CHAPTER 37

DESIGN STANDARDS

(Amended 05/28/19; 03/31/20)

Section 37.010. Nonresidential Design Standards

(Amended 07/30/19; 09/24/19, 11/14/23, 03/26/26)

A. Purpose and Intent. This section is intended to improve the aesthetics and functionality of new or redeveloped nonresidential projects which help make Lehi City a more desirable place to live, conduct business, and visit. The specific purposes of this section include:

1. creating a sense of place and identification by creating a built environment that displays quality and superior design;

2. prioritizing pedestrian travel with improved walkability and safety while still accommodating automobiles through site design standards;

3. improving the aesthetics of nonresidential buildings with durable materials and design variations through architectural design standards;

4. conserve water with water-wise landscaping that utilizes drought tolerant trees and plant species through landscape standards;

5. creating vibrant, healthy, and sustainable nonresidential areas for the citizens of Lehi; and

6. establishing places with character unique to Lehi City.

B. Design Standards Districts. Lehi City is divided into six separate design standards districts (see Figure 1). Each design standards district contains requirements for architecture, site design, and landscaping that is unique to the vision for that district. Proposed nonresidential developments shall adhere to the requirements of the district in which they are located. Proposed nonresidential developments that are not included in one of the districts as identified in Figure 1 shall adhere to the requirements of Section 37.010.B.7 General Nonresidential Design Standards. These provisions shall be applied to all new nonresidential developments and exterior remodels, unless otherwise modified by an approved area plan. For building remodels, these standards shall be applied on a case-by-case basis as reasonably applicable. The Photos and figures in this section are for illustrative purposes only.

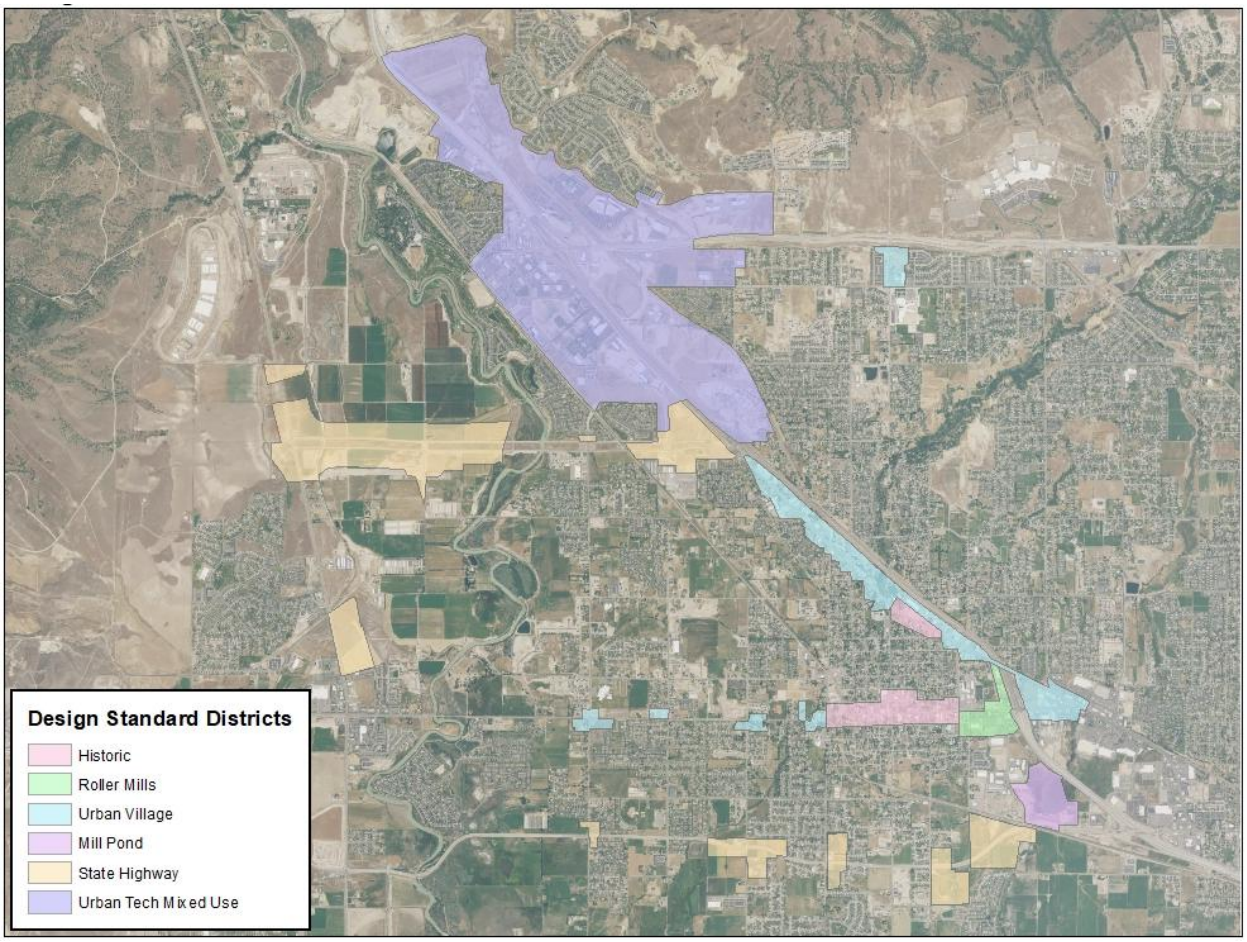

Figure 1. This map shows the location of each design standard district to identify which standards are applicable to a proposed nonresidential development.

1. Historic District Design Standards: *(Amended 10/11/22; 08/22/23)*

a. Purpose and Vision:

i. The purpose of the Historic District is to create a vibrant and walkable downtown center of Lehi with housing, offices, retail, restaurants, entertainment uses, and municipal buildings. The Historic District is designated as along Main Street from 500 West to 500 East, or along State Street from Center Street to 400 East.

ii. The built environment of the Historic District is envisioned to preserve and build on the existing historic commercial buildings by orienting new buildings to the public sidewalks, providing quality outdoor public gathering spaces, engaging the street with outdoor dining and sidewalk sales, and incorporating municipal buildings. The architecture is envisioned to include a traditional style with ornamental features, brick, awnings, and large panes of glass facing the public street. The Historic District is intended to provide opportunities to live, work, play, and visit in a unique and inviting atmosphere. The mixture of uses may require a shared and off-site parking, and parking may ultimately be provided by a future public parking structure.

iii. All new development projects or exterior renovations to existing buildings located within the boundaries of the Historic District shall receive additional review by the Historic Preservation Commission. The Commission, acting in an advisory role, provides input to assist in the implementation of the vision of the Historic District. If input from the Commission is provided, it shall be submitted prior to final review and approval.

iv. Building frontages along Main Street, State Street, and 100 East shall have space planned for a non-residential use on the first floor. This does not include vehicle parking.

b. Architectural standards. New developments in the Historic District shall comply with the following architectural standards:

i. Street transparency:

1. The facades facing street frontages shall include large clear glass windows on the street level with smaller windows allowed on the upper floors. Opaque, heavily tinted, or reflective glass is inappropriate, and shall not be used. When glass is tinted, it shall allow for a minimum 60 percent light to pass through into the building.

2. A minimum of 50 percent of the facade area on the first floor facing Main Street and State Street shall consist of glass (see Figure 2).

3. A minimum of 40 percent of the facade area on the first floor facing other public streets and walkways shall consist of glass.

Figure 2. The first floor area shown in red is 12 feet tall and 100 feet wide which results in 1,200 square feet of regulated area. In this example, the glass area shown is 840 square feet which is 70 percent of 1,200 square feet.

ii. Architectural features:

1. Each facade of the building facing a street shall include all of the following:

   a. decorative cornice;

   b. concrete or stone wainscot at a minimum 30 inches in height except for under windows;

   c. decorative lighting;

   d. awnings or canopies; and

   e. vertical separation between the upper floors and first floor of a building. Vertical separation may be accomplished with a difference in materials, decorative molding, awning, or other similar feature.

2. Each facade of the building facing a street shall include at least two of the following additional architectural features shall be incorporated into the entire facade:

   a. columns or pilasters;

   b. decorative molding;

   c. decorative brick accents around windows;

   d. window and door lintels;

   e. stringcourse;

   f. brick corbeling;

   g. wood wainscot panels;

   h. balcony; and

i. Other comparable architectural features as approved by the Zoning Administrator and Planning Commission.

iii. Massing:

1. Building rooflines shall be flat without visible pitch from the public right-of-way other than for parapet extensions or a corner tower feature (see Figure 3).

Figure 3. Building rooflines are flat other than on the corner tower feature.

2. Features such as parapet extensions, corner towers, or recessed upper floors shall be used to create a varied roofline (see Figure 4).

Figure 4. Building rooflines are flat with parapet extensions to create a varied roofline.

3. Buildings located on corner lots shall be a minimum of two stories in height.

4. Building height shall be limited to three stories in height.

5. Buildings shall include breaks in the facade and design with a maximum 100-foot spacing to reduce the perceived scale of buildings (see Figures 5 and 6). Breaks in the facade may include articulations, balconies, changes in material, compatible changes in architecture, or other features as approved by the Planning Commission.

Figure 5 – Inappropriate building that does not include significant breaks in the facade.

Figure 6 – Appropriate building that utilizes articulations and balconies to break up the facade and reduce the perceived scale.

iv. Building entrances:

1. Primary public entrances shall be placed on the front of the building facing the Main Street or State Street frontage (see Figure 9).

Figure 9. The primary building entrance faces and connects with the Main Street sidewalk.

2. Buildings located on corner lots shall include either a corner entrance addressing both streets, or separate entrances with one facing each street frontage (see Figures 10 and 11).

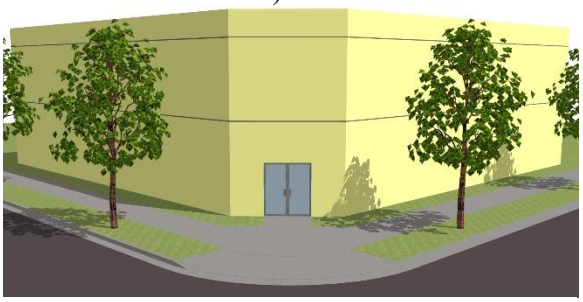

Figure 10 – Entrance addressing the corner.

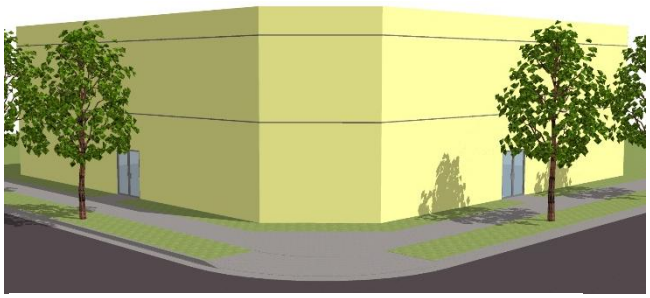

Figure 11 – Two entrances addressing each street frontage.

3. Secondary entrances may be placed facing the rear parking lot to allow direct access to a building.

v. Building materials:

1. Buildings shall be constructed with brick as the primary exterior building material. Products simulating brick shall not be used as an exterior material.

2. Concrete, stone, fiber cement, or wood may be used as secondary materials and shall only be used for wainscots, columns, accents, cornices, or other architectural features.

3. Priority shall be placed to use materials from original buildings that were unable to be saved for use on a building exterior or interior.

vi. Screening:

1. Mechanical and utility equipment shall be located or screened so as not to be visible from public streets. Screens shall be aesthetically incorporated into the design of the building whether located on the ground or the roof, and may include such treatments as balustrades, parapet walls, or landscaping. Screening materials shall be compatible with those of the building.

2. Mechanical and utility equipment shall not be located along the Main Street and State Street frontages. The design and location of maintenance access shall be coordinated with the appropriate utility company.

3. Exterior roof ladders, scuppers, and roof drains shall not be allowed on the exterior of the building facing a public street.

c. Site design standards:

i. Building orientation:

1. New buildings shall be oriented to the public street with no off-street parking or drive aisles allowed between the building and street sidewalk (see Figure 12). Properties that front Main Street or State Street shall front the building to these streets with no parking allowed between the building and street sidewalk.

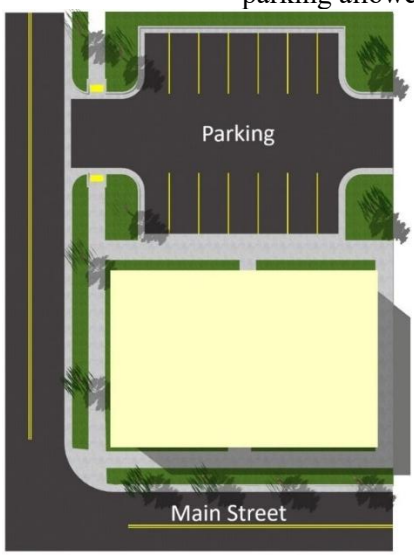

Figure 12. Parking area is located behind the building with an entrance facing and connecting to the public sidewalk.

2. Buildings located on corner lots shall orient to the street corner with no parking or drive aisles placed between the building and sidewalk of either street.

3. The building shall be as wide as the frontage of the lot facing Main Street or State Street frontage other than to allow for required setbacks, pedestrian access, or vehicular access where allowed.

4. The maximum setback for a building is 15 feet as measured from the property line (see Figure 13).

5. The minimum setback is five feet as measured from the property line and is intended to allow for minor landscaped areas, sidewalk furniture, outdoor dining, and wider sidewalks. The building may be placed at the property line if the existing street along the same block wall has been established with no setbacks (see Figure 13).

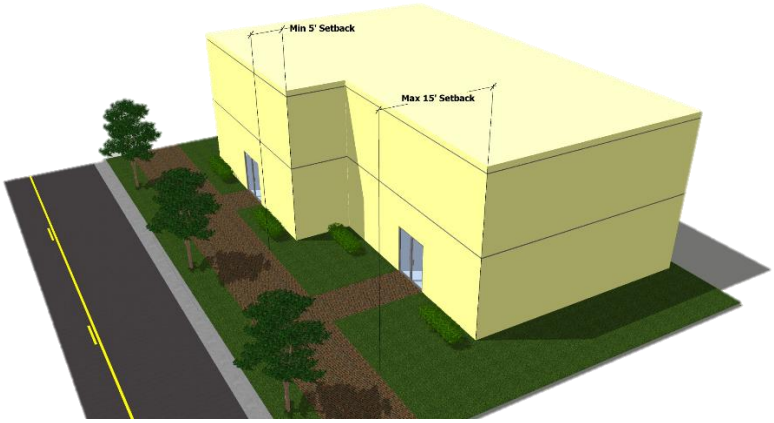

Figure 13. Minimum setbacks are required to provide for some green space, wider sidewalks, outdoor dining, or pedestrian plazas. Maximum setbacks are required to maintain a street wall and pedestrian engagement between the building and sidewalk.

ii. Off-street parking:

1. New off-street parking lots shall be located to the rear side of new buildings.

2. Off-street parking shall not be allowed along Main Street or State Street frontages.

3. Accesses to off-street parking areas shall not connect to Main Street or State Street unless there is no other existing means of direct public access from another street or cross access.

4. Parking lots of new buildings shall provide cross access to adjacent existing parking areas by including a parking lot stub to the property line to allow a connection to future development (see Figure 14). Each individual parking area shall contribute to the overall creation of a rear alleyway.

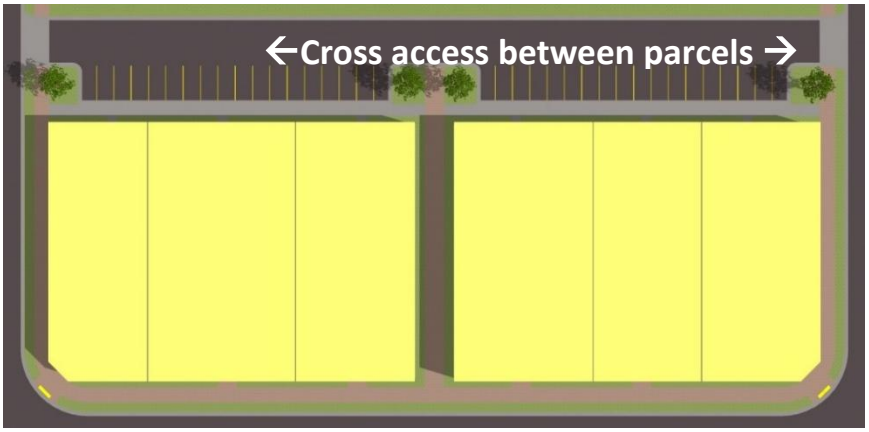

Figure 14. Rear cross-access has been provided for each building and now connects to create a complete rear parking area.

5. Parking structures or tuck-under garages are encouraged solutions to achieve off street parking to serve new developments (see Figure 15).

Figure 15. Tuck-under garages are built into the rear side of the principal structure to provide off-street parking while limiting the amount of surface parking areas.

6. Municipal parking lots and on-street parking spaces may be used to contribute towards parking requirements where there is existing capacity. A traffic and parking study shall be provided by a licensed traffic engineer to determine if there is available public parking capacity.

iii. Pedestrian circulation:

1. Sidewalks shall interconnect building entrances to the street sidewalks, parking areas, and adjacent buildings and properties.

2. Sidewalks shall be a minimum five feet in width and may be constructed of concrete, brick pavers, or other material as approved by the City Engineer.

3. Properties that front Main Street or State Street with 50 percent or more frontage of a block shall provide a mid-block pedestrian access to connect the rear parking area to the street sidewalk. Mid-block pedestrian accesses shall include a minimum five-foot wide sidewalk with five-foot planters on each side.

4. Pedestrian walkways shall include ramps and crosswalks where they cross streets, internal roads, drive aisles, and parking areas. Crosswalks shall be painted or delineated with brick pavers, stamped and colored asphalt, or stamped and colored concrete (see Figure 16).

Figure 16. Allowed pedestrian crossing treatments are each represented in this figure. Pedestrian crossings include curb cuts and pathways through landscaped areas.

5. Raised central median strips, bulb-outs and other traffic calming elements may be required by the City Engineer based on recommendations from a licensed traffic engineer.

d. Landscaping standards:

i. Development and redevelopment projects in the Historic District have limited opportunities for large landscaped areas due to the nature of small properties and the existing street walls. New development and redevelopment projects shall provide at a minimum two of the following landscape features:

1. potted plants (see Figure 17);

2. hanging planters (see Figure 18);

3. window planters; or

4. small landscaped buffer with shrubs between the building and public sidewalk.

Figures 17 and 18. Potted plants and hanging planters soften the streetscape where there are no planter strips.

ii. Landscaped areas shall be provided along the rear sides of buildings facing the parking areas with a minimum depth of four feet and extend across the width of the parcel other than to allow sidewalks to building entries or vehicular accesses where allowed. These landscaped areas shall include small and medium sized shrubs with bark mulch or rock ground cover (see Figures 19 and 20 below).

Figure 20 – Appropriate landscape strip on the rear side of the building facing the parking area softens the look and feel of the back sides of the buildings.

Figure 21 – Inappropriate lack of landscaping leaves the rear side of the building with only impervious and hard surfaces.

iii. A modular suspended pavement system shall be used around street trees in planter strips less than seven feet in width to ensure tree viability (see Figure 21). Exceptions may be approved in locations where there are interferences with major utilities that prevent the proper depth of a modular suspended pavement system.

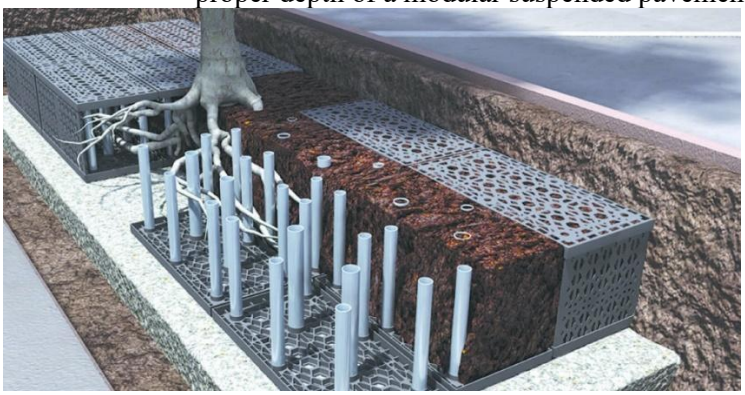

Figure 21. Modular suspended paving systems both provide storm water solutions in compact environments and allow trees to be healthier with non-compacted soils that allow movement of water and air around the root system.

iv. Landscaping shall be maintained in good condition according to the approved landscape plan. Typical maintenance shall include mowing of grass, removing weeds, and replacing dead plants.

e. Signs and lighting. Signs are an important feature in the overall historic streetscape and serve to identify individual stores or places of business. Well-designed signs contribute significantly to the continuity of building facades in a retail district. Conversely, poorly designed or placed signs tend to disrupt this desired continuity. The following sign design standards, in addition to Chapter 23 of the Development Code, shall apply:

i. Signs shall be limited in number and placed in areas that contribute to, rather than conflict with, the architecture of the building.

ii. Signs shall not obscure display windows or significant building features.

iii. Electronic display signs (EDS) shall not be allowed.

iv. Signs that are flashing shall not be used.

v. Fluorescent lights shall not be used. The use of protected and indirect lighting from interior windows or above entrances, windows, and signs is preferred. No exterior or facade lighting shall be allowed to extend or flood onto adjacent residential properties.

f. Awnings. Awnings contribute to the streetscape in many ways and were often used as important design elements in historic storefronts. They offer shade and protection from the elements as well as protecting the storefront glass from direct sunlight. They are also useful for building identification. The following awning design standards shall apply:

i. Awnings shall fill the openings above the glass but not extend beyond these openings to cover the structural piers of a storefront. They are not to cover the space between the second story window sills and the building cornice (see Figure 22). They shall be designed to maintain sufficient headroom above the sidewalk.

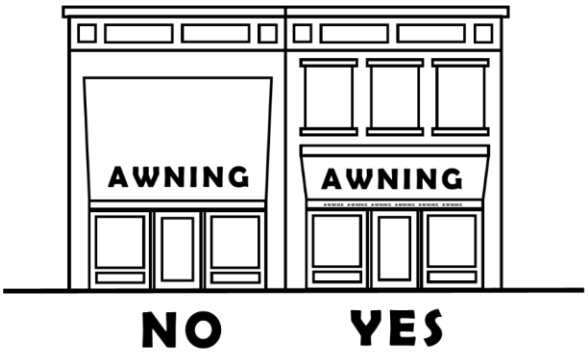

Figure 22. Appropriate awning does not cover upper story windows.

ii. Awnings are to respect the form of the windows and not introduce a new form that is unrelated to the existing building. Awnings shall not obscure architectural features of the building facade.

iii. Fabric awnings are encouraged (see Figure 23), except where other materials are more consistent with the original design of the facade.

iv. Backlit awnings shall not be used.

Figure 23. Awning provides shade and protection from the elements, good building identification.

g. Renovations to existing historic structures:

i. General Renovation Concepts. The following general concepts shall apply to historic building renovation projects:

1. The original building composition shall be maintained, including the scale and proportions of the existing structure.

2. As many as possible of the distinguishing features of a building shall be maintained. Alteration or removal of these features is discouraged. The original design character and integrity of the building shall be respected.

3. When parts of a building are in need of work, they shall be repaired rather than replaced. If it is impossible to repair, then the parts shall be replaced with materials, and systems that are historically correct rather than imitations.

4. Building entrances shall be retrofitted to provide ADA accessibility.

5. When inappropriate materials and forms mask the original building facades, these shall be removed, exposing the original materials, proportions, openings, and design features (see Figures 24 and 25).

Figure 24 – Existing building with appropriate updating and remodeling that is consistent with the original historic design including materials, building features, and character.

Figure 25 – Existing building with inappropriate updating and remodeling that is not consistent with the original historic design. Original materials and architectural elements have been covered with a stucco facade.

ii. Storefront Design. The storefront is the most prominent element in any retail establishment. At the completion of a project, the result shall be a storefront that is inviting and attractive for pedestrians. The following storefront design standards shall apply to historic building renovations:

1. The remodeled storefront shall be contained within the original opening and fill the entire space (see Figure 26). The building shall maintain the line of the existing storefront at the edge of the sidewalk. If necessary, supporting beams may be allowed within the storefront that have a minimal reduction in the amount of windows.

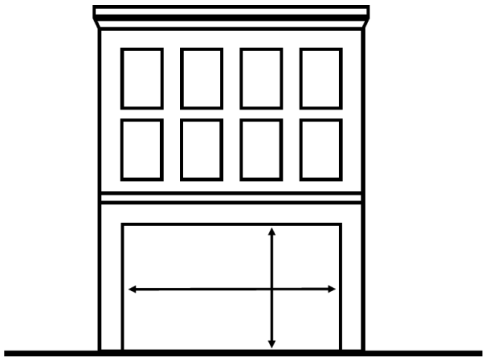

Figure 26. New storefront fills the entire area.

2. The original proportion of open clear glass to solid, usually structural piers, shall be maintained in all remodeling projects. Clear glass shall be used for all storefront windows. Opaque, heavily tinted, or reflective glass shall not be used.

3. Original materials shall be used if at all possible. Avoid materials that are inconsistent with materials used at the time of original construction. Materials such as vinyl siding and EIFS shall not be used. Original proportions shall also be maintained.

4. Existing transom windows shall be maintained or exposed if they have been covered over by previous remodeling projects. The original location and proportions shall be maintained.

5. Bulkheads below the storefront windows shall retain the original proportions and be constructed with materials consistent or compatible with the age of the building.

6. Entrances shall respect the location and line of the existing entrances. Recessed entrances shall be maintained if they exist. If doors need to be replaced, doors similar to the existing size, proportion and materials shall be used. Avoid door styles that conflict with the character of the building.

iii. Upper Story Windows. Upper story windows contribute significantly to the streetscape. The following are upper story window design standards:

1. Maintain the position, shape and size of the existing upper story windows.

2. Remove materials that block or screen original upper story openings.

3. Replace existing window openings with new windows that fill the entire opening. Smaller new windows within larger existing openings shall not be used.

4. Replacement windows shall match the existing windows if possible and shall respect the existing pattern and type.

2. Roller Mills District Design Standards:

a. Purpose and vision:

The Roller Mills District is envisioned to create a sense of place through architecture that utilizes features and colors that relate to the historic Lehi Roller Mills building. The Roller Mills district serves as a gateway and commercial anchor to downtown Lehi and is intended to be a walkable environment with retail, restaurants, hotels, and services that can cater to nearby residents and travelers from I-15.

b. Architectural standards:

i. Street facades:

1. The facade facing the street frontage shall include large clear glass windows on the street level and smaller windows may be allowed on the upper floors. Opaque, heavily tinted, or reflective glass shall not be used on the first floor of a building facing the street (see Figure 27). When glass is tinted, it shall allow for a minimum 60 percent light to pass through the windows into the building.

Figure 27. The first floor facing the street includes large clear glass windows.

2. A minimum of 30 percent of the facade area on the first floor facing the street shall consist of glass. Where a building is located on a corner lot, a minimum of 30 percent of the facade facing both streets on the first floor shall consist of glass.

ii. Architectural features:

1. Each building facade shall include at least three of the following features:

a. columns or pilasters;

b. decorative cornice;

c. awnings or canopies;

d. balcony;

e. covered walkways;

f. decorative lighting;

g. wainscot of a minimum 30 inches in height except for under windows; and

h. other comparable architectural features as approved by the Zoning Administrator or Planning Commission.

iii. Setbacks:

1. Buildings shall provide a sufficient setback to allow for a public utility easement to be placed along the frontage of the property. Public utility easements may be placed along the back side of a proposed building as approved by the Reviewing Departments. No permanent structures shall be allowed within the public utility easement. Additional setbacks from public utility easements may be required by the Reviewing Departments to ensure proper clearances are met from building footings to utility lines.

2. The maximum setback for buildings along Main Street shall be 20 feet as measured from the property line.

3. The maximum setback for buildings along 850 East Street shall be 30 feet as measured from the property line.

4. The maximum setback may be increased to accommodate existing mainline utilities, grade changes over 20 percent, existing buildings, or other hardship that is not self-imposed to the property.

5. A minimum setback of 30 feet shall be required from a building, necessary drive aisles for loading docks, and drive-thrus to the I-15 corridor.

iv. Massing:

1. Buildings shall have hierarchal roof features over front doors which shall consist of gable pitched roofs with a cupola (see Figure 28).

Figure 28. Existing building includes pitched roofs with cupolas which is characteristic of the historic Lehi Roller Mills.

2. Larger buildings with multiple hierarchal roof features may have flat roof areas between each feature (see Figure 29).

Figure 29. Long building facade includes portions of flat roof lines with pitched roofs and cupola features over entrances.

3. Buildings shall be designed with articulations in each facade. Facade articulations shall typically be included at building entrances and hierarchal building features to break up long sections of wall area. Box-like or single, monolithic forms that are not relieved by variations in massing or articulation shall not be allowed (see Figures 30 and 31).

4. Buildings shall be designed with roofline variations in each facade over 50 feet in width (see Figures 30 and 31).

Figure 30 – Inappropriate example of a building with no articulations or roof line variations.

Figure 31 – Appropriate example of a building including facade articulations and roof line variations.

5. Buildings adjacent to residential areas shall reduce the perceived scale of the building through breaking up buildings into smaller individual buildings, setback upper floors, dividing building mass into smaller scale components, or a significant change in the wall plane (see Figures 32 and 33).

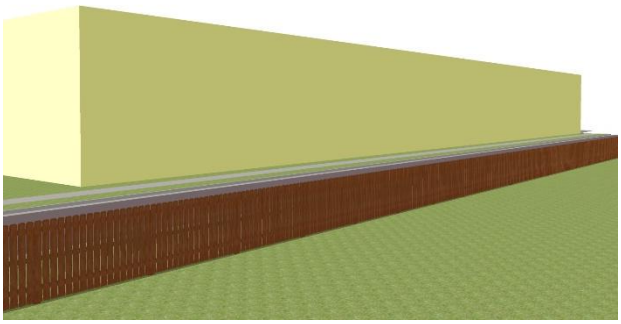

Figure 32 – Inappropriate example of a long unbroken wall plane adjacent to a residential area.

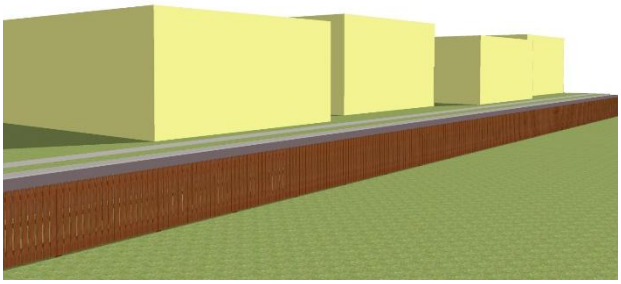

Figure 33 – Appropriate example of a broken wall plane adjacent to a residential area.

v. Building Entrances:

1. Public entrances shall be developed on all new buildings to face the adjacent street (see Figure 34). Building entrances may be allowed on a side of the building closest to the street if an unobstructed sidewalk connection is provided from the building entrance to the street sidewalk.

Figure 34. Retail building provides public building entrance facing the public sidewalk.

2. Buildings located on a street corner shall either provide a corner entrance or provide two individual entrances facing each street (see Figures 35 and 36).

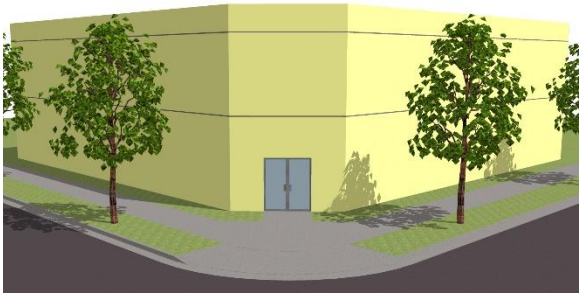

Figure 35 – Entrance addressing the corner.

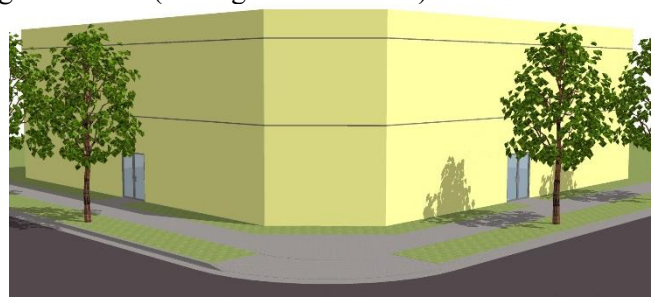

Figure 36 – Two entrances addressing each street frontage.

vi. Building materials:

1. Standing seam metal shall be used for pitched roofs and shall be a red palate color.

2. Brick, fiber cement, split-face CMU, and wood may be used for exterior building materials.

3. Stucco and EIFS may be used up to 20 percent of each wall area excluding windows and doors as a secondary material only. Stucco and EIFS shall not be used on hierarchal architectural features, pop-outs in a facade, or for wainscots, but shall be allowed on recessed wall areas, walls between entrances, and between hierarchal architectural features (see Figure 37).

Figure 37. Stucco is only applied to recessed and secondary wall areas, and the hierarchal features use brick and rock.

4. The primary wall material color shall be white with accents allowed of cream, tan, maroon, and gray.

vii. Screening:

1. Mechanical and utility equipment shall be located or screened so as not to be visible from public and private streets. Screens shall be aesthetically incorporated into the design of the building whether located on the ground or the roof, and may include such treatments as balustrades, parapet walls, or landscaping. Screening materials shall be compatible with those of the building.

2. Where mechanical and utility equipment are located along a street frontage, they shall not be located between the building and street to improve aesthetics and provide clearance required from oil-filled transformers to combustible materials. Utility equipment shall be located to the sides or rear of a proposed building as approved by the appropriate utility company (see Figures 38 and 39). New utility equipment shall not be placed in a location that impedes a sidewalk or requires a sidewalk to maneuver around the equipment. Sidewalks may need to maneuver around existing utility equipment if it is impracticable to relocate.

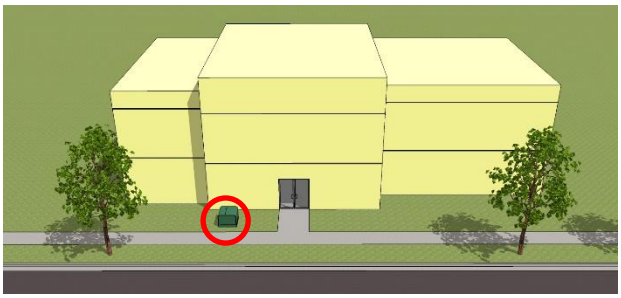

Figure 38 – Inappropriate example of a utility box being placed in front of the building.

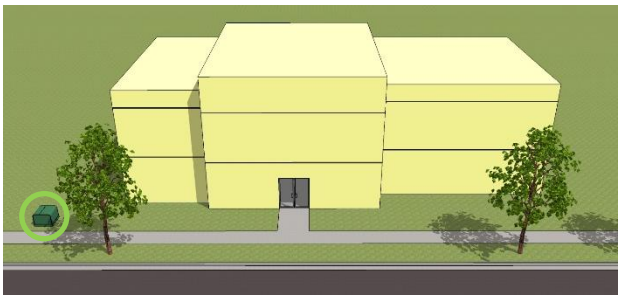

Figure 39 – Appropriate example of a utility box being placed to the side of a building.

3. Exterior roof ladders, scuppers, and roof drains shall not be allowed on the exterior of the building facing a public street.

c. Site design standards:

i. Building orientation:

1. Buildings shall be oriented to the adjacent public or private street with no off-street parking or drive aisles located between the building and the street sidewalk (see Figure 40).

Figure 40. Parking area is located behind the building with an entrance facing and connecting to the public sidewalk.

2. Buildings located on corner lots shall be oriented to both streets with no parking or drive aisles located between the building and the public sidewalk of either street.

3. Buildings on properties with more than two street frontages shall be placed on the corner most conducive to pedestrian travel. An area with a higher expected rate of pedestrian traffic could be toward a transit stop or across the street from a complimentary use such as an office building across the street from a restaurant.

4. Buildings located on landlocked parcels without any street frontage shall place the building in the location most convenient for pedestrian access to the nearest street.

ii. Off-street parking:

1. Off-street parking shall be located to the side or rear of a proposed building.

2. Where possible, shared parking agreements shall be utilized to reduce the overall amount of off-street parking provided for multiple uses.

3. Parking lots that front a public street shall be screened with landscaping or a four-foot tall wood or simulated wood fence.

iii. Pedestrian plazas:

1. Multi-tenant developments or buildings over 50,000 square feet in size shall construct a pedestrian plaza equal to one percent of the building square footage or a minimum of 1,000 square feet, whichever is larger. The maximum required pedestrian plaza shall be 10,000 square feet (see Figure 41).

2. Pedestrian plazas for multiple buildings may be combined into a single larger plaza at the discretion of the Planning Commission.

3. Plazas shall be located near an entrance to the building and shall be placed in a visible location from the public street.

4. The pedestrian plaza shall include the following:

a. use of concrete, brick pavers, or pervious pavement for walking areas;

b. raised planter areas;

c. trees and shrubs within the plaza and buffering the plaza from parking areas and streets;

d. benches or tables and chairs; and

e. shade structure such as a pergola or awning for plazas over 2,000 square feet in size.

Figure 41. Pedestrian plaza located on a street corner and includes trees, shrubs, planters, and benches. Building entrances front the plaza area to create engagement.

iv. Pedestrian circulation:

1. Sidewalk connections shall interconnect the building entrance, public and private street sidewalks, parking areas, master planned trails, and adjacent properties.

2. Sidewalks shall be a minimum five feet in width and may be constructed of concrete, brick pavers, or other material as approved by the City Engineer.

3. Pedestrian walkways shall include ramps and crosswalks where they cross streets, internal roads, drive aisles, and parking areas. Crosswalks shall be painted or delineated with brick pavers, stamped and colored asphalt, or stamped and colored concrete (see Figure 42).

Figure 42. Allowed pedestrian crossing treatments are each represented in this figure. Pedestrian crossings include curb cuts and pathways through landscaped areas.

4. Raised central median strips, bulb-outs and other traffic calming elements may be required by the City Engineer based on recommendations from a licensed traffic engineer.

d. Landscaping standards:

i. Water-wise landscaping:

1. Each site shall provide a minimum 50 percent water-wise landscaping as defined in Chapter 39.

2. Sod shall not be used within park strip areas and shall only be used as accents within larger landscaped areas on a site (see Figure 43).

Figure 43. The park strip uses mulch, boulders, and shrubs for landscaping to reduce irrigation overspray that would come with sod.

3. A minimum of 30 trees per acre based on the total project acreage shall be provided in open space areas to contribute towards an urban forest.

4. Landscaping shall be maintained in good condition according to the approved landscape plan. Typical maintenance shall include mowing of grass, removing weeds, and replacing dead plants.

3. Urban Village District Design Standards:

a. Purpose and vision:

The urban village district is intended to serve as walkable commercial areas that serve the residents of Lehi along parts of the Main Street, State Street, and Center Street corridors and other areas as shown in Figure 1. The building sizes and uses within the urban village district are more compact and of a local nature which prioritize a walkable environment.

b. Architectural standards:

i. Street facades:

1. The facade facing the street frontage shall include large clear glass windows on the street level and smaller windows may be allowed on the upper floors. Opaque, heavily tinted, or reflective glass shall not be used on the first floor of a building facing the street (see Figure 44). When glass is tinted, it shall allow for a minimum 60 percent light to pass through the windows into the building.

Figure 44. The first floor facing the street includes large clear glass windows.

2. A minimum of 40 percent of the facade area on the first floor facing the street shall consist of glass. Where a building is located on a corner lot, a minimum of 40 percent of each facade on the first floor shall consist of glass.

ii. Architectural features:

1. Buildings shall have hierarchal massing at building entrances. Building entrances shall include at least one of the following features:

    a. roof tower feature;

    b. pitched roof feature;

    c. parapet extensions; and

    d. articulations in the façade.

2. The hierarchal architectural features at building entrances shall also include at least two of the following features:

    a. differing exterior material types;

    b. awnings or canopies;

    c. decorative lighting; and

    d. increased amount of glass such as side or transom windows.

3. Buildings with multiple entrances shall have at least two separate hierarchal features to distinguish entrance locations (see Figure 45).

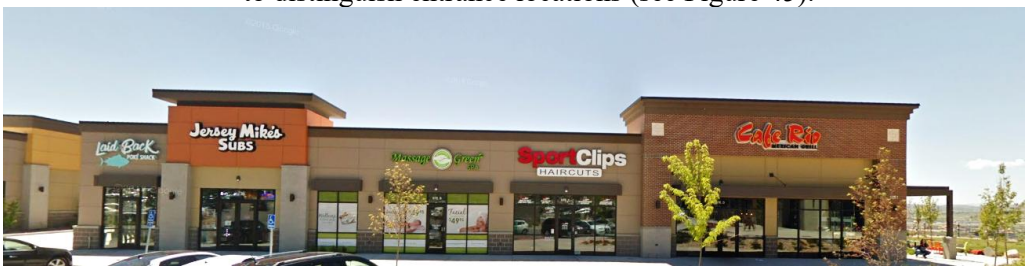

Figure 45. Two hierarchal building features are included on this building for separate entrances.

4. Each building facade shall on all sides of the building include at least three of the following features:

    a. columns or pilasters;

    b. decorative cornice;

    c. awnings or canopies;

    d. covered walkways;

    e. decorative lighting;

    f. string course of differing color or material;

    g. wainscot of a minimum 30 inches in height except for under windows;

    h. balcony;

i. areas of curtainwall glass; and

j. other comparable architectural features as approved by the Zoning Administrator or Planning Commission.

iii. Setbacks:

1. Buildings shall provide a sufficient setback to allow for a public utility easement to be placed along the frontage of the property. Public utility easements may be placed along the back side of a proposed building as approved by the Reviewing Departments. No permanent structures shall be allowed within the public utility easement. Additional setbacks from public utility easements may be required by the Reviewing Departments to ensure proper clearances are met from building footings to utility lines.

2. The maximum setback for buildings shall be 25 feet as measured from the property line.

3. The maximum setback may be increased to accommodate existing mainline utilities, grade changes over 20 percent, existing buildings, or other hardship that is not self-imposed to the property.

4. A minimum setback of 30 feet shall be required from a building, necessary drive aisles for loading docks, and drive-thrus to the I-15 and SR-92 corridors.

iv. Massing:

1. Buildings shall be designed with articulations in each facade. Facade articulations are typically included at building entrances, hierarchal building features, and to breakup long sections of wall area. Box-like or single, monolithic forms that are not relieved by variations in massing or articulation shall not be allowed (see Figures 46 and 47).

2. Buildings shall be designed with roofline variations in each facade over 50 feet in width (see Figures 46 and 47).

Figure 46 – Inappropriate example of a building with no articulations or roof line variations.

Figure 47 – Appropriate example of a building including facade articulations and roof line variations.

3. Buildings adjacent to residential areas shall reduce the perceived scale of the building through breaking up buildings into smaller individual buildings, setback upper floors, dividing building mass into smaller scale components, or a significant change in the wall plane (see Figures 48 and 49).

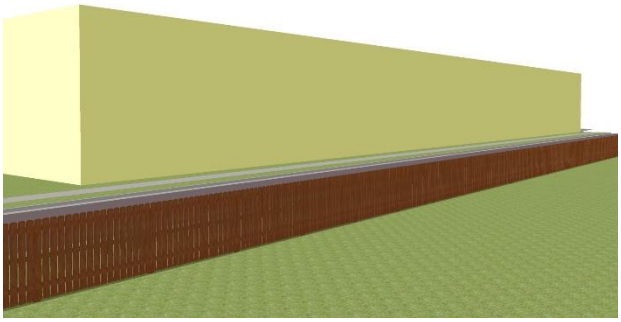

Figure 48 – Inappropriate example of a long unbroken wall plane adjacent to a residential area.

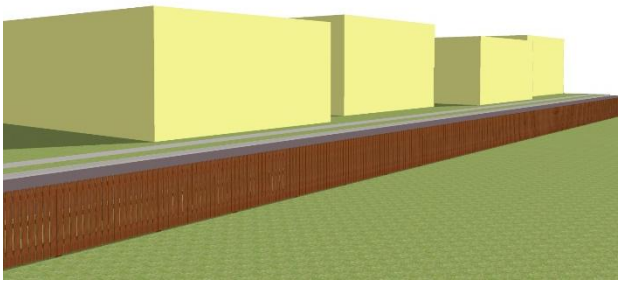

Figure 49 – Appropriate example of a broken wall plane adjacent to a residential area.

v. Building Entrances:

1. Public entrances shall be developed on all new buildings to face the adjacent street (see Figure 50). Building entrances may be allowed on a side of the building closest to the street if an unobstructed sidewalk connection is provided from the building entrance to the street sidewalk.

Figure 50. Retail building provides public building entrances facing the public sidewalk.

2. Buildings located on a street corner shall either provide a corner entrance or provide two individual entrances facing each street (see Figures 51 and 52).

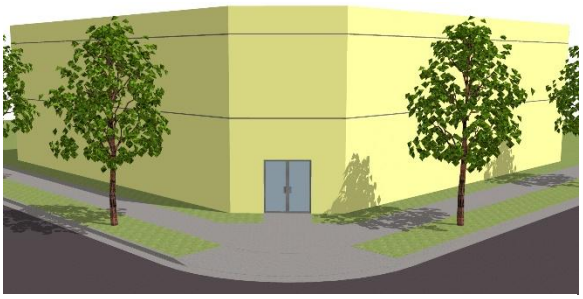

Figure 51 – Entrance addressing the corner.

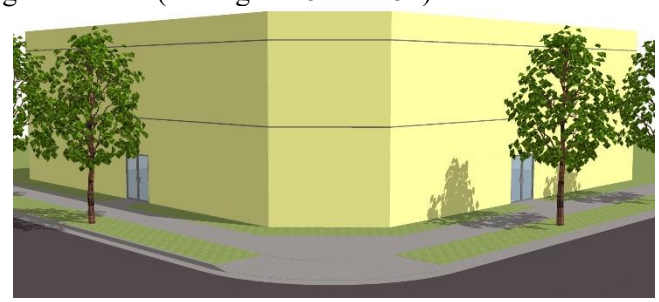

Figure 52 – Two entrances addressing each street frontage.

vi. Building Materials:

1. Brick, stone, architectural grade metal (see Figures 53 and 54), fiber cement, concrete, and wood may be used for exterior building materials.

Figure 53 – Metal used is of a high grade and provides an architectural quality to the building.

Figure 54 – Metal used is an industrial grade and has the appearance of standing seam metal which detracts from the architectural quality of the building.

2. Stucco and EIFS may be used up to 30 percent of each wall area (excluding windows and doors) as a secondary material only. Stucco and EIFS shall not be used on hierarchal architectural features, pop-outs in a facade, or for wainscots, but shall be allowed on recessed wall areas, walls between entrances, and between hierarchal architectural features (see Figure 55).

Figure 55. Stucco is only applied to recessed and secondary wall areas, and the hierarchal features use brick and rock.

vii. Screening:

1. Mechanical and utility equipment shall be located or screened so as not to be visible from public and private streets. Screens shall be aesthetically incorporated into the design of the building whether located on the ground or the roof, and may include such treatments as balustrades, parapet walls, or landscaping. Screening materials shall be compatible with those of the building.

2. Where mechanical and utility equipment are located along a street frontage, they shall not be located between the building and street to improve aesthetics and provide clearance required from oil-filled transformers to combustible materials. Utility equipment shall be located to the sides or rear of a proposed building as approved by the appropriate utility company (see Figures 56 and 57). New utility equipment shall not be placed in a location that impedes a sidewalk or requires a sidewalk to maneuver around the equipment. Sidewalks may need to maneuver around existing utility equipment if it is impracticable to relocate.

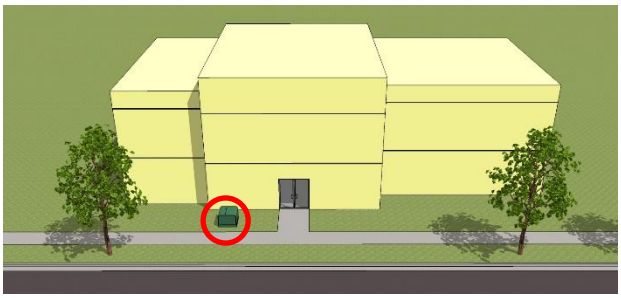

Figure 56 – Inappropriate example of a utility box being placed in front of the building.

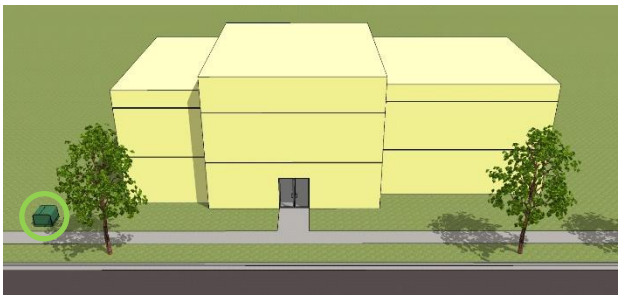

Figure 57 – Appropriate example of a utility box being placed to the side of a building.

3. Exterior roof ladders, scuppers, and roof drains shall not be allowed on the exterior of the building facing a public street.

c. Site design standards:

i. Building orientation:

1. Buildings shall be oriented to the adjacent public or private street with no off-street parking or drive aisles located between the building and the street sidewalk (see Figure 58).

Figure 58. Parking area is located behind the building with an entrance facing and connecting to the public sidewalk.

2. Buildings located on corner lots shall be oriented to both streets with no parking or drive aisles located between the building and the public sidewalk of either street.

3. Buildings on properties with more than two street frontages shall be placed on the corner most conducive to pedestrian travel. An area with a higher expected rate of pedestrian traffic could be toward a transit stop or across the street from a complimentary use such as an office building across the street from a restaurant.

4. Buildings located on landlocked parcels without any street frontage shall place the building in the location most convenient for pedestrian access to the nearest street.

ii. Off-street parking:

1. Off-street parking shall be located to the side or rear of a proposed building.

2. Where possible, shared parking agreements shall be utilized to reduce the overall amount of off-street parking provided for multiple uses.

3. It is encouraged that parking areas be constructed of a pervious hard surface material.

4. Parking lots that front a public street shall be screened with landscaping or a four-foot tall wood or simulated wood fence.

iii. Pedestrian plazas:

1. Multi-tenant developments or buildings over 50,000 square feet in size shall construct a pedestrian plaza equal to one percent of the building square footage or a minimum of 1,000 square feet, whichever is larger (see Figure 59).

2. Pedestrian plazas for multiple buildings may be combined into a single larger plaza at the discretion of the Planning Commission.

3. Plazas shall be located near an entrance to the building and shall be placed in a visible location from the public street.

4. The pedestrian plaza shall include the following:

   a. use of concrete, brick pavers, or pervious pavement for walking areas;

   b. raised planter areas;

   c. trees and shrubs within the plaza and buffering the plaza from parking areas and streets;

   d. benches or tables and chairs; and

   e. shade structure such as a pergola or awning for plazas over 2,000 square feet in size.

Figure 59. Pedestrian plaza located on a street corner and includes trees, shrubs, planters, and benches. Building entrances front the plaza area to create engagement.

iv. Pedestrian circulation:

1. Sidewalk connections shall interconnect the building entrance, public and private street sidewalks, parking areas, master planned trails, and adjacent properties.

2. Sidewalks shall be a minimum five feet in width and may be constructed of concrete, brick pavers, or other material as approved by the City Engineer.

3. Pedestrian walkways shall include ramps and crosswalks where they cross streets, internal roads, drive aisles, and parking areas. Crosswalks shall be painted or delineated with brick pavers, stamped and colored asphalt, or stamped and colored concrete (see Figure 60).

Figure 60. Allowed pedestrian crossing treatments are each represented in this figure. Pedestrian crossings include curb cuts and pathways through landscaped areas.

4. Raised central median strips, bulb-outs and other traffic calming elements may be required by the City Engineer based on recommendations from a licensed traffic engineer.

d. Landscaping standards:

i. Water-wise landscaping:

1. Each site shall provide a minimum 50 percent water wise landscaping.

2. Sod shall not be used within park strip areas and shall only be used as accents within larger landscaped areas on a site (see Figure 61).

Figure 61. The park strip uses mulch, boulders, and shrubs for landscaping to reduce irrigation overspray that would come with sod.

3. A minimum of 30 trees per acre based on the total project acreage shall be provided in open space areas to contribute towards an urban forest.

4. Landscaping shall be maintained in good condition according to the approved landscape plan. Typical maintenance shall include mowing of grass, removing weeds, and replacing dead plants.

4. Mill Pond District Design Standards:

a. Purpose and vision:

The Mill Pond District is intended to focus new development to enhance Mill Pond with walkways, outdoor public spaces, and a mixture of hospitality and office uses. Buildings are envisioned to front Mill Pond with only sidewalks, boardwalks, decks, plazas, and landscaping placed between the buildings and Mill Pond. Buildings in the Mill Pond District would include an interconnecting walkway network that allows unencumbered pedestrian access between buildings and master planned trails in the Mill Pond area.

b. Architectural standards:

i. Building facades:

1. The facade facing the street frontage shall include large clear glass windows on the street level and smaller windows may be allowed on the upper floors. Opaque, heavily tinted, or reflective glass shall not be used on the first floor of a building facing the street (see Figure 62). When glass is tinted, it shall allow for a minimum 60 percent light to pass through the windows into the building.

Figure 62. The first floor facing the street includes large clear glass windows.

2. A minimum of 30 percent of the facade area on the first floor facing the Mill Pond shall consist of glass.

3. Buildings fronting a street shall provide glass at a minimum of 30 percent of the facade area on the first floor facing the street. Where a building is located on a corner lot, a minimum of 30 percent of each facade facing the street on the first floor shall consist of glass.

ii. Architectural features:

1. Buildings shall have hierarchal massing at building entrances. Building entrances shall include at least one the following features:

   a. roof tower feature;

   b. pitched roof feature;

   c. parapet extensions; and

   d. articulation in the façade.

2. The hierarchal architectural features at building entrances shall also include at least two of the following features:

   a. differing exterior material types;

   b. awnings or canopies;

   c. decorative lighting; and

   d. increased amount of glass.

3. Buildings with multiple entrances shall have at least two separate hierarchal features to distinguish entrance locations (see Figure 63).

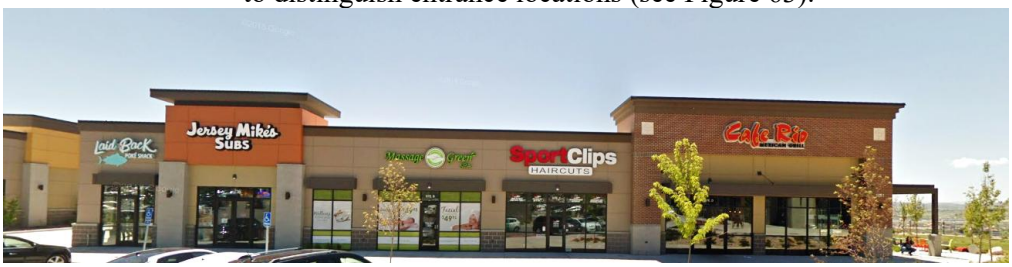

Figure 63. Two hierarchal building features are included on this building for separate entrances.

4. Each building facade shall include at least three of the following features:

   a. columns or pilasters;

   b. decorative cornice;

   c. awnings or canopies;

d. covered walkways;

e. decorative lighting;

f. string course;

g. wainscot of a minimum 30 inches in height except for under windows; and

h. other comparable architectural features as approved by the Zoning Administrator or Planning Commission.

iii. Setbacks:

1. Buildings shall provide a sufficient setback to allow for a public utility easement to be placed along the frontage of the property. Public utility easements may be placed along the back side of a proposed building as approved by the Reviewing Departments. No permanent structures shall be allowed within the public utility easement. Additional setbacks from public utility easements may be required by the Reviewing Departments to ensure proper clearances are met from building footings to utility lines.

2. A minimum setback of 30 feet shall be required from a building, necessary drive aisles for loading docks, and drive-thrus to the I-15 and Pioneer Crossing corridors.

iv. Massing:

1. Buildings shall be designed with articulations in each facade. Facade articulations are typically included at building entrances and hierarchal building features to break up long sections of wall area. Box-like or single, monolithic forms that are not relieved by variations in massing or articulation shall not be allowed (see Figures 64 and 65).

2. Buildings shall be designed with roofline variations in each facade over 50 feet in width (see Figures 64 and 65).

Figure 64 – Inappropriate example of a building with no articulations or roof line variations.

Figure 65 – Appropriate example of a building including facade articulations and roof line variations.

v. Building entrances:

1. Building entrances shall be developed on the side of the building facing Mill Pond to provide access to the required patio or deck space and to the Mill Pond loop trail.

vi. Building materials:

1. Brick, stone, architectural grade metal (see Figures 66 and 67), fiber cement, and wood may be used for exterior building materials.

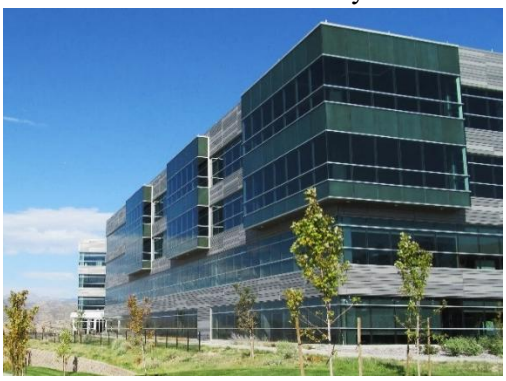

Figure 66 – Metal used is of a high grade and provides an architectural quality to the building.

Figure 67 – Metal used is an industrial grade and has the appearance of standing seam metal which detracts from the architectural quality of the building.

2. Stucco, split face CMU, and EIFS may be used up to 30 percent of each wall area excluding windows and doors as a secondary material only. Stucco and EIFS shall not be used on hierarchal architectural features, pop-outs in a facade, or for wainscots, but shall be allowed on recessed wall areas, walls between entrances, and between hierarchal architectural features (see Figure 68).

Figure 68. Stucco is only applied to recessed and secondary wall areas, and the hierarchal features use brick and rock.

vii. Screening:

1. Mechanical and utility equipment shall be located or screened so as not to be visible from public and private streets. Screens shall be aesthetically incorporated into the design of the building whether located on the ground or the roof, and may include such treatments as balustrades, parapet walls, or landscaping. Screening materials shall be compatible with those of the building.

2. Where mechanical and utility equipment are located along a street frontage, they shall not be located between the building and street to improve aesthetics and provide clearance required from oil-filled transformers to combustible materials. Utility equipment shall be located to the sides or rear of a proposed building as approved by the appropriate utility company (see Figures 69 and 70). New utility equipment shall not be placed in a location that impedes a sidewalk or requires a sidewalk to

maneuver around the equipment. Sidewalks may need to maneuver around existing utility equipment if it is impracticable to relocate.

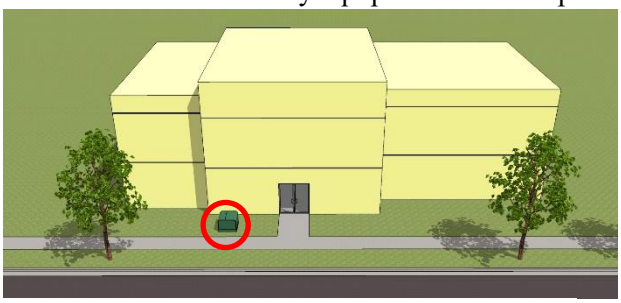

Figure 69 – Inappropriate example of a utility box being placed in front of the building.

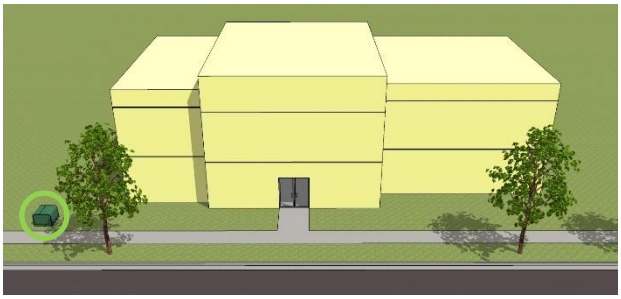

Figure 70 – Appropriate example of a utility box being placed to the side of a building.

3. Exterior roof access ladders, scuppers, and roof drains shall not be allowed and alternative solutions and locations shall be identified.

c. Site design standards:

i. Building orientation:

1. Buildings shall be oriented toward Mill Pond with no parking located between the building and Mill Pond (see Figure 71). The setback of the building to the Mill Pond may be increased due to delineated wetlands or based on a geotechnical report to ensure the building foundation is structurally sound.

Figure 71. Building fronts Mill Pond with the parking located on the opposite side of the building.

2. Buildings in addition to those built to the Mill Pond shall front the public street with parking to the side or rear of the building.

ii. Off-street parking:

1. Parking areas shall be located on the opposite side of the building from Mill Pond (see Figure 71).

2. Where possible, shared parking agreements shall be utilized to reduce the overall amount of off-street parking provided for multiple uses.

3. It is encouraged that parking areas be constructed of a pervious hard surface material.

4. Parking lots that front a public street shall be screened with landscaping or a four foot tall wood or simulated wood fence.

iii. Pedestrian circulation:

1. Sidewalk connections shall interconnect building entrances, public and private street sidewalks, master planned trails, building decks and patios, adjacent buildings, and parking areas.

2. Sidewalks shall be a minimum five feet in width and may be constructed of concrete, brick pavers, or other material as approved by the City Engineer.

3. Walkway connections from buildings to the master planned trails may be constructed of concrete, asphalt, brick pavers, wooden boardwalks, or other material as approved by the City Engineer.

4. Pedestrian walkways shall include ramps and crosswalks where they cross streets, internal roads, drive aisles, and parking areas. Crosswalks shall be painted or delineated with brick pavers, stamped and colored asphalt, or stamped and colored concrete (see Figure 72).

Figure 72. Allowed pedestrian crossing treatments are each represented in this figure. Pedestrian crossings include curb cuts and pathways through landscaped areas.

5. Raised central median strips, bulb-outs and other traffic calming elements may be required by the City Engineer based on recommendations from a licensed traffic engineer.

iv. Site amenities:

1. Each building fronting the Mill Pond shall provide an outdoor deck or patio that faces Mill Pond. The deck may be used for a viewing area, outdoor dining, gathering space, sitting area, or other similar uses.

2. Benches and decorative trash receptacles shall be provided at the entrance of each sidewalk connection to the Mill Pond loop trail.

d. Landscaping standards:

i. Water-wise landscaping:

1. Each site shall provide a minimum 50 percent water-wise landscaping excluding wetland and areas of natural vegetation.

2. Sod shall not be used within park strip areas and shall only be used as accents within larger landscaped areas on a site (see Figure 73).

Figure 73. The park strip uses mulch, boulders, and shrubs for landscaping to reduce irrigation overspray that would come with sod.

3. Sites adjacent to the Mill Pond are encouraged to utilize bio swales as part of the storm drain system design to eliminate the need for large storm drain piping, to filter water, and recharge Mill Pond. Bio swales shall be located near existing wetland areas and be seeded with similar aquatic plants such as cat tails and native grasses (see Figure 74).

Figure 74. A bio swale is utilized as a storm drainage solution to filter water before it enters the Mill Pond.

4. A minimum of 40 trees per acre based on the total project acreage shall be provided in open space areas to contribute towards an urban forest.

5. Landscaping shall be maintained in good condition according to the approved landscape plan. Typical maintenance shall include mowing of grass, removing weeds, and replacing dead plants.

5. State Highway District Design Standards:

(Revised 03/24/26)

a. Purpose and vision:

The State Highway district is intended to prioritize development and pedestrian access to local streets and preserve areas for future right-of-way needs for State highways. Buildings are typically setback from State highways corridors and are oriented to city streets. These areas must balance the needs of regional transportation corridors with maintaining safety for pedestrians and cyclists.

b. Architectural standards:

i. For the purposes of this section, regional retail buildings shall have a minimum of 50,000 square feet gross floor area. All other uses in this district shall comply with the standards set forth in this section.

ii. Street facades:

1. The facade facing the street frontage shall include large clear glass windows on the street level and smaller windows may be allowed on the upper floors. Opaque, heavily tinted, or reflective glass shall not be used on the first floor of a building facing the street (see Figure 75). When glass is tinted, it shall allow for a minimum 60 percent light to pass through the windows into the building.

Figure 75. The first floor facing the street includes large clear glass windows.

2. A minimum of 20 percent of the facade area on the first floor facing the street shall consist of glass unless otherwise allowed in this section. Where a building is located on a corner lot of two local streets, a minimum of 20 percent of each facade on the first floor shall consist of glass.

3. Regional retail buildings are required to provide glass only as an accent to the façade facing the public street (see Figure 76).

Figure 76. The street side of this regional retail building includes glass used as an accent. The façade also utilizes articulation in the facade and roofline, changes in material, and canopies to provide architectural interest that addresses the street.

iii. Architectural features:

1. Buildings shall have hierarchal massing at building entrances. Building entrances shall include at least one the following:

   a. roof tower feature;

   b. pitched roof feature;

   c. parapet extensions; and

   d. articulations in the façade.

2. The hierarchal architectural features at building entrances shall also include at least two of the following features:

   a. differing exterior material types;

   b. awnings or canopies;

   c. decorative lighting; and

   d. increased amount of glass such as side or transom windows.

3. Buildings with multiple entrances shall have at least two separate hierarchal features to distinguish entrance locations (see Figure 77).

Figure 77. Two hierarchal building features are included on this building for separate entrances.

4. Each building facade shall include at least three of the following features:

    a. columns or pilasters;

    b. decorative cornice;

    c. awnings or canopies;

    d. covered walkways;

    e. decorative lighting;

    f. string course;

    g. wainscot of a minimum 30 inches in height except for under windows; and

    h. other comparable architectural features as approved by the Zoning Administrator or Planning Commission.

iv. Setbacks:

1. Buildings shall provide a sufficient setback to allow for a public utility easement to be placed along the frontage of the property. Public utility easements may be placed along the back side of a proposed building as approved by the Reviewing Departments. No permanent structures shall be allowed within the public utility easement. Additional setbacks from public utility easements may be required by the Reviewing Departments to ensure proper clearances are met from building footings to utility lines.

2. A maximum setback of 50 feet shall be allowed from a building to a city street for all uses unless a module of parking is allowed.

3. A minimum setback of 30 feet shall be required from a building, necessary drive aisles for loading docks, and drive-thrus to the property line of the Redwood Road, 2100 North, I-15, and Pioneer Crossing corridors.

v. Massing:

1. Buildings shall be designed with articulations in each facade. Facade articulations are typically included at building entrances, hierarchal building features, and to breakup long sections of wall area. Box-like or single, monolithic forms that are not relieved by variations in massing or articulation shall not be allowed (see Figures 80 and 81).

2. Buildings shall be designed with roofline variations in each facade over 50 feet in width (see Figures 78 and 79).

Figure 78 – Inappropriate example of a building with no articulations or roof line variations.

Figure 79. Appropriate example of a building including facade articulations and roof line variations.

3. Buildings adjacent to residential areas shall reduce the perceived scale of the building through breaking up buildings into smaller individual buildings, setback upper floors, dividing building mass into smaller scale components, or a significant change in the wall plane (see Figures 80 and 81).

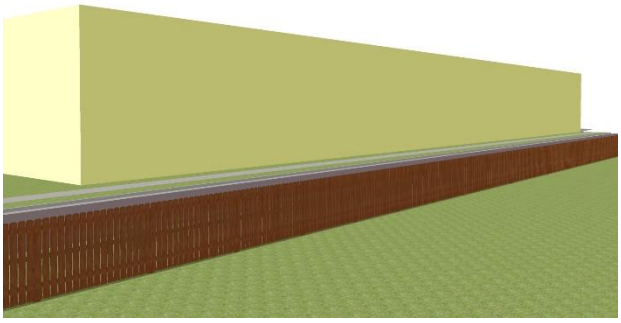

Figure 80 – Inappropriate example of a long unbroken wall plane adjacent to a residential area.

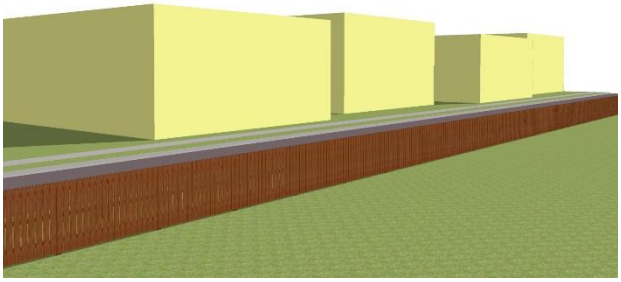

Figure 81 – Appropriate example of a broken wall plane adjacent to a residential area.

vi. Building entrances:

1. Public entrances shall be developed on all new buildings to face adjacent streets (see Figure 82). Building entrances may be allowed on a side of the building closest to the street if an unobstructed sidewalk connection is provided from the building entrance to the street sidewalk.

Figure 82. Retail building provides public building entrances facing the public sidewalk.

2. Regional retail developments are not required to provide a public entrance facing the public street. Regional retail developments shall provide an unobstructed sidewalk

connection from the building entrance to the adjacent street (see Figure 83). Corner entrances on the building may be utilized to provide both a street front public entrance and an entrance toward the parking lot.

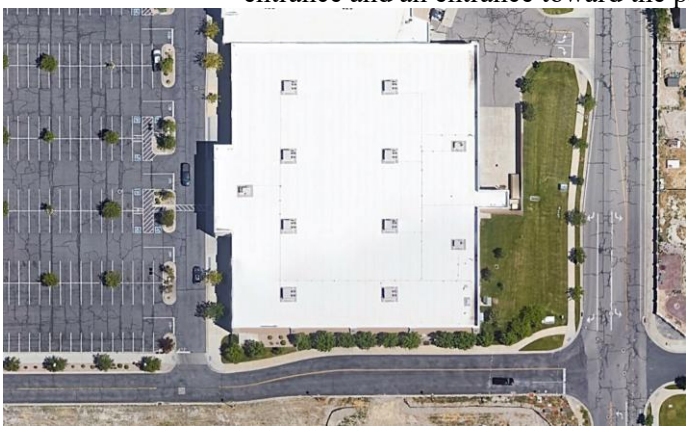

Figure 83. An unobstructed sidewalk is shown to connect the building entrance on the left side of the building down to the street.

3. Public entrances are not required to face the Redwood Road, 2100 North, Pioneer Crossing, and I-15 corridors.

vii. Building materials:

1. Brick, stone, split face CMU, concrete, architectural grade metal (see Figures 84 and 85), fiber cement siding and panels, and wood may be used for exterior building materials.

Figure 84 – Metal used is of a high grade and provides an architectural quality to the building.

Figure 85 – Metal used is an industrial grade and has the appearance of standing seam metal which detracts from the architectural quality of the building.

2. Stucco and EIFS may be used up to 30 percent of each wall area excluding windows and doors as a secondary material only. Stucco and EIFS shall not be used on hierarchal architectural features, pop-outs in a facade, or for wainscots, but shall be allowed on recessed wall areas, walls between entrances, and between hierarchal architectural features (see Figure 86).

Figure 86. Stucco is only applied to recessed and secondary wall areas, and the hierarchal features use brick and rock.

viii. Screening

1. Mechanical and utility equipment shall be located or screened so as not to be visible from public and private streets. Screens shall be aesthetically incorporated into the design of the building whether located on the ground or the roof, and may include such treatments as balustrades, parapet walls, or landscaping. Screening materials shall be compatible with those of the building.

2. Where mechanical and utility equipment are located along a street frontage, they shall not be located between the building and street to improve aesthetics and provide clearance required from oil-filled transformers to combustible materials. Utility equipment shall be located to the sides or rear of a proposed building as approved by the appropriate utility company (see Figures 87 and 88). New utility equipment shall not be placed in a location that impedes a sidewalk or requires a sidewalk to maneuver around the equipment. Sidewalks may need to maneuver around existing utility equipment if it is impracticable to relocate.

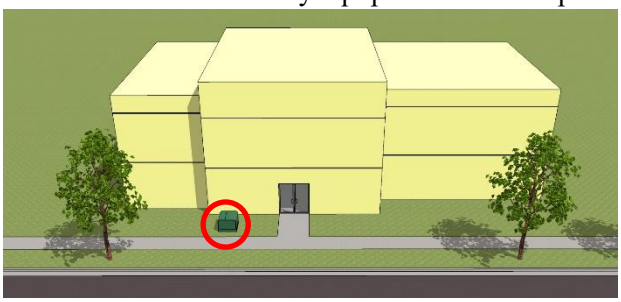

Figure 87 – Inappropriate example of a utility box being placed in front of the building.

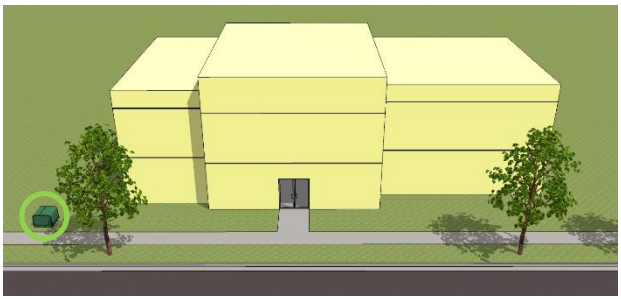

Figure 88 – Appropriate example of a utility box being placed to the side of a building.

3. Regional retail buildings shall screen loading areas with fencing or a wall and shall provide trees and shrubs to provide adequate screening from a public street.

c. Site design standards:

i. Building orientation:

1. Buildings shall be oriented to the adjacent public or private street with no off-street parking or drive aisles located between the building and the street sidewalk (see Figure 89).

Figure 89. Parking area is located behind the building with an entrance facing and connecting to the public sidewalk.

2. Buildings located on corner lots shall be oriented to both streets with no parking or drive aisles located between the building and the public sidewalk of either street unless otherwise allowed in this section. Parking may be placed between the building and the Redwood Road, 2100 North, Pioneer Crossing, and I-15 corridors.

3. Buildings on properties with more than two street frontages shall be placed on the corner most conducive to pedestrian travel. An area with a higher expected rate of pedestrian traffic could be toward a transit stop or across the street from a complimentary use such as an office building across the street from a restaurant.

4. Buildings located on landlocked parcels without any street frontage shall place the building in the location most convenient for pedestrian access to the nearest street.

5. Buildings with drive-thrus may allow the drive-thru to be located between the building and street. Parking for uses with a drive-thru shall be located to the side or rear of a building located along a city street.

6. Regional retail buildings located on a street corner may allow a drive aisle with no parking along one street frontage.

7. Regional retail buildings may allow parking between the building and the public street where the primary tenant is 50,000 or more square feet. A minimum of 50 percent of the total public street frontages, excluding the Redwood Road, 2100 North, Pioneer Crossing, and I-15 corridors, shall have buildings fronting these streets with no parking between these buildings and the public street (see Figure 90).

Figure 90. The red lines represent the applicable street frontage, and the green lines represent the contributing street frontages with buildings.

8. Uses that are auto-oriented in nature shall be oriented toward the public street with an allowed maximum of one parking module which includes a single drive aisle with a row of parking on each side (see Figure 91). Gas station fuel canopies and associated drive aisles may be placed between the building and street. Auto-oriented uses shall be defined as the following uses:

    a. gas station;

    b. car wash;

    c. auto repair; and

    d. auto sales.

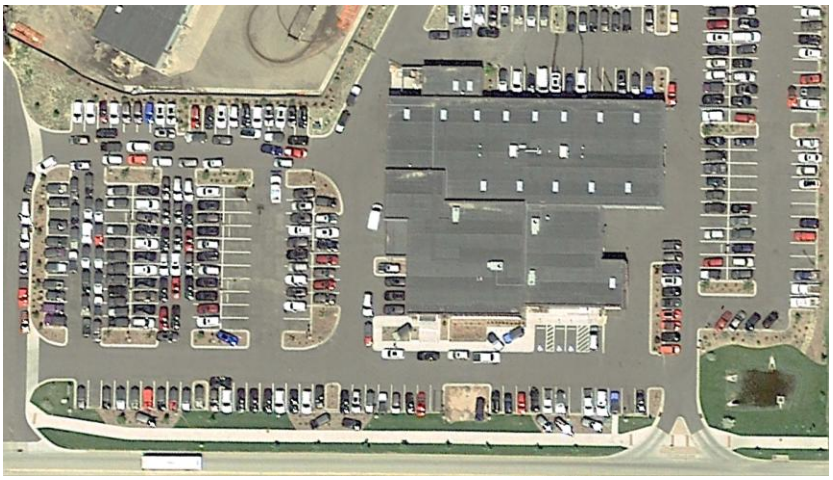

Figure 91. One module of parking is located between the street and an auto dealer.

9. Parking may be located between the building and street for institutional or public uses that require access on all sides of a building. For the purposes of this section, institutional and public uses shall include only the following uses:

    a. hospitals;

b. fire stations;

c. utility buildings and structures;

d. transit stations; and

e. public schools.

10. Uses that are industrial in nature shall be oriented towards the city street with an allowed maximum of one parking module which includes a single drive aisle with a row of parking on each side (see Figure 92). This standard applies for the following uses:

    a. cabinet and woodworking shop;

    b. manufacturing uses;

    c. office/warehouse;

    d. recycling/collection center;

    e. storage units;

    f. warehousing and wholesale distribution; and

    g. welding shop.

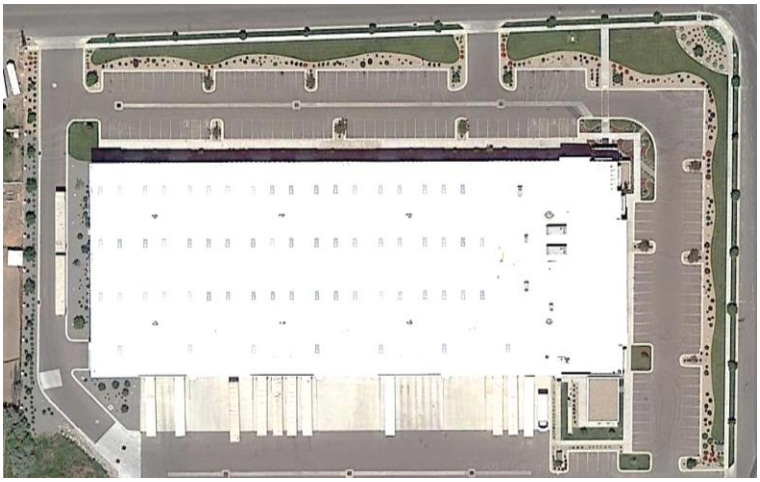

Figure 92. One module of parking is located between the street and an office/warehouse building. A pedestrian access is provided from the public sidewalk to the building entrance

11. Auto malls with at least two new auto dealerships where each dealership building is at least 30,000 square feet may be allowed to orient the dealership building to an internal private drive. Buildings may be setback from the private drive or public right-of-way to provide sufficient display and customer parking in front of the building.

ii. Off-street parking:

1. Parking areas shall be located to the rear and sides of buildings located along city streets unless otherwise allowed in this section.

2. Where possible, shared parking agreements shall be utilized to reduce the overall amount of off-street parking provided for multiple uses.

3. Parking areas are allowed between buildings and State roads.

4. Parking lots that front a public street shall be screened with landscaping or a four-foot tall wood or simulated wood fence.

iii. Pedestrian circulation:

1. Sidewalk connections shall interconnect building entrances, public and private street sidewalks, master planned trails, adjacent buildings, and parking areas. Sidewalk connections are only required to State highways where there is a permanent pedestrian facility such as a trail or sidewalk.

2. Sidewalks shall be a minimum five feet in width and may be constructed of concrete, asphalt, brick pavers, or other material as approved by the City Engineer.

3. Pedestrian walkways shall include ramps and crosswalks where they cross streets, internal roads, drive aisles, and parking areas. Crosswalks shall be painted or delineated with brick pavers, stamped and colored asphalt, or stamped and colored concrete (see Figure 93).

Figure 93. Allowed pedestrian crossing treatments are each represented in this figure. Pedestrian crossings include curb cuts and pathways through landscaped areas.

4. Raised central median strips, bulb-outs and other traffic calming elements as required by the City Engineer based on recommendations from a licensed traffic engineer.

d. Landscaping standards:

i. There shall be a minimum of a 20-foot landscaped buffer adjacent to the Redwood Road, 2100 North, Pioneer Crossing, and I-15 corridors. The buffer shall include a water-wise landscape with trees and shrubs.

ii. Water-wise landscaping:

1. Each site shall provide a minimum 50 percent water-wise landscaping.

2. Sod shall not be used within park strip areas and shall only be used as accents within larger landscaped areas on a site (see Figure 94).

Figure 94. The park strip uses mulch, boulders, and shrubs for landscaping to reduce irrigation overspray that would come with sod.

3. A minimum of 30 trees per acre based on the total project acreage shall be provided in open space areas to contribute towards an urban forest.
4. Landscaping shall be maintained in good condition according to the approved landscape plan. Typical maintenance shall include mowing of grass, removing weeds, and replacing dead plants.

6. Urban Tech Mixed Use District Design Standards:

a. Purpose and vision:

The Urban Tech Mixed Use district is intended to serve as the economic and employment center of Lehi which would include employment, housing, entertainment, and hospitality uses. As the economic center of the city, the residential and employment densities should be the highest in the city in order to support walkability and transit use. Special attention must be given to the design of buildings and public spaces to ensure quality, safety, and

the long-term sustainability of Lehi. The built environment is envisioned to be of an urbanized nature with wider sidewalks, buildings fronting the streets, a mixture of uses, and a well-connected street network.

b. Architectural standards:

i. Mixed use buildings shall utilize the appropriate combination of architectural standards from this section and section 37.020. For example, nonresidential street frontages on the first floor shall meet the Urban Tech Mixed Use district standards and upper floor residential areas shall meet the multi-family design standards. The architecture style and materials shall be consistent for the overall building.

ii. Stand-alone residential structures in the Urban Tech Mixed Use district shall comply with the multi-family residential standards set forth in Section 37.020.

iii. Street facades:

1. The facade facing the street frontage shall include large clear glass windows on the street level and smaller windows may be allowed on the upper floors. Opaque, heavily tinted, or reflective glass shall not be used on the first floor of a building facing the street (see Figure 95). When glass is tinted, it shall allow for a minimum 60 percent light to pass through the window into the building.

Figure 95. The first floor facing the street includes large clear glass windows.

2. A minimum of 40 percent of the facade area on the first floor facing the street shall consist of glass. Where a building is located on a corner lot of two local streets, a minimum of 40 percent of each facade on the first floor shall consist of glass.

iv. Architectural features:

3. Buildings shall have hierarchal massing at building entrances. Building entrances shall include at least one the following features:

a. roof tower feature;

b. pitched roof feature;

c. parapet extensions; and

d. articulations in the façade.

4. The hierarchal architectural features at building entrances shall also include at least two of the following features:

    a. differing exterior material types;

    b. awnings or canopies;

    c. decorative lighting; and

    d. increased amount of glass such as side or transom windows.

5. Buildings with multiple entrances shall have at least two separate hierarchal features to distinguish entrance locations (see Figure 96).

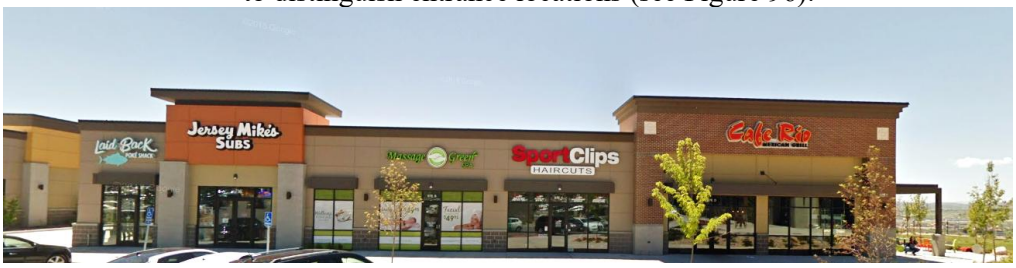

Figure 96. Two hierarchal building features are included on this building for separate entrances.

6. Each building facade shall include at least three of the following features:

    e. decorative cornice;

    f. sunshades or canopies;

    g. decorative lighting;

    h. decorative metal louvers;

    i. areas of floor-to-ceiling or curtainwall glass;

    j. string course;

    k. wainscot of a minimum 30 inches in height except for under windows;

    l. balconies; and

    m. other comparable architectural features as approved by the Zoning Administrator or Planning Commission.

v. Setbacks:

1. Buildings shall provide a sufficient setback to allow for a public utility easement to be placed along the frontage of the property. Public utility easements may be placed along the back side of a proposed building as approved by the Reviewing Departments. No permanent structures shall be allowed within the public utility easement. Additional setbacks from public utility easements may be required by the

Reviewing Departments to ensure proper clearances are met from building footings to utility lines.

2. The maximum setback for buildings shall be 25 feet as measured from the property line.

3. Sites on corner lots may include a set-back in the front of the building to accommodate a pedestrian plaza.

4. The maximum setback may be increased to accommodate existing mainline utilities, grade changes over 20 percent, existing buildings, or other hardship that is not self-imposed to the property.

5. A minimum setback of 30 feet shall be required from a building, necessary drive aisles for loading docks, and drive-thrus to the property line of the I-15 and SR-92 corridors.

vi. Massing:

1. Buildings shall be designed with articulations in each facade. Facade articulations are typically included at building entrances, hierarchal building features, and to breakup long sections of wall area. Box-like or single, monolithic forms that are not relieved by variations in massing or articulation shall not be allowed (see Figures 97 and 98).

2. Buildings shall be designed with roofline variations in each facade over 50 feet in width (see Figures 97 and 98) unless otherwise allowed in this section.

Figure 97 – Inappropriate example of a building with no articulations or roof line variations.

Figure 98 – Appropriate example of a building including facade articulations and roof line variations.

3. Professional office buildings may have flat roof lines with architectural variations occurring through other means as required by this section (see Figure 99).

Figure 99. This office building has a flat roofline, and architectural variations are achieved with cantilevered upper floors, window louvers, recessed wall areas, and a change in direction on the building facade.

4. Sites that have changes in grade shall integrate the grade change into the design of the building. The building and its foundation may be used as a method of retaining grade (see Figure 100). Alternative grading solutions may be approved by the Planning Commission if the building meets the other requirements of this section.

Figure 100. The office building is built into the hill with six stories on the back side and seven stories on the street side.

5. New office, housing, mixed-use, and hotel developments shall meet a minimum floor-to-area ratio (FAR) of 1.0 or higher (see Figures 101 and 102). Projects may be phased, and a phasing plan shall be submitted to show how the site will ultimately be developed to meet the FAR requirement. The initial FAR shall be a minimum of 0.4 when project phasing is utilized. The FAR shall be calculated based on the net developable area which removes acreage from the calculation for area used for master planned roads, railroads, slopes greater than 20 percent, wetlands, power transmission line easements, natural gas line easements, or other feature inhibiting development.

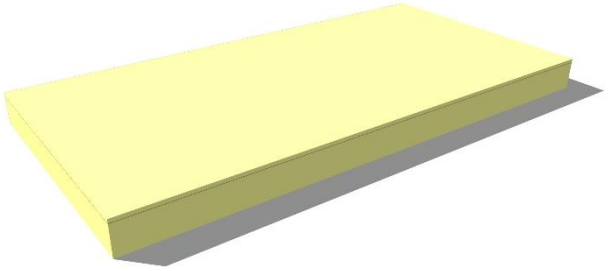

Figure 101 – An FAR of 1.0 is achieved with a one-story building covering the total site acreage.

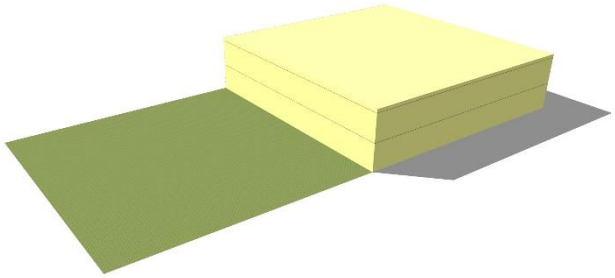

Figure 102 – An FAR of 1.0 is achieved with a two-story building covering half of the site acreage.

6. Buildings adjacent to single family residential areas shall reduce the perceived scale of the building through breaking up buildings into smaller individual buildings, setback upper floors, dividing building mass into smaller scale components, or a significant change in the wall plane (see Figures 103 and 104).

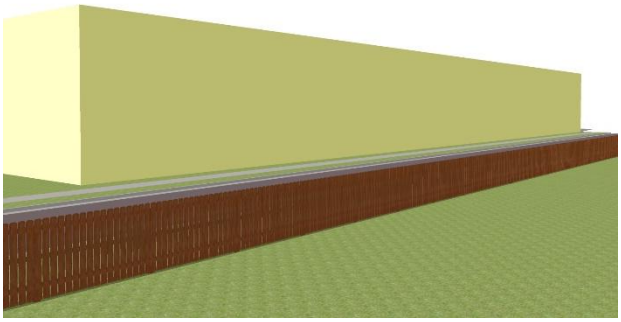

Figure 103 – Inappropriate example of a long unbroken wall plane adjacent to a residential area.

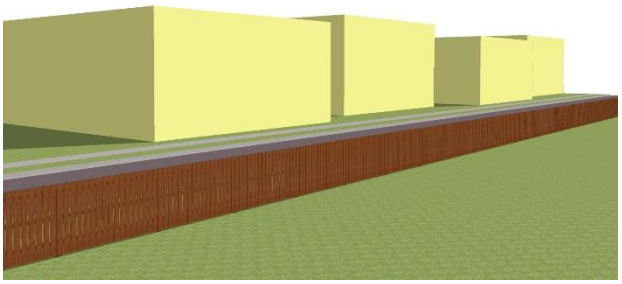

Figure 104 – Appropriate example of a broken wall plane adjacent to a residential area.

vii. Building entrances:

1. Public entrances shall be developed on all new buildings to face the adjacent street (see Figure 105). Building entrances may be allowed on a side of the building closest to the street if an unobstructed sidewalk connection is provided from the building entrance to the street sidewalk.

Figure 105. Retail building provides public building entrances facing the public sidewalk.

2. Buildings located on a street corner shall either provide a corner entrance or provide two individual entrances facing each street (see Figures 106 and 107).

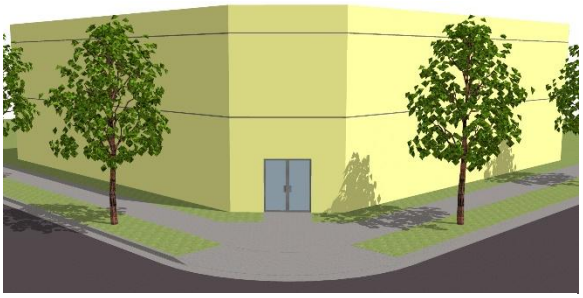

Figure 106 – Entrance addressing the corner.

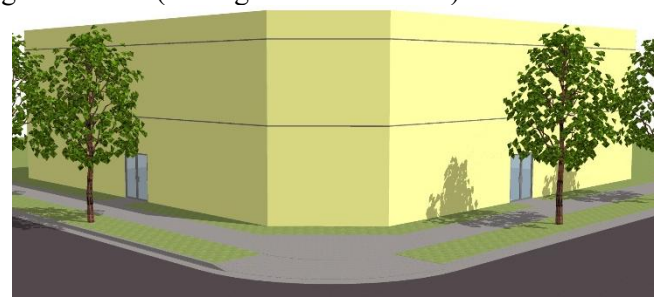

Figure 107 – Two entrances addressing each street frontage.

viii. Building materials:

1. Brick, stone, concrete, architectural grade metal (see Figures 108 and 109), fiber cement, curtainwall glass, and wood may be used for exterior materials.

Figure 108 – Metal used is of a high grade and provides an architectural quality to the building.

Figure 109 – Metal used is an industrial grade and has the appearance of standing seam metal which detracts from the architectural quality of the building.

2. Stucco and EIFS may be used up to 20 percent of each wall area as a secondary material only. Stucco and EIFS shall not be used on hierarchal architectural features, pop-outs in a facade, or for wainscots, but shall be allowed on recessed wall areas, walls between entrances, and between hierarchal architectural features (see Figure 110).

Figure 110. Stucco is only applied to recessed and secondary wall areas, and the hierarchal features use brick and rock.

ix. Screening:

1. Mechanical and utility equipment shall be located or screened so as not to be visible from public and private streets. Screens shall be aesthetically incorporated into the design of the building whether located on the ground or the roof, and may include such treatments as balustrades, parapet walls, or landscaping. Screening materials shall be compatible with those of the building.

2. Where mechanical and utility equipment are located along a street frontage, they shall not be located between the building and street to improve aesthetics and provide clearance required from oil-filled transformers to combustible materials. Utility equipment shall be located to the sides or rear of a proposed building as approved by the appropriate utility company (see Figures 111 and 112). New utility equipment shall not be placed in a location that impedes a sidewalk or requires a sidewalk to maneuver around the equipment. Sidewalks may need to maneuver around existing utility equipment if it is not practicable to relocate.

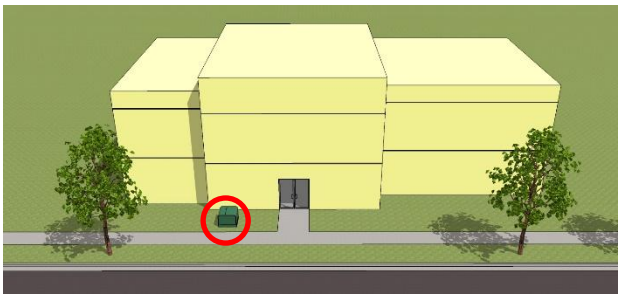

Figure 111 – Inappropriate example of a utility box being placed in front of the building.

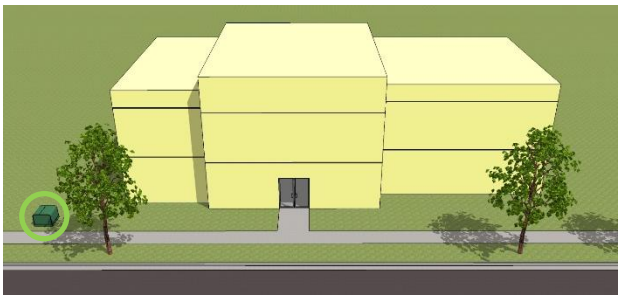

Figure 112 – Appropriate example of a utility box being placed to the side of a building.

3. Exterior roof access ladders, scuppers, and roof drains shall not be allowed, and alternative solutions and locations shall be identified.

c. Site design standards:

i. Building orientation:

1. Buildings shall be oriented to the adjacent public or private street with no off-street parking or drive aisles located between the building and the street sidewalk (see Figure 113).

Figure 113. Parking area is located behind the building with an entrance facing and connecting to the public sidewalk.

2. Buildings located on corner lots shall be oriented to both streets with no parking or drive aisles located between the building and the public sidewalk of either street.

3. Buildings on properties with more than two street frontages shall be placed on the corner most conducive to pedestrian travel. An area with a higher expected rate of pedestrian traffic could be toward a transit stop or across the street from a complimentary use such as an office building across the street from a restaurant (see Figure 114).

Figure 114. Allowed pedestrian crossing treatments are each represented in this figure. Pedestrian crossings include curb cuts and pathways through landscaped areas.

4. Buildings located on landlocked parcels without any street frontage shall place the building in the location most convenient for pedestrian access to the nearest street.

ii. Off-street parking:

1. Parking areas shall be located to the rear and sides of new buildings.

2. Where possible, shared parking agreements shall be utilized to reduce the overall amount of off-street parking provided for multiple uses.

3. It is encouraged that parking areas be constructed of a pervious hard surface material.

4. Parking lots that front a public street shall be screened with landscaping or a four-foot tall wood or simulated wood fence.

iii. Pedestrian plazas:

1. Multi-tenant developments or buildings over 50,000 square feet in size shall construct a pedestrian plaza equal to one percent of the building square footage or a minimum of 1,000 square feet, whichever is larger (see Figure 115).

2. Pedestrian plazas for multiple buildings may be combined into a single larger plaza at the discretion of the Planning Commission.

3. Plazas shall be located near an entrance to the building and shall be placed in a visible location from the public street.

4. The pedestrian plaza shall include the following:

a. use of concrete or brick pavers for walking areas;

b. at-grade or raised planter areas;

c. trees and shrubs within the plaza and buffering the plaza from parking areas;

d. benches or tables and chairs; and

e. shade structure such as a pergola or awning for plazas over 2,000 square feet in size.

Figure 115. Pedestrian plaza located on a street corner and includes trees, shrubs, planters, and benches. Building entrances front the plaza area to create engagement.

iv. Pedestrian circulation:

1. Sidewalk connections shall interconnect the building entrance, public and private street sidewalks, parking areas, master planned trails, and adjacent properties.

2. Sidewalks shall be a minimum five feet in width and may be constructed of concrete, asphalt, brick pavers, or other material as approved by the City Engineer.

3. Pedestrian walkways shall include ramps and crosswalks where they cross streets, internal roads, drive aisles, and parking areas. Crosswalks shall be painted or delineated with brick pavers, stamped and colored asphalt, or stamped and colored concrete.

4. Raised central median strips, bulb-outs and other traffic calming elements may be required by the City Engineer based on recommendations from a licensed traffic engineer.

5. Pedestrian access through a block shall be provided at a maximum spacing of 400 feet.

d. Landscaping standards:

i. Water-wise landscaping:

1. Each site shall provide a minimum 50 percent water-wise landscaping.

2. Sod shall not be used within park strip areas and shall only be used as accents within larger landscaped areas on a site (see Figure 116).

Figure 116. The park strip uses mulch, boulders, and shrubs for landscaping to reduce irrigation overspray that would come with sod.

3. A minimum of 30 trees per acre based on the total project acreage shall be provided in open space areas to contribute towards an urban forest.

4. Landscaping shall be maintained in good condition according to the approved landscape plan. Typical maintenance shall include mowing of grass, removing weeds, and replacing dead plants.

7. General Nonresidential Design Standards:
(Revised 03/24/26)

a. Purpose and vision:

The nonresidential areas of Lehi are intended to prioritize aesthetics and walkability which contribute to the long-term sustainability of the city. These standards shall apply to all nonresidential developments in the city that are not otherwise located within a designated design standards district. While these areas are not included as part a specific design standard district, new development should build upon an appropriate character for the area based on the existing and future land use types as depicted in the General Plan.

b. Architectural standards:

i. Street facades:

1. The facade facing the street frontage shall include large clear glass windows on the street level and smaller windows may be allowed on the upper floors. Opaque, heavily tinted, or reflective glass is inappropriate at the street level, and shall not be used on the first floor of a building facing the street (see Figure 117). When glass is tinted, it shall allow for a minimum 60 percent light to pass through the window into the building.

Figure 117. The first floor facing the street includes large clear glass windows.

2. A minimum of 20 percent of the facade area on the first floor facing the street shall consist of glass. Where a building is located on a corner lot of two local streets, a minimum of 20 percent of each facade on the first floor shall consist of glass.

ii. Architectural features:

1. Buildings shall have hierarchal massing at building entrances. Building entrances shall include at least one the following features:

   a. roof tower feature;

   b. pitched roof feature;

   c. parapet extensions; and

   d. articulations in the façade.

2. The hierarchal architectural features around building entrances shall also include at least two of the following features:

   a. differing exterior material types;

   b. awnings or canopies;

   c. decorative lighting; and

   d. increased amount of glass such as side or transom windows.

3. Buildings with multiple entrances shall have at least two separate hierarchal features to distinguish entrance locations (see Figure 118).

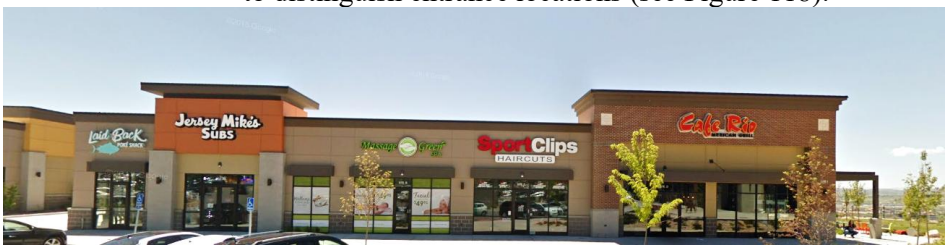

Figure 118. Two hierarchal building features are included on this building for separate entrances.

4. Each building facade shall include at least three of the following features:

   a. columns or pilasters;

   b. decorative cornice;

   c. awnings or canopies;

   d. covered walkways;

   e. decorative lighting;

f. string course of differing color or material;

g. wainscot of a minimum 30 inches in height except for under windows; and

h. other comparable architectural features as approved by the Zoning Administrator or Planning Commission.

iii. Setbacks:

1. Buildings shall provide a sufficient setback to allow for a public utility easement to be placed along the frontage of the property. Public utility easements may be placed along the back side of a proposed building as approved by the Reviewing Departments. No permanent structures shall be allowed within the public utility easement. Additional setbacks from public utility easements may be required by the Reviewing Departments to ensure proper clearances are met from building footings to utility lines.

2. A maximum setback of 50 feet shall be allowed from a building to a city street for all uses unless a module of parking is allowed.

3. The maximum setback may be increased to accommodate existing mainline utilities, grade changes over 20 percent, existing buildings, or other hardship that is not self-imposed to the property.

4. A minimum setback of 30 feet shall be required from a building, necessary drive aisles for loading docks, and drive-thrus to the property line of the 2100 North, Pioneer Crossing, I-15, and SR-92 corridors.

iv. Massing:

1. Buildings shall be designed with articulations in each facade. Facade articulations are typically included at building entrances, hierarchal building features, and to breakup long sections of wall area. Box-like or single, monolithic forms that are not relieved by variations in massing or articulation shall not be allowed (see Figures 119 and 120).

2. Buildings shall be designed with roofline variations in each facade over 50 feet in width (see Figures 119 and 120).

Figure 119 – Inappropriate example of a building with no articulations or roof line variations.

Figure 120 – Appropriate example of a building including facade articulations and roof line variations.

3. Buildings adjacent to residential areas shall reduce the perceived scale of the building through breaking up buildings into smaller individual buildings, setback upper floors, dividing building mass into smaller scale components, or a significant change in the wall plane (see Figures 121 and 122).

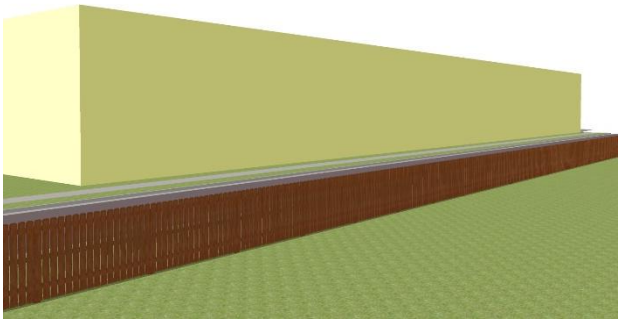

Figure 121 – Inappropriate example of a long unbroken wall plane adjacent to a residential area.

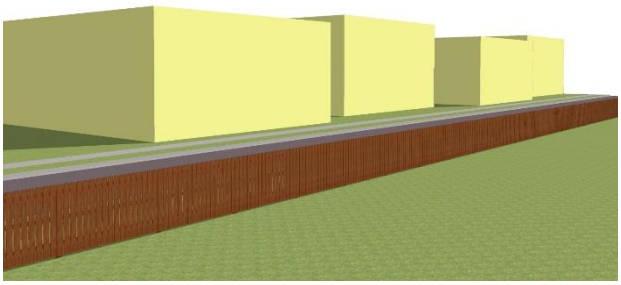

Figure 122 – Appropriate example of a broken wall plane adjacent to a residential area.

v. Building entrances:

1. Public entrances shall be developed on all new buildings to face the adjacent street (see Figure 123). Building entrances may be allowed on a side of the building closest to the street if an unobstructed sidewalk connection is provided from the building entrance to the street sidewalk.

Figure 123. Retail building provides public building entrances facing the public sidewalk.

2. Buildings located on a street corner shall either provide a corner entrance or provide two individual entrances facing each street (see Figure 124 and 125).

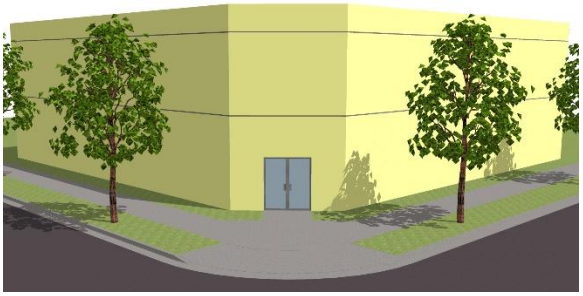

Figure 124 – Entrance addressing the corner.

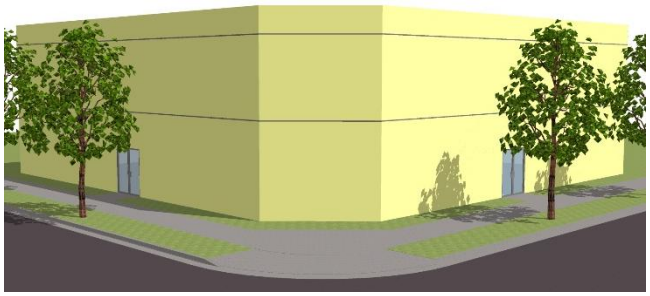

Figure 125 – Two entrances addressing each street frontage.

vi. Building materials:

1. Brick, stone, split face CMU, tilt-up concrete, architectural grade metal (see Figures 126 and 127), fiber cement, and wood may be used for exterior materials.

Figure 126 – The metal used on this building is of a high grade and provides an architectural quality to the building.

Figure 127 – Metal used is an industrial grade and has the appearance of standing seam metal which detracts from the architectural quality of the building.

2. Stucco and EIFS may be used up to 40 percent of each wall area excluding windows and doors as a secondary material only. Stucco and EIFS shall not be used on hierarchal architectural features, pop-outs in a facade, or for wainscots, but shall be allowed on recessed wall areas, walls between entrances, and between hierarchal architectural features (see Figure 128).

Figure 128. Stucco is only applied to recessed and secondary wall areas, and the hierarchal features use brick and rock.

vii. Screening:

1. Mechanical and utility equipment shall be located or screened so as not to be visible from public and private streets. Screens shall be aesthetically incorporated into the design of the building whether located on the ground or the roof, and may include such treatments as balustrades, parapet walls, or landscaping. Screening materials shall be compatible with those of the building.

2. Where mechanical and utility equipment are located along a street frontage, they shall not be located between the building and street to improve aesthetics and provide clearance required from oil-filled transformers to combustible materials. Utility equipment shall be located to the sides or rear of a proposed building as approved by the appropriate utility company (see Figures 129 and 130). New utility equipment shall not be placed in a location that impedes a sidewalk or requires a sidewalk to maneuver around the equipment. Sidewalks may need to maneuver around existing utility equipment if it is impracticable to relocate.

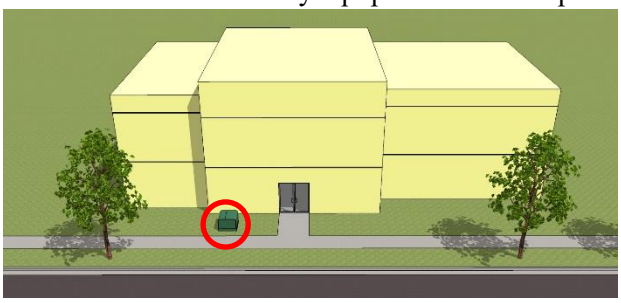

Figure 129 – Inappropriate example of a utility box being placed in front of the building.

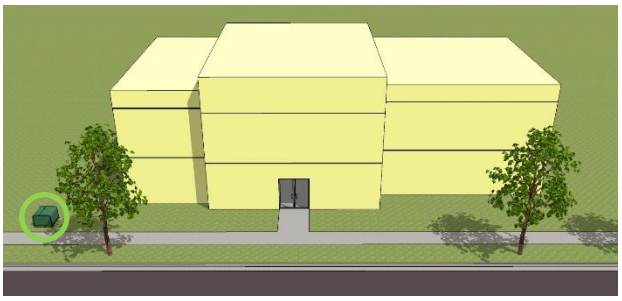

Figure 130 – Appropriate example of a utility box being placed to the side of a building.

c. Site design standards:

i. Building orientation:

1. Buildings shall be oriented toward the adjacent public or private street with no off-street parking or drive aisles located between the building and street sidewalk (see Figure 131).

Figure 131. Parking area is located behind the building with an entrance facing and connecting to the public sidewalk.

2. Buildings located on corner lots shall be oriented to both streets with no parking located between the building and the sidewalk of either street.

3. Buildings on properties with more than two street frontages shall be placed on the corner most conducive to pedestrian travel. An area with a higher expected rate of pedestrian traffic could be toward a transit stop or across the street from a complimentary use such as an office building across the street from a restaurant.

4. Buildings located on landlocked parcels without any street frontage shall place the building in the location most convenient for pedestrian access to the nearest street.

5. Parking may be located between the building and street for institutional or public uses that require access on all sides of a building. For the purposes of this section, institutional and public uses include only the following uses:

    a. hospitals;

    b. fire stations;

    c. utility buildings and structures;

    d. transit stations;

    e. parks; and

    f. public schools.

6. Uses that are industrial in nature shall be oriented toward the public street with an allowed maximum of one parking module which includes a single drive aisle with a row of parking on each side. This standard applies only for the following uses:

    a. cabinet and woodworking shop;

    b. manufacturing uses;

    c. office/warehouse;

    d. recycling/collection center;

    e. storage units;

    f. warehousing and wholesale distribution; and

    g. welding shop.

ii. Off-street parking:

1. Parking areas shall be located to the rear and sides of buildings located along public streets.

2. Where possible, shared parking agreements shall be utilized to reduce the overall amount of off-street parking provided for multiple uses.

3. It is encouraged that parking areas be constructed of a pervious hard surface material.

iii. Pedestrian circulation:

1. Sidewalk connections shall interconnect the building entrance, public and private street sidewalks, parking areas, master planned trails, and adjacent properties.

2. Sidewalks shall be a minimum five feet in width and may be constructed of concrete, asphalt, brick pavers, or other material as approved by the City Engineer.

3. Pedestrian walkways shall include ramps and crosswalks where they cross streets, internal roads, drive aisles, and parking areas. Crosswalks shall be painted or delineated with brick pavers, stamped and colored asphalt, or stamped and colored concrete (see Figure 132).

Figure 132. Allowed pedestrian crossing treatments are each represented in this figure. Pedestrian crossings include curb cuts and pathways through landscaped areas.

4. Raised central median strips, bulb-outs and other traffic calming elements may be required by the City Engineer based on recommendations from a licensed traffic engineer.

d. Landscaping standards:

i. Water-wise landscaping:

1. Each site shall provide a minimum 50 percent water-wise landscaping.

2. Sod shall not be used within park strip areas and shall only be used as accents within larger landscaped areas on a site (see Figure 133).

Figure 133. The park strip uses mulch, boulders, and shrubs for landscaping to reduce irrigation overspray that would come with sod.

3. A minimum of 30 trees per acre based on the total project acreage shall be provided in open space areas to contribute towards an urban forest.

4. Landscaping shall be maintained in good condition according to the approved landscape plan. Typical maintenance shall include mowing of grass, removing weeds, and replacing dead plants.

8. Exceptions:

Exceptions to Section 37.010 may be approved by the Planning Commission provided the following:

a. The applicant shall provide evidence that the exception to the design standards improves the design quality, walkability/bike-ability, or ability conduct the proposed use on the subject property, as determined by the Planning Commission.

b. The applicant shall provide justification on how the proposed project fits in with the purpose and vision of the design standards district in which it is located.

c. Exceptions may be granted to allow parking between the building and street, however in the Historic, Roller Mills, Urban Village, Mill Pond and Urban Tech Mixed Use Districts, any exception shall be limited to a maximum of one module of parking. In all cases where an exception is granted to allow parking between the building and the street, an ADA compliant pedestrian access shall be accommodated from the building entrance to the street sidewalk.

d. Buildings located on corner lots shall only be allowed an exception to the building orientation on one side of the building with the other side of the building maintaining no parking between the building and the street within the Historic, Roller Mills, Urban Village, Mill Pond, and Urban Tech Mixed Use Districts.

Section 37.020. Multi-Family Residential Design Standards

(Amended 09/24/19, 01/10/23; 05/23/23, 11/14/23)

A. Purpose and Application. This section is intended to create multi-family developments that will establish permanent neighborhoods, with sustained quality and adequate amenities, and to enhance a sense of community. The provisions of this section shall be applied to all new multi-family residential and mixed use developments, unless otherwise modified by an approved Area Plan, and for exterior remodels.

B. Architectural Standards.

1. General Design Concepts. New development shall be designed for its specific context with a design

unique to Lehi City. Developments containing two or more buildings shall possess a similar design theme, and the site shall be designed such that the overall development is cohesive. Building architecture, exterior materials and colors shall coordinate. If a development contains more than one building, structures shall be varied to prevent repetitive design.

2. Side and Rear Facades. These design standards shall be applicable to all sides of a building, with each facade being required to meet the terms of this section.

3. Building Materials. The majority of each facade, meaning 51 percent or more of the wall area excluding windows and doors, shall be constructed of brick, stone, architectural textured concrete, fiber cement siding, wood, or other durable building material as approved by the Planning Commission. Stucco, EIFS, or untreated concrete block (CMU) shall be allowed only as an accent or secondary material. Stucco and EIFS shall not be used on hierarchal architectural features, pop-outs in a facade, or for wainscots, but shall be allowed on recessed wall areas, walls between entrances, and between hierarchal architectural features. The Planning Commission may approve metal as an exterior building material and as a primary material on a case-by-case basis if an applicant can show that the type of metal is of a high grade and provides architectural quality to a building. Vinyl siding and standing seam metal are prohibited for use as exterior building materials. Building materials shall coordinate; however, materials shall be varied to give diversity and variety to the project. Buildings shall be constructed from differing percentages and combinations of materials.

4. Color. All buildings within a development shall have a coordinating color scheme; however not every building should be constructed from the same color scheme. Building colors should be varied to give diversity and variety to the project.

5. Townhome Building Entrances. The primary entrance and front façade of individual townhomes within a new development shall be oriented toward the following, listed in primary order:

    a. public streets (see Figure 134);

    b. parks, courtyards, or public open space;

    c. primary internal streets; and

    d. secondary internal streets or alleys.

Figure 134. Townhome entrances are oriented to the street with sidewalk connections.

6. Condominium and Apartment Building Entrances. Condominium and apartment buildings shall

provide the following building entrances facing a street:

a. primary street entrance connecting to interior hallways, stairwells, and elevators for all units to use; and

b. individual entrances and sidewalk connections shall be required for each ground floor unit facing a street, courtyard, trail, and open space (see Figure 135).

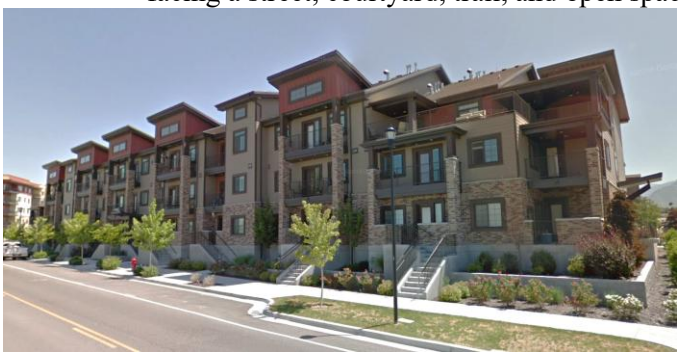

Figure 135. Individual entrances are provided for each ground floor unit in an apartment building.

7. Architectural Variation. Design diversity adds lasting value to residential neighborhoods. The following standards shall be applied to all multifamily dwelling units:

a. Three-family dwellings shall maintain a single-family detached appearance to the greatest extent possible (see figure 136). Instead of each unit mirroring the other, the dwellings shall be designed so that they have the appearance of a large single-family unit. This can be accomplished by separating the entrance of one unit from the entrance to the adjacent unit, adding entrances to multiple sides of the building, or by utilizing grade changes and roof line variety.

b. Multi-family dwellings greater than three units, constructed as townhome-style or row house units, shall have varied facades to prevent monotonous design. Adjacent units shall not have the same exterior elevation, nor shall the units be mirror images of one another.

c. Multi-family dwellings greater than three units, constructed as apartment or condominium style, shall be designed with architectural wall variations spaced at intervals of 30 to 50 feet in linear width, depending on the size of the project (see Figure 137).

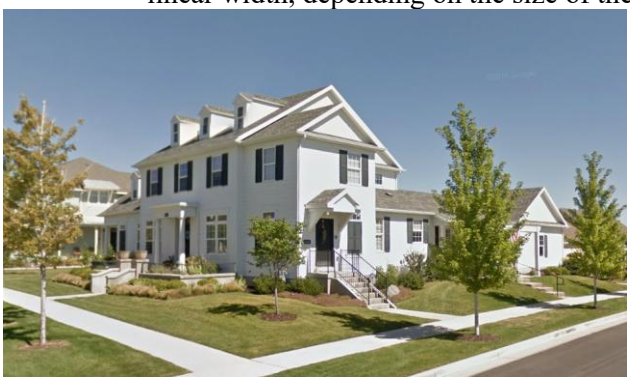

Figure 136. Multi-family dwelling maintains the appearance of a larger single-family dwelling.

Figure 137. Visual interest is created through variation in building projections and construction materials.

8. Form and Massing. Building form shall be considered when designing multi-family dwellings to create visually engaging designs. The following architectural features shall be incorporated into the design of all multi-family buildings:

    a. Varied roof lines. Roof form shall be varied in height and pitch, and long expanses shall be avoided by adding breaks in the roofline. Additional roof variations may be created by adding gables, chimneys, decorative cornices, dormer windows, or other similar features.

    b. Facade Details. Each facade shall be designed to the human scale and shall incorporate at least two of the following: belt courses, cornices, bay or box windows, or articulation of windows which may include sills, mullions, or pilasters.

    c. Facade Articulation. Each facade shall have variation in plane depth, accomplished through elements such as: variation in footprint setbacks, upper level setbacks, recessed entries, or offsets in the general plane of the facade, including columns, pilasters, fins or ribs.

    d. Vertical Separation. Buildings in excess of two stories in height shall exhibit architectural detailing that establishes a vertical separation between lower and upper stories. This may be accomplished by a mid-facade cornice or trim, a change in material, style or color, a facade step-back or roof pitch with dormer windows, or other methods.

    e. Balconies and covered porches. Balconies or covered porches at least 50 square feet in size shall be incorporated on some of the units, at least one per building. Balconies or covered porches may be placed on the side or rear of a building. The 50 square feet for covered porches must be in addition to any covered entry area over the front door (see figure 137a).

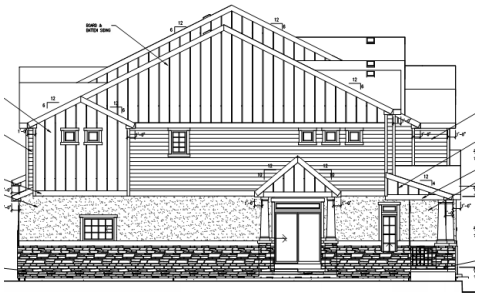

Figure 137a. Example of a covered porch on the side elevation of a townhome building.

    f. Entrances. Primary entries of each building shall be emphasized through changes in wall plane

and building massing. Exterior stairs and other entry accesses shall be integrated into the overall building design.

g. Public street orientation. Large windows, porches, entryways and other entry features shall be oriented towards public streets and active common spaces. Building ends shall contain entrances, windows and active spaces to provide for additional security and visual interest.

C. Site Planning and Design Standards.

1. Townhome Building Orientation. Townhomes shall be oriented towards all public streets with rear loading garages accessed by a paved parking area or alley way (see Figure 138). In addition, rear loading townhomes shall be required for a minimum of 50 percent of the total townhome units in a development with building entrances being oriented towards streets, parks, courtyards, and other open spaces. Units required to orient towards public streets may be considered toward meeting the 50 percent requirement. Off-street parking shall not be allowed between the building entrance of rear-loading townhomes and the street sidewalk.

Figure 138. Garages are located on the rear side of the townhome units with the front doors oriented to a courtyard area.

2. Condominium and Apartment Building Orientation. Condominium and apartment buildings shall be oriented towards the street in order to create a "street wall" along the street edge with a minor front yard setback to allow for landscaped areas, courtyards, or plazas. Off-street parking shall not be located between the buildings and street sidewalk and shall be placed at the interior portion of the property (see Figure 139). Buildings shall be setback to allow for required public utility easements unless an alternative option is approved by the Reviewing Departments. No permanent structure shall be allowed within the required public utility easement.

Figure 139. Apartment development with parking located on the interior portion of the site with buildings oriented to the streets.

3. Garages. Condominium and apartment buildings shall have garages incorporated into the primary structure with a minimum of 30 percent of the lower level gross floor area utilized as garage areas.

Garages shall be placed on the rear sides of buildings accessed by an alley way or parking area. Additional garages may be detached from the principal structure. A common parking garage or structure attached to or incorporated into the building may be utilized in lieu of the 30 percent garage requirement (see Figure 140).

Figure 140. Apartment building has a common attached parking structure in lieu of individual unit garages.

4. Landscaping Plan. Development plans shall include a landscaping plan for all multi-family developments, which shall be installed by the developer. For projects with more than ten units, the landscaping plan shall provide trees on the site equal to the number of dwelling units, 20 percent of which shall be coniferous evergreen trees and two shrubs of five-gallon size for each dwelling unit. The coniferous trees shall be at least six feet in height and the deciduous trees shall be at least two inches in caliper.

5. Streets. Interior project streets shall include on-street parking, curb extensions, sidewalk furniture, and crosswalks.

6. Fencing. Fences over four feet tall or sight obscuring fencing shall not be located between the buildings and the street. Where there is fencing located along the street, openings in the fence shall be required to allow sidewalk access from each building to the public sidewalk or to adjacent land uses and developments.

7. Open Space. Common open space is an essential design feature of all multi-family projects, and the following standards shall be met for all new multi-family developments:

    a. Open space areas shall respect and maintain natural features, such as trees and significant vegetation, hills, drainages, wetlands, water bodies, water ways, and other natures features.

    b. All open space areas within multi-family developments shall be designed to have two or more sides of the open space fronting primary internal public or private streets to ensure that open space is visible and available to all residents in the area (see Figure 141).

    c. Open spaces shall be centrally located so they are accessible as a community amenity to all units in the development.

    d. Pedestrian and bicycle connectivity shall be designed into open space areas to interconnect adjacent units, roadways, master planned trails, and greenway corridors.

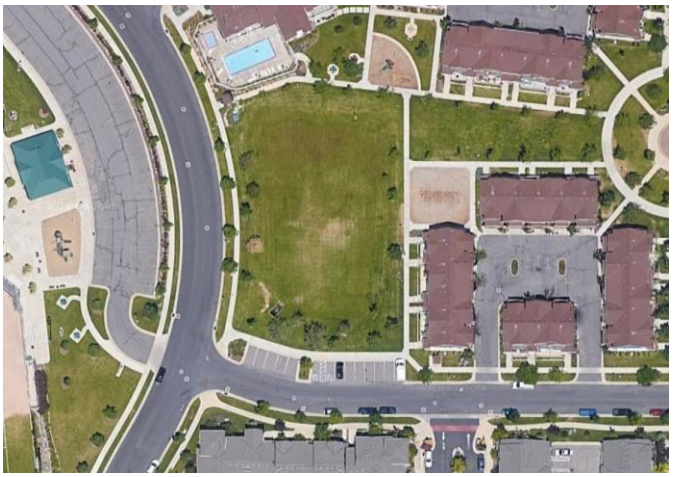

Figure 141. The open space in this multi-family development is fronted by streets on two sides and includes rear-loading townhome units facing the open space.

8. Amenities. Each multi-family project with ten units or more shall include amenities for the residents of the project as per Table 37.080 of the Development Code. Because each project will be different in nature, the amenities are likely to be different. The amount of amenities required shall be in proportion to the proposed number of units in the development. The required number of amenities is listed in Table 37.080 Multi-Family Development Amenities Requirements. Amenities shall be provided according to project size or comparable equivalent amenities as required or recommended by the Planning Commission and, as approved by the City Council, if required. Amenities included are:

    a. picnic areas, which shall consist of a barbeque and two tables on a concrete pad with a cover;

    b. sports court, which shall be at least 500 square feet and constructed with concrete or an equivalent hard surface area;

    c. playground which shall be constructed of commercial grade materials and include equipment for younger children and older children;

    d. club house used for gatherings of residents, which shall be at least 750 square feet in size complete with restrooms;

    e. swimming pool, which shall be sub-surface and be no less than 20 feet by 40 feet in size;

    f. tennis courts shall be professional regulation size and be constructed of concrete or equivalent hard surface area; and

    g. splash pads shall be at least 300 square feet in size, include a minimum of three vertical spray features, and be constructed of concrete.

    h. dog parks shall be at least 4,000 square feet in size, and include at a minimum a four to six foot fence, a bench or picnic table, a dog waste disposal station, at least one (1) tree, and a drinking fountain.

9. Water-wise Landscaping. A minimum of 35 percent of the total landscape area shall be water-wise landscaping as defined by the Development Code.

10. Pedestrian circulation. Multi-family residential projects shall provide a circulation plan and include the following improvements to improve pedestrian circulation and safety:

    a. Pedestrian walkways that interconnect the adjacent streets, open spaces, parking areas, building entrys, adjacent sites and adjacent master planned trails where applicable. Each building located along a public road shall provide a sidewalk connection from the building entrance to the public sidewalk.

    b. Walkways shall be hard surfaced with concrete, brick pavers or asphalt.

    c. Crosswalks shall be placed where pedestrian walkways cross streets and internal roads and shall be painted or made of concrete or brick pavers.

D. Exceptions.

1. Exceptions to Section 37.020 may be approved by the Planning Commission provided the following:

    a. The applicant shall provide evidence that the exception to the design standards improves the design quality, walkability/bike-ability, or ability to conduct the proposed use on the subject property, as determined by the Planning Commission.
    b. Exceptoins may be granted to allow parking between the building and street; however, any exception shall be limited to a maximum of one module of parking. In all cases where an exception is granted to allow parking between the building and the street, an ADA compliant pedestrian access shall be accommodated form the building entrance to the street sidewalk.

E. Downtown Spacing Overlay Zone.

1. The Downtown Spacing Overlay Zone is intended to protect the existing single-family characteristics of the central residential neighborhoods (see Figure 142). The Downtown Spacing Overlay Zone shall apply to all properties within an R-2 or R-3 Zone including any dwellings or properties fronting on 500 West, State Street, 400 South, and 850 East. In order to maintain the existing single-family characteristics of the central residential area, any new two-family, three-family, four-family, or multi-family dwelling within the defined area, and where allowed in an R-2 or R-3 Zone, shall not be located within a 400 foot radius measured from building footprint to building footprint of the nearest existing two-family, three-family, four-family, or multi-family dwelling except when located in a Planned Unit Development.

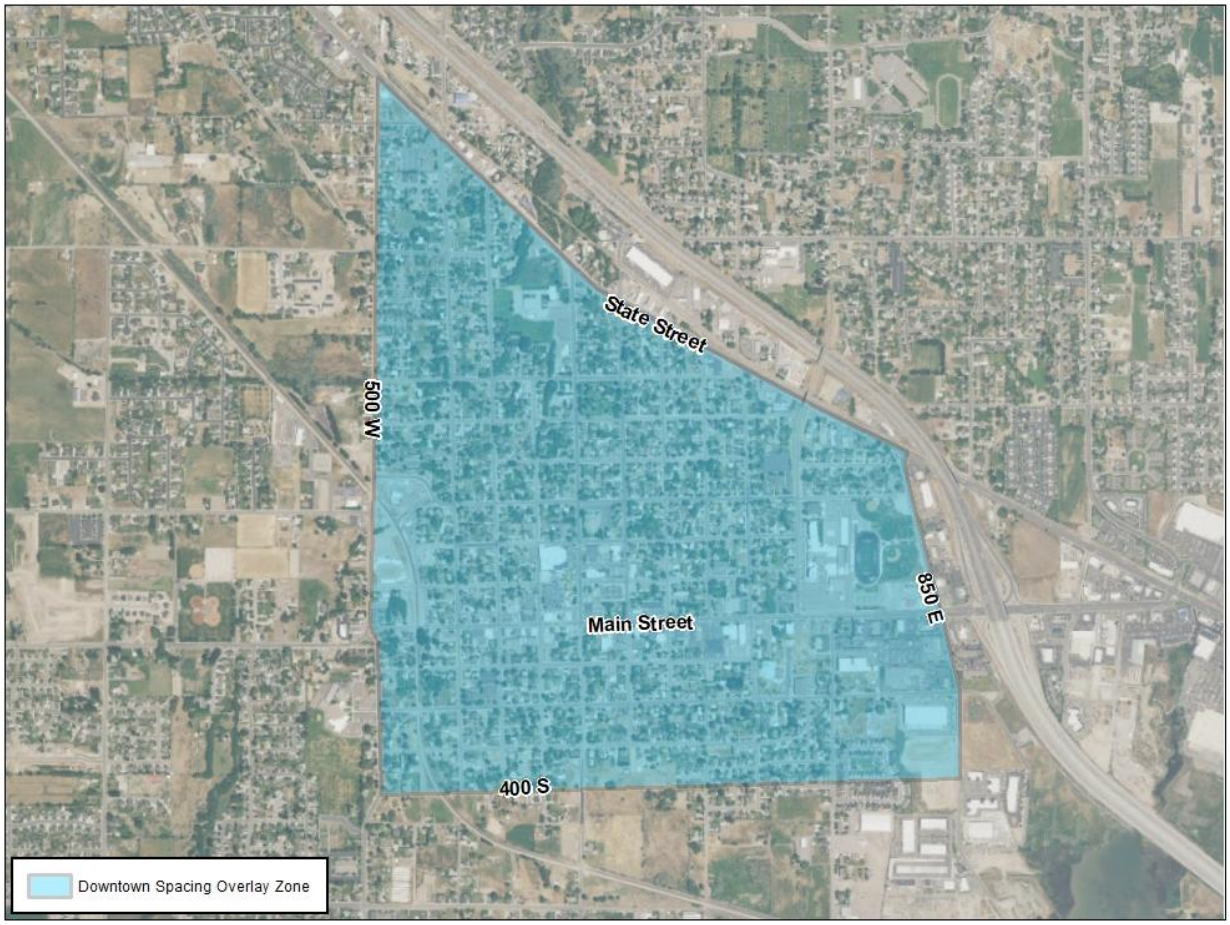

Figure 142. This map shows the extents of the Downtown Spacing Overlay Zone.

Section 37.030. Single-Family Residential Design Standards

(New 07/28/20)

A. Purpose. The single-family residential design standards in this section promote high-quality architectural designs that enhance the character of Lehi City and establish unique neighborhood identities. Creativity and variety in home design are encouraged to create a sense of place and lasting neighborhoods.

B. The following provisions shall be applied to all single-family developments in PC and RC zones, or with PUD or PRD overlay zoning:

1. Lot Size and Frontage Variation. Lot sizes and frontage widths within each subdivision plat shall be varied to encourage a variety of floor plans including rambler and two-story homes.

2. Product Mix and Diversity. A variety of home styles shall be provided to insure a diverse and interesting street scene. Single-family developments that have nearly identical homes without variation in product placement and form shall not be allowed. In order to ensure that the development is non-repetitive, homes with the same floor plan and elevation shall not be built on adjacent lots or on lots fronting directly or diagonally across the same street or open space from one another.

3. Single-family developments shall include a diversity of floor plans, color schemes, and combinations of building materials. The minimum requirements are set forth in the following table:

	Single Family Units Per Preliminary Plat			
	1-24	25-49	50-199	200+
Floor Plans	3 plans	4 plans	5 plans	10 plans
Elevations (Craftsman, prairie, farmhouse, cottage, etc.)	3 per floor plan	3 per floor plan	3 per floor plan	3 per floor plan
Color Schemes	3	4	5	6
Building Material Combinations (stone, fiber cement siding – board-and-batten and hardi-board being considered separate materials, brick, stucco, etc.)	2	3	4	4

C. Corner Lots.

1. All corner lots shall include wraparound architecture. The development shall include floor plans designed specifically for corner lots. These home plans are required to include wrap-around architecture to provide visual interest on both the front and corner side yard of the home. Wraparound architecture shall include features such as a wraparound porch, facing the home on a diagonal towards the intersection, additional windows (3+), or other one-story architectural elements that increases street engagement on the corner side yard.

2. Building materials on the side of the home facing the side street shall be of the same type and proportion as the front of the house.

3. Corner lots adjacent to trails shall be designed so the driveway does not conflict with or cross the trail. This shall include turning the garage for a side entry or facing the house towards the non-trail street.

D. Garages. Massing shall accentuate front entries and minimize garage dominance. The following setbacks shall apply from the front of the garage to the front of the home as defined below:

1. The garage shall not extend forward of the front door of the home more than five feet.

2. Where the home design includes a front porch at least 10 feet in width, the garage shall not extend forward more than five feet from the porch.

3. Where side load garages are used, the garage may extend up to 20 feet forward of the front door of the home.

4. Garages shall be set recessed from the front of the home or designed in a rear-loading configuration.

E. Roofline Variation. Rooflines on the fronts of all homes, and the rear side of homes that are double fronting (that back onto a collector or arterial street) shall be varied on the same street. Roofline variations include the following:

1. Decorative gables, curved gables and dormers with 2 x 6 fascia that break up otherwise long, uninterrupted rooflines.

2. Hip roof or Dutch hip roof with 2 x 6 fascia.

3. 8/12 roof pitch or greater with 2 x 6 fascia.

4. Decorative chimney or chimney accents and details

5. Opposing roof lines (modern)

6. Flat roof lines (modern)

7. Other roofline variations as approved by the Zoning Administrator.

F. Side and Rear Wall Articulation and Variations. Side and rear home elevations shall include architectural wall variations. Architectural materials and trim on rear elevations must be similar in style and detail to front elevations. Homes that are setback 5 feet from the property line or less shall have one side elevation with at least one wall variation. Homes setback further than five feet from the property line shall have side elevations with at least two wall variations. Rear elevations shall have at least two wall variations. Rear elevations of double fronting homes that back onto a collector or arterial street shall have three or more variations. The following wall variations can be used:

1. Windows (minimum of 2 windows);

2. building projections measuring at least two feet in depth (including bay or box windows, or other building pop-outs);

3. chimneys;

4. trim or water table;

5. a change in building materials such as a wainscot or highlighting an architectural feature, but not including a change in materials along a wall surface where there is no architectural break;

6. covered patios or porches;

7. awnings or trellises;

8. decorative lighting; and

9. other architectural variations that create visual interest as determined by the Zoning Administrator.

G. Building Materials. Building materials and colors shall provide an enduring quality that enhance the architectural character of each home. A variety of lasting building materials should be used throughout each development, and each home should be constructed from materials that match the architectural style. At least 30 percent of all homes, based on the preliminary plat, shall be 100 percent hard surface including brick, stone, fiber cement siding, and concrete. The remaining homes shall include at least 30 percent hard surface on the overall home. The building materials on the front of the home shall continue on the sides of the home. It is prohibited to change the building materials where there is no architectural break. Architectural breaks include, but are not limited to, the corner of the home, a change in wall direction, an architectural feature such as a bay or box window, etc. Homes that are setback five feet from the property line or less shall not be required to have building materials on the front of the home continue to the sides.

1. Vinyl siding shall not be an allowed building material.

H. Front Wall Architectural Features. The architectural features listed in this subsection are required for each home based on the type of exterior materials used. Houses using stucco as the primary exterior material (51% or more) shall incorporate at least seven of the architectural features listed in this subsection in their design. Houses using all hard surface for exterior materials shall incorporate at least five of the architectural features listed in this subsection in their design. The architectural features selected shall be appropriate to the architectural style of the home.

1. Front Porch shall be at least four feet wide and four feet long; landings and stoops do not count.
2. Wrap around porch.
3. Wood or simulated wood garage door.
4. Decorative valance windows in garage door.
5. Arched garage door entry.
6. One large garage door split into two single doors.
7. Side entry garage with windows in the exterior garage wall that faces the front yard.
8. Full recess garages, with or without a covered breezeway.
9. Attached trellis beneath the garage roof fascia and above garage door header trims.
10. Decorative front door including wood or simulated wood doors and doors with etched or stained-glass windows.
11. Bay or bow window.
12. Oval, octagon or other feature window.
13. Arched window.
14. Oversized windows larger than minimum building code requirement.
15. Decorative Window trim.
16. Decorative shutters and window mullions for all street facing windows. Styles other than standard vinyl rectangular shutters are encouraged.
17. Decorative window planter boxes.
18. Pot shelves.
19. Balconies, covered or open;
20. Decorative railings or porch columns;
21. Quoins corners, mullions, or similar decorative trim.

22. Cantilevers, “Pop Outs” and setbacks to different parts of the home that break up otherwise long uninterrupted wall planes.

23. Decorative chimney or chimney accents and details.

24. Decorative lights.

25. Awnings or sunshades.

26. Decorative columns or walls.

27. Roof to ground chain features.

28. Other architectural features as approved by the Zoning Administrator.

I. Prior to issuance of a building permit within an approved PC, RC, PRD, or PUD, the Zoning Administrator or Designee shall verify that these architectural standards have been satisfied. The Zoning Administrator may request input from the Reviewing Departments, Planning Commission, and City Council as deemed necessary.

Section 37.040. Connectivity Standards

(New 04/26/16; Amended 02/27/18; 05/12/20; 04/13/21; 12/12/24; 10/14/25)

A. Purpose. These standards are intended to create a connected transportation system between neighborhoods and commercial areas within the City. The specific purposes of this Section include:

1. encouraging active transportation through additional connections and increased destination access;

2. improving emergency access and reducing response times to neighborhoods by increasing the number of street and emergency access connections;

3. increasing effectiveness of delivery access, public works maintenance, and garbage pickup;

4. providing better routes to interconnect neighborhoods, shopping, recreation, civic buildings, employment centers, transit, schools, and parks;

5. preserving capacity of master planned arterial and collector roads for regional trips by providing alternative routes for local trips;

6. improving air quality through reduced auto emissions;

7. preventing isolated developments that increase dependency on automobiles; and

8. reducing vehicle miles travelled by reducing travel distances and encouraging active transportation

B. Definitions.

1. Block Length – The distance along any given road frontage between two intersections with three or more connecting links (see Figure 143). Links that connect into a cul-de-sac shall not be considered the termination point of a block length (see Figure 144).

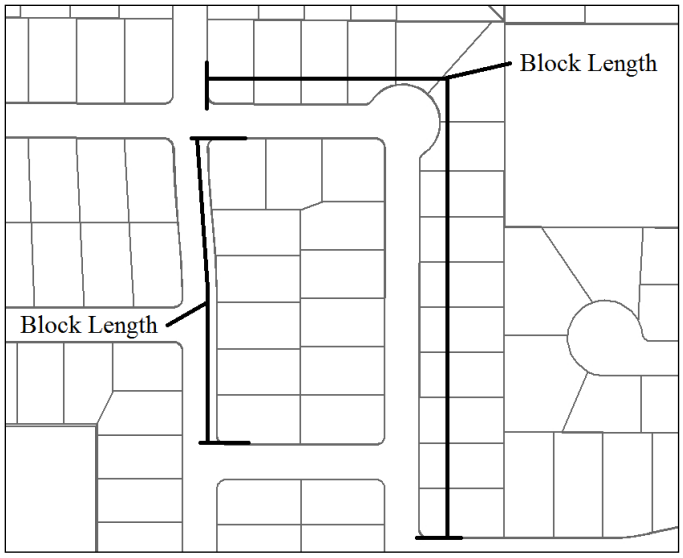

Figure 143. Example block length measurements.

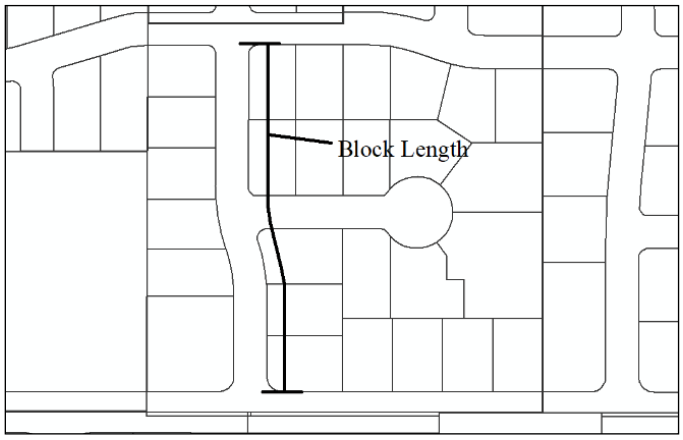

Figure 144. Example block length measurements with a cul-de-sac.

2. Chicane – Offset extension of curbs that require vehicles to drive in an "s" pattern and is typically on a local street to provide an element of traffic calming.

3. Connectivity Index – A ratio of roadway links and nodes that serves as a metric for measuring the level of connectivity.

4. Cul-de-sac Length – The distance from the street intersection to the throat of the cul-de-sac bulb (see Figure 145).

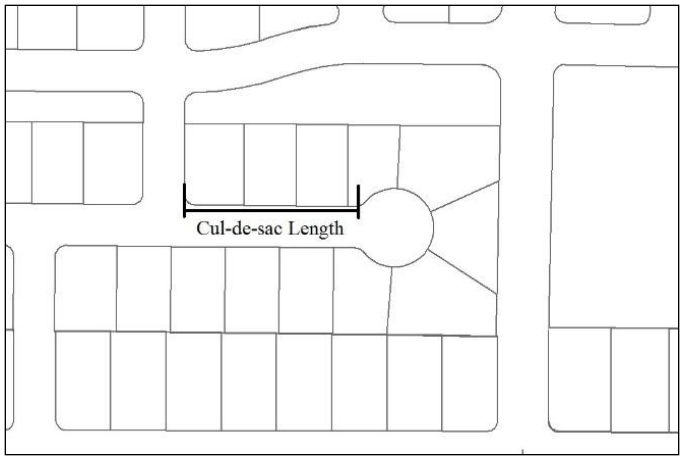

Figure 145. Example of cul-de-sac length measurement.

5. Curb Extension – An extension of a curb in a roadway to narrow the road and eliminate on-street parking to preserve visibility at pedestrian crossings to provide additional safety for pedestrians and serves as a traffic calming measure.

6. Greenway Path – A minimum 10-foot asphalt or concrete shared use path located in a right-of-way with a minimum 40-foot width with landscaping on both sides.

7. Isolated Development – A proposed subdivision that does not connect to existing subdivisions in a superblock by means of a local street. In an isolated development, travel to other subdivisions or destinations in a superblock is only achieved by means of a collector or arterial road (see Figure 146).

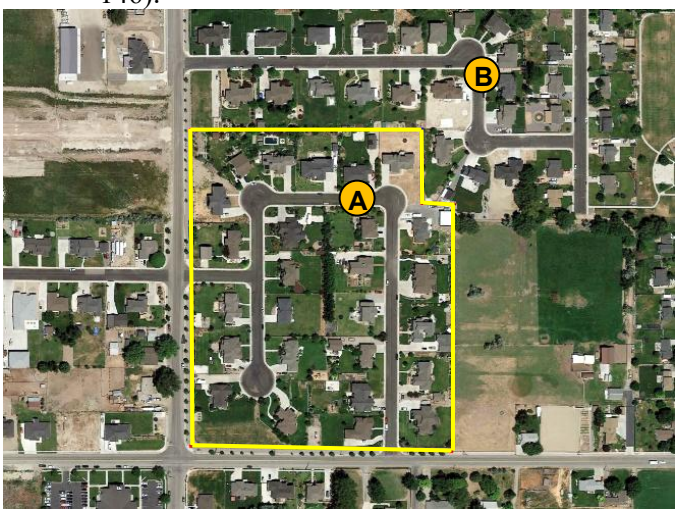

Figure 146. Example isolated development that only connects to collector roads and does not connect to the adjacent subdivision. Travel from point A to point B can only be done by means of using a collector road.

8. Links – Streets that connect to nodes or external streets not included in the proposed development.

9. Local Street – the lowest classification in the Master Transportation Plan's street hierarchy. Their primary purpose is to provide direct access to adjacent residential, commercial, or other abutting properties and to connect to collector roads. Local streets should have low speeds and traffic volumes and are shared streets with other users such as people riding bicycles. A local street may serve as a primary link in the City's bike network, in which case, traffic calming and traffic

circulation should be carefully considered to keep vehicle speeds and volumes low.

10. Mode Filter – a street improvement that filters out targeted modes from the traveled way. This typically includes closing a connection to vehicles but maintaining access for people walking and biking.

11. Node – Street intersection or cul-de-sac located within a proposed development. A street intersection exists where two or more named roads intersect.

12. Bike/Pedestrian Walkway – Any shared use path, sidewalk, or other pathway that is intended for use by bikes and pedestrians.

13. Separated Bike Lane – a bike lane located along a roadway that includes separation from vehicular travel lanes with a painted buffer area or physical barrier such as a reflector poles, curb stops, concrete medians, curb, landscaped areas, or vertical separation. Separated bike lanes include both buffered bike lanes and protected bike lanes, also known as cycle tracks.

14. Shared Use Path – a hard surfaced path intended for shared use by people walking, biking, or using human powered and battery assisted mobility devices as allowed by State Law. Shared use paths may be located in an independent right-of-way or be located along the side of a street. Shared use paths may be used for emergency vehicle access when needed.

15. Street Stub – An existing street constructed within an existing subdivision that extends to the property line of an adjacent undeveloped property. Streets are stubbed to ensure interconnections with future subdivisions (see Figure 147).

Figure 147. Example street stub intended to connect with a future subdivision on the adjacent undeveloped property.

16. Superblock – A large block including an internal network of blocks and local streets bounded by roads of a higher classification than local roads, such as collector roads, arterial roads, and highways (see Figure 148). In no case shall local roads serve as the bounds of a superblock. The Jordan River, Utah Lake, and the Traverse Mountain foothills create the edge of a superblock.

Figure 148. Example of a superblock bound by collector and arterial roads.

C. Circulation Plan. A circulation plan shall be provided as part of a preliminary subdivision plat application.

1. The circulation plan shall address street connectivity, bike and pedestrian circulation, emergency access, and parking movements. In cases where cut-through traffic is likely, traffic calming measures such as curb extensions, chicanes, raised crossings, mode filters, closure of direct vehicle connections, access management improvements, or other features may be required by the City.

2. The circulation plan shall show the connectivity index, block length dimensions, cul-de-sac length dimensions, bike and pedestrian facilities, and any proposed traffic calming features.

3. The circulation plan shall take into account access and connectivity on adjacent parcels. On a case-by-case basis the Planning Director and City Engineer may dictate the required location for road stubs into adjacent properties.

4. A circulation plan shall be required for proposed developments with more than one acre in project size or with more than ten units. The Planning Director and City Engineer may waive the requirement for a circulation plan on a case-by-case basis.

D. Connectivity Index Calculation. The required connectivity index is calculated by dividing the total number of links by the total number of nodes (see Figure 149).

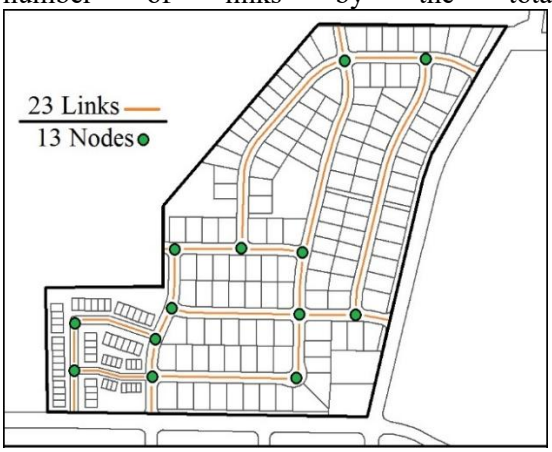

Figure 149. Example connectivity index calculation showing nodes and links. This example shows 23 links and 13 nodes which equates to a connectivity index of 1.77.

1. For the purposes of calculating the number of total links, one link beyond each node shall be included in the connectivity index calculation. Street stubs that provide future access to adjacent properties or streets that connect to existing streets are considered links.

2. An additional link shall be included in the connectivity index calculation for each of the following:

    a. shared use path connection through a cul-de-sac with a minimum path width of ten feet including landscaped shoulders on each side of at least five feet in width for a minimum corridor width of 20 feet (see Figure 150);

    b. hard surface master planned shared use path connection with a minimum path width of ten feet including landscaped shoulders on each side of at least five feet in width for a minimum corridor width of 20 feet (see Figure 151);

    c. internal hard surface shared use path segment connecting two roads with a minimum path width of ten feet including landscaped shoulders on each side of at least five feet in width for a minimum corridor width of 20 feet (see Figure 152).

Figure 150. Cul-de-sac with a pedestrian connection to allow access to an adjacent open space.

Figure 151. Pedestrian connection to a master planned shared use path.

Figure 152. Shared Use Paths make bike and pedestrian connections between multiple streets.

3. An additional 1/2 link shall be included in the connectivity index calculation for each roadway or shared use path segment where homes face an amenitized open space, park, or natural area (see Figure 153). The roadway segment shall have a minimum 300 feet of frontage along the open space.

Figure 153. Park layout allows access from all sides with home fronts facing the park.

E. Residential Connectivity Standards. All new residential subdivisions with ten or more units or more than one acre shall meet the following connectivity index, block length, and cul-de-sac length standards for private and public roads.

1. Required Connectivity Index. The minimum required connectivity index shall be required based on the project density as identified in the following table of minimum connectivity index scores:

Density	Index Score
0-2.5 DU/AC	1.5
2.6-4 DU/AC	1.6
4.1-6 DU/AC	1.7
6+DU/AC	1.8

a. Reduction in Required Connectivity Index. The required connectivity index may be reduced if the applicant provides clear and convincing evidence that it is impracticable to achieve due to:

i. road grades that exceed ten percent;

ii. Jordan River;

iii. Utah Lake;

iv. delineated wetlands;

v. other significant natural or historic features such as Dry Creek or the Waste Ditch drainage channel;

vi. existing adjacent development;

vii. rail corridors; or

viii. limited access roadways.

b. Reductions in the required connectivity index will be reviewed on a case-by-case basis and shall require positive recommendations from the reviewing departments and Planning Commission and approval by the City Council.

c. The total allowed reduction to the required connectivity index shall be based on an analysis of existing conditions that prevent connections. As part of the analysis, City staff shall ensure the internal connectivity of the subdivision meets the required connectivity index and that connectivity is provided to adjacent properties where possible.

d. In locations where street connections are determined to be impracticable to achieve, bike and pedestrian connections shall be used where determined practicable. A density bonus may be considered and approved by the City Council if a bike and pedestrian bridge is proposed and constructed to make a connection to a master planned shared use path.

2. Maximum Block Lengths. Maximum block lengths allowed shall be required based on the project density as identified on the following table of maximum block lengths:

Density	Block Length
0-2.5 DU/AC	1,000 ft. street and pedestrian block length
2.6-4 DU/AC	800 ft. street and pedestrian block length
4.1-6 DU/AC	600 ft. street and pedestrian block length
6.1+ DU/AC	600 ft. street block length and 400 ft. pedestrian block length

a. Increase in Block Length. The maximum allowed block length may be increased if the applicant provides clear and convincing evidence that it is impracticable to achieve due to:

i. road grades that exceed ten percent;

ii. Jordan River;

iii. Utah Lake;

iv. delineated wetlands;

v. other significant natural and historic features such as Dry Creek or the Waste Ditch drainage channel;

vi. existing adjacent development;

vii. rail corridors; or

viii. limited access roadways.

b. Increases in block length will be reviewed on a case-by-case basis and shall require positive recommendations from the reviewing departments and Planning Commission and approval by the City Council.

c. Master planned shared use paths as identified on the Lehi Bike and Pedestrian Master Plan may be considered as the satisfactory termination of a block in lieu of a road connection and shall require positive recommendations from the Reviewing Departments and Planning Commission and approval by the City Council. Master planned shared use paths shall only be allowed to terminate a block length if the following criteria are met:

i. the shared use path connects two roads through a block to ensure bike and pedestrian connectivity;
ii. the shared use path connection only terminates a block length in one direction;
iii. a parallel vehicular route is provided to ensure reasonable vehicular and emergency access in to a subdivision; and
iv. the shared use path is not located along an arterial roadway as defined in the Lehi City Master Transportation Plan;
v. all other connectivity standards are met.

d. Greenway shared use path segments that are not identified as a master planned shared use path may be considered as the satisfactory termination of a block length in lieu of a road connection and shall require positive recommendations from the Reviewing Departments and Planning Commission and approval by the City Council. Greenway shared use paths shall only be allowed to terminate a block length if the following criteria are met:

i. the shared use path connects directly to a master planned shared use path or separated bike lane or is part of an interconnected network of shared use paths that connects to a master planned shared use path or separated bike lane;
ii. the shared use path connection only terminates a block length in one direction;
iii. the shared use path connects two roads through a block to ensure bike and pedestrian connectivity;
iv. a parallel vehicular route is provided to ensure reasonable vehicular and emergency access in a subdivision; and
v. all other connectivity standards are met.

3. Cul-de-sac Length Standards. Maximum cul-de-sac lengths allowed shall be required based on the project density as identified on the following table of maximum cul-de-sac lengths:

Density	Cul-de-sac Length
0-2.5 DU/AC	400 ft.
2.6+ DU/AC	250 ft.

a. A cul-de-sac shall not be allowed in R-2, R-2.5 or R-3 zones unless the applicant provides clear and convincing evidence that the cul-de-sac is necessary to develop the entire parcel due to:

   i. road grades that exceed ten percent;

   ii. Jordan River;

   iii. Utah Lake;

   iv. delineated wetlands;

   v. other significant natural and historic features such as Dry Creek or the Waste Ditch drainage channel;

   vi. existing adjacent development;

   vii. rail corridors; or

   viii. limited access roadways.

b. Requests for cul-de-sacs within the R-2, R-2.5, and R-3 zones will be reviewed on a case-by-case basis and shall require recommendations from the reviewing departments and Planning Commission and approval by the City Council.

4. Superblock Internal Connectivity. All new roads constructed within superblocks shall interconnect all existing stub streets and future adjacent vacant properties in order to prevent isolated developments. New subdivisions shall meet the following requirements:

   a. New roads and pedestrian walkways in the proposed subdivision shall be connected to all existing streets and pedestrian walkways stubbed to the property (see Figure 154).

Figure 154. Subdivision under construction is connecting to an existing street stub.

   b. Street stub connections shall be provided to adjacent undeveloped properties at a maximum spacing equivalent to the maximum allowed block length (see Section 37.030(E)(2) to find applicable maximum block lengths). Street stub spacing is measured along the property line of a proposed subdivision (see Figure 155). Street stub connections shall be placed to nonresidential areas for future connections as part of redevelopment projects.

Figure 155. Street stub spacing is shown with red arrows placed along the property lines of a subdivision.

c. Local streets shall be connected to each collector or arterial road located on the edges of a superblock, unless it is a limited-access roadway that specifically prohibits local street connections (see Figure 156).

Figure 156. The subdivision connects to each collector and arterial street bounding the superblock with the exception of Pioneer Crossing, which is a limited access roadway.

d. Isolated developments shall not be created within a superblock that requires travel on collector and arterial roads to get to other destinations within the same superblock. Shared use path connections may be allowed as connections between developments in lieu of streets to prevent isolated developments if an exception to the maximum block length is warranted. When a shared use path is allowed as a connection between developments, the shared use path network shall have direct access to a master planned shared use path or to a separated bike lane.

e. Exceptions for to the superblock internal connectivity requirements may be allowed if the applicant provides clear and convincing evidence that it is impracticable to meet the standards due to:

   i. road grades that exceed ten percent;

   ii. Jordan River;

   iii. Utah Lake;

iv. delineated wetlands;

v. other significant natural and historic features such as Dry Creek or the Waste Ditch drainage channel;

vi. existing adjacent development;

vii. rail corridors; or

viii. limited access roadways.

f. Exceptions to the superblock internal connectivity requirements will be reviewed on a case-by-case basis and shall require positive recommendations from the reviewing departments and Planning Commission and approval by the City Council.

5. Connectivity Density Bonus. New subdivisions that exceed the minimum connectivity index and meet the block and cul-de-sac lengths may be eligible for flexibility in lot sizes, frontages, or a density bonus subject to approval by the City Council as part of the preliminary subdivision approval process. When connectivity bonuses are proposed, the following shall be considered:

a. Street, bike, and pedestrian connections that are required towards meeting the connectivity index, block length, or cul-de-sac length requirements shall not be eligible for a density bonus.

b. Additional connections included in a subdivision design to meet the superblock internal connectivity requirements may be considered as part of a connectivity bonus if the connections are not necessary to meet the connectivity index, block length, and cul-de-sac length requirements.

c. The value of additional improvements and property dedicated to Lehi City for streets shall serve as the basis to determine the allowable density bonus.

6. Sidewalk Standards. All new single family and multi-family residential developments shall provide sidewalks on both sides of public and private streets.

F. Bike and Pedestrian Connectivity Standards. All residential and non-residential developments and subdivisions shall meet the following standards:

1. In cases where cul-de-sacs have one or two rows of lots between the end of the cul-de-sac and an external road, a hard surface shared use path connection shall be provided with a minimum width of 10 feet. A minimum seven-foot landscaped area shall be provided on both sides of the walkway connecting to the external street (see Figure 157).

Figure 157. Sidewalk connection from cul-de-sac connects to an external collector road.

2. Pedestrian connections shall be utilized to connect proposed developments to master planned shared use paths and adjacent existing or future developments where applicable. Connections shall be of a hard surface with a minimum width of ten feet including landscaped shoulders on each side of at least five feet in width. Access spacing to master planned shared use paths shall not exceed 600 feet.

3. Sidewalks and shared use paths shall interconnect all units, buildings, and streets within a development, and shall provide connectivity to existing adjacent development or future development areas.

4. ADA ramps shall be provided at all points a sidewalk crosses a street, parking lot drive isle, or at any point there is a grade change between two surfaces.

G. Nonresidential Connectivity Standards. All new nonresidential subdivisions containing the dedication of public roads shall meet the following connectivity index and block length standards. Private roads shall meet the requirements of this section; however, a public road may be required to prevent a private road in a subdivision from stubbing into a future or existing public road.

1. Required Connectivity Index. The minimum required connectivity index score shall be a minimum of 1.5 for nonresidential developments, a minimum of 1.8 for stacked and horizontal mixed use developments, and 2.0 for transit-oriented developments.

    a. The required connectivity index may be reduced if the applicant provides clear and convincing evidence that it is impracticable to achieve due to:

        i. road grades that exceed ten percent;

        ii. Jordan River;

        iii. Utah Lake;

        iv. delineated wetlands;

        v. other significant natural and historic features such as Dry Creek or the Waste Ditch drainage channel;

        vi. existing adjacent development;

vii. rail corridors; or

viii. limited access roadways.

b. Reductions in the required connectivity index shall be reviewed on a case-by-case basis and shall require positive recommendations from the reviewing departments and Planning Commission and approval by the City Council.

c. The total allowed reduction to the required connectivity index will be based on an analysis of existing conditions that prevent connections. As part of the analysis, City staff will ensure the internal connectivity of the subdivision meets the required connectivity index and that connectivity is provided to adjacent properties where possible.

2. Maximum Block Lengths. Maximum block lengths allowed shall be required based on the project development type as identified on the following table of maximum block lengths:

Development Type	Block Length
Regional Retail, Office/Warehouse, Manufacturing, Technical Manufacturing, and Warehouse Distribution	1,000 feet street block length
All other nonresidential uses	800 feet street block length
Mixed use (stacked and horizontal), Urban Tech Mixed Use District, and transit-oriented developments	600 feet street block length and 400 ft. pedestrian block length

a. Increase in Block Length. The maximum allowed block length may be increased if the applicant provides clear and convincing evidence that it is impracticable to achieve due to:

i. road grades that exceed ten percent;

ii. Jordan River;

iii. Utah Lake;

iv. delineated wetlands;

v. other significant natural and historic features such as Dry Creek or the Waste Ditch drainage channel;

vi. existing adjacent development;

vii. rail corridors; or

viii. limited access roadways.

b. Increases in block length will be reviewed on a case-by-case basis and shall require recommendations from the reviewing departments and Planning Commission and approval by the City Council.

3. Cul-de-sac Standards. Cul-de-sacs shall not be allowed in any nonresidential zone.

    a. Cul-de-sacs may only be allowed if applicant provides clear and convincing evidence that a cul-de-sac is necessary to develop the entire parcel due to:

        i. road grades that exceed ten percent;

        ii. Jordan River;

        iii. Utah Lake;

        iv. delineated wetlands;

        v. other significant natural and historic features such as Dry Creek or the Waste Ditch drainage channel;

        vi. existing adjacent development;

        vii. rail corridors; or

        viii. limited access roadways.

    b. Requests for cul-de-sacs within nonresidential zones will be reviewed on a case-by-case basis and shall require positive recommendations from the reviewing departments and Planning Commission and approval by the City Council.

4. Cross Access. Nonresidential and multi-family residential site plans shall provide pedestrian and vehicular cross-access to adjacent developments to allow auto and pedestrian trips to occur between developments (see Figure 158). Where two adjacent parcels have access to the same shared drive aisle or local street, then vehicular cross access is not required.

Figure 158. Adjacent nonresidential uses provide cross-access which reduces trips required on the surrounding roads.

5. Nonresidential to Residential Connections. New nonresidential and multi-family residential site plans shall:

    a. connect all existing street and pedestrian walkway stubs to proposed streets and walkways within the site plan. If a connection creates an incompatible traffic pattern due to proximity to the connection to a commercial loading dock, the connection may be modified to a 10-foot

wide bike and pedestrian connection only. Requests for a modification will be considered on a case-by-case basis and shall require review by the reviewing departments and approval by the Planning Commission. A modification request will not be considered if the adjacent road is an arterial.

b. extend all existing street stubs through a proposed nonresidential or multi-family site plan to an adjacent collector or arterial street (see Figure 159); and

Figure 159. Local street stub connects a residential subdivision through a commercial site to an adjacent arterial street.

c. stub roads to abutting vacant properties shall be spaced not to exceed 1,000 feet as measured along the property line of the proposed site plan (refer to Figure 155). The maximum stub road spacing may be increased if the applicant provides clear and convincing evidence that it is impracticable to achieve due to the following limitations:

i. road grades that exceed ten percent

ii. Jordan River;

iii. Utah Lake;

iv. delineated wetlands;

v. other significant natural and historic features such as Dry Creek or the Waste Ditch drainage channel;

vi. requirements for a secure campus;

vii. existing adjacent development;

viii. rail corridors; and

ix. limited access roadways.

6. Low Traffic Neighborhood Circulation Improvements. The City may consider improvements that deter through vehicular traffic on local streets in residential areas where the existing vehicular traffic volumes either currently exceed 2,500 trips per day or are projected to exceed 2,500 trips per day as shown in a recent traffic study.

a. Improvements that may be considered include the following:

i. Closure of direct street connections;

ii. Modal filters;

iii. Traffic calming features;

iv. Access management improvements; or

v. Other features that reduce vehicle traffic volumes and speeds as recommended by the City Traffic Engineer.

b. Where street closures are proposed, connectivity shall be maintained for people walking, biking, or using other human powered mobility devices. Access shall be maintained for emergency vehicles and any necessary utility maintenance vehicles.

c. Approval of low traffic neighborhood circulation improvements allows for exceptions to applicable connectivity requirements. Proposed exceptions to other connectivity standards will be reviewed on a case-by-case basis and shall require review from the reviewing departments, recommendation from the Planning Commission following a public hearing, and approval by the City Council.

Section 37.050. Downtown Outdoor Spaces Site Design Standards

A. General Description. This section addresses the various outdoor spaces that form downtown Lehi, its streets, parking areas, sidewalks, plazas, and other outdoor places, which provide settings for the architecture of Lehi, and connections to and from the various buildings. The design of outdoor downtown spaces shall be equal in quality as the buildings themselves. This will help create a downtown district that is unified and consistent and result in a positive downtown image.

B. Purpose. The standards in this section describe how to treat public spaces located in downtown Lehi. These standards apply to the specific streets and places described in the Downtown Lehi Revitalization Plan (2007). These standards provide direction for Lehi City, UDOT, property owners, designers, and developers as improvements are made to both public infrastructure and sites, and privately-owned spaces in the downtown area.

C. Streets and Streetscape. Each of the streets in downtown Lehi can contribute to the establishment of a positive place for residents and visitors. The width of the roadway, the number of lanes, on-street parking, street trees and landscaping shape our first impressions of an area. The following Downtown Outdoor Spaces Site Design Standards define the required road and street improvements, as derived from the Downtown Lehi Revitalization Plan (2007).

1. Street-type A: Main Street Historic Core. This portion of Main Street is located between 500 West and 100 East. The segment is both limited and defined by the narrow street right-of-way and the adjacent line of structures or "street wall" along the street edge. Streetscape improvements in this area shall occur within the confines of the right-of-way where possible. In cases where buildings are missing or where they detract from the historic character, the front setback may be re-aligned toward the rear, if the overall effect improves the pedestrian character of the adjacent sidewalk, and with the approval of the Lehi Planning Commission.

   a. Paving and Surface Materials. Sidewalks and walkways shall be constructed of brick, concrete unit pavers or similar materials that respect and celebrate the historic nature of the area. Color tones shall be medium to dark in tone in order to create a uniform setting for the surrounding

building materials and colors (see Figure 160).

Figure 160. Example of concrete unit paver walkway with medium to dark tones

b. Lighting and Furnishings. Streetlights and furnishings shall be coordinated throughout Downtown Lehi. Furnishings shall be limited to a select range of benches, trash receptacles, tree grates and bollards. Streetlights shall be selected from a single model line and coordinate with other downtown streetlights.

c. Landscape Treatments. Street trees shall be over 35 feet high and wide at maturity, hardy, drought-tolerant, and water conserving. Tree species shall be avoided that will heave paving and sidewalks, that are overly dense or difficult to maintain.

2. Street-type B: Main Street Transition Zone. This segment of Main Street extends from 100 East to 500 East. The roadway has a more open, residential feel than the historic core segment, despite the narrow right-of-way. Streetscape improvements should be contained within the right-of-way, merging the diverse range of adjacent uses within a uniform streetscape design. The following Outdoor Space Site Design Standards shall apply:

   a. Paving and Surface Materials. Sidewalks shall be standard poured-in-place concrete.

   b. Lighting and Furnishings. Streetlights and furnishings shall be coordinated throughout downtown. Furnishings shall be limited to a select range of benches, trash receptacles, tree grates and bollards. Streetlights shall be selected from a single model line and coordinate with other downtown streetlights.

   c. Landscape Treatments. Street trees shall be over 35 feet high and wide at maturity, hardy, drought tolerant, and water conserving. Tree species shall be avoided that will heave paving and sidewalks, that are overly dense or difficult to maintain.

3. Street-type C: Main Street Business Zone. This section of Main Street extends form 500 East to 850 East. The roadway here is wider than other portions of Main Street and is lined with a range of commercial uses. Streetscape improvements in this area shall reinforce the sense of a unified parkway along the length of Main Street. The following Outdoor Space Site Design Standards shall apply:

   a. Paving and Surface Materials. Sidewalks shall be standard poured-in-place concrete.

   b. Lighting and Furnishings. Streetlights and furnishings shall be coordinated throughout downtown. Furnishings shall be limited to a select range of benches, trash receptacles, tree grates and bollards. Streetlights shall be selected from a single model line and coordinate with

other downtown streetlights.

c. Landscape Treatments. Street trees shall be over 35 feet high and wide at maturity, hardy, drought tolerant, and water conserving. Tree species shall be avoided that will heave paving and sidewalks, that are overly dense or difficult to maintain.

4. Street-type D: State Street Boulevard. State Street improvements shall focus on converting the wide, utilitarian highway into an attractive urban road, particularly in the vicinity of the State Street Historic Core. Improvements shall be implemented in consultation with UDOT. The following Outdoor Space Site Design Standards shall apply to State Street:

   a. Paving and Surface Materials. Sidewalks shall be standard poured-in-place concrete.

   b. Lighting and Furnishings. Streetlights and furnishings shall be coordinated throughout downtown. Furnishings shall be limited to a select range of benches, trash receptacles, tree grates and bollards. Streetlights shall be selected from a single model line and coordinate with other downtown streetlights.

   c. Landscape Treatments. Street trees shall be over 35 feet high and wide at maturity, hardy, drought tolerant, and water conserving. Tree species shall be avoided that will heave paving and sidewalks, that are overly dense or difficult to maintain.

5. Street-type E: Center Street Greenway. This section extends along Center Street from 200 South to State Street. The treatments shall clearly demarcate Center Street as a place of special events and the home of unique cultural features. The following Outdoor Spaces Site Design Standards shall apply:

   a. Paving and Surface Materials. Sidewalks shall be standard poured-in-place concrete. Park strips shall be planted with grass, other plants, and in some cases, pavers similar to those established for Main Street sidewalks.

   b. Lighting and Furnishings. Streetlights and furnishings shall be coordinated throughout downtown. Furnishings shall be limited to a select range of benches, trash receptacles, tree grates and bollards. Streetlights shall be selected from a single model line and coordinate with other downtown streetlights.

   c. Landscape Treatments. Street trees shall be over 35 feet high and wide at maturity, hardy, drought tolerant, and water conserving.

6. Street-type F: Collector Streets. These streets shall be formalized with sidewalks, curb and gutter, park strips and street trees. The following Outdoor Spaces Site Design Standards shall apply:

   a. Paving and Surface Materials. Sidewalks shall be standard pour-in-place concrete. Bulb-outs shall utilize the same concrete unit pavers or similar materials along the length of Main Street.

   b. Lighting and Furnishings. Streetlights shall be coordinated throughout downtown. No street furnishings are envisioned on these streets. Streetlights shall be selected from a single model line and coordinate with other downtown streetlights.

   c. Landscape Treatments. Street trees shall be over 35 feet high and wide at maturity, hardy, drought tolerant, and water conserving. Trees along this street should be distinctly different

than those located on Main Street or other downtown roads.

d. Tree species shall be avoided that heave paving and sidewalks, or which are difficult to maintain.

e. Park strips shall be planted with drought tolerant turf and/or groundcovers.

7. Street-type G: Local Streets. Local streets shall be slightly modified to include sidewalks while maintaining the rural feeling that exemplifies the charm of the area. Sidewalks shall be incorporated with the existing drainage swales. The following Outdoor Spaces Site Design Standards shall apply:

a. Paving and Surface Materials. Sidewalks shall be standard poured-in-place concrete.

b. Lighting and Furnishings. Residents should be consulted to determine the need and desire for streetlights.

D. Fences and Walls. The application of fences and walls is dependent on the surrounding uses that need to be screened or buffered, and site context. In general, fences and walls over four feet shall be limited to the rear and sides of buildings. The use of fences and walls shall be limited to locations where they buffer incompatible uses and to meet required buffering and screening requirements. In general, these features shall be constructed of solid materials that fit with the overall feel of the area but shall not use vinyl or chain link fencing.

Section 37.060. Parking Standards

(New 12/09/14; amended 08/09/16; 08/22/23)

A. Purpose. The standards in this section are intended to create off-street parking areas for new development and redevelopment projects that promote functionality, safety, and aesthetics.

B. General Requirements.

1. Every building, structure, improvement, and use shall provide permanent, maintained off-street parking as specified in this Chapter. The parking shall be a continuing obligation of the property owner as long as the use continues. It shall be unlawful for a landowner to eliminate required off-street parking unless otherwise provided on the parcel and approved by the City.

2. If parking is located on a lot or parcel under different ownership, a perpetual easement shall be recorded in the office of the Utah County Recorder prior to final approval.

3. Any lights provided or required to illuminate a parking area shall be arranged in a manner that will reflect light away from adjacent properties and roadways.

4. All required parking lots and parking structures shall be hard surfaced with asphalt, brick pavers, concrete, or other material approved by the City Engineer to be capable of handling the anticipated size and weight of vehicles, including public safety vehicles. Pervious parking surfaces (see Figure 161) may be allowed if drainage or any environmental detriments are mitigated.

Figure 161. Pervious paving allows water to percolate through to the ground and reduce the amount of storm water run-off.

5. Each parking lot shall be surrounded by a concrete curb, or other border approved by the City Engineer to ensure the life of the surface and to limit the access to approved ingress and egress locations.

6. Private parking shall not be designed to allow backing onto a public street, unless otherwise approved by the City Engineer.

7. No parking shall occur in any driveway, traffic isle, emergency access, or delivery area, nor shall it interfere with the ingress and egress of a site.

C. Site Design Standards.

1. Site Accesses

a. Minimum Access Width. Any access to a site shall be constructed according to the following standards:

i. One-Way Access. A minimum width of 16 feet and maximum width of 18 feet shall be maintained for one-way accesses (see Figure 162).

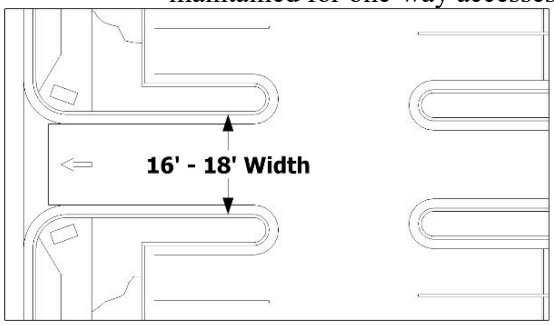

Figure 162. One-Way Access

ii. Two-Way Access. A minimum width of 25 feet and a maximum width of 28 feet shall be maintained for a two-way access (see Figure 163).

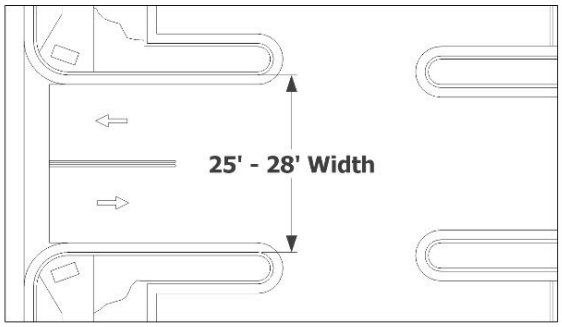

Figure 163. Two-Way Access.

iii. Two-Way Access with 3 Lanes. A minimum width of 34 feet and a maximum width of 36 feet shall be maintained for a two-way access with three lanes (see Figure 164).

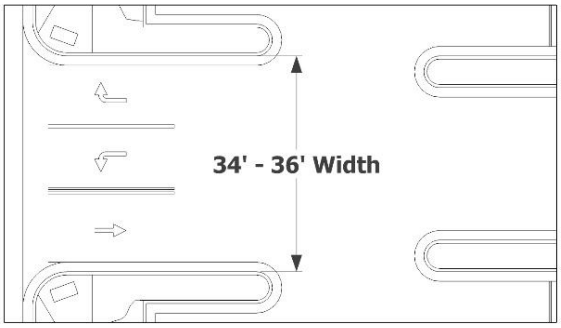

Figure 164. Two-Way Access with 3 Lanes.

b. No access shall exceed the set maximum width unless otherwise approved by the City Engineer.

c. Site accesses located along any State Road shall comply with the Utah Department of Transportation access standards.

d. Non-private drive approaches along the curb line shall be wider than the associated site access width. When the access adjoins the street with a curb return, the minimum radius for the back of curb shall be 11 feet. When the access is designed using an approach flair, the approach bottom shall be ten feet wider, five feet on each side, than the access width.

2. Pedestrian Corridors.

a. Any parking lot in excess of 100 stalls shall provide a hard surface walkway with a minimum width of five feet from the parking lot and street to the entrance of the building (see Figures 165 and 166).

b. Planter areas with trees and shrubs shall be placed along the pedestrian walkway as part of the required ten percent parking open space requirement.

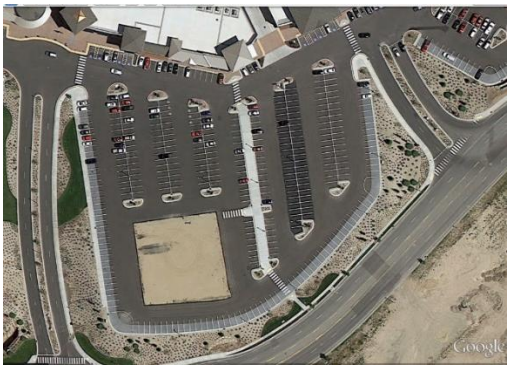

Figure 165. Parking lot with pedestrian access from the street to the building.

Figure 166. Parking lot pedestrian walkway with pockets of landscaping.

3. Lighting and Furnishings. Lighting shall be provided in all parking lots, utilizing attractive poles and fixtures in contrast to nearby streetlights. Fixtures shall be selected that are night-sky friendly limiting upward lighting and shall comply with Section 12.110 of the Development Code.

D. Parking Dimensions.

1. Each off-street parking stall shall be not less than nine feet in width and 18 feet long.

2. Compact parking stalls of eight and a half feet in width and 16 feet in length may be utilized as approved by the Planning Commission and subject to each of the following:

   a. Compact stalls shall only be used for uses with low parking turnover such as office, industrial, commuter parking lots, schools, institutional uses, and other uses as approved by the Planning Commission.

   b. Compact stalls shall be used only in parking lots with 50 stalls or greater.

   c. Compact stalls shall be used only in irregular or odd shaped portions of the site, where standard stall sizes cannot be utilized.

   d. No more than ten percent of the total number of required parking stalls shall be designated for compact car parking.

   e. Compact stalls shall be used only where the tires of parked cars contact wheel stops or curbing that allows for vehicle overhang. However, the overhang area shall be a landscaped area, not a sidewalk or other pedestrian walkway.

3. Each parking module, defined as one access aisle servicing a row of parking on each side of the aisle, shall have a minimum aisle width and stall size as set forth in the following diagrams:

   a. Two-Way 90˚ Perpendicular Parking Module for high parking turnover for uses such as retail, restaurants, grocery stores, or other similar uses (see Figure 164). Uses that accommodate a high percentage of full-size trucks or heavy equipment, such as a contracting business or construction company, may be required to provide a 64-foot parking module.

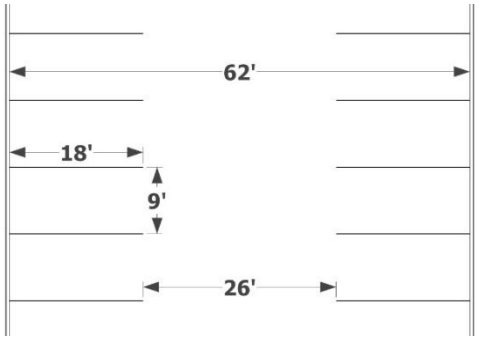

Figure 167. Two-way 90˚ high turnover parking module.

b. Two-Way 90˚ Perpendicular Parking Module for low parking turnover for uses such as office, schools, institutional, and other similar uses (see Figure 168).

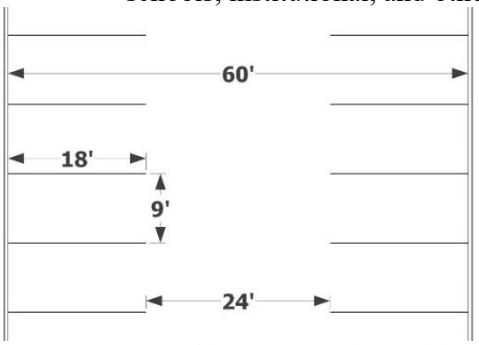

Figure 168. Two-way 90˚ low turnover parking module.

c. One-Way 60˚ Parking Module (see Figure 169).

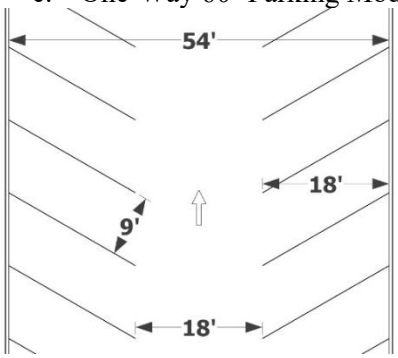

Figure 166. One-way 60˚ parking module.

d. One-Way 45˚ Parking Module (see Figure 170).

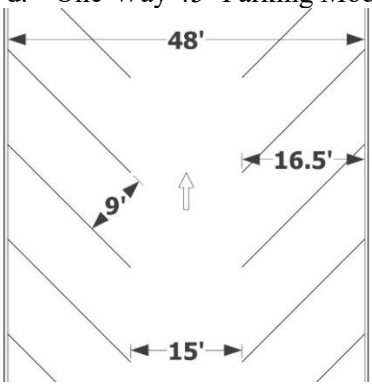

Figure 170. One-way 45˚ parking module.

e. One-Way 0˚ Parallel Parking Module (see Figure 171). End stalls shall be a minimum of 24 feet in length.

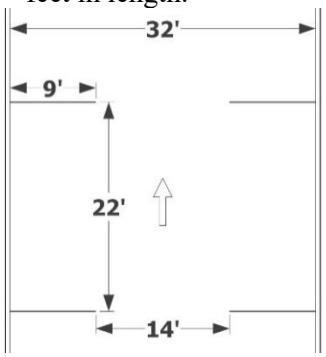

Figure 171. One-way 0˚ parking module.

f. Two-way angled parking shall maintain a minimum 26-foot drive aisle (see Figure 172).

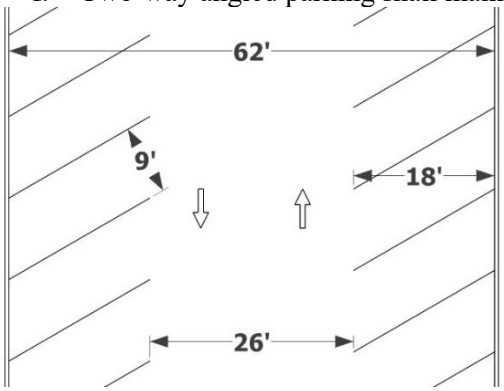

Figure 172. Example of a two-way angled parking module with a 26-foot drive aisle.

g. Where compact parking stalls are utilized on one side of the aisle, the module width may be reduced accordingly. Compact stalls shall be a minimum eight and a half feet in width and 16 feet in length where there is a two-foot overhang.

h. Exceptions to the required parking module may be allowed by the City Engineer with clear and convincing evidence that the adjusted module width will reasonably accommodate safe ingress and egress of the site.

E. Parking Structure Design Standards.

1. Parking Stall Size Reductions.

a. Low Parking Turnover Uses. Uses with a low turnover parking rate including office, residential, schools, and other uses as approved by the Planning Commission may be allowed to have reduced parking stall dimensions as defined in this section. Parking stall dimensions may be reduced to eight and a half feet in width and in the case a stall has two feet of overhang space, a stall may be reduced to 16 feet in length (see Figure 173). Stalls adjacent to a support column or wall shall maintain an eight and a half foot wide clearance.

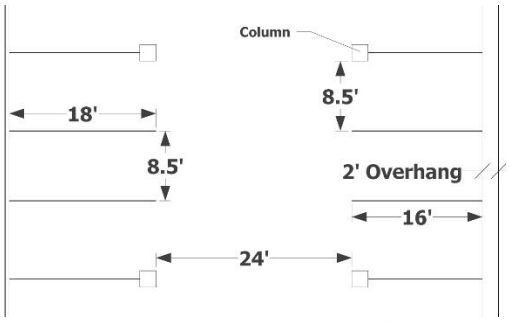

Figure 173. Parking structure stall dimensions for uses with a low parking turnover rate.

b. High Parking Turnover Uses. Uses with a high turnover parking rate including retail, restaurants, movie theaters, and medical and dental offices shall maintain standard dimensions of nine feet by 18 feet unless otherwise approved by the City Engineer. Where stalls are located next to a support column or wall, the minimum parking stall width may be reduced by six inches.

2. Required Structured Parking. Office and retail uses with more than 250 proposed parking stalls and are over parked at a rate of one and a half times or greater than the number of required stalls shall utilize structured or underground parking for a minimum of 50 percent of the proposed parking to prevent excessive areas of surface parking. The Zoning Administrator may allow an exception to this if clear and convincing evidence is provided that a parking structure has a negative impact on the proposed use.

3. Parking Structure Design.

   a. Parking structures shall be designed with similar components and materials as the principal on-site building. Exterior materials shall consist of concrete, masonry, rock, glass, or other materials approved by the Planning Commission.

   b. It is highly encouraged to utilize horizontal beam construction that avoids placing support columns or walls adjacent to parking stalls and aisles.

Figure 174. Parking structure built into the slope with low visibility from the street.

   c. In cases where a site is sloped, parking structures shall take advantage of the topography by retaining the slope with the structure (see Figure 174). Where possible the structure shall not be visible from the public street.

   d. Exterior facades of a parking structure shall provide a variation of materials, wall projections, or change in architecture every 100 to 150 feet (see Figure 175).

Figure 175. The parking structure facade exhibits variations with the use of embossed concrete walls and the use of pillars and cable.

e. Parking structures shall be designed to allow natural light and public visibility to improve safety.

f. Parking structure stairways shall be covered. It is encouraged to enclose the stairway with architectural elements that relate to the principal building (see Figure 176).

Figure 176. Parking structure stairway is enclosed with the use of materials to match the principal structure.

4. Screening. Transformers, ventilation shafts, elevator equipment, and other equipment shall be screened from public view by landscaping, screen walls, or other features incorporated into the design of the structure.

5. Landscaping. Parking structures shall be landscaped around the base with trees and shrubs. Landscaping shall be provided either on the top level of the structure with the use of planter beds or potted plants (see Figure 177), or with the use of green walls or trellised plants (see Figure 178).

Figure 177 – Top deck of a parking structure with large elaborate landscaped area and landscaping around the base of the structure.

Figure 178 – The parking structure support columns use trellis features for vines and greenery to grow vertically.

F. ADA Accessible Parking. As part of the minimum off-street parking requirements, all property owners and applicants for development approvals shall comply with the minimum standards for the provision of handicapped parking stalls as identified and required by the Americans with Disabilities Act (ADA), as amended. The parking stalls shall be identified by typical ADA symbols and should be placed in areas that are most convenient to the entrance to the structure.

G. Shared Parking Standards. The Planning Commission may authorize, with a recommendation from the City Engineer, shared parking of one parking lot for multiple uses if the following criteria are met:

1. A site plan shall be submitted concurrently identifying the locations of each use and the proposed parking area.

2. The applicant shall provide clear and convincing evidence that the proposed uses have separate peak parking periods that do not conflict.

3. A shared parking agreement and a cross access easement shall be recorded in the office of the Utah County Recorder.

4. The building entrances shall be no greater than 300 feet from the nearest edge of the parking lot.

5. The applicant shall provide a parking analysis completed by a licensed traffic engineer with the following information:

    a. projected peak parking hours for each use;

    b. number of required parking stalls for each use; and

    c. number of existing and proposed parking stalls.

H. Bicycle Parking Standards. Active transportation continually becomes more popular as a healthy alternative to automobiles and as such the demand for bicycle parking facilities has grown. The following standards are to provide secure and accessible bicycle parking facilities and to encourage continual growth in active transportation to lessen traffic congestion, provide mobility options, increase quality of life, and reduce land consumption for vehicular parking.

1. Required Number of Bicycle Parking Stalls. The minimum number of required bicycle parking stalls shall conform to Table 37.100 Table of Bike Parking Requirements, including the number of short and long-term bike parking for each listed use.

2. Bicycle Parking Design Standards.

    a. Required bicycle parking shall be located on the same site as the principal use and shall be easily accessible from adjacent public streets, bike lanes, and trails.

    b. Outdoor bicycle parking shall be located in a visible location on the entrance side of the building with direct pedestrian access from the bike parking area to the building entrance. The bike parking location shall not be separated from the building entrance by any vehicle parking, streets, drive-thrus, or drive-aisles. The bike parking shall not interfere with the function of the building entrance or outdoor plaza areas (see Figure 179). Multi-building projects shall distribute bike parking to ensure convenient parking near building entrances.

Figure 179. Bicycle parking is in a visible location near the building entrance in such a way it does not interfere with pedestrian traffic and has easy access to a protected bike lane.

c. Outdoor bicycle parking pads and rack spacing shall meet the following:
   a. Racks shall be placed on a hard surfaced pad;

   b. Racks shall be placed parallel to each other and be spaced a minimum of 36 inches apart;

   c. Racks shall be placed a minimum of 36 inches from the edges of the pad on all four sides; and

   d. Where there are multiple rows of racks, the rows shall be placed a minimum of 8-feet apart;

   e. Other parking configurations may be approved by the Zoning Administrator if it provides the needed space for access.

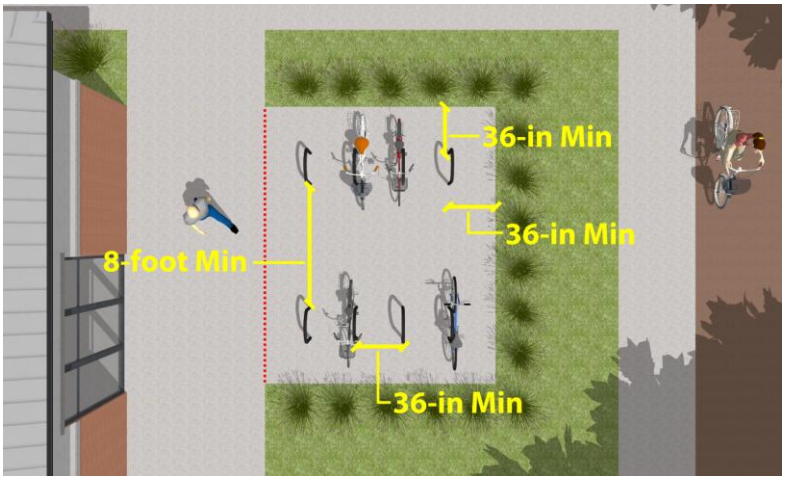

Figure 180. Bicycle parking must meet spacing requirements to ensure ease of access for people to park at any rack.

d. Bicycle racks shall be an inverted "U" or wheelwell secure design that allows for bicycles

to be locked on the frame (see Figure 180). Bicycle racks shall be anchored to the ground to resist rust and prevent removal by vandalism. Schools and churches may utilize schoolyard type bike racks, but they are not recommended since bikes cannot easily be locked to the frame and bike wheels can be bent.

Figure 180. Inverted U and wheelwell secure bicycle racks are basic, intuitive to use, and allows the frame to be locked. Inverted "U" racks better accommodate different bike types, such as cargo bikes.

e. Long-term bicycle parking is required for uses that create the need for parking beyond two hours and includes uses such as transit stations, offices, and institutional uses. Long term and secure bicycle parking encourages an increased number of bicycle trips and helps to prevent theft. Long-term bike parking shall be placed within a secure covered parking area (see Figure 181), bike lockers, or an indoor bicycle storage room or area (see Figure 182). Long-term bike parking shall be convenient to use within a building and accessible from the street, bike lane, or trail to ensure it encourages use.

Figure 181. Covered secure bicycle parking area allows access only to those who use it to prevent theft.

Figure 182. Indoor bicycle storage room provides maximum security for stored bicycles and encourages bicycle use.

f. Reduction in Vehicular Parking. A reduction in the required vehicular parking for office and institutional uses is allowed at a reduction rate of one vehicular stall for every two indoor bicycle parking stalls provided in addition to any required indoor or secure bicycle parking stalls. A maximum ten percent reduction in vehicular parking stalls shall be allowed for additional indoor bicycle parking.

g. It is highly encouraged to provide bicycle user end facilities for uses that have long term bicycle parking and higher bicycle use. User end facilities include showers, lockers, and dressing areas. A five percent reduction in vehicular parking stalls in addition to other reductions or a two percent reduction in parking lot landscape area may be approved if user end facilities are provided within the principal building. User end facilities shall provide separate showers, lockers, and dressing rooms specifically for the use of bicycle users.

I. Reduction in Required Parking.

1. For all uses and activities located within the Mixed Use or Historic Commerce Districts, no minimum parking requirements are identified. It is the policy of the City to maintain all existing uses that do not meet the parking requirements of this Code within the Mixed Use or Historic Commerce Districts and to encourage additional uses and activities. However, in reviewing and approving new uses within the Mixed Use (MU) and Historic Commerce (HC) districts the Zoning Administrator, Reviewing Departments, and Planning Commission shall be guided by the parking requirements as contained in Table 37.090. Parking requirements for the Mixed Use (MU) and Historic Commerce (HC) districts shall be as approved by the Zoning Administrator, Reviewing Departments, and Planning Commission.

2. In all other zones, an applicant may request a reduction in the amount of parking stalls. The applicant shall demonstrate by clear and convincing evidence that the required number of parking stalls is unnecessary for the proposed use and any possible future use of the building. Requests to lower the amount of parking stalls shall be approved by the Planning Commission following a recommendation by the Reviewing Departments. Any request which lowers the amount of parking stalls by more than 20 percent shall not be approved by the Planning Commission.

J. Landscaping.

1. Minimum parking lot landscaping. An area equal to ten percent of the total size of the parking lot shall be landscaped and pervious, exclusive of all required open space, perimeter plantings and required setback areas (see Figure 183). For uses requiring less than 20 parking stalls, the ten percent requirement shall not be required to be located within the parking area but shall be added to and provided within the other required landscape, buffer and screening areas.

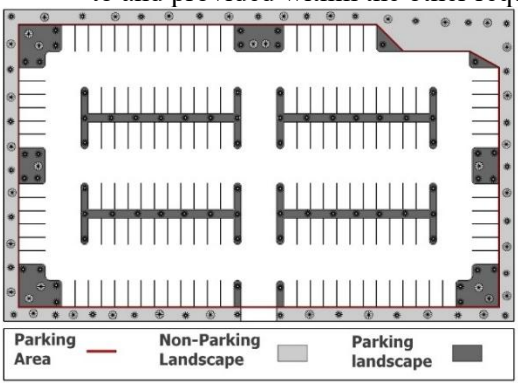

Figure 183. Shaded areas indicate what landscape areas are included in parking lot landscape requirement.

2. Landscaped islands and peninsulas shall be included in the design of parking areas. Landscaped islands shall be a minimum of ten feet in width and are required at the ends of parking rows at a maximum spacing of one per every 24 parking stalls (see Figure 184).

Figure 184. Landscaped island with trees, shrubs, and boulders.

3. Landscaping in parking lot islands and peninsulas shall utilize water-wise landscaping which excludes the use of turf grass (see Figure 185).

4. Trees shall be planted within all landscape islands and peninsulas greater than 150 square feet to contribute towards a canopy at maturity. A minimum of one tree per 180 square feet of planter areas within the parking lot shall be provided (see Figure 185). Parking lot island and peninsula tree requirements may be waived by the Reviewing Departments to allow for required utility equipment such as a power transformer.

Figure 185. Parking lot island utilizes rock mulch instead of sod for ground cover which eliminates overspray associated with traditional sprinklers for sod. Trees are provided in the parking lot island at a rate of one per 200 square feet of planter area.

5. Parking islands and peninsulas shall be designed to retain storm water run-off as a means of recharging local ground water and help reduce the sizing of storm drainpipes in the project. This requirement may be waived if this means of retention is not recommended based on a geotechnical report or storm drain report.

6. Parking areas that front a street shall be screened with a landscaped buffer (see Figure 186). The landscaped buffer shall include the following:

    a. A four-foot-tall horizontal slat wood fence with two-inch gaps between slats; and

    b. Trees, shrubs, and grasses to screen the view of parked cars.

Figure 186. Parking area is screened from view of the public street with a three-foot fence and grasses, shrubs and trees.

7. Changes in grade, planting, or berms shall be provided to reduce the visual impact of large parking areas.

8. The following minimum landscaped setback and separation shall be required for all surface parking lots, unless otherwise approved by the Planning Commission:

    a. 20 feet from public road rights-of-way; and

    b. ten feet from perimeter property lines.

9. Landscaping of parking lot islands and peninsulas shall consist of water-wise landscaping and shall include trees, shrubs, ground cover vegetation, and other attractive plant materials. The landscaping shall also include an automatic sprinkling or drip irrigation system and a border to separate the plants from the parking lot to protect the planting area.

K. Table of Off-Street Parking. Accompanying this chapter is the Table of Off-street Parking Requirements, Table 37.080. This Table identifies the off-street parking requirements for the uses allowed within each zoning district. If a use not indicated on the Table is proposed, the amount of off-street parking shall be determined by the Planning Commission following a recommendation from the Reviewing Departments.

L. Maintenance**.** All parking lots and structures shall be maintained and kept free of garbage and debris. Striping of parking stalls shall be kept in a manner that allows each stall to be identified. Potholes, cracks, and other damage to the surface shall be repaired in a timely manner.