Lehi City Council Meeting
Agenda
April 22, 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. Hutchings Museum Tour

   2.2. Potential Revisions to Chapter 3 Lehi Municipal Code regarding Public Disturbances
   Chapter 3 - Public Distrubance (noise) 03.10.25.docx

   2.3. Community Development Block Grant (CDBG) Discussion.

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

4. Administrative Report

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

Regular Session, 7:00 p.m.

1. Welcome, Roll Call, Pledge of Allegiance

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

3. Consent Agenda

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

   3.2. Approve Purchase Orders

PO Index.docx
PO Request-Stuart C Irby-$500000.pdf
PO Request- Avail Switchgear Systems-$1390000.pdf
PO Request - New Development Material II.pdf
PO Request-Western United Electric Supply $538696.50.pdf
PO Request-Stuart C Irby-$744285.pdf

Regular Agenda

4. Consolidated Fee Schedule Amendment for Cemetery and Literacy Center Fees. (Continued from 04/08/25 meeting)
   a. Public Hearing
   b. Consideration of Resolution #2025-19 approving Amendments to the Consolidate Fee Schedule for Cemetery and Literacy Center Fees.

   Petitioner: Lehi City
   Res 2025-19.docx
   2025 Fee Schedule Amendments.pdf

5. Consideration of Resolution #2025-24 amending the Lehi City Employee Policy Manual.
   Petitioner: Lehi City
   Res 2025-24.docx
   Revised Maternity and New Parent Leave - Update 4-22-25.docx
   Harassment Prevention Policy Rewrite.docx

6. Consideration of Resolution #2025-25 approving an Agreement with Avail Switchgear Systems for the Skye Substation switchgear.
   Petitioner: Lehi City
   Res 2025-25.docx
   1-Avail Proposal 25-01-17-01 Lehi City - Skye Sub.pdf

7. Consideration of Resolution #2025-26 approving an Agreement with the Stuart C. Irby Company for Fiber Materials.
   Petitioner: Lehi City
   Res 2025-26.docx
   Agreement for Fiber Development Materials - Irby.pdf

8. 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. (Continued from 04/08/25 meeting.)
   Petitioner: Lehi City
   Ordinance 20-2025.docx
   CC Staff Report Ch 39 Townhomes, Dwelling Unit Dev Code Amendment 04.22.25.docx
   Chapter 39 Townhomes, Dwelling Unit Definition DRC 02.19.25.docx

Narrative.pdf
Ch39Definitions-townhome, dwelling unit 02.03.25.pdf

9. Consideration of Ordinance #21-2025 approving the Hospital and 2100 North Station Area Plan.
   Petitioner: Lehi City
   Ord 21-2025.doc
   CC Staff Report Hospital and 2100 North Station Area Plan 04.22.25.docx
   Hospital and 2100 North SAP DRC 03.26.25.docx
   Lehi Hospital and 2100 North SAP.pdf

10. Consideration of Ordinance #22-2025 approving the Tronson Zone Change on 0.91 acres of property located at 901 West State Street, changing the zoning from R-1-8 (residential) to Heavy Commercial.
    Petitioner: Brad Tronson
    Ord 22-2025.docx
    CC Staff Report Tronson Zone Change 04.22.25.docx
    Tronson Zone Change DRC 03.05.25.docx
    Tronson Aerial.pdf
    Tronson General Plan.pdf
    Tronson Zoning.pdf
    narrative.pdf
    Tronson Zone Change DRC 03.05.25.pdf

11. Consideration of Ordinance #23-2025 approving the Webb Zone Change on .51 acres of property located at 1312 North 600 East, changing the zoning from RA-1 (residential/agriculture) to R-1-Flex (residential).
    Petitioner: Taylor Butterfield
    Ord 23-2025.docx
    CC Staff Report Webb Zone Change 04.22.25.docx
    Webb Zone Change DRC 03.05.25.docx
    Webb Zone Change Narrative.pdf
    Aerial Map.pdf
    General Plan Map.pdf
    Zoning Map.pdf

12. Consideration of Ordinance #24-2025 approving the Warner Zone Change on 7.70 acres of property located at approximately 7491 W 8179 N (750 E 800 S), changing the zoning from A-5 (agriculture) to Light Industrial.
    Petitioner: Clodbuster Co. Trust
    Ord 24-2025.docx
    CC Staff Report Warner Zone Change 04.22.25.docx
    Warner Zone Change DRC 03.05.25.docx

narrative.pdf
Warner Zone Change DRC 03.05.25.pdf
Warner Aerial.pdf
Warner General Plan.pdf
Warner Zoning.pdf

13. Consideration of Ordinance #25-2025 approving the Fisher Main Street General Plan amendment on 0.3 acres of property located at 1680 West Main Street, changing the designation from NC (neighborhood commercial) to MDR (medium density residential). Petitioner: Peggy Fisher
    Ord 25-2025.docx
    CC Staff Report Fisher General Plan Amendment 04.22.25.docx
    Fisher Main Street General Plan Amendment DRC 03.12.25.docx
    Fisher GPA aerial.pdf
    Fisher GPA General Plan.pdf
    Fisher GPA zoning.pdf
    narrative.pdf
    Fisher Main Street General Plan Amendment DRC 03.12.25.pdf

14. 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 22, 2025
Submitted By: Kate Morgan
Submitting Department:
Item Type: Presentation
Agenda Section: Presentations and Reports

Subject:
Hutchings Museum Tour

Suggested Action:

Attachments:

Agenda Item No: 2.2

City Council Agenda Item Report

Meeting Date: April 22, 2025
Submitted By: Kate Morgan
Submitting Department:
Item Type: Presentation
Agenda Section: Presentations and Reports

Subject:
Potential Revisions to Chapter 3 Lehi Municipal Code regarding Public Disturbances

Suggested Action:

Attachments:

Chapter 3 - Public Distrubance (noise) 03.10.25.docx

Chapter 3
PUBLIC DISTURBANCES

Sections:

5-3-1 Disturbing the Peace
5-3-2 Definitions
5-3-3 Noise Measurements
5-3-4 Noise Limits
5-3-5 Exemptions
5-3-6 Penalties and Enforcement

5-3-1 Disturbing the Peace

It is unlawful for any person to create loud, continuous, or obnoxious noises that constitute a nuisance or pose a danger to the health, peace, safety, welfare, or well-being of the complainant.

5-3-2 Definitions

When used in this Chapter, the terms below have the following meanings:

1. “dBA” – is the abbreviation for “A-weighted decibels,” which is used when describing sound level recommendations for healthy listening. The dBA scale is based on intensity and on how the human ear responds.
2. “Industrial” – A property within the following zones: Light Industrial, Heavy Commercial, Commercial/Food Processing, or Business Park.
3. “Noise” – means any sound that is unwanted or harmful.
4. “Noise source” – means any device, instrument, or object that produces, reproduces, or amplifies sound. This definition also encompasses multiple sound sources.
5. “Public Disturbance” – means any instance when one or more persons engage in any non-criminal conduct that, based on the standard of a reasonable person of normal sensitivity, disturbs or unreasonably threatens to disturb the public peace, health, safety, or general welfare of persons in the vicinity of the conduct.
6. “Residential” – A property within the following zones: TH-5, A-5, A-1, RA-1, R-1-22, R-1-15, R-1-12, R-1-10, R-1-8, R-1-Flex, R-2, R-2.5, R-3, MU, PC, or TOD.

5-3-3 Noise Measurements

Sound level measurements, though generally preferred, are not required to demonstrate a violation of this Chapter if sufficient evidence or testimony proves the existence of a disturbance or public nuisance. City personnel taking sound level measurements for the purposes of enforcing this Chapter should use equipment and procedures that are reasonably calculated to produce reliable measurements.

5-3-4 Noise Limits

Noise level limits in this Section are based on continuous noise for two-minute intervals or intermittent noise that exceeds the maximum level five or more times within a ten-minute period. Exceeding the following limits constitutes a violation of this Chapter:

Classification of Property Receiving the Noise	At Property Line or Beyond Between 10:00 p.m. and 7:00 a.m.	At Property Line or Beyond Between 7:00 a.m. and 10:00pm
Residential	55 dBA	65 dBA
Industrial	75 dBA	75 dBA
All Other Areas	65 dBA	70 dBA

1. When a noise source is identifiable and can be measured from properties in more than one land use category, the limits of the most restrictive property classification apply.

2. It is unlawful to maintain a sound level in any public entertainment venue, including, but not limited to restaurants, bars, cafes, or dance halls, that exceeds one hundred five (105) dBA.

5-3-5 Exemptions

1. Noise generated by parades, carnivals, public social events, special construction projects, and similar activities may be granted an exemption from some or all of the noise restrictions of this Chapter by means of a written permit issued by the Mayor or the Mayor's designee. Such a permit will specify:

    a) The specific nature of the event being exempted;

    b) The maximum allowable noise level (dBA), and

    c) The duration for which the exemption is valid.

Each permit is issued for a single event,. The permit may impose reasonable conditions to protect public peace and welfare. If the permit conditions are violated, the exemption may be revoked.

2. Noise restrictions in this Chapter do not apply to the following activities:

    a) Noise generated by emergency vehicles or sounds giving warning of emergencies.

    b) Noise from official inter-school athletic competitions taking place at a sports venue that is designed for such competitions and is located on the property of an educational institution.

    c) Between the hours of 7:00 a.m. and 10:00 p.m., noise from a noise source, including a public address system, located on the property of an educational institution and produced as part of any class or event sponsored by the institution, including musical or athletic performances, practices, or competitions, and conducted in a manner consistent with the purposes of the venue.

    d) Noise from city-sponsored events, such as celebrations, special events, and public social gatherings.

    e) Noise from temporary activities permitted by law and for which a City license or permit has been issued.

    f) Noise resulting from fireworks when discharged in compliance with Utah Code Title 53, Chapter 7, as amended.

    g) Noise from equipment while used to remove snow and ice from roads and walkways.

    h) Noise from landscaping maintenance equipment (while used for landscape maintenance) or waste management vehiclesoperating between 7:00 a.m. and 10:00 p.m.

5-3-6 Penalties and Enforcement

1. A violation of the noise provisions of this Chapter or the conditions of an exemption permit is a class B misdemeanor. Each occurrence of such a violation, whether committed or allowed to continue, is considered a separate offense and is punishable accordingly.

2. Violations of this Chapter are deemed and declared to be a nuisance, subject to summary abatement through any and all lawful means.

Agenda Item No: 2.3

City Council Agenda Item Report

Meeting Date: April 22, 2025
Submitted By: Kate Morgan
Submitting Department:
Item Type: Discussion
Agenda Section: Presentations and Reports

Subject:
Community Development Block Grant (CDBG) Discussion.

Suggested Action:

Attachments:

Agenda Item No: 3.1

City Council Agenda Item Report

Meeting Date: April 22, 2025
Submitted By: Kate Morgan
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: 3.2

City Council Agenda Item Report

Meeting Date: April 22, 2025
Submitted By: Kate Morgan
Submitting Department:
Item Type: Presentation
Agenda Section: Consent Agenda

Subject:
Approve Purchase Orders

Suggested Action:

Attachments:

PO Index.docx

PO Request-Stuart C Irby-$500000.pdf

PO Request- Avail Switchgear Systems-$1390000.pdf

PO Request - New Development Material II.pdf

PO Request-Western United Electric Supply $538696.50.pdf

PO Request-Stuart C Irby-$744285.pdf

LEHI CITY
CITY COUNCIL AGENDA
April 22, 2025

Consent Agenda: Approval of Purchase Orders

INFORMATION:

Company	Description	P O Amount	Budget Balance (before PO)
Stuart C. Irby Co.	Power Department Inventory	$500,000.00	Inventory
Avail Switchgear Systems	Power Department	$1,390,000.00	$5,603,391.00 FY2026
Irby	Fiber Development Materials	$245,519.00	Inventory
Stuart C. Irby Co.	Power Department Transformers	$744,285.00	Inventory
Western United Electric Supply	Power Department Inventory	$538,696.50	Inventory

Lehi City Purchase Requisition Request

Supplier	**Name**	STUART C. IRBY CO.	**Vender #**		
	Street	PO BOX 843959	**Date**	**4/16/2025**	
	City	DALLAS	**State**	TX	
	Zip	75284	**Phone**	801-724-3000	Dean Lundell

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

Quanity	Unit	Materials and Description	Price	Total
400		AMEL 247L P103 D4I MVOLT 40K R2 AY BK XL	$425.00	$170,000.00
		NTR ALCF TL NL1X1 SCC LED LIGHT		
		LEHI CITY POWER SPEC		
400		VALI TB20-B50-3-HS-T300-AR/P TENON TOP	$825.00	$330,000.00
		DIRECT BURY 20' NOMINAL LENGTH		
		3" POLE TIP 3"X4" STEEL TENON		
		BLACK 2.5X5" HANDHOLE		
		ANTI-ROTATIONAL DEVICE		
		STREET LIGHTS FOR NEW SUBDIVISIONS		
		LEHI CITY POWER STANDARD		
				$500,000.00

Justification:	Price Determination	
ANIXTER $517,020.00	Verbal Quote	
WUE $505,684.21	Informal Bid	
	Written Bid	*
	State Bid	
	Other	

Quotation

irby
A Sonepar Company

STUART C IRBY BR 1093 SALT LAKE CITY
6312 WEST BEAGLEY ROAD
WEST VALLEY CITY UT 84128
385-285-3199

QUOTE DATE	ORDER NUMBER
04/11/25	S014234947

REMIT TO:	PAGE NO.
STUART C. IRBY CO. POST OFFICE BOX 843959 DALLAS TX 75284	1

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

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

ORDERED BY: KENNY

CUSTOMER NUMBER	CUSTOMER ORDER NUMBER	JOB/RELEASE NUMBER	OUTSIDE SALESPERSON
222013	LIGHTS AND POLES		Gregory J McPhie

INSIDE SALESPERSON		REQD DATE	FRGHT ALLWD	SHIP VIA
JOSEPH C RHO		04/11/25	Yes	

ORDER QTY	SHIP QTY	LINE	DESCRIPTION	Prc/Uom	Ext.Amt
			********* Shipping Instructions *********		
			* SCOTT PECK 801-494-9684 *		
			* KENNY 385-201-2612 OFC *		
			* 801-655-3042 MBL *		
			**********		
400EA		1	VALI TB20-B50-3-HS-T300-AR/P TENON TOP DIRECT BURY 20' NOMINAL LENGTH 3" POLE TIP 3"X4" STEEL TENON BLACK 2.5X5" HANDHOLE, ANTI-ROTATIONAL DEVICE	825.000EA	330000.00
			**********		
			12-14 WEEK LEAD TIME		
			**********		
400EA		2	AMEL 247L P103 D4I MVOLT 40K R2 AY BK XL NTR ALCF TL NL1X1 SCC LED LIGHT LEHI CITY SPEC	425.000EA	170000.00
			**********		
			12-14 WEEK LEAD TIME		
			**********		

*** This is a quotation ***

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

All transactions are subject to and exclusively governed by our Terms and Conditions of Sale which are incorporated herein and available at: https://www.irbyutilities.com/terms. Additional or conflicting terms are rejected, void, and of no force or effect.

Subtotal	**500000.00**
S&H CHGS	**0.00**
Sales Tax	**0.00**
TOTAL	**500000.00**

** Reprint ** Reprint ** Reprint **

QUOTATION

Western United Electric Supply Corp

1010 North Hwy 198
Salem, UT 84653
US
801-822-2174

Order Number	
2107032	
Order Date	Page
04/14/2025 10:31:50	1 of 1

Quote Expires On: 04/21/2025

Pricing and lead times are subject to change at time of shipment due to market volatility and potential tariff impacts.

Bill To:
Lehi City
560 Glen Carter Dr
Lehi, UT 84043-3670
US

Ship To:
Lehi City
560 WEST GLEN CARTER DRIVE
LEHI, UT 80403
US

Attn: Penny Jensen

Requested By: Kenny Norris

Customer ID: 10346

PO Number	*Ship Route*	*Taker*
AEL/CMT QUOTE		CCHRISTENSEN

Quantities					*Item ID* / *Item Description*	*Pricing UOM* / *Unit Size*	*Unit Price*	*Extended Price*
Ordered	*Allocated*	*Remaining*	*UOM* / *Unit Size*	*Disp.*				
400.00	0.00	400.00	EA	1.0	247LP103 American Electric Lighting LED Fixture 247L P103 D4I MVOLT 40K R2 AY BK XL NTR ALCF TL NL1X1 SCC ***12-14 WEEKS***	EA 1.0	431.578947	172,631.58
400.00	0.00	400.00	EA	1.0	B20-B-50-3-HS-T300 CMT 20' DIRECT BURIAL POLE ROUND TAPERED DIRECT BURIAL COMPOSITE POLE, BLACK FINISH, STANDARD HANDHOLE, 3" TENON ***12-14 WEEKS***	EA 1.0	832.631579	333,052.63

Total Lines: 2

SUB-TOTAL:	505,684.21
TAX:	0.00
AMOUNT DUE:	**505,684.21**
	U.S. Dollars

Effective July 1, 2024, Colorado imposes a retail delivery fee of $0.29 on all deliveries by motor vehicle to a location in Colorado with at least one item of tangible personal property subject to state sales or use tax. The fee will be assessed at the time of shipment and included on your invoice.

QUOTE

ORDERED BY	QUOTE DATE	QUOTE NO.
KENNY	04/15/25	6382606-00
P.O. DATE	P.O. NUMBER	PAGE NO.
04/15/25	LIGHTING QUOTE	1 of 1
SALES REP	TAKEN BY	FREIGHT OUT
WRIS	WRIL	NO

3130 SOUTH 1030 WEST SUITE 2
SALT LAKE CITY, UT 84119
Phone: (801) 288-2831
Fax: 801.288.2837

CUST #: 6001692

BILL TO: LEHI CITY
153 NORTH 100 EAST
LEHI, UT 84043

SHIP TO: LEHI CITY POWER
POWER DEPT WAREHOUSE
560 WEST GLEN CARTER BLVD
LEHI, UT 84043-3670

INSTRUCTIONS	SHIP POINT	VIA	SHIPPED	TERMS
	Anixter - wSlc/3304	Frt Allowed		Net 30

LINE NO.	PRODUCT AND DESCRIPTION	ORDERED	BO	SHIPPED	UM	PRICE		NET AMOUNT
1	247L P103 D41 MVOLT 40K R2 AY BK XL NTR ALCF TLNL1X1SCC - ABL Quote# 20-10158-20 Quote Exp Dt: * LEAD TIME: 12-14 WEEKS ARO FOB FACTORY FREIGHT ALLOWED 10 YEAR WARRANTY *	400		400	each	436.17		174468.00
2	TB20-B-50-3-HS-T300 ROUND TAPERED DIRECT BURIAL COMPOSITE POLE Quote# CAR041525 Quote Exp Dt: * BLACK FINISH, STANDARD HANDHOLE, 3" TENON MT.HT 16 - SHAFT LENGTH 20 LEAD TIME 12-14 WEEKS ARO FREIGHT ALLOWED *	400		400	each	856.38		342552.00

2 Lines Total — Qty Shipped Total 800 — Total 517020.00
Invoice Total 517020.00

Last Page

All sales are subject to the Anixter Terms & Conditions of Sale found at www.anixter.com/termsandconditions. Product safety data sheets may be found on the same website. Wesco may charge you storage and transportation fees if you do not take possession or accept delivery of the above products within ninety (90) days or agreed upon time from such products being available for delivery or pick-up.
BY ACCEPTING THIS QUOTE, YOU AGREE THE WESCO TERMS & CONDITIONS PUBLISHED AT WWW.WESCO.COM/TERMSOFSALE ARE EXPRESSLY INCORPORATED INTO AND GOVERN THIS TRANSACTION. Storage & transport fees may apply if delivery isn't accepted w/in 90 days of availability. Price subject to change based on duties, freight, tariffs, or supplier increases.

Lehi City Purchase Requisition Request

Supplier	**Name**	Avail Switchgear Systems		**Vendor #**	
	Street	7911 Old US Highway 54		**Date**	**4/15/2025**
	City	Fulton	**State**	MO	
	Zip	65251	**Phone**		

Dean Lundell

Power	73-50-23-002	
Requesting Department	**Dept. Account No.**	**Department Head Signature**

Quanity	Unit	Materials and Description	Price	Total
1		Skye Substation Switchgear & Control Room		$1,390,000.00
		Total		$1,390,000.00

Justification:	Price Determination	
	State Bid	
	Informal Bid	
	Written Bid	
	State Bid	
	Other	

Lehi City Purchase Requisition Request

Supplier	**Name**	Irby		**Vendor #**	
	Street	6312 West Beagley Road		**Date**	4/17/2025
	City	West Valley City	**State**	UT	
	Zip	84128	**Phone**	385-341-3045	

Dean Lundell

Fiber — 59-14-15 — **Requesting Department** — **Dept. Account No.** — **Department Head Signature**

Quanity	Unit	Materials and Description	Price	Total
150	Each	17x30 Fiber Vault	$ 278.08	$41,712.00
150	Each	24x36 Fiber Vault	$ 511.36	$76,704.00
100	Each	30x48 Fiber Vault	$ 670.46	$67,046.00
250	Each	Pedestal	$ 153.41	$38,352.50
250	Each	Pedestal bracket	$ 18.18	$4,545.00
250	Each	Pedestal Stake	$ 12.33	$3,082.50
300	Each	10" Round Box	$ 26.59	$7,977.00
5000	Foot	Reel of 4-way Micro-duct	$ 1.22	$6,100.00
		Total		$245,519.00

Justification: Awarded based on competitive bid process. Lowest overall bid.	Price Determination	
	Verbal Quote	
	Informal Bid	
	Written Bid	
	State Bid	
	Other	

Bid Summary Sheet

Company Name

Item	Manufacturer	Model	Dimensions	Turn Around (Days)	Price Per Utit	Estimate of Required Units	Total Cost	Notes
17x30 Fiber Vault	OLDCASTLE	Duralite 1730	17"x30"24"	4 weeks	$ 278.08	150	$ 41,711.25	
24x36 Fiber Vault	OLDCASTLE	Duralite 2436	24"x36"x24"	4 weeks	$ 511.36	150	$ 76,704.60	
30x48 Fiber Vault	OLDCASTLE	Duralite 3048	30"x48"x24"	4 weeks	$ 670.46	100	$ 67,045.50	
Pedestal	VERTIV	PRO10 F1006528	10"x45"	8-10 weeks	$ 153.41	250	$ 38,352.25	
Pedestal bracket	VERTIV	F1006936	URB upgrade kit for Vertiv BBE PRO Series pedestals	8-10 weeks	$ 18.18	250	$ 4,545.50	
Pedestal Stake	VERTIV	F604080	42"	8-10 weeks	$ 12.33	250	$ 3,082.50	
10" Round Box	OLDCASTLE	OLPR 09101166	10"Rx1'	4 weeks	$ 26.59	300	$ 7,977.30	
Reel of 4-way Micro-duct	Dura-line	Futurepath	13/16mm	4 weeks	$ 1.22	5000	$ 6,085.00	We need one reel with 5000 Feet

Summary of Bid Estimates

	17x30 Fiber Vault	24x36 Fiber Vault	30x48 Fiber Vault	Pedestal	Pedestal bracket	Pedestal Stake	10" Round Box	Reel of 4-way Micro-duct	Total
Quantity	**150**	**150**	**100**	**250**	**250**	**250**	**300**	**5000'**	
Technology International, Inc.	$ 419.00	$ 618.00	$ 957.00	$ 184.00	$ 25.00	$ 14.00	$ 28.00	$ 7,410.00	
Total Cost	$ 62,850.00	$ 92,700.00	$ 95,700.00	$ 46,000.00	$ 6,250.00	$ 4,250.00	$ 8,400.00	$ 7,410.00	**$ 323,560.00**
Wesco Distribution	$ 875.00	$ 1,264.00	$ 2,250.00	$ 149.25	$ 17.75	$ 12.00	$ 40.00	$ 20,000.00	
Total Cost	$ 131,250.00	$ 189,600.00	$ 225,000.00	$ 37,312.50	$ 4,437.50	$ 3,000.00	$ 12,000.00	$ 20,000.00	**$ 622,600.00**
Irby	$ 278.08	$ 511.36	$ 670.46	$ 153.41	$ 18.18	$ 12.33	$ 26.59	$ 1.22	
Total Cost	$ 41,712.00	$ 76,704.00	$ 67,046.00	$ 38,352.50	$ 4,545.00	$ 3,082.50	$ 7,977.00	$ 6,100.00	**$ 245,519.00**
Wesco Anixter	$ 455.00	$ 730.00	$ 980.65	$ 162.92	$ 19.35	$ 13.15	$ 38.80	$ 2.20	
Total Cost	$ 68,250.00	$ 109,500.00	$ 98,065.00	$ 40,730.00	$ 4,837.50	$ 3,287.50	$ 11,640.00	$ 11,000.00	**$ 347,310.00**
Strata	$ 291.99	$ 536.94	$ 703.99	$ 161.09	$ 19.10	$ 12.95	$ 27.93	$ 1.29	
Total Cost	$ 43,798.50	$ 80,541.00	$ 70,399.00	$ 40,272.50	$ 4,775.00	$ 3,237.50	$ 8,379.00	$ 6,450.00	**$ 257,852.50**

Lehi City Purchase Requisition Request

Supplier	**Name**	Western United Electric Supply		**Vender #**	
	Street	1010 North Hwy 198		**Date**	4/7/2025
	City	Salem	**State**	Ut	
	Zip	84653	**Phone**	801-822-2174	

Dean Lundell

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

Quanity	Unit	Materials and Description	Price	Total
150		8-80111-200DOE 50 KVA 1PH PAD	$3,591.31	$538,696.50
		12.47/7.2 240/120 PADMOUNT TRANSFORMER		
		ANSI II UNIT WITHOUT TAPS		
		IN STOCK		
		CAN HAVE 50 DELIVERED WITHIN A FEW DAYS		
		NOTICE , 100 MOE MORE DELIVERED IN 1-2 WEEKS		
				$538,696.50

Justification:	Price Determination	
IRBY ABB $607,500.00 8-10 WKS DEL	Verbal Quote	
ANIXTER B&B $500,700.00 12-20 WKS	Informal Bid	
ANIXTER PROLEC $436,500.00 26-30 WKS	Written Bid	*
	State Bid	
	Other	

QUOTATION

Western United Electric Supply Corp

1010 North Hwy 198
Salem, UT 84653
US
801-822-2174

Order Number	
2105827	
Order Date	Page
03/24/2025 10:33:20	1 of 1

Quote Expires On: 03/31/2025

Pricing and lead times are subject to change at time of shipment due to market volatility and potential tariff impacts.

Bill To:
Lehi City
560 Glen Carter Dr
Lehi, UT 84043-3670
US

Ship To:
Lehi City
560 WEST GLEN CARTER DRIVE
LEHI, UT 80403
US

Attn: Penny Jensen

Requested By: Kenny Norris

Customer ID: 10346

PO Number	*Ship Route*	*Taker*
50 KVA SINGLE PHASE TRANS		CCHRISTENSEN

Quantities					*Item ID* / *Item Description*	*Pricing UOM* / *Unit Size*	*Unit Price*	*Extended Price*
Ordered	*Allocated*	*Remaining*	*UOM* / *Unit Size*	*Disp.*				
150.00	0.00	150.00	EA 1.0		8-70111-200DOE 50KVA 1PH Pad, 12.47/7.2, 240/120 ERMCO ANSI II Unit Without Taps ***STOCK*** CAN HAVE 50 DELIVERED WITHIN A FEW DAYS NOTICE, 100 MORE DELIVERED IN 1-2 WEEKS.	EA 1.0	3,591.310000	538,696.50

Total Lines: 1

SUB-TOTAL:	538,696.50
TAX:	0.00
AMOUNT DUE:	**538,696.50**
	U.S. Dollars

Effective July 1, 2024, Colorado imposes a retail delivery fee of $0.29 on all deliveries by motor vehicle to a location in Colorado with at least one item of tangible personal property subject to state sales or use tax. The fee will be assessed at the time of shipment and included on your invoice.

Quotation

irby
A Sonepar Company

STUART C IRBY BR 1093 SALT LAKE CTY
6312 WEST BEAGLEY ROAD
WEST VALLEY CITY UT 84128
385-285-3199

QUOTE DATE	ORDER NUMBER
03/27/25	S014220621
REMIT TO: STUART C. IRBY CO. POST OFFICE BOX 843959 DALLAS TX 75284	PAGE NO. 1

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

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

ORDERED BY: KENNY

CUSTOMER NUMBER	CUSTOMER ORDER NUMBER	JOB/RELEASE NUMBER	OUTSIDE SALESPERSON
222013	50KVA PADS		Gregory J McPhie

INSIDE SALESPERSON		REQD DATE	FRGHT ALLWD	SHIP VIA
JOSEPH C RHO		03/27/25	Yes	

ORDER QTY	SHIP QTY	LINE	DESCRIPTION	Prc/Uom	Ext.Amt
			********* Shipping Instructions **********		
			* SCOTT PECK 801-494-9684 *		
			* KENNY 385-201-2612 OFC *		
			* 801-655-3042 MBL *		
			**********		
150EA		1	HITAT 50KVA1P1272 50KVA 1PH PAD TRANSFORMER 12470GRDY/7200 240/120 TAPS LOOP FEED	4050.000EA	607500.00
			**********		
			8-10 WEEK LEAD TIME		
			**********		

*** This is a quotation ***

Subtotal	607500.00
S&H CHGS	0.00
Sales Tax	0.00
TOTAL	607500.00

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

All transactions are subject to and exclusively governed by our Terms and Conditions of Sale which are incorporated herein and available at: https://www.irbyutilities.com/terms. Additional or conflicting terms are rejected, void, and of no force or effect.

** Reprint ** Reprint ** Reprint **

Quotation

STUART C IRBY BR 1093 SALT LAKE CTY
6312 WEST BEAGLEY ROAD
WEST VALLEY CITY UT 84128
385-285-3199

QUOTE DATE	ORDER NUMBER
03/27/25	S014220621

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

PAGE NO. 2

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

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

ORDERED BY: KENNY

CUSTOMER NUMBER	CUSTOMER ORDER NUMBER	JOB/RELEASE NUMBER	OUTSIDE SALESPERSON
222013	50KVA PADS		Gregory J McPhie

INSIDE SALESPERSON		REQD DATE	FRGHT ALLWD	SHIP VIA
JOSEPH C RHO		03/27/25	Yes	

Terms and Conditions of Sale for Quotes
A. Seller assumes no responsibility whatsoever for any interpretation of bid documents, plans, or specifications provided to Seller (i.e., customer shall be solely responsible for ensuring interpretation of such documents, plans and/or specifications and for conformity and appropriateness of all goods and services ordered in comparison to same).
B. Prices are subject to change at any time prior to shipment unless otherwise agreed in writing signed by an authorized Seller representative.
C. Pricing and estimated delivery dates are based solely on the quantities and specific products and/or scope of services identified in this quote. Seller may refuse, terminate, or change pricing, estimated dates, and other terms of its offer if customer requests changes or deviations from the original quote. Unless an authorized Seller representative accepts customer's proposed deviations in an explicit signed agreement modifying this quotation, any such proposed deviations are automatically rejected, void, and of no force or effect.
D. Quotation does not include special mounting or installation hardware, equipment options, accessories, samples, spares, or mock-up equipment unless otherwise noted.
E. Seller is not responsible for the design of the project or any goods supplied.
F. Seller reserves the right to increase the pricing quoted herein to account for force majeure events, the imposition of new or increased tariffs, shipping costs, import/export fees, duties, customs, or taxes, currency fluctuations, or increases in commodity or market pricing.
G. Pre-shipment of anchor bolts is plus freight.
H. Where applicable, fabrication and shipment of goods can only be made after Seller receives the following: (i) purchase order conforming to this Quotation, (ii) customer's verification and approval of technical information, (iii) approved Submittal Drawings, and (iv) credit approval.
I. Lead times are strictly estimates. Seller is not responsible for ship dates beyond estimated dates unless Seller's President or VP Finance otherwise explicitly agrees in a signed writing as part of this Quotation and then only to the extent so agreed.
J. All orders are FCA Shipping Point, prepaid and billed, unless otherwise noted in quote.
K. Logistic solutions, storage, handling, kitting, expedited or special delivery, testing, including, but not limited to, infrared scanning and NETA testing, spares, start-up, installation, commissioning, arc flash studies, and other services are excluded unless otherwise specified in this quote. Please contact your Seller representative for additional information on any such services if desired.
L. This quotation and all related transactions are also subject to the applicable manufacturer's published warranties, including all applicable disclaimers, exclusions, and limitations.
M. This quotation constitutes Seller's confidential information, and customer shall not share or distribute this quotation to third parties other than to the extent reasonably necessary to process the transactions contemplated herein with Seller.
N. Unless otherwise expressly agreed in a separate writing signed by Seller's President or VP Finance, Seller does not agree and is not subject to any contractual flow-down or pass-through terms from customer, including, but not limited to, DFARs, FARs, Prime Contracts, Minority Business requirements, Buy America Act, etc.

** Reprint ** Reprint ** Reprint **

QUOTE

3130 SOUTH 1030 WEST SUITE 2
SALT LAKE CITY, UT 84119
Phone: (801) 288-2831
Fax: 801.288.2837

ORDERED BY	QUOTE DATE	QUOTE NO.
KENNY	03/26/25	6361225-00
P.O. DATE	P.O. NUMBER	PAGE NO.
03/26/25	TRANS QUOTE	1 of 1
SALES REP	TAKEN BY	FREIGHT OUT
WRIS	WRIL	NO

CUST #: 6001692

BILL TO: LEHI CITY
153 NORTH 100 EAST
LEHI, UT 84043

SHIP TO: LEHI CITY POWER
POWER DEPT WAREHOUSE
560 WEST GLEN CARTER BLVD
LEHI, UT 84043-3670

INSTRUCTIONS	SHIP POINT	VIA	SHIPPED	TERMS
	Anixter - wSlc/3304	OUR TRUCK		Net 30

LINE NO.	PRODUCT AND DESCRIPTION	ORDERED	BO	SHIPPED	UM	PRICE		NET AMOUNT
	*							
	* QUOTE IS ONLY GOOD TILL 3/31/2025.							
	* PRICE WILL INCREASE AFTER MARCH 2025.							
	*							
1	N507212LING-RMP	150		150	EA	2910.00		436500.00
	TRAN 50KVA 12.4GY/7.2 240/120 A2 LFI BIF NT							
	* NO TAPS* 2 HV BUSHINGS * HOOD DEPTH 20 * BAYONET EXP FUSE+							
	* ISO LINK * LF *							
	* MFG: GE PROLEC Q-00000541							
	* LEAD TIME: 26-30 WKS.							
	**********							
2	BB50KVA1PH	150		150	each	3338.00		500700.00
	50KVA 1-PH PADMOUNT 12470/7200 240/120							
	**********							
	* Quote# 010225-4 Quote Exp Dt: 03/31/2025							
	* NO TAPS * BAYONET * DF * LF * PRIM WELLS(2-200AMP)							
	* PRIM INSERTS (2-8.3/14.4) SEC: (3)STUD * PRESSURE RELIEF:							
	* STANDARD * NON PCB MINERAL OIL							
	* MFG B&B - 3 YEAR WARRANTY							
	* LEAD TIME: 12-20 WKS.							
	**********							
2	Lines Total	Qty Shipped Total		300			Total	937200.00
							Invoice Total	937200.00

Last Page

All sales are subject to the Anixter Terms & Conditions of Sale found at www.anixter.com/termsandconditions. Product safety data sheets may be found on the same website. Wesco may charge you storage and transportation fees if you do not take possession or accept delivery of the above products within ninety (90) days or agreed upon time from such products being available for delivery or pick-up.
BY ACCEPTING THIS QUOTE, YOU AGREE THE WESCO TERMS & CONDITIONS PUBLISHED AT WWW.WESCO.COM/TERMSOFSALE ARE EXPRESSLY INCORPORATED INTO AND GOVERN THIS TRANSACTION. Storage & transport fees may apply if delivery isn't accepted w/in 90 days of availability. Price subject to change based on duties, freight, tariffs, or supplier increases.

Lehi City Purchase Requisition Request

Supplier	**Name**	STUART C. IRBY CO.		**Vender #**	
	Street	PO BOX 843959		**Date**	4/8/2025
	City	DALLAS	**State**	TX	
	Zip	75284	**Phone**	801-724-3000	

Dean Lundell

POWER	53-1415	
Requesting Department	**Dept. Account No.**	**Department Head Signature**

Quanity	Unit	Materials and Description	Price	Total
1		HITAT 75KVA3PHPAD 75KVA 3PH PADMNT	$19,600.00	$19,600.00
		TRANSFORMER (2769996) 12470/7200		
		208/120 TAPS LOOP FEED (ABB)		
5		HITAT 1125KVA3PHPAD 112.5KVA 3PH PADMNT	$19,150.00	$95,750.00
		TRANSFORMER (2771162) 12470/7200		
		208/120 TAPS LOOP FEED (ABB) ITEM 56		
2		HITAT 150KVA3PHPAD 150KVA 3PH PADMNT	$20,500.00	$41,000.00
		TRANSFORMER (2771163) 12470/7200		
		208/120 TAPS LOOP FEED (ABB) ITEM 4		
3		HITAT 225KVA3PHPAD 225KVA 3PH PADMNT	$23,995.00	$71,985.00
		TRANSFORMER (2771164) 12470/7200		
		208/120 TAPS LOOP FEED (ABB) ITEM 33		
4		HITAT 300KVA3PHPAD 300KVA 3PH PADMNT	$30,300.00	$121,200.00
		TRANSFORMER 12470/7200		
		208/120 TAPS LOOP FEED (ABB)		
4		HITAT 1500KVA3PHPAD 1500KVA 3PH PADMNT	$75,700.00	$302,800.00
		TRANSFORMER (145912) 12470/7200		
		480/277 TAPS LOOP FEED (ABB) ITEM 7		
1		HITAT 2000KVA3PHPAD 2000KVA 3PH PADMNT	$91,950.00	$91,950.00
		TRANSFORMER 12470/7200		
		480/277 TAPS LOOP FEED (ABB) ITEM 73		
		ALL TRANSFORMERS LEAD TIME 12-14 WEEKS		
				$744,285.00

Justification:	Price Determination	
WUE-$798,574.99 12-80 WKS	Verbal Quote	
ANIXTER=$752,002.00 4-80 WKS	Informal Bid	
	Written Bid	*
	State Bid	
	Other	

Quotation

irby
A Sonepar Company

STUART C IRBY BR 1093 SALT LAKE CTY
6312 WEST BEAGLEY ROAD
WEST VALLEY CITY UT 84128
385-285-3199

QUOTE DATE	ORDER NUMBER
03/26/25	S014219378

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

PAGE NO. 1

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

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

ORDERED BY: KENNY

CUSTOMER NUMBER	CUSTOMER ORDER NUMBER	JOB/RELEASE NUMBER	OUTSIDE SALESPERSON
222013	3PHASE KENNY		Gregory J McPhie

INSIDE SALESPERSON	REQD DATE	FRGHT ALLWD	SHIP VIA
JOSEPH C RHO	03/26/25	Yes	

ORDER QTY	SHIP QTY	LINE	DESCRIPTION	Prc/Uom	Ext.Amt
			********* Shipping Instructions *********		
			* SCOTT PECK 801-494-9684 *		
			* KENNY 385-201-2612 OFC *		
			* 801-655-3042 MBL *		
			**********		
1EA		1	HITAT 75KVA3PHPAD 75KVA 3PH PADMOU TRANSFORMER (2769996) 12470/7200 208/120 TAPS LOOP FEE (ABB)	19600.000EA	19600.00
			**********		
			12-14 WEEK LEAD TIME		
			**********		
5EA		2	HITAT 1125KVA3PPAD 112.5KVA 3PH PADMOUNT TRANSFORMER (2771162) 12470/7200 208/120 TAPS LOOP FEE (ABB)	19150.000EA	95750.00
			ITEM 56		
			**********		
			12-14 WEEKS		
			**********		
2EA		3	HITAT 150KVA3PPAD 150KVA 3PH PADMOUNT TRANSFORMER (2771163) 12470/7200 208/120 TAPS LOOP FEE (ABB)	20500.000EA	41000.00
			ITEM 4		
			**********		
			12-14 WEEKS		
			**********		
***	Continued	on	Next Page ***		

** Reprint ** Reprint ** Reprint **

Quotation

STUART C IRBY BR 1093 SALT LAKE CTY
6312 WEST BEAGLEY ROAD
WEST VALLEY CITY UT 84128
385-285-3199

QUOTE DATE	ORDER NUMBER
03/26/25	S014219378

REMIT TO:	PAGE NO.
STUART C. IRBY CO. POST OFFICE BOX 843959 DALLAS TX 75284	2

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

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

ORDERED BY: KENNY

CUSTOMER NUMBER	CUSTOMER ORDER NUMBER	JOB/RELEASE NUMBER	OUTSIDE SALESPERSON
222013	3PHASE KENNY		Gregory J McPhie

INSIDE SALESPERSON	REQD DATE	FRGHT ALLWD	SHIP VIA
JOSEPH C RHO	03/26/25	Yes	

ORDER QTY	SHIP QTY	LINE	DESCRIPTION	Prc/Uom	Ext.Amt
3EA		4	ABB 225KVA3PPAD 225KVA 3PH PADMOUNT TRANSFORMER (2771164) 12470/7200 208/120 TAPS LOOP FEE ITEM 33 ********** 12-14 WEEKS **********	23995.000EA	71985.00
4EA		5	HITAT 300KVA3PHPAD 300KVA 3PH PADMOUNT TRANSFORMER LOOP FEED 12470/7200 208/120 (ABB) ********** 12-14 WEEK LEAD TIME **********	30300.000EA	121200.00
4EA		6	ABB 1500KVA3PHPAD 1500KVA 3 PHASE PADMOUNT TRANSFORMER 12470/7200 480/277 TAPS LOOP FEED (1458912) ITEM 7 ********** 12-14 WEEKS **********	75700.000EA	302800.00
1EA		7	ABB 2000KVA3PHPAD 2000KVA 3PH PADMOUNT TRANSFORMER 12470/7200 480/277 TAPS LOOP FEED ITEM 73 ********** 12-14 WEEKS **********	91950.000EA	91950.00

*** This is a quotation ***

Subtotal	**744285.00**
S&H CHGS	**0.00**
Sales Tax	**0.00**
TOTAL	**744285.00**

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

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** Reprint ** Reprint ** Reprint **

Quotation

STUART C IRBY BR 1093 SALT LAKE CTY
6312 WEST BEAGLEY ROAD
WEST VALLEY CITY UT 84128
385-285-3199

QUOTE DATE	ORDER NUMBER
03/26/25	S014219378

REMIT TO:	PAGE NO.
STUART C. IRBY CO. POST OFFICE BOX 843959 DALLAS TX 75284	3

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

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

ORDERED BY: KENNY

CUSTOMER NUMBER	CUSTOMER ORDER NUMBER	JOB/RELEASE NUMBER	OUTSIDE SALESPERSON
222013	3PHASE KENNY		Gregory J McPhie

INSIDE SALESPERSON		REQD DATE	FRGHT ALLWD	SHIP VIA
JOSEPH C RHO		03/26/25	Yes	

Terms and Conditions of Sale for Quotes
A. Seller assumes no responsibility whatsoever for any interpretation of bid documents, plans, or specifications provided to Seller (i.e., customer shall be solely responsible for ensuring interpretation of such documents, plans and/or specifications and for conformity and appropriateness of all goods and services ordered in comparison to same).
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D. Quotation does not include special mounting or installation hardware, equipment options, accessories, samples, spares, or mock-up equipment unless otherwise noted.
E. Seller is not responsible for the design of the project or any goods supplied.
F. Seller reserves the right to increase the pricing quoted herein to account for force majeure events, the imposition of new or increased tariffs, shipping costs, import/export fees, duties, customs, or taxes, currency fluctuations, or increases in commodity or market pricing.
G. Pre-shipment of anchor bolts is plus freight.
H. Where applicable, fabrication and shipment of goods can only be made after Seller receives the following: (i) purchase order conforming to this Quotation, (ii) customer's verification and approval of technical information, (iii) approved Submittal Drawings, and (iv) credit approval.
I. Lead times are strictly estimates. Seller is not responsible for ship dates beyond estimated dates unless Seller's President or VP Finance otherwise explicitly agrees in a signed writing as part of this Quotation and then only to the extent so agreed.
J. All orders are FCA Shipping Point, prepaid and billed, unless otherwise noted in quote.
K. Logistic solutions, storage, handling, kitting, expedited or special delivery, testing, including, but not limited to, infrared scanning and NETA testing, spares, start-up, installation, commissioning, arc flash studies, and other services are excluded unless otherwise specified in this quote. Please contact your Seller representative for additional information on any such services if desired.
L. This quotation and all related transactions are also subject to the applicable manufacturer's published warranties, including all applicable disclaimers, exclusions, and limitations.
M. This quotation constitutes Seller's confidential information, and customer shall not share or distribute this quotation to third parties other than to the extent reasonably necessary to process the transactions contemplated herein with Seller.
N. Unless otherwise expressly agreed in a separate writing signed by Seller's President or VP Finance, Seller does not agree and is not subject to any contractual flow-down or pass-through terms from customer, including, but not limited to, DFARs, FARs, Prime Contracts, Minority Business requirements, Buy America Act, etc.

** Reprint ** Reprint ** Reprint **

QUOTATION

Western United Electric Supply Corp

1010 North Hwy 198
Salem, UT 84653
US
801-822-2174

Order Number	
2106358	
Order Date	Page
04/01/2025 14:37:42	1 of 2

Quote Expires On: 04/08/2025

Pricing and lead times are subject to change at time of shipment due to market volatility and potential tariff impacts.

Bill To:
Lehi City
560 Glen Carter Dr
Lehi, UT 84043-3670
US

Ship To:
Lehi City
560 WEST GLEN CARTER DRIVE
LEHI, UT 80403
US

Attn: Penny Jensen

Requested By: Kenny Norris

Customer ID: 10346

PO Number	*Ship Route*	*Taker*
3-phase trans quote		CCHRISTENSEN

Quantities					*Item ID* / *Item Description*	*Pricing UOM* / *Unit Size*	*Unit Price*	*Extended Price*
Ordered	*Allocated*	*Remaining*	*UOM* / *Unit Size*	*Disp.*				
5.00	0.00	5.00	EA		LEHI 112.5KVA 3PH 208Y/120	EA	16,005.714286	80,028.57
				1.0	TRANS 3PH PAD 112.5KVA 12.47/7.2 208/120 ERMCO Q-704244-006	1.0		
					WAITING FOR ERMCO TO CONFIRM ETA			
2.00	0.00	2.00	EA		150KVA 3PH PAD 208Y/120 - LEHI	EA	17,568.571429	35,137.14
				1.0	TRANS 3PH PAD 150KVA 12.4/7.2 208Y/120 ERMCO Q-704244-002	1.0		
					WAITING FOR ERMCO TO CONFIRM ETA			
3.00	0.00	3.00	EA		225KVA 3PH PAD 208/120 - LEHI	EA	20,904.411765	62,713.24
				1.0	TRANS 3PH PAD 225KVA 12.4/7.2 208/120 ERMCO Q-704244-005	1.0		
					WAITING FOR ERMCO TO CONFIRM ETA			
6.00	0.00	6.00	EA		300KVA 3PH PAD 208/120 - LEHI	EA	21,858.571429	131,151.43
				1.0	TRANS 3PH PAD 300KVA 12.4/7.2 208/120 ERMCO Q-704244-003	1.0		
					WAITING FOR ERMCO TO CONFIRM ETA			
6.00	0.00	6.00	EA		LEHI 1500KVA 3PH 480Y/277	EA	67,363.076923	404,178.46

QUOTATION

Western United Electric Supply Corp

1010 North Hwy 198
Salem, UT 84653
US
801-822-2174

Order Number	
2106358	
Order Date	Page
04/01/2025 14:37:42	2 of 2

Quote Expires On: 04/08/2025

Pricing and lead times are subject to change at time of shipment due to market volatility and potential tariff impacts.

Quantities					Item ID / Item Description	Pricing UOM / Unit Size	Unit Price	Extended Price
Ordered	Allocated	Remaining	UOM / Unit Size	Disp.				
				1.0	TRANS 3PH 1500KVA 12.47/7.2 480Y/277 ERMCO Q-704244-008 ***12-16 WEEK LEAD TIME***	1.0		
1.00	0.00	1.00	EA		LEHI 2000KVA 3PH 480Y/277	EA	85,366.153846	85,366.15
				1.0	TRANS 3PH 2000KVA 12.47/7.2 480Y/277 ERMCO Q-704244-009 ***12-16 WEEK LEAD TIME***	1.0		

Total Lines: 6

SUB-TOTAL:	798,574.99
TAX:	0.00
AMOUNT DUE:	**798,574.99**
U.S. Dollars	

Effective July 1, 2024, Colorado imposes a retail delivery fee of $0.29 on all deliveries by motor vehicle to a location in Colorado with at least one item of tangible personal property subject to state sales or use tax. The fee will be assessed at the time of shipment and included on your invoice.

LEHI POWER QUOTE

PRODUCT	BRAND NAME	QUANITY	LEAD TIME	COST OF EACH	TOTAL COST
3-PHASE 112.5 KVA 208Y/120	B&B	5 EA	4-20 WKS.	$14,718.00	$73,590.00
3-PHASE 150 KVA 208Y/120	B&B	2 EA	4-20 WKS	$16,145.00	$32,290.00
3-PHASE 225 KVA 208Y/120	B&B	3 EA	4-20 WKS	$18,898.00	$56,694.00
3-PHASE 300 KVA 208Y/120	B&B	6 EA	4-20 WKS	$20,317.00	$121,902.00
3-PHASE 1500 KVA 480Y/277	ABB 3,B&B 1,RTE 1	6 EA	60-80 WKS	$63,383.00	$380,298.00
3-PHASE 2000 KVA 480Y/277	ERMCO	1 EA	60-80 WKS	$87,228.00	$87,228.00
TAPS NONE, FUSING BAYONET	SWITCH NONE, GAUGES STANDARD, FULL, DRAIN VALVE STANDARD, DF, LF				
PRIM WELLS (6-200amp) PRIM IN	SERTS (6-200amp)	SEC (4) STAGGERED, SPADES, PRES REL STD, NON-PCB MINERAL OIL			
PLEASE QUOTE THESE TRANS.	NOTE: 3 YEAR WARRANTY	FREIGHT: PREPAID AND ADD			
INCLUDE LEAD TIMES	QUOTE GOOD FOR 30 DAYS				
ALSO PLEASE INCLUDE					
NAME BRAND OF TRANS.					
THANK YOU					
KENNY NORRIS					

Agenda Item No: 4

City Council Agenda Item Report

Meeting Date: April 22, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Resolution
Agenda Section: Regular Agenda

Subject:
Consolidated Fee Schedule Amendment for Cemetery and Literacy Center Fees. (Continued from 04/08/25 meeting)
a. Public Hearing
b. Consideration of Resolution #2025-19 approving Amendments to the Consolidate Fee Schedule for Cemetery and Literacy Center Fees.

Suggested Action:

Attachments:

Res 2025-19.docx

2025 Fee Schedule Amendments.pdf

LEHI CITY

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

FEE INFORMATION	Approved FY 2023	APPROVED FY 2024	APPROVED FY 2025	PROPOSED FY 2025
CEMETERY				
Spaces				
Resident lower section	$1,000	$1,000	$1,000	$1,000
Non-Resident lower section	$1,300	$1,300	$1,300	$1,300
Resident upper section	-	-	-	**$1,300**
Non-Resident upper section	-	-	-	**$1,600**
LITERACY CENTER				
Discovery Days Class Materials Fee per child per class	-	-	-	**$25**

Agenda Item No: 5

City Council Agenda Item Report

Meeting Date: April 22, 2025
Submitted By: Kate Morgan
Submitting Department: Administration
Item Type: Action Item
Agenda Section: Regular Agenda

Subject:
Consideration of Resolution #2025-24 amending the Lehi City Employee Policy Manual.

Suggested Action:

Attachments:

Res 2025-24.docx

Revised Maternity and New Parent Leave - Update 4-22-25.docx

Harassment Prevention Policy Rewrite.docx

RESOLUTION NO. 2025-??

A RESOLUTION AMENDING THE LEHI CITY EMPLOYEE POLICY MANUAL BY AMENDING SECTION 16 (MEDICAL MATERNITY LEAVE) AND ADDING SUBSECTION 17 (NEW PARENTAL LEAVE) TO SECTION IV: LEAVE; SUBJECT: LEAVES OF ABSENCES AND REPLACING SECTION VI: EMPLOYEE CONDUCT; SUBJECT: HARASSMENT AND DISCRIMINATION PREVENTION

WHEREAS, Lehi City has adopted an Employee Policy Manual;

WHEREAS, Lehi City now desires to revise the provisions of the manual related to employee leave and workplace harassment prevention;

WHEREAS, on April 22, 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 that: (i) The Lehi City Employee Policy Manual should be amended; 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 Lehi City Employee Policy Manual is hereby amended as shown on the attached Exhibits “A”, “B” and “C.”

2. This resolution shall take effect immediately.

Approved and Adopted by the City Council of Lehi City this 22ne day of April, 2025.

LEHI CITY

_____

Mark Johnson, Mayor

ATTEST

_____

Teisha Wilson, City Recorder

Exhibit A

Exhibit B

Exhibit C

Section IV: Leave
Subject: Leaves of Absences

16. Medical 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 6 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: 6

City Council Agenda Item Report

Meeting Date: April 22, 2025
Submitted By: Kate Morgan
Submitting Department: Power
Item Type: Action Item
Agenda Section: Regular Agenda

Subject:
Consideration of Resolution #2025-25 approving an Agreement with Avail Switchgear Systems for the Skye Substation switchgear.

Suggested Action:

Attachments:

Res 2025-25.docx

1-Avail Proposal 25-01-17-01 Lehi City - Skye Sub.pdf

RESOLUTION NO. 2025-25

A RESOLUTION APPROVING AN AGREEMENT WITH AVAIL SWITCHGEAR SYSTEMS FOR THE SKYE SUBSTATION SWITCHGEAR

WHEREAS, Lehi City desires to contract for the procurement of switchgear for the Skye Substation; and,

WHEREAS, City issued an RFP and determined that Avail Switchgear Systems' response was the lowest responsive and responsible proposal; and

WHEREAS, on April 22, 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) the Agreement between Lehi City and Avail Switchgear Systems should be approved; 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:

PART I:

1. The Agreement between Lehi City and Avail Switchgear Systems is 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 22nd day of April, 2025.

LEHI CITY

_____
Mark Johnson, Mayor

ATTEST

_____
Teisha Wilson, City Recorder

Exhibit A

Ref No: 25-01-17-01
Date: 2/4/2025

PROPOSAL



Lehi City

For Skye Substation Switchgear RFP#: 2025-2
15kV 2000Amp 40kA Sheltered Aisle Switchgear and Control Room with 2 Panels

Prepared by:
Charles Swartz
Avail Switchgear Systems – Med. Voltage Switchgear
Phone: 573.592.1254
Email: Charles.Swartz@availinfra.com

AVAIL™ Switchgear Systems

2/4/2025

Lehi City
Joel Eves, Power Director
560 Glen Carter Drive
Lehi, UT 84043
jeves@lehi-ut.gov
(385) 201-2623

Ref: Avail Switchgear Systems Proposal No. 25-01-17-01

In accordance with our interpretation of your plans and specifications, we are pleased to offer our proposal for the following equipment and services:

Item 1: Skye Substation Switchgear RFP#: 2025-2
15kV 2000Amp 40kA Sheltered Aisle Switchgear and Control Room with 2 Panels

The equipment we propose to supply will be designed, constructed, and tested in accordance with your inquiry and the documents, which you have provided.

You will find additional attachments enclosed that supplement the information contained in our proposal. These include any information which you have specifically requested be included with our proposal and are identified at the end of this cover letter. Except for any comments contained in our proposal (or its attachments) that may be at variance with your requirements, our proposal is in strict accordance with your inquiry and specifications.

Upon your receipt and review of this proposal, we request the opportunity to meet with you to discuss the merits of what we have offered and how we intend to meet your requirements. Please accept our invitation to visit Avail Switchgear System's headquarters in Fulton, Missouri for a complete review of our engineering, manufacturing, and testing capabilities.

If you have any questions concerning this proposal or require further information, please contact your Avail Switchgear Systems sales contact:

Charles Swartz
Avail Switchgear Systems
Cell: (573) 592-1254
Email: Charles.swartz@availinfra.com

Sincerely,



Avail
Charles Swartz
Sales Engineer
Charles.swartz@availinfra.com
(573) 592-1254

Attachments: Pricing Summary
Drawing and Delivery Lead-time
Commercial Section

PRICING SUMMARY

Avail Switchgear Systems Proposal No. 25-01-17-01

Item	Qty	Description	Unit Price Each
1	1	15kV 2000A 40kA Outdoor Sheltered Aisle Metal-Clad Switchgear with 15' Control Room 2 Panelboards for Controls and Communication 500MVA Breakers Overhead Bus Duct Connecting Bus #1 to Bus #2	$1,390,000
2	1	**Optional Adder** -- For GE/Powell Remote Racking Device	$10,000
3	1	**Optional Adder** – Avail Field Services to Assembly Loose and Unmounted Materials and Perform Mechanical Inspections and Mechanical Tests	$50,000
4	1	**Optional Adder –** Avail Supervision ONLY A knowledge resource for guidance and questions	$34,000
5	1	**Optional Adder** – 5-Year Warranty **Must Waive Warranty Bond Requirement in Agreement Document Section 9.4**	Free of Charge
6	1	**Optional Adder** – 12/18 Warranty with Bond 12 months from Energization or 18 Months from Delivery, whichever comes first. Per Agreement Document Section 9.4 Warranty Bond of 10% of sales price for the Length of the Warranty	$150,000

Delivery can be made by April 30th, 2026 with a purchase order by 2/25/2025. Avail to offer 3 months of **free of charge** storage at Avail's facility if required, starting April 30th, 2026.

Delivery and Field Service Supervision Included in Sales Price.

Freight is Prepaid and Allowed included in the Sales Price. Manufacture assumes any transportation risk of loss to the point of delivery in Lehi, UT.

Unit to be provided in One Shipping Unit. No shipping splits.

Metal-Clad Switchgear

Unit #1- Feeder CB12-11

Overhead Entry by Rigid Bus from Transformer
Roof Rigid Bus Supports
Roof Bushing 15kV 2000Amp with 4-Hole Spade
GE/Powell Breaker 15kV 2000Amp 500MVA 5-Cycle 125VDC
Breaker Compartment Kit **with Glass Poly Spouts**
Breaker Compartment Kit with Grounded Metal Shutters
MOC and TOC Switches
Current Transformers C200 Single Ratio 2000/5 (3)
Current Transformers C200 Multi-Ratio 1200/5 (3)
SEL-351S Overcurrent Relay
ABB Test Switches (2)
Arresters Distribution Class 10kV 8.4kV MCOV (3)
Ground Studs (4) and Covers (3)
LED Cubicle Light with Switch
Duplex Receptacle GFI 20Amp
Cubicle Heaters

Unit #2 – Main CB12-10 w PT

Overhead Entry by Rigid Bus from Transformer
Roof Bushing 15kV 2000Amp with 4-Hole Spade
Underground Entry via Rear Bus Drops
GE/Powell Breaker 15kV 1200Amp 500MVA 5-Cycle 125VDC
Breaker Compartment Kit **with Glass Poly Spouts**
Breaker Compartment Kit with Grounded Metal Shutters
MOC and TOC Switches
Current Transformers C200 Single Ratio 2000/5 (3)
Current Transformers C200 Multi-Ratio 2000/5 (3)
Potential Transformers 15kV 7200:120
PT Draw out Drawer
SEL-351S Overcurrent Relay
ABB Test Switches (2)
Arresters Distribution Class 10kV 8.4kV MCOV (3)
Ground Studs (4) and Covers (3)
LED Cubicle Light with Switch
Duplex Receptacle GFI 20Amp
Cubicle Heaters

Metal-Clad Switchgear

Unit #3 – Feeder CB12-12 with CPT

Overhead Entry by Rigid Bus from Transformer
Roof Bushing 15kV 2000Amp with 4-Hole Spade
Underground Entry via Rear Bus Drops
GE/Powell Breaker 15kV 1200Amp 500MVA 5-Cycle 125VDC
Breaker Compartment Kit **with Glass Poly Spouts**
Breaker Compartment Kit with Grounded Metal Shutters
MOC and TOC Switches
Current Transformers C200 Single Ratio 2000/5 (3)
Current Transformers C200 Multi-Ratio 1200/5 (3)
CPT 1ph 50kVA 7200:120/240V
CPT Draw out Fuse Drawer with 5E Fuse
Secondary 200Amp Molded Case Breaker for CPT
SEL-351S Overcurrent Relay
ABB Test Switches (2)
Arresters Distribution Class 10kV 8.4kV MCOV (3)
Ground Studs (4) and Covers (3)
LED Cubicle Light with Switch
Duplex Receptacle GFI 20Amp
Cubicle Heaters

Unit #4 – Feeder CB12-13 w PTs

Underground Entry via Rear Bus Drops
GE/Powell Breaker 15kV 1200Amp 500MVA 5-Cycle 125VDC
Breaker Compartment Kit **with Glass Poly Spouts**
Breaker Compartment Kit with Grounded Metal Shutters
MOC and TOC Switches
Current Transformers C200 Single Ratio 2000/5 (3)
Current Transformers C200 Multi-Ratio 1200/5 (3)
Potential Transformers 15kV 7200:120
PT Draw out Drawer
SEL-351S Overcurrent Relay
ABB Test Switches (2)
Arresters Distribution Class 10kV 8.4kV MCOV (3)
Ground Studs (4) and Covers (3)
LED Cubicle Light with Switch
Duplex Receptacle GFI 20Amp
Cubicle Heaters

Metal-Clad Switchgear

Unit #5 – Feeder CB12-14

Underground Entry via Rear Bus Drops
GE/Powell Breaker 15kV 1200Amp 500MVA 5-Cycle 125VDC
Breaker Compartment Kit **with Glass Poly Spouts**
Breaker Compartment Kit with Grounded Metal Shutters
MOC and TOC Switches
Current Transformers C200 Single Ratio 2000/5 (3)
Current Transformers C200 Multi-Ratio 1200/5 (3)
SEL-351S Overcurrent Relay
SEL-587Z Bus Differential
ABB Test Switches (4)
Lockout Relay Electroswitch 7805G
Cutout Switch Electroswitch 24203B
Blue Indicating Light
Arresters Distribution Class 10kV 8.4kV MCOV (3)
Ground Studs (4) and Covers (3)
LED Cubicle Light with Switch
Duplex Receptacle GFI 20Amp
Cubicle Heaters

Unit #6 – Bus Tie CB12-T

Overhead Bus Duct from Top to Connect to Unit #7
GE/Powell Breaker 15kV 2000Amp 500MVA 5-Cycle 125VDC
Breaker Compartment Kit **with Glass Poly Spouts**
Breaker Compartment Kit with Grounded Metal Shutters
MOC and TOC Switches
Current Transformers C200 Single Ratio 2000/5 (6)
SEL-587Z Bus Differential
ABB Test Switches (2)
Lockout Relay Electroswitch 7805G
Cutout Switch Electroswitch 24203B
Control Switch Electroswitch 2452D
Green, Blue, and Red (2) Indicating Light
LED Cubicle Light with Switch
Duplex Receptacle GFI 20Amp
Cubicle Heaters

Metal-Clad Switchgear

Unit #7 – Feeder CB12-21 w PTs

Incoming Overhead Bus Duct from Top to Connect to Unit #6
Underground Entry via Rear Bus Drops
GE/Powell Breaker 15kV 1200Amp 500MVA 5-Cycle 125VDC
Breaker Compartment Kit **with Glass Poly Spouts**
Breaker Compartment Kit with Grounded Metal Shutters
MOC and TOC Switches
Current Transformers C200 Single Ratio 2000/5 (3)
Current Transformers C200 Multi-Ratio 1200/5 (3)
Potential Transformers 15kV 7200:120 (3)
PT Draw out Drawer
SEL-351S Overcurrent Relay
ABB Test Switches (2)
Arresters Distribution Class 10kV 8.4kV MCOV (3)
Ground Studs (4) and Covers (3)
LED Cubicle Light with Switch
Duplex Receptacle GFI 20Amp
Cubicle Heaters

Unit #8 – Feeder CB12-22

Underground Entry via Rear Bus Drops
GE/Powell Breaker 15kV 1200Amp 500MVA 5-Cycle 125VDC
Breaker Compartment Kit **with Glass Poly Spouts**
Breaker Compartment Kit with Grounded Metal Shutters
MOC and TOC Switches
Current Transformers C200 Single Ratio 2000/5 (3)
Current Transformers C200 Multi-Ratio 1200/5 (3)
SEL-351S Overcurrent Relay
ABB Test Switches (2)
Arresters Distribution Class 10kV 8.4kV MCOV (3)
Ground Studs (4) and Covers (3)
LED Cubicle Light with Switch
Duplex Receptacle GFI 20Amp
Cubicle Heaters

Unit #9 – Feeder CB12-23

Overhead Entry by Rigid Bus from Transformer
Roof Bushing 15kV 2000Amp with 4-Hole Spade
Underground Entry via Rear Bus Drops
GE/Powell Breaker 15kV 1200Amp 500MVA 5-Cycle 125VDC
Breaker Compartment Kit **with Glass Poly Spouts**
Breaker Compartment Kit with Grounded Metal Shutters
MOC and TOC Switches
Current Transformers C200 Single Ratio 2000/5 (3)
Current Transformers C200 Multi-Ratio 1200/5 (3)
SEL-351S Overcurrent Relay
ABB Test Switches (2)
Arresters Distribution Class 10kV 8.4kV MCOV (3)
Ground Studs (4) and Covers (3)
LED Cubicle Light with Switch
Duplex Receptacle GFI 20Amp
Cubicle Heaters

Metal-Clad Switchgear

Unit #10 – Main CB12-20 w PT

Overhead Entry by Rigid Bus from Transformer
Roof Bushing 15kV 2000Amp with 4-Hole Spade
Underground Entry via Rear Bus Drops
GE/Powell Breaker 15kV 1200Amp 500MVA 5-Cycle 125VDC
Breaker Compartment Kit **with Glass Poly Spouts**
Breaker Compartment Kit with Grounded Metal Shutters
MOC and TOC Switches
Current Transformers C200 Single Ratio 2000/5 (3)
Current Transformers C200 Multi-Ratio 2000/5 (3)
Potential Transformers 15kV 7200:120 (1)
PT Draw out Drawer
SEL-351S Overcurrent Relay
ABB Test Switches (2)
Arresters Distribution Class 10kV 8.4kV MCOV (3)
Ground Studs (4) and Covers (3)
LED Cubicle Light with Switch
Duplex Receptacle GFI 20Amp
Cubicle Heaters

Unit #11- Feeder CB12-24

Overhead Entry by Rigid Bus from Transformer
Roof Rigid Bus Supports
Roof Bushing 15kV 2000Amp with 4-Hole Spade
GE/Powell Breaker 15kV 2000Amp 500MVA 5-Cycle 125VDC
Breaker Compartment Kit **with Glass Poly Spouts**
Breaker Compartment Kit with Grounded Metal Shutters
MOC and TOC Switches
Current Transformers C200 Single Ratio 2000/5 (3)
Current Transformers C200 Multi-Ratio 1200/5 (3)
SEL-351S Overcurrent Relay
ABB Test Switches (2)
Arresters Distribution Class 10kV 8.4kV MCOV (3)
Ground Studs (4) and Covers (3)
LED Cubicle Light with Switch
Duplex Receptacle GFI 20Amp
Cubicle Heaters

Protection and Control Panels

Panel #1 – T1 and Uamps Meter

SEL-587 Differential Relay
SEL-551 Protection Relay
Lockout Relay Electroswitch 7805G (2)
Cutout Switch Electroswitch 24203B (2)
Control Switch Electroswitch 2452D
ABB Test Switch (2)
Green, Red, and Blue (2) Indicating Light
Terminal Board 12-Pole 30Amp GE EB25B12 (14)
Terminal Board 4-Pole 30Amp GE EB27B04S (5)
Duplex Receptacle GFI 20Amp
Handy Box 2” x 4” (2)
Light Switch
LED Light for Panel

Panel #2 – T2 and SCADA

SEL-587 Differential Relay
SEL-511 Protection Relay
Lockout Relay Electroswitch 7805G (2)
Cutout Switch Electroswitch 24203B (2)
Control Switch Electroswitch 2452D
SEL-2407 Satellite Clock
SEL-3350 RTAC
SEL-2730 Ethernet Switch
DC-AC Inverter Transduction TR-1000VA
SEL-240-1800 BNC Terminator 50 Ohm
Green, Red, and Blue (2) Indicating Light
ABB Test Switch
Duplex Receptacle GFI 20Amp
Handy Box 2” x 4” (2)
Light Switch
LED Light for Panel

Enclosure and Control Room

Enclosure Components

Enclosure Dimensions 48’ W x 15’ L x 15’ H
6’ Wide Aisle
Ice Breakers on Roof
Personnel Doors 36” W x 84” H with Panic Hardware (4)
Insulation Roof R38, Walls R20, Base R30
Custom Wide Roof Bushing Box (2)
Roof Bus Supports (2)
HVAC 5-Ton with 15kW Heat (2)
HVAC Disconnect Switch (2)
Galvannealed Steel Walls, Roof, and Base
External Weatherproof Receptacles (3)
Rear Exterior Cubicle Drip Shields (11)
Canopy Above Personnel Doors (3)
Exterior Personnel Door Lights (3)
Exterior Yard Lights (4)

Aisle Components

Overhead Internal Bus Duct Connecting Bus #1 to #2
Aisle Overhead LED Lights (8)
Exit Lights (3)
Smoke Detector (2)
Fire Extinguisher (3)
Emergency Lights (7)
Breaker Test Cabinet
HVAC Thermostat (2)
AC Panelboard 225A 1ph 3Wire 10kAIC
Auto Transfer Switch
200Amp Fused Disconnect Switch
Field Termination Cabinet
Cable Tray
Aisle Receptacles (6)

Battery System

DC Panelboard 225A 5kAIC
Batteries C&D KCR-5 150Ah (60 cells)
Battery Rack Two Tier Seismic Rated Zone 4
Spill Pan for Batteries
Battery Charger
Exhaust Fan with Shutter and External Hood
Splash Shield Behind Batteries
Eye Wash Station
Hydrogen Gas Detector
Battery Disconnect Switch

Enclosure and Control Room

Additional Components

Breaker GE/Powell Lift Truck
Lifting Sling for GE/Powell Breakers
Breaker Test Cabinet
Test Jumper
Breaker GE/Powell Manual Racking Wrench
Breaker GE/Powell Manual Charging Handle

Additional Items

Payment Terms Net 30

Price and Leadtime Valid for a purchase order by 3/31/2025

The terms and conditions in the Commercial Section of this proposal shall apply unless a mutually agreed upon set of terms between the parties are established.

Progress Payment Schedule Proposed

30% at Submittal of Mechanical Drawings and Bill of Material for Approval
30% at Approval of Bill of Material for Purchase
30% at the Start of Manufacturing
10% at Delivery

Avail Switchgear Systems Project Schedule

Drawing and Delivery Times

Milestone	Weeks **after** Order Processed at Factory
Production Schedule Submitted	6-8 Weeks
Mechanical Drawings and BOM Issued	22-24 Weeks
Procurement of Materials	26-28 Weeks
AC & DC Schematics	34-46 Weeks
Wiring Drawings	44-46 Weeks
Enclosure Fabrication	48-50 Weeks
Enclosure Internals Assembled	50-52 Weeks
Enclosure Wiring Completed	52-54 Weeks
Enclosure Testing	54-56 Weeks
Enclosure Packed for Shipment	56-58 Weeks
Certified Test Reports	56-58 Weeks
As-Built Drawings Mark Ups	58-60 Weeks
Instruction Booklets	58-60 Weeks
Delivery to Site	58-60 Weeks
Enclosure Assembly and Final Checks	60-62 Weeks

Milestone	Weeks **after** Receipt of Purchase Order
Delivery	April 30, 2026 or 60 Weeks ARO

Mechanical drawings for approval can be emailed in 22-24 weeks after receipt of your written order and complete engineering data. Shipment can be made in 60 weeks ARO.

These estimates do not include the time required for your review and approval of drawings. Please add the time anticipated for review and approval to obtain the total estimated project shipping time. Drawing and shipment times are based upon Engineering and Shop loading at time of proposal. Please obtain firm time commitments from Avail at time of order placement.

Onsite Field Service

This service shall include the following responsibilities.

- Inspect for shipping damage
- Provide guidance for unload and placement
- Reassemble any loose and unmounted materials such as HVAC
- Mechanical connection of each shipping split
- Landing wires pulled back for each shipping split
- Connect copper bus per each shipping split.
- Remove any packing materials
- Seal shipping section seams with silicone and install rain caps
- Install exterior lights and connect wiring
- Battery installation
- Uncrate or unpack materials
- Supply of equipment/tools to accomplish these tasks
- Please see field service checklist provided with the bid

These services are **not** included.

- Supplying Power to the Switchgear
- Connecting Exterior Cables to the Switchgear
- Programming Relays
- Electrical Testing
- Commission Testing
- Commission and Energization
- Onsite Training

Clarifications and Exceptions

Clarification on Terms and Conditions in document “5-Agreement-Template for Construction Related Services”. My corporate legal team has certain terms and conditions we need modified and accepted on an order to protect our liability from bankruptcy. If we cannot reach an agreement, I cannot accept the order because our exposure would be too high that one event would possibly force our company into bankruptcy. This facility was founded in 1972 under the Central Electric name, and we are still going today as evidence of our quality, and testament that we have not had a significant event to force us to shut down. We agree on many mutual agreements with customers yearly. The document listed above, in its current form, we cannot accept. However, I can compromise on some points, but on others I will need to modify. I have provided a redlined document of “5-Agreement-Template for Construction Related Services” and I have listed the exceptions and clarifications below.

5-Agreement Template – Section 2 – Term – Liquidated Damage Financial Cap
We will accept up to $1,000 per day (specified Switchgear Specification in 2.13.D) as liquidated damages. However, we request that a financial cap be put on the damages in the amount of 5% of the sales price of the late product. Which will be over $60,000 in damages and two months late.

5-Agreement Template – Section 5 – Withholding Payment for Defective Performance
It is vaguely implied that we will be notified of such defect or lack of performance and have opportunity to remedy defect or performance but want to add the additional language. “Contractor shall be notified of such defect or lack of performance and have opportunity to provide a remedy in a reasonable timeframe before any withholding of funds by the City.”

5-Agreement Template – Section 6 – Termination
Cannot be “sole discretion of the City” when it is related to another party’s performance. The Contractor must be notified and made aware of what the City considers a breach on the part of the Contractor. Removed “unsatisfactory” as it is open to interpretation and opinion.

5-Agreement Template – Section 6.1 – Termination
Cannot accept “unsatisfactory performance” as it is open to interpretation and option. Substituted with duties and obligations per the Agreement. Five working days to address any complaint by the City is insufficient, change to 15 working days.

Clarifications and Exceptions

5-Agreement Template – Section 6.3 – Termination
The terminated work cannot become property of the City, until the City pays for the work incurred by the Contractor. The City cannot reactivate the order once it is terminated.

5-Agreement Template – Section 8.1 – Indemnification
Need our financial liability capped at the purchase price of the product, which will be over million dollars. The City will have coverage, just not unlimited and uncapped coverage. We cannot accept any consequential damages. We will not be able to accept an order without these limitations on liability.

5-Agreement Template – Section 10.2.2. – Warranty
Sole discretion of one party overpowers the other party, even if the other party can provide proven documentation, they are correct. Any remedy provided by the Contractor shall be mutually agreed to be satisfactory between the City and Contractor.

5-Agreement Template – Section 19 – Time is of the Essence
Revised this section to state, “time is an important element” of the order.

Request for Proposal Document – 1.2 – Scope of Terms & Conditions
Exception to Contractor accepting all terms and conditions by submitting a bid. Please see the above exceptions and clarifications as well as the redlined word document of 5-Agreement Template.

Request for Proposal Document – 4.3 – Award of the Contract
Exception to terms and conditions to be non-negotiable. We cannot accept the terms and conditions document in its current form. Please see the redlined word document of 5-Agreement Template.

Clarifications and Exceptions

Switchgear Specification Document – 1.5.A – Indemnification
Contractor/Consultant to indemnify for their gross negligence or willful misconduct only. Contractor/Consultant's aggregate total financial liability under this agreement shall not exceed the sales price of the product.

Switchgear Specification Document 1.5.B – Indemnification
Contractor/Consultant will only indemnify for their gross negligence or willful misconduct. Contractor/Consultant will not accept any consequential damages. Contractor/Consultant's aggregate total financial liability under this agreement shall not exceed the sales price of the product.

Switchgear Specification Document 2.6.A – Dressing of Switchgear
Contractor to provide dressing of the switchgear only if the field assembly adder is selected.

Switchgear Specification Document 2.7.B – Shop Drawings
The project schedule included in this proposal letter shall apply to any resulting order.

Switchgear Specification Document 2.8.A – All Defects and Problems
Contractor shall warrant for their workmanship and material defects only. Contractor will not warrant any of the City's or parties hired by the City for their workmanship, modifications, defects, misuse, wrongful operation, lack of maintenance, and City's negligence or willful misconduct.

Switchgear Specification Document 2.8.B – In-and-Out Charges
Exception to in-and-out charges. Contractor will not be liable for consequential damages. Total liability of the Contractor to be capped at the sales price of the purchase order

Switchgear Specification Document 2.8.C – Continue Use
Owner shall follow all safety procedures while operating the equipment. Owner may continue to operate the switchgear unless the defect identified is a risk of safety or equipment failure. If Owner continues to operate the equipment with a known defect, the Contractor shall not be responsible for any damages cause by the continuous operation.

Switchgear Specification Document 2.10.A – Supervise and Inspect
Field supervision is quoted as an optional adder. This service not included in the base price. The field supervision shall be a knowledge resource for guidance and questions only. The field supervision shall not be reasonable for performance, management, or in any way liable for others and their workmanship on the site.

Switchgear Specification Document 2.10.A – Field Testing
Field supervision shall not include testing or witnessing any type of Owner testing

Clarifications and Exceptions

Switchgear Specification Document 2.10.B. – Supply Tools for Testing
Exception to field service personnel to provide all tools and special test equipment.

Switchgear Specification Document 2.10.C – Electrical Operation of Switchgear
Exception to check electrical operation of accessories and training of personnel on equipment. Avail does not provide these services.

Switchgear Specification Document 2.13.D – Liquidated Damages
Liquidated damages in total shall not exceed 5% of the contract price of the late equipment.

Switchgear Specification Document 2.14.A – Coordinate with Other Manufacturers
Exception to coordination with other manufacturers and their products for proper implementation as the complete unit substation. Contractor shall only be responsible for their product and will not be responsible for project management of other vendors.

Switchgear Specification Document 3.2.5 – UL Listed
The switchgear is an assembly of many subcomponents. The completed switchgear assembly will not be UL listed. However, some of the subcomponents may be UL listed.

Switchgear Specification Document 3.6.D – Porcelain Breaker Spouts
Exception to porcelain breaker spouts. Spouts will be provided with Glass Poly spouts.

Switchgear Specification Document 3.6.H – 40kA Braced Switchgear
Clarification that the switchgear will be braced at 40kA even though the breakers are rated 500MVA, 23kA.

Switchgear Specification Document 3.6.H – 110kV BIL
Exception to 110kV BIL. Switchgear designed to 95kV BIL.

Switchgear Specification Document 3.7.C – 110kV BIL
Exception to 110kV BIL. Breakers to be 95kV BIL.

Switchgear Specification Document 3.7.I.6 – 110kV BIL
Exception to 110kV BIL. Breakers to be 95kV BIL.

Switchgear Specification Document 3.10.D – Powder Coat Paint
Exception to powder coat paint. Paint coating will be the same as the switchgear cubicles with a primer and topcoat. Please see the Avail Paint Procedure listed in this bid document.

Clarifications and Exceptions

Switchgear Specification Document 4.1.D – Award Date
To meet the April 2026 requested delivery date, we will require a purchase order by 2/25/2025.

Avail designs and manufactures metalclad switchgear to meet IEEE C37.20.2-2015 usual service conditions, 3,300 feet max altitude, -30 +40 degree C. Operation of equipment outside these conditions are considered unusual conditions and a derating factor would be required to be applied by the Owner or their consulting engineer.

Manufacturer is responsible for the route to the delivery site's entrance. Owner is responsible for a clear path inside the delivery site for the delivery truck and crane setup. Additional charges may apply if the delivery site is deemed inaccessible for delivery and unload.

Avail designs and manufacturers and fully tests medium voltage switchgear to meet IEEE 37.20.2-2022 before leaving the factory. Certified test reports are available upon request. Any field testing, programing of relays or commissioning of the switchgear on site is the responsibility of others and is not in Avail's scope of supply.

Avail indoor switchgear is fabricated with 14 gauge side sheets. When adjacent cubicles are assembled, there are two 14 gauge steel panels between cubicles which meets the one 11 gauge steel barrier or equivalent as required by the standards.

Field testing of assembled switchgear and certification that the switchgear is ready for commissioning to be provided by others.

Avail will not be responsible for any external connections to the switchgear once the switchgear is delivered. Nor will Avail be responsible for any field testing.

Escalation Policy

To provide a simple mechanism to determining the impact of escalation to the proposal price, Avail will use the following Producer Price Index from the U.S. Bureau of Labor Statistics:
Switchgear and Switchboard Apparatus Manufacturing [PCU335313335313], retrieved from FRED, Federal Reserve Bank of St. Louis;

Prices are subject to adjustment if greater than 5% change in the above index

Base point of index for the contract is the latest published point of February 2024

COMMERCIAL SECTION

Avail Switchgear Systems Proposal No. 25-01-17-01

1. The terms and conditions detailed in this section shall apply to any order resulting from this proposal unless a mutual terms and conditions agreement has been established between the parties.

2. Resulting orders shall be addressed as follows:

   Avail Switchgear Systems
   7911 Old US Hwy 54
   Fulton, MO 65251

3. Our warranty covers a period of sixty (60) months (if warranty bond is waived) from date of delivery. No in-and-out charges nor consequential damages are covered. Avail's warranty to apply only to the product provided in this proposal. Avail will not warrant the Buyer's or any hired parties by the Buyer for their workmanship, modifications, defects, misuse, wrongful operation, or lack of maintenance. Avail to only warrant for their workmanship and material defects of the product.

4. Indemnification. Avail indemnifies for their gross negligence and willful misconduct only throughout the warranty period.

5. Limitation of Liability. Avail's financial liability in aggregate total of this order shall not exceed the sales prices of the equipment provided to the Buyer.

6. No sales taxes, use taxes, duties or other fees, unless otherwise noted, are included in the prices quoted. Consequently, in addition to the purchase price, the amount of any present or future taxes, duties or fees must be paid by the purchaser.

7. Should the Purchaser request that Avail delay shipment, once manufacturing and testing are completed, Avail will store such equipment, subject to the following conditions:

   a. Upon completion, the Purchaser will allow Avail to issue an invoice for the equipment and process said invoice, within the payment terms of the purchase order, as if the equipment had actually shipped.

   b. Purchaser agrees to assume title and ownership of the equipment on the date the invoice is issued.

   c. Purchaser agrees to pay Avail applicable handling and storage fees until time of shipment. If shipment is delayed for more than three months, an additional

fee will be assessed for inspection and cleaning of the equipment prior to shipment.

d. Purchaser agrees to accept and sign a Bill & Hold Agreement that includes items a) through c) above.

8. Changes in scope of supply or delays caused by the Purchaser may also affect the project shipping schedule. Should it become necessary to reschedule due to a Purchaser-caused delay, Avail will make every effort to reschedule the job into the first available opening in our shop schedule which best meets the Purchaser's needs.

9. Freight, Transport, Delivery, Site Conditions. Our proposal price includes FOB Destination, with motor freight prepaid and allowed to the first designated delivery point. It will be the Buyer's sole responsibility to guarantee that field conditions are adequate to permit unobstructed motor freight access to the first designated delivery point. If unforeseen field conditions, or errors or omissions in the information supplied to Seller, with or without the Seller's aid, require additional handling and equipment to proceed to the first designated delivery point, the resulting additional costs will be assumed and paid by the Buyer. Should a Bill & Hold Agreement become necessary, as outlined in item 4 above, the terms will become FOB Factory with motor freight prepaid and added at actual cost.

10. Force Majeure. Buyer acknowledges and agrees with the issue of a Purchase Order, that Avail shall not be liable in any way for delay in delivery of the equipment due to contingencies beyond Avail's control. This includes, but is not limited to, weather, acts of God, acts of the buyer, buyer's failure to have the site ready, or any other event beyond Avail's reasonable control and that Avail shall be excused, discharged, and released of performance to the extent such performance is limited or prevented without liability for damages of any kind. Buyer also acknowledges any force majeure demur charges shall be the responsibility of the Buyer.

11. Bid Validity. This proposal is valid until 3/31/2025

12. Consequential Damages. In no event, shall SELLER, its contractors, and suppliers of any tier be liable in contract, in tort (including negligence or strict liability) or otherwise for damage or loss of other property or equipment, loss of profits or revenue, loss of use of equipment or power system, cost of capital, cost of purchased or replacement power or temporary equipment (including additional expenses incurred in using existing facilities), claims of customers of the BUYER, or for any special, indirect, incidental, or consequential damages whatsoever. Consequential damages for purposes hereof shall include without limitation, loss of income or profit, or losses sustained as the result of injury (including death) to any person, or loss of or damage to property. BUYER shall indemnify seller against all liability, cost, or expense which may be sustained by SELLER on account of any such loss, damage or injury.

13. Avail is a diverse manufacturer with several facilities focused solely on supplying custom electrical equipment. Avail may elect to utilize additional Avail facilities for manufacturing.

14. Cancellation Policy. Avail's cancellation policy included in this proposal letter shall apply to any order resulting from this proposal.

15. Price Adjustment Methodology. Enclosed with in this proposal letter is Avail's Price Adjustment Methodology to combat dramatic fluctuations in costs during the order lifecycle. This methodology shall apply to any resulting purchase order.

16. Contract Expiration. These terms and the contract with the Buyer shall expire with the warranty period detailed in Section 3.

17. Progress Payments. Progress payments are required for any resulting order. The progress payment schedule detailed in the proposal letter shall apply.

Cancellation Policy

An order or a contract may be cancelled by the purchaser only upon written notice and upon payment to the Company of reasonable and proper cancellation charges. The expenses to be covered by these charges would include any unrecoverable cost incurred by Avail, incorporated. In addition, a one-time charge will be made to compensate for lost profits, disruptions in scheduling, planned production and other indirect costs. It is recognized that it is impossible to determine exactly these indirect costs. As such, it is agreed that the one-time charge is acceptable and proper. Total cancellation charges will be calculated using the following cancellation schedule:

Cancellation Schedule:

$1,000 - Order received and entered into system, work not started
10% - Upon release for Engineering
15% - Mechanical drawings submitted for review
65% - Approval of Bill of Material and Release to Purchase
100% - Release for manufacturing

The percent values listed above represent a percentage of the total contract value.

Cancellation costs will be due and payable within thirty days (30) of submittal of a proper invoice for such costs. Any amounts not paid within thirty days will be subject to late charges of one percent (1%) per month for each fraction of a month that payment is received late at Avail, incorporated.

Avail Switchgear Systems Paint Procedures

1. Avail Switchgear Systems purchases only top quality hot rolled, pickled and oiled steel. The pickling process removes scale and other surface impurities that exist after the rolling process. After pickling, the steel is coated with oil to inhibit corrosion.
2. After the enclosure has completed fabrication, it is prepared for the prime coating using the following process:
3. All welds and hard-to-reach areas are power cleaned with a steel wire wheel.
4. A power grinder is used to remove any corrosion, weld splatter, rust, scale or other detrimental foreign matter.
5. All enclosures are then cleaned with a phosphatizing solution mixed with water at 130 degrees F and sprayed at a pressure of 1,000 psi, which cleans and etches the surfaces. The enclosure is then thoroughly rinsed with water to remove all residues.
6. The enclosure is moved to the drying area to air dry.
7. After the enclosure is completely air dried, it is moved into the paint booth where a tack cloth is used to remove any dust or other contamination that may have settled on the surface during air dry.
8. Avail Switchgear Systems' standard exterior paint is a two-coat system. The primer is a two component epoxy primer. This is a high solids primer with an excellent balance of hardness, flexibility, and toughness. This coating is applied with an electrostatic spray gun to a minimum Dry Film Thickness (DFT) of 3.0 to 4.0 mils on all exterior surfaces.
9. Avail Switchgear Systems' standard top coat is a high-solid, high-film build, two component polyurethane paint. This paint exhibits excellent gloss and color retention during its extended service life. The top coat is also applied with an electrostatic spray gun to a minimum DFT of 3.0 to 4.0 mils on all exterior surfaces.
10. The painted surface is allowed to dry, after which a paint inspection is performed to check for a quality finish to ensure uniformity and smoothness. The Dry Film Thickness is measured using an electronic type magnetic paint gauge. For exterior surfaces, a DFT of 6.0 to 8.0 mils is required.
11. Avail Switchgear Systems' standard interior paint is a direct to metal application that is applied electrostatically. The interior paint system is a high solid, high-film build, two component polyurethane paint. This coating is applied to a minimum Dry Film Thickness of 2.0 to 4.0 mils.
12. Avail Switchgear Systems' exterior finishes have been successfully tested for a duration of 2,000 hours utilizing a salt spray in accordance with ASTM B117.

Agenda Item No: 7

City Council Agenda Item Report

Meeting Date: April 22, 2025
Submitted By: Kate Morgan
Submitting Department: Power
Item Type: Action Item
Agenda Section: Regular Agenda

Subject:
Consideration of Resolution #2025-26 approving an Agreement with the Stuart C. Irby Company for Fiber Materials.

Suggested Action:

Attachments:

Res 2025-26.docx

Agreement for Fiber Development Materials - Irby.pdf

RESOLUTION NO. 2025-26

A RESOLUTION APPROVING AN AGREEMENT WITH THE STUART C. IRBY COMPANY FOR FIBER MATERIALS

WHEREAS, Lehi City desires to contract for the procurement of fiber materials; and,

WHEREAS, City issued Request for Bids 2025-3 and determined Stuart C. Irby Company's response was the lowest responsive and responsible proposal; and

WHEREAS, on April 22, 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) the Agreement between Lehi City and the Stuart C. Irby Company should be approved; 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:

PART I:

1. The Agreement between Lehi City and the Stuart C. Irby Compamny 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 22nd day of April, 2025.

LEHI CITY

_____
Mark Johnson, Mayor

ATTEST

_____
Teisha Wilson, City Recorder

Exhibit A

AGREEMENT FOR FIBER DEVELOPMENT MATERIALS

THIS AGREEMENT FOR THE FIBER DEVELOPMENT MATERIALS ("Agreement") is made and entered into and effective as of the date the last party signs below ("Effective Date") by and between Lehi City, 153 North 100 East, Lehi, Utah 84043 ("City") and Stuart C. Irby Company, LLC, whose principal place of business is located at 815 Irby Drive, Jackson, MS 39201 ("Vendor").

WHEREAS, City desires to contract for the supply for high-quality materials for expanding the Lehi City fiber network to support new developments (the "Work"); and

WHEREAS, City issued RFB 2025-3 and Vendor submitted a Response to RFB 2025-3 which City determined to be the lowest responsive and most responsible proposal/bid and the City desires to contract with Vendor to perform the Work;

NOW, THEREFORE, in consideration of the premises, the covenants and conditions set forth in this Agreement, and in further consideration of the execution of this Agreement and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, City and Vendor agree as follows:

1. **Scope of Work**. City agrees to purchase fiber materials from Vendor at the quantities listed in the Bid Summary Sheet and Vendor agrees to guarantee the prices listed in the Bid Summary Sheet attached to this Agreement as **Exhibit A** (hereinafter "Bid Sheet") for a period of sixty days. After sixty days, to the extent that Vendor's costs to supply such fiber materials to City increase due to circumstances outside Irby's control, including the imposition of tariffs or other import controls affecting the same. To the extent such tariffs or import controls are imposed, Vendor will invoice such applicable tariffs or import controls in addition to the prices listed in the Bid Sheet. In addition to the City's right to terminate described below in Section 5.1, if, between the period of sixty days and one year from the Effective Date, Vendor's prices increase more than 5% due to the imposition of tariffs or other import controls, City will have the option to terminate this agreement and negotiate a new price with Vendor and/or purchase the fiber materials elsewhere from another vendor.

2. **Term**. The term of this Agreement shall commence on the Effective Date and shall run for a period of one year.

3. **Payment**. For the sixty days after the Effective Date, City shall pay the prices listed on the Bid Summary Sheet. For fiber materials ordered and received, City shall pay within thirty days of the receipt of Vendor's invoice.

4. **Withholding Payment for Defective Materials**. If the City discovers Vendor provided defective material under this Agreement, the City shall give Vendor a reasonable amount of time to replace the defective material or otherwise cure its provision of defective material to the City. If Vendor does not cure within a reasonable time, the City may withhold

or, on account of subsequently discovered evidence, nullify the applicable and undisputed part of any payment to the extent that the City reasonably determines such withholding is necessary to protect itself from loss or liability on the account of the defective materials.

5. **Termination**. The City may terminate this Agreement at any time if after the City complies with its obligations and the applicable time periods have been observed set forth in Section 5.1 below, in the sole discretion of the City, Vendor's performance under this Agreement is unsatisfactory, Vendor fails to perform its duties and obligations required by this Agreement with diligence or within the time specified herein, or Vendor has otherwise materially breached this Agreement.

5.1 Before terminating this Agreement if Vendor's performance is unsatisfactory, the City shall first provide written notice to Vendor of the City's intention to terminate this Agreement. The notice of termination must be provided by City to Vendor at least seven (7) calendar days prior to termination. After receiving such notice of termination from City, Vendor shall have the next five (5) working days in which to cure any deficiency noted by the City. If Vendor adequately cures any such deficiency to the sole satisfaction of the City, this Agreement shall continue. However, in the event Vendor fails to adequately cure any such deficiency, this Agreement shall terminate and Vendor shall be liable for any resulting damages associated with the deficiency and breach of this Agreement.

5.2 The City may, in its sole discretion, terminate, suspend, or abandon this Agreement without cause at any time by providing written notice to Vendor of the City's intention to terminate this Agreement without cause. The notice of termination shall be provided by the City to Vendor at least seven (7) calendar days prior to termination. In the event City terminates this Agreement without cause, Vendor shall be paid for the materials that have been delivered prior to the date of termination.

5.3 If the Lehi City Council decides not to appropriate a sufficient amount to fund the consideration payment, this Agreement shall be void and of no further force or effect. In the event of such non-appropriation of funds, the City shall be relieved of all of its obligations contemplated by this Agreement. In the event of such non-appropriation of funds, Vendor shall be entitled to payment for all services performed prior to being notified of the non-appropriation event.

6. **Taxes**.

6.1 Each party shall be solely responsible for any tax liability which it may incur as a result of this Agreement.

7. **Indemnification and Insurance**.

7.1 To the fullest extent permitted by applicable law, each party hereby

agrees to indemnify, defend, and hold harmless the other party, and its parents and affiliates, and its and their respective officers, directors, agents, and employees, from and against any and all claims, losses, damages, and injuries of any kind or character (including, without limitation, court costs and reasonable attorneys' fees), but only to the extent caused by the negligence, willful misconduct or violation of applicable law of the indemnifying party in connection with the performance of this Agreement.

8. [intentionally left blank]

9. [intentionally left blank]

10. **Representations and Warranties; Limitation of Liability.**

10.1 Each party represents that:

10.1.1. Its signatory has the authority to the party to this Agreement.

10.1.2 It has not sold, assigned, or otherwise transferred any interest in the claims or subject matter contemplated by this Agreement.

10.2 Vendor represents and warrants that:

10.2.1. Vendor has sufficiently and reasonably researched the requirements of this Agreement, understands the same, and is able to competently perform each of its duties and obligations required hereunder.

10.2.2. Vendor shall pass through to the City any warranties provided by the manufacturer of the products Vendor provides under this agreement to the extent such warranties are transferrable. In the event that any portion of the Work does not remain in good and operating condition (in the reasonable judgment of the City) during the Warranty Period (ordinary wear and tear excepted), Vendor agrees to reasonably cooperate with Customer in submitting any warranty claims to the manufacturer including in obtaining from manufacturers all necessary repairs and replacements to maintain Work in good and operating condition (to the City's reasonable satisfaction). Should any portion of the Work be defective as the sole result of Vendor's actions or omissions and imminently jeopardize the health and safety of the City, or any other individual, the City may perform any necessary repairs and replacements (or arrange for a third party to perform such services) at Vendor's expense – to be paid by

Vendor within thirty (30) days of receiving a notice of indebtedness from the City.

10.2.3. Vendor shall perform its obligations required by this Agreement in a manner consistent with applicable professional and technical standards for Work of a similar and comparable nature, and shall ensure that the implementation thereof is also performed in an applicable professional, technical, and workman-like manner. Vendor shall correct any defect in its performance at no additional cost to the City. Upon request by the City, Vendor must be able to summarize and concisely report pertinent information associated with this Agreement and the performance thereof to the City in a timely manner. Vendor shall not make any alterations or variations in or additions to, or omissions from, its duties and obligations contemplated by this Agreement, without the prior written consent of the City.

10.3 Vendor's licensure or authority to transact business issued by the Utah Division of Corporations and Commercial Code and the Utah Division of Occupational and Professional Licensing, as well as any other required licensure, is currently active, and shall remain active throughout the performance of this Agreement.

10.4 [intentionally omitted]

10.5 Except as expressly provided herein, vendor makes no warranties, express or implied, respecting goods or services provided hereunder, and vendor specifically disclaims any warranty of merchantability, fitness for particular purpose, non-infringement, and any warranty arising by usage of trade, or course of dealing or performance. Notwithstanding anything to the contrary herein, the city's exclusive remedies for breach of warranty against the vendor arising hereunder are repair or replacement of goods, correction of services, or credit of the purchase price paid, at vendor's option.

10.6 In no event shall either party be liable to the other in connection with this agreement, for, and each party hereby releases the other from and against, any indirect, special, reliance, incidental, liquidated, punitive, exemplary or consequential damages, including, but not limited to, damages for loss of production, loss of revenue and profits, loss of business or business interruptions, loss of use of assets or facilities, or loss of use, data, or time, related to the this agreement (collectively "special losses"), whether in contract, tort or otherwise, regardless of fault. Notwithstanding anything to the contrary in this agreement, in no event shall vendor's aggregate liability arising out of or related to this agreement, whether arising out of or related to breach of

contract, tort (including negligence), or otherwise, exceed the aggregate amounts paid or payable to vendor under any purchase orders in the preceding twelve months from the date the claim first arose pursuant to this agreement.

11. **Confidentiality.** The parties acknowledge that this Agreement may be subject to public disclosure pursuant to the Government Records Access and Management Act, UTAH CODE ANN. § 63G-2-101, *et seq*., as the same may be amended from time to time.

Notwithstanding the above, Vendor agrees that, except as directed by the City, Vendor shall not at any time during or after the term of this Agreement disclose to any person or entity any information or document provided by the City which the City has designated as "confidential" or "private." Upon the conclusion or termination of this Agreement, Vendor shall turn over to the City all documents, papers, and other matter, including copies thereof, which are in Vendor's possession or control, and which are designated "confidential" or "private." Vendor further agrees to bind its employees to the terms and conditions of this Section 11.

12. **Authority**. Each individual signing this Agreement warrants and represents that he or she has been authorized by appropriate action of the party which he or she represents and has authority to enter into this Agreement on behalf of the party.

13. **Notice.**

13.1 If any notice is required to be provided pursuant to the terms and conditions of this Agreement, said notice must be provided as follows:

To the City:	To Vendor:
Lehi City Corporation	Stuart C. Irby Company, LLC
Attn: Shaye Ruitenbeek	Attn: John Grace
560 Glen Carter Drive	6312 West Beagley Road
Lehi, Utah 84043	West Valley City, Utah 84128

13.2 If notice is sent via regular mail, commercial courier, and the like, receipt thereof shall be presumed on the third Calendar Day thereafter.

14. **Attorneys' Fees and Costs**. Each party shall bear its own attorneys' fees and costs incurred in connection with the drafting, execution, and performance of this Agreement. However, if any action at law or in equity is necessary to enforce or interpret the terms of this Agreement, the prevailing party in such action shall be entitled to recover reasonable attorneys' fees, legal costs, and other collection fees and costs incurred by the prevailing party in connection with the suit, both before and after the judgment, in addition to any other relief to which such party may be entitled.

15. **Non-Waiver**. No failure to exercise and no delay in exercising any right,

remedy, or power under this Agreement shall operate as a waiver thereof, nor shall any single or partial exercise of any right, remedy, or power under this Agreement preclude any other or further exercise thereof, or the exercise of any other right, remedy or power provided herein or by law or in equity.

16. **Binding Effect**. This Agreement is binding upon the parties and their proper and allowable heirs, legatees, representatives, successors, and assignees.

17. **Assignment**. Neither party may assign this Agreement nor delegate any responsibilities under this Agreement without prior written consent. Any purported assignment or delegation in violation of this Section without prior written consent from the non-assigning party, shall be void and will be considered a material breach of this Agreement.

18. **Amendments**. This Agreement may not be modified, amended, or terminated, except by an instrument in writing executed by both parties.

19. **Time**. Time is of the essence with this Agreement, as well as every term, covenant, and condition contained herein.

20. **Force Majeure**. Neither party shall be liable for any failure or delay in performing an obligation under this Agreement (except for the parties' respective financial obligations to each other under this Agreement) that is due to causes beyond its reasonable control, such as natural catastrophes, governmental acts or omissions, laws or regulations, labor strikes or difficulties, pandemics, transportation stoppages or slowdowns or the inability to procure parts or materials. If any of these causes continue to prevent or delay performance for more than 180 days, the non-delaying party may terminate this Agreement, effective immediately upon notice to the delaying party.

21. **Severability**. If any provision of this Agreement is determined to be invalid or unenforceable, the remaining provisions of this Agreement shall, nevertheless, be construed, performed, and enforced as if the invalidated or unenforceable provision had not been included in the text of the Agreement.

22. **Governing Law**. This Agreement shall be construed in accordance with the laws of the State of Utah.

23. **Entire Agreement**. All agreements, covenants, representations and warranties, express or implied, oral or written, of the parties concerning the subject matter hereof are contained solely in this Agreement. No other agreements, covenants, representations, or warranties have been made by any party to any other party concerning the subject matter hereof. All prior and contemporaneous conversations, negotiations, possible and alleged agreements, representations, covenants, and warranties concerning the subject matter hereof are merged herein. This is an integrated agreement.

Dated the _____ day of _____, 2025.

Stuart C. Irby Company, LLC

_____
By:
Its:

STATE OF UTAH)
: ss.
COUNTY OF UTAH)

On this _____ day of _____, 2025, personally appeared before me _____, whose identity is personally known to me (or proven on the basis of satisfactory evidence) and who by me duly sworn/affirmed, did say that he/she is the _____ of Stuart C. Irby Company, LLC and that said document was signed by him/her in behalf of said Stuart C. Irby Company, LLC by Authority of its Articles of Organization, Operating Agreement, or Resolution of its Members/Managers and said _____ acknowledged to me that said Company executed the same.

Witness my hand and official seal.

_____
(notary signature)

Dated the _____ day of _____, 2025.

Lehi City Corporation

_____
Mayor Mark Johnson

Attest:

_____
Teisha, Wilson, City Recorder

EXHIBIT A – Bid Summary Sheet

Agenda Item No: 8

City Council Agenda Item Report

Meeting Date: April 22, 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. (Continued from 04/08/25 meeting.)

Suggested Action:

Attachments:

Ordinance 20-2025.docx

CC Staff Report Ch 39 Townhomes, Dwelling Unit Dev Code Amendment 04.22.25.docx

Chapter 39 Townhomes, Dwelling Unit Definition DRC 02.19.25.docx

Narrative.pdf

Ch39Definitions-townhome, dwelling unit 02.03.25.pdf

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 22, 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 22nd day of April 2025.

ATTEST

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

CHAPTER 39 TOWNHOMES, CONDOS, DWELLING UNIT DEFINITION DEVELOPMENT CODE AMENDMENT

CITY COUNCIL REPORT

Applicant	Lehi City
Meeting Date	April 22, 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.

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, Detached Single Family Small Lot- a detached single-family residence that is on a lot under 6,000 square feet in size. These provide starter homes and attainable options within the City. These homes cannot have an Accessory Dwelling Unit (ADU) and cannot have a second kitchen in the home.

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. And each condominium unit has only one kitchen facility.

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 law, prepared and adopted by the Planning Commission and City Council, and including maps, texts, charts, and graphs.

Golf Course - A parcel of land laid out for at least nine holes for playing the game of golf and improved with trees, greens, fairways, and hazards and that may include a clubhouse and shelter.

Public/Civic Use - A building or structure primarily used for the provision of services by governmental or public agencies, including the city, state or federal agencies. Typical uses include public administrative offices, animal shelters, maintenance facilities, active open space owned and operated by a public entity, fire stations, police stations, utility buildings and similar services.

Grade - The average of the existing ground level at the center of all walls of a building. In case walls are parallel to, and within five feet of, a sidewalk, the ground level shall be measured at the sidewalk.

Greenhouse, Commercial - A building with glass or plastic walls and roof in which plants are raised under controlled conditions for commercial use including experimental purposes, for transplanting, or for sale.

Greenhouse, Private - A building with glass or plastic walls and roof in which plants are raised under controlled conditions for personal use on the property where the greenhouse is located.

Grocery Store – A store that sells food and household supplies and is larger than 25,000 square feet in size.

Grocery Store - Small – A store that sells food and household supplies and is 25,000 square feet in size or smaller.

Group Home – A living arrangement where a group of unrelated individuals live together in a single dwelling unit and does not constitute a healthcare facility.

Group Home for Persons with a Disability - A residence in which more than one person with a disability resides and is licensed or certified by the Department of Human Services under Utah Code Title 62A, Chapter 2, Licensure of Programs and Facilities.

Guarantee - Escrow bond in an amount and form satisfactory to the City. All guarantees shall be approved by the City wherever required by these regulations.

Hardware Store - An establishment primarily engaged in the retail sale of a number of basic hardware lines, such as tools, builders' hardware, paint and glass, house wares and household appliances, and cutlery.

Health/Fitness Facility – A facility that offers its users amenities for exercising and physical conditioning.

Health Care Facility - Specialty hospitals, home health agencies, hospices, nursing care facilities, residential health care facilities, birthing centers, ambulatory surgical facilities, small health care facilities, facilities owned or operated by health maintenance organizations, and any other health care facility as defined by the Utah Health Care Facility Licensure and Inspection Act, Utah Code '26-1-2. Health care facility does not include the offices of private physicians or dentists, whether for individual or group practice.

Health Club - Private clubs (athletic, health or recreational), with full service facilities including but not limited to showers, lockers, pools and saunas.

Hedge - A compact planting of any type of plant or shrub, which acts or is intended to act as a fence.

Heliport - any helicopter landing area used, designed or intended to be used for the receiving or discharging of passengers and cargo and shall include any appurtenant facilities for passengers, cargo, or for the servicing, repair, shelter or storage of helicopters.

Hobby Garage - individual condominiumized units used for personal use that Is not considered a residential, business or retail use, such as a hobby or storage of vehicles and personal property.

Home Occupation - Is any gainful occupation or profession conducted in a dwelling unit engaged in by an

occupant of the unit.

Hospital - An establishment providing primary health services and medical or surgical care to persons, primarily inpatients, suffering from illness, disease, injury, deformity, and other abnormal physical or mental conditions and including, as an integral part of the institution, related facilities, such as laboratories, emergency treatment facilities, diagnostic services, out-patient facilities, training facilities, medical offices, or staff residences.

Hotel - An establishment containing sleeping rooms for the temporary occupancy of guests including a lobby, meeting rooms, recreation facilities, group dining facilities and/or other facilities or activities customarily associated with hotels, but not including boarding houses or apartments. Hotels may include the use of extended stay facilities provided they meet the occupancy and design requirements of Section 12.130-B of this Code.

Indoor Shooting Range – a specialized facility designed for firearm usage qualifications, training, practice, or competitions.

In-Home Instruction – Is the instruction and/or education of no more than 12 persons within a residential structure for less than three hours at one time.

Juvenile Group Facility – A 24-hour group living environment for adolescents under the age of 18, unrelated to an owner or operator that offers room, board or specialized services to residents.

Kennel - Any lot or premises or portion thereof on which three or more dogs, cats and other household domestic animals are maintained, boarded, bred or cared for in return for compensation or kept for sale.

Kitchen- A kitchen means an area within a structure that is used for the preparation and cooking of food and that contains cooking appliances including, but not limited to ovens, stoves, microwave ovens or similar appliances, a sink, and a refrigerator exceeding five cubic feet in capacity.~~- one or both of the following:~~

~~1. Cooking appliances or rough in facilities including, but not limited to: ovens, convection ovens, stoves, stove tops, built in grills or microwave ovens or similar appliances, 240 volt electrical outlets or any gas lines. OR~~

~~2. A sink less than 18 inches in depth with a waste line drain 1 ½ inches or greater in diameter AND a refrigerator exceeding five (5) cubic feet in capacity or space opening with an electrical outlet that may reasonably be used for a refrigerator exceeding five (5) cubic feet in capacity. B. An approved kitchen may have more than one sink, stove, oven or refrigerator in the same room~~

Laboratory (Medical, Dental, Optical) - An establishment primarily engaged in commercial or non-commercial physical and biological research, development, and production of products for the medical, dental, or optical profession.

Land use authority - An individual, board, or commission, appointed or employed by the City, including the staff, Planning Commission, or City Council, and who is designated as the person or body responsible for final decisions and approvals of land use applications identified in this Code.

Laundry Services - An establishment primarily engaged in providing the following services: pressing and finishing, dry cleaning, washing, tailoring, or clothing repair or alteration. The establishment can include washing and drying machines, and clothes dry cleaning machines, either coin operated or attendant operated, and are provided on a rental basis for use by individuals doing their own laundry and dry cleaning. Does not include outdoor drying facilities.

Light Manufacturing, Processing, and Assembly - An establishment engaged in the manufacture, predominantly from previously prepared materials, of finished products or parts, which are not obnoxious or offensive by reason of emission of odor, dust, smoke, noxious gases, noise, vibration, glare, heat, or other impacts. Also, includes the processing, fabrication, assembly, treatment, and packaging of such products, and incidental storage, sales and distribution. This use does not include the processing of animal, vegetable or fish products or the rendering and refining of fats and oils. It also encloses all equipment, compressors, generators and other ancillary equipment within a building or structure. Light manufacturing includes the manufacturing of the following items and similar goods: professional instruments, watches/clocks, jewelry, musical instruments, toys/sporting goods, office supplies and equipment, and other similar products as approved by the Planning Commission

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Light Office/Warehouse Combination – A commercial building, no larger than 30,000 square feet, designed for office and light warehouse uses. Usable

Agenda Item No: 9

City Council Agenda Item Report

Meeting Date: April 22, 2025
Submitted By: Brittney Harris
Submitting Department: Planning Division
Item Type: Ordinance
Agenda Section: Regular Agenda

Subject:
Consideration of Ordinance #21-2025 approving the Hospital and 2100 North Station Area Plan.

Suggested Action:

Attachments:

Ord 21-2025.doc

CC Staff Report Hospital and 2100 North Station Area Plan 04.22.25.docx

Hospital and 2100 North SAP DRC 03.26.25.docx

Lehi Hospital and 2100 North SAP.pdf

ORDINANCE NO: 21-2025

AN ORDINANCE APPROVING AND ADOPTING THE HOSPITAL AND 2100 NORTH STATION AREA PLAN

WHEREAS, the Lehi City Council, acting pursuant to its authority, and in accordance with the 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 Hospital and 2100 North Station Area Plan; all as set forth in that certain station area plan designated as the Hospital and 2100 North 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 27. 2025, the Lehi City Planning Commission reviewed the proposed Station Area Plan and forwarded a positive recommendation that the City Council adopt the proposed request; and

WHEREAS, on April 22, 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 27, 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 "Hospital and 2100 North Station Area Plan" dated April 22, 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 Hospital and 2100 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 21-2025 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 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.

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 22nd day of April 2025.

ATTEST

_____ _____

Mark Johnson, Mayor Teisha Wilson, City Recorder

Exhibit A
Map for the North Lehi Station Area Plan



HOSPITAL AND 2100 NORTH STATION AREA PLAN

CITY COUNCIL REPORT

Applicant	Lehi City and Arcadis (consultant)
Meeting Date	April 22, 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	March 26, 2025
Date of Planning Commission Review	March 27, 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 Hospital and 2100 North Station Area Plan located between the Common Spirit Holy Cross Hospital area and the 1st Lehi Storage area. The Station Area Plan looks at the land within a half a mile of the two future transit stations and considers the land use, street patterns, and active transportation network.

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. It also was influenced by the analysis and data provided by Arcadis, the City's consultant on this plan.

This report will review the main elements of the proposed Hospital and 2100 North Station Area Plan

Future Stations
This Station Area Plan looks at the land between two proposed transit stations. These future stations have been studied and designated by the Utah Transit Authority (UTA). Their location is not determined by this Station Area Plan. The future stations are in close enough proximity it worked well to consider the area as a whole.

The Hospital Station (also referred to as the South Triumph Station by UDOT) was part of the Point of the Mountain study and is planned to be Light Rail. The 2100 North Station was studied as part of the Central Utah Transit Study and proposed as Bus Rapid Transit (BRT). The stations will connect to each other through a bus system. The current proposal includes the Light Rail ending at the Hospital Station with the opportunity to transfer to buses for further access into Lehi and the surrounding cities.

Role of Station Area Plans
In addition to meeting State requirements and fulfilling our Moderate-Income Housing Goals, Station Area Plans also allow a collaborative effort to create a vision for this area. The Station Area Plan document highlights the process taken, and the vision that was developed. The Station Area Plan is not a regulatory document, meaning that future developments do not have to match what is shown in this plan. Instead, the Station Area Plan acts as a guide for the City to update other regulatory documents to implement the vision shown. This can include adding the trails to the Bike and Pedestrian Plan, roadways to the Master Transportation Plan, Land Uses to the General Plan, and Design Requirements in the Development Code.

Hospital Vision
The Hospital and 2100 North Transit Stations were considered together in one Station Area because of their close geographic proximity, but during the process of developing the Station Area Plan, it was recognized that the areas also have unique characteristics and should have their own unique visions that complement each other.

The vision for the hospital area really highlights the overall vision of the Station Area Plan to recognize and highlight the industrial history in this area. This could be incorporated with modern industrial buildings, and with old rail lines and similar features highlights in the trails and open space.

This area also provides a great opportunity for a health and wellness focus with its close proximity to the hospital. Land uses that reflect this focus would create a distinct district and destination location.

This area does not have any more residential units that can be built based on the existing General Plan's maximum density for this area. The Sanctuary apartments are under construction and include 527 units. The Embold Apartments are also in this area and include 250 units. Within the half mile distance from the transit stations the existing Provence and Westbury subdivisions exist. The undeveloped in this area will include new commercial, open space, and other similar uses.

2100 North Vision
The 2100 North Area includes less visibility and accessibility than the Hospital Area, it also has 550 unbuilt residential units that can go in this area. The vision for this area focuses on a central square with commercial and potentially a civic use. The civic use could include library extension, rec center, or other similar use. It also includes commercial uses next to 1200 West, and a variety of housing types. This area will likely have a smaller gathering center feel and transition into the existing single-family homes with townhomes and small lot single-family.

Trail and Active Transportation Network
This area already includes the Rail Trail which connects to State Street and into Draper. This trail corridor runs parallel to the transit corridor and already provides great access for bicyclists and pedestrians.

The plan also envisions a central greenway corridor with a trail that runs through the heart of both the Hospital and 2100 North areas. This will create an active center creating the area vibrant. It also will encourage people using transportation modes other than vehicles to get to nearby areas.

Road Network
The Station Area Plan also shows a road network that creates a grid-like network with vehicle access throughout the site. These local roads would include sidewalks and other elements to also encourage pedestrian and bicycle use.

These road locations are approximate, the goal of the plan is to show the need for road connections throughout the site that allow access. However, the goal is to not prioritize cars but allow them along with transit and active transportation modes.

DRC Comments
This item will go to DRC on March 26, 2025. The comments from that meeting will be available at the Planning Commission meeting.

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 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 27, 2025. The minutes and motion from that meeting follow.

3.4) Public hearing and recommendation of the Hospital and 2100 North Station Area Plan covering both future transit stations and the land with ½ mile of each station.

Brittney Harris presented the item. The locations were selected partially due to the fact that UTA owns the existing tracks in the area. Two transportation studies were conducted, which determined that the South Triumph Station would benefit most from a light rail system and that the 2100 Station would be best implemented as a BRT (Bus Rapid Transit) station. The stations may be connected to the Frontrunner line. As of 2020, UTA has taken public comment and feedback on the stations.

The TOD (transit oriented development) zone was added to Lehi's city code in 2012. The stations are coming before the Commission now because UTA wants to ensure there will be density before building the transit, while the city would prefer the lines be built before risking heavy density in the area. The plan is a way to show that the city is serious about incorporating public transit. The city had a lot of input in the plan and gathered its own feedback from the public. They hope to bring an industrial feel to the aesthetics of the development and encourage building around the hospital. They aim to create a mixed-use neighborhood with an emphasis on health and wellness. The plan presented today is a visionary plan and thus has no regulatory implications. It's important to address the plan now so that the necessary zoning and regulatory changes can be made in the code, but it is a guideline, not actual legislation.

Commissioner Everett asked if the reason for having one station be a light rail and the other a BRT was to maintain 1200 West as a five lane arterial road. Harris explained that it was likely due to the fact that the stations were determined based on two different studies, but that a third study also recommended a BRT line to Provo.

Commissioner Jackson opened public comment.

Cami Stevenson thinks that creating high-density housing near the station is a bad idea as there won't be enough parking. She thinks that the city shouldn't do high-density housing and that people should instead not move into Lehi. She wanted to know why the city paid for the plan to be made. Additionally, she is worried about the three intersections before the freeway causing traffic problems.

Paul Carroll has concerns about traffic. His main worries are the timing of the traffic lights and the ability to get in and out of the neighborhood. He is also concerned about there being no road that directly connects the two stations. He asked if 2100 North will be widened.

Victoria Richmond is worried about traffic spiking during construction. She is also worried about transit into the city causing a spike in crime.

Seth Robinson worries that the plan violates the intent of the goals in the Lehi City General Plan. He feels that UTA has picked the location due to convenience and that the city's concerns will not be taken into consideration. He mentioned that Thanksgiving Point is the area where the city would like to have foot traffic, not near the hospital. He also mentioned the Development Code Chapter 12 compatibility clause to argue that the station area plan would not be integrating into the current neighborhood.

Darren Pack seconds the statements already made. He stated that attempted break-ins have happened in his neighborhood, and he fears that the station area plan would encourage that behavior. He thinks that new rails should go along existing frontrunner lines.

Mick asked to see the map in more detail and with more context, as he was having a hard time positioning it in his mind. He also requested a printed map, which the city was unable to provide him with at the current time. The commission recommended he talk with the Planning Division after the meeting to fulfil the request.

Kit Harris has lived in Lehi for 64 years and has family ties to the area. His uncle used to farm pheasants on the land. He is upset about the potential high-rises being built. He frequently sees children using the footpath near his house and suspects that they're responsible for the graffiti he sees around his neighborhood. He worries that the light rail will bring unhoused people into Lehi after they've been driven out of other cities.

Marshall Gary began with an apology for an angry online comment he left on an earlier issue. He wanted to address some misconceptions about the area plan. He explained that parking is the limiting factor to having cars on the road, and having less parking will bring traffic in the area. He also explained that there is no definite connection between high-density housing and crime. He stated that transit is a wealth accelerator, both for the city and for local businesses. He says that encouraging other methods of transportation, like walking, will also help with any density issues the city is experiencing. He mentions that the high-rises being built in the plan won't be more than five stories tall, and he is thus in favor. He is looking forward to the plan.

Mike Extram has lived in Lehi since 1993. He explained that mass transit is an important part of any long-term plan for a city. He is concerned about urban sprawl. He is concerned that the plan is a proposal and not a plan for execution. He sees it as a conversation driver and agrees that it's important to start the conversation now. He wishes he could see the station plans laid out with the long-term UDOT plan for the interchanges and freeway updates. He doesn't want Lehi to become a second spaghetti bowl.

Rob Rogers owns a home on 2100 North. He is concerned about the roundabouts in the plan, and asked the commission if the city plans on bulldozing homes and existing buildings to put development in. He also requests more detail on the map so that he as a landowner can plan for the future.

Blake Lake is frustrated by traffic from the freeway blocking his house frequently. He would like more road infrastructure in his area.

Huey Arbuckle asked where the light rail will come from if the hospital is the end of the line. He is unsure why people would use the line. He asked if existing houses will be claimed by the city or if they will be built around.

Shannon Fairbanks shares traffic concerns. She asked if soundproofing was planned for citizens living near the tracks.

Landon Fairbanks grew up in the area and has seen traffic get worse over the years. He is worried that the addition of transit is going to make things worse. He worries that no one will follow the one car per unit rule for the high-density housing. He also shares concerns about rapid growth causing water concerns.

Cindy Risbeck has lived in the area for 20 years. She blames the congestion in front of her house on high-density housing.

Joyce Talon has lived in the area for 30 years. She asked why the blank areas on the plan have been filled in, and why the area was selected. She doesn't see the need for more paths and buildings in the area.

Brittney Harris summarized the online comments. Many people are concerned about traffic impacting existing neighborhoods.

Commissioner Jackson closed public comment.

Harris gave more context for the project. She and Kim Struthers explained the map and showed where it was located within the city. She also pulled up the Central Corridor Plan so that the public could see the larger context of the planned railway stations. She explained that whether the plan is accepted or not, development would be coming to the area, and that traffic would be affected.

Commissioner Lockhart asked for a comparison of planned freeway additions and the area plan. Harris explained that there is no set timeline on either station, as they are neither funded nor officially planned yet. Struthers explained that the 2100 North/Mountainvew Corridor is under construction and will be built up to Redwood Road. It is currently in the design stage. 2028 is the approximate date of construction.

Struthers also discussed city standards regarding parking stalls in relation to dwelling units. He stated that there is nothing he is aware of that would limit all high-density units to one parking stall. He reassured current property owners that the plan is not eminent development or a construction proposal, but an anticipation of what will be built over the next 20-30 years. The city won't be condemning properties in order to bulldoze houses. Any destruction of current property would only happen after current landowners sold to developers with plans for the area.

Commissioner Jackson mentioned that Lehi didn't choose to become a big city. He's had a hard time adjusting to change as well, but pointed out that in every case the property owners had the right to sell, and the new owners had the right to develop. He explained that the plan is about anticipating that development, rather than having to respond after its begun and limit the city's options. He also supported Marshall Gary's comment that crime is not caused by high population.

Struthers addressed concerns about the plan complying with city code. He mentioned the TOD zoning that is already in the code. He also stated that the city is maintaining low-density residency in other areas, but as the area is already a major artery it will need to be higher density. He also explained that the neighborhood integration and the compatibility clause will be utilized by creating architectural standards that will hearken back to Lehi's older and historic buildings. That way the city can still embrace its past without halting all development.

Commissioner Jackson reopened public comment.

Seth Robinson returned to the stand to clarify the parts of the code he was concerned about including the Lehi City Master Plan, the City Transportation Plan, and Chapter 12.

Commissioner Jackson reclosed public comment.

Commissioner Jackson clarified for the gathered citizens that the Planning Commission is an appointed recommending body, not the final deciding body.

Harris discussed the intent of the code in relation to the project. She explained that existing neighborhoods will not be affected but will have construction happening near them. She also explained that part of the difficulty has come from working with the state which has increased pressure on the city to create more residential living space. She worries that if the city prevents growth in areas that haven't been developed yet, that growth will spill into existing neighborhoods. The plan is an attempt to maintain and preserve current neighborhoods by having development happen elsewhere. She stated that the plan follows the intent of the transportation plan by providing more walkability and expanding the trail

network. She concluded by explaining that the code is a living document, and that interpreting intent is partially up to the individual.

Commissioner Jackson agreed that the city code is a living document and encouraged the public to dig deeper into the code when discussing the issue with the City Council.

Struthers addressed the concern over who would be using the new rails by explaining that it would offer an alternative to frontrunner for people who want to take the train but who may only want to travel short distances. Anyone travelling between Provo and Draper will use the line. He clarified that the area plan isn't zoned for mixed-use, but as a TOD. He also explained that the compatibility measures will be looked at during development.

Commissioner Jackson recommended that constituents contact their State senators in order to make changes to UDOT plans, as the state is in charge of the freeways and larger roads.

Harris explained that the 2100 North station will be near 2100 North, not directly on it. She also showed on the map that the current plan doesn't anticipate taking any property in order to widen roads or do other development.

Commissioner Jackson reopened public comment.

Mick returned to the stand to ask about sound barriers.

Commissioner Jackson reclosed public comment.

Gary Ellis explained that any sound barriers would come post-development once the decibel levels could be measured. He also clarified that UDOT would be the organization in charge of that. Usually, walls are built once decibels surpass a certain level.

Commissioner Lockhart asked to see the timeline for the next 20 years to assure citizens that traffic patterns would change over time and that there would be plenty of public meetings throughout the process. Harris was unable to provide a visual due to technical difficulties, but assured everyone that it was a long timeline.

Commissioner Eyre asked about the goal to meet moderate-income housing that was mentioned in the plan. Harris explained that meeting the moderate-income housing goal is not dependent on adopting the plan, but that the plan may assist in meeting it. Both the moderate-income housing and the station area plan are required by the state and are punished by a daily fee. Combining them is one way the city is trying to be proactive about state code, but they are not inherently linked in any way.

Commissioner Everett has concerns over the 2100 Station because several businesses near where it will be constructed are car focused. Harris explained that the station plan would likely be more neighborhood oriented. The planning division doesn't want all the stations to be competing for the same businesses and developers. Commissioner Everett is still concerned over creating an island.

> **Motion:** Commissioner Eyre moved to give a positive recommendation to the Lehi City Council with the findings that the plan is a starting point and gives the City Council and Staff to engage at a state level with other bodies, that it complies with the station area plan in the State Code allowing those conversations to happen, the station area plan helps Lehi City meet one of the moderate-income housing goals preventing the city from being fined, that the proposed station area plan is consistent with the general plan land use elements in regards to TODs and building those areas around potential transit opportunities. He included all DRC comments, and a recommendation that the City Council listen to the meeting and the comments from the public. The intent of a positive recommendation is to allow future development of the project that cannot happen until it is in place.

Commissioner Everett asked to include that the commission would like to avoid creating islands of misaligned amenities that are not relevant to the goals of strengthening community. Commissioner Eyre agreed with the sentiment but said that it will ultimately be up to individual landowners. He agreed to the inclusion.

> **Amended Motion:** Commissioner Eyre moved to give a positive recommendation to the Lehi City Council with the findings that the plan is a starting point and gives the City Council and Staff to engage

at a state level with other bodies, that it complies with the station area plan in the State Code allowing those conversations to happen, the station area plan helps Lehi City meet one of the moderate-income housing goals preventing the city from being fined, that the proposed station area plan is consistent with the general plan land use elements in regards to TODs and building those areas around potential transit opportunities. He included all DRC comments, and a recommendation that the City Council listen to the meeting and the comments from the public. The intent of a positive recommendation is to allow future development of the project that cannot happen until it is in place. He also recommends that the City Council should keep in mind that the city would like to avoid creating islands of misaligned amenities that are not relevant to the goals of strengthening the community. Commissioner Kunze seconded.

Vote: Commissioner Everett, yes. Commissioner Lockhart, no. Commissioner Eyre, yes. Commissioner Jackson, yes. Commissioner Kunze, yes.

Motion passed four for, one against.

Hospital and 2100 North SAP
DRC Redline Comments

Lehi City- requests review of the Hospital and 2100 North Station Area Plan.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Shelbey Brewer, Kim Struthers, Gary Smith, Gary Ellis, James Farnsworth, Luke Seegmiller, Brad Wilbur
Assigned Planner: Brittney Harris
Representatives of the Applicant Present:
Date of Plans Reviewed: 03/18/25
Time Start: 2:24pm
Time End:

DRC REDLINE COMMENTS:
Glade – Power:
1. Add this information to the Station Area Plan. The document does not address inadequate infrastructure issues. It does not include the existing power substation, and the likely need to expand its capacity. Furthermore, significant off-site work would be required to serve the development described. This TOD plan and the Thanksgiving Point TOD plan are competing for the same limited power resources. Additional off-site circuits, ties, and associated roads would need to be constructed to bring additional capacity into Thanksgiving Point and the Hospital areas.
2. Add note that the Transportation corridors shown in the area of the existing substation would require moving major infrastructures

Brad – Fiber: 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:
3. Update spelling of Brittney's name

THIS ITEM IS SCHEDULED FOR MARCH 27, 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.

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.

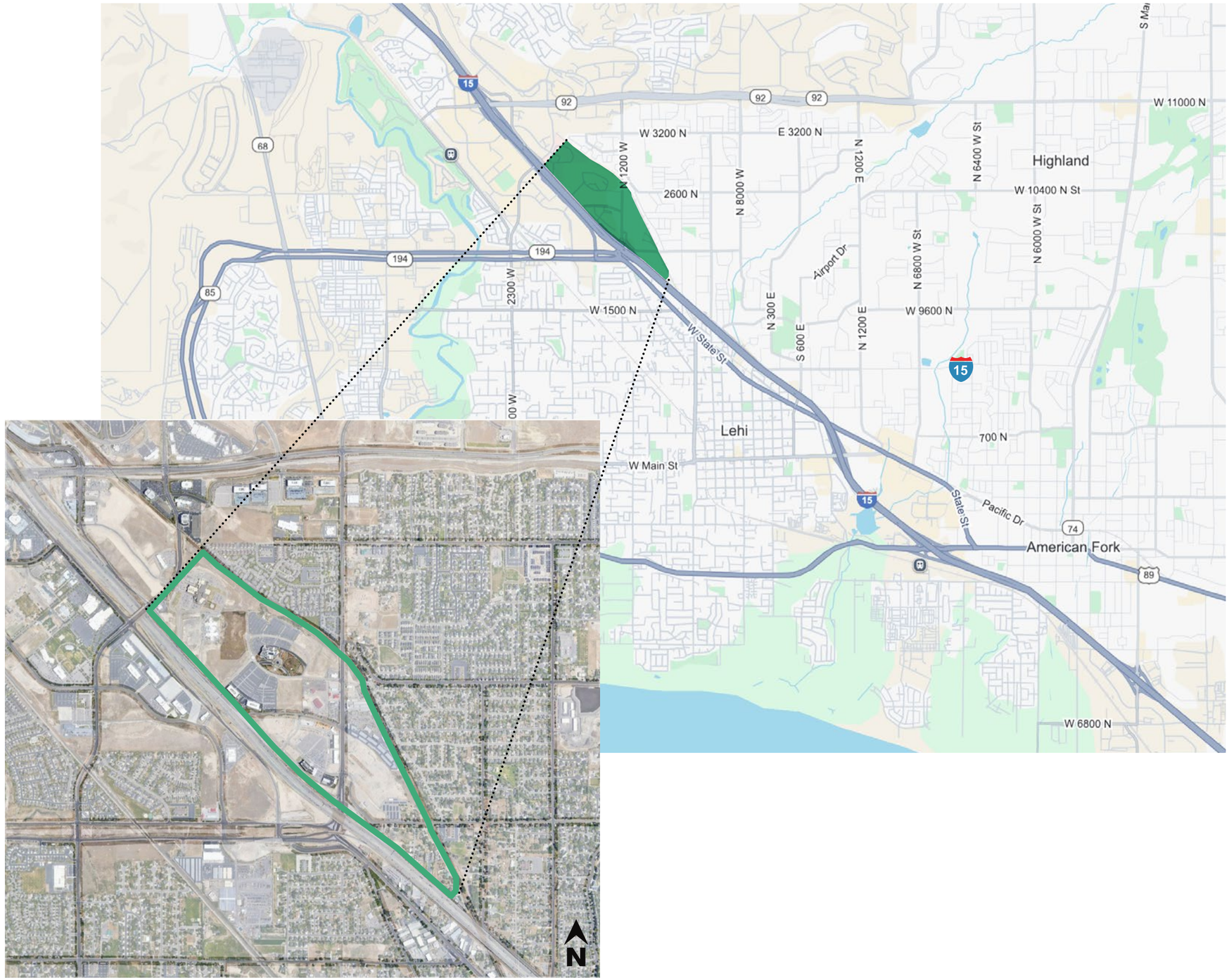


Fig. 1 - Regional Context

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.

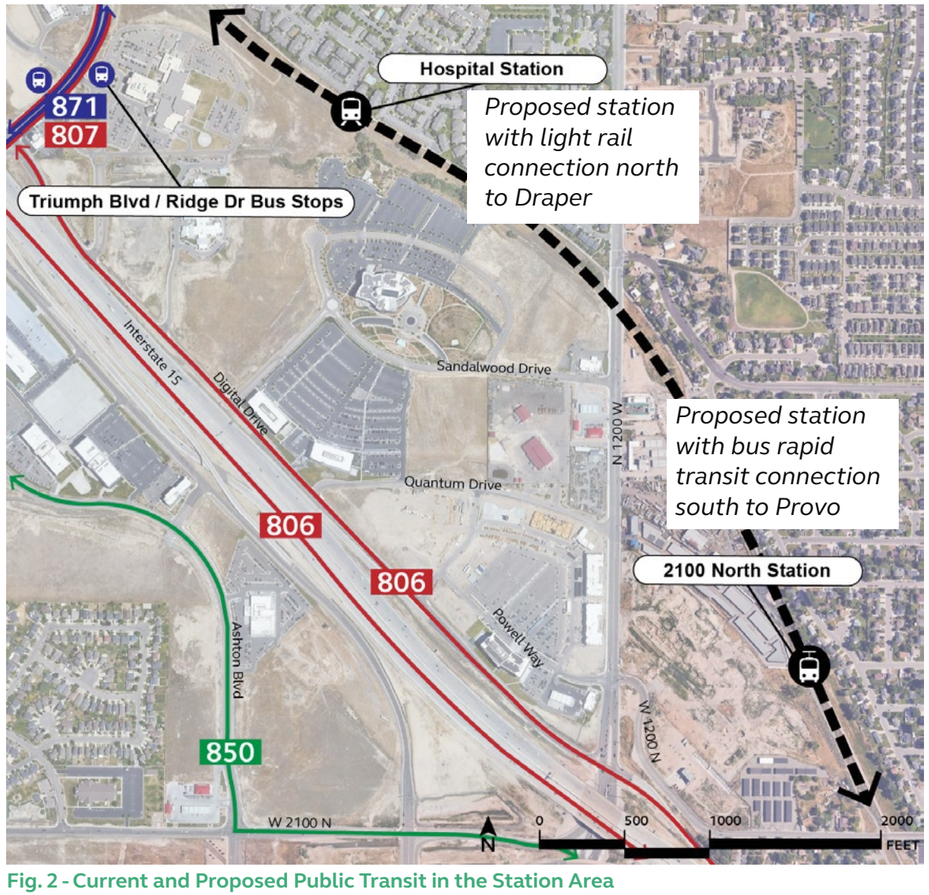


Fig. 2 - Current and Proposed Public Transit in the Station Area

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.

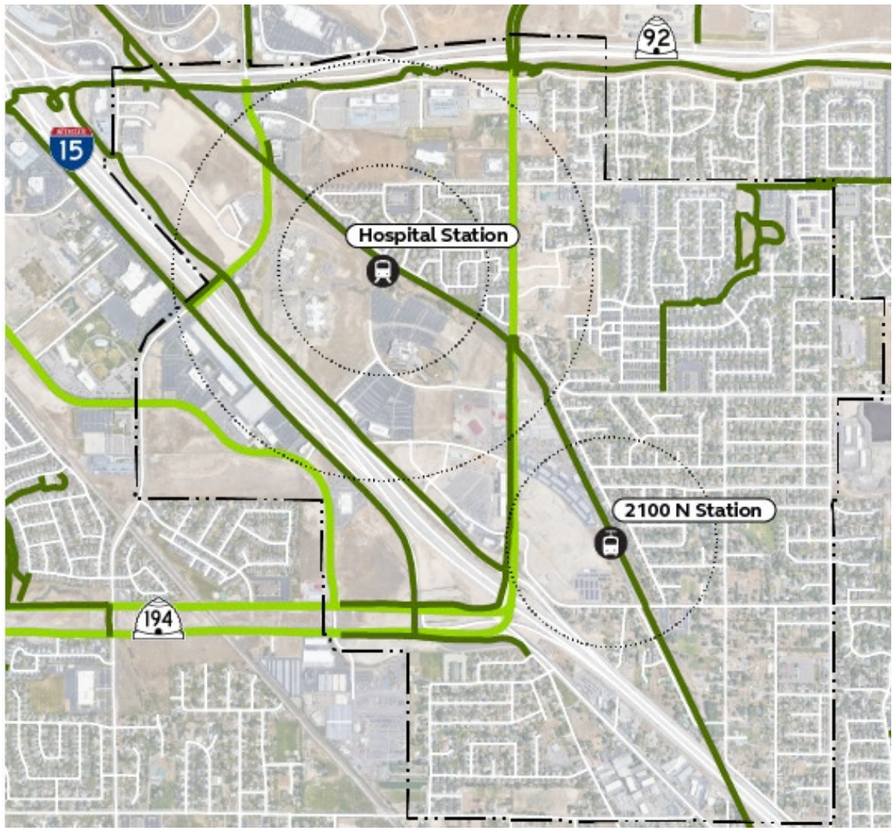


Fig. 5 - Existing Active Transportation Network

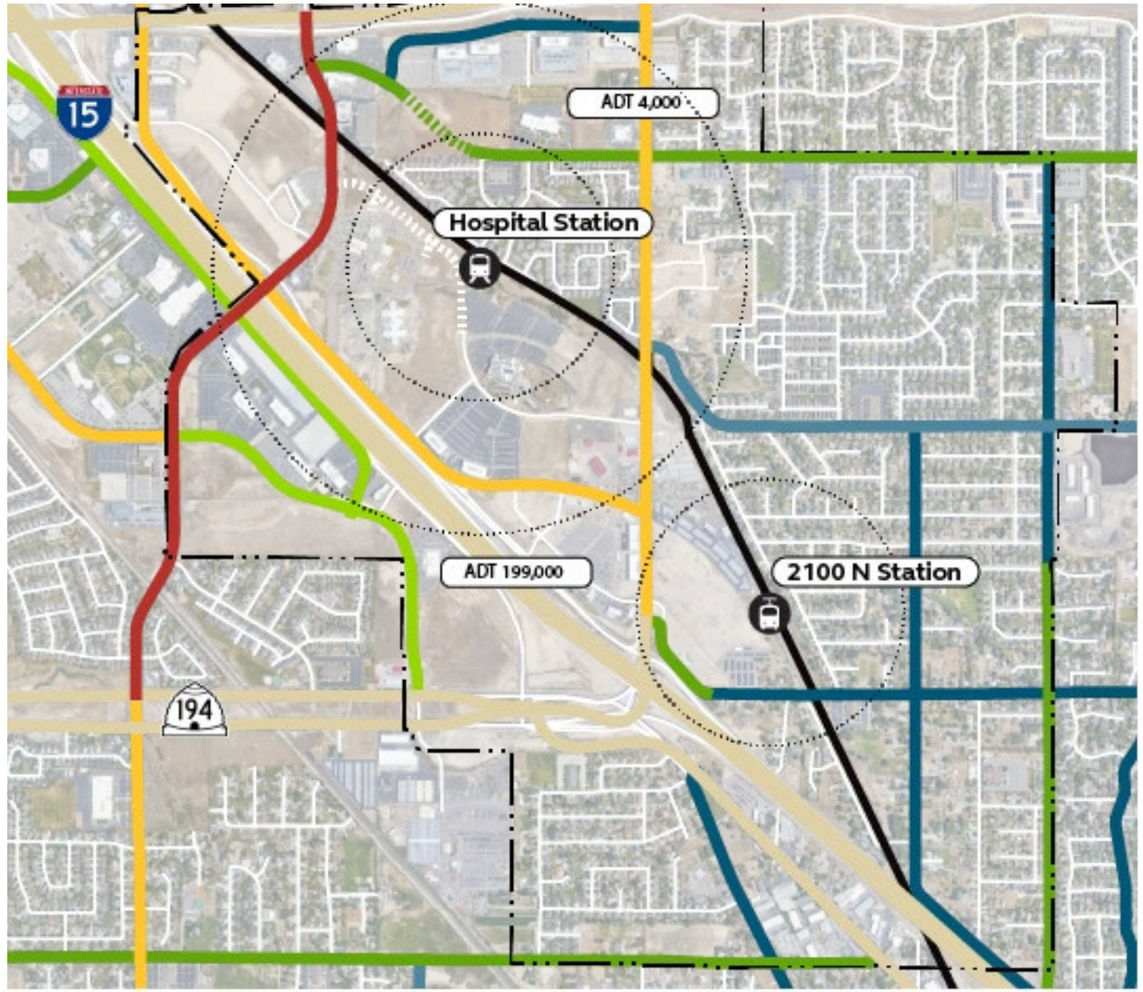


Fig. 4 - Existing Road Network

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



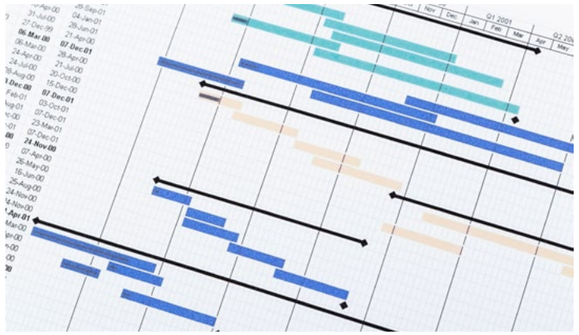
3. Housing

- 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:

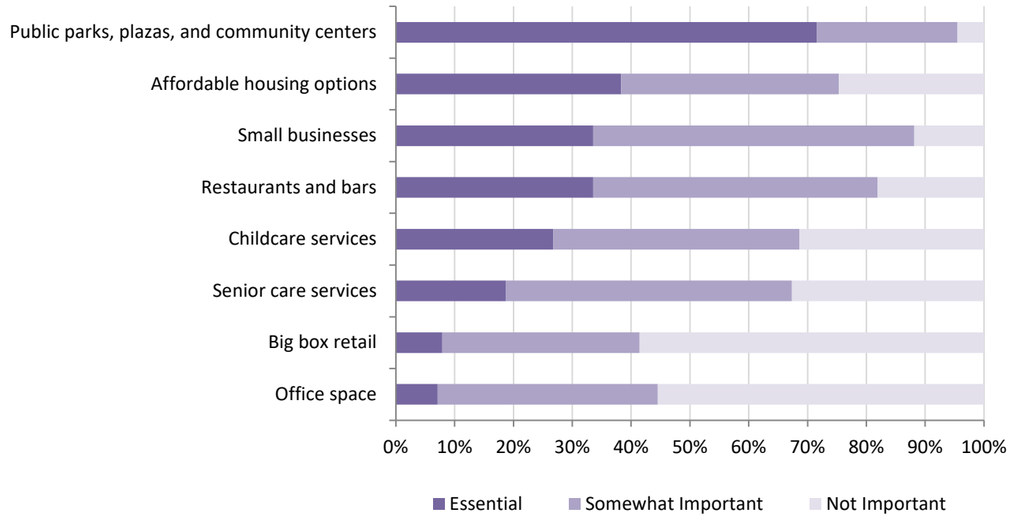
- The community would like to see solutions to the frequent traffic congestion and poor street connectivity in the project area.
- While the community sees the Lehi Rail Trail as a great amenity to the station area, they would like to see more pedestrian- and bike-friendly options for traveling through 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.

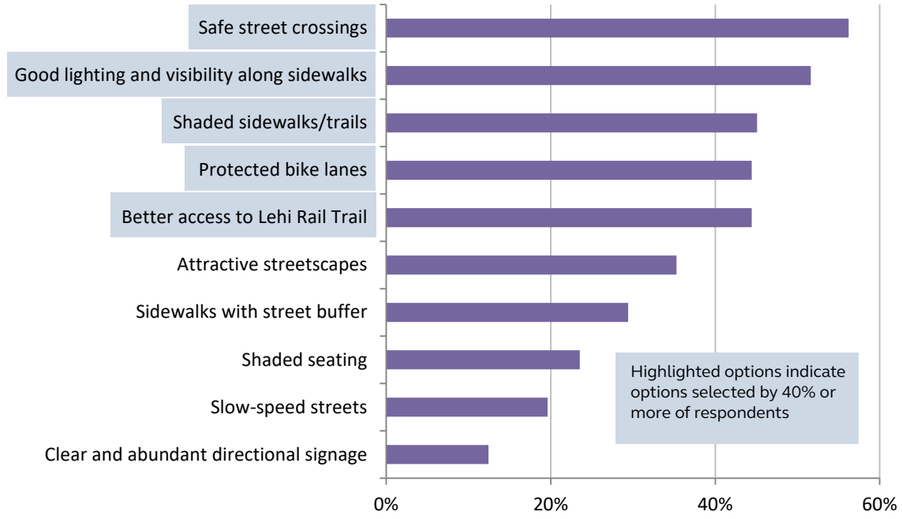


Fig. 7 - Selected answers to the 2023 map-based questionnaire

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.



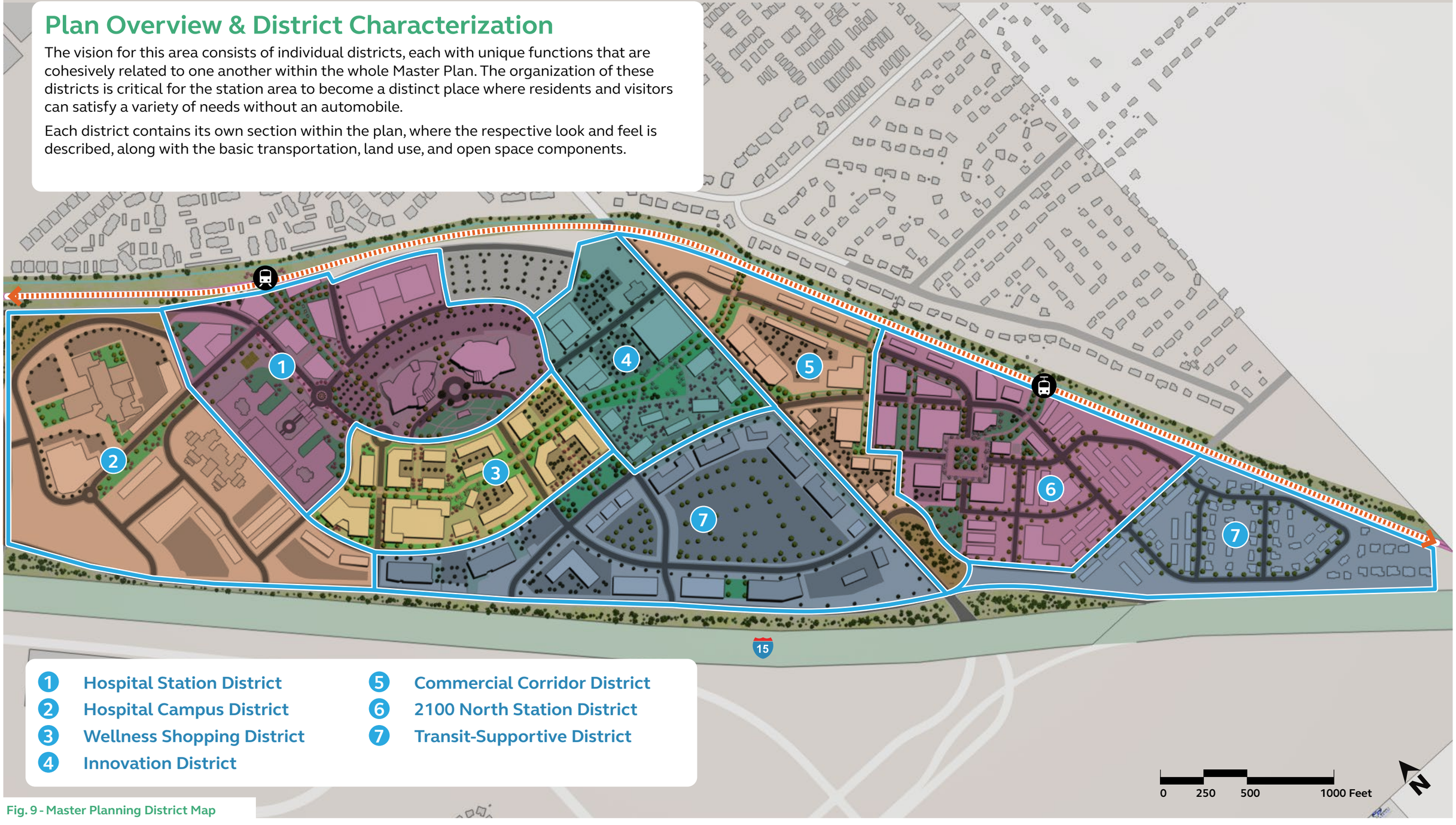
Fig. 8 - Master PlanOverview Map

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.

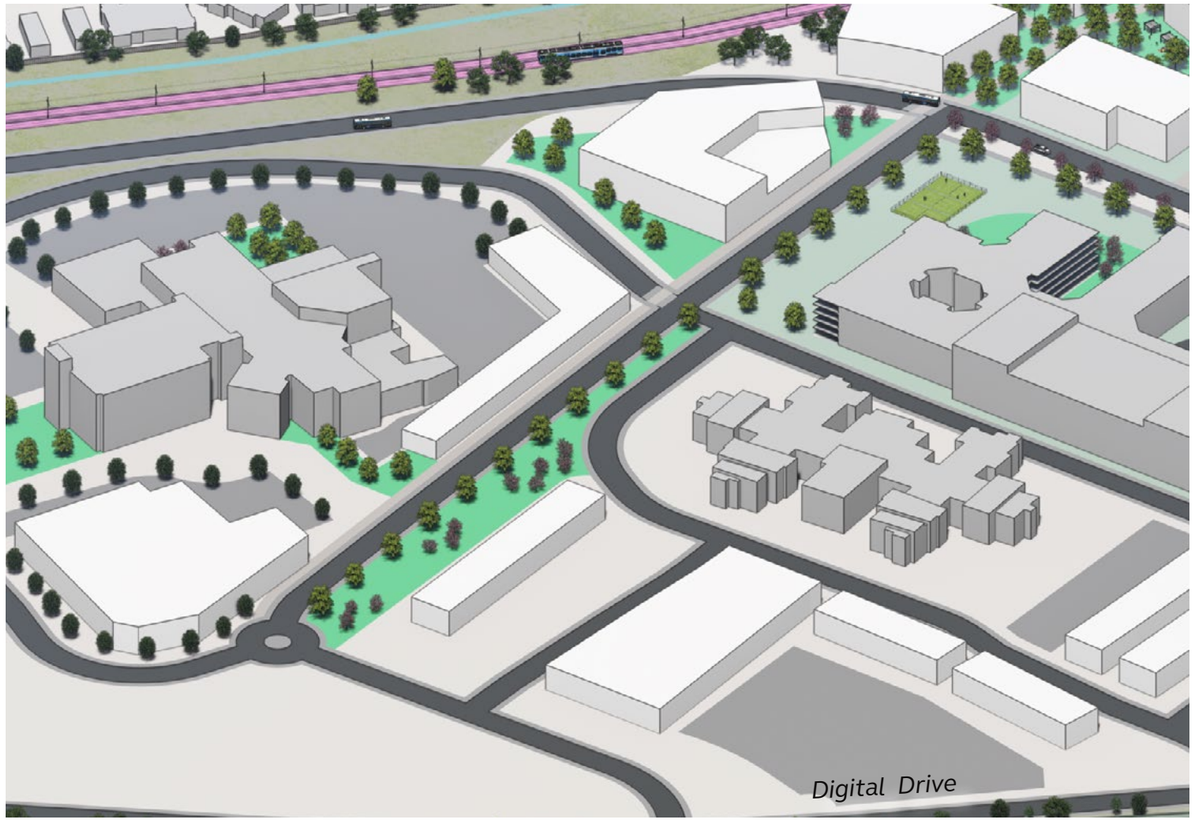


Fig. 13 - Hospital Campus District Aerial Concept Rendering









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.

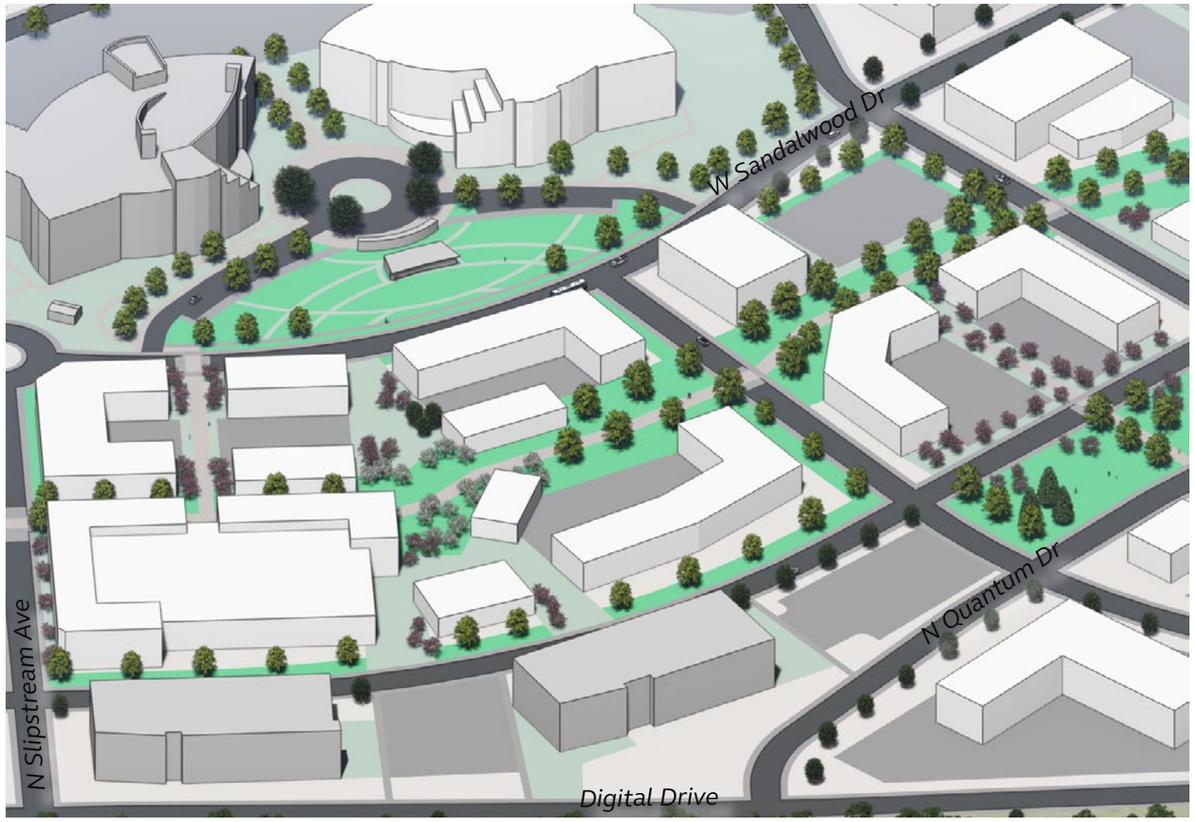
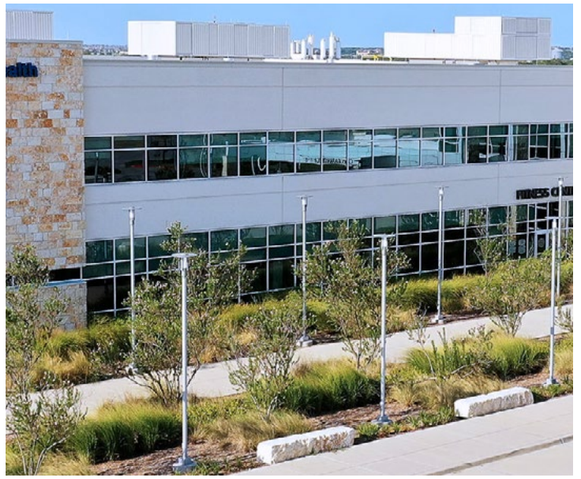


Fig. 15 - Wellness Shopping District Aerial Concept Rendering









4 Innovation District



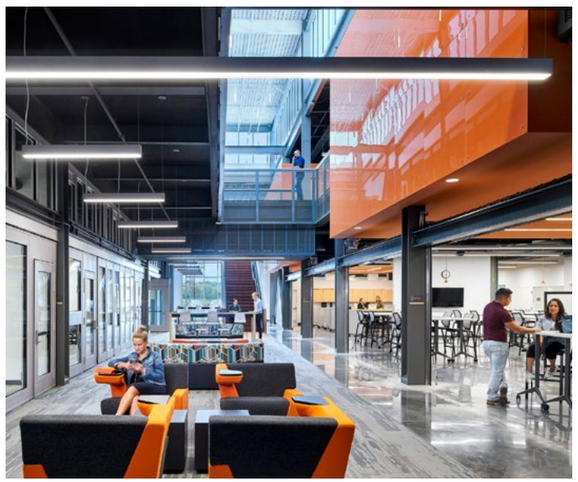
Fig. 16 - Innovation District Location

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.

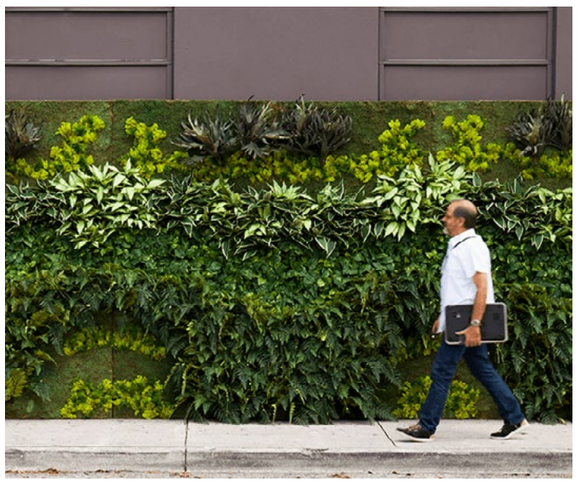


Fig. 17 - Innovation District Aerial Concept Rendering









5 Commercial Corridor District



Fig. 18 - Commercial Corridor District Location

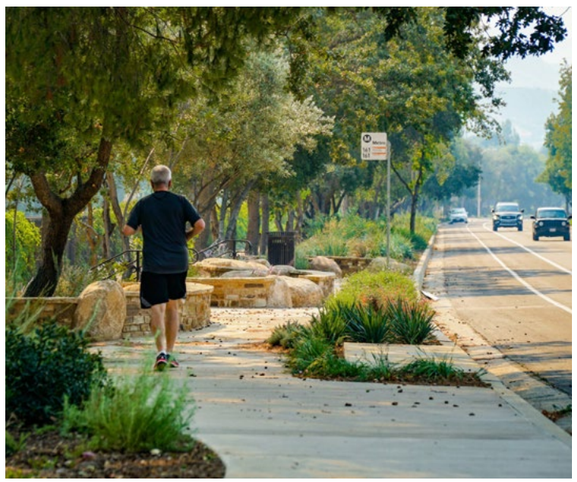
The Commercial Corridor District runs along 1200 West, a boulevard expected to be designed to move large volumes of automobiles. Because of this, it is anticipated that the Commercial Corridor will be a place where medium-format and chain retail will be located. Land uses such as grocery stores, restaurants,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

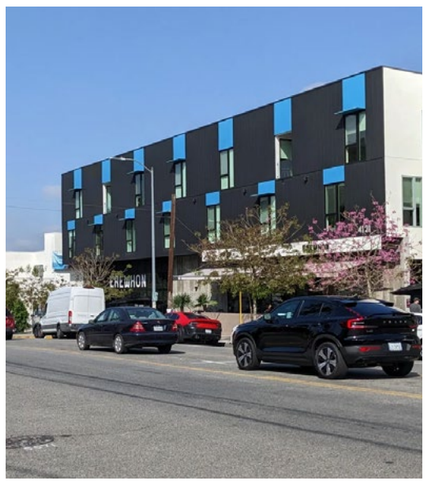
It is imperative that parking facilities associated with these uses be designed in a way that removes and conceals them from the public Right of Way to preserve a pleasant and safe experience for pedestrians and bikes.



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.

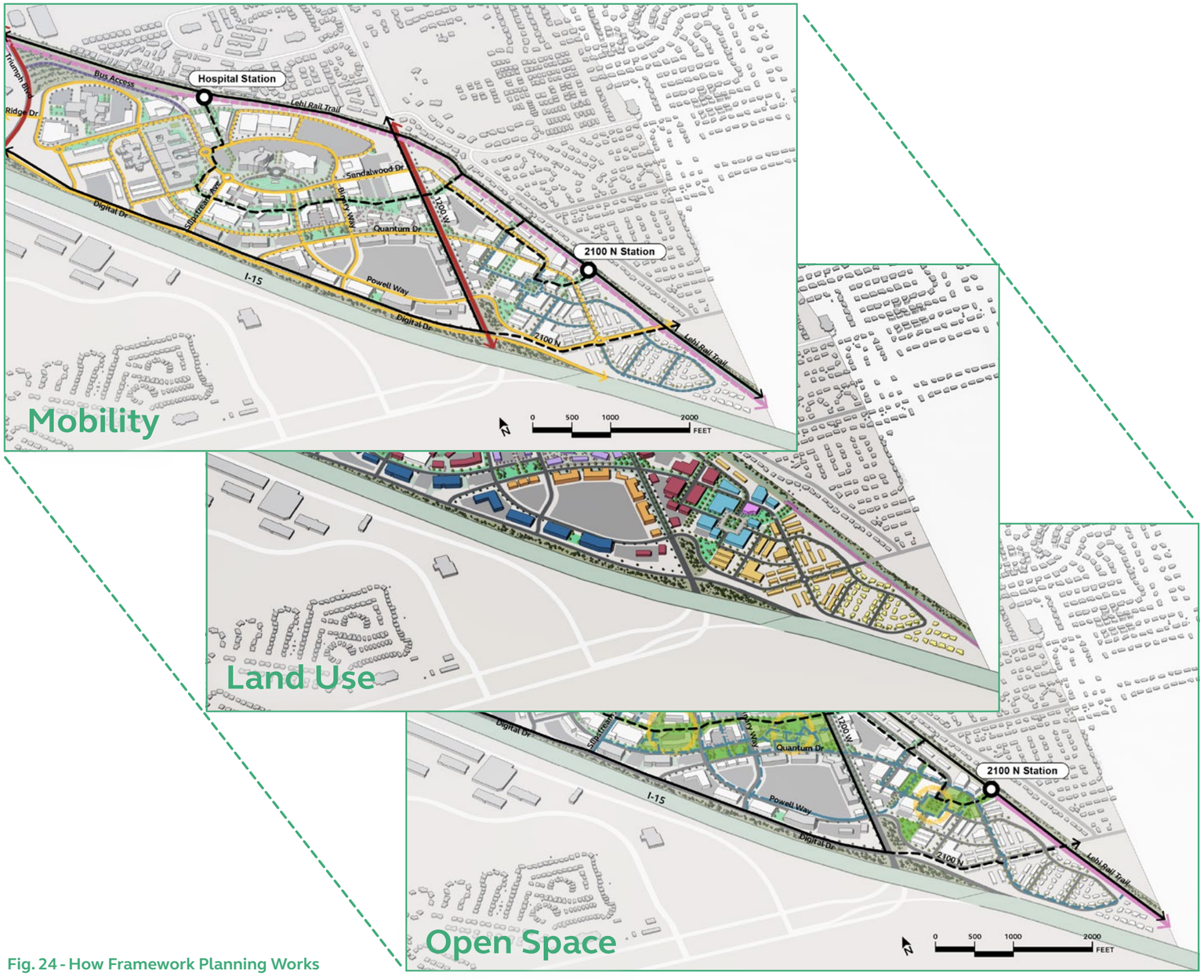


Fig. 24 - How Framework Planning Works

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.

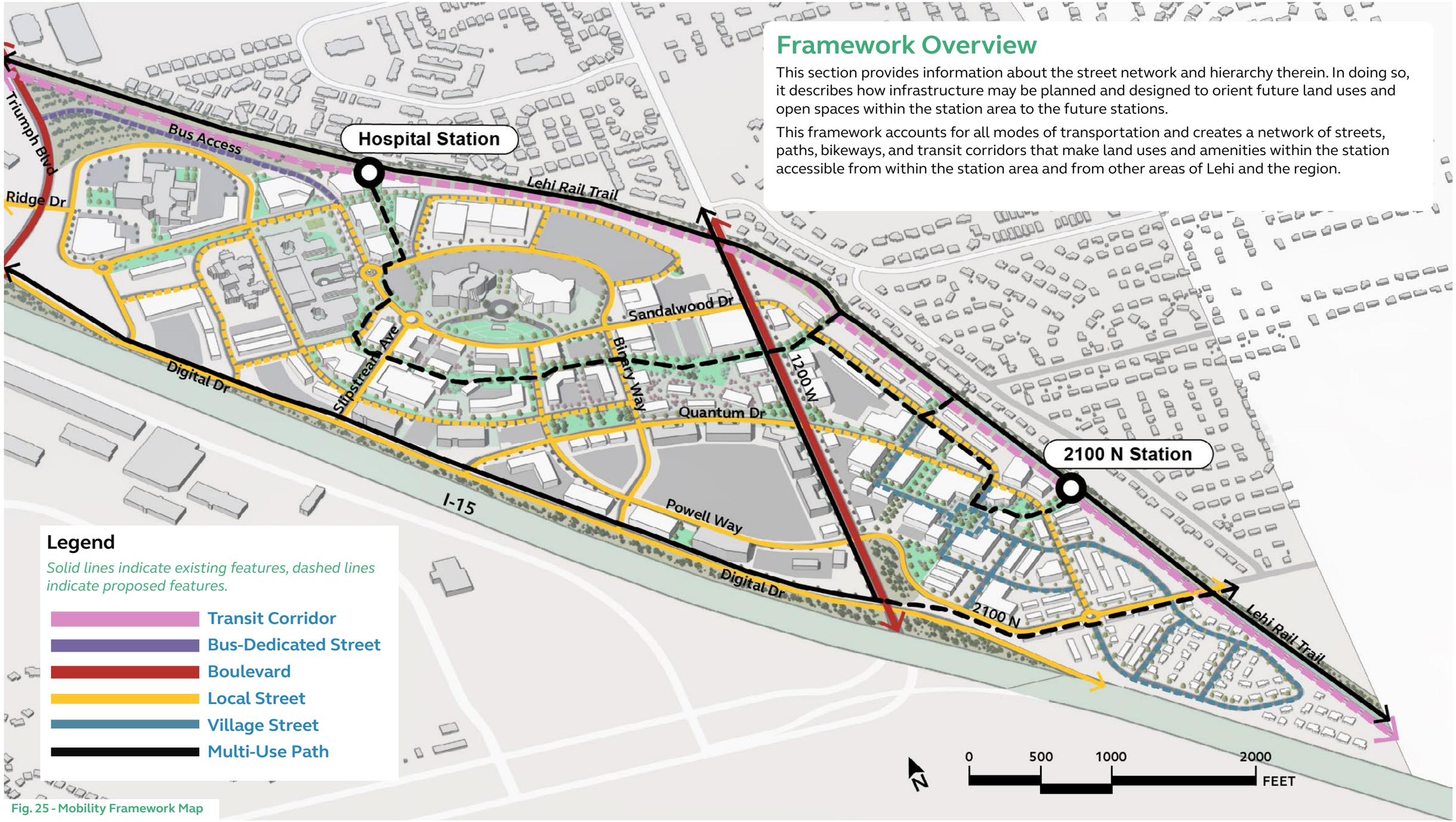


Fig. 25 - Mobility Framework Map

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.

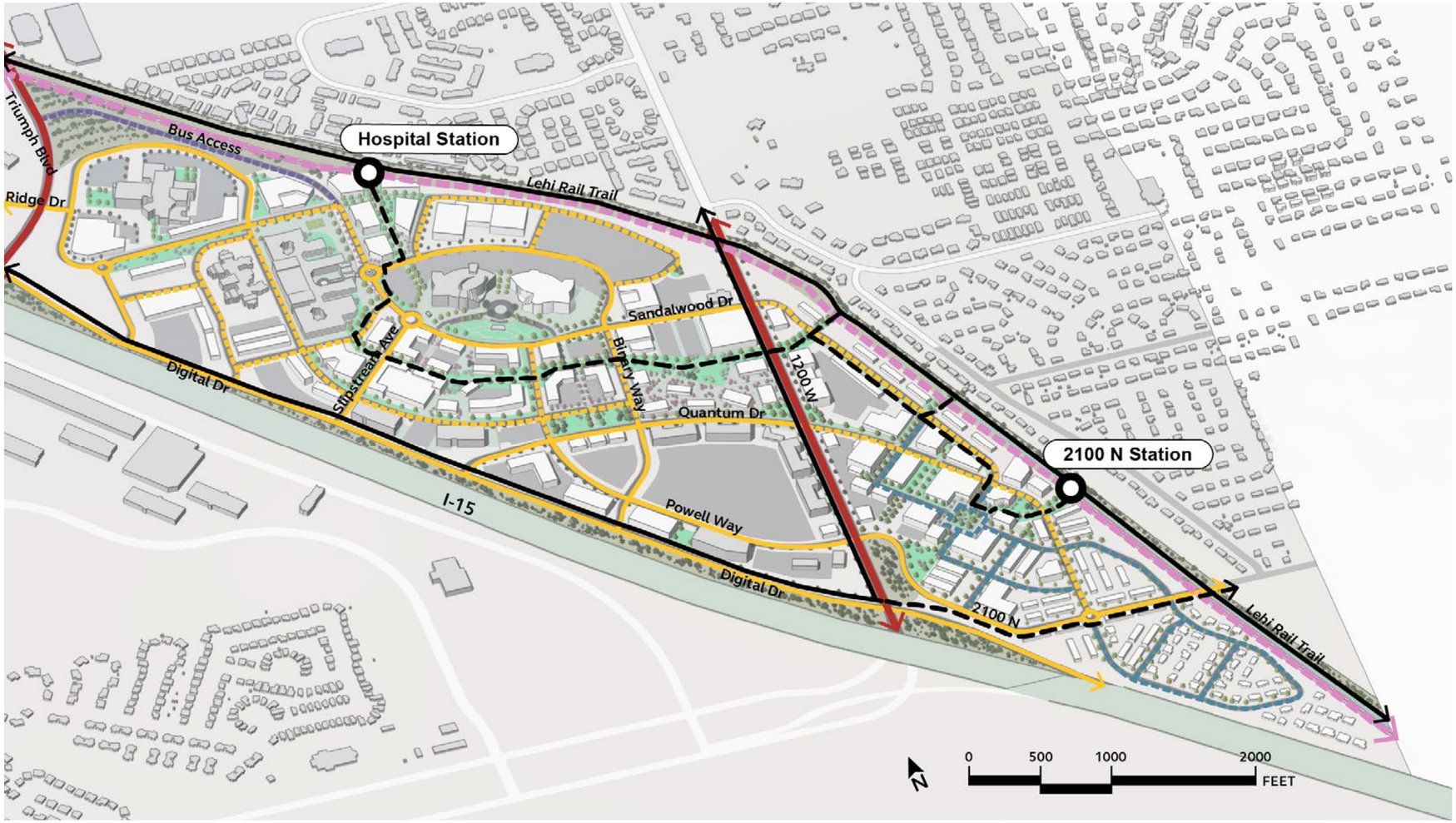


Fig. 26 - Network & Connectivity Map

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.

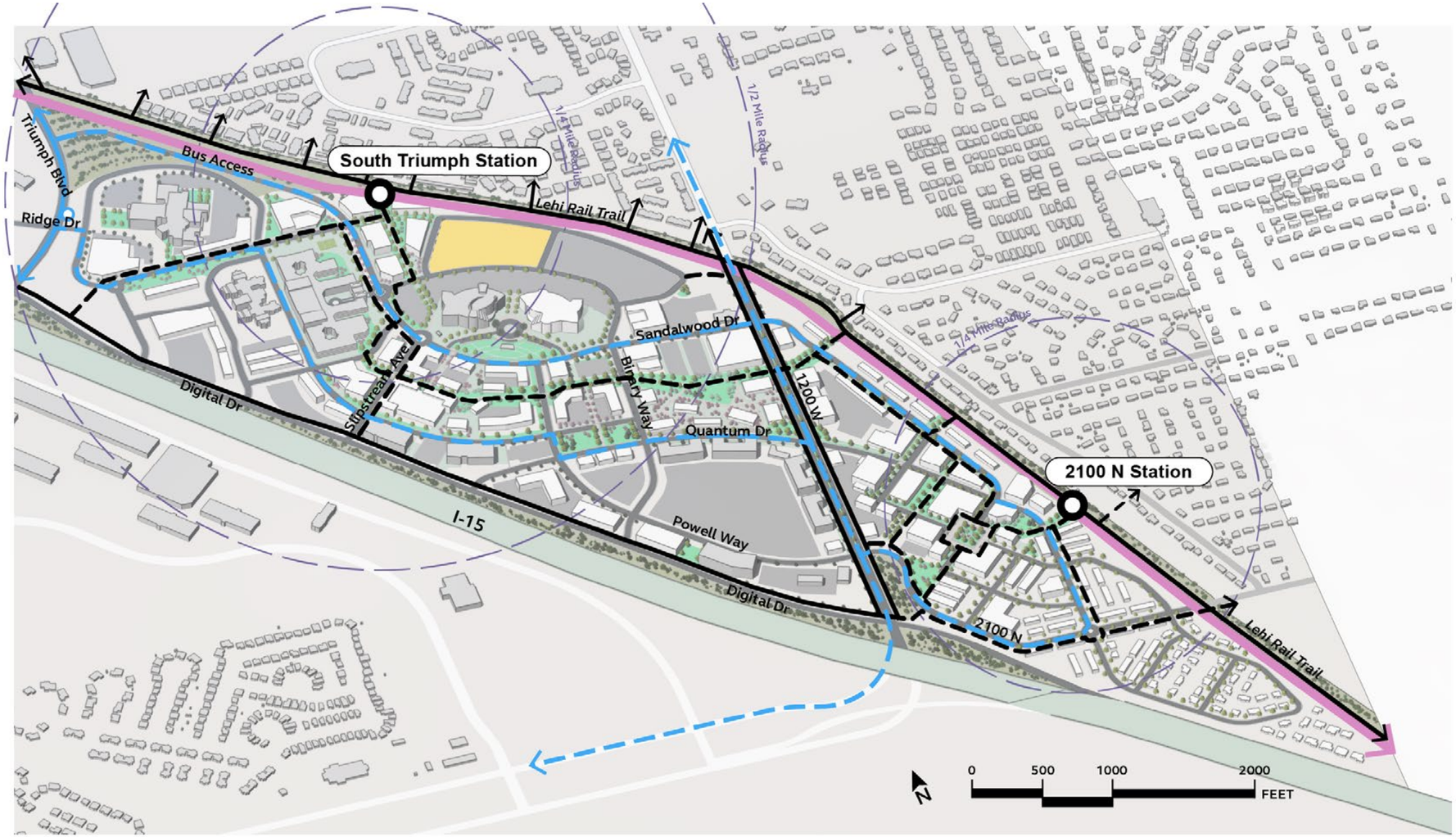


Fig. 27 - Station Access Map

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.

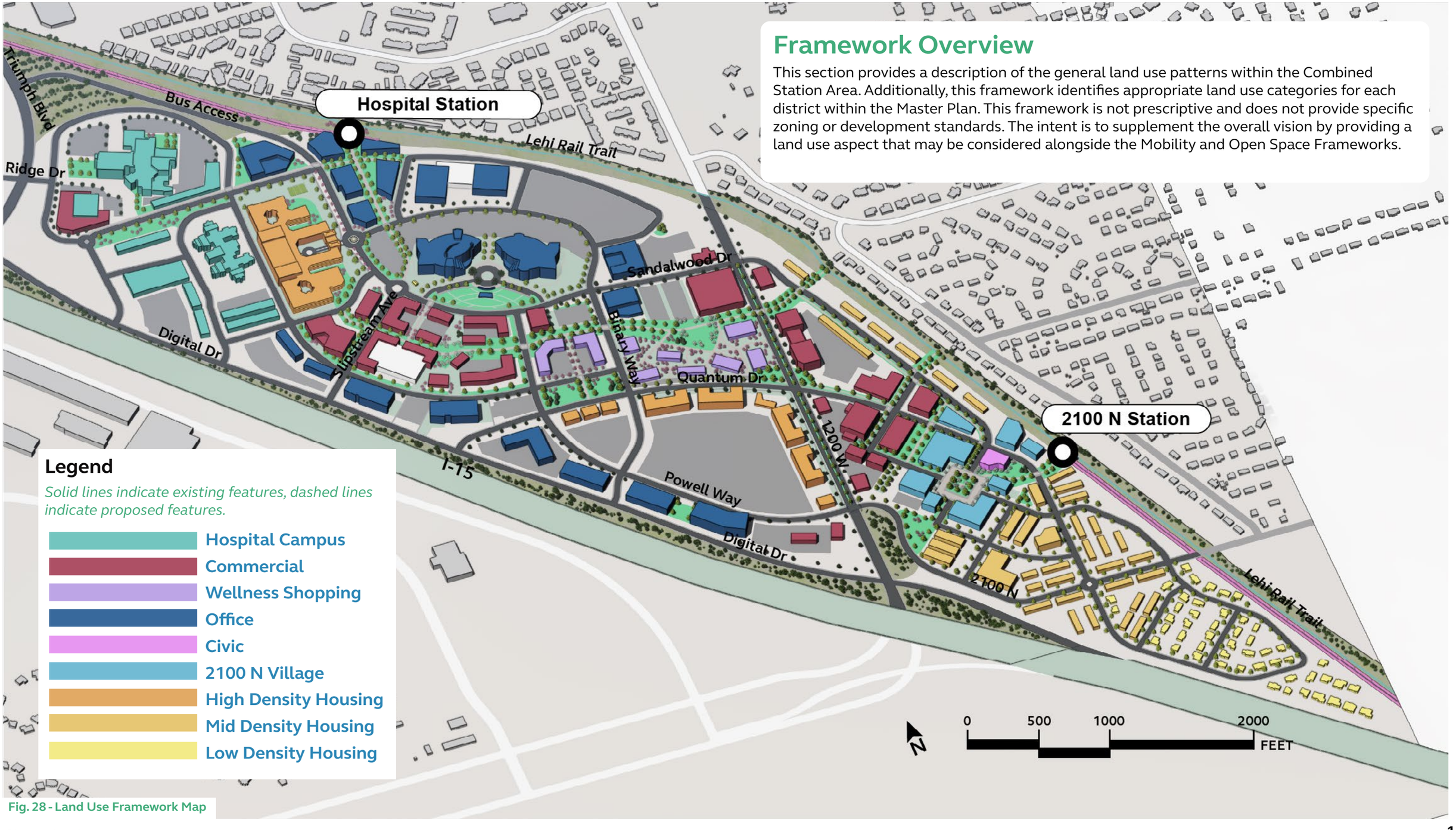


Fig. 28 - Land Use Framework Map

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**

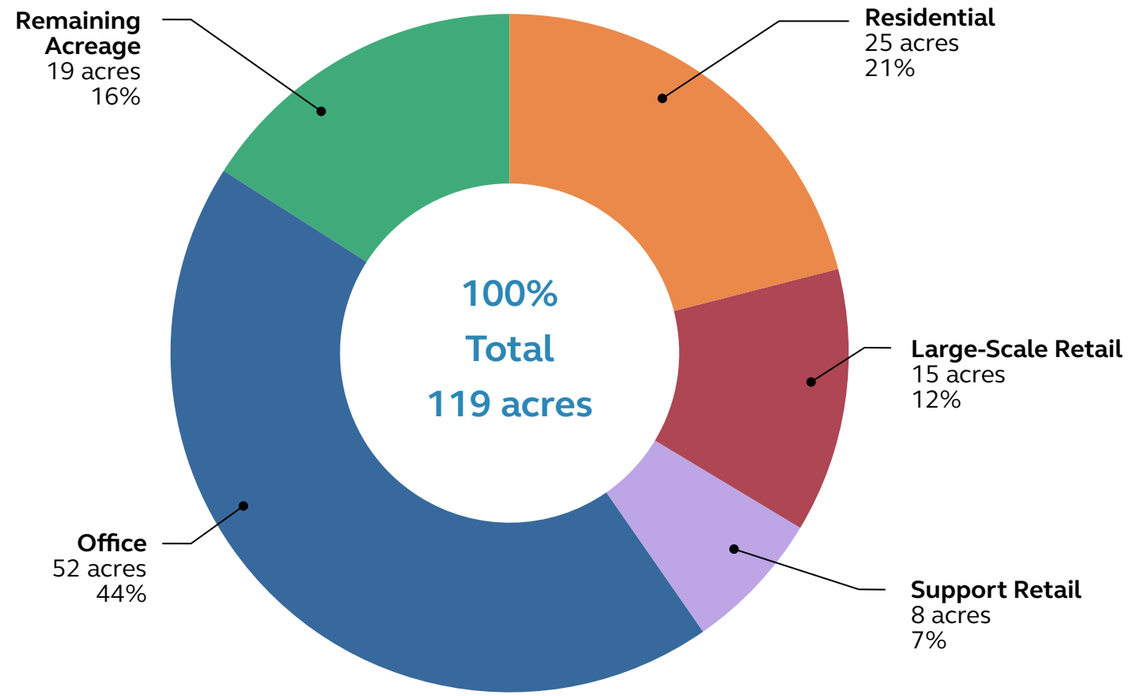


Fig. 29 - Proposed Land Use Breakdown



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

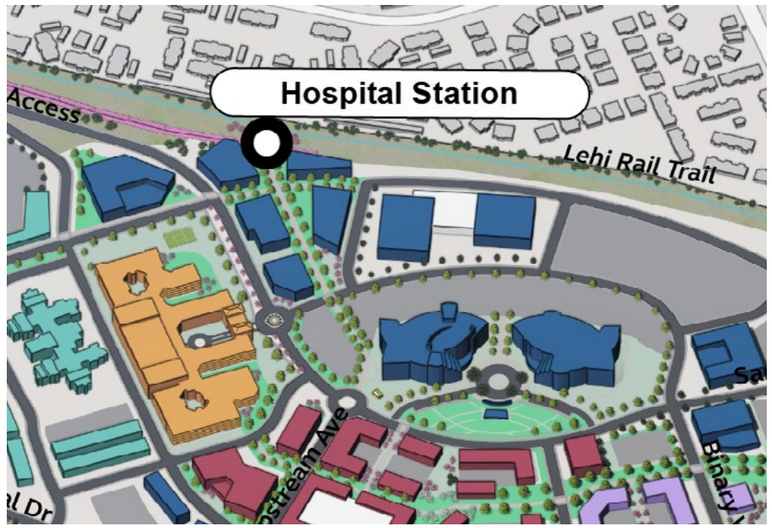
Current land use aerial - Mike West, City of Lehi

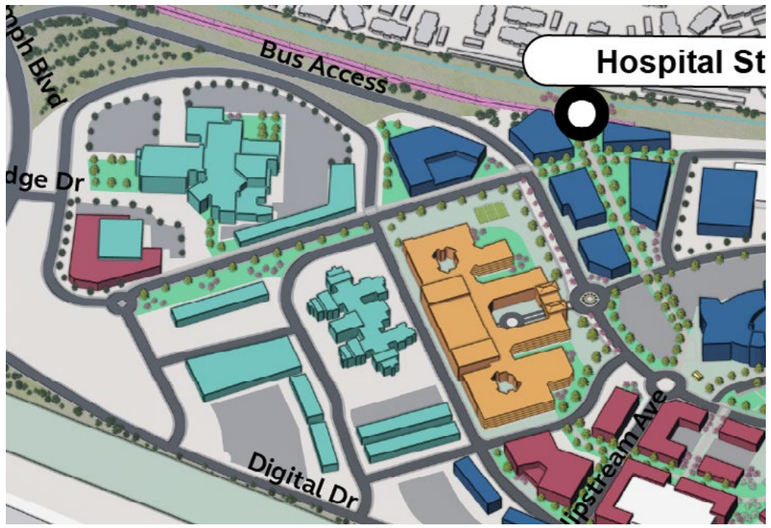
Land Use Typology

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.

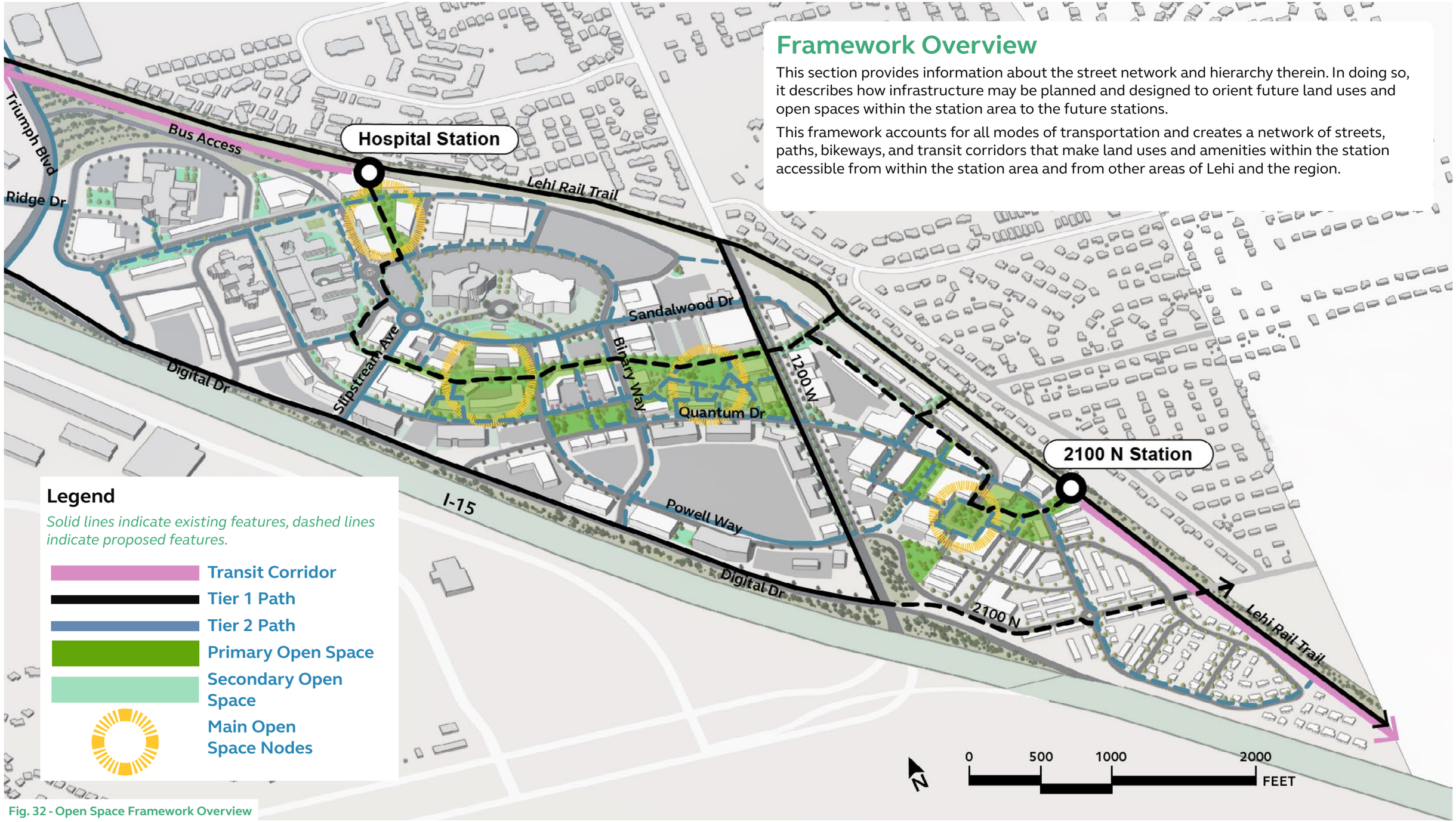


Fig. 32 - Open Space Framework Overview

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

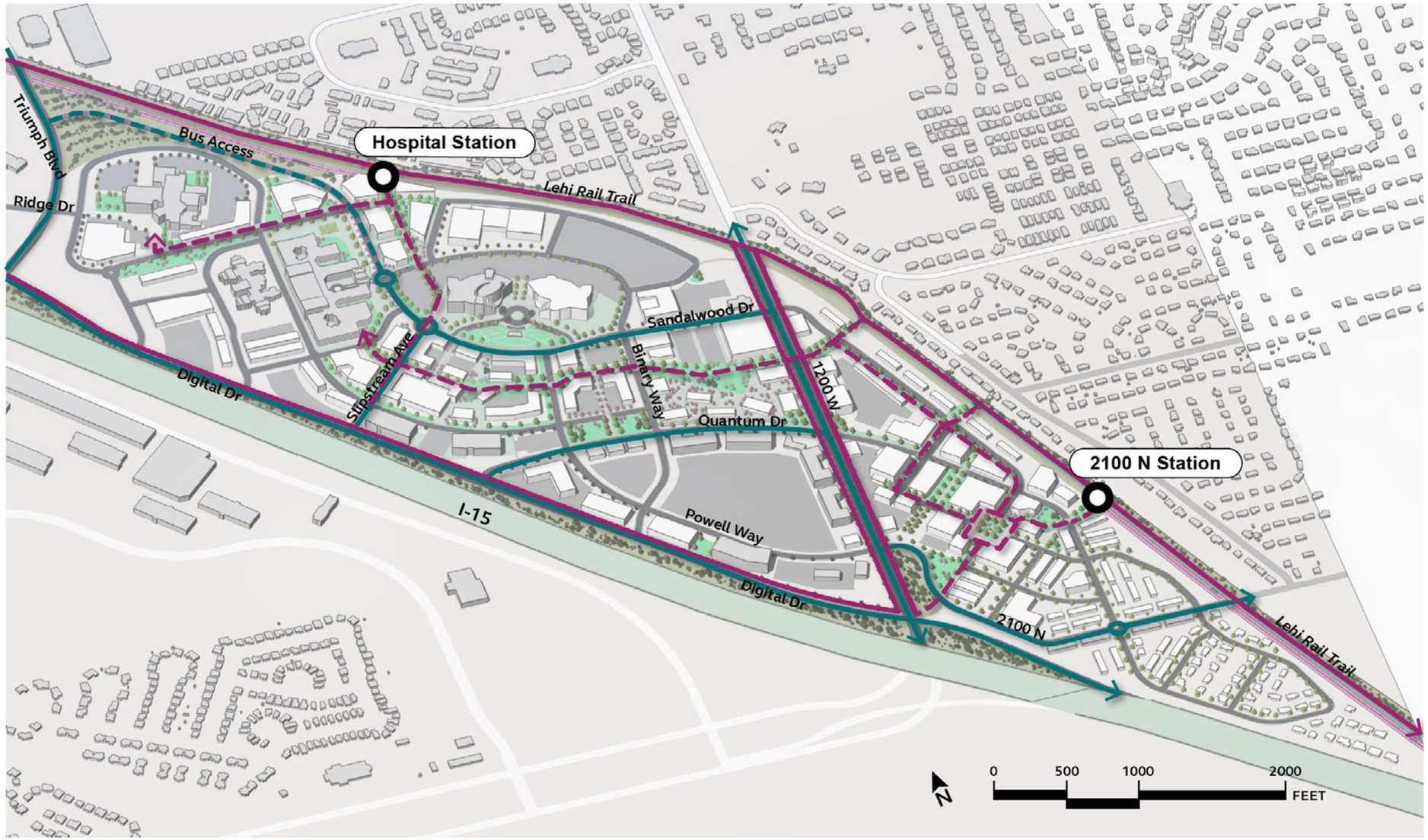


Fig. 33 - Disentangled Transport Networks

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.

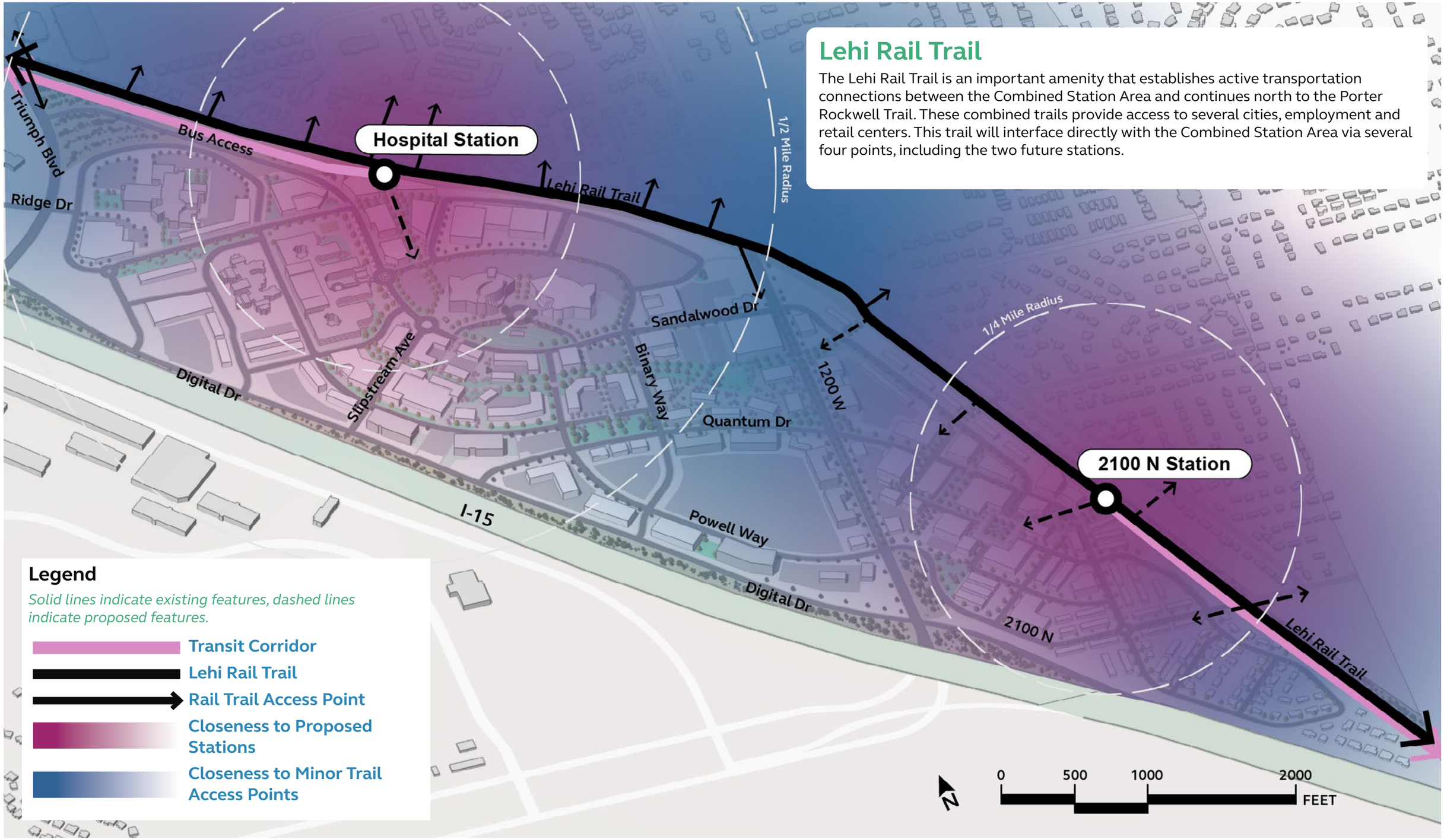


Fig. 34 - The Lehi Rail Trail



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: 10

City Council Agenda Item Report

Meeting Date: April 22, 2025
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Ordinance
Agenda Section: Regular Agenda

Subject:
Consideration of Ordinance #22-2025 approving the Tronson Zone Change on 0.91 acres of property located at 901 West State Street, changing the zoning from R-1-8 (residential) to Heavy Commercial.

Suggested Action:

Attachments:

Ord 22-2025.docx

CC Staff Report Tronson Zone Change 04.22.25.docx

Tronson Zone Change DRC 03.05.25.docx

Tronson Aerial.pdf

Tronson General Plan.pdf

Tronson Zoning.pdf

narrative.pdf

Tronson Zone Change DRC 03.05.25.pdf

ORDINANCE NO: 22-2025

AN ORDINANCE APPROVING A ZONE DISTRICT DESIGNATION AMENDMENT AND ZONING DISTRICT MAP AMENDMENT LOCATED AT 901 WEST STATE STREET

WHEREAS, Brad Tronson, applicant for property located at 901 West State Street and further described by the legal description attached as Exhibit "A", has applied for an amendment to the Zone District and Zoning District Map; and

WHEREAS, the applicant seeks to have said parcel designated as C-H (Heavy Commercial); and

WHEREAS, following a public hearing on March 27, 2025, the Lehi City Planning Commission reviewed the proposed Zoning District Designation and Zoning District Map amendment and forwarded it to the City Council to decide on the proposed amendment; and

WHEREAS, on April 22, 2025, the Lehi 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 27, 2025; and

WHEREAS, after considering the facts and comments presented to the Municipal Council, the Council finds: (i) the request for a Zone District Designation amendment and Zoning District 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:

PART I:

The Zone District Designation and the Zoning District Map of the property described on Exhibit "A" are hereby amended to Heavy Commercial.

PART II:

A. If a provision of this Ordinance 22-2025 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 this 22nd day of April 2025.

ATTEST

_____	_____
Mark Johnson, Mayor	Teisha Wilson, City Recorder

EXHIBIT “A”

TRONSON ZONE CHANGE

Taxing Description: COM N 867.227 FT & W 1434.509 FT FR S1/4 COR SEC 5, T5S, R1E, SLM; S 67 DEG 15'W 162.3 FT; N 23 DEG W 192.1 FT; N 67 DEG 15'E 224.8 FT; S 44 DEG 45'E 63.859 FT; S 67 DEG 15'W 27.571 FT; S 00 DEG 50'W 145 FT TO BEG. AREA .91 ACRES.

TRONSON ZONE CHANGE
CITY COUNCIL REPORT

Applicant	Brad Tronson		
Meeting Date	April 22, 2025		
Requested Action/Purpose	Approval of a proposed zone change		
Location	901 West State Street		
Project Area	0.91 acres		
Existing Zoning	R-1-8		
Proposed Zoning	Heavy Commercial		
Existing General Plan Land Use Designation	Heavy Commercial		
Adjacent Zoning and Land Use	North	R-1-8	Single family residential
	South	MU	Office/warehouse
	East	MU	State Street
	West	R-1-8	Single family residential
Date of DRC Review	March 5, 2025		
Date of Planning Commission Review	March 27, 2025		
Assigned Planner	Jacob Curtis		

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE GENERAL PLAN GOALS AND POLICIES

HEAVY COMMERCIAL (C-H)

The Heavy Commercial (C-H) classification is intended to provide appropriate locations for warehousing, auto and truck services, and light manufacturing that do not impact existing and planned residential areas. Typical uses include office/warehouse, light manufacturing, auto and truck service and repair, distribution centers, and some retail/ office.

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 04.060 Criteria for Approval, of the Lehi City Development Code, the Planning Commission should consider the following factors, among others, when reviewing a zone 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.

Section 05.020. Zoning Districts Purpose

M. The Heavy Commercial (C-H) District is intended to provide appropriate locations for warehousing, auto and truck services, and light manufacturing that do not impact existing and planned residential areas. This district supports opportunities for commercial uses that contribute to the local tax base, and to create high quality areas for businesses that are more impactful to surrounding areas than retail and office uses. Typical uses include office/warehouse, light manufacturing, auto and truck service and repair, distribution centers, and some retail/office

PROPERTY HISTORY

June 15, 1872 This property is part of the original incorporated boundaries of Lehi City.

REPORT ANALYSIS

The applicant requests approval of the Tronson Zone change from R-1-8 to Heavy Commercial at 901 W State Street. The proposed zoning is consistent with the General Plan Designation of Heavy Commercial for the area.

The applicant is hoping to construct a multi-tenant office warehouse building in the future. Additionally, they plan to and would be able to move the outdoor storage of materials for their construction business from approximately 635 W State Street to this location to resolve a pending Code Enforcement issue.

The DRC had no comments on the proposed zone change.

POSSIBLE MOTIONS AND FINDINGS

The City Council may move to approve or deny the proposed zone change. Any motion should include findings. Possible findings include:

1. The proposed zone change is/is not consistent with the goals and policies of the General Plan.
2. The proposed change is/is not consistent and compatible with the General Plan land uses of nearby and adjoining properties.
3. The proposed change will/will not unduly affect the uses, or proposed uses for nearby and adjoining properties.

PLANNING COMMISSION RECOMMENDATION

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

3.2) Public hearing and recommendation of Brad Tronson's request for review of the Tronson Zone Change on 0.91 acres of property located at 901 West State Street, changing the zoning from R-1-8 (residential) to Heavy Commercial.

Brittney Harris presented the item. The goal is to make the zoning match the surrounding area. The applicant has plans to build multi-level office space.

Commissioner Kunze asked for clarification over a property line that went through a neighbor's house. Harris said that there is an existing fence that is serving as the assumed property line, but that it is on the two landowners to come to an agreement as to where the property line is officially.

Commissioner Everett asked if buffers have been considered for the lots near the zone change as the area shifts to

Heavy Commercial. Harris assured him that the buffers in the code will have to be respected for any nearby buildings. The area is currently largely zoned for Heavy Commercial.

The applicant was present but had no additional comment.

Commissioner Jackson explained the process of public comment for the gathered citizens, focusing on the fact that for the Planning Commission comments should be based in city code. He also emphasized that comments are to be offered only once and that they will be responded to once all comments have been received.

Commissioner Jackson opened and closed public comment.

> **Motion:** Commissioner Eyre moved to give a positive recommendation to the Lehi City Council with the findings that the effect of the proposed amendment on the character of the surrounding area will bring this into conformance with the general plan, that it is consistent with the goals and policies of the general plan, and that the proposed zone is consistent and compatible with the general plan land uses of nearby and adjacent properties, noting that there will be buffering with the residential properties to the West. 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.

Tronson Zone Change
DRC Redline Comments

Brad Tronson- requests review of the Tronson Zone Change on 0.91 acres of property located at 901 West State Street, changing the zoning from R-1-8 to Heavy Commercial.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Shelbey Brewer, Kim Struthers, Gary Smith, Gary Ellis, James Farnsworth, Luke Seegmiller
Assigned Planner: Jacob Curtis
Representatives of the Applicant Present: Brad Tronson
Date of Plans Reviewed: 02/20/25
Time Start: 1:36 pm
Time End: 1:39 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: No comments

General Comments:
1. A line extension and equipment upgrade is required to serve this parcel.

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON MARCH 27, 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.

Tronson Zone Change

Aerial



0 260 520 Feet

LEHI CITY

Tronson Zone Change

General Plan

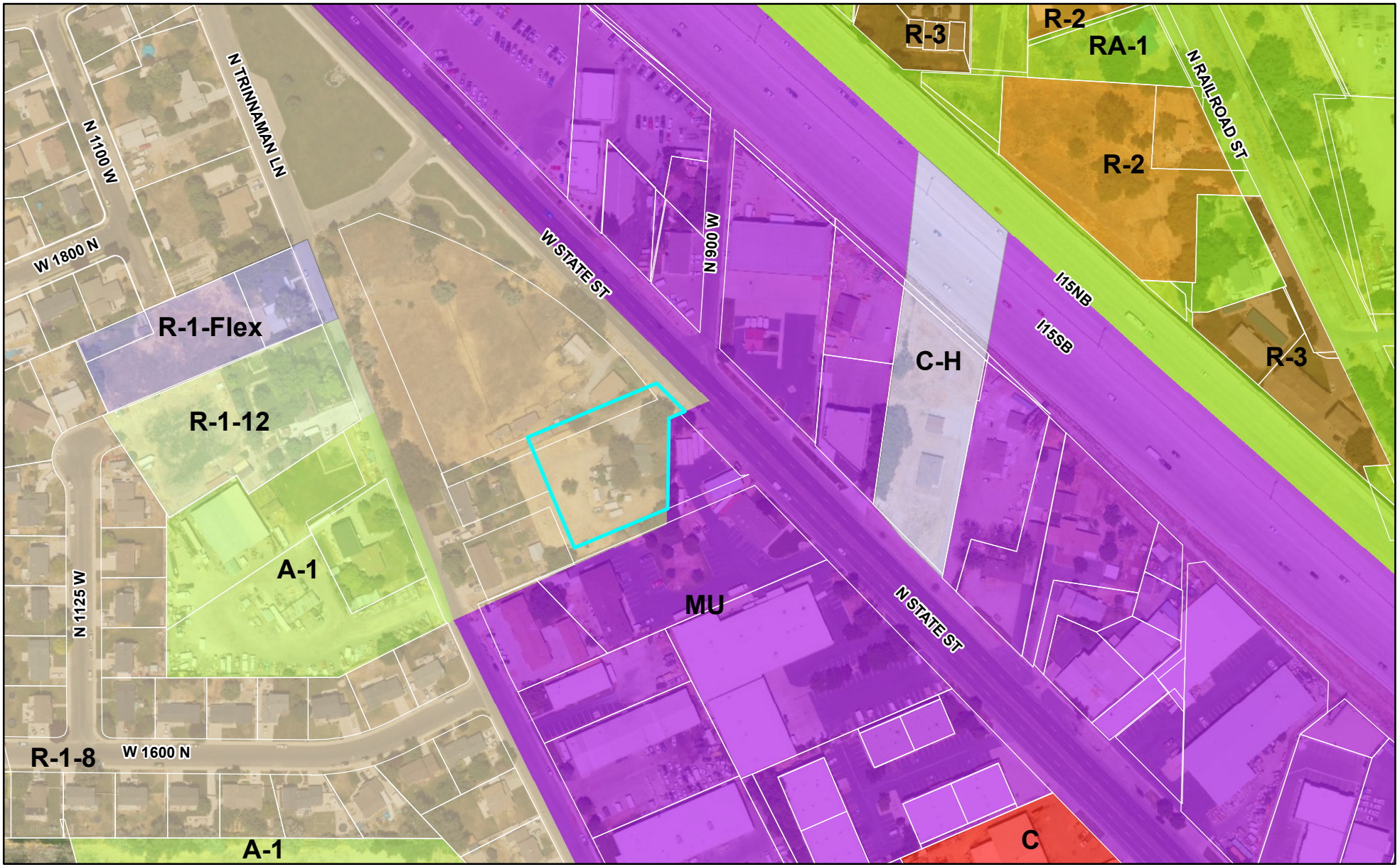


0 260 520 Feet

LEHI CITY

Tronson Zone Change

Zoning



0 260 520 Feet

LEHI CITY

Application for General Plan Amendment
901 W State Street, Lehi

Application Submittal Requirements

1. We are requesting a zoning change for the property located at 901 W State St from Residential R-1-8 use to heavy commercial use as designated in the General Plan.

(a). Reason and Justification. To construct a multi tenant office warehouse not allowed in the current residential zone. Currently the properties to the south are already zoned for commercial use as well as some on the south west side of the property as well as the majority of the properties on the east side of State St. (See Map)

(b). Consistency with Goals and Policies. This amendment is to change the current zoning to the zoning designated in the General Plan. This change would be in line with the General Plan by promoting quality sustainable commercial business opportunities in the area that would be consistent with how the surrounding business entities operate.

(c). Compatibility. This new change would be consistent with General Plan outlined by Lehi City as well as with the uses of the neighboring properties.

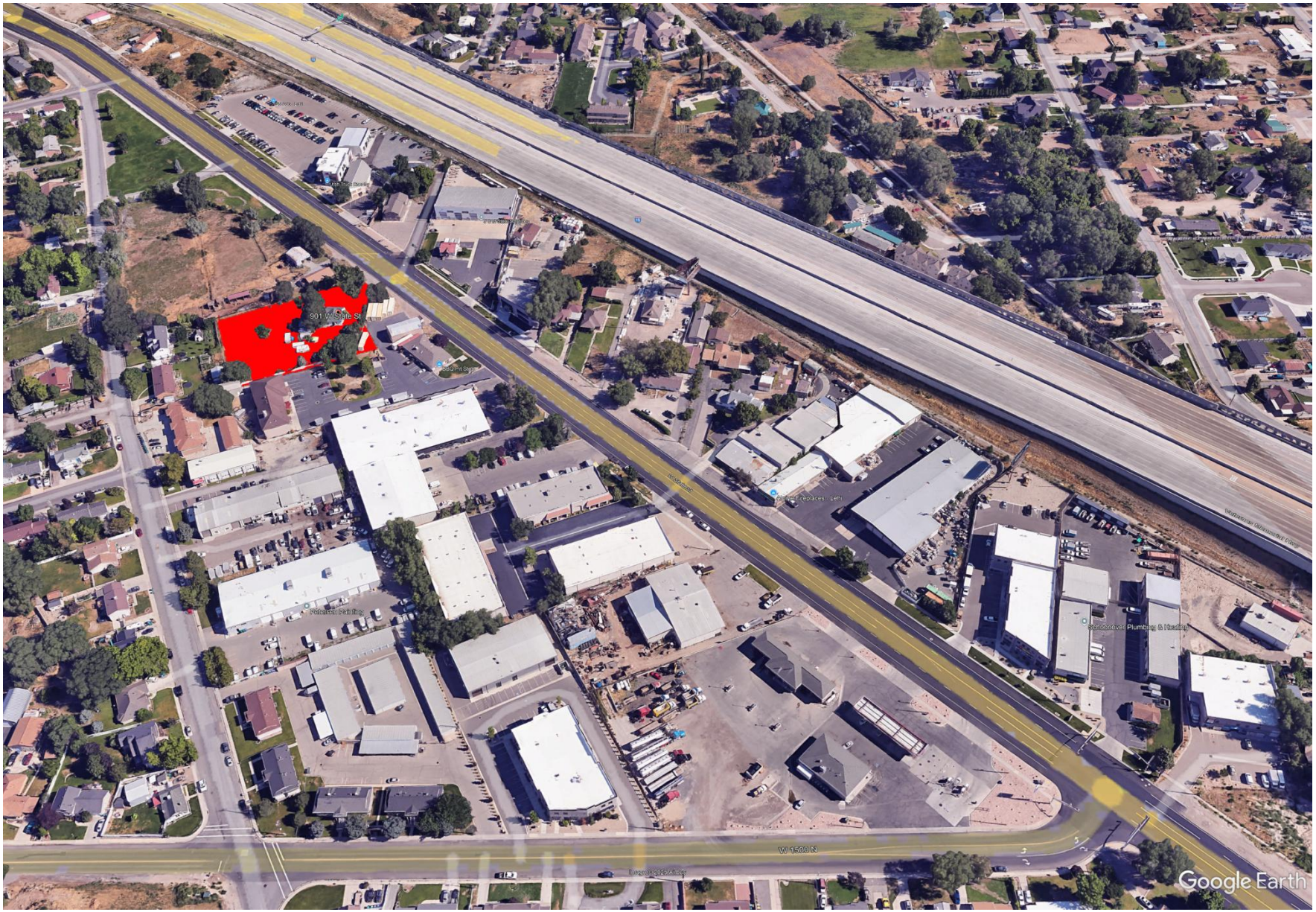
(d). Effect of Proposal on Surrounding Area. Minimal impact would be felt in the surrounding area since few things would change even with the addition of a new structure on the property. Traffic would be impacted only slightly since the property is located on State St between two freeway entrances/exits and is a self contained property. No need to drive through residential areas or adjacent businesses to gain access. Completion of the project would only add to the visual aesthetics of the business community on the north end of State St.

(e). Community Benefit. Offering more sustainable business opportunities in northern Lehi. It will improve property values as well as additional amenities for the economical growth in the community.

2. Supporting documents: See Attached Utah County Parcel Map as well as Google Earth Map

3. Legal description for 901 W State St Lehi, UT 84043 See attached Utah County Property Information.

901 W State St Lehi, UT



Agenda Item No: 11

City Council Agenda Item Report

Meeting Date: April 22, 2025
Submitted By: Brittney Harris
Submitting Department: Planning Division
Item Type: Ordinance
Agenda Section: Regular Agenda

Subject:
Consideration of Ordinance #23-2025 approving the Webb Zone Change on .51 acres of property located at 1312 North 600 East, changing the zoning from RA-1 (residential/agriculture) to R-1-Flex (residential).

Suggested Action:

Attachments:

Ord 23-2025.docx

CC Staff Report Webb Zone Change 04.22.25.docx

Webb Zone Change DRC 03.05.25.docx

Webb Zone Change Narrative.pdf

Aerial Map.pdf

General Plan Map.pdf

Zoning Map.pdf

ORDINANCE NO: 23-2025

AN ORDINANCE APPROVING A ZONE DISTRICT DESIGNATION AMENDMENT AND ZONING DISTRICT MAP AMENDMENT LOCATED AT 1312 NORTH 600 EAST

WHEREAS, Taylor Butterfield, applicant for property located at 1312 North 600 East and further described by the legal description attached as Exhibit "A", has applied for an amendment to the Zone District and Zoning District Map; and

WHEREAS, the applicant seeks to have said parcel designated as R-1-Flex; and

WHEREAS, following a public hearing on March 27, 2025, the Lehi City Planning Commission reviewed the proposed Zoning District Designation and Zoning District Map amendment and forwarded it to the City Council to decide on the proposed amendment; and

WHEREAS, on April 22, 2025, the Lehi 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 27, 2025; and

WHEREAS, after considering the facts and comments presented to the Municipal Council, the Council finds: (i) the request for a Zone District Designation amendment and Zoning District 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:

PART I:

The Zone District Designation and the Zoning District Map of the property described on Exhibit "A" are hereby amended to R-1-Flex.

PART II:

A. If a provision of this Ordinance 23-2025 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 this 22nd day of April 2025.

ATTEST

_____ _____

Mark Johnson, Mayor Teisha Wilson, City Recorder

EXHIBIT “A”

WEBB ZONE CHANGE

Taxing Description: COM S 12.40 CHS & E 52.435 FT FR NW COR NE1/4 SEC 9, T5S, R1E, SLM; E 167.775 FT; S 1 DEG 07'22"E 132.025 FT; W 168.04 FT; N 1 DEG 00'28"W 132.025 FT TO BEG. AREA .50 ACRE.



WEBB ZONE CHANGE
CITY COUNCIL REPORT

Applicant	Taylor Butterfield		
Meeting Date	April 22, 2025		
Requested Action/Purpose	Approval of a proposed zone change		
Decision Type	Legislative		
Location	1312 North 600 East		
Acreage	0.51 acres		
Existing Zoning	RA-1		
Existing General Plan Land Use Designation	Low Density Residential (LDR)		
Proposed Zoning Designation	R-1-Flex		
Existing Land Use	Single Family Home		
Adjacent Zoning and Land Use	*North*	RA-1	Single Family Homes
	South	RA-1	Single Family Homes
	East	RA-1	Seminary Building
	West	R-1-8	Single Family Homes
Date of DRC Review	March 5, 2025		
Date of Planning Commission Review	March 27, 2025		
Assigned Planner	Brittney Harris		

REQUIRED ACTION

Planning Commission	Public hearing, review, and recommendation
City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

From Section 04.060 Criteria for Approval, of the Lehi City Development Code, the Planning Commission should consider the following factors, among others, when reviewing a zone 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

Strong Communities
Establish strong communities where residents have opportunities for meaningful social connections and support systems.

Strategy 1 Create a life-cycle housing policy that encourages a diversity of housing types in Lehi's neighborhoods to provide housing options for prospective residents of differing ages, incomes, abilities, and lifestyles.

PROPERTY HISTORY

May 24, 1978 Property came into the City as part of the Airport Annexation

REPORT ANALYSIS

The applicant requests review and recommendation for a zone change from RA-1 to R-1-Flex for the property located at 1312 North 600 East. This zone change will allow a minimum lot size of 8,000 square feet and provide the potential to create a flag lot through a future application.

The proposed R-1-Flex zoning aligns with the Low Density Residential designation in the General Plan and will enable lot sizes similar to those found on properties to the east of this site.

The Development Review Committee (DRC) reviewed the proposed zone change and raised one comment regarding water dedication. A water dedication will be required before the zone change can be officially recorded.

POSSIBLE MOTIONS AND FINDINGS

The City Council may approve or deny the proposed zone change. Any motion should include findings. Possible findings include:

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 overall community benefit of the proposed amendment.

PLANNING COMMSSION RECOMMENDATION

The Planning Commission reviewed the proposed zone change on March 27, 2025. The minutes and motion from that meeting follow.

3.3) Public hearing and recommendation Taylor Butterfield's request for review of the Webb Zone Change on .51 acres of property located at 1312 North 600 East, changing the zoning from RA-1 (residential/agriculture) to R-1-Flex (residential).

Brittney Harris presented the item. If the zone change goes through, the applicant will be allowed to subdivide and create a flag lot. Water dedication will be required to allow for additional residential units.

The applicant was present but had no additional comment.

Commissioner Jackson opened and closed public comment.

Motion: Commissioner Eyre moved to give a positive recommendation to the Lehi City Council on the

findings that the effect of the proposed amendment will have a negligent or non- effect on the character of the surrounding area, that it is consistent with the goals and policies of the general plan, that it is consistent and compatible with the proposed zone with the general plan land uses of nearby and adjoining properties. 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.

Webb Residential Zone Change
DRC Redline Comments

Taylor Butterfield – requests review of the Webb Zone Change on .51 acres of property located at 1312 North 600 East, changing the zoning from RA-1 to R-1-Flex.

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: Taylor Butterfield
Date of Plans Reviewed: 02/21/25
Time Start: 1:50 pm
Time End: 1:54 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. 0.45 acre feet of culinary water will need to be provided to serve the additional home. The current rate is $12,000 per acre foot. These water rights can be purchased from Lehi Water Metro. You can reach out to Kim Struthers for more information kstruthers@lehi-ut.gov

General Comments:

1. A line extension and equipment upgrade is required to serve this parcel.

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON MARCH 27, 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.

Lehi City Corp
Planning and Zoning
Lehi, Utah

RE: Jarom Webb subdivision owned by John Nicholas Webb and Miriam Webb

To Whom It May Concern;

We would like your approval to subdivide a parcel of residential property that we currently own at 1312 N. 600 E. so that we can build a home on the eastern portion of the property. Our son, Jarom Webb, will be buying the western portion of the property.

We would appreciate your approval so the process can begin.

John Nicholas Webb 2/19/25 Date

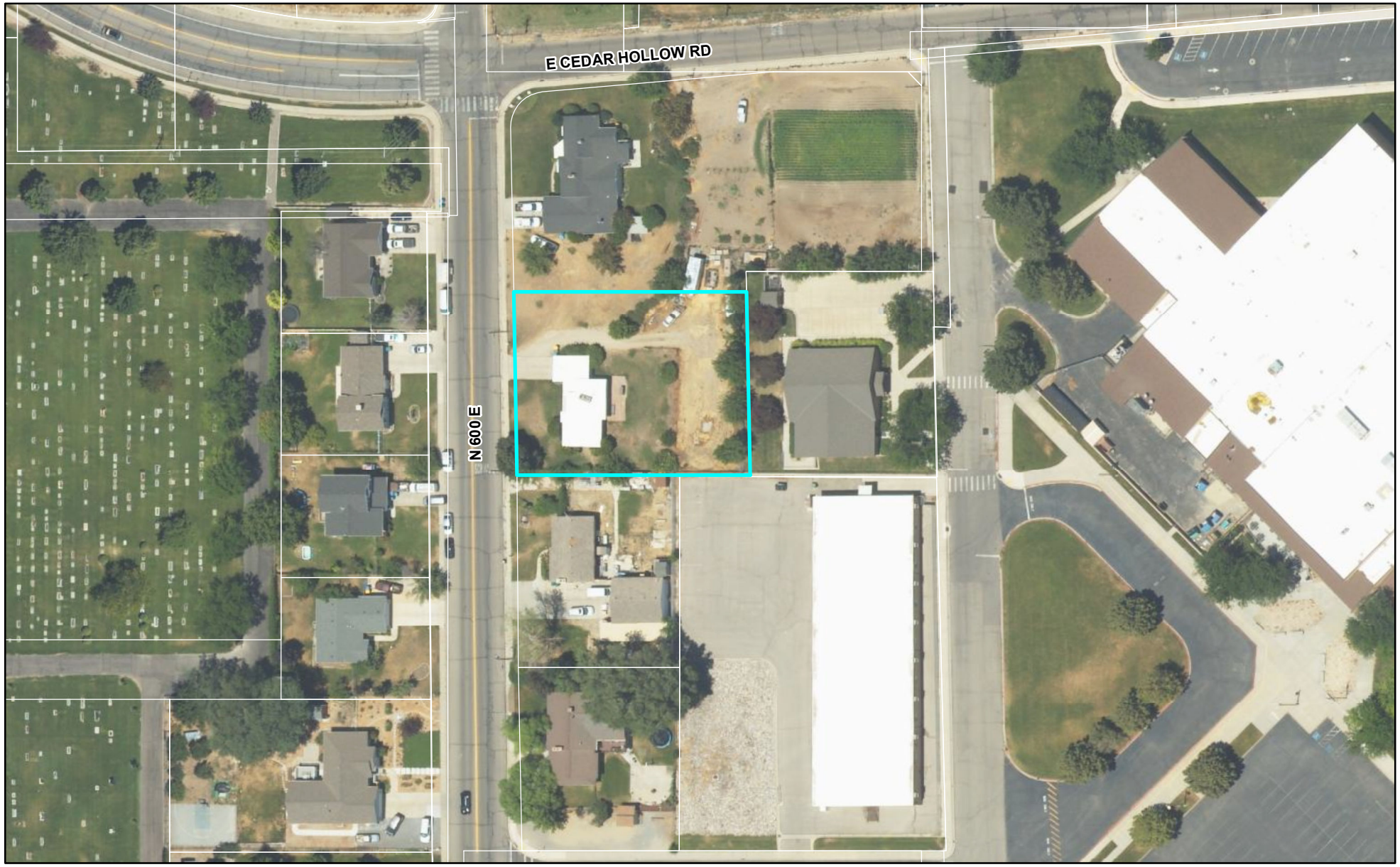
Miriam Webb 2/19/25 Date

In order to do this, they must rezone their property to R-1-Flex which is consistent with the General Plan Designation of Low Density Residential (LDR).



Webb Zone Change

Aerial

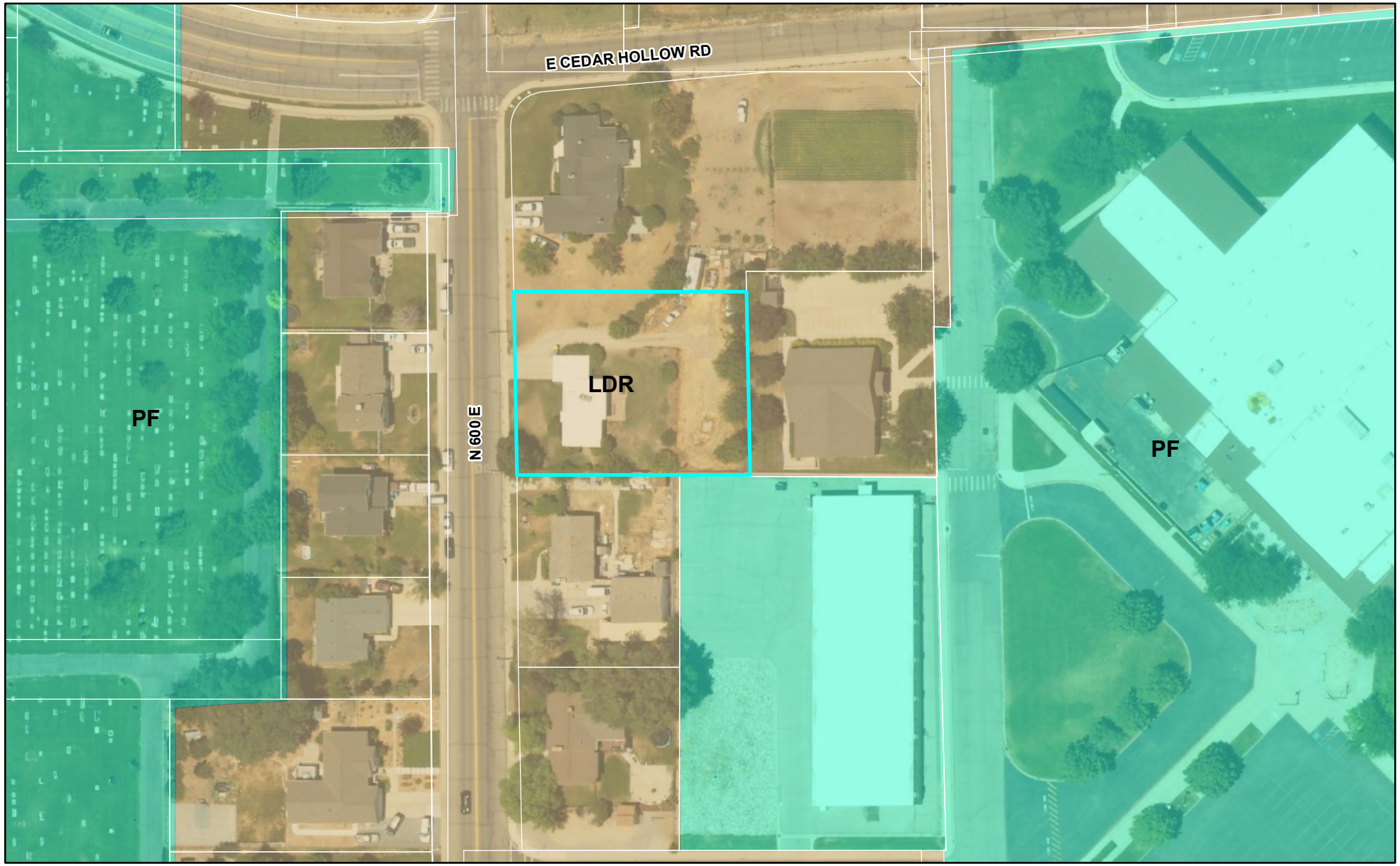


0 110 220 Feet

LEHI CITY

Webb Zone Change

General Plan

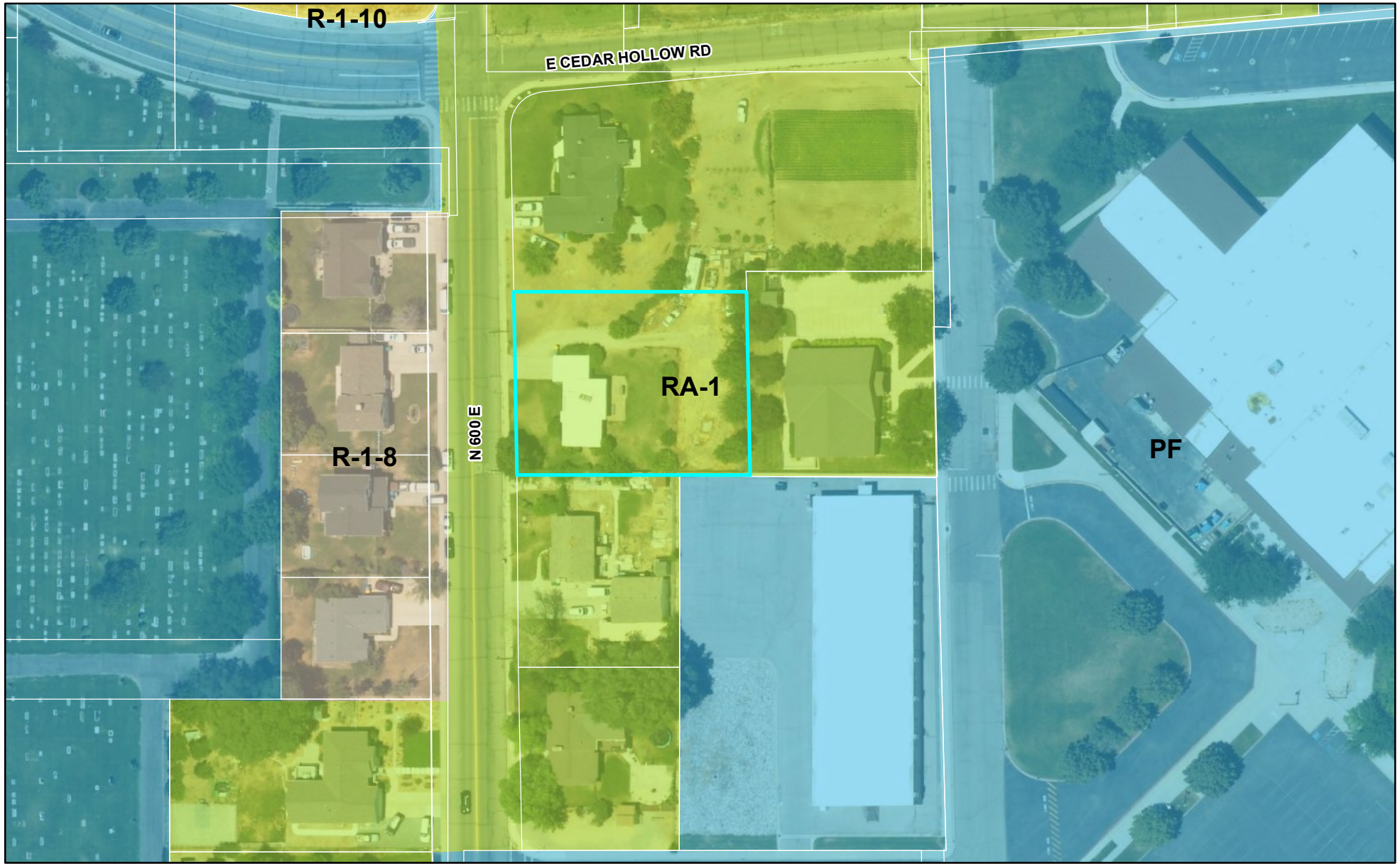


0 110 220 Feet

LEHI CITY

Webb Zone Change

Zoning



0 110 220 Feet

LEHI CITY

Agenda Item No: 12

City Council Agenda Item Report

Meeting Date: April 22, 2025
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Ordinance
Agenda Section: Regular Agenda

Subject:
Consideration of Ordinance #24-2025 approving the Warner Zone Change on 7.70 acres of property located at approximately 7491 W 8179 N (750 E 800 S), changing the zoning from A-5 (agriculture) to Light Industrial.

Suggested Action:

Attachments:

Ord 24-2025.docx

CC Staff Report Warner Zone Change 04.22.25.docx

Warner Zone Change DRC 03.05.25.docx

narrative.pdf

Warner Zone Change DRC 03.05.25.pdf

Warner Aerial.pdf

Warner General Plan.pdf

Warner Zoning.pdf

ORDINANCE NO: 24-2025

AN ORDINANCE APPROVING A ZONE DISTRICT DESIGNATION AMENDMENT AND ZONING DISTRICT MAP AMENDMENT LOCATED AT 7491 W 8179 N (APPROXIMATELY 750 E 800 S)

WHEREAS, Clodbuster Co Trust, applicant for property located at 7491 W 8179 N (Approximately 750 E 800 S) and further described by the legal description attached as Exhibit "A", has applied for an amendment to the Zone District and Zoning District Map; and

WHEREAS, the applicant seeks to have said parcel designated as LI (Light Industrial); and

WHEREAS, following a public hearing on March 27, 2025, the Lehi City Planning Commission reviewed the proposed Zoning District Designation and Zoning District Map amendment and forwarded it to the City Council to decide on the proposed amendment; and

WHEREAS, on April 22, 2025, the Lehi 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 27, 2025; and

WHEREAS, after considering the facts and comments presented to the Municipal Council, the Council finds: (i) the request for a Zone District Designation amendment and Zoning District 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:

PART I:

The Zone District Designation and the Zoning District Map of the property described on Exhibit "A" are hereby amended to Light Industrial.

PART II:

A. If a provision of this Ordinance #24-2025 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 this 22nd day of April 2025.

ATTEST

_____ _____

Mark Johnson, Mayor Teisha Wilson, City Recorder

EXHIBIT “A”

WARNER ZONE CHANGE

Taxing Description: 13:016:0006: COM N 136 FT & W 1080 FT & N 75 DEG 0' 0" W 776 FT FR SE COR. SEC. 16, T5S, R1E, SLB&M.; N 75 DEG 0' 0" W 125 FT; S 376.89 FT; E 120.74 FT; N 344.54 FT TO BEG. AREA 1.000 AC.

Taxing Description: 13:038:0062: COM S 21.5 FT & W 1353.6 FT FR NE COR. SEC. 21, T5S, R1E, SLB&M.; N 230.81 FT; N 75 DEG 0' 0" W 492.76 FT; S 344.54 FT; W 120.74 FT; S 524.11 FT; E 22.67 FT; N 46 DEG 0' 50" E 379.4 FT; ALONG A CURVE TO R (CHORD BEARS: N 50 DEG 39' 12" E 389.31 FT, RADIUS = 2144.59 FT) TO BEG. AREA 6.691 AC.

WARNER ZONE CHANGE
CITY COUNCIL REPORT

Applicant	Clodbuster Co Trust		
Meeting Date	April 22, 2025		
Requested Action/Purpose	Approval of a proposed zone change		
Location	7491 W 8179 N (Approximately 750 E 800 S)		
Project Area	7.70 acres		
Existing Zoning	A-5		
Proposed Zoning	LI		
Existing General Plan Land Use Designation	LI		
Adjacent Zoning and Land Use	*North*	LI	Railway Corridor
	South	A-5	Pioneer Crossing
	East	A-5	Questar Regulator Station
	West	A-5	Single family residential/undeveloped
Date of DRC Review	March 5, 2025		
Date of Planning Commission Review	March 27, 2025		
Assigned Planner	Jacob Curtis		

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE GENERAL PLAN GOALS AND POLICIES

LIGHT INDUSTRIAL (LI)

The Light Industrial (LI) classification identifies and provides locations for light industrial uses that produce no appreciable impact on adjacent properties and seek a clean and attractive industrial setting. Uses allowed in the LI classification may include automobile and truck rental, auto and truck repair, furniture manufacture and repair, tire distribution and retail sales, upholstery shops, industrial assembly, freight terminal, warehousing, moving and storage, and light manufacturing activity.

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 04.060 Criteria for Approval, of the Lehi City Development Code, the Planning Commission should consider the following factors, among others, when reviewing a zone 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.

Section 05.020. Zoning Districts Purpose.

R. The purpose of the Light Industrial District (LI) District is to identify and provide locations for light industrial uses that produce no appreciable impact on adjacent properties, a desire for clean and attractive industrial locations, and to provide employment opportunities for residents of Lehi City.

PROPERTY HISTORY

January 20, 1999 Property came into the City as part of the Mill Pond Annexation

REPORT ANALYSIS

The applicant requests approval of the Warner Zone change from A-5 to Light Industrial. The proposed zoning is consistent with the General Plan Designation of Light Industrial for the area. The applicant is now contemplating selling the property and would like it to be zoned to conform to the General Plan before they sell it.

The larger property has been previously used for agricultural and some construction related activities that were in violation of the Code, but they have cleaned up the property in the last year to bring it back into conformity with City regulations. The smaller portion of the proposed zone change has remained a single-family residential home.

The DRC had no comments on the proposed zone change.

POSSIBLE MOTIONS AND FINDINGS

The City Council may move to approve or deny the proposed zone change. Any motion should include findings. Possible findings include:

1. The proposed zone change is/is not consistent with the goals and policies of the General Plan.
2. The proposed change is/is not consistent and compatible with the General Plan land uses of nearby and adjoining properties.
3. The proposed change will/will not unduly affect the uses, or proposed uses for nearby and adjoining properties.

PLANNING COMMISSION RECOMMENDATION

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

3.5) Public hearing and recommendation of Clodbuster Co Trust's request for review of the Warner Zone Change on 7.70 acres of property located at approximately 7491 W 8179 N (750 E 800 S), changing the zoning from A-5 (agriculture) to Light Industrial.

Brittney Harris presented the item. There were previously some code violations on the property, but it is currently in compliance with city code. The applicants would like to rezone and potentially sell the property.

The applicants were present but had no additional comment.

Commissioner Jackson opened and closed public comment.

Motion: Commissioner Kunze moved to give a positive recommendation to the Lehi City Council with the findings that the effect of the proposed amendment is in character with the surrounding area,

that it is consistent with the goals and policies of the general plan, that it is consistent and compatible with the general plan land uses of nearby and adjoining properties, and that it is suitable for the uses identified by the general plan. She included all DRC comments.

Vote: Commissioner Everett, yes. Commissioner Lockhart, yes. Commissioner Eyre, yes. Commissioner Jackson, yes. Commissioner Kunze, yes.

Motion passed unanimously.

Warner Zone Change
DRC Redline Comments

Clodbuster Co Trust- requests review of the Warner Zone Change on 7.70 acres of property located at approximately 7491 W 8179 N (750 E 800 S), changing the zoning from A-5 to Light Industrial.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Shelbey Brewer, Kim Struthers, Gary Smith, Gary Ellis, James Farnsworth, Luke Seegmiller
Assigned Planner: Jacob Curtis
Representatives of the Applicant Present: None
Date of Plans Reviewed: 02/21/25
Time Start: 1:47 pm
Time End: 1:50 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: No comments

General Comments:
1. A line extension and equipment upgrade is required to serve this parcel.

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON MARCH 27, 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.

We are contemplating selling the property and would like to get it zoned Light Industrial before we sell it. The property has been previously used as agriculture. It is proposed in the master plan as Light Industrial and is surrounded by Light Industrial properties. The zoning will have minimal impact on surrounding properties.



Utah County Parcel Map

Parcel Map

1 inch equals 188.1 feet

Date: 2/20/2025

This cadastral map is generated from Utah County Recorder data. It is for reference only and no liability is assumed for any inaccuracies, incorrect data or variations with an actual survey.

N
W E
S

Utah County
HEART of UTAH

Warner Zone Change

Aerial

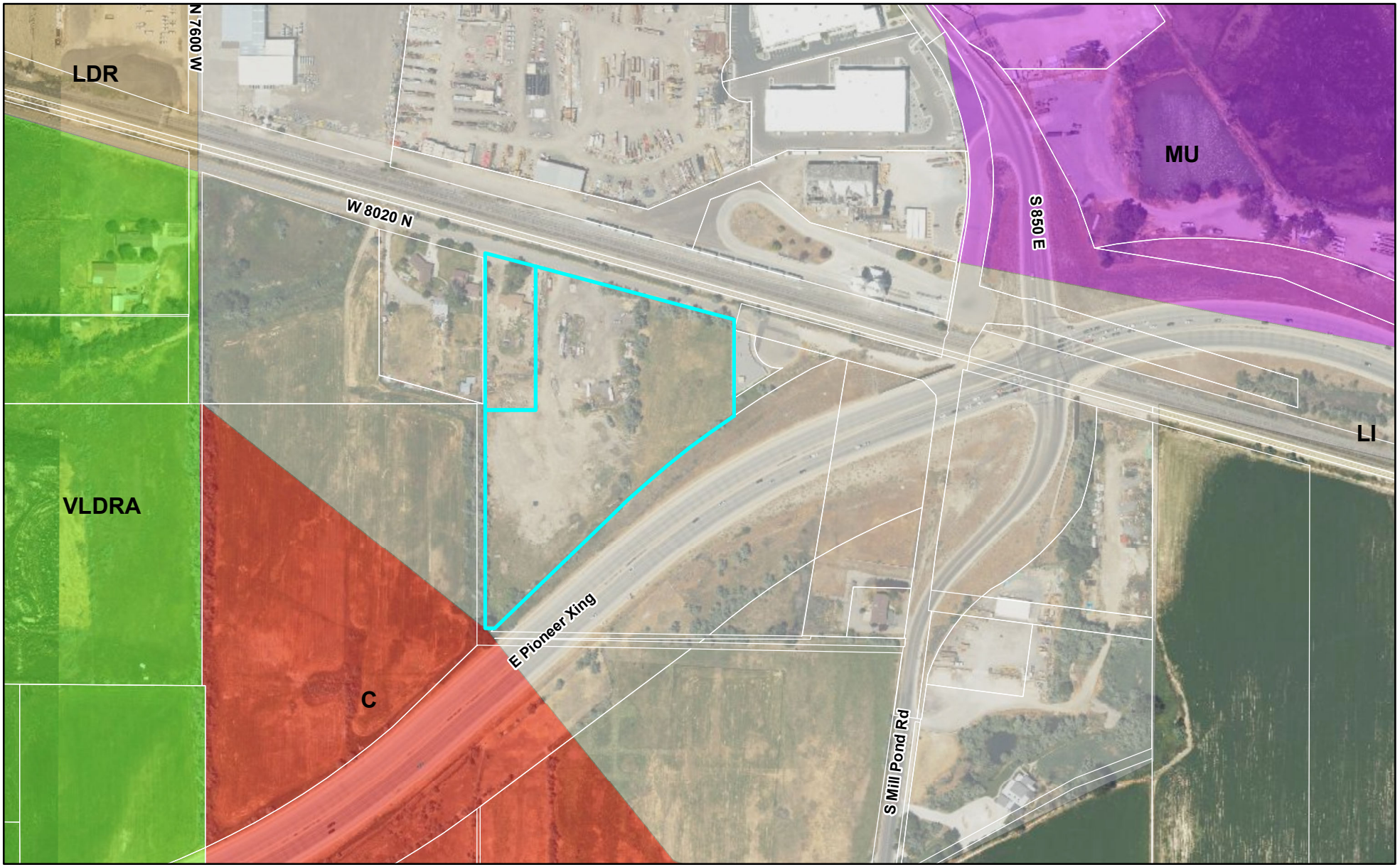


0 390 780 Feet

LEHI CITY

Warner Zone Change

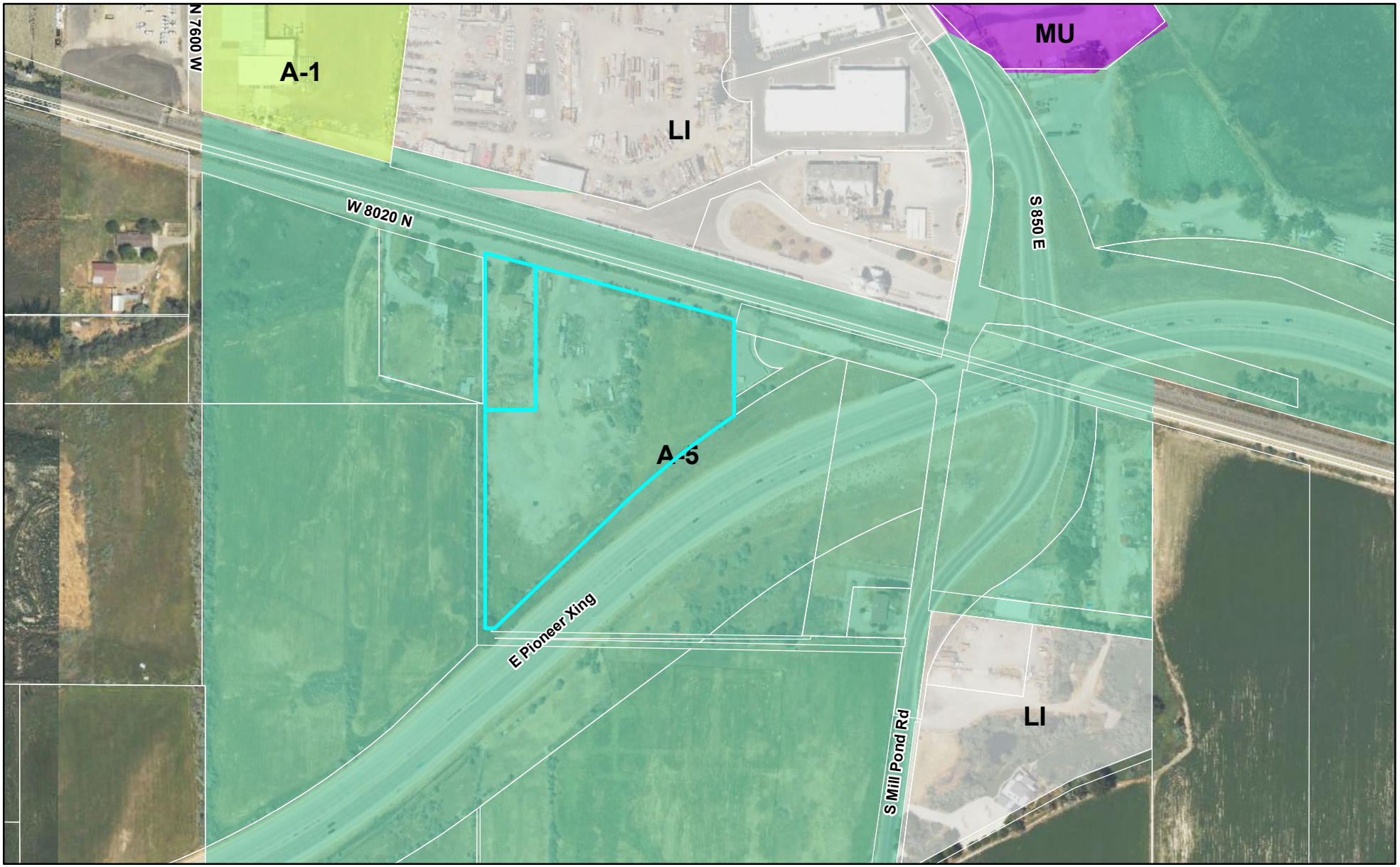
General Plan



LEHI CITY

Warner Zone Change

Zoning



0 390 780 Feet

LEHI CITY

Agenda Item No: 13

City Council Agenda Item Report

Meeting Date: April 22, 2025
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Ordinance
Agenda Section: Regular Agenda

Subject:
Consideration of Ordinance #25-2025 approving the Fisher Main Street General Plan amendment on 0.3 acres of property located at 1680 West Main Street, changing the designation from NC (neighborhood commercial) to MDR (medium density residential).

Suggested Action:

Attachments:

Ord 25-2025.docx

CC Staff Report Fisher General Plan Amendment 04.22.25.docx

Fisher Main Street General Plan Amendment DRC 03.12.25.docx

Fisher GPA aerial.pdf

Fisher GPA General Plan.pdf

Fisher GPA zoning.pdf

narrative.pdf

Fisher Main Street General Plan Amendment DRC 03.12.25.pdf

ORDINANCE NO: 25-2025

ORDINANCE AMENDING THE LAND USE ELEMENT OF THE LEHI CITY GENERAL PLAN AND THE GENERAL PLAN LAND USE MAP AT 1680 WEST MAIN STREET

WHEREAS, on April 22, 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 27, 2025, to review and make a recommendation on the General Plan Amendment located at 1680 West Main Street, changing the land use designation to Medium Density Residential, as shown on Exhibit "A" and forwarded their recommendation to the City Council; and

WHEREAS, the City Council held a public meeting on April 22, 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 Medium Density Residential.

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 Medium Density Residential designation. The total amendment will include approximately 0.30-acres of property located at 1680 West Main Street, more specifically shown on Exhibit "A" attached hereto.

PART II:

If a provision of this Ordinance 25-2025 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 22nd day of April 2025.

ATTEST

_____	_____
Mark Johnson, Mayor	Teisha Wilson, City Recorder

Exhibit A

Fisher General Plan Amendment Legal Description

**insert legal description here



FISHER MAIN STREET GENERAL PLAN AMENDMENT

CITY COUNCIL REPORT

Applicant	Peggy Fisher		
Meeting Date	April 22, 2025		
Requested Action/Purpose	Approval of a proposed general plan amendment		
Location	1680 West Main Street		
Acreage	0.3 acres		
Existing Zoning	TH-5		
Existing General Plan Land Use Designation	NC (Neighborhood Commercial)		
Proposed Land Use Designation	MDR		
Existing Land Use	Undeveloped		
Adjacent Zoning and Land Use	*North*	R-2	Single family residential
	South	R-1-12	Main Street & single family residential
	East	A-1	Single family residential
	West	C	Gas Station
Date of DRC Review	March 12, 2025		
Date of Planning Commission Review	March 27, 2025		
Assigned Planner	Jacob Curtis		

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

MEDIUM DENSITY RESIDENTIAL (MDR)
The Medium Density Residential (MDR) classification is used to identify and encourage the development of a va-

riety of moderate density housing types, including single family dwellings, two-family dwellings, and townhomes, with an overall density not to exceed 6 dwelling units per acre.

PROPERTY HISTORY

December 5, 2006 The property came into the City as part of the Larson Farms Annexation

REPORT ANALYSIS

The applicant requests approval on a proposed General Plan Amendment from Neighborhood Commercial to Medium Density Residential on 0.3 acres of property located at 1680 West Main Street. The applicant is interested in just developing one additional home on the property. This General Plan amendment would be the first step towards that and would be followed by a subsequent zone change and 2-lot subdivision.

The proposed General Plan amendment does not restrict the possibility of additional neighborhood commercial or residential in the future, but the applicant's desire is to build a home they can move into. They have been living in the existing home on the property and would like to stay in the neighborhood.

The DRC had five comments that were mainly informational on the proposed General Plan amendment, including the following:

1. 8" sewer main ends at this location. Extension of the sewer main will be to service new lot.
2. Applicant will need to provide a survey/legal description for the portion of the property that will be amended and eventually subdivided off.

Please consider the DRC comments in the motion.

POSSIBLE MOTIONS AND FINDINGS

The City Council may move to approve or deny the proposed general plan amendment. Any motion should include findings. Possible findings include:

1. The proposed General Plan amendment is/is not in conformance with the purposes, intent, and provisions of the General Plan and its various elements.
2. The proposed General Plan amendment is/is not consistent with the land uses and zoning of nearby and adjoining properties.
3. The proposed General Plan amendment will/will not have a substantial adverse effect on surrounding property.
4. 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.
5. Additional findings based upon information presented during the public hearing.

PLANNING COMMISSION RECOMMENDATION

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

3.6) Public hearing and recommendation of Peggy Fisher's request for review of the Fisher Main Street General Plan amendment on 0.3 acres of property located at 1680 West Main Street, changing the designation from NC (neighborhood commercial) to MDR (medium density residential).

Brittney Harris presented the item. The applicant wishes to build a single family home on the rezoned portion. The rest of the lot will remain zoned as neighborhood commercial.

Peggy Fisher, the applicant, was present but had no additional comment.

Commissioner Jackson opened public comment.

Gerald Larsen owns the gas station across the street. He shared that there are issues with water and sewage on the corner of Main Street and 1700. He would like the issues resolved before development happens.

Cody Larsen asked if it will be single-family or multi-family housing.

Cameron Barret lives in the area. He would also like to know if it will be single-family or multi-family housing. He also mentioned zoning discrepancies on the website. He asked why only 0.3 acres of the 2.5 acre property will be rezoned. He asked if there were any plans for the yellow brick house currently on the property. He stated that this is a good opportunity for the city to put in sidewalks in and rezone the area.

Commissioner Jackson closed public comment.

Fisher explained that she is building a single-family home on the lot to house members of her family. She is seeking the rezone because building a single-family home will be easier than adding on to the existing infrastructure.

Harris clarifies that only a single-family home would be allowed on the rezoned portion, as it would need to be 0.33 acres to have two homes on it. The area is currently zoned as T-H-5, which means that water hasn't been finished, and no development can take place until that has been completed.

Commissioner Eyre asked why the property was being rezoned to MDR instead of a different zone. Harris said it could also be rezoned to LDR, but that it is likely MDR to match the surrounding zoning.

Commissioner Kunze asked if sidewalks would be part of the development. Garry Ellis explained that they would, but only on the portion of land that was being developed. Commissioner Jackson asked if the neighborhood could be put on the city's radar as being in need of sidewalks. Ellis explained that there are budget constraints, and that the city is working on high-priority areas first, like routes to schools. Ellis stated that he would have public works look into the flooded sump, and mentioned that connecting the area to current sewage lines poses a problem.

Commissioner Jackson reopened public comment.

Gerald Larsen returned to the stand to inform the commission that the sump had been installed only six months ago.

Cameron Barrett mentioned that the area that would be developed with the new construction already has a sidewalk, but that it cuts off midway down Main Street. He highlighted other areas where sidewalks should be put in.

Commissioner Jackson reclosed public comment.

Commissioner Eyre explained that sidewalks are developed by landowners, and that the primary way the city installs them is by requiring landowners to put sidewalks in when improving property.

> **Motion:** Commissioner Kunze moved to give a positive recommendation to the Lehi City Council with the findings that the proposed amendment is not detrimental to the public health, safety, and welfare of Lehi City, that it is in conformance with the purposes, intent, and provision of the General Plan and its various elements, that the general plat amendment is consistent with the land uses and zoning

of nearby and adjoining properties, and that it will not have a substantial adverse effect on surrounding properties. She included all DRC comments, with a special emphasis on the water drainage issue surrounding the property. Commissioner Everett seconded.

Vote: Commissioner Everett, yes. Commissioner Lockhart, yes. Commissioner Eyre, yes. Commissioner Jackson, yes. Commissioner Kunze, yes.

Motion passed unanimously.

Fisher Main Street General Plan Amendment
DRC Redline Comments

*Peggy Fisher- requests review of the **Fisher Main Street General Plan amendment**, changing the designation on 0.3 acres of property located at 1680 West Main Street from NC to MDR.*

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Shelbey Brewer, Kim Struthers, Gary Smith, Gary Ellis, James Farnsworth, Luke Seegmiller
Assigned Planner: Jacob Curtis
Representatives of the Applicant Present: Peggy Fisher, Kim Fisher
Date of Plans Reviewed: 02/27/25
Time Start: 1:52 pm
Time End: 2:03 pm

DRC REDLINE COMMENTS:
Glade – Power:
1. On 0.3 Acre only? (General: Line extension will be required to serve this area.)

Garion – Fire: No comments
Ryan – Water/Sewer:
2. 8" sewer main ends at this location. Extension of the sewer main will be to service new lot.
3. 14" PI main, 8" culinary main in 1700 west.
4. 8" pi main with hydrant ends at property line on main street.

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:
5. Applicant will need to provide a survey/legal description for the portion of the property that will be amended and eventually subdivided off.

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON MARCH 27, 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.

Fisher General Plan Amendment

Aerial

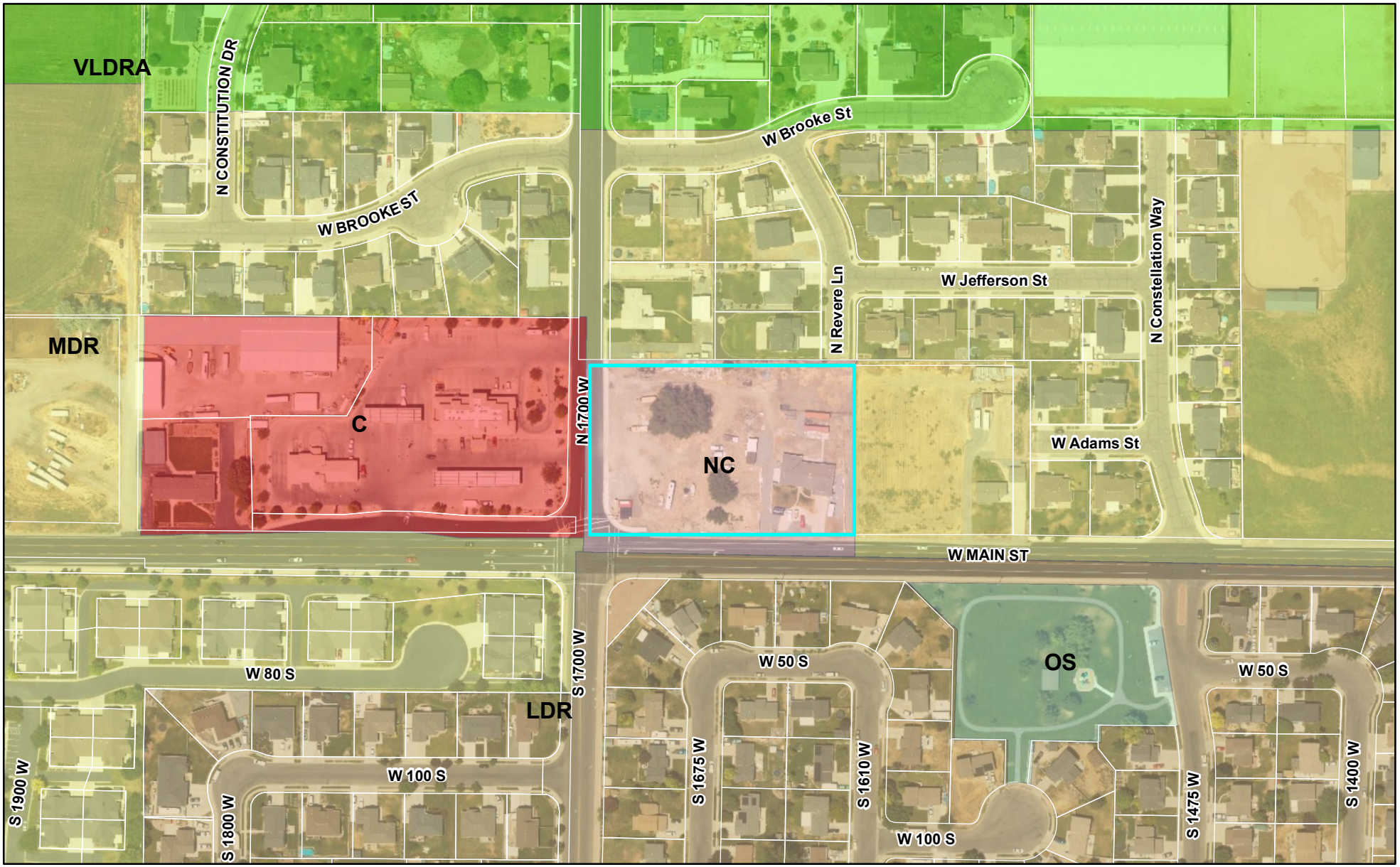


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LEHI CITY

Fisher General Plan Amendment

General Plan

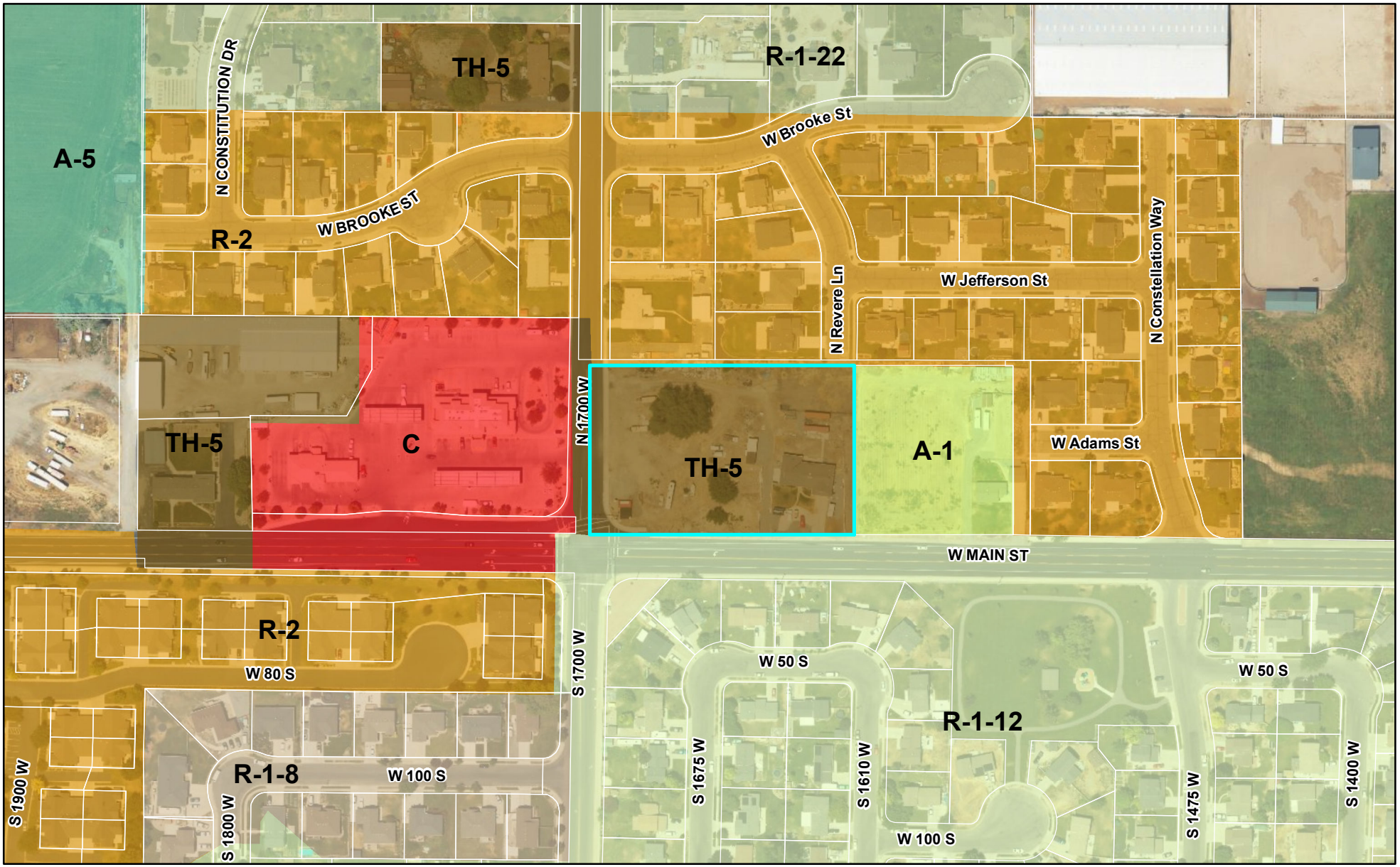


0 250 500 Feet

LEHI CITY

Fisher General Plan Amendment

Zoning



0 250 500 Feet

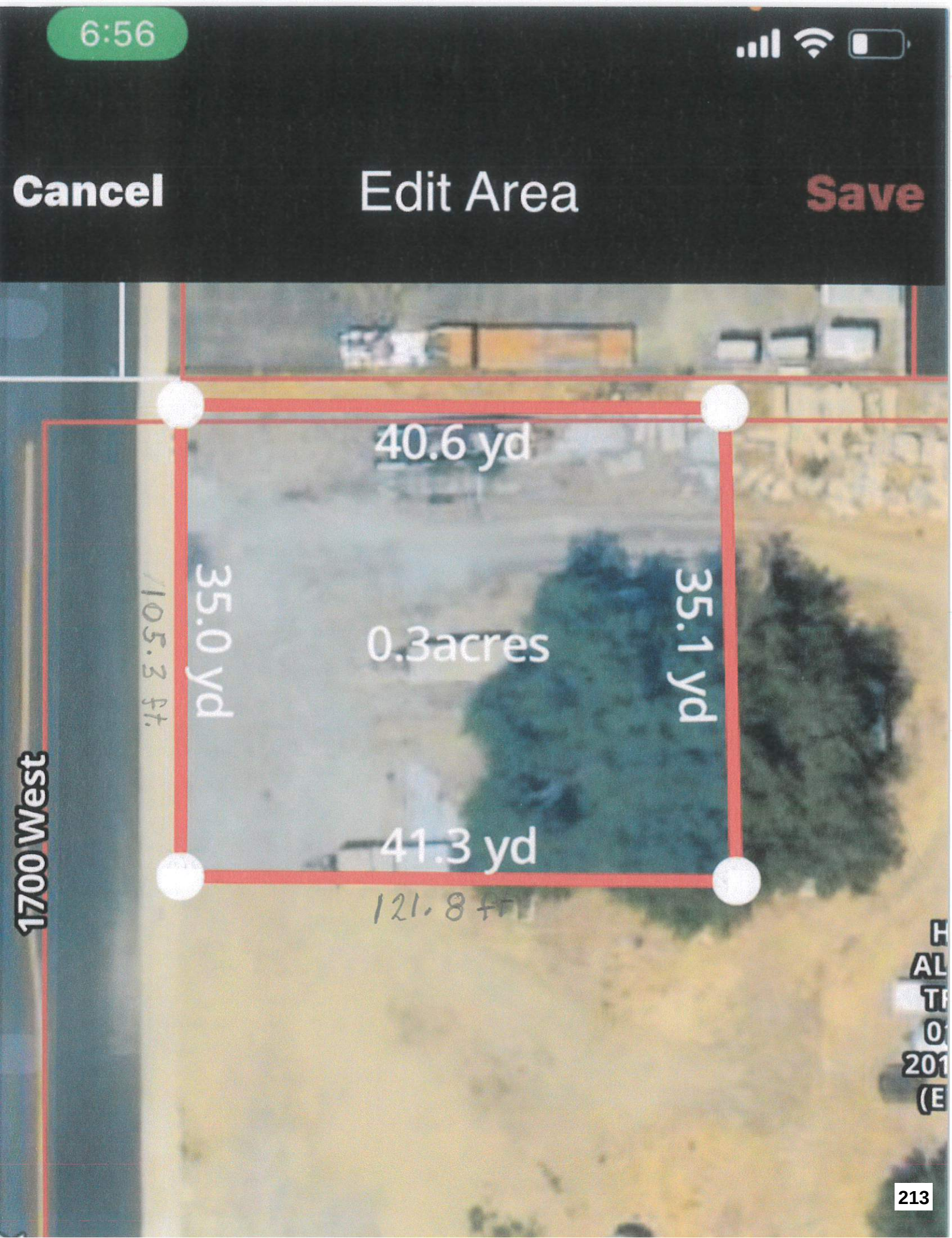
LEHI CITY

I am requesting a General Plan Amendment for the property located at 1680 W Main Street, Lehi, UT, to allow for the construction of a family home. This amendment aligns with the city's master plan. The proposed change will not impact the surrounding area, as it remains consistent with the existing land use. We are proposing to change .3 Acres from NC to MDR.

L


North 0150 West
West Main Street
© All EagleView Technology Corporation


6:53
ON X HUNT
ELITE
HANSEN, STEVEN & KRISTY
M & REBECCA
Weather
NORTH OPERTY LLC
LARSON, GERALD
ANDERSON JOSHUA N & RACHEL (ET AL)
1700 West
HRLS ALASKA TRUST 01-02-2014 THE (ET AL)
mapbox
Main St
Sat
2D
Hunt Map
Layers
BEAGLEY, ERIKA & GAVIN
Offline Maps
My Content
Tools
Trail Cameras
Tracker


6:56
Cancel
Edit Area
Save
40.6 yd
35.0 yd
35.1 yd
0.3acres
41.3 yd
105.3 ft.
121.8 ft
1700 West