset development costs. **Table 1** summarizes a number of those different funding opportunities. **Appendix D: Funding Resources** describes each funding mechanism in more detail.



Table 1: Summary of Available Funding Mechanisms			
Funding Source		Advantages	Disadvantages
Tax Increment Financing	Community Reinvestment Area (CRAs)	Taxes generated in an area are spent in the same project area. Potential participation by other taxing entities. Very few restrictions for spending. Can include TIF areas such as HTRZs and TRZs.	Must get approval of other taxing entities - subject to political will.
	Housing & Transportation Reinvestment Zones (HTRZs) / Transportation Reinvestment Zones (TRZs)	Requires a >39 units per acre on 51% of the area; Southern Downtown Station area has 570 units on 22.5 acres (25.3 units per acre), which could be increased to meet HTRZ requirements	Required density may be difficult; A smaller area might be needed, limiting flexibility. A CRA could be a simpler option with fewer restrictions
Fees	Impact Fees	New development pays its own way - proportionate share of capital costs; Could create separate service area for separate impact fees if extraordinary costs apply; Could be a long-term repayment source for other funding mechanisms	Receipt of impact fees takes place over many years and is not a guarantee; Not every project is impact fee eligible
	Transportation Utility Fees (TUFs)	Separate utility fund used specifically for road maintenance, freeing up other resources for capital costs	Must be carefully managed to avoid being seen as a backdoor tax, and the fees cannot be used for capital costs, requiring a separate utility fund to be established
	User Fees	Regular and consistent funding; Regularly reviewing fees ensures that costs are covered, preventing General Fund monies from being diverted to areas that could be funded by fees	If fees are not properly reviewed and adjusted, it could lead to a reduction in funds available for other purposes
Housing	Low Income Housing Tax Credits (LIHTC)	Provides federal support for affordable housing developments, lowering costs for developers	Highly competitive and securing tax credits can be challenging for developers
	Home Ownership Promotion Zones (HOPZ) - also uses tax increment	City established with 60% of the tax increment available for 15 years, providing financial support for affordable housing	A minimum of 6 units per acre and 60% affordable housing, with housing deed-restricted for at least five years
	First-Time Homebuyer Investment Zones (FHIZ) - also uses tax increment	Can create town centers with owner-occupied units, generating tax increment revenue for infrastructure, with a potential 60% property tax capture for 25 years per parcel	There are strict density, affordability, and ownership requirements, and FHIZs cannot overlap with existing CRAs or HTRZs, limiting flexibility for development in certain areas

Continues on the next page -->

Table 1: Summary of Available Funding Mechanisms

Funding Source		Advantages	Disadvantages
Other Funding Resources	Special Assessment Areas (SAAs)	Those who benefit pay; Could be used in conjunction with tax increment, thereby encouraging development and use of increment to pay assessments	Willingness of all property owners to establish SAA - requires 60%+ to agree (based on assessment method); Need to come up with equitable assessment method
	Public Infrastructure Districts (PIDs)	Off the City's books; Those who benefit pay; Cost is much lower than other development financing; Used instead of impact fees and is a steady stream of revenue	Willingness of all property owners to establish a PID; Ongoing PID governance; Competitiveness of site with additional taxes
	Grants (various - see details)	Additional money that does not come from the City; Ability to enhance funds already committed to projects	Funds are subject to availability from granting institution; often requires matches or other restrictions.
	State Revolving Lease Fund	Loans for cities with unique circumstances that make traditional bonding difficult; loans can be very low interest rates or partial grants	Most often used for water and sewer projects
	Property Leases	Generate revenue by selling property, ground leasing to developers, or leasing buildings directly to tenants	Involves trade-offs, such as long-term revenue loss from selling property or potential challenges in managing leases
	Public-Private Partnerships (P3s)	Private funding allows city to complete large projects; the private sector may be more efficient in constructing new facilities	Consumers cost may increase for the private sector to make a profit; fees or rates would need to be charged to cover construction costs
	Bonding (General Obligation - GO, Sales Tax)	GO bonds have the lowest rates; Sales tax bonds do not require public approval/vote; Funds are available immediately	GO bonds require public vote
	Utility Bond	Immediate funding; No public vote is required	Rates may need to be raised to cover utility costs; Used only for utilities



IMPLEMENTATION PLAN

Strategy 2.1 - *Amend existing land use ordinances to align with the vision and recommendations of this plan.*

- o **2.1.1** - Revise the Lehi Zoning Map as necessary to align with the Downtown districts outlined in this plan.
- o **2.1.2** - Adopt mixed-use and/or form-based zoning within the Mills District to allow for new uses within that area.

Strategy 2.2 - *Adopt the recommended transportation network as part of existing transportation master plan documents.*

- o **2.2.1** - Update the Transportation Master Plan and Bicycle and Pedestrian Plan to include the recommended transportation network routes and improvement projects.
- o **2.2.2** - Fund the completion of sidewalks and active transportation routes through the use of developer impact fees, grants, and tax-increment funds.

Strategy 2.3 - *Promote the preservation and restoration of historic buildings in Downtown Lehi*

- o **2.3.1** - Establish a preservation grant program utilizing TIF or other funds to assist with maintenance and restoration of historic properties.
- o **2.3.2** - Expand other financial incentives for preservation work, such as property tax credits or impact fee waivers.
- o **2.3.3** - Strengthen link between Chapter 7 Historic Preservation and Chapter 37 Design Standards to clarify expectations and ensure consistency in historic preservation projects.
- o **2.3.4** - Establish clearer criteria for demolition applications, including specific conditions for approval/denial and a documented alternatives analysis.

Strategy 2.4 - *Create future opportunities for affordable housing and housing choice within the Downtown and Station Areas.*

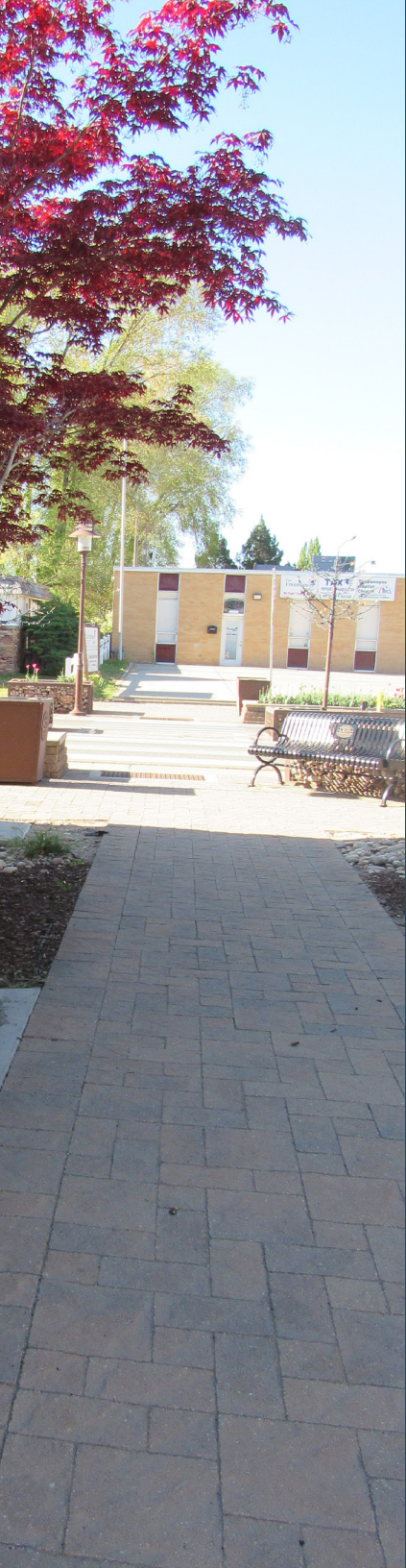
- o **2.4.1** - Consider adjusting or reallocating residential unit caps to the Mills and Station Districts, relying on form controls such as building height to control the number of allowed units. Work with developers to share the costs of upgrading infrastructure as needed.
- o **2.4.2** - Allow for added residential units in existing neighborhoods directly adjacent to Downtown Core, Mills, Rodeo, and Station Districts. (i.e. upzone some blocks from R-2 to R-3, allow for infill in block centers with ADUs and flag lots adjust/remove the Downtown Spacing Overlay)
- o **2.4.3** - Introduce financial incentives and/or a housing authority for supporting new housing infrastructure, utilizing a CRA or remaining EDA funds.

Strategy 2.5 - *Consider the City playing a more active role in the redevelopment of properties within Downtown.*

- o **2.5.1** - Establish a CRA to help facilitate redevelopment within the Mills or Station Districts.
- o **2.5.2** - Facilitate redevelopment through property acquisition and demolition, or provide financial assistance to developers for this work.
- o **2.5.3** - If office uses or structured parking are desired, facilitate and/or provide financial assistance for that construction in a challenged market.

Strategy 2.6 - *Create a strong network of public green spaces throughout the Downtown area to promote activity and quality of life.*

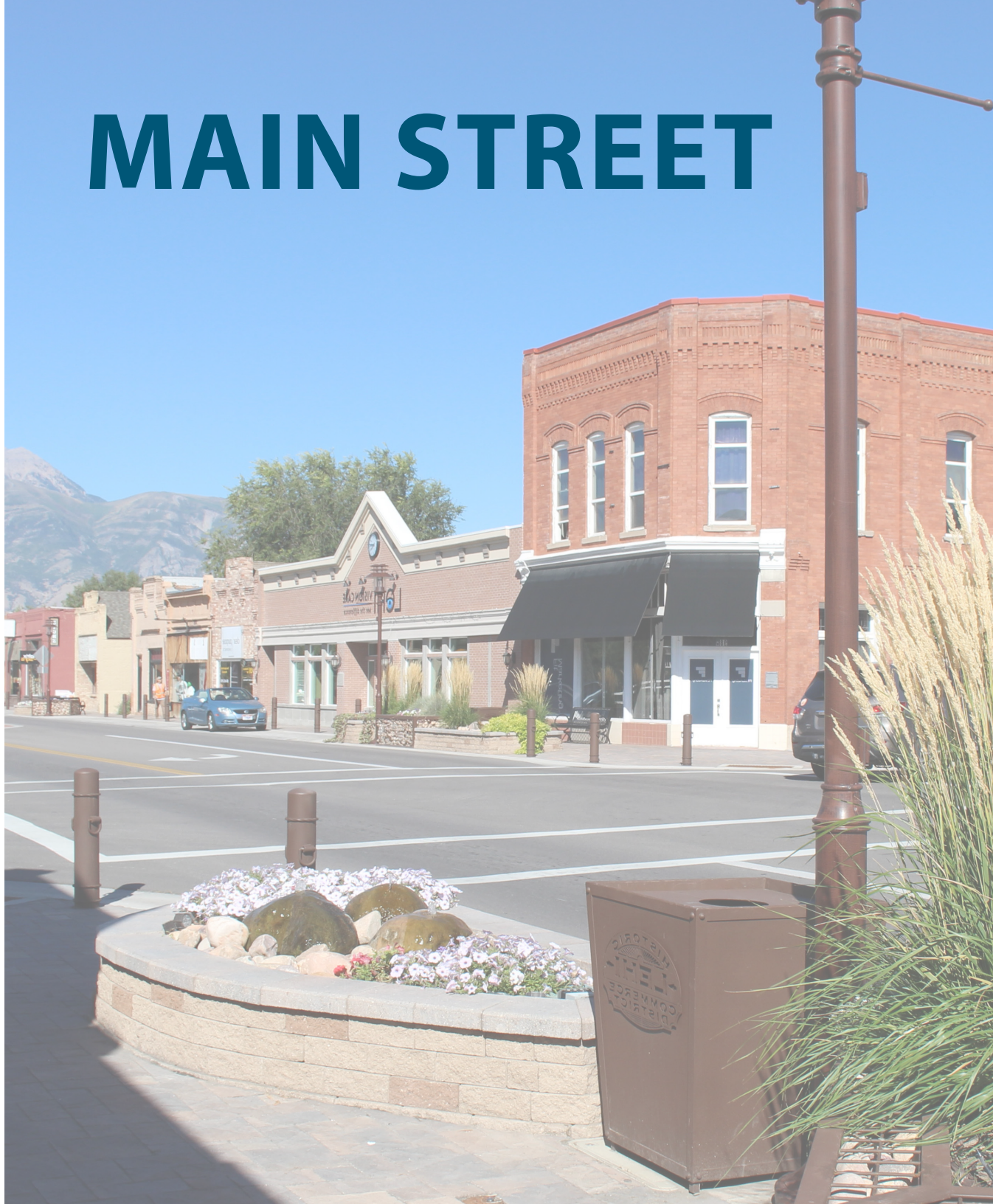




- o **2.6.1** - Upgrade existing parks (Wines, Bandwagon, Outdoor Pool) to add missing amenities and improve access.
- o **2.6.2** - Expand Pioneer Cemetery Park to capture Dry Creek frontage and add amenities to serve residents of the future station area.
- o **2.6.3** - Develop a District Square in each district to serve as a focal point gathering place for the district.
- o **2.6.4** - Supplement parks and squares with Pocket Parks in each district.
 - a. Identify and/or acquire multiple vacant sites within each district and implement tactical “quick build” amenities on them to generate activity within the district.
 - b. As activity momentum increases in the district, implement permanent treatments for well-performing pocket parks or open lesser used sites to infill development.
- o **2.6.5** - Develop the greenways outlined in the plan to enhance connectivity and walkability within the Downtown area.
 - a. Utilize “quick-build” implementation strategies to establish routes until permanent features can be constructed.
 - b. In addition to walking/biking space, plant trees and provide lighting, furnishings, and other comforts along each greenway.

03

MAIN STREET



Future Land Use

As shown in **Map 8**, this chapter provides specific recommendations for four distinct areas along Lehi's Main Street, the Downtown Core, Mills District, Rodeo District, and the Transition Zones along Main Street.

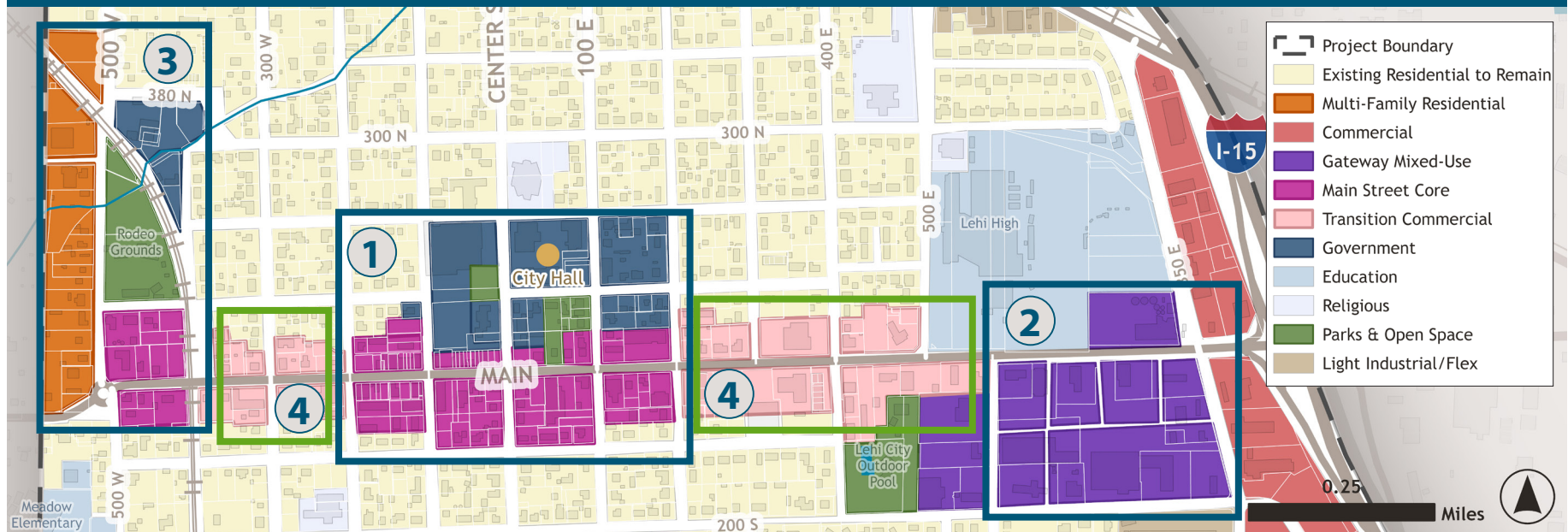
1 The **Downtown Core** is the cultural heart of the city, featuring a mix of shops, restaurants, and community spaces that encourage foot traffic and create an inviting atmosphere.

2 The **Mills District** enhances the Downtown access experience and envisions an evolving walkable neighborhood with ready access to I-15.

3 The **Rodeo District** emphasizes a revitalized and enhanced Rodeo Grounds as a focal point for the community flanked by mixed infill housing types, compatible commercial uses such as restaurants, and other community space.

4 The **Transition Zones** along Main Street serve as lower intensity segues between the Main Street Core and other districts, blending smaller scaled residential and commercial uses that buffer and respect the character of existing residential neighborhoods. Transition Zones on Main Street are intended to remain unchanged in form, but may transition to commercial use or infill with patterns similar to the Downtown Core.

Map 8: Future Land Use - Main Street



Land Use Descriptions

SINGLE-FAMILY RESIDENTIAL

Existing single-family residential neighborhoods should remain a key part of Downtown Lehi's fabric, with changes approached carefully to respect their scale and character. While most of these areas are expected to stay largely intact—supporting both affordability and historic housing—modest, well-designed infill may improve transitions with surrounding uses. The goal is to support low-impact, context-sensitive housing options that enhance, rather than diminish, the area's identity.



Example of Single-Family Residential

MIXED RESIDENTIAL

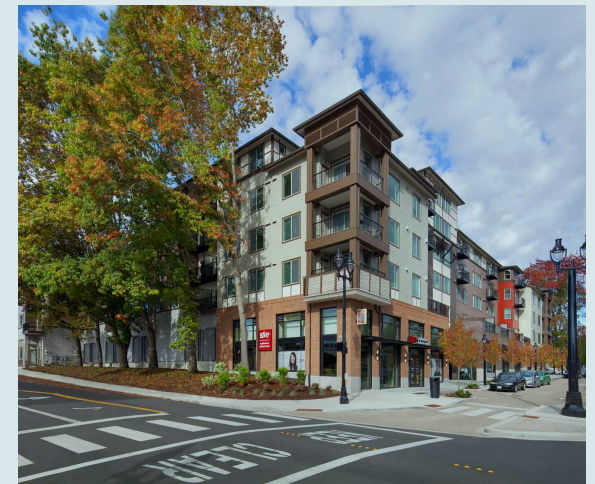
These areas include a mix of townhome, duplex, and/or multi-plex units that provide "Missing Middle" housing opportunities within convenient walking distance to Downtown activity centers. This housing type should generally follow an infill pattern within existing single-family stock, and should be of a similar character to blend in with the surrounding neighborhood. Priority should be given to unit types that promote homeownership.



Example of Medium-Density Mixed-Use Residential

GATEWAY MIXED-USE

The Gateway Mixed-Use type is envisioned to provide a self-served, walkable neighborhood with ground floor retail and residential up to four stories above. The existing large blocks within this area are subdivided and reconnected with the historic grid. Newly constructed buildings should face the street, provide a consistent street wall along Main Street, place parking behind, and incorporate architectural cues from historic uses, such as the Lehi Roller Mills.



Example of Gateway Mixed-Use

GATEWAY COMMERCIAL

The commercial area between I-15 and 850 East provides an opportunity zone for business that benefits from ready visibility off of I-15. These highly visible locations serve as a gateway to Downtown, while supporting a primary role of serving highway travelers. Traditional commercial retail uses are expected in this area.



Example of Gateway Commercial

DOWNTOWN CORE

The Downtown Core represents the heart of Lehi and carries the dual role of preserving the rich historic qualities of the neighborhood while introducing new uses, activity, and services. This area preserves identified historic buildings with commercial use, while allowing for infill of new mixed-use buildings with ground floor retail and residential or office up to three stories that bring new activity and vitality to the core. Newly constructed buildings should face the street, provide a consistent street wall along Main Street, place parking behind, and incorporate architectural elements that blend with historic uses.



Example of Main Street Core

TRANSITIONAL COMMERCIAL

The Transitional Commercial areas preserve existing buildings and forms while gradually evolving toward primarily commercial use. These zones grandfather existing structures, parking, and uses, but all future uses are expected to be commercial only. Structures in these areas are generally not historically significant and may be redeveloped. In such instances, newly constructed buildings should face the street, provide a consistent street wall along Main Street, place parking behind, and incorporate architectural elements similar to those in the Downtown Core.



Example of Transitional Commercial

CIVIC AND EDUCATIONAL

These areas include the civic campus, which takes in City Hall, Legacy recreation center, the museum, and library, as well as Lehi High School, which is expected to remain. These facilities should be preserved and enhanced to meet the needs of Downtown and Lehi City as a whole.



Example of Civic - New Lehi City Hall

PARK AND OPEN SPACE

Park and open space uses are intended to be public facilities which provide green space and/or recreational use to the Downtown area. Existing uses of this type on Main Street include the Rodeo Grounds and Outdoor Pool facilities. Additionally, pocket parks and district squares are expected to be developed to enhance mixed-use areas.



Example of Park/Open Space

Downtown Core

DESIGN GUIDELINES

Development Form

The Main Street development form must create an attractive and inviting public space, considering multiple factors to enhance the pedestrian experience while balancing the economic needs of businesses that create the mixed-use environment. The district must be desirable and safe while creating a unique sense of place. This includes:

- Respect for the Existing Neighborhood Fabric
- Architectural Style and Materials
- Massing and Articulation.
- Setbacks and Building Orientation.
- Facades, Fenestration and Transparency
- Screened Parking



Provo Main Street

Respect and Enhance the Existing Neighborhood Fabric

New developments should align with the existing built fabric in a way that supports incremental change, considering scale, setbacks, street orientation, and both pedestrian and vehicular access. Open space and landscaping should be included wherever possible. Active uses (retail, cafés, etc.) should be required at the ground level to enhance vibrancy and safety. These spaces can also generate economic activity and increase pedestrian traffic.



Architectural Style and Materials

The Main Street area showcases late Victorian to early 20th-century architectural styles. Exposed brick, engaged pilasters, simple roof lines and large windows are appropriate responses to maintain this aesthetic. Modern interpretations of these aesthetics can create contemporary and attractive commercial and living spaces. For both commercial and residential uses, natural light penetrating deep into the space through large windows (which can also benefit retail establishment display), and shading / rain protection from canopies provide great assets.

The existing Lehi City Historic District Design Standards generally address architectural materials for Main Street buildings. They create an architectural vocabulary that emulates a historic traditional style. However, the standards are still somewhat vague as to what the desired style is and the required architectural elements may be interpreted many ways without a clear illustrated menu. Additionally, while early 20th century architecture may serve as a precedent, it is difficult to replicate a full century after the fact. As such, it is recommended that the standards include strong examples of contemporary interpretations that are compatible with the historic architecture.

Massing and Articulation

Appropriate infill development will allow maintaining and even increasing the intensity of development with massing and volumes which match the existing structures. Building mass must respond to the street. While three-story heights are generally desired for the district, allowing additional stories with stepbacks that add residential units may create more viability for both developers and first floor businesses. Stepback is good practice for maintaining the human scale of the street wall, while also allowing for sunlight penetration and views to the sky.

Articulation in the facade, including changes in plane, roof line, balconies, awnings and canopies provide interest and complexity to create attractive environments and respond to the scale of the pedestrian. In a pedestrian-oriented environment like Main Street, facade breaks should occur at frequent intervals of no more than 50 feet.



Facade Articulation use of canopies & glazing: SLC- South Temple

Setbacks and Building Orientation

Within the Main Street area, reduced setbacks are encouraged to promote a vibrant pedestrian environment, support retail viability, and maximize development potential. Buildings should be located within a zero to ten-foot “build-to” zone, reinforcing a consistent street edge while allowing flexibility for architectural variation. This range helps break up long facades and creates opportunities for diverse expressions in building design. Active, inviting streetscapes can accommodate a mix of uses—including retail, services, and residential. To ensure a high-quality public realm, these reduced setbacks should be paired with wide sidewalks, street furnishings, and landscape elements that enhance the pedestrian experience and contribute to the area’s character.



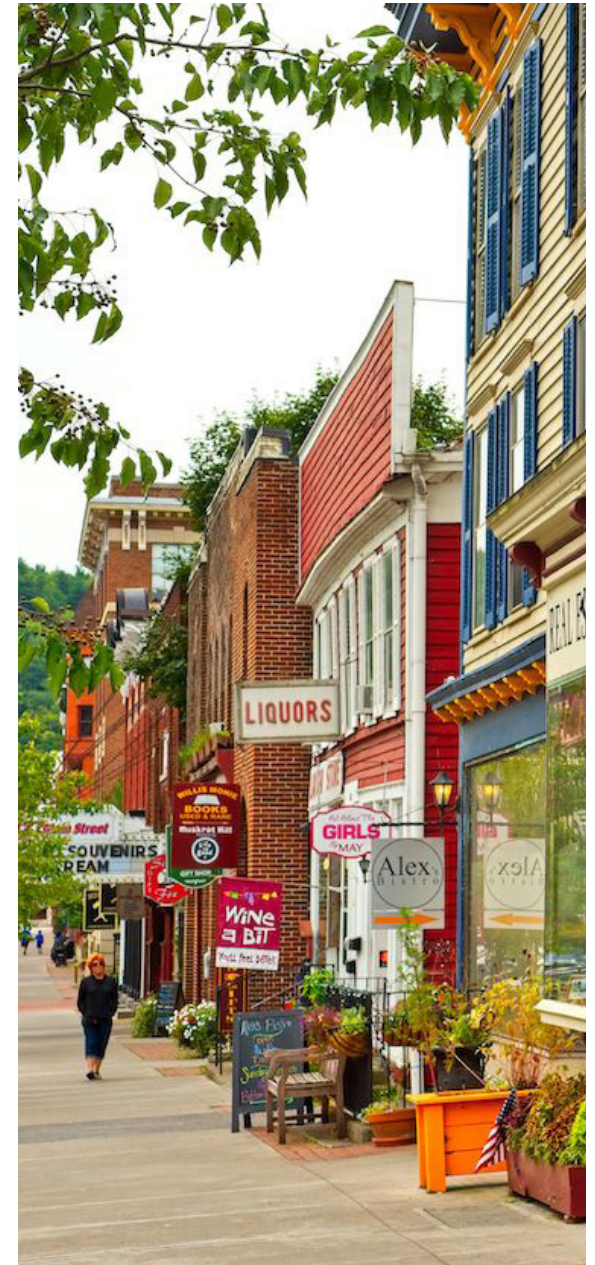
Reduced setbacks, corner retail, use of canopies and glazing

Facades, Arrangements, and Transparency

Facade design should consider both the horizontal and vertical treatment of materials. Approaches that introduce a distinct base, middle and top to a building or provide horizontal and vertical banding generate intrigue and avoid monotony along the street wall. Paired with the setback and massing conditions of the Main Street area, the inclusion of ground floor transparency is critical. In addition to creating a safer environment for pedestrians, it provides visual interest and variety as we move through the space.



Reduced setbacks, distinct building base, large storefront windows



Respect and Enhance Neighborhood Fabric with appropriately scaled development, corner retail, low setbacks.

STREETSCAPE

Main Street currently serves multiple purposes, including defining the area's character, supporting businesses, and facilitating local and regional traffic. However, these functions can conflict, creating challenges for the street's design. The proposed transportation network, (**Map 9**), prioritizes pedestrians and public space over regional traffic, aiming to make Main Street more walkable and vibrant. To better understand how the pedestrian and vehicular spaces interact, refer to **Map 9**, **Figure 5**, and **Figure 6** in the following pages.

Core Segment Improvements

The core segment of Main street, located from Center Street to 200 West, is proposed to be expanded by two blocks to the east, extending the curbless design with added street trees and improved streetscaping. The sidewalk width will increase to 25 feet, and on-street parking will be minimized, focusing on drop-off zones, occasional time-limited parking, and paid parking for high-demand areas. Pedestrian crossings will be improved, and additional mid-block crossings added. Traffic-slowing measures and gateway elements will help discourage high-speed traffic.

Transition Area Enhancements

The Main Street transition area, from 500 East to Center Street and from 200 West to 500 West, comprises 60% of Main Street. This section will gain street trees, on-street parking, and traffic-calming features to align it with the pedestrian-focused core. These improvements aim to bridge the gap between the more commercial, vehicular-focused segments and the pedestrian-centric core area.

Freeway Interchange Area

The freeway interchange section of Main Street, located between I-15 and 500 East, is a wider, multi-lane roadway primarily aimed at bridging vehicular access between the various Downtown districts and I-15. Efforts will be made to minimize disruptions to traffic flow, distribute local traffic to the Downtown Core, Mills District, or Station District, and support regional east-west traffic with good connections to State Street and Pioneer Crossing.



Map 9: Recommended Transportation Network - Main Street

Street Context

- District core
- District transition
- Future neighborhood mixed use

Street Network

- + Existing Traffic Signal
- + Proposed Traffic Signal
- New Street

Transit

- Planned Transit Corridor: Bus Rapid Transit (Near-Term) / Light Rail Transit (Long-Term)
- Transit Circulator (preliminary route)
- Station Platform

Other Features

- P New Civic Parking Structure
- Gateway
- New tree/landscape focus
- Pedestrian focus street

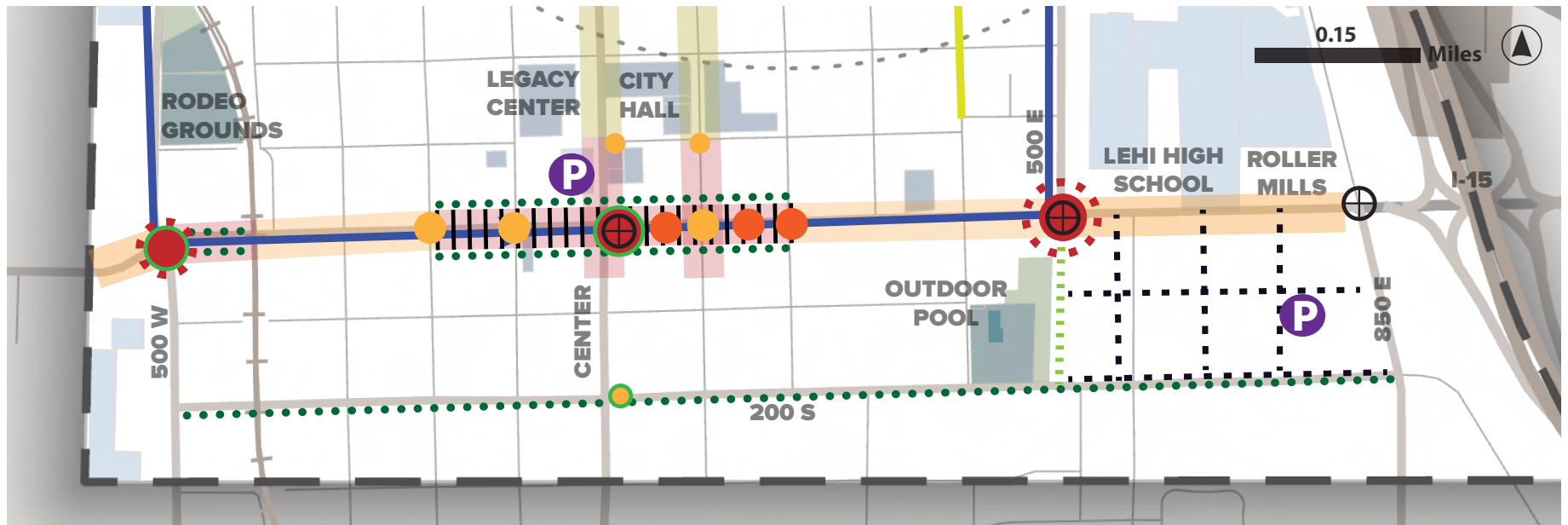


Figure 5: Main Street Core Example Cross Section

MAIN STREET: CORE

200 West to Center Street

STREET ACTIVATION AND ACTIVE FRONTAGES

Design building frontages to connect indoor spaces with the sidewalk, allowing businesses to directly engage with pedestrians and create a more welcoming, active streetscape.

WIDEN PEDESTRIAN REALM

Enable property owners and businesses to incrementally transform existing parking spaces into expanded sidewalks, enhancing walkability and creating a pedestrian-friendly environment.

FLEX ZONE

This curb-free design creates a flexible space that accommodates various uses, including drop-offs, pick-ups, and temporary parking, enhancing accessibility and adaptability for both vehicles and pedestrians.

OUTDOOR PATIOS

Encourage converting parking lots along Main Street into dynamic spaces for temporary uses like dining, shopping, or events, enhancing the experience of the street.



Figure 6: Main Street Extended Core Example Cross Section

MAIN STREET: EXTENDED CORE

200 West to 500 West

CONVERT AUTO SPACE

As part of extending the Main Street core, encourage the conversion of existing parking lots and drives in front of buildings to people spaces such as plazas, outdoor dining, and yards.

PRESERVE TREES IF POSSIBLE

Consistent street trees are a key asset of this street. This concept preserves them on the sidewalk while adding an additional row of trees, making the street more pleasant for walking and biking.

REMOVE CENTER TURN LANE

Reconfiguring the street from three to two lanes narrows the roadway, slowing traffic and providing more space for walking, gathering and business use.

EXTEND MAIN STREET CORE CHARACTER

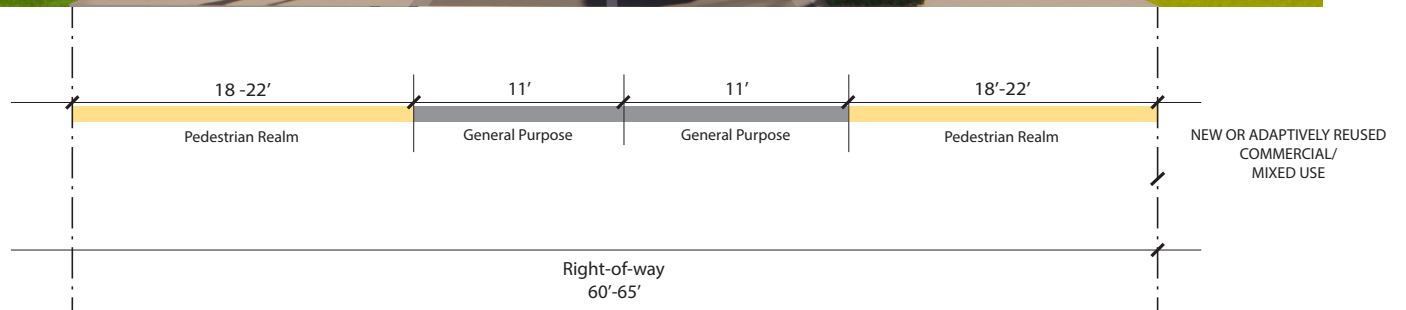
Main Street from Center to 200 West currently creates a welcoming environment whose curbside design should be extended a few blocks to the east.

WIDEN SIDEWALK

The narrower roadway allows for more pedestrian space along Main Street, which could be treated with landscaping or hardscape depending on the adjacent uses.



NEW OR ADAPTIVELY REUSED COMMERCIAL/
MIXED USE



PARKING STRATEGIES

Parking accounts for nearly 20% of land area in Downtown Lehi, with 97% of visitors accessing the area by car. Encouraging and planning for walkability while simultaneously finding convenient parking solutions is critical to ensure the continued vitality of the area. Five of the nine blocks along Main Street lack on-street parking altogether, and the remaining four have limited spaces (11 to 20 stalls per block). To improve, several strategies aimed at optimizing both on-street and off-street parking are proposed to create a more efficient and accessible parking system while also enhancing the pedestrian-friendly appeal of Main Street.

Main Street Parking

The first recommendation is to reduce traditional on-street parallel parking along Main Street. Reducing on-street parking will create space for pedestrian-oriented uses such as outdoor dining or street furniture, which will enhance the public's experience and celebrate the district's historic identity.

Reimagined parking on Main Street will be reserved for 15-minute loading zones and ADA-accessible parking stalls, while parking for longer visits should be shifted to side streets and new off-street parking facilities.

Side Street Parking

The objective of side street parking is to optimize available spaces, with exceptions for corridors like Center Street and 100 East, where mobility takes precedence. Traffic-calming features such as bulb-outs should be implemented to better delineate parking stalls, improve pedestrian safety by reducing crosswalk distances, and enhance the overall street aesthetic. On-street parking will also provide pedestrians with a safety buffer from vehicle traffic.



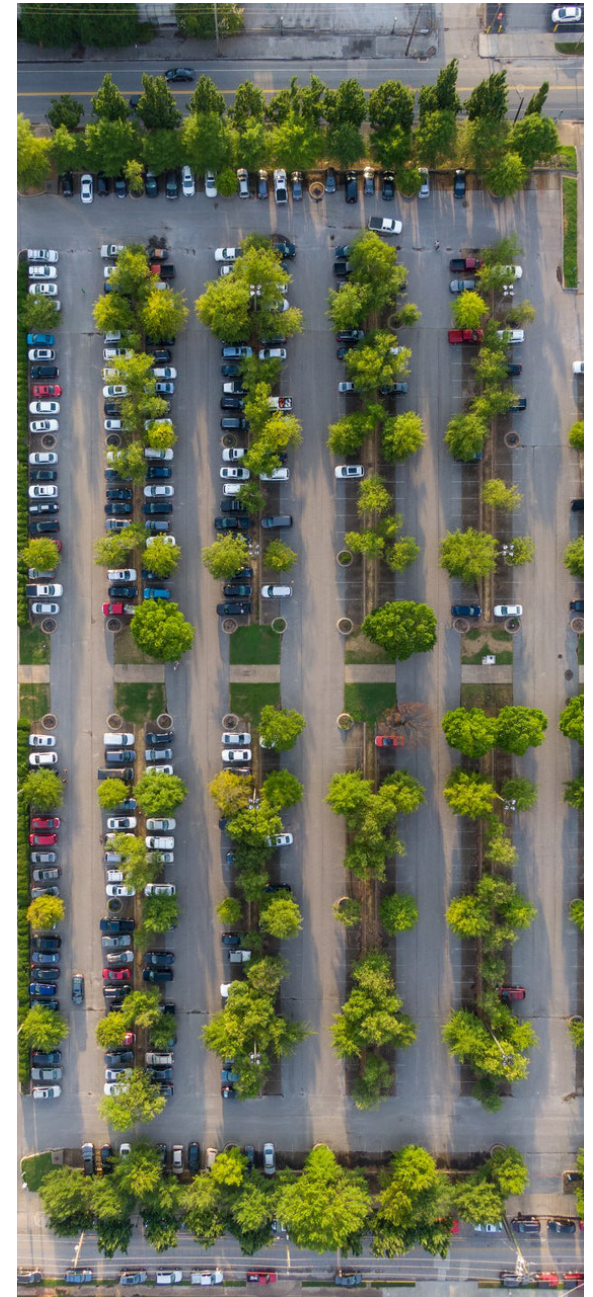
Off-Street Parking

While off-street parking should be one of the primary solutions for Main Street, surface lots detract from its appeal, reduce tax revenue, and limit development opportunities. To boost vibrancy and walkability, future surface parking should be moved to rear yards accessed from side streets or into a centralized, publicly owned parking structure. Relocating driveways from Main Street onto intersecting streets would reduce conflicts between vehicles and pedestrians, greatly improving safety and making the street more walkable.

Repurposing surface parking lots for higher land uses such as retail or offices can increase property values and tax revenues while reducing the need for on-site parking. Given the limited rear yard space on Main Street, a centralized civic parking structure—modeled after successful examples in Ogden and Park City—could meet the majority of commercial parking needs. Developed through Tax Increment Financing (TIF), these facilities would consolidate parking, reduce overhead for businesses, and open land for redevelopment. Park City’s municipal-owned structures, for example, are located

just a short walk from downtown, enabling businesses to focus on customers rather than parking logistics, while also easing congestion and encouraging commercial activity.

Surface parking stalls generally cost about \$4,000 while structured parking costs are averaging \$35,000 per stall (and significantly higher in some locations depending on soil factors and other conditions). If structured parking is desired, developers could not charge additional rent to cover the cost of structured parking. While there would be some savings due to reduced land required for structured parking as compared to surface parking, it is usually not nearly enough to offset the costs of the structured parking itself. If rents were raised to cover the cost of structured parking, the units (residential, office or retail) would not be competitive with other similar units in the market. Therefore, in order to encourage structured parking, the City would need to provide assistance to offset the added construction cost of structured parking less the savings in land acquisition.



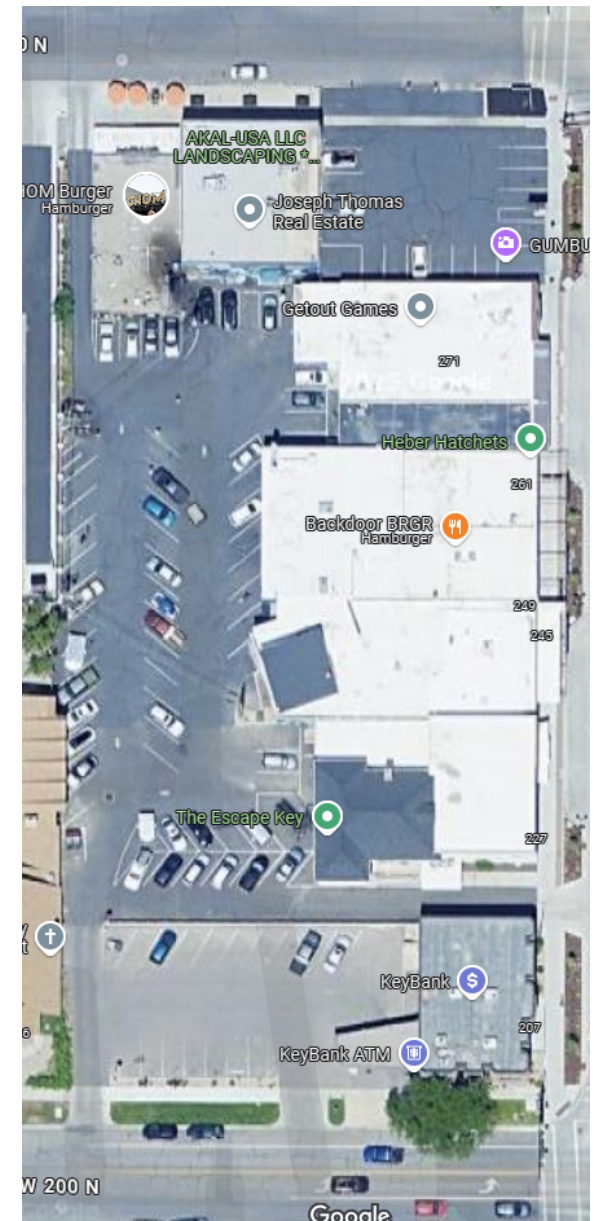
Reduced Parking Solutions

Parking requirements remain one of the most challenging obstacles to new development, especially for mixed-use and restaurants. Reducing or eliminating parking requirements in the historic district would further support development and land optimization, creating a more dynamic, walkable downtown, while increasing the overall economic potential of the area and preserving Main Street's appeal as a family-friendly destination.



Shared Parking Solutions

Shared parking can optimize parking lots by utilizing spaces at different times of the day. For example, office parking during the day could be shared with nearby restaurants that need parking in the evening. Currently, parking capacity is underutilized at certain times, but coordinating peak demand periods across businesses can create a more efficient system. Shared parking arrangements can be formalized through agreements between property owners, reducing the need for dedicated parking spaces for individual businesses. The city can also promote shared parking through zoning incentives or guidelines that promote collaboration among property owners to maximize parking efficiency.



Example of a shared parking lot among multiple businesses. Note the distinction from the separated bank parking lot in the bottom of the image.

Parking Management Strategies and Policy Recommendations

In the near-term, policy changes can be considered as Downtown Lehi develops into a notable destination and demand for parking increases. Parking in high-demand areas could be made more available by implementing duration restrictions, such as one- or two-hour parking. Additionally, variable pricing can effectively manage availability by ensuring there are always a few open stalls in high demand areas, balancing convenience and turnover. This approach would help ensure that on-street parking spaces near restaurants become available for customers throughout the evening rather than being occupied for long periods. Ample off-street parking

opportunities, such as the future parking structure within the planned civic center redevelopment, would be essential to the success of this strategy. Funding for this or additional off-street parking improvements could be funded by additional revenue generated by parking meters.

A variety of policy changes implemented by the city could be deployed in the more medium-term. For example, Lehi could establish a parking overlay district within the historic core. This district would provide increased flexibility in parking requirements, potentially allowing businesses to be exempt from providing their own parking facilities. Instead, businesses could contribute to meeting the overall public parking demand

through shared parking arrangements or other strategies. This approach could be institutionalized through a Transportation Management Ordinance, facilitating negotiated solutions that balance business needs with the availability of public parking.

Beyond the downtown core, modernized parking code would allow for more context-sensitive solutions. Reducing parking requirements for certain land uses—such as retail and restaurants—could encourage low-impact development and reduce the financial burden on businesses to provide free parking. Another potential policy change would be to discourage the development of drive-through or pickup windows, reserving these uses for auto-oriented areas elsewhere in the city.



CATALYTIC PROJECT

A selected development in Downtown Lehi may have the potential to spark broader investment, activity, or revitalization within the area by demonstrating the area's potential and building momentum for future improvements. City staff have identified the north side of the Main Street frontage between Center Street and 100 East as a potential area for catalytic investment to occur.

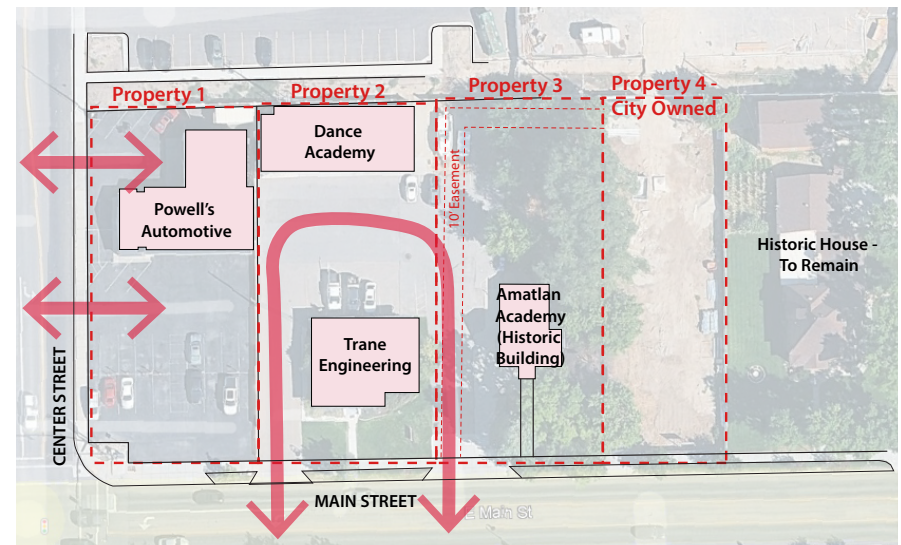
Existing Conditions

Lehi City recently acquired or will soon acquire two residential properties at 51 E and 69 E Main Street. One home has been demolished to make way for a future pedestrian promenade that will enhance the connection between Main Street and the new City Hall. The second structure is being evaluated for structural integrity and may be either repurposed for commercial use or redeveloped. A privately-held parcel at 27 E Main St (Trane Engineering/Dance Academy) has expressed interest in redevelopment, while the owner of the 11 E Main St property (Powell's Automotive) has not at this time.

Under current conditions and zoning ordinances, redevelopment on any of these parcels is particularly challenged due to requirements for access, parking minimums, and landscape requirements.

Existing Conditions

Properties 2 and 3 currently only have access points off Main Street, one of which is shared by both properties and constrained by a utility easement. Property 1 is only accessible via Center Street.



Creating a Path Forward

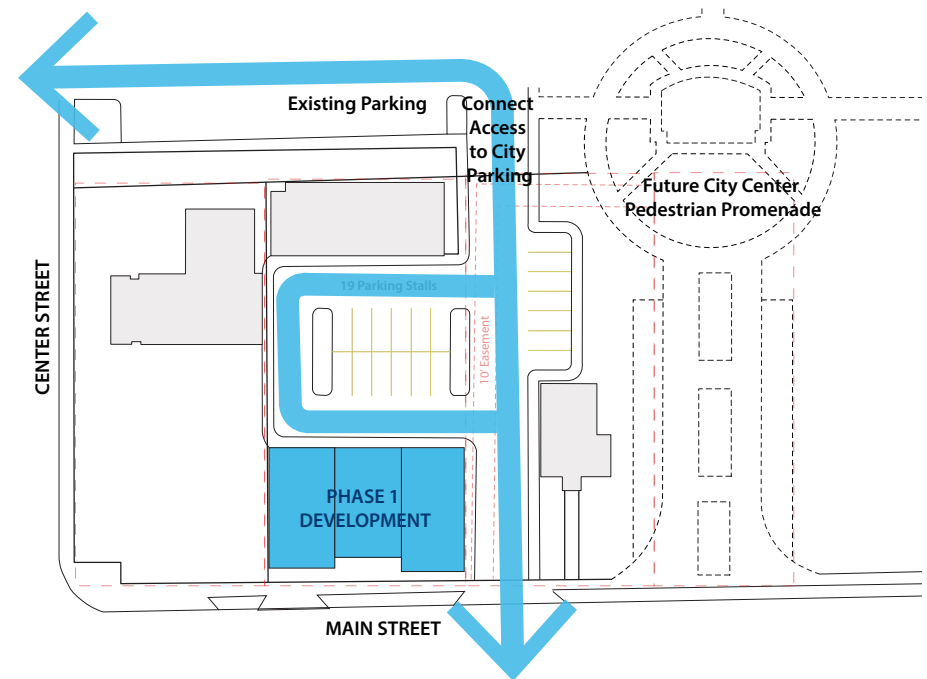
To achieve the desired form and uses for redevelopment in this area in character with the historic Downtown Core, strong private-public collaboration will be essential. Several strategies can help overcome current zoning and access challenges:

- Creating flexibility in access to parking behind Main Street buildings
- Accepting phased solutions for access until the desired rear alley condition can be fully realized
- Establishing shared parking agreements between private and public properties
- Opening of public parking to serve adjacent businesses
- Reducing minimum parking and landscaping requirements

These strategies may be used in combination through a series of phases over time. The following diagrams illustrate one potential phased approach, though actual development will require negotiated site plans and agreements at each step. Through continuing collaboration, each phase will ultimately lift the overall development towards the desired final character.

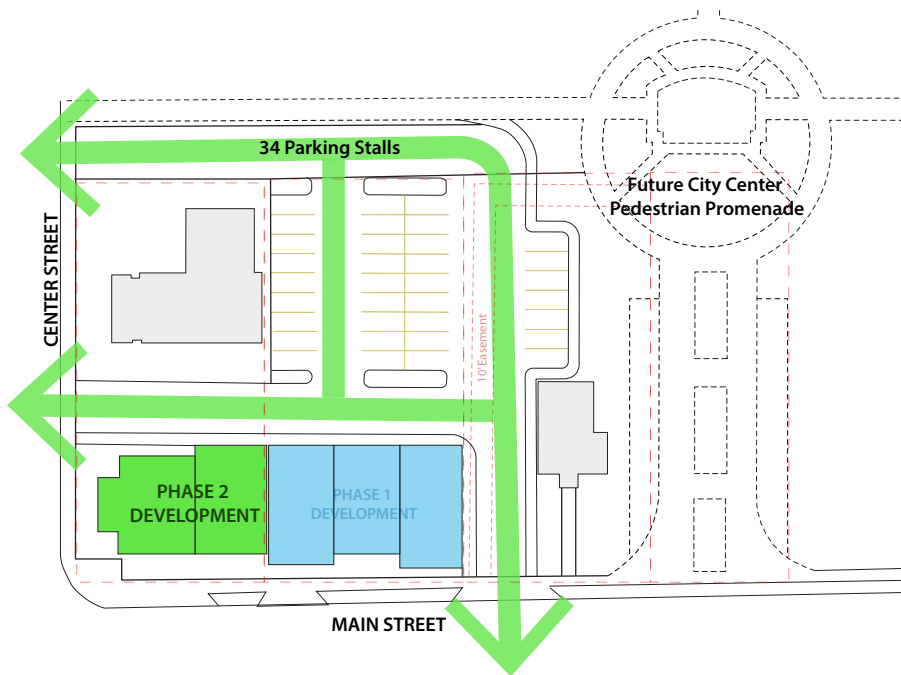
Phase 1

Property 2 begins redevelopment with a new building fronting Main Street and limited rear parking. Shared access is maintained with Property 3, connecting to the City's parking lots, which are opened for business use and provide additional access from Center Street.



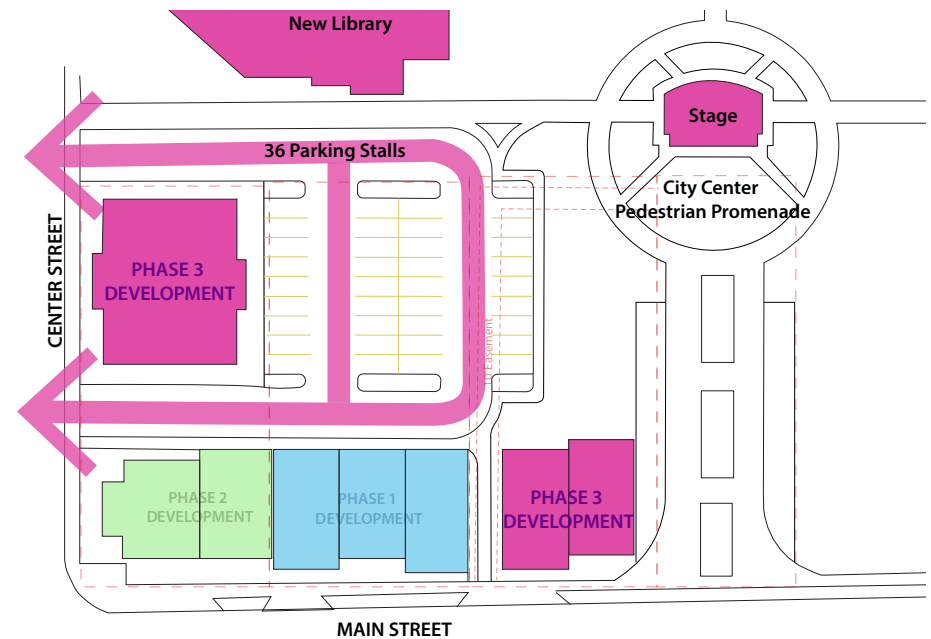
Phase 2

Property 2 removes its accessory building and expands its building footprint. Working with Property 1 to develop the street corner, a shared parking agreement is created to relocate parking to the rear of Property 2. Access continues from both Main Street and Center Street.



Phase 3

As other surrounding buildings and properties redevelop, access is transferred from Main Street to Center Street. Buildings front Main Street continuously, with pedestrian pass-throughs only. Shared parking with the City lot is relocated to a district-level parking structure.



Mills District

DESIGN GUIDELINES

The Mills District presents an opportunity to extend the character and vitality of the historic core into a more contemporary, mixed-use environment. This area is currently characterized by auto-oriented commercial retail and has design standards in place which draw on the architectural character of the historic Lehi Roller Mills. While the district should respect and celebrate this important landmark, it must also provide space for new growth, innovation, and architectural expression. It is recommended that the design guidelines for this district be updated to allow for more flexible development and architectural character while ensuring high-quality urban design and compatibility with surrounding uses. The district should be dynamic, pedestrian-focused, and provide excellent regional access while also offering enough of a range of amenities to be self-sustaining. In essence, it should be a “new downtown” that complements the core and supports it rather than undermine it.

Development Form

The Mills District development form must support a vibrant and contemporary environment while acknowledging the area’s heritage. Similarly to the Downtown Core, the district should encourage mixed-use development, active ground-floor uses on Main Street, and thoughtful design that enhances the public realm.

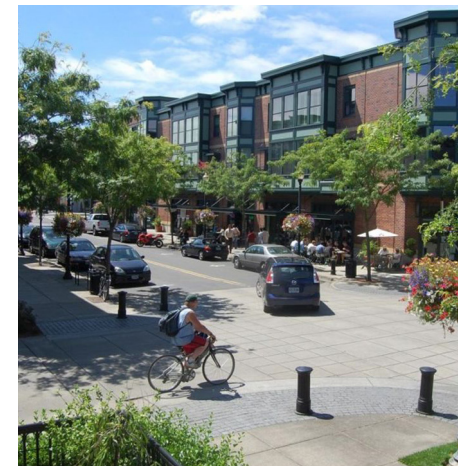
The strength of this district in supporting the Downtown Core is the introduction of residential units within walking distance of the historic district, thereby supporting commercial uses, but within a space that is more readily reconfigured and able to absorb these units. The Mills District

Figure 7: Mills District Massing Diagram



Conceptual example of potential uses and building massing within the Mills District representing the most intensive build-out scenario.. Note the reduced block sizes and buildings fronting streets with parking behind.

is not under the same space constraints, nor is it directly adjacent to single-family neighborhoods. Hence buildings up to five stories or more are envisioned, with the intent to foster vertical mixed-use projects that integrate housing, retail, and office space. Where adjacent to residential neighborhoods, upper stories should be stepped back, and additional landscaping or screening should be provided to minimize impacts and improve compatibility.



The Mills District is intended to provide a dynamic gateway to the Downtown area and support activity in the Core by locating more residents with walking distance while still being a key commercial area of its own.

Architectural Style and Materials

The Mills District should provide a greater level of flexibility to development than its historic neighbor, while still respecting the historic character of the area. While brick remains an appropriate primary material, it may be complemented by steel, concrete, fiber cement panels, or other modern and durable materials. Large storefront windows, contemporary detailing, and simple but expressive forms should define the district's architectural language. Designers may still be encouraged to use cues which reference the Roller Mills architecture without being a literal copy. As a strongly residential mixed-use district, additional elements such as canopies, open-air balconies, plazas and other common space amenities should be integrated to enrich the livability of the district.

Massing and Articulation

New buildings should be designed with appropriate scale and massing to support the district's role as a mixed-use hub. Buildings up to five stories are appropriate, with upper-story stepbacks after the third floor to maintain a human-scale streetwall. Long façades must be broken down into smaller visual modules through the use of material changes, projections, recesses, and vertical articulation. Frequent entrances and visually interesting elements—such as balconies, awnings, or color accents—should be incorporated to enhance walkability and improve the pedestrian experience.

Setbacks, Building Orientation, and Facades

Similarly to the Downtown Core, minimal front setbacks are encouraged in the Mills District to create a strong street edge and support ground-floor activity, with buildings oriented toward the street. Facades should incorporate both horizontal and vertical divisions, with the ground floors fronting Main Street including a high level of transparency to encourage visual connection between interior and exterior spaces. Storefront windows, corner entries, and expansive glazing should be used to enhance retail viability and improve the streetscape.



STREET NETWORK

The Mills District street network will transition from a disjointed parking area to a cohesive grid, featuring on-street parking and shared parking areas for more efficient space usage. A reconstructed street grid is envisioned, with neighborhood streets designed with a 52-foot cross-section, including 10-foot travel lanes in each direction, curb and gutter, parallel parking, park strips, and sidewalks on both sides.

Standard Improvements

Standard improvements for walkable commercial streetscapes include curb ramps, street trees, continuous planting strips, stormwater management features, pedestrian-scale lighting at corners and mid-block crossings, and parallel parking.

Case-by-Case Improvements

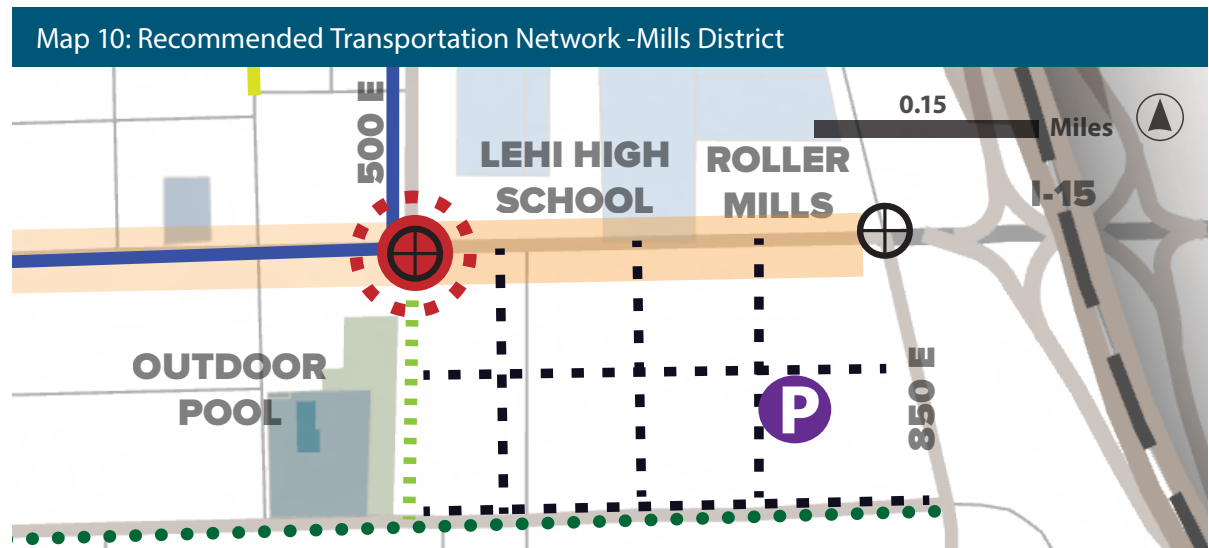
Case-by-case improvements for walkable commercial streetscapes include raised crosswalks, extended bulb-outs, shared public spaces, and interlocking concrete pavers at intersections.

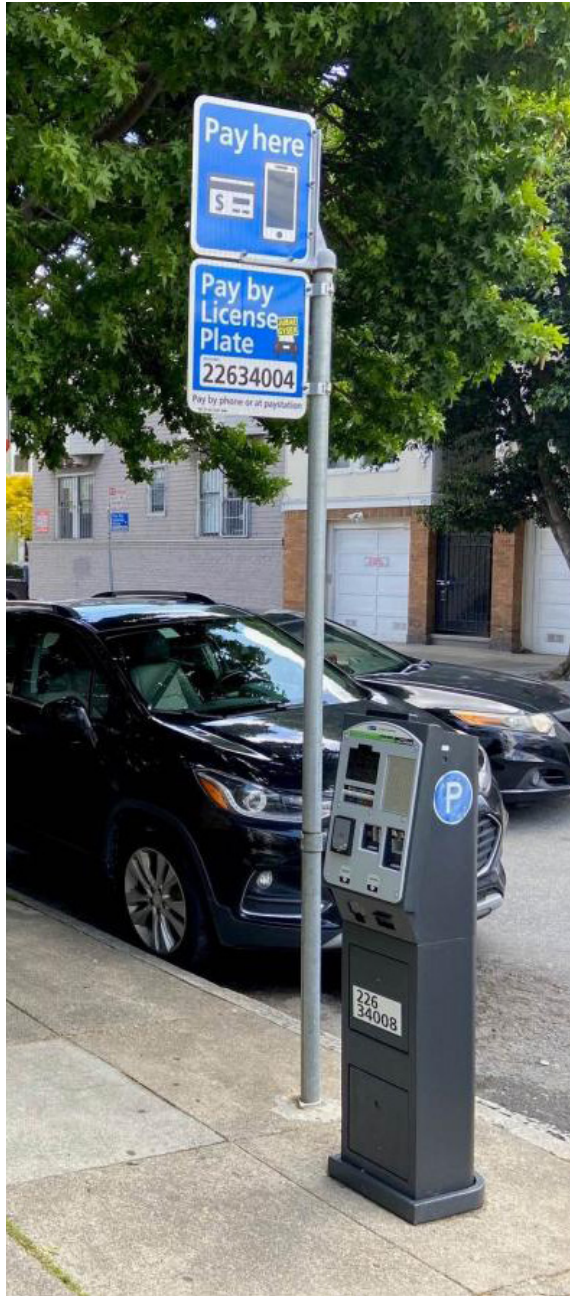
Considerations

These streetscapes should consider traffic calming measures, expand public open space, and create opportunities for community stewardship. Considerations should also include minimizing frequent driveway cuts to improve pedestrian safety and flow. Development of the street network is likely to occur incrementally, and will require careful collaboration between the City and developers to ensure consistency in the new grid.

Recommended Transportation Network

- Downtown Lehi & Station Area Boundary
- Street Context**
 - Residential neighborhood
 - District transition
- Street Network**
 - Existing Traffic Signal
 - New Street
- Bike facilities**
 - Bike lane
 - Bike boulevard
- Crossings**
 - Signature crossing
- Transit**
 - Transit Circulator (preliminary route)
- Parking**
 - New Civic Parking Structure
- Other features**
 - Gateway
 - New tree/landscape focus





PARKING STRATEGY

Introduction

Parking currently occupies nearly 40% of the existing land in the Mills District. As the district evolves, the focus should shift from sprawling commercial parking lots to a vibrant mixed-use environment with active commercial spaces and residential units.

On-Street Parking

Implementing a 2-hour time limit during daytime hours is recommended to encourage short-term parking turnover and improve accessibility. Traffic-calming features like bulb-outs can define parking stalls and enhance pedestrian safety.

Off-Street Parking

Parking demand will rise with district growth, but it is important to maintain current levels of parking availability. Parking studies for new developments are recommended to help align parking provisions with land use intensity and identify opportunities to redevelop underutilized parking lots.

MANAGEMENT STRATEGIES

A new wayfinding system should be implemented to guide drivers to available shared parking spaces. This will reduce search time, alleviate congestion, and encourage the use of underutilized facilities, enhancing parking efficiency and user experience.

Key Strategies Include:

- Encourage the redevelopment of side-yard parking lots to optimize land use.
- Promote shared parking between businesses with different peak hours (e.g., offices experience demand during the day and restaurants experience demand in the evening).
- Shift parking into structured parking facilities to reduce large surface lots.
- Leverage Tax Increment Financing (TIF) to fund a civic parking structure, consolidating parking and enabling redevelopment.

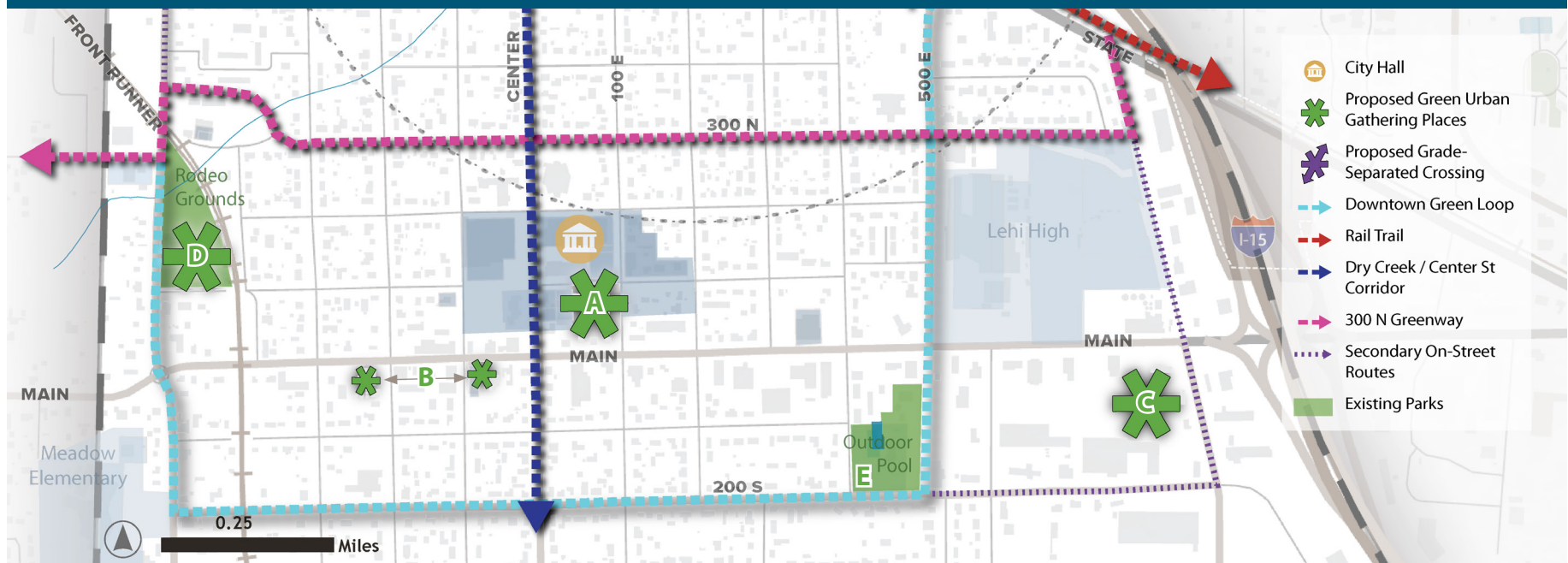
Open Space and Gathering Areas

The vision for open space along Main Street introduces and connects five key gathering areas along the corridor (see **Map 11**):

- A** Downtown Core District Square
- B** Pocket Parks in Downtown Core
- C** Mills District Square
- D** Rodeo District
- E** Lehi Outdoor Pool

These spaces will be linked by an enhanced and more pedestrian-oriented Main Street streetscape. Together, these spaces will enhance the Main Street area by providing recreational uses, gathering areas, places of respite, and identity branding. They are a core asset to the evolution of the Main Street area, and should be prioritized as key developments that will catalyze future activity and interest in the corridor.

Map 11: Green Network - Main Street





A - DOWNTOWN CORE DISTRICT SQUARE

The Civic Campus Master Plan proposes a central green gathering place located adjacent to City Hall. This square is intended to serve as a key focal point for community gathering, including as a performance venue. The square is also envisioned to be directly connected to Main Street via a pedestrian promenade to the south. In addition to being a key gathering space for events, the square should offer a variety of unprogrammed and passive elements typical of a city park or campus to make the area inviting and active during regular hours.



B -POCKET PARKS

Pocket parks on Main Street are intended to occupy vacant infill sites in the Downtown Core that are otherwise not suitable for new development. They may occupy narrow spaces, serving as a pedestrian corridor to locations deeper within the block, or be destinations of their own. The City currently owns one open parcel adjacent to the Literacy Center which may be enhanced for this purpose, incorporating additions such as seating, public art, attractive plantings, and shade. Other sites may present opportunities in the future as the district evolves. The City should take advantage of such opportunities to develop unusable sites as pocket parks in order to catalyze interest and new development Downtown. In some cases, public-private partnerships may be explored to incorporate uses such as dining adjacent to a restaurant.



C -MILLS DISTRICT SQUARE

A district square centered within the Mills District will support the development of a strong sense of place within that neighborhood. This area's branding, placemaking, and wayfinding elements are essential to transforming the area, drawing visitors, and fostering commercial use. Adding a core green space will serve as a focal point and create a more welcoming, pedestrian-friendly environment that invites exploration and invites people to stay. This square may be developed either publicly or privately depending on the development needs and opportunities of the district area.

D - RODEO GROUNDS

The rodeo grounds have long stood as a key community landmark within Lehi City. However, the facility is limited in its capacity for rodeo use and is vacant much of the year. Rather than relocate the grounds, the interest of the community is to revitalize and enhance them, making the facility an attraction for a variety of events throughout the year. Potential additional uses for the facility include school program partnerships, music performances, car shows, motorsports, mud-loving sports such as cyclocross and mud-runs, and other sport tournaments.

Outside of the arena, developed green spaces or plazas can provide additional support for hosting markets, festivals, and other events as pictured in **Figure 8** on the next page. It is recommended that a separate study be conducted to master plan this facility for its potential uses and rodeo enhancements, as well as to resolve issues such as access and parking.

Figure 8: Year-Round Rodeo Ground Uses

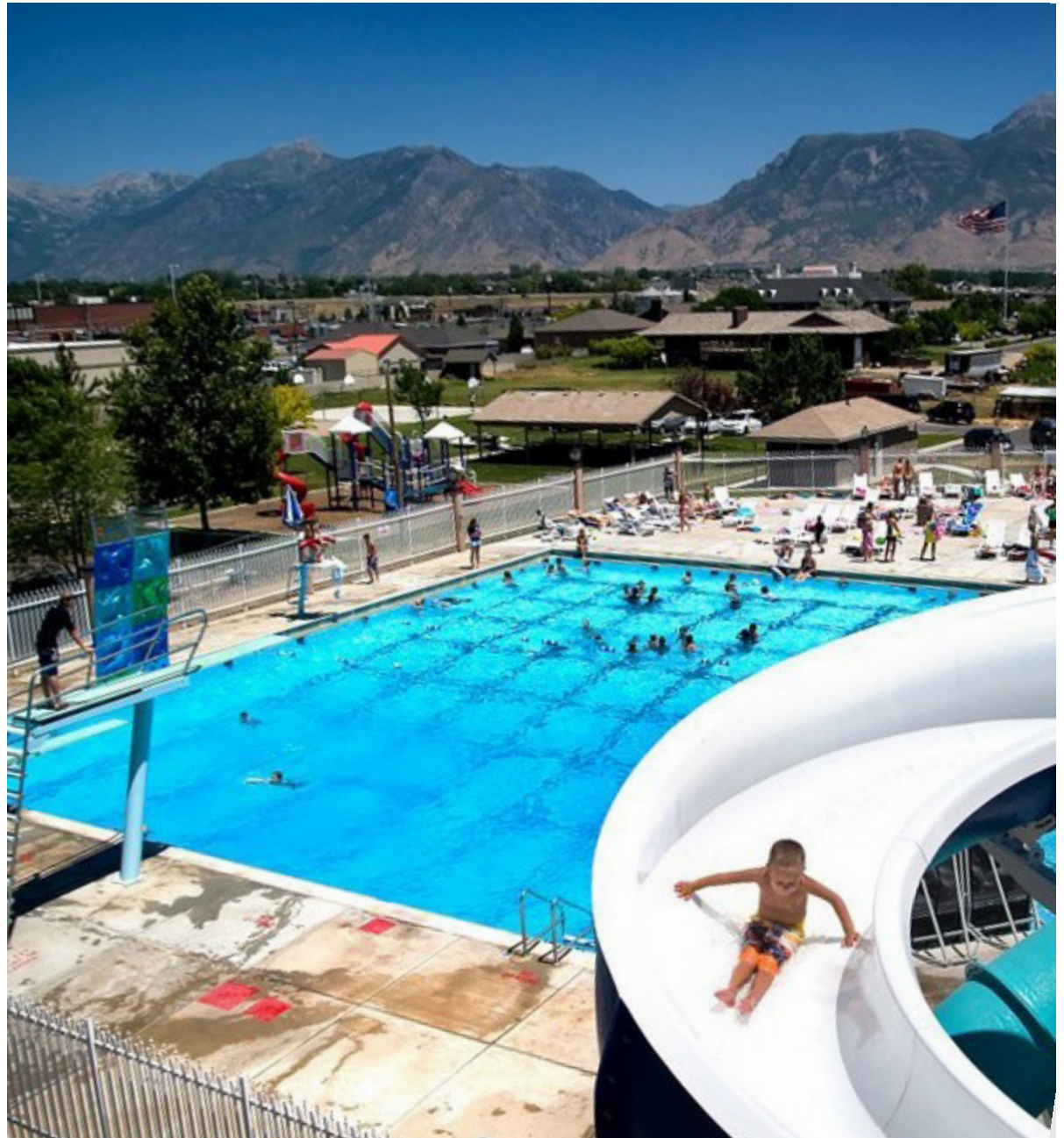


Year-Round Activation Opportunities

- **Community events:** Organize concerts, food festivals, outdoor fairs, arts and cultural festivals, holiday markets, farmers' markets, and more.
- **Wellness & adventure activities:** Host health fairs, pet expos, charity walks/runs, create community gardens, and set up obstacle courses, climbing walls, and temporary zip lines.
- **Outdoor fitness classes & sports competitions:** Offer outdoor fitness programs like yoga, Pilates, boot camps, and organize events such as wrestling, dance, archery, and martial arts tournaments.
- **Partnerships & Private Rentals:** Partner with schools for activities like FFA programs, dances, and other community-based events. The grounds can also be rented for private events, including weddings, corporate retreats, family gatherings, and other special occasions.

E - OUTDOOR POOL

The Lehi Outdoor Pool is a popular destination for residents and visitors, offering a key recreational amenity throughout the summer season. While this facility is expected to remain, improvements to the park area on the north end of the facility may be considered to enhance the site as a community asset. Currently, the grounds feature a playground, pavilion, volleyball, and basketball court. Additional outdoor games and interactive water features that tie the theme of the pool to the site might be considered. Most importantly, public access and wayfinding to the park is limited, and ideally should be strengthened, providing additional connections to Main Street and the Mills District.



Economic Impact

This section summarizes the projected impacts of proposed development scenarios in the Downtown Core and Mills District for both the City and private developers. It is intended to provide guidance on implementation of the plan and a foundation for some of the recommendations herein. The analysis is based on current market conditions, which means the findings may change if market dynamics shift.

DOWNTOWN CORE

No specific design plans have been prepared for the Downtown Core as part of this study. For analysis purposes, it is assumed that properties with the lowest land values (approximately 5.6 acres) represent the most likely candidates for near-term redevelopment. These parcels currently average \$800,000 in taxable value per acre, compared to the downtown average of \$2 million per acre. If redeveloped to the current downtown average, these sites could yield approximately \$7,500 in additional property tax revenue annually. If redeveloped to the highest value range observed downtown, the increase could be closer to \$33,000 per year.

Buying Power

Retail viability in the Downtown Core is directly tied to the level of local household spending, or “buying power.” **Table 2** shows the average sales per capita in Utah in 2024 for various types of retail. The categories selected are those that could be found in a typical small-scale downtown area. As no specific plans are in place for an exact number of residential units to be added, a range of growth is projected for 100 units and 200 units with their respective added buying power. Note that the General Plan currently allows up to 250 residential units in the area, with an estimated 135 units in place today. At full build-out under the existing cap, approximately 115 additional units could be added.

Table 2: Buying Power Analysis

Description	UT Ave Sales per Capita	100 Units	200 Units
Furniture	\$400.42	\$100,105	\$200,210
Electronics	\$453.35	\$113,338	\$226,675
Food and Beverage	\$1,994.60	\$498,650	\$997,300
Health and Personal Care	\$289.50	\$72,375	\$144,750
Clothing	\$756.88	\$189,220	\$378,440
Sporting Goods, Hobbies, Books & Music	\$467.27	\$116,818	\$233,635
General Merchandise	\$2,888.16	\$722,040	\$1,444,080
Miscellaneous Store Retailers	\$802.28	\$200,570	\$401,140
Amusement, Recreation	\$328.47	\$82,118	\$164,235
Food Services & Drinking Places	\$2,322.99	\$580,748	\$1,161,495
Repair & Maintenance	\$601.06	\$150,265	\$300,530
Personal & Laundry Services	\$138.72	\$34,680	\$69,360
TOTAL	\$11,443.70	\$2,860,925	\$5,721,850

Source: Utah State Tax Commission; ZPFI

Analysis Results

The analysis indicates the following:

- A typical small downtown store occupies about 2,500 square feet and averages \$875,000 in annual sales.
- One new household contributes an estimated \$11,400 in retail spending annually. This is enough to support only 80 square feet of retail space.
- Even with 200 new units (roughly 500 residents), the increase in spending would support only about 4,000 square feet of retail, or one to two additional shops.

Current retail sales in the Downtown Core total approximately \$11.7 million annually. An additional 200 new households would add \$1.4 million in spending power or a 12 percent increase. While this growth is meaningful, it is not sufficient on its own to support the broader range of businesses envisioned for a revitalized Downtown.

The current population within ¼-mile radius of the Downtown Core is approximately 1,500 people. Total buying power from this group, is roughly \$17.2 million. Assuming 25 percent

capture from this group results in spending power of \$4.3 million in downtown.

Another approach for Lehi to attract retail into downtown, other than rooftops, is through attracting primary job generators which can bring significant employment. Employment is especially effective in increasing demand for lunchtime eating establishments. However, this may be difficult to produce at a meaningful scale like has been done at Thanksgiving Point, and may not reflect the goals for the downtown area.

Key Takeaways for the Downtown Core

- Redevelopment of low-value properties could **generate up to \$33,000 annually in new property tax revenue.**
- Mixed use development has been successful in the downtown core, with **retail on the ground floor and offices located upstairs.** Small-scale office, with a tenant-in-tow, could be feasible in this area.
- While additional residential units downtown increase local spending, 200 units alone would support only a modest amount of new retail. To achieve the desired level of retail diversity and stability, additional housing density immediately outside the core will be necessary to strengthen the customer base.
- Current retail sales in the Downtown Core are about **\$11.7 million annually.** About one-third is likely generated by the population within walking distance. This could further be increased with additional population living Downtown.

MILLS DISTRICT

Table 3 shows how the planned growth in the Mills District could add significantly to the attractiveness of Lehi’s downtown area as a retail and employment destination. The fiscal impacts for two housing density scenarios are compared:

- Most Intense Scenario: Up to 1,300 residential units and 158,300 square feet of commercial space.
- Least Intense Scenario: Up to 300 residential units and 158,300 square feet of commercial space.

Note that these scenarios demonstrate comparative fiscal impact only. Any significant development in this district would require significant utility upgrades which are not included in the analysis. Under these assumptions, the projected tax increment over 20 years ranges from \$9.3 million (Least Intense) to \$20.3 million (Most Intense). The added household buying power is projected to range from \$8.6 million to \$37.2 million annually.

City Impacts

Fiscal impacts to the City are driven primarily by property tax, sales tax, municipal energy tax, and Class B/C road funds, all of which increase with greater development intensity.

As shown in **Table 4**, the 20-year revenues vary significantly by scenario. Residential development generates nearly \$453,000 per acre under the Most Intense Scenario, compared to only \$107,000 per acre under the Least Intense Scenario. Retail provides the highest per-acre returns, while office and residential vary with density. At low densities—such as 300 units on 41 acres (approximately 7 units per acre)—revenues are considerably less.

Table 3: Summary of Major Impacts - Mills District		
Summary	Least Intense	Most Intense
Residential Units Planned	Up to 300	Up to 1,300
Commercial SF	158,300	158,300
Fiscal Impacts - Lehi City - 20 Yrs	\$9,366,343	\$23,178,226
Property Tax Increment - 75% Capture - 20 Yrs	\$3,455,883	\$20,268,201
Increased Retail Buying Power from Residential	\$8,582,775	\$37,192,025

Table 4: Mills District - Fiscal Impacts by Development Type										
Summary	20-Yr Fiscal Impacts		Units/SF		Revenue per Unit/SF		Density/FAR		Revenue per Acre	
	Least	Most	Least	Most	Least	Most	Least	Most	Least	Most
Residential	\$4,580,346	\$18,392,229	300	1,300	\$15,268	\$14,148	7	32	\$106,875	\$452,732
Office	\$628,356		79,150		\$8		0.40		\$138,326	
Retail	\$4,157,641		79,150		\$53		0.40		\$915,259	

Source: ZPFI

Developer Impacts and Feasibility

It is important for cities to have a perspective of what type of development will occur naturally in the market and what type of development may need some incentives in order to occur. Generally speaking, affordable housing and structured parking both need public assistance. If development costs are the same for an affordable unit and a market-rate unit, no developer would want to give up the loss in rent revenue from allocating some units as affordable rather than market-rate.

As noted in **Table 5**, the **Most Intense Scenario** achieves about 32 units per acre. Surface parking is feasible, and current cap rates produce higher returns, making this scenario more attractive to developers.

The **Least Intense Scenario** (see **Table 6**) includes up to 300 units with a density of about 7 units per acre. Land costs would be less under this scenario. Assuming a cost of \$1.5 million per acre results in profitability for a developer at cap rates between 3.5 and 4.0 percent. With current multifamily cap rates just above 5.0 percent, this scenario is less feasible under current market conditions.

Table 5: Mills District - Most Intense Scenario Market-Driven Residential Development

CAP Rates	Market Value	Construction Cost	Profit on Cost
4.50%	\$597,905,544	\$419,033,333	42.7%
5.00%	\$538,114,989	\$419,033,333	28.4%
5.50%	\$489,195,445	\$419,033,333	16.7%
6.00%	\$448,429,158	\$419,033,333	7.0%

Table 6: Mills District - Least Intense Scenario Market-Driven Residential Development

CAP Rates	Market Value	Construction Cost	Profit on Cost
3.50%	\$177,400,546	\$135,985,714	30.5%
4.00%	\$155,225,478	\$135,985,714	14.1%
4.50%	\$137,978,202	\$135,985,714	1.5%
5.00%	\$124,180,382	\$135,985,714	-8.7%
5.50%	\$112,891,256	\$135,985,714	-17.0%
6.00%	\$103,483,652	\$135,985,714	-23.9%

Source: ZPFI

Buying Power

Retail viability depends on the amount of household spending generated by new residents. As shown in **Table 7** the scale of impact between the two development scenarios is significant:

- A typical downtown store is approximately 2,500 square feet and generates about \$875,000 annually in sales.
- One household contributes roughly \$11,444 in spending each year, which is enough to support about 80 square feet of retail space.
- The **Most Intense Scenario** (Up to 1,300 units / ~3,250 residents) would generate about \$37.2 million in new annual spending. Assuming 25 percent of that spending is captured in downtown, this would support roughly 42,000 square feet of additional retail, which is enough for 15–20 new shops.
- The **Least Intense Scenario** (Up to 300 units / ~750 residents) would add about \$8.6 million in annual spending. With the same 25 percent capture rate, this would support approximately 9,000 square feet of retail, which is equivalent to three to four small shops.

This analysis demonstrates that higher-density residential development in the Mills District not only strengthens downtown’s overall buying power, but also creates the conditions to support a broader mix of stores and services. Importantly, unlike the Downtown Core, the Mills District is not constrained by a residential density cap in the General Plan. As an existing commercial area characterized by extensive surface parking, it presents far greater redevelopment potential to add the rooftops necessary to sustain new retail.

Table 7: Mills District -Buying Power Comparison - Annual		
Comparison Table	Buying Power	
Average per Capita	\$11,443.70	
Household Size	2.5	
	Most Intense	Least Intense
Residential Units	Up to 1,300	Up to 300
Buying Power	\$37,192,025	\$8,582,775

Source: ZPFI

Key Takeaways

- Market rate residential and retail development is feasible in today’s market. However, public assistance may be needed for properties where acquisition and demolition of existing structures is required.
- Retail development provides the highest fiscal impacts to the City on a per acre basis, followed by residential development and then office.
- If a Community Reinvestment Area (CRA) is created and captures 75 percent of increment, tax revenues could reach \$20.3 million over 20 years.
- If office development is desired in the area, a developer would need public assistance in the neighborhood of \$7.9 million for the planned 79,150 sf. This assistance could be reduced over time as vacancy rates increase and office rents rise.
- The Most Intense Scenario would add enough household spending to support roughly 42,000 square feet of new retail, compared to only 9,000 square feet in the Least Intense Scenario. With no density cap and substantial redevelopment opportunities on existing surface parking, the Mills District has stronger potential than the Downtown Core to deliver the residential base necessary to sustain new retail and services. However, note that utilities may require upgrade and will need further exploration.



IMPLEMENTATION PLAN

Strategy 3.1 - *Amend existing land use ordinances within the Main Street districts to align with the vision and recommendations of this plan.*

- o **3.1.1** - Adopt mixed-use and/or form-based zoning within the Mills District to allow for new uses within that area. Revise *Chapter 37 Design Standards* for the district to promote new mixed use development and allow for increased design flexibility in the built form. Allow flexibility for the creation of a master development plan for the area as a potential tool.
- o **3.1.2** - Update *Chapter 37 Design Standards for the Downtown Core* district per the design guideline recommendations of this plan.
- o **3.1.3** - Consider also adopting the Main Street streetscape concept and recommendations from this plan as part of *Chapter 37 Design Standards for the Downtown Core* district.

Strategy 3.2 - *Enhance Main Street as a walkable and more vibrant corridor within Downtown.*

- o **3.2.1 - a.** Improve the core segment, between 200 E and 200 W, to expand the pedestrian realm and activate the street per **Figure 5**.
 - b.** Add street trees, improved lighting, more planters and furnishings, and public art installations to enhance the pedestrian zone.
 - c.** Convert on-street parking areas to flex zones, allowing for either outdoor dining, limited parking/loading, or other uses to occur within the space.
- o **3.2.2** - Improve the transition area segments with added street trees, street parking, and traffic calming features.
- o **3.2.3** - Improve and enhance pedestrian crossings at all intersections within the Downtown Core, as well as at 500 East.
- o **3.2.4** - Facilitate the creation of a restored street grid within the Mills District as part of new development.

Strategy 3.3 - *Adopt a more balanced, pedestrian-focused approach to parking along Main Street.*

- o **3.3.1** - Reduce the amount of on-street parking on Main Street and optimize on-street parking on side streets.
- o **3.3.2** - Concentrate off-street parking on shared facilities located behind frontage buildings.
 - a. Reduce parking minimum requirements for new developments.
 - b. Promote the creation of shared-parking agreements.
 - c. Open City-owned lots as an option for meeting parking requirements for new businesses on Main Street, either as public parking or by lease agreement.
- o **3.3.3** - Consider the construction of a City-owned centralized parking structure within the Downtown Core district as part of the civic campus, utilizing TIF or similar funds.
- o **3.3.4** - Consider the construction of a centralized parking structure within the Mills District. The cost may need to be shared by both developers and the City.
- o **3.3.5** - Implement duration restrictions or paid parking for on-street parking to free parking spaces for shorter turnover activities.

Strategy 3.4 - *Create and task an economic development organization with the revitalization of Main Street.*

- o **3.4.1** - Create a Downtown Authority or give greater responsibility to an existing body to facilitate economic development and attract businesses to Main Street.
- o **3.4.2** - Utilize TIF or similar funds to develop grants for façade improvements, catalyst projects, and restaurant conversions.
- o **3.4.3** - Task the Downtown Authority with facilitating activity programming within the Downtown Core, including events such as markets, business walks, food truck nights, concerts, parades, and festivals.
- o **3.4.4** - Task the Downtown Authority with marking and branding of the Downtown both locally and regionally.

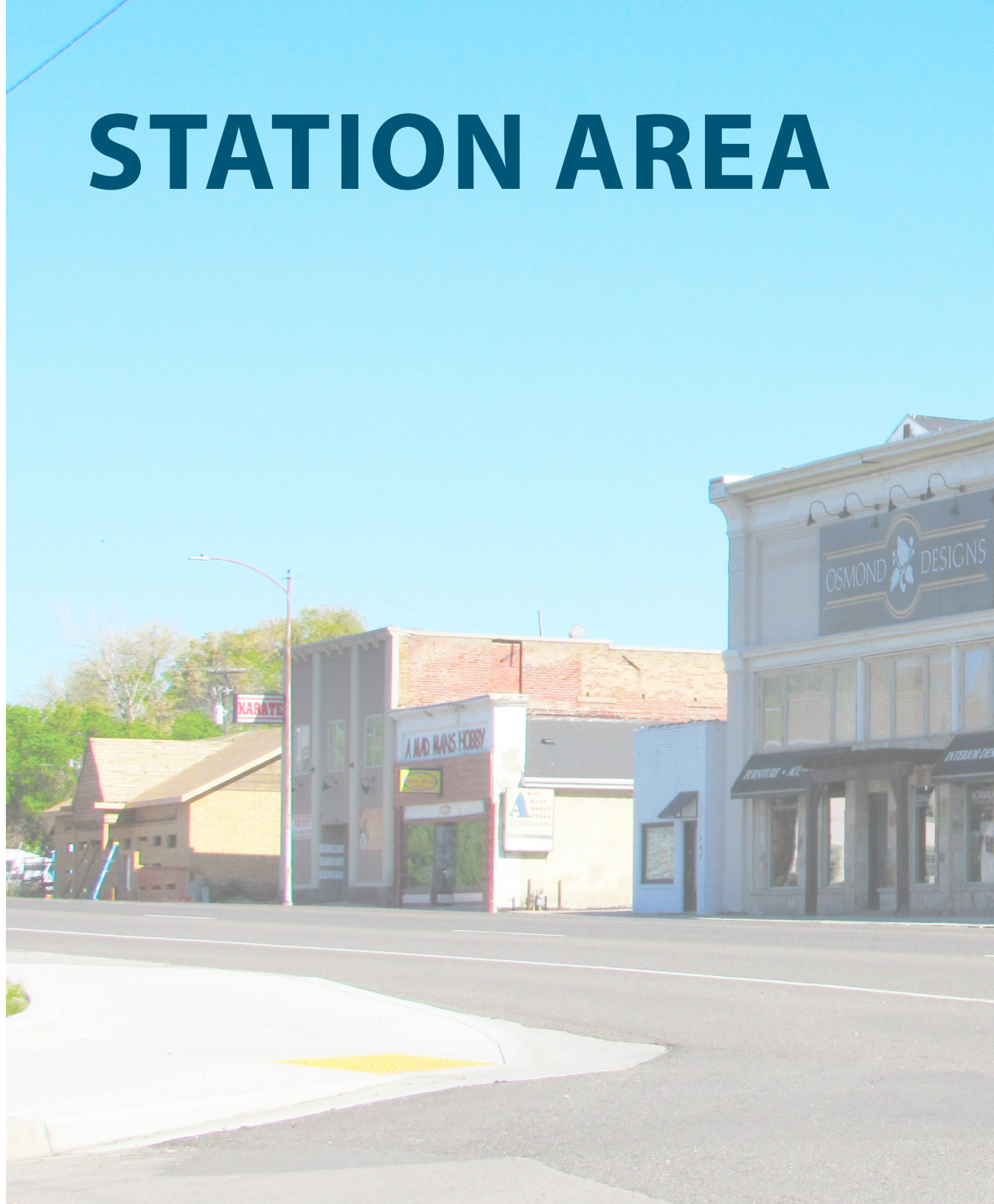
Strategy 3.5 - *Conduct a feasibility study for the revitalization and year-round programming of the rodeo grounds.*



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04

STATION AREA



Introduction

This chapter focuses on the future transit station located at State Street and 100 East in Downtown Lehi. As Lehi evolves, it is essential to create a plan for this area that addresses transportation needs, multimodal connectivity, and the unique character of State Street. The future station area offers an opportunity to enhance transit access and integrate it with greater Downtown, while also preserving historic uses on State Street.

A central goal of this chapter is to meet state requirements for station area planning and development, ensuring the area is well-connected and aligned with regional transit goals. It will establish guidelines for future growth, focusing on site accessibility, active transportation, and transit-oriented development. By combining these strategies with updated state policies, this plan will help transform the Downtown Lehi Station Area into a vibrant, accessible hub that supports both transit users and the surrounding community.



A NOTE ABOUT PLAN STRUCTURE

This station area plan has been integrated into the ***Lehi Downtown Revitalization Master Plan*** to leverage potential synergies between the future station area and activity on Main Street. To promote brevity and accessibility within this chapter, key information that has informed the policies and recommendations has been located in the appendices at the back of the plan. *Appendix A: Existing Conditions* details the area's physical and environmental context, while *Appendix B: Community Engagement* summarizes feedback from public meetings and stakeholders. Together, they offer insights into the data and community input that shaped the plan's vision and guidelines.



Meeting State Requirements

Recent changes in Utah State planning codes require that transit plans analyze a wider service area (1/2 mile radius) and to incorporate options for affordable housing. This station area plan specifically encompasses the following:

- Assessment of prior studies and the existing conditions of the study area, focusing on the Station Area “zone of influence,” changing development patterns, and recent demographic and socio-economic changes.
- Incorporation of statewide objectives for moderate-income housing, environmental conditions, transportation choices, and access to opportunities.
- Assessment of the Station Area’s market potential and the synergies of commercial and multi-family residential uses, as part of a mixed-use transit district.
- Assessment of access to and from the Station Area for vehicles, transit, and active transportation modes, including pedestrians and bicyclists.

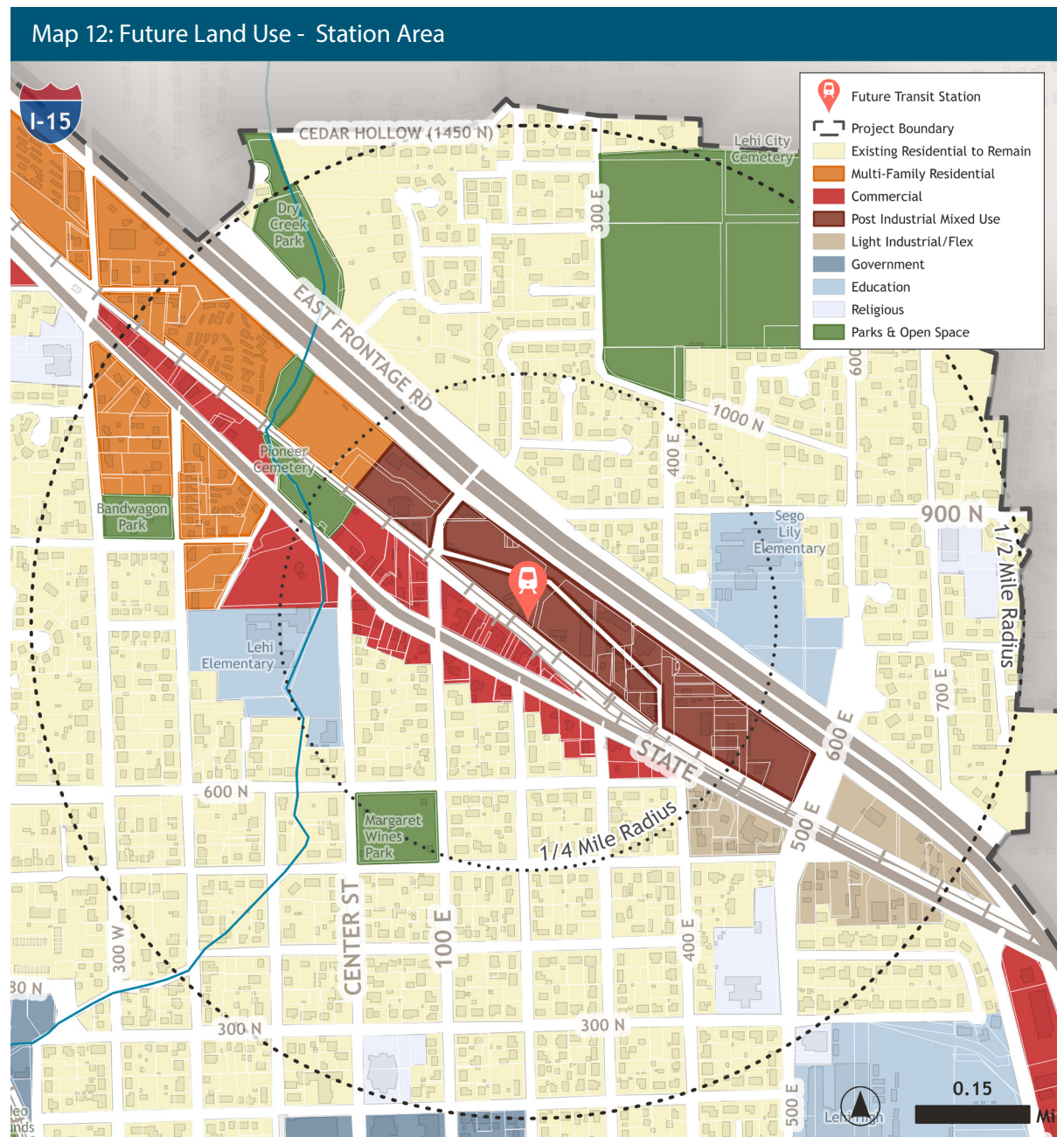


Station Area Aerial, State Street and I-15 with 500 W Overpass

Future Land Use

The Lehi Station Area contains a variety of land-uses within the Station District and its zone of influence. The accompanying land-use diagram provides a detailed vision and refinement of the proposed land uses for the area.

Future land-uses are arranged with the highest intensity uses concentrated within the sites adjacent to the platform which are assumed to generate high transit ridership. These areas are largely found within the space bounded by I-15 and State Street, and represent the highest opportunity zone for redevelopment within the 1/2 mile radius. The majority of the station's zone of influence is characterized by existing single-family neighborhoods, which are anticipated to remain and must be carefully considered in regards to any new development in the area.



Land Use Descriptions

POST-INDUSTRIAL MIXED USE

This land use type represents the area directly surrounding the future transit station and is anticipated to be the area of greatest change within the station zone of influence. The area is generally bounded between State Street and I-15, between Center Street and 500 East. Existing uses in the area are predominantly a mix of light industrial, flex industrial/retail, and minor single-family residential uses, some of which are likely to remain for some time as the district evolves. New uses within this area should similarly include a mix of residential, commercial, office, and flex spaces, demonstrating creativity in the arrangement and blending of new and existing buildings and being characterized by industrial-like architectural elements. Uses in this area should also be supportive of transit, decreasing dependence on the automobile by locating residences and employment space within walking distance of the platform.



Example of Post Industrial Mixed Use

COMMERCIAL

Commercial land use within the station area is primarily located on the State Street frontage. Much of this area is currently zoned for this use, including the historic row of buildings on the north side of State Street, but several properties are either vacant or underutilized. New development in these areas should front the street with minimal to no setback, and may be mixed-use if ground-floor retail is provided. Any infill or adaptive reuse within the historic row should match the architectural character of the existing historic buildings.



Example of Commercial

LIGHT INDUSTRIAL/ FLEX

Existing light industrial uses occupy these areas at the southern end of the State Street corridor within the station zone of influence. Due to issues with accessibility and their general economic stability, uses in this area are anticipated to remain.



Example of Light Industrial/Flex

MULTI-FAMILY RESIDENTIAL

These areas are intended to provide transit ridership and affordable housing within the station area. They include a mix of townhome, duplex, and/or multi-plex units that provide “Missing Middle” housing opportunities, including homeownership and convenient walking distance to the transit station. Building heights should have a maximum of three to four stories, and less when located adjacent to single family residences. When located adjacent to trails and open space, buildings should front and provide direct access to these amenities.



Example of Multi-Use Residential

EXISTING SINGLE-FAMILY RESIDENTIAL

Existing single-family residential neighborhoods account for nearly two-thirds of the area within the zone of influence of the station. These neighborhoods are intended to remain. A limited amount of new single-family residences may be incorporated as infill development to improve transitions with other uses in the area, as well as accessory dwelling units. Most importantly, this plan includes updates to the transportation network to facilitate greater active transportation use from these neighborhoods to the station.



Example of Single-Family Residential

EDUCATION

Two elementary schools are located within ¼ mile of the transit station. These schools are expected to remain in use long-term, and will be valuable assets to the station area with added population, doubling as both education and open space sites. Safe routes between the schools and the station across State Street and under I-15 will be critical to consider in the transportation network.



Example of Educational

PARKS AND OPEN SPACE

A range of parks, plazas, greenways, and streetscapes are proposed to establish Downtown Lehi and the Station Area as a vibrant city center. The station zone includes four public parks and a public cemetery, with additional new parks and open spaces anticipated as part of new development, including a district square adjacent to the station and pocket parks. All green spaces should integrate with adjacent land uses, and provide recreational amenities as needed. Trails and active transportation routes should connect parks, open spaces, and key community land uses, including the Civic Center, schools, commercial areas, and more densely populated neighborhoods.



Example of Park/Open Space

Station Design Guidelines

The envisioned future land uses for the Station District have been applied in the conceptual illustrative master plan (**Figure 10**). This master plan will serve as a guide to future development within the area, but the district will ultimately take on a form of its own on a project-by-project basis. Utah Transit Authority (UTA) and Wasatch Choice have laid much of the groundwork for the development of station areas, following the best practices established by other metro areas nationally. Building on this work, the following guidelines provide great flexibility, while requiring the necessary components of a successful and viable mixed-use district. These guidelines focus on two high level components: Development Form and Multimodal Connectivity. The guidelines herein are intended to serve as a high-level resource to development within the station. It is recommended that further detailed standards, ordinances, and/or master plans be developed to guide individual projects towards the vision embodied in this plan.

DEVELOPMENT FORM

The development form of the Station District should create a unique and inviting neighborhood which balances human need factors with the built form of the area. Special attention and detail must be given to the following areas to make this district successful:

- Architectural Style and Materials
- Massing and Articulation.
- Setbacks and Building Orientation.
- Facades, Fenestration and Transparency
- Screened Parking

Figure 9: Perspective View of the Station District Development Form



Figure 10: Station District Illustrative Master Plan



Massing and Articulation

The Station District is intended to support a higher intensity of use compared to the broader station area zone of influence. As development extends outward from the station, building massing should be thoughtfully designed to create a comfortable, pedestrian-scaled environment, while reinforcing the station's role as a central hub. The following are recommended to achieve these design goals:

- **Stepped Massing:** Building heights should step down gradually as development moves away from the station, ensuring a smooth transition in scale and providing a more human-scaled environment. This is especially important when transitioning to lower-density areas, historic structures, or open spaces.
- **Density around the Station:** Concentrate greater building mass near the station to create the necessary density that supports a vibrant mix of commercial, retail, and residential uses. This density is crucial for providing the volume of people needed to make these businesses viable.
- **Facade Articulation:** Facades of larger buildings should be regularly articulated to create visual interest and enhance the pedestrian experience. Elements such as material variation, changes in plane, balconies, and canopies will add complexity and respond to the scale of the street.
- **Stepbacks for Taller Buildings:** Most buildings in the Station District are anticipated to not exceed three stories. For buildings over three stories high, incorporate stepbacks at upper levels to maintain sightlines to the sky, allow sunlight penetration, and reduce the perceived mass of taller structures.



Massing of Proposed Land Uses within the Station District . Note the increased building scale near the station platform, while building size reduces further away

Architectural Style and Materials.

The area surrounding the station has an industrial feel. Exposed brick, steel and concrete with large windows are appropriate responses to maintain this aesthetic. When these materials are blended with residential comforts, contemporary and attractive living spaces are created. As an example, Loft Style apartments are desirable for their open floor plan and often provide flow through multiple living spaces; a response to the preference for the way in which people choose to live. For both commercial and residential, high ceilings with exposed ductwork and structure paired with large windows, promote natural light penetrating deep into the space.

The adaptive reuse of existing buildings or materials within the Station District should be encouraged wherever possible. Even the reuse of existing warehouse spaces may have potential in promoting an aesthetic which embodies the site's past in concert with new uses. These structures, with their raw industrial character and durable materials, can serve as evocative backdrops for contemporary programs such as craftsman/flex manufacturing, co-working hubs, or residential

units. Preserving and repurposing these buildings not only reduces environmental impact by minimizing demolition and new construction but also strengthens the area's cultural identity, linking future development to its historical roots.

Setbacks and Building Orientation

Setbacks should range from zero to ten feet, which allows for more compact building footprints. This setback range should be used to establish a variety of expressions along long building facades. This variety can contribute to visual interest and prevent monotonous streetscapes, offering opportunities for architectural creativity.

The reduced setbacks support a lively, inviting street environment for a variety of uses, including commercial, residential, and mixed-use developments. This encourages active ground-floor uses that engage pedestrians and contribute to a sense of place.

Facades, Arrangement, and Transparency

Facade design within the Station Area should thoughtfully address both horizontal and vertical treatment of materials to create

a dynamic and engaging streetscape. Approaches that distinguish the base, middle, and top of a building, or introduce horizontal and vertical banding, help break up the mass and avoid monotonous street walls. When combined with the reduced setbacks and stepped massing, these design elements enhance the building's relationship with its surroundings. Ground-floor transparency is a key component of this approach, as it fosters a safer and more inviting pedestrian environment. Large storefront windows for commercial spaces not only support retail activity but also contribute to visual variety and engage people as they move through the area. Similarly, residential front doors and punched windows add interest to the facade while maintaining a sense of privacy and scale.



Example of loft-style apartments with an industrial aesthetic using brick, steel, and large windows.

MULTIMODAL CONNECTIVITY

Multimodal connectivity is paramount to a successful transit-oriented development, allowing for flexibility and comfort moving between modes for the people living in and visiting the area. The future State Street/100 East Station will integrate balanced options for all user groups, including 1) Active Transportation, 2) Transit, and 3) Automobiles.

Active Transportation: Pedestrians, Bicycles, Scooters etc.

Active Transportation is a key complement to transit, as it supports first and last mile trips from home or work. As identified by UTA, to provide appropriate connectivity at a pedestrian scale, station area development should include the following aspects to ensure that adequate pedestrian connectivity is provided:

- Short to medium block lengths
- Grid-like street networks
- Narrow Streets
- Sidewalks
- Safe crossings
- Limited driveways
- Screened Parking
- Street trees
- Pedestrian scale lighting
- Street furniture
- Wayfinding Signage

Transit

The transit mode for the Station Area remains in question. While the UTA long range plan has identified bus rapid transit (BRT) as the preferred mode, recent studies such as the Point of the Mountain EA suggest that light rail may have new preference. For the purpose of this plan, the Station Area is anticipated to be serviced by BRT and local bus routes. Whichever mode is chosen will require ongoing coordination between the City, transit agencies, and private development to work through specific details, but the overall desired concept of this plan should remain the same.

Automobiles

Automobile use is anticipated to remain an important mode in accessing the station, requiring the provision of parking and drop-off zones to link these modes. These offerings should be appropriately sized at a neighborhood scale to complement the level of development within the district.



Station Street Network & Shared Transitway

The proposed street network (**Map 13**) and shared transitway aim to improve vehicular and pedestrian access while prioritizing active transportation and transit.

Central to the envisioned street network is a shared transitway corridor that will be designed as a linear parkway. The transitway will maintain the current right-of-way, accommodate future transit modes and upgrades for future evolving transportation needs, and be multimodal, integrating (in order of priority) transit, active transportation, and automobiles where required into a single corridor.

The transit stop, located adjacent to the historic train depot, will offer enhanced amenities for a more user-friendly experience for transit riders. The design strives to create a dynamic, integrated space featuring a shared street concept with rolled curbs and warning strips to define boundaries between bus and pedestrian spaces, as depicted in **Figure 12** and **Figure 13**. This will help to give the transitway a plaza-like feeling, allow pedestrian permeability, and enhance usability.

Figure 12: Transitway Cross-Section with Station Platform

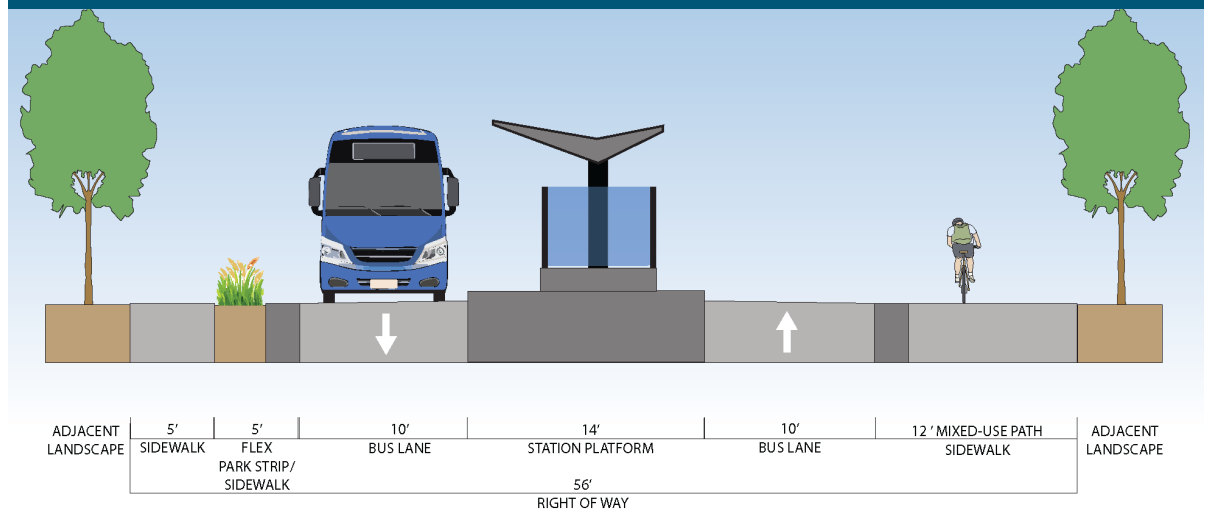
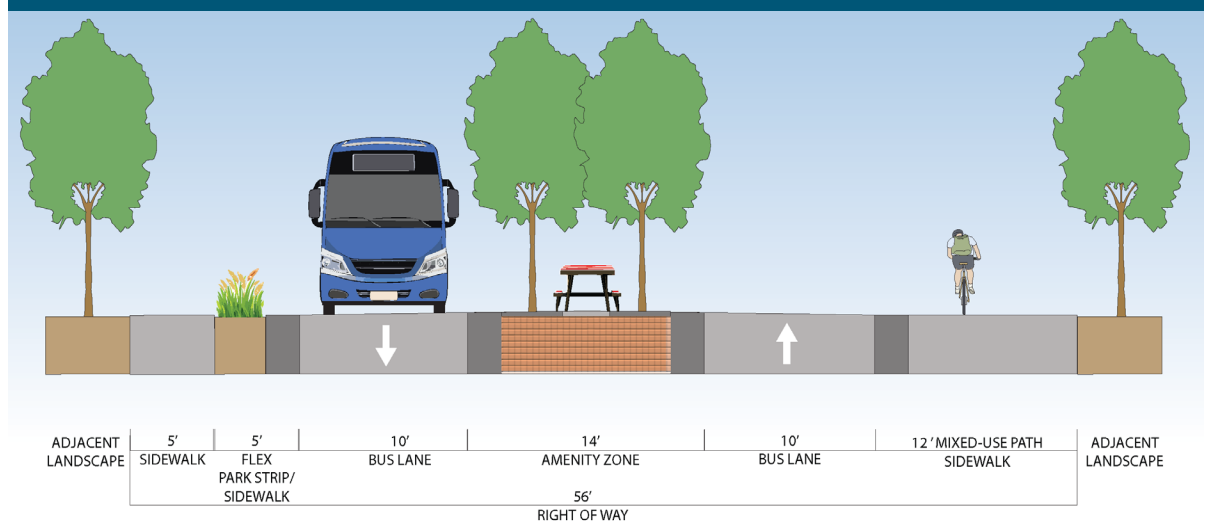
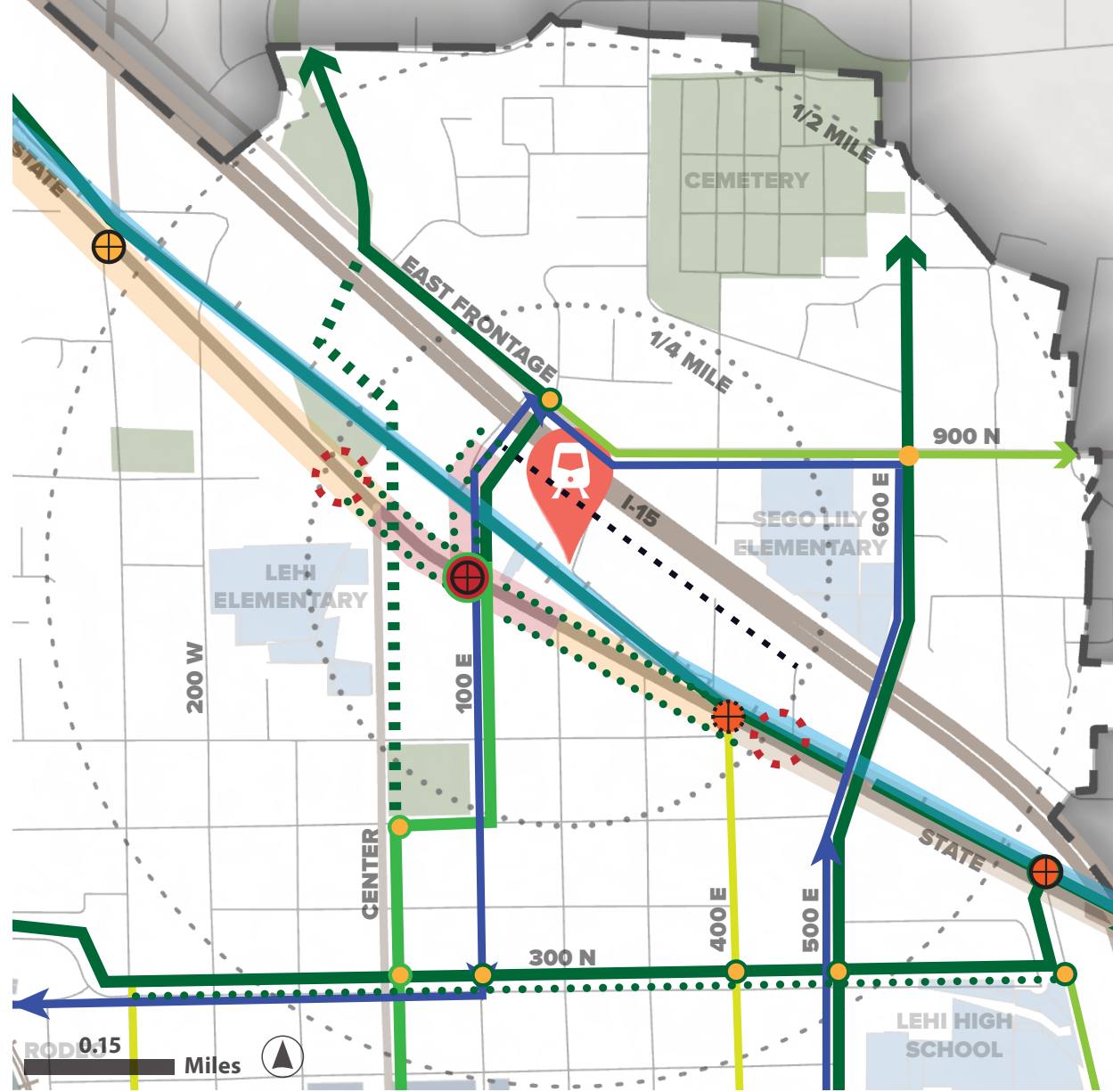


Figure 13: Transitway Cross-Section with Island Amenity Zone



Map 13: Recommended Transportation Network - Station Area



Recommended Transportation Network

Street Context

- District core
- District transition

Street Network

- Existing Traffic Signal
- Proposed Traffic Signal
- New Street

Bike facilities

- On-street trail
- Two-way protected on-street bike lane
- Bike lane
- Bike boulevard
- Potential future trail with grade-separated crossings

Transit

- Planned Transit Corridor: Bus Rapid Transit (Near-Term) / Light Rail Transit (Long-Term)
- Transit Circulator (preliminary route)
- Station Platform

Crossings

- Improved major crossing
- New major crossings
- Signature crossing
- Minor crossing
- Crossing has bike-supportive features appropriate to context and facility

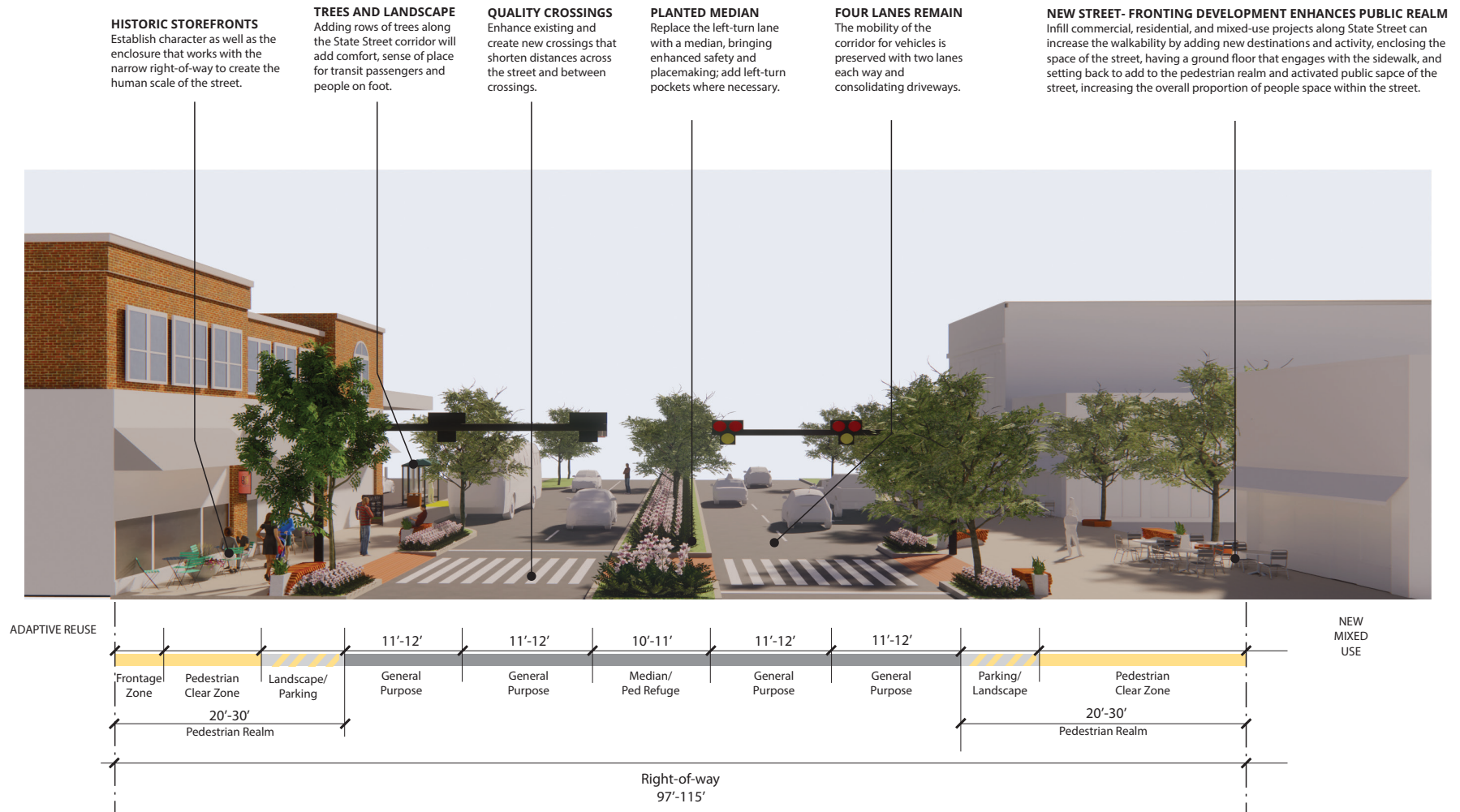
Other Features

- Gateway

Figure 14: State Street Example Cross Section

STATE STREET

North Station Area



Station Access Strategy

INTRODUCTION

The existing conditions in the area are characterized by auto-oriented and heavy commercial uses, with parking occupying about 30% of the available land. The alignment of the railroad tracks, combined with the northwest-southeast orientation of State Street and I-15, creates awkward angles that disrupt the orderly, grid-based urban fabric. The goal is to transform this area into a more accessible, transit-oriented, and pedestrian-friendly environment while addressing existing inefficiencies in traffic flow and land use.

TRANSIT IMPROVEMENTS

The first phase of the transit plan focuses on introducing Bus Rapid Transit (BRT) along a dedicated street, with the removal of or located next to the current railroad tracks. The Right-of-Way (ROW) will be reconfigured to run down the center of the station area, allowing buildings to be developed along the edges. This layout will help improve access and create a more cohesive urban environment. The proposed design will incorporate a shared street or Woonerf, which prioritizes pedestrians, cyclists, and transit users.

As a precedent, the Utah Valley Express (UVX) provides a useful model, with dedicated bus lanes and stations positioned in the center of the street. A drop-off zone will be included to give transit users convenient access to the BRT platform.

In the future, the BRT system will be replaced by Light Rail Transit (LRT), with the BRT infrastructure being removed and replaced by facilities that accommodate the light rail system.





ACCESS AND ROADWAYS

The first step in redefining the Lehi Station District is the removal of the existing railroad tracks and the construction of the transit corridor. This will involve eliminating the current tracks and auxiliary facilities to make way for a bus-only access road. This new right-of-way will function similarly to a traditional city street but will be reserved exclusively for UTA buses, with no provisions for non-UTA vehicles.

In the station area, the transit cross-section will widen to accommodate a station platform and various streetscape amenities and elements, enhancing the overall transit experience. The redesigned street layout will serve as the foundation for the district's urban structure, helping to define its character. To create a more organized grid, existing streets like 200 East, 300 East, and 400 East would ideally be oriented perpendicular to State Street. However, due to the complexities of moving the existing streets, it is more likely that the existing N/S streets remain and will be connected in a diagonal grid as illustrated in **Figure 10**. 750 North will also likely need to remain and be integrated as a shared street for a portion of the transitway.

Additionally, traffic signalization will need to be carefully studied and implemented to manage the flow of vehicles entering and exiting the station area efficiently. It is important to note that close coordination with UDOT and UTA will be required to survey the ROW and enter into agreements for each crossing.

This new grid layout will:

- Maximize land development and land use
- Improve traffic flow and safety
- Enhance connectivity and accessibility
- Encourage walkability and public transit integration
- Increase commercial vitality and property values
- The BRT will feature mid-block crossings to further improve pedestrian and cyclist connectivity.

Curb Cuts and Access Control

Controlling curb cut access will be essential for improving both the vehicular level of service along State Street and pedestrian walkability. Minimizing curb cuts will help ensure safe, accessible sidewalks and crossings for pedestrians and improve traffic flow.

Station Parking Strategy

INTRODUCTION

Strategically locating parking within the station area will be crucial to its success. Key considerations include ensuring that street parking is widely available throughout the district to provide convenient access. While centralizing parking into a shared civic parking structure would be most ideal, this may be too costly to become a reality without municipality or other public sponsorship. Additionally, multi-family developments will be required to provide parking for residents and guests, with a portion of that parking allocated for public use. This balanced strategy will support both transit accessibility and the growth of the station area.

ON-STREET PARKING

On-street parking along State Street should continue to be allowed with the current lane configuration, as the 9' to 12' wide shoulder provides sufficient space.

Internal streets to the Station District will be required to provide maximized on-street parking as can be supported in order to support station area function in the absence of a parking structure. For the new access road along I-15, 90-degree parking may be considered as a design option, as it would better separate parking areas from pedestrian spaces. Additionally, implementing limited-time parking near the station area and on the side streets will help discourage long-term parking and improve accessibility for transit users.





Source: <https://www.sharedmobility.news/multimodal-sharing-systems/>

OFF-STREET PARKING

To support development and optimize land use, we recommend establishing a shared parking arrangement between the transit station parking needs, station area businesses, and multi-family developments.

Tax Increment Financing (TIF) can be used to fund the construction of shared public parking facilities, such as parking garages or surface lots, that serve the mixed-use developments, and transit users. As the station area develops, the demand for parking will increase, and TIF funds can help cover the costs of building these facilities, ensuring they remain publicly accessible.

By reducing or eliminating parking requirements for businesses, particularly in the core areas near the station, a more dynamic and walkable environment is possible. This will enhance the area's economic potential, encourage growth, and prioritize accessibility and mobility for all users.

MANAGEMENT STRATEGIES

A Station Area Overlay District should be established to offer parking credits for developments located near transit station or areas with high-frequency service (such as 15-minute bus headways). This would enable businesses and property owners to reduce parking minimums, freeing up space for more productive land uses.

A Parking and Mobility Hub should also be designated within the station area for structured parking, possibly serving as a park-and-ride facility. This hub could provide bicycle storage and include electric vehicle (EV) charging stations, supporting various transportation needs.

Further, exploring the feasibility of structured parking near the Station Area could help accommodate transit users while freeing up street space for additional development, whether commercial or residential.

By aligning parking management with transit improvements and thoughtful urban design, these strategies will enhance the station area's overall efficiency and ensure greater accessibility for all modes of transportation.

Station Open Spaces and Gathering Areas

The green network within the Station Area provides a unique opportunity to connect neighborhoods and trails, overcoming existing barriers to create a cohesive community. Key gathering areas and trails are indicated in **Map 14** and as follows:

- A** Station Plaza Square
- B** Wines Park
- C** Dry Creek Greenway
- D** Bandwagon Park
- E** Pocket Park(s)
- F** Rail Trail

This network will enhance connectivity and offer vibrant public spaces for residents and visitors alike. Together, these spaces will form a dynamic, accessible hub that links the Station Area and surrounding neighborhoods.





A - STATION PLAZA SQUARE

The Station Plaza is a key element serving as the central hub for the new transit station. This gathering place reinforces the station's role as a focal point, drawing people to the area while promoting connectivity between transportation, commerce, and the surrounding neighborhoods. Its design should reflect its importance as a gateway to Downtown Lehi and encourage both social interaction and transit use.



B - WINES PARK

Wines Park is currently Downtown's primary green space, hosting events and public gatherings. Continued investment in the park will ensure it remains a vital and attractive community space, and improving active transportation routes to the park on Center Street and 100 East will further its role as a key destination.



C - DRY CREEK GREENWAY

The Dry Creek/Center Street Corridor Trail has the potential to become a major regional connector that links areas of Downtown and northern neighborhoods. Dry Creek is a key natural feature, and a significant amount of open space and established trail already exists north of I-15 within Dry Creek Park. The Pioneer Cemetery Park on the south of the freeway also follows the stream corridor and has potential to expand in tandem with new development, creating a larger green space that serves as a historical landmark and recreational area for future multi-family residential development in the station area. Moving further south, the greenway can connect to the historic Downtown Core via the Center Street trail corridor, envisioned as a separated multi-use trail between State Street and Main Street with buffering, shade trees, and other pedestrian amenities.

Two significant barriers exist in completing the greenway, namely crossing I-15 and State Street, which would require the creation of separated-grade trail crossings for a direct and safe route from neighborhoods north of the freeway to the Downtown. Since these crossings represent a substantial undertaking, an interim detour route utilizing 100 East and East Frontage Road is proposed to create connectivity.



D - BANDWAGON PARK

Bandwagon Park is an existing public park located in the west of the station area of influence. While small, it is well provisioned and primarily serves the neighborhoods south of State Street and west of Center Street. As new residential uses occupy areas north of State Street, safe connections for pedestrians and cyclists to Bandwagon Park along 300 West should be prioritized.

E - POCKET PARK(S)

Pocket parks are intended to occupy vacant infill sites in the Station Area that are otherwise not suitable for new development. They may occupy narrow spaces, serving as a pedestrian corridor to locations deeper within the block, or be destinations of their own. In the Station Area, pocket parks are likely to be most effective occupying vacant lots within the historic business row, and may serve as a catalyst for renewed investment.



F - RAIL TRAIL

The Rail Trail parallels the historic Union Pacific rail corridor and is anticipated to remain adjacent to the new transit line, providing a key access link to the station from east and west. Within the station area, the trail is proposed to be integrated with the transit line and other traffic as part of shared transitway with accompanying open space, similar to the S-Line Greenway and Parley's Trail in Salt Lake City.

As the Rail Trail will have a critical junction with the Dry Creek Greenway in the vicinity of 100 East, a "trail nexus" is proposed at this location to serve as a key active transportation hub, including wayfinding signage, a rest area, and other amenities to serve trail users moving between different parts of the city and beyond (including connections to the Jordan River and Murdock Canal Regional Trails).



Economic Impact

This section is intended as a summary of the impacts from the proposed development scenarios to both the City as well as to developers. It is intended to give the City next steps in implementing the plans set forth in this study. The following summary is tied to existing market conditions. Changing market conditions would result in changes in the findings below.



STATION AREA

Table 8 illustrates a fiscal scenario in fully implementing the conceptual plan for the Station Area. The conceptual plan for this area includes up to 62,000 square feet of commercial space and 560 residential units. Note that these numbers are higher than what the general plan currently allocates for this area but are intended to be illustrative of a visionary and synergistic district. Affordable housing and office development are very limited in their viability, requiring financial assistance and/or similar incentives. At approximately \$100 per square foot, and \$16.1 square feet of office space, the City would need to provide public assistance of approximately \$3.1 million given current market conditions.

Additional costs would be incurred for demolition of existing buildings and acquisition costs of properties with buildings on them. These costs will vary by each property. It is assumed that, generally speaking, properties with lower improvement values are more likely to redevelop.

Projections are for \$7.8 million in tax increment over 20 years. The added buying power from the residential units should reach about \$16.1 million annually.

Table 8: Summary of Major Impacts - Station Area	
Summary	Station Area
Residential Units Planned	Up to 560
Commercial SF	Up to 62,000
Fiscal Impacts - Lehi City - 20 Yrs	\$10,861,344
Property Tax Increment - 75% Capture - 20 Yrs	\$7,807,704
Increased Retail Buying Power from Residential	\$16,021,180

Source: ZPFI



CITY IMPACTS

Impacts to the City are largely determined by revenues received from property taxes, sales taxes, municipal energy taxes and class B/C road funds. **Table 9** below shows the 20 year revenues from these sources generated by the various forms of development proposed for the Station Area. Revenues are higher when more units are built per acre. Retail provides the highest returns per acre to the City. The relationship between office and residential development varies depending on density.

Table 9: Station District - Fiscal Impacts by Development Type					
Summary	20-Yr Fiscal Impacts	Units/SF	Revenue per Unit/SF	Density/FAR	Revenue per Acre
Residential (not incl. Townhomes)	\$7,292,817	471	\$15,484	24	\$371,609
Townhomes	\$1,784,320	89	\$20,049	16	\$320,777
Office	\$235,474	31,000	\$8	0.75	\$248,159
Retail	\$1,548,733	31,000	\$50	0.50	\$1,088,110
Source: ZPFI					

SUMMARY

- Note that this analysis is based on a concept scenario. Limitations of the utilities in this area may need to be further explored and addressed in order to accommodate the kind of development proposed.
- Market rate residential and retail development is feasible in today's market. However, public assistance may be needed for properties where acquisition and demolition of existing structures is required.
- Retail development provides the highest fiscal impacts to the City on a per acre basis, followed by residential development and then office (see **Table 9**).
- In this scenario, if 25 percent of the 471 multifamily units (not including townhomes) were to be affordable, a developer would need public assistance of roughly \$1.8 million.
- If office development is desired in the area, a developer would need public assistance in the neighborhood of \$3 million, or about \$100 per building square foot, for the concept's 31,000 sf. This is due to the currently high vacancy rates in the area. High vacancy rates serve to keep rents low. When vacancy rates decrease, rents will increase, and office development will once again become feasible.
- Tax increment projections shown previously in this analysis would generate approximately \$7.8 million over 20 years assuming that a CRA project area is created and receives 75 percent of increment over that time period.
- An HTRZ is not likely in this area as residential densities, as planned, do not reach the required minimum of 39 units per acre.
- Additional buying power from the residential units would reach about \$16.0 million for the types of stores usually found in downtowns. Development would generate additional buying power for retail categories such as motor vehicles and building supplies not generally located in downtowns.



IMPLEMENTATION PLAN

Strategy 4.1 - *Amend existing land use ordinances within the Station District to align with the vision and recommendations of this plan.*

- o **4.1.1** - Revise mixed-use or create form-based zoning within the Station District to allow for new uses within that area in concert with the illustrative master plan. Allow flexibility for the creation of a master development plan for the area as a potential tool.
 - a. Encourage the adaptive reuse of existing buildings and materials where feasible.
- o **4.1.2** - Adopt the State Street streetscape concept and recommendations from this plan as part of the design standards for the Station District.

Strategy 4.2 - *Establish the Station District as a walkable neighborhood which facilitates multiple transportation modes.*

- o **4.2.1** - Coordinate with UDOT to enhance State Street for pedestrians between 100 East and 300 East per **Figure 14**.
- o **4.2.2** - Coordinate with UTA and UDOT to establish the exact transit mode and station location.
- o **4.2.3** - Coordinate with UTA and Union Pacific to relocate the railroad turnaround further to the south.
- o **4.2.4** - Coordinate with UTA and UDOT to develop the shared transitway within the right-of-way corridor, facilitating transit, active transportation, and limited vehicular access.
- o **4.2.5** - Complete the street network within the Station District by connecting existing streets and access points.
 - a. Utilize creative solutions such as shared streets and driveways where limited by space and access.
- o **4.2.6** - Facilitate the creation of a trails nexus with strong wayfinding at the intersection of the Center Street/Dry Creek Greenway, Rail Trail, and the shared transitway.

Strategy 4.3 - *Adopt a transit-supportive parking strategy for the Station District.*

- o **4.3.1** - Limit parking with the Station District to either on-street or structured parking. On-street is likely to be the most viable and preferred option.
- o **4.3.2** - Reduce or eliminate parking minimum requirements for businesses within the Station District.

Strategy 4.4 - *Support the creation of affordable-housing within the Station District.*

- o **4.4.1** - Consider adjusting or removing residential unit caps within the Station District. Work with developers to share the costs of upgrading infrastructure as needed.
- o **4.4.2** - Coordinate with selected strategies of the City's Moderate Income Housing Plan.
- o **4.4.3** - Consider financial incentives for the provision of affordable housing in the Station District, such as reduced or waived impact fees or assistance with infrastructure improvements.

Strategy 4.5 - *Consider the development of a unique brand for the Station District area.*

Strategy 4.6 - *Create a strong network of public green spaces within the Station area to promote activity and quality of life.*

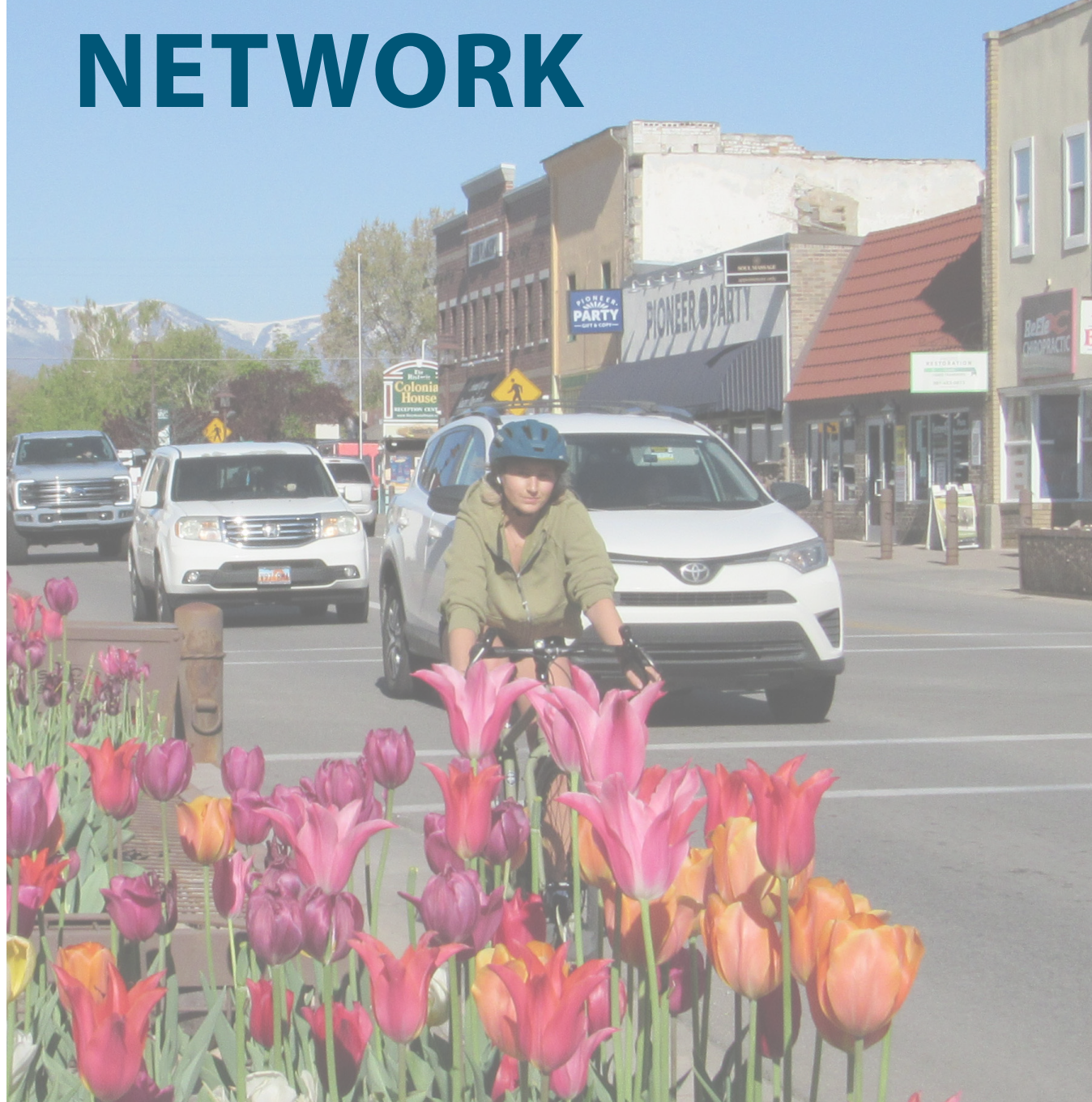
- o **4.6.1** - Develop a District Square adjacent to the station platform to serve as the central gathering space for the district.
- o **4.6.2** - Expand Pioneer Cemetery Park, add park amenities, and connect it to the Center Street/Dry Creek Greenway and Rail Trail.
- o **4.6.3** - Develop at least one Pocket Park within the historic row of commercial buildings fronting State Street.
- o **4.6.4** - Provide strong pedestrian connections across State Street from new residential to Wines Park, Bandwagon Park, and Lehi Elementary.



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05

TRANSPORTATION NETWORK



Introduction

This chapter provides recommendations for how each mode of travel will connect and thrive within and without Downtown Lehi. It also addresses how the modes will share space within streets, paths, and rail rights-of-way. **Map 6** shows the key features of the future network for the range of modes and uses of the street which will then be explained in the following pages.

The envisioned transportation categories include:

- Network Elements
- Bike Facilities
- Pedestrian and Bike Crossings
- Transit
- Corridors

RELATION TO OTHER CITY PLANS

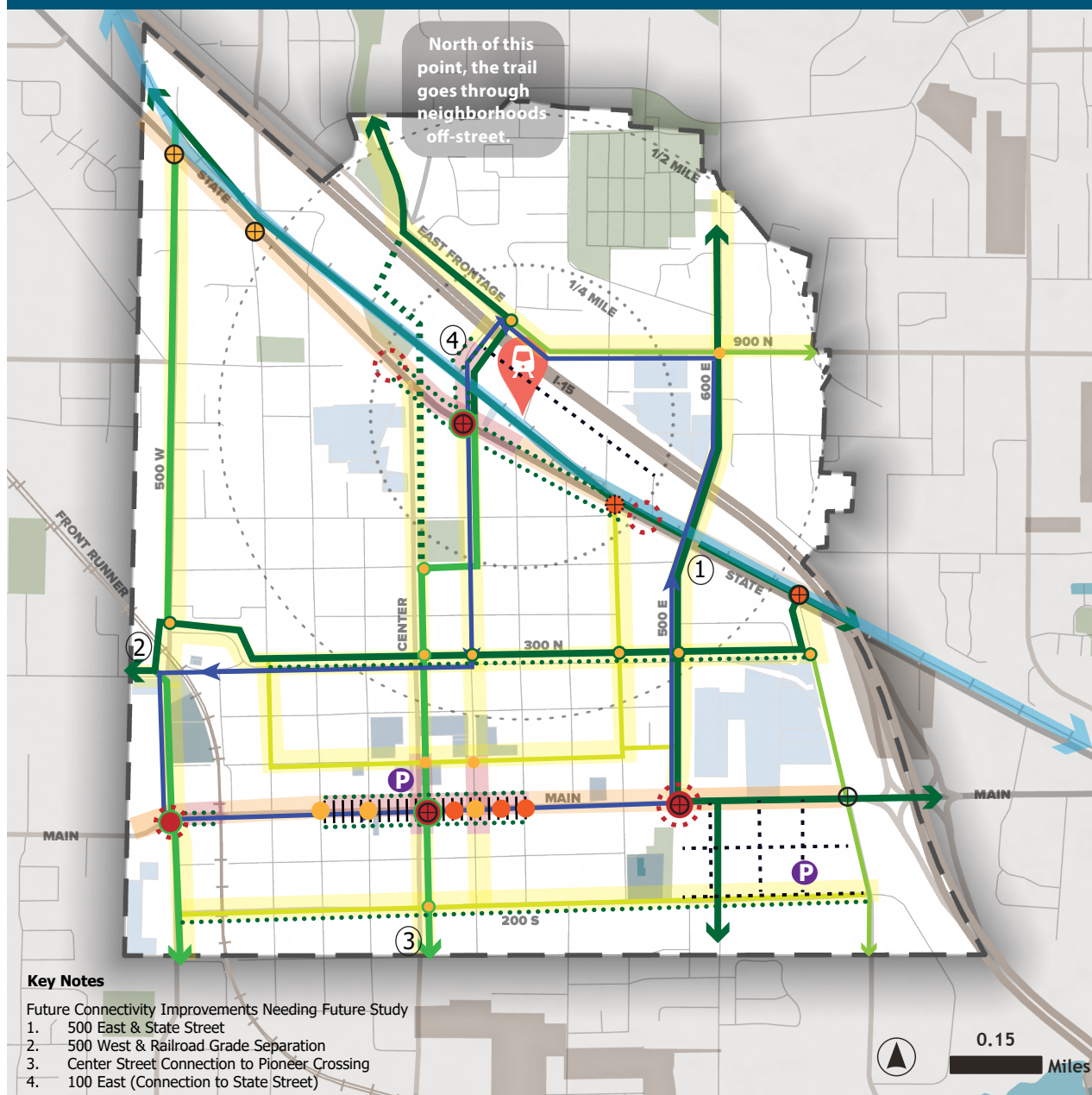
This concept and the priorities for the Downtown Lehi transportation network incorporates the *Lehi Transportation Master Plan* and the *Bike and Pedestrian Plan*. The network concept does not incorporate all the facilities and improvements recommended by the previous plans – rather it refines the existing plans and identifies the most important priorities and to better achieve the Downtown Plan goals.

The network differs from previous planning in the following ways:

- Main Street within the Downtown Core is a two-lane roadway rather than a three-lane roadway.
- It combines the recommended Center Street bikeway with 100 East and State Street crossings to create a main north-south bike corridor.
- It creates an east-west spine on 300 North that presents a more realistic extension of the Waste Ditch Trail across the UP tracks and then connects to the rail trail extension to the east.
- 200 South is a bike boulevard rather than a bike lane.

**Note: Some facilities identified on the City's Bicycle and Pedestrian Plan (especially many of the shared road facilities) don't appear on the priority network. Each proposed project in this plan, as with any transportation project, should be carefully coordinated with existing master plans and infrastructure, analyzed for impacts prior to construction, and carefully monitored after implementation to mitigate any potential impacts.*

Map 6: Recommended Transportation Network - Downtown



Recommended Transportation Network

Street Context

- Residential neighborhood
- District core
- District transition

Street Network

- Existing Traffic Signal
- Proposed Traffic Signal
- New Street

Bike facilities

- On-street trail
- Two-way protected on-street bike lane
- Bike lane
- Bike boulevard
- Potential future trail

Transit

- Planned Transit Corridor: Bus Rapid Transit (Near-Term) / Light Rail Transit (Long-Term)
- Transit Circulator (preliminary route)
- Station Platform

Crossings

- Improved major crossing
- New major crossings
- Signature crossing
- Minor crossing
- Crossing has bike-supportive features appropriate to context and facility

Other Features

- New Civic Parking Structure
- Gateway
- New tree/landscape focus
- Pedestrian focus street



Transportation Network Elements

STREETS

Downtown Lehi's streets have advantages and challenges. For example, the historic district provides an inter-connected street grid but is disconnected from the rest of the City. The City and Downtown community have made progress – especially the re-design of the downtown core, but many opportunities remain untapped.

This plan aims to address these issues and address several objectives:

- Enhance walkability in the district.
- Integrate City planning documents into actionable street design concepts.
- Address traffic challenges, including citywide mobility, speed management, and multi-modal connectivity.
- Strengthen connections between downtown streets and local activities, such as dining, events, and pedestrian-only spaces.
- Align city and community goals for walkability, bikeability, and activity spaces with the realities of the broader city and regional infrastructure.
- Foster collaboration across City departments to develop solutions that are universally supported.

STREET CONTEXTS

Lehi's Downtown street contexts, guided by recommended land uses, influence the streetscape design and overall character of each area. This includes reinforcing the residential character of the historic neighborhoods through targeted street improvements and enhancing Main Street and State Street in the central districts to create a more walkable and vibrant downtown environment.

Core Streets

The districts in this plan are the focal points of activity within Downtown Lehi. These areas require the most pedestrian amenities, including shade, seating, lighting, signage, and spaces for activities to engage with the street. As key points where various transportation modes converge— park-and-walk, ride-and-walk, park-and-ride, these areas should be designed to facilitate smooth transitions with clear information and conflict management strategies, such as curb management, turn restrictions, and thoughtful parking planning.

Transition Streets

Districts require well-defined transitions along key corridors like Main Street and State Street. These transitions play a critical role in slowing vehicular as it moves from a commercial highway into the district core, establish a distinct entry into the area, and provide a buffer to adjoining land uses. By maintaining stability in land use and preserving the character of neighboring areas, these transition zones help guide traffic while ensuring the surrounding environment remains relatively unchanged. Main Street and State Street each feature such transitions that guide traffic and define the districts.

Residential Neighborhood Streets

Downtown Lehi's residential neighborhoods are defined by their historic and eclectic homes, mature trees, and quiet streets. Transportation and street improvements in these areas preserve and enhance the neighborhood's historic character. Proposed improvements, such as adding trees and greenery, shortening street crossings, slowing traffic, and improving safety, should be implemented with care to maintain the area's distinct character and atmosphere.

Commercial Highway-Corridor Streets

State Street follows a typical suburban design, focusing on higher speeds and driver-oriented land uses. However, transportation improvements should prioritize safety by enhancing visibility, managing conflicts, controlling multi-modal access, and accommodating all street users.

BIKE FACILITIES

Lehi has previously developed comprehensive plans to enhance its bicycling network, particularly in the downtown area. In 2023, the City updated its ***Bicycle and Pedestrian Plan*** map. Building on this prior planning, the Downtown bike network includes the following objectives:

- Adapt existing plans to the downtown vision for what the planned facilities look like on the ground.
- Provide a safe, comfortable, and efficient biking route into downtown from all directions.
- Identify and implement near-term pilot or catalytic projects to make immediate progress.
- Ensure safe and comfortable street crossings and intersections for cyclists.
- Prioritize key bike corridors.
- Modify the network as needed to align with the goals and vision for Downtown.
- Coordinate efforts across Lehi City departments to develop a cohesive approach to bike infrastructure, focusing on specific streets and intersections.

The recommended transportation network includes the following facilities.

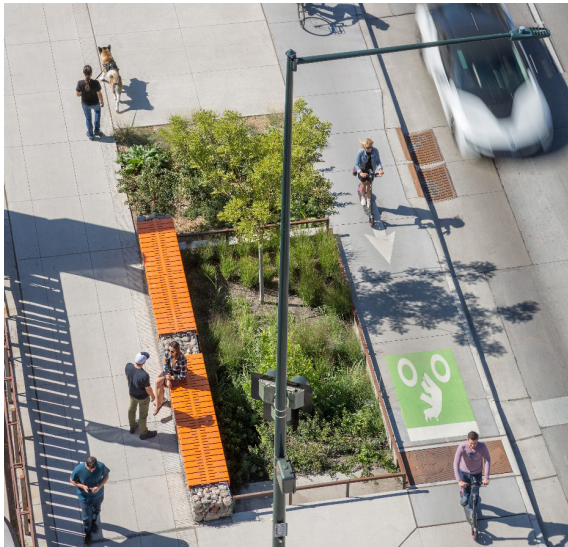


On-Street Trail

These multi-use pathways, located above the curb within the pedestrian realm, will accommodate biking, walking, scootering, skating, and other wheeled transportation. Given the significant investment required to widen sidewalks, relocate the curb, and add landscape, these trails should be integrated to longer city-wide corridors.

On-street trails should be at least 10 feet wide, ideally 12 feet, and will typically replace existing sidewalks. Additional amenities, such as wayfinding, lighting, seating, and shade should be incorporated where possible.

This type of trail is proposed for the 300 North Greenway.



Two-Way Protected Bike Lane

Two-way protected bike lanes are similar to on-street trails in that they are physically separated from moving motor vehicle traffic. However, they are located in the roadway and are primarily oriented towards bicyclists, with a parallel sidewalk typically available for pedestrians.

The 700 South protected bike lane south of Downtown is an example of a low-cost protected two-way bike lane. The two-way protected bike lane envisioned for Center Street would connect to the 700 South bikeway just south of downtown.

Two-way protected bike lanes can be cost-effectively constructed using paint and delineator posts, as seen on 700 South, and could be a good interim solution for Center Street. However, the more robust, curb-separated lane is recommended when feasible for construction.

Key concerns include ensuring visibility around driveways, particularly on Center Street, and educating drivers about cyclists traveling in both directions. On-street neighborhood parking may also need to be reduced to accommodate the two-way travel lane while maintaining safety. The Center Street concept reflects this design.



Bike Boulevard

Bike boulevards are designed for quieter, slower streets where cyclists share space with low-speed traffic. Bike boulevards should respect the residential context, adding traffic calming and placemaking elements to enhance the area's character.

The highest priority is a bike boulevard on 200 South, which connects downtown from east to west, parallel to Main Street. This treatment can discourage cut-through traffic when Main Street slows. The 200 South Boulevard acts as a southern counterpart to the 300 North Greenway, with similar investments in trees and landscaping.



On-Street Standard Bike Lane

Standard on-street bike lanes form the remainder of the planned bike network in Downtown Lehi.

The ***Dutch Crow Manual*** is an influential bicycle network design manual developed in the Netherlands and focuses on five criteria – Cohesion, Directness, Safety, Comfort, and Attractiveness. These principles provide a clear framework for evaluating and planning future bike infrastructure.

Applying these principles to Downtown Lehi:

- **Cohesion** is created by creating a clear network of bike routes through downtown, centered around the Trails Nexus (**Map 15**), connecting existing trails to Downtown's key districts.
- **Directness** ensures convenient access to Downtown Lehi from all directions Enhancing existing main connectors could enhance accessibility. These connectors include Dry Creek Trail, 900 North, and 100 East from the north; Rail Trail, Waste Ditch, and 300 North from the west; Rail Trail from the East; and Center Street from the south.
- **Safety** is enhanced by expanding and connecting traffic-separated bike facilities, such as the Center Street two-way protected bikeway and the 300 North Greenway. Safety is also enhanced by the developing safe crossings across major streets.
- **Comfort** is prioritized by dedicating more streets to pedestrian and bike-friendly improvements, creating a human-scale environment that encourages public use and connects trails throughout the city.
- **Attractiveness** is promoted through streetscape improvements, including trees, landscaping, art, and signage.



PEDESTRIAN AND BIKE CROSSINGS

Barriers to pedestrian and bike travel hinder a vibrant Downtown Lehi. The following four types of crossing improvements address these challenges and enhance connectivity.

1- Improve Major Crossings

Enhance existing crossings of State Street and Main Street by shortening the crossing and extending the curb, adding pedestrian refuge islands, and increasing crossing visibility. See the State Street cross-section example.

2- New Major Crossings

Identify key locations for new crossings, particularly where active transportation routes intersect a major street, or where more frequent crossings are needed, such as expanding the Main Street core or linking pedestrian-focused streets across State Street at 400 East.

3- Signature Crossings

Located at key Downtown nodes (such as 500 East / Main Street, Center Street/Main Street, and 100 East/State Street) these intersections define the human scale of Downtown. The City should feature major crossings improvements, integrated with placemaking elements like street furniture, landscaping, and public art.

4- Minor Crossings

Apply improvements to local streets or minor collectors, especially along active transportation corridors. They can include pavement markings, curb extensions, and on busier streets, flashing beacons.

Bike-Supportive Features

At relevant crossings, incorporate bike-specific markings and, where appropriate, signals protecting crossing cyclists. These should be tailored to the context and surrounding bike facilities.

Sidewalks and Pedestrian Environment

There are three tiers of pedestrian improvements: basic sidewalk infrastructure; pedestrian environment improvements in key corridors; and pedestrian-focused streets.

Fill in Missing Sidewalks

Address missing sidewalks particularly in the northern and western parts of downtown. Prioritize the following corridors:

- State Street (multi-use path)
- 500 West
- 400 East
- 200 South
- 100 East (north of State Street - see below)

New sidewalks that do not belong to the other categories should match these existing sidewalks.

Pedestrian Environment Improvements on Key Corridors

Improve the pedestrian environment along the following key corridors:

- Main Street (transition context)
- State Street (district core context)
- 100 East (from Main Street to 900 North)
- Center Street (from Main Street to 200 North)

Enhancements should include street trees, lighting, wayfinding, street furniture (seating, trash cans, etc), and public art.

Pedestrian-Focused Streets

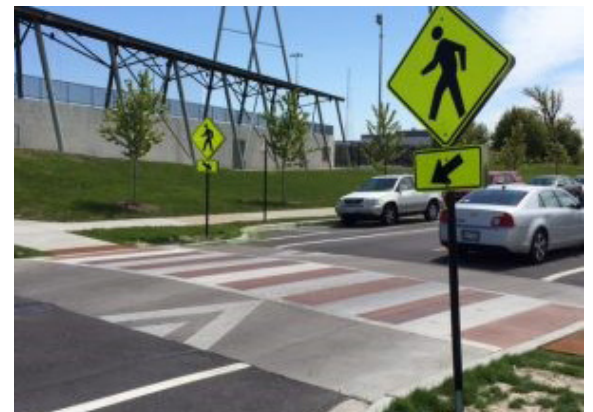
Create pedestrian-oriented streets prioritizing foot traffic and public space usage.

- Main Street core (200 West to 200 East)
- New pedestrian-oriented street in Station Area

New Street and Pathway Connections

The existing Downtown street grid is interconnected, however, the following additional links are recommended:

- Extend 500 East to 200 South, to integrate access to the Lehi City Pool from the Mills District
- Additional streets in the Mills District
- Additional streets in the Station Area

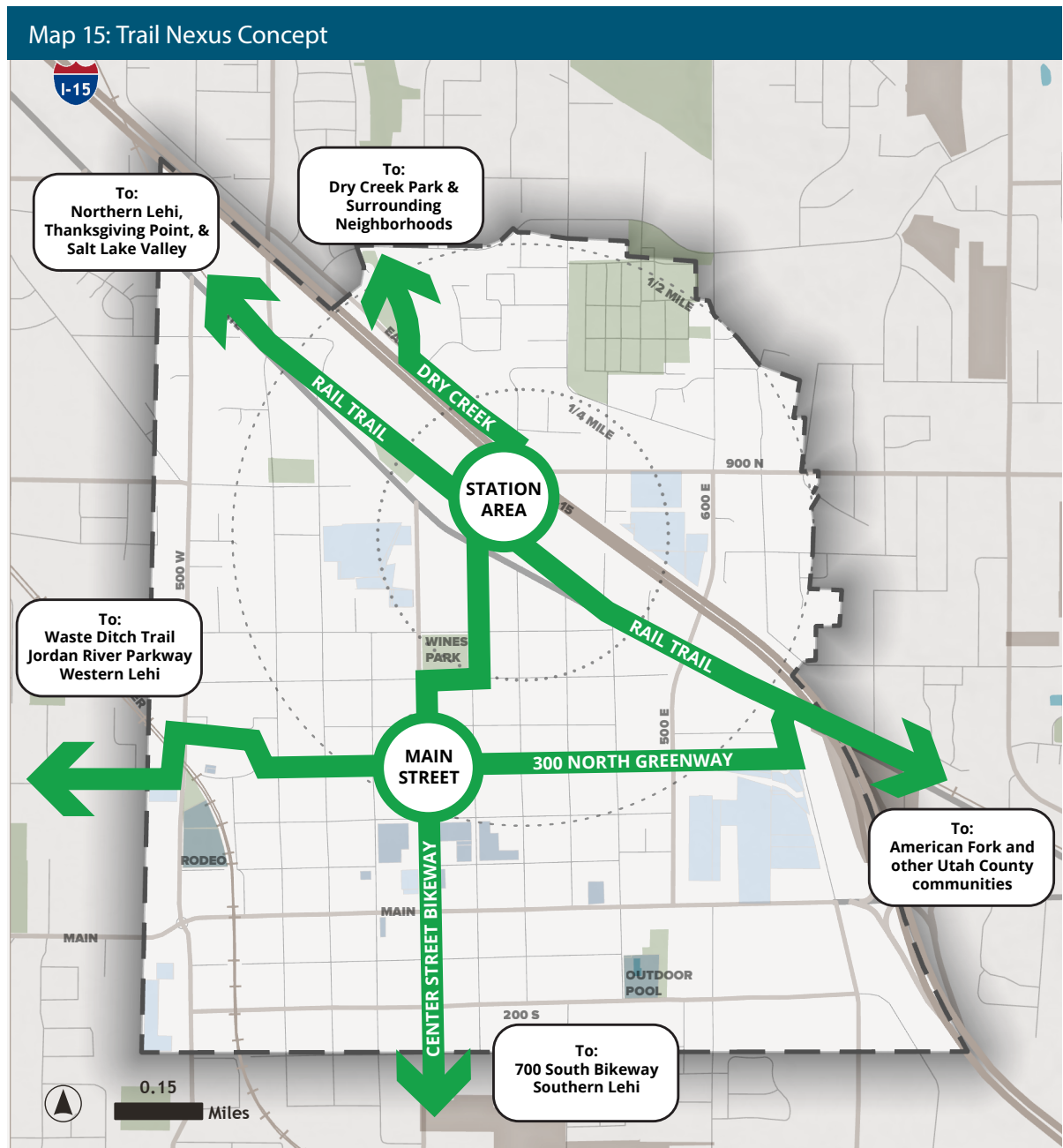


Downtown Lehi Trail Nexus Concept

On-street trails are essential to providing a safe and convenient way for Lehi residents to reach Downtown. Existing and planned trails from all directions reach a Nexus of trails in the Main Street Core (see **Map 15**).

- The **Waste Ditch Trail** is a high comfort, riding trail that is relatively short, from 1100 to 1700 West with major barriers (private property and rail tracks) between it and Downtown.
- The **Lehi Rail Trail** runs through the northern part of the city, connecting to the Murdock Canal Trail, but currently ends at 100 E near State Street. It is envisioned to extend south into American Fork and Pleasant Grove.
- The **Dry Creek Trail** is a short segment north of I-15 that could provide a crucial link to Downtown but would require a grade-separated crossing to connect under I-15.
- The **700 South Bike Lane** is a recently added protected two-way bike lane that links residential streets through Downtown.

The key corridors identified link existing and proposed trails to provide a safe and intuitive network for active transportation to and around Downtown.



TRANSIT

The **MAG 2023 Regional Transportation Plan** outlines a series of transit projects aimed at improving mobility and connectivity within Lehi and the surrounding region. Several key transit features are already in place, with future projects aiming to enhance accessibility and ridership (see **Map 16**).

Currently, the FrontRunner commuter rail runs along the southwest portion of Lehi's Downtown area, although there are no stations within the Downtown limits. The nearest stations are 3 miles southeast in American Fork and 5 miles northwest in Lehi, both are accessible by car or bus. The 830 Bus also provides regular service along State Street, operating at intervals of 15 minutes, with stops throughout Downtown. For additional details on the transit station area and the planned Bus Rapid Transit (BRT) system, please refer to Chapter 4.

The transit strategy aims to increase ridership among commuters, residents, recreational riders, and occasional users. Key objectives include removing barriers to transit use, improving first and last mile connections, and enhancing integration with other forms of

mobility,

Another component to effective transit is the creation of a Downtown Circulator Shuttle. This shuttle would provide a free link between the transit station and Downtown Lehi, improving access to local shops, restaurants, and other placemaking destinations. The shuttle will be critical to a comprehensive transit system that connects Main Street, the Mills District, the Rodeo Grounds, the Station Area, and the High School. This vision supports:

- Increased mobility for residents and visitors
- Reduced congestion on local streets and highways
- Improved quality of life through enhanced transportation options
- Improved visitor experience

Success depends on sustained local support and collaboration between governments, businesses, regional agencies, and citizens to ensure Lehi's transit infrastructure grows and strengthens to make Downtown more connected, accessible, and sustainable place to live and visit.

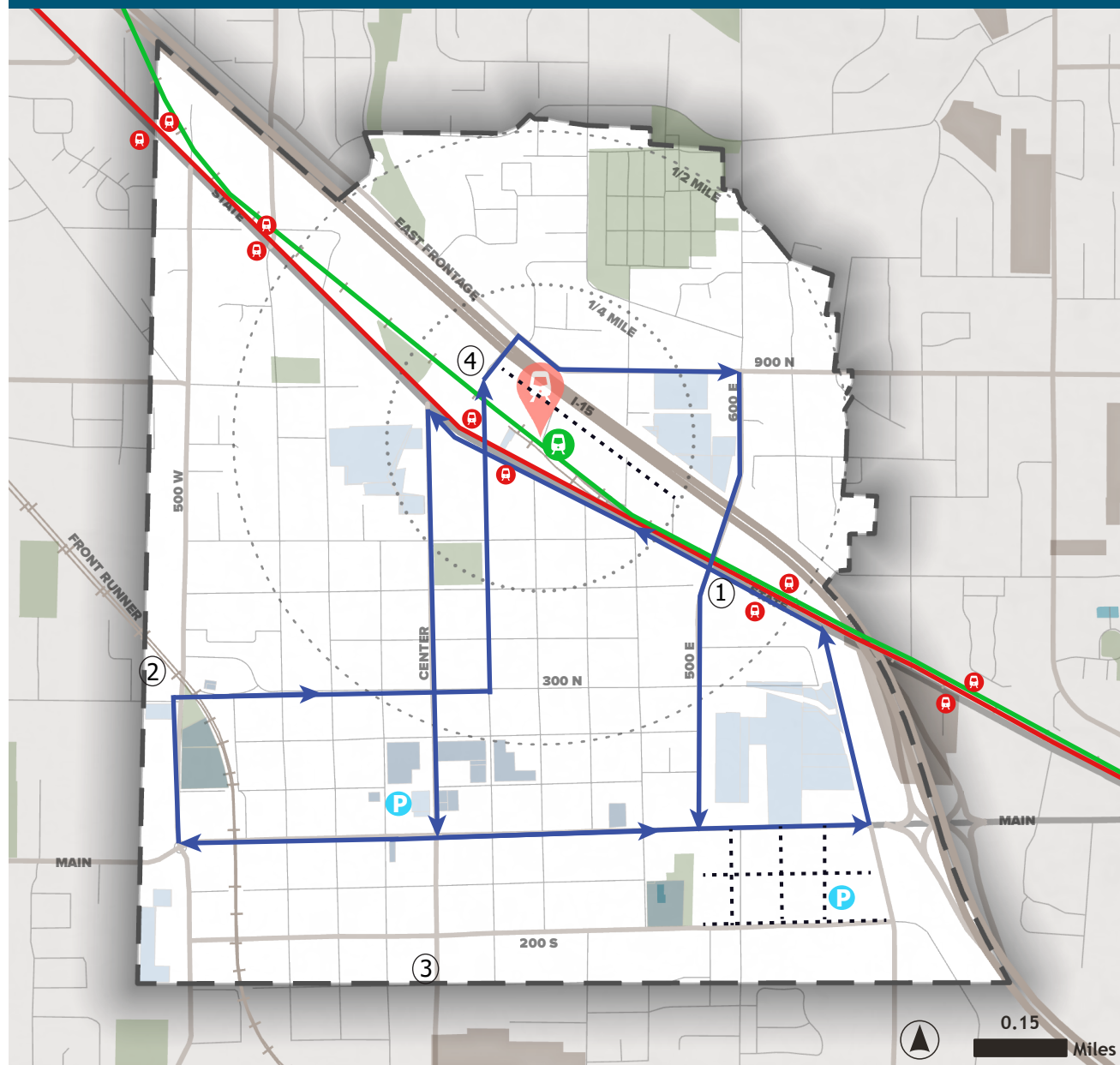
Transportation System Plan

Supporting Programs and Policies

To ensure the success of Lehi's transportation network there are a range of programs and policies aimed at improving traffic flow, promoting multi-modal transportation options, and enhancing safety. While vehicles will likely retain the central role in the transportation system, the proposed multi-modal approach ensures diverse and accessible transportation options.

Lehi's existing street grid is a strong foundation but must be adapted and expanded to accommodate the demands of a growing population. Optimizing this grid and strengthening connections between key corridors will improve accessibility for vehicles, pedestrians, and cyclists, creating a more interconnected and efficient transportation network.

Map 16: Transit Network Map



Transit Network

Current UTA Service

- Route 850 (15-Minute Bus Service)
- Bus Stop

Future UTA Service

- Bus Rapid Transit Corridor
- Bus Rapid Transit Station

Transit

- Transit Circulator (preliminary route)

Future Parking

- Potential Parking Structure
- New Road

Key Notes

- Future Connectivity Improvements Needing Future Study
- ① 500 East & State Street
 - ② 500 West & Railroad Grade Separation
 - ③ Center Street Connection to Pioneer Crossing
 - ④ 100 East (Connection to State Street)

Corridors

This section aligns transportation recommendations with land use to create a vision for Downtown's key corridors. Proposed improvements will meet current and future transportation needs while preserving and enhancing community character and safety.

Each corridor summary covers land use, transportation, context (desired character), functional classification (traffic), and recommended bike or pedestrian improvements. Corridors covered include:

- Main Street
- State Street
- Center Street & 100 East
- 300 North Greenway
- 200 South Bike Boulevard
- 500 West
- 500/600 East
- 100 North
- 400 East
- 900 North

MAIN STREET

- **Context:** District Core, District Transition
- **Functional Class:** Major Collector, Major Arterial
- **Bike Network:** No Designation
- **Pedestrian:** Pedestrian-Focused Street

Main Street is the primary street in Downtown Lehi. Just over a mile long from 850 East to 500 West, it serves multiple, sometimes conflicting, purposes which pose one of the greatest challenges in Downtown Lehi.

Main Street's Purposes Include:

- Define Downtown's character with consistent historic storefronts and walkable street design.
- Support most Downtown businesses.
- Serve as a secondary regional route to Pioneer Crossing and 2100 North.
- Provide access for walking, biking, and motor vehicle traffic.





Main Street Typology

The Transportation Network diagram shows Main Street as having the highest density of recommended improvements in the downtown area. The following are descriptions of each of these types of improvements:

- **Core:** The iconic two-block segment between Center Street and 200 West, defined by consistent storefronts and streetscape improvements that stemmed from the 2007 Downtown Plan. This is the most iconic segment of Main, but only represents about 14 percent of its length.
- **The Transition:** The segment from 500 East to Center Street and from 200 West to 500 West, featuring a mix of commercial and residential uses. It includes walkable features like street trees and on-street parking but lacks traffic calming and detailed streetscaping. This segment, making up 60% of Main Street, offers the greatest opportunity for transformation.
- **The Freeway Interchange Area:** The segment between I-15 and 500 East, with a wider, multi-lane roadway typical of freeway interchanges, narrowing to three lanes past 500 East.

Pedestrian Focus

Main Street should offer the highest level of pedestrian infrastructure in Downtown. Prioritize pedestrian and public space roles over its regional traffic needs through the following improvements:

- Extend the core segment of Main Street two blocks to the east.
- Reduce the roadway width from three lanes to two, expanding the pedestrian realm up to 25 feet.
- Maintain and extend the curbside design to the extended core.
- Strategically place periodic parking or drop-off zones.
- Add street trees and enhance streetscape features to the extended core.
- Improve existing crossings and add pedestrian crossings at intersections and mid-block.
- Implement traffic-slowing transitions into and out of the core, with gateway elements.
- Create a unique core area in the Rodeo District area.

Maintain Main Street as a Regional Collector but discourage its use as a high-speed traffic route by slowing traffic and enhancing walkability.

Streetscape

Main Street requires additional trees, with space for growth in the extended pedestrian area. Plant trees consistently along the four blocks of the core, preserving existing street trees in the extended core. Preserve, adapt, repurpose and/or enhance the existing features like lighting, seating, bike racks, and benches.

- **Crossings & Intersection Treatments:** Extend the current pattern of pedestrian crossings at intersections and mid-block extended core (Center Street to 200 East) and include intersection treatments at key points including 500 East, 100 East, and Center Street.
- **Parking:** Minimize on-street parking in the extended core, using occasional cutouts for time-limited spaces. A district-level parking lot or structure is planned near Center Street.
- **Managing Curb Cuts:** Reduce existing curb cuts and plan future cuts to minimize traffic disruptions and focus on cross streets.
- **Transit:** A circulator shuttle to run along Main Street.
- **Gateway Treatments:** Add gateway elements while maintaining the aesthetic integrity of the downtown area.

Cross Sections

The following pages include visual descriptions of the recommended allocation of space in the Main Street Core and Main Street Extended Core. Main Street's 60-70 foot right-of-way limits available space. To prioritize pedestrians, remove the center turn lane between 200 West and 200 East, extending the pedestrian space on both sides. Retain turn pockets at key intersections of 100 East and Center Street.



Figure 15: Main Street Core Example Cross Section

MAIN STREET: CORE

200 West to Center Street

STREET ACTIVATION AND ACTIVE FRONTAGES

Design building frontages to connect indoor spaces with the sidewalk, allowing businesses to directly engage with pedestrians and create a more welcoming, active streetscape.

WIDEN PEDESTRIAN REALM

Enable property owners and businesses to incrementally transform existing parking spaces into expanded sidewalks, enhancing walkability and creating a pedestrian-friendly environment.

FLEX ZONE

This curb-free design creates a flexible space that accommodates various uses, including drop-offs, pick-ups, and temporary parking, enhancing accessibility and adaptability for both vehicles and pedestrians.

OUTDOOR PATIOS

Encourage converting parking lots along Main Street into dynamic spaces for temporary uses like dining, shopping, or events, enhancing the experience of the street.



Figure 16: Main Street Extended Core Example Cross Section

MAIN STREET: EXTENDED CORE

200 West to 500 West

CONVERT AUTO SPACE

As part of extending the Main Street core, encourage the conversion of existing parking lots and drives in front of buildings to people spaces such as plazas, outdoor dining, and yards.

PRESERVE TREES IF POSSIBLE

Consistent street trees are a key asset of this street. This concept preserves them on the sidewalk while adding an additional row of trees, making the street more pleasant for walking and biking.

REMOVE CENTER TURN LANE

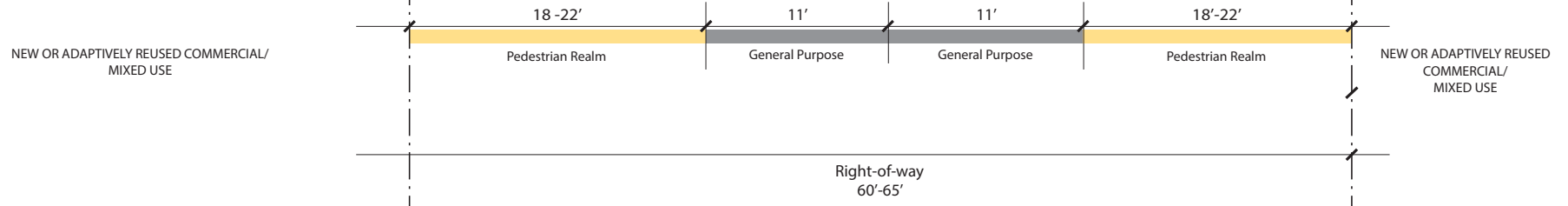
Reconfiguring the street from three to two lanes narrows the roadway, slowing traffic and providing more space for walking, gathering and business use.

EXTEND MAIN STREET CORE CHARACTER

Main Street from Center to 200 West currently creates a welcoming environment whose curbside design should be extended a few blocks to the east.

WIDEN SIDEWALK

The narrower roadway allows for more pedestrian space along Main Street, which could be treated with landscaping or hardscape depending on the adjacent uses.



STATE STREET

- **Context:** District Core, District Transition, State Highway Corridor
- **Functional Class:** State Highway
- **Bike Network:** On-Street Trail (Rail Trail)
- **Pedestrian:** Improvements Necessary

State Street is the other important corridor that runs north-south, but it differs in several ways:

- It is managed by the Utah Department of Transportation (UDOT).
- It has a larger highway-like design, creating a barrier for people.
- While it has historic storefronts, the State Street commercial district is currently less vibrant and iconic for the downtown.

State Street may be characterized as an edge street to Downtown with the main purpose of balancing regional traffic with Downtown access.

The potential future light rail station along the rail tracks paralleling State Street elevates its importance, making it central to the downtown area. To support this, improving walking and biking safety, particularly near the proposed station at 100 East, is essential.

State Street improvements should balance traffic flow with pedestrian and cyclist safety. Design features that slow traffic, enhance sidewalks, and improve crossing comfort should be considered.

As a major regional and local route, State Street improvements should focus on optimizing traffic flow and providing better access to regional and local destinations. This includes managing curb cuts to reduce congestion and support smoother traffic. Additionally, efforts should aim to develop the station area into a vibrant, connected neighborhood.

Potential improvements:

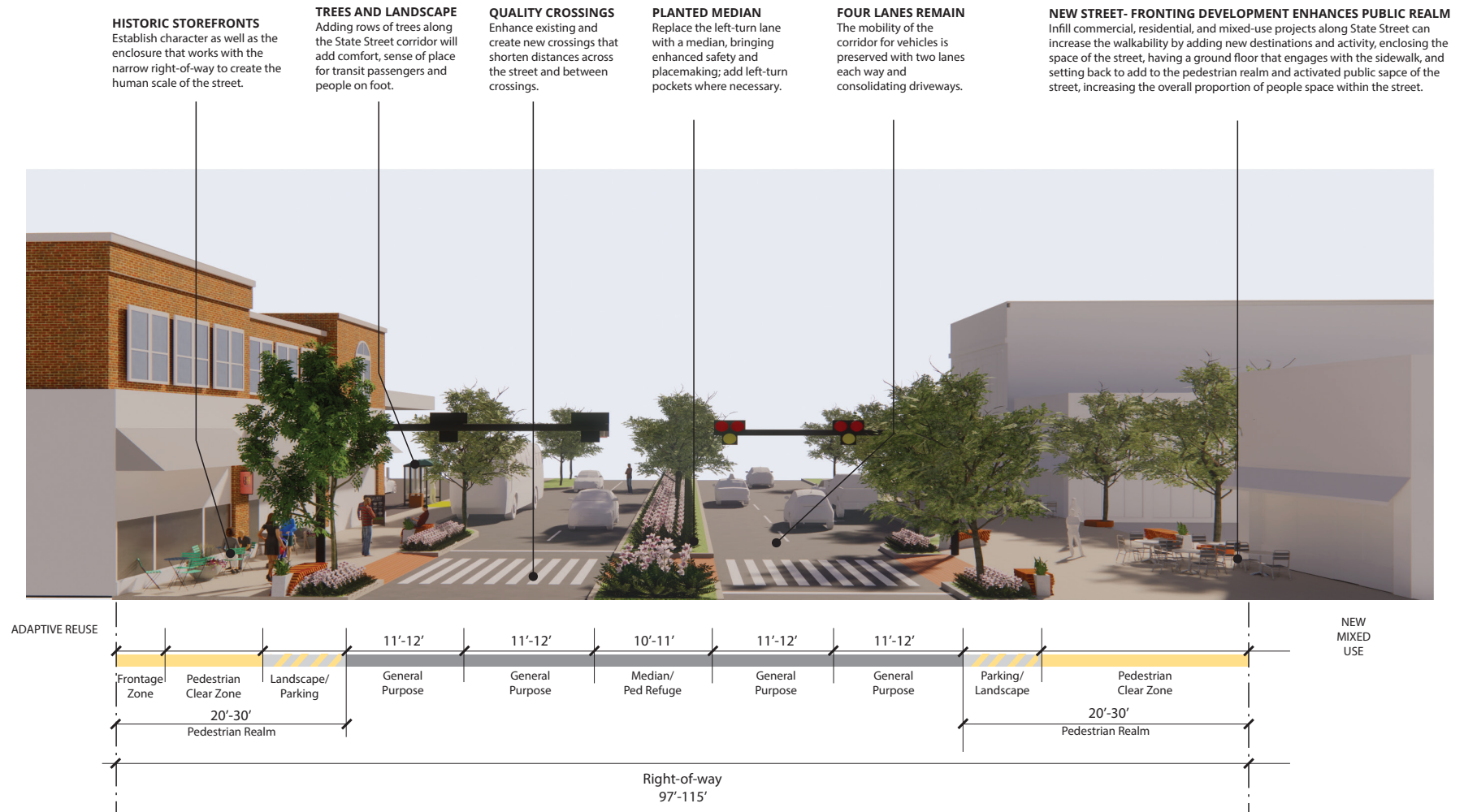
- Mid-block crossings to improve pedestrian access.
- Signalized intersection at 400 East to better manage traffic flow.
- Pedestrian-friendly enhancements, such as upgraded sidewalks and crosswalks, to increase walkability and safety.



Figure 17: State Street Example Cross Section

STATE STREET

North Station Area



CENTER STREET & 100 EAST

- **Context:** Future Neighborhood Mixed Use (North), District Core (at Main Street and Civic Center), Residential (South)
- **Functional Class:** Minor Collectors
- **Bike Network:** Two-way Protected Bike Lane (Center Street, transitioning to 100 East north of Wines Park)
- **Pedestrian:** Pedestrian improvements needed on both

Center Street and 100 East provide the direct main north-south links through downtown. Center Street links to points south via State Street and Utah Lake, with a signalized crossing of Pioneer Crossing. 100 East connects the Station Area to the historic district and neighborhoods north of I-15.

Center Street will serve as the main active transportation corridor with a two-way protected bike lane, while 100 East is the primary vehicle route, particularly south of State Street. Until a separated-grade crossing of the Dry Creek Trail under I-15 can be established, the active transportation corridor shifts to 100 East north of Wines Park in order to connect with the I-15 underpass and Dry Creek Trail via the existing vehicular underpass.

Both corridors are designated as a potential mixed use area, while maintaining the existing residential neighborhood character. Streetscape improvements along 100 East will be less intensive than those along Main Street or the future Station Area.

Recommended improvements for Center Street:

- Intersection improvements at State Street, including short-term and long-term solutions, including potential future grade-separation.
- Signal modifications at Main Street and Center Street to improve traffic flow and safety.
- Long term consideration of a grade-separated crossing at State Street and a tunnel under I-15 to align the bikeway with Dry Creek Trail for seamless connectivity.

Recommended improvements for 100 East:

- Traffic flow improvements north of Main Street, including the potential for restriping to two lanes in each direction (subject to future demand).
- ADA-compliant curb cuts and bulb-outs at intersections south of Main Street to improve walkability.
- New signalized intersection at Main Street and 100 East to improve traffic flow for the vehicular corridor.



Figure 18: Center Street Example Cross Section

CENTER STREET

PARKING RETAINED ON BOTH SIDES

Aim to retain parking on both sides of the street where possible. If space is limited, on-street parking may need to be removed on one side to ensure adequate room for other uses.

NARROW ROADWAY

The roadway can be reduced to still allow two lanes for vehicles. Narrowing would promote traffic calming on the corridor.

PERMANENT TWO-WAY PROTECTED BIKE LANE

Developing a protected permanent bike lane with durable features like raised curbs or concrete barriers ensures a safe and reliable space for cyclists.

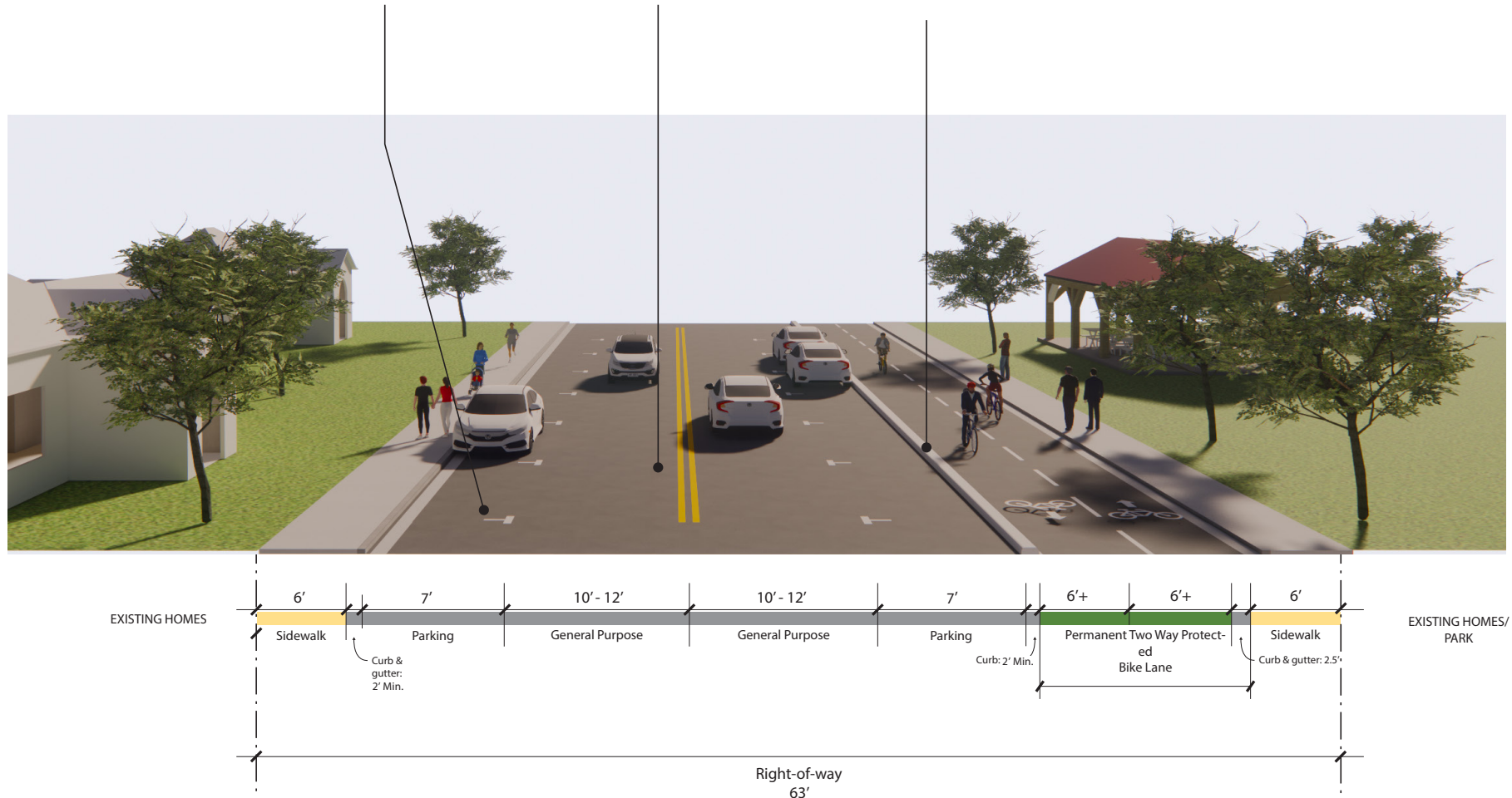


Figure 19: 100 East Station Area Example Cross Section

100 EAST: STATION AREA

North of State Street Intersection

EXTEND PATHWAY

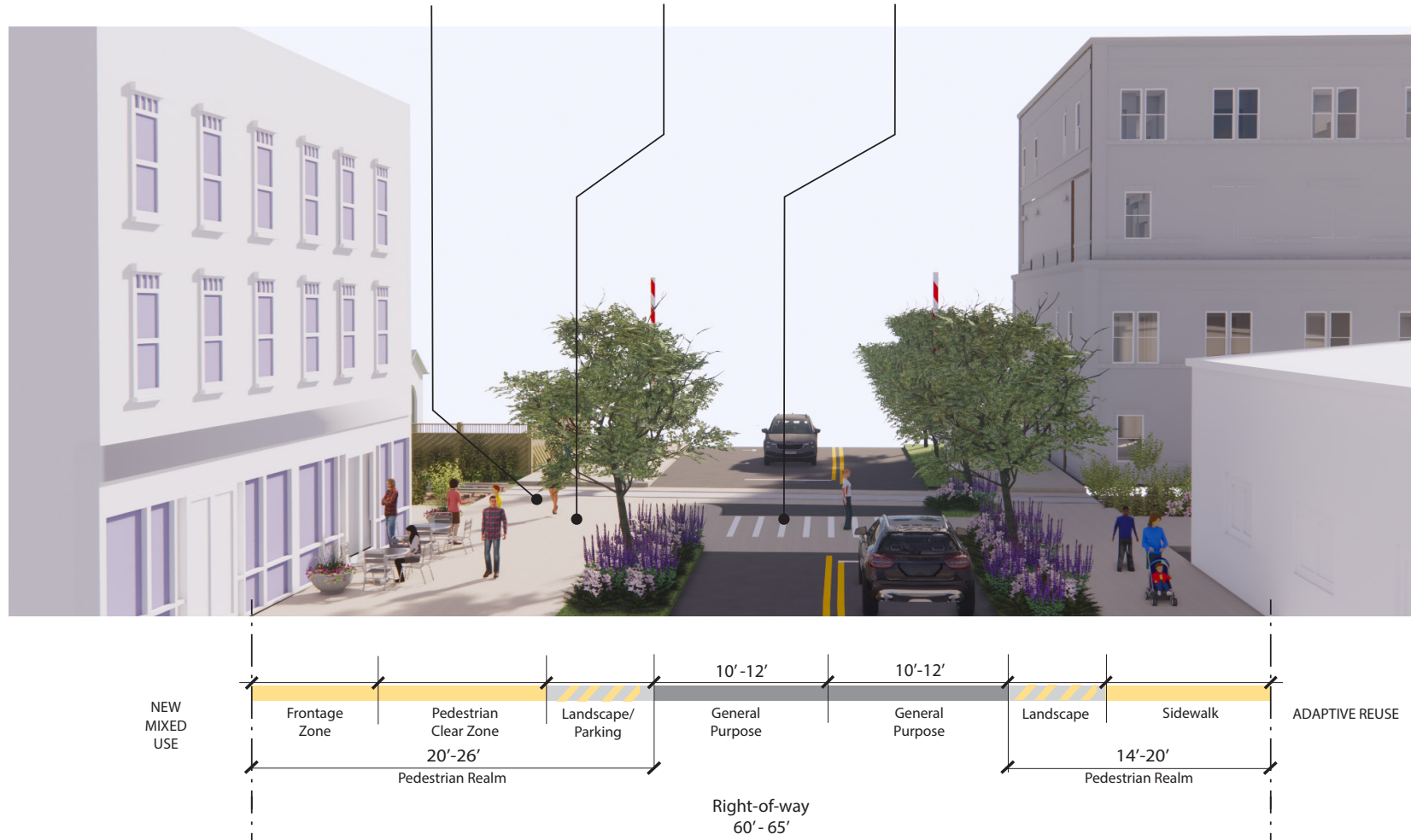
Extend the Rail Trail into the station area, alongside the tracks and beyond to the east along State Street.

WALKABLE 100 EAST

Build wide sidewalk with street trees and encourage street-fronting commercial and residential development.

RAISED TRAIL CROSSING

Build a raised crosswalk to connect the trail into the station, enhancing visibility and calming traffic.



300 NORTH GREENWAY

- **Context:** Residential Neighborhood
- **Functional Class:** Minor Collector
- **Bike Network:** On-Street Trail
- **Pedestrian:** Pedestrian improvements needed

The 300 North Greenway weaves a high-quality on-street trail through Downtown that links to existing and planned trails to the west and east. It extends the Waste Ditch Trail from the Jordan River Parkway, likely utilizing 1100 West and 300 North to cross the rail tracks, with a more feasible crossing at 300 North instead of 600 North. On the east, the Greenway links to the planned Rail Trail extension along State Street, connecting at 850 East with a recommended crossing signal.

The Greenway will intersect with the Center Street bikeway, creating a major connection point for trails. A potential active transportation mid-block crossing at State Street would provide an alternative route through the city.

Within downtown, the Greenway will enhance pedestrian areas with trees, drought-tolerant landscaping, and a new park strip, while maintaining on-street parking and driveway access.



Figure 20: 300 North Greenway Example Cross Section

300 NORTH GREENWAY

Generalized Typical Conditions

MULTI-USE TRAIL

The heart of this street redesign for the 300 West Greenway is a multi-use path with landscape on both sides, providing a trail corridor linking from the Waste Ditch trail through Downtown and east into the neighborhoods east of I-15.

PRESERVE DRIVEWAYS

Residential access to driveways would be preserved - the driveways would cross the trail at sidewalk level, with visibility maintained for all users.

PRESERVE LOCATIONS FOR ON STREET PARKING

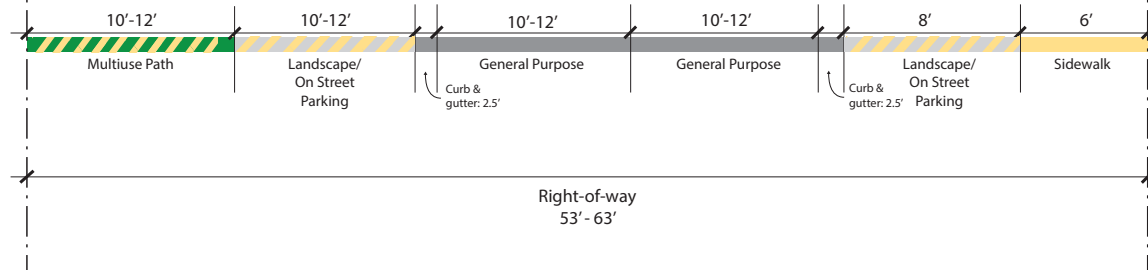
Consider on-street parking supporting the residential character of the neighborhood.

ENHANCE SIDEWALK

Add a park strip to the non-trail side sidewalk.



EXISTING HOMES



200 SOUTH BIKE BOULEVARD

- **Context:** Residential neighborhood
- **Functional Class:** Minor collector
- **Bike Network:** Bike boulevard or bike lane
- **Pedestrian:** Pedestrian improvements needed

200 South will serve as the southern counterpart to the 300 North Greenway, providing a low-stress east-west connection from 500 West to 850 East. Instead of a trail, this corridor is recommended as a bike boulevard—a shared roadway designed to match bicycle speeds and discourage motor traffic from Main Street. While Lehi City policy proposes a dedicated bike lane, a bike boulevard offers a more accessible, green, and pedestrian-friendly environment. The corridor could initially benefit from a quick-build traffic calming project, laying the foundation for future upgrades such as curbs, landscaping, and in-ground trees.



Figure 21: 200 South Bike Boulevard Example Cross Section

200 SOUTH BIKE BOULEVARD

LANDSCAPED ISLANDS

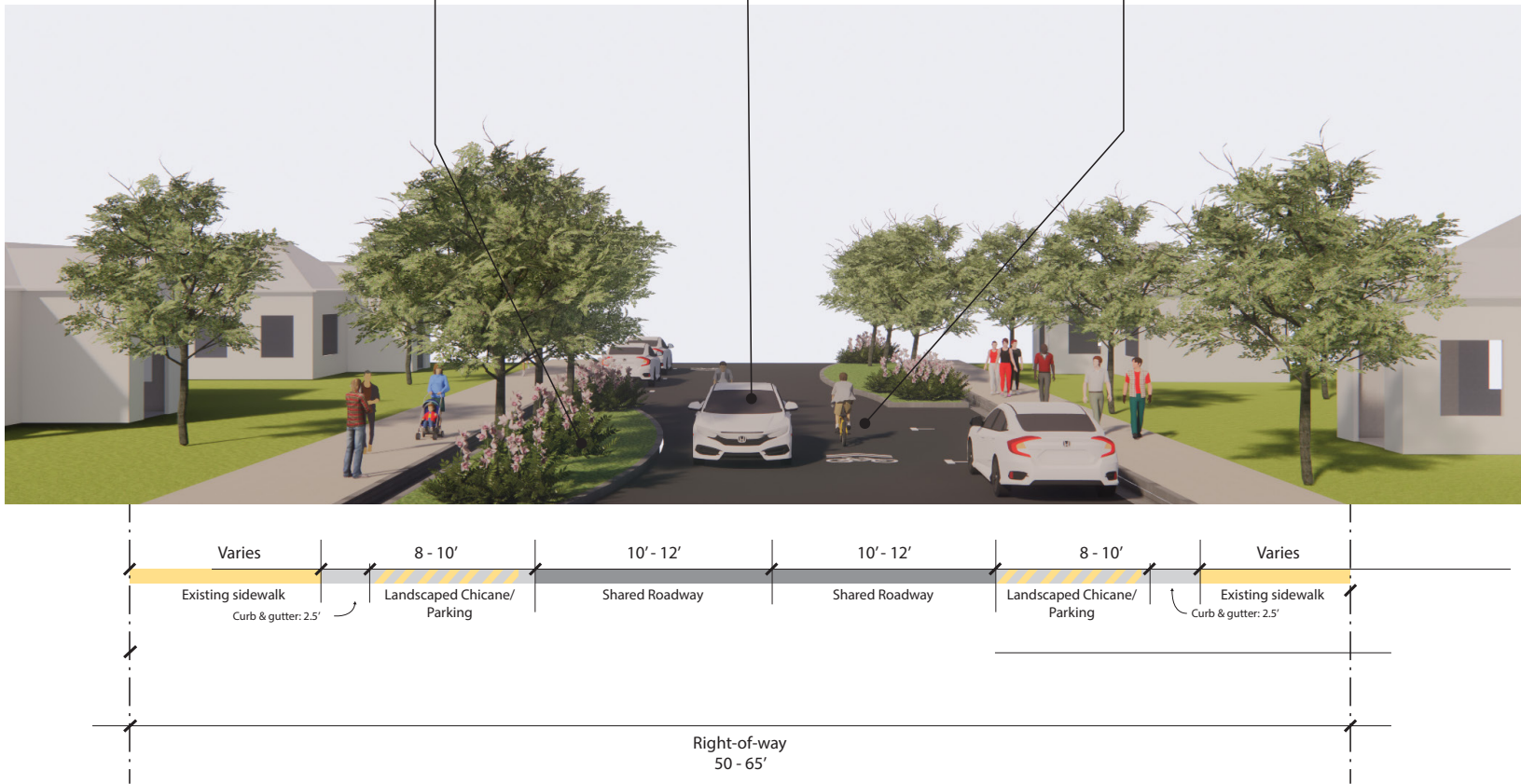
Reduce the width of the roadway by installing a series of landscaped "bulb-out" islands, creating a more human-scale environment and enhancing sense of place. These could also be accomplished with painted islands as well.

ROADWAY CURVES - "CHICANES"

Use the bulb-out islands to create a series of alternating curves in the roadway to prevent cars from speeding by requiring drivers to navigate through the curves rather than traveling in a straight line. Chokers can also be used to slow cars and allow easy passage of bikes.

BIKE BOULEVARD

The Bicycle and Pedestrian Plan has designated several residential streets as Bicycle Boulevards. Here is an example of what a Bicycle Boulevard would be. The shared roadway provides more space for bicyclists, signs provide wayfinding, and the narrow roadway helps prevent cars from speeding.



500 WEST

- **Context:** Residential Neighborhood
- **Functional Class:** Major Collector (south of 600 North); Minor Collector (north of 600 North)
- **Bike Network:** Two-Way Protected Bike Lane
- **Pedestrian:** No designation

500 West provides a critical crossing of the rail tracks and access to key corridors. Currently not bike-friendly, it is envisioned to include bike lanes. To accommodate higher traffic volumes, the corridor between Main Street and State Street needs an upgrade. A grade separation with the FrontRunner tracks is essential to eliminate train-vehicle conflicts, reduce delays, and improve traffic flow and safety.



500/600 EAST

- **Context:** Residential Neighborhood
- **Functional Class:** Minor Collector
- **Bike Network:** Two-Way Protected Bike Lane
- **Pedestrian:** No designation

A future improvement could involve a direct connection between 500 East and State Street, requiring on/off-ramps for a grade-level link. Further study is needed to assess turning movements and signalization.

Expected benefits include:

- Improved traffic flow and reduced travel times through enhanced connectivity
- Challenges: Significant capital investment for grade changes and infrastructure integration, with potential drawbacks like limited turning movements (e.g., right-turn-only access onto/off State Street).



100 NORTH

- **Context:** Residential Neighborhood
- **Functional Class:** Local
- **Bike Network:** Bike boulevard
- **Pedestrian:** Pedestrian improvements needed

100 North parallels Main Street through the heart of Lehi's civic campus, making it a key pedestrian route. It also serves as an important segment of the green-loop bike boulevard route looping south from 300 North via 400 East and 300 West.

400 EAST

- **Context:** Residential Neighborhood
- **Functional Class:** Minor Collector
- **Bike Network:** Bike boulevard
- **Pedestrian:** No designation

A new signalized intersection along State Street at 400 East will help divert traffic from Main Street, reducing congestion and improving access to the station area. This will also distribute traffic areas across the area.

Additionally, 400 East is an important bike and pedestrian route, providing north-south connectivity from the station area alongside the 500 East bridge.

900 NORTH

- **Context:** Residential Neighborhood
- **Functional Class:** Minor Collector
- **Bike Network:** Bike lane
- **Pedestrian:** No designation

900 North is important to the downtown area because it helps people access the downtown from the north via 100 East or 500/600 East and are the only access points to the Downtown for the residential neighborhoods north of I-15.

Extend the active transportation (AT) trail with a mid-block crossing at State Street and Dry Creek to connect to the green loop and Dry Creek Greenway. Further study is required, particularly for a potential grade-separated crossing (e.g., a tunnel parallel to Dry Creek) to ensure safe passage.





IMPLEMENTATION PLAN

Strategy 5.1 - *Create a safe and connected bike network*

- o **5.1.1** - Prioritize and construct key bike corridors: 300 North Greenway, 200 South Bike Boulevard, and Center Street protected lanes. Use traffic calming and placemaking elements to humanize these corridors.
- o **5.1.2** – Retrofit quieter residential streets with bike-friendly features, including designated Bike Boulevards on 400 East, 100 North, and 900 North.
- o **5.1.3** – Integrate protected bike crossings and bike-specific signals at major intersections such as Main/Center and State/100 East.
- o **5.1.4** – Create interim and long-term buildout of a cohesive trail nexus, connecting Dry Creek, Waste Ditch, and Rail Trails into Downtown.
- o **5.1.5** – Coordinate bike improvements with street projects and development, prioritizing short-term catalytic segments.

Strategy 5.2 - *Improve Pedestrian Access and Comfort*

- o **5.2.1** – Fill sidewalk gaps and upgrade sidewalks on key streets: State Street, 500 West, 100 East, 200 South, Center Street, and 400 East.
- o **5.2.2** – Redesign Main Street as a pedestrian-priority corridor with extended sidewalks, a reduced lane count, and added streetscape amenities (trees, lighting, furnishings).
- o **5.2.3** – Enhance pedestrian crossings—especially at Main/Center, 100 East/State, and new midblock crossings on State—with refuge islands, curb extensions, and public art.
- o **5.2.4** – Create pedestrian-only or shared-street environments as part of the shared transitway in the Station Area.

Strategy 5.3 - *Expand Transit Access and Use*

- o **5.3.1** – Partner with UTA, MAG, and UDOT to support the construction of the new Downtown transit station.
- o **5.3.2** – Establish a free Downtown Circulator Shuttle connecting the future transit station with key destinations including Main Street, Rodeo Grounds, the Mills District, and Lehi High School.
- o **5.3.3** – Improve first/last-mile transit connections with wider sidewalks, bike parking, and micro-mobility infrastructure.
- o **5.3.4** – Implement wayfinding, real-time info, and educational outreach to boost local transit ridership.

Strategy 5.4 - *Improve Traffic Operations and Street Connectivity*

- o **5.4.1** – Optimize signals, turn lanes, and ADA accessibility on key corridors like Main Street and 500 East.
- o **5.4.2** – Conduct a feasibility study for a diagonal connector between Center Street and 100 East to improve north-south circulation.
- o **5.4.3** – Conduct a feasibility study for grade-separated rail crossings at 500 West and Center Street to reduce delays and improve safety.
- o **5.4.4** – Conduct a feasibility study to reconnect 500 East to State Street with an off-ramp and signal as part of redirecting east-west traffic off Main Street.
- o **5.4.5** – Reduce curb cuts and coordinate driveway access to improve pedestrian safety.





Strategy 5.5 - *Support Growth While Preserving Livability*

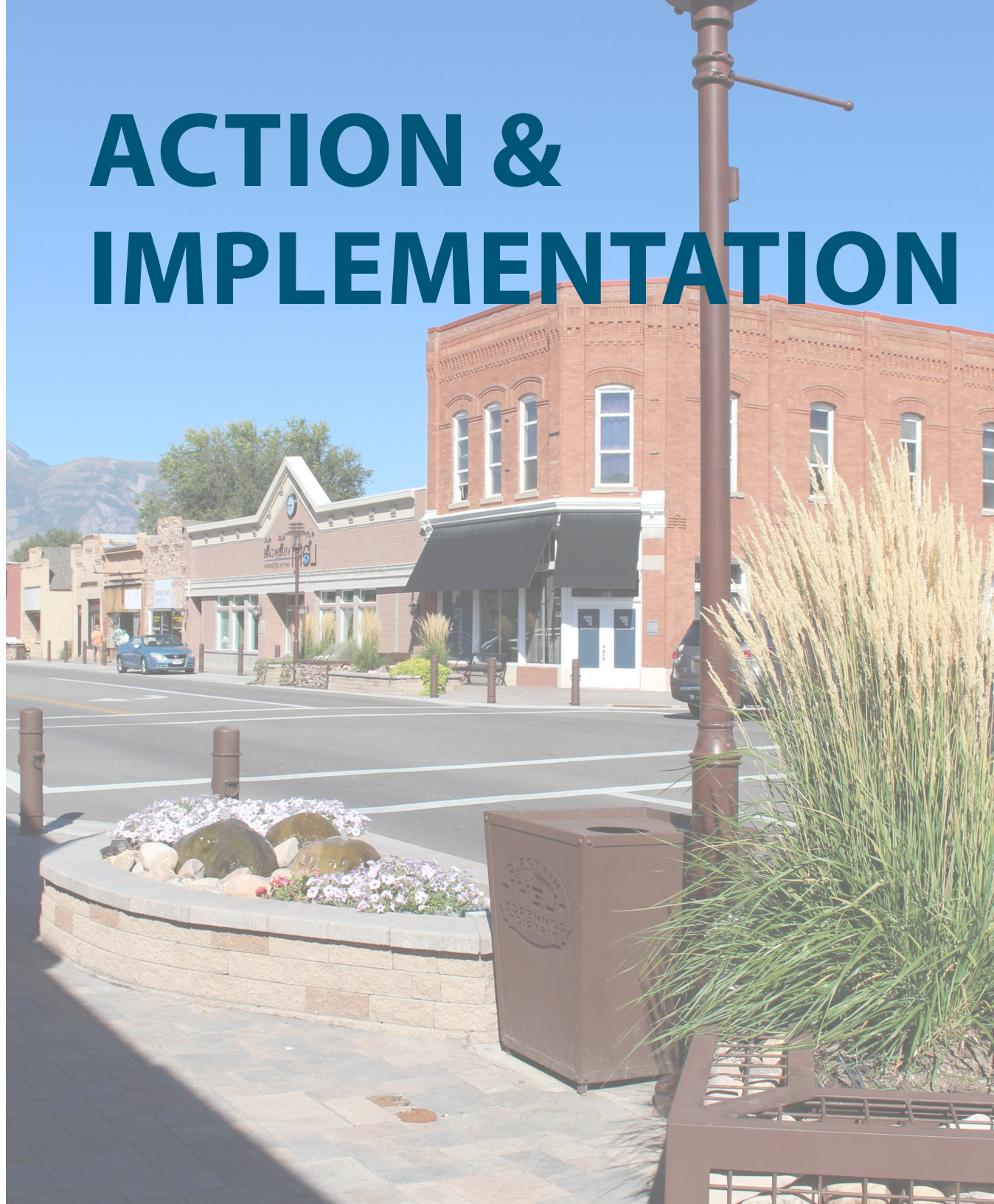
- o **5.5.1** – Align land use and transportation planning to manage traffic from the Mills District and Station Area.
- o **5.5.2** – Support regional east-west corridors and reduce local street congestion by improving connections to Pioneer Crossing and 2100 North.
- o **5.5.3** – Monitor traffic patterns and intersection performance; implement adaptive signal technology as needed.
- o **5.5.4** – Expand the street grid in the Mills District and Station Area to disperse traffic and improve walkability in each area.
- o **5.5.5** - Coordinate proposed projects and analyze for impacts prior to construction. Monitor each transportation improvement after implementation to mitigate any potential impacts to the system.

Strategy 5.6 - *Advance Context-Sensitive Intersection Upgrades*

- o **5.6.1** – Prioritize improvements at high-delay intersections such as Main & 850 East and Main & 500 East to maintain LOS and support growth.
- o **5.6.2** – Implement context-sensitive intersection design balancing flow, safety, and placemaking, especially near schools, parks, and high foot traffic areas.
- o **5.6.3** – Add a new signalized intersection at State Street and 400 East to relieve Main Street congestion and improve access to the station area.

06

ACTION & IMPLEMENTATION



Action Plan

This Action Plan is intended to help set funding and implementation priorities, provide direction to decision makers, and document the plan’s implementation progress. It is a “living” assessment tool that can be easily modified and adjusted to meet the City’s changing needs. As such, it should be reviewed and revised on a regular basis. Ultimately, it serves as a checklist to monitor progress over time.

The Action Plan prioritizes the implementation measures identified in Chapters 2-5. Scoring is a combination of objective and subjective assessments and should therefore be applied with a level of flexibility. The priorities are meant to serve as the scoring of this table is subjective. Therefore, it is meant to be only used as a starting point for City leadership determinations of priorities.

ACTION PLAN EXPLAINED

Three scoring criteria were used. Each criterion was scored on a one-three scale then multiplied by different weights to account for varying levels of importance (see explanation below table).
Highlighted cell shows which score each criteria received.

#	CATEGORY	IMPLEMENTATION MEASURE(S)	SCORING CRITERIA						PRIORITY SCORE	PRIORITY LEVEL	TIMELINE
Policy ##: Here for reference											
1	Downtown, Main Street, Station Area, or Transportation	The Implementation Measure text will be inserted here.	COST/EASE	\$ 3	IMPACT	High 9	PUBLIC DESIRE	High 6	##	High (16+)	Ongoing (Immediate - 2050+)
				\$\$ 2		Med 6		Med 4		Medium (12-15)	Short Term (Immediate-2030)
				\$\$\$ 1		Low 3		Low 2		Low (12>)	Long Term (2030-2050)

Cost of implementation (1x)
Level of Impact (3x)
Degree to which the measure meets the needs and desires identified by the public (2x)

The measure’s Priority Score determines its overall Priority Level, with a score of 16 or higher indicating high-priority, a score between 12 and 15 indicating medium/ high priority, and a score of 11 or lower indicating low-priority.

The time frame needed for applying the implementation measure.

Action Plan - Implementation Matrix

Table 10: Implementation Measures and Actions

#	CATEGORY	IMPLEMENTATION MEASURE	SCORING CRITERIA			PRIORITY SCORE	PRIORITY LEVEL	TIMELINE
Strategy 2.1 - Amend existing land use ordinances to align with the vision and recommendations of this plan.								
1	Downtown	Revise the Lehi Zoning Map as necessary to align with the Downtown districts outlined in this plan. (2.1.1)	COST \$	IMPACT High	PUBLIC High	18	High	Ongoing (Immediate - 2050+)
Strategy 4.2 - Establish the Station District as a walkable neighborhood which facilitate multiple transportation modes.								
2	Station Area	Coordinate with UTA and UDOT to establish the exact transit mode and station location (4.2.2)	COST \$	IMPACT High	PUBLIC High	18	High	Short Term (Immediate-2030)
Strategy 2.2 - Adopt the recommended transportation network as part of existing transportation master plan documents.								
3	Downtown	Update the Transportation Master Plan and Bicycle and Pedestrian Plan to include the recommended transportation network routes and improvement projects. (2.2.1)	COST \$	IMPACT High	PUBLIC High	18	High	Short Term (Immediate-2030)
Strategy 2.1 - Amend existing land use ordinances to align with the vision and recommendations of this plan.								
4	Main Street	Update Chapter 37 Design Standards for the Downtown Core district per the design guideline recommendations of this plan (3.1.2)	COST \$	IMPACT High	PUBLIC High	18	High	Short Term (Immediate-2030)
Strategy 3.4 - Create and task an economic development organization with the revitalization of Main Street.								
5	Main Street	Create a Downtown Authority or give greater responsibility to an existing body to facilitate economic development and attract businesses to Main Street. (3.4.1)	COST \$	IMPACT High	PUBLIC High	18	High	Short Term (Immediate-2030)
Strategy 3.4 - Create and task an economic development organization with the revitalization of Main Street.								
6	Main Street	Task the Downtown Authority with facilitating activity programming within the Downtown Core, including events such as markets, business walks, food truck nights, concerts, parades, and festivals (3.4.3)	COST \$\$	IMPACT High	PUBLIC High	17	High	Short Term (Immediate-2030)
Strategy 3.4 - Create and task an economic development organization with the revitalization of Main Street.								
7	Main Street	Task the Downtown Authority with marketing and branding of the Downtown both locally and regionally. (3.4.4)	COST \$\$	IMPACT High	PUBLIC High	17	High	Short Term (Immediate-2030)

Table 10: Implementation Measures and Actions

#	CATEGORY	IMPLEMENTATION MEASURE	SCORING CRITERIA			PRIORITY SCORE	PRIORITY LEVEL	TIMELINE
Strategy 4.1 - Amend existing land use ordinances within the Station District to align with the vision and recommendations of this plan.								
8	Station Area	Revise mixed-use or create form-based zoning within the Station District to allow for new uses within that area in concert with the illustrative master plan. Allow flexibility for the creation of a master development plan for the area as a potential tool. a. Encourage the adaptive reuse of existing buildings and materials where feasible. (4.1.1)	COST \$\$	IMPACT High	PUBLIC High	17	High	Short Term (Immediate-2030)
Strategy 4.2 - Establish the Station District as a walkable neighborhood which facilitate multiple transportation modes.								
9	Station Area	Create interim and long-term buildout of a cohesive trail nexus, connecting Dry Creek, Waste Ditch, and Rail Trails into Downtown. (5.1.4) Facilitate the creation of a trails nexus with strong wayfinding at the intersection of the Center Street/ Dry Creek Greenway, Rail Trail, and the shared transitway. (4.2.6)	COST \$\$	IMPACT High	PUBLIC High	17	High	Ongoing (Immediate - 2050+)
Strategy 2.6 - Create a strong network of public green spaces throughout the Downtown area to promote activity and quality of life.								
10	Downtown	Develop the greenways outlined in the plan to enhance connectivity and walkability within the Downtown area: Utilize “quick build” implementation strategies to establish routes until permanent features can be constructed. (2.6.5a)	COST \$\$	IMPACT High	PUBLIC High	17	High	Short Term (Immediate-2030)
Strategy 2.2 - Adopt the recommended transportation network as part of existing transportation master plan documents.								
11	Downtown	Fund the completion of sidewalks and active transportation routes through the use of developer impact fees, grants, and tax-increment funds (2.2.2) Prioritize sidewalk gaps/upgrades on key streets: State Street, 500 West, 100 East, 200 South, Center Street, and 400 East. (5.2.1)	COST \$\$	IMPACT High	PUBLIC High	17	High	Ongoing (Immediate - 2050+)
Strategy 5.1 - Create a safe and connected bike networkSupport growth while preserving livability.								
12	Transportation	Coordinate proposed projects and analyze for impacts prior to construction. Monitor each transportation improvement after implementation to mitigate any potential impacts to the system. (5.5.5)	COST \$	IMPACT High	PUBLIC Med	16	High	Ongoing (Immediate - 2050+)
Strategy 5.1 - Create a safe and connected bike network								
13	Transportation	Coordinate bike improvements with street projects and development, prioritizing short-term catalytic segments. (5.1.5)	COST \$	IMPACT High	PUBLIC Med	16	High	Ongoing (Immediate - 2050+)

Table 10: Implementation Measures and Actions

#	CATEGORY	IMPLEMENTATION MEASURE	SCORING CRITERIA			PRIORITY SCORE	PRIORITY LEVEL	TIMELINE
Strategy 5.1 - Create a safe and connected bike network								
14	Transportation	Prioritize and construct key bike corridors: 300 North Greenway, 200 South Bike Boulevard, and Center Street protected lanes. Use traffic calming and placemaking elements to humanize these corridors. (5.1.1)	COST \$\$\$	IMPACT High	PUBLIC High	16	High	Ongoing (Immediate - 2050+)
Strategy 2.6 - Create a strong network of public green spaces throughout the Downtown area to promote activity and quality of life.								
15	Downtown	Upgrade existing parks (Wines, Bandwagon, Outdoor Pool) to add missing amenities and improve access. (2.6.1)	COST \$\$\$	IMPACT High	PUBLIC High	16	High	Short Term (Immediate-2030)
Strategy 2.1 - Amend existing land use ordinances to align with the vision and recommendations of this plan.								
16	Downtown	Adopt mixed-use and/or form-based zoning within the Mills District to allow for new uses within that area (2.1.2)	COST \$	IMPACT High	PUBLIC Med	16	High	Short Term (Immediate-2030)
Strategy 2.4 - Create future opportunities for affordable housing and housing choice within the Downtown and Station Areas.								
17	Downtown	Consider adjusting or reallocating residential unit caps to the Mills and Station Districts, relying on form controls such as building height to control the number of allowed units. Work with developers to share the costs of upgrading infrastructure as needed. (2.4.1, also see 4.4.1)	COST \$	IMPACT High	PUBLIC Med	16	High	Short Term (Immediate-2030)
Strategy 2.5 - Consider the City playing a more active role in the redevelopment of properties within Downtown.								
18	Downtown	Establish a CRA to help facilitate redevelopment within the Mills or Station Districts. (2.5.1)	COST \$	IMPACT High	PUBLIC Med	16	High	Long Term (2030 - 2050)
Strategy 3.2 - Enhance Main Street as a walkable and more vibrant corridor within Downtown.								
19	Main Street	Improve the core segment between 200 E and 200 W to expand the pedestrian realm and activate the street per Figure 5 on page 57. (3.2.1a)	COST \$\$\$	IMPACT High	PUBLIC High	16	High	Short Term (Immediate-2030)
Strategy 3.2 - Enhance Main Street as a walkable and more vibrant corridor within Downtown.								
20	Main Street	Redesign Main Street as a pedestrian-priority corridor with extended sidewalks, and a reduced lane count (5.2.2). Add street trees, improved lighting, more planters and furnishings, and public art installations to enhance the pedestrian zone. (3.2.1b & 2.6.5b)	COST \$\$\$	IMPACT High	PUBLIC High	16	High	Long Term (2030 - 2050)

Table 10: Implementation Measures and Actions

#	CATEGORY	IMPLEMENTATION MEASURE	SCORING CRITERIA			PRIORITY SCORE	PRIORITY LEVEL	TIMELINE
Strategy 3.3 - Adopt a more balanced, pedestrian-focused approach to parking along Main Street.								
21	Main Street	Concentrate off-street parking on shared facilities located behind frontage buildings: reduce parking minimum requirements for new developments. (3.3.2a)	COST \$	IMPACT High	PUBLIC Med	16	High	Ongoing (Immediate - 2050+)
Strategy 3.3 - Adopt a more balanced, pedestrian-focused approach to parking along Main Street.								
22	Main Street	Concentrate off-street parking on shared facilities located behind frontage buildings: open city-owned lots as an option for meeting parking requirements for new businesses on Main Street, either as public parking or by lease agreement. (3.3.2c)	COST \$	IMPACT High	PUBLIC Med	16	High	Ongoing (Immediate - 2050+)
Strategy 3.3 - Adopt a more balanced, pedestrian-focused approach to parking along Main Street.								
23	Main Street	Reduce the amount of on-street parking on Main Street and optimize on-street parking on side streets. (3.3.1)	COST \$	IMPACT High	PUBLIC Med	16	High	Ongoing (Immediate - 2050+)
Strategy 3.3 - Adopt a more balanced, pedestrian-focused approach to parking along Main Street.								
24	Main Street	Concentrate off-street parking on shared facilities located behind frontage buildings: promote the creation of shared parking agreements. (3.3.2b)	COST \$	IMPACT High	PUBLIC Med	16	High	Ongoing (Immediate - 2050+)
Strategy 3.3 - Adopt a more balanced, pedestrian-focused approach to parking along Main Street.								
25	Main Street	Implement duration restrictions or paid parking for on-street parking to free parking spaces for shorter turnover activities. (3.3.5)	COST \$	IMPACT High	PUBLIC Med	16	High	Short Term (Immediate-2030)
Strategy 4.2 - Establish the Station District as a walkable neighborhood which facilitate multiple transportation modes.								
26	Station Area	Coordinate with UDOT to enhance State Street for pedestrians between 100 East and 300 East per Figure 14 on page 97. (4.2.1)	COST \$\$\$	IMPACT High	PUBLIC High	16	High	Long Term (2030 - 2050)
Strategy 4.3 - Adopt a transit-supportive parking strategy for the Station District.								
27	Station Area	Reduce or eliminate parking minimum requirements for businesses within the Station District. (4.3.2)	COST \$	IMPACT High	PUBLIC Med	16	High	Long Term (2030 - 2050)
Strategy 4.1 - Amend existing land use ordinances within the Station District to align with the vision and recommendations of this plan.								
28	Station Area	Adopt the State Street streetscape concept and recommendations from this plan as part of the design standards for the Station District. (4.1.2)	COST \$	IMPACT High	PUBLIC Med	16	High	Short Term (Immediate-2030)

Table 10: Implementation Measures and Actions

#	CATEGORY	IMPLEMENTATION MEASURE	SCORING CRITERIA			PRIORITY SCORE	PRIORITY LEVEL	TIMELINE
Strategy 4.2 - Establish the Station District as a walkable neighborhood which facilitate multiple transportation modes.								
29	Station Area	Coordinate with UTA and UDOT to develop the shared transitway within the right-of-way corridor, facilitating transit, active transportation, and limited vehicular access. (4.2.4)	COST \$\$\$	IMPACT High	PUBLIC High	16	High	Long Term (2030 - 2050)
Strategy 5.3 - Expand Transit Access and Use								
30	Transportation	Partner with UTA, MAG, and UDOT to support the construction of the new Downtown transit station. (5.3.1)	COST \$\$\$	IMPACT High	PUBLIC High	16	High	Long Term (2030 - 2050)
Strategy 5.2 - Improve Pedestrian Access and Comfort								
31	Transportation	Create pedestrian-only or shared-street environments as part of the shared transitway in the Station Area. (5.2.4)	COST \$\$\$	IMPACT High	PUBLIC High	16	High	Long Term (2030 - 2050)
Strategy 2.4 - Create future opportunities for affordable housing and housing choice within the Downtown and Station Areas.								
32	Downtown	Introduce financial incentives and/or housing authority for supporting new housing infrastructure, utilizing a CRA or remaining EDA funds. (2.4.3)	COST \$\$	IMPACT High	PUBLIC Med	15	Medium	Short Term (Immediate-2030)
Strategy 3.4 - Create and task an economic development organization with the revitalization of Main Street.								
33	Main Street	Utilize TIF or similar funds to develop grants for façade improvements, catalyst projects, and restaurant conversions. (3.4.2)	COST \$\$	IMPACT High	PUBLIC Med	15	Medium	Short Term (Immediate-2030)
Strategy 3.1 - Amend existing land use ordinances within the Main Street districts to align with the vision and recommendations of this plan.								
34	Main Street	Consider also adopting the Main Street streetscape concept and recommendations from this plan as part of Chapter 37 Design Standards for the Downtown Core district. (3.1.3)	COST \$	IMPACT Med	PUBLIC High	15	Medium	Short Term (Immediate-2030)
Strategy 2.3 - Promote the preservation and restoration of historic buildings in Downtown Lehi								
35	Downtown	Strengthen link between Chapter 7 Historic Preservation and Chapter 37 Design Standards to clarify expectations and ensure consistency in historic preservation projects. (2.3.3)	COST \$	IMPACT Med	PUBLIC High	15	Medium	Short Term (Immediate-2030)
Strategy 2.3 - Promote the preservation and restoration of historic buildings in Downtown Lehi								
36	Downtown	Establish clearer criteria for demolition applications, included specific conditions for approval/denial and a documented alternatives analysis. (2.3.4)	COST \$\$	IMPACT High	PUBLIC Med	15	Medium	Short Term (Immediate-2030)

Table 10: Implementation Measures and Actions

#	CATEGORY	IMPLEMENTATION MEASURE	SCORING CRITERIA			PRIORITY SCORE	PRIORITY LEVEL	TIMELINE
Strategy 2.6 - Create a strong network of public green spaces throughout the Downtown area to promote activity and quality of life.								
37	Downtown	Supplement parks and squares with Pocket Parks in each district: Identify and/or acquire multiple vacant sites within each district and implement tactical “quick build” amenities on them to generate activity within the district. (2.6.4a) As activity momentum increases in the district, implement permanent treatments for well-performing pocket parks or open lesser used sites to infill development (2.6.4b)	COST \$\$	IMPACT High	PUBLIC Med	15	Medium	Short Term (Immediate-2030)
Strategy 4.2 - Establish the Station District as a walkable neighborhood which facilitate multiple transportation modes.								
38	Station Area	Complete the street network within the Station District by connecting existing streets and access points. a. Utilize creative solutions such as shared streets and driveways where limited by space and access. (4.2.5) Expand the street grid to disperse traffic and improve walkability. (5.5.4)	COST \$\$	IMPACT High	PUBLIC Med	15	Medium	Long Term (2030 - 2050)
Strategy 4.2 - Establish the Station District as a walkable neighborhood which facilitate multiple transportation modes.								
39	Station Area	Coordinate with UTA and Union Pacific to relocate the railroad turnaround further to the south. (4.2.3)	COST \$\$	IMPACT High	PUBLIC Med	15	Medium	Long Term (2030 - 2050)
Strategy 4.6 - Create a strong network of public green spaces within the Station area to promote activity and quality of life.								
40	Station Area	Provide strong pedestrian connections across State Street from new residential to Wines Park, Bandwagon Park, and Lehi Elementary (4.6.4)	COST \$\$\$	IMPACT High	PUBLIC Med	15	Medium	Long Term (2030 - 2050)
Strategy 4.6 - Create a strong network of public green spaces within the Station area to promote activity and quality of life.								
41	Station Area	Expand Pioneer Cemetery Park, to capture Dry Creek frontage add park amenities, and connect it to the Center Street/Dry Creek Greenway and Rail Trail. (4.6.2 and 2.6.2)	COST \$\$	IMPACT High	PUBLIC High	15	Medium	Short Term (Immediate-2030)
Strategy 4.6 - Create a strong network of public green spaces within the Station area to promote activity and quality of life.								
42	Station Area	Develop a District Square adjacent to the station platform to serve as the central gathering space for the district (4.6.1)	COST \$\$	IMPACT High	PUBLIC Med	15	Medium	Short Term (Immediate-2030)

Table 10: Implementation Measures and Actions

#	CATEGORY	IMPLEMENTATION MEASURE	SCORING CRITERIA			PRIORITY SCORE	PRIORITY LEVEL	TIMELINE
Strategy 3.1 - Amend existing land use ordinances within the Main Street districts to align with the vision and recommendations of this plan.								
43	Main Street	Adopt mixed-use and/or form-based zoning within the Mills District to allow for new uses within that area. Revise Chapter 37 Design Standards for the district to promote new mixed use development and allow for increased design flexibility in the built form. Allow flexibility for the creation of a master development plan for the area as a potential tool. (3.1.1)	COST \$	IMPACT High	PUBLIC Low	14	Medium	Short Term (Immediate-2030)
Strategy 2.4 - Create future opportunities for affordable housing and housing choice within the Downtown and Station Areas.								
44	Downtown	Allow for added residential units in existing neighborhoods directly adjacent to Downtown Core, Mills, Rodeo, and Station Districts. (i.e. upzone some blocks from R-2 to R-3, allow for infill in block centers with ADUs and flag lots adjust/remove the Downtown Spacing Overlay). (2.4.2)	COST \$	IMPACT High	PUBLIC Med	14	Medium	Short Term (Immediate-2030)
Strategy 2.3 - Promote the preservation and restoration of historic buildings in Downtown Lehi								
45	Downtown	Establish a preservation grant program utilizing TIF or other funds to assist with maintenance and restoration of historic properties. (2.3.1)	COST \$\$	IMPACT Med	PUBLIC High	14	Medium	Short Term (Immediate-2030)
Strategy 2.3 - Promote the preservation and restoration of historic buildings in Downtown Lehi								
46	Downtown	Expand other financial incentives for preservation work, such as property tax credits or impact fee waivers. (2.3.2)	COST \$\$	IMPACT Med	PUBLIC High	14	Medium	Ongoing (Immediate - 2050+)
Strategy 3.2 - Enhance Main Street as a walkable and more vibrant corridor within Downtown.								
47	Main Street	Convert on-street parking areas to flex zones, allowing for either outdoor dining, limited parking/loading, or other uses to occur within the space. (3.2.1c)	COST \$\$\$	IMPACT High	PUBLIC Med	14	Medium	Short Term (Immediate-2030)
Strategy 3.2 - Enhance Main Street as a walkable and more vibrant corridor within Downtown.								
48	Main Street	Improve and enhance the pedestrian crossings at all intersections within the Downtown Core, as well as at 500 East. (3.2.3)	COST \$\$\$	IMPACT High	PUBLIC Med	14	Medium	Short Term (Immediate-2030)
Strategy 5.2 - Improve Pedestrian Access and Comfort								
49	Transportation	Enhance pedestrian crossings—especially at Main/Center, 100 East/State, and new midblock crossings on State—with refuge islands, curb extensions, and public art. (5.2.3)	COST \$\$	IMPACT Med	PUBLIC High	14	Medium	Ongoing (Immediate - 2050+)

Table 10: Implementation Measures and Actions

#	CATEGORY	IMPLEMENTATION MEASURE	SCORING CRITERIA			PRIORITY SCORE	PRIORITY LEVEL	TIMELINE
Strategy 5.6 - Advance Context-Sensitive Intersection Upgrades								
50	Transportation	Prioritize improvements at high-delay intersections such as Main & 850 East and Main & 500 East to maintain LOS and support growth. (5.6.1)	COST \$\$\$	IMPACT High	PUBLIC Med	14	Medium	Short Term (Immediate-2030)
Strategy 5.1 - Create a safe and connected bike network								
51	Transportation	Retrofit quieter residential streets with bike-friendly features, including designated Bike Boulevards on 400 East, 100 North, and 900 North. (5.1.2)	COST \$\$	IMPACT Med	PUBLIC High	14	Medium	Ongoing (Immediate - 2050+)
Strategy 2.6 - Create a strong network of public green spaces throughout the Downtown area to promote activity and quality of life.								
52	Downtown	Develop a District Square in each district to serve as a focal point gathering place for the district (2.6.3)	COST \$\$\$	IMPACT High	PUBLIC Med	14	Medium	Ongoing (Immediate - 2050+)
Strategy 3.2 - Enhance Main Street as a walkable and more vibrant corridor within Downtown.								
53	Main Street	Improve the Main Street transition area segments with added street trees, street parking, and traffic calming features. (3.2.2)	COST \$\$\$	IMPACT Med	PUBLIC High	13	Medium	Long Term (2030 - 2050)
Strategy 5.4 - Improve Traffic Operations and Street Connectivity								
54	Transportation	Conduct a feasibility study to reconnect 500 East to State Street with an off-ramp and signal as part of redirecting east-west traffic off Main Street. (5.4.4)	COST \$\$	IMPACT High	PUBLIC Low	13	Medium	Long Term (2030 - 2050)
Strategy 5.5 - Support Growth While Preserving Livability								
55	Transportation	Support regional east-west corridors and reduce local street congestion by improving connections to Pioneer Crossing and 2100 North. (5.5.2)	COST \$\$	IMPACT High	PUBLIC Low	13	Medium	Long Term (2030 - 2050)
Strategy 5.6 - Advance Context-Sensitive Intersection Upgrades								
56	Transportation	Implement context-sensitive intersection design balancing flow, safety, and placemaking, especially near schools, parks, and high foot traffic areas. (5.6.2)	COST \$	IMPACT Med	PUBLIC Med	13	Medium	Ongoing (Immediate - 2050+)
Strategy 2.5 - Consider the City playing a more active role in the redevelopment of properties within Downtown.								
57	Downtown	Facilitate redevelopment through property acquisition and demolition, or provide financial assistance to developers for this work. (2.5.2)	COST \$\$\$	IMPACT High	PUBLIC Low	12	Medium	Ongoing (Immediate - 2050+)
Strategy 3.5 - Conduct a feasibility study for the revitalization and year-round programming of the rodeo grounds.								
58	Main Street	Conduct a feasibility study for the revitalization and year-round programming of the rodeo grounds. (3.5)	COST \$\$	IMPACT Med	PUBLIC Med	12	Medium	Short Term (Immediate-2030)

Table 10: Implementation Measures and Actions

#	CATEGORY	IMPLEMENTATION MEASURE	SCORING CRITERIA			PRIORITY SCORE	PRIORITY LEVEL	TIMELINE
Strategy 4.4 - Support the creation of affordable-housing within the Station District.								
59	Station Area	Consider financial incentives for the provision of affordable housing in the Station District, such as reduced or waived impact fees or assistance with infrastructure improvements. (4.4.3)	COST \$\$	IMPACT Med	PUBLIC Med	12	Medium	Ongoing (Immediate - 2050+)
Strategy 4.5 - Consider the development of a unique brand for the Station District area.								
60	Station Area	Consider the development of a unique brand for the Station District Area. (4.5)	COST \$\$	IMPACT Med	PUBLIC Med	12	Medium	Short Term (Immediate-2030)
Strategy 4.6 - Create a strong network of public green spaces within the Station area to promote activity and quality of life.								
61	Station Area	Develop at least one Pocket Park within the historic row of commercial buildings fronting State Street. (4.6.3)	COST \$\$	IMPACT Med	PUBLIC Med	12	Medium	Short Term (Immediate-2030)
Strategy 5.5 - Support Growth While Preserving Livability								
62	Transportation	Monitor traffic patterns and intersection performance; implement adaptive signal technology as needed. (5.5.3)	COST \$\$	IMPACT Med	PUBLIC Med	12	Medium	Ongoing (Immediate - 2050+)
Strategy 5.3 - Expand Transit Access and Use								
63	Transportation	Establish a free Downtown Circulator Shuttle connecting the future transit station with key destinations including Main Street, Rodeo Grounds, the Mills District, and Lehi High School. (5.3.2)	COST \$\$\$	IMPACT High	PUBLIC Low	12	Medium	Short Term (Immediate-2030)
Strategy 5.3 - Expand Transit Access and Use								
64	Transportation	Implement wayfinding, real-time info, and educational outreach to boost local transit ridership. (5.3.4)	COST \$\$	IMPACT Med	PUBLIC Med	12	Medium	Ongoing (Immediate - 2050+)
Strategy 5.3 - Expand Transit Access and Use								
65	Transportation	Improve first/last-mile transit connections with wider sidewalks, bike parking, and micro-mobility infrastructure. (5.3.3)	COST \$\$	IMPACT Med	PUBLIC Med	12	Medium	Ongoing (Immediate - 2050+)
Strategy 5.1 - Create a safe and connected bike network								
66	Transportation	Integrate protected bike crossings and bike-specific signals at major intersections such as Main/Center and State/100 East. (5.1.3)	COST \$\$	IMPACT Med	PUBLIC Med	12	Medium	Short Term (Immediate-2030)

Table 10: Implementation Measures and Actions

#	CATEGORY	IMPLEMENTATION MEASURE	SCORING CRITERIA			PRIORITY SCORE	PRIORITY LEVEL	TIMELINE
Strategy 4.3 - Adopt a transit-supportive parking strategy for the Station District.								
67	Station Area	Limit parking with the Station District to either on-street or structured parking. On-street is likely to be the most viable and preferred option. (4.3.1)	COST \$	IMPACT Med	PUBLIC Low	11	Low	Long Term (2030 - 2050)
Strategy 4.4 - Support the creation of affordable-housing within the Station District.								
68	Station Area	Coordinate with selected strategies of the City's Moderate Income Housing Plan. (4.4.2)	COST \$	IMPACT Med	PUBLIC Low	11	Low	Ongoing (Immediate - 2050+)
Strategy 5.4 - Improve Traffic Operations and Street Connectivity								
69	Transportation	Optimize signals, turn lanes, and ADA accessibility on key corridors like Main Street and 500 East. (5.4.1)	COST \$\$\$	IMPACT Med	PUBLIC Med	11	Low	Short Term (Immediate-2030)
Strategy 5.4 - Improve Traffic Operations and Street Connectivity								
70	Transportation	Reduce curb cuts and coordinate driveway access to improve pedestrian safety. (5.4.5)	COST \$	IMPACT Med	PUBLIC Low	11	Low	Ongoing (Immediate - 2050+)
Strategy 5.4 - Improve Traffic Operations and Street Connectivity								
71	Transportation	Conduct a feasibility study for a diagonal connector between Center Street and 100 East to improve north-south circulation. (5.4.2)	COST \$\$	IMPACT Med	PUBLIC Low	10	Low	Short Term (Immediate-2030)
Strategy 5.4 - Improve Traffic Operations and Street Connectivity								
72	Transportation	Conduct a feasibility study for grade-separated rail crossings at 500 West and Center Street to reduce delays and improve safety. (5.4.3)	COST \$\$	IMPACT Med	PUBLIC Low	10	Low	Short Term (Immediate-2030)
Strategy 2.5 - Consider the City playing a more active role in the redevelopment of properties within Downtown.								
73	Downtown	If office uses or structured parking are desired, facilitate and/or provide financial assistance for that construction in a challenged market. (2.5.3)	COST \$\$\$	IMPACT Med	PUBLIC Low	9	Low	Ongoing (Immediate - 2050+)
Strategy 3.2 - Enhance Main Street as a walkable and more vibrant corridor within Downtown.								
74	Main Street	Facilitate the creation of a restored street grid within the Mills District as part of new development (3.2.5) to disperse traffic and improve walkability. (5.5.4)	COST \$\$\$	IMPACT Med	PUBLIC Low	9	Low	Ongoing (Immediate - 2050+)

Table 10: Implementation Measures and Actions

#	CATEGORY	IMPLEMENTATION MEASURE	SCORING CRITERIA			PRIORITY SCORE	PRIORITY LEVEL	TIMELINE
Strategy 3.3 - Adopt a more balanced, pedestrian-focused approach to parking along Main Street.								
75	Main Street	Consider the construction of a City-owned centralized parking structure within the Downtown Core district as part of the civic campus, utilizing TIF or similar funds. (3.3.3)	COST \$\$\$	IMPACT Med	PUBLIC Low	9	Low	Long Term (2030 - 2050)
Strategy 5.6 - Advance Context-Sensitive Intersection Upgrades								
76	Transportation	Add a new signalized intersection at State Street and 400 East to relieve Main Street congestion and improve access to the station area. (5.6.3)	COST \$\$\$	IMPACT Med	PUBLIC Low	9	Low	Short Term (Immediate-2030)
Strategy 3.3 - Adopt a more balanced, pedestrian-focused approach to parking along Main Street.								
77	Main Street	Consider the construction of a centralized parking structure within the Mills District. The cost may need to be shared by both developers and the City. (3.3.4)	COST \$\$\$	IMPACT Low	PUBLIC Low	6	Low	Long Term (2030 - 2050)



LEHI CITY

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