

Minutes of the **Work Session** of the **Planning Commission Meeting** held Thursday, **April 2, 2026**, in the **Lehi City Hall** located at **153 North 100 East**.

Members Present: Tyson Eyre, Commission Chair
Nicole Kunze, Commission Vice Chair
Gregory Jackson, Commissioner
Beau Jones, Commissioner
Ken Roberts, Commissioner
Lindsay Gehman, Commission Alternate
Stephen Su'a-Filo, Commission Alternate

Others Present: Kim Struthers, Community Development Director; Gary Ellis, City Engineer; Mike West, Planning Manager; Brittney Harris, Planner; Jacob Curtis, Planner; Caden Petersen, Planner; Craig Chambers, City Attorney; Kate Morgan, Deputy City Recorder.

Regular Work Session, 5:30 p.m.

1) Call to Order

Commission Chair Eyre welcomed everyone to the meeting.

2) BYU Student Project Presentation on Lehi Land Use Financial Analysis

Mike West introduced Professor Dave Simpson and his students. Their project models the growth and building capacity of Lehi City under different scenarios and patterns. Some factors the students thought were important to consider included rapid population growth and the silicon slopes. They based their assumptions going into the project on research and city documents like the 2026 fiscal year budget. They shared the formulas they used to find their information and proceeded to display the base scenario compared to their calculations of what would happen at buildout. They discussed how their model is not exact, but that it is moving in the right direction as their work continues. They asked the Commission which paths forward would be the most useful.

Commissioner Eyre asked for clarification on what office space was classified as. The students clarified that they classified it as commercial, whereas anything with sales tax was classified as retail commercial.

3) Discussion about creating an Environmental Sensitive Area (ESA) chapter in the Development Code

This item was prepared by Katie Bussell, and was not presented, as she was out sick.

4) Presentation of existing pylon sign statistics and discussion of existing sign regulations that allow flexibility for multi-tenant projects

Caden Petersen presented the item. He displayed a map of where pylon signs are located in the city. He defined a pylon sign as it is defined in code: something over 14 feet that usually includes an elevated sign cabinet. The standard maximum height allowed in code is 25 feet high with up to 200 square foot surface area. One pylon sign is allowed per arterial or collector street with frontage on commercial lots 3 acres or larger. Smaller lots may obtain signs if they meet certain requirements. Signage must be architecturally compatible with the development, and electronic displays on signs may only use up to 50% of the surface area.

Commissioner Kunze asked if I-15 was deliberately named in the city code, and if the code should be updated to fit a broader range of roads. Petersen and Kim Struthers agreed that code should be examined and updated. Commissioner Eyre mentioned that other roads don't have to be included, and that the city could limit signage to just along the I-15 freeway.

Petersen went on to explain that additional height is allowed for signs in certain situations. About 50% of the signs he looked at were granted these height exceptions. There were some special outliers, like the sign for the Outlets at Traverse Mountain (it is the largest sign in the city at 100 feet tall).

Commissioner Eyre shared his frustration at having applicants almost always ask for the maximum height allowed in code, currently 75 feet. He asked where the number came from. Petersen explained that signage along the road was already in place before the code was amended to be more robust, and that the existing signs seem to have set the standard, as far as his research was able to tell him.

Commissioner Kunze asked if comparisons to similar sized cities were made. Petersen explained that American Fork was also looked at. They, like Lehi, have a lot of monopole or 'kebab' style signs, but do not have large signs like the one for the Outlets. Commissioner Eyre shared his preference for the monopole as it is less obtrusive, even if it is an outdated design.

Commissioner Su'a-Filo asked if the area of signage was considered. Petersen hadn't been able to measure this due to the difficulty of getting specific information on older signs. He discussed the tradeoffs between a monopole vs the newer and more popular design of a multitenant sign.

Commissioner Jackson shared that he doesn't feel that the restrictions given in code are defensible. He would like to know how the numbers were decided and why the maximums were selected. It is difficult for the Commission to defend the code if they are unsure of the purpose. He asked Petersen and staff to look into it.

Commissioner Kunze shared her desire to move away from tall signage throughout the city. She argued that with cell phones and GPS being near universal technologies, signage isn't the primary way people find locations anymore. Caden Petersen noted for the council that old signs aren't coming down, so new signage is forced to compete with them. Commissioner Jackson agreed with Commissioner Kunze, but worried that the argument would be countered quickly and easily.

Mike West didn't know of any strong reasoning for the maximum height, and zoning regulations are usually based off a rational reasoning test. The idea of the sign code was to only raise the sign as high as the road for visibility.

Commissioner Jackson reiterated that he would prefer to have hard reasoning for the optimal sign height, rather than a rational reasoning test. Commissioner Jones recommended looking for a study that tracks how large a sign's surface area should be in relation to a car's speed. Commissioner Su'a-Filo agreed that the code should be based more in data and study-supported information.

Commissioner Eyre asked staff to look at a breakdown of square footage in relation to height. Petersen shared the information he currently had with the commissioners.

Commissioner Eyre acknowledged his strong opinions on signage. He would like to see the sign code updated to focus more on wayfare and human interaction rather than on vehicular traffic.

The commission discussed the approval process for the EV Auto sign.

Commissioner Eyre discussed his experience in Rio de Janeiro. There was a massive move to remove signage, which was previously around in excess, and the beautifying effect had a major impact on him and his opinions on signage.

Jacob Curtis explained that the sign code needs an update, which is why this information was brought before the Commission. One change staff has planned is to make pylon signs a permitted or staff approval item if they fall within height and area requirements. Currently all pylon signs are conditional uses. Commissioner Jackson asked that the new requirements be based in hard data, and agreed that disincentivizing people to come before the Commission is a good direction to move in.

As far as staff is aware, the current code is based on planning best practices and other city codes. Curtis asked if the Commission wants staff to do their own study. Commissioner Jones asked them to put out feelers for existing studies first.

5) Adjournment

The next meeting will be on April 23rd and will be held in the Council Chambers in the new Lehi Civic Center located at 131 N. 100 E., Lehi, UT 84043.

Commissioner Su'a-Filo mentioned a sign rule recently passed in Hawaii limiting the height and size of signs that may have an attached study. He recommended staff look into it.

With no further business to come before the Planning Commission at this time, Commissioner Jackson moved to adjourn the meeting. Commissioner Kunze seconded the motion. The motion passed unanimously. The meeting adjourned at approximately 6:58 p.m.

Approved: May 14th, 2026

Attest:

Commissioner Tyson Eyre
Commission Chair

Kate Morgan, Deputy City Recorder