

Minutes of the **Work Session** of the **Planning Commission Meeting** held Thursday, **March 6, 2025**, in the **Lehi City Hall** located at **153 North 100 East**.

Members Present: Gregory Jackson, Commission Chair
Brent Everett, Commission Vice Chair
Tyson Eyre, Commissioner
Nicole Kunze, Commissioner
Ken Roberts, Commission Alternate
Beau Jones, Commission Alternate

Members Absent: Emily Lockhart, Commissioner

Others Present: Kim Struthers, Community Development Director; Mike West, Planning Manager; Brittney Harris, Planner; Katie Bussell, Planner; Jacob Curtis, Planner; Luke Seegmiller, Traffic Engineer; Kate Morgan, Deputy City Recorder.

Regular Work Session, 5:30 p.m.

1) Call to Order

Commission Chair Jackson welcomed everyone to the meeting.

2) North Lehi Station Area Plan Presentation and Discussion

Christie Richman presented the current North Lehi Station Area Plan.

The current plan covers both developed and undeveloped land. The undeveloped land has several different owners, and some of the existing plans for it include business offices and a freeway access point. It is in close proximity to the State Flight Park Recreation Area, Shadow Ridge Park, and existing trail infrastructure. One goal is to create a new gateway into Lehi City.

Feedback from analyzing the area and from community engagement events have resulted in the following project vision: to establish and maintain a unique hub of neighborly activity, easily accessed by people of all ages. Commissioner Eyre had concerns over focusing on small-scale neighborhood amenities when the ultimate goal is to encourage more people to use the area. Richman explained that the development will be a transition area between a regional hub and a transit supportive environment.

The preferred layout currently places mixed-use areas close to the station, with small lot single family homes or townhomes further away. Several plans for mixed-use blocks were presented, showcasing varying development intensity. The station will be a central hub connecting the

Village Green, the Village Center, and existing residential areas. The building plan places an emphasis on sustainability and accessibility. Smaller blocks and narrower roads will assist in this. Firefighters will conduct their business from intersections, rather than from the wider roads present in other parts of the city. Commissioner Everett asked if narrow streets would prevent snow removal. Richman was uncertain, as she doesn't know the size of the city's equipment but said that the streets should still accommodate plows. Mike West stated that the streets would likely be private, and thus not the city's responsibility to plow.

Commissioner Everett asked about potential integration into Thanksgiving Point and the silicon slopes. Richman explained that the goal of this area is not to create competition, but to create an interim space for people working in those places. Commissioner Everett clarified that he is worried about creating an island, and asked if planning was going to review the general plan to put more connections in. Richman and the Planning Department explained that the rail itself is going to connect to The Point. It will also connect to the Draper frontrunner station.

There will be a public hearing for the plan at the next Planning Commission meeting (March 13), and it will then proceed to the City Council.

The commission took a brief recess for refreshments at approximately 6:20.

3) Hospital/2100 North Station Area Plan Presentation and Discussion

The commission reconvened at approximately 6:30.

Jordan Swayne presented the area plan, with assistance from Ray Whitchurch and Jonathan Young.

HB462, which passed last year, requires cities to create plans for a half mile radius around any light rail stations, and a quarter mile from any BRT (bus rapid transit) stations. The four goals of the legislation are to (1) create affordable housing around transit stations, (2) encourage environmentally sustainable infrastructure, (3) provide access to opportunities, especially places to live, work, and play, and (4) find ways to enhance a multimodal operation of streets.

The combined area plan encapsulates two stations, South Triumph Station, located at the hospital, and the 2100 station. South Triumph Station is about seven years out, with the development of the second station being further out. 2100 will be connected to Provo, potentially by a BRT line. UTA is considering a shuttle that would connect South Triumph Station to the Lehi Frontrunner station. The gap between the two stations is still being discussed by UDOT/UTA.

Commissioner Eyre asked how the removal of parking space for the area plan would be addressed, as the Young Living Campus is a central part of the plan, and currently requires a lot of parking. Swayne explained that much of the surface parking would be consolidated into parking structures. He is also hopeful that societal shifts towards remote workability will be utilized by companies in order to regulate the number of cars in an area at any given time. He explained that the development will be market-driven, as no part of the plan is dependent on the other, aside from the train stations.

Commissioner Everett shared concerns about the tensions between walkability and maintaining traffic flow. Luke Seegmiller said that 1200 West will need to remain an arterial road. Swayne doesn't think it will affect the plan too much. Aerial pedestrian bridges have been suggested as a solution, in addition to the two planned places for pedestrians to cross. Commissioner Everett was still worried about isolating the northern half of the development from the southern half of the development, as they will be separated by five lanes of traffic.

The majority of the planned streets will be residential style with 25 mph speed limits. Other streets are designed to give a 'village' style look with more amenities and green space. There will be dedicated bus lanes to South Triumph Station. Additionally, the development features a disentangled multi-use path that is separated from streets, but still connected to different areas in the community in order to provide a safer non-car transportation experience.

The plan is divided into seven different planning districts. The two closest to the stations will be oriented around the stations to emphasize and encourage public transit. Other districts include a health and wellness shopping district, an innovation district for startups and rental spaces for businesses, a commercial corridor district that will carry groceries and other essential goods, and two transit supportive districts.

Commissioner Everett is concerned about the east side of Lehi which will remain unwalkable. Jordan Swayne clarified that the area plan is not designed to take larger connections into consideration. The commission acknowledged this but thinks that the larger connections are important to consider anyway. Commissioner Jackson explained that it is much harder to rearrange infrastructure once it's been put in. Ray Whithouse suggests planning and maintaining corridors so that infrastructure won't have to be upset to build more connecting rails. Commissioner Jackson also shares his opinion that the only way to improve public transit usage economically is to make public transit just as easy as driving.

There isn't much room for residential housing north of 1200 W, so the majority of the development will be commercial and retail. There will be some mixed-use and low density housing south of 1200 W. Open spaces will be integrated into the designs of the districts, with the areas near the hospital being more plaza-like, and those in the commercial districts having outdoor seating for eating.

Commissioner Eyre asked if the South Triumph Station would allow a track crossing. Mike West explained that it's vital to have a track crossing there to enable access. Luke Seegmiller asked about the timeline of the development. Swayne said there is no current deadline, but that the estimate is seven years. Various factors like the construction of The Point and the Olympics may accelerate construction.

This item will come before planning commission at the second meeting in March. There will be more information about implementation at that time.

4) Adjournment

With no further business to come before the Planning Commission at this time, Commissioner Eyre moved to adjourn the meeting. Commissioner Roberts seconded the motion. The motion passed unanimously. The meeting adjourned at approximately 7:50 p.m.

Approved: March 27, 2025

Attest:

Commissioner Greg Jackson
Commission Chair

Kate Morgan, Deputy City Recorder