



LEHI CITY LAND USE ELEMENT UPDATE

JANUARY 2022





ACKNOWLEDGMENTS

Lehi City would like to thank the many individuals who contributed to the Lehi City Land Use Element Update. We wish to acknowledge:

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RESIDENTS OF LEHI

STAKEHOLDERS AND BUSINESS OWNERS

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INTRODUCTION

GENERAL PLAN LAND USE ELEMENT DESCRIPTION

The Lehi General Plan Land Use Element illustrates a community vision for future growth in Lehi and provides a framework to guide future development decisions. This framework allows Lehi City Staff, Planning Commission, and City Council an opportunity to base future housing, commercial and employment centers, roads, parks, public facilities, and infrastructure on both the determined build out population and job growth and on the core values and priorities expressed by Lehi Residents through the planning process. The Land Use Element reflects the ideas of hundreds of Lehi residents and their vision for their community. Residents provided input throughout the planning process by attending public workshops and open houses, participating in stakeholder interviews, and completing online public surveys.

This plan focuses on the tools available to achieve the vision of residents specifically through land use planning and future urban design decisions. These elements determine how the community can choose to accommodate expected growth while identifying needs for housing, economic activity, redevelopment, investment in key centers and corridors, as well as identifying and preserving areas of stability and sensitive natural features and systems. Compact development can complement existing land uses and promote vibrant growth without sacrificing the area's open spaces, historic features, and established residential neighborhoods.



VISION STATEMENT

Through extensive public outreach, the project team heard feedback from hundreds of members of the Lehi community. That feedback led to the development of a Vision Statement which guides the creation of this plan:

Lehi City, the center of Utah's future, is a vibrant community of rich history, and family-oriented neighborhoods, with an emerging technical and business center. With its continuing preservation of a small town feel and sense of community, Lehi City welcomes new residents and businesses.

HOW TO USE THE PLAN

This plan updates the previous Land Use Element, last updated in 2011. This plan is not a regulatory document. The adopted plan will be used as a guide for future development and regulatory decisions within Lehi City. Utah State Law requires each municipality to prepare and adopt a comprehensive, long-range plan for present and future needs and growth and development. The General Plan must include a land use element, a transportation and traffic circulation element, and a moderate-income housing element. After adoption, "no street, park, or other public way, ground, place, or space, no publicly owned building or structure, and no public utility, whether publicly or privately owned, may be constructed or authorized until and unless it conforms to the current general plan."¹

¹Utah Code Section 10-9a-406 Public uses to conform to general plan





Planning Commission Meeting, source: Lehi Free Press, February 17, 2021, <https://lehifreepress.com/>

UPDATES TO THE PLAN

If an area that is located outside the scope of this Plan (not shown on the Land Use Map) is proposed to be added to the Plan, either by annexation or municipal boundary adjustment, City staff will propose a land use designation(s) that is consistent with and furthers the goals and policies of this Plan.

INTERPRETATION OF LAND USE MAP

It should be noted that the Land Use Map is based on a “broad brush” approach in that, unlike the City’s Planning Zone Map; it does not precisely locate every land use to an individual parcel level. The Land Use map shows general locations of land use activities, facilities, and physical characteristics, but emphasis should also be given to the written policies for land use decision-making. The Zoning Administrator shall be responsible for general interpretation of the Land Use Map. The Zoning Administrator may, at his/her discretion, forward any interpretation issue of the Land Use Map to the Planning Commission for their review and interpretation. If a conflict occurs between the Land Use Map and adopted policies, the written policies are the controlling factors in decision-making.



Final Public Open House, source: Lehi Free Press, September 7, 2021, <https://lehifreepress.com/>

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

In many respects, the goals and policies discussed in this Land Use Element represent the synthesis of the goals and policies of the other General Plan elements of the City. Recognition

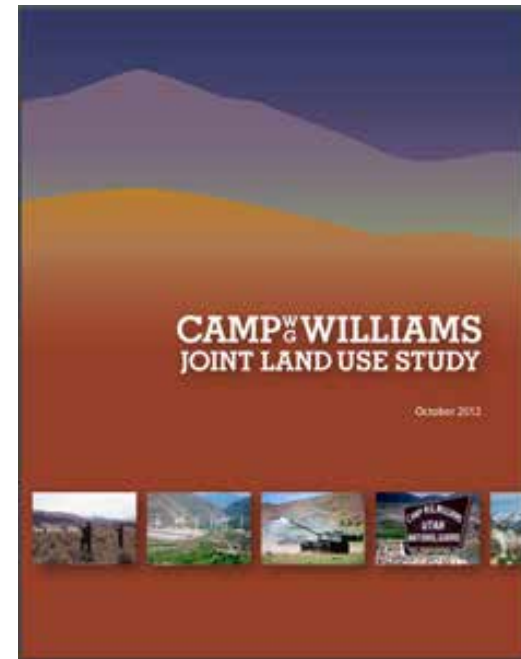
and understanding of the interrelationship between the Land Use Element and these other elements is necessary to assure an integrated and cohesive General Plan. The following table describes the interrelationships between these elements.

GENERAL PLAN ELEMENT	DESCRIPTION	HOW IT RELATES TO LAND USE
<i>Master Transportation Plan Element</i>	Provides a backbone of roads that connect the community and link Lehi to the region.	<ul style="list-style-type: none"> Planned roads support uses designated by the Land Use Element. Land use goals and policies closely consider the design, characteristics, and availability of transportation infrastructure.
<i>Moderate Income Housing Element</i>	Plans for sufficient and affordable housing in Lehi.	<ul style="list-style-type: none"> The Land Use Map must satisfy housing requirements identified in the Housing Element. The Land Use Element establishes the distribution and densities of residential growth.
<i>Transit Master Plan</i>	Plans and provides guidelines for development of transit facilities and how to best support ridership.	<ul style="list-style-type: none"> The Land Use Element influences the diversity and density of land uses around transit stations. Investments in transit and rail require land use investments to support ridership. Transit encourages land uses that create vibrant and walkable urban neighborhoods.
<i>Bike and Pedestrian Master Plan</i>	Plans for comfortable, safe, and convenient bike and pedestrian infrastructure.	<ul style="list-style-type: none"> Bike and trail facilities are successful when they connect land uses, such as neighborhoods, to parks, schools, and commercial areas.
<i>Economic Strategic Plan</i>	Provides a well balanced and sustainable economic base for Lehi.	<ul style="list-style-type: none"> The Land Use Element dictates the location of non-residential land uses, such as retail, office, light industrial, and technology manufacturing. Community Reinvestment Areas must follow the General Plan land uses. The Land Use Element establishes the location of housing to support job growth.
<i>Parks and Recreation Element</i>	Plans for the development and preservation of parks, open spaces, and recreational facilities in Lehi.	<ul style="list-style-type: none"> The location of parks and recreation facilities need to be coordinated with land use to best serve the community.

INTER-JURISDICTIONAL COORDINATION

Successful implementation of this Land Use Element requires coordination with the plans and activities of other agencies in our area that relate to land use, transportation, regional infrastructure, resource conservation and other issues that relate to the City. The following is how the City coordinates with other agencies:

1. **Participation in Regional Planning.** Active participation in all opportunities provided by Mountainland Association of Governments (MAG) and Wasatch Front Regional Council (WFRC) ensures that the City's land use plan integrates into the larger regional perspective. The City has an active role in the Jordan River Commission and the Utah Lake Commission and contribute to the ongoing planning for those natural areas.
2. **Coordinating with Adjoining Jurisdictions.** Continue conversations between staff and elected officials with neighboring Cities.
3. **Development Compatibility with Camp Williams.** Coordinate with Camp Williams ensuring compatibility of new development with the current and planned mission and operations of the Camp. Utilize the Camp Williams Joint Land Use Study as a guide for development types located adjacent to the facility.
4. **Coordination with State and Federal Agencies.** Coordinate with other State and Federal Agencies including UDOT, UTA, FEMA, Utah Division of Forestry Fire and State Lands, and Army Corp of Engineers. Take an active role in any committees, studies, or other opportunities presented by these entities.





EXISTING CONDITIONS

DEMOGRAPHICS

In 2018, over 66,000 individuals called Lehi City home. Lehi has experienced substantial growth over the past eighteen years, with populations increasing from 8,475 in 1990 to 66,037 in 2018. With a growth rate of 149% between 2000 and 2010, Lehi outpaced state growth (24%) and county growth (40%).² With a 2050 population projection of 124,436 (Figure 1), Lehi is expected to continue growing along with the state and county. State growth, projected to reach 5,965,658 by 2060, will likely be achieved through both natural increase and positive net migration. Utah County's population is projected to reach 1,398,074 by 2060, one of the largest increases among the state's counties.³

² US Census Bureau 1990-2010.

³ Kem C. Gardner. "Utah's Long-Term Demographic and Economic Projections Summary." The University of Utah Policy Institute.

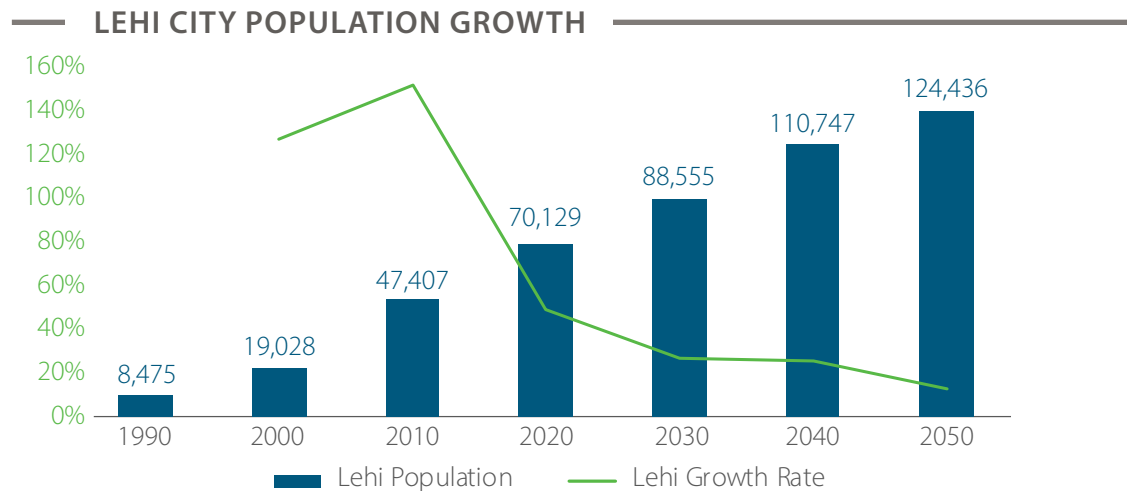


Figure 1. Lehi City Population Growth and Growth Rate 1990-2060, source: Mountainland Small Area AOG Population Projections 2020-2050, US Census Bureau 1990-2010.

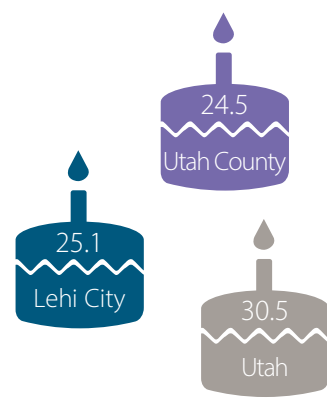
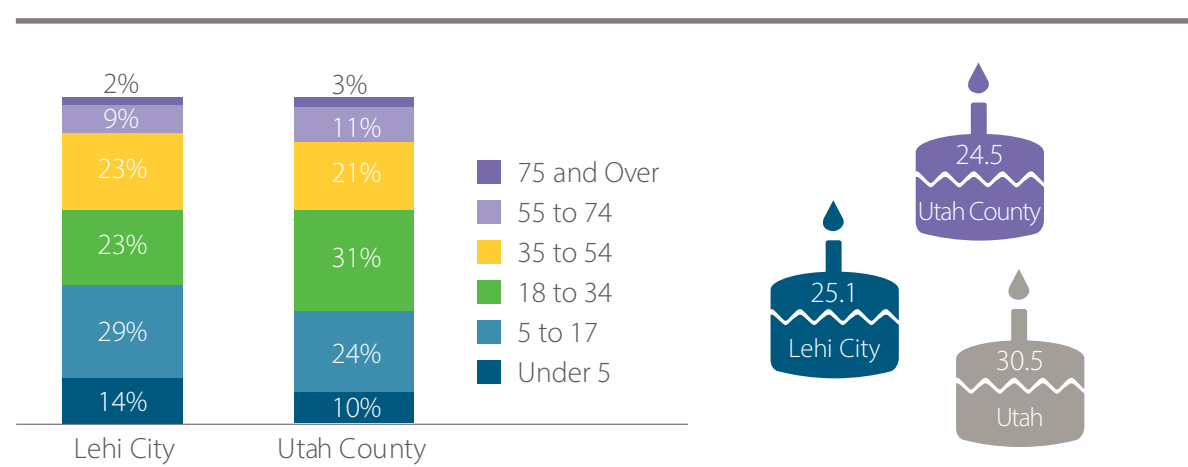


Figure 2-3. Age Distribution (Lehi City, Utah County) and Median Age (Lehi City, Utah County, Utah) in 2017, source: US Census Bureau ACS 2017 5-Year Estimate.

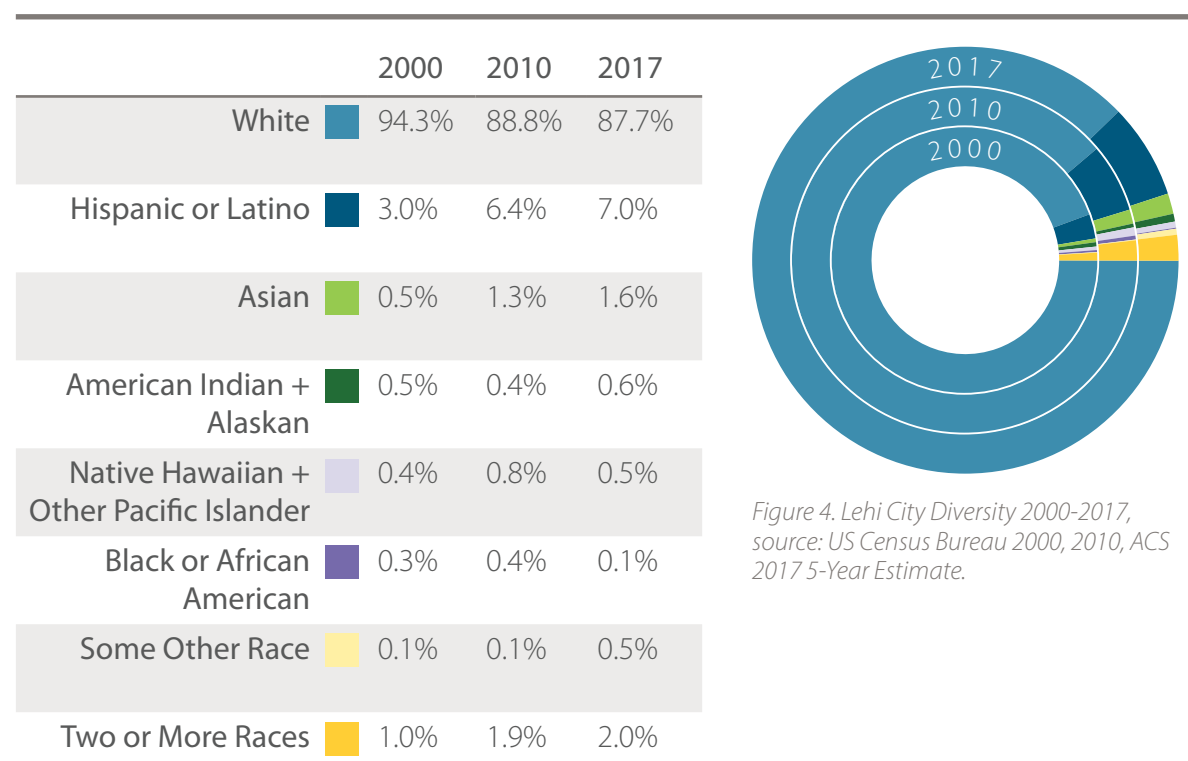


Figure 4. Lehi City Diversity 2000-2017, source: US Census Bureau 2000, 2010, ACS 2017 5-Year Estimate.

MEDIAN AGE + AGE DISTRIBUTION

Lehi's population is young, with a median age of 25 and 66% of the population under 35 years of age (Figure 2-3). Lehi's age distribution is similar to Utah County, with a slightly lower percentage of seniors (65+) and a higher percentage of youth (17 and under).

LEHI CITY DIVERSITY

Lehi is predominantly White and slowly becoming more diverse. From 2000 to 2017, those identifying as Hispanic or Latino increased from 569 individuals in 2000 to 4201 individuals in 2017. The percent of individuals identifying as Asian has also increased, more than tripling in size from 2000 to 2017 (Figure 4).

MEDIAN HOUSEHOLD INCOME

From 2000 to 2017, Lehi's median household income (MHI) increased by 61% from \$53,028 to \$85,794. Lehi's MHI is higher than MHIs for both the county (\$68,676) and state (\$66,917). Lehi's population earning under \$30,000 annually is lower than the county and state by 8% and 10% respectively.

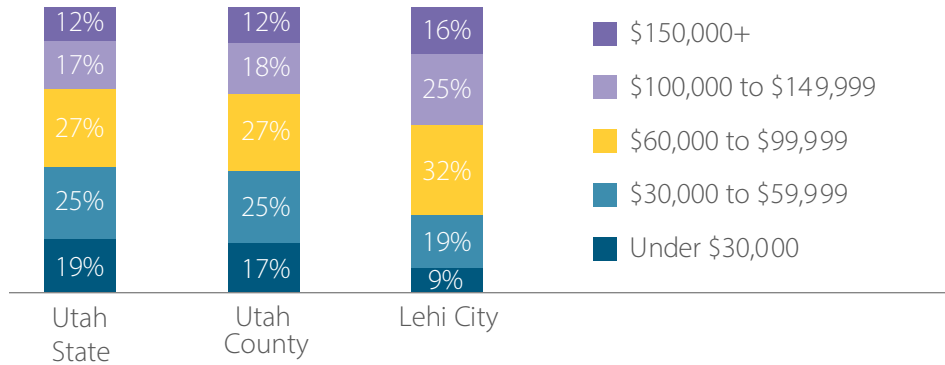


Figure 5. Median Household Income Distribution (Lehi City, Utah County, Utah) in 2017, source: US Census Bureau ACS 2017 5-Year Estimate.

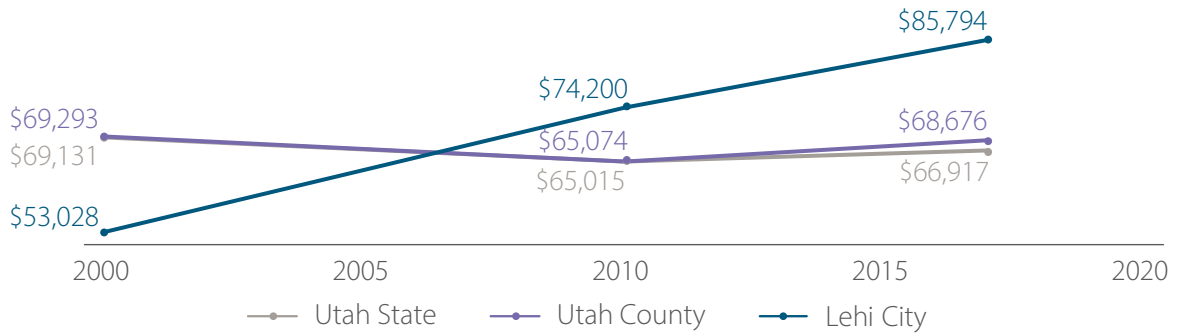


Figure 6. Median Household Income 2000--2020 (Lehi City, Utah County, Utah), source: US Census Bureau 2000, 2010, ACS 2017 5-Year Estimate.

EDUCATION

When compared to the state, Lehi's population is more educated with 82% of individuals ages 25 to 64 attending at least some college and only 3% receiving less than a high school diploma (Figure 7).

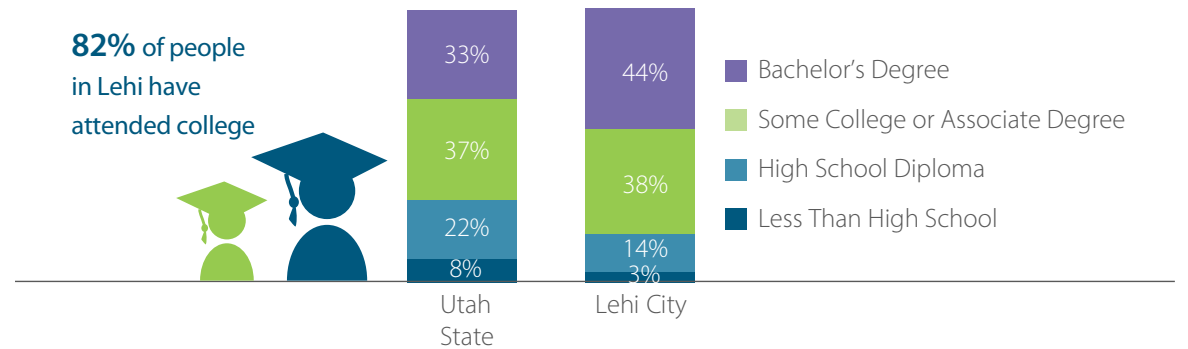


Figure 7. Education Distribution (Lehi City, Utah) in 2017, source: US Census Bureau ACS 2017 5-Year Estimate.

LEHI CITY INDUSTRIES AND COMMUTES



Figure 8. Lehi City Top Industries in 2017, source: US Census Bureau ACS 2017 5-Year Estimate.

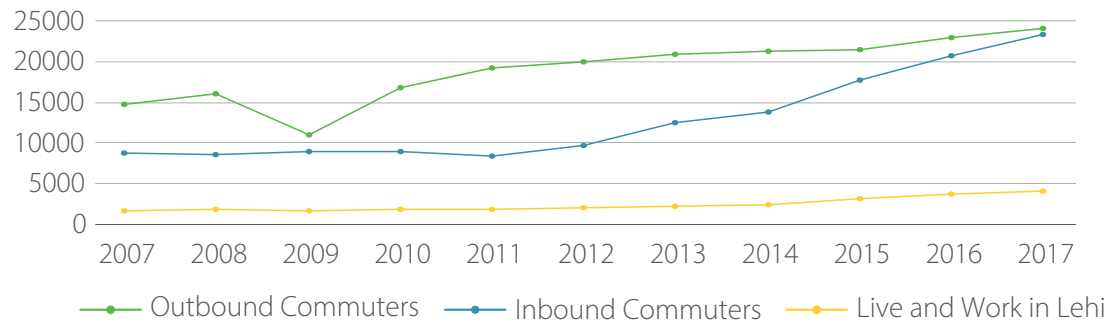


Figure 9. Lehi City Commute Patterns 2007-2017, source: US Census Bureau OnTheMap.

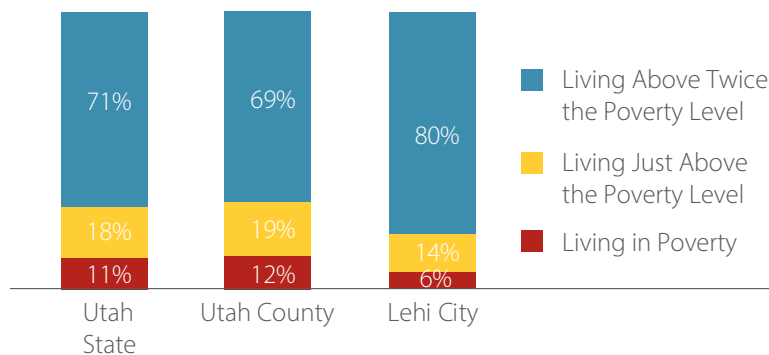


Figure 10. Poverty Rate (Utah, Utah County, Lehi City) in 2017, source: US Census Bureau ACS 2017 5-Year Estimate.

The top industry in Lehi is Educational Services and Health Care, and Social Assistance with 20.6% of the workforce working in this industry. This is followed by Professional, Scientific, and Management (15.8%) and Retail Trade (11.9%). (Figure 8).

Trends for individuals leaving Lehi for work (outbound commuters) and individuals living and working in Lehi has remained fairly constant between 2007 and 2017. The number of individuals entering Lehi for work (inbound commuters) has increased to 23,382 since 2011, almost equal to the outbound commuter total of 24,142 (Figure 9).

UNEMPLOYMENT AND POVERTY

Lehi's unemployment rate (1.17%) is lower than the state unemployment rate (3.31%) by 2.14%. The percentage of individuals not in the labor force is slightly higher for Lehi (23.6%) compared to the state (21.6% state). Lehi's poverty rates are lower than the county and state, with 6% of the population living in poverty (Figure 10).

LEHI CITY HOUSING PROFILE

Lehi's housing stock is primarily comprised of single-family homes (81%) with a small percentage of multi-family (10%) and townhomes (8%) (Figure 11). Most of these homes (81%) are owner-occupied. As household income increases, home ownership becomes attainable for a larger portion of the population (Figure 12). For example, households with annual incomes between \$100,000 and \$150,000 are 11% renter and 89% owner occupied.

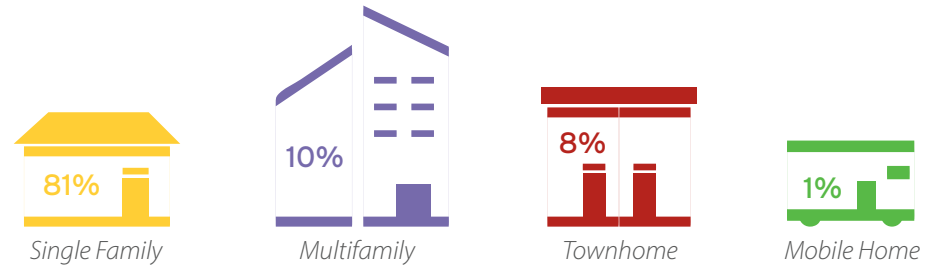


Figure 11. Lehi City Housing Mix in 2017, source: US Census Bureau ACS 2017 5-Year Estimate.

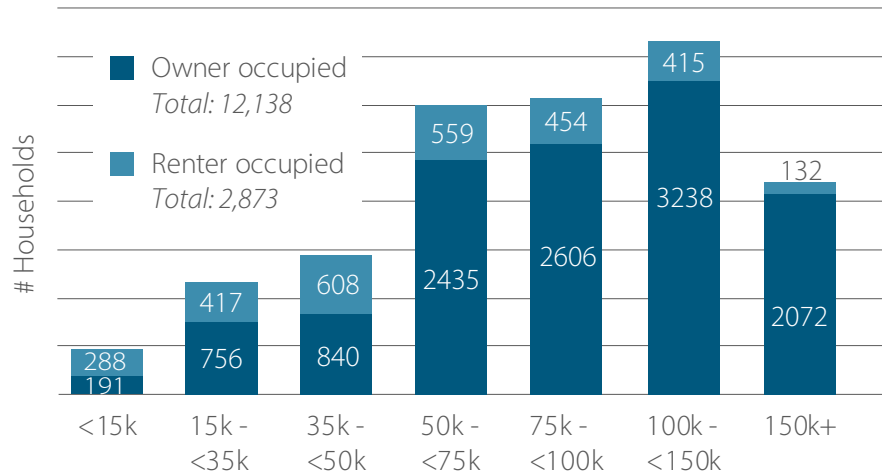


Figure 12. Lehi City Housing Tenure by Income, source: US Census Bureau ACS 2017 5-Year Estimate.

EXISTING LAND USE

The existing land uses are primarily residential, with single family residential occupying much of the land in the southern and eastern areas of the City. Commercial uses (office and retail) are concentrated along major corridors, such as I-15, State Street, Main Street, and Timpanogos Highway. There are agricultural uses on the western edges of town, and public lands in the Traverse Mountain and Utah Lake areas. There is a significant amount of vacant land on the outskirts of the City, as well as along major commercial corridors and within residential areas (Figure 13).

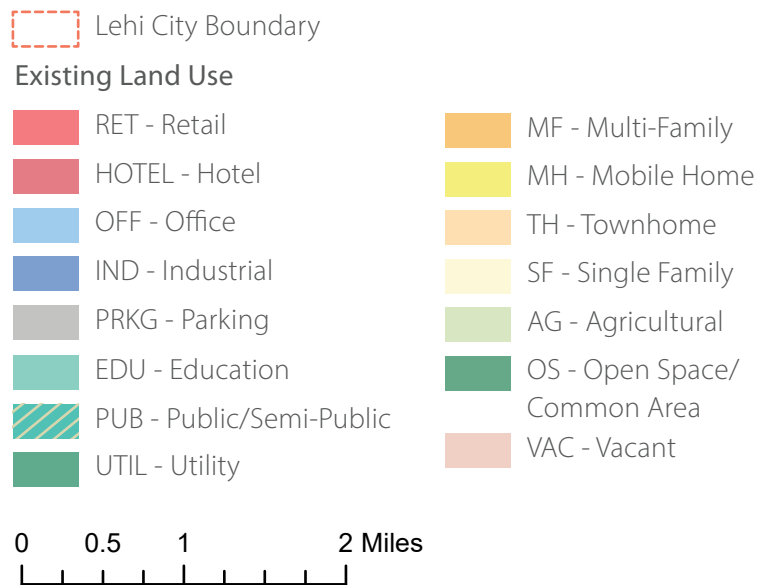
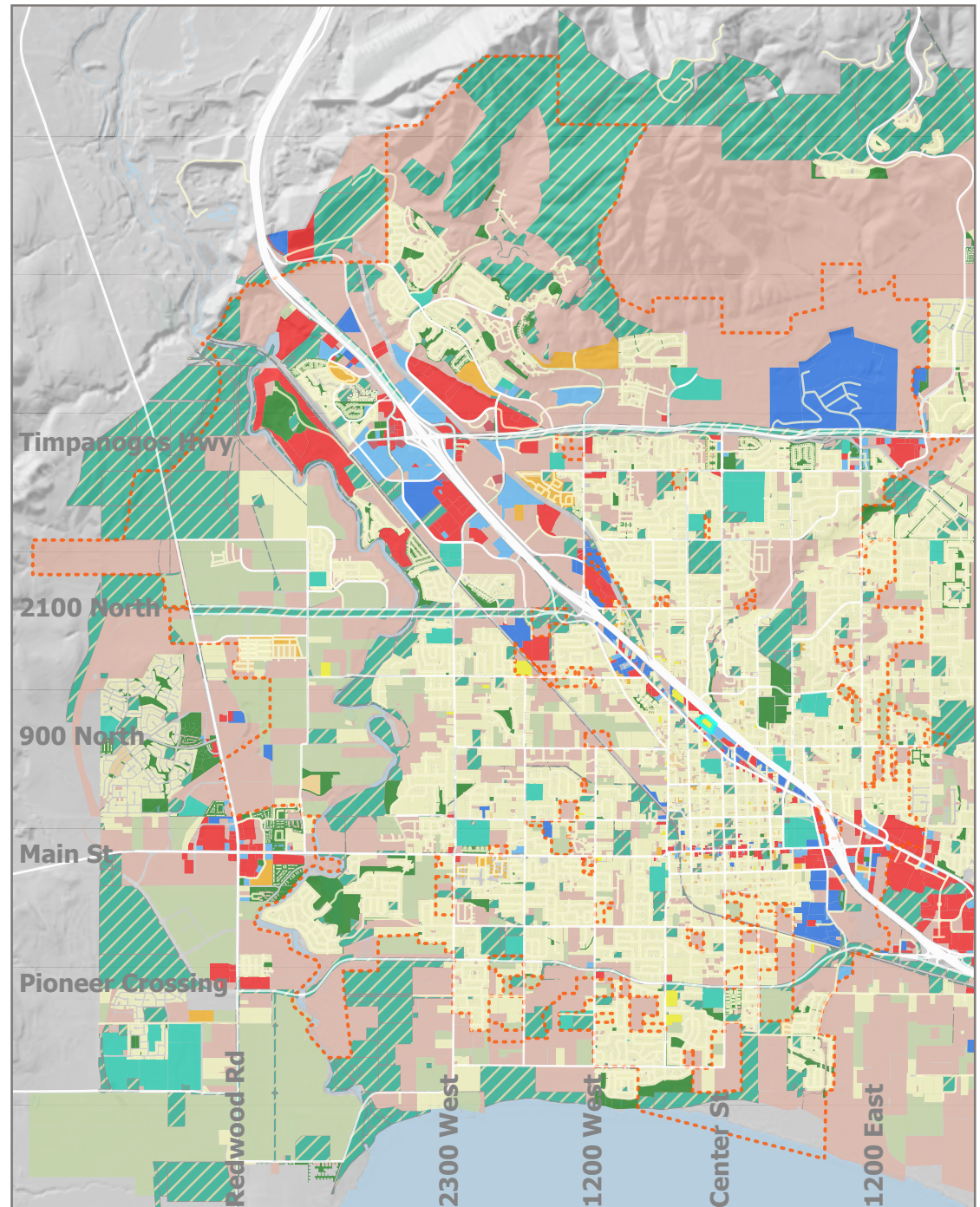
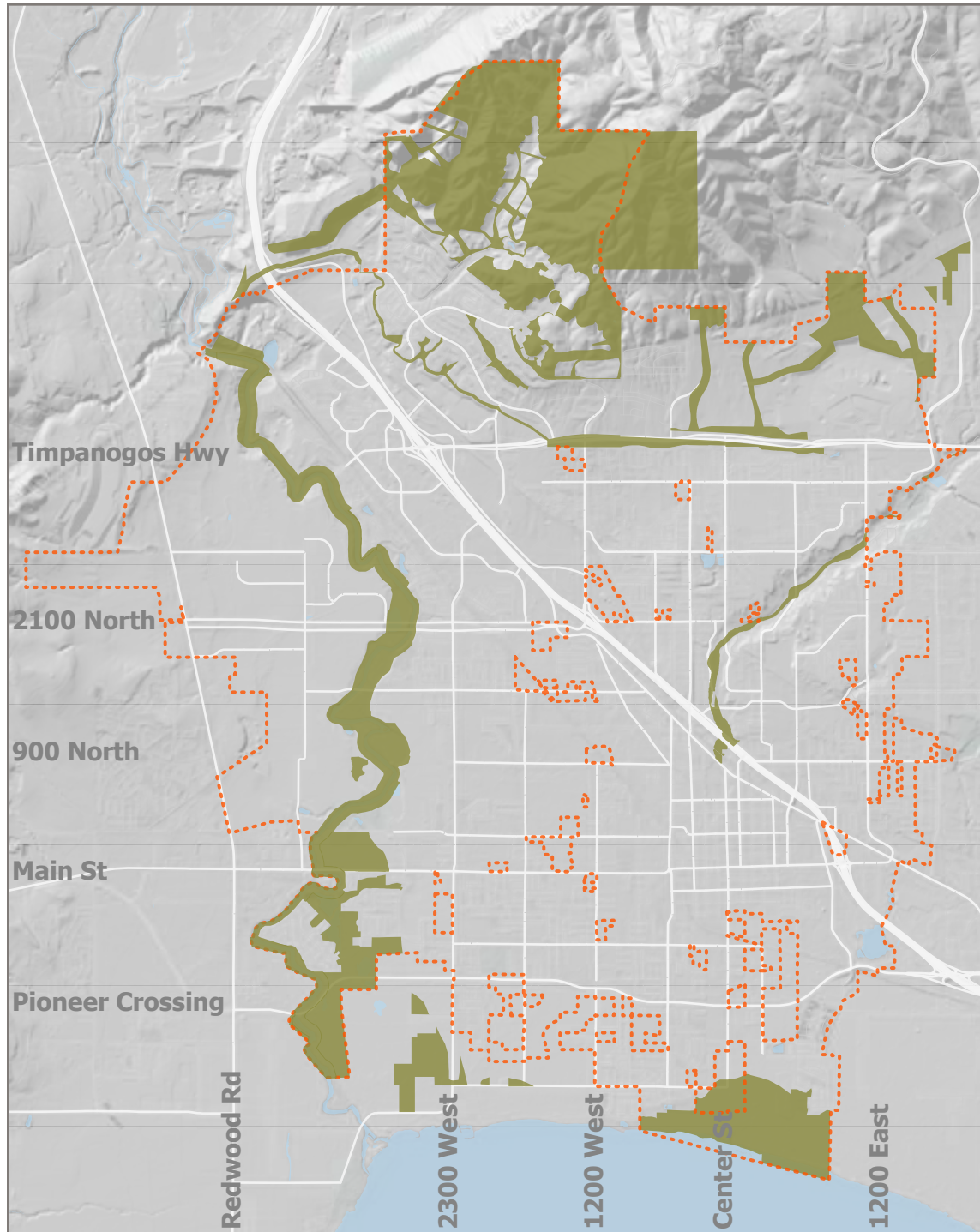


Figure 13. Lehi Existing Land Use, Fregonese Associates 2020.





ENVIRONMENTALLY SENSITIVE AREAS

Lehi City is located in a rich physical setting with varying topography. Features include hillsides, floodplains, wetlands, water bodies, and wildlife refuge. Prominent physical features include Utah Lake which lies south of the City, the Wasatch mountains on the northeast, and the Jordan River which runs northward through the City close to its western boundary. The City's location in proximity to these natural assets necessitates strategies for their protection and at the same time creates opportunities to provide open space amenities.

The City has currently identified nearly 3,400 acres of land as Environmentally Sensitive Areas in its Land Use Map (Figure 14). Additional Environmentally Sensitive Areas may be identified in the future.

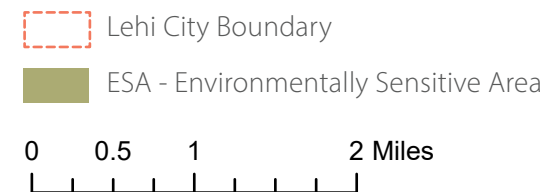


Figure 14. Lehi Environmentally Sensitive Areas, Fregonese Associates 2020.





SCENARIO PLANNING

WHAT IS SCENARIO PLANNING?

We know that Lehi will experience growth in the next 30 years. Scenario planning lets us explore the different ways that the City might accommodate that growth. We can measure how the planning choices we make could impact issues important to the Lehi community, such as affordability, traffic, and economic development. Through scenarios, we can create a range of potential "futures", by experimenting with a variety of factors, such as:

- The types of housing that may be built in new neighborhoods,
- Location of commercial centers,
- Where to focus redevelopment, and
- Where to preserve open space.

The lessons learned from these scenarios, both good and bad, help community members make data-supported decisions about the future of Lehi.

LEHI'S SCENARIO PLANNING

The City considered four different scenarios based on the needs identified by the steering committee and data provided by the consulting staff. The scenarios showed changes in the land uses in areas identified as "areas of change".



Figure 15. Areas of Change, source: Fregonese Associates 2020.

AREAS OF CHANGE

In all four of the scenarios, development and redevelopment is focused in “Areas of Change,” which are commercially zoned areas or underdeveloped residential areas that were identified by the project team and Lehi Planning Commission at the outset of the project (Figure 15). This plan focuses the majority of its recommendations within these areas, leaving the existing single family neighborhoods of Lehi City largely unchanged on the new Land Use Map.



THANKSGIVING POINT

The Thanksgiving Point area of change encompasses the area surrounding the commercial, employment, entertainment, and cultural attractions of Thanksgiving Point, as well as the commercial and employment land to the east of I-15. The Pilgrim’s Landing neighborhood to the north is excluded, as is the Thanksgiving Point Golf Club and other properties surrounding the Jordan River.



TOD AREAS

The Transit Oriented Development, or TOD areas, are within a one-quarter mile radius of the existing FrontRunner station and the planned BRT stations. These areas have been identified as locations appropriate for higher density residential and commercial uses to support existing and future transit lines.



STATE STREET

This area includes the State Street corridor south of Thanksgiving Point to Main Street. A number of businesses and retail shops are located along the State Street corridor. This concentration of commercial development spills over onto Main Street particularly near the I-15 interchange.



MAIN STREET

The Main Street area includes many parcels from the I-15 interchange west to 2300 West, including Lehi's historic downtown corridor, the Lehi City government campus, Rodeo Grounds, and west Main Street.



PIONEER CROSSING

This area includes the many vacant and underutilized parcels along Pioneer Crossing, west of the I-15 interchange. It does not include many established neighborhoods in the area.



NORTH BENCH AREA

This area includes the former IM Flash campus and surrounding land north of Timpanogos Highway on the east side of Lehi. Changes in this area reflect the Micron Area Plan, adopted in 2012.



WEST AGRICULTURAL AREA

This area includes the agricultural and industrial lands west of the Jordan River and south of 2100 North.

SCENARIO ALTERNATIVES

The project team created four potential future scenarios based on community input, interviews, and research. The recommendations within this plan do not mirror any one of these scenarios, but combine aspects of each that provide the desired outcomes for Lehi.

SCENARIO 1 - BUSINESS AS USUAL

This scenario depicts the “business-as-usual” option, in which Lehi grows and develops according to the 2011 Land Use Element. New housing is built primarily on the west and south areas of the City, with commercial and employment concentrated near Thanksgiving Point and the I-15 corridor. This scenario has the smallest amount of multifamily housing. It is the scenario that provides the lowest property tax and sales tax revenue of all the scenarios. Most importantly, this scenario shows that Lehi cannot accommodate its forecasted growth by developing according to existing land use policies within the areas of change.

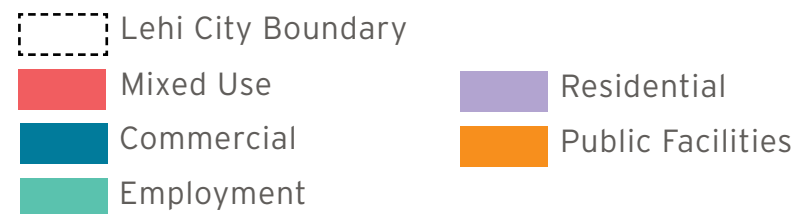
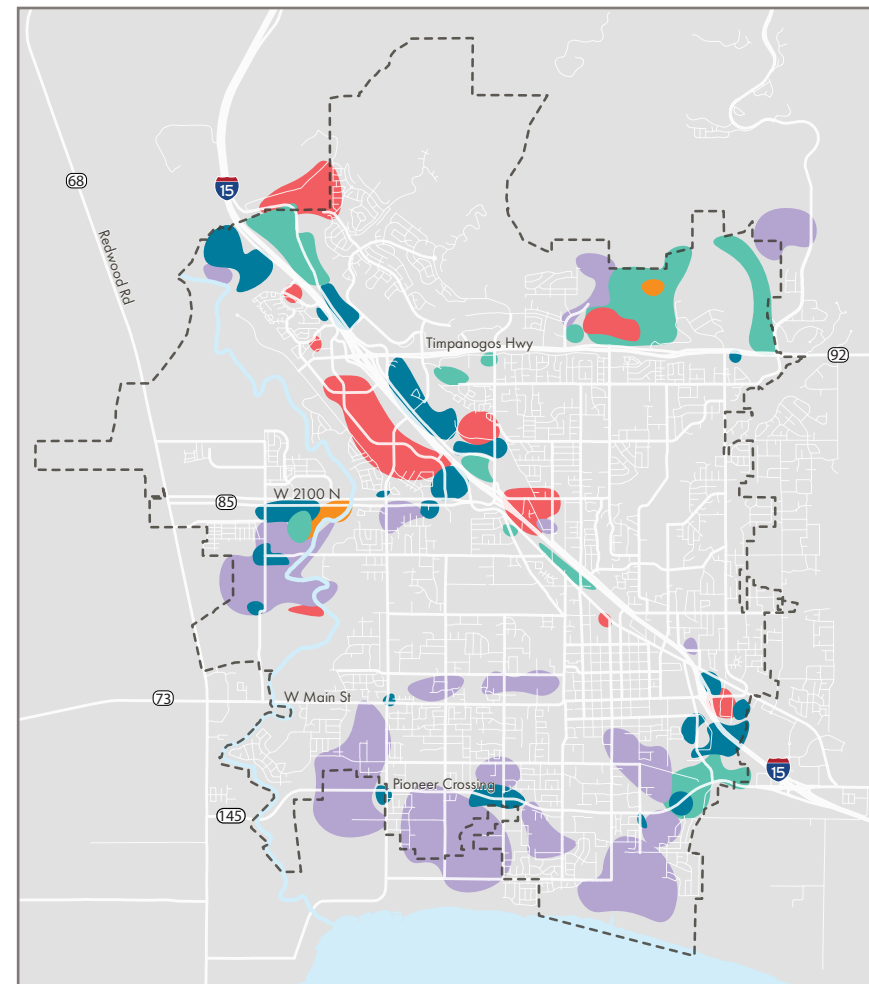


Figure 16. Lehi Scenarios, source: Fregonese Associates 2020.

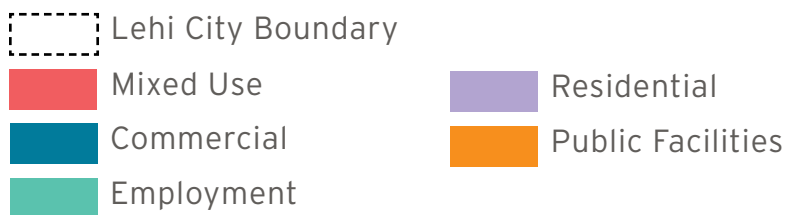
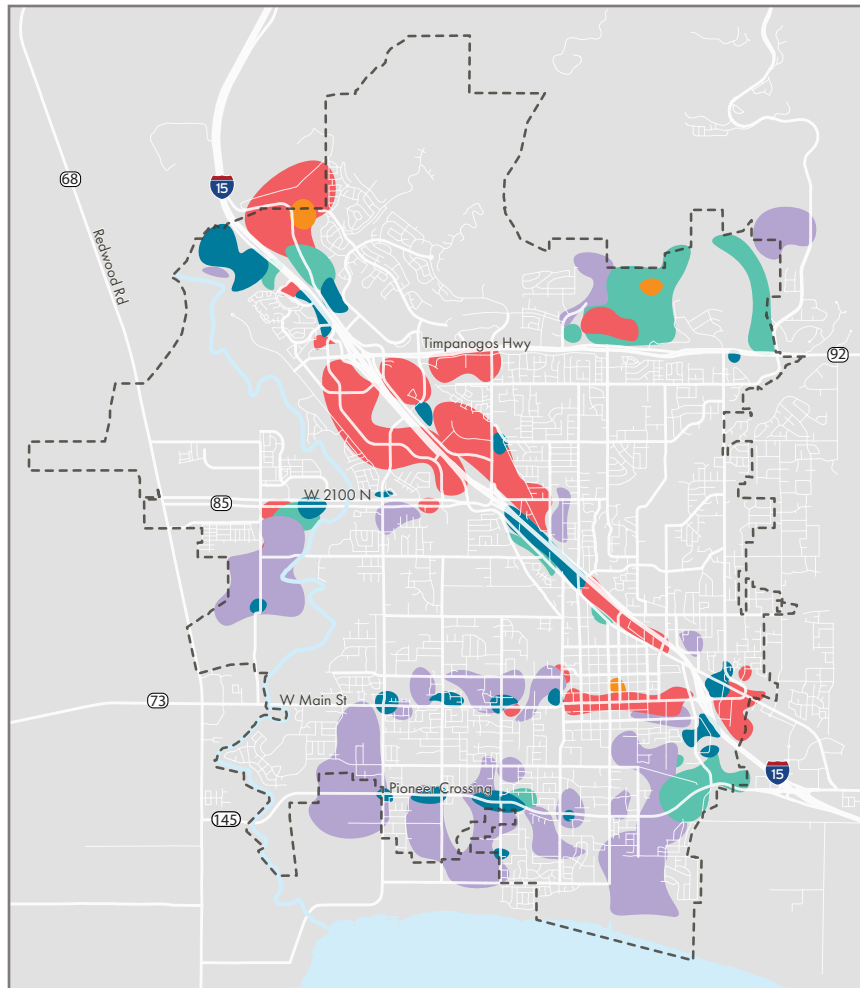


Figure 17. Lehi Scenarios, source: Fregonese Associates 2020.

SCENARIO 2 - TRANSIT-ORIENTED DEVELOPMENT FOCUS

This scenario concentrates new housing and jobs within the current and future transit-oriented development (TOD) areas in Lehi, with largely mixed-use development along the I-15 corridor. This scenario has the highest number of jobs of all four scenarios, and the highest projected sales tax revenue. It has the lowest projected landscaping water use of all four scenarios.

SCENARIO 3 - HOUSING FOR ALL

This scenario focuses on allowing for a wider range of housing types within residential and mixed-use zones through increasing the availability of missing middle housing types. New housing is developed in all Areas of Change, though it is concentrated along the I-15 corridor and around Thanksgiving Point. This scenario has the largest number of projected households. It has the highest amount of multifamily housing. This scenario generates the highest property tax revenue.

What is missing middle housing?

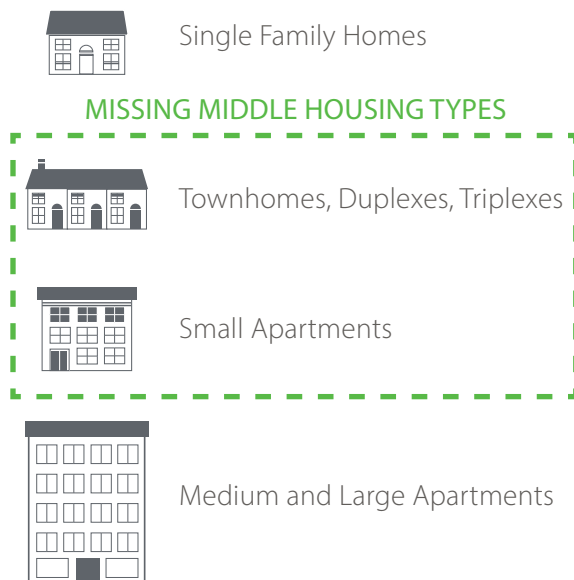


Figure 18. Missing Middle Housing, source: Fregonese Associates 2020.

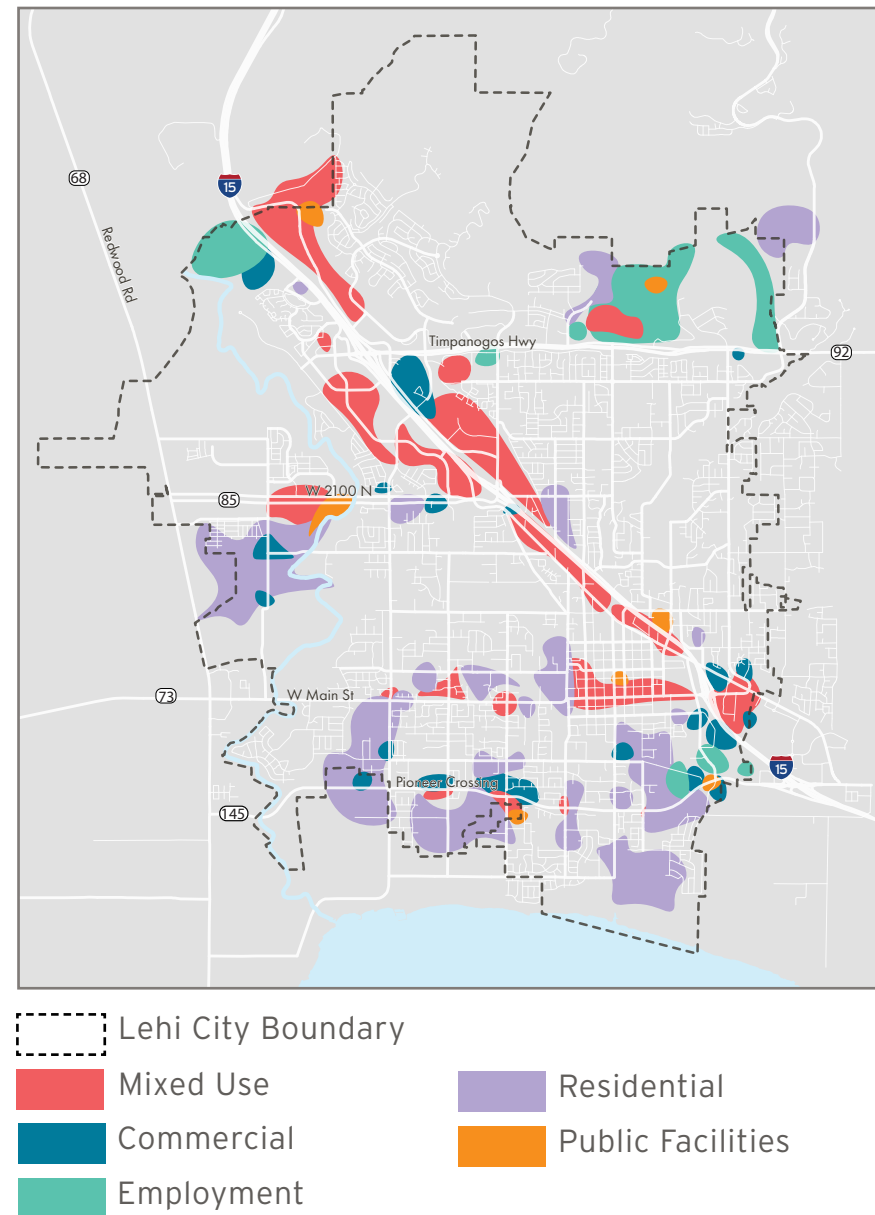


Figure 19. Lehi Scenarios, source: Fregonese Associates 2020.

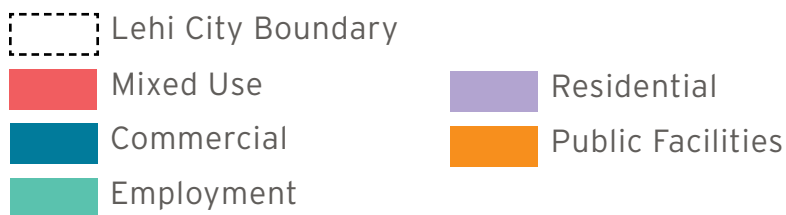
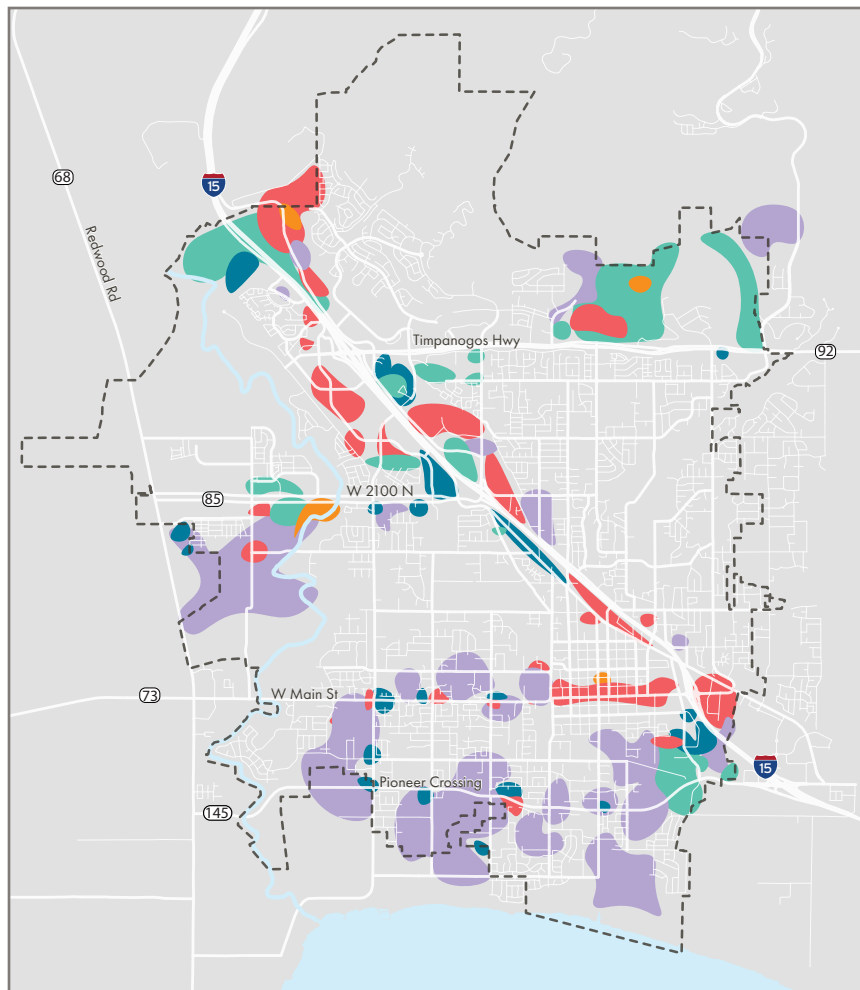


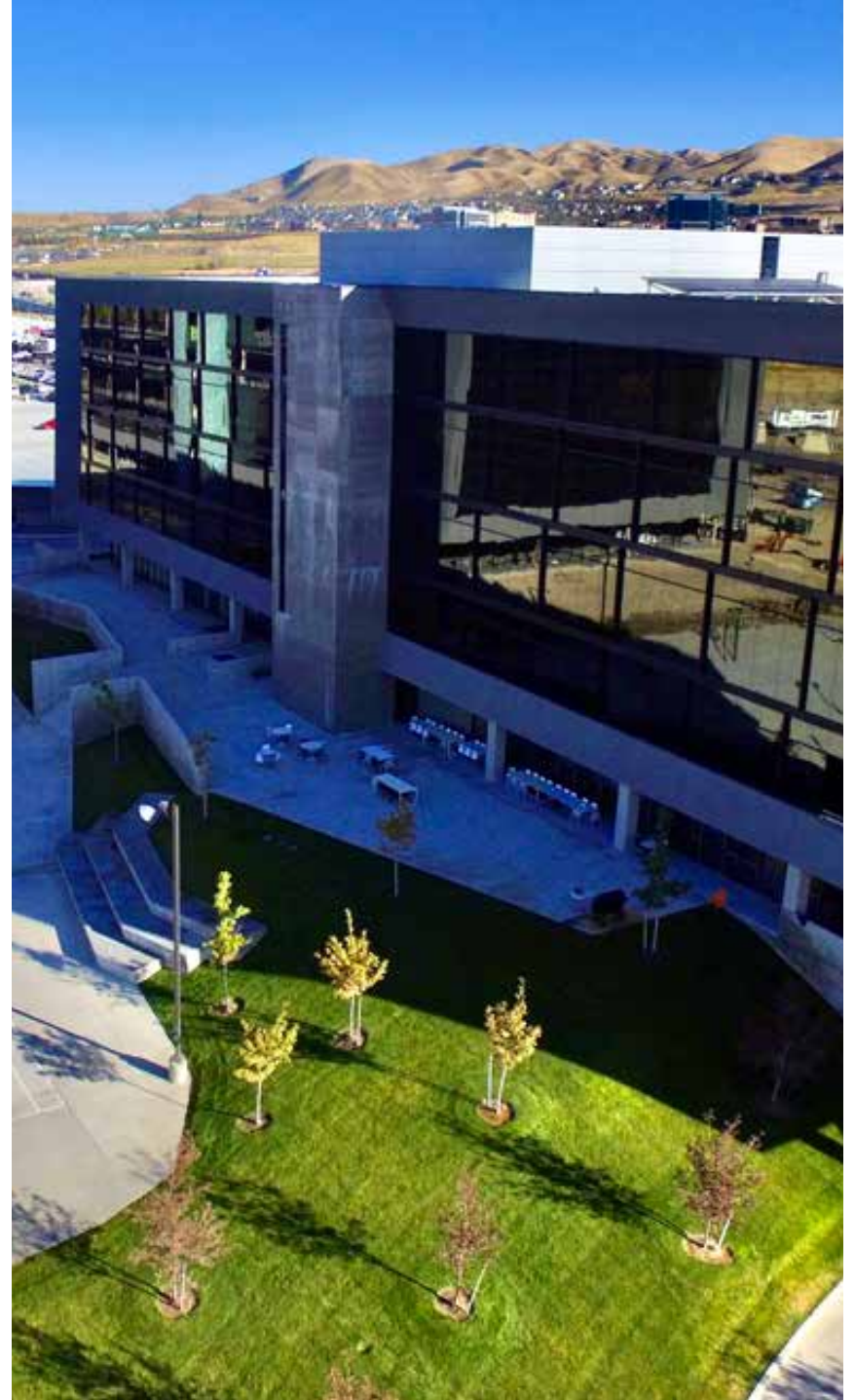
Figure 20. Lehi Scenarios, source: Fregonese Associates 2020.

SCENARIO 4 - HYBRID

This scenario illustrates a balance of new jobs and new housing, including missing middle options, within all Areas of Change. Scenario 4 has more single-family homes than either Scenario 2 or Scenario 3, including large lot, conventional lot, and small lot detached single-family homes. This Scenario has the lowest projected sales tax revenue and higher landscaping water usage than Scenario 2 or Scenario 3.

PREFERRED SCENARIO

The results of the four test scenarios led to the creation of a final, preferred scenario, which resulted in the updated Future Land Use Map. The preferred scenario includes the most successful components of all four scenarios. It includes transit-oriented development surrounding future and existing transit stations; mixed use development at major corridors and urban centers, and a range of housing types in areas of change, while protecting existing neighborhoods.





PUBLIC OUTREACH

The Land Use Element and its recommendations are built upon the Lehi community's vision for the future. Community members were involved at all stages of the planning process through numerous public events and outreach efforts, and their feedback was thoughtfully considered every step of the way. These outreach results were used to inform a scenario planning process, a data-driven type of planning that provides a wealth of information about how the effects of policy choices play out compared to current trends. Community input and scenario results were essential in the creation of the goals, strategies, implementation projects, and future land use map within this plan.

INDIVIDUAL STAKEHOLDER INTERVIEWS

To engage community leaders in the process and to obtain a detailed understanding of current perceptions about Lehi, the project team conducted several individual interviews. Participants included individual business owners, community leaders, and local real estate developers.

VISIONING WORKSHOPS

The results of the visioning efforts informed the creation of scenario alternatives for the future land use plan.

A visioning workshop was held in February 2019. This workshop offered an exciting way for participants to have a "hands-on"

experience in developing the plan, learn about the important trade-offs inherent in planning, and provide valuable insight into solutions supported by the community. The initial workshop process included live polling, a mapping exercise, and a presentation of results and further discussion. There were 82 attendees at the workshop.

An online workshop, including an interactive online comment map and survey, was made available for those who were unable to attend the workshops. The survey received a total of 164 responses and 83 comments were made on the online map.

WHAT WE HEARD

Workshop participants felt that mixed use development around transit hubs and transportation improvements should be the highest priorities for future development in Lehi. They felt that the biggest concerns facing Lehi as the City grows are roads, traffic, and affordability. The top two choices for the type of development Lehi needs more of were transit oriented development and a revitalized downtown (Figure 21). The map exercise mirrored these results, concentrating commercial and housing development along future transit corridors, near the IM Flash campus, and along Pioneer Crossing (Figure 22 and 23).

Online survey results were largely consistent with in person results, though online respondents noted transportation improvements and preservation of open and natural space as their highest priorities for future development.

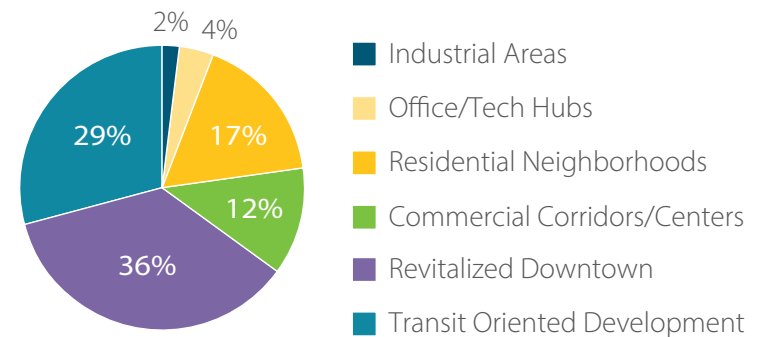


Figure 21. What type of development do we need MORE of? Source, Lehi City Online Land Use Survey, April 2019.

*Full survey results can be found in the Appendix

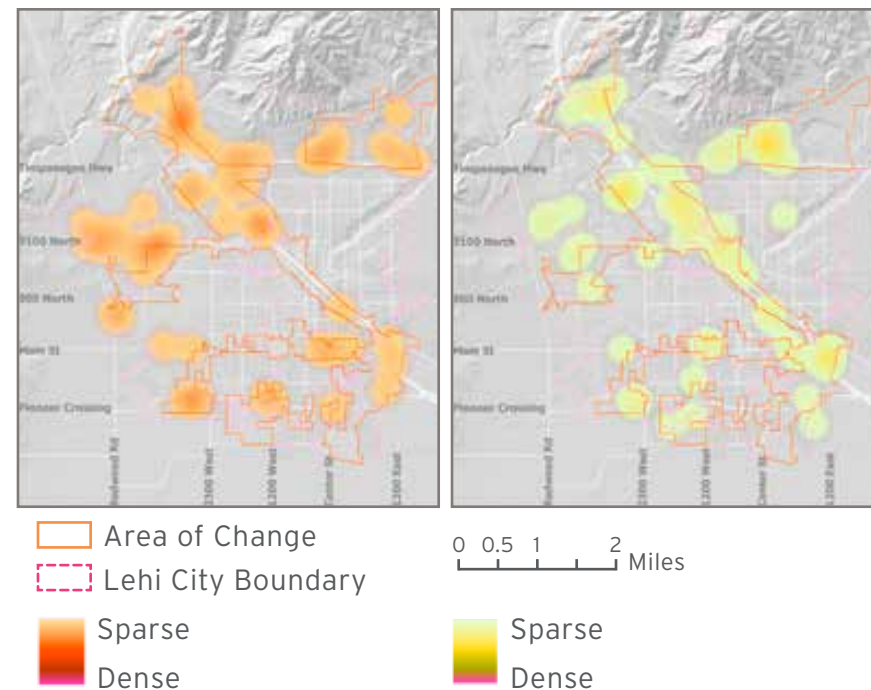


Figure 22. Commercial Heat Map

Figure 23. Housing Heat Map



Figure 24. How do you think we should accommodate future growth? Source, Lehi City Online Land Use Survey, April 2019.

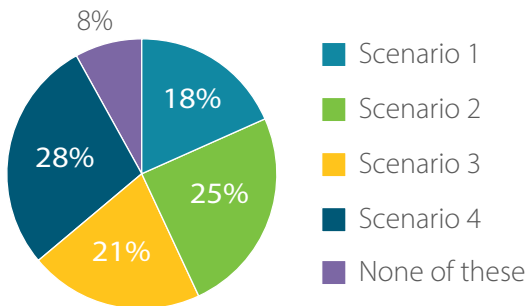


Figure 25. Which of these scenarios, as a whole, best fits with your vision for Lehi's future? Source, Lehi City Online Scenario Survey, November 2019.

SCENARIO OPEN HOUSE

In October 2019, an online open house was held to present the four alternative scenarios developed by the project team. Lesson learned from the scenarios, including key themes and development impacts, were shared via the project website. Participants were invited to share their feedback through an online survey. There were 248 responses to the survey. The survey was distributed via the project email newsletter, on the project website, on the Lehi City website, and on Lehi City social media.

Feedback received during this open house was used to shape the preferred scenario, which ultimately became the Lehi City Future Land Use Map.

WHAT WE HEARD

Survey participants were asked to rank what they liked most and least about each of the four scenarios. For Scenario 1, the concentration of jobs along I-15 was viewed most favorably, while not accommodating the future growth projection was viewed least favorably. For Scenario 2, a concentration of households and jobs in TOD areas was viewed most favorably, while the highest property tax revenue was viewed least favorably. For Scenario 3, a wider range of housing types was viewed most favorably, while the greatest amount of multifamily housing was viewed least favorably. For Scenario 4, a larger number of single-family homes than Scenarios 2 and 3 was viewed most favorably, while the higher landscaping water usage than Scenarios 2 and 3 was viewed least favorably. When asked to choose which Scenario best fit their overall vision, 28% of respondents chose Scenario 4, with Scenario 2 being closely behind with 25% feeling that it was the best fit.

INITIAL WEBSITE AND ONLINE ENGAGEMENT

The Land Use Element website (www.lehifuturelanduse.com) created a continuous community presence. It was used to engage and inform community members, provide information about upcoming events, and as a means of public feedback through surveys and email contact. Plan information was also shared via Lehi City's social media sites, as well as through regular emails to an e-newsletter subscriber list.

PLANNING COMMISSION AND CITY COUNCIL WORK SESSION

The project team presented the draft Future Land Use Map and Plan Goals and Strategies to Lehi City Planning Commission and City Council in February 2020. During their work session, Planning Commissioners and City Councilors were able to provide their feedback directly on the planning work that had been completed to date, ensuring that it was in line with the vision of the residents of Lehi.

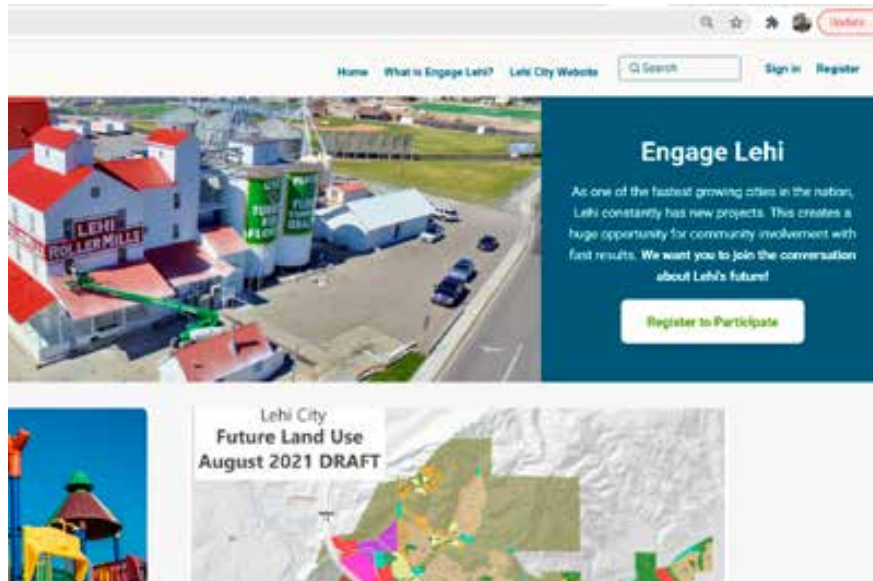
DRAFT PLAN WEBINAR

In June 2020, the project team presented the Draft Lehi General Plan Land Use Element via a webinar. The team spoke about the planning process, the big ideas behind the plan, and how the plan's strategies addressed the issues facing Lehi. Participants were able to ask questions of the project team, and the webinar and plan were shared to the project website.





Final Public Open House, source: Lehi Free Press, September 7, 2021, <https://lehiexpress.com/>



ENGINEERING ANALYSIS

The City Council directed the Lehi Engineering Department to analyze utility and road capacities according to the current capital facilities and transportation master plans. Based upon this review, density limits were recommended for the draft plan. This impacted the preferred scenario map and reduced the amount of housing shown citywide. A Maximum Densities Map was created to accompany the Land Use Map and provide guidelines for the Mixed-Use and Transit-Oriented Development designations.

ENGAGE LEHI ONLINE FEEDBACK

The City launched a new engagement website in January 2021 called Engage Lehi. The final draft plan and map were posted as a project on the site allowing people to view and comment over a two month period. Over 800 people viewed the final draft.

FINAL PUBLIC OPEN HOUSE

The City held a final public open house on August 31, 2021. Residents were invited to come and ask questions about the plan and the process that was undergone to prepare the map for final approval by the City Council. Several members of the City Council and Planning Commissions were also in attendance.



LAND USE CLASSIFICATIONS

DEFINITIONS OF CLASSIFICATIONS

The following definitions explain the Land Use Map classifications. This Chapter lists newly introduced and revised designations in this Plan update, as well as classifications that were carried over from the previous Plan.

TRANSIT ORIENTED DEVELOPMENT (TOD)

The Transit Oriented Development (TOD) areas will utilize existing FrontRunner infrastructure and planned bus rapid transit (BRT) infrastructure for denser development around the proposed and existing stops. This classification will allow for higher density development and a mix of uses that will encourage more active transportation with reduced automobile dependence. These uses will include retail, restaurant, employment, residential, hospitality, entertainment, and other compatible uses.



MIXED USE (MU)

The Mixed Use (MU) classification combines a number of land uses within a specific geographic area. These uses may include higher density residential and may also serve as destinations or corridors of activity. They may build on the existing fabric, such as along State Street or Main Street, or may occur as new nodes of activity.

This classification may contain a mix of uses including office, higher education, high-density housing, specialty retail, restaurants, public facilities, sporting venues, and cultural spaces. Maintaining a substantial residential population within these areas is critical to their long-term success. Ensuring that the area is populated in the evenings and on weekends will support a lively, active, and vibrant center.



NEIGHBORHOOD COMMERCIAL (NC)

The Neighborhood Commercial (NC) classification is to allow for smaller-scale retail and service-oriented businesses and can provide basic goods and services to residential areas. Developments within this zone should be designed for a sensitive transition between commercial and residential uses.



COMMERCIAL (C)

The Commercial (C) land use classification is to provide controlled and compatible locations for retail, office, business, and other commercial activities. The classification is intended to enhance employment opportunities, encourage the efficient use of land, enhance property values and the City tax base, and ensure high quality design and function of commercial areas. The Commercial classification may typically include retail sales and services, offices and institutional uses.





HEAVY COMMERCIAL (C-H)

The Heavy Commercial (C-H) classification is intended to provide appropriate locations for warehousing, auto and truck services, and light manufacturing that do not impact existing and planned residential areas. Typical uses include office/warehouse, light manufacturing, auto and truck service and repair, distribution centers, and some retail/office.



LIGHT INDUSTRIAL (LI)

The Light Industrial (LI) classification identifies and provides locations for light industrial uses that produce no appreciable impact on adjacent properties and seek a clean and attractive industrial setting. Uses allowed in the LI classification may include automobile and truck rental, auto and truck repair, furniture manufacture and repair, tire distribution and retail sales, upholstery shops, industrial assembly, freight terminal, warehousing, moving and storage, and light manufacturing activity.



TECHNICAL MANUFACTURING (TECH)

The Technical Manufacturing (TECH) land classification provides for and encourages the development of well-planned and designed technological and manufacturing parks. These areas are characterized by uses such as research, development, manufacturing, fabrication, processing, storage, warehousing and wholesale distribution. These areas are located in proximity to adequate transportation facilities and infrastructure.



PUBLIC FACILITIES (PUB)

The Public Facilities (PUB) classification includes uses such as schools, places of worship, government facilities, recreation centers, parks, police and fire stations, libraries, and public utilities.

HIGH DENSITY RESIDENTIAL (HDR)

The High Density Residential (HDR) classification provides opportunities for the development of higher density residential uses, including single family detached and attached residential units, apartments, condominiums, townhouses, and the missing middle housing types such as duplexes, triplexes, fourplexes, and cottages, with an overall density not to exceed 12 dwelling units per acre.

MEDIUM DENSITY RESIDENTIAL (MDR)

The Medium Density Residential (MDR) classification is used to identify and encourage the development of a variety of moderate density housing types, including single family dwellings, two-family dwellings, and townhomes, with an overall density not to exceed 6 dwelling units per acre.

LOW DENSITY RESIDENTIAL (LDR)

The Low Density Residential (LDR) classification provides for predominantly single family residential areas and single family dwelling units with an overall neighborhood density not to exceed 4 units per acre.





VERY LOW DENSITY RESIDENTIAL (VLDR)

The purpose of the Very Low Density Residential (VLDR) classification is to provide for large-lot single-family residential areas and/or hobby farm developments. The overall neighborhood density is not to exceed 2.5 units per acre.



VERY LOW DENSITY RESIDENTIAL AGRICULTURAL (VLDRA)

The purpose of the Very Low Density Residential/Agricultural (VLDRA) classification is to provide for single-family residential areas within a rural setting, with an overall neighborhood density not to exceed 1.75 units per acre. Much of the area designated as VLDRA is located where small-scale farming, hobby farming, or other agricultural uses are present. Where new development is allowed adjacent to existing agricultural areas, the new development must be sensitive to the existing uses. Larger lot sizes and lower density zones that allow for animal rights will be encouraged where adjacent to such agricultural areas. In particular, provision should be made for hobby farms, ranchettes, or equestrian-related developments where the development is to be located adjacent to similar existing uses.

The VLDRA designation is also intended to encourage creativity and flexibility of planning and design through the use of Planned Residential Design projects and Planned Unit Developments, where clustering and open space, with a variety of lot sizes and a range of housing choices can be accomplished while still maintaining a base density of 1.75 units per acre. Although new development in VLDRA areas is allowed, the existing agricultural uses will be encouraged to remain. Growth should be directed in an orderly manner, growing outward from existing developed areas where public facilities are available.

ENVIRONMENTALLY SENSITIVE AREA (ESA)

The Environmentally Sensitive Area (ESA) classification is intended to protect sensitive lands that are either prone to natural hazards such as flooding and slope failure or are otherwise unsuitable for development due to ecological constraints. The ESA designation includes areas within the 100-year flood plains of the Jordan River and Dry Creek, areas below the high-water elevation of Utah Lake, and areas with slopes exceeding 30%.

Due to the characteristics of these Environmentally Sensitive Areas, development is limited. Where development is allowed in areas adjacent to an ESA, it should be approached with care to ensure there is no long-term loss of property or human life. Special consideration should be given to development along the Dry Creek corridor, due to flood hazards as well as the steep slopes along the creek ravine from Center Street to the Lehi/Highland boarder. New vehicular crossings of the creek should be limited. New cuts and fills for roads and building pads along the slopes of the ravine are highly discouraged. PRDs and PUDs will be encouraged to allow clustering of units on the least sensitive areas. The applicable Zoning District classification for areas identified as Environmentally Sensitive Area is A-5. At the discretion of the City, lot lines may extend into ESA's.

PARKS/OPEN SPACE (OS)

The Parks/Open Space (OS) classification is intended to create diverse and well-connected park and open space amenities which may include playgrounds, pocket parks, recreation facilities, plazas, trails, and natural areas.





LAND USE GOALS

VISION STATEMENT

Lehi City, the center of Utah's future, is a vibrant community of rich history, and family-oriented neighborhoods, with an emerging technical and business center. With its continuing preservation of a small town feel and sense of community, Lehi City welcomes new residents and businesses.



ENVIRONMENT

Create a built environment that pays special attention to the natural environment and its limited resources, natural hazards, and unique geography.



COORDINATION AND SUSTAINABILITY

Strive for development that meets the needs of the present without compromising the ability of future generations to meet their own needs.



PLACEMAKING

Create public and private spaces that provide a unique sense of place.



PARKS AND RECREATION

Provide a diverse and connected system of parks, trails, and recreational facilities that provide all residents access to a wide range of recreational opportunities.



PARKING

Provide an adequate amount of parking for business vitality, while limiting excess parking and providing alternatives to traditional parking minimum requirements.



HEALTH AND SAFETY

Promote the health and safety of residents through land uses and streetscapes that encourage physical activity, natural surveillance, and traffic calming.



STRONG COMMUNITIES

Establish strong communities where residents have opportunities for meaningful social connections and support systems



COMMUNITY SERVICES AND INFRASTRUCTURE

Provide community services and infrastructure that adequately supports the growth of the City and region



MIXED USE DEVELOPMENT

Create walkable and vibrant districts with a complimentary mix of land uses and densities in the historic downtown, urban center, transit oriented development areas, and other areas of concentrated density.



COMMERCIAL DEVELOPMENT

Provide for a wider range of commercial uses, including local and regional scale development, and pedestrian accessibility to commercial uses.



RESIDENTIAL DEVELOPMENT

Accommodate a range of housing and neighborhood types suitable for a variety of lifestyles, ages, affordability levels, and design options.



TRANSIT ORIENTED DEVELOPMENT

Create livable urban neighborhoods around existing and planned high-capacity transit stations with first-last mile connections to employment, housing, and commercial uses.



HISTORIC DOWNTOWN

Develop the historic Main Street area and surrounding historic neighborhood into a walkable mixed-use civic center that prioritizes the preservation of significant historic elements



PUBLIC INVOLVEMENT AND PARTICIPATION

Inform, educate, and involve the community in the planning process to guide the City in a manner consistent with the needs and desires of its citizens.



NEIGHBORHOOD CENTERS

Create places with varying housing types that are built around a neighborhood-scale mixed use center and connected with greenways and open spaces.



URBAN CENTER

















Create a regional urban center along the I-15 corridor between 2100 North and the Timpanogos Highway that facilitates business and economic growth while creating an urban neighborhood that provides opportunities for alternative modes of transportation.

FUTURE LAND USE MAP

This map represents the desired future land use types in Lehi, based on public outreach, existing conditions research, and scenario planning. More information about each land use classification can be found in the following chapter.

 Lehi City Boundary

Future Land Use

-  TOD
-  Mixed Use
-  Commercial
-  Heavy Commercial
-  Neighborhood Commercial
-  Light Industrial
-  Technical/Manufacturing
-  Public Facilities
-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Very Low Density Residential
-  Very Low Density Residential Agriculture
-  Environmentally Sensitive Area
-  Parks/Open Space
-  Mixed Use Village Overlay

**1 - The Traverse Mountain Area Plan designates this area as Highway Commercial, but also serves as a receiving zone to transfer residential units from other districts as specified in the plan.*

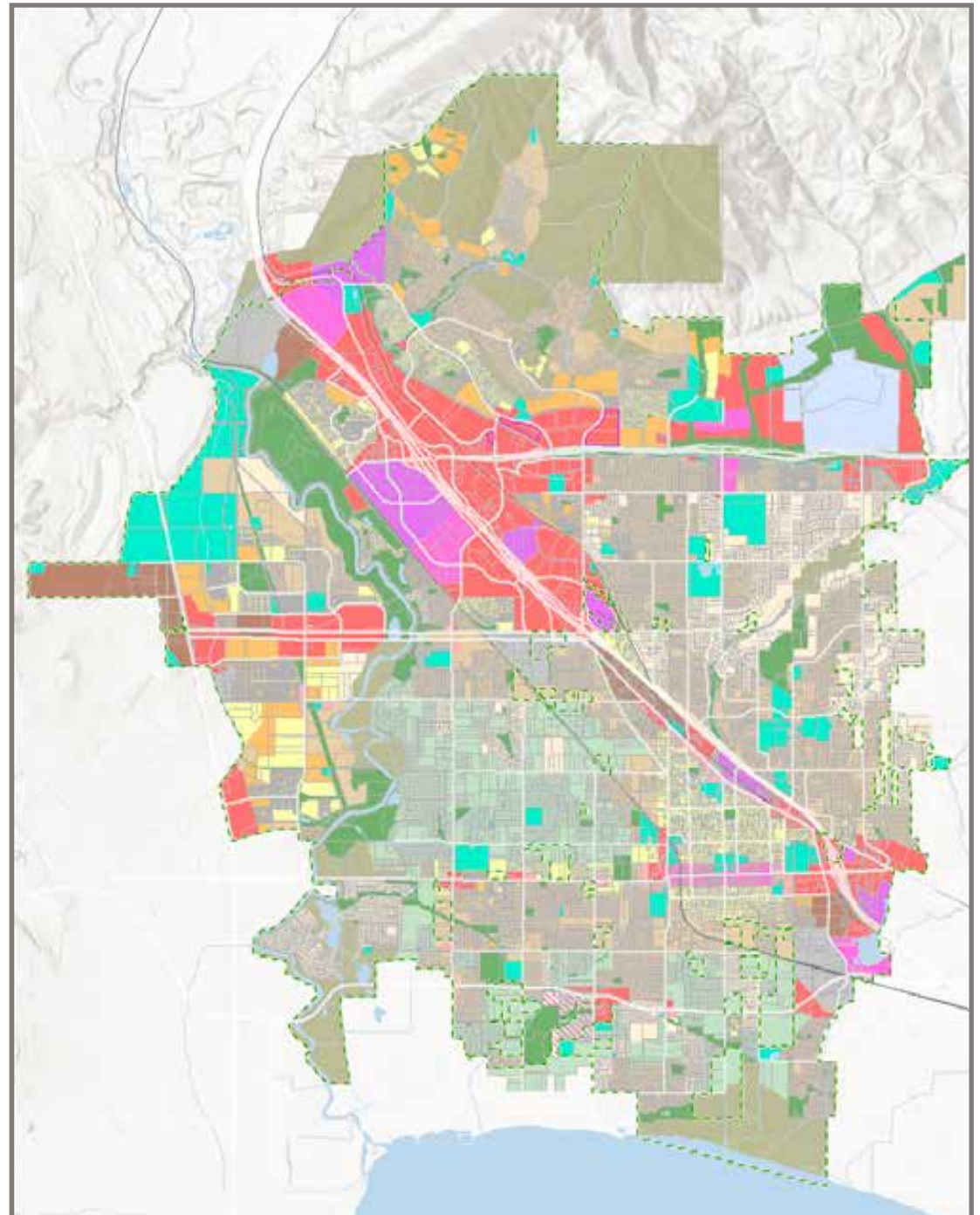




Figure 26. Lehi Future Land Use, Fregonese Associates and Lehi City 2022.

MAXIMUM DENSITIES MAP

This map represents the maximum allowable densities for sites within the Mixed-Use and Transit-Oriented Development areas. These densities were determined by the Lehi Engineering Department at the instruction of the City Council.

-  Lehi City Boundary
-  Density Boudnaries

NOTES:

1. ERU totals shown are not a guarantee of achievable density.
2. Utilities and infrastructure may need to be upgraded to allow the listed ERU number. Engineering studies will be required to determine maximum allowable ERUs and/or upgrades required for specific areas.
3. The ERU total shown on this page does not supersede any development code requirements. All development code requirements must be met.

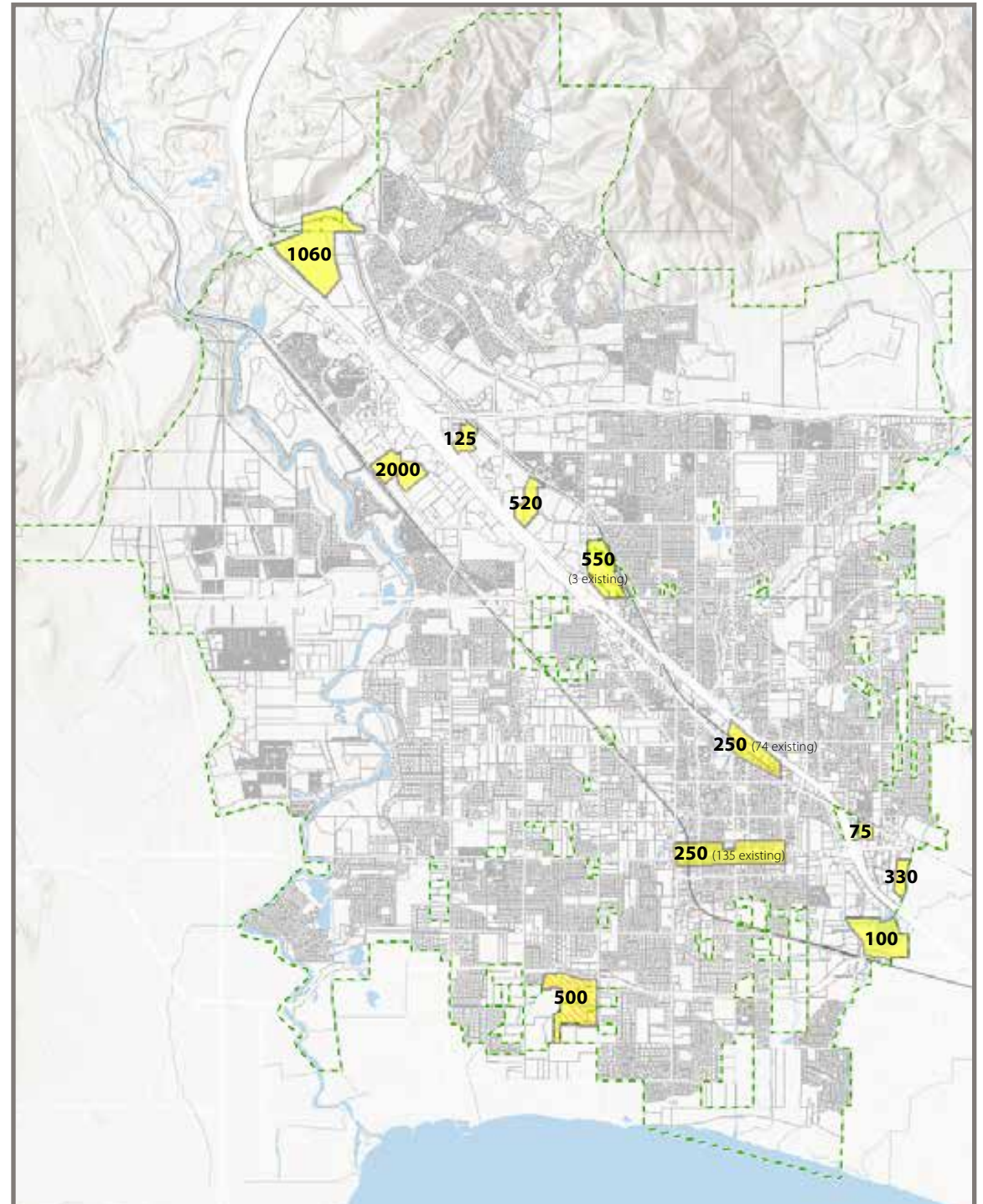


Figure 27. Lehi Maximum Densities Map, Lehi City, 2021.





LAND USE STRATEGIES

These land use goals and strategies set out the policies and actions needed to achieve the community's vision for Lehi. These recommendations reflect the extensive input provided by residents and stakeholders throughout the planning process. This Land Use Element, in coordination with other elements of the Lehi General Plan, act as a guide for development, capital improvement, and policy decisions made by Lehi City.

This chapter focuses on the tools available to achieve the vision specifically through land use planning and future urban design decisions. These elements determine how the community can choose to accommodate expected growth while identifying needs for expanded housing choices, ongoing economic development, increased transportation options, sustainable infrastructure investments, historic preservation, accessible recreation opportunities, and protections for sensitive natural areas. The land use goals are as follows:

ENVIRONMENT

COORDINATION AND
SUSTAINABILITY

PLACEMAKING

PARKS AND RECREATION

PARKING

HEALTH AND SAFETY

STRONG COMMUNITIES

COMMUNITY SERVICES AND
INFRASTRUCTURE

MIXED USE DEVELOPMENT

COMMERCIAL DEVELOPMENT

RESIDENTIAL DEVELOPMENT

TRANSIT ORIENTED
DEVELOPMENT

NEIGHBORHOOD CENTERS

HISTORIC DOWNTOWN

URBAN CENTER

PUBLIC INVOLVEMENT AND
PARTICIPATION

7



ENVIRONMENT

Create a built environment that pays special attention to the natural environment and its limited resources, natural hazards, and unique geography.

Environmental issues are an important factor in Lehi's land use decisions. Natural areas provide habitat and resources, stimulate the local economy, and benefit public health. Valuable wetlands, natural areas, and farmlands occur in and around the city. The Jordan River and Dry Creek run through Lehi, feeding into Utah Lake at the southern end of the city. To the northeast, foothills and natural areas give way to the Wasatch Mountains.

Environmentally Sensitive Areas are designated in Lehi's land use map to protect and preserve highly valuable land. Additional strategies to balance competing environmental and development interests include:

Strategy 1 Locate lowest-density or lowest-intensity land use designations adjacent to environmentally sensitive areas.

In addition to being unsafe and inappropriate for most development, environmentally sensitive areas, such as floodplains and wetlands, are often an important ecological resource that provides a high-quality habitat for native species. Protecting and conserving these environmentally sensitive areas may be more difficult if the area is surrounded by incompatible land uses. For instance, high-traffic roadways or developments with light pollution from homes and businesses may reduce the area's habitat quality.





Figure 28. Cluster Development, Fregonese Associates 2020



Pervious pavement in Lehi, Utah

Strategy 2 Promote the use of conservation-oriented project designs with required open space to preserve environmentally sensitive areas.

Cluster development including Planned Communities, Planned Unit Developments, Planned Residential Developments, and other development types can be used to further conservation efforts. By clustering units in land considered appropriate for development, existing natural areas and open spaces can be preserved. These spaces may then be placed under a conservation easement to prevent future subdivision or construction. Density bonuses may be used to incentivise cluster development.

Strategy 3 Recommend the use of Low-Impact Development (LID) techniques for new development to reduce impervious surfaces.

Runoff from rainfall picks up harmful pollutants as it drains into creeks and streams. Low-Impact Development (LID) captures rainwater on-site and filters it using plants, gravel, or other methods. This reduces the volume of water draining into nearby water bodies and improves the quality of the rivers, streams, and lakes. Common LID techniques include raingardens, permeable pavers, and stormwater planters. To maximize the benefits of LID, techniques need to be scaled depending on the degree of impermeable surfaces. Development incentives, best management installation subsidies, grants, and recognition programs may be used to promote the use of LID.



Strategy 4 Encourage proposed developments to incorporate natural features and avoid sensitive environmental resources.

Rather than altering the landscape through methods such as fill, tree and brush clearing, or wetland mitigation, proposed developments should be encouraged to incorporate natural features already existing on site (such as wetlands, water bodies, mature trees, hillsides, wildlife habitats, etc.) into proposed development. These natural features can be incorporated in such a way that they are included as an amenity in the development, rather than a barrier to construction. Developers should avoid sensitive environmental resources, including wetlands and steep slopes.

Strategy 5 Require proposed developments to connect with existing and planned recreational opportunities.

By connecting to existing trails, parks, and open spaces, Lehi's network will continue to expand, better serving the community and the region. In addition to public health benefits, recreational spaces stimulate the local economy, foster social connections, and promote environmental stewardship.





Strategy 6 Encourage the preservation of privately-owned and City-owned environmentally sensitive areas using restrictive conservation easements.

Restrictive conservation easements are used to permanently protect land that is especially sensitive. These easements are voluntary contracts used to preserve resources and restrict activities such as disturbing the land through development. If the land is sold, the conservation easement remains in place and the new owner must abide by the initial restrictions.

Restrictive conservation easements can be used to protect both public and private land. City-owned areas suitable for restrictive conservation easements include, but are not limited to, Traverse Mountain, the shore of Utah Lake, and the Jordan River Protection Overlay Zone. Private landowners may use restrictive conservation easements to protect scenic views, habitat, or riparian areas. The landowner negotiates the appropriate use restrictions in the easement, retains the right to sell the land, and may receive federal tax incentives for donating the land.

Strategy 7 Use development site location and design to reduce natural and human-caused hazard risks to property and individuals.

New developments may be susceptible to a variety of hazards including flood, fire, earthquake, and landslide. While development is limited in environmentally sensitive areas prone to hazards, developments with any level of hazard risk can prepare

for and mitigate risks. Developers should assess the hazard risks for the proposed development and use design and site location to reduce any identified risks.

Strategy 8 Use information about wildland-urban interface areas or other unmitigable hazardous areas (landslides, debris flows, earthquake, etc.) to guide the locations and densities of future developments.

Wildland-urban interface areas are characterized by the presence of houses in or near wildland vegetation that are at risk to wildfire. The Lehi Municipal Code requires houses in these areas to have sprinkler systems. To further reduce the risk to wildfire or other hazards, Lehi City should regulate the location and density of development in designated wildland-urban interface areas or in other unmitigable hazardous areas.



2020 Traverse Mountain Fire, source: Lehi Free Press, June 30, 2020, <https://lehifreepress.com/>



Strategy 9 Development, to the maximum extent practicable, should conform to the natural topography to limit grading, incorporate and not significantly alter the dominant physical characteristics of a site, and retain stormwater on site.

Using grading to alter a site's natural topography can alter the stability of the site, increase the potential for erosion, and negatively impact the views of surrounding sites. As part of site or subdivision approval, proposed developments should reduce the need for grading by embracing natural topography and locating units in areas that require minimal disturbance.

Natural drainage patterns are often disrupted or eliminated by new development. When impervious surfaces are increased and runoff is not captured onsite, water is channeled into culverts or gutters that may become blocked with debris and overflow. When natural drainage patterns are maintained or water is captured onsite, the impacts of flooding and impacts on existing drainage infrastructure are reduced.

Strategy 10 Document and periodically review areas subject to flooding and verify that they are accurately mapped.

In addition to FEMA Flood Insurance Rate Maps, periodically reviewing areas subject to flooding throughout the city will enhance local knowledge of Lehi's flood risks. By better understanding existing conditions, the City will be more prepared and better equipped to respond to flood events and regulate the appropriate types and intensity of development in these areas.





COORDINATION AND SUSTAINABILITY

Coordinate development efforts to meet the needs of the present without compromising the ability of future generations to meet their own needs.

In Lehi, sustainability is a balancing act involving all elements of the General Plan. As Lehi grows and development, it is imperative that land use decisions continue to reflect the community's vision for a sustainable future. By increasing data sharing, public involvement opportunities, and sustainability metrics, Lehi will continue to integrate sustainability into the Land Use Element.



City Council and Planning Commission Work Session, source: Lehi Free Press, February 5, 2020, <https://lehifreepress.com/>

Strategy 1 Review the General Plan Land Use Element's residential and commercial capacities every five years to ensure consistency with community values.

Flexible land use planning allows cities to respond quickly to updated job and housing forecasts. Reviewing the Land Use Element every five years will help the City better understand if community needs are being met. This flexibility will improve communication between land use and infrastructure plans and allow the City to take advantage of changing economic conditions and technologies.



Strategy 2 Coordinate development of capital facilities with the Land Use Element to support existing and new development.

Lehi can better plan for growth and development by coordinating capital facility development with land use planning. By aligning these processes with community values and the Future Land Use Map, sustainable growth is possible. Coordination ensures that, as Lehi plans for new developments, there will be adequate capital facilities in place to serve future populations.

Strategy 3 Require new development to provide public services and facilities that meet the demands created by the development.

Development is more sustainable when adequate public services and facilities are available, reducing impacts on existing infrastructure that may not have the capacity to support increased demand. Developers should fund construction for public services and facilities that meet any new demand created by their project or contribute equitable fees. The City may consider sharing costs for a new development when there is a clear and tangible benefit to the City, the plan promotes good land use planning, and the plan supports the goals in the Land Use Element. The City should seek opportunities to upsize current or proposed infrastructure to provide future development opportunities.





Strategy 4 Acknowledge, participate in, and contribute to regional planning processes to better understand how Lehi City's actions impact regional sustainability.

By considering Lehi's role in regional sustainability, the City can better understand the regional implications of local land use decisions. Taking part in regional conversations about sustainability and learning from other cities may lead to future partnerships and initiatives to improve local and regional livability.



Strategy 5 Develop metrics to measure the long-term sustainability impacts of development.

Land use patterns influence air and habitat quality, economic vitality, and affordable housing. Selecting a set of metrics to measure sustainability over time can provide Lehi with a better picture of development impacts. These metrics may include air, water, energy, employment, housing, and fiscal indicators. By measuring indicators over time, Lehi may be able to reduce development impacts through efficient land use planning and appropriate regulation.

Strategy 6 Provide educational materials on the City Website regarding the impact of land use on air quality and non-renewable natural resources.

Providing accessible educational materials helps the public better understand the connection between land use and sustainability. The more engaged the public is with land use issues, the more the City can reflect their vision and desires in future projects. Providing more transparent information may also improve the public's ability to communicate needs and expectations for sustainability and land use planning.



PLACEMAKING

Create public and private spaces that provide a unique sense of place.

Placemaking is a term that describes the provision/creation of open spaces like parks, plazas, squares, streets, and landscaping for the enjoyment and pleasure of people. Contributors to a sense of place include public art, gathering spaces that promote social interaction, memorable architecture, human-prioritized infrastructure, wayfinding signage, and other features that support Lehi's desired character.

Strategy 1 Create good "Urban Form" through appropriate design standards that define the character of the unique places in the City.

Urban form embraces the entire physical fabric of a city—the buildings, the open space between them, and a wide range of multi-modal connections. These connectors hold the pieces of fabric together and give it coherence.

Good urban form can be accomplished through many means, including the following:

- Matching or creating the context of an area through building height, scale, and development intensity based on whether it is an area of preservation or an area with a defined vision.
- Building on structural elements that define the City physically, such as natural features, transportation corridors, open space, public facilities, as well as activity centers and focal elements.
- Orienting buildings to relate to one another, the street, and open spaces. Buildings should engage these elements to create visibility, activation, and make the building the focus of a site, rather than orienting parking lots or storage areas towards areas of visibility and activity.



- Architectural design standards that differ with the differing characteristics of the City. Architecture should correspond with the defined vision of the City as well as the natural features in the area.

New development in unique areas of Lehi, such as the Historic Downtown area and Thanksgiving Point, is required to be designed in a way that contributes to the existing character of these areas. Lehi's existing design standards should be reviewed to ensure that they are efficiently providing the desired design outcomes for development in these areas.



Strategy 2 Ensure that different uses are integrated in a way to transition with existing residential neighborhoods.

Impacts on existing residential neighborhoods should be minimized to the greatest extent practicable. One way to help reduce these impacts is by requiring a transition from less intense uses to slightly more intense uses. For example, existing neighborhoods can be transitioned to a slightly more intense use, such as townhomes or neighborhood-scale commercial, which can transition to more intense uses including mixed use or transit oriented developments. Another approach to minimizing impacts is to create a physical buffer between uses, through such means as landscaped buffers or screening.



Figure 29. Low Density to High Density Housing Transition, source: Fregonese Associates 2020.



Strategy 3 Create a system of well-designed, way-finding signage to provide information and directions for motorists, bicyclists, and pedestrians to key destinations in Lehi such as civic centers, museums, educational institutions, medical facilities, and transit stations.

Wayfinding signage helps visitors to a city know where they are, where they want to go next, and the best way to get there. A wayfinding system not only provides directions from point A to point B, but also provides an opportunity for community storytelling and placemaking.

Good wayfinding increases awareness of the many points of interest in Lehi, including cultural attractions, historic landmarks, parks, and dining and shopping destinations. They may also offer directions to nearby transit stations, bike facilities, highways, and other important connections.

Well-designed wayfinding can help create a cohesive sense of place for the city, and further promotes the Lehi City “brand.” The City may wish to develop a style guide for wayfinding, including colors, fonts, and logos. Wayfinding signage may be designed for use by drivers, bicyclists, and pedestrians.





Strategy 4 Use public art to reinforce Lehi's identity, blending culture, people, neighborhoods, and ideas to create a memorable urban landscape that respects the past and creates a legacy for the future.

Public art enriches the urban environment providing visually rich destinations, meeting points, and a unique identity to the City. Public art can take on a variety of forms, from statuary and murals to plazas and fountains. Each public art project is designed to have a distinct character and place within the city. Various types of public art could be used at gateway locations, in streetscapes and crosswalks, at transit stations, in civic spaces, in public parks and plazas, and as focal points in gathering spaces throughout Lehi.

To promote the creation and inclusion of public art throughout Lehi, City staff should:

- Facilitate public art partnerships with City Departments, private developers, and art and cultural organizations to promote the use of public art throughout the city.
- Create art walks by coordinating with local artists and businesses to sponsor public art along City trails and greenways.
- Research public art contribution requirements for new developments.



Strategy 5 Create quality public spaces that are unique, have character, and are memorable through implementation of historic preservation, pedestrian consideration, and design.

The best public spaces are accessible, comfortable, and provide opportunities for people to gather and socialize. Many design approaches can contribute to a space's success:

- Ensuring that people can easily access the space on foot from adjacent thoroughfares and via connections to other nearby amenities
- Including areas for seating and gathering alone or in groups
- Featuring landscaping and lighting that help create an attractive space, provide shade, and promote a feeling of safety.
- Showcasing features that make the place memorable, such as historic buildings or natural features.



Strategy 6 Identify and encourage preservation of historic and cultural resources that represent significant examples of Lehi's cultural and architectural history.

Historic preservation is essential for sharing Lehi's cultural and architectural past with future residents and visitors. There are many such resources in Lehi, including the Lehi Main Street Historic District, the Lehi Roller Mills, the Utah Southern Railroad Depot, the Hutching Museum and Memorial Hall, and many others throughout the City. City staff should identify these resources and establish regulations and incentives that ensure their preservation into the future.





Strategy 7 Create a park-like setting in urban areas with greenery, plazas, planters, greenways, and public gathering spaces.

A park-like setting does not require vast open spaces of grass and landscaping. This type of atmosphere can be created in urban areas by focusing on the details of streetscapes and development to include elements that add nature to an urbanized area to make it more inviting to pedestrians. These elements could include greenery through the use of street trees, planters, or flower baskets; areas for gathering and socialization such as seating areas or plazas; and opportunities for recreation such as greenways. Streetscape improvement projects and new development should consider the inclusion of these design elements to create a more inviting urban environment.



Strategy 8 Ensure that the design of new developments and streetscapes is consistent with the design standard districts of the Development Code.

Clear and concise design standards for streetscapes and public spaces will ensure that placemaking strategies can be effectively implemented as new developments and capital projects are constructed. Design standard districts within the Development Code should be reviewed to make sure they are consistent with the recommendations of this plan and contribute to the desired character of their respective districts.



PARKS AND RECREATION

Provide a diverse and connected system of parks, trails, and recreational facilities that provide all residents access to a wide range of recreational opportunities.

In establishing a network of parks, trails, and recreational facilities for a community, it is important to provide a variety of recreational opportunities intended for different types of use and a diversity of users. It is also important to achieve an equitable distribution of parks, trails, and recreational facilities so that all residents have access to such opportunities.

Strategy 1 Provide a variety of open spaces and recreational uses that are accessible throughout the City in accordance with the *Lehi City Parks Master Plan*.

Implementation of this Land Use Element should be carried out in coordination with the *Lehi City Parks Master Plan*, to ensure that park development priorities are met as Lehi grows. A variety of parks, open spaces, and recreational opportunities should be established, as determined within the goals and policies of the Parks Master Plan. These types include public or private parks, trails, plazas, greenways, amphitheaters, natural areas, water features, and recreation areas (basketball, tennis, pickleball, etc.)

The City should also:

- Periodically review and update the *Lehi City Parks Master Plan*.
- Identify potential expansion opportunities for existing facilities to enhance existing and develop additional year-round recreational programs for all ages.
- Project the necessary number of facilities, and plan to realize these, with anticipated population growth.
- Track all revenues and expenditures by programs offered in City facilities, in order to evaluate cost recovery ratios for every program offered.
- Ensure that new subdivisions and developments provide adequate open space and recreational opportunities.



Strategy 2 Use greenways, bike ways, and trails to interconnect both regional and neighborhood open spaces and developed areas.

Lehi residents desire access to regional recreational opportunities from their local systems. Proper pedestrian, bike, and other non-motorized linkages in Lehi could create an efficient network which could connect major nodes or corridors such as the Jordan River Parkway, the shores of Utah Lake, Lehi Rail Trail, Murdock Canal Trail, the Dry Creek corridor, Thanksgiving Point, and historic downtown.



Not all trails in various parts of the City connect together. Connecting all of the existing trails will leverage the existing trail network to link more people with more destinations thus providing more opportunities for either alternative transportation or recreation. A well-connected network of trails and open spaces will provide many health and recreation benefits to those who live, work, and play in Lehi. The City should pursue the following approaches to works towards an interconnected open space system:

- Develop a network of multi-use trails throughout the city, including along the Jordan River and east through Dry Creek. Trails should provide access to a variety of users including pedestrians and cyclists, and other users.
- Expand and maintain the network of mountain trails. Coordinate with Federal, State, and regional public agencies to interconnect parks, trails, and other recreation facilities.
- Encourage a variety of types and sizes of outdoor public spaces including small spaces such as neighborhood parks and usable detention spaces that are accessible to more people at a neighborhood level.

Strategy 3 Promote better access and visibility to outdoor public spaces.

When built alongside new development, parks and open space should be sited to provide maximum visibility and accessibility to the community. This can be achieved through placement in the center of neighborhoods as opposed to the edges and fronting homes onto the spaces.



Strategy 4 Encourage park and recreation facilities that are accessible and may be enjoyed by users of all ages and abilities.

While ADA requirements provide a minimum standard of accessibility for parks and public spaces, parks and playgrounds can provide further inclusivity for adults and children with mobility challenges or other disabilities. Play structures, picnic tables, and bathrooms can all be designed in a way that accommodates users of all ages and abilities, including those who use mobility devices. Inclusive design should be encouraged in new parks and upgrades to existing parks in Lehi.

Strategy 5 Explore strategies for expansion, increased utilization, or reinvestment in the existing rodeo grounds.

The rodeo grounds represent an important community gathering place during the Lehi Round Up. However, it is underutilized throughout the rest of the year. The City should explore opportunities to increase utilization of the rodeo ground by hosting additional events in the venue. To make it more suitable for increased use, the existing rodeo ground may need to be upgraded to attract new users or relocated to a new site where a larger facility could be constructed. The City should conduct a study to determine feasibility and potential costs of expansion or renovations to the venue.



Lehi City Rodeo Grounds, source: Lehi City, January 2017, Mitchell Garcia, Facebook.com.



PARKING

Provide an adequate amount of parking for business vitality, while limiting excess parking and providing alternatives to traditional parking minimum requirements.

While a focus of this plan is encouraging land use patterns that will encourage people to commute and meet their daily needs by using transit, walking, or biking, the reality is that many people who live and work in Lehi rely on driving as their primary means of travel. Successful commercial and mixed use areas require an adequate supply of parking at different times of the day and in the appropriate locations. These strategies act as tools to provide parking in the most efficient way to reduce overall areas of surface parking, reduce total number of needed stalls, and provide future redevelopment potential.

Strategy 1 Promote shared-use parking agreements in areas designated as mixed-use districts, TODs, or areas with varying peak usage times.

Mixed use districts often have varying peak parking usage times – residents will need a place to park their cars overnight, employees will need to park during work hours, and shoppers and diners will need parking after work and on weekends as they visit restaurants and shopping destinations. Due to these use patterns, requiring that developers provide enough parking to meet the requirements for all these uses combined at all hours of the day could lead to an inefficient oversupply of parking.

Shared use agreements allow for a smaller amount of parking to be built, to be utilized by residents, employees, and business patrons at their respective peak use times. In TOD areas, excess parking during work hours may also be utilized as park-and-ride lots for commuters. Reducing the amount of parking required for a development both reduces costs for developers and allows for more efficient use of land, freeing up space that would have been used for parking to include additional residential units or commercial square footage.



Strategy 2 Require new developments to plan parking areas that allow for future redevelopment and land use intensification.

Development sites should be designed in such a way that parking areas can be redeveloped into new buildings as land uses intensify in the area. The first phase of construction should be clustered or arranged in a pattern that allows for future phases to be built upon the building's parking areas. Based on commute patterns and demand, surface parking spaces can be consolidated into parking structures as more of the site is developed.

Strategy 3 Re-evaluate maximum surface parking limits in addition to the minimums in the Development Code.

To discourage an oversupply of parking, Lehi City staff should assess the minimum parking limits within the development code to ensure that they are achieving the production of an efficient amount of parking in recent developments. As more transportation options become available, research the potential to reduce parking minimums for uses within a mixed-use district, within half a mile of high capacity transit and within a quarter mile of a high frequency bus stop or other areas where viable alternative modes of travel exist.. Lehi City Staff should explore the implementation of parking maximums in these areas, to ensure that land is being used efficiently for compact, walkable development.



Figure 30. Podium and Spectrum building parking layout, source: Boyer Company, boyercompany.com.





Strategy 4 Identify areas for parking areas/structures outside of the Urban Center, TOD's, Main Street, and other walkable areas to allow maximization of the buildable area within the core area.

Areas of higher intensity development and concentrated commercial uses, such as the Urban Center, TOD areas, and downtown Main Street, will require a larger number of parking spaces to accommodate their employees and the customers they serve. Rather than constructing parking lots throughout these districts, parking lots and/or structures should be located on the periphery of these areas. This approach will free up buildable land in the core of these districts, allowing for infill development of new commercial and mixed use buildings.

This strategy should be coupled with strong and enforceable design standards for walkability in these districts – creating shady, cool streets with wide, comfortable sidewalks and inviting streetscape amenities such as landscaping, lighting, and seating areas. This will encourage connections between parking areas on the edges of these districts and businesses and attractions in the core area. Accommodations should be considered for older adults or people with mobility challenges in the inclusion of handicapped parking spaces in closer proximity to businesses.

Strategy 5 Evaluate the feasibility and need of public parking structures within Historic Downtown and the Urban Center.

As the Historic Downtown and Urban Center areas continue to develop, the demand for parking will increase. In order to ensure the most efficient use of land in these areas, the City should consider transitioning from primarily surface parking to structured parking.

As structured parking is significantly more expensive to build, City staff should research funding methods for structures, including private developers or public-private partnerships.

Strategy 6 Consider creating park and ride facilities as transit opportunities increase.

Increased transit options will be beneficial to all Lehi residents and employees, yet only a few currently live within a comfortable walking distance to these planned stations. Lehi residents outside of these areas may wish to leave their cars behind and utilize transit to travel throughout the region. The City should consider creating park and ride facilities as new transit stations are built. Depending on demand and available funding, these facilities could take the form of parking structures, dedicated surface parking lots, or park of a shared parking facility.



HEALTH AND SAFETY

Promote the health and safety of residents through land uses and streetscapes that encourage physical activity, natural surveillance, and traffic calming.

When an increased level of safety and comfort is combined with the development of buildings and land uses that engage streetscapes, active transportation and recreation become more enjoyable and can be a greater part of an individual's daily routine.

Strategy 1 Utilize crime prevention through environmental design (CPTED) strategies in land use and development.

CPTED strategies work to prevent crime through the design and use of the built environment to increase natural surveillance of public spaces, neighborhoods, delineate private spaces from public spaces, and avoid entrapment areas. There are four underlying CPTED concepts:

- Natural Surveillance – the placement of physical features that allows people to have maximum visibility and observation of their surroundings.
- Natural Access Control – design methods that guide legitimate users through an environment and reduce opportunities for entry to illegitimate users.
- Territorial Enforcement – design methods that clearly delineate space as public, semi-public, or private.
- Maintenance- Well maintained buildings and spaces convey a sense of ownership and investment and deter potential criminals.





There are a number of design approaches that will help slow traffic as it travels through the city on both major thoroughfares and residential streets. These include:

- Conversion to defined diagonal or perpendicular parking.
- Narrowing traffic lanes.
- Bulb-outs.
- Roundabouts.
- Continuous sidewalks, trails, and bike lanes.
- Center medians.
- Pedestrian refuge islands.
- Raised intersections/crossings.
- Textured paving materials.
- Protected bike lanes and intersections.
- Chicanes and chokers.
- Mode filters.

Implementation of safety features will be based on MUTCD, AASHTO, and NACTO standards and Lehi City Design Standards.



Strategy 3 Encourage public feedback on unsafe situations in neighborhoods and public areas.

Public feedback can help Lehi City Public Works, Planning, Engineering, and Police Departments understand where they may need to direct more resources to addressing unsafe situations in the community. Residents should be encouraged to reach out to the Lehi Police Department or Lehi City Staff to report any unsafe infrastructure issues, such as dangerous traffic or bicycle/pedestrian issues or development code violations they experience in their neighborhoods. Lehi City Staff should use interdepartmental coordination to ensure that unsafe situations are addressed by the appropriate department.



Strategy 4 Consider a complete streets policy that looks to accommodate all modes of transportation on City streets.

Complete streets are designed in a way that serves users of all travel modes – pedestrians, bicyclists, transit riders, and drivers. They are designed for accessibility and comfort for everyone, including older adults, people with disabilities, and children. They have many benefits, including increased safety for all users, health benefits for those who choose active transportation modes, and making it easier for people to choose to drive less.

Complete streets typically include sidewalks, bike facilities, and vehicular travel lanes. The National Complete Streets Coalition recommends that complete streets policies contain the following elements¹:

- **Vision and intent:** Includes an equitable vision for how and why the community wants to complete its streets. Specifies need to create complete, connected networks and specifies at least four modes, two of which must be biking or walking.
- **Diverse users:** Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
- **Commitment in all projects and phases:** Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.

1. <https://smartgrowthamerica.org/resources/elements-complete-streets-policy/>



- **Clear, accountable expectations:** Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
- **Jurisdiction:** Requires interagency coordination between government departments and partner agencies on Complete Streets.
- **Design:** Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
- **Land use and context sensitivity:** Considers the surrounding community's current and expected land use and transportation needs.
- **Performance measures:** Establishes performance standards that are specific, equitable, and available to the public.
- **Project selection criteria:** Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
- **Implementation steps:** Includes specific next steps for implementation of the policy.



Strategy 5 Recommend active transportation and recreational opportunities in developments to encourage residents and visitors to increase physical activity.

Active transportation and recreational opportunities are important amenities in new developments. They encourage residents, employees, and visitors to increase their physical activity, get outside and enjoy nature, and socialize with family members, neighbors, and friends. Design features such as wider sidewalks and park strips, street trees, protected bike lanes and intersections, and shared-use trails allow users to feel safe and comfortable when walking and cycling.

Strategy 6 Evaluate public areas to ensure they have adequate lighting to create a feeling of safety and prevent injuries from a lack of visibility.

Existing public spaces should be assessed to ensure that they have adequate lighting – both that the quantity of lighting fixtures is appropriate, and that the quality of light they provide gives adequate visibility. New lighting fixtures should be designed for their context – taller streetlights where vehicular traffic is emphasized, and smaller, human-scale fixtures in areas where pedestrian activity is encouraged or desired.





STRONG COMMUNITIES

Establish strong communities where residents have opportunities for meaningful social connections and support systems.

Creating strong communities within neighborhoods and throughout Lehi is essential for the well-being of its residents. Strong communities foster social connections and friendships, create support systems, increase safety, and allow neighbors to voice their opinions and advocate for their needs. Land use decisions and urban design can help create an environment that supports and encourages interaction between neighbors and community members.

Strategy 1 Create a life-cycle housing policy that encourages a diversity of housing types in Lehi's neighborhoods to provide housing options for prospective residents of differing ages, incomes, abilities, and lifestyles.

Lehi City should plan for the development of housing suitable for different stages of life, including smaller, more affordable units for first-time buyers, singles, young couples, families with many children, and older home owners, as well as opportunities for senior citizen housing and long-term care/assisted living facilities. Housing policy should work to create opportunities for people to live and grow in the same community. This will enable young couples, families and the elderly to live near relatives, and stay within their same social networks (e.g. church boundaries) throughout their lives.

Communities are strengthened through social support systems, which can be developed in several ways through life-cycle housing. First, residents have opportunities to maintain

relationships and regular social contact by finding different housing options in the same neighborhood that do not require moving to another part of the city. Second, life cycle housing encourages more diverse demographics. A demographic that includes residents with various incomes and ages provides opportunities to serve and support one another. Third, life-cycle housing provides varying housing price points that allow for family and friends to live near one another.

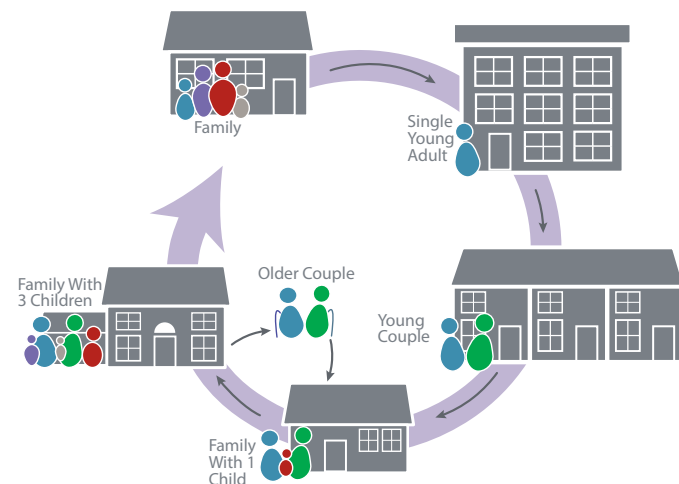


Figure 31. Housing Life Cycle, Fregonese Associates 2020.



Strategy 2 Develop neighborhoods that allow for social interactions.

Neighborhoods should be designed in such a way that encourages neighbors to form social connections and build community. Subdivision designs should include plans for spaces that allow interactions between neighbors to take place, such as communal greens, community gardens, sports fields and courts, plazas, parks, and greenways. The design and layout of homes should contribute to social connections, with active features such as porches and stoops on the front of the house that allow residents to sit and interact with their neighbors. Detention areas over 0.25 acres should be usable as common areas.



Strategy 3 Create spaces that provide for events of varying scale that bring residents together to increase social interaction.

There should be event spaces throughout Lehi that are designed to host larger events that allow people from several different neighborhoods to gather. These larger events could include a farmer's market, rodeos, arts fair, or carnival. Smaller events could include neighborhood food truck nights, movie nights in the park, or neighborhood barbeques. These events could be held in community centers, parks, or plazas with appropriate infrastructure in place, such as electricity hookups.



Lehi Farmers Market, source: Lehi Free Press, October 27, 2020, <https://lehifreepress.com/>



Strategy 4 Create neighborhood plans that capture the unique characteristics of different neighborhoods and allow the residents to actively participate in the future of their neighborhood.

While the General Plan sets planning priorities for Lehi as a whole, it does not take a deeper dive into individual neighborhoods. Neighborhood Plans allow for a focus on a specific area and its unique needs.



Neighborhoods Plans should have the following components:

- A clear definition of the boundaries of the plan.
- Inclusive, transparent, and equitable community engagement
- An assessment of existing conditions within the neighborhood, including but not limited to: land uses and zoning, transportation facilities, urban design, employment and commercial centers, housing, public facilities and infrastructure, parks and open space, and environmental constraints.
- A vision statement based on community engagement.
- Coordination with other citywide and nearby planning efforts.
- Plan goals, strategies, and implementation steps.

Strategy 5 Reduce community isolation by connecting communities and integrating a larger community identity.

Neighborhoods should have strong connections amongst their residents, but they should not feel like they are disconnected from the larger Lehi community. The City should facilitate the creation of a larger community identity through hosting and promoting community-wide events and conducting outreach campaigns to share messaging that promotes a sense of community throughout Lehi as a whole.



COMMUNITY SERVICES AND INFRASTRUCTURE

Provide community services and infrastructure that adequately supports the growth of the City and region.

Providing adequate infrastructure to support new growth is essential. Aligning land use and infrastructure planning can reduce the cost of providing sewer, storm drain, drinking water, and transportation infrastructure to the public. Coordinating planning processes also allows the City to have more control over where future growth occurs.

Strategy 1 Coordinate and update the Utility Master Plans, Transportation Plan, and General Plan as needed.

Master plans work in coordination with the General Plan to ensure the City plans for future growth appropriately. As plans are updated, it's important to confirm their goals remain consistent and that new developments are in line with the community's vision for the future.

Strategy 2 Ensure development is consistent with the City's adopted utility master plans and that adequate infrastructure is provided.

By requiring new development to provide public services and facilities, the City can guarantee public needs will be met. Aligning development plans with utility master plans will ensure that adequate infrastructure is provided for new growth. Mismatches in infrastructure and development can be costly and disruptive to communities.

Strategy 3 Design new development to discourage sprawl and over-consumption of land and to maximize investment in existing and new infrastructure.

Development patterns that spread out housing and services are expensive, leaving individuals dependent on cars to access work and basic services. In addition to increased traffic and pollution, communities are often faced with higher infrastructure costs. Designing more compact communities with smaller infrastructure systems improves sustainability outcomes and the community's quality of life.



Figure 32. Development Patterns, source: Lehi City, 2020.



Neighborhood construction, source: Lehi City, April 2019, Facebook.com.



Public power maintenance, source: Lehi City, October 2017, Facebook.com.

Strategy 4 Assess the benefits and impacts to individual neighborhoods versus the community as a whole when making infrastructure investments.

When planning for new infrastructure construction, City staff should carefully research the anticipated effects on existing communities, new development, and the overall infrastructure system. While an infrastructure expansion may be necessary to serve a new development, it may result in increased usage that is not compatible with the capacity of the existing system.

Strategy 5 Research and implement smart city infrastructure including 5G infrastructure, fiber, or other infrastructure determined by the City Council.

Smart city technology, including 5G and fiber infrastructure, allows cities to monitor infrastructure in real time and quickly respond to issues. Large-scale investments in infrastructure are necessary to enable smart city technologies. Lehi will need to evaluate the cost effectiveness of smart city infrastructure and identify policies to increase the efficiency of installation.



MIXED USE DEVELOPMENT

Create walkable and vibrant districts with a complimentary mix of land uses and densities in the historic downtown, urban center, transit oriented development areas, and other areas of concentrated density.

Mixed use development is designed to allow people to live, work, shop, and play in one place. It is defined by a combination of two or more uses (residential, retail, office, institutional, cultural, industrial) within a single development. Mixed use development should include public space amenities and a comfortable, well-designed pedestrian network. As mixed use developments are often regional destinations, they should be well-connected to surrounding communities and transportation networks. There are two types of mixed use development:

- Vertical mixed use - typically a mid- to high-rise building with retail on the ground floor and residential or office on the upper floors. This is a more efficient use of land within high intensity areas. Current market conditions have limited support for this type of mixed use.
- Horizontal mixed-use- single- or multi-story buildings that each contain one types of use, with a variety of uses present within walking distance throughout a development.

Strategy 1 Implement the 3 D's (diversity, density and design) of mixed use development that supports alternative modes of transportation such as walking, biking, and transit.

The 3 D's – density, diversity, and design, are widely used as a metric by which to evaluate whether development is transit-supportive.

Density – higher concentrations of housing units, employment, and commercial services in an area reduce the need to drive and can help contribute to lower total vehicle miles traveled (VMT). Retail services in dese areas benefit from a large number of households to support their business, and residents benefit from easy accessibility to their everyday needs. Densities should be

context-sensitive, with higher density located near more intense existing uses, and lower density closer to less intense existing uses.

Diversity – a mix of several different land uses, such as residential, shopping, dining, office, and civic facilities, can help transit users meet their needs within easy walking distance of transit stations. While vertical mixed use is preferred, horizomal mixed use may be permissible based on market realities.



Design – urban design in mixed use areas should emphasize bike and pedestrian safety and comfort. This can be accomplished through techniques such as building up to or very close to front lot lines, orienting parking lots and driveways to the rear of buildings, active ground floor uses, ground floor transparency, and orienting businesses entrances to the sidewalk. City staff should evaluate new developments on these principles as part of the development review and approval process.

Strategy 2 Provide bike and pedestrian connectivity in all developments.

All developments should include bike and pedestrian infrastructure that is accessible, safe, comfortable, and well-connected to surrounding uses and amenities. Areas of medium- and high-density housing should be required to provide connections to nearby commercial areas.

Strategy 3 Create outdoor public spaces in mixed use areas.

In addition to commercial destinations, mixed use developments should include outdoor spaces where community members can gather or find respite. These spaces can include plazas, outdoor dining, benches, or other design features.



Strategy 4 Utilize Tax Increment Financing as a potential incentive to drive desired mixed use to designated areas.

Tax increment financing (TIF) is a public financing strategy that diverts future property tax revenues towards redevelopment or other public improvements within a defined area or district. Lehi City staff should explore the use of TIF as a funding incentive for mixed use development in areas where it is desired and may not otherwise be feasible.





COMMERCIAL DEVELOPMENT

Provide for a wider range of commercial uses, including local and regional scale development, and bike and pedestrian accessibility to commercial uses throughout Lehi.

A variety of commercial spaces, densities, and locations provides options that appeal to a wider range of businesses. A wide range of businesses creates a healthier and more sustainable business environment for the City, eliminating dependency on one scale or type of business for tax revenue or employment.



Strategy 1 Designate local neighborhood commercial nodes that provide day to day small-scale businesses and services.

Neighborhood commercial nodes allow residents to meet daily needs within close proximity to their homes, reducing the distance required to travel by car, or eliminating it altogether. These services could include small grocery stores, cafes, professional services, and small medical offices. New developments should be encouraged to provide access to neighborhoods by alternative modes of transportation such as biking or walking.

Strategy 2 Promote bicycle and pedestrian infrastructure and facilities around commercial uses.

Commercial uses should be accessible to people using all modes of transportation. New commercial development and surrounding transportation infrastructure should include safe, well-designed facilities for pedestrians and bicyclists.



Strategy 3 Encourage diverse commercial uses that will serve the needs of the neighborhood, city, and region.

Providing a variety of shopping opportunities ensures that the needs of those looking to make major shopping trips for a variety of goods are met, as well as others simply needing a quick convenience item or a recreational shopping experience. As the City plans for and encourages a variety of commercial districts, densities and types within its boundaries, it should ensure that these new developments do not jeopardize existing commercial areas.

Strategy 4 Encourage infill of retail and commercial services around existing office uses.

Existing office uses in Lehi are often isolated from other commercial uses, and employees must get in their cars and drive to lunch or other errands. Where possible, retail, restaurants, and other commercial services should be added around existing office uses through infill development. These establishments will benefit from the existing customer base of office employees, and employees will be able to enjoy amenities within walking distance.





RESIDENTIAL DEVELOPMENT

Accommodate a range of housing and neighborhood types suitable for a variety of lifestyles, ages, affordability levels, and design options.

High quality neighborhoods are inclusive and welcome people at all stages of life. They offer a variety of housing types for families, single people, older adults, and young couples.

Strategy 1 Residential developments should integrate a range of housing designs and architectural features.

Rather than consisting of one housing type and design, new residential developments should have a diversity of housing types, sizes, and styles to create inclusive neighborhoods and create a unique character and sense of place.

- Single-family developments should include varying lot sizes, floor plans, building footprints, building scales, and architectural elevations.
- PUDs, PRDs, and Planned Communities should include a range of housing types, lot sizes, floor plans, architectural elevations, and unit sizes.
- Multi-family projects should include different floor plans, architectural elevations, and unit sizes.

Strategy 2 Create inclusionary zoning programs that promote additional affordable housing units.

Communities are addressing housing affordability using an inclusionary approach that allows for a mixture of housing types and prices, recognizing that housing affordability is integral to

the long-term success of the City. Segregating housing by type, price, and size can lead to major divides in a community, most often along socioeconomic lines. This can ultimately lead to areas of higher crime, poverty, and other challenges. Ensuring neighborhoods include housing diversity minimizes the creation of these problem areas, and leads to a more inclusive and diverse community.

One approach towards creating more inclusionary housing development is inclusionary zoning (IZ). IZ policies require or encourage developers to include a certain number of housing units within a development for those who are below a certain income level. Some IZ programs use incentives such as density bonuses or reduced fees to encourage the inclusion of affordable units, rather than outright requiring that they be included.



TRANSIT ORIENTED DEVELOPMENT

Create livable urban neighborhoods around existing and planned high-capacity transit stations with first-last mile connections to employment, housing, and commercial uses.

Transit oriented development (TOD) aims to promote transit ridership through high-density areas of mixed use development surrounding transit stations. TOD areas should be highly walkable, allowing pedestrians to easily travel between stations, residential, and commercial areas. Lehi City has a great opportunity to capitalize on TOD at the existing FrontRunner station at Thanksgiving Point, as well as the five planned high capacity transit stations paralleling the I-15 corridor.

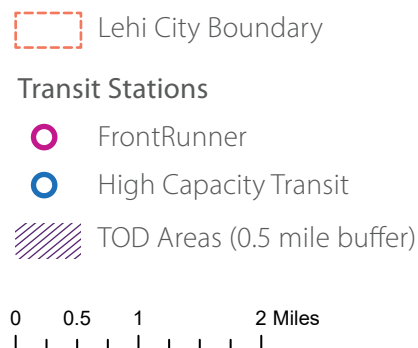
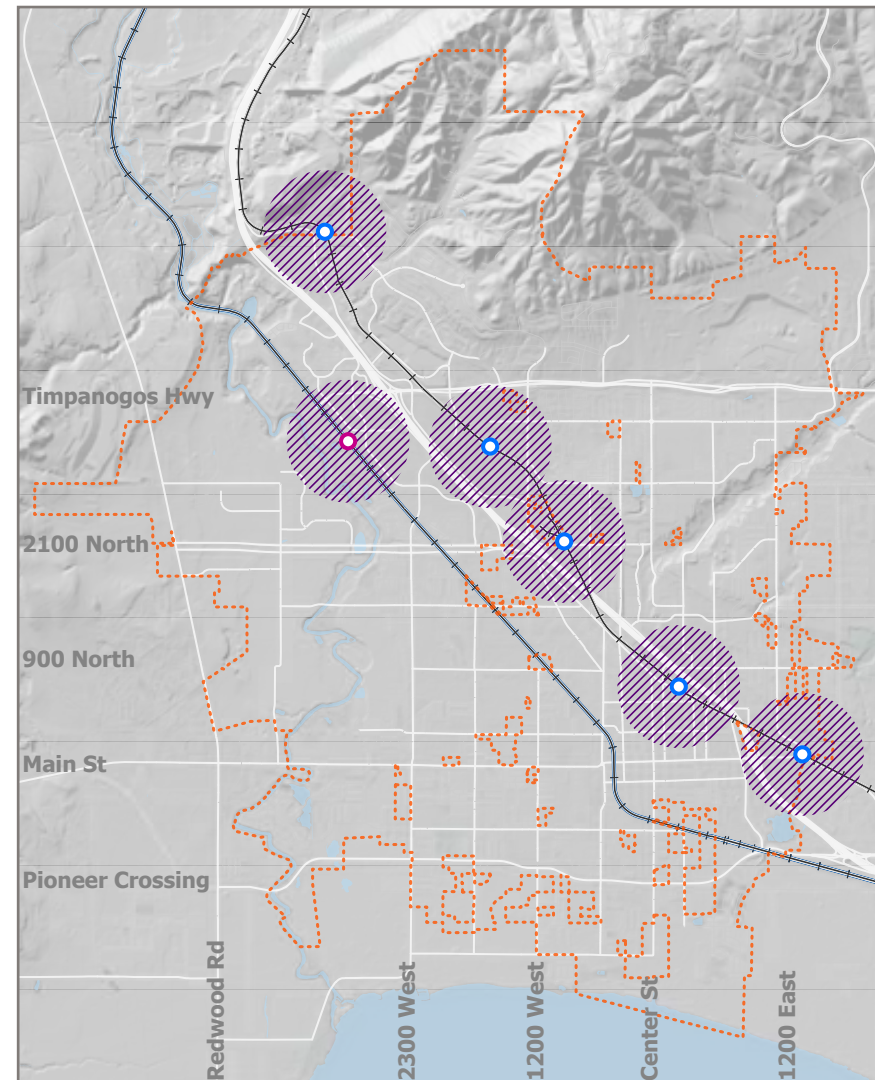


Figure 33. Lehi City Transit Stations, Fregonese Associates 2020.





Strategy 1 Encourage a complementary mix of land uses within a half mile walking distance of transit stations to increase transit ridership.

Transit stations benefit the largest number of people when surrounded by high density development. TOD's should include moderate to very high density residential as part of a horizontal or vertical mixed use development program that also includes retail, office, and civic uses.

There are several options available to Lehi City for encouraging the formation of transit supportive, mixed use development around transportation hubs. Those options include Station Area Plans, TOD zoning designation, design guidelines, and developer investment incentives. Incentives include district improvement financing, tax increment financing, Fannie Mae location efficient mortgages, reduced parking requirements, density bonuses, property tax abatements, or other incentives.

Strategy 2 Allow mixed use, higher density development to facilitate and justify the investment of new transit infrastructure and increased transit service.

As UTA increases transit investment in the Lehi area, Lehi City should act to capitalize on this investment and encourage development that will support new transit investment through sustainable ridership. Benefits of increased transit service provided to the mixed use, higher density areas will also benefit adjacent and nearby low density development areas.



Strategy 3 Prioritize active transportation in the design of streetscapes to encourage greater transit use and limit traffic congestion.

Streetscapes in TOD areas should incorporate facilities that create safe, comfortable, and attractive environments for those who choose to walk or bike to transit stations or their final destinations. This strategy should be carried out in coordination with the development of a Complete Streets policy.

Strategy 4 Promote alternative modes of transportation by locating multiple destinations and trip purposes within walking and biking distance of one another.

The design of TOD areas should encourage the use of alternative modes of transportation. Development site layout should be compact, with a variety of uses located nearby one another. Residents or employees should be able to easily reach grocery stores, restaurants, shops, parks, and other destinations by foot or bike, without having to cross parking lots or other barriers.

Strategy 5 Provide a range of housing options for people of different income levels and at different stages of life.

TOD areas should include a range of housing types of varying sizes and affordability thresholds, at an appropriate density for their location. Higher density multifamily and mixed use building should be constructed near transit stations and major corridors, with a transition towards townhomes and small missing middle housing types near existing neighborhoods and other less-intense existing uses.





NEIGHBORHOOD CENTERS

Create places with varying housing types that are built around a neighborhood-scale mixed use center and connected with greenways and open spaces.

The neighborhood center concept is a type of development that enhances the self-sufficiency of residential neighborhoods within a city, or jurisdiction, by providing residents and visitors with multiple living choices. The neighborhoods will have an ideal density within them to support a mix of activities and land uses. Multiple residential type uses will be available to accommodate people of different income levels. These neighborhoods also support multiple transportation modes, while encouraging walking and bicycling for short daily trips. These neighborhoods will also contain a range of supportive commercial, institutional and public facilities and will also be stable, attractive and safe.



Strategy 1 Encourage a mix of housing, commercial services, civic uses, and open spaces within a neighborhood center.

Locating a variety of amenities in neighborhoods offers many benefits to area residents. One of those benefits is reducing the need to travel long distances to meet regular shopping needs, such as for groceries. Longer distances traveled result in increased traffic, increased pollution, increased amounts of household budgets spent on transportation, increased time people spend in their vehicles, decreased viability of alternative transportation modes such as walking and biking, and decreased time people have to spend in other pursuits such as exercise, recreation, family and community events.



Strategy 2 Provide higher quality streetscapes that prioritize active transportation and traffic calming.

Streetscapes in neighborhood centers should be well designed for users of all modes, allowing for safe and comfortable walking, biking, or driving. Streets should be designed in such a way that safe vehicle speeds are encouraged through the use of traffic calming measures.

Strategy 3 Architectural requirements for housing should build on a common character planned for the neighborhood center.

While homes within the neighborhood should not be “cookie cutter” by size or design, they should have common architectural features or design touches that contribute towards a shared character and create a unique sense of place.

Strategy 4 Neighborhood centers should have access to major transportation corridors such as Pioneer Crossing, west Main Street, and the areas west of the Jordan River.

Neighborhood residents should have easy access to major transportation corridors, so that they may easily travel to work and to fulfill needs that cannot be met within their neighborhood. New housing developments should have a well-connected street system, with minimal use of cul-de-sacs and dead ends. Pedestrian and bicycling facilities should be built throughout neighborhoods and connect to major active transportation corridors.

Strategy 5 Utilize a more compact neighborhood design that orients front doors towards streets, greenways, and other open spaces.

Homes should be designed in such a way that promotes creating social connections with neighbors and creating safety through more “eyes on the street.” Front doors should be oriented toward the front of the house, and towards active spaces such as streets, greenways, parks, and other open spaces.





HISTORIC DOWNTOWN

Develop the historic Main Street area and surrounding historic neighborhood into a walkable mixed-use civic center that prioritizes the preservation of significant historic elements.

The Main Street corridor is the center of Lehi's historic downtown area, home to the City's finest examples of historic buildings and landmarks. The Main Street area has many opportunities for investment that will emphasize historic preservation while creating additional opportunities for residential, commercial, and civic



Strategy 1 New and renovated development should be located and designed in a way that builds on the defining elements of Lehi's history and unique heritage.

Downtown Lehi has a distinct historic character that should be built upon through new development and renovations to existing buildings. Downtown design standards should ensure that renovations and new development reflect the design of the defining elements of the area, including but not limited to Lehi Roller Mills, the City's Civic Center, the downtown grid street pattern, block scale, and streetscapes.



Strategy 2 Encourage human scale design on the ground floor of downtown buildings.

"Human scale" design centers the human as its user. Human scale design aims to create streetscapes and developments that are attractive and comfortable for the humans that use them. Design approaches that center human use include:

- **Building Placement:** Buildings define their streets by enclosing the space and creating outdoor areas for people. Buildings located on or close to the property line create a much more human-scaled environment than parking lots, drive-thrus or driveways. Consistent frontages are important and filling in the gaps between buildings and ensuring that buildings are in-line to the greatest extent possible creates a higher quality environment.
- **Transparency:** Transparent windows and doors on the ground floor of buildings increase the liveliness of a street. Passers-by can see the action inside, and those inside can watch people and keep eyes on the street; in turn creating a higher perception of safety and security.
- **Building Orientation:** Buildings should have their primary entrance facing the primary street. This allows easy access for pedestrians traveling down the sidewalk. The primary entrance should be readily apparent as a prominent architectural component and visible from the street.
- **Parking Orientation:** All off-street surface parking shall be located to the side or rear of the primary building.





When possible, parking should be further screened from the sidewalk by walls or vegetation.

- **Public Space:** Public spaces should be integrated whenever possible. These spaces could be as small as sidewalk seating areas, or as large as public plazas. Developments should also provide connections to existing parks and public spaces where appropriate.

Strategy 3 Building massing should be broken into smaller segments to reflect historic building patterns rather than large unarticulated facades.

Historic buildings on Main Street tend to have a smaller footprint and frontage. To reflect this pattern, new buildings should have façade treatments that visually break them up into smaller segments that are consistent with the sizes of historic buildings.

Strategy 4 Encourage development that includes a wide mix of uses that support an active and vibrant downtown environment.

The most successful downtown areas are active at all hours of the day. A wide variety of uses that promotes an increase in activity at all hours will not only create a more vibrant place, but will also increase “eyes on the street,” an effective measure in increasing the perception of safety and discouraging criminal activity. A diverse mix of uses is appropriate for the downtown area - including retail, housing, office, commercial services, civic buildings, entertainment, and community gathering spaces.



Strategy 5 Create a Civic Center to enhance the character of the downtown and provides a gathering space for residents and visitors.

The Civic Center provides the opportunity of a central location that can be enjoyed by Lehi residents and visitors as a gathering space. The area should be improved with outdoor plazas, seating areas, and connections to the rest of the downtown.

Strategy 6 Support preservation and restoration efforts through education, facilitation, and incentive programs.

Lehi City staff should support historic preservation and restoration efforts in the downtown area and for all of Lehi's historic resources. Because It is listed on the National Register of Historic Places, contributing historic properties in the Lehi Main Street Historic District may be eligible for tax incentives and grant funding for restoration. Lehi's status as a Certified Local Government also provides many educational and grant funding programs to historic properties throughout the city.





Strategy 7 Improve existing housing to maintain the quality and character of historic neighborhoods.

Downtown neighborhoods should act as an extension of the historic character present on Main Street. Existing homes, remodeled homes, and new construction should contribute to this sense of place.

- **Preserve significant historic homes.** City staff should work with owners of significant historic homes to ensure that they are taking advantage of any federal or state incentives offered for upkeep or renovation of their properties.
- **Create residential design standards for new construction and remodels.** Design standards in the Development Code for downtown neighborhoods should require that new construction and remodels are consistent with the neighborhood's historic character.
- **Preserve historic trees and landscaping where possible.** In addition to the built environment, landscape features are an important aspect of creating a sense of place. City staff should work with property owners to ensure that these features are preserved during construction and renovations.



Strategy 8 Create a map identifying significant historic elements.

Many visitors and local residents enjoy seeing historic places, and historic walking tours have been popular in many cities. Lehi City staff should work with preservation experts to create an attractive, easy-to-use map of historic elements in Lehi. This map can be incorporated into wayfinding signage and tourism marketing materials.

Strategy 9 Encourage adaptive re-use of historically and architecturally significant buildings as a means for their restoration and/or preservation.

Adaptive reuse is the repurposing of a building for a use other than the one it was originally intended for. Vacant historic structures have found new life as restaurants, hotels, shops, and event spaces. Rather than demolishing historic and architecturally significant buildings, the City should work with potential owners to find creative solutions that will breathe new life into these buildings, preserving them for future enjoyment.





URBAN CENTER

Create a regional urban center along the I-15 corridor between 2100 North and the Timpanogos Highway that facilitates business and economic growth while creating an urban neighborhood that provides opportunities for alternative modes of transportation.

Lehi City is fortunate to have a visible, growing economic hub in the northern portion of the City, centered around the Thanksgiving Point complex and Lehi's FrontRunner station. Active encouragement and promotion of this vital hub can encourage continued growth. This hub is an economic center that is not only recognizable to the residents of Lehi City, but to the region at large. Continued investment in the area should create a mix of uses that support existing and upcoming transit infrastructure, and contribute to the area's position as a regional employment center.



Strategy 1 Encourage alternative modes of transport through pedestrian focused design, mix of uses, and intensification of development.

Alternative modes of transport become more viable and legitimate if a critical mass of land use exists that is higher density, includes a mix of complimentary uses, and has pedestrian focused design. Development and design within the Urban Center should be regulated in such a way that it will make waling, biking, and transit use a convenient, safe, and comfortable choice for residents, visitors, and workers.



Strategy 2 Encourage infill development around existing office buildings including high density residential, retail, vertical and horizontal mixed use, and public open spaces.

Much of the Urban Center area is currently dedicated to office uses. As the area continues to develop, new types of uses, including high density residential, retail, vertical and horizontal mixed use, and public open spaces, should be constructed to serve existing office uses and create a more complete urban center, where one can fulfill their daily needs within close walking distance.

Strategy 3 Enhance the district's identity as a tech center, as well as the home of Thanksgiving Point.

The area surrounding Thanksgiving Point has emerged as a tech company hub. Lehi City should encourage and enhance this identity. City staff should evaluate ways to incorporate these unique features into the design and urban feel of the area and implement their findings into the Development Code design standards. The existing Thanksgiving Point complex should be built upon with a retail center that is well-connected to new mixed use buildings in the area.

Strategy 4 Incorporate greenways, planted medians, gathering spaces, plazas, and pockets of landscaping that create areas of respite and socialization.

The Urban Center should be served by a connected network of green spaces and open spaces that provide a visual and physical

break from their high-density surroundings. These spaces do not necessarily need to be large, but should provide space for people to stop and rest or gather and socialize. City Staff should encourage green space connections between development sites in the Urban Center.





PUBLIC INVOLVEMENT AND PARTICIPATION

Inform, educate, and involve the community in the planning process to guide the City in a manner consistent with the needs and desires of its citizens.

Public participation is a key component of the general planning process. Public input and expertise is used to craft goals, strategies, and a vision for the future. Providing a range of opportunities for public involvement enables the City to better inform, educate, and involve the community in land use planning. Lehi has several formal opportunities for public participation, including public comment for Planning Commission and City Council meetings and the Lehi Youth Council. Lehi also uses open houses, workshops, and social media to foster public participation.

Strategy 1 Maintain a digital platform on the City's website to stream public meetings and civic events.

Digital platforms increase opportunities for public participation and can be used to reach a broader audience. Individuals unable to attend an open house or public meeting may be able to watch a live-stream or recording. While digital platforms can make public participation programs more robust, it's important to continue offering a range of opportunities for those without internet access and people living with a disability.

Strategy 2 Strive to engage members of the community not typically involved in city planning through additional outreach events, targeted educational efforts, and other methods.

Traditional public engagement methods including public meetings may need to be supplemented with more creative, targeted strategies to engage underrepresented groups. Additional resources and staff time may be needed to better

serve underrepresented communities. Identifying community leaders and organizations to form partnerships with is a first step in meeting people where they're at.

Strategy 3 Increase use of technology and social media to educate and inform community members.

Social media platforms and the City website can be useful tools for communicating about land use issues like future development and planning practices. City event and meetings can also be promoted by posting updates through social media. Expanding the City's social media presence can reach a broader audience, potentially increasing engagement opportunities with underrepresented groups.



Strategy 4 Encourage opportunities for community members to interact with City staff on a more direct level.

Creating staff roles to directly interact with the community may improve communication with the public and engagement in planning issues. In addition, ensuring staff presence at local events through tabling or other means may provide opportunities for community members to interact with City staff.

Strategy 5 Establish a forum for coordinated community conversations, such as community councils.

A variety of tools exist for coordinating community conversations. Neighborhood associations, community councils, and working groups provide additional public participation opportunities over a longer time frame than workshops or focus groups. To identify the appropriate forum, Lehi may need to survey the public or look to other cities for successful examples.

Strategy 6 Increase participation from a more diverse demographic, specifically finding ways to advertise, invite, and engage with students and senior citizens.

In their outreach efforts, Lehi City staff should strive to involve as diverse a group of community members as possible. Targeted outreach strategies can help reach groups that may be missing from planning engagement efforts, such as students and seniors. Outreach at schools, community events, and senior centers can help engage these demographics.



Community tree planting, source: Lehi City, April 2018, Facebook.com.



Community outreach, source: Lehi City, October 2021, Facebook.com.



IMPLEMENTATION

The Implementation Chapter of the Land Use Element is intended to be a working document that provides direction for the implementation of identified projects, studies, and policies. that will move Lehi City towards achieving the goals laid out in this plan. Lehi has many projects or policies identified for implementation in the near and distant future. The projects and policies on this list were identified through outreach with the community and conversations with Lehi City staff and leadership.

Each project on the list will have its own implementation plan and will be reviewed and prioritized by the City Council along with the annual budgeting process. Additional projects can be added as issues arise or as ideas are conceived.

IMPLEMENTATION PROJECTS

For each project listed, information is offered that preliminarily identifies:

What the project is and what are some logical implementation steps?

Why the project is important to Lehi?

Who should participate in project implementation?

When should the project be completed in terms of both priority and timeline?

How the project could be funded? How can it be coordinated with other ongoing projects?

Implementation projects are presented in the Implementation Matrix on page 89, for quick reference to project categories, timelines, partners, and funding sources. Individual project sheets, at the end of this chapter, contain more detailed information on project objectives and actions.

IMPLEMENTATION MATRIX

#	PROJECT	CATEGORY	LOCATION	TIMELINE		STAKEHOLDERS	POTENTIAL FUNDING SOURCES	COORDINATION WITH OTHER PROJECTS
				SHORT-TERM (0-5 years)	MID-TERM (5+ years)			
1	Development Code Updates	Policy	Citywide	x		CITY, DEV, POWN, RES	LCGF	2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
2	Update 2007 Downtown Revitalization Plan	Downtown Revitalization, Community Identity	State Street, Main Street, Downtown Core	x		CITY, COUNTY, DBOWN, DEV, LACC, POWN, RES, UDOT, UTA,	LCGF, BID, CDBG, RLF, SAA, TIF, UMLF, UHPTC	1, 5, 7, 8, 11, 13
3	Enhance Employment and Technology Center Identity	Economic/ Employment Opportunity, Community Identity	North, along I-15 and Timpanogos Hwy, near Thanksgiving Point and Lehi's emerging Urban Center	x		CITY, COUNTY, EMP, GOED, LACC, POWN, RES, UT	LCGF, SG	1, 5, 6, 7, 8, 9, 10, 13
4	Neighborhood Scale Shopping Opportunities	Economic/ Employment Opportunity, Quality of Life	New and existing neighborhoods throughout the city	x		CITY, CDEV, HB, LACC, POWN, RES	LCGF, DEV	1, 7, 9, 10, 13
5	Transit Oriented Development	Downtown Revitalization, Community Identity, Economic/ Employment Opportunity	At appropriate locations within ½ mile of exiting FrontRunner and planned BRT stations in Lehi	x		AC, BOWN, CITY, COUNTY, DEV, LACC, MAG, POWN, RES, UDOT, UTA	BID, CDBG, DEV, EDTIF, IF, LCGF, SAA, TIF, UDOT, UTA	1, 2, 3, 6, 7, 9, 10, 13
6	Create an Urban Center at Thanksgiving Point	Community Identity, Economic/ Employment Opportunity	Thanksgiving Point and adjacent areas, on both sides of I-15	x		AC, BOWN, CITY, DEV, LACC, POWN, RES, TGP, WFRC	BID, CDBG, DEV, EDTIF, IF, LCGF, SAA, TIF	1, 2, 3, 5, 7, 9, 10, 13
7	Citywide Housing Choices	Quality of Life	Citywide	x		BOWN, CITY, COUNTY, DEV, HUD, POWN, RES, UHBA	CSFHG, DEV, HOME, LCGF, OWHLF, TIF	1, 2, 3, 4, 5, 6, 8, 9, 10, 13
8	Coordinate Land Use Plan with Parks and Recreation Master Plan Update	Infrastructure, Quality of Life	Citywide	x		CITY, DEV, POWN, RES	CDBG, DEV, LCGF, PRIF, UF	1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13

#	PROJECT	CATEGORY	LOCATION	TIMELINE		STAKEHOLDERS	POTENTIAL FUNDING SOURCES	COORDINATION WITH OTHER PROJECTS
				SHORT-TERM (0-5 years)	MID-TERM (5+ years)			
9	Placemaking	Infrastructure, Quality of Life	Citywide		x	BOWN, CITY, LACC, MO, POWN, RES, TGP	BID, DEV, LCGF, SAA, TIF, UMLF	1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13
10	Citywide Complete Streets Program	Infrastructure, Policy, Quality of Life	Citywide		x	CITY, POWN, RES, UDOT, UTA	LCGF, UDOT, UTA, TIF	1, 2, 3, 4, 5, 6, 7, 8, 13
11	Explore Opportunities to Update and/or Expand Rodeo Facilities	Quality of Life, Community Identity, Downtown Revitalization	Existing or new Rodeo Grounds		x	CITY, LACC, POWN, RES, RC	DONOR, LCGF, LRUD, RC, TIF	1, 2, 8, 9
12	Lake Front Recreational Facilities	Quality of Life, Infrastructure	Northern shores of Utah Lake		x	CITY, COUNTY, CSS, DEV, EPA, JRP, POWN, RES	DEV, FG, LCGF, MF, PD, SG	1, 8, 9
13	Sustainable Development	Infrastructure, Quality of Life	Citywide	x		AEP, BOWN, CITY, DEV, EAG, EPA, LPD, POWN, RES	DONOR, DEV, FG, LCGF, NPO, SG	1, 2, 3, 4, 5, 6, 7, 8, 9, 10

KEY TERMS

PROJECT STAKEHOLDERS

AC	Adjacent Communities
AEP	Alternative Energy Providers
BOWN	Business Owners
CSS	City of Saratoga Springs
CDEV	Commercial Developers
DEV	Developers
DBOWN	Downtown Business Owners
EAG	Environmental Advocacy Groups
EMP	Existing Technology Companies/Other Large Employers
HB	Homebuilders
JRP	Jordan River Parkway
LACC	Lehi Area Chamber of Commerce
CITY	Lehi City
LPD	Lehi City Power Department
MO	Media Outlets
MAG	Mountainland Association of Governments
POWN	Property Owners
RES	Residents
RC	Rodeo Community
UT	State of Utah
TGP	Thanksgiving Point
HUD	United States Department of Housing and Urban Development
EPA	United States Environmental Protection Agency
COUNTY	Utah County
UDOT	Utah Department of Transportation
GOED	Utah's Governor's Office of Economic Development
UHBA	Utah Home Builders Association
UTA	Utah Transit Authority
WFRC	Wasatch Front Regional Council

POTENTIAL FUNDING SOURCES

BID	Business Improvement District
CDBG	Community Development Block Grants
CSFHG	County, State, and Federal Housing Grants
DEV	Developers
DONOR	Donor Organizations
EDTIF	Economic Development Tax Increment Financing
FG	Federal Grants
HOME	HUD HOME Investment Partnership Program
IF	Impact Fees
LCGF	Lehi City General Fund
LRUD	Lehi Round-Up Days
MF	Mitigation Funding from Past Development
NPO	Non-Profit Organizations
OWHLF	Olene Walker Housing Loan Fund
PRIF	Parks and Recreation Impact Fees
PD	Private Donors
RLF	Revolving Loan Funds
RC	Rodeo Community
SAA	Special Assessment Area
SG	State Grants
TIF	Tax Increment Financing
UF	User Fees
UDOT	Utah Department of Transportation
UHPTC	Utah Historic Preservation Tax Credit
UMLF	Utah Microenterprise Loan Fund
UTA	Utah Transit Authority

DEVELOPMENT CODE UPDATES

OBJECTIVE

To update the Development Code and Zoning Map to reflect and implement the recommendations of the Land Use Element, other Elements of the General Plan, as well as concepts in other plans and documents. Development relies upon public agency consistency and expectations. Zoning is a time-tested tool for orderly development that stakeholders rely upon. The Future Land Use map in this plan illustrates the community's vision for future land uses in Lehi; the zoning code will implement this map through Lehi City's Development Code.



CATEGORY

Policy

LOCATION

Citywide

STAKEHOLDERS

Lehi City, Developers, Property Owners, Residents

POTENTIAL FUNDING SOURCES

- Lehi City General Fund

TIMELINE

Short-term (0 - 5 years) - Within the first 12 months of this Land Use Element's Adoption

COORDINATION WITH OTHER PROJECTS

2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

ACTION STEPS

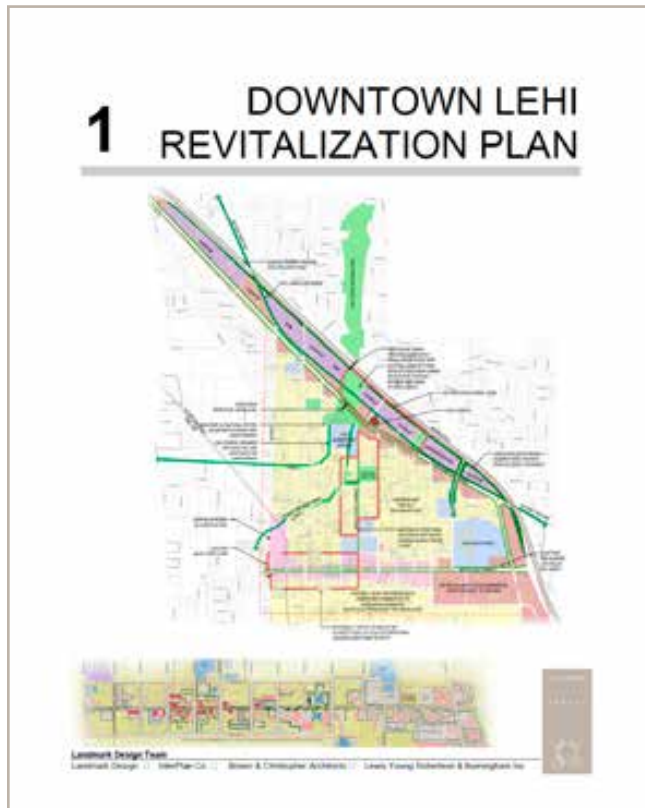
- With Stakeholder input, begin the process of making the zoning map and zone definitions compatible with the Future Land Use Map and the Land Use Element Goals and Strategies.
- Begin local public hearings on proposed zone changes.
- Review existing codes to identify changes needed in order for the code to match the Land Use Element and other General Plan Element updates. Specific zone changes to be addressed may include, but not be limited to:
 - Main Street and State Street corridors
 - Neighborhood Commercial areas
 - TOD areas
 - Thanksgiving Point/Urban Center area
 - Mixed Use areas
 - Pioneer Crossing corridor
 - Other changes to commercial or residential density or desired uses in Areas of Change
- Update and adopt Development Code and Zoning Map amendments.
- Apply the updated code to new projects.
- Evaluate and adjust as needed.



UPDATE 2007 DOWNTOWN REVITALIZATION PLAN

OBJECTIVE

To create an updated plan for the future of Downtown Lehi that is consistent with the needs and desires of the community. The intent of the 2007 Downtown Revitalization Plan was to take a critical look at Downtown Lehi to establish a vision that would help guide future development and growth in the area. Lehi City should update the plan to reflect the changes and growth that have occurred in Lehi since the plan's adoption. The objective of this project is to create an updated Downtown Revitalization Plan with planning concepts, urban design concepts, and implementation actions that represent the community's vision for downtown.



CATEGORY

Downtown Revitalization, Community Identity

LOCATION

State Street, Main Street, Downtown Core

STAKEHOLDERS

Developers, Downtown Business Owners, Lehi Area Chamber of Commerce, Lehi City, Property owners, Residents Utah County, UDOT, UTA,

POTENTIAL FUNDING SOURCES

- Lehi City General Fund
- Revolving Loan Funds
- Business Improvement District
- Special Assessment Area
- Community Development Block Grants (CDBG)
- Utah Microenterprise Loan Fund
- Utah Historic Preservation Tax Credit
- RDA for Downtown/CDA for Main Street (Tax Increment Financing)

TIMELINE

Short- term (0 - 5 years)

COORDINATION WITH OTHER PROJECTS

1, 5, 6, 7, 8, 11, 13

ACTION STEPS

- Conduct a review of the 2007 Downtown Revitalization Plan and assess relevance of its concepts and implementation actions.
- Conduct citywide public outreach to develop a vision for the future of Downtown Lehi.
- Create implementation actions in the updated plan to work hand-in-hand with strategies proposed in this Land Use Element.
- Determine actions that can produce the most impact for the City, whether it be economic benefits, improved quality of life, or creating a unique sense of place that promotes Lehi's "brand" as defined in the 2015 Lehi City Brand Usage and Style Guide.
- Implement actions that are low-cost but highly visible and easily accomplished.



ENHANCE TECHNOLOGY INDUSTRY AND EMPLOYMENT CENTER IDENTITY

OBJECTIVE

To encourage and enhance Lehi's expanding technology center identity, to boost the City's economy, and to position the City to attract regional and national technology companies. This will increase supporting businesses, creating employment opportunities for residents. Employment centers should be supported by nearby retail and residential mixed use development and should have strong connections to future and existing transit stations.



CATEGORY

Economic/Employment Opportunity,
Community Identity

LOCATION

North, along I-15 and Timpanogos Hwy, near Thanksgiving Point and Lehi's emerging Urban Center

STAKEHOLDERS

Existing Technology Companies and Large Employers, Lehi Area Chamber of Commerce, Lehi City, Property owners, Residents, State of Utah, Utah Governor's Office of Economic Development, Utah County

POTENTIAL FUNDING SOURCES

- Lehi City General Fund
- State Grants

The following incentives can also be marketed to potential companies:

- Industrial Assistance Fund (IAF)
- Custom Fit

TIMELINE

Short- term (0 - 5 years)

COORDINATION WITH OTHER PROJECTS

1, 5, 6, 7, 8, 9, 10, 13

ACTION STEPS

- Streamline development processes to encourage companies to locate and relocate to Lehi and forward information to regional and national companies about the advantages of locating in Lehi.
- Support development proposals that will add mixed use retail and residential to employment areas, and that creates good connections to transit stations.
- In conjunction with the City's Economic Development Strategic Plan, work with existing companies to determine which additional services and/or incentives will attract potential companies to Lehi
- In conjunction with the City's Economic Development Strategic Plan, actively market the technology center identity, develop a recruitment flyer (shows growth, demographics, available sites, size, accessibility, visibility, infrastructure, incentives available, sales, etc.)



NEIGHBORHOOD SCALE COMMERCIAL OPPORTUNITIES

OBJECTIVE

To create shopping and other neighborhood-scale commercial opportunities closer to where people live, to reduce the distance needed to drive to reach these amenities, or eliminate the need to drive altogether. Neighborhood commercial opportunities could include small markets, cafes, professional services, and small medical offices.



CATEGORY

Economic/Employment Opportunity, Quality of Life

LOCATION

New and existing neighborhoods throughout the city

STAKEHOLDERS

Lehi City, Lehi Area Chamber of Commerce, Commercial Developers, Homebuilders, Property Owners, Residents

POTENTIAL FUNDING SOURCES

- Lehi City General Fund
- Private Developers

TIMELINE

Short- term (0 - 5 years)

COORDINATION WITH OTHER PROJECTS

1, 7, 9, 10, 13

ACTION STEPS

- Identify available parcels of land.
- Update City zoning and land use maps to accommodate changes
- Identify potential interested developers.
- Coordinate with commercial developers and homebuilders to include commercial development alongside new residential developments.



TRANSIT ORIENTED DEVELOPMENT

OBJECTIVE

To capitalize on regional and local transit corridors in the City to develop dense, vibrant, and walkable mixed use communities. These communities will allow people to live and work closer to transit facilities, reducing vehicles on the road and providing a strong ridership base to support new and existing transit lines.



CATEGORY

Downtown Revitalization, Community Identity, Economic/Employment Opportunity

LOCATION

At appropriate locations within ½ mile of existing FrontRunner and planned TRAX stations

STAKEHOLDERS

Adjacent Communities, Business Owners, Developers, Lehi City, Lehi Area Chamber of Commerce, Mountainland Association of Governments (MAG), Property Owners, Residents, UDOT, UTA, Utah County

POTENTIAL FUNDING SOURCES

- Lehi City General Fund
- UDOT/ UTA
- Special Assessment Area
- Tax Increment Financing (TIF)
- Business Improvement District
- Community Development Block Grants
- Economic Development TIF
- Developers
- Impact Fees

TIMELINE

Short- term (0 - 5 years)

COORDINATION WITH OTHER PROJECTS

1, 2, 3, 6, 7, 9, 10, 13

ACTION STEPS

- Work with UDOT, UTA, and MAG to plan for TOD development in Lehi
- Coordinate TOD's with the Lehi Transit Master Plan.
- Ensure that zoning of land surrounding existing and future transit stations to support TOD's.
- Reach out to potential developers and provide incentives for land acquisition and development.
- Set up a framework and a committee to steer the development and financing of the TOD(s) in Lehi



CREATE AN URBAN CENTER AT THANKSGIVING POINT

OBJECTIVE

To create a regional urban center in the Thanksgiving Point area, with entertainment venues, cultural attractions, retail destinations, employment opportunities, and housing units.



CATEGORY

Community Identity, Economic/Employment Opportunity

LOCATION

Thanksgiving Point and adjacent areas, on both sides of I-15

STAKEHOLDERS

Adjacent Communities, Business Owners, Developers, Lehi City, Lehi Area Chamber of Commerce, Property Owners, Residents, Thanksgiving Point, Wasatch Front Regional Council

POTENTIAL FUNDING SOURCES

- Lehi City General Fund
- Special Assessment Area
- Tax Increment Financing (TIF)
- Business Improvement District
- Community Development Block Grants
- Economic Development TIF
- Developers
- Impact Fees

TIMELINE

Short- term (0 - 5 years)

COORDINATION WITH OTHER PROJECTS

1, 2, 3, 5, 7, 9, 10, 13

ACTION STEPS

- Develop a Vision and Master Plan for the Urban Center area, supported by broad, inclusive community outreach efforts
- Assess potential impacts of development on surrounding areas
- Assess feasibility of pedestrian crossing over I-15
- Reach out to potential developers and provide incentives for land acquisition and development



CITYWIDE HOUSING CHOICES

OBJECTIVE

As Lehi grows, allow for the development of a range of housing sizes and types that will be attractive and affordable for people at all ages, life stages, household sizes, and incomes. Locate housing near employment centers and transit stations, reducing commute times and/or the need to drive to work.



CATEGORY

Quality of Life

LOCATION

Citywide

STAKEHOLDERS

Business Owners, Developers, Lehi City, HUD, Utah Home Builders Association, Property Owners, Residents, Utah County

POTENTIAL FUNDING SOURCES

- Tax Increment Financing
- Lehi City General Fund
- County, State, and Federal Housing Grants
- HUD's HOME Investment Partnership Program
- Olene Walker Housing Loan Fund
- Developers

TIMELINE

Short- term (0 - 5 years)

COORDINATION WITH OTHER PROJECTS

1, 2, 3, 4, 5, 6, 8, 9, 10, 13

ACTION STEPS

- Update the development and zoning codes to allow for mixed-use high density housing projects within the downtown area, the urban center area, and TOD areas.
- Develop a density matrix of varying densities that will accommodate population growth and a range of housing types. The matrix should be interwoven with commercial services and transportation that provide transit related opportunities.
- Identify potential properties with development or redevelopment potential for housing and develop a strategy to encourage their use.
- Identify and engage developers and market Lehi as a prime location for different housing types.
- Explore funding mechanisms for infrastructure investments that are necessary to support residential density, such as increased sewer, water, and road capacity.
- Apply for and develop plans for using federal grant money for increasing housing quality and affordability.



COORDINATE LAND USE PLAN WITH PARKS AND RECREATION MASTER PLAN UPDATE

OBJECTIVE

To ensure that land use decisions are consistent with the goals and policies of the Parks and Recreation Master Plan update. New developments should be required to provide an appropriate amount of park space, as well as connections to regional recreation opportunities.



CATEGORY

Infrastructure, Quality of Life

LOCATION

Citywide

STAKEHOLDERS

Lehi City, Developers, Property Owners, Residents

POTENTIAL FUNDING SOURCES

- Parks and Recreation Impact Fees
- Community Development Block Grants
- User Fees
- Individual Developers
- Lehi City General Fund

TIMELINE

Short- term (0 - 5 years)

COORDINATION WITH OTHER PROJECTS

1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13

ACTION STEPS

- Coordinate implementation of Land Use Element strategies and implementation items with Parks and Recreation Master Plan policies and park implementation priorities.
- Assess progress towards meeting proposed park level of service standards throughout the city.
- Continue to work towards filling existing park gaps and updating existing parks that are in need of improvements.
- Ensure that developers are including parks within new neighborhoods that meet or exceed the recommended parks level of service, and that new parks are highly accessible to all residents.



PLACEMAKING

OBJECTIVE

To create neighborhoods, business districts, and community gathering places with a unique character and sense of place that reinforces the Lehi “brand” through urban design strategies. To promote round-the-clock activity and adequate vibrancy to eliminate dead zones, especially in the downtown, urban center, mixed use, and TOD areas.



CATEGORY

Quality of Life, Community Identity

LOCATION

Citywide

STAKEHOLDERS

Business Owners, Lehi City, Lehi Area Chamber of Commerce, Media Outlets, Property Owners, Thanksgiving Point, Residents

POTENTIAL FUNDING SOURCES

- Tax Increment Financing
- Business Improvement District
- Special Assessment Area
- Utah Microenterprise Loan Fund
- Developers
- Lehi City General Fund

TIMELINE

Mid- term (5 -15 years)

COORDINATION WITH OTHER PROJECTS

1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13

ACTION STEPS

- Determine areas where placemaking is desired and appropriate. These areas may include Downtown Lehi, the Urban Center/Thanksgiving Point area, TOD areas, and mixed use areas.
- Develop design standards for buildings, streetscapes, and public spaces in areas where placemaking is desired.
- Promote the inclusion of public art in new developments, public spaces, and streetscapes.
- Conduct an inventory of existing entertainment and event opportunities within the City, especially in the downtown core, urban center, mixed-use, and TOD areas.
- Conduct a survey of residents to determine the type of entertainment or dining opportunities they desire.
- Develop infrastructure and provide incentives to attract events to Lehi. Advertise Lehi's annual festivals and events widely, such as the Round Up Days and provide infrastructure and hospitality services to cater to visitors and participants of these events.
- Develop systems to provide services and enhanced safety procedures at events within the City.



CITYWIDE COMPLETE STREETS PROGRAM

OBJECTIVE

To promote the inclusion of Complete Streets concepts (planning for cars, transit, bicycles, and pedestrians, equally) in Lehi's street design.

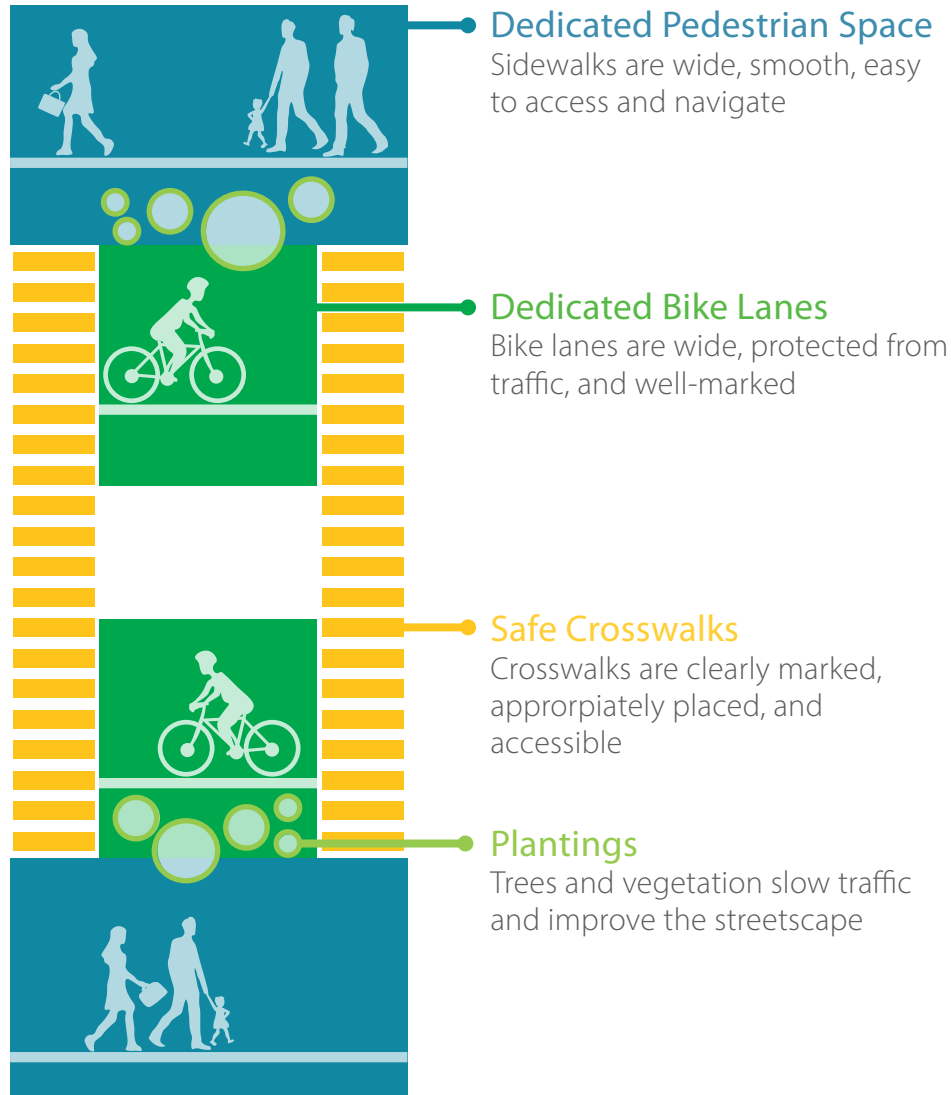


Figure 34. Complete Street Elements, source: Fregonese Associates 2020.

CATEGORY

Infrastructure, Policy, Quality of Life

LOCATION

Citywide

STAKEHOLDERS

Lehi City, Property Owners, Residents, UDOT, UTA

POTENTIAL FUNDING SOURCES

- Lehi City General Fund
- UDOT
- UTA
- Tax Increment Financing

TIMELINE

Mid- term (5 -15 years)

COORDINATION WITH OTHER PROJECTS

1, 2, 3, 4, 5, 6, 7, 8, 10, 13

ACTION STEPS

- Coordinate with the Transit Master Plan, Master Transportation Plan, and other City long-range plans to determine the feasibility of implementing a Complete Streets Program.
- As major transportation system redesign projects arise, work with project designers to ensure that plans balance safety and efficiency while promoting multi-modal use of streets.
- Develop a program for the redesign of key roadways over time to include considerations for vehicles, transit, pedestrians, bicycles and horses.



EXPLORE OPPORTUNITIES TO UPDATE AND/OR EXPAND RODEO FACILITIES

OBJECTIVE

To utilize the rodeo facility that is used as a community gathering space year-round. To strengthen Lehi's identity as a horse friendly community, to support equestrian activity, and to place the City on the map as a regional equestrian destination.



Lehi City Rodeo, source: <https://www.lehi-ut.gov/roundup/>.

CATEGORY

Quality of Life, Community Identity, Downtown Revitalization

LOCATION

Existing or new Rodeo Grounds

STAKEHOLDERS

Lehi City, Lehi Area Chamber of Commerce, Property owners, Residents, Rodeo Community,

POTENTIAL FUNDING SOURCES

- Lehi City General Fund
- Donor Organizations
- Equestrian Community
- Lehi Round-Up Days
- Tax Increment Financing

TIMELINE

Mid- term (5 -15 years)

COORDINATION WITH OTHER PROJECTS

1, 2, 8, 9

ACTION STEPS

- Conduct community-wide outreach to develop a vision for the Rodeo Grounds. This visioning may be coordinated with the update to Lehi Downtown Revitalization Plan.
- Assess potential to renovate or expand existing facility, according to community vision. If renovations or expansion are not feasible, identify and acquire new location for rodeo grounds.
- Create a plan to implement a new or expanded facility. This will include a feasibility study, a survey, market study, and a branding and advertising campaign. Allow for supportive uses surrounding the Rodeo Grounds, explore shared parking opportunities, and creating connections to Main Street and transit stations if remaining at existing location.
- Conduct a study, city-wide survey, and research examples from other communities to determine the program of the rodeo facilities. Explore year-round entertainment opportunities, such as concerts, paintball, or ice skating.



LAKE FRONT RECREATIONAL FACILITIES

OBJECTIVE

To provide access for a variety of recreational activities at Utah Lake, while preserving the area's natural state.



CATEGORY

Quality of Life, Infrastructure

LOCATION

Northern shores of Utah Lake

STAKEHOLDERS

City of Saratoga Springs, EPA, Developers, Jordan River Parkway, Lehi City, Property Owners, Residents, Utah County

POTENTIAL FUNDING SOURCES

- Lehi City General Fund
- Mitigation Funding from Past Development
- Individual Developers
- Private Donors
- State and Federal Grants

TIMELINE

Mid- term (5 -15 years)

COORDINATION WITH OTHER PROJECTS

1, 8, 9

ACTION STEPS

- Coordinate with the City of Saratoga Springs in their efforts to develop lakefront recreational facilities.
- Conduct a study and survey to identify and determine desired lakefront recreational facilities and activities, such as trails, boardwalks, kayaking, fishing, birdwatching, or boat access.
- Utilize the Parks and Open Space element of the General Plan to help identify locations along the Lake that can be used for recreational activity, as well as the possibility for a trail developed along the Lake.
- Update zoning and land use maps to allow for the inclusion of these facilities along the shores of the Lake.
- Encourage cluster development in new subdivisions near the lake, to preserve as much of the natural area and open space as possible.
- Install facilities and improvements including dock for fishing and bird watching, dock for boats, etc.



SUSTAINABLE DEVELOPMENT

OBJECTIVE

To explore the use of sustainable development approaches in Lehi, to increase the quality of life for current and future community members. Sustainable development strategies include alternative and clean energy sources, more efficient systems for streetlights and public facilities, reduced water usage, green stormwater infrastructure, and measures to reduce greenhouse gas emissions and increase air quality.



CATEGORY

Quality of Life, Infrastructure

LOCATION

Citywide

STAKEHOLDERS

Alternative Energy Providers, Business Owners, Developers, Environmental Advocacy Groups, EPA, Lehi City, Lehi City Power Department, Property Owners, Residents

POTENTIAL FUNDING SOURCES

- Lehi City General Fund
- Donor Organizations
- Non-Profit Organizations
- Federal and State Grants
- Developers

TIMELINE

Mid- term (5 -15 years)

COORDINATION WITH OTHER PROJECTS

1, 2, 3, 4, 5, 6, 7, 8, 9, 10

ACTION STEPS

- Examine the City's current energy portfolio and determine shortfalls and opportunities for the infusion of alternative energy. Work with the community and alternative energy experts to identify feasible alternative energy sources.
- Market and educate alternative energy concepts to residents, and as part of Lehi City's Employment and Technology Center identity.
- Create incentives to attract alternative energy providers.
- Update the Outdoor Lighting Ordinance to include new and upgraded lighting fixtures
- Consider conducting a citywide greenhouse gas inventory and creating a city Climate Action Plan.
- Explore strategies to reduce water consumption by City facilities.
- Include green stormwater infrastructure, such as bioswales and permeable pavement, in new development.



APPENDICES

Community Workshop

Community Workshop Polling Responses

Community Workshop Map Results

Online Map Results

Round-Up Week Maps

Scenario Maps and Indicators

Online Survey Results

Scenario Survey Responses

Webinar Q&A

Engage Lehi Map and Comments

Planning Commission and City Council Minutes

COMMUNITY WORKSHOP POLLING RESPONSES

COMMUNITY WORKSHOP MAP RESULTS

ONLINE MAP RESULTS

ROUND-UP WEEK MAPS

SCENARIO MAPS AND INDICATORS

ONLINE SURVEY RESULTS

SCENARIO SURVEY RESPONSES

WEBINAR Q&A

**ENGAGE LEHI MAP AND
COMMENTS**

PLANNING COMMISSION & CITY COUNCIL MINUTES