Traffic Improvements and TOD Street Design

Lehi Thanksgiving Station – Improvement & Trigger Summary

Updated 03/17/2023

Year	Occupied Project Phasing	Improvement	Responsibility
2023		None	-
2024		**Triumph Blvd / 2100 North**: Install SB and NB RT pockets	Lehi
		Triumph Blvd / 2100 North: Install EB dual LT lanes and side-by-side LT lanes in center, and extend WB storage length	UDOT
		Triumph Blvd: Widen to 5 lanes south of 2100 North (Lehi/MAG - 2024)	Lehi/MAG
		Ashton Blvd / Triumph Blvd: Install EB and WB dual LT and a 3rd SB thru lane (Project – 2024)	Project
		Triumph Blvd / 2100 North: Install WB dual LT lanes (UDOT – 2024)	UDOT
2025		**2150 North / Triumph Blvd:** Install raised median on Triumph Blvd to restrict NB and EB LTs	Lehi
		2100 North: Construct east access directly onto 2100 North	Lehi
		2100 North: Construct west access directly onto 2100 North	Lehi
		Ashton Blvd / Triumph Blvd: Add SB and WB RT pockets, dual EB RT lanes, and coordinate	Lehi
2026		**Sycamore Ln / Ashton Blvd:** Signalize	Project
2027		None	-
2028	*1,220 DU's, 1,030.5 ksf comm.*	**SB Frontage Road / S.R. 92:** Install second SB RT lane, remove inside thru lane	UDOT
		Station Main St / Ashton Blvd: Signalize	Project
		2100 North: Build freeway	UDOT
2029		None	-
2030		**NB Frontage Road / Triumph Blvd:** Install SWB right-turn pocket	UDOT
2031	*2,000 DU's, 1,380 ksf comm.*	None	-
Beyond 2031	***Thanksgiving Point Completed (Lehi/MAG/UDOT Projects beyond 2031)***		
	Waterbury Dr / 3600 West: *Signalize*		
	2450 North / 3600 West: *Signalize*		
	2700 North / 3600 West: *NB approach to a shared thru/LT lane and thru lane*		
	3600 West / 2100 North: *Add 2nd NB and SB thru lanes through middle and EB and WB dual LT lanes*		
	Ashton Blvd / Clubhouse Dr: *Convert SB RT pocket into shared thru/RT pocket*		
	Ashton Blvd / Clubhouse Dr: *Coordinate signal E-W, add WB and SB RT pockets and SB dual LT lanes, and implement NB and EB PM/PT LT phasing*		
	2700 North / 3600 West: *Signalize (with Clubhouse Drive extension)*		
	Clubhouse Drive: *Extend to the west over the Jordan River*		
	North Lehi Interchange: *Build interchange with west connections*		

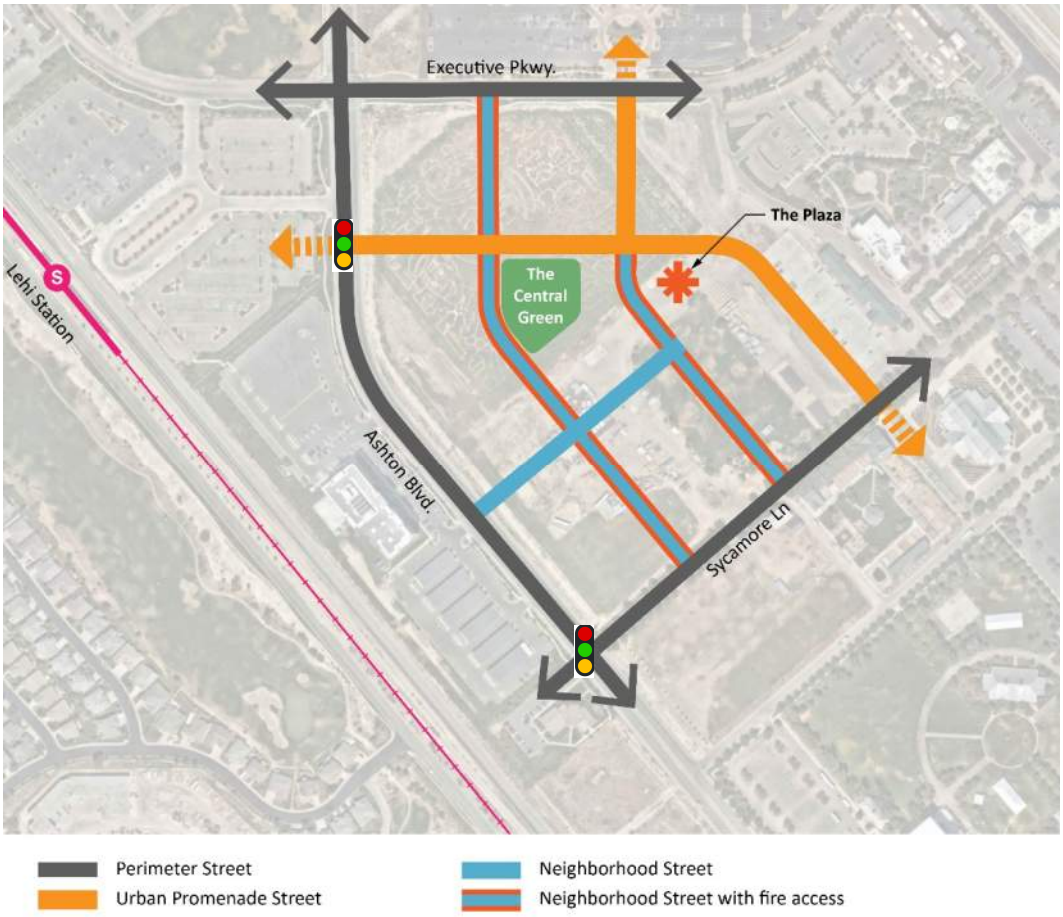

Figure 1. Conceptual street type locations.

1. **Perimeter Streets.** Perimeter Streets provide context and identity; these streets use a design aesthetic rooted in the Resort Community Aesthetic to harmonize with surrounding development, while also incorporating unique design features that identify Thanksgiving Station as a place. Perimeter streets emphasize ground level plantings as an enhancement to a traditional tree lawn approach to street design and incorporation of multi-use trails that connect to existing and future regional trails.

2. **Neighborhood Streets.** Neighborhood Streets draw the 'green' of the perimeter streets into the development, but in a stylized way that shows a distinct transition to urban patterning. These streets are the intermediate link between plant-intensive perimeter streets and the urban aesthetic of the 'Urban Promenade Streets'. Ground level uses on these streets may vary, but there is a significant presence of ground floor residential uses that reinforces the gentler, greener feel of the streets.

3. **Urban Promenade Streets.** Urban Promenade Streets are expected to have higher pedestrian activity and active ground floor uses may incorporate more detailing and upgraded paving materials. Main Street focuses on an activated, intensely pedestrian-scale retail environment. Where perimeter streets draw from the low-key character of adjacent parkways, 'main street' draws from the high energy of the transit station and downtown connectivity. Vibrant retail uses ensure a high level of street life, while significant upper-level residential uses contribute to the urban feel.

A menu of conceptual street sections is proposed to guide streetscape design based upon their intended function within the TOD. The intent is to balance the desire for a more urban and walkable human-scaled street network; vehicular circulation; pedestrian and last mile connectivity, fire access and utility requirements. These sections propose a street hierarchy that will guide conceptual R.O.W. widths and building setbacks based upon anticipated adjacent use while allowing for the creation of developable, four-sided blocks. Ultimate design may vary from these sections as long as the final design meets or exceeds the intent. See section IV Design Requirements for requirements regarding amenity zone widths and tree spacing.

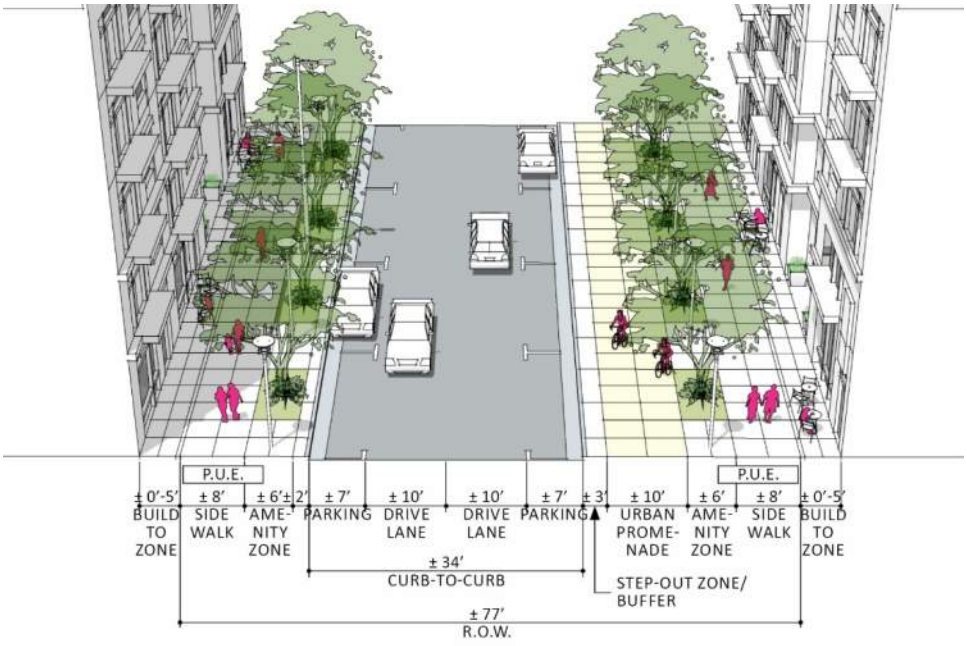

Figure 2: Urban Promenade Street adjacent to Commercial Ground Floor Use

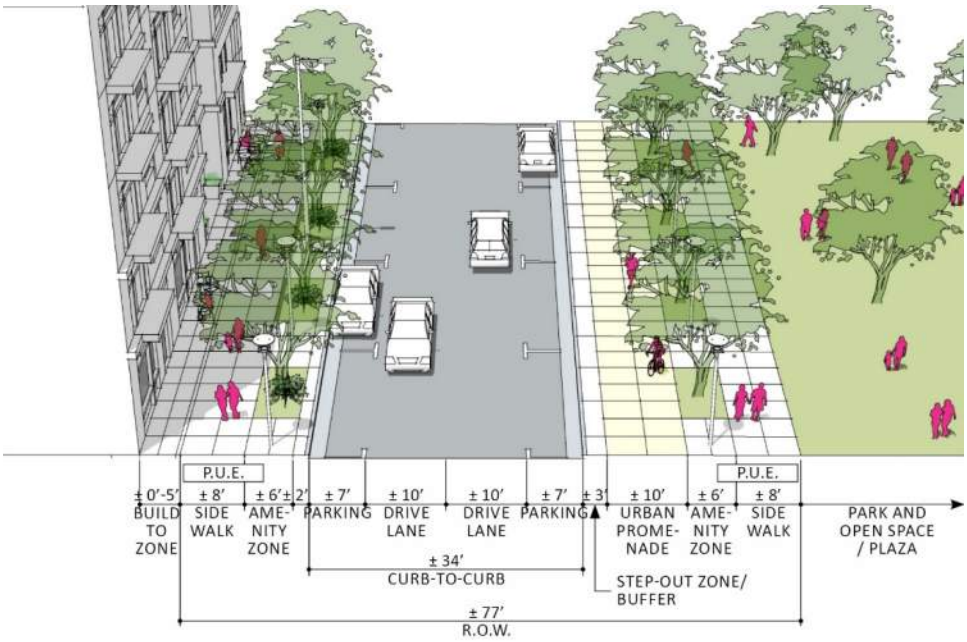

Figure 3. Urban Promenade Street adjacent to park/open space

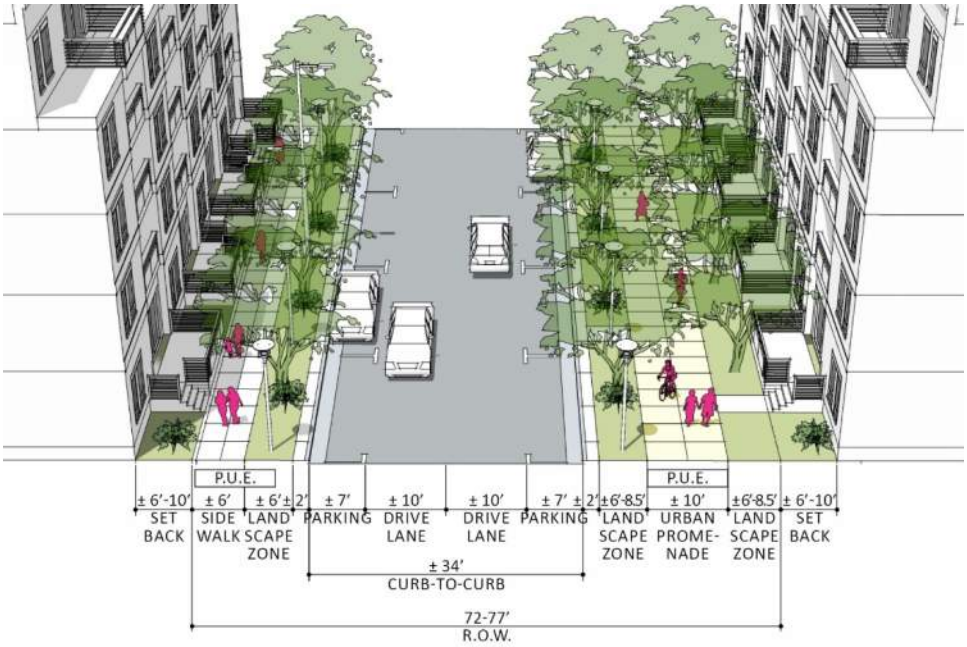

Figure 4. Urban Promenade Street adjacent to Residential Use

Figure 5. Mixed-Use Street 1: adjacent to Commercial Ground Floor Use with fire access

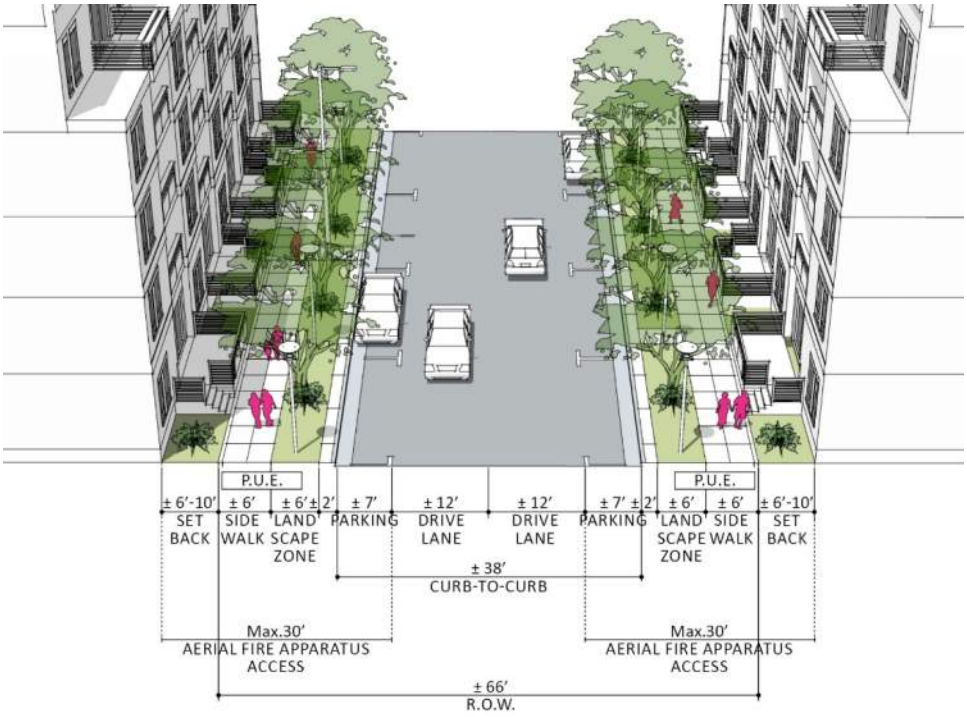

Figure 6. Mixed-Use Street 2: adjacent to Residential with fire access

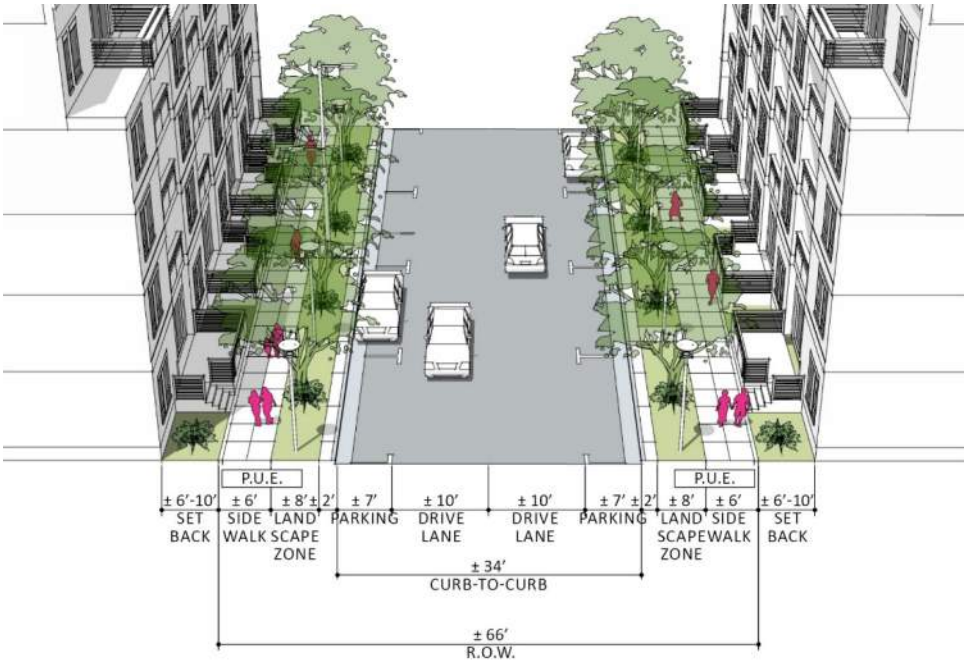

Figure 7. Mixed-Use Street 3: typical street

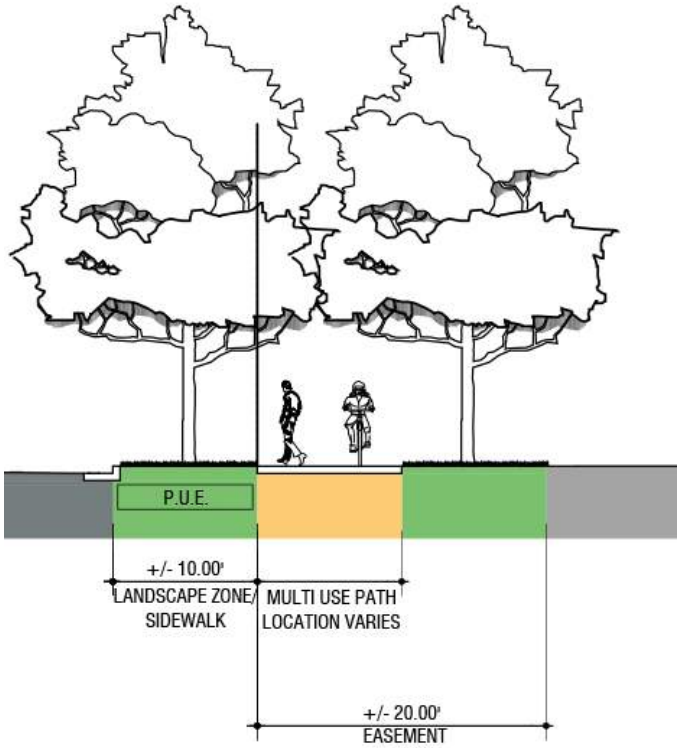

Figure 8. Perimeter Street: Trail side of Ashton Blvd.

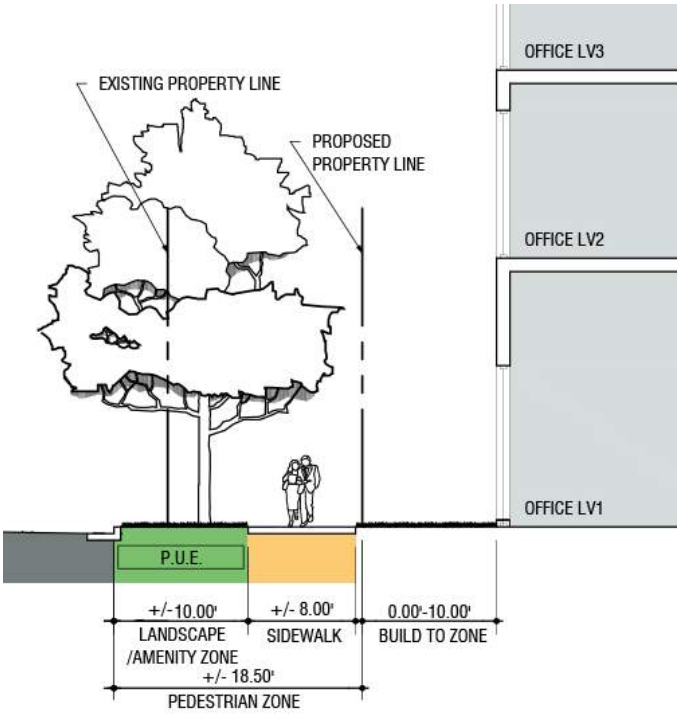

Figure 9. Perimeter Street: South side of Executive Pkwy

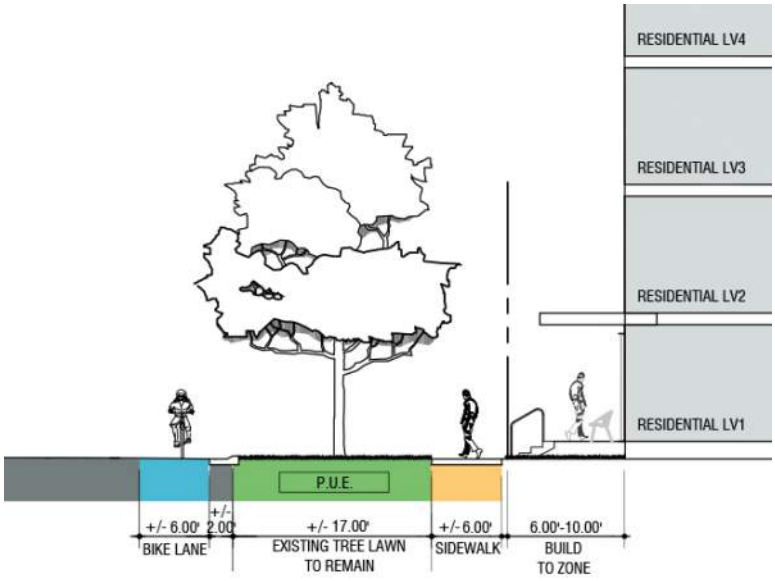

Figure 10. Perimeter Street: North side of Sycamore Lane w/bike lanes

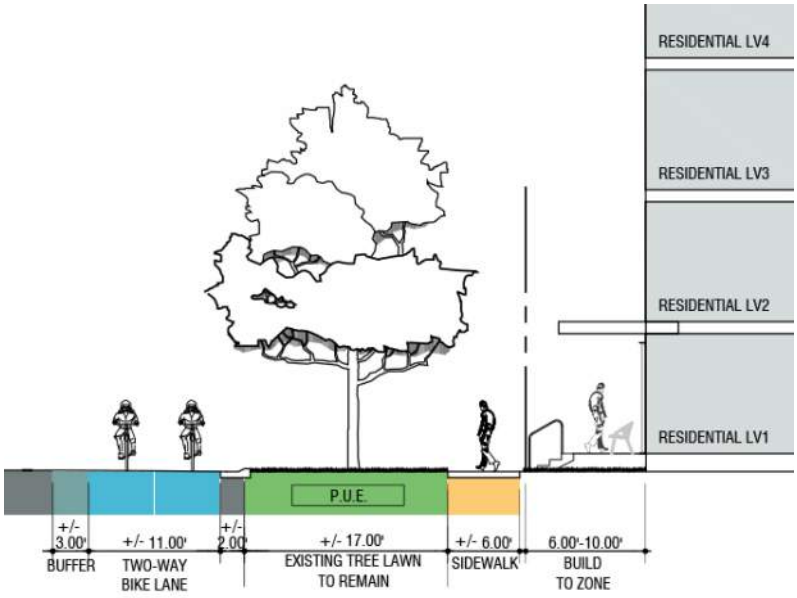

Figure 11. Perimeter Street: North side of Sycamore Lane w/ cycle-track

1. **C. Streetscape / Landscape.** The TOD landscape should create a comfortable, cohesive and sustainable urban environment. The landscape should be designed to unify the TOD over time so that individually designed parts of the TOD relate properly to one another, regardless of when they are built. The design of streets and parks should consider the aesthetics of design, as well as placemaking, intended function of the space, ecology, water conservation, and long-term maintenance.

   a. The landscape design for the public realm should primarily use a water-wise landscape palette.
   b. Trees should be located in public parks and the amenity/landscape zone to provide shade and contribute towards an urban forest. Tree species should be selected that is appropriate in an arid, urban environment.
   c. Landscaping shall be maintained in good condition according to an approved landscape plan. Typical maintenance shall include mowing of grass, removing weeds, pruning and replacing dead plants.
   d. The park strip may utilize wood mulch, rock mulch, and water-wise shrubs and grasses to reduce irrigation requirements.

Section 7. Implementation

A. Exceptions from the Thanksgiving Station TOD Design Standards. In the process of approving a development, the Planning Commission may approve exceptions from these standards provided that the following conditions are met:

a. 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.

b. The applicant shall provide justification on how the proposed project fits in with the purpose and vision of these Standards.

c. As part of the consideration for an exception, the applicant shall provide an alternative conceptual plan showing how it is not practical to meet a requirement of these Standards.

B. Exceptions from City of Lehi Code.

a. 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.

b. One typical tree per unit is not required for development within Thanksgiving Station.