

STATION AREA PLAN

LEHI FRONTRUNNER

Prepared for Utah Transit Authority and Lehi City
DATE 2024



Lehi Frontrunner Station Area Plan

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Glossary

HTRZ: Housing and Transit Reinvestment Zone

HUD: Department of Housing and Urban Development

MSA: Metropolitan Statistical Area

RFP: Request for Proposal

TIF: Tax increment financing

TOC: Transit-oriented Community

TOD: Transit-oriented Development

UTA: Utah Transit Authority





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Introduction

Introduction

The Lehi Fronrunner Station Area Plan outlines a path forward for the Utah Transit Authority (UTA) to develop a Request For Proposals (RFP) with a realistic and implementable development concept for their property at the Lehi Fronrunner Station in Thanksgiving Point. Additionally, it is an opportunity to seek Housing and Transit Reinvestment Zone (HTRZ) funding.

Critical considerations for this effort are creating a connected and multi modal network, developing a plan for local housing and employment, and promoting a distinct sense of place. In addition to improving the quality of life for residents and workers, the Station Area Plan will set the stage for Lehi to provide access to jobs, stimulate the economy, and improve access to services for Lehi residents. The plan will create a walkable and bikeable environment where residents and businesses can thrive while respecting the culture and history of the Ashton vision.

The planning process for this Station Area Plan took place at the same time as the planning for a revised Thanksgiving Point Area Plan. That Area Plan encompasses the 11 acres included in this Station Area Plan as well as an additional 789.3 acres. Most of the analysis for the Station Area Plan took place in the Area Plan. These documents were meant to work in harmony. The Thanksgiving Point Area Plan was readopted by the City Council on August 8, 2023.

THE SITE

This project is a plan to explore redevelopment opportunities for the parking lots and bus infrastructure adjacent to the current Lehi FrontRunner station (Figure 1). UTA envisions the Fronrunner station as a family-friendly, walkable, and lively neighborhood and transit-oriented development.

THE CHALLENGE

Lehi is a growing city in a booming region with a demand for housing and an organically occurring technology office sector. Thanksgiving Point provides an opportunity to capture office, housing and retail and provide transit-oriented development along the UTA Fronrunner line. However, there are concerns about density and impacts to utilities and roadways from new development. How do we balance community values and density concerns with the desire of the city and UTA to create a vibrant, mixed-use place?

THE OPPORTUNITY

UTA, in partnership with Lehi City, has the opportunity to redevelop the 11 acre UTA parcel in Thanksgiving Point. Opportunities for the site include attainable housing, office and retail that responds to local culture and history, bolster transit ridership, and create a sustainable and vibrant district.

THANKSGIVING POINT AREA MAP

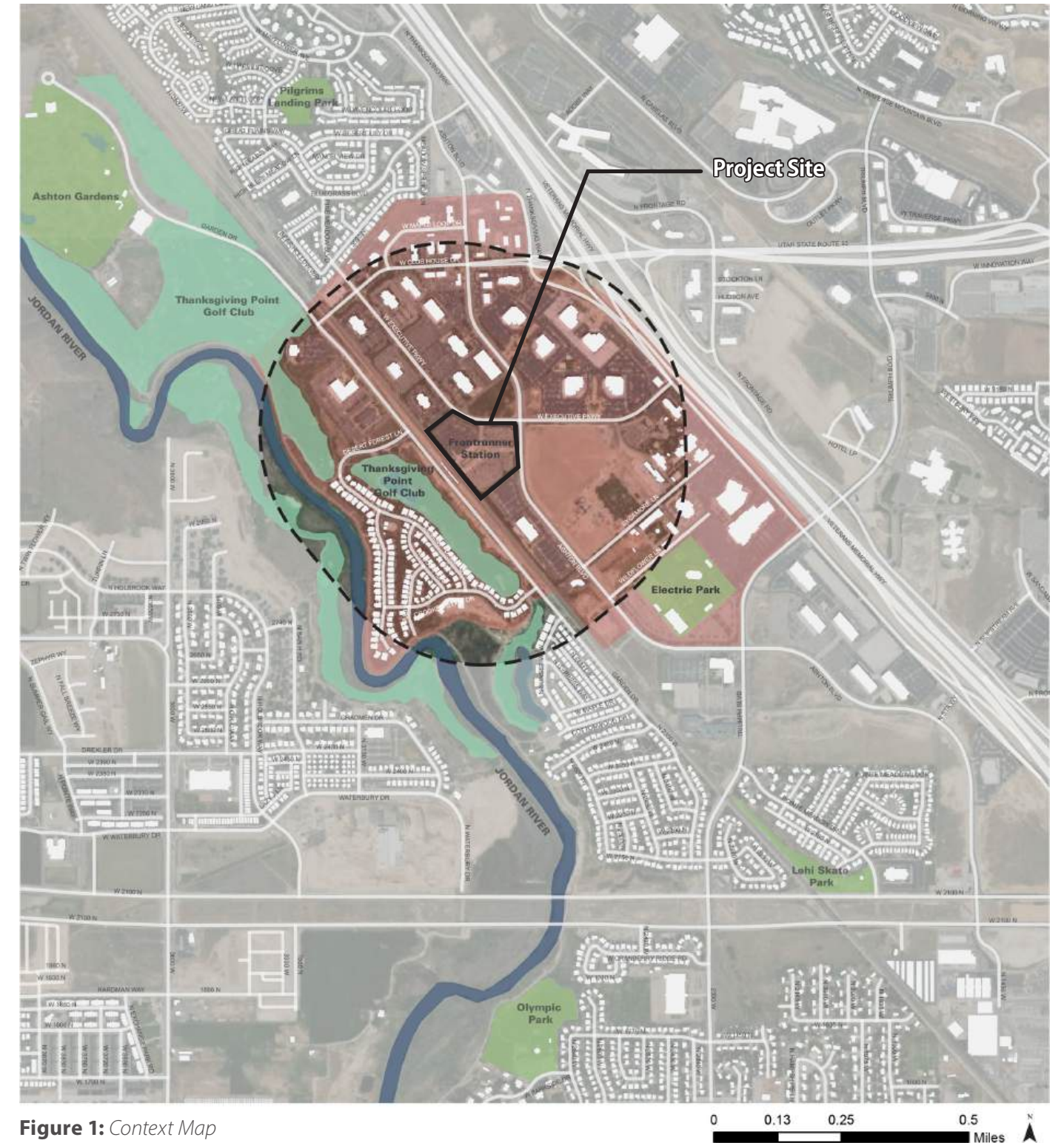


Figure 1: Context Map

Joint Planning Process

This Frontrunner Station Area Plan planning process took place along a similar timeline as the Thanksgiving Point Area Plan. Because both projects were moving together concurrently, most of the analysis took place with the larger Thanksgiving Point Area Plan. The Station Area Plan is a subset of the overall Area Plan and was included in the analysis.

The Lehi Frontrunner Station Area Plan focused on the land owned by the Utah Transit Authority (UTA) right next to the existing Frontrunner Station. This area is the primary focus of the Transit Oriented Community because of its close proximity to the station. The half mile radius around the Station was considered in the larger Thanksgiving Point Area Plan.

FRONTRUNNER STATION TIMELINE

March 2022- Plan Kickoff

June 2022- Concept Scenarios

September 2022- Final Draft

January 2023- Adoption

THANKSGIVING POINT AREA PLAN TIMELINE

February 2022- Concept Submittal

March 2022- Concept Approval

July 2022- Area Plan Submittal

August 2023- Area Plan Approval

In order to avoid redundancy in this Station Area Plan and the Thanksgiving Point Area Plan, the full analysis is referenced here and the main maps and figures included in the appendix. A reference is provided below for the pages in the Thanksgiving Point Area Plan.

THANKSGIVING POINT AREA PLAN

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Station Area Plan Project Process

This Station Area Plan took place in four phases, including:

1. Understanding Existing Conditions
2. Community Engagement
3. Concept Development
4. 5 Year Development Plan

The results of this effort are presented in this report. The next phase of work will allow UTA to release an RFP to identify a development partner.

The project began with a kick-off meeting of key stakeholders, Lehi City and UTA, to reach consensus about the goals of the project (Figure 2). The meeting also identified potential challenges and opportunities.

THANKSGIVING POINT LAND USE MAP

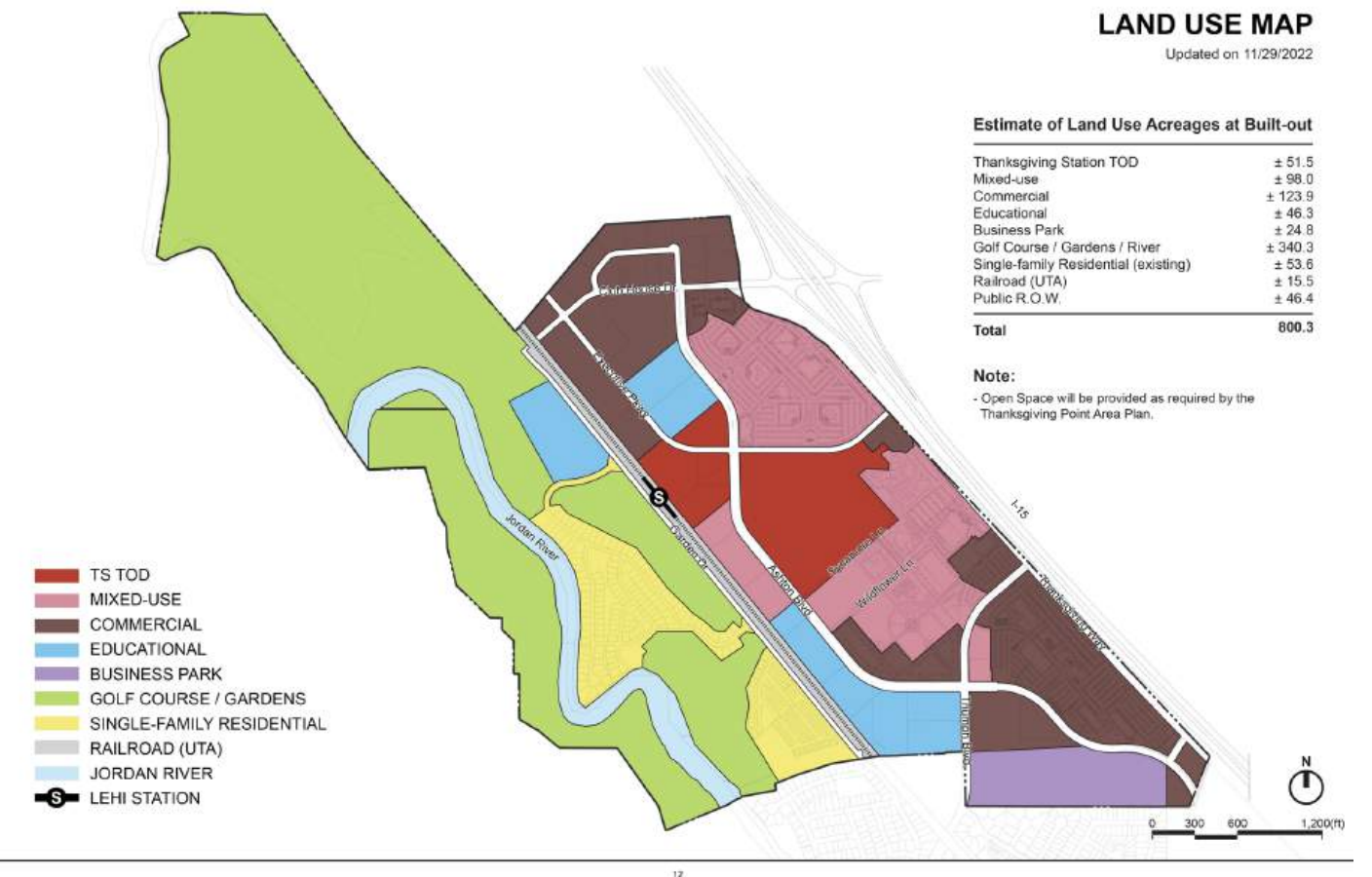


Figure 2: Land Use Map from Thanksgiving Point Area Plan

Following the kick-off meeting, the design and planning team went to work researching and analyzing existing conditions, completing a robust market analysis, as well as meeting with three groups of key stakeholders to understand their needs, concerns and ideas for the area.

The key stakeholders for this project included representatives from the development community including Boyer, Ivory Homes, Stack Development, Gardner Company and others. It also included large organizations like Thanksgiving Point, Utah Valley University, Young Living, Family Search, Camp Williams among others. Lastly, it included local HOAs (see appendix for full list of stakeholders).

The existing conditions and market analysis, in combination with understanding future development plans for the area, informed three initial conceptual plans. At a day-long charrette, the team presented the concept plans to obtain feedback from key stakeholders. Revisions were made on-site to incorporate the feedback and work towards a preferred concept (Figure 4). Then financial modeling was completed to ensure the preferred concept is feasible.

International best practices for TOD, as well as UTA's internal TOD policy, were consulted to ensure the proposed development meets the latest standards for exceptional TOD. Three project principles were developed from this process to guide design decisions (Figure 3).

UTA was a primary participant as the landowner of the Station Area Plan property. The City also solicited input from UDOT at the end of the study process.

The process for this station area plan ended prior to the Mountainland Association of Governments (MAG) Station Area Plan Policy Committee. As such they were not involved in the initial planning process. They did provide feedback and help with the creation of the final document.

A full list of participants, their title, and company or group they represent is provided in the appendix.

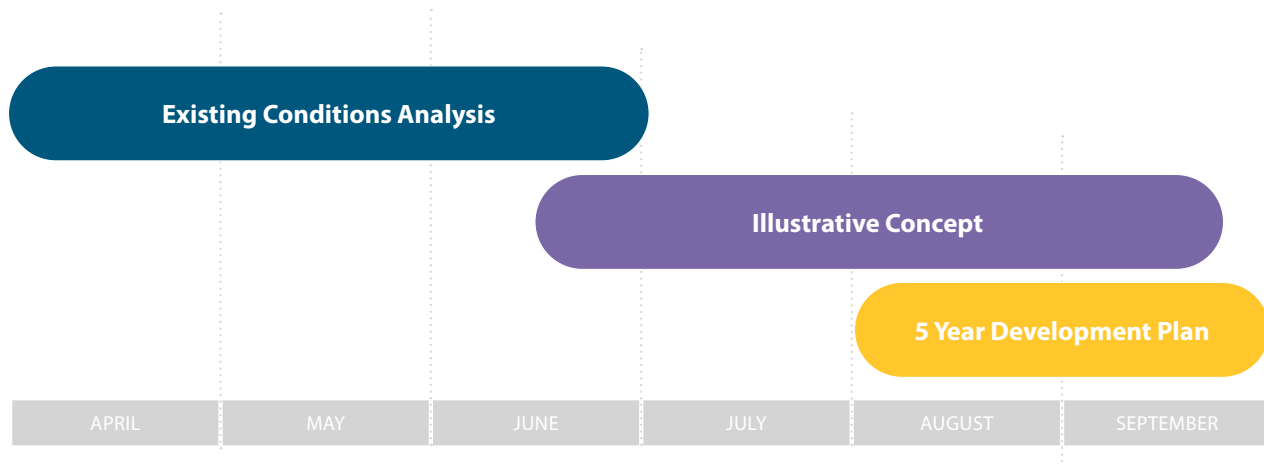


Figure 3: Project Timeline



Figure 4: Project Principles



2 *Existing Conditions Summary*

Existing Conditions

The following chapter outlines the baseline understanding of work done to date, future planning in the station area, and an assessment of future housing and economic conditions to inform the conceptual design of the station area.

PREVIOUS PLAN REVIEW SYNOPSIS

This plan was informed by years of planning documents and processes that have shaped Lehi. The team reviewed documents and plans dating back to 2002 to better understand the context, goals, and vision of Lehi City and how the UTA Station Area Plan can best complement the work done to date.

GENERAL PLAN

The Land Use element of the Lehi City General Plan, updated in 2022, illustrates a community vision for growth and a framework to guide future development decisions. Notably, the General Plan lists 2,000 residential units as the maximum density for the station area (Figure 8). Community input indicates strong support for transit-oriented development and encouragement of infill and redevelopment.

The station area is identified as a 'major area of change' and an appropriate location for higher



Figure 5: Parks- public and private open space around the Station Area Plan.

density residential and commercial uses to support existing and future transit lines. Quality public space and opportunities for healthy social connections are important to Lehi City and should be incorporated into the station area plan. Alternative transportation is important for increasing connectivity, reducing traffic congestion, and improving air quality.

PARKS PLAN

The station area has two major parks and recreation attractions anchored at the northwest (Ashton Gardens) and west (Thanksgiving Point Golf Club) and one specialty park (Lehi Skate Park) to the southeast, and all three fall outside the 1/2 mile radius of the Station Area Plan. Electric Park at Thanksgiving Point, which is outside of the station area plan area but within the 1/2 mile radius from the FrontRunner station, is an asset in the station area. There is also an opportunity to provide mini parks for future TOD residents.

The Jordan River Parkway runs southwest of the station area adjacent to the FrontRunner line and is an asset that connects to other existing parks and trails throughout Lehi. The frontage road trail system, which runs parallel to I-15, provides an additional asset to the area. Connection to the trail system through on-road protected bike lanes could improve connectivity.

Respondents to the survey indicated a willingness to increase park assessments or taxes to help pay the cost of developing, operating, and maintaining parks. Other funding mechanisms, including, but not limited to, bonds, special assessment areas, and impact fees, are outlined as potential opportunities.

TRANSPORTATION PLAN

The station area is bounded by Executive Parkway to the northwest and Ashton Boulevard to the southeast. Per the Master Transportation Plan



Figure 6: Thanksgiving Point, a gift from the Ashton family, is a regional attraction and point of pride for Lehi residents

approved in May 2015, Executive Parkway is categorized as a 66'-70' Major Collector with bike lanes (asphalt width 48'). Ashton Boulevard is listed as a 102' Major Arterial with buffered bike lanes. Both roads present physical and psychological barriers from the station area. While not noted in the plan, a more recent major change to the study area is Clubhouse Drive, which is currently under environmental review to evaluate its possible connections to the west of Thanksgiving Point.

ASHTON VISION

Alan and Karen Ashton, successful tech entrepreneurs in the 1990s, built Thanksgiving Point as a token of gratitude to the Lehi community (Figure 6). With five venues over 155 acres, 600 employees, and 700 volunteers, Thanksgiving Point is a cultural and economic engine. The campus abuts the station area and is

a beloved regional attraction. Thanksgiving Point is a cultural and economic focal point that holds meaning for Lehi residents who have grown up visiting with their families. The Ashton's mission to celebrate the joy of learning is a value held close by the community. The concept plan works to complement the Ashton legacy by creating a place where families can safely and easily access the many wonders at Thanksgiving Point on foot or bike. Public spaces throughout the site create opportunities for people to gather and encourage a sense of belonging and community.

Playscapes, landscaping and hardscaping materials can all add to a strong sense of place and align thematically with the region's agricultural history.

CONSTRAINTS

The General Plan created a policy limit of 2,000 residential units. This policy decision was informed by an analysis of the existing water, power, sewer and roadway capacity. The Lehi City Engineering Department analyzed existing capacity and determined 2,000 residential units could be served in the Thanksgiving Point Area. The 200 units included for this station area plan site was an agreement between UTA, the City, the landowner, and developer of the rest of the Thanksgiving Point Area Plan. The analysis of utilities was included in the Thanksgiving Point Area Plan.

Increasing units beyond the 2,000 units residential units would require the extension of Clubhouse Drive to 3600 West. This would cost approximately 35-40 million. A new culinary tank, well, and water rights for the units would be required. For 500 units this would cost approximately 8-10 million. And lastly, the sewer would need to be extended three and a half miles to 1900 South. That would cost approximately 6-10 million.

FUTURE PLANNING

Lehi is planning for immediate and long-term change to accommodate the growing population and burgeoning technology jobs sector. It was important for the planning team to consider the effects of future development on the Lehi-Thanksgiving Point Station Area Plan.

TRANSPORTATION AND TRANSIT

In an effort to combat traffic congestion and air pollution, UTA is studying a transit corridor to connect Draper and Lehi. The route will travel along the east side of I-15 with a stop at the Thanksgiving Point Station and likely continue on to Provo.

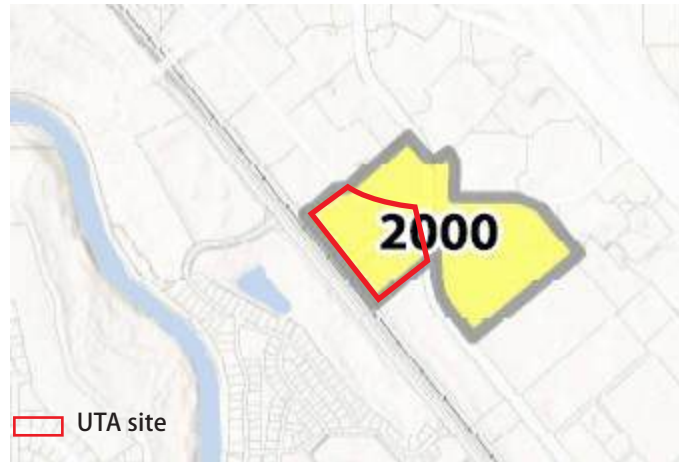


Figure 8: The 2022 General Plan Maximum Densities Map indicates a 2,000 residential unit maximum on the site area



Figure 7: Point of the Mountain Transit Study Preferred Alternative for future transit line.



Figure 9: Utah State Capitol. Source: Getty Images

FUTURE STATION AREA PLANS

Station Area Plans will be prepared for the future transit stations along the previously mentioned transit corridor. All of the Station Area Plans need to coordinate and work together.

HTRZ FUNDING

SB 21, the Housing and Transit Reinvestment Zone Act (HTRZ) is intended to help mitigate the housing affordability crisis along the Wasatch Front by creating a new development tool to facilitate mixed-use, multi-family and affordable housing development within a 1/3 mile radius of FrontRunner stations, up to 125 acres. It enables a portion of incremental tax revenue growth to be captured over 25 consecutive years to support costs of development. It requires that housing development be mixed-use, average 50 housing units/acre, and include at least 10% affordable housing (<= 80% AMI). This landmark legislation has the potential to create density and affordability currently lacking in Lehi. It presents the opportunity for Lehi to be on the forefront of state and national planning policy and design. As Lehi grows as a technology hub, the need for attainable housing, public transportation, and walkable neighborhoods will continue to grow.

HTRZ funds can be used within or for the direct benefit of the zone and include:

- Income-targeted housing costs

- Structured parking within the HTRZ
- Enhanced development costs
- Horizontal and vertical constriction costs
- Pay costs of bonds issued by municipality
- Costs of municipality to administer HTRZ

HTRZ applications include a gap analysis and formation of a committee. If the HTRZ is approved, then tax increment is captured pursuant to the proposal (participation from local taxing entities is required), funds are administered by an agency created by the municipality where the HTRZ is located, up to 80% of incremental local property tax revenue growth from cities, counties, school districts, etc., is to be captured over a period of time (maximum 25 consecutive years) as needed to support costs of developing the area, and 15% of incremental state sales tax revenue growth in the HTRZ is transferred to the state TIFF.

If the City wants to pursue HTRZ funding, it is important to understand the criteria that need to be met, especially regarding density and affordability Those criteria include:

- 1/3 mile radius of station, max. 125 acres
- 50 units/acre (average)
- Mixed-use
- 51% residential (minimum)
- At least 10% affordable (<= 80% AMI)

To meet affordability requirements listed above, part of plan recommendations include what is feasible, including unit pricing and bedroom composition and recommendations for funding mechanisms, such as low-income housing tax credits (LIHTC), HTRZ, and other state and federal programs.

ECONOMIC CONDITIONS

INTRODUCTION

This section provides a baseline assessment of demographic, economic, and real estate market conditions of the Lehi Station Area Plan project area (consisting of a 1/3 mile buffer around the FrontRunner Station in Thanksgiving Point), the City of Lehi, Utah County, and the State of Utah. In addition to providing a baseline assessment of current conditions, the need and availability of moderate-income housing as defined by State of Utah, as well as identifying development opportunities for future office, retail, and housing within the UTA Station Area site.

Data has been sourced from multiple resources based for this analysis, including ESRI, CoStar, and the U.S. Census.

DEMOGRAPHICS

POPULATION & GROWTH PROJECTIONS

Figure 10 illustrates population and population growth projections for the Thanksgiving Point area, Lehi, Utah County, and the State of Utah. According to data retrieved from ESRI, Thanksgiving Point's 2021 population was 762. Between 2010 and 2021 the area experienced substantial growth, increasing from 266 residents to 762 residents. This annual growth rate of 16.95% is drastically higher when compared to the City (6.45%), County (3.25%) and State (2%). Growth is expected to increase slightly over the next four years at 5.56% annually, reaching a population of 974 by 2026.

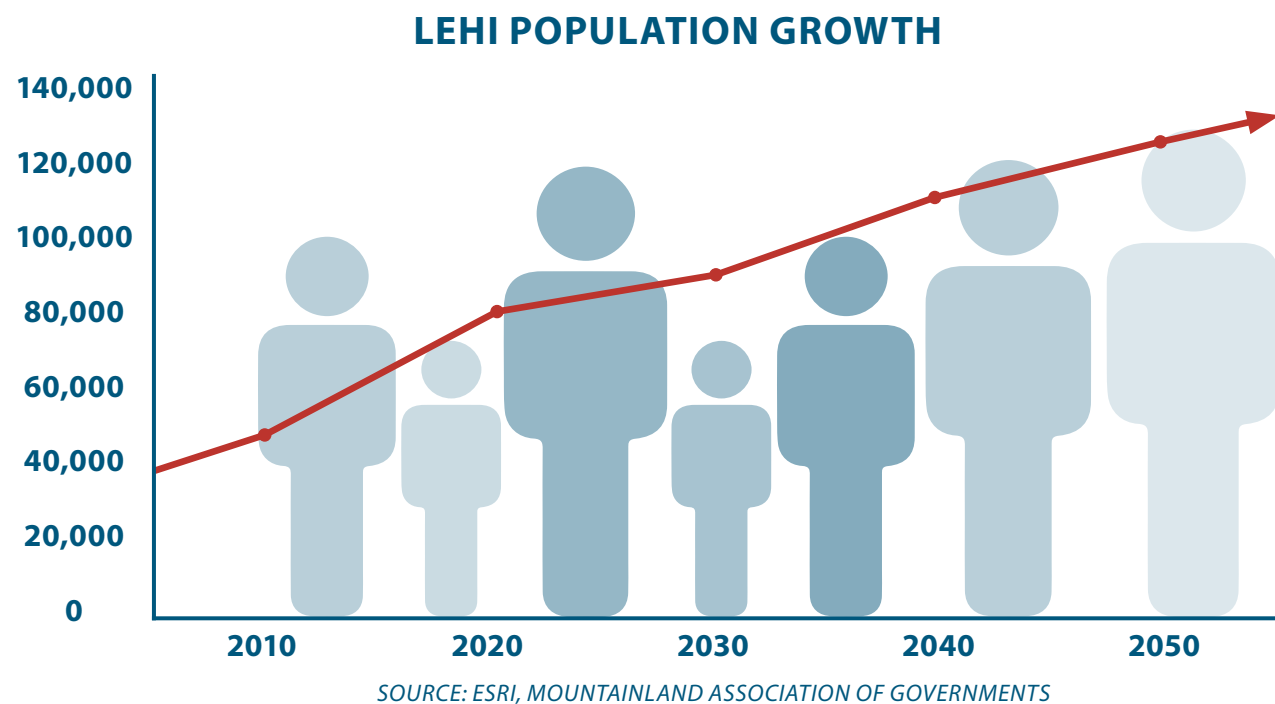


Figure 10: Lehi Population Growth

HOUSEHOLD & GROWTH PROJECTIONS

Between 2010 and 2021 the number of households within the Thanksgiving Point area increased by 16.34%, growing from 84 to 235 households. Similar to population growth, Family households account for 89.36% of all households in Thanksgiving Point, with an average family size of 3.24 persons.

AGE

In the Thanksgiving Point area, the median age is 25, which is slightly younger than the City (26.5) and the County (26.4) and significantly younger than the State (31.1). The largest age group in Thanksgiving Point is 35–44 year-old, comprising 19.0% of the population. Based on this analysis, the composition of age demographics in the Thanksgiving Point are most likely residents with multiple young children.

INCOME

Thanksgiving Point's 2021 median household income was \$100,746. While it is slightly lower

Table 1: Household Historic and Future Growth. Source: ESRI

COMMUNITY	2010 POPULATION	2021 POPULATION	2010-2021 ANNUAL GROWTH RATE %	2030 PROJECTED POPULATION	2040 PROJECTED POPULATION	2050 PROJECTED POPULATION
Thanksgiving Point	266	762	16.95%	N/A	N/A	N/A
City of Lehi	47,314	80,895	6.45%	88,555	110,747	124,436
Utah County	516,564	701,939	3.26%	861,852	1,080,082	1,297,515
Utah State	2,763,885	3,370,531	2.00%	4,570,433	5,257,239	5,965,658

Table 2: Median Age and Age Distribution. Source: ESRI

COMMUNITY	2010 HOUSEHOLDS	2021 HOUSEHOLDS	2021 TOTAL FAMILY HOUSEHOLDS	2010-2021 ANNUAL GROWTH RATE %	2026 HOUSEHOLDS	2021-2026 ANNUAL GROWTH RATE %	2021 AVERAGE HOUSEHOLD SIZE
Thanksgiving Point	84	235	89.36%	16.34%	308	6.21%	3.24
City of Lehi	12,376	20,827	88.04%	6.21%	24,147	3.19%	3.88
Utah County	140,602	190,623	80.48%	3.23%	213,998	2.45%	3.6
Utah State	877,692	1,066,175	74.40%	1.95%	1,159,519	1.75%	3.11

than the City (\$103,762), it is significantly higher than the County (\$80,547) and State (\$76,052). At all levels, the median household income is projected to increase, growing by 1.82% annually for Thanksgiving Point. With this growth rate by 2026, Thanksgiving Point's median household income would be \$109,891. Income distribution of the population is skewed towards upper-class income households, with 51% of the population making over \$100,000 per year.

RACE & ETHNICITY

The ethnicity of Thanksgiving Point is predominantly white at 85.3%. The Hispanic

population is the second largest ethnicity composing 11.9% of the population. When compared to the City, State and County, Thanksgiving Point has the highest percentage of Asian ethnicity at 3.7%. Other races/ethnicities make up for a small percentage of the population with Black and American Indian accounting for 0.7% and 0.3% respectively. 4.5% of the population reported as "some other race alone" and 4.2% reported as "two or more races."

Table 3: Median Household Income and Income Distribution (% of Households). Source: ESRI

	PROJECT AREA	CITY OF LEHI	UTAH COUNTY	UTAH STATE
2021 Median Household Income	\$100,746	\$103,762	\$80,547	\$76,052
2026 Median Household Income	\$109,891	\$113,233	\$91,671	\$83,933
2021-2026 Median Household Income: Annual Growth Rate	1.82%	1.83%	2.76%	2.07%
2021 Household Income less than \$15,000 (%)	1.3%	2.0%	4.8%	5.1%
2021 Household Income \$15,000-\$24,999 (%)	0.9%	3.2%	6.2%	4.8%
2021 Household Income \$25,000-\$34,999 (%)	2.6%	3.4%	7.2%	6.0%
2021 Household Income \$35,000-\$49,999 (%)	11.5%	6.8%	10.3%	9.1%
2021 Household Income \$50,000-\$74,999 (%)	16.2%	14.7%	17.4%	18.0%
2021 Household Income \$75,000-\$99,999 (%)	17.0%	16.4%	14.7%	16.2%
2021 Household Income \$100,000-\$149,999 (%)	30.6%	28.3%	21.2%	22.1%
2021 Household Income \$150,000-\$199,999 (%)	8.5%	15.2%	10.2%	10.2%
2021 Household Income \$200,000 or greater (%)	11.9%	10.1%	8.0%	8.5%

Table 4: Race and Ethnicity. Source: ESRI

2021 ETHNICITY	PROJECT AREA	CITY OF LEHI	UTAH COUNTY	UTAH STATE
White Population	85.3%	88.1%	84.7%	83.4%
2021 Hispanic Population	11.9%	9.3%	14.6%	14.8%
Other Race Population	4.5%	2.8%	6.3%	6.9%
Population of Two or More Races	4.2%	4.0%	4.1%	3.5%
Asian Population	3.7%	2.6%	2.2%	2.7%
Pacific Islander Population	1.4%	1.2%	1.0%	1.0%
Black/African American Population	0.7%	0.7%	0.9%	1.4%
American Indian/Alaska Native Population	0.3%	0.7%	0.8%	1.2%

ECONOMIC

EMPLOYMENT

Thanksgiving Point's daytime population increases over 400% from 762 to 3,122 during working hours. This pattern is opposite when compared to the County, which has a daytime population lower than overall population. The increase in the project area and Lehi's population indicates the area is a net attractor for employees who live outside of the area. The project area's daytime population is comprised of 85% workers and 15% residents. There are 161 total businesses in the area around Thanksgiving Point, employing 2,642 total employees.



Figure 11: Lehi is part of the "Silicon Slopes" a technology company boom along the Wasatch Front. Source: KSL

THANKSGIVING POINT DAILY POPULATION INCREASE

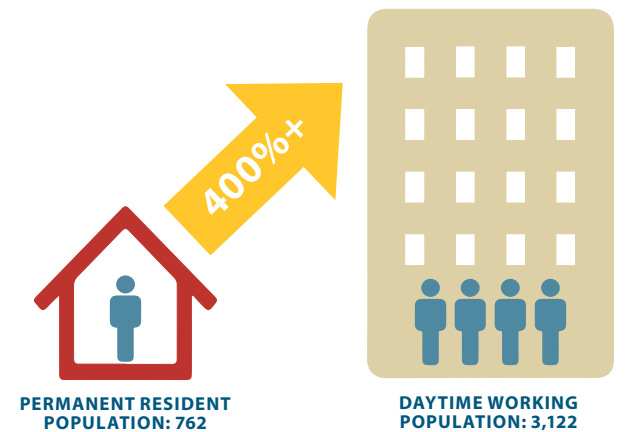


Figure 12: Thanksgiving Point Daily Population Increase. Source: ESRI

Table 5: Employment Trends. Source: ESRI

	PROJECT AREA	CITY OF LEHI	UTAH COUNTY	UTAH STATE
2021 Total Population	762	80,895	701,939	3,370,531
2021 Total Daytime Population	3,122	85,236	691,002	3,363,894
2021 Daytime Population: Workers	2,642	36,992	293,227	1,607,142
2021 Daytime Population: Residents	480	48,244	397,775	1,756,752
2021 Civilian Population Age 16+ in Labor Force	426	49,736	487,890	2,453,017
2021 Employed Civilian Population Age 16+	285	32,738	305,283	1,610,965
2021 Unemployment Rate	0.7%	1.7%	3.2%	3.3%

BUSINESS

Thanksgiving Point’s location within the Silicon Slopes and high concentration of technology companies can explain why the largest sector of employment (19.3%) is within Professional, Scientific and Technology Services. The second and third highest percentage of workers within Thanksgiving Point are in the Accommodation & Food Services (11.2%) and Unclassified Establishments (11.8%). To follow its lead on the tech industry, Thanksgiving Point has higher percentages of workers in the Information Businesses as well as the Finance & Insurance Business areas compared to the other segments.

HOUSING

MODERATE INCOME HOUSING

Moderate income households are considered by the State of Utah to be those making less than 80% of the area median income (AMI). AMI is determined by the county in which the city is located. Other targeted income groups are defined as those making less than 50% and 30% of AMI. According to U.S. Department of Housing and Urban Development (HUD), the affordable monthly housing payment for either mortgage or rent should be no more than 30% of gross monthly income (GMI) and should include utilities and housing costs such as mortgage, property taxes, and hazard insurance. To calculate affordability in relation to household size, HUD estimates median family income (MFI) annually

for each metropolitan area and non-metropolitan county.

It is not clearly stated in Utah Code whether those of moderate income must be able to purchase a home, so the allowance is applied to both rental rates and mortgages. Affordable housing is considered to be any housing options that accommodate the targeted income groups and meet the payment requirements.

AREA MEDIAN INCOME

The area median income (AMI) is the midpoint of a region’s income distribution - half of the households in the region earn more and half earn less. AMI is important because each year HUD calculates the median income for every metropolitan region in the country and this statistic is used to determine whether families are eligible for certain affordable housing programs.

HUD focuses on the entire region, not just the city, because families searching for housing are likely to look beyond the city itself to find a place to live. AMI is typically distinguished between three types of households. Households earning less than 80% of the AMI are considered low-income households by HUD. Very low-income households earn less than 50% of the AMI and extremely low-income

households earn less than 30% of the AMI. The City of Lehi falls within the Provo-Orem MSA, as defined by HUD. The AMI, for Lehi is \$96,700 per year. While these numbers are often used to determine eligibility for certain government sponsored housing assistance programs, they can also be used to calculate a household’s projected expenditures on rent and/or mortgage payments.

HUD AREA MEDIAN INCOME LIMITS

Table 7 illustrates the approximate distribution of households in Lehi by AMI threshold. Because AMI thresholds established by HUD do not exactly match the distribution of households by income bracket as recorded by the U.S. Census Bureau, the estimated number of households within each income level are matched as closely as possible with their corresponding income bracket. However, because it is not an exact match by census income bracket the number of households within each AMI threshold should be considered an approximation.

The distribution of households within Table 7 is well above the Provo-Orem MSA’s area median income, with approximately 53.6% of households falling above the 100% AMI threshold. This has implications for housing within Lehi and can be

Table 6: Lehi Business Profile. Source: ESRI

	PROJECT AREA	CITY OF LEHI	UTAH COUNTY	UTAH STATE
2021 Total Businesses	161	1,518	14,564	89,912
2021 Agriculture, Forestry, Fishing & Hunting Businesses (%)	0.6%	0.3%	0.4%	0.4%
2021 Mining Businesses (%)	0.0%	0.0%	0.1%	0.2%
2021 Utilities Businesses (%)	0.0%	0.2%	0.2%	0.2%
2021 Construction Businesses (%)	3.1%	8.0%	6.9%	6.9%
2021 Manufacturing Businesses (%)	1.2%	2.6%	3.8%	3.8%
2021 Wholesale Trade Businesses (%)	3.7%	2.8%	2.9%	3.3%
2021 Retail Trade Businesses (%)	7.5%	14.0%	14.6%	14.5%
2021 Transportation & Warehousing Businesses (%)	0.0%	1.1%	1.3%	1.8%
2021 Information Businesses (%)	9.9%	3.9%	3.4%	2.5%
2021 Finance & Insurance Businesses (%)	9.9%	5.8%	5.3%	5.6%
2021 Real Estate, Rental & Leasing Businesses (%)	5.6%	3.5%	4.3%	5.2%
2021 Professional, Scientific & Tech Services (%)	19.3%	12.8%	9.7%	8.9%
2021 Management of Companies & Enterprises (%)	0.0%	0.2%	0.2%	0.2%
2021 Admin & Support & Waste Mgmt & Remediation (%)	1.9%	3.2%	3.5%	3.3%
2021 Educational Services (%)	2.5%	3.1%	3.4%	3.1%
2021 Health Care & Social Assistance (%)	5.0%	10.1%	11.7%	10.3%
2021 Arts, Entertainment & Recreation (%)	2.5%	2.3%	1.9%	2.0%
2021 Accommodation & Food Services (%)	11.2%	8.6%	6.7%	7.5%
2021 Other Services (%)	5.0%	8.7%	9.1%	10.5%
2021 Public Administration (%)	0.0%	0.9%	2.8%	3.6%
2021 Unclassified Establishments (%)	11.8%	8.0%	7.9%	6.4%

Table 7: Distribution of Households by AMI. Source: ESRI, HUD

INCOME LEVEL	INCOME CLASSIFICATION	AMI THRESHOLD FOR A FAMILY OF FOUR	ESTIMATED HOUSEHOLDS	PERCENTAGE
<30% AMI	Extremely Low Income	\$28,100	1,083	5.2%
>30% to <50% AMI	Low Income	\$28,100 - \$46,800	2,124	10.2%
>50% to < 80% AMI	Moderate Income	\$46,800 - \$74,900	3,062	14.7%
>80% to <100% AMI	N/A	\$74,000 - \$96,000	3,416	16.4%
>100% to <120%AMI	N/A	\$96,000 - \$115,200	2,358	11.3%
>120% AMI	N/A	>\$115,200	8,806	42.3%

interpreted to mean that housing within Lehi is being built and priced to meet the needs and budgets of high earning households, with lower income households likely not seeing the same level of production. The distribution of households above AMI can also be interpreted to mean that Lehi is likely not attracting lower AMI households, potentially because of lack of suitable housing or lack of suitable employment.

AFFORDABILITY MONTHLY ALLOWANCE FOR RENTAL AND FOR-SALE PRODUCTS

Using HUD’s defined AMI for the Provo-Orem MSA, we can calculate an affordable monthly allowance for households making 30% to 120% of the AMI. This monthly allowance can be used to gauge affordable monthly rent and mortgage payment levels for households at different income levels. For example, a family of four living in the

Provo-Orem MSA at the median income could afford \$2,340 per month for housing (Table 8).

To translate these affordability levels into home values, we assume mortgage rates of 4%, 5% and 6%, with a 30 year term, current property tax rates, insurance costs, a 10% down payment, and a monthly utility expenditure of \$275 per month. Table 9 lists the range of home prices that are attainable at varying AMI thresholds and mortgage rates. For example, a family of four living in the Provo-Orem MSA at the median income would need an average income of \$93,600 to afford a home.

To calculate affordability levels into price appropriate rental rates, it was assumed that households would pay rental costs no larger than 30% of their monthly income and that rent would be paid on a monthly basis. Table 10

Table 8: Monthly Housing Allowance by Household Size. Source: HUD

INCOME CATEGORY	PERSONS IN HOUSEHOLD							
	1	2	3	4	5	6	7	8
Extremely Low Income (30%)	\$492	\$562	\$632	\$702	\$758	\$815	\$871	\$927
Very Low Income (50%)	\$820	\$936	\$1,054	\$1,170	\$1,264	\$1,358	\$1,451	\$1,545
Low Income (80%)	\$1,312	\$1,498	\$1,686	\$1,872	\$2,022	\$2,172	\$2,322	\$2,472
Median Family Income (100%)	\$1,640	\$1,873	\$2,108	\$2,340	\$2,528	\$2,715	\$2,903	\$3,090
Above Median Income (120%)	\$1,968	\$2,247	\$2,529	\$2,808	\$3,033	\$3,258	\$3,483	\$3,708

Table 9: Home Affordability by AMI Threshold

HOUSEHOLD INCOME RANGE	HOME PRICE RANGE FOR A FAMILY OF FOUR							
			4% MORTGAGE		5% MORTGAGE		6% MORTGAGE	
	LOW	HIGH	LOW	HIGH	LOW	HIGH	LOW	HIGH
<30% AMI	\$-	\$28,080	\$-	\$69,459	\$-	\$61,773	\$-	\$55,309
30% to 50% AMI	\$28,080	\$46,800	\$69,459	\$158,785	\$61,773	\$141,214	\$55,309	\$126,439
50% to 80% AMI	\$46,800	\$74,880	\$158,785	\$301,728	\$141,214	\$268,338	\$126,439	\$240,262
80% to 100% AMI	\$74,880	\$93,600	\$301,728	\$390,149	\$268,338	\$346,974	\$240,262	\$310,671
100% to 120% AMI	\$93,600	\$112,320	\$390,149	\$478,570	\$346,974	\$425,610	\$310,671	\$381,080

Table 10: Supportable Monthly Rent by AMI Threshold

HOUSEHOLD INCOME RANGE	RENTAL PRICE RANGE			
	LOW	HIGH	LOW	HIGH
<30% of AMI	\$-	\$28,080	\$-	\$702
30% to 50% of AMI	\$28,080	\$46,800	\$702	\$1,170
50% to 80% of AMI	\$46,800	\$74,880	\$1,170	\$1,872
80% to 100% of AMI	\$74,880	\$93,600	\$1,872	\$2,340
100% to 120% of AMI	\$93,600	\$112,320	\$2,340	\$2,808

illustrates rental price ranges that are attainable to households at the varying AMI thresholds.

HOUSING STOCK EXISTING CONDITIONS

Single vs. Multi-family Housing

Based on the 2021 ESRI data, Lehi has a total of 21,603 housing units. Table 11 breaks down these units into three categories: single-family units, multi-family units and mobile homes. Nearly all (88%) of Lehi’s housing stock is classified as single-family homes, 10% is classified as multi-family housing, and 1% is classified as mobile homes.

Single family homes are defined by the U.S. census bureau as “fully detached, semi-detached, semi-attached, side-by-side, row houses, and townhouses.” For the purpose of this analysis, town homes are considered a type of single-family home. At 88%, or approximately 19,000 units, nearly all of Lehi’s housing stock is comprised of single-family homes. This is significantly higher than the county and state, in which single-family homes comprise 75% of all housing.

Multi-family homes are defined by the U.S. census bureau as “residential buildings containing units built one on top of another and those built side-by-side which do not have a ground-to-roof wall and/or have common facilities (i.e., attic, basement, heating plant, plumbing, etc.)” At 10%, or 2,182 units, Lehi has significantly fewer multifamily units in proportion to total housing

Table 11: Housing by Type. Source: ESRI

HOUSING TYPE	CITY OF LEHI	UTAH COUNTY	UTAH STATE
Total Single-family	88%	75%	75%
Detached	79%	66%	68%
Attached	9%	9%	6%
Multi-family Units	10%	22%	18%
Mobile Homes	1%	1%	3%

than both the county and state. The high low proportion and demand for multi-family units is likely due in part to Lehi’s higher proportion of high earning residents who desire single family homes over multi-family units.

TOTAL OCCUPIED UNITS AND HOUSING TENURE

Out of Lehi’s 21,603 housing units, 96%, or 20,827 units, are occupied. This is consistent with the county’s occupancy rate of 96% but higher than the state’s occupancy rate of 90%. Lehi’s high occupancy rate can be interpreted to mean that housing units are being absorbed by the market as they become vacant or are built.

Lehi has a drastically higher proportion of owner-occupied units than both the county and state (Table 12). Based on 2021 ESRI data, 81%% of Lehi’s housing units are owner occupied, significantly higher than owner occupied units within the county (69%), and at the state level (64%). Inversely, Lehi has a lower renter population than

both the County and the State, likely due to the limited number of multi-family units within the city. As of 2021, 16% of Lehi's housing units are renter occupied, lower than renter occupied units within the county (27%) and at the state level (26%).

HOUSING UNITS BY NUMBER OF BEDROOMS

The number of available bedrooms within an area's housing stock is important to accommodate living situations such as multi-generational households and larger families. At 87% (Figure 13), Lehi has more three-, four- and five plus-bedroom units than both the county (77%) and state (72%) (Table 13). Lehi's high number of three plus bedroom dwelling units is likely a result of the city's high concentration of single-family homes and large family size. While large dwelling units are common in Lehi, one- and two-bedroom

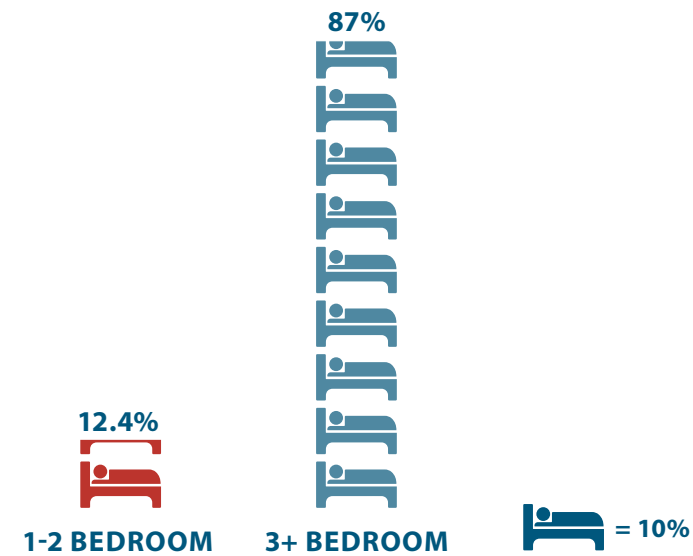


Figure 13: Lehi Available Housing Supply Type. Source: American Community Survey.

units are limited, with only 12.4% of housing units having one and two bedrooms. With too few

Table 12: Ownership Status. Source: ESRI

HOUSING TENURE	CITY OF LEHI	UTAH COUNTY	UTAH STATE
Total Housing Units	21,603	199,203	1,181,535
Owner Occupied	81%	69%	64%
Renter Occupied	16%	27%	26%
Vacant Housing	4%	4%	10%
Average household size of owner-occupied unit	3.96	3.78	3.26
Average household size of renter-occupied unit	3.40	3.09	2.80

Table 13: Number of Bedrooms by Structure. Source: American Community Survey Five-year Estimates

NUMBER OF BEDROOMS	CITY OF LEHI	UTAH COUNTY	UTAH STATE
0 Bedrooms	0.2%	1.4%	1.9%
1 Bedroom	2.0%	4.7%	7.1%
2 Bedrooms	10.4%	16.8%	19.4%
3 Bedrooms	30.3%	27.9%	29.3%
4 Bedrooms	26.1%	21.5%	22.1%
5 or More Bedrooms	30.9%	27.6%	20.2%

one-and-two-bedroom units available, smaller households may be forced to look elsewhere to find size appropriate housing options.

ESTIMATE OF EXISTING HOUSING SUPPLY

In 2017 Lehi City completed their Moderate-Income Housing Assessment, a component of the City's General Plan. The Assessment was completed using a model created the Utah Workforce Housing Initiative (UWHI) that quantified the city's existing and anticipated supply of moderate-income housing. According to the UWHI model, as of 2017 Lehi had a total "deficit of 43 units for households at the Metropolitan Statistical Area Median Income (MSAMI), a deficit of 272 units for households making 80% of the MSAMI, a deficit of 535 units available to those making 60% of the MSAMI, a deficit of 1,427 for those making 50% of the MSAMI, and a deficit of 2,015 units for those making 30% of the MSAMI." Figure 14 depicts the gap between Lehi households at HUD defined income limits and available dwelling units for sale and for rent at comparable rental rates and prices.

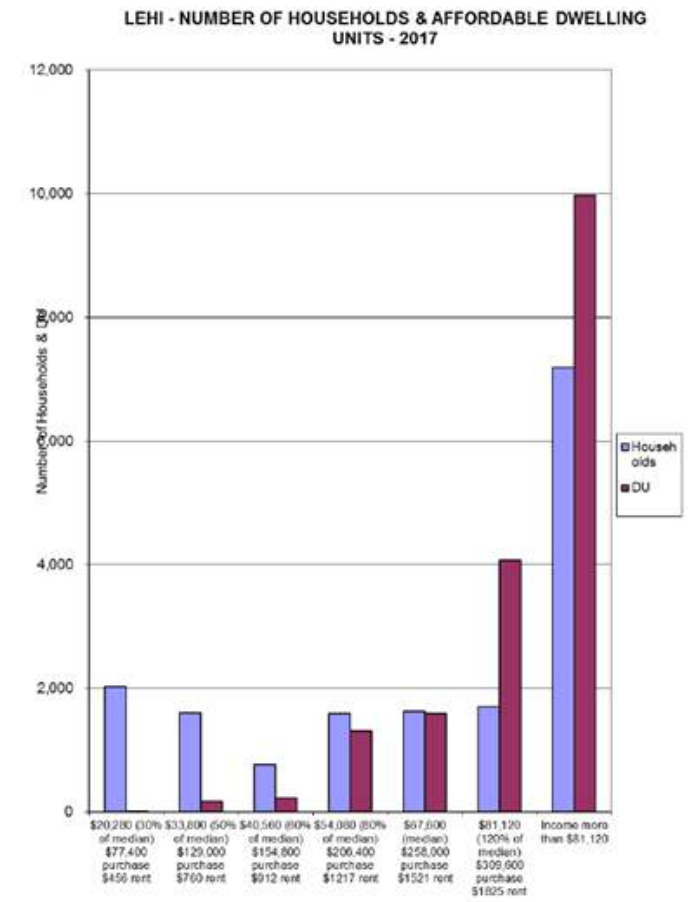


Figure 14: Number of Affordable Households & Dwelling Units. Source: Lehi 2017 Moderate Income Housing Report

ANTICIPATED NEED FOR MODERATE INCOME HOUSING

According to the City of Lehi's 2017 Moderate Income Housing Report "the majority of the need for moderate income housing within Lehi will be to serve the City's own growth as well as provide housing for commuters working in Salt Lake County and the Provo/Orem MSA." The report established that the "City's goal should be to provide adequate housing for existing and incoming residents and more particularly their children as they grow up and move out of their parents' home."

Using the UWHI Model, the city predicted that population growth through 2022 will create a demand for 499 additional units to be available to moderate-income families at the 80% AMI level.

The model also predicted that "the demand for additional units at the 60% MSAMI level will be 668 units, the demand at the 50% MSAMI level will be 1,709 additional units, and 2,372 additional units will be needed for those making 30% of the MSAMI." Table 14 (next page) illustrates the housing supply and deficit for homes at varying HUD defined AMI levels for 2017, 2022, and 2027.

REAL ESTATE TRENDS & FORECASTS

RETAIL

INVENTORY & VACANCY

Lehi has approximately 188 buildings and 2.8 million square feet of existing retail inventory. Occupancy within the market is extremely high,

Table 14: Housing Surplus and Deficit by AMI level. Source: Lehi 2017 Moderate Income Housing Report

AFFORDABLE HOUSING SUPPLY & AFFORDABILITY GAP BY HUD		AFFORDABLE SHELTER COST			2017 TOTAL HOUSE-HOLDS	2017 TOTAL DWELLING UNITS	AFFORDABLE HOUSING SUPPLY		
		SINGLE FAMILY OWN	MULTI-FAMILY OWN	RENT			2017	2022	2027
30% AMI	Up to \$20,280	\$73,800	\$69,300	\$456	2,022	7	(2,015)	(2,372)	(2,770)
50% AMI	\$20,280 - \$33,800	\$123,000	\$115,500	\$761	1,599	172	(1,417)	(1,709)	(2,023)
60% AMI	\$33,800 - \$40,560	\$147,600	\$138,600	\$913	758	223	(535)	(668)	(817)
80% AMI	\$40,560 - \$54,080	\$196,800	\$184,800	\$1,217	1,588	1,316	(272)	(499)	(754)
AMI	\$54,080 - \$67,600 (AMI)	\$246,000	\$231,000	\$1,521	1,629	1,586	(43)	126	393
120% AMI	(AMI) \$67,600 - \$81,120	\$295,000	\$277,200	\$1,825	1,704	4,069	2,365	3,050	3,996
>120% AMI	>\$81,120				7,189	9,964	2,775	3,699	4,971
Total					16,489	16,170	848	1,627	2,966

with 99.6% of all available retail space currently occupied. The majority of Lehi's retail space is concentrated along East Urban promenade, State Street, and State Route 92. The majority of retail development within Lehi is Neighborhood Center style development (e.g., mid-scale strip malls), General Retail development (e.g., standalone strip centers or pad site retail space), and Community Centers development (e.g., big box retailers and

supermarkets). Figure 15 illustrates the distribution of retail throughout Lehi.

Vacancy rates within the Lehi market have historically ranged between 0.13% and 3.79%, indicating a strong retail market that is capable of absorbing new retail space as it is made available or introduced into the market. Vacancy rates have trended downward over the past year,

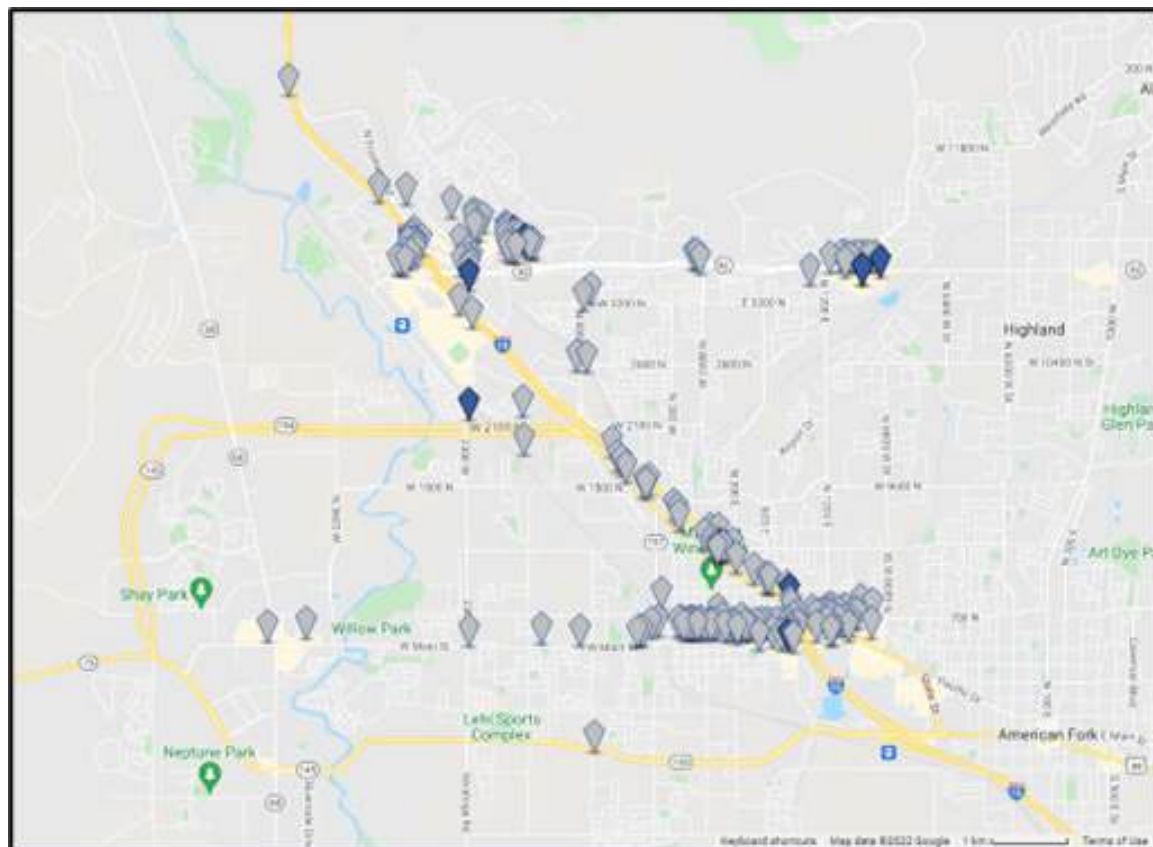


Figure 15: Lehi Retail Locations. Source: CoStar.

dropping from 1.1% in 2021 to the current rate of 0.42%. Vacancy rates are projected to continue to remain low over the next five-year period, ranging between 0.5% and 1.4% between 2022 and 2026. Figure 16 illustrates historic and predicted future vacancy trends in Lehi. Given historic and projected vacancy trends, it is predicted that vacancy within the Lehi Market will continue to remain low, even as more retail products are introduced into the market.

RENTAL RATES AND PRICING

Current market rent per square foot in Lehi is \$24.97. Rental rates within Lehi have been climbing steadily for the past ten years, rising from \$20.02 in 2012 to their current high of \$24.97, and are forecasted to continue rising, growing to \$27.87 by 2026.

Asking rent, or the rent paid after concessions are applied to rental rates, has fluctuated in Lehi over the past 10 years, dropping to a low of \$11.31 in 2012. Current asking rent is greater than market rent, a positive within the market that can be interpreted to mean that there is sufficient demand within the market to both lease space without offering incentives or lease to competing tenants who are offering rental rates greater than market rate. Figure 17 illustrates historic and projected market and asking rent in Lehi.

NEW DELIVERIES & ABSORPTION

Lehi has experienced a significant amount of new retail development, with 1.07 million square feet of new retail space delivered since 2012. Retail deliveries have since slowed, with only 19,000 square feet of new retail delivered in 2020 and 2021 (Figure 18). Currently, there are ten proposed and under construction retail projects in Lehi totaling 198,800 square feet, none of which are adjacent to or nearby the UTA station.

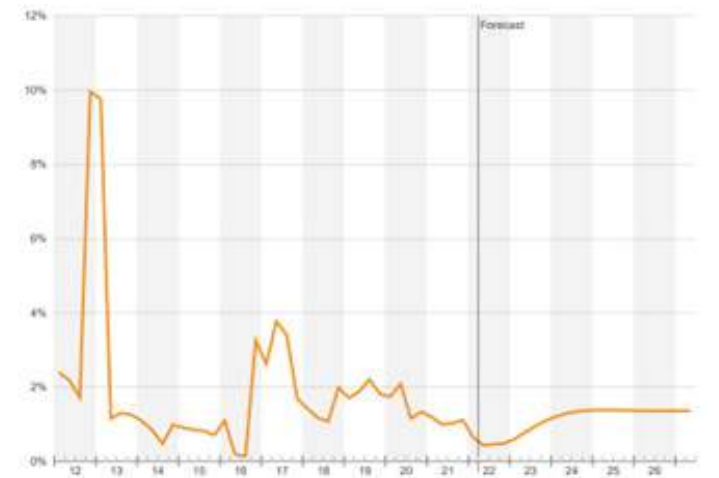


Figure 16: Lehi Retail Vacancy Trends. Source: CoStar



Figure 17: Lehi Historic and Projected Rent. Source: CoStar

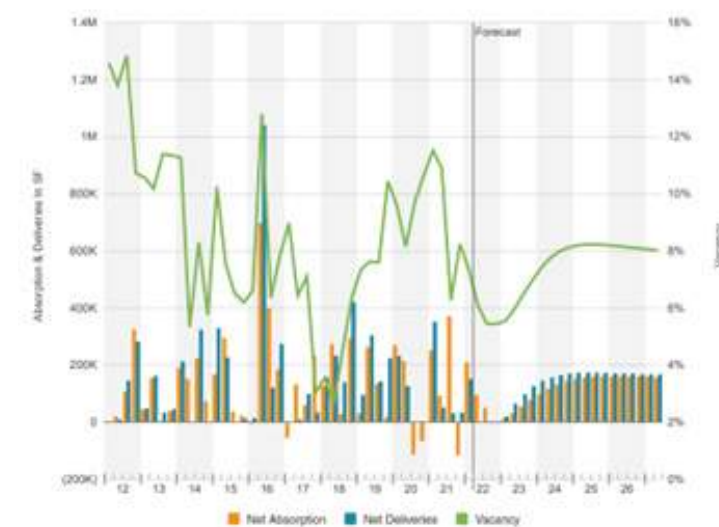


Figure 18: Lehi Absorption, Deliveries, and Vacancy Trends. Source: CoStar

Absorption within the Lehi market is strong, with approximately 25,000 square feet of retail space leased between May 2021 and May 2022. Historic trends indicated that as existing or new retail space is introduced, the market is quick to absorb it, with a 50% chance that space will be leased future vacancy trends in Lehi. Given historic and projected vacancy trends, it is predicted that vacancy within the Lehi market will continue to remain low, even as more retail products are introduced into the market.

MULTI-FAMILY RENTALS

INVENTORY & VACANCY TRENDS

Lehi has nine multi-family rental apartment developments (with 10 or more units) with 1,563 total dwelling units. A portion of multi-family inventory in Lehi is available for both senior and low-income tenants, with one apartment development (192 units) currently designated affordable, and one apartment development (62 units) designated for senior housing. Most multi-family housing in Lehi is newer, with eight developments and 86% of all units built within the last 10 years.

Occupancy rates within the Lehi multi-family market have historically ranged between 84.23% and 97.48%, with a current occupancy rate of 97.32%. While occupancy rates have remained mostly stable, there have been periods of reduced occupancy over the past ten years, typically inducted by the delivery of a large number of units into to the market during a short time frame. Figure 19 illustrates historic and current occupancy trends for rental multi-family units in Lehi. Given historic and projected vacancy trends, it is predicted that occupancy within the Lehi market will remain above 90%, even as more multi-family products are introduced.



Figure 19: Lehi Multi-family Vacancy Trends. Source: CoStar

RENTAL RATES

The current median market rent per unit in Lehi is \$1,653 per month. Multi-family rental rates have generally increased over the past years, typically rising between -1.5% and 8.2% annually. Since 2021, rental rate increases have risen significantly, with 2021 experiencing a 17.1% increase in rates.

Effective rent, or the monthly rental rate paid after concessions are applied, has historically been equal to asking rent. Forecasts predicts that over the next five years rental rates will increase significantly, reaching a median of \$1,906 per month by 2026. Figure 20 illustrates historic and predicted rental rate increases and current and asking rent in Lehi.

NEW DELIVERIES & ABSORPTION

The Lehi market has experienced mostly positive absorption over the past ten years. Since 2012, the market has experienced several large deliveries of new multi-family rental units, adding 1,221 units. Historic trends indicate that the market is quick to absorb new units as they are introduced, with vacancy rates generally dropping to their typical range within one year following new construction.



Figure 20: Lehi Historic and Projected Rent. Source: CoStar

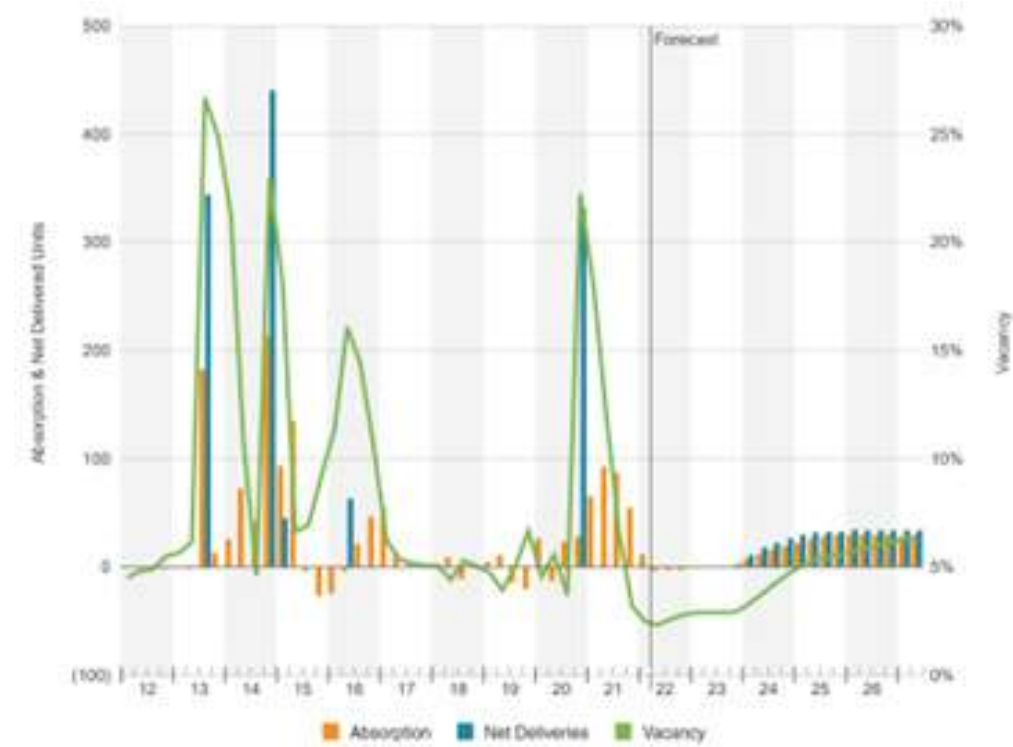


Figure 21: Lehi Absorption, Deliveries, and Vacancy Trends. Source: CoStar

Currently, there are three multi-family projects that have recently finished or are under construction. One project, Vue Apartments, is a 308 unit high-end development located on North Mountain View Road. The development was completed in September of 2022 and consists of 308 one-bedroom apartments. Figure 21 illustrates historic and current absorption, deliveries, and vacancy in Lehi for multi-family rental units. The other projects include a 317 unit complex currently under construction at 3851 N Traverse Mountain Boulevard and a 232 unit complex at 2377 N 1200 W.

KEY UNDERSTANDING

Lehi City, like many communities along the Wasatch Front, has experienced unprecedented growth since 2010. Growth within Lehi and neighboring communities is projected to continue and will require a thoughtful and strategic approach to provide suitable housing and amenities to support a growing population.

DEMOGRAPHICS

Lehi's population is projected to continue growing, increasing by approximately 44,000 residents by 2050 to reach a population of 124,000.

Lehi's median age of 25, combination with the City's high rate of family household (88%) and high household size (3.88) can be interpreted to mean that Lehi is currently home to a significant population of large households with multiple children.

Over half (53.6%) of Lehi's Households earn above the Provo-Orem AMI of \$76,864 per year.

Lehi, and specifically the Thanksgiving Point area is a major employment center attracting thousands of commuters each day. During working days the population of the Thanksgiving Point area grows from 762 to 3,122. There is a significant opportunity to house these commuting

employees in nearby multi-family residential development.

MODERATE INCOME HOUSING

Lehi's housing stock is dominated by Single Family Homes. Recent decades have seen an increase in Multi-Family Housing but not a large enough quantity to meet the demand.

There is significant need for price appropriate housing for households making 50% or 30% of AMI. In total approximately 4,000 units are needed to satisfy demand from households within these AMI categories.

REAL ESTATE

Retail performs extremely well in Lehi, with nearly all square footage currently under lease. It is highly advisable that future development on the UTA site include retail space, either as standalone or mixed with residential uses.

With 6.3 million square feet of competitor office space located within a 1.5 mile radius of the UTA site, office is feasible, however it will be slower to absorb into the market than retail or residential. The mixed-use nature of TOD should include some office, but the success of the site will need to balance retail and residential uses as well.

There is a significant need for for-rent multi-family development in Lehi. With low vacancy rates and rental prices that are in alignment with monthly housing allowances for moderate income households, multi-family development is an ideal land use for the UTA site.

The existing office buildings in the area show higher vacancy and slower absorption than residential and retail, suggesting a need to focus more on other supportive uses.

SUSTAINABILITY

In combination with the elements outlined previously, the Lehi Fronrunner Station Area Plan

will create a vibrant and sustainable community. By creating pedestrian only corridors, the station area plan encourages residents and visitors to move around without a car. This will reduce carbon emissions from cars while also saving on materials for road construction. This impacts not only Lehi, but the entire Wasatch Front by encouraging more people to use the Fronrunner and other transit options to get into the Thanksgiving Point Area and other destinations.

Creating denser, multi-family residential development reduces emissions through lower heating and cooling costs. When coupled with a dense urban tree canopy, as outlined in the Thanksgiving Point Area Plan Urban Promenade Design, the emissions will be further lowered during the summer by the natural cooling effect of the trees.

NATURAL RESOURCES

The existing Lehi Fronrunner Station is surrounded by existing office and retail development. The nearest natural asset is the Jordan River, which can be accessed via an existing trail linkage from Garden Drive. It is a goal of this plan and the Thanksgiving Point Area Plan to encourage visitors and residents to use the Jordan River Trail to access the Thanksgiving Point area. This will be accomplished through additional wayfinding and signage.

There are two agrarian assets near the project area; Cornbelly's and Farm Country. Cornbelly's will later be developed for residential use under the Thanksgiving Point Area Plan, while Farm Country will remain in operation to educate visitors and residents on the intricacies of farm life.

The Clubhouse Drive extension across the Jordan River will impact this environmentally sensitive area. UDOT is currently studying this connection and will highlight any environmental issues and will be addressed as needed.



Figure 22: Urban Promenade Street Design Thanksgiving Point Area Plan

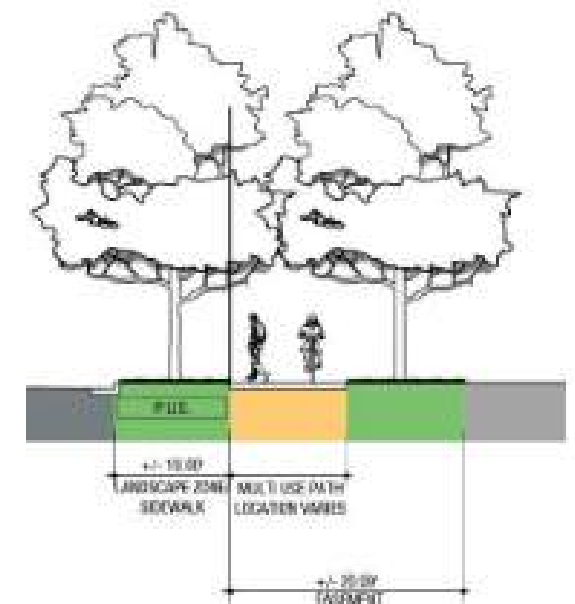


Figure 23: Perimeter Street with Trail Thanksgiving Point Area Plan



3 *Site Analysis*

Transit Oriented Development

Transit-oriented development provides an opportunity to serve current and future residents in Lehi. Promoting active street life through an increase in people living, shopping, recreating and working.

The Transit-Oriented Development Standard (TOD Standard) is a tool developed by the Institute for Transportation & Development Policy (ITDP), to establish quantitative metrics for TOD projects. Because this project is developing an existing parking lot, there are no baseline metrics to compare the final project. However, the principles outlined in the TOD Standard are paramount to the success of this and all future TOD projects in Utah. There are eight TOD Standard Principles (Figure 23):

Walk

Walkability is vital to successful transit-oriented development. Part of UTA's TOD goals include alleviating traffic congestion and air pollution. If services and amenities are accessible by foot, it reduces vehicle miles traveled.

Cycle

Similar to walkability, TOD's must prioritize non-motorized vehicles such as bicycles and scooters. This includes a complete system of bike paths as well as safe and protected storage at the station.

Connect

A dense network of streets and paths is necessary for walking and cycling. Routes should be short and faster than motor vehicle routes.

Transit

Transit is a requirement for the TOD Standard. The Lehi-Thanksgiving Point station area plan accommodates existing rail and bus infrastructure.

Mix

A mix of uses ensures that public spaces are activated throughout the day and are not limited to 9-5 traffic, such as in an office park. With various types of businesses like dry cleaners, small grocers, retail and salons, the neighborhood is active most hours of the day. It gives people more reason to visit and, importantly, stay, in the neighborhood.

Densify

Transit-oriented development should maximize density to match transit capacity. To ensure car-independent or car-optional lifestyle options, neighborhoods need to be dense enough to support transit that is rapid, frequent, well connected and reliable. This includes residential and job densities.

Compact

Compactness is a central organizing principle of TOD, ensuring that all necessary components of modern living are close enough to access on foot or by bike. It requires efficient and convenient spatial organization.

Shift

Increasing mobility options by regulating parking and road use will lead to a cultural shift in people living and working in the neighborhood. Land occupied by motor vehicles is minimized and given to more productive land uses such as housing and office.

The TOD Standard score card can be found online at <https://www.itdp.org/publication/tod-standard/>.

UTA TOD POLICY

UTA developed a policy to ensure that transit-oriented development meets critical criteria. The policy outlines the 'why' and 'how' of what UTA calls transit-oriented communities, or TOC.

In an effort to alleviate traffic congestion, air pollution, and create safe neighborhoods for the growing population along the Wasatch Front, UTA is investing heavily in TOD. These developments are designed to prioritize active transportation such as walking and biking versus the automobile. This is in direct contrast to the standard American suburban neighborhood, which is designed to accommodate cars with wide roads, driveways and parking. UTA intends to build places for Utahns to live that are walkable. A variety of housing types and price points will accommodate people of all ages and stages of life from young newlyweds to grandparents looking to downsize.

TOD near existing communities offers housing options for people who want to remain in their church congregation and neighborhood but may want a different lifestyle.

WALK

DEVELOPING NEIGHBORHOODS THAT PROMOTE WALKING

- OBJECTIVE A. The pedestrian realm is safe, complete, and accessible to all.
- OBJECTIVE B. The pedestrian realm is active and vibrant.
- OBJECTIVE C. The pedestrian realm is temperate and comfortable.

BIKE

PRIORITIZE NONMOTORIZED TRANSPORT NETWORKS

- OBJECTIVE A. The cycle network is safe and complete.
- OBJECTIVE B. Cycle parking and storage is ample and secure.

CONNECT

CREATE DENSE NETWORKS OF STREETS AND PATHS

- OBJECTIVE A. Walking and cycling routes are short, direct, and varied.
- OBJECTIVE B. Walking and cycling routes are shorter than motor vehicle routes.

TRANSIT

LOCATE DEVELOPMENT NEAR HIGH-QUALITY PUBLIC TRANSPORT

- OBJECTIVE A. High-quality transit is accessible by foot. (TOD requirement)

MIX

PLAN FOR MIXED USES, INCOME, AND DEMOGRAPHICS

- OBJECTIVE A. Opportunities and services are within a short walking distance of where people live and work, and the public space is activated over extended hours
- OBJECTIVE B. Diverse demographics and income ranges are included among local residents.

DENSIFY

OPTIMIZE DENSITY AND MATCH TRANSIT CAPACITY

- OBJECTIVE A. High residential and job densities support high-quality transit, local services, and public space activity.

COMPACT

CREATE REGIONS WITH SHORT TRANSIT COMMUTES

- OBJECTIVE A. The development is in, or next to, an existing urban area.
- OBJECTIVE B. Traveling through the city is convenient.

SHIFT

DEVELOPING NEIGHBORHOODS THAT PROMOTE WALKING

- OBJECTIVE A. The land occupied by motor vehicles is minimized.

Figure 24: TOD Standard Scorecard categories. Source: ITDP.

Site Analysis

CIRCULATION

TRANSIT AND CONNECTIONS

The Thanksgiving Point area is dominated by roads and parking. I-15 runs along the eastern edge of the area, and the FrontRunner transit line runs along the western edge. To the north, Clubhouse Drive connects to retail and shopping east of the highway. An environmental study is currently under review by UDOT to explore the feasibility of connecting Clubhouse Drive across the Jordan River to western Lehi.

Key to this project will be the role of Ashton Boulevard (Figure 24), which runs parallel to I-15 though the site, and Executive Parkway (Figure 25), the intersection of which is adjacent to the UTA FrontRunner station. These roads are designed for vehicles, with 50-83' of ROW, and are not currently pedestrian or bike friendly. However, there is a strong existing bike network connecting to and through the surrounding influence area, including a bike trail along the Jordan River, substantial bike connections over I-15, and another bike trail running along the highway towards Provo and Salt Lake City. These regional bike connections are a great asset to connecting transit to other areas of the community.

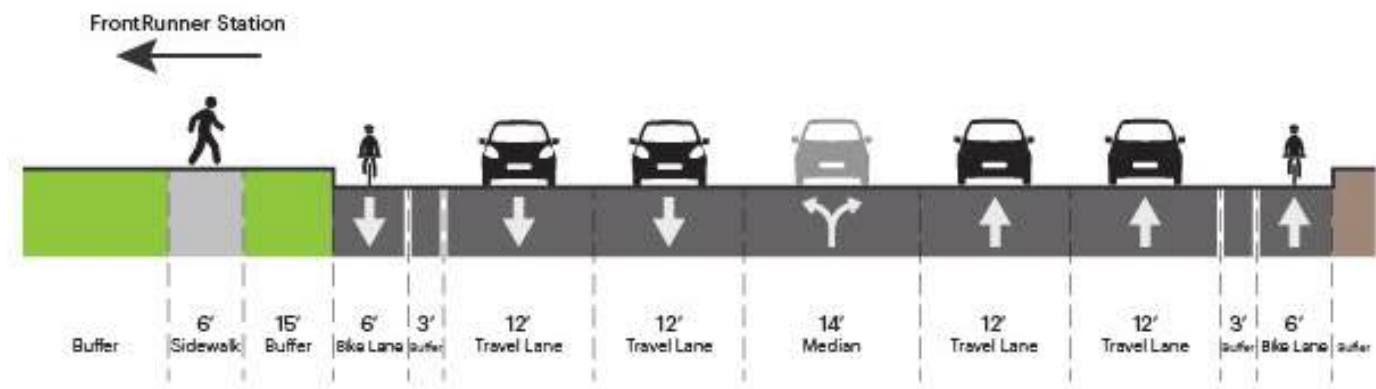


Figure 25: Existing street condition on Ashton Boulevard

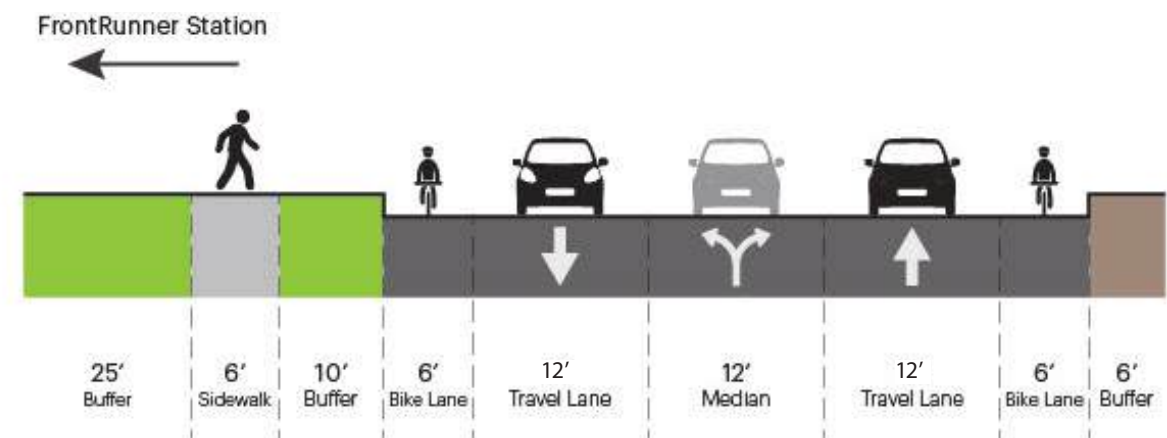
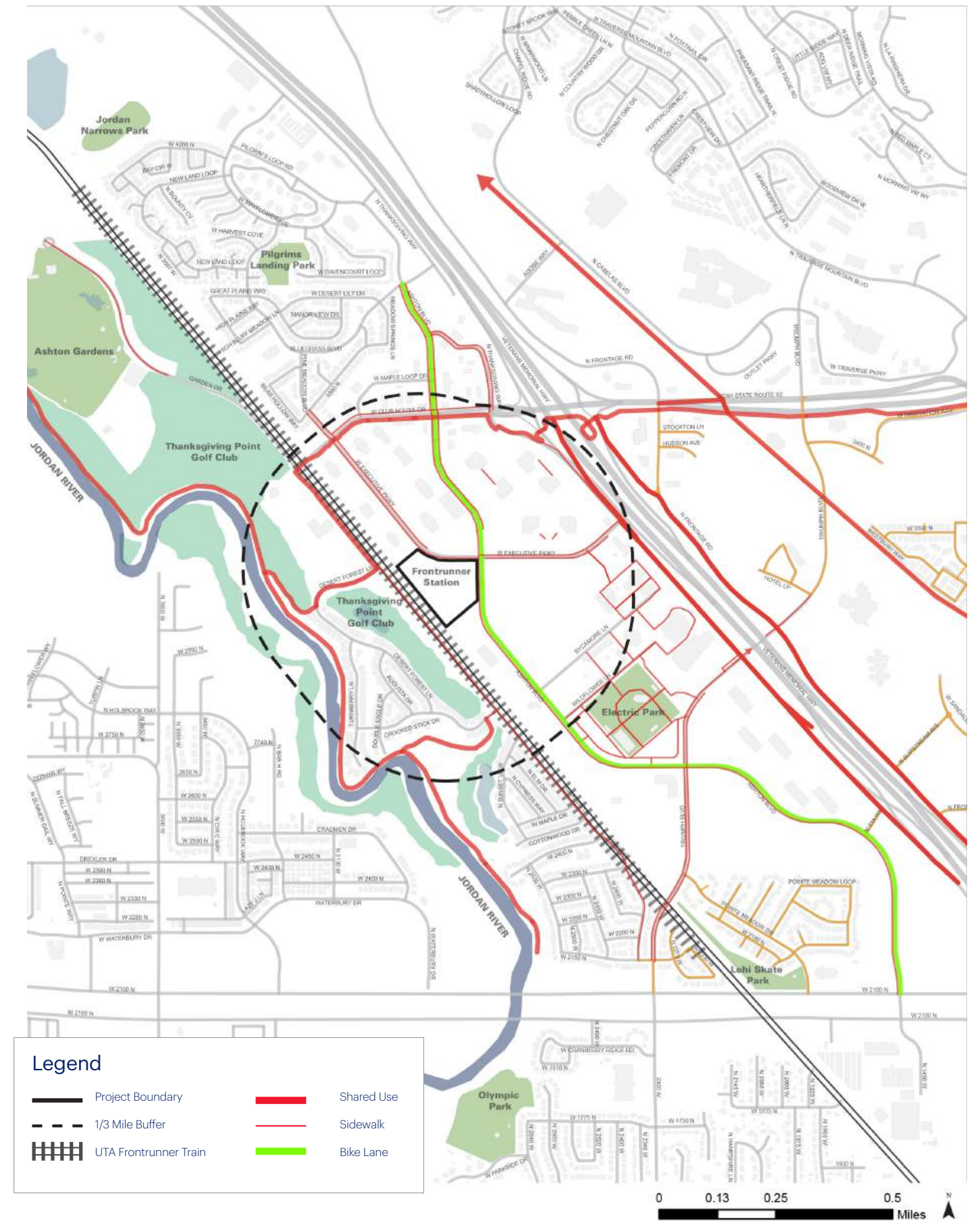


Figure 26: Existing street condition on Executive Parkway



Legend

- Project Boundary
- 1/3 Mile Buffer
- UTA FrontRunner Train
- Shared Use
- Sidewalk
- Bike Lane

Figure 27: Circulation Map. Note: Some sections of sidewalk shown on the west side of Ashton are planned.

Site Analysis

LAND USE

THE FUTURE OF HOUSING

Lehi residents are, in general, more affluent, and younger families than Utah County residents and the State in general. Thanksgiving Point could capture a significant need for housing in the area. Lehi's housing inventory is concentrated with larger single-family homes, primarily 3, 4 and 5 bedrooms. Local housing for a young workforce and emerging professionals with affordable and smaller units would support the economic revenue of the area and fill a gap for a significant need in the community. The UTA site is well suited to provide housing—and specifically an attainable product.

RETAIL AND OFFICE

The current area has an organically occurring tech industry and future children's hospital that are drivers for employment along the Wasatch Front. This strong business community brings many people to the area, a nearly 400% increase in population during the workday. Increased residential and retail uses would support keeping the workforce in the area for longer amounts of time, increasing spending and dwell times, and promoting 18 hour activities.



Figure 28: Surrounding land uses include an office park with surface parking (top) and golf course (bottom)

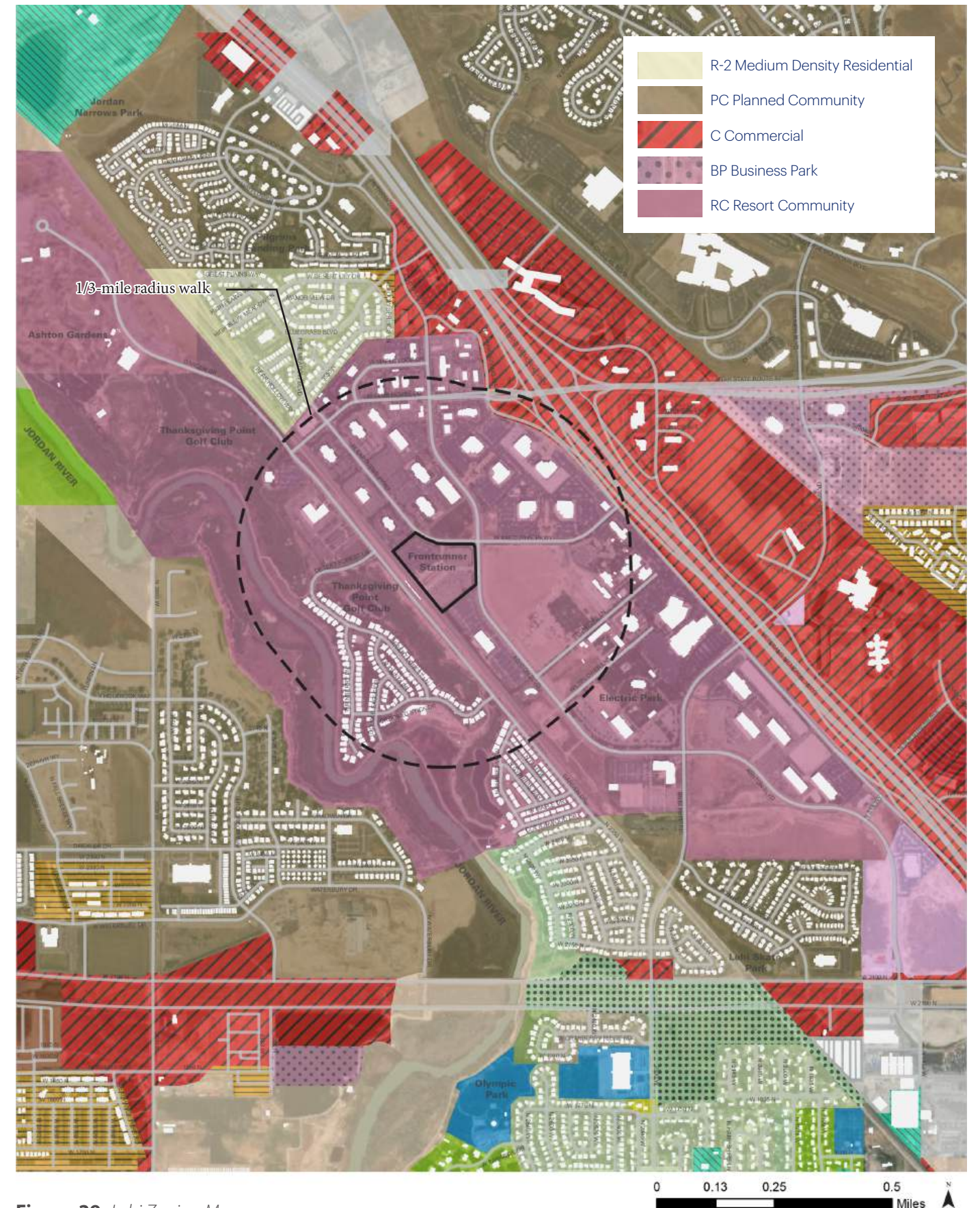


Figure 29: Lehi Zoning Map

Site Analysis

SENSE OF PLACE

The Ashton vision, which includes the Ashton Gardens, the Butterfly Biosphere, and the Museums of Ancient Life and Natural Curiosity, laid a foundation for Thanksgiving Point that focused on cultural attractions and referenced the former agrarian nature of the site. In the years that followed, semi-suburban office parks of large footprint buildings surrounded by parking were developed in the area adjacent to the highway. Farm Country, an agriculture education center, and a corn maze occupy the area between the office park and the station area. Future development is needed and should create synergies between existing office uses, current neighborhoods, cultural facilities, and open spaces. Density should be sensitive to the surrounding context, but also provide enough residents and a mix of uses to promote economic vibrancy and spaces for the community to gather.

1/3 MILE ANALYSIS

An analysis of the region within a quarter- and half-mile of the site revealed a wealth of assets including civic and cultural institutions, major employment centers and outdoor recreation. Spread in a circular pattern, the various assets together create a donut, with the Lehi-Thanksgiving Point FrontRunner station making up the hole. In its current form, the station consists of mostly surface parking, depleting energy from the surrounding parks, offices, and museums.

The site's location in the center of so many resources make it a prime location to increase density and provide amenities for nearby residents and attracting visitors from the Wasatch Front.



Figure 30: Context Map



4 *Recommendations*

Process Development

The three initial concepts were developed to meet the capacity needs based on the market analysis and the goals of UTA and Lehi City. All three plans are designed using placemaking principles and centering public space (Figure 29). They all center around public space in one configuration or another, create thoroughfares for pedestrians and cyclists, and maintain transit access. First floor

active uses lend to dynamic street life with retail, dining, and other businesses that support daily life.

During a day-long charrette with key stakeholders, the designs were edited and revised to combine favored elements. The resulting sketches were then refined further to develop a single preferred concept (Figure 30).



CONCEPT 1: GREENWAY

The central greenway of this concept is a driving force for the spatial organization. The greenway serves as direct connection to the station, fronted by retail, office, and housing. Cafes fronting onto the green, lawns, and plazas with art and sculpture, passive seating spaces create a park-like promenade.

CONCEPT 2: CONNECTED URBAN PROMENADE

The urban promenade, with a wide linear park on the northern side, creates an active pedestrian promenade connecting from the adjacent Thanksgiving Point development to a central plaza at the transit station.

CONCEPT 3: STAY THE COURSE

This concept maintains the current configuration of transit infrastructure while introducing additional development along the edges. Buildings fronting onto the current bus drop off create active edges along the 'street.' Retail, located near Ashton Boulevard and Executive Parkway, offers plaza spaces for outdoor seating. A small park connects the area to future development across Ashton Boulevard.

Figure 31: Concepts 1-3 presented at charrette



Figure 32: Hand-drawn hybrid concepts from charrette

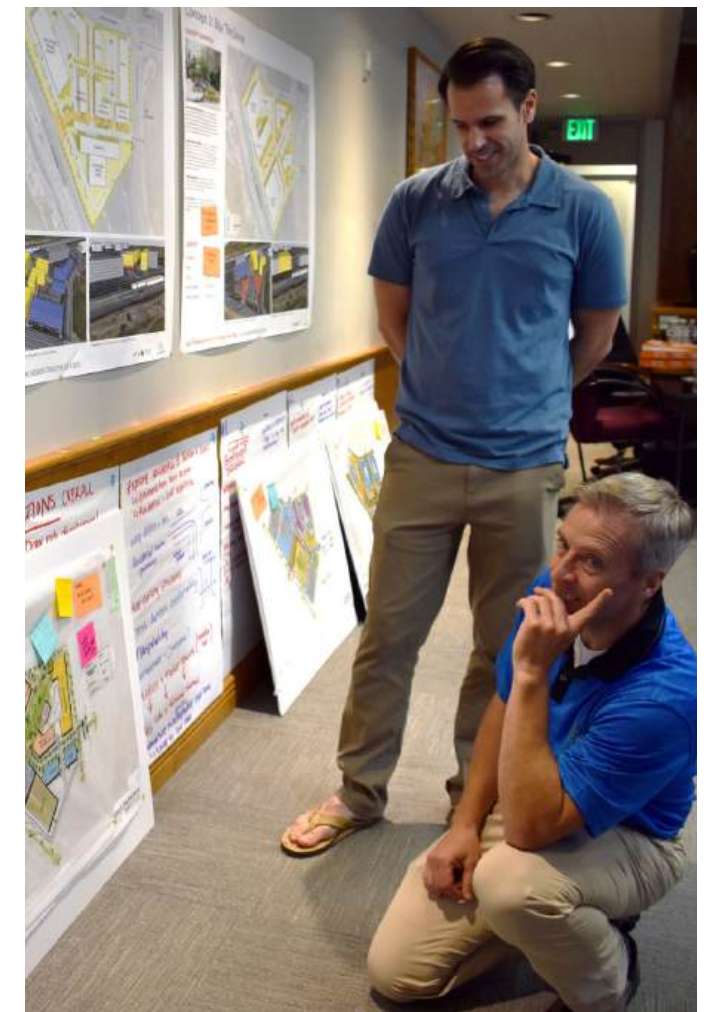


Figure 33: Lehi City Staff, Commissioners, and Council Members participated in the design charrette

Preferred Site Concept

STATION AREA REDEVELOPMENT CONCEPT

Gathering and Placemaking

This concept, with an active central green, is focused on passive and active spaces for people to meet and gather with direct connections to the station area.

The plan, which prioritizes public space and connection to the future development east of Ashton Boulevard, is organized around a central east-west promenade with direct access to the FrontRunner platform and bus loop. The large promenade is designed as a flexible public space for events such as farmer's markets, festivals, and concerts. It can also be used for spontaneous and casual recreation and leisure by residents and commuters.

Housing, Retail, and Office

The proposed concept prioritizes public space, active ground floor uses that front pedestrian areas as a key component of the plan. With 200 residential units adjacent to transit infrastructure, and commercial use fronting the intersections of Executive and Ashton, the concept ensures parking and mixed uses are distributed throughout all parcels.

Transit Connections

The greenway will serve as a biking and walking corridor with direct connection through the site to the intersection of Ashton Boulevard and Executive Parkway. An urban promenade runs through the center of the site, connecting the land uses and providing on-street parking, wide sidewalks and a bike lane. A bus and future bus rapid-transit (BRT) lane will wrap the west side of the site with bus access adjacent to the station area.

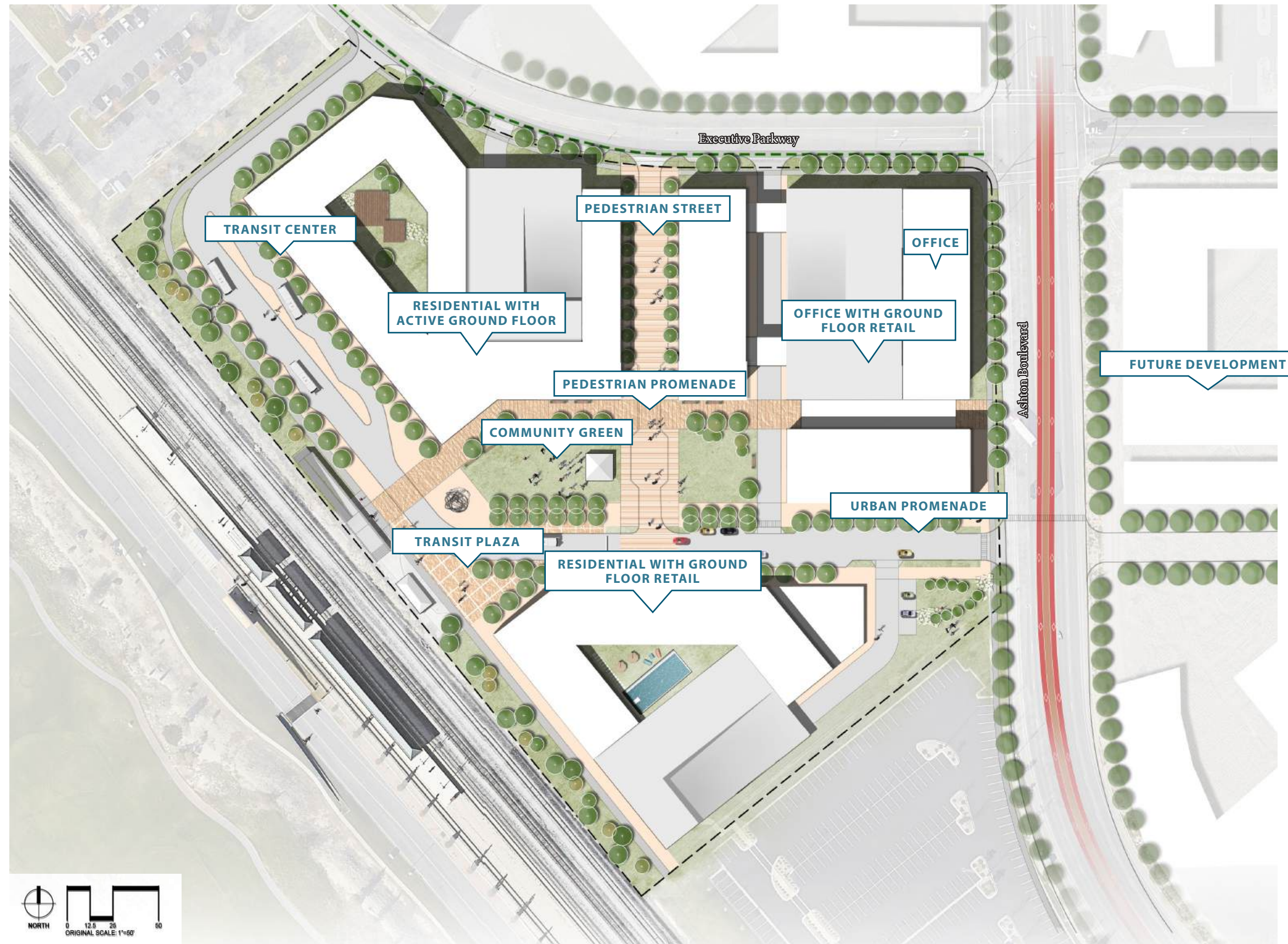


Figure 34: Lehi Frontrunner Station Area Plan Preferred Concept



Figure 35: Lehi Frontrunner Station Area Plan Preferred Concept with Thanksgiving Point Area Plan Conceptual Layout

Objectives

GATHERING AND PLACEMAKING

Streets in this concept prioritize the human experience of the space. A pedestrian promenade, shown in yellow, directs people to the FrontRunner platform and bus loop. Active ground floor uses line the promenade, creating reasons for people to linger, shop, and keep the neighborhood public spaces active throughout the day. The promenade, which doubles as a pedestrian thoroughfare and gathering space, can be used for special events such as markets and festivals.

Lawns straddle the shared street to the east and west, creating space for both passive and active uses. A small open space near the traffic entrance on Ashton contributes to an inviting gateway and signals the prioritization of people over cars within the development. Internal amenity plazas create semi-public spaces for building tenants.

These spaces will all be either privately developed or developed by UTA. Design requirements are already in place in the Development Code to require activated streetscapes and plaza areas. The City will carefully review all applications to make sure they meet the requirements to create gathering spaces.



Amenity spaces within residential buildings create opportunities to build community



A community green provides space for passive leisure



A transit plaza provides civic space and welcomes transit riders to Lehi



People can meet and gather along the pedestrian promenade, lined with retail and restaurants. Raised crossings and other traffic-calming design interventions help reinforce the prioritization of people within the development.



Figure 36: Urban promenade and Community Green Section



KEY

- Pedestrian Promenade
- Urban Promenade
- Transit Plaza
- Shared street
- Public space

Transit and Circulation

HOUSING, RETAIL AND OFFICE

The concept proposes residential adjacent to the community green and transit plaza, with active ground floor uses such as retail and fitness amenities. Office is proposed adjacent to the corner to mirror office uses proposed on the opposite side of Ashton. Active ground floor uses such as retail or commercial with retail frontage would be located along the urban promenade and the Shared Street.

The exact mixture, location and look and feel of these developments will be left up to the Developer. The Development Code already requires 30 percent of the ground floor area to include commercial uses. The Code does not dictate what type of commercial these uses will be. The developer will determine the type of commercial based on market demand and those that will activate the semi-public road way spaces.

TRANSIT CONNECTION

This plan seeks to encourage people to walk, bike or use transit. For pedestrians, this means they are given prioritization through thoroughfares (except at the bus loop). For bicycles and other non-motorized mobility devices such as scooters, they are encouraged by giving access to the site from all directions. Secure bicycle parking is provided at the FrontRunner station for transit riders. Residential developers are required to provide indoor bicycle storage per TOD guidelines.

The Station Area Plan bicycle network will tie into the larger Thanksgiving Point Area Plan network. Both are based on the five design principles of cohesion, directness, safety, comfort, and attractiveness.

Complete streets are designed to enable safety for all users, including pedestrians, cyclists, transit users and drivers. Complete Streets support the TOD principle Shift, which states that over time, people will shift their mode of transportation through behavior changes that accommodate different patterns of mobility.

The infrastructure will allow people to have the freedom to choose the mode of transportation that works best for them. Most of the infrastructure will be put in place by the developer based on the Development Code and Design Standard requirements. The City could contribute funds to improve the quality of pedestrian and cyclist infrastructure. For example, funding for the FrontRunner Trail that will directly connect MATC, neighborhoods, and office areas. The trail will be separated from the road and have a bridge over Triumph Boulevard.



Bus loop



A proposed rail trail



Secure bicycle parking

KEY			
	Transit Only		Open Street
	Shared Street		Bus Drop-off
	Bike Parking		Parking Structure
	Bike Trail		BRT Lane
	Shared use trail		BRT Stop
	On-street protected bike lane		

Transportation Objectives

For the station area plan to be successful the following objectives must be met.

- Access to the FrontRunner Station by all modes of transportation.
- Buses that connect the FrontRunner Station to employment and residential centers.
- Separated bicycle and pedestrian ways that encourage active transportation access to the FrontRunner and bus stops, as well as employment and commercial areas.
- Access by cars and parking that provides access for people further away from the transit station.

These objectives are shown on the preferred concept on page 44 and in the appendix on page 20.

Land Use Objectives

The success of transit oriented development on the site will require a mix of uses to activate the area at all times of day. The station area plan will include a mixture of uses as will the larger Thanksgiving Point Area Plan. All of these uses will provide the opportunity for people to live, work and play in close proximity to their residence and to transportation options other than automobile travel. The number of allowed residential units and anticipated commercial square footages are as follows.

RESIDENTIAL

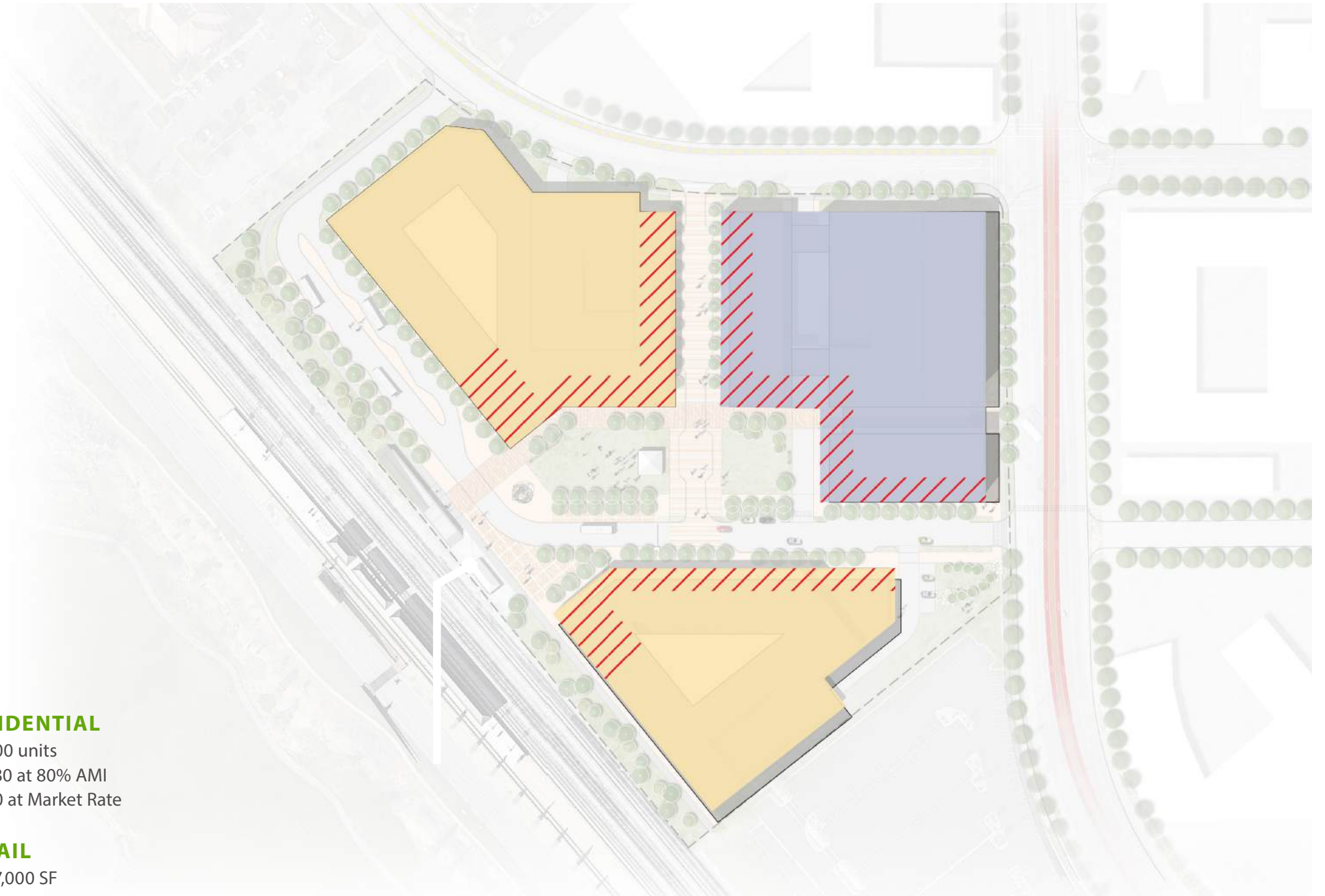
- 200 units
- 180 at 80% AMI
- 20 at Market Rate

RETAIL

- 47,000 SF

OFFICE

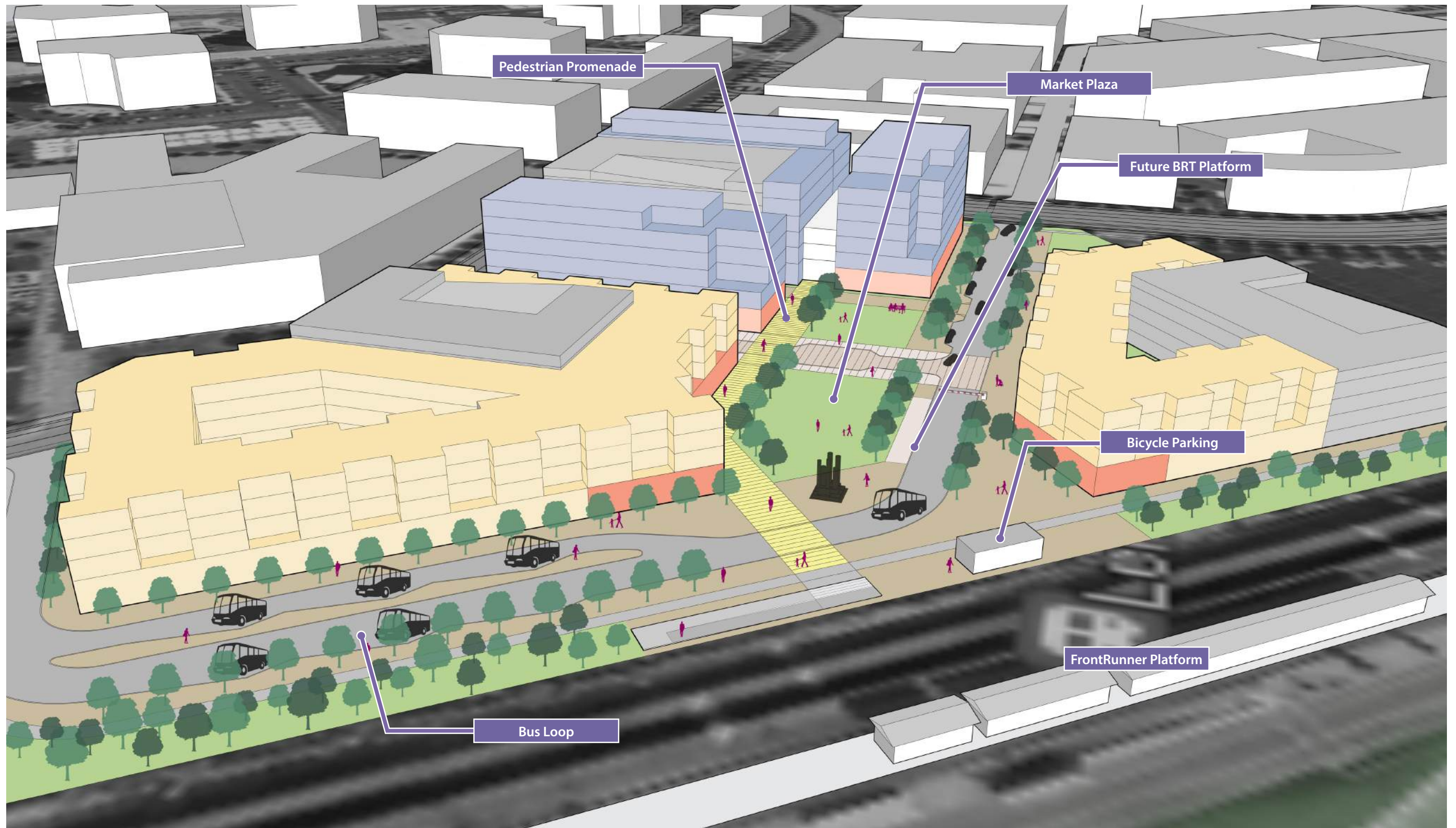
- 270,000 SF



KEY	
 Residential	 Active Ground Floor
 Commercial	

Illustrative Perspective

- Commercial
- Residential
- Active ground floor
- Structured parking





5 *Implementation*

Site Concept

HOUSING RETAIL AND OFFICE

The programming of the station area redevelopment includes a mix of multi-family housing, office, and retail space.

Multi-family housing on the site will be located in Parcels A and C and combined with ground floor retail and residential amenity space. A developer will develop 200 units of housing between the two parcels. Multi-family housing unit types should consist of approximately 70% two-bedroom units, with the remaining 30% of units being a mix of studio, one-bedroom, and three-bedroom unit configurations. Residential units will be a combination of affordable housing and free market housing, with 3% of units being priced to meet 60% AMI, 9% of units to meet the 80% AMI and the rest of units being priced at market rates.

Additionally, the City's TOD standards require 30 percent of the housing within TOD areas to be for sale.

In total, a maximum of 47,000 square feet of retail and active ground floor uses will be located on the site and strategically distributed amongst the three parcels. Targeted service and convenience retailers, such as food service providers, small-scale grocers, and professional service providers, should be target tenants as they can capture both on-site residents and UTA users. Where feasible, locally owned retail providers should be prioritized over national chains.

The site will contain a maximum of 270,000 square feet of office and will be located in Parcel B. Office space should, at minimum, be classified as Class B to remained competitive with existing and planned adjacent office development.

IMPLEMENTATION

SITE TESTING AND FEASIBILITY

To test the financial feasibility of the Station Area Redevelopment Plan, a financial model was developed that reflected the site program illustrated in Table 15. The financial model calculated estimated project revenues, costs, and the rate of return for each parcel and for the development as whole.

The financial model used the following assumptions to guide the analysis:

Table 15: Station Area Feasibility

LAND USE	SF	UNITS
Retail	47,214	0
Office	270,077	0
Residential	220,000	200
Market Rate	0	20
Affordable	0	180
Residential Amenity	50,017	0
Parking	339,121	0
Total	926,429	200

- Land costs would not be included in the overall development cost as UTA would contribute the land in exchange for project equity equal to the value the land.
- Residential dwelling units would be a combination of attainable housing and free market units, with 90% of housing on site priced at attainable levels and the remaining 10% priced at market rates. Attainable housing would be priced at 80% of AMI, while free market units would be priced a higher levels.
- Residential units would primarily consist of two-bedroom units approximately 1,100 square feet in size.
- UTA and its chosen development partner would maintain ownership of the project for a minimum of 30 years.

- Retail and Office space would be priced equal to current market rental rates for comparable development.
- Parking levels would meet Lehi requirement for residential, office, retail, and transit development.
- Revenue and operating expenditures would increase with inflation.

5-year Action Plan

The implementation of the Station Area Plan is tied with the implementation of the Thanksgiving Point Area Plan. The Thanksgiving Point Area Plan has several infrastructure improvements that need to take place that are highlighted below.

Implementation of the Station Area Plan will require selection of a developer who will carry out the vision outlined in this plan.

Lastly, funding sources for these improvements are briefly mentioned and explained.

DEVELOPMENT APPROVALS

The Thanksgiving Point Area Plan needs to be recorded before this property can develop. Once approved, the Resort Community zoning on this property will allow the development to take place as directed in the Area Plan document.

INFRASTRUCTURE IMPROVEMENTS

Roadway Improvements- roadway capacity projects were identified in the Thanksgiving Point Area plan with density triggers. (see page 20 of the Area Plan)

Bike Facility Improvements- The overall vision and plan of the Thanksgiving Point Area Plan is to create a cohesive network of bike routes that

encourages people of all ages and abilities to use bicycles, wheels and other alternative forms of transportation to get where they need to go. (see page 80 of the Area Plan)

Utility Infrastructure Improvements- capacity will need to be added to the power system, culinary water system, pressurized irrigation system, sewer system, and the storm drain system. These improvements are outlined in the Thanksgiving Point Area Plan.



Figure 37: Infrastructure Development

STATION AREA PLAN DEVELOPMENT

As previously described all the land considered in this Station Area Plan is owned by the Utah Transit Authority (UTA). UTA closed a Request for Qualification and Proposals (RFQP) in early 2024. None of those that applied were able to implement the vision outlined in this plan.

Within the next few years, a new RFQP will be sent out and hopefully a qualified developer will be selected. Both Lehi City and UTA agree it is worth waiting to get a group that will implement the vision and create a true transit-oriented community.

FUNDING STRATEGIES

Housing and Transit Reinvestment Zone (HTRZ). This funding strategy was enabled through State legislation and allows a share of incremental tax revenue growth to be used to cover development costs. Lehi City applied for and was approved for HTRZ to help cover development costs at Lehi Station as well as for properties to the north and east of the station. The application for HTRZ includes utilizing the funds for gap financing on development costs. This includes the ability to meet and exceed affordable housing requirements. This HTRZ application includes the creation of 162 housing units at 80 percent of AMI (9% of total units) and the creation of 54 units at 60 percent of AMI (3% of total units). The inclusion of affordable housing reduces returns on the development and creates a larger funding gap but is made possible through the utilization of HTRZ.

Private Capital. Development will cover costs on many infrastructure improvements including local streets, utility lines, landscaping, shared use paths located along development parcels, walkways, and other needed improvements.

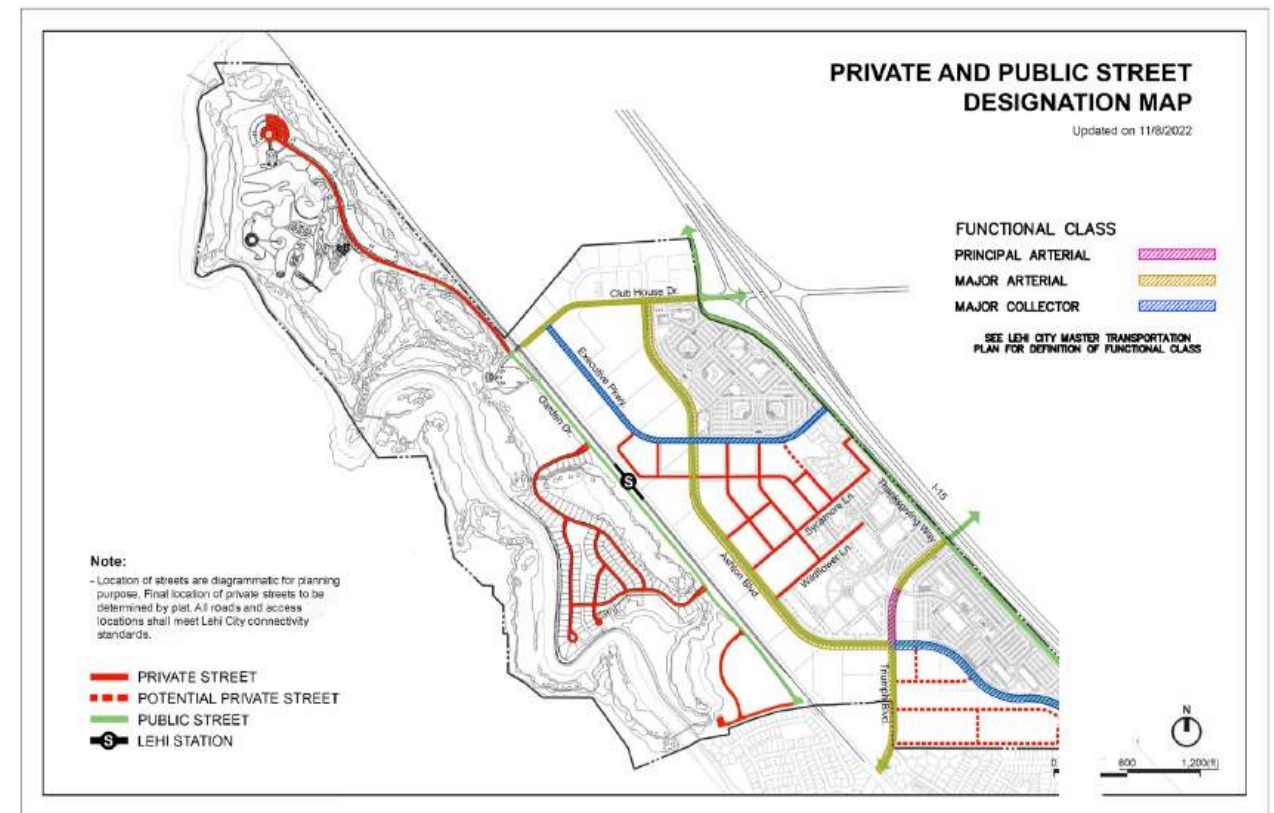
Impact Fees. Master planned road, utility, and bikeway infrastructure will be funded through impact fees generated by new development in the area. Critical utility infrastructure will be completed upfront by private development and reimbursed through impact fee credits.

Low-Income Housing Tax Credits (LIHTC). New affordable housing projects proposed in Thanksgiving Point could qualify for the low-

income housing tax credit if they meet State and Federal requirements. These credits are paid for by investors who get a one-to-one reduction on their federal taxes. These funds are available to qualified builders to cover the gap in the cost to make units affordable. The tax credits can be used on a project over a 10-year period.

Utah Department of Transportation (UDOT). State roadways and corresponding active transportation corridors are funded by UDOT through several programs. UDOT administers the A-TIF and TTIF First-Last Mile programs that provide funding for active transportation projects. These projects must go through a nomination process and are decided upon by the Transportation Commission. The new Utah Trail Network may also help contribute funds for projects that are identified on the Utah Trail Network plan. Projects that are part of the Utah Trail Network are prioritized for funding by the Transportation Commission.

Mountainland Association of Governments Transportation Improvement Program (TIP). Every two years Lehi City can apply for and receive funds for transportation projects that are of a regional nature. There are several regional roadways and active transportation corridors that are in and around the Thanksgiving Point area that can qualify for funding. In Spring of 2024, Lehi submitted a request to fund the Fronrunner Trail from Lehi Station down to the existing trail along 2100 North. The Fronrunner Trail project was the highest ranked project in that TIP selection process, and it is anticipated that the funds will be available to design and build the trail in 2027. Future segments of the Fronrunner Trail are also planned to submit for this funding.



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 3 rd SB thru lane (Project – 2024)	Project
2025		Triumph Blvd / 2100 North: Install WB dual LT lanes (UDOT – 2024)	UDOT
		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
2026		Ashton Blvd / Triumph Blvd: Add SB and WB RT pockets, dual EB RT lanes, and coordinate	Lehi
		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	-
Thanksgiving Point Completed (Lehi/MAG/UDOT Projects beyond 2031)			
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 2 nd 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 PMPT 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 38: Road Classifications and Improvement Triggers from the Thanksgiving Point Area Plan

Development Objectives

The following objectives should guide future development at the station area:

- Establish a transit-oriented development with a mix of uses including office, residential and active ground retail floor retail. Uses should meet the following:

Residential	200 units: 180 @ 80% AMI 20 @ Market Rate
Retail and Active Ground Floor Uses	47,000 SF
Office	270,000 SF
Parking	897 Total Spaces with a 50% Reduction for Office/Retail

- Establish mixed use, pedestrian friendly urban promenade and shared pedestrian streets that define development parcels.
- Ensure the operations of bus rapid transit, local bus services, and rail transit are enhanced.
- Develop open spaces through plazas, greens, promenades and shared streets to enhance the public realm and provide places for gathering.
- Connect the site to surrounding bicycle and pedestrian networks.

DEVELOPMENT REQUIREMENTS

PARCEL A: RESIDENTIAL MIXED USE

This parcel will include residential, structured parking, and ground floor retail or activated residential amenities adjacent to the open space and street frontages. Buildings will be oriented to frame streets and plazas, and massing will create active relationship to public spaces, specifically the shared street and community green. Parking garages will be wrapped on 3 sides minimum, and located away from the view of internal streets, parks, and public spaces. The parking structure

will include 300 spaces dedicated to transit users and will be clearly identified from Executive Pkwy. Buildings will utilize a mix of materials, building articulation and window placement to promote architectural design and character in a manner that reflects the agrarian vision of Thanksgiving Point. Courtyard and rooftop amenities are encouraged. First floor mixed uses could include retail, commercial, parking, restaurant, lobby and residential amenities such as work spaces and fitness centers.

PARCEL B: OFFICE MIXED USE

This parcel will include office, commercial and retail adjacent to the shared street and Main Street. Buildings will be oriented to frame streets and plazas, and massing will create an active relationship to public spaces, specifically the shared street and community green. Parking garages will be wrapped on 3 sides minimum, and located away from the view of internal streets, parks, and public spaces. Buildings will utilize a mix of materials, building articulation and window placement to promote architectural design and character in a manner that reflects the agrarian vision of Thanksgiving Point.

PARCEL C: RESIDENTIAL MIXED USE

This parcel will include residential, structured parking, and ground floor retail adjacent to the open space. Buildings will be oriented to frame streets and plazas and massing will create active relationship to public spaces, specifically urban promenade and the transit plaza. Parking garages will be wrapped on 3 sides minimum, and located away from the view of internal streets, parks, and public spaces. Buildings will utilize a mix of materials, building articulation and window placement to promote architectural design and character in a manner that reflects the agrarian vision of Thanksgiving Point. Courtyard and rooftop amenities are encouraged. First floor mixed uses could include retail, commercial,

parking, restaurant, lobby and residential amenities such as work spaces and fitness centers.

STREET REQUIREMENTS

URBAN PROMENADE

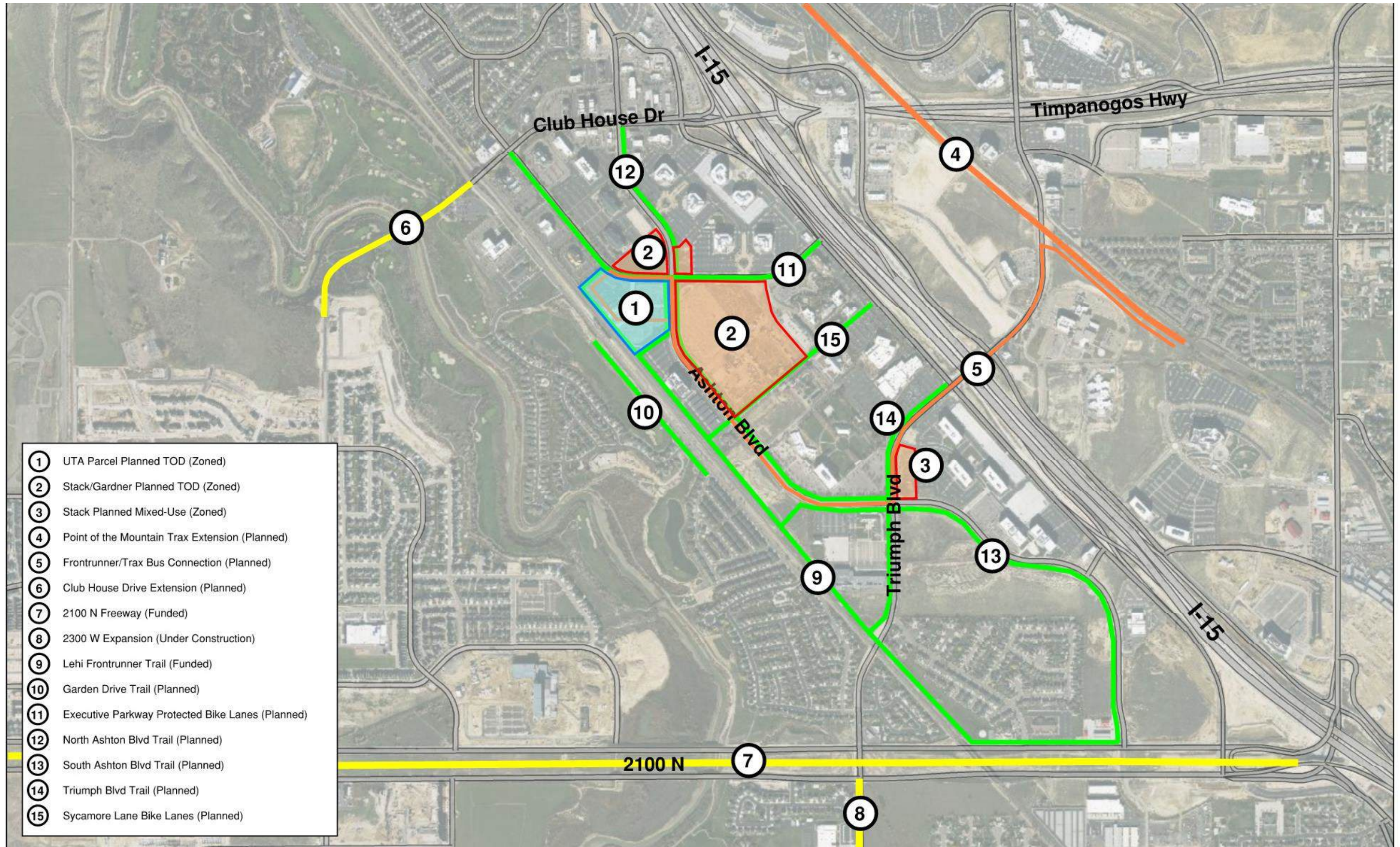
The Urban promenade is an 86' ROW, with a 40' street section that includes one lane in each direction and parallel parking on both sides of the street (Figure 34). Bump outs at intersections with high visibility/enhanced crosswalks will be at all intersections. The south side of the street sidewalk and amenity zone width is to be 21', and include a minimum clear walking zone of 6', an amenity

zone with street trees, seating, and bike parking. The north sidewalk and amenity zone width is to be 25' and include a promenade with enhanced landscape and materials (including enhanced materials such as brick pavers, textured concrete and/or stone paving), seating areas and spaces for businesses to locate seating on the street. A portion or the entirety of the Urban Promenade may require a dedicated BRT lane. All street sections are subject to the operational standards of UTA.



Figure 39: Urban Promenade Section

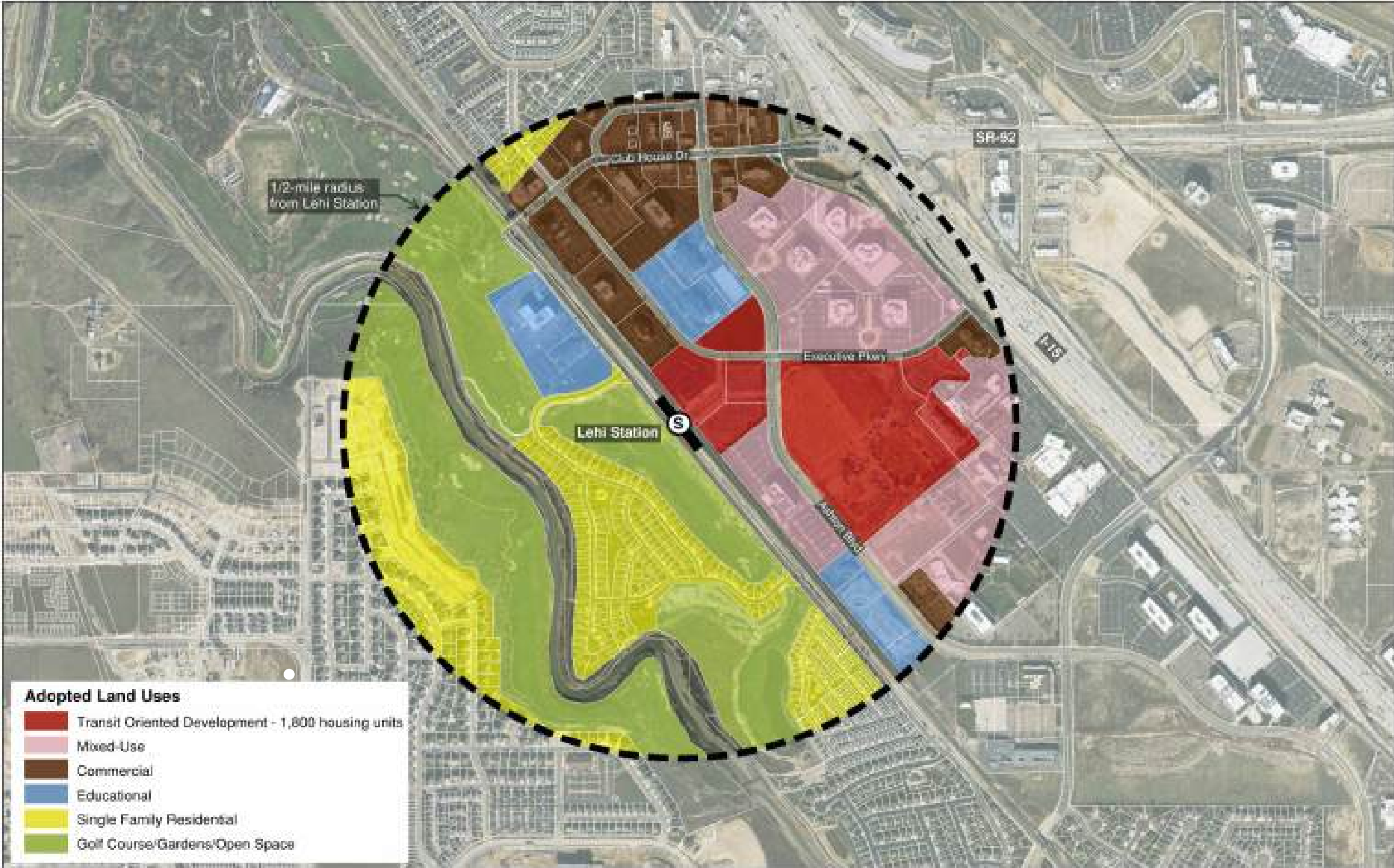
Implementation Map





6 *Half Mile Analysis*

Adopted Land Uses



Developable Land Analysis

