

CHAPTER 38**TRANSIT ORIENTED DEVELOPMENT ZONE (TOD)**

(New 01/13/15; Amended 1/16/18; 7/31/18; 6/8/21)

- Section 38.010. Purpose and Intent.
- Section 38.020. TOD Zoning Description.
- Section 38.030. Minimum Eligibility Requirements.
- Section 38.040. Allowed Uses.
- Section 38.050. Establishment of a TOD Zone.
- Section 38.060. Required Open Space.
- Section 38.070. Design Standards.
- Section 38.080. Parking Requirements.
- Section 38.090. Variation from the Development Code and Design Standards.

Section 38.010. Purpose and Intent.

The Transit Oriented Development (TOD) Zone is established to create self-sustaining, walkable neighborhoods, in which residents may walk or bike to work, shopping, and recreational opportunities, and have access to mass transit. These neighborhoods are located in areas with existing or probable future transit choices, including bus rapid transit (BRT), TRAX and Front-runner. Lehi City finds that TODs will benefit the general health and welfare of the inhabitants of Lehi City by fulfilling existing housing, transportation and employment needs. While a TOD does not preclude the choice of using an automobile, it provides 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 taking 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, within a half mile walking distance of transit stations to increase transit ridership;
- B. foster a sense of place through the creation of mixed-use centers that combine residential uses with diverse economic activity;
- C. create a human-scale environment to encourage walking, bicycling and transit use, and to limit traffic congestion and automobile dependence;
- D. provide an alternative to traditional development by emphasizing mixed use, compact site design, and land uses oriented to people walking and biking;
- E. provide a more environmentally sustainable development type;
- F. create a neighborhood identity that promotes pedestrian activity, social interactions, safety and long-term livability;
- G. reduce auto dependency and roadway congestion by locating multiple destinations and trip purposes within walking distance of one another; and
- H. provide a range of housing options for people of different income levels and at different stages of life.

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.

An application for approval of a TOD Zone is a request by the applicant for additional flexibility beyond that

allowed by traditional zoning within the City. It is the sole responsibility and burden of the applicant to convince the Planning Commission and City Council that the proposed TOD zone is preferable to traditional zoning. Approval is at the discretion of the City Council.

Section 38.020. TOD Zoning Description.

(Amended 02/28/17; 08/22/23)

Each TOD shall include a cohesive mixture of complementary land uses, including retail, office, institutional, entertainment, restaurant and other service-oriented uses, which will provide service and employment opportunities to residents within the community (see Figure 1).

Residential uses shall employ a variety of housing types and unit sizes and shall be pedestrian-oriented neighborhoods, designed in a manner as to encourage walkability and transit uses. At least 30 percent of the housing shall be a for-sale product. The highest densities should be centered adjacent to transit stops. Open spaces should be designed to enhance the pedestrian experience and enable the use of public transit opportunities. The incorporation of one or two of these elements does not make a TOD; the combination of all of these elements is necessary for a TOD.



Figure 1. A mixture of uses and intensity of uses are centered around a transit station.

Section 38.030. Minimum Eligibility Requirements. *(Amended 02/28/17)*

In order to achieve the purposes of this Chapter, the establishment of a TOD requires that the site must be:

- B. Within one half mile walking or biking distance of an existing or future transit station along a rail line; and
- C. designated as TOD on the Lehi City General Plan Land Use Map.

Section 38.040 Allowed Uses.

A. Any use identified as a permitted or conditional use by this Code, or other use proposed by the applicant, may be an allowed use in a TOD; however each requested use must be authorized through a TOD land use plan as defined herein, which has been approved and adopted by the City Council. Proposed uses will be reviewed for compatibility within the TOD as well as compatibility with allowed uses in adjacent zones.

- B. Each TOD shall incorporate a mix of uses, both commercial and residential. A minimum of 30 percent of the gross floor area shall be non-residential use, as defined by Section 38.020 of this Code.
- C. The minimum percentage of non-residential floor area may be reduced to 10 percent if the applicant can justify (including a market study) the property has limited commercial viability due to reasons such as poor visibility or access.
- D. Amenities associated to residential uses shall not be applicable toward the minimum non-residential use requirement. Residential amenities include but are not limited to the following:
1. Club house
 2. Gym/exercise room
 3. Swimming pool/spa
 4. Lobby and internal corridor areas
- E. The intent of including non-residential uses within a TOD zone is to encourage walking trips and to increase transit ridership. The TOD zone is envisioned to be both an origin and destination for transit users.
- F. In the case that a transit station is not currently existing, the applicant shall coordinate the station location and associated parking lots with UTA. Property for the station and associated parking must be preserved. As part of the approval of the land use plan, funding and compensation options can be considered.

Section 38.050 Establishment of a TOD Zone.

- A. General Plan Amendment. Unless an area has been previously designated as TOD Land Use as part of the Lehi City General Plan Land Use Element, all areas proposed for development as a TOD shall require a General Plan Amendment in accordance with Chapter 4, Amendments, of this Code.
- B. Concept Plan. As part of establishing a TOD zone, a concept plan may be submitted for initial review and direction by the Reviewing Departments, Planning Commission, and City Council. Concept plans are not required but are encouraged to give the city, developer, and the public a chance to review the elements of a TOD prior to a zone change.
- C. Zoning Map Amendment. The establishment of a TOD Zone requires the review, approval and adoption by the City Council, following receipt of the Reviewing Departments and Planning Commission recommendations. As part of the zone change, a TOD Land Use plan shall be approved according the requirements set forth in Section 38.050(D).
- D. Land Use Plan. Concurrent with any request for a zoning map amendment to a TOD zone, a Land Use Plan shall be submitted, and must be approved by the City Council, following review by the Reviewing Departments and Planning Commission. The land use plan shall be approved prior to property being designated as a TOD.
1. The Land Use Plan gives the applicant, staff, Planning Commission and City Council an opportunity to discuss the TOD concurrent with the approval of a zone change. . The applicant can use the Land Use Plan meetings to ask questions, and receive direction on project layout as well as discuss the procedure for approval, the specifications and requirements for layout of streets, drainage, water, sewerage, fire protection, mitigation of environmental impacts, and similar matters, and the availability of existing services. Additional infrastructure upsizing may be required to support a TOD.
 2. The proposed density of the TOD will be discussed and determined as part of the Land Use Plan approval. Density considerations can be given for dedication of property for transit stations and associated parking facilities.

3. The City may also advise the applicant, where appropriate, to discuss the proposed TOD with those agencies who must eventually approve those aspects of the development coming within their jurisdiction, including but not limited to, the Alpine School District, and the various utility service providers. It is also encouraged that the applicant hold at least one public engagement meeting prior to City public meetings to solicit input from surrounding owners and the public in general to get their views and concerns.
4. The Land Use Plan shall cover the entire area proposed as a TOD Zone and shall identify and provide the following:
 - a) proposed land uses.
 - b) overall layout and locations of uses including potential civic/religious uses.
 - c) proposed density/intensity of uses and a description of amenities if a density bonus is proposed.
 - d) traffic study and transit ridership analysis.
 - e) major infrastructure improvements that may be necessary.
 - f) proposed site-planning standards including architecture and materials of buildings.
 - g) park areas, open space areas, trails and other community amenities.
 - h) proposed landscaping, buffering, and transitioning treatments.
 - i) location of any critical lands.
 - j) development phasing plan that includes current and build-out phasing of construction for the TOD. The phasing plan shall address densification and how the TOD will ultimately meet the minimum floor to area ratio requirement. Each individual site plan shall be designed in a way to show how future redevelopment of surface parking and other underutilized areas will be accommodated and contribute toward the floor to area ratio requirement.
 - k) all other issues that must be addressed to allow a thorough informed review by the Staff, Planning Commission and City Council of the proposed Land Use Plan.
5. To accommodate requests for changes to the Land Use Plan, the City may allow the Land Use Plan to be amended. Amendments shall follow the same requirements for initial approval of a Land Use Plan including review by Staff, Planning Commission and City Council.

Section 38.060. Required Open Space.

(Amended 02/28/17)

- A. A minimum of 10 percent of the total gross acreage in a TOD shall be developed as open space, as defined in Chapter 39, Definitions, of this Code. For the purposes of this Chapter, the open space areas within a TOD must be constructed by the developer as a part of the TOD project, and may be “urbanized” open spaces, in addition to more traditional open spaces areas such as parks and playgrounds.
- B. 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 enclosed on the ground floor inside buildings. All open spaces shall be easily observed and accessed from the street or pedestrian areas and shall 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 shall be designed to increase the comfort, safety, and visibility of pedestrians.
- C. Urbanized open spaces shall be included in a TOD and shall 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, gazebo, clock tower, or other feature as approved by the Planning Commission. The central feature shall be commensurate with the size and scale of the gathering space.
 3. include raised planters, benches, trees, pedestrian scale lighting, and brick pavers or stamped concrete;
 4. additional features including art work, clocks, water features, food services, or other amenities are highly encouraged.

D. 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.

E. The open space may be held in common, administered by a homeowners association, dedicated to Lehi City upon acceptance by the City Council, or used to provide amenities in the development. Maintenance of the open space is the responsibility of the owner of the development if held in single ownership, or a homeowners association if the dwellings are sold separately, unless dedicated to Lehi City and accepted by the City Council.

Section 38.070 Design Standards.

(Amended 02/28/17)

Development within a TOD should promote an attractive, unified architectural design. Development should be integrated and cohesive with a common architectural design theme that provides variety within a context of architectural compatibility, rather than an aggregation of individual, unrelated buildings located on separate lots. The TOD Design Standards 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.

All buildings and structures, including residential buildings and dwellings, shall conform to the Design Standards from Chapter 37 of the Development Code. Where the requirements of this Chapter conflict with other sections of the Development Code, the more restrictive provision shall prevail unless otherwise established through the approval process of the land use plan.

A. Architecture.

1. Architectural Orientation. The front façade of all principal buildings shall face onto the street, and shall not be oriented towards a parking lot or parking structure (see Figure 2).



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

2. Roof Design. Multi-family apartment and mixed use residential/commercial buildings shall utilize flat roof designs (see Figure 3). A design including pitched roof features or an overall pitched roof may be approved at the discretion of the Planning Commission.



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

3. Entry Features. Porches, roof overhangs, awnings, hooded front doors, pop-outs and/or other architectural façade elements shall define the front entrance to all principal structures (see Figure 4).

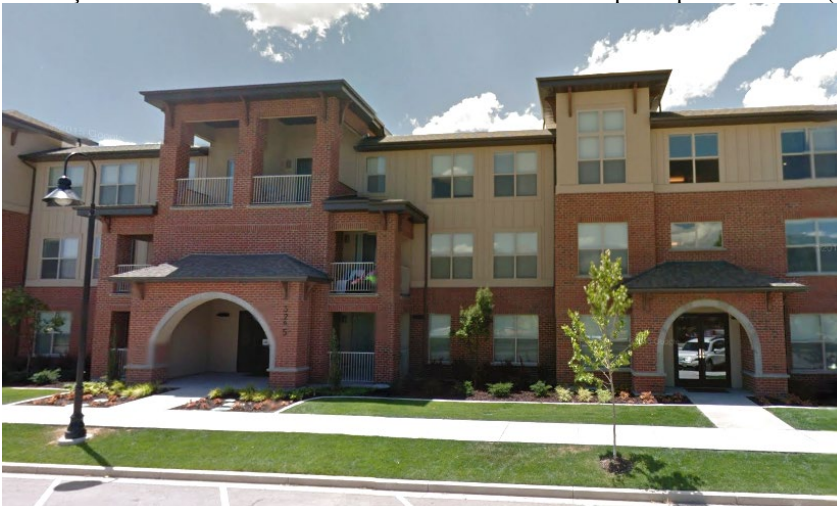


Figure 4. Building entrances include archways, pop-outs, and roof overhangs.

4. Non-residential Street Frontage. For non-residential, retail, and office buildings, a minimum of 50 percent of the front façade on the ground floor shall be transparent, consisting of true window or door openings allowing views into and out of the interior of the building (see Figure 5).



Figure 5. Retail building with clear windows on the ground floor exceeding 50% of the front façade.

5. Vertical Separation. Buildings should have a visually distinct base that creates a welcoming environment for pedestrians. The lowest level of the building should have more mass and bulk in order to be clearly delineated and scaled. The ground floor ceiling height must be greater than the upper floors (see Figure 6).



Figure 6. The ground floor includes large windows and has greater mass and height than the upper floors of the building.

6. Building Façade Features.

- a) Planters, trellis features, and window boxes for flowers and climbing vines are encouraged as building façade enhancement features.
- b) Building facades must be aesthetically interesting and pleasing and should avoid a uniform building style.
- c) Architectural style, colors, and materials shall be compatible throughout the TOD. A palate of colors and building materials shall be submitted with the concept plan.
- d) Roof access ladders and exterior scuppers with down spouts shall not be allowed on a façade facing the street.

7. Utility structures and boxes should be placed to the sides or rear of the building where possible, or equipment must be screened if placed in the front. When utility equipment is placed on the sides or rear of a building, unobstructed access must be provided to allow ease of maintenance.

B. Minimum Floor to Area Ratio. All development parcels in a TOD shall meet a minimum floor to area ratio (see Figure 7) of 1.25 in the initial phase of a project. The ultimate floor to area ratio shall be addressed as part of the phasing plan and shall demonstrate that surface parking lot areas may be redeveloped in a future phase of the project to ensure a critical mass of population to support transit and a diverse mix of land use.

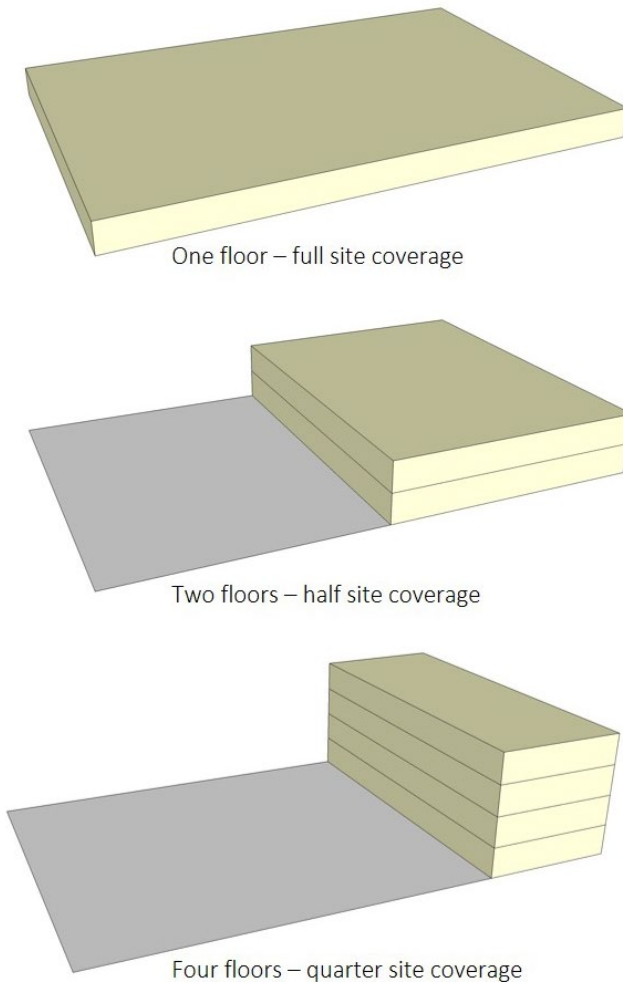


Figure 7. Three examples of a floor to area ratio of 1.0.

C. 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, and narrow streets and other traffic calming features that favor pedestrian activities (see Figure 8). Traffic calming features include but

are not limited to curb extensions, center pedestrian refuges, raised bike and pedestrian crossings, continuous sidewalks, brick pavers or other textured street surface materials, chokers, or other feature as recommended by the Lehi City Traffic Engineer. TOD areas shall comply with the street connectivity requirements in Section 37.040 of the Development Code.



Figure 8. Pedestrian scale street layouts include shorter blocks and a greater level of connectivity.

D. Streetscapes.

1. **Building Orientation.** Buildings shall be oriented to the street with a minimum setback of 25 feet unless an alternative plan for power is created and agreed upon by the Lehi Power Department (see Figure 8). Parking lots shall not be located along street frontages, but at the rear of lots and screened from street view with berming, landscaping, buildings, or other screening features. A minimum of 60 percent of public and private street frontages shall include buildings at full buildout.



Figure 8. Buildings are oriented to the street with a minimal setback and power connections located to the rear of the buildings.

2. **Street Trees.** Street trees shall be provided on all street frontages, at a minimum of one tree for every 30 feet of right-of-way. Street trees may be clustered and need not be evenly spaced. Trees should be placed within park strip areas. Any street tree shall have a minimum planter area of 7 feet by 14 feet in accordance with the Lehi City Design Standards and Public Improvement Specifications.
3. **Street Side Treatments.**
 - a) **General Treatments.**
 - i. All sidewalks shall be a minimum of five feet in width.

- ii. Residential streets with an average density of 20 units per acre or more shall include sidewalks with a minimum of eight feet in width. This shall be applied on a block-by block basis to determine a minimum required width. To ensure consistency in the sidewalk width and ensure enough pedestrian capacity, lower density blocks between blocks of 20 units per acre or more shall match a minimum sidewalk width of eight feet.
 - iii. Sidewalks shall be a minimum width of eight feet on streets within a quarter mile of a bus rapid transit or rail station.
 - iv. Park strips and tree planter areas shall be placed along all public and private streets with a minimum width of seven feet.
 - v. Park strips and sidewalks are not required on alleys. Alleys shall be a minimum of 20 feet in width and only provide access to garages or parking areas.
- b) Non-Residential Treatments. Streets that include non-residential and mixed uses shall include three elements within the side treatments (see Figure 9). These elements are as follows:
- i. Frontage Zone – A section of sidewalk located adjacent to the building that allows building entry, sidewalk cafes, sales displays, and raised planter beds. The minimum frontage zone width shall be five feet. Planter areas may be allowed between the frontage zone area and the building. It is encouraged that pervious materials be used for a frontage zone such as brick pavers.
 - ii. 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 for a pedestrian through zone such as brick pavers.
 - iii. Street Furniture/Curb Zone – This is the area located between the sidewalk and the street. Features may include street furniture, trees, planter areas, light poles, signage, and curb extensions at crosswalks. The minimum street furniture/curb zone width shall be seven feet which does not include the additional width required for curb extensions. Streets that include separated bike lanes or paths shall place the bike facility between the street furniture/curb zone and the pedestrian through 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.



Figure 9. Side treatment zones for non-residential areas of a TOD.

4. Alleys and Interior Block Spaces. Alleys and interior block spaces shall be allowed and encouraged in all TODs. Alleys serve as alternate routes to garages and loadings 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.

E. Street Design.

1. Traffic Calming. Traffic calming is intended to slow or reduce motor-vehicle traffic in order to improve pedestrian safety. TODs shall provide traffic calming measures, including but not limited to bulb-outs, chokers, and pedestrian refuges (see Figure 10).



Figure 10. Bulb-out provides traffic calming, increases visibility to drivers, and shortens pedestrian street crossing distances.

2. **Bicycle Parking.** Outdoor short-term bicycle parking facilities shall be located in a secure and well-lit area within 50 feet of a building or common facility entrance. Long-term secure bicycle parking is required for office, institutional, and multi-family residential uses (see Figure 11).



Figure 11. Secure bike parking provided within an apartment building.

3. **Bike Facilities.** Bike facilities shall be provided in all TODs to ensure safe and convenient local transportation options. Bike infrastructure shall interconnect all buildings within a TOD and provide connectivity to the regional bike and trails network. Bike infrastructure proposed within a TOD shall be developed and designed based on the design speed and volume of a street. The following types of bike facilities shall be provided with the given street criteria:

- a. shared lanes and bike boulevards (see Figure 12) may be used where the street's posted and designed speed is 25 miles per hour or less and the existing or projected vehicular traffic volumes are 2,500 average annual daily trips or less.



Figure 12. Bike boulevards include shared lanes on a low-volume, low speed street with bike and pedestrian prioritization features.

- b. Protected bike lanes shall 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 shall provide two-way bike facilities on both sides of the street. Streets with one travel lane in each direction may design a two-way protected bike lane (see Figure 13) on one side of the street or include single direction protected bike lanes on both sides of the street.



Figure 13. Two-way protected bike lanes encourage use of bikes as a safe and enjoyable form of mobility.

- c. Shared use paths may be used to provide bike connectivity in an independent right-of-way through the center of a block if it interconnects with the local and regional network of bike facilities. Separated bike and pedestrian facilities shall be provided in a TOD where there are non-residential uses and

where the residential density exceeds 20 units per acre. Shared use paths are appropriate in areas with lower amounts of foot traffic to limit bike and pedestrian user conflicts.

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 a street, bike and pedestrian crossings shall include refuge islands at intersections and mid-block crossings (see Figure 14). Center medians and crossing islands shall be designed with plowable end sections to ensure ease of winter maintenance.



Figure 14. Pedestrian refuge within a central median.

F. 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 each TOD. All streets, except for alleys, shall be bordered by sidewalks and park strips on both sides of the right-of-way, in accordance with the Lehi City Design Standards and Specifications.
2. Walkway Connections. Pedestrian walkways shall interconnect all building entrances, sidewalks, parking areas, open spaces, public and private streets, and transit stations.
3. Primary Pedestrian Corridor. A primary pedestrian corridor shall be developed through a TOD to collect pedestrians and direct them to the transit station and shall meet the following requirements:
 - a) the corridor shall include a minimum 10-foot wide walkway constructed of concrete or brick pavers.
 - b) the corridor must be visible from adjacent buildings, parking areas, and the transit station.
 - c) wayfinding signs shall be placed to direct pedestrians to the transit station and to other nearby destinations.
 - d) landscaping shall be placed along both sides of the walkway with a minimum width of 10 feet with trees spaced every 30 feet in planter areas.
 - e) benches and trash receptacles shall be placed along the walkway.

- f) the walkway shall be well lit with pedestrian scale lighting.
- g) crime prevention through environmental design (CPTED) standards shall be utilized to increase natural surveillance and deter crime. The following shall be incorporated in the design of the walkway:
 - i. the walkway shall not be obstructed with opaque fencing,
 - ii. entrapment zones (areas with low visibility and no alternative exits) shall not be created with the placement of fencing, buildings, or other features; and
 - iii. windows on building facades facing the walkway shall have clear glass.
- h) the walkway shall connect directly to the transit station and interconnect adjacent buildings, streets, open spaces, and parking areas.
- i) sidewalks from adjacent buildings and streets shall stub into the walkway.

4. **Raised Walkways.** Where practical, pedestrian walkways shall be raised above grade of streets, drives, parking lots, and other paved areas. Where pedestrian walkways cannot be raised, they shall be constructed of a material differing in texture, material, or color.

5. **Continuous Sidewalks and Bike Facilities.** Flared drive approaches that ramp up to the sidewalk and bike path level or other raised crossing (see Figure 15) shall 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. Private streets may ramp down after crossing sidewalks and bike facilities.



Figure 15. The trail and sidewalk run continuously and built with consistent materials whereas vehicular traffic must ramp up to cross the bike path and sidewalk. This slows traffic at a bike and pedestrian conflict point and indicates to drivers that they are entering a bike and pedestrian space.

G. Signage.

1. **General Signage Concepts.** Proper design and placement of signs and their lighting shall be compatible with structures and uses. Signs shall meet the requirements of Chapter 23 of the Development Code where not specifically regulated in this section.

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 16), and suspended signs shall be encouraged.



Figure 16. Projecting sign is pedestrian oriented and contributes to the character of the building.

4. Discouraged Signs. Monument signs and directional signs are discouraged. If approved, the maximum height of a monument sign shall be four feet in height and shall be used to advertise by multiple tenants and/or users.
5. Electronic Display Sign. Signs with Electronic Display Sign, as defined by Chapter 23 of the Development Code, shall not be permitted in the TOD Zone.
6. Pylon Signs. Pylon signs, as defined by Chapter 23 of the Development Code, shall not be permitted in the TOD Zone.

Section 38.080. Parking requirements.

(Amended 02/28/17)

- 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 this Code. As the intent of a TOD is to encourage pedestrian activity 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 City Council, following review by the DRC and Planning Commission.
- B. Shared parking agreements shall be encouraged between all uses within a TOD, as per the provisions of Chapter 37 of this Code.
- 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 which fronts, and is adjacent to the on-street parking stall.
- D. Ingress and egress for parking lots shall be from side streets or alleys.
- E. All parking lots shall be located behind or on the side of buildings (see Figure 17). Parking and maneuvering areas shall 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.



Figure 17. Off-street parking is located on the rear sides of the buildings.

F. 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 without specific City approval.

G. For all residential structures within a TOD, the physical and visual presence of garages and parking structures shall be minimized. Where garages are attached to a residential dwelling, the dwelling must be a rear-loading configuration that requires the garage to be accessed by an alley. The front door of the unit must face the street or greenway and include a sidewalk connection. Multi-family developments that include a parking structure must conceal the structure behind or be wrapped around by the primary residential structure (see Figure 18).

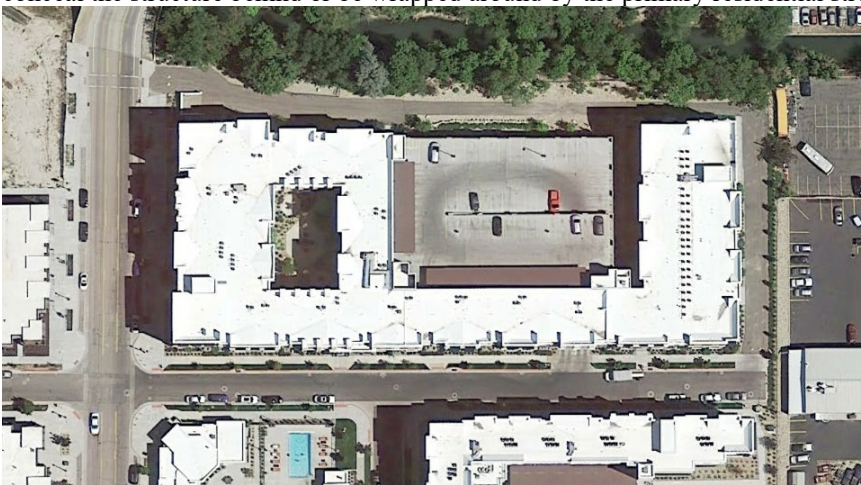


Figure 18. The primary residential structure conceals the parking structure.

H. To help reduce parking demand, increase use of transit and active transportation, and increase social equity to moderate or low income households, it is encouraged that parking costs for multi-family residential projects

be unbundled from apartment rental rates. Parking fees can 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.

Section 38.090. Variations from the Development Code and Design Standards.

In the process of approving a TOD, the Planning Commission may recommend and the City Council may approve variations from applicable standards of this Code of the Lehi City Design Standards and Public Improvements Specifications Manual if all of the following conditions are met:

- A. that the granting of the variation will not adversely affect the rights of adjacent landowners or residents.
- B. that the variation desired will not adversely affect the public health, safety or general welfare.
- C. that the granting of the variation will not be opposed to the general spirit and intent of this Chapter or the General Plan.