

3

DOWNTOWN LEHI REVITALIZATION PLAN

Appendices

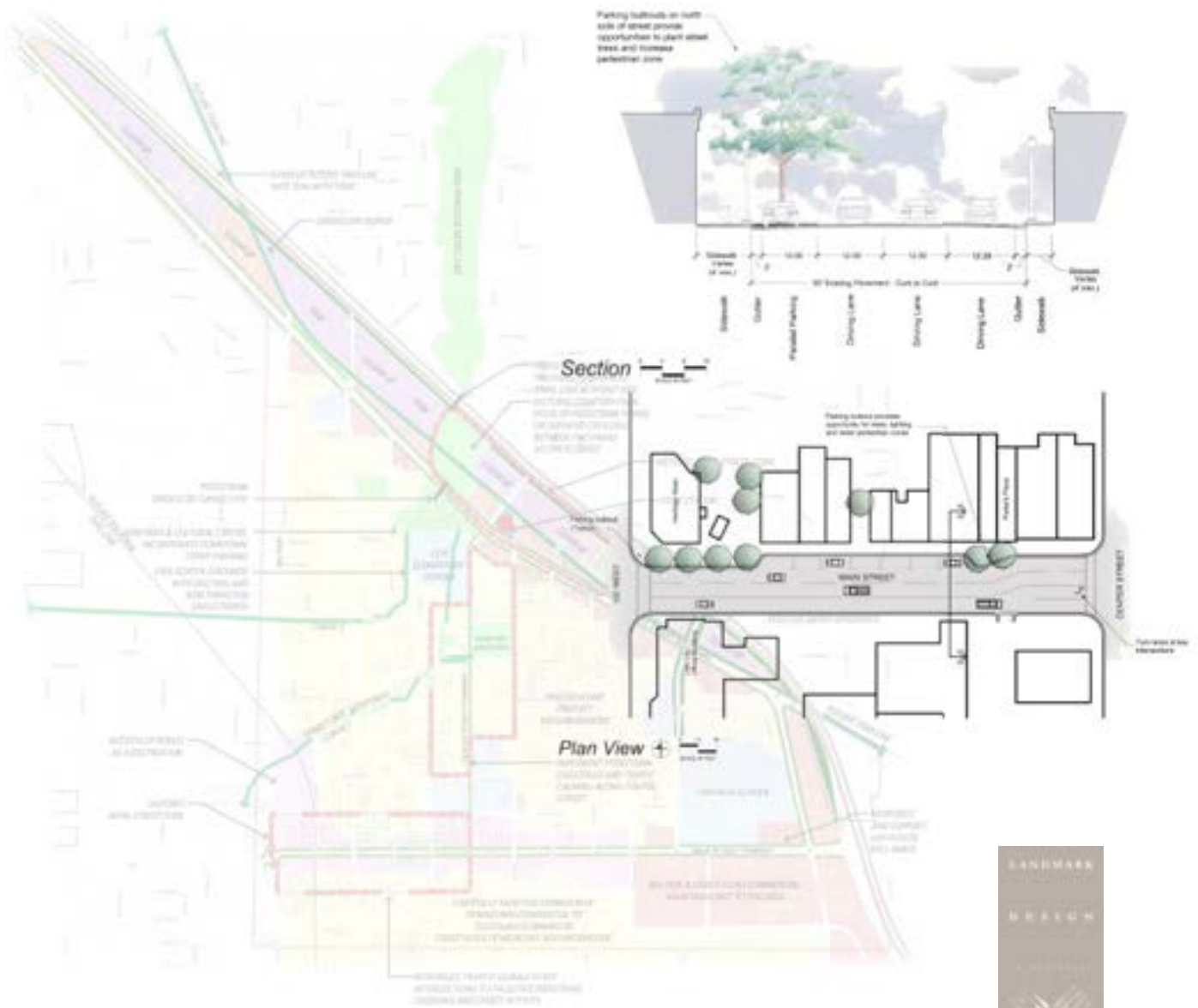


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Appendix A: Planning and Design Process

1) *Public Input*

Staff Review and Oversight

Several on-site meetings were held with City staff throughout the planning process, providing invaluable insight and access to detailed local knowledge and planning direction. These began with a kickoff meeting to visit the site and become better familiarized with key issues, and concluded with a series of walking tours and detailed work sessions.

Advisory Committee

The Landmark Design Team worked closely with the Advisory Committee, which provided advice and direction for our efforts. The 22-person group provided guidance and direction at four stages in the process, as detailed in Appendix B.

The first meeting was conducted as a "scoping" session, where findings of the Preliminary Analyses were presented, planning issues, goals and objectives identified; and preliminary design directions established. As detailed in Appendix C, a Visual Preference Survey was conducted at this time to help identify a desired image for Downtown Lehi.

Public Open House Meetings

A Public Open House meeting was held in June 2006 to review Alternative Planning and Design ideas. A second open house was held in September 2006 to review the Draft Lehi Downtown Revitalization Plan. The Open House format allows interested parties to participate in a non-threatening, informal setting where they have one-on-one access to Design Team and Advisory Committee members. All input was documented, summarized and analyzed as part of the design refinement process (see Appendix B for details).

2) *Existing Information and Preliminary Analysis*

Relevant existing conditions were documented and analyzed during the early stages of the process. Some of the key areas investigated follow:

- Downtown physical factors, including land use, urban design characteristics, historic character, building conditions, site conditions, neighborhood impacts, etc.;
- Existing historic inventory documents and reports;
- Demographic profiles of market area;
- Cost implications of moving the rodeo grounds;
- Sales gap analysis □ leakage analysis of potential retail development in downtown;
- Review of downtown business inventory, vacant spaces, potential for future development;
- Parking conditions, both on and off-street;
- Traffic conditions, through traffic and in-town traffic, access to businesses, etc.;
- Roadways and streets serving downtown and adjacent neighborhoods;
- General business park conditions, including land use, traffic, etc.; and
- Business park absorption estimates, acreage required, supportable square footage, etc.

3) *Alternative Plan Development*

Early in the planning process it became clear that finding a workable, realistic traffic solution for Main Street was critical for the success of the plan. Eight preliminary traffic solutions were developed, each illustrating a distinct approach (see Appendix D for details). Input by

members of the Advisory Committee and city staff helped to reduce the number of alternatives to three, all of which focused on a Main Street solution tied to regional traffic improvements.

4) Preferred Alternative Revitalization Plan

The three alternatives were presented to the public at Open House Meeting #1, and later to the Advisory Committee, resulting in a Preferred Downtown Revitalization Plan with corresponding traffic, economic and urban design concepts. For the Business Park component of the study, a preferred site was identified. Likewise, potential sites for re-locating the Lehi Roundup Rodeo site were developed.

5) Draft Revitalization Plan and Preliminary Design Guidelines

The ideas and concepts contained in the Preferred Alternative revitalization Plan were refined and fleshed out, architectural and site guidelines developed, and implementation tools identified, resulting in the Draft Downtown Lehi Revitalization Plan. These were presented for public comment and review at Open House #2.

6) Final Revitalization Plan and Design Guidelines

A joint meeting with members of the Lehi City Planning Commission and City Council took place in September 2006 following Public Open House #2. The purpose of the meeting was to bring both bodies up to speed regarding the Draft Plan, to provide a summary of public input received, and to receive advice and input prior to the formulation of a Final Plan. A summary of meeting notes will be documented and prepared as an Appendix to the Final Plan, once adopted.

7) Final Revitalization Plan and Design Guidelines

Once the public input was documented and analyzed, modifications were made and members of the Planning Commission and City Council were again briefed on the changes

A senior member of Landmark Design will later make presentations to the Planning Commission and City Council as part of the Adoption Process. Once modifications to the plan have been agreed upon, the Landmark Design Team will incorporate changes and finalize the Adopted Plan document.

Appendix B: Advisory Committee and Other Meetings

LEHI PLANNING STAFF MEETINGS

The input of Lehi City staff was a critical component of the planning process. Although input was received informally throughout the process, four formal meetings were held at the following points of the study:

- 1) ***Kickoff Meeting with Planning Staff***
- 2) ***Meeting with Planning Staff #2: Preferred Alternative Review***
- 3) ***Meeting with Planning Staff #3: Draft Plan Review***
- 4) ***Meeting with Planning Staff #4: Draft Plan Review***

The following is a list of key members of Lehi City Staff who provided input and direction as the plan was developed:

- Dianna Webb Planning Director
- Kim Struthers Planner III
- Frankie Christofferson Planner II
- Christie Hutchings Planner II

LEHI DOWNTOWN REVITALIZATION COMMITTEE

The Lehi Downtown Revitalization Advisory Committee was established at the beginning of the planning process to provide guidance to the Planning Team. The committee was set up to represent a wide variety of stakeholders, including area residents, business operators, landowners, city staff, planning commission and city council, Lehi Historical Society, Lehi Chamber of Commerce, and others. The members of the committee follow:

- | | |
|-----------------------------|---|
| 1) Steve Roll | Planning Commission Chair & Chamber of Commerce |
| 2) Janys Hutchings | Planning Commission & downtown business owner |
| 3) Ron Smith | Planning Commission & Sons of Utah Pioneers |
| 4) Kerry Swartz (alternate) | Planning Commission Vice-Chair |
| 5) Joe Shelton | Downtown Citizen (previous councilman) |
| 6) Kent Peterson | Downtown Citizen |
| 7) Robert Fox | Downtown Citizen (previous councilman) |
| 8) Jenica Barber | Downtown Citizen |
| 9) Heather Miller | Chamber of Commerce President |
| 10) Chris Jones | Chamber of Commerce |
| 11) Jenefer Muse | Citizen |
| 12) Richard VanWagoner | Lehi Historical Society |
| 13) Donna Barnes | Alpine School District Board Member |
| 14) Ryan Hales | Transportation Engineer |
| 15) Karl Zimmerman | Downtown Citizen (previous police chief) |
| 16) Rick Norman | Lehi Bank President |
| 17) Dave Klock | Local Land Developer |
| 18) Mark Wilson | Local Architect |
| 19) Steve Smith | Arts Committee Representative |
| 20) Beth Chynoweth | Citizen |
| 21) Birgittah Holbrook | Downtown Citizen (previous commissioner) |
| 22) Erionda Bateman | Downtown Citizen |

The Lehi Downtown Revitalization Advisory Committee met on four occasions at key points in the planning process. The following is a list of the four meetings and the general topics addressed at each, which are followed by an agenda and summary notes for each meeting:

Advisory Committee Meeting 1: Wednesday, May 10, 2006
Lehi Downtown Revitalization and Business Park Study 7:00 PM

AGENDA

1. **Introductions**
2. **Review Project Goals and Objectives**
3. **Project Schedule/ Review of Existing Conditions Analysis**
 - a. Landmark Design
 - b. InterPlan Co.
 - c. Lewis, Young, Robertson and Burningham, Inc.
 - d. Brixen & Christopher Architects
4. **Project Communication: email/ Project Website**
<http://www.lidi-ut.com/projects/lehi.htm>
5. **Visual Preference Survey**
6. **Scoping Session**
7. **Other Items**

*In Attendance (signed in)*¹

Kim Struthers
 Kerry Schwartz
 Beth Chynoweth
 Jany's Hutchings
 Kent Peterson
 Richard Norman
 Howard H. Johnson
 Ron Smith
 Robert Fox
 Steven Smith
 Steve Roll
 Erionda Bateman
 Mark Vlastic (Landmark Design)
 Rachel Turk (Landmark Design)
 Andrea Olsen (InterPlan)
 Susie Becker (LYR&B)
 Jim Christopher (Brixen & Christopher Architects)
 Myron Richardson (Brixen & Christopher Architects)

NOTES

The meeting began with introductions of the Advisory Committee by Councilman Mark Johnson. Mark thanked those in attendance for agreeing to serve on the committee. Mark then introduced Mark Vlastic of Landmark Design, planning team leader responsible for plan production, land

¹ Not all committee members and others who attended the meeting signed in. Approximately 20 committee members were in attendance. Please see website for complete list of Advisory Committee membership.

use and urban design. Mr. Vlasic introduced the rest of the Landmark Design Planning Team members in attendance, and explained what they will be working on:

- Rachel Turk of Landmark Design
- Andrea Olsen of InterPlan Co. (Transportation and Traffic Consultants)
- Susie Becker of Lewis, Young, Robertson & Burnham (Market and Economic Consultants)
- Jim Christopher and Myron Richardson of Brixen & Architects (Architects and Historic Guidelines)

Mark Vlasic then reviewed the scope of work of the project, explaining that the team will be looking primarily at the downtown area of Lehi, which extends approximately from 500 West to 1-15, and from 200 South to State Street. One advisory committee member noted that he believes the planning area is too small, and should include areas further to the west and south. Mark Johnson, while acknowledging that downtown means many different things to each individual, explained that the Landmark Design Planning Team had been asked to look at defined study area in order to focus their efforts and address the traffic problems that are occurring in the area. In addition to downtown Lehi, the Planning Team will also be assessing potential Business Park locations and ideas, focusing primarily on the area between 1-15 and State Street from Main Street northward.

Each of the Planning Team members then provided a brief summary of what they have discovered. Mr. Vlasic began by explaining that they have been working on establishing an accurate base map for the area, including mapping individual buildings, and significant conditions such as approximate age, condition and height of buildings. Vegetation has also been mapped from an existing aerial photo.

Mark also reviewed some preliminary analysis work that had been undertaken, including an analysis of downtown sub-districts and conditions. He then reviewed a map of potential business park sites, noting that there appear to be few potential sites beyond the narrow strip of land between State Street and I-15, and even that site is challenging, due to its narrow configuration and the presence of numerous buildings, which may require substantial urban renewal style renovations to be effective.

Andrea Olsen noted that traffic on Main Street is indeed heavy and difficult. She began by explaining that the traffic on Main Street is twice as heavy as that on Center Street in Downtown Provo (twice the traffic on half the capacity). She also noted that heavy traffic is a relatively recent phenomenon, which is a direct result of growth to the west in Eagle Mountain and Saratoga Springs. Since these communities are not yet at capacity, traffic is likely to increase.

The Mountainland Association of Counties (MAG) and UDOT are aware of the problems, and have several projects in their sights, which are intended to help relieve east-west traffic movements, and potentially reduce traffic impacts on Main Street. InterPlan will be incorporating regional traffic solutions with specific solutions within the study area in order to come up with long and short-term traffic options for consideration and review.

Jim Christopher explained that he and Myron have been visiting the site and reviewing reports and literature to get up to speed. Jim reiterated his belief that Downtown Lehi is a gem, and that it can be preserved in line with solving traffic and similar issues that have emerged in recent years. Mr. Christopher noted that the situation in Lehi is not necessarily unique, and counseled the advisory members to not act rashly, since the area has many positive features upon which

to build a better downtown area. He noted that the housing stock in the area likely represents a fair proportion of the affordable housing in the community, and that here is a real "sense of place" that makes the area unique and special.

Susie Becker began by reviewing the Business Park idea for the strip of land between State Street and I-15, noting that the area contains approximately \$25,000,000 in real property. If an "urban renewal" approach is to be considered, the cost for assembling this land together with the social cost needs to be taken seriously into consideration, since funding will be difficult and public acceptance is likely to be difficult. Regarding Downtown Lehi, Ms. Becker began by comparing the area to many of the older downtown areas she has worked with as part of her work as a consultant with the State of Utah Main Street Program. She noted that there is a real core of activity along Main Street, which she believes can serve as a focal point for the creation of a unique district. She then reviewed some of the data she has been assembling, including an analysis map of existing lots, businesses and land uses along Main Street.

At the conclusion of Ms. Becker's preview, Mark Vlastic noted that a web site will be set up for the project, and that communication with committee members will take place primarily via email and through the web site. Notes, maps and plan drafts will be posted on the web for review as the project commences.

Following the presentation of existing conditions and preliminary analysis, a visual preference study was carried out. Images were presented to members of the Advisory Committee, who were asked to rank them as they applied to Downtown Lehi. At the conclusion of the images, some members expressed their concern that the images were overly urban and may not apply to downtown Lehi. It was noted that this is likely to be verified once the study results have been tallied and analyzed. Mr. Vlastic noted that while the specific images may or may not represent what the group envisioned for the area, they will help the Planning Team to help determine in general terms the type of place that Downtown Lehi should be. He noted that the results of the study would be posted on the website by early June.

The meeting was concluded with a Scoping Session. Advisory Committee members were broken into two smaller groups, with members of the Planning Team assisting in facilitating a discussion of key issues, the results of which follow:

Scoping Group 1 (facilitated by Susie, Andrea and Jim)

- Realistic approach to Downtown needs to drive the study
- Taking traffic off road needs to be considered
- State Street v. Main Street is important (business park v. retail)
- Economic sustainability □ downtown is not like Orem development, which came for incentives
- Need trees, open space, landscaping
- Provo Center Street is good design and can serve as a positive model
- There is potential to widen Main Street on the north side
- Two 1-way couplets should be considered: 300 North westbound; 200 South eastbound
- Consistency in architectural design standards is important to maintain and enhance the character of the area
- Grants and incentive funds are currently available to DT businesses
- Parking off Main Street should be considered
- Parking structure □ is it possible or feasible?

- Structural problems with some DT buildings will make moving, altering or enhancing difficult if not impossible. It may be most economical to tear down some marginally-structural structure
- Water feature is desirable □ should be walkable and developed as part of a green space corridor with a trail □ this would open up the area from State Street to Main Street
- Water features add greatly to an area
- 1000 South and 2100 North as possible corridors; need to determine what the traffic numbers will be on Main Street, then determine the volume on alternate routes
- Main St. traffic counts could reach 40-60K by 2030 without any improvements; improvements on regional east-west routes could help hold existing traffic levels static, though
- July 19 □ MAG workshop on traffic
- Where to put green corridor? Impacts on traffic?
- Capitalize on strengths: quaint, historic, pioneer town
- You can tell by the architecture that you are in Lehi □ it is unique
- Strengths include Rodeo and Pioneer Days
- 500 East - older homes, not kept up; Bank/landscaping = great improvements; opened up area
- High School = great commercial property
- Specialty stores needed, including restaurants
- Ambiance important to businesses
- Downtown Lehi must be unique, not a strip mall
- New (new cars) dealership on IHC property on NE side of I-15
- State Street corridor could support big box; no big box in DT
- Anchors □ Corena's Hutches; Haws Floral; Porter's Place; Pioneer Party; Colonial House
- Mixture of office/retail/residential uses
- State Street = business park/industrial
- DT = retail and ? (mixed use?)
- DT = more pedestrian friendly
- Wines Park = central point for celebrations; needs to be bigger
- Close off street near DT for farmer's market or other activities
- Jurisdictional transfer of SR73 from UDOT □ this is an idea for consideration
- Main Street should be twice as wide to include sidewalks, trees □ wider for amenities, not more traffic
- Parking structure could go in Legacy Center parking lot
- Jordan Commons parking is a good example (although Jordan Commons is a strictly commercial project with little soul)
- Legacy Center need more parking now; critical with special events
- Businesses on Main Street need more parking; many customers are from Saratoga and Eagle Mountain
- Backside of buildings are rundown; does not present a good image or entrance from parking
- Potential for one-way streets; keep pairs close together □ 100 S & Main, for example
- City should continue buying up old houses
- Housing issues are in some part zoning issues DT = R2, R3, many rentals, not kept up
- New infill of homes are a good sign and should be encouraged
- Need to address residential in DT
- 100 East improvements (planters) have □ completed □ the street
- Hopeful for TRAX

- Cultural needs need to be considered as planning commences
- City should pick up more properties by Legacy Center for parking
- Do we need a hotel? Specialty uses?
- Hotels □ B&B's; zoning must support
- Is B&B allowed in R3?
- Where to locate business park?
 - Thanksgiving Point
 - Don't like DT as a potential site. Wonder if State Street location is an attempt to improve the area. If so, does it need to be a complete business park, or should a renovation program be instituted to encourage the development of a better image and improved uses, even as seen from the adjacent freeway?
- Entertainment center (30-acre project) possible in Lehi

Scoping Group 2 (Mark, Rachel and Myron)

- Is Downtown area too focused? Isn't it actually broader?
- Traffic need to address first □ need to expand study area to address adequately, incorporate State Street
- Not enough context on the visual survey □ didn't think it encapsulated much of Lehi
- Don't take all of traffic off on Main Street □ keep streetside parking and rear entrances
- Looks inviting (not run down) □ traditional downtown look
- Lack of ability to stop
- Parking on Main is nearly impossible □ people are afraid to stop for fear of getting rear-ended
- People interested in parking garages (as long as not right on Main) □ should not be a noticeable element, but easy to access
- People don't shop on Main Street because they can't safely and conveniently stop
- Mixed use is a positive idea
- Inadequate utilities
- Better design standards are needed
- Rental units should be maintained
- State Street is not walkable or pedestrian-friendly
- Better traffic flow is necessary along Main and State Streets □ odd angles at intersections are unsafe and difficult to negotiate
- Good shops on Main Street should be maintained and encouraged
- Aesthetics need to be improved
- Connect to Main St.
- 2100 N □ look at for business park (Thanksgiving Point connection)
- More Restaurants!!!
- Kids can ride to store (on Main)
- Scale of community is good
- Sense of history is good
- Fell of community □ feels like home
- Needs more green space downtown
- Human scale needs to be maintained and enhanced
- Traffic feels rushed because of scale of road (traffic slows down)
- Need places to walk to
- Don't see businesses because focused on traffic
- Can't cross street
- Can High School be moved and the site used as a business park?

- Need amphitheater □ art
- Sidewalks □ continuous walkways that are connected and lead to key destinations
- Informal amphitheater □ grass and stage; dome for winter
- Uses: professional offices, playhouse (more space/ year-round)
- Playhouse (more space, year round use), other year-round uses
- You can't save everything □ keep the important buildings (light surgery); or you can move them; incorporate, work around
- B&B? City doesn't have enough lodging
- Asbestos in old buildings makes renovation too expensive
- Park (loves)
- Parking on street should be maintained
- Dangerous to walk across internal streets □ need traffic calming
- State Street □ commuter parking needs to be addressed
- East side of State St. is ugly □ business park can clean up; campus style with restaurants, other amenities, mix of uses
- Freeway divides the city (something to bring together)
- Change downtown is a political as well as physical issue □ eastsiders don't know about the west, don't care
- People don't get it □ (those on east side)
- Community needs to be redefined
- Rodeo is a big deal

In addition to the ideas and issues discussed above, an email was received the following day from an Advisory Committee member in attendance, outlining the pros and cons of Downtown Lehi, and ideas to consider as planning proceeds:

Pros of current downtown

- Sense of history (from architecture, railroad and trees)
- Strong local community
- Great Family events in Wines Park
- Easy access to mass transit (Express buses into SLC are standing room only, takes 45 min)
- Rodeo Grounds
- Mix of income levels
- Great location to local business
- Great location of Recreation center, arts center, Elementary School, library, park, post office, grocery, etc.
- Great "small town" close to farm lands
- Mountain views
- Close to Thanksgiving point

Cons of current Downtown

- Very few places to eat
- Lots of old buildings have been torn down (old tabernacle!)
- Increased traffic and increased speed especially on 100 East, Center, and 300 North.
- Dangerous traffic around Wines Park when events happen because of decreased visibility at intersections and only a few crosswalks.

- More houses becoming small, rentals
- Older homes not being kept up (one possible reason is that we have many older residents who don't have the money for maintenance. We need to work with a non-profit like Provo City did for a few of their older neighborhoods to help these people.)
- Older homes are renovated in ways inconsistent with the original architecture, its age isn't seen as an asset.
- Street lamps are a mixed bag- many are ugly or broken
- Sidewalks are haphazard, and not very walkable.
- Not enough parking for commuters (bus and carpool)
- No shade on Main Street
- State Street is ugly and underdeveloped
- Lehi does have a reputation as just a backward town. Making a statement with the revitalization is a good idea.
- High school parking lot and chain link fence looks trashy. Elementary school isn't much better.
- City buildings aren't great examples of architecture or civic pride.

Ideas

- How much more land will the city need for future expansions of city hall, library, Fire Station? Plan now to keep the city hall downtown by buying land now. What about moving ambulance service to State Street? What about setting aside the block just south of the library for a new city hall (long term) to build a city hall that makes a statement.
- City should buy Pecks (Center and State) and other adjacent land in preparation for a TRAX stop. It's for sale now.
- Could the downtown draw (amphitheater) be multiple uses? Possibly house the rodeo grounds and amphitheater events? I realize this may be dreaming. But that would free up land near the train lines for a station, and the rodeo grounds are only used a few times a year. How about adding an art museum like Springville has? Or at least a summer amphitheater with snow sledding in the winter.
- Mixed use housing in the business district is great, but it needs to be designed to encourage owner occupancy (large as well as small apartments) and have high architectural standards.
- Hospital building needs to house something cool. The city needs to work with the current owner. It's a building worth saving.
- Pass signage laws in downtown to get rid of obnoxious signs (florescent or portables)
- Roundabout on Main Street and 500 West is a nice entrance to downtown. What about something on the east to signal the beginning the same?

Notes by Myron Richardson, Brixen and Christopher Architects □ Scoping Group 2

Comments

1. Can't even turn right on Main and Center at times.
2. 2100 North is a possible traffic route.
3. 1000 South is a possible traffic route.
4. Need some traffic on Main □ back access to business and parking.
5. Look at Hutch's store □ it is doing better than before.
6. Porter's is well liked and well used.

7. Traditional type buildings are appealing.
8. Main car access off side streets for better business than access directly from Main.
9. Parking in front of residences is a problem.
10. Parking garages would be OK if behind business; there is a garage behind NuSkin and surface parking has recently gone in behind and beside Hutchis.
11. Love to walk if possible. How to keep businesses going?
12. Don't lose residential downtown. Live above business could be good.
13. Infusion of people downtown would really help.
14. Infrastructure is a current problem. Water line too small.
15. Fair amount of rental downtown □ need more diverse housing.
16. Rarely walk to State St. - everyone drives to State St. State needs a facelift.
17. Need a connection between State & Main.
18. 2100 No. might be a possible business park location.
19. Restaurants □ need more downtown and out at 2100 No. Restaurants are good.
20. Love scale of community and sense of history!
21. Planting downtown!
22. Food as recreation
23. Can't see on Main because of the traffic □ can't cross Main
24. Amphitheater! Music is great for downtown. How to make it viable?
25. Community theater □ there is desire. Could it be an outdoor venue which could be partially covered? Again, how to make it viable?
26. Can redevelopment happen with market forces? Without condemnation?
27. Just because it's old it doesn't have to be saved.
28. How to keep old structures?
29. Hotels are often full □ there is a need for more lodging.
Bed & Breakfast in older buildings might work.
30. Hard to get to the small park □ no parking!
31. Traffic calming is needed.
32. Park & Ride is coming □ commuter rail is coming; light rail as well.
33. Light rail in State St./I-15 Corridor, commuter rail station near Rodeo Grounds.
34. State St. corridor doesn't present a good image. Can it be improved?
35. Could be a business park campus on State St./2100 No. area.
36. American Fork Main Street improvements have not worked. Businesses have suffered.
37. Make a statement about Lehi!
38. Rodeo still going strong □ 100 years. Shouldn't be embarrassed by cowboy image.
39. The anchors at each end of Main are Reams Western Wear and the Post Office.
40. Carl Miller at the Old Lehi Hotel is a good source for Lehi history.

Advisory Committee Meeting 2:

Wednesday, June 14 2006

Lehi Downtown Revitalization and Business Park Study

7:00 PM

AGENDA

1. **Progress Report**
 - a) Project Schedule
 - b) Visual Preference Summary
 - c) Website
2. **Purpose of Meeting: Decide what to present at Alternatives Open House in two weeks**
 - a) Preliminary Analysis Report

- 1) **Historic Background**
- 2) **Neighborhood Form and Image**
- 3) **Demographics**
- 4) *Business Park Analysis*
- 5) *Potential Business Park Development*
- 6) *Downtown Lehi Market Analysis*
- 7) *Lehi Main Street Traffic and Transportation*
- b) Preliminary Alternatives: eight options
3. **Discussion/ Open House Presentation Recommendations**
4. **Other Items**
 - a) Open House, Wednesday, June 28, 2006, 7:00 to 9:00 PM, Senior Center
 - b) Open House Format

In Attendance

Kim Struthers
 Beth Chynoweth
 Lorin Powell
 Jenica Barber
 Frankie Christofferson
 Mark Johnson
 Karl Zimmerman
 Dianna Webb
 Ron Smith
 Jenefer Muse
 Birgittah Holbrook
 Connie Nielsen
 Erionda Bateman
 Heather Miller
 Richard Norman
 Mark Vlastic (Landmark Design)
 Lisa Sokol (Landmark Design)
 Jan Striefel (Landmark Design)
 Andrea Olsen (InterPlan)
 Jim Christopher (Brixen & Christopher Architects)

NOTES

The meeting began with a review of the project schedule by Mark Vlastic. The results of the Visual Preference Survey from the 1st Advisory Committee Meeting are available on the Project web page, as well as the images from the survey.

A Preliminary Analysis Report has been completed, containing information on the following topics: historic background, neighborhood form and image, demographics, business park analysis, potential business park development, downtown Lehi market analysis, Lehi Main Street traffic and transportation, summary of preliminary scoping ideas and issues, preliminary vision statement for traffic, and a preliminary vision statement for the downtown element. The report will be posted on the project webpage.

Mark discussed the preliminary information on the Business Park study, and then presented 8 preliminary alternatives for the committee to review and discuss, with the goal of deciding what to take to the public at the Open House scheduled for June 28th.

Business Park

The question was raised about the possibility of still doing a business park in the Micron area as originally planned. The property values are very high and the landowners are likely holding out for residential development which will yield a higher profit.

Light rail could possibly be a plus with a business park between state street and I-15. The actual location of TRAX stations have not been determined yet. It may be a good way to bring employees in from outside areas. UTA currently owns the Right-of-Way for the rail line in this area.

The State Street location for a business park could be cost prohibitive. A preliminary analysis shows that it would cost the city over \$25 million to develop this area into a business park.

Transportation

What is the reasoning behind 1000 South taking priority over the development of 2100 North? 1000 South provides the best access for commuters coming from Orem and Provo, and the transportation models show that more traffic is currently coming from Orem and Provo than up north. I-15 will soon be under construction in Utah County, and the County needs the 1000 South connection to help ease traffic during this time.

There is a concern that going with the 300 North Alternative would create an isolated "ghetto" island for residences between Main Street and 300 North, or 300 North and 1000 South.

1900 South will tie into I-15, though the location of the connection is not known yet. It could be at 2100 North. It could run along 1900 South.

The ADT traffic model show that there are more than 20,000 cars per day using Main Street.

Alternatives

Alternative 1

Main Street becomes a 5-Lane UDOT standard highway.

Main has been designated as state and federal historic district (privately owned). This option would have too much impact to private property.

Alternative 2

300 North becomes a bypass road for Main Street, with 4 lanes plus a turning lane.

Alternative 3

Main Street becomes 4 narrow lanes with no on-street parking.

Alternative 4

Main Street features 2 lanes with angled parking and traffic calming measures. You can discourage traffic leakage into surrounding neighborhoods traffic calming programs through the City. Traffic calming circles may be needed if this alternative is chosen.

This option could be recommended, but the location of parking is critical to businesses.

Concern that spending money on Main Street will take funds away from the Development of 1000 South and 2100 North.

Beautification versus roadway improvements affects funding.

Alternative 5

300 North and 1000 South become one-way couplets to divert traffic from Main Street.

Traffic brings business, so this alternative is not as desirable. One owner's business is better than ever with all of the new traffic out to Saratoga Springs and Eagle Mountain.

Alternative 6

Main Street and 300 North become one-way couplets.

Alternative 7

Main Street becomes 3 unbalanced lanes, with two in the west-bound direction, and one in the east bound direction, with on-street parking.

Look more at the unbalanced options. They need to have parking on the south side of the block. Also look at the affects of two lanes in the eastbound direction and one westbound.

Alternative 8

Main Street stays as two lanes with parallel parking on both sides. Roadway and sidewalk are enhanced with bulb-outs, plantings, and pedestrian/traffic calming improvements. This option does include left turn lanes at intersections. The bulb-outs will not impede traffic because they are within the parallel parking zone, not in the traffic lanes.

It is great to balance traffic and pedestrian needs.

Comments

The first cemetery (pioneer cemetery) is located on the west side of State Street. It's currently being used as a junk yard. There are still bodies buried there. The City could buy back the area and create a linked green space.

Consider desirability of on-street versus off-street parking. Specifically, look at the possibility of using "pocket parking". People have a tendency to used adjacent, off-street parking versus on-street parking when they have the options.

What number of lanes are needed to meet traffic demands at the "C" level, assuming all of the proposed Regional Transportation Improvements take place? 1000 South and 2100 North will be built to compliment this plan, so 3 lanes should be enough, according to traffic modeling and studies.

Expand on the idea of capacity. Level of Service "C" is what roadways are typically designed for. It means that traffic moves along, but you also need to make it pleasant for people. These Main Street improvements will not be "solving" traffic problems, it's more about making it more useable & friendly for drivers and pedestrians.

The traffic projections take into consideration the continual growth at Eagle Mountain and Saratoga Springs.

How do you incorporate traffic with revitalization and Main Street?

Want to "see and feel" each option at the Open House "Need more visuals. The following will be explored prior to the Open House Meeting:

- Pocket Parking
- The effects of shifting traffic. The plan should be maintaining or improving property values in the City. What will be the effect of 300 North as a Bypass? It is currently designated as a collector.
- Don't want impact to residences.
- Assume 1000 South and 2100 North will happen since they are currently on-line in the regional efforts. Keep traffic on Main Street.
- Look at 3 lanes of moveable traffic
 - 3 unbalanced lanes
 - or 2 with center lane
- Explore more options for the Open House
- Look at four lanes with parking pockets
 - Could be two through with turn
- Maybe 2010 before traffic can be taken off of Main Street
- Parking on Main Street
- More attractive Main Street
- Green Space
- Does not believe chart- more cars than 5000 in 2010. Main Street can't handle it. Depends on the other two corridors getting built
- How much traffic impacted by the High School? Times of traffic studies: 7:30-8:30 AM & 5:00-6:00 PM. Traffic was still heavier in afternoon.
 - School affects am/pm peaks regardless of school in or out
- Main Street has early morning and all day traffic. 300 West. is also very busy.
- 3 lanes versus 2 lanes- examine the benefits/drawbacks
- Turn lanes get people out of the way when turning so traffic can keep moving.
- Alts
 - 1- NO, Lehi Main Street shouldn't serve as a Highway to Eagle Mountain and Saratoga Springs.
 - 2-NO
 - 3- Consider 10.5 lanes and 8 walks
 - Accommodating local vs. regional traffic
 - Road can meander
 - 10.5 wide traffic lane slows drivers
 - ***3 & 4 lane options
- Extending Park
 - Look at possibility of parks and trails under I-15, especially as part of reconstruction.
 - More underpasses as I-15 is rebuilt- wider pedestrian trail underpasses
- Business Park along State Street "this area should be cleaned up. It will also become part of Light Rail System. There is a need for parking lot for commuters - this can tie with a new park in this area. The old rail station could be associated with a new light rail stop.
- Housing between State Street and I-15 represents some of the affordable housing options for the City. Is there other affordable housing in Lehi? State Street and I-15 area is high

image area- needs to look impressive. A Business Park, green spaces, or general clean up is needed.

- Need restaurants on State Street and Main Street.
- There are approximately 11 acres (out of ~100) of undeveloped land in the State Street/I-15 area.
- The City needs to secure a spot for Light Rail Transit and get on drawing board of UTA. Can be a gamble, but keep it in mind. Just get this idea out there.
- It's probably not viable to move the rodeo to the State Street/I-15 Corridor. A better area is down south by the mill ponds. There are 4 acres in existing rodeo area and 20 acres are available in pond area.
- Identify historical elements in the City.

Advisory Committee Meeting 3:

Wednesday, July 12 2006

Lehi Downtown Revitalization and Business Park Study

7:00 PM

AGENDA

1. Progress Report

Project Schedule

Advisory Committee Mtg. #4 (Final) - Weds., Aug. 2nd, 7 PM

Public Open House #2 (Final) - Weds., Aug. 30th, 7-9 PM

Results of Open House

Website - check updates

Public Open House: Comments and Impressions

2. Purpose of Meeting: To review the Preferred Plan Direction before detailing Streets and Traffic

Districts

Main Street

Neighborhoods

Business Park/State Street

Guidelines and Programs

Public Realm: Streets and Parking

Public Realm: Parks, Open Space, Plazas and Trails)

Private Realm: Buildings and Blocks

3. Discussion

In Attendance

Kim Struthers

Jenica Barber

Frankie Christofferson

Mark Johnson

Karl Zimmerman

Kent Peterson

Dianna Webb

Kerry Schwartz

Ron Smith

Jenifer Muse
 Erionda Bateman
 Richard Norman
 Steve Roll
 Mark Vlastic (Landmark Design)
 Lisa Sokol (Landmark Design)
 Jan Striefel (Landmark Design)
 Andrea Olsen (InterPlan)
 Jim Christopher (Brixen & Christopher Architects)
 Myron Richardson (Brixen & Christopher Architects)

NOTES

The meeting began with a review of the project schedule by Mark Vlastic. It was noted that an additional Advisory Committee Meeting is scheduled to take place on August 2, 2006, and that the second Public Open House meeting has been pushed back to August 30th. These changes were made to provide adequate time to prepare the Draft Plan and Guidelines.

A Summary Analysis of Comments from Open House was then presented, and will be available on the website shortly. It was noted that key issues addressed preservation of Main Street, a preference for a Main Street solution that includes turn lanes, parking and landscaping; a desire for enforceable design guidelines, and a reminder that historic issues are critical.

Mark then discussed Preferred Plan direction, noting that the Planning Team had recently met with Lehi City Planning staff to iron out an approach. The approach divides the planning area into districts focused around Main Street, State Street, Center Street and residential neighborhoods. The following is a Summary of the Preferred Plan Approach:

1) Streets and Traffic

Regional solutions are supported @ 1000 South/ 2100 North and other possible locations. It was noted that the Preferred Plan will present a detailed vision for the area, but that some questions, such as UDOT's role/ ownership of Main Street will not necessarily be answered.

Main Street

- Traffic will be there regardless of what we do
- Preferred cross-section : variation of Alternative 1 and 2B, with addition of center median (see PDF on website)
- Three Main Street Subdistricts = connected and unified roadway experience from I-15 to roundabout

Center Street - Special Events Street

850 East - Enhance connection to State Street/1000 South (regional roads)

500 East - Enhance connection to State Street

Local Streets - Maintain scale and character while accommodating local traffic needs.

Formalize primary roads with curb and gutter

2) Districts

Main Street:

- Historic Main Street differentiated from rest of street

- Support and entice specialty retail and restaurants
- Develop and reinforce economic/market niche/destination aspect
- Delineate line between Main Street and neighborhoods
- Façade renovations and maintenance of existing buildings
- Rear entrances to buildings and parking in the rear
- Improve public facilities: parking, plazas, streetscape
- On-street parking where it makes sense
- Pocket parking lots to rear and/or between buildings
- Parking garages impractical for now

Neighborhoods:

- Preserve scale and character
- Use near Main/ State Street may convert to businesses while preserving character (Residential Business overlay)
- On-street parking near Main/ State
- Parks, trail and streetscape enhancements
- Events - focus on Center Street and new Parks

Business Park:

- Potential sites identified near 1000 South
- Project focus on State Street as part of downtown
- Differentiate Historic portion from rest
- Focus on streetscape improvements, enhancement of historic area, clean-up rest, TRAX station, Rail to
- Trail, Historic Cemetery Park, Pedestrian crossings, etc.
- Guidelines plus programs

Rodeo Grounds:

After much discussion, it was decided that the Lehi Rodeo should be moved from the area, and the site reserved for a regional rail station and T.O.D. uses. The rodeo will be located elsewhere in the community, the size reflecting the nature of the sites. Three alternatives include the area north of Mill Ponds, requiring +/- 10 acres; an area near the Jordan River which is being developed with an equestrian theme, thereby calling for expanded facilities and approximately 20-acres; and Thanksgiving point, size requirement undetermined.

3) Guidelines and Programs

A two-prong approach will be utilized, differentiating public realm guidelines from private realm.

Public Realm: Streets and Parking

- General Description
- Use and Purpose
- Design Speed/ Posted Speed
- Intersection control
- ROW configuration (lanes, parking, sidewalks, etc.)
- Setbacks
- Materials
- Lighting and Furnishings
- Landscaping
- Pedestrian Circulation and Crossings

- Access to nearby lots, parking and buildings

Public Realm: Parks, Open Space, Plazas and Trails

- Main Street and State Street Historic core more detailed/ prescriptive
- Combination of "stick" and "carrot"
- General Description
- Use and Purpose
- Materials
- Lighting and Furnishings
- Landscaping
- Private Realm: Buildings and Blocks
- Outlying areas more general

Discussions generally supported the direction. It was noted that the details will be worked out during the next few weeks, and that the Draft Preferred Plan/ Preliminary Design Guidelines to be presented at the next meeting will be approximately 90% complete. Once comments are provided at that venue, the Plan will be revised and finalized in preparation for presenting to the public at Open House #2.

One member asked if the residential area could be declared a historic district or similar as a means of making it more cohesive, and the Planning Team noted that they would investigate possibilities. Likewise, it was noted that the use of a Residential business designation for residential areas near commercial areas along Main Street and State Street could help preserve the residential character of the neighborhoods while allowing some transition and buffering between the two types of uses.

Advisory Committee Meeting 4:

Wednesday, August 2, 2006

Lehi Downtown Revitalization and Business Park Study

7:00 PM

AGENDA

1. Progress Report

- a) Project Schedule
Public Open House #2 Draft Plan changed to Wednesday, Aug. 30th, 7-9 PM
- b) Website - check updates

2. Purpose of Meeting

- Review Draft Plan Outline
- Final Input

3. Discussion

4. Staff Review Meetings

In Attendance

Kim Struthers
Jenica Barber
Frankie Christofferson
Mark Johnson
Karl Zimmerman

Kent Peterson
Kerry Schwartz
Ron Smith
Jenifer Muse
Erionda Bateman
Richard Norman

Steve Roll
Ron Smith
Birgittah Holbrook
Connie Nielsen
Heather Miller
Mark Vlastic (Landmark Design)

Andrea Olsen (InterPlan)
Jim Christopher (Brixen & Christopher Architects)
Myron Richardson (Brixen & Christopher Architects)

NOTES

This meeting was an "extra" fourth meeting not originally scheduled, but deemed necessary to get final input from the Advisory Committee before the Draft Plan is developed. Discussions were long and lively, addressing many of the key topics discussed previously. Of particular note was continued debate on the configuration of Main Street in the Historic Core area. Some members suggested the idea that the angle parking be included on one side of the street instead of parallel parking, as contained in the preferred option. This discussion was expanded to include ideas for eliminating old and dilapidated buildings, removing entire segments of buildings on certain blocks, and for more extensive "urban renewal" scenarios. In the end, it was agreed that the preferred plan should be maintained, although it should clearly illustrate that redevelopment sites and options are possible particularly in the historic core.

Other discussions addressed the importance of history and historic buildings in downtown, and possibilities for preserving them. A final discussion addressed the preliminary architectural guidelines and the difference between encouraging versus legislating good design. Examples of Guidelines from other cities and towns were distributed, and after length consideration, it was generally agreed that a system based on encouragement would help meet the present needs, although eventually a more legislative procedure, similar to that used in Park City, may be required. It was also agreed in principle that a level of flexibility, more specific zoning requirements, and higher expectations on the part of developers is required in order to meet the vision being established for downtown.

PUBLIC OPEN HOUSE MEETING #1

A Public Open House meeting was held on the evening of June 26, 2006 to review Alternative Plan ideas for the Lehi Downtown Revitalization and Business Park Plan. A summary of the meeting and the input received follows:

The Open House Meeting was held at the Senior Center of the Lehi Legacy Center Complex, from 7:00 to 9:00 PM.

The meeting was generally well-attended, with thirty-one participants signed-in. Participants discussed the alternatives with members of the planning team, and were provided opportunities to "vote" for their favorite ideas or alternatives. In addition, comment forms were provided for providing written comments, and email addresses provided for digital submissions. Eleven written comments were received in total, with no digital submissions received.

The following is a general summary of key comment trends:

- Traffic Issues
 - Of the four Main Street Alternatives, Alternative # 3 (two-lanes/ parallel parking) received the most "votes" with 27. Alternative #2B (unbalanced small lanes, parallel parking on both sides) received 9 "votes" and Alternative # 2A (unbalanced lanes,

parallel parking on north side of street only) received one vote. Alternative # 1 (four lanes/no parking) received no votes. Other ideas receiving votes included the State Street Boulevard drawing, and the detailed Main Street Plan.

- Comments generally indicated support for turn lanes on Main Street.
- Some comments were expressed that the surrounding communities (Saratoga, Eagle Mountain, etc.) should help with the cost of alternative transit routes. Lehi businesses and residences have been suffering so far cause of these other developments. Needs to be looked at county wide.
- It was felt that 1000 South is a good alternative for a regional solution.
- It was noted that most accidents occur near I-15 off/on ramps or west of the roundabout.
- Some comments expressed concern that there will be more traffic on Center St with the expansion of the Legacy Center and the growth south of Main Street.
- Historical Issues
 - Many comments expressed the importance of preserving historical elements of downtown; especially the homes.
 - Lehi has significant historical spots, such as the place where the State Constitution was written, the Roller Mills, the Historic Hotel, and some of the homes.
 - Save what we have for the future, don't just tear down homes and buildings.
- State Street
 - Could have nice retail shops for the commuters to visit after work.
 - Great to clean up State Street (a must!)
 - Should get an enforcement officer for clean up (for whole city, especially State and Main)
- Landscaping
 - Placement of trees needs to be thought out. Don't cover up businesses and their signs with trees and landscape, people need the visual connection
 - Place trees in parking areas
 - Like trees on Main St.
 - No more trees on Center Street; the way it is now is just fine.
 - Who will maintain trees, especially in front of residences? Don't expect residences to do it. Maintenance fee would be good. Residences don't have water to spare on Lehi City trees.
- Architectural Standards
 - Very important to have good standards that are clear and enforceable (this was mentioned over and over again).
 - Don't want a mix of historic and modern architecture.
 - Enforce business owners to clean up buildings and property (eye-sores).
- Parking
 - Buy Jerry Cook's vacant lot for parking.
 - Be fair to residents on Main Street when it comes to parking; parallel parking isn't fair.
 - 2 #A and 2#B would get more support if parking off street is implemented.
 - Relationship between on-street parking and nearby parking lots needs to be clear.
 - Downtown business needs parking, but it doesn't have to be on the street.
 - Banning parking on Main Street will just shift the congestion from 500 West to Redwood Road.
 - Why has Center Street and East Main Street been "redded out"? There is no parking on East Center Street in front of Legacy Center, but it is not enforced - what is the purpose of that?

- The residents on Main Street should have more input. They live there 24/7 and so their needs should be addressed just as much as (or at least not "discriminated" against) those of businesses (which aren't there 24/7).
- The tax base is low; this will make it hard for businesses to afford improvements.
- Making Brent Larsen sell the Legacy Center breaks ordinances.

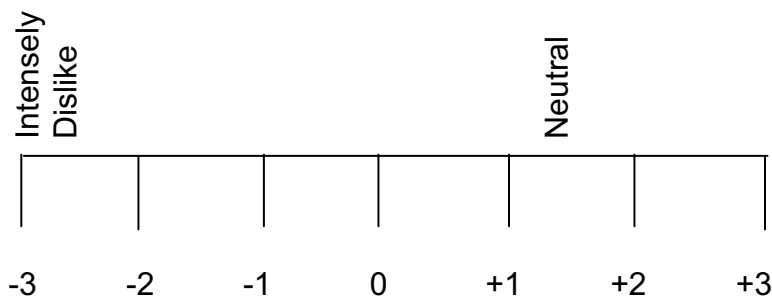
Appendix C: Visual Preference Survey - Summary Results

A Visual Preference Survey was conducted with members of the Lehi Downtown Revitalization Advisory Committee on May 10, 2006. The intent of the survey was to determine the types of places, spaces and activities that downtown Lehi should have. This information was later used to assist the design team determine alternative design ideas, and eventually, a preferred plan and corresponding detail design ideas for the area.

Survey Process

Fifty images were projected on a screen for approximately 10 seconds each; participants were given an additional 10 seconds to score each image, using a pre-numbered survey-recording sheet. As each image was displayed, the corresponding number of the image was verbally called out to aid in scoring.

As illustrated on the sample scoring sheet below, possible scores could range from \ominus (minus) 3 to \oplus (plus) 3, with a score of -3 meaning the image was strongly disliked and +3 meaning it was strongly liked. Participants were asked to think about how much they like or dislike the displayed image, and whether or not it 'fits in' with their vision for Downtown Lehi when scoring the images. Space was provided to write quick comments.



Score Summary

The following is a summary of the spreadsheet of scores which conclude this report.

- Twenty-one response sheets were submitted and tallied.
- Average scores of individual images ranged from a high of 1.381 to a low of -1.689.
- The average overall score of all images was 0.50.
- The average score for the top-ten ranked images was 1.276
- The average score of the bottom-ten ranked images was -0.51
- The range between the top-ten and bottom-ten average scores was 1.786

Summary Analysis: Most Liked and Least Liked Images

The top-ten and bottom-ten images were scrutinized to determine the types of images that were most liked and least liked. The following describes the general assumptions and analysis of possible trends, why they are positive or negative, and possible implications to the revitalization plan

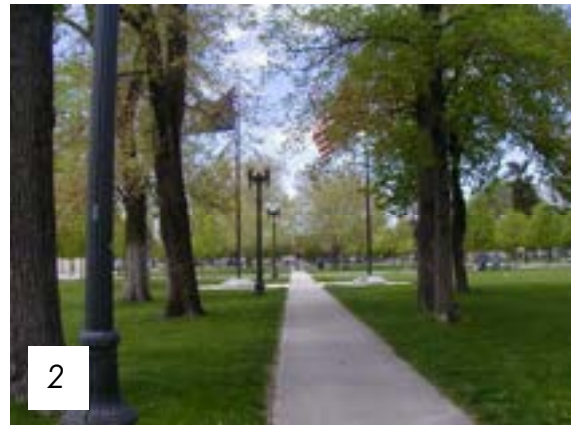
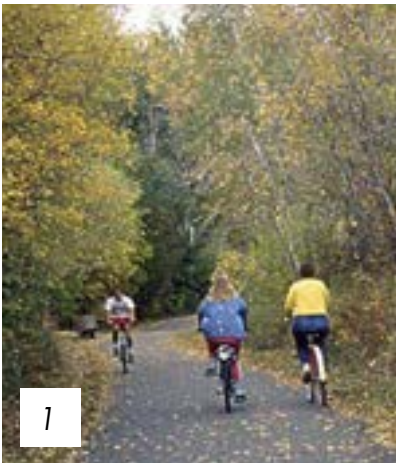
Most-liked Images

The following are the top-ten images according to the survey. These images extol people-

oriented events and activities, play activities, trees, family events and activities, attractive sidewalk scenes, walking and strolling, and non-Main Street activities.

- Seven of the ten images portrayed recreation and open space activities, including trails activities, parks, picnics, sports play, a parade and a fountain.
- The remaining three images portrayed attractive streetscapes, including trees, vegetation, planters, crosswalks, specialty paving, banners, and little apparent vehicular traffic
- The scale of two of the streetscape images was generally similar to Main Street in Lehi, although the sidewalks tended to be wider, and there was a greater degree of separation between the sidewalk edge and the street using planters, park strips with trees and vegetation, bulb-outs and parked cars.
- The third streetscape image was obviously much more urban than Main Street in Lehi, although the wide sidewalk, special paving, trees, lighting and benches portray a calm and unified appearance. Also, there is a lack of street traffic on the adjacent roadway.

Most Liked Images





Least-Liked Images

The following are the bottom-ten images according to the survey. These images represent undesirable streets and streetscapes, big box commercial uses, urban images, non-local architecture, streets with lots of cars and parking, western-town motifs, busy street festivals, and big crowds in tight spaces.

- Nearly all of the images portrayed a range of streets and streetscapes.
- One street image portrayed a street of similar scale to Main Street in Lehi, with little apparent traffic. However, the streetscape was somewhat downtrodden and somewhat "gray" indicating that the desire for well designed, beautiful and well-maintained street improvements.
- A second street scene illustrated a street that is narrower than Main Street in Lehi. The street has been converted into a one-way "transit mall" accommodating buses but not cars, and incorporating a contemporary design theme. There are no people on the street, and the overall image is also somewhat bland.
- Two images portray small-scale shops with Victorian architecture. One of the streets indicates numerous angle-parked cars and portrays a generally "crowded" street feel; the second image also illustrates angle parking and an open feel. Neither image illustrates fine-scale pedestrian images, wide sidewalks or mature trees.
- Two images illustrate large crowds walking along closed-off roadways as part of street fairs and festivals.
- Two images portray "big box" chain stores, one in a typical "parking lot" setting (albeit with better-than-typical architecture); the second big box illustrates an urban street location and design configuration.
- A final image illustrated "street art" in the form of brass dance steps imbedded into the sidewalk. The scene was located along a busy, urban streetscape with narrow sidewalks, moving and parked cars and no trees.

Least Liked Images





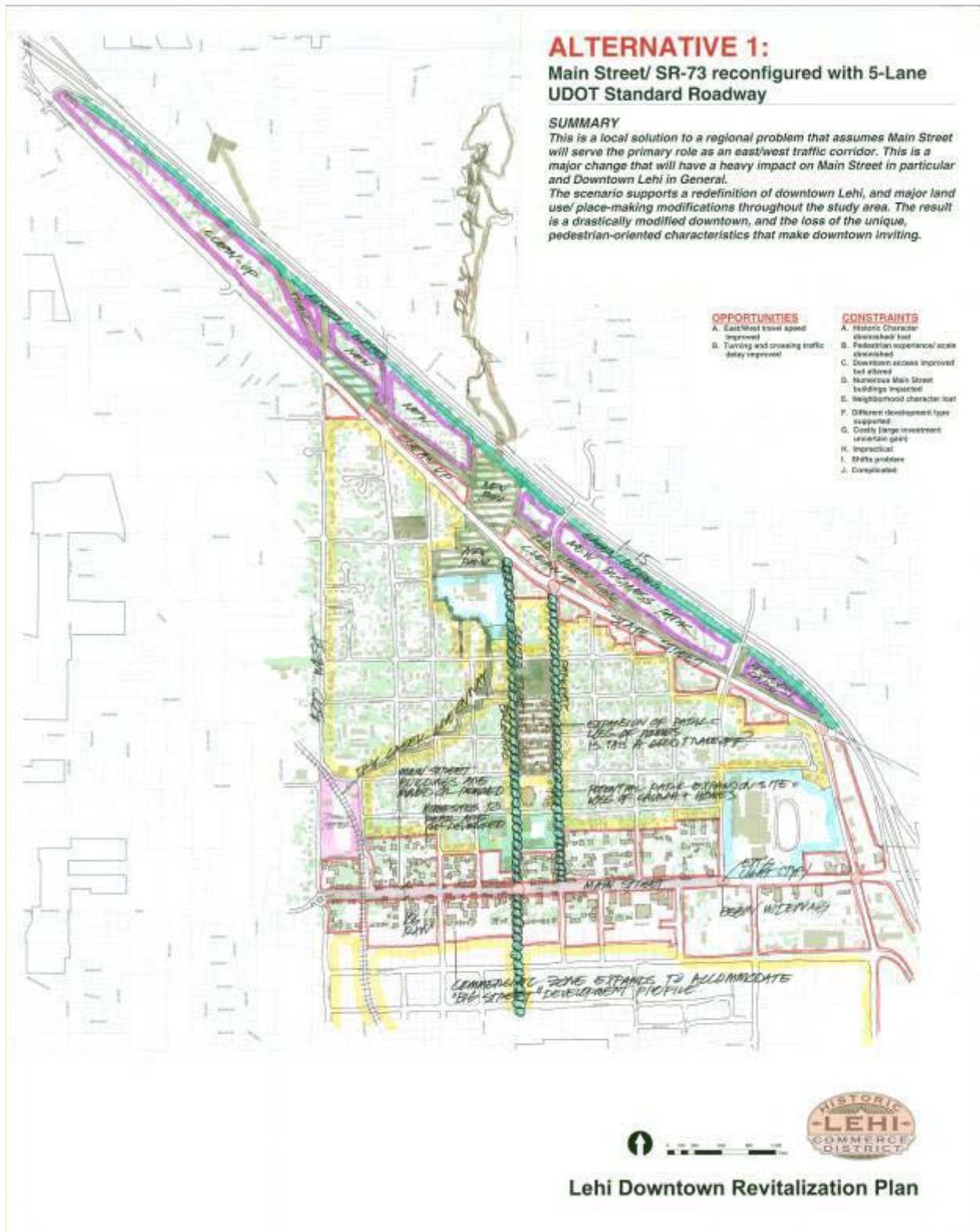


Appendix D: Preliminary Plan and Design Concepts

Due in large part to the range of traffic solutions that were suggested in the initial Advisory Committee scoping session and the lack of a clear or common vision for the Downtown Area, eight alternatives were developed for consideration, each beginning with a specific traffic solution. In order to analyze the alternatives in a consistent way, assumptions regarding future transportation projects were made as follow:

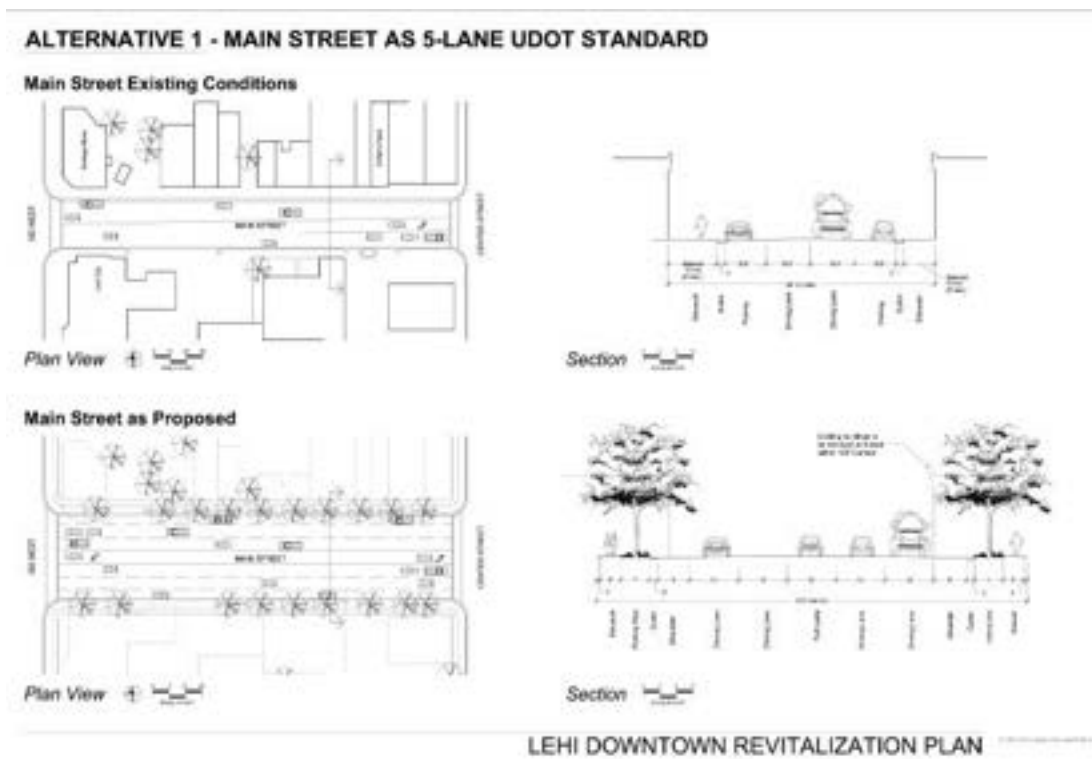
- 1000 South is built as a 5-lane road in 0-10 years
- 2100 North is built as a 5-7 lane road in 5-15 years
- 2300 West is built as a 4-lane road in 5-10 years
- 1900 South is built as six-lane freeway in 15-30 years
- A Commuter Rail Station is being considered in Lehi, timing and other details are uncertain
- A Light Rail Station is supported in Downtown Lehi, timing and other details are uncertain

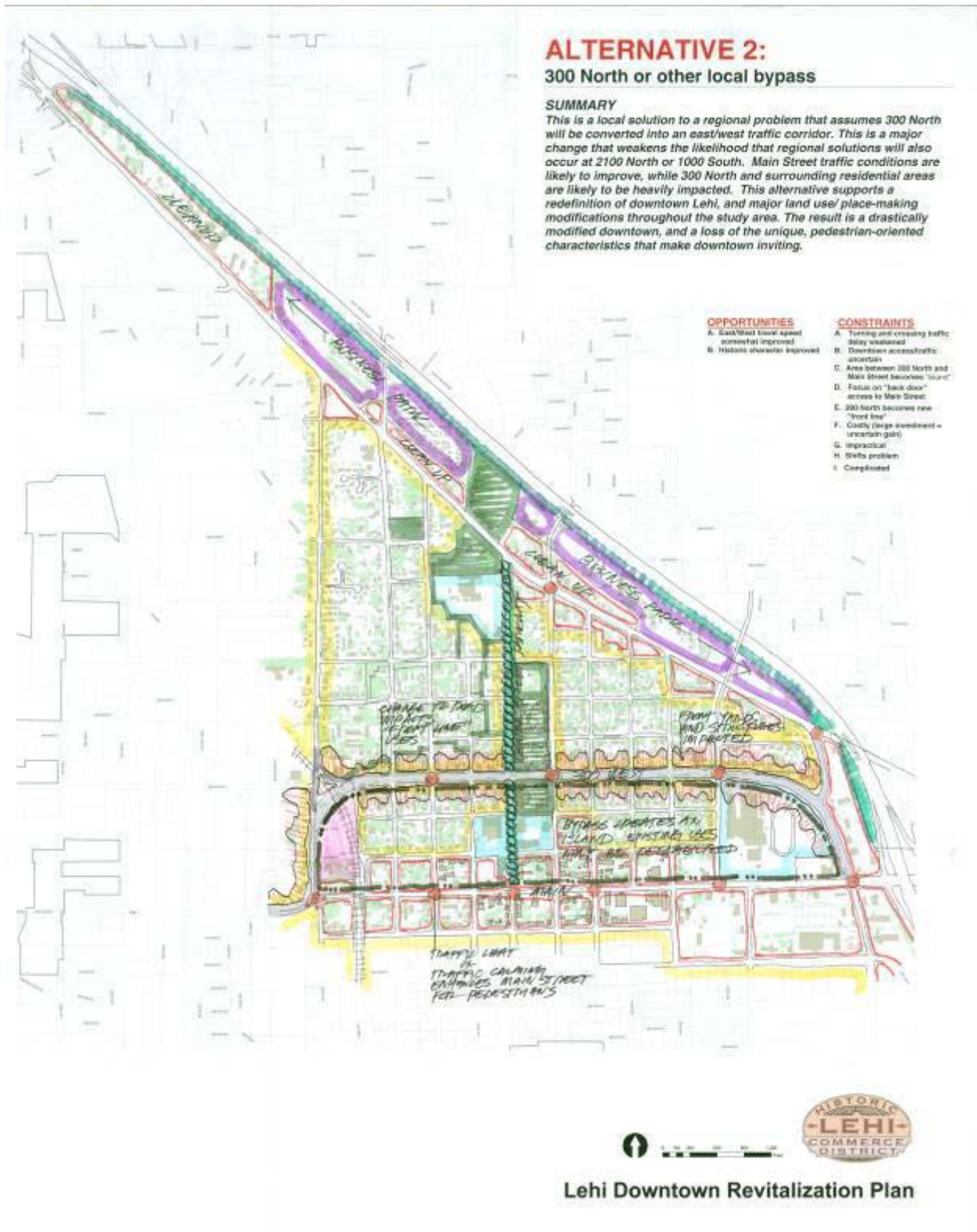
Each of the eight alternatives are documented in the following pages, including corresponding detailed plans and sections for the proposed traffic solution.



**ALTERNATIVE 1:
UDOT standard 106 cross-section**

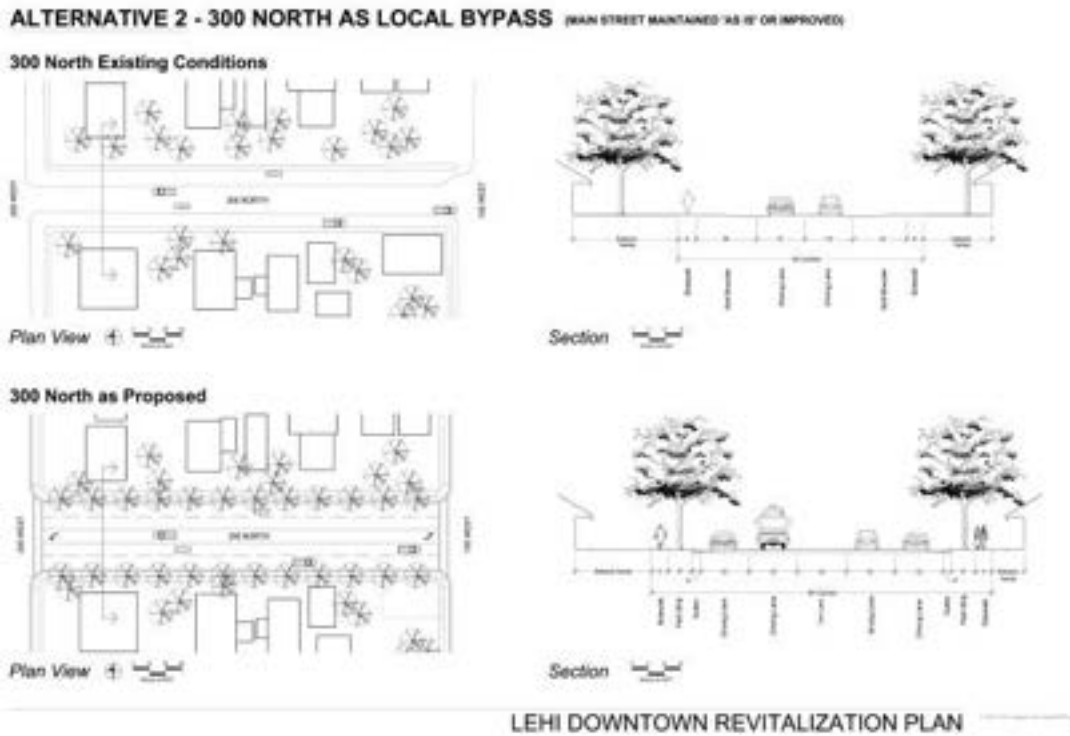
This cross-section consisted of two travel lanes in each direction, a continuous center turn lane, and shoulders and side treatments (park strips, sidewalks, etc.) on both sides of the road. Since the existing road right-of-way for much of Main Street is 70-feet wide or less, this option would have significant impact on the area, particularly in the Historic Downtown Core. This alternative was eliminated from further consideration.





**ALTERNATIVE 2:
300 North or other local alternative**

In order to provide an alternative route for traffic on Main Street, 300 North or another local street was offered as a possible route. This corridor would consist of two travel lanes in each direction, a continuous center turn lane, park strips, and sidewalks. On Main Street, the cross-section would remain as it currently exists. Since this option would have significant impact on existing neighborhoods, the alternative was eliminated from further consideration.

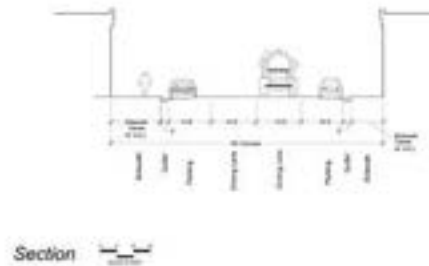
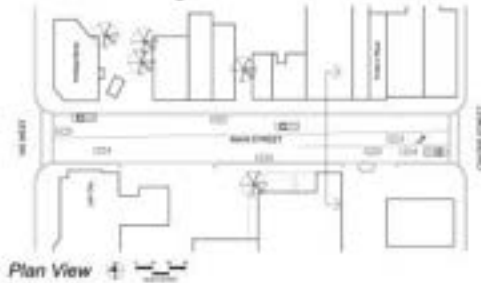


**ALTERNATIVE 3:
Four-lane, no on-street parking**

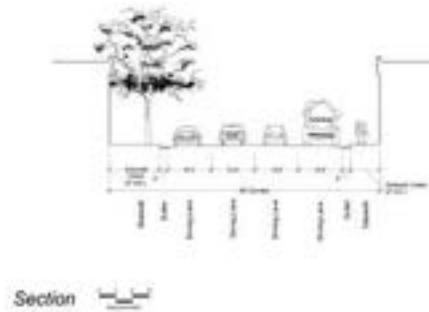
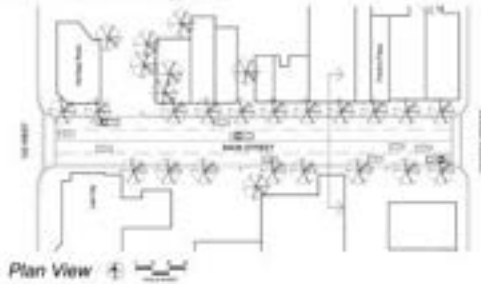
In order to accommodate higher levels of traffic but at the expense of on-street parking, a four-lane cross-section was offered as an alternative. This cross-section included wide sidewalks. This alternative was forwarded for further consideration by the public at Open House Meeting #1.

ALTERNATIVE 3 - MAIN STREET AS 4 NARROW LANES WITH NO ON-STREET PARKING

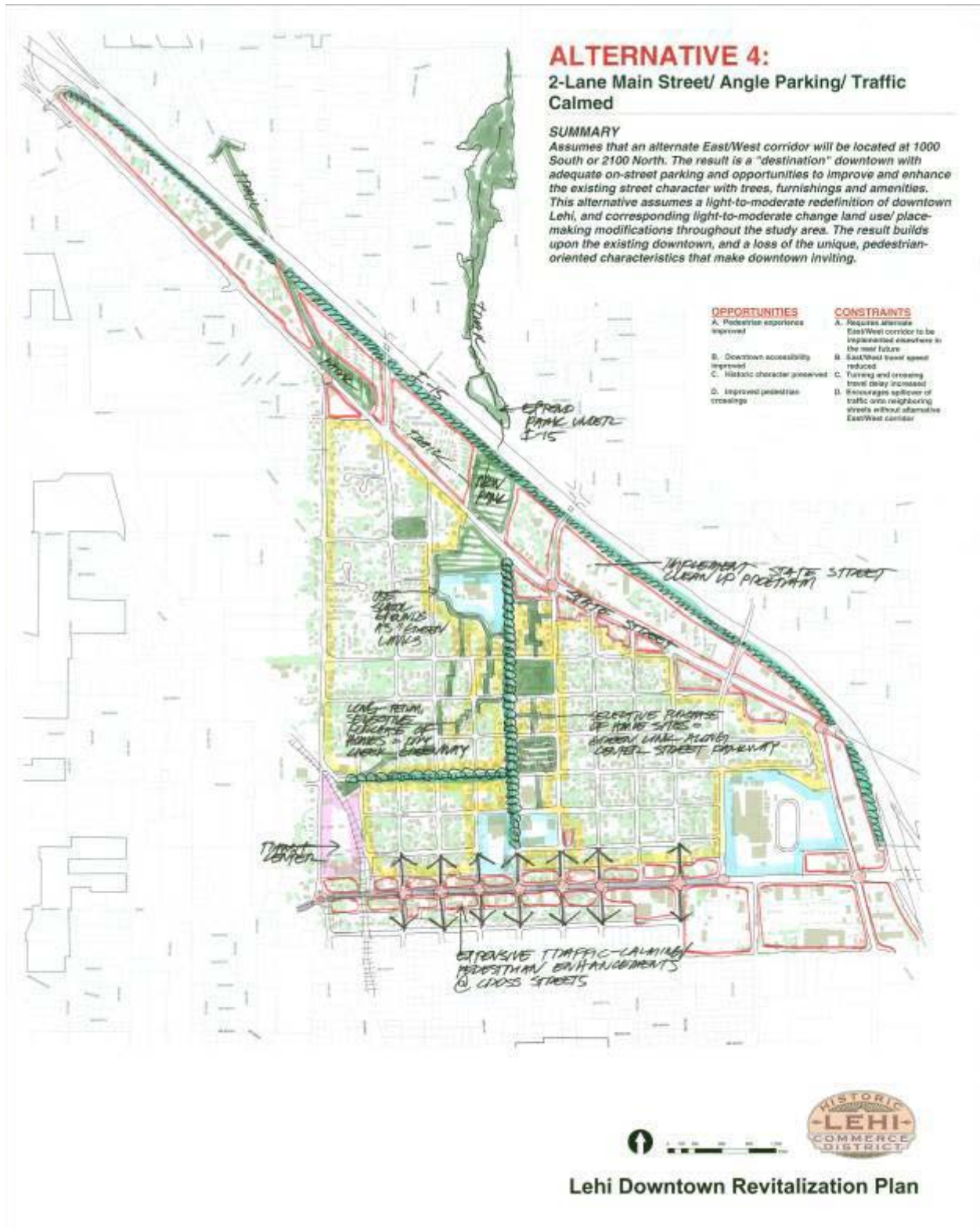
Main Street Existing Conditions



Main Street as Proposed



LEHI DOWNTOWN REVITALIZATION PLAN



ALTERNATIVE 4: 2-Lane Main Street/ Angle Parking/ Traffic Calmed

SUMMARY
Assumes that an alternate East/West corridor will be located at 1000 South or 2100 North. The result is a "destination" downtown with adequate on-street parking and opportunities to improve and enhance the existing street character with trees, furnishings and amenities. This alternative assumes a light-to-moderate redefinition of downtown Lehi, and corresponding light-to-moderate change land use/ place-making modifications throughout the study area. The result builds upon the existing downtown, and a loss of the unique, pedestrian-oriented characteristics that make downtown inviting.

- | OPPORTUNITIES | CONSTRAINTS |
|------------------------------------|---|
| A. Pedestrian experience improved | A. Requires alternate East/West corridor to be implemented elsewhere in the near future |
| B. Downtown accessibility improved | B. East/West travel speed reduced |
| C. Historic character preserved | C. Turning and crossing travel delay increased |
| D. Improved pedestrian crossings | D. Resurgence spill-over of traffic onto neighboring streets without alternate East/West corridor |

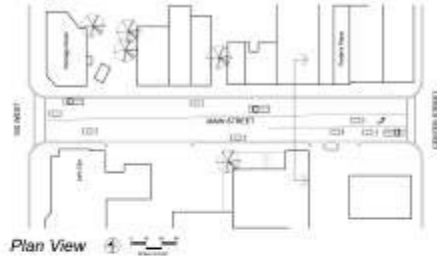
**ALTERNATIVE 4 A & B:
Two-lane, angled parking, traffic calmed**

This Main Street alternative consisted of one travel lane in each direction with 45 degree angled parking on one side of the street, possibly alternating sides, with park strips and sidewalks. In addition, traffic calming elements such as curb bulb-outs and other intersection improvements are included. The lack of good turning options, and the unique road layout resulted in this option being eliminated for further consideration.

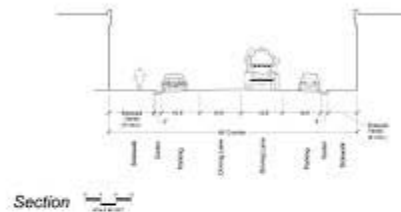
ALTERNATIVE 4 - MAIN STREET AS 2 LANES WITH ANGLED PARKING & TRAFFIC CALMING

(PARKING BOTH SIDES)

Main Street Existing Conditions

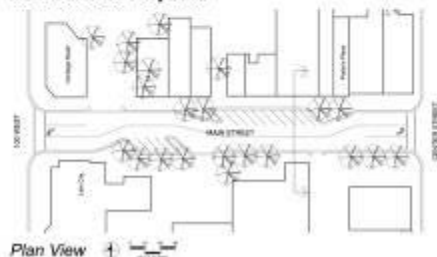


Plan View

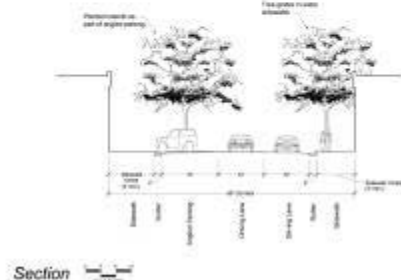


Section

Main Street as Proposed



Plan View



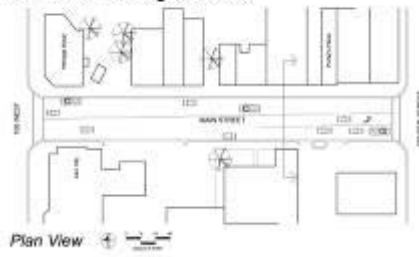
Section

LEHI DOWNTOWN REVITALIZATION PLAN

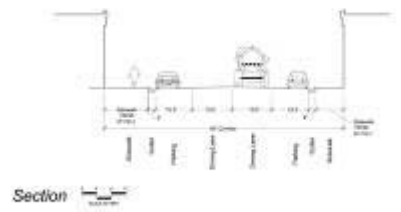
ALTERNATIVE 4 - MAIN STREET AS 2 LANES WITH ANGLED PARKING & TRAFFIC CALMING

(PARKING ONE SIDE)

Main Street Existing Conditions

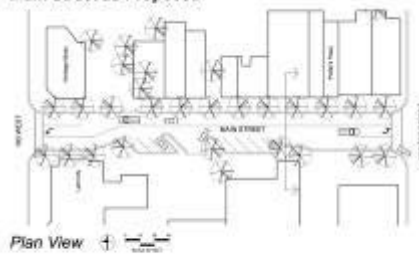


Plan View

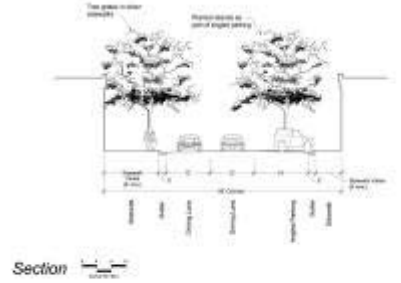


Section

Main Street as Proposed

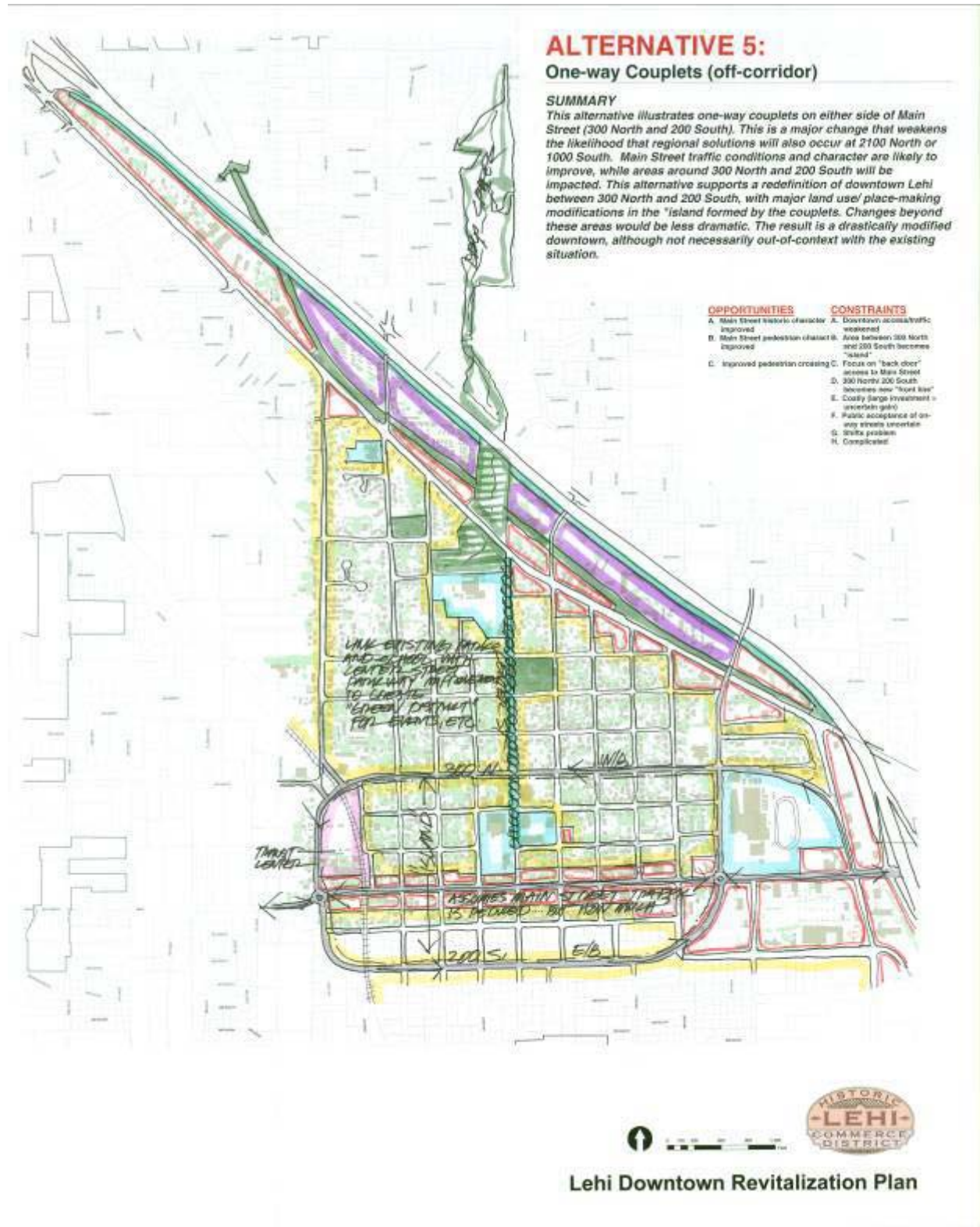


Plan View



Section

LEHI DOWNTOWN REVITALIZATION PLAN



ALTERNATIVE 5: One-way Couplets (off-corridor)

SUMMARY
 This alternative illustrates one-way couplets on either side of Main Street (300 North and 200 South). This is a major change that weakens the likelihood that regional solutions will also occur at 2100 North or 1000 South. Main Street traffic conditions and character are likely to improve, while areas around 300 North and 200 South will be impacted. This alternative supports a redefinition of downtown Lehi between 300 North and 200 South, with major land use/ place-making modifications in the "island formed by the couplets. Changes beyond these areas would be less dramatic. The result is a drastically modified downtown, although not necessarily out-of-context with the existing situation.

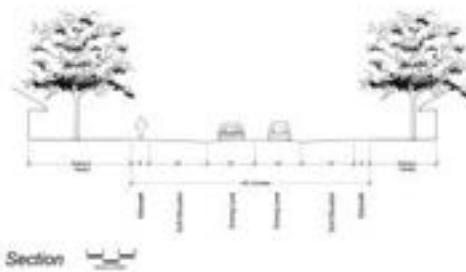
- | OPPORTUNITIES | CONSTRAINTS |
|--|--|
| A. Main Street historic character improved | A. Downtown access/traffic increased |
| B. Main Street pedestrian character improved | B. Area between 300 North and 200 South becomes "island" |
| C. Improved pedestrian crossing | C. Focus on "back door" access to Main Street |
| | D. 300 North/200 South becomes new "high rise" |
| | E. Costly large investment = uncertain gain |
| | F. Public acceptance of one-way streets uncertain |
| | G. Traffic problem |
| | H. Complicated |

**ALTERNATIVE 5:
One-way couplets, off corridor**

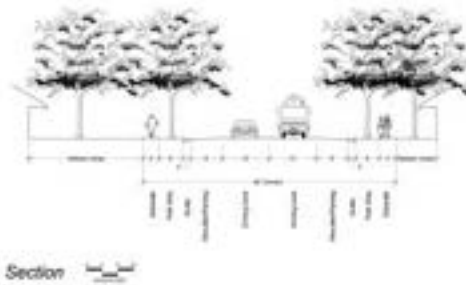
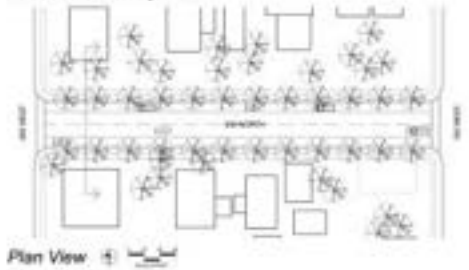
Generally, one-way streets were not favored by the project steering committee. First, similar to alternatives above, there was concern regarding the attempt to solve regional traffic problems at the local level, and having detrimental impacts on Lehi's residential neighborhoods. Second, the fact that traffic tends to move faster on one-way streets was also a concern and cut-through traffic is often a problem. Finally, the economic vitality of stores on Main Street was questioned if too much traffic was moved away from the corridor. The committee did not further consider this alternative.

ALTERNATIVE 5 - 300 NORTH AS ONE-WAY COUPLET (OFF-CORRIDOR. MAIN STREET MAINTAINED AS IS OR IMPROVED)

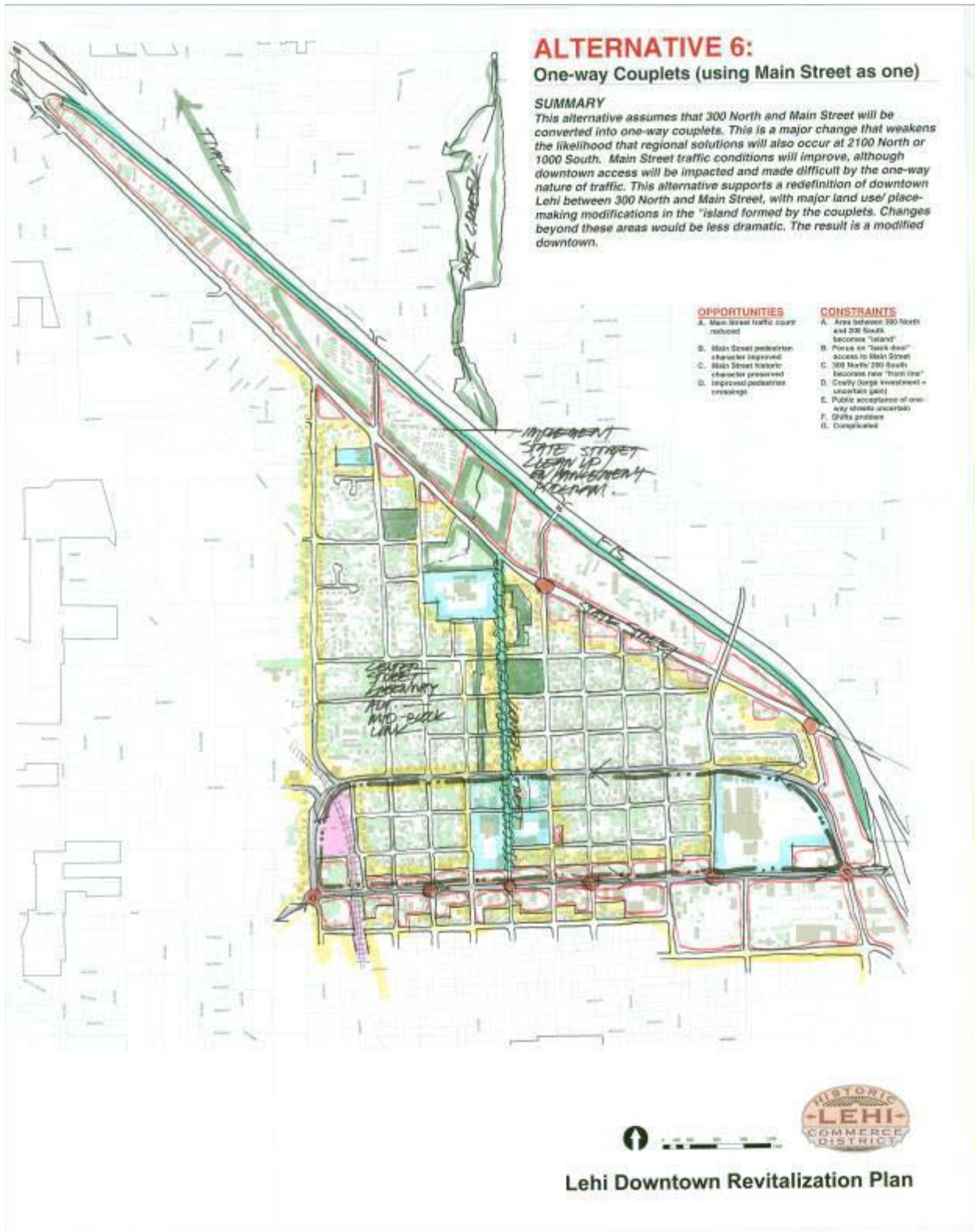
300 North Existing Conditions



300 North as Proposed



LEHI DOWNTOWN REVITALIZATION PLAN



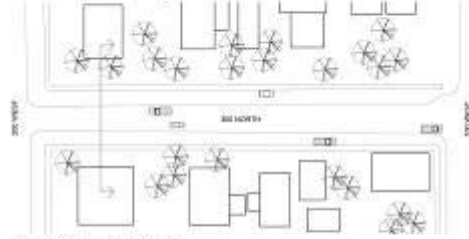
**ALTERNATIVE 6A &B:
One-way couplets, on corridor**

For the reasons similar to those describe for Alternative 5, this alternative was also eliminated from consideration.

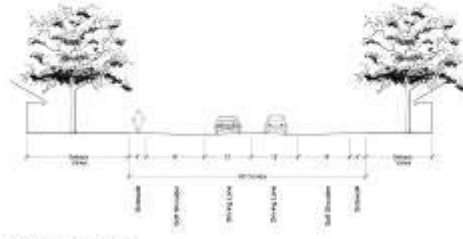
ALTERNATIVE 6 - 300 NORTH AND MAIN STREET AS ONE-WAY COUPLETS

1 OF 2

300 North Existing Conditions

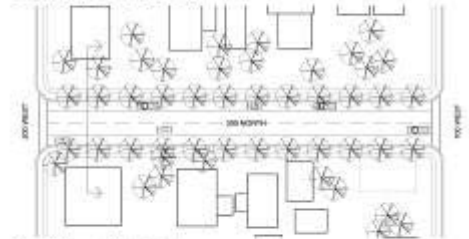


Plan View

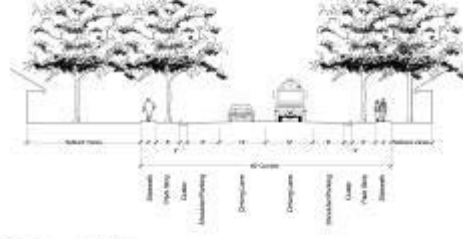


Section

300 North as Proposed



Plan View



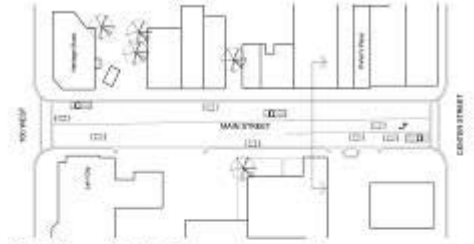
Section

LEHI DOWNTOWN REVITALIZATION PLAN

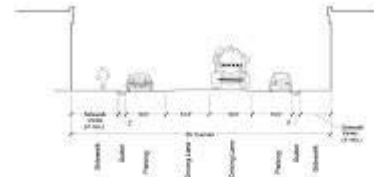
ALTERNATIVE 6 - 300 NORTH AND MAIN STREET AS ONE-WAY COUPLETS

2 OF 2

Main Street Existing Conditions

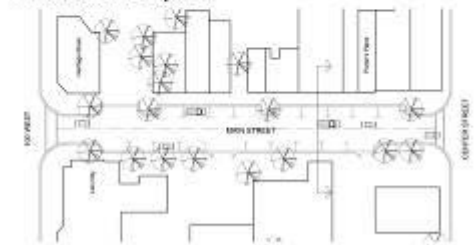


Plan View

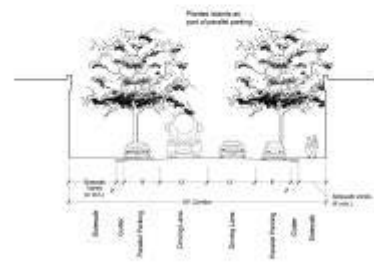


Section

Main Street as Proposed



Plan View



Section

LEHI DOWNTOWN REVITALIZATION PLAN

ALTERNATIVE 7:

Unbalanced Lanes - 2 Westbound/1 Eastbound, parallel parking on one side of street

SUMMARY

Assumes an alternate East/West corridor will be located at 1000 South or 2100 North, and that Main Street will be modified with unbalanced lanes and parking on the north side only. Attempts to strike a balance between traffic-flow through and access to downtown. A "compromise" solution, with assumed pedestrian, streetscape and crossing. Assumes a light-to-moderate redefinition of downtown Lehi, and corresponding light-to-moderate land use/ place-making changes.

OPPORTUNITIES

- A. Pedestrian experience improved on north (parking) side of street
- B. Downtown accessibility improved

CONSTRAINTS

- A. Statistics do not support greater need in one direction or another
- B. Pedestrian Experience Diminished on south side of the street
- C. Focus on "back door" access to Main Street from the east
- D. 300 North becomes new "front face"
- E. Costly (large investment + uncertain gain)
- F. Public acceptance of one-way streets uncertain
- G. Shifts problem
- H. Complicated

ALTERNATIVE 8:

Existing Main Street - Enhanced (2-lanes, parallel parking both sides, spot turn lanes, bulbouts, etc.)

SUMMARY

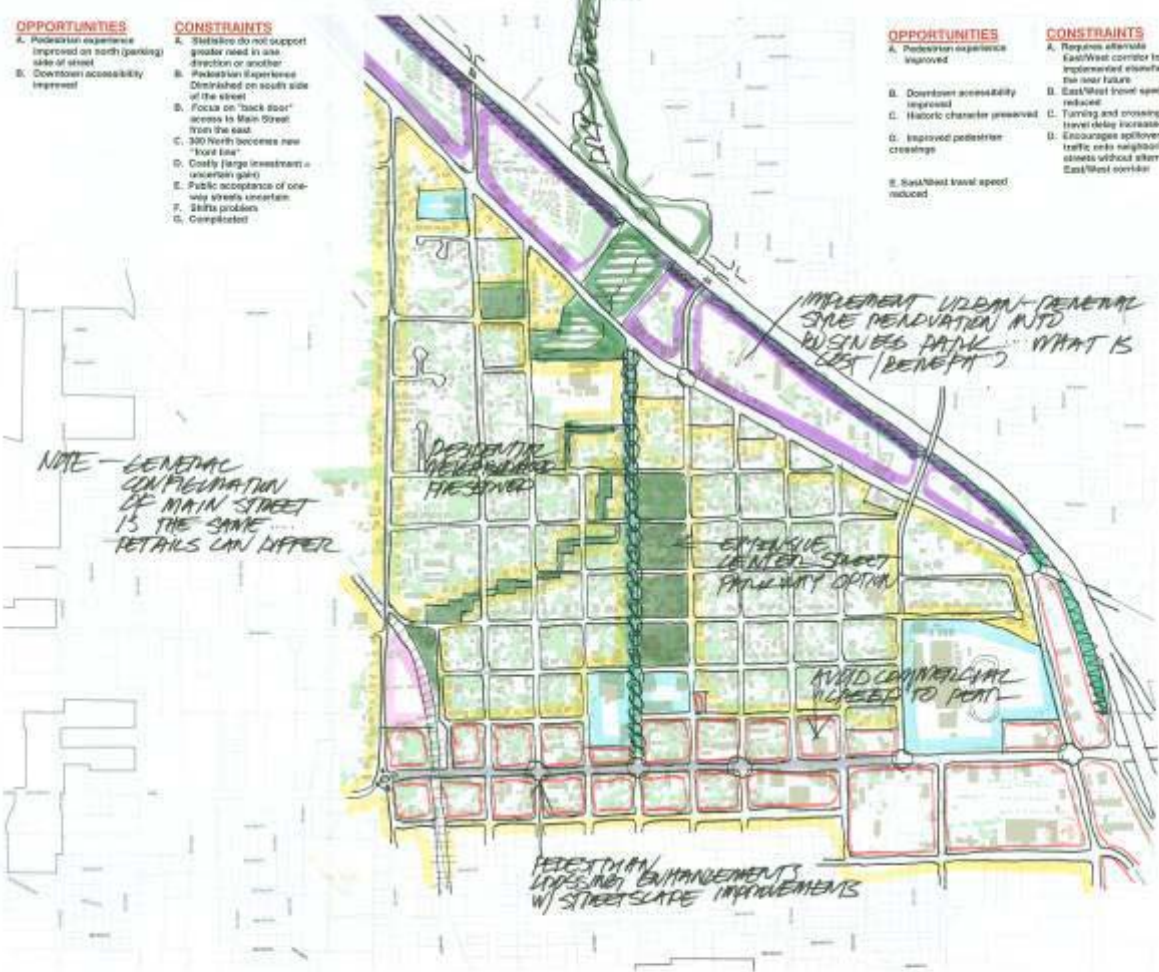
Assumes that an alternate East/West corridor will be located at 1000 South or 2100 North. Results in a "destination" Main Street, with adequate on-street parking, and opportunities to improve and enhance the existing street character with trees, furnishings and amenities. Assumes a light-to-moderate redefinition of downtown Lehi, and corresponding light-to-moderate change land use/ place-making modifications throughout the study area. The result builds upon the existing downtown.

OPPORTUNITIES

- A. Pedestrian experience improved
- B. Downtown accessibility improved
- C. Historic character preserved
- D. Improved pedestrian crossings
- E. Southbound travel speed reduced

CONSTRAINTS

- A. Requires alternate East/West corridor to be implemented elsewhere in the near future
- B. East/West travel speed reduced
- C. Turning and crossing travel delay increased
- D. Encourages spillover of traffic into neighboring areas without alternate East/West corridor



Lehi Downtown Revitalization Plan

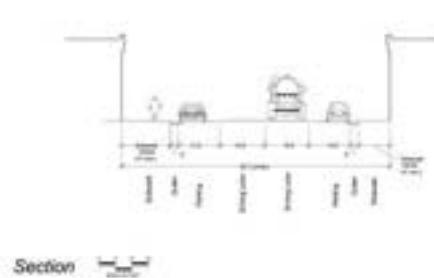
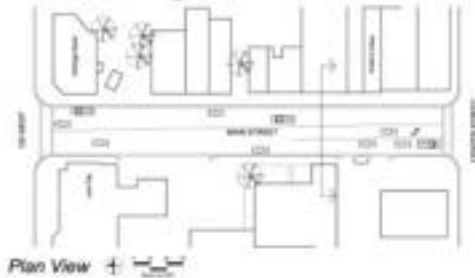
ALTERNATIVE 7:

Three unbalanced lanes, two side parallel parking

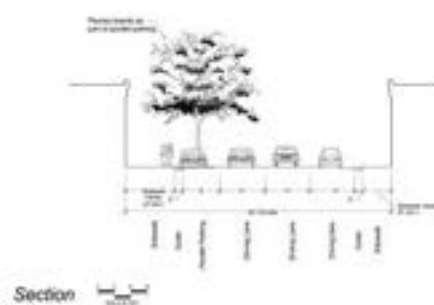
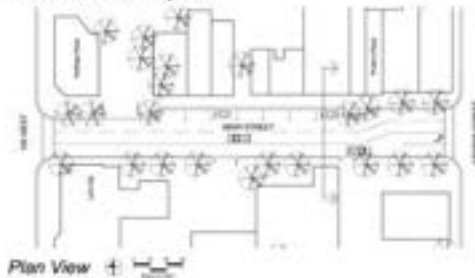
This alternative was sub-divided into two different scenarios, one with on-street parking on the north side of the street and one with on-street parking on both sides of the street. Both of these sub-alternatives were moved forward for consideration by the public at Open House meeting #1.

ALTERNATIVE 7 - UNBALANCED LANES (2 WB/1EB WITH ONE SIDE PARALLEL PARKING)

Main Street Existing Conditions



Main Street as Proposed



LEHI DOWNTOWN REVITALIZATION PLAN

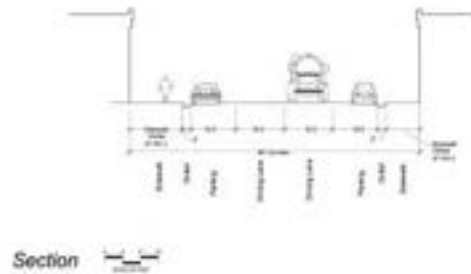
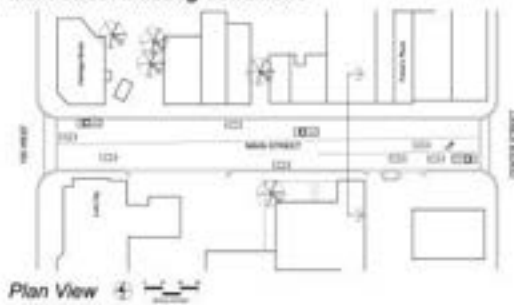
ALTERNATIVE 8:

Two lane, parallel parking both sides, spot turn lanes

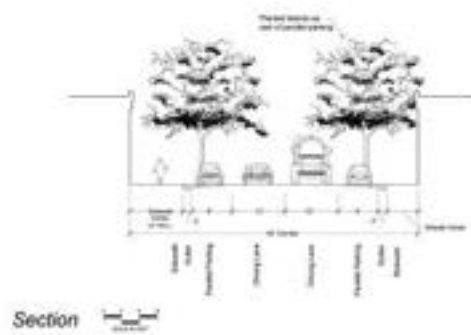
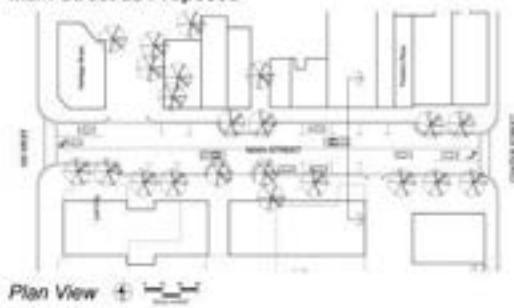
This alternative was designated for further consideration and presentation to the public at Open House #1.

ALTERNATIVE 8 - 2 LANES WITH PARALLEL PARKING BOTH SIDES AND SPOT TURN LANES

Main Street Existing Conditions



Main Street as Proposed



LEHI DOWNTOWN REVITALIZATION PLAN

Draft Alternatives

As illustrated on the following pages, the eight preliminary traffic alternatives were narrowed to four, which were slightly refined and modified, as illustrated in the following pages. These were accompanied by a refined Preliminary Concept Plan, which was accompanied by a Preliminary Main Street Concept Plan. As detailed in Appendix E and summarized below, each of the three Main Street solutions assumed that regional off-site traffic solutions were part of the traffic solution.

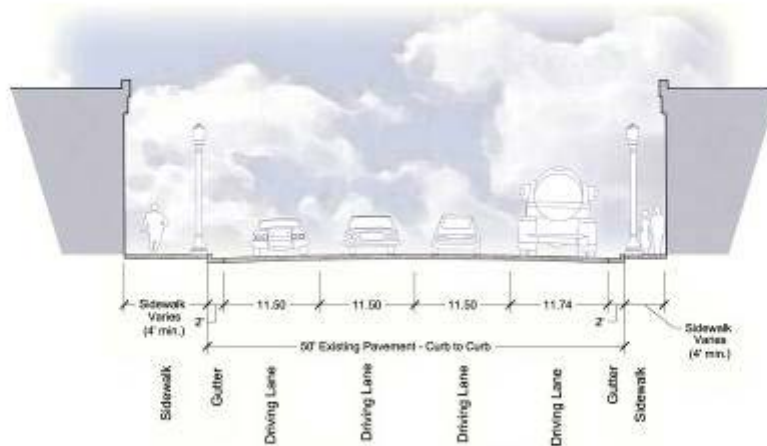
The Preliminary Concept Plan, Preliminary Main Street Concept Plan, Main Street alternatives and State Street Parkway Concept were presented for public comment at Open House #1. By way of voting with dots, attendees chose the plan elements and Main Street cross-section they believed was the best fit with the community's character, land use, etc. The majority of votes supported Alternative 3, which included a single travel lane in each direction, on-street parking, spot turn lanes and other intersection improvements.



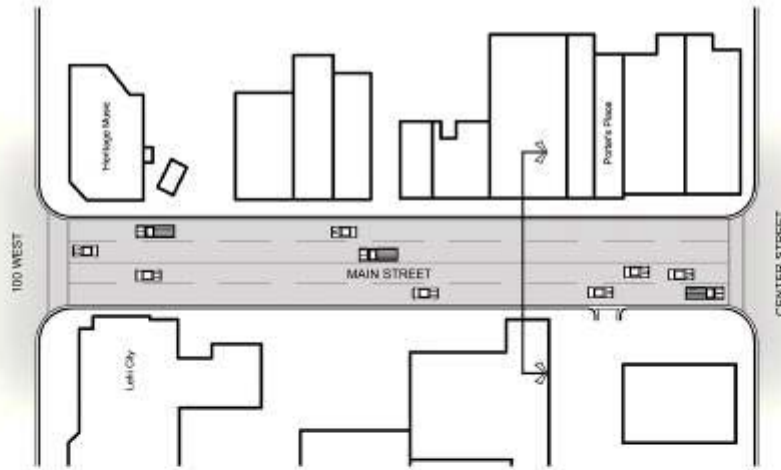
Main Street Concept Plan



ALTERNATIVE #1
MAIN STREET WITH 4 NARROW LANES AND NO ON-STREET PARKING



Section 0 4 8 12
 SCALE: 1/8" = 1'-0"



Plan View 0 15 30
 SCALE: 1/4" = 1'-0"

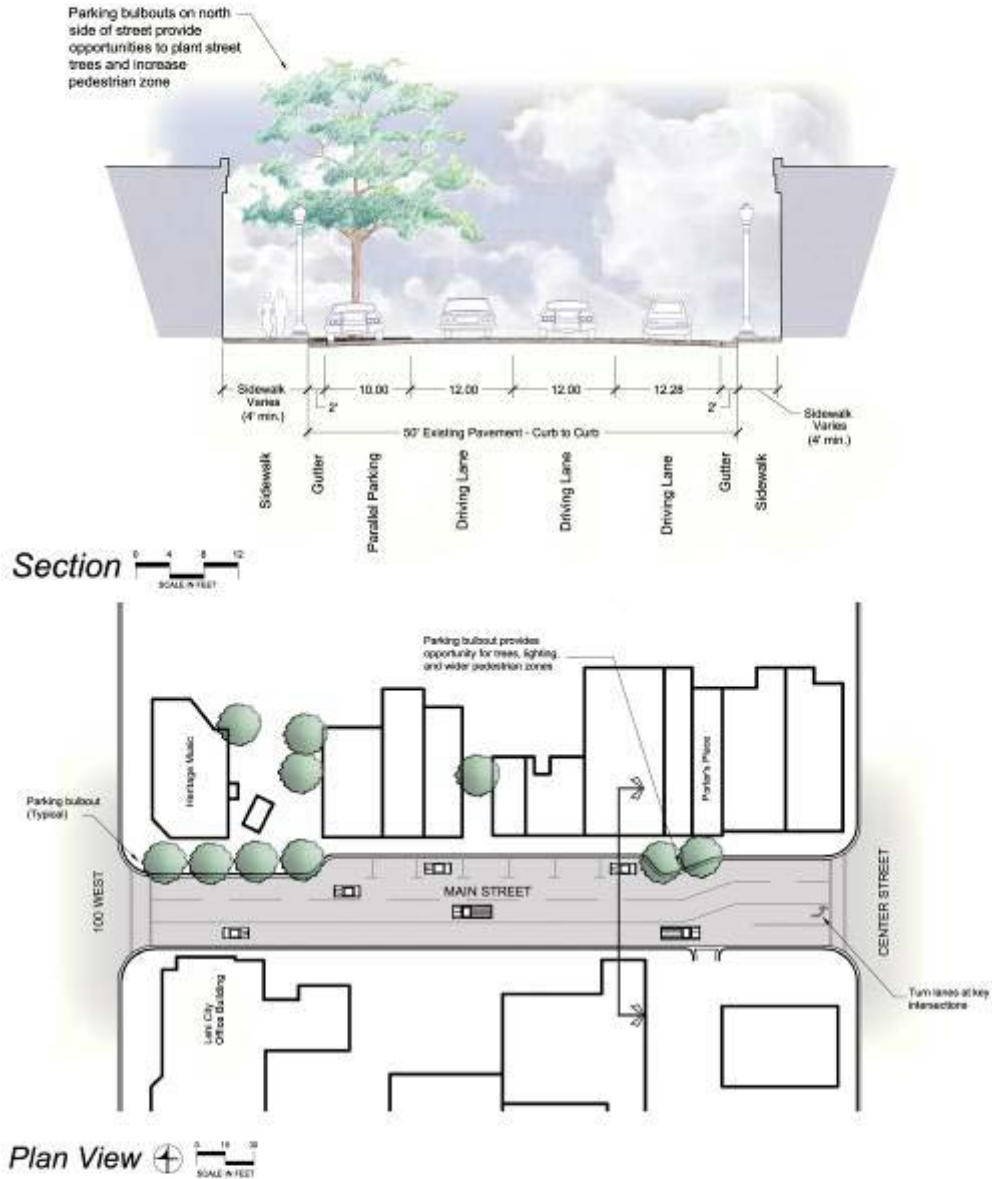
GENERAL ASSUMPTIONS

- Regional East/West solutions implemented at 1000 South and 2100 North
- Lehi Main Street enhanced as a Historic District and special destination
- Current width of pavement does not generally change
- Additional traffic lights approximately every other intersection

**LEHI DOWNTOWN REVITALIZATION
 AND BUSINESS PARK MASTER PLAN**



ALTERNATIVE #2A
3 UNBALANCED LANES (2 WEST-BOUND LANES)
PARALLEL PARKING ON NORTH SIDE ONLY



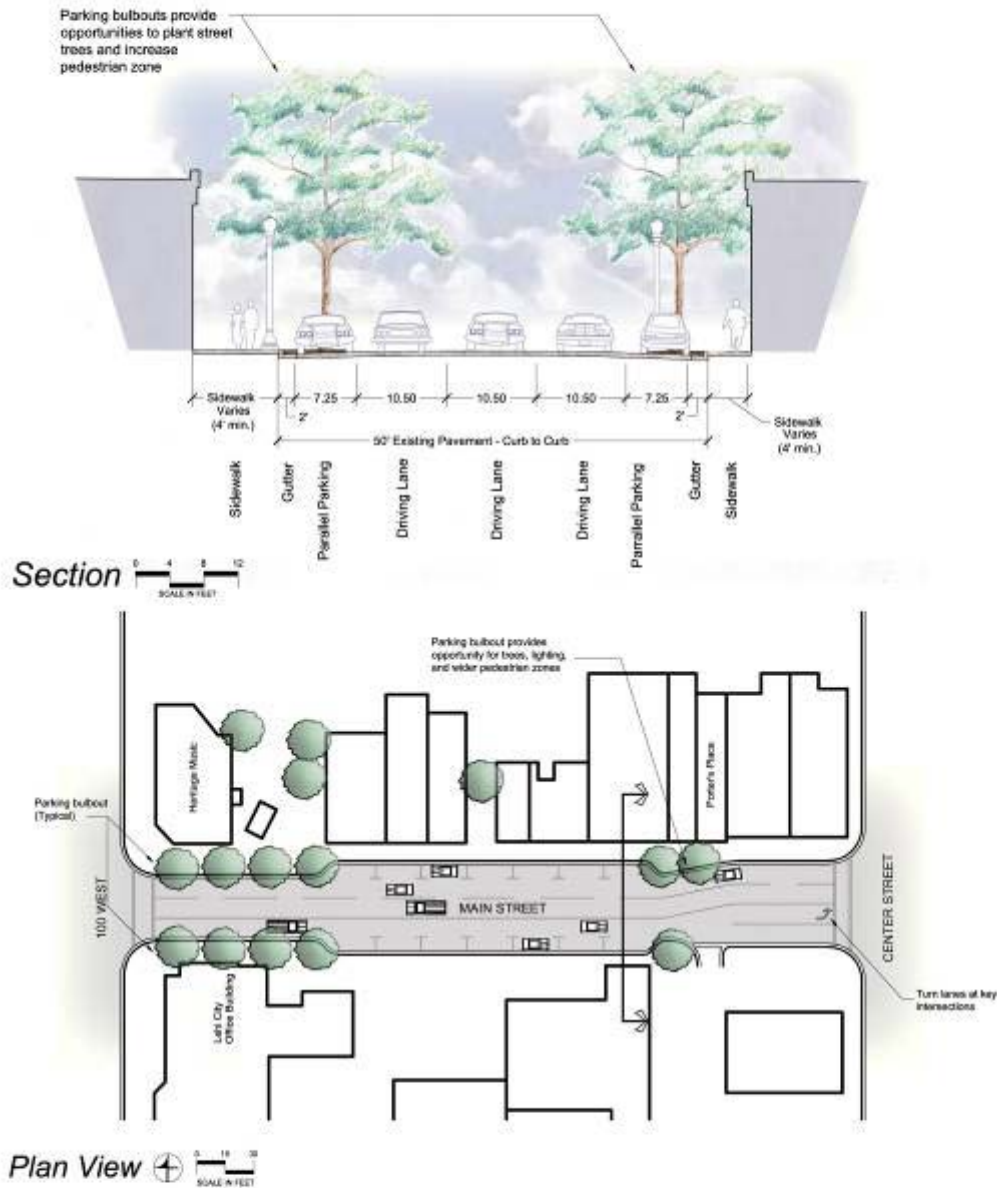
GENERAL ASSUMPTIONS

- Regional East/West solutions implemented at 1000 South and 2100 North
- Lehi Main Street enhanced as a Historic District and special destination
- Current width of pavement does not generally change
- Additional traffic lights approximately every other intersection

**LEHI DOWNTOWN REVITALIZATION
 AND BUSINESS PARK MASTER PLAN**



ALTERNATIVE #2B
3 UNBALANCED LANES (2 WEST-BOUND LANES)
PARALLEL PARKING ON BOTH SIDES OF STREET



GENERAL ASSUMPTIONS

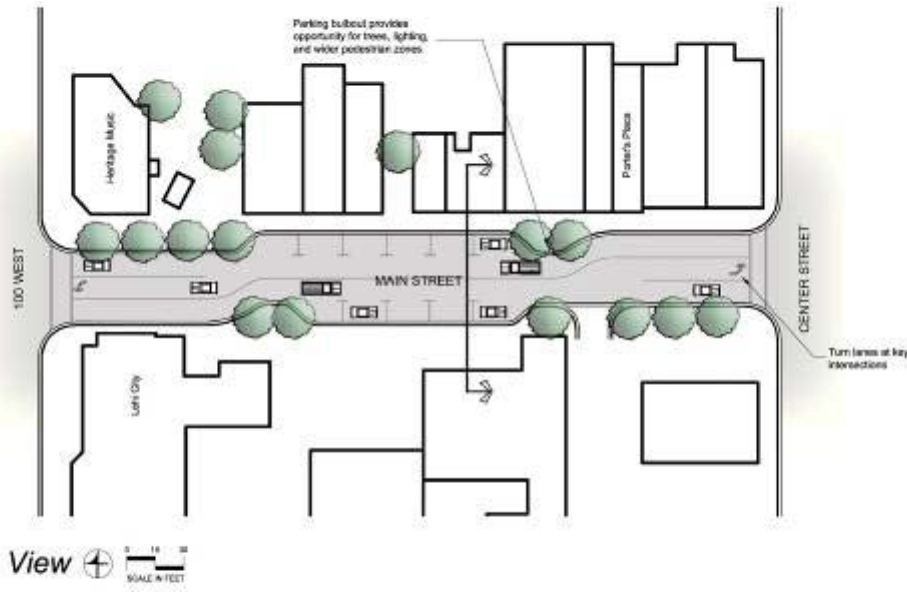
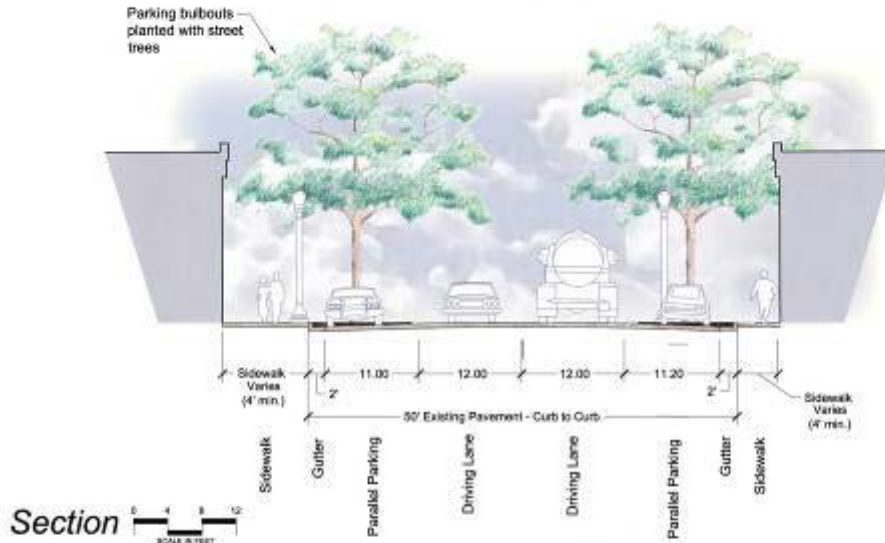
- Regional East/West solutions implemented at 1000 South and 2100 North
- Lehi Main Street enhanced as a Historic District and special destination
- Current width of pavement does not generally change
- Additional traffic lights approximately every other intersection

LEHI DOWNTOWN REVITALIZATION AND BUSINESS PARK MASTER PLAN



ALTERNATIVE #3

2 LANES WITH PARALLEL PARKING ON BOTH SIDES AND SPOT TURN LANES



GENERAL ASSUMPTIONS

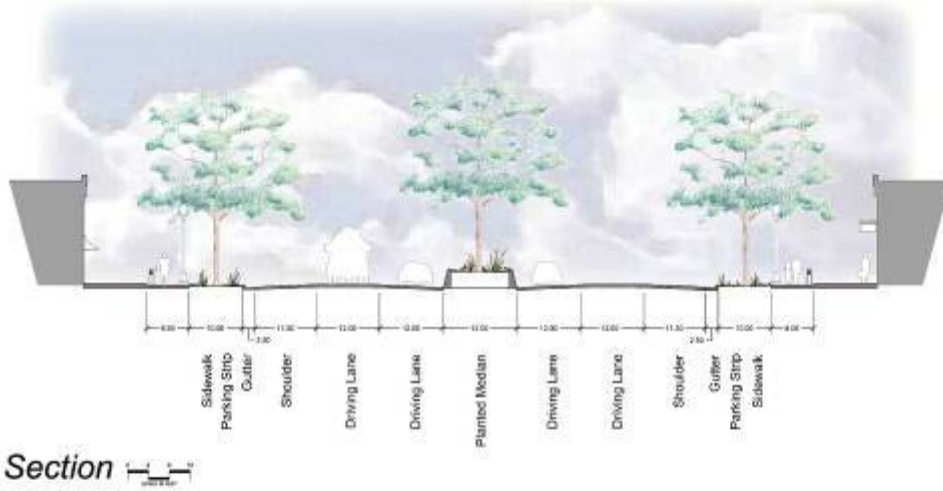
- Regional East/West solutions implemented at 1000 South and 2100 North
- Lehi Main Street enhanced as a Historic District and special destination
- Current width of pavement does not generally change
- Additional traffic lights approximately every other intersection

LEHI DOWNTOWN REVITALIZATION AND BUSINESS PARK MASTER PLAN

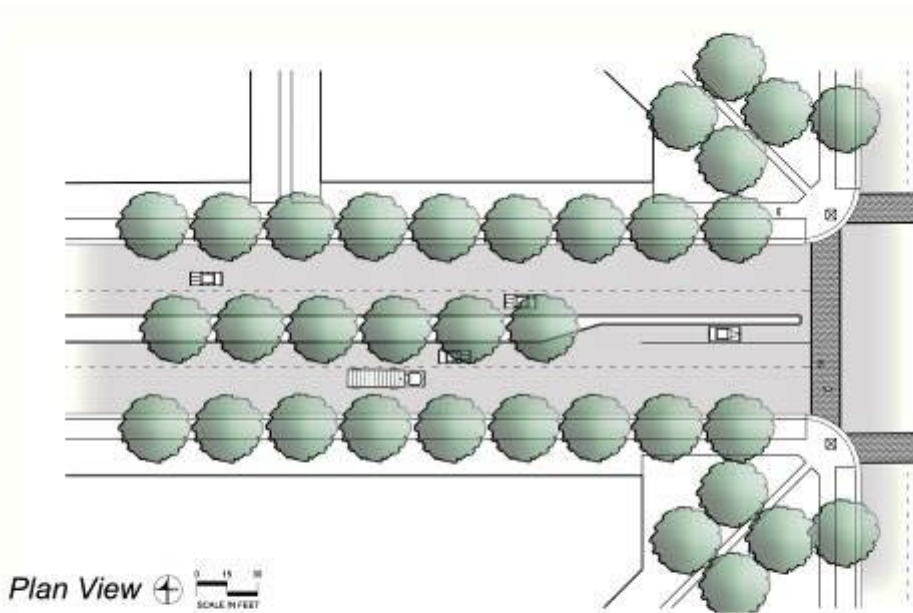


STATE STREET PARKWAY CONCEPT

FOUR LANES WITH CENTER MEDIAN



Section



Plan View

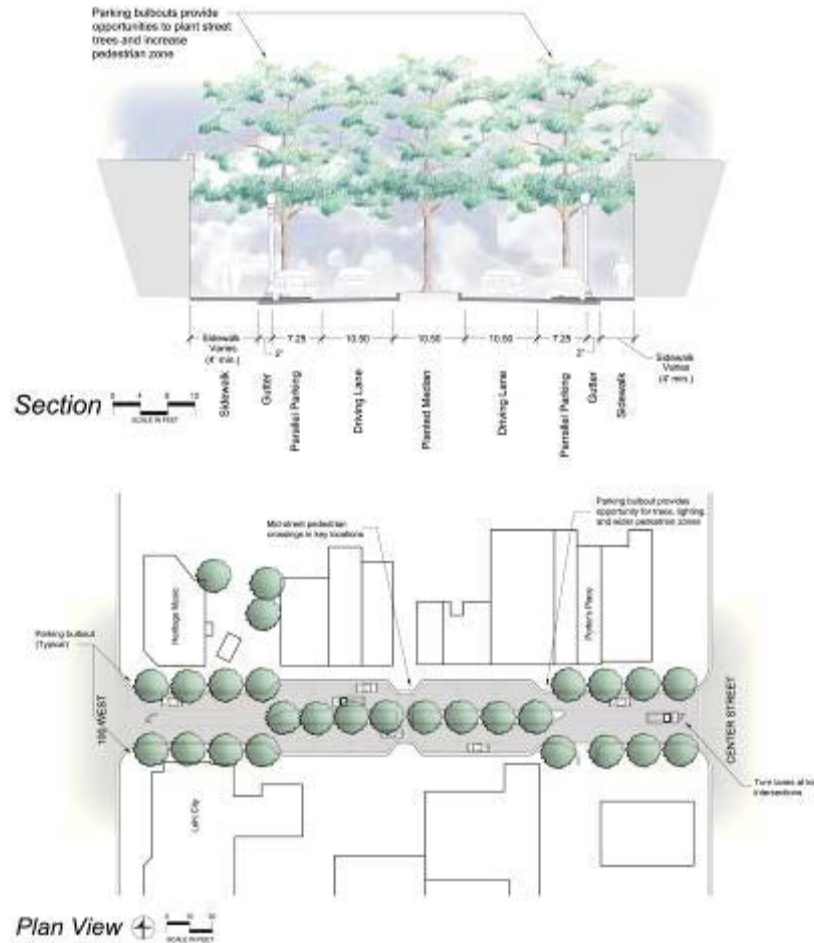
LEHI DOWNTOWN REVITALIZATION
AND BUSINESS PARK MASTER PLAN



Preferred Alternative Plan

Public input from Open House #1 was documented, summarized and later presented to the Lehi Downtown Revitalization Plan Advisory Committee and later to City staff for review, eventually agreeing on a modified version of Main Street Alternative 3, with the inclusion of a landscaped median with turn lanes provided at appropriate intersections (see Preferred Main Street below).

PREFERRED MAIN STREET



GENERAL ASSUMPTIONS

- Regional East/West solutions implemented at 1000 South and 2100 North
- Lehi Main Street enhanced as a Historic District and special destination
- Current width of pavement does not generally change
- Additional traffic lights approximately every other intersection

LEHI DOWNTOWN REVITALIZATION AND BUSINESS PARK MASTER PLAN



The Overall Concept Plan, Main Street Concept Plan and various detail plans were further refined and modified, resulting in the design presented in the Draft Lehi Downtown Revitalization Plan.

Appendix E: Traffic & Transportation Report

Introduction

Traffic on Lehi's Main Street (State Route 73) has increased dramatically in recent years, due most notably to significant residential development to the west in Lehi, Saratoga Springs, and Eagle Mountain. Main Street is the only viable route for travelers going to and from these areas and traffic congestion is reaching unacceptable levels in downtown Lehi. Included in this transportation summary is information related to:

- Historic, Existing, and Future Traffic Volumes
- Existing Facilities
- Regional and Local Transportation Planning
- Main Street Cross-section Alternatives
- Alternatives Analysis

Traffic Volumes

Historic

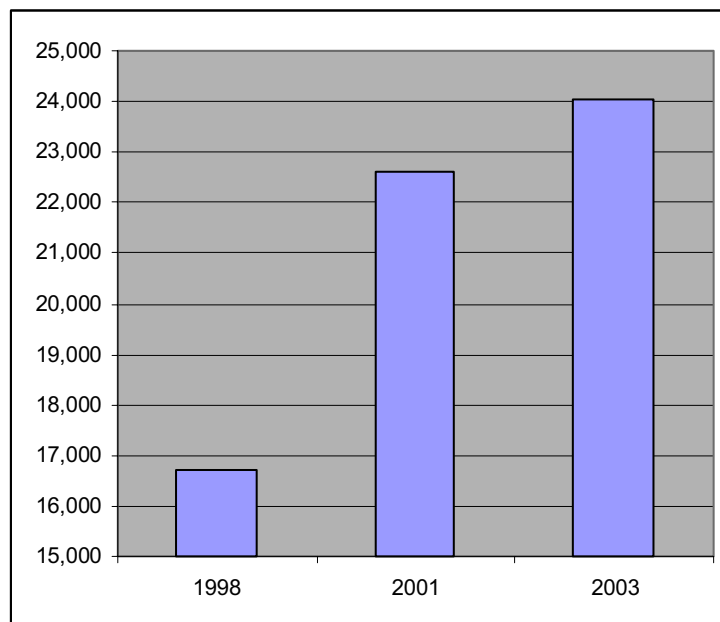
The table and chart which follows illustrate the growth in traffic volume on Main Street in recent years. It is evident from this information that traffic has increased significantly, especially between the late 1990s and the early 2000s.

Average Daily Traffic on SR-73, Downtown Lehi

Year	Volume
1998	16,705
2001	22,610
2003	24,063

Source: UDOT's *Traffic on Utah Highways*

Average Daily Traffic on SR-73, Downtown Lehi



Existing Traffic Conditions

As part of this project, traffic counts were done on Lehi Main Street in order to gain a better understanding of peak hour conditions including directional split. Directional split refers to which direction the dominant traffic flow is, particularly during the afternoon peak hour. A summary of the data collected is provided in the following table.

Existing Traffic Counts on Lehi Main Street

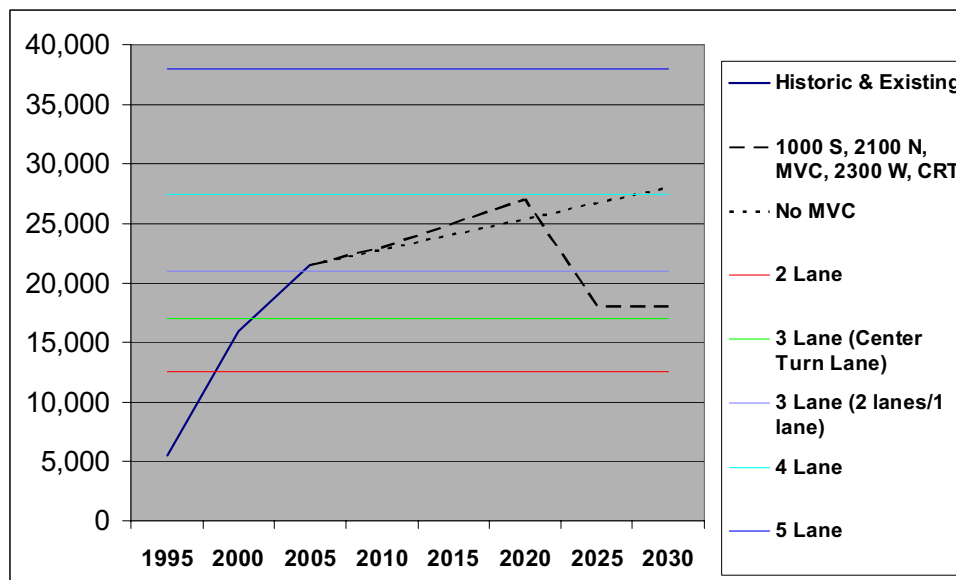
	AM Peak Hour		
	Total Volume	% Eastbound	% Westbound
At 200 West	1,100	49	51
At 200 East	1,300	52	48
	PM Peak Hour		
	Total Volume	% Eastbound	% Westbound
At 200 West	1,800	49	51
At 200 East	2,000	50	50

Traffic volumes are higher in the afternoon peak hour than in the morning peak hour, which usually the case in urban areas. However, directional split is fairly even, which is not necessarily typical. What this means is that the number of cars traveling east and west on Main Street is almost even, both in the morning and afternoon. Given the extent of development west of Lehi and historic increases in traffic volume on Main Street, it might be expected that westbound traffic would be higher in the afternoon peak hour as people head home from work. A more balanced directional split, such as that shown here can have implications for traffic engineering and for road cross-section alternatives.

Future Traffic Scenarios

Using the regional travel demand model, future traffic conditions were examined on Lehi Main Street under two different scenarios. The first scenario assumes that the full Long Range Transportation Plan is built, including 1900 South (Mountain View Corridor), 1000 South, and 2100 North. The second scenario assumes the Long Range Transportation Plan as well but without 1900 South. Traffic volumes on Lehi Main Street as well as traffic capacities of various cross-sections are shown in the figure below.

Lehi Main Street Traffic Volumes



As illustrated in Figure 3, with the construction of the Long Range Transportation Plan including 1900 South, traffic volumes on Main Street drop to approximately existing levels in 2025, when MVC is built. Without 1900 South, traffic volumes continue to increase to the extent that a four or five-lane cross-section would be necessary to accommodate them.

Existing Facilities

Main Street Cross-Section

The existing cross-section of Lehi Main Street includes one travel lane in each direction from 500 East to 500 West. From the I-15 interchange to Center Street, there is a center turn lane. Approximate right-of-way and pavement widths are shown in the following table.

Cross-section Widths on Lehi Main Street

	Right-of-Way Width	Pavement Width
At 200 East	68 feet	46 feet
At 200 West	62 feet	48 feet

Transportation Planning

Local and Regional Transportation Planning Efforts

Lehi Main Street is a main east/west corridor in northern Utah County, serving all of the recent residential development in west Lehi, Saratoga Springs, and Eagle Mountain. While the impacts of this traffic are felt most strongly at the local level, it is a regional problem that deserves larger-scale, regional solutions. The Mountainland Association of Governments (MAG) and the Utah Department of Transportation recognize the issues on Lehi's Main Street and have proposed projects to help alleviate the traffic congestion there.

For the purposes of this project, it is assumed that all of the following projects will be built within the planning horizon of this document. All projects are included in the region's 2030 Long Range Transportation Plan. These projects are shown in the Regional Transportation Projects map on the following page.

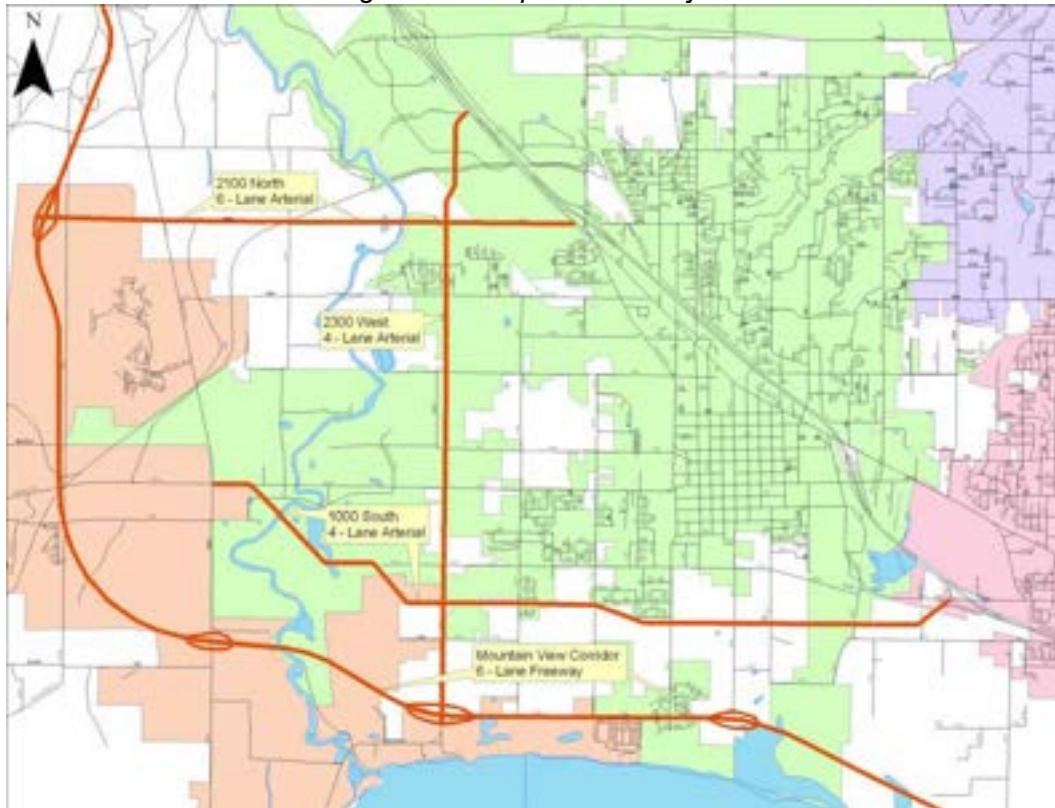
1000 South

The MAG Long Range Transportation Plan identifies 1000 South as a new four-lane road from the American Fork Main Street interchange, tying back into SR-73 between the Jordan River and Redwood Road. The intent of this road would be to relieve traffic congestion on Main Street by offering a facility that could carry more traffic at higher speeds. In fact, the Utah State Legislature has earmarked \$110 for this facility out of Transportation Improvement Funds. A 5-10 year timeframe for this project is reasonable, although there are still issues to deal with such as jurisdiction and environmental clearance. This road is included in the Lehi Master Transportation Plan as a principal arterial.

2100 North

The MAG Long Range Plan also shows 2100 North as a project in Phase 1 of the plan, meaning funding will likely be available between 2005 and 2014. The road is identified as a new four-lane road from I-15, tying in to either Redwood Road or SR-73. This road would likely also help to alleviate some traffic congestion on Main Street, although to a lesser extent than both 1000 South and 1900 South. Lehi's transportation plan shows this road as a principal arterial as well.

Regional Transportation Projects



2300 West

This road is planned as a four-lane road with a bicycle lane from 1900 South, intersecting with SR-73, to Thanksgiving Way. It will help to provide alternative routes for those traveling from northwestern Utah County to Salt Lake County. Lehi City shows this road as an 80 foot arterial in its transportation plan.

1900 South

1900 South is currently undergoing an Environmental Impact Statement with the southern portion of the corridor in northern Utah County, connecting to I-15 north of Utah Lake. While it is uncertain exactly how MVC will connect to I-15, this facility will have great impact on traffic in Lehi as it will offer a high-capacity facility to accommodate regional travel demand. The MAG Long Range Transportation Plan shows the MVC as a freeway facility planned for Phase 2, 2015-2024, although funding issues need to be addressed.

Again, for purposes of the Lehi Downtown Revitalization Plan, it is assumed that all of these projects will be built within the timeframe of this plan and that they offer regional solutions to Lehi Main Street's traffic congestion issues.