

Lindon City General Plan

Adopted November 15, 2011



View from Mt. Timpanogos foothills overlooking Lindon and Utah Lake.



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General Plan

INTRODUCTION

Lindon City is situated between the developed communities of Orem and Pleasant Grove, and, as such, provides some of the last open areas in metropolitan North Utah County. Lindon City Officials have recognized that with this development serious responsibilities will come, as well as great opportunities to guide future growth in the City. If future growth is well guided, Lindon City can preserve its country charm and maintain a sound tax base while making the City a better place to live.

LEGISLATIVE AUTHORITY AND PLAN PREPARATION

Lindon City has legally prepared and adopted the following General Plan in accordance with local and State requirements. The General Plan will be a guiding document that the Planning Commission and City Council will implement during planning and development functions and apply to other long-term goals and guidelines.

In the spring of 2010 a 'General Plan Committee' made up of citizens throughout Lindon was formed to evaluate the plan and the future needs and desires of the community. As part of their review of the plan they wanted to ensure that their ideas and recommendations for changes to the plans were consistent with broad community ideals. The committee gathered citizen input on these issues through completion of a community wide survey.

The City collected responses to the survey over a 6-month period (between July and December 2010) and received 730 completed surveys. The survey data and findings were presented to the public in an open house held on November 30, 2010. Results from the survey validated the General Plan committee's direction on the issues which they felt were most important in the plan. Results from the survey are available in the Lindon City Planning Department. During multiple public hearings on the General Plan



Nov. 30, 2010 General Plan open house.

during the 2011 calendar year, suggested changes and updates recommended by the General Plan Committee were evaluated by the Planning Commission and City Council, with final adoption occurring on November 15, 2011.

IMPLEMENTATION

This plan is to be used as a guide for the decision-making process and should remain flexible enough to allow decisions to be made that are in the best interests of Lindon City. The Plan, if followed, will encourage economic growth without adversely impacting the overall character of the community. As a guide, it is important that the recommendations contained in this document are followed by the policy and decision-making organizations. Although this information must be considered as general, it represents an important perspective that will help direct future planning decisions. Land use decisions must be made on a case-by-case basis. These decisions must carefully consider how each use relates to the community's goals, objectives, and guidelines, as well as the Land Use Plan and its overall impact on adjoining properties.

Long-range neighborhood stability will require a continuous effort by the City, property owners, and neighborhood residents to maintain and improve all elements of the city. The City must assume responsibility for maintaining the public infrastructure, such as streets and sidewalks. Property owners and residents must assume responsibility for maintaining private properties. Private property maintenance is the single most important factor in evaluating the quality and desirability of a community. Zoning regulations, infrastructure improvements, etc. are only supportive to private property owners' maintenance responsibilities.

DYNAMICS OF THE GENERAL PLAN

This General Plan is not intended to be a static document. It is to be used as a guide to identify where certain types and densities of land use should be located. Within the intended five to twenty (5 to 20) year lifespan of this plan, it will likely require some updating or amending. These can be initiated by the Planning Commission, the City Council, or the Public. The process for drafting major updates or amendments is the same as for developing the original plan.

HISTORY

Established in 1850 as an outgrowth of Pleasant Grove, the settlement was originally known as Stringtown because the houses were built along a single road, State Street. An old Linden tree growing in the town in 1901 inspired the current name. The spelling of the town was changed when approval was received from the Federal Post Office for a mail drop at "Lindon."



Lindon Amusement Hall, 1906. This building was located at approximately 180 N. State Street, just north of the current Lindon City Center offices.

The town of Lindon, located between the cities of Pleasant Grove and Orem, became incorporated in April, 1924. The articles of incorporation, which also described the Town Limits, noted that the population was "458 souls," with 169 electors. It encompassed approximately three and one-half square miles. It appears that the Town was incorporated as a legal device through which it could bond to finance a culinary water system.

By 1950, the population had increased to 801 persons, and the US Census classified Lindon as a Third Class City. By the Census of 1960, the population had increased to 1,150. By 2000 the population had reached 8,300 and the estimated April 2010 Census population is 10,070.

THE GENERAL PLAN ELEMENTS

Lindon City's General Plan has six main elements, or principle sections, as follows:

1. Land Use,
2. Moderate Income Housing Plan,
3. Public Facilities,
4. Parks & Trails,
5. Environmental Planning,
6. Streets and Transportation.

All six elements must be integrated, adjusted, and made to harmonize with each other. When this is done, the end product becomes a general plan.

An important part of the Lindon general planning program is the preparation of community goals and objectives which indicate what direction this community would like to take for the future and provide a framework for specific recommendations regarding the General Plan.

COMMUNITY VISION

It is Lindon City's community vision to provide for a strong, positive civic image and identity within a clean and attractive physical setting which seeks to preserve a high quality, open, rural living atmosphere which is also receptive to compatible services and amenities provided by some elements of urban living.

The Objectives of this Community Vision are to:

1. Recognize and promote Lindon as a dynamic Utah County community with a distinctive rural environment consistent with its traditional, family-oriented values.
2. Promote Lindon as a regional center for technology, commercial, and industrial facilities with excellent accessibility and a high quality business environment.
3. Organize and develop land use areas to take full advantage of Lindon's strategic location in regard to the major rail, highway, and air amenities.
4. Preserve, protect and enhance the historical, cultural, and natural resources of the community.
5. Maintain the quality of existing and future neighborhoods and land use areas within the City through preservation of animal rights, community beautification, improved parks & trails, and other pursuits relating to provident living, recognizing all segments of our community (age, economic status, etc.).
6. Channel future growth and development into areas that can be efficiently and effectively served by public infrastructure and facilities.
7. Ensure that new development is of high quality and reflects quality architectural and site design standards consistent with its particular use and location.
8. Promote intergovernmental cooperation and communication regarding issues of future development within and around Lindon City.
9. Protect and maintain the rights of Lindon City residents to own and possess on their property, as is appropriate for property size, farm animals such as horses, cows, chickens, pigs, goats, sheep, etc., as well as cats and dogs; and provide these same rights to new residential developments.
10. Consider and provide for efficient public safety services either through a Lindon City Public Safety Department and/or contracting services from neighboring municipalities.

LAND USE

LAND USE

INTRODUCTION

When Lindon City was settled in the late 1800's, it was settled under a different settlement policy than the other cities in Utah County. Instead of being located on a natural stream, the City of Lindon was established on table land away from natural streams. Water had to be diverted from its natural channels onto the land. Also, instead of building houses in a central cluster, houses in Lindon have been built individually and in small subdivision clusters throughout the entire municipality. This has resulted in a rather evenly but sparsely built community having relatively long utility and service lines in comparison to the number of buildings.

LAND USE TODAY

Today there are approximately 5,488 acres of land within the City limits, of which approximately 1,950 acres are zoned for residential purposes; ~1,080 acres are zoned for commercial uses; ~820 acres are zoned for the purpose of industrial activities; ~85 acres are zoned research & business; ~100 acres are zoned for public facilities; and ~1,525 acres are zoned for recreational mixed use (open space). Out of the 3,960 acres zoned for development, approximately 2,780 acres (70%), has been built on for residential, commercial, or industrial uses.



View looking west over Lindon and Utah Lake from the Mt. Timpanogos foothills. (2008)

POPULATION FORECASTS

Population forecasts indicate that the number of people in Lindon will be approximately 13,100 by the year 2020. Total-build-out population estimates for Lindon City show a maximum population of about 15,000 to 17,000. Lindon City's

future growth is restricted by the mountains, the lake, and the boundaries of adjoining cities. Lindon's estimated 2010 Census population is 10,070.

LAND USE CATEGORIES

The Land Use element of the Lindon General Plan encourages the orderly and efficient distribution of land uses in the City. A full range and mix of land uses are provided within the city: including residential, commercial, industrial, and open space.

Residential Land Uses include a range of residential classifications including low, medium, and high density. Density is expressed in dwelling units per acre (DU/AC) for single or multiple family dwellings. Zoning regulations may allow in residential areas a limited number of non-residential uses, such as places of worship, neighborhood parks, schools, etc.

The goal of housing and residential areas in Lindon City is to provide a housing and living environment that supports and complements the unique rural quality and character of Lindon City.

Objectives of this goal are as follows:



R1-20 residential zone provides for single-family uses on ½ acre lots. (2010)

1. Maintain and enhance the pleasing appearance and environmental quality of existing residential neighborhoods by avoiding encroachment of land uses which would adversely impact residential areas (i.e. increased traffic, noise, visual disharmony, etc.) and by providing adequate screening and buffering of any adjacent commercial or industrial development including parking and service areas.
2. Consider flexibility in housing development design and density in the R3 zone.
3. Encourage creative approaches to housing development which will maintain and protect natural resources and environmental features.

4. Ensure that new developments in residential areas (including non-residential uses) provide adequate off-street parking.
5. Provide for the unique community needs of the elderly, disabled, and children.

These considerations yield three residential categories. (Colors refer to General Plan Land Use Map)

- *Residential-Low* (buff) 2 or less DU/AC: It is the purpose of this category to provide areas of low density residential neighborhoods of essentially spacious and uncrowded character to promote the benefits of an open, rural atmosphere, and to provide for areas where large animals are permitted. Includes area typically zoned as R1-20.
- *Residential-Medium* (yellow) 3.6 or less but greater than 2 DU/AC: It is the purpose of this category to provide areas of medium density, residential neighborhoods of medium sized lots. Includes area typically zoned R1-12.
- *Residential-High* (tan) greater than 3.6 DU/AC: It is the purpose of this category to provide modest amounts of high density, residential development. Includes area typically zoned R3 or R2-Overlay as further described below:
 - *R2 Overlay* (no color – affects all residential zones): This higher density residential development is to be spread throughout the entire community. The residential zones are divided into separate districts, with a specific number of multi-family units being allowed in each district based on a percentage of the land area in the district multiplied by the number of units allowed per acre. Accessory apartments are also regulated through this overlay zone. See Chapter 17.46 of the Lindon City Code for more details regarding high density in the City.
 - *R3* (tan): To allow for more affordable housing, as well as lower density housing traditional to Lindon, a higher density area is provided in the R3 zone. A major consideration of this development is to consider densities that make a portion of the development more affordable or more appropriate for the elderly, while maintaining as much of the character of Lindon as possible, including some larger lots, open space, rural character, compatibility with surrounding development/zones, and modest impact on city infrastructure. To enhance open space, while still allowing for somewhat greater densities, there should be allowance for some clustering and variable lot sizes.

Commercial Land Uses provide a variety of goods and services to the people who visit, live, and work in Lindon. It is the purpose of the commercial area to provide areas in appropriate locations where a combination of business, commercial, entertainment, and related activities may be established, maintained, and protected. Commercial use areas should be located along major arterial streets for high visibility and traffic volumes.



Retail businesses found within the CG zone along State Street in Lindon. (2010)

Whenever commercial uses are adjacent to established or planned residential areas, special care must be taken to ensure privacy and protect personal property. Methods of protecting residential areas by providing transitions and buffers between residential and commercial areas include increased setbacks, landscaping, restricted land uses, diversion of traffic, controlled noise or light, height limitations, and transitional land uses such as research and development office uses. (Colors refer to General Plan Land Use Map)

- *General Commercial* (pink): This category includes retail and service oriented businesses, and shopping centers which serve community and regional needs. Includes area typically zoned CG, PC-1, and PC-2.
- *Mixed Commercial* (violet): This category includes general commercial, low intensity light Industrial, and research and business uses. Includes areas typically zoned MC.

The goal of commercial development is to encourage the establishment and development of basic retail and commercial stores which will satisfy the ordinary and special shopping needs of Lindon citizens, enhance the City's sales and property tax revenues, and provide the highest quality goods and services for area residents. Objectives of this goal are to:

1. Expand the range of retail and commercial goods and services available within the community.

2. Provide for adequate access, off-street parking, traffic circulation, noise buffering, and other operational considerations within commercial areas.
3. Improve the image and appearance of commercial areas by adoption of specific design guidelines and possible improvement districts, especially along State Street, Geneva Road, 200 South, 600 South, 700 North and the freeway interchange off-ramp areas.
4. Promote new office, retail, and commercial development along State Street and 700 North.
5. Encourage development of commercial facilities, such as hotels, restaurants and vehicle-related services at transportation interchanges.
6. Carefully limit any negative impact of commercial facilities on neighboring land-use areas, particularly residential development.
7. Build upon existing commercial site design and development standards, including architectural design guidelines and guidelines for landscaping and signage, to express the desired overall image and identity as outlined in the Community Vision Statement.
8. Encourage safe and convenient pedestrian access to shopping and service areas.

Industrial Land Uses provide for employment and manufacture of materials which are essential to the economy of Lindon City. It is the purpose of this industrial district to provide areas in appropriate locations where a combination of research and development, manufacturing, and industrial processing and warehousing may be conducted. (Colors refer to General Plan Land Use Map)

- *Research and Development* (dark orange): This category is for areas of very light industrial uses with the character of a high-tech research park, corporate offices, and/or commercial uses which are compatible with surrounding properties. Depending on specific business activities, this type of development is viewed as particularly helpful for buffering between residential and other uses. Includes areas typically zoned R&B.



Technology businesses located in the R&B zone in Lindon. (2010)

- *Light Industrial* (light gray): This category is for areas where manufacturing, industrial processes, and warehousing uses not producing objectionable effects may be established. Some related retail uses are appropriate for this designation. Includes areas typically zoned LI.
- *Heavy Industrial* (dark gray): This category is for areas where heavy manufacturing industrial processes necessary to the economy may be conducted. Includes areas typically zoned HI.



View of industrial office / warehouse building that has been typical of recent developments in the LI zone. (2010)

The goal of commercial and industrial development is to promote employment opportunities, quality businesses, and environmentally clean industrial and technology development which will provide a diversified economic base and will complement local retail, commercial, and industrial establishments in harmony with the community's overall country image and identity as reflected in the Community Vision Statement. Objectives of this goal are as follows:

1. Encourage the development of high quality, aesthetically pleasing business park areas incorporating major landscape features.
2. Identify those areas most appropriate for business park development in future growth areas, such as major highway access areas.
3. Establish and enforce standards with respect to environmental concerns such as; noise, air quality, odor and visual.
4. Increase the city's business base in the technology sector, building on the existing base and growing technology infrastructure, and consider expanding the Research and Development zones.

Special Use areas include land use classifications that are distinct from the other major land use classifications. These uses include open spaces, public and quasi-public uses, and areas of significant environmental constraints which impact development. The locations for these activities are interspersed within residential and non-residential areas.

In some cases the City does not control the location of special uses, such as schools, major electrical transmission lines, and telecommunications infrastructure. The State and Federal Government can preempt local land use authority. However, the City will work with other jurisdictions and agencies on decisions regarding land

use. Any negative impacts, including visual impacts, should be mitigated whenever possible.

- *Open Space* (light green): The natural open space category applies to areas that will remain primarily as open space. This area includes State and Federal lands, and environmentally sensitive areas such as hillsides and wetlands. Includes areas typically zoned RMU.
- *Parks and Public Facilities* (dark green): This category refers to open space property owned by the city and designated for public use - primarily recreation (parks & trail systems) or public works and government facilities. Includes areas typically zoned PF.
- *Travel* (overlay – no color): The travel category is an overlay district to encourage and require appropriate land uses adjacent to freeways to ensure attractive and orderly views.

Hillside protection (overlay – no color): The hillside protection category is an overlay district east of the Salt Lake Aqueduct and other areas with a slope over twenty percent (20%). The purpose of the district is to protect sensitive hillside areas, to minimize soil and slope instability, erosion, downstream siltation, and to preserve the character of the hillsides.

Additional Land Use Interests:

Open Space Preservation has been identified as an important and valid community interest in order to maintain the rural characteristics and the existing ‘little bit of country’ ideals currently found within the city. Open spaces are considered to be a mix of undeveloped lands, farms and pastures, and lands available for parks and recreation. The city has been active in preserving various types of open spaces in the past (foothills, wetlands, trail corridors, parks, etc.) and seeks to continue this effort as a critical component necessary to maintain the character of the community.

The goal of the open space preservation land use interest within the general plan is to consider more proactive approaches to securing valued open spaces to be perpetually preserved throughout the community. Objectives of this goal are as follows:

1. Consider various methods for securing open space properties including soliciting land donations, exploring options for community approved open space preservation bonds, or appropriating money from the general fund.
2. Identify, where appropriate, land use development scenarios which provide opportunities for securing and perpetually preserving open space (i.e.,

payment in lieu of dedication, density bonuses, clustering of development, transfer of development rights, etc.)

3. Inventory open space properties within the city with critical open space areas evaluated and ranked in order of importance to the community. Although other opportunities for other open space preservation areas may arise, the inventoried priority areas should be the focus of city expenditures to purchase and/or preserve open space.

Beautification of streetscapes and public properties has been identified as a strongly desired interest within the community. Beautification may include activities such as increased planting of trees and flowers within public properties, installation of street lighting and planter areas along streetscapes, increased weed abatement, and/or increased landscaping requirements for non-residential developments.

The goal of the beautification interest in the general plan is to increase the aesthetic appeal and character of the city through visual enhancement of public spaces and streetscapes. The focus of beautification activities should be along State Street and 700 North, near gateway areas into the city, within existing parks, and within other priority areas such as the City Center Campus. Possible funding sources for the beautification efforts could be obtained through mapped RDA areas, merchant fees, sales taxes, or other programs intended to incentivize additional landscaping in non-residential areas. Objectives for this goal are as follows:

1. Promote increased tree plantings and flower / shrubbery planting along public streets. This may include increased landscaping requirements along street frontages or within parking lots that are visible from a public street.
2. Explore options to install functional, decorative street lighting along arterials and major collectors.
3. Increase tree plantings and flower / shrubbery plantings within public spaces (parks, city facilities, trail corridors, street corners, public streetscapes, etc.).

LAND USE GUIDELINES

The following land use guidelines shall apply city-wide.

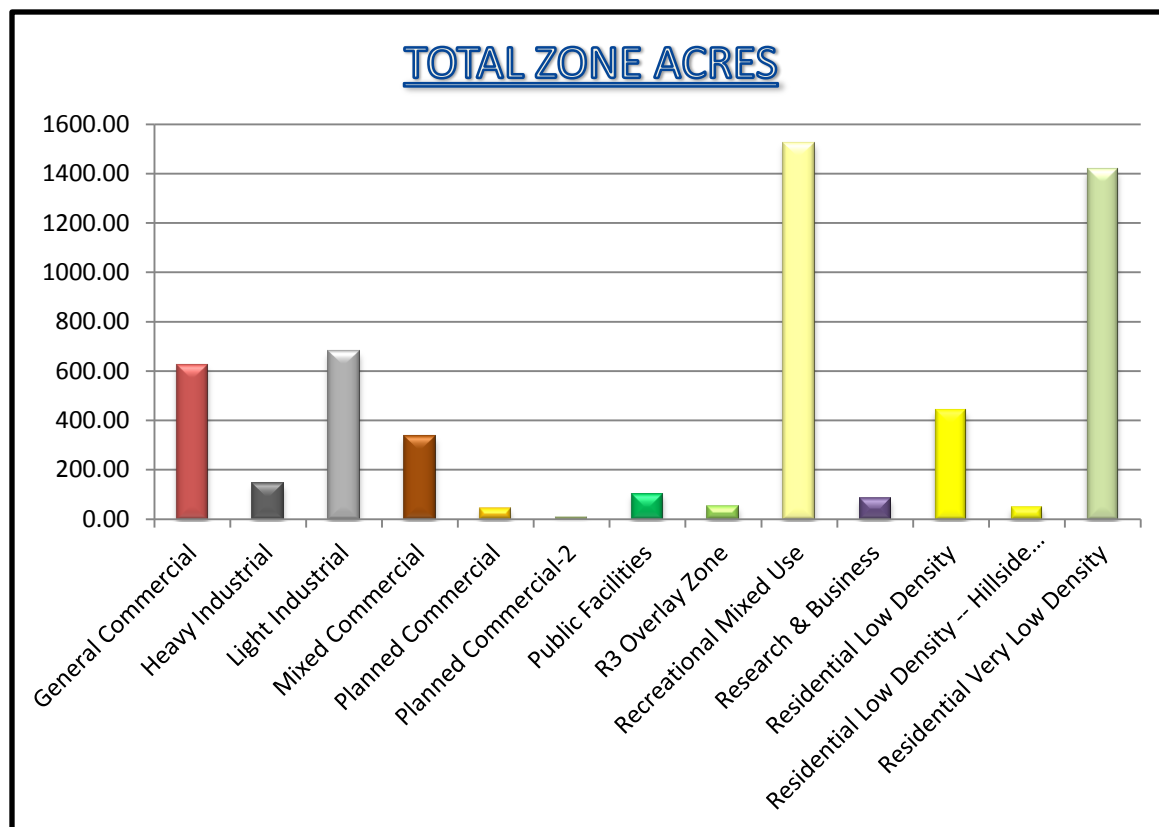
1. The identity of Lindon should be strengthened by land uses which contribute to the unique character of the community.
2. The relationship of planned land uses should reflect consideration of existing development, environmental conditions, service and transportation needs, and fiscal impacts.

3. Developed areas should be protected and revitalized by promoting new development and the adaptive reuse of existing community resources.
4. The Land Use Plan should provide for a full range and mix of land uses including residential, commercial, industrial, and special use areas.
5. A variety of housing types should be provided where appropriate, and innovative development patterns and building methods that will result in more affordable housing should be encouraged.
6. Transitions between different land uses and intensities should be made gradually with compatible uses, particularly where natural or man-made buffers are not available.
7. Growth should be guided to locations contiguous to existing development to provide city services and transportation in a cost-effective and efficient manner.
8. Development approval should be tied to the construction of primary culinary and secondary water, sewer, storm drainage, circulation systems, and other utility systems and should be in general conformance with the Utility Master Plans.
9. Density increases should be considered only upon demonstration of adequate infrastructure and resource availability.
10. An interconnecting trail system which is accessible to the public should be provided between city facilities, pedestrian centers, commercial areas, recreational areas, natural areas, and drainage ways.
11. Commercial and industrial uses should be highly accessible, and developed compatibly with the uses and character of surrounding districts.
12. Land use patterns should be encouraged that provide adequate off-street parking, reduce travel distances for employment and essential services, limit pollution, allow for alternative modes of transportation, and conserve energy.
13. Open space preservation should be a primary consideration when evaluating land use developments. The city should consider reasonable efforts, in line with the character of the community, to preserve and protect priority open space lands.
14. Beautification efforts (decorative street lighting, tree and planter installations, etc.) should be encouraged as part of new developments and as part of city re-development efforts of existing public properties and streetscapes.

DEVELOPMENT TOTALS BY ZONE

(Data from Summer 2009)

ZONE	TOTAL ZONE ACRES	UNDEVELOPED PARCEL COUNT	UND SQ FT	UNDEVELOPED ACRES	DEVELOPED ACRES	% BUILT OUT
General Commercial	621.35	160	13,293,627	305.18	316.17	51%
Heavy Industrial	144.03	18	2,397,989	55.05	88.98	62%
Light Industrial	679.01	144	7,384,515	169.53	509.48	75%
Mixed Commercial	334.12	164	12,045,236	276.52	57.60	17%
Planned Commercial	40.93	14	481,745	11.06	29.87	73%
Planned Commercial-2	6.17	2	150,911	3.46	2.71	44%
Public Facilities	101.38	25	371,420	8.53	92.85	92%
R3 Overlay Zone	51.36	154	805,553	18.49	32.87	64%
Recreational Mixed Use	1525.67	37	34,364,990	788.91	736.76	48%
Research & Business	84.82	7	530,675	12.18	72.64	86%
Residential Low Density	439.81	201	3,658,808	83.99	355.81	81%
Residential Low Density -- Hillside Overlay	45.47	25	808,306	18.56	26.92	59%
Residential Very Low Density	1414.05	447	9,436,661	216.64	1197.41	85%
CITY-WIDE TOTALS	5488.18	1398	85,730,436	1968.10	3520.08	64%
CITY-WIDE TOTAL W/OUT REC MIXED USE	3962.50	1361.00	51,365,446	1179.19	2783.31	70%
TOTAL COMBINED COMMERCIAL/INDUSTRIAL	1910.44	509.00	36,284,698	832.98	1077.46	56%
TOTAL COMMERCIAL	1087.40	347.00	26,502,193	608.41	478.99	44%
TOTAL INDUSTRIAL	823.04	162.00	9,782,504	224.58	598.46	73%
TOTAL COMBINED RESIDENTIAL	1950.69	827	14709327.74	337.6797	1613.01	83%



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MODERATE INCOME HOUSING PLAN

MODERATE INCOME HOUSING PLAN

INTRODUCTION

The availability of moderate income housing is an issue of City-wide concern. To this end Lindon City should provide a reasonable opportunity for a variety of housing, including moderate income housing, to meet the needs of people desiring to live in Lindon. Moderate income housing projects should be encouraged to allow persons with moderate incomes to benefit from and to fully participate in all aspects of neighborhood and community life in Lindon. This *Moderate Income Housing Plan* shall estimate the existing supply of moderate income housing located within the City, shall estimate the need for moderate income housing over the next five years, shall survey the existing residential zoning, shall evaluate existing zoning densities and how they affect opportunities for moderate income housing, and shall define Lindon's plan to provide for and encourage moderate income housing.

- "Moderate income housing" means housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income of the Utah County Metropolitan Statistical Area for households of the same size.

EXISTING SUPPLY OF MODERATE INCOME HOUSING

As of April 2010 Lindon City has approximately 2,404 residential dwelling units. Lindon has an estimated 488 multi-family housing units in the form of duplexes, triplexes, fourplexes, townhomes, condominiums, and accessory apartments. The vast majority of these units are rentals. (For the purposes of this section, it should be noted that many of the multi-family housing units would not fit the definition of moderate income housing at current market valuations.)

Lindon has an estimated 1,916 single-family homes. The City estimates that up to 10% of these homes would fit the definition of moderate income housing if sold on the open market. This estimate would provide single-family housing for approximately 191 moderate income families.

ESTIMATE OF NEED OF MODERATE INCOME HOUSING OVER THE NEXT FIVE YEARS

Lindon's estimated population in April, 2010 was 10,070. Given the slow economy and depleted housing market in 2010, and based on a very conservative growth rate of 1% per year, Lindon will add 503 citizens over the next 5 years increasing the population to approximately 10,573 persons. This equates to 117 new households based on an average household size of 4.3 individuals (per 2000 Census).

The R-2 Overlay districts have a total remaining capacity of 81 units. When adopted, the R-3 ordinance required that a percentage of the single-family and retirement

units constructed within the zone must be sold at moderate income sales prices. The single-family moderate income units have all been sold, but none of the moderate income retirement phase units have yet to be sold. This remaining amount of required moderate income retirement homes equals 16 units. This equals a total of 97 future moderate income units made possible through the R-2 overlay and R-3 zone. This figure does not take future accessory apartments into account that exceed the R-2 Overlay District allotments – which could also qualify as moderate income housing.

Past records from Utah County indicate that approximately 30% of the residents in the County have an annual income that falls within the moderate income range. By calculating 30% of the estimated 117 new households that will be created in Lindon over the next five years, the City would need to allow for approximately 35 moderate income housing units over the next five year period. Given these estimates, it appears that the 35 units are clearly allowed for by the Lindon City R-2 overlay and R-3 zoning ordinance - which have potential for 97 possible units as discussed above.

SURVEY AND EVALUATION OF EXISTING RESIDENTIAL ZONING

Currently residential areas within Lindon City are zoned into four different zoning districts. These are:

1. R1-20 Zone – Allows single family homes on 20,000 sq. ft. lots or greater. Currently 26% of Lindon is zoned R1-20.
2. R1-12 Zone – Allows single family homes on 12, 000 sq. ft. lots or greater. Currently 9% of Lindon is Zoned R1-12.
3. R2 Overlay – Overlies both the R1-20 zone and the R1-12 zones and allows for up to 4 units per acre (prior to 2005, up to 6 units per acre were allowed). The R2 Overlay consists of all residential zones (35% of the city land area) and also applies to the R3 zone area (1% of the city land area).
4. R3 Zone – Allows single family dwellings on higher density lots (averaging 10,000 sq/ft) and retirement oriented housing units at an approximate density of 5.5 units per acre. This zone accounts for 1% of the city land area.

Through a creative approach using owner-occupied accessory apartments, the R2 Overlay Zone, and the R3 Zone, Lindon has provided opportunities for the development and construction of accessory apartments, single family homes, twin homes, town homes, triplexes, and planned unit developments in residentially zoned property in Lindon. The purpose and intent of this zoning plan is to vary densities and spread multi-family units throughout the community. This provides affordability as well as diversity in housing stock. No single area is zoned exclusively for multi-

family units. R2 overlay units can be developed in all residential zones assuming they meet the requirements and development standards of the ordinance. In addition, Lindon currently has 9% of the city zoned R1-12 which allows 12,000 sq. ft. lots and 1% zoned R-3, which allows for 10,000 sq/ft average lot sizes. These zones may be able to consist of smaller, more affordable lots.

Lindon City has also adopted ordinances to provide an opportunity for the construction and development of housing for the elderly, physically and mentally handicapped, and juveniles.

Through this established zoning plan it is Lindon's goal and policy to provide for a realistic opportunity to meet the moderate income housing needs of those desiring to live and participate in community life in Lindon.

PLAN TO PROVIDE FOR AND ENCOURAGE MODERATE INCOME HOUSING

Lindon City shall continue to allow and permit owner-occupied accessory apartments in all single family homes which are not part of an R2 Overlay project. This policy will promote the maintenance of existing accessory apartments in Lindon and encourage the construction of new apartments to provide an opportunity for low to moderate income residents to live, work, and participate in community life in Lindon.

Lindon City also understands the need to provide opportunities for home ownership for moderate income residents in Lindon. To this end Lindon has developed the R2 overlay ordinance and the R3 zone – which provides opportunities for multi-family units to be constructed, smaller lot sizes to be created, accessory apartments to be established, and moderate income sales to be required.

In addition, Lindon will consider the use of the following tools and techniques to provide opportunities for affordable single family and multifamily moderate income housing. These are:

1. Rehabilitation of existing underutilized housing stock.
2. Infrastructure expansion and rehabilitation that will facilitate the construction of moderate income housing.
3. Consideration of waiving construction related fees generally imposed by the municipality.
4. Utilization of state or federal funds or tax incentives to promote the construction and rehabilitation of moderate income housing.
5. Utilization of programs offered by the Housing Authority of Utah County within that agency's funding capacity as well as other public, private and non-profit housing agencies.

6. Utilization of affordable housing programs administered by the Department of Community and Economic Development and the Department of Housing and Urban Development (Federal Government).

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PUBLIC FACILITIES

PUBLIC FACILITIES

Public facilities represent the public's investment in the development of the complex, urban infrastructure that is necessary to support the physical operation of the city. The Public Facilities element is a plan for municipal utilities, public structures, properties, and measures required to meet the needs of the community. It is an important part of the General Plan, and, periodically, it must be reviewed and updated within the context of all other plan elements and against the broader context of changing economic, social, and political standards of the city.

Lindon's investments in public facilities are designed to respond to the identified needs of both the existing population and the forecasted population.

The annual capital budget provides for financing the construction of immediate projects for the current fiscal year; the 5-Year Capital Improvements Plan sets priorities for establishing and financing projects during the five (5) succeeding fiscal years; and the Public Facilities element of the General Plan presents a longer term, more comprehensive view that addresses the existing infrastructure of the community and addresses projected needs over the next 20 years.

The location, size, timing, and financing of major streets, water and sewer systems, drainage systems, parks and playgrounds, police and fire stations, and other public facilities must be planned well in advance of their construction as a means of minimizing their cost, optimizing their usefulness, and maximizing their public benefits and private sector support.



Shown above: Secondary water reservoirs that are part of the pressurized irrigation system.

Each year, a Capital Budget is approved by the City Council for incorporation in the City's spending program for the coming fiscal year. Every 5 years each utility Capital Improvements Plan (CIP), or Utility Master Plan, is reviewed and updated.

Each updated CIP incorporates the changes that have been determined as necessary to satisfy the most current capital investment needs of the community.

The interlinked features of the Public Facilities element, Capital Improvements Plan, and Capital Budget provide a broad perspective of the existing and planned infrastructure of the community. This enables decision makers in the public and private sector to anticipate and prepare for future development.

The plans in this document are based upon standards and levels of service necessary to meet the needs of the Lindon population as forecasted by the Lindon Planning Department for year 2030. Projected locations of facilities described in this Public Facilities element are generalized rather than site specific. Future development plans will determine the final timing, location and size of facilities.

The goal for community facilities and services is to have a system of community facilities which provides for the efficient and effective delivery of high quality public services to Lindon residents and businesses. Objectives for this goal are to:

1. Provide effective police, fire, and emergency medical services within the City.
 - a. These services can be provided in cooperation with other governmental entities.
 - b. The City should maintain either (i) independent services or (ii) equal or proportional administrative control in policy, administration, and financing of such services.
2. Provide and ensure adequate public water supply (culinary and secondary) and distribution systems to serve the needs of the City.
3. Provide and ensure an adequate sanitary sewer system, including cooperation with Orem City for water treatment services.
4. Provide and ensure an adequate storm water drain system and work with neighboring communities to coordinate these efforts.
5. Ensure that development does not overtax utilities and other infrastructure and that new development or expansion provides all utilities required for that development.
6. Provide and ensure adequate refuse collection.
 - a. Promote recycling of waste and use of recycled materials to the extent it is economically feasible.

- b. Promote the viability of the North Pointe Solid Waste Special Service District, and require refuse disposal at that site.
- 7. Promote infrastructure development—including that which supports technology services—to City homes and businesses, at least including electrical, communication, data, voice, and video.
 - a. Promote development which enhances breadth of services and competition.
 - b. To the extent possible, require infrastructure placement and type which enhances the beauty of the community, usually underground.
- 8. Develop a long-term plan for maintenance and replacement of aging infrastructure and incorporate that plan into fiscal planning.
- 9. Seek new revenue sources and strive to establish stable revenue sources to be utilized in the continued provision of governmental services.
- 10. Provide other desired services and consider expanding the range and quality of City services as needs, desires, and resources permit to enhance the overall quality of life in Lindon.
 - a. Cooperate with nearby communities, other governmental agencies, and public and private agencies to accomplish this goal.
 - b. Provide assistance in accessing library services in neighboring communities and encourage enhanced quality and access to such services in the County.
 - c. Promote special facilities and services oriented toward the needs and desires of special needs groups within the community.
 - d. Periodically explore, through a process including citizen input of priorities and resources, expansion of City services, possibly including an expanded community center, senior center, or recreational center for activities such as education, performance, exercise, and meeting.
 - e. Acquire and otherwise preserve sites for future community facilities, including growth areas prior to new development.
- 11. Provide and maintain adequate sites and facilities for all City departments.
 - a. Ensure that all public sites and buildings are attractive and well-maintained, and that corrective maintenance is undertaken as required.

- b. Ensure that additions to public buildings and facilities are economically feasible and characterized by the highest possible standards of architectural design, landscaping, and site development.
12. Encourage the continued excellence of elementary and secondary educational services with the City. Work with Alpine School District, charter schools, and private schools in the selection of sites for new facilities and in the design, maintenance, and support services (e.g., traffic, secondary water) of schools.

CULINARY WATER RESOURCES

The Lindon culinary water supply consists of a combination of spring and well water. The water is stored in tanks and delivered throughout the city in a system consisting of multiple booster pumps, pressure reducing stations, transmission lines and distribution lines. The system is metered and is also the source of water for fire protection in Lindon.

The existing springs, wells and tanks should be able to physically deliver the water needed by Lindon in the foreseeable future. Some improvements to the transmission system will be required. As development occurs, water shares are typically dedicated (or cash equivalents are paid to the City) and improvements to the distribution system are made.

CULINARY WATER SYSTEM PLAN GUIDELINES

1. The Lindon Municipal Water System provides for the safe and efficient delivery of water to the community. The City of Lindon provides for and controls major production, storage, and distribution facilities within its water service area.
2. The City of Lindon encourages water conservation as described in the Lindon City Water Conservation Plan. Water and energy conservation measures should be incorporated in the planning, design, and operation of the system.
3. Private development participates in improvements to the major system through water development impact fees, construction of selected facilities, and the provision of additional resources.
4. Private development should provide all internal distribution facilities and water shares (or cash equivalents) necessary to serve individual projects.
5. Development should be contingent upon available resources, infrastructure, and the payment of a one-time water hookup fee based upon the development's annual water demand. In general, water distribution facilities

should not be extended outside the City's service area. Specific preliminary approval for each phase of a development proposal outside the City's service area should be contingent upon the demonstration of an assured water supply for the proposed build out population within the City limits.

6. All distribution systems within the city service area and city limits should be designed to be interconnected for emergency use and greater system reliability.
7. Private water improvements should be constructed to all applicable city standards and specifications.
8. The location and capacities of future reservoirs, water lines, and pumping stations should be guided by the city's current Culinary Water System Capital Facilities Plan and other considerations, such as the disruption of the natural environment.

SECONDARY WATER

Lindon City has developed a secondary water system to provide for pressurized



One of several secondary water facilities in Lindon. (2011)

irrigation water for landscaping and garden use. This system primarily utilizes the water which once ran in open ditches. The irrigation water is diverted from canals, regional reservoirs, and aqueducts to containment reservoirs where the water is pressurized and then distributed in pipes throughout most of the City. The pressurized secondary water system increases the life of the culinary system and eliminates the need for over-sizing the culinary system for summertime usage.

SECONDARY WATER SYSTEM PLAN GUIDELINES

1. The City of Lindon provides for and controls the secondary water system within its boundaries. The secondary water system provides for safe and efficient use of pressurized irrigation water (non-potable water) for irrigation of turf and other approved uses in the community.

2. Except for limited circumstances, new private development within the secondary service area is required to connect to the City's secondary water system.
3. Private development participates in improvements to the secondary system through secondary water development impact fees.
4. Private development provides all distribution facilities for the City's system to serve irrigation water to individual projects.
5. Policies should promote and encourage methods of keeping traditional Lindon City water shares within the City.
6. Private secondary water system improvements should be constructed to all applicable city standards and specifications.
7. The City should continue to develop new and improved systems to improve the quality of water distributed by the secondary system including working with neighboring municipalities on water quality issues, and it should educate and promote water conservation practices with Lindon City residents and businesses.
8. The city may consider extending the secondary water system to properties not within the service area.
9. Secondary water system improvements should be constructed to all applicable city standards and specifications and follow the Secondary Water System Capital Facilities Plan.
10. Considerations for additional housing and/or open space west of Geneva Road may be evaluated in terms of secondary water availability and the impact the lack of a secondary system may have on culinary water demands. The demand and feasibility of secondary system services west of Geneva should be explored as part of large development proposals.

SEWAGE

The City provides and maintains the municipal sewer collection system. Lindon contracts with Orem City for the treatment of sewage at a facility in western Orem. The facility is built to sustain current and future growth needs. The facility currently has a capacity of 12 million gallons per day. The city has contracted with Orem to participate in the future plant expansion. Orem & Lindon project this expansion will occur in about 2011. Lindon will need approximately 2 to 2.5 million gallons per day capacity at total build-out.

SEWER SYSTEM PLAN GUIDELINES

1. The City of Lindon provides for and controls the major sewer facilities within its boundaries. Through an agreement with Orem City, sewage is treated at a facility in Orem. The municipal sewer system provides for the safe and efficient collection, treatment, reclamation, and reuse of wastewater generated within the community.
2. The City shall engage in routine maintenance and improvements to the collection system to minimize infiltration, thus prolonging the life and capacity of the system.
3. Private development participates in improvements to the sewer system through sewer development impact fees, construction of selected facilities, and by providing additional resources.
4. Private development provides all internal collection facilities necessary to serve individual projects.
5. Development projects should connect to the municipal sewer system. Existing septic systems on lots shall be required to connect to the city sewer service when it is available and accessible.
6. Private sewer system improvements should be constructed to all applicable city standards and specifications and follow the Sanitary Sewer System Capital Facilities Plan. As part of this plan, standards shall be established to prevent infiltration.

STORM DRAINAGE

Lindon incorporates detention and retention basins, natural washes, ditches and storm drains into the city-wide storm drainage system. The City's location and topography necessitate receiving storm water from cities surrounding Lindon, and therefore requires storm water planning & coordination with other jurisdictions.

STORM DRAINAGE PLAN GUIDELINES

1. The City of Lindon provides for and controls the major storm drainage facilities within its boundaries. The municipal storm drainage system provides for the safe and efficient collection and conveyance of storm water generated within



A storm water detention basin maintained by Lindon City. Many basins serve dual functions as both public park green space and storm water control. (2009)

the community, from natural mountain drainages, and neighboring communities.

2. The City shall work with surrounding communities to assure that each retains its storm water that enters Lindon or, by mutual contractual agreement, provides for the resources to properly control storm water such that property is adequately protected.
3. Private development participates in improvements to the major system through storm drainage development impact fees, by construction of selected facilities, and by providing additional resources to assure adequate capacity.
4. Private development provides all internal collection facilities necessary to serve individual projects.
5. Development projects should connect to the municipal storm drainage system.
6. To the extent possible, drainage from new development should be less than the site's natural condition.
7. Washes should be retained in their natural condition unless storm water management facilities have been designated. Washes should be used for open space, trails, and recreational facilities as long as the natural drainage capabilities are retained.
7. Private storm drainage system improvements should be constructed to all applicable city standards and specifications and should follow the Storm Water System Capital Facilities Plan.

CITY BUILDINGS PLAN GUIDELINES

1. City service facilities should be provided to efficiently meet the administrative, public safety, maintenance, and cultural needs of the community.
 - Administrative offices should be located in the City Center.
 - Maintenance services should be administered from the Public Works Complex.
 - Police and Fire protection services are provided by the Lindon City Police and from the Orem City Fire Department. The City should plan for a new public safety building in the City Center area and should periodically consider the possibility of providing its own fire and EMS services (see objectives at the beginning of this chapter).

- The City should periodically evaluate existing facilities within the City Center campus that provide and support recreation & other community activities for citizens of all ages to see if demand warrants additional facilities or expanded services. (see objectives at the beginning of this chapter).
2. The City Center campus should be the primary focus for community activities and city administrative services.
 3. City facilities, especially those that citizens need to visit on a regular basis, should be grouped wherever possible.
 4. The design of City facilities should incorporate water and energy conservation measures and shall meet ADA accessibility requirements. City buildings should also provide for their own emergency power generation.



City buildings: The Lindon City Public Works facility and Lindon City Fire Station #1.

ELECTRICAL SERVICE PLAN GUIDELINES

1. All of Lindon City is included in Rocky Mountain Power service franchise area (formerly Utah Power and Light).
2. All new electrical distribution and service lines carrying less than 35kVs should be underground.
3. The visual impact of existing and proposed electrical transmission facilities should be minimized. Major electrical transmission lines should parallel existing transmission lines whenever feasible. The City of Lindon encourages

that future transmission line corridors avoid residential or high visibility areas, and that they align with open space or highway corridors where possible.

4. When feasible, new development on sites with existing overhead utility lines should be required to place such utilities underground. The City may consider assisting in such under-grounding projects, when 'off-site under-grounding' is required to complete the project, and such under-grounding will have substantial benefits to the beautification of the City.

EDUCATION FACILITIES GUIDELINES

1. The City of Lindon is committed to promoting quality education for all of its citizens.
2. The City should work with public & private schools to plan for and secure new school facilities that are within the city limits.
3. School site selection should observe the following criteria:
 - *Elementary Schools* should be located along local streets so that they are accessible but exposed to low volumes of traffic. They should be within walking distance of as many students as possible, and they should be sited in conjunction with neighborhood parks whenever feasible.
 - *Middle Schools* should be located along collector streets where they are accessible from relatively long distances.
 - *High Schools* should be located close to arterial streets in areas that can accommodate the activities generated. Facilities that will create a great deal of traffic, noise, or light should be located away from residences. Light for sports facilities should be shielded to reduce neighborhood impacts and to maintain a dark night sky.
4. Joint use of park, school, and library sites by the City and school district should be encouraged.
5. The character of schools should, to the extent possible, reflect the unique features and lifestyles of the surrounding neighborhoods.

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PARKS AND TRAILS

PARKS AND TRAILS

Parks should be provided to allow for a variety of recreational opportunities to meet the needs of all areas of the community. The planned park locations shown on the Lindon City Parks & Trails Master Plan Map (provided in this section) are generalized and will require additional study for final site determination. The parks in the community are separated into three main classifications:

- *Community Parks* concentrate a broad range of recreational activities for major portions of the City. Community parks typically contain 'destination' amenities such as pavilions, ball fields, rodeo arenas, tennis courts, etc. and are usually 4 acres or larger in size. Community Parks should be located so as to promote accessibility from the entire community, but should be designed so as to not have adverse impacts to residential areas (i.e., lighting, noise, etc.).
- *Neighborhood Parks* provide basic recreational opportunities, such as grassy areas, picnic, and playground facilities that are easily accessible to local residents.
- *Trail Head Facilities* should provide year round water and trail access for trail users. Some parking locations at trail heads should be considered. Also, after considering the surroundings and proposed use of the facilities, amenities such as benches, location markers, drinking fountains, or a small restroom may be provided.



Lindon City Aquatics Center and City Center Park baseball fields (2010). In the summer season of 2011, the Aquatics Center had over 60,000 attendants come through the facility.

EXISTING PARK FACILITIES

Existing Lindon City Parks are as follows:

Community Parks:

Lindon City Center Park. The City has a 16 acre park and playground located at 200 North between Main and State Streets. The park contains ball fields, a horse riding arena, pavilion & restroom facilities, and a concession building.

Creek Side Park. The City has a nearly 2 acre park on 100 South and 600 West Streets which includes a pavilion, restrooms, and a play ground.

Hollow Park. This 4 acre park is on 400 North at approximately 300 East. The City has developed this property into a neighborhood park with basic park and trail facilities including pavilions, playground, and restroom facilities.



Pavilion at Hollow Park (2009).

Pheasant Brook Park. This 10 acre park is on 800 West 400 North adjacent to the Pheasant Brook Subdivision. The City has developed this property into neighborhood park facility with a ball diamond complex, playground, pavilions, restrooms, and other amenities. Other baseball field improvements are planned for adjacent areas to this property. Additional property has been identified for future park expansion and the City should work with property owners to acquire the additional land.

Pioneer Park. This is a 4 acre park located at 500 East 150 South which includes a soccer field, 2 pavilions, a play ground, and a small pioneer home that was constructed using original stone materials from an 1860's Lindon home. When fully developed, the park is also planned to include tennis courts.



Replica of small pioneer home in Pioneer Park (2008).

Fryer Park.(formerly known as Orchard Park) This four acre park on the corner of 600 N. and Main Street is developed with grass and trees, with plans for some destination type amenities such as pavilions, perimeter trail, parking lot and restroom facilities.

Meadow Park. This park is located adjacent to the Proctor Ditch at the intersection of 1700 W 500 N and was constructed as part of a neighborhood subdivision development. The intersection is surrounded by public open space on all four corners. The largest two-acre area contains a playground and has space for future amenities such as a pavilion and drinking fountain.

Neighborhood Parks:

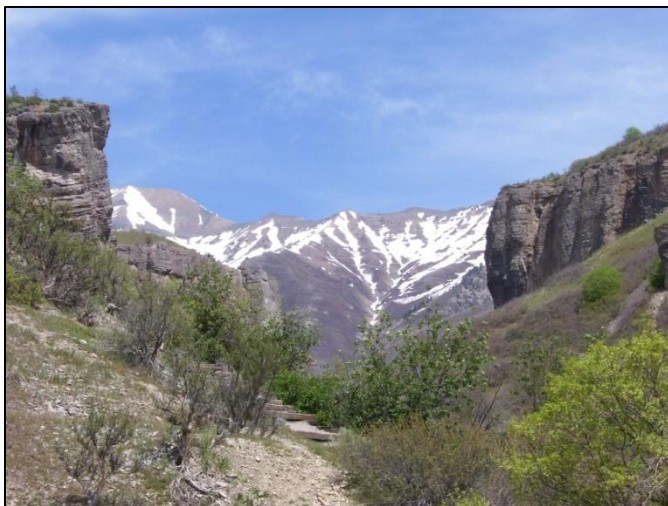
Panorama Park (Detention Basin). This is a one acre park at 140 North and 900 East Streets and provides picnic & playground facilities, and a basketball court.

Water Tank Park. This site is approximately one acre and consists of a grassy area around the existing buried water tanks. The site is accessible for picnic activities and is located on 835 East (at approximately 260 North).

Squaw Hollow Debris Basin Park. This debris basin located at 800 East 500 North is designed to protect down-slope properties from potential debris flows, but the site is well suited for a neighborhood park facility as a secondary use. The park consists of a trail, benches, 2 play areas, and will eventually have a small gazebo or pavilion.

Trailhead Facilities:

Equestrian Staging Area. Lindon City has constructed an equestrian staging area at approximately 1200 East and 140 North. This facility provides parking areas for horse trailers, on-site water, and trail access to Dry Canyon and Mt. Timpanogos. The site may continue to be improved with a few minor amenities and trees, and the trail head here should be more clearly identified and marked in the future.



Dry Canyon Trail leading east towards Mt. Timpanogos.

Dry Canyon Trail Head. Lindon City, the United States Forest Service, and the Utah Department of Wildlife Resources have jointly created a trail head facility and parking area at the mouth of Dry Canyon. The Dry Canyon Trail connects to the Bonneville Shoreline Trail and the Great Western Trail which ends near the border of the Mt. Timpanogos Wilderness area. Joint efforts between the city and the Forest Service are used to maintain the parking and restroom facilities at this site.

FUTURE PARK PROPERTY AND PARK PROPERTY UNDER DEVELOPMENT

Future Community Parks:

Geneva Resort Park. The City owns approximately 17 acres of property adjacent to the Lindon Marina. This property will be improved in the future to accommodate a sports facility complex. The City should work with the property owners of the Lindon Marina to pursue upgrading the Marina to a full service facility on Utah Lake. The City should also work with the Solid Waste District to convert the landfill into a recreational area.

Westside (Anderson) Park. The City has identified this area for a future park of approximately 20 acres in size to accommodate leisure, recreational and sports complex uses. The park may also be designed with water features for water detention or secondary water storage for future land uses on the west-side. Lindon City should work with property owners to acquire the ground for such a facility in this area.

Keenland Park. Lindon City recognizes a need to create a 3 to 5 acre park facility on the Lindon Bench area east of the Murdock Canal to accommodate the recreational needs of residents in this area of town. Lindon City should continue to work with property owners to acquire ground for such a facility in this area.

Murdock Canal Park. The Murdock Canal is being piped in 2011-2012 with plans for a regional trail to be constructed over top of the buried canal. Lindon has identified areas that may be improved with turf for simple amenities such as benches and exercise stations.

Future Neighborhood Parks:

Willowbend Park. Lindon City has acquired a 1-acre parcel adjacent to the Lindon city trail system next to the Murdock Canal Trail which should be developed into a park setting providing picnic and rest areas for trail users. This park area is located at approximately 140 North 800 East.

Future Trailhead Facilities:

Lindon View Park – This two acre park area is located adjacent to the Murdock Canal (Provo Reservoir Canal) at about 800 E 300 N, and is an ideal location for the principle Lindon trailhead facility along the future Provo Reservoir Canal Trail. Future amenities should be designed to accommodate trail users and may include a parking area, restrooms, benches, drinking fountain, and potential pavilion.

Bonneville Shoreline Trail (B.S.T.) Nature Park – This park area is located adjacent to the existing Equestrian Staging Area on 1200 East and will have the Bonneville Shoreline Trail cross through it. The site should be developed with minimal

amenities and a primary goal to leave much of the sloped areas in a natural state. A small pavilion, trailhead markers, and picnic areas along the trail may be considered here.

PARK AND RECREATION GUIDELINES

1. The City should be proactive in expanding, developing, and maintaining its park system. The City should plan for four (4) acres of parks and trails for every 1000 residents.
 - Acquisition of land should occur as early as possible to help assure availability, affordability, and preservation.
 - A committee or committees to promote park, pathway, and trail facilities should be established and on-going.
 - Parks should be located to enhance unique landmarks, including historical sites and buildings, and environmentally significant areas. Sites with unique open space and scenic values should be a focus of public acquisition efforts.
 - Natural areas, floodplains, forested areas, meadows, wetlands, and other important environmental features should be preserved as open space resources.
 - Open space dedicated for safety and ecological purposes (such as detention areas) may be secondarily used as parks so long as the primary use is not diminished.
2. The character of parks should reflect the unique features and lifestyles of the surrounding neighborhoods.
3. Private development participates in park, and trail development through park impact fees, dedication of land, and/or construction of facilities.
4. The City should encourage neighbors to cooperatively develop neighborhood play parks which may then be turned over to the City to be maintained as part of the City Park System.
5. Convenient access to public park sites and recreational areas should be ensured.
6. An active municipal role in providing youth-oriented recreational programs and services should be maintained, to include areas for field sports (e.g., baseball, soccer), multipurpose courts, picnic areas, playgrounds, and pavilions.

7. Close cooperation between the City, public and private schools, public agencies, community groups, volunteer organizations, business and industry should be continued in the provision of recreational services. For example, supplemental recreation opportunities are available at most school sites. Joint use of park and school facilities and recreational activities should be encouraged.
8. Linear Parks/Trails should be maintained and expanded along streams, creeks, easements, and rights-of-way, i.e. Hollow Water Source, Proctor Drainage Ditch, Battle Creek and Grove Creek Drainages, Salt Lake Aqueduct, USBR Aqueducts, North Union Canal, Murdock Canal, etc.
9. Landscaping and forestry programs should, in coordination with relevant committees or boards, be continued and expanded on public property and along roadways, including the City Cemetery, secondary water reservoirs, culinary water storage facilities, Geneva Road, and State Street.
10. In addition to existing City funds, grants and outside sources of funding, the City should explore additional options for raising money to build and expand the parks and recreation system and/or conserve open spaces, including citizen supported bond measures.

TRAILS SYSTEM PLAN GUIDELINES



Lindon Heritage Trail as it crosses through City Center Park (2009).

The goal of planning for a Trails system is to provide the means to accomplish safe, free, and non-motorized movement throughout the community with facilities available for all the varied cultural, recreational, and leisure-oriented interests and pursuits of local residents, and that preserves the natural environment and enhances the unique rural character and quality of Lindon.

1. The trail system should allow for non-motorized multi-uses (i.e., walking, jogging, biking, equestrian, etc.) to have access to local, loop, and long distance trails. In addition to providing non-motorized movement throughout the city, it is recognized that the trail system serves recreational and exercise needs.

- Trails are typically defined as wide, hard-surface corridors easily accommodating bidirectional mixed use traffic. In certain circumstances and appropriate locations, other surfaces may be considered.
 - Trailheads should, as feasible, provide year-round water and shade for trail users, and may provide some vehicular parking.
 - Trail Crossings will allow for the safe crossing of canals and streets by all trail users, and include, but are not limited to, grade separations, such as bridges and underpasses.
2. Other than mountain trails in the Timpanogos foothills or within the open space along Utah Lake, multi-use trails should typically have a multi-use, hard surface. The sole use of gravel or other soft surface is not acceptable for multi-uses.
 3. Land development projects shall be encouraged to implement Trail system facilities improvements to the extent that trail segments can be significant or have good potential to tie into the larger trail system. Short segments of trail that are not connecting to other multiuse corridors and will only serve a localized neighborhood would also be encouraged if proposed as part of a development.
 4. Equestrian facilities, such as hitching posts, trailer parking, etc., should be provided along the regional trails and at major destinations.
 5. As development is proposed, staff will evaluate the need for supplementary trails to provide access to recreational amenities and the major trail network.
 6. Whenever feasible, parks should include perimeter walking paths.
 7. When roadway width allows, striping can designate a pedestrian / bike lane along the side of the road.
 8. The Lindon City Trails System shall be implemented as per the Lindon City Parks & Trails Master Plan Map.
 9. Where possible, neighborhoods and subdivisions should be connected with pedestrian access in the form of mid-block multi use trails.
 10. In addition to existing City funds, grants and outside sources of funding, the City should explore additional options for raising money to build and expand the trail system, including citizen supported bond measures.

ENVIRONMENTAL PLANNING

ENVIRONMENTAL PLANNING

Lindon City is located in north Utah County approximately 45 minutes south of Salt Lake City. Lindon City extends east to the Wasatch Mountains and the Great Western Trail and west to the Lindon Marina on Utah Lake. Lindon City shares a boundary on the south with Orem City and on the north with Pleasant Grove City. The mean elevation of the City is approximately 4,600 feet above sea level. There is a difference in elevation of approximately 500 feet between the higher land which is against Mt. Timpanogos on the east and the flat land that reaches out to Utah Lake on the west.



View of Dry Canyon and the Mt. Timpanogos foothills during the spring of 2010. This area is within the Lindon city limits and supports abundant amounts of wildlife such as elk, mule deer, moose, mountain goats, and wild turkeys.

CLIMATE

The climate is typical of the intermountain region with four distinct seasons which usually include hot, dry summers and cold, moist winters. Precipitation averages about fifteen inches (15") per year. Severe storms rarely occur in Lindon, and many days are relatively windless.

Monthly temperatures average about 75° Fahrenheit during the summer and about 28° Fahrenheit during the winter. The average frost-free period is about 150 days.

The accumulation of cold, dense air in the valley, capped by warm air above, occasionally creates fog in the winter time which sometimes lasts for several days, or until a low pressure system moves the fog out of the valley.

WILDLIFE, WETLANDS, AND HABITAT CORRIDORS

Lindon enjoys an abundance of wildlife in and around the City. Preservation of wildlife resources is of great importance to the City. Cooperation with state agencies to identify, inventory and protect critical wildlife habitat areas should occur. Known habitat areas should be mapped and protected from development activities.

The eastern portion of the City covers the Timpanogos foothills, which support many animal species such as elk, mule deer, moose, Big Horn Sheep, mountain goats, wild turkeys, etc. Some habitat and wintering areas for these animals have been identified by State and Federal agencies and should be mapped on City environmental inventories.



Wild iris and cattails in bloom along the Lindon Hollow Creek wetlands.

The western border of the City adjacent to Utah Lake has significant wetland habitat areas that support beaver and other water dependent animals, birds of prey, waterfowl, amphibian and fish habitats. This wetland area includes a 102 acre wetland bank owned and operated by UDOT and wetland habitat areas along Lindon Hollow Creek. The area should be carefully managed and protected in cooperation with Utah County, State & Federal

agencies, the Solid Waste District, and individual property owners.

Additional wetland nodes and wildlife corridors along stream and ditch channels throughout the City support substantial small-animal and avian species and may be considered for protection and/or restoration in the future. Riparian setbacks for wildlife protection may be considered along these corridors and nodes.

SOILS

According to the Natural Resources Conservation Service (NRCS) studies, soils near the northwest corner of the City and those in the south part, east of State Street

on the bench, are in production capability classes I and II. These soils have only slight or moderate limitations for cultivation. Those on the extreme east side are in classes VI and VII, and are not suitable for cultivation. The remainder of the soils on the east side are classes III and IV, and have severe limitations for cultivation. The soils in the west part and on the extreme east part have severe limitations for foundations. Soils in the southeast part of the City have moderate restrictions for foundations. The remainder of the soils in the center of the City have slight restrictions on foundations. Soils on the west side are poorly drained. All other soils are well or moderately well drained.

Given these characteristics, the City should continue to require individual reports for foundation construction by certified engineers or engineering geologists. Potential problems with foundation settling and high groundwater concerns should continue to be reviewed in the subdivision, site plan, and building permit processes.

HILLSIDES

Areas on the east side of the City, east of the Salt Lake Aqueduct, have development restrictions associated with the slopes in the area. Lindon City has adopted a Hillside Development Ordinance which places restrictions upon development on slopes over twenty percent (20%). The City has been proactive in purchasing steep hillside areas and implementing plans to limit excessive development on steep slopes. The City should continue to be proactive in protection and/or acquisition of steep slope areas.

FLOOD ZONES

The City has several areas which are designated by the Federal Emergency Management Agency (FEMA) as being in a flood zone. FEMA determines areas that would be covered by a flood that has a one percent (1%) chance of occurring every year (100 year flood). These flood zones are located in the southwest area of the City by Utah Lake, in the Lindon Hollow following a natural drainage through Lindon City Center Park, and all along the east side of State Street. There are also flood zone areas in Dry Canyon, Sumac Hollow, Squaw Hollow, and Squirrel Hollow on the east side of Lindon. Development should avoid these areas, mitigate potential flooding hazards, or if necessary, construct the buildings according to FEMA floodplain elevation standards so as to reduce property damage and/or loss during flood events.

Specific ordinance changes should be adopted to reflect FEMA's current development recommendations for flood hazard areas. The City should ensure that development meets FEMA regulations and should establish goals to meet minimum guidelines for development & building construction under the National Flood Insurance Program (NFIP), so as to help lower costs of flood insurance for its residents.

Unless engineered to eliminate adverse impacts, excessive filling of flood plain areas should be discouraged or prohibited – so as not to displace the flood water onto other properties.

GEOLOGIC HAZARDS

Although Lindon's mountains are significant assets that help define the City's character, the land contains several hazards to people and property. Geologic hazards include rockfalls, fault lines and fault rupture zones, unstable slopes, flood related mud slides, subsidence, and foundation instability. The most severe hazards occur in mountainous areas because hazard potential increases with slope. Other soil hazards include collapsible soils, liquefaction, and a high water tables.

Citizens can avoid soil and geologic hazards by selecting construction sites that have been carefully evaluated by professional geologists or engineers. The study prepared by Kleinfelder, Inc. in October 2006 titled "Geological Hazards Evaluation and Plan, Lindon City Foothills Area, Utah County, Utah" should be used as a reference and guide for additional studies and further identification of hazards.

ENVIRONMENTAL PLANNING GUIDELINES

1. On the far east bench are areas of excessive slope which would not be conducive to building sites. The City should consider possible acquisition of key properties so as to prevent development on steep sloped areas and maintain hillside integrity with natural vegetation.
2. New land development shall consider wildlife habitat preservation in development plans. Homeowners and businesses should consider local wildlife when developing landscaping plans.
3. Development on the east side should minimize impacts along sensitive areas and scenic vistas consistent with continued implementation of the Hillside Ordinance.
4. The City may cooperate with the Department of Wildlife Resources (DWR), the National Forest Service, and other state/federal agencies to identify, inventory and protect critical wildlife habitat in the Timpanogos foothills and wetlands near Utah Lake. Existing wetlands may be inventoried and an ordinance may be written to protect and/or mitigate damage to wetland habitat areas within the City.
5. The City may establish riparian habitat setback standards for inventoried streams, wetlands, or habitat areas along ditches & canals.

6. The City draws significantly from groundwater through wells and springs. The City has created a plan for protection of these sites and should periodically update the plan as necessary to maintain the wellhead protection areas.
7. Lindon should engage in efforts to minimize soil and geologic hazards to people and properties, to include:
 - Plans for inventorying geologic hazards and implementing code standards to help mitigate or avoid such hazards.
 - Special review procedures and ordinances for building on hillsides or in other environmentally sensitive areas.
 - Requiring developers to identify and assess soils and geologic hazards prior to development.
 - Preparing construction guidelines for roads and other improvements on sensitive hillsides.
 - Regulations that limit development densities on lands that contain severe hazards or constraints.
 - Periodic monitoring of existing, known geologic slides or other measurable, active hazards.
8. The City should update existing floodplain ordinances and building requirements to be consistent with current FEMA standards & best floodplain management principles. Efforts to exceed minimum National Flood Insurance Program (NFIP) requirements, therefore lowering flood insurance for Lindon residents, should be pursued.

STREETS AND TRANSPORTATION

STREETS AND TRANSPORTATION

The Streets and Transportation section of the Lindon City General Plan (Transportation Plan) is designed to provide the goals and guidelines necessary for the planning of safe and efficient movement of people and goods in the City.

Transportation policies impact current and future land use and transportation planning. Through implementation of the Lindon City Street Master Plan Map, the Alternative Transportation Master Plan Map and applicable capital facilities plans, the City can ensure comprehensive and coordinated transportation planning efforts.



The current I-15 freeway expansion project through Utah County is projected to handle traffic demands through 2030.

STREET PLAN GUIDELINES

The primary purpose of the transportation plan is to balance future demands generated by the Land Use element with future roadway improvements, thereby developing a long-range transportation system plan which would efficiently support future land development.

The recommendations included in this plan represent street capital improvements that could ultimately be needed if Lindon's entire planning area is fully developed according to the General Plan Land Use Map. It is important to emphasize that the results do not necessarily suggest all needs in the next five, ten, or even twenty

years. Also inherent in a long-range projection is the potential for variation due to unforeseen economic, political, social, and technological changes.

Appropriate use of Lindon's long-range transportation plan should be to:

1. Secure rights-of-way prior to or concurrent with land development.
2. Determine if outlying potential development could degrade existing streets, and consider actions to limit or concentrate future land use densities, if required.
3. Anticipate long-range financial demands and search for additional methods of street improvement funding.

Thus, recommendations of the long-range transportation plan should be noted, but most actual improvements would be tied to future growth.

The street system should accommodate through and local traffic as designed on the Lindon City Street Master Plan Map. The following road classifications are found on the Street Master Plan Map:

- *Freeways* will be designed to safely handle very large volumes of through traffic. Direct access will be limited to widely spaced interchanges. Design, construction, and operations shall be provided by Utah Department of Transportation (UDOT).
- *Arterial Streets* act as main thoroughfares for traffic moving through the City. Full access to adjacent commercial and industrial land uses should be limited.
- *Collector Streets* provide for traffic movement between arterial and local streets, and are identified as Major or Minor collectors. Center left-turn lanes may be provided to allow for greater access and safety. Driveway access should be evenly spaced.
- *Local Streets, Private Streets, and other Public Roads* provide for direct access to adjoining land uses and for local traffic movement.

Alternative modes of transportation, such as mass transit and bicycle routes, should be accommodated as shown on the Alternative Transportation Master Plan Map. The Alternative Transportation Master Plan Map shows anticipated mass transit and bike routes that should be preserved and encouraged. Additionally, 'transit nodes' have been identified at intersecting transit routes where high levels of transit oriented activities are likely to occur. Ordinances should be adopted to protect and encourage future transit oriented opportunities (transit stops, transit parking, expanded transit services, bicycle and pedestrian accommodations/uses, etc.) within these transit nodes.

The goal of the transportation plan is to have a balanced circulation system which provides for safe and efficient movement of vehicles and pedestrians, reinforces surrounding land development patterns and other City priorities, and enhances regional circulation facilities. Thus, the plan not only promotes and ensures adequate traffic flow and pedestrian safety, but also geometric aesthetics, landscaping enhancements, storm water management, adequate off-street parking, rural charm, and etc., especially in new development areas. Where possible, and within reason, these improvements in existing local roadway areas are encouraged as well. Specific objectives for the circulation system include the following:

1. Planning and design:

- a. The City shall coordinate land use and circulation planning to:
 - provide for the land development opportunities created by major transportation routes and interchanges within and around Lindon;
 - ensure that decisions regarding future land development and roadway construction are closely coordinated and mutually supportive; and
 - ensure that the City retains overall control over the design and location of the major street system within future growth areas.
- b. Planning shall include design of an adequate thoroughfare system within future growth areas and designate sufficient rights-of-way prior to land development or through the plan approval process. Lindon coordinates with Mountainland Association of Governments (MAG) on regional transportation planning.
- c. Planning shall minimize localized traffic congestion and operational problems and ensure adequate access to and circulation around commercial and industrial areas, public facilities, and other activity centers. Streets in developing areas should provide for the free flow of traffic when the construction is complete.
- d. The City shall establish goals to improve the overall design and appearance of roadways within the community and to ensure that circulation facilities are designed and developed in harmony with adjacent land uses (e.g., treescapes along streets, park strips).
- e. Planning shall minimize non-local and commercial traffic within residential neighborhoods and shall provide for the safe and efficient movement of trucks and service vehicles within the community in a manner that does not adversely affect nearby land-uses.

- f. Planning shall ensure the provision of adequate off-street parking facilities for all settings.
- g. The City shall cooperate appropriately with other public and private agencies in the provision of convenient public transportation services within Lindon, and between Lindon and other destinations and may promote the development of such services, such as light rail or bus rapid transit, park and ride lots, bus stops, van share, etc.. Expanded services should be in general accordance with the Alternative Transportation Master Plan Map.
- h. Road alignments as shown on the Lindon City Street Master Plan Map are shown in approximate locations. Not all roadways required to access and/or develop all lands within the city are shown.

2. Street standards:

- a. All roadways in the community should have properly designed surfaces with drainage facilities which are in adequate condition.
- b. Through streets are encouraged.
- c. Existing streets should be upgraded (e.g., resurfaced, rebuilt, widened) to minimize congestion. Impact fees should account for upgrades that are required by new development. Private development participates in major street system improvements through street impact fees, dedication of land, and construction of facilities.
- d. Street classification should be determined by projected traffic volumes, desired operation speeds, projected traffic types, projected construction phasing, and location.
- e. Intersections should be located at intervals which maximize street capacities and provide necessary access. Warranted traffic signals should be installed as needed.
- f. Traffic calming should be designed into new development projects and the City should consider possible ordinance amendments to reflect preferred traffic calming measures, such as street trees, throating (chokers), additional striping, landscaped medians, etc. The City will provide for an on-going program to consider implementation of traffic calming improvements onto existing City Streets when deemed necessary.

3. Pedestrian, bicycle, and other standards:

- a. Street lighting shall be consistent with the intensity of adjacent land uses, aesthetics, and the need for public safety. Based on issues such as public safety & neighborhood concerns, the City should bring street lighting in existing developments closer to standards for new development.
- b. The City should provide safe for and convenient bicycle, pedestrian, and equestrian movement on designated sidewalks, trails, and striped road-side shoulders.
- c. Future studies for increased bicycle use and bike route designations should be conducted with specific implementation plans and policies adopted by the city.
- d. In areas with high pedestrian use or where safety is a significant concern (e.g., by schools) the City may promote sidewalks or trails beyond that provided by new development. Pedestrian signals shall be provided only at vehicular signal locations. Crosswalks are generally restricted to intersections. The City may utilize various methods, such as special improvement districts or City funded improvements in undeveloped areas with later assessment at the time of development.
- e. Policies concerning parking facilities are included in the City's Zoning Ordinance

THE NEXT STEP

THE NEXT STEP

The foregoing maps and explanatory matter constitute the General Plan for Lindon, but the plan is not self-executing. It is like a blueprint. It can only “sit on the shelf” until each public agency or person incorporates it into their individual programs.

After the General Plan has been adopted, the Planning Commission and City Council shall refer to the General Plan when making decisions pertaining to matters relating to physical development. Not only is it the responsibility of public officials to uphold the integrity of the General Plan, but they should adopt the policies and procedures of the plan and actively support administrative officials in their duties as they carry out the plan.

PLANNING: A CONTINUING PROCESS

It is recognized that a general plan is never really finished in the sense that a plan of a building is finished. Rather, a general plan becomes a repository for new and improved ideas which are assimilated and made part of an on-going program. As better solutions to problems become known, or as changes and unforeseen conditions arise, corresponding changes should be made in the plans. On the other hand, it should also be recognized that to make one change in a general plan may require many other changes to be made. This occurs because of the interrelationships that are inherent in general plans. What may appear to be a better solution to one problem, in and of itself, may call for other changes to be made which, in total, become unacceptable. Changes should, therefore, be made in the Plan only after the total effects have been taken into account.

IMPLEMENTATION MEASURES NEEDED

The following measures should be taken to implement the General Plan:

1. Continued revisions of the Zoning Ordinance should be designed to implement the Land Use section of the General Plan and other applicable sections.
2. Subdivision regulations should be revised as necessary and designed to implement the Land Use section and the Streets and Transportation section of the General Plan.
3. Preparation, adoption and maintenance of a long-range Capital Improvement Program (CIP) showing public facilities listed according to priority of need and indicating the approximate amount and source of funds.

4. Follow-through with suggested goals and guidelines as listed in each section of the plan.

INCENTIVE FOR PLANNING

Experience has shown that many rewards come to communities which prepare and implement general plans, especially when several communities are adjacent to each other. Plans can be coordinated, more “mileage” can be obtained from tax dollars, and more efficient use of physical, financial, and human resources can be had. The preparation and implementation of general plans can also serve as a prerequisite for federal aid for water supply and distribution works, sewage facilities and water treatment works, parks, libraries, streets, urban conservation programs, and public facilities and buildings. The most important reward, however, is that a community becomes a healthier, safer, and more wholesome place in which to live and rear a family.

GENERAL PLAN AMENDMENT REPORTS

Should there be any requests made by the public to amend the General Plan, the following reports, as appropriate to the requested change, must be filed with the City:

1. Culinary and secondary water report
2. Sewage treatment report
3. Traffic report
4. Storm drainage report
5. Geo-technical report
6. Fire protection report
7. Police service report
8. Educational services report

GENERAL PLAN REVIEW

Each section of Lindon City's General Plan shall be reviewed at least every five (5) years or as determined by the City Council. Review of the plan *may* be broken into various sections, so long as review of the entire document takes place at least every five years. An annual review schedule as follows is suggested:

Introduction, Land Use, Moderate Income Housing...	2014, 2019
Environmental Planning, Parks and Trails.....	2015, 2020
Public Facilities, Streets and Transportation, Next Step.....	2016, 2021

This type of 'periodic review schedule' should allow the entire document to be updated every five years, but will break up the task into manageable sections. This may also facilitate the selection of more 'specialized individuals' to serve on a General Plan committee for review of specific sections. It should be noted that major adjustments in one section of the plan may necessitate minor changes to other sections of the General Plan.