Thanksgiving Station TOD Area Requirements

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Ⅰ. Purpose and Intent

The Thanksgiving Station Transit Oriented Development (TOD) area is established to create a self-sustaining, livable neighborhood prioritizing the use of transit, walking and biking to connect amenities, employment, services, entertainment, and open spaces. The neighborhoods' proximity to Frontrunner, future BRT, Thanksgiving Point, and significant employment base could create a unique and sustainable urban center for Lehi along Frontrunner. TODs benefit the general health and welfare of the inhabitants of Lehi City by supporting increased transit service; providing increased safe walking and biking routes to transit, services, shopping, employment, recreation, and neighborhoods; encouraging sustainable living by reducing car dependency, reduced water use per capita, reduced pollutions emissions; providing housing options for a greater part of the life-cycle housing spectrum. While a TOD does not preclude the choice of using an automobile, it prioritizes an alternative for those who cannot drive or prefer not to use personal vehicles for every trip. It also balances street design to accommodate driving, walking, biking, and utilizing transit. The purpose and intent of the TOD Zone is to:

A. require a complementary mix of land uses, including moderate and/or high density residential, horizontally or vertically mixed, within a half mile walking distance of transit stations to increase accessibility to the region;

B. to create an urban center for the city of Lehi that facilitates productive economic activity and greater access to employment, shopping, dining, recreation, and culture;

C. foster a sense of place through the creation of mixed-use centers that combine residential uses with diverse economic activity;

D. create a human-scale environment to prioritize and encourage walking, bicycling and transit use, and reduce automobile dependency;

E. provide an alternative to traditional development by emphasizing mixed use, compact site design, and land uses oriented to people walking and biking;

F. provide a more environmentally sustainable development type;

G. create a neighborhood identity that promotes pedestrian activity, social interactions, safety, and long-term livability;

H. reduce auto dependency and roadway congestion by locating multiple destinations and trip purposes within walking distance and biking of one another; and

I. provide a range of housing options for people of different income levels and at different stages of life.

J. Safe and comfortable bike routes shall connect to existing planned bicycle facilities, neighborhoods, open spaces, and employment areas to further promote alternative modes of transportation and reduce auto dependency.

A TOD should build upon the community's existing identity and serve as a mechanism for communicating that identity to others. The development should create a community focus at which people will be present at all times of the day, creating a stimulating and meaningful public environment. New development should create a sustainable neighborhood, in which residents and business owners make a long-term investment in the community.

Ⅱ. TOD Area Description

Thanksgiving Station TOD includes a cohesive mix of complementary land uses, including retail, office, institutional, entertainment, restaurant and other neighborhood-oriented uses, which will provide service and employment opportunities to residents within the community (see Figure 1). The highest densities shall be located in proximity to transit stops or to the extent where it is feasible while balancing market demand and absorption, phasing strategies, significant views, and strong urban design principles.

Residential development shall employ a variety of urban housing, sizes and price-points, and shall be designed in a manner that promotes human-scale neighborhoods and streetscapes. Open spaces shall be designed to enhance the pedestrian experience, linking Lehi Station to existing and future amenities, and shall be designed in coordination with ground floor uses in the adjacent buildings. The incorporation of one or two of these elements does not make the TOD; the combination of all these elements is necessary for the TOD.

Figure 1. A mix of uses and intensity of development is focused along the primary connection to the transit station.

Ⅲ. Required Open Space

A minimum of 10 percent of the total gross acreage in a TOD shall be developed as open space. The open space areas within a TOD must be constructed and paid for by the developer as a part of the TOD project and shall include "urbanized" open spaces, in addition to more traditional open spaces areas such as parks and playgrounds. Each landowner within the TOD district shall provide proportionate share of open space unless another arrangement is agreed upon by all landowners.

A. Urbanized open spaces are defined in this section as built open spaces for public congregation and recreational opportunities, as opposed to natural open spaces consisting mainly of plantings. Urbanized open spaces may be located on the roofs of buildings or an interior courtyard located at ground level and directly accessible to the public realm. All open spaces shall be easily observed and accessed from the street or pedestrian areas and should be improved with seating, plantings, plazas, fountains, pavilions, gardens, or other similar amenities. Urbanized open spaces shall be designed in a way to prioritize pedestrian travel and the pedestrian experience. An urbanized open space should be designed to increase the comfort, safety, and visibility of pedestrians.

B. Urbanized open spaces shall be included in the Thanksgiving Station TOD area and should include the following:

1. consist of a minimum two percent of the overall acreage.
2. include a central prominent gathering space with a focal feature such as a statue, water feature, shade structure, clock tower, public art, signature architectural element, or other feature as approved by the Thanksgiving Station Architectural Review Committee. The central feature should be commensurate with the size and scale of the gathering space.
3. A mix of differing scale spaces include planters, benches, trees, pedestrian scale lighting, firepits, and durable paving.

C. Open spaces within a TOD should be engaging, high quality public spaces (e.g. small parks or plazas) as organizing features and gathering places for the neighborhood.

D. The open space may be held in common, administered by a metro district, Business Improvement District (BID), General Improvement District (GID) or other similar governance and maintenance entity. Maintenance of the open space is the responsibility of the owner of the development if held in single ownership, or a metro district, BID, GID or other similar entity.

IV. Design Requirements

The public realm design (streets and public spaces) shall be of a consistent character utilizing high quality, durable, and lasting material palette that creates a unifying element for the entire district. The scale, form and programmatic function of public space shall be considered in the larger context of creating a central “place” for the TOD as well as the greater Lehi community.

Building form, scale, massing, and orientation across the district shall provide variety within a context of architectural compatibility, rather than an aggregation of individual, unrelated buildings located on separate lots. The Thanksgiving Station TOD Design Standards (provided under a separate section of the Thanksgiving Station Area Plan) are intended to create a pedestrian friendly environment by ensuring good building and overall site design, good architectural design and visual appearance, street layout, parking design, pedestrian design, lasting value, and other provisions of this Code relating to public health, safety, and general welfare of the overall community.

Each building should orient the primary façade towards a street, open space, or plaza. Facades should be designed using high quality, durable material and articulated at a human scale. Architectural variety and scale through minor variations in the facade and building massing, including expression of the buildings structure, changes in wall plane or height, patterns of window, door, or other openings.

All buildings and structures, including residential buildings and dwellings, shall conform to the Thanksgiving Station Design Requirements.

A. Architecture

1. **Orientation.** The primary façade of all principal buildings shall face the primary street, public open space or plaza, and shall not be oriented towards a parking lot or parking structure. (see Figure 2).

2. **Roof Design.** Multi-family apartment and mixed use residential/commercial buildings shall utilize flat roof designs. (See Figure 3 and Section 1,2 and 3 in the Design Standard).

Figure 2. The building is oriented with the entrance facing the street and the parking located to the side and rear of the building.

Figure 3. The apartment building includes a flat roof design with varying parapet heights and an architectural hierarchy to the street corner.

3. **Entries.** Primary public entries shall be defined by roof overhangs, awnings, recessed entry ways, or other architectural façade elements. Ground floor residences/apartments along local streets shall have porches and front doors that provide direct access to the streets. Exceptions may be at site development

plan process in order to accommodate special circumstances with regard to site grading, mechanical equipment location, or utility easements. A combination of vertical separation (stoops/porches), low architectural fencing, and landscape buffer zones may be utilized to designate a distinction between private and public space. Residences/apartments along arterial streets may have porches and front doors if designed in a context sensitive manner.

4. **Non-residential Street Frontage.** For non-residential, retail, and office buildings, a minimum of 50 percent of the ground level façade shall be transparent, consisting of true window or door openings allowing views into and out of the interior of the building (see Figure 4).

Figure 4. Retail building with clear windows on the ground floor exceeding 50% of the front façade.

5. **Form and Massing**. Varied form and façade articulation shall be used to break up long wall faces. Upper-level step-backs are encouraged to break down the vertical scale of the building and promote a pedestrian scale streetscape. Retail and commercial spaces shall utilize a higher ceiling bay. (see Figure 5)
6. **Building Façade Features.** Building facades shall be designed in a manner that breaks down the overall vertical and horizonal mass of the building. The ground floor façade shall be designed in a manner that provides human scale, interest, and variety along the sidewalk experience.
7. **Architectural Style.** Architectural style, colors, and materials shall be harmonious within each building and select signature architecture located judiciously at prominent locations and visual termini. A palette of colors and building materials should be submitted with the concept plan.

Figure 5. The ground floor for mixed use buildings should have greater height and massing, and larger windows proportional to the use.

8. **Mechanical Equipment Screening**

In an urban environment with smaller blocks and streets on all sides, there are challenges to fully screening utility equipment, such as transformers, meters, utility boxes, and other equipment. If possible, while maintaining NESC clearance, electrical equipment may be screened by landscape.

a) Utility equipment shall be located in a manner that does not impede view triangles at intersections nor impede bicycle or pedestrian routes.

b) Utility equipment shall be screened by landscape elements or artfully located and treated to blend in with the environment and adjacent uses.

c) Primary public utility equipment, such as switch-gates, shall be located, when applicable, along Ashton Boulevard and Executive Way to protect more pedestrian-oriented internal streets.

d) Utility equipment on private property servicing a specific building should be in areas where buildings have deeper setbacks and away from primary pedestrian areas, such as retail frontages, public spaces, resident amenities, promenades, and lobbies, or should be located withing parking garages.

e) Public Utility structures and boxes shall be screened from public view with landscaping or low walls and shall be located in a manner that does not impede pedestrian movement or site triangles at intersections.

f) Private Utility equipment shall be located at the rear of buildings, internal to buildings or screened from public view with landscape, low walls, or decorative fence.

B. Street Patterns

Street patterns shall be oriented along a grid, as opposed to cul-de-sac and curvilinear street designs. Within the grid are sidewalks and streetscapes that encourage walking and biking. Narrow streets and other traffic calming features shall be utilized that favor pedestrian activities. Traffic calming features may include curb extensions,

pedestrian refuges within arterial medians, raised bike and pedestrian crossings, raised intersections, continuous sidewalks and bike paths, brick pavers or other textured street surface materials, chokers, or other features.

C. **Streetscapes**

1. **Parking lots** shall not be located between a building primary façade and primary street, but at the rear of buildings. Parking lots and ground floors of parking structures shall be screened from street view with landscaping, buildings, or other screening features.

2. **Street Trees.** Street trees shall be provided on all street frontages and located in manner that works with street lighting requirements, tree canopy spread, vehicular site triangles and separation from fire hydrants. Street trees may be clustered and need not be evenly spaced. Trees shall be placed within the landscape/amenity zone located adjacent to the curb. Any street tree may be located in a cut-out planter with a minimum dimension of 6 feet by 10 feet. Structural soil shall be used adjacent to the tree planter to increase root zone to a minimum of 7' wide. Trees located within a tree grate or other hardscape condition shall be planted in appropriate structure soils or modular suspended pavement system.

3. **Clear View Area at Street Intersections.** No obstruction to public or private street views in excess of three feet in height above the finished road grade shall be placed on any corner within a triangular area formed by face of curbs and/or curb-extensions and a line connecting them 35 feet from the intersection.

4. **The number of street trees** required shall be based upon 1 tree per 30' of parcel frontage, as measured along the right-of-way line. To allow for innovative street design and placemaking strategies, trees may be grouped together, spaced at less than 30' on center, or located in other publicly accessible open spaces such as parks, plazas, or easements along multi-use paths.

5. **Residential / Non-Residential Street Design**
   a) General Treatments.

      i. All streets shall include sidewalks with a minimum of six feet in width.

      ii. Sidewalks shall be a minimum of eight feet in width along the primary street connection to the Frontrunner station and streets with retail frontages.

      iii. Amenity zones and tree planter areas shall be placed along all public and private streets. Trees shall be planted in a cut-out planter area with a minimum dimension of 6 feet by 10 feet. Structural soil shall be used adjacent to the tree planter to increase root zone to a minimum of 7' wide.

      iv. Landscape or amenity zones and sidewalks are not required on alleys. Alleys should be a minimum of 20 feet in width and only provide access to building service areas, garages, or parking areas.

   b) Non-Residential Street Design. Streets that include non-residential and mixed uses shall include three elements within the side treatments. These elements are as follows:

      i. Pedestrian Through Zone – This is a sidewalk area that serves as the primary pathway for

pedestrians. The pedestrian through zone must not be impeded by street furniture, landscaped beds, signage, displays, or sidewalk cafes. The minimum pedestrian through zone width shall be eight feet. It is encouraged that pervious materials be used.

ii. Amenity Zone (Furniture/Landscape/Curb Zone, etc.) – This is the area located between the sidewalk and the street curb. Features may include street furniture, trees, planter areas, light poles, bike racks, signage, and curb extensions at crosswalks. The minimum street furniture/curb zone width shall be six feet, measured between the face of curb and Pedestrian Zone, which does not include the additional width required for curb extensions. This is the minimum distance allowed for ADA accessible ramps.

iii. Build-to Zone – A section of streetscape located between the R.O.W and adjacent building frontage that allows building entry, sidewalk cafes, sales displays, and raised planter beds. The build-to zone shall be between zero and five feet commensurate with the building use. Planter areas may be allowed between the frontage zone area and the building.

iv. Arterial Streets that include protected, dedicated bike lanes, or paths shall place the bike facility behind the landscape zone. The minimum separated bike lane or path width shall be six feet for a one- way facility and 10 feet for a two-way facility.

v. Curb-management zones may be utilized to balance the desire for delivery areas, drop-off areas, outdoor dining, or outdoor "living room" amenities.

6. **Alleys and Interior Block Spaces.** Alleys and interior block spaces are allowed and encouraged in all TODs. Alleys serve as alternate routes to garages and loading docks that are unseen by the public and therefore contribute to a pedestrian-friendly environment. The private, interior portions of the lots (toward the alley) allow commercial operators to utilize these spaces as efficient working environments unseen by the public and allow residents to have private and semi-private gardens and courtyards. Alleys are to be the primary access to parking areas and garages. Alley access should be designed to minimize pedestrian and bicycle conflicts.

D. Street Design

1. **Traffic Calming.** Traffic calming is intended to slow or reduce motor-vehicle traffic to improve pedestrian safety. TODs shall provide traffic calming measures, which may include curb-extensions, chokers, special paving at crosswalks, special paving at intersections, elevated intersections, sharrows, narrow lanes, and pedestrian refuge islands. Directional pedestrian ramps and crosswalks located at street grade shall be utilized as opposed to rollover curbs. Directional ramps including curbs that assist visually impaired cross streets perpendicular to traffic and slow traffic by creating tighter turning radii. Final design of intersection will be determined during site design plat.

2. **Bicycle Parking.** Outdoor short-term bicycle parking facilities shall be located in well-lit areas in proximity to building or common facility entrances. Bicycle parking locations shall not impede pedestrian traffic or open space. Strategically located bicycle parking zones, either on or off-street, may be considered in lieu of bike racks at every building entry. Long-term secure bicycle parking is required for office, institutional, and multi-family residential uses (see Figure 6). Long-term bicycle parking shall have dedicated and convenient access.

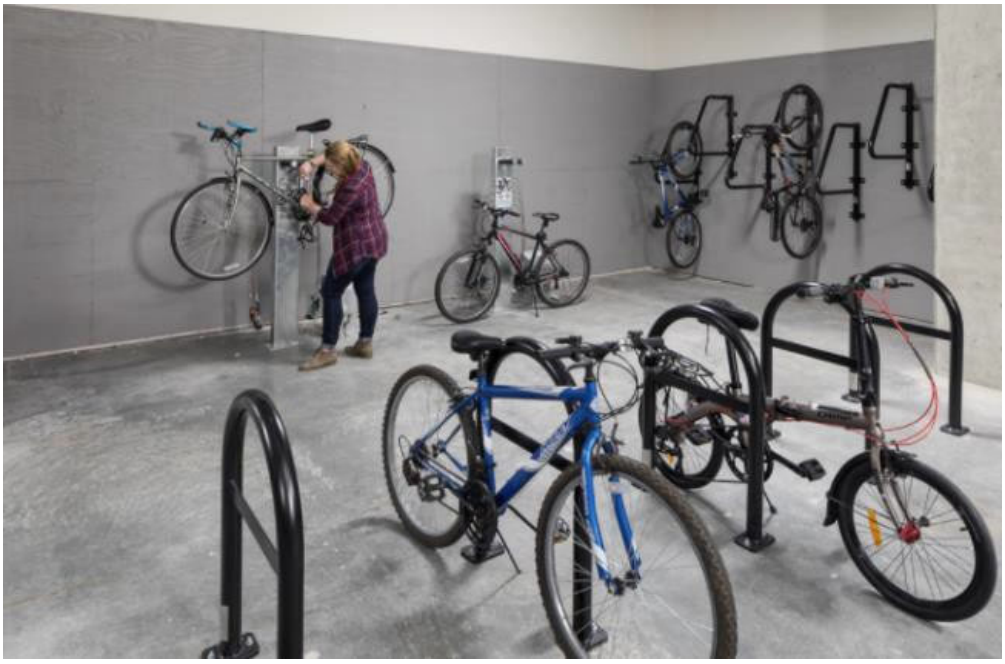

Figure 6. Secure bike parking provided within an apartment building.

3. **Bike Facilities.** Bike facilities shall be provided to ensure safe and convenient local transportation options. At buildout, bike infrastructure should connect to the regional bike and trails network. Bike infrastructure should be designed based on the design speed and volume of a street. The following types of bike facilities should be provided with the given street criteria:

    a. Shared bicycle and vehicular lanes and bike boulevards (see Figure 7) may be used where the street's posted speed is 20 miles per hour or less and the existing or projected vehicular traffic volumes are 2,500 average annual daily trips or less.

Figure 7. Bike boulevards include shared lanes on a low-volume, low speed street with bike and pedestrian prioritization features.

b. Protected bike lanes or shared use paths should be provided along roadways with a posted and designed speed greater than 25 miles per hour or where the existing or projected vehicular traffic volumes are greater than 2,500 average annual daily trips. Streets with two or more travel lanes in a single direction should provide two-way multi-use path on both sides of the street. Streets with one travel lane in each direction may design a two-way protected bike lane (see Figure 9) on one side of the street or include single direction protected bike lanes on both sides of the street.

c. Shared use paths may be used to provide bike connectivity in an independent right-of-way or easement through the center of a block if it interconnects with the local and regional network of bike facilities. Shared use paths are appropriate in areas with lower amounts of foot traffic to limit bike and pedestrian user conflicts or built wider or with separate sidewalks.

4. **Medians.** Street medians are encouraged for all major collector and arterial rights-of-way. Medians serve to improve the aesthetic quality of the area, provide traffic calming, and create pedestrian refuges for street crossings, as well as a mid-block resting place for street crossings. Medians should be a minimum of six feet wide at intersections and crosswalks and a minimum of three feet wide at other portions of the road. Where medians are not included in the design of an arterial or major collector street, bike and pedestrian crossings should include refuge islands at intersections and mid-block crossings. Center medians and crossing islands should be designed with plowable end sections to ensure ease of winter maintenance.

E. Sidewalks and Pedestrian Circulation

1. **Pedestrian Circulation.** Convenient and safe pedestrian circulation systems shall be provided to minimize pedestrian-auto conflict and shall be provided continuously throughout the Thanksgiving Station TOD. All streets, except for alleys, should include sidewalks and landscape/amenity zones on both sides of the right-of-way as described here-in.
2. **Walkway Connections.** Pedestrian walkways should interconnect all building entrances, sidewalks, parking areas, open spaces, public and private streets, and transit stations.
3. **Urban Promenade.** An urban promenade shall be developed through a TOD to collect pedestrians and bicyclists and direct them to the transit station and should meet the following requirements:

a) The promenade should include, at minimum, a 10-foot-wide walkway constructed of concrete or other durable paving material.

b) the corridor must be visible from adjacent buildings, parking areas, and the transit station.

c) wayfinding signs should be placed judiciously and at strategic locations to direct users to the transit station and to other nearby destinations.

d) benches and trash receptacles should be placed along the walkway.

e) the walkway should be well lit with pedestrian scale lighting.

f) crime prevention through environmental design (CPTED) standards should be considered to increase natural surveillance and deter crime. The following should be incorporated in the design of the walkway:

i. the walkway should not be obstructed with opaque fencing,

ii. entrapment zones (areas with low visibility and no alternative exits) should not be created with the placement of fencing, buildings, or other features; and

iii. windows facing the walkway should have clear glass.

g) the walkway should connect directly to the transit station and interconnect adjacent buildings, streets, open spaces, and parking areas.

h) sidewalks from adjacent buildings and streets should connect to the walkway.

4. **Pedestrian Crossings.** Raised mid-block pedestrian crossings or walkways should be constructed of a material differing in texture, material, or color.

5. **Continuous Sidewalks and Bike Facilities.** Drive approaches that ramp up to the sidewalk and bike path level or other raised crossing should be used where local private streets, alleys, driveways, commercial accesses, and any other private access crosses a sidewalk, trail, protected bike lane, or other bike path. The paving material and color for sidewalks and bike facilities are maintained through the crossing to establish priority. Crossings along arterial roads shall be deflected by a single car length to provide a waiting area for vehicles entering or exiting so they do not block the sidewalk, bike path, or travel lanes of the arterial roadway.

F. Signage

1. **General Signage Concepts.** Proper design and placement of signs and their lighting should be compatible with structures and uses. Signs will need approval from the Thanksgiving Station Architectural Review Committee.

2. **Number of Signs.** The number of signs on a structure shall be limited and placed in areas that contribute to the architecture of the building. Signs shall not overpower a storefront nor obscure display windows or significant building features.

3. **Encouraged Signs.** Wall signs, awning signs, canopy signs, projecting signs (see Figure 8), and suspended signs should be encouraged.

Figure 8. Projecting sign is pedestrian oriented and contributes to the character of the building.

4. **Discouraged Signs.** Monument signs and directional signs are discouraged and must be approved by the Thanksgiving Station Architectural Review Committee. Directional signs should be used to direct vehicles to public parking, where upon arriving, pedestrian signage shall be used to direct people to specific destinations. A well thought out and coordinated wayfinding and branding strategy should be created for the project.

5. **Pylon Signs.** Pylon signs shall not be permitted in the TOD area.

V. Parking requirements.

A. A successful TOD can significantly reduce per capita motor vehicle travel, thus parking requirements within a TOD may be reduced from the minimum standards as required by Table 37.090 of the city of Lehi Code. As the intent of a TOD is to encourage walking, biking, and transit ridership, a developer may request a reduction in the number of parking spaces by City approval, providing that the developer submit information as to the forecasted trips generated in contrast to what is forecasted for transit ridership for the TOD. Requests for a reduction in parking may be approved by the Planning Commission, following review of a parking study by the DRC.

B. Shared parking agreements should be encouraged between all uses within the TOD.

C. On-street parking is permitted and encouraged and shall be included in the total development required parking calculations, if incorporated. On-street parking shall be included in the required parking calculations for a use or structure that is directly adjacent to the on-street parking stall.

D. Ingress and egress for parking lots should be from side streets or alleys.

E. All parking lots should be located behind or on the side of the primary building. Parking and maneuvering areas should not be located between the primary entrance to a building and the abutting street unless its purpose is to provide a direct life-safety function. If parking is located on the side of the building, rather than at the rear, screening and buffering shall be provided to minimize the visual impact.

F. Parking stall shall be approximately 9' x 18' for 90-degree parking. Drive isles shall be approximately 24' wide.

G. A parking lot or garage may not be adjacent to or opposite a street intersection, nor may any portion of a parking lot front a collector-size or larger classified street.

H. Temporary parking lots shall be allowed during build-out to allow for construction worker parking and to support early phase retail until full parking requirements are satisfied in permanent parking lots and/or structures. Temporary parking lots should do their best to minimize visual impact but are not subject to permanent parking lot screening requirements.

I. For all parking structures within a TOD, the physical and visual presence of garages and parking structures shall be minimized. Particular attention should be given to the design of all structured parking garages, so they offer convenience and accessibility to residents and visitors alike. All structures shall be wrapped with active uses or architectural screening along public streets, plazas and public spaces and places. Parking structures shall be wrapped with occupiable building uses or utilize screening to block view of parked vehicles. Particular attention should be given to screening vehicular headlights and ceiling lighting from adjacent uses. Where a parking structure façade is exposed to the street, it shall be designed in a similar architectural character and quality of the building.

J. To help reduce parking demand, increase use of transit and active transportation, and increase social equity to moderate- or low-income households, unbundled parking strategies are allowed. If this strategy is used, on-street parking should be metered to avoid over parking of streets by tenants that do not pay for structured parking. Parking fees may be charged separately for residents who would like to have a designated parking space. It is encouraged that annual transit passes be provided to all residents within a multi-family residential project to encourage greater transit use. This option is intended to reduce the number of needed parking spaces and should be approved with a reduction to required parking.

K. The uses of existing parking lots may be shared as part of a phasing plan or longer-term parking agreement if within 300 feet of the intended building.

Figure 9. The primary residential structure conceals the parking structure.

VI. Implementation

A. Exceptions from the Standards

In the process of approving a development, the Planning Commission may approve variations from these requirements provided that the following conditions are met:

1. The applicant shall show clear and convincing evidence that the TOD Standards significantly negatively impact the ability to conduct the proposed use on the subject property.
2. The applicant shall provide justification on how the proposed project fits in with the purpose and vision of the TOD Standards.
3. As part of the consideration for an exception, the applicant shall provide an alternative conceptual plan showing how it is not practicable to meet a requirement of the TOD Standards.

B. Variations from City of Lehi Zoning Code

1. The Thanksgiving Station TOD shall be exempt from the Lehi City Code tree requirement. The number of street trees required shall be based upon 1 tree per 30’ of parcel frontage, as measured along the right-of-way line. To allow for innovative street design and placemaking strategies, trees may be grouped together, spaced at less than 30’ on center, or located in other publicly accessible open space such as parks, plazas, or easements along multi-use paths.
2. Thanksgiving Station TOD shall be exempt from the requirement to provide one tree per dwelling unit.
3. The Thanksgiving Station TOD area requirements shall replace Lehi City Code Chapter 38: Transit Oriented Development Zone (TOD).