

NORTH LEHI STATION AREA PLAN

GSBS
CONSULTING



EST 1852
LEHI CITY



This handbook and the related maps represent alternative land use options for the North Lehi Station Area (Formerly known as the Lehi Vistas Station Area).

The common principles below are considered across all concepts, and seek to establish a baseline for the shared elements and vision in each alternative concept. Alternative Concepts 1-3 represent various strategies to implement the common principles.

Please respond to the online survey to give us your feedback at: lehivistasstationarea.org

All Concepts

Common Principles

Transportation

Common amongst all alternative concepts is the prospect of a future Bus Rapid Transit (BRT) or Light Rail Transit (LRT) station, connecting the area directly to the regional transportation network. In addition, a planned interchange from I-15 will generate additional automobile traffic through the area. In anticipation of the implications that these two large-scale transportation projects will have on the look and functionality of the area, each concept alternative focuses on adequately accounting for the pedestrian and cyclist experience within the planning area. Key

elements include protected and buffered bike lanes throughout, pedestrian-primary dedicated corridors, and street networks that minimize the impacts of the site's elevation change.

Economic Development

Considering the predicted influx of automobile traffic associated with a new freeway interchange, development along the planned I-15 interchange is naturally conducive to automobile-oriented commercial uses such as gas stations, drive-throughs, and car washes. Each alternative calls for





the double frontage of commercial uses near the planned interchange to accommodate overlapping travel modes navigating within the same spaces. In the “core” of the developable area, neighborhood-focused commercial uses are intended to support a sense of community. Commercial amenities in these areas are envisioned as smaller scale and in immediate proximity to residential concentrations, whether laid out in the form of ground floor retail or an alternative format. Square footage calculation estimates utilize an assumed floor-to-area ratio (FAR) of 0.25 and one floor in height to establish a baseline understanding of the potential availability of commercial retail space.

Housing

To reach the maximum allowed density of 1,060 Equivalent Residential Units (ERUs) per city code, a mix of housing types beyond single-family homes is necessary. Each concept alternative similarly situates the potential housing types with a gradual increase in building intensity and residential density. The highest levels of residential density and building intensity

occur nearest to the station platform itself and decrease when navigating west towards the interstate. In each concept, larger multi-family apartment structures are situated nearest to the platform with duplexes, townhomes, garden apartments, or other smaller multi-family structures dispersed throughout the remaining area.

Open Space

The amount of total open space available within the area is dependent upon the collective density of residential and commercial uses provided throughout. Each alternative strategically positions neighborhood pocket parks or open space buffers among commercial and residential uses providing clear transitions between varying land uses. At the geographic core of each concept, a communal plaza or publicly accessible open space is included to establish a centralized location for social interaction to occur. Key connections to the existing trail network are shown in each concept.

Concept A

Active Transportation Focused

This focuses neighborhood activity on a series of publicly accessible open spaces oriented toward the proposed station platform. These spaces are supported by various housing typologies and small-scale neighborhood commercial areas within the developable core. A strong emphasis is placed on providing ample open space access and accounting for small-scale commercial uses most relevant to future residents. The concept's layout provides open space corridors intertwined within residential concentrations and areas identified for neighborhood commercial.

Transportation And Street Network

Adequate pedestrian and cyclist access to key destinations within and immediately outside of the area is integral to this concept. Providing an interconnected open space and trail network for residents and visitors enables easy access for all user groups. A non-linear street network aims to mitigate the changes in slope across the site.

Commercial

Commercial development is shown at two primary locations within the area. Approximately 35,000 square feet of commercial space near the center of the multi-family development area will contribute to an atmosphere of pedestrian activity supported by residents, visitors, and transit riders. These 35,000 square feet of neighborhood commercial amenities are intended to be hyper-local and easily accessible from residential units via pedestrian-primary pathways, expanded bike facilities, and connections to the existing trail network. Near the proposed interchange, commercial activity is likely to consist of a supermarket or other anchor use that can be supplemented by smaller-scale convenience amenities tailored to the needs of residents in the broader area. An estimated 116,631 square feet of retail is provided for in this area along Digital Drive and the proposed interchange. This total square footage figure can increase with additional floor height.

Residential

Concept A situates the residential composition with a gradual decrease in building intensity and residential density with larger multi-family structures nearest the station platform and lower-density housing types throughout. Multi-family apartment structures are

situated nearest to the platform and the remaining area is comprised of townhomes, garden apartments, and small lot units dispersed throughout the remaining area.

Low-Medium Density: Yellow

At the core, roughly 400 housing units over 18 net acres are accounted for with a mix of townhomes, duplexes, garden apartments, and small lot units. These residential configurations limit vehicle access to only where it is most necessary such as in the rear of housing units and emergency service considerations. Pedestrian-primary routes provide residents easy access to an open space network that also serves as a connector to key station area locations.

Medium-High Density: Orange

















The placement of traditional multi-family apartment structures nearest to the station platform can provide up to an additional 660 units across the ~4.75 acres while remaining within the maximum allowed density. This residential area portion is envisioned as a collection of 3-6 story multi-family structures. These structures may range from smaller configurations of 35 units in a complex to larger ones over 120 units each.

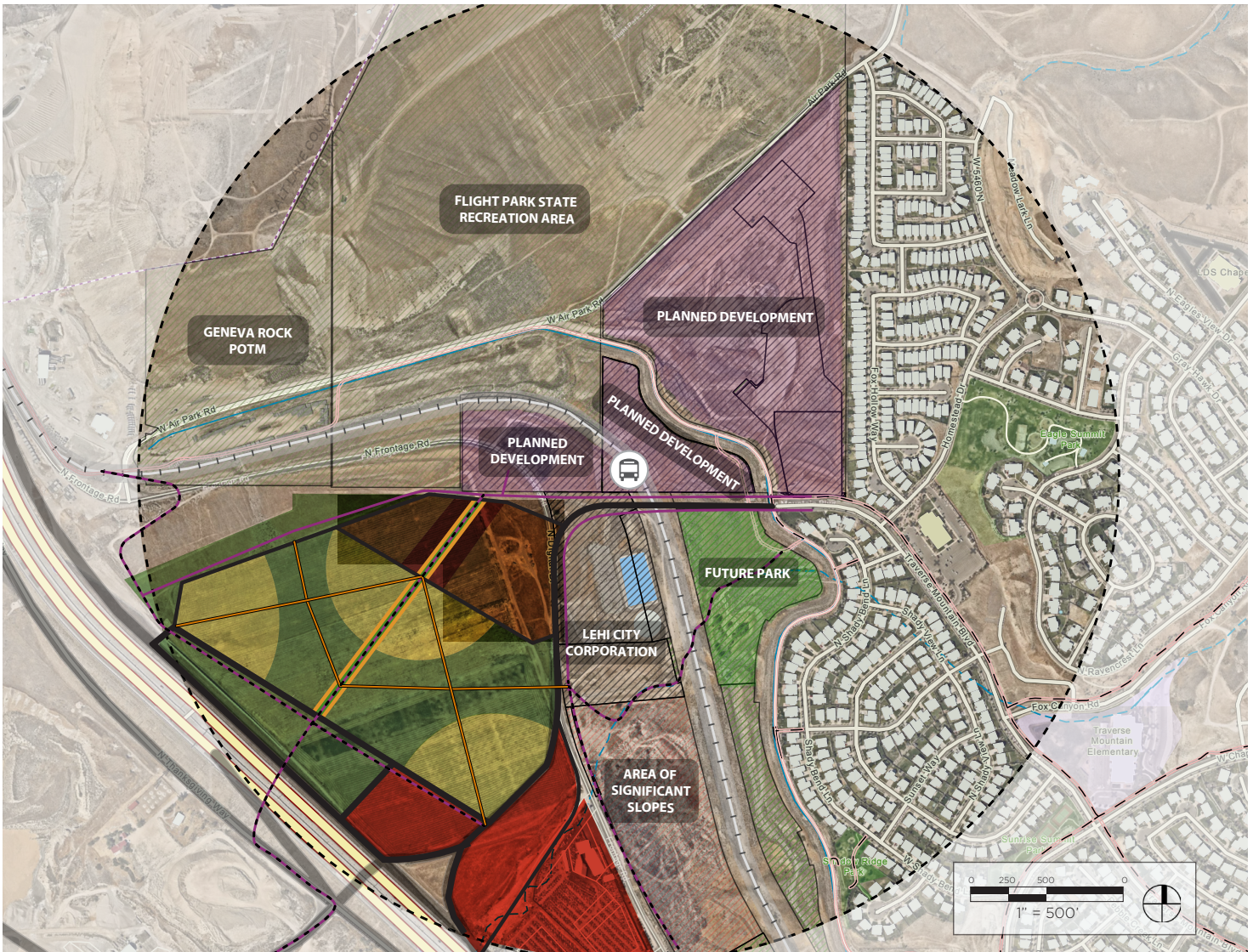
Open Space

Open space converges in the center providing transition spaces between the various residential concentrations. These spaces are a shared amenity among residents and provide connection to the existing trail network and key station area destinations. The open space amenities within may resemble pocket parks, plaza spaces, or another publicly accessible community space that can provide future residents with desirable social and recreational opportunities. A key trail connection is shown from the future city-owned park directly to the open space network.



LEGEND

	1/2-MILE BOUNDARY		TRANSIT CORRIDOR		TRANSIT STATION <i>Proposed</i>
LAND USE FUTURE		BIKE FACILITIES EXISTING		FUTURE FACILITIES	
	COMMERCIAL		BIKE FACILITY		BIKE FACILITY
	RESIDENTIAL - COMMERCIAL		SHARED USE BIKE PATH		SHARED USE BIKE PATH
	RESIDENTIAL - MULTI				
	RESIDENTIAL		1-15 INTERCHANGE		PEDESTRIAN-PRIMARY STREET
	GREEN/OPEN SPACE/PARK		ROAD		
	EXCLUSIONARY USE				



Concept B

Neighborhood Main Street

This reimagines the traditional, neighborhood-scale, main street-based grid and relies on this form to radiate outward from the core of the basin. Approximately 200 x 200-foot blocks assist in producing a pedestrian-friendly, human-scaled neighborhood with a collection of highly visible and valuable corner lots. A strong emphasis is placed on providing a centralized community gathering space complemented by a variety of neighborhood services and anchored by surrounding residential of various types.

Transportation And Street Network

Establishing a small block structure in this location eases the pedestrian experience by avoiding the monotony of large blocks and winding pathways in a sloped environment. This concept prioritizes direct access to the station platform for residents. A multi-modal roadway bisects this core area, connecting residents, and/or transit riders to essential neighborhood services and public open space. At the core, approximately half of the streets are designated as “pedestrian-primary,” meaning that vehicle access is extremely limited at most times or prohibited altogether.

Commercial

Commercial development is shown at the core of the site with store frontages facing and bordering a centralized community plaza square or park. Roughly 65,340 square feet of neighborhood-focused commercial and public open spaces are shown at the core, providing a framework for naturalized gathering spaces to take shape and stimulate a sense of community. To remain in alignment with the transit-oriented development intention of this area, the inclusion of double store frontages complete with pedestrian and cyclist access points throughout is important. Near the proposed interchange, at least 116,631 square feet of commercial space is envisioned to consist of a primary anchor use such as a supermarket or larger retailer and complemented by smaller convenience-oriented uses.

Residential

As is the case in alternatives A & C, residential density decreases when moving away from the station platform towards the highway. A small-scale grid system of approximately 200 x 200 feet blocks provides the basis for residents to comfortably walk or cycle to where they need

to go. The grid network shown provides ample flexibility and enables various combinations of compatible housing types to be configured in the same block.

Low-Medium Density: Yellow

At close to 1 acre per block, this concept’s configuration can accommodate a combination of townhomes, traditional apartments, garden apartments, and small lot single-family homes. 18 townhomes can be accommodated in one block compared to 6 small-lot single-family homes. The relative uniformity in block structure throughout provides consistency and a recognizable pattern for residential development to occur in. 400 housing units consisting of a combination of single-family homes, duplexes, garden apartments, and traditional apartments can be dispersed over the 18.5 acres in various compositions that enable a unique residential experience and mix of housing types.

Medium-High Density: Orange

















The land nearest to Digital Drive/Frontage Road and east of the low-medium density zone is identified as a collection of 3-6 story multi-family structures. Up to 660 units can be included in a combination of smaller complexes of 35 units to larger ones of 120 units each. The land area shown for these multi-family structures is approximately 5 acres.

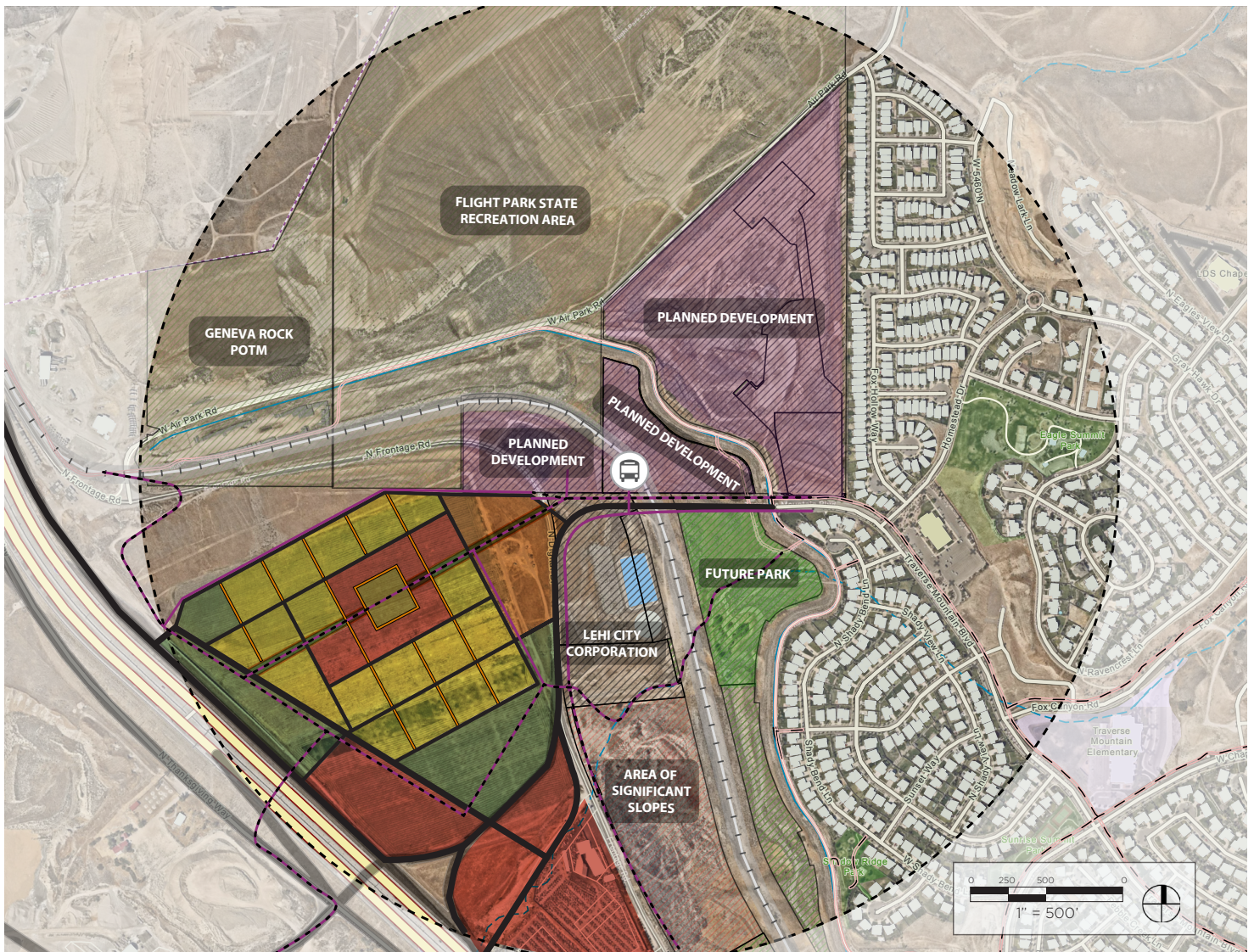
Open Space

A central community plaza space is shown near the center of the area supplying connections to the station area, commercial development, and other open space throughout. This space is intended to be programmable and community-focused, drawing in neighboring residents and providing collective ownership over a shared space. Within the residential blocks, additional opportunities exist to incorporate open space, pocket parks, and/or residential access points. This additional opportunity enables smaller and perhaps privately shared communal spaces among residents.



LEGEND

	1/2-MILE BOUNDARY		TRANSIT CORRIDOR		TRANSIT STATION <i>Proposed</i>
LAND USE FUTURE		BIKE FACILITIES EXISTING		FUTURE FACILITIES	
	COMMERCIAL		BIKE FACILITY		BIKE FACILITY
	RESIDENTIAL - COMMERCIAL		SHARED USE BIKE PATH		SHARED USE BIKE PATH
	RESIDENTIAL - MULTI		1-15 INTERCHANGE		PEDESTRIAN-PRIMARY STREET
	RESIDENTIAL		ROAD		
	GREEN/OPEN SPACE/PARK				
	EXCLUSIONARY USE				



Concept C

Hybrid Grid

This blends aspects of concepts A and B. Much of the street network embodies a traditional grid format while other portions “contort” to provide a cohesive transition from the existing Frontage Road into the core of the area. This format is oriented around a central community open space and incorporates neighborhood-supportive business uses that in combination, establish a central point for activity in the area. This concept allows for flexibility among land uses to be shifted or clustered in different ways to meet community members’ needs.

Transportation And Street Network

While this concept retains much of the traditional block grid pattern, it allows for variations in block shapes and sizes, providing for an interesting and efficient pedestrian and cyclist navigation experience. In this concept, residents have ample access to pedestrian/cyclist-friendly pathways guiding them to the station platform, neighborhood businesses, or other residences.

Commercial

The grid network in this concept enables a unique layout for commercial development and store frontages. Roughly 75,000 square feet of neighborhood-focused commercial amenities at the core community plaza and open space network. The centralized location and convergence of residents, visitors, and transit riders establish a natural gathering place for community interaction and specifically programmed events to occur. At least an additional 116,631.5 square feet of commercial is shown near the proposed interchange with more possible provided additional floor height.

Residential

Consistent with concepts A & B, option C accounts for a mix of housing types distributed throughout the area. The orange region nearest to the station is identified as most appropriate for a higher-density multi-family product. The yellow regions represent lower-density housing products such as townhomes, single-family houses, and garden apartments.

Low-Medium Density: Yellow

Variation in block shape and size provides flexibility for how different residential typologies can be configured. The standard 200 x 200-foot block in this configuration can accommodate 18 townhomes or 6 small single-family homes. On the larger and irregularly shaped blocks, a wider range of housing types can coexist in a manner that establishes a complete neighborhood feel. In total, 400 units are provided over 15 acres of this residential portion.

Medium-High Density: Orange

















Nearest to the station platform’s entry, three 4-6 story multi-family structures are included. In addition to the 400 units of less dense residential development, up to 660 units can be included within these multi-family structures. Clustering residential density here enables a higher occurrence of open space and lower density housing concentrations throughout the remaining area.

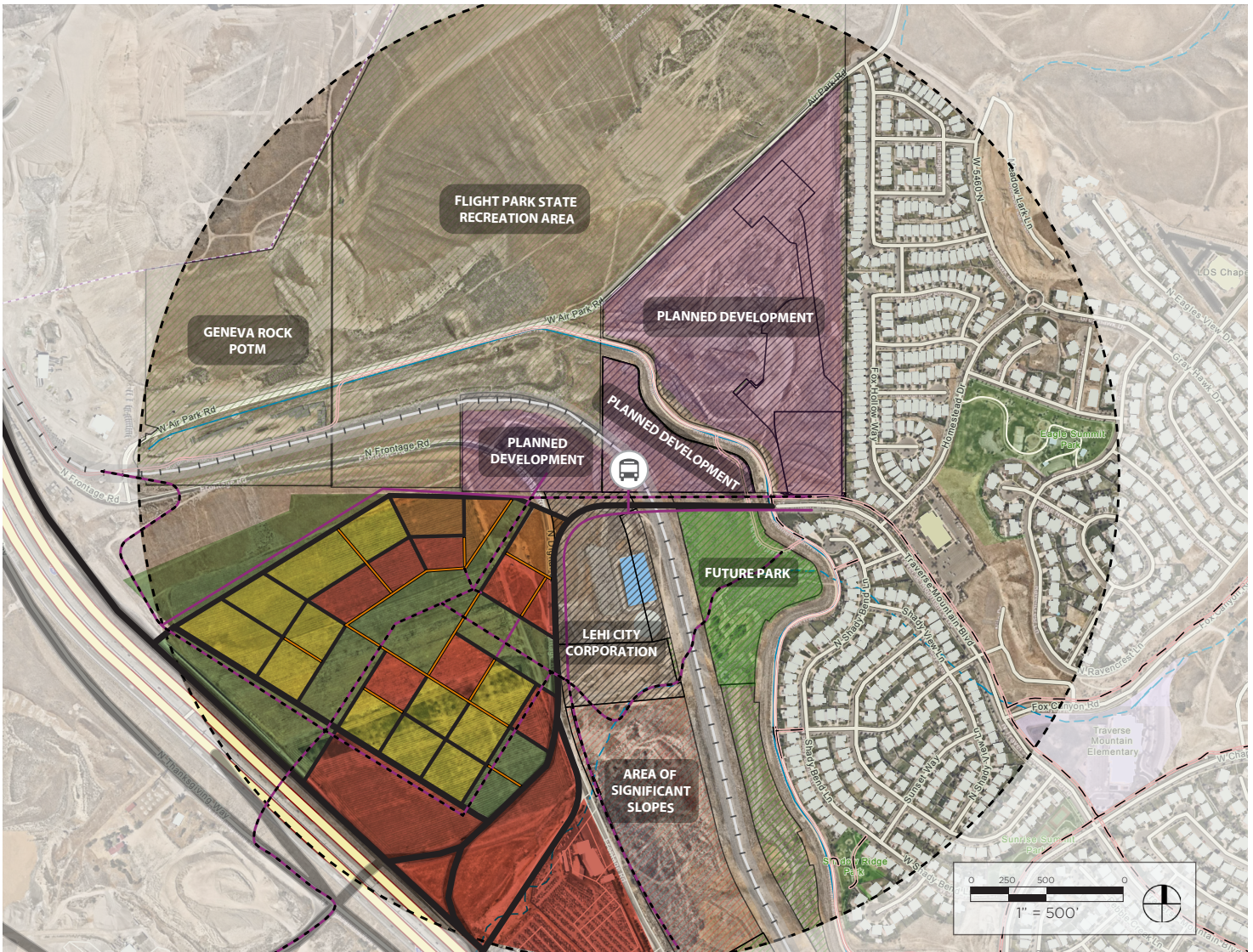
Open Space

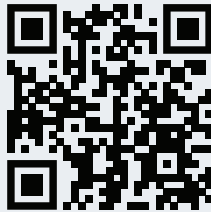
Circulation of open space network supplies ample connections to existing and future trails and pathways. In this concept, open space is intended to be highly accessible providing a safe, comfortable, and desirable experience for pedestrians and cyclists in reaching the transit station or a neighborhood commercial area.



LEGEND

	1/2-MILE BOUNDARY		COMMERCIAL		BIKE FACILITY
	TRANSIT CORRIDOR		RESIDENTIAL - COMMERCIAL		SHARED USE BIKE PATH
	TRANSIT STATION <i>Proposed</i>		RESIDENTIAL - MULTI		BIKE FACILITY
			RESIDENTIAL		SHARED USE BIKE PATH
			GREEN/OPEN SPACE/PARK		1-15 INTERCHANGE
			EXCLUSIONARY USE		PEDESTRIAN-PRIMARY STREET
					ROAD





Visit www.lehivistasstationarea.org for a survey and for more info.

