Lehi City Council Meeting
Agenda
October 14, 2025

5:30 PM - Lehi City Council Chambers (153 N. 100 E., Lehi, Utah)

Pre-Council, 5:30 p.m.

1. Welcome and Opening Comment

2. Presentations and Reports

   2.1. Lehi City Youth Council- Oath of Office

   2.2. Transit Fresh Look Study Presentation

   2.3. Discussion of Shift Differential Pay Policy

   2.4. Quarterly Financial Report- Dean Lundell, Finance Director

3. Agenda Questions
   The Mayor and City Council discuss and ask questions on items on the Regular Session agenda.

4. Administrative Report

5. Mayor and Council Reports
   Calendar items and outside Committee reports

6. Possible consideration of a motion to enter into closed session for the purchase, exchange, or lease of property; pending or reasonably imminent litigation; the character, professional competence, or the physical or mental health of an individual; or the deployment of security personnel, devices, or systems.

Regular Session, 7:00 p.m.

1. Welcome, Roll Call, Pledge of Allegiance

2. Presentations and Reports

3. 20 Minute Citizen Input

(for public comments on items not listed on the agenda. Comments limited to 3 minutes per person with a time limit not to exceed 20 minutes for this item.)

4. Consent Agenda

4.1. Approve Purchase Orders
PO Index.pdf
PO 8162 Power.pdf
PO 8172 Truvac.pdf
PO 8173 Premier Truck.pdf

4.2. Approve City Council Meeting Minutes
082625 Minutes - Draft2.docx
090925 CC- DRAFT.docx

4.3.
Re-Approve Ordinance #54-2025, terminating and dissolving the Thanksgiving Park Economic Development Project; and Re-Approve Ordinance #55-2025, terminating and dissolving the SR-92 Digital Drive Community Reinvestment Project Area.

Ord 54-2025 -Thanksgiving Point EDA Dissolution (final).docx
Ord 55-2025 Ordinance-SR 92 Digital Drive CRA Dissolution (final).docx

Regular Agenda

5. Consideration of Ordinance #59-2025, approving a Development Code Amendment to Chapter 37, Connectivity Standards.
Petitioner: Lehi City
CC Staff Report Connectivity Standards Ch 37 Development Code Amendment 10.14.25.docx
Development Code amendment to Chapter 37 DRC 08.27.25.docx
Chapter 37 Development Code Amendment - Connectivity Updates Narrative.docx
Ch37DesignStandards - Connectivity Updates 07.21.25.docx
Ord 59-2025.docx

6. The JDH Olson Annexation, including 5.08 acres, located at approximately 1500 S 1100 West.
a. Public Hearing
b. Consideration of Resolution #2025-__ approving an Annexation Agreement with the owners of the property that is the subject of the JDH Olson Annexation.
c. Consideration of Ordinance #63-2025 approving the JDH Olson Annexation with R-1-22 zoning.

Petitioner: Austin Cooper
CC Staff Report JDH Olson Annexation - Final Approval 10.14.25.docx

JDH Olson Annexation DRC 08.13.25.docx
JDH Olson Annexation Narrative 08.13.25.pdf
Res 2025-74.docx
JDH Olson Annexation AnnexAgreement 10.14.25.docx
Ord 63-2025.docx
JDH Olson Aerial.pdf
JDH Olson General Plan.pdf
JDH Olson Zoning.pdf

7. Consideration of Ordinance #62-2025, approving the Lee General Plan amendment on 0.50-acres located at 1035 West Main Street, changing the land use designation from MDR to Commercial.
   Petitioner: Jordan Lee
   CC Staff Report Lee General Plan Amendment 10.14.25.docx
   Lee GPA DRC 09.03.25.docx
   Lee Aerial.pdf
   Lee General Plan.pdf
   Lee Zoning.pdf
   Lee General Plan Amendment DRC 09.03.25.pdf
   Ord 62-2025.docx

8. Consideration of Ordinance #60-2025, approving the Bull River Road General Plan Amendment on 1.48 acres located at approximately 400 West Bull River Road changing the land use designation from Low Density Residential (LDR) to High Density Residential (HDR).
   Petitioner: Perry Homes
   CC Staff Report Bull River General Plan Amendment 10.14.25.docx
   Bull River Road GPA DRC 09.03.25.docx
   Bull River Road General Plan Amendment narrative.pdf
   Bull River Road General Plan Amendment.pdf
   Townnhome elevation compared to neighbors.pdf
   Aerial Map.pdf
   General Plan Map.pdf
   Zoning Map.pdf
   Ord 60-2025.docx

9. Consideration of Ordinance #61-2025, approving the Starter Home Attainable Residential (SHAR) ordinance creating an opportunity for the development of small single-family homes.
   Petitioner: Lehi City
   CC Staff Report SHAR Dev Code Amendment 09.25.25.docx
   Chapter 5-A Starter Home Attainable Residential (SHAR) DRC 08.27.25.docx
   Chaptr 5-A SHAR.pdf

Ord 61-2025.docx

10. Adjournment

- Public is invited to attend all City Council Meetings
- In compliance with the Americans with Disabilities Act, persons in need of special accommodations should contact the City Recorder at 385-201-2269
- This agenda has been properly posted and a copy provided to the local news media.

Agenda Item No: 2.1

City Council Agenda Item Report

Meeting Date: October 14, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Presentation
Agenda Section: Presentations and Reports

Subject:
Lehi City Youth Council- Oath of Office

Suggested Action:

Attachments:

Agenda Item No: 2.2

City Council Agenda Item Report

Meeting Date: October 14, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Presentation
Agenda Section: Presentations and Reports

Subject:
Transit Fresh Look Study Presentation

Suggested Action:

Attachments:

Agenda Item No: 2.3

City Council Agenda Item Report

Meeting Date: October 14, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Discussion
Agenda Section: Presentations and Reports

Subject:
Discussion of Shift Differential Pay Policy

Suggested Action:

Attachments:

Agenda Item No: 2.4

City Council Agenda Item Report

Meeting Date: October 14, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Presentation
Agenda Section: Presentations and Reports

Subject:
Quarterly Financial Report- Dean Lundell, Finance Director

Suggested Action:

Attachments:

Agenda Item No: 4.1

City Council Agenda Item Report

Meeting Date: October 14, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Action Item
Agenda Section: Consent Agenda

Subject:
Approve Purchase Orders

Suggested Action:

Attachments:

PO Index.pdf

PO 8162 Power.pdf

PO 8172 Truvac.pdf

PO 8173 Premier Truck.pdf

LEHI CITY
CITY COUNCIL AGENDA
October 14, 2025

Consent Agenda: Approval of Purchase Orders

INFORMATION:

Company	Description	P O Amount	Budget Balance (before PO)
Stuart C. Irby	Power Department Switch Gear	$302,850.00	Inventory
Owen Equipment	Truvac for the Water Department	$434,552.00	$940,485.00
Premier Truck Group	Freightliner Chassis	$142,261.00	$940,485.00

Lehi City Purchase Requisition Request

Supplier	**Name**	STUART C. IRBY CO.		**Vender #**	
	Street	PO BOX 843959		**Date**	**9/22/2025**
	City	DALLAS	**State**	TX	
	Zip	75284	**Phone**	385-285-3199	

Dean Lundell

POWER	53-14-15	
Requesting Department	**Dept. Account No.**	**Department Head Signature**

Quanity	Unit	Materials and Description	Price	Total
6		S&C 65152R1 (PME-9) 15KV DEADFRONT	$20,500.00	$123,000.00
		AIR INSULATED PAD MOUNTED SWITCH GEAR		
		WITH (2) 600 AMP SWITCHED WAYS AND		
		(2) 200 AMP FUSED WAYS FOR SME-20 FUSING		
6		S&C 65162R1 (PME-11) 15KV DEADFRONT	$21,800.00	$130,800.00
		AIR INSULATED PAD MOUNTED SWITCH GEAR		
		WITH (3) 600 AMP SWITCHED WAYS AND		
		(1) 200 AMP FUSED WAYS FOR SME-20 FUSING		
54		SANC 3093 FUSE END FITTING SME-20	$325.00	$17,550.00
		INCLUDES SILENCER FOR PADMOUNT PME		
60		SANC 612125 FUSE UNIT SMU-20	$195.00	$11,700.00
		125 E STANDARD SPEED 14.4 KV		
12		CONCAST FC74-76-20-6264 FIBERCRETE	$1,650.00	$19,800.00
		BOX PAD 74-X 76-X-20-IN DEEP FOR PME GEAR		
		UPCOMING PROJECTS LEAD TIME ON THESE		
		SWITCHES 52-60 WEEKS		
		SKYE PROJECTS,VISTAS AT THE POINT&(MORE)		
				$302,850.00

Justification:	Price Determination	
SEE ATT. LETTER	Verbal Quote	
	Informal Bid	
	Written Bid	*
	State Bid	
	Other	

LEHI CITY
POWER DEPARTMENT

9/22/2025

To: Jason Walker
Cc: Dean Lundell
From: Joel Eves
Re: PME-9 & PME-11,PME-10 PME-12, VISTA MODEL 550 Switch Gear

We have an immediate need for the PME-9 & PME-11& PME-10 & PME-12 Dead Front (S & C #65152R1 and S & C #65162R1 S & C #65242R1 S & C #65172R1) VISTA MODEL 550 #935502R1-P6-S144 Switch gears for work on Commercial & Residential projects currently underway in the city.

We would like to continue purchasing these switch gears from Stuart C. Irby Co. based on the following reasons:

- Currently they are the only vendor that carries these switches in stock.
- The fuse holders needed for these switches are already stocked in our warehouse.
- We have put the switches out to bid in the past and Stuart C. Irby has always been awarded the bid.
- 70-80% of switches on our system are S & C.
- To keep our system standardized.
- Ensure safety of lineman working on switches.
- Our Lineman stock only this type of fuse holder on our service trucks.

While there may be other companies who could possibly provide these switches. At the present time Stuart C. Irby is the only company we can purchase these switches from and receive them in a timely manner.

Sincerely,

Joel Eves
Lehi City Corporation
Power Department Director

Quotation

STUART C IRBY BR 1093 SALT LAKE CTY
6312 WEST BEAGLEY ROAD
WEST VALLEY CITY UT 84128
385-285-3199

QUOTE DATE	ORDER NUMBER
09/22/25	S014382748

REMIT TO:
STUART C. IRBY CO.
POST OFFICE BOX 843959
DALLAS TX 75284

PAGE NO. 1

SOLD TO:
LEHI CITY CORP
153 NO 100 EAST
LEHI, UT 84043

SHIP TO:
LEHI CITY CORP
560 WEST GLENN CARTER DRIVE
LEHI, UT 84043
801-768-7100

ORDERED BY: KENNY

CUSTOMER NUMBER	CUSTOMER ORDER NUMBER	JOB/RELEASE NUMBER	OUTSIDE SALESPERSON
222013	PME'S		Gregory J McPhie

INSIDE SALESPERSON		REQD DATE	FRGHT ALLWD	SHIP VIA
JOSEPH C RHO		09/22/25	Yes	120 UTAH COUNTY

ORDER QTY	SHIP QTY	LINE	DESCRIPTION	Prc/Uom	Ext.Amt
			********* Shipping Instructions *********		
			* SCOTT PECK 801-494-9684 *		
			* KENNY 385-201-2612 OFC *		
			* 801-655-3042 MBL *		
			**********		
6EA		1	SANC 65152R1 PME-9 PD MTG GEAR	20500.000EA	123000.00
			**********		
			MARCH-APRIL LEAD TIME		
			**********		
6EA		2	SANC 65162R1 PME-11 SWITCHGEAR, PDMT, DEADFRONT, 15KV, 95KV BIL, 3 SWITCH CABINETS, 1 FUSE CABINET, SMU-20	21800.000EA	130800.00
			**********		
			MAY JUNE LEAD TIME		
			**********		
54EA		3	SANC 3093 FUSE END FITTING SME-20 INCLUDES SILENCER FOR PADMOUNT PME	325.000EA	17550.00
60EA		4	SANC 612125 FUSE UNIT SMU-20 125E STANDARD SPEED 14.4KV	195.000EA	11700.00
12EA		5	CONC FC-74-76-20-6264-DSS FIBERCRETE BOX PAD WITH 62"X64" OPENING WITH DOOR SIDE STENCIL	1650.000EA	19800.00

*** This is a quotation ***

Subtotal	**302850.00**
S&H CHGS	**0.00**
Sales Tax	**0.00**
TOTAL	**302850.00**

Prices firm for acceptance within 30 days with the exception of commodity prices which are subject to change daily. Quotation is void if changed. Complete quote must be used unless authorized in writing.

All transactions are subject to and exclusively governed by our Terms and Conditions of Sale, which are incorporated herein and available at: https://www.irbyutilities.com/terms. Additional or conflicting terms are rejected, void, and of no force or effect.

** Reprint ** Reprint ** Reprint **

Quotation

STUART C IRBY BR 1093 SALT LAKE CITY
6312 WEST BEAGLEY ROAD
WEST VALLEY CITY UT 84128
385-285-3199

QUOTE DATE	ORDER NUMBER
09/22/25	S014382748

REMIT TO:	PAGE NO.
STUART C. IRBY CO. POST OFFICE BOX 843959 DALLAS TX 75284	2

SOLD TO:
LEHI CITY CORP
153 NO 100 EAST
LEHI, UT 84043

SHIP TO:
LEHI CITY CORP
560 WEST GLENN CARTER DRIVE
LEHI, UT 84043
801-768-7100

ORDERED BY: KENNY

CUSTOMER NUMBER	CUSTOMER ORDER NUMBER	JOB/RELEASE NUMBER	OUTSIDE SALESPERSON
222013	PME'S		Gregory J McPhie

INSIDE SALESPERSON		REQD DATE	FRGHT ALLWD	SHIP VIA
JOSEPH C RHO		09/22/25	Yes	120 UTAH COUNTY

Terms and Conditions of Sale for Quotes
A. Seller assumes no responsibility whatsoever for any interpretation of bid documents, plans, or specifications provided to Seller (i.e., customer shall be solely responsible for ensuring interpretation of such documents, plans and/or specifications and for conformity and appropriateness of all goods and services ordered in comparison to same).
B. Prices are subject to change at any time prior to shipment unless otherwise agreed in writing signed by an authorized Seller representative.
C. Pricing and estimated delivery dates are based solely on the quantities and specific products and/or scope of services identified in this quote. Seller may refuse, terminate, or change pricing, estimated dates, and other terms of its offer if customer requests changes or deviations from the original quote. Unless an authorized Seller representative accepts customer's proposed deviations in an explicit signed agreement modifying this quotation, any such proposed deviations are automatically rejected, void, and of no force or effect.
D. Quotation does not include special mounting or installation hardware, equipment options, accessories, samples, spares, or mock-up equipment unless otherwise noted.
E. Seller is not responsible for the design of the project or any goods supplied.
F. Seller reserves the right to increase the pricing quoted herein to account for force majeure events, the imposition of new or increased tariffs, shipping costs, import/export fees, duties, customs, or taxes, currency fluctuations, or increases in commodity or market pricing.
G. Pre-shipment of anchor bolts is plus freight.
H. Where applicable, fabrication and shipment of goods can only be made after Seller receives the following: (i) purchase order conforming to this Quotation, (ii) customer's verification and approval of technical information, (iii) approved Submittal Drawings, and (iv) credit approval.
I. Lead times are strictly estimates. Seller is not responsible for ship dates beyond estimated dates unless Seller's President or VP Finance otherwise explicitly agrees in a signed writing as part of this Quotation and then only to the extent so agreed.
J. All orders are FCA Shipping Point, prepaid and billed, unless otherwise noted in quote.
K. Logistic solutions, storage, handling, kitting, expedited or special delivery, testing, including, but not limited to, infrared scanning and NETA testing, spares, start-up, installation, commissioning, arc flash studies, and other services are excluded unless otherwise specified in this quote. Please contact your Seller representative for additional information on any such services if desired.
L. This quotation and all related transactions are also subject to the applicable manufacturer's published warranties, including all applicable disclaimers, exclusions, and limitations.
M. This quotation constitutes Seller's confidential information, and customer shall not share or distribute this quotation to third parties other than to the extent reasonably necessary to process the transactions contemplated herein with Seller.
N. Unless otherwise expressly agreed in a separate writing signed by Seller's President or VP Finance, Seller does not agree and is not subject to any contractual flow-down or pass-through terms from customer, including, but not limited to, DFARs, FARs, Prime Contracts, Minority Business requirements, Buy America Act, etc.

** Reprint ** Reprint ** Reprint **

OWEN EQUIPMENT
1220 S Legacy View St. Salt Lake City, UT 84104
Salt Lake City Main Line: (385) 308-4973

Presents a Proposal Summary

of the

TRUVAC®



HXX

Single Engine Hydro Excavation Machine with Positive Displacement Vacuum System Mounted on a Customer Supplied Heavy Duty Truck Chassis

for

LEHI CITY

September 26, 2025

TRUVAC HXX: Hydro-Excavator – PD 18" Blower, 12 Yard Debris, 1200 Gallons Capacity:

STANDARD FEATURES

· DigRight Technology
· Aluminum Fenders
· Mud Flaps
· Blower – Roots 824RCS/18
· Sealed Electrical System
· Single Cyclonic Separators
· Double Acting Dump Hoist Cylinder
· 2" Y-Strainer, w/25' Fill Hose
· Ex-Ten Steel Debris Body
· Electronic Low Water Indicator
· Fixed Pipe Rack, R/D
· Flat Style, Rear Door w/Hydraulic Locks, Lift
· 8" ID Vacuum
· Multi Flow System
· Handgun Kit 5gpm/10gpm
· 75' Retractable Handgun Reel
· Vacuum Relief
· Electronic Back-Up Alarm
· 3" Water Tank Drain
· 2 1/2" Cam-Lok Water Fill Fitting
· Control Panel Boom Controls
· Circuit Breakers
· Tow Hooks Rear
· Hydrant Wrench / Tool Package
· Debris Body Deflectors
· SS Float Ball Shut Off
· Manual hand Pump for Boom Hydraulic Override
· 1200 Gallon Poly Water Tank
· Rear Door Splash Shield
· Lube Manifold, Lube Chart Included
· 8" Inspection Port w/Ladder Access
· Removable Boom Turret Box
· 6" Rear Door Knife Valve w/Camloc, 6:00 position
· Control Cabinet Tool 36w x 24h x 12d
· Water Pump Cabinet Toolbox 50w x 30h x 30d
· Toolbox, Passenger Side Chassis Frame 36w x 20h x 30d
· Toolbox, Driver Side Chassis Frame 48w x 20h x 30d
· Toolbox Passenger Side Subframe in Lieu of Tool Tray 104w x 24h x 22d
· Digging Lance Package
· Fixed Jet Nozzles
· Vactor Rotator Nozzles
· Grounding cable to tie debris body, sub frame, and chassis
· Mandatory Transfer Mounting Charge
· Wireless Remote Control w/ Pump, Vacuum Relief - Hand-held
· Wireless Remote for Body Functions - Hand-held

· ISO 46 Hydraulic Oil
· Hydraulic Tank Shutoff Valve
· 8” Vacuum Tube Package w/8” Dig Tube
· 7ft Extendable boom 320 deg Rotation with Removable Turret Box
· Hydroexcating Digging Nozzles & Single Jet Spinner
· Boom Out of Position Indicator/Alarm
· Body Out of Position Indicator/ Alarm
· Module Paint, Dupont Imron Elite - Sanded Primer Base
· TruVac Logos - Applied
· Standard Manual, w/ Cloud Parts

ADDITIONAL FEATURES

· Debris Body Load Limit Alarm
· 6” Rear Door Knife Valve 2/Camloc 3:00 Position
· Folding Pipe Rack, Curbside
· Standpipe and Screen for 6:00 Port
· Vacuum Excavator
· Float Ball Screen Perforated Plastic
· Air Purge
· Glycol Heated and Foil-Backed Closed Cell Insulated Over Fender / Right-Hand Rear Toolbox
· Cold Weather Recirculator
· 20 GPM @ 3000 PSI Water System in lieu of 10 GPM
· Cyclone Drain Valve
· Front Station Control, Second Operator Station, Spring Retractable Hose Reel Passenger Side
· Rear Directional Control LED Split Arrowboard
· Rear Mounted LED Beacon Light, w/ Limb Guard
· Worklights (2), Boom
· Work Zone Lighting, (8) LED Lights
· 10 Light Package – 10 Federal signal Strobe Lights – LED (2) Front Grille (3) DS (3) PS (1) DS Rear (1) PS Rear
· Toolbox, Passenger Side Behind Tandem, 18w x 48h x 24d
· Water Tank Toolbox Driver Side
· Toolbox Driver side subframe in Lieu of tool Tray 104w x 24h x 22d
· Toolbox Driver side Vertical Toolbox 30w x 66h x 30d
· Camera System, Front, Rear, Both Sides
· (1) 8’ x 5’ Aluminum Vacuum Tube
· (1) 8’ x 7’ 6” Aluminum Vacuum Tube
· (3) Quick Clamps
· Mounted to a Customer Supplied, TruVac Approved Freightliner Chassis

TOTAL PRICE . . . . . $ 434,552.00
Includes Delivery to Lehi City Shop
Includes One Day Training for Operators

Pricing subject to change to reflect additional costs incurred directly by us or passed through to us by our vendors as a direct result of future tariffs, trade policies, or government-imposed duties
Pricing subject to change to reflect additional costs incurred directly by us or passed through to us by our vendors as a direct result of future tariffs, trade policies, or government-imposed duties
Pricing is Good for 30 Days
Stock Broom Bears are Subject to Prior Sale
Pricing And Availability Is Subject to Change Pending Availability of The Chassis, and Any Manufacturer Price Increases or Surcharges
Price Does Not Include Chassis or Equipment Modifications That May Be Necessary Due to Unforeseen Compatibility Issues, Customer Will Be Contacted for Approval Before Any Modifications Are Made
Terms Are Due Upon Receipt Unless Prior Credit Arrangements Are Made at The Time of Order
DOES NOT INCLUDE SALES TAX, F.E.T., OR ANY OTHER APPLICABLE TAXES
****Does Not Include Chassis****
****Chassis Specifications Must Be Approved by Vactor****

Accepted By: Date:

_____ _____

Thank you,

Travis Vallejo

Travis Vallejo
Owen Equipment
801-2441260
tvallejo@owenequipment.com

Prepared for:
Jeremy Estes
LEHI CITY CORP
439 W 300 N
LEHI, UT 84043
Phone: 801-564-8390

Prepared by:
Skylar Dyreng
PREMIER TRUCK GROUP
2240 SOUTH 5370 WEST
SALT LAKE CITY, UT 84120
Phone:

A proposal for
LEHI CITY CORP

Prepared by
PREMIER TRUCK GROUP
Skylar Dyreng

Sep 30, 2025

Freightliner 114SD Plus

STATE OF UTAH COOPERATIVE CONTRACT # MA4778



Components shown may not reflect all spec'd options and are not to scale

Prepared for:
Jeremy Estes
LEHI CITY CORP
439 W 300 N
LEHI, UT 84043
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2240 SOUTH 5370 WEST
SALT LAKE CITY, UT 84120
Phone:

S P E C I F I C A T I O N P R O P O S A L

Data Code	Description
Price Level	
PRL-29D	SD PRL-29D (EFF:MY26 ORDERS)
Data Version	
DRL-007	SPECPRO21 DATA RELEASE VER 007
Vehicle Configuration	
001-177	114SD PLUS CONVENTIONAL CHASSIS
004-226	2026 MODEL YEAR SPECIFIED
002-004	SET BACK AXLE - TRUCK
019-008	TOWING PROVISION AT END OF FRAME WITH SAE J560, WITHOUT END OF FRAME AIR CONNECTIONS
003-001	LH PRIMARY STEERING LOCATION
General Service	
AA1-002	TRUCK CONFIGURATION
AA6-002	DOMICILED, USA 50 STATES (EPA CLEAN IDLE LABEL OR NO CLEAN IDLE REQUIRED)
99D-027	EPA CLEAN IDLE LABEL - (INCLUDES 6X4 INCH LABEL ON LOWER FORWARD OF DRIVER DOOR)
A85-010	UTILITY/REPAIR/MAINTENANCE SERVICE
A84-1GM	GOVERNMENT BUSINESS SEGMENT
AA4-002	LIQUID BULK COMMODITY
AA5-002	TERRAIN/DUTY: 100% (ALL) OF THE TIME, IN TRANSIT, IS SPENT ON PAVED ROADS
AB1-008	MAXIMUM 8% EXPECTED GRADE
AB5-001	SMOOTH CONCRETE OR ASPHALT PAVEMENT - MOST SEVERE IN-TRANSIT (BETWEEN SITES) ROAD SURFACE
995-1AE	FREIGHTLINER LEVEL II WARRANTY
A66-99D	EXPECTED FRONT AXLE(S) LOAD : 20000.0 lbs
A68-99D	EXPECTED REAR DRIVE AXLE(S) LOAD : 40000.0 lbs

Prepared for:
Jeremy Estes
LEHI CITY CORP
439 W 300 N
LEHI, UT 84043
Phone: 801-564-8390

Prepared by:
Skylar Dyreng
PREMIER TRUCK GROUP
2240 SOUTH 5370 WEST
SALT LAKE CITY, UT 84120
Phone:

Data Code	Description
A63-99D	EXPECTED GROSS VEHICLE WEIGHT CAPACITY : 60000.0 lbs
Truck Service	
AA3-034	SEWER/INDUSTRIAL VACUUM BODY
A88-99D	EXPECTED TRUCK BODY LENGTH : 20.0 ft
AF3-1DN	VACTOR
Engine	
101-3C1	DETROIT DD13 GEN 5 12.8L 505 HP @ 1625 RPM, 1900 GOV RPM, 1850 LB/FT @ 975 RPM
Electronic Parameters	
79A-065	65 MPH ROAD SPEED LIMIT
79B-000	CRUISE CONTROL SPEED LIMIT SAME AS ROAD SPEED LIMIT
79F-013	FLEET MANAGEMENT - DAILY ENGINE USAGE ENABLED
79G-006	5 MINUTES IDLE SHUTDOWN WITH CLUTCH AND SERVICE BRAKE OVERRIDE
79K-007	PTO MODE ENGINE RPM LIMIT - 1100 RPM
79P-032	PTO RPM CONTROL WITH STEERING WHEEL SWITCHES
79R-001	PTO MODE COOLING FAN ENABLE
79S-001	PTO MODE CANCEL VEHICLE SPEED - 5 MPH
79T-004	PTO MODE RPM INCREMENT - 100 RPM
79U-007	PTO GOVERNOR RAMP RATE - 250 RPM PER SECOND
79V-001	FUEL DOSING OF AFTERTREATMENT ENABLED IN PTO MODE-CLEANS HYDROCARBONS AT HIGH TEMPERATURES ONLY
79W-002	TWO REMOTE PTO SPEEDS
79X-005	PTO SPEED 1 SETTING - 900 RPM
79Y-018	PTO SPEED 2 SETTING - 950 RPM
80P-041	CUSTOM FLEET SPEC. PARAMETERIZATION
80G-002	PTO MINIMUM RPM - 700
80S-014	PTO 1, NO SWITCH, TEM SUPPLIED REQUEST AND INTERLOCKS, WITH PTO CONNECTIONS, STATIONARY INTERLOCKS
80T-014	PTO 2, NO SWITCH, TEM SUPPLIED REQUEST AND INTERLOCKS, WITH PTO CONNECTIONS, STATIONARY INTERLOCKS
80V-003	ENGINE MOUNT PTO, TEM SUPPLIED REQUEST, FOR PTO SPEED MODE, PERMANENTLY ENGAGED PTO

Prepared for:
Jeremy Estes
LEHI CITY CORP
439 W 300 N
LEHI, UT 84043
Phone: 801-564-8390

Prepared by:
Skylar Dyreng
PREMIER TRUCK GROUP
2240 SOUTH 5370 WEST
SALT LAKE CITY, UT 84120
Phone:

Data Code	Description
87W-011	PTO 2 MODE ENGINE RPM LIMIT - 1100 RPM
Engine Equipment	
99C-024	EPA 2010/GHG 2024 CONFIGURATION
13E-001	STANDARD OIL PAN
105-001	ENGINE MOUNTED OIL CHECK AND FILL
014-1B5	SIDE OF HOOD AIR INTAKE WITH DONALDSON HIGH CAPACITY AIR CLEANER WITH SAFETY ELEMENT, FIREWALL MOUNTED
124-1D7	DR 12V 160 AMP 28-SI QUADRAMOUNT PAD ALTERNATOR WITH REMOTE BATTERY VOLT SENSE
292-236	(3) DTNA GENUINE, FLOODED STARTING, MIN 3000CCA, 555RC, THREADED STUD BATTERIES
290-017	BATTERY BOX FRAME MOUNTED
281-001	STANDARD BATTERY JUMPERS
282-047	BATTERY BOX FRAME MOUNTED LH SIDE 72 INCHES AFT OF CAB
291-017	WIRE GROUND RETURN FOR BATTERY CABLES WITH ADDITIONAL FRAME GROUND RETURN
289-001	NON-POLISHED BATTERY BOX COVER
293-058	NON-ESSENTIAL POSITIVE LOAD DISCONNECT, IN CAB CONTROL SWITCH MOUNTED OUTBOARD OF DRIVER SEAT
295-029	POSITIVE AND NEGATIVE POSTS FOR JUMPSTART LOCATED ON FRAME NEXT TO STARTER
306-015	PROGRESSIVE LOW VOLTAGE DISCONNECT AT 12.3 VOLTS FOR DESIGNATED CIRCUITS
107-046	BW MODEL FE-921 19.0 CFM SINGLE CYLINDER AIR COMPRESSOR WITH SAFETY VALVE
152-040	ELECTRONIC ENGINE INTEGRAL WARNING AND DERATE PROTECTION SYSTEM
128-002	JACOBS COMPRESSION BRAKE
016-1C2	RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH RH B-PILLAR MOUNTED VERTICAL TAILPIPE
28F-014	ENGINE AFTERTREATMENT DEVICE, AUTOMATIC OVER THE ROAD REGENERATION AND VIRTUAL REGENERATION REQUEST SWITCH IN CLUSTER
239-200	INTEGRATED STACK AND B-PILLAR PIPE WITH MINIMUM STACK PROTRUSION ABOVE CAB
233-017	STANDARD CURVE BRIGHT UPPER STACK(S)

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Data Code	Description
237-1CR	RH CURVED VERTICAL TAILPIPE B-PILLAR MOUNTED ROUTED FROM STEP
23U-001	6 GALLON DIESEL EXHAUST FLUID TANK
30N-003	100 PERCENT DIESEL EXHAUST FLUID FILL
23Y-001	STANDARD DIESEL EXHAUST FLUID PUMP MOUNTING
43X-002	LH MEDIUM DUTY STANDARD DIESEL EXHAUST FLUID TANK LOCATION
43Y-001	STANDARD DIESEL EXHAUST FLUID TANK CAP
242-001	STAINLESS STEEL AFTERTREATMENT DEVICE/MUFFLER/TAILPIPE SHIELD
273-059	ELECTRONICALLY CONTROLLED VARIABLE SPEED VISCOUS FAN DRIVE
276-002	AUTOMATIC FAN CONTROL WITH DASH SWITCH AND INDICATOR LIGHT, NON ENGINE MOUNTED
110-068	DDC SUPPLIED ENGINE MOUNTED FUEL FILTER/FUEL WATER SEPARATOR WITH WATER-IN-FUEL INDICATOR
118-001	FULL FLOW OIL FILTER
120-998	NO COOLANT FILTER
266-107	1400 SQUARE INCH VOCATIONAL RADIATOR
103-039	ANTIFREEZE TO -34F, OAT (NITRITE AND SILICATE FREE) EXTENDED LIFE COOLANT
171-007	GATES BLUE STRIPE COOLANT HOSES OR EQUIVALENT
172-001	CONSTANT TENSION HOSE CLAMPS FOR COOLANT HOSES
270-023	HDEP FIXED RATIO COOLANT PUMP AND RADIATOR DRAIN VALVE
138-005	PHILLIPS-TEMRO 1500 WATT/115 VOLT BLOCK HEATER
140-053	BLACK PLASTIC ENGINE HEATER RECEPTACLE MOUNTED UNDER LH DOOR
155-075	MITSUBISHI 12V MOD 3.175-DP60 STARTER WITH INTEGRATED MAGNETIC SWITCH
Transmission	
342-1M3	ALLISON 4500 RDS AUTOMATIC TRANSMISSION WITH PTO PROVISION
Transmission Equipment	
343-323	ALLISON VOCATIONAL PACKAGE 172 - AVAILABLE ON 3000/4000 PRODUCT FAMILIES WITH VOCATIONAL MODEL RDS

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Data Code	Description
84B-012	ALLISON VOCATIONAL RATING FOR ON/OFF HIGHWAY APPLICATIONS AVAILABLE WITH ALL PRODUCT FAMILIES
84C-023	PRIMARY MODE GEARS, LOWEST GEAR 1, START GEAR 1, HIGHEST GEAR 6, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY
84D-023	SECONDARY MODE GEARS, LOWEST GEAR 1, START GEAR 1, HIGHEST GEAR 6, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY
84E-013	S1 PERFORMANCE PRIMARY SHIFT SCHEDULE, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY
84F-012	S1 PERFORMANCE SECONDARY SHIFT SCHEDULE, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY
84G-009	1800 RPM PRIMARY MODE SHIFT SPEED
84H-009	1800 RPM SECONDARY MODE SHIFT SPEED
84J-000	ENGINE BRAKE RANGE PRESELECT RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE
84K-002	2ND GEAR ENGINE BRAKE ALTERNATE PRESELECT WITH MODERATE DOWNSHIFT STRATEGY
84N-004	FUEL SENSE 2.0 PLUS - DYNACTIVE: PERFORMANCE, NEUTRAL AT STOP: ACTIVE
84U-000	DRIVER SWITCH INPUT - DEFAULT - NO SWITCHES
84V-001	DIRECTION CHANGE ENABLED WITH MULTIPLEXED SERVICE BRAKES - ALLISON 5TH GEN TRANSMISSIONS
84M-001	PUMP MODE INPUT ENABLED 3RD/4TH LOCKUP WIRED ON TCM INPUT AJ/BQ - ALLISON 5TH GEN TRANSMISSIONS
84W-001	AUXILIARY FUNCTION RANGE INHIBIT WITH MULTIPLEXED SERVICE BRAKES - ALLISON 5TH GEN TRANSMISSIONS
353-076	QUICKFIT BODY LIGHTING CONNECTOR AT END OF FRAME, WITH BLUNTCUTS
34C-011	ELECTRONIC TRANSMISSION WIRING TO CUSTOMER INTERFACE CONNECTOR
362-1Y2	(2) CUSTOMER INSTALLED MUNCIE CS10 SERIES PTO'S
363-010	PTO MOUNTING, LH SIDE AND TOP RH SIDE OF MAIN TRANSMISSION ALLISON
341-018	MAGNETIC PLUGS, ENGINE DRAIN, TRANSMISSION DRAIN, AXLE(S) FILL AND DRAIN

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Data Code	Description
345-003	PUSH BUTTON ELECTRONIC SHIFT CONTROL, DASH MOUNTED
97G-004	TRANSMISSION PROGNOSTICS - ENABLED 2013
370-011	WATER TO OIL TRANSMISSION COOLER, FRAME MOUNTED
346-003	TRANSMISSION OIL CHECK AND FILL WITH ELECTRONIC OIL LEVEL CHECK
35T-001	ATF-SYNTHETIC AUTOMATIC TRANSMISSION FLUID
Front Axle and Equipment	
400-1BB	DETROIT DA-F-20.0-5 20,000# FL1 71.0 KPI/3.74 DROP SINGLE FRONT AXLE
402-030	MERITOR 16.5X6 Q+ CAST SPIDER CAM FRONT BRAKES, DOUBLE ANCHOR, FABRICATED SHOES
403-002	NON-ASBESTOS FRONT BRAKE LINING
419-023	CONMET CAST IRON FRONT BRAKE DRUMS
409-006	FRONT OIL SEALS
408-001	VENTED FRONT HUB CAPS WITH WINDOW, CENTER AND SIDE PLUGS - OIL
416-022	STANDARD SPINDLE NUTS FOR ALL AXLES
405-002	MERITOR AUTOMATIC FRONT SLACK ADJUSTERS
406-001	STANDARD KING PIN BUSHINGS
536-055	TRW THP-60 POWER STEERING WITH RCH45 AUXILIARY GEAR
539-003	POWER STEERING PUMP
534-003	4 QUART POWER STEERING RESERVOIR
533-001	OIL/AIR POWER STEERING COOLER
40T-002	CURRENT AVAILABLE SYNTHETIC 75W-90 FRONT AXLE LUBE
Front Suspension	
620-025	20,000# TAPERLEAF FRONT SUSPENSION
619-005	MAINTENANCE FREE RUBBER BUSHINGS - FRONT SUSPENSION
62H-010	FRONT SUSPENSION WITH LEFT HAND OFFSET SHACKLE BRACKET
410-001	FRONT SHOCK ABSORBERS
Rear Axle and Equipment	
420-111	MERITOR RT-46-160P 46,000# R-SERIES TANDEM REAR AXLE WITH PUMP
421-489	4.89 REAR AXLE RATIO

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Data Code	Description
424-001	IRON REAR AXLE CARRIER WITH STANDARD AXLE HOUSING
386-075	MXL 18T MERITOR EXTENDED LUBE MAIN DRIVELINE WITH HALF ROUND YOKES
388-073	MXL 17T MERITOR EXTENDED LUBE INTERAXLE DRIVELINE WITH HALF ROUND YOKES
452-006	DRIVER CONTROLLED TRACTION DIFFERENTIAL - BOTH TANDEM REAR AXLES
878-023	(1) INTERAXLE LOCK VALVE, (1) DRIVER CONTROLLED DIFFERENTIAL LOCK FORWARD-REAR AND REAR-REAR AXLE VALVE
87A-017	INDICATOR LIGHT FOR EACH INTERAXLE LOCKOUT SWITCH, DISENGAGE INTERAXLE LOCK WITH IGNITION OFF
87B-024	INDICATOR LIGHT FOR EACH DIFFERENTIAL LOCKOUT SWITCH, ENGAGE AT SPEEDS 5 MPH OR LESS, DISENGAGE W/IGN OFF OR SPEEDS EXCEEDING 25 MPH
423-020	MERITOR 16.5X7 Q+ CAST SPIDER CAM REAR BRAKES, DOUBLE ANCHOR, FABRICATED SHOES
433-002	NON-ASBESTOS REAR BRAKE LINING
434-011	BRAKE CAMS AND CHAMBERS ON FORWARD SIDE OF DRIVE AXLE(S)
451-023	CONMET CAST IRON REAR BRAKE DRUMS
440-006	REAR OIL SEALS
426-101	WABCO TRISTOP D LONGSTROKE 2-DRIVE AXLE SPRING PARKING CHAMBERS
428-003	HALDEX AUTOMATIC REAR SLACK ADJUSTERS
41T-002	CURRENT AVAILABLE SYNTHETIC 75W-90 REAR AXLE LUBE
42T-001	STANDARD REAR AXLE BREATHER(S)
Rear Suspension	
622-298	TUFTRAC GEN2 46,000# REAR SPRING SUSPENSION
621-108	9.5 INCH NOMINAL RIDE HEIGHT (460MM GLOBAL REFERENCE HEIGHT)
431-003	AXLE CLAMPING GROUP
624-025	55 INCH AXLE SPACING
623-006	FORE/AFT AND TRANSVERSE CONTROL RODS
439-002	REAR SHOCK ABSORBERS - TWO AXLES (TANDEM)
Pusher / Tag Equipment	
429-998	NO PUSHER/TAG BRAKE DUST SHIELDS

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Data Code	Description
Brake System	
490-1AU	WABCO 4S/4M ABS WITH TRACTION CONTROL WITH ATC SHUT OFF SWITCH
871-001	REINFORCED NYLON, FABRIC BRAID AND WIRE BRAID CHASSIS AIR LINES
904-001	FIBER BRAID PARKING BRAKE HOSE
412-001	STANDARD BRAKE SYSTEM VALVES
46D-002	STANDARD AIR SYSTEM PRESSURE PROTECTION SYSTEM
413-002	STD U.S. FRONT BRAKE VALVE
432-003	RELAY VALVE WITH 5-8 PSI CRACK PRESSURE, NO REAR PROPORTIONING VALVE
480-009	BW AD-9 BRAKE LINE AIR DRYER WITH HEATER
479-003	AIR DRYER MOUNTED INBOARD ON LH RAIL
460-093	STEEL AIR BRAKE RESERVOIRS; CUSTOMER ACCEPTS TANKS MOUNTED PERPENDICULAR TO RAIL
477-001	PULL CABLE ON WET TANK, PETCOCK DRAIN VALVES ON ALL OTHER AIR TANKS
485-037	CAB BLOW OUT KIT WITH AIR HOSE AND NOZZLE INSIDE LH CAB ENTRY DOOR
Trailer Connections	
476-998	NO AIR HOSE HANGER
296-010	PRIMARY CONNECTOR/RECEPTACLE WIRED FOR SEPARATE STOP/TURN, ABS CENTER PIN POWERED THROUGH IGNITION
303-025	SAE J560 7-WAY PRIMARY TRAILER CABLE RECEPTACLE MOUNTED END OF FRAME
310-998	NO TRAILER ELECTRICAL CABLE
Wheelbase & Frame	
545-717	7175MM (283 INCH) WHEELBASE
546-102	7/16X3-9/16X11-1/8 INCH STEEL FRAME (11.11MMX282.6MM/0.437X11.13 INCH) 120KSI
547-001	1/4 INCH (6.35MM) C-CHANNEL INNER FRAME REINFORCEMENT
552-037	1775MM (70 INCH) REAR FRAME OVERHANG
55W-006	FRAME OVERHANG RANGE: 61 INCH TO 70 INCH
AC8-99D	CALC'D BACK OF CAB TO REAR SUSP C/L (CA) : 216.93 in
AE8-99D	CALCULATED EFFECTIVE BACK OF CAB TO REAR SUSPENSION C/L (CA) : 213.93 in

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Data Code	Description
AE4-99D	CALC'D FRAME LENGTH - OVERALL : 382.5 in
FSS-0LH	CALCULATED FRAME SPACE LH SIDE : 133.1 in
FSS-0RH	CALCULATED FRAME SPACE RH SIDE : 162.33 in
AM6-99D	CALC'D SPACE AVAILABLE FOR DECKPLATE : 0.0 in
553-001	SQUARE END OF FRAME
550-001	FRONT CLOSING CROSSMEMBER
559-001	STANDARD WEIGHT ENGINE CROSSMEMBER
562-001	STANDARD MIDSHIP #1 CROSSMEMBER(S)
572-001	STANDARD REARMOST CROSSMEMBER
565-002	HEAVY DUTY SUSPENSION CROSSMEMBER
Chassis Equipment	
556-1E9	14 INCH PAINTED STEEL SEVERE DUTY BUMPER WITH CENTER TOW DEVICE
558-063	HEAVY DUTY CENTER MOUNTED TOW PIN
574-001	BUMPER MOUNTING FOR SINGLE LICENSE PLATE
585-998	NO MUDFLAP BRACKETS
590-998	NO REAR MUDFLAPS
551-017	GRADE 8/CLASS 10.9 THREADED HEX HEADED FRAME FASTENERS INSTALLED WITH BOLT HEADS ON OUTSIDE OF FRAME
44Z-002	EXTERIOR HARNESSES WRAPPED IN ABRASION TAPE
605-1AB	D15-16004-000 CENTER PUNCH TO MARK CENTERLINE OF REAR SUSPENSION ON FRAME WEB
Fifth Wheel	
578-998	NO FIFTH WHEEL
Fuel Tanks	
204-154	80 GALLON/302 LITER ALUMINUM FUEL TANK - LH
218-006	25 INCH DIAMETER FUEL TANK(S)
215-005	PLAIN ALUMINUM/PAINTED STEEL FUEL/HYDRAULIC TANK(S) WITH PAINTED BANDS
212-007	FUEL TANK(S) FORWARD
664-001	PLAIN STEP FINISH
205-001	FUEL TANK CAP(S)
122-1K4	DAVCO 487 FUEL/WATER SEPARATOR WITH ESOC AND 12 VOLT PREHEATER

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Data Code	Description
216-020	EQUIFLO INBOARD FUEL SYSTEM
20E-004	AUXILIARY FUEL SUPPLY AND RETURN PORTS LOCATED ON LH FUEL TANK
202-016	HIGH TEMPERATURE REINFORCED NYLON FUEL LINE
221-009	FUEL COOLER MOUNTED RIGHT HAND IN RAIL
	MOUNTED DIRECTLY BOC
Tires	
093-10D	CONTINENTAL INTELLIGENT HAC3 425/65R22.5 20 PLY RADIAL FRONT TIRES
094-12V	CONTINENTAL HDR2+ 11R22.5 16 PLY RADIAL REAR TIRES
Hubs	
418-060	CONMET PRESET PLUS PREMIUM IRON FRONT HUBS
450-060	CONMET PRESET PLUS PREMIUM IRON REAR HUBS
Wheels	
502-1H5	ALCOA LVL ONE 82462X 22.5X12.25 10-HUB PILOT 4.68 INSET 10-HAND ALUMINUM DISC FRONT WHEELS
505-1HB	ALCOA 88167X 22.5X8.25 10-HUB PILOT ALUMINUM DISC REAR WHEELS
524-054	DURA-BLACK (BOTH SIDES) FRONT WHEELS
525-022	DURA-BLACK (BOTH SIDES) OUTER AND INNER REAR WHEELS
50T-018	ALCOA DURA-BLACK FRONT HUB COVERS
50U-018	ALCOA DURA-BLACK REAR HUB COVERS
496-011	FRONT WHEEL MOUNTING NUTS
497-011	REAR WHEEL MOUNTING NUTS
Cab Exterior	
829-1A2	114 INCH BBC FLAT ROOF ALUMINUM CONVENTIONAL CAB
650-008	AIR CAB MOUNTING
648-002	NONREMOVABLE BUGSCREEN MOUNTED BEHIND GRILLE
667-004	FRONT FENDERS SET-BACK AXLE
754-017	BOLT-ON MOLDED FLEXIBLE FENDER EXTENSIONS
678-018	LH AND RH EXTERIOR GRAB HANDLES WITH SINGLE RUBBER INSERT
646-041	STATIONARY BLACK GRILLE

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Data Code	Description
65X-004	BLACK HOOD MOUNTED AIR INTAKE GRILLE
644-004	FIBERGLASS HOOD
652-001	FREIGHTLINER NAME PLATES
690-002	TUNNEL/FIREWALL LINER
727-1AF	SINGLE 14 INCH ROUND HADLEY AIR HORN UNDER LH DECK
726-001	SINGLE ELECTRIC HORN
327-012	SWITCH, INDICATOR LIGHT AND WIRING FOR (2) CUSTOMER FURNISHED BEACONS
312-068	HALOGEN COMPOSITE HEADLAMPS WITH BLACK BEZELS
302-047	LED AERODYNAMIC MARKER LIGHTS
311-001	DAYTIME RUNNING LIGHTS
294-001	INTEGRAL STOP/TAIL/BACKUP LIGHTS
300-015	STANDARD FRONT TURN SIGNAL LAMPS
744-1BK	DUAL WEST COAST MOLDED-IN COLOR HEATED MIRRORS WITH LH AND RH REMOTE
797-001	DOOR MOUNTED MIRRORS
796-001	102 INCH EQUIPMENT WIDTH
743-1AP	LH AND RH 8 INCH MOLDED-IN COLOR CONVEX MIRRORS M0UNTED UNDER PRIMARY MIRRORS
729-001	STANDARD SIDE/REAR REFLECTORS
677-053	RH AFTERTREATMENT SYSTEM CAB ACCESS WITH PLAIN SHIELDING
275-061	PARK BRAKE REMINDER WARNING SYSTEM
764-010	COMPOSITE EXTERIOR SUN VISOR
768-043	63X14 INCH TINTED REAR WINDOW
661-003	TINTED DOOR GLASS LH AND RH WITH TINTED NON-OPERATING WING WINDOWS
654-011	RH AND LH ELECTRIC POWERED WINDOWS
769-002	LOWER RH DOOR WINDOW WITH FRESNEL LENS
663-013	1-PIECE SOLAR GREEN GLASS WINDSHELD
659-006	8 LITER (2 GAL) WINDSHIELD WASHER RESERVOIR, CAB MOUNTED, WITH FLUID LEVEL INDICATOR
Cab Interior	
055-019	RUGGED TRIM PACKAGE
707-107	GRAY & CARBON VINYL INTERIOR "RUGGED"
70K-020	CARBON WITH PREMIUM GUNMETAL ACCENT (RUGGED)

Data Code	Description
706-013	MOLDED DOOR PANEL
708-013	MOLDED PLASTIC DOOR PANEL
772-006	BLACK MATS WITH SINGLE INSULATION
785-026	(1)DASH MOUNTED 12V POWER OUTLET, (1)DASH MOUNTED DUAL USB-C OUTLET
691-001	FORWARD ROOF MOUNTED CONSOLE
696-012	CENTER STORAGE CONSOLE MOUNTED ON BACKWALL
693-036	LH DOOR STORAGE POCKET
738-021	DIGITAL ALARM CLOCK IN DRIVER DISPLAY
742-007	(2) CUP HOLDERS LH AND RH DASH
680-029	M2/SD DASH
700-002	HEATER, DEFROSTER AND AIR CONDITIONER
701-008	STANDARD HVAC DUCTING WITH SNOW SHIELD FOR FRESH AIR INTAKE
703-005	MAIN HVAC CONTROLS WITH RECIRCULATION SWITCH
170-045	STANDARD HEATER PLUMBING WITH BALL SHUTOFF VALVES AT SUPPLY LINES ONLY
130-041	VALEO HEAVY DUTY A/C REFRIGERANT COMPRESSOR
702-002	BINARY CONTROL, R-134A
739-034	PREMIUM INSULATION
285-013	SOLID-STATE CIRCUIT PROTECTION AND FUSES
280-007	12V NEGATIVE GROUND ELECTRICAL SYSTEM
324-1B2	PREMIUM LED CAB LIGHTING
787-998	NO SECURITY DEVICE
657-001	DOOR LOCKS AND IGNITION SWITCH KEYED THE SAME
78G-004	KEY QUANTITY OF 4
655-005	LH AND RH ELECTRIC DOOR LOCKS
740-998	NO MATTRESS
756-1F4	SEARS ATLAS 70 SERIES HIGH BACK AIR SUSPENSION DRIVER SEAT WITH 4 CHAMBER AIR LUMBAR AND INTEGRATED CUSHION EXTENSION AND TILT
760-1F4	SEARS ATLAS 70 SERIES HIGH BACK AIR SUSPENSION PASSENGER SEAT WITH 4 CHAMBER AIR LUMBAR AND INTEGRATED CUSHION EXTENSION AND TILT
759-005	DUAL DRIVER AND PASSENGER SEAT ARMRESTS

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Data Code	Description
711-004	LH AND RH INTEGRAL DOOR PANEL ARMRESTS
758-022	BLACK MORDURA CLOTH DRIVER SEAT COVER
761-023	BLACK MORDURA CLOTH PASSENGER SEAT COVER
763-101	BLACK SEAT BELTS
532-002	ADJUSTABLE TILT AND TELESCOPING STEERING COLUMN
540-070	4-SPOKE 18 INCH (450MM) LEATHER WRAPPED STEERING WHEEL WITH CHROME SWITCH BEZELS
765-002	DRIVER AND PASSENGER INTERIOR SUN VISORS
Instruments & Controls	
106-002	ELECTRONIC ACCELERATOR CONTROL
732-998	NO INSTRUMENT PANEL-DRIVER
734-022	FULLY CONFIGURABLE CENTER INSTRUMENT PANELS
870-001	BLACK GAUGE BEZELS
486-001	LOW AIR PRESSURE INDICATOR LIGHT AND AUDIBLE ALARM
840-001	DUAL NEEDLE PRIMARY AND SECONDARY AIR PRESSURE GAUGE
198-003	DASH MOUNTED AIR RESTRICTION INDICATOR WITH GRADUATIONS
721-001	97 DB BACKUP ALARM
149-036	CRUISE CONTROL STEERING WHEEL MOUNTED WITH DISENGAGE WITH WIPERS ON
156-007	KEY OPERATED IGNITION SWITCH AND INTEGRAL START POSITION; 4 POSITION OFF/RUN/START/ACCESSORY
811-044	PREMIUM INSTRUMENT CLUSTER WITH 5.0 INCH TFT COLOR DISPLAY
81B-003	DIGITAL PANEL LAMP DIMMER SWITCH IN DRIVER DISPLAY
160-038	HEAVY DUTY ONBOARD DIAGNOSTICS INTERFACE CONNECTOR LOCATED BELOW LH DASH
844-001	2 INCH ELECTRIC FUEL GAUGE
845-011	FUEL FILTER RESTRICTION INDICATOR
148-073	ENGINE REMOTE INTERFACE FOR REMOTE THROTTLE
48H-004	QUICKFIT POWERTRAIN INTERFACE CONNECTOR UNDER CAB WITH BLUNTCUTS

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Data Code	Description
163-014	ENGINE REMOTE INTERFACE CONNECTOR AT POWERTRAIN INTERFACE CONNECTOR
856-001	ELECTRICAL ENGINE COOLANT TEMPERATURE GAUGE
854-008	DIGITAL ENGINE OIL TEMPERATURE IN DRIVER DISPLAY
852-002	ELECTRIC ENGINE OIL PRESSURE GAUGE
864-001	2 INCH TRANSMISSION OIL TEMPERATURE GAUGE
867-004	ELECTRONIC OUTSIDE TEMPERATURE SENSOR DISPLAY IN DRIVER MESSAGE CENTER
830-017	ENGINE AND TRIP HOUR METERS INTEGRAL WITHIN DRIVER DISPLAY
372-123	PTO CONTROLS FOR ENHANCED VEHICLE ELECTRIC/ELECTRONIC ARCHITECTURE
736-998	NO OBSTACLE DETECTION SYSTEM
72J-998	NO DR ASSIST SYSTEM
49B-998	NO VEHICLE STABILITY ADVISOR OR CONTROL
73B-998	NO LANE DEPARTURE WARNING SYSTEM
679-998	NO OVERHEAD INSTRUMENT PANEL
1U1-002	TOP OF DASH RAM MOUNT WITHOUT POWER OR GROUND, FOR CUSTOMER FURNISHED DEVICE
746-143	7" B-PANEL INTERACTIVE TOUCHSCREEN DISPLAY RADIO W/ USB-C, APPLE CARPLAY, ANDROID AUTO, BLUETOOTH/AM/FM/SXM/WB, WITH MICROPHONE
747-001	DASH MOUNTED RADIO
750-002	(2) RADIO SPEAKERS IN CAB
753-998	NO AM/FM RADIO ANTENNA
748-006	POWER AND GROUND WIRING PROVISION OVERHEAD
749-001	ROOF/OVERHEAD CONSOLE CB RADIO PROVISION
75W-002	SHARKFIN MULTI-BAND ANTENNA, RIGHT HAND BIAS ROOF MOUNTING LOCATION: AM/FM/WEATHERBAND, WIFI/BLUETOOTH, SDAR/SIRIUSXM, GNSS/GPS
78C-003	INTEROPERABLE SDAR ANTENNA
810-027	ELECTRONIC MPH SPEEDOMETER WITH SECONDARY KPH SCALE, WITHOUT ODOMETER
817-001	STANDARD VEHICLE SPEED SENSOR
812-001	ELECTRONIC 3000 RPM TACHOMETER

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Data Code	Description
813-1C8	DETROIT CONNECT PLATFORM HARDWARE
8D1-213	3 YEARS DETROIT CONNECT BASE PACKAGE(FEATURES VARY BY MODEL) DETROIT CONNECT PLATFORM
6TS-009	(2) TMC RP1226 ACCESSORY CONNECTORS: (1) LOCATED BEHIND PASSENGER SIDE REMOVEABLE DASH PANEL (1) CENTER OF BACKWALL/PASSENGER SIDE BAGGAGE COMPARTMENT
162-002	IGNITION SWITCH CONTROLLED ENGINE STOP
329-127	TWO EXTRA HARDWIRED SWITCHES IN DASH, ROUTE TO UNDER CAB, BLUNTCUT
4C1-005	HARDWIRE SWITCH #1,ON/OFF MOMENTARY, 20 AMPS IGNITION POWER
4C2-005	HARDWIRE SWITCH #2,ON/OFF MOMENTARY, 20 AMPS IGNITION POWER
264-030	(1) OVERHEAD MOUNTED LANYARD CONTROL FOR DRIVER AIR HORN
883-998	NO TRAILER HAND CONTROL BRAKE VALVE
836-015	DIGITAL VOLTAGE DISPLAY INTEGRAL WITH DRIVER DISPLAY
660-008	SINGLE ELECTRIC WINDSHIELD WIPER MOTOR WITH DELAY
304-030	ROTARY HEADLAMP SWITCH, MARKER LIGHTS/HEADLIGHTS SWITCH WITH PULL OUT FOR OPTIONAL FOG/ROAD LAMPS
882-009	ONE VALVE PARKING BRAKE SYSTEM WITH WARNING INDICATOR
299-020	SELF CANCELING TURN SIGNAL SWITCH WITH DIMMER, HEADLAMP FLASH, WASH/WIPE/INTERMITTENT
298-046	INTEGRAL ELECTRONIC TURN SIGNAL FLASHER WITH 40 AMP (20 AMP PER SIDE) TRAILER LAMP CAPACITY
87T-998	NO WRG/SW-OPTL #2,CHAS,AIR
Design	
065-000	PAINT: ONE SOLID COLOR
Color	
980-5F6	CAB COLOR A: L0006EY WHITE ELITE EY
986-020	BLACK, HIGH SOLIDS POLYURETHANE CHASSIS PAINT
964-020	STANDARD BLACK BUMPER PAINT
976-995	SUNVISOR PAINTED SAME AS CAB COLOR A
963-003	STANDARD E COAT/UNDERCOATING

Prepared for:
Jeremy Estes
LEHI CITY CORP
439 W 300 N
LEHI, UT 84043
Phone: 801-564-8390

Prepared by:
Skylar Dyreng
PREMIER TRUCK GROUP
2240 SOUTH 5370 WEST
SALT LAKE CITY, UT 84120
Phone:

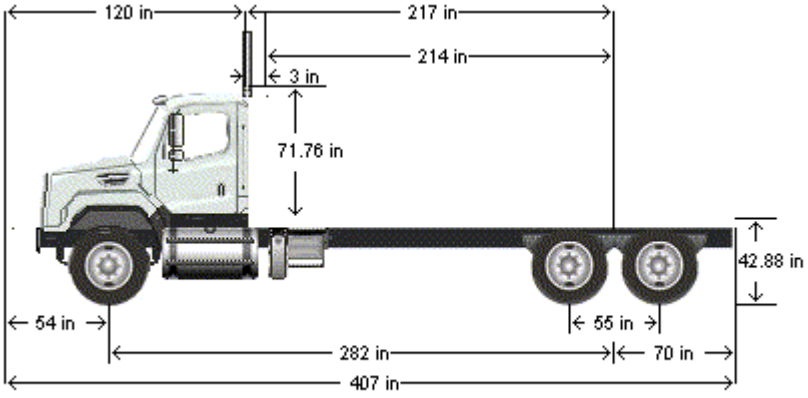
Data Code	Description
Certification / Compliance	
996-001	U.S. FMVSS CERTIFICATION, EXCEPT SALES CABS AND GLIDER KITS
Secondary Factory Options	
998-998	DEALER ACCEPTS RESPONSIBILITY FOR IN-SERVICE PDI INSPECTION
Extended Warranty	
WAG-074	TOWING: 1 YEAR/UNLIMITED MILES/KM EXTENDED TOWING COVERAGE $750 CAP FEX APPLIES

(***) All cost increases for major components (Engines, Transmissions, Axles, Front and Rear Tires) and government mandated requirements, tariffs, and raw material surcharges will be passed through and added to factory invoices.

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Phone:

D I M E N S I O N S



VEHICLE SPECIFICATIONS SUMMARY - DIMENSIONS

Model 114SD
Wheelbase (545) ..... 7175MM (283 INCH) WHEELBASE
Rear Frame Overhang (552) ..... 1775MM (70 INCH) REAR FRAME OVERHANG
Fifth Wheel (578) ..... NO FIFTH WHEEL
- Mounting Location (577) ..... NO FIFTH WHEEL LOCATION
- Maximum Forward Position (in) 0
- Maximum Rearward Position (in) 0
- Amount of Slide Travel (in) 0
- Slide Increment (in) 0
- Desired Slide Position (in) 0.0

Cab Size (829) ..... 114 INCH BBC FLAT ROOF ALUMINUM CONVENTIONAL CAB
Sleeper (682) ..... NO SLEEPER BOX/SLEEPERCAB
Exhaust System (016) ..... RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH RH B-PILLAR MOUNTED VERTICAL TAILPIPE
Cab to Body Clearance (in) 3.0

TABLE SUMMARY - DIMENSIONS

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Dimensions	Inches
Bumper to Back of Cab (BBC)	119.8
Bumper to Centerline of Front Axle (BA)	54.3
Front Axle to Back of Cab (AC)	65.6
Min. Cab to Body Clearance (CB)	3.0
Back of Cab to Centerline of Rear Axle(s) (CA)	216.9
Effective Back of Cab to Centerline of Rear Axle(s) (Effective CA)	213.9
Back of Cab Protrusions (Exhaust/Intake) (CP)	2.0
Back of Cab Protrusions (Side Extenders/Trim Tab) (CP)	0.0
Back of Cab Protrusions (CNG Tank)	0.0
Back of Cab Clearance (CL)	3.0
Back of Cab to End of Frame	286.8
Cab Height (CH)	71.8
Wheelbase (WB)	282.5
Frame Overhang (OH)	69.9
Overall Frame Length	382.5
Overall Length (OAL)	406.7
Rear Axle Spacing	55.0
Unladen Frame Height at Centerline of Rear Axle	42.9

Performance calculations are estimates only. If performance calculations are critical, please contact Customer Application Engineering.

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Q U O T A T I O N

114SD PLUS CONVENTIONAL CHASSIS

SET BACK AXLE - TRUCK
DETROIT DD13 GEN 5 12.8L 505 HP @ 1625 RPM, 1900 GOV RPM, 1850 LB/FT @ 975 RPM
ALLISON 4500 RDS AUTOMATIC TRANSMISSION WITH PTO PROVISION
MERITOR RT-46-160P 46,000# R-SERIES TANDEM REAR AXLE WITH PUMP
TUFTRAC GEN2 46,000# REAR SPRING SUSPENSION
DETROIT DA-F-20.0-5 20,000# FL1 71.0 KPI/3.74 DROP SINGLE FRONT AXLE
20,000# TAPERLEAF FRONT SUSPENSION
114 INCH BBC FLAT ROOF ALUMINUM CONVENTIONAL CAB
7175MM (283 INCH) WHEELBASE
NO FIFTH WHEEL
7/16X3-9/16X11-1/8 INCH STEEL FRAME (11.11MMX282.6MM/0.437X11.13 INCH) 120KSI
1775MM (70 INCH) REAR FRAME OVERHANG
1/4 INCH (6.35MM) C-CHANNEL INNER FRAME REINFORCEMENT

			PER UNIT		TOTAL
VEHICLE PRICE	**TOTAL # OF UNITS (1)**	$	142,341	$	142,341
EXTENDED WARRANTY		$	230	$	230
DEALER INSTALLED OPTIONS		$	0	$	0
CUSTOMER PRICE BEFORE TAX		**$**	***142,571***	**$**	***142,571***
TAXES AND FEES					
FEDERAL EXCISE TAX (FET)		$	(310)	$	(310)
TAXES AND FEES		$	0	$	0
OTHER CHARGES		$	0	$	0
TRADE-IN					
TRADE-IN ALLOWANCE		$	(0)	$	(0)
BALANCE DUE	**(LOCAL CURRENCY)**	**$**	**142,261**	**$**	**142,261**

APPROVAL: Please indicate your acceptance of this quotation by signing below:

Customer: X_____ Date: ___ / ___ / ___.

Daimler Truck Financial
Financing that works for you.

See your local dealer for a competitive quote from Daimler Truck Financial, or contact us at Information@dtfoffers.com.
Daimler Truck Financial offers a variety of finance, lease and insurance solutions to fit your business needs. For more information about our products and services, visit our website at www.daimler-truckfinancial.com.

Agenda Item No: 4.2

City Council Agenda Item Report

Meeting Date: October 14, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Action Item
Agenda Section: Consent Agenda

Subject:
Approve City Council Meeting Minutes

Suggested Action:

Attachments:

082625 Minutes - Draft2.docx

090925 CC- DRAFT.docx

153 North 100 East
Lehi, UT 84043
(801) 768-7100

Minutes of the Pre Council and Regular Session of the **Lehi City Council** held **August 26, 2025 at 5:30 p.m.** at the Lehi City in the Council Chamber, 153 N 100 E. Lehi, UT.

Members Present: Mark Johnson, Mayor
Paige Albrecht, Council Member
Chris Condie, Council Member
Paul Hancock, Council Member
Heather Newall, Council Member
Michelle Stallings, Council Member

Excused:

Others Present: Jason Walker, City Administrator; Ryan Wood, City Attorney; Lorin Powell, City Engineer; Kim Struthers, Community Development Director; Chief Jeremy Craft, Fire Department; Dean Lundell, Finance Director; Matt Lee, Management Analyst; and Teisha Wilson, City Recorder.

Pre-Council, 6:30 p.m.

1) Welcome and Opening Comment

Mayor Johnson welcomed everyone and noted that all Councilmembers were present. Councilor Newall gave the opening comment.

2) Presentations and Reports

2.1) Perry Homes Discussion of possible Traverse Mountain Area Plan Amendment, moving density from West Canyon to the Perry Planning District.

Matt Swain from Perry Companies presented a proposal to relocate 600 residential units from West Canyon to lower areas near SR 92, suggesting a potential benefit for the city by reducing canyon development and traffic near the canyon. The plan involves moving the units to Perry's remaining land holdings and possibly Riverbend property, creating a mixed-use development with commercial and residential components. Council members expressed concern about the proposal, specifically traffic impacts. Swain argued the relocation would create a more appropriate density near transportation corridors and potentially dedicate the canyon area to open

space. The Council requested a more detailed analysis of traffic studies, utility capacity, and the long-term implications of relocating such a large number of residential units.

2.2) Gardner Development Discussion of possible amendment to the Lehi Block Development Agreement, adding residential density.

Dave Dennison and his partners from Gardner Group proposed amending the Lehi Block Development Agreement to increase residential and retail density. Currently approved for 250 residential units and 5,000 square feet of retail, they sought to add 350 more units and expand retail to 25,000 square feet. The developers argued that more residential units would help activate the area and attract additional retail, suggesting they needed between 250-350 units to make the project economically viable. Council members expressed concerns about infrastructure capacity, particularly transportation and sewer systems. They noted a history of developers promising retail development but primarily delivering residential units. The discussion centered on the project's location between two future transit stations, with concerns about utility capacity. The developers emphasized their desire to create a more mixed-use, walkable environment and maintain flexibility for potential future office development. While they were not seeking an immediate decision, they sought council feedback on their conceptual proposal. The council remained cautious, highlighting the need for comprehensive traffic studies and a clear plan for balancing residential and commercial development.

2.3) Discussion of Discontinuing the Green Waste Program.

Alyson Alger, City Treasurer, presented a proposal to discontinue the current Greenwaste program due to Waste Management no longer operating a green waste facility. Currently, residents pay for green waste collection for nine months of the year, but Waste Management has been billing the city year-round, and residents can use their cans year-round. Starting in December, residents will be charged for waste collection for all 12 months, at an additional cost of $27 per year. Residents will receive a letter in early October informing them of the change and giving them the option to have their green waste can picked up if they don't want to pay the additional fee for the extra can. Mayor Johnson inquired about the status of TSSD's green waste facility, but no definitive information was available. The city hopes that eventually, they might be able to use a new green waste facility.

4) Agenda Questions

None.

5) Administrative Report

6) Mayor and Council Reports

The Council provided brief reports on the assignments, including attendance at events and meetings.

7) Consider holding a closed session to discuss pending or reasonably imminent litigation.

DRAFT

Motion: Paul Hancock moved to enter closed session for the purpose of discussing pending or reasonably imminent litigation and purchase or real property. Heather Newall seconded the motion.

Roll Call Vote: YES: Paige Albrecht, Chris Condie, Paul Hancock, Heather Newall, Michelle Stallings. The motion passed unanimously.

The Closed Meeting began at approximately 6:51 p.m.
The Regular Meeting resumed at approximately 7:21 p.m.

Regular Session, 7:21 p.m.

1) Welcome, Roll Call, Pledge of Allegiance

Mayor Johnson welcomed everyone and noted that all Councilmembers were present. Councilor Condie led the Pledge of Allegiance.

2) Presentations and Reports

2.1) Waterwise Yard of the Month Presentation

The Waterwise Yard of the Month Award was presented.

2.2) Recognize Phil Wasden for achieving his Master Chaplain from the ICPC

Chief Paul presented Phil Wasden with the award. Mr. Wasden volunteers as Chaplain for the Lehi Police and Fire Departments. His unwavering commitment has made a lasting impact, especially during critical incidents.

2.3) Recognize Chief Jeremy Craft for receiving the IAFC Career Fire Chief of the Year award

Jason Walker, City Administrator, presented the award and thanked Chief Craft for his service.

3) 20 Minute Citizen Input

None.

4) Consent Agenda

4.1) Approve Minutes

4.2) Approve Purchase Orders

Motion: Chris Condie moved to approve the Consent Agenda. Heather Newall seconded the motion.

Roll Call Vote: YES: Paige Albrecht, Chris Condie, Paul Hancock, Heather Newall, Michelle Stallings. The motion passed unanimously.

5) **Consideration of Resolution #2025-61, a Resolution of the Board of Canvassers certifying the official Canvass Report of the August 12, 2025 Municipal Primary Election.**

Motion: Paul Hancock moved to approve Resolution #2025-61 a Resolution of the Board of Canvassers certifying the official Canvass Report of the August 12, 2025 Municipal Primary Election. Chris Condie seconded the motion.

Roll Call Vote: YES: Chris Condie, Heather Newall, Paige Albrecht, Paul Hancock, Michelle Stallings. The motion passed unanimously.

6) Consideration of Resolution #2025-60 authorizing the issuance of water bonds.

Dean Lundell, Finance Director, explained that the bond will be used to expand and improve a pressurized irrigation facility.

Motion: Heather Newall moved to approve Resolution #2025-60 authorizing the issuance of water bonds. Paige Albrecht seconded the motion.

Roll Call Vote: YES: Paige Albrecht, Chris Condie, Paul Hancock, Heather Newall, Michelle Stallings. The motion passed unanimously.

7) Consideration of Resolution #2025-59 approving an Interlocal Cooperation Agreement with American Fork City for the extension of Pony Express Parkway (1900 S).

Brad Kenison, Assistant City Engineer, explained that the Pony Express Parkway extension (1900 South) will extend from Center Street to about 700 West in American Fork. The city approved an agreement with Utah County for the design and construction, and this interlocal cooperation agreement with American Fork City involves a 50/50 cost-sharing arrangement.

Motion: Chris Condie moved to approve Resolution #2025-59 approving an Interlocal Cooperation Agreement with American Fork City for the extension of Pony Express Parkway (1900 S). Heather Newall seconded the motion.

Roll Call Vote: YES: Paige Albrecht, Chris Condie, Paul Hancock, Heather Newall, Michelle Stallings. The motion passed unanimously.

8) Consideration of Resolution #2025-58 approving a Master Agreement with UDOT for the relocation, protection or adjustment of water, sewer, irrigation, and storm drain improvements as part of the 2100 North Project.

Brad Kenison stated that a key change in the agreement was a technical modification to Exhibit E, which defines specific settlement criteria for utility crossings beneath the freeway. UDOT is

currently receiving bids from contractors, with a final contractor selection expected in late October or early November.

Motion: Paige Albrecht moved to approve Resolution #2025-58 a Master Agreement with UDOT for the relocation, protection or adjustment of water, sewer, irrigation, and storm drain improvements as part of the 2100 North Project. Michelle Stallings seconded the motion.

Roll Call Vote: YES: Paige Albrecht, Chris Condie, Paul Hancock, Heather Newall, Michelle Stallings. The motion passed unanimously.

9) Consideration of Ordinance #52-2025, approving an amendment to the Lehi City Municipal Code Title 7 Chapter 1, eliminating the no parking restriction during the winter.

Luke Seegmiller, Traffic Engineer, presented this item to the Council. He explained the proposed amendment to eliminate winter parking restrictions. Currently, the code prohibits overnight parking from November 1 to March 30 and restricts parking during snowstorms. The proposed change would: 1) Remove the overnight parking rule. 2) Strengthen the storm parking rule. 3) Prohibit parking during snowstorms and up to 48 hours after a snowstorm. 4) Add a restriction for no parking when there's one inch or more of snow/ice on the roadway.

Luke noted that the current rule restricts parking for 150 nights, but snowplows only operate 15-30 days per year. Enforcing the current overnight parking rule is burdensome for police. After reviewing municipal codes in Salt Lake and Utah Counties, Luke found that many cities have similar or fewer restrictions.

Motion: Chris Condie moved to approve Ordinance #52-2025, approving an amendment to the Lehi City Municipal Code Title 7 Chapter 1, eliminating the no parking restriction during the winter; and include the Development Review Committee comments. Heather Newall seconded the motion.

Roll Call Vote: YES: Paige Albrecht, Chris Condie, Paul Hancock, Heather Newall, Michelle Stallings. The motion passed unanimously.

10) Consideration of Ordinance #45-2025 approving the Hammond Zone Change on 0.83 acres, located at approximately 600 West State Street, changing the zoning from Mixed Use to Heavy Commercial.

Justin Hammond proposed rezoning 0.83 acres from mixed use to heavy commercial at 600 West State Street, with the intent to build an office warehouse. Justin explained his project would likely be less impactful than other potential mixed-use developments. Council members Michelle Stallings and Heather Newall expressed concerns about the proximity to residential properties and the potential for heavy commercial uses. Michelle was particularly worried about the broad range of uses allowed under heavy commercial zoning, which could include light manufacturing,

recycling centers, and warehouses. Heather noted she preferred the office warehouse concept over previous drive-through plans for the site.

Mayor Johnson invited the public to make comments.

Rachel Freeman cautioned the Council about proceeding with zone changes that are incompatible with the surrounding area.

Paul Hancock and Mayor Johnson suggested exploring a development agreement that would lock in the office warehouse use and potentially include some buffering for neighboring properties. After extensive discussion, the council decided to table the ordinance, directing staff to work with Justin on crafting a development agreement. The agreement would specifically allow the office warehouse use, potentially include buffering requirements, and provide flexibility if the current plan doesn't work out. The motion to table passed with a 3-2 vote, giving Justin an opportunity to negotiate terms that would address the council's concerns while allowing him to develop the property.

Motion: Michelle Stallings moved to *table* Ordinance #45-2025 approving the Hammond Zone Change on 0.83 acres, located at approximately 600 West State Street, changing the zoning from Mixed Use to Heavy Commercial, and direct staff to work with the applicant on crafting a development agreement to allow the use of office warehouse with no outside storage, but allowing indoor storage, and then to discuss with the applicant some appropriate buffering for the residential uses surrounding the property. Paul Hancock seconded the motion.

Chris Condie raised a question about whether heavy commercial is currently allowed in the general plan and whether they were asking the applicant to negotiate for lesser rights.

Justin Hammond asked for clarification about what would happen if he couldn't proceed with the development agreement, and was assured he could always return to the mixed-use zoning.

Kim Struthers suggested crafting the development agreement to leave the zoning as mixed-use but add the office warehouse use as an additional potential use, with the ability to default back to mixed-use if the developer chose not to proceed.

Paige Albrecht noted that a more specific concept plan would be helpful, and Kim suggested the applicant could produce a rough concept plan as part of the development agreement.
Paul Hancock confirmed the process would involve the development agreement coming back to the council for review, and if approved, they would then untable and potentially deny the zone change.

Roll Call Vote: YES: Paige Albrecht, Paul Hancock, Heather Newall
NO: Chris Condie, Michelle Stallings. The motion passed 3-2.

DRAFT

11) Consideration of approving revisions to the Inverness Preliminary Plat D, adding 12 lots from Inverness Plat 6.

Landon with DR Horton explained they were looking to move 12 lots from Plat 6 to the upper portion of Inverness due to too much topography in the original location. Kim Struthers confirmed that the relocation is still within the density identified in the area plan and is simply shifting lots around.

Motion: Heather Newall moved to approve revisions to the Inverness Preliminary Plat D, and included the Development Review Committee comments. Paige Albrecht seconded the motion.

Roll Call Vote: YES: Paige Albrecht, Chris Condie, Paul Hancock, Heather Newall, Michelle Stallings. The motion passed unanimously.

12) Consideration of Resolution #2025-62 approving a Development Agreement between BreAnn Beckstrom and Lehi City regarding home occupation use at the property located at 579 North 1100 West.

This item was pulled from the Agenda at the applicant's request.

13) Consideration of Resolution #2025-63 approving the Intent to Annex the JDH Olson Annexation, approximately 5.08 acres located at 7730 North 8730 West or approximately 1500 S 1100 W with R-1-22 zoning.

Mayor Johnson invited public comments.

Lisa Cummings, whose backyard borders the property, expressed concerns about potential traffic increases. She was also worried about the potential removal of 100-year-old trees and wanted to ensure no increased density.

Tyson Hodges, another adjacent property owner, stated that he supported the annexation and expressed a desire to see the area developed, describing the current site as a "Dust Bowl".

Dan Ames, who is also a neighbor, supported annexing the county island. He believed the annexation would give the city more control over the area and wanted to be on record supporting the R-1-22 zoning.

Kenneth Glade encouraged the council to support the property's annexation. He praised the R-1-22 zoning as appropriate for the area, describing it as low-density and rural.

Motion: Chris Condie moved to approve Resolution #2025-63 and include the Development Review Committee comments. Paige Albrecht seconded the motion.

Roll Call Vote: YES: Paige Albrecht, Chris Condie, Paul Hancock, Heather Newall, Michelle Stallings. The motion passed unanimously.

14) Consideration of Ordinance #46-2025 approving the Colledge Farms Plat F zone change, changing the zoning from TH-5 (transitional holding) to R-1-22 (residential/agriculture) on 5.2-acres at approximately 2850 West 1500 North.

Items 14 and 15 were heard together.

Russ Wilson from Symphony Homes presented the proposal. Russ provided background on the College Farms neighborhood, explaining it was developed in five phases with 98 total lots, an average lot size of over 18,000 square feet, and included dedicated open space and amenities like a pool and playground. The proposed development would add nine lots under R-1-22 zoning, with an average lot size slightly larger than the existing neighborhood. The developer sought to include this new phase in the existing PRD (Planned Residential Development). Only seven lots are allowed under the R-1-22 zone. The developer is requesting an additional two lots. Their justification is that the lot sizes will closely match the existing neighborhood, they are providing road dedication, and creating landscaping and buffer improvements. They were also one lot short of their previously approved 98 lots due to an owner combining two lots into one.

The city staff was supportive of adding an additional lot for right-of-way road dedication and improvement, which would be 8 lots total.

The Council discussed HOA implications, such as developer control, fair HOA management, and overuse of amenities. They also discussed concerns with setting a precedent by expanding an existing PRD.

Candace Jones- expressed concern about the precedent set by allowing additional land into the PRD and the impacts it would have on the area.

The Council discussed the potential effects of using impact fees to pay for road improvements instead of density in lieu.

The Council discussed and determined that entrance signs and beautification did not justify an additional lot. They also agreed that one less home in the original PRD (due to combining lots), does not justify its transfer to another proposal.

Motion: Chris Condie moved to approve Ordinance #46-2025 the Colledge Farms Plat F zone change, changing the zoning from TH-5 (transitional holding) to R-1-22 (residential/agriculture) on 5.2-acres at approximately 2850 West 1500 North, including Development Review Committee Comments. Councilor Hancock seconded the motion.

Roll Call Vote: YES: Paige Albrecht, Chris Condie, Paul Hancock, Heather Newall, Michelle Stallings. The motion passed unanimously.

15) Consideration of Concept Plan approval of the Colledge Farms Planned Residential Development (PRD) Plat F, a 9-lot subdivision located at approximately 2850 West 1500 North, including one lot as density in lieu.

Motion: Chris Condie moved to deny Concept Plan approval of the Colledge Farms Planned Residential Development (PRD) Plat F, a 9-lot subdivision located at approximately 2850 West 1500 North, including one lot as density in lieu, including the density in lieu and the reasons for denial is that the justification for the additional lots does not match the city standard and the increase capacity on amenities and such would exceed the capacity of those amenities. Councilor Hancock seconded the motion.

The council debated whether to approve seven, eight, or nine lots. Michelle Stallings indicated that she would prefer to approve seven lots to maintain the original zoning requirements of 22,000 square feet.

The Council discussed the benefits of using density in lieu of reimbursement to the developer with impact fees. Mayor Johnson raised concerns about using impact fees to support road improvements on projects like this, suggesting that density in lieu is the best option because the impact fees can be utilized for other much-needed road improvements. He stated that impact fees fall short of needs.

Roll Call Vote: YES: Michelle Stallings, Chris Condie;
NO: Paige Albrecht, Paul Hancock, Heather Newall.
The motion failed: 2 – 3

Mayor Johnson asked for a new motion.

Motion: Paul Hancock moved to grant Concept Plan approval of the Colledge Farms Planned Residential Development (PRD) Plat F with 8 lots, noting that the 8th lot was granted as density in lieu, including relevant Development Review Committee comments and Planning Commission comments. Heather Newall seconded the motion.

Roll Call Vote: YES: Paige Albrecht, Paul Hancock, Heather Newall;
NO: Chris Condie, Michelle Stallings.
The motion carried: 3 - 2

16) Consideration of Ordinance #51-2025 approving a Development Code amendment to Chapter 12, to add requirements for retaining walls.

Gary Ellis with Lehi Engineering explained that Lehi currently lacks a development code for retaining walls. The proposed code would establish design standards, safety factors, and

submittal requirements for retaining wall construction. Previously, the building department relied on engineers' stamps without a detailed review. The new code aims to provide comprehensive oversight and clear standards for retaining wall construction.

Motion: Heather Newall moved to approve Ordinance #51-2025 a Development Code amendment to Chapter 12, to add requirements for retaining walls and include all Development Review Committee comments. Paige Albrecht seconded the motion.

Roll Call Vote: YES: Paige Albrecht, Chris Condie, Paul Hancock, Heather Newall, Michelle Stallings. The motion passed unanimously.

17) Consideration of Ordinance #47-2025, approving a Development Code Amendment to Chapter 26, Accessory Uses, changing requirements for Detached Accessory Dwelling Units.

The proposed change would slightly decrease the minimum lot size from 15,000 to 14,520 square feet (one-third acre) and limit ADU construction on slopes steeper than 20%. Engineering staff, including Gary and Brad, argued for more flexibility, believing that with proper engineering, ADUs could be built on steeper slopes. They viewed slope restrictions as an infringement on property rights and felt that proper design could address potential challenges. Council members debated the risks, with Paige Albrecht expressing safety concerns related to the Draper home sliding incident. They discussed the city's role in ensuring safety versus the property owner's risk. Michelle Stallings raised questions about geotechnical requirements and soil stability for ADUs. Gary and Brad suggested that building permit processes would require appropriate engineering and geotechnical studies.

Motion: Michelle Stallings moved to approve Ordinance #47-2025, a Development Code Amendment to Chapter 26, Accessory Uses, changing requirements for Detached Accessory Dwelling Units. Paul Hancock seconded the motion.

Roll Call Vote: YES: Paige Albrecht, Chris Condie, Paul Hancock, Heather Newall, Michelle Stallings. The motion passed unanimously.

The meeting recessed at approximately 9:45 p.m.
The meeting resumed at approximately 9:55 pm.

Mayor Johnson asked for a motion to adjourn this meeting to hold a Lehi Redevelopment Agency (RDA) meeting.

Motion: Paige Albrecht moved to adjourn this meeting to hold an RDA meeting. Paul Hancock seconded the motion.

Roll Call Vote: YES: Paige Albrecht, Chris Condie, Paul Hancock, Heather Newall, Michelle Stallings. The motion passed unanimously.

The meeting resumed at approximately 11:20 p.m.

18) Consideration of Ordinance #53-2025 adopting the Skye View Community Reinvestment Project Area Plan, as approved by the Redevelopment Agency of Lehi.

Motion: Chris Condie moved to approve Ordinance #53-2025 adopting the Skye View Community Reinvestment Project Area Plan, as approved by the Redevelopment Agency of Lehi. Paul Hancock seconded the motion.

Roll Call Vote: YES: Paige Albrecht, Chris Condie, Paul Hancock, Heather Newall; NO: Michelle Stallings. The motion carried: 4 - 1

19) Consideration of Resolution #2025-57 approving the Interlocal Agreement with the Redevelopment Agency of Lehi for the Skye View Community Reinvestment Project Area.

Motion: Chris Condie moved to approve Resolution #2025-57 approving the Interlocal Agreement with the Redevelopment Agency of Lehi for the Skye View Community Reinvestment Project Area. Paul Hancock seconded the motion.

Roll Call Vote: YES: Paige Albrecht, Chris Condie, Paul Hancock, Heather Newall; NO: Michelle Stallings. The motion carried: 4 - 1

20) Consideration of Ordinance #54-2025 Terminating and Dissolving the Thanksgiving Park Economic Development Project Area.

Motion: Heather Newall moved to approve Ordinance #54-2025, Terminating and Dissolving the Thanksgiving Park Economic Development Project Area. Paige Albrecht seconded the motion.

Roll Call Vote: YES: Paige Albrecht, Chris Condie, Paul Hancock, Heather Newall, Michelle Stallings. The motion passed unanimously.

21) Consideration of Ordinance #55-2025 Terminating and Dissolving the SR-92 Digital Drive Community Reinvestment Project Area.

DRAFT

Motion: Paul Hancock moved to approve Ordinance #55-2025 Terminating and Dissolving the SR-92 Digital Drive Community Reinvestment Project Area. Heather Newall seconded the motion.

Roll Call Vote: YES: Paige Albrecht, Chris Condie, Paul Hancock, Heather Newall, Michelle Stallings. The motion passed unanimously.

22) Adjournment

With no further business to come before the City Council at this time, Councilor Albrecht moved to adjourn the meeting. Councilor Newall seconded the motion. The motion passed unanimously. The meeting was adjourned at approximately 11:25 p.m.

Approved: October 14 Attest:

_____ _____

Mark Johnson, Mayor Teisha Wilson, City Recorder

DRAFT

153 North 100 East
Lehi, UT 84043
(801) 768-7100

Minutes of the Pre Council and Regular Session of the **Lehi City Council** held **September 9, 2025 at 5:30 p.m.** at the Lehi City in the Council Chamber, 153 N 100 E. Lehi, UT.

Members Present: Mark Johnson, Mayor
Paige Albrecht, Council Member
Chris Condie, Council Member
Paul Hancock, Council Member
Heather Newall, Council Member
Michelle Stallings, Council Member

Others Present: Jason Walker, City Administrator; Ryan Wood, City Attorney; Lorin Powell, City Engineer; Brad Kenison, Assistant City Engineer; Kim Struthers, Community Development Director; Mariah Hayes, Research Analyst; and Kate Morgan, Deputy City Recorder.

Pre-Council, 6:30 p.m.

1) Welcome and Opening Comment

Mayor Johnson welcomed everyone and noted that all Councilmembers were present. Councilor Condie gave the opening comment.

2) Presentations and Reports

2.1) Lehi East-West Transportation Study Presentation

Josh Gibbons from Hales Engineering put together a presentation on future transportation demands in Lehi. He explained that the current MAG plan projects out to 2050, by which point the population is predicted to double in the valley. Lehi is anticipated to be at a population of 185,000 at full build-out. Mayor Johnson explained that the city has been operating with the build-out figures for a while now. He emphasized the need to find transportation corridors now so that the city doesn't have to buy out developed properties later. Gibbons explained that many of Lehi's existing east-west roads will be sitting at chokepoints or failures by the time full build-out happens. There will be an estimated load of 183k cars a day, and the roads as they currently sit are at a 101k cars per day deficit. This is a freeway-level car load. MAG currently has three freeway alignment scenarios in the works: expanding Pioneer Crossing, expanding Pony Express Parkway, and creating a new North Lakeshore road. These will help take on the deficit. The North Lakeshore improves the capacity the most. The council discussed the figures presented for the three possibilities. Lorin Powell discussed the current traffic the city is seeing, caused by the

construction on Pioneer Crossing. He worried that turning an existing road into a freeway would eliminate an arterial road. He is in favor of the North Lakeshore Freeway, as it would divide traffic among four facilities rather than three. Councilor Newall asked to see the maximum capacities of roads in the future. Mayor Johnson shared a personal anecdote about traffic issues he had on I-15 while it was shut down due to an accident. He worries about that situation becoming a regular occurrence in Lehi if new roads aren't worked on now. Councilor Stallings asked if widening Pony Express would improve conditions. It would help eat away at the demand, but the only single project that would alleviate the problem almost fully is a new freeway. Councilor Newall asked about a bridge that is currently planned to be built over Utah Lake. It wouldn't alleviate much traffic from Lehi as it is too far south. Luke Seegmiller clarified that Pony Express Parkway is planned to be a five lane road. Councilor Stallings asked about projects to the north. Most of them are north-south projects and wouldn't help with east-west traffic. Councilors Newall and Albrecht both discussed the domino effects of overloading roads and how typically it leads to more roads being overloaded. Mayor Johnson mentioned that the amount of anticipated overflow demand increases each year. He also shared fears about not being able to construct a North Lakeshore Freeway due to the three fault lines located within Utah Lake. Councilor Stallings asked if the majority of traffic issues were caused by commuters. Gibbons confirmed that peak hours cause the most failures.

3) Agenda Questions

None.

4) Administrative Report

Jason Walker discussed the bond trip to San Francisco, stating that it went well. Lehi has good metrics, so they think the city will have a good rating. They will find out officially in 2 weeks.

5) Mayor and Council Reports

Councilor Stallings mentioned that there would be a historical marker unveiling the following night at 7:00 p.m. Councilor Albrecht brought up the day or service that would take place on Saturday.

6) Consideration of holding a Closed Session to Discuss the Purchase or Lease of Real Property

Motion: Councilor Condie moved to go into a Closed Session to discuss the purchase or lease of real property. Councilor Newall seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Newall, Yes; and Councilor Stallings, Yes. The motion passed unanimously.

The meeting adjourned at approximately 6:17 p.m.

<u>Regular Session, 7:00 p.m.</u>

1) Welcome, Roll Call, Pledge of Allegiance

Mayor Johnson welcomed everyone and noted that all Councilmembers were present. Councilor Newall led the pledge of allegiance.

2) Presentations and Reports

2.1) Constitution Week Proclamation

Mayor Johnson introduced Katie Madsen. She explained her status in the Daughters of the American Revolution (DAR) and gave a brief overview of the history of the constitution and constitution week. It is the 70th anniversary of the event. Mayor Johnson's signed proclamation will be added to the library display. Mayor Johnson read and signed the proclamation.

3) 20 Minute Citizen Input

Rachel Andersen mentioned city infrastructure lagging behind growth. She asked what is being done to lessen the gap. Mayor Johnson explained that the city is aware, and that the presentation in pre-council was about this very issue. He also explained that the city doesn't receive funding for roads until after growth has happened. This makes building roads ahead of time difficult, but the city is aware and making plans to build new roads. If the federal transportation bill passes, the city will receive 2.5 million for a transportation study.

Lilly Layton mentioned that certain crosswalks have flashing lights while others have flags. She thinks that flashing lights are more effective and should be implemented more often than flags or crossing guards.

Emilio Ontaro shared that traffic from main roads are spilling into residential roads. He wants congestion out of neighborhoods.

Isabella Black talked about the traffic and roadwork on 2300 in front of Willow Creek. She's seen roadwork there for over a year and would like to know why the cones are still out and what is taking so long. Councilor Condie shared her sentiment. Brad Kenison addressed the question by clarifying that the construction is being wrapped up. Shoulder work is currently taking place, but it is safer for workers and less confusing for citizens to keep lanes closed even if work isn't being done every day. The city is expecting the work to be done by the end of the month. He asks citizens to be patient, and explained that projects to the south will be starting soon.

Emilio Ontaro returned to the stand and asked why construction is taking place. It is to resolve congestion. The road is being expanded and lights are being added. It's a project that has been anticipated since the 1980 General Plan.

Mike Dickson, a Lehi resident, asked what the city's second biggest concern is after traffic. Mayor Johnson discussed the heavy growth Utah is experiencing, and that the city is planning around that as best they can.

DRAFT

Corgan Reeves asked about 1200 West next to Fox Hollow Elementary. He is concerned about children's safety as his brother was hit by a car there last year. Mayor Johnson said he would have the city's traffic engineers look at it. Currently there are pedestrian traffic controls in place.

Cora Jensen asked about roadwork on North Dry Creek Way. She wants to know why the development across the street is taking so long. Mayor Johnson explained that it's been done in stages due to the new infrastructure that needed to be installed.

Carter Johnson asked about air quality controls in place in the city. Mayor Johnson discussed the environmental sustainability committee and the clear air organizations that Lehi city participates.

4) Consent Agenda

4.1) Approve Purchase Orders

Motion: Councilor Condie moved to approve the consent agenda. Councilor Albrecht seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Newall, Yes; and Councilor Stallings, Yes. The motion passed unanimously.

5) Consideration of Resolution #2025-65 approving a First Amended Network Operation Agreement with Uintah Basin Electronic Telecommunications (dba Strata Networks).

Shaye Rutinbeek presented the item. Nothing is changing in practice; the amendment will bring what is happening into alignment with the agreement.

Motion: Councilor Hancock moved to approve Resolution #2025-65 approving a First Amended Network Operation Agreement with Uintah Basin Electronic Telecommunications (dba Strata Networks). Councilor Condie seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Newall, Yes; and Councilor Stallings, Yes. The motion passed unanimously.

6) Consideration of Ordinance #57-2025 adopting Title 6 Chapter 5 Section 8, establishing Bridge Safety in Lehi City.

Chief Paul presented the item. He explained that the primary concern is for the safety of people using the Jordan River Trail System. The bridge in question is a north end pedestrian bridge that's four feet wide. People were using it to jump into the water, which the bridge is not designed for, as well as blocking the safe usage of the bridge by other pedestrians.

Councilor Stallings asked about other wider bridges that the city may want to allow fishing on. She asked if signage would be possible. Chief Paul suggested placing no jumping/no fishing

signs on bridges where the activities are prohibited. Ryan Wood explained that the way the ordinance is currently written, everything is prohibited unless signage indicates that it is allowed. The council liked the idea of reversing the wording so that activities are permitted unless explicitly forbidden by signage. Chief Paul explained that he sees the ordinance as a no trespassing sign, meaning that the purpose is to alert someone of something they cannot do, and the action is otherwise permitted.

Councilor Stallings discussed how to reword the ordinance with Wood. Wood's concern is that Lehi City would not be in charge of the signage on the bridge in question. Mayor Johnson explained that there is another bridge being built by UDOT which may or may not be turned over to Lehi City. Lorin Powell said it likely will be. Councilor Condie shared that he likes the direction that Councilor Stallings is going. He recommended moving the phrase "if designated" to the beginning of the ordinance to clarify. Wood explained that there are flaws in basing the unlawfulness on signage that can be taken down (unlawfully) by civilians. Chief Paul explained that an officer would use his discretion to determine if a use of a bridge is limiting or impeding someone else's use of the bridge.

Councilor Stalling brought up code from Iowa in regard to discussing changes to section B. She sees the main concern as obstruction of the bridge. Wood is open to trying out the resolution and bringing it back to council if needed. Mayor Johnson likes the idea of writing the ordinance in order to primarily address the obstruction aspect rather than the jumping off the bridge aspect. Chief Paul explained that the complaint that spurred the creation of the ordinance was due to bridge use being hampered, but he thinks that the safety aspect is also important and shouldn't be ignored.

Motion: Councilor Hancock moved to table Ordinance #57-2025 adopting Title 6 Chapter 5 Section 8, establishing Bridge Safety in Lehi City as presented. Councilor Newall seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Newall, Yes; and Councilor Stallings, Yes. The motion passed unanimously.

7) Consideration of Resolution #2025-66 approving a Real Estate Exchange Agreement with S&P Lewis Properties for property located adjacent to Mellor Rhodes Park.

Steve Marchbanks presented the item with impromptu help from Tony Trane. The goal of the resolution is to widen the city's sports fields. It has been a three year process.

Mayor Johnson thanked Marchbanks and Trane for their work on this project.

Motion: Councilor Newall moved to approve Resolution #2025-66 approving a Real Estate Exchange Agreement with S&P Lewis Properties for property located adjacent to Mellor Rhodes Park. Councilor Condie seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Newall, Yes; and Councilor Stallings, Yes. The motion passed unanimously.

8) Consideration of Ordinance #49-2025, approving a Development Code amendment to Table 05.040-A, Residential Bulk and Intensity, reducing the setback for remodels and additions in the RA-1 and R-1-15 zones.

Kim Struthers presented the item. The amendment will allow a reduction to setbacks after two years. The Planning Commission gave it a negative recommendation, as they would prefer not to have setbacks change after a certain period of time. They were open to the idea of setbacks being smaller at inception.

Councilor Stallings asked about the reduction allowance. Struthers explained that side setbacks will be at five feet, and the rear setback has a larger decrease. Councilor Stallings agreed with the Planning Commission's assessment that the reduction feels arbitrary. She felt as though the expansions she sees can fit within the established setbacks.

Councilor Newall brought up that the ordinance was drafted in response to a resident that wanted to put in a porch but wasn't allowed to unless it was a detached structure. She also mentioned the fact that ADUs have much lower setbacks than homes (five feet if there isn't a window). Councilor Stallings was still reluctant to endorse the ordinance.

Mayor Johnson shared that he thinks it will be a rarity for people to build as close as possible to the property line. He worries about infringing on fifth amendment property rights if the ordinance doesn't pass. Councilor Hancock mentioned that a porch used for entertaining could end up being a bigger nuisance than an enclosed building closer to the property line. Mayor Johnson worries that the city choosing to dictate one way or the other will result in more micromanagement required in the future.

Councilor Stallings brought up the arbitrariness of the two-year time period. She claimed that setbacks are protected by the constitution, and a protection for those who valued privacy enough to buy a bigger lot. Mayor Johnson asked for her reasoning. She clarified that setbacks are derived from property rights in the fifth amendment, while not a property right themselves. Mayor Johnson shared that he was not comfortable with that interpretation of the constitution, as zoning laws didn't come about until the 1900s, and under Jeffersonian principles setbacks would be unlawful.

Councilor Newall shared that she feels that the law is already arbitrary in that sheds and detached building are allowed to be closer to the property line than additions to a home. She argued that the ordinance would make city code more consistent. Councilor Albrecht agreed that the setbacks currently feel arbitrary, as the state has required ADUs be allowed in every zone. She asked what the intent of the two year wait period was. Struthers explained that it was to keep a smaller footprint during initial building. The setback change is to give a bit of relief to homeowners that want or need to expand as initial construction usually fits the maximum amount of setback. The city wanted to avoid developers taking advantage of reduced setbacks. Councilor Albrecht clarified that it is to distance expansions from the initial construction period.

DRAFT

Councilor Condie agreed that the two year waiting period is arbitrary. He also shared that very few people are immediately expanding after two years. He thinks its absurd that the initial complainant couldn't building a porch after purchasing their house and had to wait potentially two years to put it in. He suggested that the least arbitrary timing would be the day after the sale. He feels that the two year wait period is an additional restriction after the restriction of the setbacks themselves. Councilor Hancock agreed that when ADUs are taken into consideration the two year setback is very arbitrary. He was in favor of decreasing setbacks overall. Councilor Newall asked when the two year wait period was implemented. Struthers explained that it was in place in 2010, and possibly earlier.

Mayor Johnson mentioned that the original reason the setback reductions were introduced was to allow citizens to expand their homes rather than growing out of them and being forced to move to other cities.

Councilor Stallings worried that approving the ordinance or changing code would result in developers asking to be exempt from setback laws.

Motion: Councilor Condie moved to approve Ordinance #49-2025, approving a Development Code amendment to Table 05.040-A, Residential Bulk and Intensity, reducing the setback for remodels and additions in the RA-1 and R-1-15 zones and instruct staff to eliminate the two year waiting period on any zone where the reduction of setbacks is allowed. In order for an addition to be made the city requires a certificate of occupancy by the owner of the property to prevent developers or contractors to increase or decrease setbacks. Councilor Hancock seconded the motion.

Councilor Newall asked that DRC comments be included in the motion.

Amended Motion: Councilor Condie moved to approve Ordinance #49-2025, approving a Development Code amendment to Table 05.040-A, Residential Bulk and Intensity, reducing the setback for remodels and additions in the RA-1 and R-1-15 zones and instruct staff to eliminate the two year waiting period on any zone where the reduction of setbacks is allowed. The R-1-22 zone is included. The table should also be reorganized so it is more intuitive. In order for an addition to be made the city requires a certificate of occupancy by the owner of the property to prevent developers or contractors to increase or decrease setbacks. Councilor Hancock seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Newall, Yes; and Councilor Stallings, No. The motion passed with four in favor and one against.

9) Consideration of Ordinance #50-2025, approving a Development Code amendment to Chapter 19, Renewable Energy System Regulations, to remove references and requirements for being a conditional use.

DRAFT

Kim Struthers presented the amendment. This is part of an ongoing effort on the part of the Planning Commission to eliminate conditional uses in city code.

Councilor Newall asked why the noise study requirement was being removed. Struthers explained that they've done research and most of the methods listed in code don't make a lot of noise. Even in cases of larger windpower farms most of the nuisance is from flickering lights. Councilor Newall asked if a noise study could be required if installations are over a certain size.

Councilor Albrecht asked if there were any viable areas left for wind farming in Lehi. Struthers said there is a very slim chances of one being developed in the city as there is no space for it.

Motion: Councilor Stallings moved to approve Ordinance #50-2025, approving a Development Code amendment to Chapter 19, Renewable Energy System Regulations, to remove references and requirements for being a conditional use, except for section 19 where the noise study requirements will be maintained for large projects. She included all DRC comments. Councilor Condie seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Newall, Yes; and Councilor Stallings, Yes. The motion passed unanimously.

10) Consideration of Ordinance #48-2025, approving a Development Code amendment to Table 37.080, Off-Street Parking Table, to allow tandem parking.

Kim Struthers presented the item. This is to put city code in compliance with State code.

Motion: Councilor Condie moved to approve Ordinance #48-2025, approving a Development Code amendment to Table 37.080, Off-Street Parking Table, to allow tandem parking. He included all DRC comments. Councilor Newall seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Newall, Yes; and Councilor Stallings, Yes. The motion passed unanimously.

11) Consideration of Granting an Extension for Bibian Estates Phase 3, extending the approval that expired on April 11, 2025 for one year.

Austin White, representing Focus Engineering presented. Construction has been slower than expected, and they would like an extension so they can finish construction and record the project.

Councilor Condie asked how much longer the project is expected to take. The extension would be based off the expiration date of April 11, 2025 and would last until April 11, 2026. White anticipates construction going at least that long and possibly longer.

Motion: Councilor Newall moved to grant an Extension for Bibian Estates Phase 3, extending the approval that expired on April 11, 2025 for one year. She included all DRC comments. Councilor Hancock seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Newall, Yes; and Councilor Stallings, Yes. The motion passed unanimously.

12) Consideration of Resolution #2025-64 an amendment to the Gran's Corner Development Agreement allowing automotive accessories installation and service.

Sam Johnston, the potential tenant, presented the item. He explained that the agreement would allow him to run his business as a part of a franchise.

Councilor Albrecht asked some questions about the DRC and confirmed that all the processes will be taking place indoors. Kim Struthers explained that the city wants to avoid any of the heavier automotive services. Councilor Stallings clarified that services offered relate to auto accessories, not cars themselves.

Motion: Councilor Newall moved to grant an Extension for Bibian Estates Phase 3, extending the approval that expired on April 11, 2025 for one year. She included all DRC comments. Councilor Hancock seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Hancock, Yes; Councilor Newall, Yes; and Councilor Stallings, Yes. The motion passed unanimously.

13) Consideration of Ordinance #56-2025 approving the Maverik Zone Change located at 520 West Main Street, changing the zoning on 0.72 acres from Mixed Use to Commercial.

Fill.

14) Consideration of a Grading Permit approval for the Auburn Spring Grading Permit on approximately 34 acres located at 400 South 2500 West.

Fill.

15) Adjournment

With no further business to come before the City Council at this time, Councilor Hancock moved to adjourn the meeting. Councilor Newall seconded the motion. The motion passed unanimously. The meeting was adjourned at approximately 7:55 p.m.

Approved: August 26, 2025

Attest:

_____

Mark Johnson, Mayor

_____

Teisha Wilson, City Recorder

DRAFT

Agenda Item No: 4.3

City Council Agenda Item Report

Meeting Date: October 14, 2025
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Action Item
Agenda Section: Consent Agenda

Subject:

Re-Approve Ordinance #54-2025, terminating and dissolving the Thanksgiving Park Economic Development Project; and Re-Approve Ordinance #55-2025, terminating and dissolving the SR-92 Digital Drive Community Reinvestment Project Area.

Suggested Action:

Attachments:

Ord 54-2025 -Thanksgiving Point EDA Dissolution (final).docx

Ord 55-2025 Ordinance-SR 92 Digital Drive CRA Dissolution (final).docx

LEHI CITY

ORDINANCE NO. 54-2025

AN ORDINANCE TERMINATING AND DISSOLVING THE THANKSGIVING PARK ECONOMIC DEVELOMPENT PROJECT AREA, AS APPROVED BY THE REDEVELOPMENT AGENCY OF LEHI CITY, UTAH, AND DIRECTING THAT NOTICE OF THE TERMINATION AND DISSOLUTION BE GIVEN AS REQUIRED BY STATUE.

WHEREAS pursuant to Utah Code Ann. 17C-1-702, a project area remains in existence until a resolution dissolving the project area is adopted by the Agency and an ordinance is adopted by the legislative body; and

WHEREAS Lehi City has determined that it is in the best interest of the City to dissolve the Thanksgiving Park Economic Development Project Area created August 25, 2009; and

WHEREAS the Agency shall not collect any further tax increment from the Thanksgiving Park Economic Development Project Area created August 25, 2009; and

WHEREAS any outstanding funds or financial obligations pertaining to any of the project area and conditioned on the obligations set forth in the Agreement to Develop Land have been met; and

WHEREAS, on August 26, 2025, the City Council held a duly noticed public meeting to ascertain the facts regarding this matter, which facts and comments are found in the meeting record; and

WHEREAS, after considering the facts and comments presented to the City Council, the Council finds: (i) dissolving the Project Area furthers the health, safety, and welfare of the citizens of Lehi.

NOW, THEREFORE, be it ordained by the City Council of Lehi City as follows:

1. The Lehi City Council hereby terminates and dissolves the Thanksgiving Park Economic Development Project Area, as approved by the Agency, Board, metes and bounds and project area map listed as Exhibit "A".

2. City staff and its consultants are hereby authorized to prepare and to publish or cause to be published the notice required by UCA 17C-1-702, whereupon the dissolution shall become effective.

3. If a provision of this Ordinance No. 54-2025 conflicts with a provision of a previously adopted ordinance concerning the same title, chapter, and/or section number amended herein, the provision in this Ordinance shall prevail.

4. This ordinance and its various section, clauses, and paragraphs are hereby declared to be severable. If any part, sentence, clause, or phrase is adjudged to be unconstitutional or invalid, the remainder shall not be affected thereby.

5. This Ordinance shall take effect immediately after being posted or published as required by law.

Approved and adopted by the City Council of Lehi City, Utah, this 26th day of August, 2025.

LEHI CITY

_____

Mark Johnson, Mayor

ATTEST

_____

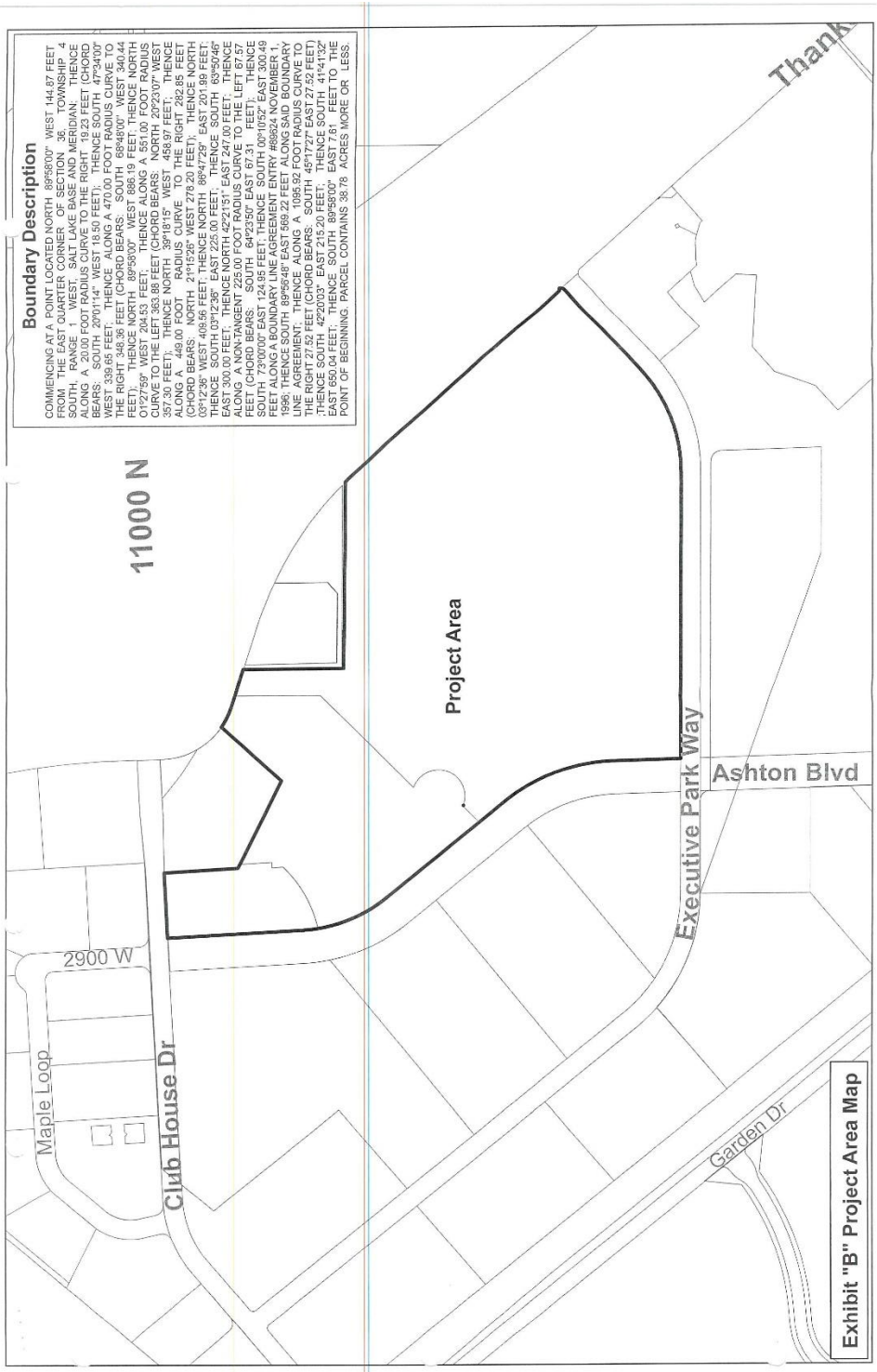
Teisha Wilson, City Recorder

EXHIBIT A – Metes and Bounds and Project Area Map Thanksgiving Park EDA

Boundary Description

COMMENCING AT A POINT LOCATED NORTH 89°58'00" WEST 144.87 FEET FROM THE EAST QUARTER CORNER OF SECTION 36, TOWNSHIP 4 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN; THENCE ALONG A 20.00 FOOT RADIUS CURVE TO THE RIGHT 19.23 FEET (CHORD BEARS: SOUTH 20°01'14" WEST 18.50 FEET); THENCE SOUTH 47°34'00" WEST 339.65 FEET; THENCE ALONG A 470.00 FOOT RADIUS CURVE TO THE RIGHT 348.36 FEET (CHORD BEARS: SOUTH 68°48'00" WEST 340.44 FEET); THENCE NORTH 89°58'00" WEST 886.19 FEET; THENCE NORTH O1°27'59" WEST 204.53 FEET; THENCE ALONG A 551.00 FOOT RADIUS CURVE TO THE LEFT 363.88 FEET (CHORD BEARS: NORTH 20°23'07" WEST 357.30 FEET); THENCE NORTH 39°18'15" WEST 458.97 FEET; THENCE ALONG A 449.00 FOOT RADIUS CURVE TO THE RIGHT 282.85 FEET (CHORD BEARS: NORTH 21°15'26" WEST 278.20 FEET); THENCE NORTH 03°12'36" WEST 409.56 FEET; THENCE NORTH 86°47'29" EAST 201.99 FEET; THENCE SOUTH 03°12'36" EAST 225.00 FEET; THENCE SOUTH 63°50'46" EAST 300.00 FEET; THENCE NORTH 42°21'51" EAST 247.00 FEET; THENCE ALONG A NON-TANGENT 225.00 FOOT RADIUS CURVE TO THE LEFT 67.57 FEET (CHORD BEARS: SOUTH 64°23'50" EAST 67.31 FEET); THENCE SOUTH 73°00'00" EAST 124.95 FEET; THENCE SOUTH 00°10'52" EAST 300.49 FEET ALONG A BOUNDARY LINE AGREEMENT ENTRY #89624 NOVEMBER 1, 1996; THENCE SOUTH 89°56'48" EAST 569.22 FEET ALONG SAID BOUNDARY LINE AGREEMENT; THENCE ALONG A 1095.92 FOOT RADIUS CURVE TO THE RIGHT 27.52 FEET (CHORD BEARS: SOUTH 45°17'27" EAST 27.52 FEET) ;THENCE SOUTH 42°20'03" EAST 215.20 FEET; THENCE SOUTH 41°41'32" EAST 650.04 FEET; THENCE SOUTH 89°58'00" EAST 7.61 FEET TO THE POINT OF BEGINNING. PARCEL CONTAINS 38.78 ACRES MORE OR LESS.

EXHIBIT A Cont.– Metes and Bounds and Project Area Map Thanksgiving Park EDA



LEHI CITY

ORDINANCE NO. 55-2025

AN ORDINANCE TERMINATING AND DISSOLVING THE SR-92 DIGITAL DRIVE COMMUNITY REINVESTMENT PROJECT AREA, AS APPROVED BY THE REDEVELOPMENT AGENCY OF LEHI CITY, UTAH, AND DIRECTING THAT NOTICE OF THE TERMINATION AND DISSOLUTION BE GIVEN AS REQUIRED BY STATUE.

WHEREAS pursuant to Utah Code Ann. 17C-1-702, a project area remains in existence until a resolution dissolving the project area is adopted by the Agency and an ordinance is adopted by the legislative body; and

WHEREAS Lehi City has determined that it is in the best interest of the City to dissolve the SR-92 Community Reinvestment Project Area created January 30, 2018 ("Project Area"); and

WHEREAS the Agency shall not collect any further tax increment from the Project Area created January 30, 2018; and

WHEREAS any outstanding funds or financial obligations pertaining to the Project Area and conditioned on the obligations set forth in the Development Agreement have been meet; and

WHEREAS, on August 26, 2025, the City Council held a duly noticed public meeting to ascertain the facts regarding this matter, which facts and comments are found in the meeting record; and

WHEREAS, after considering the facts and comments presented to the City Council, the Council finds: (i) dissolving the Project Area furthers the health, safety, and welfare of the citizens of Lehi.

NOW, THEREFORE, be it ordained by the City Council of Lehi City as follows:

1. The Lehi City Council hereby terminates and dissolves the SR-92 Digital Drive Community Reinvestment Project Area, as approved by the Agency Board. The metes and bounds description of the Project Area is hereby attached as Exhibit "A".

2. City staff and its consultants are hereby authorized to prepare and to publish or cause to be published the notice required by UCA 17C-1-702, whereupon the dissolution shall become effective.

3. If a provision of this Ordinance No. 55-2025 conflicts with a provision of a previously adopted ordinance concerning the same title, chapter, and/or section number amended herein, the provision in this Ordinance shall prevail.

4. This ordinance and its various section, clauses, and paragraphs are hereby declared to be severable. If any part, sentence, clause, or phrase is adjudged to be unconstitutional or invalid, the remainder shall not be affected thereby.

5. This Ordinance shall take effect immediately after being posted or published as required by law.

Approved Adopted by the City Council of Lehi City, Utah, this 26th day of August, 2025.

LEHI CITY

_____
Mark Johnson, Mayor

ATTEST

_____
Teisha Wilson, City Recorder

EXHIBIT A – Metes and Bounds and Project Area Map SR-92 Digital Drive CRA

COM S 1425.85 FT & E .46 FT FR NW COR. SEC. 31, T4S, R1E, SLB&M.; S 89 DEG 48' 8" E 38.44 FT; N 80 DEG 49' 45" E 79.28 FT; N 88 DEG 34' 25" E 183.95 FT; S 0 DEG 1' 7" E 434.65 FT; N 89 DEG 48' 7" W 279.97 FT; S 0 DEG 11' 53" W 28 FT; N 23 DEG 47' 24" W 50.96 FT; N 0 DEG 1' 7" W 397.96 FT TO BEG. AREA 2.952 AC.

EXHIBIT A Cont.– Metes and Bounds and Project Area Map SR-92 Digital Drive CRA



Agenda Item No: 5

City Council Agenda Item Report

Meeting Date: October 14, 2025
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Ordinance
Agenda Section: Regular Agenda

Subject:
Consideration of Ordinance #59-2025, approving a Development Code Amendment to Chapter 37, Connectivity Standards.

Suggested Action:

Attachments:

CC Staff Report Connectivity Standards Ch 37 Development Code Amendment 10.14.25.docx

Development Code amendment to Chapter 37 DRC 08.27.25.docx

Chapter 37 Development Code Amendment - Connectivity Updates Narrative.docx

Ch37DesignStandards - Connectivity Updates 07.21.25.docx

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CHAPTER 37 CONNECTIVITY STANDARDS UPDATE DEVELOPMENT CODE AMENDMENT

CITY COUNCIL REPORT

Applicant	Lehi City
Meeting Date	October 14, 2025
Requested Action/Purpose	Approval of a proposed amendment to the Lehi City Development Code
Date of DRC Review	August 27, 2025
Date of Planning Commission Review	September 11, 2025

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 04.060. Criteria for Approval.
No amendment to this Code, or the Zoning District Map(s), may be recommended for approval by the Commission nor approved by the City Council unless such amendment or conditions thereto are consistent with the General Plan. In considering a Code amendment, or Zoning District Map(s) amendment, the applicant shall identify, and the City Staff, DRC, Commission, and the City Council may consider the following factors, among others:

1. The effect of the proposed amendment on the character of the surrounding area;
2. Consistency with the goals and policies of the General Plan.
3. Consistency and Compatibility of the proposed zone with the General Plan land uses of nearby and adjoining properties.
4. The suitability of the properties for the uses requested and their suitability for the existing uses identified by the General Plan;
5. Whether a change in the uses allowed for the affected properties will unduly affect the uses, or proposed uses for nearby and adjoining properties;
6. The gain to the public health, safety and welfare from the existing classification to the proposed amendment; and
7. The overall community benefit of the proposed amendment.

REPORT ANALYSIS

The applicant is requesting approval of a Development Code Amendment to the Connectivity Standards in Chapter 37 of the Development Code.

The proposed amendment includes the following changes:

1. Adding and updating definitions;
2. Adding provisions to the circulation plans requirement that the City may require modal filters, street closures, or access management improvements;
3. Changing “trail” to “shared use path” throughout the chapter to be more specific and to match UDOT’s terminology;
4. Removing the hard maximum block length requirements for the optional master planned trail and greenway exceptions, these options are not by right and require approval from the City Council, so they can weigh what the

block length should be on a case-by-case basis;
5. Changing connections from the end of a cul-de-sac to a street to include a 10’ path instead of a walk to accommodate all active transportation modes (sometimes this is required anyway if there is an exception requested);
6. Updating cross access standards and not requiring cross access if two sites are connected via a local street or drive aisle; and
7. Adding a low traffic neighborhood exception option that allows modal filters or removing vehicle connections that would result in cut-through traffic within neighborhood areas. The draft Code requires that pedestrian, bike, emergency, and utility maintenance access be maintained. This option is not by-right and requires review by the DRC, Planning Commission, and approval by the City Council.

The DRC had five comments on the proposed amendment, including the following:

1. Add language about using shared use paths for emergency vehicle access
2. If we want to make these connections inviting and reasonably plant trees, we should maintain no less than 7' shoulders for landscaping in any corridor; the same reason we increased park strip widths.
3. Suggest to keep the 20' corridor and allow the shared use path to be offset within the corridor.

Please consider all of the DRC comments in the motion.\

POSSIBLE MOTIONS AND FINDINGS

The City Council may approve or deny the proposed development code amendment. Any motion should include findings. Possible findings include:

1. The proposed Development Code amendment is/is not in conformance with the purposes, intent, and provisions of the General Plan and its various elements.
2. Additional findings based upon information presented during the public hearing.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission reviewed the proposed amendment on September 11, 2025. The minutes and motion from this meeting are as follows:

3.4) Public Hearing and Recommendation of Lehi City’s request for a review of a Development Code Amendment to Chapter 37, Connectivity Standards.

Jacob Curtis presented the item. This is primarily Mike West’s project. Many minor changes are being implemented so that city code matches UDOT terminology, as well as other specific details being reevaluated. Some changes have been influenced by recent projects.

Commissioner Everett asked if the ten foot wide path for cul-de-sac included landscaping. Kim Struthers explained that the paths themselves would be ten feet wide, and that landscaping would be included in the requirements.

Struthers explained that the major change to connectivity standards would allow developers the opportunity to supplement a bike or pedestrian trail rather than connecting a stub road.

Commissioner Lockhart asked if this would allow the city to demand traffic calming features on streets no part of the parcel if overspill traffic comes into neighborhoods. It would be more of a negotiation than a demand. Commissioner Lockhart asked if the Fire and Police Departments had weighed in. Garion Rowett, the fire marshal, looked over the plan in DRC. He wants to use the shared-use paths for emergency vehicles.

Commissioner Eyre asked if there is anything in the new code discussing curb cuts from a path onto a road, as he has concerns for cyclists. Kim Struthers explained that they were included in the most recent update to the city’s

design standards. Struthers went on to say that the city has looked into different indicative tiles for crossings that would make moving around easier for blind residents.

Commissioner Lockhart shared that she sees the low traffic neighborhood circulation improvements clause as a great example of putting residents first. She worried about not being specific enough on the requirements for the multi-use paths, which would allow developers to cut corners and result in the paths being unusable by emergency vehicles. Mike West has added this note already.

Commissioner Jackson opened public comment.

Peter Ovard approves of the suggested changes. He thinks they make sense and he agrees with Lockhart on the implementation of item 6.

Commissioner Jackson closed public comment.

Motion: Commissioner Lockhart moved to give a positive recommendation to the Lehi City Council with the findings that it is in line with he intent of the city's code in that it adds and updates definitions, it adds provisions to the circulation plan requirement that the city may require modal filters, street closures, or access management improvements, it's changing "trail" to "shared use path" throughout the traffic to be more specific and match UDOT terminology, and it removes the hard maximum block length requirements for the optional master plan trail and greenway exceptions. She included all DRC comments. Commissioner Eyre seconded.

Vote: Commissioner Everett, yes. Commissioner Lockhart, yes. Commissioner Eyre, yes. Commissioner Jackson, yes. Commissioner Kunze, yes.

Motion passed unanimously.

Development Code amendment to Chapter 37
DRC Redline Comments

Lehi City – Requests review of a Development Code amendment to Chapter 37, connectivity standards.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Shelbey Brewer, Kim Struthers, Gary Smith, Gary Ellis, James Farnsworth, Luke Seegmiller, Brad Wilbur
Assigned Planner: Mike West
Representatives of the Applicant Present:
Date of Plans Reviewed: 8/18/25
Time Start: 1:42pm
Time End: 1:46pm

DRC REDLINE COMMENTS:
Glade – Power: No comments.
Brad – Fiber: No comments.
Garion – Fire:
1. Add language about using shared use paths for emergency vehicle access

Ryan – Water/Sewer: No comments.
James – Parks: No comments.
2. F-1: Keep the original phrasing on this, "match the sidewalk or trail width being connected." It doesn't make sense to have a 10' wide section of trail connecting two 5' sidewalks.
3. If we want to make these connections inviting and reasonably plant trees, we should maintain no less than 7' shoulders for landscaping in any corridor; the same reason we increased park strip widths.

Gary S. – Building/Inspections: No comments.
Shelbey – Public Works: No comments.
Gary E. – Engineering: No comments.
4. Suggest to keep the 20' corridor and allow the shared use path to be offset within the corridor.
5. Remove "be"

Luke – Traffic: No comments.
Kim – Planning: No comments.

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON SEPTEMBER 11th

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

EST 1852
LEHI CITY
PIONEERING UTAH'S FUTURE

Community Development Department –
Planning Division

153 North 100 East
Lehi, UT 84043
Office 385.201.1030
lehi-ut.gov

August 18, 2025

Narrative – Chapter 37 Development Code Amendment – Connectivity Standards

The Planning Division is proposing a Development Code Amendment to the Connectivity standards in Chapter 37 of the Development Code.

The proposed amendment includes the following changes:

1. Adding and updating definitions;
2. Adding provisions to the circulation plans requirement that the City may require modal filters, street closures, or access management improvements;
3. Changing "trail" to "shared use path" throughout the chapter to be more specific and to match UDOT's terminology;
4. Removing the hard maximum block length requirements for the optional master planned trail and greenway exceptions, these options are not by right and require approval from the City Council, so they can weigh what the block length should be on a case-by-case basis;
5. Changing connections from the end of a cul-de-sac to a street to include a 10' path instead of a walk to accommodate all active transportation modes (sometimes this is required anyway if there is an exception requested);
6. Updating cross access standards and not requiring cross access if two sites are connected via a local street or drive aisle; and
7. Adding a low traffic neighborhood exception option that allows modal filters or removing vehicle connections that would result in cut-through traffic within neighborhood areas. The draft Code requires that pedestrian, bike, emergency, and utility maintenance access be maintained. This option is not by-right and requires review by the DRC, Planning Commission, and approval by the City Council.

Please contact the Planning Division if you have any questions.

Thank you,

Mike West, AICP
Planning Division Manager

CHAPTER 37

DESIGN STANDARDS

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

Section 37.010. Nonresidential Design Standards.
Section 37.020. Multi-Family Residential Design Standards
Section 37.030. Single-Family Residential Design Standards
Section 37.040. Connectivity Standards
Section 37.050. Downtown Outdoor Spaces Site Design Standards
Section 37.060. Parking Standards

I.

Section 37.040. Connectivity Standards

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

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

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

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

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

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

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

6. improving air quality through reduced auto emissions;

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

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

B. Definitions.

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

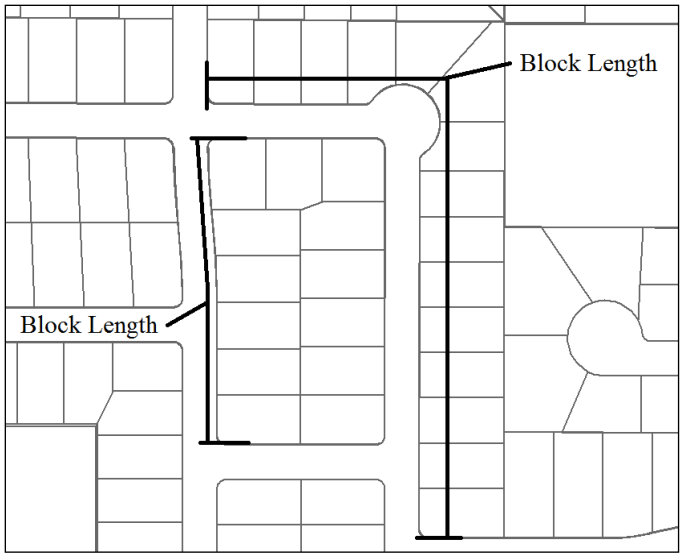


Figure 143. Example block length measurements.

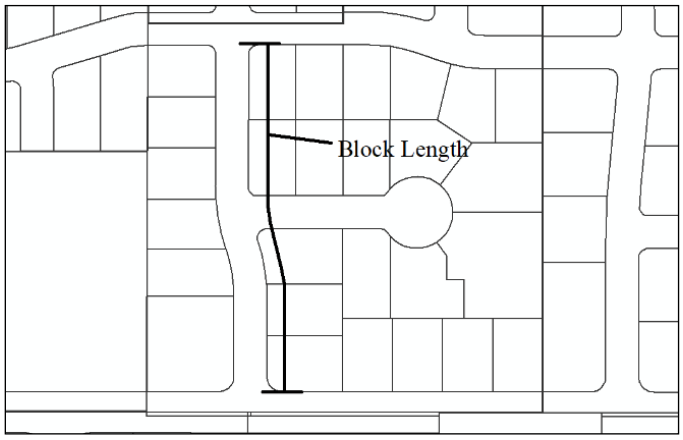


Figure 144. Example block length measurements with a cul-de-sac.

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

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

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

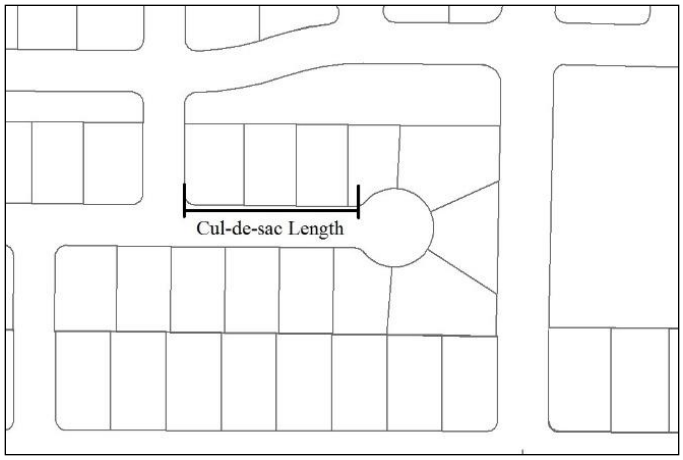


Figure 145. Example of cul-de-sac length measurement.

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

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

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

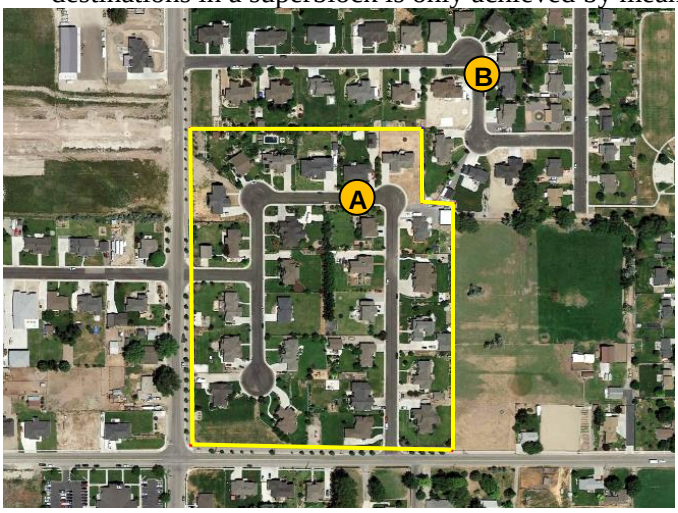


Figure 146. Example isolated development that only connects to collector roads and does not connect to the adjacent subdivision. Travel from point A to point B can only be done by means of using a collector road.

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

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

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

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

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

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

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

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



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

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

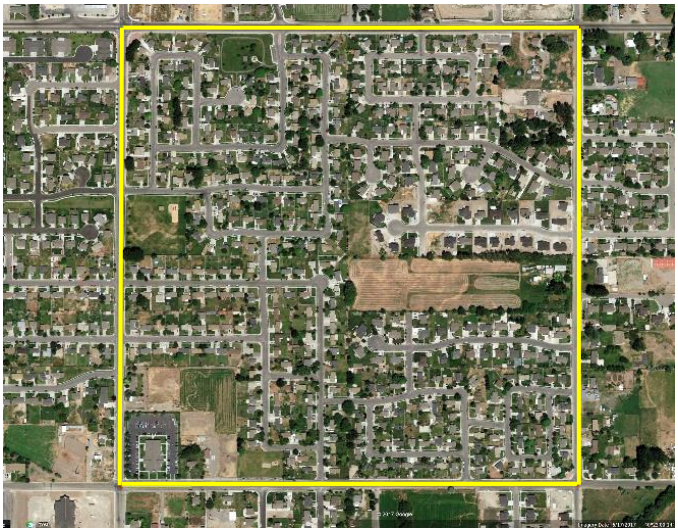


Figure 148. Example of a superblock bound by collector and arterial roads.

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

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

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

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

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

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

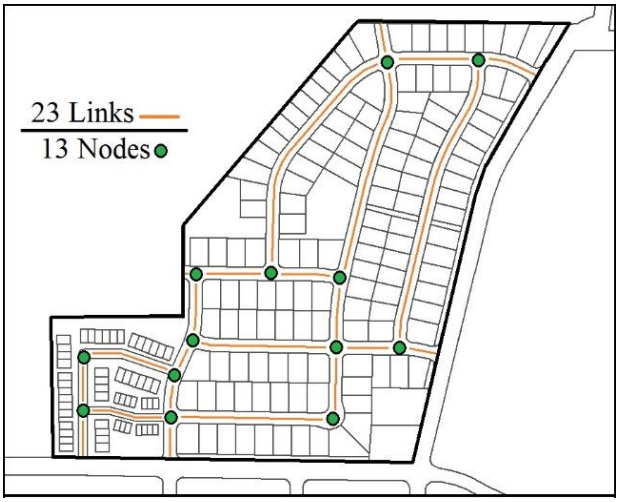


Figure 149. Example connectivity index calculation showing nodes and links. This example shows 23 links and 13 nodes which equates to a connectivity index of 1.77.

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

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

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

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

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



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



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



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

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



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

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

1. Required Connectivity Index. The minimum required connectivity index shall be required based

on the project density as identified in the following table of minimum connectivity index scores:

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

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

i. road grades that exceed ten percent;

ii. Jordan River;

iii. Utah Lake;

iv. delineated wetlands;

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

vi. existing adjacent development;

vii. rail corridors; or

viii. limited access roadways.

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

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

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

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

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

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

   i. road grades that exceed ten percent;

   ii. Jordan River;

   iii. Utah Lake;

   iv. delineated wetlands;

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

   vi. existing adjacent development;

   vii. rail corridors; or

   viii. limited access roadways.

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

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

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

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

   i. the shared use path connects directly to a master planned shared use path or separated bike lane or is part of an interconnected network of shared use paths that connects to a master planned shared use path or separated bike lane;
   ii. the shared use path connection only terminates a block length in one direction;

iii. the shared use path connects two roads through a block to ensure bike and pedestrian connectivity;
iv. a parallel vehicular route is provided to ensure reasonable vehicular and emergency access in a subdivision; and
v. all other connectivity standards are met.

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

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

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

i. road grades that exceed ten percent;

ii. Jordan River;

iii. Utah Lake;

iv. delineated wetlands;

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

vi. existing adjacent development;

vii. rail corridors; or

viii. limited access roadways.

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

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

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



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

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



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

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

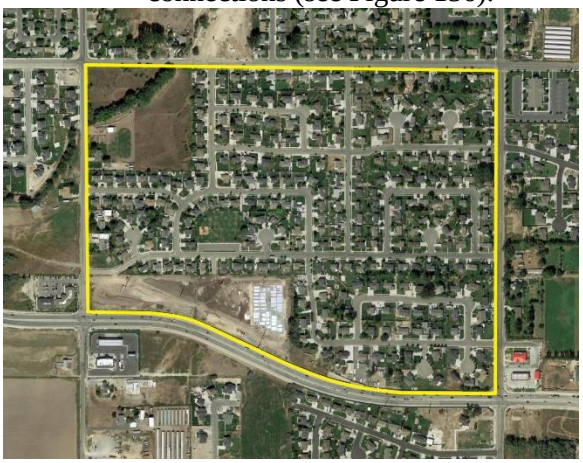


Figure 156. The subdivision connects to each collector and arterial street bounding the superblock with the exception of Pioneer Crossing, which is a limited access roadway.

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

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

   i. road grades that exceed ten percent;

   ii. Jordan River;

   iii. Utah Lake;

   iv. delineated wetlands;

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

   vi. existing adjacent development;

   vii. rail corridors; or

   viii. limited access roadways.

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

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

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

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

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

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

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

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

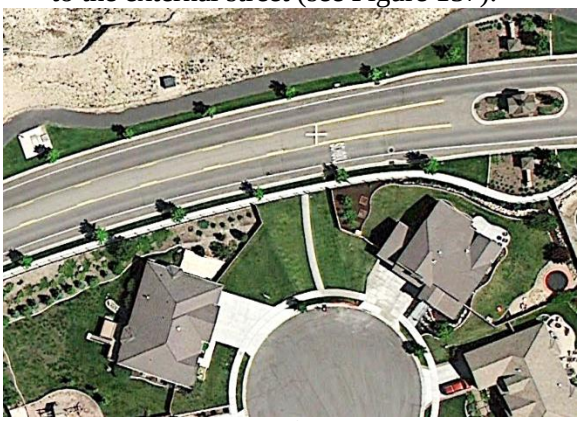


Figure 157. Sidewalk connection from cul-de-sac connects to an external collector road.

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

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

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

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

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

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

i. road grades that exceed ten percent;

ii. Jordan River;

iii. Utah Lake;

iv. delineated wetlands;

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

vi. existing adjacent development;

vii. rail corridors; or

viii. limited access roadways.

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

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

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

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

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

i. road grades that exceed ten percent;

ii. Jordan River;

iii. Utah Lake;

iv. delineated wetlands;

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

vi. existing adjacent development;

vii. rail corridors; or

viii. limited access roadways.

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

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

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

i. road grades that exceed ten percent;

ii. Jordan River;

iii. Utah Lake;

iv. delineated wetlands;

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

vi. existing adjacent development;

vii. rail corridors; or

viii. limited access roadways.

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

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



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

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

a. connect all existing street and pedestrian walkway stubs to proposed streets and walkways within the site plan. If a connection creates an incompatible traffic pattern due to proximity to the connection to a commercial loading dock, the connection may be modified to a 10-foot wide bike and pedestrian connection only. Requests for a modification will be considered on a case-by-case basis and shall require review by the reviewing departments and approval by the Planning Commission. A modification request will not be considered if the adjacent road is an arterial.

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



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

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

i. road grades that exceed ten percent

ii. Jordan River;

iii. Utah Lake;

iv. delineated wetlands;

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

vi. requirements for a secure campus;

vii. existing adjacent development;

viii. rail corridors; and

ix. limited access roadways.

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

a. Improvements that may be considered include the following:
    i. Closure of direct street connections;
    ii. Modal filters;
    iii. Traffic calming features;
    iv. Access management improvements; or
    v. Other features that reduce vehicle traffic volumes and speeds as recommended by the City Traffic Engineer.
b. Where street closures are proposed, connectivity shall be maintained for people walking, biking, or using other human powered mobility devices. Access shall be maintained for emergency vehicles and any necessary utility maintenance vehicles.
c. Approval of low traffic neighborhood circulation improvements allows for exceptions to applicable connectivity requirements. Proposed exceptions to other connectivity standards will be reviewed on a case-by-case basis and shall require review from the reviewing departments, recommendation from the Planning Commission following a public hearing, and approval by the City Council.

ORDINANCE NO: 59-2025

AN ORDINANCE AMENDING THE LEHI CITY DEVELOPMENT CODE CHAPTER 37

WHEREAS, it has become necessary to amend Chapter 37 of the Lehi City Development Code; and

WHEREAS, this amendment seeks to clean up and update the text and add a low traffic neighborhood exception option; and

WHEREAS, following a public hearing on September 11, 2025, the Lehi City Planning Commission reviewed the proposed revisions and forwarded a positive recommendation to the City Council; and

WHEREAS, on October 14, 2025, the City Council held a duly noticed meeting to receive public comment and ascertain the facts regarding this matter, which facts and comments are found in the hearing record and which include the staff report, minutes from the Planning Commission meeting of September 11, 2025, and the positive recommendation of the Planning Commission; and,

WHEREAS, after considering the facts and comments presented to the Municipal Council, the Council finds: Chapter 37 of the Lehi City Development Code should be amended; and such action furthers the health, safety, and welfare of the citizens of Lehi.

NOW, THEREFORE, BE IT ORDAINED by the City Council of Lehi City, Utah as follows:

PART I:

Chapter 37 of the Lehi City Development Code is hereby amended.

PART II:

A. If a provision of this Ordinance 59-2025 conflicts with a provision of a previously adopted ordinance concerning the same title, chapter, and/or section number amended herein, the provision in this Ordinance shall prevail.

B. This ordinance and its various sections, clauses and paragraphs are hereby declared to be severable. If any part, sentence, clause or phrase is adjudged to be unconstitutional or invalid, the remainder shall not be affected thereby.

C. The City Council hereby directs that the official copy of the Lehi City Code be updated to reflect the provisions enacted by this Ordinance.

D. This Ordinance shall take effect immediately after being posted or published as required by law.

Approved and Adopted by the City Council of Lehi City this 14th day of October 2025.

ATTEST

_____	_____
_____	_____
Mark Johnson, Mayor	Teisha Wilson, City Recorder

Agenda Item No: 6

City Council Agenda Item Report

Meeting Date: October 14, 2025
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Ordinance
Agenda Section: Regular Agenda

Subject:
The JDH Olson Annexation, including 5.08 acres, located at approximately 1500 S 1100 West.
a. Public Hearing
b. Consideration of Resolution #2025-__ approving an Annexation Agreement with the owners of the property that is the subject of the JDH Olson Annexation.
c. Consideration of Ordinance #63-2025 approving the JDH Olson Annexation with R-1-22 zoning.

Suggested Action:

Attachments:

CC Staff Report JDH Olson Annexation - Final Approval 10.14.25.docx

JDH Olson Annexation DRC 08.13.25.docx

JDH Olson Annexation Narrative 08.13.25.pdf

Res 2025-74.docx

JDH Olson Annexation AnnexAgreement 10.14.25.docx

Ord 63-2025.docx

JDH Olson Aerial.pdf

JDH Olson General Plan.pdf

JDH Olson Zoning.pdf

JDH OLSON ANNEXATION

CITY COUNCIL REPORT

Applicant	Austin Cooper		
Meeting Date	October 14, 2025		
Requested Action/Purpose	Approval of a proposed annexation		
Location	7730 North 8730 West (1500 S 1100 W)		
Requested Zoning	R-1-22		
General Plan Land Use Designation	VLDRA		
Acreage	5.08 acres		
Existing Land Use	Single family residential		
Adjacent Zoning and Land Use	*North*	R-1-22	Timpview Meadows Phase 2
	South	TH-5	Single family residential
	East	RA-1	Timpview Meadows Phase 1
	West	R-1-22	Church
Date of DRC Review	August 13, 2025		
Date of City Council Acceptance	August 26, 2025		
Date of Planning Commission Review	September 25, 2025		
Assigned Planner	Jacob Curtis		

REQUIRED ACTION

City Council	Acceptance of annexation
Planning Commission	Review and recommendation on proposed zoning
City Council	Final approval

REPORT ANALYSIS

The General Plan designates this 5.08-acre property located at 7730 N 8730 W (approximately 1500 S 1100 W) as VLDRA, which corresponds with the proposed R-1-22 zoning. This annexation is being done by resolution because the property is part of an existing county island.

The DRC reviewed the proposed annexation and had no critical issue concerns. Some of their comments include:

1. Clarify the proposed zoning will be R-1-22 on the annexation plat
2. As a condition of recording the annexation plat, the applicant will need to provide water dedication per Chapter 27 of the Development Code. The rate for the R-1-22 Zone is .79 acre feet per acre of culinary water and 2.9 acre feet per acre of irrigation water.

These comments were informative for the applicant.

POSSIBLE MOTIONS AND FINDINGS

The City Council may approve or deny the proposed annexation. Any motion should include findings. Possible findings include:

1. The proposed application does/does not conform to the goals and policies of the General Plan.
2. Other findings as determined at the public hearing.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission reviewed the proposed annexation on September 25, 2025. The minutes and motion from this meeting are as follows:

3.1) Public Hearing and Recommendation of Austin Cooper's request for review of R-1-22 (residential/agriculture) zoning for the JDH Olson Annexation, approximately 5.08 acres located at approximately 1500 South 1100 West.

Katie Bussell presented the item. The planning commission must determine if the requested zoning for the annexation complies with the General Plan. The designation of R-1-22 fits the General Plan designation as very-low-density residential agriculture.

The applicant was present but had no additional comments.

Commissioner Jackson opened and closed public comment.

Motion: Commissioner Eyre moved to give a positive recommendation to the Lehi City Council, with the findings that the proposed application does conform with the goals and policies of the General Plan. Commissioner Kunze seconded.

Amended Motion: Commissioner Eyre moved to give a positive recommendation to the Lehi City Council, with the findings that the proposed application does conform with the goals and policies of the General Plan. He included all DRC comments. Commissioner Kunze seconded.

Vote: Commissioner Everett, yes. Commissioner Lockhart, yes. Commissioner Eyre, yes. Commissioner Jackson, yes. Commissioner Kunze, yes.

Motion passed unanimously.

JDH Olson Annexation
DRC Redline Comments

Austin Cooper- requests review of the JDH Olson Annexation on 5.08 acres located at 7730 North 8730 West (1500 S 1100 W) requesting R-1-22 zoning.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Shelbey Brewer, Kim Struthers, Gary Smith, Gary Ellis, James Farnsworth, Luke Seegmiller
Representatives of the Applicant Present: Austin Cooper
Assigned Planner: Jacob Curtis
Date of Plans Reviewed: 7/31/25
Time Start: 1:03 pm
Time End: 1:11 pm

DRC REPORT:

1. **Critical Issues: None**

2. **Location of existing and proposed City facilities**

    - PI- 1100 W
    - Culinary- 1100 W
    - Sewer- 1100 W
    - Power- 1400 S

3. **Zoning required or recommended**

    - Clarify the proposed zoning will be R-1-22 on the annexation plat
    - As a condition of recording the annexation plat, the applicant will need to provide water dedication per Chapter 27 of the Development Code. The rate for the R-1-22 Zone is .79 acre feet per acre of culinary water and 2.9 acre feet per acre of irrigation water.

4. **Distances to schools/parks/shopping**
    - Dry Creek Elementary- 0.21 miles
    - Willowcreek Middle- 2.35 miles
    - Lehi High School- 2.64 miles

5. **Transportation**
    - 1100 W is a master planned 70-74’ minor collector

DRC GENERAL COMMENTS:

Power- No comments
Building- No comments
Fiber- No comments
Fire- No comments
Public Works- No comments
Planning-

1. Provide the required narrative as indicated on the annexation application.
2. An annexation agreement will be required as part of the annexation process. The applicant is responsible to request a copy of the draft agreement prior to the final City Council meeting. An annexation agreement will be required as part of the annexation process. The applicant is responsible to request a copy of the draft agreement prior to the final City Council meeting.

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

3. A Mylar copy of the annexation plat is required prior to scheduling the annexation for final City Council approval.

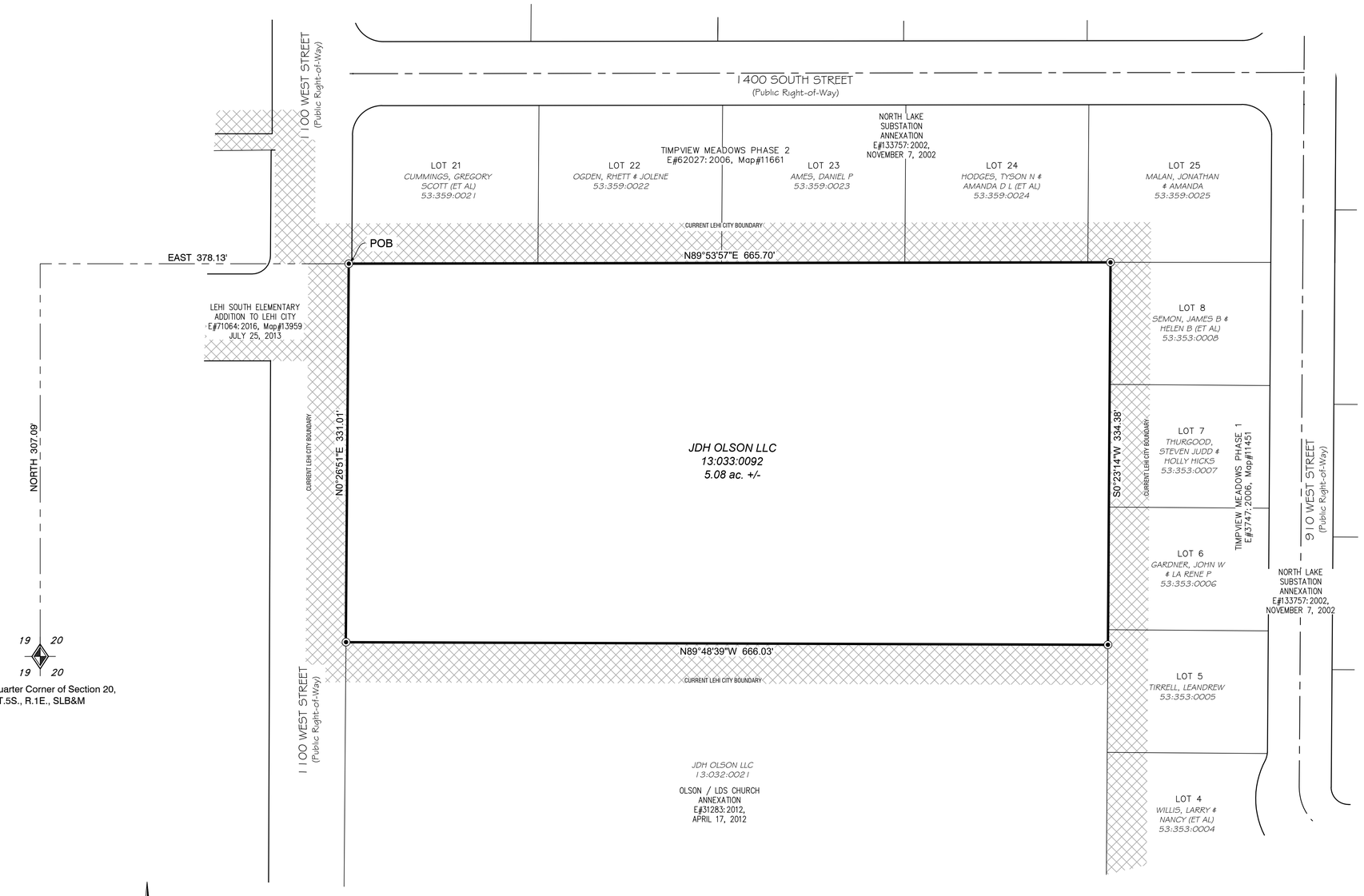
THIS ITEM WILL BE SCHEDULED FOR CITY COUNCIL ON AUGUST 26, 2025.

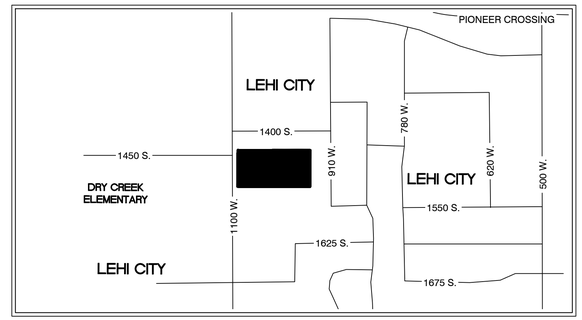
(PLANNING STAFF - REMEMBER TO SEND AN ELECTRONIC COPY OF THE ANNEXATION PLAT TO THE COUNTY SURVEYOR'S OFFICE FOR THEIR "PRE CHECK" AND REMEMBER TO CHECK NAME ON ANNEXATION PLAT THAT IT STAYS THE SAME THROUGHOUT THE PROCESS AND ON ALL LEGAL DOCUMENTS)

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

Narrative: Our goal being to combine this 5-acres with the 5-acres below it to create a subdivision with either 2 Cul de sacs or a u-shaped road with houses in the middle and around the perimeter. The timing of this project would be as soon as we can get through everything.

FINAL LOCAL ENTITY PLAT
JDH OLSON ANNEXATION
TO LEHI CITY





NARRATIVE

This plat and the description hereon have been prepared for the purpose of annexing the JDH Olson LLC Parcel No.: 13:033:0092 into the corporate limits of Lehi City as depicted hereon. The information shown hereon was compiled from documents of record found in the Office of the Utah County Recorder and does not purport to be based upon an actual survey of the area to be annexed.

BOUNDARY DESCRIPTION

All of that entire tract of land described in that Warranty Deed recorded April 15, 2025 as Entry No. 27012:2025 in the Office of the Utah County Recorder. Said entire tract is located in the Northwest Quarter of Section 20, Township 5 South, Range 1 East, Salt Lake Base and Meridian and is described as follows:

Beginning on a current Lehi City boundary described in that North Lake Substation Annexation recorded November 7, 2005 as Entry No. 133757:2002, having Map No. 9777 in the Office of the Utah County recorder, which is 307.09 feet North and 378.13 feet East from the West Quarter of said Section 20; thence along said current Lehi City boundary the following two (2) courses: 1) N. 89°53'57" E. (R=N. 89°27'00" E.) 665.70 feet; 2) S. 00°23'14" W. (R=S. 0°23'14" W.) 334.38 feet to a current Lehi City boundary described in that Olson / LDS Church Annexation recorded April 17, 2012 as Entry No. 31283:2012 in the Office of said recorder; thence along said current Lehi City boundary the following two (2) courses: 1) N. 89°48'39" W. 666.03 feet (R=N. 89°48'39" W. 665.43') ; 2) N. 00°26'51" E. (R=N. 00°05'27" E. 331.01 feet to and along a current Lehi City boundary described in that Lehi South Elementary Addition to Lehi City recorded July 25, 2013 as Entry No. 71064:2013, having Map#13959 in the Office of said Recorder to the **Point of Beginning**.

The above-described parcel of land contains 5.08 acres, more or less.

SURVEYOR'S CERTIFICATE

I, Brian F. Mitchell, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold License No. 5707871 in accordance with Title 58, Chapter 22, of the Professional Engineers and Land Surveyors Act; do hereby certify that a Final Local Entity Plat, in accordance with Section 17-23-20 was made by me and shown hereon is a true and correct representation of said Final Local Entity Plat.

Signed this _____ day of _____, 20__

PROFESSIONAL LAND SURVEYOR
07/16/2025
BRIAN FAY MITCHELL
No. 5707871
STATE OF UTAH

PRELIMINARY

ACCEPTANCE BY LEGISLATIVE BODY

We, the duly elected Council of the Lehi City, Utah, have received a request to initiate procedures for the annexation of the tract of land shown hereon, which tract constitutes a portion of an existing island or peninsula within or contiguous to the City, and do hereby certify: (1) the council has adopted a resolution setting forth its intent to annex the tract, provided notice and conducted hearings on the matter, and adopted an ordinance providing for the annexation of the tract to the City; all in accordance with the provisions of Section 10-2-418 Utah Code Annotated, as amended, and (2) that the Council does hereby approve and accept the annexation of the tract of land shown hereon as a part of Lehi City, to be known hereafter as the **JDH OLSON ANNEXATION**.

Dated this _____ day of _____ A.D. 2025.

_____
Mayor

Attest: _____
(Clerk-Recorder)

ACCEPTANCE BY UTAH COUNTY SURVEYOR

This plat has been reviewed by the County Surveyor and is hereby certified as a Final Local Entity plat, pursuant to Utah County Ann, 17-23-20 as amended.

Dated this _____ day of _____ A.D. 2025.

_____
Utah County Surveyor

Legend of Symbols & Abbreviations

- Annexation Boundary
- Current Lehi City Boundary
- Adjacent Parcel
- Angle Point in Annexation Boundary (Not Marked)
- Section Corner Monument (Not Located)

SHEET 1 / 1

FINAL LOCAL ENTITY PLAT
JDH OLSON ANNEXATION
TO LEHI CITY
LOCATED IN THE NORTHWEST QUARTER OF SECTION 20, TOWNSHIP 5 SOUTH, RANGE 1 EAST, SALT LAKE BASE & MERIDIAN
UTAH COUNTY, UTAH

PREPARED BY:
CIR CIVIL ENGINEERING +SURVEYING
10718 South Beckstead Lane, Suite 102, South Jordan, Utah 84095
Phone: 435-503-7641

UTAH COUNTY RECORDER

C:\JDH Brydon\PROJECTS\Lehi Hodoo Residential-7730 N 8730 W\Survey\OFFICE\Plat\Annexation Plat\Lehi Annexation Plat JDH.dwg Jul 18, 2025 - 4:26pm

LEHI CITY

RESOLUTION NO: 2025-74

A RESOLUTION OF THE LEHI CITY COUNCIL APPROVING AN ANNEXATION AGREEMENT WITH THE OWNERS OF THE PROPERTY THAT IS THE SUBJECT OF THE JDH OLSON ANNEXATION

WHEREAS, the owners desire to annex certain property located at approximately 7730 North 8730 West (Approximately 1500 S 1100 W) to the City of Lehi which property is further described in Exhibit "A" of the Annexation Agreement and incorporated by reference herein; and

WHEREAS, owners have specifically requested that said property be annexed to the City, and the City Council having considered the matter is willing to annex the said property only upon certain conditions to be met and fulfilled by the owners, their heirs, executors, assigns and successors in interest; and

WHEREAS, it is expressly agreed and understood by and between the parties that but for the said performance by the owners, the City of Lehi would not, under any circumstance, annex the said property within its corporate boundaries; and

WHEREAS, the conditions, performances and obligations of the owners set forth herein are expressly understood to be independent and in addition to compliance with all of the laws, ordinances, requirements and regulations of the city of Lehi; and

WHEREAS, it is further agreed that this Agreement in no way and under no circumstances infers sketch plan, preliminary plan or final plan approval of any subdivision or development, nor does it assure or represent that the owners and/or developers have complies with all of the requirements set forth by ordinance and statute as pertains to the proposed improvement of development; and

WHEREAS, after considering the facts and comments presented to the City Council, the Council finds: (i) that it should approve an Annexation Agreement with the owners of the property that is the subject of the JDH Olson Annexation; and (ii) such action furthers the health, safety and welfare of the citizens of Lehi.

NOW, THERFORE, be it resolved by the City Council of Lehi City, Utah, as follows:

1. The JDH Olson Annexation Agreement attached hereto as Exhibit "A" is herby approved and the Mayor is authorized to execute the Agreement and take all other such actions as is necessary to make it effective.

2. This resolution shall take effect immediately.

Approved and Adopted by the City Council of Lehi City, Utah this 14th day of October 2025.

LEHI CITY	ATTEST
_____	_____
MARK JOHNSON, Mayor	TEISHA WILSON, City Recorder

JDH OLSON ANNEXATION
ANNEXATION AGREEMENT

THIS AGREEMENT made and entered into this____ day of_____, 20___, by and between **LEHI CITY CORPORATION,** a municipal corporation of the State of Utah and **THE UNDERSIGNED PROPERTY OWNERS,** hereinafter referred to as Owners.

WHEREAS, the Owners desire to annex certain property to the City of Lehi which property is described on Attachment A and incorporated by reference herein; and

WHEREAS, Owners have specifically requested that said property be annexed to the City, and the City Council having considered the matter is willing to annex the said property only upon certain conditions to be met and fulfilled by the Owners, their heirs, executors, assigns and successors in interest.

WHEREAS, it is expressly agreed and understood by and between the parties that but for the said performance by the Owners, the City of Lehi would not, under any circumstance, annex the said property within its corporate boundaries.

WHEREAS, the conditions, performances and obligations of the Owners set forth herein are expressly understood to be independent and in addition to compliance with all of the laws, ordinances, requirements and regulations of the city of Lehi; and

WHEREAS, it is further agreed that this Agreement in no way and under no circumstances infers sketch plan, preliminary plan or final plan approval of any subdivision or development, nor does it assure or represent that the Owners and/or developers have complied with all of the requirements set forth by ordinance and statute as pertains to the proposed improvement of development;

NOW THEREFORE, for and in consideration of the City of Lehi's Agreement to annex said property into the corporate limits of the City of Lehi, the Owners agree to the following:

1. This agreement shall be and is hereby expressly made binding upon all of the heirs, executors, assigns and any and all other successors in interest of the parties hereto.
2. Any improvements stated herein as required to be performed by the Owners prior to annexation shall be and are expressly understood and set forth herein as conditions precedent to annexation; and any requirement which is to be performed after annexation shall be subject to specific performance by the Owner and/or developer, and shall be considered to be a condition subsequent to the annexation and is a requirement to the continued status of the property as having a right to the services, governmental and utility of the City of Lehi.
3. It is agreed that the Owners and/or developers shall pay unto the City of Lehi at such times and places as

required by the ordinance, rules and regulations existing at the time of this Agreement, or as subsequently changed by ordinance, rules of regulations, such sums as are required by the said ordinances, rules and regulations pertaining to development of subdivisions, connections fees, impact fees, and any and all other such fees as are so made and provided.

4. The property will be zoned **R-1-22** as shown on the annexation plat map**.**

5. There will be a water right dedication required as a condition of recording the annexation plat because of the R-1-22 zoning designation. The amount of water to be dedicated has been calculated according to Section 27.070 of the Lehi City Development Code, and determined to be 0.79 acre feet per acre of culinary water and 2.9 acre feet per acre of irrigation water. The annexation plat shall be recorded prior to any application for development being considered other than a concept plan application. When water transfers do occur, they must comply with Exhibit B (attached).

6. As per Utah State Code requirements, Owners agree to work with Lehi City Power to purchase and remove any existing Rocky Mountain Power services to individual customers within the annexation area and connect them to Lehi City Power as a condition of recording the annexation plat and prior to any application for development being considered. This will be at the Owner's expense, and they are required to work with the Lehi City Power Department to provide Lehi City power to the existing customers. If purchase is needed, Lehi City Power will send a request for facility transfer to Rocky Mountain Power, and all costs for the transfer will be passed on to the owner/developer.

7. At the time of development of the property, the Owners and/or Developer will be responsible to purchase, move or remove any existing Rocky Mountain Power main lines and/or facilities affected by the development.

8. As property is developed, roadway dedication may be required to accommodate local roads as identified on the Lehi City Master Transportation Plan.

9. As the property in the annexation is sold or developed, Owners agree to provide notification to all purchasers of the provisions of the Right to Farm chapter of the Lehi City Development Code as it relates to agricultural uses in the area such that all subsequent property owners will be aware of the nature of the farming operations on surrounding properties and the intent to continue present agricultural operations. All individual buyers will be notified of the existing agricultural uses in the surrounding area with the following statements which will be included on the recorded subdivision plats:

> "This area is subject to the normal, everyday sounds, odors, sites, equipment, facilities and any other aspect associated with an agricultural lifestyle. Future residents should also recognize the risks inherent with livestock."

10. The extension of all city utility lines and services will be the responsibility of the Developer.

IN WITNESS WHEREOF, the said parties to this agreement have hereunto signed their names and day and year as written.

_____ _____
MARK JOHNSON, Mayor Date

ATTEST:_____
TEISHA WILSON, City Recorder
Lehi City, Utah

_____ _____ _____ _____
Property Owner Date Property Owner Date

ACKNOWLEDGMENT

STATE OF UTAH
S.S.
COUNTY OF UTAH

ON THE _____DAY OF _____A.D. 20___ PERSONALLY APPEARED BEFORE ME

_____, THE SIGNERS OF THE FOREGOING DOCUMENT WHO DULY ACKNOWLEDGED TO ME THAT THEY DID EXECUTE THE SAME.

MY COMMISSION EXPIRES:_____ _____
NOTARY PUBLIC (SEE SEAL)

EXHIBIT "A"

BOUNDARY DESCRIPTION

All of that entire tract of land described in that Warranty Deed recorded April 15, 2025 as Entry No. 27012:2025 in the Office of the Utah County Recorder. Said entire tract is located in the Northwest Quarter of Section 20, Township 5 South, Range 1 East, Salt Lake Base and Meridian and is described as follows:

Beginning on a current Lehi City boundary described in that North Lake Substation Annexation recorded November 7, 2005 as Entry No. 133757:2002, having Map No. 9777 in the Office of the Utah County recorder, which is 307.09 feet North and 378.13 feet East from the West Quarter of said Section 20; thence along said current Lehi City boundary the following two (2) courses: 1) N. 89°53'57" E. (R=N. 89°27'00" E.) 665.70 feet; 2) S. 00°23'14" W. (R=S. 0°23'14" W.) 334.38 feet to a current Lehi City boundary described in that Olson / LDS Church Annexation recorded April 17, 2012 as Entry No. 31283:2012 in the Office of said recorder; thence along said current Lehi City boundary the following two (2) courses: 1) N. 89°48'39" W. 666.03 feet (R=N. 89°48'39" W. 665.43') ; 2) N. 00°26'51" E. (R=N. 00°05'27" E. 331.01 feet to and along a current Lehi City boundary described in that Lehi South Elementary Addition to Lehi City recorded July 25, 2013 as Entry No. 71064:2013, having Map#13959 in the Office of said Recorder to the **Point of Beginning**.

The above-described parcel of land contains 5.08 acres, more or less.

EXHIBIT "B"

LEHI CITY
WATER RIGHT TRANSFER PROCEDURES

The procedures in this exhibit pertain to all transfers of water rights to Lehi City such as transfers related to annexations, zone changes, etc.

1. General Requirements. The water right dedication for an annexation is based on the zoning designation assigned at the time of annexation. Should the zone be changed subsequent to annexation, an adjustment will be made in order to conform to the water dedication schedule for the new zone. Acre-feet will be rounded up if the shares/water rights do not exactly match the required amount. Lehi Irrigation Company shares shall be used as the standard in determining the number of shares of water stock to be dedicated. Owner warrants good and marketable title to the Stock/Water Rights and warrants that Stock/Water Rights will be transferred free of all liens, encumbrances and security interests. Owner shall pay all debts, taxes, charges and assessments against said Stock/Water Rights existing as of the date that the Owner transfers Stock/Water Rights to Lehi City.

2. Irrigation Company Shares. If the irrigation shares can be used directly in the Lehi pressurized irrigation system, the shares shall be transferred into the name of Lehi City through the Irrigation company and the certificates delivered to Lehi City. If the irrigation company shares cannot be used directly in the Lehi pressurized irrigation system, the change application procedure in item #4 must be followed. When the change application is final, Owner must transfer the shares into the name of Lehi City through the Irrigation company and deliver the certificates to Lehi City.

3. Fee in Lieu of Future Assessments. Shares of stock in mutual irrigation companies are subject to payment of an annual fee to cover assessments levied by the irrigation company board of directors pursuant to Utah Code Annotated 16-4-4 et seq. If the city incurs pumping costs in order to use the irrigation water in the city system, then there shall be an additional assessment. In consideration for the City's additional obligation created herein for all future assessments levied by the irrigation company, Owner agrees to make a one-time payment to Lehi City equal to the most recent assessment levied against the shares being

transferred to the City multiplied by 15.

4. <u>Non-irrigation Company Shares.</u> The Owner must prepare, submit, pay appropriate fees and receive approval from State Engineer's Office for a Joint Change of Water for said water right to be used from an existing City source for municipal use as approved by the Lehi City Engineer. (This will allow quantification and verification of the right by the State Engineer's Office.) The decision on the change application shall be considered final when the time for filing a request for reconsideration with the Utah State Engineer's office (20 days after issuance of the Utah State Engineer's decision) and the time for filing a judicial review action in the district court (30 days after the later of the issuance of the Utah State Engineer's decision or a denial of a request for reconsideration) has run and no judicial review action has been filed. When the change application is final, Owner must:

a. Prepare warranty deed to transfer title to Lehi City

b. Record deed at the Utah County Recorder's Office

c. Transfer title to Lehi City at the State Engineer's Office

d. Deliver recorded deed to Lehi City

ORDINANCE NO: 63-2025

AN ORDINANCE APPROVING THE JDH OLSON ANNEXATION

WHEREAS, the Lehi City Council has adopted a resolution of intent to annex real property known as the JDH Olson Annexation, located at 7730 North 8730 West (Approximately 1500 S 1100 W) and further identified by Exhibit "A" pursuant to the provisions of Section 10-2-418 of the Utah Code: and

WHEREAS, the Lehi City Council conducted a public hearing on the 14th day of October 2025, after having published notice as also required by Section 10-2-418 of the Utah Code; and

WHEREAS, the Lehi City Council noted that there were no protests filed to defeat the annexation as required by Section 10-2-418 of the Utah Code.

NOW, THEREFORE, IT IS ORDAINED by the City Council of Lehi City, Utah, as follows:

Section 1. The Lehi City Council finds that the proposed JDH Olson Annexation as more fully described on the transparent reproducible Annexation Plat and the attached Exhibit "A", in the judgment of Lehi City, meets the standards set forth in Section 10-2-418 of the Utah Code.

Section 2. The area as specifically described in the Annexation Plat is hereby annexed to Lehi City.

Section 3. Pursuant to Utah Code Ann. §10-9-406, the City Council hereby assigns the R-1-22 zoning designation to the territory depicted on the Annexation Plat which is being annexed to Lehi City by this ordinance, and further directs that the Official Zoning District Map of Lehi City be amended to show the area as part of Lehi City with the new zoning district designation.

Section 4. The Mayor is hereby authorized to sign this ordinance. Once all conditions precedent to the Annexation have been complied with, the City Recorder is directed to file the transparent reproducible Annexation Plat, together with a certified copy of this ordinance in the office of the Utah County Recorder

Section 5. This ordinance shall become effective on the date that it is filed in the office of the Utah County Recorder.

Approved and adopted by the Lehi City Council this 14th day of October 2025.

ATTEST

_____	_____
MARK JOHNSON, Mayor	Teisha Wilson, City Recorder

EXHIBIT “A”

JDH Olson Annexation Legal Description

BOUNDARY DESCRIPTION

All of that entire tract of land described in that Warranty Deed recorded April 15, 2025 as Entry No. 27012:2025 in the Office of the Utah County Recorder. Said entire tract is located in the Northwest Quarter of Section 20, Township 5 South, Range 1 East, Salt Lake Base and Meridian and is described as follows:

Beginning on a current Lehi City boundary described in that North Lake Substation Annexation recorded November 7, 2005 as Entry No. 133757:2002, having Map No. 9777 in the Office of the Utah County recorder, which is 307.09 feet North and 378.13 feet East from the West Quarter of said Section 20; thence along said current Lehi City boundary the following two (2) courses: 1) N. 89°53'57" E. (R=N. 89°27'00" E.) 665.70 feet; 2) S. 00°23'14" W. (R=S. 0°23'14" W.) 334.38 feet to a current Lehi City boundary described in that Olson / LDS Church Annexation recorded April 17, 2012 as Entry No. 31283:2012 in the Office of said recorder; thence along said current Lehi City boundary the following two (2) courses: 1) N. 89°48'39" W. 666.03 feet (R=N. 89°48'39" W. 665.43') ; 2) N. 00°26'51" E. (R=N. 00°05'27" E. 331.01 feet to and along a current Lehi City boundary described in that Lehi South Elementary Addition to Lehi City recorded July 25, 2013 as Entry No. 71064:2013, having Map#13959 in the Office of said Recorder to the **Point of Beginning**.

The above-described parcel of land contains 5.08 acres, more or less.

JDH Olson Annexation

Aerial

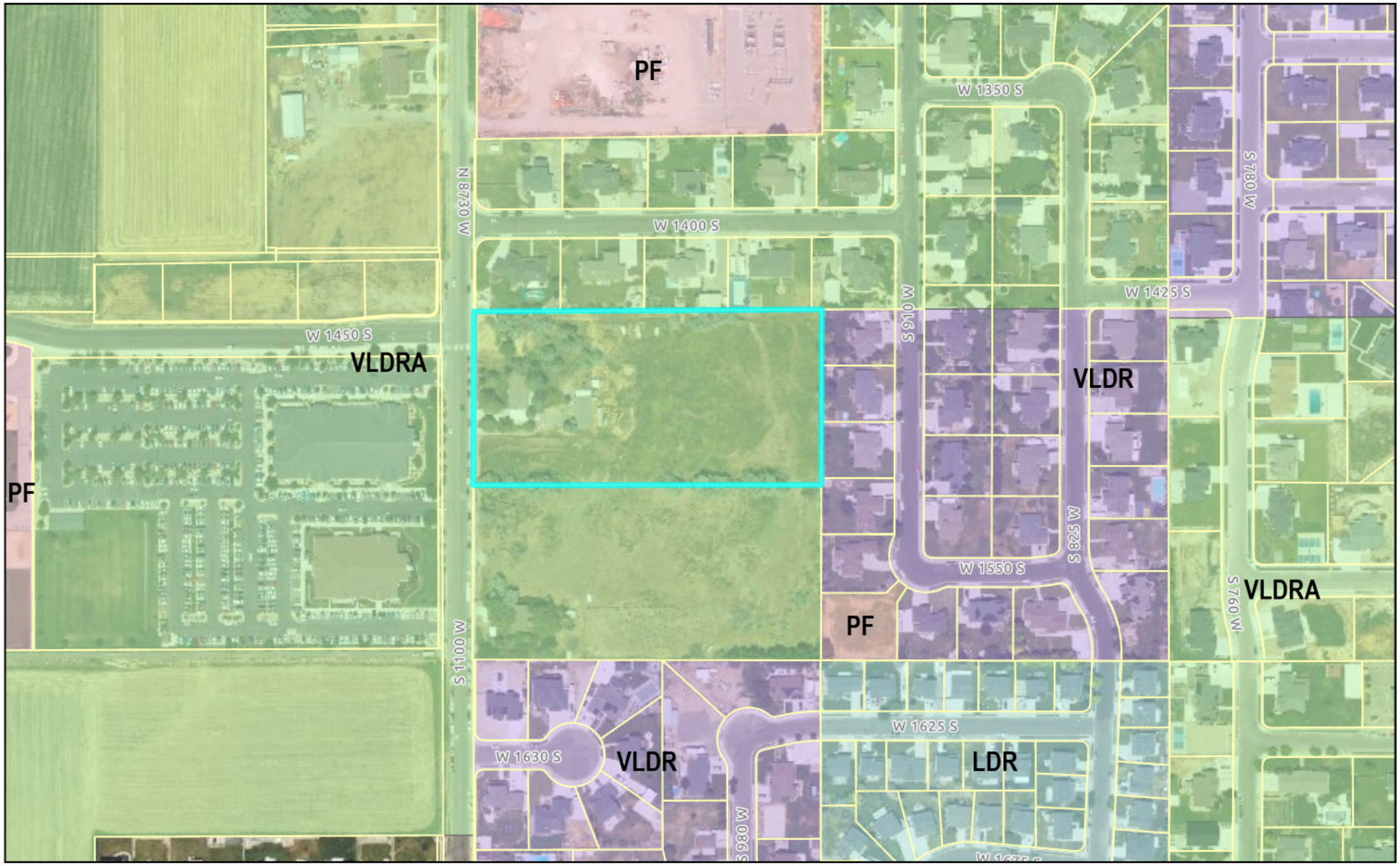


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LEHI CITY

JDH Olson Annexation

General Plan

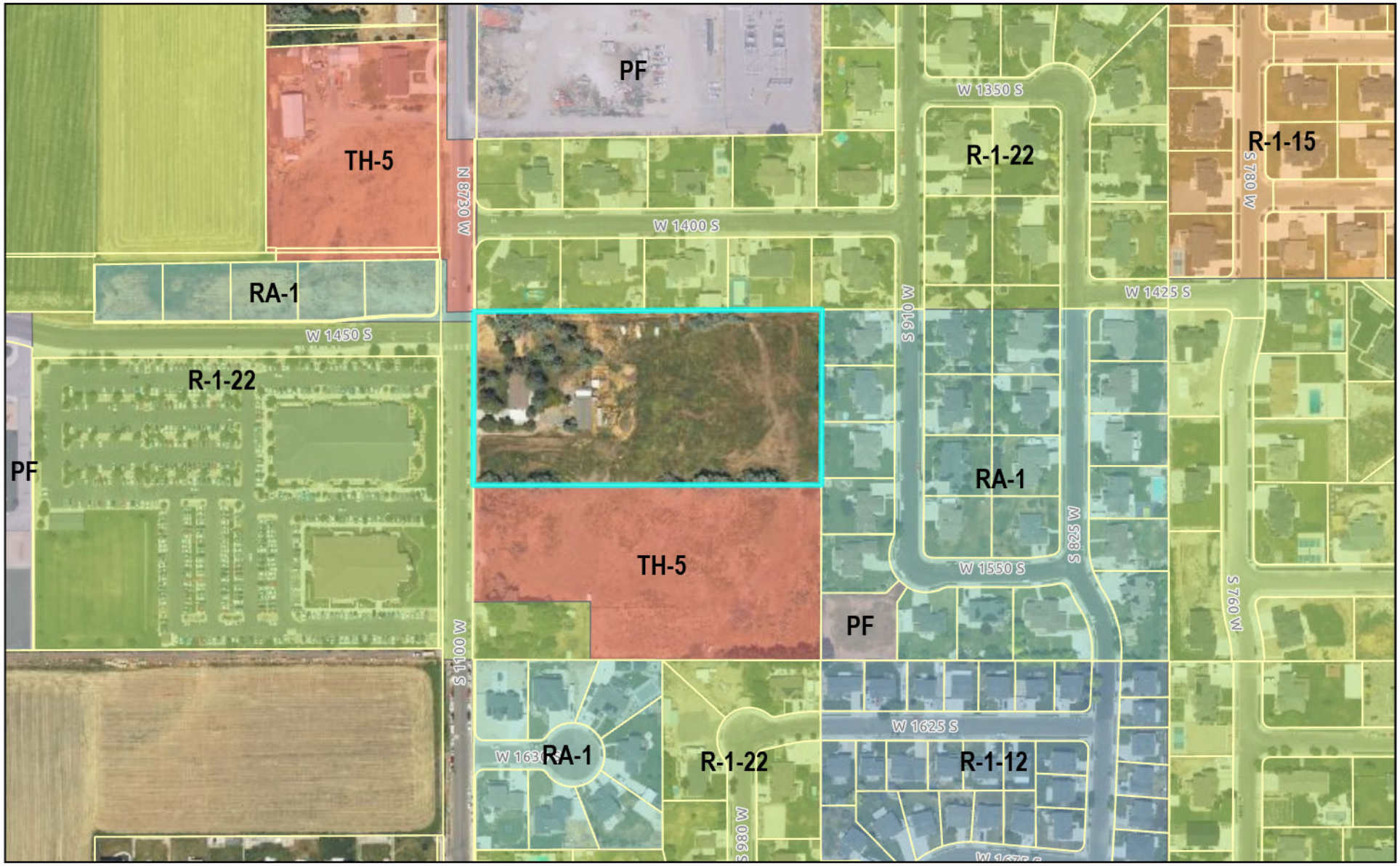


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LEHI CITY

JDH Olson Annexation

Zoning



0 337.5 675 1,350 Feet

LEHI CITY

Agenda Item No: 7

City Council Agenda Item Report

Meeting Date: October 14, 2025
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Ordinance
Agenda Section: Regular Agenda

Subject:
Consideration of Ordinance #62-2025, approving the Lee General Plan amendment on 0.50-acres located at 1035 West Main Street, changing the land use designation from MDR to Commercial.

Suggested Action:

Attachments:

CC Staff Report Lee General Plan Amendment 10.14.25.docx

Lee GPA DRC 09.03.25.docx

Lee Aerial.pdf

Lee General Plan.pdf

Lee Zoning.pdf

Lee General Plan Amendment DRC 09.03.25.pdf

Ord 62-2025.docx

LEE GENERAL PLAN AMENDMENT
CITY COUNCIL REPORT

Applicant	Jordan Lee		
Meeting Date	October 14, 2025		
Requested Action/Purpose	Approval of a proposed general plan amendment		
Location	1035 W Main Street		
Acreage	0.50 acres		
Existing Zoning	RA-1		
Existing General Plan Land Use Designation	MDR		
Proposed Land Use Designation	Commercial		
Existing Land Use	Single family residential		
Adjacent Zoning and Land Use	*North*	C	Undeveloped/Temporary Farmer's Market
	South	RA-1	Single family residential
	East	A-1	Single family residential
	West	RA-1	Single family residential
Date of DRC Review	September 3, 2025		
Date of Planning Commission Review	September 25, 2025		
Assigned Planner	Jacob Curtis		

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 04.060 Criteria for Approval
The Planning Commission should consider the following factors, among others, when reviewing a General Plan amendment:

1. The effect of the proposed amendment on the character of the surrounding area;
2. Consistency with the goals and policies of the General Plan;
3. Consistency and compatibility of the proposed zone with the General Plan land uses of nearby and adjoining properties;
4. The suitability of the properties for the uses requested and their suitability for the existing uses identified by the General Plan;
5. Whether a change in the uses allowed for the affected properties will unduly affect the uses, or proposed uses for nearby and adjoining properties;
6. The gain to the public health, safety, and welfare from the existing classification to the proposed amendment; and
7. The overall community benefit of the proposed amendment.

PROPERTY HISTORY

June 18, 1980 Property came into the City as part of the Warburton Annexation.

REPORT ANALYSIS

The applicant requests approval of a General Plan Amendment for the property located at 1035 W Main Street, proposing a change in land use designation from Medium Density Residential (MDR) to Commercial on 0.50 acres.

The proposed General Plan amendment is fairly consistent with other recent non-residential General Plan amendments and zone changes approved in the area. The north side of Main Street has the recently constructed Beacon Pointe mixed-use project that first required a General Plan amendment to Mixed-Use and the area almost immediately to the west of the proposed General Plan amendment at 1045 W Main Street was recently rezoned to Neighborhood Commercial.

The applicant indicated plans to develop an office/warehouse building after getting the General Plan amendment and a future Zone Change approved. The applicant clarified after DRC that the industrial storage space mentioned in the narrative would all be located indoors.

The Development Review Committee (DRC) had two comments, including the following:

1. The narrative mentions industrial storage space for vehicles, tools, and equipment. Is this storage inside the building? If not, the Table of Uses would not allow this. The Table does allow light office/warehouse (50-50 split).
2. The General Plan for this is currently MDR rather than the RA-1 zoning they listed. Update the narrative.

Please consider the DRC comments in the motion.

POSSIBLE MOTIONS AND FINDINGS

The City Council may move to approve or deny the proposed general plan amendment. Any motion should include findings. Possible findings include:

1. The proposed General Plan amendment is/is not in conformance with the purposes, intent, and provisions of the General Plan and its various elements.
2. The proposed General Plan amendment is/is not consistent with the land uses and zoning of nearby and adjoining properties.
3. The proposed General Plan amendment will/will not have a substantial adverse effect on surrounding property.
4. The affected site is/is not physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public services to accommodate any potential future uses, including all landscaping, loading areas, open spaces, parking areas, setbacks, buffering/screening, walls, fences, yards, and other required features.
5. Additional findings based upon information presented during the public hearing.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission reviewed the proposed general plan amendment on September 25, 2025. The minutes and motion from this meeting are as follows:

3.2) Public hearing and recommendation of Jordan Lee's request for review of the Lee General Plan Amendment on 0.50-acres located at 1035 West Main Street, changing the land designation from MDR (medium density residential) to Commercial.

Katie Bussell presented the item. She explained that other projects in the area have had zone changes to a non-

residential use. The applicant is seeking a zone for office/warehouse use.

Robert Lee was representing the applicant. He stated that they intend to have an office space for their real estate/property management company, and a warehouse with indoor storage for equipment for lawn care and handyman services.

Commissioner Jackson opened the public hearing. There were no comments. Commissioner Jackson closed the public hearing.

Motion: Commissioner Roberts moved to give a positive recommendation to the City Council for the Lee General Plan amendment on 0.50 acres located at 1035 West Main Street, changing the land use designation from MDR (medium density residential) to Commercial, with the findings that it won't negatively impact the neighbors; that it's consistent with the General Plan, that the site is physically suitable in terms of the design, location, shape and operation for what Mr. Lee has said, and include all Development Review Committee Comments. Commissioner Eyre seconded the motion.

Commission Eyre requested that the findings of consistency with the General Plan be removed because it's not in conformance with the General Plan.

Commissioner Jackson noted that there were no concerns from the public.

Amended Motion: Commissioner Roberts amended the motion to include Commissioner Eyre's comments. Commission Eyre seconded the amended motion.

Vote: Commissioner Roberts, yes. Commissioner Lockhart, no. Commissioner Eyre, yes. Commissioner Jackson, yes. Commissioner Kunze, yes.

Motion passed four in favor, one against.

Lee General Plan Amendment
DRC Redline Comments

*Jordan Lee- requests review of the **Lee General Plan amendment** on 0.50-acres located at 1035 West Main Street, changing the designation from MDR to Commercial.*

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Shelbey Brewer, Kim Struthers, Gary Smith, Gary Ellis, James Farnsworth, Luke Seegmiller, Brad Wilbur
Assigned Planner: Jacob Curtis
Representatives of the Applicant Present: None
Date of Plans Reviewed: 8/20/25
Time Start: 1:03 pm
Time End: 1:08 PM

DRC REDLINE COMMENTS:
Glade – Power: No comments
Brad – Fiber: No comments
Garion – Fire: No comments
Ryan – Water/Sewer: No comments
James – Parks: No comments, but for final site plan

- As per Chapter 18.030.A. "For all sides of the development adjacent to agricultural property, there is a minimum fencing requirement of a six-foot high non-climb agricultural fence..."
  This property and adjacent properties are zoned as RA-1 and would thus need a no-climb fence, on those correlating sides.
- As per Section 12.080.B.2
  A landscaped buffer with a minimum width of 12 feet for all one-story buildings with a building height of 20 feet or less shall be provided...At least 25% of the landscaping shall be evergreen. Deciduous trees shall have a minimum caliper of two inch and evergreen trees shall have a minimum height of six feet. Shrubs shall be a minimum five-gallon size.
- If this passes, please provide a landscaping plan that meets and/or exceeds the Lehi landscaping requirements.

Gary S. – Building/Inspections: No comments
Shelbey – Public Works: No comments
Gary E. – Engineering: No comments
Luke – Traffic: No comments
Kim – Planning:

1. The narrative mentions industrial storage space for vehicles, tools, and equipment. Is this storage inside the building? If not, the Table of Uses would not allow this. The Table does allow light office/warehouse (50-50 split).
2. The General Plan for this is currently MDR rather than the RA-1 zoning they listed. Update the narrative.

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON SEPTEMBER 25, 2025. (NEED ENVELOPES BEFORE SCHEDULING)

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

Lee General Plan Amendment

Aerial

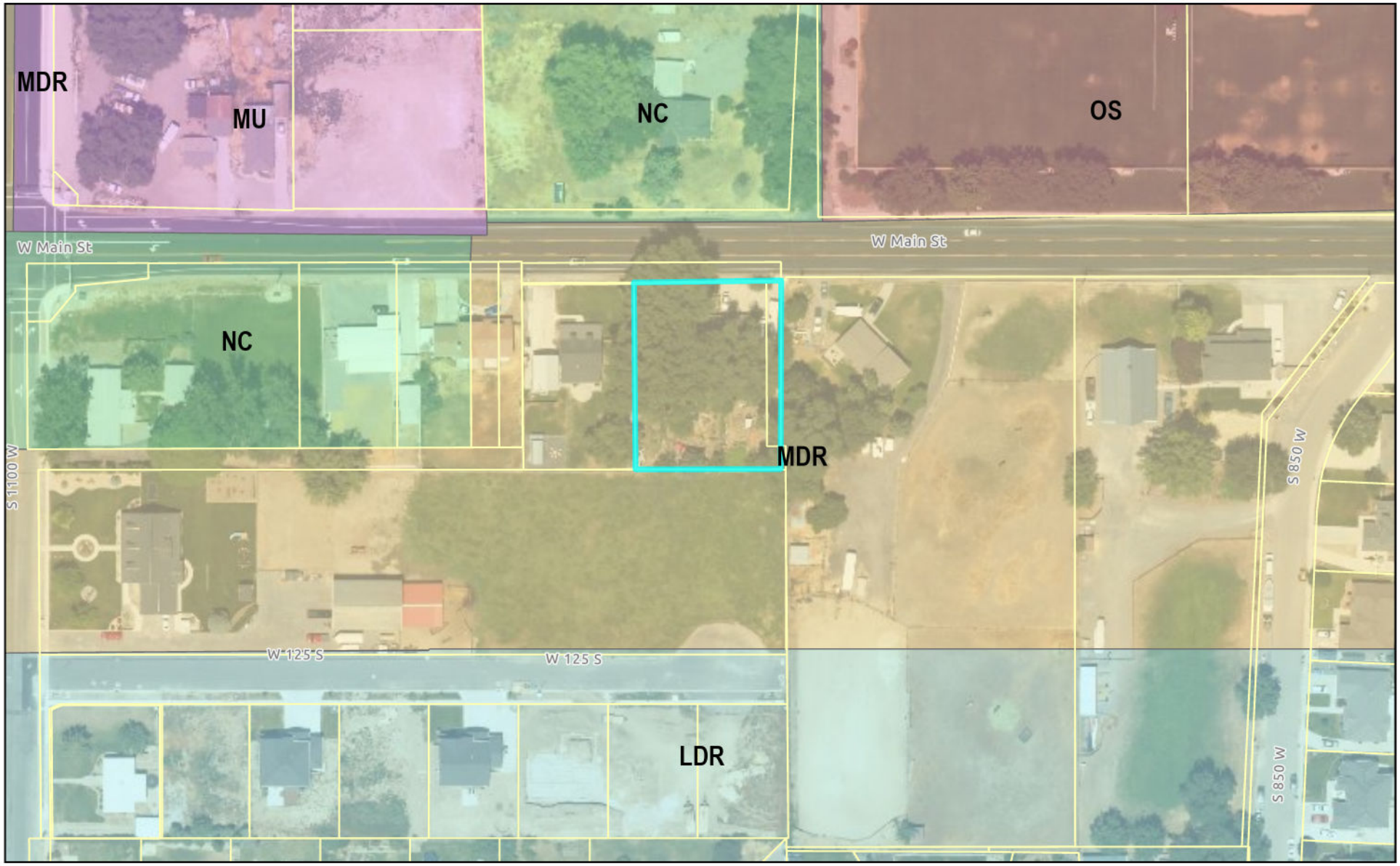


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LEHI CITY

Lee General Plan Amendment

General Plan

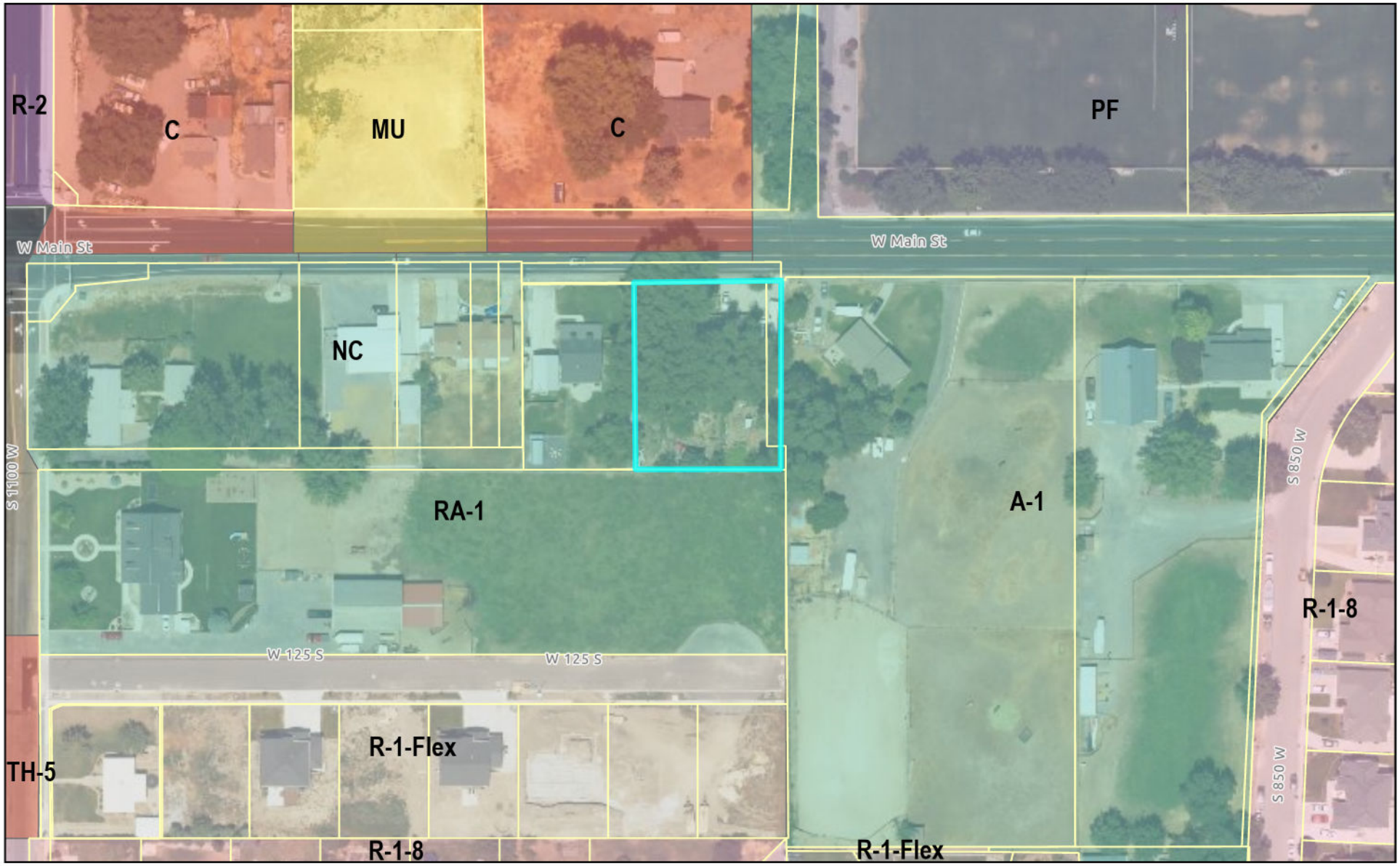


0 155 310 620 Feet

LEHI CITY

Lee General Plan Amendment

Zoning



0 155 310 620 Feet

LEHI CITY

PART I: General Plan Amendment Summary — Residential/Agricultural → Commercial

(1) Description of Specific Amendment
We are requesting an amendment to the General Plan to change the land-use designation of the subject property from **Residential/Agricultural (RA-1)** to **Commercial**. The proposed amendment supports our plan to develop the property into a **multi-use commercial site** that will house **offices for multiple business entities within our company**, as well as provide **industrial storage space** for **vehicles, tools, and equipment used by contractors**.

(a) Reason & Justification
The current RA-1 designation does not allow for the efficient or appropriate use of this property for our growing business operations. We aim to centralize several of our company's divisions—each requiring their own professional office space—while also providing a secured industrial storage component to support our field teams. The amendment facilitates this mixed commercial use in a way that reflects current and anticipated needs for small-to-medium-scale businesses in Lehi.

(b) Consistency with General Plan Goals & Policies
The proposed change aligns with Lehi's General Plan objectives that encourage:

- Expansion of neighborhood- and community-serving commercial uses
- Smart infill development that supports efficient use of infrastructure
- Mixed-use flexibility to accommodate evolving economic demands

This proposal directly supports Lehi's policy focus on enabling diversified local commerce, as outlined in the City's Land Use Element and Economic Development strategies.

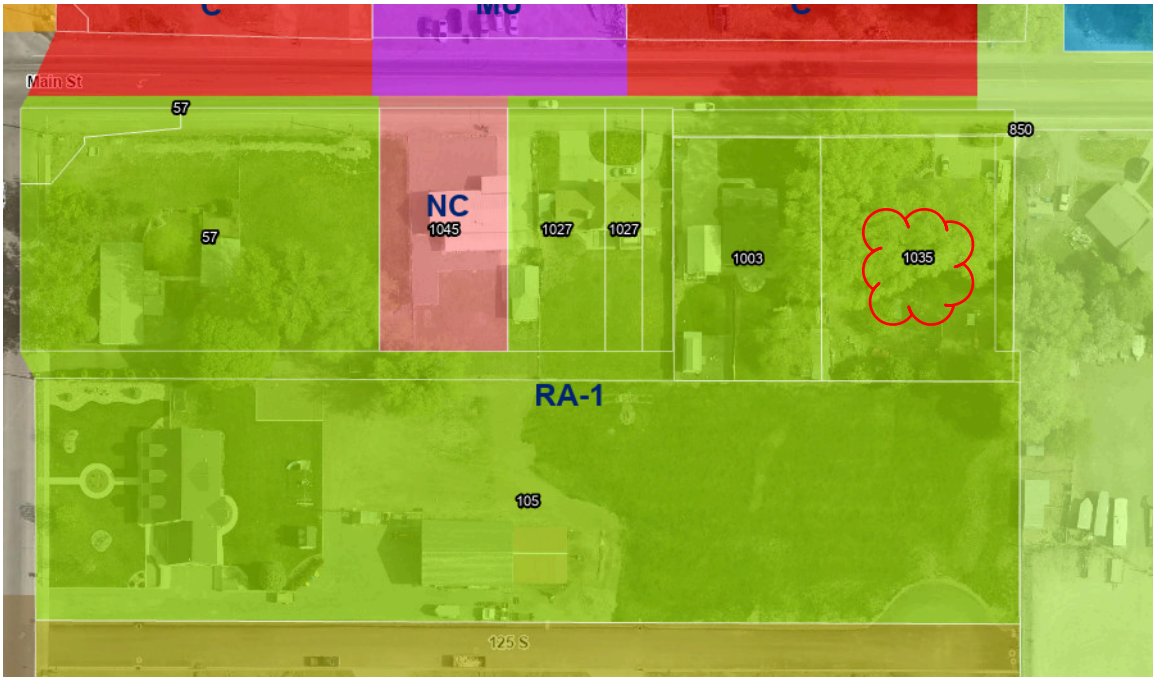
(c) Compatibility with Adjacent Land Uses
The property is near a mix of low-density residential, light industrial, and commercial developments. The proposed use—offices and contractor storage—is compatible with this land-use context and offers a buffer between purely residential zones and heavier commercial or industrial uses. The design and layout will include visual screening and operational controls to minimize disruption to neighboring parcels.

(d) Effect on Area Character & Neighboring Properties
This amendment will help transition the area into a more business-oriented corridor, consistent with broader development trends in Lehi. It introduces a modest increase in activity without negatively impacting residential quality of life or adjacent agricultural holdings. The use of the property for contractor operations will be managed to avoid noise, traffic, or visual nuisances.

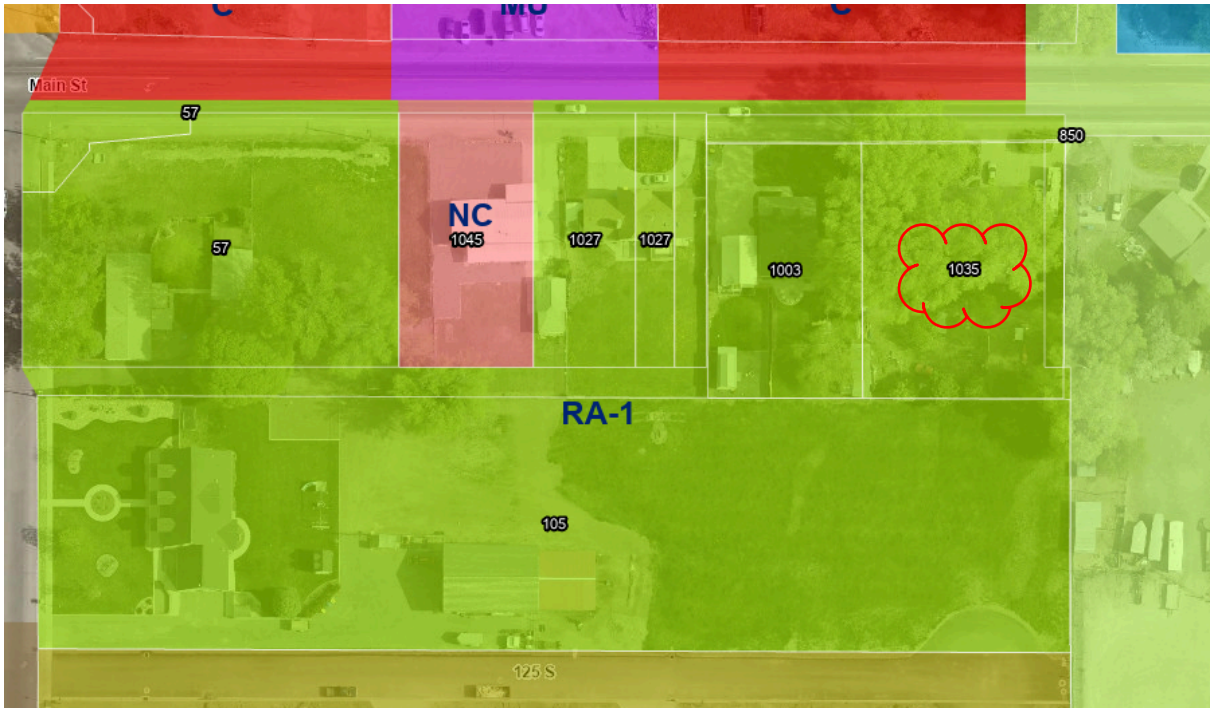
(e) Public Health, Safety & Welfare Gain

The project supports the local economy by creating office space for multiple business operations, enhancing access to services, and consolidating contractor logistics in a managed, safe location. These functions reduce traffic from dispersed facilities and increase local employment opportunities. It also enables more effective land use in line with Lehi's vision for corridor-based, community-supporting commercial development.

PART II: General Plan: Map and Location



Current zoning shows the property as RA-1 which is a residential agriculture zone with a 15,000 square foot lot requirement and allowing 2.5 units per acre.



Our General Plan (Master Plan) shows the future vision as Medium Density Residential with an 8,000 square foot lot requirement and allowing 6 units per acre. We are applying for a zone change from the current RA-1 zone to the Commercial zone, which is the zone that corresponds to Lehi's policy focus on enabling diversified local commerce.

ORDINANCE NO: 62-2025

ORDINANCE AMENDING THE LAND USE ELEMENT OF THE LEHI CITY GENERAL PLAN AND THE GENERAL PLAN LAND USE MAP AT 1035 WEST MAIN STREET

WHEREAS, on October 14, 2025, following all necessary public hearings, the Lehi City Council adopted an amendment to the Lehi City General Plan which included the 2022 Land Use Element together with the Lehi City General Plan Land Use Map; and

WHEREAS, the Lehi City Planning Commission held a public hearing on September 25, 2025, to review and make a recommendation on the General Plan Amendment located at 1035 West Main Street, changing the land use designation to Commercial, as shown on Exhibit "A" and forwarded their recommendation to the City Council; and

WHEREAS, the City Council held a public meeting on October 14, 2025, pursuant to the requirements for amendment of the Land Use Element of the Lehi City General Plan and General Plan Land Use Map, changing the land use designation to Commercial.

NOW, THEREFORE, IT IS ORDAINED BY THE CITY COUNCIL OF LEHI CITY, UTAH AS FOLLOWS:

PART 1:

The Land Use Element of the Lehi City General Plan and General Plan Land Use Map is hereby amended to change the subject property to the Commercial designation. The total amendment will include approximately 0.50-acres of property located at 1035 West Main Street, more specifically shown on Exhibit "A" attached hereto.

PART II:

If a provision of this Ordinance 62-2025 conflicts with a provision of a previously adopted ordinance concerning the same title, chapter, and/or section number amended herein, the provision in this Ordinance shall prevail.

A. This ordinance and its various section, clauses and paragraphs are hereby declared to be severable. If any part, sentence, clause or phrase is adjudged to be unconstitutional or invalid, the remainder shall not be affected thereby.

B. The City Council hereby directs that the official copy of the Lehi City General Plan be updated to reflect the provisions enacted by this Ordinance.

D. This Ordinance shall take effect immediately after being posted or published as

required by law.

Approved and Adopted by the City Council of Lehi City this 14th day of October 2025.

ATTEST

_____	_____
Mark Johnson, Mayor	Teisha Wilson, City Recorder

Exhibit A

Lee General Plan Amendment Legal Description

Taxing Description: LOT 2, PLAT A, DENSMORE SUBDV. AREA 0.500 AC.

Agenda Item No: 8

City Council Agenda Item Report

Meeting Date: October 14, 2025
Submitted By: Brittney Harris
Submitting Department: Planning Division
Item Type: Ordinance
Agenda Section: Regular Agenda

Subject:
Consideration of Ordinance #60-2025, approving the Bull River Road General Plan Amendment on 1.48 acres located at approximately 400 West Bull River Road changing the land use designation from Low Density Residential (LDR) to High Density Residential (HDR).

Suggested Action:

Attachments:

CC Staff Report Bull River General Plan Amendment 10.14.25.docx

Bull River Road GPA DRC 09.03.25.docx

Bull River Road General Plan Amendment narrative.pdf

Bull River Road General Plan Amendment.pdf

Townnhome elevation compared to neighbors.pdf

Aerial Map.pdf

General Plan Map.pdf

Zoning Map.pdf

Ord 60-2025.docx

BULL RIVER GENERAL PLAN AMENDMENT

CITY COUNCIL REPORT

Applicant	Perry Development		
Meeting Date	October 14, 2025		
Requested Action/Purpose	Approval of an amendment to the General Plan		
Decision Type	Legislative		
Location	Approximately 400 West Bull River Road		
Acreage	1.48 acres		
Existing Zoning	R-1-10		
Existing General Plan Land Use Designation	Low Density Residential (LDR)		
Proposed Land Use Designation	High Density Residential (HDR)		
Existing Land Use	Undeveloped Land		
Adjacent Zoning and Land Use	*North*	SR-92	Timpanogos Highway
	South	R-1-10	Single Family Homes
	East	Commercial	Storage Units
	West	R-1-10	Single Family Homes
Date of DRC Review	September 3, 2025		
Date of Planning Commission Review	September 25, 2025		
Assigned Planner	Brittney Harris		

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 04.060 Criteria for Approval
The City Council should consider the following factors, among others, when reviewing a General Plan amendment:

1. The effect of the proposed amendment on the character of the surrounding area;
2. Consistency with the goals and policies of the General Plan;
3. Consistency and compatibility of the proposed zone with the General Plan land uses of nearby and adjoining properties;
4. The suitability of the properties for the uses requested and their suitability for the existing uses identified by the General Plan;
5. Whether a change in the uses allowed for the affected properties will unduly affect the uses, or proposed uses for nearby and adjoining properties;
6. The gain to the public health, safety, and welfare from the existing classification to the proposed amendment; and
7. The overall community benefit of the proposed amendment.

APPLICABLE GENERAL PLAN GOALS AND POLICIES

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

PROPERTY HISTORY

May 27, 1999	Northern part of the property annexed into the City as part of the Low Hills Annexation
March 28, 2007	Remainder of the property annexed with the Eagle Ridge Phase 2 Annexation
April 14, 2020	City Council denied a General Plan Amendment from LDR to Commercial for a proposed day care.

REPORT ANALYSIS

The applicant requests approval of a proposed General Plan Amendment from Low Density Residential (LDR) to High Density Residential (HDR) on 1.48 acres located at approximately 400 West Bull River Road. The current Low Density Residential would allow a maximum of 3.5 units per acre for a maximum of 4 homes. Those 4 homes could include Accessory Dwelling Units (ADUs) so the total units would be 8. The proposed High Density Residential zoning would allow 12 units per acre for a total of 17 units. However, the applicant did show their proposed layout with 14 townhome units.

The City Council may want to consider the impact adding density here might have on the availability for density in other areas.

POSSIBLE MOTIONS AND FINDINGS

The City Council may move to recommend approval or denial of the proposed amendment to the General Plan. Any motion should include findings. Possible findings include:

1. The proposed amendment will add density in an area where we want/ where we do not want more density.
2. The proposed General Plan amendment is/is not in conformance with the purposes, intent, and provisions of the General Plan and its various elements.
3. The proposed General Plan amendment is/is not consistent with the land uses and zoning of nearby and adjoining properties.
4. The proposed General Plan amendment will/will not have a substantial adverse effect on surrounding property.
5. The affected site is/is not physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public services to accommodate any potential future uses, including all landscaping, loading areas, open spaces, parking areas, setbacks, buffering/screening, walls, fences, yards, and other required features.
6. Additional findings based upon information presented during the public hearing.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission reviewed the proposed general plan amendment on September 25, 2025. The minutes and motion from that meeting are as follows:

3.5) Public hearing and recommendation of Perry Developments' request for review of the Bull River Road General Plan Amendment on 1.48 acres located approximately 400 West Bull River Road changing the land use designation from LDR (Low Density Residential) to HDR (High Density Residential).

Katie Bussell presented the item. The current designation would allow for four total homes, while the proposed designation would allow for 17 units. The submitted layout has 14 units.

Lindsay Neeve, representing Perry Homes, was present. She mentioned that she's looked into different amendments that have been petitioned for the plot, and that the throughline was fears of impacting residents in the adjacent neighborhood, specifically their view of the corridor. She argued that the layout presented provides more protection for existing residents than a development that only contained four units and ADUs. She explained that she held a meeting with homeowners who had concerns, and that their primary concerns were traffic. In the development there is no vehicular access, with the potential of not having a pedestrian access point either. This would also prevent parking concerns for the neighborhood. She provided a visual aid of the potential view as opposed to the view that would result from the current density allowance. She shared that she is willing to reduce the number of units to 12 if needed. The development would meet the city's standards for affordable housing, and Perry Homes is willing to make stipulations that enforce ownership rather than rental.

Commissioner Eyre asked how the developer was planning on restricting to owner-occupancy. Neeve stated that they can require it on the first sale, but what happens after that is beyond Perry. The development would be under an HOA.

Commissioner Jackson opened public comment.

Allen Hall lives South of the property. He doesn't trust Perry Homes. He thinks that if preserving the view was a major concern they would build ramblers. He argued that the amendment is inconsistent with the development code. The development will be adjacent to the cul-de-sac he lives in, and he feels like there is density encroachment by having it so close to low density residential property. He also worried about introducing high turnover rate and instability in the neighborhood. His property is adjacent to where the development would be, and he feels like there will be privacy issues due to this. He worries about circulation and parking deficiencies as well.

Marshall Gary shared that restricting pedestrian access would reduce the ability of people to get around, especially children. He thinks it would be a clumsy move, and that if parking is an issue, it should be addressed directly. He shared that building more parking invites more traffic, and that providing access to alternative methods of transportation will help with the problem more. He argued that traffic stems from parking, not the other way around.

Matt Sandrine lives in the same neighborhood as Allen Hall. He has the same concerns that Allen has. He shared that the foot access that is currently there is highly used, and that cutting it off will restrict that amenity.

Matt Burgess also lives in the neighborhood. He is concerned over traffic and pedestrian safety. He argued that people live in the neighborhood partly due to the zoning, and that changing that would be unfair.

Dave McAllister lives adjacent to the property. He shared concerns with his neighbors. He wonders why this property wasn't developed with the rest of the neighborhood. He thinks it should remain low density.

Melissa McAllister lives adjacent to the property. She shared that Perry Homes originally promised that the property would be a park, and not high density housing. She is concerned about decreasing home value.

Kurt Dowell lives down the street from the cul-de-sac. He is worried about parking in the cul-de-sac. He would like a fence installed if homes are developed. He doesn't think there should be a pedestrian walkway if high density housing is built.

Breanna Wood lives down the street as well. She mentioned that children in the neighborhood currently use the lot as a bike park. She would like to see the land developed as a park. She also thinks that the land down Bull River Road where there is already high density housing would be a better location.

Jamie Anderson lives in the cul-de-sac. He worries about installing an island of high density housing in a low density area. He worries about children and traffic.

Scott Collins lives in a nearby cul-de-sac. He urges a denial of the request. He clarified that many neighbors couldn't

attend the meeting that Perry Homes set up, and that there are many concerns that are unaddressed. If the high density housing goes through, he requests that Bull River Road be widened. He also expressed mistrust of Perry Homes due to past conversations. He has concerns over drainage. He mentioned that there have been attempts to develop commercial on the property, which have been turned down by the city council due to many of the same reasons that have come up during the discussion.

Corrine Collins lives in a nearby cul-de-sac. She echoes the feelings of mistrust toward Perry Homes. She is not opposed to development of the property as long as it stays low density. She worries about schools being overcrowded. She also echoed safety concerns for kids. She sees no benefit to the public.

Kenneth Glade is a Lehi resident. He is concerned over incompatibility in zoning districts. He went on a tangent related to item 3.6, and was asked to stay on topic.

Callie Laniger is a Lehi resident. She feels it is unfair to change the density after the rest of the land has been developed. She is worried about getting home from school if Bull River Road gets any more busy.

There were four online comments.

Mark Stillings feels like Perry Homes is only trying to maximize profits, and that it shouldn't be allowed by the city.

Scott M.T. is opposed as it changes the makeup of the neighborhood and will increase traffic. He also has concerns over additional foot traffic.

Layne and Lana Simmons own a home nearby that will be affected by the zone change. They have traffic and parking concerns.

Jared Peterson is also against the rezoning. He thinks the existing general plan should be followed. He doubts that the townhomes would be attainable or affordable if they are approved.

Commissioner Jackson closed public comment.

Lindsay Neeve returned to the stand to address questions and comments. She clarified that there would be no vehicular access through the cul-de-sac. She explained that the visuals she is showing are accurate, and not intended to deceive. She can't speak to Perry Homes' past, as she wasn't part of the company at the time. She explained that it may not be immediately beneficial to the existing neighborhood, but that it will help fulfil the statewide goal to create varied housing (including affordable and attainable housing) throughout the state. She discusses that this is the aspect of the general code the company is trying to follow. She argued that high-density uses are a typical transition from low density to commercial zones.

Commissioner Kunze asked why the land wasn't developed with the rest of the land. As far as Neeve can tell, Perry acquired the land pre-subdivided. Commissioner Jackson asked when Perry acquired the property. Neeve didn't know. Commissioner Jackson asked if a park was promised in the past. Neeve can't speak to that personally, but she didn't see anything in the old plans for a park, just commercial options. She said that Perry Homes isn't doing this for a money grab, and also argued that building high density housing wouldn't affect surrounding property values.

Commissioner Jackson asked Neeve to speak on potential drainage issues. Neeve explained that Perry Homes is happy to incorporate and accommodate for drainage based on engineering reports they have received.

Commissioner Roberts asked for clarification on how many homes the developer was willing to go down to. Neeve said that Perry Homes is willing to go down to twelve units. Commissioner Roberts asked why a plan for four residential homes wasn't brought in. Neeve explained that she was looking for what would be the best outcome. She thinks that in regarding infrastructure and landscaping, the townhomes suit the area better.

Commissioner Eyre discussed his discomfort with allowing a 200% increase (when potential ADUs aren't taken into consideration), as it feels like an overreach to him. It would create a change in the character of the neighborhood. He

clarified that the anyone in the city is allowed to ask for a change in density, not just developers. It is a land right within the code, not something exclusive.

Commissioner Lockhart asked Gary Ellis for more information on Bull River Road. Ellis explained that the road is marked as a residential road on the master plan. It doesn't have the curb and gutter built out on either side yet and it is currently more of a ribbon road. He can't speak to whether any traffic studies have been conducted on it. Commissioner Roberts clarified that Perry Homes would be responsible for curb and gutter on the South side of the street and asked who would be responsible for the North side. It would fall on the city. Commissioner Roberts asked if there were plans to finish that. Ellis said that there likely were, but not any time soon. Commissioner Lockhart mentioned that the city doesn't own the North side of the street and that there likely are complications due to different governmental entities.

Commissioner Jackson explained that the city doesn't choose which proposals are submitted, as the ability to submit a proposal like this is a constitutional right. He clarified how often Perry Homes is able to come before the city with concepts. He explained the difference between an administrative and a legislative item. He discussed how the plan is both in code conformance in some way and out of code conformance in other ways, specifically in regard to ADUs. Commissioner Eyre added that the Commission doesn't take property value into consideration. He also shared that historically in Lehi building new high density homes has not decreased the land value of surrounding properties.

Commissioner Lockhart discussed the General Plan, and how the creation of islands of density goes against that. She thinks the threshold for changing the General Plan should be very high, as it is what residents rely on.

> **Motion:** Commissioner Lockhart moved to give a negative recommendation to the Lehi City Council with the findings that the proposed amendment is not in conformance with the purposes, intent, and provisions of the General Plan and its various elements, and the proposed amendment is not consistent with the land uses of nearby and adjoining properties. She included all DRC comments. Commissioner Roberts seconded.
>
> **Vote:** Commissioner Roberts, yes. Commissioner Lockhart, yes. Commissioner Eyre, yes. Commissioner Jackson, yes. Commissioner Kunze, yes.
>
> Motion passed unanimously.

Commissioner Lockhart urged the gathered residents to make their opinions known with their city representatives. Commissioner Jackson suggested citizens contact their state legislators to return control to municipalities.

Bull River Road General Plan Amendment
DRC Redline Comments

Perry Development- requests review of the Bull River Road General Plan Amendment on 1.48 acres located at approximately 400 West Bull River Road changing the land use designation from Low Density Residential to High Density Residential.

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Shelbey Brewer, Kim Struthers, Gary Smith, Gary Ellis, James Farnsworth, Luke Seegmiller, Brad Wilbur
Assigned Planner: Brittney Harris
Representatives of the Applicant Present: Lynsi Neve
Date of Plans Reviewed: 8/26/25
Time Start: 2:11pm
Time End: 2:18pm

DRC REDLINE COMMENTS:
Glade – Power: No comments
Brad – Fiber: No comments
Garion – Fire: No comments
Ryan – Water/Sewer: No comments
James – Parks: No comments
Gary S. – Building/Inspections: No comments
Shelbey – Public Works: No comments
Gary E. – Engineering: No comments
Luke – Traffic: No comments
Kim – Planning:
1. The R-1-10 zoning would allow for up to 4 homes (potentially all with ADUs), the proposed General Plan Amendment would allow for up to 17 units (without ADUs). Allowing these units would take away the opportunity for units in other areas like TOD or MU areas.

Comments as reference for future development:
1. A Power Circuit Study will be required to determine if there is sufficient capacity for a density increase.
2. FYI. Dead ends over 150' in length will require a turnaround.
3. 8" sewer main in 425 west.
4. 20" pi main. 16" culinary main, 36" storm drain in bull river road.
5. There is no turf allowed in park strips. Update plans to reflect landscaping without turf.
6. If this passes, please provide a landscaping plan that meets and/or exceeds the Lehi landscaping requirements.
7. FYI, a pedestrian connection will be required from the cul-de-sac to Bull River to meet the block length requirement.

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON SEPTEMBER 25th

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

August 26, 2025

Eagle Ridge Townhomes – Narrative
Parcel Nos. 11.034.0075, 11.034.0009 and 11.034.0060
Approximately located at 400 W. Bull River Road

We respectfully submit this request for a General Plan Amendment for the three parcels noted in the subject line above totaling approximately 1.48 acres located within Lehi City, currently designated as LDR – Low Density Residential. We propose this amendment to reclassify the property from the LDR designation to HDR to improve transition with the surrounding context and support a more reasonable residential project considering the adjacent commercial/industrial development along Bull River Road. The reclassification would support a forthcoming rezoning request from R-1-10 to R-3, which such submittal would be dependent upon receiving an approval of our subject amendment request.

Currently, the site remains as a remnant undeveloped portion of land that has undergone a number of entitlement attempts for various uses including commercial, industrial and neighborhood commercial types of uses over the past several years mostly in light of two key factors, Bull River Road and the adjacent commercial use.

Key neighboring uses include:
- South: R-1-10, Eagle Ridge Residential Subdivision
- East: C-Commercial, Lehi Self Storage
- North: SR-92 / BP/TH-5 – Planned Community
- West: R-1-10, Huntington Heights, Residential Subdivision

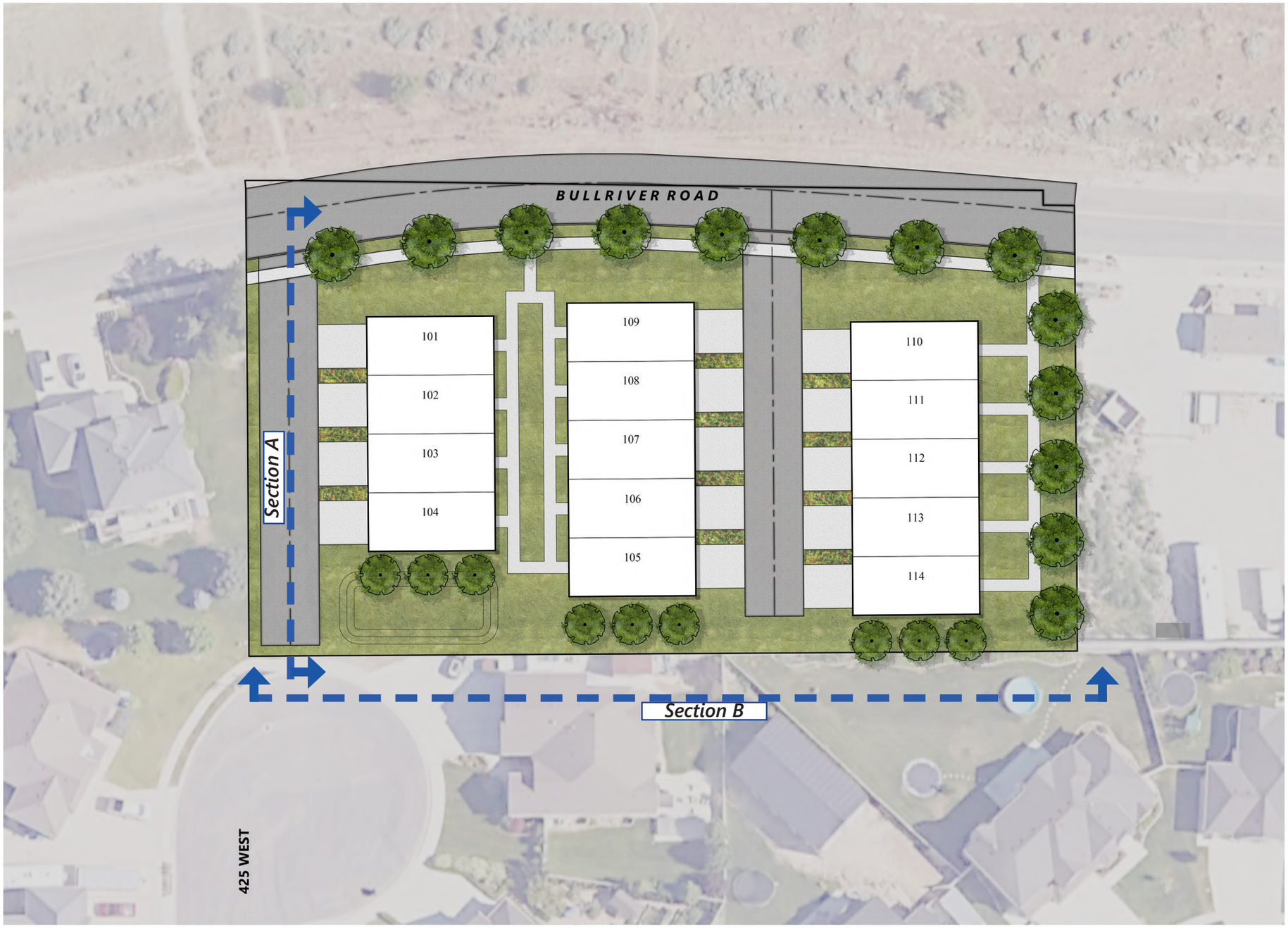
As generally mentioned above, we believe that our proposed use would allow for a more thoughtfully transitioned residential product considering the adjacent residential, commercial and major transportation corridor uses. We are sensitive to the neighboring communicated desires to maintain view corridors and believe that the included exhibits demonstrate a preserved character of the surrounding area. The site immediately fronts on Bull River Road, which serves as a frontage road on the south side of SR-92. The proposed development would achieve access from Bull River Road and would not have any access to the residential neighborhood street to the south (425 W Cul de Sac). We believe the gain to the overall community in granting this amendment would be that it allows for thoughtful development of a unique infill property which are commonly left as eyesore remnants specifically because they exist between residential and commercial types of uses. This proposed amendment supports Lehi City's long-term vision for smart growth, infill development, and balanced land use while providing much-needed housing options to meet regional demand and align with the State of Utah housing initiatives.

We thank you in advance for your consideration and look forward to the opportunity to work with the staff and neighbors on this development.

Kindest Regards,

Perry Development

/s/
Lynsi F. Neve
Vice President, Land Entitlements & Acquisitions



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GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

BULL RIVER ROAD -townhomes site plan

LEHI, UTAH COUNTY
05/28/2025

24-0051

FOCUS ENGINEERING AND SURVEYING, LLC

Z:\...2024\24-0051 Bull River Rd Property\land planning\color plans\photoshop\photoshop\.dwg for photoshop render\24-0051 Concept E.dwg



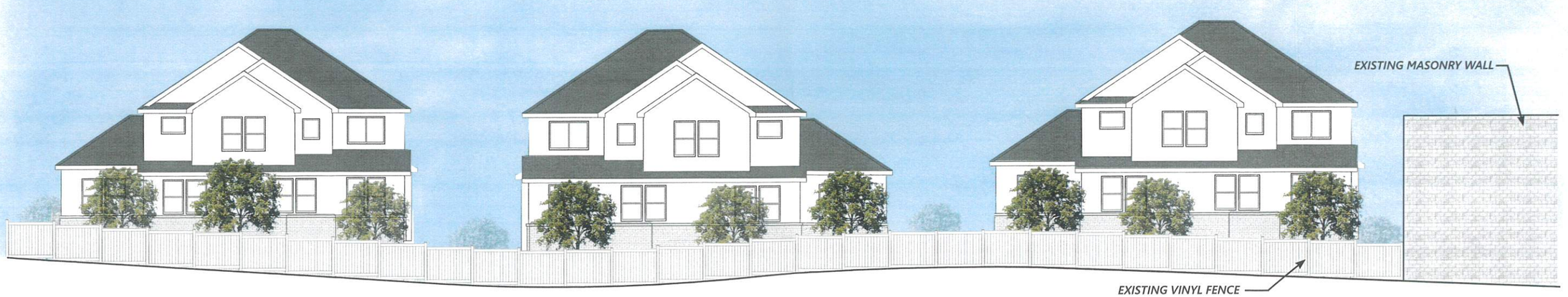
BULL RIVER TOWNHOMES- section elevation

LEHI, UTAH COUNTY
05/28/2025
24-0051

FOCUS ENGINEERING AND SURVEYING, LLC



neighbors view- townhomes



neighbors view- single-family residential

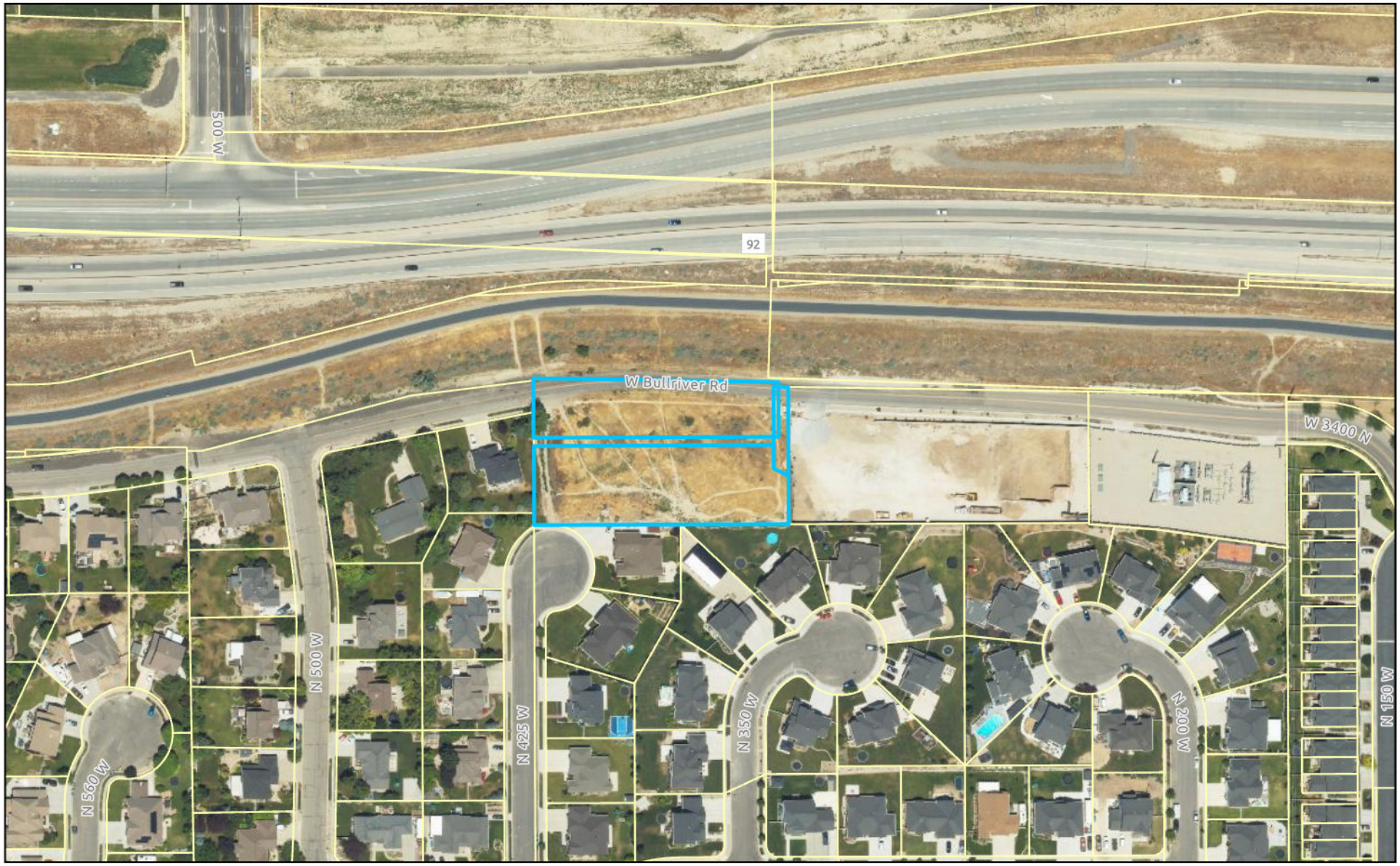
BULL RIVER ROAD- townhome & single-family comaparison

LEHI, UTAH COUNTY
05/28/2025
24-0051

FOCUS ENGINEERING AND SURVEYING, LLC

Bull River Road General Plan Amendment

Aerial

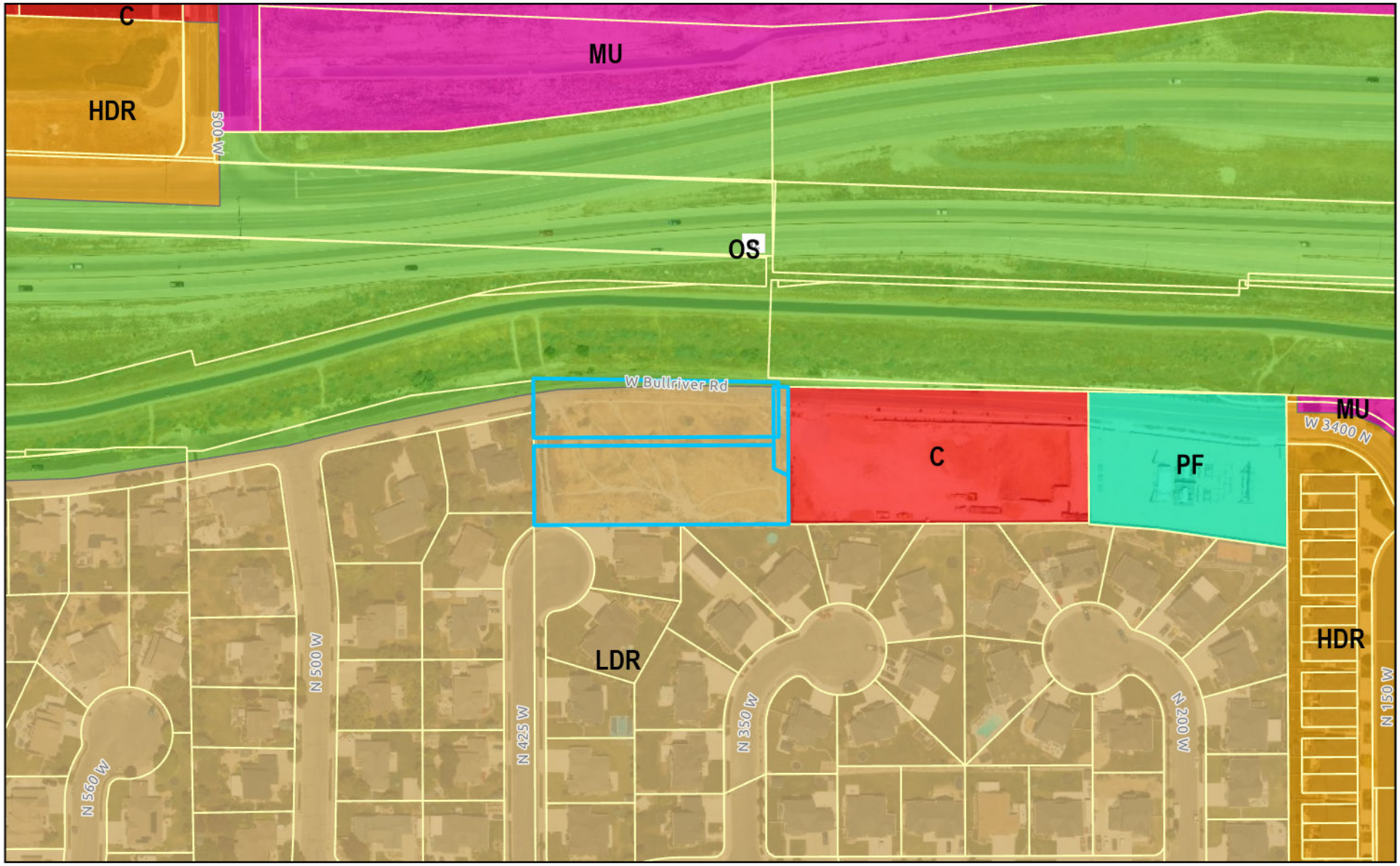


0 235 470 940 Feet

LEHI CITY

Bull River Road General Plan Amendment

General Plan

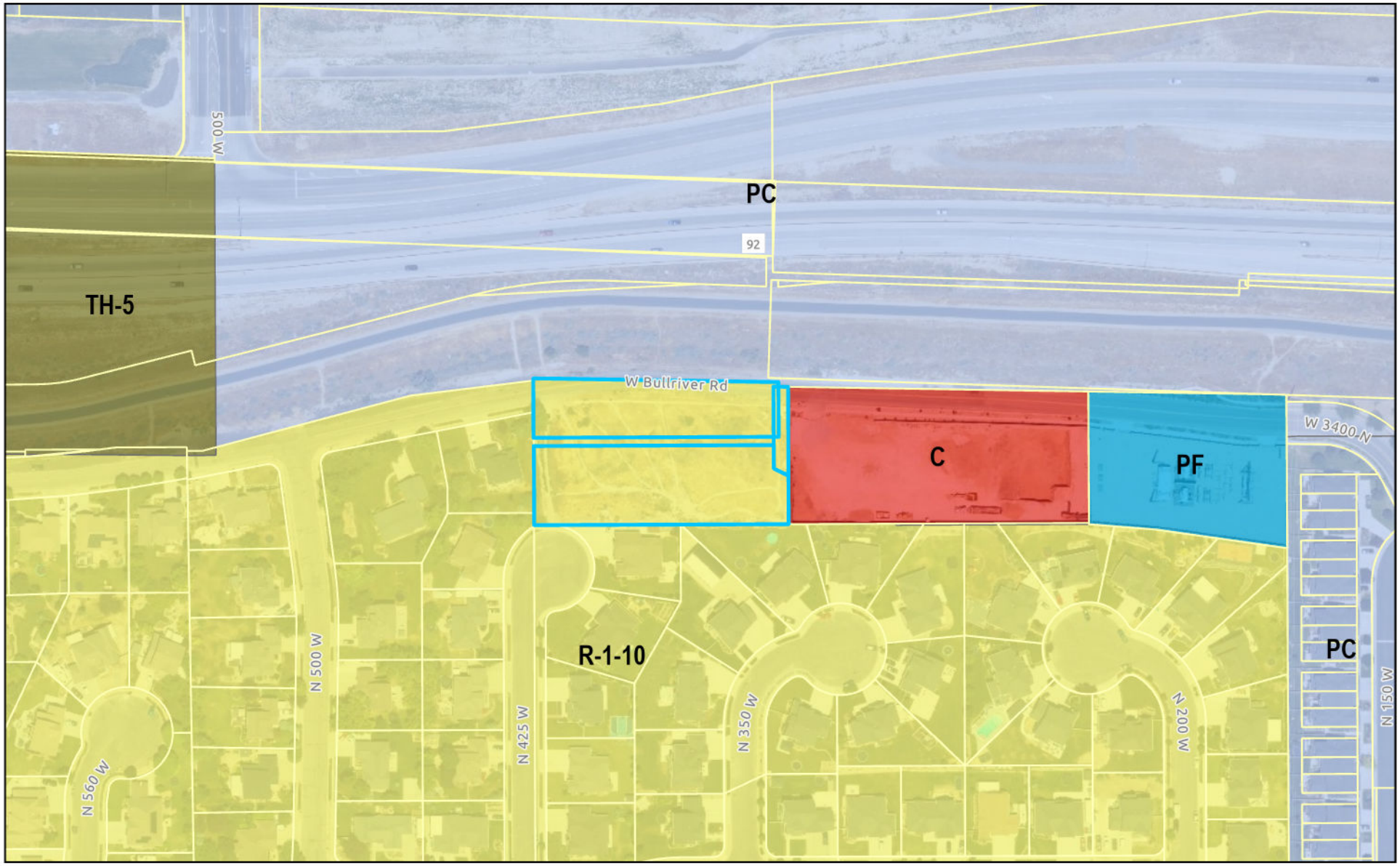


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LEHI CITY

Bull River Road General Plan Amendment

Zoning



0 235 470 940 Feet

LEHI CITY

ORDINANCE NO: 60-2025

ORDINANCE AMENDING THE LAND USE ELEMENT OF THE LEHI CITY GENERAL PLAN AND THE GENERAL PLAN LAND USE MAP AT APPROXIMATELY 400 WEST BULL RIVER ROAD

WHEREAS, on October 14, 2025, following all necessary public hearings, the Lehi City Council adopted an amendment to the Lehi City General Plan which included the 2022 Land Use Element together with the Lehi City General Plan Land Use Map; and

WHEREAS, the Lehi City Planning Commission held a public hearing on September 25, 2025, to review and make a recommendation on the General Plan Amendment located at approximately 400 West Bull River Road, changing the land use designation to High Density Residential, as shown on Exhibit "A" and forwarded their recommendation to the City Council; and

WHEREAS, the City Council held a public meeting on October 14, 2025, pursuant to the requirements for amendment of the Land Use Element of the Lehi City General Plan and General Plan Land Use Map, changing the land use designation to High Density Residential.

NOW, THEREFORE, IT IS ORDAINED BY THE CITY COUNCIL OF LEHI CITY, UTAH AS FOLLOWS:

PART 1:

The Land Use Element of the Lehi City General Plan and General Plan Land Use Map is hereby amended to change the subject property to the High Density Residential designation. The total amendment will include approximately 1.48-acres of property located at approximately 400 West Bull River Road, more specifically shown on Exhibit "A" attached hereto.

PART II:

If a provision of this Ordinance 60-2025 conflicts with a provision of a previously adopted ordinance concerning the same title, chapter, and/or section number amended herein, the provision in this Ordinance shall prevail.

A. This ordinance and its various section, clauses and paragraphs are hereby declared to be severable. If any part, sentence, clause or phrase is adjudged to be unconstitutional or invalid, the remainder shall not be affected thereby.

B. The City Council hereby directs that the official copy of the Lehi City General Plan be updated to reflect the provisions enacted by this Ordinance.

D. This Ordinance shall take effect immediately after being posted or published as required by law.

Approved and Adopted by the City Council of Lehi City this 14th day of October 2025.

ATTEST

_____ _____

Mark Johnson, Mayor Teisha Wilson, City Recorder

Exhibit A

Bull River General Plan Amendment Legal Description

COM S 1241.52 FT & W 1320 FT FR NE COR. SEC. 32, T4S, R1E, SLB&M.; S 72.48 FT; W 326.4 FT; N 78.57 FT; ALONG A CURVE TO R (CHORD BEARS: S 89 DEG 41' 8" E 18.9 FT, RADIUS = 674.95 FT); S 88 DEG 53' 0" E 307.55 FT TO BEG. AREA 0.567 AC.

COM N 1324.61 FT & W 1330.27 FT FR E 1/4 COR. SEC. 32, T4S, R1E, SLB&M.; S 31.22 FT; S 63 DEG 51' 17" E 21.5 FT; S 64.23 FT; W 143.85 FT; N 70 DEG 10' 4" E .02 FT; W 195.02 FT; N 104.91 FT; N 89 DEG 59' 55" E 319.54 FT TO BEG. AREA 0.800 AC.

COM N 89 DEG 57' 11" W 1329.39 FT & N 0 DEG 2' 55" W 1292.48 FT FR E 1/4 COR. SEC. 32, T4S, R1E, SLB&M.; N 0 DEG 2' 55" W 108.63 FT; S 88 DEG 52' 29" E 19.58 FT; S 117.81 FT; N 63 DEG 51' 19" W 21.7 FT TO BEG. AREA 0.051 AC.



Agenda Item No: 9

City Council Agenda Item Report

Meeting Date: October 14, 2025
Submitted By: Brittney Harris
Submitting Department: Planning Division
Item Type: Ordinance
Agenda Section: Regular Agenda

Subject:
Consideration of Ordinance #61-2025, approving the Starter Home Attainable Residential (SHAR) ordinance creating an opportunity for the development of small single-family homes.

Suggested Action:

Attachments:

CC Staff Report SHAR Dev Code Amendment 09.25.25.docx

Chapter 5-A Starter Home Attainable Residential (SHAR) DRC 08.27.25.docx

Chaptr 5-A SHAR.pdf

Ord 61-2025.docx

STARTER HOME ATTAINABLE RESIDENTIAL (SHAR) DEVELOPMENT CODE AMENDMENT

CITY COUNCIL REPORT

Applicant	Lehi City
Meeting Date	October 14, 2025
Requested Action/Purpose	Approval of proposed amendments to the Lehi City Development Code
Decision Type	Legislative
Date of DRC Review	August 27, 2025
Date of Planning Commission Review	September 25, 2025

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 04.060. Criteria for Approval.
No amendment to this Code, or the Zoning District Map(s), may be recommended for approval by the Commission nor approved by the City Council unless such amendment or conditions thereto are consistent with the General Plan. In considering a Code amendment, or Zoning District Map(s) amendment, the applicant shall identify, and the City Staff, DRC, Commission, and the City Council may consider the following factors, among others:

1. The effect of the proposed amendment on the character of the surrounding area;
2. Consistency with the goals and policies of the General Plan.
3. Consistency and Compatibility of the proposed zone with the General Plan land uses of nearby and adjoining properties.
4. The suitability of the properties for the uses requested and their suitability for the existing uses identified by the General Plan;
5. Whether a change in the uses allowed for the affected properties will unduly affect the uses, or proposed uses for nearby and adjoining properties;
6. The gain to the public health, safety and welfare from the existing classification to the proposed amendment; and
7. The overall community benefit of the proposed amendment.

APPLICABLE MODERATE INCOME HOUSING GOAL

Goal 6 Demonstrate implementation of any other program or strategy to address the housing needs of residents of the county/municipality who earn less than 80% of the area median income, including the dedication of a local funding source to moderate income housing or the adoption of a land use ordinance that requires 10% or more of new residential development in a residential zone be dedicated to moderate income housing

Strategy 1: Work with the development community to create a proposal to amend the Development Code to create an affordable housing overlay zone

- Create a draft for an attainable housing overlay zone that allows a Development Agreement between the City and the Developer
- Work with the Planning Commission and City Council to get it approved

APPLICABLE GENERAL PLAN GOALS

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

RESIDENTIAL DEVELOPMENT Accommodate a range of housing and neighborhood types suitable for a variety of lifestyles, ages, affordability levels, and design options.
Strategy 2 Create inclusionary zoning programs that promote additional affordable housing units.

REPORT ANALYSIS

The applicant requests approval of a Development Code Amendment adding Chapter 5-A Starter Home Attainable Residential (SHAR) to the Development Code. This proposal is to provide a completely voluntary opportunity for developers and landowners to build attainable, detached single-family homes, with a goal price point of $400,000. These are to be owner-occupied small homes on small lots.

Any property owner can apply to develop as a SHAR development in the R-3, R-2, R-1-Flex, R-1-8, R-1-10 and R-1-12 zones.

Those who apply and are approved can get a density bonus of 150 percent the total number of units otherwise allowed in the zoning. In other words, for an R-1-8 zone on one acre, a development that could normally build four lots, with SHAR could develop six. All of the extra lots (two in the example) would have to meet the requirements of the attainable lots.

The attainable lots shall be single family homes, on lots less than 6,000 square feet, homes will be less than 1200 square feet if they do not include a basement and a maximum of 1,000 square feet with a finished basement, and they should sell for $400,000 or less.

The homes will have setbacks similar to other single-family homes throughout the City, have a similar design to homes being built at market value, and will not be allowed to have an accessory dwelling unit (ADU).

The applicant will submit a concept plan that will be reviewed by City Staff and then the City Council, if City Council directs Staff to write a development agreement for the SHAR development, the concept plan with the development agreement will have a public hearing at Planning Commission and approval by the City Council.

DRC reviewed the proposed SHAR Development Code and had three redline comments. Comments one and two are a response to each other.

POSSIBLE MOTIONS AND FINDINGS

The City Council may approve or deny the proposed amendments to the Lehi City Development Code. Any motion should include findings. Possible findings include:

1. The proposed Development Code Amendment meets one of the Moderate-Income Housing Goals.
2. The proposed Development Code Amendment seeks to allow developers and landowners to choose to provide attainable housing units.
3. The proposed Development Code amendment is/is not in conformance with the purposes, intent, and provisions of the General Plan and its various elements.
4. Additional findings based upon information presented during the public hearing.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission reviewed the proposed Development Code Amendment on September 25, 2025. The minutes and motion from that meeting follow.

3.6) Public hearing and recommendation of Lehi City's request for review of the Starter Home Attainable Residential (SHAR) ordinance creating an opportunity for the development of small single-family homes.

Commissioner Jackson requested a brief history of the evolution of the SHAR for the gathered citizenry. Kim Struthers explained that the state requires all cities to have a moderate income housing plan, and that one of Lehi's goals was implementing some kind of overlay zone that would help with the creation of affordable housing. Previously it was known as the Critical Housing Overlay Zone (CHOZ). The city was going to identify different areas in which the overlay zone could be applied in order to increase density above what the general plan had. One of the original goals was to maintain owner-occupancy. The intermediate draft, the Affordable Housing Overlay Zone (AHOZ), started discussing practical ways to limit the price of homes by limiting the size of buildings and lots. The current iteration is trying to incorporate as much of the feedback as has been given up to this point.

Commissioner Lockhart clarified that all previous iterations have been unanimously negatively recommended.

Commissioner Kunze asked what the time requirement was from the state to meet our moderate income housing goals. Struthers explained that the city reports annually to the state. He thinks that as long as the state can see that the city is making progress and talking about the issue, the city will be okay. He doesn't think there is a timeline. Struthers clarified that the city is trying to make a bottom-up solution rather than having the state mandate a top-down approach.

Katie Bussell presented the SHAR in its current form. It is a voluntary ordinance that would only be allowed in R-3, R-2, R-1-Flex, R-1-8, R-1-10, and R-1-12 zones. It would grant a 150% density bonus, so long as the lots meet all the requirements of the SHAR: that the lots are less that 6000 sqft, that the homes are less than 1200 sqft without a basement or less than 1000 sqft with a basement, that the homes shall be owner-occupied, and that the homes be sold for $400,000 or less. Applicants will submit concept plans that will be reviewed by city staff and then city council. If the council approves the concept plan, they will direct staff to write a development agreement, the concept plan and development agreement will go through planning commission and city council.

Commissioner Lockhart asked for clarification on zoning specifics. Anything 12,000 sqft or less can apply for it.

Commissioner Kunze asked if there were any undeveloped areas that could be used for this. Bussell explained that there are.

Commissioner Lockhart clarified that it was quarter acre lots that would be allowed for the benefit of those here for previous items. She asked what the rights were for an overlay as opposed to normal zoning. Struthers explained that applicants would have to go through a development agreement process rather than just using the allowed zoning. Commissioner Lockhart worries that developers will use this as a green light. She asked how the city could prevent developers from using this if needed. Struthers explained that the ordinance requires a development agreement, which the city is under no obligation to sign. He describes it as more of a potential tool than a built in aspect of development.

Commissioner Roberts asked if the ordinance would duplicate legislation on the books for PRD/PUD. Struthers explained that the SHAR has a different purpose despite having a similar function.

Commissioner Eyre mentioned that he doesn't love the way that the verbiage used in the report analysis for density bonuses, but he is fine with the way its written in code. He asked if ADUs could be limited on the properties, especially considering state code. Struthers explained that the lots have to be under 6000 sqft as state code mandates ADUs be allowed on lots 6000 sqft and up. Commissioner Eyre also had some issues with rounding up to the nearest whole number rather than just rounding to the nearest whole number.

Commissioner Roberts asked why ADUs wouldn't be allowed. Struthers explained that the city is allowed to approve ADUs on lots smaller than 6000 sqft, and that the city wouldn't approve ADUs for SHAR lots.

Commissioner Lockhart asked how the SHAR would intersect with the established density map of the city, and if it would be compromised. Struthers explained that densities are determined by utilities, and that they plan for maximum capacity. Now they are working off the assumption that at least half the lots that are allowed to have ADUs will once the city is built out. The overlay may be rejected based off a utility shortage. Commissioner Lockhart worried about the increased impact fee that would be put on developers, and that it would discourage developers from using the tool. Gary Ellis stated that he wasn't sure the impact fees would be increased. He explained that there has been extensive testing done by the engineering department, and that is part of why the zones that were selected were included.

Commissioner Eyre asked if the SHAR could be stacked with a PDU. Struthers explained that intent-wise, no, but that it should be stated explicitly in code. It would be difficult to achieve. Commissioner Eyre asked if the SHAR was limited to detached single-family homes. It is.

Commissioner Jackson opened public comment.

Kenneth Glade stated that he liked the idea of just giving lip service to the state rather than making concrete progress towards state-mandated goals. He mentioned a statement Brittney Harris had made over a year ago regarding a previous and outdated version of the SHAR. He sees the overlay as the city assisting developers in stealing property value from current landowners. He opposed the idea of a housing authority. He thinks the SHAR is an example of city employees only caring about future residents rather than current residents.

Laura Stevens is a Lehi resident. She thinks the only upside of implementing the SHAR would be the increased chance to receive help from UDOT. She thinks the target price of $400,000 wouldn't be maintainable in the long run with inflation. She also argues that $400,000 is not affordable. She worries that developers will not have to be open about whether they are using SHAR or not. She worries that this will decrease the amount of leverage the city has to build and maintain infrastructure.

Larry Hadfield worries that there are houses larger than 6000 sqft in Lehi, which would be the entire lot. He thinks requiring 20% open space is contradictory when there are parks nearby. He worries that the whole city will become smaller lots. He shared a story about vandalism in his neighborhood. He doesn't think the lot size is big enough for a family.

Marshall Gary challenged everyone present to challenge their own thinking and learn more. He mentioned that he's been learning a lot about housing. He suggested the city look at what other municipalities are doing and learn from them. He suggested looking into incremental development. He worries that the ordinance is too restrictive and that it won't be practical or scalable. He asked why attached units couldn't participate. He asked about setback requirements. He asked why they were only for sale rather than working to create low rents. He wanted to know where the price point of $400,000 would come from and worried that it would be too concrete. He thinks a percentage would make more sense. He worries that there will be too many applicants and that the required public hearings will be too large of an obstacle for smaller or individual developers.

There were two online comments.

Megalyn Sayre said that this would be a godsend to people trying to get out of apartments.

Leah Ludlam said that the proposal was amazing and would help with economic diversity in the city.

Commissioner Jackson closed public comment. He expressed his gratitude to everyone for commenting. He warned Kenneth Glade that his comments bordered on slander. He expressed his appreciation for Brittney Harris.

Commissioner Eyre asked where a planned community would fit into the ordinance. If a home in a planned commu-

nity was destroyed, would the landowner be able to take advantage of this during reconstruction? Katie Bussel explained that the SHAR will only apply to specific residential zones. Commissioner Eyre mentioned that that alone wipes out huge portions of the city for availability. He asked if in a zone where the SHAR was permitted a homeowner could use this to develop their own property. Kim Struthers explained that the property would need to be big enough to be subdivided. Commissioner Eyre asked about the possibility in general. He asked if it was for developers or also for current owners. He shared that he doesn't disagree with the sentiment of the comment that value is being stolen by developers through this tool, but he challenges the thought process, as it is available to everyone for use, not just developers.

Commissioner Lockhart discussed a comment about how these things are handled under the table. She mentioned that a state law recently passed that required all development agreements to come before planning commission. From her discussion with the sponsor of the bill, the intent was to create an additional public hearing for development agreements in order to increase transparency. She explained that the development agreement would also then have to go to city council, which is also an open public meeting. She wanted to clarify the process for those who may be confused by it. She also discussed the comment about how the goals are tied to infrastructure funding. She mentioned that many people are confused as to why Lehi is bringing this up, and she says that the infrastructure funding is a major part of it. She argued that it would be better for Lehi to seek other ways of attaining the funding or find other sources of funding rather than pass something that is so challenging for so many residents.

Commissioner Jackson really doesn't like the deed restrictions. They are a deal breaker for him.

Commissioner Eyre mentioned that the SHAR likely wouldn't see a lot of use in R-2 and R-3 zones, as those zones would give them higher density anyway. He thinks including them is silly. Effectively, he only sees the R-1 zones as being feasible and regularly used. He also worries about having to change the $400,000 price point constantly. He likes the ambition of the project, but doesn't feel like it's ready.

Commissioner Roberts has an issue with the price point as well. He loves the thought of creating a tool like this, but feels like this will be ineffective.

Commissioner Jackson pointed out that the project has always felt geared toward developers and wondered if it was more geared toward homeowners if it would be more appealing.

Commissioner Kunze didn't think that developers would take advantage of the ordinance, as there is no guarantee that they will make money. She agreed that a percentage would be better than a fixed price point. She also likes the spirit of the project.

Commissioner Eyre mentioned that if the point was to only appease the state legislatures, the city would pass something unusable rather than keep working on it.

Commissioner Lockhart agreed that perpetual deed restrictions would be unenforceable unless the city was prepared to spend a lot of money in order to police where people live. She sees this as an increase of government power and an overreach.

> **Motion:** Commissioner Lockhart moved to give a negative recommendation to the Lehi City Council with the findings that it is not in conformance with the general plan. She included all DRC comments. Commissioner Eyre seconded.
>
> **Vote:** Commissioner Roberts, yes. Commissioner Lockhart, yes. Commissioner Eyre, yes. Commissioner Jackson, yes. Commissioner Kunze, yes.
>
> Motion passed unanimously.

Chapter 5-A Starter Home Attainable Residential (SHAR)
DRC Redline Comments

Lehi City- requests review of a Development Code Amendment to Chapter 5 adding Chapter 5-A Starter Home Attainable Residential (SHAR)

DRC Members Present: Glade Kirkham, Garion Rowett, Ryan Allred, Shelbey Brewer, Kim Struthers, Gary Smith, Gary Ellis, James Farnsworth, Luke Seegmiller, Brad Wilbur
Assigned Planner: Brittney Harris
Representatives of the Applicant Present: none
Date of Plans Reviewed: 8/18/25
Time Start: 1:34pm
Time End:

DRC REDLINE COMMENTS:
Glade – Power: No comments.
Brad – Fiber: No comments.
Garion – Fire:
1. This dimension only allows parking on one side of the street. I highly recommend increasing this to 32 feet or reducing it to 26' or less.

Ryan – Water/Sewer: No comments.
James – Parks: No comments.
Gary S. – Building/Inspections:
Shelbey – Public Works: No comments.
Gary E. – Engineering:
2. The asphalt was reduced to 30' because parking can be accommodated within the entire rolled gutter and not just the pan of a standard curb and gutter
3. Add , storm drain... to the list in Section 5A-040 paragraph 2

Luke – Traffic: No comments.
Kim – Planning: No comments.

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON SEPTEMBER 25th

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

Chapter 5-A

Starter Home Attainable Residential (SHAR)

Section 5A.010. Purpose and Definitions.

Section 5A.020. Applicability and Extra Density.

Section 5A.030. Attainability Requirements and Potential Reductions.

Section 5A.040. Process for Approval.

Section 5A.010 Purpose and Definitions.

Housing has become increasingly unaffordable for Lehi residents and those who would like to live in Lehi. The purpose of this chapter is to provide a zoning tool to help lower the cost of for sale housing through smaller homes on small lots. The intention of SHAR Developments is to add smaller lots and homes intermixed into existing neighborhoods, providing for a mixture of housing types, life cycle housing, and affordability. The SHAR primarily focuses on first time home buyers or moderate-income households. However, SHAR can benefit a much larger demographic and fill many needs in the community.

SHAR allows for an alternative development to Accessory Dwelling Units (ADUs), by focusing the added density on detached single family homes that provide affordable ownership instead of rental units.

1. Below are definitions applicable to Chapter 5A
    a) **SHAR Development**- the overall subdivision including standard and attainable units.
    b) **Standard Units**- the units allowed based on the current zoning.
    c) **Attainable Units**- the extra units from the 50 percent density bonus, and any additional units the applicant chooses to designate as attainable from those allowed as standard units.

Section 5A.020 Applicability and Extra Density.

Any parcel located in the R-3,R-2, R-1-Flex, R-1-8 R-1-10, and R-1-12 zones can apply to be a SHAR development.

The maximum number of units for a SHAR development will be the number of units per acre allowed in the existing zoning district multiplied by the project acreage (this number represents the standard units) and then multiplied by one and a half (1.5). The number will then be rounded up to the nearest whole number, and be used as the maximum number of units allowed within the SHAR Development.

The standard units shall be designed to meet requirements of the existing zone district, but will be allowed flexibility with the minimum lot size, width, and depth requirements.

Section 5A.030 Attainability Requirements and Potential Reductions.

All attainable units shall meet the following requirements:

1. Be detached single family homes.
2. Lot size shall be less than 6,000 square feet.
3. Homes shall be a maximum of 1,200 square feet of finished floor area if they do not include a basement; and a maximum of 1,000 square feet of finished floor area if they include an unfinished basement.
4. Lots shall have a minimum frontage of 50-feet.
5. The minimum setbacks for the lots shall be as follows:
    a. 5-foot minimum side yard setback on one side and a 12-foot minimum setback on the other side if there is no carport or garage. This 12-foot minimum setback is required to allow for a future carport or garage to be added in the rear of the home and to provide adequate space for a vehicle to park off street.
    b. 5-foot minimum side yard setback on each side of the home if the home does contain a carport or garage.

c. 20-foot side yard setback on corner lots
d. 20-foot front yard setback
e. 20-foot rear yard setback with the initial build. Remodels on homes older than 2 years the setback will be reduced to 15 feet.
f. The Reviewing Departments and City Council may consider alternative side yard setbacks, including up to a zero-lot line side yard setback.

6. The goal is to provide a home to first time homebuyers or moderate-income households for a maximum price of $400,000. However, the City Council may approve an alternative maximum price range based upon current housing, economic or other justifiable circumstances and that still meets the goal of attainable home ownership for first-time home buyers or moderate-income households.
7. Attainable homes shall be of a similar design and exterior materials as the other homes in the subdivision.
8. Attainable homes shall be deed restricted in perpetuity to require owner occupancy to prevent them from becoming investment properties.
9. Neither the standard nor the attainable lots will be allowed to have Accessory Dwelling Units (ADUs). This ADU restriction must be noted on the subdivision plat.
10. To promote affordability garages are discouraged as part of the initial construction but can be built if the homes still meet the price requirements outlined in 5A.030.f. If the proposal does not include a garage, the applicant shall show how a garage could be added on the lot later.
11. The City may grant the following reductions as part of the SHAR approval process.
    a. A reduced public right of way on new streets at the discretion of the Engineering Department. The minimum right of way shall be 44 feet and include:
        i. 30-feet of asphalt.
        ii. 5-foot sidewalks, integral with the curb and gutter.
        iii. Rolled curb and gutters.
        iv. The reduced right of way will require a15-foot Public Utility Easement (PUE) behind the sidewalk.

Section 5A.040 Process for Approval.

1. Applicants shall submit a concept plan for review. The concept plan shall include:
    a. The proposed layout of the subdivision including lot sizes and widths.
    b. The dimensions for the public right of way.
    c. Building elevations (or conceptual elevations such as images of similar homes) for both the standard and attainable units and other units.
    d. The proposed sales price for the attainable units, including justification for the price if the proposed sales price is greater than $400,000.
2. The concept plan will be reviewed by the Reviewing Departments to ensure it meets all applicable Code requirements, and adequate utility capacity exists (including power, roadways, sewer, culinary and pressured irrigation). Following review by the Reviewing Departments, it will be scheduled for a City Council meeting. The City Council may either approve, approve with conditions, or deny the proposed concept. If approved, they will direct Staff to write a Development Agreement that identifies the terms and requirements for the SHAR development. The Concept and Development Agreement will be reviewed by the the Reviewing Departments, and will then be scheduled for review and recommendation by the Planning Commission with a public hearing City Council will provide final approval.

3. Approval for the preliminary and final subdivision can be combined and approved by the Reviewing Departments as long as all of the requirements of this Code and the Development Agreement are met.

ORDINANCE NO: 61-2025

AN ORDINANCE AMENDING THE LEHI CITY DEVELOPMENT CODE ADDING CHAPTER 5-A, STARTER HOME ATTAINABLE RESIDENTIAL

WHEREAS, it has become necessary to add Chapter 5-A to the Lehi City Development Code; and

WHEREAS, this amendment seeks to add a mechanism to build attainable starter homes in Lehi; and

WHEREAS, this amendment seeks to fulfill Goal 6 of the Moderate Income Housing Plan; and

WHEREAS, following a public hearing on September 25, 2025, the Lehi City Planning Commission reviewed the proposed revisions and forwarded a negative recommendation to the City Council; and

WHEREAS, on October 14, 2025, the City Council held a duly noticed meeting to receive public comment and ascertain the facts regarding this matter, which facts and comments are found in the hearing record and which include the staff report, minutes from the Planning Commission meeting of September 25, 2025, and the negative recommendation of the Planning Commission; and,

WHEREAS, after considering the facts and comments presented to the Municipal Council, the Council finds: Chapter 5-A should be added to the Lehi City Development Code; and such action furthers the health, safety, and welfare of the citizens of Lehi.

NOW, THEREFORE, BE IT ORDAINED by the City Council of Lehi City, Utah as follows:

PART I:

Chapter 5-A is hereby added to the Lehi City Development Code.

PART II:

A. If a provision of this Ordinance 61-2025 conflicts with a provision of a previously adopted ordinance concerning the same title, chapter, and/or section number amended herein, the provision in this Ordinance shall prevail.

B. This ordinance and its various sections, clauses and paragraphs are hereby declared to be severable. If any part, sentence, clause or phrase is adjudged to be unconstitutional

or invalid, the remainder shall not be affected thereby.

C. The City Council hereby directs that the official copy of the Lehi City Code be updated to reflect the provisions enacted by this Ordinance.

D. This Ordinance shall take effect immediately after being posted or published as required by law.

Approved and Adopted by the City Council of Lehi City this 14th day of October 2025.

ATTEST

_____	_____
_____	_____
Mark Johnson, Mayor	Teisha Wilson, City Recorder