7 Appendix

List of Stakeholders

Focus Group #1 Local Development Community

THINGS TO THINK ABOUT? Developers and other real estate professionals with a vested interest in the region

Name	Title- Organization
Nathan Boyer	Boyer
Brian Hobbs	SALT
Brad Mackay	Ivory Homes
Nathan Ricks	Stack Development
John Bankhead	Gardner Company
Matt Swain	Perry Commercial

Focus Group #2 Local Business Community

THINGS TO THINK ABOUT? Business/nonprofits within and near the project area including but not limited to Thanksgiving Point, Young Living, Silicon Slopes, Utah Valley University, Brick Canvas, Megaplex, Hotels, Dancing Moose, Primary Children's Hospital, Ivory Homes/Holbrook HOA, Thanksgiving Meadows HOA, Thanksgiving Village HOA, Adobe, Outlets at Traverse Mountain, Mountain Point Medical Center, Boyer, Lime, Bird

Name	Title- Organization
McKay Christensen	Thanksgiving Point
RJ Willing	Utah Valley University
Clay Christensen	Mountainland Technical College
John Allison	Young Living
Clint Betts	Silicon Slopes
Julia and Wayne Mangelson	Family Search
Alex Smith	Megaplex
Skye Payne	Springhill Suites
Katie Malbica	Hilton Home2
Mike Sibbet	Dancing Moose
Jimmy Nielsen	Primary Children's Hospital
Maxim Zakharov (Max)	Adobe
Teri Sunderland	Outlets at Traverse Mountain
Kent Loosle	Administrator - Mountain Point Medical Center
Mark Welker	Point of the Mountain Chamber of Commerce
Tammy Brown	True Hotel
Larry Dotson	Camp Williams
Paul Raymond	Camp Williams
	Brick Canvas
Jared Smart	Red Bird Investment Group

Focus Group #3 Neighborhood Groups

THINGS TO THINK ABOUT? Golf course, local community adjacent to area

	Name	Title- Organization
1	Bret Lacey	Holbrook Farms HOA
2	Sadie Reid	Thanksgiving Meadows HOA
3	Carolyn Morris	Thanksgiving Village HOA
4	Jake Packard	Cranberry Farms HOA
5	Bill Hereth	Pointe Meadows Townhomes HOA
6	Tim Tullis	Sunset Hollow HOA
9	Carl Moeller	Davencourt HOA

Focus Group #4 UTA Transit-Oriented Communities, Planning, and Capital Development

THINGS TO THINK ABOUT? How does UTA intend to operate service in the next 5-

	Name	Title- Organization
1	Eric Callison	Service Planning Manager
2	Alex Beim	Strategic Planning Manager
3	Jaron Robertson	Innovative Mobility Manager
4	Brandon Heath	Civil Engineer
5	Marcus Bennett	BRT Project Manager
6	Paul Drake	Real Estate & TOD Manager
9	Sean Murphy	TOD Project Manager

PARCEL MAP

Figure 40: *Parcel Map*

Thanksgiving Point Area Plan

June 20, 2023

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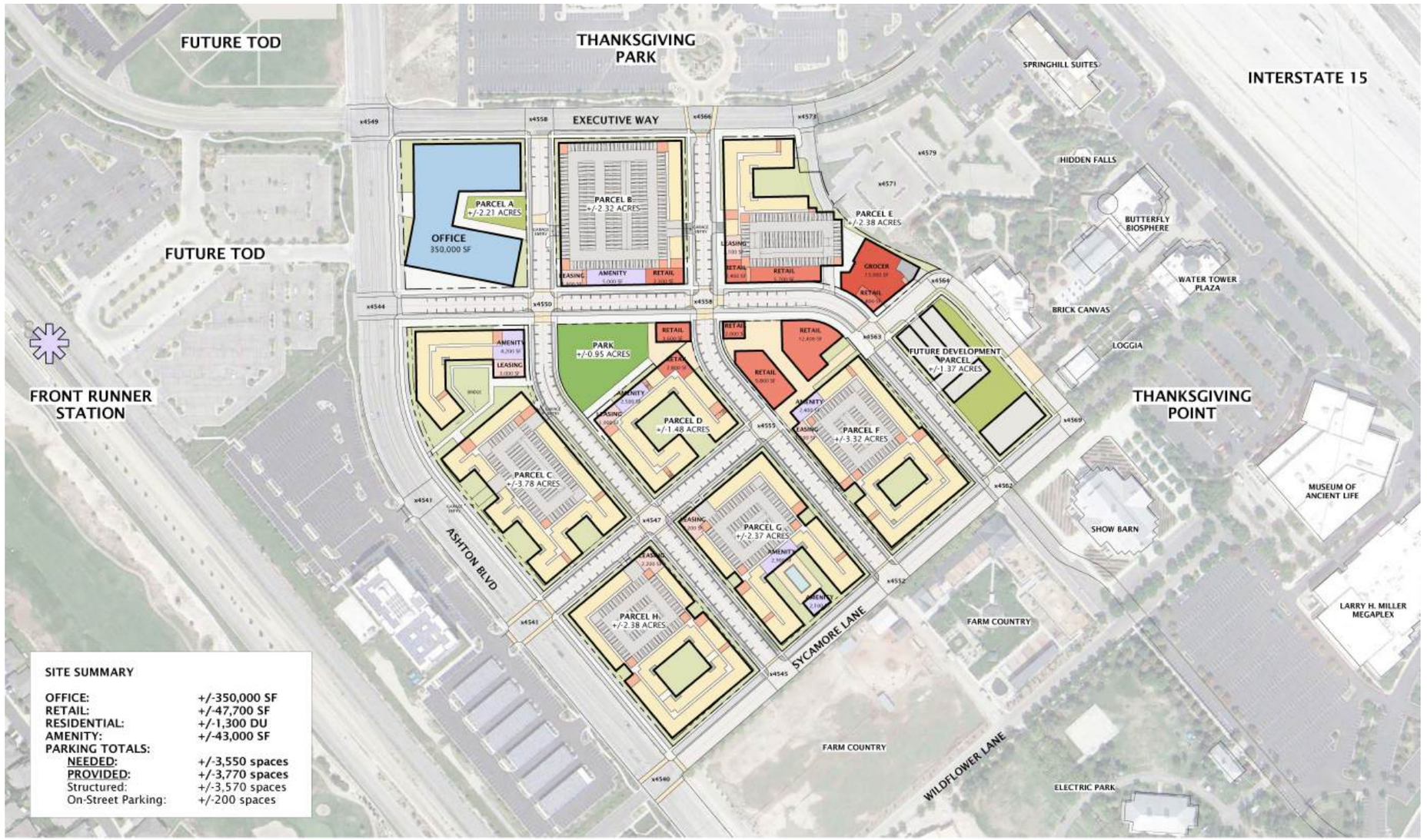
Hypothetical Site Plan



Final project may differ from site plan shown

Introduction

The Thanksgiving Point Area Plan is established to create a self-sustaining, walkable & bikable community, in which residents, employees, and visitors have multiple transportation options to access neighborhood amenities, employment, open space, and mass transit. The Thanksgiving Station area is located in Lehi, Utah and consists of approximately 800 acres which includes the following development types:

Development Type	**Acres**
Thanksgiving Station TOD	±51.5
Mixed-Use	±98.0
Commercial	±123.9
Educational	±46.3
Business Park	±24.8
Golf Course/Gardens/River	±340.3
Existing Single Family Residential	±51
Railroad (UTA)	±15.5
Public R.O.W.	±46.4
Total	**800.3**

Land Use Map

Note: Open Space will be provided as required by the Thanksgiving Point Area Plan

Thanksgiving Station Transit Oriented Development (TOD) is an approximately 51.5 acre neighborhood in Lehi, Utah. This neighborhood is an important gateway development linking the FrontRunner Station, Thanksgiving Park, and Thanksgiving Point. The FrontRunner Station provides access to commuter rail (Route 750), bus, and future transit corridors. Route 750 offers direct access to Provo and Ogden, Utah with a full UTA system providing access to such destinations as Downtown Salt Lake City, Salt Lake City International Airport, Brigham Young University (BYU), and University of Utah. Thanksgiving Park is an employment hub in North Utah County consisting of 850,000 square feet of Class A office space. Thanksgiving Point is a premier indoor and outdoor farm, garden, and museum complex with venues and programs designed to build curiosity about science and the natural world. Thanksgiving Point is a major destination not only for the region but for the whole state.

The Thanksgiving Station TOD's proximity to FrontRunner, future bus rapid transit (BRT) or light rail, Thanksgiving Point, and significant employment base presents an opportunity to create a unique and sustainable TOD neighborhood within Lehi. The Thanksgiving Station TOD Design Standards and Requirements collectively ensure the function, physical form, and overall character of development enhance the human experience, neighborhood identity, and are complementary to Thanksgiving Point.

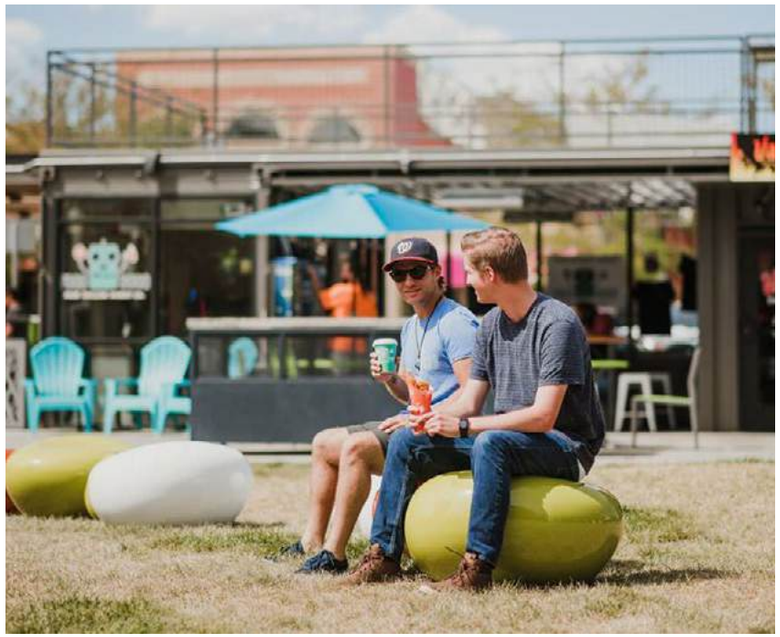
The addition of both the Thanksgiving Station TOD and the 2,000 residential units further enhances the overall area plan by making it a true mixed-use development with live, work and entertainment options all of which are enhanced themselves by accessible transit.

This area plan should build upon the community's existing identity and serve as a mechanism for communicating that identity to others. The development should create a community focus at which people will be present at all times of the day, creating a stimulating and meaningful public environment. New development should create a sustainable neighborhood, in which residents and business owners make a long-term investment in the community.

- Vibrant
- Walkable
- Bikeable
- Live, Work and Play

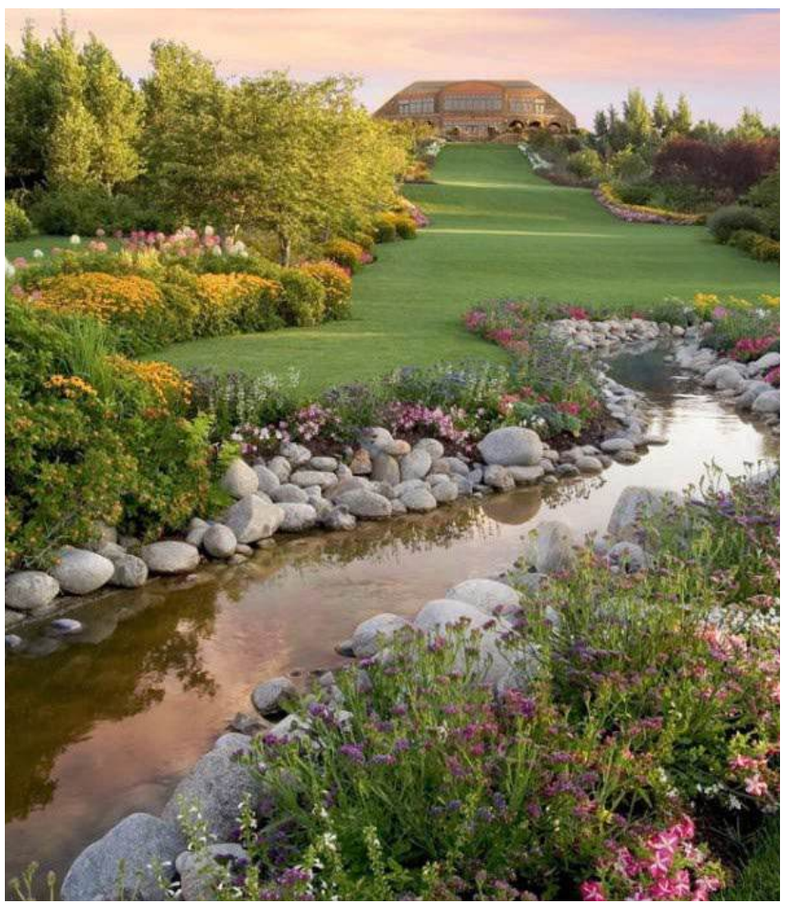
Rendering of Front Climbing Gym

Character of Place



Precedent imagery. Not renderings of actual project.

Character of Place



Precedent imagery. Not renderings of actual project.

Character of Multifamily

Precedent imagery. Not renderings of actual project.

Completion of 2100 North Freeway Interchange and Extension

Rendering View

This Thanksgiving Point Area Plan made in partnership with Thanksgiving Point, STACK Real Estate, Gardner Group, UTA, and Lehi City.

Land Use Map

LAND USE MAP

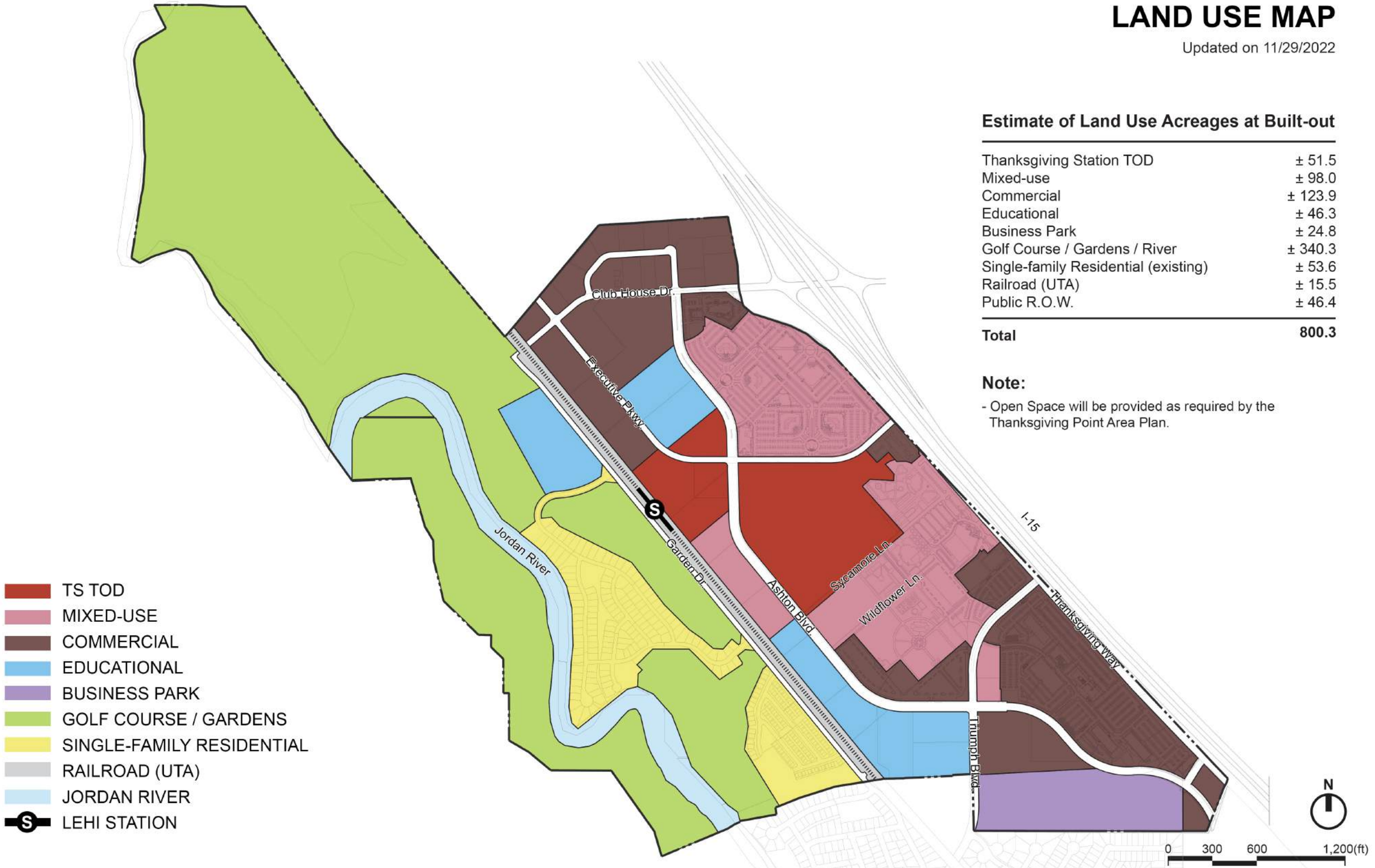
Updated on 11/29/2022

Estimate of Land Use Acreages at Built-out

Thanksgiving Station TOD	± 51.5
Mixed-use	± 98.0
Commercial	± 123.9
Educational	± 46.3
Business Park	± 24.8
Golf Course / Gardens / River	± 340.3
Single-family Residential (existing)	± 53.6
Railroad (UTA)	± 15.5
Public R.O.W.	± 46.4
Total	**800.3**

Note:

- Open Space will be provided as required by the Thanksgiving Point Area Plan.



Resort Community Map and Residential Allocations

RESORT COMMUNITY ZONE ALLOCATIONS

Updated on 11/29/2022

New Multi-family Residential Locations

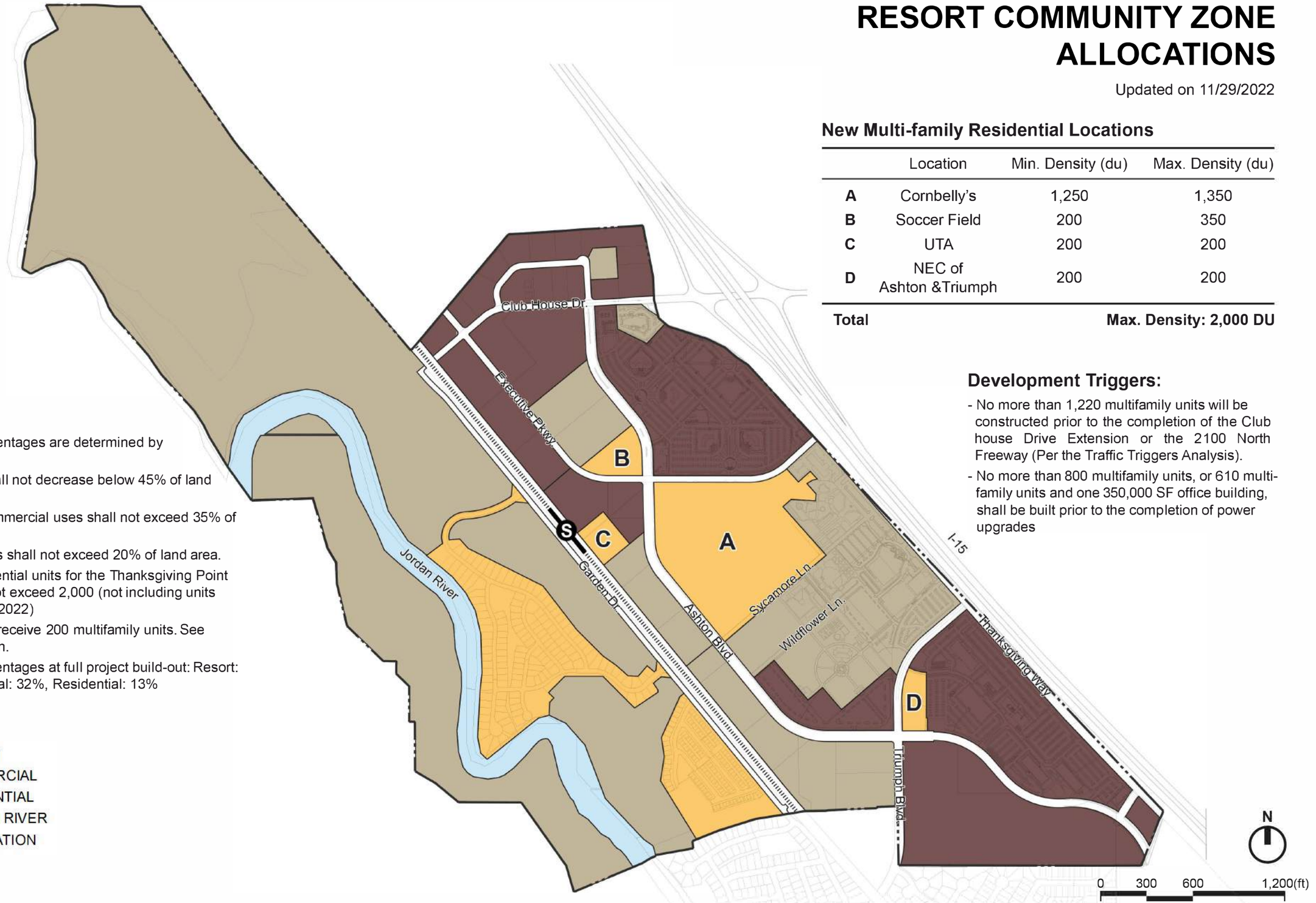
	Location	Min. Density (du)	Max. Density (du)
A	Cornbelly's	1,250	1,350
B	Soccer Field	200	350
C	UTA	200	200
D	NEC of Ashton &Triumph	200	200
Total			**Max. Density: 2,000 DU**

Development Triggers:

- No more than 1,220 multifamily units will be constructed prior to the completion of the Club house Drive Extension or the 2100 North Freeway (Per the Traffic Triggers Analysis).
- No more than 800 multifamily units, or 610 multi-family units and one 350,000 SF office building, shall be built prior to the completion of power upgrades

Note:

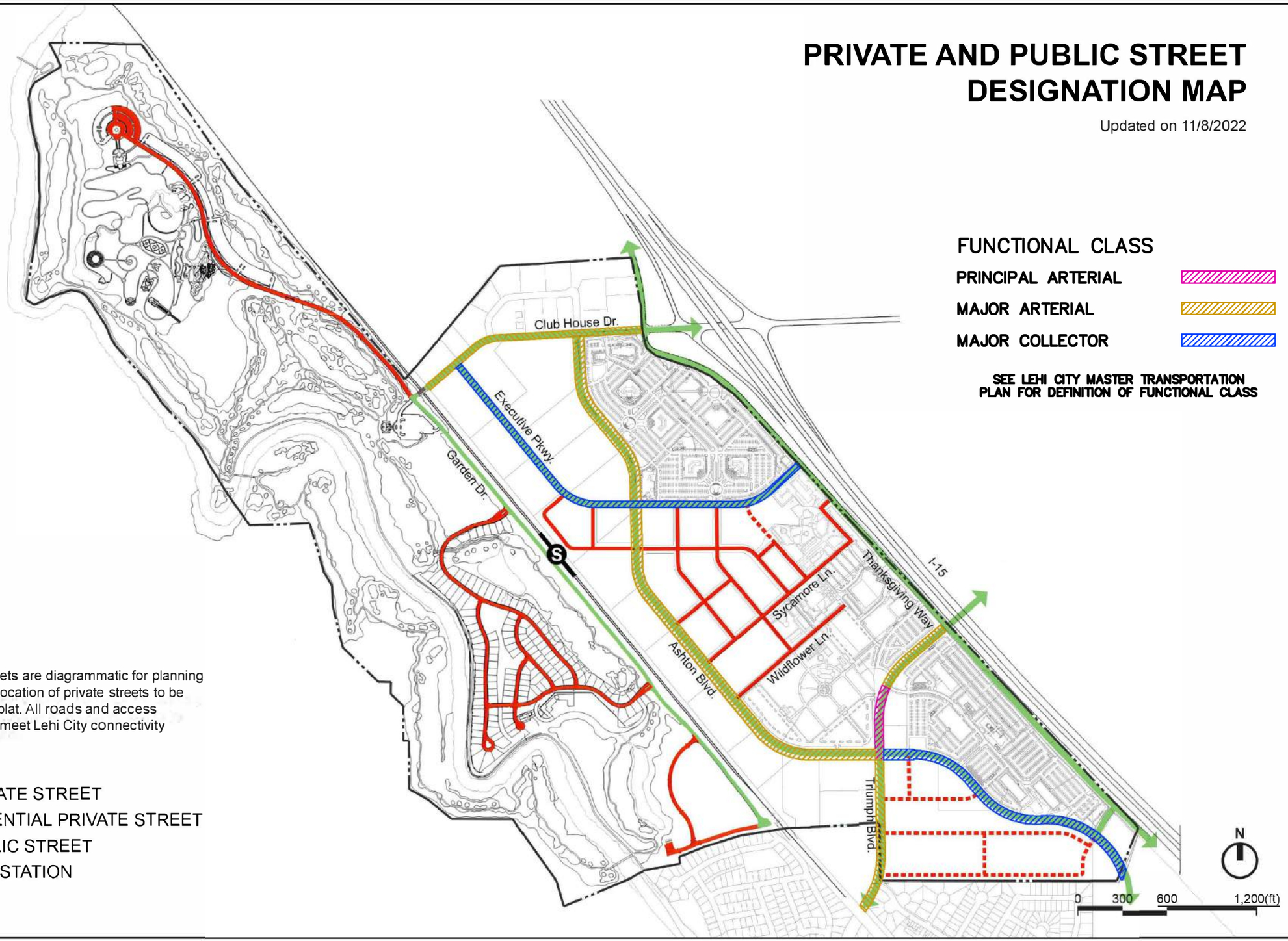
- Land uses percentages are determined by acreage.
- Resort uses shall not decrease below 45% of land area.
- Non-Resort Commercial uses shall not exceed 35% of land area.
- Residential uses shall not exceed 20% of land area.
- Total new residential units for the Thanksgiving Point Area Plan will not exceed 2,000 (not including units existing prior to 2022)
- UTA Parcel will receive 200 multifamily units. See Station Area Plan.
- Estimated Percentages at full project build-out: Resort: 55%, Commercial: 32%, Residential: 13%



Private and Public Street Designation Map

PRIVATE AND PUBLIC STREET DESIGNATION MAP

Updated on 11/8/2022



FUNCTIONAL CLASS

- PRINCIPAL ARTERIAL
- MAJOR ARTERIAL
- MAJOR COLLECTOR

SEE LEHI CITY MASTER TRANSPORTATION PLAN FOR DEFINITION OF FUNCTIONAL CLASS

Note:

- Location of streets are diagrammatic for planning purpose. Final location of private streets to be determined by plat. All roads and access locations shall meet Lehi City connectivity standards.

- PRIVATE STREET
- POTENTIAL PRIVATE STREET
- PUBLIC STREET
- S LEHI STATION

Legal Descriptions (undeveloped land)

THANKSGIVING POINT 2023 AREA PLAN UPDATE DESCRIPTIONS

TP LAND HOLDINGS LLC TAX ID: 53:333:0004

LOT 4, PLAT C, THANKSGIVING POINT BUSINESS PARK SUBDIVISIOIN.

TPARK TOD ONE LLC TAX ID: 53:485:0005

LOT 5, PLAT F, THANKSGIVING PARK SUBDIVISION.

WHISTLE STOP DEVELOPMENT CORP TAX ID: 53:573:0001

LOT 1, PLAT G, THANKSGIVING POINT AMENDED SUBDIVISION.

WHISTLE STOP DEVELOPMENT CORP TAX ID: 53:573:0016

LOT 16, PLAT G, THANKSGIVING POINT AMENDED SUBDIVISION.

UTAH COUNTY TAX ID: 53:573:0015

LOT 15, PLAT G, THANKSGIVING POINT AMENDED SUBDIVISION.

THANKSGIVING POINT DEVELOPMENT COMPANY LLC TAX ID: 53:573:0002

A portion of Lot 2, Plat G, Thanksgiving Point Amended Subdivision described as follows:

Beginning at the Southeasterly corner Lot 1 of said Subdivision, which is South 00°01'25" East 1242.93 feet along the section line and West 180.36 feet from the East Quarter corner of Section 36; thence North 41°44'04" West 530.39; thence North 48°19'51" East 100.58 feet; thence North 19°51'19" East 133.79 feet; thence South 41°14'04" East 165.86 feet; thence North 76°01'07" East 15.03 feet; South 41°44'30" East 199.50 feet; thence North 48°15'31" East 45.67 feet; thence South 53°05'44" East 233.57 feet to the North corner Lot 4 of said subdivision; thence South 49°35'06" West 321.90 feet along said Lot 4 to the point of beginning.

UTAH TRANSIT AUTHORITY SPECIAL WARRANTY DEED ENTRY NO. 102490:2007 TAX ID: 53:264:0021

SURVEYED BOUNDARY:

A parcel of land located in the Southeast Quarter of Section 36, Township 4 South, Range 1 West, Salt Lake Base and Meridian, Including all of Lot 4, Lot 5 and a portion of Lot 6, Thanksgiving Point Business Park Plat "A" Amended, as recorded in the Office of the Utah County Recorder, more particularly described as follows:

Beginning at the common corner of said Lot 4 and Lot 3 of said plat, which is 299.22 feet South 00°01'17" East along the section line and 2370.75 feet North 89°58'00" West from the East Quarter corner of said Section 36 (the basis of bearing is South 00°01'17" East 2638.95 feet measured between the Utah County Survey monuments found marking the East Quarter corner and Southeast corner of said Section 36); and running thence Easterly 380.42 feet along the arc of a 530.00 foot radius curve to the left, through a central angle of 41°07'32" (chord bears South 69°24'14" East 372.31 feet) to a tangent line: thence South 89°58'00" East 285.00 feet to a point o curvature with a 32.00 foot radius curve to the right; thence Southeasterly 49.43 feet along the arc of said curve through a central angle of 88°30'01" (chord bears South 45°42'59" East 44.66 feet) to a tangent line; thence South 01°27'59" East 427.15 feet; thence South 50°41'45" West 479.97 feet; thence North 39°18'15" West 877.39 feet; thence North 49°27'46" East 329.95 feet to the point of beginning.

THANKSGIVING PARK FIVE LLC TAX ID: 12:028:0069

Commencing at a point South 00°14'20" East 178.34 feet along the Section line and East 689.01 feet from the Northwest Corner of Section 6, Township 5 South, Range 1 East, Salt Lake Base and Meridian; thence along the right-of-way line of Ashton Blvd. the next three courses: East 285.83 feet; thence North 00°00'03" West 11.0 feet; thence 540.88 feet along the arc of a non-tangent 635 foot radius curve to the right (chord bears: South 65°35'55" East 524.68 feet); thence South 41°11'49" East 211.15 feet; thence 658.90 feet along the arc of 715 foot radius curve to the left (chord bears: South 67°35'49" East 635.83 feet); thence 973.52 feet along the arc of 735 foot radius curve to the right (chord bears: South 56°03'08" East 903.90 feet); thence 22.83 feet along the arc of 960 foot radius curve to the right (chord bears: South 17°24'17" East 22.83 feet) to Meadow Pointe Plat "B" Subdivision; thence along said Subdivision the following four courses 1) North 89°59'08" West 13.21 feet; 2) South 21°58'38" West 30.23 feet; 3) North 89°59'08" West 249.58 feet; 4) South 00°05'17" East 0.52 feet; thence North 89°44'51" West 1987.26 feet along the following Subdivisions Pointe Meadows Phase IX, Pointe Meadows Phase VIII, Pointe Meadows Phase III and Pointe Meadows Phase II; thence 16.43 feet along the arc of a 26 foot radius curve to the right (chord bears North 16°02'00" West 16.16 feet); thence 253.73 feet along the arc of a 840 foot radius curve to the left (chord bears North 07°40'06" East 252.77 feet); thence North 00°59'06" West 280.96 feet; thence North 00°58'24" West 606.37 feet to the point of beginning.

THANKSGIVING STATION LLC TAX ID: 11:032:0481 & 11:032:0488 WARRANTY DEED ENTRY 139479:2019

Beginning at a point which is South 76.34 feet and East 688.04 feet from the Southwest Corner of Section 31, Township 4 South, Range 1 East, Salt Lake Base and Meridian; thence North 00°58'24" West 262.72 feet; thence Northeasterly 434.86 feet along the arc of a 722.00 foot radius curve to the right, through a central angle of 34°30'34", the chord of which bears North 16°16'53" East 428.32 feet: thence Northeasterly 75.28 feet along the arc of a non-tangent 652.50 foot radius curve to the right, through a central angle of 06°36'39", the chord of which bears North 38°20'57" East 75.24 feet along Warranty Deed Entry No. 5212:2018; thence South 57°24'34" East 121.26 feet; thence Southwesterly 109.94 feet along the arc of a non-tangent 199.00 foot radius curve to the left, through a central angle of 31°39'15", the chord of which bears South 16°43'39" West 108.55 feet: thence South 00°54'02" West 54.92 feet; thence Westerly 13.22 feet along the arc of a non-tangent 425.00 foot radius curve to the right, through a central angle of 01°46'58", the chord of which bears North 87°37'40" West 13.22 feet: thence South 00°16'42" West 402.88 feet; thence East 181.87 feet; thence South 126.07 feet; thence Westerly 111.99 feet along the arc of a non-tangent 715.00 foot radius curve to the left, through a central angel of 08°58'26", the chord of which bears North 85°30'48" West 111.87 feet: thence North 00°00'03" East 11.00 feet; thence West 287.54 feet to the point of beginning.

Basis of Bearing: North 00°01'25" West along the section line from the Southwest Corner to the West Quarter Corner of Section 31, Township 4 South Range 1 East Salt Lake Base and Meridian.

THANKSGIVING STATION LLC TAX ID: 12:029:0050 & 12:029:0023

Beginning at the intersection of the southwesterly highway right of way line of the southwesterly frontage road of I-15 as per Quit Claim Deed Entry No. 19286:2020 which point is 696.47 feet South 00°14'20" East along the section line and 2876.11 feet South 89°59'34" East from the Northwest Corner of Section 6, Township 5 South, Range 1 East, Salt Lake Base and Meridian; thence South 44°29'21" East 298.01 feet along said Quit Claim; thence South 18°00'25" West 322.21 feet along Meadow Pointe Plat "B" Subdivision; thence along ASTON BLVD. ROAD DEDICATION PLAT the following five courses 1) Northwesterly 405.88 feet along the arc of a non-tangent 815.00 foot radius curve to the left, through a central angle of 28°32'02", the chord of which bears North 36°04'02" West 401.70 feet 2) Northerly 21.57 feet along the arc of a 15.00 foot radius curve to the right, through a central angle of 82°23'25", the chord of which bears North 09°08'21" West 19.76 feet 3) North 32°03'22" East 170.80 feet 4) Northeasterly 35.13 feet along the arc of a 160.00 foot radius curve to the right, through a central angle of 12°34'46", the chord of which bears North 38°20'45" East 35.06 feet 5) Northeasterly 19.51 feet along the arc of a 15.00 foot radius curve to the right, through a central angle of 74°32'18", the chord of which bears North 81°54'17" East 18.17 feet to the point of beginning.

REVISIONS					
NO.	DATE	DESCRIPTION	BY		
1				DESIGNED BY:	TGT
2				DRAWN BY:	TJT
3				CHECK BY:	TGT
4				DATE:	10/18/2022
				COGO FILE:	

J:\tpbp ricks\AREA PLAN UPDATE\01_Cover.dwg

TRANE ENGINEERING, P.C.
CONSULTING ENGINEERS AND LAND SURVEYORS
27 EAST MAIN LEHI, UTAH 84043 (801) 768-4544

LEHI, UTAH

THANKSGIVING POINT
AREA PLAN DESCRIPTIONS

AREA PLAN UPDATE

JOB
TGP AP

SHEET NO.
1

Traffic Improvements and TOD Street Design

Lehi Thanksgiving Station – Improvement & Trigger Summary

Updated 03/17/2023

Year	Occupied Project Phasing	Improvement	Responsibility
2023		None	-
2024		**Triumph Blvd / 2100 North**: Install SB and NB RT pockets	Lehi
		Triumph Blvd / 2100 North: Install EB dual LT lanes and side-by-side LT lanes in center, and extend WB storage length	UDOT
		Triumph Blvd: Widen to 5 lanes south of 2100 North (Lehi/MAG - 2024)	Lehi/MAG
		Ashton Blvd / Triumph Blvd: Install EB and WB dual LT and a 3rd SB thru lane (Project – 2024)	Project
		Triumph Blvd / 2100 North: Install WB dual LT lanes (UDOT – 2024)	UDOT
2025		**2150 North / Triumph Blvd:** Install raised median on Triumph Blvd to restrict NB and EB LTs	Lehi
		2100 North: Construct east access directly onto 2100 North	Lehi
		2100 North: Construct west access directly onto 2100 North	Lehi
		Ashton Blvd / Triumph Blvd: Add SB and WB RT pockets, dual EB RT lanes, and coordinate	Lehi
2026		**Sycamore Ln / Ashton Blvd:** Signalize	Project
2027		None	-
2028	*1,220 DU's, 1,030.5 ksf comm.*	**SB Frontage Road / S.R. 92:** Install second SB RT lane, remove inside thru lane	UDOT
		Station Main St / Ashton Blvd: Signalize	Project
		2100 North: Build freeway	UDOT
2029		None	-
2030		**NB Frontage Road / Triumph Blvd:** Install SWB right-turn pocket	UDOT
2031	*2,000 DU's, 1,380 ksf comm.*	None	-
Beyond 2031	***Thanksgiving Point Completed (Lehi/MAG/UDOT Projects beyond 2031)***		
	Waterbury Dr / 3600 West: *Signalize*		
	2450 North / 3600 West: *Signalize*		
	2700 North / 3600 West: *NB approach to a shared thru/LT lane and thru lane*		
	3600 West / 2100 North: *Add 2nd NB and SB thru lanes through middle and EB and WB dual LT lanes*		
	Ashton Blvd / Clubhouse Dr: *Convert SB RT pocket into shared thru/RT pocket*		
	Ashton Blvd / Clubhouse Dr: *Coordinate signal E-W, add WB and SB RT pockets and SB dual LT lanes, and implement NB and EB PM/PT LT phasing*		
	2700 North / 3600 West: *Signalize (with Clubhouse Drive extension)*		
	Clubhouse Drive: *Extend to the west over the Jordan River*		
	North Lehi Interchange: *Build interchange with west connections*		

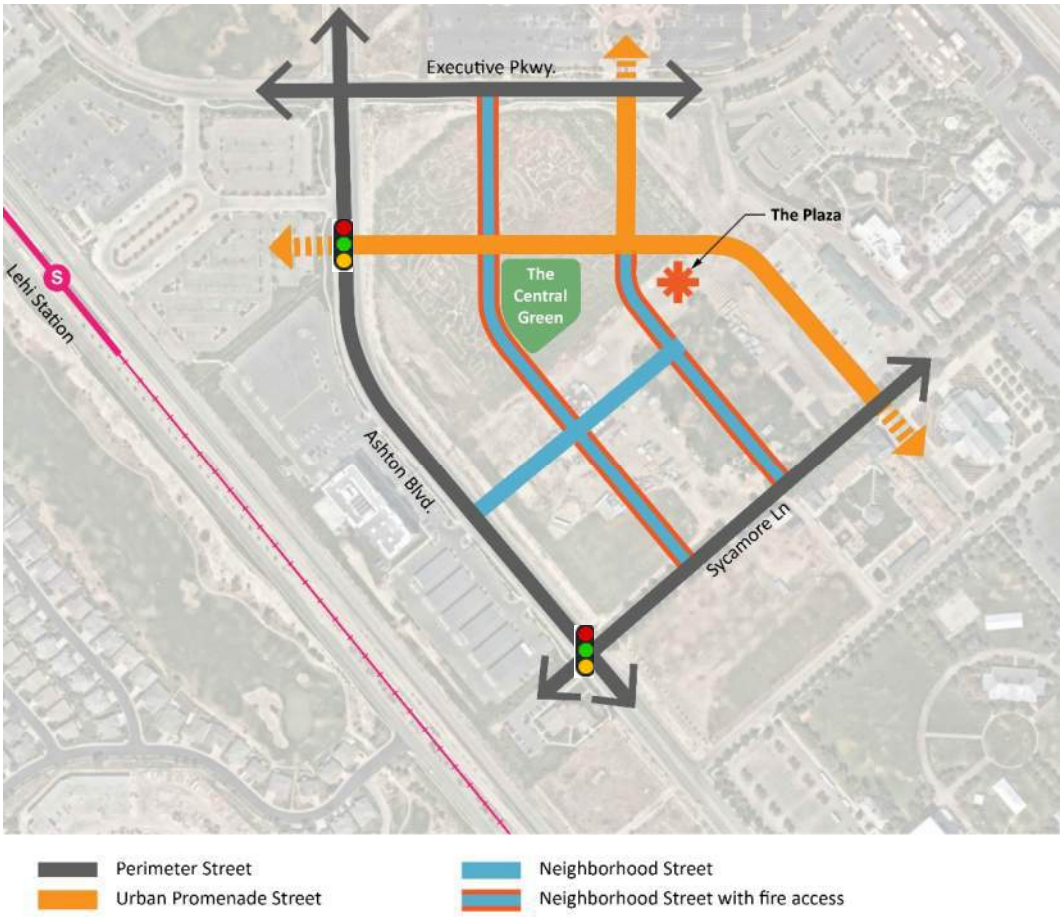


Figure 1. Conceptual street type locations.

1. **Perimeter Streets.** Perimeter Streets provide context and identity; these streets use a design aesthetic rooted in the Resort Community Aesthetic to harmonize with surrounding development, while also incorporating unique design features that identify Thanksgiving Station as a place. Perimeter streets emphasize ground level plantings as an enhancement to a traditional tree lawn approach to street design and incorporation of multi-use trails that connect to existing and future regional trails.

2. **Neighborhood Streets.** Neighborhood Streets draw the 'green' of the perimeter streets into the development, but in a stylized way that shows a distinct transition to urban patterning. These streets are the intermediate link between plant-intensive perimeter streets and the urban aesthetic of the 'Urban Promenade Streets'. Ground level uses on these streets may vary, but there is a significant presence of ground floor residential uses that reinforces the gentler, greener feel of the streets.

3. **Urban Promenade Streets.** Urban Promenade Streets are expected to have higher pedestrian activity and active ground floor uses may incorporate more detailing and upgraded paving materials. Main Street focuses on an activated, intensely pedestrian-scale retail environment. Where perimeter streets draw from the low-key character of adjacent parkways, 'main street' draws from the high energy of the transit station and downtown connectivity. Vibrant retail uses ensure a high level of street life, while significant upper-level residential uses contribute to the urban feel.

A menu of conceptual street sections is proposed to guide streetscape design based upon their intended function within the TOD. The intent is to balance the desire for a more urban and walkable human-scaled street network; vehicular circulation; pedestrian and last mile connectivity, fire access and utility requirements. These sections propose a street hierarchy that will guide conceptual R.O.W. widths and building setbacks based upon anticipated adjacent use while allowing for the creation of developable, four-sided blocks. Ultimate design may vary from these sections as long as the final design meets or exceeds the intent. See section IV Design Requirements for requirements regarding amenity zone widths and tree spacing.

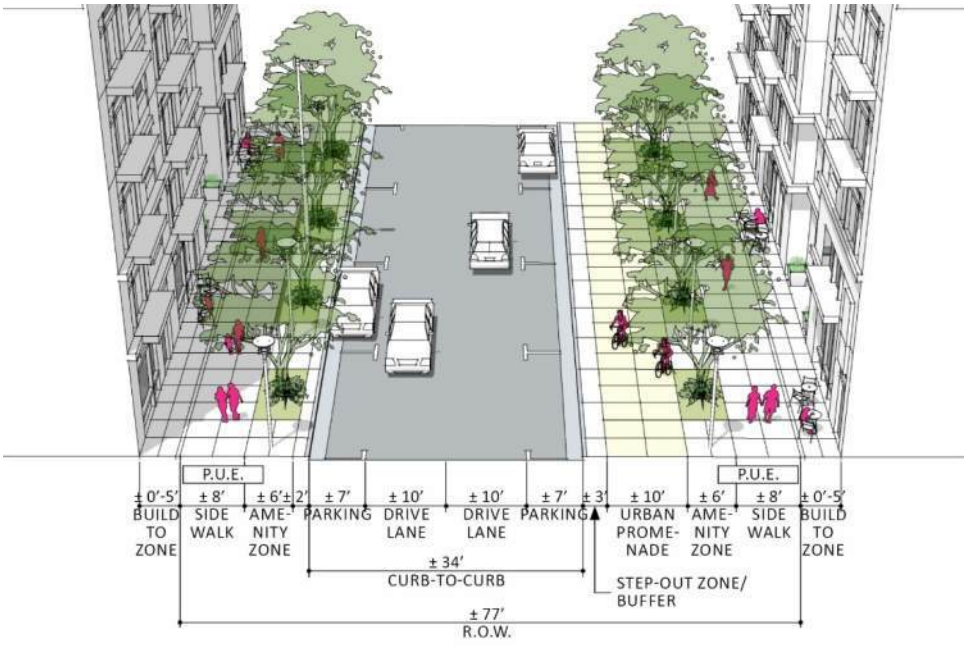


Figure 2: Urban Promenade Street adjacent to Commercial Ground Floor Use

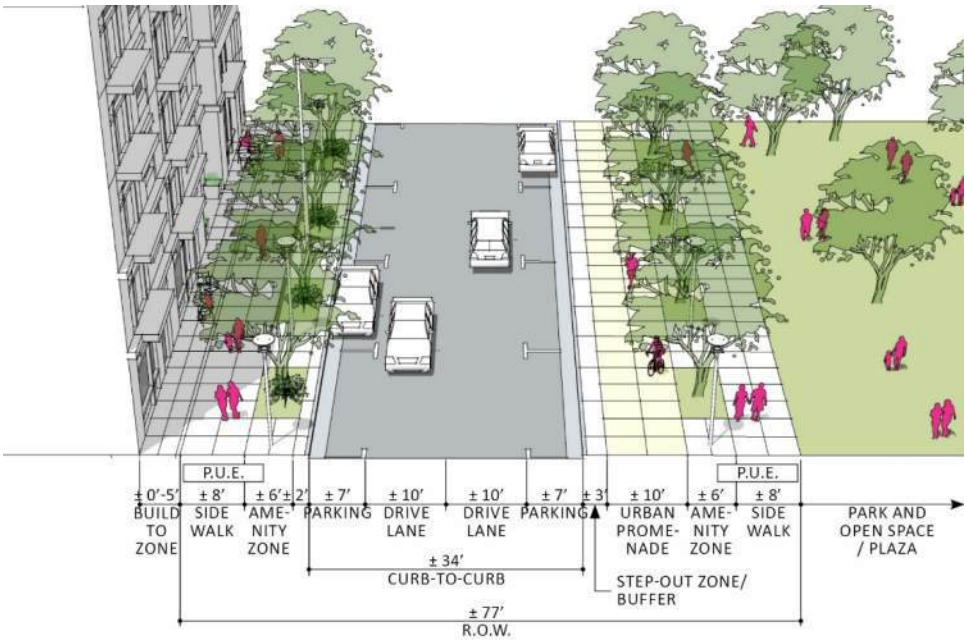


Figure 3. Urban Promenade Street adjacent to park/open space

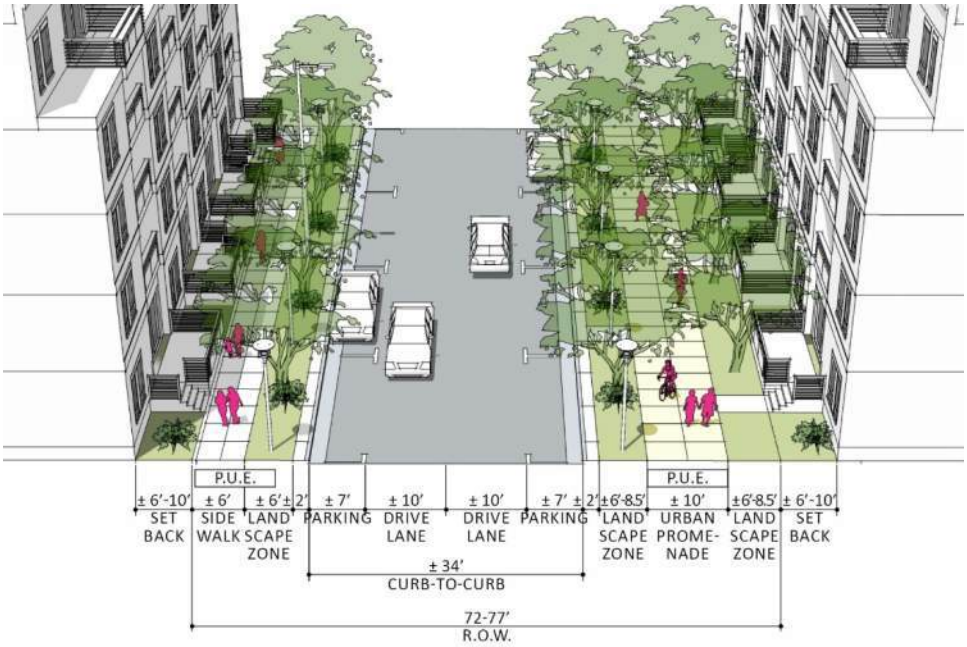


Figure 4. Urban Promenade Street adjacent to Residential Use

Figure 5. Mixed-Use Street 1: adjacent to Commercial Ground Floor Use with fire access

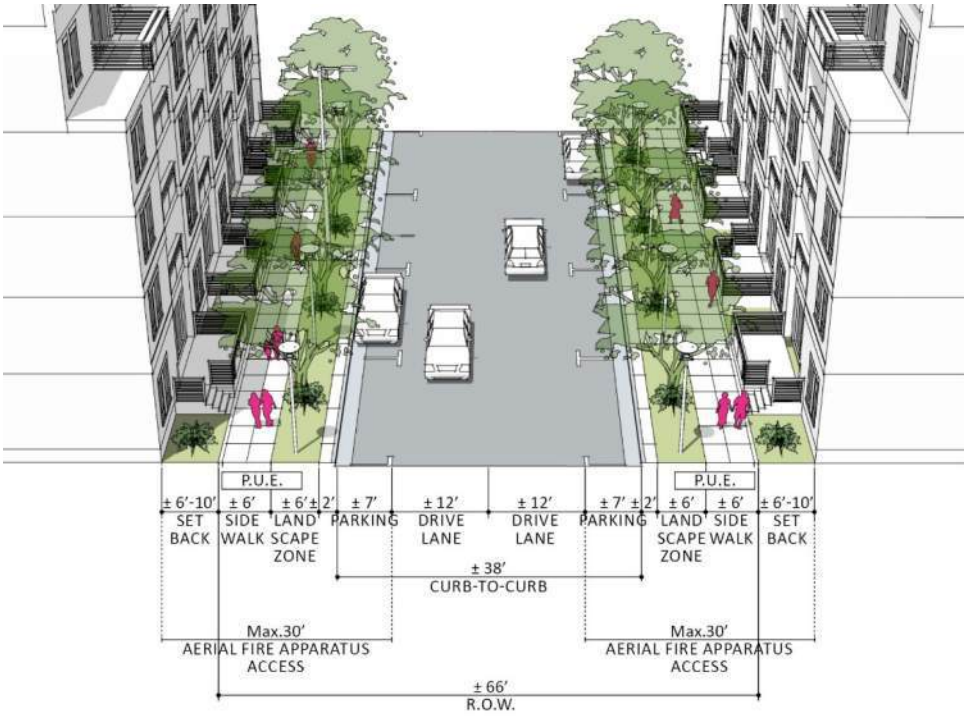


Figure 6. Mixed-Use Street 2: adjacent to Residential with fire access

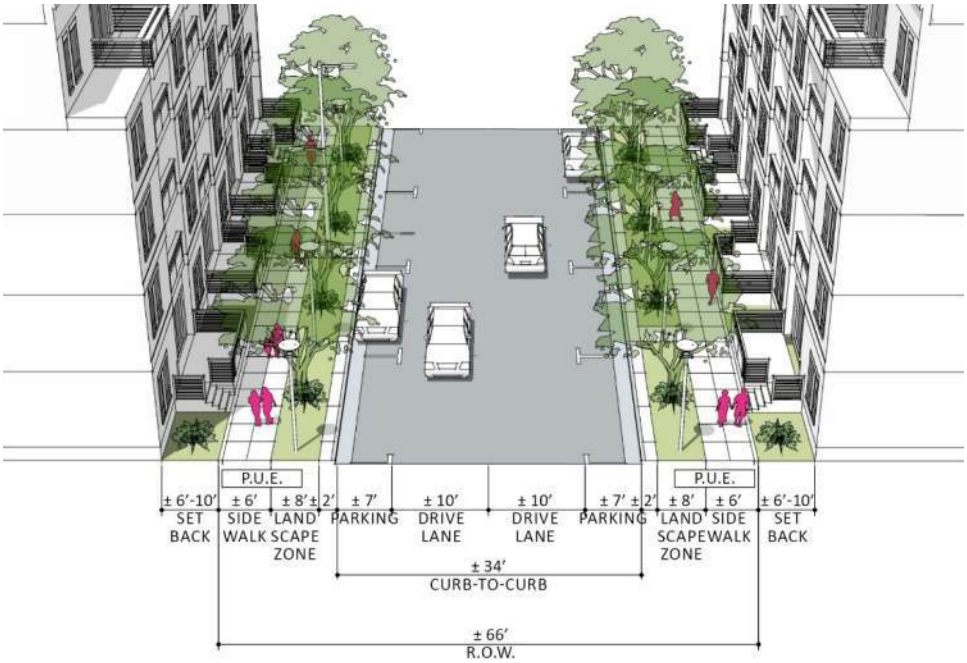


Figure 7. Mixed-Use Street 3: typical street

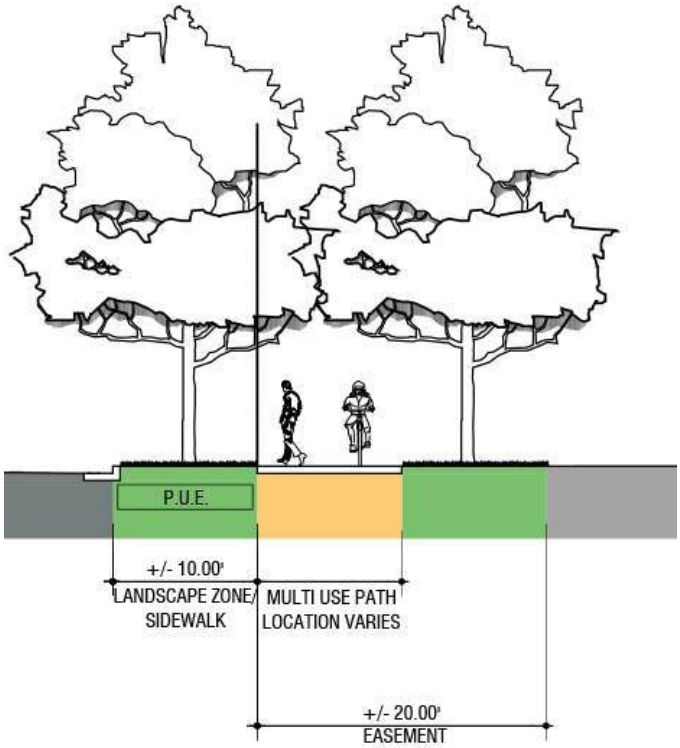


Figure 8. Perimeter Street: Trail side of Ashton Blvd.

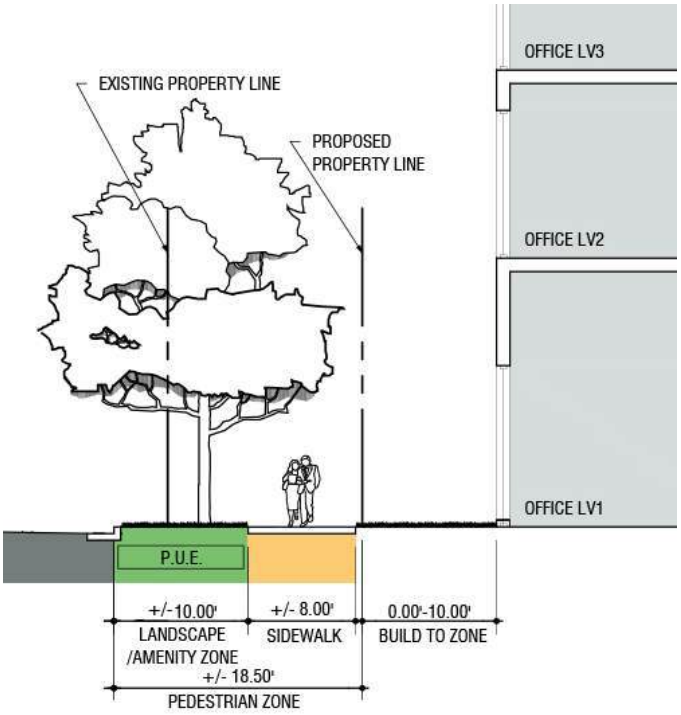


Figure 9. Perimeter Street: South side of Executive Pkwy

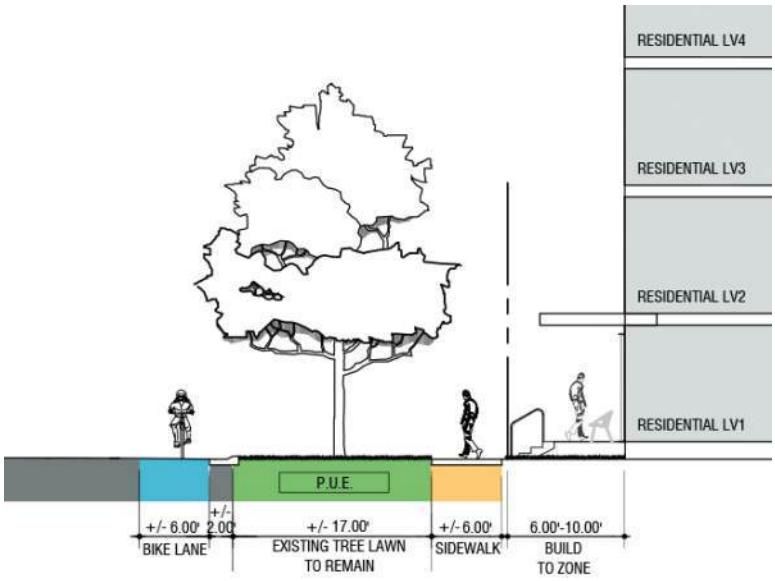


Figure 10. Perimeter Street: North side of Sycamore Lane w/bike lanes

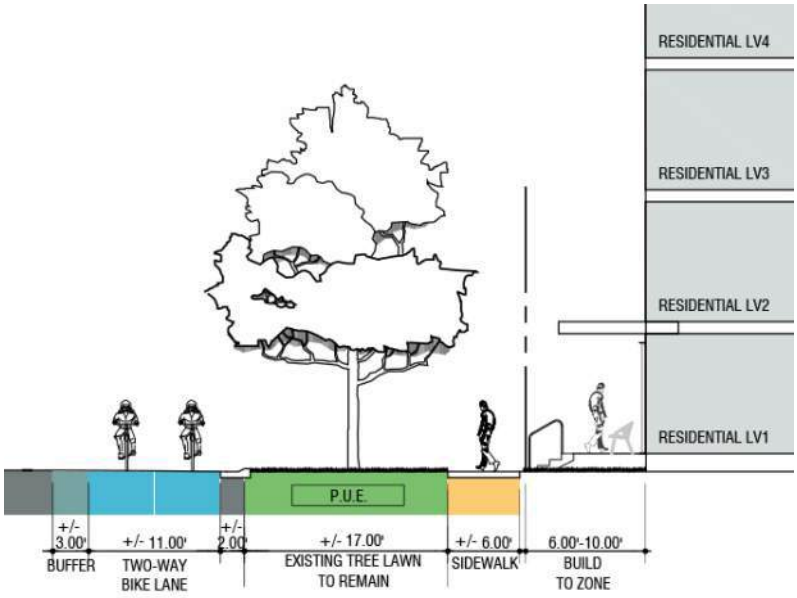


Figure 11. Perimeter Street: North side of Sycamore Lane w/ cycle-track

1. **C. Streetscape / Landscape.** The TOD landscape should create a comfortable, cohesive and sustainable urban environment. The landscape should be designed to unify the TOD over time so that individually designed parts of the TOD relate properly to one another, regardless of when they are built. The design of streets and parks should consider the aesthetics of design, as well as placemaking, intended function of the space, ecology, water conservation, and long-term maintenance.

   a. The landscape design for the public realm should primarily use a water-wise landscape palette.
   b. Trees should be located in public parks and the amenity/landscape zone to provide shade and contribute towards an urban forest. Tree species should be selected that is appropriate in an arid, urban environment.
   c. Landscaping shall be maintained in good condition according to an approved landscape plan. Typical maintenance shall include mowing of grass, removing weeds, pruning and replacing dead plants.
   d. The park strip may utilize wood mulch, rock mulch, and water-wise shrubs and grasses to reduce irrigation requirements.

Section 7. Implementation

A. Exceptions from the Thanksgiving Station TOD Design Standards. In the process of approving a development, the Planning Commission may approve exceptions from these standards provided that the following conditions are met:

a. The applicant shall show clear and convincing evidence that the TOD standards significantly negatively impact the ability to conduct the proposed use on the subject property.

b. The applicant shall provide justification on how the proposed project fits in with the purpose and vision of these Standards.

c. As part of the consideration for an exception, the applicant shall provide an alternative conceptual plan showing how it is not practical to meet a requirement of these Standards.

B. Exceptions from City of Lehi Code.

a. The number of street trees required shall be based upon 1 tree per 30' of parcel frontage, as measured along the right-of-way line. To allow for innovative street design and placemaking strategies, trees may be grouped together, spaced at less than 30' on center, or located in other publicly accessible open space such as parks, plazas, or easements along multi-use paths.

b. One typical tree per unit is not required for development within Thanksgiving Station.

Table of Bulk and Intensity Requirements (South Non-TOD Parcels)

Table of Bulk and Intensity Requirements - Thanksgiving Point South Parcels (Non-TOD)	Business Park	Commercial	High Density Residential
Minimum Lot Area	N/A	N/A	N/A
Maximum Dwelling Units Per Acre (as allowed by the Area Plan)	N/A	N/A	None
Minimum Lot Width/Frontage	N/A	N/A	N/A
Minimum Front Yard and Corner Yard	No minimum but must comply with the IBC	No minimum but must comply with the IBC	No minimum but must comply with the IBC
Minimum Rear Yard (Corner Lots)	No minimum but must comply with the IBC	No minimum but must comply with the IBC	No minimum but must comply with the IBC
Minimum Side Yard	No minimum but must comply with the IBC	No minimum but must comply with the IBC	No minimum but must comply with the IBC
Minimum Side Yard (Corner Lot)	No minimum but must comply with the IBC	No minimum but must comply with the IBC	No minimum but must comply with the IBC
Maximum Height of Occupied Structures	38'	No maximum but must comply with the IBC	None
Maximum Height of Unoccupied Structure	38'	No maximum but must comply with the IBC	None
Minimum Ground Floor Area Per Residential Unit	N/A	N/A	N/A
Minimum Living Area Per Residential Unit Where Allowed Above Commercial	N/A	N/A	N/A
Minimum Landscape Requirement	5%	5%	5%
Minimum Open Space (including urbanized open space)	10%	10%	10%

Thanksgiving Station TOD Area Requirements

Thanksgiving Station TOD Area Requirements

Updated on December 6th, 2022

Ⅰ. Purpose and Intent

The Thanksgiving Station Transit Oriented Development (TOD) area is established to create a self-sustaining, livable neighborhood prioritizing the use of transit, walking and biking to connect amenities, employment, services, entertainment, and open spaces. The neighborhoods' proximity to Frontrunner, future BRT, Thanksgiving Point, and significant employment base could create a unique and sustainable urban center for Lehi along Frontrunner. TODs benefit the general health and welfare of the inhabitants of Lehi City by supporting increased transit service; providing increased safe walking and biking routes to transit, services, shopping, employment, recreation, and neighborhoods; encouraging sustainable living by reducing car dependency, reduced water use per capita, reduced pollutions emissions; providing housing options for a greater part of the life-cycle housing spectrum. While a TOD does not preclude the choice of using an automobile, it prioritizes an alternative for those who cannot drive or prefer not to use personal vehicles for every trip. It also balances street design to accommodate driving, walking, biking, and utilizing transit. The purpose and intent of the TOD Zone is to:

A. require a complementary mix of land uses, including moderate and/or high density residential, horizontally or vertically mixed, within a half mile walking distance of transit stations to increase accessibility to the region;

B. to create an urban center for the city of Lehi that facilitates productive economic activity and greater access to employment, shopping, dining, recreation, and culture;

C. foster a sense of place through the creation of mixed-use centers that combine residential uses with diverse economic activity;

D. create a human-scale environment to prioritize and encourage walking, bicycling and transit use, and reduce automobile dependency;

E. provide an alternative to traditional development by emphasizing mixed use, compact site design, and land uses oriented to people walking and biking;

F. provide a more environmentally sustainable development type;

G. create a neighborhood identity that promotes pedestrian activity, social interactions, safety, and long-term livability;

H. reduce auto dependency and roadway congestion by locating multiple destinations and trip purposes within walking distance and biking of one another; and

I. provide a range of housing options for people of different income levels and at different stages of life.

J. Safe and comfortable bike routes shall connect to existing planned bicycle facilities, neighborhoods, open spaces, and employment areas to further promote alternative modes of transportation and reduce auto dependency.

A TOD should build upon the community's existing identity and serve as a mechanism for communicating that identity to others. The development should create a community focus at which people will be present at all times of the day, creating a stimulating and meaningful public environment. New development should create a sustainable neighborhood, in which residents and business owners make a long-term investment in the community.

Ⅱ. TOD Area Description

Thanksgiving Station TOD includes a cohesive mix of complementary land uses, including retail, office, institutional, entertainment, restaurant and other neighborhood-oriented uses, which will provide service and employment opportunities to residents within the community (see Figure 1). The highest densities shall be located in proximity to transit stops or to the extent where it is feasible while balancing market demand and absorption, phasing strategies, significant views, and strong urban design principles.

Residential development shall employ a variety of urban housing, sizes and price-points, and shall be designed in a manner that promotes human-scale neighborhoods and streetscapes. Open spaces shall be designed to enhance the pedestrian experience, linking Lehi Station to existing and future amenities, and shall be designed in coordination with ground floor uses in the adjacent buildings. The incorporation of one or two of these elements does not make the TOD; the combination of all these elements is necessary for the TOD.

Figure 1. A mix of uses and intensity of development is focused along the primary connection to the transit station.

Ⅲ. Required Open Space

A minimum of 10 percent of the total gross acreage in a TOD shall be developed as open space. The open space areas within a TOD must be constructed and paid for by the developer as a part of the TOD project and shall include "urbanized" open spaces, in addition to more traditional open spaces areas such as parks and playgrounds. Each landowner within the TOD district shall provide proportionate share of open space unless another arrangement is agreed upon by all landowners.

A. Urbanized open spaces are defined in this section as built open spaces for public congregation and recreational opportunities, as opposed to natural open spaces consisting mainly of plantings. Urbanized open spaces may be located on the roofs of buildings or an interior courtyard located at ground level and directly accessible to the public realm. All open spaces shall be easily observed and accessed from the street or pedestrian areas and should be improved with seating, plantings, plazas, fountains, pavilions, gardens, or other similar amenities. Urbanized open spaces shall be designed in a way to prioritize pedestrian travel and the pedestrian experience. An urbanized open space should be designed to increase the comfort, safety, and visibility of pedestrians.

B. Urbanized open spaces shall be included in the Thanksgiving Station TOD area and should include the following:

1. consist of a minimum two percent of the overall acreage.
2. include a central prominent gathering space with a focal feature such as a statue, water feature, shade structure, clock tower, public art, signature architectural element, or other feature as approved by the Thanksgiving Station Architectural Review Committee. The central feature should be commensurate with the size and scale of the gathering space.
3. A mix of differing scale spaces include planters, benches, trees, pedestrian scale lighting, firepits, and durable paving.

C. Open spaces within a TOD should be engaging, high quality public spaces (e.g. small parks or plazas) as organizing features and gathering places for the neighborhood.

D. The open space may be held in common, administered by a metro district, Business Improvement District (BID), General Improvement District (GID) or other similar governance and maintenance entity. Maintenance of the open space is the responsibility of the owner of the development if held in single ownership, or a metro district, BID, GID or other similar entity.

IV. Design Requirements

The public realm design (streets and public spaces) shall be of a consistent character utilizing high quality, durable, and lasting material palette that creates a unifying element for the entire district. The scale, form and programmatic function of public space shall be considered in the larger context of creating a central “place” for the TOD as well as the greater Lehi community.

Building form, scale, massing, and orientation across the district shall provide variety within a context of architectural compatibility, rather than an aggregation of individual, unrelated buildings located on separate lots. The Thanksgiving Station TOD Design Standards (provided under a separate section of the Thanksgiving Station Area Plan) are intended to create a pedestrian friendly environment by ensuring good building and overall site design, good architectural design and visual appearance, street layout, parking design, pedestrian design, lasting value, and other provisions of this Code relating to public health, safety, and general welfare of the overall community.

Each building should orient the primary façade towards a street, open space, or plaza. Facades should be designed using high quality, durable material and articulated at a human scale. Architectural variety and scale through minor variations in the facade and building massing, including expression of the buildings structure, changes in wall plane or height, patterns of window, door, or other openings.

All buildings and structures, including residential buildings and dwellings, shall conform to the Thanksgiving Station Design Requirements.

A. Architecture

1. **Orientation.** The primary façade of all principal buildings shall face the primary street, public open space or plaza, and shall not be oriented towards a parking lot or parking structure. (see Figure 2).

2. **Roof Design.** Multi-family apartment and mixed use residential/commercial buildings shall utilize flat roof designs. (See Figure 3 and Section 1,2 and 3 in the Design Standard).

Figure 2. The building is oriented with the entrance facing the street and the parking located to the side and rear of the building.


Figure 3. The apartment building includes a flat roof design with varying parapet heights and an architectural hierarchy to the street corner.

3. **Entries.** Primary public entries shall be defined by roof overhangs, awnings, recessed entry ways, or other architectural façade elements. Ground floor residences/apartments along local streets shall have porches and front doors that provide direct access to the streets. Exceptions may be at site development

plan process in order to accommodate special circumstances with regard to site grading, mechanical equipment location, or utility easements. A combination of vertical separation (stoops/porches), low architectural fencing, and landscape buffer zones may be utilized to designate a distinction between private and public space. Residences/apartments along arterial streets may have porches and front doors if designed in a context sensitive manner.

4. **Non-residential Street Frontage.** For non-residential, retail, and office buildings, a minimum of 50 percent of the ground level façade shall be transparent, consisting of true window or door openings allowing views into and out of the interior of the building (see Figure 4).

Figure 4. Retail building with clear windows on the ground floor exceeding 50% of the front façade.

5. **Form and Massing**. Varied form and façade articulation shall be used to break up long wall faces. Upper-level step-backs are encouraged to break down the vertical scale of the building and promote a pedestrian scale streetscape. Retail and commercial spaces shall utilize a higher ceiling bay. (see Figure 5)
6. **Building Façade Features.** Building facades shall be designed in a manner that breaks down the overall vertical and horizonal mass of the building. The ground floor façade shall be designed in a manner that provides human scale, interest, and variety along the sidewalk experience.
7. **Architectural Style.** Architectural style, colors, and materials shall be harmonious within each building and select signature architecture located judiciously at prominent locations and visual termini. A palette of colors and building materials should be submitted with the concept plan.

Figure 5. The ground floor for mixed use buildings should have greater height and massing, and larger windows proportional to the use.

8. **Mechanical Equipment Screening**

In an urban environment with smaller blocks and streets on all sides, there are challenges to fully screening utility equipment, such as transformers, meters, utility boxes, and other equipment. If possible, while maintaining NESC clearance, electrical equipment may be screened by landscape.

a) Utility equipment shall be located in a manner that does not impede view triangles at intersections nor impede bicycle or pedestrian routes.

b) Utility equipment shall be screened by landscape elements or artfully located and treated to blend in with the environment and adjacent uses.

c) Primary public utility equipment, such as switch-gates, shall be located, when applicable, along Ashton Boulevard and Executive Way to protect more pedestrian-oriented internal streets.

d) Utility equipment on private property servicing a specific building should be in areas where buildings have deeper setbacks and away from primary pedestrian areas, such as retail frontages, public spaces, resident amenities, promenades, and lobbies, or should be located withing parking garages.

e) Public Utility structures and boxes shall be screened from public view with landscaping or low walls and shall be located in a manner that does not impede pedestrian movement or site triangles at intersections.

f) Private Utility equipment shall be located at the rear of buildings, internal to buildings or screened from public view with landscape, low walls, or decorative fence.

B. Street Patterns

Street patterns shall be oriented along a grid, as opposed to cul-de-sac and curvilinear street designs. Within the grid are sidewalks and streetscapes that encourage walking and biking. Narrow streets and other traffic calming features shall be utilized that favor pedestrian activities. Traffic calming features may include curb extensions,

pedestrian refuges within arterial medians, raised bike and pedestrian crossings, raised intersections, continuous sidewalks and bike paths, brick pavers or other textured street surface materials, chokers, or other features.

C. **Streetscapes**

1. **Parking lots** shall not be located between a building primary façade and primary street, but at the rear of buildings. Parking lots and ground floors of parking structures shall be screened from street view with landscaping, buildings, or other screening features.

2. **Street Trees.** Street trees shall be provided on all street frontages and located in manner that works with street lighting requirements, tree canopy spread, vehicular site triangles and separation from fire hydrants. Street trees may be clustered and need not be evenly spaced. Trees shall be placed within the landscape/amenity zone located adjacent to the curb. Any street tree may be located in a cut-out planter with a minimum dimension of 6 feet by 10 feet. Structural soil shall be used adjacent to the tree planter to increase root zone to a minimum of 7' wide. Trees located within a tree grate or other hardscape condition shall be planted in appropriate structure soils or modular suspended pavement system.

3. **Clear View Area at Street Intersections.** No obstruction to public or private street views in excess of three feet in height above the finished road grade shall be placed on any corner within a triangular area formed by face of curbs and/or curb-extensions and a line connecting them 35 feet from the intersection.

4. **The number of street trees** required shall be based upon 1 tree per 30' of parcel frontage, as measured along the right-of-way line. To allow for innovative street design and placemaking strategies, trees may be grouped together, spaced at less than 30' on center, or located in other publicly accessible open spaces such as parks, plazas, or easements along multi-use paths.

5. **Residential / Non-Residential Street Design**
   a) General Treatments.

      i. All streets shall include sidewalks with a minimum of six feet in width.

      ii. Sidewalks shall be a minimum of eight feet in width along the primary street connection to the Frontrunner station and streets with retail frontages.

      iii. Amenity zones and tree planter areas shall be placed along all public and private streets. Trees shall be planted in a cut-out planter area with a minimum dimension of 6 feet by 10 feet. Structural soil shall be used adjacent to the tree planter to increase root zone to a minimum of 7' wide.

      iv. Landscape or amenity zones and sidewalks are not required on alleys. Alleys should be a minimum of 20 feet in width and only provide access to building service areas, garages, or parking areas.

   b) Non-Residential Street Design. Streets that include non-residential and mixed uses shall include three elements within the side treatments. These elements are as follows:

      i. Pedestrian Through Zone – This is a sidewalk area that serves as the primary pathway for

pedestrians. The pedestrian through zone must not be impeded by street furniture, landscaped beds, signage, displays, or sidewalk cafes. The minimum pedestrian through zone width shall be eight feet. It is encouraged that pervious materials be used.

ii. Amenity Zone (Furniture/Landscape/Curb Zone, etc.) – This is the area located between the sidewalk and the street curb. Features may include street furniture, trees, planter areas, light poles, bike racks, signage, and curb extensions at crosswalks. The minimum street furniture/curb zone width shall be six feet, measured between the face of curb and Pedestrian Zone, which does not include the additional width required for curb extensions. This is the minimum distance allowed for ADA accessible ramps.

iii. Build-to Zone – A section of streetscape located between the R.O.W and adjacent building frontage that allows building entry, sidewalk cafes, sales displays, and raised planter beds. The build-to zone shall be between zero and five feet commensurate with the building use. Planter areas may be allowed between the frontage zone area and the building.

iv. Arterial Streets that include protected, dedicated bike lanes, or paths shall place the bike facility behind the landscape zone. The minimum separated bike lane or path width shall be six feet for a one- way facility and 10 feet for a two-way facility.

v. Curb-management zones may be utilized to balance the desire for delivery areas, drop-off areas, outdoor dining, or outdoor "living room" amenities.

6. **Alleys and Interior Block Spaces.** Alleys and interior block spaces are allowed and encouraged in all TODs. Alleys serve as alternate routes to garages and loading docks that are unseen by the public and therefore contribute to a pedestrian-friendly environment. The private, interior portions of the lots (toward the alley) allow commercial operators to utilize these spaces as efficient working environments unseen by the public and allow residents to have private and semi-private gardens and courtyards. Alleys are to be the primary access to parking areas and garages. Alley access should be designed to minimize pedestrian and bicycle conflicts.

D. Street Design

1. **Traffic Calming.** Traffic calming is intended to slow or reduce motor-vehicle traffic to improve pedestrian safety. TODs shall provide traffic calming measures, which may include curb-extensions, chokers, special paving at crosswalks, special paving at intersections, elevated intersections, sharrows, narrow lanes, and pedestrian refuge islands. Directional pedestrian ramps and crosswalks located at street grade shall be utilized as opposed to rollover curbs. Directional ramps including curbs that assist visually impaired cross streets perpendicular to traffic and slow traffic by creating tighter turning radii. Final design of intersection will be determined during site design plat.

2. **Bicycle Parking.** Outdoor short-term bicycle parking facilities shall be located in well-lit areas in proximity to building or common facility entrances. Bicycle parking locations shall not impede pedestrian traffic or open space. Strategically located bicycle parking zones, either on or off-street, may be considered in lieu of bike racks at every building entry. Long-term secure bicycle parking is required for office, institutional, and multi-family residential uses (see Figure 6). Long-term bicycle parking shall have dedicated and convenient access.

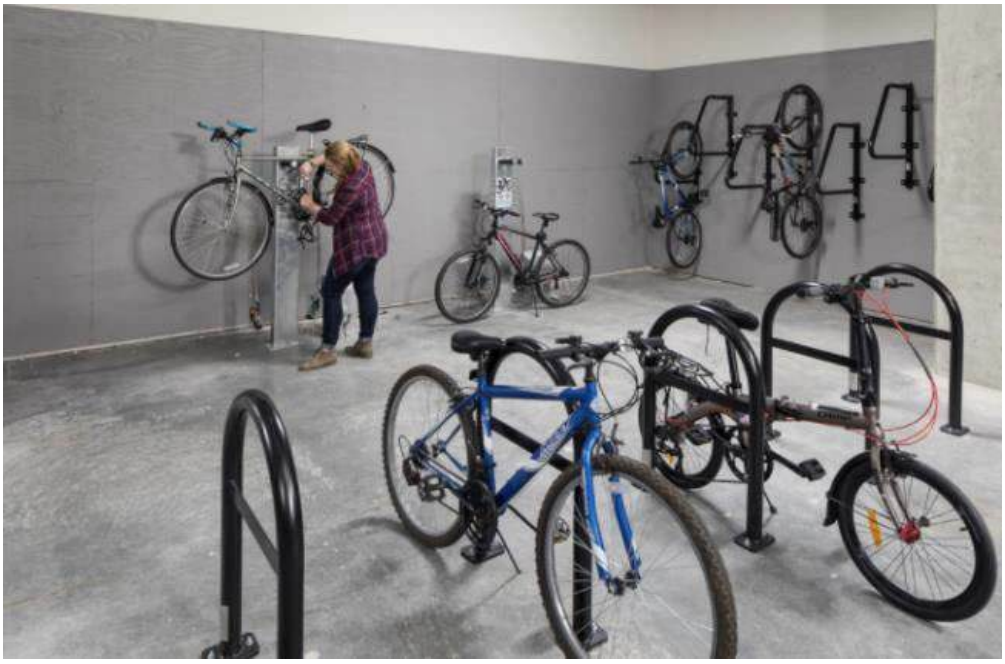


Figure 6. Secure bike parking provided within an apartment building.

3. **Bike Facilities.** Bike facilities shall be provided to ensure safe and convenient local transportation options. At buildout, bike infrastructure should connect to the regional bike and trails network. Bike infrastructure should be designed based on the design speed and volume of a street. The following types of bike facilities should be provided with the given street criteria:

    a. Shared bicycle and vehicular lanes and bike boulevards (see Figure 7) may be used where the street's posted speed is 20 miles per hour or less and the existing or projected vehicular traffic volumes are 2,500 average annual daily trips or less.

Figure 7. Bike boulevards include shared lanes on a low-volume, low speed street with bike and pedestrian prioritization features.

b. Protected bike lanes or shared use paths should be provided along roadways with a posted and designed speed greater than 25 miles per hour or where the existing or projected vehicular traffic volumes are greater than 2,500 average annual daily trips. Streets with two or more travel lanes in a single direction should provide two-way multi-use path on both sides of the street. Streets with one travel lane in each direction may design a two-way protected bike lane (see Figure 9) on one side of the street or include single direction protected bike lanes on both sides of the street.

c. Shared use paths may be used to provide bike connectivity in an independent right-of-way or easement through the center of a block if it interconnects with the local and regional network of bike facilities. Shared use paths are appropriate in areas with lower amounts of foot traffic to limit bike and pedestrian user conflicts or built wider or with separate sidewalks.

4. **Medians.** Street medians are encouraged for all major collector and arterial rights-of-way. Medians serve to improve the aesthetic quality of the area, provide traffic calming, and create pedestrian refuges for street crossings, as well as a mid-block resting place for street crossings. Medians should be a minimum of six feet wide at intersections and crosswalks and a minimum of three feet wide at other portions of the road. Where medians are not included in the design of an arterial or major collector street, bike and pedestrian crossings should include refuge islands at intersections and mid-block crossings. Center medians and crossing islands should be designed with plowable end sections to ensure ease of winter maintenance.

E. Sidewalks and Pedestrian Circulation

1. **Pedestrian Circulation.** Convenient and safe pedestrian circulation systems shall be provided to minimize pedestrian-auto conflict and shall be provided continuously throughout the Thanksgiving Station TOD. All streets, except for alleys, should include sidewalks and landscape/amenity zones on both sides of the right-of-way as described here-in.
2. **Walkway Connections.** Pedestrian walkways should interconnect all building entrances, sidewalks, parking areas, open spaces, public and private streets, and transit stations.
3. **Urban Promenade.** An urban promenade shall be developed through a TOD to collect pedestrians and bicyclists and direct them to the transit station and should meet the following requirements:

a) The promenade should include, at minimum, a 10-foot-wide walkway constructed of concrete or other durable paving material.

b) the corridor must be visible from adjacent buildings, parking areas, and the transit station.

c) wayfinding signs should be placed judiciously and at strategic locations to direct users to the transit station and to other nearby destinations.

d) benches and trash receptacles should be placed along the walkway.

e) the walkway should be well lit with pedestrian scale lighting.

f) crime prevention through environmental design (CPTED) standards should be considered to increase natural surveillance and deter crime. The following should be incorporated in the design of the walkway:

i. the walkway should not be obstructed with opaque fencing,

ii. entrapment zones (areas with low visibility and no alternative exits) should not be created with the placement of fencing, buildings, or other features; and

iii. windows facing the walkway should have clear glass.

g) the walkway should connect directly to the transit station and interconnect adjacent buildings, streets, open spaces, and parking areas.

h) sidewalks from adjacent buildings and streets should connect to the walkway.

4. **Pedestrian Crossings.** Raised mid-block pedestrian crossings or walkways should be constructed of a material differing in texture, material, or color.

5. **Continuous Sidewalks and Bike Facilities.** Drive approaches that ramp up to the sidewalk and bike path level or other raised crossing should be used where local private streets, alleys, driveways, commercial accesses, and any other private access crosses a sidewalk, trail, protected bike lane, or other bike path. The paving material and color for sidewalks and bike facilities are maintained through the crossing to establish priority. Crossings along arterial roads shall be deflected by a single car length to provide a waiting area for vehicles entering or exiting so they do not block the sidewalk, bike path, or travel lanes of the arterial roadway.

F. Signage

1. **General Signage Concepts.** Proper design and placement of signs and their lighting should be compatible with structures and uses. Signs will need approval from the Thanksgiving Station Architectural Review Committee.

2. **Number of Signs.** The number of signs on a structure shall be limited and placed in areas that contribute to the architecture of the building. Signs shall not overpower a storefront nor obscure display windows or significant building features.

3. **Encouraged Signs.** Wall signs, awning signs, canopy signs, projecting signs (see Figure 8), and suspended signs should be encouraged.

Figure 8. Projecting sign is pedestrian oriented and contributes to the character of the building.

4. **Discouraged Signs.** Monument signs and directional signs are discouraged and must be approved by the Thanksgiving Station Architectural Review Committee. Directional signs should be used to direct vehicles to public parking, where upon arriving, pedestrian signage shall be used to direct people to specific destinations. A well thought out and coordinated wayfinding and branding strategy should be created for the project.

5. **Pylon Signs.** Pylon signs shall not be permitted in the TOD area.

V. Parking requirements.

A. A successful TOD can significantly reduce per capita motor vehicle travel, thus parking requirements within a TOD may be reduced from the minimum standards as required by Table 37.090 of the city of Lehi Code. As the intent of a TOD is to encourage walking, biking, and transit ridership, a developer may request a reduction in the number of parking spaces by City approval, providing that the developer submit information as to the forecasted trips generated in contrast to what is forecasted for transit ridership for the TOD. Requests for a reduction in parking may be approved by the Planning Commission, following review of a parking study by the DRC.

B. Shared parking agreements should be encouraged between all uses within the TOD.

C. On-street parking is permitted and encouraged and shall be included in the total development required parking calculations, if incorporated. On-street parking shall be included in the required parking calculations for a use or structure that is directly adjacent to the on-street parking stall.

D. Ingress and egress for parking lots should be from side streets or alleys.

E. All parking lots should be located behind or on the side of the primary building. Parking and maneuvering areas should not be located between the primary entrance to a building and the abutting street unless its purpose is to provide a direct life-safety function. If parking is located on the side of the building, rather than at the rear, screening and buffering shall be provided to minimize the visual impact.

F. Parking stall shall be approximately 9' x 18' for 90-degree parking. Drive isles shall be approximately 24' wide.

G. A parking lot or garage may not be adjacent to or opposite a street intersection, nor may any portion of a parking lot front a collector-size or larger classified street.

H. Temporary parking lots shall be allowed during build-out to allow for construction worker parking and to support early phase retail until full parking requirements are satisfied in permanent parking lots and/or structures. Temporary parking lots should do their best to minimize visual impact but are not subject to permanent parking lot screening requirements.

I. For all parking structures within a TOD, the physical and visual presence of garages and parking structures shall be minimized. Particular attention should be given to the design of all structured parking garages, so they offer convenience and accessibility to residents and visitors alike. All structures shall be wrapped with active uses or architectural screening along public streets, plazas and public spaces and places. Parking structures shall be wrapped with occupiable building uses or utilize screening to block view of parked vehicles. Particular attention should be given to screening vehicular headlights and ceiling lighting from adjacent uses. Where a parking structure façade is exposed to the street, it shall be designed in a similar architectural character and quality of the building.

J. To help reduce parking demand, increase use of transit and active transportation, and increase social equity to moderate- or low-income households, unbundled parking strategies are allowed. If this strategy is used, on-street parking should be metered to avoid over parking of streets by tenants that do not pay for structured parking. Parking fees may be charged separately for residents who would like to have a designated parking space. It is encouraged that annual transit passes be provided to all residents within a multi-family residential project to encourage greater transit use. This option is intended to reduce the number of needed parking spaces and should be approved with a reduction to required parking.

K. The uses of existing parking lots may be shared as part of a phasing plan or longer-term parking agreement if within 300 feet of the intended building.

Figure 9. The primary residential structure conceals the parking structure.

VI. Implementation

A. Exceptions from the Standards

In the process of approving a development, the Planning Commission may approve variations from these requirements provided that the following conditions are met:

1. The applicant shall show clear and convincing evidence that the TOD Standards significantly negatively impact the ability to conduct the proposed use on the subject property.
2. The applicant shall provide justification on how the proposed project fits in with the purpose and vision of the TOD Standards.
3. As part of the consideration for an exception, the applicant shall provide an alternative conceptual plan showing how it is not practicable to meet a requirement of the TOD Standards.

B. Variations from City of Lehi Zoning Code

1. The Thanksgiving Station TOD shall be exempt from the Lehi City Code tree requirement. The number of street trees required shall be based upon 1 tree per 30’ of parcel frontage, as measured along the right-of-way line. To allow for innovative street design and placemaking strategies, trees may be grouped together, spaced at less than 30’ on center, or located in other publicly accessible open space such as parks, plazas, or easements along multi-use paths.
2. Thanksgiving Station TOD shall be exempt from the requirement to provide one tree per dwelling unit.
3. The Thanksgiving Station TOD area requirements shall replace Lehi City Code Chapter 38: Transit Oriented Development Zone (TOD).