Lehi City Council Meeting
Agenda
April 8, 2025

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. Presentation and Discussion of the Hospital / 2100 North Station Area Plan- Planning Department
   Hospital and 2100 North Station Area Plan.pdf

   2.2. Lehi City Finance Report- Dean Lundell, Finance Director

   2.3. Discussion to extend Waste Management Contract- Blake Leonelli, Waste Management

   2.4. Presentation and Discussion of a Green Waste Facility at 1700 W 1400 S.

   2.5. Presentation and Discussion of Revisions to the Employee Policy Manual - David Kitchen, Human Resources Director
   Revised Maternity and New Parent Leave.docx
   Harassment Prevention Policy Rewrite.docx

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. Presentations and Reports

2.1. Recognition of Chief Darren Paul's award for Police Chief of the Year.

3. 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.)

4. Consent Agenda

4.1. Approve Purchase Orders
PO Index.docx
Owen Equipment PO.pdf
Mountainland PI Project.pdf

4.2. Approve Surplus of Substation Equipment
Voltage regulator_memo 1.pdf

4.3. Approve Minutes from the March 18, 2025 City Council Meeting.

Regular Agenda

5. Public Hearing to receive input from the public with respect to (i) the issuance of the Series 2025 Bonds under the Act and (ii) any potential economic impact that the Series 2025 Project to be financed with the proceeds of the portion of the Series 2025 Bonds issued under the Act may have on the private sector.
Petitioner: Lehi City

6. Consideration of Resolution #2025-19 amending the Lehi City Consolidated Fee Schedule for Cemetery and Literacy Center fees.
Petitioner: Lehi City
Res 2025-19.docx
2025 Fee Schedule Amendments.xlsx

7. Budget Adjustment #2 for FY 2024-2025
a. Public Hearing
b. Consideration of Resolution #2025-17 amending the Lehi City Budget for Fiscal Year 2024-2025.
Res 2025-17.docx
Budget Adjustment #2.pdf

8. Consideration of Resolution #2025-18 adopting a Tentative Budget for the City of Lehi for Fiscal Year 2026 (July 1, 2025- June 30, 2026).
Petitioner: Lehi City
Res 2025-18.docx
FY 2026 MAYOR'S TENTATIVE BUDGET.pdf

9. Public Hearing to receive input on a public green waste facility use, located at approximately

1700 West 1400 South in a Public Facilities zone.
Petitioner: Lehi City
CC Staff Report Green Waste Facility 04.02.25.docx

10. Consideration of Resolution #2025-23 approving a Development between ProSteel Customs and Lehi City.
Petitioner: ProSteel Customs and Lehi City
Res 2025-23.docx
Pro Custom Steel Development Agreement 03.27.25.docx

11. Consideration of Ordinance #10-2025 approval of a Development Code Amendment, amending Table 05.030-B to allow auto sales and rental on parcels larger than an acre in the Commercial zone. (Tabled from the March 18, 2025 meeting.)
Petitioner: ProSteel Customs
CC Staff Report ProSteel Customs Development Code Amendment 03.18.25.docx
ProSteel Customs Develpoment Code Amendment 01.22.25.docx
ProSteel Customs Development Code Amendment 01.22.25.pdf
Ordinance -Non-Residential Table of Uses 05.030-B 03.18.25.docx

12. Consideration of Resolution #2025-21, approving a Resolution of Intent to Annex Real Property for the Salt Spring Annexation, approximately 13.32 acres located at approximately 500 East 950 South with TH-5 zoning.
Petitioner: Cameron Smith
CC Staff Report - Resolution of Intent Salt Spring Annexation 04.08.25.docx
Salt Spring Annexation DRC 03.12.25.docx
Annexation Plat_Salt Spring_03.14.2025.pdf
Res 2025-21.docx

13. Consideration of Resolution #2025-22 a Resolution of Intent to Annex Real Property for the Clark Meadows Annexation, approximately 7.2 acres located at approximately 1800 W 1300 S with R-1-22 zoning.
Petitioner: Caden Hazard
CC Staff Report - Resolution of Intent Clark Meadows Annexation 04.08.25.docx
Clark Meadows Annexation DRC 03.26.25.docx
Clark Meadows Annexation Narrative.pdf
Clark Meadows Annexation Plat.pdf
Res 2025-22.docx

14. Consideration of Ordinance #16-2025 amending Lehi City Code Title 4 Chapter 1, for general Business License provisions.
Petitioner: Lehi City
Ord 16-2025.docx
Ordinance-Business License Revisions (clean).docx

15. Consideration of Ordinance #17-2025 approval of the North Lehi Station Area Plan, including areas half a mile around the future Trax station at approximately 3200 West Traverse Mountain Blvd.
    Petitioner: Lehi City
    CC Staff Report North Lehi Station Area Plan 04.08.25.docx
    Lehi North Station Area Plan DRC 10.16.24.docx
    Ord 17-2025.doc
    North Lehi Station Area Plan.pdf

16. Consideration of Ordinance #18-2025 approval of the Whitmore General Plan Amendment on 2.41-acres located at approximately 4150 North Digital Drive, changing the land use designation from Commercial to Light Industrial.
    Petitioner: James Whitmore
    CC Staff Report Whitmore General Plan Amendment 04.08.25.docx
    Whitmore General Plan Amendment DRC 02.12.25.docx
    Ord 18-2025.docx
    Whitmore General Plan Amendment.pdf
    General Plan Map.pdf
    Zoning Map.pdf
    Aerial Map.pdf

17. Consideration of approval for the Inverness East Side Grading permit on approximately 197 acres, located at approximately 4800 North Suncrest Drive.
    Petitioner: DR Horton
    CC Staff Report Inverness East Side Grading 04.08.25.docx
    Inverness East Side Grading DRC 02.19.25.docx
    Inverness East Side Grading narrative.pdf
    Inverness East Side Grading.pdf
    Aerial Map.pdf
    General Plan Map.pdf
    Zoning Map.pdf

18. Consideration of Ordinance #19-2025 approving the Skye Area Plan Amendment, adding two uses to the Table of Uses.
    Petitioner: Gardner-Plumb
    CC Staff Report Skye Area Plan Amendment 04.08.25.docx
    Skye Area Plan Amendment DRC 02.19.25.docx
    Ord 19-2025.docx
    Skye Area Plan Amendment.pdf

19. Consideration of Ordinance #20-2025 approving a Development Code Amendment to Chapter 39, clarifying dwelling units are to be occupied by one family and that townhomes and condos can only have one kitchen facility.

Petitioner: Lehi City
CC Staff Report Ch 39 Townhomes, Dwelling Unit Dev Code Amendment 04.08.25.docx
Chapter 39 Townhomes, Dwelling Unit Definition DRC 02.19.25.docx
Ord 20-2025.docx
Narrative.pdf
Ch39Definitions-townhome, dwelling unit 02.03.25.pdf

20. Consideration of Resolution #2025-20 approving an Interlocal Cooperation Agreement between Utah County and Lehi City for the administration of the 2025 Municipal Elections.
Petitioner: Lehi City
Res 2025-20.docx
Lehi 2025 Municipal Election ILA with Exhibits.docx

21. Consideration of Resolution #2025-16, appointing members to the Lehi City Parks, Arts, Recreation, and Cultural (PARC) Advisory Committee.
Petitioner: Lehi City
Res 2025-16.docx

22. 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 385-201-2269
- 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: April 8, 2025
Submitted By: Brittney Harris
Submitting Department: Planning Division
Item Type: Discussion
Agenda Section: Presentations and Reports

Subject:
Presentation and Discussion of the Hospital / 2100 North Station Area Plan- Planning Department

Suggested Action:

Attachments:

Hospital and 2100 North Station Area Plan.pdf

Lehi Hospital & 2100 North Combined Station Area Plan

EST 1852
LEHI CITY
PIONEERING UTAH'S FUTURE

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

The Lehi Hospital and 2100 North Combined Station Area Plan was prepared by a collaborative team, including:

LEHI CITY PLANNING DIVISION

Kim Struthers, *Community Development Director*
Mike West, *Planning Division Manager*
Brittany Harris, *Planner III*

MOUNTAINLAND ASSOCIATION OF GOVERNMENTS

Daniel Wayne, *Community Planning Director*

UTAH TRANSIT AUTHORITY

Paul Drake, *Director of Real Estate and Transit-Oriented Development*
Kayla Kinkead, *TOC Predevelopment Supervisor*
Valarie Williams, *TOC Project Specialist*

ARCADIS

Ray Whitchurch, *Associate Principal Studio Manager*
Jordan Swain, *Urban Designer*
Jonathan Young, *Landscape Designer*
Tess Tanner, *Landscape Designer*

ZIONS PUBLIC FINANCE

Susie Becker, *Vice President*

LEHI CITY

Mark Johnson, *Mayor*
Paige Albrecht, *Council Member*
Chris Condie, *Council Member*
Paul Hancock, *Council Member*
Heather Newall, *Council Member*
Michelle Stallings, *Council Member*

LEHI CITY PLANNING COMMISSION

Gregory Jackson, *Planning Commission Chair*
Brent Everett, *Planning Commissioner*
Tyson Eyre, *Planning Commissioner*
Emily Lockhart, *Planning Commissioner*
Nicole Kunze, *Planning Commissioner*
Beau Jones, *Planning Commissioner*
Kenneth Roberts, *Planning Commissioner*

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Introduction & Context

Introduction

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

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



Context

Regional Context

Northern Utah County

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

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

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

Area Plan Location

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

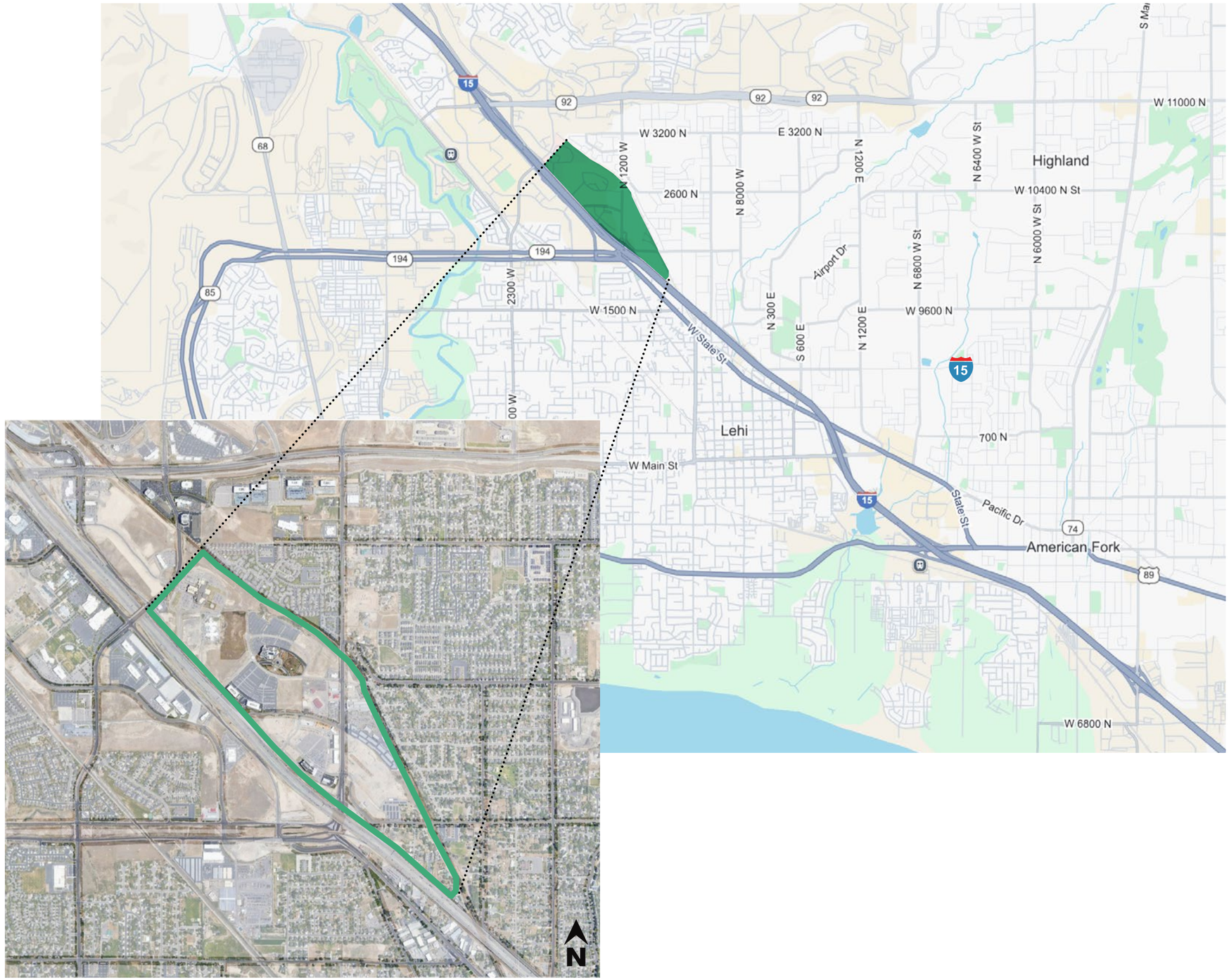


Fig. 1 - Regional Context

Population Growth

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

TABLE 1: Northern Utah County Population Growth Projections

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

Source: Lehi City General Plan

Public Transportation

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

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

In December 2023, the Utah Department of Transportation (UDOT), in collaboration with UTA, completed the **Point of the Mountain Final Transit Study Update**, which evaluated the cost-benefit of three different transit types. They looked at capital costs, operational costs, ridership, economic development potential, and several other factors. The study concluded that the enhanced transit infrastructure and service for the Point of the Mountain would be approached in phases. The first phase would establish an Innovative Mobility Zone (IMZ) which would feature dedicated shuttles, on-demand service, and partnerships with private transportation network companies such as Uber and Lyft. The second phase would establish a fixed guiderail for a new light rail (LRT) connection between the Draper FrontRunner and Hospital stations , and points in between. It is anticipated that a definitive schedule for these services will be announced in 2025.

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



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

Key Properties

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

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



Fig. 3 - Key Properties Map

Active Transportation Network

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

Vehicular Network

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

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

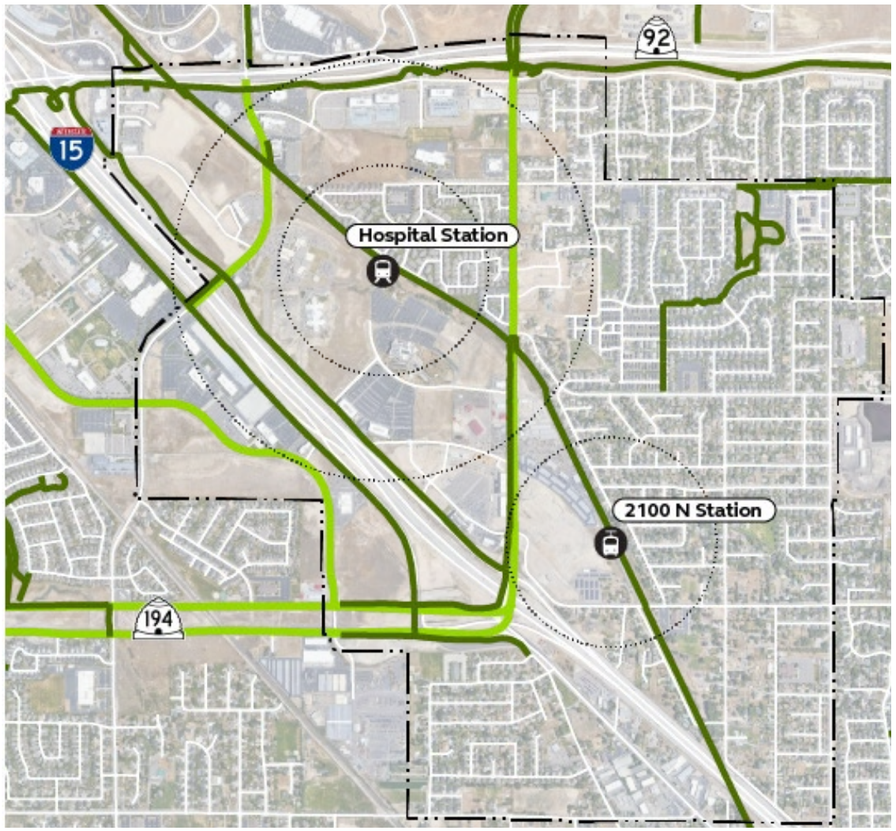


Fig. 5 - Existing Active Transportation Network

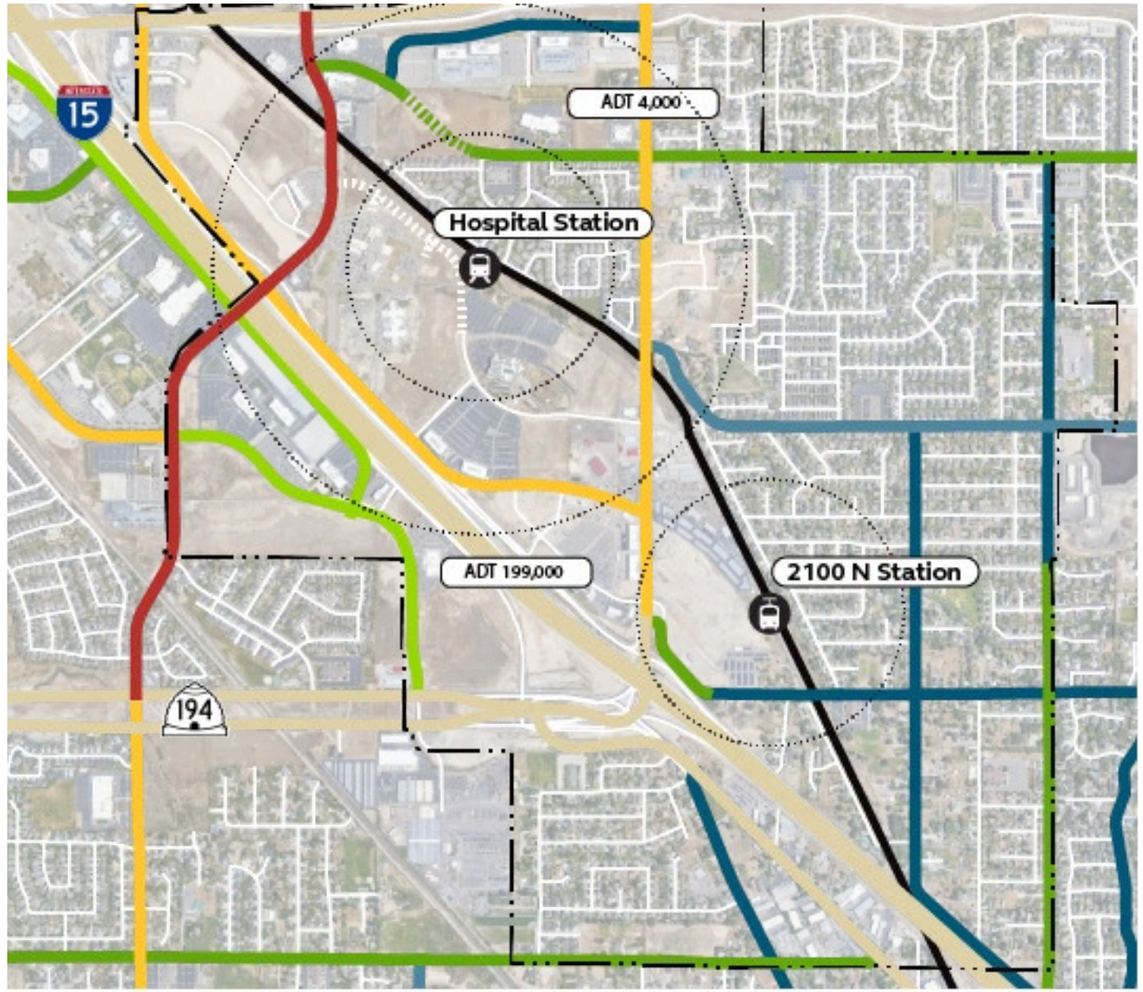


Fig. 4 - Existing Road Network

HB 462 Overview

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

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

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

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

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

One aspect of the station area plans is to support affordable housing in the area. To determine how the station area plan may assist in these efforts, it is necessary to understand what affordability levels exist in the City. The following table provides a breakdown of the affordable monthly home value for the parameters set by HUD, calculated using Census data for the Provo–Orem Metropolitan Statistical Area (MSA), according to which the median household income is $91,190.

TABLE 2: Affordable Home Prices by Income Level

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

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

TABLE 3: Affordable Rent by Income Level

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

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

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

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

General Plan Maximum Densities for TOD Areas

The 2022 Lehi General Plan contains a density map that designates the maximum number of residential units in areas designated as Mixed-Use or Transit Oriented Development. These maximum numbers came from the City Council's decision on the build out number for Lehi City and utility capacities determined by the Engineering Department. These numbers could potentially change in the future if capacities were increased, resources were identified and political will was in favor of an increased City population

Two designations occur within the Combined Station Area, the combined total of which is 1070 additional residential units. Of these additional units, 527 have been absorbed by development that is currently under construction near the Hospital Station (i.e., The Sanctuary Apartments). The remaining designation of 550 units occurs near the 2100 North Station and are available for future development.

Vision

Project Area Aerial - Mike West, City of Lehi

Vision Statement

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



Guiding Principles & Goals

1. Movement

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



2. Places

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



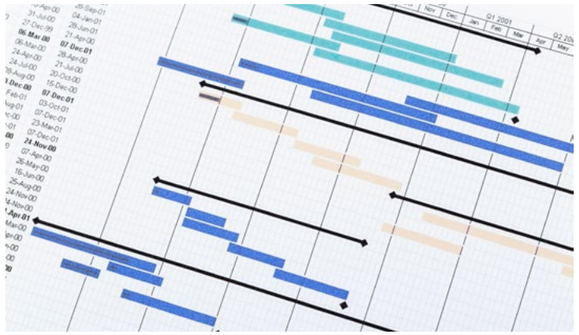
3. Housing

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



4. Time

- Outline a phased approach to the plans



5. Economy

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



6. Health

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



7. Community

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



Station Area Planning

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

Special considerations for these areas include:

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

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



Fig. 6 - Master Plan with station areas

Community Input

Process

The vision and guiding principles and goals came from community feedback.

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

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

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

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

Key takeaways:

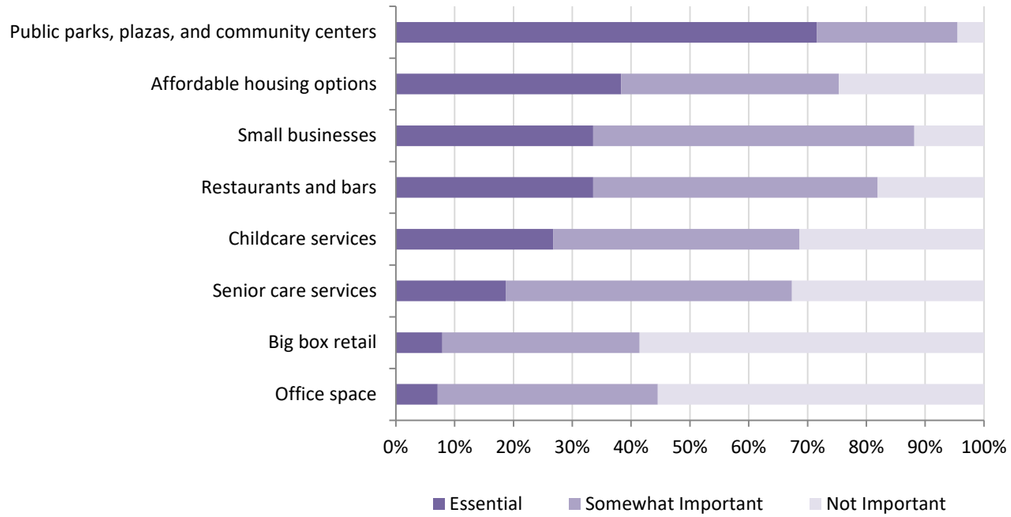
- The community would like to see solutions to the frequent traffic congestion and poor street connectivity in the project area.
- While the community sees the Lehi Rail Trail as a great amenity to the station area, they would like to see more pedestrian- and bike-friendly options for traveling through the project area and beyond.
- More public spaces are needed in the project area.
- The community would like to see more development, such as small businesses and affordable housing, while maintaining a neighborhood feel.
- The most distinct aspects of this area is the old rail line and Lehi Block plant, people would like to see that design incorporated into the new development to remember the past and keep a unique sense of place.



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

Public Open House - Jonathan Young, Arcadis

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



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

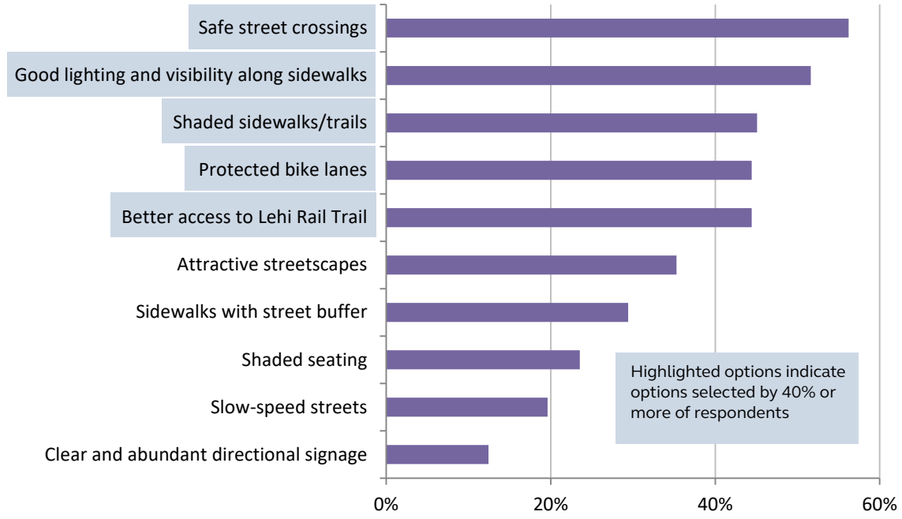


Fig. 7 - Selected answers to the 2023 map-based questionnaire

Master Plan

North Overview - Mike West, City of Lehi

Master Plan Overview

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



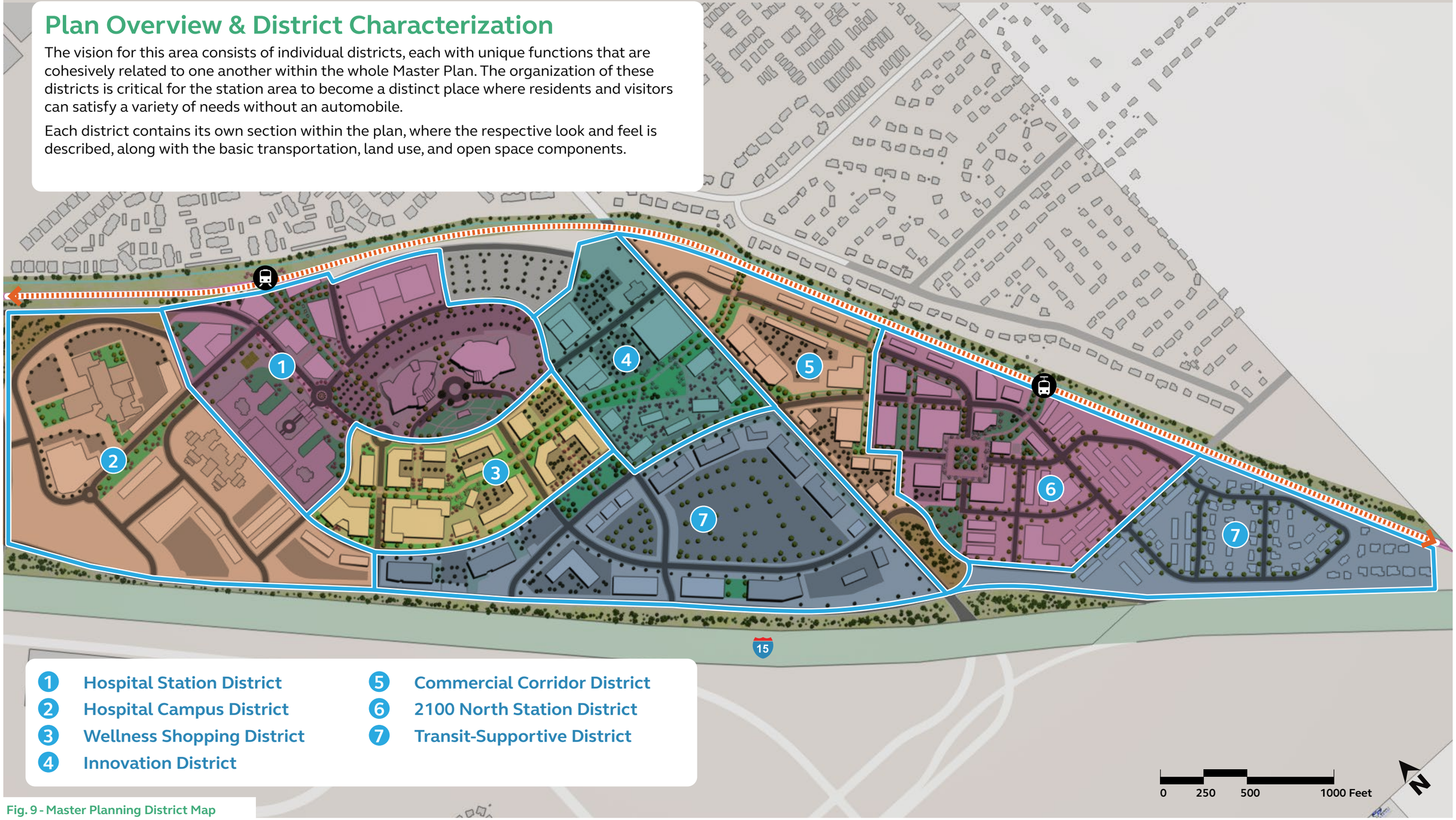
Fig. 8 - Master PlanOverview Map

Master Planning Districts

Plan Overview & District Characterization

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

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



1. Hospital Station District
2. Hospital Campus District
3. Wellness Shopping District
4. Innovation District
5. Commercial Corridor District
6. 2100 North Station District
7. Transit-Supportive District

Fig. 9 - Master Planning District Map

1 Hospital Station District



Fig. 10 - Hospital Station District Location

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

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



Fig. 11 - Hospital Station District Aerial Concept Rendering









2 Hospital Campus District



Fig. 12 - Hospital Campus District Location

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

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

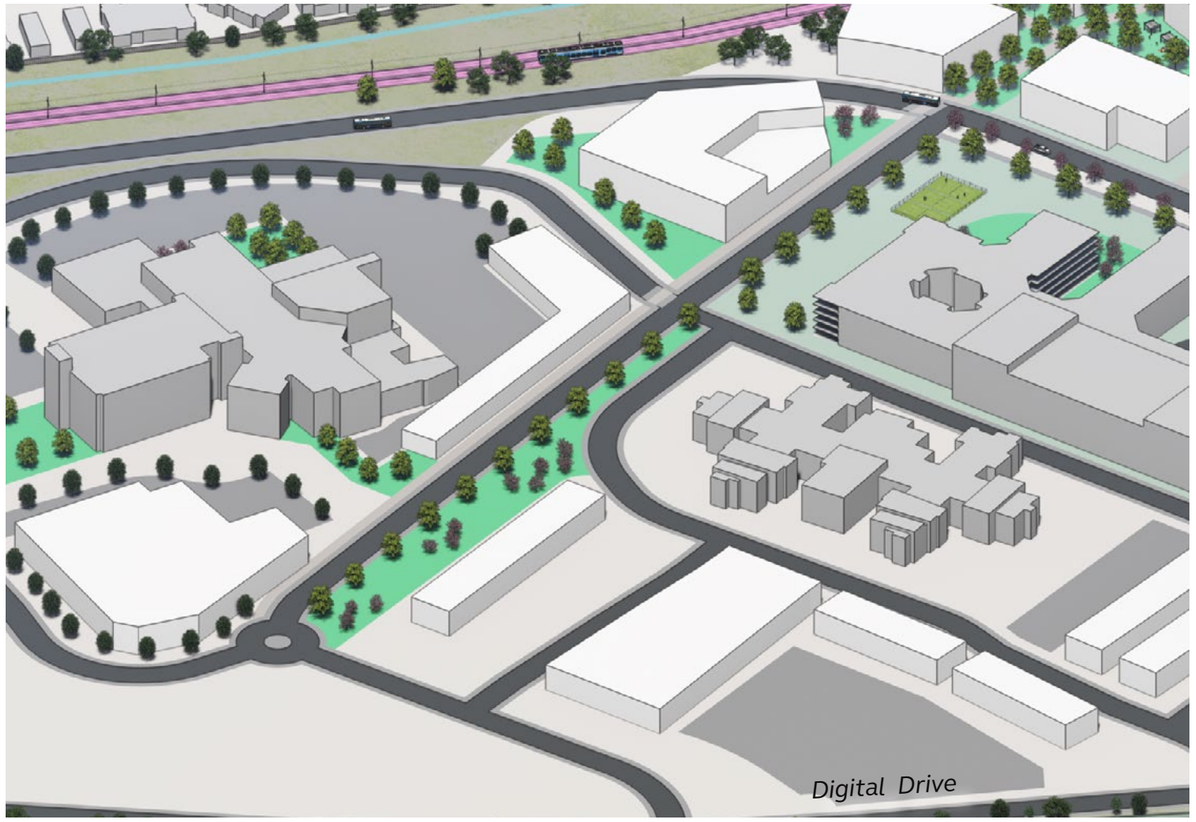


Fig. 13 - Hospital Campus District Aerial Concept Rendering









3 Wellness Shopping District



Fig. 14 - Wellness Shopping District Location

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

This greenway will create a central thread through this district, creating an experience that integrates the surrounding retail with nodes and plazas, and establishes a seamless transition between architectural forms and open space. Buildings will be oriented to the greenway, prioritizing access for pedestrians and bikes. Parking will be provided for automobile access and will be designed in a way that conceals it from both the public Right of Way and the greenway. The result will be an environment that creates an experience of vitality and good health.

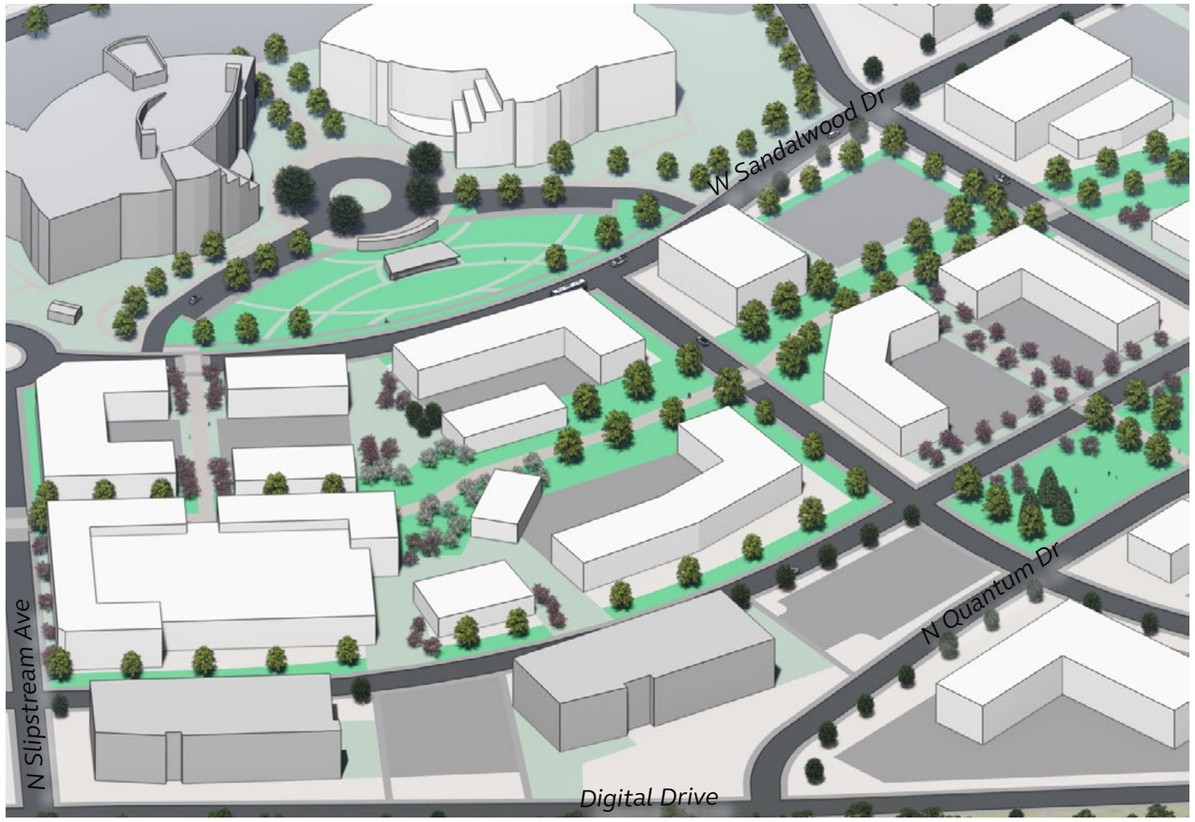
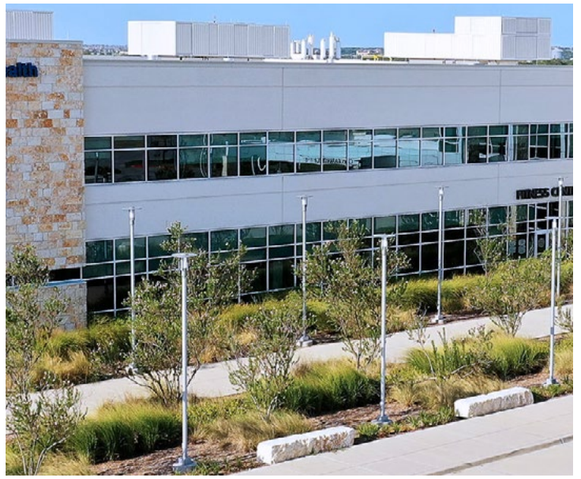


Fig. 15 - Wellness Shopping District Aerial Concept Rendering









4 Innovation District



Fig. 16 - Innovation District Location

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

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

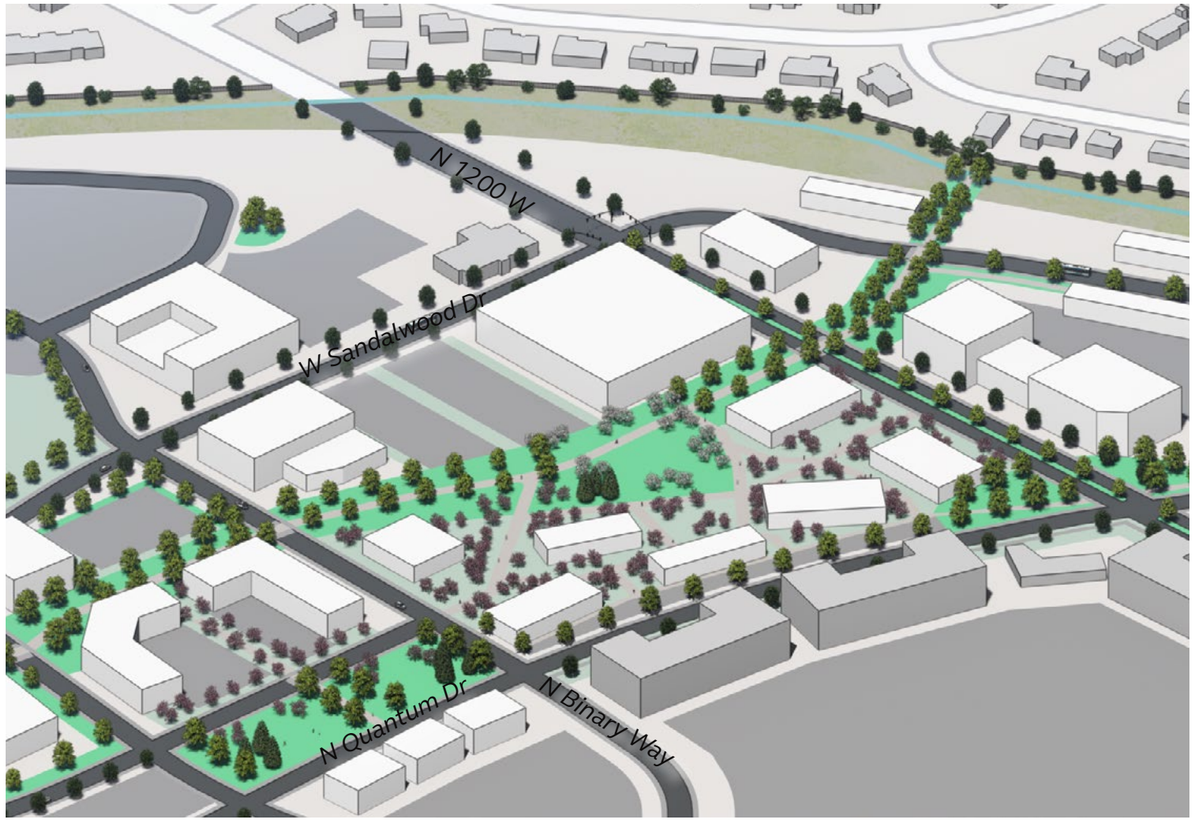
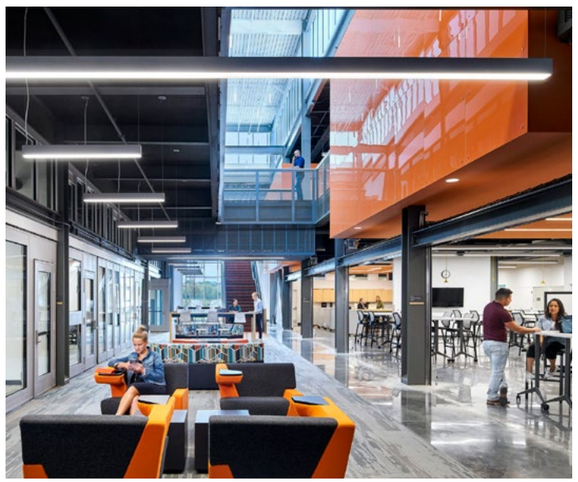
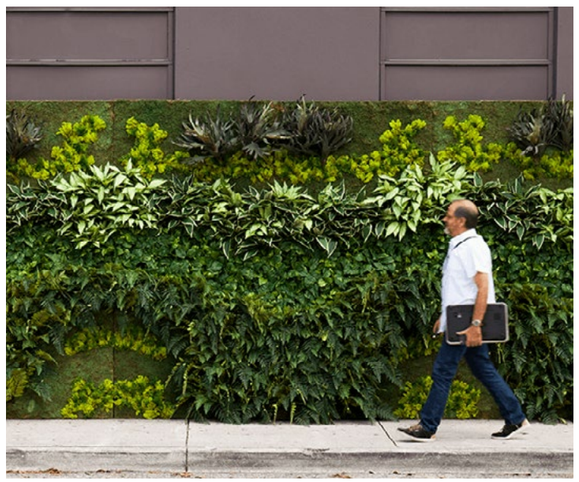


Fig. 17 - Innovation District Aerial Concept Rendering









5 Commercial Corridor District



Fig. 18 - Commercial Corridor District Location

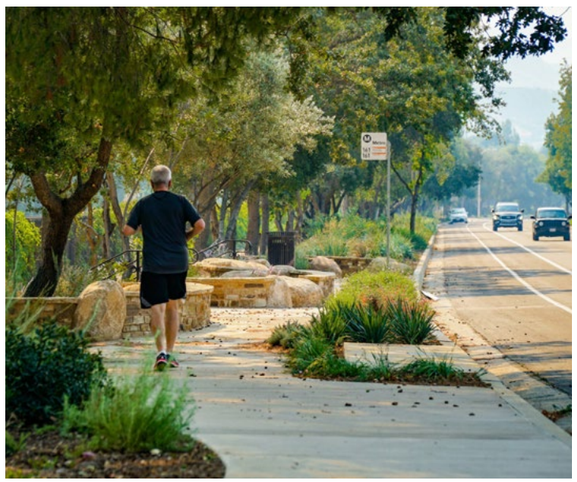
The Commercial Corridor District runs along 1200 West, a boulevard expected to be designed to move large volumes of automobiles. Because of this, it is anticipated that the Commercial Corridor will be a place where medium-format and chain retail will be located. Land uses such as grocery stores, restaurants,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

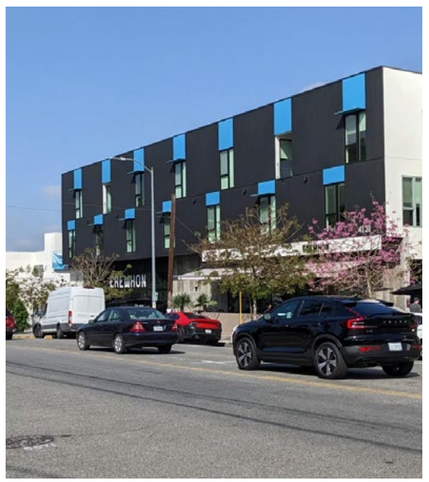
It is imperative that parking facilities associated with these uses be designed in a way that removes and conceals them from the public Right of Way to preserve a pleasant and safe experience for pedestrians and bikes.



Fig. 19 - Commercial Corridor District Aerial Concept Rendering









6 2100 North Station District



Fig. 20 - 2100 North Station District Location

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

The experience of this district will be quaint for those residing and visiting. A series of pocket parks and other smaller open spaces will be distributed throughout the district in a pattern that establishes a strong pedestrian and bike connection between the central square and the future transit station.



Fig. 21 - 2100 North Station District Aerial Concept Rendering



Image Credit — Mike West

Dutch street with cyclists - Mike West, City of Lehi





2100 N Station Village Square Illustrative Concept



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

7 Transit-Supportive Districts



Fig. 22 - Transit-Supportive District Location

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

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



Fig. 23 - Transit-Supportive District Aerial Concept Rendering







Framework

Lehi Rail Trail - Mike West, City of Lehi

Framework Planning

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

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

The Mobility Framework

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

The Land Use Framework

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

The Open Space Framework

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

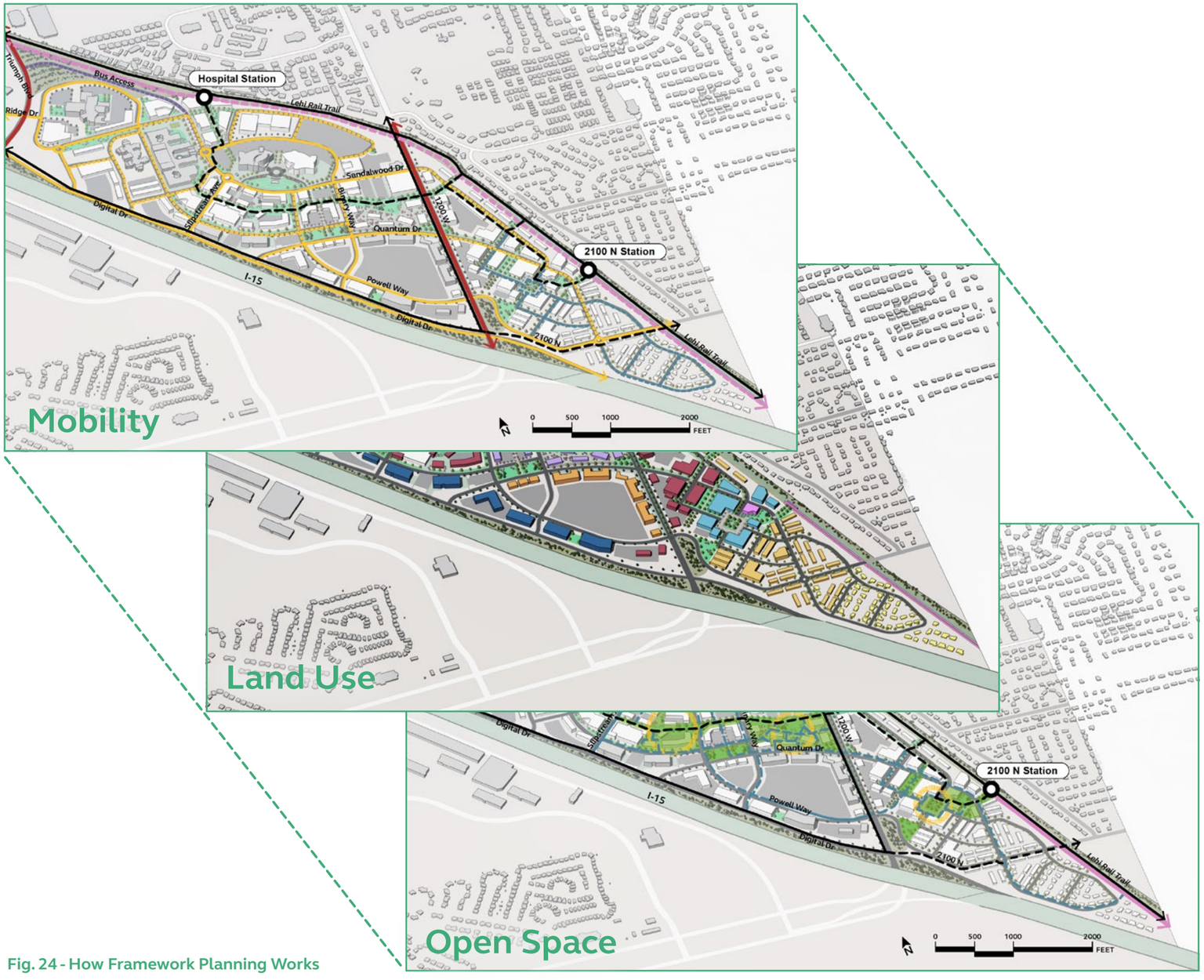


Fig. 24 - How Framework Planning Works

Mobility Framework

Framework Overview

This section provides information about the street network and hierarchy therein. In doing so, it describes how infrastructure may be planned and designed to orient future land uses and open spaces within the station area to the future stations.

This framework accounts for all modes of transportation and creates a network of streets, paths, bikeways, and transit corridors that make land uses and amenities within the station accessible from within the station area and from other areas of Lehi and the region.

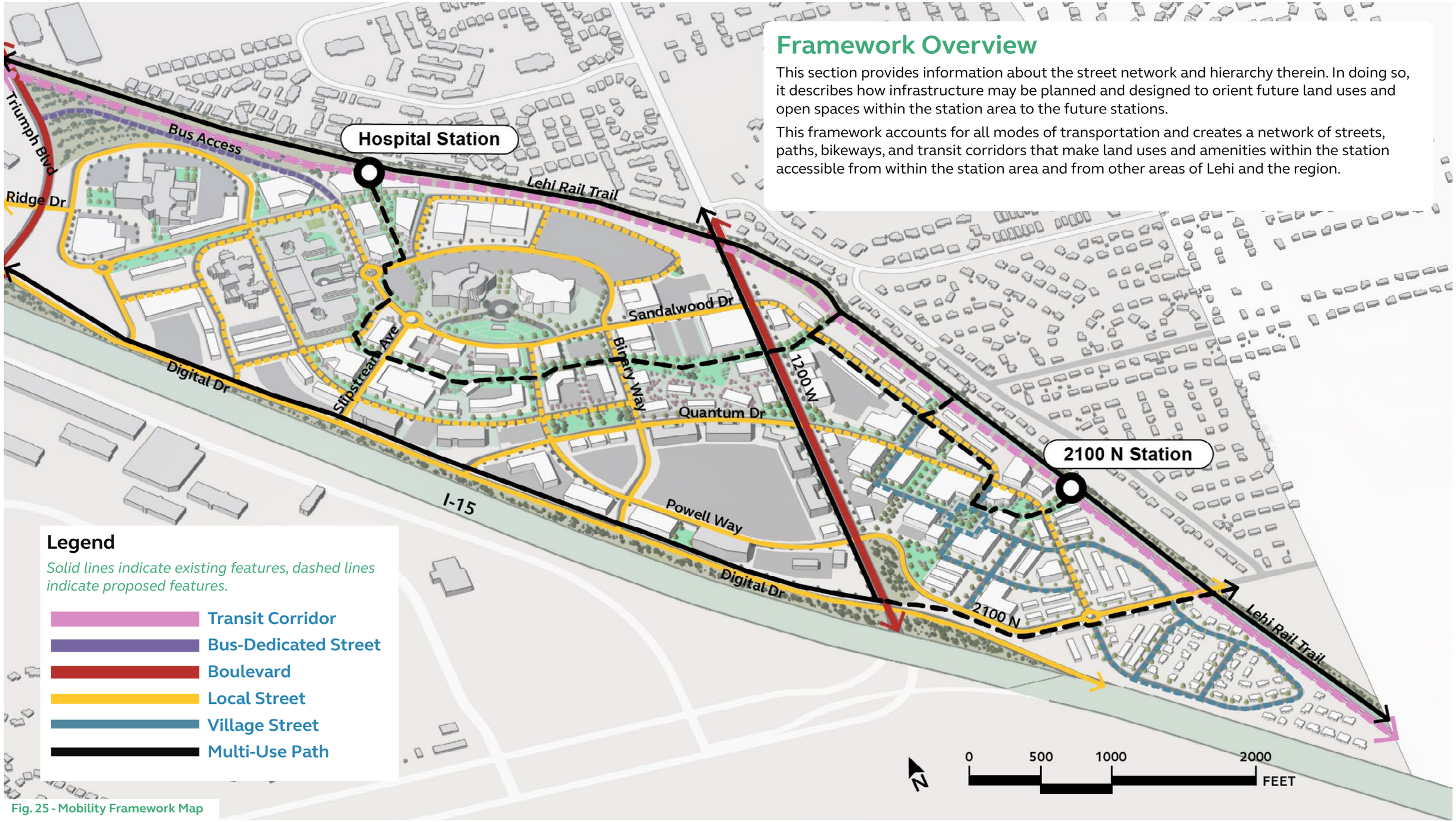


Fig. 25 - Mobility Framework Map

Network & Connectivity

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

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

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

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

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

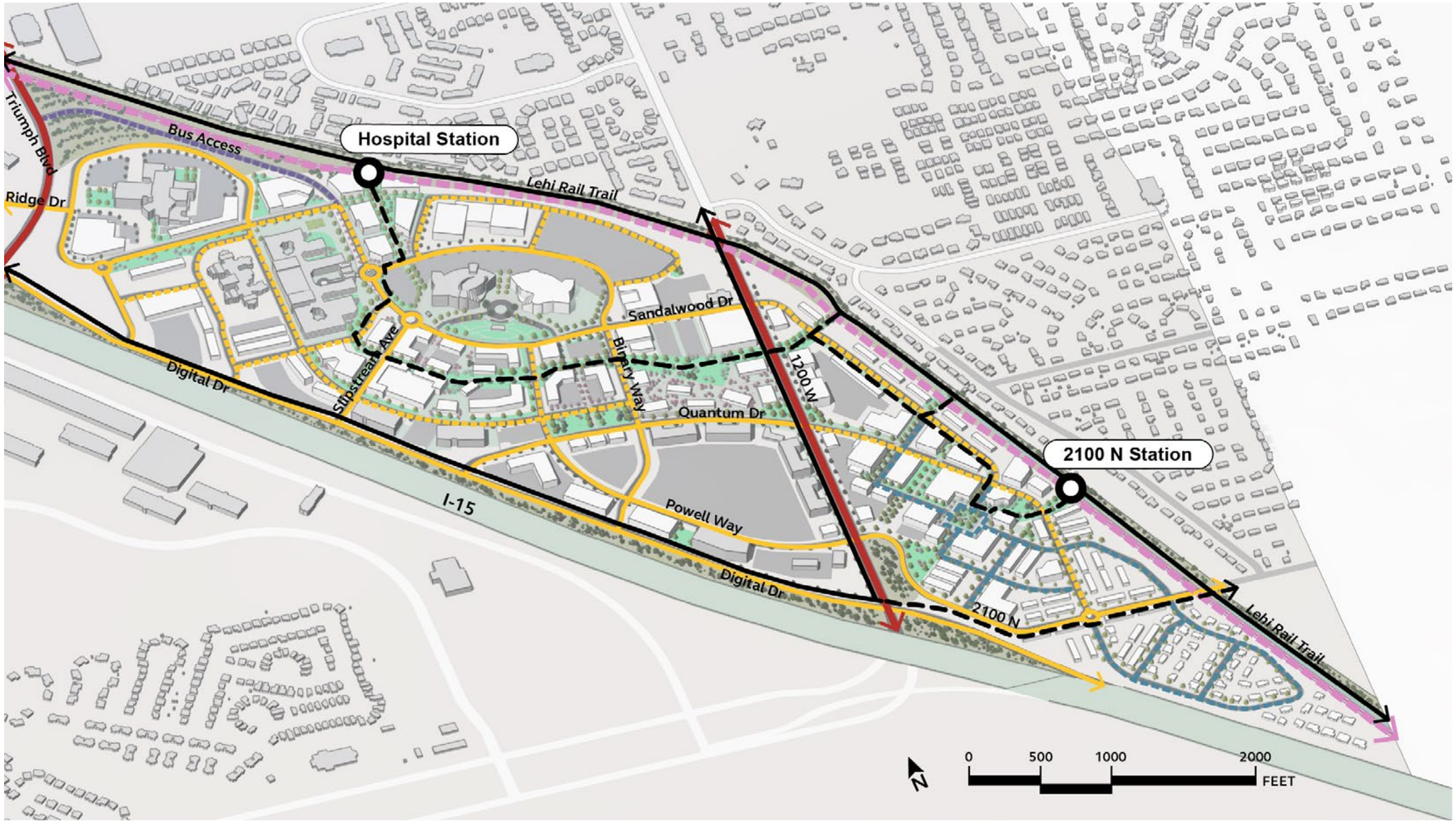


Fig. 26 - Network & Connectivity Map

Legend

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

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

Modal Hierarchy

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

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



Boulevard

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

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

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



Local Street

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

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

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

Image Credit — Mike West

Dutch local street - Mike West, City of Lehi



Village Street

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

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

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

Image Credit — Mike West

Dutch village street - Mike West, City of Lehi



Bus-Dedicated Street

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

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

Station Access

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

Hospital Station

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

2100 North Station

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

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

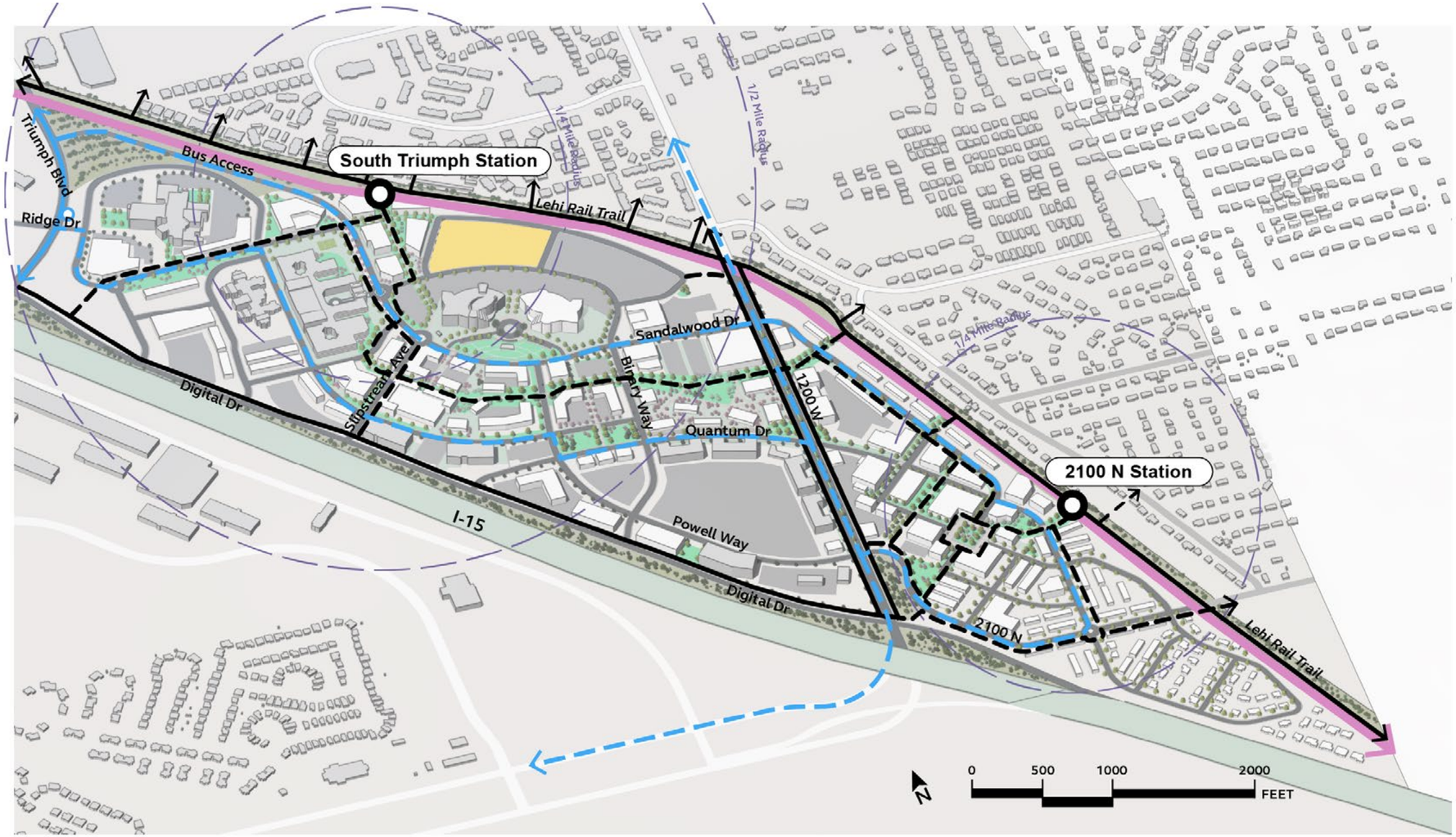


Fig. 27 - Station Access Map

Transit Plazas

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

Bus Loops

It is contemplated that a park-&-ride will be provided at the North Triumph Station, that is shared with the Young Living Headquarters. The specific property where this will occur, design, and number of stalls will necessarily be negotiated between UTA and Young Living, at a later time, described further in the Implementation Section of this plan.

Legend

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

- Transit Corridor
- Bus Route
- Primary Multi-Use Path
- Park & Ride

Land Use Framework

Framework Overview

This section provides a description of the general land use patterns within the Combined Station Area. Additionally, this framework identifies appropriate land use categories for each district within the Master Plan. This framework is not prescriptive and does not provide specific zoning or development standards. The intent is to supplement the overall vision by providing a land use aspect that may be considered alongside the Mobility and Open Space Frameworks.

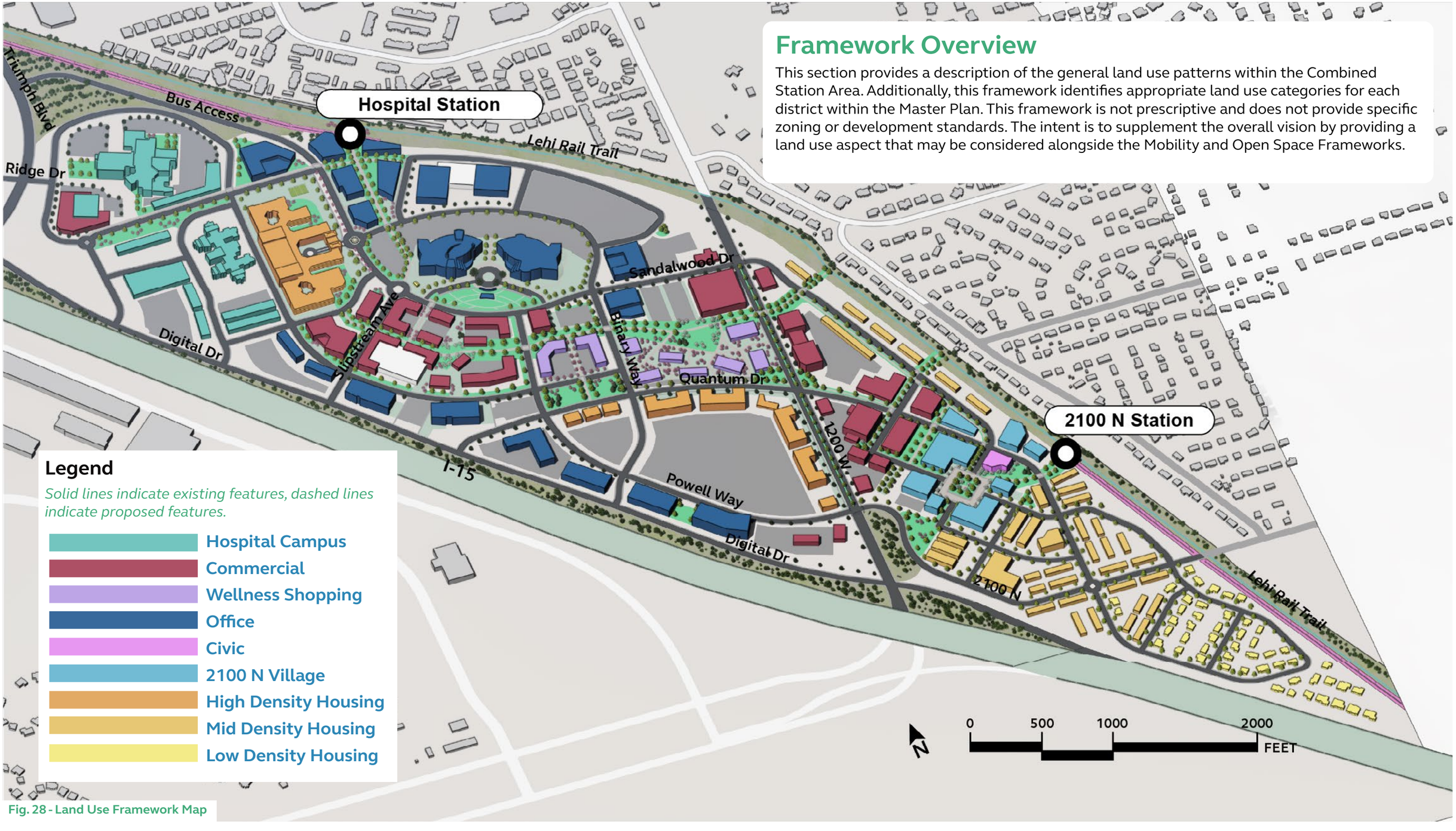


Fig. 28 - Land Use Framework Map

General Patterns

The general land use patterns within this plan are centralized around the two locations of the future North Triumph and 2100 North stations. Using these nodes, growth should take place in such a way that the most intense land uses are nearest the stations, and the least intense land uses are farther from the station. Areas immediately adjacent to established neighborhoods are considered “transition areas” and will blend into the intensities of those respective neighborhoods.

Housing is broken up into high, medium, and low density areas. While precise types of housing in these areas aren’t desribed in this plan, the general intent is as follows:

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

Housing

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

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

- *Goal 1: Develop and adopt a station area plan in accordance with Section 10-9a-403.1*
- *Goal 3: Amend land use regulations to allow for high density or new moderate income residential development in commercial or mixed-use zones near transit investment corridors.*

Land Use Split

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

TABLE 4: Scenario 1 Development Breakdown

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

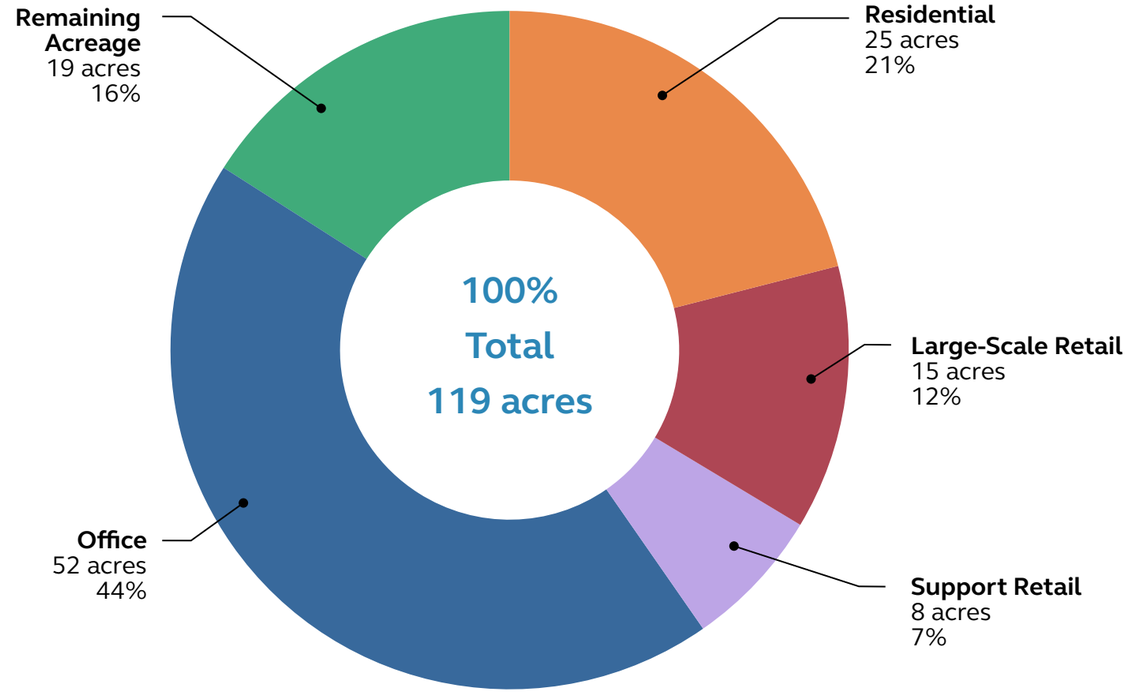


Fig. 29 - Proposed Land Use Breakdown



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

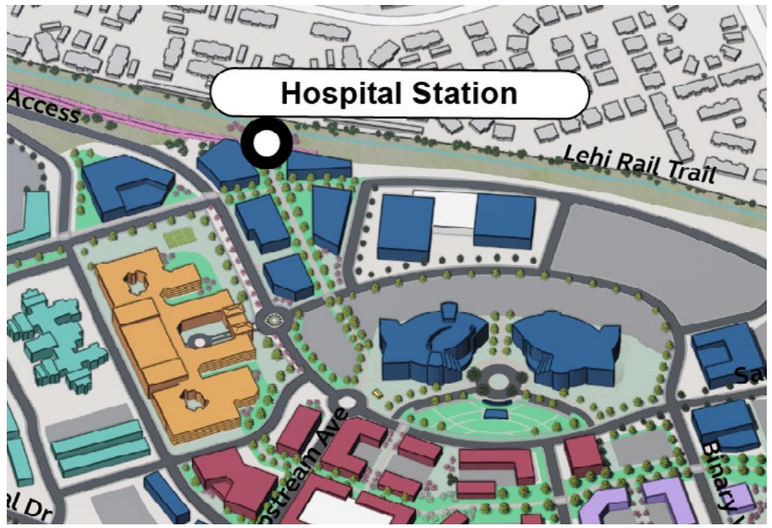
Current land use aerial - Mike West, City of Lehi

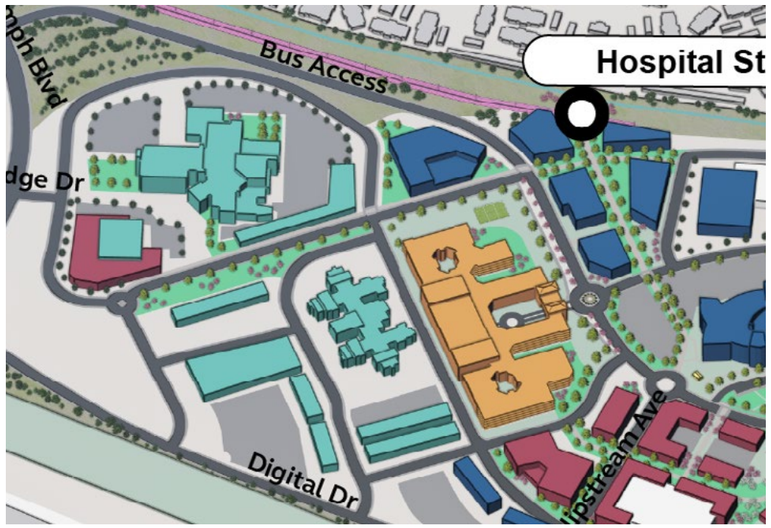
Land Use Typology

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

Legend

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







Hospital Station District

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

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

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

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

Hospital Campus

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

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

Wellness Shopping District

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

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

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

Legend

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



Innovation District

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

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

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



2100 North Station District

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

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

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



Transit-Supportive District

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

Open Space Framework

Framework Overview

This section provides information about the street network and hierarchy therein. In doing so, it describes how infrastructure may be planned and designed to orient future land uses and open spaces within the station area to the future stations.

This framework accounts for all modes of transportation and creates a network of streets, paths, bikeways, and transit corridors that make land uses and amenities within the station accessible from within the station area and from other areas of Lehi and the region.

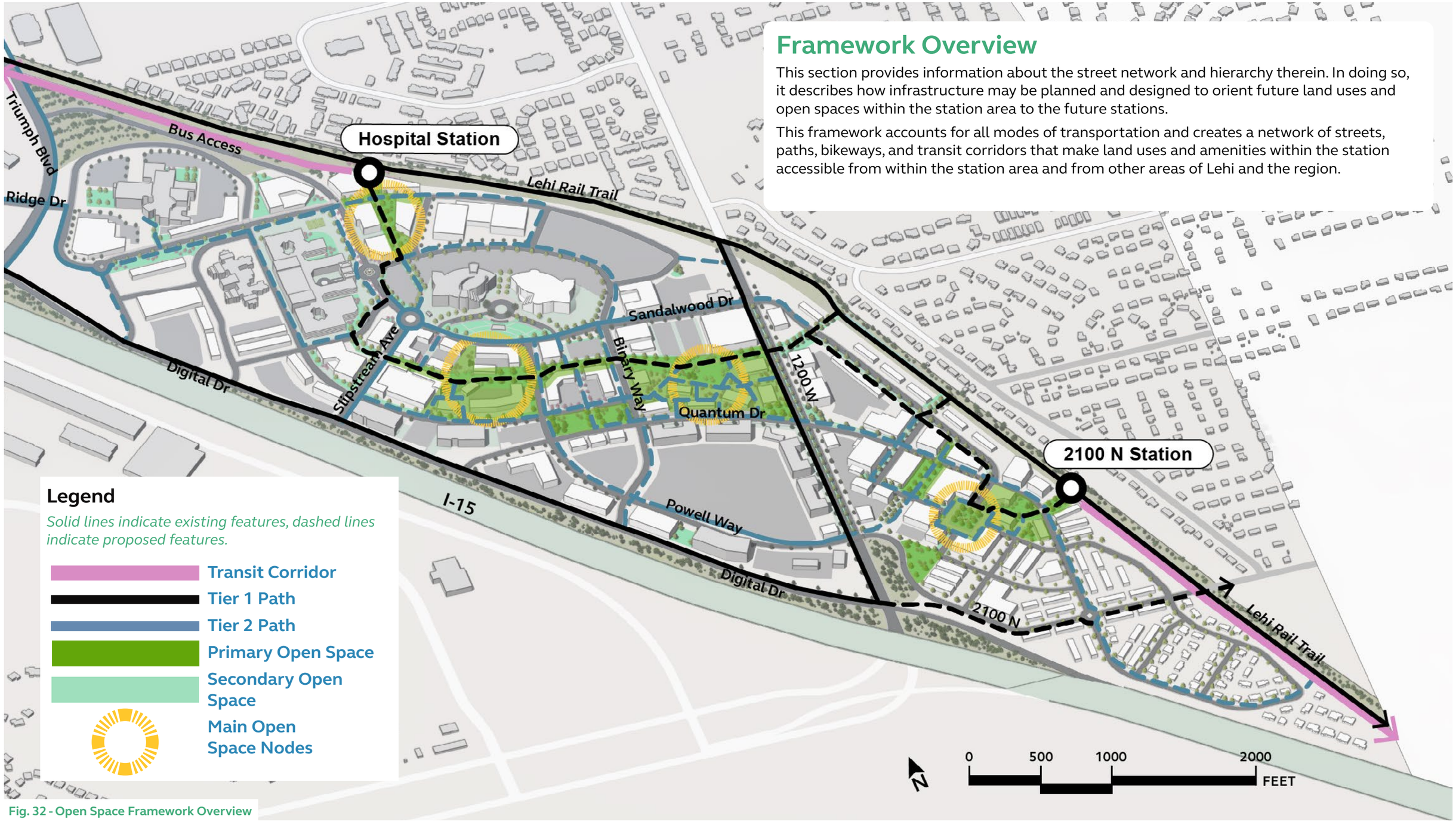


Fig. 32 - Open Space Framework Overview

Disentanglement & Open Space

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

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



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

Multi-use path in Nijmegen - Kim Struthers, City of Lehi

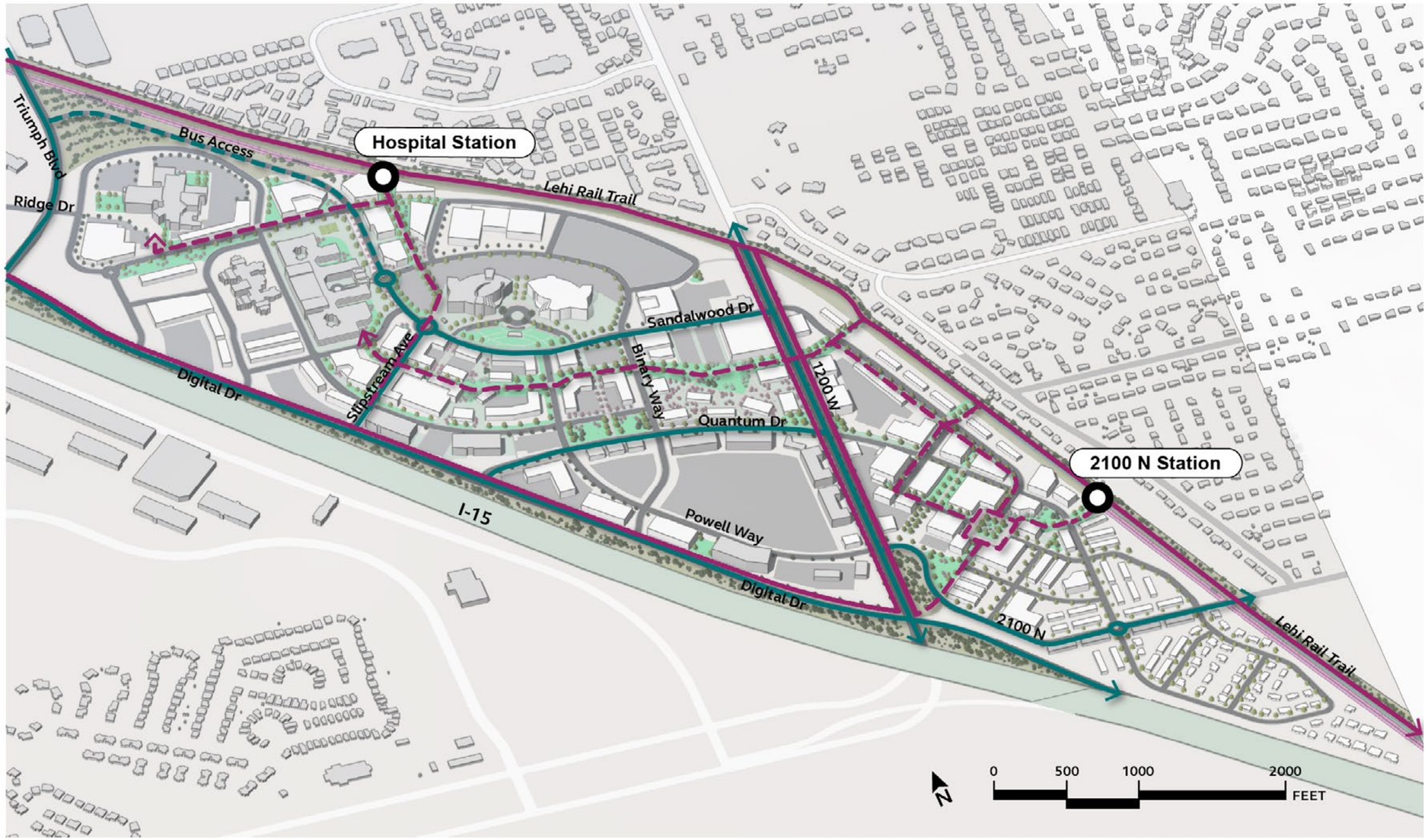


Fig. 33 - Disentangled Transport Networks

Legend

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

Primary Vehicular Routes

Disentangled Multi-Use Path

Lehi Rail Trail

The Lehi Rail Trail is an important amenity that establishes active transportation connections between the Combined Station Area and continues north to the Porter Rockwell Trail. These combined trails provide access to several cities, employment and retail centers. This trail will interface directly with the Combined Station Area via several four points, including the two future stations.

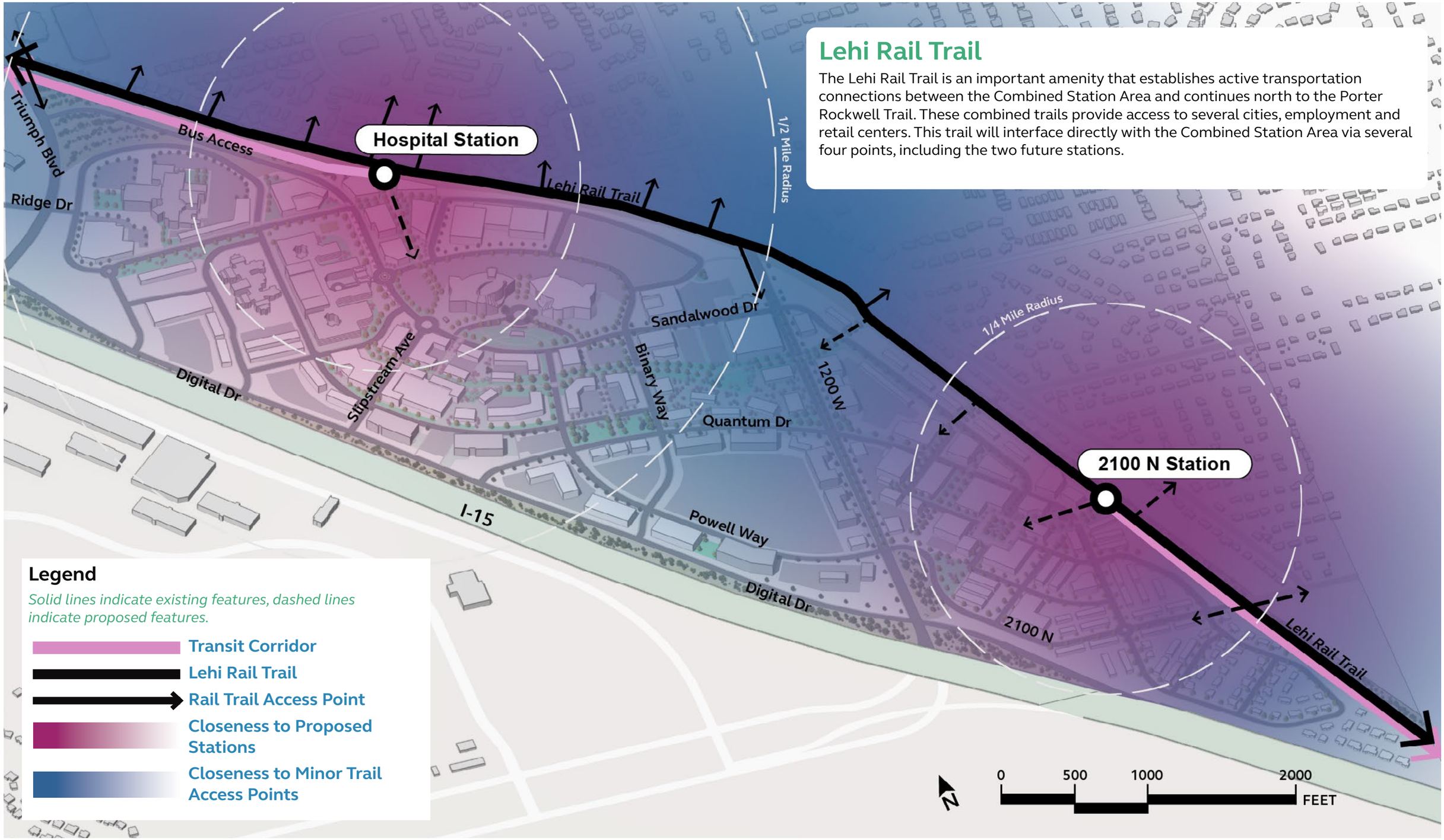


Fig. 34 - The Lehi Rail Trail



Fig. 35 - Central Greenway and Young Living Campus Overview

Legend

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

Central Greenway

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

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

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

Young Living Campus

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

Village Streetscape

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

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

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



Fig. 36 - Connections and Activity Nodes Near the 2100 N Station



Fig. 37 - Rendering of People Gathered in Central Plaza

Implementation Plan



Podium and Young Living, Mike West City of Lehi

Coordination & Funding

As with all planning efforts, much coordination and various next steps will need to be initiated by Lehi City, UTA, UDOT, and the key property owners identified in the Context section of this plan. Collaboration between will be needed to actualize the infrastructural and land use improvements, and bring this plan to fruition. This section highlights subsequent areas of analysis that will assist with this collaboration.

In addition to describing the various stakeholders and respective coordination that will be necessary, this section also outlines a list of funding sources that may be utilized for the further analysis and physical improvements.

Utah Transit Authority (UTA)

It is recommended that Lehi City continue to coordinate the following improvements with UTA:

- *Specific design of the South Triumph Station. While the location has been solidified by UTA, Lehi City has an opportunity to influence the way in which the future infrastructure interfaces with its surroundings, along with other transit-critical infrastructure, such as the park-&-ride, transit plaza, and dedicated bus lanes.*
- *Specific location and design of the 2100 North station and preferred mode. While an approximate location is recommended in the Central Corridor Transit Study, Lehi has an opportunity to work with UTA and the Mountainland Association of Governments to revisit the preferred mode that services this station. Additionally, Lehi has an opportunity to work with UTA during a future Environmental Assessment, to help determine where the specific location will be and how it will interface with properties controlled by Layton Development.*
- *It is recommended that Lehi City work with UTA when designing dedicated bus lanes connecting the station to South Triumph Blvd.*

Utah Department of Transportation (UDOT)

It is recommended that Lehi City continue to coordinate the following improvements with UDOT:

- *Relocation of the existing maintenance facilities located along 1200 West, between Sandalwood Dr. and Quantum Dr. will require extensive coordination with UDOT. It is recommended that Lehi City identify alternative locations for this facility within reasonable distance to I-15 and an interchange, allowing UDOT to maintain efficient access to the interstate system.*
- *Modification of 1200 West. This street is a UDOT facility and connects into an I-15 interchange. Modifications to lane widths and configuration will require review and approval by UDOT to ensure compatibility with the adjacent I-15 interchange.*
- *Modification of North Frontage Rd. While this plan does not recommend substantial modification to this street, it is a UDOT facility. It is recommended that modifications to adjacent active transportation facilities be coordinated with UDOT.*



The Sanctuary housing development under construction, June 2023.

Sanctuary construction - Mike West, City of Lehi

Young Living

The Young Living campus is central to the portion of the combined station area nearest the future South Triumph Station. Additionally, Young Living controls many properties that will be critical to establish transit-oriented development patterns. Because of this it is recommended that Lehi City continue to coordinate the following with Young Living:

- *Update the Young Living Campus Master Plan. It is recommended that Young Living update the land uses and phasing contained in the campus master plan, to realize infrastructural improvements and land use patterns that are cohesive with surrounding developments.*
- *Shared Park-&-Ride with UTA. It is recommended that Lehi City liaise with both UTA and Young Living to coordinate a potential park-&-ride for the South Triumph Station. As described in the master plan, there is an opportunity for this facility to be integrated into a future transit-oriented development.*

Key Property Owners

Properties controlled by the Boyer Company and Layton Development are critical for the establishment of the Wellness Shopping District and 2100 North Station District (respectively). Because of this it is recommended that Lehi city coordinate the following with those entities controlling properties therein:

- *Funding incentives. It is recommended that Lehi City identify appropriate funding sources, such as a Housing and Transportation Reinvestment Zone (HTRZ), Community Redevelopment Area (CRA), state appropriations, etc. Doing so will incentive high-quality development that adheres to the general development patterns outlined in this plan.*
- *Parking Standards. It is recommended that minimum parking standards be removed from properties within the combined station area. Doing so will allow parking supply to be determined by market demand, reduce the overall parking supply, and encourage other modes of transportation.*
- *Zoning amendments. It is recommended that Lehi City amend zoning within the combined station area to allow for a mixture of high-intensity mixture of land uses. Additionally, it is recommended that such amendments place emphasis on form and development standards that encourage forms compatible with patterns outlined in this plan.*
- *Encourage joint-venture opportunities. If Lehi City is to relocate UDOT facilities located along 1200 West, and acquire the respective properties, it is recommended to explore the possibility of joint-venture opportunities with neighboring property owners, including the Boyer Company and Young Living. Doing will provide Lehi City with more leverage of future development and catalyze further development.*

Funding Sources

A host of additional fundings sources may be pursued by Lehi City, along with other invested stakeholders, to fund infrastructural improvements and other needs within the station area. It is anticipated that many of these fundings options would be in addition to a future HTRZ tax increment district and may be used for very specific purposes.

HTRZ

The Housing and Transportation Reinvestment Zone (HTRZ) is a progressive economic development tool that presents a tremendous opportunity to enhance what is economically viable within the station area. The purpose of such a zone is to fund financial gaps in infrastructure, with an aim to make additional housing (including and especially affordable housing) available along the Wasatch Front.

Because this station area will contain a FrontRunner station, an HTRZ could be established that allows 80% of the tax increment generated within the zone to be captured by Lehi City, over a 45-year period. Additionally, 15% of sales tax generated would be transferred to the Transit Transportation Investment Fund (TTIF). These funds could be used to fund financial gaps associated with the construction of a park-&ride, enhanced transit-critical infrastructure, and the northern boulevard overpass.

Two critical requirements of an HTRZ are that 1) residential densities within the HTRZ must be greater than or equal to 50 units per acre, and 2)

The following Table 1 provides a list of requirements associated establishing an HTRZ tax increment district. For a comprehensive overview, see Appendix x.

CRA

If meeting the requirements of the HTRZ is not possible or desired by the community of Payson City, it is possible to establish a Community Reinvestment Area (CRA). Many key differences exist between the requirements and potential of HTRZ and CRA tax increment districts, detailed in Table 2.

Other Funding Sources

Public Improvement District (PID): Geographic area within a municipality or county where property owners pay additional taxes or fees to fund specific improvements or services.

Environmental Protection Agency (EPA) & Utah Department of Environmental Quality (UDEQ) Grants: May be pursued to further study, remediate negative impacts land uses (i.e., power and sewage treatment facilities), and restore the natural environment.

National Recreational Trails Funding Program (FHWA): Federally funded the grant program that aids in the construction, restoration, and maintenance of recreational trails.

Rails to Trails Conservancy: Grant program focused on funding trail improvements through community-based leadership and engagement.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE): Provides opportunities for the Department of Transportation (DOT) to invest in road, rail, transit, and port projects that promise to achieve national objectives.

Better Utilizing Investments to Leverage Development (BUILD): Formerly recognized as TIGER, this program funds investments in transportation infrastructure, including transit.

Low Income Housing Tax Credits (LIHTC): Gives State and local HIHTC-allocating agencies the funds to issue tax credits to qualifying developments.

TABLE 5: HTRZ Requirements & Specifications

	Commuter Rail	Light Rail, BRT	BRT
% affordable housing required on developable acres	10%*	10%*	10%*
Residential % of developable land	51%	51%	51%
#DUs per acre	>= 50	>= 50	39-49
Mixed-use development required	Yes	Yes	Yes
Reasonable % of DUs >1 bdrm required	Yes	Yes	Yes
Radius from station	<= 1/3 mile**	<= 1/4 mile**	<= 1/4 mile
Maximum acres (noncontiguous)	125	100	100
Property tax increment capture	80%, 25 yrs max per parcel, 45-yr period	80%, 15 yrs max per parcel, 30-yr period	60%, 15 yrs max per parcel, 30-yr period
Sales tax increment capture	15% to TTIF	15% to TTIF	15% to TTIF

TABLE 6: Comparison of CRA & HTRZ Standards

	CRA	HTRZ
Geographic Limitations	Limited municipal boundaries	Limited to 100-125 acres and 1/4, 1/3, or 1/2 miles of transit stations
Funding Mechanism	Tax Increment Financing	Tax Increment Financing
Taxing Entity Participation	Not required	Required up to 80% for 25 years within a 45-year period for commuter rail; 60%-80% for 15 years within a 30-year period for light rail and BRT
State of Utah Participation	No	Participation through sales tax increment of 15% into the Transition and Transportation Investment Fund
Governing Body	Municipal Redevelopment Agency	Municipal Redevelopment Agency
Committee Formation Required	No	Yes – representatives from multiple agencies
State Approval Required	No (state does not approve boundaries or expenditures but does require documentation filing)	Yes – Governor's Office of Economic Opportunity to review required proposals
Area of Expenditure	Within defined boundaries or for improvements that benefit the area	Within defined boundaries or for improvements that benefit the area
Zoning and Use Requirements	No requirements	At least 51% of land in an HTRZ to be used for multi-family at an average density of 50 units an acre
Affordable Housing Requirements	No requirements for direct development; 10% affordable set-aside for CRAs generating more than $100,000 in increment annually	Requirement of 10% of residential units to be made affordable to those making less than 80% of area median income unless the municipality or transit county meet the HUD affordable housing guidelines at 60% AMI
Can be used with other tools	Yes	Qualified

Sequencing

Realizing the cohesive vision described in this plan will require a series of infrastructural improvements, amendments to ordinances and standards, changes in property ownership, development agreements, and most critically, the construction of two stations. The following schedule is provides an approximate sequence in which these events may occur.

The schedule has been divided into three sections, defining 1-5, 5-10, and 10-20 year time frames and what could realistically be initiated and/or accomplished therein.

Years 1-5

The primary focus during years one through five will be to coordinating with UTA and UDOT, and finalize the design of the future light rail station and the associated transit-critical infrastructure. This is critical, as it will provide a point to which adjacent areas may be oriented.

Once finalized, revisions to the Young Living Campus Master Plan may be made in a way that orients the remaining build-out to the station, and the possibility of a shared park-&-ride.

Additionally, it is critical that Lehi City begins negotiations with UDOT, to relocate facilities along 1200 West.

Years 5-10

The primary focus during years five through ten will be to coordinate with MAG and UTA, and finalize the location and design of the 2100 North Station. Once finalized, it will be possible to begin planning transit and active transportation connections between this station and the South Triumph Station.

Years 10-20

With both stations located, designed, and possibly built, the primary focus during years ten through 20 will consist mostly of negotiations with private land owners, to establish and manage development agreements and continue to build out infrastructure per standard.

TABLE 7: Potential Sequencing

	Stakeholder	Years 1-5	Years 5-10	Years 10-20
North Triumph Station and Transit-Critical Design	Lehi, UTA			
Transit-Dedicated Lanes & Street	Lehi, UDOT, Holy Cross			
UTA & Young Living Shared Park & Ride	Lehi, UTA, Young Living			
Construction of North Triumph Station & Transit-Dedicated Lanes	UTA, UDOT			
Young Living Campus Master Plan Update	Young Living			
Identification of Funding Needs & Sources	Lehi, UDOT, UTA, MAG			
Pursuit of Funding Sources	Lehi			
Alternative Site Location for UDOT Facilities	Lehi, UDOT			
Coordination with Boyer Company	Lehi, Boyer Company			
Relocation of UDOT Maintenance Facilities	Lehi, UDOT			
Assessment of Joint Venture Opportunities	Lehi, Stakeholders			
Completion of Master Plan for Innovation District	Lehi, Stakeholders			
Identification of Funding Needs & Sources	Lehi, UDOT, UTA, MAG			
Pursuit of Funding Sources	Lehi, Stakeholders			
Development of Innovation District	Stakeholders			
Identification of 2100 North Station Specific Location	Lehi, UTA			
Environmental Impact Analysis	UTA			
Construction of 2100 North Triumph Station	UTA			
Coordination of 1200 West Reconfiguration	Lehi, UDOT			
Assemblage of Properties South of 1200 West	Lehi, Stakeholders			
Completion of Master Plan for 2100 North Village	Stakeholders			
Identification of Funding Needs & Sources	Lehi, UDOT, UTA, MAG			
Pursuit of Funding Sources	Lehi, Stakeholders			
Development of 2100 North Village	Stakeholders			

* Timeframes and tasks are approximate and intented to merely demonstrate one possible scenario sequence.


SUNRUN

Agenda Item No: 2.2

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Presentation
Agenda Section: Presentations and Reports

Subject:
Lehi City Finance Report- Dean Lundell, Finance Director

Suggested Action:

Attachments:

Agenda Item No: 2.3

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Discussion
Agenda Section: Presentations and Reports

Subject:
Discussion to extend Waste Management Contract- Blake Leonelli, Waste Management

Suggested Action:

Attachments:

Agenda Item No: 2.4

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Presentation
Agenda Section: Presentations and Reports

Subject:
Presentation and Discussion of a Green Waste Facility at 1700 W 1400 S.

Suggested Action:

Attachments:

Agenda Item No: 2.5

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Presentation
Agenda Section: Presentations and Reports

Subject:
Presentation and Discussion of Revisions to the Employee Policy Manual - David Kitchen, Human Resources Director

Suggested Action:

Attachments:

Revised Maternity and New Parent Leave.docx

Harassment Prevention Policy Rewrite.docx

Section IV: Leave
Subject: Leaves of Absences

16. Maternity Leave. Full-time female benefitted employees who have completed one year of service are eligible to use up to 10 weeks of paid leave for the purpose of recovering after the birth (after 20 weeks gestation) of her child. Paid maternity leave can be used consecutively or intermittently within 6 months of childbirth. Eligible employees must notify their supervisor on the pending birth of a child as soon as possible. Employees are responsible for updating their supervisor on absences and returning to work, including taking intermittent leave. Human Resources is responsible for approving maternity leave requests and must obtain documentation verifying the birth of the child. Maternity Leave may be used consecutively with New Parent Leave.

17. New Parent Leave. Full-time, benefited employees are eligible to use up to two weeks of paid leave for the purpose of the care and birth of a child, or the care and placement of an adoptive child. New Parent Leave can be used consecutively or intermittently within 2 months of birth/adoption. Eligible employees must notify their supervisor of the pending birth of a child/adoption as soon as possible. Employees are responsible for updating their supervisor on absences and returning to work.

Section VI: Employee Conduct Subject: Harassment and Discrimination Prevention

POLICY PURPOSE STATEMENT

The most productive and satisfying work environment is one in which work is accomplished in a spirit of mutual trust and respect. Harassment and discrimination are forms of misconduct that is offensive, impairs morale, undermines the integrity of employment relationships and causes serious harm to productivity, efficiency and stability.

All employees have the right to work in an environment free from harassment and discrimination. Harassment or discrimination based on any protected characteristic is strictly prohibited, which includes on the basis of an employee's race, color, creed, ancestry, national origin, age (40 and over), disability, gender, marital status, religious preference, sexual orientation, or other legally protected characteristics.

A. RECOGNIZING HARASSMENT (DEFINITIONS)

1. Harassment and discrimination can take many forms. It is generally defined as unwelcome conduct that is severe or pervasive enough to create a work environment that a reasonable person would consider intimidating, hostile, or abusive. Some examples include, but are not limited to:
    a. Offensive jokes, slurs, epithets or name calling, physical assaults or threats, intimidation, ridicule or mockery, insults or put-downs, offensive objects or pictures, and interference with work performance.
    b. Quid pro quo conduct that results in a tangible employment benefit or a condition of continued employment.

2. Harassment or discrimination may be subtle, manipulative and is not always evident. It does not refer to occasional compliments of a socially acceptable nature. It refers to behavior that is not welcome and is personally offensive.

3. Harassment or discrimination exists when:
    a. The conduct is made, either explicitly or implicitly, a term or condition of an individual's employment.
    b. Submission to or rejection of conduct is used as the basis for an employment decision affecting an individual.
    c. The conduct has the purpose or effect of unreasonably interfering with an individual's work performance or creating an intimidating, hostile, or offensive work environment.

B. General Policy

1. Unlawful harassment or discrimination against employees of any type, subtle or otherwise, shall not be tolerated and violators will be subject to disciplinary action up to and including termination.
    a. Retaliation or reprisals are prohibited against any employee who opposes a forbidden practice, has filed a charge, testified, assisted or participated in any manner in an investigative proceeding or hearing under this policy.
    b. False or bad faith claims regarding harassment or discrimination shall result in disciplinary action, up to and including termination, against the accuser.
    c. Employees accused of harassment or discrimination and facing disciplinary action shall be entitled to receive notice of charges, the evidence to be used against them, and an opportunity to respond before any disciplinary action may be taken. Disciplinary procedures will follow policies established in Section II: Employment Policies, Subject: Disciplinary Action.
    d. Records and proceedings of harassment claims, investigations, or resolutions are confidential and shall be maintained separately and apart from the employee's personnel file.
    e. All employees, supervisors and management personnel shall receive periodic training on this policy, including definitions of harassment and discrimination and reporting procedures.

2. Harassment or Discrimination Prohibited Conduct. Any deliberate, unwanted or unwelcome harassment or discriminatory behavior is prohibited, including, but not limited to:
    a. Quid pro quo behavior, or the granting or conditioning of tangible job benefits on the condition of favors based on a protected characteristic.
    b. Creating a hostile or unwelcome work environment, so that an employee may not reasonably complete their assigned duties.
    c. Stereotyping, including making or denying assignments solely on the traditional or historic perceptions of protected characteristics or making comments or written material reinforcing traditional or historic perceptions regarding protected characteristics.
    d. Intentional or unintentional conduct which is demeaning, ridiculing, or derisive and directed at an individual or group that shares a protected characteristic.
    e. Criminal Behavior: Intentional unwanted behavior which violates criminal codes, which may include touching the breasts, buttocks, or genitals of another, or forcible sexual abuse.

3. Reporting Procedures. Any employee who is being harassed or discriminated against, are witnesses to, or others who have personal knowledge of clearly offensive conduct may address the issue either through the informal or formal processes described below:

    a. Informal Action: Employees who experience unwelcome or hostile conduct may choose to address the issue informally by notifying the individual responsible for the

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behavior that the conduct is unwelcome, and that future similar behavior will result in a formal complaint. Employees are not required to use the informal process and may file a formal complaint directly with a supervisor or a representative from Human Resources. This informal notification may be verbally, in person, in writing, signed or unsigned.

i. The victim may:
   a. Ask for assistance in determining what to say and how to approach the offending employee.
   b. Request the supervisor or a representative from Human Resources to accompany the victim when the victim gives the offending employee notice.
   c. Ask the supervisor or a representative from Human Resources to give notice to the offending employee, accompanied by the victim.
   d. Ask the supervisor or a representative from Human Resources alone to provide notice to the offending employee.

b. Formal Action. Employees who experience an unwelcome or hostile work environment or discrimination and choose to report it to a supervisor or Human Resources, should address that unwelcome conduct through the formal process.

i. Formal complaints should be in writing and specify:
   A. The identity of the alleged victim.
   B. The identity of the alleged offending employee.
   C. The offensive behavior that the alleged employee engaged in.
   D. The frequency and duration of offensive behavior.
   E. The impact or damage suffered because of offensive behavior.
   F. The desired resolution

ii. A reporting employee will be allowed a reasonable amount of time during work to prepare a formal complaint.

iii. A reporting employee should submit formal written complaints to their immediate supervisor or to Human Resources. If the immediate supervisor is the employee engaging in offensive behavior, the formal complaint should be submitted to Human Resources.

4. Investigation: All complaints of harassment and discrimination will be promptly and thoroughly investigated. The investigation shall start within 2 business days and will be conducted by a supervisor and/or Human Resources and will include interviews with the complainant, the accused, and any witnesses. Both the complainant and the accused will be kept informed of the progress of the investigation.

5. Disciplinary Action: If the investigation concludes that harassment or discrimination has occurred, appropriate disciplinary action will be taken, up to and including termination. The disciplinary action will be determined based on the severity and frequency of the offense, as

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well as the employee's work history. Disciplinary procedures will follow policies established in Section II: Employment Policies, Subject: Disciplinary Action.

6. Maintaining Complaint Files: All information related to harassment and discrimination complaints, investigations, and resolutions will be kept in confidential and separate complaint files. This information shall not be placed in employee personnel files.

7. Information contained in the harassment complaint files shall be released only with the written authorization of the victim and the City Administrator or designee, unless Court ordered.

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Agenda Item No: 2.1

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Presentation
Agenda Section: Presentations and Reports

Subject:
Recognition of Chief Darren Paul's award for Police Chief of the Year.

Suggested Action:

Attachments:

Agenda Item No: 4.1

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Action Item
Agenda Section: Consent Agenda

Subject:
Approve Purchase Orders

Suggested Action:

Attachments:

PO Index.docx

Owen Equipment PO.pdf

Mountainland PI Project.pdf

LEHI CITY
CITY COUNCIL AGENDA
April 8, 2025

Consent Agenda: Approval of Purchase Orders

INFORMATION:

Company	Description	P O Amount	Budget Balance (before PO)
Owen Equipment	Body, plow and sander for new 10 wheeler	$218,217.00	
Mountainland Supply Company	PI Metering Project	$2,000,000.00	

Lehi City Purchase Requisition Request

Supplier	**Name**	Owen Equipment		**Vendor#**	
	Street	1220 South Legacy View Street		**Date**	**3/27/2025**
	City	Salt Lake City	**State**	Utah	
	Zip	84104	**Phone**	801-975-0400	

Dean Lundell

Fleet	64-40-54	Jeremy Estes
Requesting Department	**Dept. Account No.**	**Department Head Signature**

Quanity	Unit	Materials and Description	Price	Total
		Body, plow and sander for new 10 wheeler		$218,217.00
		Total		$218,217.00

Justification:	Price Determination	
Street Department was approved for a new	Verbal Quote	
10 wheeler with a wing plow. This is the	Informal Bid	
body and equipment.	Written Bid	$218,217.00
	State Bid	
	Other	

Owen Equipment Company
1220 South Legacy View Street
Salt Lake City, UT 84104
Phone: 801-975-0400
Fax: 801-975-7567
www.owenequipment.com

QUOTATION

Quote ID: MSL0002072-1

1585
Customer: **LEHI CITY**
439 WEST 300 NORTH
LEHI UT 84043

Quote Number: **MSL0002072-1**
Quote Date: 3/14/2025
Quote valid until: 4/15/2025

Contact: **JEREMY ESTES**
Phone: (385) 250-5555
Fax: (801) 768-7101

Salesperson: **TRAVIS VALLEJO**

QUANTITY		DESCRIPTION	UNIT PRICE	AMOUNT
1	**EA**	**TBEI 16' STAINLESS STEEL DUMP BODY SNOW PACKAGE MOUNTED ON CUSTOMER SUPPLIED 2026 FREIGHTLINER CHASSIS WITH A 150" CT MEASUREMENT:**		
1	EA	**TBEI/CRYSTEEL 16' STAINLESS STEEL DUMP** DES*SLSS-84/96-1600-10Y-MHTB-M63153-56/2 BODY STYLE SELECT SS BODY LENGTH 16`-0" BODY ID 84 BODY OD 96 HOIST MOUNTING TYPE BAILMOUNT HOIST MODEL M63153 FRONT STYLE STRAIGHT SIDE STYLE SINGLE PANEL W/RUBRAIL REAR STYLE STRAIGHT FRAME STYLE 8 WESTERN TUBULAR FRONT HEIGHT 56 SIDE HEIGHT FRONT 28 SIDE HEIGHT REAR 28 REAR HEIGHT 36 FRONT MATERIAL 10GA STAINLESS STEEL SIDE MATERIAL 10GA STAINLESS STEEL REAR MATERIAL 7GA STAINLESS STEEL FLOOR MATERIAL 3/16 AR450 STEEL FRAME MATERIAL 1/4 A1011 STEEL-7GA A1011 STEEL OUTER SIDE MATERIAL 7GA STAINLESS STEEL REAR PILLAR WIDTH 18 TAILGATE RELEASE TYPE AIR TAILGATE HINGE TYPE 1.5 THICK / 7 OFFSET TAILGATE THICKNESS 2.5 TAILGATE BRACING STYLE 1H / 2V LEFT FRONT LADDER RIGID SIDE VERTICAL QUANTITY 0 FRONT BRACE QUANTITY 2 CHAIN SLOT BRACKET TYPE BANJO RUSTPROOF SIDE RUBRAIL YES STAINLESS REAR PILLAR RUBRAIL REAR PILLAR/PILLAR CAP/RUBRAIL REAR LIGHT CUTOUTS 3 OVALS ---CUSTOM OPTIONS--- STAINLESS UNDERSTRUCTURE STAINLESS HARDWARE BELOW THE FLOOR SIDE BRACING FULL RIB DOUBLE WALL SIDES - STAINLESS FINISH PAINT OPTIONS WASH WAND PRIME WAND ABOVE FLOOR		

Owen Equipment Company
1220 South Legacy View Street
Salt Lake City, UT 84104
Phone: 801-975-0400
Fax: 801-975-7567
www.owenequipment.com

QUOTATION

Quote ID: MSL0002072-1

QUANTITY		DESCRIPTION	UNIT PRICE	AMOUNT
		UNDERBODY COATING WASH/BLACK COMPLETE UNDERBODY LIGHT CARTON LED W/BACKUP & STROBE W/AIR CYL CONNECTION KIT WEST U/S RUSTPROOF LONGSILLS YES TAILGATE CHAIN KIT YES AIR CYLINDER YES POST PAINT OPTIONS MOUNT HOIST TO BODY M63153 DA		
1	EA	CARTON HOIST 138-154 L/HYD DA-16		
1	EA	HINGE ASSEMBLY LARGE WELDED PIN (STD) PNT		
1	EA	**CABSHIELD ASSEMBLY 24"** 10GA SS201 88.25"		
1	EA	**BODY UP, INDICATOR KIT**		
1	EA	**BACKUP ALARM-97db**		
1	EA	**53" LIGHTBAR - FEDERAL SIGNAL ALLEGIANT** 6 BTTN, CONT A/W/R ON/OFF CONTROL WIRED TO FACTORY "UPFITTER SWITCH" IN CAB		
1	EA	**LIGHTBAR MOUNTING KIT** - CABSHIELD		
1	EA	**FORCE AMERICA HYDRAULIC PACKAGE (FRONT MOUNTED PUMP)** 622AK-L REV. A 26" DRIVELINE KIT WITH 479 AND 329 FLANGE YOKES AND 1-1/4" C.F. FAD-479X329X333X26 6000 PSI FILTER - 25 MICRON MICROGLASS 435 PSI DELTA P - SINGLE END OPEN - NITRILE SEALS - DUAL #16 OR 1-1/2" SF PORTS 102 PSI BYPASS VALVE - SS VIS. ELECT. INDICATOR - SAE 16 / 1-1/2" SF CODE 62 METRIC PORTS 24 LBS. HP3.170-0014 HP171 & HP3 FILTER ELEMENT, 25 MICRON GLASS (01E17025VG30EP) 300150 FULL PORT HIGH PSI BALL VALVE 5000 PSI FA-HPBV-16 1 1090731 CFG-115778 UTAH BEHIND THE CAB RESERVOIR WITH SS VERTICAL ENCLOSURE 209 STR KIT-CFG1039497 TEMP/LEVEL SENDOR 158 DEGREE F 40 GALLON WITH SLOSH SHEILD S2-TSM12-L214-AC-DN-SS CABLE, FEMALE DIN TO LW, OIL LEVEL/TEMP, 18 AWG, PVC, 8M (CG1N03000A028Z-NOR) 10 MICRON SYNTHETIC Z-GLASS ELEMENT FOR SRF & TS SERIES FILTER - INTERCHANGE SCHROEDER "K" SERIES ZSRE-409-10 FULL PORT 2" NPT BRASS BALL VALVE 600 PSI S95I41 CFG-126229 AAF-4-PF4-4-4-PRI-2-SAV ADD A FOLD VALVE FOR: D/A HOIST D/A PLOW LIFT WITH POWER FLOAT D/A PLOW ANGLE D/A WING TOE D/A WING HEEL PRIORITY PREWET SPINNER AUGER PMV KIT-CFG 1022175 CFG-126301 MPJC-6100-GEN5-3-CFG ULTRA ARM CONTROLLER WITH: JOYSTICK FOR PLOW FUNCTIONS JOYSTICK FOR WING FUNCTIONS JOYSTICK FOR HOIST FUNCTIONS SSC6100 FOR SPREADER FUNCTIONS FLOOR MOUNT FOR ARM DISPLAY MOUNT FOR SPREADER FEEDBACK FOR GRANULAR FEEDBACK FOR PREWET MPJC-6100-3-GEN5-ULTRA-CFG		
1	EA	**HOSE, COUPLERS & FITTINGS FOR HYDRAULIC SYSTEM**		
1	EA	**BUCKPLATE TOW PACKAGE - HEAVY DUTY INCLUDING** 3/4" STEEL CONSTRUCTION, GLAD HANDS, AND SAFETY D-RINGS		

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QUANTITY		DESCRIPTION	UNIT PRICE	AMOUNT
		BUCKPLATE TO BE RECESSED SO THAT PINTLE HITCH DOES NOT STICK OUT PAST SIDE PLATES (SEE PHOTO) ANGLE TOP OF BUCKPLATE WITH HOLES FOR HYDRAULICS, GLAD HANDS, AND ELECTRICAL		
1	EA	BUCKPLATE, HEAVY DUTY 3/4" STEEL BUCKPLATE & SIDES		
2	EA	5/8 IN. D-RING		
1	EA	GLADHAND, EMERGENCY		
1	EA	GLADHAND, SERVICE		
1	EA	- 7 WAY TRAILER PLUG-ROUND PINS (PLEASE SPECIFY IF FLAT INSTEAD OF ROUND PINS)		
1	EA	- 7 WAY RECEPTACLE RUBBER BOOT		
1	EA	**PREMIER 470A AIR PINTLE HITCH**		
1	EA	**HENKE 43R12J, SSTE 12 FOOT REVERSIBLE** **STANDARD ITEMS** RUBBER SHIELD DUAL STABILIZER BARS WITH (3) ADJUSTABLE LAYBACK POSITIONS ROD MARKERS **MOLDBOARD** HOMESAFE SNOWPLOW 12' LONG, 43" WITH 10 GAUGE GRADE 50 ROLLED PLATE INVERTED "J" STYLE, ROLLED PLATE MOLDBOARD TOP ANGLE: 3" X 2 1/2" X 1/2" RIBS:(10)1/2" WITH TWO HORIZONTAL SUPPORTS FOR ADDED RIGIDITY (4) MOLDBOARD CONNECTION POINTS WITH BUSHINGS **PLOW - BACK HALF** HOMESAFE PLOW BACK HALF (PLPM PUSHFRAME, HYDRAULICS, SWIVEL, AND HITCH). DEALER / END USER TO SUPPLY WHIP HOSES AND COUPLERS.NOT COMPATIBLE WITH "SWING BOLT" STYLE FLAT PLATE HITCHES. **PLOW SIDE HITCH** NO SWIVEL PLATE **RUNNING GEAR** PARALLEL LIFT SYSTEM DUAL PARKING STANDS THAT KEEP THE PLOW IN POSITION FOR EASY ON AND OFF THE TRUCK **CUTTING EDGE** 1/2" X 8" SAE 1084 HIGH CARBON STEEL CUTTING EDGE **PAINT (MOLDBOARD)** ORANGE		
1	EA	**HENKE FLAT PLATE HITCH** **HENKE FPH** TRUCK SIDE FLAT PLATE HITCH: ACCEPTS ALL PARALLEL LIFT PLOWS AND ADAPTER HITCHES (SQH). INCLUDES LOCKING LEVER WITH SPRING		

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QUANTITY		DESCRIPTION	UNIT PRICE	AMOUNT
		TRUCK ATTACHMENTS (FPH SIDEPLATES) SIDE PLATE STYLE TRUCK ATTACH KIT PLEASE NOTE THIS KIT MAY NEED MODIFICATION / ADDITIONAL DEALER OR END USER SUPPLIED MATERIAL AT TIME OF INSTALL		
1	EA	**10' MONROE, DOUBLE FUNCTION, STRAIGHT, TRIP-EDGE PATROL WING (RIGHT SIDE)** 35" HIGH INBOARD & OUTBOARD, 3/16" THICK MOLDBOARD 4" X 4" X ¾", A36 STEEL, BOTTOM ANGLE W/ 1" THICK WELDED TRIP HINGE BLOCKS TOP OF BOTTOM ANGLE BOXED TO THE MOLDBOARD W/ ¼" PLATE FOR ADDITIONAL STRENGTH ½" THICK ONE-PIECE VERTICAL & INTERLACED DESIGNED HORIZONTAL RIBS STANDARD 100% WELDED TRIP SECTION ANGLE ASSEMBLY:3/4"X 3" X 4", A36 STEEL W/ ¾" THICK TRIP HINGE BLOCKS ANGLES PIVOT1-1/4"COLD ROLLED, 1040 STEEL HELD IN PLACE BY ¼" X 2" EXPANSION PINS (6) ¾" SQUARE WIRE TORSION SPRINGS W/ 3-3/4"OUTSIDE DIAMETER & 11" COILS SHOT-BLASTED & POWDER-COATED ORANGE POWDER-COATED BLACK HARDWARE .625" X 8.0" STANDARD CUTTING EDGE RH PARA-GLIDE WING POST - MTG BOX - SIDE PLATE KIT BETWEEN THE TANDEM MOUNT (TUFFTRAC) ** VERIFY AT TIME OF ORDER ** 3 X 15 REAR HEEL LIFT CYLINDER WITH DECELL (2) COUNTERBALANCE VALVES DUAL PUSHARM KIT (2) MILD STEEL PIPES (4) CAST BALL		
1	EA	**SNOWPLOW LIGHT (PAIR) - HALOGEN**, 4 X 6 IN. RECTANGULAR, 2 BULB, 12 VOLT KIT		
2	EA	SNOWPLOW LIGHT BRACKET (EACH)		
6	EA	SNOWPLOW LIGHT BRACKET FEET		
1	EA	**SWENSON EV100 15-82-56 STAINLESS STEEL** 15FT LENGTH 82" WIDTH 56" HEIGHT 6.7 CU. YD CAPACITY HYDRAULICDRIVEN SPREADER WITH 25:1 GEARBOX RATIO 1 1/2" DRIVESHAFT, 2" POLY IDLER ASSEMBLY 45° SIDE SLOPE 1 1/2" X 3/8" DOUBLEWELDED CROSS BARS 12 GA STAINLESS STEEL SIDES AND ENDS 10 GA STAINLESS STEEL LONGITUDINAL TAPERED INVERTED V 10 GA STAINLESS STEEL BOLTIN REPLACEABLE CONVEYOR FLOOR SELFCLEANING PINTLE STYLE CONVEYOR		

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QUANTITY		DESCRIPTION	UNIT PRICE	AMOUNT
		CHAIN (21,000 LBS. TENSILE STRENGTH PER STRAND) REAR CHAIN WIPER SWING UP SPINNER 20" POLY SPINNER DISC 12" ADJUSTABLE HEIGHT SPINNER EXTENSION THREE INTERNAL BAFFLES AND FOUR EXTERNAL BAFFLES IN LOWER SPINNER ASSEMBLY DROPNLOCK TOP SCREENS BOLTIN 6" HAT CHANNEL		
1	EA	**STOP, TURN, TAIL, STROBE**		
1	EA	**TAILGATE LATCH** - STAINLESS STEEL - FOR V-BOX SPREADER & DUMP BODY		
1	EA	**SLIP IN NYLON STRAP KIT**-SS FOR V-BOX SPREADER		
1	EA	**ROLL-RITE TARPMASTER ELECTRIC 4-SPRING ALUMINUM TARP SYSTEM** WITH TENSION BOW FOR UP TO 22FT OF TARP INCLUDING: 36460 97" TARP SPOOL 46440 PIVOT SET 76700 TARP BOW SET 76710 TENSION BOW SET		
1	EA	45 DEGREE ELBOW FOR TARPER (IF NECESSARY)		
1	EA	84" X 20' HD ASPHALT TARP FOR 15'-16' DUMP BED-NO GROMMETS		
2	EA	**OWEN EQUIPMENT MUD FLAP** INSTALLED BEHIND REAR WHEELS		
1	EA	**VEHICLE PREP & INSTALLATION** INCLUDING WEATHERSTRIPPING, FENDER FLAIRS, DECALS, TOUCH-UP & DETAILING		
1	EA	**LASER LINE WING-TOW PLOW GUIDANCE LASER**		
1	EA	**ADD CHIPPER BAR TO BUCK PLATE**		
1	EA	**PIAA YELLOW 3.5" LED ION DRIVING LIGHTS** MOUNTED ON PLOW LIGHT BRACKETS		
1	EA	**ARC ROAD TEMPERATURE SENSOR**		
1	EA	**CAMERA KIT FOR 6100** INSTALLED OVERLOOKING WING WHEN ITS DOWN		
1	EA	**VIBCO "BIG BERTHA" DUMP BODY VIBRATOR** INCLUDING: - 12 VOLT DC VIBRATOR FACTORY SET AT 2500 LBS OF FORCE - MOUNTING & WIRING KIT INCLUDING IN-CAB SWITCH - INSTALLATION ON CUSTOMER SUPPLIED DUMP TRUCK		
1	EA	**DUMP BODY VIBRATOR OPTION** **FIXED TIME (APPROXIMATELY 10 SECONDS**) SINGLE SHOT TIMER FOR USE WITH 12 VDC VIBRATOR.		

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QUANTITY		DESCRIPTION	UNIT PRICE	AMOUNT
1	EA	**3' LED WHIP LIGHTING WITH CONTROLLER** INSTALLED ON END OF WING		
1	EA	**SWENSON TANK SET, 850-GAL TOTAL CAPACITY**, SOLD IN PAIRS, EACH HAS 425-GAL CAPACITY, 14 FT TANK LENGTH, POLY QUICK FILL 2' MALE RIGHTHAND TOTAL LENGTH OF EACH TANK IS 168" TOTAL HEIGHT OF EACH TANK IS 39.538" TANK COLOR **ORANGE**		
1	EA	**LSSH HYDRAULIC PUMP SPRAY SYSTEM** 10 GPM @1750 RPM, **CLOSED LOOP** CONTROL SYSTEM, INCLUDES FLOWMETER, CUSTOMER PROVIDES CONTROL OF CHOICE		
			Quote Total:	**$205,056.00**
			Sales Tax:	
			Total Due:	**$205,056.00**

The following options may be added:

QUANTITY		DESCRIPTION	PRICE EACH	AMOUNT	ADD TO QUOTE
1	EA	**DUMP BODY VIBRATOR OPTION** **ADJUSTABLE TIME (0.5 - 20 SECONDS)** SINGLE SHOT TIMER FOR USE WITH 12 VDC VIBRATOR. SHIPPED LOOSE FOR CUSTOMER INSTALLATION & HOOK-UP WITH VIBRATOR'S WIRING KIT (SOLD SEPERATELY).	$104.00	**$104.00**	Yes / No
1	EA	**OPTIONAL UPCHARGE ON SWENSON SPREADER** DUAL AUGER IN LIEU OF CONVEYOR CHAIN	$8,290.00	**$8,290.00**	Yes / No
1	EA	**LSSH HYDRAULIC PUMP SPRAY SYSTEM** 10 GPM 1750 RPM, OPEN LOOP CONTROL SYSTEM WITH VARIABLE SPEED CONTROL	$4,128.00	**$4,128.00**	Yes / No

- **Pricing Valid 30 days from the date of this quotation.**
- **Pricing subject to change pending availability of the chassis and manufacturer price increases or surcharges.**
- **Price does not include chassis or equipment modifications that may be necessary due to unforeseen compatibility issues. Customer will be contacted for approval before any modifications are made.**
- **Paint, if applicable, will be matched as closely as possible. An exact match cannot be guaranteed.**
- **Terms are Due Upon Receipt unless prior credit arrangements are made at the time of order.**
- **Please note if chassis is furnished, it is as a convenience and terms are Net Due on Receipt of Chassis**
- **Quote may not include all applicable Federal Excise Tax, Sales Tax or Delivery Fees.**

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QUOTATION

Quote ID: MSL0002072-1

Customer must fill out the information below before the order can be processed…

Accepted by:	
Date:	
P.O. number:	

Notes:

Sub-Total	$ 187,045.00
State Tax	Exempt
FET	Exempt
Freight	NA
Total	$ 187,045.00

	TERM AND CONDITIONS OF SALE
	Signature of customer will constitute a binding order
Orders	All orders are subject to acceptance by an officer of Williamsen-Godwin Truck Body Company
Performance	Williamsen-Godwin shall not be liable for failure to complete the order in accordance with its terms if failure is due to wars, strikes, fires, floods, accidents, delay in transportation, or other causes beyond its reasonable control.
Warranty	Standard 1 year on Williamsen-Godwin manufactured parts and 1 year on labor from the date of invoice. Contact Williamsen-Godwin for further details and optional warranty coverage's.
Cancellation	No order can be canceled once accepted by Williamsen-Godwin without written request by the customer and approval by an officer of Williamsen-Godwin
Payment	**Net 30**
	Any credit card charges of $2,500.00 or more will be charged a 3% processing fee
Prices	All orders are subject to current prices in effect on date of shipment.
F.O.B. Point	Unless otherwise stated, all prices are F.O.B. point of manufacture.
Freight	All freight rates are subject to change without notice
Taxes	Unless specifically stated, prices listed do not include federal, state, city, or other excise, occupation, sales, use, or similar taxes, which are extra and are to added at rates in effect at time of shipment. If federal excise taxes are included or listed above, they are stated at the rates and regulations in effect at the time this order is written, and are subject to revision in accordance with rates and regulations in effect at time of shipment.

Thank you for your consideration and we hope you will favor us with your order.

Sincerely,

Braxten Jarvis

Accepted By:

_____

1925 WEST INDIANA AVE • SALT LAKE CITY, UTAH 84104-3610 • TOLL FREE 800.828.9847 • 801.973. 9400 • FAX 801.973.2838
MAILING ADDRESS: PO BOX 26864 • SALT LAKE CITY, UTAH 84126-0864

READING TRUCK

4285 West 1385 South
Salt Lake City, Utah 84104
Phone: 1.801.521.0360
Fax: 1.801.532.7407
www.semiservice.com

QUOTATION
DHM04680

CUSTOMER: Lehi City
CONTACT: Jeremy Estes
ADDRESS: 152 N 100 E
Lehi UT 84043
MOBILE:
WORK: 385-201-2719
FAX: 801-768-7170
EMAIL: jestes@lehi-ut.gov

QUOTE NUMBER: **DHM04680**
QUOTE DATE: 12/19/2024
QUOTE VALID UNTIL: 1/18/2025
SALESPERSON: Dan Matuszak
MOBILE: 801-879-7100
WORK: 385-234-6280
FAX:
EMAIL: dmatuszak@readingtruck.com

Make:	***Model:***	***Year:***	***Single/Dual:*** DRW
Cab to Axle:	***Cab to Tandem:***	***Cab Type:***	***VIN:***

QTY	PART #	DESCRIPTION	PRICE EACH	AMOUNT
1		**Dump bed, Force America hydraulics, box spreader ***STATE CONTRACT MA2793*****	**$226,874.68**	**$226,874.68**
1	Chassis Model 114SD	2026 Freightliner Model 114SD 6X4 231" Wheelbase 145" CT Clear 61" After Frame 4500 RDS Allison PTO Provision 20" Front Frame Extension Tractor Protection Kit Rear 7-way Electrical Plug Rear Glad Hands Vertical Exhaust Stack Right Side Cab Plow Auxiliary Switch Grill Stationary Front Plate Adapter On Crankshaft For Front Mounted Pump		
1	Dump Body Layout	Approx. 22" Body Overhang Approx. 50-52" C/T To Center Rear Dump Hinge Approx. Cab Clearance 28" to 30"		
1	Built With Wing Plow	Built With 10' Wing Plow		
1	16' Stainless Steel	Henderson 16' Body Dump as described in the specifications on Solicitation #CN18140, Attachment C. Furnish and install a 16' Henderson dump body Includes: Mudflaps - UDOT Logo 3/8" rubber with reinforcement plates; Hitch plate *** See Separate Line Item Deleting ST of UT standard Hitch Plate Part #119356 *** * Gladhands Part# 441014 and 441004 7-way round plug Part# Pollak 11-721 2300A Premier pintle hook; (2) Bolt-on rear tow hooks Part# B2801A (Set of two); Stainless steel 30x18x18 toolbox Part# 1702603; Conspicuity tape Federal Signal Light Bar with riser kit Part# LPX53DS-UDOT/500435SSG Tarp and wiring: *Tarp System Part# 64171 *Asphalt Tarp *Switch Part# 10914 *Wire Part# 11330 *Receptacle Part# BEE 20-46 dual pole.		

LEHI CITY PURCHASE REQUISITION REQUEST

Dean Lundell

Supplier

Name Mountainland Supply Company
Street PO Box 127
City Orem **State** Utah
Zip 84059 **Phone** 801-224-6050

Vendor 32675

Date 19-Mar-25

Secondary — **Requesting Department**

55-40-45-100 — **Department Account Numbers**

Department Head Signature

Qty	Description	Price	Total
1	PI Metering Project	$2,000,000.000	$2,000,000.00
			$2,000,000.00

Justification:
PI Metering Project

Price Determination	
Verbal Quote	
Informal Bid	
Written Bid	X
State Bid	
Other	

MOUNTAINLAND
SUPPLY COMPANY

Bid

S105277948.001

$2,000,000.00

BILL TO:

LEHI CITY CORPORATION
153 NORTH 100 EAST
P O BOX 255
LEHI, UT 84043

SHIP TO:

#2022-09 PI METER PROJECT
2538 NORTH 300 WEST
TJ 801-995-9636
LEHI, UT 84043

Customer #	Salesman	Release #	Job Name
4677	ZACH BLACKBURN	*ESTIMATED LUMP SUM*	APR,MAY,JUN 2023 #2022-09

Ship Via	Terms	Expiration Date	Order Date	Ordered By	Writer
	NET 30TH	04/26/2023	03/27/2023		ZACH BLACKBURN

Part #	Qty	Description	Price	Ext.
975362	1	REMAINDER OF 2022-2023 FISCAL YEAR (APRIL, MAY, JUNE - 2023) ESTIMATED LUMP SUM -MATERIALS FOR 2022-09 PI PROJECT -AS THEY BECOME AVAILBLE TO SHIP -REF. ORIGINAL BID# S104692350 -REF. ALT. BID# S104705012 SPECIAL ORDER RETURN POLICY APPLIES	$2,000,000.000	$2,000,000.00

All prices herein supercede all prior quotes and are subject to change without prior notice. No guarantee is made as to the accuracy of the quantities listed. *** NOTE- All Special Order Material is Non-Returnable ***

Due to the impact of COVID-19 supply chain interruptions, trucking shortages, and resulting price increases, this pricing is based on material in stock at time of quotation. Please verify all quantities and part numbers prior to placing your order.

Subtotal	$2,000,000.00
Est. S&H	$0.00
Est. Tax	$0.00
Due	$2,000,000.00

MOUNTAINLAND
SUPPLY COMPANY

Bid

S104692350.001

$16,908,703.18

BILL TO:

LEHI CITY CORPORATION
153 NORTH 100 EAST
P O BOX 255
LEHI, UT 84043

SHIP TO:

LEHI CITY CORPORATION
153 NORTH 100 EAST
P O BOX 255
LEHI, UT 84043

Customer #	Salesman	Release #	Job Name
4677	ZACH BLACKBURN		LEHI RFP NO.2202-09

Ship Via	Terms	Expiration Date	Order Date	Ordered By	Writer
	NET 30TH	06/16/2022	05/17/2022		ZACH BLACKBURN

Part #	Qty	Description	Price	Ext.
****1" SERVICE MATERIAL****				
ITEM: 1				
594562	13500	FORD VB74-15W-11-44-NL 1x15 FIP SETTER - 1 FIP - INLET BALL VALVE NO VALVE OUTLET	$258.146	$3,484,975.61
ITEM: 2				
4791	9200	1 x 12 BRASS NIPPLE	$19.627	$180,566.83
ITEM: 3				
564716	9200	FORD BC11-444SW-NL 1 CURB STOP S&W FIP PW - 1 FIPx1 FIP-STOP & WASTE	$107.000	$984,400.00
ITEM: 4				
278930	13500	DL L-2244-R1i IMP 21 MTR RING - METER - IMPORT - (23x19-1/2)	$63.636	$859,090.91
ITEM: 5				
620122	13500	DFW12AUT-5MW+T-IRRIG-LID PURPLE 12in METER LID w/BRASS LOCK MARKED "IRRIGATION" RECESS HOLE	$39.829	$537,695.12
ITEM: 6				
654584	13500	4X27-1/2 FOAM METER INSULATION	$25.658	$346,387.50
ITEM: 7				
902953	8000	93D IMP CI CURB BOX (KIT) (IRRIGATION) HH - 36-48in - VALVE BOX - ** HEX HEAD ** - IMPORT - (33B/18T/IRRIGATION LID/HEX) (M9080-02i/M01i/05i/HH) SPECIAL ORDER RETURN POLICY APPLIES	$103.409	$827,272.73

Part #	Qty	Description	Price	Ext.
ITEM: 8				
366666	9200	DL FU-6204-02 GALVANIZED ROD & COTTER PIN FOR M-9080 OSW EXTENSION KEY	$44.318	$407,727.27
ITEM: 9				
637788	13500	RAVEN RMP212436-TPR-P PURPLE METER BOX LEHI CITY 21x24x36	$177.616	$2,397,819.77
ITEM: 10				
408733	17800	FORD C86-44-Q-NL 1 MIPxPE QJ ADAPTER - 1 MIP x 1 PE QUICK JOINT	$33.134	$589,787.80
ITEM: 11				
14712	17800	FORD INSERT-53-72 1 IPS / 1-1/4 CTS SS INSERT FOR PE PIPE	$2.134	$37,987.80
ITEM: 12				
714762	13500	SENSUS PURP 1 IPERL 10.75LL 1G 2-WIRE 6FT TRPL RECLAIM 1GAL CONFIG# I4S1GBXR See updated price attached	$232.847	$3,143,437.50
ITEM: 13				
224321	13500	SENSUS 520M SINGLE PORT SMPT RADIO PIT-SET WITH TRPL TOUCHCOUPLER INTERVAL DATA see updated price attached	$162.439	$2,192,925.00
ITEM: 14				
14580	10000	FORD GT-120 1 GASKET - RUBBER - METER	$0.305	$3,048.78
			Subtotal -------	$15,993,122.62
****1-1/2" SERVICE MATERIAL****				
ITEM: 15				
702565	100	FORD VBB76-15-11-66-NL 1-1/2 COPPERSTEER 70	$1,015.341	$101,534.15
ITEM: 16				
4406	100	1-1/2 x 6 BRASS NIPPLE	$17.130	$1,712.98
ITEM: 17				
528853	100	FORD B11-666SW-NL 1-1/2 S/W CURB STOP S&W FIP - STOP & WASTE	$233.854	$23,385.37
ITEM: 18				
278930	100	DL L-2244-R1i IMP 21 MTR RING - METER - IMPORT - (23x19-1/2)	$63.636	$6,363.64
ITEM: 19				
12624	100	DL L-2336-R1i IMP 30 MH ADPT RING ADAPTER RING - MANHOLE - IMPORT - (33x29x19.-1/2)	$144.318	$14,431.82
ITEM: 20				
620122	100	DFW12AUT-5MW+T-IRRIG-LID PURPLE 12in METER LID w/BRASS LOCK MARKED "IRRIGATION" RECESS HOLE	$39.829	$3,982.93
ITEM: 21				
119074	100	4X30 FOAM METER INSULATOR	$33.627	$3,362.74
ITEM: 22				
902953	100	93D IMP CI CURB BOX (KIT) (IRRIGATION) HH - 36-48in - VALVE BOX - ** HEX HEAD ** - IMPORT - (33B/18T/IRRIGATION LID/HEX) (M9080-02i/M01i/05i/HH) SPECIAL ORDER RETURN POLICY APPLIES	$103.409	$10,340.91

Part #	Qty	Description	Price	Ext.
ITEM: 23				
6540	50	DL M-9094-01i IMP ENLARGED BASE FOR VALVE BOX - IMPORT	$31.818	$1,590.91
ITEM: 24				
366666	100	DL FU-6204-02 GALVANIZED ROD & COTTER PIN FOR M-9080 OSW EXTENSION KEY	$44.318	$4,431.82
ITEM: 25				
656211	100	RAVEN RMP3036-TRP PURPLE METER BOX LEHI CITY 30x36	$279.651	$27,965.12
ITEM: 26				
408698	200	FORD C84-66-Q-NL 1-1/2 MIPxCTS QJ ADAPTER - 1-1/2 MIP x 1-1/2 CTS QUICK JOINT	$52.045	$10,409.09
ITEM: 27				
14692	200	FORD INSERT-54 1-1/2 SS CTS SS INSERT FOR PE PIPE	$2.227	$445.45
ITEM: 28				
440970	100	ELSTER EVOQ4 1-1/2 ELECTROMAGNETIC METER 112EVOQ4	$1,641.042	$164,104.17
ITEM: 29				
648865	100	ELSTER MX39 9FT SENSUS ENCODER V8-8D 3W-2W W/PIT PAD 2512Q003308UYK	$476.042	$47,604.17
ITEM: 30				
224321	100	SENSUS 520M SINGLE PORT SMPT RADIO PIT-SET WITH TRPL TOUCHCOUPLER INTERVAL DATA	$162.439	$16,243.89
ITEM: 31				
7047	100	FORD GT-140 1-1/2 GASKET - DROP-IN METER	$2.549	$254.88
			Subtotal -------	$438,164.04
****2" SERVICE MATERIAL****				
ITEM: 32				
677708	100	FORD VBB77-15-11-77-NL 2 COPPER SETTER 70	$1,150.951	$115,095.12
ITEM: 33				
4479	100	2 x 6 BRASS NIPPLE	$22.024	$2,202.38
ITEM: 34				
457724	100	FORD BC11-777SW-NL 2 CURB STOP S&W FIP - STOP & WASTE 2 THRDS	$320.841	$32,084.15
ITEM: 35				
278930	100	DL L-2244-R1i IMP 21 MTR RING - METER - IMPORT - (23x19-1/2)	$63.636	$6,363.64
ITEM: 36				
12624	100	DL L-2336-R1i IMP 30 MH ADPT RING ADAPTER RING - MANHOLE - IMPORT - (33x29x19.-1/2)	$144.318	$14,431.82
ITEM: 37				
620122	100	DFW12AUT-5MW+T-IRRIG-LID PURPLE 12in METER LID w/BRASS LOCK MARKED "IRRIGATION" RECESS HOLE	$39.829	$3,982.93

Part #	Qty	Description	Price	Ext.
ITEM: 38				
119074	100	4X30 FOAM METER INSULATOR	$33.627	$3,362.74
ITEM: 39				
902953	100	93D IMP CI CURB BOX (KIT) (IRRIGATION) HH - 36-48in - VALVE BOX - ** HEX HEAD ** - IMPORT - (33B/18T/IRRIGATION LID/HEX) (M9080-02i/M01i/05i/HH) SPECIAL ORDER RETURN POLICY APPLIES	$103.409	$10,340.91
ITEM: 40				
6540	100	DL M-9094-01i IMP ENLARGED BASE FOR VALVE BOX - IMPORT	$31.818	$3,181.82
ITEM: 41				
366666	100	DL FU-6204-02 GALVANIZED ROD & COTTER PIN FOR M-9080 OSW EXTENSION KEY	$44.318	$4,431.82
ITEM: 42				
656211	100	RAVEN RMP3036-TRP PURPLE METER BOX LEHI CITY 30x36	$279.651	$27,965.12
ITEM: 43				
408730	200	FORD C84-77-Q-NL 2 MIPxCTS QJ ADAPTER - 2 MIP x CTS QUICK JOINT	$81.378	$16,275.61
ITEM: 44				
14701	200	FORD INSERT-55 2 CTS SS INSERT FOR PE PIPE	$2.390	$478.05
ITEM: 45				
648865	100	ELSTER MX39 9FT SENSUS ENCODER V8-8D 3W-2W W/PIT PAD 2512Q003308UYK	$476.042	$47,604.17
ITEM: 46				
391861	100	2in ELSTER EVOQ4 ELEC-MAG METER 17"LL 5005Q0026	$1,730.833	$173,083.33
ITEM: 47				
224321	100	SENSUS 520M SINGLE PORT SMPT RADIO PIT-SET WITH TRPL TOUCHCOUPLER INTERVAL DATA	$162.439	$16,243.89
ITEM: 48				
7124	100	FORD GT-141 2 GASKET - DROP-IN METER	$2.890	$289.02
			Subtotal -------	$477,416.52

Bid Total does not include tax. All prices herein supercede all prior quotes and are subject to change without prior notice. No guarantee is made as to the accuracy of the quantities listed. *** NOTE- All Special Order Material is Non-Returnable ***

Due to the impact of COVID-19 supply chain interruptions, trucking shortages, and resulting price increases, this pricing is based on material in stock at time of quotation. Please verify all quantities and part numbers prior to placing your order.

Subtotal	$16,908,703.18
Est. S&H	$0.00
Due	$16,908,703.18

MOUNTAINLAND
SUPPLY COMPANY
MLOR MOUNTAINLAND SUPPLY COMPANY
1505 West 130 South
Orem, UT 84058
801-224-6050
Fax 801-224-6058

Updated Prices

Quotation

EXPIRATION DATE	QUOTE NUMBER
04/14/2023	S105258004

REMIT TO:	PAGE NO.
MLSC MOUNTAINLAND SUPPLY COMPANY PO Box 127 OREM, UT 84059-0127	1 of 1

QUOTE TO:

LEHI CITY CORPORATION
153 NORTH 100 EAST
P O BOX 255
LEHI, UT 84043

SHIP TO:

LEHI WATER SHOP
2538 NORTH 300 WEST
LEHI, UT 84043

CUSTOMER NUMBER	CUSTOMER PO NUMBER	JOB NAME / RELEASE NUMBER	SALESPERSON
10789	Updated Pricing		ZACH BLACKBURN

WRITER	SHIP VIA	TERMS	SHIP DATE	FREIGHT ALLOWED
KEVIN CARTER			03/15/2023	No

ORDER QTY	DESCRIPTION	UNIT PRICE	EXT PRICE
1ea	SENSUS PURP 1 IPERL 10.75LL 1G 2-WIRE 6FT TRPL RECLAIM 1GAL CONFIG# I4S1GBXR	258.660/ea	258.66
1ea	SENSUS 520M SINGLE PORT SMPT RADIO PIT-SET WITH TRPL TOUCHCOUPLER INTERVAL DATA	183.061/ea	183.06
		Bid Total	441.72

Bid Total does not include tax or freight. All prices herein supercede all prior quotes and are subject to change without prior notice.
No guarantee is made as to the accuracy of the quantities listed.
*** NOTE- All Special Order Material is Non-Returnable ***

Due to the impact of COVID-19 supply chain interruptions, trucking shortages, and resulting price increases, this pricing is based on material in stock at time of quotation. Please verify all quantities and part numbers prior to placing your order.

Printed By: KEVINC on 3/15/2023 11:54:23 AM

Agenda Item No: 4.2

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Action Item
Agenda Section: Consent Agenda

Subject:
Approve Surplus of Substation Equipment

Suggested Action:

Attachments:

Voltage regulator_memo 1.pdf

LEHI CITY
POWER DEPARTMENT

4/1/2025

To: Mayor and Council
From: Joel Eves
Subject: Surplus of substation equipment

Mayor and Council,

I am requesting approval to surplus and sell three substation voltage regulators that are no longer in use due to recent improvements in our electrical system.

The equipment is 22 years old and was originally used for system voltage regulation. A quote for new regulators is approximately $37,000 each. Using a straight-line depreciation model based on a 30-year useful life, the remaining value of each unit is estimated at $9,867, for a total of $29,600 across all three units.

Another municipal city in Utah has expressed interest in purchasing these regulators for use in their own system. Given that the equipment is no longer needed and we have a potential buyer, I recommend approving the surplus and sale of these units.

In accordance with Lehi City Code, once the surplus is approved, we will request that UAMPS send a solicitation notice to all member cities to inform them of the available equipment and inquire about any additional interest.

Please let me know if you have any questions or need further information. Your support in moving this forward is greatly appreciated.

Sincerely,

Joel Eves

Joel Eves
Lehi City Corporation
Power Department Director

Agenda Item No: 4.3

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Action Item
Agenda Section: Consent Agenda

Subject:
Approve Minutes from the March 18, 2025 City Council Meeting.

Suggested Action:

Attachments:

Agenda Item No: 5

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Public Hearing
Agenda Section: Regular Agenda

Subject:
Public Hearing to receive input from the public with respect to (i) the issuance of the Series 2025 Bonds under the Act and (ii) any potential economic impact that the Series 2025 Project to be financed with the proceeds of the portion of the Series 2025 Bonds issued under the Act may have on the private sector.

Suggested Action:

Attachments:

Agenda Item No: 6

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Resolution
Agenda Section: Regular Agenda

Subject:
Consideration of Resolution #2025-19 amending the Lehi City Consolidated Fee Schedule for Cemetery and Literacy Center fees.

Suggested Action:

Attachments:

Res 2025-19.docx

2025 Fee Schedule Amendments.xlsx

RESOLUTION NO. 2025-19

A RESOLUTION AMENDING THE LEHI CITY CONSOLIDATED FEE SCHEDULE FOR CEMETERY AND LITERACY CENTER FEES.

WHEREAS, Ordinances enacted by the Lehi City Council provide for the establishment and revision of the City Fee Schedule by Resolution; and

WHEREAS, it is necessary, from time to time, to update said fee schedule; and

THEREFORE, BE IT RESOLVED by the City Council of Lehi City that the following rates be hereby adopted and implemented as outlined in Exhibit A.

Approved and Adopted by the City Council of Lehi City this 8th day of April, 2025

_____
Mark Johnson, Mayor

Attest:

_____
Teisha Wilson, City Recorder

CEMETERY			
Spaces			
Resident lower section	$850	$1,000	$1,0
Non-Resident lower section	$1,100	$1,300	$1,3
Resident upper section	-	-	-
Non-Resident upper section	-	-	-

LITERACY CENTER			
Discovery Days Class Materials Fee per child per class	-	-	-

)00	$1,000
300	$1,300
-	**$1,300**
-	**$1,600**

-	**$25**

Agenda Item No: 7

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Resolution
Agenda Section: Regular Agenda

Subject:
Budget Adjustment #2 for FY 2024-2025
a. Public Hearing
b. Consideration of Resolution #2025-17 amending the Lehi City Budget for Fiscal Year 2024-2025.

Suggested Action:

Attachments:

Res 2025-17.docx

Budget Adjustment #2.pdf

RESOLUTION NO. 2025-17

A RESOLUTION AMENDING THE BUDGET FOR THE CITY OF LEHI FOR FISCAL YEAR 2025 (JULY 1, 2024 – JUNE 30, 2025)
BUDGET AMENDMENT #2

WHEREAS, the City of Lehi has previously adopted a budget for Fiscal Year 2025; and

WHEREAS, for the purpose of amending the Fiscal Year 2025 Budget, a public hearing was scheduled and notice thereof published in the Daily Herald, a newspaper of general circulation in the city of Lehi, at least seven (7) days prior to the time of said hearing, describing the proposed budget and providing the time and place for such public hearing; and

WHEREAS, a public hearing was duly held at the time and place provided in said notice; and

WHEREAS, the City Council received all competent evidence offered in support of and opposed to said proposed budget amendments and it appearing that the proposed budget is in accordance with the provisions of Section 10-6-101 et seq., Utah Code Annotated (1953); and

WHEREAS, all of said proceedings were duly and regularly conducted;

THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Lehi, Utah;

Section 1. Lehi City Budget. The Lehi city budget for fiscal year 2025 shall be amended according to the attached detail identified as "Attachment A"

Section 2. This resolution shall take effect immediately upon its adoption.

Approved and Adopted by the City Council of Lehi City this 8th day of April, 2025.

_____
Mayor Mark Johnson
Lehi City

Attest:

_____
Teisha Wilson, City Recorder



ANNUAL OPERATING AND CAPITAL BUDGET

Budget Amendment #2

FISCAL YEAR 2024-2025

Lehi City
Budget Amendment #2
Fiscal Year 2024-25
April 2025

Amendment 2a – Road Striping

- Additional funds were allocated in the original 2025 budget. However, this allocation was not included in the opening budget. These funds are all from designated Class C road funds.

Fund	Account	Current Budget	New Allocation	Amended Budget	Funding Source
Class C	Striping	250,000	50,000	300,000	Class C (Gas Tax)

Amendment 2b – Pressurized Irrigation – 2 Positions

- These two positions will facilitate the installation of the Pressurized Irrigation meters. The cost of this project is grant funded and has a December 2026 deadline. During the project, these positions may be funded via the grant. Once the project is complete, these positions will be needed to maintain the increased demands of a metered utility.

Fund	Account	Current Budget	New Allocation	Amended Budget	Funding Source
Pressurized Irrigation	Salaries and Benefits	552,311	100,000	652,311	State Grant

Amendment 2c – Texas Instruments – Plan Review

- Plan review for the TI expansion requires certain specialized skills that make it prudent to outsource this task. The cost of these plan reviews will be covered by Texas Instruments.

Fund	Account	Current Budget	New Allocation	Amended Budget	Funding Source
General Fund	Inspections – Prof & Tech	0	80,000	80,000	Plan Review Fees

Amendment 2d – Risk Management Claims

- The City received 2 significant, unplanned damage and liability claims this year. One of the claims will be reimbursed by insurance.

Fund	Account	Current Budget	New Allocation	Amended Budget	Funding Source
Risk Management	Damage Repairs	45,000	400,000	445,000	Insurance/ Reserves
Risk Management	Claims Management	40,000	140,000	180,000	Gen Fund Reserves

Amendment 2e – Parks Staffing

- The opening of Family Park has increased demand on Parks staff. Also, a portion of part-time staffing was inadvertently omitted from the original budget. This amendment will allow for full staffing for Family Park through the end of the year.

Fund	Account	Current Budget	New Allocation	Amended Budget	Funding Source
General	Parks – Full Time + Benefits	232,860	23,000	255,860	Wage Reallocation
General	Parks – Overtime	55,000	22,000	77,000	Wage Reallocation
General	Parks – Part-Time + Benefits	255,860	50,000	280,860	Wage Reallocation

Amendment 2f – PARC Grant Funding

- PARC Tax collections have exceeded expenditures to date. These funds may be need to be carried over to FY 2026.

Fund	Account	Current Budget	New Allocation	Amended Budget	Funding Source
PARC Tax	PARC – Arts Programs	540,000	140,000	680,000	PARC Tax

Amendment 2g – Summer Events

- In Summer 2025, the concert originally planned for June was moved to July. So, funds that were intended to be paid in FY2024 were expended in FY2025. The amendment shifts the budget of these funds to the correct period.

Fund	Account	Current Budget	New Allocation	Amended Budget	Funding Source
General Fund	Events – Special Events	174,700	60,000	234,700	Gen Fund Carryover

Amendment 2h – 911 Operations

- Lehi participates in the Central Utah 911 Dispatch Center. This assessment has grown over the past few years without a corresponding increase in budget allocation. With some room in Fire wages, this budget transfer can be made without drawing on reserves. An adjustment to the budgeted allocation is included in the FY2026 budget.

Fund	Account	Current Budget	New Allocation	Amended Budget	Funding Source
General Fund	Non Dept – Central Utah 911	400,907	100,000	500,907	Pub Safety Wages

Agenda Item No: 8

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Resolution
Agenda Section: Regular Agenda

Subject:
Consideration of Resolution #2025-18 adopting a Tentative Budget for the City of Lehi for Fiscal Year 2026 (July 1, 2025- June 30, 2026).

Suggested Action:

Attachments:

Res 2025-18.docx

FY 2026 MAYOR'S TENTATIVE BUDGET.pdf



RESOLUTION NO. 2025-18

A RESOLUTION ADOPTING A TENTATIVE BUDGET FOR THE CITY OF LEHI FOR FISCAL YEAR 2026 (JULY 1, 2025 – JUNE 30, 2026)

WHEREAS, the Budget Officer of Lehi City has prepared a tentative budget covering the period July 1, 2025 to June 1, 2026, and;

WHEREAS, Utah State Code 10-6-111 requires the Budget Officer to submit the tentative budget to the governing body on or before their first regularly scheduled meeting in May and,

WHEREAS, Lehi City wishes to comply with this statute.

NOW, THEREFORE, be it resolved by the City Council of the City of Lehi, Utah to adopt the tentative budget for fiscal year 2026 as outlined in Attachment A.

Resolved this this 8th day of April, 2025.

_____
Mayor Mark Johnson
Lehi City

Attest:

_____
Teisha Wilson, City Recorder

LEHI CITY CORPORATION

MAYOR'S TENTATIVE BUDGET FY 2026



LEHI CITY CORPORATION

MAYOR'S TENTATIVE BUDGET FY 2026

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LEHI CITY CORPORATION

MAYOR'S TENTATIVE BUDGET FY 2026

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LEHI CITY CORPORATION

MAYOR'S TENTATIVE BUDGET FY 2026

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Guiding Financial Principles

While the City's long-term goals and objectives guide what the budget accomplishes, the accomplishment of these goals and objectives through the budget process is based on following guiding principles:

Budgeting

- Lehi City should finance services rendered to the general public, such as police, fire, streets, and parks, from revenues imposed on the general public, such as property and sales taxes. Special services rendered to specific groups of residents should be financed by user fees, impact fees, license and permit fees, or special assessments.

- Lehi City should balance all budgets annually, in accordance with Utah law, which states the following:
    - The total of the anticipated revenues shall equal the total of appropriated expenditures (Section 10-6-110, U.C.A.)
    - The governing body of any city may not make an appropriation in the final budget of any fund in excess of the estimated expendable revenue for the budget period of the fund (Section 10-6-117, U.C.A.)

- Revenue projections will be based on recent trends and current economic conditions. Projections will be conservative in order to reduce the chance of revenue shortfalls.

- The city will use one time or temporary funds for capital or other nonrecurring purposes. These funds will not be used to fund on-going expenditures.

- Reports will be made quarterly to the City Council to report performance and identify areas in the budget that may need to be adjusted.

Taxation

- Lehi recognizes that Utah property tax regulation do not keep property tax revenue current with inflation. The City will consider adjusting property tax rates to recover lost purchasing power associated with the certified tax rate every two years. Increases in the property tax rate will primarily increase to make tax revenue consistent with inflation.

Debt

- Lehi City should strive for inter-generational fairness. Thus, each generation of taxpayers should pay its fair share of the long-range cost of city services.

- Debt will be only issued for capital projects, not on-going operations. Payments for debt service will not extend beyond the useful life of the asset financed.

- Any debt issuance will be accompanied by the identification of the specific revenue stream which will be utilized to make debt service payments.

- The City will analyze its current debt to identify opportunities to take advantage of long-term borrowing to restructure or refund current debt to achieve improved interest rate and/or debt service payments.

- Finance professionals will be utilized in the area of advising and underwriting to obtain the best possible credit rating and interest rate. These professionals will be chosen based on their expertise and experience.

- Lehi City will regularly evaluate factors related to its credit rating. These factors will be used to develop policies which will maintain a high credit rating for the City.

- Lehi City will adhere strictly to all bond covenants and strive to maintain the best possible credit rating.

Investment Policies

- Lehi City seeks to invest its idle cash in securities and deposits that provide safety and liquidity, while maintaining compliance with Utah State law.

- The City's objectives when determining investment alternatives will be based on (1) safety of principal, (2) liquidity, and (3) return on investment.

- The City will utilize the State of Utah's Public Treasurer's Investment Fund (PTIF) to invest its funds to emphasize security and liquidity.

- Lehi City will also engage investment advisors/brokers as needed to boost return, while keeping in line with liquidity needs and strict adherence to the Utah Money Management Act.

- As required by Utah State law, balances of all public funds will be reported semi-annually.

Reserves

- Lehi City should allow for a reasonable surplus (fund balance) to accumulate for the following purposes:
    - To provide sufficient working capital
    - To provide a cushion to absorb emergencies such as floods, earthquakes, etc.
    - To provide for unavoidable shortfalls in revenues

- Fees will be evaluated on a regular basis. All fees should cover the full cost of the service provided. These costs include a fair allocation of administrative and facilities costs.

- Lehi City's targeted general fund reserve is 20% - 25% of annual general fund revenues.

- Due to the high investment in capital assets and risk exposure, all utility funds will maintain an unrestricted cash reserve of 180 days.

Capital Expenditures

- Proprietary funds are intended to recover the full cost of services. These costs include operations, administration, and asset replacement.

- Lehi will maintain long-term capital plans accounting for the construction and replacement of city facilities and infrastructure.

Proprietary Funds

- The city's enterprise funds will cover the full cost of the service, including a reasonable allocation of administration costs.

- Key indicators will be measured annually to monitor reserve balances, capital replacement, and debt levels.

- Internal service funds will accurately allocate costs to individual departments and funds. The city will maintain the following internal service funds:
    - Fleet
    - Information Technology
    - Risk Management
    - Facilities

Financial Planning

- Lehi City exists only to serve the needs of its residents. Since these needs are continually changing, the City should consistently receive resident feedback based on both long-term and current needs.

- The City will develop and use a multi-year financial plan to identify issues of financial stress. The plan will propose possible solutions to any difficulties which are identified.

- Lehi will use a five-year rolling capital improvement plan with funding identified for all years linked to the operating budget and long-term financing strategy.

GENERAL FUND REVENUES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Taxes						
Current property taxes	$ 14,350,131	$ 16,093,541	$ 16,943,541	$ 17,043,541	26%	$ 950,000
911 Tax (pass through)	-	-	-	-	0%	-
General sales tax	23,481,471	23,770,096	26,095,696	26,087,522	40%	2,317,426
Franchise taxes	6,621,407	5,600,000	6,000,000	6,000,000	9%	400,000
Cell phone taxes	688,957	625,000	700,000	700,000	1%	75,000
Innkeeper taxes	388,800	230,000	400,000	400,000	1%	170,000
Total Taxes	**$ 45,530,766**	**$ 46,318,637**	**$ 50,139,237**	**$ 50,231,063**		
License and Permits						
Business licenses	$ 161,441	$ 115,000	$ 170,000	$ 170,000	0%	55,000
Building permits	2,180,028	3,229,000	2,729,000	2,786,000	4%	(443,000)
Accessory Dwelling Unit	8,506	-	-	-	0%	-
Plan reviews	1,194,261	1,625,000	1,475,000	1,200,000	2%	(425,000)
Micron plan review & inspection	75,750	75,000	75,000	75,000	0%	-
Inspection fees	520,415	700,000	550,000	600,000	1%	(100,000)
State 1% building permit fees	23,149	20,000	20,000	20,000	0%	-
Total License and Permits	**$ 4,163,550**	**$ 5,764,000**	**$ 5,019,000**	**$ 4,851,000**		
Intergovernmental Revenue						
COPS Grant	$ 165,002	$ 100,000	$ 100,000	$ -	0%	(100,000)
Library grant	17,928	15,000	15,000	15,000	0%	-
Fire department grants	23,955	-	25,000	25,000	0%	25,000
County recreation grants	-	137,000	137,000	137,000	0%	-
State grants	55,418	75,000	75,000	75,000	0%	-
Grants	44,491	10,000	10,000	10,000	0%	-
Sr citizen building rental income	-	5,000	5,000	5,000	0%	-
Senior citizen income	52,335	50,000	50,000	50,000	0%	-

GENERAL FUND REVENUES-CONTINUED

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Intergovernmental Revenue- Continued						
Alpine District / Police reimbursement	157,500	157,500	202,500	202,500	0%	45,000
County fire allocation	8,856	15,000	15,000	15,000	0%	-
Total Intergovernmental	**$ 525,485**	**$ 564,500**	**$ 634,500**	**$ 534,500**		
Charges For Service						
Library receipts	$ 19,769	$ 70,000	$ 20,000	$ 20,000	0%	(50,000)
Library video rental fees	404	25,000	-	-	0%	(25,000)
Special police revenue	112,678	50,000	100,000	100,000	0%	50,000
Sale of cemetery lots	236,950	250,000	250,000	250,000	0%	-
Headstone setting fee	7,275	4,500	4,500	4,500	0%	-
Cemetery burial fees	126,750	52,000	100,000	100,000	0%	48,000
Fire fees	45,189	195,600	100,000	100,000	0%	(95,600)
Ambulance fees	2,509,264	2,224,000	2,500,000	2,650,000	4%	426,000
Passports	82,513	100,000	100,000	100,000	0%	-
Total Charges for Service	**$ 3,140,791**	**$ 2,971,100**	**$ 3,174,500**	**$ 3,324,500**		
Fines and Forfeitures						
Court fines & forfeitures	$ 972,745	$ 732,500	$ 950,000	$ 950,000	1%	217,500
Enforcement fees	775	5,000	5,000	5,000	0%	-
Total Fines and Forfeitures	**$ 973,520**	**$ 737,500**	**$ 955,000**	**$ 955,000**		
Miscellaneous Revenues						
Interest earnings	$ 1,592,695	$ 100,000	$ 500,000	$ 650,000	1%	550,000
Traffic school	42,842	33,000	33,000	33,000	0%	-

GENERAL FUND REVENUES-CONTINUED

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Miscellaneous Revenues - continued						
Park rental	112,636	42,000	100,000	100,000	0%	58,000
Portable stage rental	1,500	5,500	5,500	5,500	0%	-
Cellular one tower/park fee	11,915	65,000	10,000	10,000	0%	(55,000)
Sale of fixed assets	53,854	10,000	10,000	10,000	0%	-
Sale of city property	-	-	-	-	0%	-
Sale of materials	-	500	500	500	0%	-
Sale of history books	-	500	500	500	0%	-
Frances Comer trust donations	-	2,750	2,750	2,750	0%	-
Literacy center revenue	-	3,250	3,250	3,250	0%	-
Miss Lehi revenue	4,670	21,000	-	10,000	0%	(11,000)
Lehi roundup revenue	39,017	64,500	40,000	40,000	0%	(24,500)
Misc revenue contractors	111,668	50,000	90,000	90,000	0%	40,000
Alpine School District Rec Fee	-	15,000	-	-	0%	(15,000)
Office building rental fee	39,954	40,000	40,000	40,000	0%	-
Miscellaneous revenue	54,221	92,500	80,000	80,000	0%	(12,500)
Total Miscellaneous Revenues	**$ 2,064,971**	**$ 545,500**	**$ 915,500**	**$ 1,075,500**		
Contributions, Transfers & Admin						
Allocation from water & sewer	$ 590,496	$ 590,500	$ 590,500	$ 700,000	1%	109,500
Allocation from electric	540,996	541,000	541,000	700,000	1%	159,000
Administrative charges RDA	748,235	1,600,000	1,600,000	1,350,000	2%	(250,000)
Fund balance reappropriation	-	40,000	-	954,105	1%	914,105
Total Contributions & Transfers	**$ 1,879,727**	**$ 2,771,500**	**$ 2,731,500**	**$ 3,704,105**		
Total General Fund Revenues	**$ 58,278,810**	**$ 59,672,737**	**$ 63,569,237**	**$ 64,675,668**	**100%**	**$ 5,002,931**

GENERAL FUND EXPENDITURES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Justice court	$ 735,023	$ 754,315	$ 823,766	$ 783,666	1%	$ 29,351
City recorder	379,275	241,650	451,370	451,370	1%	209,720
Administration	1,540,288	1,701,219	2,029,645	1,959,378	3%	258,159
Human resources	519,693	630,988	658,893	658,893	1%	27,905
Treasury	610,290	622,229	641,731	641,731	1%	19,502
Finance	764,990	801,747	821,082	821,082	1%	19,335
Mayor & City Council	454,116	449,122	464,323	494,323	1%	45,201
Legal services	803,794	995,328	1,063,464	1,063,464	2%	68,136
Emergency management	121,894	181,995	214,315	191,638	0%	9,643
Information Center	604,304	671,806	711,373	711,373	1%	39,567
Police	13,227,494	14,178,080	16,289,051	15,351,092	24%	1,173,012
Fire	10,307,179	12,672,477	12,949,689	12,773,658	20%	101,181
Planning & zoning	1,111,441	1,208,041	1,361,836	1,242,862	2%	34,821
Development Services (Building Dept)	1,710,087	1,951,387	1,991,299	1,991,299	3%	39,912
Economic development	250,439	275,618	283,826	283,826	0%	8,208
Streets & public improvements	2,338,623	2,515,312	2,656,580	2,570,974	4%	55,662
Engineering	1,010,302	1,160,399	1,237,303	1,237,303	2%	76,904
Parks	4,328,724	5,083,551	6,637,481	6,259,985	10%	1,176,434
Community events	569,320	501,700	566,700	541,700	1%	40,000
Senior citizen	278,846	420,926	430,077	430,077	1%	9,151
Library	1,732,494	1,820,551	2,040,082	1,968,412	3%	147,861
Literacy center	406,439	488,373	548,493	548,493	1%	60,120
Cemetery	625,500	735,216	880,014	879,014	1%	143,798
Museum	290,053	681,055	326,800	311,800	0%	(369,255)
Non-departmental	8,781,132	8,928,152	10,890,552	10,508,252	16%	1,580,100
Total General Fund Expenditures	**$ 53,501,741**	**$ 59,671,237**	**$ 66,969,748**	**$ 64,675,668**	**100%**	**$ 5,004,431**
Surplus/(Deficit)	**$ 4,777,069**	**$ 1,500**	**$ (3,400,511)**	**$ 0**		

HUMAN RESOURCES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	4	4	4	4		0
Salaries & Wages	$ 267,117	$ 337,319	$ 357,050	$ 357,050	54%	19,731
Employee Benefits	118,737	162,029	166,604	166,604	25%	4,575
Books, Subscriptions, Memberships	1,048	1,500	5,100	5,100	1%	3,600
Travel & Training	3,228	5,000	5,000	5,000	1%	-
Office Supplies	3,910	2,750	2,750	2,750	0%	-
IT Fund Charges	45,000	45,000	45,000	45,000	7%	-
Utilities	-	-	-	-	0%	-
Equipment Maintenance	702	800	800	800	0%	-
Risk Mgmt Fund Charges	5,004	5,000	5,000	5,000	1%	-
Professional & Technical	74,711	61,005	61,005	61,005	9%	-
Miscellaneous	237	10,585	10,585	10,585	2%	-
Total HR Expenditures	**$ 519,693**	**$ 630,988**	**$ 658,893**	**$ 658,893**	**100%**	**$ 27,905**

JUSTICE COURT

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTE's	5.5	5.5	5.5	5.5		0
Salaries & Wages	$ 363,690	$ 386,031	$ 451,927	$ 411,827	53%	$ 25,796
Overtime	490	750	750	750	0%	-
Employee Benefits	130,062	144,399	147,954	147,954	19%	3,555
Books, Subscriptions, Memberships	1,000	1,000	1,000	1,000	0%	-
Travel & Training	6,245	13,100	13,100	13,100	2%	-
Office Supplies	13,438	11,000	11,000	11,000	1%	-
Building & Grounds	90,000	90,000	90,000	90,000	11%	-
IT Fund Charges	35,004	35,000	35,000	35,000	4%	-
Utilities	27,682	18,000	18,000	18,000	2%	-
Equipment Maintenance	2,498	1,800	1,800	1,800	0%	-
Risk Mgmt Fund Charges	5,004	5,000	5,000	5,000	1%	-
Electricity - Lehi City Power	3,879	5,575	5,575	5,575	1%	-
Professional & Technical	20,434	34,660	34,660	34,660	4%	-
Witness & Jury Fees	339	4,000	4,000	4,000	1%	-
Miscellaneous	3,746	4,000	4,000	4,000	1%	-
Capital Outlay	31,511	-	-	-	0%	-
Total Justice Court Expenditures	**$ 735,023**	**$ 754,315**	**$ 823,766**	**$ 783,666**	**100%**	**$ 29,351**

CITY RECORDER

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	1	1.5	1.5	1.5		0
Salaries & Wages	$ 89,546	$ 105,915	$ 120,934	$ 120,934	27%	$ 15,019
Employee Benefits	47,542	52,835	55,536	55,536	12%	2,701
Books, Subscriptions, Memberships	485	5,000	5,000	5,000	1%	-
Public Notices	-	7,500	7,500	7,500	2%	-
Travel & Training	1,985	4,000	4,000	4,000	1%	-
Office Supplies	135	2,500	2,500	2,500	1%	-
IT Fund Charges	18,996	19,000	19,000	19,000	4%	-
Utilities	-	-	-	-	0%	-
Equipment Maintenance	23,155	20,800	20,800	20,800	5%	-
Risk Mgmt Fund Charges	996	1,000	1,000	1,000	0%	-
Professional & Technical	10,012	12,100	12,100	12,100	3%	-
Miscellaneous	-	11,000	11,000	11,000	2%	-
Election Expense	186,424	-	192,000	192,000	43%	192,000
Capital Outlay	-	-	-	-	0%	-
Total City Recorder Expenditures	**$ 379,275**	**$ 241,650**	**$ 451,370**	**$ 451,370**	**100%**	**$ 209,720**

ADMINISTRATION

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	9.5	9.5	11	11		1
Salaries & Wages	$ 891,915	$ 978,435	$ 1,152,910	$ 1,109,410	57%	$ 130,975
Overtime	3,408	-	-	-	0%	-
Employee Benefits	378,563	431,921	536,973	511,405	26%	79,484
Books, Subcriptions, Memberships	8,330	6,500	12,830	12,830	1%	6,330
Public Notices	280	1,000	1,000	1,000	0%	-
Travel & Training	54,989	39,000	39,000	39,000	2%	-
Office Supplies	3,509	18,700	21,190	21,190	1%	2,490
Fleet Fund Charges	18,660	18,662	18,662	18,662	1%	-
Fuel	3,020	500	500	500	0%	-
IT Fund Charges	24,600	24,601	25,801	24,601	1%	-
Utilities	-	-	-	-	0%	-
Risk Mgmt Fund Charges	9,996	10,000	10,000	10,000	1%	-
Electricity - Lehi City Power	-	-	-	-	0%	-
Professional & Technical	49,920	40,000	78,880	78,880	4%	38,880
Public Defender	53,420	100,000	100,000	100,000	5%	-
Miscellaneous	39,677	31,900	31,900	31,900	2%	-
Capital	-	-	-	-	0%	-
Total Administration Expenditures	**$ 1,540,288**	**$ 1,701,219**	**$ 2,029,645**	**$ 1,959,378**	**100%**	**$ 258,159**

TREASURY

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	5	5	5	5		0
Salaries & Wages	$ 332,129	$ 336,852	$ 351,504	$ 351,504	55%	$ 14,652
Employee Benefits	206,062	208,677	213,527	213,527	33%	4,850
Books, Subscriptions, Memberships	49	1,000	1,000	1,000	0%	-
Travel & Training	1,593	4,000	4,000	4,000	1%	-
Office Supplies	4,889	3,200	3,200	3,200	0%	-
IT Fund Charges	45,996	46,000	46,000	46,000	7%	-
Utilities	-	-	-	-	0%	-
Equipment Maintenance	-	500	500	500	0%	-
Risk Mgmt Fund Charges	9,996	10,000	10,000	10,000	2%	-
Professional & Technical	8,866	11,000	11,000	11,000	2%	-
Miscellaneous	710	1,000	1,000	1,000	0%	-
Total Treasury Expenditures	**$ 610,290**	**$ 622,229**	**$ 641,731**	**$ 641,731**	**100%**	**$ 19,502**

FINANCE

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTE's	4	4	4	4		0
Salaries & Wages	$ 428,201	$ 444,667	$ 462,290	$ 462,290	56%	$ 17,623
Employee Benefits	192,410	211,295	213,007	213,007	26%	1,712
Books, Subscriptions, Memberships	2,250	2,246	2,246	2,246	0%	-
Travel & Training	7,116	6,500	6,500	6,500	1%	-
Office Supplies	17,836	10,000	10,000	10,000	1%	-
IT Fund Charges	40,488	40,489	40,489	40,489	5%	-
Utilities	-	-	-	-	0%	-
Equipment Maintenance	45	1,500	1,500	1,500	0%	-
Risk Mgmt Fund Charges	5,004	5,000	5,000	5,000	1%	-
Professional & Technical	17,071	30,000	30,000	30,000	4%	-
Yearly audit	54,000	46,000	46,000	46,000	6%	-
Budget award	-	550	550	550	0%	-
Miscellaneous	569	3,500	3,500	3,500	0%	-
Total Finance Expenditures	**$ 764,990**	**$ 801,747**	**$ 821,082**	**$ 821,082**	**100%**	**$ 19,335**

MAYOR & CITY COUNCIL

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	6	6	6	6		0
Salaries & Wages	$ 170,370	$ 176,713	$ 183,121	$ 183,121	37%	$ 6,408
Employee Benefits	135,492	147,409	156,202	156,202	32%	8,793
Books, Subscriptions, Memberships	64,299	35,000	35,000	65,000	13%	30,000
Travel & Training	23,421	10,000	10,000	10,000	2%	-
Office Supplies	160	3,000	3,000	3,000	1%	-
Reimb. Expenses	2,056	5,000	5,000	5,000	1%	-
Risk Mgmt Fund Charges	9,996	10,000	10,000	10,000	2%	-
IT Fund Charges	20,004	20,000	20,000	20,000	4%	-
Professional & Technical	24,053	25,000	25,000	25,000	5%	-
Miscellaneous	4,264	17,000	17,000	17,000	3%	-
Total City Council Expenditures	**$ 454,116**	**$ 449,122**	**$ 464,323**	**$ 494,323**	**100%**	**$ 45,201**

LEGAL SERVICES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	5.5	6.5	6.5	6.5		0
Salaries & Wages	$ 480,770	$ 624,249	$ 666,855	$ 666,855	63%	$ 42,606
Employee Benefits	204,175	271,045	288,776	288,776	27%	17,731
Books, Subscriptions, Memberships	9,584	8,500	13,300	13,300	1%	4,800
Travel & Training	3,884	5,500	8,500	8,500	1%	3,000
Office Supplies	2,693	10,000	10,000	10,000	1%	-
IT Fund Charges	23,532	23,534	23,534	23,534	2%	-
Utilities	-	-	-	-	0%	-
Risk Mgmt Fund Charges	9,996	10,000	10,000	10,000	1%	-
Professional & Technical	25,521	40,000	40,000	40,000	4%	-
Prosecutor Outside Counsel	42,639	-	-	-	0%	-
Miscellaneous	1,001	2,500	2,500	2,500	0%	-
Total Legal Services Expenditures	**$ 803,794**	**$ 995,328**	**$ 1,063,464**	**$ 1,063,464**	**100%**	**$ 68,136**

EMERGENCY MANAGEMENT

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	1	1	1	1		0
Salaries & Wages	$ 73,654	$ 76,124	$ 83,592	$ 83,592	44%	$ 7,468
Employee Benefits	42,183	48,171	50,346	50,346	26%	2,175
Books, Subscriptions & Memberships	-	-	-	-	0%	-
Travel & Training	230	3,500	3,500	3,500	2%	-
Office Supplies	-	500	500	500	0%	-
Fleet Fund Charges	-	-	22,677	-	0%	-
Professional & Technical	-	10,000	10,000	10,000	5%	-
Program Expenditures	-	3,000	3,000	3,000	2%	-
Miscellaneous	171	21,700	21,700	21,700	11%	-
Cert Program	3,449	6,000	6,000	6,000	3%	-
Rehab Program	2,207	13,000	13,000	13,000	7%	-
Capital Outlay	-	-	-	-	0%	-
Total Emergency Mgmt Expenditures	**$ 121,894**	**$ 181,995**	**$ 214,315**	**$ 191,638**	**100%**	**$ 9,643**

INFORMATION CENTER

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	7.5	7.5	7.5	7.5		0
Salaries & Wages	$ 360,988	$ 388,747	$ 411,670	$ 411,670	58%	$ 22,923
Overtime	-	-	-	-	0%	-
Employee Benefits	193,910	230,244	223,388	223,388	31%	(6,856)
Books, Subscriptions, Memberships	-	1,000	21,000	21,000	3%	20,000
Travel & Training	3,590	6,150	6,150	6,150	1%	-
Office Supplies	5,717	5,600	5,600	5,600	1%	-
IT Fund Charges	27,060	27,065	27,065	27,065	4%	-
Professional & Technical	5,180	4,000	7,500	7,500	1%	3,500
Miscellaneous	7,859	9,000	9,000	9,000	1%	-
Capital Outlay	-	-	-	-	0%	-
Total Information Center Expenditures	**$ 604,304**	**$ 671,806**	**$ 711,373**	**$ 711,373**	**100%**	**$ 39,567**

POLICE

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	74	74	84	78		3
Salaries & Wages	$ 6,655,991	$ 7,331,150	$ 8,343,102	$ 7,883,604	51%	$ 552,454
Overtime	663,982	333,166	333,166	333,166	2%	-
Employee Benefits	3,883,902	4,425,594	5,228,587	4,855,147	32%	429,553
Uniforms	153,287	69,020	69,020	69,020	0%	-
Tactical Equipment	6,747	23,100	109,275	51,825	0%	28,725
Books, Subscriptions, Memberships	10,126	4,338	4,338	4,338	0%	-
Travel & Training	84,926	65,550	65,550	65,550	0%	-
Office Supplies	39,650	31,000	31,000	31,000	0%	-
Fleet Fund Charges	490,584	546,399	725,038	598,275	4%	51,876
Fuel	204,662	206,000	206,000	206,000	1%	-
Buildings & Grounds O&M	175,024	175,000	175,000	175,000	1%	-
Utilities	18,225	17,500	17,500	17,500	0%	-
Equipment Maintenance	208,620	210,946	242,158	221,350	1%	10,404
Miscellaneous Supplies	808	30,890	30,890	30,890	0%	-
Electricity - Lehi City Power	95,913	60,000	60,000	60,000	0%	-
Professional & Technical	191,604	321,118	321,118	321,118	2%	-
IT Fund Charges	173,928	173,921	173,921	273,921	2%	100,000
Risk Mgmt Fund Charges	50,016	50,000	50,000	50,000	0%	-
K9 Supplies	23,819	12,000	12,000	12,000	0%	-
Firearms & Supplies	28,013	47,800	47,800	47,800	0%	-
Miscellaneous	37,227	25,588	25,588	25,588	0%	-
Capital Outlay	-	-	-	-	0%	-
Communities That Care	22,056	10,000	10,000	10,000	0%	-
NOVA Expenses	8,084	6,000	6,000	6,000	0%	-
RAD Kids Expenses	300	2,000	2,000	2,000	0%	-
Total Police Expenditures	**$ 13,227,494**	**$ 14,178,080**	**$ 16,289,051**	**$ 15,351,092**	**100%**	**$ 1,173,015**

FIRE

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	68	84	86	84		0
Salaries & Wages	$ 5,226,742	$ 6,325,579	$ 6,749,397	$ 6,580,377	52%	$ 254,798
Overtime	158,309	258,650	258,650	258,650	2%	-
Employee Benefits	2,691,586	3,409,518	3,444,606	3,353,287	26%	(56,231)
Uniforms	102,919	192,607	117,757	103,107	1%	(89,500)
Books, Subscriptions, Memberships	35,830	23,150	23,150	23,150	0%	-
Travel & Training	29,395	47,410	47,410	47,410	0%	-
Office Supplies	14,726	22,400	22,400	22,400	0%	-
Fleet Fund Charges	1,244,400	1,244,394	1,329,486	1,244,394	10%	-
Fuel	90,577	101,000	101,000	101,000	1%	-
Buildings & Grounds O&M	90,363	90,000	90,000	276,000	2%	186,000
Utilities	33,568	24,000	24,000	24,000	0%	-
Equipment Maintenance	76,522	74,500	74,500	74,500	1%	-
Electricity - Lehi City Power	46,503	50,000	50,000	50,000	0%	-
Professional & Technical	49,771	86,450	86,450	86,450	1%	-
IT Fund Charges	67,572	67,573	69,523	67,573	1%	-
Risk Mgmt Fund Charges	50,016	50,000	50,000	50,000	0%	-
Education	37,221	30,550	30,550	30,550	0%	-
First Aid Supplies	110,242	122,950	135,450	135,450	1%	12,500
Miscellaneous	150,916	245,360	245,360	245,360	2%	-
Capital Outlay	-	206,386	-	-	0%	(206,386)
Total Fire Expenditures	**$ 10,307,179**	**$ 12,672,477**	**$ 12,949,689**	**$ 12,773,658**	**100%**	**$ 101,181**

PLANNING & ZONING

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2024-FY2026
Personnel FTEs	7.25	7.25	8.25	7.25		0
Salaries & Wages	$ 668,887	$ 739,161	$ 837,750	$ 767,260	62%	$ 28,099
Employee Benefits	315,773	325,831	379,537	332,553	27%	6,722
Books, Subscriptions, Memberships	2,852	3,000	3,000	3,000	0%	-
Public Notices	-	9,000	9,000	9,000	1%	-
Travel & Training	11,940	13,300	13,300	13,300	1%	-
Office Supplies	5,915	12,500	12,500	12,500	1%	-
Fleet Fund Charges	3,504	3,500	3,500	3,500	0%	-
Fuel	104	500	500	500	0%	-
Buildings & Grounds O&M	-	-	-	-	0%	-
Equipment Maintenance	-	4,295	4,295	4,295	0%	-
Professional & Technical	44,491	32,320	32,320	32,320	3%	-
IT Fund Charges	29,532	29,534	31,034	29,534	2%	-
Risk Mgmt Fund Charges	9,996	10,000	10,000	10,000	1%	-
Recording Fees	6,098	6,000	6,000	6,000	0%	-
Standards Update	-	1,000	1,000	1,000	0%	-
Enviornmental Sustainablitity Program	10,478	15,600	15,600	15,600	1%	-
Miscellaneous	1,871	2,500	2,500	2,500	0%	-
Capital Outlay	-	-	-	-	0%	-
Total Planning Expenditures	**$ 1,111,441**	**$ 1,208,041**	**$ 1,361,836**	**$ 1,242,862**	**100%**	**$ 34,821**

DEVELOPMENT SERVICES (BUILDING INSPECTION)

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	15	15	15	15		0
Salaries & Wages	$ 1,067,862	$ 1,186,519	$ 1,227,339	$ 1,227,339	62%	$ 40,820
Overtime	5,242	10,000	10,000	10,000	1%	-
Employee Benefits	520,242	620,375	628,167	628,167	32%	7,792
Uniforms	1,314	3,100	4,400	4,400	0%	1,300
Books, Subscriptions, Memberships	10,439	9,000	9,000	9,000	0%	-
Travel & Training	15,665	17,000	17,000	17,000	1%	-
Office Supplies	10,379	19,000	9,000	9,000	0%	(10,000)
Fleet Fund Charges	24,600	24,601	24,601	24,601	1%	-
Fuel	17,830	20,500	20,500	20,500	1%	-
Utilities	-	-	-	-	0%	-
Equipment Maintenance	-	2,200	2,200	2,200	0%	-
Risk Mgmt Fund Charges	9,996	10,000	10,000	10,000	1%	-
Professional & Technical	-	-	-	-	0%	-
State 1% Building Fees	-	-	-	-	0%	-
IT Fund Charges	22,884	22,882	22,882	22,882	1%	-
Miscellaneous	3,634	6,210	6,210	6,210	0%	-
Capital Outlay	-	-	-	-	0%	-
Total Building Inspection Expenditures	**$ 1,710,087**	**$ 1,951,387**	**$ 1,991,299**	**$ 1,991,299**	**100%**	**$ 39,912**

ECONOMIC DEVELOPMENT

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	1	1	1	1		0
Salaries & Wages	$ 145,285	$ 151,074	$ 158,998	$ 158,998	56%	$ 7,924
Employee Benefits	57,739	60,269	60,553	60,553	21%	284
Books, Subscriptions, Memberships	21,851	19,200	19,200	19,200	7%	-
Public Notices	-	1,200	1,200	1,200	0%	-
Travel & Training	6,393	7,875	7,875	7,875	3%	-
Office Supplies	-	1,500	1,500	1,500	1%	-
IT Fund Charges	9,996	10,000	10,000	10,000	4%	-
Permits & Licenses	911	1,500	1,500	1,500	1%	-
Risk Management Charges	5,004	5,000	5,000	5,000	2%	-
Professional & Technical	-	8,000	8,000	8,000	3%	-
Miscellaneous	3,260	10,000	10,000	10,000	4%	-
Total Economic Develop Expenditures	**$ 250,439**	**$ 275,618**	**$ 283,826**	**$ 283,826**	**100%**	**$ 8,208**

STREETS

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	17.75	18.75	19.75	19.75		0
Salaries & Wages	$ 943,236	$ 1,101,296	$ 1,113,657	$ 1,113,657	43%	$ 12,361
Overtime	70,164	70,000	70,000	70,000	3%	-
Employee Benefits	542,323	631,866	663,183	663,183	26%	31,317
Uniforms	8,423	8,700	8,700	8,700	0%	-
Books, Subscriptions, Memberships	-	200	200	200	0%	-
Travel & Training	21,968	27,000	27,000	27,000	1%	-
Office Supplies	5,040	5,500	5,500	5,500	0%	-
Fleet Fund Charges	437,232	437,234	522,840	437,234	17%	-
Fuel	75,355	-	-	-	0%	-
Buildings & Grounds	75,075	75,000	75,000	75,000	3%	-
Utilities	13,250	7,612	7,612	7,612	0%	-
Equipment Maintenance	24,337	25,000	30,000	30,000	1%	5,000
Risk Mgmt Fund Charges	24,996	25,000	25,000	25,000	1%	-
Electricity - Lehi City Power	31,100	30,000	30,000	30,000	1%	-
Professional & Technical	26,643	25,094	30,000	30,000	1%	4,906
IT Fund Charges	15,384	15,388	15,388	15,388	1%	-
Department Supplies	24,097	27,922	30,000	30,000	1%	2,078
Landfill Closure/Postclosure	-	2,500	2,500	2,500	0%	-
Capital	-	-	-	-	0%	-
Total Streets Expenditures	**$ 2,338,623**	**$ 2,515,312**	**$ 2,656,580**	**$ 2,570,974**	**100%**	**$ 55,662**

ENGINEERING

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	6.5	6.5	7	7		0.5
Salaries & Wages	$ 619,290	$ 704,825	$ 768,511	$ 768,511	62%	$ 63,686
Employee Benefits	284,308	342,952	350,169	350,169	28%	7,217
Uniforms	592	600	600	600	0%	-
Books, Subscriptions, Memberships	334	2,500	2,500	2,500	0%	-
Travel & Training	4,274	9,500	9,500	9,500	1%	-
Office Supplies	7,395	4,500	10,500	10,500	1%	6,000
Fleet Fund Charges	3,000	3,000	3,000	3,000	0%	-
Fuel	42	1,000	1,000	1,000	0%	-
IT Fund Charges	25,020	25,022	25,022	25,022	2%	-
Equipment Maintenance	22,999	31,000	31,000	31,000	3%	-
Risk Mgmt Fund Charges	9,996	10,000	10,000	10,000	1%	-
Professional & Technical	32,301	25,000	25,000	25,000	2%	-
Miscellaneous	750	500	500	500	0%	-
Capital Outlay	-	-	-	-	0%	-
Total Engineering Expenditures	**$ 1,010,302**	**$ 1,160,399**	**$ 1,237,303**	**$ 1,237,303**	**100%**	**$ 76,904**

PARKS

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	42	45	49.5	48.5		3.5
Salaries & Wages	$ 1,805,999	$ 1,897,296	$ 2,559,065	$ 2,508,708	40%	$ 611,412
Overtime	82,501	55,000	55,000	55,000	1%	-
Employee Benefits	799,094	989,443	1,217,043	1,175,122	19%	185,679
Uniforms	10,231	10,730	11,530	10,730	0%	-
Travel & Training	16,132	22,000	22,000	22,000	0%	-
Office Supplies	3,355	2,000	2,000	2,000	0%	-
Fleet Fund Charges	81,787	112,207	180,954	168,536	3%	56,329
Fuel	74,633	82,000	82,000	82,000	1%	-
Buildings & Grounds O&M	226,525	225,000	225,000	225,000	4%	-
Utilities	26,224	29,979	29,979	29,979	0%	-
Equipment Maintenance	32,881	44,526	44,526	44,526	1%	-
Risk Mgmt Fund Charges	24,996	25,000	25,000	25,000	0%	-
Electricity - Lehi City Power	125,334	100,000	100,000	100,000	2%	-
Professional & Technical	430,832	319,500	399,500	399,500	6%	80,000
IT Fund Charges	31,020	31,021	31,021	31,021	0%	-
Tree Care	50,100	168,000	188,000	168,000	3%	-
Miscellaneous	26,520	39,484	39,484	39,484	1%	-
Paved Trail & Parking Lot Maintenance	-	35,000	70,000	35,000	1%	-
Concrete Maintenance	-	25,000	30,000	25,000	0%	-
Snow Removal	-	25,000	25,000	25,000	0%	-
Park Maintenance	387,437	366,700	453,379	443,379	7%	76,679
Park Pavilion & Playground Upgrades	93,125	100,000	100,000	100,000	2%	-
Capital Outlay	-	378,665	747,000	545,000	9%	166,335
Total Parks Expenditures	**$ 4,328,724**	**$ 5,083,551**	**$ 6,637,481**	**$ 6,259,985**	**100%**	**$ 1,176,434**

COMMUNITY EVENTS

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Cultural Arts Council Expense	$ 78,000	$ 78,000	$ 78,000	$ 78,000	14%	$ -
Boys State Contribution	-	800	800	800	0%	-
Miss Lehi Pageant	52,536	22,000	22,000	22,000	4%	-
Lehi Float	14,000	16,000	16,000	16,000	3%	-
Lehi Parade & Events Committee	131,469	-	-	-	0%	-
Youth City Council	15,504	5,000	15,000	15,000	3%	10,000
Family Week	19,086	-	-	-	0%	-
Foam Day	18,203	-	-	-	0%	-
Lehi Silver Band	2,500	2,500	2,500	2,500	0%	-
Community Beautification	11,891	11,000	11,000	11,000	2%	-
Brochures Published	-	3,000	3,000	3,000	1%	-
Santa Parade	4,953	-	-	-	0%	-
Special Projects	48,301	90,000	90,000	90,000	17%	-
Summer Splash Party	28,023	-	-	-	0%	-
Teen Event	2,580	-	-	-	0%	-
National Night Out Event	6,593	5,000	5,000	5,000	1%	-
Outdoor Movies	11,835	-	-	-	0%	-
Archives Donation	38,000	38,000	63,000	38,000	7%	-
Fireworks Show	25,000	25,000	25,000	25,000	5%	-
Parks & Trails Committee	-	1,700	1,700	1,700	0%	-
Christmas in Lehi	-	-	-	-	0%	-
Easter Egg Hunt	9,189	-	-	-	0%	-
Special Events	31,657	174,700	209,700	209,700	39%	35,000
Just for Kids	20,000	20,000	20,000	20,000	4%	-
Volunteer Celebration	-	4,000	4,000	4,000	1%	-
Veteran's Day Celebration	-	5,000	-	-	0%	(5,000)
Total Comm Events Expenditures	**$ 569,320**	**$ 501,700**	**$ 566,700**	**$ 541,700**	**100%**	**$ 40,000**

SENIOR CITIZEN

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	3.5	3.5	3.5	3.5		0
Salaries & Wages	$ 145,677	$ 189,205	$ 197,219	$ 197,219	46%	$ 8,014
Overtime	961	-	-	-	0%	-
Employee Benefits	55,361	62,223	63,360	63,360	15%	1,137
Travel & Training	6,637	12,000	12,000	12,000	3%	-
Office Supplies	987	4,000	4,000	4,000	1%	-
Senior Citizen - Bldgs & Grounds	24,996	25,000	25,000	25,000	6%	-
Utilities	-	-	-	-	0%	-
IT Fund Charges	-	-	-	-	0%	-
Electricity - Lehi City Power	-	-	-	-	0%	-
Professional & Technical	70	1,650	1,650	1,650	0%	-
Program Expenditures	30,657	94,848	94,848	94,848	22%	-
Meal Management	11,200	23,000	23,000	23,000	5%	-
Miscellaneous	2,300	9,000	9,000	9,000	2%	-
Capital Outlay	-	-	-	-	0%	-
Total Senior Citizen Expenditures	**$ 278,846**	**$ 420,926**	**$ 430,077**	**$ 430,077**	**100%**	**$ 9,151**

LIBRARY

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	22	22	26	24		2
Salaries & Wages	$ 864,104	$ 894,706	$ 1,057,226	$ 1,003,306	51%	$ 108,600
Employee Benefits	329,098	362,327	374,188	374,188	19%	11,861
Books	234,198	225,000	245,000	245,000	12%	20,000
Subscriptions	10,821	11,998	11,998	11,998	1%	-
Travel & Training	405	7,000	7,000	7,000	0%	-
Office Supplies	31,265	41,000	41,000	41,000	2%	-
Equipment Maintenance	65,202	65,380	67,280	67,280	3%	1,900
Buildings & Grounds O&M	50,004	50,000	50,000	50,000	3%	-
Utilities	8,458	10,000	10,000	10,000	1%	-
Story Hour Expense	11,215	12,250	30,000	12,250	1%	-
Risk Mgmt Fund Charges	24,996	25,000	25,000	25,000	1%	-
Electricity - Lehi City Power	18,992	18,000	18,000	18,000	1%	-
Professional & Technical	10,944	15,000	18,000	18,000	1%	3,000
Collections	2,563	2,000	4,000	4,000	0%	2,000
IT Fund Charges	66,564	66,560	66,560	66,560	3%	-
Miscellaneous	3,665	14,330	14,830	14,830	1%	500
Capital Outlay	-	-	-	-	0%	-
Total Library Expenditures	**$ 1,732,494**	**$ 1,820,551**	**$ 2,040,082**	**$ 1,968,412**	**100%**	**$ 147,861**

LITERACY CENTER

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	6.5	6.5	6.5	6.5		0
Salaries & Wages	$ 256,336	$ 292,093	$ 336,974	$ 336,974	61%	$ 44,881
Employee Benefits	57,051	104,030	106,270	106,270	19%	2,240
Books, Subscriptions, Memberships	355	500	500	500	0%	-
Travel & Training	-	1,000	1,000	1,000	0%	-
Office Supplies	3,587	5,000	5,000	5,000	1%	-
Buildings & Grounds O&M	24,996	25,000	25,000	25,000	5%	-
Utilities	6,190	5,500	5,500	5,500	1%	-
Equipment Maintenance	-	750	750	750	0%	-
Risk Mgmt Fund Charges	25,613	25,000	25,000	25,000	5%	-
Electricity - Lehi City Power	7,256	6,500	6,500	6,500	1%	-
Program Expenditures	2,387	-	3,000	3,000	1%	3,000
IT Fund Charges	20,004	20,000	20,000	20,000	4%	-
Miscellaneous	2,663	3,000	3,000	3,000	1%	-
Capital Outlay	-	-	10,000	10,000	2%	10,000
Total Literacy Center Expenditures	**$ 406,439**	**$ 488,373**	**$ 548,493**	**$ 548,493**	**100%**	**$ 60,120**

CEMETERY

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	7	7	7	7		0
Salaries & Wages	$ 309,175	$ 340,307	$ 346,708	$ 346,708	39%	$ 6,401
Overtime	7,193	3,500	3,500	3,500	0%	-
Employee Benefits	139,090	147,552	159,949	159,949	18%	12,397
Uniforms	1,425	1,800	1,800	1,800	0%	-
Newspaper Expense	-	357	357	357	0%	-
Travel & Training	800	2,000	2,000	2,000	0%	-
Office Supplies	932	2,000	3,000	2,000	0%	-
Fleet Fund Charges	15,000	15,000	15,000	15,000	2%	-
Fuel	447	-	2,000	2,000	0%	2,000
Cemetery Maintenance	32,428	29,000	29,000	29,000	3%	-
Utilities	9,684	5,879	5,879	5,879	1%	-
Equipment Maintenance	5,929	16,000	16,000	16,000	2%	-
Risk Mgmt Fund Charges	20,004	20,000	20,000	20,000	2%	-
Electricity - Lehi City Power	3,645	3,000	3,000	3,000	0%	-
Professional & Technical	12,336	25,000	25,000	25,000	3%	-
IT Fund Charges	9,324	9,321	9,321	9,321	1%	-
Safety	-	-	-	-	0%	-
Purchase Trees	6,039	8,500	8,500	8,500	1%	-
Miscellaneous	8,201	9,000	9,000	9,000	1%	-
Capital Outlay	43,848	97,000	220,000	220,000	25%	123,000
Total Cemetery Expenditures	**$ 625,500**	**$ 735,216**	**$ 880,014**	**$ 879,014**	**100%**	**$ 143,798**

MUSEUM

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Buildings & Grounds O&M	$ 15,000	$ 15,000	$ 15,000	$ 15,000	5%	$ -
Utilities	4,840	6,800	6,800	6,800	2%	-
Electricity - Lehi City Power	10,213	10,000	10,000	10,000	3%	-
Professional & Technical	260,000	260,000	275,000	260,000	83%	-
Miscellaneous	-	20,000	20,000	20,000	6%	-
Capital	-	369,255	-	-	0%	(369,255)
Museum Contribution	-	-	-	-	0%	-
Total Museum Expenditures	**$ 290,053**	**$ 681,055**	**$ 326,800**	**$ 311,800**	**100%**	**(369,255)**

NON-DEPARTMENTAL

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Utilities	$ 296,209	$ 245,000	$ 245,000	$ 245,000	2%	$ -
Credit Card & Bank Charges	48,925	20,000	50,000	50,000	0%	30,000
Document Imaging (HRIS/Timesheet)	-	30,000	230,000	-	0%	(30,000)
Contribution to Risk Fund	384,996	635,000	635,000	685,000	7%	50,000
Contribution to Fleet Fund	-	-	-	-	0%	-
Employee Appreciation	65,424	100,000	100,000	100,000	1%	-
Contrib to Recreation Facilities Fund	2,082,226	2,338,434	2,338,434	2,338,434	22%	-
Museum Project Thanksgiving Point	100,000	100,000	100,000	100,000	1%	-
Contribution to Chamber	10,000	10,000	12,000	10,000	0%	-
Fox Hollow Golf Course	240,000	275,000	275,000	275,000	3%	-
Contingency	14,825	100,000	100,000	100,000	1%	-
MAG Contribution	-	25,000	25,000	25,000	0%	-
Branding	11,803	20,000	20,000	20,000	0%	-
Mayor/Council Special Projects	20,798	50,000	50,000	50,000	0%	-
Contribution to IT Fund	448,092	501,801	501,801	501,801	5%	-
Contribution to Capital Projects Fund	999,996	-	1,000,000	-	0%	-
Intergovernmental Relations	66,020	50,000	50,000	75,000	1%	25,000
Employee Wellness	53,261	152,000	152,000	152,000	1%	-
UVSSD dispatch costs	547,546	400,907	400,907	650,907	6%	250,000
Market Adjustment	-	44,600	180,000	180,000	2%	135,400
Health Insurance Reserve Fund	-	-	600,000	600,000	6%	600,000
Youth Council	-	5,000	-	-	0%	(5,000)
Information fair	10,657	10,000	10,000	10,000	0%	-
VIPS	664	5,000	5,000	5,000	0%	-
Contribution to Bldgs/Grounds Fund	602,124	602,122	602,122	922,122	9%	320,000
Transfer to Local Building Authority	1,220,675	1,534,675	1,534,675	1,739,675	17%	205,000
Transfer to Debt Service	1,556,892	1,673,613	1,673,613	1,673,313	16%	(300)
Total Non-Departmental Expenditures	**$ 8,781,132**	**$ 8,928,152**	**$ 10,890,552**	**$ 10,508,252**	**100%**	**$ 1,580,100**

CLASS "C" ROADS

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Class 'C" Road Allotment	$ 3,605,995	$ 3,300,000	$ 3,600,000	$ 3,600,000	50%	$ 300,000
Utah County Transportation Tax	2,146,312	2,000,000	2,100,000	2,100,000	29%	$ 100,000
Lehi Trasportation Tax	472,924	750,000	750,000	900,000		
Interest Earnings	267,786	-	-	-	0%	-
Re-appropriate balance	-	-	-	666,826	9%	666,826
Total Revenues	$ 6,493,016	$ 6,050,000	$ 6,450,000	$ 7,266,826	88%	$ 1,066,826
Expenditures						
Salaries & Wages	$ -	$ -	$ 157,637	$ 157,637	2%	157,637
Employee Benefits	-	-	66,488	66,488	1%	66,488
Road Maintenance	1,441,323	1,900,000	1,700,000	1,700,000	23%	(200,000)
Snow Removal & Salt	157,945	160,000	160,000	160,000	2%	-
Striping	251,493	250,000	300,000	300,000	4%	50,000
Equipment rental	70,665	75,000	75,000	75,000	1%	-
Street signs	104,134	125,000	125,000	125,000	2%	-
Traffic Control Updates	18,547	20,000	20,000	20,000	0%	-
Road Reconstruction Projects	2,482,547	2,380,000	3,185,000	3,185,000	44%	805,000
Signal Lights & Signal Development	513,964	300,000	300,000	300,000	4%	-
Future Site Plan Land Purchase	5,333	3,630,000	-	-	0%	(3,630,000)
Loader	-	-	231,742	213,742	3%	213,742
ADA Sidewalks/Sidewalk Replacement	-	750,000	1,000,000	750,000	10%	-
Fleet Fund Charges	47,016	119,488	136,959	136,959	2%	17,471
Fuel	-	77,000	77,000	77,000	1%	-
Reserves	-	93,512	-	-	0%	(93,512)
Total Expenditures	$ 5,092,967	$ 9,880,000	$ 7,534,826	$ 7,266,826	97%	$ (2,837,299)
Surplus(Deficit)	**$ 1,400,049**	**$ (3,830,000)**	**$ (1,084,826)**	**$ 0**		

LIQUOR FUND

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Interest Income	$ -	$ -	$ -	$ -	0%	$ -
Liquor fund allottment	90,610	70,000	90,000	90,000	100%	20,000
Re-appropriate fund balance	-	-	-	-	0%	-
Total Revenues	$ 90,610	$ 70,000	$ 90,000	$ 90,000	100%	$ 20,000
Expenditures						
Wages > DUI enforcement	$ 46,470	$ 28,000	$ 45,000	$ 45,000	50%	$ 17,000
Benefits	25,022	6,500	9,500	9,500	11%	3,000
Miscellaneous	19,117	35,500	35,500	35,500	39%	-
Fund Balance	-	-	-	-	0%	-
Total Expenditures	$ 90,610	$ 70,000	$ 90,000	$ 90,000	100%	$ 20,000
Surplus(Deficit)	**$ -**	**$ -**	**$ -**	**$ -**		

PARC TAX

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
PARC Tax Revenue	$ 1,946,018	$ 1,800,000	$ 1,800,000	$ 1,800,000	100%	$ -
Fund Balance Appropriation	-	-	-	-	0%	-
Total Revenues	$ 1,946,018	$ 1,800,000	$ 1,800,000	$ 1,800,000	100%	$ -
Expenses						
PARC Tax Arts Programs	$ 508,640	$ 540,000	$ 540,000	$ 540,000	30%	$ -
Transfer to Capital Projects Fund	1,660,144	1,260,000	1,260,000	1,260,000	70%	-
Total Expenses	$ 2,168,784	$ 1,800,000	$ 1,800,000	$ 1,800,000	100%	$ -
Surplus(Deficit)	**$ (222,766)**	**$ -**	**$ -**	**$ -**		

RECREATION FUND

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Interest Earnings	$ 30,040	$ 1,000	$ 1,000	$ 1,000	0%	$ -
Legacy Center Pass Sales	1,681,929	1,750,000	1,750,000	1,800,000	22%	50,000
Charges For Service	1,564,463	1,480,000	1,530,000	1,565,000	19%	85,000
Merchandise Sales	38,208	30,000	40,000	40,000	0%	10,000
Offsite Concession Sales	8,348	60,000	35,000	35,000	0%	(25,000)
Center Court Receipts	235,144	200,000	230,000	230,000	3%	30,000
Swim Program Revenue	470,832	350,000	400,000	430,000	5%	80,000
Outdoor Pool	186,495	207,068	207,068	207,068	3%	-
Ice Rink Revenue	248,796	275,000	230,000	230,000	3%	(45,000)
Curtis Center Revnues	-	-	341,746	92,529	1%	92,529
Contribution From General Fund	2,082,226	2,338,434	2,338,434	2,488,075	30%	149,641
Contribution From Capital Projects Fund	-	-	779,959	779,959	9%	779,959
Contribution From Fund Balance	-	359,435	-	366,233	4%	6,798
Total Revenues	$ 6,546,482	$ 7,050,937	$ 7,883,207	$ 8,264,864	100%	$ 1,213,927
Total Fund Expenses						
Legacy Center	$ 6,148,321	$ 6,263,581	$ 6,830,016	$ 6,740,730	82%	$ 477,149
Outdoor Pool	273,575	151,709	156,260	156,260	2%	4,551
Curtis Center	-	358,741	385,057	365,256	4%	-
Ice Rink	343,824	275,000	1,002,618	1,002,618	12%	727,618
Total Recreation Fund Expenses	**$ 6,765,720**	**$ 7,049,031**	**$ 8,373,951**	**$ 8,264,864**	**100%**	**$ 1,209,318**
Surplus/(Deficit)	**$ (219,238)**	**$ 1,906**	**$ (490,744)**	**$ (0)**		

LEGACY CENTER EXPENSES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	76.77	81.05	82.05	81.05		0
Salaries & Wages	$ 3,420,135	$ 3,434,958	$ 3,612,572	$ 3,560,572	53%	$ 125,614
Overtime	959	1,000	1,500	1,500	0%	500
Employee Benefits	648,073	706,900	772,893	730,427	11%	23,527
Uniforms	4,043	5,000	5,120	5,000	0%	-
Fleet Fund Charges	2,004	2,000	2,000	2,000	0%	-
Fuel	125	2,500	2,500	2,500	0%	-
IT Fund Charges	67,608	67,608	68,808	67,608	1%	-
Risk Mgmt Fund Charges	65,004	65,000	65,000	65,000	1%	-
Books, Subscriptions, Memberships	4,930	5,500	5,500	5,500	0%	-
Recreation Public Notices	2,311	5,000	5,000	5,000	0%	-
Travel & Training	20,179	18,500	18,500	18,500	0%	-
Office Supplies	22,526	24,515	24,515	24,515	0%	-
Buildings & Grounds O&M	150,381	92,000	92,000	100,000	1%	8,000
Utilities	83,503	140,000	140,000	140,000	2%	-
Offsite Concession Expenses	3,389	64,000	64,000	64,000	1%	-
Center Court Expenses	187,634	181,000	186,430	186,430	3%	5,430
Electricity - Lehi City Power	229,045	230,000	230,000	230,000	3%	-
Professional & Technical	181,470	153,000	175,000	175,000	3%	22,000
Program Expenditures	151,320	156,000	160,680	160,680	2%	4,680
Gymnastics	63,430	76,000	76,000	76,000	1%	-
Dance	14,132	13,900	14,317	14,317	0%	417
Itty Bitty Ball	7,787	10,000	10,000	10,000	0%	-
Birthday Parties	12,301	9,500	11,000	9,500	0%	-
Facilities Stations	13,405	19,400	19,400	19,400	0%	-
Pool Operation & Maintenance	142,554	148,900	153,367	153,367	2%	4,467
Miscellaneous	10,527	23,000	23,000	23,000	0%	-
Swimming Program	88,025	103,800	110,314	110,314	2%	6,514
Tennis	4,132	6,000	6,000	6,000	0%	-

LEGACY CENTER-CONTINUED

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Legacy Center - Expenditures continued						
Golf	7,411	7,800	7,800	7,800	0%	-
Adult Softball League	3,587	4,000	4,000	4,000	0%	-
Soccer Program Expense	19,016	26,000	26,000	26,000	0%	-
Volleyball Expense	6,983	10,200	10,200	10,200	0%	-
Baseball Expense	33,171	66,000	66,000	66,000	1%	-
Girls Softball	12,772	22,000	22,000	22,000	0%	-
Basketball Expense	144,980	150,000	150,000	150,000	2%	-
Flag Football Expense	7,761	9,600	9,600	9,600	0%	-
Wrestling Program Expense	3,195	3,000	3,000	3,000	0%	-
Debt Service	-	-	-	-	0%	-
Contribution to Outdoor Pool	-	-	-	-	0%	-
Capital Outlay	221,989	142,000	430,000	430,000	6%	288,000
Pool Capital Outlay	86,525	58,000	46,000	46,000	1%	(12,000)
Total Legacy Center Expenses	**$ 6,148,321**	**$ 6,263,581**	**$ 6,830,016**	**$ 6,740,730**	**100%**	**$ 477,149**

OUTDOOR POOL EXPENSES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2025=6	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	4.28	4.28	0	0		0
Expenditures						
Salaries & Wages	$ -	$ -	$ -	$ -	0%	$ -
Employee benefits	-	-	-	-	0%	-
Outdoor Pool Operation & Maintenance	$ 239,405	$ 151,709	$ 156,260	$ 156,260	100%	$ 4,551
Capital Outlay	34,170	-	-	-	0%	-
Total Expenditures	$ 273,575	$ 151,709	$ 156,260	$ 156,260	100%	$ 4,551

CURTIS CENTER EXPENSES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	0	0	0	0		0
Expenditures						
Salaries & Wages	$ -	$ 47,401	$ 48,781	$ 48,780	13%	$ 1,379
Employee benefits	-	24,753	25,474	25,474	7%	721
Buildings & Grounds Fund	-	50,000	50,000	50,000	14%	-
Program Expenditures	-	-	-	-	0%	-
Curtis Center Operation & Maintenance	9,788	171,587	176,002	176,002	48%	4,415
Capital Outlay	-	65,000	84,800	65,000	18%	-
Total Expenditures	$ 9,788	$ 358,741	$ 385,057	$ 365,256	100%	$ 6,515

ICE RINK EXPENSES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2025	FINAL BUDGET FY 2025	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	0	0	0	0		0
Expenditures						
Salaries & Wages	$ -	$ 47,300	$ 47,300	$ 47,300	5%	$ -
Employee benefits	-	-	-	-	0%	-
Program Expenditures	-	12,120	12,120	12,120	1%	-
Ice Rink Operation & Maintenance	-	275,000	163,239	163,239	16%	(111,761)
Capital Outlay	-	-	779,959	779,959	78%	779,959
Total Expenditures	$ -	$ 334,420	$ 1,002,618	$ 1,002,618	100%	$ 668,198

CAPITAL PROJECTS SUMMARY

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Grant Revenue	$ -	$ -	$ -	$ -	0%	$ -
Interest income	1,227,566	500	500	500	0%	-
Bond Proceeds	-	-	-	-	0%	-
Appropriation from fund balance	-	12,959,500	13,429,500	1,154,500	29%	(11,805,000)
Sales tax	159,540	432,500	432,500		0%	(432,500)
Transfer from General Fund	999,996	-	-	-	0%	-
Sale of Assets	-	-	-	-	0%	-
Bond Proceeds	-	-	-	-	0%	-
Transfer From PARC Tax Fund	1,660,144	1,260,000	1,260,000	1,260,000	31%	-
Miscellaneous	-	1,600,000	1,600,000	1,600,000	40%	-
Total Revenues	$ 2,387,102	$ 13,392,500	$ 16,722,500	$ 4,015,000	100%	$ (12,237,500)
Expenditures						
Transfer to Debt Service Fund	$ -	$ -	$ -	$ -	0%	$ -
Transfer to Fleet Fund	500,000	500,000	500,000	1,190,000	30%	690,000
Transfer to State & Federal Grant Fund	-	1,000,000	1,000,000	-	0%	(1,000,000)
Transfer to IT Fund	-	-	-	-	0%	-
Debt Service - Cabelas	-	427,500	427,500	-	0%	(427,500)
Debt Service - Fire Station	159,540	-	-	-	0%	-
Bond Costs	2,200	5,000	5,000	-	0%	(5,000)
Irrigation Central Control Upgrade	-	-	-	-	0%	-
Sidewalks	488,840	-	-	-	0%	-
Parks Building	2,240,343	2,425,000	-	-	0%	(2,425,000)

CAPITAL PROJECTS SUMMARY

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Nuisance Trees & Damaged Sidewalks	202,046	225,000	225,000	225,000	6%	-
Playground Replacements	-	-	-	-	0%	-
Fencing Replacement at Vets Ball Park	-	-	-	-	0%	-
Mellor Rhoades Park Construction	-	-	-	-	0%	-
Park Construction	-	2,000,000	-	-	0%	(2,000,000)
Family Park - All Abilities Playground	13,430,914	7,000,000	-	-	0%	(7,000,000)
Frisbee Golf Course	-	-	-	-	0%	-
Vets Ballpark Parking Lot	-	-	-	-	0%	-
Hospital Loop Road	6,679	2,600,000	1,000,000	2,600,000	65%	-
Property Improvements	297,920	-	-	-	0%	-
Dog Park Improvements	51,138	-	-	-	0%	-
Court House Design	-	-	-	-	0%	-
SCBA Equipment - Station 84	-	70,000	-	-	0%	(70,000)
Reserves	-	-	-	-	0%	-
Total Expenditures	$ 17,379,622	$ 16,252,500	$ 3,157,500	$ 4,015,000	100%	$ (12,237,500)
Surplus(Deficit)	**$ (14,992,520)**	**$ (2,860,000)**	**$ 13,565,000**	**$ -**		

DEBT SERVICE

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Transfer from Capital Projects	$ -	$ -	$ -	$ -	0%	$ -
Transfer from Police Impact Fees	309,996	210,500	210,500	210,500	11%	$ -
Transfer from General Fund	1,556,892	1,673,613	1,673,613	1,673,313	89%	$ (300)
Fund Balance Appropriation	-	-	-	-	0%	$ -
Total Revenues	$ 1,866,888	$ 1,884,113	$ 1,884,113	$ 1,883,813	100%	$ (300)
Expenses						
Debt Service - Interest	$ 872,032	$ 844,113	$ 844,113	$ 803,813	43%	$ (40,300)
Debt Service - Principal	985,000	1,030,000	1,030,000	1,070,000	57%	40,000
Bond Costs	-	10,000	10,000	10,000	0%	-
Total Expenses	$ 1,857,032	$ 1,884,113	$ 1,884,113	$ 1,883,813	100%	$ (300)
Surplus(Deficit)	**$ 9,856**	**$ -**	**$ -**	**$ -**		

STATE & FEDERAL GRANTS

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
ARPA Grant Revenue	$ 475,867	$ 1,000,000	$ 1,000,000	$ -	0%	$ (1,000,000)
BRIC Grant Revenue	-	310,000	-	-	0%	$ (310,000)
UDOT Grant Revenue	-	-	-	-	0%	$ -
Utah County/MAG Grant Revenue	-	-	4,500,000	4,500,000	100%	$ 4,500,000
Interest Earnings	78,842	-	-	-	0%	$ -
Fund Balance Appropriation	-	-	-	-	0%	$ -
Transfer from Capital Projects Fund	-	1,000,000	1,000,000	-	0%	$ (1,000,000)
Total Revenues	$ 554,709	$ 2,310,000	$ 6,500,000	$ 4,500,000	100%	$ 2,190,000
Expenses						
ARPA Grant Project Expenditure	$ 951,734	$ 2,000,000	$ 2,000,000	$ -	0%	$ (2,000,000)
BRIC Grant Project Expenditure	92,045	310,000	-	-	0%	(310,000)
UDOT - 2100 N 2300 W	-	-	-	-	0%	-
Dry Creek Lake Project	-	-	1,500,000	1,500,000	0%	1,500,000
Pony Express Parkway	-	-	2,000,000	2,000,000	0%	2,000,000
2300 West (Pioneer Crossing to Main)	-	-	1,000,000	1,000,000	0%	1,000,000
Total Expenses	$ 1,043,779	$ 2,310,000	$ 6,500,000	$ 4,500,000	100%	$ 2,190,000
Surplus(Deficit)	**$ (489,071)**	**$ -**	**$ -**	**$ -**		

CDBG

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Interest Income	$ -	$ -	$ -	$ -	0%	$ -
CDBG	7,635	345,000	345,000	345,000	100%	-
Re-appropriation of Fund Balance	-	-	-	-	100%	-
Total Revenues	$ 7,635	$ 345,000	$ 345,000	$ 345,000	100%	$ -
Expenditures						
CDBG Project improvements	$ 187,606	$ 300,000	$ 300,000	$ 300,000	100%	$ -
CDBG Adminstration Costs	$ 20,706	$ 40,000	$ 40,000	$ 40,000	100%	$ -
CDBG Program Expenses	$ 5,756	$ 5,000	$ 5,000	$ 5,000	100%	$ -
Total Expenditures	$ 214,068	$ 345,000	$ 345,000	$ 345,000	100%	$ -
Surplus(Deficit)	**$ (206,433)**	**$ -**	**$ -**	**$ -**		

FIRE IMPACT FEES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Interest Income	$ 44,378	$ 1,000	$ 1,000	$ 1,000	0%	$ -
Impact Fees	176,526	200,000	200,000	200,000	100%	-
Fund balance appropriation	-	-	-	-	0%	-
Bond proceeds	-	-	-	-	0%	-
Total Revenues	$ 220,903	$ 201,000	$ 201,000	$ 201,000	100%	$ -
Expenditures						
Interest Expense	$ -	$ -	$ -	$ -	0%	$ -
Transfer to Local Building Authority	-	201,000	201,000	201,000	100%	-
Reserves	-	-	-	-	0%	-
Total Expenditures	$ -	$ 201,000	$ 201,000	$ 201,000	100%	$ -
Surplus(Deficit)	**$ 220,903**	**$ -**	**$ -**	**$ -**		

PARKS IMPACT FEES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Interest Earnings	$ 497,068	$ 30,000	$ 30,000	$ 30,000	0%	$ -
Park Impact Fees	2,490,354	2,050,000	2,050,000	2,050,000	26%	-
Utah State Parks Grant	47,338	-	300,000	-	0%	-
Developer Contributions	-	-	-	-	0%	-
Proceeds from Sale of Land	-	-	-	-	0%	-
Reappropriate Fund Balance	-	8,659,693	-	5,848,188	74%	(2,811,505)
Total Revenues	$ 3,034,760	$ 10,739,693	$ 2,380,000	$ 7,928,188	100%	$ (2,811,505)
Expenditures						
Debt Service - Principal	$ -	$ -	$ -	$ -	0%	$ -
Interest Expense	-	-	-	-	0%	-
Family Park	5,268	-	300,000	300,000	4%	300,000
Mellor Rhodes Park - Design	556	-	250,000	250,000	3%	250,000
Shadow Ridge	383,621	2,140,000	600,000	300,000	4%	(1,840,000)
Monument Park	-	-	-	-	0%	-
Parks, Trails, & Open Space Master Plan	69,020	325,000	150,000	150,000	2%	(175,000)
Upsizing Trails	495,885	105,000	105,000	105,000	1%	-
Mountain Bike Trails	193,676	50,000	50,000	50,000	1%	-
Willow Park Upgrades	253,940	100,000	100,000	100,000	1%	-
Holbrook Farms Park I	-	2,208,548	2,208,548	2,208,548	28%	-
Cold Springs Ranch Park	31,564	2,475,145	-	-	0%	(2,475,145)
Steve Roll Rotary Park	26,186	-	-	-	0%	-
Northridge Park	-	-	503,000	503,000	6%	503,000
Fox Canyon Trailhead Park	-	-	356,000	356,000	4%	356,000
Lakeview Park	-	-	2,250,000	2,250,000	28%	2,250,000
Holbrook Farms Park II	-	-	1,265,640	1,265,640	16%	1,265,640
Park Design Expense	67,018	90,000	90,000	90,000	1%	-
Reserves	-	-	-	-	0%	-
Total Expenditures	$ 1,526,733	$ 7,493,693	$ 8,228,188	$ 7,928,188	100%	$ 434,495
Surplus (Deficit)	**$ 1,508,027**	**$ 3,246,000**	**$ (5,848,188)**	**$ -**		

POLICE IMPACT FEES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Interest Earnings	$ 14,958	$ 500	$ 500	$ 500	0%	$ -
Police Impact Fees	142,545	210,000	210,000	210,000	100%	-
Proceeds from Issuance of Debt	-	-	-	-	0%	-
Contribution from General Fund	-	-	-	-	0%	-
Reappropriate Fund Balance	-	-	-	-	0%	-
Total Revenues	$ 157,503	$ 210,500	$ 210,500	$ 210,500	100%	$ -
Expenditures						
Land Purchase	$ -	$ -	$ -	$ -	0%	$ -
Interest Expense	-	-	-	-	0%	-
New Police Building Design	-	-	-	-	0%	-
Transfer to Debt Service Fund	309,996	210,500	210,500	210,500	100%	-
Reserves	-	-	-	-	0%	-
Total Expenditures	$ 309,996	$ 210,500	$ 210,500	$ 210,500	100%	$ -
Surplus(Deficit)	**$ (152,493)**	**$ -**	**$ -**	**$ -**		

ROAD IMPACT FEES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Interest Earnings	$ 55,603	$ -	$ -	$ -	0%	$ -
Road Impact Fees	1,012,440	2,000,000	2,000,000	2,000,000	19%	-
Contributions from Developers	-	-	-	-	0%	-
UDOT Contributions	-	20,000	20,000	20,000	0%	-
County Contributions	958,102	10,000,000	7,000,000	7,000,000	65%	(3,000,000)
Reappropriate Fund Balance	-	2,740,000	1,750,000	1,750,000	16%	(990,000)
Total Revenues	$ 2,026,145	$ 14,760,000	$ 10,770,000	$ 10,770,000	100%	$ (3,990,000)
Expenditures						
Interest Expense	$ -	$ -	$ -	$ -	0%	$ -
Signals	185,098	250,000	250,000	250,000	2%	-
Streets Widening	513,505	260,000	125,000	125,000	1%	(135,000)
600 E North of Dry Creek	-	800,000	900,000	900,000	8%	100,000
Jordan Willows Conn Rd	-	10,000	10,000	10,000	0%	-
Center Street & SR92	-	700,000	400,000	400,000	4%	(300,000)
Accel/Deccel @ SR92 & 500 West	-	20,000	20,000	20,000	0%	-
Traverse Blvd TRAX Xing & Road	-	20,000	20,000	20,000	0%	-
Main Street 2300 W to Crossroads	6,224	-	-	-	0%	-
700 South Cycle Track Project	544,007	150,000	-	-	0%	(150,000)
1200 East Project	1,523	20,000	20,000	20,000	0%	-
2300 West - Main to 2100 North	241,315	11,000,000	7,000,000	7,000,000	65%	(4,000,000)
Thanksgiving Roads	4,890	1,000,000	1,350,000	1,350,000	13%	350,000
Flight Park Road - Fr Rd to Vista	-	400,000	400,000	400,000	4%	-
3600 W Widening - North of 1500 N	-	-	250,000	250,000	2%	250,000
Accel/Decel - Redwood/2100N	-	100,000	10,000	10,000	0%	(90,000)
Road Master Plan & Impact Fee	65,235	30,000	15,000	15,000	0%	(15,000)
Reserves	-	-	-	-	0%	-
Total Expenditures	$ 1,561,798	$ 14,760,000	$ 10,770,000	$ 10,770,000	100%	$ (3,990,000)
Surplus(Deficit)	**$ 464,347**	**$ -**	**$ -**	**$ -**		

CULINARY WATER SUMMARY

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Miscellaneous	$ 79,473	$ 100,000	$ 100,000	$ 100,000	0%	$ -
Interest Income	1,012,600	-	-	-	0%	-
Water service charges	8,466,285	8,409,313	8,577,499	9,198,554	28%	789,241
Water hook up fees	389,915	650,000	650,000	650,000	2%	-
CWP Water Revenues	7,340,279	1,000,000	6,835,000	6,835,000	21%	5,835,000
Gain/Loss on Sale Fixed Assets	-	-	-	-	0%	-
Contributions from developers	1,341,254	-	-	-	0%	-
As Built Drawing Fees	89,836	135,000	135,000	135,000	0%	-
Bond Proceeds	-	11,500,000	11,500,000	11,500,000	35%	-
Contributions from developers	334,261	-	-	-	0%	-
Reappropriation of fund balance	-	796,442	-	4,281,350	13%	3,484,908
Total Revenues	$ 19,053,903	$ 22,590,755	$ 27,797,499	$ 32,699,904	100%	$ 10,109,149
Total Expenses	$ 17,445,830	$ 22,590,755	$ 44,058,350	$ 32,699,904		
Total Surplus/Deficit	**$ 1,608,073**	**$ -**	**$ (16,260,851)**	**$ (0)**		

CULINARY WATER EXPENSES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	18	21	25	21		0
Salaries	$ 1,438,934	$ 1,531,474	$ 1,844,219	$ 1,604,219	5%	$ 72,745
Overtime	69,583	70,000	70,000	70,000	0%	-
Employee Benefits	768,559	873,745	1,040,866	873,866	3%	121
Uniforms	7,305	8,400	8,400	8,400	0%	-
Bond Costs	-	-	-	-	0%	-
Books, Subscriptions, Memberships	6,630	20,750	20,750	20,750	0%	-
Travel & Training	19,343	33,500	33,500	33,500	0%	-
Office Supplies	8,843	12,768	12,768	12,768	0%	-
Fleet Fund Charges	255,576	266,743	439,593	439,593	1%	172,850
Fuel	57,611	31,000	31,000	31,000	0%	-
Buildings & Grounds O&M	211,308	150,000	150,000	173,250	1%	23,250
Utilities	44,453	42,000	42,000	42,000	0%	-
Supplies & Maintenance	10,586	83,000	83,000	83,000	0%	-
Water Purchase (Share Rent)	2,120,389	2,325,400	2,802,280	2,802,280	9%	476,880
Risk Mgmt Fund Charges	106,716	106,720	106,720	114,720	0%	8,000
Electricity - Lehi City Power	538,827	600,000	600,000	600,000	2%	-
Professional & Technical	151,778	210,000	210,000	210,000	1%	-
IT Fund Charges	69,996	80,742	80,742	97,242	0%	16,500
Bond Fees	1,750	6,500	6,500	6,500	0%	-
Billing Expense	118,486	50,000	50,000	50,000	0%	-
Bad Debt Expense	9,680	15,000	15,000	15,000	0%	-
Special Department Supplies	1,443	12,000	12,000	12,000	0%	-
Tools	28,951	35,000	35,000	35,000	0%	-
System Maintenance	435,822	650,000	650,000	650,000	2%	-
Debt Service	339,226	638,013	638,013	638,817	2%	804
Allocation to General Fund	300,000	300,000	300,000	300,000	1%	-
CWP Water Purchase	7,340,279	1,000,000	6,835,000	6,835,000	21%	5,835,000
Sensus Annual Maintenance	127,165	48,000	51,000	51,000	0%	3,000
Meter Replacement	159,009	250,000	250,000	250,000	1%	-

CULINARY WATER EXPENSES-CONTINUED

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Water expenses - continued						
Capital	-	-	-	-	0%	-
Spring Line Replace	-	300,000	300,000	300,000	1%	-
600 E Tank Replacement	-	-	-	-	0%	-
Springs Rehabilitation	-	350,000	350,000	350,000	1%	-
2300 W Pioneer Crossing CWP Connections	-	-	-	-	0%	-
Public Works Campus Improvements	-	11,500,000	22,500,000	11,500,000	35%	-
Security Equipment	-	-	-	-	0%	-
Dry Creek Well Rehabilitation	-	200,000	200,000	200,000	1%	-
SCADA Transition	-	250,000	250,000	250,000	1%	-
600 East Well Relocation	-	540,000	540,000	540,000	2%	-
SR 92 & Morning Vista Booster Stations	-	-	3,500,000	3,500,000	11%	3,500,000
Subdivision Development	-	-	-	-	0%	-
Depreciation & amoritization	2,697,578	-	-	-	0%	-
Reserves	-	-	-	-	0%	-
Total Culinary Water Expenses	**$ 17,445,830**	**$ 22,590,755**	**$ 44,058,350**	**$ 32,699,904**	**100%**	**$ 10,109,149**

CULINARY WATER IMPACT FEES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Interest Earnings	$ 303,029	$ 25,000	$ 25,000	$ 25,000	0%	$ -
Water Impact Fees	1,198,840	1,000,000	1,000,000	1,000,000	18%	-
Contributions from Developers	1,765,232	4,700,000	2,500,000	2,500,000	46%	(2,200,000)
Reappropriate Fund Balance	-	4,295,000	1,890,000	1,890,000	35%	(2,405,000)
Total Revenues	$ 3,267,101	$ 10,020,000	$ 5,415,000	$ 5,415,000	100%	$ (4,605,000)
Expenses						
Pipe Oversizing	$ -	$ 70,000	$ 55,000	$ 55,000	1%	$ (15,000)
Master plan and impact fee study	-	-	-	-	0%	-
Interest Expense	-	-	-	-	0%	-
Flight Park Well & Lines	-	1,700,000	1,300,000	1,300,000	24%	(400,000)
600 E Tank	-	-	-	-	0%	-
TP Booster Pump Station	-	-	-	-	0%	-
TM (PT) Flight Park Tank & Lines	-	2,300,000	160,000	160,000	3%	(2,140,000)
MICRON (SKYE) AP Well, BP, Lines	-	1,500,000	500,000	500,000	9%	(1,000,000)
1200 East Booster Pump Station	-	1,050,000	500,000	500,000	9%	(550,000)
West Side Tank #2	-	3,400,000	2,000,000	2,000,000	37%	(1,400,000)
TI Booster Station & Pipe Oversize	-	-	900,000	900,000	17%	900,000
Reserves	-	-	-	-	0%	-
Total Expenses	$ -	$ 10,020,000	$ 5,415,000	$ 5,415,000	100%	$ (4,605,000)
Surplus(Deficit)	**$ 3,267,101**	**$ -**	**$ -**	**$ -**		

SEWER SUMMARY

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Miscellaneous	$ 32,039	$ 25,000	$ 25,000	$ 25,000	0%	$ -
Interest Income	385,305	-	-	-	0%	-
Sewer charges	11,584,389	13,999,500	15,707,439	18,523,250	97%	4,523,750
Contributions capital funding	2,200,144	-	-	-	0%	-
Gain/Loss of Fixed Assets	22,650	-	-	-	0%	-
Reappropriation of Fund Balance	-	2,411,352	-	492,372	3%	(1,918,980)
Total Revenues	$ 14,224,526	$ 16,435,852	$ 15,732,439	$ 19,040,622	100%	$ 2,604,770
Total Expenses	$ 15,540,563	$ 16,435,852	$ 17,327,372	$ 19,040,622	100%	$ 2,604,770
Surplus(Deficit)	**$ (1,316,037)**	**-**	**$ (1,594,933)**	**$ 0**		

SEWER EXPENSES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTE's	10	10	10	10		0
Salaries & Wages	$ 575,242	$ 583,132	$ 651,711	$ 651,711	3%	$ 68,579
Overtime	29,263	20,000	30,000	30,000	0%	10,000
Employee Benefits	264,651	316,230	325,571	325,571	2%	9,341
Uniforms	3,156	7,400	7,400	7,400	0%	-
Books, Subscriptions, Memberships	586	1,400	15,000	15,000	0%	13,600
Travel & Training	12,308	16,200	16,200	16,200	0%	-
Office Supplies	2,929	11,500	11,500	11,500	0%	-
Fleet Fund Charges	178,560	184,139	184,139	184,139	1%	-
Fuel	23,031	31,000	31,000	31,000	0%	-
Buildings & Grounds O&M	95,685	90,000	90,000	113,250	1%	23,250
Utilities	39,943	7,865	7,865	7,865	0%	-
Supplies & Maintenance	55,949	50,000	50,000	50,000	0%	-
Risk Mgmt Fund Charges	80,004	80,000	80,000	80,000	0%	-
Electricity - Lehi City Power	75,056	5,000	5,000	5,000	0%	-
Professional & Technical	28,757	50,000	50,000	50,000	0%	-
IT Fund Charges	39,996	45,371	45,371	61,871	0%	16,500
Timpanogos Special Service District	10,773,672	14,100,000	14,100,000	16,283,500	86%	2,183,500
Billing Expense	210,908	35,000	35,000	35,000	0%	-
Bad Debt Expense	17,279	30,000	30,000	30,000	0%	-
Department Supplies	118	10,000	10,000	10,000	0%	-
System Maintenance	114,205	98,615	98,615	98,615	1%	-
Interest Expense	-	3,000	3,000	3,000	0%	-
Allocation to General Fund	150,000	150,000	150,000	150,000	1%	-
Amortization Expense	-	-	-	-	0%	-

SEWER EXPENSES-CONTINUED

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Sewer Expenses - continued						
Depreciation	2,769,266	-	-	-	0%	-
Manhole/Main Line Rehab	-	310,000	400,000	90,000	0%	(220,000)
Jordan Willows Lift Station Rehabilitation	-	-	575,000	575,000	3%	575,000
Cold Springs Lift Station Wet Well Equip	-	-	125,000	125,000	1%	125,000
Reserves	-	-	-	-	0%	-
Capital	-	-	-	-	0%	-
Capital Improvements	-	200,000	200,000	-	0%	(200,000)
Total Sewer Expenses	**$ 15,540,563**	**$ 16,435,852**	**$ 17,327,372**	**$ 19,040,622**	**100%**	**$ 2,604,770**

SEWER IMPACT FEES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Interest Earnings	$ 262,859	$ 10,000	$ 10,000	$ 10,000	0%	$ -
Sewer Impact Fees	806,741	400,000	400,000	400,000	5%	-
Contributions From Developers	-	-	-	-	0%	-
Reappropriate Fund Balance	-	8,320,000	6,870,000	6,870,000	94%	(1,450,000)
Total Revenues	$ 1,069,600	$ 8,730,000	$ 7,280,000	$ 7,280,000	100%	$ (1,450,000)
Expenses						
Oversizing Pipe	$ -	$ 90,000	$ 90,000	$ 90,000	1%	$ -
Interest Expense	-	-	-	-	0%	-
Master Plan & Impact Fee Study	13,359	-	-	-	0%	-
Jordan Willow Pump Station Addition	-	20,000	40,000	40,000	1%	20,000
Jordan Willow Pump Line	-	20,000	1,400,000	1,400,000	19%	1,380,000
850 E Sewer to 700 S	-	850,000	200,000	200,000	3%	(650,000)
2100 N Sewer 1200 W to 1700 W	-	500,000	500,000	500,000	7%	-
Jordan River Sewer (Main to 1900 S)	-	7,000,000	5,000,000	5,000,000	69%	(2,000,000)
Frontage Road Sewer @ Triumph	-	250,000	50,000	50,000	1%	(200,000)
Reserves	-	-	-	-	0%	-
Total Expenses	$ 13,359	$ 8,730,000	$ 7,280,000	$ 7,280,000	100%	$ (1,450,000)
Surplus(Deficit)	**$ 1,056,241**	**$ -**	**$ -**	**$ -**		

ELECTRIC SUMMARY

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Electric sales taxable	$ 47,364,520	$ 48,016,211	$ 50,417,022	$ 50,638,456	84%	$ 2,622,245
Electric sales tax exempt	5,305,425	4,918,179	5,164,088	5,164,088	9%	245,909
Electric hook up fees	334,052	275,000	275,000	275,000	0%	-
Miscellaneous	399,124	175,000	175,000	175,000	0%	-
Temporary power charges	147,218	75,000	75,000	75,000	0%	-
Damage revenue	91,314	25,000	25,000	25,000	0%	-
Interest income	1,330,793	40,000	40,000	40,000	0%	-
Salvage revenue	51,085	25,000	25,000	25,000	0%	-
Contribution capital funding	463,819	-	-	-	0%	-
Late payment penalties	154,346	185,000	185,000	185,000	0%	-
Pole attachment	67,959	60,000	60,000	60,000	0%	-
Bond Proceeds	-	-	-	-	0%	-
Subdivision reimbursement	4,392,830	3,500,000	3,500,000	3,500,000	6%	-
Fund Balance Appropriation	-	-	-	-	0%	-
Total Revenues	$ 60,102,484	$ 57,294,390	$ 59,941,110	$ 60,162,544	100%	$ 2,868,154
Total Expenses	$ 52,891,366	$ 57,294,390	$ 59,885,794	$ 60,162,544	100%	2,868,154
Surplus(Deficit)	**$ 7,211,119**	**$ -**	**$ 55,315**	**$ 0**		

ELECTRIC EXPENSES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTE's	41.5	43	43	43		0
Salaries & Wages	$ 3,532,844	$ 4,152,256	$ 4,436,337	$ 4,436,337	7%	$ 284,081
Overtime	198,350	276,847	276,847	276,847	0%	-
Employee Benefits	1,622,280	1,969,904	2,111,254	2,111,254	4%	141,350
Uniforms	28,150	48,215	48,215	48,215	0%	-
Books, Subscriptions, Memberships	26	3,000	3,000	3,000	0%	-
Travel & Training	51,248	103,600	103,600	103,600	0%	-
Office Supplies	28,313	21,000	21,000	21,000	0%	-
Fleet Fund Charges	466,272	495,928	495,928	495,928	1%	-
Fuel	66,955	72,000	72,000	72,000	0%	-
Buildings & Grounds O&M	239,569	225,000	225,000	318,000	1%	93,000
Utilities	2,752	35,000	35,000	35,000	0%	-
Supplies & Maintenance	1,812	6,500	6,500	6,500	0%	-
Risk Mgmt Fund Charges	300,000	300,000	300,000	325,000	1%	25,000
Electricity - Lehi City Power	131,408	76,000	76,000	76,000	0%	-
Professional & Technical	166,793	356,100	376,840	376,840	1%	20,740
IT Fund Charges	69,996	91,485	91,485	141,485	0%	50,000
Computer Maintenance	-	-	-	-	0%	-
Bond Fees	184,665	2,500	2,500	2,500	0%	-
Contract Services Expense	142,366	330,000	330,000	330,000	1%	-
Internal Generation Maintenance	158,334	358,500	634,000	634,000	1%	275,500
Safety	45,635	49,150	61,150	61,150	0%	12,000
Billing Expense	438,600	340,000	340,000	340,000	1%	-
Bad Debt Expense	95,730	65,000	65,000	65,000	0%	-
System Maintenance	1,578,558	820,000	820,000	820,000	1%	-
Miscellaneous	29,991	29,800	59,800	59,800	0%	30,000
Resale Power Purchase	36,433,901	39,000,000	43,000,000	43,000,000	71%	4,000,000
Line Maintenance	55,488	65,500	65,500	65,500	0%	-
Substation Maintenance	80,333	53,500	53,500	53,500	0%	-
Power Locating	5,047	20,050	20,050	20,050	0%	-

ELECTRIC EXPENSES-CONTINUED

ACCOUNT DESCRIPTION	ACTUAL FY 2023	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Expenses - Continued						
Debt Service	1,143,366	2,791,288	2,791,288	2,791,038	5%	(251)
Allocation to General Fund	540,996	541,000	541,000	700,000	1%	159,000
Depreciation	4,807,762	-	-	-	0%	-
Amorization Cost	243,825	-	-	-	0%	-
Reserves	-	2,272,567	-	-	0%	(2,272,567)
Improvements to system	-	615,700	880,000	880,000	1%	264,300
Capital outlay	-	665,000	450,000	450,000	1%	(215,000)
Street Light Project	-	350,000	350,000	350,000	1%	-
Subdivision Construction	-	300,000	350,000	300,000	0%	-
Rocky Mtn Power Line Purchases	-	150,000	150,000	150,000	0%	-
New Equipment	-	12,000	13,000	13,000	0%	1,000
Substation security	-	30,000	30,000	30,000	0%	-
Power Generation Facility	-	-	-	-	0%	-
Designated City Projects	-	200,000	200,000	200,000	0%	-
Total Electric Expenses	**$ 52,891,366**	**$ 57,294,390**	**$ 59,885,794**	**$ 60,162,544**	**100%**	**$ 2,868,154**

ELECTRIC IMPACT FEES

ACCOUNT DESCRIPTION	ACTUAL FY 2023	ESTIMATED BUDGET FY 2024	DEPT REQ BUDGET FY 2025	FINAL BUDGET FY 2025	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Interest Earnings	$ 209,736	$ 35,000	$ 35,000	$ 35,000	0%	$ -
Electric Impact Fees	2,748,357	3,000,000	3,000,000	3,000,000	38%	-
Reappropriate Fund Balance	-	7,532,000	4,885,391	4,885,391	62%	(2,646,609)
Total Revenues	$ 2,958,093	$ 10,567,000	$ 7,920,391	$ 7,920,391	100%	$ (2,646,609)
Expenses						
Ashton 6-21 & 6-22 Line Extension	$ -	$ 130,000	$ -	$ -	0%	$ (130,000)
Master Plan & Impact Fee Study	-	30,000	-	-	0%	(30,000)
River Crossing & Thanksgiving Point	-	550,000	-	-	0%	(550,000)
3-21 Circuit Reconductor (500W-1100W)	-	90,000	90,000	90,000	1%	-
3-11 Line Extension Upgrade	990	-	-	-	0%	-
900 N Reconductor	-	100,000	-	-	0%	(100,000)
North Point Substation	-	7,000,000	-	-	0%	(7,000,000)
North Point Getaways	-	942,000	942,000	942,000	12%	-
Cold Springs Substation	-	-	135,000	135,000	2%	135,000
Skye Substation	-	-	5,603,391	5,603,391	71%	5,603,391
New Spring Creek 1012 circuit	-	450,000	450,000	450,000	6%	-
850 E Spring Creek Ranch Rd Re-Build	-	150,000	150,000	150,000	2%	-
Circuit 711 Reconductor	-	400,000	-	-	0%	(400,000)
Circuit 322 4/0 - 477 Reconductor	-	225,000	50,000	50,000	1%	(175,000)
Circuit 612 Recondcutor	-	300,000	300,000	300,000	4%	-
Traverse Mtn Circuit 7-21 Reconductor	-	200,000	200,000	200,000	3%	-
Reserves	-	-	-	-	0%	-
Total Expenses	$ 990	$ 10,567,000	$ 7,920,391	$ 7,920,391	100%	$ (2,646,609)
Surplus(Deficit)	**$ 2,957,103**	**$ -**	**$ -**	**$ -**		

GARBAGE SUMMARY

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Garbage Service Fees	$ 4,833,261	$ 4,639,276	$ 5,103,204	$ 5,457,000	100%	$ 817,724
Dump pass receipts	33,400	-	-	-	0%	-
Appropriate fund balance	-	353,476	-	-	0%	(353,476)
Interest Income	7,903	500	500	500	0%	-
Total Revenues	**$ 4,874,564**	**$ 4,993,252**	**$ 5,103,704**	**$ 5,457,500**	100%	$ 464,248
Expenses						
Garbage Contract Payment	$ 3,934,376	$ 3,871,005	$ 4,025,845	$ 4,293,063	79%	$ 422,058
Operations Exp/Tons Per Month	1,176,218	1,054,747	1,096,937	1,096,937	20%	42,190
Glass recyling	11,341	12,500	12,500	12,500	0%	-
Billing Expense	21,436	25,000	25,000	25,000	0%	-
Bad Debt Expense	6,294	10,000	10,000	10,000	0%	-
City Cleanup Expense	34,380	10,000	10,000	10,000	0%	-
Reserves	-	-	-		0%	-
Allocation to General Fund	9,996	10,000	10,000	10,000	0%	-
Total Garbage Expenses	**$ 5,194,040**	**$ 4,993,252**	**$ 5,190,282**	**$ 5,457,500**	100%	$ 464,248
Surplus(Deficit)	**$ (319,476)**	**$ -**	**$ (86,578)**	**$ 0**		

PRESSURIZED IRRIGATION SUMMARY

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Miscellaneous	$ 176,345	$ 35,000	$ 35,000	$ 35,000	0%	$ -
Interest Income	191,775	1,500	1,500	1,500	0%	-
Secondary water hook ups	268,087	350,000	350,000	350,000	3%	-
Contributions from developers	2,615,324	-	-	-	0%	-
Pressurized service charges	5,038,821	5,450,148	5,837,109	6,372,470	57%	922,322
Gain/Loss of Fixed Assets	-	-	-	-	0%	-
Bond Proceeds	-	3,643,000	6,143,000	4,190,000	38%	547,000
Transfer from Culinary Water	-	-	-	-	0%	-
Reappropriated fund balance	-	404,700	-	210,000	2%	(194,700)
Total Revenues	$ 8,290,352	$ 9,884,348	$ 12,366,609	$ 11,158,970	100%	$ 1,274,622
Total Expenses	$ 6,405,839	$ 9,884,348	$ 12,610,021	$ 11,158,970	100%	$ 1,274,622
Surplus/(Deficit)	**$ 1,884,513**	**$ -**	**$ (243,412)**	**$ 0**		

PRESSURIZED IRRIGATION EXPENSES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTE's	5	7	7	7		0
Salaries & Wages	$ 273,355	$ 345,473	$ 454,925	$ 454,925	4%	$ 109,452
Overtime	22,260	30,000	30,000	30,000	0%	-
Employee Benefits	167,080	206,838	280,469	280,469	3%	73,631
Uniforms	2,050	3,000	3,000	3,000	0%	-
Books, Subscriptions, Memberships	436	500	500	500	0%	-
Travel & Training	5,377	7,000	7,000	7,000	0%	-
Office Supplies	1,803	7,000	7,000	7,000	0%	-
Fleet Fund Charges	24,996	52,512	52,512	52,512	0%	-
Fuel	16,438	31,000	31,000	31,000	0%	-
Buildings & Grounds O&M	80,915	75,000	75,000	86,625	1%	11,625
Utilities	-	2,000	2,000	2,000	0%	-
Risk Mgmt Fund Charges	75,000	75,000	75,000	79,500	1%	4,500
Electricity - Lehi City Power	285,728	400,000	400,000	400,000	4%	-
Professional & Technical	39,711	40,000	40,000	40,000	0%	-
IT Fund Charges	39,996	50,742	50,742	59,242	1%	8,500
Bond Fees	2,250	3,000	3,000	3,000	0%	-
Billing Expense	15,431	15,000	15,000	15,000	0%	-
Bad Debt Expense	4,946	15,000	15,000	15,000	0%	-
Supplies & Maintenance	5,102	16,000	16,000	16,000	0%	-
PI Meters	-	3,643,000	3,643,000	1,690,000	15%	(1,953,000)
Water Share Assessments	1,245,929	1,500,000	1,650,000	1,650,000	15%	150,000
System Maintenance	276,441	400,000	400,000	400,000	4%	-
Interest Expense	-	-	-	-	0%	-
Debt Service	391,887	723,893	723,893	1,141,197	10%	417,304
Fire Hydrant/Mainline Replace	-	400,000	400,000	400,000	4%	-
SCADA Upgrades	-	20,000	20,000	20,000	0%	-
Reserves	-	157,410	-	-	0%	(157,410)

PRESSURIZED IRRIGATION EXPENSES-CONTINUED

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
PI - expenses continued						
Depreciation	3,363,729	-	-	-	0%	-
Dry Creek Reservior	-	-	-	-	0%	-
Seasons Reservoir Repair	-	-	-	-	0%	-
Irrigation Well Low Hills Zone-Vibbert	-	1,200,000	1,200,000	1,200,000	11%	-
McLachlan Well	-	400,000	450,000	450,000	4%	50,000
Brooks Reservoir Expansion & Booster Station	-	-	2,500,000	2,500,000	22%	2,500,000
Subdivision Development	-	-	-	-	0%	-
Capital	-	-	-	-	0%	-
Cost of Issuance	-	-	-	-	0%	-
Allocation to General Fund	64,980	64,980	64,980	125,000	1%	60,020.00
Total PI Expenses	**$ 6,405,839**	**$ 9,884,348**	**$ 12,610,021**	**$ 11,158,970**	**100%**	**$ 1,274,622**

PRESSURIZED IRRIGATION IMPACT FEES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Interest Earnings	$ -	$ 25,000	$ 25,000	$ 25,000	3%	$ -
PI Impact Fees	690,518	900,000	900,000	900,000	95%	-
Appropriated Fund balance	-	2,895,000	-	-	0%	(2,895,000)
Contributions From Developers	-	2,460,000	20,000	20,000	2%	(2,440,000)
Total Revenues	$ 690,518	$ 6,280,000	$ 945,000	$ 945,000	100%	$ (5,335,000)
Expenses						
Interest Expense	$ 227,812	$ -	$ -	$ -	0%	$ -
Master Plan & Impact Fee Study	17,145	-	-	-	0%	$ -
Pipe Oversizing	-	105,000	65,000	65,000	7%	(40,000)
Low Hills expansion & piping	-	10,000	10,000	10,000	1%	-
Railroad Well & Piping	-	5,000	5,000	5,000	1%	-
West Side PI Reservoir	-	50,000	-	-	0%	(50,000)
Flight Park Reservoir & Pipeline	-	2,400,000	10,000	10,000	1%	(2,390,000)
Vialetto Reservoir & Pumps	-	2,500,000	10,000	10,000	1%	(2,490,000)
Brooks Res Expansion & PS	-	10,000	10,000	10,000	1%	-
Cedar Hollow Well	-	600,000	200,000	200,000	21%	(400,000)
Skye Reservior	-	600,000	200,000	200,000	21%	(400,000)
Reserves	-	-	435,000	435,000	46%	435,000
Total Expenses	$ 244,957	$ 6,280,000	$ 945,000	$ 945,000	100%	$ (5,335,000)
Surplus(Deficit)	**$ 445,562**	**$ -**	**$ -**	**$ -**		

DRAINAGE SUMMARY

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Interest Income	$ 314,359	$ 4,000	$ 4,000	$ 4,000	0%	$ -
Contributed capital	1,354,441	-	-	-	0%	-
Drainage service charges	3,111,023	3,011,672	3,225,501	3,374,050	100%	362,378
Reappropriate Fund Balance	-	1,259,377	-	-	0%	(1,259,377)
Miscellaneous revenues	-	-	-	-	0%	-
Total Revenues	$ 4,779,823	$ 4,275,049	$ 3,229,501	$ 3,378,050	100%	(896,999)
Total Expenses	$ 3,803,511	$ 4,275,049	$ 3,293,945	$ 3,378,050	100%	$ (896,999)
Surplus(Deficit)	**$ 976,312**	**-**	**$ (64,444)**	**$ 0**		

DRAINAGE EXPENSES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTE's	12	12	12	12		0
Salaries & Wages	$ 654,537	$ 764,947	$ 794,301	$ 794,301	24%	$ 29,354
Overtime	25,696	30,000	30,000	30,000	1%	-
Employee Benefits	381,517	423,678	485,220	485,220	14%	61,542
Uniforms	4,244	7,800	7,800	7,800	0%	-
Books, Subscriptions, Memberships	436	3,500	6,500	6,500	0%	3,000
Travel & Training	5,761	25,000	25,000	25,000	1%	-
Office Supplies	279	800	800	800	0%	-
Fleet Fund Charges	138,996	144,581	144,581	144,581	4%	-
Fuel	38,364	31,000	31,000	31,000	1%	-
Buildings & Grounds	78,970	75,000	75,000	86,625	3%	11,625
Risk Mgmt Fund Charges	45,000	45,000	45,000	49,500	1%	4,500
Professional & Technical	54,600	60,000	60,000	60,000	2%	-
IT Fund Charges	39,996	45,371	45,371	53,871	2%	8,500
Bond Fees	1,650	2,750	2,750	2,750	0%	-
Billing Expense	4,828	7,895	7,895	7,895	0%	-
Bad Debt Expense	3,508	7,000	7,000	7,000	0%	-
Supplies	10,682	10,000	10,000	10,000	0%	-
System Maintenance	31,174	70,000	70,000	70,000	2%	-
Debt Service	14,216	214,216	214,216	214,216	6%	-
Detention Basin's Maintenance	-	42,000	42,000	42,000	1%	-
Reserves	-	-	-	-	0%	-
Remedial drainage	-	233,991	233,991	233,991	7%	-
Allocation to General Fund	65,520	65,520	65,520	125,000	4%	59,480.00
Capital outlay	-	1,650,000	575,000	575,000	17%	(1,075,000)
Depreciation	2,203,538	-	-	-	0%	-
Pipe rehabilitation	-	315,000	315,000	315,000	9%	-
Total Drainage Expenses	**$ 3,803,511**	**$ 4,275,049**	**$ 3,293,945**	**$ 3,378,050**	**100%**	**$ (896,999)**

DRAINAGE IMPACT FEES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Interest Earnings	$ -	$ 5,000	$ 5,000	$ 5,000	1%	$ -
Drainage Impact Fees	273,090	350,000	350,000	350,000	61%	-
Contributions From Developers/Bonds	-	20,000	20,000	20,000	3%	-
UDOT Contributions	-	-	-	-	0%	-
Reappropriation fund balance	-	150,000	200,000	200,000	35%	50,000
Total Revenues	$ 273,090	$ 525,000	$ 575,000	$ 575,000	100%	$ 50,000
Expenses						
Interest Expense	$ 2,114	$ -	$ -	$ -	0%	$ -
Mainline Upsizing	-	55,000	55,000	55,000	10%	-
West Side Drains	-	10,000	10,000	10,000	2%	-
Traverse Mtn Drains	-	10,000	10,000	10,000	2%	-
Dry Creek 600 E Culvert	-	450,000	150,000	150,000	26%	(300,000)
SKYE Development Drains	-	-	350,000	350,000	61%	350,000
Reserves	-	-	-	-	0%	-
Total Expenses	$ 2,114	$ 525,000	$ 575,000	$ 575,000	100%	$ 50,000
Surplus(Deficit)	**$ 270,976**	**$ -**	**$ -**	**$ -**		

PAYMENT IN LIEU

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Interest Earnings	$ 33,610	$ -	$ -	$ -	0%	$ -
Re-Appropriation of Fund Balance	-	100,000	570,000	570,000	85%	470,000
Payment in Lieu of Detention	244,271	500,000	100,000	100,000	15%	(400,000)
Total Revenues	$ 277,882	$ 600,000	$ 670,000	670,000	100%	$ 70,000
Expenses						
Jordan Narrow Detention Basin	$ -	$ 200,000	$ 250,000	$ 250,000	37%	$ 50,000
Misc Detention Projects	51,170	50,000	20,000	20,000	3%	(30,000)
Lambert Detention Basin	6,590	350,000	400,000	400,000	60%	50,000
Contribution to fund balance	-	-	-	-	0%	-
Total Expenses	$ 57,760	$ 600,000	$ 670,000	$ 670,000	100%	$ 70,000
Surplus(Deficit)	**$ 220,122**	**$ -**	**$ -**	**$ -**		

FIBER SUMMARY

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Fiber Revenue	$ 386,873	$ 1,397,279	$ 1,397,279	$ 4,151,166	73%	$ 2,753,887
Interest Earned	2,494,064	-	-	-	0%	-
Bond Proceeds	-	-	-	-	0%	-
Fund Balance Appropriation	-	50,362,032	-	1,548,575	27%	(48,813,457)
Total Revenues	$ 2,880,936	$ 51,759,311	$ 1,397,279	$ 5,699,741	100%	$ (46,059,570)
Total Expenses	**$ 2,828,804**	**$ 51,759,311**	**$ 51,827,983**	**$ 5,699,741**	**100%**	**$ (46,059,570)**
Surplus(Deficit)	**$ 52,132**	**$ -**	**$ (50,430,704)**	**$ 0**	**$ -**	**$ 0**

FIBER EXPENSES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTEs	5	5.5	5.5	5.5		0
Salaries & Wages	$ 414,426	$ 464,976	$ 478,169	$ 478,169	8%	$ 13,193
Overtime	341	15,513	15,513	15,513	0%	-
Benefits	159,538	234,953	221,176	221,176	4%	(13,777)
Uniforms	1,839	3,650	3,650	3,650	0%	-
Books, Subscriptions, Memberships	1,226	2,555	9,380	9,380	0%	6,825
Travel & Training	13,594	19,600	19,600	19,600	0%	-
Office Supplies	4,592	3,080	3,080	3,080	0%	-
Fleet Fund Charges	22,619	22,619	22,619	22,619	0%	-
Buildings & Grounds O&M	-	2,000	2,000	2,000	0%	-
Utilities	4,747	12,856	12,856	12,856	0%	-
Supplies & Maintenance	13,132	2,500	2,500	2,500	0%	-
Risk Management Charges	-	-	-	-	0%	-
Professional & Technical	44,103	144,465	144,465	144,465	3%	-
IT Fund Charges	9,084	6,820	6,820	6,820	0%	-
Computer Maintenance	-	1,000	1,000	1,000	0%	-
Bond Fees/Admin Fees	1,750	3,000	3,000	3,000	0%	-
Contract Services Expense	-	20,000	20,000	20,000	0%	-
Safety	-	500	500	500	0%	-
System Maintenance	-	5,000	5,000	5,000	0%	-
Miscellaneous	10,173	16,000	34,200	34,200	1%	18,200
Network Operator Expense	266,758	-	-	1,551,432	27%	1,551,432
Fiber Locating	2,174	10,000	10,000	10,000	0%	-
Reserves	-	-	-	-	0%	-

FIBER EXPENSES-CONTINUED

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Expenses - Continued						
New Equipment	-	-	44,230	44,230	1%	44,230
Debt Service	1,858,709	3,090,150	3,090,150	3,088,550	54%	(1,600)
Fiber System - Engineering	-	3,391,381	3,391,381		0%	(3,391,381)
Fiber System - Backbone	-	2,709,166	2,709,166		0%	(2,709,166)
Fiber System - Drops	-	7,923,821	7,923,821		0%	(7,923,821)
Fiber System - Distribution	-	33,653,706	33,653,706		0%	(33,653,706)
Cost of Issuance	-	-	-	-	0%	-
Total Fiber Expenses	**$ 2,828,804**	**$ 51,759,311**	**$ 51,827,983**	**$ 5,699,741**	**100%**	**$ (46,059,570)**

IT FUND SUMMARY

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Charge to General Fund	$ 1,200,000	$ 1,253,712	$ 1,253,712	$ 1,353,712	67%	$ 100,000
Charge to Legacy Fund	67,608	67,608	67,608	67,608	3%	-
Charge to Water Fund	69,996	80,742	80,742	97,242	5%	16,500
Charge to Sewer Fund	39,996	45,371	45,371	61,871	3%	16,500
Charge to Electric Fund	69,996	91,485	91,485	141,485	7%	50,000
Charge to PI Fund	39,996	50,742	50,742	59,242	3%	8,500
Charge to Drainage Fund	39,996	45,371	45,371	53,871	3%	8,500
Charge to Fleet Fund	3,156	3,155	3,155	3,155	0%	-
Charge to Risk Mgt Fund	4,596	4,600	4,600	4,600	0%	-
Charge to Bldgs & Grounds Fund	7,140	7,140	7,140	7,140	0%	-
Charge to Fiber Fund	6,820	6,820	6,820	6,820	0%	-
Transfer from Capital Projects Fund	-	-	-		0%	-
Miscellaneous Revenue	5,471	-	-	-	0%	-
Reserves	-	139,167	-	148,820	7%	9,653
Interest Income	17,662	7,500	7,500	7,500	0%	-
Total Revenues	$ 1,572,432	$ 1,803,413	$ 1,664,246	$ 2,013,066	100%	$ 209,653
IT Operations Expenses	$ 1,718,978	$ 1,711,038	$ 2,013,066	$ 2,013,066	100%	$ 302,028
Surplus(Deficit)	**$ (146,545)**	**$ 92,375**	**$ (348,820)**	**$ 0**		

IT FUND EXPENSES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2024	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTE's	5	6	6	6		0
Salaries & Wages	$ 369,164	$ 361,017	$ 466,523	$ 466,523	23%	$ 105,506
Employee Benefits	198,494	224,313	274,232	274,232	14%	49,919
Books, Subscriptions, Memberships	-	2,000	2,000	2,000	0%	-
Travel & Training	1,170	15,000	15,000	15,000	1%	-
Office Supplies	-	1,500	1,500	1,500	0%	-
Fleet Fund Charges	3,000	3,000	3,000	3,000	0%	-
Fuel	-	500	500	500	0%	-
Utilities	-	5,000	5,000	5,000	0%	-
Supplies & Maintenance	323,414	303,483	303,483	303,483	15%	-
Risk Mgmt Fund Charges	18,600	5,000	18,603	18,603	1%	13,603
Professional & Technical	68,705	75,000	75,000	75,000	4%	-
Software Maintenance	36,057	45,000	45,000	45,000	2%	-
Miscellaneous	25,527	43,049	43,049	43,049	2%	-
Software Licensing	493,694	257,176	406,176	406,176	20%	149,000
O & M - Hardware	129,785	200,000	200,000	200,000	10%	-
Hardware Replacement	-	-	54,000	54,000	3%	54,000
Software Upgrade	-	170,000	100,000	100,000	5%	(70,000)
Reserves	-	-	-	-	0%	-
Depreciation	51,367	-	-	-	0%	-
Total IT Expenses	**$ 1,718,978**	**$ 1,711,038**	**$ 2,013,066**	**$ 2,013,066**	**100%**	**$ 302,028**

FLEET FUND SUMMARY

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Charge to General Fund	$ 2,318,328	$ 2,404,997	$ 2,404,997	$ 2,488,601	46%	$ 83,604
Charge to Legacy Fund	2,004	2,000	2,000	2,000	0%	-
Charge to Water Fund	255,576	266,743	266,743	439,593	8%	172,850
Charge to Sewer Fund	178,560	184,139	184,139	184,139	3%	-
Charge to Electric Fund	466,272	495,928	495,928	495,928	9%	-
Charge to Drainage Fund	138,996	144,581	144,581	144,581	3%	-
Charge to IT Fund	3,000	3,000	3,000	3,000	0%	-
Charge to Risk Mgt Fund	5,004	5,000	5,000	5,000	0%	-
Charge to PI Fund	24,996	52,412	52,412	52,512	1%	100
Charge to Bldgs & Grounds Fund	33,864	33,867	35,867	33,867	1%	-
Charge to Class C Roads	47,016	119,488	119,488	136,959	3%	17,471
Charge to Fiber Fund	-	22,619	22,619	22,619	0%	-
Transfer from Capital Projects	-	500,000	-	1,190,000	22%	690,000
Fund Balance Appropriation	-	-	-	140,902	3%	140,902
Miscellaneous	3,320	-	-	-	0%	-
Capital Lease	-	2,514,000	2,514,000	-	0%	(2,514,000)
Gain/Loss on Disposal of Fixed Assets	66,392	-	-	-	0%	-
Interest Income	42,808	20,000	20,000	20,000	0%	-
Total Revenues	$ 3,586,135	$ 6,768,774	$ 6,270,774	$ 5,359,701	100%	$ (1,409,073)
Total Expenses	$ 3,095,444	$ 6,683,774	$ 21,644,823	$ 5,359,701	100%	$ (1,324,073)
Surplus(Deficit)	**$ 490,691**	**$ 85,000**	**$ (15,374,049)**	**$ (0)**		

FLEET FUND EXPENSES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTE's	4.5	5.5	8	5.5		0
Salaries & Wages	$ 304,242	$ 440,976	$ 557,041	$ 427,373	8%	$ (13,603)
Overtime	24,555	-	-	-	0%	-
Employee Benefits	162,815	176,389	323,082	231,960	4%	55,571
Books, Subscriptions, Memberships	5,296	8,190	8,190	8,190	0%	-
Travel & Training	9,336	13,331	13,331	13,331	0%	-
Office Supplies	363	1,260	1,260	1,260	0%	-
Operating Expenses	648,065	831,063	997,275	831,063	16%	-
Fuel	9,274	10,000	10,000	10,000	0%	-
IT Fund Charges	3,156	3,155	3,155	3,155	0%	-
Utilities	3,690	-	-	-	0%	-
Supplies & Maintenance & Tires	228,663	75,000	75,000	75,000	1%	-
Risk Mgmt Fund Charges	45,000	45,000	5,000	45,000	1%	-
Professional & Technical	435	-	-	-	0%	-
Miscellaneous	2,406	12,911	12,911	12,911	0%	-
Capital	-	32,519	158,000	158,000	3%	125,481
New Vehicle Purchases	-	205,490	2,591,256	991,602	19%	786,112
Equipment Replacement	-	1,415,000	13,616,730	1,415,000	26%	-
Capital Lease Payments	70,453	732,592	732,592	1,135,856	21%	403,264
Capital Lease Purchases	-	2,540,000	2,540,000	-	0%	(2,540,000)
Reserves	-	140,898	-	-	0%	(140,898)
Depreciation	1,577,697	-	-	-	0%	-
Total Fleet Expenses	**$ 3,095,444**	**$ 6,683,774**	**$ 21,644,823**	**$ 5,359,701**	**100%**	**$ (1,324,073)**

RISK MANAGEMENT FUND SUMMARY

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Charge to General Fund	$ 696,000	$ 946,000	$ 946,000	$ 996,000	55%	$ 50,000
Charge to Legacy Fund	65,004	65,000	65,000	65,000	4%	-
Charge to Water Fund	106,716	106,720	106,720	114,720	6%	8,000
Charge to Sewer Fund	80,004	80,000	80,000	88,000	5%	8,000
Charge to Electric Fund	300,000	300,000	300,000	325,000	18%	25,000
Charge to PI Fund	75,000	75,000	75,000	79,500	4%	4,500
Charge to Drainage Fund	45,000	45,000	45,000	49,500	3%	4,500
Charge to IT fund	18,600	18,603	18,603	18,603	1%	-
Charge to Fleet Fund	45,000	45,000	45,000	45,000	2%	-
Charge to Bldgs & Grounds Fund	30,000	30,000	30,000	30,000	2%	-
Appropriated Fund Balance	-	16,448	-	-	0%	(16,448)
Miscellaneous revenue	348,058	-	-	-	0%	-
Interest Income	-	4,099	4,099	4,099	0%	-
Total Revenues	$ 1,809,382	$ 1,731,870	$ 1,715,422	$ 1,815,422	100%	$ 83,552
Total Expenses	$ 1,881,962	$ 1,731,870	$ 1,736,968	$ 1,815,422	100%	$ 83,552
Surplus (Deficit)	**$ (72,580)**	**$ -**	**$ (21,546)**	**$ (0)**		

RISK MANAGEMENT FUND EXPENSES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTE's	1	1	1	1		
Salaries & Wages	$ 106,976	$ 107,835	$ 112,155	$ 112,155	6%	$ 4,320
Employee Benefits	52,525	56,485	57,263	57,263	3%	778
Books, Subscriptions, Memberships	1,580	2,950	2,950	2,950	0%	-
Travel & Training	3,579	5,000	5,000	5,000	0%	-
Office Supplies	-	500	500	500	0%	-
Fleet Fund Charges	5,004	5,000	5,000	5,000	0%	-
Fuel	865	3,500	3,500	3,500	0%	-
Damage Repairs	121,333	45,000	45,000	45,000	2%	-
Utilities	-	500	500	500	0%	-
Safety	474	20,000	20,000	20,000	1%	-
IT Fund Charges	4,596	4,600	4,600	4,600	0%	-
Electricity - Lehi City Power	-	500	500	500	0%	-
Professional & Technical	27,899	15,500	15,500	15,500	1%	-
Litigation Claims Mgmt	307,010	40,000	40,000	40,000	2%	-
Insurance Expense	1,231,695	1,407,500	1,407,500	1,477,875	81%	70,375
Miscellaneous	18,426	17,000	17,000	17,000	1%	-
Reserves	-	-	-	8,079	0%	8,079
Total Risk Mgmt Expenses	**$ 1,881,962**	**$ 1,731,870**	**$ 1,736,968**	**$ 1,815,422**	**100%**	**$ 83,552**

BUILDING/GROUNDS SUMMARY

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Charge to General Fund	$ 1,372,116	$ 1,372,122	$ 1,372,122	$ 1,878,122	61%	$ 506,000
Charge to Legacy Fund	150,000	150,000	150,000	150,000	5%	-
Charge to Water Fund	150,000	150,000	150,000	173,250	6%	23,250
Charge to Sewer Fund	90,000	90,000	90,000	113,250	4%	23,250
Charge to Electric Fund	225,000	225,000	225,000	318,000	10%	93,000
Charge to PI Fund	75,000	75,000	75,000	86,625	3%	11,625
Charge to Drainage Fund	75,000	75,000	75,000	86,625	3%	11,625
Charge to Fiber Fund	-	2,000	2,000	2,000	0%	-
Transfer from Capital Projects	-	-	-	-	0%	-
Interest Income	16,031	-	-	-	0%	-
Grants	-	-	-	-	0%	-
Reserves	-	407,004	-	260,915	9%	(146,089)
Total Revenues	$ 2,153,147	$ 2,546,126	$ 2,139,122	$ 3,068,787	100%	$ 522,661
Total Expenses	$ 2,116,978	$ 2,546,126	$ 3,168,984	$ 3,068,787	100%	$ 522,661
Surplus (Deficit)	**$ 36,169**	**$ -**	**$ (1,029,862)**	**$ 0**		

BUILDING/GROUNDS FUND EXPENSES

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Personnel FTE's	19.5	20	22.5	22.5		2
Salaries & Wages	$ 1,053,743	$ 1,293,410	$ 1,506,645	$ 1,459,949	48%	$ 166,539
Overtime	36,319	20,000	20,000	20,000	1%	-
Employee Benefits	439,469	543,696	617,979	576,978	19%	33,282
Uniforms	6,392	6,400	6,600	6,600	0%	200
Books, Subscriptions, Memberships	-	500	500	500	0%	-
Travel & Training	2,782	4,500	4,500	4,500	0%	-
Office Supplies	2,672	3,000	3,000	3,000	0%	-
Fleet Fund Charges	33,864	33,867	33,867	33,867	1%	-
Repairs	95,570	270,000	355,000	355,000	12%	85,000
Utilities	88	4,000	4,000	4,000	0%	-
Supplies	323,046	140,000	224,000	224,000	7%	84,000
IT Fund Charges	8,717	7,140	7,140	7,140	0%	-
Risk Mgmt Fund Charges	30,000	30,000	2,500	30,000	1%	-
Equipment Maintenance	10,967	107,900	107,900	107,900	4%	-
Bldg Beautification Expenses	1,577	21,500	21,500	21,500	1%	-
Miscellaneous	7,156	21,853	61,853	21,853	1%	-
Capital Outlay	-	38,360	192,000	192,000	6%	153,640
Depreciation	-	-	-	-	0%	-
Reserves	64,616	-	-	-	0%	-
Total Buildings/Grounds Expenses	**$ 2,116,978**	**$ 2,546,126**	**$ 3,168,984**	**$ 3,068,787**	**100%**	**$ 522,661**

2026 LEHI CITY BUDGET REQUESTS

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FUND	DEPARTMENT	PRIORITY	DESCRIPTION	REQUEST	UNFUNDED	FUNDED	REVENUE
	GOVERNMENTAL FUNDS						
10	HUMAN RESOURCES	1	HRIS/TIMESHEETS UPGRADE - ONE TIME	50,000	50,000		
10	HUMAN RESOURCES	1	HRIS/TIMESHEETS UPGRADE - ONGOING	150,000	150,000		
10	HUMAN RESOURCES	2	EMPLOYER BRANDING & CONTENT	3,600		3,600	
10	HUMAN RESOURCES	3	HEALTH INSRUANCE RESERVE FUND	600,000		600,000	
10	JUSTICE COURT	1	COURT ADMINISTRATOR (INTERNAL PROMOTION)	40,100	40,100		
10	CITY RECORDER		2025 ELECTION EXPENSE	192,000		192,000	
10	ADMINISTRATION	1	COMMUNICATIONS SPECIALIST (PT TO FT)	91,800		91,800	
10	ADMINISTRATION	2	CITY WEBSITE UPDATE - ONE TIME	38,880		38,880	
10	ADMINISTRATION	2	CITY WEBSITE UPDATE - ONGOING	6,330		6,330	
10	ADMIN/YOUTH COUNCIL		YOUTH COUNCIL LINE ITEM INCREASE	10,000		10,000	
10	ADMIN/FINANCE	1	INTERNAL AUDITOR	140,291		140,291	
10	ADMIN/SPECIAL EVENTS		COMMUNITY EVENTS BUDGET INCREASE - WINTER EVENTS	15,000		15,000	
10	ADMIN/SPECIAL EVENTS		COMMUNITY EVENTS BUDGET INCREASE - EQUIP & MAINTENANCE	15,000		15,000	
10	COUNCIL/ARCHIVES		HISTORICAL SOCIETY CONTRIBUTION INCREASE	30,000	30,000		
10	LEGAL SERVICES		LINE ITEM INCREASES	7,800		7,800	
10	EMERGENCY MANAGEMENT	1	EMERGENCY MANAGEMENT TRUCK	22,677	22,677		
10	INFORMATION CENTER	1	SOFTWARE SOLUTION FOR BUSINESS LICENSING	23,500		23,500	20,000
10	POLICE	1	SVU (SPECIAL VICTIMS UNIT) DETECTIVE - ONGOING	156,649		156,649	
10	POLICE	1	SVU (SPECIAL VICTIMS UNIT) DETECTIVE - ONE TIME	9,575		9,575	
10	POLICE	2	NEW PATROL OFFICER - ONGOING	164,772		164,772	
10	POLICE	2	NEW PATROL OFFICER - ONE TIME	9,575		9,575	
10	POLICE	3	NEW PATROL OFFICER - ONGOING	164,772	164,772		
10	POLICE	3	NEW PATROL OFFICER - ONE TIME	9,575	9,575		
10	POLICE	4	NEW PATROL OFFICER - ONGOING	164,772	164,772		
10	POLICE	4	NEW PATROL OFFICER - ONE TIME	9,575	9,575		
10	POLICE	5	NEW PATROL OFFICER - ONGOING	164,772	164,772		
10	POLICE	5	NEW PATROL OFFICER - ONE TIME	9,575	9,575		
10	POLICE	6	NEW PATROL OFFICER - ONGOING	164,772	164,772		
10	POLICE	6	NEW PATROL OFFICER - ONE TIME	9,575	9,575		
10	POLICE	7	NEW PATROL OFFICER - ONGOING	164,772	164,772		
10	POLICE	7	NEW PATROL OFFICER - ONE TIME	9,575	9,575		
10	POLICE	8	SET (SPECIAL ENFORCEMENT TEAM) DETECTIVE - ONGOING	156,649	156,649		
10	POLICE	8	SET (SPECIAL ENFORCEMENT TEAM) DETECTIVE - ONE TIME	9,575	9,575		
10	POLICE	9	SRO (UTAH MILITARY ACADEMY) - ONGOING	157,328		157,328	
10	POLICE	9	SRO (UTAH MILITARY ACADEMY) - ONE TIME	9,575		9,575	
10	FIRE	1	ASSISTANT FIRE CHIEF - ONGOING	195,602	195,602		
10	FIRE	1	ASSISTANT FIRE CHIEF - ONE TIME	8,300	8,300		
10	FIRE	2	BATTALION CHIEF VEHICLES	42,046	42,046		
10	FIRE	3	FIRE INSPECTOR - ONGOING	110,035	110,035		
10	FIRE	3	FIRE INSPECTOR - ONE TIME	8,300	8,300		
10	FIRE	4	FIRST AID SUPPLIES LINE ITEM INCREASE	12,500		12,500	
10	PLANNING	1	PLANNER (TRANSPORTATION & CODE ENFORCEMENT)	118,974	118,974		
10	STREETS	1	EMPLOYEE WAGES	100,000		100,000	
10	STREETS	3	SUPERVISOR POSITION	4,000		4,000	
10	STREETS	4	NEW FULL TIME EMPLOYEE	93,450		93,450	
10	STREETS	6	LOADER	63,308		63,308	
10	STREETS	7	SIDE CAST DRIVABLE BROOM - ONE TIME	76,000		76,000	
10	STREETS	7	SIDE CAST DRIVABLE BROOM - ONGOING	22,298		22,298	

2026 LEHI CITY BUDGET REQUESTS

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FUND	DEPARTMENT	PRIORITY	DESCRIPTION	REQUEST	UNFUNDED	FUNDED	REVENUE
10	STREETS	8	LINE ITEM INCREASES	9,156		9,156	
10	ENGINEERING		ENGINEERING INTERN	34,000		34,000	
10	PARKS	1	FAMILY PARK GARDNER FULL TIME (NIGHT & WEEKEND)	92,478		92,478	
10	PARKS	1	FAMILY PARK PART TIME STAFF (NIGHT & WEEKEND)	24,860		24,860	
10	PARKS	2	BUCKET TRUCK	31,493		31,493	
10	PARKS	3	TITLE & WAGE ADJUSTMENTS	61,534		61,534	
10	PARKS	4	GENERAL FULL TIME PARKS STAFF	104,959		104,959	
10	PARKS	4	GENERAL FULL TIME PARKS STAFF	104,959		104,959	
10	PARKS	4	GENERAL FULL TIME PARKS STAFF	104,959	104,959		
10	PARKS	5	IRRIGATION FILTER ENCLOSURES	50,000		50,000	
10	PARKS/ICE RINK	6	ICE RINK - ONE TIME	779,959		779,959	
10	PARKS/ICE RINK	6	ICE RINK - ONGOING	222,659		150,000	
10	PARKS	7	PLAYGROUND REPLACEMENTS	295,000		295,000	
10	PARKS	8	PROFESSIONAL & TECHNICAL LINE ITEM INCREASE	80,000		80,000	
10	PARKS	9	PARKS MAINTENANCE LINE ITEM INCREASE	76,679		76,679	
10	PARKS	10	PAVED & MOUNTAIN TRAILS MAINTENANCE INCREASE	35,000	35,000		
10	PARKS	10	PARKS TREE TRIMMING LINE ITEM INCREASE	20,000	20,000		
10	PARKS	10	CONCRETE MAINTENANCE LINE ITEM INCREASE	5,000	5,000		
10	PARKS	10	JORDAN WILLOWS WET LANDS & TRAILS MAINTENANCE	10,000	10,000		
10	PARKS	10	LIGHT POST UPGRADES (CHRISTMAS LIGHTS)	57,000	57,000		
10	PARKS	10	BILLY GOAT DEBRIS LOADER	11,000	11,000		
10	PARKS	10	RATE CONTROLLED TURF SPRAYER	6,500	6,500		
10	PARKS	10	3-POINT SPRAYER SKID FOR MINI TRACTOR	4,000	4,000		
10	PARKS	10	SHADES/NETS & TOY AT SPORTS PARK	65,000	65,000		
10	PARKS/FACILITIES	1	PARKS BUILDING LAND IMPROVEMENTS	200,000		200,000	
10	SENIOR CENTER	2	PROGRAM LINE ITEM INCREASE	15,849	15,849		
10	SENIOR CENTER		ADD OVERTIME BUDGET (TRIPS & EVENTS)	2,500	2,500		
10	LIBRARY	1	PART TIME CLERKS (8)	107,840	53,920	53,920	
10	LIBRARY	2	STORY HOUR LINE ITEM INCREASE	17,750	17,750		
10	LIBRARY	3	BOOK BUDGET INCREASE	20,000		20,000	
10	LIBRARY		LINE ITEM INCREASES	7,400		7,400	
10	LITERACY CENTER		SATELLITE			50,000	
10	CEMETERY	1	SECTION 15 IMPROVEMENTS	185,000		185,000	
10	CEMETERY	2	CEMETERY MASTER PLAN	35,000		35,000	
10	CEMETERY	3	OFFICE SUPPLIES LINE ITEM INCREASE	1,000		1,000	
10	MUSEUM		CONTRIBUTION INCREASE	15,000	15,000		
11	CLASS C ROADS/STREETS	2	SIDEWALK - ADA RAMPS INCREASE	250,000	250,000		
21	RECREATION/LEGACY CENTER	1	PROFESSIONAL & TECHNICAL LINE ITEM INCREASE	22,000		22,000	
21	RECREATION/LEGACY CENTER	2	SWIMMING PROGRAM LINE ITEM INCREASE	6,514	3,514	3,000	
21	RECREATION/LEGACY CENTER	1	DAYCARE PLAYGROUND REPLACEMENT	133,000		133,000	
21	RECREATION/LEGACY CENTER	2	POOL DOOR REPLACEMENT	21,000		21,000	
21	RECREATION/LEGACY CENTER	3	MEN'S LOCKER REPLACEMENT	105,000		105,000	
21	RECREATION/LEGACY CENTER	4	SHARP COLOR COPIER	15,000		15,000	
21	RECREATION/LEGACY CENTER	5	FOLDING CHAIRS & RACK REPLACEMENT	36,000		36,000	
21	RECREATION/LEGACY CENTER	6	WRESTLING MAT REPLACEMENT	24,000		24,000	
21	RECREATION/LEGACY CENTER	7	INDOOR CYCLING BIKES REPLACEMENT	32,000		32,000	
21	RECREATION/LEGACY CENTER	8	FULL TIME RECREATION COORDINATOR	95,666	95,666		
21	RECREATION/LEGACY CENTER		CENTER COURT EXPENSES LINE ITEM INCREASE	5,430		5,430	
21	RECREATION/LEGACY CENTER		PROGRAM EXPENDITURES LINE ITEM INCREASE	4,680		4,680	
21	RECREATION/LEGACY CENTER		LC POOL OPERATIONS & MAINTENANCE LINE ITEM INCREASE	4,467		4,467	

2026 LEHI CITY BUDGET REQUESTS

4/2/2025 11:08

FUND	DEPARTMENT	PRIORITY	DESCRIPTION	REQUEST	UNFUNDED	FUNDED	REVENUE
21	RECREATION/OUTDOOR POOL		OPERATION & MAINTENANCE LINE ITEM INCREASE	4,551		4,551	
32	CAPTIAL PROJECTS/STREETS	5	NUISANCE TREES	225,000		225,000	
34	GRANT/ROAD PROJECTS		PONY EXPRESS PARKWAY	2,000,000		2,000,000	
34	GRANT/ROAD PROJECTS		2300 WEST WIDENING (MAIN STREET TO PIONEER CROSSING)	1,000,000		1,000,000	
47	PARK IMPACT FEES		FAMILY PARK - EAST TRAIL LOOP	300,000		300,000	
47	PARK IMPACT FEES		VEGETATION CLEARING AT MELLOR RHODES	250,000		250,000	
47	PARK IMPACT FEES/GRANT		BICYCLE SKILLS PARK AT SHADOW RIDGE PARK	300,000		300,000	
47	PARK IMPACT FEES		HOLBROOK PARK 2	1,265,640		1,265,640	
49	ROAD IMPACT FEES		3600 W WIDENING NORTH OF 1500 N	250,000		250,000	
63	IT		CISCO UCSX BLADES	54,000		54,000	
63	IT		SOFTWARE LICENSING INCREASES	149,000		149,000	
64	FLEET		EMPLOYEE PROMOTION	6,845		6,845	
64	FLEET	1	ADDITIONAL FULL TIME MECHANIC	110,395	110,395		
64	FLEET	1	ADDITIONAL FULL TIME MECHANIC	110,395	110,395		
64	FLEET	2	PARKING LOT ASPHALT & DRAINAGE	70,000		70,000	
64	FLEET	3	FUEL TANK AT PARKS DEPT BUILDING	88,000		88,000	
64	FLEET		ADDITIONAL PART TIME OFFICE ASSITANT	26,995	26,995		
64	FLEET		OPERATING EXPENSE LINE ITEM INCREASE	166,212	166,212		
64	FLEET		DEPARTMENT REQUESTED NEW VEHICLES	2,591,256		991,602	
64	FLEET		REPLACEMENT VEHICLES	13,616,730	12,201,730	1,415,000	
69	BUILDINGS/GROUNDS	1	FULL TIME STAFF - CIVIC CAMPUS MAINTENANCE	87,897		43,949	
69	BUILDINGS/GROUNDS	1	FULL TIME STAFF - CIVIC CAMPUS MAINTENANCE	87,897		43,949	
69	BUILDINGS/GROUNDS	2	JANITORIAL & MAINTENANCE SUPPLIES - CIVIC CAMPUS - ONE TIME	80,000		80,000	
69	BUILDINGS/GROUNDS	2	JANITORIAL & MAINTENANCE SUPPLIES - CIVIC CAMPUS - ONGOING	15,000		15,000	
69	BUILDINGS/GROUNDS	3	FIRE STATION 81 ROOF REPAIR	72,000		72,000	
69	BUILDINGS/GROUNDS	4	FIRE STATION 83 ROOF REPAIR	20,000		20,000	
69	BUILDINGS/GROUNDS	5	MAINTENANCE LINE ITEM INCREASE	85,000		85,000	
69	BUILDINGS/GROUNDS	6	RENOVATION OF EXISTING CITY HALL	635,000	535,000	100,000	
69	BUILDINGS/GROUNDS	7	FACILITIES MASTER PLAN UPDATE	40,000		40,000	
				31,193,328	**15,737,378**	**13,745,740**	**20,000**
	ENTERPRISE FUNDS						
51	WATER	1	PUBLIC WORKS CAMPUS IMPROVEMENTS	11,000,000		11,000,000	
51	WATER	2	SR 92 & MORNING VISTA BOOSTER STATIONS	3,500,000		3,500,000	
51	WATER	3	MAINTENANCE CREW LEAD	15,000		15,000	
51	WATER	4	HYDRO EXCAVATION TRUCK	172,850		172,850	
51	WATER	5	FULL TIME MAINTENANCE CREW WORKER	102,000	102,000		
51	WATER	5	FULL TIME MAINTENANCE CREW WORKER	102,000	102,000		
51	WATER	5	FULL TIME MAINTENANCE CREW WORKER	102,000	102,000		
51	WATER	5	FULL TIME MAINTENANCE CREW WORKER	102,000	102,000		
51	WATER	6	WATER SHARE RENTAL LINE ITEM INCREASE	476,880		476,880	
51	WATER	7	SENSUS ANNUAL MAINTENANCE LINE ITEM INCREASE	3,000		3,000	
71	WATER IMPACT FEES		TI BOOSTER STATION & PIPE OVERSIZE	900,000		900,000	
52	SEWER	1	JORDAN WILLOWS LIFT STATION REHABILITATION	575,000		575,000	

2026 LEHI CITY BUDGET REQUESTS

4/2/2025 11:08

FUND	DEPARTMENT	PRIORITY	DESCRIPTION	REQUEST	UNFUNDED	FUNDED	REVENUE
52	SEWER	2	COLD SPRINGS LIFT STATION WET WELL EQUIP	125,000		125,000	
52	SEWER	3	MANHOLE/MAINLINE REHAB LINE ITEM INCREASE	90,000		90,000	
52	SEWER	4	OVERTIME LINE ITEM INCREASE	10,000		10,000	
52	SEWER	5	SOFTWARE SUBSCRIPTION INCREASE	13,600		13,600	
72	SEWER IMPACT FEES		JORDAN WILLOW PUMP STATION ADDITION	20,000		20,000	
72	SEWER IMPACT FEES		JORDAN WILLOW PUMP LINE - MAIN STREET TO 700 S	1,380,000		1,380,000	
53	POWER	2	RATE STUDY	20,000		20,000	
53	POWER	3	GENERATOR MAINTENANCE LINE ITEM INCREASE	134,000		134,000	
53	POWER	4	GENERATOR PARTS	150,000		150,000	
53	POWER	5	NATURAL GAS ICE SUBSCRIPTION	8,800		8,000	
53	POWER	6	ADDITIONAL PROJECT COSTS - CEDAR HOLLOW RD REBUILD	65,000		65,000	
53	POWER	7	RECONDUCTOR 512	450,000		450,000	
53	POWER	8	TRINNAMAN LANE PROJECT	70,000		70,000	
53	POWER	9	TRASFORMERS (2) CARTER SUBSTATION - DOWN PAYMENT	360,000		360,000	
53	POWER	10	COOPER SUBDIVISION	350,000		350,000	
53	POWER	11	BUILDING SECURITY UPGRADES	52,000		52,000	
53	POWER	12	HANDS FREE HEADSET RADIOS	12,000		12,000	
53	POWER	13	BATHROOM REMODEL	70,000		70,000	
53	POWER	14	POWER 100 YEAR CELEBRATION	30,000		30,000	
53	POWER	15	WAREHOUSE SHELVING	12,000		12,000	
53	POWER	16	HI POTENTIAL TESTER	13,000		13,000	
73	POWER IMPACT FEES	1	SKYE SUBSTATION	5,603,391		5,603,391	
73	POWER IMPACT FEES	17	COLD SPRINGS SUBSTATION FENCING	135,000		135,000	
55	PRESSURIZED IRRIGATION		WATER SHARE ASSESSMENT LINE ITEM INCREASE	150,000		150,000	
55	PRESSURIZED IRRIGATION		BROOKS RESERVOIR EXPANSION & BOOSTER STATION	2,500,000		2,500,000	
51	PRESSURIZED IRRIGATION/CAPTIAL		MCLACHLAN WELL (LINE ITEM INCREASE)	50,000		50,000	
57	DRAINAGE	1	SECOND DRYING BED	75,000		75,000	
57	DRAINAGE	2	SOFTWARE SUBSCRIPTION INCREASE	3,000		3,000	
77	DRAINAGE IMPACT FEES		SKYE DEVELOPMENT DRAINS	350,000		350,000	
78	DRAINAGE/DETENTION		JORDAN NARROWS BASIN 2 LANDSCAPING	50,000		50,000	
78	DRAINAGE/DETENTION		LAMBERT DETENTION BASIN	50,000		50,000	
59	FIBER	1	3-GIS SOFTWARE - ONE TIME	13,200		13,200	
59	FIBER	1	3-GIS SOFTWARE - ONGOING	6,825		6,825	
59	FIBER	2	CONDUIT PROOFING EQUIPMENT	38,730		38,730	
59	FIBER	3	A-FRAME REEL STAND	5,500		5,500	5,500
59	FIBER	4	FIBER PROJECT COMPLETION EVENT	5,000		5,000	5,000
				29,521,776	**30,068,763**	**54,327,704**	

LEHI CITY CORPORATION

MAYOR'S RDA TENTATIVE BUDGET FY 2026



RDA MILL POND SUMMARY

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Property taxes	$ -	$ -	$ -	$ -	0%	-
Miscellaneous Revenue	-	-	-	-	0%	-
Reappropriation of Fund Balance	-	2,311,500	2,302,500	2,302,500	100%	(9,000)
Interest Income	122,562	7,500	7,500	7,500	0%	-
Total Revenues	$ 122,562	$ 2,319,000	$ 2,310,000	$ 2,310,000	100%	(9,000)
Expenses						
Millpond RDA engineering	$ -	$ -	$ -	$ -	0%	-
Millpond RDA streets	-	-	-	-	0%	-
Millpond RDA water	-	400,000	400,000	400,000	17%	-
Road/Pedestrian w/bridge to Meadows	-	800,000	800,000	800,000	35%	-
Millpond RDA Properties	37,890	1,119,000	1,110,000	1,110,000	48%	(9,000)
Reserves	-	-	-	-	0%	-
Total Expenses	$ 37,890	$ 2,319,000	$ 2,310,000	$ 2,310,000	100%	(9,000)
Surplus(Deficit)	**$ 84,672**	**$ -**	**$ -**	**$ -**		

TI RDA

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Property Taxes	$ 4,867,517	$ 9,000,000	$ 9,000,000	$ 9,000,000	100%	$ -
Total Revenues	$ 4,867,517	$ 9,000,000	$ 9,000,000	$ 9,000,000	100%	$ -
Expenses						
Texas Instruments	$ 3,407,262	$ 6,300,000	$ 6,300,000	$ 6,300,000	70%	$ -
Lehi City	639,277	1,193,400	1,193,400	1,193,400	13%	-
Alpine School District	645,433	1,193,400	1,193,400	1,193,400	13%	-
Utah County	112,440	207,900	207,900	207,900	2%	-
TSSD	56,950	105,300	105,300	105,300	1%	-
Total Expenses	$ 4,861,361	$ 9,000,000	$ 9,000,000	$ 9,000,000	100%	$ -
Surplus(Deficit)	**$ 6,156**	**$ -**	**$ -**	**$ -**		

CDA XACTWARE

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Property taxes	$ 371,698	$ 375,000	$ 375,000	$ 375,000	100%	$ -
Note proceeds	-	-	-	-	0%	-
Total Revenues	$ 371,698	$ 375,000	$ 375,000	$ 375,000	100%	$ -
Expenses						
EDA costs	$ -	$ -	$ -	$ -	0%	$ -
Taxing entities	360,547	363,750	363,750	363,750	97%	-
Administration	11,151	11,250	11,250	11,250	3%	-
Redevelopment expenditures	-	-	-	-	0%	-
Total Expenses	$ 371,698	$ 375,000	$ 375,000	$ 375,000	100%	$ -
Surplus(Deficit)	**$ -**	**$ -**	**$ -**	**$ -**		

EDA THANKSGIVING PARK

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Property taxes	$ 254,908	$ 300,000	$ 300,000	$ 300,000	100%	$ -
Interest Income	-	-	-	-	0%	-
Total Revenues	$ 254,908	$ 300,000	$ 300,000	$ 300,000	100%	$ -
Expenses						
EDA Administration Charges	$ 12,745	$ 15,000	$ 15,000	$ 15,000	5%	$ -
Thanksgiving Park	239,494	285,000	285,000	285,000	95%	-
Total Expenses	$ 252,239	$ 300,000	$ 300,000	$ 300,000	100%	$ -
Surplus(Deficit)	**$ 2,669.00**	**$ -**	**$ -**	**$ -**		

EDA ADOBE

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Property taxes	$ 1,275,287	$ 1,300,000	$ 1,300,000	$ 1,300,000	100%	$ -
Total Revenues	$ 1,275,287	$ 1,300,000	$ 1,300,000	$ 1,300,000	100%	$ -
Expenses						
EDA costs	$ -	$ -	$ -	$ -	0%	$ -
Taxing entities	1,190,225	1,235,000	1,235,000	1,235,000	95%	-
Administration	85,062	65,000	65,000	65,000	5%	-
Redevelopment expenditures	-	-	-	-	0%	-
Total Expenses	$ 1,275,287	$ 1,300,000	$ 1,300,000	$ 1,300,000	100%	$ -
Surplus(Deficit)	**$ -**	**$ -**	**$ -**	**$ -**		

CDA OUTLETS AT TRAVERSE MOUNTAIN

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Sales Tax	$ -	$ -	$ -	$ -	0%	$ -
Property Taxes	202,850	375,000	375,000	375,000	100%	-
Total Revenues	$ 202,850	$ 375,000	$ 375,000	$ 375,000	100%	$ -
Expenses						
Sales tax reimbursement	$ -	$ -	$ -	$ -	0%	$ -
Property tax reimbursement	-	375,000	375,000	375,000	100%	-
Total Expenses	$ -	$ 375,000	$ 375,000	$ 375,000	100%	$ -
Surplus(Deficit)	**$ 202,850**	**$ -**	**$ -**	**$ -**		

CDA MEADOW POINTE

ACCOUNT DESCRIPTION	ACTUAL FY 2023	ESTIMATED BUDGET FY 2024	DEPT REQ BUDGET FY 2025	FINAL BUDGET FY 2025	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2024-FY2025
Revenues						
Property Taxes	$ 31,758	$ -	$ -	$ -	0%	$ -
Sales Taxes	61,887	100,000	100,000	100,000	100%	-
Total Revenues	$ 93,645	$ 100,000	$ 100,000	$ 100,000	100%	$ -
Expenses						
Sales tax reimbursement	$ -	$ -	$ -	$ -	0%	$ -
Reserves	-	100,000	100,000	100,000	100%	-
Property tax reimbursement	61,887	-	-	-	0%	-
Total Expenses	$ 61,887	$ 100,000	$ 100,000	$ 100,000	100%	$ -
Surplus(Deficit)	**$ 31,758**	**$ -**	**$ -**	**$ -**		

LEHI CITY CORPORATION

MAYOR'S LOCAL BUILDING AUTHORITY
TENTATIVE BUDGET FY 2026



LOCAL BUILDING AUTHORITY

ACCOUNT DESCRIPTION	ACTUAL FY 2024	ESTIMATED BUDGET FY 2025	DEPT REQ BUDGET FY 2026	FINAL BUDGET FY 2026	PERCENT OF TOTAL BUDGET	INCREASE (DECREASE) FY2025-FY2026
Revenues						
Interest Income	$ 1,039,298	$ -	$ -	$ -	0%	$ -
Bond Proceeds	227,948	-	-	-	0%	-
Tranfser from Capital Projects	12,000,000	-	-	-	0%	-
Transfer from General Fund	1,220,675	1,534,675	1,534,675	1,739,675	15%	205,000
Transfer from Fire Impact Fees	400,000	201,000	201,000	100,000	1%	(101,000)
Re-appropriate fund balance	-	31,500,000	31,500,000	10,000,000	84%	(21,500,000)
Total Revenues	$ 14,887,921	$ 33,235,675	$ 33,235,675	$ 11,839,675	100%	$ (21,396,000)
Expenditures						
Cost of Issuance	$ -	$ -	$ -	$ -	0%	$ -
Bond Fees	2,000	-	-	-	0%	-
Bank Charges & Fees	-	-	-	-	0%	-
Debt Service - Interest	1,521,334	1,515,675	1,515,675	1,504,675	13%	(11,000)
Debt Service - Principal	109,041	220,000	220,000	335,000	3%	115,000
Fire Station - Engineering	99,077	-	-	-	0%	-
Fire Station - Sitework	898,075	-	-	-	0%	-
Fire Station - FF & E	692,950	-	-	-	0%	-
Fire Station - Building Construction	-	-	9,400,000	-	0%	-
City Hall - Engineering	989,317	-	-	-	0%	-
City Hall - Sitework	328,976	-	-	-	0%	-
City Hall - FF & E	-	-	-	-	0%	-
City Hall - Building Construction	1,180,496	22,100,000	22,100,000	10,000,000	84%	(12,100,000)
Total Expenditures	$ 5,821,267	$ 23,835,675	$ 33,235,675	$ 11,839,675	100%	$ (11,996,000)
Surplus(Deficit)	**$ 9,066,654**	**$ 9,400,000**	**$ -**	**$ -**		

Agenda Item No: 9

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Public Hearing
Agenda Section: Regular Agenda

Subject:
Public Hearing to receive input on a public green waste facility use, located at approximately 1700 West 1400 South in a Public Facilities zone.

Suggested Action:

Attachments:

CC Staff Report Green Waste Facility 04.02.25.docx

LEHI CITY PUBLIC FACILITIES USE

CITY COUNCIL REPORT

Applicant	Lehi City
Meeting Date	April 8, 2025
Requested Action/Purpose	Informational Public Hearing on Green Waste Facility Use
Date of DRC Review	Not Required
Date of Planning Commission Review	Not Required

REQUIRED ACTION

Planning Commission	None
City Council	Public Hearing to Receive Input on Public Facilities Use (no vote required)

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 05.020. Zoning Districts Purpose. The **Public Facilities (PF) District** is established to provide areas for publicly owned buildings and facilities.

A. Lehi City recognizes that, in attempting to serve the general public, there are unique needs that are difficult to address through standard residential or commercial zoning regulations. Therefore, the intent of this zone is to create a balance between the needs of the City and other governmental or public entities and the interests of adjacent property owners, who should be aware of the potential use of neighboring publicly owned lands and have assurance of continued public use.

B. Some uses in the PF District will be allowed in other zoning districts to initially accommodate public facilities in appropriate areas without undue difficulty; however, it is intended that the PF District would then be applied by the City to all such facilities for ease of recognition on the Lehi City Planning Zone Map and accurate statistical indexing of land uses.

C. The establishment of a PF District may only be initiated by Lehi City; however, changes from a PF District to another district may be initiated by any party.

D. When a property in the PF zone changes from one land use to another as defined in the Table of Uses for the PF zone, Lehi City will hold a public hearing and send a notice to all property owners whose holdings are located partly or entirely within 300 feet of the PF-zoned property.

E. Uses typical to the PF District may include:

(a) public parks, playgrounds, swimming pools, trails, and similar public recreation facilities.
(b) public schools.
(c) public cemeteries.
(d) public buildings such as administrative buildings, libraries, courthouse, museums, public safety buildings, and similar structures.
(e) municipal reservoirs, well sites, pump stations, maintenance shops, storage areas and similar public utility buildings and structures; and
(f) municipal parking lots and parking areas to serve a public use.

REPORT ANALYSIS

Lehi City owns approximately 55 acres located at approximately 1700 West and 1400 South. The property is currently zoned as Public Facilities and is planned for a future City Park. The current use of the property is agricultural, along with an outdoor storage area at the south end that is being used for staging with the TSSD 1900 South sewer line project.

In order for the future park to be constructed, there are a number of trees that will require removal. The City is working with a landscaping/tree removal company to begin work on the removal, and as part of the process, the City will create a public green waste facility. The green waste would be mixed with the materials generated from the tree removal process, and can be used either by the public or the City for use at the future park and other City landscaping areas/projects.

According to the requirements of the Public Facilities Zone, when a property in the PF Zone changes from one land use to another, Lehi City will hold a public hearing and send a notice to all property owners whose holdings are located partly or entirely within 300 feet of the PF-zoned property to notify them about the change.

Agenda Item No: 10

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Resolution
Agenda Section: Regular Agenda

Subject:
Consideration of Resolution #2025-23 approving a Development between ProSteel Customs and Lehi City.

Suggested Action:

Attachments:

Res 2025-23.docx

Pro Custom Steel Development Agreement 03.27.25.docx

RESOLUTION NO. 2025-23

A RESOLUTION OF THE LEHI CITY COUNCIL APPROVING A DEVELOPMENT AGREEMENT BETWEEN PROSTEEL CUSTOMS AND LEHI CITY

WHEREAS, ProSteel Customs ("Developer") has a legal interest in certain real property and desires to develop a commercial project on the property;

WHEREAS, On March 18, 2025, the City Council discussed the Developer's proposal to amend Table 05.030-B of the Development Code to allow Automobile Sales/Rental in the Commercial zone and the City Council directed City staff to prepare a development agreement that would allow Automobile Sales/Rental on the Developer's property located at 2322 West Main Street;

WHEREAS, on April 8, 2025, 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 Development Agreement with ProSteel Customs; 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 Development Agreement attached hereto as Exhibit "A" 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 8th day of April, 2025.

LEHI CITY

_____

Mark Johnson, Mayor

ATTEST

_____

Teisha Wilson, City Recorder

EXHIBIT A

PROSTEEL CUSTOMS DEVELOPMENT AGREEMENT

The City of Lehi, a Utah municipal corporation (the "City"), and ProSteel Customs (the "Developer"), enter into this Development Agreement (this "Agreement") this _____ day of _____, 20_____ ("Effective Date"), and agree as set forth below. The City and the Developer are jointly referred to as the "Parties" and each may be referred to individually as "Party."

RECITALS

WHEREAS, the Developer is the owner of certain real property identified as Assessor's Parcel Number 13:025:0138 specifically described in attached Exhibit A (the "Property") and desires to add Automobile Sales and Rental as a permitted use on the property; and

WHEREAS, the City, acting pursuant to (1) its authority under Utah Code Annotated 10-9a-102(2) et seq., as amended, and (2) the Lehi City Development Code (the "City Code"), and in furtherance of its land use policies, goals, objectives, ordinances, resolutions, and regulations, the City has made certain determinations with respect to the proposed development of the Property and in exercise of its legislative discretion has elected to enter into this Agreement; and

WHEREAS, the Property is currently subject to the Planning and Land Use Ordinance of Lehi City and is within the Commercial zone (the "C" Zone). and

WHEREAS, the Developer desires to allow Automobile Sales and Rental ("Approved Use") for the rental of U-Haul vehicles and trailers on the Property in conformity with this Agreement; and

WHEREAS, the Developer and the City acknowledge that the use of the Property pursuant to this Agreement will provide certainty useful to the Developer and to the City in ongoing and future dealings and relations among the Parties; and

WHEREAS, the City has determined that the proposed development contains features which advance the policies goals and objectives of the Lehi City General Plan, preserve and maintain the open and sustainable atmosphere desired by the citizens of the City, or contribute to capital improvements which substantially benefit the City and will result in planning and economic benefits to the City and its citizens; and

WHEREAS, the City and the Developer acknowledge that the terms of this Agreement shall be enforceable and the rights of the Developer relative to the Property shall vest only if the City Council, in its sole legislative discretion, approves this agreement.

NOW THEREFORE, based upon the foregoing recitals and in consideration of the mutual covenants and promises contained set forth herein, the Parties agree as follows:

TERMS

A. Recitals; Definitions. The recitals set forth above are incorporated herein by this reference. Any capitalized term used but not otherwise defined in this Agreement shall have the meaning ascribed to such term in the Planning and Land Use Ordinance of Lehi City**.**

B. Enforceability. The City and the Developers acknowledge that the terms of this Agreement shall be enforceable, and the rights of the Developers relative to the Property shall vest, only if the City Council, in its sole legislative discretion, approves this agreement.

C. Conflicting Terms. Other than as stated in this Agreement, the Property shall be developed in accordance with the requirements and benefits provided for in relation to a Commercial zone under the City Code as of the Effective Date. In the event of a discrepancy between the requirements of the City Code, including the Commercial zone, and this Agreement, this Agreement shall control.

D. Developer Obligations:

1. The Developer agrees to construct the development consistent with the requirements set forth in this Agreement and the Lehi City Development Code.

2. Should Developer abandon the Approved Use for one full year at any time after approval of this agreement, the Approved Use shall expire, this Agreement shall terminate, and only those uses allowed in the Commercial Zone (or the then current zoning of the property) will be allowed.

E. City Obligations:

1. The City shall allow Automobile Sale and Rental as a permitted use (Approved Use) on the Property.

F. Vested Rights and Reserved Legislative Powers.

1. Vested Rights. Consistent with the terms and conditions of this Agreement, City agreed Developer has the vested right to use the Property in accordance with: (i) the Commercial zoning designation; (ii) the City Code in effect as of the Effective Date and; (iii) the terms of this Agreement. This Agreement is only valid between the City and Developer, and upon sale or transfer of the Property to another party or individual, this Agreement shall terminate.

2. Reserved Legislative Powers. Developer acknowledges that the City is restricted in its authority to limit its police power by contract and that the limitations, reservations and exceptions set forth herein are intended to reserve to the City all of its police power that cannot be so limited. Notwithstanding the retained power of the City to enact such legislation under the police powers, such legislation shall only be applied to modify the vested rights of Developer under this Agreement and with respect to use under the zoning designations as referenced in *Section III.A.* above under the terms of this Agreement based upon the policies, facts and circumstances meeting the compelling, countervailing public interest exception to the vested rights doctrine in the State of Utah. Any such proposed change affecting the vested rights of the Property shall be of general application to all development activity in the City and Salt Lake County (the "County"); and, unless in good faith the City declares an emergency, Developer shall be entitled to prior

written notice and an opportunity to be heard with respect to the proposed change and its applicability to the Property under the compelling, countervailing public interest exception to the vested rights doctrine. The notice required by this paragraph shall be that public notice published by the City as required by State statute.

G. General Provisions.

1. Notices. All notices, filings, consents, approvals, and other communication provided for herein or given in connection herewith shall be validly given, filed, made, delivered or served if in writing and delivered personally or sent by registered or certified U.S. Postal Service mail, return receipt requested, postage prepaid to the following addresses or to such other addresses as either party may from time to time designate in writing and deliver in like manner. Any such change of address shall be given at least 10 days before the date on which the change is to become effective:

If to City: ATTN: City Recorder
City of Lehi
153 N 100 E
Lehi City, Utah 84043
Attn: City Recorder

If to Developer: Click or tap here to enter text.
Click or tap here to enter text.
Click or tap here to enter text.
Click or tap here to enter text.

2. Mailing Effective. Notices given by mail shall be deemed delivered 72 hours following deposit with the U.S. Postal Service in the manner set forth above.

3. No Waiver. Any party's failure to enforce any provision of this Agreement shall not constitute a waiver of the right to enforce such provision. The provisions may be waived only in writing by the party intended to be benefited by the provisions, and a waiver by a party of a breach hereunder by the other Party shall not be construed as a waiver of any succeeding breach of the same or other provisions.

4. Headings. The descriptive headings of the paragraphs of this Agreement are inserted for convenience only, and shall not control or affect the meaning or construction of any provision this Agreement.

5. Authority. The parties to this Agreement represent to each other that they have full power and authority to enter into this Agreement, and that all necessary actions have been taken to give full force and effect to this Agreement. Developer represents and warrants it is fully formed and validly existing under the laws of the State of Utah, and that it is duly qualified to do business in the State of Utah and is in good standing under applicable state laws. Developer and the City warrant to each other that the individuals executing this Agreement on behalf of their respective parties are authorized and empowered to bind the parties on whose behalf each individual is signing. Developer represents to the City that by entering into this Agreement

Developer has bound all persons and entities having a legal or equitable interest to the terms of the Agreement as of the Effective Date.

6. Entire Agreement. This Agreement, together with the Exhibits attached hereto, documents referenced herein and all regulatory approvals given by the City for the Property contain the entire agreement of the parties with respect to the subject matter hereof and supersede any prior promises, representations, warranties, inducements or understandings between the parties which are not contained in such agreements, regulatory approvals and related conditions.

7. Amendment. This Agreement may be amended in whole or in part with respect to all or any portion of the Property by the mutual written consent of the parties to this Agreement or by their successors-in-interest or assigns. Any such amendment of this Agreement shall be recorded in the official records of the Salt Lake County Recorder's Office.

8. Severability. If any of the provisions of this Agreement are declared void or unenforceable, such provision shall be severed from this Agreement. This Agreement shall otherwise remain in full force and effect provided the fundamental purpose of this Agreement and Developer's ability to complete the development of the Property as set forth in the Concept Plan is not defeated by such severance.

9. Governing Law. The laws of the State of Utah shall govern the interpretation and enforcement of the Agreement. The parties shall agree that the venue for any action commenced in connection with this Agreement shall be proper only in a court of competent jurisdiction located in Salt Lake County, Utah. The Parties hereby expressly waive any right to object to such choice of law or venue.

10. Remedies. If any party to this Agreement breaches any provision of this Agreement, the non-defaulting party shall be entitled to all remedies available at both law and in equity.

11. Attorney's Fee and Costs. If any party brings legal action either because of a breach of the Agreement or to enforce a provision of the Agreement, the prevailing party shall be entitled to reasonable attorney's fees and court costs.

12. Binding Effect. The benefits and burdens of this Agreement shall be binding upon and shall inure to the benefit of the parties hereto and their respective heirs, legal representatives, successors in interest and assigns. This Agreement shall be incorporated by reference in any instrument purporting to convey an interest in the Property.

13. No Agency Created. Nothing contained in the Agreement shall create any partnership, joint venture, or agency relationship between the parties.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date.

[SIGNATURES TO FOLLOW ON NEXT PAGE]

CITY OF LEHI,
a Utah Municipal Corporation

APPROVED AS TO FORM:

By: _____
Click or tap here to enter text., Mayor

_____
Attorney for the City

State of Utah)
:ss
County of Salt Lake)

On this _____ day of _____, 20_____, personally appeared before me, whose identity is personally known to me or proved to me on the basis of satisfactory evidence, and who affirmed that he/she is the Mayor of the City of Lehi, a Utah municipal corporation, and said document was signed by him/her on behalf of said municipal corporation by authority of the Lehi Municipal City Code by a Resolution of the Lehi City Council, and he/she acknowledged to me that said municipal corporation executed the same.

_____
Notary Public
My Commission Expires:

[DEVELOPER] Click or tap here to enter text.,
a Click or tap here to enter text.

By: _____

Name: _____ (*printed*)

Title: _____

State of Utah)
:ss
County of Salt Lake)

The foregoing instrument was acknowledged before me this _____ day of _____, 20_____, by _____, the _____ of Click or tap here to enter text., a Click or tap here to enter text., on behalf of the Click or tap here to enter text.. Witness my hand and official seal. **[INCLUDE APPROPRIATE NOTARY FOR DEVELOPER (i.e. corporate, partnership, LLC, etc.)]**

_____
Notary Public

My Commission Expires:

EXHIBIT A

(Legal Description of the Property)

Agenda Item No: 11

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Katie Bussell
Submitting Department: Planning Division
Item Type: Ordinance
Agenda Section: Regular Agenda

Subject:
Consideration of Ordinance #10-2025 approval of a Development Code Amendment, amending Table 05.030-B to allow auto sales and rental on parcels larger than an acre in the Commercial zone. (Tabled from the March 18, 2025 meeting.)

Suggested Action:

Attachments:

CC Staff Report ProSteel Customs Development Code Amendment 03.18.25.docx

ProSteel Customs Develpoment Code Amendment 01.22.25.docx

ProSteel Customs Development Code Amendment 01.22.25.pdf

Ordinance -Non-Residential Table of Uses 05.030-B 03.18.25.docx

PROSTEEL CUSTOMS DEVELOPMENT CODE AMENDMENT

CITY COUNCIL REPORT

Applicant	Lehi City
Meeting Date	March 18, 2025
Requested Action/Purpose	Approval of a proposed amendment to the Lehi City Development Code
Date of DRC Review	January 22, 2025
Date of Planning Commission Review	February 27, 2025

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 04.060. Criteria for Approval.
No amendment to this Code, or the Zoning District Map(s), may be recommended for approval by the Commission nor approved by the City Council unless such amendment or conditions thereto are consistent with the General Plan. In considering a Code amendment, or Zoning District Map(s) amendment, the applicant shall identify, and the City Staff, DRC, Commission, and the City Council may consider the following factors, among others:

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.

REPORT ANALYSIS

The applicant is requesting an amendment to the Lehi City Development Code. The specific amendment is to allow automobile sales/rentals equal to or greater than one acre in size in the Commercial zone. The applicant has expressed a desire to rent U-Haul trailers in addition to their existing automobile service and repair business. The applicant has stated that allowing auto sales and rentals is vital to economic growth and meeting the evolving needs of the community as it will create jobs, boost tax revenue, and provide essential services.

DRC Comments
The DRC had two comments, including:

1. In 2018 the City adopted a code amendment to remove auto sales from the C zone since the Heavy Commercial zone was created. At that time it was removed so auto sales don't proliferate the city and are focused in areas that are less impactful. Planning staff recommends keeping the table as-is. Perhaps a General Plan amendment is more appropriate and can look specifically at one site rather than changing things city-wide.
2. Recommend changing the first sentence of the narrative to read: "Changing the Table of Uses to allow automobile sales & rental in the Commercial Zone is vital to support economic growth and meet the evolving needs of our community."

Please consider all DRC comments in your motion.

POSSIBLE MOTIONS AND FINDINGS

The City Council may approve or deny the proposed development code amendment. Any motion should include findings. Possible findings include:

1. The proposed Development Code amendment is/is not in conformance with the purposes, intent, and provisions of the General Plan and its various elements.
2. Additional findings based upon information presented during the public hearing.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission reviewed the proposed amendment on February 27, 2025. The minutes and motion from this meeting are as follows:

3.5) Public hearing and recommendation of ProSteel Customs request for review of a Development Code Amendment, amending Table 05.030-B to allow auto sales and rental on parcels larger than an acre in the Commercial zone.

Jacob Curtis presented the item. The applicant would like to continue renting U-Haul trucks in addition to his repair business. He would like to adjust the code to bring this into compliance.

Commissioner Everett clarified that the applicant would be brought into compliance by changing the code, not by changing their behaviors.

Lyssa Mang was present representing ProSteel Customs. She is the office manager. She stated that having U-Hauls in the community has been a huge benefit, and she has received positive feedback from her neighbors.

Commissioner Jackson opened public comment.

Brad Lang works for U-Haul. He emphasized that the presence of the trucks is a positive in the community. He specifically mentioned how U-Haul has been able to help Lehi with the rapid growth it's been experiencing.

Commissioner Jackson closed public comment.

Commissioner Jackson asked how long the applicant has been in violation, and how long they've been knowingly in violation. Jacob Curtis said that it has been about six months since the initial report of the code violation. Commissioner Jackson asked if ProSteel Customs has been 'playing nice'. Curtis confirmed that they had. Commissioner Jackson mentioned that he doesn't like rewarding code violations with compliance from the city. Commissioner Kunze asked if it was an outside complaint. Kim Struthers confirmed that there was only one report, and it came from outside the organization.

Commissioner Eyre shared that he thinks changing the code is a terrible idea. He clarified that his isn't opposed to the business, but he doesn't want to open the door to other businesses that could use it as precedent on their own one acre lots. Commissioners Everett and Jackson agreed with him. Commissioner Everett expressed worry over unforeseen consequences of adding a permitted use to the table. Commissioner Jackson suggested waiting until there were several instances before making an official code change.

Kim Struthers suggested that the commission give a negative recommendation to the city council, but that they should encourage a development agreement so that the business could continue.

Brad Lang asked if a conditional use would be a possibility. The commission was decidedly against the idea.

Brad Kenison suggested a general plan amendment that would only affect the specific property. The commission felt that a development agreement would be a better and more specific solution to the problem.

> **Motion:** Commissioner Eyre moved to offer a negative recommendation to the Lehi City Council on the findings that the proposed development code amendment is not in conformance with the purposes, intent, and provisions of the general plan and it's various elements. He included all DRC comments. He also included a recommendation that the Lehi City Council explore a development agreement or potentially a general plan amendment to explore other options available for the business to continue moving forward.

Commissioner Jackson asked for stronger language in support of the business to be added to the motion.

> **Amended Motion:** Commissioner Eyre moved to offer a negative recommendation to the Lehi City Council on the findings that the proposed development code amendment is not in conformance with the purposes, intent, and provisions of the general plan and it's various elements. He included all DRC comments. He also expressed support for the business in the location it is at and recommends the Lehi City Council look into a development agreement as this may be able to solve the applicant's request without opening the city to potential unforeseen issues with the adjustment that's been requested to the table of uses. Commissioner Roberts seconded.
>
> **Vote:** Commissioner Jackson, yes. Commissioner Everett, yes. Commissioner Eyre, yes. Commissioner Kunze, yes. Commissioner Roberts, yes.
>
> Motion passes unanimously

ProSteel Customs Development Code Amendment
DRC Redline Comments

ProSteel Customs- requests review of the ProSteel Customs Development Code Amendment, amending Table 05.030-B to allow auto sales and rental on parcels larger than an acre in the Commercial zone.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Shelbey Brewer, Kim Struthers, Gary Smith, Gary Ellis, James Farnsworth, Luke Seegmiller
Assigned Planner: Katie Bussell
Representatives of the Applicant Present:
Date of Plans Reviewed: 01/13/25
Time Start: 1:30 PM
Time End: 1:35 PM

DRC REDLINE COMMENTS:
Glade – Power: No comments.
Garion – Fire: No comments.
Ryan – Water/Sewer: No comments.
James – Parks: No comments.
Gary S. – Building/Inspections: No comments.
Shelbey – Public Works: No comments.
Gary E. – Engineering: No comments.
Luke- Traffic: No comments.
Kim – Planning:

1. In 2018 the City adopted a code amendment to remove auto sales from the C zone since the Heavy Commercial zone was created. At that time it was removed so auto sales don't proliferate the city and are focused in areas that are less impactful. Planning staff recommends keeping the table as-is. Perhaps a General Plan amendment is more appropriate and can look specifically at one site rather than changing things city-wide.
2. Recommend changing the first sentence of the narrative to read: "Changing the Table of Uses to allow automobile sales & rental in the Commercial Zone is vital to support economic growth and meet the evolving needs of our community."

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON FEBRUARY 13TH.

PRECON MEETING REQUIRED? (FULL, TAIILGATE, NONE)

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.



January 9, 2025

To Whom it may concern,

Changing the amendment to heavy commercial is vital to support economic growth and meet the evolving needs of our community. This zoning adjustment allows for larger-scale operations, which can create jobs, boost tax revenue, and provide essential services that drive local development. By enabling flexibility for heavy commercial activities, we position our area as a competitive and thriving hub for commerce, ensuring long-term sustainability

Thank you,

Donny Whitcomb

(Owner of Prosteel Customs)

USE	DISTRICT										
	NC	C	C-H	CR	C-1	BP	LI	MU	T/M	PF	HI
Schools	P	P	P	P	P	P	P	P	P	P	P
Sporting Facilities, Arenas		P	P	P		P	P	P	P	P	
Sports Fields and Courts		P	P	P		P	P	P	P	P	
Transit Station	P	P	P	P	P	P	P	P	P	P	P
COMMUNICATION & UTILITIES											
Communication Facilities and Towers [See Sec.12.140]		C	C	C		C	C	C	C	P	
Electrical Substations and Power Transmission Lines, Municipal	P	P	P	P	P	P	P	P	P	P	P
Electrical Substations and Power Transmission Lines, Non-Municipal		C	C	C		C	C	C	C	C	
Oil & Gas Transmission Lines	C	C	C	C	C	C	C	C	C	C	C
Public and Private (with franchise agreement) Utility Underground Lines, and Rights of Way	P	P	P	P	P	P	P	P	P	P	P
Public and Private (with franchise agreement) Utility Buildings and Other Above Ground, Structures	C	C	C	C	C	C	C	C	C	C	C
Renewable Energy System (Solar and Small Wind Energy Systems – see Chapter 19)	P	P	P	P	P	P	P	P	P	P	P
Wind Energy Facility – see Chapter 19										C	
COMMERCIAL/NONRESIDENTIAL USES											
Accessory uses incidental to an authorized use	P	P	P	P	P	P	P	P	P	P	P
Adult Daycare	P	P	P	P		P		P			
Artisan Shop	P	P	P	P		P	P	P			
Athletic Instruction	P	P	P	P		P	P	P			
Automobile Sales/Rental sites 1 acre or larger		P	P	P			P				
Automobile Service and Repair		P	P	P			P				
Automobile Service and Repair, Large			C				C				

Notes:
P = Uses allowed as a Permitted Use.
P[1]= Single family homes that existed at the time this code was adopted (9/11/12) shall continue; however new single-family dwellings shall only be permitted in areas with remaining density per Map 05.010 Maximum TOD and Mixed Use Density Map.
P[2]= Allowed provided there is remaining density as allocated per Map 05.010 Maximum TOD and Mixed Use Density Map.
P[3]= Only permitted for Financial Services and Pharmacy uses that: 1) are on a parcel adjacent to a UDOT Principal Arterial or along the 2100 North Corridor, 2) incorporate pedestrian-oriented design elements into the site plan (such as pedestrian walkway or trail), and 3) are designed to shield headlights from adjacent properties.
C = Uses allowed as a Conditional Use. Uses not identified as either a Permitted or Conditional Use are deemed to be prohibited.
[*] All uses in the Planned Community and Resort Community Zones must be authorized through an Area Plan pursuant to Chapter 15or through a Land Use Plan pursuant to Chapters 38 and 39. All uses in the Transit Oriented Development Zone must be authorized by a Land Use Plan pursuant to Chapter 38 and 39.

ORDINANCE NO: 2025 - __

AN ORDINANCE AMENDING THE LEHI CITY DEVELOPMENT CODE TABLE 05.030-B, NON-RESIDENTIAL TABLE OF USES

WHEREAS, it has become necessary to amend the Non-Residential Table of Uses in the Lehi City Development Code; and

WHEREAS, this amendment seeks to allow auto-mobile sales/rentals equal to or greater than one acre in size in the Commercial zone of Lehi; and

WHEREAS, following a public hearing on February 27, 2025, the Lehi City Planning Commission reviewed the proposed revisions and forwarded a negative recommendation to the City Council; and

WHEREAS, on April 8, 2025, the City Council held a duly noticed meeting to receive public comment and ascertain the facts regarding this matter, which facts and comments are found in the hearing record and which include the staff report, minutes from the Planning Commission meeting of February 27, 2025, and the negative recommendation of the Planning Commission; and,

WHEREAS, after considering the facts and comments presented to the Municipal Council, the Council finds: Table 05.030-B of the Lehi City Development Code should be amended; and such action furthers the health, safety, and welfare of the citizens of Lehi.

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

PART I:

Table 05.030-B of the Lehi City Development Code is hereby amended.

PART II:

A. If a provision of this Ordinance -2025 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.

B. This ordinance and its various sections, 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.

C. The City Council hereby directs that the official copy of the Lehi City Code 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 8th day of April, 2025.

ATTEST

_____	_____
_____	_____
Mark Johnson, Mayor	Teisha Wilson, City Recorder

Agenda Item No: 12

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Resolution
Agenda Section: Regular Agenda

Subject:
Consideration of Resolution #2025-21, approving a Resolution of Intent to Annex Real Property for the Salt Spring Annexation, approximately 13.32 acres located at approximately 500 East 950 South with TH-5 zoning.

Suggested Action:

Attachments:

CC Staff Report - Resolution of Intent Salt Spring Annexation 04.08.25.docx

Salt Spring Annexation DRC 03.12.25.docx

Annexation Plat_Salt Spring_03.14.2025.pdf

Res 2025-21.docx

SALT SPRING ANNEXATION
CITY COUNCIL REPORT

Applicant	Cameron Smith		
Meeting Date	April 8, 2025		
Requested Action/Purpose	Acceptance of a resolution of intent to annex		
Location	Approximately 500 East 950 South		
Requested Zoning	TH-5		
General Plan Land Use Designation	VLDRA		
Acreage	13.25 acres		
Existing Land Use	Undeveloped		
Adjacent Zoning and Land Use	*North*	N/A	Single family residential
	South	N/A	Undeveloped
	East	A-5	Undeveloped
	West	R-1-22	Sugar Mill Estates
Assigned Planner	Jacob Curtis		

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 resolution of intent to annex property located at approximately 500 East 950 South with proposed TH-5 zoning.

The resolution of intent is the first step in the process of annexing. If approved, the annexation will go to the Planning Commission for review and recommendation on the zoning. The final public hearing and consideration will take place at the final City Council meeting.

The proposed annexation will add a portion of an existing county island. This area has a general plan land use designation with the intent that it would annex into Lehi at some point.

The DRC reviewed the proposed annexation and had no critical issue concerns. Additionally, the applicant updated the plat to resolve the general comments given related to notes on the plat.

The other DRC comments were informative for the applicant.

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 application does/does not conform to the goals and policies of the General Plan.
2. Other findings as determined by the public hearing.

Salt Spring Annexation
DRC Redline Comments

*Cameron Smith- requests review of the **Salt Spring Annexation** with TH-5 zoning on 13.32 acres located at approximately 500 East 950 South.*

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Shelbey Brewer, Kim Struthers, Gary Smith, Gary Ellis, James Farnsworth, Luke Seegmiller
Representatives of the Applicant Present: Cameron Smith, Randy Smith
Assigned Planner: Jacob Curtis
Date of Plans Reviewed: 03/04/25
Time Start: 11:20 am
Time End: 11:31 am

DRC REPORT:

1. **Critical Issues: None**

2. **Location of existing and proposed City facilities-** Water and Sewer in 950 S and 800 S

3. **Zoning required or recommended: TH-5**
   (General Plan Amendment is in process to change from VLDRA to HDR)

4. **Distances to schools/parks/shopping**

   Lehi High School- .75 miles
   Lehi Junior High- 1.88 miles
   Meadow Elementary- 1 mile
   Watercress Park- .5 miles
   Macey's & Pioneer Market- .75 miles

5. **Transportation- 700 S future extension (Master Planned Minor Collector)**

DRC GENERAL COMMENTS:

1. Only need a signature line for the Mayor
2. Double check ownership on this parcel
3. Remove the address from the annexation plat.
4. Remove fee line from the plat.

THIS ITEM WILL BE SCHEDULED FOR RESOLUTION OF INTENT TO ANNEX ON APRIL 8, 2025.

PLANNING COMMISSION FOR BOTH THE GENERAL PLAN AMENDMENT AND THE REVIEW OF TH-5 ZONING WOULD BE ON APRIL 24, 2025.

FINAL APPROVAL OF THE ANNEXATION AND CONSIDERATION OF THE GENERAL PLAN AMENDMENT BY THE CITY COUNCIL WOULD BE ON MAY 13, 2025.

(PLANNING STAFF - REMEMBER TO SEND AN ELECTRONIC COPY OF THE ANNEXATION PLAT TO THE COUNTY SURVEYOR'S OFFICE FOR THEIR "PRE CHECK" AND REMEMBER TO CHECK NAME ON ANNEXATION PLAT THAT IT STAYS THE SAME THROUGHOUT THE PROCESS AND ON ALL LEGAL DOCUMENTS)

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.



VICINITY MAP
NTS

205

THE KIRKHAM FAMILY TRUST
13:008:0005

800 SOUTH
(PUBLIC - 62' WIDE)

EAST
651.74

MADISON MEADOWS EAST
ENTRY No. 200544:2021

203 204

(S0°36'24"E)
N0°36'35"W
213.34

PARCEL 13:008:0003
3.18 ACRES

214.56
S1°20'35"W

KENT G. BUCKWALTER QTIP TRUST
13:016:0015

0 50' 100'
SCALE: 1" = 50'

17 16 20 21 S89°53'50"E 2646.93 (BETWEEN MONUMENTS)
(S89°53'44"E 2647.66)
NORTHWEST CORNER
OF SECTION 21, T5S, R1E, SLB&M
(FOUND 3" COUNTY BRASS CAP)

(S89°53'29"E)
N89°53'44"W
0.94

16 21 POINT OF BEGINNING

NORTH 1/4 CORNER
OF SECTION 21, T5S, R1E, SLB&M
(FOUND 1.5" COUNTY BRASS CAP)

(BASIS OF BEARING: S89°51'11"E
2646.17 BETWEEN MONUMENTS)
16 21 15 22
NORTHEAST CORNER
OF SECTION 21, T5S, R1E, SLB&M
(FOUND 3" COUNTY BRASS CAP)

LOT 4

LEHI CITY
CORPORATE LIMITS

950 SOUTH
(PUBLIC - 56' WIDE)

AHA PROPERTIES, LLC & JATG
PROPERTIES, LLC
PROPOSED ZONING:
TRANSITIONAL HOLDING (TH-5)

ANNEXATION AREA: 13.25+/- ACRES

LOT 5

SUGAR MILL ESTATES SUBDIVISION
ENTRY No. 130668:2007

(SOUTH)
N0°00'14"W
672.67

PARCEL 13:037:0044
10.07 ACRES

677.14
S1°02'39"E

KENT G. BUCKWALTER QTIP TRUST
13:038:0048

LOT 12

LEHI CITY
CORPORATE LIMITS

LOT 13

655.82
N89°31'02"W

BOB COOK PLAT "A" AMENDED
ENTRY No. 96928:2002

LOT 1

ALLEN TRAVIS & TORI LEE GERBER
35:304:0014

LEGEND

	LEHI CITY CORPORATE LIMITS
	ANNEXATION BOUNDARY
	ADJACENT PARCEL LINES
	SECTION LINE
BEARING/DISTANCE	MEASURED
(BEARING/DISTANCE)	(RECORD)

civilsolutionsgroup inc.
CACHE VALLEY | P: 435.213.3762
SALT LAKE | P: 801.216.3192
UTAH VALLEY | P: 801.874.1432
info@civilsolutionsgroup.net
www.civilsolutionsgroup.net

NOTES

1) THE PURPOSE OF THIS PLAT IS TO PROVIDE A GRAPHIC REPRESENTATION AND ASSOCIATED LEGAL DESCRIPTION OF LANDS TO BE ANNEXED INTO THE CORPORATE LIMITS OF LEHI CITY.
2) THE BASIS OF BEARING IS S89°51'11"E ALONG THE SECTION LINE BETWEEN THE NORTH 1/4 CORNER AND THE NORTHEAST CORNER OF SECTION 21, TOWNSHIP 5 SOUTH, RANGE 1 EAST, SALT LAKE BASE & MERIDIAN. ALL DEEDS & PLATS OF RECORD REFERENCED HEREON HAVE BEEN ROTATED TO THAT BASIS OF BEARING.
3) THE FOLLOWING PLATS (RECORDED IN THE OFFICE OF THE UTAH COUNTY RECORDER) AND SURVEYS (FILED IN THE OFFICE OF THE UTAH COUNTY SURVEYOR) HAVE BEEN REVIEWED IN THE COURSE OF PREPARING THIS ANNEXATION PLAT:
   A. ANNEXATION INTO LEHI CITY, ENTRY No. 130351:2006, RECORDED 10/02/2006
   B. ANNEXATION INTO LEHI CITY, ENTRY No. 85274:2015, RECORDED 9/17/2015
   C. ANNEXATION INTO LEHI CITY, ENTRY No. 6358:1999, RECORDED 1/20/1999
   D. SUGAR MILL ESTATES SUBDIVISION, ENTRY No. 130668:2007
   E. MADISON MEADOWS EAST, ENTRY No. 200544:2021
   F. BOB COOK SUBDIVISION PLAT "A" AMENDED, ENTRY No. 96928:2002

SURVEYOR'S CERTIFICATE

I, CURTIS BOWN, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 12606452-2201 IN ACCORDANCE WITH TITLE 58, CHAPTER 22 OF UTAH STATE CODE. I FURTHER CERTIFY THAT THIS PLAT IS A TRUE AND ACCURATE MAP OF THE TRACT OF LAND TO BE ANNEXED INTO LOGAN CITY, UTAH.

BOUNDARY DESCRIPTION

A portion of the NW1/4 of Section 21 & the SW1/4 of Section 16, Township 5 South, Range 1 East, Salt Lake Base & Meridian, Lehi, Utah, more particularly described as follows:

Beginning at a point on the Lehi City Corporate Limits as described in MILL POND ANNEX with Entry No. 6358:1999, according to the Official Plat thereof on file in the Office of the Utah County Recorder, point also being the North 1/4 Corner of Section 21 (Basis of Bearing: S89°51'11"E between the North 1/4 Corner and the Northeast Corner of Section 21, T5S, R1E, SLB&M); thence S1°02'39"E along said Plat 677.14 feet to a point on the south line of that Real Property described in Entry No. 163398:2021 of the Official Records of Utah County; thence N89°31'02"W along Parcel 1 of said Deed 655.82 feet to a point on the Lehi City Corporate Limits as described in MACK WAGSTAFF ADDITION with Entry No. 130351:2006, according to the Official Plat thereof on file in the Office of the Utah County Recorder; thence along said Plat the following 2 (two) bearings and distances: (1) N0°00'14"W (plat: South) 672.67 feet to a point on the Section line between the Northwest Corner and North 1/4 Corner of said Section 21; (2) thence N89°53'44"W (plat: S89°53'29"E) along said Section line 0.94 feet to a point on the Lehi City Corporate Limits as described in MADISON MEADOW ANNEXATION with Entry No. 85274:2015, according to the Official Plat thereof on file in the Office of the Utah County Recorder; thence N0°36'35"W (plat: S0°36'24"E) along said Plat 213.34 feet to a point on the north line of that Real Property described in Entry No. 163398:2021 of the Official Records of Utah County; thence East along Parcel 2 of said Deed 651.74 feet to a point on the Lehi City Corporate Limits as described in MILL POND ANNEX with Entry No. 6358:1999, according to the Official Plat thereof on file in the Office of the Utah County Recorder; thence S1°20'35"W along said Plat 214.56 feet to the point of beginning.

Contains: 13.25+/- acres

CURTIS BOWN
PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO. 12606452-2201

DATE

SURVEYOR'S SEAL

ACCEPTANCE OF 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 COUNTY 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 PART OF SAID CITY AND THAT SAID TRACT OF LAND IS TO BE KNOWN HEREAFTER AS THE SALT SPRING ANNEXATION.

DATED THIS_____ DAY OF _____ A.D. 20____

MAYOR

RECORDER'S SEAL

CLERK RECORDER

ACCEPTANCE BY 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.

SURVEYOR'S SEAL

UTAH COUNTY SURVEYOR

DATE

ANNEXATION PLAT

SALT SPRING
ANNEXATION
TO
LEHI CITY, UTAH COUNTY, UTAH

RECORDED # _____
STATE OF UTAH, COUNTY OF UTAH, RECORDED AND FILED AT THE REQUEST OF:

DATE:_____ TIME: _____ BOOK: _____ PAGE: _____

UTAH COUNTY RECORDER

RESOLUTION NO: 2025-21

RESOLUTION OF INTENT OF LEHI CITY COUNCIL TO ANNEX REAL PROPERTY ("SALT SPRING" 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 AHA Properties LLC, consisting of approximately 13.25 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 8th day of April 2025.

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 owned by AHA Properties LLC located at approximately 500 East 950 South, Lehi, Utah, consisting of approximately 13.25 acres, and further described as follows:

Legal Description:

BOUNDARY DESCRIPTION

A portion of the NW1/4 of Section 21 & the SW1/4 of Section 16, Township 5 South, Range 1 East, Salt Lake Base & Meridian, Lehi, Utah, more particularly described as follows:

Beginning at a point on the Lehi City Corporate Limits as described in MILL POND ANNEX with Entry No. 6358:1999, according to the Official Plat thereof on file in the Office of the Utah County Recorder, point also being the North 1/4 Corner of Section 21 (Basis of Bearing: S89°51'11"E between the North 1/4 Corner and the Northeast Corner of Section 21, T5S, R1E, SLB&M); thence S1°02'39"E along said Plat 677.14 feet to a point on the south line of that Real Property described in Entry No. 163398:2021 of the Official Records of Utah County; thence N89°31'02"W along Parcel 1 of said Deed 655.82 feet to a point on the Lehi City Corporate Limits as described in MACK WAGSTAFF ADDITION with Entry No. 130351:2006, according to the Official Plat thereof on file in the Office of the Utah County Recorder; thence along said Plat the following 2 (two) bearings and distances: (1) N0°00'14"W (plat: South) 672.67 feet to a point on the Section line between the Northwest Corner and North 1/4 Corner of said Section 21; (2) thence N89°53'44"W (plat: S89°53'29"E) along said Section line 0.94 feet to a point on the Lehi City Corporate Limits as described in MADISON MEADOW ANNEXATION with Entry No. 85274:2015, according to the Official Plat thereof on file in the Office of the Utah County Recorder; thence N0°36'35"W (plat: S0°36'24"E) along said Plat 213.34 feet to a point on the north line of that Real Property described in Entry No. 163398:2021 of the Official Records of Utah County; thence East along Parcel 2 of said Deed 651.74 feet to a point on the Lehi City Corporate Limits as described in MILL POND ANNEX with Entry No. 6358:1999, according to the Official Plat thereof on file in the Office of the Utah County Recorder; thence S1°20'35"W along said Plat 214.56 feet to the point of beginning.

Contains: 13.25+/- acres

A public hearing has been scheduled before the Lehi City Council on the 8th day of April 2025, 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.

Agenda Item No: 13

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Resolution
Agenda Section: Regular Agenda

Subject:
Consideration of Resolution #2025-22 a Resolution of Intent to Annex Real Property for the Clark Meadows Annexation, approximately 7.2 acres located at approximately 1800 W 1300 S with R-1-22 zoning.

Suggested Action:

Attachments:

CC Staff Report - Resolution of Intent Clark Meadows Annexation 04.08.25.docx

Clark Meadows Annexation DRC 03.26.25.docx

Clark Meadows Annexation Narrative.pdf

Clark Meadows Annexation Plat.pdf

Res 2025-22.docx

CLARK MEADOWS ANNEXATION

CITY COUNCIL REPORT

Applicant	Caden Hazard		
Meeting Date	April 8, 2025		
Requested Action/Purpose	Acceptance of a resolution of intent to annex		
Location	Approximately 1800 W 1300 S (9227 W 7750 N)		
Requested Zoning	R-1-22		
General Plan Land Use Designation	VLDRA		
Acreage	7.2 acres		
Existing Land Use	Single family residential		
Adjacent Zoning and Land Use	*North*	R-1-22	Church Park area
	South	N/A	Single family residential
	East	N/A	Single family residential
	West	R-1-22	South Creek Plat A Subdivision
Assigned Planner	Jacob Curtis		

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 resolution of intent to annex property located at approximately 1800 W 1300 S with proposed R-1-22 zoning.

The resolution of intent is the first step in the process of annexing. If approved, the annexation will go to the Planning Commission for review and recommendation on the zoning. The final public hearing and consideration will take place at the final City Council meeting.

The proposed annexation will add a portion of an existing county island. This area has a general plan land use designation with the intent that it would annex into Lehi at some point.

The DRC reviewed the proposed annexation and had no critical issue concerns. The DRC comments were informative for the applicant.

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 application does/does not conform to the goals and policies of the General Plan.
2. Other findings as determined by the public hearing.

Clark Meadow Annexation
DRC Redline Comments

Caden Hazard- requests review of the Clark Meadows Annexation of 7.2 acres located at 9227 W 7750 N (approximately 1800 W 1300 S) with R-1-22 zoning.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Shelbey Brewer, Kim Struthers, Gary Smith, Gary Ellis, James Farnsworth, Luke Seegmiller
Representatives of the Applicant Present: Caden Hazard, Scott Hazard
Assigned Planner: Jacob Curtis
Date of Plans Reviewed: 03/14/25
Time Start: 2:36 pm
Time End: 2:45 pm

DRC REPORT:

1. **Critical Issues: None**

2. **Location of existing and proposed City facilities**- Water, Power, and Sewer in 1300 S

3. **Zoning required or recommended-** R-1-22

4. **Distances to schools/parks/shopping**

   Lehi High School- 2.3 miles
   Willowcreek Junior High- 1.69 miles
   Dry Creek Elementary- .4 miles
   Snow Springs Elementary- .4 miles
   Forest-Mellor Park- less than .1 miles

5. **Transportation- 1300 S is a local street**

DRC GENERAL COMMENTS:

1. As a condition of recording the annexation plat, the applicant will need to provide water dedication per Chapter 27 of the Development Code. The rate for the R-1-22 Zone is .79 acre feet per acre of culinary water and 2.9 acre feet per acre of irrigation water.
2. 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. 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.
3. A Mylar copy of the annexation plat is required prior to scheduling the annexation for final City Council approval.
4. Plat boundary is not very clear. Can you use a thicker line weight for the annexation boundary and fade back the other line work?
5. Update some of the names of adjacent property owners to be correct
6. Fix street number on plat.
7. RMP asset transfer will be required at development.
8. Lehi Power line extension required at development.

THIS ITEM WILL BE SCHEDULED FOR CITY COUNCIL FOR THE RESOLUTION OF INTENT TO ANNEX ON APRIL 8, 2025.
(PLANNING STAFF - REMEMBER TO SEND AN ELECTRONIC COPY OF THE ANNEXATION PLAT TO THE COUNTY SURVEYOR'S OFFICE FOR THEIR "PRE CHECK" AND REMEMBER TO CHECK NAME ON ANNEXATION PLAT THAT IT STAYS THE SAME THROUGHOUT THE PROCESS AND ON ALL LEGAL DOCUMENTS)

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.

Annexation Information Requirements:

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

Topography is relatively flat and has one home located on the property. There is a natural drainage ditch along the southern border of the parcel.

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

The current use is residential and agricultural. The proposed use is residential.

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

Current density is a single home on the 7.2 acre parcel. If the property were to be developed, density would be ½ acre lots, which would yield approximately 9 total lots from the mother parcel. The existing house would remain on a smaller lot once developed.

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

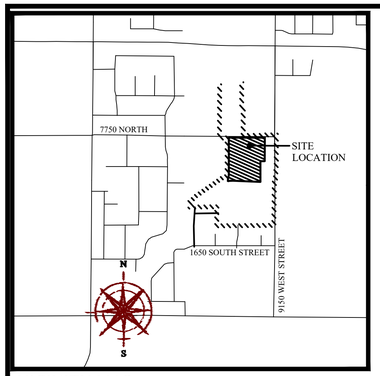
The requested zone upon annexation is consistent with the Lehi City's Annexation Policy, the City's General Plan, and with the surrounding land uses.

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?

Current demands for city facilities and services are minimal. If developed, the main increased demands the City would see include culinary water and sewer connections with the limited increase of 8 lots not significantly affecting other city provided services. Fire and EMS services are already provided to the area. The proposal would include a dedication of the ditch on the south side of the parcel, together with a design for trail connectivity to be completed at developer's expense, but to be maintained in the future by the City (both trail enhancement and storm drain maintenance in the ditch). Water rights are owned by the applicant and will be transferred to the City per Lehi's water right dedication requirements for culinary and irrigation use.

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?

The property owner has sufficient water rights available for dedication to Lehi City for both irrigation and culinary uses.



VICINITY MAP
N.T.S

LEGEND

- BOUNDARY
- SECTION LINE
- EASEMENT
- RIGHT-OF-WAY LINE
- CENTERLINE
- EXISTING PROPERTY LINE
- SECTION MONUMENT (FOUND)
- BOUNDARY MARKERS
- EXISTING LEHI CITY BOUNDARY

(RECORD: N89°37'02"E 2661.83')
MEASURED: S89°37'52"W 2661.90'

13 18 19 20 — NORTHWEST CORNER OF SECTION 19, T5S, R1E, SLB&M

18 19 — NORTH QUARTER CORNER OF SECTION 19, T5S, R1E, SLB&M

(RECORD MONUMENT TO MONUMENT: S89°09'34"E 5305.17'(DEPENDENT RESURVEY))
BASIS OF BEARING: N0°08'54"W (SW CORNER TO NW CORNER); MEASURED: 5305.28'
MEASURED: N0°07'57"W 2654.09'
(RECORD: S89°08'32"E 2653.72')

UNINCORPORATED

LOT 5 FREEDOM ACRES PLAT "A" ANNETTE J T GOMM (ET AL)

13:029:0051
CORPORATION OF THE PRESIDING BISHOP OF THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS
ENTRY# 14979:2015

EXISTING LEHI CITY BOUNDARY

1300 SOUTH STREET (PUBLIC - 62' WIDE)

EAST 524.54'

62.1' R.O.W.

LOT 15 PATTERSON HOMES LLC

EXISTING LEHI CITY BOUNDARY

LOT 14 PATTERSON HOMES LLC

N0°01'58"W 537.09'

SOUTH CREEK PLAT "A" ENTRY# 82340:2021

LOT 13 PATTERSON HOMES LLC

13:029:0146
CARL S & NANCY B CLARK
ENTRY# 137965:2021

S0°25'51"W 342.03'

UNINCORPORATED

N89°37'52"W 62.61'

13:030:0030
DANNY C & JENNI G LOGAN
ENTRY #9920:1999

S0°00'39"E 301.29'

EXISTING LEHI CITY BOUNDARY

1170 SOUTH STREET (PUBLIC - 62' WIDE)

LOT 12 PATTERSON HOMES LLC

N7°28'39"E 20.00'

N13°46'34"E 41.63'

N1°39'47"E 33.34'

13:030:0033
CARL S & NANCY B CLARK
ENTRY #137965:2021

N89°52'03"E 2265.81' (TIE)

POINT OF BEGINNING

N87°40'24"W 399.42'

S89°08'15"W 49.89'

N88°59'47"W 14.03'

S70°02'29"W 10.20'

364.02' (TIE) ALONG SECTION LINE

EXISTING LEHI CITY BOUNDARY

DRY CREEK

UNINCORPORATED

UNINCORPORATED

13:029:0147
SPLIT RANCH LLC
ENTRY# 29243:2020

66:808:0022
LEHI CITY
ENTRY #83037:2021

MEASURED: S0°02'49"E 2650.21
(RECORD: S0°02'52"E 2649.97')

13:029:0148
JEFFREY C & MELISSA J DICKSON
ENTRY# 19076:2015

CENTER OF SECTION 19, T5S, R1E, SLB&M

R1W R1E

24 19 — MEASURED: S89°32'50"W 2657.97'
(RECORD: N89°32'10"E 2658.02')

WEST QUARTER CORNER OF SECTION 19, T5S, R1E, SLB&M (SITE BENCHMARK)

PARCEL A LEHI CITY

LOT 17 VIRGINIA JEFFEREIS

LOT 18 DIANA CARRENO

LOT 19 KIMBALL & MCKENNA JARED NELSON

13:028:0079
KENNETH W & KATHRYN M WEBB (ET AL)
ENTRY #104069:2017

UNINCORPORATED

1570 SOUTH STREET (PUBLIC - 56' WIDE)

EXISTING LEHI CITY BOUNDARY

1920 WEST STREET (PUBLIC - 56' WIDE)

MEASURED: N0°09'51"W 2651.19'
(RECORD: N0°10'41"W 2651.45')

MEASURED: S0°02'49"E 2648.58
(RECORD: S0°03'28"E 2649.76')

SOUTHWEST CORNER OF SECTION 19, T5S, R1E, SLB&M

SOUTH QUARTER CORNER OF SECTION 19, T5S, R1E, SLB&M

(RECORD: N89°29'56"E 2652.47')
MEASURED: S89°30'43"W 2652.55

24 19 25 30 — 19 30

N

S

GRAPHIC SCALE

80 0 40 80 160 320

(IN FEET)
1 inch = 80 ft.

PREPARED BY

FOCUS©
ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE SUITE 200
MIDVALE, UTAH 84047 PH: (801) 352-0075
www.focus-es.com

SURVEYOR'S CERTIFICATE

I, JUSTIN LUNDBERG, A PROFESSIONAL LAND SURVEYOR LICENSED UNDER TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND LAND SURVEYORS ACT, HOLDING LICENSE NO. 12554439 DO HEREBY CERTIFY THAT A FINAL LOCAL ENTITY PLAT, IN ACCORDANCE WITH SECTION 17-23-20 OF UTAH STATE CODE, WAS MADE BY ME, OR UNDER MY DIRECTION, AND SHOWN HEREON IS A TRUE AND PURPOSE OF DEPICTING THOSE PROPERTIES WITHIN UTAH COUNTY TO BE ANNEXED INTO LEHI CITY.

PROFESSIONAL LAND SURVEYOR
03/06/25
No. 12554439
JUSTIN LUNDBERG
STATE OF UTAH

Justin Lundberg
Professional Land Surveyor
License No. 12554439

03/06/25
Date

BOUNDARY DESCRIPTION

A part of the Northeast Quarter and the Northwest Quarter of Section 19, Township 5 South, Range 1 East, Salt Lake Base and Meridian, located in Lehi City, Utah County, Utah, being more particularly described as follows:

Beginning at the Southeast Corner of South Creek Plat "A", said point being located N0°07'57"W 364.02 feet and N89°52'03"E 2265.81 feet from the West Quarter Corner of Section 19, Township 5 South, Range 1 East, Salt Lake Base and Meridian; running thence along said plat the following four (4) courses: (1) N01°39'47"E 33.34 feet; thence (2) N13°46'34"E 41.63 feet; thence (3) N07°28'39"E 20.00 feet; thence (4) N00°01'58"W 537.09 feet; thence East 524.54 feet; thence S00°25'51"W 342.03 feet; thence N89°37'52"W 62.61 feet; thence S00°00'39"E 301.29 feet to a fence line; thence long said fence line the following three (3) courses: (1) N87°40'24"W 399.42 feet; thence (2) S89°08'15"W 49.89 feet; thence (3) S70°02'29"W 10.20 feet; thence N88°59'47"W 14.03 feet to the point of beginning.

Contains 7.20 acres +/-

COUNTY SURVEYOR APPROVAL

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

COUNTY SURVEYOR _____ DATE _____

SURVEYOR'S SEAL

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 CLARK MEADOWS ANNEXATION.

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

_____
MAYOR

ATTEST _____
RECORDER

RECORDER'S SEAL

LEHI CITY

CLARK MEADOWS ANNEXATION

LOCATED IN THE N1/2 OF SECTION 19, T5S, R1E,
SALT LAKE BASE & MERIDIAN
LEHI CITY, UTAH COUNTY, UTAH

SCALE: 1" = 80 FEET

NOTARY PUBLIC SEAL	CITY-COUNTY ENGINEER SEAL	CLERK-RECORDER SEAL	COUNTY RECORDER'S SEAL

Z:\...2023\23-0181 Split Ranch & Clark Properties\design 23-0181\dwg\annexation plat\23-0181 annexation plat.dwg

RESOLUTION NO: 2025-22

RESOLUTION OF INTENT OF LEHI CITY COUNCIL TO ANNEX REAL PROPERTY ("CLARK MEADOWS" 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 Carl & Nancy Clark, consisting of approximately 7.2 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 8th day of April 2025.

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 owned by Carl & Nancy Clark, located at approximately 1800 W 1300 S, Lehi, Utah, consisting of approximately 7.2 acres, and further described as follows:

Legal Description:

BOUNDARY DESCRIPTION

A part of the Northeast Quarter and the Northwest Quarter of Section 19, Township 5 South, Range 1 East, Salt Lake Base and Meridian, located in Lehi City, Utah County, Utah, being more particularly described as follows:

Beginning at the Southeast Corner of South Creek Plat "A", said point being located N0°07'57"W 364.02 feet and N89°52'03"E 2265.81 feet from the West Quarter Corner of Section 19, Township 5 South, Range 1 East, Salt Lake Base and Meridian; running thence along said plat the following four (4) courses: (1) N01°39'47"E 33.34 feet; thence (2) N13°46'34"E 41.63 feet; thence (3) N07°28'39"E 20.00 feet; thence (4) N00°01'58"W 537.09 feet; thence East 524.54 feet; thence S00°25'51"W 342.03 feet; thence N89°37'52"W 62.61 feet; thence S00°00'39"E 301.29 feet to a fence line; thence long said fence line the following three (3) courses: (1) N87°40'24"W 399.42 feet; thence (2) S89°08'15"W 49.89 feet; thence (3) S70°02'29"W 10.20 feet; thence N88°59'47"W 14.03 feet to the point of beginning.

Contains 7.20 acres +/-

A public hearing has been scheduled before the Lehi City Council on the 8th day of April 2025, 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.

Agenda Item No: 14

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Ordinance
Agenda Section: Regular Agenda

Subject:
Consideration of Ordinance #16-2025 amending Lehi City Code Title 4 Chapter 1, for general Business License provisions.

Suggested Action:

Attachments:

Ord 16-2025.docx

Ordinance-Business License Revisions (clean).docx

LEHI CITY

ORDINANCE NO. 16-2025

AN ORDINANCE AMENDING LEHI CITY CODE TITLE 4 CHAPTER 1 (BUSINESS LICENSE PROVISIONS GENERALLY)

WHEREAS, the City desires to amend the provisions of Lehi City Code Title 4 Chapter 1 (Business License Provisions Generally);

WHEREAS, on April 8, 2025, 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) Title 4 Chapter 1 should be amended; and (ii) such action furthers the health, safety and welfare of the citizens of Lehi.

NOW, THEREFORE, be it ordained by the City Council of Lehi City:

PART I:

A. Title 4 Chapter 1 (Business License Provisions Generally) of the Lehi City Code is hereby amended.

PART II:

A. If a provision of this Ordinance No. 16-2025 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.

B. 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.

C. The City Council hereby directs that the official copy of the Lehi City Code 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, Utah this 8th day of April, 2025.

LEHI CITY

_____

Mark Johnson, Mayor

ATTEST

_____

Teisha Wilson, City Recorder

TITLE 4
BUSINESS AND LICENSE REGULATIONS

CHAPTER 1
BUSINESS LICENSE PROVISIONS GENERALLY

SECTION:

4-1-1: License Required

4-1-2: Application; Issuance; Recordkeeping; Deposit

4-1-3: Fee For License

4-1-4: Content Of License; Nontransferable

4-1-5: Term; Fee Due And Payable; Remedy

4-1-6: Denial Suspension Or Revocation

4-1-7: Enforcement

4-1-8: Each Day a Separate Violation

4-1-9: Notice of Denial, Suspension, or Revocation

4-1-10: Administrative Hearing

4-1-11: Unlawful to Engage in Business after Revocation

4-1-12: Issuance of New License After Denial or Revocation – Waiting Period.

4-1-13: Penalty

4-1-14: License Not to Authorize Unlawful Activities

4-1-1: LICENSE REQUIRED:

It is unlawful for any person to maintain or operate a place of business within the city without first obtaining the license required by this chapter. (1984 Code § 5.04.010; amd. 2015 Code)

4-1-2: APPLICATION; ISSUANCE; RECORDKEEPING; DEPOSIT:

All applications for licenses shall be made in writing to the city, and the amount of the license fee shall be paid at the time of such application. All licenses shall be issued by the city and signed by the mayor and city recorder, and attested under the seal of the city. The city shall

keep a record of the licenses issued, stating the name of the person to whom the license is issued, the kind of business licensed, together with the amount paid for such license. All license fees shall be deposited with the city treasurer. (1984 Code § 5.04.020; amd. 2015 Code)

4-1-3: FEE FOR LICENSE:

A. Amount Fixed By City Council: The city council shall by resolution or ordinance fix the amount of license fees and the terms and conditions thereof, which shall be found in the consolidated fee schedule. (1984 Code § 5.04.040; amd. 2015 Code)

B. Evidence Of Liability: In any action brought under, or arising out of the provisions of this title, the fact that a person represented himself as engaged in any business for the transaction of which a license is by ordinance required, or that such person exhibited a sign indicating such business, shall be prima facie evidence of the liability of such person to pay for a license. (1984 Code § 5.04.060; amd. 2015 Code)

4-1-4: CONTENT OF LICENSE; NONTRANSFERABLE:

A. Every license shall specify by name the person, firm or corporation to whom the license is issued, and shall designate the address at which the business shall be carried on.

B. No license granted or issued under the provisions of this title, or otherwise, shall be in any manner assignable or transferable, or authorize any person other than the person to whom the license is issued, to do business, or authorize any other business than is indicated on the license; or the business therein mentioned or named to be done or transacted at any other place than therein mentioned or named. (1984 Code § 5.04.030; amd. 2015 Code)

4-1-5: TERM; FEE DUE AND PAYABLE; REMEDY:

A. Term; Fee Due and Payable: All licenses issued shall be valid for a twelve (12) month period. All license fees that are imposed by this chapter, except the initial license fee, shall be due and payable the last day of the month in which the license expires.

B. Late Renewal Fee; Penalties: If any license renewal fee is not paid by the due date, a penalty of thirty-five percent (35%) of the amount of such license fee shall be added to the original amount thereof, and, if such amount is not paid within forty-five (45) days of the due date, an additional penalty of sixty-five percent (65%) shall be added to the original amount thereof for a total of one hundred percent (100%) of such license fee.

C. Any licensee whose license renewal fee is not paid within ninety (90) days of the due date shall terminate business operations at the previously licensed location. No business shall be conducted thereafter at said location unless and until the City approves an application, notice or petition for renewal of a license or for a new license.

D. Solicitor, Temporary, and Mobile Food Truck business licenses must re-apply each year for a business license.

4-1-6: SUSPENSION OR REVOCATION:

An application for a new business license, or for renewal of an existing business license, may be denied, or an existing business license may be suspended or revoked, for the following reasons:

The applicant or licensee, or his or her business, does not meet zoning or other requirements set forth in this Code or the city Development Code;

B. False or incomplete information was provided on a business license application;

C. The licensee or applicant has violated without full remediation, or is violating, any provision of this title, or any other provision of the City Code, state or federal statutes, or other regulations relating to or governing the applicant's or licensee's business;

D. The licensee has obtained, the applicant has attempted to obtain, or the licensee or applicant has aided another Person to obtain, a license by fraud or deceit;

E. The applicant for a renewal, or licensee, has failed to pay Utah County ad valorem property taxes and/or personal property taxes, or Lehi City utility service charges, sales tax, or any other fee or fine owed to the City;

F. The applicant or licensee has refused to allow authorized representatives of the City and/or any other authorized agency to make a lawful inspection of the business or has interfered with such representatives while in the lawful performance of their duty in making such an inspection;

G. The applicant or licensee fails to comply with a requirement or condition established by i) the Planning Commission or Community Development Department, if applicable; ii) under a conditional use permit issued by the land use authority, if applicable; iii) the conditions of a variance or special exception; or iv) by other agreement with the City;

H. Violation of this chapter or title by the agents or employees of a licensee or applicant, and violations of other laws by the agents or employees of the applicant or licensee

while acting as an agent or employee of the licensee or applicant; or any other reason expressly provided for in this chapter.

4-1-7 ENFORCEMENT:

A. The Mayor, or his designee as the Business License Official (Official), shall have the authority, without a hearing, to deny an application for a new business license for any reason provided for in this Chapter.

B. The Official shall have the authority to deny an application for renewal of an existing business license or to suspend or revoke a business license, without a hearing, for any reason provided for in this Chapter. A denial, suspension, or revocation by the business license official shall become effective upon service of written notice to the business licensee or their representative or delivered to the place of business and is subject to a review hearing by the City Council.

C. The Official shall have the authority, on his or her own initiative or in response to complaints from the public or any City department, to investigate and gather evidence of violations of this Code or other circumstances which may give rise to a denial, suspension, or revocation of a license. Upon a finding that one of the conditions described in this Chapter for denial of an application or suspension or revocation of license exists, the Official may deny an application, or suspend or revoke a license.

4-1-8 EACH DAY A SEPARATE VIOLATION:

A. Unless otherwise specified, a Person convicted of violating any provision of this chapter shall be guilty of a Class C misdemeanor punishable by a fine, imprisonment, or both as allowed by state law.

B. Each day that a violation of this chapter occurs is deemed to constitute a separate offense.

4-1-9 NOTICE OF DENIAL, SUSPENSION, OR REVOCATION:

Upon a denial of a business license application, or suspension, or revocation of a business license, the Official shall provide written notice of his or her decision to deny an application or suspend or revoke a license to the applicant or license holder, by personal service or regular mail, at the address listed on the business license application or license. Such notice shall include the reasons for the denial, suspension, or revocation and any accompanying documentation relating to the business license official's decision to deny an application or suspend or revoke business license. Such notice shall also include a description, if applicable, of the applicant's or licensee's right to appeal the decision of the business license official. Notice shall be deemed served as follows:

A. Personal service is deemed served on the day of service; and

B. Service by mail is deemed served three (3) calendar days after the notice is deposited in the United States mail.

4-1-10 ADMINISTRATIVE HEARING:

A. Any Person adversely affected by a decision of the Official or any other City official made pursuant to this Title, shall have the right to request an administrative hearing before the City Council at the next scheduled City Council meeting.

B. The licensee shall have the right to appear and respond to any allegations made and to present reasons why the application should not have been denied, or the license should not remain suspended or revoked.

C. The hearing shall be conducted informally. Formal rules of evidence and court procedure shall not apply. Hearsay evidence is admissible but must have some probative weight and reliability to be considered. The standard of proof shall be a preponderance of the evidence.

D. The City Council shall have the authority to modify any sanction imposed by the Official if it appears from the evidence presented that the sanction is not warranted.

E. If the City Council upholds a decision by the Official to suspend a license, the City Council may impose graduated sanctions upon businesses that fail to comply with the conditions of their suspension. The laws and ordinances of Lehi City, the state of Utah, and the United States shall be controlling in all appeals.

F. The City Council shall not have the authority to waive compliance with any of the applicable provisions of the business license ordinance, nor shall the City Council extend deadlines set forth in such ordinances or change the substance or form of such ordinances.

G. The City Council shall make a ruling and decision based upon the evidence presented at the hearing and shall enter a written decision and may impose or limit sanctions as it deems proper based upon the evidence presented. In the event the City Council upholds a sanction of suspension, the City Council may impose conditions that the licensee must meet before the suspension is lifted. If a license revocation or suspension is upheld, the sanction shall apply to the licensee and to the business at the premises in question for the full term of the imposed sanction. The order or decision entered by the City Council shall be final.

The licensee may appeal the decision or order of the city council to a court of competent jurisdiction within thirty (30) days.

4-1-6-11 UNLAWFUL TO ENGAGE IN BUSINESS AFTER REVOCATION:

If any license is suspended, revoked or an application for a license is denied as provided in this Title, it shall thereafter be unlawful for any person to open, operate, maintain, manage, or conduct any business, trade, profession, or calling for which a license is required at the premises where the license was suspended, revoked or the application denied until the suspension period has run, or a new license is granted by the City.

4-1-6-12 ISSUANCE OF NEW LICENSE AFTER DENIAL OR REVOCATION—WAITING PERIOD:

No person whose application for a business license has been denied, or whose license has been revoked, and no person associated or connected with such a Person in the conduct of his business, shall be allowed to reapply or to be granted a new license for a period of at least six (6) months after such denial or revocation.

4-1-13: PENALTY:

Unless otherwise provided, any person violating any provision of this chapter shall be guilty of a class B misdemeanor. (2015 Code)

4-1-14 LICENSE NOT TO AUTHORIZE UNLAWFUL ACTIVITIES:

A business license issued in conflict with the laws or ordinances of the state of Utah or Lehi City is void. A valid business license does not authorize a lawful business to be conducted in an unlawful manner.

Agenda Item No: 15

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Brittney Harris
Submitting Department: Planning Division
Item Type: Ordinance
Agenda Section: Regular Agenda

Subject:
Consideration of Ordinance #17-2025 approval of the North Lehi Station Area Plan, including areas half a mile around the future Trax station at approximately 3200 West Traverse Mountain Blvd.

Suggested Action:

Attachments:

CC Staff Report North Lehi Station Area Plan 04.08.25.docx

Lehi North Station Area Plan DRC 10.16.24.docx

Ord 17-2025.doc

North Lehi Station Area Plan.pdf

NORTH LEHI STATION AREA PLAN

CITY COUNCIL REPORT

Applicant	Lehi City and GSBS (consultant)
Meeting Date	April 8, 2025
Requested Action/Purpose	Approval of a proposed Station Area Plan
Decision Type	Legislative
Location	Approximately 3200 West Traverse Mountain Boulevard
Date of DRC Review	October 16, 2024
Date of Planning Commission Review	March 13, 2025
Assigned Planner	Brittney Harris

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE GENERAL PLAN GOALS AND POLICIES

Moderate Income Housing Plan

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

Strategy 2: Continue work on the North Lehi, Hospital and 2100 North and the Downtown Area Plans

- Work with consultants on individual projects.
- Keep moving forward towards adoption on all three plans.
- Submit the North Lehi and the Hospital and 2100 North Station Area Plans for final approval.

APPLICABLE STATE CODE REQUIREMENTS

Utah State Code Title 10 Chapter 9a Part 4

(a) A municipality that has a new fixed guideway public transit station located within the municipality's boundaries shall satisfy the requirements of Subsection (2)(a) for the station area surrounding the new fixed guideway public transit station before the new fixed guideway public transit station begins transit services.

(7)

(a) A station area plan shall promote the following objectives within the station area:
  (i) increasing the availability and affordability of housing, including moderate income housing;
  (ii) promoting sustainable environmental conditions;
  (iii) enhancing access to opportunities; and
  (iv) increasing transportation choices and connections.

(8) A station area plan shall include the following components:
  (a) a station area vision that:
    (i) is consistent with Subsection (7); and
    (ii) describes the following:
      (A) opportunities for the development of land within the station area under existing conditions;
      (B) constraints on the development of land within the station area under existing conditions;
      (C) the municipality's objectives for the transportation system within the station area and the future transportation system that meets those objectives;

(D) the municipality's objectives for land uses within the station area and the future land uses that meet those objectives;

(E) the municipality's objectives for public and open spaces within the station area and the future public and open spaces that meet those objectives; and

(F) the municipality's objectives for the development of land within the station area and the future development standards that meet those objectives;

(b) a map that depicts:

(i) the station area;

(ii) the area within the station area to which the station area plan applies, provided that the station area plan may apply to areas outside the station area, and the station area plan is not required to apply to the entire station area; and

(iii) the area where each action is needed to implement the station area plan;

(c) an implementation plan that identifies and describes each action needed within the next five years to implement the station area plan, and the party responsible for taking each action, including any actions to:

(i) modify land use regulations;

(ii) make infrastructure improvements;

(iii) modify deeds or other relevant legal documents;

(iv) secure funding or develop funding strategies;

(v) establish design standards for development within the station area; or

(vi) provide environmental remediation;

(d) a statement that explains how the station area plan promotes the objectives described in Subsection (7)(a); and

(e) as an alternative or supplement to the requirements of Subsection (7) or this Subsection (8), and for purposes of Subsection (2)(b)(ii), a statement that describes any conditions that would make the following impracticable:

(i) promoting the objectives described in Subsection (7)(a); or

(ii) satisfying the requirements of this Subsection (8).

(9) A municipality shall develop a station area plan with the involvement of all relevant stakeholders that have an interest in the station area through public outreach and community engagement, including:

(a) other impacted communities;

(b) the applicable public transit district;

(c) the applicable metropolitan planning organization;

(d) the Department of Transportation;

(e) owners of property within the station area; and

(f) the municipality's residents and business owners.

REPORT ANALYSIS

The applicant requests approval of the North Lehi Station Area Plan located at approximately 3200 West Traverse Mountain Boulevard. The Station Area Plan looks at the land within a half a mile of the future light rail transit station and considers the land uses that will help make transit successful while also considering the existing community and economic needs.

Station Area Plans are required by the State Code for existing transit stations and must be in place prior to new transit stations coming online. This Station Area Plan precedes the transit station and provides a vision for future development. The Station Area Plan is a guiding document, not a regulatory one. It cannot enforce development to occur exactly as depicted but provides a framework for future updates to city development requirements. It reflects the vision of the Mayor, City Council, Planning Commission, Residents and City Staff. Open houses, online surveys, and stakeholder meetings were used to create the vision of this plan. Technical analysis of the economy, existing infrastructure, terrain, and other features was also completed by GSBS, the City's consultant that created the plan.

This report will review the main elements of the proposed North Lehi Station Area Plan.

Location
The future light rail transit station is planned along the existing rail corridor just north of Traverse Mountain Boulevard at approximately 3200 West. This location is depicted in many of the maps included in the Station Area Plan. This proposed location is the epicenter of the Station Area Plan. The area covered in the plan is a half a mile radius from the proposed station.

The half-mile radius includes many existing homes that are not slated for redevelopment. These areas are shown as 'existing' in the plan and do not have any changes in the designated land use.

The plan also covers the land being developed by Clyde Capital Group called “the Vistas at the Point”. This development includes townhomes, apartments, future commercial lots, and a church. This plan incorporates the approved plans for this project.

This area also includes Flight Park, which is owned by the State and not within the incorporated boundaries of Lehi City. This plan recognizes Flight Park as a huge amenity and cultural asset to the area, it encourages the preservation and enjoyment of Flight Park for years to come.

A large unbuilt area between Traverse Mountain Boulevard, Digital Drive, and I-15 provides the greatest opportunity for growth and is the main focus of the plan.

Future Development and Layout

The Station Area Plan outlines a vision for future growth. It started with three potential growth patterns and then chose the one with the greatest public support. The plan shows locations of future roadways, land uses, and open spaces.

A future I-15 interchange is planned towards the southern edge of the Station Area Plan. The interchange will connect to Digital Drive and include a frontage road. These roads will be the main vehicle traffic routes. The future light rail system will serve as the primary transit route, complemented by the existing Rail Trail, which will form the backbone of the area's active transportation network (bike and pedestrian)

The Station Area Plan depicts small blocks that include narrow streets to promote slow speeds for vehicles and safety for active transportation users. A trail is depicted in the middle of the area leading to the transit station. This trail is surrounded by green space forming a linear park. It also includes commercial uses making it a vibrant community gathering place where people can gather and socialize. The area plan envisions this area as a community level gathering place, not a regional. It is not contemplated that this area will become a large center like Thanksgiving Pointe or even the Traverse Mountain shopping area, instead it will include smaller shops and a more neighborhood feel.

The total number of residential units that can go in this area is 1,060 as outlined in the Lehi City General Plan Land Use Element. This plan shows how those units can be used to include the highest densities closest to the transit station and using the units in a way that promotes a vibrant community.

The main framework of the plan includes interchangeable blocks. The size of the block makes it feel more walkable and inviting. The uses of the blocks can be interchangeable. Meaning a block could be an office building, residential or retail uses as long as the total number of residential does not exceed the 1,060 limit. The plan includes three dimensional renderings of what the area might look like as well as examples of how the blocks can develop.

Timeline
The timeline on the implementation of this plan has a lot of variables. The Station does not have a construction date yet. The surrounding area could develop before the transit station. However, a lack of water, sewer and power in the area and the large expense it is to get these lines to service the lots, has prevented development in that area (besides the Vistas at the Point which also included large utility projects) so far.

The implementation of this plan will likely be years in the future, perhaps requiring changes to the plan before Development occurs. Like all City Plans this document will be amended and changed as the needs of Lehi City and the area evolve.

DRC Comments
The Development Review Committee (DRC) has reviewed the proposed Station Area Plan and provided feedback. Their comments include seven minor revisions that the consultant will incorporate into the final plan.

POSSIBLE MOTIONS AND FINDINGS

The City Council may approve or deny the proposed Station Area Plan. Any motion should include findings. Possible findings include:

1. The proposed Station Area Plan meets the requirements for Station Area Plan in the State Code.
2. The proposed Station Area Plan helps Lehi City meet one of our Moderate-Income Housing Goals.
3. The proposed Station Area Plan is consistent with the General Plan Land Use element including the 1,060 residential unit limit in this area.
4. The proposed Station Area Plan envisions how to make the future transit successful while also considering the needs of vehicle and active transportation networks.
5. The proposed Station Area plan reflects the feedback given by residents, landowners, elected officials, and city staff.
6. The affected site is/is not physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public services to accommodate any potential future uses, including all landscaping, loading areas, open spaces, parking areas, setbacks, buffering/screening, walls, fences, yards, and other required features.
7. Additional findings based upon information presented during the public hearing.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission reviewed the proposed Station Area Plan on March 13, 2025. The minutes and motion from that meeting follow.

3.1) Public hearing and recommendation Lehi City's request for review of the North Lehi Station Area Plan, including areas half a mile around the future Trax station at approximately 3200 West Traverse Mountain Blvd.

Katie Bussell presented the item. The plan includes the stations and the areas surrounding them.

Christine Richman is with GSBS Consulting and helped to design the station plan. The Point of the Mountain line is a planned light rail line that would connect Lehi to the Draper Frontrunner station. The goal of the project is to connect regional transit systems and encourage economic growth. Much of the land in the plan is already spoken for, but there are plans to build 200 dwelling units and commercial development. The vision for the project is to build a community hub that is accessible by people all over the region as well as being a gateway into Lehi City. The main design principles included a focus on gathering spaces, creating a distinct visual appearance, connection to other municipal areas, environmental sustainability, and accessibility. The plan includes a lot of open space and walkways, designed for year-round use.

Commissioner Lockhart had some questions about the Homeownership Promotion Zone, and other zones discussed in the plan. Richman explained that part of her job as a designer of the station plan is to help the city identify funding tools. The zones mentioned in the plan were implemented by the state as tax increment tools intended to fund this kind of project. Commissioner Lockhart clarified that the zones were just options, not requirements. Richman explained that the plan focuses on steps that can be taken before the station itself is built. Commissioner Lockhart clarified once again that the station plan is not dependent on the use of any particular funding tools.

Commissioner Eyre asked about the location of the station, and why it wasn't being put into a more developed area. Richman explained that the stations locations were selected in relation to existing rail lines. Stations were placed at undeveloped and partially developed areas to encourage economic growth.

Commissioner Jackson opened public comment.

Carl Karen was present, representing the Bateman Trust. They have at least 100 acres of the area plan under their control. He is concerned because when the land was annexed by the city, there was an understanding that no further units would be added. He is against the plan as he feels entitled to the units, and does not want them moved up to the transit station. He also takes issue with the open space, and the possibility of taller buildings in the area. He feels there have been a lot of liberties taken with property that he owns. He also has concerns with sewage. He asked that the issue be tabled for tonight.

Boyd Brown mentioned that 34% of the plan is set aside for office space. He is worried that the market won't support that now, much less later when the development actually is completed.

Theresa Mont asked about the State Street adjustments that were mentioned in the Lehi Free Press as being on the docket tonight. Kim Struthers found the article and explained that it was a misrepresentation on the part of Lehi Free Press. State Street will be discussed, but he's not expecting it to reach a point where its ready for public comment until May or June. Mont also had questions about what 'long-term' meant in terms of the station plan. The commission clarified that it would happen in the next twenty years.

Bussell shared the online comments.

Ronald Dibble wants tracks to be built closer to existing infrastructure. He has traffic concerns.

Josh Wilcox thinks the station shouldn't be near Shadowridge Park.

Bill Harris supports the plan. He likes the planned walkability. He has recently decreased his car usage and thinks that the station is a step forward for other people in the community to do the same.

Commissioner Jackson closed public comment.

Richman addressed the office space concerns first. She acknowledged that the office space market is struggling. The offices in the plan represent existing entitlements and are not a creation of the plan. No additional office space has been added, other than small, neighborhood serving offices, such as dentists, cafes, and salons. She then addressed the development concerns. She explained that the location of the station was determined to be a good spot to develop a transit-based community, based off a study the transit department put together. She also addressed the suggested 200 units in the plan. She explained that the general plan is being respected, and that the units are being placed in response to wanting more usable amenities near the station.

Commissioner Lockhart asked if the landowners were consulted while the plan was in development. Richman mentioned that there were several meetings with the most prominent landowners during development.

Ryan Wood explained that a Development Area Plan and the Station Area Plan are different. The city is less familiar with Station Area Plans. Kim Struthers explained that in the Lehi City Municipal Code, an "Area Plan" is more akin to a mini development code for a specific area. The plan being discussed is a "Station Area Plan," and is a requirement under state law. It's closer to a subset of the general plan, and thus none of the specifics were being approved. The point is to establish a general vision for the project. Units are not entitled until a concept plan is sent to the City Council and approved. Commissioner Eyre asked legal for confirmation. Wood explained that nothing in the plan is vesting any power or rights in any of the development.

Commissioner Eyre stated that the station area plan should definitely have dwelling units, as the design principles and intended purposes wouldn't work as well without them. Commissioner Lockhart clarified that the reason this was brought forth is because UDOT doesn't want to invest money in stations without area plans, and worried that it would put a lot of pressure on landowners to agree to things in the plan whether they were officially being accepted or not. She mentioned that she would feel more comfortable if landowners were more involved in the design process. Wood once again explained that the plan was more of a guide for later on, and that many more steps, not limited to zoning changes, would have to take place before any power could really be vested in the project. Commissioner Lockhart asked at what

point the developers would be restrained.

Commissioner Jackson reopened public comment.

Carl Karen came back to the stand. He urged the commission to change the name so it wouldn't be labelled as an area plan any more. Ryan Wood clarified that it is a Station Area Plan and thus distinct from an Area Plan as defined in city code. Karen insisted on the name change.

Commissioner Jackson reclosed public comment.

Ryan Wood explained that it is unfortunate that the names are similar, but there is nothing legal that implicates the City Code. He said that the name could be changed if it is causing too much confusion, but that it would be unnecessary as adopting the plan wouldn't be the same thing as adopting a city Area Plan. Commissioner Lockhart suggested making a recommendation to City Council to look at the code and change the language.

Commissioner Jackson expressed discomfort with making a decision on the assumption that everything would be fine. He clarified that he likes the spirit of the plan, but not the confusing language, despite the assurance of legal counsel. Wood explained that tabling the issue would not fix the issues with wording.

Commissioner Everett stated that he appreciates citizen concerns, but that he's having a hard time envisioning how to incorporate their concerns twenty years down the road. He asked Kim Struthers about a station that had been planned at Adobe at one point. Struthers said that the light rail to Adobe is still being planned, but that there isn't any room for development there. Commissioner Everett recommends clarifying in the motion that this is a State Area Station Plan, and nowhere close to what Lehi City Code considers an Area Plan.

Commissioner Jackson said that as long as there was clarifying language in the motion, he would feel comfortable with giving a positive recommendation.

Commissioner Lockhart wanted to be explicitly clear that giving a positive recommendation is in no way, shape, or form agreeing to any low and median housing goals.

> **Motion:** Commissioner Lockhart moved to give a positive recommendation to the Lehi City Council with the findings that it meets the requirements for a Station Area Plan in the state code. She included all DRC comments. She also requested that the Lehi City Council review and create clarity around the differences between a State Station Area Plan and a Municipal Area Plan used in Lehi City, that they provide clarity to both the state and the landowners so that the implications are understood, and that they clarify that this is not a Municipal Area Plan, it is a separate entity that does not contain land use entitlements. Commissioner Eyre seconded.
>
> **Vote:** Commissioner Everett, yes. Commissioner Lockhart, yes. Commissioner Eyre, yes. Commissioner Jackson, yes. Commissioner Kunze, yes.
>
> Motion passed unanimously.

Lehi North Station Area Plan
DRC Redline Comments

*Lehi City- requests review of the **North Lehi Station Area Plan***

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Shelbey Brewer, Kim Struthers, Gary Smith, Gary Ellis, James Farnsworth, Luke Seegmiller
Assigned Planner: Brittney
Representatives of the Applicant Present:
Date of Plans Reviewed: 10/9/24
Time Start:
Time End:

DRC REDLINE COMMENTS:
Glade – Power:
1. Revise road sections to comply with Lehi Power Standards and requirements.
2. There is a portion of this area that will have multiple main circuits from north Point Substation that need to cross I-15. Therefore, adequate space must be provided for a multi circuit corridor. We can provide an exhibit of our master planned circuit route.

Garion – Fire: No comments.
Ryan – Water/Sewer: No comments.
James – Parks: No comments.
Gary S. – Building/Inspections: No comments.
Shelbey – Public Works: No comments.
Gary E. – Engineering: No comments.
Luke- Traffic: No comments.
Kim – Planning:
3. Move this heading to here – Planning history, page 11
4. Missing a "c" in "city center" – page 11
5. Add "to" to sentence “The City Council has determined that they do not want Lehi exceed 165,000 residents.” – page 21
6. Move this text down so it's in line with the adjacent paragraph of text. – page 27
7. Change Transportation Department to Engineering – page 78

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON NOVEMBER 14TH.

PRECON MEETING REQUIRED? (FULL, TAIILGATE, NONE)

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

ORDINANCE NO: 17-2025

AN ORDINANCE APPROVING AND ADOPTING THE NORTH LEHI STATION AREA PLAN FOR PROPERTY LOCATED AT APPROXIMATELY 3200 WEST TRAVERSE MOUNTAIN BLVD

WHEREAS, the Lehi City Council, acting pursuant to its authority and Utah Code, and in furtherance of its land use policies, goals, objectives, ordinances and other requirements, has made certain determinations with respect to the Consultants' proposals for the North Lehi Station Area Plan; all as set forth in that certain station area plan designated as the North Lehi Station Area Plan, a copy of which has been filed with the office of the Lehi City Planning Department;

WHEREAS, following a public hearing on March 13. 2025, the Lehi City Planning Commission reviewed the proposed Station Area Plan and forwarded a recommendation that the City Council adopt the proposed request; and

WHEREAS, on April 8, 2025, the City Council held a duly noticed meeting to ascertain the facts regarding this matter, which facts and comments are found in the public record and which include the staff report, minutes from the Planning Commission meeting of March 13, 2025, and the recommendation of the Planning Commission; and,

WHEREAS, after considering the facts and comments presented to the Municipal Council, the Council finds: (i) the request for a Station Area Plan is consistent with the Lehi City General Plan Land Use Map and Goals adopted by the Lehi City Council on January 25, 2022 (and as subsequently amended); and (ii) such action furthers the health, safety and welfare of the citizens of Lehi.

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

SECTION 1. The Station Area Plan together with all the attached exhibits, maps and supporting documents designated as the "North Lehi Station Area Plan" dated April 8, 2025, copies of which are on file with the Planning Division of the Community Development Department, is hereby adopted as the Station Area Plan to guide development around the future North Lehi Station. Said project is described on attached Exhibits A and B.

SECTION 2. The future developers of the land comprised in the North Lehi Station Area Plan shall comply with all applicable requirements of Lehi City necessary for approval of the Project, including payment of fees and compliance with applicable ordinances, regulations, policies and procedures of Lehi City including but not limited to, the Lehi City Municipal Code, the Lehi City Development Code, and the Lehi City Design Standards and Public Improvements Specifications.

SECTION 3. The action of the City undertaken hereby is administrative in nature, falling within

the general purpose and policy of the General Plan and zoning ordinances, and pursuant to the provisions of the Lehi City Development Code, and the obligations and requirements imposed on the City by ordinance and agreement.

SECTION 4. If a provision of this Ordinance 18 -2025 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.

SECTION 5. 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.

SECTION 6. This Ordinance adopting the Area Plan shall be effective immediately after being posted or published as required by law.

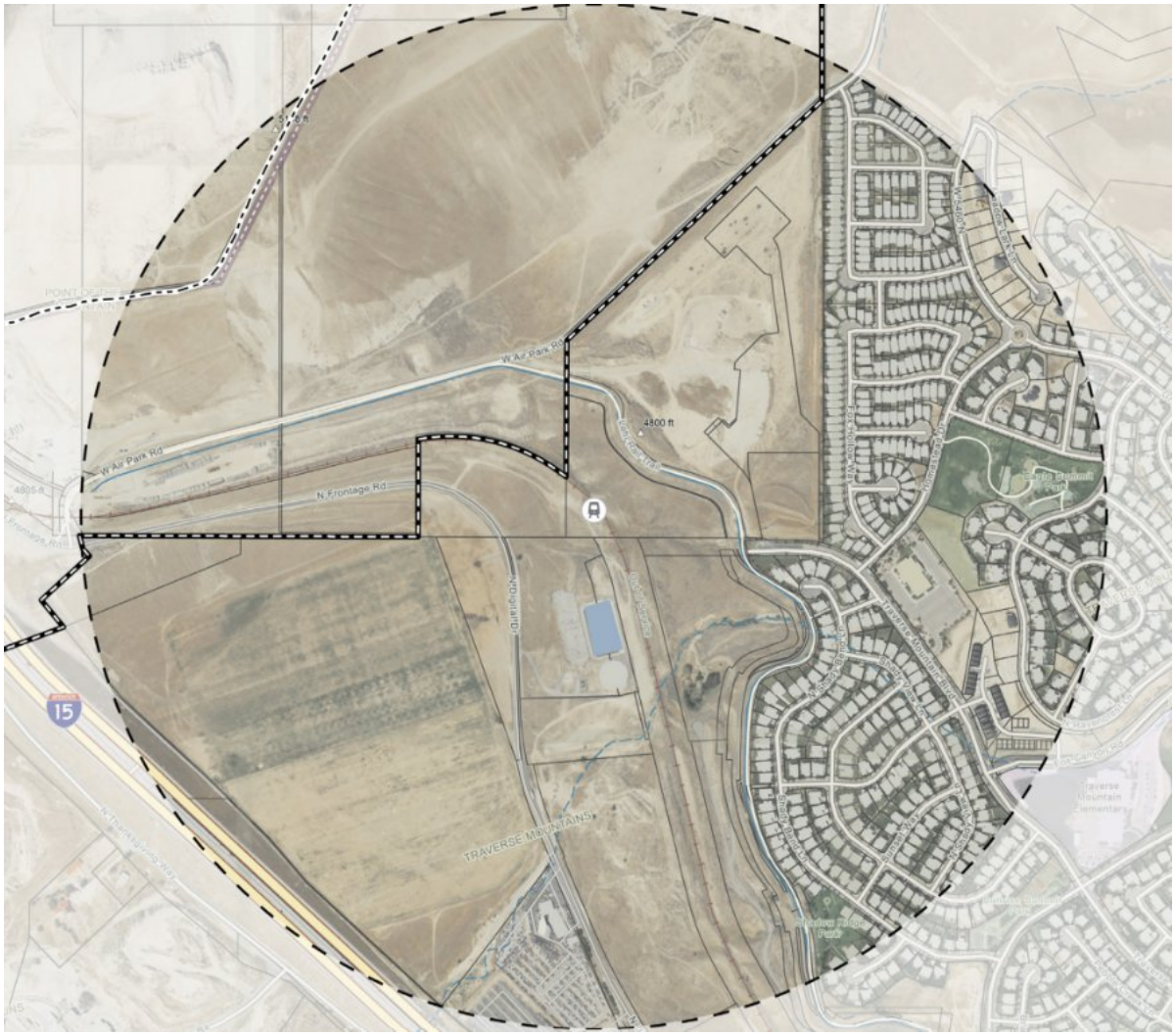
Approved and Adopted by the City Council of Lehi City this 8th day of April 2025.

ATTEST

_____ _____

Mark Johnson, Mayor Teisha Wilson, City Recorder

Exhibit A
Map for the North Lehi Station Area Plan



NORTH LEHI STATION AREA PLAN

FEBRUARY 21, 2024



EST 1852
LEHI CITY



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Acknowledgments

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Executive Summary

The North Lehi Station Area presents a unique opportunity for transit-oriented development, leveraging proximity to both Utah and Salt Lake Counties, and its role as a significant junction between already established activity centers, such as The Point and Thanksgiving Point. The future light rail station will catalyze development in the area and provide new opportunities for housing, commercial, and recreational spaces while promoting multi-modal connectivity, and environmental sustainability, and expand Lehi City's housing opportunities.

This plan envisions creating a transit-oriented district that builds upon future transportation infrastructure projects including I-15 and the Point of The Mountain Transit Corridor. The station area framework accommodates diverse residential needs and promotes active transportation options with a robust network of shared-use paths for pedestrians and cyclists.

Vision: The North Lehi Station Area will establish and maintain a unique hub of neighborhood activity, easily accessed by people of all ages and abilities across the region.

The North Lehi Station Area will establish and maintain a unique hub of neighborhood activity, easily accessed by people of all ages and abilities across the region.

NORTH LEHI STATION AREA VISION



Several existing and future opportunities exist adjacent to the future station site and catalyze the overall station area vision. These developments will support the social fabric of the area and are the basis of the station area's establishment:

+ **Lehi City Shadow Ridge Park – In process**
+ **Vistas at Point Crossing Transit-Oriented Development - In process**
+ **500,000 square feet of entitled office development**
+ **Traverse Mountain Neighborhood - Existing**

Successful implementation of the plan is focused around these core elements:

GATHERING PLACE

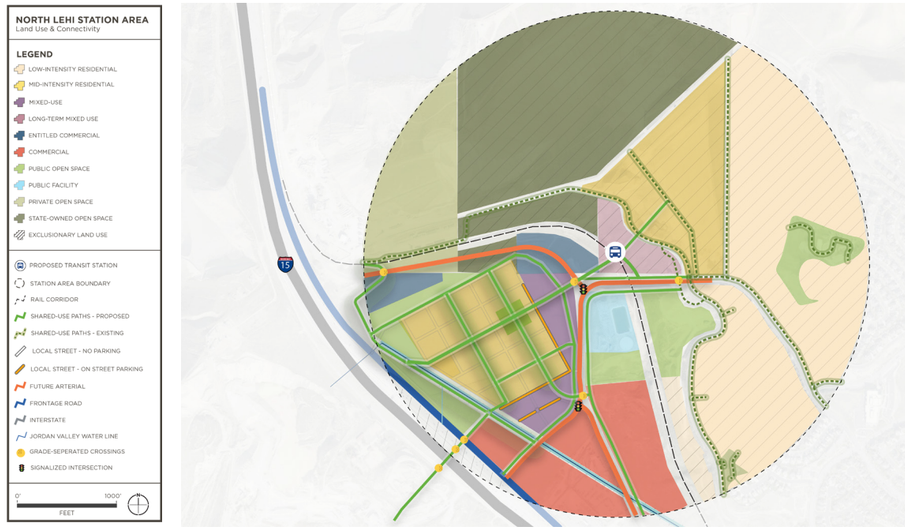
- Active Transportation Spine
- Station Area
- Village Green
- Village Center
- Open Space Buffer System

CONNECTIVITY

- Internal Grid
- External Grid

FUTURE LAND USE

- Overall Composition
- Open Space
- Commercial Development



01

Introduction



Introduction

The North Lehi Station area is located at the northern entrance to Utah County. The future station will be the first stop on a new light rail line, connecting Utah and Salt Lake counties. The future North Lehi station will serve as a critical junction between two already established activity centers — The Point and Thanksgiving Point. The station is also positioned at the intersection between Lehi's Traverse Mountain neighborhood, surrounding greenspace, and critical transportation infrastructure such as I-15, future arterial corridor, and a regional trail system.

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.

LEHI GENERAL PLAN VISION

The North Lehi Station creates an opportunity to tie together all of these existing and planned infrastructure and destinations as well as creating a gathering place that fits the community's vision.

Lehi City's vision, outlined in the 2022 General Plan update, guided the North Lehi Station Area planning process.

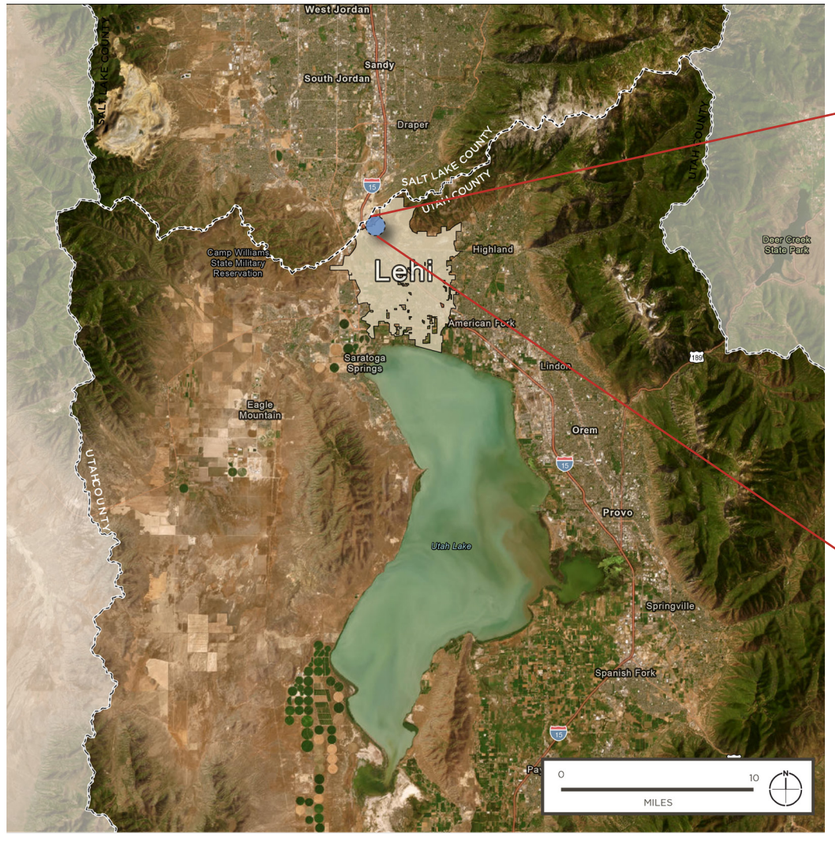


FIGURE 1-1: REGIONAL PROXIMITY

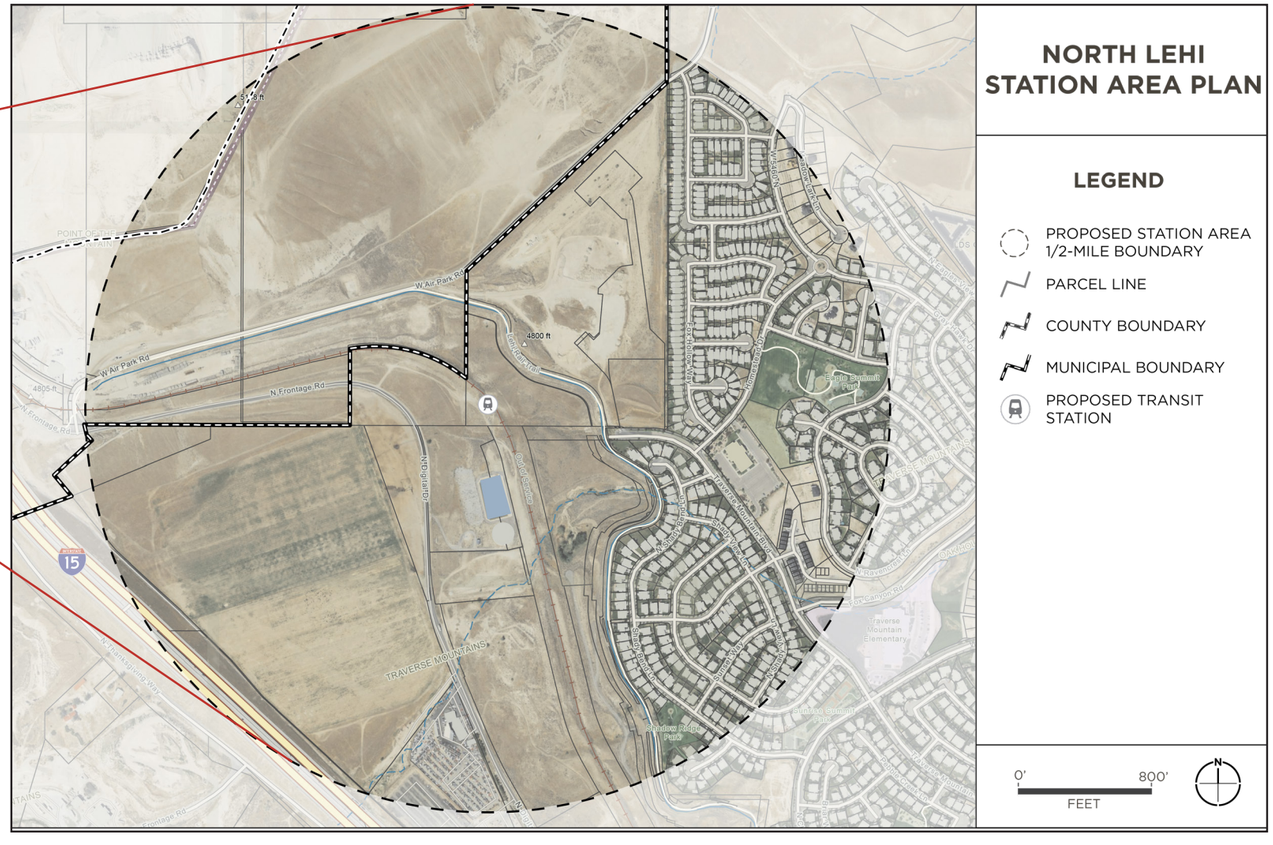


FIGURE 1-2: STATION PLANNING AREA

Planning Process

The North Lehi Station Area Planning Process followed a three-step process.



WHAT YOU HAVE, identified the current conditions that influence or impact the future development of the site. This process included review of previous plans, city-wide statistics, and comprehensive data collection. By analyzing this data, the document identifies trends, patterns, strengths, weaknesses, opportunities, and constraints associated with the area. This analysis provides a factual foundation for decision-making in future initiatives and guides the identification of strategies, policies, and interventions to address existing issues and built on the planning area's strengths.

WHAT YOU WANT provides the plan vision, values, and key strategies. The plan vision was identified through an iterative process based on community and stakeholder feedback at each step in the process.

HOW YOU GET THERE, provides the road map for achieving the plan vision. The implementation plan identifies the goals, objectives, polices, and actions for the future.

The following pages of the plan will outline the details of this three-step process.



NEW SHADOW RIDGE PARK



EAGLE SUMMIT PARK

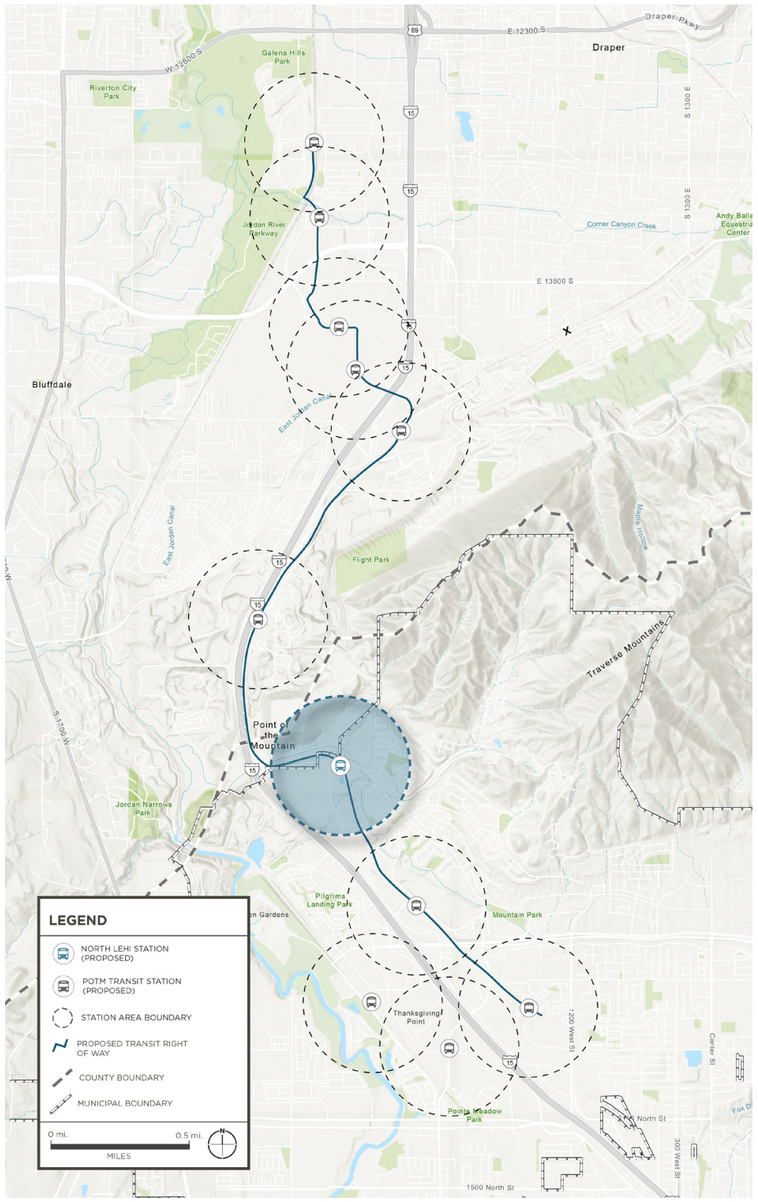


FIGURE 1-3: POINT OF THE MOUNTAIN TRANSIT STUDY

PLANNING AREA

The North Lehi station planning area encompasses everything within a half mile radius of the proposed North Lehi Station site. This area presents several challenges and opportunities unique to its geography and mix of land ownership.

Opportunities

- Proximity to both Utah and Salt Lake Counties
- Speculative development opportunities for private landowners
- Existing and planned infrastructure projects (I-15, Digital Drive, Rail Trail)
- Connection to growth at The Point and Thanksgiving Point
- Public and private land ownership offers varied development possibilities

Challenges

- Coordination between landowners – State, county, City, private
- Limitation of residential density in the area
- Infrastructure impact on access and connectivity
- Establishing a unique, context-sensitive vision amidst regional growth
- Involvement of multiple stakeholders and coordination complexities

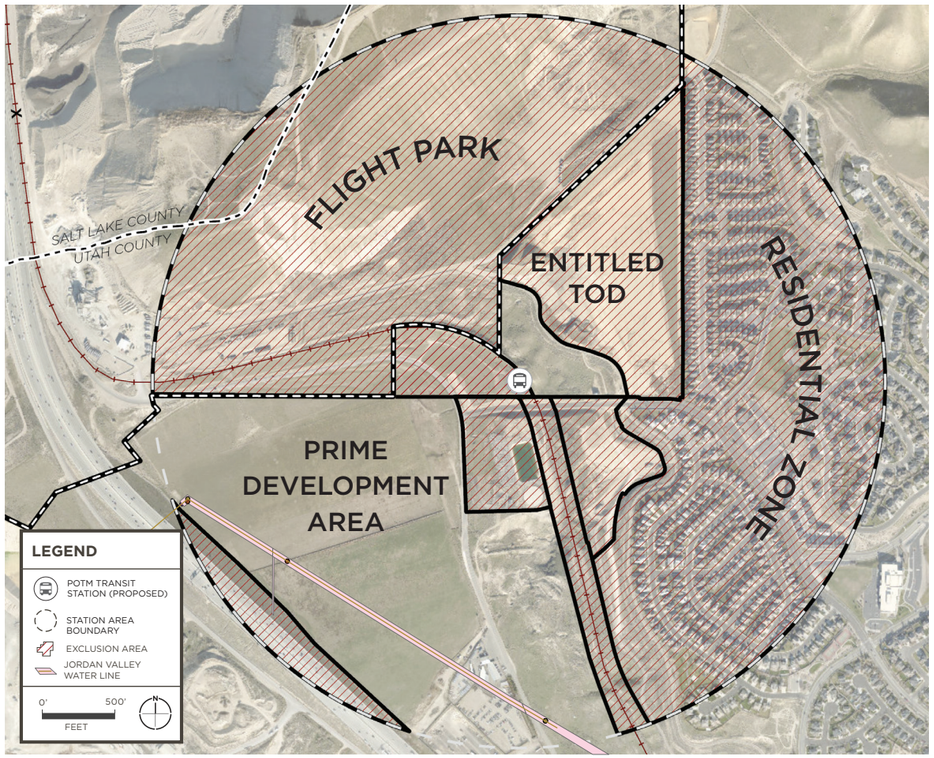


FIGURE 1-4: PLANNING AREA FOCUS

Background and Purpose

Current land uses in the planning area are varied, including recent single-family subdivisions, extractive industries, protected open space, public utilities infrastructure, industrial services, and approximately 150 acres of privately-held vacant land. Flight Park State Recreation Area is an additional consideration to ensure its operation continues as it supports the overall station area vision.

The North Lehi Station Area Plan aligns with Lehi City's values by promoting future development that accommodates diverse household needs, encourages the use of transit and active transportation, and complies with the Utah Land Use Development and Management Act.

There have been development proposals for the area that have included hotels, housing, and convention centers. The current plan differs from prior concepts because it incorporates proposed regional infrastructure investments that will provide a catalyst for private investment.

PLANNING AREA HISTORY

Lehi has successfully transitioned into a technological agglomeration, earning the self-identified title 'Silicon Slopes'. Since the turn of the century, Lehi's population has grown nearly 250%. Based on historical aerial imagery, excavation of Traverse Mountain's southern face began in the 1950s and has since expanded until the beginning of the 21st century. While most of the excavation took place on the northern face, mining at the proposed station area was ongoing during the mid-1990s to early-2000s.

Much of Lehi's suburban developments have taken place on the northern outskirts of the City— away from the historic city center but easily accessible from major highways. For example, the Traverse Mountain development, which began a north-easterly extension prior to 2010, is well within Geneva's view-, dust-, and noise-shed.

Open space in the Salt Lake and Provo Metropolitan areas is limited, but there is significant interest in developing available land and former extractive sites. Despite steady population growth and high land values, nearly half of the 500 acres in this station area remain vacant.



FIGURE 1-5: HISTORICAL SITE AERIAL IMAGERY

Statutory Requirements

Recognizing the significant impact of housing and land use policies on transportation choices, quality of life, and environmental concerns, the Utah Land Use Development and Management Act (10-9a-403, UCA) mandates that local land use policies integrate these factors. Key provisions require cities to modify their moderate-income housing strategies and establish mechanisms for state funding based on compliance with transit-oriented planning. The Act mandates the creation of Station Area Plans (SAP) at existing and planned fixed-guideway stations to enhance housing options, especially in anticipation of growth. Although no transit station currently exists, plans are underway for a future light rail transit (LRT) station in northern Lehi. This includes assessing all land within a half-mile radius for potential redevelopment and a quarter-mile radius for bus-based infrastructure.

Collaboration among state commissions, regional agencies, municipalities, and developers is essential for promoting housing affordability and availability. Lehi's 2022 General Plan Update aligns with MAG's 2050 Regional Transportation Plan, enabling civic leaders to create effective land use policies that support economic growth while minimizing negative impacts. Lehi's approach includes:

- Updating zoning to meet moderate-income housing requirements.
- Identifying areas for change to balance resident stability with growth needs.
- Developing a future land use map reflecting public sentiment and planning for higher densities along transit corridors.

These efforts establish a foundation for detailed planning along the I-15 corridor to support light rail expansion.

State SAP Pillars

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

TRANSIT-ORIENTED DEVELOPMENT - UNDER CONSTRUCTION



SHADOW RIDGE PARK - UNDER CONSTRUCTION



Plan Basis

The North Lehi Station Area Plan is a tool that supports Lehi's 2022 General Plan framework, goals, and objectives. Station area planning occurred within the context of Lehi's broader goals and policies. Several existing local and regional plans informed the North Lehi station planning process.

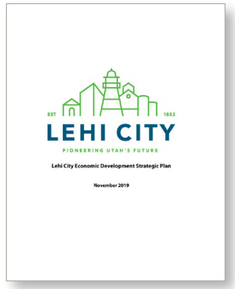
These plans were reviewed and analyzed as part of this process, with the following relevant points:



LAND USE ELEMENT UPDATE, LEHI CITY GENERAL PLAN

JANUARY, 2022

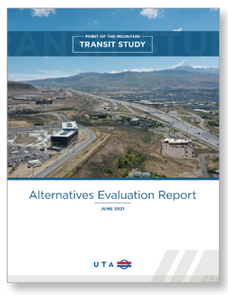
- Density in North Lehi station area limited to 1,060 new units
- Future land use identified as mixed use - commercial and transit-oriented development



LEHI CITY ECONOMIC DEVELOPMENT STRATEGIC PLAN

NOVEMBER, 2019

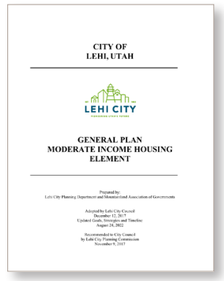
- Sustain a well-balanced economic base
- Recruit, invest in, and support high-tech manufacturing and professional services



POINT OF THE MOUNTAIN TRANSIT STUDY

JANUARY, 2024

- Basis of proposed future North Lehi Station
- Original mode identified as BRT
- Re-evaluation released in January 2024 identified LRT as preferred mode



MODERATE INCOME HOUSING ELEMENT UPDATE

DECEMBER, 2017 UPDATED MAY, 2024

- Develop and adopt a station area plan in accordance with Section 10-9a-403.1
- Create a housing and transit reinvestment zone pursuant to Title 63N, Chapter 3, Part 6, Housing and Transit Reinvestment Zone Act
- Amend land use regulations to allow for high density or new moderate income residential development in commercial or mixed-use zones near transit investment corridors
- Create or allow for, and reduce regulations related to, multifamily residential dwellings compatible in scale and form with detached single-family residential dwellings and located in walkable communities within residential or mixed-use zones

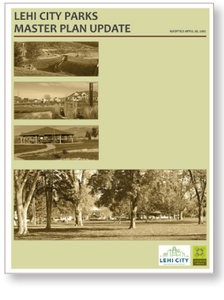




2050 REGIONAL AND LEHI CITY TRANSPORTATION PLANS

JUNE, 2023

- Digital Drive widening to 5-lane collector
- New interchange at southern edge of North Lehi station planning area
- Proposed fixed guideway system (North Lehi Station Area line)
- **Bicycle and Pedestrian Plan:** Active transportation path with grade separated crossings at I-15



LEHI CITY PARKS MASTER PLAN UPDATE

APRIL, 2015

- Provide a diverse and connected system of parks, trails, and recreational facilities
- Ensure a park ratio of 4.5 acres for every 1,000 residents
- Promote water conservation

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02

Existing Conditions

Overview

Although primarily within Lehi's boundaries, the North Lehi Station Area plan also extends into unincorporated parts of Utah and Salt Lake Counties. The Utah County section consists mostly of public land, while the Salt Lake County portion is designated for extractive uses. Flight Park, a popular paragliding destination, contributes recreational value to the area.

I-15 serves as a significant barrier on the west, and environmentally sensitive portions of land to the east limit development potential. Infrastructure limitations, including restricted water and sewer capacity, will require significant investment for expansion.

Currently, nearly two-thirds of the station area is either developed, planned for development, or unsuitable for construction due to steep slopes and environmental constraints. Although the transit station has not yet been built, existing developments and approximately 50 acres in the core are being designed with the future light rail station in mind.

Site Tours

The team conducted several formal and informal site tours throughout the planning process. On June 6, 2023, consultants and City staff went on a biking tour of the station area to visit key locations and destinations. The team observed the opportunities and potential challenges associated with the site such as the area's topography and infrastructure capacity limitations. These on-the-ground observations provided valuable insights into the present land uses and helped to identify potential enhancements and future development opportunities that would promote accessibility and connectivity.

FIGURE 2-1: PLANNING AREA

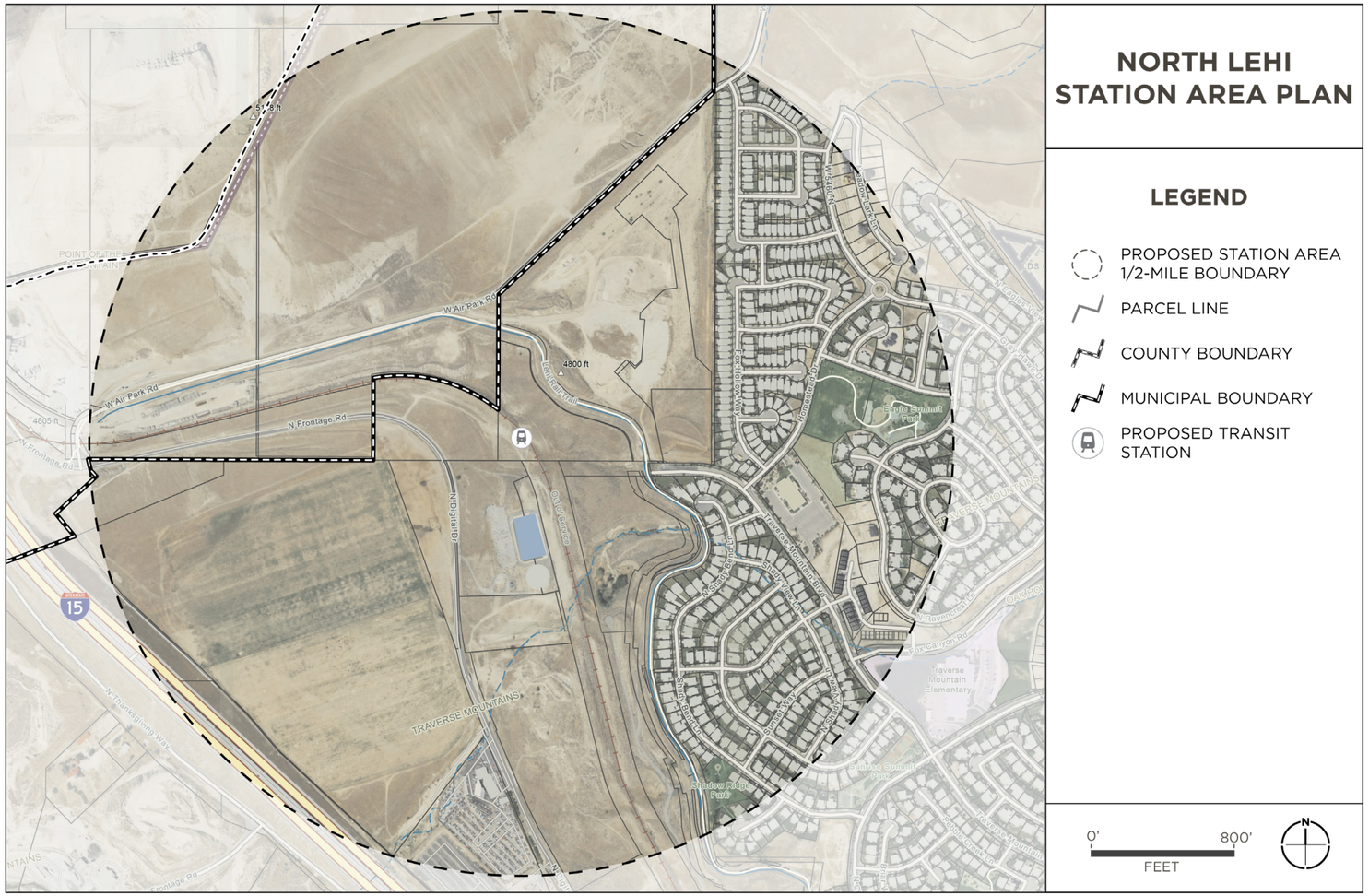
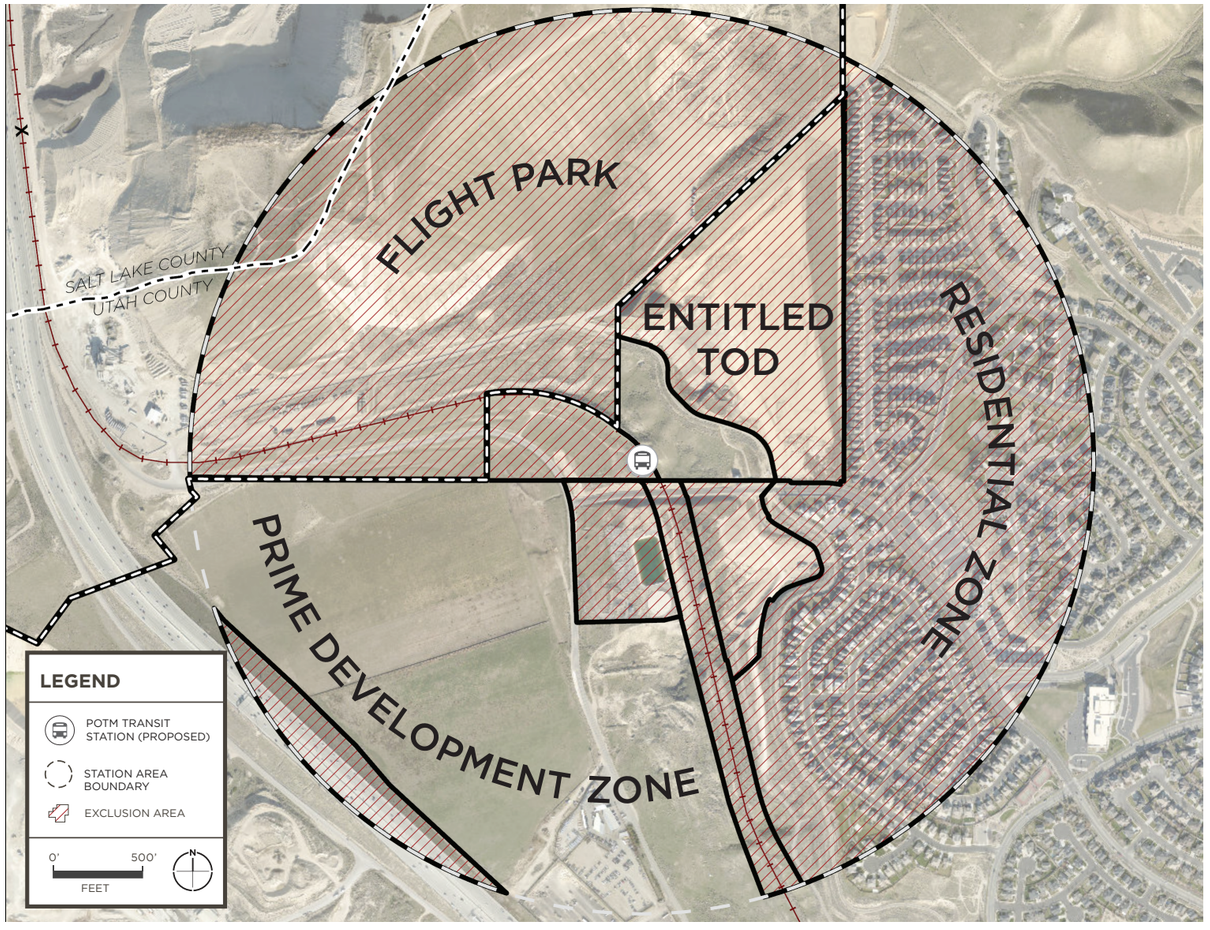


FIGURE 2-2: PLANNING FOCUS AREA



Jordan Valley Water Line

The Jordan Valley Water Conservancy District pipe is a critical infrastructure component that traverses the station area. This pipeline is essential for the distribution of water, delivering water to customers from Deer Creek Reservoir to the Salt Lake County area. To ensure unobstructed access for maintenance, development is restricted on the land above the Water Line, only allowing minimal trails and pathways.

Demographics

POPULATION

In 2023, Utah County's population was estimated to be 719,174 according to the United States Census Bureau. By 2050, the Mountainland Association of Governments (MAG), Utah County's regional Metropolitan Planning Organization (MPO) shows the county population is expected to double, making it comparable to Salt Lake County's current population.

The 2023 population estimate for Lehi was 90,227 residents and projected to increase its population by roughly 56 percent between 2020 and 2050. By 2050, this represents a net increase of over 54,000 new residents in the City. The station area currently has approximately 2,308 residents with an anticipated growth of 2.72 percent over the course of the next 5 years.

The anticipated population surge in Utah County, and more specifically Lehi, underscores the importance of providing a connected transportation system, attainable housing opportunities, and accessible community-supportive services in the North Lehi Station Area.

POPULATION TRENDS

2,308	2.72%
2023 Station Area Population	5-year Population growth % Projection

AGE

Utah's median age is 31.4 years, while Lehi's median age is slightly younger at 27, and the station planning area averages 25.6. This youthfulness is largely due to large families and the presence of technology companies that attract young professionals. The largest age group in the station area is children under 18, making up 30.6% of the population, followed by young adults aged 20 to 24 at 20.5%. This indicates Lehi's family-oriented nature with many households having young children. Other age groups are evenly distributed, with those aged 25 to 44 and 45 to 64 each representing just over 20%, while seniors 65 and older account for about 8%. The demographic makeup reflects the region's strong economy, high quality of life, and cultural norms.

INCOME

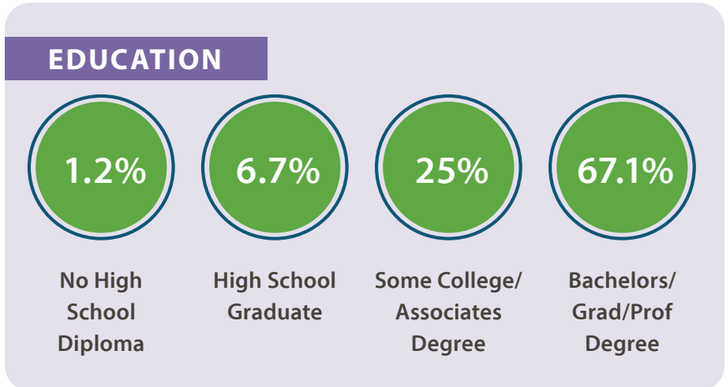
The North Lehi Station Area has a strong income base with a median household income of $106,735 compared to Utah County's $85,910, according to ESRI. These higher incomes give residents more discretionary spending opportunities on services and goods like retail, entertainment, and food. This results in economic and social benefits for the City.

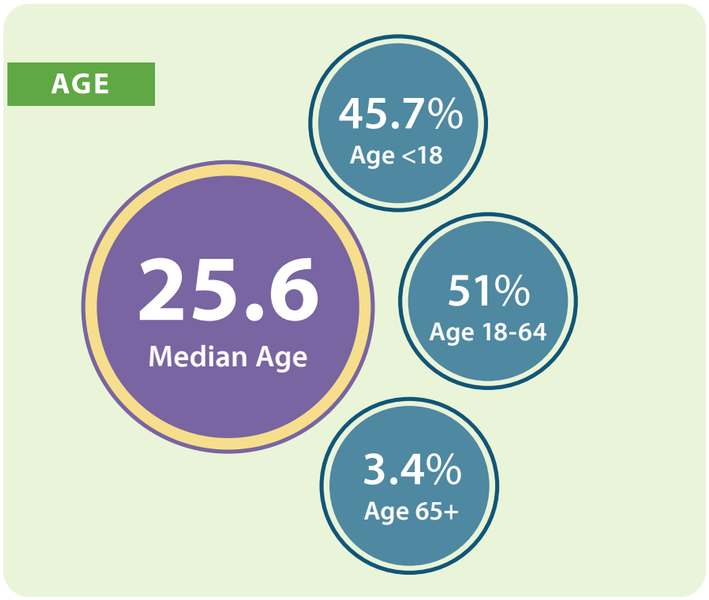
EDUCATION

Educational attainment levels in the station area provide insight into the community's demographic characteristics and potential for socioeconomic dynamics. The area boasts a high level of educational attainment among residents. The majority, 67.1 percent, hold a bachelor's degree, which is significantly higher than the nationwide average of 32.9 percent. The area's high level of educational attainment suggests economic advantages that have the potential to generate desirable employment opportunities, and an overall informed and actively involved community.

TABLE 2-1: INCOME

CATEGORY	UTAH COUNTY	NORTH LEHI STATION AREA
Median Household Income	$85,910	$106,735
Median Disposable Income	$69,175	$86,720





FLIGHT PARK STATE RECREATION AREA



Land Use & Zoning

CURRENT ZONING

TABLE 2-2: STATION AREA ZONING

ZONE	%	ACREAGE
Planned Community (PC)	35.6%	195.1
Commercial (C)	1.1%	5.8
Light Industrial (LI)	3.0%	16.5
Transitional Holding (TH-5)	18.9%	103.4
Transit Oriented Development (TOD)	10.1%	55.3
Public Facility (PF)	1.8%	10.1
Unincorporated & County Zoning (RA-5, M&G-1, and I)	29.5%	161.7
TOTAL	100%	547.86

Planned Community (PC)

Approximately one-third of the station area is classified as Planned Community (PC) zoning and coincides with the Traverse Mountain Area Plan. PC zoned areas in this area include designations for residential and open space. Considering the unique terrain of the study area, development standards that align with the hillside preservation ordinance are necessary to mitigate geological hazards for the community and ensure the preservation of crtical open space.

Commercial (C)

Commercial zoning is intended to provide convenient locations for retail, office, and business/commerce activities to encourage the efficient use of land, enhance property values, and strengthen the City's tax base. The station area is comprised of less than one percent commercially zoned land currently, although additional land will become commercial in future phases of development.

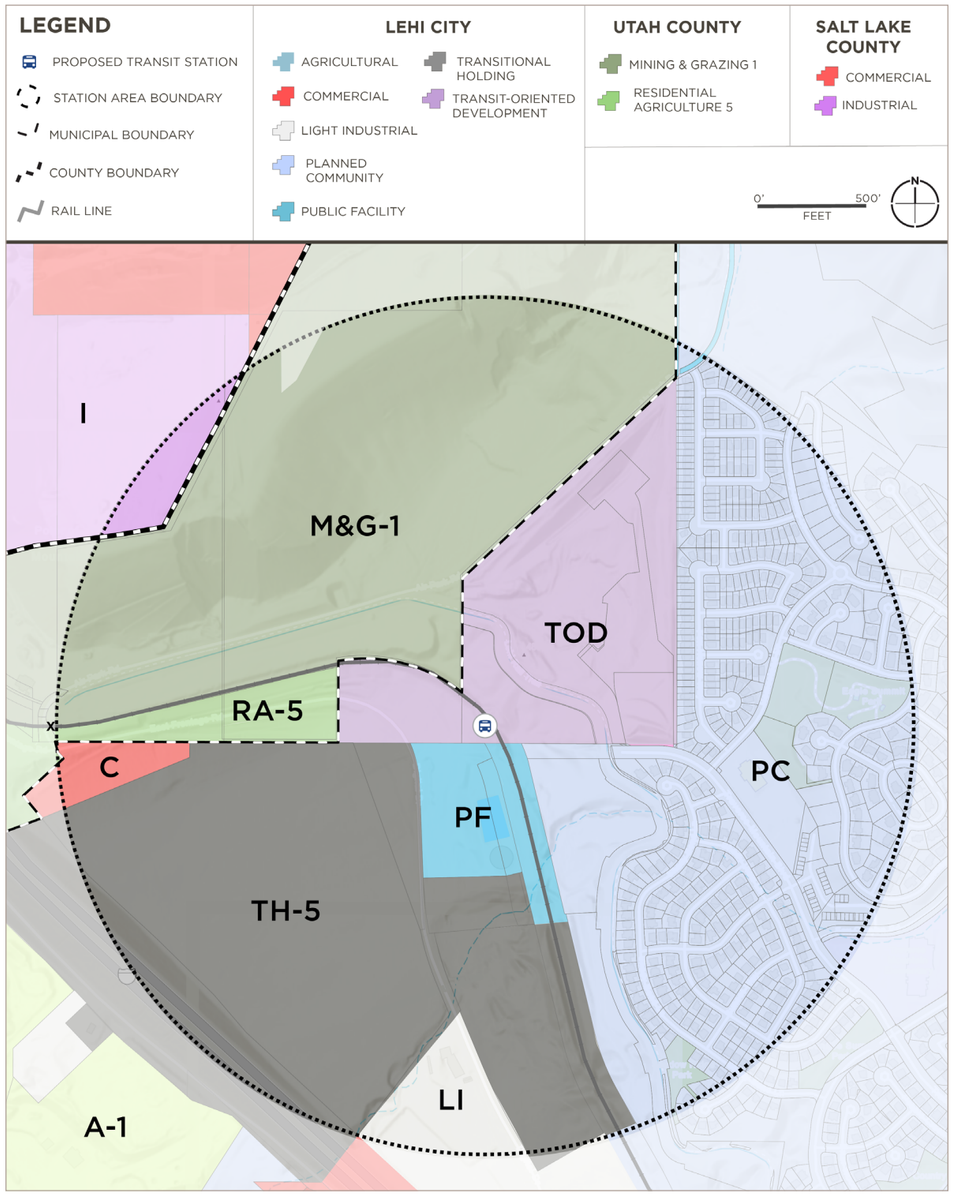
Light Industrial (LI)

Light Industrial zoning provides locations for low-impact industrial uses and activities to provide economic diversity and employment opportunities. Light Industrial zoning covers less than 2 percent of the station area. If deeper connections to the Traverse Mountain Outlet Mall and other points south are desired, this type of land use and zoning may be in conflict as development in the station area expands beyond initial phases. Lehi's 2022 General Plan shows these areas transitioning to commercial.

Transitional Holding-5 (TH-5)

Transitional Holding is a zoning district primarily implemented following an annexation where no water is dedicated and no culinary or pressurized irrigation water services are provided. About twenty percent of the station area falls within this zoning. In terms of future development plans for this 100-acre area, there is not currently anything approved by the City.

FIGURE 2-3: ZONING MAP



Transit Oriented Development (TOD)

Transit Oriented Development zoning provides for the implementation of Lehi City's 2022 General Plan and to reduce automobile dependency. The creation of self-sustaining, walkable, and bikeable neighborhoods will enable residents to commute, enjoy shopping and recreational opportunities, and have access to mass transit. Twelve percent of the station planning area falls under this zoning code; this land is owned by the Clyde Group, a subsidiary of Geneva Rock. They are in the process of developing a 404-dwelling unit community directly northeast of the future transit station called the Vistas at the Point.

Mining or Grazing (M&G-1)

The M&G-1 Zone is a Utah County zoning ordinance that covers areas within the county suited for livestock grazing, mining of earth products, and industrial operations that are not appropriate near urban centers. These areas are typically limited by climate, topography, soil capability, inadequate water supply, or the presence of economically significant mineral deposits. This zoning covers over 25 percent of the station planning area and is associated with Geneva Rock's quarrying operation and the state-owned public park.

Public Facility (PF)

The Public Facilities District serves the purpose of supplying land areas for publicly owned buildings and facilities. A City-owned irrigation pond and culinary water tank are located directly south of the future station and comprise about 10 acres, or 2 percent of the project area, including the pond and its fenced boundary.

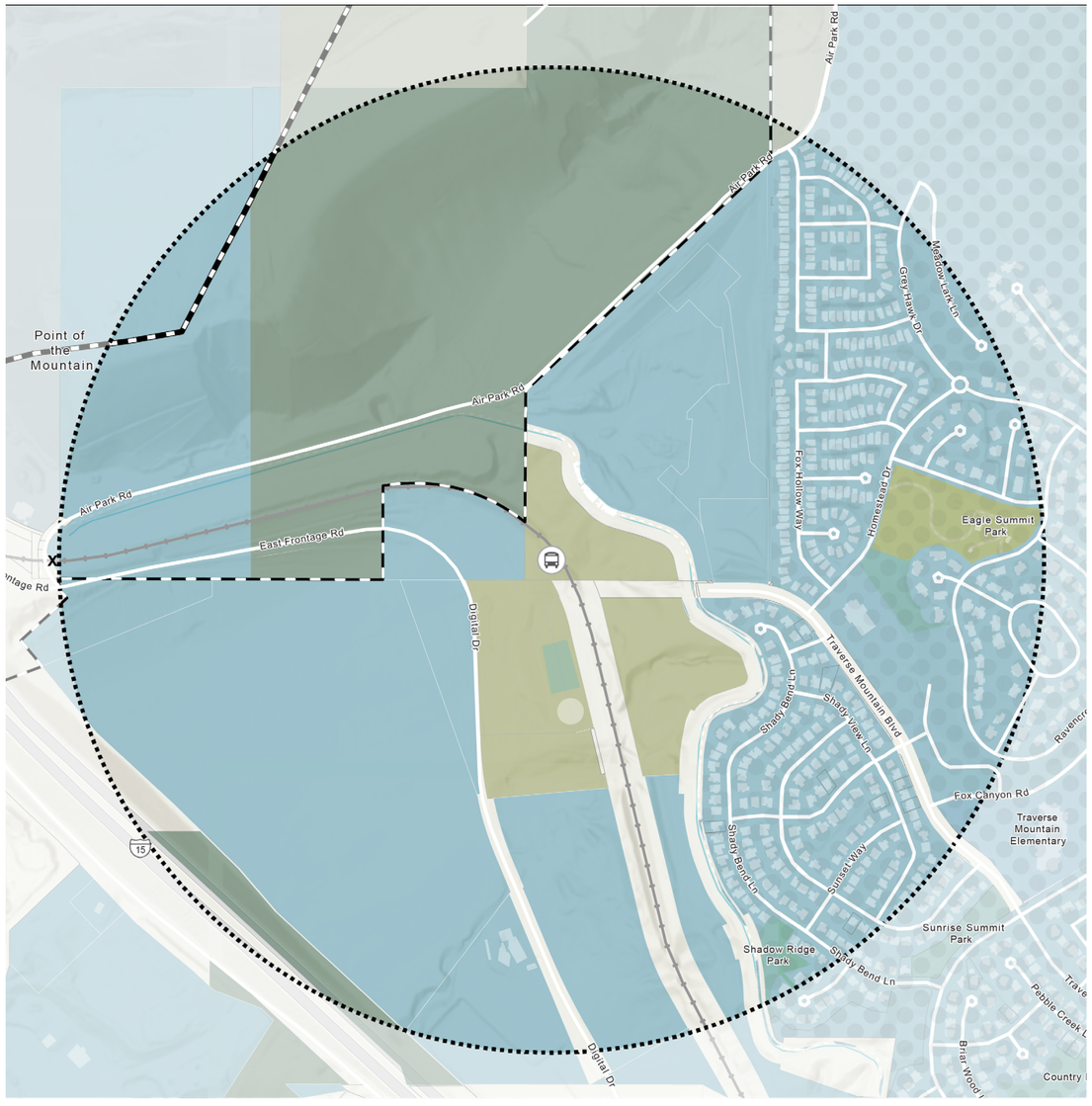
Ownership

Within the study area, around two-thirds of the land is privately owned. A significant portion of this land has been developed or is planned to be developed. The Traverse Mountain Master Association is responsible for overseeing seven different sub-homeowner associations, which include the Mountain Point Village Townhomes, Shadow Ridge, Eagle Summit, and Winterhaven Single Family Homes within the station area.

Of the publicly owned land, 75 percent is along the northern hillside, where Flight Park State Recreation Area is situated. For many reasons, including steep-sloped terrain, this land is unsuitable for future development. Other publicly owned land areas of the station area include Traverse Mountain Elementary School, a retention pond, Eagle Summit Park, and the nine-acre site of the future Shadow Ridge Park.

Given the existing site conditions and associated constraints on land development within the station area, the opportunity for future development primarily exists on the privately held land directly southwest of the station.

FIGURE 2-4: PROPERTY OWNERSHIP MAP

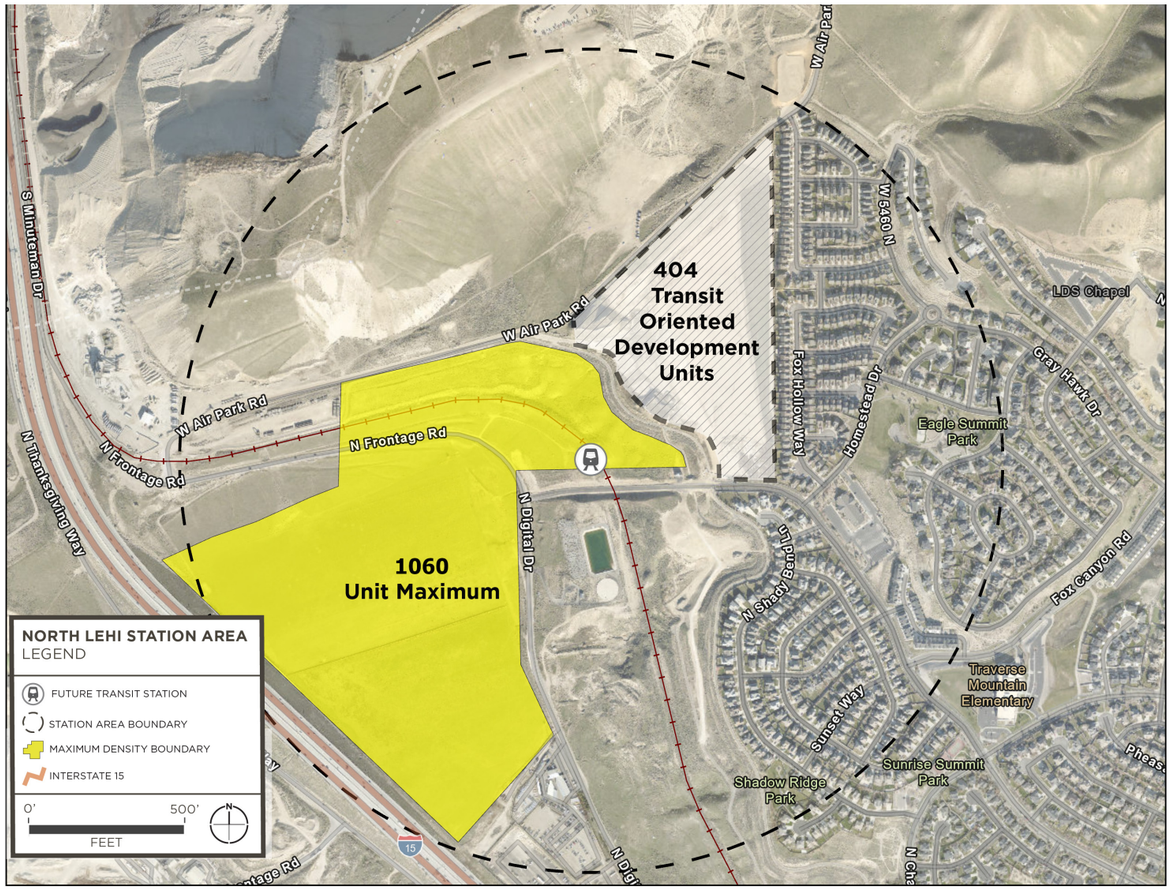


Public Utilities

There is a limitation of infrastructure capacity in the station area. Current water and sewer capacity limits the number of equivalent residential units (ERU's) that the undeveloped land in this station area can accommodate. Lehi's Engineering Department has calculated this number to be a maximum of 1,060 new units for any new entitlements in the station area.

In addition to limited infrastructure capacity, there are also constraints related to political desire. The 2022 General Plan has established 165,000 residents as the maximum population that can be supported by current utility capacity. Overcoming both the infrastructure capacity challenge and limiting political factors would require significant effort and investment.

FIGURE 2-5: MAXIMUM DENSITY AREA

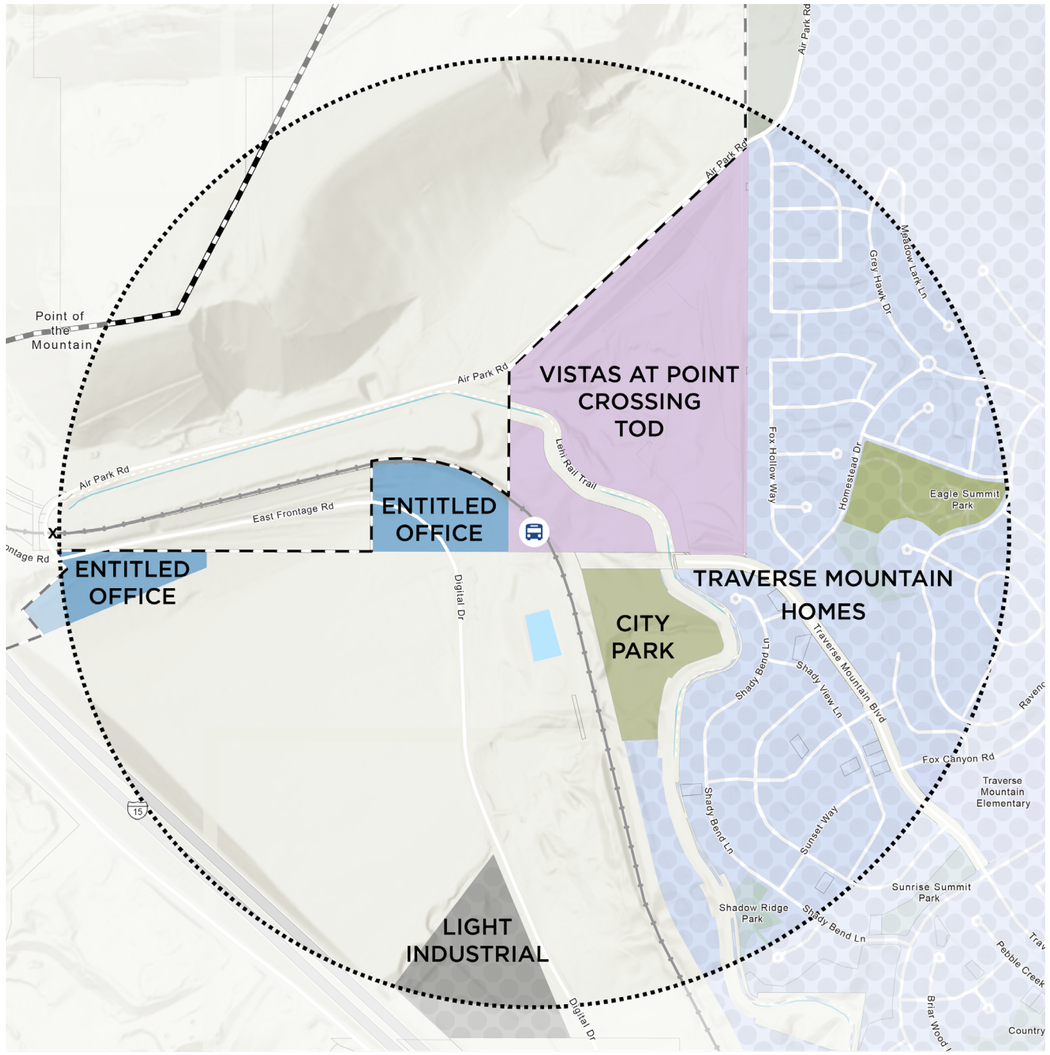




HISTORIC RAIL CORRIDOR



FIGURE 2-6: EXISTING AND IN-PROCESS DEVELOPMENTS



Development

EXISTING DEVELOPMENTS

The Traverse Mountain Master Association (TMMA) comprises a significant portion of this station's planning area. It is comprised of seven distinct sub-associations, three of which partially or fully fall in the ½-mile radius; these include Winterhaven Single Family Homes, Mountain Point Village Townhomes, and Eagle Summit Single Family Homes. Collectively, there are approximately 554 TMMA-based homes covering approximately 126 acres of the station area.

In addition to the Traverse Mountain Homes, an equipment trailer sales dealership, Trailer Source, covers about 8 acres of the station area.

IN-PROCESS DEVELOPMENTS

Vistas at the Point

Vistas at The Point community and commercial development is under construction and will provide 100 townhomes, 304 apartments/condominiums, and 400,000 square feet of commercial office space adjacent to the proposed station site. This development will provide community amenities such as an amphitheater, shopping and dining opportunities, and recreational facilities. It will integrate with existing trails and the future transit station, eventually reducing the community's need for automobiles to reach destinations.

Shadow Ridge Park

Shadow Ridge is a planned, nine-acre, Lehi-owned park that will provide this part of the City with a playground area, eight pickleball courts, a downhill bike course, and restroom facilities. This park has a direct connection to the future station platform via an existing pedestrian underpass below Traverse Mountain Boulevard. Public input for the park began in early 2022 and is currently under construction.

Entitled Office Developments

Two 250,000 square feet office developments are partially entitled in the station area supplying a collective total of 500,000 square feet of future office space. These developments will support future employment opportunities within the overall fabric of the transit-oriented development. Given the area's strong technology sector presence, the office buildings can capitalize on existing opportunity within the industry.

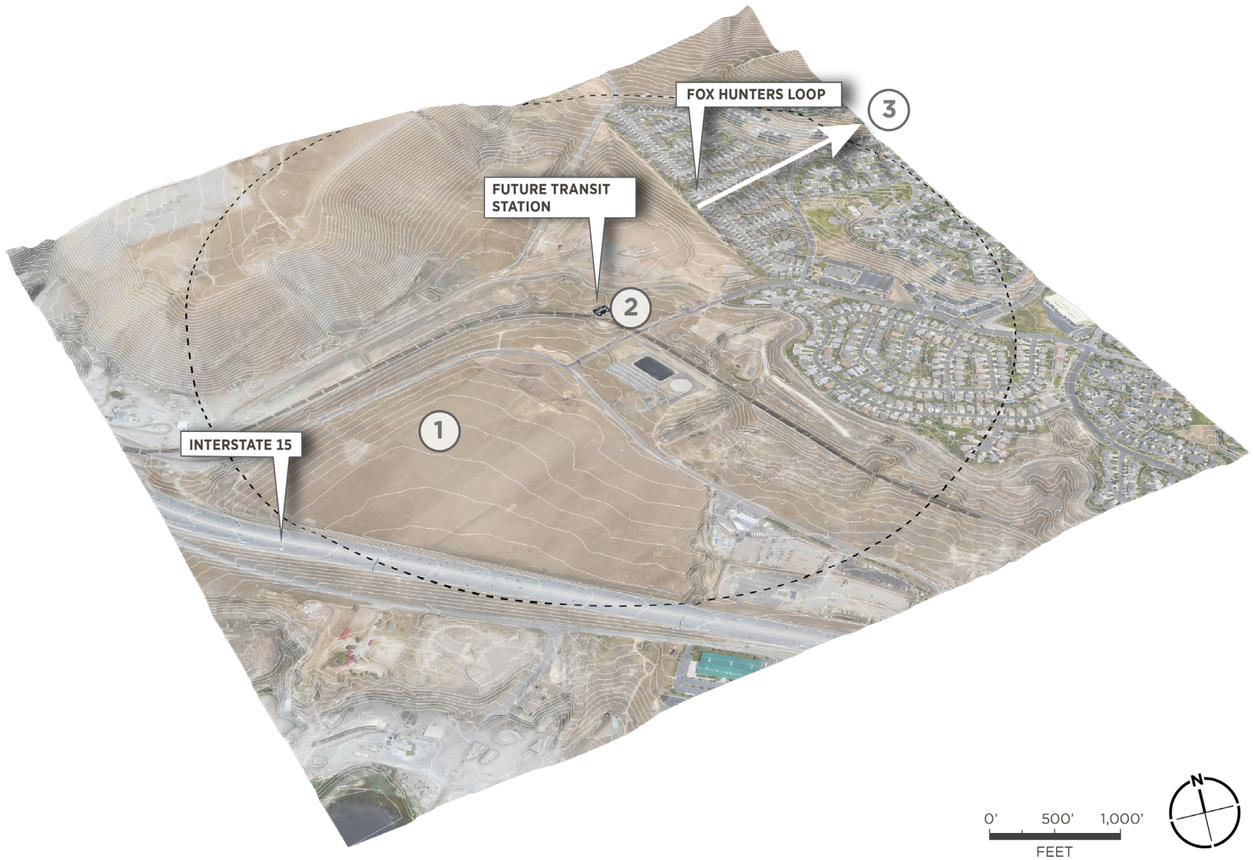
Land Suitability

TERRAIN AND HILLSIDE PRESERVATION

The Hillside Preservation ordinance was adopted by Lehi City in 2008 to preserve the area's natural terrain and ensure a level of safety from environmental impacts of development for the City and its residents. The hillside preservation standards detailed in the City ordinance apply to all properties that contain slopes greater than 10 percent.

Chapters 12-A and 12-B of the Lehi City Development Code cover the the Hillside Preservation and grading requirements.

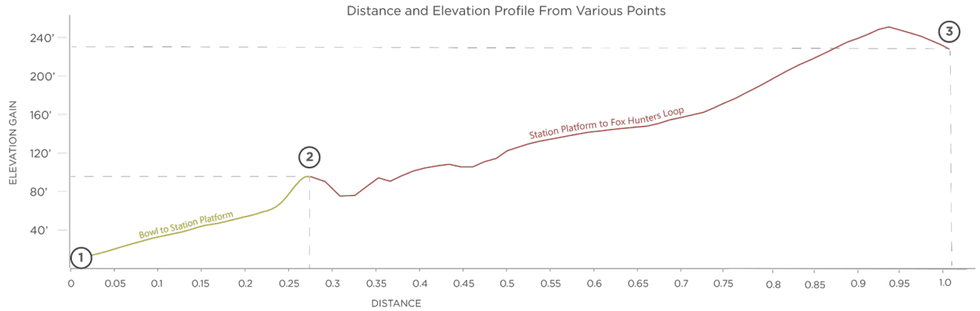
FIGURE 2-7: ISOMETRIC PERSPECTIVE DIAGRAM











SITE TOPOGRAPHY

The terrain of the station area slopes upward, from west to east, gaining approximately 250 feet over a mile from the bowl to the existing Traverse Mountain Neighborhood. Without careful consideration, this may present accessibility concerns for certain user groups. Most of this elevation change occurs east of the station in residential areas. It is about 1/4-mile from the central area of the bowl to the proposed station platform location; and given the overall elevation change, this amounts to a generalized slope of 6.3 percent. As seen in Figure 2.7, grades increase near the location of the station platform. For reference, the 2010 Americans with Disabilities Act (ADA) Standard identifies a ramp slope at 6.25 percent as “comfortable”.

ENVIRONMENTALLY SENSITIVE AREAS

This region has diverse topography including hillsides, floodplains, wetlands, water bodies and a wildlife refuge. Proximity to these areas requires careful planning and development strategies to ensure that they remain protected and open space amenities are preserved for the community. The intention of classifying these areas is to mitigate natural hazard risks such as flooding and slope failure. Lehi's 2022 General Plan details land use strategies that focus on minimizing natural hazards. Examples of these strategies include low-intensity, low-impact development near environmentally sensitive areas and voluntary restrictive conservation easements intended to permanently protect these areas. Lehi City granted a conservation easement to Draper City in 2024, protecting over 900 acres. Sensitive areas within the station area pertain to the steep hillsides where development practices must conform with the Hillside Preservation ordinance.

FIGURE 2-8: ENVIRONMENTALLY SENSITIVE AREAS

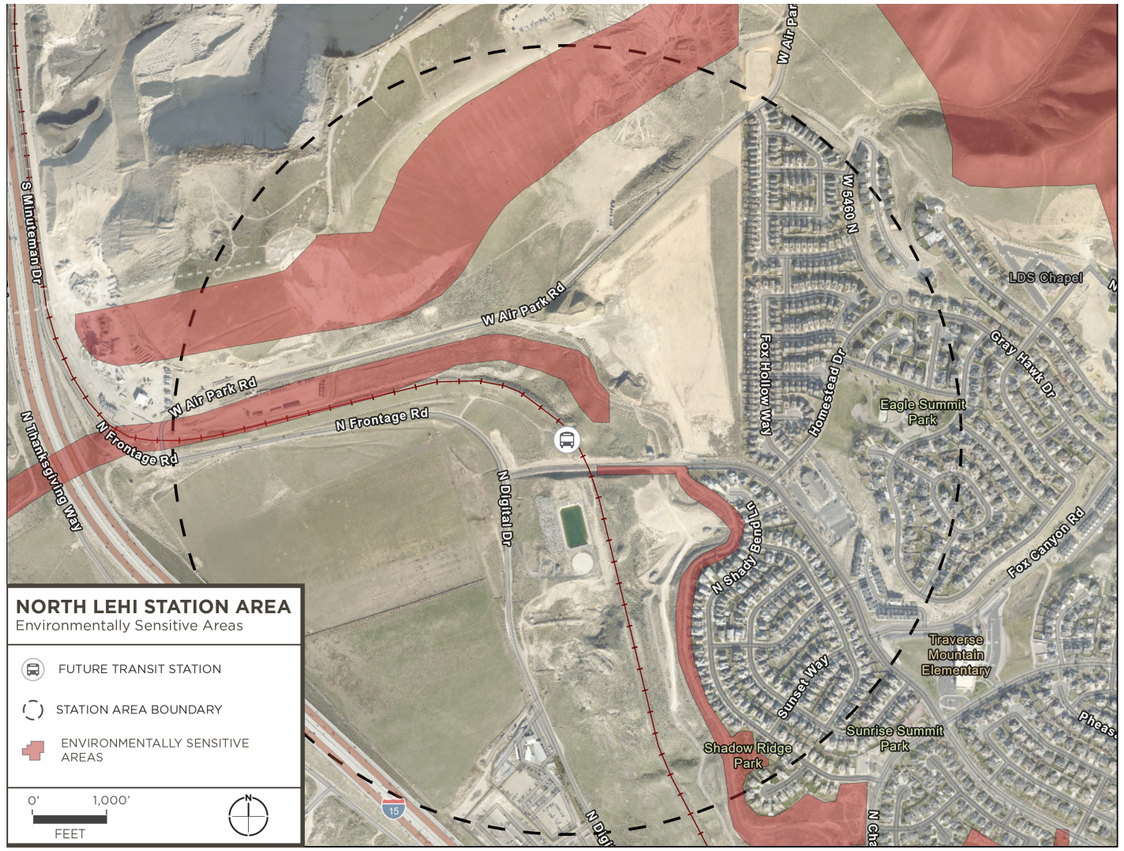
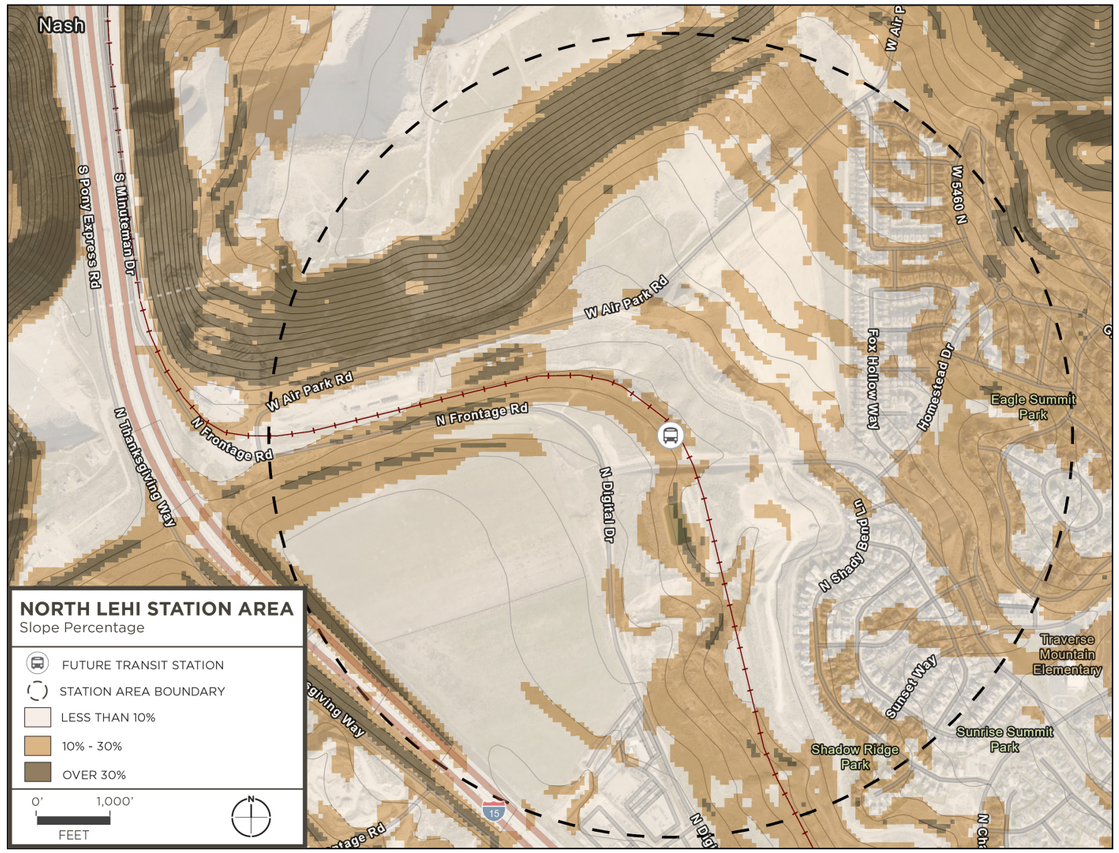


FIGURE 2-9: SLOPE PERCENTAGE



Market Analysis

A more in-depth Market Analysis Report can be found in the Appendix.

Lehi's rapid population and economic growth create strong market demand for residential, retail, and office space. The City has a young, affluent demographic with a high median household income and significant purchasing power, driving the need for additional retail and office spaces. However, there is also an opportunity to support less affluent residents by incorporating affordable housing options and accessible services. The North Lehi Station area can leverage the tech industry's strengths to foster an employment-supportive mixed-use environment that prioritizes high-quality infrastructure while ensuring that opportunities are available for all community members, including those with lower incomes.

RETAIL MARKET DEMAND

The station area is currently void of retail and commercial services. Most of the retail in the vicinity is located near I-15 and Utah State Highway 92, less than one mile from the Study Area. This area contains The Outlets at Traverse Mountain, Cabelas, Harmons Grocery, a cluster of national and local restaurants, and other commercial developments. This area also contains a high concentration of convenience retail and restaurants.

Immediately west of the Outlets at Traverse Mountain is Thanksgiving Point. This area contains a mix of restaurants, hospitality, a movie theater, and an 18-hole golf course. Thanksgiving Point attracts more than 1.9 million annual visitors.

Based on area growth projections, the study area is anticipated to support an additional 40,000 square feet of retail annually to meet retail demand over the next five years. The current retail market rent is $25.97 per square foot. A low vacancy rate of 1 percent, strong rent prices, and future population growth signals strong retail potential in the future.

FIGURE 2-10: RETAIL PROXIMITY MAP



CORPORATE OFFICE DEMAND

The North Lehi Station Area is in a favorable location to support additional tech-related industries. This would strengthen Lehi's position in the market for tech-related jobs and create a virtuous cycle around the Station Area. According to McKinsey, innovation hubs have higher commercial-rent growth rates than traditional business districts: 5.3 percent from 2010 to 2020, compared with 4.8 percent for traditional commercial rents.

As a result, the office market in Lehi is relatively strong, with high occupancy rates and rental rates that are in line with the overall market in the Provo–Orem, UT Metropolitan Statistical Area. The Study Area has two entitled office developments at 250,000 square feet each, providing 500,000 square feet of future office space.

Softening rents and slowing job growth may impact short-term absorption rates. As of late 2023, office vacancy rates at 9.3 percent in Lehi are above historical averages. Transit-Oriented-Development (TOD) and alignment with "Silicon Slopes" may serve as a catalyst for increasing absorption rates.

OPPORTUNITIES

There are opportunities in the station area to include neighborhood-supportive services and commercial development along the future roadways. These opportunities exist in the near and long term, within the core North Lehi Station Area. Key considerations include:

- Alignment with Silicon Slopes
- Integration with significant transportation thoroughfares
- Multifamily residential with integrated retail and commercial
- Innovation-oriented uses
- Restaurants, service retail, and entertainment

CHALLENGES AND BARRIERS

When evaluating the potential for development in the station area, it is important to consider the notable challenges that may hinder its full realization.

These factors create a complex environment for developers, property owners, and City departments to navigate. Key challenges include:

- Infrastructure limitations (1,060 residential unit maximum)
- High land costs
- Political opposition
- Lack of existing office development in the station area
- Competition from nearby retail nodes

HOUSING

Lehi is experiencing a significant market demand for residential housing as the City undergoes rapid growth and attracts new residents. To accommodate this new growth and ensure the availability of an affordable housing stock in Lehi, the City's Moderate Income Housing Element has established the development and adoption of station area plans as a strategy for increasing accessible housing opportunities.

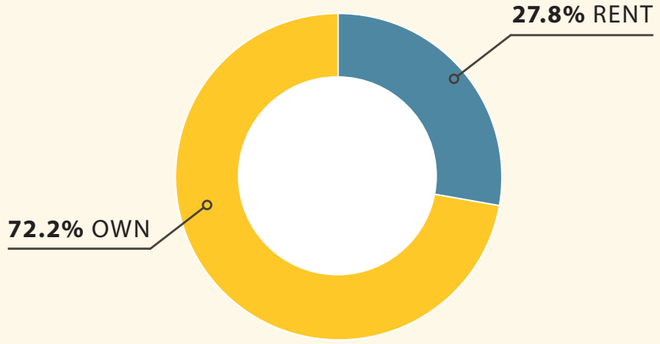
The North Lehi Station Area has experienced all its residential growth over the past two decades. In 2010, the station area's population was approximately 959 residents with 242 housing units per United States Census data. Since 2010, ESRI indicates that the area's population has grown to 2,308 residents and 554 housing units. An additional 404 units are under construction in the transit-oriented-development Vistas at the Point, located next to the future North Lehi transit station. Of the existing 554 units, approximately 68.8 percent are owner occupied, 26.5 percent are renter occupied and 4.7 percent are vacant.

Currently, the station area is comprised of almost exclusively small-lot single family housing products priced above $500,000. With a future increase in the area's residential density, new housing opportunities become economically viable and drive the success of Transit-Oriented Developments. To accomplish a cohesive and complete Transit Oriented Development area in support of the 4 station area planning principles and the City's Moderate Income Housing goals, the station area will need to accommodate a wider range of housing products than it currently does.

EMPLOYMENT



HOME OWNERSHIP



$605,921
Study Area Median Home Value

$429,992
Lehi Median Home Value



OWNERSHIP DYNAMICS

Within the station area, market assessments obtained through CoStar show a high demand for owner-occupied residential units (592 units annually) and moderate demand for renter-occupied units (438 units annually). When combined, this equates to an annual demand of 1,030 residential units. This growth trajectory, underway City-wide, underscores the importance of addressing the need for additional housing options to accommodate the influx of new residents.

HOME VALUES

According to ESRI, 64.3 percent of existing homes in the station area are valued between $500,000-$749,999 with the median home value exceeding $600,000. With a high demand for owner-occupied residential units in the station area, prospective buyers would need to have an annual income of approximately $165,000 to comfortably afford a mortgage at the current median home value, according to Zillow's Affordability Calculator. This price point for prospective buyers in the station area is 40 percent higher than the county's current 2023 median household income of $100,895. The gap in the area's level of affordability is notable considering that nearly three-quarters of the area's housing stock is deemed unaffordable to those earning the Area Median Household Income.

The transit oriented development designation encourages a wider range of housing types promoting greater affordability. Strategic development of mixed-use projects can also enhance the area's attractiveness and functionality, with convenient access to the public transportation network.

NORTH LEHI STATION ROLE IN MODERATE INCOME HOUSING

Affordable housing enhances the quality of life and economic stability for lower-income households, while also benefiting the City through greater financial and environmental sustainability, especially by locating housing near transit stops. The need for affordable and attainable housing exists throughout the City and particularly in the northern area. Meeting this affordable housing need should focus on those making 80 percent or below the Area Median Income of $100,895. By focusing efforts on the integrating additional housing opportunities, the station area can contribute to the housing needs of a wider range of income levels.

TABLE 2-3: OWNER OCCUPIED HOUSING BY VALUE

	NORTH LEHI STATION AREA	LEHI	UTAH COUNTY
Less than $50,000	0.0%	0.9%	2.0%
$50,000 to $99,999	0.0%	0.7%	1.0%
$100,000 to $149,999	0.0%	0.4%	0.5%
$150,000 to $199,999	0.0%	0.8%	1.5%
$200,000 to $299,999	0.0%	8.3%	11.9%
$300,000 to $499,999	27.3%	38.9%	46.0%
$500,000 to $749,999	64.3%	46.0%	32.7%
$1,000,000 or more	8.5%	4.0%	4.4%

Source: American Community Survey 5-year estimate 2018-2022 via ESRI. Station Area calculations based on estimates from Census Tract 102.12



TRAVERSE MOUNTAIN BLVD

OPPORTUNITIES

The future North Lehi Station Area will supply new opportunities for home ownership as developments are completed. Plans for 404 transit-oriented development units are in the works with 100 townhomes and 304 apartments/condos in the new Vistas at The Point development. A maximum of an additional 1,060 units can be constructed in the station area's developable land area. Lehi Development Code requires that TOD areas include 30 percent for sale products. This means that at least 318 of the remaining units will allow for home ownership opportunities.

CHALLENGES & BARRIERS

Significant barriers hinder the development of the 1,060 residential units. Some key improvements include boring a sewer line under the freeway and extending culinary and irrigation water lines approximately a mile. These challenges have prevented development and will persist until the financial benefits outweigh the infrastructure costs.

Politically, the City Council has approved a resolution that any zone changes to Transit-Oriented Development (TOD) will not be approved until transit construction dates are established, meaning no residential units can be built in TOD-designated areas for the time being. However, much of the site is zoned Mixed-Use, which currently allows for a rezone to include residential units.

Overall, limiting development to 1,060 units restricts the number of residents in the area. Increasing this number would require overcoming community resistance and making substantial investments in sewer and water infrastructure, including expanding the sewer main line, drilling new water wells, acquiring additional water rights, and constructing storage facilities.



STATION AREA SITE VISIT & BIKE TOUR

CONSIDERATIONS

The steep slopes in this area require special consideration. The site has an average grade change of 4-6% from one end of the station area to the other. As such, the grading that occurs during construction, and the ways the steep grade is addressed will influence if people feel comfortable walking or biking instead of driving to the transit station.

The need and desire for attainable and affordable housing should guide decisions on the housing type and sales price of products. The existing homes in the area have a notably higher median value than the rest of Lehi and Utah County. The location will likely add a premium to the price of the homes.

BENEFITS OF TRANSIT ORIENTED DEVELOPMENT

PUBLIC TRANSIT ACCESS

Minimal reliance on automobiles & reduced transportation costs

Reduced vehicle miles traveled and less cars on the road

Improved access to jobs, education, and amenities

EMPLOYMENT, ENTERTAINMENT, & LEISURE

Community building and synergy

Destination location for the community to gather

INCREASED RESIDENTIAL QUANTITY

Expanded housing unit types and improved water resource efficiency

Opportunities for lower cost rent and for-sale residential units

Transportation & Accessibility

FUNCTIONAL ROAD CLASSIFICATIONS

The Federal Highway Administration (FHWA) organizes roads into groups based on a road's capacity and purpose. In the context of this site, functional road classification plays a vital role in organizing and managing the transportation network effectively. Roads in the station area are classified into various categories, including interstates, major collectors, minor collectors, and local roads. Interstates, such as I-15, serve as primary corridors for high-speed, interregional travel focused on efficient movement of traffic. Major and minor collectors amass traffic from local roads and channel them to larger arterials, balancing mobility and local access. Major collectors, such as Traverse Mountain Boulevard and Digital Drive, typically have more travel lanes and higher traffic volumes than minor collectors, such as Chapel Ridge Road. Local roads are the most common type of roadways in the station area. Speed limits and traffic volumes are low on local roads, and provide a high level of access. The Functional Road Classification Map also shows the proposed road from the Mountainland Association of Government's ("MAG") TransPlan50.

AVERAGE ANNUAL DAILY TRAFFIC

UDOT measures Average Annual Daily Traffic ('AADT') on its facilities and local roads of regional importance, representing the average number of vehicles passing through a specific area on a daily basis over the course of a year. Traffic volumes are collected at permanent traffic counting stations and through additional studies. In 2021, I-15 recorded the highest AADT, at 198,500 vehicles. Digital Drive and Frontage Road had a lower AADT of 985 vehicles, while Traverse Mountain Boulevard had a slightly higher AADT at 1,000 vehicles. These figures offer insights into traffic patterns and transportation demands within the proposed station area during that year.

FIGURE 2-11: FUNCTIONAL ROAD CLASSIFICATION MAP

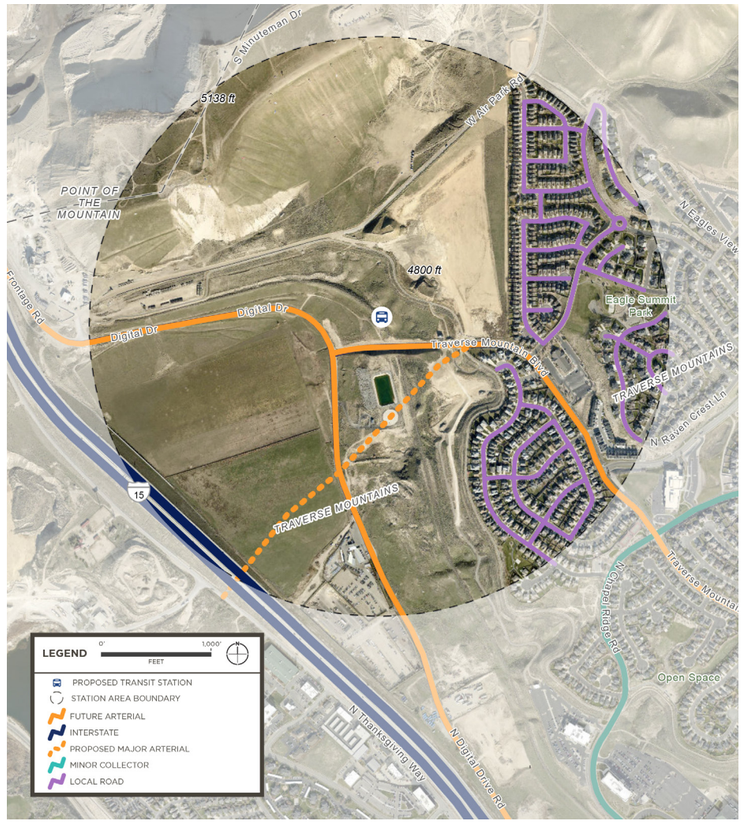
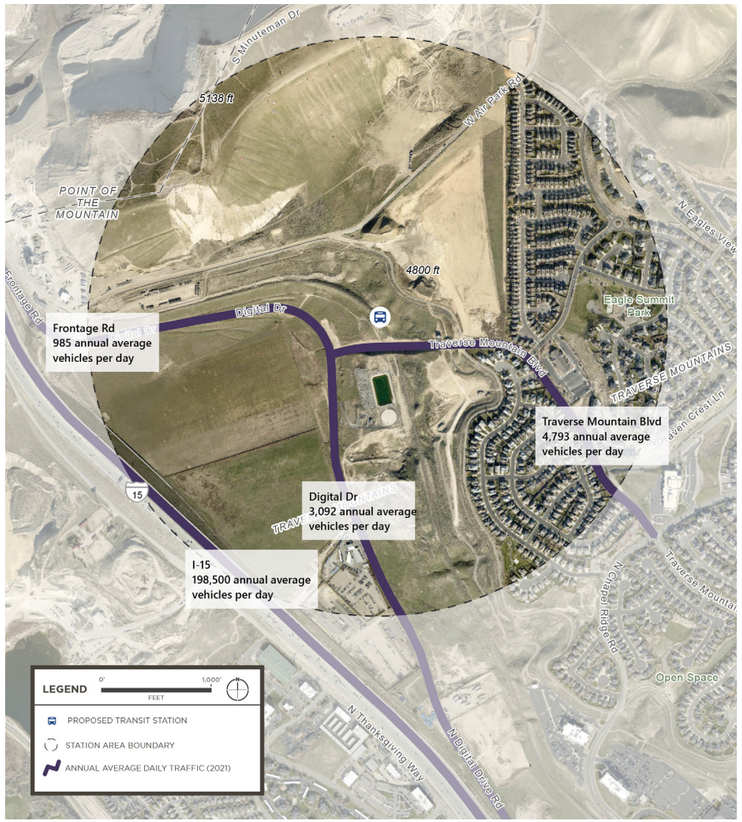


FIGURE 2-12: AVERAGE ANNUAL DAILY TRAFFIC MAP



EXISTING PUBLIC TRANSIT SERVICE

The Utah Transit Authority ("UTA") is the public transit service provider in Lehi and manages and operates several types of public transit in the area, including fixed-route buses and a commuter heavy-rail train ("FrontRunner") from Provo to Ogden. Currently, there is one mode of transit, a bus route, that passes through the station area, Route 871: Tech Corridor Rail Connector. This route travels along I-15 between the Draper Town Center to the Lehi Frontrunner Station with a 30-minute frequency. There are seventeen total stops on the route, with no stops in the station area. As of June 2023, this route has an average of 100 daily boardings.

FIGURE 2-13: EXISTING PUBLIC TRANSIT MAP

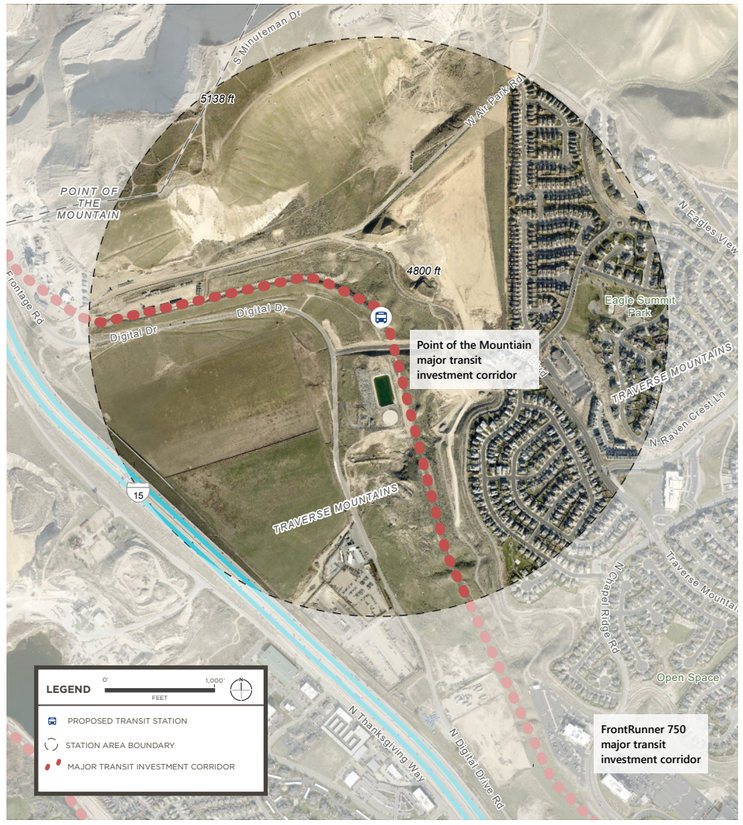


FIGURE 2-14: TRANSIT INVESTMENT CORRIDOR

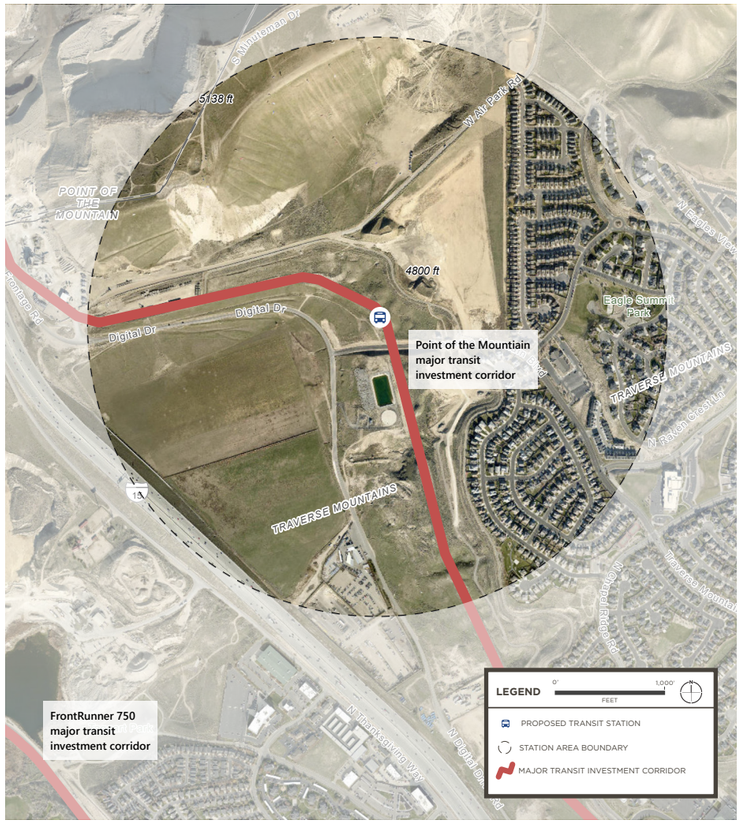
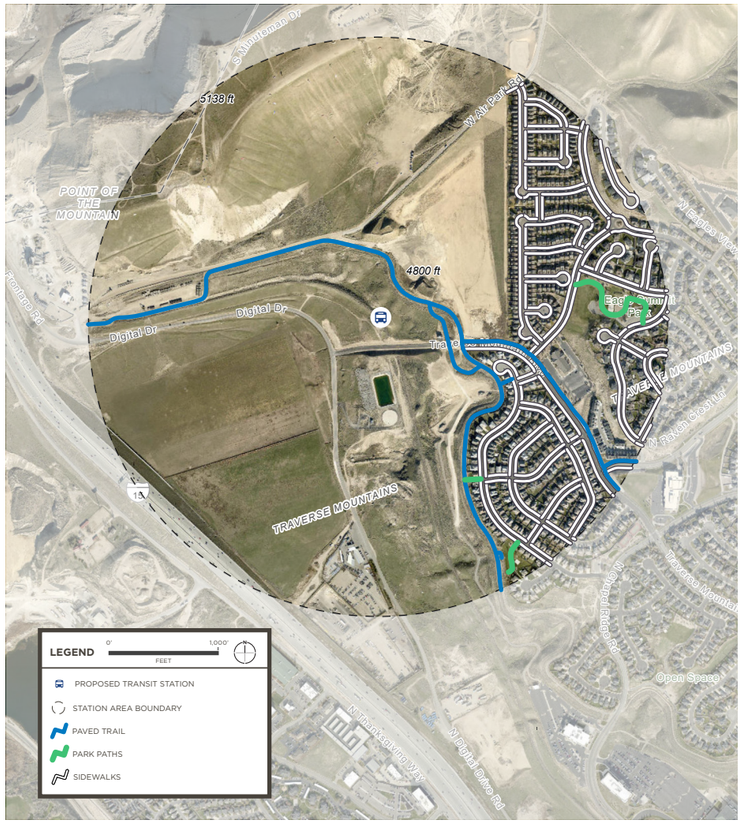


FIGURE 2-15: ACTIVE TRANSPORTATION



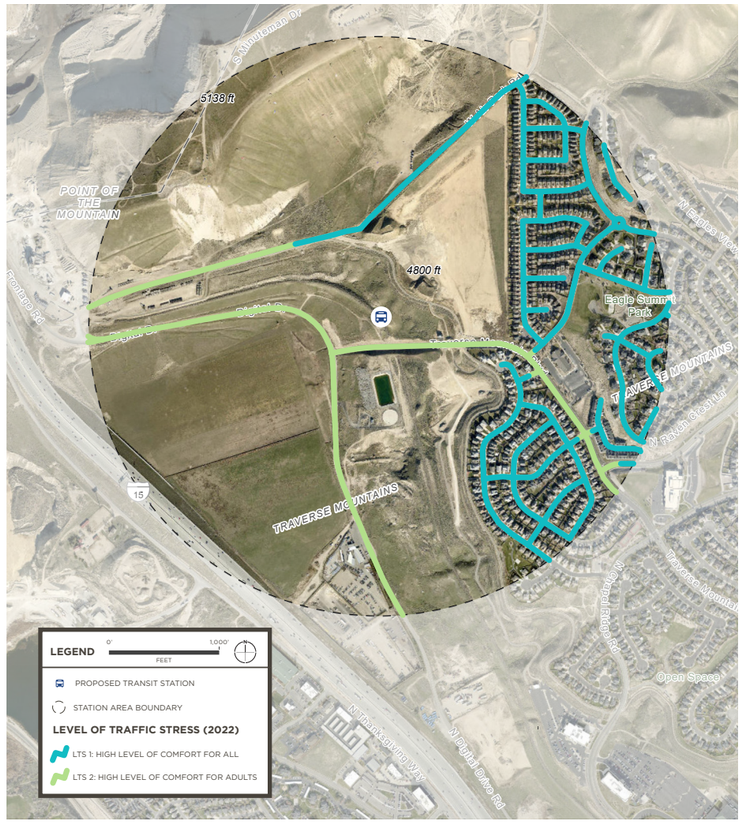
TRANSIT INVESTMENT CORRIDORS

Major transit investment corridors are characterized as public transit services that use or occupy rail right-of-way ("ROW"), dedicated road ROW, or bus corridors subject to an interlocal agreement between "a municipality and a public transit district," or "an eligible political subdivision." The Mountainland Association of Governments (MAG) maintains data on these corridors and stops. There is one major transit corridor, the Point of the Mountain corridor, which is currently planned as a light rail (LRT). The Point of the Mountain transit project would connect the Draper FrontRunner station to the Point of the Mountain redevelopment area, Silicon Slopes, Thanksgiving Point, and the Lehi FrontRunner Station. Currently, no transit stations exist in the station area. Planning residential and commercial development around major transit investment corridors and stations improves access by providing connections between areas of housing, employment, education, recreation, and commerce.

ACTIVE TRANSPORTATION

Active transportation involves all human-powered forms of travel. They provide sustainable and healthy modes of travel. The area has a range of active transportation facilities, including sidewalks, park paths, and paved multi-use trails. These facilities enable safe and convenient walking, cycling, promoting active lifestyles and reducing dependence on vehicles. The existing active transportation infrastructure provides a framework that can be expanded to further encourage an environment that promotes active lifestyles.

FIGURE 2-16: LEVEL OF TRAFFIC STRESS



Significance of Active Transportation Connectivity to Transit

Effective active transportation connectivity plays a pivotal role in the vitality and success of a transit station area. A well-designed and integrated network of walking and cycling infrastructure can greatly enhance the accessibility, convenience, and attractiveness of the transit station for commuters and residents alike. By providing safe and direct connections between nearby neighborhoods, commercial areas, and the transit hub, active transportation options encourage more people to choose non-polluting modes of travel. This reduces dependence on private vehicles and alleviates traffic congestion and air pollution. Good active transportation connectivity also promotes physical activity, improves public health outcomes, and fosters vibrant and livable communities. It enables seamless multimodal trips, where individuals can easily transition from walking or cycling to public transit, enhancing the overall efficiency and effectiveness of the transportation system. Investing in and prioritizing good active transportation connectivity within and around transit station areas is crucial for creating sustainable and inclusive urban environments.

LEVEL OF TRAFFIC STRESS (LTS)

The Level of Traffic Stress (LTS) is a way to evaluate the experiences of people walking and riding bicycles as they navigate different types of streets. It aims to comprehend the comfort and safety levels associated with these modes of travel within a given transportation network and is often used to help inform policy and programming decisions related to active transportation. An LTS analysis considers factors such as speed limits, travel lanes, and the presence and character of bike lanes to determine a cyclist's comfort level. The LTS analysis builds on methodology defined by the Mineta Institute and bicycle infrastructure expert Dr. Peter Furth. It categorizes streets into four levels based on stress, ranging from low (LTS 1) to high (LTS 4). Low-stress streets have dedicated bike lanes, spacious sidewalks, and slower vehicle speeds, ensuring a safe and enjoyable experience. High-stress streets lack dedicated walking and bicycling infrastructure, have heavy traffic, and pose hazards to active transportation users. The combination of these criteria separates the bicycle network into one of four scores:

- LTS Level 1: Low-stress roadway suitable for all ages and abilities
- LTS Level 2: Roadway is comfortably ridden by the mainstream adult population
- LTS Level 3: Roadway is used by "enthused and confident" riders who still prefer having their own dedicated space for riding
- LTS Level 4: Only the "strong and fearless" will ride on these high-stress streets with higher speed limits, multiple travel lanes, limited or nonexistent bikeways, and long intersection crossing distances

The LTS analysis, performed by Alta Planning & Design for Mountainland Association of Government's TransPlan50 active transportation update, shows that residential roads in the station area are primarily categorized as LTS 1, having characteristics that provide a high level of comfort for all riders. Parts of Traverse Mountain Boulevard, Digital Drive, and the western segment of Air Park Road are categorized as LTS 2.



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03

Community Engagement

Overview

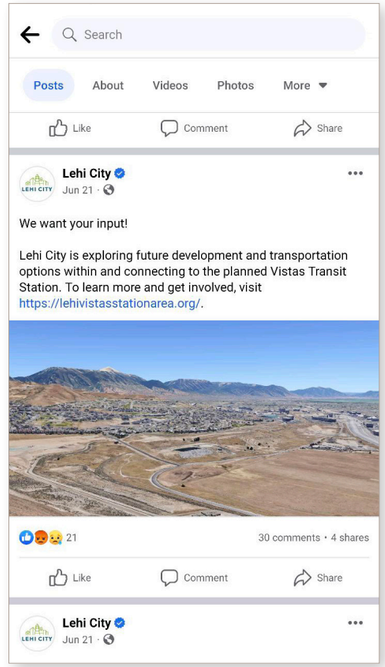
The planning process kicked off in April 2023, involving collaboration and input from community members and project stakeholders. The plan utilized a mix of in-person and online engagement opportunities to maximize input, establishing a community vision for the future of the station area. This comprehensive engagement approach kept the planning process inclusive and responsive to the community's needs and aspirations.

The engagement process began with the launch of the project website. Key project announcements, such as the website launch, were posted on the City's social media channels. The project website provided introductory information about the station area planning process and gave an opportunity to leave initial comments and share perspectives on the interactive website map and idea wall.

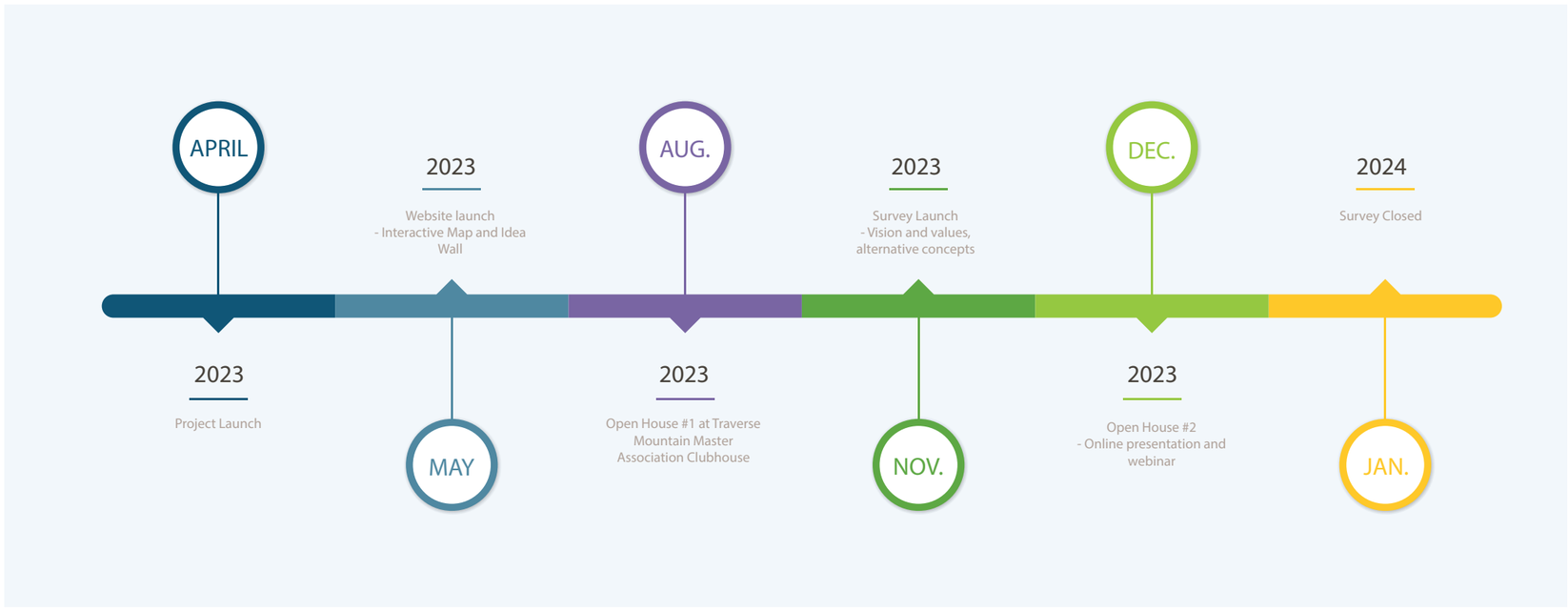
Given that approximately two-thirds of the station area is already developed with existing homes in the Traverse Mountain Neighborhood, the majority of feedback primarily came from its residents with additional input from area property owners. To gather the resident's input and inform them of upcoming project events, mass emails were sent through the Traverse Mountain Homeowner Association's contact list. Additionally, an A-frame sign was displayed at the clubhouse prior to Open House events.

Over the course of this planning process there were:

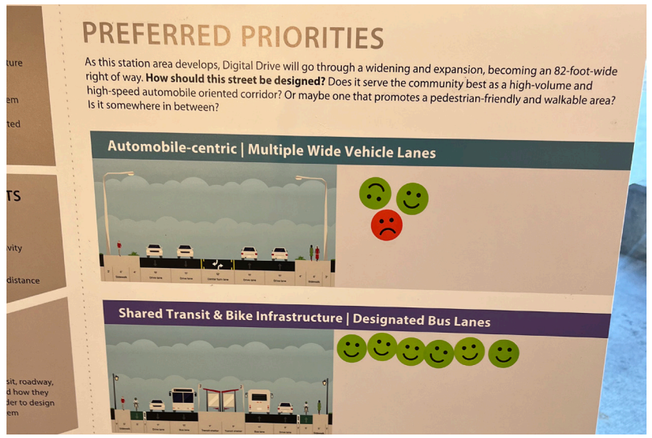
- 2 in-person public events / open houses
- 1 online community webinar
- 3 Community Advisory Committee meetings
- 5 stakeholder interviews and meetings
- 1 intercept survey/interview
- 1 Planning Commission meeting briefing
- 93 Social Pinpoint map comments
- 2 Idea Wall comments
- 88 Survey responses













Public Events and Open Houses

Open Houses and public events were held at key points of the planning process. The first open house focused on identifying challenges and opportunities specific to the context of the station area. Attendees provided their feedback on numerous topics, such as the mix of land uses, types of community amenities and how the area topography might affect future development. A key takeaway from the first open house was the importance of the station area's development aligning with future transportation projects to maximize the efficiency of movement throughout the area.

Residents provided thoughts on how the North Lehi Station Area can benefit from its regionally significant location. Many expressed a desire for complementary design elements that do not clash or compete with nearby developments like Thanksgiving Point, Traverse Mountain Outlets, and The Point Development.

Consideration of the regional transportation system such as future fixed-transit guideway stations and a planned I-15 Interchange near the site were focal points for discussion at the first open house. These discussions prompted the community to imagine how the future station area could orient itself to capitalize on future large-scale transportation projects and aid in the mobility and connection of residents across the region.

The second open house focused on collecting feedback about alternative area design concepts generated by the project team. Feedback in this phase centered around the specific elements of each concept alternative rather than identifying which concept was the most effective. Residents evaluated the successful aspects of each concept in terms of how they support Lehi's existing culture, transportation accessibility, residential development types, community gathering opportunities, and overall desirability.

TABLE 3.1: ENGAGEMENT EVENTS SUMMARY

EVENT	DATE/LOCATION	SYNOPSIS
Open House #1	08-09-23 Traverse Mountain Master Association	Area residents were invited to the Traverse Mountain Master Association for an open house meeting on August 9th, 2023. 15 individuals attended to learn about the future station area and provided their feedback to the project team. Residents communicated the aspects they felt were most appropriate by identifying several opportunities and challenges specific to the context of the area. Feedback was gathered on the topics of economic development, transportation, community amenities, and housing.
Open House #2	12-07-23 Online Webinar	The second open house was held on December 7th, 2023, as an online webinar. Attendees provided feedback on the overall vision for the station area by reviewing alternative concepts and providing feedback informing the preferred scenario developed by the project team.

STATION AREA RESIDENTS SHARE THEIR INPUT



Community Advisory Committee

A Community Advisory Committee (CAC) of local stakeholders met three times during the planning process. The objectives of the committee were to:

- Guide the community engagement process
- Review materials, analysis, and community input
- Ensure public input was appropriately reflected in the draft plan
- Act as an ambassador between the plan process and the community

CAC MEMBERS

Public Sector

City of Lehi

Utah Department of Natural Resources / State Parks

Private Sector

Residents, generally

Clyde Group

OM Development

J. Fischer

Communities of Interest

Traverse Mountain Master Association

Utah Hang Gliding & Paragliding Association

Stakeholder Interviews

In addition to community outreach for residents, property owners, and the broader public, several stakeholders were interviewed during the planning process. These included representatives from state agencies like the Utah Department of Transportation (UDOT) and Utah Transit Authority (UTA), as well as City officials from the Economic Development and Public Utilities Departments, and members of the Planning Commission. These interviews helped the project team gain a local understanding of the market, political climate, and other relevant factors. Property owners and developers with significant land holdings in the station area were also engaged to ensure they could contribute to the area's vision.

Initial stakeholder meetings introduced the project's purpose and timeline, while ongoing updates kept stakeholders informed. Draft versions of the Station Area's vision and alternative concepts were shared for feedback, allowing stakeholders to provide valuable insights to the project team.

Communication and coordination also took place with Draper City and The Point development, given its significance as a major redevelopment project adjacent to the Station Area.

Online Outreach

Email blasts to the Traverse Mountain Master Association's resident directory and social media posts on City channels enabled residents to stay informed and keep up to date with the progress of the plan. In addition, station area residents had the option to provide their feedback via the project's website. Social Pinpoint was utilized to obtain community feedback via an interactive map and idea wall as described in more detail below.

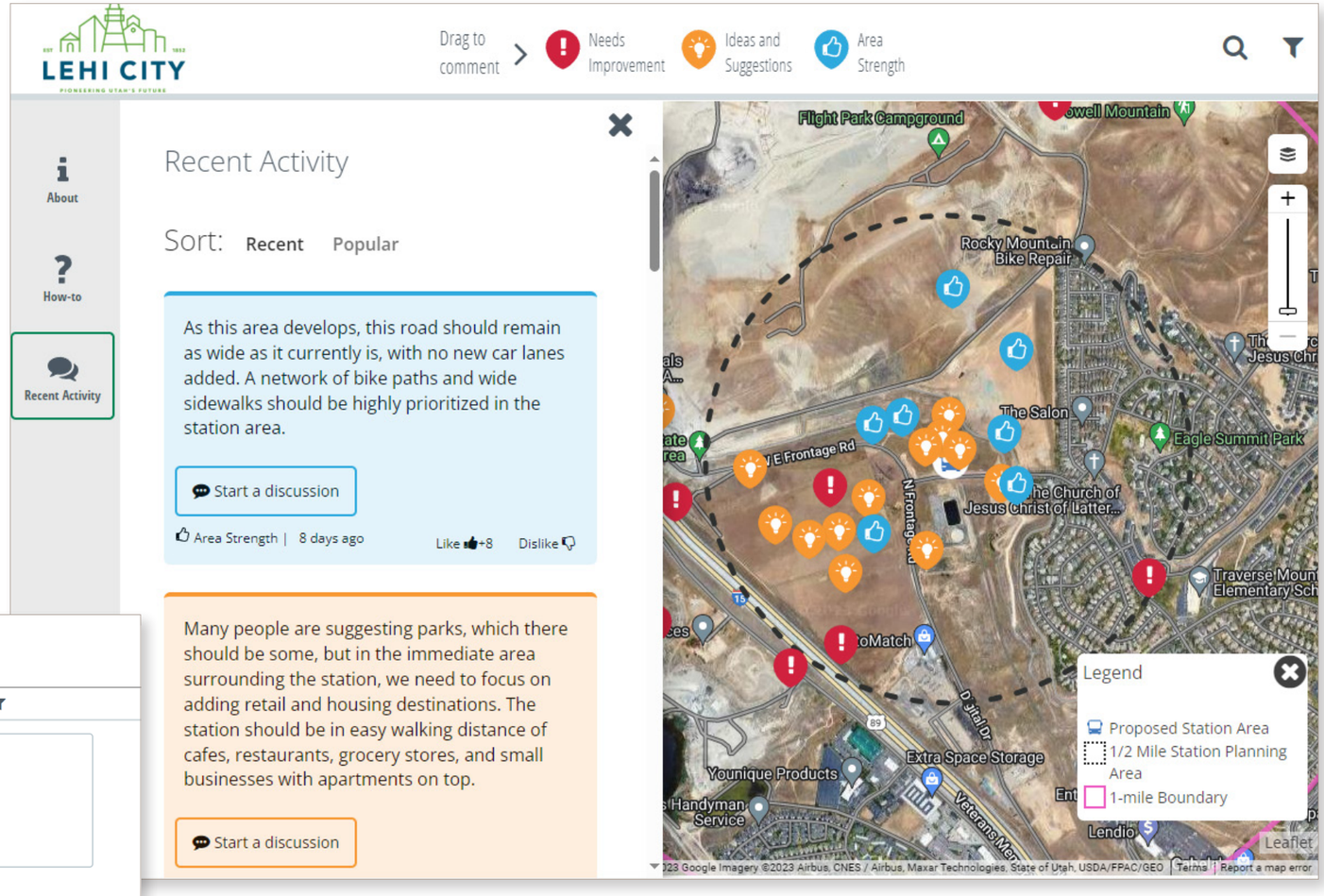
COMMUNITY ADVISORY & TECHNICAL ADVISORY COMMITTEE MEETING

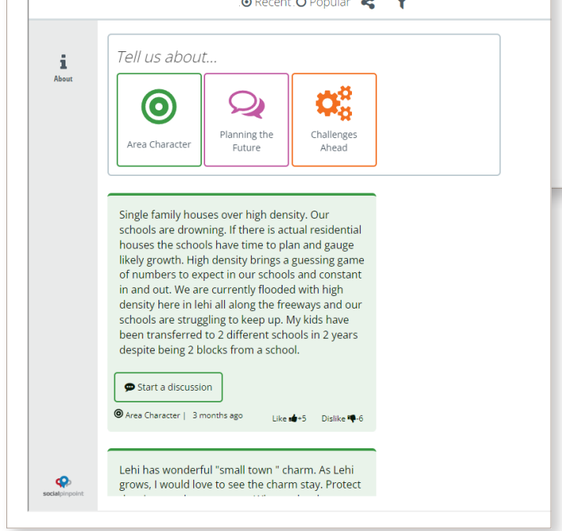


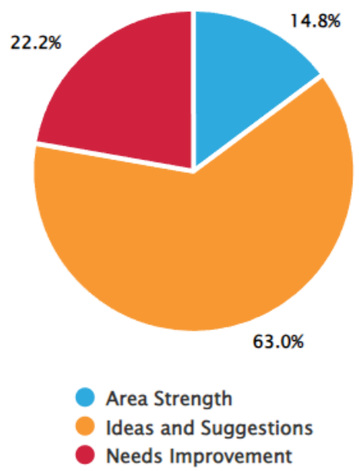
Social Pinpoint

The website served as the central hub where information about upcoming engagement events and other general project announcements were posted. The public was encouraged to leave comments, suggestions, ideas, and concerns on the project website. The digital presence provided a continuous forum for feedback through the idea wall and interactive map.

On the interactive map, community members could place a "marker" and leave comments specific to a particular location. Three different choices were available to represent the sentiment of each comment: (1) Needs Improvement, (2) Ideas and Suggestions, and (3) Area Strength. To facilitate community interaction, website visitors had the option to like, dislike, and reply to other's comments. In total, 95 website comments were received the vast majority of which addressed the undeveloped land area in the site.







"Of the proposed options, I like the concept of option B best because of the potential for community gathering and pedestrian-friendly space."

Survey

A community survey was published on November 21st, 2023 on the project website to gather feedback on three concept alternatives. The survey received 88 responses during the time it was active. All respondents were over the age of 18 with the largest group of participants being between 35 and 44 years old (41%). Participants were asked to evaluate the varying elements of each alternative. These considerations included:

- Existing character
- Unique aspects – Flight Park/Topography etc.
- Open space function and purpose
- Transportation options and access
- Residential development
- Amount and type of commercial development

Survey responses highlighted the area's strengths and potential, with specific concerns about traffic and road infrastructure capacity. It also indicated a clear desire for a mix of commercial and residential spaces that foster pedestrian-friendly community gathering areas. Additionally, the Flight Park State Recreation Area and the natural environment were identified as unique attractions that should be preserved in future development activities. Respondents emphasized the importance of a unified system of green spaces, parks, and trails. They also emphasized the need to ensure local schools are not overburdened. Overall, the community voiced a desire for thoughtful, balanced development typologies that enhance the area's livability, sense of connectivity, and access to open spaces.

SURVEY WORD CLOUD



Key Messages From the Community

Community input gathered both in-person and online found recurring sentiments of prioritizing safety for people walking and biking, enhancing road infrastructure to handle traffic from potential new development in the station area, and the desire for community-supportive amenities such as parks and sit-down restaurants.Several of the key messages from community engagement events, surveys, and other comments included:

- **Traffic and Infrastructure:** A prominent concern from residents and stakeholders was the potential for increased population density to increase traffic congestion and strain on road infrastructure.
- **Desire for Community Amenities:** There was a strong desire for community-supportive amenities, particularly park space, recreation opportunities, and sit-down restaurants. More specifically, respondents emphasized the need for spaces that evoke a sense of community and social interaction.
- **Preservation of Unique Assets:** Respondents highlighted the importance of preserving the area's unique natural assets such as the Flight Park State Recreation Area and the area's natural topography in general.
- I**ntegrated Green Spaces and Pedestrian Pathways:** The community expressed a strong preference for integrating trails, open spaces, and parks into future development plans. There is an emphasis on establishing a unified system of green spaces that promote outdoor recreation and enhance the livability of the area.

WEBSITE WORD CLOUD



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04

Area Alternatives

Overview

The mid-point of the planning process focused on developing three distinct concept alternatives, reflecting a thorough review of existing conditions and community needs. These alternatives were shaped by feedback from key stakeholders, including City staff, residents, business owners, and developers.

Each concept provides options for:

- Connected business frontages accommodating pedestrian and cyclist access
- A variety of housing types, including owner-occupied and rental units
- Mixed-use developments to support local neighborhoods
- Balanced approach to mobility, incorporating active transportation, public transit, and increased vehicle flow
- A target of 20% open space in future developments

These frameworks were presented and refined during multiple stakeholder meetings and design charrettes. Feedback from these discussions shaped the preferred approach, which integrates key elements from each concept. (For additional information on the meetings, refer to the appendix.)

The overarching focus of these designs is to strengthen connectivity and foster community cohesion while prioritizing pedestrian and cyclist needs. Concept alternatives include features such as protected bike lanes, dedicated pedestrian corridors, and a well-planned street network that addresses elevation changes.



TABLE 4-1: ALTERNATIVE CONCEPT SUMMARY

ELEMENT	CONCEPT A - DESCRIPTION	CONCEPT B - DESCRIPTION	CONCEPT C - DESCRIPTION
Transportation	Non-linear street network with pedestrian-primary central path	Grid network with central low-speed shared use roadway	Blend of nonlinear roadways with pedestrian pathways interspersed
Parks, Rec, Trails, Open Space	Connected network of open spaces ranging from passive to activated	Centralized open space area with amenities; passive buffers between residential and commercial/auto-oriented uses	Open space network with "front door" access for adjacent residents
Commercial Development	Integrated with multifamily structures nearest to the station platform	Centrally located at the core of residential development and fronting a shared community plaza	Semi-dispersed with connection to future development on south side of Frontage Road
Residential Development	Integrated residential/ retail structures. Uniform "clusters" of small-lot single family townhomes	Multifamily apartment structure(s)fronting central shared use roadway. Uniform "blocks" of lower-density products	Multifamily apartment structure(s) w/ adjacent access to commercial development. Variation of layout for lower density product areas

COMMUNITY OPEN HOUSE



COMMUNITY ADVISORY COMMITTEE WORKSHOP

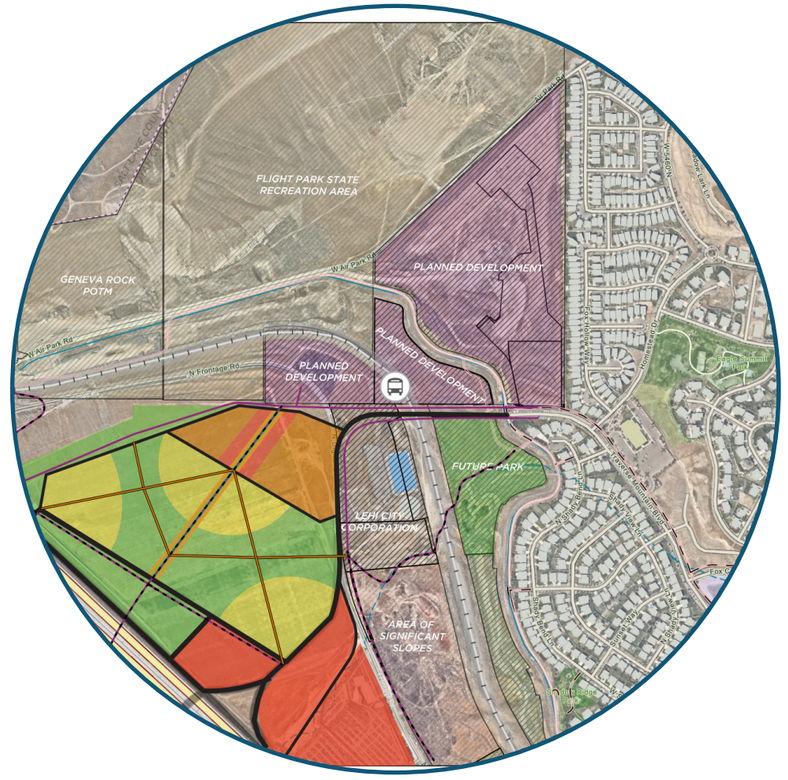


KEY ATTRIBUTES:

Concept A focuses neighborhood activity on a series of publicly accessible open spaces oriented toward the proposed station platform. These spaces are supported by various housing typologies and small-scale neighborhood-supportive commercial uses within the developable core. A strong emphasis is placed on access to a network of connected open spaces and accounting for small-scale commercial uses most relevant to station area residents.

1. Non-linear street network to mitigate slope changes across the site
2. Neighborhood-focused commercial storefronts accessible via pedestrian-cyclist pathways
3. Low to moderate density residential areas buffered by open space network
4. Moderate to high density multi-family near station platform with supporting commercial development
5. Robust open space network ranging from passive to activated community spaces

CONCEPT A



KEY ATTRIBUTES:

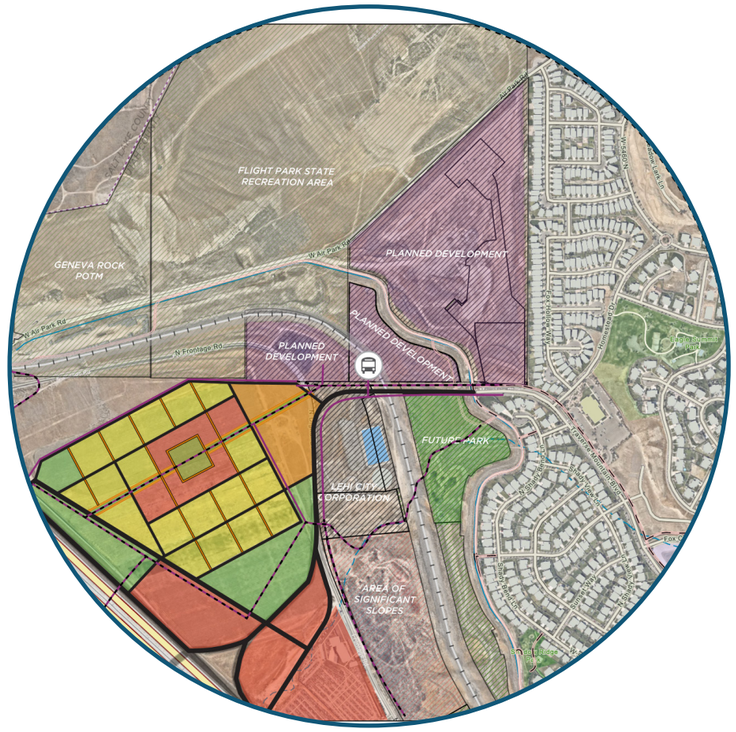
Concept B reimagines the traditional, neighborhood-scale, main street-based grid and relies on this form to radiate outward from the core. This option prioritizes human-scale development instead of automobiles. Approximately 200 x 200-foot blocks assist in producing a pedestrian and cyclist-friendly, neighborhood with a collection of highly visible and valuable corner lots. A strong emphasis is placed on providing connections to a centralized community gathering plaza and green space. The central community plaza is complemented by a variety of neighborhood-serving amenities and is supported by a mix of housing types.

1. Grid system providing a human-scale environment
2. Central shared-use road – low speed, walkable
3. Neighborhood-supportive commercial connected to a central plaza/ community open space
4. Open space buffering residential development from future roadways and non-residential land uses

KEY ATTRIBUTES:

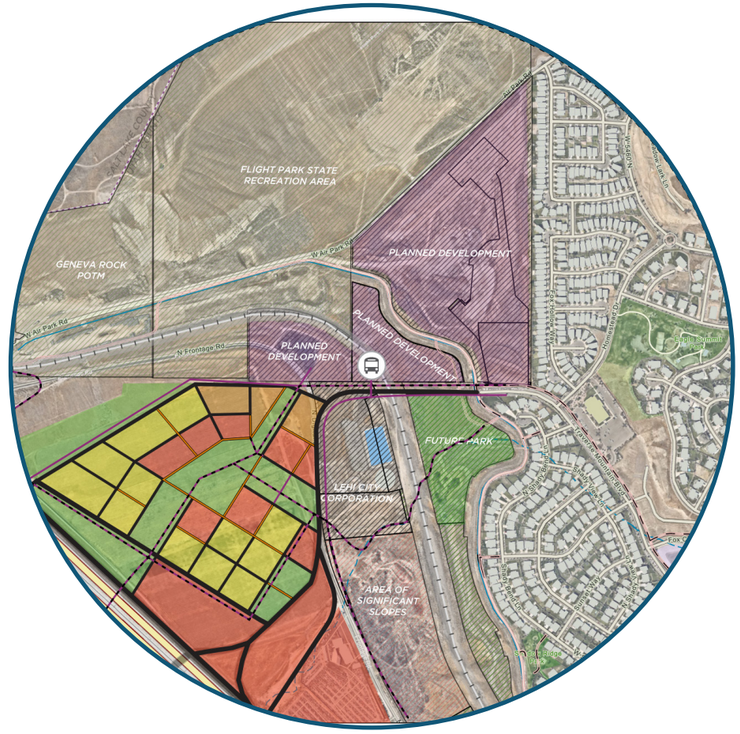
Concept C provides a blend of the elements included in options A and B. Much of the street network embodies a traditional grid format while other portions "contort" to provide a cohesive transition from the existing Frontage Road and Digital Dr. into the core of the developable area. This road network is oriented around a central community open space with trail network connections that meander through open spaces and connect to the station platform itself. This framework incorporates neighborhood-supportive businesses and retail uses that frame a central gathering space at the core.

CONCEPT B



1. Mix of block size and connected grid system
2. Neighborhood-supportive commercial uses supported by system of trails and open spaces
3. Interior trail connections in future development area and to future destinations – station platform, future City park, Flight park
4. Moderate to high density multifamily residential near station and neighborhood-scale commercial uses

CONCEPT C



LEGEND

- 1/2-MILE BOUNDARY
- TRANSIT CORRIDOR
- TRANSIT STATION *Proposed*

LAND USE
FUTURE
- COMMERCIAL
- RESIDENTIAL - COMMERCIAL
- RESIDENTIAL - MULTI
- RESIDENTIAL
- GREEN/OPEN SPACE/PARK
- EXCLUSIONARY USE

BIKE FACILITIES
EXISTING
- BIKE FACILITY
- SHARED USE BIKE PATH

FUTURE
- BIKE FACILITY
- SHARED USE BIKE PATH

FUTURE FACILITIES
- I-15 INTERCHANGE
- PEDESTRIAN-PRIMARY STREET
- ROAD

Preferred Scenario

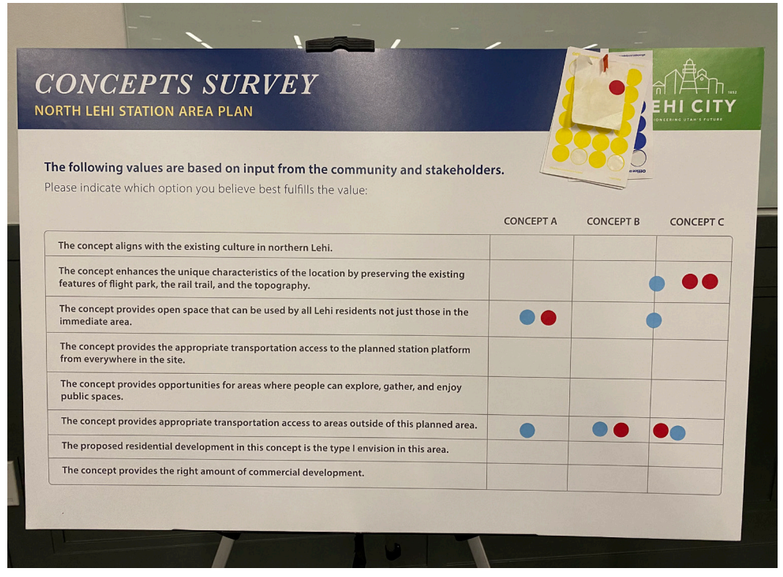
Based on stakeholder and public input for the three alternative concept frameworks, a preferred scenario was established for the future. Feedback emphasized a scalable development framework that prioritizes multimodal transportation connectivity, limits automobile reliance, and preserves the area's unique assets such as Flight Park State Recreation Area. Feedback focused on maintaining a similar level of intensity to existing and future development surrounding the future station platform.

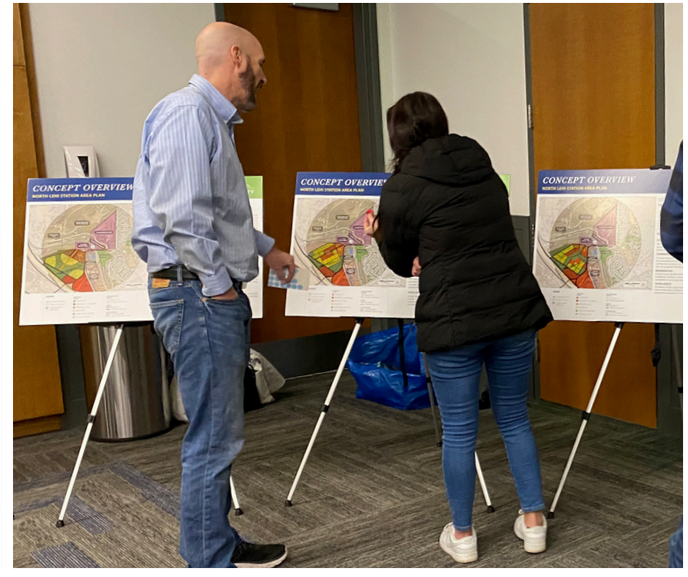
To accomplish priorities set forth by stakeholders and the public, the preferred scenario establishes a framework with these defining elements:

- Centralized active transportation spine linking future residential developments to the transit station
- A system of connected greenways that connect pedestrians and cyclists to residential areas, neighborhood-scale amenities and services, and the future light rail station
- 250 x 250 foot block size – more feasible than 200 x 200 feet shown in alternative concepts
- Maximum of 3-4 stories in mixed-use development areas –opportunity for parking, retail, or office establishments on the ground level
- Highest building intensity near the station with lower intensities included in the residential village
- Active open spaces and passive open space buffers

COMMUNITY ADVISORY COMMITTEE WORKSHOP







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05

Vision & Plan

Vision and Plan

The North Lehi Station Area will establish and maintain a unique hub of neighborhood activity, easily accessed by people of all ages and abilities across the region.

The five key design principles identified below are essential to achieving a transit-supportive village vision. This vision integrates these principles to create a cohesive future framework. The village will feature a mix of land uses at different land uses at different scales and intensities, a multi-modal connectivity network with small blocks to support various land uses, and a system of amenities and open spaces that enhance livability and social interaction. The plan is built on a foundation of community-based goals.

5 KEY DESIGN PRINCIPLES

- A Gathering Place
- Distinct
- Connected
- Sustainable
- Accessible

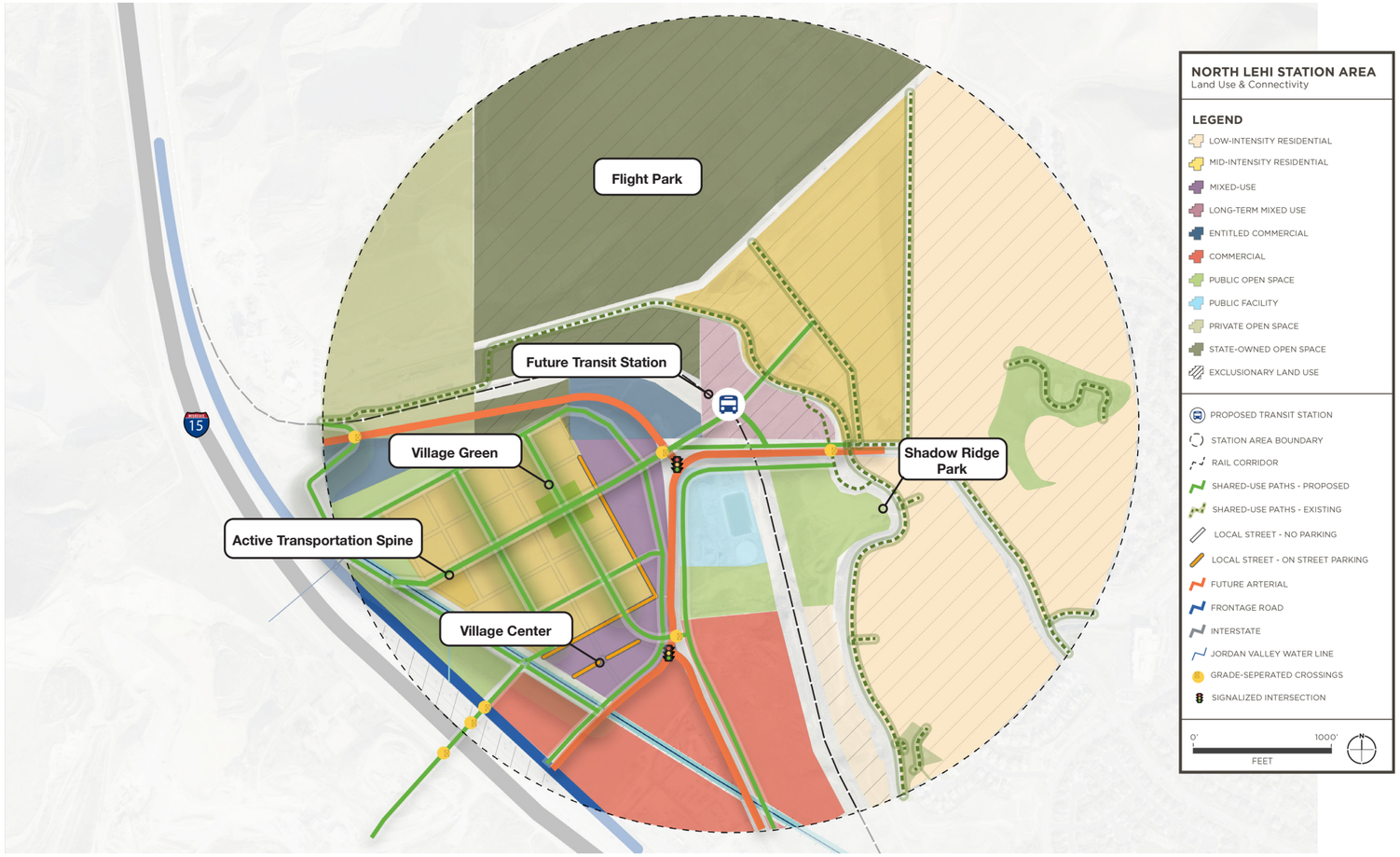
SCALE AND INTENSITY

The 7.5 acres north of the station platform will include parking for the transit stop, and may eventually redevelop into more commercial and residential uses as more people access the station by other modes beyond a vehicle.

Future development immediately south of the station is transit-supportive with a mix of employment and residential uses at an intensity of use that encourages active transportation.

The small block framework of the North Lehi station area is centered around the

FIGURE 5-1: PREFERRED SCENARIO DIAGRAM



"Village Green" which is the core of the residential neighborhood. The Village Green is envisioned as an active green space, accommodating casual recreation, gatherings, and enjoyment leisure. This Village Green is linked to the transit station through a pedestrian and bicycle pathway that provides access to the platform and a new employment center adjacent to the North Lehi transit stop. The area immediately around the station creates a nexus from which the envisioned mixed-use transit village expands down the hill towards the village green.

FIGURE 5-2: BUILDING SCALE & INTENSITY

	0-50% Coverage	50-70% Coverage	75-100% Coverage
LOW-RISE SCALE 1-2 Stories			
MID-RISE SCALE 2-3 Stories			
HIGH-RISE SCALE 3-4 Stories			

A Gathering Place

Objective: A connected system of open space and plazas encouraging community interaction

A village is more than just a collection of homes and shops. The village concept includes opportunities for residents and visitors to get out and enjoy the area and interact. The North Lehi Station Area Village includes a chain of public gathering spaces linked by a system of trails and pathways. This allows the full mixture of land uses to be enjoyed through active transportation and minimal interactions with vehicles.

Collectively, the connections and interactions of buildings, streetscapes, and community open spaces define the North Lehi Station Area's identity as a desirable gathering space. Community-focused spaces and varied destinations will encourage residents and visitors to spend time in the area rather than it being a pass-through station along the route.

SHADOW RIDGE PARK



STATION

The station, village green, and village center are the triangle of focal points that organize the overall framework. The station sits at the top of the slope and anchors the primary north/south pedestrian and bicycle route. The station itself functions as the hub of the overall station area.

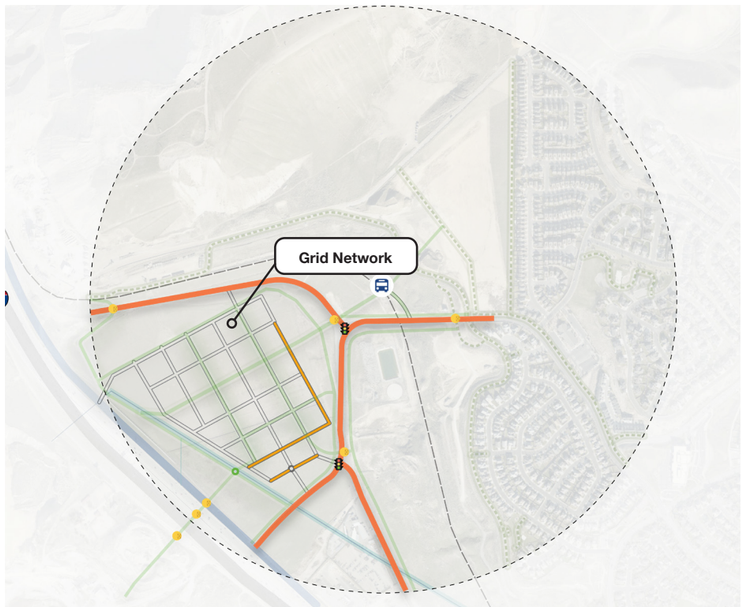
TRANSIT-SUPPORTIVE DEVELOPMENT



TRAILS, PARKS, AND OPEN SPACE



STATION AREA ROAD NETWORK



VILLAGE GREEN

The Village Green is the key organizing element for the overall concept. The Village Green is at the intersection of the two primary greenways in the village and is accessible from all points of the station area. The space is roughly 1.5 acres and provides a sanctuary for residents to gather, recreate and relax. Situated at the heart of the residential area, the Green is envisioned as a neighborhood-supporting destination providing access to amenities such as community gardening space and a built-in facility for small performances and neighborhood gatherings.

The edges of the green are defined by a variety of housing types ranging from townhome-style units to moderate-density apartment villages. The inclusion of children's play spaces and public art pieces will ensure the Village Green is desirable to all user groups. As a primary component of the station area, the Village Green space will embody the vision of a neighborhood activity hub accessible to all ages and abilities.

User-Centered Programming

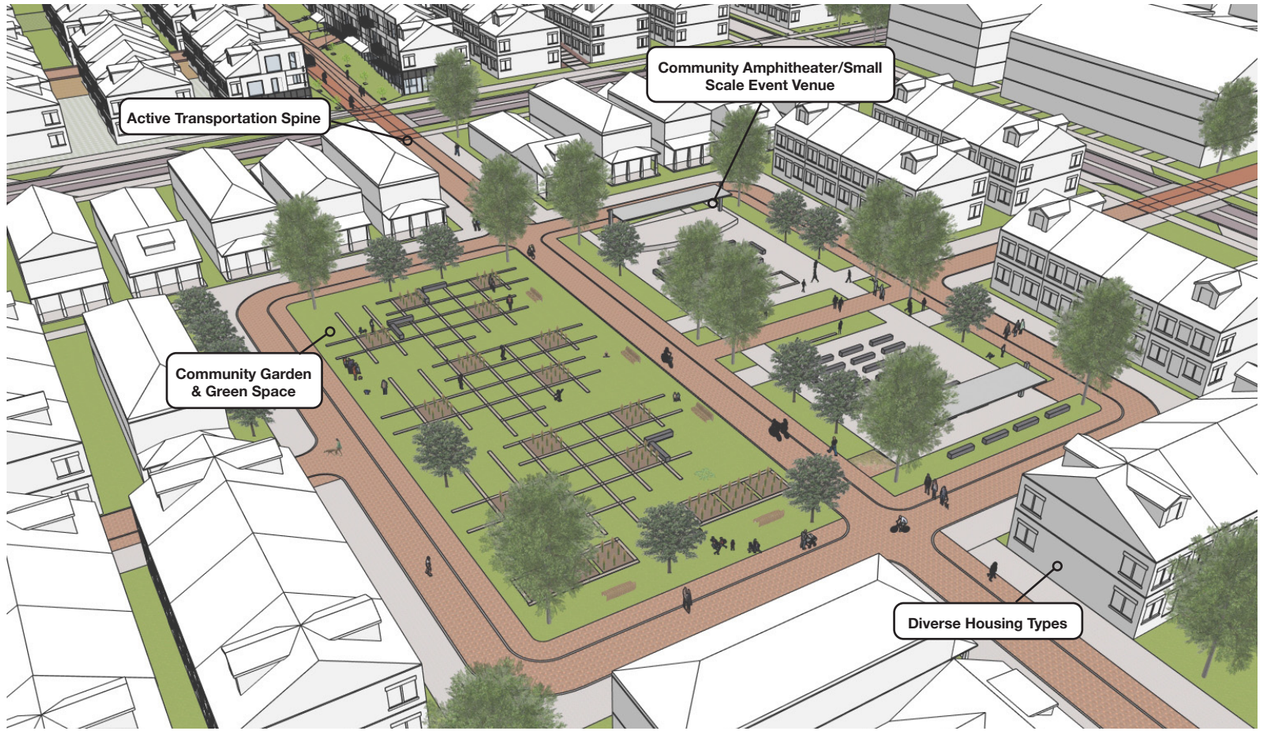
The flexibility of the Village Green's function is a crucial element in attracting people to the space. A wide range of activities and amenities leads to a diverse range of user groups. An effective gathering place at the heart of the North Lehi transit village can compliment and reflect the character that can be found throughout the region. Public spaces designed for singular uses tend to be underused and act as a void in the area. The Village Green is envisioned as an activated year-round destination with the potential to serve the following user groups.

- Office workers and employees
- Families
- Visitors
- Seniors

FIGURE 5-3 : ENVISIONED SYSTEM OF CONNECTED GREENWAYS



FIGURE 5-4 : ILLUSTRATIVE RENDERING OF VILLAGE GREEN CONCEPT



USER CENTERED PROGRAMMING

Office workers and employees can enjoy taking a walk through the space during their lunch break or utilizing the outdoor area for casual meetings with colleagues. Young professionals may appreciate outdoor networking events, live music shows, and other activities, making the Village Green an ideal destination for casual work, relaxation, and community socialization.

Families are a key user group, and programming the space to be welcoming and inviting is crucial. The area can feature family-friendly events such as story time sessions and "movie-in-the-park" events. Family-focused activities and thoughtful design ensure the space enables families to gather, play, and create lasting memories.

Visitors, including shoppers, diners, and employees traveling into the area for meetings, will find the space a relaxing environment with comfortable seating areas, informational signage, and opportunities for interaction. This user group is likely to discover the Village Green through connected pedestrian pathways, enhancing the overall experience of moving into the space.

Seniors are an integral part of the Village Green concept, with the space designed to include comfortable seating, shaded areas, and ADA-friendly pathways. The communal garden space and amphitheater can host activities such as gardening workshops, senior-friendly fitness classes, and social clubs, encouraging age-friendly accommodations and help to reduce social isolation.

USER CENTERED PROGRAMMING



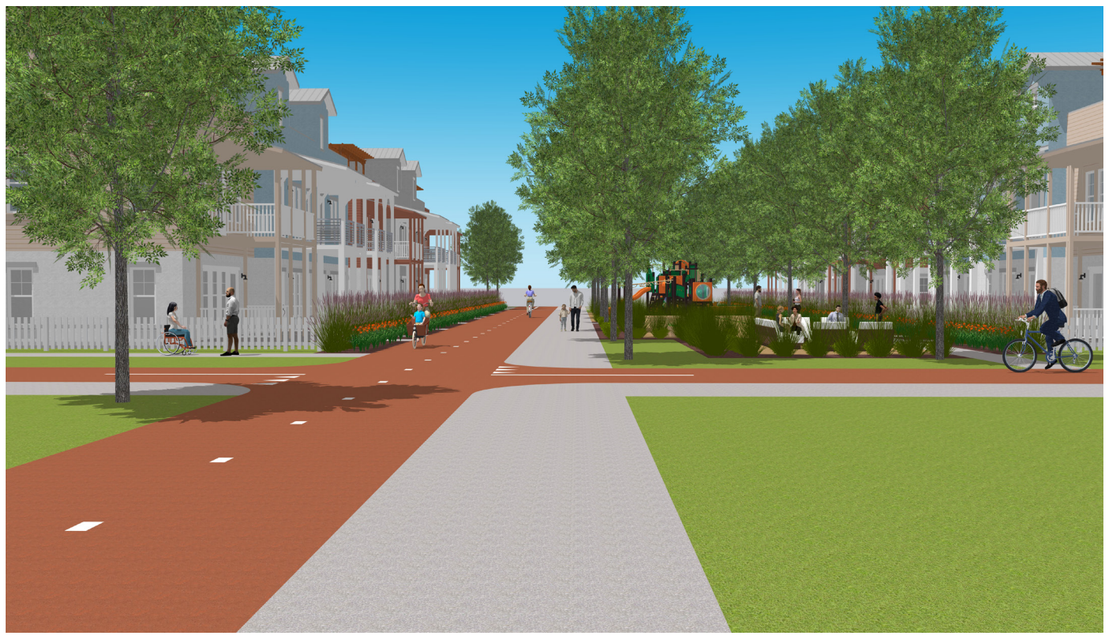


FIGURE 5-5: ILLUSTRATIVE RENDERING OF MIXED-USE TRANSIT VILLAGE CENTER CONCEPT

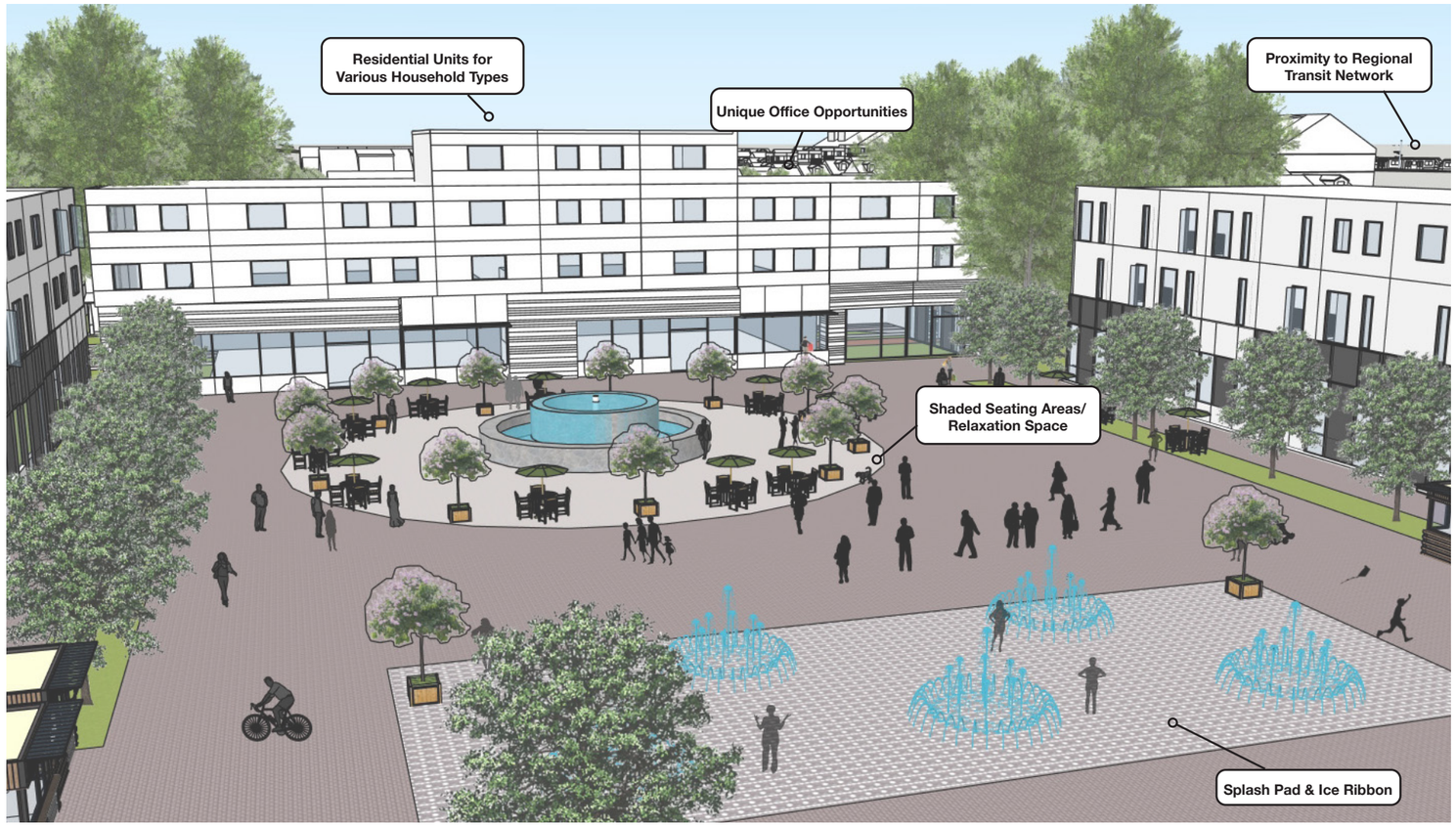
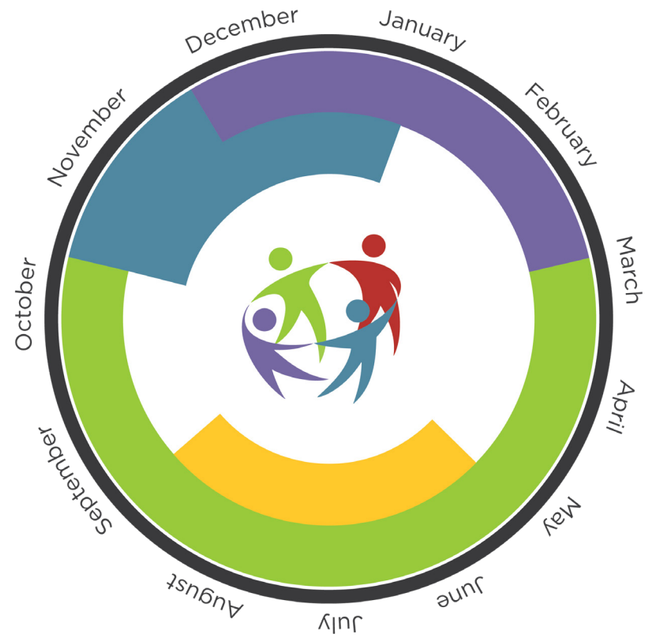


FIGURE 5-6: YEAR ROUND ACTIVATION AT VILLAGE CENTER



DEC - MAR
- Ice ribbon
- Winter activities

MAR - OCT
- Pickleball
- Seasonal markets
- Outdoor activities
- Community events

MAY - SEP
- Splash Pad
- Children's Play

OCT - JAN
- Holiday festivities
- Seasonal decorations

VILLAGE CENTER

The Village Center is a walkable retail area anchored by a community plaza that can host gatherings and concerts, serving as a backdrop for outdoor dining and social interactions. The Village Center takes advantage of the proposed infrastructure investment, provides a synergy of various land uses, and acts as a buffer to the residential development area envisioned at the heart of the transit community.

The Village Center is the hub of activity with public gathering spaces including a central plaza that may prioritize uses such as an outdoor ice ribbon, splash pad, and outdoor eating areas. Mixed-use buildings frame the space. Parking and vehicle circulation are positioned on the edge of the Village Center, effectively slowing traffic as it enters from the proposed new arterial and approaches the new transit village. To ensure the Village Center remains vibrant throughout the year, it is designed to adjust its function according to the time of year.

In the winter, an outdoor ice ribbon could provide a festive atmosphere for skating and other cold-season activities. In the warmer months, the space can be set up as a splash pad or other warm-weather activity, attracting families to cool off and play outside. Outdoor eating areas are active year-round, with seasonal decorations and events enhancing the center's atmosphere. Markets, festivals, and community events will further activate the space, ensuring there is always something happening in the Village Center, regardless of the time of year.

The Village Green is also linked to the "Village Center" through a network of low-speed neighborhood roadways and pedestrian and bicycle pathways creating a connected network of gathering places.

FIGURE 5-7: OPEN SPACE BUFFERS



FIGURE 5-8: SHADOW RIDGE PARK



FIGURE 5-9: OPEN SPACE NETWORK



NEIGHBORHOOD GREEN SPACES AND BUFFERS

In addition to the Village Green and Village Center, smaller public green spaces are envisioned embedded within the neighborhoods. These integrated green spaces provide additional areas for relaxation and recreation with a focus on every day use for the neighboring residences. Green spaces are also used as buffers to major roadway corridors such as I-15 and the arterial and collector road system.

These open spaces may be integrated into the area by design using aesthetic native plantings and grasses. The open space buffers may also include unique gateway signage that aligns with the character of Lehi and Utah County. Signage, art features, or other iconic pieces could create the feeling of entry and exit from Lehi and Utah County.

ADDITIONAL OPEN SPACES

The new nine-acre Lehi City Shadow Ridge Park will provide the station with a playground, pickleball courts, a downhill bike course, and restroom facilities. Construction of the park will be funded with impact fees and not City tax funds. The park will be directly connected to the future station platform and the area's system of trails and open spaces including those leading to the future station platform.

Connected

Goal: Regionally significant. Desirable for bicylists and pedestrians.

The location of the North Lehi station village provides the gateway to Utah County from Salt Lake County. The station village is connected to major regional infrastructure including roadways I-15 and Digital Drive, trails – Utah County Rail Trail and eventually the Porter Rockwell Trail, light rail transit – and eventually Frontrunner.

The grid concept provides connectivity and allows for narrower street profiles, making it easy to access village areas and amenities by all travel modes. The network encourages active transportation modes by making the walk or bike trip manageable, enjoyable, and interesting with a range of destinations throughout.

INTERNAL GRID

The connectivity framework integrates roadways, trails, and pathways to promote walking and biking while connecting the new area to Lehi's overall network. The station area features a 250 x 250-foot grid network, creating a network that supports desirable development. The 250-foot blocks prioritize the pedestrian experience – shaping the overall perception of the area.

FIGURE 5-10: CITY BLOCK SIZE COMPARISON

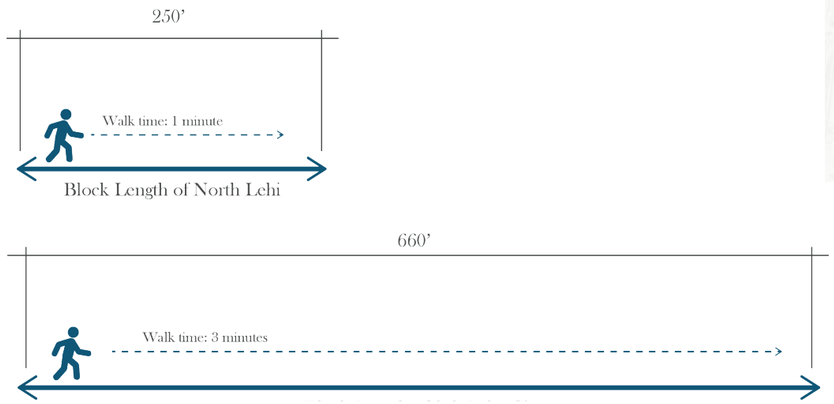
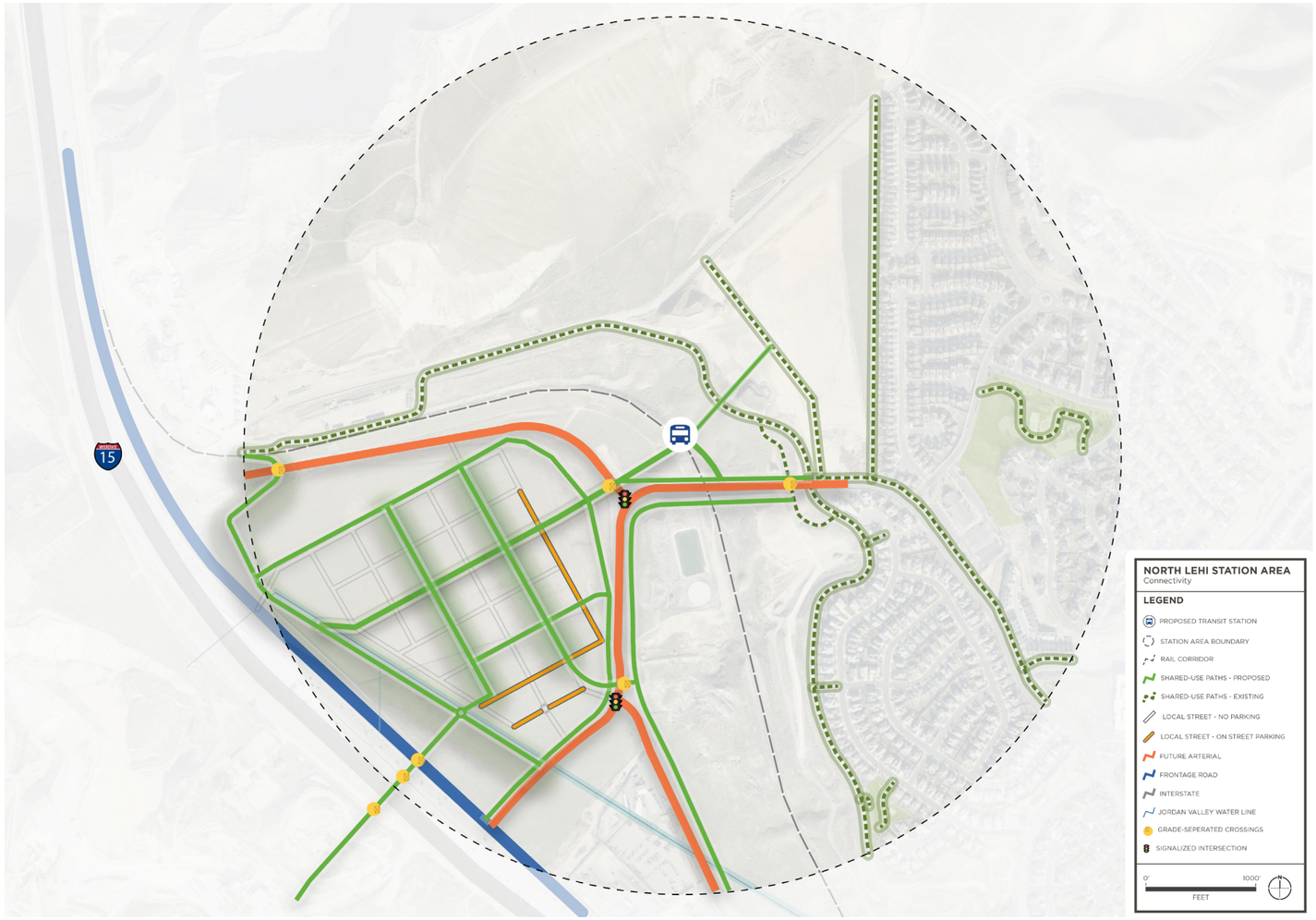


FIGURE 5-11 : CONNECTIVITY DIAGRAM



250-foot block sizes increase the frequency of streets and pathways, reducing traffic volumes and encouraging slower vehicle speeds. The network design discourages cut-through vehicle traffic, opening the space for pedestrians and bicyclists, and providing a high level of access to businesses and other neighborhood-oriented services. Some of the throughways are dedicated to accommodating and encouraging active transportation, others support a mixed approach, while some are primarily designed for vehicle movement.

FIGURE 5-12: ILLUSTRATIVE RENDERING OF PEDESTRIAN AND BICYCLE PATH TO FUTURE TRANSIT STATION



ACTIVE TRANSPORTATION SPINE

Connectivity in the North Lehi transit village is organized around an active transportation (AT) spine. This pathway is central in the station area and facilitates the seamless movement of pedestrians and cyclists throughout - connecting to key gathering places. The AT spine links the station platform, the village green, the green space buffers on the west and south, and the Village Center on the east. The interconnectedness of gathering places in the station area supports the vision of a true neighborhood hub oriented around active transportation modes and convenient access to public transit.

This trail is envisioned as a 50-foot total ROW lined with offices, housing, and neighborhood-oriented services. Concentrated community activity along the AT spine produces new and unique opportunities for residents and visitors to gather while being the most direct and convenient way to access the station.

FIGURE 5-13: ACTIVE TRANSPORTATION SPINE LOCATION

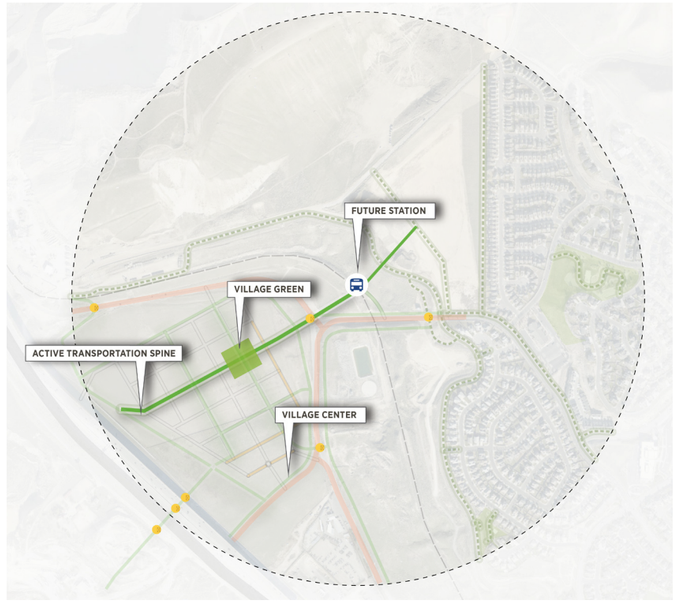


FIGURE 5-14: ENVISIONED ACTIVE TRANSPORTATION SPINE CROSS SECTION

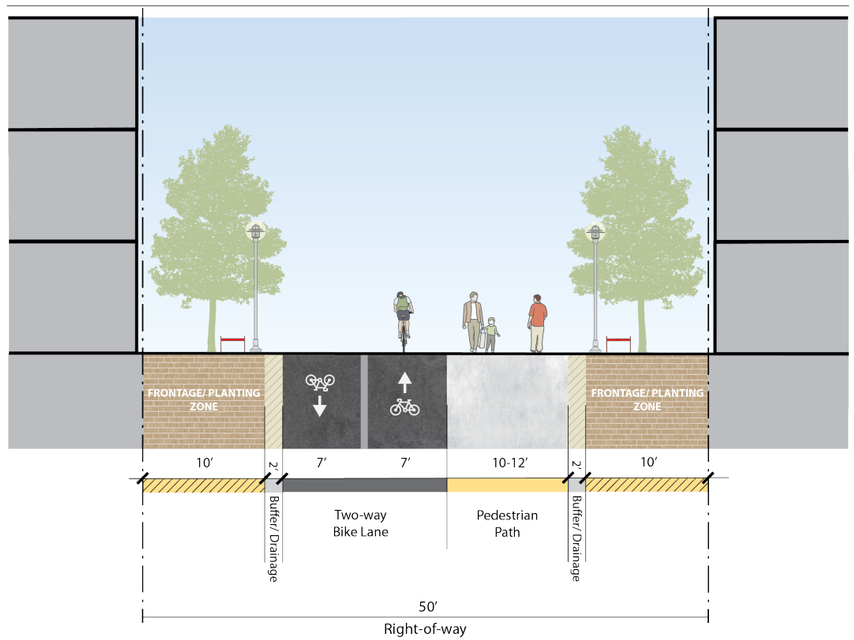
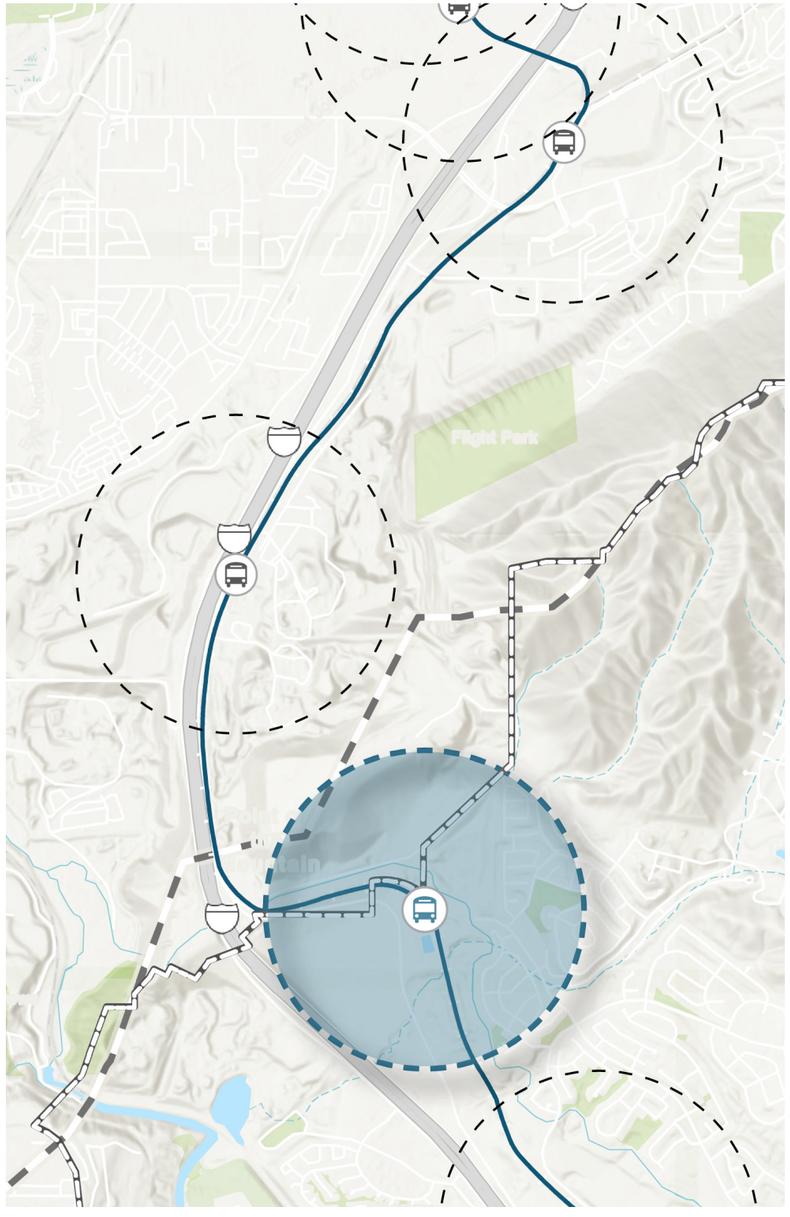


FIGURE 5-15: FUTURE TRANSIT CORRIDOR



TRANSIT NETWORK

The North Lehi Village station is proposed as the gateway TRAX station in Utah County connecting The Point future major mixed-use area in Salt Lake County with Thanksgiving Point, a thriving employment and entertainment hub – all within the Silicon Slopes region.

The Village vision creates space for this station to support the thriving active hubs to the north and south while creating an opportunity for people to live, work, and play in a quieter, more neighborhood-focused area. The station area is a focal point for the village – at the top of the slope it is a central hub where trails, roadways, and neighborhoods intersect. The future station site is envisioned as an integrated mixed-use development in later phases of implementation. At first opening, the station site will include surface parking with the potential to transition to a mix of housing, retail, and public spaces as market demand allows.

STREET NETWORK

There is a hierarchy of travel modes in the grid. Active transportation modes are prioritized in The Village and ample vehicle access is provided along the adjacent arterial and highway. The Village concept identified five primary roadway types:

1. WALKING AND BIKING PATHWAYS

Provide a separate network for active transportation. The pathways are connected to the regional trail system providing last-mile connections from the Traverse Mountain and Lehi Vistas neighborhoods, areas of Lehi to the south and west, Salt Lake County, and the new transit village. The primary walking-biking pathway in the station area is the AT spine shown in figure 5.15.

24-26 foot wide ROWs that provide safe corridors for cyclists and pedestrians. In addition, the pathways will include pedestrian-oriented pathways will utilize features such as street trees, benches, wayfinding signage, bike racks, and similar amenities. In addition, storefronts along the pathways include seating and display areas to engage the street.

2. SHARED USE PATHS

Shared use paths are an extension of the existing shared use network and run adjacent to several roadways throughout the transit village. These paths

FIGURE 5-16: ROAD NETWORK HIERARCHY

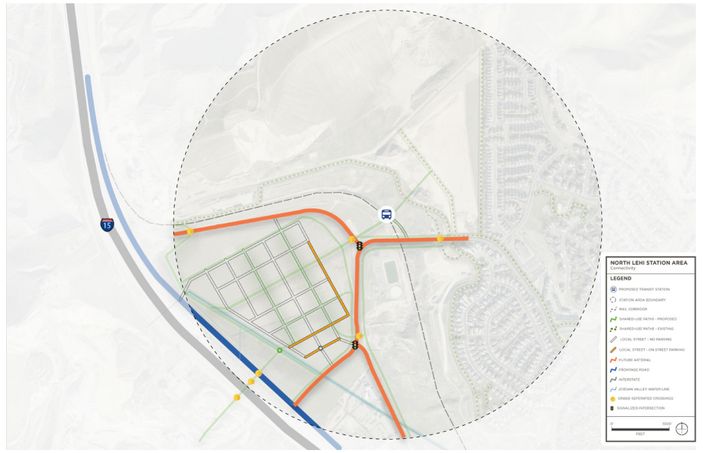
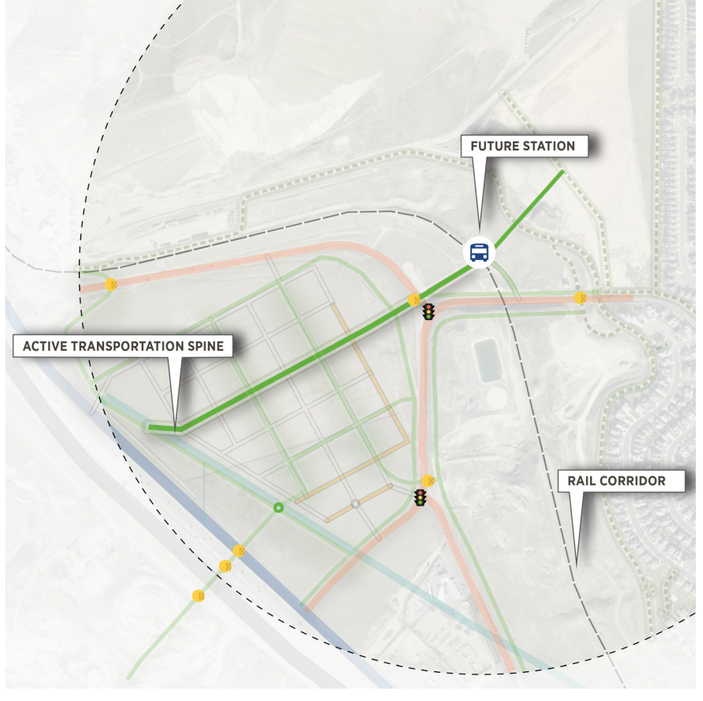


FIGURE 5-17: WALKING AND BIKING PRIMARY ROUTE



are separate from vehicle travel lanes and incorporate waterwise landscaping elements and trees. Near the village center and other mixed-use areas, these paths may also provide street furniture and other amenities encouraging people to spend time in the area.

R.O.W: 30-50 feet

Shared use paths provide connectivity infiltrating the Transit Village and outwards to other areas of Lehi and the broader region. This proposed extension of Lehi's current pedestrian system provides grade-separated crossings of Digital Drive, the future arterial, the future frontage road, and I-15.

3. LOCAL STREETS

Local Streets provide vehicular access into the Transit Village area. The local streets connect to the regional road network but have a distinctly different look and feel, clearly indicating that this is a neighborhood where bicyclists and pedestrians are sharing the street. Travel speeds on local streets will be a maximum of 20 mph, accomplished through streetscape design. The road design provides for traffic calming features such as narrower 10 foot travel lanes, tree-lined streets, differing paving materials, raised crossings, and curb extensions that require a driver's full attention.

FIGURE 5-19: SHARED USE PATHS, CROSS SECTION

PROPOSED SHARED-USE PATH AND ARTERIAL

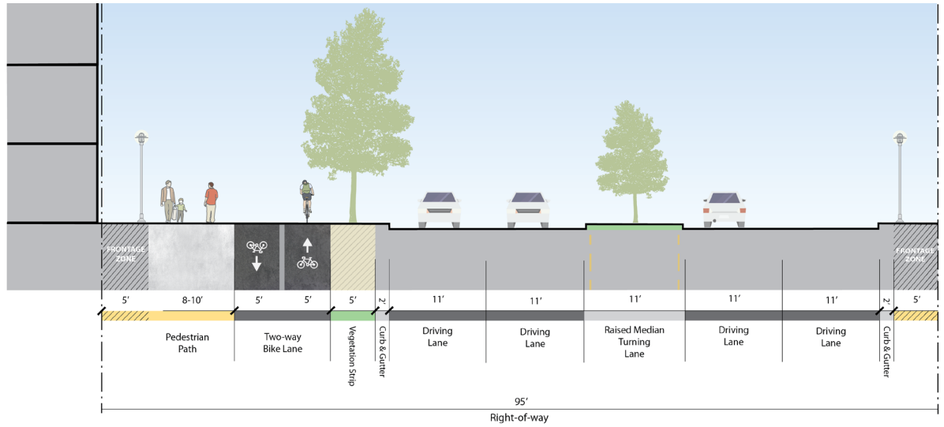


FIGURE 5-18: SHARED-USE PEDESTRIAN AND CYCLIST PATHS



FIGURE 5-20: LOCAL STREETS

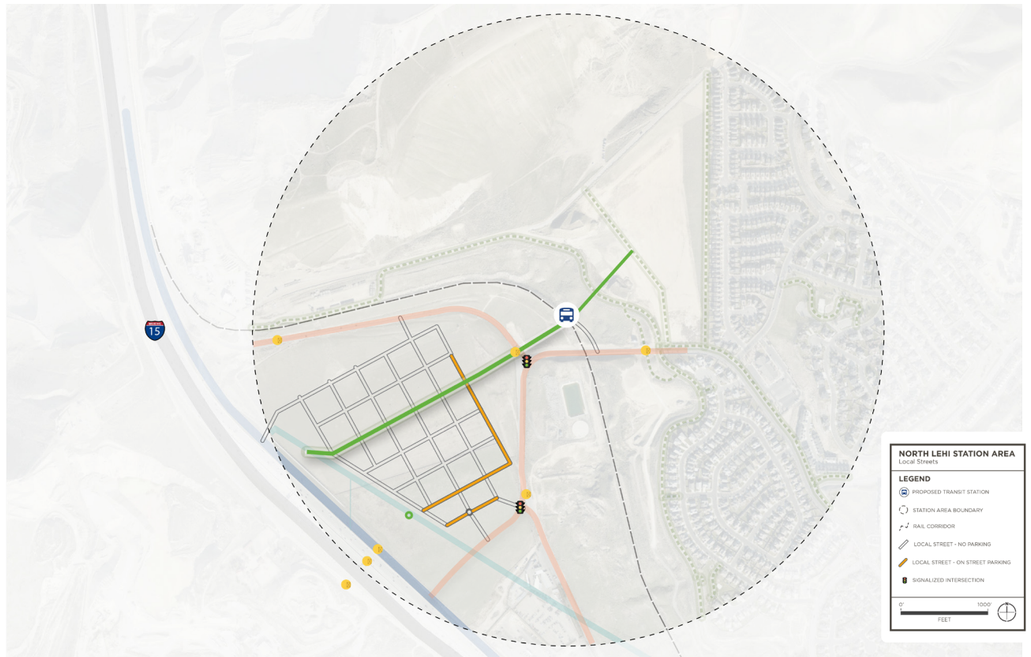
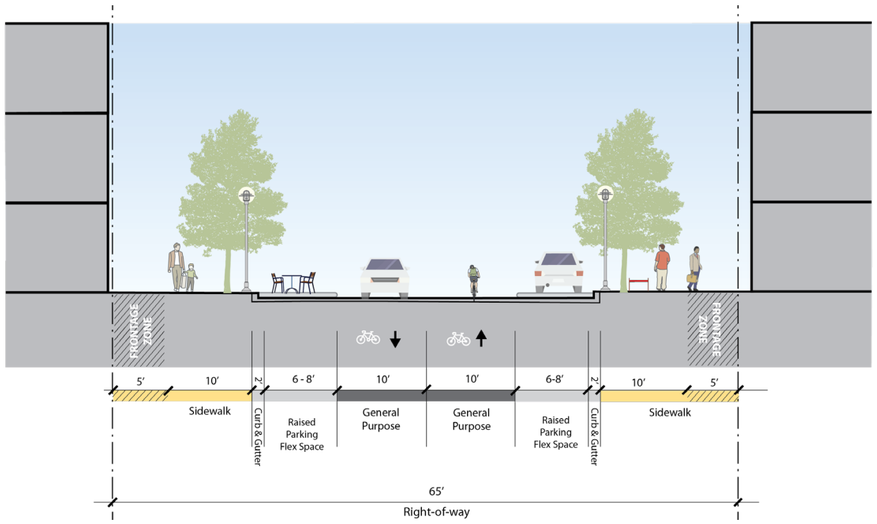
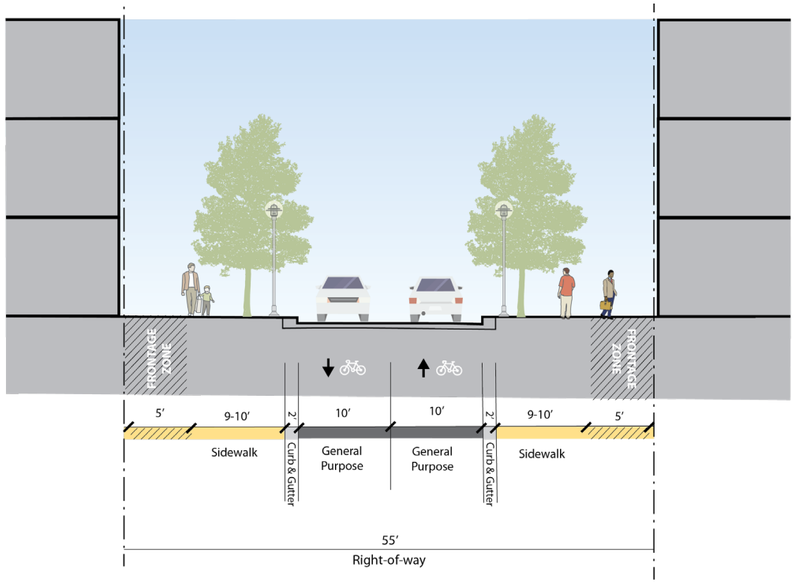


FIGURE 5-21: LOCAL STREETS, CROSS SECTIONS

PROPOSED LOCAL STREET TWO-LANES, STREET PARKING



PROPOSED LOCAL STREET TWO-LANES, NO STREET PARKING



R.O.W: 55-65 feet

Some local streets include on-street parking which can serve as a flexible space. During times of low parking demand, the pedestrian realm can be expanded and street parking areas can be configured for outdoor dining, relaxation spaces, or other community gathering activities. ****The final design and construction of local roads must comply with all municipal standards including Lehi Power Standards and Requirements.*

4. ARTERIAL ROADS

Arterial roadways connect the Transit Village, Traverse Mountain Neighborhood to the broader region. These include Digital Drive, the proposed I-15 connection, and the proposed I-15 frontage road. Access to the Transit Village includes entry and exit points from Digital Drive and the proposed extension of Traverse Mountain Blvd. To reduce conflicts and improve safety, arterials are designed to go around rather than through the transit village.

FIGURE 5-22: ARTERIAL ROADWAYS



Arterials are designed and constructed to City and UDOT standards. Signalized intersections are envisioned at two key locations providing access to the transit village: where the interchange meets Digital Drive and at the intersection of Digital Drive and Traverse Mountain Boulevard.

5. PROPOSED FRONTAGE ROAD

A Frontage Road is planned in the south part of the station area, adjacent to I-15. Land adjacent to the Frontage Road is planned as open space with a shared-use path to the west of the waterline and connecting to the Village Center at the south and the frontage road on the north end. The Frontage Road acts as a neighborhood collector as the grid network and pathways intersect with the roadway and provide access across I-15, to the west.

Distinct

Goal: Capitalizing on unique topography and regional assets

Urban design tools, including building massing, streetscape design, and signage are ways to establish a unique village concept. In addition to urban design, the topography of the station area provides an opportunity to create a unique look and feel in the area. The framework of blocks allows for terracing of the buildings toward the top of the slope with the station itself at the apex.

Looking north, the station is the view terminus for the primary pedestrian and bicycle pathway encouraging active transportation modes to reach transit. Looking south from the station the village green is in the foreground with Utah Lake in the distance. To the east the view terminus for the system of pathways is the village center with the community gathering space in the foreground before Mt. Timpanogos. Looking east from the village center the village green is in the foreground of the Utah State Flight Park.

Sustainable

Goal: Balanced, long-lasting, and positively impactful

The transit village concept includes a mix of land use types to ensure a balanced economic base. The 1,060 future housing units are complemented by new office spaces and retail areas that serve both the neighborhood and broader region. In addition, the use of long-lasting, durable materials in both buildings and streetscape would create a high quality and community that would last for years to come. In alignment with state water conservation practices, open spaces, and parks are landscaped with native plantings and vegetation that require less water than traditional turf and non-native plant species.

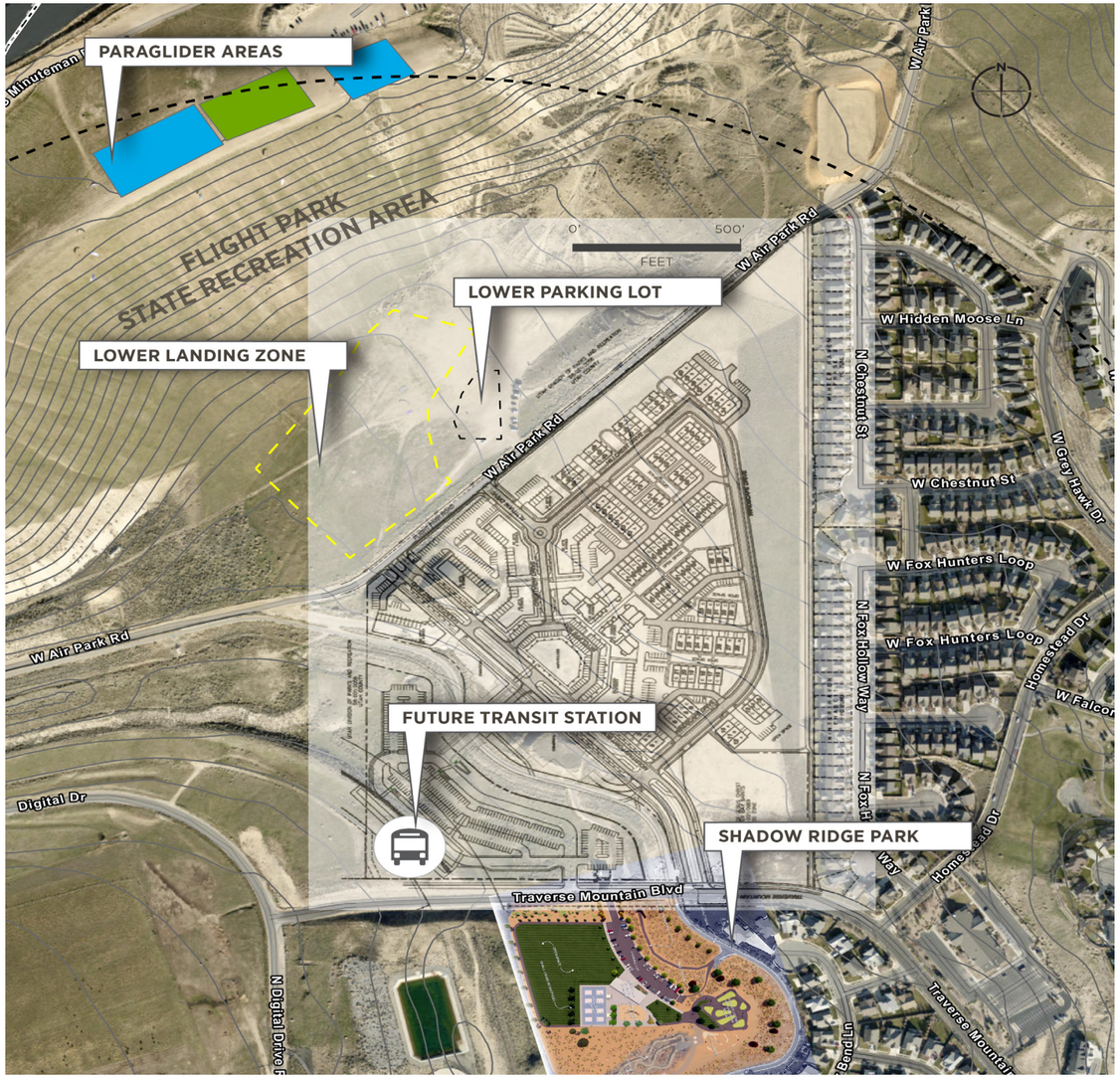
The village green is envisioned to bolster the area's sustainability initiatives. In addition to incorporating native plant species and permeable pavements, residents will have the opportunity to cultivate fresh produce and strengthen their connection with nature.

Accessible

Goal: Multiple household types, ages, and abilities

The village framework accommodates housing for households of varying sizes, types, and abilities, and supports life cycle housing and aging in place. Small block sizes enable a mix of housing types, from multifamily stacked units to small lot single-family homes. This diversity allows residents to transition through different life stages within the same community, fostering long-term social connections.

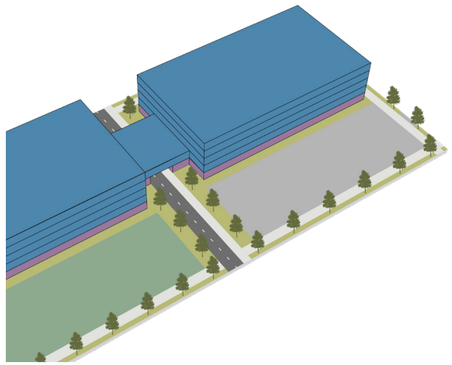
FIGURE 5-23: EXISTING FLIGHT PARK AND IN-PROCESS DEVELOPMENTS



Proposed Block Types

The following four block types outline recommended design guidelines for integrating diverse land uses within the station area. The proposed framework of block types aims to enhance housing affordability, promote environmental sustainability, improve transportation access and efficiency, and increase the availability of employment opportunities. The strategic arrangement of these block types assists in the creation of a balanced and vibrant community fostering long-term benefit for the community and City of Lehi.

Office Blocks



Target Height: 4-5 stories

Block Coverage: 40%

Character: The office-oriented blocks in this area are designed to include structured or underground parking, maximizing the amount of open space on adjacent connected blocks. This approach allows for community spaces to be positioned between office buildings, providing employees areas for rest and relaxation. These spaces offer various seating options, including shaded benches and picnic tables, supporting casual meetings and breaks.

An atrium configuration is included to align with the plan's connectivity goals and enhance the pedestrian experience. This fosters a fully integrated mixed-use environment, with the blocks situated along the AT spine, directly connecting the area's employees to the transit station. The AT spine is wide enough to accommodate emergency and utility maintenance access. The ground floor of these office buildings can accommodate small retail shops and services, supporting both employees and visitors.

Primary Use: office, retail

Prohibited Uses: Industrial

Opportunities: Development in the broader region presents significant new opportunities for new commercial and employment growth, with the area positioned at the heart of the Silicon Slopes hub, near Thanksgiving Point and The Point Development. The area's future office blocks will play a key role, contributing to a strong tax base and attracting daytime users who will support local retail and services. With public transit, these office blocks will be highly accessible, encouraging sustainable commuting patterns and active transportation modes.

Challenges: Several challenges exist, ranging from financial feasibility to community interaction. The cost of constructing structured or underground parking is significantly higher than surface parking, potentially impacting the financing of projects. Additionally, thoughtful design of the community space and atrium configuration is key to ensure active use. Ensuring viable retail spaces on the ground floor is crucial to attracting consistent foot traffic and demand from employees and visitors which will fully integrate the office developments into the community.

XACTWARE OFFICE BUILDING - LEHI, UT

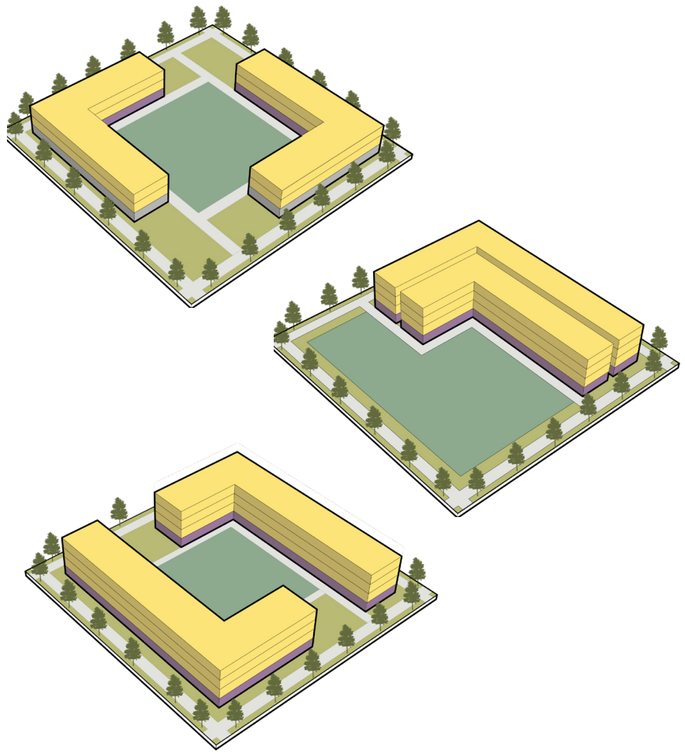


Mixed-Use Blocks

Target Height: 3-4 stories

Block Coverage: 25-30%

Character: Mixed-use blocks enhance the area's appeal by integrating employees, residents, and visitors daily. With small gathering spaces that encourage community interaction, these blocks boost resident's well-being and foster innovation in the local tech sector. The plan classifies two types: high and moderate-intensity.



High-Intensity Mixed-Use Blocks feature 4-story buildings with ground-floor retail and underground parking. Both building configurations are oriented to maximize shared spaces at the heart of the block. High-intensity mixed-use buildings are envisioned to accommodate between 75 and 110 residential units each.

Moderate-Intensity Mixed-Use Blocks include 3-story buildings with ground-floor retail and/or small-scale leasable office suites, with parking provided underground or in ground-level structures. The block can also be configured to accommodate a minimal amount of surface parking to free up leasable space on the ground floor. Moderate-intensity mixed-use buildings can accommodate between 20 and 30 residential units each.

Primary Use: Residential and Commercial

Prohibited Uses: Industrial

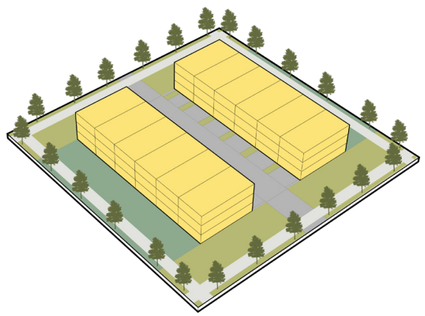
Opportunities: As the region continues to support new commercial and employment opportunities, North Lehi is positioned to capitalize on the rapid growth of the area. There is an opportunity for mixed-use blocks in North Lehi to incorporate employee-focused services such as co-working space that is accompanied by small cafes, office supply stores, and technology outlets.

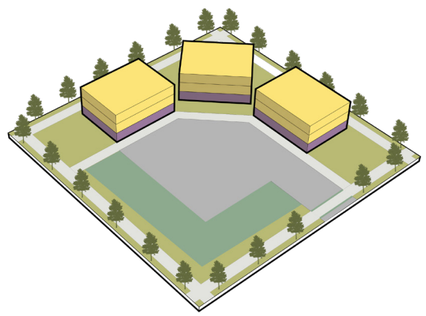
Challenges: Ensuring the long-term success and viability of mixed-use development in the station area will necessitate ongoing investment in maintenance, upgrades, and community involvement. Designing a well-functioning mixed-use area involves addressing challenges such as security, noise isolation, parking, and integrating with the character of the existing Traverse Mountain neighborhood. Adequate design and safety considerations are necessary in new mixed-use developments to ensure that facilities, parking garages, and other public spaces are secure and deter undesirable activities.

FLEXIBLE STREET PARKING - MODERATE INTENSITY RESIDENTIAL ILLUSTRATION



Moderate Intensity Residential





Height: 3 stories

Block Coverage: 30%

Character: The Moderate Intensity Residential block features a townhouse or condo-style housing product. These blocks, distinct from mixed-use blocks, embody a traditional neighborhood feel by limiting cut-through traffic and providing pockets of open space connected to the greenway area trail system. Vehicle access is limited to an entry point and exit point, with all vehicle circulation occurring on the interior of the block between residential structures. This configuration allows for off-street and enclosed parking spaces on the ground level of each unit. The block provides two parking spaces per unit, with private and/or common spaces in front of units, activating the streets and pedestrian pathways connecting to adjacent blocks.

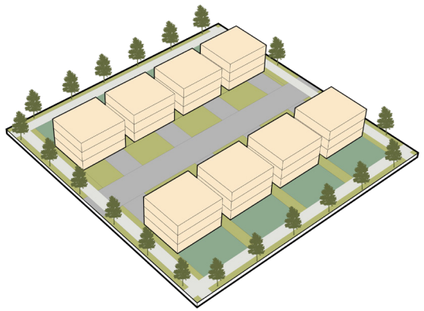
Primary Use: Residential

Prohibited Uses: Commercial, Industrial

Opportunities: The moderate-intensity blocks offer residents small outdoor spaces, dedicated parking, and a strong sense of community. Integrating pockets of green space at the front of units, shared among residents, enhances the public realm and contributes to the area's sense of place. Oriented around the Village Green enables residents to have front or back door access to an active green space and reach other nearby destinations via the system of pedestrian and bike pathways.

Challenges: Thoughtful design of the structures and pedestrian/cyclist circulation to and from these housing units is essential to the station area's ability to thrive. Although distinct from the mixed-use village, moderate-intensity blocks are integrated with and connected to the overall area. Pockets of green space interspersed along these blocks activate the public realm contributing to the area's sense of place.

Low-Intensity Residential Blocks



EXISTING HOME IN STATION AREA



Height: 2-3 stories

Block Coverage: 20%

Character: Low-intensity residential blocks are shown as eight small lot single family detached homes. These blocks are envisioned to reflect the existing character of the Traverse Mountain single family residential area. The inclusion of this block type should be minimal and far less prevalent than other residential development throughout the station area.

Primary Use: Residential

Prohibited Uses: Commercial, industrial

Opportunities: Including a limited amount of single-family residential provides unique ownership opportunities in the station area. These units could be offered at an affordable price point, accommodating disadvantaged families or households. Situating affordable family housing at the heart of the station area supports households that may not own cars.

Challenges: As investment into the area progresses over time with new arterial roadways and a regional transit stop, special attention should be paid to the efficient use of the developable area. Low-intensity residential units are unlikely to provide a high return on investment by property owners, developers, and the City. As the Traverse Mountain Master Association existing stock of homes accommodates this respective density, it may not be economically feasible to expand on these existing housing types in the future North Lehi Transit Village.

OVERALL DEVELOPMENT AT BUILDOUT

The North Lehi Station Area Plan's overall concept addresses the four fundamental pillars of station area planning per the State statute.

1. Increase the availability and affordability of housing, including moderate-income housing

- The addition of new housing units (860-1,060 total) with a range of housing types from single-family to multifamily all being within a walking/biking distance to the future light rail transit system
- Diverse housing options enable a wider range of household income levels to live in the station area

2. Promote sustainable environmental conditions

- Water is used more efficiently through an increase in residential density as well as through clustered housing and combined open spaces and landscaped areas that utilize native and waterwise plantings
- Air quality is improved through direct access to a network of pedestrian and bicycle pathways and a regional transit system that minimizes future residents' need for a vehicle to reach their destination

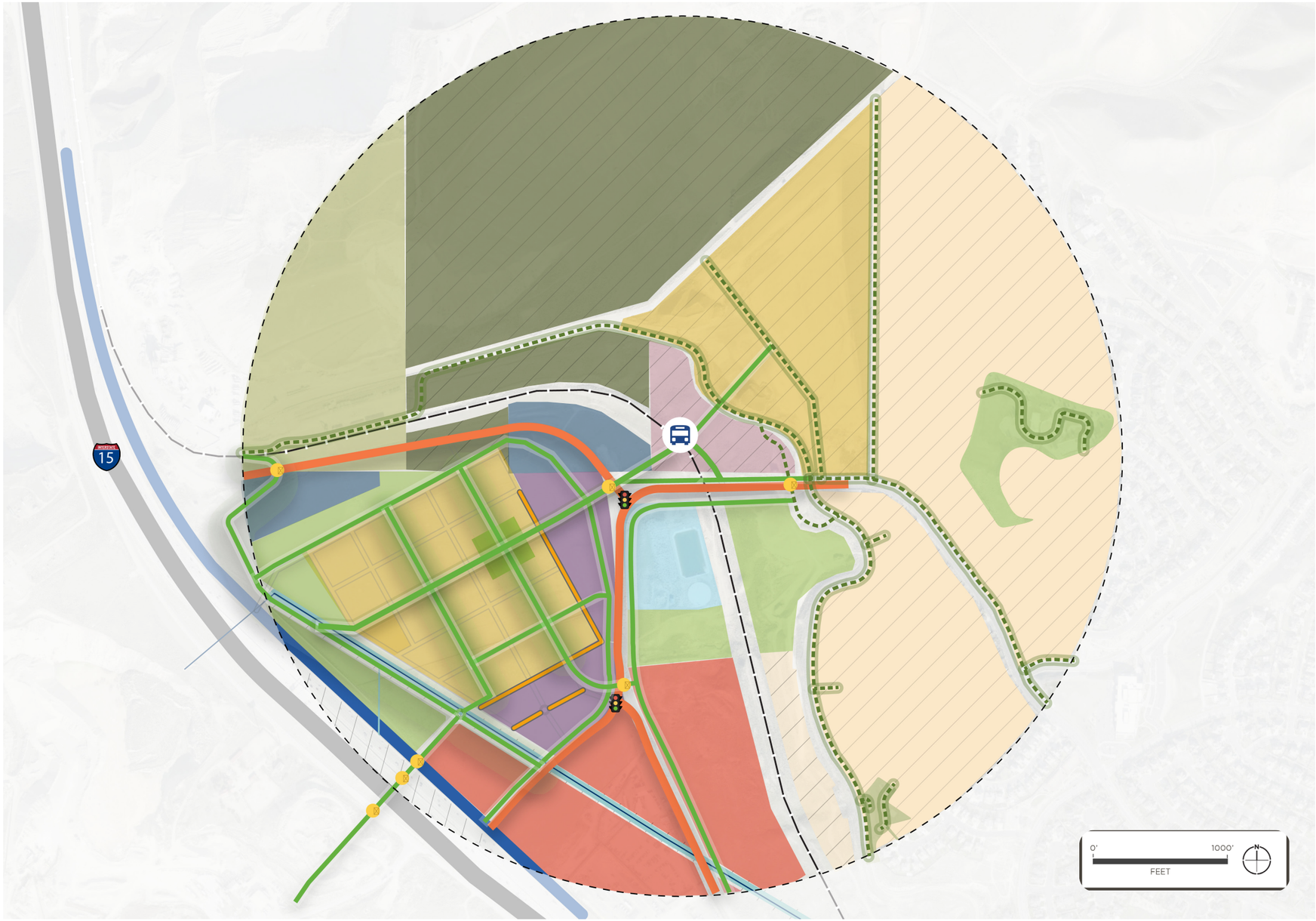
3. Enhance access to opportunities

- The area's integration of mixed-use and office developments brings residents closer to job opportunities, essential goods, and services
- Connection to nearby employment hubs via public transit, roadways, and pathways

4. Increase transportation choices and connections

- The overall concept includes a robust network of pedestrian and bicycle connections and integrates with Lehi's existing network of pathways
- The local road network for vehicles is envisioned to be low-speed (20 mph) and emphasizes access for people walking and biking with narrow lane widths, road markings, and signage
- Grade-separated crossings at arterials and primary intersections will supply a high degree of safety and comfort for people walking and biking

FIGURE 5-24: FUTURE LAND USE DIAGRAM



NORTH LEHI STATION AREA
Land Use & Connectivity

LEGEND

- LOW-INTENSITY RESIDENTIAL
- MID-INTENSITY RESIDENTIAL
- MIXED-USE
- LONG-TERM MIXED USE
- ENTITLED COMMERCIAL
- COMMERCIAL
- PUBLIC OPEN SPACE
- PUBLIC FACILITY
- PRIVATE OPEN SPACE
- STATE-OWNED OPEN SPACE
- EXCLUSIONARY LAND USE
- PROPOSED TRANSIT STATION
- STATION AREA BOUNDARY
- RAIL CORRIDOR
- SHARED-USE PATHS - PROPOSED
- SHARED-USE PATHS - EXISTING
- LOCAL STREET - NO PARKING
- LOCAL STREET - ON STREET PARKING
- FUTURE ARTERIAL
- FRONTAGE ROAD
- INTERSTATE
- JORDAN VALLEY WATER LINE
- GRADE-SEPERATED CROSSINGS
- SIGNALIZED INTERSECTION

0' 1000' FEET N

Plan Elements

OVERALL CONCEPT

The North Lehi Transit Village concept is structured around a small block grid of interchangeable blocks each with pedestrian-oriented infrastructure as part of the streetscape. The benefits of the small block grid include:

- **Attractive walking environment:** Recently completed studies have identified the ideal dimensions for a block in a walkable area is between 200 and 600 feet per side with a total perimeter of 1,800 feet.
- **Differentiation of street purpose:** The smaller grid size allows differentiation between the use of the streets that define the grid. A hierarchy of connections allows the central connection both north to south and east to west to be dedicated to pedestrians and bicycles, the secondary internal streets serve the neighborhood which allow cars as guests within a walking and biking focused environment, and the outer streets are intended to move vehicles around the village as critical access corridors to the various sections of the village.
- **Diversity of land use:** The network of 250' by 250' blocks will accommodate a variety of land uses and building types. This block size provides flexibility in the type of land use that can be accommodated. As area growth occurs, the grid network can accommodate mixed-use developments of various scales and provide for a more interesting range of destinations.

"Frequent streets and short blocks are valuable because of the fabric of intricate cross-use that they permit among the user of a city neighborhood. Frequent streets are not an end in themselves. They are a means toward an end… Frequent streets are effective in helping to generate diversity only because of the way they perform. The means by which they work (attracting mixtures of users along them) and the results they can help accomplish (the growth of diversity) are inextricably related. The relationship is reciprocal."

~ "The Death and Life of Great American Cities, Jane Jacobs"

FIGURE 5-25: CONNECTIVITY

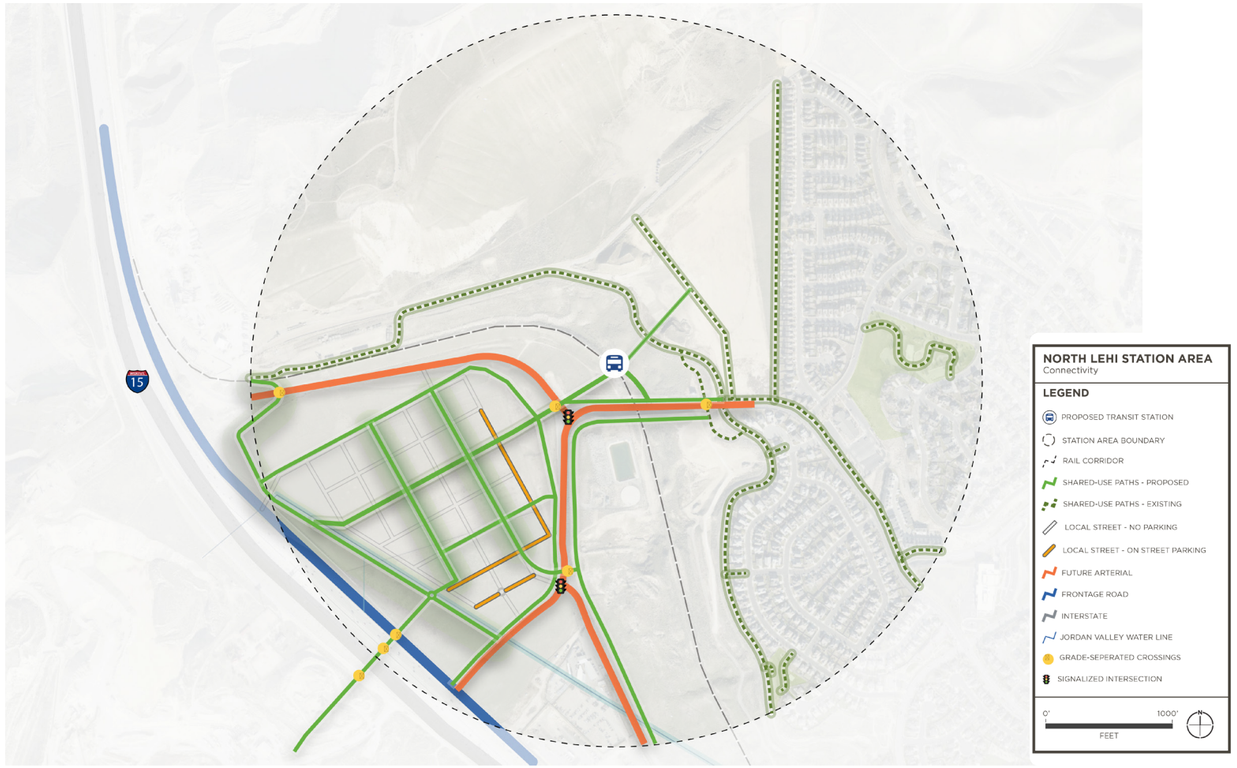
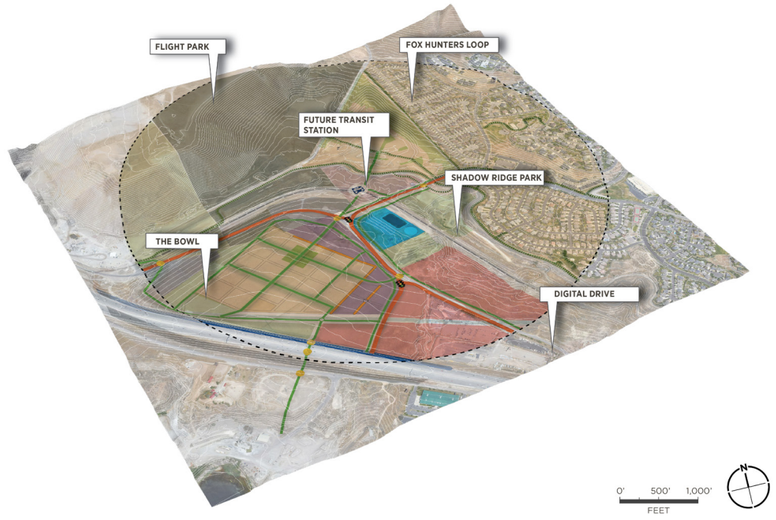


FIGURE 5-26: ISOMETRIC VIEW, FUTURE LAND USE



Future Land Use

TABLE 5-1: FUTURE LAND USE

LAND USE	ACRES	PERCENT	PROPOSED HOUSING UNITS
Parks and Open Space	49.2	34%	N/A
Commercial	32.4	23%	N/A
Mixed Use	23.5	16%	710
Residential	38.3	27%	350
TOTAL	**143.4**	**100%**	**1,060**

PARKS AND OPEN SPACE (34%)

Much of the open space in the station area is contained in the northern portion which has been the site of a private quarry operation and the State Flight Park for several decades. Other open spaces are envisioned as passive landscaping buffers that frame the transit village and mitigate noise among other quality-of-life considerations. The station area will have a future park owned by Lehi City that will provide a range of recreational and leisure amenities. All parks and open space facilities in the station area are connected via a system of proposed trails and pathways. The village green at the heart of the station area can be programmed and set up to accommodate unique events and community gatherings.

Future Place type Considerations:

Character: Parks and open spaces are integrated throughout the station area concept. A series of open spaces buffer the west end of the station area that abuts the I-15 and Frontage Road corridor. The new Shadow Ridge Park will provide a modern facility complete with sought after amenities and activities.

Primary Use: Parks and open space

Prohibited Uses: Residential, commercial, industrial

Challenges: Ensuring open spaces are utilized and activated is crucial. Passive open spaces should be designed with high visibility, and open access, to prevent the creation of dangerous or neglected areas within the station area. Furthermore, the upkeep and maintenance of open spaces and parks should be prioritized to ensure they remain safe, clean, and inviting for all users. Regular maintenance schedules and community involvement in the care of these spaces can help sustain their quality and usability.

Opportunities: Incorporating the area's topography through design can aid in the preservation of water and minimize surface runoff from irrigation and stormwater. Designing parks and open spaces with natural contours and elevation changes helps manage water efficiently and sustainably. Additionally, event programming and community amenities within parks and open spaces enhance the experience for all station area users. Hosting regular events, such as markets, festivals, and fitness classes, alongside amenities like playgrounds, picnic areas, and sports facilities, creates vibrant and engaging spaces that cater to diverse community needs and interests

COMMERCIAL (23%)

A future interstate interchange and an expanded arterial roadway create the edges of the proposed transit village. With an influx of vehicle travel along these road facilities, a range of primarily auto-serving commercial land uses are identified adjacent to the thoroughfares. Commercial land uses are to include double frontage and enable pedestrian and cyclist accessibility in tandem with vehicle orientation. Development in these areas should seek to incorporate neighborhood focused commercial uses and services that support nearby residents.

Future Place type Considerations:

Target height: 1-3 stories

Character: This area is to include commercial and retail-oriented land uses that serve the local residential neighborhoods. These commercial uses will supply job opportunities in the food industry, shops, and other services.

Primary Use: Commercial, Retail, Office

Prohibited Uses: Residential

Challenges: The convergence of automobiles, pedestrians, bicyclists, and other forms of active transportation at stores and other commercial developments in the station area poses significant challenges. Ensuring adequate grade-separated crossings for pedestrians and cyclists is essential to enhance safety and reduce conflicts between different modes of transportation. Additionally, careful planning and design are required to address pedestrian safety considerations, such as clear signage, well-marked crosswalks, and traffic calming measures, to create a safe and accessible environment for all users. Managing traffic flow and parking while maintaining a walkable, bike-friendly atmosphere is also a key challenge in these areas.

Opportunities: For area residents, the future commercial land use presents significant opportunities that align with the station area plan's framework to ensure access to various amenities and services. The development of vibrant commercial spaces can provide convenient access to shopping, dining, and entertainment options, enhancing the overall quality of life. Additionally, the integration of new developments can create job opportunities and support local businesses, contributing to the City's economic growth. Thoughtfully designed commercial areas can also serve as community hubs, fostering social interaction and a sense of place. Ensuring these developments are accessible via various forms of transportation, including

walking, biking, and public transit, further enhances connectivity and inclusion for all residents.

MIXED USE (16%)

At the core of the station area, a transit-oriented mixed-use village is integral to the future of the station area. In addition, 404 transit-oriented development units are in progress and will further enhance the mixed-use character of the village. In the long term, 200 residential units may be included adjacent to the station on the planned UTA parking lot site. The collection of housing, retail, and office in the area's mixed-use development should seek to minimize vehicle trips and provide essential goods and services that support residents, employees, and visitors.

Future Place type Considerations:

T**arget height:** 3-5 stories

Character: Mixing of land uses in the area serves the function of a central activity center in the North Lehi Station Area community. Mixed-use developments in the station area incorporate varying scales of retail and services. The mixed-use village concept integrates the area's transportation connectivity framework and supports a wide range of user group types.

Primary Use: Mixed-use, multifamily residential

Prohibited Uses: Industrial

Challenges: This area is largely undeveloped at present. Developing a new mixed-use area in this context presents several unique challenges. First, significant initial investment is required to build essential infrastructure and support the anticipated activity. Second, density limitations may make it challenging to construct enough residential units to ensure the project's feasibility.

Opportunities: Approximately 7.5 acres of this area is allocated for long-term mixed-use development, with a City-owned parcel initially serving as a UTA parking lot adjacent to the station platform. The station area is well-positioned to benefit from regional activity and growth due to its access to transit and robust pedestrian and bicycle connectivity. Leveraging these opportunities will help create a vibrant, sustainable, and inclusive mixed-use development that catalyzes future growth and improvement in the station area.

RESIDENTIAL (27%)

The central grid network of the station area supports a variety of moderate-density housing options, including single-family homes and multifamily units, designed to accommodate different household types. The existing residential units in the Traverse Mountain neighborhood consist of primarily single-family homes, which will be integrated into the station area. These residential clusters will encircle a central village green - an open space that will be closely connected to the area's existing trails and pathways.

Future Place type Considerations:

Target height: 3 stories

Character: Residential types are varied throughout the transit village. The grid network allows for the mixing of residential types that maintain a consistent character and scale. Units range from moderate-density townhomes to mixed-use apartment units that integrate retail or other services on the ground floor. Surface parking is kept to a minimum throughout these areas and is enclosed or underground to the greatest extent feasible.

Primary Use: Residential development featuring a blend of community spaces and pockets of green space.

Prohibited Uses: Industrial

Challenges: Surpassing the current cap of 1,060 residential units poses challenges, both financially and politically.

Opportunities: As much of the station area is currently undeveloped, there is a unique opportunity to integrate new residential units. These developments should prioritize integrating open spaces into the public realm, fostering a heightened sense of activation and place for the community. By strategically designing green spaces, parks, and recreational areas, the station area can enhance quality of life, promote community engagement, and create attractive living environments for residents.

MARKET OPPORTUNITIES

The North Lehi Station area offers a prime market opportunity by integrating retail, office, and residential development within a well-connected station village. The small grid system, mixed-use spaces, and accessible transit options enhance community cohesion, promote economic activity, and increase the area's investment value.

RETAIL

- Diverse shops to promote economic overlap
- Human-scaled design to foster a sense of place
- Vibrant and inviting community hubs

OFFICE

- Provide opportunities for local startups and satellite campuses
- Expand job opportunities
- Capitalize on adjacent industry hubs

RESIDENTIAL

- Diverse housing types to cater to various backgrounds and life stages
- Slower-paced streets with distinctive character
- Integration of open spaces and public amenities

Opportunity Sites

NORTH LEHI TRANSIT VILLAGE

The proposed mixed-use village presents a compelling near-term opportunity to transform the North Lehi area into a vibrant hub of activity and place for community. The Transit village is oriented around the transit station as the central unifying destination. The approach of centralizing the developments around access to transit ensures convenient access to regional networks, and seamless connectivity for commuters throughout the area. This integrated urban development area prioritizes sustainability and a long lasting development that strengthens long-term growth in Lehi.

VISTAS AT THE POINT DEVELOPMENT

Vistas at the Point is currently under development adjacent to the future station platform location. This transit-oriented development will introduce 404 new residential units alongside a range of community amenities. The development will benefit from direct connectivity to the North Lehi Transit Village concept through the proposed connectivity framework. Together, these developments aim to create a mixed-use area featuring shopping, recreation, and entertainment opportunities, all seamlessly integrated with the broader region via public transportation.

SHADOW RIDGE PARK

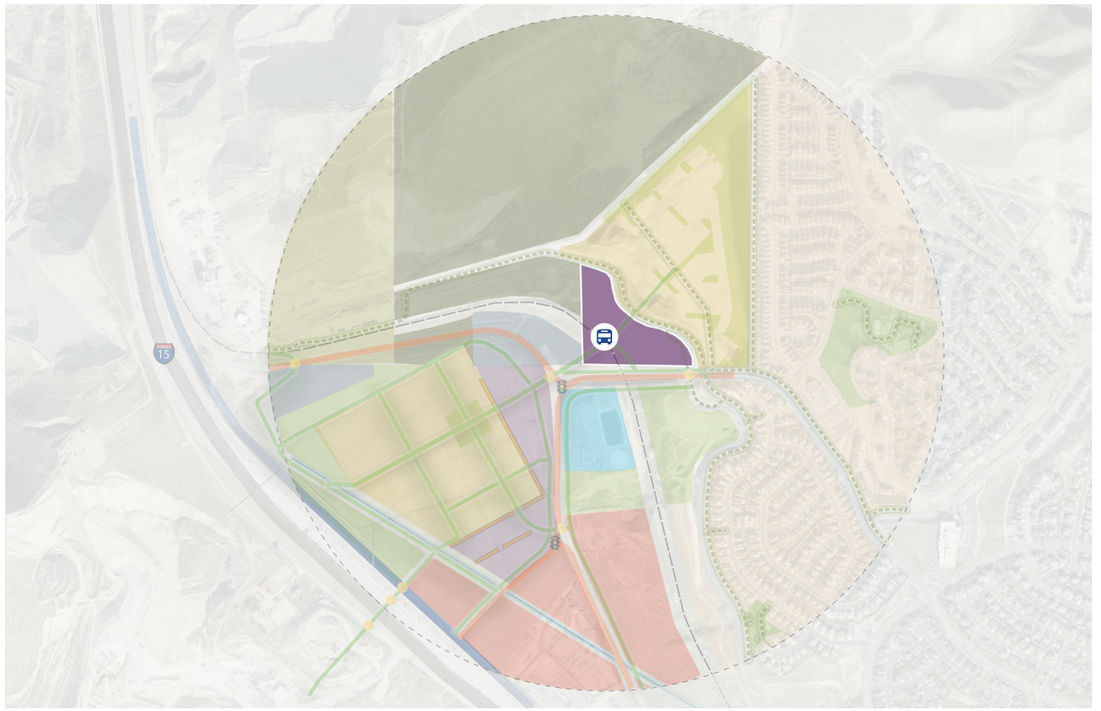
Shadow Ridge Park is a planned Lehi City park that will incorporate a range of amenities and attractions for area residents. This park will be at the heart of the station area and have connection to the station platform location using an existing pedestrian underpass of Traverse Mountain Boulevard. The park is in the development stages and will tie the area's open spaces together with connection to the area's existing and proposed system of trails and pathways.

Long Term

UTA PARCEL

The UTA parking lot is identified as a potential site for long-term mixed-use development. However, given the current restriction limiting new housing units to 1,060 across the developable land in the station area, achieving a true transit-oriented development presents challenges. This density limitation makes it difficult to generate sufficient transit ridership from residents and visitors. Consequently, the future UTA parking lot site, adjacent to the future station, has been earmarked for mixed-use development, which can potentially accommodate 200 of the allowable 1,060 housing units in the area.

FIGURE : UTA PARCEL - FUTURE OPPORTUNITY SITE



INFRASTRUCTURE EXPANSION

A density limitation exists in the station area, currently. Existing water and sewer capacity can provide for up to 1,060 new residential units (not including the 404 units in progress). To support a flourishing and feasible transit-oriented-development area, a potential future expansion of infrastructure capacity would open the door for an increase in housing units. The prospect of expanding the infrastructure capacity is significant and would take significant work and private investment to accomplish.

COMPLETE TRANSIT SYSTEM

The long-term vision for the North Lehi station area encompasses a comprehensive transit system that integrates multiple modes of public transportation, including TRAX light rail, FrontRunner commuter rail, and enhanced bus services. This ambitious plan aims to transform the area into a regional transit hub, offering seamless connectivity and accessibility across Lehi and beyond. Integrating TRAX light rail into the transit network will provide residents and visitors with fast and efficient travel options within the station area and to neighboring communities. A complete transit system ensures that residents and visitors can reach employment centers, educational institutions, and other services within the broader region.

06

Implementation Plan

Implementation Plan

The North Lehi Station Area Plan provides a vision, urban design concept and connectivity elements. The North Lehi Station is a planned stop on the future Point of the Mountain TRAX line between Draper FrontRunner Station and Lehi. The project is a Phase 1 project identified for construction in the 2023-2032 period. UTA currently owns the right of way and the terms of a recent development agreement provides an approximately 7.5-acre station area adjacent to the planned station platform location.

TIMING

Although the Point of the Mountain TRAX line is included in the RTP Phase 1, planning and engineering for the project have not been funded yet. The process to plan, design, and construct a new TRAX line takes several years.

Another significant infrastructure investment identified in the North Lehi SAP is the design and construction of the Traverse Mountain Boulevard and I-15 Interchange on the southern edge of the SAP planning area. This interchange and related access road system is an RTP Fiscally Constrained Phase 3 project identified for construction in 2043-2050.

Planning, design, and construction of the North Lehi Station Area concept by property owners and private developers may precede the commencement of Point of the Mountain TRAX service. To ensure that new development in the area is consistent with this plan and transit supportive, the City of Lehi, UTA, UDOT, and other partners can implement several strategies to ensure Lehi's vision for this area is reflected in the future development.

PHASING

There are three phases identified in the implementation plan.

- **Phase 1** identifies several steps to create and put in place regulatory and funding tools to support implementation of the plan from year one through planning and design of the Point of the Mountain TRAX line and future I-15 interchange.
- **Phase 2** identifies key elements and investments during design and construction of the transit line and station and the new interchange and arterial roads.
- **Phase 3** identifies a long-term vision for the transformation of the station parking lot to a transit supportive mixed-use area that will blend with and support the overall transit support community at surrounding the North Lehi Station.

FIGURE 6-1: DEVELOPABLE AREAS MAP



Implementation Tools

Lehi City can facilitate implementation of the North Lehi SAP using several regulatory and funding tools, coordination with regional partners, and working closely with private property owners through the entitlement process.

REGULATORY TOOLS

There are several regulatory tools available to Lehi City. Most of these tools are already in use in Lehi. Specific provisions reflecting the vision, goals, and strategies in the North Lehi SAP should be identified and considered by the Planning Commission and City Council.

Future Land Use & Zoning

The Future Land Use map included in the North Lehi SAP identifies the recommended distribution of uses within the planning area. Much of the area is envisioned as a Transit Oriented Development District that includes residential uses at a mix of densities; commercial uses including office, retail, and restaurant; civic and open space uses including parks, trails, and plazas. There are parts of the planning area, adjacent to the proposed future I-15 interchange and related arterial, that have been identified as regional commercial to take advantage of the proposed highway.

Lehi's existing zoning provisions and land use regulations for Transit Oriented Development and commercial uses can support the North Lehi SAP's vision without modification, but should be reviewed and updated as development progresses to ensure their judicious implementation. The following provisions should be considered:

- Flight Park impact studies when buildings are proposed to exceed two stories
- A "user-centered" programming plan for public spaces
- An increased parks and open space requirement of approximately 30 percent to account for buffers and greenways and take advantage of the area's topography

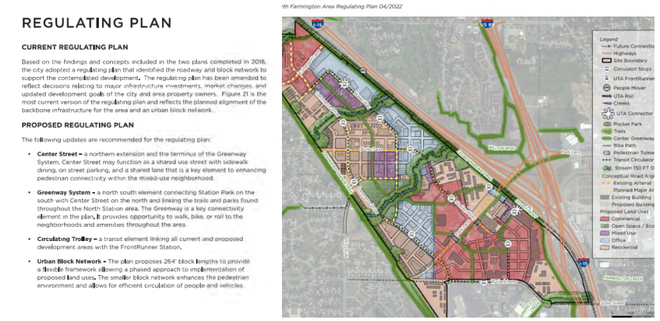
Furthermore, no environmental remediation will be required for implementation of the plan.

Area Plan

An Area Plan is part of a city's zoning code that provides a regulating land use framework and more detailed requirements for a specific area of the city. Area plans generally include:

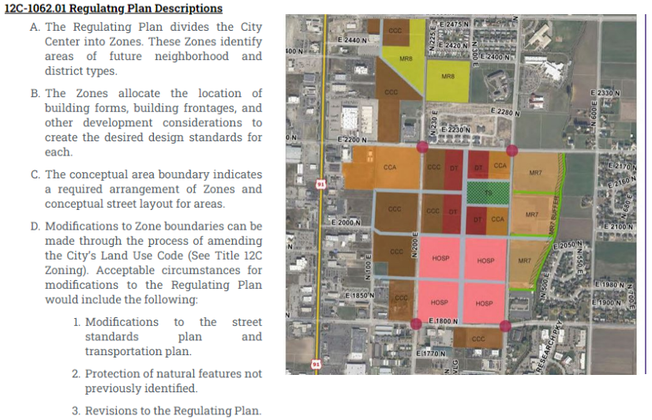
- A street network map
- A trail network map
- The location of existing and the layout and proposed location of future streets and trails
- An open space framework map
- The framework for uses and intensity of development within the planning area
- The location and configuration of buffer areas

FIGURE 6-2: FARMINGTON STATION AREA PLAN REGULATION EXAMPLE



- Standard Street Network Design
- Connected greenway system
- Public Space Standards
- Side treatment standards
- Urban Block Network and maximum block sizes

FIGURE 6-3: NORTH LOGAN AREA PLAN REGULATION EXAMPLE



- Zones for future neighborhood and district types in City Center
- Hospital Zone to attract a hospital campus to the City
- Building form and building frontage standards
- Zones in the regulating plan can only be modified by amending the City's land use code

The street and trail network, street and trail standards, and street and trail type hierarchy are the basis of the area plan. The network is designed to provide connectivity and adaptability throughout the transit-supportive community as the area develops over time. New development is required to follow the street and trail network design; however minor realignments due to environmental or physical conditions can be considered by planning staff or the Planning Commission during the development review process. Major realignment or flexibility with the street and trail network design may be proposed through the master plan approval process if certain standards are met.

For the North Lehi SAP Regulating Plan, minimum and maximum standards relating to block size in the transit supportive community area will retain the walkability of the area while accommodating development requirements. The block sizes in the preferred concept are 250' square, which represents a 1,000-foot perimeter and blocks of approximately 1.5 acres. This should be the minimum size. The minimum-sized blocks can be combined across an active transportation corridor, as long as pedestrian and bicycle access is retained, to create a larger development parcel.

Additional standards relating to connectivity, sidewalks, alleys, and public space, consistent with the North Lehi SAP can be included in the regulating plan.

Street Cross Sections

Street cross sections visualize the use of space within a right of way. There are several different types of cross sections identified in the North Lehi SAP reflecting the hierarchy of street and trail types within the street network. The City's Transportation Master Plan Drawing Standards should be updated to include the recommended street and trail types in the SAP. The final design and construction of public services in the area must comply with all municipal standards including Lehi Power Standards and requirements

Urban Design Guidelines

Urban design elements address the visual and sensory relationship between people and the places that they live, work, and play. Urban design contributes to the individual's enjoyment of an area and can increase walkability and gathering and shopping opportunities. The North Lehi SAP for a transit supportive community recommends the adoption urban design guidelines for the following areas:

- Building placement, height, massing, and street-side ground floor transparency
- Public spaces encouraging interaction and gathering
- Streets that are interconnected and encourage walking and biking
- Streetscape features that provide shade, areas of rest and other street furniture: A uniform and unique streetscape provides a sense of identity and place

FUNDING TOOLS

Successful implementation of the North Lehi SAP will occur in phases and require coordination of multiple funding sources.

Phase 1 implementation focuses on establishing the regulatory and funding framework to guide the future development. Sources of funding include local, state, and federal funds as well as private investment and grants from various sources.

Local Sources

There are several sources of funds that Lehi City can make available for capital costs of public infrastructure within the area. These include tax increment, impact fees, and general funds.

Impact Fees

Lehi City currently levies impact fees for the following infrastructure types:

- Culinary Water
- Pressurized Irrigation
- Sewer Collection
- Sewer Treatment
- Storm Drain
- Transportation (Roads)
- Parks and Recreation
- Fire/EMT
- Police
- Electric Power

Impact fees are used to fund capital investments needed to provide services to new development at the same level of service enjoyed by existing development. Expenditure of impact fees is based on an Impact Fee Facilities Plan (IFFP) that identifies the capital projects needed to serve new development.

As the North Lehi transit supportive neighborhood develops, Lehi's IFFPs should be evaluated and updated if needed. This will ensure that the infrastructure needed to support the new area is adequately funded and aligned with the anticipated growth.

Tax Increment Financing

Tax increment financing is a key tool for local jurisdictions in support of public/private partnerships to spur private investment in areas and in ways that achieve the community's overall community and economic development goals. The tool allows the reinvestment of new property tax revenues in the project area for a specific number of years. The tool does not increase the property tax rate or affect existing tax revenues to each of the entities. In the state of Utah tax increment can be implemented under several different enabling statutes.

HTRZ

This is a tax increment tool specifically for station areas. The purpose of an HTRZ is to:

- Fulfill Lehi's moderate income housing plan
- Improve efficiencies in parking and transportation, including walkability in the North Lehi station area
- Overcome development impediments and market conditions the are cost prohibitive for private development alone

Each HTRZ is required to include:

- A minimum of 10 acres
- Residential development on at least 51 percent of the developable acreage in the HTRZ area
- At least 50 residential units per acre on the residential acreage
- A minimum of 12 percent of affordable residential units
  - A maximum of 9 percent for households making up to 80 percent AMI
  - A minimum of 3 percent for households making less than 60 percent AMI

HTRZ generated funds are intended to offset the cost of infrastructure and other public improvements within the area. Use of HTRZ funding at the North Lehi Station would require a minimum of 10 of the 57.8 acres identified for development of a transit supportive community to be developed in accordance with HTRZ standards.

The North Lehi Station Area Plan identifies the area immediately adjacent to the future station platform for the most intensive development, this includes the 7.3-acre parking lot. To meet the minimum 10-acre requirement an additional 2.7 acres of the area immediately to the south of the station could be included in the project area. This area is identified for commercial development. Development of the station parking lot is proposed for Phase 3 of the station area implementation plan. An HTRZ at the North Lehi Station could result in the following:

TABLE 6-1: NORTH LEHI STATION HTRZ

AREA	TOTAL ACRES	RESIDENTIAL ACRES	UNITS/ACRE	TOTAL UNITS	AFFORDABLE UNITS
Parking Lot	7.3	5.1	50	255	31
South of Station	2.7	0.0	0	0	0
TOTAL	**10**	**5.1**		**255**	**31**

Structured parking in the remaining 2.2 acres of the station area parking lot would be required as part of this scenario.

Community Reinvestment Area

Community Reinvestment Area (CRA) projects are another tool available to capture tax increment generated by a development area for reinvestment in infrastructure within the area. CRAs are created by the local agency but subject to funding based on interlocal agreements negotiated with each affected taxing entity. CRAs are required to dedicate a minimum of 10 percent of funds generated for housing.

First Home Investment Zone

First Home Investment Zone is one of two tools intended to increase access to affordable home ownership.

FIGURE 6-4: ELEMENTS OF FIRST HOME INVESTMENT ZONE

FIRST HOME INVESTMENT ZONE

Applies to densities of 30 dwelling units/acre on at least 51% of the area
Encourage opportunities for home ownership
Improve available housing options
Overcome development impediments
Encourage transformative mixed-use development
Strategically use land in major transit investment corridors
Increase access to employment, education, and child care
Improve efficiency and walkability

Home Ownership Promotion Zone

Home Ownership Promotion Zones are the second of two new tools created by the Utah State Legislature in 2024.

FIGURE 6-5: ELEMENTS OF HOME OWNERSHIP PROMOTION ZONE

HOME OWNERSHIP PROMOTION ZONE

Applies to areas with current densities of 6 dwelling units/acre or less to be rezoned to 6 units per acre or more

At least 60% of dwelling units are affordable

Increase the availability of affordable housing

All units are deed restricted to require owner occupation for at least 5 years



Public/Private Partnerships

Public/Private Partnerships (PPPs) allow both parties to leverage their funding resources to achieve shared goals and priorities. The source of public funding in these partnerships include the local resources identified above.

Over the last decade, PPPs have become critical tools in the transformation of communities. PPPs support infrastructure investment, provide diverse and affordable housing, and promote high quality urban design.

The Urban Land Institute has identified ten principles for successful PPPs that can guide Lehi in identifying and taking advantage of these opportunities.

FIGURE 6-6: SUCCESSFUL PUBLIC/PRIVATE PARTNERSHIPS PRINCIPLES

TEN PRINCIPLES FOR SUCCESSFUL PUBLIC/PRIVATE PARTNERSHIPS

1. **Prepare property for public/private partnerships**
2. **Create a shared vision**
3. **Understand your partners and key players**
4. **Be clear on the risks and rewards for all parties**
5. **Establish a clear and rational decision-making process**
6. **Make sure all parties do their homework**
7. **Secure consistent and coordinated leadership**
8. **Communicate early and often**
9. **Negotiate a fair deal structure**
10. **Build trust as a core value**



SOURCE: Mary Beth Corrigan et al, Ten Principles for Successful Public/Private Partnerships (Washington, DC: ULI, 2005), 1.

GRANT SOURCES

GRANT/FUNDING NAME	ORGANIZATION NAME	PURPOSE	CATEGORY	NOTES	WEBSITE	CONTACT
Get Healthy Utah! Mini Grants	Get Healthy Utah	Mini grants for health-related projects--including food access, improved connections to parks, active transportation, additional park funding	Health	Priority given to Healthy Utah Communities	https://gethealthyutah.org/what-we-do/past-projects/communities/mini-grants-report	
Congestion Mitigation & Air Quality Program	Wasatch Front Regional Council	To reduce congestion and improve air quality	Transportation	Funds may not be used for major road widening.	https://wfrc.org/programs/transportation-improvement-program/congestion-mitigation-air-quality-program/	Ben Wuthrich, bwuthrich@wfrc.org (801) 363-4250 x1122
Intermountain Community Care Foundation Grants - Agency Health Priority, Social Determinants of Health, Child and Family Well-Being Grants	Intermountain Health	Grants between $50,000 - $300,000	Housing instability and Nutrition insecurity	Large equipment, construction and capital costs are not eligible. Consideration will be given if computer equipment is necessary and vital to the success of the project.	https://intermountainhealthcare.org/about/who-we-are/community-health/community-giving-programs/community-care-foundation/grant-applications/	Ninoska De Jesus Pineda Community Health Coordinator ninoska.dejesuspineda@imail.org
High Obesity Program (HOP)	Centers for Disease Control and Prevention (CDC)	Food and nutrition security through food service and nutrition guidelines plus fruit and vegetable vouchers and produce prescriptions	Address health disparities related to poor nutrition, physical inactivity, or obesity	OP recipients work in counties where 40% or more of adults have obesity.	https://www.cdc.gov/nccdphp/dnpao/state-local-programs/hop/high-obesity-program-2023-2028.html	
Eccles Foundation Grant	George S. and Dolores Dore Eccles Foundation	Grants from the George S. and Dolores Doré Eccles Foundation address the societal needs of individuals and families from every walk of life, and foster new opportunities for enriching lives in a myriad of ways. The directors are pleased to partner with nonprofit organizations to make a lasting difference for the citizens in every corner of the state – from newborns to seniors.	Arts & culture, community, education, health & wellness, preservation & conservation	Fighting hunger, homelessness and addiction; fostering urban planning, revitalization and affordable housing; building parks and playgrounds; assisting victims of abuse and neglect; supporting youth camps and programs for those with disabilities; providing legal support for the disadvantaged; or offering after-school initiatives for at-risk youth	https://www.gsecclesfoundation.org/how-to-apply/eligibility	
Sorenson Foundation Grant	Sorenson Legacy Foundation	Grants are given to programs that focus on protecting and preserving the environment, assist the disenfranchised of society, and promote understanding and tolerance in our world.	Education, innovation, health care and community	Municipalities or public schools & preference for organizations whose efforts are in Utah	https://sorensonlegacyfoundation.org/what-we-fund/community/	
Community Placemaking Grant	Project for Public Spaces	$10,000 grants to transform public spaces	Placemaking, urban design		https://www.pps.org/community-placemaking-grants	

GRANT/FUNDING NAME	ORGANIZATION NAME	PURPOSE	CATEGORY	NOTES	WEBSITE	CONTACT
Placemaking Grant	National Association of Realtors	"Level one: $3,000 max award Level 2: max award $7,500"	Placemaking	Placemaking Grants fund state and local REALTOR® association led projects that create new, outdoor public spaces and destinations in a community on unused or underused sites. The goal of the program is to enable REALTORS® to strengthen ties with their community, to develop relationships with public officials, and to spur economic growth and development through the creation of new public gathering places. Support for benches, playground equipment, and signs within existing public spaces is permitted.	https://realtorparty.realtor/community-outreach/placemaking	
Safe Streets and Roads for All (SS4A) Grant Program	Federal Highways	Planning and Demonstration Grants, as well as Implementation Grants	Transportation	The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with $5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Over $3 billion is still available for future funding rounds.	https://www.transportation.gov/grants/SS4A	
Reconnecting Communities Grant	Federal Highways	Community Planning, Capital Construction, and Regional Partnerships	Transportation	This program prioritizes disadvantaged communities and is intended to improve access to daily needs including jobs, education, healthcare, food and recreation, fosters equitable development and reconnects communities by removing, retrofitting,, or mitigating highway or other transportation related barriers	https://www.transportation.gov/grants/rcnprogram	

TRANSIT AND TRANSPORTATION NETWORK COORDINATION WITH MAG, UTA, & UDOT

Successful implementation of the North Lehi Station Area Plan requires close coordination between Lehi City, area property owners, and transportation and transit agencies. The vision for this area takes advantage of planned investments in a new light rail line and station as well as a new I-15 interchange and arterial and frontage roadway system.

The transit and transportation projects are not yet funded. As funding is identified and planning occurs, the City of Lehi should remain involved in the discussion and planning to ensure that North Lehi Station Area Plan can be implemented and the community's vision for a transit supportive village in the area achieved.

PROPERTY OWNER(S) ENTITLEMENT PROCESS

The developable property within the station planning area is currently owned by 5 entities. See Table X.X. During the planning process, deeds and other legal documents were investigated.

As the private property owners seek zoning changes and entitlements, any necessary modifications will align with the vision and provisions of this plan and guide future approvals.

TABLE 6-2: PARCEL OWNERSHIP

OWNER NAME	ACREAGE	PLANNED USE
City of Lehi	7.3	Phase 2 – Park & Ride Lot Phase 3 – Transit Supportive Development
Geneva Rock Products	8.15	Entitled for 500,000 SF of office
CG Vertex	5.8	Entitled for 500,000 SF of office
Peter Lynn Robbins (et al)	78.26	Transit supportive village: Residential, Mixed Use, Green Space, Office
Peter Lynn Robbins (et al)	5.29	Transit supportive village: Mixed Use
Peter Lynn Robbins (et al)	18.01	Commercial
Transwest PTM Properties	12.38	Existing Commercial/Future Highway Commercial
Transwest PTM Properties (partial)	8.21	Existing Commercial/Future Highway Commercial

Implementation Phases

There are several phases identified in the implementation plan.

PHASE 1 - PRE-TRANSIT/PRE-INTERCHANGE

Year 1 through planning & design of transit/interchange

- Investment in regional shared use paths
- Investment in regional open space
- Investment in realigned local road network
- Development of the following areas at plan-level intensities, amenities, green spaces & trail
  - + Entitled Commercial
  - + Long-term mixed use
  - + Transit village

Gathering Place Elements

- Active Transportation Spine
- Village Green

Connected Elements

- Internal village grid
- Street network
- Open space network

PHASE 2 - TRANSIT/INTERCHANGE

- Park and ride lot at transit station
- Continued development of the following areas at plan-level intensities, amenities, green spaces & trails
  - + Entitled Commercial
  - + Long-term mixed use
  - + Transit village

Gathering Place Elements

- Station area active transportation connections
- Station area grid
- Village Center

Connected Elements

- Complete the street network
- Complete the internal grid
- Complete the open space network

PHASE 3 - STATION AREA

- Development of transit supportive housing and uses at Park & Ride facility
- Continued development of the following areas at plan-level intensities, amenities, green spaces & trails
  - + Entitled Commercial
  - + Long-term mixed use
  - + Transit village

TABLE 6-3: IMPLEMENTATION AND ASSOCIATED TIMING

CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	PRE TRANSIT/ PRE INTERCHANGE	TRANSIT/ INTERCHANGE	STATION VILLAGE	POSSIBLE FUNDING SOURCES	NOTES
GATHERING PLACE								
ACTIVE TRANSPORTATION SPINE	• Identify and preserve right of way	Lehi City Planning and Engineering Departments					Existing funding	Adopt regulating plan that identifies active transportation plan
	• Adopt Active Transportation Spine Cross Section	Lehi City Planning and Engineering Departments					Existing funding	
	• Coordinate design and planning with Private Development Partners	Lehi City Planning and Engineering Departments	Private Development Partners				Existing funding, public private partnership resources	The final alignment and configuration to be specific in development agreement(s) as entitlement occurs
	• Design and construct in conjunction with new development	Lehi City Planning and Engineering Departments	Private Development Partners				Trail impact fees, open space grants, public/ private partnership resources	
STATION AREA	Design and construct North Lehi Station platform and park & ride lot	UTA, Lehi City Planning and Engineering Departments	MAG				Federal Transportation Funds, Othe sources as identified in transit planning and design process	
	Identify private development partner for future station area development	Lehi City	Lehi City Planning				Public/private partnership resources	
	Design and construct mixed use development North Lehi station	Private Development Partner	UTA, Lehi City Planning				Public/private partnership resources, HTRZ	
VILLAGE GREEN	Identify and preserve location	Lehi City Planning and Parks Departments					Existing funding	Adopt regulating plan that identifies active transportation plan
	Coordinate design and planning with Private Development Partners	Lehi City Planning and Parks Departments	Private Development Partners				Existing funding, public private partnership resources	The final location and configuration to be specific in development agreement(s) as entitlement occurs
	Design and construct in conjunction with new development	Lehi City Planning, Parks and Engineering Departments	Private developers/ land owners				Parks impact fees, open space grants, public/private partnership resources	
	Program and maintain	HOA	Lehi City Parks Department				Public/private partnership resources, HOA fees	

CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	PRE TRANSIT/ PRE INTERCHANGE	TRANSIT/ INTERCHANGE	STATION VILLAGE	POSSIBLE FUNDING SOURCES	NOTES
GATHERING PLACE								
VILLAGE CENTER	Identify and preserve location	Lehi City Planning, Parks, and Economic Development Departments	Private development partner				Existing funding, public private partnership resources	The final location and configuration to be specific in development agreement(s) as entitlement occurs
	Design and construct in conjunction with new development		Private development partner				Private development, Lehi City TIF	
	Program and maintain		Private development partner				TBD	
OPEN SPACE BUFFER SYSTEM	Identify and preserve location	Lehi City Planning, Parks, and Economic Development Departments	Private development partner				Existing funding, public private partnership resources	The final location and configuration to be specific in development agreement(s) as entitlement occurs
	Design and construct in conjunction with new development		Private development partner				Private development, Lehi City TIF	Impact fee funding is an appropriate source to meet the needs of new residents in the area, the IFFP should reflect this need
	Program and maintain		Private development partner				TBD	
CONNECTIONS								
INTERNAL GRID	Identify and preserve right of way	Lehi City Planning and Engineering Departments					Existing funding	Adopt regulating plan that identifies active transportation plan
	Identify and establish baseline block grid pattern	Lehi City Planning Department					Existing funding	Adopt regulating plan that identifies active transportation plan
	Identify and establish Pedestrian-Cyclist Pathways pattern	Lehi City Planning, Parks, and Engineering Departments					Existing funding	Adopt regulating plan that identifies active transportation plan
	Adopt Pedestrian-Cyclist Pathways Cross Section	Lehi City Planning, Parks, and Engineering Departments					Existing funding	
	Adopt Local Street Cross Sections (w/onstreet and w/ out onstreet parking versions)	Lehi City Planning and Engineering Departments					Existing funding	
	Identify and establish Shared Path pattern	Lehi City Planning and Engineering Departments					Existing funding	Adopt regulating plan that identifies active transportation plan
	Adopt Shared-Use Path Cross Sections	Lehi City Planning and Engineering Departments					Existing funding	

CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	PRE TRANSIT/ INTERCHANGE	TRANSIT/ INTERCHANGE	STATION VILLAGE	POSSIBLE FUNDING SOURCES	NOTES
CONNECTIONS CONTINUED								
EXTERNAL GRID	Identify and preserve right of way	Lehi City Planning and Transportation Departments	MAG, UDOT				Existing funding	"Update Lehi City Transportation Master Plan as needed Update Regional Transportation Plan as needed"
	Review and update Arterial Road Cross Section as needed	Lehi City Planning and Transportation Departments	MAG, UDOT				Existing funding	
	Identify and preserve grade sepearated crossings for Active Transportation Spine	Lehi City Planning and Transportation Departments	MAG, UDOT				Existing funding	"Update Lehi City Transportation Master Plan as needed Update Regional Transportation Plan as needed"
	Design and construct grade separated crossings in conjunction with roadway construction	Lehi City Planning and Transportation Departments	MAG, UDOT				Existing Funds, Public/Private Partnership Resources, Federal Transportation funds	
	Design and construct I-15 interchange, frontage road, & arterial roadway	UDOT	MAG, Lehi City Planning and Transportation Departments				Federal Transportation funds	
FUTURE LAND USE								
OVERALL	Review and update as needed the existing TOD zone to reflect the recommendations of this plan	Lehi City					Existing funding	
	Update the Future Land Use Map and apply TOD zoning in response to Planning & Zoning Applications	Lehi City					Existing funding	
OPEN SPACE	Identify and preserve locations	Lehi City					Existing funding	Adopt regulating plan that identifies open space percentage and locations (34% of area)
	Design and construct in conjunction with new development	Private development partners	Lehi City				Lehi City Impact Fees, Public/Private Partnership Resources	
OPEN SPACE	Identify and preserve locations	Lehi City					Existing funding	Adopt regulating plan that identifies open space percentage and locations (34% of area)
	Design and construct in conjunction with new development	Private development partners	Lehi City				Lehi City Impact Fees, Public/Private Partnership Resources	

CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	PRE TRANSIT/ INTERCHANGE	TRANSIT/ INTERCHANGE	STATION VILLAGE	POSSIBLE FUNDING SOURCES	NOTES
FUTURE LAND USE CONTINUED								
COMMERCIAL DEVELOPMENT	Work closely with development partners with existing entitlements to ensure that design integrates with the North Lehi Transit Village vision	Lehi City	Private development partners				Existing funding	
	Identify and update as needed zoning requirements and design guidelines to ensure that future commercial development as reflected on the Station Area Future Land Use Map integrates with the North Lehi Transit Village vision	Lehi City					Existing funding	
	Work closely with development partners as the proposed I-15 Interchange, frontage road and arterial network are constructed to ensure that design and construction of the future commercial area integrates with the North Lehi Transit Village vision	Lehi City	Private Development Partners				Existing Funding, Public/Private Partnership Resources	The final location and configuration to be specific in development agreement(s) as entitlement occurs
	Ensure commercial uses are designed with the pedestrian and bicycle in mind	Lehi City					Existing funding	
MIXED USE DEVELOPMENT	Ensure retail/active uses are required and included at the core of the station area and as a transition area to the Village Center	Lehi City					Existing Funding, Public/Private Partnership Resources	The core of the station area is a Phase 3 concept at the time that the park and ride lot at the station is redeveloped, the Village Center is the area that transitions from the new I-15 interchange area and the core of the residential village
	Work closely with development partners as design and construction moves forward to ensure that the areas integrate with the North Lehi Transit Village vision	Lehi City	Private Development Partners, UTA				Existing Funding, Public/Private Partnership Resources	
RESIDENTIAL DEVELOPMENT	Review and update as needed zoning provisions to encourage residential densities in the village as reflected in the future land use concept	Lehi City					Existing funding	The concept anticipates an overall density of ~27/units per acre. The future development area adjacent to the station (Park & Ride lot redevelopment) is envisioned at 50 units per acre to qualify for HTRZ funding
	Work closely with develpoment partners to redevelop the station Park & Ride Lot as transit supportive mixed use	UTA, Lehi City	Private Development Partners				Existing Funding, Public/Private Partnership Resources	

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Appendix

Precedents

This chapter presents a collection of precedent studies for mixed-use development, community spaces, and transit-oriented development projects that highlight the intended look and feel of the Plan Elements, informed by the community-driven vision. This chapter visualizes the appropriate scale, intensity, and functionality of the North Lehi Station Area.

VILLAGE CENTER

Holladay Village Town Center
Holladay, UT

Holladay Village, a mixed-use development in the heart of Holladay, UT, has succeeded by balancing the needs of various user groups and enhancing the local sense of place. The village features a programmable, pedestrian-only plaza that can be expanded for larger civic, public, and commercial events. Its layout prioritizes pedestrian access at the front, while vehicle access and parking are available in a structure at the rear.







Farmington Station Central Village
Farmington, UT

Station Park is a mixed-use lifestyle center located in Farmington, UT. The center is connected to several major transportation corridors such as the Farmington Station on UTA's FrontRunner commuter rail, Interstate15, and the Legacy Highway. This 3-4 story mixed-use development houses a collection of shopping and dining establishments, a hotel, office space, and residential units surrounding a centralized community gathering space. The central space features attractions such as a fountain, shaded seating areas, and outdoor eating establishments. This hub facilitates interaction amongst residents as it promotes leisure and activity by design. Pedestrian-focused internal street design is a critical component of this development's success and ability for residents to gather comfortably.













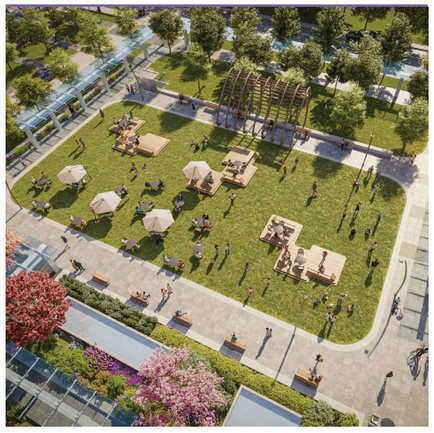
VILLAGE GREEN

Seattle High Point Redevelopment Project

Seattle, WA

Led by the Seattle Housing Authority, the redeveloped High Point Community is a nationally award-winning project recognized as a model for inclusive planning. It is committed to enabling existing residents to remain in their community while welcoming people of all incomes and backgrounds. Central to the project is a 2.5 acre park offering opportunities to wander, exercise, and enjoy views of the City's surroundings. The park space features a mix of different materials, native surfaces, and natural drainage system elements. The project includes an interconnected system of paths and open spaces, providing access to community and commercial facilities.







Central Park Common

Toronto, ON

The Central Park Common in Toronto, Ontario is a 3-acre gathering space located at the heart of a master-planned urban community. Although Toronto has much denser residential development than Lehi, the makeup of this common space serves the same function envisioned in the North Lehi area. Much like the vision of the Station Area, the Central Park Common provides a gateway pedestrian and cyclist connection to the area's subway and GO station through the center of the gathering space. The Common is a welcoming venue for residents to gather for rest or recreation. This space is flexible and can be set up for different community-based events throughout the calendar year. In the summer, the space often hosts small-scale artist events or markets and in the winter, ice skating on a temporary rink is a sought after activity.

VILLAGE GREEN CONT.

Eastlake Commons, Community Garden
South Jordan, UT

The Eastlake Commons is one of the larger parks that exists in the Daybreak Community of South Jordan. The roughly 2-acre portion that includes a community garden is surrounded by residential units and is connected to other key neighborhood destinations via a landscaped promenade. The space serves as a unique attraction for nearby residents by offering skateable artwork, a playground, tennis and pickleball courts, and a pool. The park has become a significant attraction at the core of the residential neighborhood.





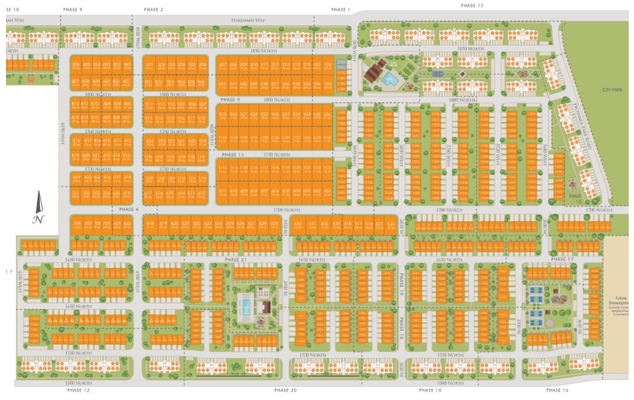


RESIDENTIAL DEVELOPMENT

The Exchange Condos

Lehi, UT

The Exchange is a new master-planned community that includes single family homes, cottages, townhomes, and condos located in the heart of Lehi. Similar to the North Lehi Station, the development area is situated at the core of a fast-growing region. Proximity to Silicon slopes, Thanksgiving Point, and the Traverse Mountain Outlets further drive the prospect of future public transit accessibility and practicality.













RESIDENTIAL DEVELOPMENT CONT.

Park Lofts
North Salt Lake, UT

The Park Lofts townhome development is located approximately a 5-minute drive from downtown Salt Lake City. The recently completed second phase of this project added 36 new three-story townhomes and an expansion of the development area's open space. The townhomes are adjacent to Hatch Park and other neighborhood services and amenities. The newest phase of the Park Lofts development includes townhomes with similar materials to the character of Lehi and compliment a topography similar to the North Lehi area.







TRAILS AND OPEN SPACE

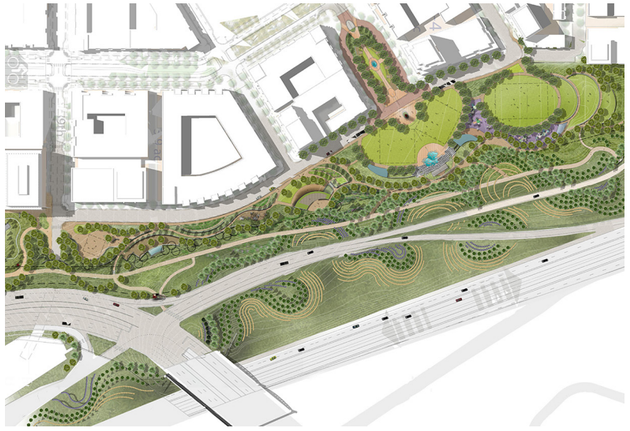
"The Spoke" - Daybreak Flow Trails
South Jordan, UT

The Daybreak open space flow trails are a bike amenity incorporated into the community-wide bike trail system known as the Loop which connects to 50+ miles of paved and unpaved bike trails. The open space flow trails provide a recreational space for beginners to advanced bikers. In addition to providing attractive recreation-based infrastructure for the community, this space doubles as a natural stormwater drainage site – benefiting the ecosystem by replenishing underground aquifers and minimizing the amount of polluted stormwater runoff.

TRAILS AND OPEN SPACE CONT.

Sheridan US36 Interchange
Westminster, CO

The design of the Sheridan Exchange Buffer was inspired by its surrounding landscape, with a primary emphasis on sustainability. Native grass and seed mixes mimic the natural prairie grasslands, creating a landscaped open space around the US36 interchange that serves as a beacon of arrival to Westminster and buffers the neighborhoods from the highway. The project leverages the area's natural topography to balance native plant materials, long-term maintenance, and water conservation. Similarly, in the North Lehi Station Area, well-landscaped open spaces will symbolize a sense of arrival to Lehi and Utah County and provide a functional open space buffer for future residential development.







STATION ACCESS

Sandy Civic Center Station
Sandy, UT

Connected to the regional trail network via the Porter Rockwell Trail, access to this station includes a grade-separated crossing underneath the TRAX line. By completely separating pedestrian and cyclist pathways from rail traffic, it eliminates potential conflicts and accidents, ensuring a safer environment for all users. An additional benefit of uninterrupted and efficient station access to the station is the potential for encouraging more active transportation and enhancing connectivity within transit-oriented development areas.













STATION ACCESS CONT.

Historic Gardner Station

Historic Gardner Station is located immediately west of the Jordan River in West Jordan, south of 7800 South. Served by both the TRAX Red Line and the F578 bus route, the station is most notable for its proximity to both the Gardner Village commercial center and the expansive Jordan River Trail ("JRT"), a regionally significant open space and active transportation corridor.

Historic Gardner Village Station is a useful precedent and cautionary tale in contemplating access alternatives for North Lehi: establishing separated, navigable connections between the station and active transportation connections enables auto-free travel, and separating regional destinations from transit with wide, high-volume roadways is detrimental to the success of both transit ridership and the commercial center.

The primary attractor in the vicinity of Historic Gardner Village Station, the Historic Gardner Village commercial center, is separated from the station by a five-lane, higher-speed arterial. This presents a barrier for transit riders, cyclists, and pedestrians seeking to visit the commercial center. The need for a grade-separated crossing at Historic Gardner Village Station is another example of why the North Lehi Station Area should prioritize low-stress, separated, active transportation connections to support all users and the local economy.

ACTIVE TRANSPORTATION SPINE / SHARED USE PATHS

Parley's Trail
Salt Lake City, UT

The Parley's Trail provides a true East-West active transportation corridor across Salt Lake City. Approximately two miles of the paved trail runs adjacent to the UTA S-Line streetcar which travels between the Central Pointe Station in South Salt Lake and the Sugar House neighborhood. This is a vital active transportation connection within the City, facilitating the mobility of residents in accessing goods and services without the need for an automobile. The trail safely navigates over several significant barriers such as Interstate-80, Interstate-15, and the rail corridors on the valley's west side.







9 Line
Salt Lake City, UT

The 9 Line multi use path provides a functional and desirable east-west connection near downtown Salt Lake City. This pathway creates meaningful, useful connections despite the barriers that have long divided the east and west portions of the City. The 9-Line corridor has also facilitated the creation of unique gathering places along it's path. For example, City-owned vacant land under the Interstate-15 bridge has been transformed with a mix of art and recreational amenities that reflect both the culture of the neighborhoods and the progression of the City's efforts.









Existing Conditions Report

GSBS CONSULTING

Lehi Vistas at the Point
Existing Conditions Report

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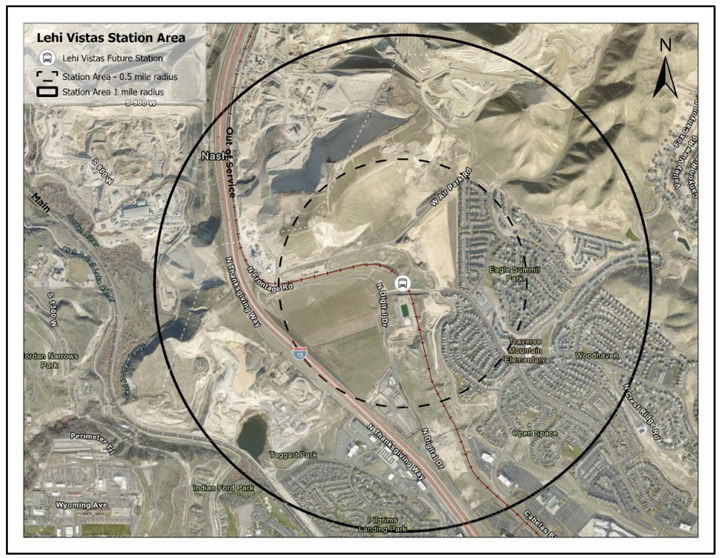
Introduction

Understanding the current conditions of Lehi's Vistas at the Point ("Vistas" or "Vistas Station") future transit-oriented development site is critical to develop a comprehensive vision for the area's next generations of residents, businesses, and visitors. As such, the first steps are to define the area and establish a system to understand current assets and challenges. Only then can options for transformational changes—those that can enhance economic and social opportunities or improve the quality of life for residents and visitors—emerge.

Developing an understanding of the Vistas at the Point begins with an existing conditions report that incorporates land use and ownership, transportation networks and systems of connectivity, social, cultural, and economic capitals, and previous planning efforts. This research, utilizing both expert and local knowledge, will produce the framework upon which the community preferred scenario relies.



Station Area Policy Background

Recognizing that housing and land use policies have profound impacts on individual transportation mode choices, quality of life, and growing environmental concerns, HB 462 Utah Housing Affordability Amendments

requires a comprehensive integration of these aspects into local land use policy. Provisions include the modification of how municipal corporations develop and report their moderate-income housing strategies and further defines the mechanism that distributes state funding to subdivisions that meet defined transit-based planning and withholds funding from those who fail to achieve the requirements in accordance with specified timelines.

Most importantly, HB 462 requires the development of specific Station Area Plans (SAP) at both planned and existing fixed guideway stations along transit investment corridors to increase housing options. This is critical for being better prepared for anticipated growth; through the SAP process, municipal governments are empowered to conduct localized planning efforts and develop a contextual solution to an area's development needs. While there is currently no Vistas at the Point transit station, the need has presented itself. The plans for a station, along with transit-oriented developments, are being developed for a future fixed-guideway transit service that will serve as the northern transit gateway to the Lehi.

Operating under the guidance of state policy and with the assistance of Mountainland Association of Governments' (MAG) 25-year transit planning projections, this open-land area will be in the process to create human-scaled, accessible, and transit supporting moderate-income housing. For the Lehi Vistas at the Point station area, continuing to work beyond the constraints of the land, identifying gaps, and working with engaged citizens and stakeholders is key in the production of quality spaces that are worth caring about.

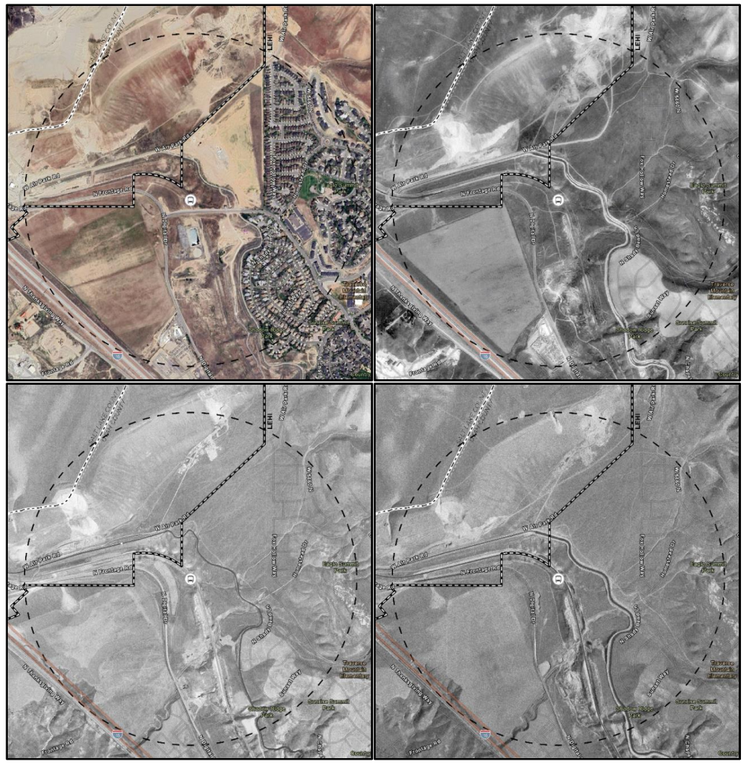
Site History

30 years ago, Lehi was like many cities along the Wasatch Front: it had not yet experienced the 21st century's building booms. In fact, there was little-to-no development west of I-15 between Point of the Mountain and exit 283 at W 11000 N (State Route 92), save for some farmhouses, a junk yard, and mining operations. As the Salt Lake Valley industrialized in the waning years of the 19th and throughout the 20th centuries, Utah Valley's northern-most city remained primarily an agricultural hinterland.

Lehi has, however, successfully transitioned to a technological agglomeration, earning the self-identified 'Silicon Slopes' moniker; since the turn of the century, its population has grown nearly 250%. While Lehi avoided heavy industrial or refining plants in the post-war period its landscape is not untouched. Based on historical aerial imagery, excavation of Traverse Mountain's southern face began in the 1950s and has expanded across the last ¾ century. While much excavation has occurred on the northern face, mining

was ongoing in the mid-1990s to early-2000s at the center of the station area site; the area to the northwest of the proposed station site was the location of a minor operation.

Signs of Geneva Rock's quarrying operations to the north of this site are hard to miss, but that does not appear to have negatively impacted Lehi's growth; new suburban developments have occurred primarily on the northern stretches of the city, away from the historic city center and in proximity to significant transportation infrastructures. For example, the Traverse Mountain development, which began a north-easterly extension prior to 2010, is well within Geneva's view-, dust-, and noise-sheds. While this long-established extractive land use should seek to be a good neighbor and sensibly mitigate its impacts to nearby homes and businesses, mining operations will likely continue for decades. As such, the burden for any emergent conflict between these disparate land uses—a showcase transit-oriented community and mining operations—is the result of new developers and owners not thoroughly performing their due-diligence.



This pattern of residential growth – building neighborhoods and commercial centers along the I-15 corridor -- is not exclusive to Lehi but has occurred throughout the Salt Lake and Utah Valleys and continues today. Over the course of two decades, the vacant, natural, or agricultural land south and east of this station planning area has transformed into a commercial and business hub, surrounded largely by medium to high-density, single-dwelling construction.

While available open space across the Salt Lake and Provo Metropolitan areas are largely diminished, available land and former extractive industry sites are areas of significant development interest and pressures. Further, despite a metropolitan area growing consistently across two decennial Censuses and land values being at a premium, about half of the 500-acres contained in this

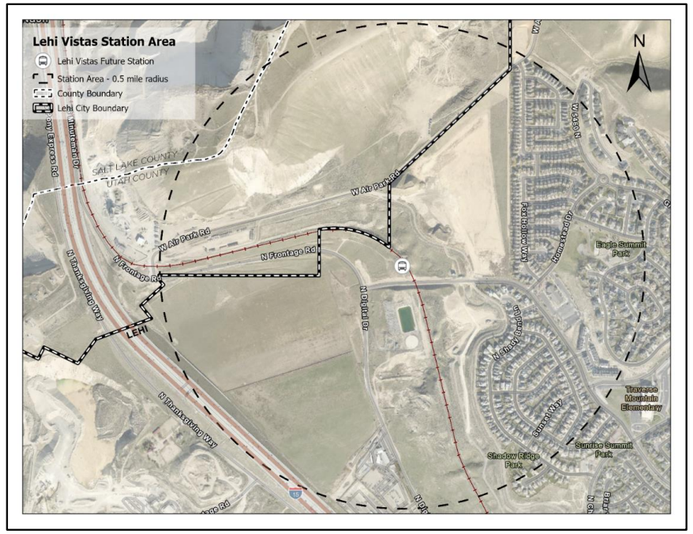
station area remain vacant. While the opportunity is significant, it's not free of challenges, as access to the site and limited availability of utilities have proven to be two large roadblocks to development.





Existing Conditions

Land use and social conditions, potential inter-municipal conflicts, and prior planning efforts



Boundaries, Barriers, and Uses

As previously noted, there is not yet a Vistas at the Point transit station, however, in accordance with HB462, all land within a ½ mile radius of an existing or planned rail-based transit stop must be accounted for and assessed to determine if the land is a candidate for redevelopment or up-zoning. For bus-based infrastructure, that radius is halved, to ¼ mile. Given that the mode is yet unknown and will not be decided until the end of 2023, this plan accounts for the greater diameter area.

Municipal Boundaries

The proposed station area sits at the northern end of the Lehi; while much of the area of interest is within the Lehi's boundary, it also crosses into unincorporated portions of Utah and Salt Lake Counties. The Utah County area is predominantly public land, whereas the Salt Lake County land is used for extractive purposes. While both uses limit to the station area planning site, the Flight Park State Recreation Area is an amenity and can be leveraged to attract visitors who engage in parasailing or associated hobbies.

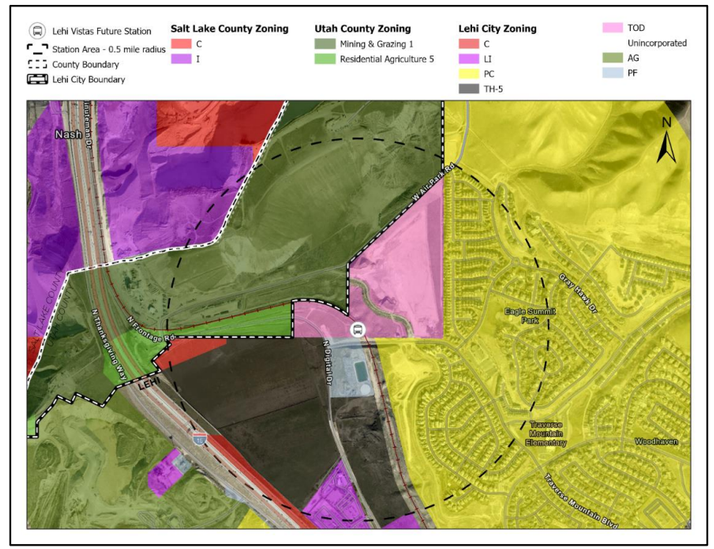
Barriers

To the west the station area planning boundary crosses I-15, a clear and significant site barrier. The eastern portion of the boundary abuts the slopes of Traverse Mountain, large areas of which have been classified as environmentally sensitive and therefore subject to development constraints. Beyond these physical constraints, basic engineering and infrastructure — power, sewer, and utilities— either do not exist on much of the site or they do not provide overwhelming capacity to allow for unconstrainted site development. For example, this development site is at the far north end of the city, a significant distance away from the city's water treatment facility. The future trunk and branch lines servicing this area have been calculated to support less than 1100 equivalent residential units (ERU) by city engineers.

Current Zoning

Planned Community (PC)

Approximately one-third of the station area is encompassed by Planned Community (PC) zoning, much of it hosting existing residential development in the eastern portion. In this area, PC zoning is relevant for preserving the natural terrain and maintaining steep slopes as open space. Considering the unique terrain of the Vistas Station Area, development standards that align with the hillside preservation ordinance are necessary to mitigate geological hazards for the community and ensure open space is preserved where most critical.



Commercial (C)

Commercial zoning is intended to provide controlled and compatible locations for retail, office, and business/commerce activities to encourage the efficient use of land, enhance property values, and strengthen the city's tax base. The station area is comprised of less than 1% of commercially zoned land. With the presence of Transit Oriented Development (TOD) zoning in the station area, future opportunities exist for commercial development to be incorporated in the form of ground floor uses and other ways that align with TOD guidelines and the context of the area.

Light Industrial (LI)

Light Industrial zoning is formulated to provide locations for low impact industrial uses and activities to provide city-wide economic stability and site-specific employment opportunities. Light Industrial zoning, located toward the south, covers less than 2% of the total station area and has hosted automotive-related businesses for several decades. If deeper connections to the Traverse Mountain Outlet Mall and other points south are desired, this type of land use and zoning may be in conflict as development in the station area expands beyond initial phases.

Transitional Holding-5 (TH-5)

Transitional Holding is a zoning district primarily implemented following an annexation where no water is dedicated at that time and no culinary or

pressurized irrigation water services are planned to be provided. About 20% of the station area falls within this zoning; this area is in the low-lying land between I-15 and the proposed transit station site. It is bisected by Digital Drive, a 2-lane road that will be converted to a major arterial with an 80 – 102′ right of way, in conjunction with the funding and construction of a new highway interchange. In terms of future development plans for this 100-acre area, there is not currently anything approved by the city.

Transit Oriented Development (TOD)

Transit Oriented Development zoning is established to provide for the implementation of Lehi City's General Plan and to reduce automobile dependency by creating self-sustaining, walkable, and bikeable neighborhoods that enable residents to commute, enjoy shopping and recreational opportunities, and have access to mass transit without the depending upon an automobile. Twelve percent of the station planning area falls under this zoning code; this land is owned by the Clyde Group, a subsidiary of Geneva Rock. They are in the process of developing a 404-dwelling unit community directly northeast of the future transit station called the Vistas at Point Crossing.

Mining or Grazing (M&G-1)

The M&G-1 Zone is a Utah County zoning ordinance that covers areas within the county suited for livestock grazing, mining of earth products, and industrial operations that are not appropriate nearby urban centers. These areas are typically limited by climate, topography, soil capability, inadequate water supply, or the presence of economically significant mineral deposits. This zoning covers over 25% of the station planning area and is associated with Geneva Rock's quarrying operation and the state-owned public park.

Zoning Type	Number of Parcels	Acreage	Percent
PF	2	10.1	1.8%
C	1	5.8	1.0%
LI	2	16.5	3.0%
PC	557	195.1	35.2%
TH-5	5	103.4	18.7%
TOD	8	55.3	10.0%
Unincorporated	2	166.7	30.1%
Uncategorized	2	1.1	0.2%
Total	579	553.9	-

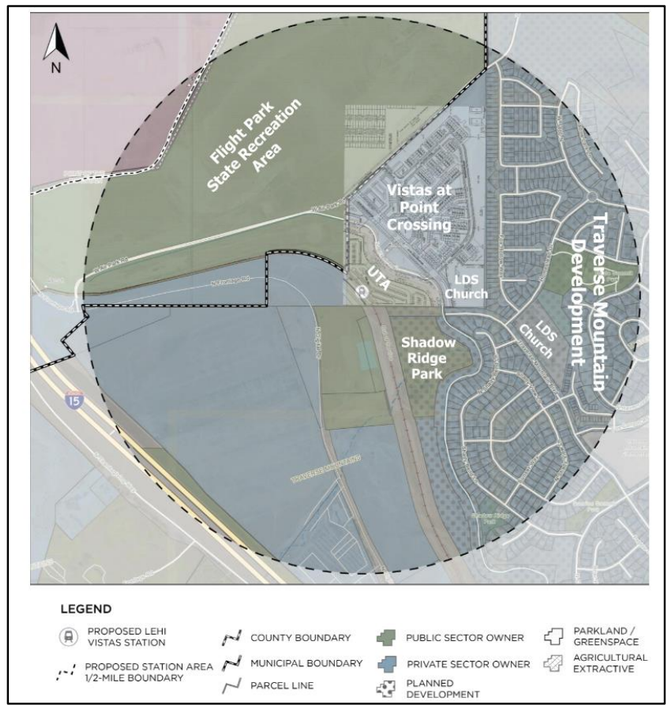
Public Facility (PF)

The Public Facilities District serves the purpose of supplying land areas for publicly owned buildings and facilities. A city-owned retention pond is directly south of the future station and comprises about 10 acres, or 2% of the project area, including the pond and its fenced boundary.

Ownership

Two-thirds of the Vistas station area is under private ownership, and a sizable portion of this land has existing or planned developments east of the station site. The Traverse Mountain Master Association oversees several sub-homeowner associations, such as Winterhaven Single Family Homes and Mountain Point Village Townhomes, both of which fall within the station planning area. Considering that most of the land east of the future station is accounted for, and with state owned land to the north, remaining opportunities for future development primarily exist on the privately held +/-100 acres directly southwest of the station.

Over 75% of publicly owned land is along the northern hillside, where Flight Park State Recreation Area is located. For many reasons, including steeply sloped terrain, this land is poorly suited for future development. Other publicly owned land areas of the station area include Traverse Mountain Elementary School, a retention pond, Eagle Summit Park and the nine-acre site of the future Shadow Ridge Park.

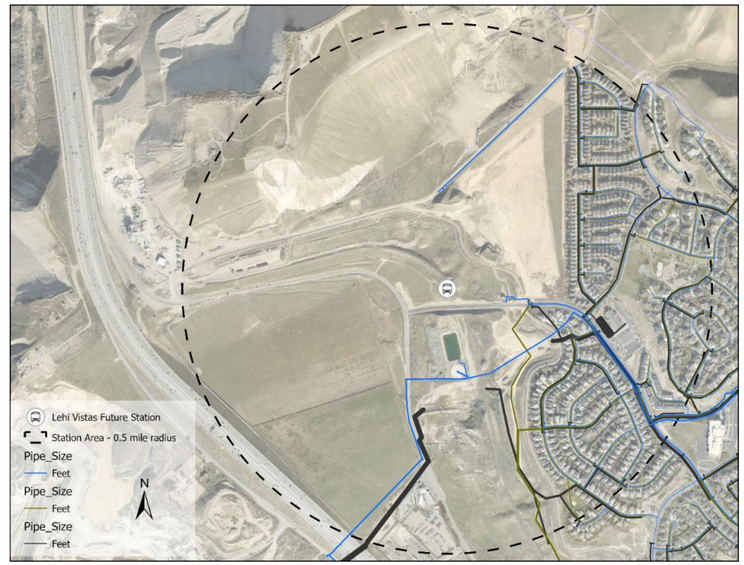


Public Utilities

There is a dearth of basic infrastructure—water, sewer, and electric— across the undeveloped land in this station planning area; as Lehi has approved development, the core infrastructure has followed.

The development costs of such infrastructure can vary significantly depending on factors such as location, project size, terrain, and what currently exists. Between preliminary studies and design, materials, equipment, labor and construction fees, this is a costly endeavor for private developers that will have significant impacts on return on investment potentials.

Discussed in a subsequent section, this engineering limitation has already been considered and implemented in the General Plan.



Existing Developments

As previously recognized, The Traverse Mountain Master Association (TMMA) comprises a significant portion of this station's planning area. It is comprised of seven distinct sub-associations, three of which partially or fully fall in the ½ mile radius; these include Winterhaven Single Family Homes, Mountain Point Village Townhomes, and Canyon Point – Hidden Canyon Single Family Home Collectively, there are approximately 500 TMMA-based single-dwelling home in the station area.



In-progress Developments

Vistas at Point Crossing

The Vistas at Point Crossing townhome community and commercial development is in the preliminary stages and will provide 100 townhomes, 304 apartments/condominiums, and 400,000 square feet of commercial office space adjacent to the proposed station site when complete. This development will provide community amenities such as an amphitheater, shopping and dining opportunities, and recreational facilities. This transit-oriented development will integrate with existing trails and the future Vistas Station, drastically reducing the community's need for automobiles to reach destinations of significance.

Shadow Ridge Park

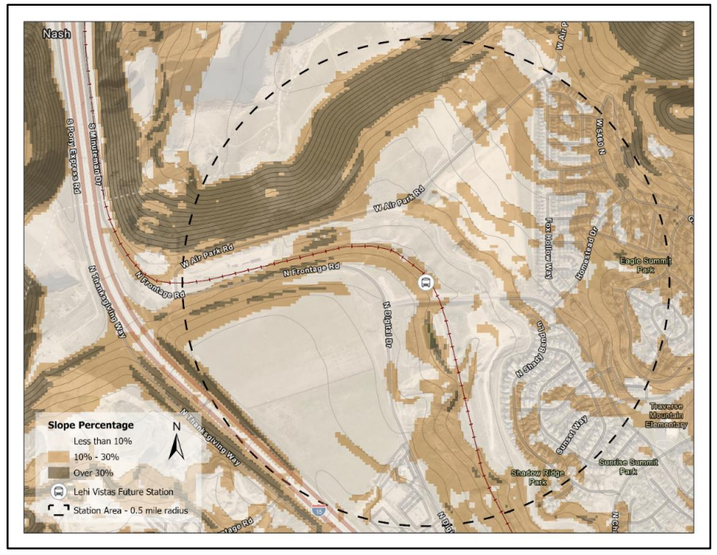
Shadow Ridge is a planned nine-acre Lehi-owned park that will provide this part of the city with a playground area, eight pickleball courts, a downhill bike course, and restroom facilities. This park will provide a direct connection to the future station platform via an existing pedestrian underpass that crosses Traverse Mountain Boulevard. Public input for the park began in early 2022 and is currently in the planning stages.

Land Suitability

Terrain and Hillside Preservation

The Hillside Preservation ordinance was adopted by Lehi City in 2008 to preserve the area's natural terrain and ensure that the quality of development reflects the best interests of the city and its residents. The hillside preservation standards detailed in the city ordinance apply to all properties that contain slopes greater than 10%. For properties that exist on slopes between 10% and 30%, the hillside preservation ordinance determines allowed density, minimum lot sizes, widths, and frontages.

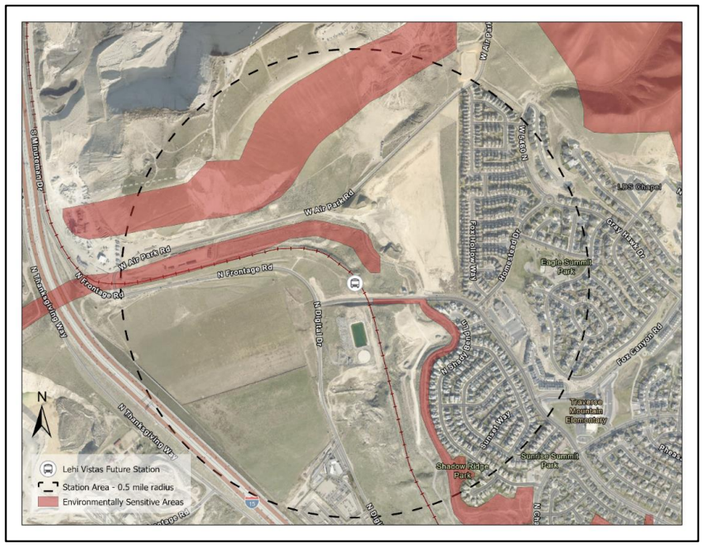
For properties on slopes greater than 30%, no development associated activities may be permitted unless appropriate engineering measures are taken to mitigate associated hazards and the engineering analysis must be reviewed and accepted by the Lehi City Council. Grading, excavating, or construction of any structure on a slope or hillside greater than 10% is required to submit several reports for the city to review prior to proceeding with a project. The necessary reports include a soils report, geologic report, grading/drainage plan, and vegetation plan. Additionally, provisions regarding drainage and flood mitigation, retaining walls, landscaping, and fire protection must be conformed to prior to development projects.



Environmentally Sensitive Areas

Lehi is in a region with diverse topography including hillsides, floodplains, wetlands, water bodies and wildlife refuge. Proximity to these areas requires careful planning and development strategies to ensure that these areas remain protected and preserve open space amenities for the community. The intention of classifying these areas is to mitigate natural hazard risks such as flooding and slope failure.

Lehi's General Plan details land use strategies that are focused on minimizing natural hazards. Examples of these strategies include low intensity, low-impact development near environmentally sensitive areas and voluntary restrictive conservation easements intended to permanently protect these areas. Sensitive areas within the station area pertain to the steep hillsides where development practices must be in conformity with the Hillside Preservation ordinance.



Plan Review

Land Use Element Update to the Lehi City General Plan, adopted January 2022

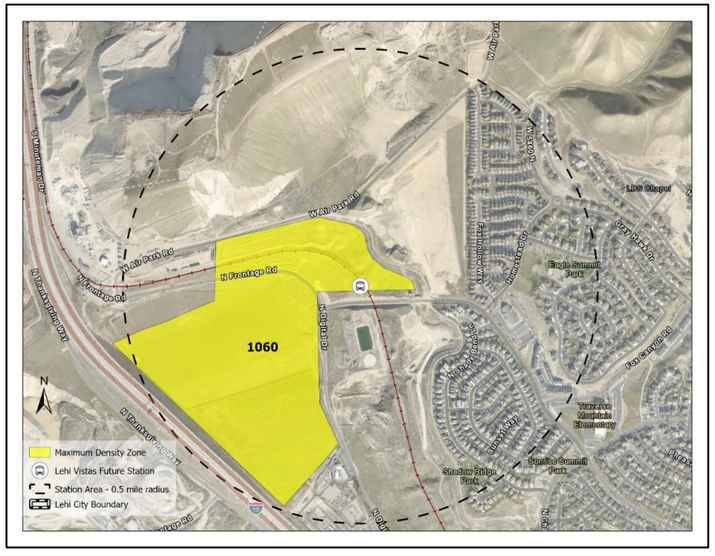
Recognizing that they were experiencing consistent decennial growth and needing a redefined vision for how the city was going to pioneer Utah's future, Lehi engaged in updating the land use element of their General Plan between 2019 and 2021. It was approved in early 2022. Through this plan, all areas of the city are discussed in terms of existing and intended future uses. In short, it seeks to guide future development of the city's remaining vacant land and potential redevelopment to ensure that future and expected growth is aligned and prioritized.

Through the four different scenarios explored as part of this update process a clear trend emerged about the Vistas station planning area: it will be subject to significant change, the land will be intensely used, and mixed-use development that breaks down the Euclidian typology throughout much of the city will be prioritized.

Density Limits

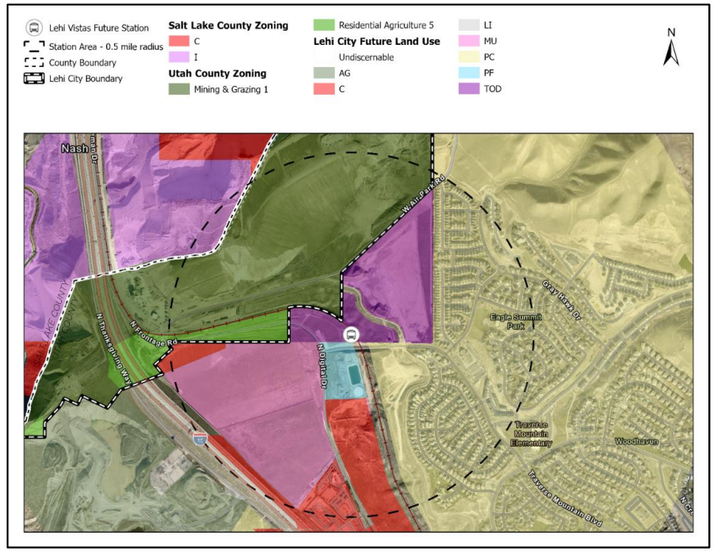
As part of this element's update, the City Council instructed the Engineering Department to calculate the maximum allowable housing densities of transit-oriented and mixed-use development areas; these are based upon current utility and other infrastructure limitations. Of the projected 5,750 equivalent residential units (ERU) city-wide, 1,060 are within the Vistas Station planning area. This is the second-highest density allowed for Lehi's identified future development sites, the first being 2,000 ERUs at the Thanksgiving Point Frontrunner Station.

For reference, an ERU is a normalized factor to determine residential potable water usage; it is the quantity of water, based on historical and interpolated maximums or averages, a single-dwelling unit is expected to use per day. This number is specific to Lehi's water system. Single-dwelling units, as a housing type, and compared to industrial or multi-dwelling unit connections, have relatively consistent water use patterns, which is why they are the factor used. Excepting water systems that only serve single dwellings, the number of service connections would not be the same as the number of ERUs.



Land Use Changes

Of the five recommended and affirmed land use classifications that will be encompassed by the Vistas station area, the only addition is mixed use. As previously described, and as the name implies, this category combines several uses, such as higher-density residential, office, retail, and recreation into a consolidated space.



Lehi City Parks Master Plan Update, adopted April 2015

The Lehi City Parks Master plan is intended to incorporate community goals and objectives and to establish specific, measurable, and prioritized implementation strategies for parks and recreation facilities citywide. This plan considers future needs and levels of service to meet the projected growth of the city. Population growth has outpaced previous projections from 2015 when the Parks Master Plan was completed, and the city has already surpassed the 2025 population projection according to 2021 ACS estimates. Significant population growth citywide and within the station area amplifies the importance of ensuring an adequate amount of open space and recreation opportunities are available to residents, especially in a higher residential density area such as the Vistas Station Area.

Lehi's General Plan Parks and Recreation goal is to "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 respect to planning for the development and preservation of parks, open spaces, and recreational facilities, the General Plan calls for park and recreation facility locations to be coordinated with land use in a way that best serves the community. The Lehi Parks Master Plan provides strategic implementation

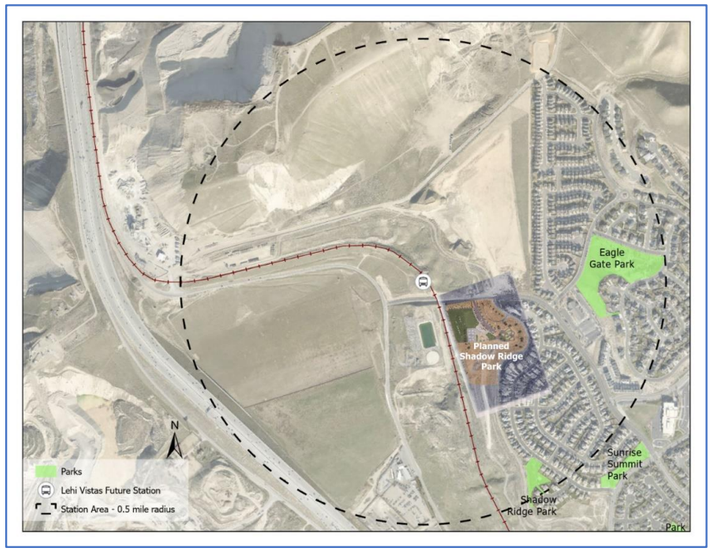
measures that work towards accomplishing the general plan's overarching goal for parks and recreation.

Goals and Policies include:

- ensuring park ratio is at least 4.5 acres of parks and park facilities for every 1,000 residents by planning for and developing neighborhood and community-scaled spaces,
- improving maintenance and operation in parks by providing an annual budget allocation for improvements and upgrades, and
- promoting water conservation and sustainable practices in parks by utilizing the most up-to-date technologies such as drip irrigation, moisture sensors, and appropriate plant materials for the soil and water conditions.

Public engagement efforts for the Lehi City Parks Master Plan consistently heard that the Northeastern portion of Lehi, which includes the Vistas station, is an area in need of more parks. Considering the Parks Master Plan was written in 2015, a couple of proposed parks have been completed or planned for since. Traverse Mountain's development completed a 1.36-acre private park situated along the Utah Southern Rail Trail and nearby, Shadow Ridge Park's development will provide an additional 9 acres of publicly accessible park space following its completion. Regarding level of service, the station area currently holds 5.79 acres of parkland for every 1,000 residents, as compared to 4.16 acres citywide. Following the inclusion of Shadow Ridge Park, the station area will be home to over 17 acres of public park space and continue to satisfy the Parks Master Plan goal of providing at least 4.5 acres for every 1,000 residents.

As part of the TOD zone, it's important to note that the intended utilization and requirement of open space differs from other zones present. As described in the TOD zoning code, "Open spaces should be designed to enhance the pedestrian experience and enable the use of public transit opportunities." As part of the TOD zone, a minimum of 10% of the total gross acreage is required to be developed as open space. Furthermore, open space areas within the TOD zone must be constructed by the developer



Lehi City Economic Development Strategic Plan, November 2019

Continuing to provide opportunities for a community and family-focused city is central to Lehi's 2019 economic development strategy. While job creation and retail space development are necessary for the city to provide high-quality services and maintain them, the plan delineates the ways in which a well-balanced economic base can be sustained; key to this is continuing to recruit, invest in, and support high-tech manufacturing and professional services.

The Economic Development Department divides Lehi into four segments. The Vistas station is part of a larger area that encompasses The Outlets at Traverse Mountain, Cabela's, and the Harmon's Grocery anchored shopping plaza. According to their maps and analysis, the Digital Drive corridor is an area of commercial opportunity, given the growing number of residents living in Traverse Mountain. The expectation here, and given this plan was developed prior to the land use update, is that small retail and services will opt to locate here given land costs and availability of nearby big-box stores. Post-land use update, the designated land use – transit-oriented or mixed – actively supports the inclusion of smaller-scaled and pedestrian-focused commercial areas.

Moderate Incoming Housing Element Update to the General Plan, adopted December 2017 and updated August 2022

For nearly three decades Utah has required municipalities to include goals and a plan for Moderate Income Housing as part of their General Plan. To conform to Utah Code, municipalities must develop realistic plans to meet their needs based upon estimated population growth and housing development. The station area plans, as outlined in HB 462 are a component of this and also require thoughtful deliberation and inclusion of moderate-income housing.

As defined by statute, moderate income housing is that which is "...occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income of the county in which the city is located." In the model used in the report, there was a clearly defined affordable housing shortfall of nearly 500 units in 2017. Over the next 5 years that deficit would increase for all households with a below-median income level. For those earning greater than the median income, a significant housing surplus was estimated.

To understand where Lehi's housing and household income was in 2017 at the time of that initial report and where it was in 2022 (last full fiscal year of data), taking a descriptive statistic-level look at these economic elements and putting them in context is important. To determine and trend the data for the Provo-Orem Metropolitan Statistical Area (MSA) for fiscal years 2016 through 2022, HUD's U.S. Department of Housing and Urban Development Median Family Income and Income Limits was used. Zillow's MSA-level data repository was used to determine median home sales prices.

AREA MEDIAN HOUSEHOLD INCOME

Geography	FY	Median Income	Percent Change, year over year	Percent Change, 2017 - 2022
Provo-Orem MSA	2023	$ 106,900	11.4%	-
	2022	$ 96,000	14.7%	58.1%
	2021	$ 83,700	4.1%	
	2020	$ 80,400	1.0%	
	2019	$ 79,600	6.6%	
	2018	$ 74,700	7.9%	
Utah County	2017	$ 69,200	2.4%	
	2016	$ 67,600	-	

AREA MEDIAN HOME SALE PRICE

Geography	FY	Median Sale Price	Percent Change, year over year	Percent Change, 2017 - 2022
Provo-Orem MSA	2023	-	-	-
	2022	$509,000	19.7%	111.1%
	2021	$425,350	25.3%	
	2020	$339,600	9.7%	
	2019	$309,500	5.9%	
	2018	$292,250	11.8%	
	2017	$261,487	8.4%	
	2016	$241,175	-	

Across the previous 6 years' income and housing sales data the trends are clear: both are increasing, but they are not increasing equally. Where the median income of the median Lehi resident increased 58.1%, the median value of the median home more than doubled. Eighty percent of the FY22 median income is $76.8k, making an affordable monthly mortgage around $1.6k and a maximum mortgage amount of not more than $280k.

In short, the estimates from Lehi's 2017 MIH report point in the right direction: affordable housing stock in the city is diminishing and the median house being built or placed on the market for sale is well above standard housing affordability metrics.

Lehi has elected to adopt affordable housing strategies in accordance with HB 462, several of which are in the review process with the planning commission and city council. One goal is a strategy to create an affordable housing overlay, the timeline for which was forecast to be complete by April 2023. To date, the City Council has been presented with methods to implement such an overlay zone by the planning department, however no formal adoption has occurred to date.

Another goal, adding residential units to Mixed-Use zones, was accomplished, with additional conversations regarding adding more units pending for the future. These two policy goals and strategies demonstrate Lehi's willingness to accept additional housing intensity that is of different form than what has been built recently, with some reservations around constraining developers. This on-going work is critical to understanding the contexts around which this station area is expected to conform.

Point of the Mountain Transit Study

Over the coming decades, The Point of the Mountain (POM) will turn from a state prison to a 600-acre planned Innovation Center. Some have claimed that this is the most important economic opportunity in state history. Given that POM is less than 3 miles (straight line distance) away from the Vista Station planning area, its impacts will not go unnoticed.

To understand and explore mobility options in vicinity of this site, a Transit Study was conducted in 2021 and then again in 2022/3; through this work Utah Department of Transportation sought to provide transit connections between Salt Lake and Utah counties that do not rely on I-15, as well as accommodate projected population growth and desired economic development. It is from this 2021 study that the Vista's station (called North Lehi Station in the plan), first emerged. The preferred transit mode, as determined by a robust, quantitative analysis was bus rapid transit (BRT).

That determination, however, was steeped in the enormous infrastructure costs of alternatives— and did not conform to extant political ideologies of the Utah State Legislature. As a result, a reevaluation and update were released in June 2023, with an updated preferred alternative to be released at the end of calendar year 2023. It is at this time that the station type will be determined for this site.

Lehi and Regional Transportation Plans

In June 2023, the MAG MPO board approved a new set of road, transit, and trail projects as an update of their 2050 Regional Transportation Plan. In conjunction with city plans for Digital Drive's expansion to a 5-lane arterial, there is a Phase 2 (2033 – 2042) project for a highway interchange just north of mile-marker 285- and 1.5-mile southern extension and widening of Traverse Mountain Boulevard. These two projects have an estimated cost of $275 M at phase.

Prior to this significant auto-oriented project are two multi-modal projects in Phase 1 (2023 -2032). These include a fixed guideway service from the Point of the Mountain, which will likely connect to the Lehi Frontrunner station, and an active-transportation pathway with two grade separated crossings, which may be sited to cross I-15 at the same location as the planned intersection.

If fully funded and complete in their current phase, these infrastructure additions will have a transformative effect on this station area. An important factor regarding this site's development is that investments across this next decade will be active and transit oriented. With such modes at the fore, any

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initial planning efforts must fully account for active uses; failure to do so may result in an underperforming site as automotive access will be constrained.

Previous Engagement Efforts and Citizen Sentiment

Through an online portal, EngageLehi, the planning department conducts consistent outreach to city residents regarding upcoming developments and potential areas of focus. This Station Area Plan is part of that virtual ecosystem and has garnered interest from numerous individuals through it. While the land's physical characteristics and statutory requirements are critical elements of existing conditions, so too are the social and community aspects.

Understanding how Lehians felt about, understood, and associated with similarly-scaled previous development efforts is important to the success of this project and can be a means to avoid making the same errors again. For example, if there was wide-spread rancor around the development of Thanksgiving Point, this work could seek to mitigate those community issues. Additionally, if there is widespread support for new commercial development in this station planning area, then efforts can be, potentially, more visionary and less concerned with negative reactions.

Thanksgiving Point

Survey respondents were asked to rank the types of design features they would prefer to see in developments near transit in Lehi. 19/49 survey respondents selected Thanksgiving Point and the Existing Frontrunner Station area as the transit-oriented development area where they believe Lehi City should focus their efforts for situating the city's highest density residential. Of the selectable features, walkability and bikeability as it pertains to sidewalks, bike lines, and trails was given the highest overall priority by respondents. Housing units near or above commercial spaces such as grocery stores, retail outlets, and restaurants were also given a high priority.

This reveals a desire for the Thanksgiving Point area to be accommodating to walking and cycling which is compatible with a good mix of pedestrian scale commercial amenities for residents and visitors. Less important to respondents were various parking considerations, community amenities such as clubhouses, sport courts, pools, and overall building design elements.

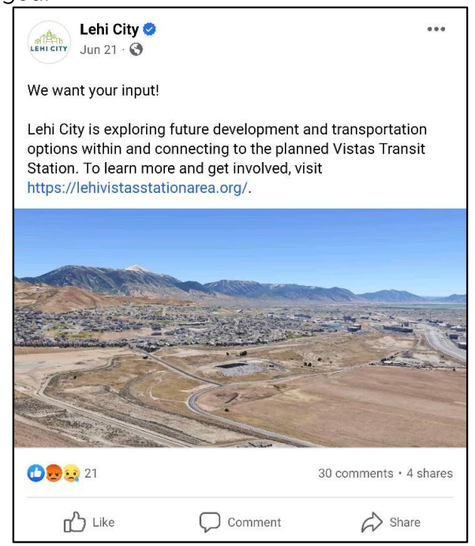
Point of the Mountain

In the same survey, ten respondents selected the Point of the Mountain as the area where they would prefer to see the city's highest density residential development. In general, respondents placed the highest priority on a well-connected transportation network, open space offerings, and pedestrian/cyclist considerations. Much like the results from those that selected Thanksgiving Point as their preferred location for high density

residential, respondents placed lesser priority on parking considerations, building design elements, and community amenities.
For both development areas, survey results show that respondents prioritize efficient mobility and variety of mode choice in conjunction with pedestrian scale commercial amenities and accessible open space.

Facebook Comments

On June 21, 2023, Lehi's Facebook page made a post calling for public input into the station area. While that effort did not drive much traffic to the station area website, there were 30 comments received in about 1-week period. As may be expected from such a platform, there were a variety of unrelated, anti-government sentiments, and mis-informed comments, however salient trends have emerged.



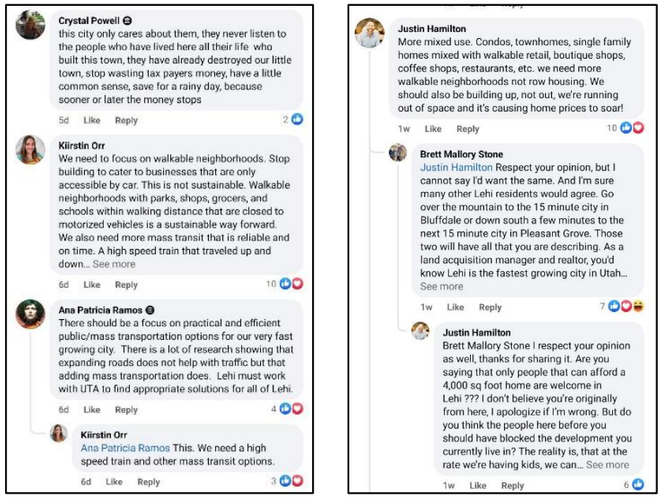
1. Additional development—city wide—seems to be a contentious issue and residents, long-term and new, feel as though the city is changing too rapidly and the reasons they moved to Lehi, no matter the specifics, are being lost. In short, development decisions at the present are being made for economic gains and capture but are at the expense of the future. Development for development's sake is not highly regarded.

2. There is a desire to see human-scaled, sustainable neighborhood developments that are categorically different from what has been

recently approved and developed. Of “pro-growth” comments, many refer to Lehi being consumed by asphalt and auto-oriented development.

3. A recognition that there is a need for significant, reliable, and practical transportation alternatives.

4. High quality and well-designed housing or commercial spaces are important, and there is a substantial need for a for-sale housing product that is accessible to lower income levels.



Looking Ahead –

In reviewing the key elements of this site, its most attractive attribute – unbuilt land – is conflicted by a variety of physical, legal, and social obstacles. All of these, which are connected through underlying economic conditions, will not prevent development, however, they will undoubtedly constrain and prolong it. From a planning perspective, identifying critical land areas and developing mitigation plans that address site constraints will promote plan adoption and adherence.

Environmental and Infrastructure Conditions

In terms of the physical, the Vista’s station planning area is far from an ideal location to build. With an approximately 350’ elevation gain from I-15 to Traverse Mountain across a site intercut by road and rail rights of ways and environmentally sensitive areas as defined by city statute, all the available land is not entirely buildable. Further, there is a dearth of under-and above ground infrastructure, which will take considerable resources to coordinate for, design, and build.

For example, Digital Drive / N Frontage Road, currently a two-lane, non-shouldered road is slated to become a five lane arterial. If this site becomes rail-based, a bridge spanning over Traverse Mountain Boulevard needs to be rebuilt. Considering underground infrastructure, neither water nor sewer connections currently exist to support the sites most developable land. Most significantly, the $70 M (in 2015, approximately $90 M in 2023 dollars) North Lehi Interchange proposed in Lehi’s Master Transportation Plan is not part of Mountainland Association of Governments (MAG) or the Utah Department of Transportation’s (UDOT) funding plan. Similarly, it does not exist in the Point of the Mountain Development Commission’s Transit study or their generalized plan visioning documents.

Without the commitment of funding and resources from both UTA and UDOT, in terms of service and interchange, respectively, the sentiment is that this area is not ready for development.

Social and Community Conditions

The security, high-quality schools, access to jobs, and natural beauty offered are, in part, why Lehi’s population grew by nearly 30k between the 2010 and 2020 Censuses. The negative externalities associated with rapid growth and high expectations for standards of living however, are propagating a housing availability crisis in cities across the Wasatch Front. Spurred by state legislation, many are being required to develop plans and policies that promote a diversity of housing stock and lower barriers in hopes to create a starter home typology for up-and-coming generations. This is being largely

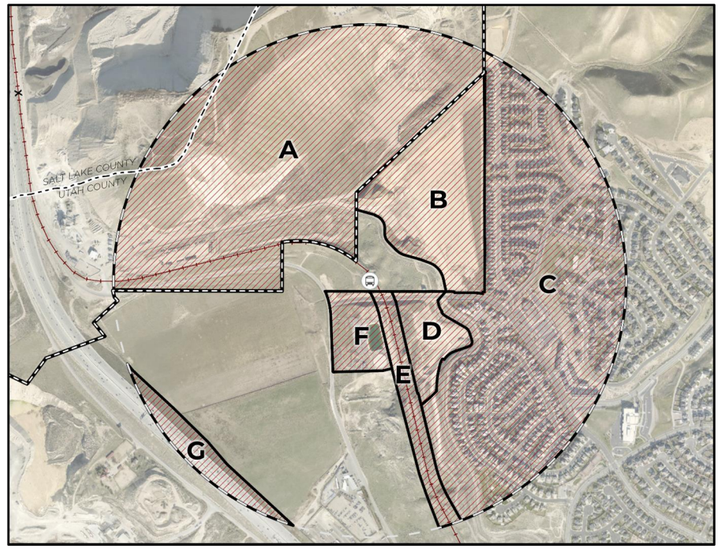
realized through the municipal adoption of moderate incoming housing policies and the designation of transit-oriented planning areas where an increased land use intensity is required. The Vistas Station area is one such site.

The Transit Ecosystem

The Vistas Station must operate in alignment with the regional transit and development ecosystem; it does not exist unto itself, but rather will be tied to all the other stations north in the Salt Lake metropolitan area and those further south in the Provo-Orem metro. As such, stations must offer different amenities and services and be oriented toward different consumers so as not to induce predatory economic development schemes. Beyond finding its niche in the system, this site must contend with the economic might of the state-backed Point of the Mountain project just a few miles to the north. This 600+ acre site will be a catalytic economic engine in the region and will be able to draw nation-wide, top-tier technology-based employers, thereby attracting a highly sought-after workforce.

In short, competing with this economic juggernaut may be futile. Instead, providing high-quality housing and services that positively impact future Lehi residents may prove to be the “right” course of action. Alternatively, perhaps offering opportunities for ancillary or associated services may be better. No matter what the future holds, the vision and purpose of this station must be apparent to attract both business and consumer; failing to unify around a collective understanding of how this station fits into the region will result in a fragmented and disconnected series of developments that do not mutually benefit each other or area residents.

Recommended Exclusion Areas



While there appears to be a vast amount vacant land on this site, significant portions of it should be considered undevelopable for the purpose of this plan given previously identified constraints and should be recommended for an exemption from this planning effort.

It is not that the 365 acres highlighted in figure X are ignored and efforts to plan the future of this site do not consider these elements, but rather recognizes there are unresolvable issues that make these particular areas “unplannable” by Lehi. Doing so will encourage a focus on key investment and opportunity areas. To wit: of the site’s 502 acres, only 137 should be fully considered.

There are 7 exemption areas identified:

- Area A – State Park (Non-Municipal Land)
  - Lehi has no legal authority to plan on land beyond their municipal boundary
- Area B – Vistas at the Station TOD (in progress)
  - The development of this site is in progress and has been approved by the city planning commission and council.
- Area C – Traverse Mountain Development
  - Save for a few vacant parcels, much of the Traverse Mountain site has been built out in an unadaptable manner. For example, the

average parcel size is .175 acres, or about 7600 square feet. With a median home footprint of approximately 2300 square feet, there is little-to-no space for infill or ADU on the bulk of these properties.

- Area D – Shadow Ridge Park (in progress)
  - The development of this site is in progress.
- Area E – Railroad Right of Way
  - Given that the mode of travel has not been finalized, there is a requirement to maintain this right of way.
- Area F – Retention Pond
  - This public facility is part of the city water system and cannot be moved. However, the entire 10-acre site does not need to be exempt from future development, particularly the area east of Digital Drive.
- Area G – Highway Right of Way
  - The land in this area is either I-15 or comprise fill.

LEHI VISTA

Market Summary

Catalyst Commercial

July 2023

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Lehi, UT | Lehi Vista Station Area Plan - Market Snapshot

Purpose

The City of Lehi has partnered with Utah Transit Authority (UTA) to develop a master plan for the Lehi Vista Station Area. As part of this process the GSBS team conducted a market assessment to determine the capacity for additional development to support the visioning process and create an implementable economic strategy around the Lehi Station. The goal is to identify factors that can be leveraged to improve economic development that will increase ridership, encourage mixed-use, and serve as a catalyst for additional development. Ultimately this initiative should help the City achieve its goal to "implement smart growth principles for available land left in Lehi, especially around I-15 frontage and within transit-oriented developments." Essentially the Lehi Vista Station Area creates a strategic opportunity to intersect corporate uses, retail development, and transit oriented residential, all around connected open spaces to support transportation. All of which can foster a greater sense of community, expand economic development, and contribute to quality of life.

Assumptions

As part of this process, this market study assumes the following:

- New access is created from I-15 via a new proposed interchange to N Frontage Road (as shown on the Lehi City Master Transportation Plan) that will provide critical connections to the Lehi Vista Station and nearby neighborhoods.
- The Station Area will service as a transit hub; either as a bus rapid transit (BRT), or light rail extension of the TRAX line, that will connect to the existing UTA regional system, and other local connections.

Study Area:

The Lehi Vista Station study area consists of a half-mile radius that extends outward from the proposed station located at the intersection of Digital and Traverse Mountain Road. According to the United States Census Bureau, the population around the Lehi Vista station area was 1,464 people as of 2020.

The majority of the Study Area consists of undeveloped property. Unlike other more developed areas along the I-15 corridor, the Study Area affords a substantial "blank slate" for development and can accommodate flexibility in infrastructure to maximize outcomes.

According to the city of Lehi applications, GWC Capital (Geneva Rock) is developing Vistas at the Point within the Study Area, which will include a mix of 404 townhome and apartment units, with some commercial pad sites, open spaces, and a church site to function as a catalyst for the transit-oriented development.

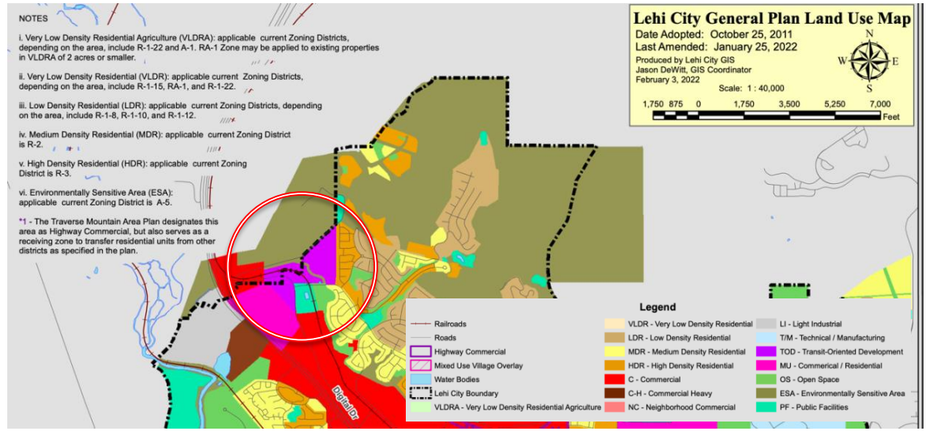
The master-planned development adjacent to the Study Area includes a significant amount of residential development, retail, and nearby corporate uses which the Station Area can build from.

However, the Study Area also contains several protected natural areas such as Traverse Mountain and the Flight Park State Park. These areas create a natural barrier between Lehi and Draper, but also limit the amount of residential and commercial density that could occur on almost ½ of the northern portion of the Study Area.



Map 1| Study Area Source: Catalyst

Lehi recently adopted a General Plan that includes City goals and policies with relation to land use, housing, transportation, and open space. The future land use plan within the General Plan envisions a mixture of mixed-use, TOD, commercial, and low density residential for the Lehi Station Area. In addition, Lehi has adopted a transit-oriented development zone in the Study Area at Frontage Road/Digital Drive. The future UTA hub will afford greater accessibility and accommodate additional growth in the Lehi region. The map below shows an excerpt from the General Plan outlining the Station Area.



Source: Lehi General Plan

STRENGTHS AND WEAKNESSES ANALYSIS

The GSPS team conducted a physical tour and initial data gathering process to explore the potential for the Study Area and to determine the Lehi Vista's opportunities and constraints.

Strengths include factors that can support future development, these include:

- An opportunity to function as a new transit development,
- Access to the adjacent natural areas and buffer that these areas create,
- Future freeway connectivity,
- Controlled by few property owners,
- Existing connectivity through Lehi's trail improvements,
- Adjacent to tech-oriented corporate,
- Near retail amenities.

Weaknesses that may impact future development include the following:

- Public opposition to concentration of multifamily,
- Infrastructure constraints (sanitary sewer),
- Lack of critical mass in population density to support TOD,
- Competition from Point of the Mountain, Draper Prison development, and other competing corporate/tech destinations.

Background

History

Lehi, Utah is in northern Utah County and is part of the Provo-Orem Metropolitan Statistical Area. Lehi was established in 1852 by Mormon pioneers and already has a rich history of serving as a transportation hub for various modes of transportation, including the Overland Stagecoach Route, the Pony Express Trail, and the Transcontinental Telegraph. One of the key factors driving the growth of Lehi is its proximity to major transportation routes, including frontage on I-15 and proximity to the Salt Lake City International Airport.

Economic Trends:

Utah has one of the fastest-growing economies in the US. According to the Bureau of Labor statistics (BLS). the state's GDP has been growing at an average rate of 4.2% per year over the past decade, compared to the national average of 2.1%. Utah has a strong job market, with an unemployment rate consistently below the national average. In recent years, Utah has added jobs at a faster rate than the national average, with growth across a variety of industries.

Regional Existing Conditions

Like the state, Lehi is known for its fast-growing population, thriving high-tech industry, excellent education opportunities, outdoor recreational activities, and well-developed transportation system.

Like the rest of Utah, Utah County's population has been increasing rapidly in recent years, making it one of the fastest-growing counties in Utah. Population growth has been fueled by natural population increase and migration. Lehi's strong economy and quality of life have attracted people to the area for jobs, education, and recreation.

Today, Lehi is home to a diverse and thriving community, with a mix of residential, commercial, and industrial areas. The area around the Lehi Station Area includes a large amount of commercial in the area including Adobe, Thanksgiving Point, and the Outlets at Traverse Mountain. This area has attracted a significant number of high-tech companies and job opportunities to the area. This major tech hub has been coined the "Silicon Slopes."

The high-tech industry has become a significant driver of the regional economy. The area has attracted tech start-ups, including Snapchat, Oracle, InfusionSoft, Workfront, Vivint Solar, Agel Enterprises, DigiCert, Jolt, ProPay, Adobe, and Xactware. This synergy has created an ecosystem for high tech jobs and a highly skilled talent pool. The following chart is a snapshot of major tech companies in the region:

High Tech Companies in the "Silicon Slopes":			
Company	Employment	City	Product or Service
Vivint, Inc.	3,000-3,999	Provo	Residential home automation and security
Adobe	1,000-1,999	Lehi	Multimedia software and digital marketing software
Texas Instruments	1,000-1,999	Lehi	Production of computer memory data storage drives
Ancestry.com	500-999	Lehi	Web search portal
Domo	500-999	American Fork	Computer software publishing
Entrata, Inc.	500-999	Lehi	Infrastructure for hosting data processing
Henry Schein	500-999	American Fork	Computer software publishing
Podium	500-999	Lehi	Cloud-based software
Weave Communications	500-999	Lehi	Information technology services
Xactware Solutions	500-999	Lehi	Design and development of software

SOURCE: UTAH DEPARTMENT OF WORKFORCE SOLUTIONS

Utah, with its young, talented workforce, relative low cost of living, and high quality of life has enabled Salt Lake to become a premier tech hub. As a result, Utah has had an increase in tech-related degrees including computer engineering, software engineers, systems and data managers, and similar skills. According to a recent report by McKinsey, "the annual productivity growth for US innovation industries has averaged 2.7 percent since 1980—nearly double the rate of all other sectors." According to the same report, innovation industries, like those within the "Silicon Slopes" also account for 60 percent of US exports and attract workers with above-average earnings.

This concentration creates career opportunities in a highly favorable environment and is also a strong attractor to new corporate users. Utah County is also home to several major universities and colleges, including Brigham Young University and Utah Valley University, which provide education and training opportunities for the local workforce and contribute to the region's research, development, and corporate attraction. According to the Bureau of Labor, Lehi has increased its labor force from 29,145 in 2020 to 34,579 as of 2023. This represents a 19% increase in just three years. Over the past five years, the population of adults in their grew by 20,996 (19.0 percent). This increase in young workforce has made Salt Lake City one of the most concentrated markets for a young workforce (25- to 39-year-olds), ranking sixth in the US with a 23.2 percent concentration. As a result, Salt Lake's tech workforce grew by 29 percent, and computer engineering talent grew by 51 percent between 2016 throught 2021.

Utah is also known for its scenic beauty and abundant outdoor recreation opportunities, including skiing, hiking, and mountain biking. This has become an increasingly important economic driver for the state, with outdoor recreation contributing over $12 billion to the state's economy annually (BLS). The nearby Wasatch Mountains provide quality of life for hiking, skiing, and other outdoor activities, which contribute to the local economy through tourism and recreation. The Vista Station has direct access to hiking trails, and nature with its adjacency to the Traverse Mountains and State Flight Park.

The region is served with a well-developed transportation system, with major highways, airports, and public transit options such as the TRAX rail system that connects Lehi to other cities in the region. However, expansive growth is creating congestion and extended commutes. A connection to the TRAX system from the Lehi Vista Station Area will create a strong opportunity to attract additional corporate users, with complimentary residential, retail, and other amenities and economize on rail infrastructure that can increase auto-oriented dependency and function as a competitive advantage to other areas without high frequency transit access.

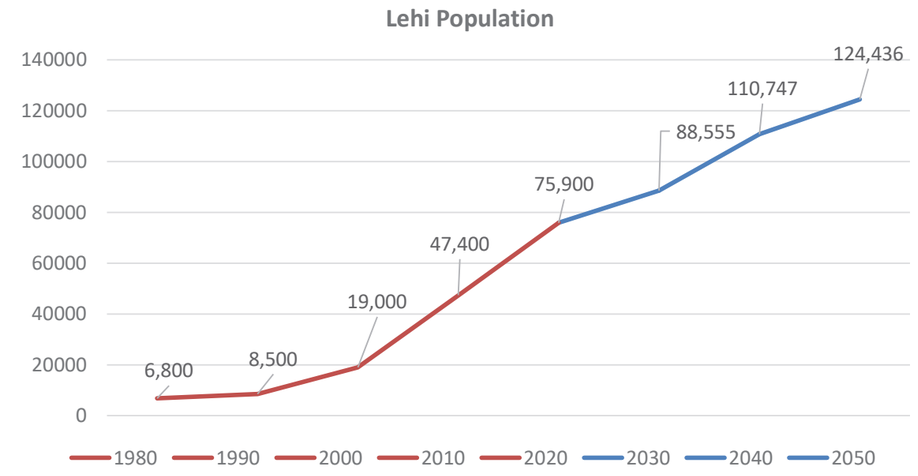
Demographics and Socioeconomic Factors

Population

According to ESRI, the United States had a population of around 336M in 2022 and is projected to grow to around 340M by 2027 with a compounded annual growth rate of 0.25. Conversely, Utah had a population of around 3.4M in 2022 and is projected to grow to around 3.6M by 2027 with a compounded annual growth rate of 1.1%. In 2020, Utah County's population was estimated at 552,028. By 2050, Utah County is anticipated to double in population, which will be comparative to the population of Salt Lake County.

According to Mountainland Area Governments (MAG), which functions as Utah County's regional Metropolitan Planning Organization (MPO) for the region, Lehi has approximately 84,000 people and is projected to increase population by over 77% between 2020 and 2050. By 2050. This represents a total net population increase of over 54,000 additional people. Lehi's high growth projections creates a substantial opportunity to attract future corporate users and continued

population growth, that will fuel housing needs and increase purchasing power for retail goods and services. The chart below reflects Lehi's population projection over time.



Source: US Census, MAG

Age

Today, the median age of Utah's population is 31.4 years old. In comparison, the median age of the population in Lehi is slightly younger at 27 years old.

The age demographics in Lehi are relatively young compared to national averages. The median age in Lehi is 27 years old, which is significantly younger than the national median age of 38 years. This is likely due in part to the presence of several large technology companies in Lehi, which attract many young professionals and their families to the area. In terms of specific age groups, the largest age cohort in Lehi is Millennials (Born 1981 to 1998) , who make up 30.6% of the population. The second largest age cohort in Lehi is Generation Z (1999-2016), who make up 19.96% of the population. This suggests that Lehi is a family-oriented community with a relatively high number of families with children. The remaining population is evenly distributed across other age groups, with the 41+ age cohorts each comprising around 24% of the population.

Overall, the age demographics in Lehi Vista reflect a young and vibrant community with a relatively high number of young adults and families with children. This demographic makeup is likely influenced by the area's strong economy and employment opportunities, as well as Lehi's quality of life.

Income

Lehi has a strong income base with the median household income at $106,735 and Utah County at $85,910. Higher incomes enable residents to spend more money on discretionary services and goods such as retail, entertainment, and food, resulting in greater economic benefits and social health.

Income	Lehi Vista	Utah County
Median HH Income	$106,735	$85,910
Median Disposable Income	$86,720	$69,175

Source: ESRI

Race & Ethnicity

In terms of composition, Lehi Vista is primarily White, however, Lehi, like the rest of the Wasatch Front, is becoming more diverse. According to ESRI, from 2000 to 2017, the Hispanic population increased from 2.48% in 2010 to 9.42% in 2022. The percent of Asians has also doubled, from 1.31% in 2010 to 2.72% in 2022. The racial and ethnic makeup of Lehi has undergone some changes between 2010 and 2022, according to the available data. The proportion of White residents decreased from 92.74% in 2010 to 83.64% in 2022, while the proportion of Hispanic residents increased from 6.45% in 2010 to 9.42% in 2022. Similarly, the proportion of residents identifying as “other” increased from 1.91% in 2010 to 3.10% in 2022. In contrast, the proportions of Black, American Indian, Asian, and Pacific Islander have remained relatively stable during this period.

The following table shows increasing density as the region continues to increase in population. These changes in Lehi’s demographic makeup suggest a growing diversity in the community, particularly with the increasing number of Hispanics. These trends in Lehi Vista are somewhat reflective of similar changes occurring in Utah County, although the county has a more Hispanic residents compared to Lehi Vista.

Race/Ethnicity	Lehi 2010	Lehi 2022	Utah Co. 2010	Utah Co.2022
White	92.74%	83.64%	89.39%	80.60%
Black	0.40%	0.61%	0.54%	0.66%
American Indian	0.43%	0.49%	0.60%	0.74%
Asian	1.31%	2.72%	1.36%	1.57%
Pacific Islander	0.74%	0.93%	0.76%	1.07%
Other Race	1.91%	3.10%	4.63%	5.75%
Hispanic (any race)	6.45%	9.42%	10.80%	14.05%

Source: ESRI

Educational Attainment

According to data from the United States Census Bureau, 47.3% of the population in Lehi aged 25 and older have a bachelor's degree or higher, while 97.1% have a high school diploma or equivalent. 20.5% of individuals aged 25 to 44 in Lehi Vista have a bachelor's degree or higher, and 31.7% of those aged 45 to 64 have a bachelor’s degree.

Population	Study Area Demographics (0.5 miles)	Study Area Demographics (5 miles)	Lehi City
2022 Total Population	1,308	145,962	82,735
2022-2027 Annual Growth Rate	1.06%	1.97%	2.55%
2022 Total Households	299	41,071	22,433
2022 Total (SIC01-99) Businesses	6	2,559	1,662
2022 Total (SIC01-99) Employees	48	44,421	32,950
2022 Owner Occupied Housing (%)	76.92%	80.01%	82.99%
2022 Renter Occupied Housing (%)	23.08%	19.99%	17.01%

Source: ESRI

Market Demand

Retail

The Study Area is void of retail and commercial services. Most of the retail in the vicinity is located near I-15 and Utah State Highway 92, less than one mile from the Study Area. This area contains The Outlets at Traverse Mountain, Cabela's, a Harmons Grocery, and a cluster of national and local restaurants, and other commercial. This area also contains a high concentration of convenience retail and restaurants to support the corporate offices in the area.

Immediately west of the Outlets at Traverse Mountain is Thanksgiving Point. This area contains a mix of restaurants, hospitality, movie theater, and an 18-hole golf course. Thanksgiving Point has become a destination, attracting more than 1.9 million annual visitors. Lehi is currently reviewing applications for the Thanksgiving Station, the TOD area withing Thanksgiving Point. This area is near the Thanksgiving stop at the Front Runner Station. The application is for a mix of high-density housing and commercial.

The Point development is a 600-acre master planned mixed-use development located just north of the Lehi Vista Station Area. The planned development is focused on innovation and technology with corporate, retail, mixed-residential, parks, trails, and open space.



Lehi is experiencing a strong market demand for retail space. According to CoStar, there is a total of approximately 3 million square feet of retail space in Lehi. The retail occupancy rate in Lehi is relatively high with a vacancy rate of only 0.2%. The average asking rent for retail space in the Lehi area is approximately $25.97 per square foot per year.

To calculate retail demand, Catalyst used the current households in Lehi of 22,433 (ESRI) and the projected number of households over the next five years to forecast demand. The projected net new households are 1,189 annually. Based upon the average household income, the purchasing power is over 810M annually (net of commuters and business demand). Using the difference of current retail supply and the net new purchasing power, the Lehi market could support over 316,535 over the next five years, or approximately 63,000 square feet per year.

Lehi's rapid growth and development, combined with its favorable business environment, make it an attractive location for retail businesses. Lehi City is strategically situated within the thriving Wasatch Front region, which includes a large population base and a strong consumer market. This provides retailers with a substantial customer pool and ample opportunities for growth. The City's proximity to major urban centers like Salt Lake City and Provo further enhances its appeal, as it allows retailers to tap into the surrounding affluent and diverse customer base. Lehi's population growth has led to increased disposable income and consumer spending, further fueling the demand for more retail establishments.

Office

Lehi has a diverse mix of office space, ranging from small office buildings to large corporate campuses. Lehi offers numerous considerations including access to existing suppliers and customers, competitive real estate costs, a favorable regulatory environment, available infrastructure (including multi-modal access), competitive operating cost (utility cost and tax rates), low environmental risk, high quality of life (housing choice & amenities), and availability and quality of workforce.

One strategy for Lehi Vista Station Area would be to position the Station Area for additional tech related industries. This would strengthen Lehi's position in the market for tech-related jobs and create a virtuous cycle around the Station Area. According to McKinsey, innovation hubs have higher commercial-rent growth rates than traditional business districts: 5.3 percent from 2010 to 2020, compared with 4.8 percent to traditional commercial rents. Lehi is already benefitting from its strategic position in the region and industry composition. As a result, the office market in Lehi is relatively strong, with high occupancy rates and rental rates that are generally in line with the overall market in the Provo–Orem, UT Metropolitan Statistical Area. In light of COVID, Lehi is still reflecting positive demand for office space as the city continues to experience rapid growth and development, due to its position in a concentration of recession-resistant innovation industries.

According to Costar, there is approximately 7.8 million square feet of office space in Lehi. The office vacancy rate is relatively moderate with a rate of around 8.5%. The average asking rent for office space in the Lehi area is roughly $26.69 per square foot per year.

In 2022, there was over 691,000 square feet of office under construction, and as of 2023, there is approximately 561,000 square feet under development. The market is anticipated to absorb 775,000 square feet per year, or 7.75M square feet over the next 10 years. However, economic conditions may impact the actual absorption.

Area Office Clusters

Several corporate users are located within the Traverse Mountain, including Adobe, M Flash Technologies, Ancestry.com, and Verisk Analytics. This area is connected to the Lehi FrontRunner station via several bus circulators. Other companies such as Microsoft, Oracle and Cisco are located near the Lehi Vista Station Area.

Lehi Vista Station Area Advantages

Lehi offers numerous advantages for businesses seeking corporate space. Long-term, Lehi's proximity to major urban centers such as Salt Lake City and Provo provides access to a workforce of over 1.5M people. The location provides access to existing natural and retail amenities, including mountain views, access to recreation, and retail amenities. A new transit station at Lehi Vista would connect the Study Area to the UTA network. In addition, Lehi Vista's frontage on I-15 creates a high-profile location with strong visibility for a corporate presence and branding.

As a tech-focused TOD, the Station Area can outperform economically, financially, and socially. The Lehi Vista technology hub can foster a healthier environment, attract diversity, and be competitive by being a more connected ecosystem. The Lehi Vista Station area can easily function as on extension to the existing tech hub.

Residential

The median home value in Lehi is $429,992, with a median household income of $106,73, compared to the median home value in Utah of $381,008, and a median household income of $81,491. Lehi is experiencing a significant market demand for residential housing as the city undergoes rapid growth and attracts new residents. According to recent statistics, the median home price in Lehi is approximately $500,000, showcasing the strong demand for housing in the city. The market has seen a surge in both single-family homes and multi-family units to accommodate the growing population.

Lehi's housing stock is primarily comprised of single-family homes (80%) with a small percentage of multi-family (12.7%) and townhomes (8%). Based upon ESRI data, 79.3% are owner-occupied. As household income increases, home ownership becomes attainable for a larger portion of the population. For example, households with annual incomes between $100,000 and $150,000 are 11% renter and 89% owner occupied. In Utah, approximately 71% of housing units are owner-occupied, compared to 65% in the US, illustrating a greater disparity between renters and owners in Lehi compared to the state and national averages.

Using the annual population growth estimate of 2,221 people and a conservative 3 people per household based upon a mix of owner and rentals, equates to 740 total households per year. Using an 80/20 distribution of owner to rental, and a capture rate of ~5%, the potential for new residential demand annually is 592 units. Factors affecting this population growth is driven by job opportunities, the presence of major technology companies, and a favorable business environment. The following chart shows the distribution of demand by affordability.

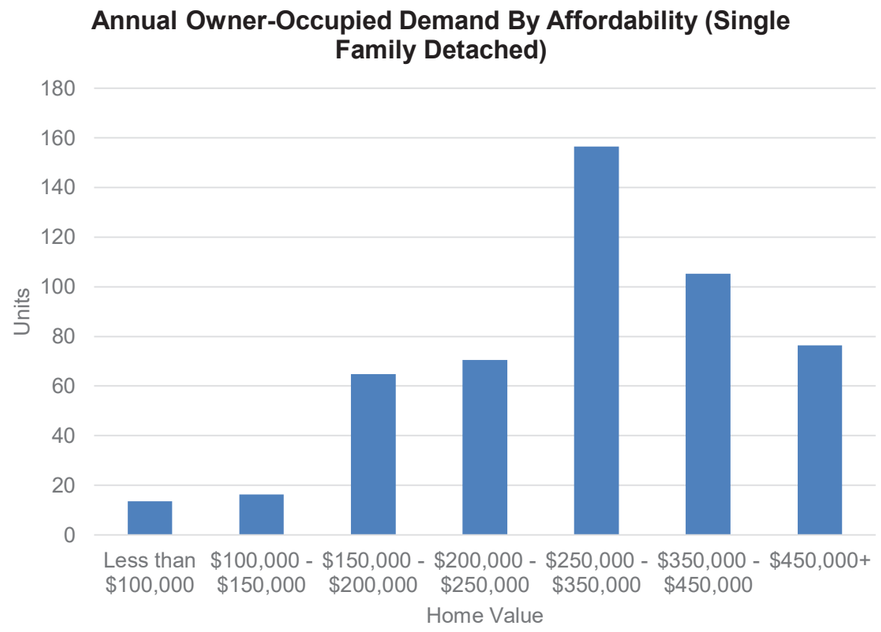


Chart 1 Annual Owner-Occupied Demand. Source: Catalyst

According to Costar there are approximately 2,994 units of non-owner occupied multifamily in Lehi. The market has absorbed 324 units per year with a market rent of $1,734.

Lehi Multifamily Properties				
Property Address	Property Name	Units	Style	Year Built
396 N 500 W	396 N 500 Townhomes	6	Townhome	2023
225 S 600 E	Vaseo Townhomes	35	Low-Rise	1963
2377 N 1200 West	Embold	232	Mid-Rise	2022
200 S 1350 East S	Lehi Tech Apartments	330	Mid-Rise	2020
4125 N 3250 W	Mayflower Harbor	192	Garden	1999
3315 N Center St	ICO Ridge	101	Low-Rise	2015
N Drexler	Drexler SFR	6	SFR	2022

4476 W Koster	Holbrook Towns	36	Low-Rise	DND
1400 W Morning Vista	Towns of Traverse Mountain	92	Garden	DND
3601 N Mountain View	The Vue	308	Mid-Rise	2022
4200 N Seasons View	Seasons of Trav. Mtn	440	Mid-Rise	2014
2790 N Segundo	Drexler Townhomes/Hollbrook	117	Townhome	2023
4151 N Trav. Mountain	Cresthaven	344	Garden	2013
1650 N Trinnaman	1650 N Trinnaman	6	Low-Rise	1994
60 S 100 W	60 S 100 W Units	6	Low-Rise	1998
49 S 200 W	49 S 200 W Units	22	Low-Rise	1993
3000 W Trav. Mtn.	The Vistas at Point Crossing	404	Mid-Rise	Planned
3851 North Trav. Mtn.	Lehi Multifamily	317	Mid-Rise	Planned

Source: Costar

Using the annual population growth estimate of 2,221 people and a conservative 3 people per household based upon a mix of owner and rentals, equates to 740 total households per year. Using an 80/20 distribution of owner to rental, and a capture rate of ~2%, the potential for new multifamily demand annually is 148 units.

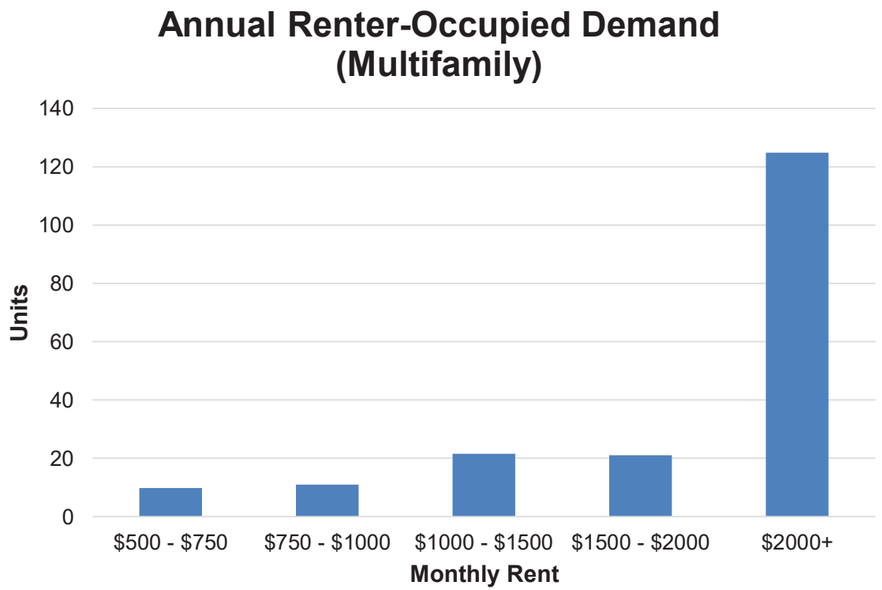


Chart 2 Annual Rental Demand by Affordability \ Source: Catalyst

Program Justification

The tables below are a summary of the previous sections to show the current demand and opportunities for commercial and residential development, while keeping in mind the challenges associated with those types of developments.

Category	Owner-Occupied Residential	Renter-Occupied Residential
Demand	High	Moderate
Opportunities	• TOD-oriented housing form of duplex/triplex/quadplex, or townhomes.	• Creation of integrated multifamily with retail/commercial
Challenges	• Income affordability • High land costs	• Infrastructure limitations • Political opposition to rental • Lack of analog for high-density mixed-use vs garden
Target	• Product that can serve as transition from TOD urban core and lower intensity uses	• High density market rate • Stacked flats • Transitional townhomes
Market Values	$250+k	$2,000+ monthly per unit
Absorption	Demand for 592 units annually across all income ranges	Demand for 148+ units annually

Source: Catalyst Commercial

Category	Office	Retail
Demand	High	Moderate
Opportunities	• Innovation oriented uses focused around high-tech. • Corporate office	• Restaurants • Service retail
Challenges	Lack of existing office (i.e., new market)	Competition from nearby retail nodes
Target	• Corporate office	• Service retail • Restaurants • Entertainment
Market Values	$26.43 PSF	$25.97 PSF

Lehi, UT – Station Area Plan
Market Snapshot

Absorption	~750,000 SF per year	• 63,000 SF per year

Source: Catalyst Commercial

Summary

The market analysis shows capacity exists to support a technology-based focused transit-oriented-district for the Lehi Vista Station Area. Annually, the market can support over 750,000 sf of new office, 63,000 sf of new retail, more than 600 new residences, and 150 multifamily units.

To create a sustainable mixed-use district, the Lehi Vista ecosystem needs to be designed to accommodate high-tech companies, attract high quality talent, and accommodate a wide array of coordinated infrastructure. Successful districts may contain other tech-oriented investments including research facilities, co-working spaces, and technology/innovation labs.

Creating a direct access to Interstate 15 through a new interchange is critical. This new interchange will create greater accessibility and regional connectivity to a larger talent base. Improved access with connectivity to UTA's light rail will create a unique value proposition for technology companies in the region. In addition, public parks and open spaces will be the connective tissue to tie the ecosystem together and provide spaces for programming that can support residents, commuters, and tech-oriented companies.

Planning must include a place-based focus on physical elements to support an innovation/tech environment including education, multimodal transportation, and accessibility for a broad spectrum of workers, visitors, and residents. Placemaking will ensure the Station Area develops as a holistic and inclusive community, that fosters creativity, collaboration, innovation, and efficiency. In addition, policies should include a coordinated structure to maintain operations, including programming, management of design, marketing, and signage to ensure the development maintains integrity Coordination will ensure that the physical elements correlate, and that the development matures in a related manner which will create stronger quality of life, greater livability, and corporate experience.

Access to urban multi-family options is key to attracting young workforce. A sufficient supply of housing is also critical to ensure community affordability, vibrancy and to build capacity to support high-output retail and entertainment. The Lehi Vista Station Area is located adjacent to natural areas and Interstate 15 that can accommodate higher amounts of multifamily, mixed residential, destination retail, entertainment and hospitality while still protecting adjacent neighborhoods in a context sensitive way.

The Lehi Vista Station Area can be designed in a way to mitigate negative effects that come from growth and improve economic development. A tech-focused transit-oriented-district can increase jobs and support greater tax base. Improvement in the Transportation and transit systems can be designed to accommodate the future growth without adding to congestion and the Lehi Vista Station can balance development density to ensure a proper mix of housing can accommodate the targeted workforce and future families. Proper design can also help preserve the adjacent areas and serve as a gateway for future tourist and visitors.

Lehi Vistas at the Point: Existing Transportation Conditions Report

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Appendix 1: Lehi Vistas at the Point Existing Transportation Conditions Report

Introduction

This report presents the existing transportation landscape in the Vistas at the Point Station Area Plan ("Plan"), located in Lehi City, Utah. By examining current roadway, transit, and active transportation infrastructure, this report offers a holistic understanding of the transportation conditions of the proposed Vistas at the Point Station ("station") and half a mile surrounding the station ("station area," "Plan site," or "site"). This report forms a foundation for the transportation element of the station area plan.

This report complies with the requirements of Utah HB-462[1]. It provides information regarding the general location and extent of existing transportation infrastructure within the Plan. The report includes detailed assessments of functional roadway classification, public transit, and active transportation facilities. Moreover, it is important to highlight that the Vistas at the Point site is also in proximity to a major transit investment corridor—the Point of the Mountain line. This existing conditions report focuses on the present state of plans in mid-2023, and it will be followed up with a future conditions assessment at a later date.

Existing Conditions

High-level summaries of transportation-relevant existing conditions are included on the following pages.

The Site

Currently, the station area is mostly undeveloped, consisting of land owned by a mix of public, private, and government agencies. To the east is a residential community connected via Traverse Mountain Boulevard, to the west is I-15 and west Lehi, and to the north is the Point of the Mountain and the Utah Flight Park State Park. Within the site is the Lehi Rail Trail. For more information, please refer to the Land Use chapter or the Utah County Parcel Map[2].

[1] *Full text here: https://le.utah.gov/~2022/bills/static/HB0462.html*
[2] *https://maps.utahcounty.gov/ParcelMap/ParcelMap.html*

Roadway Existing Conditions

Functional Road Classifications

The Federal Highway Administration ("FHWA") organizes roads into groups called functional road classifications based on a road's capacity and purpose. In the context of this site, functional road classification plays an important role in organizing and managing the transportation network effectively. The functional road classification system provides a framework for categorizing roads based on their intended function and level of service. As seen in Error! Reference source not found., roads in the station area are classified into various categories, including interstates, major collectors, minor collectors, and local roads. Interstates, such as I-15, serve as primary corridors for high-speed, interregional travel for efficient movement of traffic. Major and minor collectors amass traffic from local roads and channel them to larger arterials, balancing mobility and local access. Major collectors, such as Traverse Mountain Boulevard and Digital Drive, typically have more travel lanes and higher traffic volumes than minor collectors, such as Chapel Ridge Road, located just outside the station area. Local roads are the most common type of roadways in the station area. Speed limits and traffic volumes are low on local roads, and the density of local access is high. **Figure 1** also shows the proposed road from the Mountainland Association of Government's ("MAG") TransPlan50. Additionally, Air Park Road is a private road and is not assigned a functional classification.

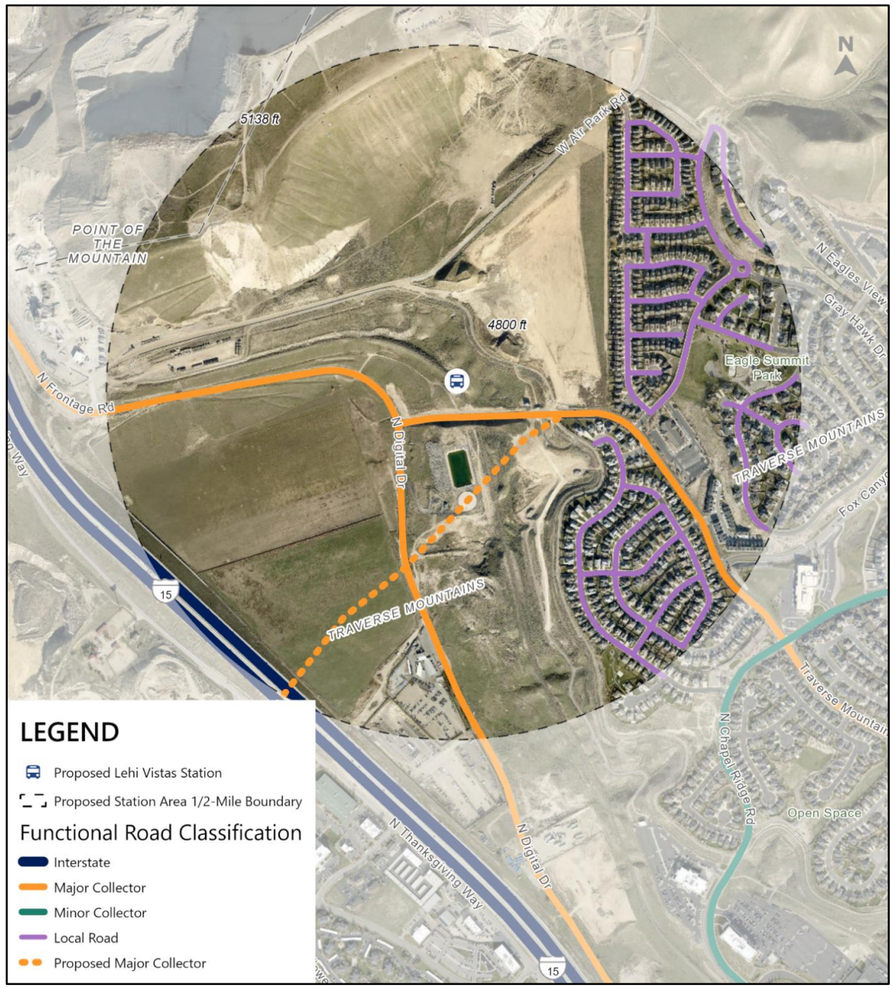

Figure 1. Functional Road Classifications map

Source: UDOT and the City of Lehi

Average Annual Daily Traffic

UDOT measures Average Annual Daily Traffic ("AADT") on UDOT facilities and local roads of regional importance. AADT represents the average number of vehicles that pass through a specific area on a daily basis over the course of a year. UDOT collects these volumes at permanent traffic counting stations and via additional traffic studies. In 2021, I-15 had the highest AADT, with 198,500 vehicles, as shown in **Figure 2**. Both Digital Drive and Frontage Road experienced a relatively lower AADT of 985 vehicles. Traverse Mountain Boulevard had a slightly higher AADT of 1,000 vehicles. These figures provide insights into the traffic patterns and potential transportation demands within the proposed station area during 2021.



Figure 2. Annual Average Daily Traffic (2021)

Source: UDOT

Existing Public Transit Service

The Utah Transit Authority ("UTA") is the public transit service provider in Lehi and manages and operates several types of public transit in the area, including fixed-route buses and a commuter heavy-rail train ("FrontRunner") from Utah County to Ogden.

As seen in **Figure 3**Error! Reference source not found., currently, there is one mode of transit, a bus route, that passes through the station area, Route 871: Tech Corridor Rail Connector. This route travels along I-15 between the Draper Town Center to the Lehi FrontRunner Station with a 30-minute frequency. There are seventeen total stops on the route, with no stops in the station area. As of June 2023, this route has an average of 100 daily boardings.



Figure 3. Map of existing transit facilities in the station area.

Source: UTA

Major Transit Investment Corridors

Major transit investment corridors are public transit services that use or occupy rail right-of-way ("ROW"), dedicated road ROW, or bus corridors subject to an interlocal agreement between "a municipality and a public transit district,"[3] or "an eligible political subdivision."[4] Planning residential and commercial development around major transit investment corridors and stations improves access by providing connections between areas of housing, employment, education, recreation, and commerce. The Wasatch Front Regional Council ("WFRC") maintains data on these corridors and stops.

As shown in **Figure 4**, there is one major transit corridor, the Point of the Mountain corridor, which currently is currently under evaluation to become a light rail, commuter rail, or a bus rapid transit ("BRT") line. The Point of the Mountain transit project would connect the Draper FrontRunner station to the Point of the Mountain redevelopment area, Silicon Slopes, Thanksgiving Point, and the Lehi FrontRunner Station. The 2023 Point of the Mountain Transit Study Update[5] provides detailed information on the modes being evaluated, and a decision on the preferred transit mode is expected by the end of 2023. Currently, no major transit investment stations exist in the station area.

[3] *As defined in Utah Code 17B-2a-802: https://le.utah.gov/xcode/Title17B/Chapter2A/17B-2a-S802.html*
[4] *As defined in Utah Code 59-12-22: https://le.utah.gov/xcode/Title59/Chapter12/59-12-S2219.html*
[5] *https://udotinput.utah.gov/pointtransit#0*



Figure 4. Map of the major transit corridor in the station area

Source: WFRC

Active Transportation Existing Conditions

Active transportation involves all human-powered forms of travel. The existing active transportation infrastructure within the station area is part of Lehi's overall transportation network, promoting sustainable and healthy modes of travel. As shown in **Figure 5**, the area has a range of active transportation facilities, including sidewalks, park paths, and paved multi-use trails. These facilities enable safe and convenient walking, cycling, and other non-motorized modes, promoting active lifestyles and reducing dependence on vehicles. The existing active transportation infrastructure serves as a foundation for fostering a walkable and bike-friendly environment and supporting Lehi's overall vision of vibrant community.

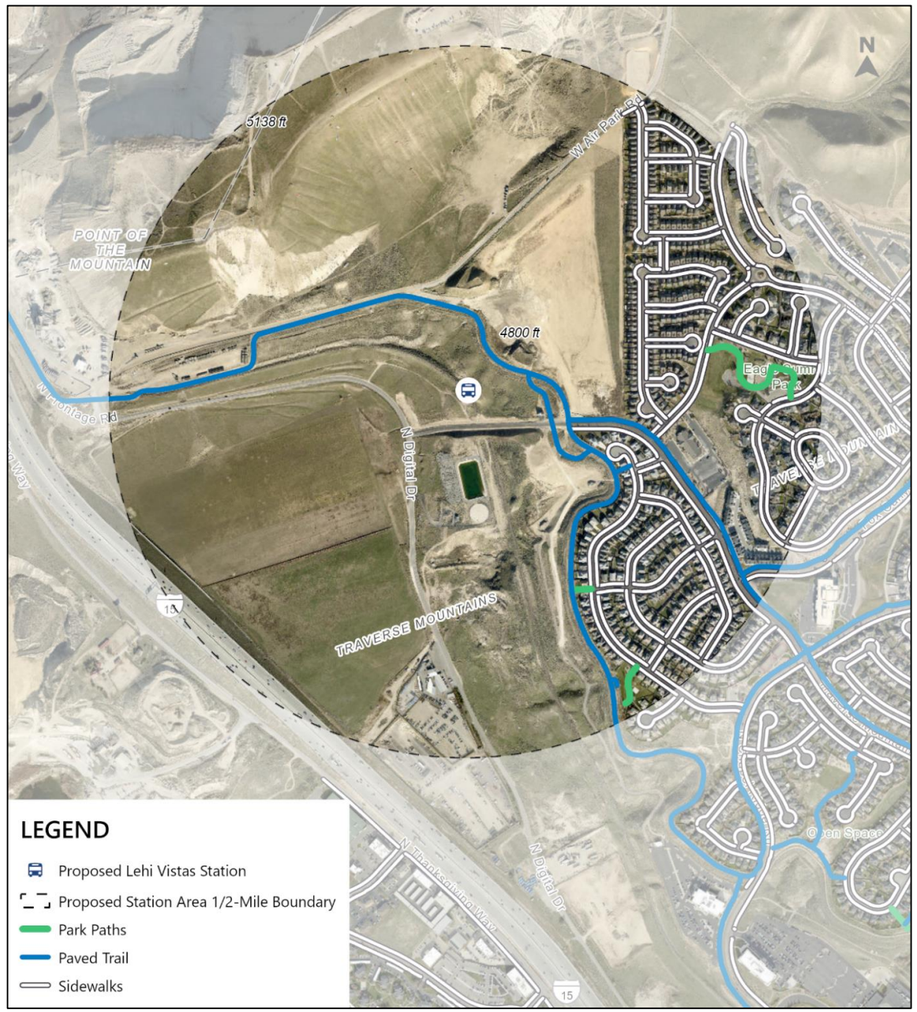

Figure 5. Existing active transportation facilities

Source: City of Lehi

The Significance of Active Transportation Connectivity to Transit

Effective active transportation connectivity plays a pivotal role in the vitality and success of a transit station area. A well-designed and integrated network of walking and cycling infrastructure can greatly enhance the accessibility, convenience, and attractiveness of the transit station for commuters and residents alike. By providing safe and direct connections between nearby neighborhoods, commercial areas, and the transit hub, active transportation options encourage more people to choose sustainable modes of travel. This reduces dependence on private vehicles and alleviates traffic congestion and air pollution. Moreover, good active transportation connectivity promotes physical activity, improves public health outcomes, and fosters vibrant and livable communities. It enables seamless multimodal trips, where individuals can easily transition from walking or cycling to public transit, enhancing the overall efficiency and effectiveness of the transportation system. Therefore, investing in and prioritizing good active transportation connectivity within and around transit station areas is crucial for creating sustainable, inclusive, and thriving urban environments.

Level of Traffic Stress (LTS)

The Level of Traffic Stress (LTS) is a way to evaluate the experiences of people walking and riding bicycles as they navigate different types of streets. It serves as a means to comprehend the comfort and safety levels associated with these modes of travel within a given transportation network and is often used to help inform policy and programming decisions related to active transportation. An LTS analysis considers factors such as speed limits, travel lanes, and the presence and character of bike lanes to determine a cyclist's comfort level. The LTS analysis builds on methodology defined by the Mineta Institute[6] and bicycle infrastructure expert Dr. Peter Furth[7]. It categorizes streets into four levels based on stress, ranging from low (LTS 1) to high (LTS 4). Low-stress streets have dedicated bike lanes, spacious sidewalks, and slower vehicle speeds, ensuring a safe and enjoyable experience. High-stress streets lack dedicated walking and bicycling infrastructure, have heavy traffic, and pose hazards to active transportation users. The combination of these criteria separates the bicycle network into one of four scores:

- **LTS Level 1:** Low-stress roadway suitable for all ages and abilities
- **LTS Level 2:** Roadway is comfortably ridden by the mainstream adult population
- **LTS Level 3:** Roadway is ridden by “enthused and confident” riders who still prefer having their own dedicated space for riding
- **LTS Level 4:** Only the “strong and fearless” will ride on these high-stress streets with higher speed limits, multiple travel lanes, limited or nonexistent bikeways, and long intersection crossing distances.

[6] *Low-Stress Bicycling and Network Connectivity. Mineta Transportation Institute. 2012. https://transweb.sjsu.edu/sites/default/files/1005-low-stress-bicycling-network-connectivity.pdf*
[7] *Furth, Peter. Level of Traffic Stress Criteria for Road Segments, Version 2.0. 2017. http://www.northeastern.edu/peter.furth/wp-content/uploads/2014/05/LTS-Tables-v2-June-1.pdf*

As seen in **Figure 6**, the LTS analysis, performed by Alta Planning & Design for MAG's TransPlan50 active transportation update, shows that residential roads in the station area are primarily categorized as LTS 1, having characteristics that provide a high level of comfort for all riders. Parts of Traverse Mountain Boulevard, Digital Drive, and the western segment of Air Park Road are categorized as LTS 2.

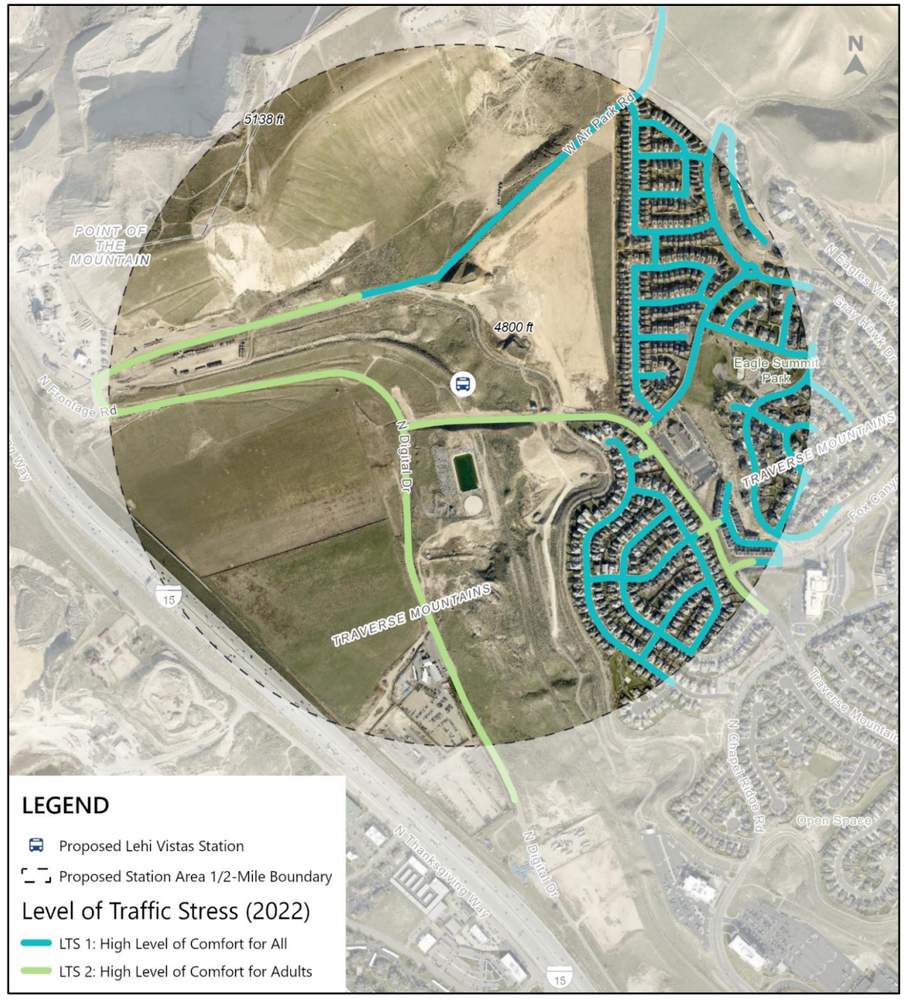

Figure 6. Existing Level of Traffic Stress (2022)
Source: Alta Planning & Design

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Vistas at the Point Station Area Plan

Open House 1

08-09 2023

COMMUNITY FEEDBACK

Boards:

Economic Vitality:

- Office Park
  - Yes: 3
  - No: 1
- Live-work
  - Yes: 5
  - No: 1
- Residential
  - Yes: 2
  - No: 1

Transportation

- Automobile Centric/Multiple Wide Vehicle Laes
  - Yes: 2
  - No: 1

- Shared Transit & Bike Infrastructure/Designated Bus Lanes
  - Yes: 6
  - No: 0

- Pedestrian & Active-focused/Wide Sidewalks and Bike Lanes
  - Yes: 4
  - No: 1

- ADDITIONAL COMMENTS
  - Increase safety for people walking and cycling. Add walk/bike infrastructure at new interchange.
  - Concerned about noise w/ train

- TRAX from 12300 S. to UVU (or further)
- Integrate trails & open space into development. No new 1,000+ unit developments in the bowl.
- Building height concerns that negatively impact Flight Park & wind patterns
- More housing & more diversity in housing types in ways that don't impact the Flight Park negatively
- Champion the Flight Park as a unique asset
- I work at Primary Children's hospital, will this transit take me there?

Community Amenities

- Restaurants
  - Yes: 1
  - No: 0
- Grocery & Convenience
  - Yes: 5
  - No: 0
- Entertainment
  - Yes: 2
  - No: 0
- Community or Recreation Center
  - Yes: 4
  - No:0
- Libraries
  - Yes: 4
  - No: 0
- Open Space
  - Yes:6
  - No: 0
- ADDITIONAL COMMENTS
  - Will there be a skatepark at new city owned Shadow Ridge Park?
  - Sit down restaurants, not fast food
  - Can we connect to SLC library?

Housing

- Suburban Small Lot
  - Yes: 4
  - No: 4
- Suburban Townhomes
  - Yes: 1
  - No: 1
- Duplex/Garden Apartments
  - Yes: 4
  - No: 1
- Mid-rise Apartments
  - Yes: 1
  - No: 3

What do you imagine this area will look like in 25 years:

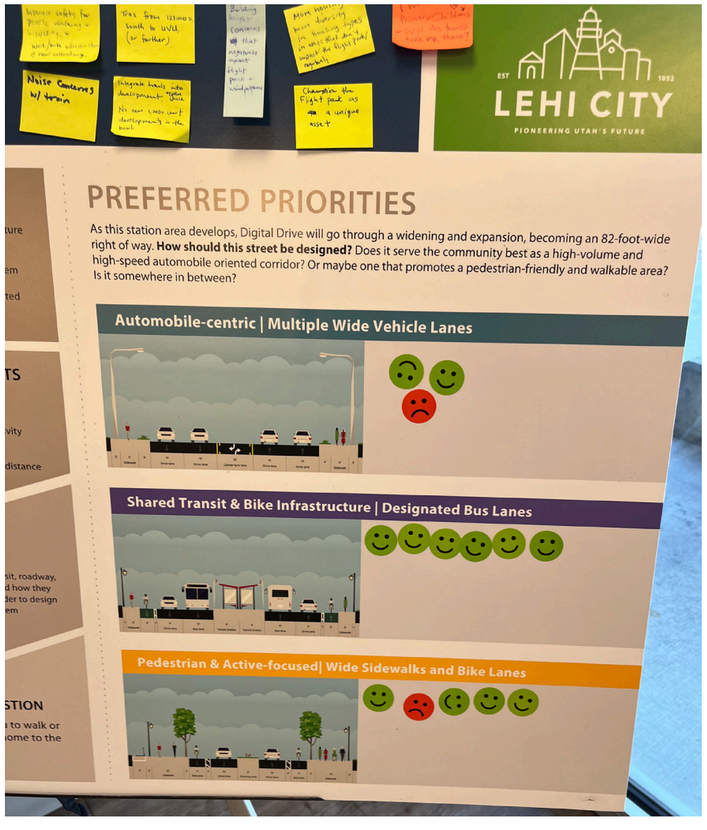
- People hanging out here on the weekends and in the evenings watching paragliders
- No development in bowl, until I-15 exit is built. Otherwise all traffic would be forced onto digital drive – currently a two way road
- No more density (than 1k zoned units)
- Fine to blend single family and townhomes
- Lehi has already packed 5,612 units in Traverse Mountain and 400+ units with TOD. Please cap density – invite developer to integrate trails into his units. No more commercial or density beyond vested right that exist today – Rob L.

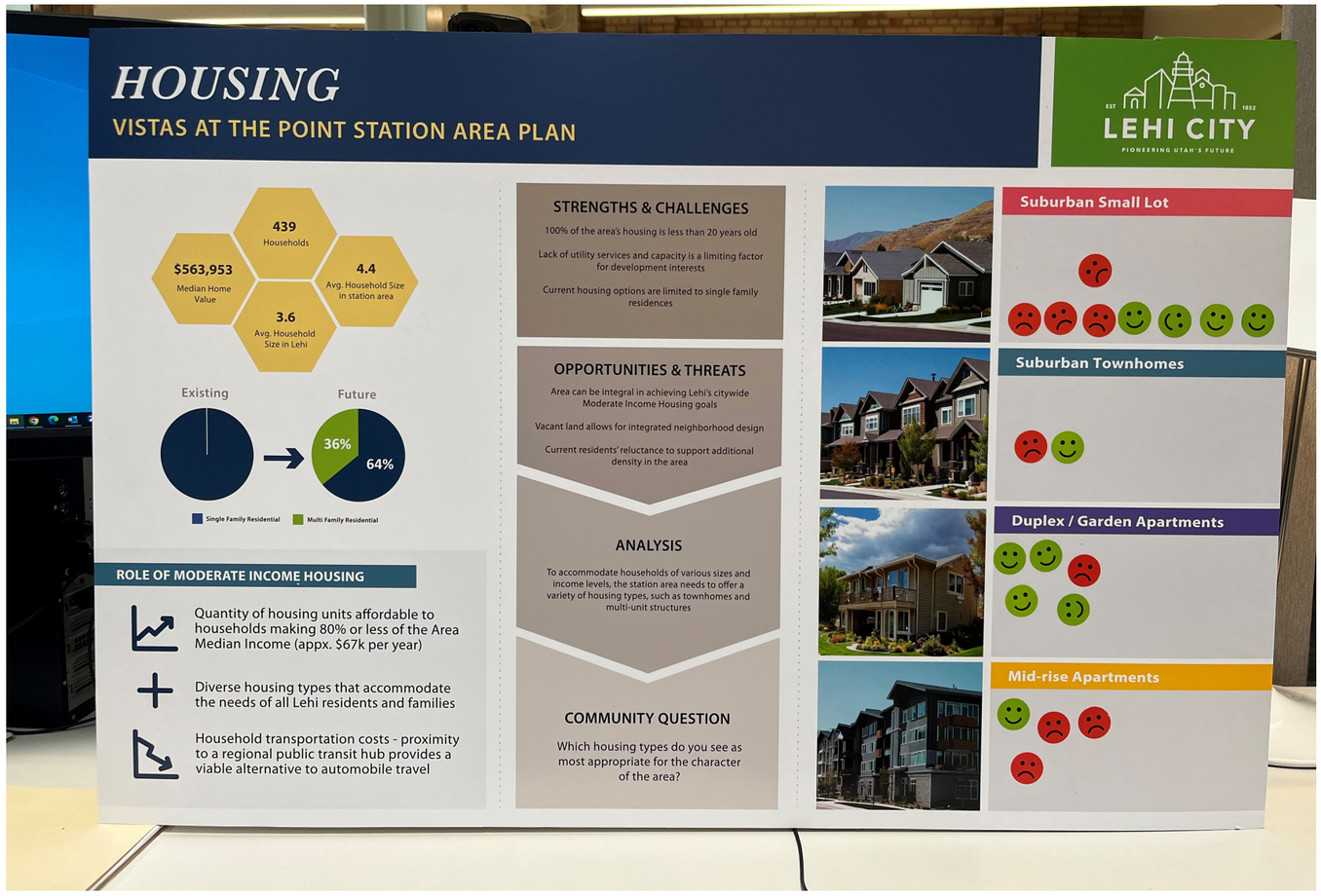
Other Comments:

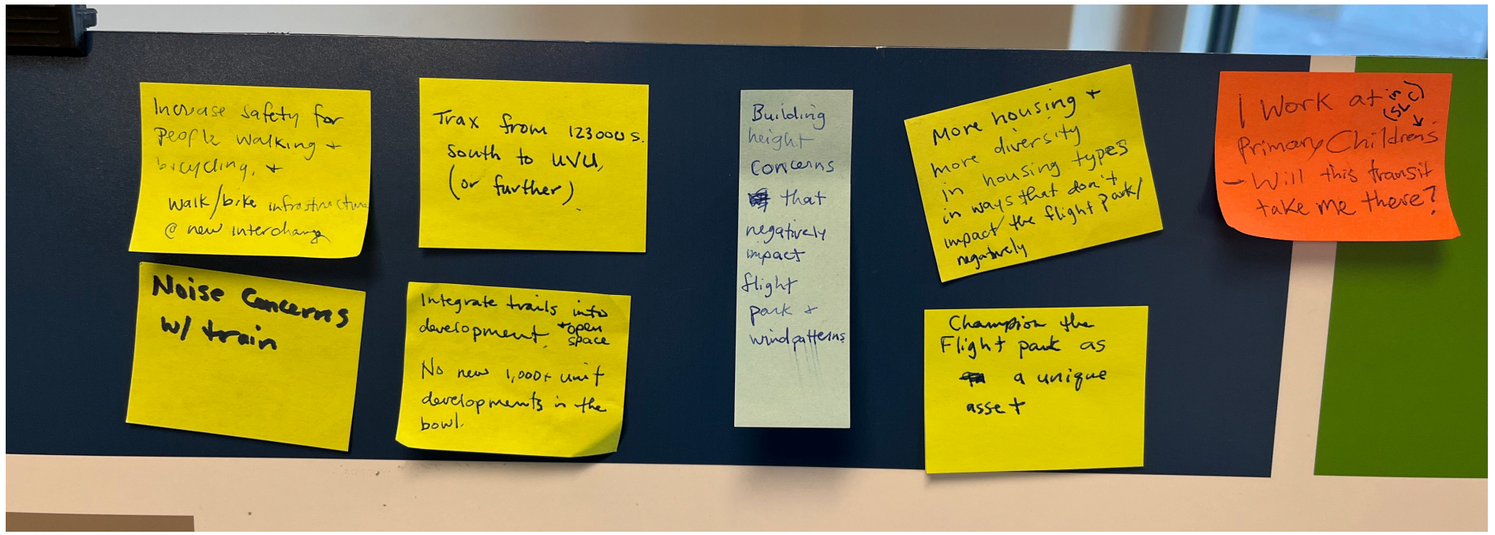
Large Scale Map

- No more commercial (beyond small gas stations)
- Tie in trails (via underpass and dedicated trails in bowl)
- Need to slow traffic from I-15 interchange
- Need trail access under Digital Drive
- Only gas stations and small commercial by new freeway interchange
- Open space is needed
- Townhomes/single family homes

    - No more high density apartments, transient nature is destabilizing to community organizations (church/ school groups)
- I-15 interchange needed to support existing population
- Homes need larger setbacks to be able to get equipment in to support retaining walls
- Street width
- Public transportation – TRAX needed to key destinations
- Commercial development to support existing population (greenery, home depot, etc) needed to take pressure off free-way
- Aquatic Center like Lindon Aquatic Center






Increase safety for people walking + bicycling, + walk/bike infrastructure @ new interchange
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More housing + more diversity in housing types in ways that don't impact the flight park/ impact the flight park negatively
I work at (SLC) Primary Childrens - Will this transit take me there?
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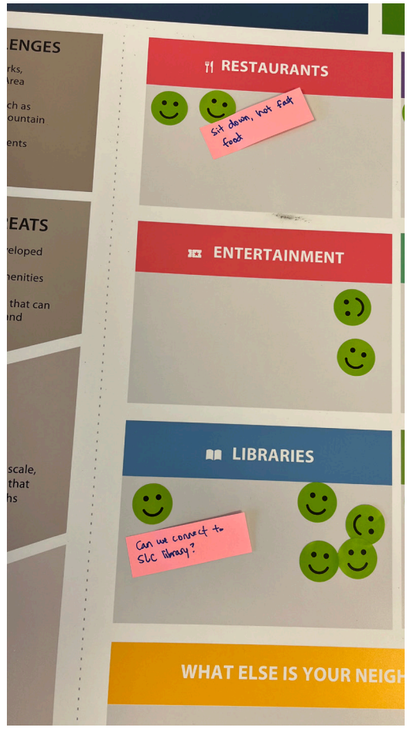
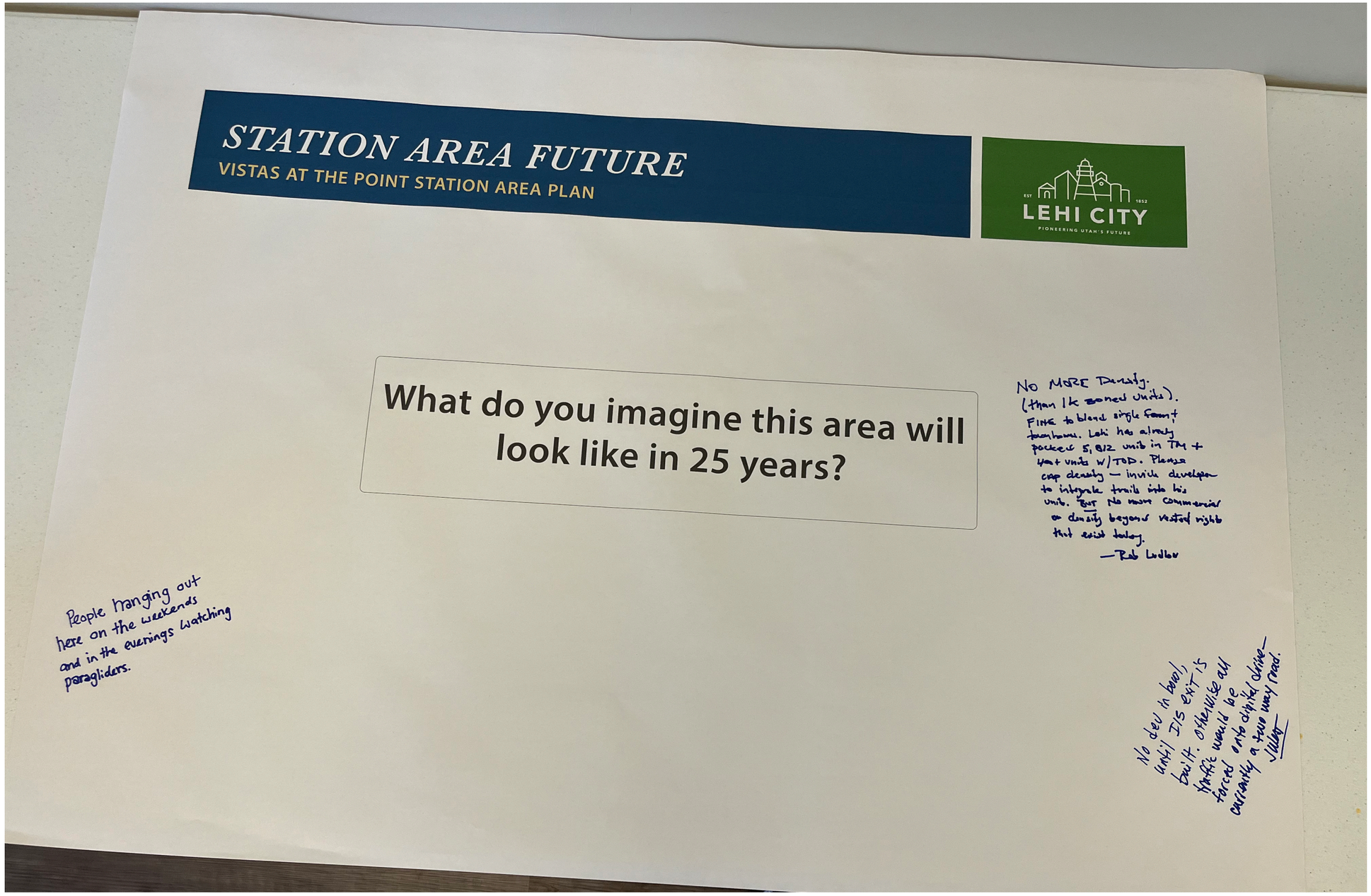

RESTAURANTS
Sit down, not fast food
ENTERTAINMENT
LIBRARIES
Can we connect to SLC library?
WHAT ELSE IS YOUR NEIGH


LEHI CITY
PIONEERING UTAH'S FUTURE
RESTAURANTS
GROCERY & CONVENIENCE
ENTERTAINMENT
COMMUNITY OR RECREATION CENTER
LIBRARIES
OPEN SPACE
WHAT ELSE IS YOUR NEIGHBORHOOD MISSING?


LEHI CITY
PIONEERING UTAH'S FUTURE
Office Park
Live-work
Residential


STATION AREA FUTURE
VISTAS AT THE POINT STATION AREA PLAN
EST 1852
LEHI CITY
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No more Density. (than 1k zoned units). FINE to blend single family townhomes. Lehi has already packed 5,812 units in TM + 4pt units w/TOD. Please cap density — invite developer to integrate trails into his units. But no more Commercial or density beyond vested rights that exist today.
—Rob Ludlow
People hanging out here on the weekends and in the evenings watching paragliders.
No dev in bowl, until I15 exit is built. otherwise all traffic would be forced onto digital drive— currently a two way road.

SOCIAL PINPOINT COMMENTS

Created on	Type	Comment	Up Votes	Down Votes
2023-05-23	Area Strength	Great open space until it develops	4	5
2023-05-23	Area Strength	Well I don't like. It should be high density housing.	0	1
2023-06-07	Area Strength	This area is so fun to view in the morning! Tons of paragliders. It really is an under rated beautiful view. Anything that can be down to provide a great viewing area would be amazing!	10	0
2023-06-08	Area Strength	Connectivity and active trail system and definite assets here.	9	0
2023-06-08	Needs Improvement	This is a funky little spot. Lots of ideas in the past about what this area can be, but not much has surfaced	0	0
2023-06-08	Ideas and Suggestions	Can represent Lehi-- the first view people will see	8	0
2023-06-08	Ideas and Suggestions	Connection to the Point of the Mountain Development	2	0
2023-06-08	Area Strength	One of the great undeveloped spots along the Wasatch Front	3	2
2023-06-08	Needs Improvement	What is UDOT's timeline and funding look like for the proposed interchange here?	8	0
2023-06-08	Area Strength	Apartment and townhouse development in the works -- about100 townhouses and 300 apartments	2	459
2023-06-08	Area Strength	Future site of Shadow Ridge Park	10	0
2023-06-08	Needs Improvement	Potential conflict between land uses: long-standing extractive uses and new housing developments	4	0
2023-06-08	Area Strength	This development can serve as an example of how to reclaim mining brownfields and be good stewards of the land.	0	3
2023-06-08	Ideas and Suggestions	Would love to see a skatepark on the east side built in this area. Skateparks are quickly becoming some of our youth's favorite activity and some of our most utilized assets for our parks. There's a major need for a skatepark on this side of the freeway. Great area to put it.	7	6
2023-06-13	Ideas and Suggestions	A dog park in the area somewhere would be wonderful. There is no other dog park in this area of Lehi, and it is a great way to build community with other pet owners who live nearby.	10	6
2023-06-21	Needs Improvement	If UDOT builds an interchange here, it would be a good opportunity to consider connecting the Lehi Rail Trail and Jordan River Trail at this point. If the interchange can have good accommodation for foot & bike traffic it will make it easier for the Lehi Vistas area to connect to the larger trail system.	4	0
2023-06-21	Ideas and Suggestions	Transit stations need to align with future Trax light rail. You lose many riders when they to transfer between buses and trains. Move the station West to the tracks.....	7	8
2023-06-23	Ideas and Suggestions	Could be a big regional park like Liberty Park or Wardell Fields with any number of things beyond normal park stuff--a dog area, a skate park area, a splash pad, an ampitheater for community events or outdoor theater in the summer, a couple restaurants/bakery, a carousel or ferris wheel, bike rentals, an art museum, duck pond, sculpture garden, horseback riding trails, ice skating in winter, etc. Having lots of trees here could potentially provide some cleaner air as well.	24	0
2023-06-23	Ideas and Suggestions	Potential for a midsized venue for the growing music scene in Utah, as well as providing jobs for those interested in audio.	8	0
2023-06-24	Needs Improvement	So we have backed up freeway problems… so our solution is to add high density with 100s of more cars entering and exiting here ??	13	2
2023-06-29	Needs Improvement	I think the idea is actually to create a transit-oriented development, which **if done correctly** means this high density development eventually shouldn't require people to drive to run errands, get to work, etc.. I'm sure there will be some growing pains as the city moves in this direction however.	4	0
2023-07-15	Ideas and Suggestions	In addition to a skate park, install bathrooms and a small playground so it’s a win-win for parents with kids of various ages.	1	1
2023-07-15	Ideas and Suggestions	Great Branding opportunity “Welcome to Lehi” sign - with water wise plantings & wild flowers!	2	0
2023-08-09	Ideas and Suggestions	I would love to see a small grocery or convenience store. We have to drive everywhere and it would be nice to be walking distance to something	18	0

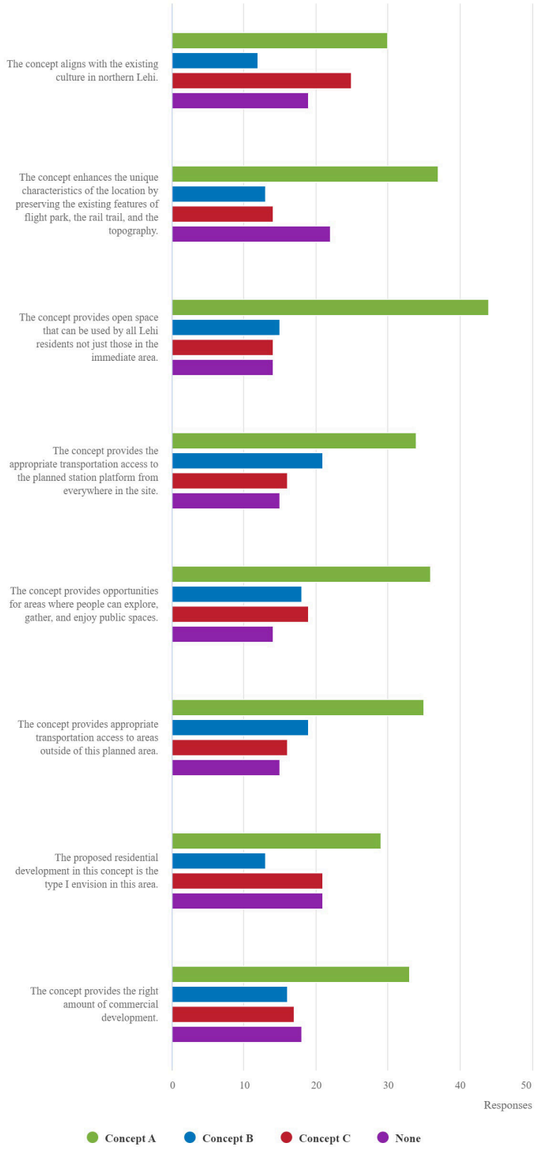
2023-08-09	Ideas and Suggestions	Can we get a freeway entrance somewhere on the point? It’s a long stretch from our neighborhood to 14600 to go north on I-15.	9	0
2023-08-09	Needs Improvement	I feel the west side of I-15 would be a better place for this station... and likely less Costley to couple with existing transit on the west side.	7	3
2023-08-09	Ideas and Suggestions	I don’t understand what the point of this station is. There isn’t an explanation on what the city proposes to do and why, so giving feedback to the planners seem arbitrary. I’m all about urban planning; something Utah is in desperate need of!! And Lehi is only going to continue to be a bigger point of growth. Traffic control is of course at the very heart of the issue. What can the city do to mitigate traffic as Lehi continues to grow and become an ever more important center of business?	0	0
2023-08-09	Needs Improvement	We can do an entance to Fwy , along with some Soccer fields, basketball courts, a park with water.	2	0
2023-08-09	Ideas and Suggestions	Skateparks unfortunately don't attract the best crowds. I lived in California for over 3 decades. The areas with skateparks had an uptick of graffiti, drug & fight occurrences and petty theft. Don't take my word for it look it up in Orange County and San Diego. While skateboarding provides an avenue for youth to get out their "wiggles" and promotes exercise, it's a rebel artform that eschews law enforcement and authority. Lehi already has a skate park, don't put one here.	0	2
2023-08-09	Needs Improvement	Stop with the overabundance of houses, and high density units on the mountain. You are ruining this area. The traffic and uptick in crime due to apartments and high density housing is ruining the area. While I understand Lehi has a hard time saying no to tax and permit revenue this is abhorrent.	5	0
2023-08-09	Ideas and Suggestions	Lehi needs to up it's games with so many tech businesses and wealthy residents contributing to the tax base. Why does the Lehi Recreation Center on Main feel like it's 30 years old and antiquated? How about we build something similar to Provo's? Or better still, an outstanding aquatic park like that found in the city of Lindon. The facility there is amazing, it generates solid revenue and it's further boosted the appeal and housing values in the area.	1	0
2023-08-09	Ideas and Suggestions	I agree about needing another freeway entrance for traffic, it is already insane. If another exit/entrance, it seems it would help the dirt trucks coming up and down to Geneva. I just worry about how close another exit would be to the existing entrance to 1-15 so of course it would need to be thought really clearly how to execute this.	0	0
2023-08-09	Needs Improvement	As someone who uses transit weekly to commute to SLC, and having used transit for two decades in the NYC area, I would love to see a transit oriented community here, and am anxious to have a Trax or bus station nearby.	0	1
2023-08-09	Ideas and Suggestions	The rights of way exist to bring Trax to the east side of I-15. The existing rail corridor is pretty crowded already, and will be more so when FrontRunner is double track all the way.	0	0
2023-08-09	Needs Improvement	The rail corridor goes through a very narrow spot at Point of the Mountain. It will be even tighter once FrontRunner is double track all the way through. Using the existing rail rights of way on the east side of I-15 for Trax would be a great way to relieve future pressure on the existing corridor.	0	1
2023-08-10	Needs Improvement	An increase in police presence is already definitely required. There are too many traffic violations in this area that are ignored. Is the city prepared for the problems that increased traffic and population are going to cause?	1	0

2023-08-10	Ideas and Suggestions	I like the connection Murray has at 5300 south with the Front runner. this is something Lehi should look at doing at Thanksgiving point. Great location to do this. I would like to see them put trax line in that area. I also would like to see one head with East and West line near the Timpanogos Highway area. the problem with the freeway is we only have two ways from the salt lake valley to the county that is Redwood rd. and I-15 we need to add something that has more then two lanes.	1	0
2023-08-10	Needs Improvement	I often call the point of the mountain the Bermuda triangle. If there is a slow down or accident, odds are this is where it is. I have major concern with adding anything that would cause traffic in this area to increase when it is already a huge concern. When I-15 has a slowdown, cars exit and take Traverse Mountain boulevard and the frontage road which then makes it impossible for local residents to get anywhere, even their kids from school. This needs to be a primary consideration.	4	0
2023-08-10	Ideas and Suggestions	Has anyone seen the Lifetime Fitness establishment? We need one like that here, and here is why: This is a win-win; we are creating jobs, increasing the area's value, and enjoying life. It includes a gym, which keeps us healthy, positive, and in shape. It includes family activity areas. It includes jacuzzis and SPAs; we all need that after a long day of work. It will have a steakhouse. Membership is discounted for neighborhood residents and premium for outsiders, like cash back for us.	0	0
2023-08-11	Ideas and Suggestions	Tutus could be an awesome soccer complex. There is a need for more space for teams to practice and play. Not just here in the Lehi area but all over the Wasatch front. There could also be a skate park and some playground equipment, maybe some basketball courts and pickle ball/ tennis courts. It would be great to have so many options so close.	0	0
2023-08-17	Ideas and Suggestions	The station should be put in closer to the businesses and shopping, down along the frontage road.	0	0
2023-08-17	Needs Improvement	Isn't Traverse Mountain blvd supposed to be extended down and into a freeway entrance?	0	0
2023-08-18	Area Strength	Development of the land below the flight park will result in the flight park being likely shut down, or reduce it's safety dramatically. The air flow coming across the flat land up to the flight park above is the reason why this is such a popular place to paraglide. Building apartment buildings below will effectively end the flight park's existence. There is a petition setup on change.org for this: https://www.change.org/p/utah-governor-preserve-utah-s-flight-park-the-point	0	0

CONCEPT SURVEY RESULTS

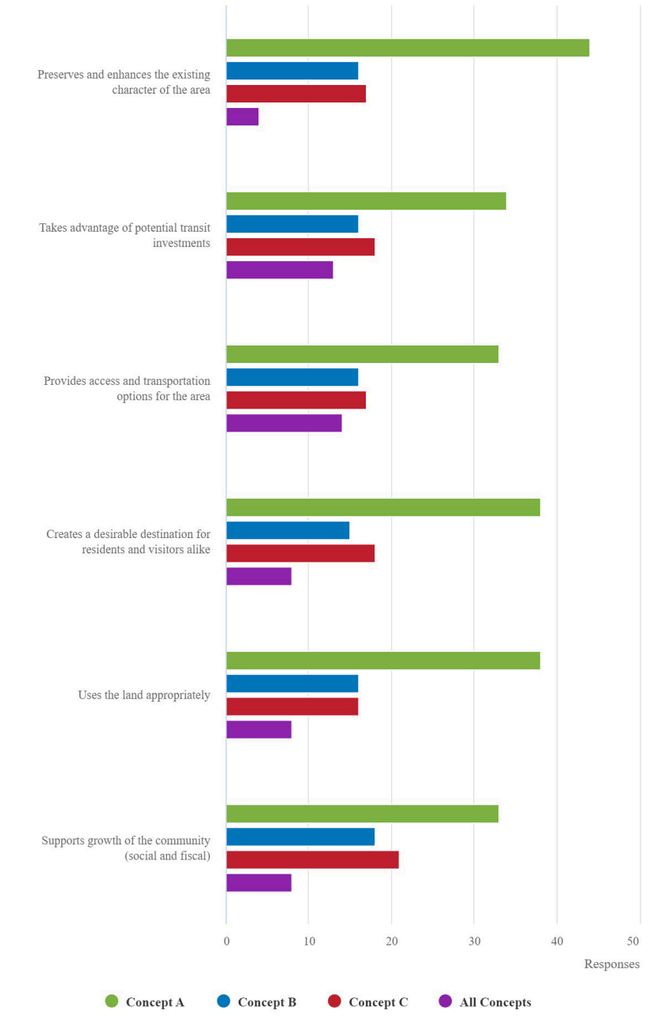
Q1. The following values are based on input from the community and stakeholders. Please indicate which option you believe best fulfills the value:

88 answers



Q2. Please indicate which concept you prefer for each of the following considerations for the future of the North Lehi Station Area.

82 answers



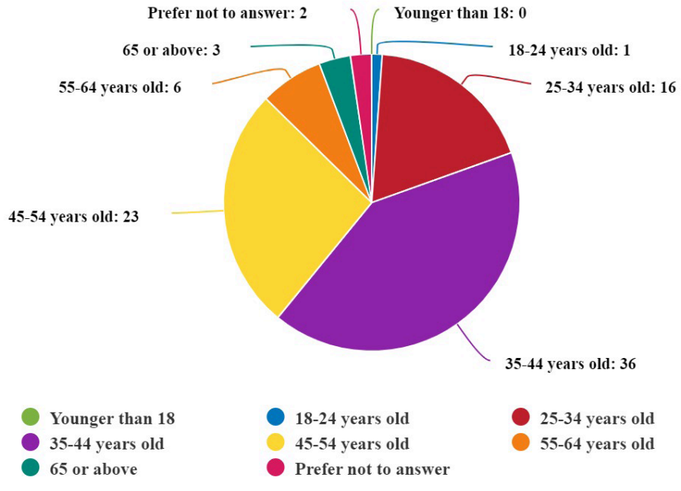
Q3. How does the draft vision statement provided above align with your vision for the future of the area? (Please indicate anything you feel needs to be included in the vision statement.)



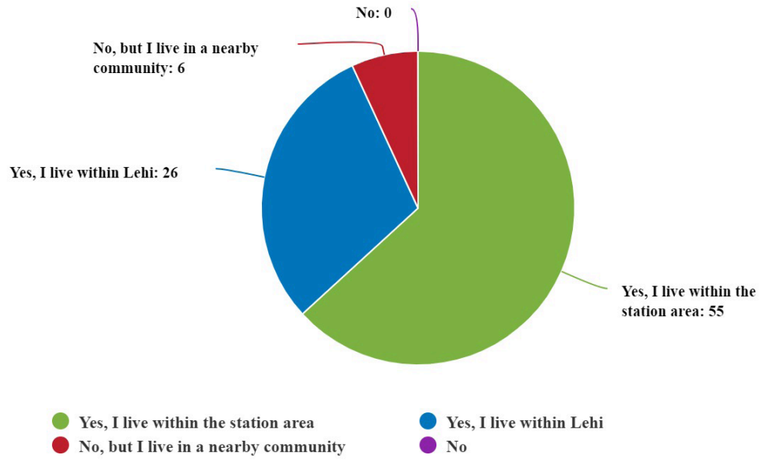
Q4. What other comments do you have about the options? (Please indicate which option you are commenting about.)



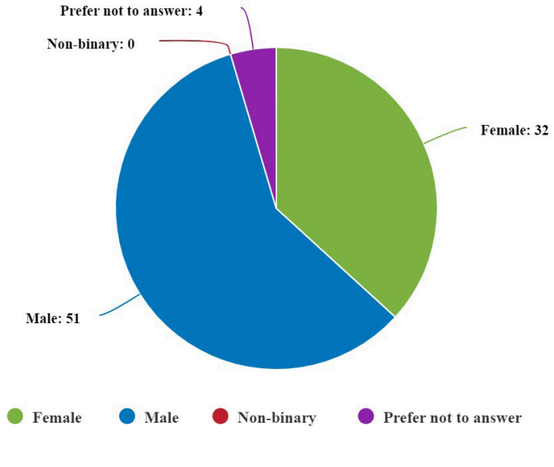
Q5. What is your age?



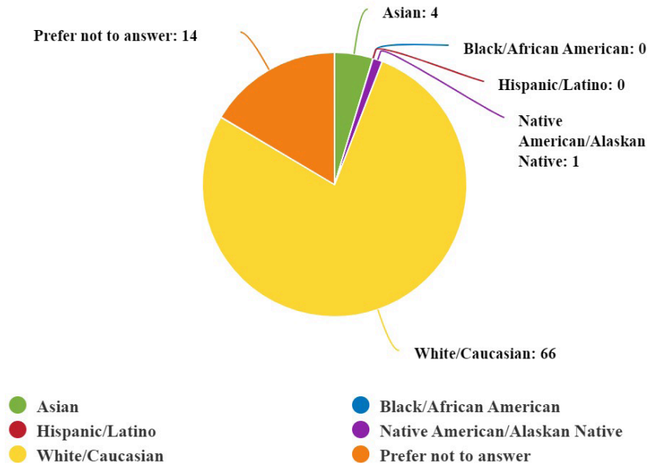
Q6. Are you a resident?



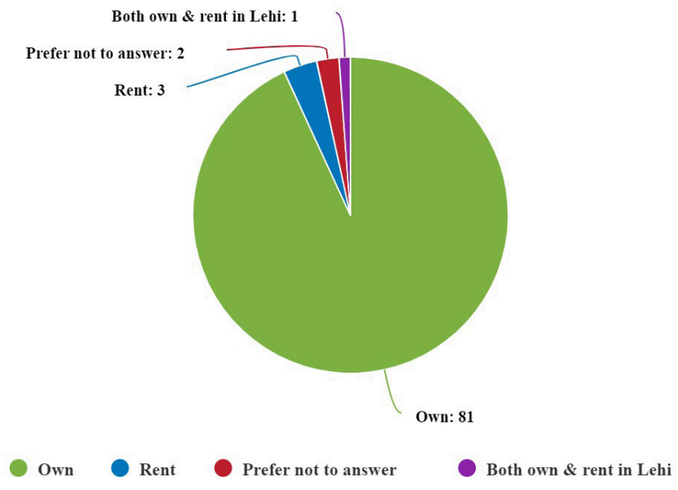
Q7. What is your gender?



Q8. What is your ethnicity?



Q9. Do you own or rent your home?



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Agenda Item No: 16

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Brittney Harris
Submitting Department: Planning Division
Item Type: Ordinance
Agenda Section: Regular Agenda

Subject:
Consideration of Ordinance #18-2025 approval of the Whitmore General Plan Amendment on 2.41-acres located at approximately 4150 North Digital Drive, changing the land use designation from Commercial to Light Industrial.

Suggested Action:

Attachments:

CC Staff Report Whitmore General Plan Amendment 04.08.25.docx

Whitmore General Plan Amendment DRC 02.12.25.docx

Ord 18-2025.docx

Whitmore General Plan Amendment.pdf

General Plan Map.pdf

Zoning Map.pdf

Aerial Map.pdf

WHITMORE GENERAL PLAN AMENDMENT

CITY COUNCIL REPORT

Applicant	James Whitmore		
Meeting Date	April 8, 2025		
Requested Action/Purpose	Approval of an amendment to the General Plan		
Decision Type	Legislative		
Location	Approximately 4150 North Digital Drive		
Acreage	2.41 acres		
Existing Zoning	Planned Community		
Existing General Plan Land Use Designation	Commercial		
Proposed Land Use Designation	Light Industrial		
Existing Land Use	Undeveloped		
Adjacent Zoning and Land Use	*North*	PC	Undeveloped
	South	Commercial	Adobe
	East	PC	Entrata
	West	I-15	I-15
Date of DRC Review	February 12, 2025		
Date of Planning Commission Review	March 13, 2025		
Assigned Planner	Brittney Harris		

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.

APPLICABLE GENERAL PLAN GOALS AND POLICIES

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.

Strategy 3 Encourage diverse commercial uses that will serve the needs of the neighborhood, city, and region.

PROPERTY HISTORY

July 26, 1997 The property came into the City as part of the Deerfield Annexation

REPORT ANALYSIS

The applicant requests approval of a proposed General Plan Amendment from Commercial to Light Industrial at approximately 4150 North Digital Drive. The existing zoning of Planned Community does not allow any land uses because the property is not part of an area plan. The applicant wants to change the General Plan designation from Commercial to Light Industrial in order to use their property at this time. This site does not have water, sewer, or power utilities in close proximity and the cost to extend these lines to service this site is prohibitive. The Light Industrial Use allows for uses like vehicle storage that do not require utilities. Additionally, other properties along Digital Drive are zoned Light Industrial.

The DRC had a comment about the future Transit Oriented Development (TOD) in the area and the surrounding residential as noted below:

1. Changing the General Plan on this parcel would set a precedent altering the whole area, since all of the surrounding parcels are designated as Commercial. The subject property is adjacent to property owned by Adobe to the south and their existing Class A office building. It's also highly visible from the freeway and serves as part of the gateway into Lehi City and Utah County. Future transit will serve this area, with a stop planned less than 1/2 mile away. It is also only 700' from one of Traverse Mtn's residential neighborhoods, and there could be noise, light and dust impacts from light industrial uses. For these reasons, it seems a better fit to leave the property in the current Commercial designation.

The Planning Commission may also want to consider the need for Light Industrial and Heavy Commercial uses in the City. The demand for Office Warehouse and vehicle storage uses remains strong while the areas of the City that allow these uses are limited. This site has a significant grade difference between it and the Traverse Mountain residential which provides a natural buffer for sound, smells, and other potential impacts. The site also is in close proximity to I-15 and a future highway interchange, allowing for quick access for light industrial uses that may include large vehicles. These factors might make this area a more ideal location for light industrial than other areas of the City.

The City Council may want to consider their vision for this area, as well as the need for Light Industrial or Heavy Commercial uses in the City.

POSSIBLE MOTIONS AND FINDINGS

The City Council may approve or deny the proposed General Plan Amendment. Any motion should include findings. Possible findings include:

1. The proposed amendment will allow the applicant to use their property at this time.
2. The proposed amendment will allow for high intensity uses in an area of the City that is close to the freeway and a future interchange.
3. The proposed amendment does not fit into the future TOD that will be in this area of the City.
4. The proposed General Plan amendment is/is not in conformance with the purposes, intent, and provisions of the General Plan and its various elements.

5. The proposed General Plan amendment is/is not consistent with the land uses and zoning of nearby and adjoining properties.
6. The proposed General Plan amendment will/will not have a substantial adverse effect on surrounding property.
7. The affected site is/is not physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public services to accommodate any potential future uses, including all landscaping, loading areas, open spaces, parking areas, setbacks, buffering/screening, walls, fences, yards, and other required features.
8. Additional findings based upon information presented during the public hearing.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission reviewed the proposed General Plan Amendment on March 13, 2025. The minutes and motion from that meeting follow.

3.4) Public hearing and recommendation of James Whitmore's request for review of the Whitmore General Plan Amendment on 2.41 acres located at approximately 4150 North Digital Drive, changing the land use designation from Commercial to Light Industrial.

Katie Bussell presented the item. There are no permitted uses, as the property is not part of an area plan.

Commissioner Kunze asked if she was correct in interpreting from the DRC that this is not a good precedent to set for the area. Kim Struthers explained that the Planning Department was leaning towards a development agreement as a temporary solution for the applicant without opening the doors for light industrial zoning throughout the area.

The applicant, Jim Whitmore, was present. He explained that he is not the first property in the area to be designated as Light Industrial and gave a property two spaces away from his as an example. He's had a lot of trouble trying to find something to do on the land, and this is his third time in front of Planning Commission. He would like a temporary agreement for five or ten years, otherwise he's going to have to sell the property.

Commissioner Jackson opened public comment.

Carl Karen mentioned that the area the property is in has become a dump, and he's worried it will spread north.

Commissioner Jackson closed public comment.

Commissioner Everett appreciated the willingness of Whitmore to enter into a development agreement. Commissioner Eyre explained that he doesn't like five year terms, and suggests a two year term, but acknowledges that that is the purview of the City Council.

Whitmore was very amenable to a temporary agreement and said that it might give the city the opportunity to enforce other properties in the area. He prefers terms longer than two years so he doesn't have to make the trip to Lehi as often. Commissioner Eyre explained that he prefers shorter terms as it allows more flexibility and feels more like an ongoing conversation between the landowner and the city. Commissioner Jackson was in favor of a development agreement.

Commissioner Lockhart asked if the Commission would need to deny Whitmore's request in order to help him avoid any extra fees for a development agreement. Commissioner Jackson clarified that the Commission is not the deciding body, they are sending a recommendation to the City Council. Katie Bussell explained that there is no fee for a development agreement.

> **Motion:** Commissioner Jackson moved to give a negative recommendation to the Lehi City Council with the findings that a development agreement would better serve both the applicant and the city, enabling the applicant to improve and make use of his land that will also serve the city's interests.

Commissioner Eyre clarified that it is a General Plan Amendment. Commissioner Everett asked to include that the agreement would allow the applicant to use his land, and that it would prevent the creation of a zoning island.

Amended Motion: Commissioner Jackson moved to give a negative recommendation to the Lehi City Council with the findings that a development agreement would better serve both the applicant and the city, enabling the applicant to improve and make use of his land that will also serve the city's interests. Additionally, it would prevent the creation of a zoning island. He included all DRC comments. Commissioner Everett seconded.

Vote: Commissioner Everett, yes. Commissioner Lockhart, yes. Commissioner Eyre, yes. Commissioner Jackson, yes. Commissioner Kunze, yes.

Motion passed unanimously.

Whitmore General Plan Amendment
DRC Redline Comments

James Whitmore- requests review of the Whitmore General Plan Amendment from Commercial to Light Industrial on 2.41-acres located at approximately 4150 North Digital Drive.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Shelbey Brewer, Kim Struthers, Gary Smith, Gary Ellis, James Farnsworth, Luke Seegmiller
Assigned Planner: Brittney Harris
Representatives of the Applicant Present: James Whitmore
Date of Plans Reviewed: 02/04/25
Time Start: 3:03pm
Time End: 3:13pm

DRC REDLINE COMMENTS:
Glade – Power:
1. No capacity is available on existing power infrastructure in this area. A significant line extension will be required to serve this location.

Garion – Fire: No comments
Ryan – Water/Sewer: No comments
James – Parks: No comments
Gary S. – Building/Inspections: No comments
Shelbey – Public Works: No comments
Gary E. – Engineering: No comments
Luke – Traffic: No comments
Kim – Planning:
2. Changing the General Plan on this parcel would set a precedent altering the whole area, since all of the surrounding parcels are designated as Commercial. The subject property is adjacent to property owned by Adobe to the south and their existing Class A office building. It's also highly visible from the freeway and serves as part of the gateway into Lehi City and Utah County. Future transit will serve this area, with a stop planned less than 1/2 mile away. It is also only 700' from one of Traverse Mtn's residential neighborhoods, and there could be noise, light and dust impacts from light industrial uses. For these reasons, it seems a better fit to leave the property in the current Commercial designation.
3. The City Council may consider a development agreement to allow light industrial uses in the meantime until utilities are available.

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON MARCH 13, 2025

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: 18-2025

ORDINANCE AMENDING THE LAND USE ELEMENT OF THE LEHI CITY GENERAL PLAN AND THE GENERAL PLAN LAND USE MAP AT APPROXIMATELY 4150 NORTH DIGITAL DRIVE

WHEREAS, on April 8, 2025, following all necessary public hearings, the Lehi City Council adopted an amendment to the Lehi City General Plan which included the 2022 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 March 13, 2025, to review and make a recommendation on the General Plan Amendment located at approximately 4150 North Digital Drive, changing the land use designation to Light Industrial, as shown on Exhibit "A" and forwarded their recommendation to the City Council; and

WHEREAS, the City Council held a public meeting on April 8, 2025, pursuant to the requirements for amendment of the Land Use Element of the Lehi City General Plan and General Plan Land Use Map, changing the land use designation to Heavy Commercial.

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 is hereby amended to change the subject property to the Heavy Commercial designation. The total amendment will include approximately 2.41-acres of property located at approximately 4150 North Digital Drive, more specifically shown on Exhibit "A" attached hereto.

PART II:

If a provision of this Ordinance 18 -2025 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 8th day of April 2025.

ATTEST

_____	_____
Mark Johnson, Mayor	Teisha Wilson, City Recorder

Exhibit A

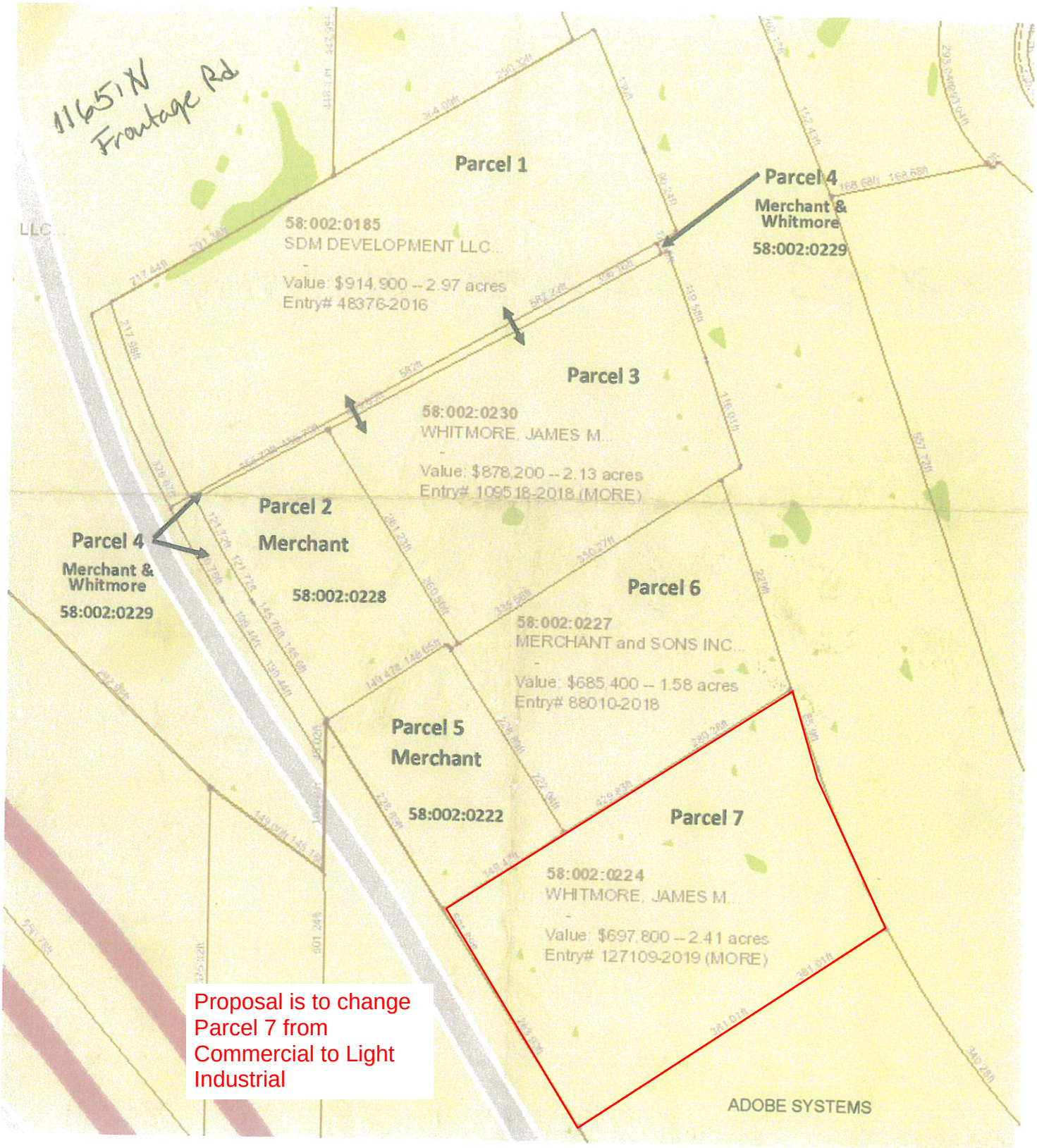
Whitmore General Plan Amendment Legal Description

COM S 1204.27 FT & E 2772.33 FT FR W 1/4 COR. SEC. 25, T4S, R1W, SLB&M.; N 57 DEG 29' 33" E 429.83 FT; S 19 DEG 17' 12" E 85.9 FT; ALONG A TANGENT CURVE TO LEFT (RADIUS = 1055.38, ARC = 177.47 FT); S 56 DEG 44' 59" W 381.01 FT; N 33 DEG 13' 30" W 263.93 FT TO BEG. AREA 2.406 AC.

Britty

Whitmore, Merchant and SDM Development Properties

Note: Parcel Numbers 1-7 Were Created for Title Report by First American Title Co. 10-2-20

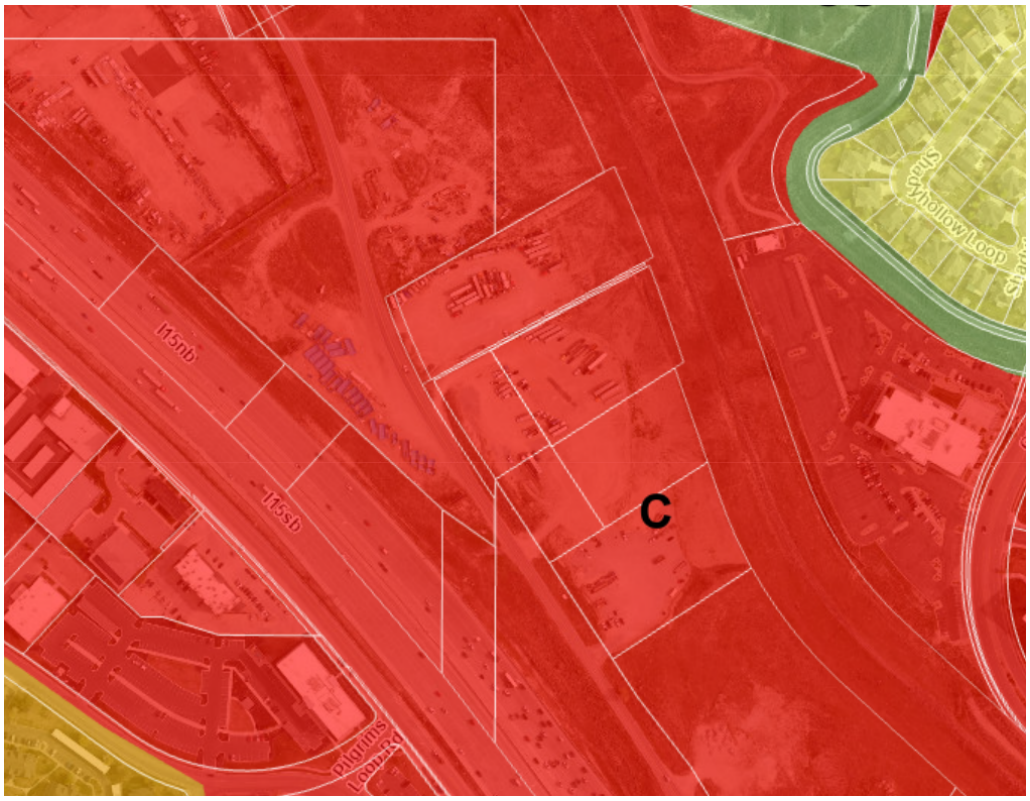


alta/ns

Exhibit 1



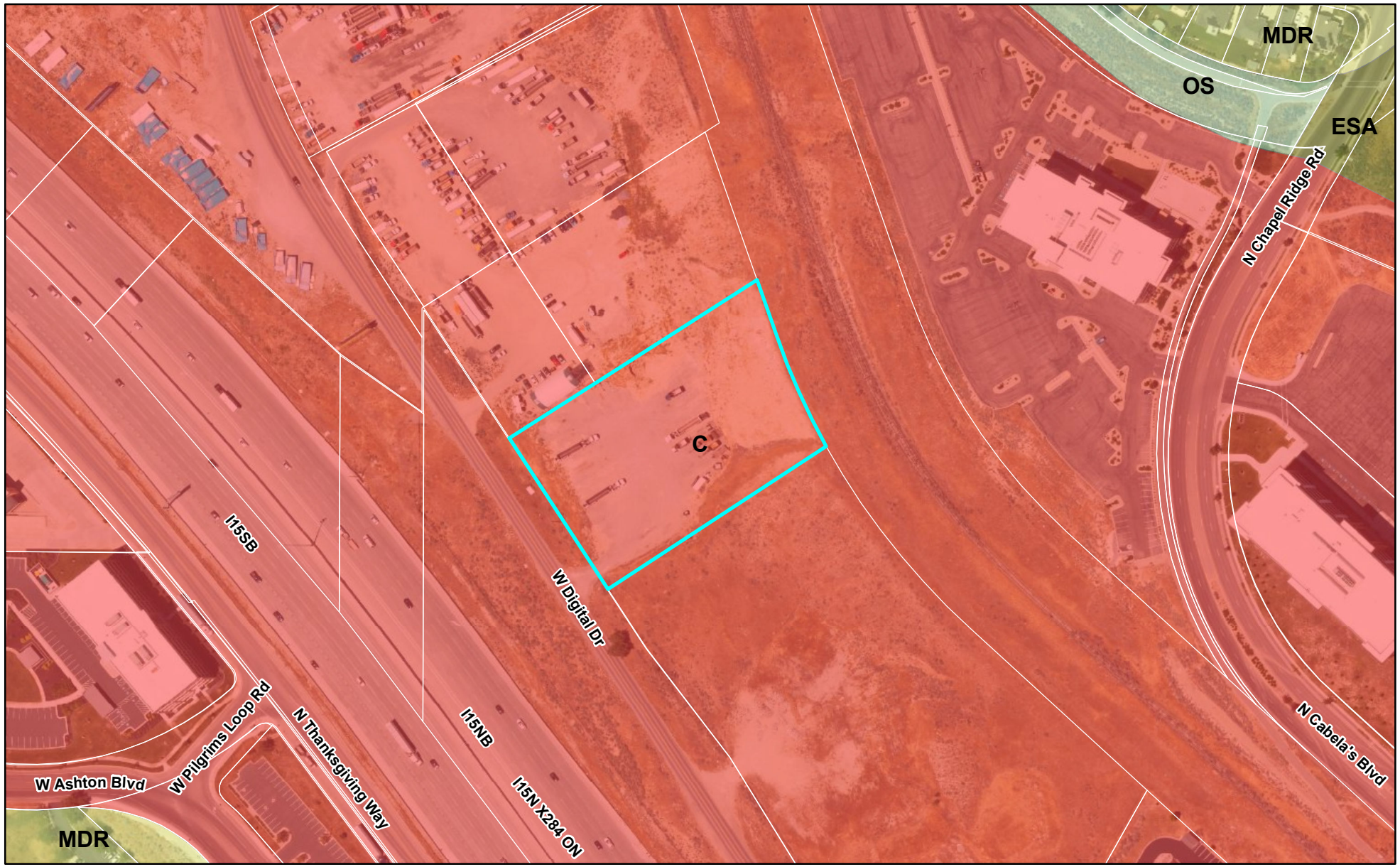
Zoning is currently Planned Community, but the parcel is not included in the Traverse Mountain Area Plan



Current General Plan Designation is Commercial

Whitmore General Plan Amendment

General Plan



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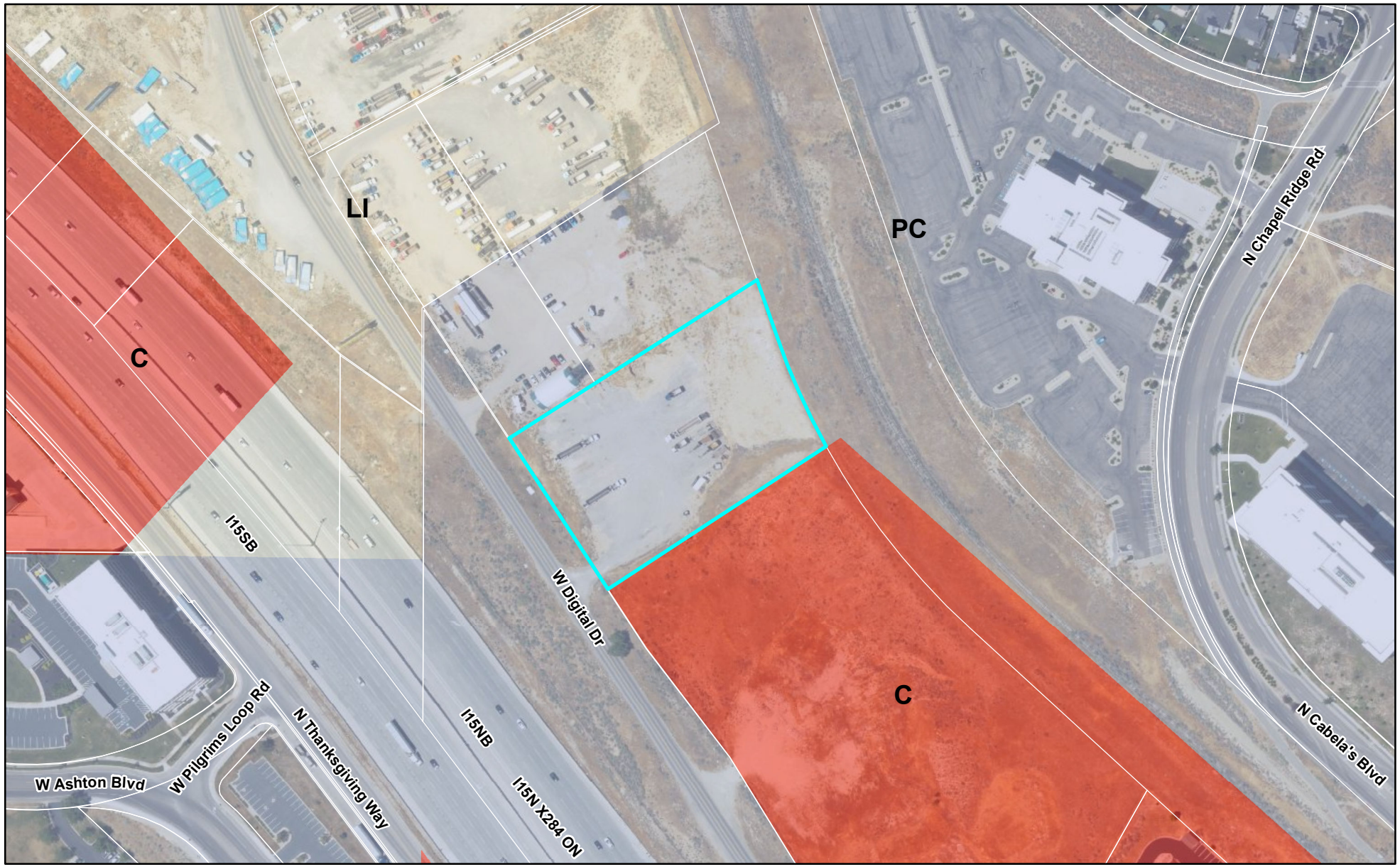
LEHI CITY

Whitmore General Plan Amendment

Zoning



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LEHI CITY

Whitmore General Plan Amendment

Aerial



0 240 480 Feet

LEHI CITY

Agenda Item No: 17

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Brittney Harris
Submitting Department: Planning Division
Item Type: Action Item
Agenda Section: Regular Agenda

Subject:
Consideration of approval for the Inverness East Side Grading permit on approximately 197 acres, located at approximately 4800 North Suncrest Drive.

Suggested Action:

Attachments:

CC Staff Report Inverness East Side Grading 04.08.25.docx

Inverness East Side Grading DRC 02.19.25.docx

Inverness East Side Grading narrative.pdf

Inverness East Side Grading.pdf

Aerial Map.pdf

General Plan Map.pdf

Zoning Map.pdf

INVERNESS EAST SIDE GRADING PERMIT

CITY COUNCIL REPORT

Applicant	DR Horton
Meeting Date	April 8, 2025
Requested Action/Purpose	Approval of a proposed grading permit
Location	Approximately 4800 North Suncrest Drive
Disturbed Acres	Approximately 197 acres
Existing Zoning	Planned Community
General Plan Designation	Open Space, Public Facility, Medium Density Residential, Low Density Residential, Very low Density Residential
Existing Land Use	Undeveloped Hillside
Date of DRC Review	February 19, 2025
Date of Planning Commission Review	March 13, 2025
Assigned Planner	Brittney Harris

REQUIRED ACTION

Planning Commission	Public hearing and recommendation
City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 12-B.050 Grading Permit Issuance.

(a) When considering the approval of the grading permit the Public Works Director, Reviewing Departments, and (when applicable), Planning Commission and City Council, will verify that all of the following criteria are met (in addition to other applicable requirements of this code and other city codes):

(i) Approval of the proposal will not pose a threat to or be detrimental to the public health, safety, and welfare, nor be materially detrimental to fish and wildlife habitat and/or water resources as determined by an expert consultant.

(ii) The proposal is not in a sensitive lands area, as defined by Sections 12.060 (J) (K) of the Lehi City Development Code.

(iii) All subdivisions plats and/or site plans must have at least a preliminary approval prior to issuance of a grading permit

PROPERTY HISTORY

December 11, 2012	City Council approved the Micron Area Plan
April 8, 2022	This property came into Lehi as the Micron East Annexation
August 23, 2022	City Council approved the Skye Area Plan amending the Micron Area Plan
September 19, 2023	City Council approved the Skye Area Plan Second Amendment
June 11, 2024	City Council approved the Skye Plat C Preliminary Subdivision

REPORT ANALYSIS

The applicant requests approval of the Inverness East Side Grading Permit on approximately 197 acres located at approximately 4800 North Suncrest Drive. The proposed grading covers the approved Skye Preliminary Plat C area. They submitted a slightly different layout than the approved Preliminary Subdivision. It removed a cul-de-sac and some lots from a steep slope area. The changes are minor in nature and do not impact the ability to approve this grading permit based on the approved Preliminary Subdivision. The changes can be approved with the future final subdivisions.

The applicant provided a narrative explaining that there will be about 110,000 yards of cut and 151,000 yards of fill. They will try to use all of the material on site and do not need an off-site haul route. They anticipate that it will take 24 to 36 months to complete all of the grading.

They state that there will be a water truck on site to control the dust as well as the track out, fencing, signage, and other Storm Water Pollution Prevention Plan (SWPPP) requirements.

The DRC reviewed the proposed grading permit and had three comments. The Planning Comments were more informational feedback for the applicant.

1. Include information on the reseeding (method and seed mix). You can use the Traverse Mountain Seed Mix.

POSSIBLE MOTIONS AND FINDINGS

The Planning Commission may move to recommend approval or approve with modifications the proposed grading permit. Any motion should include findings. Possible findings include:

1. The proposed grading is/is not consistent with the approved Skye Preliminary Plat C.
2. The proposed grading activities will have none or limited hauling of material from the site.
3. The proposed use, at the proposed location, will/will not be detrimental or injurious to property or improvements in the vicinity.
4. The proposed use will be located and conducted in a manner in compliance with the goals and policies of the Lehi City General Plan and the purposes of this Code.
5. Additional findings based upon information presented during the public hearing.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission reviewed the proposed grading permit on March 13, 2025. The minutes and motion from that meeting follow.

3.5) Public hearing and recommendation of DR Horton's request for review of the Inverness East Side Grading permit on approximately 197 acres.

Katie Bussell presented the item. Commissioner Everett asked if the project would have to comply with noise ordinances. Bussell confirmed that it would. Commissioner Eyre asked if there was an end date on the project or if it was open-ended. Kim Struthers explained that the estimated completion date is usually used. Commissioner Eyre asked if the end date was enforceable or not. Struthers said that there is a sunset clause in grading permit applications. They typically expire after one to two years of inaction. Bussell reassured the Commission that the city does follow up with contractors on their applications.

Scott Bishop was present on behalf of DR Horton.

Commissioner Everett asked about days and hours of operation. Bishop explained that one approved plat is already in progress, and the company is seeking the permit so that they can freely move around excess fill as needed. He assured the commission that they follow the city's ordinances regarding dust repression and noise ordinances. Commissioner Eyre asked about the timeline of the project. Bishop said that full buildout is approximately three years out. The grading

will be done before then as that's the first part of the development. DR Horton will still be selling houses after that point, but there won't be any further construction.

Commissioner Jackson opened and closed public comment.

Kim Struthers and Katie Bussell explained that the grading permit would be valid for one year and would have to be renewed through the City Council.

> **Motion:** Commissioner Everett moved to recommend approval to the Lehi City Council with the findings that the proposed grading is consistent with the proposed Skye preliminary plat C, that the proposed grading activities will be happening on site, that as proposed it is not detrimental or injurious to property or improvements in the vicinity, that it will be conducted in a manner in compliance with the goals and policies of the City General Plan and the purposes of the code. He included all DRC comments. Commissioner Kunze seconded.
>
> **Vote:** Commissioner Everett, yes. Commissioner Lockhart, yes. Commissioner Eyre, yes. Commissioner Jackson, yes. Commissioner Kunze, yes.
>
> Motion passed unanimously.

Inverness East Side Grading
DRC Redline Comments

DR Horton- requests review of the Inverness East Side Grading on approximately 197.12-acres.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Shelbey Brewer, Kim Struthers, Gary Smith, Gary Ellis, James Farnsworth, Luke Seegmiller
Assigned Planner: Brittney Harris
Representatives of the Applicant Present: Scott Bishop
Date of Plans Reviewed: 02/10/25
Time Start: 1:07pm
Time End: 1:17pm

DRC REDLINE COMMENTS:
Glade – Power: No Comments
Garion – Fire: No Comments
Ryan – Water/Sewer: No Comments
James – Parks:
It was discussed to fill some of this ravine for the trailhead/park. Will that be done with the design/construction of that or during this grading phase?
Gary S. – Building/Inspections: No Comments
Shelbey – Public Works: Update SWPPP to include this prior to precon
Gary E. – Engineering:
1. Include information on the reseeding (method and seed mix). You can use the Traverse Mountain Seed Mix.

Luke- Traffic: No Comments
Mike-Planning:
2. Can we look at the crossing of this ravine to keep it more open/natural?
3. How will the trail under the powerlines work crossing the ravine? Some switchbacks may be necessary to get up and down through here. Maybe the trail may need to go around (see Bluebeam plans for idea)

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON MARCH 13, 2025

PRECON MEETING REQUIRED? (FULL)

ITEMS TO COMPLETE PRIOR TO SCHEDULING A PRECONSTRUCTION MEETING:
APPLICANT
1. For checkoff plans, a full plan submission is required including, where applicable: erosion control plan with BMPS, landscape plans, civil plans, building elevations, power plans, etc.
2. Provide an engineer's cost estimate for the cost of all improvements to Lehi City Engineering. (Stefanie Daggs- Sdaggs@lehi-ut.gov or 385-201-2523)
3. 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).
4. Surveyor's and engineer's stamps on construction drawings.
5. Submit Storm Water Pollution Prevention Plan (SWPPP) through ComplianceGo.com for review by Lehi Public Works (Submit to lehicitystormwater@gmail.com). More information available at https://www.lehi-ut.gov/departments/water/storm-water/
6. 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.

STAFF
7. Address comments from Planning Commission approval.

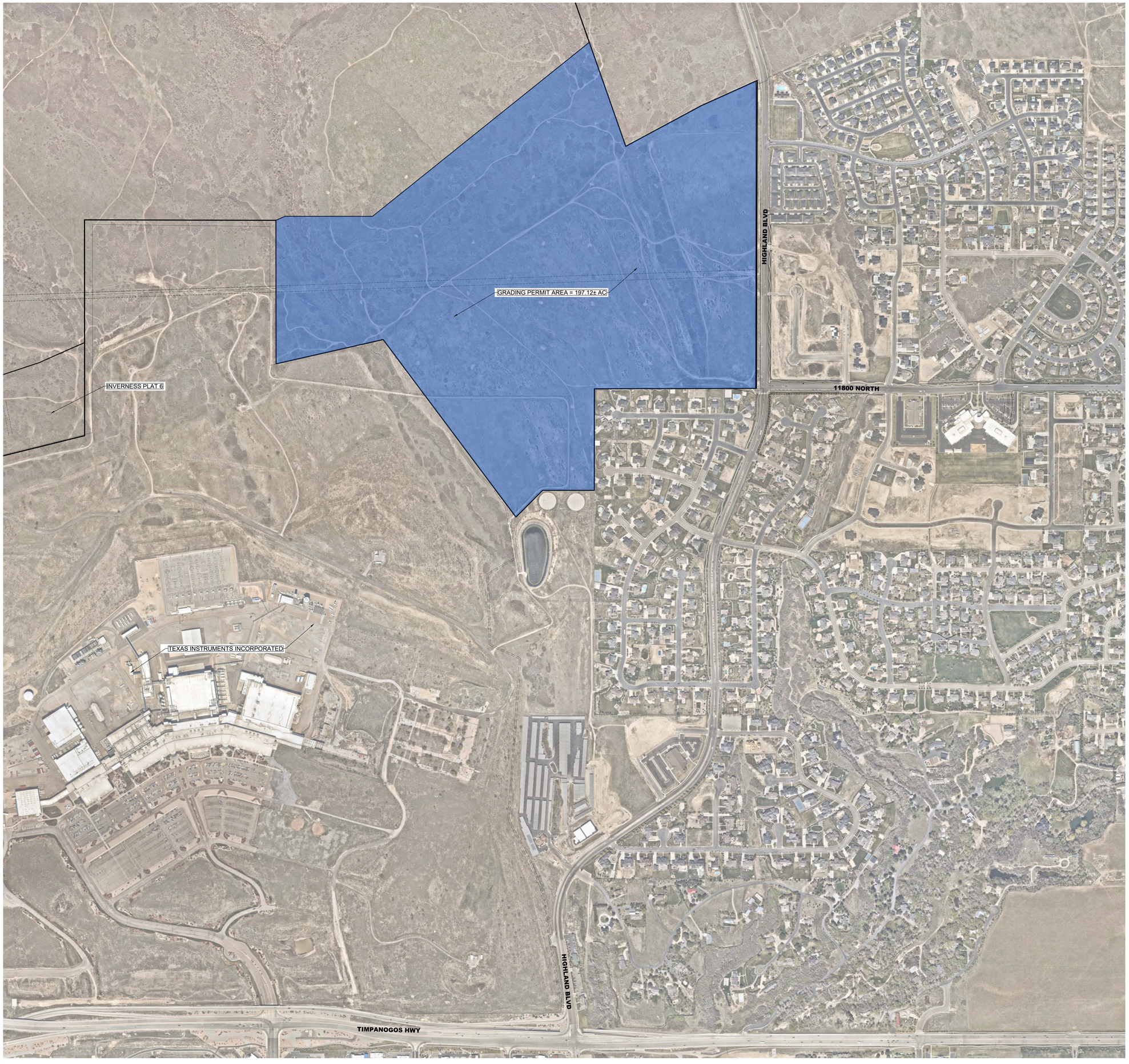
Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews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

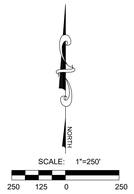
8. Plans need to be signed by Community Development Director and Public Works Director before precon can be scheduled.
9. Planner needs to sign off on building plans prior to the precon meeting.

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.

Inverness East Side Grading Permit Narrative

1. **The project is a hillside development and must be graded for sewer and storm drain gravity flows**
    a. **Approximately 110k yards of cut and 151k yards of fill**
    b. **Significant efforts will be made to keep all material on site. There may be some 'bad material' that we will need to haul off**
    c. **Completion date 24 to 36 months after approval**
    d. **Water truck on site to control dust**
    e. **Track out and SWPPP will be in place – fencing and signage to keep unauthorized people offsite**
2. **Do not disturb areas will be marked**
3. **Vicinity map attached**
4. **Legal description attached**
5. **Map of subject area – attached**
6. **No off site haul routes needed**
7. **No retaining walls with height above 4' expected to be needed**
8. **No existing stream or water course**
9. **SWPPP will be done with Silverleaf prior to pre-con**
10. **Utah State Notice of Intent will be in place prior to pre-con**





NOTES

1. WATER MUST BE PROVIDED FOR FIRE PROTECTION WHILE GRADING IN THE WILDLAND URBAN INTERFACE.
2. ANY DISTURBED GROUND THAT WILL REMAIN AS NATIVE OPEN SPACE SHALL BE RE-SEEDED WITH A NATIVE SEED MIX AS SHOWN IN THE DETAIL BELOW.

RE-VEGETATIVE SEED MIX

SPECIES	%
SLENDER WHEATGRASS	15
WESTERN WHEATGRASS	17.5
BLUEBUNCH WHEATGRASS	16.25
SHEEP FESCUE	3.5
SANDBERG BLUEGRASS	2.75
INDIAN RICEGRASS	10
RUBBER RABBIT BRUSH	5
WESTERN SAGE	5
BLANKET FLOWER	5
BLUE FLAX	10
CALIFORNIA POPPY	10

NOTES:
1. SEEDING RATE IS 20 LBS PER ACRE
2. SEEDMIX PROVIDED BY GRANITE SEED, LEHI, UT

GRADING PERMIT BOUNDARY

Located in the Southeast Quarter and Southwest Quarter of Section 22, and the Northeast Quarter and Northwest Quarter of Section 27, Township 4 South, Range 1 East, Salt Lake Base and Meridian, described as follows:

Beginning at a point located N89°52'57"E along the section line 124.18 feet and North 81.94 feet from the Northwest Corner of Section 27, Township 4 South, Range 1 East, Salt Lake Base and Meridian; thence East 713.30 feet; thence N51°15'30"E 2266.85 feet; thence S19°19'38"E 898.71 feet; thence N61°40'44"E 697.56 feet; thence N65°46'11"E 489.68 feet; thence along the arc of a non-tangent curve to the right 63.23 feet with a radius of 597.00 feet through a central angle of 06°04'05", chord: S02°54'45"E 63.20 feet; thence S00°07'18"W 2441.43 feet; thence S89°49'52"W 1315.06 feet; thence S00°02'55"W 828.20 feet; thence N89°59'48"W 421.32 feet; thence S45°00'12"W 307.69 feet; thence N36°48'06"W 1807.67 feet; thence S77°12'44"W 895.54 feet; thence N00°02'25"W 1170.16 feet; thence N66°28'03"E 80.96 feet to the point of beginning.

Contains: ±197.12 acres.

LEI
- A Utah Corporation -
ENGINEERS
SURVEYORS
PLANNERS
3302 N. Main Street
Spanish Fork, UT 84660
Phone: 801.798.0555
Fax: 801.798.9393
office@lei-eng.com
www.lei-eng.com

NOT FOR CONSTRUCTION

INVERNESS
LEHI, UTAH

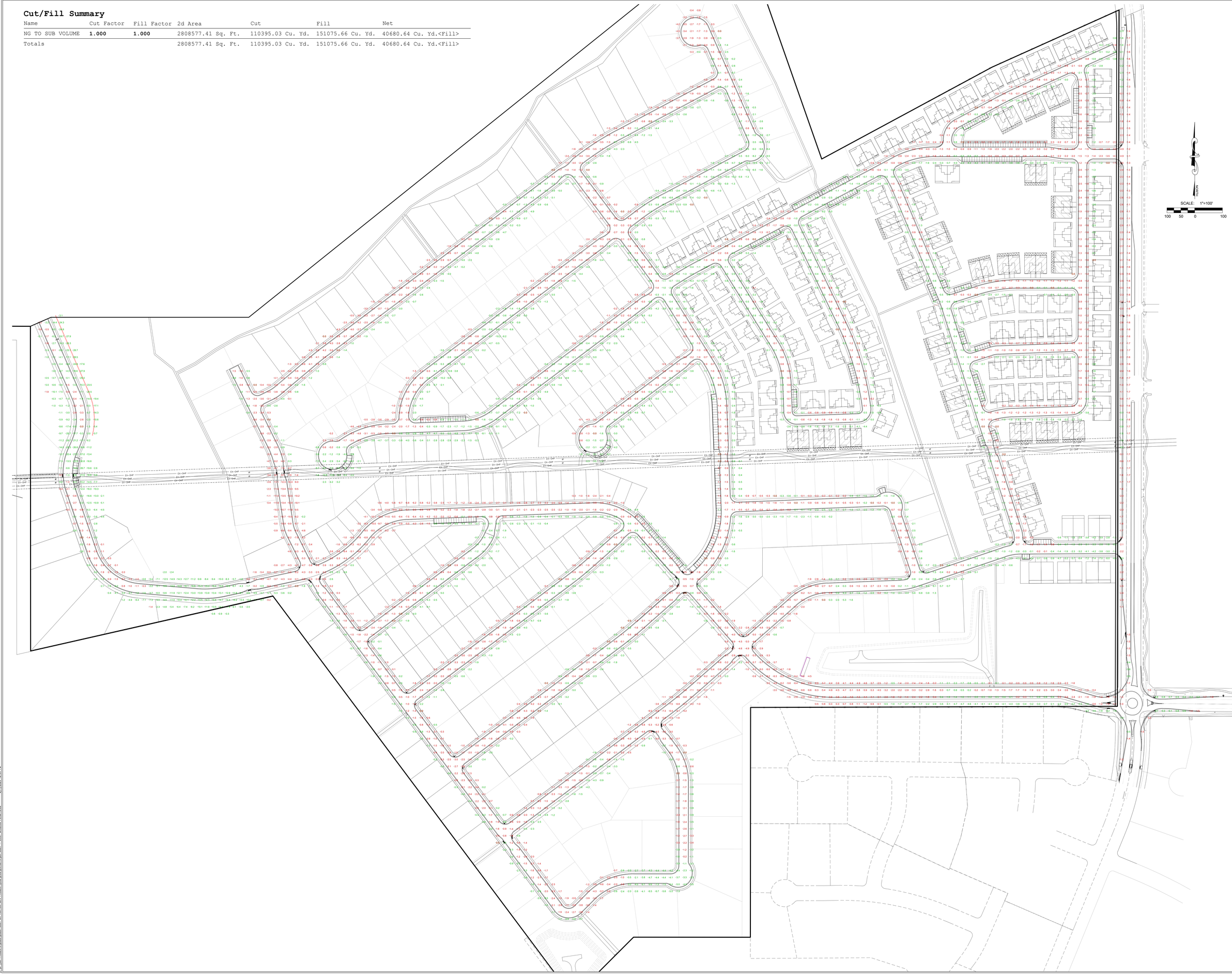
EAST GRADING PERMIT

REVISIONS
1 -
2 -
3 -
4 -
5 -

LEI PROJECT #: 2020-0067
DRAWN BY: DSE
DESIGNED BY: BCT
SCALE: 1"=250'
DATE: 02/07/2025
SHEET
COVER

Cut/Fill Summary

Name	Cut Factor	Fill Factor	2d Area	Cut	Fill	Net
NG TO SUB VOLUME	**1.000**	**1.000**	2808577.41 Sq. Ft.	110395.03 Cu. Yd.	151075.66 Cu. Yd.	40680.64 Cu. Yd.<Fill>
Totals			2808577.41 Sq. Ft.	110395.03 Cu. Yd.	151075.66 Cu. Yd.	40680.64 Cu. Yd.<Fill>



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INVERNESS

LEHI, UTAH

MASS GRADING CUT/FILL - NG TO SUBGRADE

REVISIONS

1 -
2 -
3 -
4 -
5 -

LEI PROJECT #: 2020-0067

DRAWN BY: DSE

DESIGNED BY: BCT

SCALE: 1"=100'

DATE: 02/07/2025

SHEET 1

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NOT FOR CONSTRUCTION

INVERNESS
LEHI, UTAH

MASS GRADING - CONTOURS

REVISIONS
1 -
2 -
3 -
4 -
5 -
6 -

LEI PROJECT #: 2020-0067
DRAWN BY: DSE
DESIGNED BY: DCT
SCALE: 1"=150'
DATE: 02/07/2025
SHEET: 2

NORTH
SCALE: 1"=150'
150 75 0 150

Inverness East Side Grading

Aerial

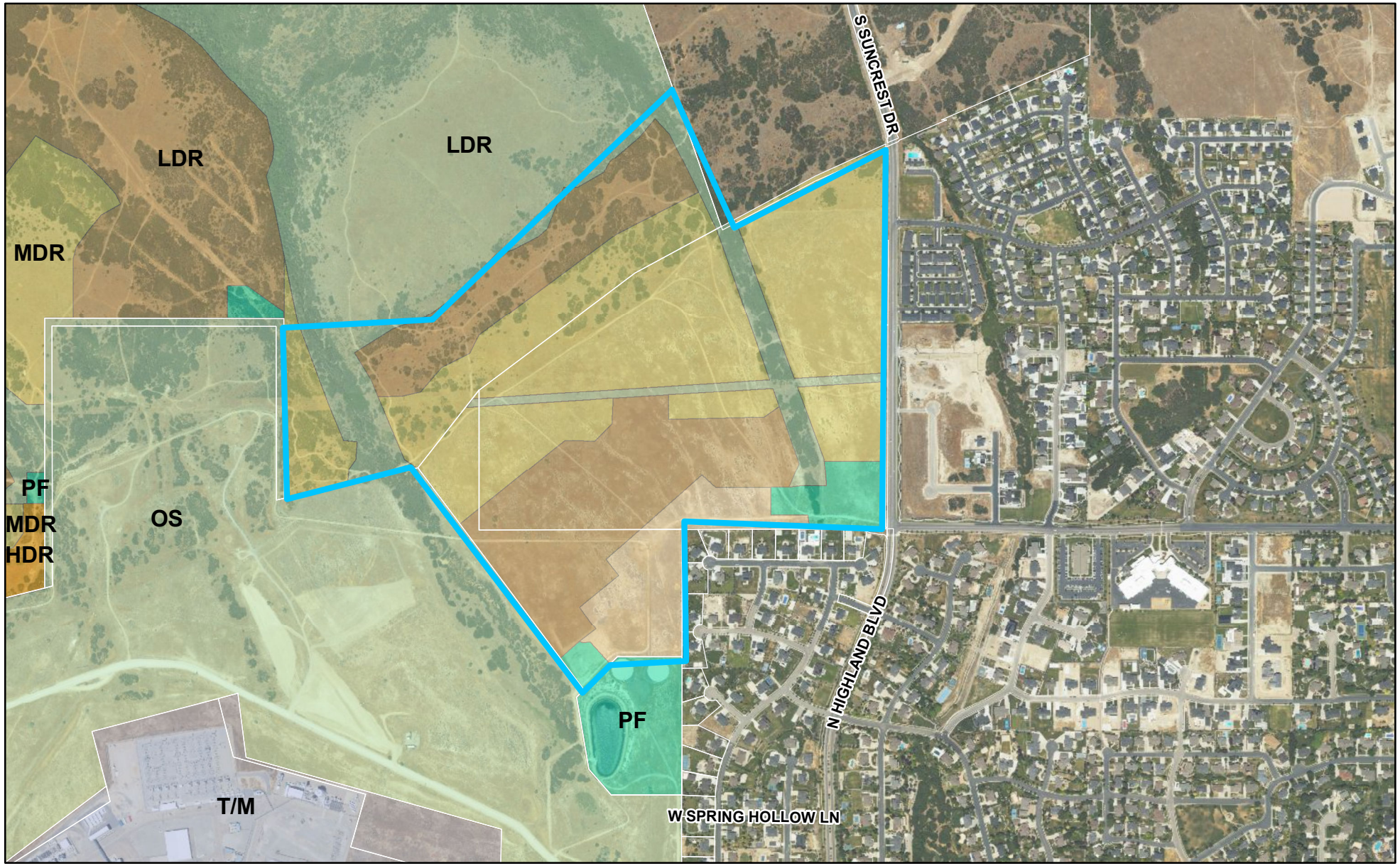


0 1,000 2,000 Feet

LEHI CITY

Inverness East Side Grading

General Plan



0 1,000 2,000 Feet

LEHI CITY

Inverness East Side Grading

Zoning



0 1,000 2,000 Feet

LEHI CITY

Agenda Item No: 18

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Brittney Harris
Submitting Department: Planning Division
Item Type: Ordinance
Agenda Section: Regular Agenda

Subject:
Consideration of Ordinance #19-2025 approving the Skye Area Plan Amendment, adding two uses to the Table of Uses.

Suggested Action:

Attachments:

CC Staff Report Skye Area Plan Amendment 04.08.25.docx

Skye Area Plan Amendment DRC 02.19.25.docx

Ord 19-2025.docx

Skye Area Plan Amendment.pdf

SKYE AREA PLAN AMENDMENT
TABLE OF USES MIXED USE
CITY COUNCIL REPORT

Applicant	Gardner-Plumb
Meeting Date	April 8, 2025
Requested Action/Purpose	Approval of a proposed area plan amendment
Decision Type	Legislative
Date of DRC Review	February 19, 2025
Date of Planning Commission Review	March 13, 2025
Assigned Planner	Brittney Harris

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 06.010 Purpose and Intent.
The intent of the Planned Community Zone and this Chapter is to:

A. Allow the City to encourage and facilitate more detailed and specific planning and analysis for certain areas of the City.
B. Establish provisions and requirements which enable the City to address unique areas of the City or where other characteristics exist that warrant a comprehensive set of land use policies and standards which will encourage an efficient and imaginative development pattern.
C. Provide an opportunity for flexibility from the constraints of traditional zoning and allow for development on a performance basis. Higher density and intensity of uses may be achieved as higher quality development and performance standards are implemented within the zone.
D. Provide a consolidated and structured framework for the processing of preliminary and final subdivision plat(s), preliminary and final site plans, and other permits and licenses required by this Code.

An application for approval of a Planned Community Zone is a request by the applicant for additional flexibility beyond that allowed by the traditional zones within the City. It is the sole responsibility and burden of the applicant to convince the Planning Commission and City Council that the proposed Planned Community Zone is preferable to traditional zoning. Approval for use of the Planned Community Zone lies at the discretion of the City Council.

Section 06.020 Planned Community Description.
Each Planned Community Zone should include a cohesive mixture of land uses, including commercial and/or business park uses, which will provide services and employment opportunities to residents within the community. Residential uses should provide a range of housing types and densities to accommodate a variety of age and income groups and residential preferences, so that the community's demographic diversity is maintained. Commercial uses should focus on retail services for the residents of the community and must include a unifying design theme which compliments the residential areas. Residential and commercial land uses should be integrated to promote a walkable, sustainable community. Development should promote creative lot configuration with usable public and private recreation areas, parks, trails and open space with assurance of maintenance. Preservation of open space and critical environmental areas is also highly encouraged through the use of clustering and other innovative development options where a standard lot pattern is not practical or desirable due to physical constraints.

Section 06.030 Design Compatibility.

Development within a Planned Community Zone should promote attractive, unified architectural design. Development should be planned as one complex land use with a common architectural design theme that provides variety within a context of architectural compatibility, rather than an aggregation of individual, unrelated buildings located on separate, unrelated lots. In order to ensure that development within the Planned Community Zone is compatible and meets the purposes of this Chapter, the Planning Commission may recommend and the City Council may require that certain design guidelines be employed as part of the approval of an Area Plan for a PC Zone. The design guidelines may include, but are not limited to, architectural controls, colors, materials, building mass, innovative design of buildings and access, and any other features deemed appropriate by the City Council. As part of the design guidelines for any Planned Community Zone each single family detached or attached dwelling shall include, as a minimum standard, an enclosed one (1) car garage.

REPORT ANALYSIS

Gardner-Plumb is requesting approval of an amendment to the Skye Area Plan Table of Uses. The Table lists various permitted, conditional and unapproved uses for the area, although "Grocer" and "General Merchandise Store" are not currently included. The applicant proposes to explicitly define and permit "Grocer" and "General Merchandise Store" as approved uses.

This amendment provides greater clarity for prospective tenants and the City regarding permitted uses, although these uses would previously have been permitted under Retail Sales, General. These uses align with the city's vision for the area and provide valuable services to the community.

While these uses may still be permitted without this clarification, the applicant desires to encourage the construction of these facilities in the area by explicitly mentioning them in the Table.

The Development Review Committee (DRC) had no redline comments regarding this request.

POSSIBLE MOTIONS AND FINDINGS

The City Council may approve or deny the proposed area plan amendment. Any motion should include findings. Possible findings include:

1. The proposed amendment to the table of uses will not change the uses that are permitted in the Skye Planned Community.
2. The proposed area plan does/does not meet the requirements of the Lehi City Development Code in regards to area plan approval.
3. Other findings based upon information presented during the public hearing.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission reviewed the proposed Area Plan Amendment on March 13, 2025. The minutes and motion from that meeting follow.

3.7) Public hearing and recommendation of Gardner-Plumb's requests for review of the Skye Area Plan Amendment, adding two uses to the Table of Uses

Katie Bussell presented the item. The purpose for the amendment is to define the terms 'grocery' and 'general merchandising' in the code.

Commissioner Everett clarified that this change was just for the Skye Area Plan. He said it might be worth looking at in the city plan as well.

Howard Cook, the applicant, was present.

Commissioner Everett asked why the changes are being sought. Cook explained that he is talks with potential tenants, and there is an agreement that there would be more interest in development in the area if these terms are clarified in the code. This is not the first time he's heard this from a client.

Commissioner Jackson opened and closed public comment.

> **Motion:** Commissioner Kunze moved to give a positive recommendation to the Lehi City Council finding that the proposed amendment to the table of uses will not change the uses that are permitted in the Skye planned community, and the proposed area plan meets the requirement of the Lehi City Development Code in regard to area plan approval. She included all DRC comments. Commissioner Everett seconded.
>
> **Vote:** Commissioner Jackson, yes. Commissioner Everett, yes. Commissioner Eyre, yes. Commissioner Kunze, yes. Commissioner Roberts, yes.
>
> Motion passes unanimously

Skye Area Plan Amendment
DRC Redline Comments

Gardner-Plumb- requests review of a Skye Area Plan Amendment adding two uses to the table of uses.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Shelbey Brewer, Kim Struthers, Gary Smith, Gary Ellis, James Farnsworth, Luke Seegmiller
Assigned Planner: Brittney Harris
Representatives of the Applicant Present: Howard Cooke
Date of Plans Reviewed: 02/10/25
Time Start: 1:40pm
Time End: 1:41pm

DRC REDLINE COMMENTS:
Glade – Power: No comments
Garion – Fire: No comments
Ryan – Water/Sewer: No comments
James – Parks: No comments
Gary S. – Building/Inspections: No comments
Shelbey – Public Works: No comments
Gary E. – Engineering: No comments
Luke- Traffic: No comments
Kim – Planning: No comments

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON MARCH 13, 2025

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: 19-2025

AN ORDINANCE APPROVING AN AMENDMENT TO THE SKYE AREA PLAN ADDING USES TO THE MIXED USE TABLE OF USES

WHEREAS, the applicant has requested to amend the Skye Area Plan to add two additional uses in the table of uses for the Mixed-Use area; and

WHEREAS, the Lehi City Council, acting pursuant to its authority and Utah Code, and in furtherance of its land use policies, goals, objectives, ordinances and other requirements, has made certain determinations with respect to the proposals for the Skye Area Plan Amendment; all as set forth in that certain area plan designated as the Skye Area Plan, a copy of which has been filed with the office of the Lehi City Planning Division;

WHEREAS, following a public hearing on March 13, 2025, the Lehi City Planning Commission reviewed the proposed Area Plan Amendment and forwarded a positive recommendation that the City Council adopt the proposed request; and

WHEREAS, on April 8, 2025, the City Council held a duly noticed meeting to ascertain the facts regarding this matter, which facts and comments are found in the public record and which include the staff report, minutes from the Planning Commission meeting of March 13, 2025, and the recommendation of the Planning Commission; and,

WHEREAS, after considering the facts and comments presented to the Municipal Council, the Council finds: (i) the request for an Area Plan Amendment is consistent with the Lehi City General Plan Land Use Map adopted by the Lehi City Council on January 25, 2022 (and as subsequently amended); and (ii) such action furthers the health, safety and welfare of the citizens of Lehi.

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

SECTION 1. The amended Area Plan together with all the attached exhibits, maps and supporting documents designated as the "Skye Area Plan Amendment-Table of Uses" dated April 8, 2025 copies of which are on file with the Planning Division of the Community Development Department, is hereby adopted as part of the Skye Area Plan.

SECTION 2. Unless specifically modified by the Skye Area Plan, the owner of the Subject Property or its assigned agents will be required to comply with all applicable requirements of Lehi City necessary for approval of the Project, including payment of fees and compliance with applicable ordinances, regulations, policies and procedures of Lehi City including but not limited to, the Lehi City Municipal Code, the Lehi City Development Code, and the Lehi City Design Standards and Public Improvements Specifications.

SECTION 3. The action of the City undertaken hereby is administrative in nature, falling within the general purpose and policy of the General Plan and zoning ordinances, and pursuant to the provisions of the Lehi City Development Code, and the obligations and requirements imposed on the City by ordinance and agreement.

SECTION 4. If a provision of this Ordinance 19-2025 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.

SECTION 5. 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.

SECTION 6. This Ordinance adopting the Area Plan shall be effective immediately after being posted or published as required by law.

Approved and Adopted by the City Council of Lehi City this 8th day of April 2025.

ATTEST

_____ _____

Mark Johnson, Mayor Teisha Wilson, City Recorder

Skye Area Plan Amendment

1)

a) Gardner-Plumb proposes an amendment to the current Skye Area Plan to explicitly define and permit “Grocer” and “General Merchandise Store” as approved uses. This clarification aims to prevent future confusion and provide greater assurance to potential tenants.

Grocer: *Facilities that sell fresh and packaged food, beverages, dairy, meat, produce, and dry goods. May include household essentials, personal care items, and over-the-counter pharmaceuticals.*

General Merchandise Store: *Facilities that sell a broad range of consumer products, which may include clothing, footwear, and accessories; household goods and furnishings; electronics and appliances; health and beauty products; toys, games, and recreational items; and, in some cases, groceries and packaged foods.*

b) This amendment strengthens the area plan by ensuring greater clarity for prospective tenants and the city, which ultimately increases the likelihood that grocery stores and general merchandisers will establish locations within the area. These uses align with the city’s vision for the area and provide valuable services to the community.

c) As mentioned above Gardner-Plumb believes that both uses (grocery store and general merchandise) are aligned and suitable with the existing and future uses of the area plan.

d) In addition to providing valuable services to the community, grocery stores and general merchandisers often serve as anchor tenants, attracting other desirable businesses and enhancing the overall vibrancy and welfare of the community.

2)

The proposed amendment does not significantly change the land use or density of the area plan.

Skye Area Plan
Table of Uses - Mixed Use / Commercial Districts

RESIDENTIAL USES		
LAND AREA DESIGNATION	**MU**	**TMB**
Dwelling Unit for caretaker/security guard (Only to be used by caretaker and immediate family)	P	N
Group Home	P	N
Juvenile Group Facility	N	N
Mixed-use single family residential and commercial structure/project complying with the use and development standards	P	N
Townhouses/Condominiums	P	N
Multi-Family Dwellings (greater than four dwelling units)	P	N
Rehabilitation and Treatment Facilities [See Sec. 12.180]	C	N
Nursing Home, Assisted Living, or Retirement Home/Center	P	N
PUBLIC/CIVIC USES		
LAND AREA DESIGNATION	**MU**	**TMB**
Churches (places of worship)	P	N
Cultural and Artistic uses, such as Museums, Galleries, Libraries, Performing Arts Studios	P	N
Golf Courses, Country Clubs, and Putting Greens	C	N
Parks, Playgrounds, Open Space, Trails and Greenways	P	P
Parking lot or Parking Structure, Municipal or Joint Venture (public/private)	P	P
Public/Civic Buildings	P	N
Schools	P	N
Sporting Facilities, Arenas	P	N
Sports Fields	P	P
COMMUNICATION & UTILITIES		
LAND AREA DESIGNATION	**MU**	**TMB**
Communication Facilities and Towers [See Sec.12.140]	C	P
Electrical Substations and Power Transmission Lines, Municipal	P	P
Electrical Substations and Power Transmission Lines, ground and roof-mounted solar energy facilities Non-Municipal	C	P
Oil & Gas Transmission Lines	C	P
Public Facilities including but not limited to water tanks, irrigation ponds, pump stations, well houses and lift stations.	P	P
Public and Private (with franchise agreement) Utility Underground Lines, and Rights of Way	P	P
Public and Private (with franchise agreement) Utility Buildings and Other Above Ground, Structures	P	P
COMMERCIAL/NONRESIDENTIAL USES		
LAND AREA DESIGNATION	**MU**	**TMB**
Accessory Buildings and uses incidental to an authorized use	P	P
Adult Daycare	P	N
Artisan Shop	P	N
Athletic Instruction, including Dance, Gymnastics, and Martial Arts	P	N
Automobile Sales/Rental sites 1 acre or larger	N	N
Automobile Service and Repair	C	N
Bakery, Retail	P	N
Bed and Breakfast	P	N
Body Art Facility	P	N

Notes:
P= Use allowed as a permitted use.
C= Use allowed as a Conditional Use.
N= Use not allowed and is prohibited.

Any land uses within the TMB zone shall be related to the necessary operation of the adjacent Technical Manufacturing use and shall be incidental and subordinate to that primary use (Texas Instruments). In addition, any additional uses will not exceed the existing capacities currently granted to Texas Instruments.

Skye Area Plan
Table of Uses - Mixed Use / Commercial Districts

COMMERCIAL/NONRESIDENTIAL USES (continued)		
LAND AREA DESIGNATION	**MU**	**TMB**
Brew Pub	P	N
Building Maintenance Services	P	P
Car Wash	P	N
Check Cashing, Title Loans & other Credit Services	C	N
Child Daycare (Commercial)	P	N
Climate Controlled Indoor Storage	P	N
Commercial Laundries, Linen Service	P	N
Commercial Parking Lot/Structure (private)	P	P
Commercial Recreational Facility	P	N
Conference Center, Convention Center, Reception Center	P	N
Construction and Equipment Sales and/or Rental (No outdoor storage)	C	N
Construction Service (No outdoor storage)	C	N
Convenience Store, with Gasoline Sales	P	N
Dog Care Facility	C	N
Dry Cleaners	P	N
Financial Institutions and Services	P	N
Drive through facilities incidental to an allowed use	P	N
Funeral Home	C	N
General Merchandise Store	P	N
Grocer	P	N
Health Care Facility	P	N
Health/Fitness Club	P	N
Heliport	C	N
Hobby Garages	P	N
Hotels and Motels	P	N
Junk Yards and Salvage Yards	N	N
Laboratory - Medical, Dental, Optical	P	N
Launderette, Laundromat	P	N
Light Office/Warehouse Combination	P	N
Makerspace (flex space that is divided into separate units that can be used for a variety of purposes including storage, small business, retail, recreational use and non-permanent residential use.)	P	N
Manufactured Home Sales and Service	N	N
Medical and Dental Clinics	P	N
Medical Cannabis Pharmacy	P	N
Medical Research Facility	P	N
Moving and Storage Facilities	C	C
Nightclub	C	N
Offices, Professional	P	N
Office/Warehouse with no outside storage	P	P
Outdoor Sales and Display	P	N
Outdoor Storage of Materials, Products and Equipment incidental to an allowed use (excluding junk yards and salvage yards)	N	P
Pawn Shops (see Sec. 12.130 F)	N	N
Personal Services	P	N

Notes:
P= Use allowed as a permitted use.
C= Use allowed as a Conditional Use.
N= Use not allowed and is prohibited.

Any land uses within the TMB zone shall be related to the necessary operation of the adjacent Technical Manufacturing use and shall be incidental and subordinate to that primary use (Texas Instruments). In addition, any additional uses will not exceed the existing capacities currently granted to Texas Instruments.

Skye Area Plan
Table of Uses - Mixed Use / Commercial Districts

COMMERCIAL/NONRESIDENTIAL USES (continued)		
LAND AREA DESIGNATION	**MU**	**TMB**
Personal Services including a Body Art Facility (See Definitions Chapter 39)	P	N
Pet Grooming Facility	P	N
Plant Nursery with Outside Display	P	N
Portable Storage Container	N	P
Public Dance Hall	C	N
Racetracks for Go-Carts, ATV and Motocross or other Motorized Sports Recreational Facilities (includes private or commercial)	C	N
Research and Development Facilities	P	N
Restaurant	P	N
Retail Facilities and Services accessory to a principal use	P	N
Retail Facilities and Services with drive-up window(s)	P	N
Retail Sales, General	P	N
Schools - Vocational and Technical	P	N
Storage Units [See Sec.12.130-A]	C	C
Indoor Storage, Vehicles [See Sec.12.130-A]	C	P
Temporary Construction Buildings & Yards (12 months maximum)	P	P
Theater	P	N
Tobacco Products Shop	N	N
Towing and Impound Yard [See Sec. 12.130-G]	N	N
Veterinary Office, operating entirely within an enclosed building and keeping animals overnight only for treatment purposes	P	N
LIFE SCIENCES		
LAND AREA DESIGNATION	**MU**	**TMB**
Brick Manufacture	N	N
Indoor Building Materials Storage and Wholesaling	P	P
Cabinet and Woodworking Shop	P	N
Cannabis Production	N	N
Commercial Storage or Distribution (excluding junkyards and salvage yards)	P	P
Concrete Block Manufacture	N	N
Concrete Manufacture	N	N
Indoor Contractor's Storage Yard	P	P
Food Processing including the slaughtering, processing and packaging of livestock (excluding feed lots, outdoor corrals or pens for the keeping of livestock, and animal rendering)	N	N
Gasoline and Oil Storage (wholesale, or Private)	N	P
Indoor Heavy Industrial Assembly	C	C
Light Manufacturing and Assembly which are not obnoxious or offensive by reason of emission of odor, dust, smoke, noxious gases, noise, vibration, glare, heat or other impacts, nor hazardous by way of materials, process, product, or waste, and which: a. Do not process animal, vegetable or fish products or the rendering and refining of fats and oils; b. Encloses all equipment, compressors, generators and other ancillary equipment within a building or structure.	P	N
Lumberyard	N	N
Manufacture, Processing or Packaging of food and beverage products, personal hygiene products and cosmetics, drugs and pharmaceuticals and which are not obnoxious or offensive by reason of emission of odor, dust, smoke, noxious gases, noise, vibration, glare, heat or other impacts, nor hazardous by way of materials, process, product, or waste and where all activities are conducted within a completely enclosed building and where all equipment, compressors, and other ancillary equipment is enclosed	C	N
Printing and Publishing Facilities	P	N

Notes:
P= Use allowed as a permitted use.
C= Use allowed as a Conditional Use.
N= Use not allowed and is prohibited.

Any land uses within the TMB zone shall be related to the necessary operation of the adjacent Technical Manufacturing use and shall be incidental and subordinate to that primary use (Texas Instruments). In addition, any additional uses will not exceed the existing capacities currently granted to Texas Instruments.

Skye Area Plan
Table of Uses - Mixed Use / Commercial Districts

LIFE SCIENCES (continued)		
LAND AREA DESIGNATION	**MU**	**TMB**
Recycling Center	N	N
Rock, Sand and Gravel Storage and Distribution (private)	N	P
Rock, Sand, Gravel and Topsoil Commercial Screening and Sales	N	N
Tradesmen Shops with no outside storage	P	N
Truck and Large Equipment Sales and Rental	N	N
Truck and Large Equipment Repair	N	N
Truck Freight Terminal	N	N
Warehousing and Wholesale Distribution with no outside storage	P	P
Warehousing and Wholesale Distribution with outside storage	N	N
Indoor Welding Shop with no outside storage	C	C
RESOURCE PRODUCTION		
LAND AREA DESIGNATION	**MU**	**TMB**
Agriculture (Horticulture)	P	P

Notes:
P= Use allowed as a permitted use.
C= Use allowed as a Conditional Use.
N= Use not allowed and is prohibited.

Any land uses within the TMB zone shall be related to the necessary operation of the adjacent Technical Manufacturing use and shall be incidental and subordinate to that primary use (Texas Instruments). In addition, any additional uses will not exceed the existing capacities currently granted to Texas Instruments.

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Brittney Harris
Submitting Department: Planning Division
Item Type: Ordinance
Agenda Section: Regular Agenda

Subject:
Consideration of Ordinance #20-2025 approving a Development Code Amendment to Chapter 39, clarifying dwelling units are to be occupied by one family and that townhomes and condos can only have one kitchen facility.

Suggested Action:

Attachments:

CC Staff Report Ch 39 Townhomes, Dwelling Unit Dev Code Amendment 04.08.25.docx

Chapter 39 Townhomes, Dwelling Unit Definition DRC 02.19.25.docx

Ord 20-2025.docx

Narrative.pdf

Ch39Definitions-townhome, dwelling unit 02.03.25.pdf

CHAPTER 39 TOWNHOMES, CONDOS, DWELLING UNIT DEFINITION DEVELOPMENT CODE AMENDMENT

CITY COUNCIL REPORT

Applicant	Lehi City
Meeting Date	April 8, 2025
Requested Action/Purpose	Approval of proposed amendments to the Lehi City Development Code
Decision Type	Legislative
Date of DRC Review	February 19, 2025
Date of Planning Commission Review	March 3, 2025

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 04.060. Criteria for Approval.
No amendment to this Code, or the Zoning District Map(s), may be recommended for approval by the Commission nor approved by the City Council unless such amendment or conditions thereto are consistent with the General Plan. In considering a Code amendment, or Zoning District Map(s) amendment, the applicant shall identify, and the City Staff, DRC, Commission, and the City Council may consider the following factors, among others:

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.

REPORT ANALYSIS

The applicant requests approval of a proposed amendment to Chapter 39 of the Development Code, Definitions. The proposal will add clarification to the definition of Townhomes, Condos, and Dwelling Units.

The building department has had an increasing number of townhomes applying to have kitchens in their basements with separate entrances, in essence creating an accessory dwelling unit (ADU) in a townhome. And City Staff has been made aware of listings for townhomes that state they have an ADU. City Staff has concerns with the impact on parking and utilities that these units may have. ADUs are only allowed in detached single-family homes on lots over 6,000 square feet in size. The proposed amendment will add to the definition of both townhomes and condominiums that only one kitchen is allowed making it impossible to create a separate unit.

The proposed amendment also adds clarification that each dwelling unit can only be occupied by one family as defined in Chapter 39. This clarification is to help with enforcement of ADUs and occupancy in general.

POSSIBLE MOTIONS AND FINDINGS

The City Council may approve or deny the proposed amendments to the Lehi City Development Code. Any motion should include findings. Possible findings include:

1. The proposed Development Code amendment seeks to prevent future zoning violations by eliminating the ability to create a separate unit in townhomes and condos.
2. The proposed Development Code Amendment adds clarification making enforcement easier.
3. The proposed Development Code amendment is/is not in conformance with the purposes, intent, and provisions of the General Plan and its various elements.
4. Additional findings based upon information presented during the public hearing.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission reviewed the proposed Development Code Amendment on March 13, 2025. The minutes and motion of that meeting follow.

3.9) Public hearing and recommendation of Lehi City's request for review of a Development Code Amendment to Chapter 39, clarifying dwelling units are to by occupied by one family and that townhomes and condos can only have one kitchen facility.

Katie Bussell presented the item. The building department has been getting a lot of requests for townhomes to have kitchens in the basement with separate entrances. There are concerns over the creations of ADUs, which are not allowed for townhomes.

Commissioner Everett asked about current enforcement and penalty practices. Kim Struthers explained that much of the issue is that homeowners will come in to get a permit for a second kitchen and there is no way to deny that currently.

Commissioner Kunze asked if this is in response to the state mandate on ADUs being more available. Struthers explained that the city already has the grounds to deny ADUs in townhomes because it's in city code. Commissioner Lockhart asked why owners of a duplex couldn't both own ADUs on the lot. Struthers explained that ADUs are determined based off deed; with a duplex there's only one deed.

Commissioner Everett asked if this is the same amendment that is getting rid of golf courses in the general use table. Struthers stated that it is not.

Commissioner Jackson opened public comment.

Bussell summarized the online comments:

Marshall Gary is opposed, as there are reasons for families to have two kitchens. It would damage housing affordability. He doesn't think it will affect parking infrastructure.

Zach Larsen expressed his concerns over housing affordability. Renting out rooms helps people to afford mortgages.

Leah Jay feels like this legislation is to alleviate parking issues. She argues that Lehi is a car-centric city and that walkability is the main issue.

Bill Harreth says that ADUs in townhomes can put a strain on infrastructure. HOAs can enforce this, but it would be nice to have help from the city.

Commissioner Jackson closed public comment.

Commissioner Lockhart asked about the average size of a basement in a town home. Struthers says it's about 600 square feet. Any ADU would have to be a studio apartment.

Motion: Commissioner Eyre moved to give a positive recommendation to the Lehi City Council with the findings that the proposed development code amendment seeks to prevent future zoning violations by eliminating the ability to create a separate unit in townhomes and condos, the proposed development code amendment adds clarification making enforcement easier, the proposed development code amendment is in conformance with the purposes, intent, and provisions of the general plan and its various elements. He included all DRC comments. Commissioner Everett seconded.

Vote: Commissioner Jackson, yes. Commissioner Everett, yes. Commissioner Eyre, yes. Commissioner Kunze, yes. Commissioner Roberts, yes.

Motion passes unanimously.

Chapter 39 Townhomes, Dwelling Unit Definition
DRC Redline Comments

Lehi City- requests review of an amendment to the Development Code Chapter 39 Definitions clarifying Dwelling Units can only hold one family and that townhomes can only have one kitchen.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Shelbey Brewer, Kim Struthers, Gary Smith, Gary Ellis, James Farnsworth, Luke Seegmiller
Assigned Planner: Brittney Harris
Representatives of the Applicant Present:
Date of Plans Reviewed: 02/10/25
Time Start:
Time End:

DRC REDLINE COMMENTS:
Glade – Power: No comments
Garion – Fire: No comments
Ryan – Water/Sewer: No comments
James – Parks: No comments
Gary S. – Building/Inspections: No comments
Shelbey – Public Works: No comments
Gary E. – Engineering: No comments
Luke- Traffic: No comments
Kim – Planning:
1. Reword to: Each dwelling unit shall have only one kitchen facility.
2. Add one kitchen requirement to condos as well.

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON MARCH 13, 2025

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: 20-2025

AN ORDINANCE AMENDING THE LEHI CITY DEVELOPMENT CODE CHAPTER 39, DEFINITONS DWELLING, TOWNHOME, CONDOMINIUMS

WHEREAS, it has become necessary to amend Chapter 39 of the Lehi City Development Code; and

WHEREAS, this amendment seeks to reduce the amount of illegal Accessory Dwelling Units (ADUs); and

WHEREAS, following a public hearing on March 13, 2025, the Lehi City Planning Commission reviewed the proposed revisions and forwarded a positive recommendation to the City Council; and

WHEREAS, on April 8, 2025, the City Council held a duly noticed meeting to receive public comment and ascertain the facts regarding this matter, which facts and comments are found in the hearing record and which include the staff report, minutes from the Planning Commission meeting of March 13, 2025, and the positive recommendation of the Planning Commission; and,

WHEREAS, after considering the facts and comments presented to the Municipal Council, the Council finds: Chapter 39 of the Lehi City Development Code should be amended; and such action furthers the health, safety, and welfare of the citizens of Lehi.

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

PART I:

Chapter 39 of the Lehi City Development Code is hereby amended.

PART II:

A. If a provision of this Ordinance 20 -2025 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.

B. This ordinance and its various sections, 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.

C. The City Council hereby directs that the official copy of the Lehi City Code 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 8th day of April 2025.

ATTEST

_____	_____
_____	_____
Mark Johnson, Mayor	Teisha Wilson, City Recorder

Narrative

The building department has been receiving an increasing number of applications for kitchens in their basements. We also have become aware that people are renting out these basements as separate units. Accessory Dwelling Units (ADUs) are not allowed in townhomes. Changing the definition to not allow multiple kitchens is an easier way to stop these separate units than enforcement alone. People can still rent the basement, but the renters would need to share the kitchen facility with the rest of the townhomes. This fits under the definition of “Dwelling Unit” and “Family” already in the Code.

This change also seeks to clarify through language that a dwelling unit can contain one family. This clarifies that only one family group as defined in the Development Code can occupy a dwelling unit.

Commercial Recreational Facility - A recreation facility operated as a business on private or public property and open to the public for a fee, such as a ~~golf course, driving range~~, tennis court, skating rink, equestrian center, or substantially similar uses, and support facilities customarily associated with the development.

Commercial Uses - Retail business and service establishment, professional and governmental offices, and developed recreational uses.

Communications Tower - A structure intended for transmitting or receiving television, radio, or telephone communications.

Common Open Space - Facilities, land and yard areas identified within projects for the use and enjoyment of residents and maintained and operated by the City or an organization accepted by the City.

Commission - The planning commission of the City of Lehi, Utah.

Communications Facilities and Towers – See Section 12.140 of the Lehi City Development Code.

Concept Plan - A sketch preparatory to the preparation of the preliminary plat or preliminary site plan to enable a property owner/developer to gain an understanding of City policies and development requirements that may be considered by the City in reviewing a development application.

Concrete Manufacture - an operation that produces concrete products used in construction including the stockpiling of bulk materials used in the production process or a finished product manufactured on the premise.

Conditional Use - A use requiring special consideration and review in the manner identified in Chapter 9 of this Code.

Condominium - Any structure or group of structures, in which units are owned individually, and the structure(s), common areas and facilities are owned by all the owners on a proportional, undivided basis and which has been submitted to condominium ownership under the provisions of the Utah Condominium Ownership Act.

Conference Center, Convention Center, Reception Center – Facilities designed to host conferences, exhibitions, trade shows, receptions, and other similar large group events. This use may also provide office facilities and a range of leisure activities but does not include any residential, housing, or lodging uses, even on a temporary basis.

Construction Service - An establishment providing services relating to the construction, maintenance or repair of dwellings and buildings, including plumbing, heating, air conditioning, painting, electrical services, masonry, carpentry and roofing. Typical uses include building contractors, sub-contractors, and handyman services.

Construction Service Yard – An establishment providing storage of large equipment, vehicles, or other materials commonly used for construction.

Convenience Store - A retail establishment smaller than 5,000 square feet offering for sale a limited range of prepackaged food products, snacks, beverages, and household items.

Corral, Pen - A fenced, unroofed enclosure used to contain livestock or animals. The enclosure may be permanent or temporary and may consist of dirt or vegetation. Although similar to a corral, a pen is usually smaller in size and used to keep an animal(s) in a confined area such as a holding pen.

Country Club - A facility providing land area and buildings containing golf courses, recreational facilities, a clubhouse, and customary accessory uses, open only to members and their guests.

Crematory – A place where the bodies of the dead are cremated.

Cultural and Artistic Uses – A facility for entertainment purposes that include but are not limited to museums, galleries, libraries, and performing art studios.

Day Treatment - A facility providing specialized treatment for less than 24 hours a day for four or more persons who are unrelated to the owner or provider and who have emotional, psychological, developmental, physical, or behavioral dysfunctions, impairments, or chemical dependencies. Day treatment is provided in lieu of, or in coordination with, a more restrictive residential or inpatient environment or service.

Dedication - The legal transference of land without sale by a property owner to a public agency.

Density - The number of dwelling units per acre with

respect to residential land uses.

Developer - The owner or authorized agent of land proposed to be subdivided or developed who is responsible for any undertaking that requires review and/or approval pursuant to this Code.

Development or Development Activity - Any of the following activities requiring a permit pursuant to this Code:

1. Change in use.
2. Construction, clearing, filling, excavating, grading, paving, dredging, mining, drilling or otherwise significantly disturbing the soil of a site.
3. Building, installing, enlarging, replacing or substantially restoring a structure, impervious surface, or central water system and including the long-term storage of materials.
4. Erection of a permanent sign.
5. Alteration of a historic property for which authorization is required under this Code.
6. Any activity increasing the need for parking.
7. Construction, elimination or alteration of a driveway onto a public road.

Development Permit - Any building permit; conditional use permit; preliminary subdivision plat; final subdivision plat or other plat approval; preliminary site plan; final site plan; rezoning; or any other official action of the City or any state or local government commission, board, agency, department or official having the effect of permitting the development of land located within the corporate boundaries of Lehi City and subject to the provisions of this Code.

Dog Care Facility - A facility in which three or more dogs are trained, cared for, and boarded overnight. A dog care facility may include a permanent, fenced, outdoor enclosure used to contain dogs during daytime hours between 7:00 AM and 9:00 PM. Dogs shall be maintained indoors during over-night hours between 9:00 PM and 7:00 AM. As a requirement of approval, the Dog Care Facility shall conform with the standards set forth in Chapter 4 of the Municipal Code with respect to Kennel Standards and maintain a current Kennel Permit at all times.

Driveway - A way providing the most direct access for vehicles from a right-of-way to a garage, dwelling, other structure or parking space.

Drive Through Facility - A feature or characteristic of a use involving sales or products or provision of services to occupants in vehicles, including drive-in or drive- up windows.

Dwelling- Any structure designed or used for residential purposes with cooking, sleeping, and bathroom facilities that has been constructed to comply with all building codes of Lehi City, but not including hotels, bed and breakfast facilities, nursing home rooms, etc., or structures used for short term residential leases.

Dwelling Unit - One or more rooms in a building or portion thereof designed, occupied, and used ~~or intended~~ as a residence for ~~a~~ one family (as defined in this Chapter) with complete and independent facilities for living, sleeping, eating, cooking, and sanitation provided within the dwelling unit.

Dwelling, Caretaker – A dwelling in a non-residential zone that is located either within the primary non-residential building or a secondary building for the purpose of providing security or otherwise caring for the property.

Dwelling, Detached Single Family - A building arranged or designed to include only one dwelling unit occupied by one family (see definition of Family) located on a lot containing no other dwelling units other than an approved ADU (see definition for accessory dwelling unit) and containing no connected buildings across lot lines.

Dwelling, Two-Family (Duplex~~)~~ – A building under single ownership designed for occupancy by two families in separate dwelling units.

Dwelling, Two-Family (Twin Home) – A building that consists of two~~An~~ attached single-family dwelling units~~ constructed in a group of two attached units~~ with each unit on its own lot with ~~differing~~ separate ownership. Each unit extends from foundation to roof and with open space on at least two sides.

Dwelling, Three-Family - A building under one ownership arranged or designed to be occupied by three families living independently of each other with each unit having its own kitchen, including apartment houses, but not including hotel.

Dwelling, Four-Family - A building under one ownership arranged or designed to be occupied by four families living independently of each other with each unit having its own kitchen, including apartment houses, but not including hotel.

Dwelling, Multi-Family - A building, or portion thereof, used and designed as a residence for five or

more families living independently of each other with each dwelling unit having its own kitchen, including apartment houses, but not including hotel. Individual units may be owned as condominiums or offered for rent.

Dwelling, Townhouse – An attached single-family dwelling unit constructed in a group of three or more attached units. Each unit extends from foundation to roof and with open space on at least two sides. And each dwelling unit has only one kitchen facility.

~~**Dwelling, Twin Home** – An attached single-family dwelling unit constructed in a group of two attached units with each unit on its own lot with differing ownership. Each unit extends from foundation to roof and with open space on at least two sides.~~

Dwelling, Condominium - A single unit in a multi-unit project or structure which is separately owned which may be combined with an undivided interest in the common areas and facilities of the property.

Easement - An authorization by a property owner for the use by another or others, and for a specified purpose of any part of the property.

Electrical Substations and Power Transmission Lines, Municipal - Facilities used to transmit or distribute electricity which are owned by the City.

Electrical Substations and Power Transmission Lines, Non-Municipal - Facilities used to transmit or distribute electricity which are not owned by the City.

Equipment Sales and Rental - An establishment primarily engaged in the sale or rental of trucks of one ton or greater capacity, tractors, construction equipment, agricultural implements, or similar equipment, including incidental storage, maintenance, and servicing. Typical uses include truck dealerships, construction equipment dealerships, and mobile home sales establishments.

Family – A person living alone or one, but not more than one, of any of the following groups living together as a single, nonprofit housekeeping unit, sharing common living, sleeping, sanitation, cooking, and eating facilities:

1. A head of household and any number of people who are all related to the head of household by blood, marriage, adoption, or court sanctioned guardianship; or
2. No more than four persons when at least one of the individuals is unrelated; or
3. No more than two unrelated adults and their children and other related family members.

Fence - A man-made barrier of any material or combination of materials erected to enclose or screen areas of land.

Final Subdivision Plat - The map of a subdivision to be recorded after approval by the City and any accompanying material as described in this Code.

Financial Institution - An establishment engaged in the business of lending money and/or guaranteeing loans.

Financial Institution and Services – An establishment engaged in the business of lending money and/or guaranteeing loans. Typical uses include banks, savings and loans institutions, stock and bond brokers loan, and lending activities.

Food Processing, Animal – An establishment including the slaughtering, processing, and packaging of livestock (excluding feed lots, outdoor corrals or pens)

Food Truck - A business that serves food or beverages from a self-contained unit either motorized or towed, and conducts all or part of its operations and commercial transactions on premises other than its own and is readily movable, without disassembling, for transport to another location.

Funeral Home - An establishment engaged in undertaking services such as preparing the dead for burial and arranging and managing funerals. Typical uses include funeral home or mortuaries but exclude cremation services.

Furniture Store - An establishment primarily engaged in the retail sale of furniture and furniture accessories. Typical uses include establishments providing the following products: furniture, floor coverings (including carpet), draperies, curtains, upholstery, china, glassware, metal ware, and fireplace screens and accessories.

Garage, Private - A detached accessory building, or a portion of a principal building, used for the storage of motor vehicles for the tenants or occupants of a specific building and not by the general public.

General Plan - A plan for the city, allowed by state

Agenda Item No: 20

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Resolution
Agenda Section: Regular Agenda

Subject:
Consideration of Resolution #2025-20 approving an Interlocal Cooperation Agreement between Utah County and Lehi City for the administration of the 2025 Municipal Elections.

Suggested Action:

Attachments:

Res 2025-20.docx

Lehi 2025 Municipal Election ILA with Exhibits.docx

RESOLUTION NO. 2025-20

A RESOLUTION OF THE LEHI CITY COUNCIL APPROVING AN INTERLOCAL COOPERATION AGREEMENT BETWEEN UTAH COUNTY AND LEHI CITY FOR THE ADMINISTRATION OF THE 2025 MUNICIPAL ELECTIONS

WHEREAS, the Utah Interlocal Co-operation Act, Title 11, Chapter 13, Utah Code Annotated (1953), as amended, permits local governmental units including cities, counties and political subdivisions of the State of Utah to make the most efficient use of their powers by enabling them to cooperate with other public entities;

WHEREAS, pursuant to the Interlocal Act the parties desire to work together through joint and cooperative action that will benefit the residents of Lehi City and Utah County;

WHEREAS, Utah County and Lehi City desire to successfully conduct the 2025 Lehi City Municipal Primary and General Elections;

WHEREAS, it is to the mutual benefit of both Utah County and Lehi City to enter into an agreement providing for the parties' joint efforts to administer the 2025 Lehi City Municipal Elections;

WHEREAS, on April 8th, 2025, 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 Interlocal Cooperation Agreement with Utah County; 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 Interlocal Cooperation Agreement attached hereto as Exhibit "A" 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 8th day of April, 2025.

LEHI CITY

_____

Mark Johnson, Mayor

ATTEST

_____

Teisha Wilson, City Recorder

Exhibit “A”

Agreement No. 2025 - ___

INTERLOCAL COOPERATION AGREEMENT BETWEEN UTAH COUNTY

AND LEHI CITY

FOR THE ADMINISTRATION OF THE 2025 MUNICIPAL ELECTIONS

This INTERLOCAL COOPERATION AGREEMENT ("Agreement"), made and entered into by and between Utah County, a political subdivision of the State of Utah, and Lehi City, a municipality and political subdivision of the State of Utah, hereinafter referred to as CITY.

WITNESSETH:

WHEREAS, under Utah Code Title 20A, the Utah County Clerk is charged with many duties pertaining to conducting fair, accurate, and impartial elections in Utah County;

WHEREAS, Utah County, by and through the Utah County Clerk, regularly conducts countywide elections and has the equipment, experience, and applicable vendor contracts in place to efficiently conduct elections;

WHEREAS, municipalities within Utah County, such as CITY, are responsible for conducting municipal elections within their own jurisdictions;

WHEREAS, pursuant to the provisions of the Interlocal Cooperation Act ("Act"), Utah Code Title 11, Chapter 13, public agencies, including political subdivisions of the State of Utah, are authorized to enter into written agreements with one another for joint or cooperative action;

WHEREAS, pursuant to the Act, the parties desire to work together through joint and cooperative action that will benefit the residents of both Utah County and CITY;

WHEREAS, the parties to this Agreement are public agencies as defined in the Act;

WHEREAS, Utah County and CITY desire to successfully conduct the 2025 CITY Municipal Primary Election (to be held on August 12, 2025) and Municipal General Election (to be held on November 4, 2025) (collectively "2025 CITY Municipal Elections"); and

WHEREAS, it is to the mutual benefit of both Utah County and CITY to enter into an agreement providing for the parties' joint efforts to administer the 2025 CITY Municipal Elections.

NOW, THEREFORE, the parties do mutually agree, pursuant to the terms and provisions of the Act, as follows:

Section 1. EFFECTIVE DATE; DURATION

Within the meaning of the Act, the effective date of this Agreement occurs when the Agreement is submitted to, approved by, and formally adopted via resolution by the governing bodies of both parties. The term of the Agreement begins upon its effective date and ends on December 31, 2025, or upon joint written termination by both parties, whichever occurs first. The termination date may be extended if mutually agreed upon in writing by both parties.

Prior to becoming effective, the Agreement must be reviewed and approved for legal form and compatibility with the laws of the State of Utah by both the Utah County Attorney and the CITY Attorney, or their designee. Each party shall file a copy of the Agreement with the respective record-keeping official for each party.

Section 2. ADMINISTRATION OF AGREEMENT

This agreement does not create a separate legal entity and does not require or authorize any organizational changes within the parties. Under Utah Code § 11-13-207, Utah County, by and through the Utah County Clerk, shall act as the administrator responsible for overseeing the implementation of this Agreement. Utah County, by and through the Utah County Clerk, shall maintain all books and records in such form and manner as Utah County sees fit and shall make

all books and records available for examination and inspection by CITY at all reasonable times and in accordance with state and federal law. The parties shall not acquire, hold, nor dispose of real or personal property under this Agreement during this joint undertaking.

Section 3. PURPOSES

This Agreement has been established and entered into between the parties for the purpose of administering the 2025 CITY Municipal Elections in accordance with state and federal laws. This Agreement contemplates basic, traditional primary and general elections for the 2025 CITY Municipal Elections, in accordance with the laws of the State of Utah. All other election-related services, including but not limited to services for special elections, runoff elections, or elections for subsequent years, are not contemplated in this Agreement.

Section 4. RESPONSIBILITIES

The parties agree to fulfill the responsibilities and duties outlined in Exhibit A, which is attached and incorporated by reference, for the 2025 CITY Municipal Elections.

CITY agrees to reimburse Utah County the actual costs incurred in administrating the 2025 CITY Municipal Elections. Utah County shall not bill CITY in excess of the estimated cost per active voter specified in Exhibit B, which is attached and incorporated by reference. CITY shall submit payment to Utah County within 30 days of receiving an invoice.

In accordance with the definitions in Utah Code § 20A-1-102, this Agreement relates to a municipal ballot and election, and the election officer is CITY's municipal clerk or recorder. Notwithstanding these definitions, the parties agree to consolidate all elections administration functions and decisions in the office of the Utah County Clerk to ensure the successful conduct of multiple, simultaneous municipal elections taking place throughout Utah County in 2025. In a consolidated election, decisions made by Utah County regarding resources, procedures, and

policies are based upon providing the same scope and level of service to all the participating jurisdictions, and CITY recognizes that such decisions, made for the benefit of the whole, may not be subject to review by CITY.

Section 5. TERMINATION

This Agreement automatically terminates at the end of its term, pursuant to the provisions of Section 1. Prior to the automatic termination, either party may terminate the Agreement early by providing 60 days' written notice to the other party. If the Agreement is terminated prior to the scheduled end date, CITY shall pay its share of any costs incurred up to that point, including any unavoidable and irreversible future costs outlined in the Agreement.

Prior to termination, the parties shall settle all outstanding financial obligations under this Agreement

Section 6. INDEMNIFICATION

The parties to this Agreement are political subdivisions of the State of Utah. The parties agree to indemnify and hold harmless the other for damages, claims, suits, and actions arising out of a negligent error or omission of its own officials or employees in connection with this Agreement. The parties expressly agree that the obligation to indemnify is limited to the dollar amounts set forth in the Utah Code § 63G-7-604 of the Governmental Immunity Act of Utah. None of the parties waive any defenses otherwise available under the Governmental Immunity Act of Utah.

Section 7. FILING OF INTERLOCAL COOPERATION AGREEMENT

The parties shall place executed copies of this Agreement on file in the office of the Utah County Clerk and with the official keeper of records of CITY and shall maintain the copies for public inspection during the term of this Agreement.

Section 8. ADOPTION REQUIREMENTS

The Agreement takes effect only after the following steps are completed:

(a) Approval by resolution of each party's governing body,

(b) Execution by a duly authorized official of each party,

(c) Review and approval by an authorized attorney of each party, as required by Utah Code § 11-13-202.5, and

(d) Filing of the Agreement and resolutions in the official records of each party.

Section 9. AMENDMENTS

This Agreement may only be amended, changed, modified, or altered by an instrument in writing that meets the following requirements:

(a) Approval by resolution of each party's governing body,

(b) Execution by a duly authorized official of each party,

(c) Review and approval by an authorized attorney of each party, as required by Utah Code § 11-13-202.5, and

(d) Filing of the Agreement and resolutions in the official records of each party.

Section 10. SEVERABILITY

If any provision of this Agreement is found to be invalid or unenforceable, the remaining provisions will remain in effect and be enforced to the extent permitted by law. If possible, the parties shall apply the invalid provision in a way that upholds its intent. To the extent permitted by applicable law, the parties hereby waive any provision of law which would render any of the terms of this Agreement unenforceable.

Section 11. NO PRESUMPTION

The parties acknowledge that all terms of this Agreement have been negotiated and

prepared jointly. Neither party is presumed to have a disadvantage due to being the drafter of this Agreement. If any provision of this Agreement requires judicial interpretation, the parties request that no presumption be applied against any party for being the drafting party.

Section 12. HEADINGS

Headings in the Agreement are for convenience of reference only and are not to be considered for any interpretation of the Agreement.

Section 13. BINDING AND ENTIRE AGREEMENT

This Agreement is binding upon the heirs, successors, administrators, and assigns of both parties. This Agreement constitutes the entire agreement between the parties pertaining to the subject matter and supersedes all prior and contemporaneous agreements, negotiations, representations, promises, or understandings of the parties, whether oral or written.

Section 14. NOTICES

All notices, demands, and other communications required or permitted to be given under this Agreement must be in writing. A notice will be considered properly given if delivered by hand or sent via certified mail (return receipt requested, with postage paid) to the Utah County Clerk or the CITY Mayor at their respective addresses. Either party may designate a specific address by providing notice as specified in this section.

Section 15. ASSIGNMENT

Neither party may assign this Agreement or any portion of it without the prior written consent of the other party. An approved assignment does not relieve the original parties of their liabilities under this Agreement.

Section 16. GOVERNING LAW

All questions with respect to the construction and interpretation of this Agreement,

including the rights, obligations, and liabilities of the parties, are to be governed by the laws of the State of Utah.

IN WITNESS WHEREOF, the parties have signed and executed this Agreement, after resolutions duly and lawfully passed, on the dates listed below:

UTAH COUNTY

Authorized by Resolution No. 2025 -_____, approved and passed on the _____ day of _____ 2025.

BOARD OF COUNTY COMMISSIONERS
UTAH COUNTY, UTAH

By:_____
Brandon B. Gordon, Commission Chair

ATTEST: Aaron R. Davidson
Utah County Clerk

By:_____
Deputy Clerk

APPROVED AS TO FORM AND COMPATIBILITY
WITH THE LAWS OF THE STATE OF UTAH:
Jeffrey S. Gray, Utah County Attorney

By:_____
Deputy County Attorney

CITY

Authorized by Resolution No. _____, approved and passed on the _____ day of _____ 2025.

_____
CITY Mayor

ATTEST:

By:_____
CITY Recorder

APPROVED AS TO FORM AND COMPATIBILITY
WITH THE LAWS OF THE STATE OF UTAH:

By:_____
CITY Attorney

Exhibit A

Scope of Work for Services in the 2025 Municipal Elections

Revised February 6, 2025

Services CITY will perform include, but are not limited to:

- Providing the Utah County Clerk with relevant information, decisions, and resolutions and taking appropriate actions required for the conduct of the election in a timely manner.
- Administering all functions related to candidate filings, including conflict of interest disclosures and campaign financial disclosures.
- Publishing public notices as required by law. CITY may work with Utah County to publish notices jointly with other jurisdictions.
- Accepting responsibility for keeping candidates and the public up-to-date and informed on all legal requirements governing candidates, campaigns, deadlines, and recounts.
- Thoroughly examining and proofing all election ballots and providing final approval.
- Hosting on the CITY website a link to or copy of the unofficial reported results as hosted on the Utah County Clerk's elections webpage prior to certification, the official reported results as hosted on the Utah County Clerk's elections webpage after certification, the location of the county-owned ballot drop boxes, the location of vote centers, and a link to the website for voters to opt-in to receive ballot alert texts.
- Submitting annexations or other boundary changes impacting the administration of the 2025 CITY Municipal Elections to the County prior to June 1, 2025. Annexation changes submitted on or after June 1, 2025, will not be incorporated into the 2025 CITY Municipal Elections.
- Canvassing the final election results seven days after Election Day, or on another date in accordance with state law and in coordination with the Utah County Clerk.
- CITY will not change the format or otherwise alter the unofficial or official reported results, only displaying them in the form and format as provided by the Utah County Clerk.

Services Utah County will perform for CITY include, but are not limited to:

- Ballot layout and design.
- Ballot printing.
- Ballot mailings. The outgoing and return by-mail ballot envelope packets sent to each voter will be addressed to the Utah County Clerk.
- Ballot retention and storage.
- Outgoing postage and return postage.
- Ballot processing.
- Signature verification and the curing of ballots returned with inconsistent, mismatched, or missing signatures.
- Printing optical scan ballots.
- Programing and testing voting equipment.

- Maintaining the electronic voter registration database.
- Selection and operation of countywide vote centers.
- Poll worker and ballot center worker recruitment, training, assignment, supervision, and compensation.
- Delivery of supplies and equipment.
- Tabulating and reporting election results on the Utah County website.
- Verifying and processing provisional ballots.
- Updating the voter history database.
- Conducting audits as required by state law and administrative rule.
- Conducting recounts as required by state statute and administrative rule.
- Election Day administrative support.
- Ballot drop box services, including maintaining and securing drop boxes, unlocking and locking drop boxes, collecting ballots, and maintaining security camera footage.
- Providing final canvass report of official election results as required under Utah Code, Title 20A, Chapter 4, Part 3. Upon CITY performing its statutory duties to cavass an election, the final canvass report will constitute the official election results.
- Any other services necessary for the success of the 2025 CITY Municipal Elections.

Exhibit B

Cost Estimate for 2025 Municipal Elections

Lehi

Election	Active voters as of 1/1/2025	Active voters x $2.75 per voter per election
Primary	43,756	$120,329
General	43,756	$120,329

Total estimated cost as of 3/17/2025 for 2025 CITY Municipal Elections	$240,658

This exhibit is a good faith cost estimate for budgeting purposes and is not intended to be the final actual cost billed to CITY.

Election costs depend upon the offices scheduled for election, the volume of voters, and the number of participating jurisdictions.

For billing purposes, active voters will be calculated 11 days before each Election Day. Utah County will not invoice CITY more than $2.75 per active voter per election and will strive to keep costs under that estimated rate.

In the event of a State or County special election being held in conjunction with the 2025 CITY Municipal Elections, the scope of services and associated costs, and the method of calculating those costs, may be altered.

Agenda Item No: 21

City Council Agenda Item Report

Meeting Date: April 8, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Resolution
Agenda Section: Regular Agenda

Subject:
Consideration of Resolution #2025-16, appointing members to the Lehi City Parks, Arts, Recreation, and Cultural (PARC) Advisory Committee.

Suggested Action:

Attachments:

Res 2025-16.docx

RESOLUTION NO. 2025-16

A RESOLUTION OF THE LEHI CITY COUNCIL APPOINTING MEMBERS TO THE LEHI CITY PARKS, ARTS, RECREATION, AND CULTURAL (PARC) ADVISORY COMMITTEE

WHEREAS, the Lehi City Municipal Code Title 3, Chapter 4 outlines the qualification for membership, terms and vacancies for The Parks, Arts, Recreation, and Cultural (PARC) Advisory Committee; and

WHEREAS, the terms for committee members Kori Gammon and Lindsey Gehman have expired; and

WHEREAS, the Mayor of Lehi City wishes to appoint, along with the advice and consent of the City Council, the following individuals to the Parks, Arts, Recreation, and Cultural (PARC) Advisory Committee.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF LEHI, UTAH, as follows:

1. Appoint Megan Mullins as a committee member to the PARC Tax Advisory Committee. Ms. Mullins' term shall begin immediately and will expire December 31, 2027.

2. Re-Appoint Lindsey Gehman as a committee member to the PARC Tax Advisory Committee. Ms. Gehman's term shall begin immediately and will expire December 31, 2027.

3. The provisions of this resolution shall take effect immediately upon passage.

PASSED and APPROVED this 8th day of April, 2025

Lehi City Corporation

Mark Johnson, Mayor

Teisha Wilson, City Recorder