Lehi City Council Meeting
Agenda
January 25, 2022

5:30 PM - Lehi City Council Chambers (153 N. 100 E., Lehi, Utah)

Pre-Council, 5:30 p.m.

1. Welcome and Opening Comment

2. Presentations and Reports

   2.1. Development Process Discussion

   2.2. Property Excavation Discussion- Hutchings Museum

3. Agenda Questions
   The Mayor and City Council discuss and ask questions on items on the Regular Session agenda.

4. Administrative Report

5. Mayor and Council Reports
   Calendar items and outside Committee reports

Regular Session, 7:00 p.m.

1. Welcome, Roll Call, Pledge of Allegiance

2. 20 Minute Citizen Input
   (for public comments on items not listed on the agenda. Comments limited to 3 minutes per person with a time limit not to exceed 20 minutes for this item.)

3. Consent Agenda

   3.1. Approve Minutes from the January 11, 2022 City Council Meeting.
   011122CC.pdf

   3.2. Approve Purchase Orders
   PO Index.pdf
   PO 7065 VST-6000.pdf

PO 7066- VO-360X-MHI.pdf
PO 7086 JWsigned.pdf
PO 7082.pdf
PO 7083.pdf

Regular Agenda

4. Consideration of Resolution #2022-06, the 1st Storage Annexation Resolution of Intent to Annex 3.85-acres of property located at 960 West 2100 North with proposed TH-5 zoning.
   Petitioner: Steve Layton
   CC Staff Report 1st Storage Annexation - Resolution of Intent 01.25.22.docx
   1st Lehi Storage Annexation DRC 01.05.22.docx
   Res 2022-06.docx
   Annexation Narrative.pdf
   1st Storage Annexation Plat (updated).pdf
   Aerial Map.pdf
   General Plan Map.pdf
   Zoning Map.pdf

5. Consideration of Final subdivision approval for the Traverse Mountain Multifamily Plat A, a 3-lot subdivision located at 381 North Traverse Mountain Boulevard.
   Petitioner: Riverbend Management
   CC Staff Report Traverse Mountain Multifamiily Final Subdivision 01.25.22.docx
   Traverse Mountain Apartments Subdivision DRC 10.28.2020.docx
   Traverse Mountain Apartments narrative.pdf
   Traverse Mountain Apartments plat.pdf
   Aerial Map.pdf
   General Plan Map.pdf
   Zoning Map.pdf

6. Consideration of the Neldon and Jewel Bullock Annexation, 1.33-acres of property located at 578 West 2100 North with A-1 (agriculture) zoning.

   a. Consideration of Resolution #2022-05 approving an annexation agreement.
   b. Consideration of Ordinance #06-2022, approving the Neldon and Jewel Bullock Annexation, with A-1 Agriculture zoning.

   Petitioner: Jewel Bullock
   CC Staff Report Neldon and Jewel Bullock Annexation 11.16.21.docx
   Neldon and Jewel Bullock Annexation DRC 03.03.21.docx
   Ord 06-2022.docx
   Res 2022-05.docx
   Bullock AnnexAgreement 01.25.22.docx

Bullock Annexation narrative.pdf
Bullock Annexation Plat.pdf
Bullock Annexation-Aerial Map.pdf
Bullock Annexation-General Plan Map.pdf
Bullock Annexation-Zoning Map.pdf

7. Consideration of Final subdivision approval for the View 21 East, a 3-lot commercial subdivision located at 2000 North 3600 West.
   Petitioner: Gardner Company
   CC Staff Report View 21 East Subdivision 1.25.22.docx
   View 21 East Final Subdivision DRC 01.05.22.docx
   View 21 East - plans.pdf
   View 21 East Maps - aerial.pdf
   View 21 East Maps - zoning.pdf
   View 21 East Maps - general plan.pdf

8. Consideration of Resolution #2022-04, approving a water supply agreement with Central Utah Water Conservancy District for the sale of CWP municipal and industrial water.

   Petitioner: Lehi City
   Res 2022-04.docx
   CWP 2022 Agreementt for 400 AF (Draft 1-4-2022).docx

9. Consideration Ordinance #07-2022, approval of a comprehensive update to the Land Use Element of the General Plan including the land use map and text.
   Petitioner: Lehi City
   CC Staff Report General Plan Land Use Update 1.25.22.docx
   Land Use Element Update DRC 09.15.21.docx
   Ord 07-2022.docx
   January 25, 2022 Max Density Map.pdf
   January 25, 2022 Land Use Map.pdf
   Lehi_draft - citycouncildraft.pdf
   Lehi_draft05262020update-appendices.pdf
   Engage Lehi Feedback on General Plan.pdf

10. Adjournment

- Public is invited to attend all City Council Meetings
- In compliance with the Americans with Disabilities Act, persons in need of special accommodations should contact the City Recorder at 768-7100 ext. 2254.
- This agenda has been properly posted and a copy provided to the local news media.

Agenda Item No: 2.1

City Council Agenda Item Report

Meeting Date: January 25, 2022
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Discussion
Agenda Section: Presentations and Reports

Subject:
Development Process Discussion

Suggested Action:

Attachments:

Agenda Item No: 2.2

City Council Agenda Item Report

Meeting Date: January 25, 2022
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Presentation
Agenda Section: Presentations and Reports

Subject:
Property Excavation Discussion- Hutchings Museum

Suggested Action:

Attachments:

Agenda Item No: 3.1

City Council Agenda Item Report

Meeting Date: January 25, 2022
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Action Item
Agenda Section: Consent Agenda

Subject:
Approve Minutes from the January 11, 2022 City Council Meeting.

Suggested Action:

Attachments:

011122CC.pdf

153 North 100 East
Lehi, UT 84043
(801) 768-7100

Minutes of the **Pre Council and Regular Session** of the **Lehi City Council** held Tuesday, **January 11, 2022,** at Lehi City in the Council Chamber, 153 N 100 E. Lehi, UT.

Members Present: Chris Condie, Council Member
Paul Hancock, Council Member
Katie Koivisto, Council Member
Mike Southwick, Mayor Pro Tempore
Paige Albrecht, Council Member

Excused: Mark Johnson, Mayor

Others Present: Jason Walker, City Administrator; Cameron Boyle, Assistant City Administrator; Beau Thomas, Deputy City Administrator; Ryan Wood, City Attorney; Lorin Powell, City Engineer; Kim Struthers, Planning Director; Dean Lundell, Finance Director; Chief Jeremy Craft, Fire Department; Andy Gowans, Management Analyst; and Teisha Wilson, City Recorder.

Regular Session, 7:00 p.m.

1. Welcome, Roll Call, Pledge of Allegiance

Mayor Pro Temp Southwick welcomed everyone and noted that all Councilmembers were present. Councilor Albrecht led the Pledge.

2. Select a Mayor Pro Tempore

Mayor Pro Temp Southwick asked for nominations to serve as the Mayor Pro Tempore from January 25, 2022 until a new Mayor Pro Tempore is selected on or before the first meeting in February 2023.

Nominations: Councilor Hancock nominated Councilor Southwick. Councilor Albrecht seconded the nomination. Councilor Koivisto nominated Councilor Condie. Councilor Hancock seconded the nomination.

Vote: The vote was conducted by secret ballot. Councilor Condie was selected as the Mayor Pro Temp.

3. Presentations and Report

3.1 Legacy Center Volunteer Recognition

This item was withdrawn from the agenda.

3.2 Update on the Point Project- Alan Matheson

Alan Matheson, Executive Director at for the Point Project, gave an update on the development of the old prison site. He said that they are proposing 740,000 housing units on 600 acres. They want to create a 15 minute city where everyone can get to where there need to go by walking 15 minutes

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or less. They are also planning for open space and trail connections. They are in the process of conducting 8 or 9 supplemental studies to look at the key elements needed in this type of community and understand the costs associated with that. He said that the transportation piece will minimize the need and use of vehicles. They are also emphasizing sustainability with water, low pollution, and energy, and how it's critical for quality of life in Utah.

4. 20 Minute Citizen Input

Savanna Crosscut, Mica Halleck, and Isaac Anderson stated that they are with the Skyridge Drama Department and they invited the Council to attend their upcoming musical, Man of La Mancha.

5. Consent Agenda

5.1) Approve Minutes from the December 7, 2021 Work Session and the December 14, 2021 City Council Meetings.

Motion: Councilor Condie moved to approve the consent agenda items. Councilor Koivisto seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

6. Consideration of Resolution #2022-01, expressing support for the proposed Yellowstone Peak Generation Plant and Clean Energy Research Park

Joel Eves, Power Department Director, stated that this is a joint effort with Idaho Falls City and Heber City, to expand and diversify their resources. He stated that there will also be testing and research capabilities at this facility. This resolution is non-binding at this point.

Motion: Councilor Hancock moved to approve Resolution #2022-01, expressing support for the proposed Yellowstone Peak Generation Plant and Clean Energy Research Park. Councilor Koivisto seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

7. Consideration of Ordinance #03-2021, the Myers' Zone Change on 0.97-acres of property located at 2269 North 600 West changing the zoning from R-1-12 to R-1-8.

Mrs. Myers stated that she would like to have a similar zone to the surrounding properties. She stated that they originally pursued a Detached Accessory Dwelling Unit (DADU) to save money, but they want to drop the DADU for now and pursue a flag lot. Mr. Myers stated that they do not want to do both a flag lot and a DADU.

Mayor Pro Temp Southwick asked for public comments.

Kaelynn Osbourne was opposed to the zone change. She said that traffic will increase along her property line and was concerned with safety. She stated that they shouldn't be allowed to

have a DADU and a flag lot. Ms. Osbourne also read a letter from James Cox stating that he was against the zone change.

The Council expressed concerns with the zone change, specifically noting that the DADU is already approved.

Motion: Councilor Condie moved to deny the zone change request with the findings that it doesn't meet the goals or policies of the General Plan, and that the property isn't conducive to a zone change. Councilor Hancock seconded the motion.

Councilor Hancock suggested amending the motion to include that a DADU has been approved at this location.

Amended Motion: Council Condie amended him motion to include Councilor Hancock's comments. The amendment was seconded by Councilor Hancock.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

8. Consideration of Final subdivision approval for the Hidden Canyon Phase D Plat 4, a 10-lot residential subdivision in the Central Canyon of the Traverse Mountain Planned Community.

Motion: Councilor Condie moved to grant Final subdivision approval f for the Hidden Canyon Phase D Plat 4, a 10-lot residential subdivision in the Central Canyon of the Traverse Mountain Planned Community; including any Development Review Committee and Planning Commission comments. Councilor Albrecht seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

9. Consideration of a Plat amendment for the Center Pointe at Lehi, amending lots 15,16, 17, and 18, located at 1748 East Center Pointe Drive in a Commercial Zone.
The applicant stated that this is for a Vasa gym.

Motion: Councilor Albrecht moved to grant approval of the Plat amendment for the Center Pointe at Lehi, amending lots 15,16, 17, and 18, located at 1748 East Center Pointe Drive in a Commercial Zone; including any Development Review Committee and Planning Commission comments. Councilor Southwick seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

10. Consideration of Resolution #2022-02, approving a Development Agreement between Lehi Pointe LLC and Lehi City for the West Project.

Items 10- 13 were heard together.

Nicolas Stalk and Brian Hobbs were representing Salt Development. They worked together with Howland on the project.

Gary Howland stated that a lot of different parties had to come together to solve the transportation problem and he appreciates everyone's work on the project.

Mayor Pro Tempore Southwick asked for public comments.

Ron Harris was representing Young Living. He stated that they are in support of the project.

Planning staff requested some minor changes to the development agreement including that the road name be Sandalwood Drive (not Slipstream); and clarify that the city is building the roadway itself, but not the utility extensions or landscaping. The applicants agreed with the changes.

Motion: Councilor Condie moved to approve Resolution #2022-02, approving a Development Agreement between Lehi Pointe LLC and Lehi City for the West Project. Councilor Albrecht seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

11. Consideration of Resolution #2022-03, approving a Development Agreement between Sanctuary at Lehi LLC, the SNF at the Ridge LC, Lehi Pointe LLC, and Lehi City for the East Project.

Motion: Councilor Hancock moved to approve Resolution #2022-03, approving a Development Agreement between Sanctuary at Lehi LLC, the SNF at the Ridge LC, Lehi Pointe LLC, and Lehi City for the East Project; including the requested changes by staff. Councilor Albrecht seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

12. Consideration of Ordinance #05-2022, a zone change for the Sanctuary, changing 9.4 acres from Commercial to TOD located at 2601 West Slipstream Avenue.

Motion: Councilor Condie moved to approve Ordinance #05-2022, a zone change for the Sanctuary, changing 9.4 acres from Commercial to TOD located at 2601 West Slipstream Avenue; including any Development Review Committee and Planning Commission comments. Councilor Hancock seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously

13. Consideration of Concept approval of the Sanctuary Concept Plan including retail and 527 apartment units located at 2601 West Slipstream Avenue in a proposed TOD zone.

Motion: Councilor Hancock moved to grant Concept approval of the Sanctuary Concept Plan including retail and 527 apartment units located at 2601 West Slipstream Avenue in a proposed TOD zone; including any Development Review Committee and Planning Commission comments. Councilor Condie seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

14. Consideration of Concept approval for the Lehi Pointe Phase 4 concept, a 125-unit residential condominium and townhome development on approximately 14.5 acres located at 3450 North Digital Drive in a Commercial zone.

Motion: Councilor Condie moved to grant Concept approval for the Lehi Pointe Phase 4 concept, a 125-unit residential condominium and townhome development on approximately 14.5 acres located at 3450 North Digital Drive in a Commercial zone; including any Development Review Committee and Planning Commission comments. Councilor Hancock seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

15. C Consideration of Ordinance #04-2022, a Development Code amendment to Chapter 26-Accessory Uses, adding access requirements for detached ADUs.

Motion: Councilor Albrecht moved to approve Ordinance #04-2022, a Development Code amendment to Chapter 26-Accessory Uses, adding access requirements for detached ADUs.; including any Development Review Committee and Planning Commission comments. Councilor Hancock seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

16. Consideration of Ordinance #02-2022, a Development Code amendment to Chapter 26-Accessory Uses, changing the standards for maximum heights of accessory structures.

Motion: Councilor Hancock moved to approve Ordinance #02-2022, a Development Code amendment to Chapter 26-Accessory Uses, changing the standards for maximum

heights of accessory structures; including any Development Review Committee and Planning Commission comments. Councilor Koivisto seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

17. Consideration of Ordinance #01-2022, a Development Code amendment to Chapter 23-Signs, changing the review/approval process for EMD signs and design requirements for pylon signs.

Motion: Councilor Southwick moved to approve Ordinance #01-2022, a Development Code amendment to Chapter 23-Signs, changing the review/approval process for EMD signs and design requirements for pylon signs; including any Development Review Committee and Planning Commission comments. Councilor Hancock seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

Mayor Pro Tempore Southwick asked for a motion to adjourn into a Closed Session to discuss reasonably imminent litigation.

Motion: Councilor Koivisto moved to adjourn into a Closed Session to discuss reasonably imminent litigation. Councilor Hancock seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Koivisto, Yes; and Councilor Southwick, Yes. The motion passed unanimously.

The meeting adjourned into a closed session at approximately 8:43 p.m.
The meeting reconvened at approximately 9:00 p.m.

24. Adjournment

With no further business to come before the City Council at this time, Councilor Koivisto moved to adjourn the meeting. Councilor Hancock seconded the motion. The motion passed unanimously. The meeting adjourned at approximately 9:01 p.m.

Approved: January 25, 2022 Attest:

_____ _____

Mark Johnson, Mayor Teisha Wilson, City Recorder

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Agenda Item No: 3.2

City Council Agenda Item Report

Meeting Date: January 25, 2022
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Action Item
Agenda Section: Consent Agenda

Subject:
Approve Purchase Orders

Suggested Action:

Attachments:

PO Index.pdf

PO 7065 VST-6000.pdf

PO 7066- VO-360X-MHI.pdf

PO 7086 JWsigned.pdf

PO 7082.pdf

PO 7083.pdf

LEHI CITY
CITY COUNCIL AGENDA
January 25, 2022

Consent Agenda: Approval of Purchase Orders

INFORMATION:

Company	Description	P O Amount	Budget Amt (before PO)
Mountain States Industrial PO 7065	Fleet- bucket utility vehicle	$199,507.00	$640,000.00
Mountain States Industrial PO 7066	Fleet- bucket utility vehicle	$209,694.00	$640,000.00
Staker & Parson Companies PO 7086	Hospital Loop Road, Triumph Pedestrian Trail Bridge, and Road Construction Projects	$4,100,000.00	*see notes below
Stewart C Irby Co PO 7082	Power Department Inventory Items	$783,500.00	Inventory
Stewart C Irby Co PO 7083	Power Department Inventory Items	$1,026,336.00	Inventory

*Hospital loop road. Current budget is $0. A Budget Amendment is needed. $1.6m of the $2.0 million will be covered by UDOT and Developers.

Triumph Ped Trail Bridge. This is a new allocation to a current project. Budget Amendment is needed,

Road Construction Projects. FY 2022 available budget is $494,195. Available budget in FY 2023 will be approximately $1,600,000

PURCHASE ORDER

LEHI CITY CORPORATION

153 NORTH 100 EAST
LEHI UT 84043

THIS ORDER NUMBER MUST APPEAR ON YOUR INVOICE

7065

586641

ISSUED TO: MOUNTAIN STATES INDUSTRIAL
1015 W 1700 S

SLC UT 84104

SHIP TO: FLEET
439 W 300 N
LEHI UT 84043

DEPARTMENT:

PURCHASE ORDER DATE: 01/05/2022

REQ #	QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL	GL ACCOUNT
0	1.00	UTILITY BODY WITH BUCKET VST-6000	199,507.00	199,507.00	64-40-55-000

TOTAL 199,507.00

Authorized By:

Jeremy Estes
Department Head

Mayor or City Administrator

City Council Approval Date *

* City Council approval required if greater than $125,000

Lehi City Purchase Requisition Request

Supplier	**Name**	Mountain States Industrial Services		**Vendor#**	
	Street	1015 West 1700 South		**Date**	**1/4/2022**
	City	Salt Lake City	**State**	UT	
	Zip	84104	**Phone**	801-972-1166	

Dean Lundell

Fleet	64-40-55	Jeremy Estes
Requesting Department	**Dept. Account No.**	**Department Head Signature**

Quanity	Unit	Materials and Description	Price	Total
		Utility body with Bucket		$199,507.00
		VST-6000		
		This is for the Body only the Chassis is already ordered		
		Total		$199,507.00

Justification:	Price Determination	
State Contract #MA3244	Verbal Quote	
	Informal Bid	
	Written Bid	$199,507.00
	State Bid	
	Other	

VST-5000/5500/6000-I

Insulated Articulated/Telescopic Aerial Device

- **WORKING HEIGHT:** Up to 65 ft 1 in (19.8 m) with Standard Pedestal
- **HORIZONTAL REACH:** Up to 38 ft 9 in (11.8 m)
- **PLATFORM CAPACITY:** Up to 750 lbs (340 kg)

MATERIAL HANDLING
AVAILABLE WITH VARIOUS OPTIONS

TruGuard®
STANDARD



VST-6000-I model shown here with Material Handling option.

LOWER TRUE COST OF OWNERSHIP

VERSALIFT®

PURCHASE ORDER

LEHI CITY CORPORATION

153 NORTH 100 EAST
LEHI UT 84043

THIS ORDER NUMBER MUST APPEAR ON YOUR INVOICE

7066

586641

ISSUED TO: MOUNTAIN STATES INDUSTRIAL
1015 W 1700 S

SLC UT 84104

SHIP TO: FLEET
439 W 300 N
LEHI UT 84043

DEPARTMENT:

PURCHASE ORDER DATE: 01/05/2022

REQ #	QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL	GL ACCOUNT
0	1.00	UTILITY BODY WITH BUCKET VO-360X-MHI	209,694.00	209,694.00	64-40-55-000

TOTAL 209,694.00

Authorized By:

Jeremy Estes
Department Head

Mayor or City Administrator

City Council Approval Date *

* City Council approval required if greater than $125,000

Lehi City Purchase Requisition Request

Supplier	**Name**	Mountain States Industrial Services		**Vendor#**	
	Street	1015 West 1700 South		**Date**	**1/4/2022**
	City	Salt Lake City	**State**	UT	
	Zip	84104	**Phone**	801-972-1166	

Dean Lundell

Fleet	64-40-55	Jeremy Estes
Requesting Department	**Dept. Account No.**	**Department Head Signature**

Quanity	Unit	Materials and Description	Price	Total
		Utility body with Bucket		$209,694.00
		VO-360X-MHI		
		This is for the Body only the Chassis is already ordered		
		Total		$209,694.00

Justification:	Price Determination	
State Contract #MA3244	Verbal Quote	
	Informal Bid	
	Written Bid	$209,694.00
	State Bid	
	Other	

VO-350/355/360-MHI/XMHI

Insulated Articulated Overcenter /Telescopic Aerial Device

- **WORKING HEIGHT:** Up to 65 ft 4 in (19.9 m)
- **HORIZONTAL REACH:** Up to 52 ft 2 in (15.9 m)
- **PLATFORM CAPACITY:** Up to 800 lbs (360 kg)
- **JIB CAPACITY:** Up to 2000 lbs (900 kg)

OPTIONAL
PILOT CONTROL SYSTEM

TruGuard®
STANDARD



VO-355-XMHI model shown here.

LOWER TRUE COST OF OWNERSHIP

VERSALIFT®

PURCHASE ORDER

LEHI CITY CORPORATION
153 NORTH 100 EAST
LEHI UT 84043

THIS ORDER NUMBER MUST APPEAR ON YOUR INVOICE # 7086

LEHI CITY

48710
ISSUED TO: STAKER & PARSON COMPANIES
2350 SOUTH 1900 WEST SUITE 100

OGDEN UT 84401

SHIP TO: ADMIN
153 N 100 E
LEHI UT 84043

DEPARTMENT:

PURCHASE ORDER DATE: 01/20/2022

REQ #	QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL	GL ACCOUNT
0	1.00	HOSPITAL LOOP ROAD	2,000,000.00	2,000,000.00	32-70-70-245
0	1.00	TRIUMPH PED TRAIL BRIDGE (ADD'L)	300,000.00	300,000.00	32-70-70-122
0	1.00	ROAD CONSTRUCTION PROJECTS (ROAD TAX)	1,800,000.00	1,800,000.00	11-50-20-004

TOTAL 4,100,000.00

Authorized By:

Lisa Powell 1/20/2022
Department Head

Jason Walker
Mayor or City Administrator

City Council Approval Date *

* City Council approval required if greater than $125,000

LEHI CITY PURCHASE REQUISITION REQUEST

Dean Lundell

Supplier

Name Staker Parson Materials & Construction
Street 89 West 13490 South
City Draper **State** UT
Zip 84020 **Telephone** 801-871-6632

Vendor _____

Date January 19, 2022

Engineering — **Requesting Department**

See below — **Department Account Numbers**

Lisa Powell — **Department Head Signature**

Quantity	Unit	Materials and Description		Price	Total
1	LS	Hospital Loop Road	32-70-70-245	$2,000,000.00	$2,000,000.00
1	LS	Triumph Ped Trail Bridge (Add'l)	32-70-70-122	$300,000.00	$300,000.00
1	LS	Road construction Projects (Road Tax)	11-50-20-004	$1,800,000.00	$1,800,000.00
		Staker's contract will be extended to December 31, 2022			
					$4,100,000.00

JUSTIFICATION:
This is part of the multi-year Roads Project with Staker.
Their work to date has been very acceptable.
The Hospital Loop Road is being designed so it can be constructed
The Road repair/construction projects need to be done this year.

PRICE DETERMINATION	
Verbal Quote	
Informal Bid	
Written Bid	x
State Bid	
Other	

PURCHASE ORDER

LEHI CITY CORPORATION

153 NORTH 100 EAST
LEHI UT 84043

THIS ORDER NUMBER MUST APPEAR ON YOUR INVOICE

7082

590589

ISSUED TO: STUART C IRBY CO.
P.O. BOX 843959

DALLAS TX 75284

SHIP TO: POWER
560 W GLEN CARTER DRIVE
LEHI UT 84043

DEPARTMENT:

PURCHASE ORDER DATE: 01/20/2022

REQ #	QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL	GL ACCOUNT
0	60.00	HOWARD 25 KVA HI-LIFT 12470/7200 HV 240/120 LV SINGLE PHA	1,950.00	117,000.00	53-1415
0	100.00	HOWARD 37.5 KVA HI-LIFT 12470/7200 HV 240/120 LV SINGLE PH	2,165.00	216,500.00	53-1415
0	100.00	HOWARD 50 KVA HI-LIFT 12470/7200 HV 240/120 LV SINGLE PHA	2,475.00	247,500.00	53-1415
0	50.00	HOWARD 100 KVA HI-LIFT 12470/7200 HV 240/120 LV SINGLE PHA	4,050.00	202,500.00	53-1415

TOTAL 783,500.00

Authorized By:

Department Head

Jason Walker

Mayor or City Administrator

City Council Approval Date *

* City Council approval required if greater than $125,000

Lehi City Purchase Requisition Request

Supplier	**Name**	STUART C. IRBY CO.	**Vender #**	
	Street	PO BOX 843959	**Date**	1/10/2022
	City	DALLAS	**State**	TX
	Zip	75284	**Phone**	801-724-3000

Dean Lundell

POWER	53-14-15	
Requesting Department	**Dept. Account No.**	**Department Head Signature**

Quanity	Unit	Materials and Description	Price	Total
60		HOWARD 25 KVA HI-LIFT	$1,950.00	$117,000.00
		12470/7200 HV 240/120 LV SINGLE PHASE		
		TRANSFORMER DEAD FRONT LOOP FEED WELL		
		AND INSERTS WITH 5/8-IN SECONDARY STUD		
		BAYONET FUSING NO TAPS TANK MILD STEEL		
100		HOWARD 37.5 KVA HI-LIFT	$2,165.00	$216,500.00
		12470/7200 HV 240/120 LV SINGLE PHASE		
		TRANSFORMER DEAD FRONT LOOP FEED WELL		
		AND INSERTS WITH 5/8-IN SECONDARY STUD		
		BAYONET FUSING NO TAPS TANK MILD STEEL		
		6237-424376-201		
100		HOWARD 50 KVA HI-LIFT	$2,475.00	$247,500.00
		12470/7200 HV 240/120 LV SINGLE PHASE		
		TRANSFORMER DEAD FRONT LOOP FEED WELL		
		AND INSERTS WITH 5/8-IN SECONDARY STUD		
		BAYONET FUSING NO TAPS TANK MILD STEEL		
		6250-424376-201		
50		HOWARD 100 KVA HI-LIFT	$4,050.00	$202,500.00
		12470/7200 HV 240/120 LV SINGLE PHASE		
		TRANSFORMER DEAD FRONT LOOP FEED WELL		
		AND INSERTS WITH 5/8-IN SECONDARY STUD		
		BAYONET FUSING NO TAPS TANK MILD STEEL		
		62800-424376-200		
				$783,500.00

Justification:	Price Determination	
LEAD TIME FOR THESE TRANSFORMERS	Verbal Quote	
ARE 36 TO 38 WEEKS	Informal Bid	
NO OTHER TRANSFORMER COMPANY	Written Bid	*
WILL GIVE A QUOTE ON SINGLE PHASE	State Bid	
TRANSFORMERS FOR THE YEAR 2022	Other	
LEAD TIMES ARE 104 WEEKS		

Quotation

irby
A Sonepar Company

STUART C IRBY BR 1093 SALT LAKE CITY
6312 WEST BEAGLEY ROAD
WEST VALLEY CITY UT 84128

QUOTE DATE	ORDER NUMBER
01/07/22	S012800247
REMIT TO: STUART C. IRBY CO. POST OFFICE BOX 843959 DALLAS TX 75284	PAGE NO. 1

SOLD TO:
LEHI CITY CORP
153 NO 100 EAST
LEHI, UT 84043

SHIP TO:
LEHI CITY CORP
560 WEST GLENN CARTER DRIVE
LEHI, UT 84043
801-768-7100

ORDERED BY: KENNY

CUSTOMER NUMBER	CUSTOMER ORDER NUMBER	JOB/RELEASE NUMBER	OUTSIDE SALESPERSON
222013	HOWARD TRANSFORMERS		Gregory J McPhie

INSIDE SALESPERSON	REQD DATE	FRGHT ALLWD	SHIP VIA
Joseph C Rho	01/07/22	Yes	

ORDER QTY	SHIP QTY	LINE	DESCRIPTION	Prc/Uom	Ext.Amt
			********* Shipping Instructions **********		
			* KENNY 385-201-2612 OFC	*	
			* 801-655-3042 MBL	*	
			* CLAY 801-900-0420	*	
			**********		
60EA		1	*HOIN 25KVAHLH1PPAD 25KVA 1PH PADMOUNT TRANSFORMER WITH HI-LIFT HANDLE (3518719) 12470Y/7200 240/120 NO TAPS LOOP	1950.000EA	117000.00
100EA		2	*HOIN 37.5KVA HI-LIFT HANDLE 12470GRDY/7200 HV TO 240/120 LV SINGLE PHASE PAD MOUNT TRANSFORMER DEAD FRONT LOOP FEED WELL AND INSERTS SECONDARY STUD BAYONET F CAT # 6237-424376-201	2165.000EA	216500.00
100EA		3	*HOIN 50KVA HI-LIFT HANDLE 12470GRDY/7200 HV TO 240/120 LV SINGLE PHASE PAD MOUNT TRANSFORMER DEAD FRONT LOOP FEED BUSHING WELL & INSERTS WITH 5/8-IN SECONDAR CAT # 6250-424376-201	2475.000EA	247500.00
50EA		4	*HOIN 100KVAHLH1PPAD 100KVA 1PH PADMOUNT TRANSFORMER WITH HI-LIFT HANDLE (3533024) 12470Y/7200 240/120 NO TAPS LOOP CAT # 6280-424376-200	4050.000EA	202500.00

Subtotal	783500.00
S&H CHGS	0.00
Sales Tax	0.00
TOTAL	783500.00

*** This is a quotation ***

Prices firm for acceptance within 30 days with the exception of commodity prices which are subject to change daily. Quotation is void if changed. Complete quote must be used unless authorized in writing.

OUR PRODUCT AND SERVICES ARE SUBJECT TO, AND GOVERNED EXCLUSIVELY BY, OUR TERMS AND CONDITIONS OF SALE, WHICH ARE INCORPORATED HEREIN AND AVAILABLE AT www.irby.com/terms. ADDITIONAL OR CONFLICTING TERMS ARE REJECTED, VOID AND OF NO FORCE OR EFFECT.

** Reprint ** Reprint ** Reprint **

PURCHASE ORDER

LEHI CITY CORPORATION
153 NORTH 100 EAST
LEHI UT 84043

THIS ORDER NUMBER MUST APPEAR ON YOUR INVOICE

7083

590589

ISSUED TO: STUART C IRBY CO.
P.O. BOX 843959

DALLAS TX 75284

SHIP TO: POWER
560 W GLEN CARTER DRIVE
LEHI UT 84043

DEPARTMENT:

PURCHASE ORDER DATE: 01/20/2022

REQ #	QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL	GL ACCOUNT
0	70,000.00	OKON 163-23-3072 1/0 15KV AL 19 STR EPR 220 MIL F/S 16X#14 F	3.23	225,750.00	53-1415
0	86,000.00	OKON 163-23-3081 4/0 STR ALUM15K EPR CABLE 220 MIL 11X#14	3.38	290,336.00	53-1415
0	50,000.00	OKON 160-23-9590 15KV OKOGUARD URO-J 1100 MCM 220 MIL 1	10.21	510,250.00	53-1415

TOTAL 1,026,336.00

Authorized By:

Department Head

Jason Walker
Mayor or City Administrator

City Council Approval Date *

* City Council approval required if greater than $125,000

Lehi City Purchase Requisition Request

Supplier	**Name**	STUART C. IRBY CO.		**Vender #**	
	Street	PO BOX 843959		**Date**	1/10/2022
	City	DALLAS	**State**	TX	
	Zip	75284	**Phone**	801-724-3000	

Dean Lundell

POWER	53-14-15	
Requesting Department	**Dept. Account No.**	**Department Head Signature**

Quanity	Unit	Materials and Description	Price	Total
70,000'		OKON 163-23-3072 1/0 15KV AL 19	3.225.00	$225,750.00
		STR EPR 220 MIL F/S 16X#14 FULL NEUTRAL		
86,000'		OKON 163-23-3081 4/0 STR ALUM15K EPR	3.376.00	$290,336.00
		CABLE 220 MIL 11X#14 NEUTRAL		
50,000'		OKON 160-23-9590 15KV OKOGUARD	10.205.00	$510,250.00
		URO-J 1100MCM 220 MIL 133%		
				$1,026,336.00

Justification:	Price Determination	
SEE ATT. LETTER	Verbal Quote	
	Informal Bid	
	Written Bid	*
	State Bid	
	Other	

Quotation

irby
A Sonepar Company

STUART C IRBY BR 1093 SALT LAKE CTY
6312 WEST BEAGLEY ROAD
WEST VALLEY CITY UT 84128

QUOTE DATE	ORDER NUMBER
11/16/21	S012731993

REMIT TO:
STUART C. IRBY CO.
POST OFFICE BOX 843959
DALLAS TX 75284

PAGE NO. 1

SOLD TO:
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LEHI, UT 84043

SHIP TO:
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560 WEST GLENN CARTER DRIVE
LEHI, UT 84043
801-768-7100

ORDERED BY: KENNY

CUSTOMER NUMBER	CUSTOMER ORDER NUMBER	JOB/RELEASE NUMBER	OUTSIDE SALESPERSON
222013	OKONITE		Gregory J McPhie

INSIDE SALESPERSON		REQD DATE	FRGHT ALLWD	SHIP VIA
Joseph C Rho		11/16/21	Yes	120 UTAH COUNTY

ORDER QTY	SHIP QTY	LINE	DESCRIPTION	Prc/Uom	Ext.Amt
			********* Shipping Instructions *********		
			* KENNY 385-201-2612 OFC	*	
			* 801-655-3042 MBL	*	
			* CLAY 801-900-0420	*	
			**********	********	
70000EA		1	*OKON 163-23-3072 1/0 15KV AL 19 STR EPR 220MIL F/S 16X#14 FULL NEUTRAL 2500FT RL	3225.000M	225750.00
50000FT		2	*OKON 160-23-9590 15KV OKOGUARD URO-J 1100MCM 220MIL 133% INSUL	10205.000M	510250.00
86000FT		3	*OKON 162-23-3081 4/0 STR ALUM 15K EPR CABLE 220 MIL 11X#14 NEUTRAL	3376.000M	290336.00

*** This is a quotation ***

Prices firm for acceptance within 30 days with the exception of commodity prices which are subject to change daily. Quotation is void if changed. Complete quote must be used unless authorized in writing.

Subtotal	1026336.00
S&H CHGS	0.00
Sales Tax	0.00
TOTAL	1026336.00

OUR PRODUCT AND SERVICES ARE SUBJECT TO, AND GOVERNED EXCLUSIVELY BY, OUR TERMS AND CONDITIONS OF SALE, WHICH ARE INCORPORATED HEREIN AND AVAILABLE AT www.irby.com/terms. ADDITIONAL OR CONFLICTING TERMS ARE REJECTED, VOID AND OF NO FORCE OR EFFECT.

** Reprint ** Reprint ** Reprint **

LEHI CITY
POWER DEPARTMENT

1/10/2022

To: Jason Walker
Cc: Dean Lundell
From: Joel Eves
Re: Okonite Primary Wire

We have an immediate need for the Okonite Primary Wire for work on Commercial & Residential projects currently underway in the city.

We would like to continue purchasing this wire from Irby based on the following reasons:

- Currently they are the only vendor that stock and carry this wire.
- Okonite wire is 90% of the wire on our system,
- To keep our system standardized.
- Ensure safety of lineman.

While there may be other companies who could possibly provide this wire. At the present time Irby is the only company we can purchase Okonite wire from and receive in a timely manner.

Sincerely,

Joel Eves
Lehi City Corporation
Power Department Director

Agenda Item No: 4

City Council Agenda Item Report

Meeting Date: January 25, 2022
Submitted By: Brittney Harris
Submitting Department: Planning Division
Item Type: Resolution
Agenda Section: Regular Agenda

Subject:
Consideration of Resolution #2022-06, the 1st Storage Annexation Resolution of Intent to Annex 3.85-acres of property located at 960 West 2100 North with proposed TH-5 zoning.

Suggested Action:

Attachments:

CC Staff Report 1st Storage Annexation - Resolution of Intent 01.25.22.docx

1st Lehi Storage Annexation DRC 01.05.22.docx

Res 2022-06.docx

Annexation Narrative.pdf

1st Storage Annexation Plat (updated).pdf

Aerial Map.pdf

General Plan Map.pdf

Zoning Map.pdf

1st STORAGE ANNEXATION- RESOLUTION OF INTENT

CITY COUNCIL REPORT

Applicant	Steve Layton		
Meeting Date	January 25, 2022		
Requested Action/Purpose	Acceptance of a resolution of intent to annex		
Location	960 West 2100 North		
Requested Zoning	TH-5		
General Plan Land Use Designation	Regional Commercial with TOD overlay		
Acreage	3.85 acres		
Existing Land Use	Storage Units		
Adjacent Zoning and Land Use	*North*	Proposed TH-5	Refractory Site
	South	R-2/RA-1	Single Family Homes
	East	RA-1	Single Family Homes
	West	Commercial	American Stone
Assigned Planner	Brittney Harris		

REQUIRED ACTION

City Council	Acceptance of resolution
Planning Commission	Review and recommendation on proposed zoning
City Council	Final approval

REPORT ANALYSIS

The applicant requests acceptance of the resolution of intent to annex 3.85 acres of property located at 960 West 2100 North. The resolution of intent to annex represents the first public meeting for an annexation. This item will also go to Planning Commission for review of the proposed TH-5 zoning and a second City Council meeting for approval of the annexation and annexation agreement.

The applicant has expressed their intent to combine this land with the land previously approved for annexation in the Refractory Annexation. The Refractory Annexation had TH-5 zoning approved. The applicant will have to submit a zone change application prior to development of these sites.

The DRC reviewed the proposed annexation and had some recommendations for updates to the plat. The applicant provided an updated plat incorporating those recommendations. The DRC also provided information for the future development and requirement for a Rocky Mountain Power Asset Transfer Agreement.

POSSIBLE MOTIONS AND FINDINGS

The City Council may move to accept or deny the resolution of intent to annex. Any motion should include findings. Possible findings include:

1. The proposed annexation will resolve a county island.
2. The proposed application does/does not conform to the goals and policies of the General Plan.
3. Other findings as determined by the public hearing.

1st Lehi Storage Annexation
DRC Redline Comments

Steve Layton- requests review of the 1st Lehi Storage Annexation, 3.85-acres of property located at 2200 North 1200 West with proposed TH-5 zoning.

DRC Members Present: Glade Kirkham, Garion Rowett, Greg Allred, Matthew Meier, Kim Struthers, Gary Smith, Ross Dinsdale, Trent Dyer, Luke Seegmiller
Representatives of the Applicant Present: Steve Layton
Date of Plans Reviewed: 12/9/21
Time Start: 11:31am
Time End: 11:40am

DRC REPORT:

1. **Critical Issues:**

2. **Location of existing and proposed City facilities**
   a. Culinary water: 2100 North
   b. Pressurized Irrigation Water: 2100 North
   c. Sewer: 2100 North
   d. Storm Drain: 2100 North
   e. Power: 2100 North

3. **Zoning required or recommended**
   a. TH-5- the proposed TH-5 designation is consistent with the Lehi General Plan Land Use Element for the Transitional Holding Zone
   b. Future TOD- the TOD designation to be proposed in the future is consistent with the Lehi General Plan Land Use Element TOD overlay.

4. **Distances to schools/parks/shopping**
   a. Nearest Elementary: Eagle Crest Elementary—1.3 Miles
   b. Nearest Junior High: Lehi Junior High—2.5 Miles
   c. Nearest High School: Skyridge High School—1.9 Miles
   d. Nearest Park: Centennial Park—1.3 miles
   e. Nearest Shopping: Ridge Retail Development— 1.4 Miles

5. **Transportation**
   a. Adjacent to future TRAX station
   b. Adjacent to 1200 West Arterial Road and 2100 North Major Arterial Road

DRC GENERAL COMMENTS:

1. RMP ATA will be required
2. Recommend removing extra signature lines only leave one for mayor and one for City Recorder
3. Future development as described in the narrative provided would be contingent on a future zone change to the TOD Zone, and would require a land use plan and all other requirements for development as a TOD.
4. Recommend changing the name of the annexation to just "Worthen Addition" and strike "to Corporate Limits of Lehi City".
5. List the proposed TH-5 Zoning on the plat.
6. Because of the TH-5 Zone, no water dedication will be required at this time, however, it will be required at a future date when the property is rezoned.

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

THIS ITEM WILL BE SCHEDULED FOR CITY COUNCIL ON JANUARY 25th AND NEED ENVELOPES

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

LEHI CITY

RESOLUTION NO: 2022-06

RESOLUTION OF INTENT OF LEHI CITY COUNCIL TO ANNEX REAL PROPERTY ("1ST STORAGE" ANNEXATION)

WHEREAS, the Lehi City Council has determined that a certain parcel of real property described in Exhibit A constitutes a portion of land contiguous to Lehi City Corporation and should be annexed to Lehi City Corporation; and

WHEREAS, the area to be annexed consists of one or more unincorporated islands or unincorporated peninsulas contiguous to the municipality, each of which has fewer than 800 residents; and

WHEREAS, Lehi City Corporation can provided one or more municipal-type services to the area; and

NOW THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. Pursuant to the provision of Section 10-2-418 of the Utah Code, the Lehi City Council hereby intends to annex the parcels of real property owned by Lehi Refractory LLC, consisting of 3.85 acres and further described by Attachment "A".

2. Staff is directed to publish notice of this proposed annexation in a newspaper of general circulation within Lehi City, once a week for three successive weeks. Said notice shall comply with the requirements of Section 10-2-418(2)(b) of the Utah Code.

3. This Resolution shall be effective upon the date of its adoption.

PASSED AND APPROVED by the City Council of Lehi City, Utah this 25th day of January 2022.

ATTEST:

_____ _____

MARK JOHNSON, Mayor TEISHA WILSON, City Recorder

Exhibit A

NOTICE OF INTENT TO ANNEX REAL PROPERTY

Notice is hereby given that Lehi City Corporation has adopted a resolution indicating its intent to annex real property majority owned by Lehi Refractory LLC located at 960 W 2100 N, Lehi, Utah, consisting of approximately 3.85 acres, and further described as follows:

Legal Description:

A part of the Northwest Quarter of Section 5, Township 5 South, Range 1 East, Salt Lake Base and Meridian, U.S. Survey, Lehi City, Utah County, Utah:

Beginning at a point on the existing Corporate Limit of Lehi City, Utah County, Utah, said point being along the Section line 838.67 feet North 89°52'33" East from the West Quarter Corner of said Section 5; and running thence along the Easterly Lines of the American Stone Annexation the following two (2) courses: (1) North 1°03'53" West 164.58 feet (2) North 45°19'24" West 181.31 feet, to a point on the Southerly line of Refractory Annexation; thence along said Refractory Annexation the following five (5) courses; (1) North 44°39'12" East 255.79 feet (2) North 88°54'43" East 144.79 feet (3) South 71°09'50" East 199.97 feet (4) South 66°33'36" East 75.05 feet (5) South 25°24'05" East 53.05 feet to the Northeast corner of Anderton Addition Annexation; and running thence along the North line of said Anderton Addition Subdivision South 89°52'37" West 217.16 feet to the Northwest corner of said Anderton Addition Annexation; and running thence along the Westerly lines of said Anderton Addition Annexation and Mellor Addition Annexation South 8°22'05" East 309.12 feet to the Southwest corner of said Mellor Addition Annexation; and running thence along said Mellor Addition Annexation the following three (3) Courses; (1) South 89°38'27" East 109.00 feet (2) South 0°07'27" East 8.98 feet (3) North 89°59'53" East 97.62 feet to a point on said Anderton Addition Annexation and running thence along said Anderton Addition Annexation South 0°36'39 East 17.35 feet to the South line of the Northwest Quarter of said Section 5 said point also being on the North line of the existing Corporate limit of Lehi City; thence along said line South 89°52'33" West 508.08 feet to the point of beginning.

Contains 3.851 Acres more or less

A public hearing has been scheduled before the Lehi City Council on the 25th day of January 2022, at 7 p.m. for the purpose of receiving public comment.

The Lehi City Council will annex the above-described parcels unless, at or before the public hearing, written protests to the annexation are filed by the owners of real property located within the area proposed for annexation covering a majority of the total private land area within the entire area proposed for annexation and also is equal to at least ½ the value of all private real property within the entire area proposed for annexation.

1st Lehi Storage - Annexation Application
Steve Layton
Integrated Developers

3. Annexation Information Requirements

(a) The natural topography slopes gently from east to west, although it is relatively flat due the current use being a storage facility.

(b) The existing land use an operating storage unit facility.

(c) The current residential population of the subject properties is zero. We believe the future use of this site is important to the city, being that it is on the freeway, and corner of the 2100 North exit. This land also sits in the middle of a quickly developing area and at the gateway of one of two east entrances into the "Silicon Slopes" area. We would anticipate developing a higher density project consistent with other freeway/exit land sites in similar markets. This site in conjunction with the Lehi Refractory and American Stone site is perfect for mixed-use/TOD, complete with some reasonably dense residential, office, and retail. Being next to the freeway will reduce car traffic through surface streets and other areas and provide the potential for tenants to walk/ride a bike to work due to the proximity to many businesses.

(d) Having talked with the city about their goals over the years, we do believe that a Mixed-Use/TOD project here complies with the city's desires and will enhance the overall general plan. We have other projects and land in this market (Innovation Pointe and the vacant land just south of IP next to the school), so we feel we have a good understanding of things in the Silicon Slopes area. I also understand that the city desires to install a BRT adjacent to our project (this in in lieu of the now cancelled trax line). We are happy and willing to work with the city and incorporate the transit station into our project to the best of our ability, i.e. cross parking, etc.

(e) We would anticipate relying on the city for all the typical services provided. We own 10 water shares acquired through the acquisition of the land that can be used to help off-set the water demand on the city.

We are very excited to have another project in Lehi and look forward to making this corner of 1200 W and I-15 a premiere project and an asset to the community and city.

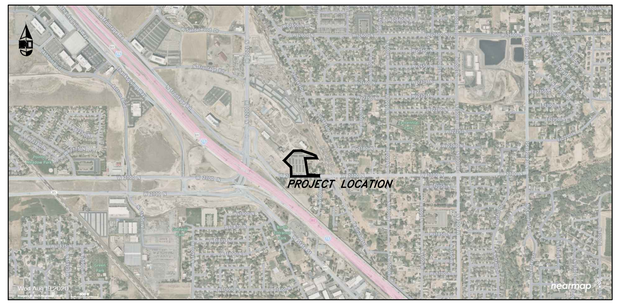
1st Storage Annexation Plat

A part of the Northwest Quarter of Section 5, Township 5 South, Range 1 East, Salt Lake Base and Meridian.
Lehi City, Utah County, Utah
January 2022

Northwest Corner of Section 5, T5S, R1E, SLB&M, US. Survey (Found Brass Cap Monument) Project Benchmark 4619.44 per TURN VRS Network

5305.87' (Meas.)

1200 West (Paved Public Street)



VICINITY MAP
Not to Scale

Refractory Annexation
Filing #

N 88°54'43" E 144.79'
S 71°09'50" E
199.97'
75.05'
S 66°33'36" E
S 25°24'05" E 53.05'
255.79'
N 44°39'12" E
N 45°19'24" W
181.31'
164.58'
N 1°03'53" W
S 89°52'37" W 217.16'
309.12'
S 8°22'05" E
109.00'
S 89°38'27" E
S 0°07'27" E 8.98'
97.62'
N 89°59'53" E
S 0°36'39" E 17.35'
N 89°52'33" E 508.08'

Worthen Williams LLC
12-021-0131

1
3.851 Acres

Anderton Addition Annexation
Filing # 2967

Mellor Addition Annexation
Filing # 2594

American Stone Annexation
Entry # 20770
Map # 7922

Scale: 1" = 40'
40 0 10 20 40 50 60 70 80
Graphic Scale

N 0°01'05" W (Basis of Bearing) 2661.52' (Calc.)
838.67'
N 89°52'33" E (Meas.) N 89°52'54" E (Calc.)
West Quarter Corner of Section 5, T5S, R1E, SLB&M, US. Survey (Not in Place – Removed during I-15 construction)
N 0°08'41" W (Calc.) 2644.33' (Calc.)
Southwest Corner of Section 5, T5S, R1E, SLB&M, US. Survey (Found Brass Cap Monument)

2100 North (Paved Public Street)

5305.87' (Meas.) 5326.01 (Calc.)
East Quarter Corner of Section 5, T5S, R1E, SLB&M, US. Survey (Found Brass Cap Monument)

Note:
The described land shown hereon, will be zoned TH-5 zone, upon the acceptance of this plat.

GREAT BASIN ENGINEERING
5746 South 1475 East Ogden, Utah 84403
Main (801)394-4515 S.L.C (801)521-0222 Fax (801)392-7544
www.greatbasinengineering.com

SURVEYOR'S CERTIFICATE

I, Andy Hubbard, do hereby certify that I am a Professional Land Surveyor in the State of Utah, and that I hold Certificate No. 6242920 in accordance with Title 58, Chapter 22, of the Professional Engineers and Land Surveyors Licensing Act. I also certify that this 1st Storage Annexation Plat, has been correctly drawn to the designated scale and is a true and correct representation of the following description of lands included in said Annexation, based on data compiled from records in the Utah County Recorder's Office, and of a survey made on the ground in accordance with Section 17-23-20.
Signed this ____ day of _____, 2022.

PRELIMINARY

6242920
License No.

Andy Hubbard

BOUNDARY DESCRIPTION

A part of the Northwest Quarter of Section 5, Township 5 South, Range 1 East, Salt Lake Base and Meridian, U.S. Survey, Lehi City, Utah County, Utah:

Beginning at a point on the existing Corporate Limit of Lehi City, Utah County, Utah, said point being along the Section line 838.67 feet North 89°52'33" East from the West Quarter Corner of said Section 5; and running thence along the Easterly Lines of the American Stone Annexation the following two (2) courses: (1) North 1°03'53" West 164.58 feet (2) North 45°19'24" West 181.31 feet, to a point on the Southerly line of Refractory Annexation; thence along said Refractory Annexation the following five (5) courses; (1) North 44°39'12" East 255.79 feet (2) North 88°54'43" East 144.79 feet (3) South 71°09'50" East 199.97 feet (4) South 66°33'36" East 75.05 feet (5) South 25°24'05" East 53.05 feet to the Northeast corner of Anderton Addition Annexation; and running thence along the North line of said Anderton Addition Subdivision South 89°52'37" West 217.16 feet to the Northwest corner of said Anderton Addition Annexation; and running thence along the Westerly lines of said Anderton Addition Annexation and Mellor Addition Annexation South 8°22'05" East 309.12 feet to the Southwest corner of said Mellor Addition Annexation; and running thence along said Mellor Addition Annexation the following three (3) Courses; (1) South 89°38'27" East 109.00 feet (2) South 0°07'27" East 8.98 feet (3) North 89°59'53" East 97.62 feet to a point on said Anderton Addition Annexation and running thence along said Anderton Addition Annexation South 0°36'39 East 17.35 feet to the South line of the Northwest Quarter of said Section 5 said point also being on the North line of the existing Corporate limit of Lehi City; thence along said line South 89°52'33" West 508.08 feet to the point of beginning.

Contains 3.851 Acres more or less

ACCEPTANCE BY LEGISLATIVE BODY

This is to certify that we, the undersigned Lehi City Council have adopted a resolution of its intent to annex the tract of land shown herein and have subsequently adopted on an ordinance annexing said tract of land into Lehi City, Utah and that a copy of the ordinance has been prepared for filing herewith all in accordance with Utah Code Section 10-2-418 as revised and that we have examined and do hereby approve and accept the annexation of the tract as shown as a part of said City and that said tract of land is to be known hereafter as the "Worthen Addition to Corporate Limits of Lehi City".
Dated this_____, Day of _____, 2022.

_____ Attest _____
Mayor City Recorder

City Seal

APPROVED AS TO FORM

_____ _____
County Attorney Date

UTAH COUNTY SURVEYOR

This Plat has been reviewed by the County Surveyor and is hereby certified as a final local entity plat, pursuant to Utah County Ann. § 17-23-20 as amended.

Signed this ____ day of _____, 2022.

_____
Signature

County Surveyors Seal

1st Storage Annexation Plat
A part of the Northwest Quarter of Section 5, Township 5 South, Range 1 East, Salt Lake Base and Meridian.
Lehi City, Utah County, Utah
January 2022

Entry # _____

State of Utah, County of Utah, Recorded and Filed at the Request of

Date _____ Time _____ Book _____ Page _____

FEE $ UTAH COUNTY RECORDER

County Recorders Seal

21N324 – Annex

1st Storage Annexation

Aerial

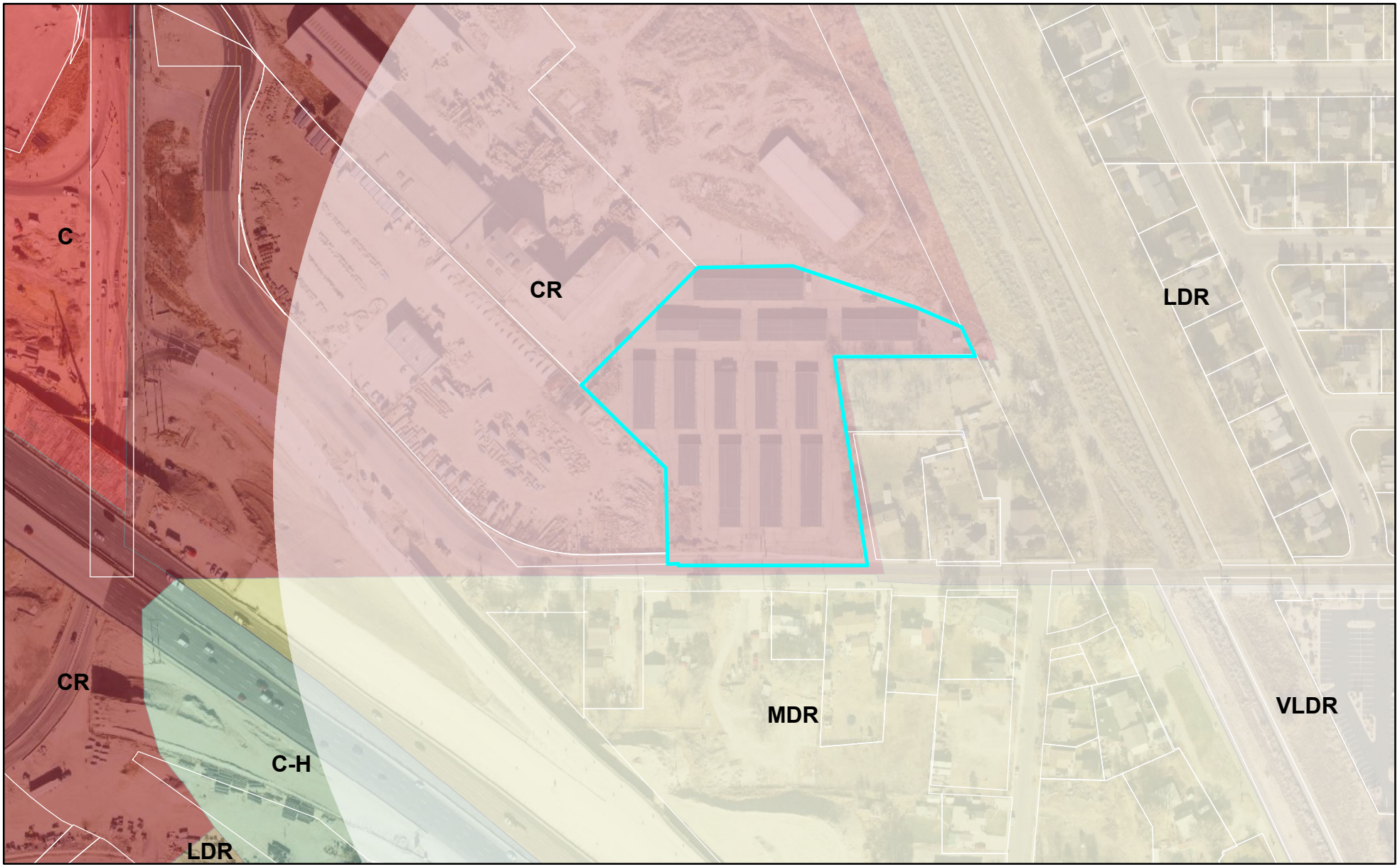


0 260 520 Feet

LEHI CITY

1st Storage Annexation

General Plan

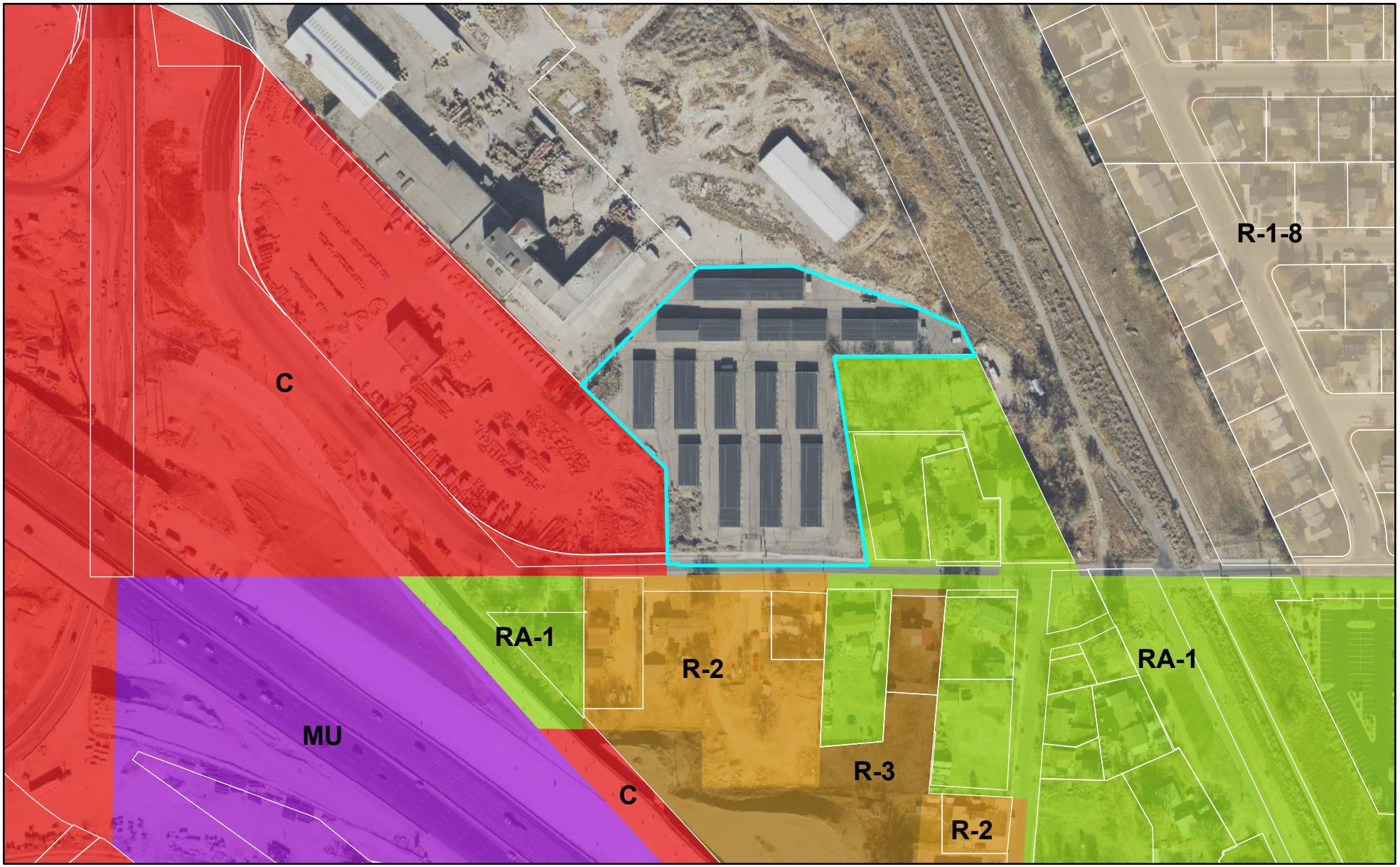


0 250 500 Feet

LEHI CITY

1st Storage Annexation

Zoning



LEHI CITY

Agenda Item No: 5

City Council Agenda Item Report

Meeting Date: January 25, 2022
Submitted By: Brittney Harris
Submitting Department: Planning Division
Item Type: Action Item
Agenda Section: Regular Agenda

Subject:
Consideration of Final subdivision approval for the Traverse Mountain Multifamily Plat A, a 3-lot subdivision located at 381 North Traverse Mountain Boulevard.

Suggested Action:

Attachments:

CC Staff Report Traverse Mountain Multifamiily Final Subdivision 01.25.22.docx

Traverse Mountain Apartments Subdivision DRC 10.28.2020.docx

Traverse Mountain Apartments narrative.pdf

Traverse Mountain Apartments plat.pdf

Aerial Map.pdf

General Plan Map.pdf

Zoning Map.pdf

TRAVERSE FAMILY MULTIFAMILY PLAT A FINAL SUBDIVISION

CITY COUNCIL REPORT

Applicant	Riverbend Management		
Meeting Date	January 25, 2022		
Requested Action/Purpose	Approval of a final subdivision		
Location	3851 North Traverse Mountain Boulevard		
Existing Land Use	Undeveloped (approved Traverse Mountain Apartments)		
Existing Zoning	Planned Community (PC)		
General Plan Land Use Designation	Commercial		
Number of Lots/Units	3 Lots		
Adjacent Zoning and Land Use	*North*	PC (Commercial)	Offices/ Fire Station 83
	South	PC (Commercial)	Terrace Retail Center
	East	PC (Commercial)	Undeveloped
	West	PC (Commercial)	Townhomes
Date of DRC Review	October 28, 2020		
Assigned Planner	Brittney Harris		

REQUIRED ACTION

City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 11.180. Effective Period of Final Subdivision Plat Approval.
The approval of a final subdivision plat shall be effective for a period of two (2) years from the date the final plat is approved and signed by the City Council, at the end of which time such final subdivision plat shall have been recorded in the office of the Utah County Recorder.

PROPERTY HISTORY

July 26, 1997	Area brought into the City as part of the Deerfield Annexation
June 11, 2019	City Council approved the Traverse Mountain Area Plan Amendment allowing 317 residential units to transfer from the Riverbend Planning District to the Highway Commercial District.
January 14, 2021	Planning Commission approved the Traverse Mountain Apartments Site Plan

REPORT ANALYSIS

The applicant requests approval of the Traverse Mountain Multifamily Plat A, three lot subdivision. The proposed subdivision is located at 3851 North Traverse Mountain Boulevard in the Traverse Mountain Planned Community.

The proposed subdivision does not include any public improvements. All of the public improvements were approved

with the Site Plan and will be installed under that permit. The purpose of this subdivision is to create three legal lots as well as designate utility and roadway easements. The proposed lots meet the size requirements for the Highway Commercial zone in the Traverse Mountain Area Plan.

The DRC reviewed the proposed subdivision and had six redline comments:

1. Provide 10' PUE& RCE at all road frontages public and private.
2. How are the dry utilities easements handled inside of lot 2?
3. Change to "PUBLIC UTILITY AND ROADWAY CONSTRUCTION EASEMENT"
4. Update plat to match final approved site plan
5. Remove the duplicate City Engineer and PC approval blocks on the bottom of the page (outside the rest of the title block)
6. Include note saying that all site work will be completed with site plan

Please consider including all DRC comments in your motion.

POSSIBLE MOTIONS AND FINDINGS

The City Council may move to approve, approve with modifications, or deny the proposed final subdivision. Any motion should include findings. Possible findings include:

1. The proposed subdivision is a legal division of land and does not include any improvements.
2. The proposed subdivision does/does not meet the requirements of the Development Code in regard to subdivision approvals.
3. Other findings based upon information presented at the public meeting.

Traverse Mountain Apartments Subdivision
DRC Redline Comments

Riverbend Management- requests review of the Traverse Mountain Apartments Subdivision, a 3-lot subdivision located at 3851 North Traverse Mountain Boulevard.

DRC Members Present: Glade Kirkham, Kerry Evans, Greg Allred, Kim Struthers, Gary Smith, Joshua Bunnell, Ross Dinsdale, Trent Dyer
Representatives of the Applicant Present: none due to covid-19
Date of Plans Reviewed: **10/13/2020**
Time Start: n/a
Time End: n/a

DRC REDLINE COMMENTS:
Glade – Power:
1. Provide 10' PUE& RCE at all road frontages public and private.
2. How are the dry utilities easements handled inside of lot 2?

Kerry – Fire: No comments
Greg – Water/Sewer: No comments
Trent – Parks: No comments
Gary – Building/Inspections: No comments
JD – Streets: No comments
Ross – Engineering:
3. Change to "PUBLIC UTILITY AND ROADWAY CONSTRUCTION EASEMENT"
4. Update plat to match final approved site plan

Kim – Planning:
5. Remove the duplicate City Engineer and PC approval blocks on the bottom of the page (outside the rest of the title block)
6. Include note saying that all site work will be completed with site plan

PRIOR TO RECORDING OF PLAT:
1. Provide a Mylar of the final plat for recording with the owners notarized signature(s).
2. Include surveyor's and engineer's stamps and signatures on the plat.

DRC GENERAL COMMENTS:
1. Please note that ALL of the DRC Redline and Prior to Recording of Plat comments MUST be completed before a preconstruction meeting can be scheduled.
2. Once approved by the Planning Commission or City Council (whichever is applicable) plans may be submitted for check-off. Check-off plans consist of one set of 24x36-inch plans submitted to the Planning Division office. When changes need to be made to a check set, revise the affected sheets only. Each new submittal will require a revision date on each new sheet. It is the responsibility of the applicant to follow through with completing the check-off items.
3. Prior to the pre-construction meeting, Lehi City Staff will make copies of plans for the meeting from the check-off set and the developer will pay fees for the copies.
4. On the power, developer will install conduit; Lehi City Power will install all other required power infrastructure shown on the plans and charge the developer for the costs. These costs are separate from power impact fees that are paid with the building permit.
5. Developer is responsible to purchase, move or remove any existing Rocky Mountain Power facilities. Additionally, the Developer is responsible for all costs associated for the purchase of RMP equipment by Lehi City Power. These costs are separate from infrastructure, impact fees, and connection fees.
6. Developer is responsible to furnish adequate rights of way or easements for construction of off-site power line extensions.
7. Residential developments shall complete all required private improvements prior to commencing construction on units totaling more than 80% of the allowed units in the development.
8. The approval of a development shall be effective for a period of two (2) years from the date the development is approved by the Planning Commission or City Council, whichever is applicable.

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

9. Approved vehicle access for firefighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet of temporary or permanent fire department connections. Vehicle access shall be provided by either a twenty (20) foot minimum width temporary or permanent road, capable of supporting vehicle loading under all weather conditions. Vehicle access shall be kept clear of all fencing, barricades, dumpsters, vehicles, construction materials and debris and maintained until permanent fire apparatus access roads are available.

THIS ITEM MAY NEED TO BE UPDATED IF THE SITE PLAN CHANGES AND WILL BE SCHEDULED FOR CITY COUNCIL WHEN SITE PLAN IS SCHEDULED FOR PLANNING COMMISSION

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

ENSIGN
THE STANDARD IN ENGINEERING

Structural Engineering
Municipal Services
Civil Engineering
Land Surveying

October 13, 2020

Lehi City Planning Department
153 North 100 East
Lehi, Utah 84043

RE: Traverse Mountain Apartments

To whom it may concern:

We are pleased to submit to you the site plan for the Traverse Mountain Apartment project. The project site is bordered by Traverse Mountain Boulevard to the north, Traverse Parkway to the east, the Provo River Water Users Association to the south and an undeveloped portion of the same lot to the west. The site has approximately 50-feet of grade change from the highest point to the lowest and requires the strategic use of retaining walls as well as using the building structures to retain the soil where possible. The project consists of 317 units with 316 units within the larger buildings and 1 unit above the clubhouse. The proposed lot being developed for the apartment project will be approximately 9.9-acres.

Sincerely,

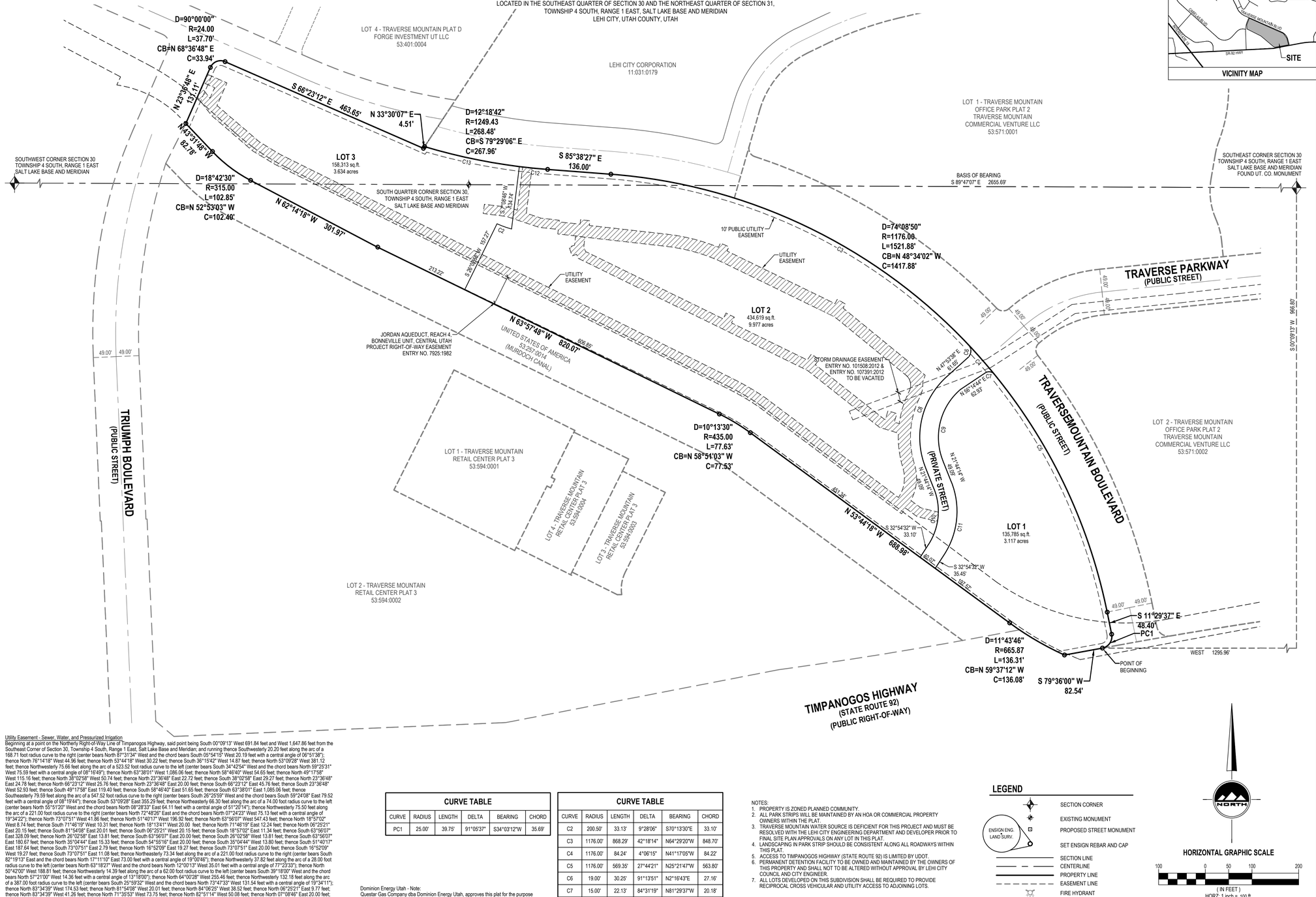
Jared K. Ford, PE
Principal

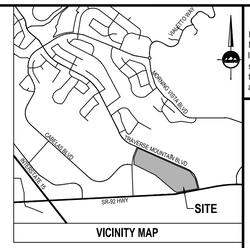
TRAVERSE MOUNTAIN MULTIFAMILY PLAT 'A'

VACATING LOT 1 - TRAVERSE MOUNTAIN PLAT A AND LOT 1 - TRAVERSE MOUNTAIN PLAT 'C'

COMMERCIAL DEVELOPMENT

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 30 AND THE NORTHEAST QUARTER OF SECTION 31, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN
LEHI CITY, UTAH COUNTY, UTAH





VICINITY MAP

SURVEYOR'S CERTIFICATE

I, KAREN F. WHITE do hereby certify that I am a Licensed Land Surveyor, and that I hold Certificate No. 191326 as prescribed under laws of the State of Utah. I further certify that by authority of the Owners, I have made a survey of the tract of land shown on this plat and described below, and have subdivided said tract of land into lots and streets, hereafter to be known as TRAVERSE MOUNTAIN MULTIFAMILY PLAT 'A', and that the same has been correctly surveyed and staked on the ground as shown on this plat. I further certify that all lots meet frontage width and area requirements of the applicable zoning ordinances.

BOUNDARY DESCRIPTION

Beginning at a point on the Northerly Right-of-Way Line of Timpanogos Highway, said point being South 00°09'13" West 983.07 feet and West 1,295.96 feet from the Southeast Corner of Section 30, Township 4 South, Range 1 East, Salt Lake Base and Meridian; and running

thence South 79°36'00" West 82.54 feet along said Northerly Right-of-Way Line;
thence Northwesterly 136.31 feet along the arc of a 665.87 foot radius curve to the right (center bears North 24°30'55" East and the chord bears North 59°37'12" West 136.08 feet with a central angle of 11°43'46");
thence North 53°44'18" West 688.98 feet;
thence Northwesterly 77.63 feet along the arc of a 435.00 foot radius curve to the left (center bears South 36°15'42" West and the chord bears North 58°51'03" West 77.53 feet with a central angle of 10°13'30");
thence North 63°57'48" West 820.07 feet;
thence North 62°14'18" West 301.97 feet;
thence Northwesterly 102.85 feet along the arc of a 315.00 foot radius curve to the right (center bears North 27°45'42" East and the chord bears North 52°53'03" West 102.40 feet with a central angle of 18°42'30");
thence North 43°31'48" West 82.78 feet;
thence North 23°36'48" East 131.11 feet;
thence Northeasterly 37.70 feet along the arc of a 24.00 foot radius curve to the right (center bears South 66°23'12" East and the chord bears North 68°36'48" East 33.94 feet with a central angle of 90°00'00");
thence South 66°23'12" East 463.65 feet;
thence North 33°30'07" East 4.51 feet;
thence Southeasterly 268.48 feet along the arc of a 1,249.43 foot radius curve to the left (center bears North 16°40'15" East and the chord bears South 79°29'06" East 267.96 feet with a central angle of 12°18'42");
thence South 85°38'27" East 136.00 feet;
thence Southeasterly 1,521.88 feet along the arc of a 1,176.00 foot radius curve to the right (center bears South 04°21'33" West and the chord bears South 48°34'02" East 1,417.88 feet with a central angle of 74°08'50");
thence South 11°29'37" East 48.40 feet;
thence Southwesterly 39.75 feet along the arc of a 25.00 foot radius curve to the right (center bears South 78°30'23" West and the chord bears South 34°03'12" West 35.69 feet with a central angle of 91°05'37") to the point of beginning.

Contains 749,085 Square Feet or 17.197 Acres and 3 Lots

DATE

KAREN F. WHITE
LICENSE NO. 191326

OWNER'S DEDICATION

Know all men by these presents that I / we, the undersigned owner(s) of the above described tract of land, having caused same to be subdivided, hereafter known as the

TRAVERSE MOUNTAIN MULTIFAMILY PLAT 'A'

do hereby dedicate the streets, easements and other public areas as indicated hereon for the perpetual use of the public.

In witness whereof I / we have hereunto set our hand (s) this _____ day of _____ A.D., 20_____.

Traverse Mountain Commercial Venture, LLC,
a Utah limited liability company

By _____
, Manager

ACKNOWLEDGMENT

State of Utah)
) ss.
County of Salt Lake)

The foregoing instrument was acknowledged before me this ___ day of _____, 20___, by _____ the Manager of TRAVERSE MOUNTAIN COMMERCIAL VENTURE, LLC, in its own capacity and as the Manager of TRAVERSE MOUNTAIN COMMERCIAL VENTURE, LLC.

_____ Notary Public
My Commission Expires: Residing at:

PLANNING COMMISSION APPROVAL

APPROVED THIS _____ DAY OF _____ A.D., 20_____. BY THE PLANNING COMMISSION.

DIRECTOR-SECRETARY CHAIR, PLANNING COMMISSION

ACCEPTANCE BY LEGISLATIVE BODY

THE CITY COUNCIL OF LEHI, COUNTY OF UTAH, APPROVES THIS SUBDIVISION SUBJECT TO THE CONDITIONS AND RESTRICTIONS STATED HEREON AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSE FOR THE PERPETUAL USE OF THE PUBLIC THIS _____ DAY OF _____, A.D. 20_____

MAYOR: _____

APPROVED: _____ ATTEST: _____
CITY ENGINEER (SEE SEAL BELOW) CLERK/RECORDER (SEE SEAL BELOW)

TRAVERSE MOUNTAIN MULTIFAMILY PLAT 'A'

VACATING THE TERRACE RETAIL CENTER PLAT #2

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 30 AND
THE NORTHEAST QUARTER OF SECTION 31,
TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN
LEHI CITY, UTAH COUNTY, UTAH

Utility Easement - Sewer, Water, and Pressurized Irrigation
Beginning at a point on the Northerly Right-of-Way Line of Timpanogos Highway, said point being South 00°09'13" West 691.84 feet and West 1,647.86 feet from the Southeast Corner of Section 30, Township 4 South, Range 1 East, Salt Lake Base and Meridian; and running thence Southwesterly 20.20 feet along the arc of a 168.71 foot radius curve to the right (center bears North 87°31'34" West and the chord bears South 05°54'15" West 20.19 feet with a central angle of 06°51'38"); thence North 76°14'18" West 44.96 feet; thence North 53°44'18" West 30.22 feet; thence South 36°15'42" West 14.87 feet; thence North 53°09'28" West 381.12 feet; thence Northwesterly 75.66 feet along the arc of a 523.52 foot radius curve to the left (center bears South 34°47'54" West and the chord bears North 59°25'31" West 75.59 feet with a central angle of 08°16'49"); thence North 63°38'01" West 1,086.06 feet; thence North 58°46'40" West 54.65 feet; thence North 49°17'58" West 115.16 feet; thence North 38°02'58" West 50.74 feet; thence North 23°36'48" East 22.72 feet; thence South 38°02'58" East 29.27 feet; thence North 23°36'48" East 24.78 feet; thence North 66°23'12" West 25.76 feet; thence North 23°36'48" East 20.00 feet; thence South 66°23'12" East 45.76 feet; thence South 23°36'48" West 52.93 feet; thence South 49°17'58" East 119.40 feet; thence South 58°46'40" East 51.65 feet; thence South 63°38'01" East 1,085.06 feet; thence Southeasterly 79.59 feet along the arc of a 547.52 foot radius curve to the right (center bears South 26°25'59" West and the chord bears South 59°24'08" East 79.52 feet with a central angle of 08°19'44"); thence South 53°09'28" East 355.29 feet; thence Northeasterly 66.30 feet along the arc of a 74.00 foot radius curve to the left (center bears North 55°51'20" West and the chord bears North 08°28'33" East 64.11 feet with a central angle of 51°20'14"); thence Northwesterly 75.50 feet along the arc of a 221.00 foot radius curve to the right (center bears North 72°48'26" East and the chord bears North 07°24'22" West 75.13 feet with a central angle of 19°34'22"); thence North 73°07'51" West 41.86 feet; thence North 51°40'17" West 196.92 feet; thence North 63°56'07" West 547.43 feet; thence North 18°57'02" West 8.74 feet; thence South 71°46'19" West 10.31 feet; thence North 18°13'41" West 20.00 feet; thence North 71°46'19" East 12.24 feet; thence North 06°25'21" East 20.15 feet; thence South 81°54'08" East 20.01 feet; thence South 06°25'21" West 20.15 feet; thence South 18°57'02" East 11.34 feet; thence South 63°56'07" East 328.09 feet; thence North 26°02'58" East 13.81 feet; thence South 63°56'07" East 20.00 feet; thence South 26°02'58" West 13.81 feet; thence South 63°56'07" East 180.67 feet; thence North 35°04'44" East 15.33 feet; thence South 54°55'16" East 20.00 feet; thence South 35°04'44" West 13.80 feet; thence South 51°40'17" East 187.64 feet; thence South 73°07'51" East 2.79 feet; thence North 16°52'09" East 19.27 feet; thence South 73°07'51" East 20.00 feet; thence South 16°52'09" West 19.27 feet; thence South 73°07'51" East 11.08 feet; thence Northeasterly 73.34 feet along the arc of a 221.00 foot radius curve to the right (center bears South 82°19'13" East and the chord bears North 17°11'10" East 73.00 feet with a central angle of 19°00'46"); thence Northeasterly 37.82 feet along the arc of a 28.00 foot radius curve to the left (center bears North 63°18'27" West and the chord bears North 12°00'13" West 35.01 feet with a central angle of 77°23'23"); thence North 50°42'00" West 188.81 feet; thence Northwesterly 14.39 feet along the arc of a 62.00 foot radius curve to the left (center bears South 39°18'00" West and the chord bears North 57°21'00" West 14.36 feet with a central angle of 13°18'00"); thence North 64°00'28" West 255.46 feet; thence Northwesterly 132.18 feet along the arc of a 387.00 foot radius curve to the left (center bears South 25°59'32" West and the chord bears North 73°47'32" West 131.54 feet with a central angle of 19°34'11"); thence North 83°34'39" West 174.53 feet; thence North 81°54'08" West 20.01 feet; thence North 84°06'25" West 38.52 feet; thence North 06°25'21" East 9.77 feet; thence North 83°34'39" West 41.26 feet; thence North 71°35'53" West 73.75 feet; thence North 82°51'14" West 50.08 feet; thence North 07°08'46" East 20.00 feet; thence South 82°51'14" East 52.05 feet; thence South 71°35'53" East 19.79 feet;thence North 07°08'46" East 93.35 feet; thence South 83°38'42" East 20.00 feet; thence South 07°08'46" West 97.61 feet; thence South 71°35'53" East 33.44 feet; thence South 83°34'39" East 39.16 feet; thence South 06°25'21" West 3.77 feet; thence South 84°06'25" East 45.23 feet; thence North 06°25'21" East 9.56 feet; thence South 83°16'03" East 20.00 feet; thence South 06°25'21" West 10.10 feet; thence South 83°34'39" East 167.82 feet; thence Southeasterly 13.75 feet along the arc of a 413.00 foot radius curve to the right (center bears South 06°25'21" West and the chord bears South 75°41'13" East 113.39 feet with a central angle of 15°46'51"); thence North 23°55'09" East 10.00 feet; thence South 66°24'33" East 20.00 feet; thence South 23°55'09" West 10.00 feet; thence Southeasterly 7.31 feet along the arc of a 413.00 foot radius curve to the right (center bears South 24°58'42" West and the chord bears South 64°30'53" East 7.31 feet with a central angle of 01°00'50"); thence South 64°00'28" East 249.97 feet; thence North 26°00'14" East 10.00 feet; thence South 64°00'28" East 3.29 feet; thence South 64°00'00" East 2.20 feet; thence Southeasterly 14.56 feet along the arc of a 98.00 foot radius curve to the right (center bears South 26°00'00" West and the chord bears South 59°44'39" East 14.55 feet with a central angle of 08°30'42"); thence South 26°00'14" West 10.12 feet; thence Southeasterly 5.86 feet along the arc of a 88.00 foot radius curve to the right (center bears South 35°29'13" West and the chord bears South 52°36'23" East 5.86 feet with a central angle of 03°48'47"); thence South 50°42'00" East 220.96 feet; thence South 18°46'41" West 16.70 feet; thence Southwesterly 30.77 feet along the arc of a 54.00 foot radius curve to the right (center bears South 84°02'33" West and the chord bears South 10°22'03" West 30.36 feet with a central angle of 32°39'01"); thence Southwesterly 149.36 feet along the arc of a 195.00 foot radius curve to the left (center bears South 63°18'27" East and the chord bears South 04°45'00" West 145.74 feet with a central angle of 43°53'08"); thence Southwesterly 79.91 feet along the arc of a 100.00 foot radius curve to the right (center bears South 72°48'26" West and the chord bears South 05°42'02" West 77.80 feet with a central angle of 45°47'13"); thence South 53°44'18" East 27.11 feet; thence South 76°14'18" East 38.22 feet to the point of beginning. Contains 97,816 Square Feet or 2.246 Acres

Dominion Energy Utah - Note:
Questar Gas Company dba Dominion Energy Utah, approves this plat for the purpose of approximating the location, boundaries, course and dimensions of the Rights-of-Way and Easement Grants and existing underground facilities. Nothing herein shall be constructed to warrant or verify the precise location of such items. The Rights-of-Way and easements are subject to numerous restrictions appearing on the recorded right-of-way and easement grant(s). Dominion Energy Utah also approves this plat for the purpose of confirming that the plat contains public utility easements; however, Dominion Energy Utah may require additional easements in order to serve this development. This approval does not constitute abrogation or waiver of any other existing rights, obligations or liabilities provided by law or equity. This approval does not constitute acceptance, approval or acknowledgment of any terms contained in the plat, including those set in the Owners Dedication or the Notes, and does not constitute a guarantee of particular terms or conditions of natural gas service. for further information please contact Dominion Energy Utah's Right-of-Way Department at 801-366-8532.

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
PC1	25.00'	39.75'	91°05'37"	S34°03'12"W	35.69'

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C2	200.50'	33.13'	9°28'06"	S70°13'30"E	33.10'
C3	1176.00'	868.29'	42°18'14"	N64°29'20"W	848.70'
C4	1176.00'	84.24'	4°06'15"	N41°17'05"W	84.22'
C5	1176.00'	569.35'	27°44'21"	N25°21'47"W	563.80'
C6	19.00'	30.25'	91°13'51"	N2°16'43"E	27.16'
C7	15.00'	22.13'	84°31'19"	N81°29'37"W	20.18'
C8	175.00'	212.68'	69°37'52"	S13°04'42"W	199.83'
C9	135.00'	168.44'	71°29'16"	S14°00'24"W	157.72'
C10	130.00'	123.99'	54°38'46"	N5°35'09"E	119.34'
C11	170.00'	162.14'	54°38'46"	N5°35'09"E	156.06'
C12	1249.43'	60.77'	2°47'13"	S84°14'50"E	60.77'
C13	1249.43'	207.70'	9°31'29"	S78°05'30"E	207.46'

NOTES:
1. PROPERTY IS ZONED PLANNED COMMUNITY.
2. ALL PARK STRIPS WILL BE MAINTAINED BY AN HOA OR COMMERCIAL PROPERTY OWNERS WITHIN THE PLAT.
3. TRAVERSE MOUNTAIN WATER SOURCE IS DEFICIENT FOR THIS PROJECT AND MUST BE RESOLVED WITH THE LEHI CITY ENGINEERING DEPARTMENT AND DEVELOPER PRIOR TO FINAL SITE PLAN APPROVALS ON ANY LOT IN THIS PLAT.
4. LANDSCAPING IN PARK STRIP SHOULD BE CONSISTENT ALONG ALL ROADWAYS WITHIN THIS PLAT.
5. ACCESS TO TIMPANOGOS HIGHWAY (STATE ROUTE 92) IS LIMITED BY UDOT.
6. PERMANENT DETENTION FACILITY TO BE OWNED AND MAINTAINED BY THE OWNERS OF THIS PROPERTY AND SHALL NOT TO BE ALTERED WITHOUT APPROVAL BY LEHI CITY COUNCIL AND CITY ENGINEER.
7. ALL LOTS DEVELOPED ON THIS SUBDIVISION SHALL BE REQUIRED TO PROVIDE RECIPROCAL CROSS VEHICULAR AND UTILITY ACCESS TO ADJOINING LOTS.

LEGEND

- SECTION CORNER
- EXISTING MONUMENT
- PROPOSED STREET MONUMENT
- SET ENSIGN REBAR AND CAP
- SECTION LINE
- CENTERLINE
- PROPERTY LINE
- EASEMENT LINE
- FIRE HYDRANT

ENSIGN ENG. LAND SURV.

NORTH

HORIZONTAL GRAPHIC SCALE
100 0 50 100 200
(IN FEET)
HORZ: 1 inch = 100 ft.

ENSIGN
SALT LAKE CITY
45 W. 10000 S., Suite 500
Sandy, UT. 84070
Phone: 801.255.0529
Fax: 801.255.4449
WWW.ENSIGNENG.COM

LAYTON
Phone:801.547.1100
TOOELE
Phone: 435.843.3590
CEDAR CITY
Phone: 435.865.1453
RICHFIELD
Phone: 435.896.2983
COLORADO SPRINGS
Phone: 719.476.0119

SHEET 1 OF 1
PROJECT NUMBER : 5261EE
MANAGER : RQE
DRAWN BY : KFW
CHECKED BY : PMH
DATE : 10/13/20

LEHI ENGINEER APPROVAL

I HEREBY CERTIFY THAT THIS OFFICE HAS EXAMINED THIS PLAT AND IT IS CORRECT IN ACCORDANCE WITH INFORMATION ON FILE IN THIS OFFICE

DATE CITY ENGINEER

PLANNING COMMISSION APPROVAL

APPROVED THIS _____ DAY OF _____
A.D. _____ BY THE LEHI CITY PLANNING COMMISSION.

CHAIRMAN, PLANNING COMMISSION

SURVEYOR'S SEAL — NOTARY PUBLIC SEAL — CITY ENGINEER'S SEAL — CLERK-RECORDER SEAL

LICENSED PROFESSIONAL LAND SURVEYOR — No. 191326 — KAREN F. WHITE — STATE OF UTAH

Traverse Mountain Apartments

Aerial

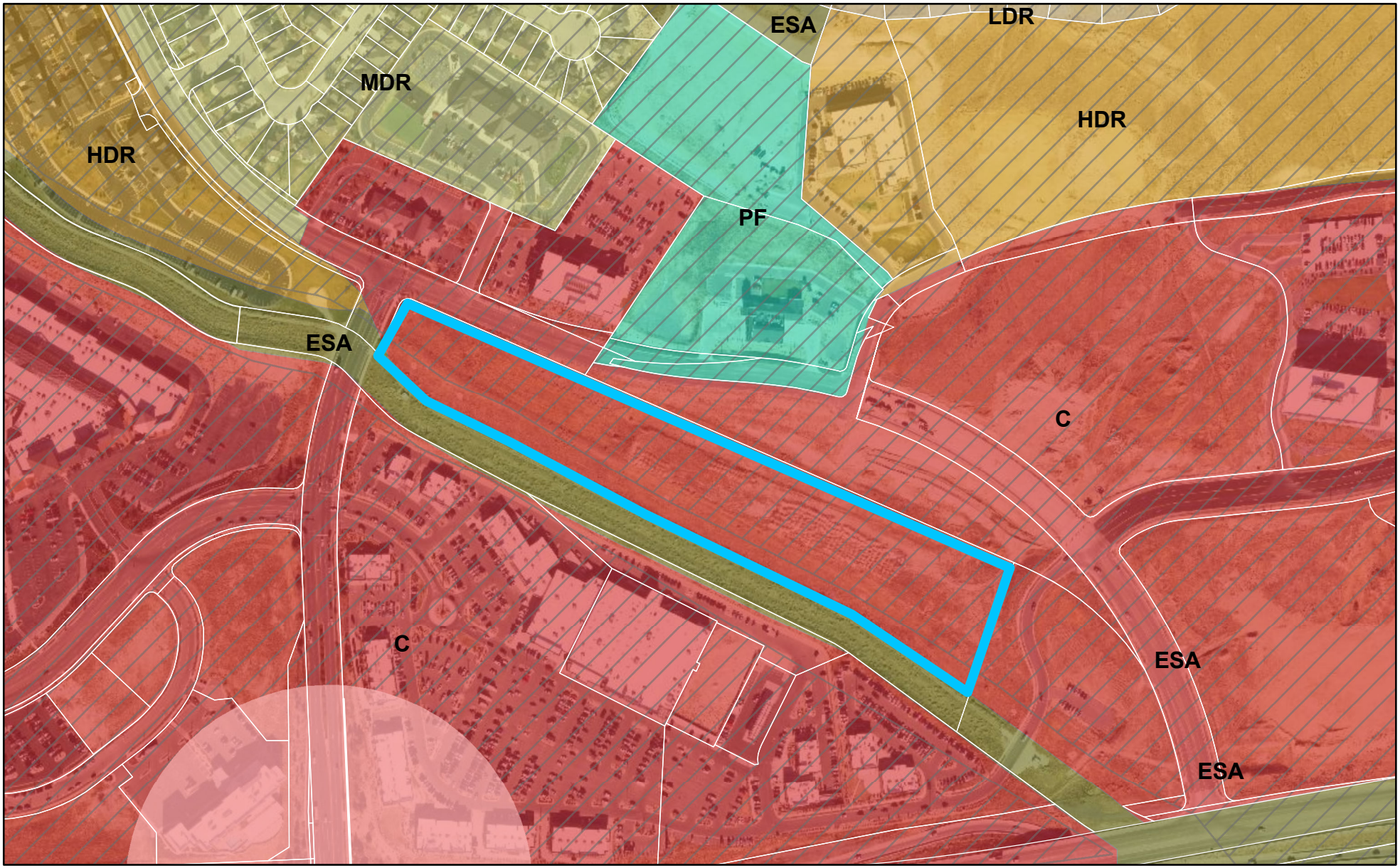


0 400 800 Feet

LEHI CITY

Traverse Mountain Apartments

General Plan



0 400 800 Feet

LEHI CITY

Traverse Mountain Apartments

Zoning



LEHI CITY

Agenda Item No: 6

City Council Agenda Item Report

Meeting Date: January 25, 2022
Submitted By: Brittney Harris
Submitting Department: Planning Division
Item Type: Ordinance
Agenda Section: Regular Agenda

Subject:

Consideration of the Neldon and Jewel Bullock Annexation, 1.33-acres of property located at 578 West 2100 North with A-1 (agriculture) zoning.

a. Consideration of Resolution #2022-05 approving an annexation agreement.
b. Consideration of Ordinance #06-2022, approving the Neldon and Jewel Bullock Annexation, with A-1 Agriculture zoning.

Suggested Action:

Attachments:

CC Staff Report Neldon and Jewel Bullock Annexation 11.16.21.docx

Neldon and Jewel Bullock Annexation DRC 03.03.21.docx

Ord 06-2022.docx

Res 2022-05.docx

Bullock AnnexAgreement 01.25.22.docx

Bullock Annexation narrative.pdf

Bullock Annexation Plat.pdf

Bullock Annexation-Aerial Map.pdf

Bullock Annexation-General Plan Map.pdf

Bullock Annexation-Zoning Map.pdf

NELDON AND JEWEL BULLOCK ANNEXATION

CITY COUNCIL REPORT

Applicant	Neldon and Jewel Bullock		
Meeting Date	January 25, 2022		
Requested Action/Purpose	Approval of annexation		
Location	578 West 2100 North		
Requested Zoning	A-1 (R-1-15 originally)		
General Plan Land Use Designation	Low Density Residential (LDR)		
Acreage	1.313 acres		
Existing Land Use	Barn structure and yard		
Adjacent Zoning and Land Use	*North*	Unincorporated	Greenhouse/shed
	South	RA-1	Single Family Home
	East	A-1	Yard area
	West	R-1-8	Single Family Homes
Date of DRC Review	March 3, 2021		
Date of City Council Acceptance	October 12, 2021		
Date of Planning Commission Review	October 28, 2021		
Assigned Planner	Brittney Harris		

REQUIRED ACTION

City Council	Acceptance of resolution
Planning Commission	Review and recommendation on proposed zoning
City Council	Final approval

REPORT ANALYSIS

The applicant requests approval of the Neldon and Jewel Bullock Annexation. The Council previously approved a resolution of intent on this property. The Council approved the most recent resolution of intent on October 12, 2021.

The proposed annexation is located at 578 West 2100 North; and includes two separate parcels. One is 0.54 acres the other is 0.79 acres. The parcels represent an existing county island allowing annexation by resolution.

The applicant originally proposed R-1-15 zoning which does not comply with the General Plan Land Use Designation of Low Density Residential (LDR). Staff talked with the applicant about changing their zone request to R-1-12. During the City Council meeting on October 12, 2021 the applicant indicated the desire for A-1 zoning. The applicant has also expressed they do not plan to combine the two lots. These parcels on their own do not meet the 1-acre size requirement for the A-1 zone. The applicant has also expressed their desire for A-1 zoning is for the future obtaining of a kennel permit. Kennel permits are only allowed in A-1 and A-5 zoning because of the potential nuisance to surrounding neighbors on smaller lots. Also, the A-1 zoning also does not comply with the Low Density Residential (LDR) General Plan Land Use Designation.

Staff met with the applicant to discuss compensation for perceived wrongs. Staff presented the City's offer and the applicant reviewed and accepted it. Staff's offer includes:

1. Based on the City's standard water dedication requirements, the dedication amount would be 5.79 acre feet or 2.2 Lehi Irrigation Company shares. However, per our previous discussion on July 19, 2017, we are willing to honor the commitment we made at that time that only one share of Lehi Irrigation Company water will need to be dedicated to satisfy the water dedication requirements.

2. The City will pay for the water (culinary and PI) and sewer utilities to be stubbed to the property line for the existing ag building and the north parcel. This will allow easier connection when they develop in the future. All of the connection and impact fees for the two sets of utility services will need to be paid by the applicant at the time building permits are issued. Also, the property owner will be required to apply for and obtain building permits for any new buildings or conversion of the agriculture building to residential from the City per our standard process.
3. The City will pay for and install the curb, gutter and sidewalk along 600 West. The applicant shall remove the existing fence to allow for the sidewalk construction, maintain any animals in a separate area during the construction process, allow the City to slope the exiting ground at the back of sidewalk into the applicant's property, dedicate the small property areas that will be needed to install the sidewalk and the existing corner radius at 600 West 2100 North and reinstall the fence after the construction of the walk is complete. The sidewalk will be built integral to the road without a planter strip for the length of the Bullock property, until it jogs in to match with the existing sidewalk to the north.
4. The current animal rights that are allowed in the County (horses, sheep, cows, etc.) will be allowed to continue up until the time the properties with the animal rights uses are developed (ag building is converted to a garage or a home, a home is constructed on the north parcel). At that time the animal rights will revert back to those for the zone as listed in the Development Code.
5. Upon annexation the applicant can put brick on the agriculture building without a building permit as long as it remains an agricultural building. If upon annexation the building has been transformed or is in the process of being transformed into a residential dwelling, it will need a building permit.

The DRC reviewed the proposed annexation and had no critical comments.

POSSIBLE MOTIONS AND FINIDINGS

The City Council may approve or deny the Neldon and Jewel Bullock Annexation. Any motion should include findings. Possible findings include:

1. The proposed annexation resolves a county island.
2. The proposed A-1/R-1-15 zoning is/ is not consistent with the LDR General Plan Land use designation.
3. The proposed annexation conforms/ does not conform to the goals and policies of the General Plan.
4. Other findings as determined by the public hearing.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission reviewed the proposed annexation on October 28, 2021. The minutes and motion from this meeting follow:

3.9) Public hearing and recommendation of Jewel Bullock's request for review of R-1-15 (residential) zoning on the Neldon and Jewel Bullock Annexation, 1.33-acres of property located at 578 West 2100 North.
Jacob Curtis presented information on the agenda item.

The applicant, Jewell Bullock, was present. She stated she would like her property to be annexed into the City. She stated she would like to keep the property as A-1 and still annex into the City. The Bullock's have been working with the City for years with the property to annex into the City. She expressed her desire to preserve her animal rights.

Commissioner Nielsen opened the public hearing Holly Bullock stated she is in support to the annexation and zone change for A-1.

Commissioner Nielsen closed the public hearing

Motion: Commissioner Ellis moved to send a positive recommendation **of Jewel Bullock's request for review of R-1-15 (residential) zoning on the Neldon and Jewel Bullock Annexation, 1.33-acres of property located**

at 578 West 2100 North; with the findings that the proposed annexation resolves a county island, the R-1-15 and A-1 zoning is consistent with the LDR General Plan Land use designation, the zoning is compatible with surrounding neighborhood, the annexation conforms to the goals and policies of the General Plan, and the annexation does not affect the health, safety, welfare, and morals of the City. Including all DRC comments. Commissioner Jackson seconded.

Vote: Commissioner Nielsen, yes; Commissioner Bunker, yes; Commissioner Ellis, yes; Commissioner Hereth; yes; Commissioner Jackson, yes; Commissioner Eyre, yes. The motion passed unanimously.

Neldon and Jewel Bullock Annexation
DRC Redline Comments

*Jewel Bullock- requests review of the Neldon and Jewel **Bullock Annexation**, 0.54-acres located at 578 West 2100 North with proposed R-1-15 zone*

DRC Members Present: Glade Kirkham, Kerry Evans, Greg Allred, Kim Struthers, Gary Smith, Joshua Bunnell, Ross Dinsdale, Trent Dyer
Date of Plans Reviewed: 2/17/21
Time Start: n/a
Time End: n/a

DRC REPORT:

1. **Critical Issues:**

2. **Location of existing and proposed City facilities:**

    a. Utilities in 600 West
    b. All Sewer, Water, PI, and storm drain utilities are located in 600 West or 2100 North

3. **Zoning required or recommended**
    a. Applicant requests R-1-15 zoning, this zone is consistent with the Low Density Residential land use designation of the General Plan.

4. **Distances to schools/parks/shopping**
    a. School
        i. Sego Lily Elementary
            1. 1.42 miles
        ii. Lehi Junior High
            1. 1.33 miles
        iii. Skyridge High School
            1. 1.05 miles
    b. Park
        i. Centennial Park
            1. 0.2 miles
    c. Shopping
        i. The Meadows Shopping Center
            1. 2.62 miles

5. **Transportation**
    a. 2100 North and I-15

DRC GENERAL COMMENTS:

1. Why not include this as TH-5, and have this done?
2. As a condition of recording the annexation the owner needs to complete the required water dedication for the R-1-15 Zone. As per Chapter 27 of the Development Code, the amount of culinary water is 1.13 acre feet per acre and irrigation water is 2.56 acre feet per acre.
3. A Mylar copy of the annexation plat is required prior to scheduling the annexation for final City Council approval.
4. An annexation agreement will be required as part of the annexation process. The applicant is responsible to request a copy of the draft agreement prior to the final City Council meeting.
5. May Trigger RMP purchase?

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

6. Per Table 12.260, animal rights will be limited to Category Four animals based on the zone and the size of the property unless otherwise agreed to by the City Council as part of the annexation agreement.

THIS ITEM WILL BE SCHEDULED FOR CITY COUNCIL ON MARCH 23, 2021.

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

ORDINANCE NO: 06-2022

AN ORDINANCE APPROVING THE NELDON AND JEWEL BULLOCK ANNEXATION

WHEREAS, the Lehi City Council has adopted a resolution of intent to annex real property known as the "Neldon and Jewel Bullock" Annexation, located at approximately 578 West 2100 North and further identified by Exhibit "A" pursuant to the provisions of Section 10-2-418 of the Utah Code: and

WHEREAS, the Lehi City Council conducted a public hearing on the 16th day of November 2021, after having published notice as also required by Section 10-2-418 of the Utah Code; and

WHEREAS, the Lehi City Council noted that there were no protests filed to defeat the annexation as required by Section 10-2-418 of the Utah Code.

NOW, THEREFORE, IT IS ORDAINED by the City Council of Lehi City, Utah, as follows:

Section 1. The Lehi City Council finds that the proposed Neldon and Jewel Bullock Annexation as more fully described on the transparent reproducible Annexation Plat and the attached Exhibit "A", in the judgment of Lehi City, meets the standards set forth in Section 10-2-418 of the Utah Code.

Section 2. The area as specifically described in the Annexation Plat is hereby annexed to Lehi City.

Section 3. Pursuant to Utah Code Ann. §10-9-406, the City Council hereby assigns the A-1 zoning designation to the territory depicted on the Annexation Plat which is being annexed to Lehi City by this ordinance, and further directs that the Official Zoning District Map of Lehi City be amended to show the area as part of Lehi City with the new zoning district designation.

Section 4. The Mayor is hereby authorized to sign this ordinance. Once all conditions precedent to the Annexation have been complied with, the City Recorder is directed to file the transparent reproducible Annexation Plat, together with a certified copy of this ordinance in the office of the Utah County Recorder

Section 5. This ordinance shall become effective on the date that it is filed in the office of the Utah County Recorder.

Approved and adopted by the Lehi City Council this 25th day of January 2022.

ATTEST

_____	_____
MARK JOHNSON, Mayor	Teisha Wilson, City Recorder

EXHIBIT “A”

“Neldon and Jewel Bullock” Annexation Legal Description

A PART OF THE NE QUARTER OF SECTION 5, TOWNSHIP 5 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT IN IN THE EXISTING LEHI CITY BOUNDARY AS ESTABLISHED BY THE RICHARD JOHN BULLOCK ANNEXATION AND THE INTERSECTION WITH A LONG STANDING LEHI CITY BOUNDARY, SAID POINT LIES S89°49'21"W, 2502.25 FEET AND N00°10'39"W, 107.45 FEET from THE EAST QUARTER CORNER OF SAID SECTION 5 THENCE ALONG SAID LONG STANDING BOUNDARY S89°48'00"W, 126.28 FEET TO THE EAST LINE OF 600 WEST STREET; THENCE ALONG SAID EAST LINE N00°07'56"W, 347.02 FEET TO THE SOUTH LINE OF COUNTRY MANOR ESTATES SUBDIVISION AND THE LEHI CITY BOUNDARY; THENCE ALONG SAID SUBDIVISION AND CITY BOUNDARY S89°39'19"E, 255.15 FEET; TO THE THOMAS AND HOLLY BULLOCK ANNEXATION BOUNDARY, THENCE ALONG SAID BOUNDARY S01°12'42"W, 103.40 FEET; TO THE RICHARD JOHN BULLOCK ANNEXATION BOUNDARY, THENCE ALONG SAID BOUNDARY S89°59'32"W, 124.90 FEET AND S00°14'00"W, 241.65 FEET TO THE POINT OF BEGINNING, HAVING AN AREA OF 57178.7 SQUARE FEET, 1.313 ACRES

THE BASIS OF BEARINGS FOR THIS PLAT IS THE UTAH STATE PLANE COORDINATE SYSTEM WHERE THE BEARING TO VIEW 2 IS N02°50'34"W FROM THE E ¼ CORNER OF SECTION 5.

LEHI CITY

RESOLUTION NO: 2022-05

A RESOLUTION OF THE LEHI CITY COUNCIL APPROVING AN ANNEXATION AGREEMENT WITH THE OWNERS OF THE PROPERTY THAT IS THE SUBJECT OF THE NELDON AND JEWEL BULLOCK ANNEXATION

WHEREAS, the owners desire to annex certain property located at approximately 578 West 2100 North to the City of Lehi which property is further described in Exhibit "A" of the Annexation Agreement and incorporated by reference herein; and

WHEREAS, owners have specifically requested that said property be annexed to the City, and the City Council having considered the matter is willing to annex the said property only upon certain conditions to be met and fulfilled by the owners, their heirs, executors, assigns and successors in interest; and

WHEREAS, it is expressly agreed and understood by and between the parties that but for the said performance by the owners, the City of Lehi would not, under any circumstance, annex the said property within its corporate boundaries; and

WHEREAS, the conditions, performances and obligations of the owners set forth herein are expressly understood to be independent and in addition to compliance with all of the laws, ordinances, requirements and regulations of the city of Lehi; and

WHEREAS, it is further agreed that this Agreement in no way and under no circumstances infers sketch plan, preliminary plan or final plan approval of any subdivision or development, nor does it assure or represent that the owners and/or developers have complies with all of the requirements set forth by ordinance and statute as pertains to the proposed improvement of development; and

WHEREAS, after considering the facts and comments presented to the City Council, the Council finds: (i) that it should approve an Annexation Agreement with the owners of the property that is the subject of the Neldon and Jewel Bullock Annexation; and (ii) such action furthers the health, safety and welfare of the citizens of Lehi.

NOW, THERFORE, be it resolved by the City Council of Lehi City, Utah, as follows:

1. The Neldon and Jewel Bullock Annexation Agreement attached hereto as Exhibit "A" is herby approved and the Mayor is authorized to execute the Agreement and take all other such actions as is necessary to make it effective.

2. This resolution shall take effect immediately.

Approved and Adopted by the City Council of Lehi City, Utah this 25th day of January 2022.

LEHI CITY	ATTEST
_____	_____
MARK JOHNSON, Mayor	TEISHA WILSON, City Recorder

NELDON AND JEWEL BULLOCK
ANNEXATION AGREEMENT

THIS AGREEMENT made and entered into this____ day of_____, 20___, by and between **LEHI CITY CORPORATION,** a municipal corporation of the State of Utah and **THE UNDERSIGNED PROPERTY OWNERS,** hereinafter referred to as Owners.

WHEREAS, the Owners desire to annex certain property to the City of Lehi which property is described on Attachment A and incorporated by reference herein; and

WHEREAS, Owners have specifically requested that said property be annexed to the City, and the City Council having considered the matter is willing to annex the said property only upon certain conditions to be met and fulfilled by the Owners, their heirs, executors, assigns and successors in interest.

WHEREAS, it is expressly agreed and understood by and between the parties that but for the said performance by the Owners, the City of Lehi would not, under any circumstance, annex the said property within its corporate boundaries.

WHEREAS, the conditions, performances and obligations of the Owners set forth herein are expressly understood to be independent and in addition to compliance with all of the laws, ordinances, requirements and regulations of the city of Lehi; and

NOW THEREFORE, for and in consideration of the City of Lehi's Agreement to annex said property into the corporate limits of the City of Lehi, the Owners and the City agree to the following:

1. This agreement shall be and is hereby expressly made binding upon all of the heirs, executors, assigns and any and all other successors in interest of the parties hereto.
2. It is agreed that the Owners and/or developers shall pay unto the City of Lehi at such times and places as required by the ordinance, rules and regulations existing at the time of this Agreement, or as subsequently changed by ordinance, rules of regulations, such sums as are required by the said ordinances, rules and regulations pertaining to development of subdivisions, connections fees, impact fees, and any and all other such fees as are so made and provided.
3. The property will be zoned **A-1 Agriculture** as shown on the annexation plat map**.**
4. There will be no required water right dedication.

IN WITNESS WHEREOF, the said parties to this agreement have hereunto signed their names and day and year as written.

_____ _____
MARK JOHNSON, Mayor Date

ATTEST:_____
TEISHA WILSON, City Recorder
Lehi City, Utah

_____ _____ _____ _____
Property Owner Date Property Owner Date

ACKNOWLEDGMENT

STATE OF UTAH
S.S.
COUNTY OF UTAH

ON THE _____DAY OF _____A.D. 20___ PERSONALLY APPEARED BEFORE ME

_____, THE SIGNERS OF THE FOREGOING DOCUMENT WHO DULY ACKNOWLEDGED TO ME THAT THEY DID EXECUTE THE SAME.

MY COMMISSION EXPIRES:_____ _____
NOTARY PUBLIC (SEE SEAL)

EXHIBIT "A"

BOUNDARY DESCRIPTION

A PART OF THE NE QUARTER OF SECTION 5, TOWNSHIP 5 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT IN IN THE EXISTING LEHI CITY BOUNDARY AS ESTABLISHED BY THE RICHARD JOHN BULLOCK ANNEXATION AND THE INTERSECTION WITH A LONG STANDING LEHI CITY BOUNDARY, SAID POINT LIES S89°49'21"W, 2502.25 FEET AND N00°10'39"W, 107.45 FEET from THE EAST QUARTER CORNER OF SAID SECTION 5 THENCE ALONG SAID LONG STANDING BOUNDARY S89°48'00"W, 126.28 FEET TO THE EAST LINE OF 600 WEST STREET; THENCE ALONG SAID EAST LINE N00°07'56"W, 347.02 FEET TO THE SOUTH LINE OF COUNTRY MANOR ESTATES SUBDIVISION AND THE LEHI CITY BOUNDARY; THENCE ALONG SAID SUBDIVISION AND CITY BOUNDARY S89°39'19"E, 255.15 FEET; TO THE THOMAS AND HOLLY BULLOCK ANNEXATION BOUNDARY, THENCE ALONG SAID BOUNDARY S01°12'42"W, 103.40 FEET; TO THE RICHARD JOHN BULLOCK ANNEXATION BOUNDARY, THENCE ALONG SAID BOUNDARY S89°59'32"W, 124.90 FEET AND S00°14'00"W, 241.65 FEET TO THE POINT OF BEGINNING, HAVING AN AREA OF 57178.7 SQUARE FEET, 1.313 ACRES

THE BASIS OF BEARINGS FOR THIS PLAT IS THE UTAH STATE PLANE COORDINATE SYSTEM WHERE THE BEARING TO VIEW 2 IS N02°50'34"W FROM THE E $\frac{1}{4}$ CORNER OF SECTION 5.

ITEM (3)____Annexation Information Requirements

(a)___ In general, what is the topography, vegetation, and other natural features present on the property proposed to be annexed?

This property is gentle slope of approximately 1% from North to South. The vegetation natural pasture with some areas of animal pens, residential gardens.

(b)___ What is the existing land use of the property proposed for annexation and those requested by the owners?

The existing use of the property is one residential unit, one garage and agriculture use. It is proposed that one additional residential unit will be added by remodeling the existing garage into a residential structure with continued agriculture uses.

(c)___ What is the current and potential (if the property were developed) population and residential density pf the proposed area?

The current property contains one residential unit. The potential use under the R1-15 zone would be one additional residential unit for a total of 2 units

(d)___ How will the proposed annexation comply with and achieve Lehi City's land use, goals and policies outlined in the Lehi City General Plan.

This annexation would comply with the goals of Lehi City to fill in the "County Islands" that are within the City boundaries. It would be consistent with the lot density residential development of the surrounding area.

(e)___What are the current and potential (if the property were developed) demands for City Provided facilities and services to the area proposed for annexation, including culinary water, irrigation water, wastewater, transportation facilities, drainage, fire protection solid waste, parks and recreation and police protection?

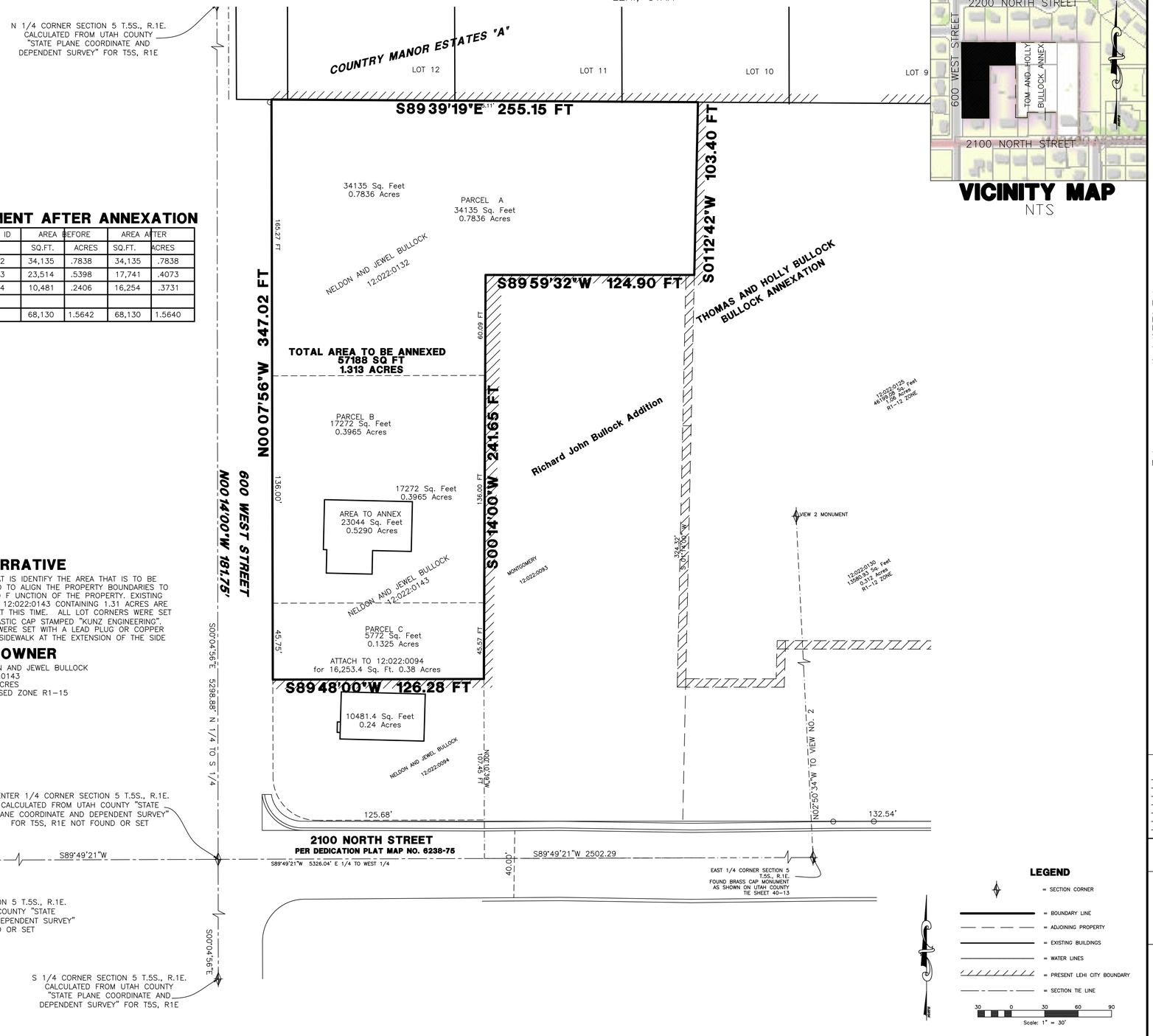
The annexation of this property would result in the addition of one residential unit with the associated utility connections. It would not have a significant effect on the transportation, parks and recreation and police protection.

(f)___ Are the water rights necessary for annexation found in Section 27-040 of the Lehi Development Code available for dedication to Lehi City Upon Annexation?

According to section 24-040 of the Lehi Development code, 3.69 shares per acre (2.00 for 0.54 acres) of Lehi water would be required for a R1-15 zone. These shares would be available at time of annexation.

NELDON AND JEWEL BULLOCK ANNEXATION

SW QUARTER OF THE NE QUARTER SECTION 5, T5S, R1E, SLB&M
LEHI, UTAH



LOT ALIGNMENT AFTER ANNEXATION

PARCEL	UT. CO. TAX ID	AREA BEFORE		AREA AFTER	
		SQ.FT.	ACRES	SQ.FT.	ACRES
A	12:022:0132	34,135	.7838	34,135	.7838
B	12:022:0143	23,514	.5398	17,741	.4073
EXIST LOT	12:022:0094	10,481	.2406	16,254	.3731
	TOTALS	68,130	1.5642	68,130	1.5640

NARRATIVE

THE PURPOSE OF THIS PLAT IS IDENTIFY THE AREA THAT IS TO BE ANNEXED TO LEHI CITY AND TO ALIGN THE PROPERTY BOUNDARIES TO CONFORM TO THE USE AND F UNCTION OF THE PROPERTY. EXISTING PARCELS 12:022:0132 AND 12:022:0143 CONTAINING 1.31 ACRES ARE REQUESTING TO ANNEXED AT THIS TIME. ALL LOT CORNERS WERE SET WITH A ⅝" REBAR AND PLASTIC CAP STAMPED "KUNZ ENGINEERING". ALL FRONT LOT CORNERS WERE SET WITH A LEAD PLUG OR COPPER RIVET NEAR THE BACK OF SIDEWALK AT THE EXTENSION OF THE SIDE LOT LINES.

OWNER

NELDON AND JEWEL BULLOCK
12:022:0143
0.54 ACRES
PROPOSED ZONE R1-15

VICINITY MAP

NTS

LEGEND

- = SECTION CORNER
- = BOUNDARY LINE
- = ADJOINING PROPERTY
- = EXISTING BUILDINGS
- = WATER LINES
- = PRESENT LEHI CITY BOUNDARY
- = SECTION TIE LINE

30 0 30 60 90
Scale: 1" = 30'

SURVEYOR'S CERTIFICATE

I, ROBERT D KUNZ, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR IN THE STATE OF UTAH AND THAT I HOLD UTAH L.S. NUMBER 150228-2201. I FURTHER CERTIFY THAT THIS IS A TRUE AND ACCURATE MAP OF THE LAND TO BE ANNEXED TO LEHI CITY, UTAH COUNTY, UTAH AND THAT THE FOLLOWING IS AN ACCURATE DESCRIPTION OF SAID LAND'S BOUNDARY.

BOUNDARY DESCRIPTION

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ROBERT D. KUNZ, P. E. , L. S. — DATE
UTAH NO. 150228-2201

ACCEPTANCE BY LEGISLATIVE BODY

THIS IS TO CERTIFY THAT WE, THE UNDERSIGNED LEHI CITY COUNCIL HAVE ADOPTED A RESOLUTION OF ITS INTENT TO ANNEX THE TRACT OF LAND SHOWN HEREIN AND HAVE SUBSEQUENTLY ADOPTED AN ORDINANCE ANNEXING SAID TRACT INTO LEHI CITY, UTAH AND THAT A COPY OF THE ORDINANCE HAS BEEN PREPARED FOR FILING HEREWITH ALL IN ACCORDANCE WITH UTAH CODE SECTION 10-2-418 AS REVISED AND THAT WE HAVE EXAMINED AND DO HEREBY APPROVE AND ACCEPT THE ANNEXATION OF THE TRACT AS SHOWN AS A PART OF SAID CITY AND THAT SAID TRACT OF LAND IS TO BE KNOWN HEREAFTER AS THE NELDON AND JEWEL BULLOCK ANNEXATION

SIGNED THIS _____DAY OF _____, 20___

MAYOR — ATTEST: CITY RECORDER

UTAH COUNTY SURVEYOR

THIS PLAT HAS BEEN REVIEWED BY THE UTAH COUNTY SURVEYOR AND IS HEREBY CERTIFIED AS A FINAL LOCAL ENTITY PLAT, PURSUANT TO UTAH COUNTY ANN. 17-23-20 AS AMENDED

UTAH COUNTY SURVEYOR

REVISIONS

DATE	DESCRIPTION

KUNZ ENGINEERING
ENGINEERING SURVEYING LAND PLANNING
280 EAST 260 SOUTH, OREM, UTAH 84058 CELL NUMBER (801)-830-9896
PHONE: (801) 225-8232 FAX: (801) 221-9213 e-mail: ROBERTDKUNZ@GMAIL.COM

ANNEXATION PLAT

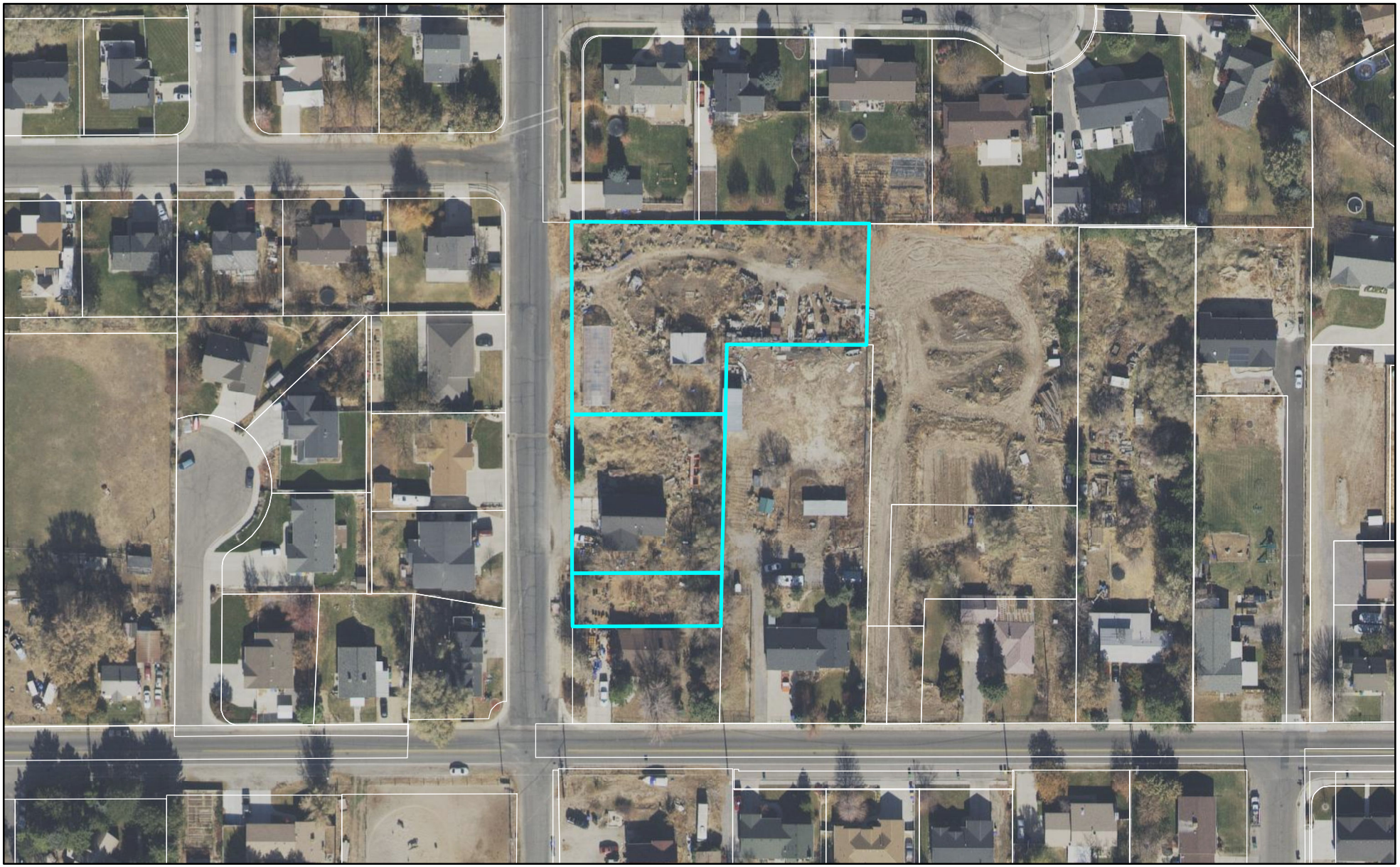
NELDON AND JEWEL BULLOCK ANNEXATION

LEHI CITY,UTAH COUNTY,UTAH
SCALE 1"=20'

SURVEYOR	COUNTY SURVEYOR	CITY SEAL	OTHER
REGISTERED LAND SURVEYOR 150228-2201 ROBERT D. KUNZ STATE OF UTAH			

Newel and Jewel Bullock Annexation

Aerial

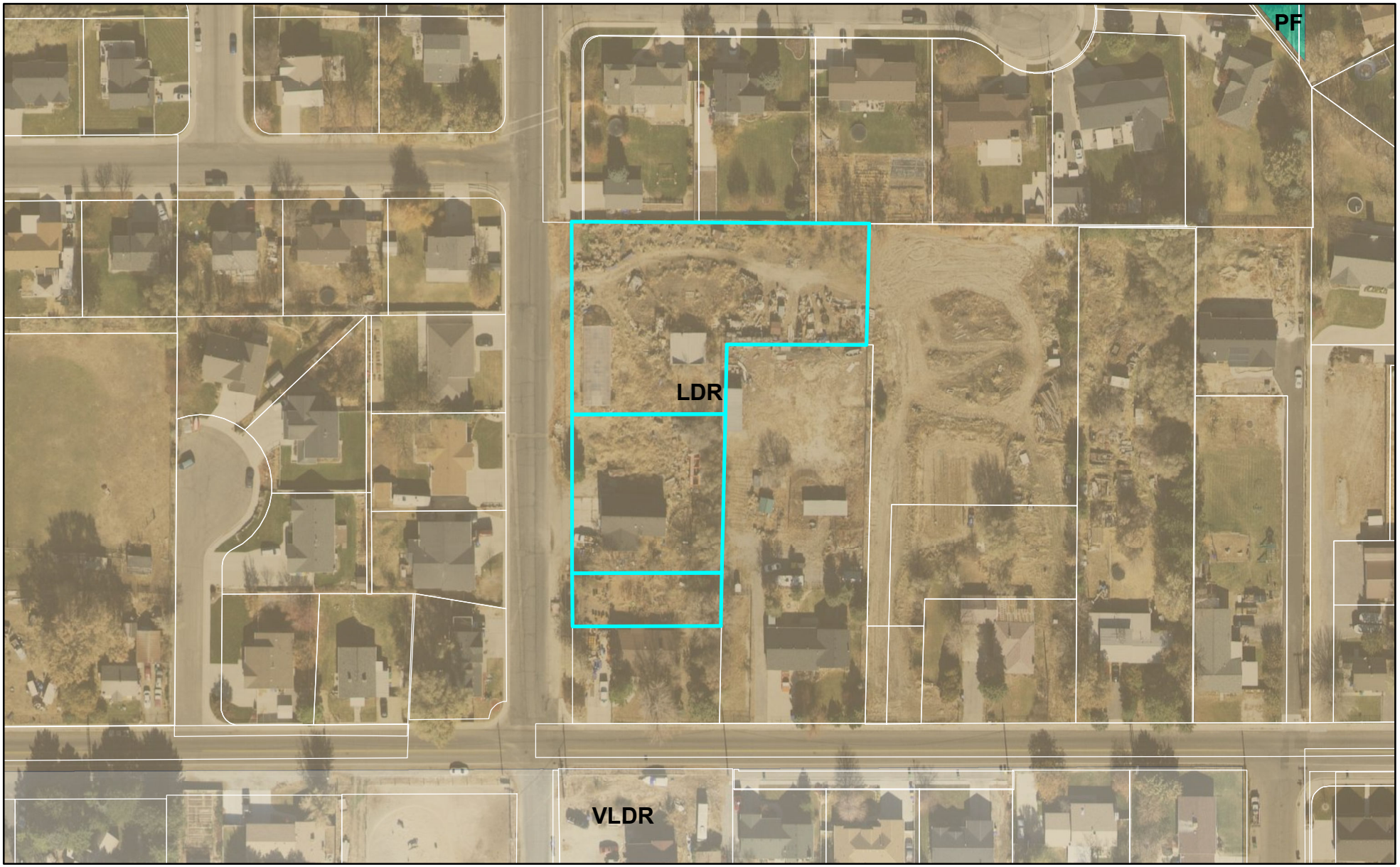


0 140 280 Feet

LEHI CITY

Newel and Jewel Bullock Annexation

General Plan

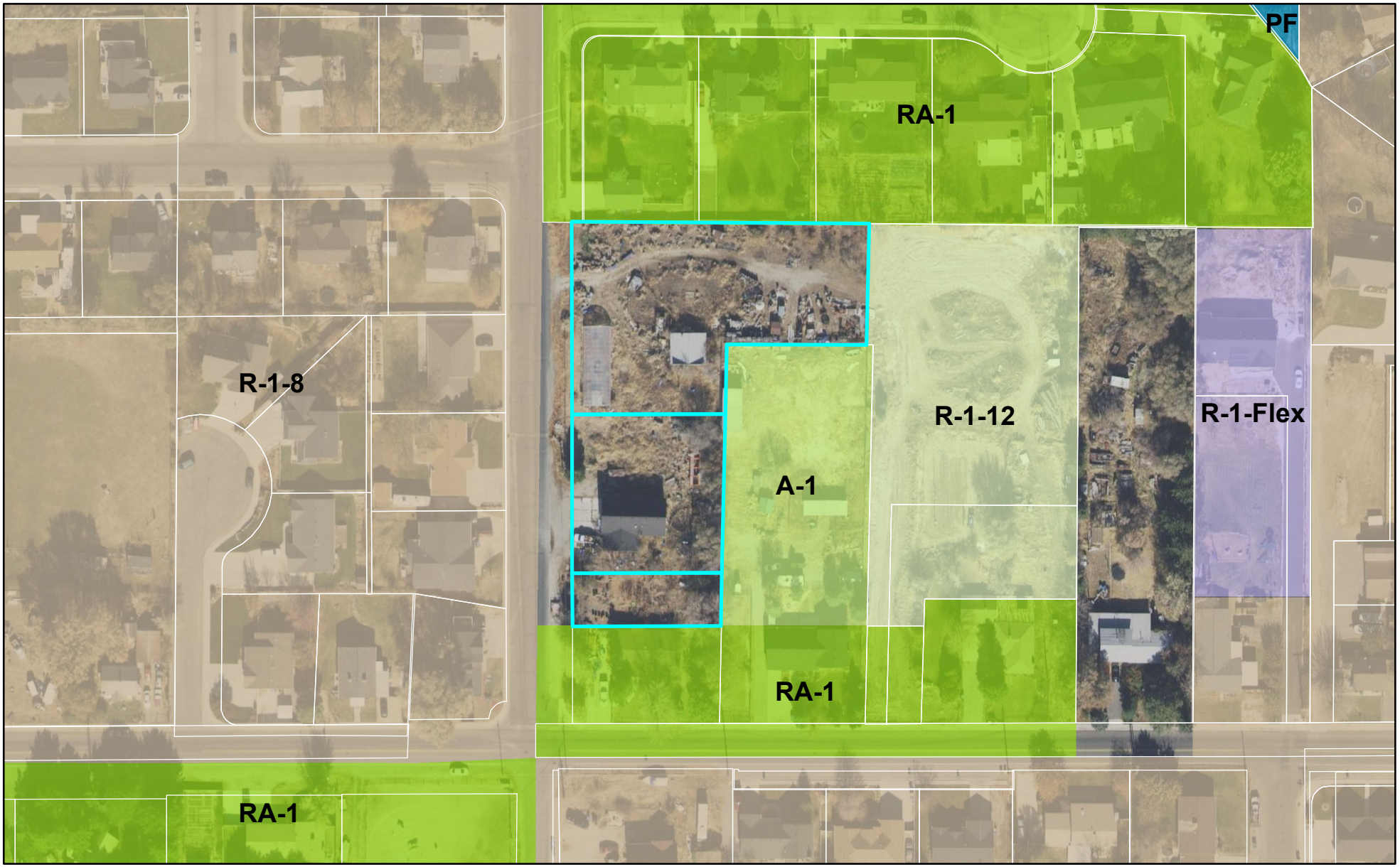


0 140 280 Feet

LEHI CITY

Newel and Jewel Bullock Annexation

Zoning



0 140 280 Feet

LEHI CITY

Agenda Item No: 7

City Council Agenda Item Report

Meeting Date: January 25, 2022
Submitted By: Sierra Pierson
Submitting Department: Planning Division
Item Type: Action Item
Agenda Section: Regular Agenda

Subject:
Consideration of Final subdivision approval for the View 21 East, a 3-lot commercial subdivision located at 2000 North 3600 West.

Suggested Action:

Attachments:

CC Staff Report View 21 East Subdivision 1.25.22.docx

View 21 East Final Subdivision DRC 01.05.22.docx

View 21 East - plans.pdf

View 21 East Maps - aerial.pdf

View 21 East Maps - zoning.pdf

View 21 East Maps - general plan.pdf

VIEW 21 EAST FINAL SUBDIVISION

CITY COUNCIL REPORT

Applicant	Gardner Company		
Meeting Date	January 25, 2022		
Requested Action/Purpose	Approval of a final subdivision		
Location	2000 North 3600 West		
Existing Land Use	Undeveloped/Agriculture		
Existing Zoning	Commercial (C)		
General Plan Land Use Designation	Commercial (C)		
Number of Lots/Units	3 Lots		
Adjacent Zoning and Land Use	*North*	Commercial	2100 North
	South	HDR	Undeveloped
	East	Commercial	Timp Point Subdivision
	West	Commercial	Maverik and 3600 West
Date of DRC Review	January 5, 2022		
Assigned Planner	Sierra Pierson		

REQUIRED ACTION

City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 11.180. Effective Period of Final Subdivision Plat Approval.
The approval of a final subdivision plat shall be effective for a period of two (2) years from the date the final plat is approved and signed by the City Council, at the end of which time such final subdivision plat shall have been recorded in the office of the Utah County Recorder.

PROPERTY HISTORY

September 26, 2008	This property was included in the Holbrook Annexation.
April 20, 2015	This property was included in the Gardner-Plumb Development Agreement that was approved by the City Council.
July 21, 2018	This property was included in the Gardner-Plumb Development Agreement Amendment that was approved by the City Council.

REPORT ANALYSIS

The applicant is requesting approval of the View 21 East final subdivision located at 2000 North 3600 West. The proposed subdivision would be for three commercial lots and an access road to those lots.

The three lots will vary in size from approximately 58,000 square feet to 250,000 square feet. The access road will be provided through an access easement and will connect the Maverik Gas Station site to the Timp Point subdivision to the east. The subdivision also provides a 10' PUE and trail easement for the master-planned trail along 2100 North;

however, the DRC commented that the PUE and trail easement will need to be separate, and the construction of the trail will need to be included in the civil drawings.

The DRC had 7 comments including the following:

1. PUE cannot share space with the trail. The power cabinets cannot be over the water lines, or in the trail. Place power (PUE) south of the water easement.
2. Need to show master-planned 10’ trail along 2100 North including trail construction on the civil drawings and trail easement or dedication on the plat. This is a master planned trail and must be 10' and be asphalt. Reimbursement is available from the City for the difference in cost from the 5' sidewalk and for a trail easement.

Please consider all DRC comments as part of the motion.

POSSIBLE MOTIONS AND FINDINGS

The City Council may move to approve, approve with modifications, or deny the proposed final subdivision. Any motion should include findings. Possible findings include:

1. The proposed subdivision is consistent with the Gardner-Plumb Development Agreement.
2. The proposed subdivision does/does not meet the requirements of the Development Code in regard to subdivision approvals.
3. Other findings based upon information presented at the public meeting.

View 21 East Final Subdivision
DRC Redline Comments

*Gardner Company – requests final subdivision review of **View 21 East**, a 3-lot commercial subdivision located at 2000 North 3600 West.*

DRC Members Present: Glade Kirkham, Garion Rowett, Greg Allred, Matthew Meier, Kim Struthers, Gary Smith, Ross Dinsdale, Trent Dyer, Luke Seegmiller
Representatives of the Applicant Present: Howard, Ben, Quintin
Date of Plans Reviewed: 12/20/21
Time Start: 2:51 PM
Time End: 3:10 PM

DRC REDLINE COMMENTS:
Glade – Power:
1. PUE cannot share space with the trail. The power cabinets cannot be over the water lines, or in the trail. Place power (PUE) south of the water easement.

Garion – Fire: No comments
Greg – Water/Sewer:
2. Could you change the alignment of this SD piping to connect to the existing SDMH in Hardman way ?
3. Remove culinary water line stub and key note 23 from lot 2.
4. Remove note 9, these are 2" valves for the temp blow offs at the end of the road. These will be removed and replaced with construction valves when connecting to existing water/PI mains
5. Center water lines on West side of lot 1 within the 20' easement.

Trent – Parks: No comments
Gary – Building/Inspections: No comments
Matt – Public Works: No comments
Ross – Engineering:
6. Change note on the plat to say “any storm drain located outside of city right-of-way shall be privately owned and maintained

Luke- Traffic: No comments
Kim – Planning:
7. Need to show master-planned 10’ trail along 2100 North including trail construction on the civil drawings and trail easement or dedication on the plat. This is a master planned trail and must be 10' and be asphalt. Reimbursement is available from the City for the difference in cost from the 5' sidewalk and for a trail easement.

PRIOR TO SCHEDULING A PRECONSTRUCTION MEETING:
1. Provide an engineer’s cost estimate for the cost of all improvements to Lehi City Engineering. (Duane Butler- dbutler@lehi-ut.gov or 385-201-2523)
2. 10% Warranty Escrow Bond or Letter of Credit and Public/Private Improvement Agreement for all public and private improvements must be in place (from a financial institution with a branch in Utah).
3. Pay all necessary inspection fees and any up-front supply costs required by the City for power supplies, water system supplies, public signs (stop signs, address signs, etc.) and any other associated costs so that the City can order all necessary supplies for the development.
4. Reimbursement agreement for 2100 North master-planned trail.
5. Include surveyor’s and engineer’s stamps and signatures on the construction drawings.
6. Show lot addresses on the final plat (must coordinate with Planning Division).
7. New property line adjacent to existing roads and any new trails must be staked and reviewed by the City.
8. Submit Storm Water Pollution Prevention Plan (SWPPP) through ComplianceGo.com for review by Lehi Public Works (Contact Matthew Meier- mmeier@lehi-ut.gov or 385-201-2435).
9. Schedule a SWPPP inspection through Lehi City Water Dept. (call Rochelle Peterson at 385-201-2429). This should be the last item completed prior to scheduling a preconstruction meeting.

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

10. Provide a Long Term Storm Water Management Plan and Agreement to Planning Division and Public Works (Matthew Meier- mmeier@lehi-ut.gov) for review and approval (signed by Mayor). Final signed agreement must be recorded by developer and a copy submitted to the City.
11. Obtain PLSS (Public Land Survey System) clearance letter from the Utah County Surveyor Office. If there are PLSS monuments located on or adjacent to property a monument excavation permit may be required. Per Utah Code 17-23-14 and 17-23-15. Contact info. Email surveyor@utahcounty.gov Address 2855 South State Street, Provo, UT 84606 (801) 851-8671 or (801) 851-8669.
12. Address any comments or conditions from City Council approval.
13. Plans need to be signed by Community Development Director and Public Works Director before precon can be scheduled
14. Planner needs to sign off on building plans prior to the precon meeting

PRIOR TO RECORDING OF PLAT:

1. Provide a Mylar of the final plat for recording with the owners notarized signature(s).
2. Include surveyor's and engineer's stamps and signatures on the plat.
3. Submit a title report to be reviewed by Lehi City Attorney.
4. Developer shall provide a letter with an exhibit of the property covered from their title company guaranteeing that the property taxes including rollback/greenbelt taxes have been paid of open space or right of way is being dedicated.
5. Provide a signed easement verification sheet (for proposed public utility easements on the plat).
6. All City utilities/infrastructure has been accepted and signed off by all Lehi City Inspectors.

DRC GENERAL COMMENTS:

1. Please note that ALL of the DRC Redline and Prior to Recording of Plat comments MUST be completed before a preconstruction meeting can be scheduled.
2. Once approved by the Planning Commission or City Council (whichever is applicable) plans may be submitted for check-off. Check-off plans consist of one set of 24x36-inch plans submitted to the Planning Division office. When changes need to be made to a check set, revise the affected sheets only. Each new submittal will require a revision date on each new sheet. It is the responsibility of the applicant to follow through with completing the check-off items.
3. Prior to the pre-construction meeting, Lehi City Staff will make copies of plans for the meeting from the check-off set and the developer will pay fees for the copies.
4. On the power, developer will install conduit; Lehi City Power will install all other required power infrastructure shown on the plans and charge the developer for the costs. These costs are separate from power impact fees that are paid with the building permit.
5. Developer is responsible to purchase, move or remove any existing Rocky Mountain Power facilities. Additionally, the Developer is responsible for all costs associated for the purchase of RMP equipment by Lehi City Power. These costs are separate from infrastructure, impact fees, and connection fees.
6. Developer is responsible to furnish adequate rights of way or easements for construction of off-site power line extensions.
7. Residential developments shall complete all required private improvements prior to commencing construction on units totaling more than 80% of the allowed units in the development.
8. If the subject property is subject to the Gardner-Plumb agreement with Lehi City, the conditions of that agreement apply here.
9. The approval of a development shall be effective for a period of two (2) years from the date the development is approved by the Planning Commission or City Council, whichever is applicable.
10. Approved vehicle access for firefighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet of temporary or permanent fire department connections. Vehicle access shall be provided by either a twenty (20) foot minimum width temporary or permanent road, capable of supporting vehicle loading under all weather conditions. Vehicle access shall be kept clear of all fencing, barricades, dumpsters, vehicles, construction materials and debris and maintained until permanent fire apparatus access roads are available.

THIS ITEM WILL BE SCHEDULED FOR CITY COUNCIL ON JANUARY 25TH, 2022

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

811 Know what's below. Call before you dig.

CALL BLUESTAKES @ 811 AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

VIEW 21 EAST SUBDIVISION

2000 NORTH 3600 WEST LEHI, UTAH

INDEX OF DRAWINGS

1 OF 1	PLAT
C-001	GENERAL NOTES
C-100	OVERALL SITE IMPROVEMENTS
C-101	SITE PLAN
C-200	GRADING AND DRAINAGE PLAN
C-300	UTILITY PLAN
C-400	EROSION CONTROL PLAN
PP-1	PLAN AND PROFILE
PP-2	SD PLAN AND PROFILE
C-500	DETAILS
C-501	DETAILS
C-502	DETAILS

DATE PRINTED December 20, 2021

NOTICE TO CONTRACTOR

ALL CONTRACTORS AND SUBCONTRACTORS PERFORMING WORK SHOWN ON OR RELATED TO THESE PLANS SHALL CONDUCT THEIR OPERATIONS SO THAT ALL EMPLOYEES ARE PROVIDED A SAFE PLACE TO WORK AND THE PUBLIC IS PROTECTED. ALL CONTRACTORS AND SUBCONTRACTORS SHALL COMPLY WITH THE "OCCUPATIONAL SAFETY AND HEALTH REGULATIONS OF THE U.S. DEPARTMENT OF LABOR AND THE STATE OF UTAH DEPARTMENT OF INDUSTRIAL RELATIONS CONSTRUCTION SAFETY ORDERS." THE CIVIL ENGINEER SHALL NOT BE RESPONSIBLE IN ANY WAY FOR THE CONTRACTORS AND SUBCONTRACTORS COMPLIANCE WITH SAID REGULATIONS AND ORDERS.

CONTRACTOR FURTHER AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB-SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE CIVIL ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR ENGINEER.

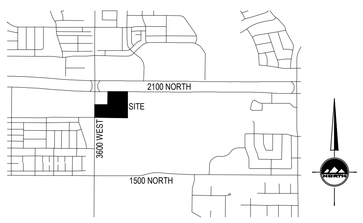
NOTICE TO DEVELOPER/CONTRACTOR

UNAPPROVED DRAWINGS REPRESENT WORK IN PROGRESS, ARE SUBJECT TO CHANGE, AND DO NOT CONSTITUTE A FINISHED ENGINEERING PRODUCT. ANY WORK UNDERTAKEN BY DEVELOPER OR CONTRACTOR BEFORE PLANS ARE APPROVED IS UNDERTAKEN AT THE SOLE RISK OF THE DEVELOPER, INCLUDING BUT NOT LIMITED TO BIDS, ESTIMATION, FINANCING, BONDING, SITE CLEARING, GRADING, INFRASTRUCTURE CONSTRUCTION, ETC.

UTILITY DISCLAIMER

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND / OR ELEVATIONS OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

VICINITY MAP



NO SCALE

GENERAL NOTES

1. ALL WORK SHALL CONFORM TO LEHI CITY STANDARDS & SPECIFICATIONS.
2. CALL BLUE STAKES AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES.
3. BENCHMARK ELEVATION = NORTH QUARTER CORNER SECTION 2, T5S, R1W SALT LAKE BASE & MERIDIAN ELEV. = 4236.22.

ENSIGN
THE STANDARD IN ENGINEERING

SALT LAKE CITY
45 W. 10000 S., Suite 500
Sandy, UT 84070
Phone: 801.255.0529

LAYTON
Phone: 801.547.1100

TOOELE
Phone: 435.843.3590

CEDAR CITY
Phone: 435.865.1453

RICHFIELD
Phone: 435.896.2983

WWW.ENSIGNENG.COM

FOR:
GARDNER COMPANY
201 S. MAIN STREET SUITE 2000
SALT LAKE CITY, UT 84101
CONTACT:
DAVE DENISON
PHONE: 801-456-4140

VIEW 21 EAST SUBDIVISION
2000 NORTH 3600 WEST
LEHI CITY, UTAH

COVER SHEET

PROJECT NUMBER 6393KX
PRINT DATE 12/20/2021
DRAWN BY M. MARTINEZ
CHECKED BY Q. ELDER
PROJECT MANAGER J. FORD

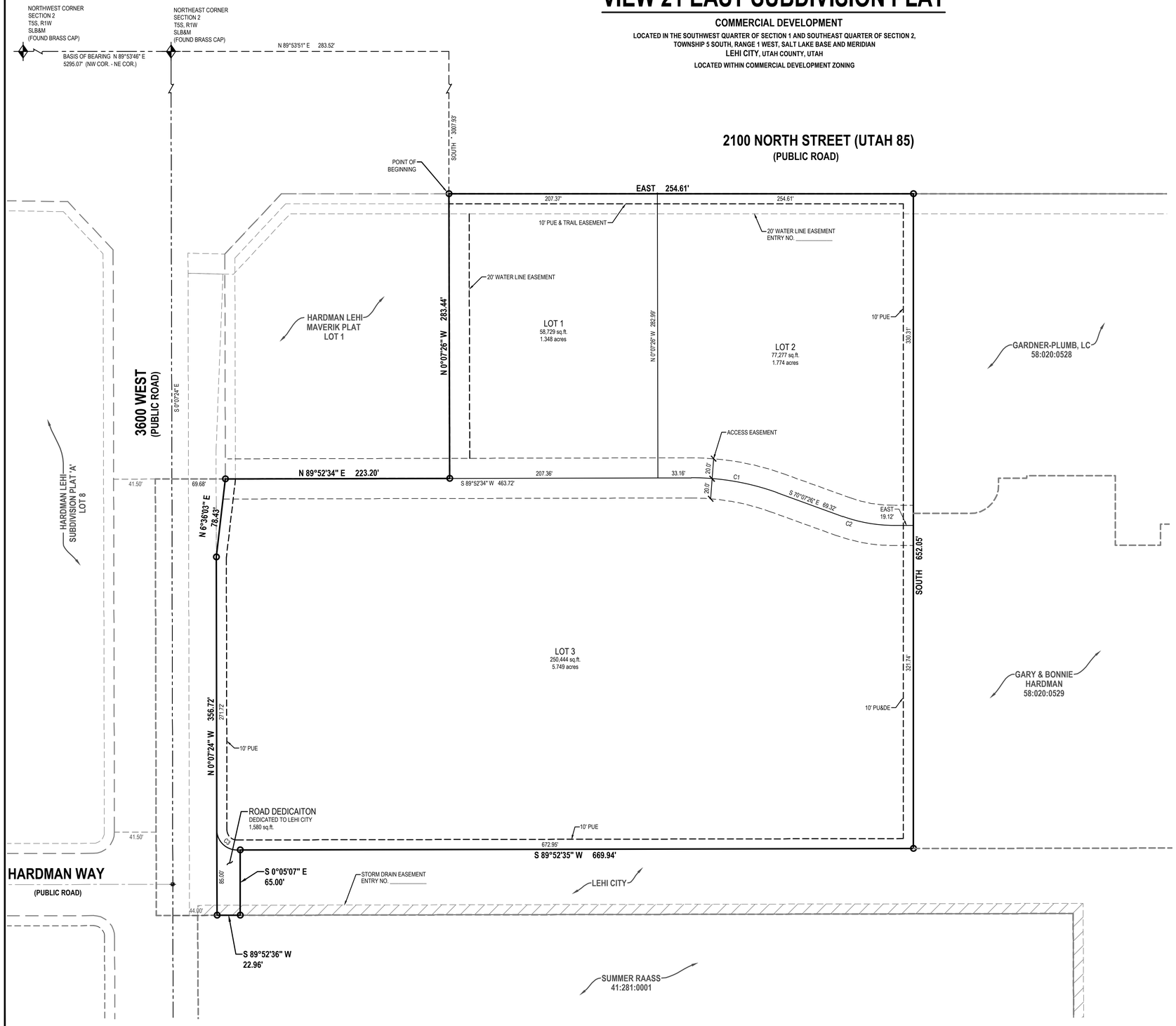
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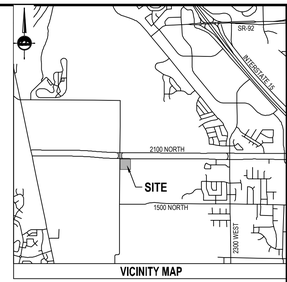
VIEW 21 EAST SUBDIVISION PLAT

COMMERCIAL DEVELOPMENT

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 1 AND SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN
LEHI CITY, UTAH COUNTY, UTAH

LOCATED WITHIN COMMERCIAL DEVELOPMENT ZONING





VICINITY MAP

LEGEND

- SECTION CORNER
- EXISTING MONUMENT
- PROPOSED STREET MONUMENT
- SET ENSIGN REBAR AND CAP (ENSIGN ENG. LAND SURV.)
- SECTION LINE
- CENTERLINE
- PROPERTY LINE
- EASEMENT LINE
- FIRE HYDRANT

NOTES

1. ALL FRONT LOT CORNERS TO HAVE A RIVET SET ON TOP OF CURB ON THE PROLONGATION OF EACH LOT LINE.
2. THIS AREA IS SUBJECT TO THE NORMAL EVERYDAY SOUNDS, ODORS, SIGHTS, FACILITIES AND ASPECTS ASSOCIATED WITH AN AGRICULTURAL LIFESTYLE RESIDENTS SHOULD ALSO RECOGNIZE THE RISKS INHERENT WITH LIVESTOCK.
3. STORM DRAIN IN PRIVATE STREETS WILL BE PRIVATELY OWNED AND MAINTAINED.

NORTH

HORIZONTAL GRAPHIC SCALE

50 0 25 50 100
(IN FEET)
HORZ: 1 inch = 50 ft.

SURVEYOR'S CERTIFICATE

I, PATRICK M. HARRIS do hereby certify that I am a Licensed Land Surveyor, and that I hold Certificate No. 286882 as prescribed under laws of the State of Utah. I further certify that by authority of the Owners, I have made a survey of the tract of land shown on this plat and described below, and have subdivided said tract of land into lots and streets, hereafter to be known as VIEW 21 EAST SUBDIVISION PLAT, and that the same has been correctly surveyed and staked on the ground as shown on this plat. I further certify that all lots meet frontage width and area requirements of the applicable zoning ordinances.

BOUNDARY DESCRIPTION

Beginning at the Northeast Corner of the Hardman Lehi Maverik Plat, recorded as Entry No. 20723:2019 as Map No. 16481 in the Office of the Utah County Recorder, said point also being on the Southerly Right-of-Way Line of 2100 North Street, said point being North 89°53'51" East 283.52 feet along the section line and South 3,007.93 feet from the Northeast Corner of Section 2, Township 5 South, Range 1 West, Salt Lake Base and Meridian; and running

thence East 461.98 feet along the Southerly Right-of-Way Line of said 2100 North Street;
thence South 652.05 feet;
thence South 89°52'35" West 669.94 feet;
thence South 00°05'07" East 65.00 feet;
thence South 89°52'36" West 22.96 feet to the Easterly Right-of-Way Line of 3600 West;
thence along said Easterly Right-of-Way Line the following two (2) courses:
(1) North 00°07'24" West 356.72 feet;
(2) North 06°36'03" East 78.43 feet to the Southwest Corner of Lot 1 of said Harman Lehi Maverik Plat;
thence along the southerly and easterly boundary line of said Lot 1 the following two (2) courses:
(1) North 89°52'34" East 223.20 feet;
(2) North 00°07'26" West 283.44 feet to the point of beginning.

Contains 388,030 Square Feet or 8.908 Acres

DATE

PATRICK M. HARRIS
LICENSE NO. 286882

OWNER'S DEDICATION

Know all by these presents that I / we, the undersigned owner(s) of the above described tract of land, having caused same to be subdivided, hereafter known as the

VIEW 21 EAST SUBDIVISION PLAT

do hereby dedicate the streets, easements and other public areas as indicated hereon for the perpetual use of the public.

In witness whereof I / we have hereunto set our hand (s) this _____ day of _____ A.D., 20_____.

By:
Its:

LIMITED LIABILITY ACKNOWLEDGMENT

STATE OF _____ }
COUNTY OF _____ } S.S.

ON THE _____ DAY OF _____ A.D. 20 ____ _____ PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR SAID COUNTY OF _____ IN SAID STATE OF UTAH, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT HE/SHE IS THE _____ OF _____ _____ A LIMITED LIABILITY COMPANY AND THAT _____ SIGNED THE OWNER'S DEDICATION FREELY AND VOLUNTARILY FOR AND IN BEHALF OF SAID LIMITED LIABILITY COMPANY FOR THE PURPOSES THEREIN MENTIONED AND ACKNOWLEDGED TO ME THAT SAID LIMITED LIABILITY COMPANY EXECUTED THE SAME.

MY COMMISSION EXPIRES:

_____
NOTARY PUBLIC
RESIDING IN _____ COUNTY

ACCEPTANCE BY LEGISLATIVE BODY

THE CITY COUNCIL OF LEHI, COUNTY OF UTAH, APPROVES THIS SUBDIVISION SUBJECT TO THE CONDITIONS AND RESTRICTIONS HEREON, AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC.

THIS _____ DAY OF _____, A.D. 20____.

_____ MAYOR

ATTEST: _____ CLERK/RECORDER (SEE SEAL BELOW)

VIEW 21 EAST SUBDIVISION PLAT

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 1 AND SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN
LEHI CITY, UTAH COUNTY, UTAH

Dominion Energy Utah - Note:
Questar Gas Company dba Dominion Energy Utah, approves this plat for the purpose of approximating the location, boundaries, course and dimensions of the Rights-of-Way and Easement Grants and existing underground facilities. Nothing herein shall be constructed to warrant or verify the precise location of such items. The Rights-of-Way and easements are subject to numerous restrictions appearing on the recorded right-of-way and easement grant(s). Dominion Energy Utah also approves this plat for the purpose of confirming that the plat contains public utility easements; however, Dominion Energy Utah may require additional easements in order to serve this development. This approval does not constitute abrogation or waiver of any other existing rights, obligations or liabilities provided by law or equity. This approval does not constitute acceptance, approval or acknowledgment of any terms contained in the plat, including those set in the Owners Dedication or the Notes, and does not constitute a guarantee of particular terms or conditions of natural gas service. for further information please contact Dominion Energy Utah's Right-of-Way Department at 801-366-8532.

LAND USE TABLE

LOT AREA	= 386,450 SF	8.872 AC	100%
ROADWAYS	= 1,580 SF	0.036 AC	0 %
COMMON SPACE	= 0 SF	0.000 AC	0 %
LIMITED COMMON SPACE	= 0 SF	0.000 AC	0 %
TOTAL AREA	= 388,030 SF	8.908 AC	100 %

ENSIGN

SALT LAKE CITY
45 W. 10000 S., Suite 500
Sandy, UT. 84070
Phone: 801.255.0529
Fax: 801.255.4449
WWW.ENSIGNENG.COM

LAYTON
Phone:801.547.1100
TOOELE
Phone: 435.843.3590
CEDAR CITY
Phone: 435.865.1453
RICHFIELD
Phone: 435.896.2983

SHEET 1 OF 1

PROJECT NUMBER : 6393KK
MANAGER : JKF
DRAWN BY : KFW
CHECKED BY : PMH
DATE : 12/20/21

PLANNING COMMISSION APPROVAL

APPROVED THIS _____ DAY OF _____ A.D. _____ BY THE LEHI CITY PLANNING COMMISSION.

_____ CHAIR, PLANNING COMMISSION

SURVEYOR'S SEAL	NOTARY PUBLIC SEAL	CITY ENGINEER'S SEAL	CLERK-RECORDER SEAL
PROFESSIONAL LAND SURVEYOR No. 286882 PATRICK M. HARRIS STATE OF UTAH			

GENERAL NOTES

1. ALL CONSTRUCTION MUST STRICTLY FOLLOW THE STANDARDS AND SPECIFICATIONS SET FORTH BY: THE DESIGN ENGINEER, LOCAL AGENCY JURISDICTION, LEHI CITY 2016 STANDARDS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.). THE ORDER LISTED ABOVE IS ARRANGED BY SENIORITY. THE LATEST EDITION OF ALL STANDARDS AND SPECIFICATIONS MUST BE ADHERED TO. IF A CONSTRUCTION PRACTICE IS NOT SPECIFIED BY ANY OF THE LISTED SOURCES, CONTRACTOR MUST CONTACT DESIGN ENGINEER FOR DIRECTION.
2. CONTRACTOR TO STRICTLY FOLLOW THE MOST CURRENT COPY OF THE SOILS REPORT FOR THIS PROJECT. ALL GRADING INCLUDING BUT NOT LIMITED TO CUT, FILL, COMPACTION, ASPHALT SECTION, SUBBASE, TRENCH EXCAVATION/BACKFILL, SITE GRUBBING, AND FOOTINGS MUST BE COORDINATED DIRECTLY WITH SOILS REPORT.
3. CONTRACTOR MUST VERIFY ALL EXISTING CONDITIONS BEFORE BIDDING, AND BRING UP ANY QUESTIONS BEFORE SUBMITTING BID.
4. CONTRACTOR SHALL PROVIDE A CONSTRUCTION SCHEDULE IN ACCORDANCE WITH THE CITY, STATE, OR COUNTY REGULATIONS FOR WORKING IN THE PUBLIC WAY.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL ACCORDING TO GOVERNING AGENCY STANDARDS. WET DOWN DRY MATERIALS AND RUBBISH TO PREVENT BLOWING.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ADJACENT SURFACE IMPROVEMENTS.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY SETTLEMENT OF OR DAMAGE TO EXISTING UTILITIES.
8. THE CONTRACTOR IS RESPONSIBLE TO FURNISH ALL MATERIALS TO COMPLETE THE PROJECT.
9. UNLESS OTHERWISE NOTED, ALL ON-GRADE CONCRETE WILL BE PLACED ON A MINIMUM 4" GRAVEL BASE OVER A WELL COMPACTED (95% DENSITY PER ASTM D-1557) SUB GRADE.
10. ALL EXPOSED SURFACES WILL HAVE A TEXTURED FINISH, RUBBED, OR BROOMED. ANY "PLASTERING" OF NEW CONCRETE WILL BE DONE WHILE IT IS STILL "GREEN".
11. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.
12. THE LOCATIONS OF UNDERGROUND FACILITIES SHOWN ON THESE PLANS ARE BASED ON FIELD SURVEYS AND LOCAL UTILITY COMPANY RECORDS. IT SHALL BE THE CONTRACTOR'S FULL RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES TO LOCATE THEIR FACILITIES PRIOR TO PROCEEDING WITH CONSTRUCTION. NO ADDITIONAL COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR DAMAGE AND REPAIR TO THESE FACILITIES CAUSED BY HIS WORK FORCE. CONTRACTOR SHALL START INSTALLATION AT LOW POINT OF ALL NEW GRAVITY UTILITY LINES.
13. ALL DIMENSIONS, GRADES, AND UTILITY DESIGN SHOWN ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE ENGINEER IF ANY DISCREPANCIES EXIST, PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO THE DIMENSIONS OR GRADES SHOWN INCORRECTLY ON THESE PLANS, IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
14. NO CHANGE IN DESIGN LOCATION OR GRADE WILL BE MADE BY THE CONTRACTOR WITHOUT THE WRITTEN APPROVAL OF THE PROJECT ENGINEER.
15. NATURAL VEGETATION AND SOIL COVER SHALL NOT BE DISTURBED PRIOR TO ACTUAL CONSTRUCTION OF A REQUIRED FACILITY OR IMPROVEMENT. MASS CLEARING OF THE SITE IN ANTICIPATION OF CONSTRUCTION SHALL BE AVOIDED.
16. CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, MAINTAINING, OR RESTORING ALL MONUMENTS AND MONUMENT REFERENCE MARKS WITHIN THE PROJECT SITE. CONTACT THE CITY OR COUNTY SURVEYOR FOR MONUMENT LOCATIONS AND CONSTRUCTION DETAILS.
17. CONTRACTOR'S RESPONSIBILITY TO EXISTING UTILITY LINES. EXISTING UTILITY INFORMATION SHOWN IS FOR INFORMATIONAL PURPOSES ONLY. IT IS DERIVED FROM ON-SITE SURVEY AND/OR UTILITY MAPPING PROVIDED TO ENGINEER, MAY NOT BE LOCATED CORRECTLY, EITHER HORIZONTALLY OR VERTICALLY AND IS NOT ALL INCLUSIVE.
    - 17.1. CONTRACTOR IS REQUIRED TO LOCATE AND POTHOLE ALL EXISTING UTILITY LINES, (BOTH HORIZONTAL AND VERTICAL) THAT AFFECT THE PROJECT CONSTRUCTION, EITHER ON SITE OR OFF-SITE AND DETERMINE IF THERE ARE ANY CONFLICTS WITH THE DESIGN OF THE SITE AS SHOWN ON THE APPROVED PLANS PRIOR TO ANY CONSTRUCTION. IF IT IS DETERMINED THAT CONFLICTS EXISTS BETWEEN EXISTING UTILITY LINES AND DESIGN UTILITY LINES THE ENGINEER MUST BE NOTIFIED IMMEDIATELY TO CORRECT THE CONFLICTS BEFORE ANY WORK CAN BEGIN. IF THE CONTRACTOR FAILS TO FOLLOW THIS ABSOLUTE REQUIREMENT AND CONFLICTS ARISE DURING CONSTRUCTION THE CONTRACTOR WILL BEAR THE SOLE RESPONSIBILITY TO FIX THE CONFLICTS.
    - 17.2. CONTRACTOR IS REQUIRED TO VERIFY THAT PROPER COVER AND PROTECTION OF EXISTING UTILITY LINES IS MAINTAINED OR ATTAINED WITHIN THE DESIGN ONCE VERIFICATION OF THE EXISTING UTILITIES IS COMPLETED AS OUTLINED IN 17.1 ABOVE.
    - 17.3. IN ADDITION TO 17.1 AND 17.2 ABOVE THE CONTRACTOR WILL VERIFY DEPTHS OF UTILITIES IN THE FIELD BY "POTHOLING" A MINIMUM OF 300 FEET AHEAD OF PIPELINE CONSTRUCTION TO AVOID POTENTIAL CONFLICTS WITH DESIGNED PIPELINE ALIGNMENT/GRADE AND EXISTING UTILITIES.
    - 17.4. IF A CONFLICT ARISES BETWEEN EXISTING UTILITIES AND DESIGN UTILITY LINES AS DETERMINED UNDER 17.1, 17.2 OR 17.3 THE CONTRACTOR WILL NOTIFY THE ENGINEER IMMEDIATELY TO RESOLVE THE CONFLICT.
    - 17.5. IF A CONFLICT ARISES BETWEEN EXISTING UTILITIES AND DESIGN UTILITY LINES RESULTING FROM THE CONTRACTOR'S NEGLIGENCE TO IDENTIFY AND/OR "POTHOLE" EXISTING UTILITIES AS REQUIRED IN 17.1, 17.2 AND 17.3 ABOVE, THE CONTRACTOR WILL BE REQUIRED TO RESOLVE THE CONFLICT WITHOUT ADDITIONAL COST OR CLAIM TO THE OWNER OR ENGINEER.
18. ANY AREA OUTSIDE THE LIMIT OF WORK THAT IS DISTURBED SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT NO COST TO OWNER.
19. CONSULT ALL OF THE DRAWINGS AND SPECIFICATIONS FOR COORDINATION REQUIREMENTS BEFORE COMMENCING CONSTRUCTION.
20. AT ALL LOCATIONS WHERE EXISTING PAVEMENT ABUTS NEW CONSTRUCTION, THE EDGE OF THE EXISTING PAVEMENT SHALL BE SAWCUT TO A CLEAN, SMOOTH EDGE.
21. ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE MOST RECENT, ADOPTED EDITION OF ADA ACCESSIBILITY GUIDELINES.
22. CONTRACTOR SHALL, AT THE TIME OF BIDDING AND THROUGHOUT THE PERIOD OF THE CONTRACT, BE LICENSED IN THE STATE OF UTAH AND SHALL BE BONDABLE FOR AN AMOUNT REQUIRED BY THE OWNER.
23. CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE ALL WATER, POWER, SANITARY FACILITIES AND TELEPHONE SERVICES AS REQUIRED FOR THE CONTRACTOR'S USE DURING CONSTRUCTION.
24. CONTRACTOR SHALL BE RESPONSIBLE FOR ADEQUATELY SCHEDULING INSPECTION AND TESTING OF ALL FACILITIES CONSTRUCTED UNDER THIS CONTRACT. ALL TESTING SHALL CONFORM TO THE REGULATORY AGENCY'S STANDARD SPECIFICATIONS. ALL RE-TESTING AND/OR RE-INSPECTION SHALL BE PAID FOR BY THE CONTRACTOR.
25. IF EXISTING IMPROVEMENTS NEED TO BE DISTURBED AND/OR REMOVED FOR THE PROPER PLACEMENT OF IMPROVEMENTS TO BE CONSTRUCTED BY THESE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING IMPROVEMENTS FROM DAMAGE. COST OF REPLACING OR REPAIRING EXISTING IMPROVEMENTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEMS REQUIRING REMOVAL AND/OR REPLACEMENT. THERE WILL BE NO EXTRA COST DUE TO THE CONTRACTOR FOR REPLACING OR REPAIRING EXISTING IMPROVEMENTS.
26. WHENEVER EXISTING FACILITIES ARE REMOVED, DAMAGED, BROKEN, OR CUT IN THE INSTALLATION OF THE WORK COVERED BY THESE PLANS OR SPECIFICATIONS, SAID FACILITIES SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE WITH MATERIALS EQUAL TO OR BETTER THAN THE MATERIALS USED IN THE ORIGINAL EXISTING FACILITIES. THE FINISHED PRODUCT SHALL BE SUBJECT TO THE APPROVAL OF THE OWNER, THE ENGINEER, AND THE RESPECTIVE REGULATORY AGENCY.
27. CONTRACTOR SHALL MAINTAIN A NEATLY MARKED SET OF FULL-SIZE RECORD DRAWINGS SHOWING THE FINAL LOCATION AND LAYOUT OF ALL STRUCTURES AND OTHER FACILITIES. RECORD DRAWINGS SHALL REFLECT CHANGE ORDERS, ACCOMMODATIONS, AND ADJUSTMENTS TO ALL IMPROVEMENTS CONSTRUCTED. WHERE NECESSARY, SUPPLEMENTAL DRAWINGS SHALL BE PREPARED AND SUBMITTED BY THE CONTRACTOR. PRIOR TO ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL DELIVER TO THE ENGINEER ONE SET OF NEATLY MARKED RECORD DRAWINGS SHOWING THE INFORMATION REQUIRED ABOVE. RECORD DRAWINGS SHALL BE REVIEWED AND THE COMPLETE RECORD DRAWING SET SHALL BE CURRENT WITH ALL CHANGES AND DEVIATIONS REDLINED AS A PRECONDITION TO THE FINAL PROGRESS PAYMENT APPROVAL AND/OR FINAL ACCEPTANCE.
28. WHERE THE PLANS OR SPECIFICATIONS DESCRIBE PORTIONS OF THE WORK IN GENERAL TERMS BUT NOT IN COMPLETE DETAIL, IT IS UNDERSTOOD THAT ONLY THE BEST GENERAL PRACTICE IS TO PREVAIL AND THAT ONLY MATERIALS AND WORKMANSHIP OF THE FIRST QUALITY ARE TO BE USED.
29. ALL EXISTING GATES AND FENCES TO REMAIN UNLESS OTHERWISE NOTED ON PLANS. PROTECT ALL GATES AND FENCES FROM DAMAGE.
30. ALL EXISTING TREES ARE TO REMAIN UNLESS OTHERWISE NOTED ON PLANS. PROTECT ALL TREES FROM DAMAGE.
31. ASPHALT MIX DESIGN MUST BE SUBMITTED AND APPROVED BY THE CITY ENGINEER PRIOR TO THE PLACEMENT OF ASPHALT WITHIN THE CITY RIGHT-OF-WAY.
32. CONTRACTORS ARE RESPONSIBLE FOR ALL OSHA REQUIREMENTS ON THE PROJECT SITE.
33. A UPDES (UTAH POLLUTANT DISCHARGE ELIMINATION SYSTEM) PERMIT IS REQUIRED FOR ALL CONSTRUCTION ACTIVITIES 1 ACRE OR MORE AS WELL AS A STORM WATER POLLUTION PREVENTION PLAN.

UTILITY NOTES

1. ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THESE CONTRACT DOCUMENTS, CITY AND STATE REQUIREMENTS AND THE MOST RECENT EDITIONS OF THE FOLLOWING: THE INTERNATIONAL PLUMBING CODE, UTAH DRINKING WATER REGULATIONS. THE CONTRACTOR IS REQUIRED TO ADHERE TO ALL OF THE ABOVE-MENTIONED DOCUMENTS UNLESS OTHERWISE NOTED AND APPROVED BY THE ENGINEER.
2. CONTRACTOR SHALL COORDINATE LOCATION OF NEW "DRY UTILITIES" WITH THE APPROPRIATE UTILITY COMPANY, INCLUDING BUT NOT LIMITED TO: TELEPHONE & INTERNET SERVICE, GAS SERVICE, CABLE, AND POWER.
3. EXISTING UTILITIES HAVE BEEN SHOWN ON THE PLANS BASED ON ON-SITE SURVEY. PRIOR TO COMMENCING ANY WORK, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE EACH UTILITY COMPANY LOCATE, IN THE FIELD, THEIR MAIN AND SERVICE LINES. THE CONTRACTOR SHALL NOTIFY BLUE STAKES AT 1-800-662-4111 48 HOURS IN ADVANCE OF PERFORMING ANY EXCAVATION WORK. THE CONTRACTOR SHALL RECORD THE BLUE STAKES ORDER NUMBER AND FURNISH ORDER NUMBER TO OWNER AND ENGINEER PRIOR TO ANY EXCAVATION. IT WILL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO DIRECTLY CONTACT ANY OTHER UTILITY COMPANIES THAT ARE NOT MEMBERS OF BLUE STAKES. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO PROTECT ALL EXISTING UTILITIES SO THAT NO DAMAGE RESULTS TO THEM DURING THE PERFORMANCE OF THIS CONTRACT. ANY REPAIRS NECESSARY TO DAMAGED UTILITIES SHALL BE PAID FOR BY THE CONTRACTOR. THE CONTRACTOR SHALL BE REQUIRED TO COOPERATE WITH OTHER CONTRACTORS AND UTILITY COMPANIES INSTALLING NEW STRUCTURES, UTILITIES AND SERVICE TO THE PROJECT.
4. CARE SHOULD BE TAKEN IN ALL EXCAVATIONS DUE TO POSSIBLE EXISTENCE OF UNRECORDED UTILITY LINES. EXCAVATION REQUIRED WITHIN PROXIMITY OF EXISTING UTILITY LINES SHALL BE DONE BY HAND. CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING UTILITY LINES OR STRUCTURES INCURRED DURING CONSTRUCTION OPERATIONS AT CONTRACTOR'S EXPENSE.
5. TRENCH BACKFILL MATERIAL AND COMPACTION TESTS ARE TO BE TAKEN PER APWA STANDARD SPECIFICATIONS (2012 EDITION), SECTION 02320 - BACKFILLING TRENCHES, OR AS REQUIRED BY THE GEOTECHNICAL REPORT IF NATIVE MATERIALS ARE USED. NO NATIVE MATERIALS ARE ALLOWED IN THE PIPE ZONE. THE MAXIMUM LIFT FOR BACKFILLING EXCAVATIONS IS 8-INCHES.
6. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONFORMING TO LOCAL AND FEDERAL CODES GOVERNING SHORING AND BRACING OF EXCAVATIONS AND TRENCHES AND FOR THE PROTECTION OF WORKERS.
7. THE CONTRACTOR IS REQUIRED TO KEEP ALL CONSTRUCTION ACTIVITIES WITHIN THE APPROVED PROJECT LIMITS. THIS INCLUDES, BUT IS NOT LIMITED TO VEHICLE AND EQUIPMENT STAGING, MATERIAL STORAGE AND LIMITS OF TRENCH EXCAVATION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN PERMISSION AND/OR EASEMENTS FROM THE APPROPRIATE GOVERNING ENTITY AND/OR INDIVIDUAL PROPERTY OWNER(S) FOR WORK OR STAGING OUTSIDE OF THE PROJECT LIMITS.
8. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE, CAUSED BY ANY CONDITION INCLUDING SETTLEMENT, TO EXISTING UTILITIES FROM WORK PERFORMED AT OR NEAR EXISTING UTILITIES. THE CONTRACTOR SHALL TAKE ALL MEASURES NECESSARY TO PROTECT ALL EXISTING PUBLIC AND PRIVATE ROADWAY AND UTILITY FACILITIES. DAMAGE TO EXISTING FACILITIES CAUSED BY THE CONTRACTOR MUST BE REPAIRED BY THE CONTRACTOR AT HIS/HER EXPENSE TO THE SATISFACTION OF THE OWNER OF SAID FACILITIES.
9. ALL WATER LINE AND SEWER LINE INSTALLATION AND TESTING TO BE IN ACCORDANCE WITH LOCAL GOVERNING ACENCY'S STANDARDS AND SPECIFICATIONS.
10. ALL MANHOLES, HYDRANTS, VALVES, CLEANOUT BOXES, CATCH BASINS, METERS, ETC. MUST BE RAISED OR LOWERED TO FINAL GRADE PER APWA (2012 EDITION) STANDARDS AND INSPECTOR REQUIREMENTS. CONCRETE COLLARS MUST BE CONSTRUCTED ON ALL MANHOLES, CLEANOUT BOXES, CATCH BASINS, AND VALVES PER APWA STANDARDS. ALL MANHOLE, CATCH BASIN, OR CLEANOUT BOX CONNECTIONS MUST BE MADE WITH THE PIPE CUT FLUSH WITH THE INSIDE OF THE BOX AND GROUTED OR SEALED.
11. CONTRACTOR SHALL NOT ALLOW ANY GROUNDWATER OR DEBRIS TO ENTER THE NEW OR EXISTING PIPE DURING CONSTRUCTION.
12. SILT AND DEBRIS ARE TO BE CLEANED OUT OF ALL STORM DRAIN BOXES. CATCH BASINS ARE TO BE MAINTAINED IN A CLEANED CONDITION AS NEEDED UNTIL AFTER THE FINAL BOND RELEASE INSPECTION.
13. CONTRACTOR SHALL CLEAN ASPHALT, TAR OR OTHER ADHESIVES OFF OF ALL MANHOLE LIDS AND INLET GRATES TO ALLOW ACCESS.
14. EACH TRENCH SHALL BE EXCAVATED SO THAT THE PIPE CAN BE LAID TO THE ALIGNMENT AND GRADE AS REQUIRED. THE TRENCH WALL SHALL BE SO BRACED THAT THE WORKMEN MAY WORK SAFELY AND EFFICIENTLY. ALL TRENCHES SHALL BE DRAINED SO THE PIPE LAYING MAY TAKE PLACE IN DEWATERED CONDITIONS.
15. CONTRACTOR SHALL PROVIDE AND MAINTAIN AT ALL TIMES AMPLE MEANS AND DEVICES WITH WHICH TO REMOVE PROMPTLY AND TO PROPERLY DISPOSE OF ALL WATER ENTERING THE TRENCH EXCAVATION.
16. ALL SEWER LINES AND SEWER SERVICES SHALL HAVE A MINIMUM SEPARATION OF 10 FEET, CENTER TO CENTER, FROM THE WATER LINES. IF A 10 FOOT SEPARATION CAN NOT BE MAINTAINED, THE SEWER LINE AND WATER LINE SHALL BE LAID IN SEPARATE TRENCHES AND THERE SHALL BE A MINIMUM 18" VERTICAL SEPARATION BETWEEN THE PIPES.
17. CONTRACTOR SHALL INSTALL THRUST BLOCKING AT ALL WATERLINE ANGLE POINTS AND TEES.
18. ALL UNDERGROUND UTILITIES SHALL BE IN PLACE PRIOR TO INSTALLATION OF CURB, GUTTER, SIDEWALK AND STREET PAVING.
19. CONTRACTOR SHALL INSTALL MAGNETIC LOCATING TAPE CONTINUOUSLY OVER ALL NONMETALLIC PIPE.

TRAFFIC CONTROL AND SAFETY NOTES

1. TRAFFIC CONTROL AND STRIPING TO CONFORM TO THE CURRENT MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.).
2. BARRICADING AND DETOURING SHALL BE IN CONFORMANCE WITH THE REQUIREMENTS OF THE CURRENT M.U.T.C.D.
3. NO STREET SHALL BE CLOSED TO TRAFFIC WITHOUT WRITTEN PERMISSION FROM THE APPROPRIATE AGENCY, EXCEPT WHEN DIRECTED BY LAW ENFORCEMENT OR FIRE OFFICIALS.
4. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO PROVIDE FOR SMOOTH TRAFFIC FLOW AND SAFETY. ACCESS SHALL BE MAINTAINED FOR ALL PROPERTIES ADJACENT TO THE WORK.
5. DETOURING OPERATIONS FOR A PERIOD OF SIX CONSECUTIVE CALENDAR DAYS, OR MORE, REQUIRE THE INSTALLATION OF TEMPORARY STREET STRIPING AND REMOVAL OF INTERFERING STRIPING BY SANDBLASTING. THE DETOURING STRIPING PLAN OR CONSTRUCTION TRAFFIC CONTROL PLAN MUST BE SUBMITTED TO THE CITY TRAFFIC ENGINEER FOR REVIEW AND APPROVAL.
6. ALL TRAFFIC CONTROL DEVICES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AT THE END OF THE WORK TO THE SATISFACTION OF THE CITY TRAFFIC ENGINEER.
7. TRAFFIC CONTROL DEVICES (TCDs) SHALL REMAIN VISIBLE AND OPERATIONAL AT ALL TIMES.
8. ALL PERMANENT TRAFFIC CONTROL DEVICES CALLED FOR HEREON SHALL BE IN PLACE AND IN FINAL POSITION PRIOR TO ALLOWING ANY PUBLIC TRAFFIC ONTO THE PORTIONS OF THE ROAD(S) BEING IMPROVED HEREUNDER, REGARDLESS OF THE STATUS OF COMPLETION OF PAVING OR OTHER OFF-SITE IMPROVEMENTS CALLED FOR BY THESE PLANS.
9. THE CONTRACTOR SHALL PROVIDE BARRICADES, SIGNS, FLASHERS, OTHER EQUIPMENT AND FLAG PERSONS NECESSARY TO INSURE THE SAFETY OF WORKERS AND VISITORS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING UTAH TRANSIT AUTHORITY (UTA) IF THE CONSTRUCTION INTERRUPTS OR RELOCATES A BUS STOP OR HAS AN ADVERSE EFFECT ON BUS SERVICE ON THAT STREET TO ARRANGE FOR TEMPORARY RELOCATION OF STOP.

DEMOLITION NOTES

1. EXISTING UTILITY INFORMATION SHOWN IS FOR INFORMATIONAL PURPOSES ONLY. IT IS DERIVED FROM ON-SITE SURVEY AND MAY NOT BE LOCATED CORRECTLY AND IS NOT ALL INCLUSIVE. CONTRACTOR SHALL FIELD LOCATE ALL UTILITIES WITHIN THE PROJECT LIMITS BEFORE BEGINNING DEMOLITION/CONSTRUCTION.
2. THERE MAY BE BURIED UTILITIES WITHIN THE LIMITS OF DISTURBANCE THAT ARE NOT SHOWN ON THE PLANS DUE TO LACK OF MAPPING OR RECORD INFORMATION. CONTRACTOR SHALL NOTIFY THE ENGINEER WHEN UNEXPECTED UTILITIES ARE DISCOVERED.
3. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR LOCATING AND PROTECTING FROM DAMAGE ALL EXISTING UTILITIES AND IMPROVEMENTS WHETHER OR NOT SHOWN ON THESE PLANS. THE FACILITIES AND IMPROVEMENTS ARE BELIEVED TO BE CORRECTLY SHOWN BUT THE CONTRACTOR IS REQUIRED TO SATISFY HIMSELF AS TO THE COMPLETENESS AND ACCURACY OF THE LOCATIONS. ANY CONTRACTOR PERFORMING WORK ON THIS PROJECT SHALL FAMILIARIZE HIMSELF WITH THE SITE AND SHALL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGE TO EXISTING FACILITIES RESULTING DIRECTLY, OR INDIRECTLY, FROM HIS OPERATIONS, WHETHER OR NOT SAID FACILITIES ARE SHOWN ON THESE PLANS.

GRADING AND DRAINAGE NOTES

1. SITE GRADING SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE GEOTECHNICAL REPORT AND ALL RELATED ADDENDUMS.
2. THE CONTRACTOR SHALL STRIP AND CLEAR THE TOPSOIL, MAJOR ROOTS AND ORGANIC MATERIAL FROM ALL PROPOSED BUILDING AND PAVEMENT AREAS PRIOR TO SITE GRADING. (THE TOPSOIL MAY BE STOCKPILED FOR LATER USE IN LANDSCAPED AREAS.)
3. THE CONTRACTOR SHALL REMOVE ALL ORGANIC MATERIAL AND OTHER DELETERIOUS MATERIALS PRIOR TO PLACING GRADING FILL OR BASE COURSE. THE AREA SHOULD BE PROOF-ROLLED TO IDENTIFY ANY SOFT AREAS. WHERE SOFT AREAS ARE ENCOUNTERED, THE CONTRACTOR SHALL REMOVE THE SOIL AND REPLACE WITH COMPACTED FILL.
4. ALL DEBRIS PILES AND BERMS SHOULD BE REMOVED AND HAULED AWAY FROM SITE OR USED AS GENERAL FILL IN LANDSCAPED AREAS.
5. THE CONTRACTOR SHALL CONSTRUCT THE BUILDING PAD TO THESE DESIGN PLANS AS PART OF THE SITE GRADING CONTRACT, AND STRICTLY ADHERE TO THE SITE PREPARATION AND GRADING REQUIREMENTS OUTLINED IN THE GEOTECHNICAL REPORT.
6. THE CONTRACTOR SHALL GRADE THE PROJECT SITE TO PROVIDE A SMOOTH TRANSITION BETWEEN NEW AND EXISTING ASPHALT, CURB AND GUTTER, AND ADJOINING SITE IMPROVEMENTS.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE AND DEBRIS ON ADJACENT STREETS WHEN EQUIPMENT IS TRAVELING THOSE STREETS.
8. THE CONTRACTOR SHALL BE FAMILIAR WITH ALL CONDITIONS AND RECOMMENDATIONS OUTLINED IN THE GEOTECHNICAL REPORT AND TAKE ALL NECESSARY PRECAUTIONS AND RECOMMENDED PROCEDURES TO ASSURE SOUND GRADING PRACTICES.
9. THE CONTRACTOR SHALL TAKE APPROPRIATE GRADING MEASURES TO DIRECT STORM SURFACE RUNOFF TOWARDS CATCH BASINS.
10. THE LOCATIONS OF UNDERGROUND FACILITIES SHOWN ON THESE PLANS ARE BASED ON ON-SITE SURVEY. IT SHALL BE THE CONTRACTORS' FULL RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES TO LOCATE THEIR FACILITIES PRIOR TO PROCEEDING WITH CONSTRUCTION. NO ADDITIONAL COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR DAMAGE AND REPAIR TO THESE FACILITIES CAUSED BY HIS WORK FORCE.
11. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PERFORM ALL NECESSARY CUTS AND FILLS WITHIN THE LIMITS OF THIS PROJECT AND THE RELATED OFF-SITE WORK, SO AS TO GENERATE THE DESIRED SUBGRADE, FINISH GRADES, AND SLOPES SHOWN.
12. THE CONTRACTOR IS WARNED THAT AN EARTHWORK BALANCE WAS NOT NECESSARILY THE INTENT OF THIS PROJECT. ANY ADDITIONAL MATERIAL REQUIRED OR LEFTOVER MATERIAL FOLLOWING EARTHWORK OPERATIONS BECOMES THE RESPONSIBILITY OF THE CONTRACTOR.
13. THE GRADING CONTRACTOR IS RESPONSIBLE TO COORDINATE WITH THE OWNER TO PROVIDE FOR THE REQUIREMENTS OF THE PROJECT STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AND ASSOCIATED PERMIT. ALL CONTRACTOR ACTIVITIES 1 ACRE OR MORE IN SIZE ARE REQUIRED TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN.
14. ALL CUT AND FILL SLOPES SHALL BE PROTECTED UNTIL EFFECTIVE EROSION CONTROL HAS BEEN ESTABLISHED.
15. THE USE OF POTABLE WATER WITHOUT A SPECIAL PERMIT FOR BUILDING OR CONSTRUCTION PURPOSES INCLUDING CONSOLIDATION OF BACKFILL OR DUST CONTROL IS PROHIBITED. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FOR CONSTRUCTION WATER FROM GOVERNING AGENCY.
16. THE CONTRACTOR SHALL MAINTAIN THE STREETS, SIDEWALKS, AND ALL OTHER PUBLIC RIGHT-OF-WAYS IN A CLEAN, SAFE AND USABLE CONDITION. ALL SPILLS OF SOIL, ROCK OR CONSTRUCTION DEBRIS SHALL BE PROMPTLY REMOVED FROM THE PUBLICLY-OWNED PROPERTY DURING CONSTRUCTION AND UPON COMPLETION OF THE PROJECT. ALL ADJACENT PROPERTY, PRIVATE OR PUBLIC, SHALL BE MAINTAINED IN A CLEAN, SAFE, AND USABLE CONDITION.

ABBREVIATIONS

APWA	AMERICAN PUBLIC WORKS ASSOCIATION
AR	ACCESSIBLE ROUTE
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
AWWA	AMERICAN WATER WORKS ASSOCIATION
BOS	BOTTOM OF STEP
BVC	BEGIN VERTICAL CURVE
C	CURVE
CB	CATCH BASIN
CF	CURB FACE
CL	CENTER LINE
CO	CLEAN OUT
COMM	COMMUNICATION
CONC	CONCRETE
CONT	CONTINUOUS
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
ELEC	ELECTRICAL
ELEV	ELEVATION
EOA	EDGE OF ASPHALT
EVC	END OF VERTICAL CURVE
EW	EACH WAY
EXIST	EXISTING
FF	FINISH FLOOR
FG	FINISH GRADE
FH	FIRE HYDRANT
FL	FLOW LINE OR FLANGE
GB	GRADE BREAK
GV	GATE VALVE
HC	HANDICAP
HP	HIGH POINT
IRR	IRRIGATION
K	RATE OF VERTICAL CURVATURE
LD	LAND DRAIN
LF	LINEAR FEET
LP	LOW POINT
MH	MANHOLE
MJ	MECHANICAL JOINT
NG	NATURAL GROUND
NIC	NOT IN CONTRACT
NO	NUMBER
OC	ON CENTER
OCEW	ON CENTER EACH WAY
OHP	OVERHEAD POWER
PC	POINT OF CURVATURE OR PRESSURE CLASS
PCC	POINT OF COMPOUND CURVATURE
PI	POINT OF INTERSECTION
PIV	POST INDICATOR VALVE
PL	PROPERTY LINE
PRC	POINT OF REVERSE CURVATURE
PRO	PROPOSED
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
R	RADIUS
RD	ROOF DRAIN
ROW	RIGHT OF WAY
S	SLOPE
SAN SWR	SANITARY SEWER
SD	STORM DRAIN
SEC	SECONDARY
SS	SANITARY SEWER
STA	STATION
SW	SIDEWALK
SWL	SECONDARY WATER LINE
TBC	TOP BACK OF CURB
TOG	TOP OF GRATE
TOA	TOP OF ASPHALT
TOC	TOP OF CONCRETE
TOF	TOP OF FOUNDATION
TOW	TOP OF WALL
TOS	TOP OF STEP
TYP	TYPICAL
VC	VERTICAL CURVE
WIV	WALL INDICATOR VALVE
WL	WATER LINE

NOTE: MAY CONTAIN ABBREVIATIONS THAT ARE NOT USED IN THIS PLAN SET.

LEGEND

SECTION CORNER	EXISTING EDGE OF ASPHALT
EXISTING MONUMENT	PROPOSED EDGE OF ASPHALT
PROPOSED MONUMENT	EXISTING STRIPING
EXISTING REBAR AND CAP	PROPOSED STRIPING
SET ENSIGN REBAR AND CAP	EXISTING FENCE
EXISTING WATER METER	PROPOSED FENCE
PROPOSED WATER METER	EXISTING FLOW LINE
EXISTING WATER MANHOLE	PROPOSED FLOW LINE
PROPOSED WATER MANHOLE	GRADE BREAK
EXISTING WATER BOX	EXISTING STORM DRAIN LINE
EXISTING WATER VALVE	PROPOSED STORM DRAIN LINE
PROPOSED WATER VALVE	ROOF DRAIN LINE
EXISTING FIRE HYDRANT	CATCHMENTS
PROPOSED FIRE HYDRANT	HIGHWATER LINE
PROPOSED FIRE DEPARTMENT CONNECTION	EXISTING SANITARY SEWER
EXISTING SECONDARY WATER VALVE	PROPOSED SANITARY SEWER LINE
PROPOSED SECONDARY WATER VALVE	PROPOSED SAN. SWR. SERVICE LINE
EXISTING IRRIGATION BOX	EXISTING LAND DRAIN LINE
EXISTING IRRIGATION VALVE	PROPOSED LAND DRAIN LINE
PROPOSED IRRIGATION VALVE	PROPOSED LAND DRAIN SERVICE LINE
EXISTING SANITARY SEWER MANHOLE	EXISTING CULINARY WATER LINE
PROPOSED SANITARY SEWER MANHOLE	PROPOSED CULINARY WATER LINE
EXISTING SANITARY CLEAN OUT	PROPOSED CULINARY WATER SERVICE LINE
EXISTING STORM DRAIN CLEAN OUT BOX	EXISTING SECONDARY WATER LINE
PROPOSED STORM DRAIN CLEAN OUT BOX	PROPOSED SECONDARY WATER LINE
EXISTING STORM DRAIN INLET BOX	PROPOSED SEC. WATER SERVICE LINE
EXISTING STORM DRAIN CATCH BASIN	EXISTING IRRIGATION LINE
PROPOSED STORM DRAIN CATCH BASIN	PROPOSED IRRIGATION LINE
EXISTING STORM DRAIN COMBO BOX	EXISTING OVERHEAD POWER LINE
PROPOSED STORM DRAIN COMBO BOX	EXISTING ELECTRICAL LINE
EXISTING STORM DRAIN CLEAN OUT	EXISTING GAS LINE
EXISTING STORM DRAIN CULVERT	EXISTING TELEPHONE LINE
PROPOSED STORM DRAIN CULVERT	ACCESSIBLE ROUTE
TEMPORARY SAG INLET PROTECTION	SAW CUT LINE
TEMPORARY IN-LINE INLET PROTECTION	STRAW WATTLE
ROOF DRAIN	TEMPORARY BERM
EXISTING ELECTRICAL MANHOLE	TEMPORARY SILT FENCE
EXISTING ELECTRICAL BOX	LIMITS OF DISTURBANCE
EXISTING TRANSFORMER	EXISTING WALL
EXISTING UTILITY POLE	PROPOSED WALL
EXISTING LIGHT	EXISTING CONTOURS
PROPOSED LIGHT	PROPOSED CONTOURS
EXISTING GAS METER	BUILDABLE AREA WITHIN SETBACKS
EXISTING GAS MANHOLE	PUBLIC DRAINAGE EASEMENT
EXISTING GAS VALVE	EXISTING ASPHALT TO BE REMOVED
EXISTING TELEPHONE MANHOLE	PROPOSED ASPHALT
EXISTING TELEPHONE BOX	EXISTING CURB AND GUTTER
EXISTING TRAFFIC SIGNAL BOX	PROPOSED CURB AND GUTTER
EXISTING CABLE BOX	PROPOSED REVERSE PAN CURB AND GUTTER
EXISTING BOLLARD	TRANSITION TO REVERSE PAN CURB
PROPOSED BOLLARD	CONCRETE TO BE REMOVED
EXISTING SIGN	EXISTING CONCRETE
PROPOSED SIGN	PROPOSED CONCRETE
EXISTING SPOT ELEVATION	BUILDING TO BE REMOVED
PROPOSED SPOT ELEVATION	EXISTING BUILDING
EXISTING FLOW DIRECTION	PROPOSED BUILDING
EXISTING TREE	
DENSE VEGETATION	

NOTE: MAY CONTAIN SYMBOLS THAT ARE NOT USED IN THIS PLAN SET.

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GENERAL NOTES

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PROJECT MANAGER J. FORD

C-001

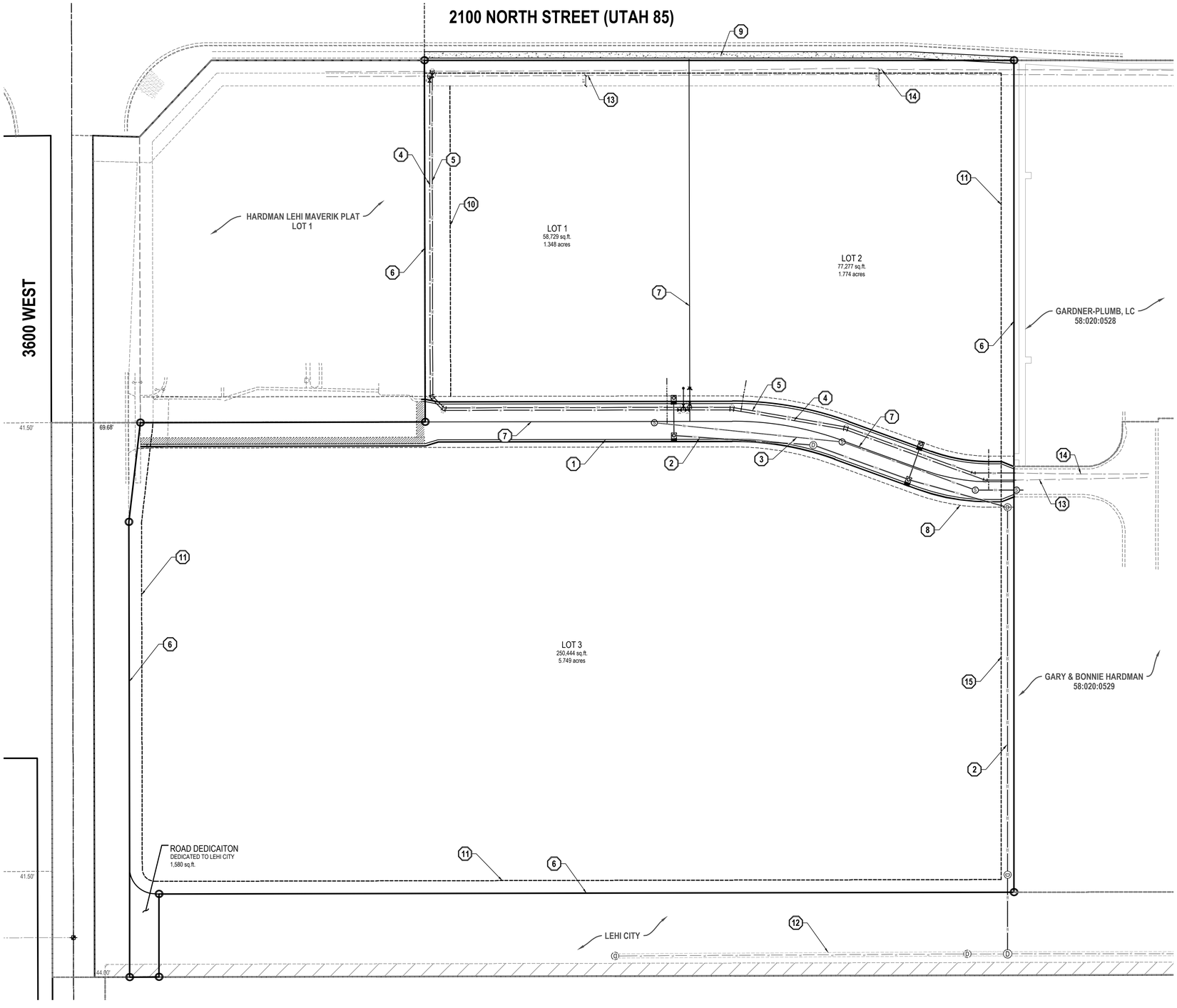
CALL BLUESTAKES @ 811 AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

Know what's below. Call before you dig.

BENCHMARK

EAST QUARTER CORNER
SECTION 2
TOWNSHIP 5 SOUTH, RANGE 1 WEST
SALT LAKE BASE & MERIDIAN

ELEVATION = 4536.22



GENERAL NOTES

1. ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
2. ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.
3. SEE LANDSCAPE/ARCHITECTURAL PLANS FOR CONCRETE MATERIAL, COLOR, FINISH, AND SCORE PATTERNS THROUGHOUT SITE.
4. ALL PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE M.U.T.C.D. (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
5. ALL SURFACE IMPROVEMENTS DISTURBED BY CONSTRUCTION SHALL BE RESTORED OR REPLACED, INCLUDING TREES AND DECORATIVE SHRUBS, SOD, FENCES, WALLS AND STRUCTURES, WHETHER OR NOT THEY ARE SPECIFICALLY SHOWN ON THE CONTRACT DOCUMENTS.
6. NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE OR ASPHALT.
7. THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.

SCOPE OF WORK:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:

1. PROPOSED ROAD EXTENSION.
2. PROPOSED STORM DRAIN SYSTEM.
3. PROPOSED SANITARY SEWER SYSTEM.
4. PROPOSED POTABLE WATER IMPROVEMENTS.
5. PROPOSED PRESSURIZED IRRIGATION IMPROVEMENTS.
6. PROPERTY LINE.
7. LOT LINE.
8. 40' ACCESS EASEMENT.
9. PROPOSED 5' CONCRETE SIDEWALK TO CONNECT EXISTING TRAIL.
10. 20' WATER AND SECONDARY WATER EASEMENT.
11. 10' PUE.
12. EXISTING STORM DRAIN.
13. EXISTING POTABLE WATERLINE.
14. EXISTING PRESSURIZED IRRIGATION LINE.
15. 10' PU&DE

NORTH

HORIZONTAL GRAPHIC SCALE

40 0 20 40 80
(IN FEET)
HORZ: 1 inch = 40 ft.

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FOR:
GARDNER COMPANY
201 S. MAIN STREET SUITE 2000
SALT LAKE CITY, UT 84101
CONTACT:
DAVE DENISON
PHONE: 801-456-4140

VIEW 21 EAST SUBDIVISION

2000 NORTH 3600 WEST
LEHI CITY, UTAH

OVERALL SITE IMPROVEMENTS

PROJECT NUMBER 6393KX
PRINT DATE 12/20/2021
DRAWN BY M. MARTINEZ
CHECKED BY Q. ELDER
PROJECT MANAGER J. FORD

C-100

811 Know what's below. Call before you dig.

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BENCHMARK

EAST QUARTER CORNER
SECTION 2
TOWNSHIP 5 SOUTH, RANGE 1 WEST
SALT LAKE BASE & MERIDIAN

ELEVATION = 4536.22

NORTH

HORIZONTAL GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
HORZ: 1 inch = 30 ft.

SITE SUMMARY TABLE		
DESCRIPTION	AREA (SF)	PERCENTAGE
HARDSCAPE	15,001	4%
LOT AREA	371,276	96%
TOTAL SITE	388,030 8.908 ACRES	100%

GENERAL NOTES

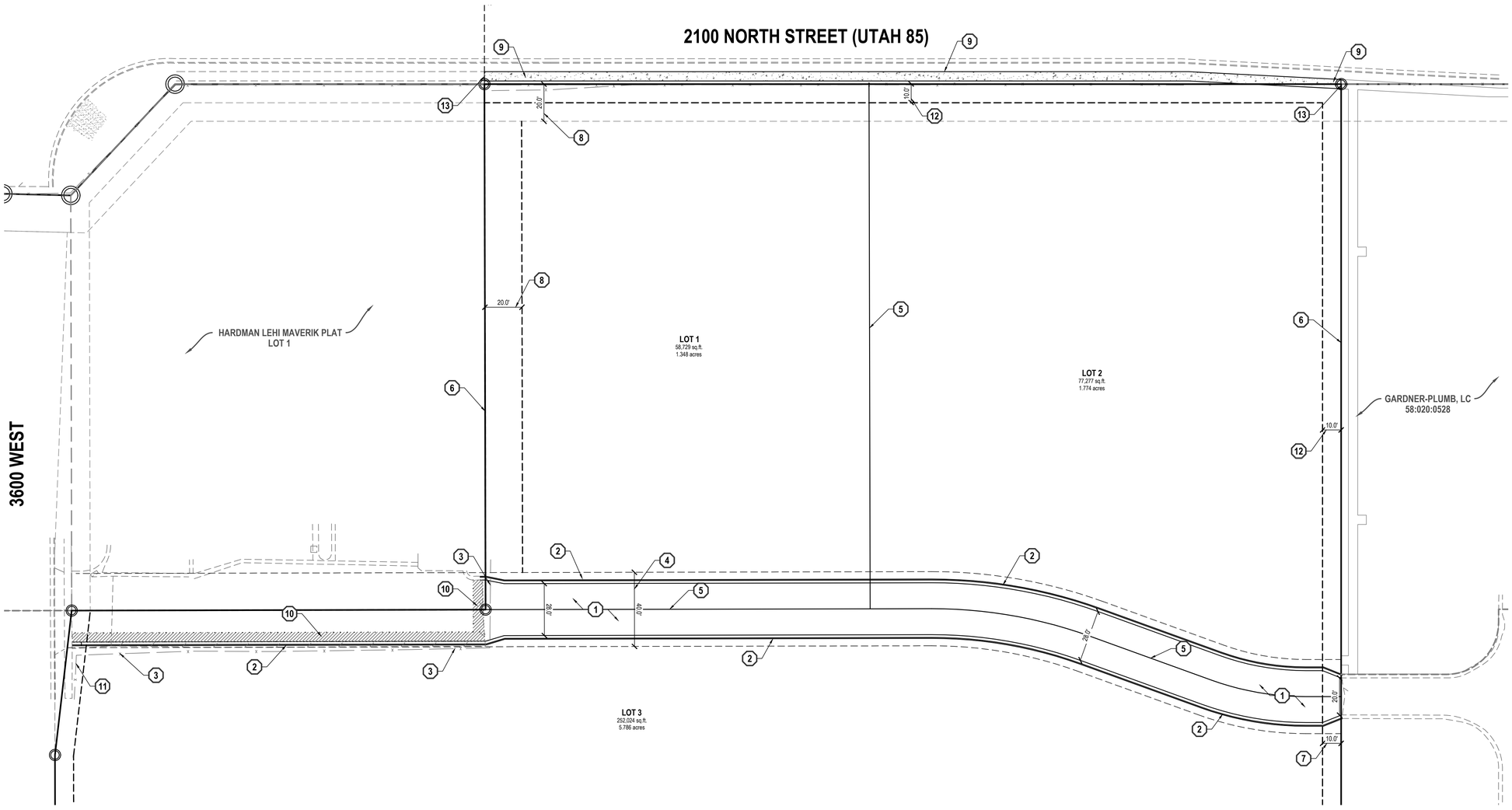
1. ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
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6. NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE OR ASPHALT.
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SCOPE OF WORK:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:

1. ASPHALT PAVEMENT PER GEOTECHNICAL REPORT AND DETAIL 1/C-500.
2. INSTALL 24" COLLECTION CURB AND GUTTER PER LEHI CITY STANDARD DETAIL ROAD-5 AND SPECIFICATIONS. SEE SHEET C-500.
3. EXISTING FENCE TO BE REMOVED.
4. 40' ACCESS EASEMENT.
5. LOT LINE.
6. PROPERTY LINE.
7. 10' PU&DE.
8. 20' WATER AND PRESSURIZED IRRIGATION EASEMENT.
9. 5' CONCRETE SIDEWALK AS PER LEHI CITY STANDARDS AND SPECIFICATIONS.
10. ASPHALT PAVEMENT TO MATCH EXISTING CONDITIONS. SAWCUT, REMOVE AND PROPERLY DISPOSE OF EXISTING PAVEMENT.
11. EXISTING FENCE TO BE PRESERVED AND PROTECTED IN PLACE.
12. 10' PUE.
13. CONNECT TO EXISTING 5' WIDE SIDEWALK.

AT ALL LOCATIONS WHERE EXISTING PAVEMENT ABUTS NEW CONSTRUCTION, THE EDGE OF THE EXISTING PAVEMENT SHALL BE SAWCUT TO A CLEAN, SMOOTH EDGE.



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FOR:
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CONTACT:
DAVE DENISON
PHONE: 801-456-4140

VIEW 21 EAST SUBDIVISION

2000 NORTH 3600 WEST
LEHI CITY, UTAH

SITE PLAN

PROJECT NUMBER	PRINT DATE
6399KK	12/20/2021
DRAWN BY	CHECKED BY
M. MARTINEZ	Q. ELDER
PROJECT MANAGER	
J. FORD	

C-101

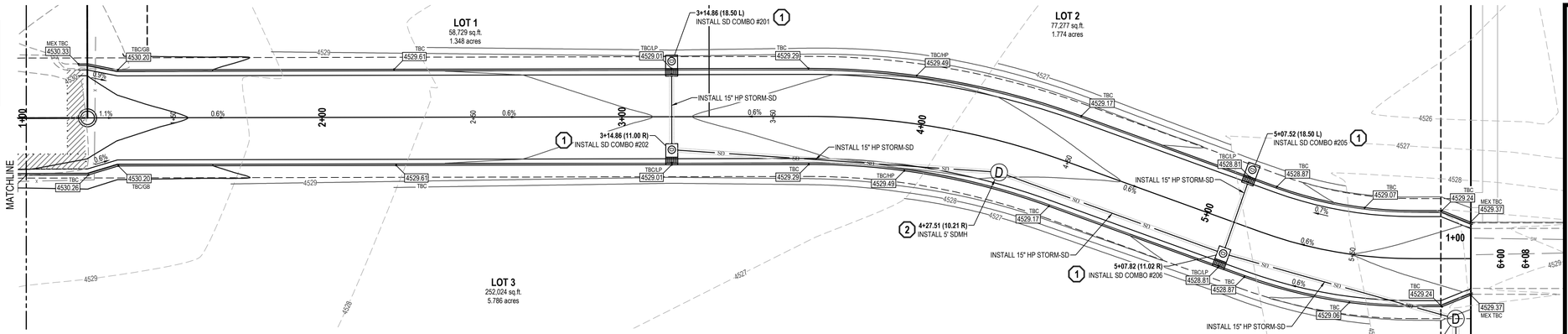
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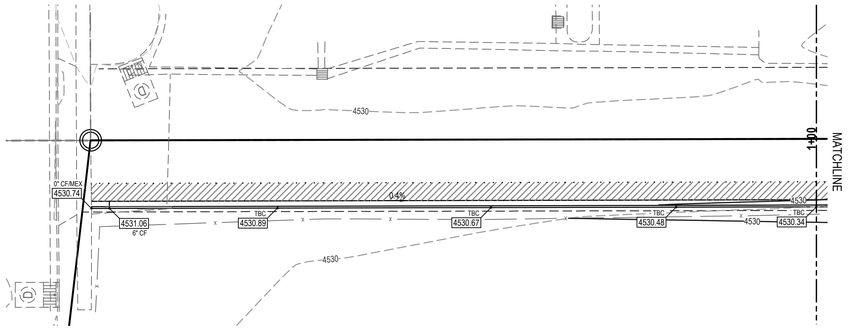
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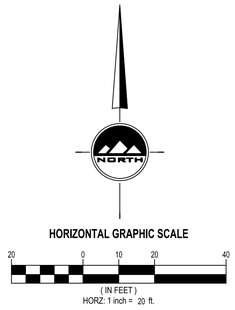
BENCHMARK

EAST QUARTER CORNER
SECTION 2
TOWNSHIP 5 SOUTH, RANGE 1 WEST
SALT LAKE BASE & MERIDIAN

ELEVATION = 4536.22



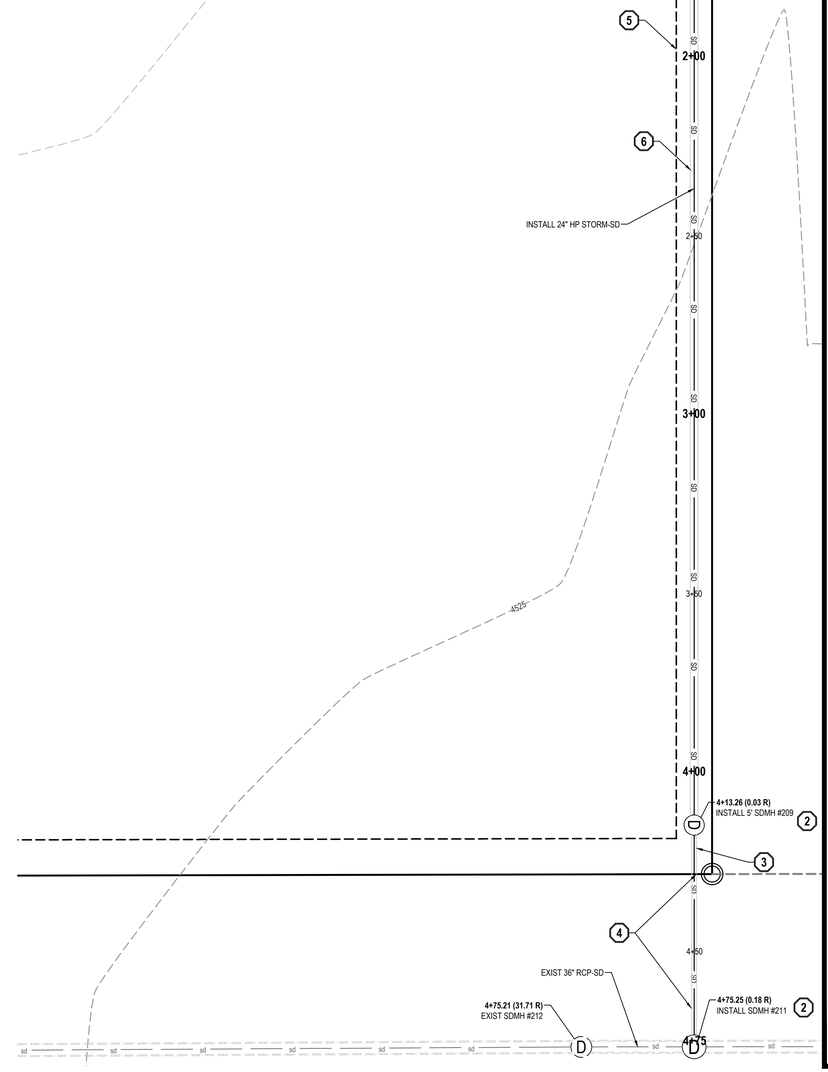




HORIZONTAL GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
HORZ: 1 inch = 20 ft.



GENERAL NOTES

1. ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
2. ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.
3. ALL WORK SHALL COMPLY WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER POSSIBLY INCLUDING, BUT NOT LIMITED TO, REMOVAL OF UNCONSOLIDATED FILL, ORGANICS, AND DEBRIS, PLACEMENT OF SUBSURFACE DRAIN LINES AND GEOTEXTILE, AND OVEREXCAVATION OF UNSUITABLE BEARING MATERIALS AND PLACEMENT OF ACCEPTABLE FILL MATERIAL.
4. THE CONTRACTOR SHALL BECOME FAMILIAR WITH THE EXISTING SOIL CONDITIONS.
5. ELEVATIONS HAVE BEEN TRUNCATED FOR CLARITY. XX.XX REPRESENTS AN ELEVATION OF 45XX.XX ON THESE PLANS.
6. LANDSCAPED AREAS REQUIRE SUBGRADE TO BE MAINTAINED AT A SPECIFIC ELEVATION BELOW FINISHED GRADE AND REQUIRE SUBGRADE TO BE PROPERLY PREPARED AND SCARIFIED. SEE LANDSCAPE PLANS FOR ADDITIONAL INFORMATION.
7. SLOPE ALL LANDSCAPED AREAS AWAY FROM BUILDING FOUNDATIONS TOWARD CURB AND GUTTER OR STORM DRAIN INLETS.
8. EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.
9. ALL STORM DRAIN INFRASTRUCTURE TO BE INSTALLED PER GOVERNING AGENCY OR APWA STANDARD PLANS AND SPECIFICATIONS.
10. ENSURE MINIMUM COVER OVER ALL STORM DRAIN PIPES PER MANUFACTURER'S RECOMMENDATIONS. NOTIFY ENGINEER IF MINIMUM COVER CANNOT BE ATTAINED.
11. ALL FACILITIES WITH DOWNSPOUTS/ROOF DRAINS SHALL BE CONNECTED TO THE STORM DRAIN SYSTEM. SEE PLUMBING PLANS FOR DOWNSPOUT/ROOF DRAIN LOCATIONS AND SIZES. ALL ROOF DRAINS TO HAVE MINIMUM 1% SLOPE.
12. THE CONTRACTOR SHALL ADJUST TO GRADE ALL EXISTING UTILITIES AS NEEDED PER LOCAL GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
13. NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE, ASPHALT, OR STORM DRAIN STRUCTURES OR PIPES.
14. THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.
15. ALL STORM DRAIN SHOWN ON THESE PLANS IS PRIVATE.

SCOPE OF WORK:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:

1. COMBO BOX PER LEHI CITY STANDARDS AND SPECIFICATIONS.
2. STORM DRAIN MANHOLE PER LEHI CITY STANDARDS AND SPECIFICATIONS.
3. 3.57" DIA ORIFICE PLATE PER DETAIL 2/C-500 INSTALLED ON SOUTH SIDE OF STORM DRAIN BOX.
4. POTENTIAL UTILITY CONFLICT. CONTRACTOR TO POTHOLE EXISTING UTILITIES AND ENSURE CONFLICTS ARE RESOLVED.
5. 10' PU&DE.
6. ROAD STORM WATER RUNOFF WILL DETAINED WITHIN THE STORM DRAIN PIPES. UPON DEVELOPMENT OF LOT 3, LOT 3 WILL BE REQUIRED TO DETAIN THE ROAD RUNOFF IN ADDITION TO ITS OWN.

VOLUME REQUIRED: 1,574 C.F.
VOLUME PROVIDED: 1,732 C.F.

CUT-FILL QUANTITIES

CUT	.92	CU. YD.
FILL	1144.52	CU. YD.
NET FILL	1143.60	CU. YD.

OUTLET CONTROL ROAD + POST DEVELOPED LOTS

Orifice Parameters		Orifice Size		Pipe Parameters	
Q (cfs) =	0.668	Area = Q/(C x (2 x g x h)$^{0.5}$)		Type of Pipe =	CONCRETE
Coefficient(C) =	0.6	Area (in^2) =	9.99	Manning (n) =	0.013
g (ft/s^2) =	32.2	Diameter (in)=	3.57	Pipe Dia. (d) =	15
High Water =	4,522.63			%Slope (s) =	0.50%
FL @ orifice =	4,518.63			Q allow (cfs)=	4.58
h (ft) =	4.0				

(Orifice coefficient is taken from: McCuen, Richard / Hydrologic Design Methods /co 1998 p.424)

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GARDNER COMPANY
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SALT LAKE CITY, UT 84101
CONTACT:
DAVE DENISON
PHONE: 801-456-4140

VIEW 21 EAST SUBDIVISION

2000 NORTH 3600 WEST
LEHI CITY, UTAH

GRADING AND DRAINAGE PLAN

PROJECT NUMBER 6399KK
PRINT DATE 12/20/2021
DRAWN BY M. MARTINEZ
CHECKED BY Q. ELDER
PROJECT MANAGER J. FORD

C-200

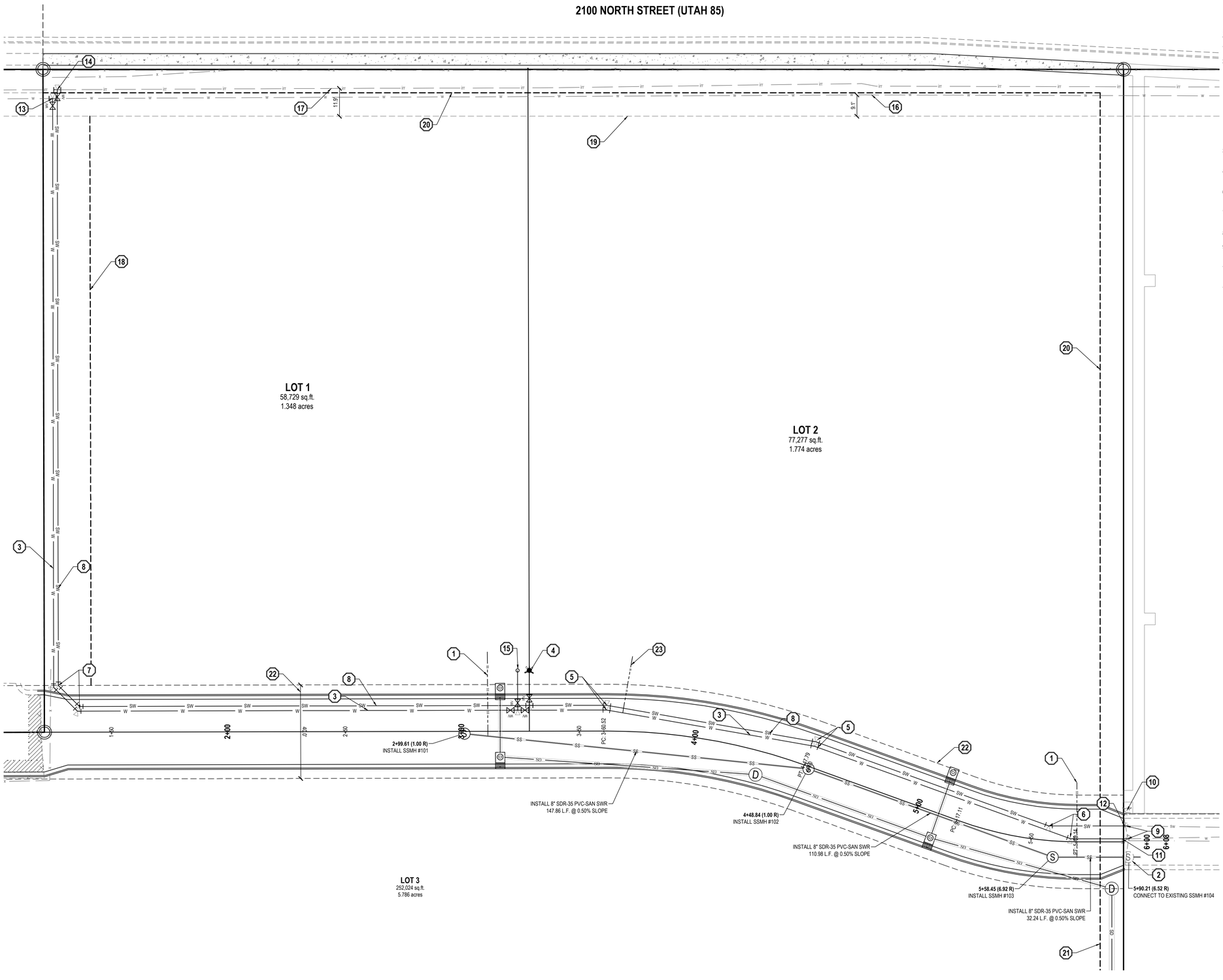
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BENCHMARK

EAST QUARTER CORNER
SECTION 2
TOWNSHIP 5 SOUTH, RANGE 1 WEST
SALT LAKE BASE & MERIDIAN

ELEVATION = 4536.22



GENERAL NOTES

1. ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
2. EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.
3. ALL SANITARY SEWER INFRASTRUCTURE TO BE INSTALLED PER GOVERNING AGENCY STANDARD PLANS AND SPECIFICATIONS.
4. ALL WATER INFRASTRUCTURE TO BE INSTALLED PER GOVERNING AGENCY OR APWA STANDARD PLANS AND SPECIFICATIONS.
6. DEFLECT OR LOOP ALL WATERLINES TO AVOID CONFLICTS WITH OTHER UTILITIES PER GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
7. PROJECT SHALL COMPLY WITH ALL UTAH DIVISION OF DRINKING WATER RULES AND REGULATIONS INCLUDING, BUT NOT LIMITED TO, THOSE PERTAINING TO BACKFLOW PROTECTION AND CROSS CONNECTION PREVENTION.
8. THE CONTRACTOR IS TO COORDINATE ALL UTILITIES WITH MECHANICAL/PLUMBING PLANS.
9. NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING UTILITY STRUCTURES OR PIPES.
10. THE CONTRACTOR SHALL ADJUST TO GRADE ALL EXISTING UTILITIES AS NEEDED PER LOCAL GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
11. THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.

SCOPE OF WORK:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:

1. 6" SDR-35 PVC SANITARY SEWER LATERAL @ 2.00% MIN. SLOPE, PER LEHI CITY STANDARDS AND SPECIFICATIONS.
2. CONNECT TO EXISTING SEWER MAIN PER LEHI CITY STANDARDS AND SPECIFICATIONS.
3. 8" C-900 PVC POTABLE WATER LINE PER LEHI CITY STANDARDS AND SPECIFICATIONS.
4. INSTALL FIRE HYDRANT (COMPLETE) PER LEHI CITY STANDARDS AND SPECIFICATIONS.
5. INSTALL 11.25° BEND W/ THRUST BLOCK.
6. INSTALL 22.5° BEND W/ THRUST BLOCK.
7. INSTALL 45° BEND W/ THRUST BLOCK.
8. 8" C-900 PVC PRESSURIZED IRRIGATION LINE PER LEHI CITY STANDARDS AND SPECIFICATIONS.
9. EXISTING WATER VALVE.
10. EXISTING FIRE HYDRANT.
11. CONNECT TO EXISTING POTABLE WATER LINE WITH CONSTRUCTION VALVE.
12. CONNECT TO EXISTING PRESSURIZED IRRIGATION LINE WITH CONSTRUCTION VALVE.
13. HOT TAP AND CONNECT TO EXISTING 14" POTABLE WATER LINE WITH (1) 8" GATE VALVE.
14. HOT TAP AND CONNECT TO EXISTING 16" PRESSURIZED IRRIGATION LINE WITH (1) 8" GATE VALVE.
15. INSTALL 4" POTABLE WATER BLOW OFF VALVE WITH (3) 8" GATE VALVES PER LEHI CITY STANDARDS AND SPECIFICATIONS.
16. EXISTING 14" DR-18 C900 POTABLE WATERLINE.
17. EXISTING 16" CLASS 50 DIP PURPLE PRESSURIZED IRRIGATION LINE.
18. 20' WIDE POTABLE WATER AND PRESSURIZED IRRIGATION EASEMENT.
19. EXISTING 20' WIDE POTABLE WATER AND PRESSURIZED IRRIGATION EASEMENT.
20. 10' PUE.
21. 10' PU&DE.
22. 40' ACCESS EASEMENT.
23. 3" CULINARY WATER LATERAL STUB. PLUG AND CAP FOR FUTURE USE.

NORTH

HORIZONTAL GRAPHIC SCALE

20 0 10 20 40
(IN FEET)
HORZ: 1 inch = 20 ft.

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CONTACT:
DAVE DENISON
PHONE: 801-456-4140

VIEW 21 EAST SUBDIVISION

2000 NORTH 3600 WEST
LEHI CITY, UTAH

UTILITY PLAN

PROJECT NUMBER: 6393KK
PRINT DATE: 12/20/2021
DRAWN BY: M. MARTINEZ
CHECKED BY: Q. ELDER
PROJECT MANAGER: J. FORD

C-300

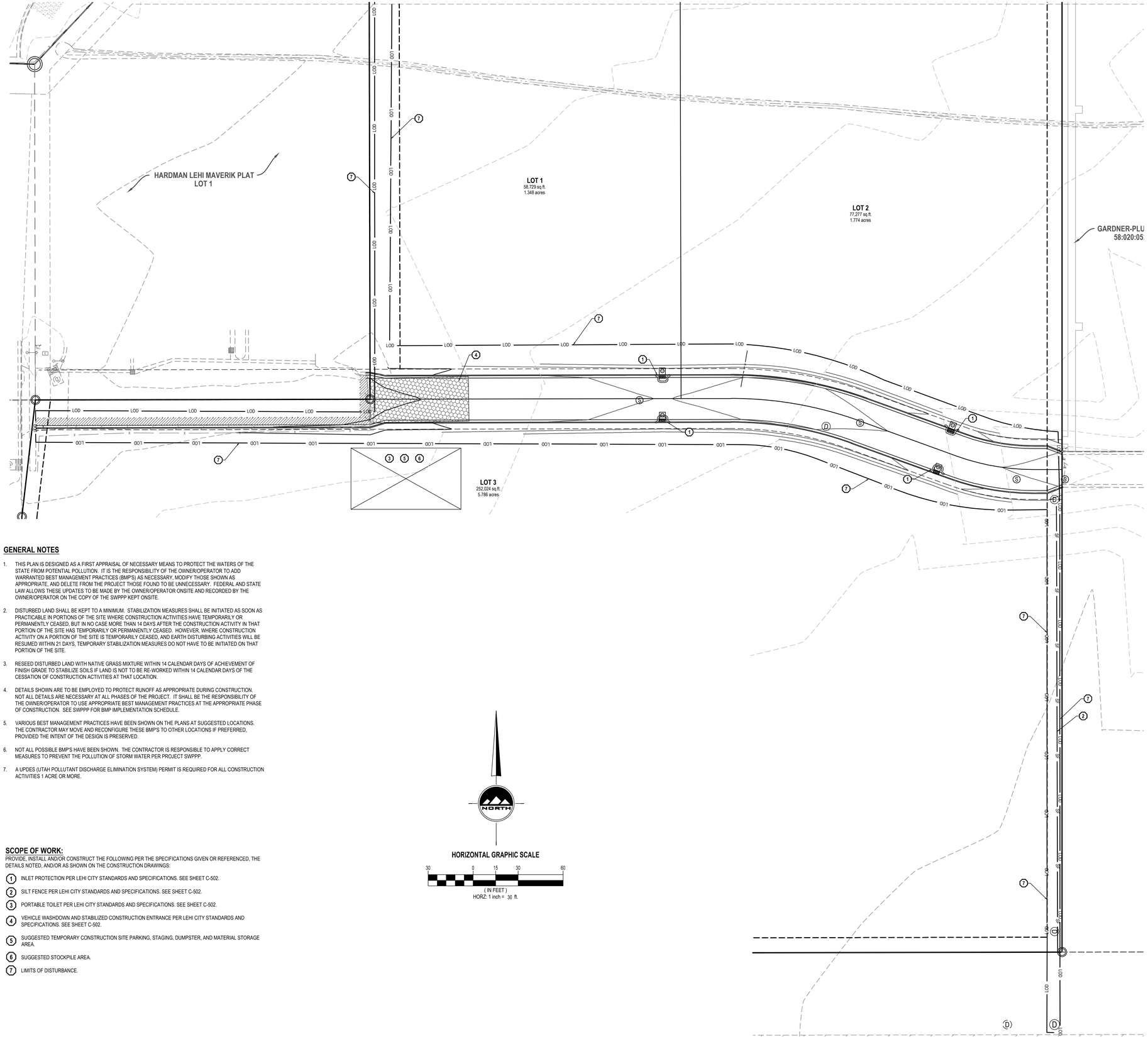
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SALT LAKE BASE & MERIDIAN

ELEVATION = 4536.22



GENERAL NOTES

1. THIS PLAN IS DESIGNED AS A FIRST APPRAISAL OF NECESSARY MEANS TO PROTECT THE WATERS OF THE STATE FROM POTENTIAL POLLUTION. IT IS THE RESPONSIBILITY OF THE OWNER/OPERATOR TO ADD WARRANTED BEST MANAGEMENT PRACTICES (BMP'S) AS NECESSARY, MODIFY THOSE SHOWN AS APPROPRIATE, AND DELETE FROM THE PROJECT THOSE FOUND TO BE UNNECESSARY. FEDERAL AND STATE LAW ALLOWS THESE UPDATES TO BE MADE BY THE OWNER/OPERATOR ONSITE AND RECORDED BY THE OWNER/OPERATOR ON THE COPY OF THE SWPPP KEPT ONSITE.
2. DISTURBED LAND SHALL BE KEPT TO A MINIMUM. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED. HOWEVER, WHERE CONSTRUCTION ACTIVITY ON A PORTION OF THE SITE IS TEMPORARILY CEASED, AND EARTH DISTURBING ACTIVITIES WILL BE RESUMED WITHIN 21 DAYS, TEMPORARY STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE.
3. RESEED DISTURBED LAND WITH NATIVE GRASS MIXTURE WITHIN 14 CALENDAR DAYS OF ACHIEVEMENT OF FINISH GRADE TO STABILIZE SOILS IF LAND IS NOT TO BE RE-WORKED WITHIN 14 CALENDAR DAYS OF THE CESSATION OF CONSTRUCTION ACTIVITIES AT THAT LOCATION.
4. DETAILS SHOWN ARE TO BE EMPLOYED TO PROTECT RUNOFF AS APPROPRIATE DURING CONSTRUCTION. NOT ALL DETAILS ARE NECESSARY AT ALL PHASES OF THE PROJECT. IT SHALL BE THE RESPONSIBILITY OF THE OWNER/OPERATOR TO USE APPROPRIATE BEST MANAGEMENT PRACTICES AT THE APPROPRIATE PHASE OF CONSTRUCTION. SEE SWPPP FOR BMP IMPLEMENTATION SCHEDULE.
5. VARIOUS BEST MANAGEMENT PRACTICES HAVE BEEN SHOWN ON THE PLANS AT SUGGESTED LOCATIONS. THE CONTRACTOR MAY MOVE AND RECONFIGURE THESE BMP'S TO OTHER LOCATIONS IF PREFERRED, PROVIDED THE INTENT OF THE DESIGN IS PRESERVED.
6. NOT ALL POSSIBLE BMP'S HAVE BEEN SHOWN. THE CONTRACTOR IS RESPONSIBLE TO APPLY CORRECT MEASURES TO PREVENT THE POLLUTION OF STORM WATER PER PROJECT SWPPP.
7. A UPDES (UTAH POLLUTANT DISCHARGE ELIMINATION SYSTEM) PERMIT IS REQUIRED FOR ALL CONSTRUCTION ACTIVITIES 1 ACRE OR MORE.

SCOPE OF WORK:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:

1. INLET PROTECTION PER LEHI CITY STANDARDS AND SPECIFICATIONS. SEE SHEET C-502.
2. SILT FENCE PER LEHI CITY STANDARDS AND SPECIFICATIONS. SEE SHEET C-502.
3. PORTABLE TOILET PER LEHI CITY STANDARDS AND SPECIFICATIONS. SEE SHEET C-502.
4. VEHICLE WASHDOWN AND STABILIZED CONSTRUCTION ENTRANCE PER LEHI CITY STANDARDS AND SPECIFICATIONS. SEE SHEET C-502.
5. SUGGESTED TEMPORARY CONSTRUCTION SITE PARKING, STAGING, DUMPSTER, AND MATERIAL STORAGE AREA.
6. SUGGESTED STOCKPILE AREA.
7. LIMITS OF DISTURBANCE.

NORTH

HORIZONTAL GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
HORZ: 1 inch = 30 ft.

ENSIGN
THE STANDARD IN ENGINEERING

SALT LAKE CITY
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RICHFIELD
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FOR:
GARDNER COMPANY
201 S. MAIN STREET SUITE 2000
SALT LAKE CITY, UT 84101
CONTACT:
DAVE DENISON
PHONE: 801-456-4140

VIEW 21 EAST SUBDIVISION

2000 NORTH 3600 WEST
LEHI CITY, UTAH

EROSION CONTROL PLAN

PROJECT NUMBER 6399KK
PRINT DATE 12/20/2021
DRAWN BY M. MARTINEZ
CHECKED BY Q. ELDER
PROJECT MANAGER J. FORD

C-400

CALL BLUESTAKES @ 811 AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

811 Know what's below. Call before you dig.

BENCHMARK

EAST QUARTER CORNER
SECTION 2
TOWNSHIP 5 SOUTH, RANGE 1 WEST
SALT LAKE BASE & MERIDIAN

ELEVATION = 4536.22

NORTH

HORIZONTAL GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
HORZ: 1 inch = 20 ft.
VERT: 1 inch = 2 ft.

SCOPE OF WORK:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:

1. 6" SDR-35 PVC SANITARY SEWER LATERAL @ 2.00% MIN. SLOPE, PER LEHI CITY STANDARDS AND SPECIFICATIONS.
2. CONNECT TO EXISTING SEWER MAIN PER LEHI CITY STANDARDS AND SPECIFICATIONS.
3. 8" C-900 PVC POTABLE WATER LINE PER LEHI CITY STANDARDS AND SPECIFICATIONS.
4. INSTALL FIRE HYDRANT (COMPLETE) PER LEHI CITY STANDARDS AND SPECIFICATIONS.
5. INSTALL 11.25° BEND W/ THRUST BLOCK.
6. INSTALL 22.5° BEND W/ THRUST BLOCK.
7. INSTALL 90° BEND W/ THRUST BLOCK.
8. 8" C-900 PVC PRESSURIZED IRRIGATION LINE PER LEHI CITY STANDARDS AND SPECIFICATIONS.
9. EXISTING WATER VALVE.
10. EXISTING FIRE HYDRANT.
11. CONNECT TO EXISTING POTABLE WATER LINE WITH CONSTRUCTION VALVE.
12. CONNECT TO EXISTING PRESSURIZED IRRIGATION LINE WITH CONSTRUCTION VALVE.
13. HOT TAP AND CONNECT TO EXISTING 14" POTABLE WATER LINE WITH (1) 8" GATE VALVE.
14. HOT TAP AND CONNECT TO EXISTING 16" PRESSURIZED IRRIGATION LINE WITH (1) 8" GATE VALVE.
15. INSTALL 4" POTABLE WATER BLOW OFF VALVE WITH (3) 8" GATE VALVES PER LEHI CITY STANDARDS AND SPECIFICATIONS.
16. ASPHALT PAVEMENT PER GEOTECHNICAL REPORT AND DETAIL 1/C-500.
17. INSTALL HIGH BACK CURVE AND GUTTER PER LEHI CITY STD DRAWING ROAD-5.
18. 3" CULINARY WATER LATERAL STUB. PLUG AND CAP FOR FUTURE USE.

HARDMAN LEHI MAVERIK PLAT
LOT 1

LOT 1
58,729 sq.ft.
1.348 acres

LOT 2
77,277 sq.ft.
1.774 acres

LOT 3
252,024 sq.ft.
5.786 acres

GARDNER-PLUMB, LC
58:020:0528

INSTALL SD COMBO #201
TOG=4529.06
FL(OUT-S)=4521.59

INSTALL 15" HP STORM-SD
29.50 L.F. @ 0.50% SLOPE

2+99.61 (1.00 R)
INSTALL SSMH #101

3+14.86 (11.00 R)
INSTALL SD COMBO #202

INSTALL 15" HP STORM-SD

INSTALL 8" SDR-35 PVC-SAN SWR

4+27.51 (10.21 R)
INSTALL 5' SDMH #204

INSTALL 15" HP STORM-SD

4+48.84 (1.00 R)
INSTALL SSMH #102

INSTALL SD COMBO #205
TOG=4528.86
FL(OUT-S)=4520.64

INSTALL 15" HP STORM-SD
29.52 L.F. @ 0.50% SLOPE

INSTALL 8" SDR-35 PVC-SAN SWR

5+07.82 (11.02 R)
INSTALL SD COMBO #206

INSTALL 15" HP STORM-SD

5+58.45 (6.92 R)
INSTALL SSMH #103

INSTALL 8" SDR-35 PVC-SAN SWR

5+90.21 (6.52 R)
CONNECT TO EXISTING SSMH #104

5+83.26 (20.00 R)
INSTALL 5' SDMH #208

VIEW 21 EAST ROAD

STA:1+18.41
ELEV.=4530.29

STA:1+30.29
ELEV.=4530.15

PROPOSED GRADE @ CL

EXISTING GRADE @ CL

1.15%

0.65%

0.60%

0.60%

0.60%

0.60%

4' MIN.

4' MIN.

2+99.61 (1.00 R)
INSTALL SSMH #101
RIM=4529.04

STA:3+14.86
ELEV.=4528.96

3+14.86 (11.00 R)
INSTALL SD COMBO #202
RIM=4528.74

STA:3+94.60
ELEV.=4529.44

4+27.51 (10.21 R)
INSTALL 5' SDMH #204
RIM=4528.04

4+48.84 (1.00 R)
INSTALL SSMH #102
RIM=4529.99

5+07.82 (11.02 R)
INSTALL SD COMBO #206
RIM=4528.54

STA:5+07.82
ELEV.=4528.76

5+58.45 (6.92 R)
INSTALL SSMH #103
RIM=4528.92

5+83.26 (20.00 R)
INSTALL 5' SDMH #208
RIM=4529.30

STA:5+90.21
ELEV.=4529.25

5+90.21 (6.52 R)
CONNECT TO EXISTING SSMH #104
RIM=4529.08

INSTALL 8" C-900 PVC CULINARY WATER LINE

INSTALL 8" C-900 PVC PRESSURIZED IRRIGATION LINE

INSTALL 15" HP STORM-SD 109.42 L.F. @ 0.50% SLOPE

INSTALL 8" SDR-35 PVC-SAN SWR 147.86 L.F. @ 0.50% SLOPE

INSTALL 15" HP STORM-SD 79.45 L.F. @ 0.50% SLOPE

INSTALL 15" HP STORM-SD 80.58 L.F. @ 0.48% SLOPE

INSTALL 8" SDR-35 PVC-SAN SWR 110.98 L.F. @ 0.50% SLOPE

INSTALL 8" SDR-35 PVC-SAN SWR
32.24 L.F. @ 0.50% SLOPE

EXISTING 8" C-900 PVC CULINARY WATER LINE

EXISTING 8" C-900 PVC PRESSURIZED IRRIGATION

FL(Out-E)=4520.68

FL(In-N)=4521.44
FL(Out-E)=4521.44

FL(In-W)=4520.89
FL(Out-E)=4520.89

FL(Out-E)=4519.74
FL(In-W)=4519.94

FL(In-W)=4520.49
FL(In-N)=4520.49
FL(Out-E)=4520.47

FL(Out-E)=4518.99
FL(In-W)=4519.19

FL(In-W)=4520.09
FL(Out-S)=4520.09

FL(Out-E)=4518.73
FL(In-W)=4518.83

EXISTING G.B.(+) @ C.L.
DESIGN ELEV @ C.L.

4530.4 | 4529.9 4530.27 | 4529.5 4530.09 | 4529.2 4529.96 | 4528.9 4529.83 | 4528.6 4529.70 | 4528.2 4529.57 | 4527.9 4529.44 | 4527.7 4529.31 | 4527.6 4529.18 | 4527.5 4529.06 | 4527.5 4528.99 | 4527.4 4529.11 | 4527.4 4529.23 | 4527.2 4529.35 | 4527.1 4529.41 | 4526.9 4529.29 | 4526.7 4529.17 | 4526.6 4529.05 | 4526.4 4528.93 | 4526.7 4528.81 | 4527.2 4528.83 | 4527.7 4528.95 | 4528.3 4529.07 | 4528.8 4529.19 | 4529.2

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CONTACT:
DAVE DENISON
PHONE: 801-456-4140

VIEW 21 EAST SUBDIVISION

2000 NORTH 3600 WEST
LEHI CITY, UTAH

PLAN AND PROFILE
VIEW 21 EAST ROAD

PROJECT NUMBER	PRINT DATE
6393KK	12/20/2021
DRAWN BY	CHECKED BY
M. MARTINEZ	Q. ELDER
PROJECT MANAGER	
J. FORD	

PP-1

CALL BLUESTAKES @ 811 AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

Know what's below. Call before you dig.

BENCHMARK

EAST QUARTER CORNER
SECTION 2
TOWNSHIP 5 SOUTH, RANGE 1 WEST
SALT LAKE BASE & MERIDIAN

ELEVATION = 4536.22

NORTH

HORIZONTAL GRAPHIC SCALE

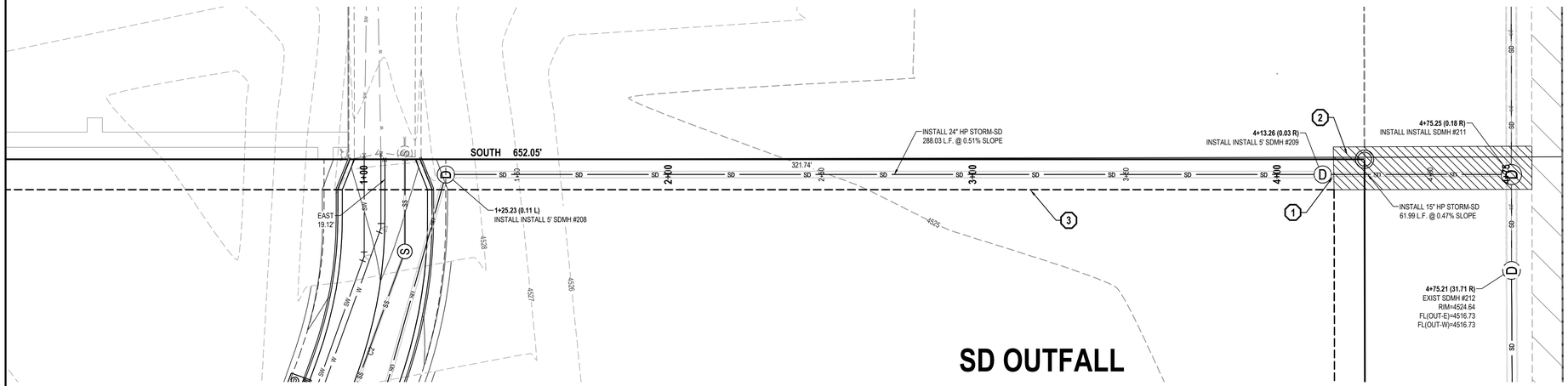
20 0 10 20 40

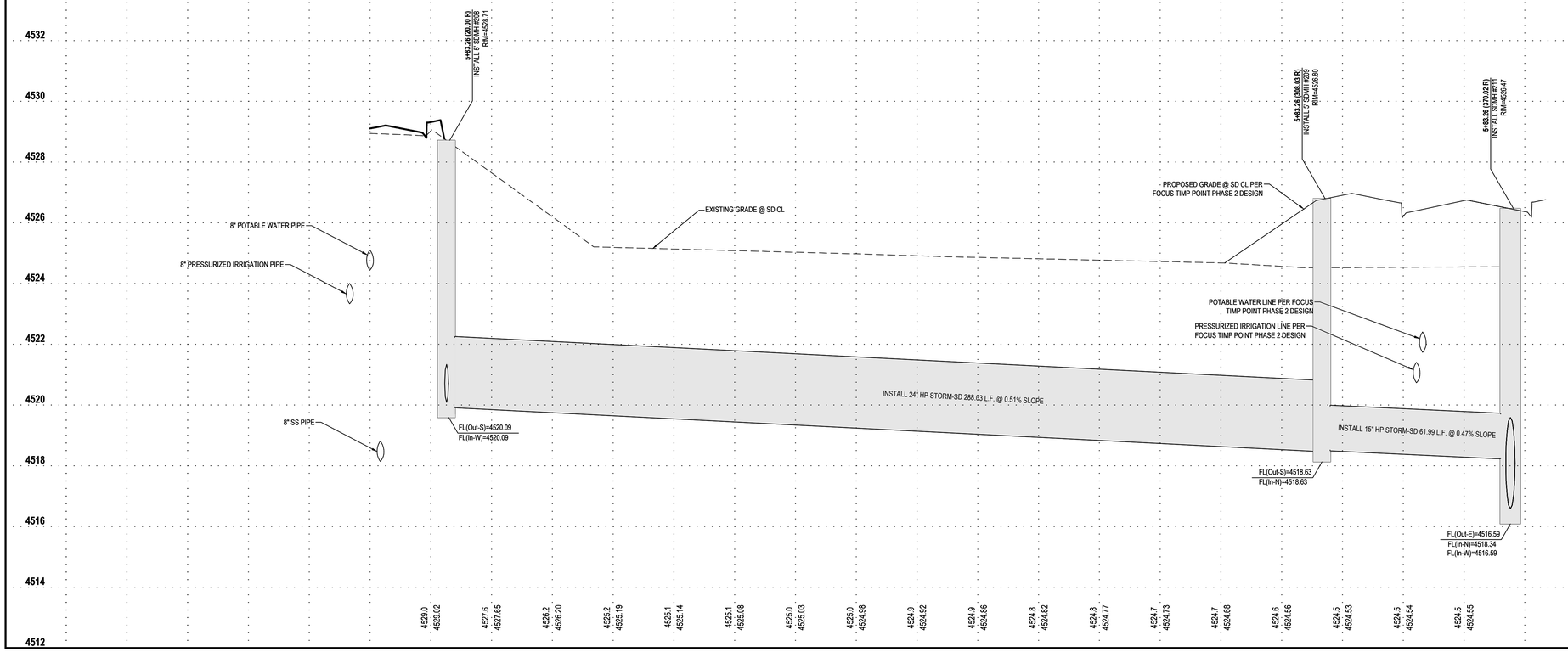
(IN FEET)
HORZ. 1 inch = 20 ft.
VERT: 1 inch = 2 ft.

SCOPE OF WORK:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:

1. 3.57" DIA ORIFICE PLATE PER DETAIL 1/C-500 INSTALLED ON SOUTH SIDE OF STORM DRAIN BOX.
2. CONTRACTOR TO POTHOLE EXISTING UTILITIES TO AVOID CONFLICT W/ PROPOSED STORM DRAIN LINE.
3. 10' PU&DE.





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VIEW 21 EAST SUBDIVISION

2000 NORTH 3600 WEST
LEHI CITY, UTAH

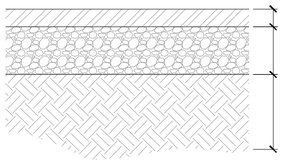
PLAN AND PROFILE
SD OUTFALL

PROJECT NUMBER	PRINT DATE
6393KK	12/20/2021
DRAWN BY	CHECKED BY
M. MARTINEZ	Q. ELDER
PROJECT MANAGER	
J. FORD	

PP-2

ASPHALT NOTES

1. ALL PAVING TO BE PLACED OVER PROPERLY PREPARED NATURAL SOILS AND/OR PROPERLY PREPARED EXISTING FILL SOILS AND PROPERLY COMPACTED STRUCTURAL FILL WHERE SPECIFIED.
2. ALL STRUCTURAL FILL TO BE PLACED AND COMPACTED PER THE PROJECT GEOTECHNICAL REPORT OR TO A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY THE AASHTO T-180 (D-1557) METHOD OF COMPACTION. LIFTS SHOULD BE PLACED PER GEOTECHNICAL RECOMMENDATIONS BUT SHOULD NOT EXCEED 8" IN LOOSE THICKNESS.
3. REMOVE SURFACE VEGETATION AND OTHER DELETERIOUS MATERIALS OVER THE ENTIRE SITE IN PREPARATION OF PROPOSED IMPROVEMENTS.



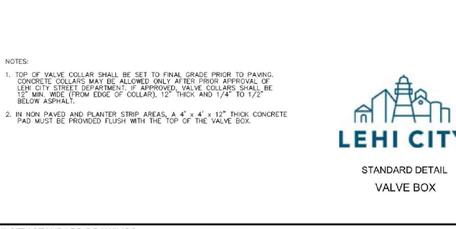
3" ASPHALTIC CONCRETE PER SPECIFICATIONS, DM-1/2, PG 64-22, MAX RAP=15%

8" UNTREATED BASE COURSE COMPACTED PER GEOTECHNICAL REPORT AND SPECIFICATIONS

PROPERLY PREPARED SUBGRADE OR FILL COMPACTED PER GEOTECHNICAL REPORT AND SPECIFICATIONS

1 STANDARD ASPHALT SECTION

SCALE: NONE

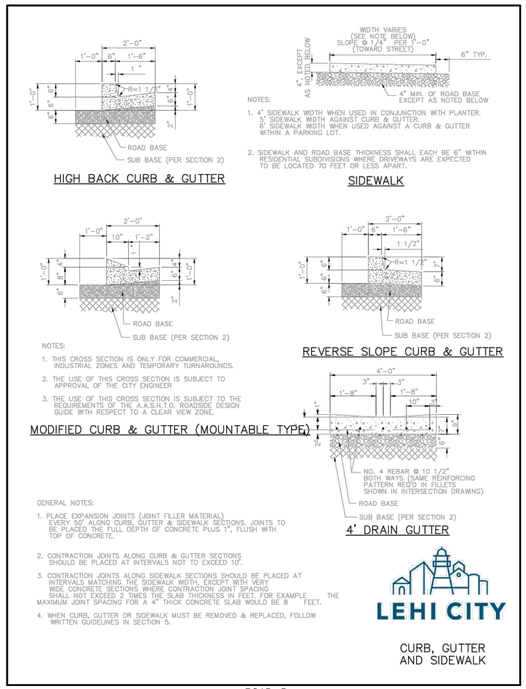


NOTES:

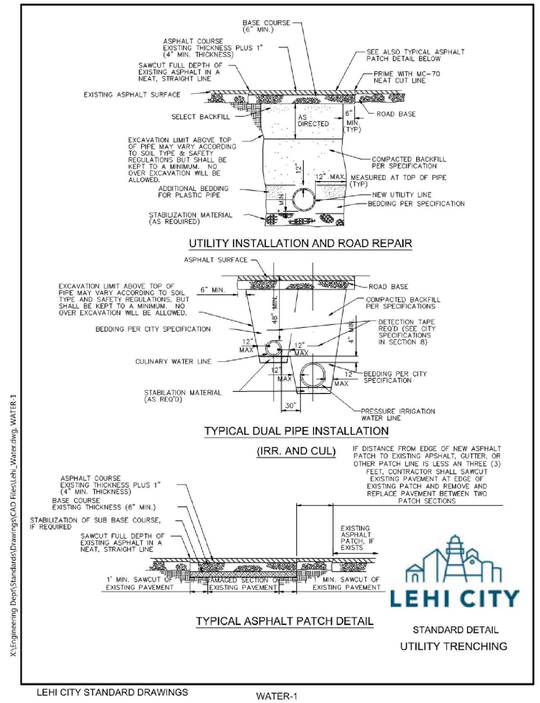
1. STEEL: USE ASTM A 36 STEEL.
2. BOLTS: USE 1/2 INCH STAINLESS STEEL BOLTS WITH 1/8 INCH STAINLESS STEEL WASHERS.
3. FINISH: HOT DIPPED GALVANIZED.

2 ORIFICE PLATE

SCALE: NONE

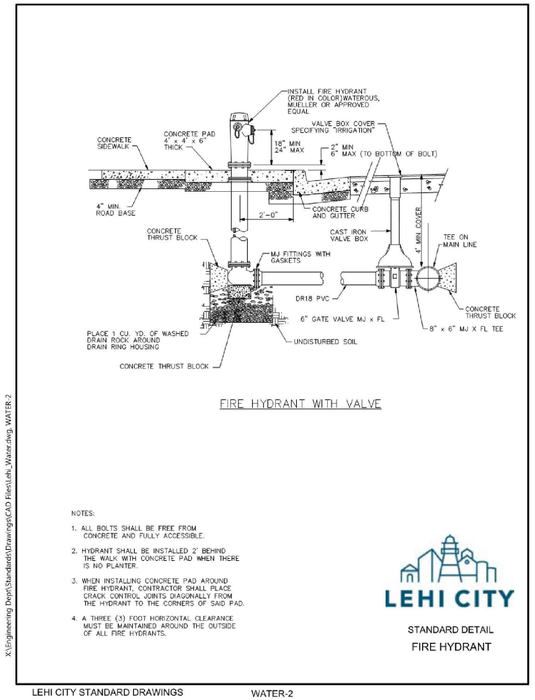


LEHI CITY STANDARD DRAWINGS ROAD-5



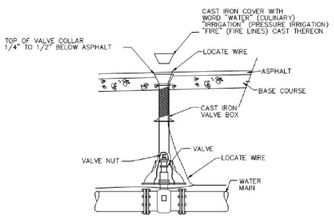
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LEHI CITY STANDARD DRAWINGS WATER-1



X:\Engineering Dept\Standards\Drawings\CAD Files\Leh_Water.dwg, WATER-2

LEHI CITY STANDARD DRAWINGS WATER-2



NOTES:

1. TOP OF VALVE COLLAR SHALL BE SET TO FINAL GRADE PRIOR TO PAVING. CONCRETE COLLARS MAY BE ALLOWED ONLY AFTER PRIOR APPROVAL OF LEHI CITY STREET DEPARTMENT. IF APPROVED, VALVE COLLARS SHALL BE 12" MIN. WIDE (FROM EDGE OF COLLAR), 12" THICK AND 1/4" TO 1/2" BELOW ASPHALT.
2. IN NON PAVED AND PLANTER STRIP AREAS, A 4' x 4' x 12" THICK CONCRETE PAD MUST BE PROVIDED FLUSH WITH THE TOP OF THE VALVE BOX.

LEHI CITY
STANDARD DETAIL
VALVE BOX

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LEHI CITY STANDARD DRAWINGS WATER-4

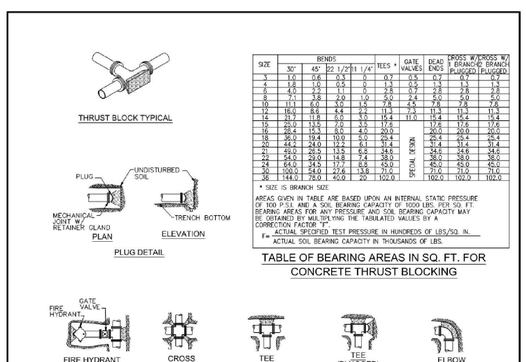


TABLE OF BEARING AREAS IN SQ. FT. FOR CONCRETE THRUST BLOCKING

SIZE	BENDS 45°	BENDS 22 1/2°	BENDS 11 1/4°
4	3.7	1.9	1.4
6	8.4	4.3	3.2
8	14.8	7.5	5.7
10	26.0	13.2	6.6
12	40.5	20.7	10.3
14	58.5	30.0	14.8
16	79.9	40.7	20.2
18	91.0	46.6	23.2
20	104.0	53.0	26.5
18		67.4	33.4
20		83.0	41.0
21	SPECIAL DESIGN REQUIRED		45.5
22			50.0
24			59.5
30			
36			

SIZE	TEES	GATE VALVES	DEAD ENDS	CROSS W/CROSS W/ BRANCH PLUGGED	CROSS W/CROSS W/ BRANCH PLUGGED
4	0.7	0.5	0.7	0.7	0.7
6	1.6	1.1	1.6	1.6	1.6
8	2.9	1.9	2.9	2.9	2.9
10	4.5	2.9	4.4	5.0	5.0
12	6.4	4.2	6.3	7.8	7.8
14	8.7	5.7	8.6	10.6	10.6
16	11.4	7.4	11.2	13.8	13.8
18	14.4	9.4	14.2	17.5	17.5
20	17.8	11.6	17.5	21.6	21.6
24	25.6	16.7	25.2	31.1	31.1
30	40.0	26.0	39.4	48.6	48.6
36	57.6	37.4	56.7	70.0	70.0

* SIZE IS BRANCH SIZE

AREAS GIVEN IN TABLE ARE BASED UPON AN INTERNAL STATIC PRESSURE OF 100 P.S.I. AND A SOIL BEARING CAPACITY OF 1000 LBS. PER SQ. FT. BEARING AREAS FOR ANY PRESSURE AND SOIL BEARING CAPACITY MAY BE OBTAINED BY MULTIPLYING THE TABULATED VALUES BY A CORRECTION FACTOR "F".

$F = \frac{\text{ACTUAL SPECIFIED TEST PRESSURE IN HUNDREDS OF LBS/SQ. IN.}}{\text{ACTUAL SOIL BEARING CAPACITY IN THOUSANDS OF LBS.}}$

REQ'D FOR VERT. BEND ANCHOR BLOCKS FOR 100 P.S.I. PRESSURE ADJUST VOLUMES BY MULTIPLYING TABULATED VALUES BY A CORRECTION FACTOR "F".

$F = \frac{\text{ACTUAL SPECIFIED TEST PRESSURE}}{100}$

TABLE OF VOLUMES OF CONCRETE (IN CU. FT.)

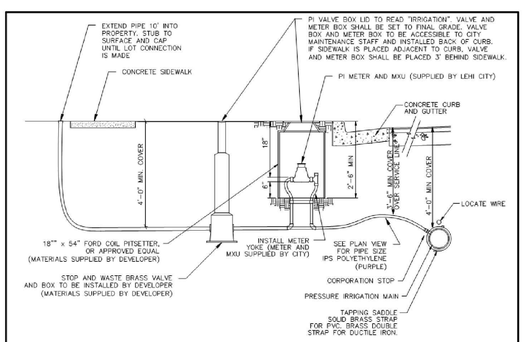
NOTES:

1. ALL FITTINGS SHALL BE COVERED WITH PLASTIC OR OTHER APPROVED MATERIAL PRIOR TO POURING THE THRUST BLOCK
2. FM GRADE GREASE SHALL BE USED FOR ALL BOLTED FITTINGS.
3. ALL TRUST BLOCKS AGAINST NON-NATIVE MATERIALS SHALL BE UPSIZED UNLESS A BEARING PRESSURE OF 1000 LBS. PER SQ.FT. IS PROVIDED.

LEHI CITY
STANDARD DETAIL
THRUST BLOCKING

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LEHI CITY STANDARD DRAWINGS WATER-5



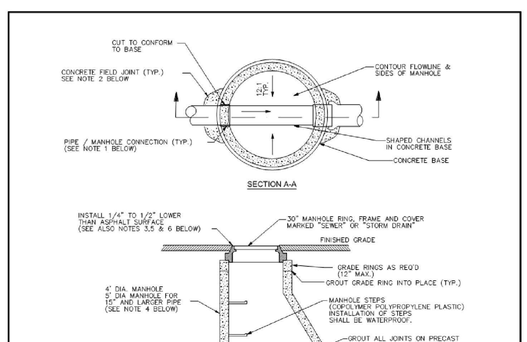
GENERAL NOTES:

1. 10'-0" EDGE TO EDGE HORIZONTAL CLEARANCE IS REQUIRED BETWEEN WATER AND SEWER LATERAL SERVICE LINES.
2. WHERE WATER AND SEWER LATERALS MUST CROSS, WATER LATERAL SHALL BE 18" ABOVE THE SEWER LATERAL AS MEASURED FROM THE BOTTOM OF THE WATER LATERAL TO THE TOP OF THE SEWER LATERAL. THIS SEPARATION SHALL BE MAINTAINED FOR A MINIMUM OF 10'-0" EITHER SIDE OF THE CROSSING POINT.
3. ALL PRESSURE IRRIGATION METERS SHALL BE CONSTRUCTED BEHIND PROPOSED CURB AND GUTTER, AND SHALL BE SERVICEABLE FROM THE STREET, REGARDLESS OF WHETHER OR NOT THE TYPICAL STREET CROSS SECTION CONTAINS A PLANTER STRIP.
4. COORDINATE PLACEMENT OF PI METER WITH LEHI WATER DEPARTMENT.
5. TEFLON TAPE REQUIRED ON ALL THREADED CONNECTIONS.
6. PRESSURE IRRIGATION METERS SHALL NOT BE PLACED WITHIN DRIVABLE AREAS UNLESS OTHERWISE APPROVED BY WATER DEPARTMENT.
7. ALL PIPING, FITTINGS, ECT WILL BE PROVIDED BY DEVELOPER AND INSPECTED BY LEHI CITY WATER INSPECTOR.
8. METER AND MXU WILL BE SUPPLIED BY LEHI CITY.
9. ALL BRASS FITTINGS, VALVES, ETC. SHALL BE MANUFACTURED IN ACCORDANCE WITH AWWA STANDARD C-800, LATEST REVISION. ALL BRASS PRODUCTS ARE TO BE CERTIFIED TO THE REQUIREMENTS OF NSF / ANSI 61 ANNEX F&G AND NSF / ANSI 372.

LEHI CITY
STANDARD DETAIL
PRESSURE IRRIGATION SERVICE CONNECTION

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LEHI CITY STANDARD DRAWINGS WATER-8



X:\Engineering Dept\Standards\Drawings\CAD Files\Leh_Sewer_Drain.dwg, Sewer_Drain-1

LEHI CITY STANDARD DRAWINGS SEWER / DRAIN-1

ENSIGN
THE STANDARD IN ENGINEERING

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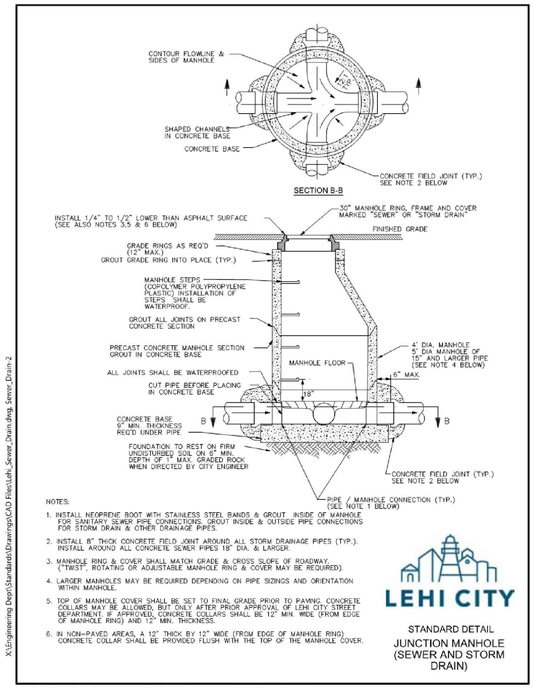
VIEW 21 EAST SUBDIVISION

2000 NORTH 3600 WEST
LEHI CITY, UTAH

DETAILS

PROJECT NUMBER 6393KK
PRINT DATE 12/20/2021
DRAWN BY M. MARTINEZ
CHECKED BY Q. ELDER
PROJECT MANAGER J. FORD

C-500



NOTES:

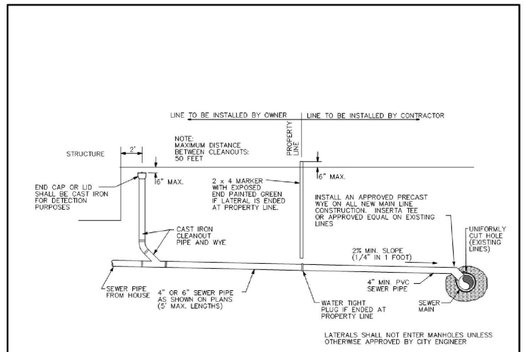
1. INSTALL NEOPRENE BOOT WITH STAINLESS STEEL BANDS & GROUT INSIDE OF MANHOLE FOR SANITARY SEWER PIPE CONNECTIONS. GROUT INSIDE & OUTSIDE PIPE CONNECTIONS FOR STORM DRAIN & OTHER DRAINAGE PIPES.
2. INSTALL 8" THICK CONCRETE FIELD JOINT AROUND ALL STORM DRAINAGE PIPES (TYP.). INSTALL AROUND ALL CONCRETE SEWER PIPES 18" DIA. & LARGER.
3. MANHOLE RING & COVER SHALL MATCH GRADE & CROSS SLOPE OF ROADWAY. ("TWIST", ROTATING OR ADJUSTABLE MANHOLE RING & COVER MAY BE REQUIRED).
4. LARGER MANHOLES MAY BE REQUIRED DEPENDING ON PIPE SIZINGS AND ORIENTATION WITHIN MANHOLE.
5. TOP OF MANHOLE COVER SHALL BE SET TO FINAL GRADE PRIOR TO PAVING. CONCRETE COLLARS MAY BE ALLOWED, BUT ONLY AFTER PRIOR APPROVAL OF LEHI CITY STREET DEPARTMENT. IF APPROVED, CONCRETE COLLARS SHALL BE 12" MIN. WIDE (FROM EDGE OF MANHOLE RING) AND 12" MIN. THICKNESS.
6. IN NON-PAVED AREAS, A 12" THICK BY 12" WIDE (FROM EDGE OF MANHOLE RING) CONCRETE COLLAR SHALL BE PROVIDED FLUSH WITH THE TOP OF THE MANHOLE COVER.

LEHI CITY

STANDARD DETAIL
JUNCTION MANHOLE (SEWER AND STORM DRAIN)

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LEHI CITY STANDARD DRAWINGS SEWER / DRAIN-2

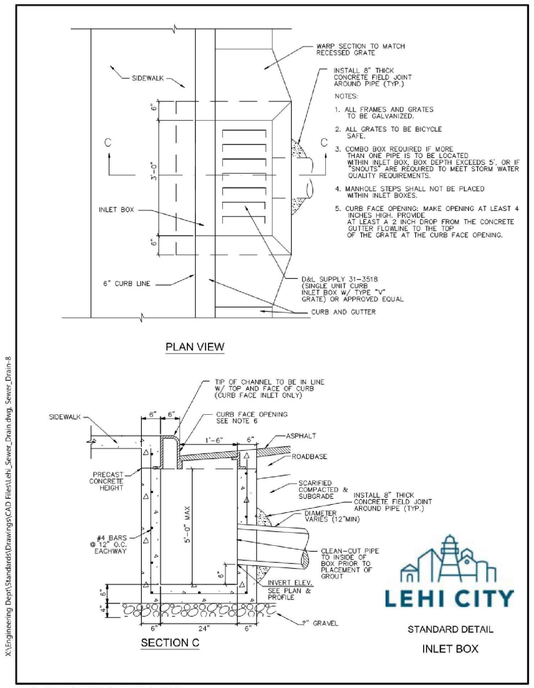


LEHI CITY

STANDARD DETAIL
SEWER LATERAL DETAIL

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LEHI CITY STANDARD DRAWINGS SEWER / DRAIN-6

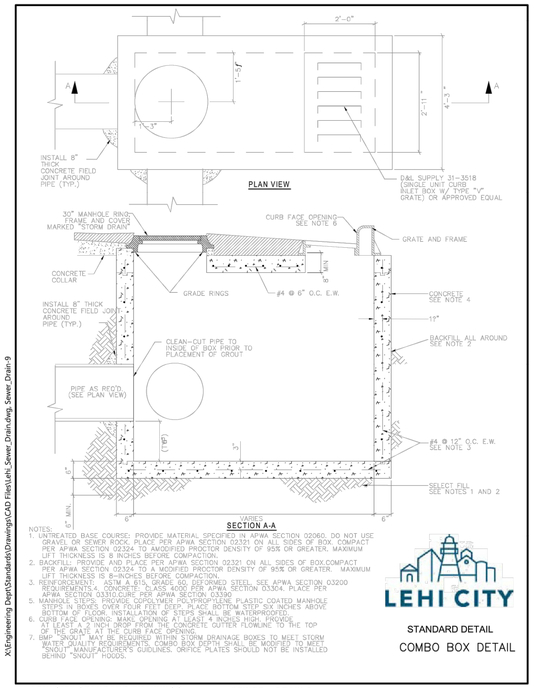


LEHI CITY

STANDARD DETAIL
INLET BOX

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LEHI CITY STANDARD DRAWINGS SEWER / DRAIN-8



NOTES:

1. UNTREATED BASE COURSE: PROVIDE MATERIAL SPECIFIED IN APWA SECTION 02060. DO NOT USE GRAVEL OR SEWER ROCK. PLACE PER APWA SECTION 02321 ON ALL SIDES OF BOX. COMPACT PER APWA SECTION 02324 TO A MODIFIED PROCTOR DENSITY OF 95% OR GREATER. MAXIMUM LIFT THICKNESS IS 8-INCHES BEFORE COMPACTION.
2. BACKFILL: PROVIDE AND PLACE PER APWA SECTION 02321 ON ALL SIDES OF BOX.COMPACT PER APWA SECTION 02324 TO A MODIFIED PROCTOR DENSITY OF 95% OR GREATER. MAXIMUM LIFT THICKNESS IS 8-INCHES BEFORE COMPACTION.
3. REINFORCEMENT: ASTM A 615, GRADE 60, DEFORMED STEEL. SEE APWA SECTION 03200 REQUIREMENTS. CONCRETE: 3,000 PSI MIX DESIGN PER APWA SECTION 03304. PLACE PER APWA SECTION 03370.CURE PER APWA SECTION 03390.
4. MANHOLE STEPS: PROVIDE COPOLYMER POLYPROPYLENE PLASTIC COATED MANHOLE STEPS IN BOXES OVER FOUR FEET DEEP. PLACE BOTTOM STEP SIX INCHES ABOVE BOTTOM OF FLOOR. INSTALLATION OF STEPS SHALL BE WATERPROOFED.
5. CURB FACE OPENING: MAKE OPENING AT LEAST 4 INCHES HIGH, PROVIDE AT LEAST A 2 INCH DROP FROM THE CONCRETE GUTTER FLOWLINE TO THE TOP OF THE GRATE AT THE CURB FACE OPENING.
6. BMP "SNOUT" MAY BE REQUIRED WITHIN STORM DRAINAGE BOXES TO MEET STORM WATER QUALITY REQUIREMENTS. COMBO BOX DEPTH SHALL BE MODIFIED TO MEET MANUFACTURER'S GUIDELINES. ORIFICE PLATES SHOULD NOT BE INSTALLED BEHIND "SNOUT HOODS".

LEHI CITY

STANDARD DETAIL
COMBO BOX DETAIL

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LEHI CITY STANDARD DRAWINGS SEWER / DRAIN-9

ENSIGN
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FOR:
GARDNER COMPANY
201 S. MAIN STREET SUITE 2000
SALT LAKE CITY, UT 84101
CONTACT:
DAVE DENISON
PHONE: 801-456-4140

VIEW 21 EAST SUBDIVISION

2000 NORTH 3600 WEST
LEHI CITY, UTAH

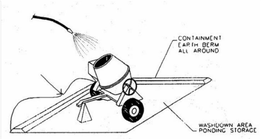
DETAILS

PROJECT NUMBER 6393KK
PRINT DATE 12/20/2021
DRAWN BY M. MARTINEZ
CHECKED BY Q. ELDER
PROJECT MANAGER J. FORD

C-501

BMP: Concrete Waste Management

CWM



Locate 50' From Nearest Drainage Area.

DESCRIPTION:
Prevent or reduce the discharge of pollutants to storm water from concrete waste by conducting washout off-site, performing on-site washout in a designated area, and training employees and subcontractors.

APPLICATIONS:
This technique is applicable to all types of sites.

INSTALLATION/APPLICATION CRITERIA:
- Store dry and wet materials under cover, away from drainage areas.
- Avoid mixing excess amounts of fresh concrete or cement on-site.
- Perform washout of concrete trucks off-site or in designated areas only.
- Do not wash out concrete trucks into storm drains, open ditches, streets, or streams.
- Do not allow excess concrete to be dumped on-site, except in designated areas.
- When washing concrete to remove fine particles and expose the aggregate, avoid creating runoff by draining the water within a bermed or level area. (See Earth Berm Barrier information sheet.)
- Train employees and subcontractors in proper concrete waste management.

LIMITATIONS:
- Off-site washout of concrete wastes may not always be possible.

MAINTENANCE:
- Inspect subcontractors to ensure that concrete wastes are being properly managed.
- If using a temporary pit, dispose hardened concrete on a regular basis.

LEHI
PIONEERING UTAH'S FUTURE
ADAPTED FROM SALT LAKE COUNTY BMP FACT SHEET

OBJECTIVES
- ☐ Housekeeping Practices
- ☒ Contain Waste
- ☐ Minimize Disturbed Areas
- ☐ Stabilize Disturbed Areas
- ☐ Protect Slopes/Channels
- ☐ Control Site Perimeter
- ☐ Control Internal Erosion

TARGETED POLLUTANTS
- ☐ Sediment
- ☐ Nutrients
- ☐ Toxic Materials
- ☐ Oil & Grease
- ☐ Floatable Materials
- ☒ Other Waste

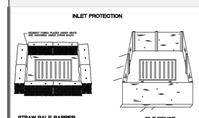
- ■ High Impact
- ☒ Medium Impact
- ☐ Low or Unknown Impact

IMPLEMENTATION REQUIREMENTS
- ☐ Capital Costs
- ☐ O&M Costs
- ☒ Maintenance
- ☒ Training

■ High ☒ Medium ☐ Low

BMP: Inlet Protection - Silt Fence or Straw Bale

IP



SEE INDIVIDUAL BMP INFORMATION SHEETS FOR INSTRUCTIONS FOR CONSTRUCTION OF STRAW BALE BARRIER AND SILT FENCE.

DESCRIPTION:
Sediment barrier erected around storm drain inlet.

APPLICATION:
Construct at storm drainage inlets located downgradient of areas to be disturbed by construction (for inlets in paved areas see other information sheets for inlet protection).

INSTALLATION/APPLICATION CRITERIA:
- Provide upgradient sediment controls, such as silt fence during construction of inlet.
- When construction of inlet is complete, erect straw bale barrier or silt fence surrounding perimeter of inlet. Follow instructions and guidelines on individual BMP information sheets for straw bale barrier and silt fence construction.

LIMITATIONS:
- Recommended maximum contributing drainage area of one acre.
- Limited to inlets located in open unpaved areas.
- Requires shallow slopes adjacent to inlet.

MAINTENANCE:
- Inspect inlet protection following storm event and at a minimum of once monthly.
- Remove accumulated sediment when it reaches 4-inches in depth.
- Repair or realign barrier/fence as needed.
- Look for bypassing or undercutting and recompact soil around barrier/fence as required.

LEHI
PIONEERING UTAH'S FUTURE
ADAPTED FROM SALT LAKE COUNTY BMP FACT SHEET

OBJECTIVES
- ☐ Housekeeping Practices
- ☐ Contain Waste
- ☐ Minimize Disturbed Areas
- ☐ Stabilize Disturbed Areas
- ☐ Protect Slopes/Channels
- ☒ Control Site Perimeter
- ☒ Control Internal Erosion

TARGETED POLLUTANTS
- ■ Sediment
- ☐ Nutrients
- ☐ Toxic Materials
- ☐ Oil & Grease
- ■ Floatable Materials
- ☐ Other Waste

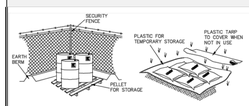
- ■ High Impact
- ☒ Medium Impact
- ☐ Low or Unknown Impact

IMPLEMENTATION REQUIREMENTS
- ☒ Capital Costs
- ☐ O&M Costs
- ☒ Maintenance
- ☐ Training

■ High ☒ Medium ☐ Low

BMP: Materials Storage

MS



DESCRIPTION:
Controlled storage of on-site materials.

APPLICATION:
- Storage of hazardous, toxic, and all chemical substances.
- Any construction site with outside storage of materials.

INSTALLATION/APPLICATION CRITERIA:
- Designate a secured area with limited access as the storage location. Ensure no waterways or drainage paths are nearby.
- Construct compacted earthen berm (See Earth Berm Barrier Information Sheet), or similar perimeter containment around storage location for impoundment in the case of spills.
- Ensure all on-site personnel utilize designated storage area. Do not store excessive amounts of material that will not be utilized on site.
- For active use of materials away from the storage area, ensure materials are not set directly on the ground and are covered when not in use. Protect storm drainage during use.

LIMITATIONS:
- Does not prevent contamination due to mishandling of products.
- Spill Prevention and Response Plan still required.
- Only effective if materials are actively stored in controlled location.

MAINTENANCE:
- Inspect daily and repair any damage to perimeter impoundment or security fencing.
- Check materials are being correctly stored (i.e. standing upright, in labeled containers, tightly capped) and that no materials are being stored away from the designated location.

LEHI
PIONEERING UTAH'S FUTURE
ADAPTED FROM SALT LAKE COUNTY BMP FACT SHEET

OBJECTIVES
- ☒ Housekeeping Practices
- ☒ Contain Waste
- ☐ Minimize Disturbed Areas
- ☐ Stabilize Disturbed Areas
- ☐ Protect Slopes/Channels
- ☐ Control Site Perimeter
- ☐ Control Internal Erosion

TARGETED POLLUTANTS
- ☐ Sediment
- ☐ Nutrients
- ■ Toxic Materials
- ☐ Oil & Grease
- ☐ Floatable Materials
- ☒ Other Waste

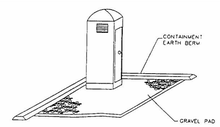
- ■ High Impact
- ☒ Medium Impact
- ☐ Low or Unknown Impact

IMPLEMENTATION REQUIREMENTS
- ☒ Capital Costs
- ☒ O&M Costs
- ☒ Maintenance
- ■ Training

■ High ☒ Medium ☐ Low

BMP: Portable Toilets

PT



1'x1'

DESCRIPTION:
Temporary on-site sanitary facilities for construction personnel.

APPLICATION:
All sites with no permanent sanitary facilities or where permanent facility is too far from activities.

INSTALLATION/APPLICATION CRITERIA:
- Locate portable toilets in convenient locations throughout the site.
- Prepare level, gravel surface and provide clear access to the toilets for servicing and for on-site personnel.
- Construct earth berm perimeter (See Earth Berm Barrier Information Sheet), control for spill/protection leak.

LIMITATIONS:
No limitations.

MAINTENANCE:
- Portable toilets should be maintained in good working order by licensed service with daily observation for leak detection.
- Regular waste collection should be arranged with licensed service.
- All waste should be deposited in sanitary sewer system for treatment with appropriate agency approval.

LEHI
PIONEERING UTAH'S FUTURE
ADAPTED FROM SALT LAKE COUNTY BMP FACT SHEET

OBJECTIVES
- ☒ Housekeeping Practices
- ☒ Contain Waste
- ☐ Minimize Disturbed Areas
- ☐ Stabilize Disturbed Areas
- ☐ Protect Slopes/Channels
- ☐ Control Site Perimeter
- ☐ Control Internal Erosion

TARGETED POLLUTANTS
- ☐ Sediment
- ☐ Nutrients
- ☐ Toxic Materials
- ☐ Oil & Grease
- ☐ Floatable Materials
- ■ Other Waste

- ■ High Impact
- ☒ Medium Impact
- ☐ Low or Unknown Impact

IMPLEMENTATION REQUIREMENTS
- ☒ Capital Costs
- ☒ O&M Costs
- ☒ Maintenance
- ☐ Training

■ High ☒ Medium ☐ Low

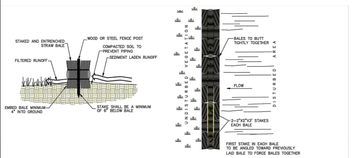
ATTENTION CONTRACTORS

ALL MUD AND OR DEBRIS TRACKED ONTO ANY STREET SHALL BE THE RESPONSIBILITY OF THAT PERSON AS PER LEHI CITY DRAINAGE ORDINANCE 13.4

FINES ARE A CLASS C MISDEMEANOR AND THE PROJECT WILL BE SHUT DOWN UNTIL RESOLVED.

BMP: Straw Bale Barrier

STB



DESCRIPTION:
Temporary sediment barrier consisting of a row of entrenched and anchored straw bales.

APPLICATION:
- Perimeter Control: place barrier at downgradient limits of disturbance.
- Sediment barrier: place barrier at toe of slope or soil stockpile.
- Protection of existing waterways: place barrier at top of stream bank.
- Inlet Protection.

INSTALLATION/APPLICATION CRITERIA:
- Excavate a 4-inch minimum deep trench along contour line, i.e. parallel to slope, removing all grass and other material that may allow underflow.
- Place bales in trench with ends tightly abutting, fill any gaps by wedging loose straw into openings.
- Anchor each bale with 2 stakes driven flush with the top of the bale.
- Backfill around bale and compact to prevent piping, backfill on uphill side to be built up 4-inches above ground at the barrier.

LIMITATIONS:
- Recommended maximum area of 0.5 acre per 100 feet of barrier
- Recommended maximum upgradient slope length of 150 feet
- Recommended maximum uphill grade of 2:1 (50%)

MAINTENANCE:
- Inspect immediately after any rainfall and at least daily during prolonged rainfall.
- Look for runoff bypassing ends of barriers or undercutting barriers.
- Repair or replace damaged areas of the barrier and remove accumulated sediment.
- Realign bales as necessary to provide continuous barrier and fill gaps.
- Recompact soil around barrier as necessary to prevent piping.

LEHI
PIONEERING UTAH'S FUTURE
ADAPTED FROM SALT LAKE COUNTY BMP FACT SHEET

OBJECTIVES
- ☐ Housekeeping Practices
- ☐ Contain Waste
- ☐ Minimize Disturbed Areas
- ☐ Stabilize Disturbed Areas
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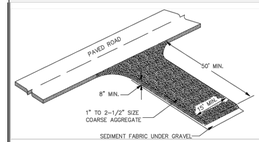
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- ☒ Medium Impact
- ☐ Low or Unknown Impact

IMPLEMENTATION REQUIREMENTS
- ☒ Capital Costs
- ☐ O&M Costs
- ☒ Maintenance
- ☐ Training

■ High ☒ Medium ☐ Low

BMP: Stabilized Construction Entrance

SCE



DESCRIPTION:
A stabilized pad of crushed stone located where construction traffic enters or leaves the site from or to paved surface.

APPLICATIONS:
At any point of ingress or egress at a construction site where adjacent traveled way is paved. Generally applies to sites over 2 acres unless special conditions exist.

INSTALLATION/APPLICATION CRITERIA:
- Clear and grub area and grade to provide maximum slope of 2%.
- Compact subgrade and place filter fabric if desired (recommended for entrances to remain for more than 3 months.
- Place coarse aggregate, 1 to 2-1/2 inches in size, to a minimum depth of 8 inches.

LIMITATIONS:
- Requires periodic top dressing with additional stones.
- Should be used in conjunction with street sweeping on adjacent public right-of-way.

MAINTENANCE:
- Inspect daily for loss of gravel or sediment buildup.
- Inspect adjacent roadway for sediment deposit and clean by sweeping or shoveling.
- Repair entrance and replace gravel as required to maintain control in good working condition.
- Expand stabilized area as required to accommodate traffic and prevent erosion at driveways.

LEHI
PIONEERING UTAH'S FUTURE
ADAPTED FROM SALT LAKE COUNTY BMP FACT SHEET

OBJECTIVES
- ☒ Housekeeping Practices
- ☐ Contain Waste
- ☐ Minimize Disturbed Areas
- ☐ Stabilize Disturbed Areas
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TARGETED POLLUTANTS
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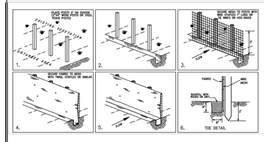
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- ☒ Medium Impact
- ☐ Low or Unknown Impact

IMPLEMENTATION REQUIREMENTS
- ■ Capital Costs
- ☒ O&M Costs
- ☒ Maintenance
- ☐ Training

■ High ☒ Medium ☐ Low

BMP: Silt Fence

SF



DESCRIPTION:
A temporary sediment barrier consisting of entrenched filter fabric stretched across and secured to supporting posts.

APPLICATION:
- Perimeter control: place barrier at downgradient limits of disturbance
- Sediment barrier: place barrier at toe of slope or soil stockpile
- Protection of existing waterways: place barrier at top of stream bank
- Inlet protection: place fence surrounding catchbasins

INSTALLATION/APPLICATION CRITERIA:
- Place posts 6 feet apart on center along contour (or use preassembled unit) and drive 2 feet minimum into ground. Excavate an anchor trench immediately upgradient of posts.
- Secure wire mesh (14 gage min. With 6 inch openings) to upslope side of posts. Attach with heavy duty 1 inch long wire staples, tie wires or hog rings.
- Cut fabric to required width, unroll along length of barrier and drape over barrier. Secure fabric to mesh with twine, staples, or similar, with trailing edge extending into anchor trench.
- Backfill trench over filter fabric to anchor.

LIMITATIONS:
- Recommended maximum drainage area of 0.5 acre per 100 feet of fence
- Recommended maximum upgradient slope length of 150 feet
- Recommended maximum uphill grade of 2:1 (50%)
- Recommended maximum flow rate of 0.5 cfs
- Ponding should not be allowed behind fence

MAINTENANCE:
- Inspect immediately after any rainfall and at least daily during prolonged rainfall.
- Look for runoff bypassing ends of barriers or undercutting barriers.
- Repair or replace damaged areas of the barrier and remove accumulated sediment.
- Reanchor fence as necessary to prevent shortcutting.
- Remove accumulated sediment when it reaches ½ the height of the fence.

LEHI
PIONEERING UTAH'S FUTURE
ADAPTED FROM SALT LAKE COUNTY BMP FACT SHEET

OBJECTIVES
- ☐ Housekeeping Practices
- ☐ Contain Waste
- ☐ Minimize Disturbed Areas
- ☐ Stabilize Disturbed Areas
- ☐ Protect Slopes/Channels
- ☒ Control Site Perimeter
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TARGETED POLLUTANTS
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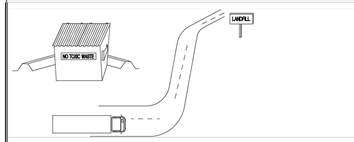
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IMPLEMENTATION REQUIREMENTS
- ☒ Capital Costs
- ☒ O&M Costs
- ☒ Maintenance
- ☐ Training

■ High ☒ Medium ☐ Low

BMP: Waste Disposal

WD



DESCRIPTION:
Controlled storage and disposal of solid waste generated by construction activities.

APPLICATION:
All construction sites.

INSTALLATION:
- Designate one or several waste collection areas with easy access for construction vehicles and personnel. Ensure no waterways or storm drainage inlets are located near the waste collection areas.
- Construct compacted earthen berm (See Earth Berm Barrier Information Sheet), or similar perimeter containment around collection area for impoundment in the case of spills and to trap any windblown trash.
- Use water tight containers with covers to remain closed when not in use. Provide separate containers for different waste types where appropriate and label clearly.
- Ensure all on site personnel are aware of and utilize designated waste collection area properly and for intended use only (e.g. all toxic, hazardous, or recyclable materials shall be properly disposed of separately from general construction waste).
- Arrange for periodic pickup, transfer and disposal of collected waste at an authorized disposal location. Include regular Porto-potty service in waste management activities.

LIMITATIONS:
- On-site personnel are responsible for correct disposal of waste.

MAINTENANCE:
- Discuss waste management procedures at progress meetings.
- Collect site trash daily and deposit in covered containers at designated collection areas.
- Check containers for leakage or inadequate covers and replace as needed.
- Randomly check disposed materials for any unauthorized waste (e.g. toxic materials).
- During daily site inspections check that waste is not being incorrectly disposed of on-site (e.g. burial, burning, surface discharge, discharge to storm drain).

LEHI
PIONEERING UTAH'S FUTURE
ADAPTED FROM SALT LAKE COUNTY BMP FACT SHEET

OBJECTIVES
- ☒ Housekeeping Practices
- ☒ Contain Waste
- ☐ Minimize Disturbed Areas
- ☐ Stabilize Disturbed Areas
- ☐ Protect Slopes/Channels
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TARGETED POLLUTANTS
- ☐ Sediment
- ☐ Nutrients
- ■ Toxic Materials
- ☐ Oil & Grease
- ☐ Floatable Materials
- ■ Other Waste

- ■ High Impact
- ☒ Medium Impact
- ☐ Low or Unknown Impact

IMPLEMENTATION REQUIREMENTS
- ■ Capital Costs
- ■ O&M Costs
- ☒ Maintenance
- ■ Training

■ High ☒ Medium ☐ Low

ENSIGN
THE STANDARD IN ENGINEERING

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FOR:
GARDNER COMPANY
201 S. MAIN STREET SUITE 2000
SALT LAKE CITY, UT 84101
CONTACT:
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PHONE: 801-456-4140

VIEW 21 EAST SUBDIVISION

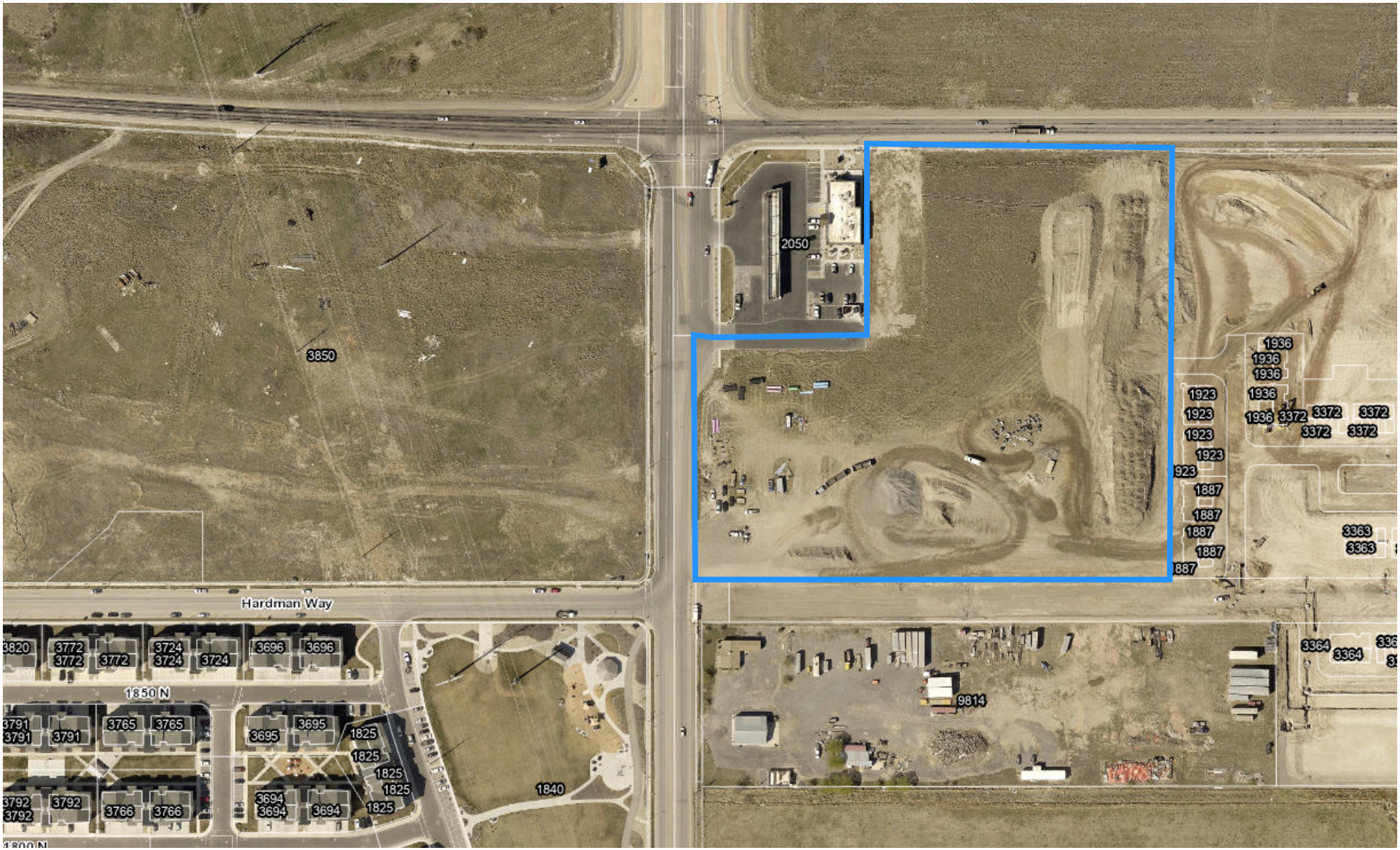
2000 NORTH 3600 WEST
LEHI CITY, UTAH

DETAILS

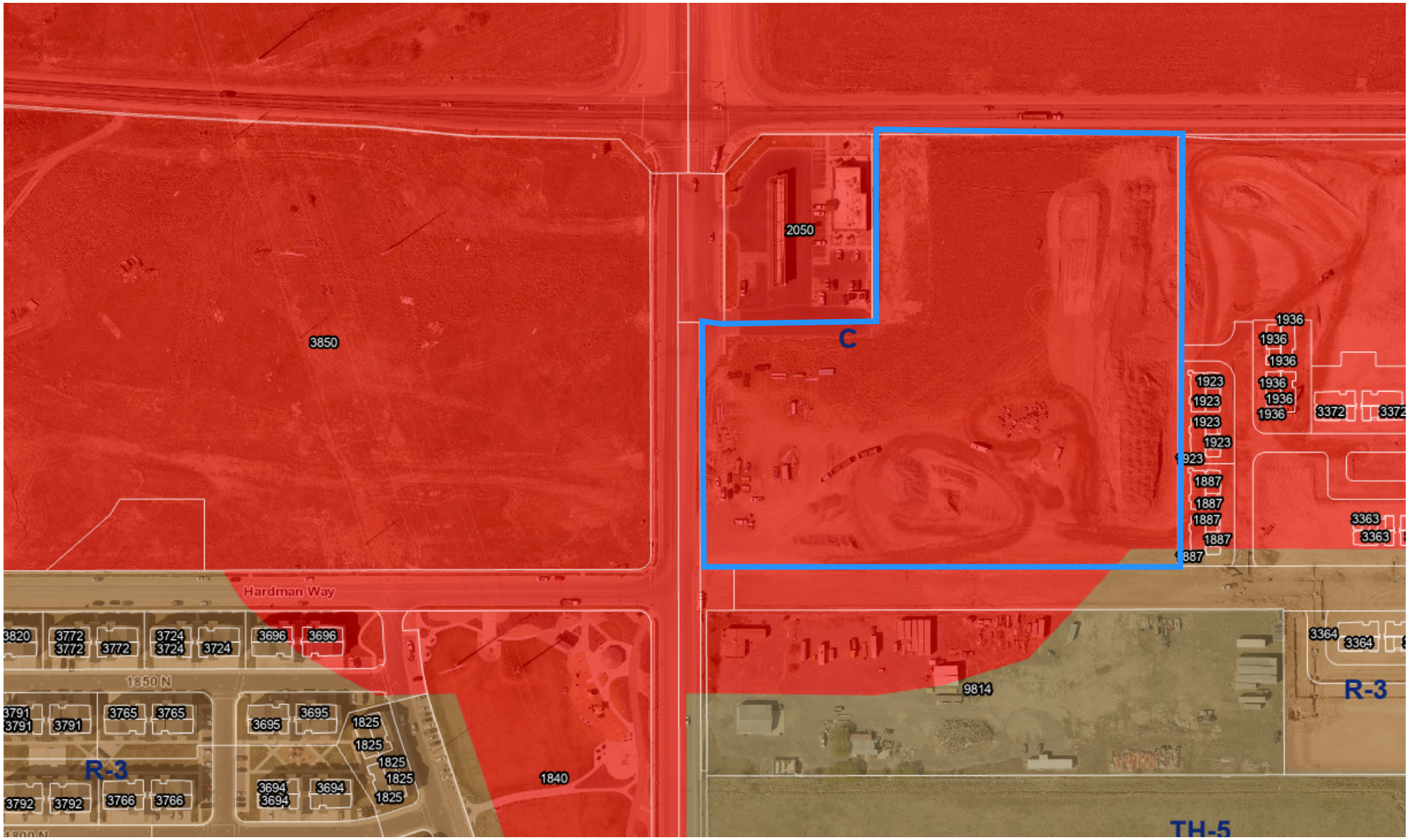
PROJECT NUMBER 6393KK
PRINT DATE 12/20/2021
DRAWN BY M. MARTINEZ
CHECKED BY Q. ELDER
PROJECT MANAGER J. FORD

C-502

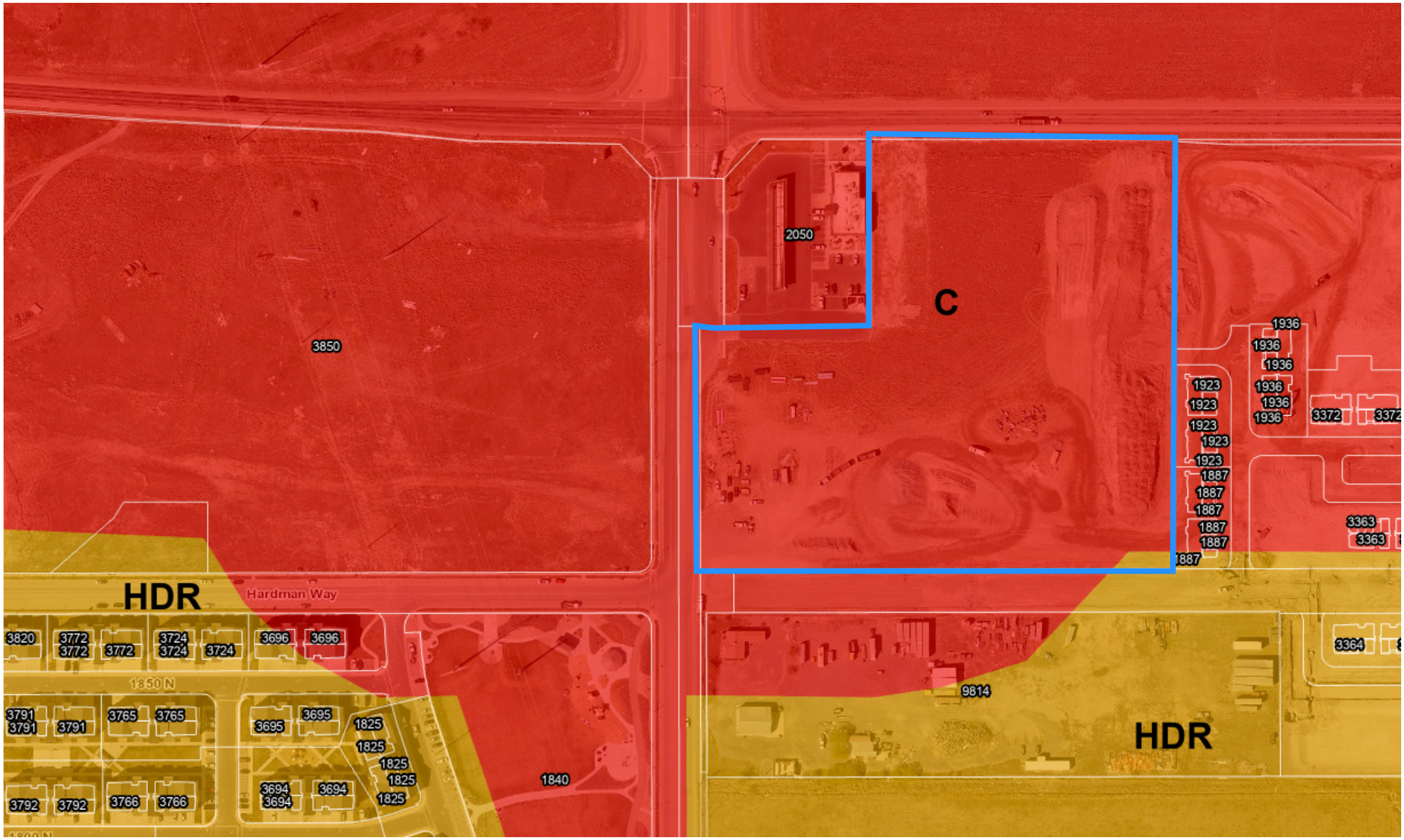
View 21 East Subdivision
Aerial



View 21 East Subdivision
Zoning



View 21 East Subdivision
General Plan



Agenda Item No: 8

City Council Agenda Item Report

Meeting Date: January 25, 2022
Submitted By: Lorin Powell
Submitting Department: Engineering
Item Type: Action Item
Agenda Section: Regular Agenda

Subject:

Consideration of Resolution #2022-04, approving a water supply agreement with Central Utah Water Conservancy District for the sale of CWP municipal and industrial water.

Suggested Action:

In 2008 Lehi City entered into an agreement to purchase 2500 Acre Feet of CWP Water from the CUWCD. In 2019 Lehi City entered into an agreement to purchase an additional 160 Acre Feet of CWP Water from CUWCD. We have been buying down portions of this water as Developers pay for their water rights needed to serve their property. These allotments are now fully committed. Due to the water quality west of the Jordan River, we have required Developers in that area to purchase CWP water to be used on their properties. Gardner Point is now developing and needs this water to meet their water right commitment. The attached Agreement spells out the terms, conditions, and costs.

Approve the Agreement and authorize the Mayor to sign the Agreement**.**

Attachments:

Res 2022-04.docx

CWP 2022 Agreementt for 400 AF (Draft 1-4-2022).docx

LEHI CITY

RESOLUTION NO. 2022-04

A RESOLUTION OF THE LEHI CITY COUNCIL APPROVING A WATER SUPPLY AGREEMENT WITH CENTRAL UTAH WATER CONSERVANCY DISTRICT FOR THE SALE OF CWP MUNICIPAL AND INDUSTRIAL WATER

WHEREAS, the Central Utah Water Conservancy District ("District") exists for the purpose of making water available to contract holders residing within its boundaries and of entering into agreements with water users for the purchase and sale of water and its delivery; and

WHEREAS, Lehi City desires to purchase municipal and industrial water from the District; and

WHEREAS, District is willing to enter into an agreement for the sale of 400 acre-feet of municipal and industrial water to Lehi City; and

WHEREAS, on January 25th, 2022, the City Council held a duly-noticed public meeting to ascertain the facts regarding this matter, which facts and comments are found in the meeting record; and,

WHEREAS, after considering the facts and comments presented to the City Council, the Council finds: (i) that it should approve the Water Supply Agreement with the District; and (ii) such action furthers the health, safety and welfare of the citizens of Lehi.

NOW, THEREFORE, be it resolved by the City Council of Lehi City, Utah, as follows:

1. The Water Supply Agreement for between Lehi City and District attached hereto as Exhibit "A" and is hereby approved and the Mayor is authorized to execute the Agreement and take all other such action as is necessary to make it effective.

2. This resolution shall take effect immediately.

Approved and Adopted by the City Council of Lehi City, Utah this 25th day of July, 20212.

LEHI CITY

_____

Mark Johnson, Mayor

ATTEST

_____

Teisha Wilson, City Recorder

EXHIBIT “A”

WATER SUPPLY AGREEMENT

BETWEEN CENTRAL UTAH WATER CONSERVANCY DISTRICT AND LEHI CITY FOR THE SALE OF CWP MUNICIPAL AND INDUSTRIAL WATER

THIS WATER SUPPLY AGREEMENT ("Agreement") is made as of this _____ of _____, 2022, by and between the CENTRAL UTAH WATER CONSERVANCY DISTRICT, a water conservancy district organized under the laws of the State of Utah ("District"), and LEHI CITY, a Utah municipal corporation ("Purchaser"). The District and the Purchaser are sometimes referred to herein individually as a "Party" and collectively as the "Parties."

RECITALS

A. The District is organized and exists pursuant to the Utah Water Conservancy Act, Utah Code Annotated §17B-2a-1001, et seq., and those provisions of §17B-1-101, et seq., applicable to all local districts, both sections as amended (collectively, the "Act"), for the purpose, among others, of making water available to contract holders residing within its boundaries and of entering into agreements with water users for the purchase and sale of water and its delivery.

B. The Purchaser is a water user organized under the laws of the State of Utah that utilizes and/or provides water service to its customers within its boundaries, and which desires to purchase an additional supply of municipal and industrial ("M&I") water from the District.

C. The District shall design, construct, operate, maintain, repair and replace the Central Utah Water Conservancy District Water Development Project ("CWP"), and has developed and obtained and will develop and obtain sources of water supply for sale and delivery to contract purchasers through the CWP, including the water supply to be provided to Purchaser hereunder.

D. The Parties enter into this Agreement to set forth the terms and conditions pursuant to which CWP water may be reserved by, purchased by and delivered to the Purchaser at the point or points designated herein, for sale and distribution by the Purchaser to meet a portion of the needs of its customers for use as provided herein.

NOW, THEREFORE, IN CONSIDERATION of the foregoing recitals, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

TERMS

l. **Sale and Purchase of CWP Water**

(a) Purchased Water. The District hereby agrees, during the term of this Agreement as set forth in Paragraph 12, to sell and the Purchaser hereby agrees to purchase in a given District fiscal year (July 1-June 30) annually, or in any event pay for, as described herein, Four Hundred (400) acre-feet of M&I water developed from the CWP ("Purchased Water"), consisting of Four Hundred (400) acre-feet of Deliverable Water, as defined in Paragraph 1(b) below, delivered using CWP or District operated infrastructure.

(b) Take-down and Delivery Schedule. Subject to the terms and conditions of this Agreement, the Purchased Water shall be held by the District in reserved status ("Reserved Status"), and made available by the District to the Purchaser in accordance with the Take-down Schedule attached as Exhibit "A" hereto (the "Take-down Schedule"). Purchased Water scheduled to be delivered in any given fiscal year according to the Take-down Schedule ("Deliverable Water"), shall be delivered to the Purchaser at the specified point or points of delivery, and within the maximum daily flow rates ("Contract Capacity"), set forth on the Delivery Location and Capacity Schedule attached as

EXHIBIT "B" hereto (the "Delivery Schedule"). The Parties hereby understand and acknowledge that in establishing the Contract Capacity, the District must consider both the capacity of the available CWP water supply and the capacity of the available CWP infrastructure, including the capacity of all available reservoirs, wells, treatment plants, transmission lines, meters and meter stations, and pumps and pump stations within the CWP system (collectively, the "CWP System Capacity").

(c) Substantially Similarly Situated Customers Offer. The District and the Purchaser agree and understand that the sale of Purchased Water under this Agreement is under terms and conditions that are substantially the same for similarly situated customers entering into CWP water supply agreements during the period July 1, 2021 through June 30, 2022 (said grouping of water supply agreements being referred to for purpose of identification as "CWP FY 2022 A").

(d) Similar Pricing Structure Amendment. In the event the District shall enter into any CWP supply agreement(s) with a similarly situated customer having a pricing structure or terms of sale more favorable to the purchaser therein than those set forth in Paragraph 2 below, the Parties may mutually agree that this Agreement be amended so as to apply the same pricing structure or terms of sale herein.

2. **Sales Price of Purchased Water**

(a) General.

(1) Purchased Water is sold and delivered pursuant to a pricing structure containing the following two components: (i) a One-time Development Charge; and (ii) an Annual Fee, all as described in Paragraph 2(b) below. (The One-time Development Charge, and the Annual Fee are sometimes referred to herein collectively as the "CWP Fees").

(2) The two components of the pricing structure may be influenced, among other things, by the grouping, by year, of water purchase agreements for CWP water.

(3) The CWP Fees set forth herein are imposed for the sole purpose of funding the development of the CWP water supply and providing the infrastructure necessary to deliver the Purchased Water to the Purchaser and other water users and customer agencies that enter into similarly situated and dated CWP water supply agreements. CWP Fees will not include District costs from projects not directly related to the CWP. The District shall treat all CWP water purchasers, similarly situated pursuant to water sales agreements which have been grouped according to the effective dates of said agreements, as may be determined by the District, in an equal, fair and non-discriminatory manner.

(4) CWP Fees under this Agreement shall be due and payable by the Purchaser, as provided herein, regardless of whether the Purchaser calls for or uses all or any portion of the Purchased Water in any given fiscal year, and regardless of any modification in the quantity of water allocated for delivery to Purchaser in a given fiscal year as authorized under Paragraph 7 herein. Notwithstanding the foregoing, in the unlikely event the CWP infrastructure is not capable of delivering Purchased Water to Purchaser in the fiscal year first set forth in the Take Down Schedule, the obligation of the Purchaser to pay the One-time Development Charge due and payable that fiscal year shall be suspended, and the volume of water scheduled to be removed from Reserved Status and become Deliverable Water in that fiscal year shall be set back and added onto the next succeeding year, until Purchased Water is available for delivery, at which time payment of the One-time Development Charge, in the amount set forth in the Take-down Schedule as provided herein, shall be due for the fiscal year in which Purchased Water first becomes Deliverable Water and for each fiscal year added on thereto, as billed by the District.

(5) Notwithstanding any provision herein to the contrary with regard to payment of

CWP Fees, the Purchaser may request in writing that it be authorized to pre-pay, in whole or in part, any one or all of the CWP Fees due and owing hereunder. The pre-payment request shall be analyzed on a case-by-case basis, and be authorized at the sole discretion of the District, subject to such terms and conditions as the District shall determine at the time. The District's authorization to pre-pay and the terms and conditions of pre-payment shall be set forth in a separate written agreement to be executed between the District and the Purchaser.

(b) CWP Pricing Structure. The pricing structure applicable to this CWP FY2022A Lehi City Water Supply Agreement is as follows:

(1) One-time Development Charge.

(A) The District must recover from all purchasers that enter into water supply agreements the costs of the District to develop the CWP, including the acquisition and development of the CWP water supply and the planning, design and construction of the CWP infrastructure (collectively, the "CWP Development Cost"). The One-time Development Charge is charged on a per acre-foot basis as provided in Paragraph 2(c) below, and covers a portion of the Purchaser's proportionate share of the CWP Development Cost. The respective One-time Development Charge is fixed by this Agreement in the amounts set forth in the table under Paragraph 2(c)(1), and is not subject to change for the CWP water which has been reserved under this Agreement.

(B) The One-time Development Charge is paid one-time only by the Purchaser for the total volume of Purchased Water, and is due and payable on July 1 of the fiscal year in which Purchased Water becomes Deliverable Water pursuant to the provisions of Paragraph 1(b) herein, and made available to the Purchaser for delivery each year in accordance with the Take-down Schedule, or by the first day of the first month of the fiscal year in which Purchased Water becomes

Deliverable Water within the same fiscal year.

(2) Annual Fee.

(A) The Annual Fee is charged on a per acre-foot basis as provided in Paragraph 2(c) below and is imposed to cover costs associated with the operation, maintenance, repair and replacement ("O&M") of the CWP infrastructure, to fund O&M reserves for the CWP, and to pay the remaining portion of the Purchaser's proportionate share of the CWP Development Cost not covered by the One-time Development Charge (proportionate share for this purpose being defined as Purchaser's total volume of Purchased Water under this Agreement divided by the total capacity of the CWP attributable to water capable of being delivered through CWP Infrastructure, estimated by the Parties as of the date hereof to be 53,312 acre-feet, averaged over a five-year rolling period), and to cover other related costs of the District pertaining solely to the CWP infrastructure, taking into account, among other things, the timing of additional capital facilities, if any, needed to satisfy future customer demands on the CWP System.

(B) In payment of the Annual Fee, the Purchaser will only pay that amount attributed to a proportionate share of costs incurred for O&M, to fund the O&M Reserve and other related costs pertaining to CWP infrastructure, apportioned to the Purchaser based upon the annual cumulative volume of Deliverable Water, in acre-feet.

(C) The Annual Fee, for the purpose of this Agreement, has two separate components, the amounts of which are estimated each fiscal year, and together comprise the Annual Fee, as follows:

(i) The Annual OM&R Component ("OM&R Component"). This component is imposed to cover costs associated with the operation, maintenance, repair and

replacement of the CWP infrastructure in operation status and to fund OM&R reserves for the CWP. The OM&R Component is estimated and shall be imposed in a reasonable amount in conformance with applicable State law, annually at the beginning of each Fiscal Year (which may change from year-to-year), and is charged on a per acre-foot basis for the then cumulative total of the amount of Deliverable Water as of that Fiscal Year.

(ii) The Annual Capital Recovery Component (the "Capital Recovery Component"). This component is imposed to pay the remaining portion of the Purchaser's proportionate share of the CWP Development Cost not covered by the One-time Development Charge, as defined above. The Capital Recovery Component is estimated from time to time by the District as it updates its CWP System financial status (which may change from year-to-year), taking into account, among other things, the timing of additional capital facilities, if any, needed to satisfy future customer demands on the CWP System, and is charged on a per acre-foot basis for the then cumulative total amount of Purchased Water identified as of that Fiscal Year.

(D) The initial amount of the Annual Fee, including the estimated amounts of the OM&R Component and the Capital Recovery Component, to be levied in connection with the Purchased Water reserved for Purchaser hereunder, is set forth in the table under Paragraph 2 (c)(1). Payment shall be made in conformance with the following:

(i) The District will invoice the Purchaser for the Annual Fee commencing the first day of the month next succeeding the month in which Purchased Water becomes Deliverable Water pursuant to Paragraph 1(a).

(ii) Subject to the provisions of Paragraph 2(b)(2)(D) below, the Annual Fee is payable by the Purchaser on a monthly basis within 30 days of the date of the District's

invoice for actual water deliveries made in months prior to the date of the invoice.

(iii) Subject to Paragraph 7 below, the Annual Fee is to be paid by the Purchaser as provided herein regardless of whether the Purchaser calls for or uses any of the Deliverable Water in any given year, and regardless of any modification in the quantity of water allocated for delivery to Purchaser in a given year as authorized under Paragraph 7 herein. In the event the amount paid by the Purchaser under invoices for actual water delivered in conformance with Paragraph 2(b)(3)(C)(ii) is less than the total Annual Fee due hereunder, the remaining balance shall be invoiced by the District in the June billing each fiscal year.

(E) Notwithstanding the provisions of Paragraph 2(b)(2)(C) above, the Purchaser, at its option, may give written notice to the District that it desires to capitalize one or both of the components of the Annual Fee. The District is willing to accept an up-front capitalized payment of the Capital Recovery Component and/or the OM&R Component, for a period of years agreeable to the District and Purchaser (the "Capitalization Period"), under terms and conditions established by the District in its sole discretion, subject to the following:

(i) Upon receipt of notice from the Purchaser that it intends to capitalize one or both of the components of the Annual Fee, the District will calculate the total estimated capitalized amount of each applicable component which shall be due and payable over the Capitalization Period commencing the date Deliverable Water becomes available to the Purchaser (the "Capitalized Component of the Annual Fee"). The District will thereupon notify the Purchaser, in writing, of the amount of the Capitalized Component of the Annual Fee to be charged, which shall be due and payable by the Purchaser within thirty (30) days from the date it receives said notice.

(ii) The Parties understand and agree that upon payment of the

Capitalized Component of the Annual Fee, no credit shall be given to, and no additional payment shall be required to be paid by, the Purchaser, notwithstanding the fact that the actual amount that would have otherwise been paid varies from the estimated amount of the Capitalized Component of the Annual Fee actually paid by the Purchaser, as authorized herein.

(c) Pricing Structure Applicable to the Purchaser Hereunder.

(1) The pricing structure under CWP 2022A water supply agreements for Purchased Water Delivered to the Point(s) of Delivery identified in the Delivery Schedule, is as follows:

	Price Component	Price per acre-foot
(i)	One-time Development Charge	$10,870 in 2021-22 $11,140 in 2022-23 $11,420 in 2023-24,
(ii)	Estimated Annual Capital Recovery Component -	$344**
	Estimated Annual OM&R Component -	$188**
	Total Annual Fee	$ 532**

** Subject to change. The amount to be charged for the Annual Fee is anticipated to fluctuate based upon the District's actual costs, and as such will be set annually by the District.

(2) Interest on Delinquent Accounts. Any CWP Fee that remains unpaid after it shall have become due and payable as provided herein shall be subject to simple interest at the rate of one and one-half percent (1.5%) of the delinquent amount per month. Interest will begin to accrue from the date of delinquency and will continue to accrue until such time as the delinquent CWP Fees and all accrued interest have been paid in full; provided, however, that no interest shall be charged to or paid by the Purchaser unless such delinquency continues for more than thirty (30) days beyond the date of delinquency.

3. **Quality of Water Delivered**.

CWP culinary water shall be delivered to the Purchaser in conformance with standards for public drinking water set by applicable law and regulation, including the Utah Division of Drinking Water and/or the Utah Drinking Water Board of the Department of Environmental Quality. The District and Purchaser agree that the CWP water sources will be comprised of Provo River water, high quality deep groundwater from a well field in or near Vineyard, Utah, or other sources of comparable quality. Notwithstanding the foregoing, the District shall not be liable, or otherwise in breach of this Agreement, for failure to meet the referenced quality standards unless the failure is due to the District's willful misconduct or gross negligence. Purchaser shall be responsible to meet all applicable cross-connection control standards of the State of Utah relating to the water connections to the District's point of service.

4. **Reservation of Water; Replacement Purchaser.**

(a) The District shall hold Purchased Water in Reserved Status for the Purchaser pursuant to the Take-down Schedule. Purchased Water must be removed from Reserved Status based on said schedule. As Purchased Water is removed from Reserved Status, payments will be required for each acre-foot of Deliverable Water as set forth in Paragraph 2.

(b) The Purchaser may conclude that it has reserved more Purchased Water than it will eventually require. The District may consider an application from the Purchaser to transfer or otherwise reduce all or a portion of the amount of CWP water contracted for hereunder; however, the District will not approve the application unless and until another water user in North Utah County ("Replacement Purchaser") applies for a new contract, in an equal or greater quantity, to simultaneously replace the reduction hereunder. In such event, the District may approve such a

replacement transaction, on the basis of the same terms or on differing terms, in the best interest of the District at its sole discretion. The District agrees, however, that it will not unreasonably deny Purchaser's application for or alter the terms of the replacement transaction under a new contract. The limitations and conditions that shall apply, however, to such a replacement transaction include the following:

(1) A reduction in contract volume to be taken down by Purchaser and/or the timing thereof, as set forth in the Take-down Schedule, hereto must include a corresponding, proportional reduction in Contract Capacity under the Delivery Schedule hereto;

(2) The reduction of contract volume and/or the timing thereof under the Take-down Schedule hereto is limited to the corresponding amount and/or timing of the new or increased contract volume of the Replacement Purchaser; and

(3) The reduction of Contract Capacity under the Delivery Schedule hereto must be at least as great as the Contract Capacity increase of the new or increased contract of the Replacement Purchaser, except for variations in maximum daily delivery as between the Purchaser and the Replacement Purchaser.

(c) At the Purchaser's request, and provided that the District has developed the required CWP System Capacity:

(1) Purchased Water may become deliverable to the Purchaser on a year-to-year basis according to an accelerated schedule from that shown in the Take-down Schedule, subject to terms and conditions mutually agreed to in writing by the Parties, or

(2) Purchased Water may become deliverable on a permanent basis according to an accelerated schedule from that shown in the Take-down Schedule subject to the terms and conditions set forth in this Agreement.

(d) In the event of a reduction in the take-down as a result of a reduction or transfer of Purchased Water by the Purchaser as provided in subparagraph 4 (b) above, or an acceleration in the delivery of the Purchased Water as provided in subparagraph 4 (c) above, the applicable CWP Fees due and payable by the Purchaser to the District as provided in Paragraph 2 shall be correspondingly accelerated or reduced as the case may be, as determined in the sole discretion of the District in conformance with the provisions of Paragraph 2(b).

5. **Point of Delivery**

(a) Purchased Water will be measured and delivered to the Purchaser only at the point or points of delivery identified in Delivery Schedule. The infrastructure to be constructed by the District for the purpose of delivering Purchased Water from its main transmission lines at said point(s) of delivery include a vault, valve(s), meter(s), piping and related facilities and equipment ("Delivery Infrastructure"), as determined to be necessary by the District to deliver and measure the Purchased Water at said point(s). The Delivery Infrastructure will be constructed and installed at the District's sole expense in connection with the development of the CWP, and the District shall own, operate, maintain, repair and replace the same for the term of this Agreement.

(b) Once the District delivers Purchased Water to the point(s) of delivery, it shall be the responsibility of the Purchaser to provide its own facilities as needed to take this water from the Delivery Infrastructure or Purchasers sources into the Purchaser's own delivery and/or distribution system for its use. No new points of delivery will be allowed without the prior written approval of the

District. All Purchased Water delivered by the District under this Agreement will be measured through measuring devices installed in the Delivery Infrastructure.

6. **Flow of Water to be Delivered; Surcharges**

(a) Contract Capacity. It is understood by the Purchaser that the delivery of Deliverable Water by the District to the Purchaser is limited to the Contract Capacity set forth in the Delivery Schedule.

(b) Conditions for Authority to Exceed Contract Capacity. If CWP System Capacity is available to deliver water beyond the Contract Capacity, and the Purchaser so requests, the Purchaser may, with the prior written approval of the District, receive delivery of Deliverable Water at a flow rate higher than the Contract Capacity provided in the Delivery Schedule, subject to the following:

(1) The maximum flow rate at which the Deliverable Water shall be delivered and resulting adjustments in the applicable CWP Fees set forth in Paragraph 2 (c) herein for said year or other costs to be applied, if any, shall be negotiated and agreed upon by the Parties prior to the delivery of Deliverable Water in the increased amount.

(2) A request by the Purchaser to exceed the Contract Capacity shall be made on an annual basis no later than April 30th.

(3) Notwithstanding the foregoing, if the Contract Capacity is exceeded by the Purchaser without receiving the prior written approval of the District, then a monthly surcharge will be assessed to the Purchaser in an amount per acre-foot set annually by the District for each acre-foot of water exceeding the Contract Capacity or the Contract Capacity as modified in accordance with Paragraph 6(b)(1), calculated on a daily basis.

7. **Quantity of Water Delivered**

(a) The District is not a guarantor of CWP water supply or of CWP delivery capacity. It is understood by the Parties that the District's ability to deliver CWP water to the Purchaser depends, in part, on the available CWP System Capacity. Therefore, in its reasonable discretion and pursuant to its interpretation and the application of its policies, rules, and procedures as they may be amended periodically:

(1) in times of CWP water shortage due to lack of runoff or other conditions which may be beyond the control of the District, the District may make a ratable allocation of CWP water among the various CWP purchasers, which allocation shall be based on the then-current amount of Deliverable Water in proportion to the District's CWP water purchase commitments under all of its CWP water supply agreements, and the amount of Deliverable Water for that fiscal year shall be reduced pro-rata; and

(2) in the event of CWP System Capacity shortages due to potential failures of equipment and infrastructure, and limitations in water source and infrastructure capacities, and in peak demand periods and other times of limited delivery capacity, the District may allocate the available CWP System Capacity among the District's CWP purchasers, which allocation shall be based on the then-current amount of CWP System Capacity available in proportion to the total CWP delivery capacity set forth in the Delivery Schedule.

(b) No liability shall accrue against the District or any of its trustees, officers, agents, or employees, for any damages, direct or indirect, sustained by the Purchaser and/or its customers in the event of shortages of CWP System Capacity, or the District's inability to deliver the Purchased Water to the Purchaser not resulting from the District's own willful misconduct or gross negligence, or due to

shortages caused by drought, hostile diversion, prior or superior claims, or other similar causes not within the control of the District.

(c) In the event the Purchaser does not take delivery during any contract year of all of the Deliverable Water for which the One-time Development Fee has been paid in conformance with the provisions of Paragraph 2 (b) (1), the Purchaser may take delivery in the immediately following contract year of so much of the Deliverable Water not taken as does not exceed five percent (5%) of the total Deliverable Water for that year ("Deferred Water"), subject to the following:

(1) Calculation of the amount of Deferred Water shall not include any water besides Deliverable Water as of the end of the previous contract year.

(2) Deferred Water cannot be accumulated on a multi-year basis.

(3) Deferral is subject to the availability of CWP System Capacity, as reasonably determined by the District;

(4) Delivery of Deferred Water shall have a lower priority than delivery of Deliverable Water for that year;

(5) The Purchaser may take delivery of Deferred Water only after it has taken delivery of all of the Deliverable Water for the contract year in which the Deferred Water is to be taken.

8. **Use and Delivery of Purchased Water by the Purchaser**

(a) The Purchaser shall use the Purchased Water made available to it under this Agreement only for M&I purposes. No other use of Purchased Water shall be made without the prior written consent of the District.

(b) The portfolio of water rights the District has acquired for the CWP requires that a percentage of water represented by the CWP water rights be returned to the hydrologic system in Utah

County in order to avoid interference with other water right appropriators and with other District water supply operations. As such, the Purchaser shall not recycle nor otherwise utilize the Purchased Water in a manner that depletes the Purchased Water in amounts greater than fifty percent (50%) without the prior written consent of the District.

(c) The Purchaser shall build its own infrastructure as required by it to take delivery of the Purchased Water from the District and utilize and distribute the same to its customers. All cost for O&M of the Purchaser's facilities shall be paid by the Purchaser and not the District.

(d) The Purchaser shall not use, deliver for use, sell, lease or otherwise dispose of any Purchased Water outside Purchaser's political boundaries or its recognized service area, without the prior written consent of the District. No user of the Purchased Water will use the Purchased Water on any basis other than the same basis as the general public.

(e) The facilities to be used to provide and deliver the Purchased Water have been or may be financed, in whole or in part, with the proceeds of tax-exempt bonds ("Tax-exempt Bonds") of the District.

(1) The Purchaser acknowledges that in the event the District issues or has issued Tax-exempt Bonds related to the Purchased Water or its delivery, the use of Purchased Water by the Purchaser may be subject to various limitations imposed under the Internal Revenue Code of 1986 (the "Code"), and United States Treasury Regulations dealing with the tax-exempt bond provisions of the Code (the "Regulations"), that must be complied with in order to protect the tax-exempt status of interest on the Tax-exempt Bonds; and as such, the Purchaser agrees that the Purchaser shall not establish any fund or otherwise set aside any money or investments that it reasonably expects to use to make payments due and owing to the District under this Agreement without the prior written approval

of the District (which approval may, among other requirements, limit the maximum yield for the investment of any such amounts pursuant to certain arbitrage rules under applicable provisions of Section 148(f) of the Code and the Regulations).

(2) The Purchaser shall, on an annual basis, provide to the District written verification of compliance with the requirements of this Subparagraph 8 (e).

9. **Water Conservation**

The Purchaser covenants that it shall prepare and file with the District a water conservation plan promulgated by the Purchaser which addresses, among other things, pricing, technical assistance and public education as components of the water conservation plan. Such plan shall be submitted to the District within one year of first delivery of Purchased Water to the Purchaser and shall be updated biennially.

10. **Covenant Regarding Fees and Charges**

In order to assure full and continuous performance of the Purchaser's obligations as set forth herein, the Purchaser hereby covenants and agrees that it will levy and collect all necessary fees, charges and assessments and reasonable contingencies in amounts which, together with other legally available funds, are sufficient to pay in full to the District all of its CWP Fee obligations under this Agreement. The Purchaser shall timely pay to the District the full amount of CWP Fees as they become due regardless of whether the Purchaser collects the full amount of its fees, charges, and assessments from its customers.

11. **Refusal of Water in the Event of Default and Termination**

(a) The District may withhold the delivery of all or any portion of the Purchased Water to the Purchaser if the Purchaser is in arrears for more than sixty (60) days in the payment to the District

of any CWP Fee to be paid pursuant to Paragraph 2(b). Deliveries shall resume upon payment in full of any such arrearage including any and all accrued interest imposed by the District pursuant to this Agreement. Funds received to cure any arrearage shall be first applied by the District to payment of accrued interest and then towards the reduction of the principal on any such outstanding CWP Fee.

(b) If the Purchaser is in default under any provision of this Agreement and the default remains uncured for more than sixty (60) days after the date of written notice of default, the Parties shall reasonably mediate the dispute. However, if the dispute remains unresolved notwithstanding mediation, this Agreement may be terminated at the sole discretion of the District, subject to the following:

(1) The Purchaser shall have up to one (1) year after the date of written notice of default to seek judicial resolution of the dispute following mediation. This Agreement may not be terminated by the District during the pendency of any judicial action, including any subsequent appeal. In the event it is finally determined by a court of competent jurisdiction, including upon final appeal, that the Purchaser is in default, the Purchaser shall have ninety (90) days after the applicable court order becomes effective to cure any default.

(2) Should the Purchaser fail to bring legal action within said one year period or cure the default after the expiration of the 90 day cure period as provided in Paragraph 10 (b)(1), and the dispute otherwise remains unresolved, the District may thereupon proceed to terminate the Agreement, effective upon written notice to the Purchaser.

. (3) Upon termination of the Agreement, the Purchased Water will revert to the District for reallocation to other purchasers as determined by the District.

(4) Termination will not relieve the Purchaser of its obligations to pay any past due

CWP Fees, together with any and all accrued interest; however, the Purchaser will be relieved of any future payment obligations after the termination of this Agreement.

12. **Term of Agreement**

The term of this Agreement shall be perpetual so long as the required payments are paid in accordance with the terms of this Agreement. However, nothing herein shall prohibit the Parties from amending or terminating this Agreement if the Parties mutually agree to do so. There are no third party beneficiaries of this Agreement, and no one other than the Parties hereto may enforce its terms and conditions.

13. **Assignment Limited**

Neither Party may assign this Agreement or any of its rights under it without the prior written consent of the other Party; provided, however, that the District may pledge and assign any monies received pursuant to this Agreement to the payment of the District's bonds or other obligations.

14. **Exhibits**

All exhibits attached to this Agreement are incorporated into and made a part of this Agreement as though fully set forth herein.

15. **Binding Effect**

This Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective successors and assigns.

16. **Severability**

If any term or provision of this Agreement shall, to any extent, be determined by a court of competent jurisdiction to be void, voidable, or unenforceable, such void, voidable or unenforceable term or provision shall not affect the enforceability of any other term or provision of this Agreement.

17. **Construction**

This Agreement is the result of negotiations between the Parties, neither of whom has acted under any duress or compulsion, whether legal, economic or otherwise. Accordingly, the terms and provisions hereof shall be construed in accordance with their usual and customary meanings. Each Party hereby waives the application of any rule of law which otherwise would be applicable in connection with the construction of this Agreement that ambiguous or conflicting terms or provisions should be construed against the Party who (or who's attorney) prepared the executed Agreement or any earlier draft of the same. As used herein, all words in any gender shall be deemed to include the masculine, feminine, or neuter gender, all singular words shall include the plural, and all plural words shall include the singular, as the context may require.

18. **Further Action**

The Parties hereby agree to execute and deliver such additional documents and to take further action as may become necessary or desirable to fully carry out the provisions and intent of this Agreement.

19. **Business Relationship**

This Agreement neither acknowledges the existence of nor is it intended nor shall it be construed to establish, create or organize any principal-agent relationship, partnership, joint venture, or any other legal entity or form of business relationship between the Parties, and is limited solely to the purposes and interests expressed herein.

20. **Entire Agreement**

This Agreement, including exhibits, constitutes the entire agreement of the Parties and supersedes all prior undertakings, representations, or agreements of the Parties regarding the subject

matter hereof.

21. **Warranty of Authority**

Each individual executing this Agreement does hereby represent and warrant that he or she has been duly authorized to sign this Agreement in the capacity and for the entities identified herein. The District and the Purchaser each represent and warrant that it has full legal right and authority to enter into this Agreement.

22. **Notices**

Notices given by or to the Parties shall be in writing and may be served personally or served by depositing them in the United States mail, postage prepaid, certified or registered mail with return receipt requested, addressed to the Parties at the addresses set forth below, or at such other addresses as the Parties may designate in writing:

DISTRICT:

Central Utah Water Conservancy District
Attention: General Manager
355 West University Parkway
Orem, Utah 84058

PURCHASER:

Lehi City
Attention: Mayor
153 N 100 E
P.O. Box 255
Lehi, Utah 84043

23. **Rules and Regulations Governing Service**

Subject to the terms and conditions of this Agreement, the District reserves the right to adopt rules and regulations governing the delivery of water under this Agreement, and to exercise its full statutory powers, including specifically the right to amend its rates, fees, charges, and its rules and

regulations in the future, and the right to exercise its statutory powers, as they now exist or are amended or enacted in the future. It is expressly agreed that the District, by signing this Agreement, has not surrendered any of its rights in this regard.

24. **Subject to the Act**

Subject to the terms and conditions of this Agreement, any commitment of CWP water, and payment to the District for CWP water so committed pursuant to this Agreement, shall be subject to the Act and the rules and regulations of the District's Board of Trustees now existing or hereafter legally promulgated, as the same may be supplemented or amended.

IN WITNESS WHEREOFF, the Parties hereto have executed this Agreement effective as of the day and year first written above.

CENTRAL UTAH WATER CONSERVANCY DISTRICT	**LEHI CITY**
By: _____	By: _____
Its: President	Its:
Attest: _____	Attest: _____
Secretary	Its:

EXHIBIT A

PURCHASED WATER TAKE DOWN SCHEDULE (BY VOLUME)
FOR PURCHASED WATER UNDER THIS AGREEMENT

FISCAL YEAR (eg. FY 2011 = July 1, 2010 through June 30, 2011)	ANNUAL VOLUME OF PURCHASED WATER REMOVED FROM RESERVED STATUS - DELIVERABLE WATER (AF)	CUMULATIVE ANNUAL VOLUME OF PURCHASED WATER DELIVERED (AF)
	0	0
2022	0	0
2023	0	0
2024	400	400
2025 and thereafter		400
TOTAL VOLUME OF PURCHASED WATER RESERVED UNDER THIS AGREEMENT (AF) FY2022	Total 400	

EXHIBIT B

DELIVERY LOCATION AND
RATE OF DELIVERY CAPACITY SCHEDULE

Delivery Location	Ultimate Contract Capacity (Maximum Daily Flow Rate in GPM But Limited by Annual Deliverable Volume) See Note (1)
FOR PURCHASED WATER	
1. Center Street 1000 South Lehi, Utah	
2. 2300 West 1000 South, Lehi, Utah	
3. 9600 North 10900 West (Utah County)	
See attached Figure 1	For Combined Total of up to 525 GPM

(1) The total Contract Capacity corresponds to the Cumulative Annual Volume Delivered shown in Exhibit A in each year multiplied by 18% and divided by 31 days and converted to a gallons per minute flow rate, i.e. Delivered Water amount in AF multiplied by 0.18 divided by 31 days multiplied by 325,850 gallons per AF divided by 24 hours per day divided by 60 minutes per hour.

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Agenda Item No: 9

City Council Agenda Item Report

Meeting Date: January 25, 2022
Submitted By: Sierra Pierson
Submitting Department: Planning Division
Item Type: Ordinance
Agenda Section: Regular Agenda

Subject:
Consideration Ordinance #07-2022, approval of a comprehensive update to the Land Use Element of the General Plan including the land use map and text.

Suggested Action:

Attachments:

CC Staff Report General Plan Land Use Update 1.25.22.docx

Land Use Element Update DRC 09.15.21.docx

Ord 07-2022.docx

January 25, 2022 Max Density Map.pdf

January 25, 2022 Land Use Map.pdf

Lehi_draft - citycouncildraft.pdf

Lehi_draft05262020update-appendices.pdf

Engage Lehi Feedback on General Plan.pdf

GENERAL PLAN LAND USE COMPREHENSIVE UPDATE

CITY COUNCIL REPORT

Applicant	Lehi City
Meeting Date	January 25, 2022
Requested Action/Purpose	Approval of a comprehensive update to the General Plan Land Use Element
Location	Everything in the existing City boundary and annexation area
Date of DRC Review	September 8, 2021
Date of Planning Commission Review	September 23, 2021

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 04.060 Criteria for Approval
The Planning Commission should consider the following factors, among others, when reviewing a General Plan amendment:

1. The effect of the proposed amendment on the character of the surrounding area;
2. Consistency with the goals and policies of the General Plan;
3. Consistency and compatibility of the proposed zone with the General Plan land uses of nearby and adjoining properties;
4. The suitability of the properties for the uses requested and their suitability for the existing uses identified by the General Plan;
5. Whether a change in the uses allowed for the affected properties will unduly affect the uses, or proposed uses for nearby and adjoining properties;
6. The gain to the public health, safety, and welfare from the existing classification to the proposed amendment; and
7. The overall community benefit of the proposed amendment.

GENERAL PLAN HISTORY

October 2011	City Council approved the existing General Plan Land Use Element
October 2018	Comprehensive Update Started
February 2019	General Plan Public Open House on Potential Build-Out Scenarios
January 2020	Council and Planning Commission Work Session on 1st Draft Land Use Map and Written Goals and Strategies
June 2020	Public Webinar on 1st Draft Land Use Map and Written Goals and Strategies
October 2020	City Council and Public Commission Work Session told Staff to complete Utility Master Plan Update with Land Use Element Update

January and July 2021	City Council Meeting with discussion on Utility and Land Use Map Updates
August 2021	Planning Commission and City Council Work Session on Land Use Map and Written Goals and Strategies
September 2021	Public Open House on Final Draft Version of Land Use Map and Written Document
October 2022	City Council reviewed and tabled the Final Draft of the Land Use Map and Written Document to provide staff with additional direction and feedback
December 2022	Planning Commission and City Council Work Session on Land Use Map

REPORT ANALYSIS

The applicant requests approval of the comprehensive update to the Lehi City General Plan Land Use Element. This includes updates to the Future Land Use Map and the written document. This report will discuss the major updates to both.

Future Land Use Map

The Future Land Use Map reflects the land use designations for the property within Lehi City. In updating this map, the City was divided into "areas of stability" and "areas of change". Most of the City falls within the "area of stability" with either no changes or very minor changes from the existing General Plan (2011). The "areas of change" were identified by Staff, Planning Commission, and City Council as areas where land use designations should be altered from their original designations to better fit the evolving needs of the community. For the most part, the areas of change represent undeveloped areas. The following report goes into more detail about the major changes shown on the map.

TOD Designation
The existing Land Use Map included Transit Oriented Development (TOD) overlays. The proposed update will remove the overlays and creates a TOD land use designation. The TOD areas did not change from the general location of the previous overlays and are intended to be located near future or existing transit stations. The purpose of Transit Oriented Developments is to create areas where residents can work and live in a mixed-use area centered around public transportation.

Mixed-Use Designation
The existing Land Use Map includes Mixed-Use Areas around State and Main Streets. The proposed update places the Mixed-Use designation in areas envisioned to have a mixture of housing and commercial uses and to encourage alternative modes of transportation.

The Mixed-Use areas are envisioned to have a similar feel to the TODs, but at a smaller scale and intensity. The Development Code currently restricts residential in Mixed-Use Areas; however, if the Land Use Map and written document are adopted, the Development Code will be amended to allow for residential development in these areas. The Development Code will also help create a vision for these individual Mixed-Use Areas.

Mixed-Use Village Overlay
In addition to the designated Mixed-Use area, the update proposes a new overlay designation called the Mixed-Use Village Overlay. The Mixed-Use Village Overlay will allow for a mix of residential and commercial uses if certain criteria are met. If the criteria are not met, then the underlying land use designation would apply on the property. The criteria for the Mixed-Use Village Overlay will be outlined in a future Development Code Amendment.

Micron Area

The Micron Area shows the land uses as designated by the existing Micron Area Plan. If City Council adopts a new Area Plan for that property, an update will be made to the General Plan to show the new Land Use designations.

Written Document

The written document provides an explanation of the land use designations on the map and provides goals and strategies to achieve the vision of the Plan. The sections include the Introduction, Existing Conditions, Scenario Planning, Public Outreach, Land Use Goals, Land Use Classifications, Land Use Strategies, Implementation, and Appendix.

Introduction
The Introduction gives an explanation about the General Plan and the Land Use Element. It provides an explanation of how the Land Use Element is related to the other Elements. It includes information on the City's involvement in regional planning.

Existing Conditions
The Existing Conditions chapter includes demographic information for the year 2018, an existing land use map, and a section about environmentally sensitive areas.

Scenario Planning
The Scenario Planning section introduces the idea of scenario planning and the benefits of reviewing different outcomes for the City. The section then explains the process the City went through including an explanation of the four scenarios. Finally, it presents the preferred scenario that was determined through public outreach and City Staff, Planning Commission, and City Council review.

Public Outreach
The Public Outreach section outlines all the public outreach that took place throughout the update of this Plan including surveys, open houses, webinars, and through the Lehi Future Land Use and Engage Lehi websites.

Land Use Goals
This section includes the 16 goals of the Plan and the Future Land Use Map. The goals cover the following areas: Environment, Sustainability, Placemaking, Parks and Recreation, Parking, Health and Safety, Strong Communities, Community Services and Infrastructure, Mixed Use Development, Commercial Development, Residential Development, Transit Oriented Development, Neighborhood Centers, Historic Downtown, Urban Center, and Public Involvement and Participation.

Land Use Classifications
The Land Use Classification section provides a description for each of the land uses on the Future Land Use Map and a picture that illustrates each designation.

Land Use Strategies
The Land Use Strategies chapter includes strategies to reach each of the 16 goals. Each strategy includes a descriptive paragraph that provides background information and expounds upon the strategy.

Implementation
This section includes a list of projects that will help achieve the goals and strategies of the Plan. One of the components of the section is an implementation matrix that details each project, location, timeline, stakeholders, potential funding sources, and related projects. Following the matrix, the projects are described in greater detail.

Appendix
The appendix includes raw data as well as graphics used for the creation of the Plan and Map. In addition, information on all the feedback provided by the public throughout the process is included in this section.

Updates After the Planning Commission Meeting and City Council Meeting
Updated were made to the General Plan since the Planning Commission and City Council reviewed it. These

changes are described below.

Changes to the Land Use Map
A few minor changes were made to parcels throughout the map. These changes mostly cleaned up parcels to match surrounding parcels or changing them to their existing General Plan designation.

The area around Millpond also changed from Mixed Use. This change reflects feedback from the City Council received prior to this City Council meeting.

In addition, areas along west Main Street were changed from Mixed Use to Neighborhood Commercial and residential designations. The area along State Street also had multiple parcels with the Mixed-Use designation changed to Commercial, Neighborhood Commercial, and Heavy Commercial. These adjustments were based on the feedback from the City Council.

New TOD and Mixed-Use Maximum Densities Map
The Planning and Engineering Departments worked together to come up with a Maximum Densities Map that shows the maximum allowed density in each of the TOD and Mixed-Use Areas. This companion map to the Land Use Map serves to show the maximum density developers can propose as long as they meet design and other criteria.

Written Document Updates
Several updates were made to the written document. A section was added called "Interpretation of Land Use Map". This section clarifies that the Land Use Map represents a "broad brush" designation and that the Zoning Administrator may interpret the Use for a specific parcel or forward to the Planning Commission for interpretation.

The section limiting General Plan amendments to one time a year was removed at the direction of the City Council.

A section was also added presenting the Maximum Allowed Densities map.

Several word changes were made to add clarify, provide more information, correct previous mistakes like the descriptions with the wrong strategies, and various other minor changes. None of these changes impacted the overall intent of the Plan.

Pictures were also changed for higher quality images that better reflected the words of the text.

DRC Review and Public Comments

The DRC reviewed the proposed Land Use Map and written document on September 8th and 15th. Between the two meetings, the committee had 18 redline comments. 16 of them relate to the Future Land Use Map and the remaining relate to the written document. The DRC Comments are included in the packet for the City Council meeting.

The public provided comments on the map and written document at the final open house and on Engage Lehi. These comments were all compiled on Engage Lehi and included in the packet.

The comments provided by the DRC were incorporated into the updated Plan. Some of the comments from the public were included but others were not. The City Council can determine if they would like to include any changes based on these public comments. Please include in your motion any desired changes.

POSSIBLE MOTIONS AND FINDINGS

The City Council may approve, approve with modification or deny the proposed General Plan Land Use update. Any motion should include findings. Possible findings include:

1. The proposed General Plan Land Use update incorporated Staff, the public, Planning Commission, and City Council input.
2. The proposed General Plan Land Use update preserves existing neighborhoods while providing areas for growth.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission reviewed the proposed General Plan Land Use Comprehensive Update on September 23, 2021. The minutes and motion from that meeting follow:

Public hearing and recommendation of Lehi City's request for review of a comprehensive update to the Land Use Element of the General Plan including the land use map and text.

There was discussion regarding the properties that had split zones. It was suggested that the text include that a zone change application can be entertained for either zone. Mr. Struthers noted that a significant change to the text stated that an application for a general plan amendment can only be filed once a year in January. This would allow the Planning Commission and Council to have a better overall view of how a GP amendment would affect the overall plan.

Public comments:

Virginia Ault requested that her property be LDR instead of VLDRA because her property boarders LDR.

Brian McHuston stated that he likes that applications for a GP amendment will only be accepted during one month out of the year.

Eric Townsend stated that their property on 2100 North and 2300 W would make more sense as a Commercial Zone instead of Neighborhood Commercial due to the high traffic intersection. He said that some uses would be appropriate and others would not, so he would like the Council to have more discretion with deciding the use.

The Commission discussed that a better approach with the 2100 N 2300 W intersection might be to change the uses in the NC zone to allow for additional uses such as a convenient store, but with no gas pumps. Commissioner Hereth also suggested adding a pharmacy as an allowable use in NC.

The public hearing was closed.

The Commission discussed changing the VLDRA to LDR as requested in the public comments and what that might look like. Commissioner Everett stated that he likes the VLDRA zone which also boarders this property. Other Commissioners didn't have concerns with the change.

Commissioner Jackson moved to recommend approval to the Council for the comprehensive update to the Land Use Element of the General Plan including the land use map and text; and recommended that properties with split land use designations be able to apply for a zone change in either use for the whole parcel; and recommend changing the Ault property to LDR as presented to allow for a better transition from zones, include DRC comments, with the finding that there's been 2 years of planning and the infrastructure capacities was accessed. Commissioner Ellis second the motion.

Commissioner Everett wanted to address the online public comment for the Mixed Use on 1100 West and Main Street. It's currently Neighborhood Commercial. Commissioner Everett expressed concern with the HDR on Main Street by the ballpark. He would prefer that the area remain NC as opposed to Mixed Use. Mr. Struthers stated that they are planning to readdress the Mixed Use zone and that NC is currently more conservative. Ms. Pierson suggested that they could include language in the Mixed Use zone that specifically addresses west main street so that the uses may be limited to ensure that it fits with the area. Commissioner Everett would prefer that they keep it NC until the Mixed Use definition relative to this location is amended.

Commissioner Jackson amended his motion to recommend that the area of 1100 W and Main remain in the current designation. Commissioner Ellis seconded the amendment to the motion.

The motion passed unanimously.

Land Use Element Update
DRC Redline Comments

Lehi City- requests review of a comprehensive update to the Land Use Element of the General Plan Land Use including the Land Use Map and text.

DRC Members Present: Glade Kirkham, Garion Rowett, Greg Allred, Matthew Meier, Kim Struthers, Gary Smith, Joshua Bunnell, Ross Dinsdale, Trent Dyer, Luke Seegmiller
Representatives of the Applicant Present:
Date of Plans Reviewed: 8/31/21
Time Start:
Time End:

DRC REDLINE COMMENTS:
Glade – Power:
1. I added some PF locations on the map

Garion – Fire: No comments
Greg – Water/Sewer: No comments
Trent – Parks: No comments
Gary – Building/Inspections: No comments
JD – Streets: No comments
Ross – Engineering: No comments
Luke- Traffic: No comments
Kim – Planning:
2. Update sections regarding "compatibility"
3. Need to add Heavy Commercial definition.

Open House and Engage Lehi Comments
4. Change to HC next to track and transition form LI to housing
5. Change Cooper property to MDR
6. Residents in area opposed to MU at 1100 W and Main
7. Resident in area want this HDR removed
8. Residents have concerns with a commercial use next to an elementary school- increased traffic, kids cross street to go to it, etc.
9. Change to HDR to reflect housing that is already built here?
10. MDR in the back, HDR in the front

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON SEPTEMBER 23, 2021

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

ORDINANCE NO: 07-2022

ORDINANCE COMPREHENSIVELY UPDATING THE LAND USE ELEMENT OF THE LEHI CITY GENERAL PLAN AND THE GENERAL PLAN LAND USE MAP

WHEREAS, on January 25, 2022, following all necessary public hearings, the Lehi City Council adopted a comprehensive update to the Lehi City General Plan including the Land Use Element together with the Lehi City General Plan Land Use Map; and

WHEREAS, the Lehi City Planning Commission held a public hearing on September 23, 2021, to review and make a recommendation on the General Plan Comprehensive Update and forwarded their positive recommendation to the City Council; and

WHEREAS, the City Council held a public meeting on January 25, 2022, pursuant to the requirements for amendment of the Land Use Element of the Lehi City General Plan and General Plan Land Use Map;

NOW, THEREFORE, IT IS ORDAINED BY THE CITY COUNCIL OF LEHI CITY, UTAH AS FOLLOWS:

PART 1:

The Land Use Element of the Lehi City General Plan and General Plan Land Use Map are hereby comprehensively updated.

PART II:

If a provision of this Ordinance 07-2022 conflicts with a provision of a previously adopted ordinance concerning the same title, chapter, and/or section number amended herein, the provision in this Ordinance shall prevail.

A. This ordinance and its various section, clauses and paragraphs are hereby declared to be severable. If any part, sentence, clause or phrase is adjudged to be unconstitutional or invalid, the remainder shall not be affected thereby.

B. The City Council hereby directs that the official copy of the Lehi City General Plan be updated to reflect the provisions enacted by this Ordinance.

D. This Ordinance shall take effect immediately after being posted or published as required by law.

Approved and Adopted by the City Council of Lehi City this 25th day of January 2022.

ATTEST

_____	_____
Mark Johnson, Mayor	Teisha Wilson, City Recorder

Lehi City

General Plan Land Use Map
January 2022 DRAFT

1060

125

2000

520

550
(3 Existing)

250
(74 Existing)

250 (135 Existing)

75

330

100

500

NOTES:

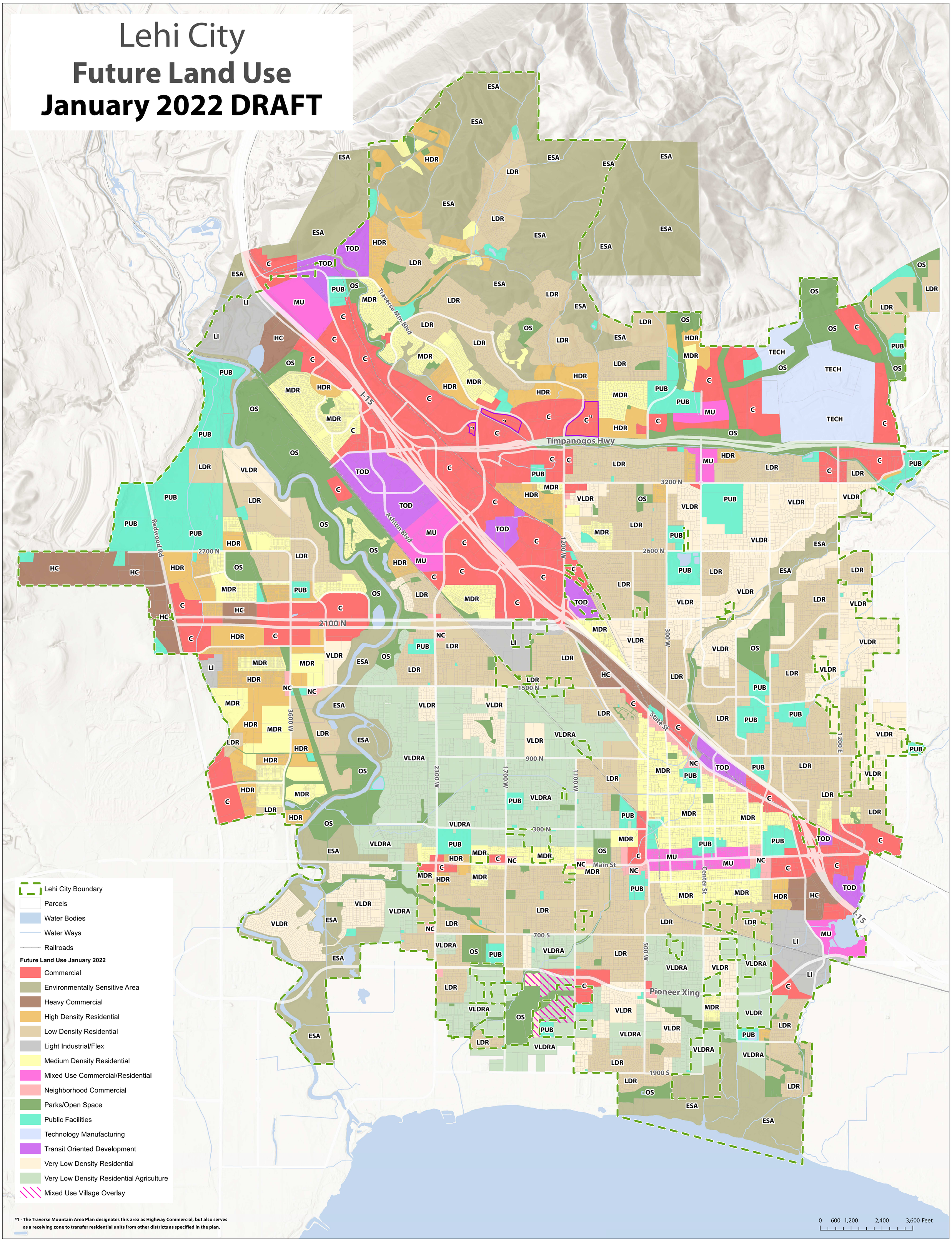
1. ERU totals shown are not a guarantee of achievable density.

2. Utilities and infrastructure may need to be upgraded to allow the listed ERU number. Engineering studies will be required to determine maximum allowable ERUs and/or upgrades required for specific areas.

3. The ERU total shown on this page does not supersede any development code requirements. All development code requirements must be met.

Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

Lehi City
Future Land Use
January 2022 DRAFT





LEHI CITY LAND USE ELEMENT UPDATE

JANUARY 2022

EST 1852
LEHI CITY
PIONEERING UTAH'S FUTURE

EST 1852

LEHI CITY

PIONEERING UTAH'S FUTURE

ACKNOWLEDGMENTS

Lehi City would like to thank the many individuals who contributed to the Lehi City Land Use Element Update. We wish to acknowledge:

MAYOR AND CITY COUNCIL

Mark Johnson - *Mayor*
Paige Albrecht - *Councilmember*
Chris Condie - *Councilmember*
Paul Hancock - *Councilmember*
Katie Koivisto - *Councilmember*
Mike Southwick - *Councilmember*
Johnny Revill - *Former Councilmember*

PLANNING COMMISSION

Abram Nielson - *Commissioner*
Brent Everett - *Commissioner*
Roger Ellis - *Commissioner*
Scott Bunker - *Commissioner*
Bill Hereth - *Commissioner*
Tyson Eyre - *Commissioner*
Gregory Jackson - *Commissioner*
Heather Newall - *Commissioner*
Emily Britton - *Commissioner*
Matthew Hemmert - *Former Commissioner*
Jared Peterson - *Former Commissioner*

PLANNING STAFF

Kim Struthers, AICP - *Community Development Director*
Mike West, AICP - *Planning Division Manager*
Sierra Pierson - *Planner*
Jacob Curtis - *Planner*
Brittney Harris - *Planner*
Noreen Edwards - *Administrative Assistant*
McKay Treadwell - *Planning Intern*
Jakob Su'afilo - *Former Planning Intern*
Christie Hutchings, AICP - *Former Planner*
Landon Hawes, AICP - *Former Planner*

STEERING COMMITTEE

Jason Walker - *City Administrator*
Cameron Boyle - *Assistant City Administrator*
Shaye Ruitenbeek - *Management Analyst*
Marlin Eldred - *Economic Development Director*
Lorin Powell - *City Engineer*
Ross Dinsdale - *Engineer*

RESIDENTS OF LEHI

STAKEHOLDERS AND BUSINESS OWNERS

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1

INTRODUCTION

GENERAL PLAN LAND USE ELEMENT DESCRIPTION

The Lehi General Plan Land Use Element illustrates a community vision for future growth in Lehi and provides a framework to guide future development decisions. This framework allows Lehi City Staff, Planning Commission, and City Council an opportunity to base future housing, commercial and employment centers, roads, parks, public facilities, and infrastructure on both the determined build out population and job growth and on the core values and priorities expressed by Lehi Residents through the planning process. The Land Use Element reflects the ideas of hundreds of Lehi residents and their vision for their community. Residents provided input throughout the planning process by attending public workshops and open houses, participating in stakeholder interviews, and completing online public surveys.

This plan focuses on the tools available to achieve the vision of residents specifically through land use planning and future urban design decisions. These elements determine how the community can choose to accommodate expected growth while identifying needs for housing, economic activity, redevelopment, investment in key centers and corridors, as well as identifying and preserving areas of stability and sensitive natural features and systems. Compact development can complement existing land uses and promote vibrant growth without sacrificing the area's open spaces, historic features, and established residential neighborhoods.

VISION STATEMENT

Through extensive public outreach, the project team heard feedback from hundreds of members of the Lehi community. That feedback led to the development of a Vision Statement which guides the creation of this plan:

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

HOW TO USE THE PLAN

This plan updates the previous Land Use Element, last updated in 2011. This plan is not a regulatory document. The adopted plan will be used as a guide for future development and regulatory decisions within Lehi City. Utah State Law requires each municipality to prepare and adopt a comprehensive, long-range plan for present and future needs and growth and development. The General Plan must include a land use element, a transportation and traffic circulation element, and a moderate-income housing element. After adoption, "no street, park, or other public way, ground, place, or space, no publicly owned building or structure, and no public utility, whether publicly or privately owned, may be constructed or authorized until and unless it conforms to the current general plan."[1]

[1]*Utah Code Section 10-9a-406 Public uses to conform to general plan*







Planning Commission Meeting, source: Lehi Free Press, February 17, 2021, https://lehifreepress.com/



Final Public Open House, source: Lehi Free Press, September 7, 2021, https://lehifreepress.com/

UPDATES TO THE PLAN

~~The City recognizes that this plan may need to be updated from time to time. However, in order to maintain consistency and predictability with the Plan, applications for amendments to this Land Use element text and Map may only be accepted for consideration once a year during the month of January.~~

~~Lehi City reserves the right to propose City initiated amendments to the General Plan outside the application window if the amendment is in accordance with the goals and policies of this Plan.~~

If an area that is located outside the scope of this Plan (not shown on the Land Use Map) is proposed to be added to the Plan, either by annexation or municipal boundary adjustment, City staff will propose a land use designation(s) that is consistent with and furthers the goals and policies of this Plan. ~~Any other proposed Land Use designation by the applicant would require a separate application for an amendment, and will be subject to the once a year application window.~~

INTERPRETATION OF LAND USE MAP

It should be noted that the Land Use Map is based on a "broad brush" approach in that, unlike the City's Planning Zone Map; it does not precisely locate every land use to an individual parcel level. The Land Use map shows general locations of land use activities, facilities, and physical characteristics, but emphasis should also be given to the written policies for land use decision-making. The Zoning Administrator shall be responsible for general interpretation of the Land Use Map. The Zoning Administrator may, at his/her discretion, forward any interpretation issue of the Land Use Map to the Planning Commission for their review and interpretation. If a conflict occurs between the Land Use Map and adopted policies, the written policies are the controlling factors in decision-making.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

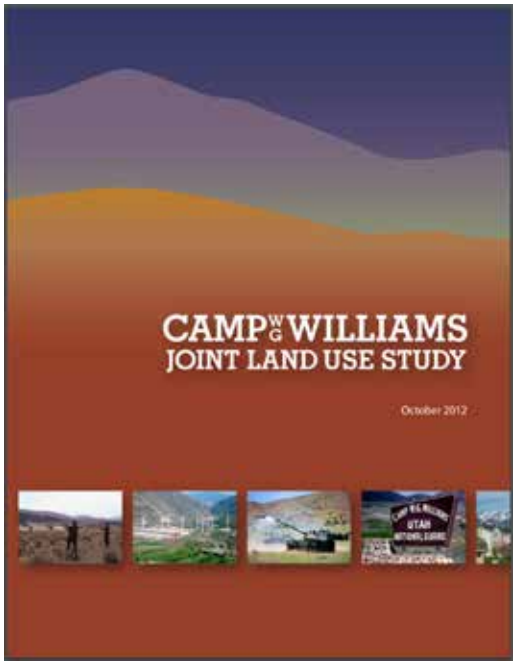
In many respects, the goals and policies discussed in this Land Use Element represent the synthesis of the goals and policies of the other General Plan elements of the City. Recognition and understanding of the interrelationship between the Land Use Element and these other elements is necessary to assure an integrated and cohesive General Plan. The following table describes the interrelationships between these elements.

GENERAL PLAN ELEMENT	DESCRIPTION	HOW IT RELATES TO LAND USE
Master Transportation Plan Element	Provides a backbone of roads that connect the community and link Lehi to the region.	• Planned roads support uses designated by the Land Use Element. • Land use goals and policies closely consider the design, characteristics, and availability of transportation infrastructure.
Moderate Income Housing Element	Plans for sufficient and affordable housing in Lehi.	• The Land Use Map must satisfy housing requirements identified in the Housing Element. • The Land Use Element establishes the distribution and densities of residential growth.
Transit Master Plan	Plans and provides guidelines for development of transit facilities and how to best support ridership.	• The Land Use Element influences the diversity and density of land uses around transit stations. • Investments in transit and rail require land use investments to support ridership. • Transit encourages land uses that create vibrant and walkable urban neighborhoods.
Bike and Pedestrian Master Plan	Plans for comfortable, safe, and convenient bike and pedestrian infrastructure.	• Bike and trail facilities are successful when they connect land uses, such as neighborhoods, to parks, schools, and commercial areas.
Economic Strategic Plan	Provides a well balanced and sustainable economic base for Lehi.	• The Land Use Element dictates the location of non-residential land uses, such as retail, office, light industrial, and technology manufacturing. • Community Reinvestment Areas must follow the General Plan land uses. • The Land Use Element establishes the location of housing to support job growth.
Parks and Recreation Element	Plans for the development and preservation of parks, open spaces, and recreational facilities in Lehi.	• The location of parks and recreation facilities need to be coordinated with land use to best serve the community.

INTER-JURISDICTIONAL COORDINATION

Successful implementation of this Land Use Element requires coordination with the plans and activities of other agencies in our area that relate to land use, transportation, regional infrastructure, resource conservation and other issues that relate to the City. The following is how the City coordinates with other agencies:

1. **Participation in Regional Planning.** Active participation in all opportunities provided by Mountainland Association of Governments (MAG) and Wasatch Front Regional Council (WFRC) ensures that the City's land use plan integrates into the larger regional perspective. The City has an active role in the Jordan River Commission and the Utah Lake Commission and contribute to the ongoing planning for those natural areas.
2. **Coordinating with Adjoining Jurisdictions.** Continue conversations between staff and elected officials with neighboring Cities.
3. **Development Compatibility with Camp Williams.** Coordinate with Camp Williams ensuring compatibility of new development with the current and planned mission and operations of the Camp. Utilize the Camp Williams Joint Land Use Study as a guide for development types located adjacent to the facility.
4. **Coordination with State and Federal Agencies.** Coordinate with other State and Federal Agencies including UDOT, UTA, FEMA, Utah Division of Forestry Fire and State Lands, and Army Corp of Engineers. Take an active role in any committees, studies, or other opportunities presented by these entities.













2

EXISTING CONDITIONS

DEMOGRAPHICS

In 2018, over 66,000 individuals called Lehi City home. Lehi has experienced substantial growth over the past eighteen years, with populations increasing from 8,475 in 1990 to 66,037 in 2018. With a growth rate of 149% between 2000 and 2010, Lehi outpaced state growth (24%) and county growth (40%).[2] With a 2050 population projection of 124,436 (Figure 1), Lehi is expected to continue growing along with the state and county. State growth, projected to reach 5,965,658 by 2060, will likely be achieved through both natural increase and positive net migration. Utah County's population is projected to reach 1,398,074 by 2060, one of the largest increases among the state's counties.[3]

[2] US Census Bureau 1990-2010.
[3] Kem C. Gardner. "Utah's Long-Term Demographic and Economic Projections Summary." The University of Utah Policy Institute.

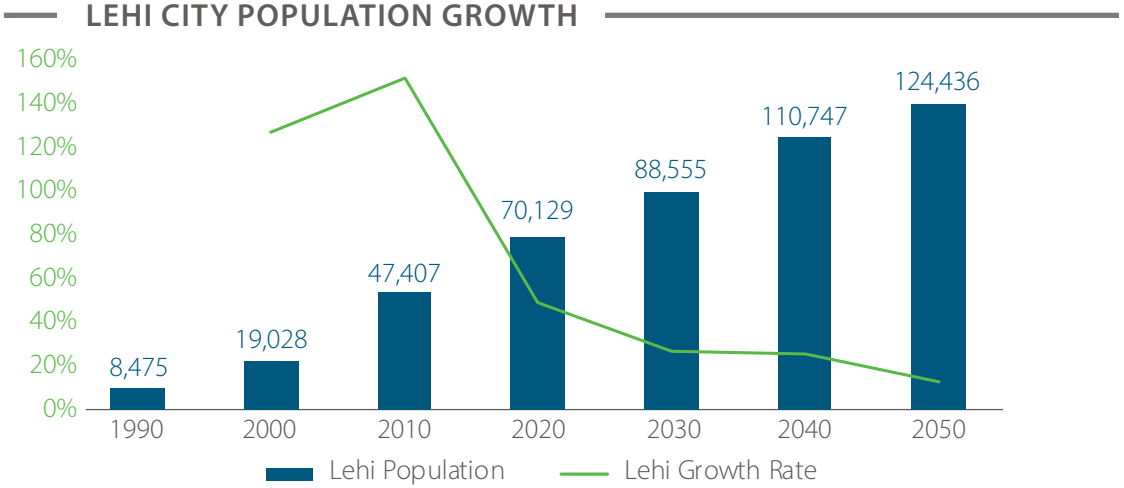


Figure 1. Lehi City Population Growth and Growth Rate 1990-2060, source: Mountainland Small Area AOG Population Projections 2020-2050, US Census Bureau 1990-2010.

MEDIAN AGE + AGE DISTRIBUTION

Lehi's population is young, with a median age of 25 and 66% of the population under 35 years of age (Figure 2-3). Lehi's age distribution is similar to Utah County, with a slightly lower percentage of seniors (65+) and a higher percentage of youth (17 and under).

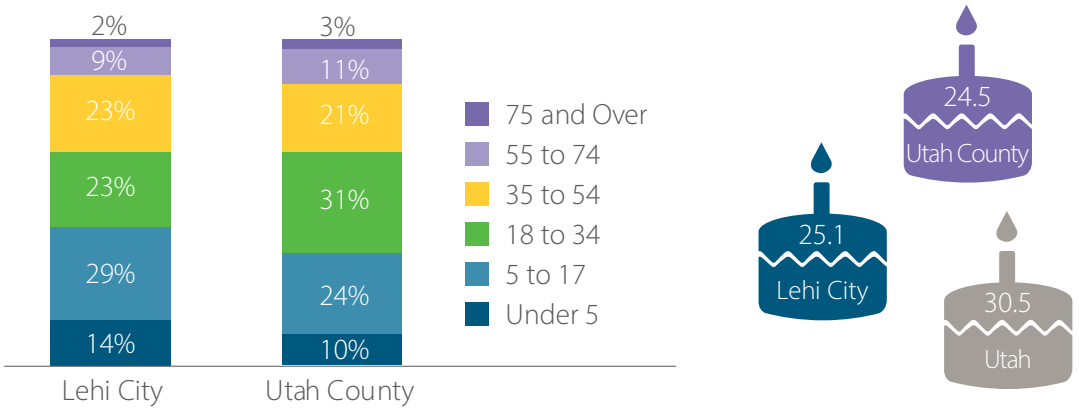


Figure 2-3. Age Distribution (Lehi City, Utah County) and Median Age (Lehi City, Utah County, Utah) in 2017, source: US Census Bureau ACS 2017 5-Year Estimate.

LEHI CITY DIVERSITY

Lehi is predominantly White and slowly becoming more diverse. From 2000 to 2017, those identifying as Hispanic or Latino increased from 569 individuals in 2000 to 4201 individuals in 2017. The percent of individuals identifying as Asian has also increased, more than tripling in size from 2000 to 2017 (Figure 4).

	2000	2010	2017
White	94.3%	88.8%	87.7%
Hispanic or Latino	3.0%	6.4%	7.0%
Asian	0.5%	1.3%	1.6%
American Indian + Alaskan	0.5%	0.4%	0.6%
Native Hawaiian + Other Pacific Islander	0.4%	0.8%	0.5%
Black or African American	0.3%	0.4%	0.1%
Some Other Race	0.1%	0.1%	0.5%
Two or More Races	1.0%	1.9%	2.0%

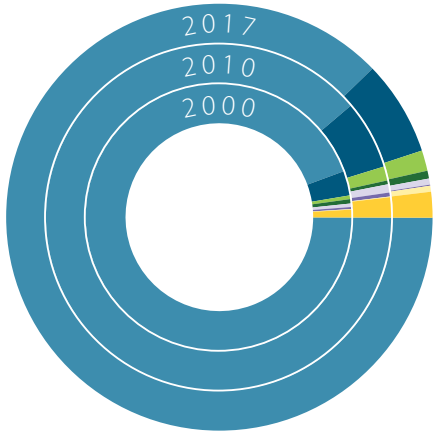


Figure 4. Lehi City Diversity 2000-2017, source: US Census Bureau 2000, 2010, ACS 2017 5-Year Estimate.

MEDIAN HOUSEHOLD INCOME

From 2000 to 2017, Lehi's median household income (MHI) increased by 61% from $53,028 to $85,794. Lehi's MHI is higher than MHIs for both the county ($68,676) and state ($66,917). Lehi's population earning under $30,000 annually is lower than the county and state by 8% and 10% respectively.

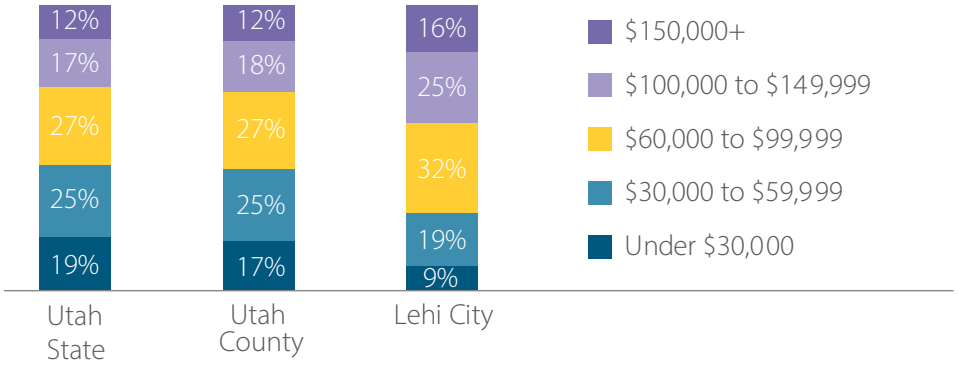


Figure 5. Median Household Income Distribution (Lehi City, Utah County, Utah) in 2017, source: US Census Bureau ACS 2017 5-Year Estimate.

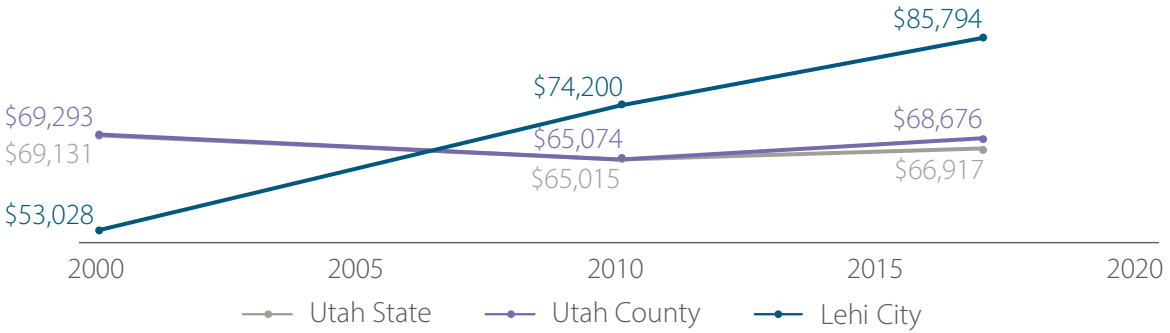


Figure 6. Median Household Income 2000--2020 (Lehi City, Utah County, Utah), source: US Census Bureau 2000, 2010, ACS 2017 5-Year Estimate.

EDUCATION

When compared to the state, Lehi's population is more educated with 82% of individuals ages 25 to 64 attending at least some college and only 3% receiving less than a high school diploma (Figure 7).

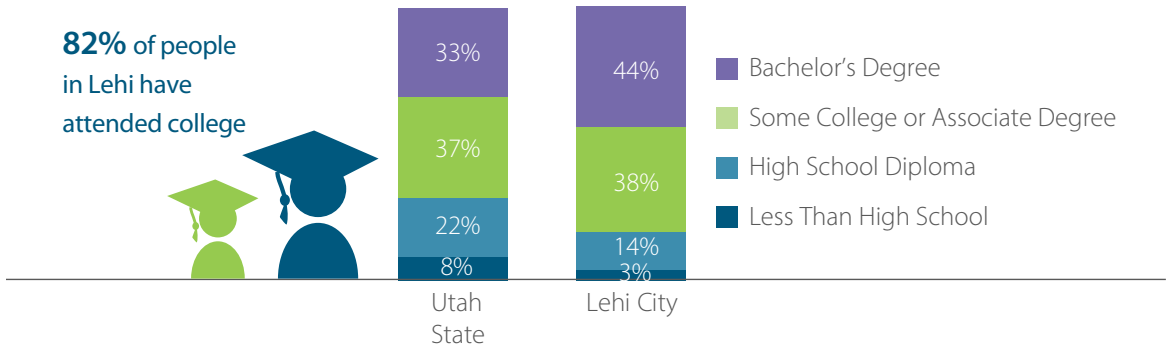


Figure 7. Education Distribution (Lehi City, Utah) in 2017, source: US Census Bureau ACS 2017 5-Year Estimate.



Figure 8. Lehi City Top Industries in 2017, source: US Census Bureau ACS 2017 5-Year Estimate.

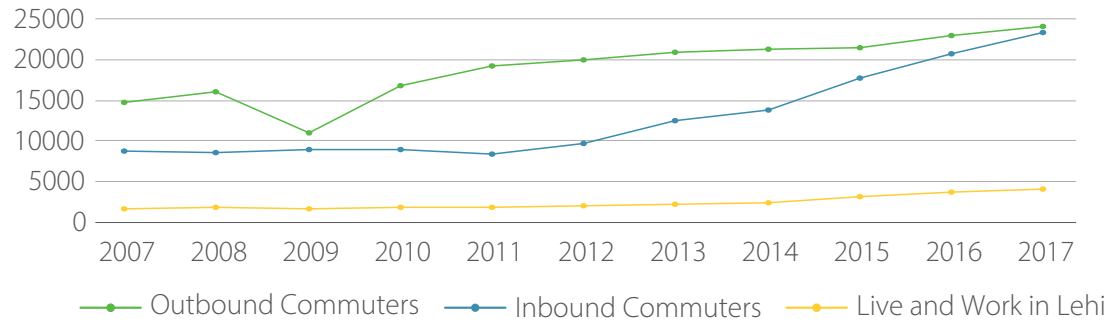


Figure 9. Lehi City Commute Patterns 2007-2017, source: US Census Bureau OnTheMap.

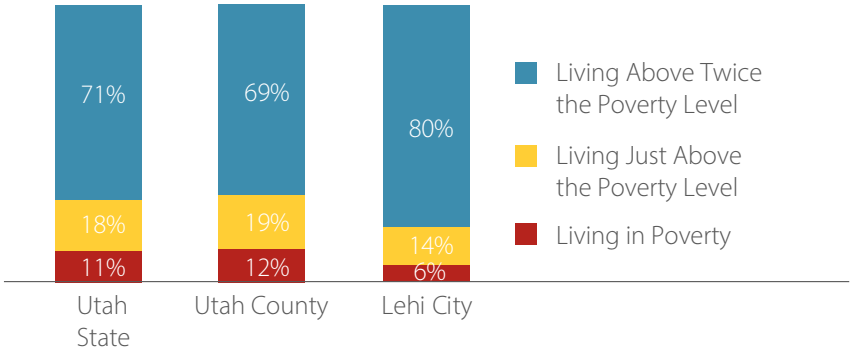


Figure 10. Poverty Rate (Utah, Utah County, Lehi City) in 2017, source: US Census Bureau ACS 2017 5-Year Estimate.

LEHI CITY INDUSTRIES AND COMMUTES

The top industry in Lehi is Educational Services and Health Care, and Social Assistance with 20.6% of the workforce working in this industry. This is followed by Professional, Scientific, and Management (15.8%) and Retail Trade (11.9%). (Figure 8).

Trends for individuals leaving Lehi for work (outbound commuters) and individuals living and working in Lehi has remained fairly constant between 2007 and 2017. The number of individuals entering Lehi for work (inbound commuters) has increased to 23,382 since 2011, almost equal to the outbound commuter total of 24,142 (Figure 9).

UNEMPLOYMENT AND POVERTY

Lehi's unemployment rate (1.17%) is lower than the state unemployment rate (3.31%) by 2.14%. The percentage of individuals not in the labor force is slightly higher for Lehi (23.6%) compared to the state (21.6% state). Lehi's poverty rates are lower than the county and state, with 6% of the population living in poverty (Figure 10).

LEHI CITY HOUSING PROFILE

Lehi's housing stock is primarily comprised of single-family homes (81%) with a small percentage of multi-family (10%) and townhomes (8%) (Figure 11). Most of these homes (81%) are owner-occupied. As household income increases, home ownership becomes attainable for a larger portion of the population (Figure 12). For example, households with annual incomes between $100,000 and $150,000 are 11% renter and 89% owner occupied.

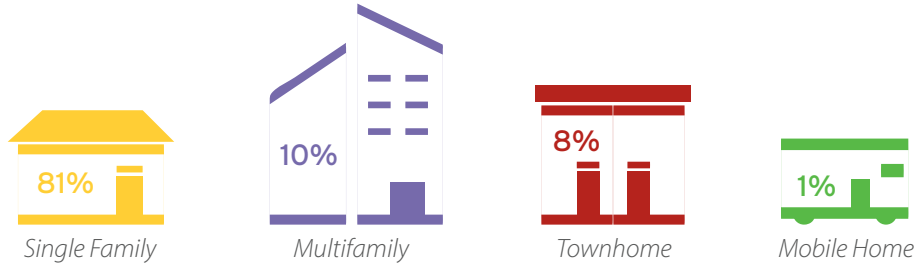


Figure 11. Lehi City Housing Mix in 2017, source: US Census Bureau ACS 2017 5-Year Estimate.

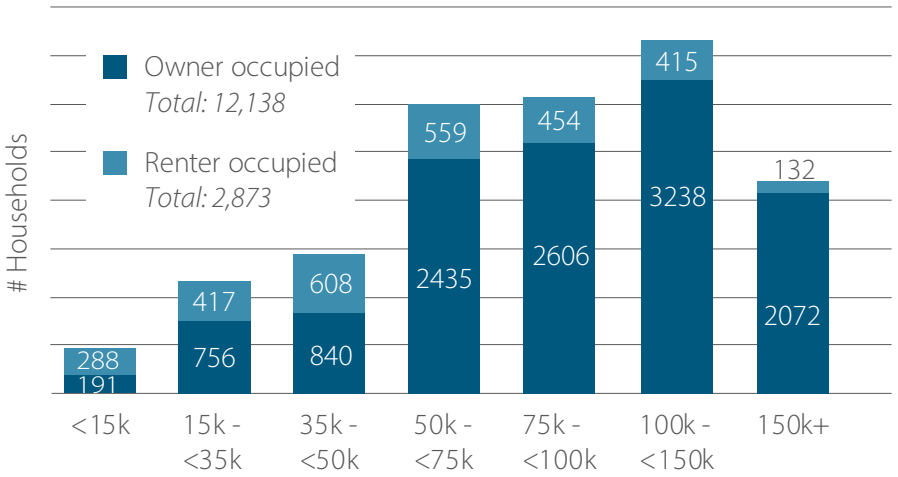
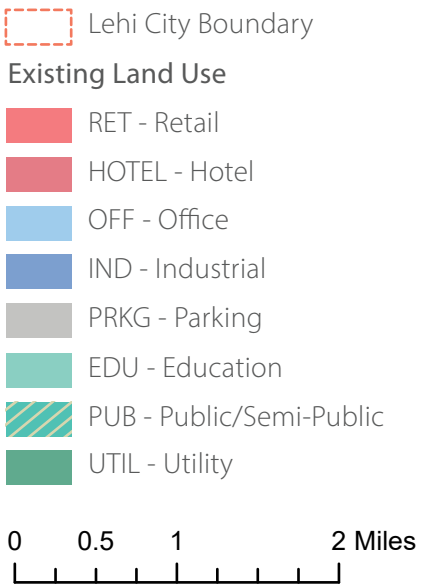


Figure 12. Lehi City Housing Tenure by Income, source: US Census Bureau ACS 2017 5-Year Estimate.

EXISTING LAND USE

The existing land uses are primarily residential, with single family residential occupying much of the land in the southern and eastern areas of the City. Commercial uses (office and retail) are concentrated along major corridors, such as I-15, State Street, Main Street, and Timpanogos Highway. There are agricultural uses on the western edges of town, and public lands in the Traverse Mountain and Utah Lake areas. There is a significant amount of vacant land on the outskirts of the City, as well as along major commercial corridors and within residential areas (Figure 13).



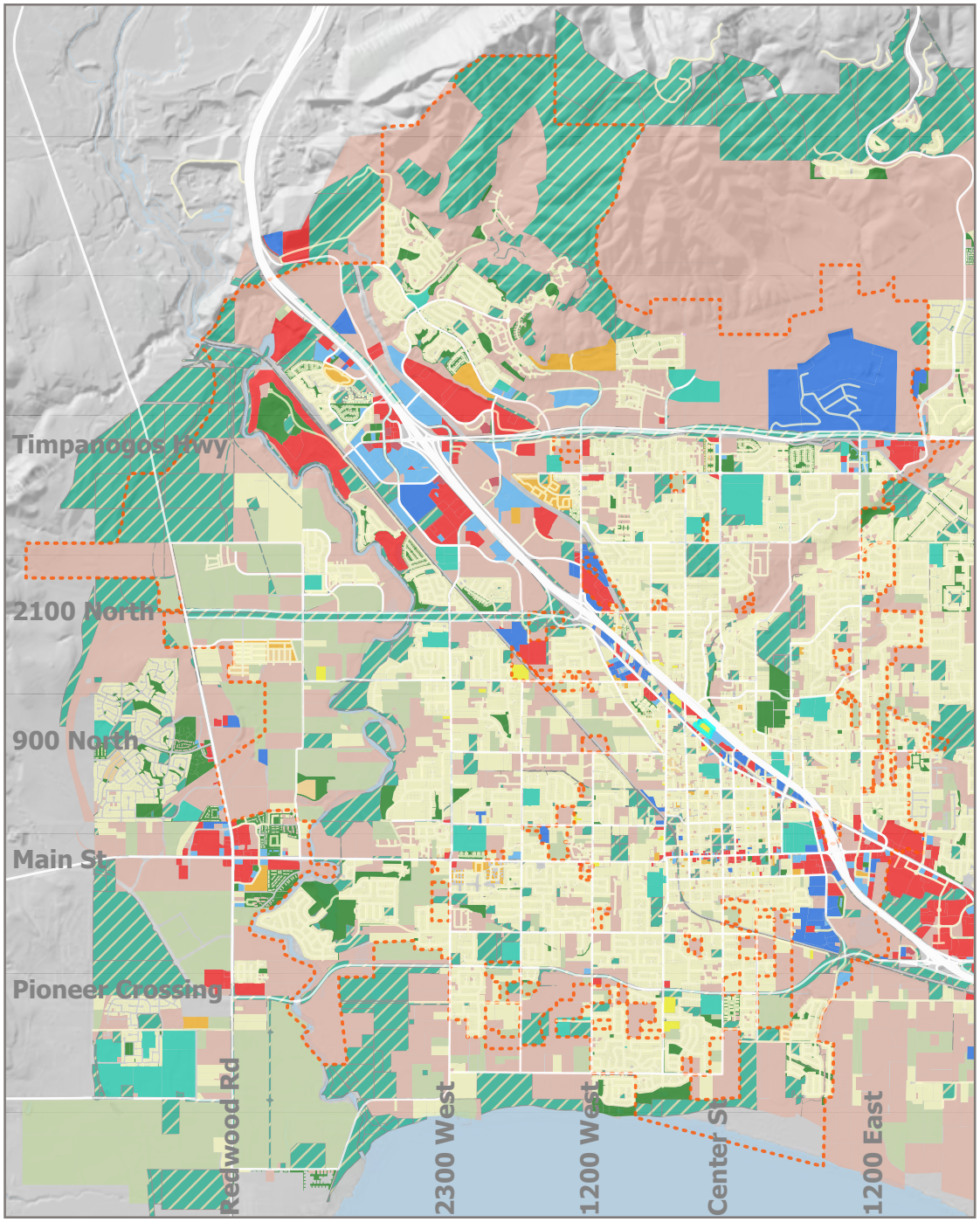
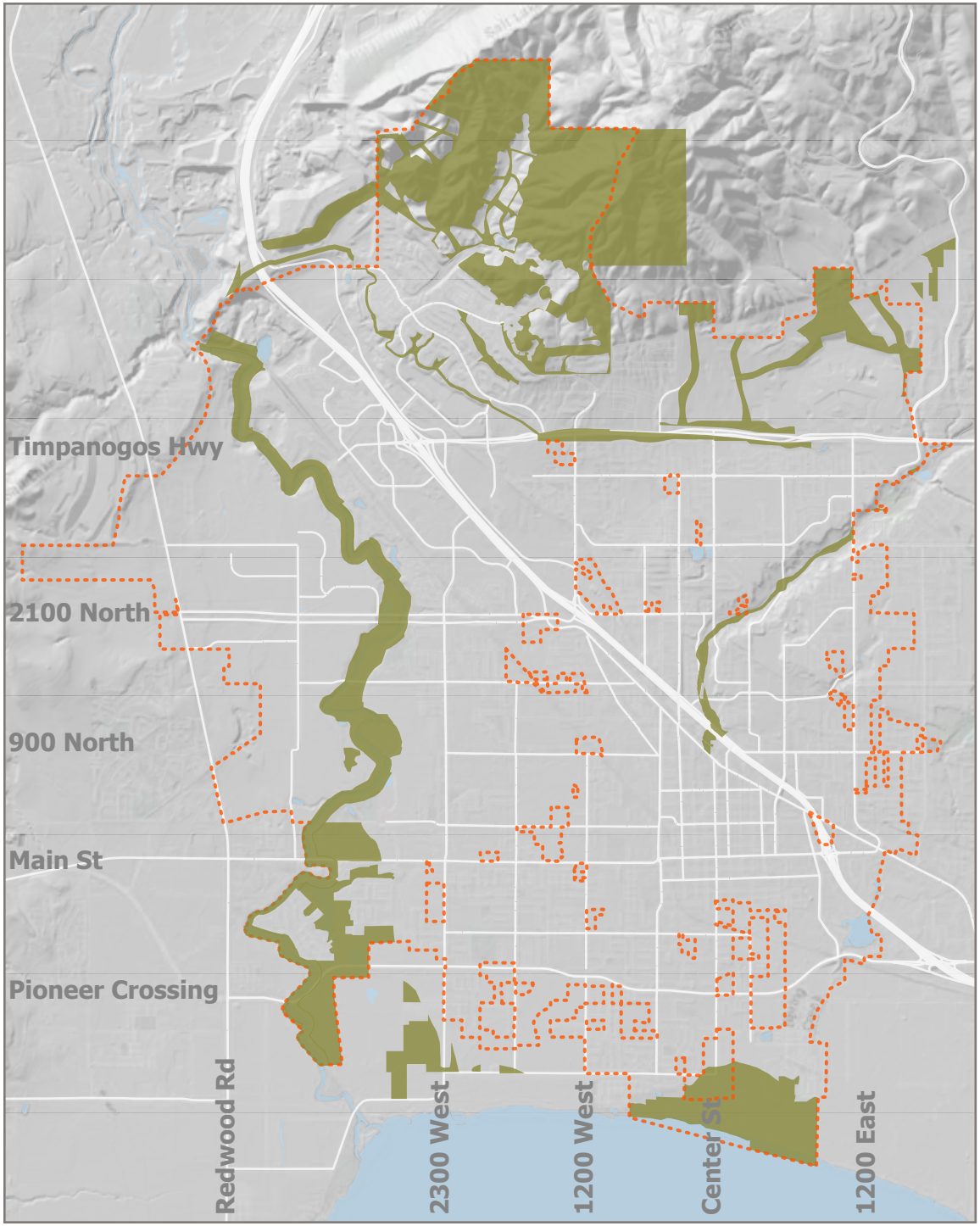


Figure 13. Lehi Existing Land Use, Fregonese Associates 2020.



ENVIRONMENTALLY SENSITIVE AREAS

Lehi City is located in a rich physical setting with varying topography. Features include hillsides, floodplains, wetlands, water bodies, and wildlife refuge. Prominent physical features include Utah Lake which lies south of the City, the Wasatch mountains on the northeast, and the Jordan River which runs northward through the City close to its western boundary. The City's location in proximity to these natural assets necessitates strategies for their protection and at the same time creates opportunities to provide open space amenities.

The City has currently identified nearly 3,400 acres of land as Environmentally Sensitive Areas in its Land Use Map (Figure 14). Additional Environmentally Sensitive Areas may be identified in the future.

Figure 14. Lehi Environmentally Sensitive Areas, Fregonese Associates 2020.









3

SCENARIO PLANNING

WHAT IS SCENARIO PLANNING?

We know that Lehi will experience growth in the next 30 years. Scenario planning lets us explore the different ways that the City might accommodate that growth. We can measure how the planning choices we make could impact issues important to the Lehi community, such as affordability, traffic, and economic development. Through scenarios, we can create a range of potential "futures", by experimenting with a variety of factors, such as:

- The types of housing that may be built in new neighborhoods,
- Location of commercial centers,
- Where to focus redevelopment, and
- Where to preserve open space.

The lessons learned from these scenarios, both good and bad, help community members make data-supported decisions about the future of Lehi.

LEHI'S SCENARIO PLANNING

The City considered four different scenarios based on the needs identified by the steering committee and data provided by the consulting staff. The scenarios showed changes in the land uses in areas identified as "areas of change".

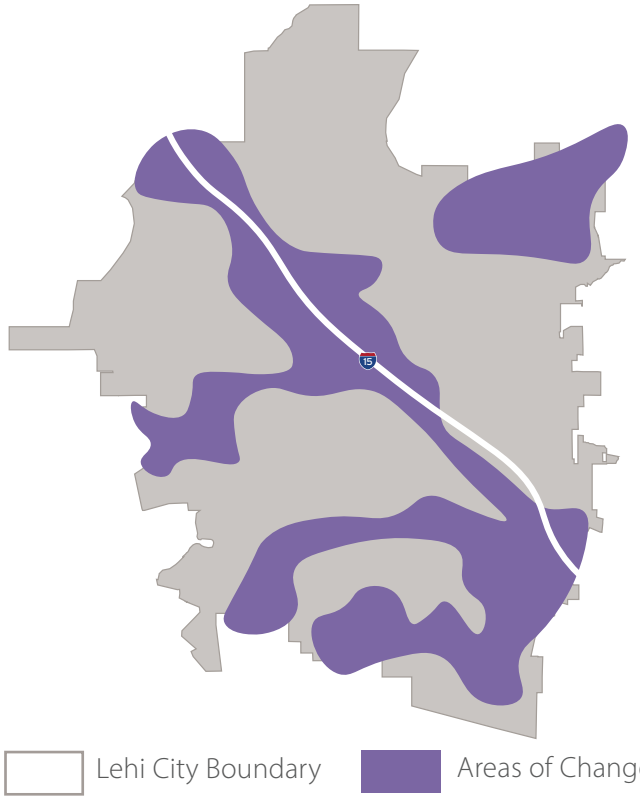


Figure 15. Areas of Change, source: Fregonese Associates 2020.

AREAS OF CHANGE

In all four of the scenarios, development and redevelopment is focused in "Areas of Change," which are commercially zoned areas or underdeveloped residential areas that were identified by the project team and Lehi Planning Commission at the outset of the project (Figure 15). This plan focuses the majority of its recommendations within these areas, leaving the existing single family neighborhoods of Lehi City largely unchanged on the new Land Use Map.



THANKSGIVING POINT

The Thanksgiving Point area of change encompasses the area surrounding the commercial, employment, entertainment, and cultural attractions of Thanksgiving Point, as well as the commercial and employment land to the east of I-15. The Pilgrim's Landing neighborhood to the north is excluded, as is the Thanksgiving Point Golf Club and other properties surrounding the Jordan River.



TOD AREAS

The Transit Oriented Development, or TOD areas, are within a one-quarter mile radius of the existing FrontRunner station and the planned BRT stations. These areas have been identified as locations appropriate for higher density residential and commercial uses to support existing and future transit lines.



STATE STREET

This area includes the State Street corridor south of Thanksgiving Point to Main Street. A number of businesses and retail shops are located along the State Street corridor. This concentration of commercial development spills over onto Main Street particularly near the 1 -15 interchange.



MAIN STREET

The Main Street area includes many parcels from the I-15 interchange west to 2300 West, including Lehi's historic downtown corridor, the Lehi City government campus, Rodeo Grounds, and west Main Street.



PIONEER CROSSING

This area includes the many vacant and underutilized parcels along Pioneer Crossing, west of the I-15 interchange. It does not include many established neighborhoods in the area.



NORTH BENCH AREA

This area includes the former IM Flash campus and surrounding land north of Timpanogos Highway on the east side of Lehi. Changes in this area reflect the Micron Area Plan, adopted in 2012.



WEST AGRICULTURAL AREA

This area includes the agricultural and industrial lands west of the Jordan River and south of 2100 North.

SCENARIO ALTERNATIVES

The project team created four potential future scenarios based on community input, interviews, and research. The recommendations within this plan do nor mirror any one of these scenarios, but combine aspects of each that provide the desired outcomes for Lehi.

SCENARIO 1 - BUSINESS AS USUAL

This scenario depicts the "business-as-usual" option, in which Lehi grows and develops according to the 2011 Land Use Element. New housing is built primarily on the west and south areas of the City, with commercial and employment concentrated near Thanksgiving Point and the I-15 corridor. This scenario has the smallest amount of multifamily housing. It is the scenario that provides the lowest property tax and sales tax revenue of all the scenarios. Most importantly, this scenario shows that Lehi cannot accommodate its forecasted growth by developing according to existing land use policies within the areas of change.

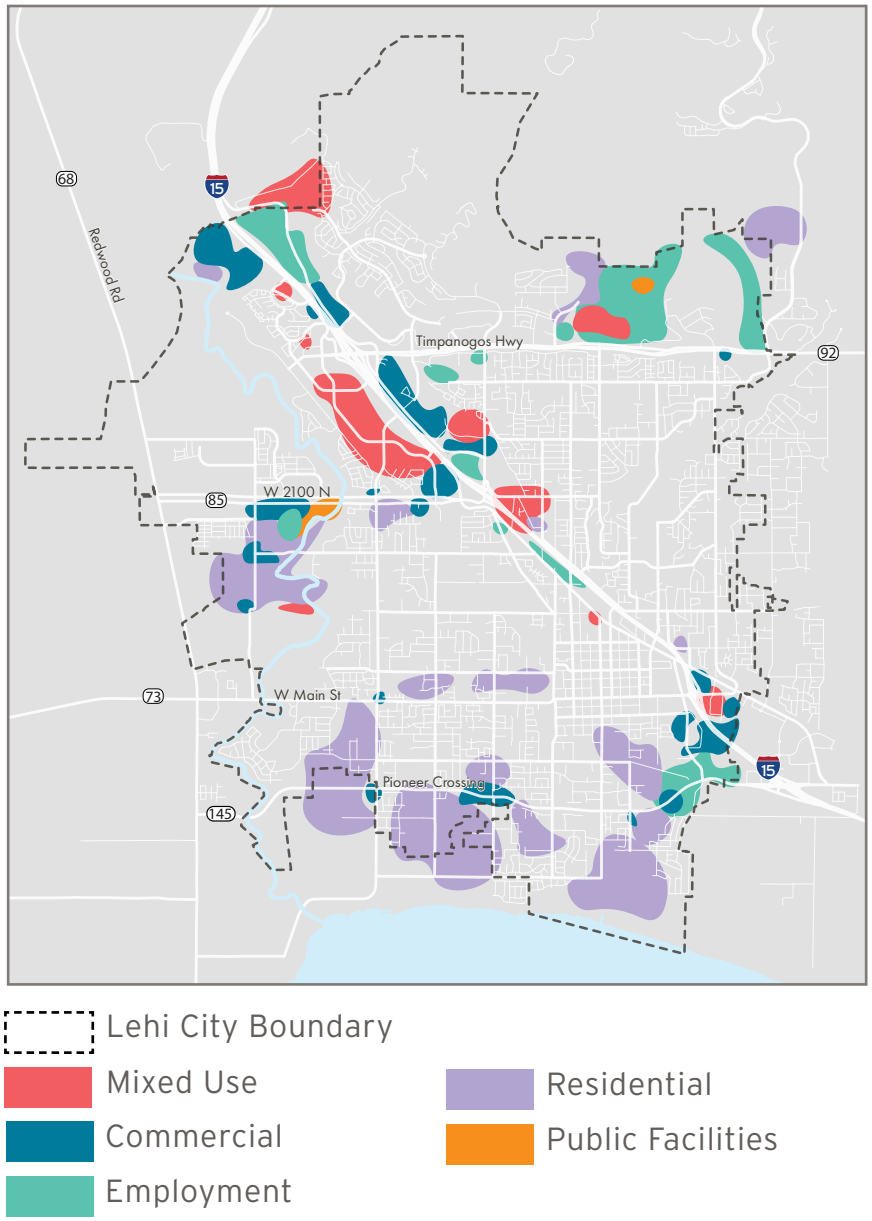


Figure 16. Lehi Scenarios, source: Fregonese Associates 2020.

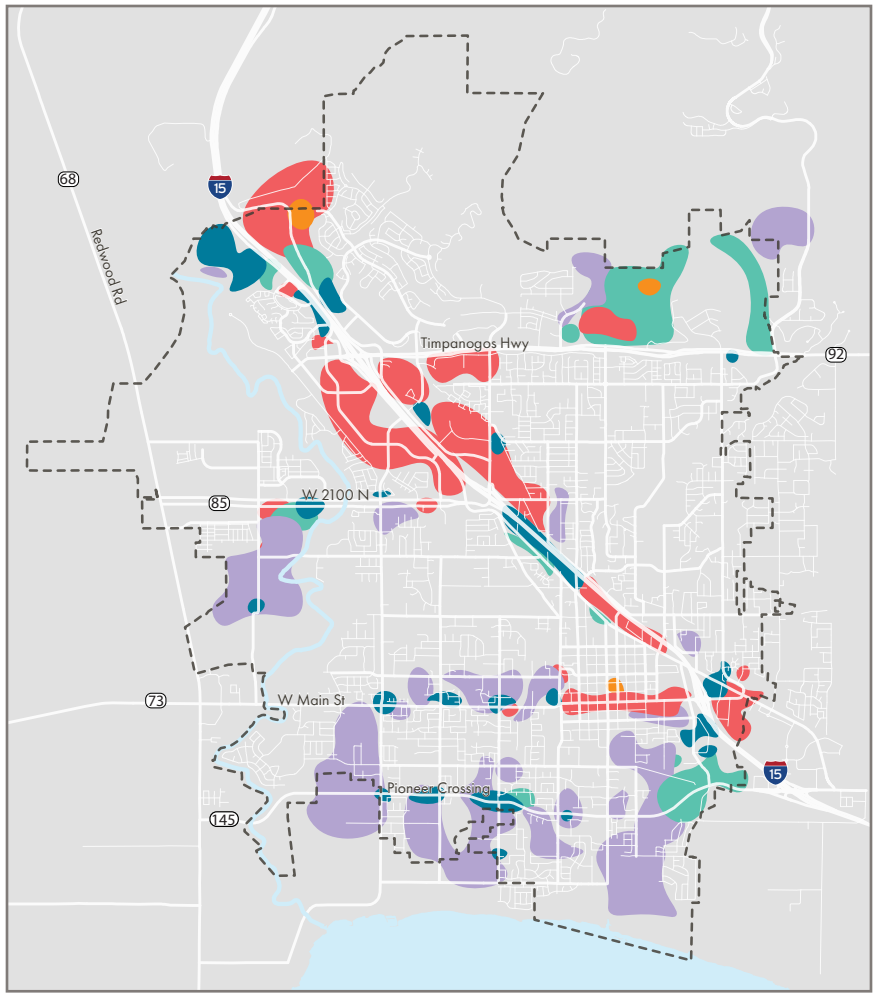


Figure 17. Lehi Scenarios, source: Fregonese Associates 2020.

SCENARIO 2 - TRANSIT-ORIENTED DEVELOPMENT FOCUS

This scenario concentrates new housing and jobs within the current and future transit-oriented development (TOD) areas in Lehi, with largely mixed-use development along the I-15 corridor. This scenario has the highest number of jobs of all four scenarios, and the highest projected sales tax revenue. It has the lowest projected landscaping water use of all four scenarios.

SCENARIO 3 - HOUSING FOR ALL

This scenario focuses on allowing for a wider range of housing types within residential and mixed-use zones through increasing the availability of missing middle housing types. New housing is developed in all Areas of Change, though it is concentrated along the I-15 corridor and around Thanksgiving Point. This scenario has the largest number of projected households. It has the highest amount of multifamily housing. This scenario generates the highest property tax revenue.

What is missing middle housing?



Single Family Homes

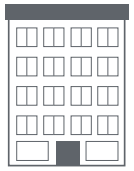
MISSING MIDDLE HOUSING TYPES



Townhomes, Duplexes, Triplexes

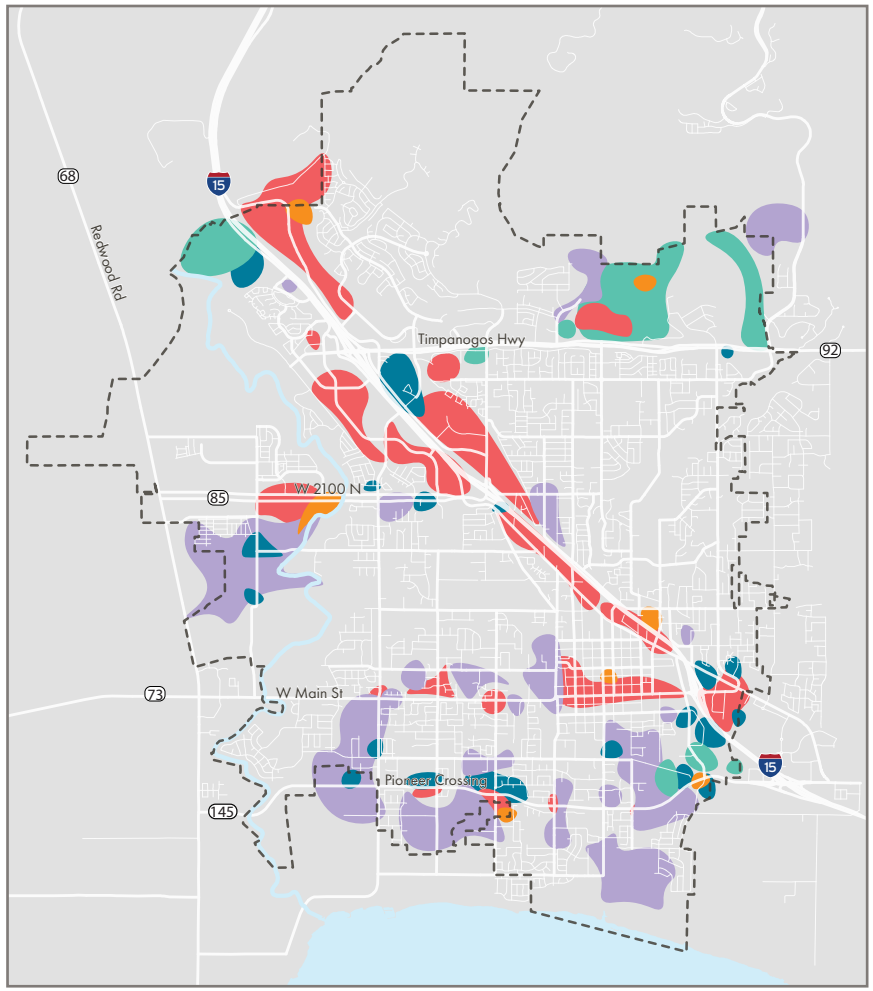


Small Apartments



Medium and Large Apartments

Figure 18. Missing Middle Housing, source: Fregonese Associates 2020.



Lehi City Boundary
Mixed Use
Commercial
Employment
Residential
Public Facilities

Figure 19. Lehi Scenarios, source: Fregonese Associates 2020.

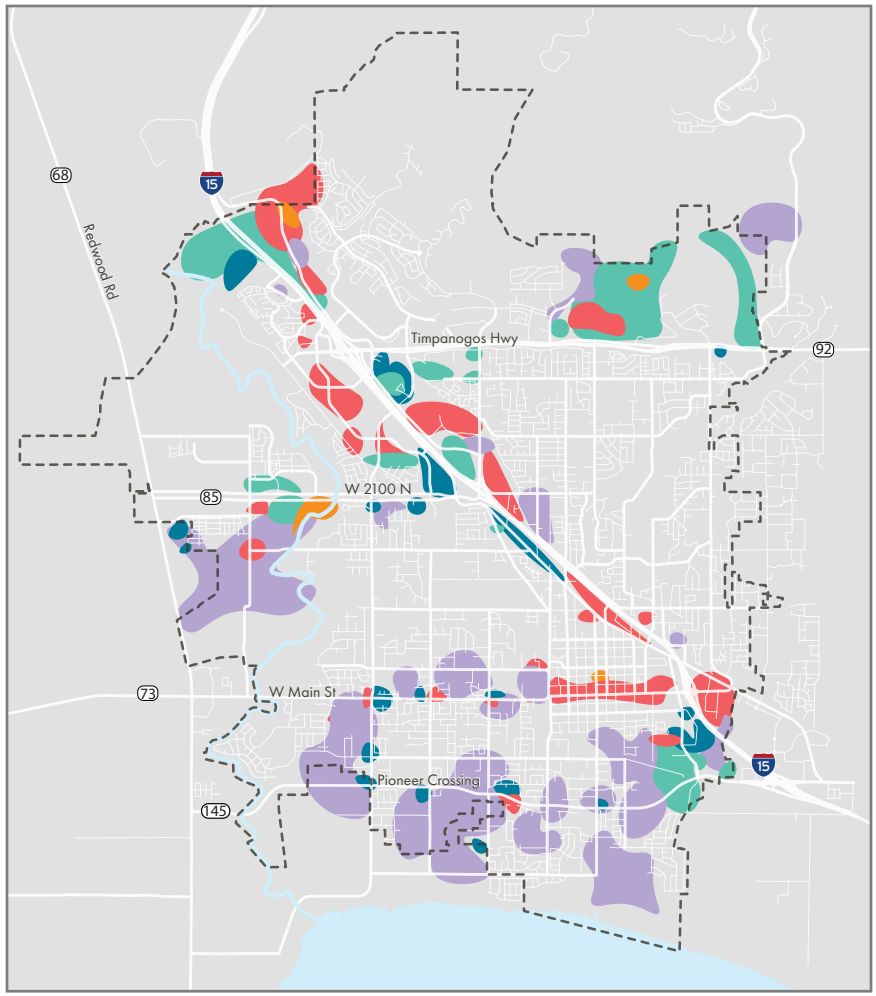


Figure 20. Lehi Scenarios, source: Fregonese Associates 2020.

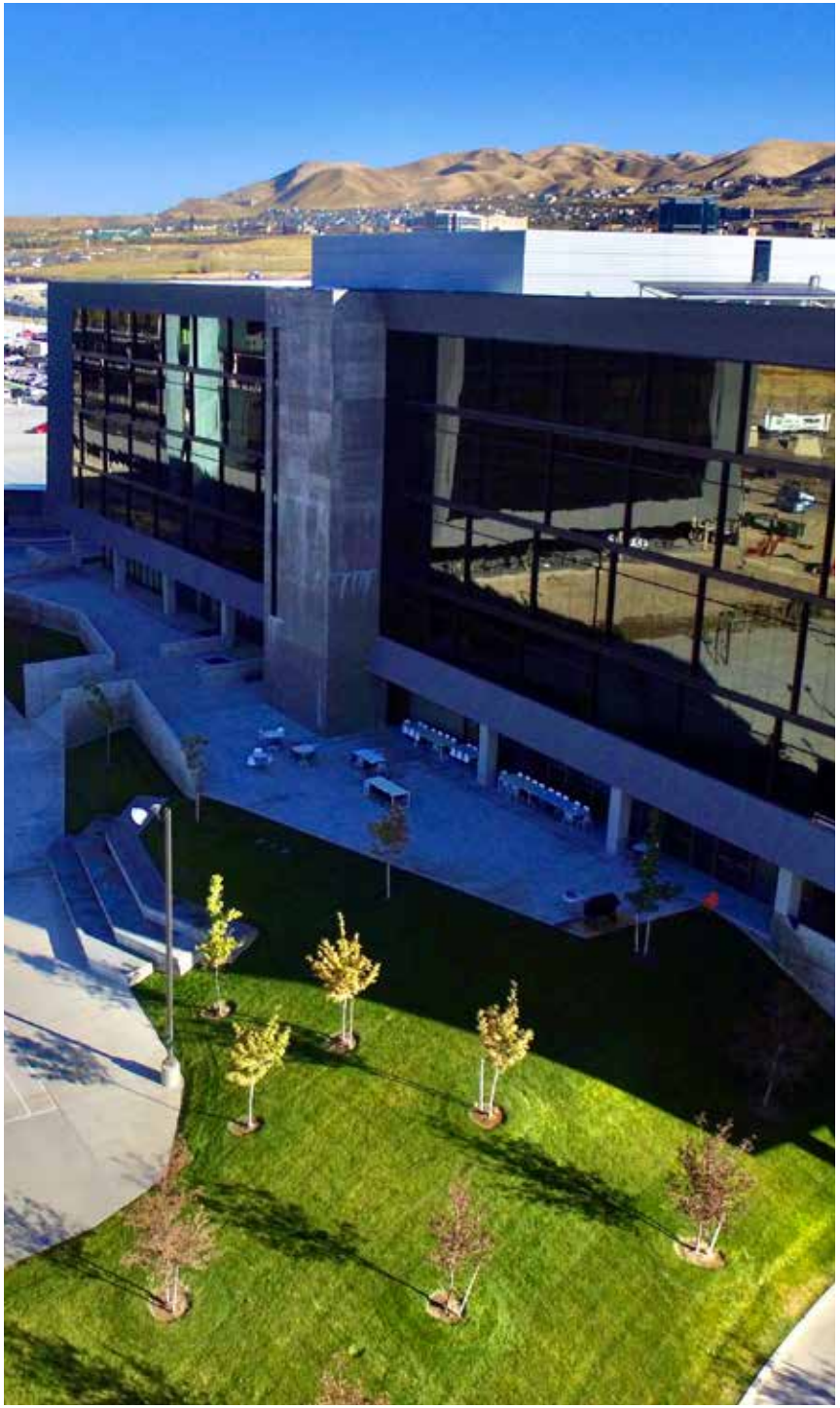
SCENARIO 4 - HYBRID

This scenario illustrates a balance of new jobs and new housing, including missing middle options, within all Areas of Change. Scenario 4 has more single-family homes than either Scenario 2 or Scenario 3, including large lot, conventional lot, and small lot detached single-family homes. This Scenario has the lowest projected sales tax revenue and higher landscaping water usage than Scenario 2 or Scenario 3.

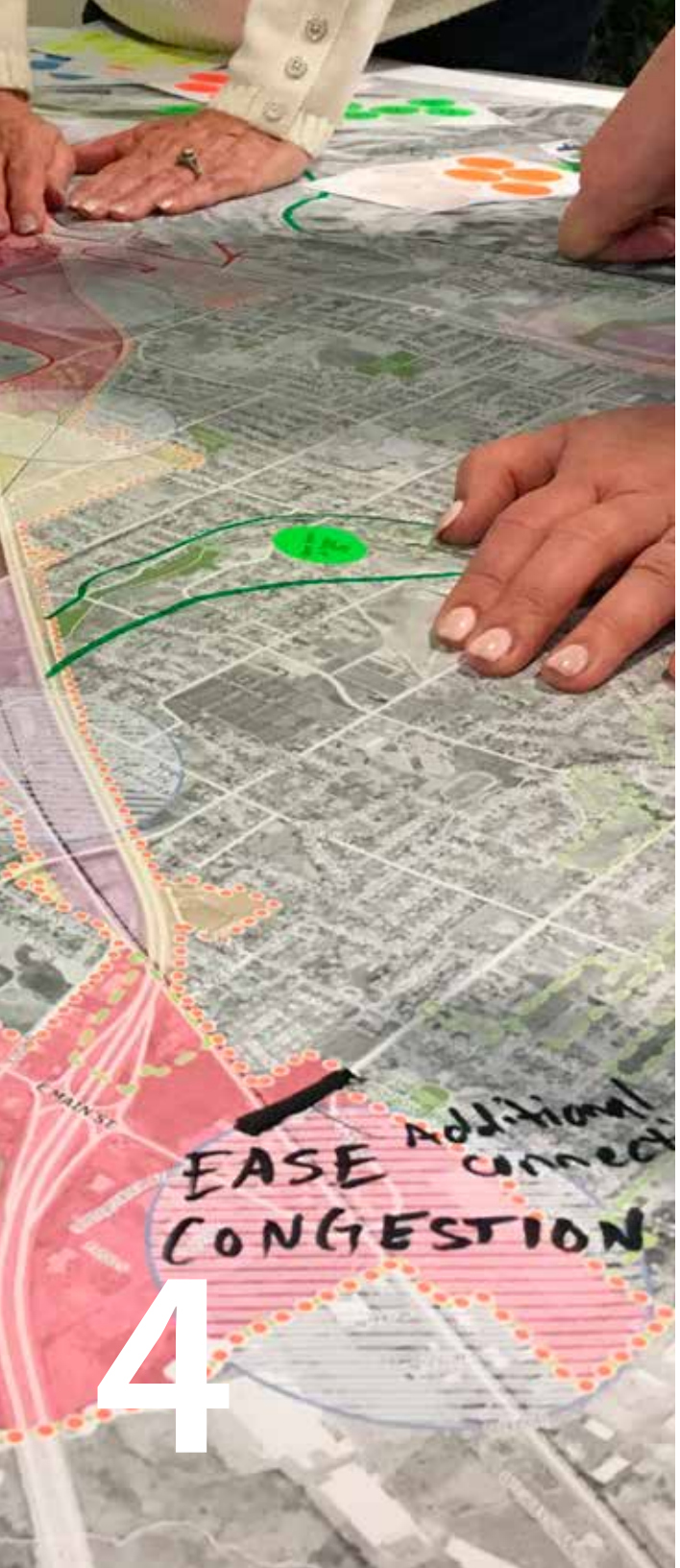
PREFERRED SCENARIO

The results of the four test scenarios led to the creation of a final, preferred scenario, which resulted in the updated Future Land Use Map. The preferred scenario includes the most successful components of all four scenarios. It includes transit-oriented development surrounding future and existing transit stations; mixed use development at major corridors and urban centers, and a range of housing types in areas of change, while protecting existing neighborhoods.









4

PUBLIC OUTREACH

The Land Use Element and its recommendations are built upon the Lehi community's vision for the future. Community members were involved at all stages of the planning process through numerous public events and outreach efforts, and their feedback was thoughtfully considered every step of the way. These outreach results were used to inform a scenario planning process, a data-driven type of planning that provides a wealth of information about how the effects of policy choices play out compared to current trends. Community input and scenario results were essential in the creation of the goals, strategies, implementation projects, and future land use map within this plan.

INDIVIDUAL STAKEHOLDER INTERVIEWS

To engage community leaders in the process and to obtain a detailed understanding of current perceptions about Lehi, the project team conducted several individual interviews. Participants included individual business owners, community leaders, and local real estate developers.

VISIONING WORKSHOPS

The results of the visioning efforts informed the creation of scenario alternatives for the future land use plan.

A visioning workshop was held in February 2019. This workshop offered an exciting way for participants to have a "hands-on"

experience in developing the plan, learn about the important trade-offs inherent in planning, and provide valuable insight into solutions supported by the community. The initial workshop process included live polling, a mapping exercise, and a presentation of results and further discussion. There were 82 attendees at the workshop.

An online workshop, including an interactive online comment map and survey, was made available for those who were unable to attend the workshops. The survey received a total of 164 responses and 83 comments were made on the online map.

WHAT WE HEARD

Workshop participants felt that mixed use development around transit hubs and transportation improvements should be the highest priorities for future development in Lehi. They felt that the biggest concerns facing Lehi as the City grows are roads, traffic, and affordability. The top two choices for the type of development Lehi needs more of were transit oriented development and a revitalized downtown (Figure 21). The map exercise mirrored these results, concentrating commercial and housing development along future transit corridors, near the IM Flash campus, and along Pioneer Crossing (Figure 22 and 23).

Online survey results were largely consistent with in person results, though online respondents noted transportation improvements and preservatiotn of open and natural space as their highest priorities for future development.

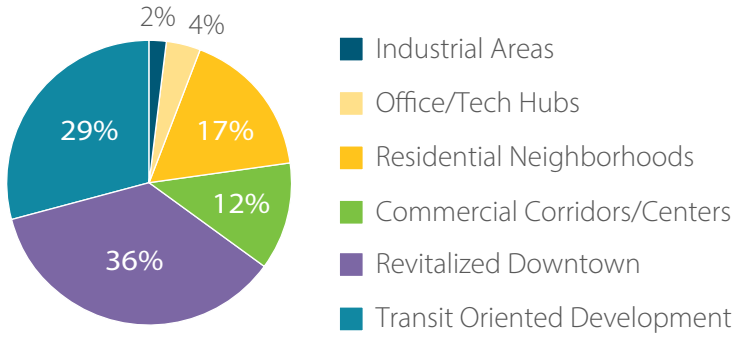


Figure 21. What type of development do we need MORE of? Source, Lehi City Online Land Use Survey, April 2019.

**Full survey results can be found in the Appendix*

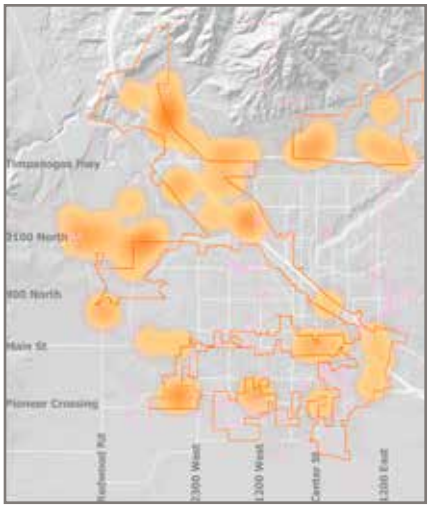


Figure 22. Commercial Heat Map

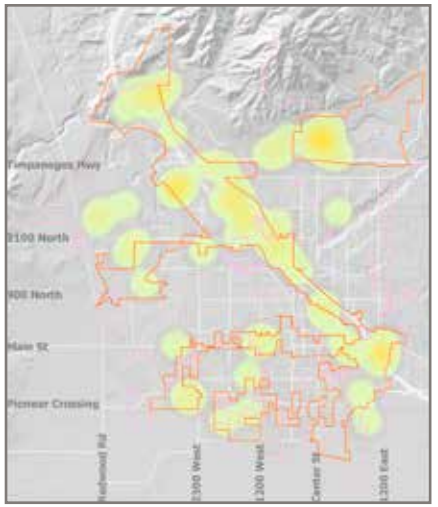


Figure 23. Housing Heat Map



Figure 24. How do you think we should accommodate future growth? Source, Lehi City Online Land Use Survey, April 2019.

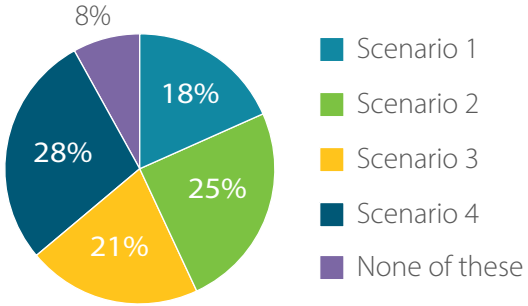


Figure 25. Which of these scenarios, as a whole, best fits with your vision for Lehi's future?, Source, Lehi City Online Scenario Survey, November 2019.

SCENARIO OPEN HOUSE

In October 2019, an online open house was held to present the four alternative scenarios developed by the project team. Lesson learned from the scenarios, including key themes and development impacts, were shared via the project website. Participants were invited to share their feedback through an online survey. There were 248 responses to the survey. The survey was distributed via the project email newsletter, on the project website, on the Lehi City website, and on Lehi City social media.

Feedback received during this open house was used to shape the preferred scenario, which ultimately became the Lehi City Future Land Use Map.

WHAT WE HEARD

Survey participants were asked to rank what they liked most and least about each of the four scenarios. For Scenario 1, the concentration of jobs along I-15 was viewed most favorably, while not accommodating the future growth projection was viewed least favorably. For Scenario 2, a concentration of households and jobs in TOD areas was viewed most favorably, while the highest property tax revenue was viewed least favorably. For Scenario 3, a wider range of housing types was viewed most favorably, while the greatest amount of multifamily housing was viewed least favorably. For Scenario 4, a larger number of single-family homes than Scenarios 2 and 3 was viewed most favorably, while the higher landscaping water usage than Scenarios 2 and 3 was viewed least favorably. When asked to choose which Scenario best fit their overall vision, 28% of respondents chose Scenario 4, with Scenario 2 being closely behind with 25% feeling that it was the best fit.

INITIAL WEBSITE AND ONLINE ENGAGEMENT

The Land Use Element website (www.lehifuturelanduse.com) created a continuous community presence. It was used to engage and inform community members, provide information about upcoming events, and as a means of public feedback through surveys and email contact. Plan information was also shared via Lehi City's social media sites, as well as through regular emails to an e-newsletter subscriber list.

PLANNING COMMISSION AND CITY COUNCIL WORK SESSION

The project team presented the draft Future Land Use Map and Plan Goals and Strategies to Lehi City Planning Commission and City Council in February 2020. During their work session, Planning Commissioners and City Councilors were able to provide their feedback directly on the planning work that had been completed to date, ensuring that it was in line with the vison of the residents of Lehi.

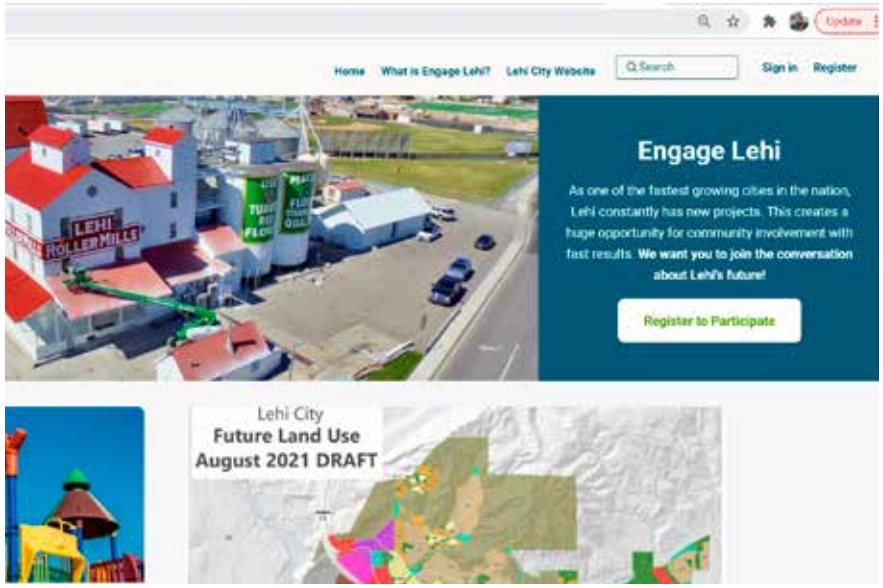
DRAFT PLAN WEBINAR

In June 2020, the project team presented the Draft Lehi General Plan Land Use Element via a webinar. The team spoke about the planning process, the big ideas behind the plan, and how the plan's strategies addressed the issues facing Lehi. Participants were able to ask questions of the project team, and the webinar and plan were shared to the project website.





Final Public Open House, source: Lehi Free Press, September 7, 2021, https://lehifreepress.com/



ENGINEERING ANALYSIS

The City Council directed the Lehi Engineering Department to analyze utility and road capacities according to the current capital facilities and transportation master plans. Based upon this review, density limits were recommended for the draft plan. This impacted the preferred scenario map and reduced the amount of housing shown citywide. A Maximum Densities Map was created to accompany the Land Use Map and provide guidelines for the Mixed-Use and Transit-Oriented Development designations.

ENGAGE LEHI ONLINE FEEDBACK

The City launched a new engagement website in January 2021 called Engage Lehi. The final draft plan and map were posted as a project on the site allowing people to view and comment over a two month period. Over 800 people viewed the final draft.

FINAL PUBLIC OPEN HOUSE

The City held a final public open house on August 31, 2021. Residents were invited to come and ask questions about the plan and the process that was undergone to prepare the map for final approval by the City Council. Several members of the City Council and Planning Commissions were also in attendance.




JRT
LEHI



6

LAND USE CLASSIFICATIONS

DEFINITIONS OF CLASSIFICATIONS

The following definitions explain the Land Use Map classifications. This Chapter lists newly introduced and revised designations in this Plan update, as well as classifications that were carried over from the previous Plan.

TRANSIT ORIENTED DEVELOPMENT (TOD)

The Transit Oriented Development (TOD) areas will utilize existing FrontRunner infrastructure and planned bus rapid transit (BRT) infrastructure for denser development around the proposed and existing stops. This classification will allow for higher density development and a mix of uses that will encourage more active transportation with reduced automobile dependence. These uses will include retail, restaurant, employment, residential, hospitality, entertainment, and other compatible uses.



MIXED USE (MU)

The Mixed Use (MU) classification combines a number of land uses within a specific geographic area. These uses may include higher density residential and may also serve as destinations or corridors of activity. They may build on the existing fabric, such as along State Street or Main Street, or may occur as new nodes of activity.

This classification may contain a mix of uses including office, higher education, high-density housing, specialty retail, restaurants, public facilities, sporting venues, and cultural spaces. Maintaining a substantial residential population within these areas is critical to their long-term success. Ensuring that the area is populated in the evenings and on weekends will support a lively, active, and vibrant center.



NEIGHBORHOOD COMMERCIAL (NC)

The Neighborhood Commercial (NC) classification is to allow for smaller-scale retail and service-oriented businesses and can provide basic goods and services to residential areas. Developments within this zone should be designed for a sensitive transition between commercial and residential uses.



COMMERCIAL (C)

The Commercial (C) land use classification is to provide controlled and compatible locations for retail, office, business, and other commercial activities. The classification is intended to enhance employment opportunities, encourage the efficient use of land, enhance property values and the City tax base, and ensure high quality design and function of commercial areas. The Commercial classification may typically include retail sales and services, offices and institutional uses.





HEAVY COMMERCIAL (C-H)

The Heavy Commercial (C-H) classification is intended to provide appropriate locations for warehousing, auto and truck services, and light manufacturing that do not impact existing and planned residential areas. Typical uses include office/warehouse, light manufacturing, auto and truck service and repair, distribution centers, and some retail/office.



LIGHT INDUSTRIAL (LI)

The Light Industrial (LI) classification identifies and provides locations for light industrial uses that produce no appreciable impact on adjacent properties and seek a clean and attractive industrial setting. Uses allowed in the LI classification may include automobile and truck rental, auto and truck repair, furniture manufacture and repair, tire distribution and retail sales, upholstery shops, industrial assembly, freight terminal, warehousing, moving and storage, and light manufacturing activity.



TECHNICAL MANUFACTURING (TECH)

The Technical Manufacturing (TECH) land classification provides for and encourages the development of well-planned and designed technological and manufacturing parks. These areas are characterized by uses such as research, development, manufacturing, fabrication, processing, storage, warehousing and wholesale distribution. These areas are located in proximity to adequate transportation facilities and infrastructure.



PUBLIC FACILITIES (PUB)

The Public Facilities (PUB) classification includes uses such as schools, places of worship, government facilities, recreation centers, parks, police and fire stations, libraries, and public utilities.

HIGH DENSITY RESIDENTIAL (HDR)

The High Density Residential (HDR) classification provides opportunities for the development of higher density residential uses, including single family detached and attached residential units, apartments, condominiums, townhouses, and the missing middle housing types such as duplexes, triplexes, fourplexes, and cottages, with an overall density not to exceed 12 dwelling units per acre.

MEDIUM DENSITY RESIDENTIAL (MDR)

The Medium Density Residential (MDR) classification is used to identify and encourage the development of a variety of moderate density housing types, including single family dwellings, two-family dwellings, and townhomes, with an overall density not to exceed 6 dwelling units per acre.

LOW DENSITY RESIDENTIAL (LDR)

The Low Density Residential (LDR) classification provides for predominantly single family residential areas and single family dwelling units with an overall neighborhood density not to exceed 4 units per acre.











VERY LOW DENSITY RESIDENTIAL (VLDR)

The purpose of the Very Low Density Residential (VLDR) classification is to provide for large-lot single-family residential areas and/or hobby farm developments. The overall neighborhood density is not to exceed 2.5 units per acre.

VERY LOW DENSITY RESIDENTIAL AGRICULTURAL (VLDRA)

The purpose of the Very Low Density Residential/Agricultural (VLDRA) classification is to provide for single-family residential areas within a rural setting, with an overall neighborhood density not to exceed 1.75 units per acre. Much of the area designated as VLDRA is located where small-scale farming, hobby farming, or other agricultural uses are present. Where new development is allowed adjacent to existing agricultural areas, the new development must be sensitive to the existing uses. Larger lot sizes and lower density zones that allow for animal rights will be encouraged where adjacent to such agricultural areas. In particular, provision should be made for hobby farms, ranchettes, or equestrian-related developments where the development is to be located adjacent to similar existing uses.

The VLDRA designation is also intended to encourage creativity and flexibility of planning and design through the use of Planned Residential Design projects and Planned Unit Developments, where clustering and open space, with a variety of lot sizes and a range of housing choices can be accomplished while still maintaining a base density of 1.75 units per acre. Although new development in VLDRA areas is allowed, the existing agricultural uses will be encouraged to remain. Growth should be directed in an orderly manner, growing outward from existing developed areas where public facilities are available.

ENVIRONMENTALLY SENSITIVE AREA (ESA)

The Environmentally Sensitive Area (ESA) classification is intended to protect sensitive lands that are either prone to natural hazards such as flooding and slope failure or are otherwise unsuitable for development due to ecological constraints. The ESA designation includes areas within the 100-year flood plains of the Jordan River and Dry Creek, areas below the high-water elevation of Utah Lake, and areas with slopes exceeding 30%.

Due to the characteristics of these Environmentally Sensitive Areas, development is limited. Where development is allowed in areas adjacent to an ESA, it should be approached with care to ensure there is no long-term loss of property or human life. Special consideration should be given to development along the Dry Creek corridor, due to flood hazards as well as the steep slopes along the creek ravine from Center Street to the Lehi/Highland boarder. New vehicular crossings of the creek should be limited. New cuts and fills for roads and building pads along the slopes of the ravine are highly discouraged. PRDs and PUDs will be encouraged to allow clustering of units on the least sensitive areas. The applicable Zoning District classification for areas identified as Environmentally Sensitive Area is A-5. At the discretion of the City, lot lines may extend into ESA's.

PARKS/OPEN SPACE (OS)

The Parks/Open Space (OS) classification is intended to create diverse and well-connected park and open space amenities which may include playgrounds, pocket parks, recreation facilities, plazas, trails, and natural areas.







5

LAND USE GOALS

VISION STATEMENT

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

ENVIRONMENT

Create a built environment that pays special attention to the natural environment and its limited resources, natural hazards, and unique geography.

COORDINATION AND SUSTAINABILITY

Strive for development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

PLACEMAKING

Create public and private spaces that provide a unique sense of place.



PARKS AND RECREATION

Provide a diverse and connected system of parks, trails, and recreational facilities that provide all residents access to a wide range of recreational opportunities.



PARKING

Provide an adequate amount of parking for business vitality, while limiting excess parking and providing alternatives to traditional parking minimum requirements.



HEALTH AND SAFETY

Promote the health and safety of residents through land uses and streetscapes that encourage physical activity, natural surveillance, and traffic calming.



STRONG COMMUNITIES

Establish strong communities where residents have opportunities for meaningful social connections and support systems



COMMUNITY SERVICES AND INFRASTRUCTURE

Provide community services and infrastructure that adequately supports the growth of the City and region



MIXED USE DEVELOPMENT

Create walkable and vibrant districts with a complimentary mix of land uses and densities in the historic downtown, urban center, transit oriented development areas, and other areas of concentrated density.



COMMERCIAL DEVELOPMENT

Provide for a wider range of commercial uses, including local and regional scale development, and pedestrian accessibility to commercial uses.



RESIDENTIAL DEVELOPMENT

Accommodate a range of housing and neighborhood types suitable for a variety of lifestyles, ages, affordability levels, and design options.



TRANSIT ORIENTED DEVELOPMENT

Create livable urban neighborhoods around existing and planned high-capacity transit stations with first-last mile connections to employment, housing, and commercial uses.



HISTORIC DOWNTOWN

Develop the historic Main Street area and surrounding historic neighborhood into a walkable mixed-use civic center that prioritizes the preservation of significant historic elements



PUBLIC INVOLVEMENT AND PARTICIPATION

Inform, educate, and involve the community in the planning process to guide the City in a manner consistent with the needs and desires of its citizens.



NEIGHBORHOOD CENTERS

Create places with varying housing types that are built around a neighborhood-scale mixed use center and connected with greenways and open spaces.



URBAN CENTER

Create a regional urban center along the I-15 corridor between 2100 North and the Timpanogos Highway that facilitates business and economic growth while creating an urban neighborhood that provides opportunities for alternative modes of transportation.

FUTURE LAND USE MAP

This map represents the desired future land use types in Lehi, based on public outreach, existing conditions research, and scenario planning. More information about each land use classification can be found in the following chapter.

Lehi City Boundary

Future Land Use

- TOD
- Mixed Use
- Commercial
- Heavy Commercial
- Neighborhood Commercial
- Light Industrial
- Technical/Manufacturing
- Public Facilities
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Very Low Density Residential
- Very Low Density Residential Agriculture
- Environmentally Sensitive Area
- Parks/Open Space
- Mixed Use Village Overlay

1 - The Traverse Mountain Area Plan designates this area as Highway Commercial, but also serves as a receiving zone to transfer residential units from other districts as specified in the plan.

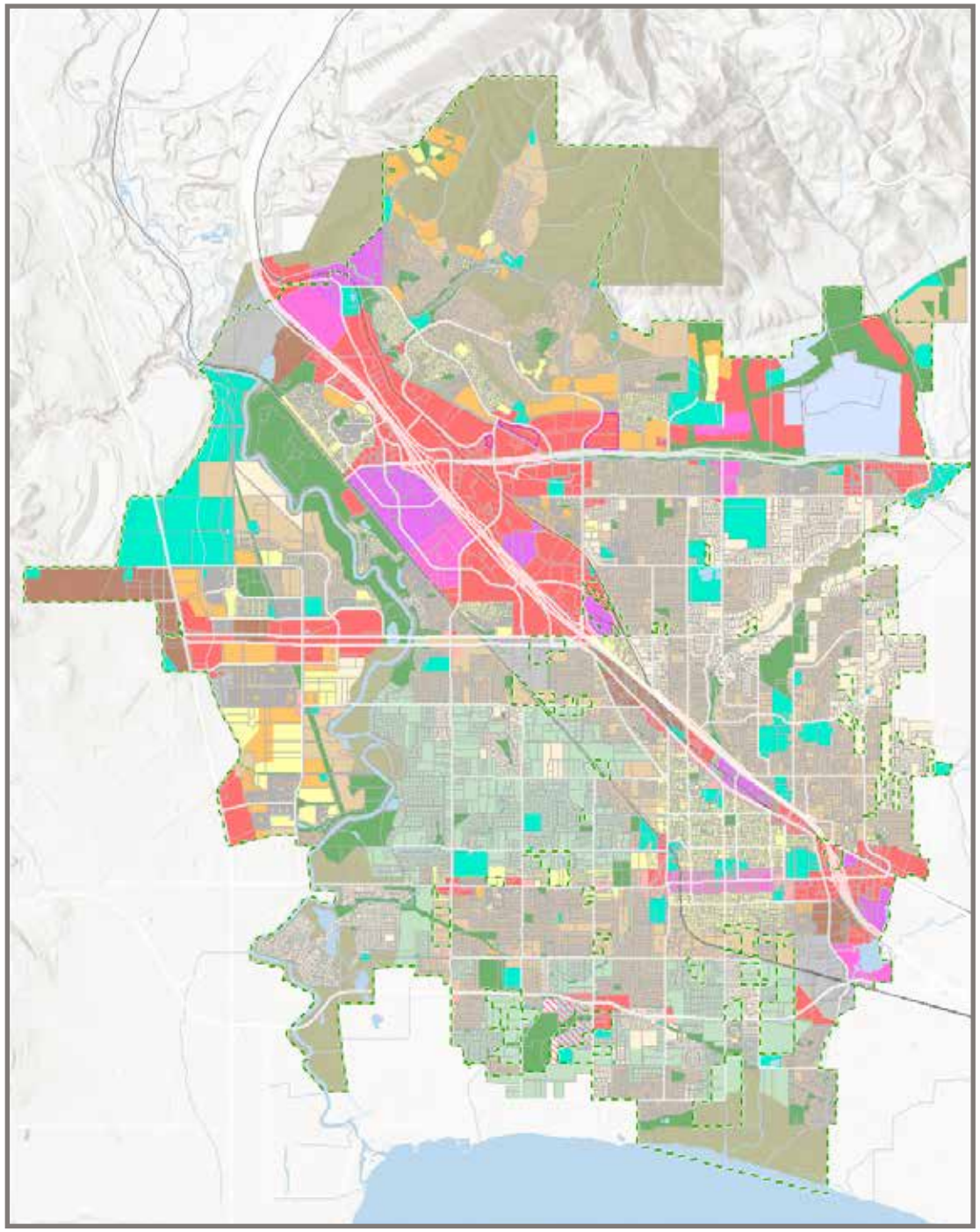


Figure 26. Lehi Future Land Use, Fregonese Associates and Lehi City 2022.

MAXIMUM DENSITIES MAP

This map represents the maximum allowable densities for sites within the Mixed-Use and Transit-Oriented Development areas. These densities were determined by the Lehi Engineering Department at the instruction of the City Council.

Lehi City Boundary

Density Boudnaries

NOTES:

1. ERU totals shown are not a guarantee of achievable density.
2. Utilities and infrastructure may need to be upgraded to allow the listed ERU number. Engineering studies will be required to determine maximum allowable ERUs and/or upgrades required for specific areas.
3. The ERU total shown on this page does not supersede any development code requirements. All development code requirements must be met.

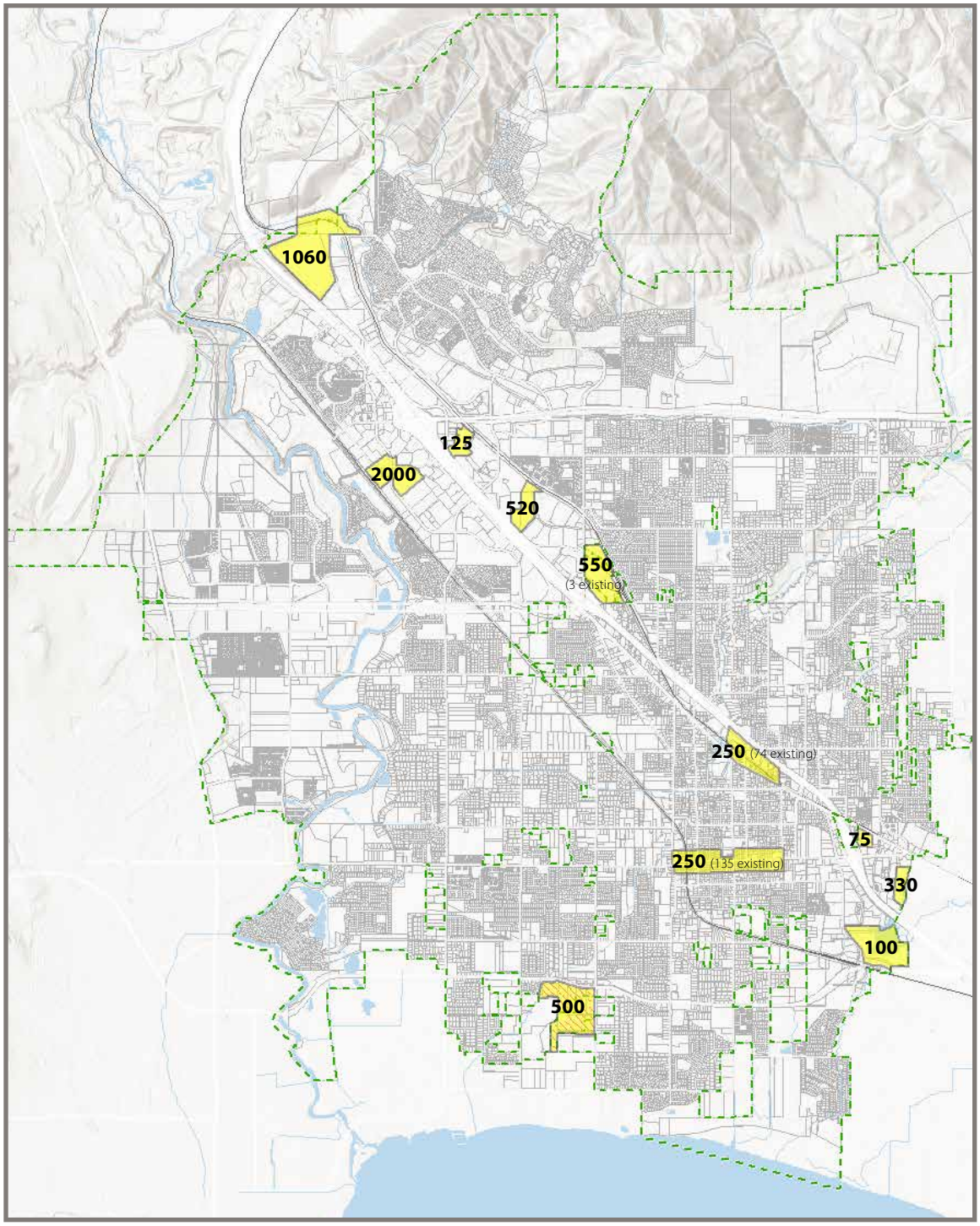


Figure 27. Lehi Maximum Densities Map, Lehi City, 2021.









7

LAND USE STRATEGIES

These land use goals and strategies set out the policies and actions needed to achieve the community's vision for Lehi. These recommendations reflect the extensive input provided by residents and stakeholders throughout the planning process. This Land Use Element, in coordination with other elements of the Lehi General Plan, act as a guide for development, capital improvement, and policy decisions made by Lehi City.

This chapter focuses on the tools available to achieve the vision specifically through land use planning and future urban design decisions. These elements determine how the community can choose to accommodate expected growth while identifying needs for expanded housing choices, ongoing economic development, increased transportation options, sustainable infrastructure investments, historic preservation, accessible recreation opportunities, and protections for sensitive natural areas. The land use goals are as follows:

ENVIRONMENT

COORDINATION AND SUSTAINABILITY

PLACEMAKING

PARKS AND RECREATION

PARKING

HEALTH AND SAFETY

STRONG COMMUNITIES

COMMUNITY SERVICES AND INFRASTRUCTURE

MIXED USE DEVELOPMENT

COMMERCIAL DEVELOPMENT

RESIDENTIAL DEVELOPMENT

TRANSIT ORIENTED DEVELOPMENT

NEIGHBORHOOD CENTERS

HISTORIC DOWNTOWN

URBAN CENTER

PUBLIC INVOLVEMENT AND PARTICIPATION

ENVIRONMENT

Create a built environment that pays special attention to the natural environment and its limited resources, natural hazards, and unique geography.

Environmental issues are an important factor in Lehi's land use decisions. Natural areas provide habitat and resources, stimulate the local economy, and benefit public health. Valuable wetlands, natural areas, and farmlands occur in and around the city. The Jordan River and Dry Creek run through Lehi, feeding into Utah Lake at the southern end of the city. To the northeast, foothills and natural areas give way to the Wasatch Mountains.

Environmentally Sensitive Areas are designated in Lehi's land use map to protect and preserve highly valuable land. Additional strategies to balance competing environmental and development interests include:

Strategy 1 Locate lowest-density or lowest-intensity land use designations adjacent to environmentally sensitive areas.

In addition to being unsafe and inappropriate for most development, environmentally sensitive areas, such as floodplains and wetlands, are often an important ecological resource that provides a high-quality habitat for native species. Protecting and conserving these environmentally sensitive areas may be more difficult if the area is surrounded by incompatible land uses. For instance, high-traffic roadways or developments with light pollution from homes and businesses may reduce the area's habitat quality.





Figure 28. Cluster Development, Fregonese Associates 2020



Pervious pavement in Lehi, Utah

Strategy 2 **Promote the use of conservation-oriented project designs with required open space to preserve environmentally sensitive areas.**

Cluster development including Planned Communities, Planned Unit Developments, Planned Residential Developments, and other development types can be used to further conservation efforts. By clustering units in land considered appropriate for development, existing natural areas and open spaces can be preserved. These spaces may then be placed under a conservation easement to prevent future subdivision or construction. Density bonuses may be used to incentivise cluster development.

Strategy 3 **Recommend the use of Low-Impact Development (LID) techniques for new development to reduce impervious surfaces.**

Runoff from rainfall picks up harmful pollutants as it drains into creeks and streams. Low-Impact Development (LID) captures rainwater on-site and filters it using plants, gravel, or other methods. This reduces the volume of water draining into nearby water bodies and improves the quality of the rivers, streams, and lakes. Common LID techniques include raingardens, permeable pavers, and stormwater planters. To maximize the benefits of LID, techniques needs to be scaled depending on the degree of impermeable surfaces. Development incentives, best management installation subsidies, grants, and recognition programs may be used to promote the use of LID.

Strategy 4 **Encourage proposed developments to incorporate natural features and avoid sensitive environmental resources.**

Rather than altering the landscape through methods such as fill, tree and brush clearing , or wetland mitigation, proposed developments should be encouraged to incorporate natural features already existing on site (such as wetlands, water bodies, mature trees, hillsides, wildlife habitats, etc.) into proposed development. These natural features can be incorporated in such a way that they are included as an amenity in the development, rather than a barrier to construction. Developers should avoid sensitive environmental resources, including wetlands and steep slopes.

Strategy 5 **Require proposed developments to connect with existing and planned recreational opportunities.**

By connecting to existing trails, parks, and open spaces, Lehi's network will continue to expand, better serving the community and the region. In addition to public health benefits, recreational spaces stimulate the local economy, foster social connections, and promote environmental stewardship.





Strategy 6 **Encourage the preservation of privately-owned and City-owned environmentally sensitive areas using restrictive conservation easements.**

Restrictive conservation easements are used to permanently protect land that is especially sensitive. These easements are voluntary contracts used to preserve resources and restrict activities such as disturbing the land through development. If the land is sold, the conservation easement remains in place and the new owner must abide by the initial restrictions.

Restrictive conservation easements can be used to protect both public and private land. City-owned areas suitable for restrictive conservation easements include, but are not limited to, Traverse Mountain, the shore of Utah Lake, and the Jordan River Protection Overlay Zone. Private landowners may use restrictive conservation easements to protect scenic views, habitat, or riparian areas. The landowner negotiates the appropriate use restrictions in the easement, retains the right to sell the land, and may receive federal tax incentives for donating the land.

Strategy 7 **Use development site location and design to reduce natural and human-caused hazard risks to property and individuals.**

New developments may be susceptible to a variety of hazards including flood, fire, earthquake, and landslide. While development is limited in environmentally sensitive areas prone to hazards, developments with any level of hazard risk can prepare for and mitigate risks. Developers should asses the hazard risks for the proposed development and use design and site location to reduce any identified risks.

Strategy 8 **Use information about wildland-urban interface areas or other unmitigable hazardous areas (landslides, debris flows, earthquake, etc.) to guide the locations and densities of future developments.**

Wildland-urban interface areas are characterized by the presence of houses in or near wildland vegetation that are at risk to wildfire. The Lehi Municipal Code requires houses in these areas to have sprinkler systems. To further reduce the risk to wildfire or other hazards, Lehi City should regulate the location and density of development in designated wildland-urban interface areas or in other unmitigable hazardous areas.



2020 Traverse Mountain Fire, source: Lehi Free Press, June 30, 2020, https://lehifreepress.com/

Strategy 9 **Development, to the maximum extent practicable, should conform to the natural topography to limit grading, incorporate and not significantly alter the dominant physical characteristics of a site, and retain stormwater on site.**

Using grading to alter a site's natural topography can alter the stability of the site, increase the potential for erosion, and negatively impact the views of surrounding sites. As part of site or subdivision approval, proposed developments should reduce the need for grading by embracing natural topography and locating units in areas that require minimal disturbance.

Natural drainage patterns are often disrupted or eliminated by new development. When impervious surfaces are increased and runoff is not captured onsite, water is channeled into culverts or gutters that may become blocked with debris and overflow. When natural drainage patterns are maintained or water is captured onsite, the impacts of flooding and impacts on existing drainage infrastructure are reduced.

Strategy 10 **Document and periodically review areas subject to flooding and verify that they are accurately mapped.**

In addition to FEMA Flood Insurance Rate Maps, periodically reviewing areas subject to flooding throughout the city will enhance local knowledge of Lehi's flood risks. By better understanding existing conditions, the City will be more prepared and better equipped to respond to flood events and regulate the appropriate types and intensity of development in these areas.





COORDINATION AND SUSTAINABILITY

Coordinate development efforts to meet the needs of the present without compromising the ability of future generations to meet their own needs.

In Lehi, sustainability is a balancing act involving all elements of the General Plan. As Lehi grows and development, it is imperative that land use decisions continue to reflect the community's vision for a sustainable future. By increasing data sharing, public involvement opportunities, and sustainability metrics, Lehi will continue to integrate sustainability into the Land Use Element.



City Council and Planning Commission Work Session, source: Lehi Free Press, February 5, 2020, https://lehifreepress.com/

Strategy 1 **Review the General Plan Land Use Element's residential and commercial capacities every five years to ensure consistency with community values.**

Flexible land use planning allows cities to respond quickly to updated job and housing forecasts. Reviewing the Land Use Element every five years will help the City better understand if community needs are being met. This flexibility will improve communication between land use and infrastructure plans and allow the City to take advantage of changing economic conditions and technologies.

Strategy 2 **Coordinate development of capital facilities with the Land Use Element to support existing and new development.**

Lehi can better plan for growth and development by coordinating capital facility development with land use planning. By aligning these processes with community values and the Future Land Use Map, sustainable growth is possible. Coordination ensures that, as Lehi plans for new developments, there will be adequate capital facilities in place to serve future populations.

Strategy 3 **Require new development to provide public services and facilities that meet the demands created by the development.**

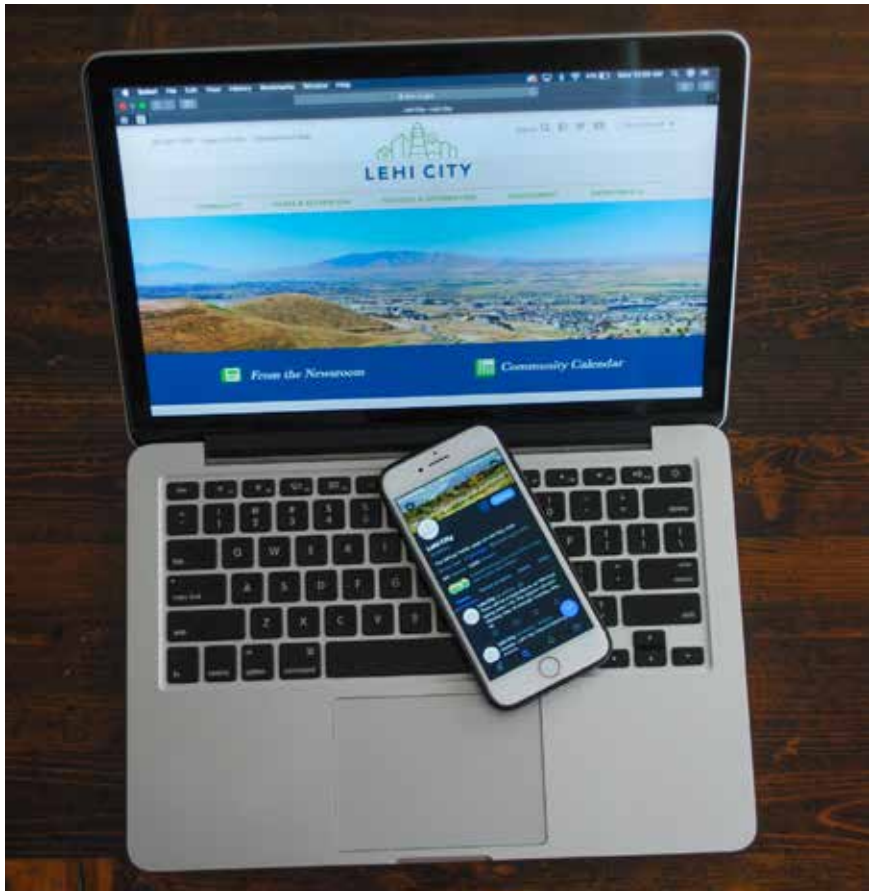
Development is more sustainable when adequate public services and facilities are available, reducing impacts on existing infrastructure that may not have the capacity to support increased demand. Developers should fund construction for public services and facilities that meet any new demand created by their project or contribute equitable fees. The City may consider sharing costs for a new development when there is a clear and tangible benefit to the City, the plan promotes good land use planning, and the plan supports the goals in the Land Use Element. The City should seek opportunities to upsize current or proposed infrastructure to provide future development opportunities.





Strategy 4 **Acknowledge, participate in, and contribute to regional planning processes to better understand how Lehi City's actions impact regional sustainability.**

By considering Lehi's role in regional sustainability, the City can better understand the regional implications of local land use decisions. Taking part in regional conversations about sustainability and learning from other cities may lead to future partnerships and initiatives to improve local and regional livability.



Strategy 5 **Develop metrics to measure the long-term sustainability impacts of development.**

Land use patterns influence air and habitat quality, economic vitality, and affordable housing. Selecting a set of metrics to measure sustainability over time can provide Lehi with a better picture of development impacts. These metrics may include air, water, energy, employment, housing, and fiscal indicators. By measuring indicators over time, Lehi may be able to reduce development impacts through efficient land use planning and appropriate regulation.

Strategy 6 **Provide educational materials on the City Website regarding the impact of land use on air quality and non-renewable natural resources.**

Providing accessible educational materials helps the public better understand the connection between land use and sustainability. The more engaged the public is with land use issues, the more the City can reflect their vision and desires in future projects. Providing more transparent information may also improve the public's ability to communicate needs and expectations for sustainability and land use planning.

PLACEMAKING

Create public and private spaces that provide a unique sense of place.

Placemaking is a term that describes the provision/creation of open spaces like parks, plazas, squares, streets, and landscaping for the enjoyment and pleasure of people. Contributors to a sense of place include public art, gathering spaces that promote social interaction, memorable architecture, human-prioritized infrastructure, wayfinding signage, and other features that support Lehi's desired character.

Strategy 1 Create good "Urban Form" through appropriate design standards that define the character of the unique places in the City.

Urban form embraces the entire physical fabric of a city—the buildings, the open space between them, and a wide range of multi-modal connections. These connectors hold the pieces of fabric together and give it coherence.

Good urban form can be accomplished through many means, including the following:

- Matching or creating the context of an area through building height, scale, and development intensity based on whether it is an area of preservation or an area with a defined vision.
- Building on structural elements that define the City physically, such as natural features, transportation corridors, open space, public facilities, as well as activity centers and focal elements.
- Orienting buildings to relate to one another, the street, and open spaces. Buildings should engage these elements to create visibility, activation, and make the building the focus of a site, rather than orienting parking lots or storage areas towards areas of visibility and activity.



- Architectural design standards that differ with the differing characteristics of the City. Architecture should correspond with the defined vision of the City as well as the natural features in the area.

New development in unique areas of Lehi, such as the Historic Downtown area and Thanksgiving Point, is required to be designed in a way that contributes to the existing character of these areas. Lehi's existing design standards should be reviewed to ensure that they are efficiently providing the desired design outcomes for development in these areas.





Strategy 2 **Ensure that different uses are integrated in a way to transition with existing residential neighborhoods.**

Impacts on existing residential neighborhoods should be minimized to the greatest extent practicable. One way to help reduce these impacts is by requiring a transition from less intense uses to slightly more intense uses. For example, existing neighborhoods can be transitioned to a slightly more intense use, such as townhomes or neighborhood-scale commercial, which can transition to more intense uses including mixed use or transit oriented developments. Another approach to minimizing impacts is to create a physical buffer between uses, through such means as landscaped buffers or screening.



Figure 29. Low Density to High Density Housing Transition, source: Fregonese Associates 2020.

Strategy 3 Create a system of well-designed, way-finding signage to provide information and directions for motorists, bicyclists, and pedestrians to key destinations in Lehi such as civic centers, museums, educational institutions, medical facilities, and transit stations.

Wayfinding signage helps visitors to a city know where they are, where they want to go next, and the best way to get there. A wayfinding system not only provides directions from point A to point B, but also provides an opportunity for community storytelling and placemaking.

Good wayfinding increases awareness of the many points of interest in Lehi, including cultural attractions, historic landmarks, parks, and dining and shopping destinations. They may also offer directions to nearby transit stations, bike facilities, highways, and other important connections.

Well-designed wayfinding can help create a cohesive sense of place for the city, and further promotes the Lehi City "brand." The City may wish to develop a style guide for wayfinding, including colors, fonts, and logos. Wayfinding signage may be designed for use by drivers, bicyclists, and pedestrians.









Strategy 4 Use public art to reinforce Lehi's identity, blending culture, people, neighborhoods, and ideas to create a memorable urban landscape that respects the past and creates a legacy for the future.

Public art enriches the urban environment providing visually rich destinations, meeting points ,and a unique identity to the City. Public art can take on a variety of forms, from statuary and murals to plazas and fountains. Each public art project is designed to have a distinct character and place within the city. Various types of public art could be used at gateway locations, in streetscapes and crosswalks, at transit stations, in civic spaces, in public parks and plazas, and as focal points in gathering spaces throughout Lehi.

To promote the creation and inclusion of public art throughout Lehi, City staff should:

- Facilitate public art partnerships with City Departments, private developers, and art and cultural organizations to promote the use of public art throughout the city.
- Create art walks by coordinating with local artists and businesses to sponsor public art along City trails and greenways.
- Research public art contribution requirements for new developments.

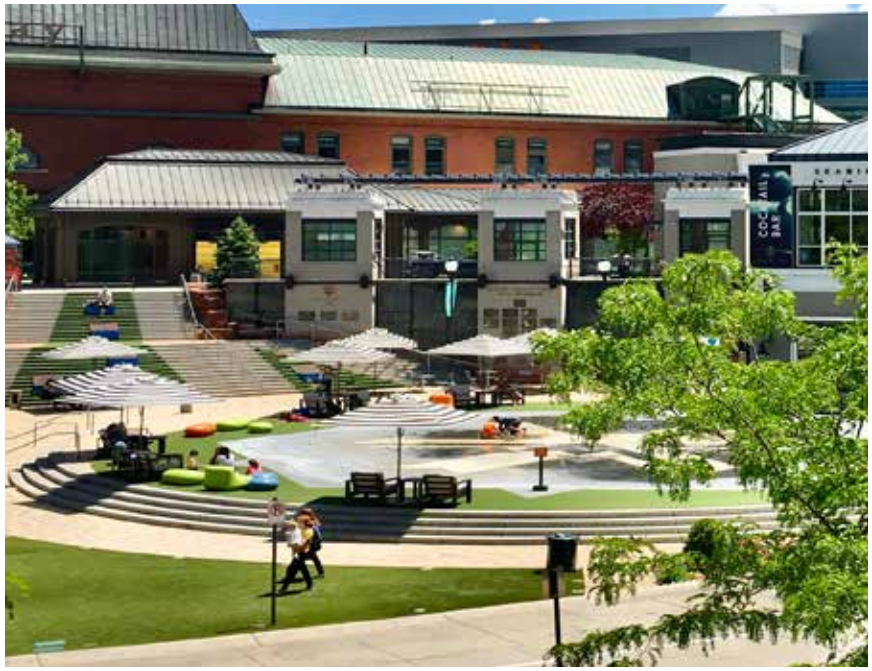
Strategy 5 **Create quality public spaces that are unique, have character, and are memorable through implementation of historic preservation, pedestrian consideration, and design.**

The best public spaces are accessible, comfortable, and provide opportunities for people to gather and socialize. Many design approaches can contribute to a space's success:

- Ensuring that people can easily access the space on foot from adjacent thoroughfares and via connections to other nearby amenities
- Including areas for seating and gathering alone or in groups
- Featuring landscaping and lighting that help create an attractive space, provide shade, and promote a feeling of safety.
- Showcasing features that make the place memorable, such as historic buildings or natural features.

Strategy 6 **Identify and encourage preservation of historic and cultural resources that represent significant examples of Lehi's cultural and architectural history.**

Historic preservation is essential for sharing Lehi's cultural and architectural past with future residents and visitors. There are many such resources in Lehi, including the Lehi Main Street Historic District, the Lehi Roller Mills, the Utah Southern Railroad Depot, the Hutching Museum and Memorial Hall, and many others throughout the City. City staff should identify these resources and establish regulations and incentives that ensure their preservation into the future.









Strategy 7 Create a park-like setting in urban areas with greenery, plazas, planters, greenways, and public gathering spaces.

A park-like setting does not require vast open spaces of grass and landscaping. This type of atmosphere can be created in urban areas by focusing on the details of streetscapes and development to include elements that add nature to an urbanized area to make it more inviting to pedestrians. These elements could include greenery through the use of street trees, planters, or flower baskets; areas for gathering and socialization such as seating areas or plazas; and opportunities for recreation such as greenways. Streetscape improvement projects and new development should consider the inclusion of these design elements to create a more inviting urban environment.

Strategy 8 Ensure that the design of new developments and streetscapes is consistent with the design standard districts of the Development Code.

Clear and concise design standards for streetscapes and public spaces will ensure that placemaking strategies can be effectively implemented as new developments and capital projects are constructed. Design standard districts within the Development Code should be reviewed to make sure they are consistent with the recommendations of this plan and contribute to the desired character of their respective districts.

PARKS AND RECREATION

Provide a diverse and connected system of parks, trails, and recreational facilities that provide all residents access to a wide range of recreational opportunities.

In establishing a network of parks, trails, and recreational facilities for a community, it is important to provide a variety of recreational opportunities intended for different types of use and a diversity of users. It is also important to achieve an equitable distribution of parks, trails, and recreational facilities so that all residents have access to such opportunities.

Strategy 1 Provide a variety of open spaces and recreational uses that are accessible throughout the City in accordance with the *Lehi City Parks Master Plan*.

Implementation of this Land Use Element should be carried out in coordination with the *Lehi City Parks Master Plan*, to ensure that park development priorities are met as Lehi grows. A variety of parks, open spaces, and recreational opportunities should be established, as determined within the goals and policies of the Parks Master Plan. These types include public or private parks, trails, plazas, greenways, amphitheaters, natural areas, water features, and recreation areas (basketball, tennis, pickleball, etc.)

The City should also:

- Periodically review and update the *Lehi City Parks Master Plan*.
- Identify potential expansion opportunities for existing facilities to enhance existing and develop additional year-round recreational programs for all ages.
- Project the necessary number of facilities, and plan to realize these, with anticipated population growth.
- Track all revenues and expenditures by programs offered in City facilities, in order to evaluate cost recovery ratios for every program offered.
- Ensure that new subdivisions and developments provide adequate open space and recreational opportunities.

Strategy 2 **Use greenways, bike ways, and trails to interconnect both regional and neighborhood open spaces and developed areas.**

Lehi residents desire access to regional recreational opportunities from their local systems. Proper pedestrian, bike, and other non-motorized linkages in Lehi could create an efficient network which could connect major nodes or corridors such as the Jordan River Parkway, the shores of Utah Lake, Lehi Rail Trail, Murdock Canal Trail, the Dry Creek corridor, Thanksgiving Point, and historic downtown.



Not all trails in various parts of the City connect together. Connecting all of the existing trails will leverage the existing trail network to link more people with more destinations thus providing more opportunities for either alternative transportation or recreation. A well-connected network of trails and open spaces will provide many health and recreation benefits to those who live, work, and play in Lehi. The City should pursue the following approaches to works towards an interconnected open space system:

- Develop a network of multi-use trails throughout the city, including along the Jordan River and east through Dry Creek. Trails should provide access to a variety of users including pedestrians and cyclists, and other users.
- Expand and maintain the network of mountain trails. Coordinate with Federal, State, and regional public agencies to interconnect parks, trails, and other recreation facilities.
- Encourage a variety of types and sizes of outdoor public spaces including small spaces such as neighborhood parks and usable detention spaces that are accessible to more people at a neighborhood level.

Strategy 3 **Promote better access and visibility to outdoor public spaces.**

When built alongside new development, parks and open space should be sited to provide maximum visibility and accessibility to the community. This can be achieved through placement in the center of neighborhoods as opposed to the edges and fronting homes onto the spaces.

Strategy 4 Encourage park and recreation facilities that are accessible and may be enjoyed by users of all ages and abilities.

While ADA requirements provide a minimum standard of accessibility for parks and public spaces, parks and playgrounds can provide further inclusivity for adults and children with mobility challenges or other disabilities. Play structures, picnic tables, and bathrooms can all be designed in a way that accommodates users of all ages and abilities, including those who use mobility devices. Inclusive design should be encouraged in new parks and upgrades to existing parks in Lehi.

Strategy 5 Explore strategies for expansion, increased utilization, or reinvestment in the existing rodeo grounds.

The rodeo grounds represent an important community gathering place during the Lehi Round Up. However, it is underutilized throughout the rest of the year. The City should explore opportunities to increase utilization of the rodeo ground by hosting additional events in the venue. To make it more suitable for increased use, the existing rodeo ground may need to be upgraded to attract new users or relocated to a new site where a larger facility could be constructed. The City should conduct a study to determine feasibility and potential costs of expansion or renovations to the venue.





Lehi City Rodeo Grounds, source: Lehi City, January 2017, Mitchell Garcia, Facebook.com.

PARKING

Provide an adequate amount of parking for business vitality, while limiting excess parking and providing alternatives to traditional parking minimum requirements.

While a focus of this plan is encouraging land use patterns that will encourage people to commute and meet their daily needs by using transit, walking, or biking, the reality is that many people who live and work in Lehi rely on driving as their primary means of travel. Successful commercial and mixed use areas require an adequate supply of parking at different times of the day and in the appropriate locations. These strategies act as tools to provide parking in the most efficient way to reduce overall areas of surface parking, reduce total number of needed stalls, and provide future redevelopment potential.

Strategy 1 Promote shared-use parking agreements in areas designated as mixed-use districts, TODs, or areas with varying peak usage times.

Mixed use districts often have varying peak parking usage times – residents will need a place to park their cars overnight, employees will need to park during work hours, and shoppers and diners will need parking after work and on weekends as they visit restaurants and shopping destinations. Due to these use patterns, requiring that developers provide enough parking to meet the requirements for all these uses combined at all hours of the day could lead to an inefficient oversupply of parking.

Shared use agreements allow for a smaller amount of parking to be built, to be utilized by residents, employees, and business patrons at their respective peak use times. In TOD areas, excess parking during work hours may also be utilized as park-and-ride lots for commuters. Reducing the amount of parking required for a development both reduces costs for developers and allows for more efficient use of land, freeing up space that would have been used for parking to include additional residential units or commercial square footage.

Strategy 2 **Require new developments to plan parking areas that allow for future redevelopment and land use intensification.**

Development sites should be designed in such a way that parking areas can be redeveloped into new buildings as land uses intensify in the area. The first phase of construction should be clustered or arranged in a pattern that allows for future phases to be built upon the building's parking areas. Based on commute patterns and demand, surface parking spaces can be consolidated into parking structures as more of the site is developed.

Strategy 3 **Re-evaluate maximum surface parking limits in addition to the minimums in the Development Code.**

To discourage an oversupply of parking, Lehi City staff should assess the minimum parking limits within the development code to ensure that they are achieving the production of an efficient amount of parking in recent developments. As more transportation options become available, research the potential to reduce parking minimums for uses within a mixed-use district, within half a mile of high capacity transit and within a quarter mile of a high frequency bus stop or other areas where viable alternative modes of travel exist.. Lehi City Staff should explore the implementation of parking maximums in these areas, to ensure that land is being used efficiently for compact, walkable development.



Figure 30. Podium and Spectrum building parking layout, source: Boyer Company, boyercompany.com.



Strategy 4 **Identify areas for parking areas/structures outside of the Urban Center, TOD's, Main Street, and other walkable areas to allow maximization of the buildable area within the core area.**

Areas of higher intensity development and concentrated commercial uses, such as the Urban Center, TOD areas, and downtown Main Street, will require a larger number of parking spaces to accommodate their employees and the customers they serve. Rather than constructing parking lots throughout these districts, parking lots and/or structures should be located on the periphery of these areas. This approach will free up buildable land in the core of these districts, allowing for infill development of new commercial and mixed use buildings.

This strategy should be coupled with strong and enforceable design standards for walkability in these districts – creating shady, cool streets with wide, comfortable sidewalks and inviting streetscape amenities such as landscaping, lighting, and seating areas. This will encourage connections between parking areas on the edges of these districts and businesses and attractions in the core area. Accommodations should be considered for older adults or people with mobility challenges in the inclusion of handicapped parking spaces in closer proximity to businesses.

Strategy 5 **Evaluate the feasibility and need of public parking structures within Historic Downtown and the Urban Center.**

As the Historic Downtown and Urban Center areas continue to develop, the demand for parking will increase. In order to ensure the most efficient use of land in these areas, the City should consider transitioning from primarily surface parking to structured parking.

As structured parking is significantly more expensive to build, City staff should research funding methods for structures, including private developers or public-private partnerships.

Strategy 6 **Consider creating park and ride facilities as transit opportunities increase.**

Increased transit options will be beneficial to all Lehi residents and employees, yet only a few currently live within a comfortable walking distance to these planned stations. Lehi residents outside of these areas may wish to leave their cars behind and utilize transit to travel throughout the region. The City should consider creating park and ride facilities as new transit stations are built. Depending on demand and available funding, these facilities could take the form of parking structures, dedicated surface parking lots, or park of a shared parking facility.

HEALTH AND SAFETY

Promote the health and safety of residents through land uses and streetscapes that encourage physical activity, natural surveillance, and traffic calming.

When an increased level of safety and comfort is combined with the development of buildings and land uses that engage streetscapes, active transportation and recreation become more enjoyable and can be a greater part of an individual's daily routine.

Strategy 1 Utilize crime prevention through environmental design (CPTED) strategies in land use and development.

CPTED strategies work to prevent crime through the design and use of the built environment to increase natural surveillance of public spaces, neighborhoods, delineate private spaces from public spaces, and avoid entrapment areas. There are four underlying CPTED concepts:

- Natural Surveillance – the placement of physical features that allows people to have maximum visibility and observation of their surroundings.
- Natural Access Control – design methods that guide legitimate users through an environment and reduce opportunities for entry to illegitimate users.
- Territorial Enforcement – design methods that clearly delineate space as public, semi-public, or private.
- Maintenance- Well maintained buildings and spaces convey a sense of ownership and investment and deter potential criminals.







There are a number of design approaches that will help slow traffic as it travels through the city on both major thoroughfares and residential streets. These include:

- Conversion to defined diagonal or perpendicular parking.
- Narrowing traffic lanes.
- Bulb-outs.
- Roundabouts.
- Continuous sidewalks, trails, and bike lanes.
- Center medians.
- Pedestrian refuge islands.
- Raised intersections/crossings.
- Textured paving materials.
- Protected bike lanes and intersections.
- Chicanes and chokers.
- Mode filters.

Implementation of safety features will be based on MUTCD, AASHTO, and NACTO standards and Lehi City Design Standards.

Strategy 3 Encourage public feedback on unsafe situations in neighborhoods and public areas.

Public feedback can help Lehi City Public Works, Planning, Engineering, and Police Departments understand where they may need to direct more resources to addressing unsafe situations in the community. Residents should be encouraged to reach out to the Lehi Police Department or Lehi City Staff to report any unsafe infrastructure issues, such as dangerous traffic or bicycle/pedestrian issues or development code violations they experience in their neighborhoods. Lehi City Staff should use interdepartmental coordination to ensure that unsafe situations are addressed by the appropriate department.



Strategy 4 Consider a complete streets policy that looks to accommodate all modes of transportation on City streets.

Complete streets are designed in a way that serves users of all travel modes – pedestrians, bicyclists, transit riders, and drivers. They are designed for accessibility and comfort for everyone, including older adults, people with disabilities, and children. They have many benefits, including increased safety for all users, health benefits for those who choose active transportation modes, and making it easier for people to choose to drive less.

Complete streets typically include sidewalks, bike facilities, and vehicular travel lanes. The National Complete Streets Coalition recommends that complete streets policies contain the following elements[1]:

- **Vision and intent:** Includes an equitable vision for how and why the community wants to complete its streets. Specifies need to create complete, connected networks and specifies at least four modes, two of which must be biking or walking.
- **Diverse users:** Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
- **Commitment in all projects and phases:** Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.

1. https://smartgrowthamerica.org/resources/elements-complete-streets-policy/





- **Clear, accountable expectations:** Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
- **Jurisdiction:** Requires interagency coordination between government departments and partner agencies on Complete Streets.
- **Design:** Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
- **Land use and context sensitivity:** Considers the surrounding community's current and expected land use and transportation needs.
- **Performance measures:** Establishes performance standards that are specific, equitable, and available to the public.
- **Project selection criteria:** Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
- **Implementation steps:** Includes specific next steps for implementation of the policy.

Strategy 5 **Recommend active transportation and recreational opportunities in developments to encourage residents and visitors to increase physical activity.**

Active transportation and recreational opportunities are important amenities in new developments. They encourage residents, employees, and visitors to increase their physical activity, get outside and enjoy nature, and socialize with family members, neighbors, and friends. Design features such as wider sidewalks and park strips, street trees, protected bike lanes and intersections, and shared-use trails allow users to feel safe and comfortable when walking and cycling.



Strategy 6 **Evaluate public areas to ensure they have adequate lighting to create a feeling of safety and prevent injuries from a lack of visibility.**

Existing public spaces should be assessed to ensure that they have adequate lighting – both that the quantity of lighting fixtures is appropriate, and that the quality of light they provide gives adequate visibility. New lighting fixtures should be designed for their context – taller streetlights where vehicular traffic is emphasized, and smaller, human-scale fixtures in areas where pedestrian activity is encouraged or desired.



STRONG COMMUNITIES

Establish strong communities where residents have opportunities for meaningful social connections and support systems.

Creating strong communities within neighborhoods and throughout Lehi is essential for the well-being of its residents. Strong communities foster social connections and friendships, create support systems, increase safety, and allow neighbors to voice their opinions and advocate for their needs. Land use decisions and urban design can help create an environment that supports and encourages interaction between neighbors and community members.

Strategy 1 **Create a life-cycle housing policy that encourages a diversity of housing types in Lehi's neighborhoods to provide housing options for prospective residents of differing ages, incomes, abilities, and lifestyles.**

Lehi City should plan for the development of housing suitable for different stages of life, including smaller, more affordable units for first-time buyers, singles, young couples, families with many children, and older home owners, as well as opportunities for senior citizen housing and long-term care/assisted living facilities. Housing policy should work to create opportunities for people to live and grow in the same community. This will enable young couples, families and the elderly to live near relatives, and stay within their same social networks (e.g. church boundaries) throughout their lives.

Communities are strengthened through social support systems, which can be developed in several ways through life-cycle housing. First, residents have opportunities to maintain relationships and regular social contact by finding different housing options in the same neighborhood that do not require moving to another part of the city. Second, life cycle housing encourages more diverse demographics. A demographic that includes residents with various incomes and ages provides opportunities to serve and support one another. Third, life-cycle housing provides varying housing price points that allow for family and friends to live near one another.

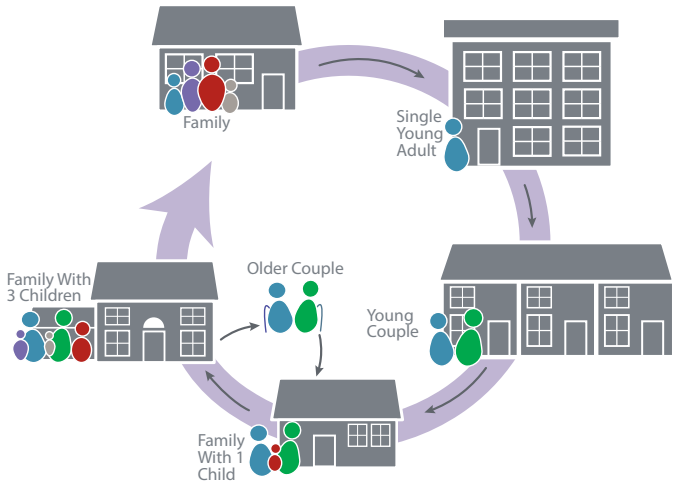


Figure 31. Housing Life Cycle, Fregonese Associates 2020.

Strategy 2 Develop neighborhoods that allow for social interactions.

Neighborhoods should be designed in such a way that encourages neighbors to form social connections and build community. Subdivision designs should include plans for spaces that allow interactions between neighbors to take place, such as communal greens, community gardens, sports fields and courts, plazas, parks, and greenways. The design and layout of homes should contribute to social connections, with active features such as porches and stoops on the front of the house that allow residents to sit and interact with their neighbors. Detention areas over 0.25 acres should be usable as common areas.



Strategy 3 Create spaces that provide for events of varying scale that bring residents together to increase social interaction.

There should be event spaces throughout Lehi that are designed to host larger events that allow people from several different neighborhoods to gather. These larger events could include a farmer's market, rodeos, arts fair, or carnival. Smaller events could include neighborhood food truck nights, movie nights in the park, or neighborhood barbeques. These events could be held in community centers, parks, or plazas with appropriate infrastructure in place, such as electricity hookups.



Lehi Farmers Market, source: Lehi Free Press, October 27, 2020, https://lehifreepress.com/

Strategy 4 **Create neighborhood plans that capture the unique characteristics of different neighborhoods and allow the residents to actively participate in the future of their neighborhood.**

While the General Plan sets planning priorities for Lehi as a whole, it does not take a deeper dive into individual neighborhoods. Neighborhood Plans allow for a focus on a specific area and its unique needs.



Neighborhoods Plans should have the following components:

- A clear definition of the boundaries of the plan.
- Inclusive, transparent, and equitable community engagement
- An assessment of existing conditions within the neighborhood, including but not limited to: land uses and zoning, transportation facilities, urban design, employment and commercial centers, housing, public facilities and infrastructure, parks and open space, and environmental constraints.
- A vision statement based on community engagement.
- Coordination with other citywide and nearby planning efforts.
- Plan goals, strategies, and implementation steps.

Strategy 5 **Reduce community isolation by connecting communities and integrating a larger community identity.**

Neighborhoods should have strong connections amongst their residents, but they should not feel like they are disconnected from the larger Lehi community. The City should facilitate the creation of a larger community identity through hosting and promoting community-wide events and conducting outreach campaigns to share messaging that promotes a sense of community throughout Lehi as a whole.

COMMUNITY SERVICES AND INFRASTRUCTURE

Provide community services and infrastructure that adequately supports the growth of the City and region.

Providing adequate infrastructure to support new growth is essential. Aligning land use and infrastructure planning can reduce the cost of providing sewer, storm drain, drinking water, and transportation infrastructure to the public. Coordinating planning processes also allows the City to have more control over where future growth occurs.

Strategy 1 Coordinate and update the Utility Master Plans, Transportation Plan, and General Plan as needed.

Master plans work in coordination with the General Plan to ensure the City plans for future growth appropriately. As plans are updated, it's important to confirm their goals remain consistent and that new developments are in line with the community's vision for the future.

Strategy 2 Ensure development is consistent with the City's adopted utility master plans and that adequate infrastructure is provided.

By requiring new development to provide public services and facilities, the City can guarantee public needs will be met. Aligning development plans with utility master plans will ensure that adequate infrastructure is provided for new growth. Mismatches in infrastructure and development can be costly and disruptive to communities.

Strategy 3 Design new development to discourage sprawl and over-consumption of land and to maximize investment in existing and new infrastructure.

Development patterns that spread out housing and services are expensive, leaving individuals dependent on cars to access work and basic services. In addition to increased traffic and pollution, communities are often faced with higher infrastructure costs. Designing more compact communities with smaller infrastructure systems improves sustainability outcomes and the community's quality of life.

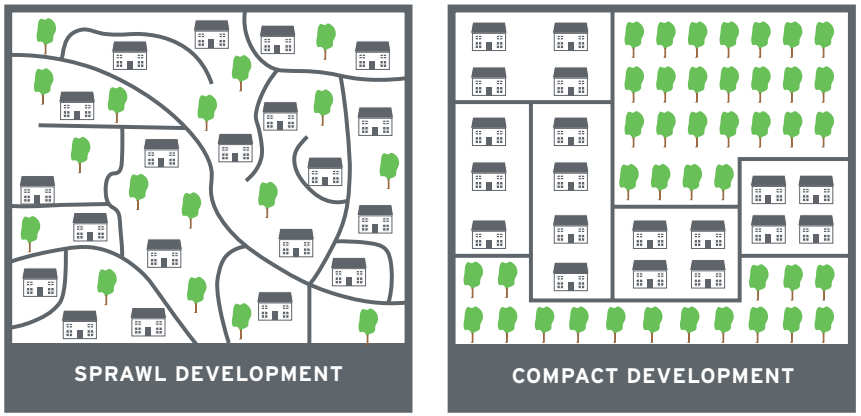


Figure 32. Development Patterns, source: Lehi City, 2020.



Neighborhood construction, source: Lehi City, April 2019, Facebook.com.



Public power maintenance, source: Lehi City, October 2017, Facebook.com.

Strategy 4 **Assess the benefits and impacts to individual neighborhoods versus the community as a whole when making infrastructure investments.**

When planning for new infrastructure construction, City staff should carefully research the anticipated effects on existing communities, new development, and the overall infrastructure system. While an infrastructure expansion may be necessary to serve a new development, it may result in increased usage that is not compatible with the capacity of the existing system.

Strategy 5 **Research and implement smart city infrastructure including 5G infrastructure, fiber, or other infrastructure determined by the City Council.**

Smart city technology, including 5G and fiber infrastructure, allows cities to monitor infrastructure in real time and quickly respond to issues. Large-scale investments in infrastructure are necessary to enable smart city technologies. Lehi will need to evaluate the cost effectiveness of smart city infrastructure and identify policies to increase the efficiency of installation.

MIXED USE DEVELOPMENT

Create walkable and vibrant districts with a complimentary mix of land uses and densities in the historic downtown, urban center, transit oriented development areas, and other areas of concentrated density.

Mixed use development is designed to allow people to live, work, shop, and play in one place. It is defined by a combination of two or more uses (residential, retail, office, institutional, cultural, industrial) within a single development. Mixed use development should include public space amenities and a comfortable, well-designed pedestrian network. As mixed use developments are often regional destinations, they should be well-connected to surrounding communities and transportation networks. There are two types of mixed use development:

- Vertical mixed use - typically a mid- to high-rise building with retail on the ground floor and residential or office on the upper floors. This is a more efficient use of land within high intensity areas. Current market conditions have limited support for this type of mixed use.
- Horizontal mixed-use- single- or multi-story buildings that each contain one types of use, with a variety of uses present within walking distance throughout a development.

Strategy 1 **Implement the 3 D's (diversity, density and design) of mixed use development that supports alternative modes of transportation such as walking, biking, and transit.**

The 3 D's – density, diversity, and design, are widely used as a metric by which to evaluate whether development is transit-supportive.

Density – higher concentrations of housing units, employment, and commercial services in an area reduce the need to drive and can help contribute to lower total vehicle miles traveled (VMT). Retail services in dese areas benefit from a large number of households to support their business, and residents benefit from easy accessibility to their everyday needs. Densities should be context-sensitive, with higher density located near more intense existing uses, and lower density closer to less intense existing uses.

Diversity – a mix of several different land uses, such as residential, shopping, dining, office, and civic facilities, can help transit users meet their needs within easy walking distance of transit stations. While vertical mixed use is preferred, horizonal mixed use may be permissible based on market realities.





Design – urban design in mixed use areas should emphasize bike and pedestrian safety and comfort. This can be accomplished through techniques such as building up to or very close to front lot lines, orienting parking lots and driveways to the rear of buildings, active ground floor uses, ground floor transparency, and orienting businesses entrances to the sidewalk.
City staff should evaluate new developments on these principles as part of the development review and approval process.

Strategy 2 Provide bike and pedestrian connectivity in all developments.

All developments should include bike and pedestrian infrastructure that is accessible, safe, comfortable, and well-connected to surrounding uses and amenities. Areas of medium- and high-density housing should be required to provide connections to nearby commercial areas.

Strategy 3 Create outdoor public spaces in mixed use areas.

In addition to commercial destinations, mixed use developments should include outdoor spaces where community members can gather or find respite. These spaces can include plazas, outdoor dining, benches, or other design features.

Strategy 4 **Utilize Tax Increment Financing as a potential incentive to drive desired mixed use to designated areas.**

Tax increment financing (TIF) is a public financing strategy that diverts future property tax revenues towards redevelopment or other public improvements within a defined area or district. Lehi City staff should explore the use of TIF as a funding incentive for mixed use development in areas where it is desired and may not otherwise be feasible.







COMMERCIAL DEVELOPMENT

Provide for a wider range of commercial uses, including local and regional scale development, and bike and pedestrian accessibility to commercial uses throughout Lehi.

A variety of commercial spaces, densities, and locations provides options that appeal to a wider range of businesses. A wide range of businesses creates a healthier and more sustainable business environment for the City, eliminating dependency on one scale or type of business for tax revenue or employment.



Strategy 1 **Designate local neighborhood commercial nodes that provide day to day small-scale businesses and services.**

Neighborhood commercial nodes allow residents to meet daily needs within close proximity to their homes, reducing the distance required to travel by car, or eliminating it altogether. These services could include small grocery stores, cafes, professional services, and small medical offices. New developments should be encouraged to provide access to neighborhoods by alternative modes of transportation such as biking or walking.

Strategy 2 **Promote bicycle and pedestrian infrastructure and facilities around commercial uses.**

Commercial uses should be accessible to people using all modes of transportation. New commercial development and surrounding transportation infrastructure should include safe, well-designed facilities for pedestrians and bicyclists.

Strategy 3 Encourage diverse commercial uses that will serve the needs of the neighborhood, city, and region.

Providing a variety of shopping opportunities ensures that the needs of those looking to make major shopping trips for a variety of goods are met, as well as others simply needing a quick convenience item or a recreational shopping experience. As the City plans for and encourages a variety of commercial districts, densities and types within its boundaries, it should ensure that these new developments do not jeopardize existing commercial areas.

Strategy 4 Encourage infill of retail and commercial services around existing office uses.

Existing office uses in Lehi are often isolated from other commercial uses, and employees must get in their cars and drive to lunch or other errands. Where possible, retail, restaurants, and other commercial services should be added around existing office uses through infill development. These establishments will benefit from the existing customer base of office employees, and employees will be able to enjoy amenities within walking distance.





RESIDENTIAL DEVELOPMENT

Accommodate a range of housing and neighborhood types suitable for a variety of lifestyles, ages, affordability levels, and design options.

High quality neighborhoods are inclusive and welcome people at all stages of life. They offer a variety of housing types for families, single people, older adults, and young couples.

Strategy 1 Residential developments should integrate a range of housing designs and architectural features.

Rather than consisting of one housing type and design, new residential developments should have a diversity of housing types, sizes, and styles to create inclusive neighborhoods and create a unique character and sense of place.

- Single-family developments should include varying lot sizes, floor plans, building footprints, building scales, and architectural elevations.
- PUDs, PRDs, and Planned Communities should include a range of housing types, lot sizes, floor plans, architectural elevations, and unit sizes.
- Multi-family projects should include different floor plans, architectural elevations, and unit sizes.

Strategy 2 Create inclusionary zoning programs that promote additional affordable housing units.

Communities are addressing housing affordability using an inclusionary approach that allows for a mixture of housing types and prices, recognizing that housing affordability is integral to the long-term success of the City. Segregating housing by type, price, and size can lead to major divides in a community, most often along socioeconomic lines. This can ultimately lead to areas of higher crime, poverty, and other challenges. Ensuring neighborhoods include housing diversity minimizes the creation of these problem areas, and leads to a more inclusive and diverse community.

One approach towards creating more inclusionary housing development is inclusionary zoning (IZ). IZ policies require or encourage developers to include a certain number of housing units within a development for those who are below a certain income level. Some IZ programs use incentives such as density bonuses or reduced fees to encourage the inclusion of affordable units, rather than outright requiring that they be included.

TRANSIT ORIENTED DEVELOPMENT

Create livable urban neighborhoods around existing and planned high-capacity transit stations with first-last mile connections to employment, housing, and commercial uses.

Transit oriented development (TOD) aims to promote transit ridership through high-density areas of mixed use development surrounding transit stations. TOD areas should be highly walkable, allowing pedestrians to easily travel between stations, residential, and commercial areas. Lehi City has a great opportunity to capitalize on TOD at the existing FrontRunner station at Thanksgiving Point, as well as the five planned high capacity transit stations paralleling the I-15 corridor.

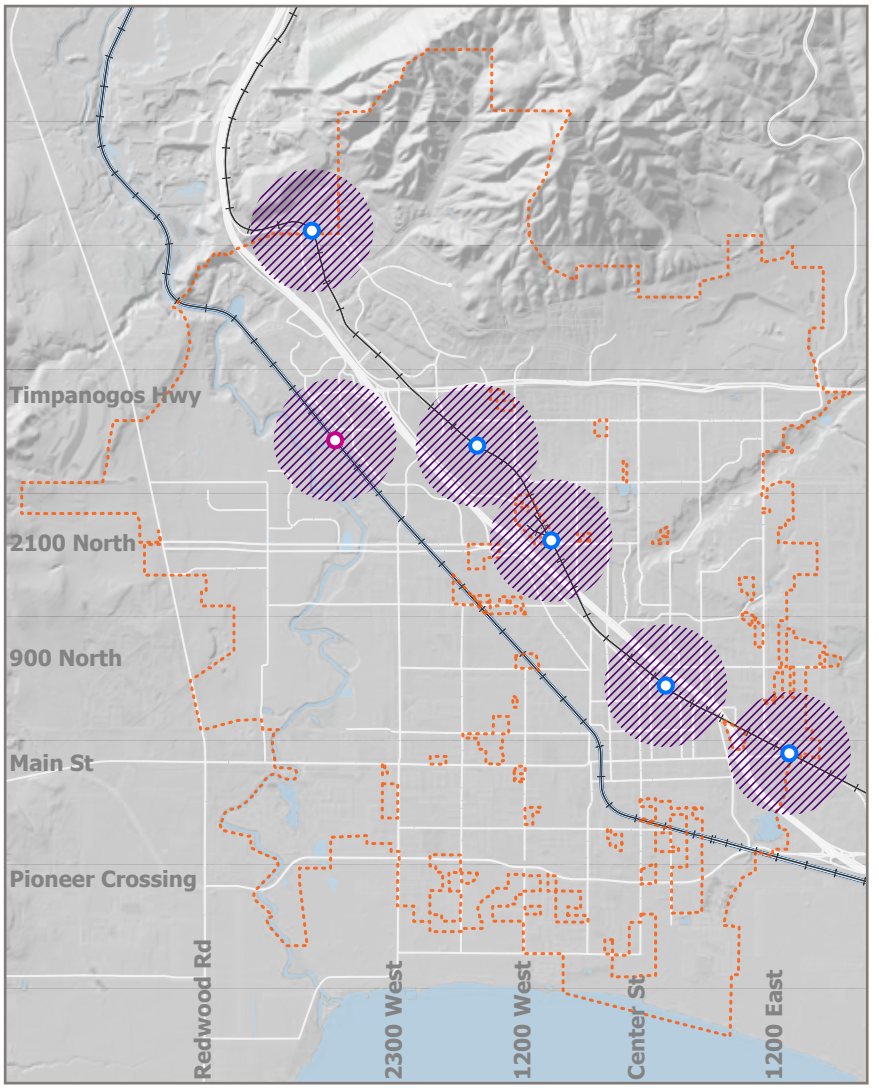


Figure 33. Lehi City Transit Stations, Fregonese Associates 2020.





Strategy 1 **Encourage a complementary mix of land uses within a half mile walking distance of transit stations to increase transit ridership.**

Transit stations benefit the largest number of people when surrounded by high density development. TOD's should include moderate to very high density residential as part of a horizontal or vertical mixed use development program that also includes retail, office, and civic uses.

There are several options available to Lehi City for encouraging the formation of transit supportive, mixed use development around transportation hubs. Those options include Station Area Plans, TOD zoning designation, design guidelines, and developer investment incentives. Incentives include district improvement financing, tax increment financing, Fannie Mae location efficient mortgages, reduced parking requirements, density bonuses, property tax abatements, or other incentives.

Strategy 2 **Allow mixed use, higher density development to facilitate and justify the investment of new transit infrastructure and increased transit service.**

As UTA increases transit investment in the Lehi area, Lehi City should act to capitalize on this investment and encourage development that will support new transit investment through sustainable ridership. Benefits of increased transit service provided to the mixed use, higher density areas will also benefit adjacent and nearby low density development areas.

Strategy 3 **Prioritize active transportation in the design of streetscapes to encourage greater transit use and limit traffic congestion.**

Streetscapes in TOD areas should incorporate facilities that create safe, comfortable, and attractive environments for those who choose to walk or bike to transit stations or their final destinations. This strategy should be carried out in coordination with the development of a Complete Streets policy.

Strategy 4 **Promote alternative modes of transportation by locating multiple destinations and trip purposes within walking and biking distance of one another.**

The design of TOD areas should encourage the use of alternative modes of transportation. Development site layout should be compact, with a variety of uses located nearby one another. Residents or employees should be able to easily reach grocery stores, restaurants, shops, parks, and other destinations by foot or bike, without having to cross parking lots or other barriers.

Strategy 5 **Provide a range of housing options for people of different income levels and at different stages of life.**

TOD areas should include a range of housing types of varying sizes and affordability thresholds, at an appropriate density for their location. Higher density multifamily and mixed use building should be constructed near transit stations and major corridors, with a transition towards townhomes and small missing middle housing types near existing neighborhoods and other less-intense existing uses.





NEIGHBORHOOD CENTERS

Create places with varying housing types that are built around a neighborhood-scale mixed use center and connected with greenways and open spaces.

The neighborhood center concept is a type of development that enhances the self-sufficiency of residential neighborhoods within a city, or jurisdiction, by providing residents and visitors with multiple living choices. The neighborhoods will have an ideal density within them to support a mix of activities and land uses. Multiple residential type uses will be available to accommodate people of different income levels. These neighborhoods also support multiple transportation modes, while encouraging walking and bicycling for short daily trips. These neighborhoods will also contain a range of supportive commercial, institutional and public facilities and will also be stable, attractive and safe.



Strategy 1 **Encourage a mix of housing, commercial services, civic uses, and open spaces within a neighborhood center.**

Locating a variety of amenities in neighborhoods offers many benefits to area residents. One of those benefits is reducing the need to travel long distances to meet regular shopping needs, such as for groceries. Longer distances traveled result in increased traffic, increased pollution, increased amounts of household budgets spent on transportation, increased time people spend in their vehicles, decreased viability of alternative transportation modes such as walking and biking, and decreased time people have to spend in other pursuits such as exercise, recreation, family and community events.

Strategy 2 **Provide higher quality streetscapes that prioritize active transportation and traffic calming.**

Streetscapes in neighborhood centers should be well designed for users of all modes, allowing for safe and comfortable walking, biking, or driving. Streets should be designed in such a way that safe vehicle speeds are encouraged through the use of traffic calming measures.

Strategy 3 **Architectural requirements for housing should build on a common character planned for the neighborhood center.**

While homes within the neighborhood should not be "cookie cutter" by size or design, they should have common architectural features or design touches that contribute towards a shared character and create a unique sense of place.

Strategy 4 **Neighborhood centers should have access to major transportation corridors such as Pioneer Crossing, west Main Street, and the areas west of the Jordan River.**

Neighborhood residents should have easy access to major transportation corridors, so that they may easily travel to work and to fulfill needs that cannot be met within their neighborhood. New housing developments should have a well-connected street system, with minimal use of cul-de-sacs and dead ends. Pedestrian and bicycling facilities should be built throughout neighborhoods and connect to major active transportation corridors.

Strategy 5 **Utilize a more compact neighborhood design that orients front doors towards streets, greenways, and other open spaces.**

Homes should be designed in such a way that promotes creating social connections with neighbors and creating safety through more "eyes on the street." Front doors should be oriented toward the front of the house, and towards active spaces such as streets, greenways, parks, and other open spaces.



HISTORIC DOWNTOWN

Develop the historic Main Street area and surrounding historic neighborhood into a walkable mixed-use civic center that prioritizes the preservation of significant historic elements.

The Main Street corridor is the center of Lehi's historic downtown area, home to the City's finest examples of historic buildings and landmarks. The Main Street area has many opportunities for investment that will emphasize historic preservation while creating additional opportunities for residential, commercial, and civic



Strategy 1 **New and renovated development should be located and designed in a way that builds on the defining elements of Lehi's history and unique heritage.**

Downtown Lehi has a distinct historic character that should be built upon through new development and renovations to existing buildings. Downtown design standards should ensure that renovations and new development reflect the design of the defining elements of the area, including but not limited to Lehi Roller Mills, the City's Civic Center, the downtown grid street pattern, block scale, and streetscapes.

Strategy 2 **Encourage human scale design on the ground floor of downtown buildings.**

"Human scale" design centers the human as its user. Human scale design aims to create streetscapes and developments that are attractive and comfortable for the humans that use them. Design approaches that center human use include:

- **Building Placement:** Buildings define their streets by enclosing the space and creating outdoor areas for people. Buildings located on or close to the property line create a much more human-scaled environment than parking lots, drive-thrus or driveways. Consistent frontages are important and filling in the gaps between buildings and ensuring that buildings are in-line to the greatest extent possible creates a higher quality environment.
- **Transparency:** Transparent windows and doors on the ground floor of buildings increase the liveliness of a street. Passers-by can see the action inside, and those inside can watch people and keep eyes on the street; in turn creating a higher perception of safety and security.
- **Building Orientation:** Buildings should have their primary entrance facing the primary street. This allows easy access for pedestrians traveling down the sidewalk. The primary entrance should be readily apparent as a prominent architectural component and visible from the street.
- **Parking Orientation:** All off-street surface parking shall be located to the side or rear of the primary building.









When possible, parking should be further screened from the sidewalk by walls or vegetation.

- **Public Space:** Public spaces should be integrated whenever possible. These spaces could be as small as sidewalk seating areas, or as large as public plazas. Developments should also provide connections to existing parks and public spaces where appropriate.

Strategy 3 **Building massing should be broken into smaller segments to reflect historic building patterns rather than large unarticulated facades.**

Historic buildings on Main Street tend to have a smaller footprint and frontage. To reflect this pattern, new buildings should have façade treatments that visually break them up into smaller segments that are consistent with the sizes of historic buildings.

Strategy 4 **Encourage development that includes a wide mix of uses that support an active and vibrant downtown environment.**

The most successful downtown areas are active at all hours of the day. A wide variety of uses that promotes an increase in activity at all hours will not only create a more vibrant place, but will also increase "eyes on the street," an effective measure in increasing the perception of safety and discouraging criminal activity. A diverse mix of uses is appropriate for the downtown area - including retail, housing, office, commercial services, civic buildings, entertainment, and community gathering spaces.

Strategy 5 **Create a Civic Center to enhance the character of the downtown and provides a gathering space for residents and visitors.**

The Civic Center provides the opportunity of a central location that can be enjoyed by Lehi residents and visitors as a gathering space. The area should be improved with outdoor plazas, seating areas, and connections to the rest of the downtown.

Strategy 6 **Support preservation and restoration efforts through education, facilitation, and incentive programs.**

Lehi City staff should support historic preservation and restoration efforts in the downtown area and for all of Lehi's historic resources. Because It is listed on the National Register of Historic Places, contributing historic properties in the Lehi Main Street Historic District may be eligible for tax incentives and grant funding for restoration. Lehi's status as a Certified Local Government also provides many educational and grant funding programs to historic properties throughout the city.









Strategy 7 **Improve existing housing to maintain the quality and character of historic neighborhoods.**

Downtown neighborhoods should act as an extension of the historic character present on Main Street. Existing homes, remodeled homes, and new construction should contribute to this sense of place.

- **Preserve significant historic homes.** City staff should work with owners of significant historic homes to ensure that they are taking advantage of any federal or state incentives offered for upkeep or renovation of their properties.
- **Create residential design standards for new construction and remodels.** Design standards in the Development Code for downtown neighborhoods should require that new construction and remodels are consistent with the neighborhood's historic character.
- **Preserve historic trees and landscaping where possible.** In addition to the built environment, landscape features are an important aspect of creating a sense of place. City staff should work with property owners to ensure that these features are preserved during construction and renovations.

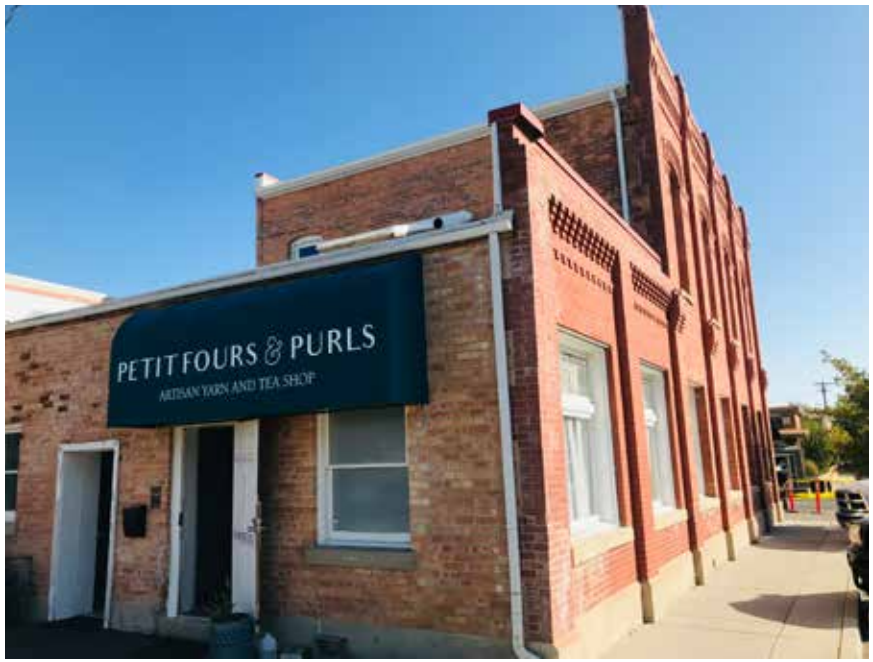
Strategy 8 Create a map identifying significant historic elements.

Many visitors and local residents enjoy seeing historic places, and historic walking tours have been popular in many cities. Lehi City staff should work with preservation experts to create an attractive, easy-to-use map of historic elements in Lehi. This map can be incorporated into wayfinding signage and tourism marketing materials.



Strategy 9 Encourage adaptive re-use of historically and architecturally significant buildings as a means for their restoration and/or preservation.

Adaptive reuse is the repurposing of a building for a use other than the one it was originally intended for. Vacant historic structures have found new life as restaurants, hotels, shops, and event spaces. Rather than demolishing historic and architecturally signifcant buildings, the City should work with potential owners to fnd creative solutions that will breathe new life into these buildings, preserving them for future enjoyment.



URBAN CENTER

Create a regional urban center along the I-15 corridor between 2100 North and the Timpanogos Highway that facilitates business and economic growth while creating an urban neighborhood that provides opportunities for alternative modes of transportation.

Lehi City is fortunate to have a visible, growing economic hub in the northern portion of the City, centered around the Thanksgiving Point complex and Lehi's FrontRunner station. Active encouragement and promotion of this vital hub can encourage continued growth. This hub is an economic center that is not only recognizable to the residents of Lehi City, but to the region at large. Continued investment in the area should create a mix of uses that support existing and upcoming transit infrastructure, and contribute to the area's position as a regional employment center.



Strategy 1 **Encourage alternative modes of transport through pedestrian focused design, mix of uses, and intensification of development.**

Alternative modes of transport become more viable and legitimate if a critical mass of land use exists that is higher density, includes a mix of complimentary uses, and has pedestrian focused design. Development and design within the Urban Center should be regulated in such a way that it will make waling, biking, and transit use a convenient, safe, and comfortable choice for residents, visitors, and workers.

Strategy 2 **Encourage infill development around existing office buildings including high density residential, retail, vertical and horizontal mixed use, and public open spaces.**

Much of the Urban Center area is currently dedicated to office uses. As the area continues to develop, new types of uses, including high density residential, retail, vertical and horizontal mixed use, and public open spaces, should be constructed to serve existing office uses and create a more complete urban center, where one can fulfill their daily needs within close walking distance.

Strategy 3 **Enhance the district's identity as a tech center, as well as the home of Thanksgiving Point.**

The area surrounding Thanksgiving Point has emerged as a tech company hub. Lehi City should encourage and enhance this identity. City staff should evaluate ways to incorporate these unique features into the design and urban feel of the area and implement their findings into the Development Code design standards. The existing Thanksgiving Point complex should be built upon with a retail center that is well-connected to new mixed use buildings in the area.

Strategy 4 **Incorporate greenways, planted medians, gathering spaces, plazas, and pockets of landscaping that create areas of respite and socialization.**

The Urban Center should be served by a connected network of green spaces and open spaces that provide a visual and physical break from their high-density surroundings. These spaces do not necessarily need to be large, but should provide space for people to stop and rest or gather and socialize. City Staff should encourage green space connections between development sites in the Urban Center.



PUBLIC INVOLVEMENT AND PARTICIPATION

Inform, educate, and involve the community in the planning process to guide the City in a manner consistent with the needs and desires of its citizens.

Public participation is a key component of the general planning process. Public input and expertise is used to craft goals, strategies, and a vision for the future. Providing a range of opportunities for public involvement enables the City to better inform, educate, and involve the community in land use planning. Lehi has several formal opportunities for public participation, including public comment for Planning Commission and City Council meetings and the Lehi Youth Council. Lehi also uses open houses, workshops, and social media to foster public participation.

Strategy 1 **Maintain a digital platform on the City's website to stream public meetings and civic events.**

Digital platforms increase opportunities for public participation and can be used to reach a broader audience. Individuals unable to attend an open house or public meeting may be able to watch a live-stream or recording. While digital platforms can make public participation programs more robust, it's important to continue offering a range of opportunities for those without internet access and people living with a disability.

Strategy 2 **Strive to engage members of the community not typically involved in city planning through additional outreach events, targeted educational efforts, and other methods.**

Traditional public engagement methods including public meetings may need to be supplemented with more creative, targeted strategies to engage underrepresented groups. Additional resources and staff time may be needed to better serve underrepresented communities. Identifying community leaders and organizations to form partnerships with is a first step in meeting people where they're at.

Strategy 3 **Increase use of technology and social media to educate and inform community members.**

Social media platforms and the City website can be useful tools for communicating about land use issues like future development and planning practices. City event and meetings can also be promoted by posting updates through social media. Expanding the City's social media presence can reach a broader audience, potentially increasing engagement opportunities with underrepresented groups.

Strategy 4 **Encourage opportunities for community members to interact with City staff on a more direct level.**

Creating staff roles to directly interact with the community may improve communication with the public and engagement in planning issues. In addition, ensuring staff presence at local events through tabling or other means may provide opportunities for community members to interact with City staff.

Strategy 5 **Establish a forum for coordinated community conversations, such as community councils.**

A variety of tools exist for coordinating community conversations. Neighborhood associations, community councils, and working groups provide additional public participation opportunities over a longer time frame than workshops or focus groups. To identify the appropriate forum, Lehi may need to survey the public or look to other cities for successful examples.

Strategy 6 **Increase participation from a more diverse demographic, specifically finding ways to advertise, invite, and engage with students and senior citizens.**

In their outreach efforts, Lehi City staff should strive to involve as diverse a group of community members as possible. Targeted outreach strategies can help reach groups that may be missing from planning engagement efforts, such as students and seniors. Outreach at schools, community events, and senior centers can help engage these demographics.



Community tree planting, source: Lehi City, April 2018, Facebook.com.



Community outreach, source: Lehi City, October 2021, Facebook.com.



8

IMPLEMENTATION

The Implementation Chapter of the Land Use Element is intended to be a working document that provides direction for the implementation of identified projects, studies, and policies. that will move Lehi City towards achieving the goals laid out in this plan. Lehi has many projects or policies identified for implementation in the near and distant future. The projects and policies on this list were identified through outreach with the community and conversations with Lehi City staff and leadership.

Each project on the list will have its own implementation plan and will be reviewed and prioritized by the City Council along with the annual budgeting process. Additional projects can be added as issues arise or as ideas are conceived.

IMPLEMENTATION PROJECTS

For each project listed, information is offered that preliminarily identifies:

What the project is and what are some logical implementation steps?
Why the project is important to Lehi?
Who should participate in project implementation?
When should the project be completed in terms of both priority and timeline?
How the project could be funded? How can it be coordinated with other ongoing projects?

Implementation projects are presented in the Implementation Matrix on page 89, for quick reference to project categories, timelines, partners, and funding sources. Individual project sheets, at the end of this chapter, contain more detailed information on project objectives and actions.

IMPLEMENTATION MATRIX

#	PROJECT	CATEGORY	LOCATION	TIMELINE		STAKEHOLDERS	POTENTIAL FUNDING SOURCES	COORDINATION WITH OTHER PROJECTS
				SHORT-TERM (0-5 years)	*MID-TERM (5+ years)*			
1	Development Code Updates	Policy	Citywide	x		CITY, DEV, POWN, RES	LCGF	2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
2	Update 2007 Downtown Revitalization Plan	Downtown Revitalization, Community Identity	State Street, Main Street, Downtown Core	x		CITY, COUNTY, DBOWN, DEV, LACC, POWN, RES, UDOT, UTA,	LCGF, BID, CDBG, RLF, SAA, TIF, UMLF, UHPTC	1, 5, 7, 8, 11, 13
3	Enhance Employment and Technology Center Identity	Economic/ Employment Opportunity, Community Identity	North, along I-15 and Timpanogos Hwy, near Thanksgiving Point and Lehi's emerging Urban Center	x		CITY, COUNTY, EMP, GOED, LACC, POWN, RES, UT	LCGF, SG	1, 5, 6, 7, 8, 9, 10, 13
4	Neighborhood Scale Shopping Opportunities	Economic/ Employment Opportunity, Quality of Life	New and existing neighborhoods throughout the city	x		CITY, CDEV, HB, LACC, POWN, RES	LCGF, DEV	1, 7, 9, 10, 13
5	Transit Oriented Development	Downtown Revitalization, Community Identity, Economic/ Employment Opportunity	At appropriate locations within ½ mile of exiting FrontRunner and planned BRT stations in Lehi	x		AC, BOWN, CITY, COUNTY, DEV, LACC, MAG, POWN, RES, UDOT, UTA	BID, CDBG, DEV, EDTIF, IF, LCGF, SAA, TIF, UDOT, UTA	1, 2, 3, 6, 7, 9, 10, 13
6	Create an Urban Center at Thanksgiving Point	Community Identity, Economic/ Employment Opportunity	Thanksgiving Point and adjacent areas, on both sides of I-15	x		AC, BOWN, CITY, DEV, LACC, POWN, RES, TGP, WFRC	BID, CDBG, DEV, EDTIF, IF, LCGF, SAA, TIF	1, 2, 3, 5, 7, 9, 10, 13
7	Citywide Housing Choices	Quality of Life	Citywide	x		BOWN, CITY, COUNTY, DEV, HUD, POWN, RES, UHBA	CSFHG, DEV, HOME, LCGF, OWHLF, TIF	1, 2, 3, 4, 5, 6, 8, 9, 10, 13
8	Coordinate Land Use Plan with Parks and Recreation Master Plan Update	Infrastructure, Quality of Life	Citywide	x		CITY, DEV, POWN, RES	CDBG, DEV, LCGF, PRIF, UF	1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13

#	PROJECT	CATEGORY	LOCATION	TIMELINE		STAKEHOLDERS	POTENTIAL FUNDING SOURCES	COORDINATION WITH OTHER PROJECTS
				SHORT-TERM (0-5 years)	*MID-TERM (5+ years)*			
9	Placemaking	Infrastructure, Quality of LIfe	Citywide		x	BOWN, CITY, LACC, MO, POWN, RES, TGP	BID, DEV, LCGF, SAA, TIF, UMLF	1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13
10	Citywide Complete Streets Program	Infrastructure, Policy, Quality of Life	Citywide		x	CITY, POWN, RES, UDOT, UTA	LCGF, UDOT, UTA, TIF	1, 2, 3, 4, 5, 6, 7, 8, 13
11	Explore Opportunities to Update and/ or Expand Rodeo Facilities	Quality of Life, Community Identity, Downtown Revitalization	Existing or new Rodeo Grounds		x	CITY, LACC, POWN, RES, RC	DONOR, LCGF, LRUD, RC, TIF	1, 2, 8, 9
12	Lake Front Recreational Facilities	Quality of Life, Infrastructure	Northern shores of Utah Lake		x	CITY, COUNTY, CSS, DEV, EPA, JRP, POWN, RES	DEV, FG, LCGF, MF, PD, SG	1, 8, 9
13	Sustainable Development	Infrastructure, Quality of Life	Citywide	x		AEP, BOWN, CITY, DEV, EAG, EPA, LPD, POWN, RES	DONOR, DEV, FG, LCGF, NPO, SG	1, 2, 3, 4, 5, 6, 7, 8, 9, 10

KEY TERMS

PROJECT STAKEHOLDERS

AC	Adjacent Communities
AEP	Alternative Energy Providers
BOWN	Business Owners
CSS	City of Saratoga Springs
CDEV	Commercial Developers
DEV	Developers
DBOWN	Downtown Business Owners
EAG	Environmental Advocacy Groups
EMP	Existing Technology Companies/Other Large Employers
HB	Homebuilders
JRP	Jordan River Parkway
LACC	Lehi Area Chamber of Commerce
CITY	Lehi City
LPD	Lehi City Power Department
MO	Media Outlets
MAG	Mountainland Association of Governments
POWN	Property Owners
RES	Residents
RC	Rodeo Community
UT	State of Utah
TGP	Thanksgiving Point
HUD	United States Department of Housing and Urban Development
EPA	United States Environmental Protection Agency
COUNTY	Utah County
UDOT	Utah Department of Transportation
GOED	Utah's Governor's Office of Economic Development
UHBA	Utah Home Builders Association
UTA	Utah Transit Authority
WFRC	Wasatch Front Regional Council

POTENTIAL FUNDING SOURCES

BID	Business Improvement District
CDBG	Community Development Block Grants
CSFHG	County, State, and Federal Housing Grants
DEV	Developers
DONOR	Donor Organizations
EDTIF	Economic Development Tax Increment Financing
FG	Federal Grants
HOME	HUD HOME Investment Partnership Program
IF	Impact Fees
LCGF	Lehi City General Fund
LRUD	Lehi Round-Up Days
MF	Mitigation Funding from Past Development
NPO	Non-Profit Organizations
OWHLF	Olene Walker Housing Loan Fund
PRIF	Parks and Recreation Impact Fees
PD	Private Donors
RLF	Revolving Loan Funds
RC	Rodeo Community
SAA	Special Assessment Area
SG	State Grants
TIF	Tax Increment Financing
UF	User Fees
UDOT	Utah Department of Transportation
UHPTC	Utah Historic Preservation Tax Credit
UMLF	Utah Microenterprise Loan Fund
UTA	Utah Transit Authority

1

DEVELOPMENT CODE UPDATES

OBJECTIVE

To update the Development Code and Zoning Map to reflect and implement the recommendations of the Land Use Element, other Elements of the General Plan, as well as concepts in other plans and documents. Development relies upon public agency consistency and expectations. Zoning is a time-tested tool for orderly development that stakeholders rely upon. The Future Land Use map in this plan illustrates the community's vision for future land uses in Lehi; the zoning code will implement this map through Lehi City's Development Code.



CATEGORY

Policy

LOCATION

Citywide

STAKEHOLDERS

Lehi City, Developers, Property Owners, Residents

POTENTIAL FUNDING SOURCES

- Lehi City General Fund

TIMELINE

Short- term (0 - 5 years) - Within the first 12 months of this Land Use Element's Adoption

COORDINATION WITH OTHER PROJECTS

2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

ACTION STEPS

- With Stakeholder input, begin the process of making the zoning map and zone definitions compatible with the Future Land Use Map and the Land Use Element Goals and Strategies.
- Begin local public hearings on proposed zone changes.
- Review existing codes to identify changes needed in order for the code to match the Land Use Element and other General Plan Element updates. Specific zone changes to be addressed may include, but not be limited to:
    - Main Street and State Street corridors
    - Neighborhood Commercial areas
    - TOD areas
    - Thanksgiving Point/Urban Center area
    - Mixed Use areas
    - Pioneer Crossing corridor
    - Other changes to commercial or residential density or desired uses in Areas of Change
- Update and adopt Development Code and Zoning Map amendments.
- Apply the updated code to new projects.
- Evaluate and adjust as needed.



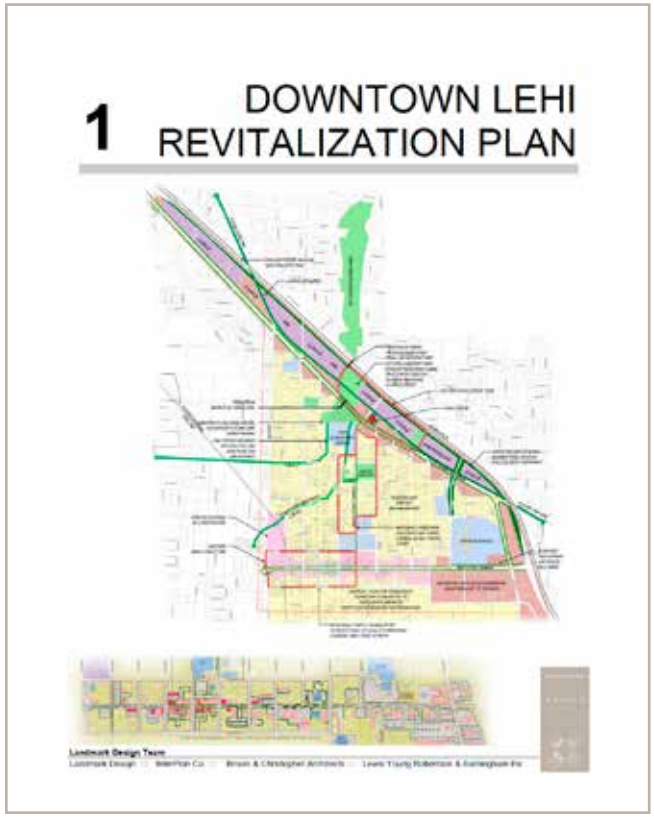


2

UPDATE 2007 DOWNTOWN REVITALIZATION PLAN

OBJECTIVE

To create an updated plan for the future of Downtown Lehi that is consistent with the needs and desires of the community. The intent of the 2007 Downtown Revitalization Plan was to take a critical look at Downtown Lehi to establish a vision that would help guide future development and growth in the area. Lehi City should update the plan to reflect the changes and growth that have occurred in Lehi since the plan's adoption. The objective of this project is to create an updated Downtown Revitalization Plan with planning concepts, urban design concepts, and implementation actions that represent the community's vision for downtown.



CATEGORY

Downtown Revitalization, Community Identity

LOCATION

State Street, Main Street, Downtown Core

STAKEHOLDERS

Developers, Downtown Business Owners, Lehi Area Chamber of Commerce, Lehi City, Property owners, Residents Utah County, UDOT, UTA,

POTENTIAL FUNDING SOURCES

- Lehi City General Fund
- Revolving Loan Funds
- Business Improvement District
- Special Assessment Area
- Community Development Block Grants (CDBG)
- Utah Microenterprise Loan Fund
- Utah Historic Preservation Tax Credit
- RDA for Downtown/CDA for Main Street (Tax Increment Financing)

TIMELINE

Short- term (0 - 5 years)

COORDINATION WITH OTHER PROJECTS

1, 5, 6, 7, 8, 11, 13

ACTION STEPS

- Conduct a review of the 2007 Downtown Revitalization Plan and assess relevance of its concepts and implementation actions.
- Conduct citywide public outreach to develop a vision for the future of Downtown Lehi.
- Create implementation actions in the updated plan to work hand-in-hand with strategies proposed in this Land Use Element.
- Determine actions that can produce the most impact for the City, whether it be economic benefits, improved quality of life, or creating a unique sense of place that promotes Lehi's "brand" as defined in the 2015 Lehi City Brand Usage and Style Guide.
- Implement actions that are low-cost but highly visible and easily accomplished.





3

ENHANCE TECHNOLOGY INDUSTRY AND EMPLOYMENT CENTER IDENTITY

OBJECTIVE

To encourage and enhance Lehi's expanding technology center identity, to boost the City's economy, and to position the City to attract regional and national technology companies. This will increase supporting businesses, creating employment opportunities for residents. Employment centers should be supported by nearby retail and residential mixed use development and should have strong connections to future and existing transit stations.



CATEGORY

Economic/Employment Opportunity, Community Identity

LOCATION

North, along I-15 and Timpanogos Hwy, near Thanksgiving Point and Lehi's emerging Urban Center

STAKEHOLDERS

Existing Technology Companies and Large Employers, Lehi Area Chamber of Commerce, Lehi City, Property owners, Residents, State of Utah, Utah Governor's Office of Economic Development, Utah County

POTENTIAL FUNDING SOURCES

- Lehi City General Fund
- State Grants

The following incentives can also be marketed to potential companies:

- Industrial Assistance Fund (IAF)
- Custom Fit

TIMELINE

Short- term (0 - 5 years)

COORDINATION WITH OTHER PROJECTS

1, 5, 6, 7, 8, 9, 10, 13

ACTION STEPS

- Streamline development processes to encourage companies to locate and relocate to Lehi and forward information to regional and national companies about the advantages of locating in Lehi.
- Support development proposals that will add mixed use retail and residential to employment areas, and that creates good connections to transit stations.
- In conjunction with the City's Economic Development Strategic Plan, work with existing companies to determine which additional services and/or incentives will attract potential companies to Lehi
- In conjunction with the City's Economic Development Strategic Plan, actively market the technology center identity, develop a recruitment flyer (shows growth, demographics, available sites, size, accessibility, visibility, infrastructure, incentives available, sales, etc.)





4

NEIGHBORHOOD SCALE COMMERCIAL OPPORTUNITIES

OBJECTIVE

To create shopping and other neighborhood-scale commercial opportunities closer to where people live, to reduce the distance needed to drive to reach these amenities, or eliminate the need to drive altogether. Neighborhood commercial opportunities could include small markets, cafes, professional services, and small medical offices.



CATEGORY

Economic/Employment Opportunity, Quality of Life

LOCATION

New and existing neighborhoods throughout the city

STAKEHOLDERS

Lehi City, Lehi Area Chamber of Commerce, Commercial Developers, Homebuilders, Property Owners, Residents

POTENTIAL FUNDING SOURCES

- Lehi City General Fund
- Private Developers

TIMELINE

Short- term (0 - 5 years)

COORDINATION WITH OTHER PROJECTS

1, 7, 9, 10, 13

ACTION STEPS

- Identify available parcels of land.
- Update City zoning and land use maps to accommodate changes
- Identify potential interested developers.
- Coordinate with commercial developers and homebuilders to include commercial development alongside new residential developments.





5

TRANSIT ORIENTED DEVELOPMENT

OBJECTIVE

To capitalize on regional and local transit corridors in the City to develop dense, vibrant, and walkable mixed use communities. These communities will allow people to live and work closer to transit facilities, reducing vehicles on the road and providing a strong ridership base to support new and existing transit lines.



CATEGORY

Downtown Revitalization, Community Identity, Economic/Employment Opportunity

LOCATION

At appropriate locations within ½ mile of existing FrontRunner and planned TRAX stations

STAKEHOLDERS

Adjacent Communities, Business Owners, Developers, Lehi City, Lehi Area Chamber of Commerce, Mountainland Association of Governments (MAG), Property Owners, Residents, UDOT, UTA, Utah County

POTENTIAL FUNDING SOURCES

- Lehi City General Fund
- UDOT/ UTA
- Special Assessment Area
- Tax Increment Financing (TIF)
- Business Improvement District
- Community Development Block Grants
- Economic Development TIF
- Developers
- Impact Fees

TIMELINE

Short- term (0 - 5 years)

COORDINATION WITH OTHER PROJECTS

1, 2, 3, 6, 7, 9, 10, 13

ACTION STEPS

- Work with UDOT, UTA, and MAG to plan for TOD development in Lehi
- Coordinate TOD's with the Lehi Transit Master Plan.
- Ensure that zoning of land surrounding existing and future transit stations to support TOD's.
- Reach out to potential developers and provide incentives for land acquisition and development.
- Set up a framework and a committee to steer the development and financing of the TOD(s) in Lehi





6

CREATE AN URBAN CENTER AT THANKSGIVING POINT

OBJECTIVE

To create a regional urban center in the Thanksgiving Point area, with entertainment venues, cultural attractions, retail destinations, employment opportunities, and housing units.



CATEGORY

Community Identity, Economic/Employment Opportunity

LOCATION

Thanksgiving Point and adjacent areas, on both sides of I-15

STAKEHOLDERS

Adjacent Communities, Business Owners, Developers, Lehi City, Lehi Area Chamber of Commerce, Property Owners, Residents, Thanksgiving Point, Wasatch Front Regional Council

POTENTIAL FUNDING SOURCES

- Lehi City General Fund
- Special Assessment Area
- Tax Increment Financing (TIF)
- Business Improvement District
- Community Development Block Grants
- Economic Development TIF
- Developers
- Impact Fees

TIMELINE

Short- term (0 - 5 years)

COORDINATION WITH OTHER PROJECTS

1, 2, 3, 5, 7, 9, 10, 13

ACTION STEPS

- Develop a Vision and Master Plan for the Urban Center area, supported by broad, inclusive community outreach efforts
- Assess potential impacts of development on surrounding areas
- Assess feasibility of pedestrian crossing over I-15
- Reach out to potential developers and provide incentives for land acquisition and development





7

CITYWIDE HOUSING CHOICES

OBJECTIVE

As Lehi grows, allow for the development of a range of housing sizes and types that will be attractive and affordable for people at all ages, life stages, household sizes, and incomes. Locate housing near employment centers and transit stations, reducing commute times and/or the need to drive to work.



CATEGORY

Quality of Life

LOCATION

Citywide

STAKEHOLDERS

Business Owners, Developers, Lehi City, HUD, Utah Home Builders Association, Property Owners, Residents, Utah County

POTENTIAL FUNDING SOURCES

- Tax Increment Financing
- Lehi City General Fund
- County, State, and Federal Housing Grants
- HUD's HOME Investment Partnership Program
- Olene Walker Housing Loan Fund
- Developers

TIMELINE

Short- term (0 - 5 years)

COORDINATION WITH OTHER PROJECTS

1, 2, 3, 4, 5, 6, 8, 9, 10, 13

ACTION STEPS

- Update the development and zoning codes to allow for mixed-use high density housing projects within the downtown area, the urban center area, and TOD areas.
- Develop a density matrix of varying densities that will accommodate population growth and a range of housing types. The matrix should be interwoven with commercial services and transportation that provide transit related opportunities.
- Identify potential properties with development or redevelopment potential for housing and develop a strategy to encourage their use.
- Identify and engage developers and market Lehi as a prime location for different housing types.
- Explore funding mechanisms for infrastructure investments that are necessary to support residential density, such as increased sewer, water, and road capacity.
- Apply for and develop plans for using federal grant money for increasing housing quality and affordability.





8

COORDINATE LAND USE PLAN WITH PARKS AND RECREATION MASTER PLAN UPDATE

OBJECTIVE

To ensure that land use decisions are consistent with the goals and policies of the Parks and Recreation Master Plan update. New developments should be required to provide an appropriate amount of park space, as well as connections to regional recreation opportunities.



CATEGORY

Infrastructure, Quality of Life

LOCATION

Citywide

STAKEHOLDERS

Lehi City, Developers, Property Owners, Residents

POTENTIAL FUNDING SOURCES

- Parks and Recreation Impact Fees
- Community Development Block Grants
- User Fees
- Individual Developers
- Lehi City General Fund

TIMELINE

Short- term (0 - 5 years)

COORDINATION WITH OTHER PROJECTS

1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13

ACTION STEPS

- Coordinate implementation of Land Use Element strategies and implementation items with Parks and Recreation Master Plan policies and park implementation priorities.
- Assess progress towards meeting proposed park level of service standards throughout the city.
- Continue to work towards filling existing park gaps and updating existing parks that are in need of improvements.
- Ensure that developers are including parks within new neighborhoods that meet or exceed the recommended parks level of service, and that new parks are highly accessible to all residents.





9

PLACEMAKING

OBJECTIVE

To create neighborhoods, business districts, and community gathering places with a unique character and sense of place that reinforces the Lehi "brand" through urban design strategies. To promote round-the-clock activity and adequate vibrancy to eliminate dead zones, especially in the downtown, urban center, mixed use, and TOD areas.



CATEGORY

Quality of Life, Community Identity

LOCATION

Citywide

STAKEHOLDERS

Business Owners, Lehi City, Lehi Area Chamber of Commerce, Media Outlets, Property Owners, Thanksgiving Point, Residents

POTENTIAL FUNDING SOURCES

- Tax Increment Financing
- Business Improvement District
- Special Assessment Area
- Utah Microenterprise Loan Fund
- Developers
- Lehi City General Fund

TIMELINE

Mid- term (5 -15 years)

COORDINATION WITH OTHER PROJECTS

1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13

ACTION STEPS

- Determine areas where placemaking is desired and appropriate. These areas may include Downtown Lehi, the Urban Center/Thanksgiving Point area, TOD areas, and mixed use areas.
- Develop design standards for buildings, streetscapes, and public spaces in areas where placemaking is desired.
- Promote the inclusion of public art in new developments, public spaces, and streetscapes.
- Conduct an inventory of existing entertainment and event opportunities within the City, especially in the downtown core, urban center, mixed-use, and TOD areas.
- Conduct a survey of residents to determine the type of entertainment or dining opportunities they desire.
- Develop infrastructure and provide incentives to attract events to Lehi. Advertise Lehi's annual festivals and events widely, such as the Round Up Days and provide infrastructure and hospitality services to cater to visitors and participants of these events.
- Develop systems to provide services and enhanced safety procedures at events within the City.





10

CITYWIDE COMPLETE STREETS PROGRAM

OBJECTIVE

To promote the inclusion of Complete Streets concepts (planning for cars, transit, bicycles, and pedestrians, equally) in Lehi's street design.

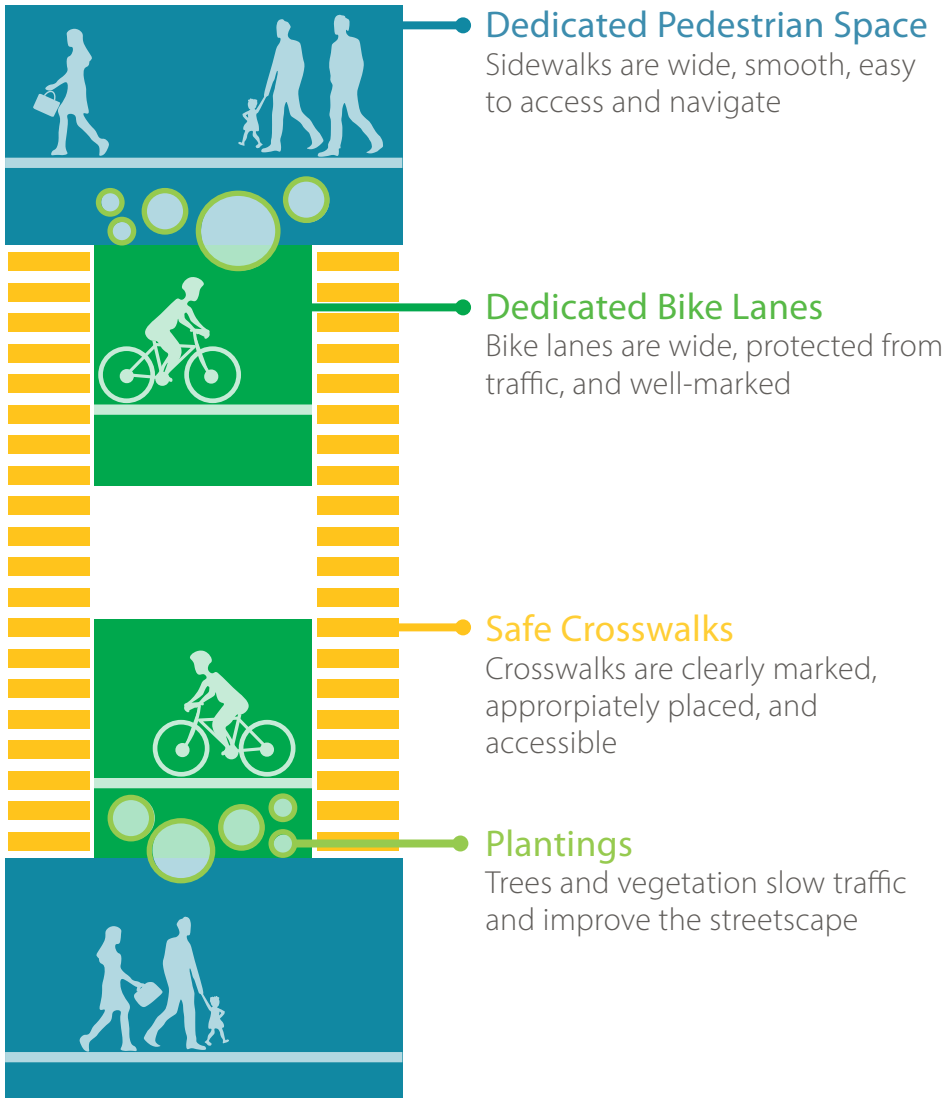


Figure 34. Complete Street Elements, source: Fregonese Associates 2020.

CATEGORY

Infrastructure, Policy, Quality of Life

LOCATION

Citywide

STAKEHOLDERS

Lehi City, Property Owners, Residents, UDOT, UTA

POTENTIAL FUNDING SOURCES

- Lehi City General Fund
- UDOT
- UTA
- Tax Increment Financing

TIMELINE

Mid- term (5 -15 years)

COORDINATION WITH OTHER PROJECTS

1, 2, 3, 4, 5, 6, 7, 8, 10, 13

ACTION STEPS

- Coordinate with the Transit Master Plan, Master Transportation Plan, and other City long-range plans to determine the feasibility of implementing a Complete Streets Program.
- As major transportation system redesign projects arise, work with project designers to ensure that plans balance safety and efficiency while promoting multi-modal use of streets.
- Develop a program for the redesign of key roadways over time to include considerations for vehicles, transit, pedestrians, bicycles and horses.





11

EXPLORE OPPORTUNITIES TO UPDATE AND/OR EXPAND RODEO FACILITIES

OBJECTIVE

To utilize the rodeo facility that is used as a community gathering space year-round. To strengthen Lehi's identity as a horse friendly community, to support equestrian activity, and to place the City on the map as a regional equestrian destination.



Lehi City Rodeo, source: https://www.lehi-ut.gov/roundup/.

CATEGORY

Quality of Life, Community Identity, Downtown Revitalization

LOCATION

Existing or new Rodeo Grounds

STAKEHOLDERS

Lehi City, Lehi Area Chamber of Commerce, Property owners, Residents, Rodeo Community,

POTENTIAL FUNDING SOURCES

- Lehi City General Fund
- Donor Organizations
- Equestrian Community
- Lehi Round-Up Days
- Tax Increment Financing

TIMELINE

Mid- term (5 -15 years)

COORDINATION WITH OTHER PROJECTS

1, 2, 8, 9

ACTION STEPS

- Conduct community-wide outreach to develop a vision for the Rodeo Grounds. This visioning may be coordinated with the update to Lehi Downtown Revitalization Plan.
- Assess potential to renovate or expand existing facility, according to community vision. If renovations or expansion are not feasible, identify and acquire new location for rodeo grounds.
- Create a plan to implement a new or expanded facility. This will include a feasibility study, a survey, market study, and a branding and advertising campaign. Allow for supportive uses surrounding the Rodeo Grounds, explore shared parking opportunities, and creating connections to Main Street and transit stations if remaining at existing location.
- Conduct a study, city-wide survey, and research examples from other communities to determine the program of the rodeo facilities. Explore year-round entertainment opportunities, such as concerts, paintball, or ice skating.





12

LAKE FRONT RECREATIONAL FACILITIES

OBJECTIVE

To provide access for a variety of recreational activities at Utah Lake, while preserving the area's natural state.



CATEGORY

Quality of Life, Infrastructure

LOCATION

Northern shores of Utah Lake

STAKEHOLDERS

City of Saratoga Springs, EPA, Developers, Jordan River Parkway, Lehi City, Property Owners, Residents, Utah County

POTENTIAL FUNDING SOURCES

- Lehi City General Fund
- Mitigation Funding from Past Development
- Individual Developers
- Private Donors
- State and Federal Grants

TIMELINE

Mid- term (5 -15 years)

COORDINATION WITH OTHER PROJECTS

1, 8, 9

ACTION STEPS

- Coordinate with the City of Saratoga Springs in their efforts to develop lakefront recreational facilities.
- Conduct a study and survey to identify and determine desired lakefront recreational facilities and activities, such as trails, boardwalks, kayaking, fishing, birdwatching, or boat access.
- Utilize the Parks and Open Space element of the General Plan to help identify locations along the Lake that can be used for recreational activity, as well as the possibility for a trail developed along the Lake.
- Update zoning and land use maps to allow for the inclusion of these facilities along the shores of the Lake.
- Encourage cluster development in new subdivisions near the lake, to preserve as much of the natural area and open space as possible.
- Install facilities and improvements including dock for fishing and bird watching, dock for boats, etc.





13

SUSTAINABLE DEVELOPMENT

OBJECTIVE

To explore the use of sustainable development approaches in Lehi, to increase the quality of life for current and future community members. Sustainable development strategies include alternative and clean energy sources, more efficient systems for streetlights and public facilities, reduced water usage, green stormwater infrastructure, and measures to reduce greenhouse gas emissions and increase air quality.



CATEGORY

Quality of Life, Infrastructure

LOCATION

Citywide

STAKEHOLDERS

Alternative Energy Providers, Business Owners, Developers, Environmental Advocacy Groups, EPA, Lehi City, Lehi City Power Department, Property Owners, Residents

POTENTIAL FUNDING SOURCES

- Lehi City General Fund
- Donor Organizations
- Non-Profit Organizations
- Federal and State Grants
- Developers

TIMELINE

Mid- term (5 -15 years)

COORDINATION WITH OTHER PROJECTS

1, 2, 3, 4, 5, 6, 7, 8, 9, 10

ACTION STEPS

- Examine the City's current energy portfolio and determine shortfalls and opportunities for the infusion of alternative energy. Work with the community and alternative energy experts to identify feasible alternative energy sources.
- Market and educate alternative energy concepts to residents, and as part of Lehi City's Employment and Technology Center identity.
- Create incentives to attract alternative energy providers.
- Update the Outdoor Lighting Ordinance to include new and upgraded lighting fixtures
- Consider conducting a citywide greenhouse gas inventory and creating a city Climate Action Plan.
- Explore strategies to reduce water consumption by City facilities.
- Include green stormwater infrastructure, such as bioswales and permeable pavement, in new development.





APPENDICES

Community Workshop

Community Workshop Polling Responses

Community Workshop Map Results

Online Map Results

Round-Up Week Maps

Scenario Maps and Indicators

Online Survey Results

Scenario Survey Responses

Webinar Q&A

Engage Lehi Map and Comments

Planning Commission and City Council Minutes

9

COMMUNITY WORKSHOP POLLING RESPONSES

COMMUNITY WORKSHOP MAP RESULTS

ONLINE MAP RESULTS

ROUND-UP WEEK MAPS

SCENARIO MAPS AND INDICATORS

ONLINE SURVEY RESULTS

SCENARIO SURVEY RESPONSES

WEBINAR Q&A

ENGAGE LEHI MAP AND COMMENTS

PLANNING COMMISSION & CITY COUNCIL MINUTES

APPENDICES

Community Workshop

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Community Workshop Map Results

Online Map Results

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Scenario Maps and Indicators

Online Survey Results

Scenario Survey Responses

Webinar Q&A

Engage Lehi Map and Comments

Planning Commission and City Council Minutes

9









WORKSHOP DATE

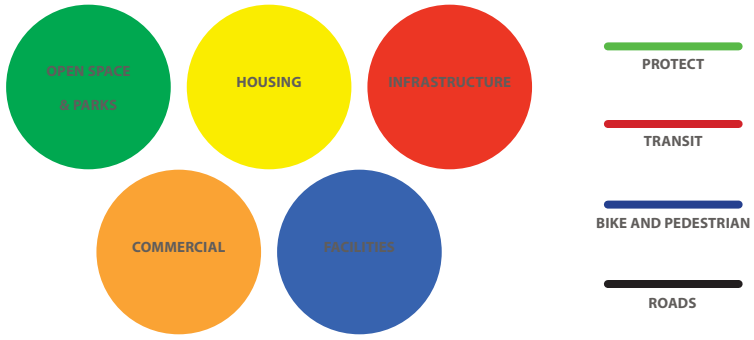
Wednesday, February 27, 2019

WORKSHOP PROCESS

Each table collaborated around a large map and used stickers to identify opportunities for open space and parks, housing, infrastructure, commercial, and facilities.

Pens were used to mark important areas to protect from development and to identify transportation improvements (walking, biking, transit, and roads).

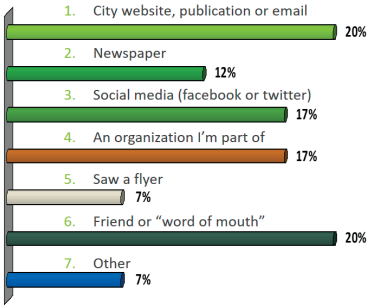
Each table shared their ideas after the mapping exercise.



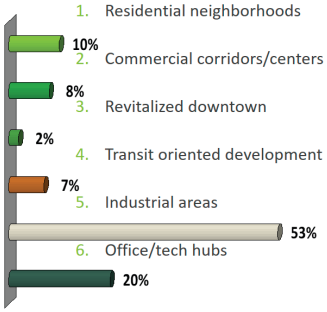
COMMUNITY WORKSHOP POLLING RESPONSES

APPENDIX B: COMMUNITY WORKSHOP POLLING RESPONSES

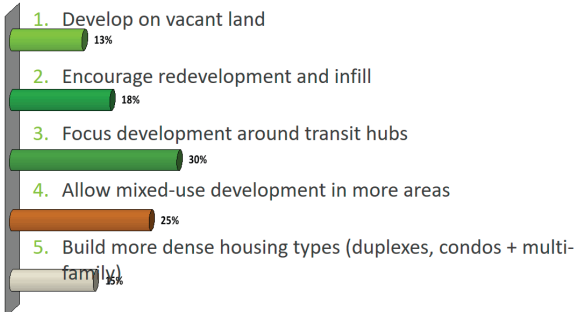
How did you find out about today's event?



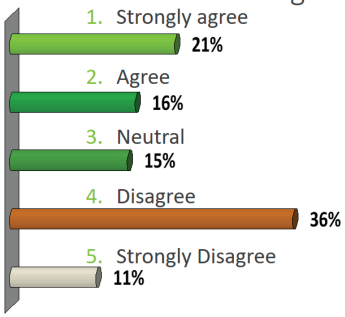
What type of new development do we need LESS of?



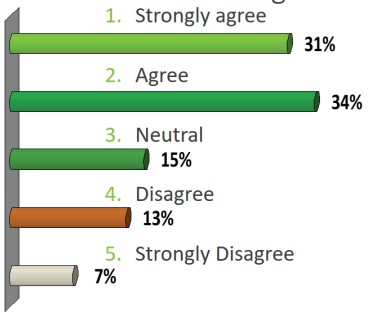
How do you think we should accommodate future growth?



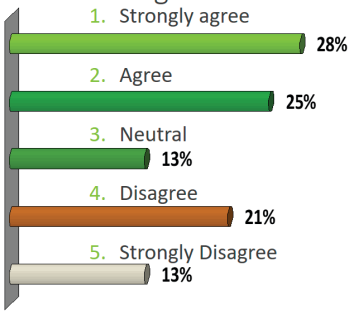
The Main Street corridor is a good location to concentrate growth?



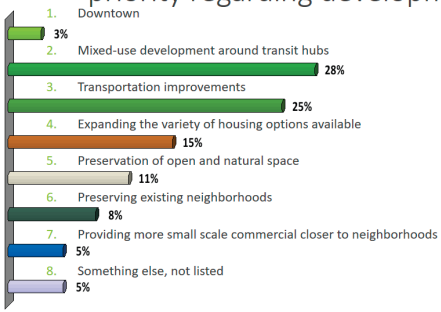
The IM Flash Campus Area is a good location to concentrate growth?



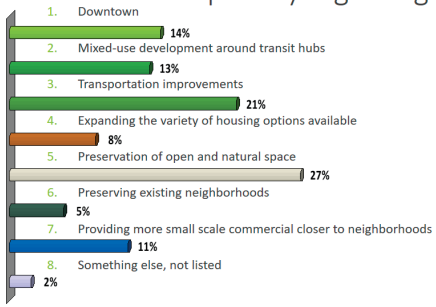
The Thanksgiving Point is a good location to concentrate growth?



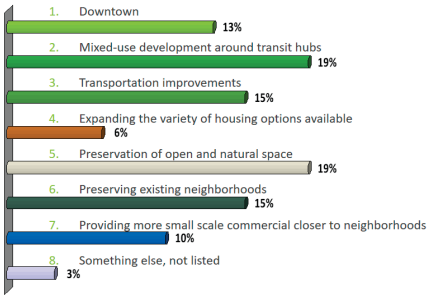
What should be the city's HIGHEST priority regarding development?



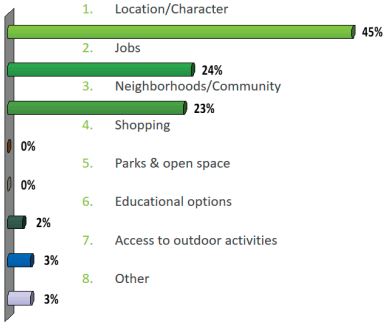
What should be the city's SECOND HIGHEST priority regarding development?



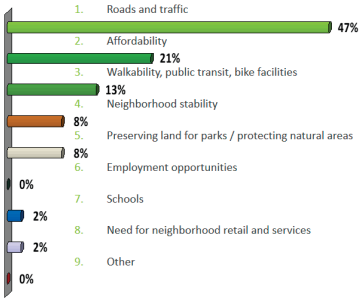
What should be the city's THIRD HIGHEST priority regarding development?



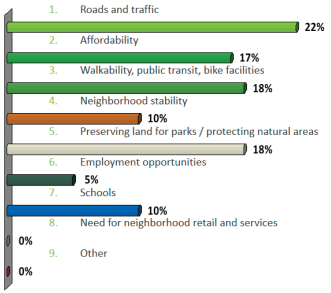
What is Lehi's greatest asset?



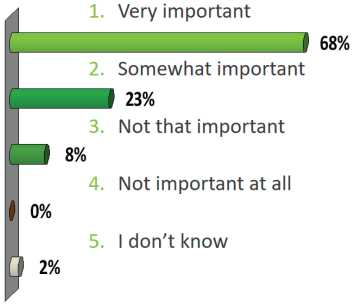
What is Lehi's biggest concern as we grow?



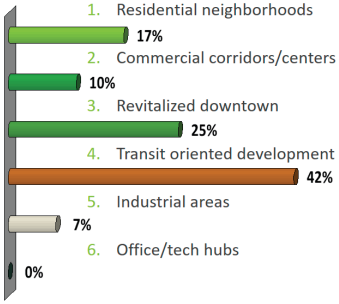
What is Lehi's second biggest concern as we grow?



How important is it to preserve open space?

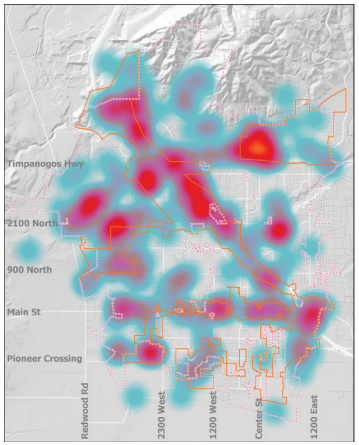


What type of new development do we need MORE of?

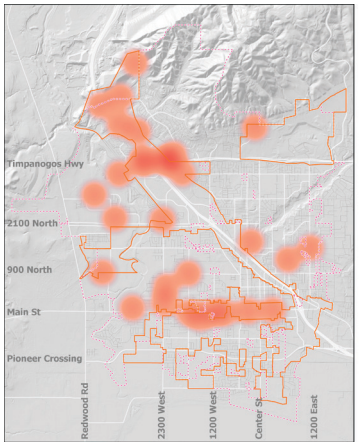


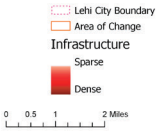
COMMUNITY WORKSHOP MAP RESULTS

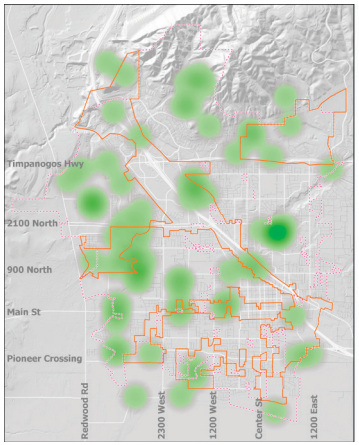
APPENDIX C: COMMUNITY WORKSHOP MAP RESULTS



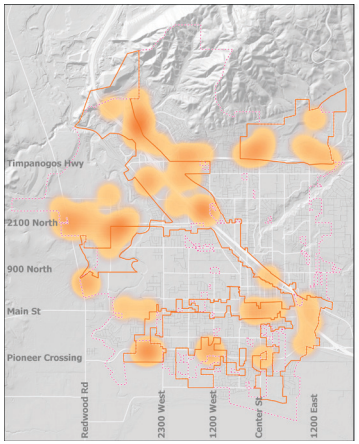


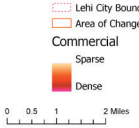


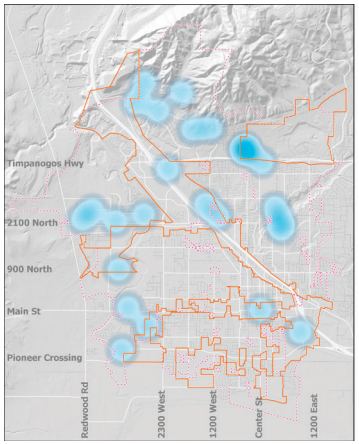


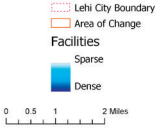


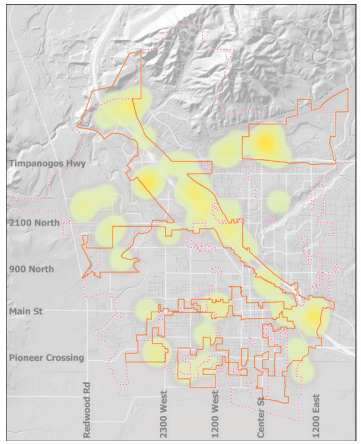


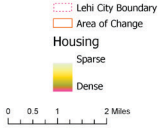


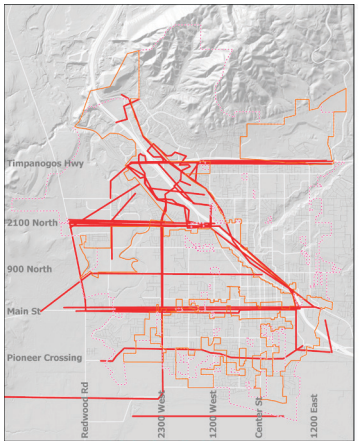


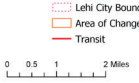


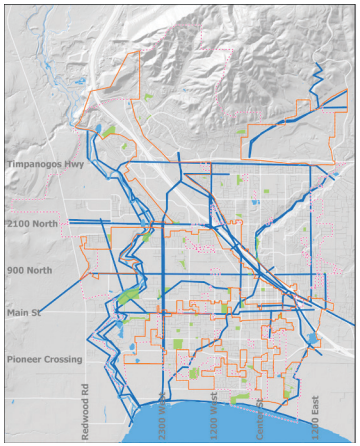




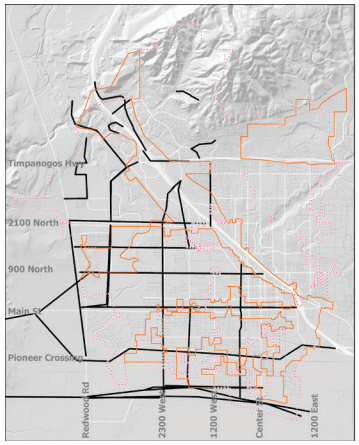




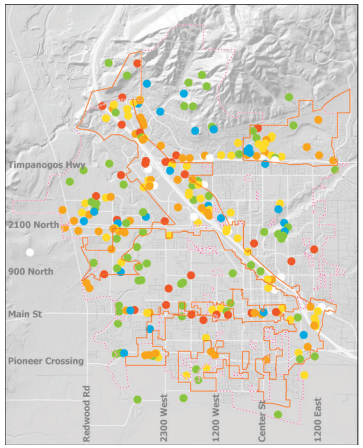






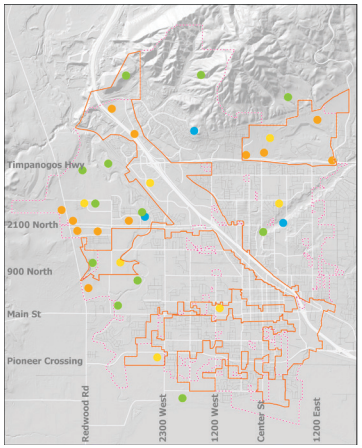






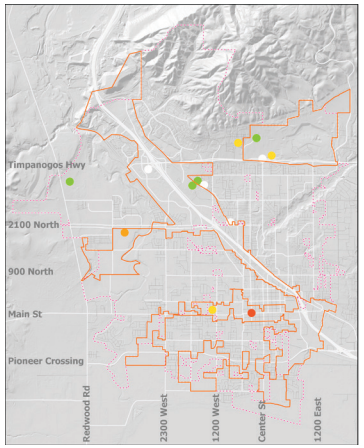
Lehi City Boundary
Area of Change
Workshop
Commercial
Housing
Open Space & Parks
Facilities
Infrastructure
White/Other

0 0.5 1 2 Miles



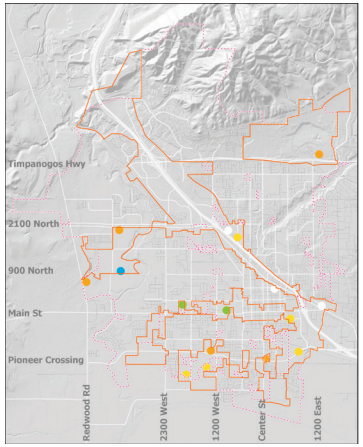
Lehi City Boundary
Area of Change
Table 1
Commercial
Housing
Open Space & Parks
Facilities
Infrastructure
White/Other

0 0.5 1 2 Miles



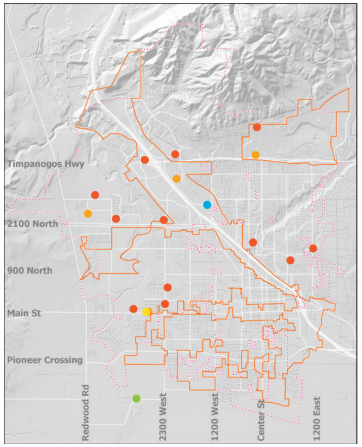
Lehi City Boundary
Area of Change
Table 2
Commercial
Housing
Open Space & Parks
Facilities
Infrastructure
White/Other

0 0.5 1 2 Miles



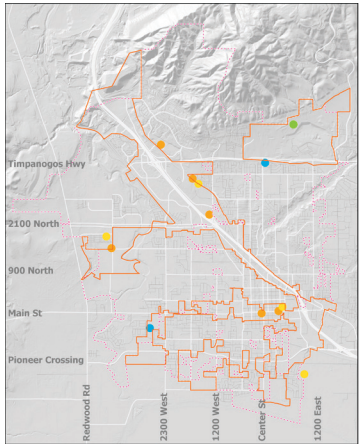
Lehi City Boundary
Area of Change
Table 3
Commercial
Housing
Open Space & Parks
Facilities
Infrastructure
White/Other

0 0.5 1 2 Miles



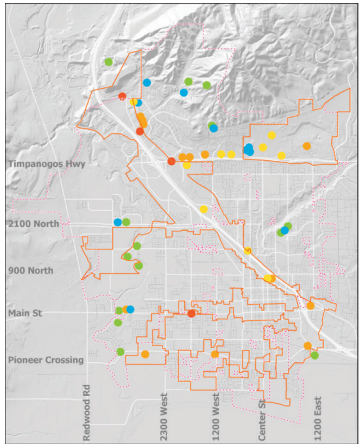
Lehi City Boundary
Area of Change
Table 4
Commercial
Housing
Open Space & Parks
Facilities
Infrastructure
White/Other

0 0.5 1 2 Miles



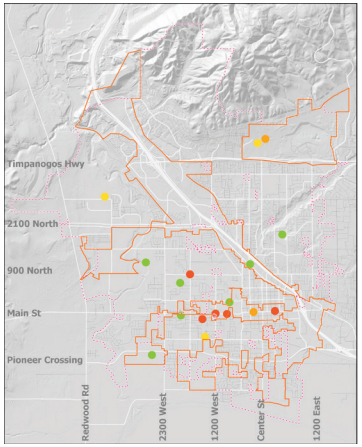
Lehi City Boundary
Area of Change
Table 5
Commercial
Housing
Open Space & Parks
Facilities
Infrastructure
White/Other

0 0.5 1 2 Miles



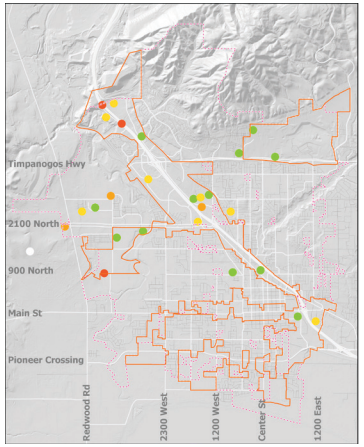
Lehi City Boundary
Area of Change
Table 6
Commercial
Housing
Open Space & Parks
Facilities
Infrastructure
White/Other

0 0.5 1 2 Miles



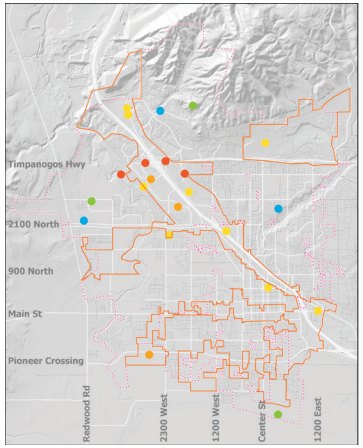
Lehi City Boundary
Area of Change
Table 7
Commercial
Housing
Open Space & Parks
Facilities
Infrastructure
White/Other

0 0.5 1 2 Miles



Lehi City Boundary
Area of Change
Table 8
Commercial
Housing
Open Space & Parks
Facilities
Infrastructure
White/Other

0 0.5 1 2 Miles

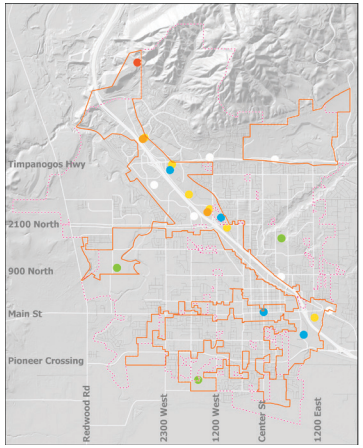


Lehi City Boundary
Area of Change

Table 9

- Commercial
- Housing
- Open Space & Parks
- Facilities
- Infrastructure
- White/Other

0 0.5 1 2 Miles

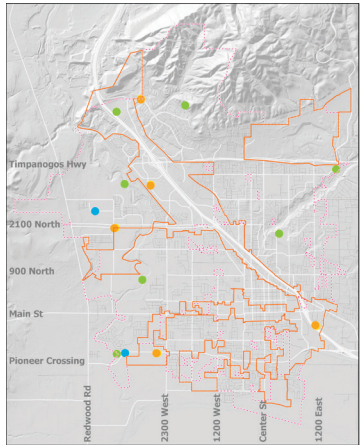


Lehi City Boundary
Area of Change

Table 10

- Commercial
- Housing
- Open Space & Parks
- Facilities
- Infrastructure
- White/Other

0 0.5 1 2 Miles



Lehi City Boundary
Area of Change

Table 11

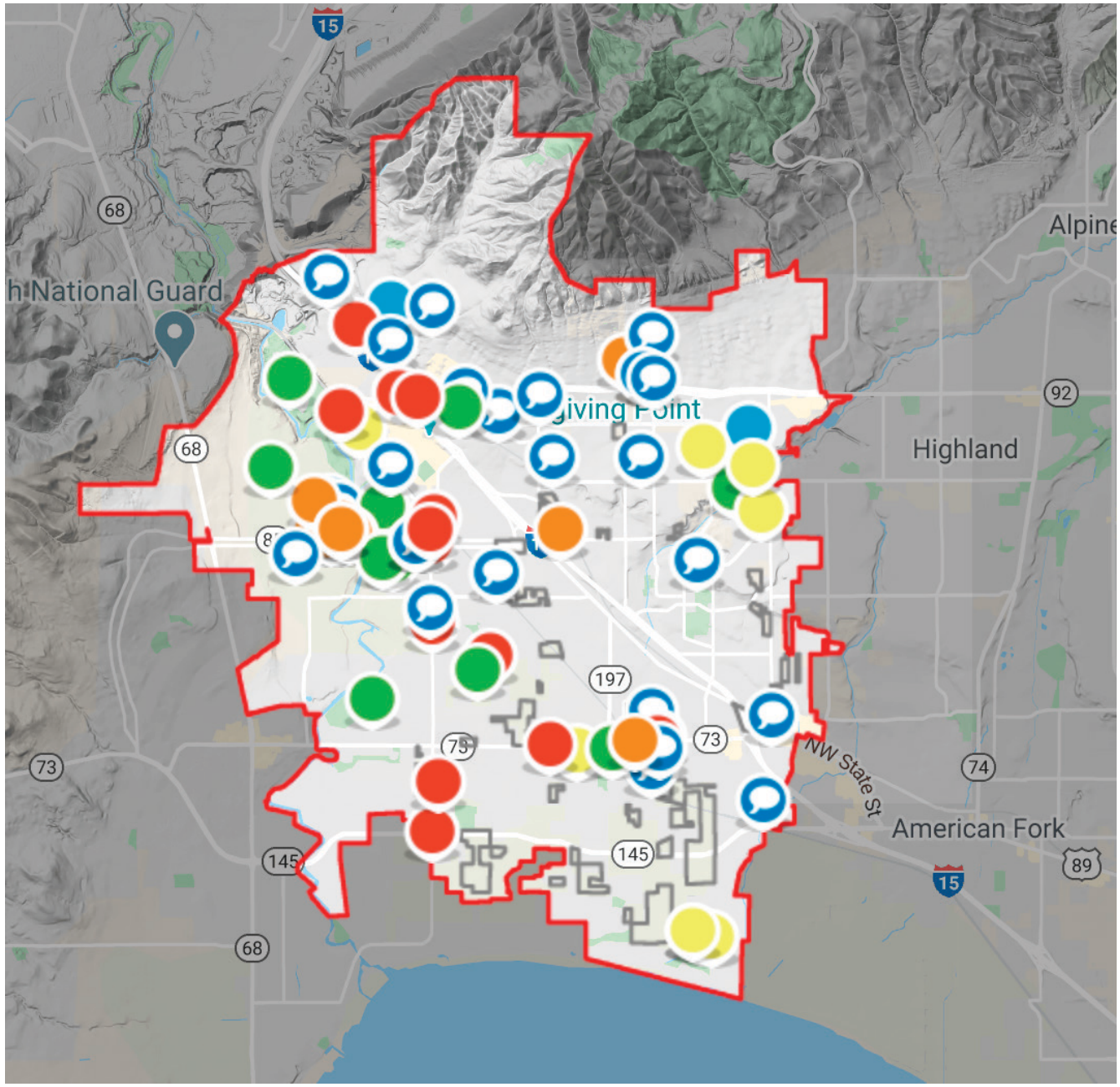
- Commercial
- Housing
- Open Space & Parks
- Facilities
- Infrastructure
- White/Other

0 0.5 1 2 Miles

ONLINE MAP RESULTS

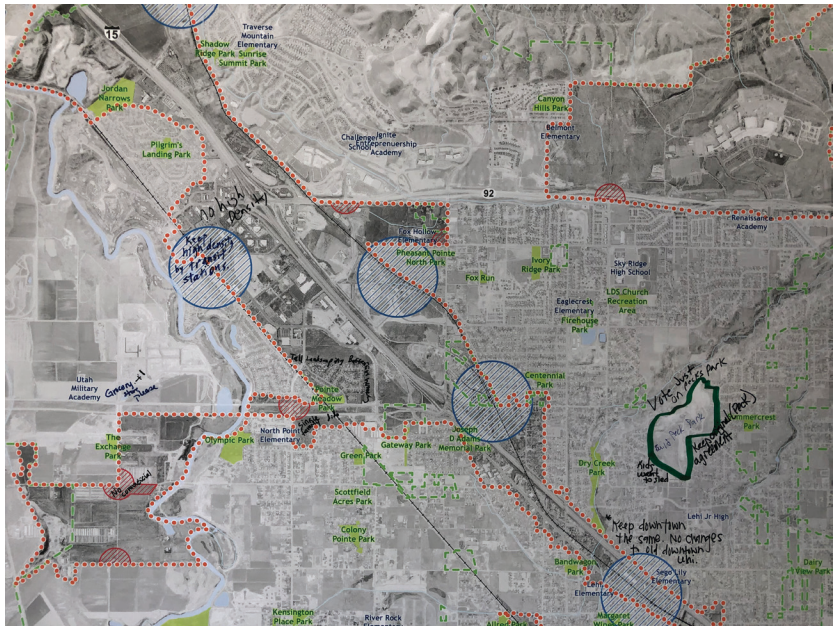
APPENDIX D: ONLINE MAP RESULTS

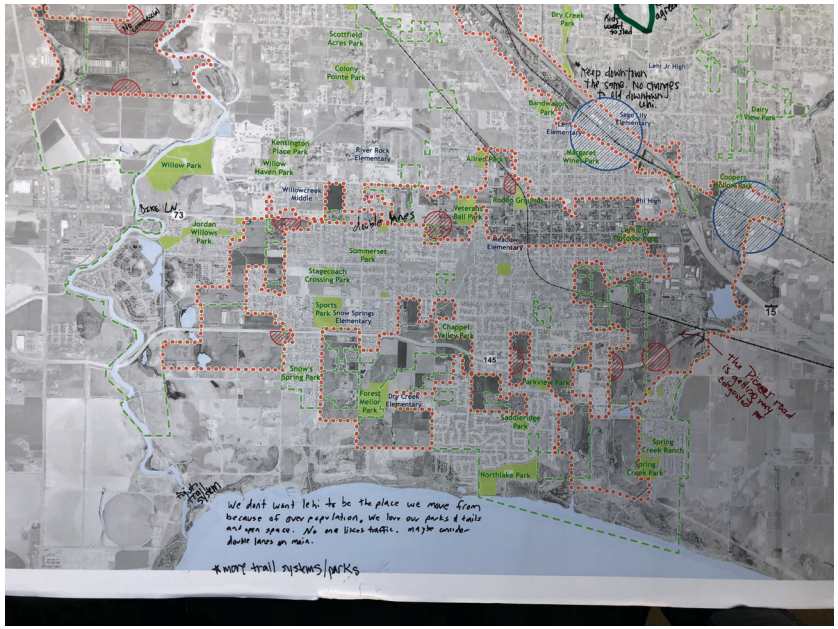
- General Comment
- Housing Comment
- Commercial Comment
- Open Space and Parks Comment
- Infrastructure Comment
- Facilities Comment
- City Boundary

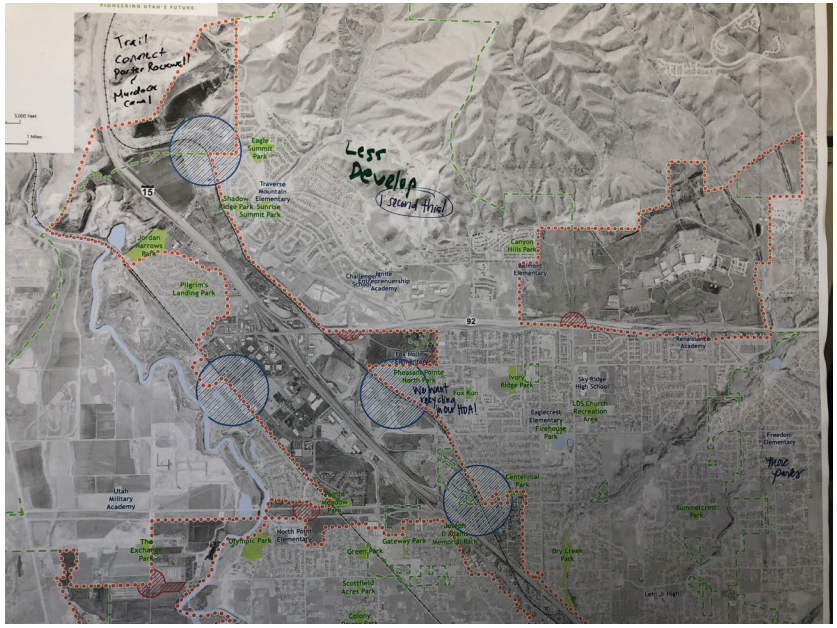


ROUND-UP WEEK MAPS

APPENDIX E: ROUND UP WEEK MAPS



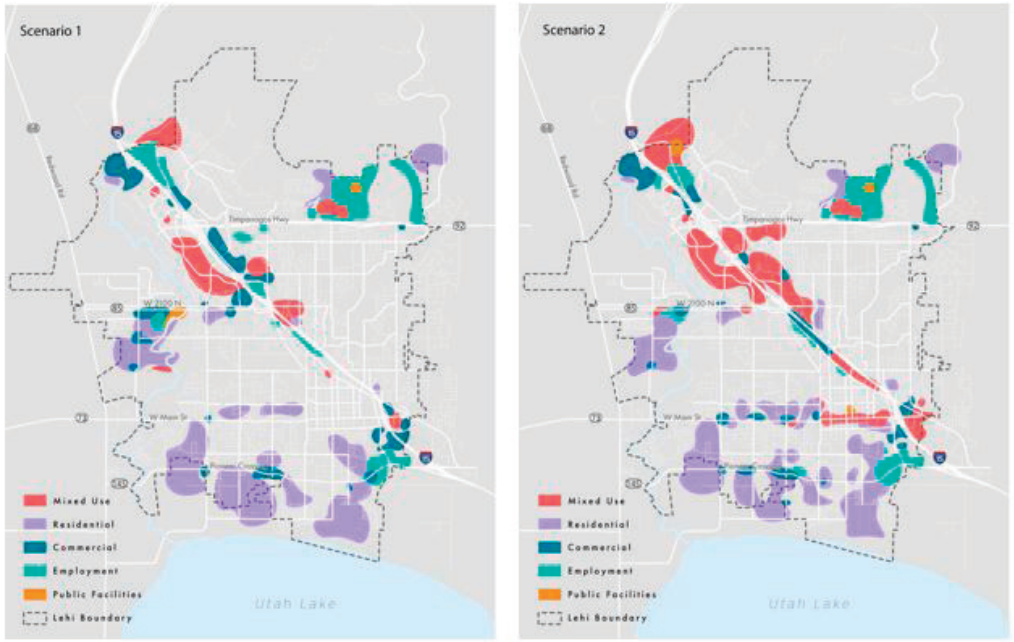


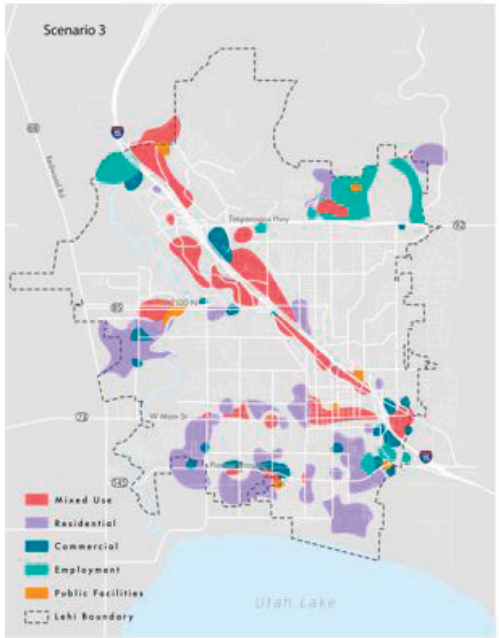


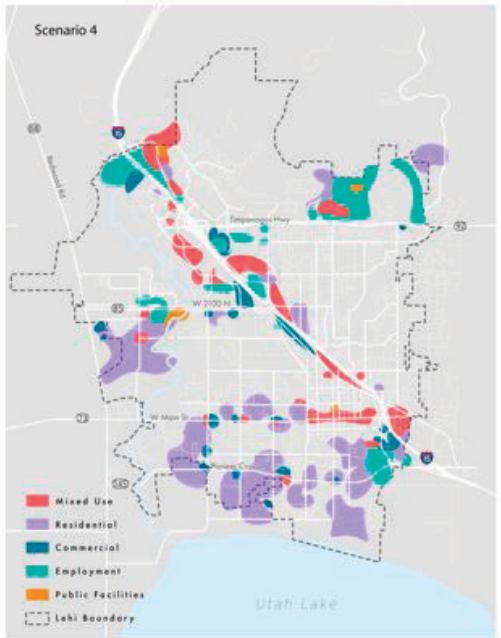


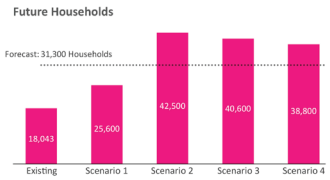
SCENARIO MAPS AND INDICATORS

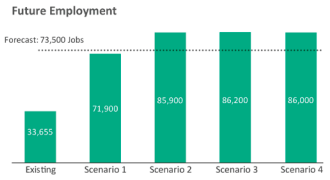
APPENDIX F: SCENARIO MAPS AND INDICATORS

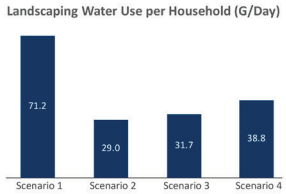


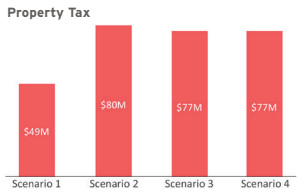




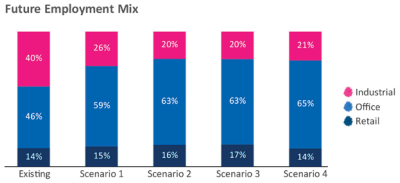


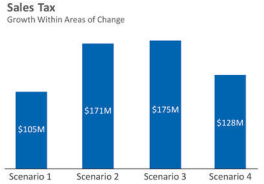




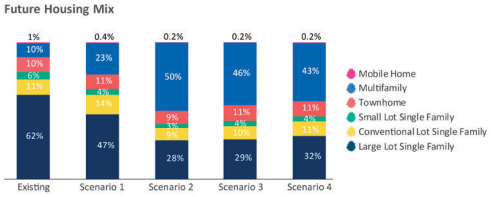


*Assuming a tax rate of 1.005% and a 55% reduction for residential properties

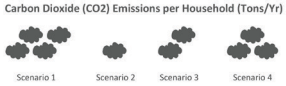




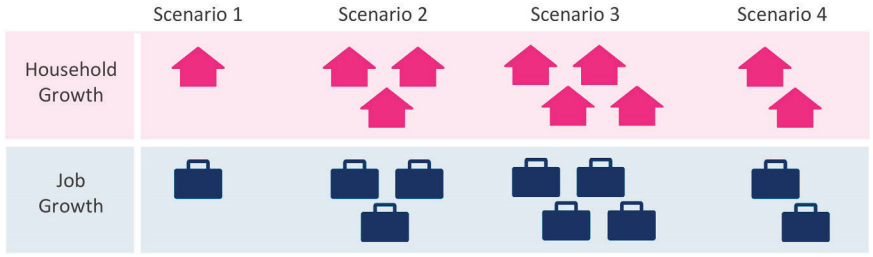
*Assuming a sales tax of 7.15% and $318 sales per sqft of retail use

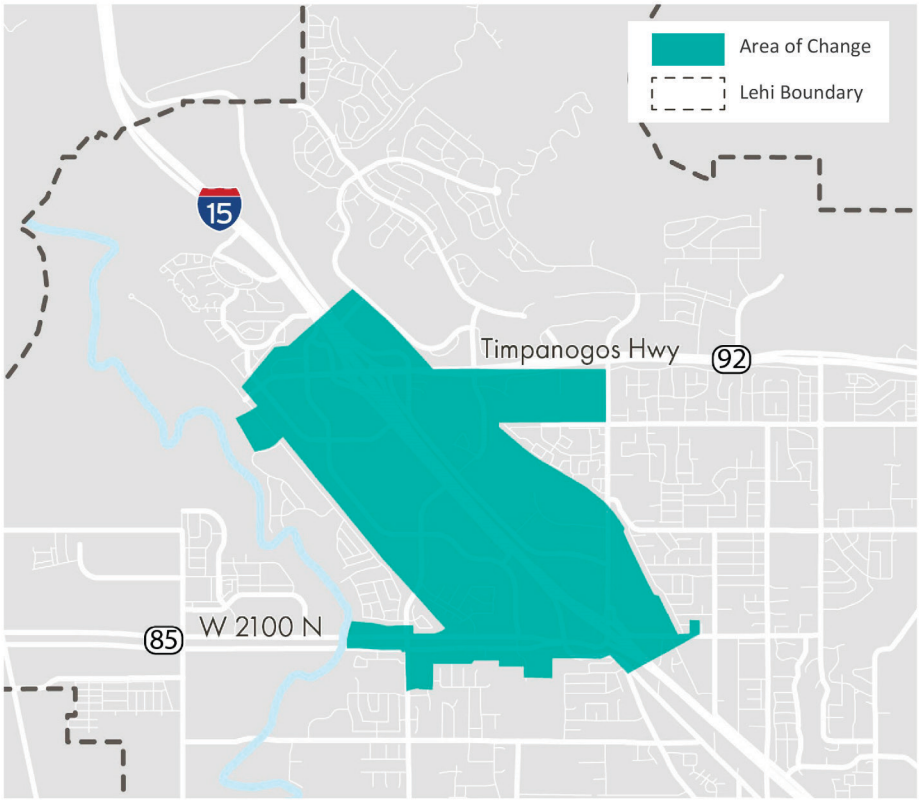




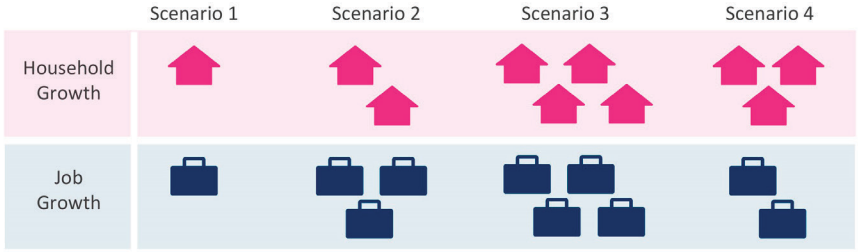


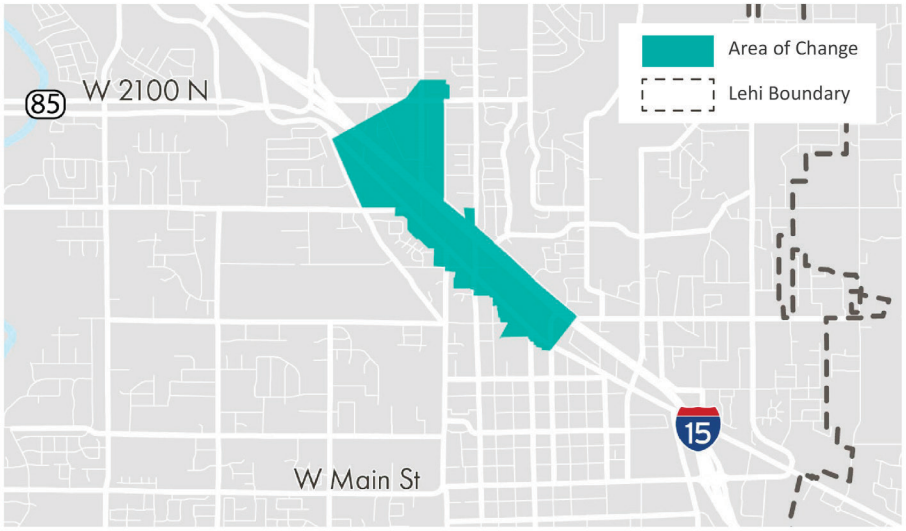
Thanksgiving Point



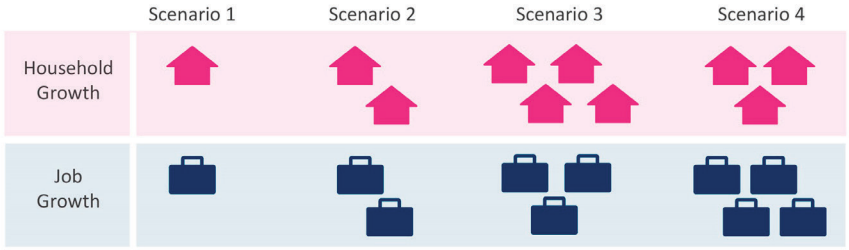


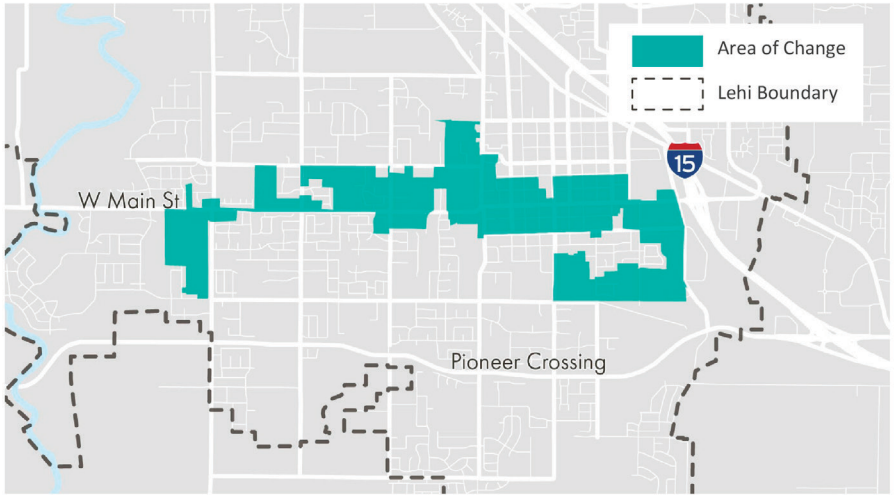
State Street



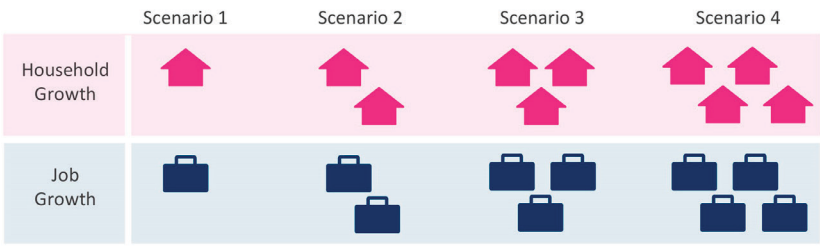


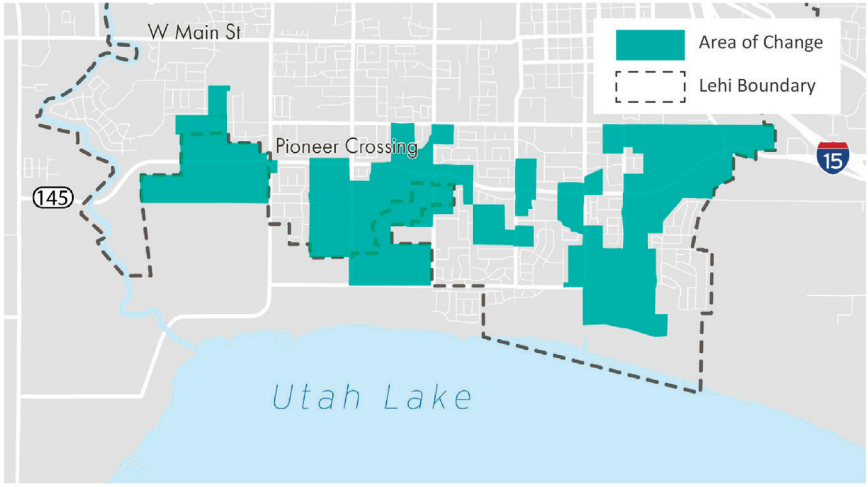
Main Street





Pioneer Crossing

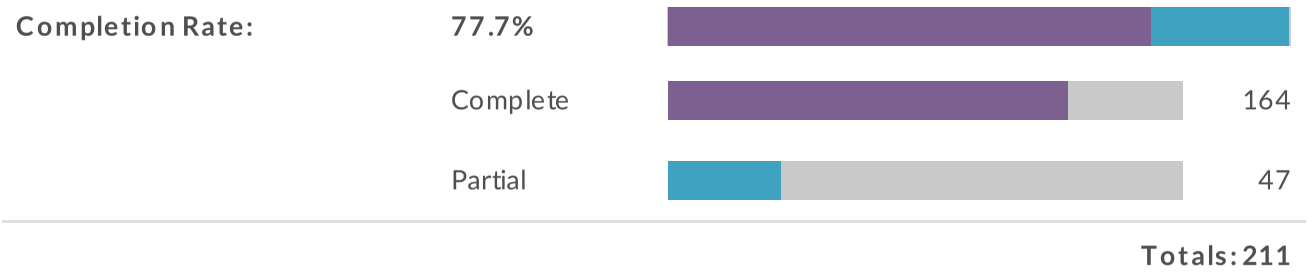




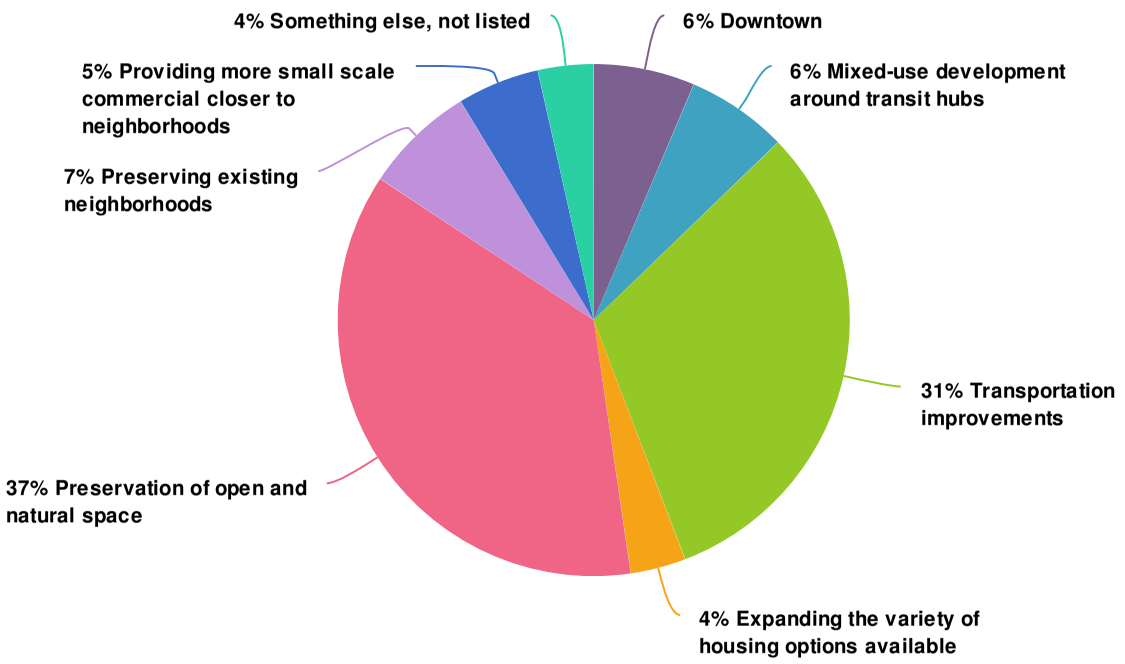
ONLINE SURVEY RESULTS

Report for Lehi Future Land Use Online Survey

Response Counts



1. What should be Lehi's HIGHEST priority regarding development?

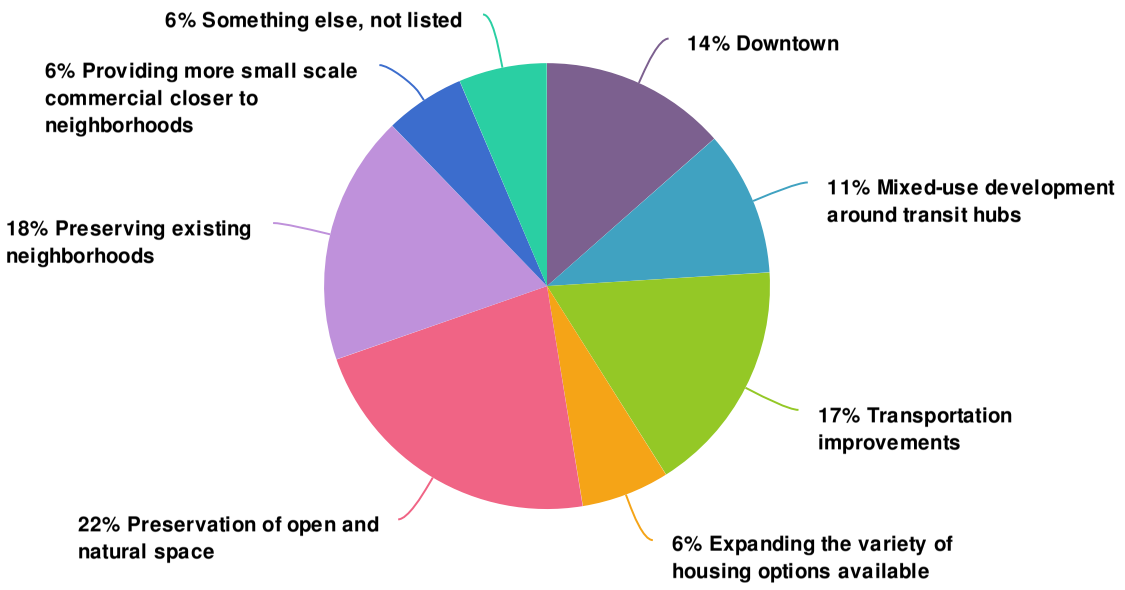


Value	Percent	Responses
Downtown	6.4%	11
Mixed-use development around transit hubs	6.4%	11
Transportation improvements	31.4%	54
Expanding the variety of housing options available	3.5%	6
Preservation of open and natural space	36.6%	63
Preserving existing neighborhoods	7.0%	12
Providing more small scale commercial closer to neighborhoods	5.2%	9
Something else, not listed	3.5%	6

Totals: 172

Something else, not listed	Count
Bocce Ball Courts	1
Establishing laws/building ordinances that require new construction to invest in Lehi's infrastructure. Getting fiber out from under roads, for personal and business attracting.	1
Indoor gym facilities for boys volleyball	1
Sidewalks throughout, especially any where near schools.	1
Trails and parks	1
Totals	5

2. What should be Lehi's SECOND HIGHEST priority regarding development?

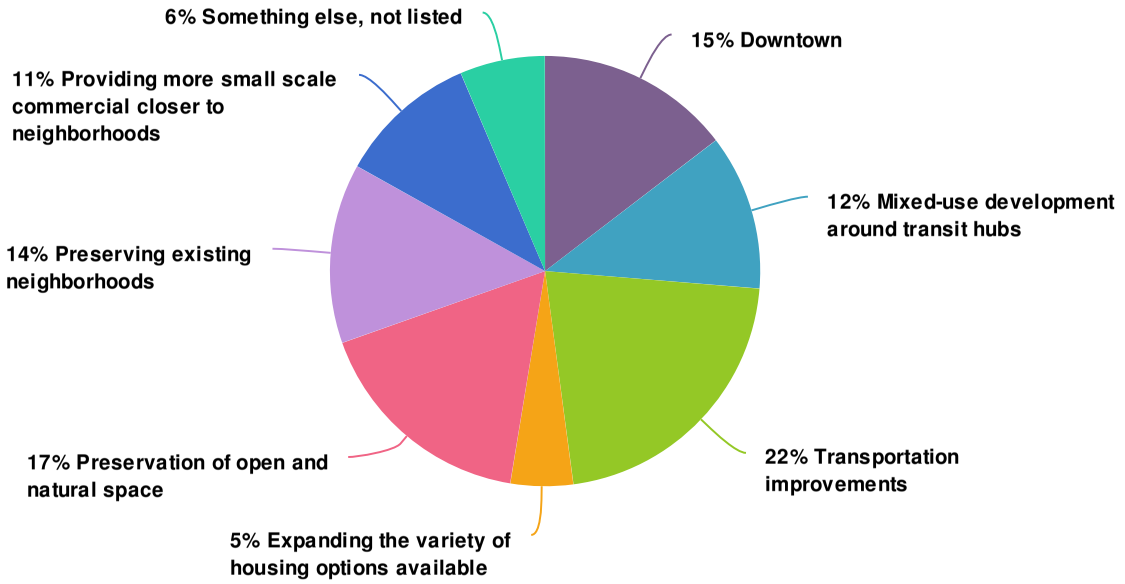


Value	Percent	Responses
Downtown	13.5%	23
Mixed-use development around transit hubs	10.5%	18
Transportation improvements	17.0%	29
Expanding the variety of housing options available	6.4%	11
Preservation of open and natural space	22.2%	38
Preserving existing neighborhoods	18.1%	31
Providing more small scale commercial closer to neighborhoods	5.8%	10
Something else, not listed	6.4%	11

Totals: 171

Something else, not listed	Count
Bocce Ball Courts	1
Bringing in useful and popular stores like Winco, Costco, Trader Joe's, etc. into new neighborhoods	1
Finding an equitable way to provide more parks and recreation, especially for adults.	1
Finishing Lehi semper structure. For example, putting in sidewalks and fixing roads..	1
Increase public transportation routes and stops (i.e. bus routes from residential areas to frontrunner)	1
Infrastructure	1
Moratorium on building, Where are we going to continue receive water from with the devolpment going on. Slow the growth.	1
NO MINES	1
Preserving agriculture/farms that made Lehi great and not running them out of town.	1
Road maintenance	1
spreading services out including recreation centers and libraries	1
Totals	11

3. What should be Lehi's THIRD HIGHEST priority regarding development?

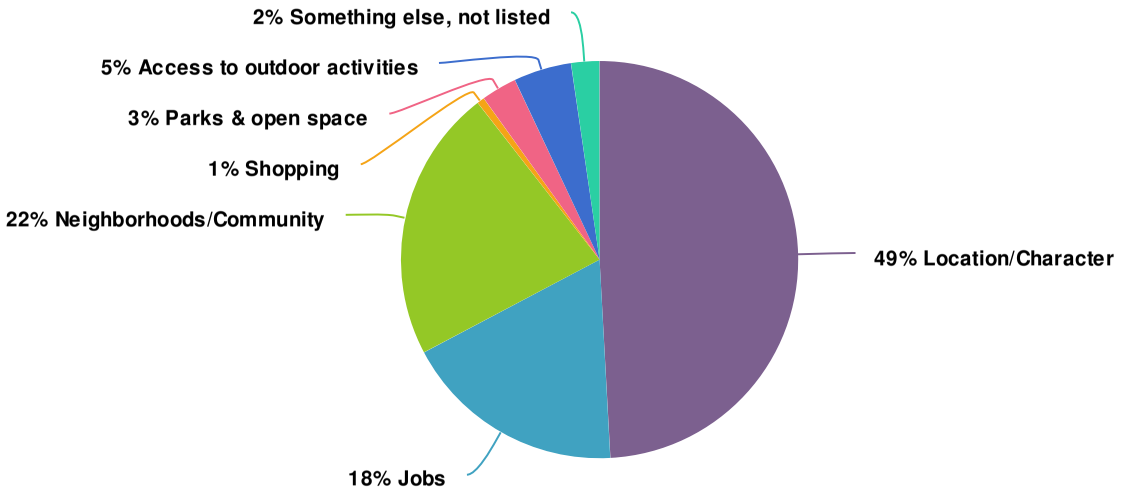


Value	Percent	Responses
Downtown	14.6%	25
Mixed-use development around transit hubs	11.7%	20
Transportation improvements	21.6%	37
Expanding the variety of housing options available	4.7%	8
Preservation of open and natural space	17.0%	29
Preserving existing neighborhoods	13.5%	23
Providing more small scale commercial closer to neighborhoods	10.5%	18
Something else, not listed	6.4%	11

Totals: 171

Something else, not listed	Count
Bocce Ball Courts	1
Clean the town and cluttered properties... paint and restore.... remove junk	1
Clean up city... remove junk from properties... paint and restore character	1
Environmental issues by point of the mountain	1
Infrastructure before development	1
Moving / updating rodeo grounds	1
Parks	1
Parks, splash pads, recreation	1
Revisiting a comprehensive master plan and sticking with it rather than making small ammendments as they arise. Make it fair by reestablishing a plan and sticking to it.	1
Traffic throughput in built up commercial areas (e.g. Thanksgiving Point)	1
developing parks	1
Totals	11

4. What is Lehi's greatest asset?

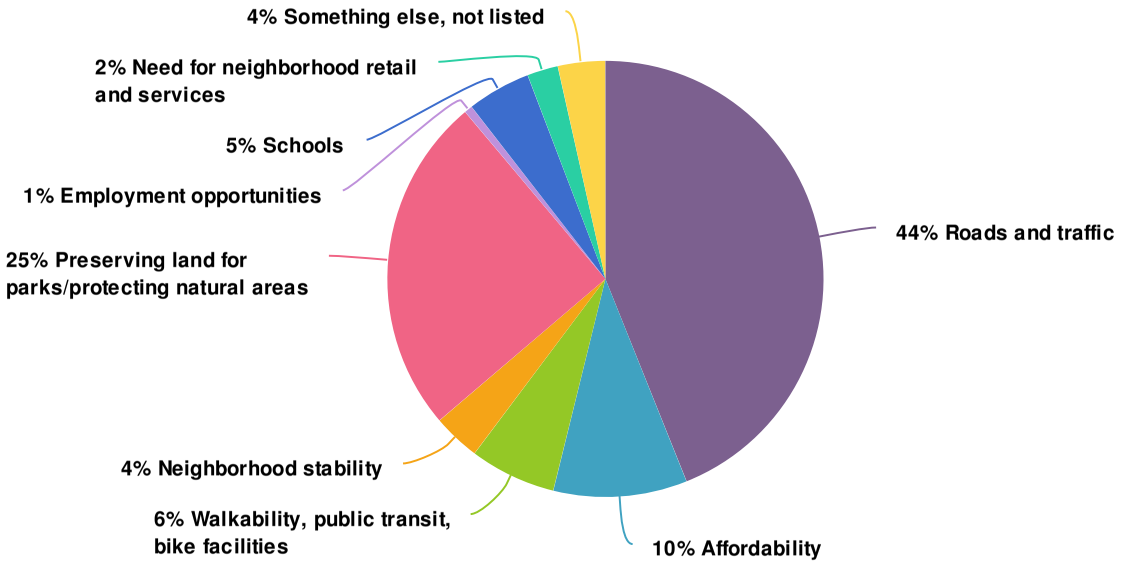


Value	Percent	Responses
Location/Character	49.1%	84
Jobs	18.1%	31
Neighborhoods/Community	22.2%	38
Shopping	0.6%	1
Parks & open space	2.9%	5
Access to outdoor activities	4.7%	8
Something else, not listed	2.3%	4

Totals: 171

Something else, not listed	Count
Farming, open space, small town feel	1
Lehi lost it's greatest asset, with all the incoming growth. The lost of small western hometown community.	1
Nostalgia and simpler times, rural and nature	1
Old town character and values... a bit of history and nostalgia	1
Totals	4

5. What is Lehi's biggest concern as we grow?

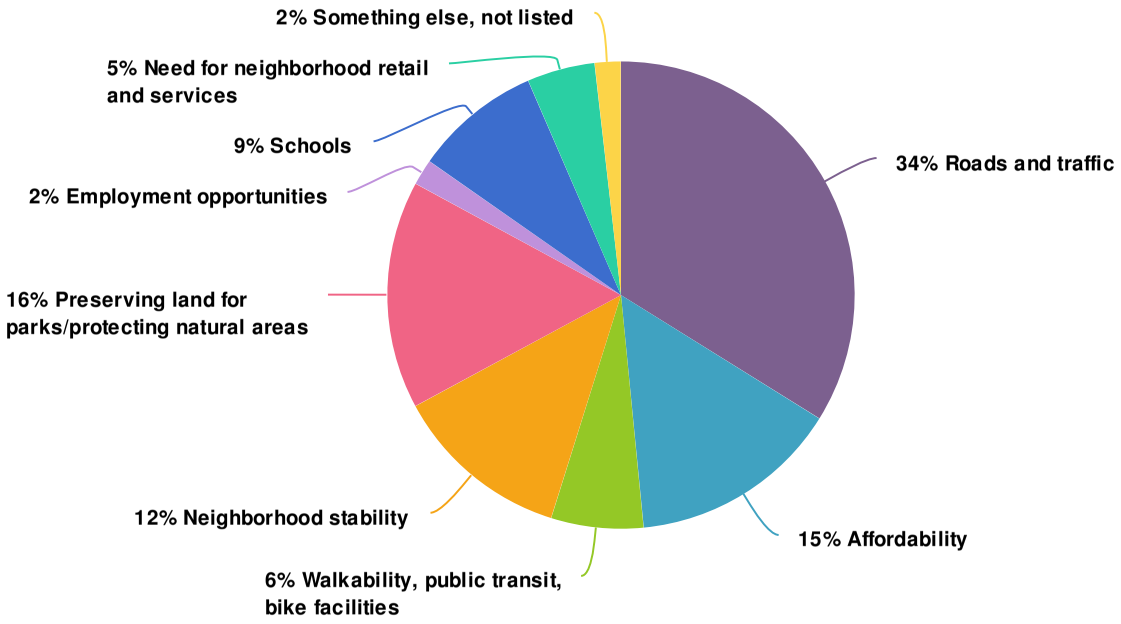


Value	Percent	Responses
Roads and traffic	43.9%	75
Affordability	9.9%	17
Walkability, public transit, bike facilities	6.4%	11
Neighborhood stability	3.5%	6
Preserving land for parks/protecting natural areas	25.1%	43
Employment opportunities	0.6%	1
Schools	4.7%	8
Need for neighborhood retail and services	2.3%	4
Something else, not listed	3.5%	6

Totals: 171

Something else, not listed	Count
Air Pollution	1
Mining near current residences	1
The inevitable blowout/economy decline from such rapid growth without good foundations. Eventual home values will get too high and our economy will tank. Many young people already cant afford the $1,000+/month/single bedroom rent when starting work here.	1
Water	1
Water!!!	1
water	1
Totals	6

6. What is Lehi's second biggest concern as we grow?

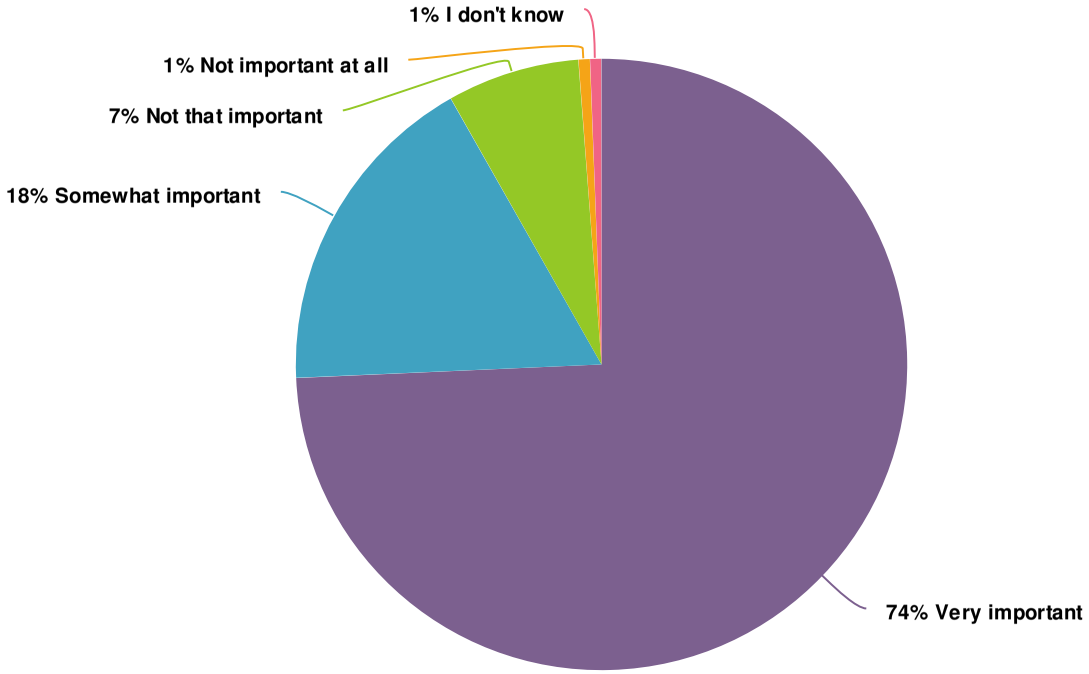


Value	Percent	Responses
Roads and traffic	33.9%	58
Affordability	14.6%	25
Walkability, public transit, bike facilities	6.4%	11
Neighborhood stability	12.3%	21
Preserving land for parks/protecting natural areas	15.8%	27
Employment opportunities	1.8%	3
Schools	8.8%	15
Need for neighborhood retail and services	4.7%	8
Something else, not listed	1.8%	3

Totals: 171

Something else, not listed	Count
Loss of Safety, gangs, drugs etc.There is more criminal activity with all the growth that has happened. once again the loss of a small town community	1
Preserving old Lehi.	1
Updated exercise facilities to accommodate the large population growth	1
Totals	3

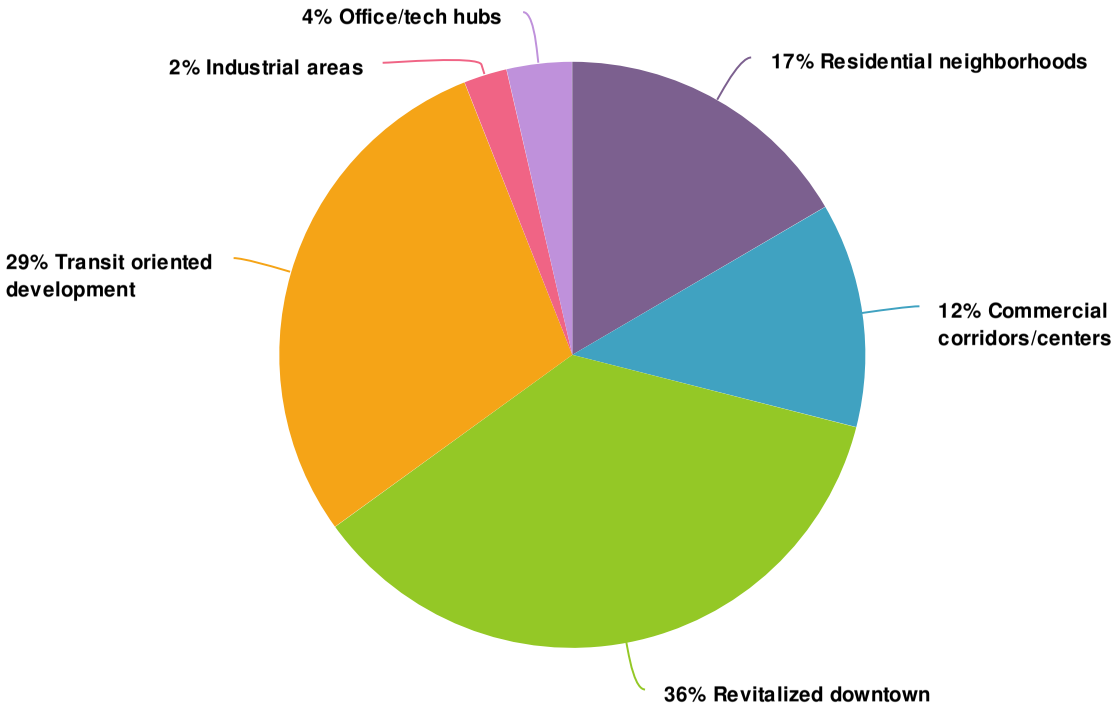
7. How important is it to preserve open space?



Value	Percent	Responses
Very important	74.3%	127
Somewhat important	17.5%	30
Not that important	7.0%	12
Not important at all	0.6%	1
I don't know	0.6%	1

Totals: 171

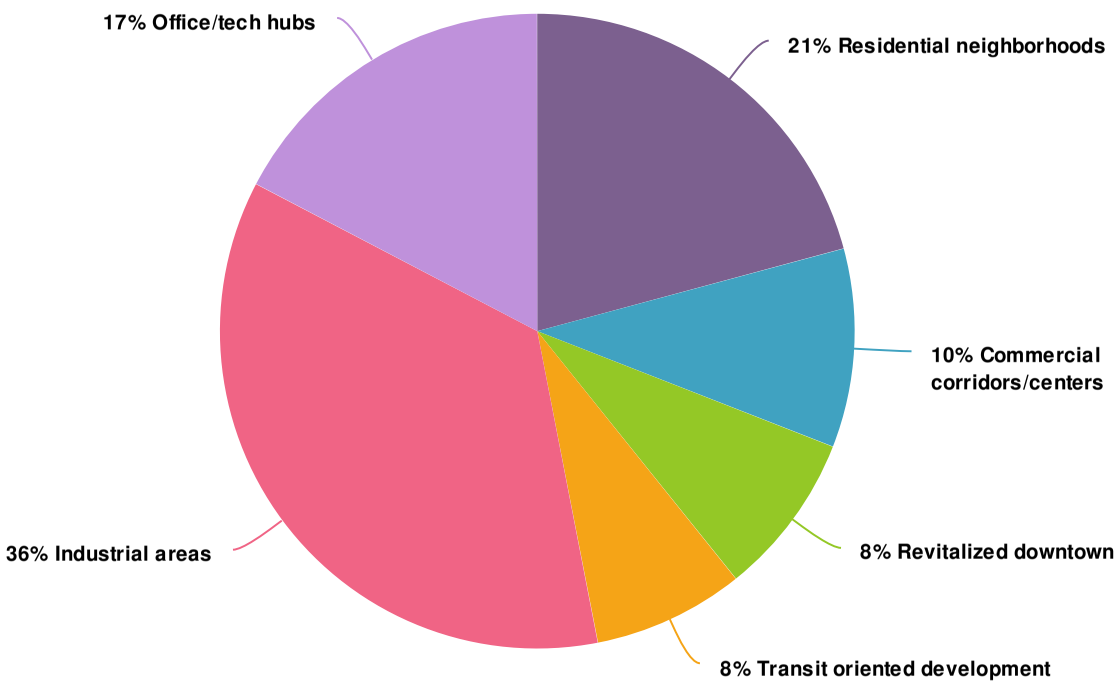
8. What type of new development do we need MORE of?



Value	Percent	Responses
Residential neighborhoods	16.6%	28
Commercial corridors/centers	12.4%	21
Revitalized downtown	36.1%	61
Transit oriented development	29.0%	49
Industrial areas	2.4%	4
Office/tech hubs	3.6%	6

Totals: 169

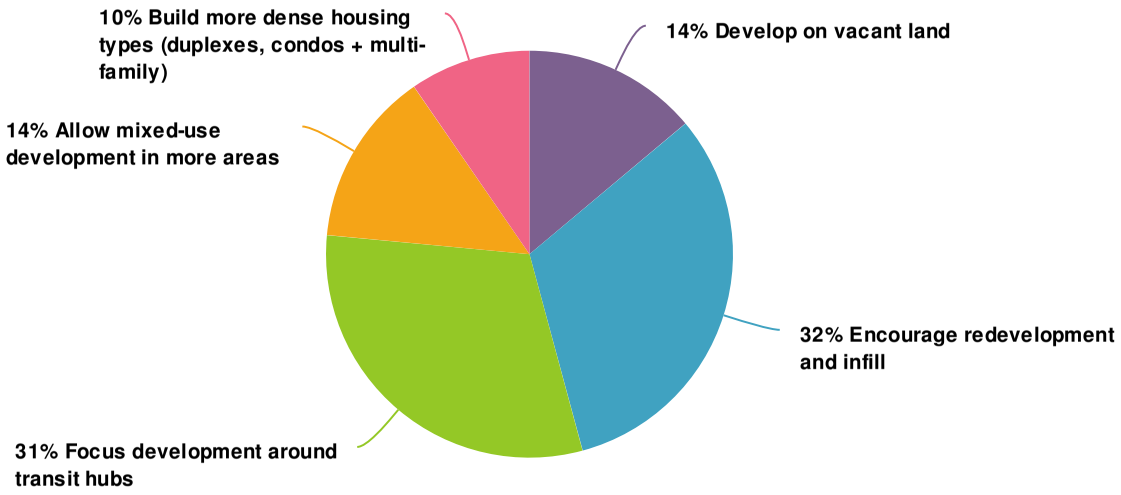
9. What type of new development do we need LESS of?



Value	Percent	Responses
Residential neighborhoods	20.8%	35
Commercial corridors/centers	10.1%	17
Revitalized downtown	8.3%	14
Transit oriented development	7.7%	13
Industrial areas	35.7%	60
Office/tech hubs	17.3%	29

Totals: 168

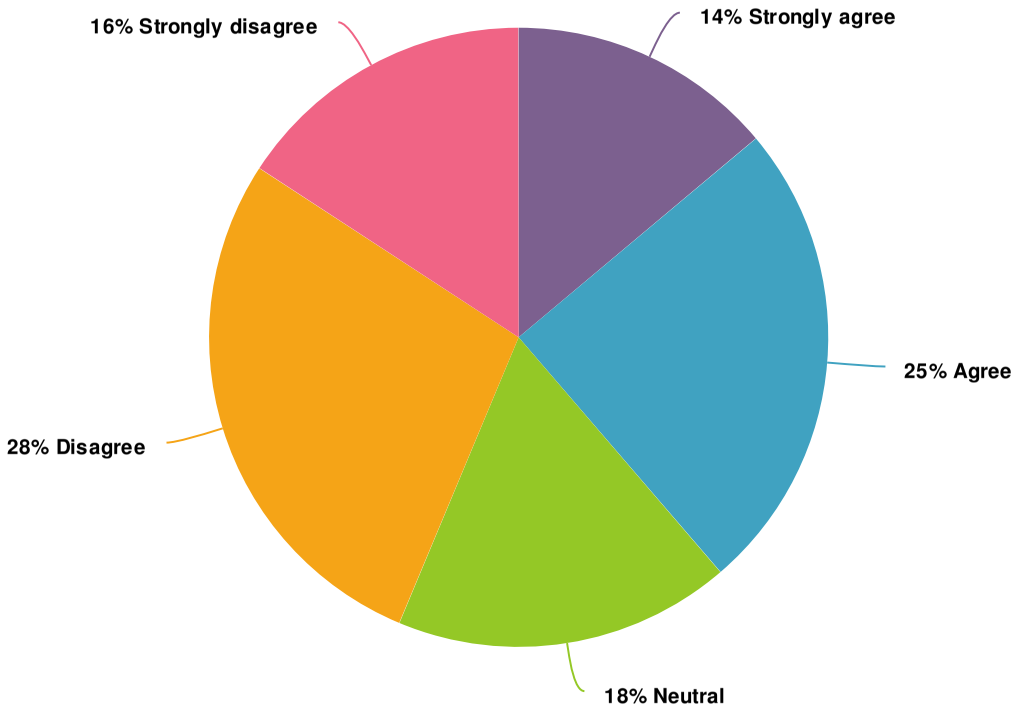
10. How do you think we should accommodate future growth?



Value	Percent	Responses
Develop on vacant land	13.9%	23
Encourage redevelopment and infill	31.9%	53
Focus development around transit hubs	30.7%	51
Allow mixed-use development in more areas	13.9%	23
Build more dense housing types (duplexes, condos + multi-family)	9.6%	16

Totals: 166

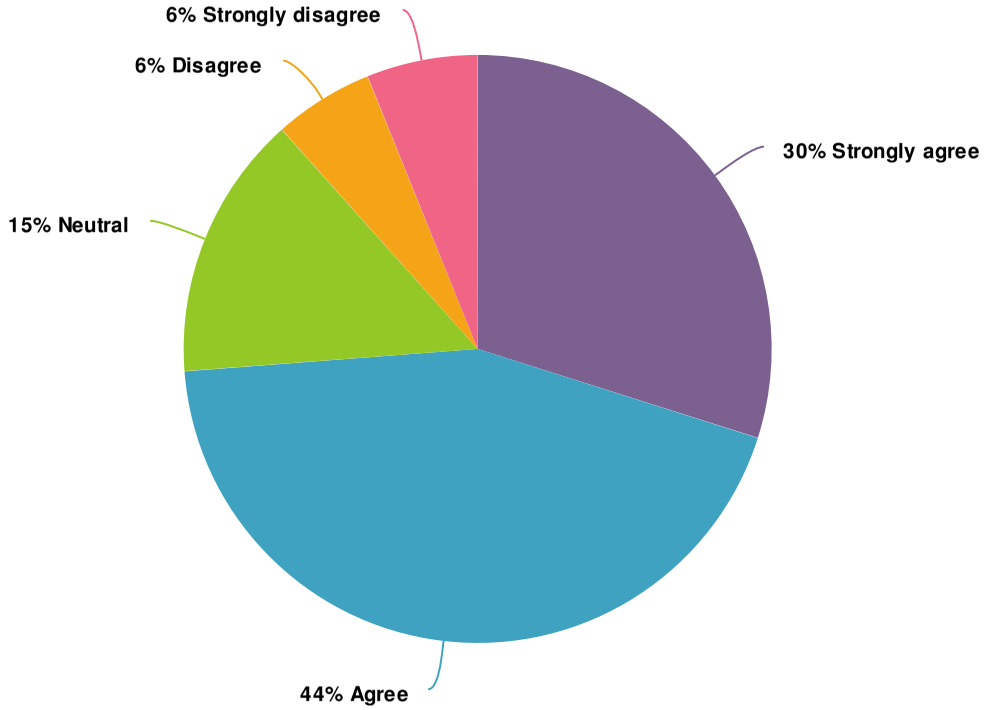
11. The Main Street Corridor is a good location to concentrate growth



Value	Percent	Responses
Strongly agree	13.9%	23
Agree	24.8%	41
Neutral	17.6%	29
Disagree	27.9%	46
Strongly disagree	15.8%	26

Totals: 165

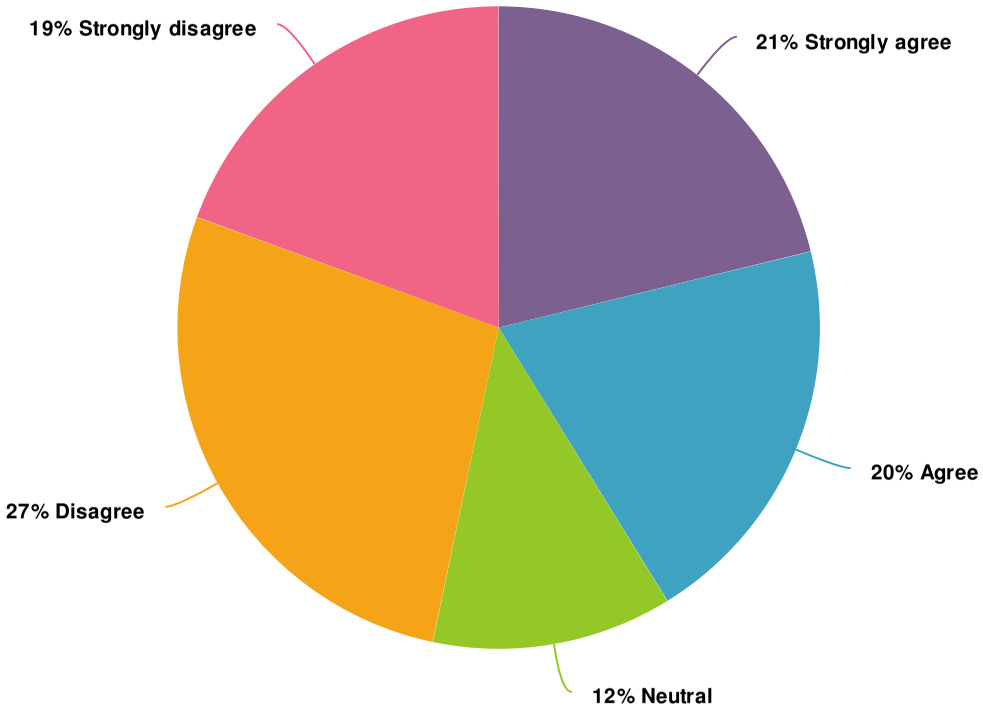
12. The IM Flash Campus Area is a good location to concentrate growth



Value	Percent	Responses
Strongly agree	29.9%	49
Agree	43.9%	72
Neutral	14.6%	24
Disagree	5.5%	9
Strongly disagree	6.1%	10

Totals: 164

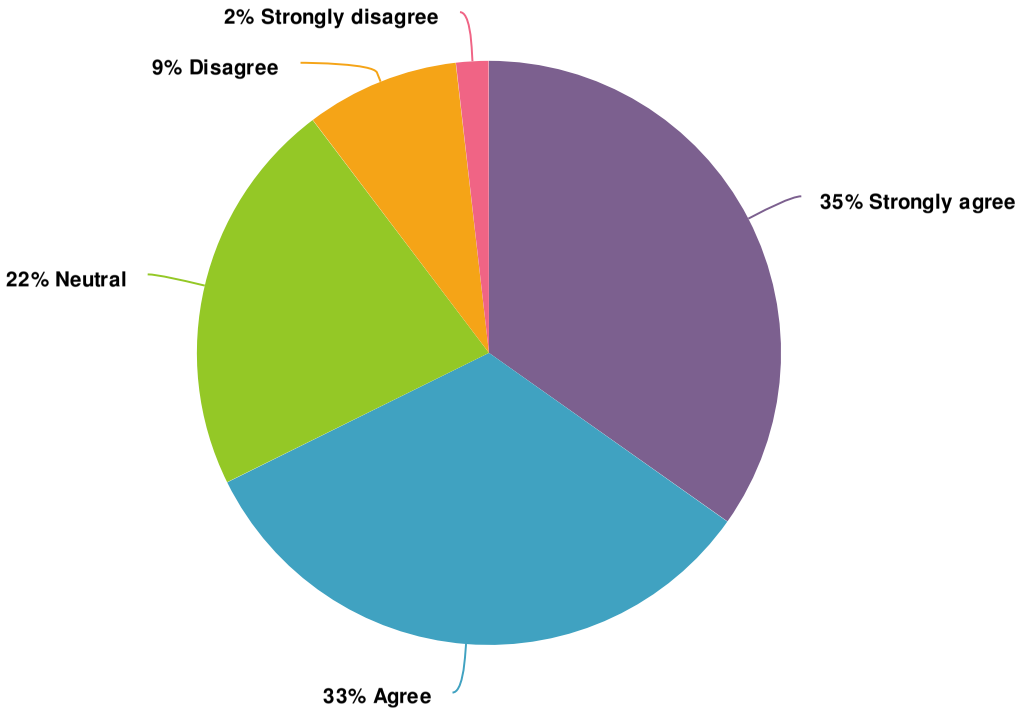
13. Thanksgiving Point is a good location to concentrate growth



Value	Percent	Responses
Strongly agree	21.2%	35
Agree	20.0%	33
Neutral	12.1%	20
Disagree	27.3%	45
Strongly disagree	19.4%	32

Totals: 165

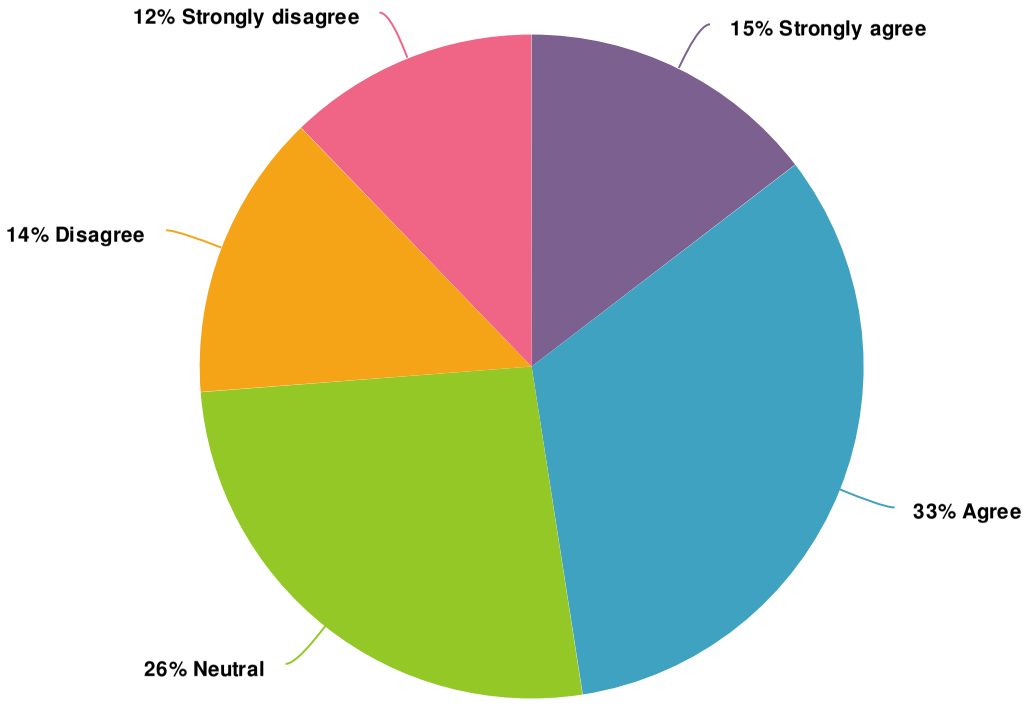
14. The Transit Oriented Areas are good locations to concentrate growth



Value	Percent	Responses
Strongly agree	34.8%	57
Agree	32.9%	54
Neutral	22.0%	36
Disagree	8.5%	14
Strongly disagree	1.8%	3

Totals: 164

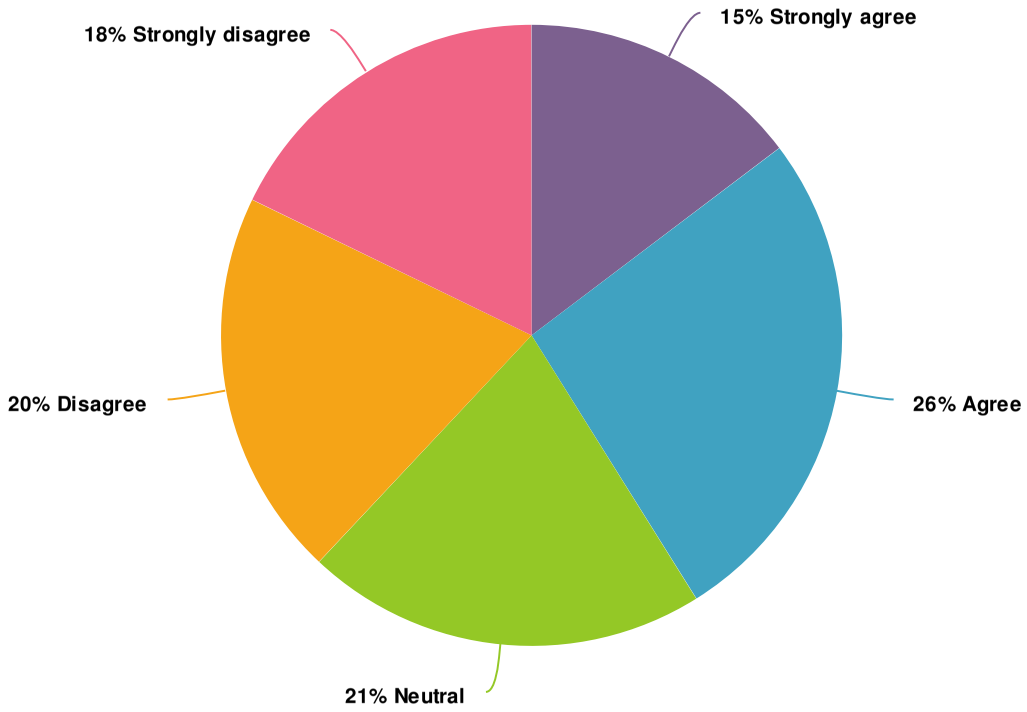
15. The Pioneer Crossing Area is a good location to concentrate growth



Value	Percent	Responses
Strongly agree	14.6%	24
Agree	32.9%	54
Neutral	26.2%	43
Disagree	14.0%	23
Strongly disagree	12.2%	20

Totals: 164

16. The West Agricultural Land Area is a good location to concentrate growth



Value	Percent	Responses
Strongly agree	14.7%	24
Agree	26.4%	43
Neutral	20.9%	34
Disagree	20.2%	33
Strongly disagree	17.8%	29

Totals: 163

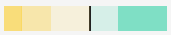
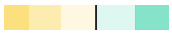
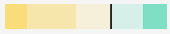
SCENARIO SURVEY RESPONSES

Report for Lehi Scenario Survey

Response Counts

Completion Rate:	**59.5%**		
	Complete		248
	Partial		169
			Totals: 417

1. Please rank the following aspects of Scenario 1 from those you like MOST (1) to those you like LEAST (5)

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Jobs concentrated along I-15	1		1,154	329
Lowest amount of multifamily housing	2		1,090	327
Housing concentrated in west and south	3		1,029	328
Lowest tax revenue	4		950	326
Does not accommodate future growth	5		702	328

2. Please rank the following aspects of Scenario 2 from those you like MOST (1) to those you like LEAST (5)

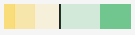
Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Housing and jobs concentrated in TOD areas	1		1,028	305
Greatest number of new jobs	2		1,005	304
Mixed-use development along I-15	3		933	303
Lowest landscaping water use	4		872	303
Highest property tax revenue	5		721	302



3. Please rank the following aspects of Scenario 3 from those you like MOST (1) to those you like LEAST (5)

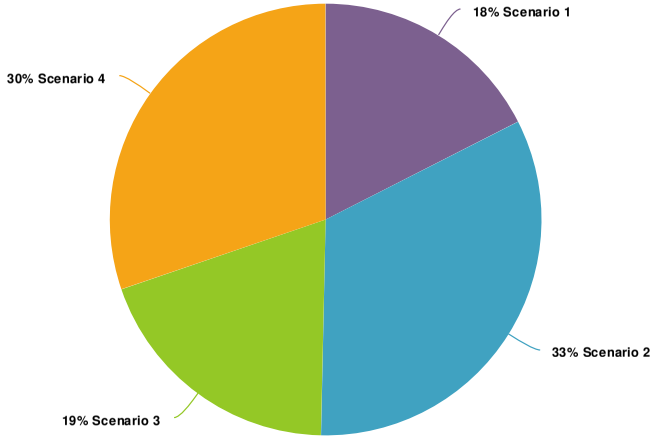
Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Allows a wider range of housing types, including missing middle housing	1		1,150	293
Housing concentrated along I-15 corridor	2		872	293
Largest number of new households	3		856	293
Highest sales tax revenue	4		807	293
Greatest amount of multifamily housing	5		710	293

4. Please rank the following aspects of Scenario 4 from those you like MOST (1) to those you like LEAST (5)

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
More single-family homes than Scenarios 2 and 3	1		1,001	281
Jobs and housing distributed throughout Areas of Change	2		979	281
Allows a wider range of housing types, including missing middle housing	3		963	281
Lowest sales tax revenue	4		730	281
Higher landscaping water usage than Scenarios 2 and 3	5		542	281



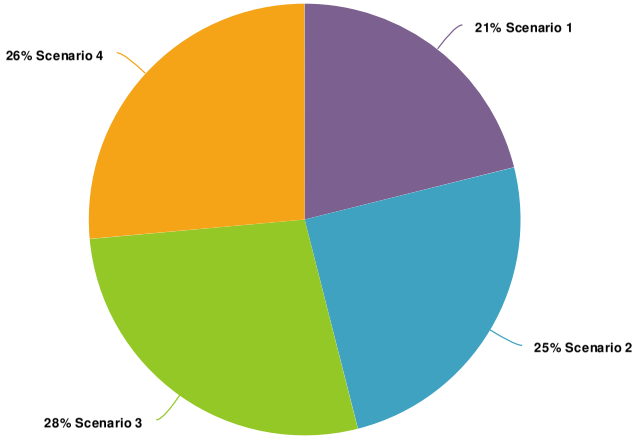
5. Which scenario best reflects your vision for the Transit Oriented Development areas?



Value	Percent	Responses
Scenario 1	17.5%	47
Scenario 2	32.8%	88
Scenario 3	19.4%	52
Scenario 4	30.2%	81

Totals: 268

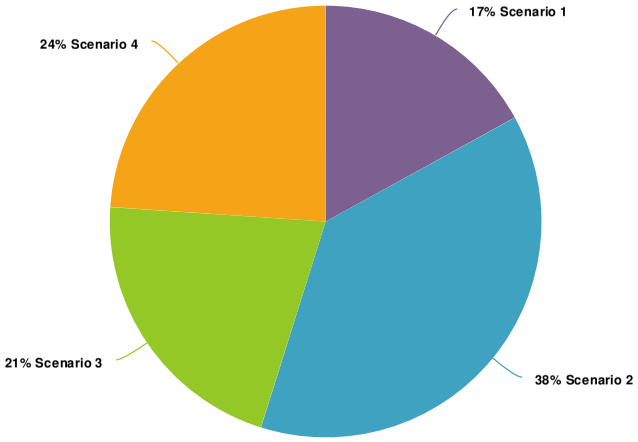
6. Which scenario best reflects your vision for the Thanksgiving Point area?



Value	Percent	Responses
Scenario 1	21.1%	56
Scenario 2	24.9%	66
Scenario 3	27.5%	73
Scenario 4	26.4%	70

Totals: 265

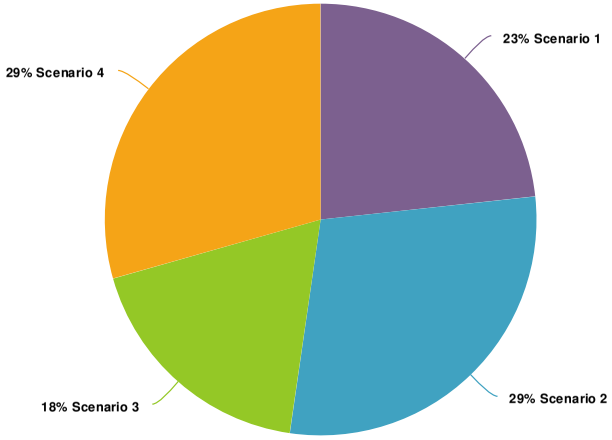
7. Which scenario best reflects your vision for the State Street area?



Value	Percent	Responses
Scenario 1	17.0%	44
Scenario 2	37.8%	98
Scenario 3	21.2%	55
Scenario 4	23.9%	62

Totals: 259

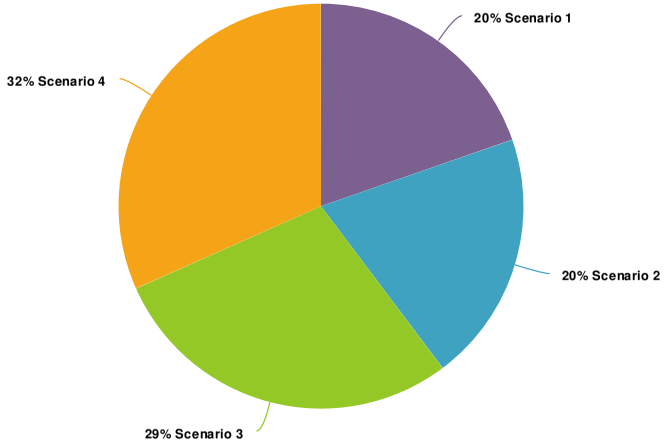
8. Which scenario best reflects your vision for the Main Street area?



Value	Percent	Responses
Scenario 1	23.3%	61
Scenario 2	29.0%	76
Scenario 3	18.3%	48
Scenario 4	29.4%	77

Totals: 262

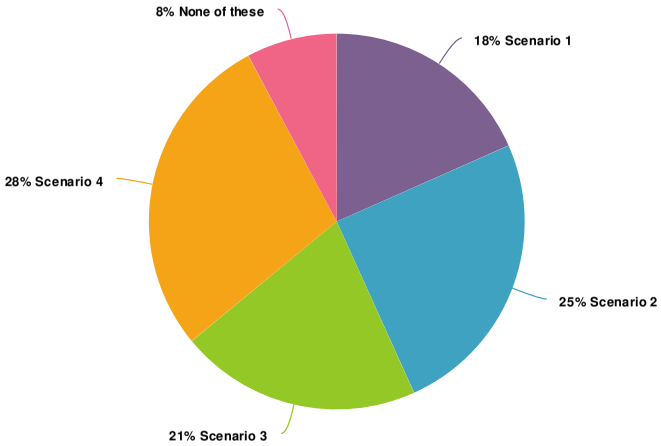
9. Which scenario best reflects your vision for the Pioneer Crossing area?



Value	Percent	Responses
Scenario 1	19.7%	51
Scenario 2	20.1%	52
Scenario 3	28.6%	74
Scenario 4	31.7%	82

Totals: 259

10. Which of these scenarios, as a whole, best fits with your vision for Lehi's future?



Value	Percent	Responses
Scenario 1	18.4%	45
Scenario 2	24.9%	61
Scenario 3	20.8%	51
Scenario 4	28.2%	69
None of these	7.8%	19

Totals: 245

11. Do you have any additional comments?



ResponseID	Response
19	Listen, I don't know who designed this survey but I found nearly all the questions deeply confusing and bizarre. If I were in your shoes, I'd throw out any collected data and re
22	It is critical that we fully utilize the Front Runner stop at Thanksgiving Point. This area should have maximum density and jobs.
26	I think infrastructure is key to any plans. Water, traffic, roads, parks, utilities are things that get overlooked and things that get focus are housing business commercial schools
27	Mixed use and multi family housing needs to be allowed and encouraged by the city. It helps reduce commuter vehicles on the road, and allows for the employee base to liv
37	This survey had an agenda. I agree with some of it. I promote mixing commercial and residential. We need more of a walking community. More public places.
40	I am very concerned about adding multi family housing in areas where the traffic and schools are already so congested.
43	I really don't like or agree with any of these scenarios. Most seem to advocate that Lehi become the center for multifamily rental property. We have a lot of that already built
58	I am divided by scenario 2 and 3. I like the more households available with scenario 2 but like more job growth with 3. I also like higher sales tax revenue from scenario 3, bu
75	Other cities aren't forcing people on top of each other. If someone can't afford housing in their city, they buy in a different city. We should follow this practice. It is not the city
77	My biggest concern is the multi family housing or high density housing. Our roads just aren't designed for a lot of traffic especially of people trying to get to and from work. S that type of housing in Lehi. My next biggest concern is our roads. As is traffic is really bad and I feel our best option is slow down on housing and business and focus on getti
79	I'm sad to see that growth is planned between Main Street and Pioneer on 2300 W. The area borders three main access roads through the area and already traffic is buildin will increase taxes but at a cost of more people, meaning more cars only making the traffic situation worse. This will only get worse as Saratoga Springs adds a Costco. If gro to find teachers. We keep our children in a charter school, fighting traffic, just to keep their class sizes down. I cannot fathom the class sizes unless more schools are built. We where people moving to the state, or county, are being recommended to avoid as a place to settle down. This is heartbreaking. We also find ourselves stuck and wanting to in students). We moved to Lehi about nine years ago for location and the boasting of a small town, quiet life. We enjoyed teaching our kids to support local farmers, and be a moved, more expensively, to other cities for those services. Not only adding to the traffic, but it's a loss of revenue to Lehi as well. I understand Lehi will grow, but it is sad to
80	I prefer as many half acre lot single family homes.
89	I want to see as little growth as possible until the infrastructure (roads, city facilities, etc.) is able to keep up - even if that means an increase in taxes.
90	Please do not allow an RV storage unit to be built on the Hunsaker/Morgan land
101	Where is the option for pushing growth out further to the west? Protecting all farmland so we can eat local. Protecting water sources for current residents. Encourage mass t
104	Though I choose Scenario 2, I do not believe it is the best idea available. I would like to see more input into the scenarios, rather than choosing from 4 cookie-cutter scenario concentration of jobs, people, and traffic in a single area (I.e., State Street and Main Street intersection). I believe Commercial growth and jobs should be the first pieces plac residential, and traffic in such a small area. Lehi needs to spread out the areas along major arteries, and then fill in the gaps.
106	Lehi has grown way too fast. We are a city need to slow down the growth. It's too much too fast. And as a result the roads, traffic, busses, parking can not keep up with all the
112	This survey is very vague and hard to answer. The situations are very roughly described and I really have no idea what I was voting for. I need a lot more information to mak be mixed with a small apartment complexes, some duplexes and larger lots mixed all within the housing areas. I like having the employment opportunities along state street
129	No
134	hey before you start changing more, will you make all of the stupid construction stop, if not then I don't really want you to go changing all of Lehi. also if you do anything else
136	more mobile housing!
139	Maybe, with a bit of rearranging, we can lower the carbon emissions, but keep the same principles as Scenario 4.
143	Make more animal shelters NO-kill. Please. Don't euthanize healthy adoptable dogs please.
144	I like #1, just not how much water and pollution there is. I also would like if there was not as much change or growth near Thanksgiving Point. It is crowded as it is, and I would
146	Nope, I don't think I do. ByBye now.

ResponseID	Response
148	No.
149	Nope.
150	no
152	no
153	Scenario 4 is great!
154	Thank you for upgrading Lehi
160	Lehi should not change
164	nope
167	None of these are my vision exactly but, if I were to choose 1, it would be 3.
176	No.
178	No
183	i love this city
185	no sorry
187	No
189	nope
190	no
192	no
193	no
199	I Live in the thanksgiving point area, we get a lot of traffic during holidays, (tulip festival, cornbellys, etc.) i Am hoping that in the future Lehi will grow but it will not create mor
201	no
203	no
204	no
205	I really like the 4th one, but there should be a way to get rid of the Co2
207	save the turtles sksksk
208	yeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeee
212	nope all good
215	The city needs less people and the city needs to stop seizing peoples land and building houses on that seized land, but I would like to walk to stores and restaurants.
221	no
231	i hate traffic!!!!!!
235	nope
238	nope thx
241	I like thanksgiving point fun stuff and I like less pollution and water usage
243	I think 2 is the best option because the more the population grows the more housing and jobs you would wand. I feel like that is a good amount of housing and jobs, and we
249	I feel like you should lower taxes still.
250	no idea what the questions meant tooooo confusing!!
254	no
256	no
257	i choose scenario 3 because it has more mind use
258	I would make more TOD areas and WAY more public facilities!

ResponseID	Response
259	no thankyou
264	maybe add more parks an pool an more public facilities
265	Put swings at ALL the parks, not just some.
267	no
268	I think that we dont need all of these houses if we put in more houses we will be so squezed.
269	I like the one that has more houses in Utah.
278	The wording of the different scenarios was pretty confusing. I don't know what mixed use entails, or even what specific changes would be proposed in the 4 different optior
280	I'd like new jobs and housing that is not be I 15 and that is nice and that people can afford.
287	I'm mostly concerned with how the infrastructure will keep up with the growth in any of these scenarios. We already have huge traffic problems throughout Lehi. I also would
302	This survey was pathetic. You didn't give residents a chance to give real input or the option to like "none of the above." We were only allowed to choose from four preconce never mind that more growth also leads to the need to spend more money on infrastructure to accommodate that new growth. You need to give residents a chance to pres
310	We need to reduce traffic gridlock in the Thanksgiving Point/2100 N area. It is terrible and getting worse every day.
315	My biggest concern is how over crowded our schools are. I would support a plan that gives more sales tax revenue and fewer new residents. That being said, I absolutely d development slowed down until our roads and schools catch up to the growth we've already had. I hate seeing new housing being developed next to the schools my kids at density development right across the very busy street on which the school is located. I'm very concerned about the safety of my child once we add even more traffic to that
317	PLEASE, PLEASE, PLEASE consider traffic around thanksgiving point. We already know the planning there has been horrific. Take time now to fix what has been created inste 2100 S. I can't make this stuff up. It's like the city doesn't care about north west Lehi. So stop shoving more building into spaces that don't have the infrastructure.
321	no
323	no
340	There will be an increasing need of public housing an services available for people with severe disabilities.
343	Traverse mountain developments need more access points to I15!! In the event of some disaster, there are too many residents trying to evacuate at just TWO egress poin
351	Please slow the number of building permits being issued! We don't know have the infrastructure to support growth this quickly!
353	This whole exercise makes it sound like everybody is dead set on growth just for the sake of growth. You don't HAVE to approve every building permit that comes along. It'
355	Please build the roads and have green space prepped before building structures. Slow and steady wins the race. If we make it beautiful, we will love it for generations. If Le
362	I can't believe none of the options have open space ? Are you kidding me ? Where do you want all those new and old homes to play, walk , ride a bike, play sports . Unreal . travel to nearby cities to enjoy outdoor space .
370	Population growth is coming quickly and we need to be able to house and employ everyone. Projected water use is also a huge concern for me. More multifamily units prov
379	we need more cultural areas. more vibrancy, open air spaces, hiking and biking trails. stop being so vanilla and add some flavor and diversity to the buildings and areas. mai
383	Less growing is preferred, preserve open spaces for recreation
391	I think we need to focus on quality of life not quantity of people or jobs we could pack into our city. More isn't always better ... we should be selective and be sure that what v
394	Please put thought into the future of our city rather than letting farms sell their land and build huge developments on that land. We need a grocery store, more parks, bigger
400	We would love more parks, baseball fields, soccer fields, sidewalks, family oriented things to do here in Lehi with more areas with larger lots.
416	We can't add any more people or businesses in the Pioneer Crossing area specifically until we have another way for traffic to get through East to West. Pioneer basically co road or two across the lake (north end and central) would sure help get people from Saratoga and Eagle Mountain where they need to go without clogging up Lehi streets t

WEBINAR Q&A

LEHI CITY GENERAL PLAN WEBINAR:

QUESTIONS AND ANSWERS

MESSAGE FROM LEHI PLANNING STAFF:

Thank you to all who participated in the webinar! We have done our best to answer/respond to all your questions and feedback. We know you may have follow-up questions or want to discuss things further. We invite you to reach out to us by phone or email; we would be happy to further discuss any of these items, as well as anything new.

Sincerely,

Lehi Planning Staff

CONTACT US:

Map with Planners Contact Info:
https://www.lehi-ut.gov/wp-content/uploads/2019/09/Planner-Areas-Official.pdf

Staff Bio's and Email Addresses:
https://www.lehi-ut.gov/government/public-meetings/planning/planning-division-staff/

QUESTIONS ON 1200 WEST:

Question from KJ Williams

The land located at 3300 N 1200 W was originally designated as LDR in the Lehi General Plan. The latest land use proposal for this land is to rezone the west side of this property as commercial and the east side would remain LDR. I've spoken with many of my neighbors whose properties are adjacent or very close to this land, and we all object to ANY of it being rezoned to commercial. Depending on the type of commercial business that might be built, direct impacts on neighbors surrounding this land could include: decrease in real estate value of our homes, upsurge of traffic, escalation of air and/or noise pollution (including negative smells from dumpsters), obstructed views (multi-story building), Increase of criminal activity. My questions: 1. What are the chances of keeping this land LDR due to neighbor protests? If rezoned to commercial, what types of commercial businesses could be built? (fast food, car wash, manufacturing, etc.) What are the limits to the height of a business building if this property is rezoned commercial? If rezoned to commercial, could the commercial designation be limited to doctors, dentists, or other "clean" commercial? What are city policies regarding walls or green spaces separating commercial from residential?

Response from City Staff

Thank you for this feedback KJ, we will review it internally and consider leaving the whole parcel as LDR or perhaps a Neighborhood Commercial designation that limits the intensity of commercial uses to make it more compatible with the adjacent residential neighborhood. A concern with this parcel is the limited access available off 1200 West and the existing commercial use just north of this site. We will consider your feedback in how best to transition from office to residential.

Question from Kevin Nieznanski

Your proposal to make the TH-5 area to a Commercial area essentially proposes to develop the land area off of 1200 W and between 1090 W (on both sides) with a foothold to develop the area with commercial businesses in the middle of an already established neighborhood. How does this proposal enhance the families, homes, and appeal of the area? I am a homeowner where this proposal would significantly effect my property with a parking lot or light pollution with a business in my back yard. That has happened already to the homes that abut up against the Fluent building.

Response from City Staff

Kevin, we are reviewing your comment internally and considering leaving the whole parcel as LDR or perhaps a Neighborhood Commercial designation that limits the intensity of commercial uses to make it more compatible with the adjacent residential neighborhood. We appreciate your concern with property values and other potential negative impacts of commercial uses.

We also see benefits to having commercial uses within walking distance that may reduce the need to drive and allow neighborhoods to be more self-contained. A challenge is that we cannot dictate what businesses locate in a commercial zone. Any permitted use can be built “as of right”. And that does present some concerns. Many neighborhoods would love to have a neighborhood grocery store, restaurant, or ice cream parlor located close by. Professional offices are less appealing because they rarely have a direct benefit to people already living in the neighborhood. It is a challenge that we do not have a perfect solution to, and if you have any thoughts, we would love to hear them.

In regard to 1200 West specifically, it is a major arterial road. The City wants to limit access points onto the road to reduce conflict points and avoid accidents. It also is not an ideal place to live with a large quantity of cars moving at fast speeds. The proposed commercial designation will help create a buffer between the busy road and existing neighborhoods. Additionally, commercial uses have fewer access points, limiting those points of conflict.

It is hard to see your neighborhood change and evolve, especially when you moved in with the assumption it would stay single family, we understand that concern. We feel that neighborhood commercial fits best in this area and will provide benefits to both current and future residents. We hope we can work together as Staff, Residents, and Developers to develop this area in an optimal way for the majority.

Question from Jim

In continuation of this current answer about the land around Fluent. I live directly south of the open land. Fluent is not a good neighbor. The drivers are fast and crazy. Fluent brings traffic to a neighborhood. Adding another 2 story commercial building scares me as the traffic will increase. More cars mean more possibility to accidents, congestion, etc.

Response from City Staff

Thank you for sharing your concern Jim. Commercial does produce different traffic then residential uses, that is very true. 1200 West represents a unique challenge. As a major arterial road, it is not an ideal place for homes. The speed of the road requires limited access. We also do not see lots directly off 1200 West having high desirability for future residents, especially anyone with young children. For these reasons we believe neighborhood commercial is the best use along 1200 West. We understand concerns with having commercial right next to residential. We have buffering standards and are considering transitional land uses to help future commercial better fit into the existing neighborhood fabric. Transitional land uses might include townhomes or small lot single family between commercial and the existing single family homes.

More directly to the point about the crazy drivers in the area. That may relate more to the arterial nature of 1200 West then the land use. Again, this is why we want to add more commercial on this street, to limit the impact to future residents. One of the challenges in planning is balancing impact to current residents with consequences to future residents.

We understand this might not seem the ideal solution to those already living in the neighborhood, but we do see the overall benefits for everyone. Please let us know if you have any other ideas for mutually beneficial solutions!

Question from anonymous user

***PLEASE* don't rezone the area of 3300 N 1200 W to commercial. The Fluent building is terrible. It was okay as a gym, but I *hate* having an office with people looking out the 2nd floor windows at my kids playing in the yard. I can see their faces. It's so close to the houses with no barriers in between. We don't need commercial space on this side of the road.**

Response from City Staff

Thank you for sharing your concern. We can definitely see the concern for you children. We have buffering requirements to help minimize that exact thing from happening! We require a fence that is at least six feet tall and a landscaped buffer of 12 feet for one-story buildings. Buildings that are greater than one-story require an additional foot buffer for each foot of building height. We also are looking at updating our buffering standards to make these use specific since some uses have a higher impact on neighborhoods. We would love your input on what an appropriate buffer for a two-story office building might be.

QUESTIONS ON PIONEER CROSSING:

Question from John Jacobs

I am interested to see why land designated VLRDA and VLDR in the last plan changes drastically to HDR in one change? Why is there no buffer planned between land uses? (Referring to Pioneer between center and 500 west)

Response from City Staff

Thank you for bringing up this concern John. Based on numerous comments we've received on this same issue, we are considering modifying the draft land use map for that area.

To explain why it was proposed as high density on the draft map, we offer the following explanation. We see the benefits of transitional lot sizes. However, benefits also exist for allowing vastly different lot sizes next to each other. Different lot sizes and housing types (apartment, condo, townhome, and single-family home) work well for people of different ages and at different stages of life. Instead of separating neighborhoods out so

they are mainly comprised of similar people, we see a benefit in providing a mix of these uses in the same neighborhood. This not only allows for greater diversity in the neighborhood's demographics but also allows for people to continue to live in the same neighborhood as they age.

As far as this specific location of Pioneer between Center and 500 West, we will discuss and consider the potential of lowering the density. This specific location also works well for high density because it is close to a high capacity road with a planned bus route. It also is important to realize our high-density zone only allows up to 12 units per acre, this is still limited density. A lot of other cities would consider that medium density. Twelve units per acre can develop as townhomes or as apartment/condo buildings. However, if it is an apartment style building it will require more open space to reduce the overall units per acre, this also creates more of a buffer between lower density homes and the apartment building.

Here is an additional explanation from our Planning Division Manager, Mike West:

You are right that the plan shows High Density Residential without a transition in designations on the map to the existing VLDR/VLDRA areas. Through the process we heard the need to provide housing in order to keep up with population projections for Utah County. Before going on with the rest of this response, I did want to note that it isn't too late to change designations on the map and the City Council ultimately would make the final decision. I will admit I don't feel especially strong about keeping the high density between 500 W and Center along Pioneer, I just generally want to ensure that we are providing needed housing within the city and placing it where there is good access to regional transportation facilities such as Pioneer Crossing.

The High Density Residential designation currently has some stipulations to it that new developments would need to meet that can provide a transition. In order for a proposed development to achieve the allowed density of 12 units per acre in the R-3 (high density residential) zone, the development would typically need to be completed as a Planned Unit Development (PUD). PUDs require a transition with setbacks to match adjacent existing development to the new development as well as the requirement for 10% of the property to be designated as open space. The required open space could be used as a buffer within the project to also serve as a transition and provide some value for the area.

The property on the southeast corner of 500 W and Pioneer also has some challenges to layout a development and would also reduce some of the density. The powerline corridor and CWP North Shore Aqueduct cut through that property and would not allow for homes to be built on those easements. Only half the density credit is allowed by the PUD ordinance in those areas and would have to be pushed to a different part of the site such as fronting 500 West. An additional consideration for PUDs is that the Development Code doesn't allow them by right and the city council isn't required to approve a PUD if they don't like how it is laid out. To sum this up, although the map may show high density on an entire parcel, transitions can be built into the development so you don't end up with condo buildings directly adjacent to existing single family homes.

I wanted to note one tradeoff on the southeast corner of 500 W and Pioneer which was the removal of a Neighborhood Commercial designation there. Also, the southwest

corner of Center and Pioneer Crossing is owned by Alpine School District who I have heard have it planned for a school which would essentially nullify the high density housing on that corner. If the district decides not to build a school there, then they would likely sell the property and then it could be developed as allowed by the approved plan and zoning.

Lehi's high density zone, although called high density, is not a great amount of density when compared to apartment and condo type projects that I would normally think of when I hear the term high density. Our consultant Fregonese and Associates, who does work across the US, thought 12 units per acre is fairly low for a high density zone compared to many other cities and threw the idea out of increasing the allowed density to be higher than 12 units per acre and rethink where we place high density. We decided to keep it the same at 12 units per acre but then focus higher densities in the TOD and Mixed Use areas around I-15 and transit corridors.

I did want to give you an idea about how high density could develop. PUDs in Lehi develop with a combination of housing types such as single family, townhomes, and with the larger projects, we may see condos. If the density of 12 units per acre was evenly spread across the property, it would result in either small lot single family or townhome units with some open space. The PUD ordinance requires a mix of housing types or lot sizes, so we would typically see different housing types and would provide the ability for a transition in housing types. The larger projects have a greater ability to cluster housing more which then opens up the opportunity to build condo units as what has been constructed west of the Jordan River. Condo units like those being built are typically 20+ units per acre on their own, but the overall development meets the 12 unit per acre requirement by balancing the overall density with single-family homes or townhomes.

When considering the compatibility of existing neighborhoods with small lot single family and townhomes, it is my opinion they are all compatible with one another. The use of residential is the same, the difference is the yard size and with townhomes they are essentially single family homes pushed together and are often called attached single family. I actually used to live in the neighborhood on the southwest corner of Pioneer Crossing and 500 West, and my wife and I moved there in 2013 because it felt quaint with the agricultural fields and it was close to work for me. I recently moved to Daybreak and now live in a single family home that is in a neighborhood that has small scale condos, townhomes, all the way up to million dollar homes. I have now seen how the different housing types in this neighborhood are all similar in scale and work well with each other. There are families like my own with young children, retired couples, young married couples, and so on that all live in the same neighborhood and support one another. I have also had several neighbors that moved to other home types all within the same few streets and were able to maintain social connections with neighbors and friends. Below is an example in northeast Lehi where townhomes and single family homes are in the same neighborhood and share similar building heights and scale. If there were larger and taller apartment buildings then the scale of the neighborhood wouldn't match, but townhomes could help make that transition.



With all this being said, I can definitely understand the difference of choosing to move to a neighborhood with different housing options and living in a neighborhood with a certain expectation to then have it change. The one thing I have found is that as time moves on, change is inevitable. When the previous plan was completed 9 years ago in 2011, Lehi wasn't the same as it is today. Anytime the city updates this plan it has to address the current issues and challenges that face the city and the region. In fact, the State requires cities to update these general plans every 5-10 years to ensure we are addressing new challenges and changes to the city. The risk of living somewhere where things are greatly undeveloped is that conditions and needs can change over time.

Question from anonymous user

I think we need to preserve the farmland along Pioneer Crossing.

Response from City Staff

We would love to preserve the farmland as well. We are starting work on a transfer of development rights (TDR) ordinance that would allow for property owners to transfer development rights to another part of the City. This would allow them to still profit from their land, but also preserve farmland, hillsides, and other community amenity areas. In the end individual property owners get to decide if they sell or not, but we are hoping to provide an alternative option. If you would like to learn more about TDR's or be informed when meetings about it occur, please let me know.

Question from Anonymous

Pioneer Crossing and Center - Wasn't this set aside for a school previously?

Response from City Staff

Yes, the current owner of that piece of land is Alpine School District. The draft land use map shows this as HDR. In the scenario that it does not become a school, staff and the

consultant feel that HDR would be appropriate because Pioneer Crossing is a major thoroughfare and would provide quick access to I-15.

Question from Pat

High, High density housing is already being built south of Pioneer Crossing on 2300 West. Pioneer won't be able to handle all of the resulting traffic.

Response from City Staff

The area south of Pioneer Crossing on 2300 West is largely in Saratoga Springs. When looking at the Saratoga Springs General Plan Land Use Map, the area south of Pioneer Crossing along 2300 West is designated as commercial, community commercial, office, medium density residential, and low density residential. You can view the Saratoga Springs General Plan at https://www.saratogaspringscity.com/196/General-Master-Plans.

We agree that with the growth of Saratoga Springs and Eagle Mountain, there is a lot of congestion and pressure being put on Pioneer Crossing. Understanding this, Lehi City is working with other local governments and Mountainland Association of Governments (MAG) to determine the location of an additional east/west connection to help relieve some of the congestion on Pioneer Crossing. MAG also currently shows on their TransPlan50 maps that another connection will exist, but that a precise location has not been determined. You can view the MAG studies and the TransPlan50 plan at https://mountainland.org/rtp. The North Lakeshore Corridor Study is currently underway specifically looking at this east/west connection to determine specifically where this should go.

Question from Robert Moses

Pioneer Crossing will need to be expanded. You can't deny it. Eagle Mountain and Saratoga Springs are blowing up. What will the land use around Pioneer Crossing look like in the next 15-20 years?

Response from City Staff

We agree that Saratoga Springs and Eagle Mountain are growing and consequentially putting pressure on Pioneer Crossing that will ultimately require additional road capacity. Mountainland Association of Governments (MAG) is working with local governments, including Lehi City, to determine the location of an additional east/west connection to help alleviate traffic concerns on Pioneer Crossing. MAG is working on studies and currently show an additional east/west connection on their TransPlan50 documents. While the precise location has not been determined, the need for another connection is recognized. You can view the MAG studies and the TransPlan50 plan at https://mountainland.org/rtp.

Regarding land uses along Pioneer Crossing, the proposed Land Use element document determines the future land uses of Lehi City and additional strategies to

implement those land uses. Included in the Land Use element is a map of that designates land uses by parcel. This would include the properties along Pioneer Crossing. The proposed land uses along Pioneer Crossing include low density residential, medium density residential, high density residential, neighborhood commercial, commercial, and mixed use. You can view the proposed map at https://lehifuturelanduse.com/draft-plan-and-map.

QUESTIONS ON MIXED-USE AND TODs:

Question from anonymous user

Do you have any case studies where cities similar to Lehi implemented a TOD plan? I suspect more often than not it won't work. And when it doesn't work, we have terrible congestion and cars parked on the streets. I've lived in Boston and I've seen public transportation work, but I just don't see it working here.

Response from City Staff

Our team looked to several examples of fast-growing western cities that have successfully implemented transit oriented development as new transit investments have been made in their communities – these include local examples such as Murray, West Jordan, and Sugarhouse as well as the Orenco Station development in Hillsboro, Oregon and Stapleton, Colorado.

While we strongly believe that transit oriented development will be successful in Lehi, we understand that this transformation will not happen overnight, and that many residents will still choose to drive. To address this, we've paired our transit oriented development strategies with parking strategies to help reduce the impacts of new development in these areas. These strategies include promoting shared use parking agreements, identifying areas appropriate for parking structures, requiring new parking areas to be planned in such a way that they can be gradually developed as land uses intensify, and exploring the creation of park and ride facilities for transit users.

Question from Dallin

We like making Lehi a tech center. We are very excited to see more parks and greenspace. It seems like the housing near the businesses is more expensive than many are willing to pay and most people are trying to live further away to offset costs. Are there any plans to make it easier to get from the rapidly growing Saratoga Springs and Eagle Mountain area to the Frontrunner?

Response from City Staff

Thank you for the feedback. The balance between affordability and location is definitely a concern. We also see these areas around existing businesses as a great location for higher density housing, which lowers the cost and allows more people to live in close

proximity to businesses and commercial amenities. In fact, we are considering an inclusionary zoning ordinance which will require a certain number of units be provided at an affordable rate for those making less than the area median income. We also understand that affordability and the larger house you can buy at the same price, provides an incentive for people to live in Saratoga Spring and Eagle Mountain. This causes an increase of congestion on Lehi City roads as more people pass through the City to access the freeway. The City's engineering department continues to consider how best to circulate traffic within and through the City. And they have a transportation master plan that shows the future road cross sections for major roads throughout the City. You can access this at https://www.lehi-ut.gov/wp-content/uploads/2013/09/Master_Transportation_Plan.pdf .

The local Metropolitan Planning Organization (MPO) creates plans for regional roads. The Mountainland Association of Governments (MAG) helps produce the transportation plans between cities. You can view their transportation plan for 2050 at https://mountainland.org/rtp

In addition to increasing road capacity, we also want to increase transit, and bike path options, especially to the Frontrunner. We are currently working on a Transit Master Plan that identifies key transportation corridors to create a network inside the City as well as regionally. This plan is in a final draft form and in the future we will have public meetings for public input, we would love any input on where transit options would best work.

Question from anonymous user

I understand the concept behind mixed use and TODs; however, I am concerned that they won't work as imagined in Lehi because public transportation just isn't that great throughout Utah. It is much cheaper and convenient to drive and park to Salt Lake than to take Frontrunner, so why do we think people will choose to use the public transportation? If TODs don't work as planned, how will we resolve the congestion that's cause from the dense areas of population still driving where they need to go?

Response from City Staff

This is a valid concern a lot of people share. We want to create the opportunity for people to be able to use transit, but you are right that might not change people's preferences or behaviors today. Salt Lake actually experienced that problem where they reduced parking around the transit stations but did not see as great of a reduction in car ownership of their tenants. Change takes time and we know that people are not likely to sell their cars overnight. Transit in Salt Lake County is fairly good compared to many other metros, but driving is generally still more convenient here than using transit. As congestion gets worse, the existing transit backbone will be crucial to maintain mobility. Increasing transit in Utah County requires building the density necessary to support transit ridership.

In creating TOD and mixed-use areas, we are looking at a phased approach. So far, the TOD's we have reviewed contain a greater quantity of parking then we ultimately want. We realize the need to allow for the development to work in the market and social

structure that exists today, but also allow for flexibility and the potential to change as (or if) preferences change. In planning ahead for land uses that can support transit ridership, we prepare for a future where traffic congestion is much worse and transit and other modes of transportation are much more attractive and viable. Traffic in Utah today is relatively light when compared to other cities across the nation. However, one thing all urbanizing places have in common is increasing traffic congestion and delay. The difference in more compact cities vs more sprawled cities is the alternative transportation options. The traffic congestion and delay data we reference is from Texas A&M Urban Mobility Reports: https://mobility.tamu.edu/umr/congestion-data/

We see benefit in having a mixture of uses that may allow for some car trips to be replaced by an alternative mode or greatly reducing the distance of car trips. Even if people still drive to work, they might choose to utilize a different mode for shopping, socializing, and other activities. This will help reduce some localized traffic even if regional traffic increases.

We do realize that all development will increase congestion no matter what type and that high density may have a large impact at certain times of day. Everything in planning includes trade-offs with positives and negatives. We would love to further discuss these with you.

Question from anonymous user

Mixed use often ends up only being high density residential. What safe guards are available in zoning ordinances or development agreements to require commercial uses gets built with the mixed use?

Response from City Staff

That is a great question! We currently need to update our mixed-use zone because it does not allow for residential at all right now. In our Transit Oriented Development (TOD) zone, which is a high intensity mixed use zone, we do require 30% of the gross floor area to be a non-residential use. (see Chapter 38 of the Development Code). (see Chapter 38 of the Development Code -add link).

One of the challenges with mixed use is different commercial uses have population requirements in order to justify their location. Mixed use locations tend to have more limited parking and so they want a large population within walking distance. Achieving those densities within current restraints is a challenge. As we work with developers, they indicate a willingness to build commercial spaces, though sometimes their market studies indicate those spaces will remain vacant for a few years. Development is a hard balance between the ideal and what is feasible today. We don't want to just build what is feasible today and not leave space for the ideal that might be possible tomorrow. It requires a balance and coordinated effort.

Question from anonymous user

30% of the square footage or acreage for commercial in a TOD?

Response from City Staff

"A minimum of thirty percent (30%) of the gross floor area shall be non-residential use" Section 38.040 Lehi City Development Code

Question from anonymous user

2 questions: Are there examples of mixed use developments in places were there is inclement weather like we have in the winter? Additionally, is there a limit to the number of stories for buildings in Lehi?

Response from City Staff

A local example of a mixed use center is Sugarhouse in Salt Lake City between 1000 and 1300 East on 2100 South. Most major cities throughout the nation have mixed use developments that are more walkable and are located in cold and warm climates alike. One of the cities with the highest rate of people walking as a mode of transport in the nation is New York City, which has similar weather and winter temperatures as the Wasatch Front. The key to mixed use is to have enough of a population center to support more businesses in a walkable area so people don't need to walk very far in inclement weather. Population centers that are more sprawled out create much longer travel distances and greatly reduce the likelihood that people will walk to their destination. The placement of mixed use centers is critical to provide access to regional transportation corridors and to reduce impact on existing neighborhoods.

Zoning height and building footprint restrictions exist for the Neighborhood Commercial designation in Lehi. Buildings can only be up to two stories and are currently limited to a 5,000 square foot building footprint unless otherwise allowed by the Planning Commission. Other zoning districts do not have a written limit though the expense of building up, buffering requirements, parking, and other factors do limit the height.

Question from Pat

Who would maintain the parks in these mixed use areas? I've lived in 3 subdivisions in Lehi with parks on paper, but neither Lehi city nor the developer has been forced to develop them. Hence, no parks.

Response from City Staff

The maintenance of parks depends on whether the park is dedicated to the City or if it is maintained by a private HOA. In some developments, the parks will be dedicated to the City, which will make it a public park. On the other hand, there are private parks that are

maintained by an HOA and are typically for use of those who live in the development. Regarding the development of parks, the timeline of development can be dependent on the area plan for the development or the resources of the City.

In our Planned Communities, the development of parks and amenities is determined based on the approved requirements of their area plan. In some area plans, parks may be built after the development has built 60 or 80 percent of the residential units. Developers are held to those requirements and are not allowed to build any more residential units until after they provide the required amenities. Generally, a percentage of impact fees generated through building permits within a planned community are used to pay for park improvements as agreed upon in an area plan. The fiscal analysis of an area plan provides details on who is paying for what improvements, timing, and cost estimates. Some of the older area plans such as Traverse Mountain have had some issues because the rate of impact fees has not kept up with the cost inflation to improve parks. In these cases, it may feel like the park may not actually get built at first, but it may be that the development has not built the maximum amount of residential units to require the construction of the park. Planned Communities in Lehi include Holbrook Farms, Cold Spring Ranch, and Traverse Mountain.

Public parks also require time and funding to be built. All the parks included in the parks master plan will be built as resources become available. You can reach out to one of the planners or the park's department for more information on specific parks.

Question from anonymous user

I see a heavy concentration of mixed use and TOD in the Thanksgiving Point area (close to Frontrunner), which I understand is where these types of developments make the most sense; however, there is only 1 city road (2300 W) that goes all the way south out of the Thanksgiving Point area. How will the introduction of more residences, businesses, etc. into the area of Thanksgiving Point help alleviate the already failed traffic area of 2300 West south of Thanksgiving Point? I understand the idea is for people to stay close to home in those developments; however there are people that already live outside of those developments that will still need to access the Thanksgiving Point area by car.

Response from City Staff

The proposed map does show a concentration of mixed use and Transit Oriented Development (TOD) in the Thanksgiving Point area. Mixed Use and TOD developments do tend to have a larger internal capture, where people work, live, and shop in one area, than areas with office and residential built in separate areas. This will help to reduce the introduction of new traffic into the Thanksgiving Point area. While this will not eliminate any new traffic, the hope is that this style of development will be less impactful in the long run. Lehi Staff believes that the Thanksgiving Point area would be a good location for these types of developments with its close proximity to I-15 and the FrontRunner Station.

Regarding residents and those who live outside of Lehi who need to access Thanksgiving Point, you are correct in saying that 2300 West/Triumph Boulevard is the only north/south access point into the area. We understand this is currently causing

some traffic issues during the peak hours of the day when there are higher traffic volumes. The Lehi City Staff and Admin have been working with regional entities to complete studies on other points of access that would be around the Thanksgiving Point Area. In addition, staff has been working on finding other points of connection to help move traffic north/south. As of right now, there is not a specific point of connection that has been determined.

Before the Land Use element is updated, City staff has been instructed to complete a utility and traffic analysis on how the proposed land uses will influence both traffic and utilities. This will be prevalent in the Thanksgiving Point area to ensure we have enough infrastructure to handle new development in the area.

Question from anonymous user

We have no schools in the thanksgiving point area, no public parks in the thanksgiving point resort zone, and now thanksgiving point and stack are proposing high density building out the golf course next to the Jordan river (sensitive waterways and nature), so in essence this just reads like giving big developers the rubber stamp of approval but no solutions to traffic, walkable schools and parks. Please tell me I'm reading this wrong

Response from City Staff

The General Plan (the map and document currently being updated) provides guidance for city council decisions and shows the future land uses for the city. Approval of the General Plan does not in any way provide a rubber stamp for development to move forward. Thanksgiving Point is currently zoned Resort Community and has an area plan that dictates land use and zone requirements. After the General Plan is updated, the Thanksgiving Point Area Plan would have to go through its own public process and approval to allow any sort of new high density or mixed use development. As part of the area plan update, infrastructure, open space, traffic, and many other issues would have to be addressed. We agree that open spaces are critical and areas around the Jordan River should be carefully planned. One thing to note on the proposed General Plan land use map is that there are no areas of new high density or new commercial land uses shown on the west side of the Frontrunner tracks. All mixed use or higher density residential is shown to the east of the Frontrunner tracks with the golf course and Ashton Gardens shown as open space.

QUESTIONS ON INFRASTRUCTURE:

Question from N

If Lehi, is going be silicon slopes why did they not invest into a infrastructure for fast speeds. Orem City has adopted Utopia Fiber optic.

Why did Lehi not go with Utopia Fiber optic?

We need better infrastructure for Internet Connectivity.

Response from City Staff

The City Council is currently looking into fiber options for the City. We have hired Magellan Advisors as consultants to help us determine how best to deploy a fiber network. We agree that would be a great benefit to everyone in the community!

Question from anonymous user

Are wide bike lanes something we can plan for now, so that people can bike instead of driving places?

Response from City Staff

We agree that bike lanes are important to plan and should be prioritized to increase the amount of viable transportation options Lehi City offers. We currently have a Transportation Master Plan that integrates bike lanes into the road cross sections. You can find the Transportation Master Plan at https://www.lehi-ut.gov/studies-and-master-plans/. We are continually working to include more roads with bike lanes within the City. The City also has adopted the Lehi Bike and Pedestrian Master Plan which shows all planned and existing trails and bike facilities city-wide. We understand the principles needed to create a more bikable city by providing safe and comfortable infrastructure for all users and land uses that are more compact to bring destinations closer together. We have implemented new buffered bike lanes and are currently starting the design on our first separated bike lane with protected intersections on 700 South. Many new grade separated trail crossings are either under construction or funded on the Rail Trail to cross Triumph Boulevard, Timpanogos Highway, and Traverse Mountain Boulevard. The I-15 Tech Corridor project is also constructing trail bridge and tunnel crossings at the I-15 and SR-92 interchange and Triumph Boulevard along the I-15 southbound frontage road. The Dutch model for bike planning is the gold standard, and we are doing everything we can to provide better facilities given the funding and spatial limitations we are faced with.

If you have suggestions for areas or roads that could use bike lanes or should be prioritized for bike lanes, you can reach out to the Planning Department at 385-201-1030.

Question from anonymous user

As construction begins we will see an increase in big trucks. What is going to be done to help reduce their noise?

Response from City Staff

Construction does temporarily create the need for trucks to complete work and provide building materials. Our Public Works Department works with contractors to select routes for access to a site and monitors the impacts to city streets. Typically routes would be

selected that have less impact on streets through existing neighborhoods. In some cases there may only be one point of access to a site and the contractors have no choice but to use that street. Our Public Works employees do the best they can to monitor construction activities throughout the City; however, it can prove difficult to watch every move of every truck. The City depends on observations of others if contractors are not following the correct access routes or if dust or other impacts become an issue.

Question from anonymous user

I believe in connectivity, but we do not need high density stack and pack units to accomplish connectivity.

Response from City Staff

We totally agree with that statement. We have connectivity standards that apply citywide to low density development as well as high density. The increase in density shown on the proposed General Plan Land Use map has a lot to do with diversity in addition to connectivity. We want create spaces where people can choose to walk or bike to different amenities instead of needing to drive a car. We want to provide places where transit can work and provide that additional option for mobility. We also see connectivity as an important issue in higher density locations where we want to encourage walking and biking. (talk about how HDR requires greater connectivity). Especially with these active modes of transportation it is important to be able to have shorter block lengths and roads that connect through. The proposed General Plan Map preserves existing low density residential while allowing for high density in currently undeveloped areas.

Question from anonymous user

Are there plans for an interconnected trail system throughout the city?

Response from City Staff

Yes you can find it online in the 2015 Parks master plan https://www.lehi-ut.gov/recreation/parks/recreation-master-plan/

Question from anonymous user

What is the plan to improve traffic from North to south through Lehi? 2300 West is super busy

Response from City Staff

The Lehi Master Transportation Plan shows 2300 West as a 5-lane major arterial road. You can see the transportation master plan online at https://www.lehi-ut.gov/wp-content/uploads/2013/09/Master_Transportation_Plan.pdf. The City is currently seeking funding from Mountainland Association of Governments to widen the road to a 5 lane arterial from Main Street to 2100 North. Future phases to the south would be widened to connect to Saratoga Springs. You can also contact us or the engineering department for more information.

Question from anonymous user

What about focusing on increasing the walking paths similar to harvest hills or Saint George?

Response from City Staff

We do have a trails master plan and require new developments to install sidewalk and/or their section of the master planned trails. You can find the plan online at https://www.lehi-ut.gov/wp-content/uploads/2013/09/1-Adopted-Lehi-City-Parks-Master-Plan-Update-4-2815_Optimized.pdf Specifically the trails map on page 18. There are many planned trails in Lehi that have not yet been completed that will provide a great network of paved trails throughout the city. This is currently a high priority for us as planners and we continue to hear the importance of these connections from residents.

QUESTIONS ON ECONOMIC DEVELOPMENT:

Question from anonymous user

We need some serious improvement in the sit-down restaurant space

Response from City Staff

Unfortunately zoning only designates the types of uses that are allowed and does not provide a means for us to get specific businesses to come to the City. Restaurants are market driven and want a certain population at a price point within close proximity to their restaurant location. As the City continues to grow we are hopeful that more sit-down restaurants will choose to locate here.

Question from Hardman

We have about 40 acres of commercial and heavy commercial near 2100 N and 3600 West to Redwood Road. We have tried to market this for commercial use for 3 years with no

interest. What can Lehi City economic development do to help attract shopping, eating, and other commercial use of this area they hope to have commercial in?

Response from City Staff

The development community needs to meet with Lehi City and have the discussion. We know where the property is at and they have been promoting it for development. Retail is driven by roof tops and access. As the area is still building out, retail hasn't seen a large enough nexus of roof tops to quantify pulling the trigger. From a city perspective, we can work with the development community to promote the property and make sure it is highlighted when we get a chance. We would also recommend we do an analysis to determine current roof tops and daily trips to see who fits those parameters right now. This gives us low hanging fruit to go after. The second part is to work with retailers who are outside of those parameters but could fit them within 1 year. We have to inform and promote what we have. The last comment is, the day of the big box store is going away. Developers don't want to invest in an 80,000 square foot building that could go dark and no one to back fill it. Look around at developments with large big box stores and see if they still have original tenants or if they have vacant space or different tenants.

OTHER QUESTIONS:

Question from Scott Bunker

Are there like-sized communities that you have helped in a similar way as the City of Lehi that we could look to?

Response from our Consultants

Our firm, Fregonese Associates, has worked in dozens of communities across the country, both large and small, on a range of planning projects. As far as cities that are similar in size to Lehi, we have completed projects in Buckeye, AZ (current population 62,000); Bend, OR (current population 96,000); Beaverton, OR (current population 98,963); Ogden, UT (current population 87,325); and Edmonds, WA (current population 42,767). All of these cities have been experiencing rapid population growth in recent years, and have been proactive in planning for that growth in a way that minimizes negative impacts on infrastructure, community character, and quality of life, while ensuring that new and existing residents have access to a range of housing and transportation choices.

We have also worked with many larger communities that are facing similar issues as Lehi. During the planning process, we looked to many of our lessons learned through our work in Irving, TX on the Imagine Irving Comprehensive Plan, and in Plano, TX working on Envision Oak Point, a small area plan that included TOD along a planned light rail line. These cities are growing rapidly,

and have few options for annexation of new land, so must look to create new housing and commercial opportunities through infill and redevelopment. Both of these cities are also planning for ways to leverage incoming regional transit investments as a way to reduce worsening traffic congestion through the use of transit oriented development.

Question from anonymous user

What is going to happen to the current schools if there are high density housing put into place without additional schools?

Response from City Staff

Thank you for this valid concern, we want to ensure adequate school capacity for all the children in Lehi. Our understanding from data and research provided by the Urban Land Institute, the Census, and from our observation is that higher density housing tends to have fewer children per unit than single family homes. Single individuals, young married couples, and seniors are often attracted to this type of housing development and they do not tend to have school aged children. We will see what other information and resources we have available to confirm that these developments have a lower impact on the school system.

Even with a lower impact we do realize that an impact still exists and can put a strain on classrooms that are already large in size. There are many consequences of any type of development and we appreciate the reminder to consider the impact on the school system. This is an ongoing challenge that the School District and the various Cities within the District need to work together in ensuring the School District is aware and able to keep up with the demand for additional schools.

Question from Tyson Eyre

What cities are you familiar with that have grown like we have over the last 10 years?

Response from City Staff

Local examples include St. George, Herriman, and South Jordan. The southwest Salt Lake Valley has also seen exponential increases in traffic going east-west and similar schooling conditions as has been experienced in Lehi.

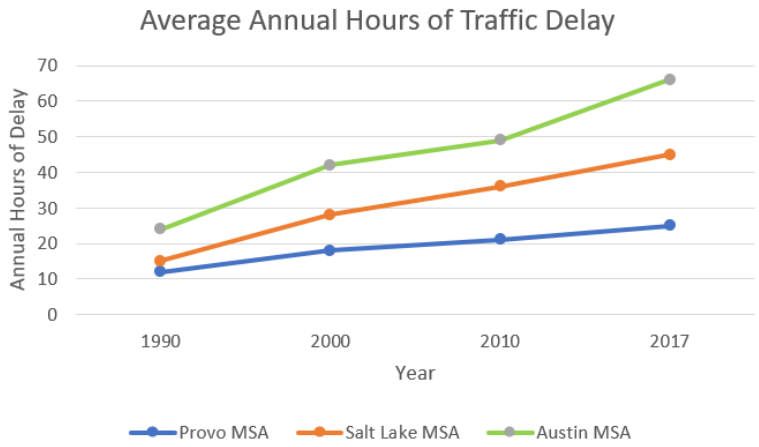
National examples of high-growth cities include: Austin, TX; Meridian, ID (Boise Metro); Henderson and Enterprise, NV (South and Southwest area of Las Vegas Metro); Milpitas, CA (Bay Area – Silicon Valley); Denver, CO; Seattle, WA to name a few.

An example of one of these cities is Austin, TX. The Austin metro population has grown from 1,716,289 in 2010 to 2,227,083 in 2019. This results in a growth rate of 32.4% or 510,794 new residents – almost the population of all Utah County. The growth in Austin is fueled by a booming economy and growing employment base. This growth has presented many new opportunities for employment and higher paying jobs, but the growth also poses new challenges for the Austin metro including increased traffic congestion, greater housing prices, and the need for more infrastructure.

Each city has unique circumstances and geography that pose differing challenges, but many challenges are similar such as traffic congestion, rising cost of living, and infrastructure needs. Many of our challenges are similar to what Austin is experiencing; however, the traffic and housing prices are worse in Austin than in the Wasatch Front.

To compare with Austin, the Wasatch Front has grown from a population of 2,142,152 in 2010 to 2,484,625 in 2019. This growth equates to a 16% growth rate or 342,473 new residents. Our metro grew at half the rate of Austin and with almost 200,000 fewer new residents. Utah Counties population has grown from 516,564 in 2010 to 636,235 in 2019; this equates to a 23.2% growth rate or 119,671 new residents.

The following graph shows traffic increases over time for the Provo (includes Lehi), Salt Lake, and Austin metropolitan statistical areas (MSAs):



Austin has more traffic delay than any area in Utah, but all areas are seeing increasing congestion and travel delays. One interesting note is that Provo MSAs average annual delay of 25 hours in 2017 is nearly the same as Austin MSA's 24 hours in 1990; however, the 1990 population in Austin MSA was 846,227 compared to Provo MSA 2017 population of 606,742. Less population and more traffic delay can be caused by a variety of reasons but could be related to greater sprawling of Utah County and Utah County's relationship in the greater Wasatch Front region.

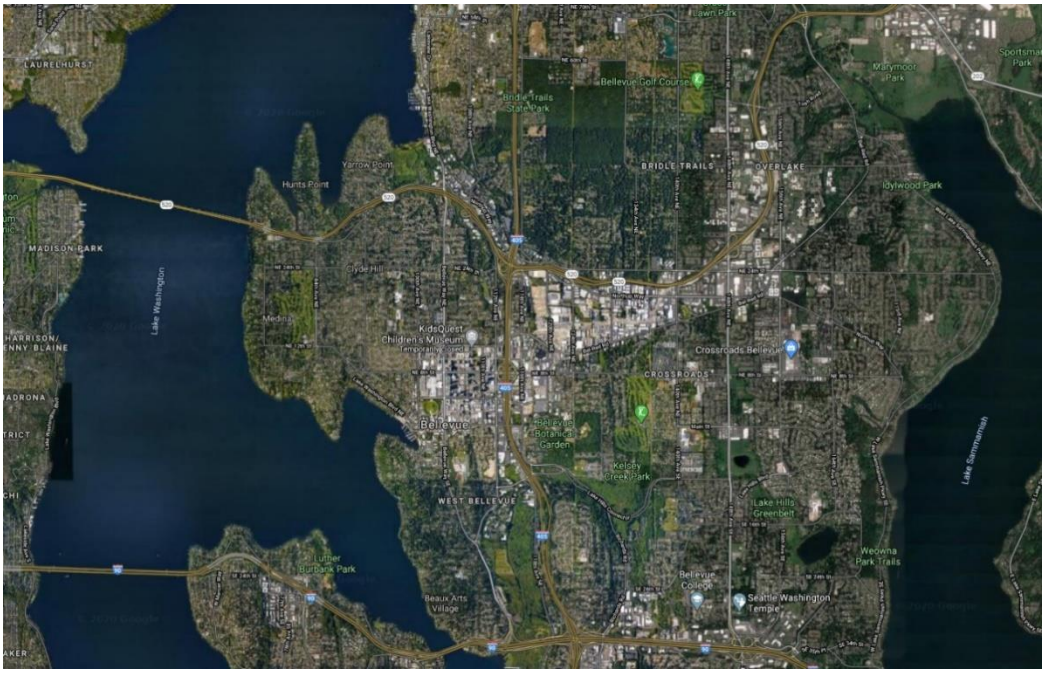
Question from Brent Everett

To follow up on Tyson's question, what cities with both geographic and development boundaries in place serving as impediments, such as the Jordan River and the I-15 corridor acting as dividers. Thoughts on connecting across these kinds of boundaries as part of the long-term planning for the community as a whole.

Response from City Staff

One city that comes to mind that has similar challenges to Thanksgiving Point is Belleview, WA (located in the Seattle metro area). Belleview is part of a fast growing metro area but is limited due to Lake Washington to the west and Lake Sammamish to

the east. Belleview has a large urban center/downtown with the I-405 freeway on the east side and is surrounded by single family neighborhoods to the north, west, and south. Downtown Seattle is located on the west side of Lake Washington and creates a great amount of travel demand between the two areas. The urban center in Bellevue is also much larger and more concentrated than what has been contemplated in Lehi. Here is an aerial to show the geography of the area:



As far as thoughts on connecting across impediments in the Thanksgiving Point area depend on current and future conditions. Connections can certainly be engineered and built but the infrastructure cost is greater than typical road connections due to the need for bridges. Since Lehi is in a more centrally located area of north Utah County, increased connectivity and crossings over these barriers will be needed in order to disperse traffic more and provide greater mobility. As far as changing development types in Thanksgiving Point specifically, greater development intensity would require infrastructure to support it and should be funded through the development creating the impact. However, from a regional perspective, areas of concentrated development with more population in a central location can help to reduce pressures on regional transportation facilities.

Question from Anonymous

Can you tell us what will be on both the North and East sides of the Spring Creek development?

Response from City Staff

The proposed Land Use element map designates commercial and low density residential along the north side of the Spring Creek Ranch development. The map

shows commercial along Pioneer Crossing, with some additional low density residential. The west side of Spring Creek Ranch is proposed to be designated as Mixed Use, High Density Residential, and Environmentally Sensitive Area (ESA) when moving from north to south. You can view the proposed Land Use Map at https://lehifuturelanduse.com/draft-plan-and-map.

The east side of the development is in American Fork. When looking at their current General Land Use Plan, it appears that they have designated the east side of Spring Creek Ranch as Transit Oriented Development, Low Density Residential, and Very-Low Density Residential when moving from north to south. You can view their Land Use Map at http://afgis.maps.arcgis.com/apps/Viewer/index.html?appid=287d744416f84e1cafb037f41bf7b583.

Question from Crystal H.

What lot sizes are considered very low density residential vs low density residential?

Response from City Staff

Very low density includes lot sizes starting from 15,000 square feet or larger. Low density residential includes lots from 8,000 square feet to 12,000 square feet.

Question from anonymous user

The resident survey indicated strong interest in revitalizing the downtown area. Will the final draft of this update include a strategy for that? So far I'm hearing mostly density recommendations, but the residents wanted more focus downtown.

Response from City Staff

The draft of the Land Use plan does include a few strategies to revitalize the downtown area. You can find the proposed draft at https://lehifuturelanduse.com/draft-plan-and-map. The land use map does include changing the area to mixed-use in an effort to bring more residents and businesses downtown. In addition, there are propose strategies that discuss the design of new or renovated buildings, encouraging development with a mix of uses, preserving significant historic homes, and creating a map of historic elements downtown for preservation efforts.

In the Implementation section of the proposed Land Use plan, there is also a goal to update the 2007 Downtown Revitalization Plan. You can view the 2007 Downtown Revitalization Plan at https://www.lehi-ut.gov/studies-and-master-plans/. The Downtown Revitalization Plan establishes a vision for Lehi City's Downtown area and provides goals and strategies to help reach that vision. Understanding the growth in Lehi, the Land Use element proposes updating the plan to better fit the needs and wants of the City. This project will include public outreach to develop a more current vision of the

future of Downtown Lehi and creating implementation actions in the updated plan that will work on conjunction with this proposed Land Use element.

Question from anonymous user

If we are talking about "Ideally" we can't be behind in keeping up with our schools!

Response from City Staff

Yes, schools are definitely an important part of the City! State Code allows schools to locate in any zone and excuses them from some of the Development Code requirements. The school district determines where and when new schools should be built and they respond to demand as it builds. Growing pains are definitely felt in schools for any growing city, but as the city reaches build-out, demand will stop growing and student populations can be better distributed in schools. As planning staff, we help them through the process of getting approved to start building.

Question from Anonymous

As someone who looks forward to being able to bike and walk to schools, grocery stores, and restaurants in my area, I am pleased to see the diverse options in this plan includes. The future of Lehi is exciting.

Response from City Staff

Thank you for this feedback! We appreciate hearing from the diverse perspectives that make up the City. Our hope is this plan will provide for more opportunities within walking and biking distance of residential areas.

Question from anonymous user

At some point the constant swallow-up of open space into a plan that focuses on commercial, HD housing, and Business Park has to reigned in so TOD is not an issue and Lehi can still be label as a great community rather than another Salt Lake, or Silicon Valley.

Response from City Staff

We appreciate the concern to preserve open space. That is something the City is aware of and wants to preserve as well. The General Plan includes the “Environmentally Sensitive Area (ESA)” designation with the goal to preserve those areas. The parks department also has a trail and parks master plan to provide open space. This plan can be found at https://www.lehi-ut.gov/recreation/parks/recreation-master-plan/

Several of our development types require open space (PC, PUD, PRD, TOD) to be provided and is reviewed as they come through for subdivision or site plan approval. A planning principle that is often used to preserve open space is called cluster development. That's where housing units are clustered into a smaller area of a property which allows open space to be preserved. The PC, PUD, PRD, and TOD designations are different approval types that allow for and require cluster development. The City currently has The Utah Lake Shoreline Protection Overlay Zone and the Jordan River Protection Overlay Zone in place that limit development and requires natural areas to be preserved (see Chapters 36 and 36B of the Development Code). Compact development practices reduce the amount of land consumption and can provide more opportunities vs. sprawl development which has a greater amount of land consumption by spreading the built area out more.

Question from Crystal H.

There seems to be a lot of HDR by the micron area but the future transportation are further from those areas? Should those that aren't built yet be rezoned to low or very low density?

Response from City Staff

The HDR shown west of 500 W is part of the approved Traverse Mountain Area Plan. Area Plans allow for master planned communities that designate their own land uses with maximum densities and other qualifications.

The Traverse Mountain Area Plan used to have more density up in the canyon. The City has worked with the developers to pull the density out of the canyon and closer to SR-92 where it will have less impact on the environment and work better with existing infrastructure. Because of agreements that are already in place, those areas designated as High Density cannot easily be changed. However, you do make a good point that high density is better served by areas with proposed transit. Our highest density designation (TOD- Transit Oriented Development) are in those areas that will be served by transit in the future.

Question from Anonymous

Have we considered 2300 W as being the only major cross street between 2100 N and pioneer crossing. I would suspect we will eventually have to widen that road. Would some neighborhood commercial make sense?

Response from City Staff

The Lehi City Staff and the Consultants agree that some neighborhood commercial would make sense along 2300 West due to the higher traffic volume the road receives and the adjacent neighborhoods. The proposed Land Use element map includes neighborhood commercial on the intersections of Main Street and 2300 W, Pioneer

Crossing and 2300 West, and 2100 North and 2300 West. You can find the proposed locations on the proposed Land Use element map at https://lehifuturelanduse.com/draft-plan-and-map. These corners were selected because Main Street, Pioneer Crossing, and 2100 North are all major arterials, which also include high traffic volumes that can serve the neighborhood commercial uses.

The Transportation Master Plan https://www.lehi-ut.gov/wp-content/uploads/2013/09/Master_Transportation_Plan.pdf shows 2300 West as a 5 lane arterial. The City is currently working on getting funding to widen 2300 W from Main Street to 2100 North.

Question from N

Is there still plans for a Primary Children's Hospital extension?

Response from City Staff

Yes! It is still going through the development review process and you can find the approved concept plan online at https://d3n9y02raazwpg.cloudfront.net/lehi/76f2c35e-2b21-11ea-a240-0050569183fa-d5013a40-5abe-4bba-b9fd-8052413d215c-1583771217.pdf.

Question from anonymous user

Will Lehi partner/approve with more private sports organizations to provide more facilities and options for the residents?

Response from City Staff

Entering into a partnership with an organization is not under our influence as Planning Staff. From our understanding it is a possibility, requiring coordination with City Administration, Economic Development, Facilities, and potentially other departments.

We will work with any private sports organization who wish to develop facilities on their own. We allow for sport facilities and fields as a permitted use in almost all of our non-residential zones.

The city is willing to partner with organizations in the future but it also depends on the project. We know that we are short on baseball fields and basketball courts. With Peck Park being started with the soccer fields I think we will be good for a while. Again, it depends on the project.

QUESTIONS ON MOVING FORWARD:

Question from Anonymous

How would we suggest a change to a specific area? does the public have any input moving forward?

Response from City Staff

Yes, the public will continue to have input moving forward to adoption. If you have concerns about a specific area, please reach out to a planner. We love to hear your input! You can also always reach out to the City Council and Mayor. The plan still needs to go to Planning Commission and City Council for approval. These will be public meetings with the opportunity for public input at that time as well.

Question from Dallin

Also, big shoutout for these online meetings. I really like these. They make me feel like a part of the community and it makes it easier than ever to attend. I hope they continue after COVID.

Response from City Staff

Thank you for the feedback, we plan to continue to use webinars and other online resources in the future.

Question from anonymous user

how do we get on the email list?

Response from City Staff

You can get on the email list by going to lehifuturelanduse.com and there is a sign up there or you can reach out to the Lehi City Planning Department for updates.

ENGAGE LEHI MAP AND COMMENTS

Project Report

20 January 2021 - 03 October 2021

Engage Lehi

General Plan Update

Visitors Summary



Highlights

TOTAL VISITS	MAX VISITORS PER DAY	NEW REGISTRATIONS
1 k	266	8

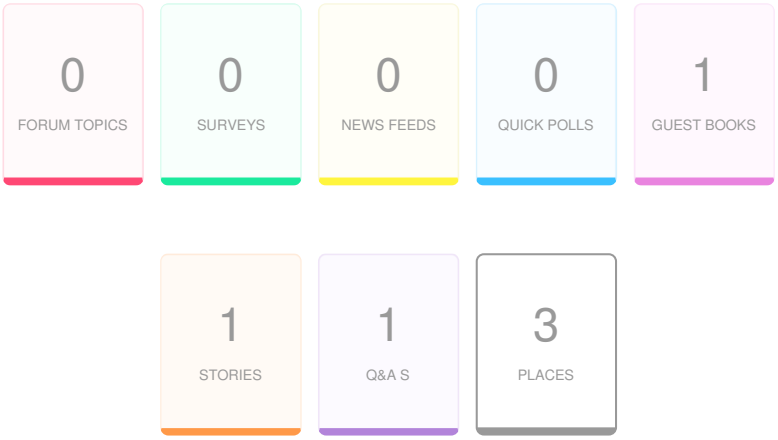
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
24	238	831

Aware Participants	831
Aware Actions Performed	Participants
Visited a Project or Tool Page	831

Informed Participants	238
Informed Actions Performed	Participants
Viewed a video	0
Viewed a photo	0
Downloaded a document	113
Visited the Key Dates page	32
Visited an FAQ list Page	0
Visited Instagram Page	0
Visited Multiple Project Pages	212
Contributed to a tool (engaged)	24

Engaged Participants	24		
Engaged Actions Performed	Registered	Unverified	Anonymous
Contributed on Forums	0	0	0
Participated in Surveys	0	0	0
Contributed to Newsfeeds	0	0	0
Participated in Quick Polls	0	0	0
Posted on Guestbooks	1	0	0
Contributed to Stories	3	0	0
Asked Questions	5	10	0
Placed Pins on Places	8	0	0
Contributed to Ideas	0	0	0

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Story Telling Tool	High Density at "Cornbellys" area at Sycamore Ln and Asht...	Accepted	13	2	0	0
Story Telling Tool	1100 West and 100 South	Accepted	0	1	0	0
Qanda	Questions about Plan	Published	58	5	10	0
Guest Book	Public Comments	Archived	20	1	0	0
Place	Future Land Use Map	Archived	159	8	0	0

INFORMATION WIDGET SUMMARY

11	0	0	0	0
DOCUMENTS	PHOTOS	VIDEOS	FAQS	KEY DATES

Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Land Use Map	91	109
Document	Density Changes	40	48
Document	Written Document Draft	20	24
Document	Appendices Draft	7	8
Document	Density Additions	6	12
Document	DRAFT 2020 Future Land Use Map	4	4
Document	Areas of Growth and Stability.pdf	3	3
Document	General Plan Open House Poster - Survey Results online.pdf	3	3
Document	deleted document from	3	3
Document	General Plan Open House Poster - Survey Results.pdf	2	2
Document	General Plan Open House Poster - Scenarios.pdf	2	2
Document	Current (2011) General Plan Map	2	2
Key Dates	Key Date	32	36

STORY TELLING TOOL

1100 West and 100 South

author: Julie

I'm concerned about the changes this plan makes to density in this area. A request by a developer to change density i n this area was brought before the planning commission and city council recently, and it was denied because it doesn't make sense to increase density in this area due to infrastructure and traffic concerns. MANY residents expressed con cern over the proposed changes. A petition against increasing density here with over 600 signatures was also submitte . Please consider all of those voices and the input given by city council regarding this neighborhood and don't increase density in an already over taxed traffic and infrastructure area.

Visitors 0	Contributors 1	CONTRIBUTIONS 1

No Responses

STORY TELLING TOOL

High Density at "Cornbellys" area at Sycamore Ln and Ashton Blvd

author: Aaron Bullen

I see that there are 1000 additional ERUs planned for the area where Cornbellys has historically been. Do we imagine that Ashton Blvd will be able to handle the increased traffic here? It doesn't even handle the current level of traffic. I understand that it is zoned as a TOD but in reality the majority of the people who would be living here would not be taking frontrunner for all their transit needs. I feel like planning for this 1000 units is like throwing gasoline on a fire.

Visitors 13	Contributors 2	CONTRIBUTIONS 2

See next page for Responses

STORY TELLING TOOL

High Density at "Cornbellys" area at Sycamore Ln and Ashton Blvd

24 August 21

bharris

AGREES	DISAGREES	REPLIES
0	0	0

Aaron thanks for your comment. There are concerns among City Staff and City Officials about the density as well. Adding housing could provide some opportunities f or people to live and work in the Thanksgiving Point area. However, we realize that w ould not be the case for everyone. Approval of 1,000 ERUs will require a traffic study showing that number of units can be accommodated with the existing infrastructure or with improvements the developer can make. This study must be completed before the units are approved.

QANDA

Questions about Plan

Visitors 58	Contributors 15	CONTRIBUTIONS 21

Q Aaron Bullen
22 August 21

Page 29 is the proposed future land use map that feedback is requested on, right?

A Publicly Answered

The Page 29 map is actually an older version that needs to be updated. The Land Use Map is a separate docum ent "Land Use Map". Thank you for taking the time to look at it!

Q Aaron Bullen
23 August 21

Why does the zoning on the land use map in the micron area not match the June 2021 concept map from DR Hor ton approved by the council?

A Publicly Answered

The Concept Plan was approved but not the updated Area Plan Land Use Map. The concept is just the first proce ss in amending an area plan. DR Horton still has to provide the documentation showing how they will make the pr oposed land uses work (utilities, roadways, etc). Once the actual Area Plan Amendment is approved by City Coun cil, Lehi City Staff will updated the General Plan Land Use Map to reflect the new Micron Area Plan.

QANDA

Questions about Plan

Q Aaron Bullen
23 August 21

Is the density change map referring to number of units (=/-)?

A Publicly Answered

Yes it is a change in the number of units measured in ERUs (equivalent residential units)

Q Aaron Bullen
24 August 21

On the Land use map the area at Hudson Way and 2700N (West of Redwood) is zoned as HC High Density com mercial, but in the Density Change map it shows 210 additional ERUs in this location. Can HC include residential ?

A Publicly Answered

The HC designation on the General Plan stands for Heavy Commercial. This is described in the plan as being a d istrict that supports commercial uses, office/warehouse, light manufacturing, auto and truck service and repair, di stribution centers, and some retail/office. Typically, this designation would not include residential, but a variety of commercial uses. However, this specific site is a unique location as the area at Hudson Way and 2700 North are actually in the Holbrook Farms Area Plan and is zoned Planned Community (PC). Since it falls within the Holbroo k Farms Area Plan, its land uses are regulated by the area plan. In the area plan, it does show some density in t hat area which is why the density change map shows that 210 ERUs. This is not necessarily an increase from wh at is in the area plan. While the Heavy Commercial designation may not allow for residential uses, the Planned C ommunity zone and Holbrook Farms Area Plan would allow for those ERUs in that area.

QANDA

Questions about Plan

Q

Ashley Seager

26 August 21

I think anyone who has ever been to Thanksgiving Point at rush hour is likely horrified by this proposition. The sys tem is already broken. We have had many traffic studies predict complete failure soon WITHOUT these additiona l units. I appreciate that this would still need to be approved through the full process. But I do not think that we as sume approval and include it in the general plan if we know it is not a good idea. As with all development projects , I appreciate the desire of investors to develop and the rights of land owners to utilize their property as they dee m fit. But we must have the infrastructure (including parking) if we are going to approve of these things.

A

Publicly Answered

Thank you for your concern. We have been looking into utility capacity (water, sewer) and traffic. The Land Use P lan was put on hold so that our engineering department could work on the Utility Master Plan. The proposed land uses have been updated to match what existing infrastructure can handle.We require a traffic study to be complet ed with most high density projects. Parking studies are only required when an applicant proposed a reduction in r equired parking. We are looking at updating parking requirements. If you have any feedback on parking specificall y you can check out our parking page.

QANDA

Questions about Plan

Q lhroth
28 August 21

several months ago we had several neighborhood meetings with the city council over proposed increased density housing in the 1100 W and Main area. It was determined that traffic was already an issue and adding 80 homes/ 160 cars was not feasible. Our water pressure has dropped significantly with all the building surrounding this area which says the sewer system is struggling also. with the increase in high density housing to the west of us on Leh i Main the traffic has increased on Lehi Main to the point of total congestion. If any of who currently live in this ar ea want to go West on Lehi main, we access it by going down through the neighborhoods and accessing the light at 1700 W, thus increasing traffic through two neighborhoods. We thought we had this settled, now this map looks like we are getting back doored????

A Publicly Answered

Thanks for your comments, you are correct, it was a few months ago that we did have a request from a develope r to increase density in the area of 1100 West and Main (Hunting Farms project). The City Council did ultimately deny that request from the developer. I do want to point out that that request was for an amendment to the curr ent Land Use Map, and was separate/independent from this new proposed draft Map and the planning process th at has been ongoing with the draft update. The reason the proposed draft Map shows some additional density al ong Main Street is that the Main Street corridor was identified as part of the update process as a good area to all ow for some additional growth. Other areas that were also identified were State Street and our current and futur e transit stations (Transit Oriented Development). Most of the additional growth for Main Street that's shown in th e draft plan is located in the downtown area, between 500 West and 850 East (approx. 450 new units). However there are some areas west of 500 West that do show some additional growth. That being said, the reason we ha ve the draft Map posted on this website is to allow for the public to take a look and let us know if there are areas of concern. As the draft plan continues through the adoption process, there will also be other opportunities for the Public to comment. The Planning Commission and City Council can still decide to make additional changes and adjustments before the plan is finally adopted, so your input is appreciated.

Q Jay Dee
30 August 21

Are there plans to fix the intersection at 2150 N and Triumph blvd? It has already been referenced that the traffic along Triumph going south towards 2100N is a total nightmare. This, of course, will add to that. Is that specific int ersection being considered in this plan?

A Publicly Answered

This plan just shows what types of land uses are allowed where, because we do not know how things will develo p (street network, etc.) until a subdivision is submitted, we do not look traffic at a granular level. Traffic and inters ections are reviewed when subdivisions are submitted and as needed.

QANDA

Questions about Plan

Q John

30 August 21

Where do you plan to buy water for the build out?

A Publicly Answered

New developments are required to provide the water for their development. They have to provide water rights, a water source (well), and storage (water tank). If they cannot provide the water, they cannot build their project.

QANDA

Questions about Plan

Q Ryannenitz@gmail.com

30 August 21

What is the plan for current and worsening traffic issues due to all the old and new very high density homes, condos, townhomes, businesses currently and even more being built and being planned to be built , in Lehi and surrounding areas coming thru Lehi. The growth is happening faster than the traffic and roads can handle. More people moving in means more drivers especially at start and finish of school and work hours and in day business hours …Example 2100 and Redwood back ups in Lehi and Dangerous conditions from Redwood going into and out of Exchange homes and storage area with no light, etc to safely guide them. 3100 not having enough lanes for smooth traffic. By 8 am traffic is blocked from redwood to 15 on 2100

A Publicly Answered

This question was directed to our Traffic Engineer, Luke Seegmiller, and here's what he said:A good place to see what is planned is the Mountainland Association of Governments (MAG) Transplan50 which includes regional transportation planning to the year 2050. The models they use takes into consideration all the growth and types of land uses including very high density homes, condos, townhomes, and businesses. The main link is below: https://mountainland.org/transplan50/ A map with a list of proposed future improvements is at the following link: https://mountainland.org/static/files/transportation/TransPlan50/RTP%20Amendment%201%202021%20Full%20Highway%20Map%20Approved.pdf Some of the projects proposed include:Mountain View Freeway west of Redwood Rd 2100 N will become a freeway, the current roads will be frontage roads with the freeway in betweenA new I-15 Interchange north of Timpanogos Hwy called the Traverse Mountain Blvd interchange.Clubhouse Dr extended across the Jordan River to connect to 3600 W.3600 W will extend to the north into Salt Lake County, and to the new Traverse Mtn Blvd interchange. It will be call the Point of the Mountain Connector.2300 W and 3600 W will be widened south of 2100 N To be clear, some of these improvements are UDOT’s and some Lehi City’s. The timing of the improvements depend on available funding. The west end of Main St is currently being widened and the next project for the city is widening 2300 W south of 2100 N (5-lanes- 2 in each direction and a center turn lane) which will begin design at the beginning of 2022. UDOT is prioritizing funding to make Mountain View Freeway west of Redwood Rd this project happen before some of the others.A large part of the solution is encouraging people to walk, bike, car pool, take transit, off set work schedules, work from home, etc. We are also working with the Utah Transit Authority on Bus Rapid Transit (BRT), like UVX in Provo, that would run on the east side of I-15 and reach into the north part of the city. The alignment is still being determined but should be in place in 5 to 8 years.

QANDA

Questions about Plan

Q D-bee
31 August 21

I was wondering how the new homes adjacent to Family Park would be accessed? Through Family Park or up on 600 E?

A Publicly Answered

The proposed new homes on the east side of the park would be accessed from 600 East. The homes would fron t 600 East, and the back yards would overlook the park.

Q Lori Le
09 September 21

Just wondering what can and cannot be developed on environmentally sensitive areas. Looking specifically at the Traverse Mountain Area.

A Publicly Answered

Environmentally Sensitive Areas have a density of 1 unit per 5 acres (super low density) so homes can be develo ped. Usually we encourage clustered development where the homes are built on the least impactful part of the lan d and the rest is preserved. Other things like trails, trail heads, water storage tanks, and other public amenities ca n be built on ESA.

QANDA

Questions about Plan

Q Aaron Bullen

14 September 21

It was discussed below that developments must "provide their own water" via well and tanks etc. But this just taps into our water table that is already 20 ft (or more) below historical levels. Just because we can build the water acc ess doesn't mean it is there. We are in a terrible drought year and the previous 7 years haven't been stellar either , causing the low water table. Are we to think that new water usage does not impact our shared water resources? The million dollar question is "how low is too low"....

A Publicly Answered

Water supply is a tough question that the City is aware of and concerned about. City Staff continually analyzes th e amount of available water and makes decisions based on that information. Here are a few ways the City is addr essing water concerns:The current proposed General Plan Land Use Map has less density than previously propo sed. It now matches the existing zoning/density throughout most of the City with density in designated TOD and Mixed-Use Areas. It is a minimal increase from the existing Land Use Map (adopted in 2011). It only increases th e total projected buildout population by about 10%.Something else to understand is not all water that we use com es from underneath the municipal boundaries of Lehi City. Some of the water dedicated to the City does come fro m existing wells on property within the City limits. The City also contracts for more CWP water because of the wat er table issue.Lastly, the City is participating with other cities in North Utah County in finding methods to recharge the well aquifers.

Q asyntax

20 September 21

Why does the map not reflect the New middle/high school proposed areas around 1500 N. and Old Ranch Road? The area indicated is to small to fit an elementary school.

A Publicly Answered

For a few reasons, there is always a chance that the school district will decide not to build there. Also the School District has the power granted them by the State to build a new school in any zone as needed. So whether or not the General Plan shows it as a public facility, they will be able to build a school there if they so choose. Once we know exactly what the School District plans to do there, we will update the General Plan Map.

QANDA

Questions about Plan

Q DaJo
20 September 21

What is being built next to the city bank off timpanogas hwy

A Publicly Answered

The Vue Apartments by Perry Multifamily

Q 68Namvet
23 September 21

2 questions. First, the plan allows for the construction of over 5,000 'high density' housing units in what is now a p roperty zoned for 'resort community' reqiring open space in the Thanksgiving Point area. Why are we allowing ov er 8,500 more vehicles into an already overly congested area? Second, the extension of Clubhose Drive to 3600 W. will effectively destroy the last bit of open area and the only golf course in Lehi. To expect that this land will no t be developed into additional high and low density housing is laughable. Additionally, this road extension will pro vide little to no relief of the traffic problems we will be facing. We could achieve a better result by extending Garde n Drive from it's circular stop at the Aston Gardens to the new I-15 Interchange north of Timpanogos Hwy called t he Traverse Mountain Blvd interchange. Why is the city buying into the "urbanization" of Thanksgiving Point and destroying the brilliant concept of the original plan of the Ashton's to provide a beautiful use of the area for the be nfit of generations to come? Once we pave over this area it will be gone forever.

A Publicly Answered

To answer your first question, the plan does not allow for 5,000 high density units. The Master Utility Plan that hel ped influence the Land Use Map only shows an extra 1,000 units going into that area. Also it is important to reco gnize that the General Plan showing those units does not get rid of any developer's responsibility to conduct a tra ffic study and make any required improvements based on the impact of their project. Meaning someone could not come in and build 1,000 apartment units without the necessary roadway improvements are also built.We apprecia te your concerns about the Clubhouse Drive Extension. The exact location has not been determined for the exten sion. There will be various studies including an environmental and traffic study before the road goes in. Reasonab le efforts will be made to minimize the negative impacts of the road extension.

QANDA

Questions about Plan

Q J.T. Scott
23 September 21

Don't you realize that you are reducing Lehi to becoming an "asphalt jungle" instead of a nice place to live? Is tha t really the legacy you want to leave for your and my children? What's wrong with dedicating some open land that people and nature and wildlife can enjoy? Years ago your predecessors tried to do this by zoning the Thanksgivi ng Point area a Special Resort Area, and now you keep trying to destroy that with the road from Redwood going through the golf course, which will destroy it. At some point, those on the Planning Commission and the Council n eed to use some vision and realize that stacking people and vehicles in as thick as you can, is not a good idea. P lease name those Planning and Council members that are prone to vote for all this growth so that we can start a campaign to vote them out.

A Publicly Answered

Thank you for expressing your concern about the growth in the Thanksgiving Point Area. The General Plan will n ot actually allow any more density in the Thanksgiving Point Resort Community. An Area Plan Amendment is requ ired to add any additional density in that area. An Area Plan Amendment would be noticed and have a public hea ring.

Q J.T. Scott
23 September 21

You didn't answer my specific question. Please give me the names of the Planning and Council members that ar e prone to vote for the road through the golf course.

A Publicly Answered

This decision goes beyond local government. MAG and UDOT show this connection on their plans. Additionally, where plans for the road have not gone to Planning Commission or City Council for vote, we do not know who is i n favor or not. They are aware of the overall plan but do not know specifics because there are no plans yet. They have not expressed opinions yet and will likely wait until their are more concrete plans in place.You are welcome t o reach out to the City Council members directly to ask their opinion. The Planning Commission is an appointed b ody and cannot talk about items outside of the meeting to keep them unbiased.

QANDA

Questions about Plan

Q J.T. Scott

23 September 21

How about giving me the names of those council member that have in the past voted to change the zoning of the resort area?

A Publicly Answered

The Thanksgiving Point Resort Community is zoned Resort Community and the Area Plan dictates what land use s can go where. Within the last few years their has been one application to amend the Area Plan and it was denie d. You can view the minutes at this link https://lehi.granicus.com/DocumentViewer.php?file=lehi_baa9ff4cabc7f78 1a100bed7f3c85cc6.pdf&view=1You can view the minutes from the past Planning Commission and City Council meetings which includes the motions and how each person voted. You can view these online at https://www.lehi-ut.gov/government/public-meetings/.

QANDA

Questions about Plan

Q concerned citizen

23 September 21

We understand you want to use the Cornbelly's land to put in high density housing. You are currently saying 1000 units. Will this extend into other undeveloped land? Is this legal with the resort community zoning currently in effe ct where a certain percentage of land must be community-oriented? Are you trying to change the zoning and whe n will that be discussed? High density housing does not show on the current land use map. Why?

A Publicly Answered

We are showing the area from Club House Drive to Triumph Boulevard as our TOD (transit-oriented development) and Mixed-Use designations. These designations would allow a mixture of uses including residential, commercia l, and resort-based uses. Regarding the units on the property, the idea is that 1,000 residential units would be abl e to go into that area (between Club House Drive and Triumph Boulevard). However, no units would be allowed i n that area until the Thanksgiving Point Area Plan is amended to allow those units. Any amendment to the Thank sgiving Point Area Plan would need to be approved by the City Council. There is an application that has been sub mitted and reviewed by Staff to amend the Thanksgiving Point Area Plan to allow more housing than what is bein g shown by staff. The application has not gone to Planning Commission or City Council yet based on the applican t's request. The applicant request is closer to 5,000 units. One reason for the delay is to give more time for the ap plicant to work with staff on getting an accurate traffic study showing the impact of their proposed units. The ame ndment we are looking at today is for the General Plan. The General Plan shows what types of land uses the City thinks could be a good fit for an area in the future, but this change does not change the zoning of a property. As o f now, the zoning is not being changed for this property and the Resort Community zone would still be in place. If a development were to be proposed on the property, the requirements would need to be met for Resort Communi ty or the property would need to be rezoned. If the property is rezoned, it would then have a Public Hearing and w ould need to be approved by the City Council. The existing General Plan Land Use Map showed the Resort Com munity designation. This designation did not necessarily prohibit high density housing but allowed for a mixture of uses on the land. The City has decided to eliminate a few designations to help simplify the Land Use Map and ins tead include more descriptive designations.

QANDA

Questions about Plan

Q

Granger Peck

24 September 21

Any more overdevelopment of the Thanksgiving Point 800 Acre Resort will be met with vigorous opposition by the residents of Thanksgiving Village, Holbrook Farms, Sunset Farms, Cranberry Farms and Thanksgiving Meadows who bought homes based on the insightful dreams of Alan nd Karen to provide a quiet quality of life--not an Urba n explosion. To destroy a championship golf course and the green space it provides would be a sin against wisdo m and intelligent use of what was set aside by the Astons to be something special, protected from the greed of de velopers and misguided people who hold office or see an opportunistic chance to make money regardless of the consequences that harm the people. Granger Peck

A

Publicly Answered

Thank you for your concern. The General Plan Amendment will go to City Council for consideration on October 1 2th. We encourage you to attend that meeting to share your concerns.

GUEST BOOK

Public Comments

Visitors 20	Contributors 1	CONTRIBUTIONS 3

20 September 21

Chris brown

AGREES	DISAGREES	REPLIES
0	0	0

I am concerned about the Holbrook Farms area not having a grocery store. Eventual build out is 3,000 units. In addition, with the other developments immediately south of 2100 N, I believe the commercially zone area needs to be reserved for a Grocery stor e. If not, all tax revenue will go to Saratoga Springs because of the Smiths and Costco built in Saratoga springs.

20 September 21

Chris brown

AGREES	DISAGREES	REPLIES
0	0	0

I believe the extension of 3600 W north and over the Jordan River may be a good ide a. It can provide a good east-west connection in Lehi. But as more traffic goes this wa y, and enters the 2100 N area to the south, what is the city doing to minimize traffic co ngestion on the south area at 3600 W and 2100 N?

20 September 21

Chris brown

AGREES	DISAGREES	REPLIES
0	0	0

With the growth along 2100 N between I15 and Redwood road, I am concerned that tr affic congestion will become worse. With the new primary hospital being built at Holbr ook Farms, it will be difficult for EMS vehicles to get to and from the hospital due to th e congestion. Also, with the new fire station being built in this area, it will be difficult for fire trucks to negotiate the heavily traffic area. Is Lehi working with UDOT to do the fin al build out of 2100 N as designed as the Mountain View Corridor, and expediating it? I realize build out to the final mountain view corridor stage of 2100 N requires funding, is Lehi working not only UDOT, but state Representatives to accelerate funding for thi s?

ENGAGEMENT TOOL: PLACE

Future Land Use Map

Visitors 159	Contributors 8	CONTRIBUTIONS 13

2021-08-31 11:24:09 -0700
kstruthers
CATEGORY
Comment

PF is a good designation for City Hall
Address: 34 East 100 North, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-48932

2021-08-31 12:20:41 -0700
D-bee
CATEGORY
Comment

*
Address: 1790 North 600 East, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-48949

2021-08-31 16:29:23 -0700
spierson
CATEGORY
Comment

Comment for Liz Anderson: Add more light industrial or heavy commercial along the r ailroad track. Consider adding 3-5 acres. Could still have housing to border.
Address: 502 South 600 East, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-48969

2021-08-31 16:33:18 -0700
spierson
CATEGORY
Comment

Comment for Liz Anderson: Update property to show developable area (see zoning m ap with the R-1-12). The property currently shows all ESA, but some of the property h as had water dedicated on it for developable areas.
Address: 682 West Autumn Hills Boulevard, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-48970

2021-08-31 16:46:33 -0700
Connor
CATEGORY
Comment

we are in favor of this change, the mink farm and related problems are not as bad as t he increased traffic that at least this section of rezoning would bring. If this was alread y residential and people wanted to put in a mink farm, no one would think that is a goo d idea, so the reverse should be clear as well.
Address: 1330 West Main Street, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-48971

2021-08-31 17:33:52 -0700
kstruthers
CATEGORY
Comment

Even with only about a quarter of the high density housing built out, 2100 is bursting t o the seems, especially during rush hour. I'm afraid that if this entire high-density area is built out without infrastructure upgrades, it will lead to deadlock on the roads, which will not only lead to frustrated residents who are continually moving out, but with the h ospital and fire station being built in the Holbrook Farms area, I'm wondering how eme rgency vehicles are going to navigate with the roads completely blocked. I realize 210 0 is a UDOT project, but can't we hold off on building more until they get their infrastru cture in place?
Address: 3917 West 1700 North, Lehi, Utah 84045, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-48973

ENGAGEMENT TOOL: PLACE

Future Land Use Map

2021-09-01 11:35:28 -0700

acox

CATEGORY

Comment

I live in a neighborhood just south of this intersection of 1100 W and Main Street. I (and many others in our neighborhood) have recently protested a change to the density plan for the neighborhood just south of Main and east of 1100 West. Our objections involved concerns about the already-increasing traffic at this intersection and the lack of future plans to put in a stoplight or widen the road at this corner. There are also concerns with the infrastructure needed for higher density options in this area, that are lacking or not studied adequately to know if it is lacking. Along with this, there has been discussion of a lack of mass transit options on this part of Main Street. I would ask that you consider these concerns in the development of the general plan updates.
Address: 57 South 1100 West, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-49003

2021-09-01 14:37:20 -0700

bharris

CATEGORY

Comment

Can this change to reflect the residential units that have been built here?
Address: 4284 West Bromwell Court, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-49019

2021-09-01 14:38:13 -0700

bharris

CATEGORY

Comment

Change to LDR to reflect the approved Huntington Farms Subdivision
Address: 998 West 190 South, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-49020

2021-09-01 14:48:35 -0700

bharris

CATEGORY

Comment

Remove this HDR. You already have deficient infrastructure. No light, no sidewalks at Main and 1100 West and wholly unable to turn left.
Address: 850 West Main Street, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-49021

2021-09-01 14:53:17 -0700

Jacurtis24

CATEGORY

Comment

Comment from Resident: Change Cooper property to MDR designation
Address: 271 East 570 South, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-49022

2021-09-01 21:41:22 -0700

Alicia

CATEGORY

Comment

With this property being across from a school, this property needs to be changed to residential, or to a smaller area of NC (with specific businesses called out that shouldn't be by a school), or how about a small dog park/green space. Having any type of commercial property zoning by a school is risky dependent on what developers might choose to put their that could put children walking to and from school at risk. Also, 2300 W is a DISASTER during school drop off and pick up times, so adding any additional driveways along that stretch of road would further exacerbate an already ridiculous traffic jam situation.
Address: 1901 North 2300 West, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-49060

ENGAGEMENT TOOL: PLACE

Future Land Use Map

2021-09-01 21:49:57 -0700

Alicia

CATEGORY

Comment

Anyone who lives here or works around this area knows that this intersection is a faile d intersection. The idea of adding any additional residential or commercial developme nts north of 2100 N without doing something to alleviate this intersection is mindboggli ng and irresponsible. I do understand that the TOD designation is to try and keep peop le working, living, and shopping all in the same area, but will there really be enough a menities within the Thanksgiving Point area to keep people from leaving that area? I d on't think there will be. We can't make specific businesses build in a certain location, s o what if a grocery store never wants to build in that area, then the residents have to l eave the area via Triumph/2300 W to get their groceries. What if there is not a clothes retailer? Then the residents have to leave via the failed intersection to get the clothes t hey need. And, on and on. The idea of a self-contained community sounds nice but wi ll it actually come to fruition. We don't have enough public transportation for it to work effectively.
Address: 2120 North Triumph Boulevard, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-49062

PLANNING COMMISSION & CITY COUNCIL MINUTES

Project Report

20 January 2021 - 03 October 2021

Engage Lehi

General Plan Update

Visitors Summary



Highlights

TOTAL VISITS	MAX VISITORS PER DAY	NEW REGISTRATIONS
1 k	266	8

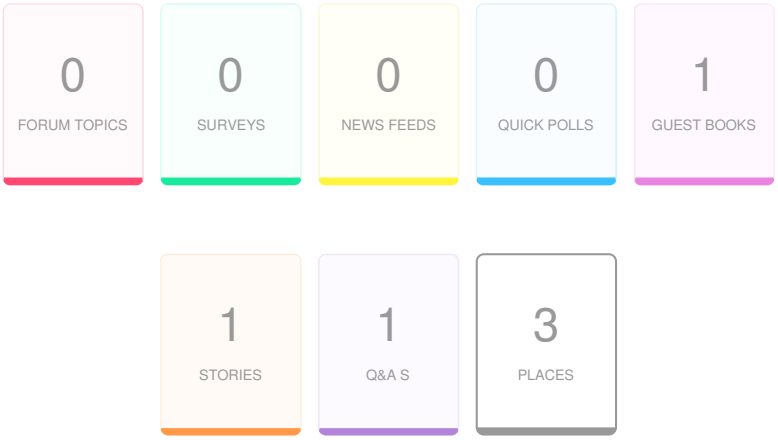
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
24	238	831

Aware Participants	831
Aware Actions Performed	Participants
Visited a Project or Tool Page	831

Informed Participants	238
Informed Actions Performed	Participants
Viewed a video	0
Viewed a photo	0
Downloaded a document	113
Visited the Key Dates page	32
Visited an FAQ list Page	0
Visited Instagram Page	0
Visited Multiple Project Pages	212
Contributed to a tool (engaged)	24

Engaged Participants	24		
Engaged Actions Performed	Registered	Unverified	Anonymous
Contributed on Forums	0	0	0
Participated in Surveys	0	0	0
Contributed to Newsfeeds	0	0	0
Participated in Quick Polls	0	0	0
Posted on Guestbooks	1	0	0
Contributed to Stories	3	0	0
Asked Questions	5	10	0
Placed Pins on Places	8	0	0
Contributed to Ideas	0	0	0

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Story Telling Tool	High Density at "Cornbellys" area at Sycamore Ln and Asht...	Accepted	13	2	0	0
Story Telling Tool	1100 West and 100 South	Accepted	0	1	0	0
Qanda	Questions about Plan	Published	58	5	10	0
Guest Book	Public Comments	Archived	20	1	0	0
Place	Future Land Use Map	Archived	159	8	0	0

INFORMATION WIDGET SUMMARY

11	0	0	0	0
DOCUMENTS	PHOTOS	VIDEOS	FAQS	KEY DATES

Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Land Use Map	91	109
Document	Density Changes	40	48
Document	Written Document Draft	20	24
Document	Appendices Draft	7	8
Document	Density Additions	6	12
Document	DRAFT 2020 Future Land Use Map	4	4
Document	Areas of Growth and Stability.pdf	3	3
Document	General Plan Open House Poster - Survey Results online.pdf	3	3
Document	deleted document from	3	3
Document	General Plan Open House Poster - Survey Results.pdf	2	2
Document	General Plan Open House Poster - Scenarios.pdf	2	2
Document	Current (2011) General Plan Map	2	2
Key Dates	Key Date	32	36

STORY TELLING TOOL

1100 West and 100 South

author: Julie

I'm concerned about the changes this plan makes to density in this area. A request by a developer to change density i n this area was brought before the planning commission and city council recently, and it was denied because it doesn't make sense to increase density in this area due to infrastructure and traffic concerns. MANY residents expressed con cern over the proposed changes. A petition against increasing density here with over 600 signatures was also submitte . Please consider all of those voices and the input given by city council regarding this neighborhood and don't increase density in an already over taxed traffic and infrastructure area.

Visitors 0	Contributors 1	CONTRIBUTIONS 1

No Responses

STORY TELLING TOOL

High Density at "Cornbellys" area at Sycamore Ln and Ashton Blvd

author: Aaron Bullen

I see that there are 1000 additional ERUs planned for the area where Cornbellys has historically been. Do we imagine that Ashton Blvd will be able to handle the increased traffic here? It doesn't even handle the current level of traffic. I understand that it is zoned as a TOD but in reality the majority of the people who would be living here would not be taking frontrunner for all their transit needs. I feel like planning for this 1000 units is like throwing gasoline on a fire.

Visitors 13	Contributors 2	CONTRIBUTIONS 2

See next page for Responses

STORY TELLING TOOL

High Density at "Cornbellys" area at Sycamore Ln and Ashton Blvd

24 August 21

bharris

AGREES	DISAGREES	REPLIES
0	0	0

Aaron thanks for your comment. There are concerns among City Staff and City Officials about the density as well. Adding housing could provide some opportunities f or people to live and work in the Thanksgiving Point area. However, we realize that w ould not be the case for everyone. Approval of 1,000 ERUs will require a traffic study showing that number of units can be accommodated with the existing infrastructure or with improvements the developer can make. This study must be completed before the units are approved.

QANDA

Questions about Plan

Visitors 58	Contributors 15	CONTRIBUTIONS 21

Q Aaron Bullen
22 August 21

Page 29 is the proposed future land use map that feedback is requested on, right?

A Publicly Answered

The Page 29 map is actually an older version that needs to be updated. The Land Use Map is a separate docum ent "Land Use Map". Thank you for taking the time to look at it!

Q Aaron Bullen
23 August 21

Why does the zoning on the land use map in the micron area not match the June 2021 concept map from DR Hor ton approved by the council?

A Publicly Answered

The Concept Plan was approved but not the updated Area Plan Land Use Map. The concept is just the first proce ss in amending an area plan. DR Horton still has to provide the documentation showing how they will make the pr oposed land uses work (utilities, roadways, etc). Once the actual Area Plan Amendment is approved by City Coun cil, Lehi City Staff will updated the General Plan Land Use Map to reflect the new Micron Area Plan.

QANDA

Questions about Plan

Q Aaron Bullen
23 August 21

Is the density change map referring to number of units (=/-)?

A Publicly Answered

Yes it is a change in the number of units measured in ERUs (equivalent residential units)

Q Aaron Bullen
24 August 21

On the Land use map the area at Hudson Way and 2700N (West of Redwood) is zoned as HC High Density com mercial, but in the Density Change map it shows 210 additional ERUs in this location. Can HC include residential ?

A Publicly Answered

The HC designation on the General Plan stands for Heavy Commercial. This is described in the plan as being a d istrict that supports commercial uses, office/warehouse, light manufacturing, auto and truck service and repair, di stribution centers, and some retail/office. Typically, this designation would not include residential, but a variety of commercial uses. However, this specific site is a unique location as the area at Hudson Way and 2700 North are actually in the Holbrook Farms Area Plan and is zoned Planned Community (PC). Since it falls within the Holbroo k Farms Area Plan, its land uses are regulated by the area plan. In the area plan, it does show some density in t hat area which is why the density change map shows that 210 ERUs. This is not necessarily an increase from wh at is in the area plan. While the Heavy Commercial designation may not allow for residential uses, the Planned C ommunity zone and Holbrook Farms Area Plan would allow for those ERUs in that area.

QANDA

Questions about Plan

Q

Ashley Seager

26 August 21

I think anyone who has ever been to Thanksgiving Point at rush hour is likely horrified by this proposition. The sys tem is already broken. We have had many traffic studies predict complete failure soon WITHOUT these additiona l units. I appreciate that this would still need to be approved through the full process. But I do not think that we as sume approval and include it in the general plan if we know it is not a good idea. As with all development projects , I appreciate the desire of investors to develop and the rights of land owners to utilize their property as they dee m fit. But we must have the infrastructure (including parking) if we are going to approve of these things.

A

Publicly Answered

Thank you for your concern. We have been looking into utility capacity (water, sewer) and traffic. The Land Use P lan was put on hold so that our engineering department could work on the Utility Master Plan. The proposed land uses have been updated to match what existing infrastructure can handle.We require a traffic study to be complet ed with most high density projects. Parking studies are only required when an applicant proposed a reduction in r equired parking. We are looking at updating parking requirements. If you have any feedback on parking specificall y you can check out our parking page.

QANDA

Questions about Plan

Q lhroth
28 August 21

several months ago we had several neighborhood meetings with the city council over proposed increased density housing in the 1100 W and Main area. It was determined that traffic was already an issue and adding 80 homes/ 160 cars was not feasible. Our water pressure has dropped significantly with all the building surrounding this area which says the sewer system is struggling also. with the increase in high density housing to the west of us on Leh i Main the traffic has increased on Lehi Main to the point of total congestion. If any of who currently live in this ar ea want to go West on Lehi main, we access it by going down through the neighborhoods and accessing the light at 1700 W, thus increasing traffic through two neighborhoods. We thought we had this settled, now this map looks like we are getting back doored????

A Publicly Answered

Thanks for your comments, you are correct, it was a few months ago that we did have a request from a develope r to increase density in the area of 1100 West and Main (Hunting Farms project). The City Council did ultimately deny that request from the developer. I do want to point out that that request was for an amendment to the curr ent Land Use Map, and was separate/independent from this new proposed draft Map and the planning process th at has been ongoing with the draft update. The reason the proposed draft Map shows some additional density al ong Main Street is that the Main Street corridor was identified as part of the update process as a good area to all ow for some additional growth. Other areas that were also identified were State Street and our current and futur e transit stations (Transit Oriented Development). Most of the additional growth for Main Street that's shown in th e draft plan is located in the downtown area, between 500 West and 850 East (approx. 450 new units). However there are some areas west of 500 West that do show some additional growth. That being said, the reason we ha ve the draft Map posted on this website is to allow for the public to take a look and let us know if there are areas of concern. As the draft plan continues through the adoption process, there will also be other opportunities for the Public to comment. The Planning Commission and City Council can still decide to make additional changes and adjustments before the plan is finally adopted, so your input is appreciated.

Q Jay Dee
30 August 21

Are there plans to fix the intersection at 2150 N and Triumph blvd? It has already been referenced that the traffic along Triumph going south towards 2100N is a total nightmare. This, of course, will add to that. Is that specific int ersection being considered in this plan?

A Publicly Answered

This plan just shows what types of land uses are allowed where, because we do not know how things will develo p (street network, etc.) until a subdivision is submitted, we do not look traffic at a granular level. Traffic and inters ections are reviewed when subdivisions are submitted and as needed.

QANDA

Questions about Plan

Q John

30 August 21

Where do you plan to buy water for the build out?

A Publicly Answered

New developments are required to provide the water for their development. They have to provide water rights, a water source (well), and storage (water tank). If they cannot provide the water, they cannot build their project.

QANDA

Questions about Plan

Q Ryannenitz@gmail.com

30 August 21

What is the plan for current and worsening traffic issues due to all the old and new very high density homes, condos, townhomes, businesses currently and even more being built and being planned to be built , in Lehi and surrounding areas coming thru Lehi. The growth is happening faster than the traffic and roads can handle. More people moving in means more drivers especially at start and finish of school and work hours and in day business hours …Example 2100 and Redwood back ups in Lehi and Dangerous conditions from Redwood going into and out of Exchange homes and storage area with no light, etc to safely guide them. 3100 not having enough lanes for smooth traffic. By 8 am traffic is blocked from redwood to 15 on 2100

A Publicly Answered

This question was directed to our Traffic Engineer, Luke Seegmiller, and here's what he said:A good place to see what is planned is the Mountainland Association of Governments (MAG) Transplan50 which includes regional transportation planning to the year 2050. The models they use takes into consideration all the growth and types of land uses including very high density homes, condos, townhomes, and businesses. The main link is below: https://mountainland.org/transplan50/ A map with a list of proposed future improvements is at the following link: https://mountainland.org/static/files/transportation/TransPlan50/RTP%20Amendment%201%202021%20Full%20Highway%20Map%20Approved.pdf Some of the projects proposed include:Mountain View Freeway west of Redwood Rd 2100 N will become a freeway, the current roads will be frontage roads with the freeway in betweenA new I-15 Interchange north of Timpanogos Hwy called the Traverse Mountain Blvd interchange.Clubhouse Dr extended across the Jordan River to connect to 3600 W.3600 W will extend to the north into Salt Lake County, and to the new Traverse Mtn Blvd interchange. It will be call the Point of the Mountain Connector.2300 W and 3600 W will be widened south of 2100 N To be clear, some of these improvements are UDOT's and some Lehi City's. The timing of the improvements depend on available funding. The west end of Main St is currently being widened and the next project for the city is widening 2300 W south of 2100 N (5-lanes- 2 in each direction and a center turn lane) which will begin design at the beginning of 2022. UDOT is prioritizing funding to make Mountain View Freeway west of Redwood Rd this project happen before some of the others.A large part of the solution is encouraging people to walk, bike, car pool, take transit, off set work schedules, work from home, etc. We are also working with the Utah Transit Authority on Bus Rapid Transit (BRT), like UVX in Provo, that would run on the east side of I-15 and reach into the north part of the city. The alignment is still being determined but should be in place in 5 to 8 years.

QANDA

Questions about Plan

Q D-bee
31 August 21

I was wondering how the new homes adjacent to Family Park would be accessed? Through Family Park or up on 600 E?

A Publicly Answered

The proposed new homes on the east side of the park would be accessed from 600 East. The homes would fron t 600 East, and the back yards would overlook the park.

Q Lori Le
09 September 21

Just wondering what can and cannot be developed on environmentally sensitive areas. Looking specifically at the Traverse Mountain Area.

A Publicly Answered

Environmentally Sensitive Areas have a density of 1 unit per 5 acres (super low density) so homes can be develo ped. Usually we encourage clustered development where the homes are built on the least impactful part of the lan d and the rest is preserved. Other things like trails, trail heads, water storage tanks, and other public amenities ca n be built on ESA.

QANDA

Questions about Plan

Q Aaron Bullen
14 September 21

It was discussed below that developments must "provide their own water" via well and tanks etc. But this just taps into our water table that is already 20 ft (or more) below historical levels. Just because we can build the water acc ess doesn't mean it is there. We are in a terrible drought year and the previous 7 years haven't been stellar either , causing the low water table. Are we to think that new water usage does not impact our shared water resources? The million dollar question is "how low is too low"....

A Publicly Answered

Water supply is a tough question that the City is aware of and concerned about. City Staff continually analyzes th e amount of available water and makes decisions based on that information. Here are a few ways the City is addr essing water concerns:The current proposed General Plan Land Use Map has less density than previously propo sed. It now matches the existing zoning/density throughout most of the City with density in designated TOD and Mixed-Use Areas. It is a minimal increase from the existing Land Use Map (adopted in 2011). It only increases th e total projected buildout population by about 10%.Something else to understand is not all water that we use com es from underneath the municipal boundaries of Lehi City. Some of the water dedicated to the City does come fro m existing wells on property within the City limits. The City also contracts for more CWP water because of the wat er table issue.Lastly, the City is participating with other cities in North Utah County in finding methods to recharge the well aquifers.

Q asyntax
20 September 21

Why does the map not reflect the New middle/high school proposed areas around 1500 N. and Old Ranch Road? The area indicated is to small to fit an elementary school.

A Publicly Answered

For a few reasons, there is always a chance that the school district will decide not to build there. Also the School District has the power granted them by the State to build a new school in any zone as needed. So whether or not the General Plan shows it as a public facility, they will be able to build a school there if they so choose. Once we know exactly what the School District plans to do there, we will update the General Plan Map.

QANDA

Questions about Plan

Q DaJo
20 September 21

What is being built next to the city bank off timpanogas hwy

A Publicly Answered

The Vue Apartments by Perry Multifamily

Q 68Namvet
23 September 21

2 questions. First, the plan allows for the construction of over 5,000 'high density' housing units in what is now a p roperty zoned for 'resort community' reqiring open space in the Thanksgiving Point area. Why are we allowing ov er 8,500 more vehicles into an already overly congested area? Second, the extension of Clubhose Drive to 3600 W. will effectively destroy the last bit of open area and the only golf course in Lehi. To expect that this land will no t be developed into additional high and low density housing is laughable. Additionally, this road extension will pro vide little to no relief of the traffic problems we will be facing. We could achieve a better result by extending Garde n Drive from it's circular stop at the Aston Gardens to the new I-15 Interchange north of Timpanogos Hwy called t he Traverse Mountain Blvd interchange. Why is the city buying into the "urbanization" of Thanksgiving Point and destroying the brilliant concept of the original plan of the Ashton's to provide a beautiful use of the area for the be nfit of generations to come? Once we pave over this area it will be gone forever.

A Publicly Answered

To answer your first question, the plan does not allow for 5,000 high density units. The Master Utility Plan that hel ped influence the Land Use Map only shows an extra 1,000 units going into that area. Also it is important to reco gnize that the General Plan showing those units does not get rid of any developer's responsibility to conduct a tra ffic study and make any required improvements based on the impact of their project. Meaning someone could not come in and build 1,000 apartment units without the necessary roadway improvements are also built.We apprecia te your concerns about the Clubhouse Drive Extension. The exact location has not been determined for the exten sion. There will be various studies including an environmental and traffic study before the road goes in. Reasonab le efforts will be made to minimize the negative impacts of the road extension.

QANDA

Questions about Plan

Q J.T. Scott
23 September 21

Don't you realize that you are reducing Lehi to becoming an "asphalt jungle" instead of a nice place to live? Is tha t really the legacy you want to leave for your and my children? What's wrong with dedicating some open land that people and nature and wildlife can enjoy? Years ago your predecessors tried to do this by zoning the Thanksgivi ng Point area a Special Resort Area, and now you keep trying to destroy that with the road from Redwood going through the golf course, which will destroy it. At some point, those on the Planning Commission and the Council n eed to use some vision and realize that stacking people and vehicles in as thick as you can, is not a good idea. P lease name those Planning and Council members that are prone to vote for all this growth so that we can start a campaign to vote them out.

A Publicly Answered

Thank you for expressing your concern about the growth in the Thanksgiving Point Area. The General Plan will n ot actually allow any more density in the Thanksgiving Point Resort Community. An Area Plan Amendment is requ ired to add any additional density in that area. An Area Plan Amendment would be noticed and have a public hea ring.

Q J.T. Scott
23 September 21

You didn't answer my specific question. Please give me the names of the Planning and Council members that ar e prone to vote for the road through the golf course.

A Publicly Answered

This decision goes beyond local government. MAG and UDOT show this connection on their plans. Additionally, where plans for the road have not gone to Planning Commission or City Council for vote, we do not know who is i n favor or not. They are aware of the overall plan but do not know specifics because there are no plans yet. They have not expressed opinions yet and will likely wait until their are more concrete plans in place.You are welcome t o reach out to the City Council members directly to ask their opinion. The Planning Commission is an appointed b ody and cannot talk about items outside of the meeting to keep them unbiased.

QANDA

Questions about Plan

Q J.T. Scott
23 September 21

How about giving me the names of those council member that have in the past voted to change the zoning of the resort area?

A Publicly Answered

The Thanksgiving Point Resort Community is zoned Resort Community and the Area Plan dictates what land use s can go where. Within the last few years their has been one application to amend the Area Plan and it was denie d. You can view the minutes at this link https://lehi.granicus.com/DocumentViewer.php?file=lehi_baa9ff4cabc7f78 1a100bed7f3c85cc6.pdf&view=1You can view the minutes from the past Planning Commission and City Council meetings which includes the motions and how each person voted. You can view these online at https://www.lehi-ut.gov/government/public-meetings/.

QANDA

Questions about Plan

Q concerned citizen

23 September 21

We understand you want to use the Cornbelly's land to put in high density housing. You are currently saying 1000 units. Will this extend into other undeveloped land? Is this legal with the resort community zoning currently in effe ct where a certain percentage of land must be community-oriented? Are you trying to change the zoning and whe n will that be discussed? High density housing does not show on the current land use map. Why?

A Publicly Answered

We are showing the area from Club House Drive to Triumph Boulevard as our TOD (transit-oriented development) and Mixed-Use designations. These designations would allow a mixture of uses including residential, commercia l, and resort-based uses. Regarding the units on the property, the idea is that 1,000 residential units would be abl e to go into that area (between Club House Drive and Triumph Boulevard). However, no units would be allowed i n that area until the Thanksgiving Point Area Plan is amended to allow those units. Any amendment to the Thank sgiving Point Area Plan would need to be approved by the City Council. There is an application that has been sub mitted and reviewed by Staff to amend the Thanksgiving Point Area Plan to allow more housing than what is bein g shown by staff. The application has not gone to Planning Commission or City Council yet based on the applican t's request. The applicant request is closer to 5,000 units. One reason for the delay is to give more time for the ap plicant to work with staff on getting an accurate traffic study showing the impact of their proposed units. The ame ndment we are looking at today is for the General Plan. The General Plan shows what types of land uses the City thinks could be a good fit for an area in the future, but this change does not change the zoning of a property. As o f now, the zoning is not being changed for this property and the Resort Community zone would still be in place. If a development were to be proposed on the property, the requirements would need to be met for Resort Communi ty or the property would need to be rezoned. If the property is rezoned, it would then have a Public Hearing and w ould need to be approved by the City Council. The existing General Plan Land Use Map showed the Resort Com munity designation. This designation did not necessarily prohibit high density housing but allowed for a mixture of uses on the land. The City has decided to eliminate a few designations to help simplify the Land Use Map and ins tead include more descriptive designations.

QANDA

Questions about Plan

Q

Granger Peck

24 September 21

Any more overdevelopment of the Thanksgiving Point 800 Acre Resort will be met with vigorous opposition by the residents of Thanksgiving Village, Holbrook Farms, Sunset Farms, Cranberry Farms and Thanksgiving Meadows who bought homes based on the insightful dreams of Alan nd Karen to provide a quiet quality of life--not an Urba n explosion. To destroy a championship golf course and the green space it provides would be a sin against wisdo m and intelligent use of what was set aside by the Astons to be something special, protected from the greed of de velopers and misguided people who hold office or see an opportunistic chance to make money regardless of the consequences that harm the people. Granger Peck

A

Publicly Answered

Thank you for your concern. The General Plan Amendment will go to City Council for consideration on October 1 2th. We encourage you to attend that meeting to share your concerns.

GUEST BOOK

Public Comments

Visitors 20	Contributors 1	CONTRIBUTIONS 3

20 September 21

Chris brown

AGREES	DISAGREES	REPLIES
0	0	0

I am concerned about the Holbrook Farms area not having a grocery store. Eventual build out is 3,000 units. In addition, with the other developments immediately south of 2100 N, I believe the commercially zone area needs to be reserved for a Grocery stor e. If not, all tax revenue will go to Saratoga Springs because of the Smiths and Costco built in Saratoga springs.

20 September 21

Chris brown

AGREES	DISAGREES	REPLIES
0	0	0

I believe the extension of 3600 W north and over the Jordan River may be a good ide a. It can provide a good east-west connection in Lehi. But as more traffic goes this wa y, and enters the 2100 N area to the south, what is the city doing to minimize traffic co ngestion on the south area at 3600 W and 2100 N?

20 September 21

Chris brown

AGREES	DISAGREES	REPLIES
0	0	0

With the growth along 2100 N between I15 and Redwood road, I am concerned that tr affic congestion will become worse. With the new primary hospital being built at Holbr ook Farms, it will be difficult for EMS vehicles to get to and from the hospital due to th e congestion. Also, with the new fire station being built in this area, it will be difficult for fire trucks to negotiate the heavily traffic area. Is Lehi working with UDOT to do the fin al build out of 2100 N as designed as the Mountain View Corridor, and expediating it? I realize build out to the final mountain view corridor stage of 2100 N requires funding, is Lehi working not only UDOT, but state Representatives to accelerate funding for thi s?

ENGAGEMENT TOOL: PLACE

Future Land Use Map

Visitors 159	Contributors 8	CONTRIBUTIONS 13

2021-08-31 11:24:09 -0700
kstruthers
CATEGORY
Comment

PF is a good designation for City Hall
Address: 34 East 100 North, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-48932

2021-08-31 12:20:41 -0700
D-bee
CATEGORY
Comment

*
Address: 1790 North 600 East, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-48949

2021-08-31 16:29:23 -0700
spierson
CATEGORY
Comment

Comment for Liz Anderson: Add more light industrial or heavy commercial along the r ailroad track. Consider adding 3-5 acres. Could still have housing to border.
Address: 502 South 600 East, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-48969

2021-08-31 16:33:18 -0700
spierson
CATEGORY
Comment

Comment for Liz Anderson: Update property to show developable area (see zoning m ap with the R-1-12). The property currently shows all ESA, but some of the property h as had water dedicated on it for developable areas.
Address: 682 West Autumn Hills Boulevard, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-48970

2021-08-31 16:46:33 -0700
Connor
CATEGORY
Comment

we are in favor of this change, the mink farm and related problems are not as bad as t he increased traffic that at least this section of rezoning would bring. If this was alread y residential and people wanted to put in a mink farm, no one would think that is a goo d idea, so the reverse should be clear as well.
Address: 1330 West Main Street, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-48971

2021-08-31 17:33:52 -0700
kstruthers
CATEGORY
Comment

Even with only about a quarter of the high density housing built out, 2100 is bursting t o the seems, especially during rush hour. I'm afraid that if this entire high-density area is built out without infrastructure upgrades, it will lead to deadlock on the roads, which will not only lead to frustrated residents who are continually moving out, but with the h ospital and fire station being built in the Holbrook Farms area, I'm wondering how eme rgency vehicles are going to navigate with the roads completely blocked. I realize 210 0 is a UDOT project, but can't we hold off on building more until they get their infrastru cture in place?
Address: 3917 West 1700 North, Lehi, Utah 84045, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-48973

ENGAGEMENT TOOL: PLACE

Future Land Use Map

2021-09-01 11:35:28 -0700

acox

CATEGORY

Comment

I live in a neighborhood just south of this intersection of 1100 W and Main Street. I (and many others in our neighborhood) have recently protested a change to the density plan for the neighborhood just south of Main and east of 1100 West. Our objections involved concerns about the already-increasing traffic at this intersection and the lack of future plans to put in a stoplight or widen the road at this corner. There are also concerns with the infrastructure needed for higher density options in this area, that are lacking or not studied adequately to know if it is lacking. Along with this, there has been discussion of a lack of mass transit options on this part of Main Street. I would ask that you consider these concerns in the development of the general plan updates.
Address: 57 South 1100 West, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-49003

2021-09-01 14:37:20 -0700

bharris

CATEGORY

Comment

Can this change to reflect the residential units that have been built here?
Address: 4284 West Bromwell Court, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-49019

2021-09-01 14:38:13 -0700

bharris

CATEGORY

Comment

Change to LDR to reflect the approved Huntington Farms Subdivision
Address: 998 West 190 South, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-49020

2021-09-01 14:48:35 -0700

bharris

CATEGORY

Comment

Remove this HDR. You already have deficient infrastructure. No light, no sidewalks at Main and 1100 West and wholly unable to turn left.
Address: 850 West Main Street, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-49021

2021-09-01 14:53:17 -0700

Jacurtis24

CATEGORY

Comment

Comment from Resident: Change Cooper property to MDR designation
Address: 271 East 570 South, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-49022

2021-09-01 21:41:22 -0700

Alicia

CATEGORY

Comment

With this property being across from a school, this property needs to be changed to residential, or to a smaller area of NC (with specific businesses called out that shouldn't be by a school), or how about a small dog park/green space. Having any type of commercial property zoning by a school is risky dependent on what developers might choose to put their that could put children walking to and from school at risk. Also, 2300 W is a DISASTER during school drop off and pick up times, so adding any additional driveways along that stretch of road would further exacerbate an already ridiculous traffic jam situation.
Address: 1901 North 2300 West, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-49060

ENGAGEMENT TOOL: PLACE

Future Land Use Map

2021-09-01 21:49:57 -0700

Alicia

CATEGORY

Comment

Anyone who lives here or works around this area knows that this intersection is a faile d intersection. The idea of adding any additional residential or commercial developme nts north of 2100 N without doing something to alleviate this intersection is mindboggli ng and irresponsible. I do understand that the TOD designation is to try and keep peop le working, living, and shopping all in the same area, but will there really be enough a menities within the Thanksgiving Point area to keep people from leaving that area? I d on't think there will be. We can't make specific businesses build in a certain location, s o what if a grocery store never wants to build in that area, then the residents have to l eave the area via Triumph/2300 W to get their groceries. What if there is not a clothes retailer? Then the residents have to leave via the failed intersection to get the clothes t hey need. And, on and on. The idea of a self-contained community sounds nice but wi ll it actually come to fruition. We don't have enough public transportation for it to work effectively.
Address: 2120 North Triumph Boulevard, Lehi, Utah 84043, United States

http://engagelehi.org/general-plan-update/maps/future-land-use-map?reporting=true#marker-49062