

LINDON CITY GENERAL PLAN

*Meeting
the Future*

Adopted July 3, 2023



TABLE OF CONTENTS

1 BACKGROUND & INTRODUCTION 1

THE NEED FOR A NEW GENERAL PLAN	2
WHAT IS A GENERAL PLAN?.....	2
ORGANIZATION OF THE PLAN	3
COMMUNITY PROFILE	4
COMMUNITY VISION & GUIDING PRINCIPLES.....	16

2 LAND USE & COMMUNITY CHARACTER..... 19

INTRODUCTION.....	20
LAND USE.....	20
PLACEMAKING & COMMUNITY DESIGN	32
COMMUNITY FACILITIES & SERVICES.....	44
GOALS, POLICIES & IMPLEMENTATION MEASURES.....	47

3 TRANSPORTATION & CIRCULATION 51

INTRODUCTION.....	52
COORDINATION WITH THE REGIONAL PLANNING PARTNERS	52
EXISTING CONDITIONS & OPPORTUNITIES	52
GOALS, POLICIES & IMPLEMENTATION MEASURES.....	62

4 MODERATE INCOME HOUSING PLAN 67

PREPARATION & ADOPTION HISTORY	68
EXECUTIVE SUMMARY	68
SECTION I: INTRODUCTION.....	69
HOUSING VISION.....	70
SECTION II: DEMOGRAPHIC DATA & ANALYSIS	74
SECTION III: REGULATORY ENVIRONMENT	87
SECTION IV: STRATEGIES	91
WORKS CITED	94

5 ECONOMIC DEVELOPMENT & RESILIENCY 95

INTRODUCTION.....	96
EXISTING CONDITIONS & OPPORTUNITIES	96
RECOMMENDATIONS.....	102
FUTURE DEVELOPMENT OPPORTUNITIES.....	102
REDEVELOPMENT OPPORTUNITIES.....	104
GOALS, POLICIES & IMPLEMENTATION MEASURES.....	105

6 PARKS, RECREATION, TRAILS & OPEN SPACE 107

INTRODUCTION.....	108
SUMMARY: LINDON CITY PARKS, TRAILS & RECREATION MASTER PLAN 2020	108
ACTIVE TRANSPORTATION VISION.....	112
SUMMARY: LINDON CITY BICYCLE & PEDESTRIAN MASTER PLAN 2015.....	112
IMPLEMENTING THE PARKS, RECREATION, TRAILS & OPEN SPACE SYSTEM.....	116
PARC TAX.....	116
GOALS, POLICIES & IMPLEMENTATION MEASURES.....	117

7 ENVIRONMENT & SUSTAINABILITY 121

INTRODUCTION	122
ENVIRONMENTAL CONDITIONS.....	122
NATURAL HAZARD ANALYSIS & MITIGATIONS	127
SUSTAINABLE LINDON.....	128
GOALS, POLICIES & IMPLEMENTATION MEASURES.....	130

8 WATER USE & PRESERVATION 135

INTRODUCTION.....	136
LINDON CITY WATER PROFILE	137
OUTDOOR WATER USE & SUSTAINABLE LANDSCAPES.....	139
FUTURE WATER REQUIREMENTS	142
LINDON WATER CONSERVATION PLAN.....	144
REGIONAL COLLABORATION	152
GOALS, POLICIES & IMPLEMENTATION MEASURES.....	154

9 IMPLEMENTATION & ACTION PLAN 157

INTRODUCTION.....	158
CATALYTIC PROJECTS ASSESSMENT	158

GLOSSARY OF TERMS..... 184

ACKNOWLEDGEMENTS

GENERAL PLAN COMMITTEE

East Side

Lisa Anderson
Lincoln Jacobs
Dale Keep

Central

Caralee Bailey
Craig Christiansen

Central West

Cole Hooley

Far West

Karen Danielson
Charlie Keller
Steve Stewart

REPRESENTATIVES FROM THE PLANNING COMMISSION

Sharon Call
Jared Schauers
Scott Thompson

REPRESENTATIVES FROM THE CITY COUNCIL

Carolyn Lundberg, Mayor
Daril Magleby
Mike Vanchiere

LINDON CITY MAYOR

Carolyn Lundberg, Mayor

LINDON CITY COUNCIL

Van Broderick
Jake Hoyt
Daril Magleby
Randi Powell
Mike Vanchiere

LINDON PLANNING COMMISSION

Sharon Call
Rob Kallas
Steve Johnson
Scott Thompson
Jared Schauers
Mike Marchbanks
Karen Danielson

LINDON CITY STAFF

Adam Cowie, City Administrator
Michael Florence, Community and Economic
Development Director
Mary Barnes, City Planner
Juan Garrido, Public Works Director
Noah Gordon, Lindon City Engineer
Trent Andrus, Staff Engineer
Heath Bateman, Parks and Rec Director

PLANNING TEAM

Landmark Design

Mark Vlasic, AICP, PLA, ASLA,
Principal-in-Charge
Lisa Benson, AICP, ASLA, PLA, SITES AP,
LEED Green Associate, Senior
Planner
Survier Castillo, Project Planner

1

BACKGROUND & INTRODUCTION

- *The Need for a New General Plan*
- *What is a General Plan?*
- *Organization of the Plan*
- *Community Profile*
- *Community Engagement*
- *Community Vision & Guiding Principles*

HISTORY & VISION

THE NEED FOR A NEW GENERAL PLAN

The *Lindon City General Plan* was last updated in 2011. That plan focused on principles and priorities important to a growing community, many of which have since been met. The city has changed significantly in the ensuing years, and now faces a different set of issues that are in line with local and regional development pressures. Key among these is the need to address affordable housing and provide transportation solutions that meet local and regional needs. It's unique atmosphere and agricultural heritage, is "A Little Bit of Country", while also embracing its growing role as a commercial and industrial commerce center. Such changes require a new general plan that builds upon established patterns and past decisions while establishing a future vision to lead the city forward.

WHAT IS A GENERAL PLAN?

The general plan serves as an advisory document that helps guide future growth and land use decisions. It indicates the location and type of land uses, and includes directions and guidelines for future development.

Municipalities in Utah are required to adopt a general plan that addresses existing needs and future growth pressures. The general plan not only helps guide future development, it also indicates how to extend infrastructure, utilities, and public services in a cost-effective manner.

Although local governments have significant discretion when making land use decisions, state law dictates how those decisions should be made. Local governments must comply with Utah law when developing a general plan, which are described in Utah's Land Use, Development, and Management Act (LUDMA). LUDMA authorizes and governs land use and zoning regulation by cities and counties, and establishes mandatory requirements that local governments must follow.

State statutes require that this plan include three elements: (1) a land use element, (2) a transportation and circulation element, and (3) a moderate income housing element. Recent changes passed in 2022 also require that the general plan include a Water Use and Preservation element by 2024. All of these requirements and more are included in this plan.

"Each municipality shall prepare and adopt a comprehensive, long-range general plan for present and future needs of the municipality; and growth and development of all or any part of the land within the municipality." - Utah Land Use, Development, and Management Act (LUDMA)

ORGANIZATION OF THE PLAN

The *Lindon City General Plan – Meeting the Future* identifies how growth and development will take place. The plan projects growth 20 years into the future, although the focus of the plan is on actions during the next decade. The general plan provides the vision and steps required to anticipate and adjust to changing demands and desires. It is organized into nine chapters as follow.

Chapter 1: Background & Introduction summarizes the history and evolution of the city. It also explains the purpose of the general plan, provides a demographic snapshot of the city, describes the community engagement process, and concludes with an overview of the community vision and associated guiding principles to be applied in the future.

Chapter 2: Land Use & Community Character describes existing land uses in Lindon and the new land use vision. The chapter includes a future land use map that is accompanied by detailed descriptions of each land use category. The chapter concludes with a discussion of “placemaking” strategies that address the form and appearance of the city and how it can be improved as it continues to grow and evolve.

Chapter 3: Transportation & Circulation outlines specific actions and goals for meeting current and future transportation demands. The chapter is coordinated with long range state and regional transportation plans. It also addresses how local transportation needs and the impacts of regional traffic passing through the city can be mitigated and aligned with land use, housing, economic development, and other goals.

Chapter 4: Moderate Income Housing Plan addresses future housing needs and requirements, including strategies for meeting affordability targets and diversifying the local housing options where considered appropriate. This chapter was prepared and adopted in 2022 and is incorporated into the general plan to maintain a comprehensive vision for the future.

Chapter 5: Economic Development discusses the current economic conditions in the city and the opportunities to increase financial diversity and resiliency.

Chapter 6: Parks, Recreation, Trails & Open Space examines the recreational assets of the city and the networks that connect them. The chapter summarizes the [Parks, Trails and Recreation Master Plan](#), which was adopted in 2020, and the [Bicycle and Pedestrian Master Plan](#), which was adopted in 2015.

Chapter 7: Environment & Sustainability describes how Lindon can become a more sustainable and resilient community. The chapter begins by clarifying the natural conditions that underlie the built environment. The element concludes with strategies to help preserve the natural setting and address sustainability and resiliency to challenges.

Chapter 8: Water Use & Preservation addresses the use of limited water resources in the city and region. The chapter includes strategies for reducing water demand and consumption and establishes clear conservation targets to ensure Lindon’s water supply meets existing and future needs.

Chapter 9: Action Plan & Catalytic Projects identifies a range of catalytic projects to be implemented in the coming years to help ensure the vision contained in the plan is met. The chapter is specifically structured to assist local decision-makers meet future growth and development priorities and track progress in the coming decade.

COMMUNITY PROFILE

SETTING & HISTORY

Lindon is a long and narrow city that is situated between the communities of Orem to the south, and Pleasant Grove to the north. It is nestled between the Wasatch Mountains to the east and Utah Lake to the west (see **Figure 1**). Lindon is one of the smallest communities in Utah County, occupying an area of 8.5 square miles.

Figure 1: Lindon Context



Lindon is highlighted by views of the prominent slopes of Mount Timpanogos and the Wasatch Mountains that rise high above the city to the east. Interstate 15, Geneva Road, and State Street divide the city in south to north directions, hugging the shores of Utah Lake. Interstate 15 provides quick access to adjacent cities and the greater Wasatch Front region beyond, while State Street is a heavily trafficked regional highway that marks the general location of the original roadway that served the city.

Lindon is located in the Alpine School District and is home to Oak Canyon Junior High, Rocky Mountain Elementary, Lindon Elementary, Maeser Preparatory Academy, Timpanogos Academy, Montessori Learning Center, and Nahunta Hall. The north boundary of the city meets Pleasant Grove at 800 North, and the south boundary meets Orem along 200 South and the 1600 North freeway access.

The beautiful and dramatic land now known as Lindon was originally inhabited by Ute and Shoshone Native American tribes prior to the appearance of European trappers, traders, explorers and settlers in the area in the early to mid-1800s. The area was established in 1850 when pioneers moved into the area for its fertile grazing land.

Lindon was incorporated in 1924, and was originally called “String Town”, due to the way early homes and buildings were “strung up and down the street” between the towns of Orem and Pleasant Grove. The area was renamed in 1901 in honor of a large linden tree growing in the area. The city has since transformed from a small assemblage of farms and homesteads into a modern, thriving, and well-organized community.

Lindon contains some of the last remaining undeveloped land in the region. Lindon City understands the significance of this resource, and how the lack of land will eventually require the city to adjust to meet future needs.

Historic agricultural traditions in Lindon are important to the community, as they provide a link with the past. This is demonstrated by established land use and road patterns, and the integration of historic buildings and sites into the fabric of the community. It is also captured in the long-time motto of the city “A Little Bit of Country”, which speaks to the preservation of its agricultural roots and traditional neighborhoods.



ALFRED HARPER HOUSE 125 WEST 400 NORTH

Originally constructed in 1876, the building was called “Big House”. Alfred Harper constructed the house before leaving for New Zealand on a three-year mission for the LDS Church. Upon his return he completed the home and planted vines that have since grown over the house. It the only property in Lindon that is listed in the National Register of Historic Places.



LINDON WARD CHAPEL 400 NORTH MAIN STREET

This building was built by early LDS members who settled in Lindon in the late 19th century. The chapel was dedicated in 1891 by Reed Smoot, a member of the quorum of the twelve apostles of The Church of Jesus Christ of Latter-day Saints. Today, the original iron fence and pine trees remain where the church once stood.



LINDON ELEMENTARY SCHOOL — INTERSECTION OF MAIN & CENTER STREETS

Located on the corner of Main Street and Center Street, the Lindon Elementary school was built for \$5,200 in 1900. It was later annexed by the Pleasant Grove School District and was torn down in 1966. A new school was constructed as a replacement in November 1967, costing nearly 100 times the original cost.



GILLMAN FARM 584 WEST GILLMAN LANE

James Henry Gillman bought 10 acres of land late in the 19th century. Four generations of the Gillman family have lived here and worked the land during the past century. The Gillman Farm is one of Utah’s 600 “Century Farms.”



JOSEPH WADLEY FARM 67 EAST 400 NORTH

In 1869, Joseph Wadley was granted legal title to a 32-acre farm in Lindon. Joseph cleared the land, developed an irrigation system, and planted a variety of fruit and shade trees. He built the current home on the property in 1882. In 1988, the land was purchased by his grandson and restored to its original state.



CULLIMORE MERCANTILE 400 NORTH STATE STREET

In 1900, Albert Cullimore purchased the store located at 400 North State Street and expanded it into the Cullimore Mercantile. The store provided everything the early town needed, from machinery to medicine, clothing, and food. Additionally, it doubled as the first post office in Lindon.

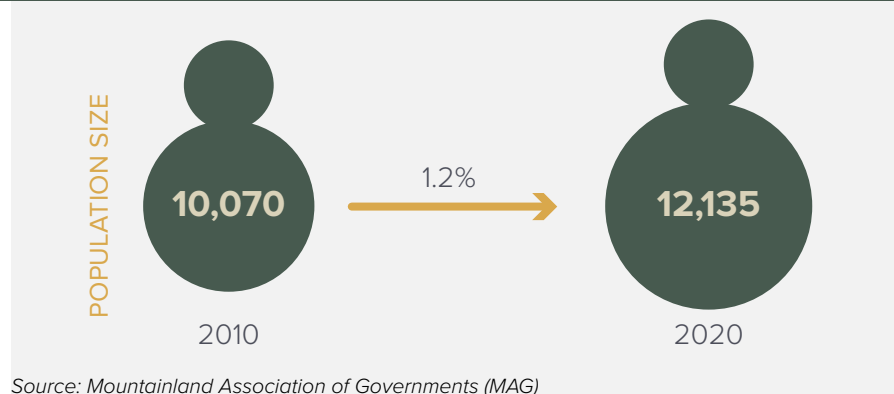
DEMOGRAPHIC PROFILE

Understanding past and current demographic conditions is important for projecting future growth and development needs. The following is a summary of key demographic conditions, including population, household characteristics, age, race and ethnicity, income, and economics.

POPULATION

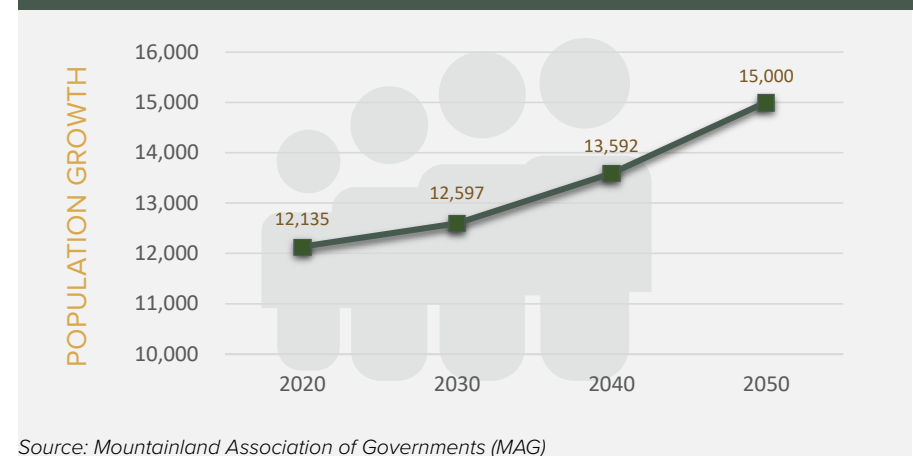
Lindon City has been marked by slow but steady growth since its inception until the past decade. Between 2010 and 2020, the city grew from a population of 10,070 to 12,135, marking a relatively high annual rate of growth for the city of 1.2% (**Figure 2**). An analysis of building permits and household size indicates the 2023 population as 12,545, illustrating that recent growth has remained robust.

Figure 2: Lindon Annual Population Growth Rate 2010 - 2020



According to projections produced by Mountainland Association of Governments (MAG), population levels in Lindon are expected to grow in a similar manner in the upcoming years until the available land is fully developed, then slow before reaching a buildout population of 13,719 by 2050 (**Figure 3**). City staff estimates the buildout population is likely to be higher, potentially near 15,000. This difference will require city staff and leaders to monitor growth and development carefully in the upcoming years.

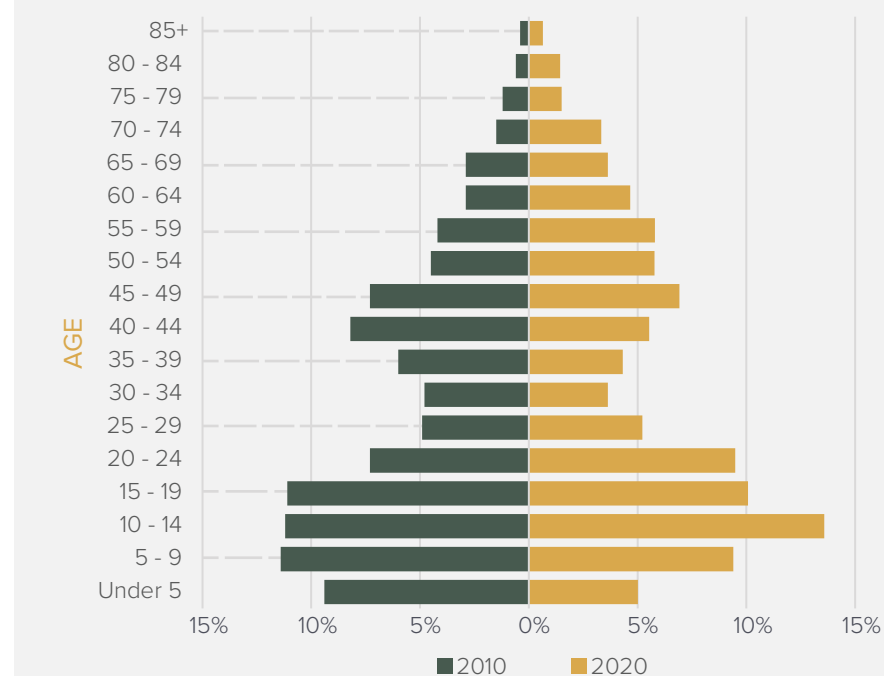
Figure 3: Lindon Anticipated Population Growth 2020 - 2050 (Buildout)



AGE

As illustrated in **Figure 4**, ages in 2010 were heavily concentrated in the younger categories, indicating that the city was young and growing. Nearly three-quarters of the population was composed of people under 40, and only 7% were in retirement ages 65 years of age or older. The 2010 median age of 26.3 years rose slightly by 2020 to 26.4 years, indicating the city has begun a slow path toward maturity. This is supported by the fact that the number of residents under age 19 declined slightly during the same period, and the number of residents over age 65 increased by nearly 4%.

Figure 4: Lindon Age Over Time



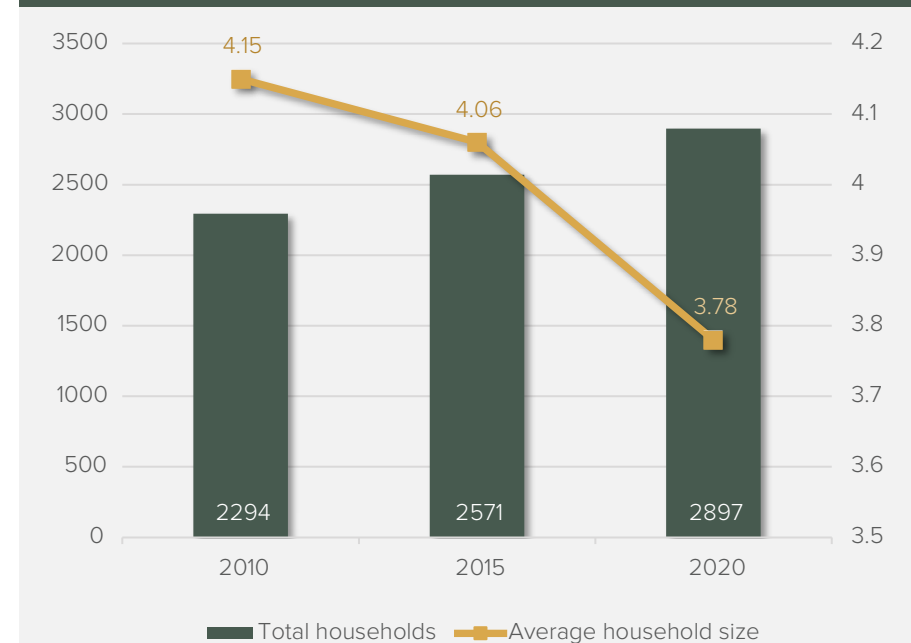
Source: U.S. Census Bureau

HOUSEHOLDS AND HOUSEHOLD SIZE

In 2010 there were 2,518 households and 2,279 families residing in the city. 56.8% of these households had children under the age of 18 living at home, and 82.2% were composed of married couples living together. Just under 8% of all households were composed of individuals, and nearly half of those were 65 years of age or older. The average household size in 2010 was 4.15.

By 2020 the number of households had increased to 2,897, a 15% increase. Interestingly, the average household size declined by nearly 8% to 3.78, reflecting the maturing population trend. **Figure 5** illustrates changes in the number and size of households over this ten-year period.

Figure 5: Household Number and Size



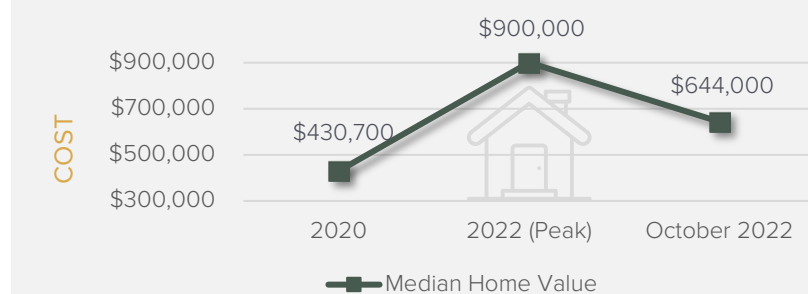
Source: U.S. Census Bureau

HOUSING AND LIVING

The 2020 median home value for all types was \$430,700. By May 2022 median values more than doubled, peaking at just over \$900,000. This figure was adjusted down to \$644,000 in October 2022. These sharp rises and declines are indicative of recent volatile economic and real estate conditions (**Figure 6**).

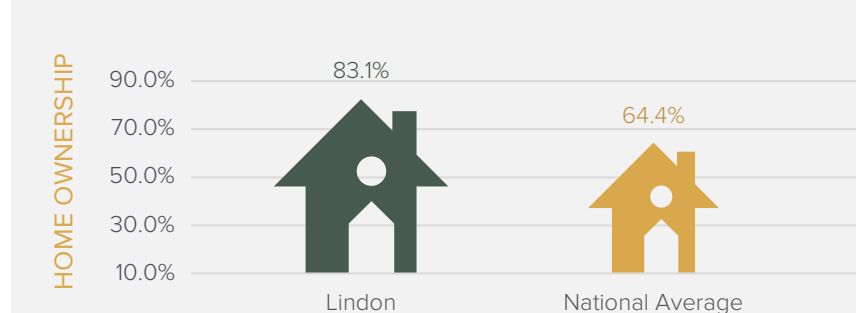
More than four in five housing units in Lindon were owner-occupied in 2020. The rate of owner-occupied houses in Lindon is significantly higher than the national average of 64.4% (**Figure 7**).

Figure 6: Lindon Volatile Housing Prices 2020-2022



Source: U.S. Census Bureau

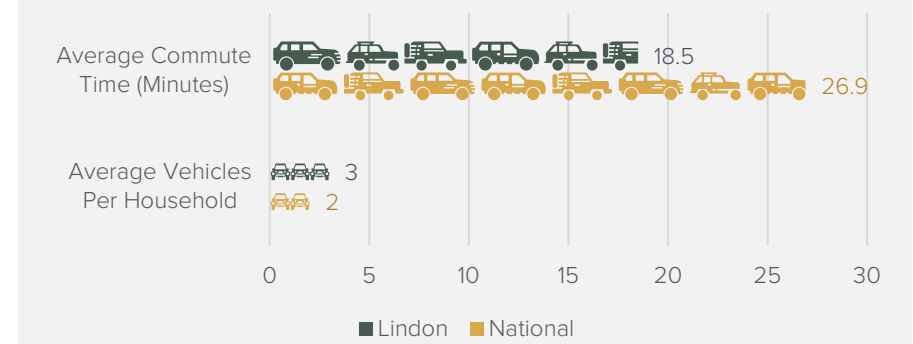
Figure 7: 2020 Average Home-ownership Rates in Lindon Compared to US



Source: U.S. Census Bureau

Car ownership rates in Lindon are high, and the number of vehicles is more than 50% higher than the national average of just under two cars per household. It should therefore come as little surprise that most people drove alone to work in 2020, which is exacerbated by the lack of alternative modes of transportation in the region and city. The average commute time in 2020 was 18.5 minutes, indicating a significant portion of the working population is employed in other areas of the region (**Figure 8**). However, this rate is significantly less than the national average.

Figure 8: Lindon Vehicle Ownership and Commute Time Compared to National Average.



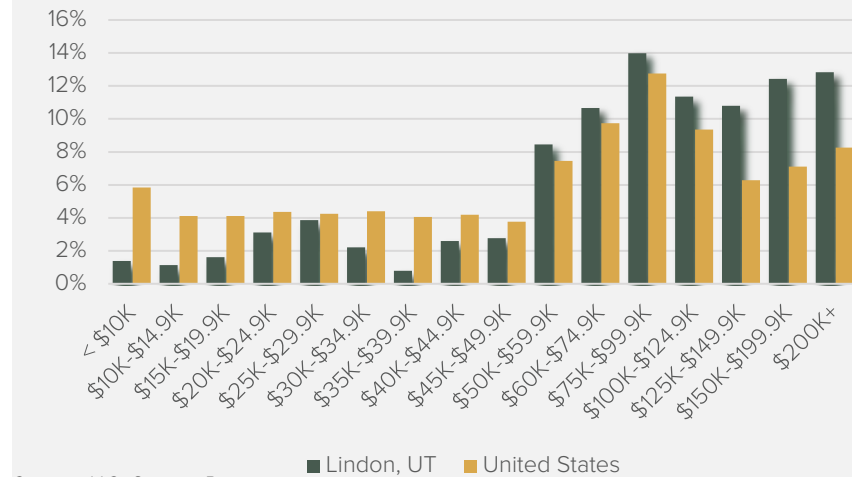
Source: U.S. Census Bureau

HOUSEHOLD INCOME

The 2010 median household income was \$61,964, and the median income for a family was \$63,513. Males had a median income of \$47,330 versus \$23,158 for females, and the per capita income for the city was \$18,088. Approximately 3% of families and the total population were below the poverty line, with the rates for people over age 65 rising to 7.5%.

By 2020 the median annual household income in Lindon had increased to \$95,233, representing a significant 53% increase. This is much higher than the national median annual income of \$64,994 (see **Figure 9**).

Figure 9: 2020 Median Household Income Comparison



EDUCATION ATTAINMENT

Education attainment is an indicator statistic that provides insight into other data such as household income. Areas that have higher levels of education tend to have higher average household incomes, lower unemployment rates, and higher literacy rates. To summarize, Lindon has a high rate of educational attainment, with three-quarters of adults having completed at least some college training, and less than 4% having not completed high school (**Table 1**).

Table 1: Lindon Education Attainment

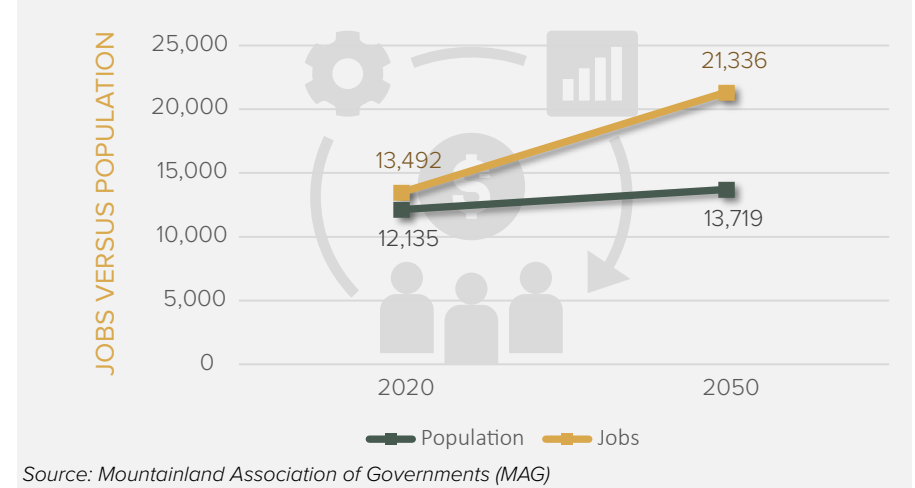
EDUCATION LEVEL	PERCENT
Graduate or Professional Degree	16.0
Bachelor's Degree	30.1
Some College or Associate's Degree	33.1
High School Graduate or Equivalency	17.0
Less than High School Diploma	3.8

Source: U.S. Census Bureau - 2021 ACS 5-Year Estimates for Population 25 Years and Over

EMPLOYMENT

Employment is anticipated to increase rapidly in the future, rising from 13,492 persons employed in Lindon in 2020 to 21,336 by 2050, for a nearly 60% increase (**Figure 10**).

Figure 10: Lindon Employment Growth Compared to Population by 2050



According to the U.S. Census Bureau, Lindon City businesses employed 4,980 people in 2020. The largest categories of employment industries included Educational Services (799 people), Professional, Scientific and Technical Services (595 people), and Retail Trade (591 people). Calculations by MAG indicate that Lindon businesses currently employ 13,492 people, which is 270% higher than the federal estimates.

In 2020, the highest paying industries were Wholesale Trade (\$90,787), Finance and Insurance/Real Estate and Rental and Leasing (\$89,375), and Real Estate and Rental and Leasing (\$89,375).

As illustrated in **Figure 11**, the most common jobs held by Lindon residents in 2020 were Sales and Related Occupations (601 people), Management Occupations (599 people), and Office and Administrative Support Occupations (532 people). Compared to other communities,

Figure 11: Lindon Most Employment Categories



Source: U.S. Census Bureau

Lindon has an unusually high number of residents working in Building and Grounds, Cleaning, and Maintenance Occupations (1.57 times greater than average rates); Arts, Design, Entertainment, Sports, and Media Occupations (1.56 times greater); and Education, Instruction, and Library Occupations (1.37 times greater than typical).

The highest paid jobs held by residents of Lindon by median earnings were Life, Physical, and Social Science Occupations (\$123,500), Legal Occupations (\$122,083), and Computer and Mathematical Occupations (\$107,500).

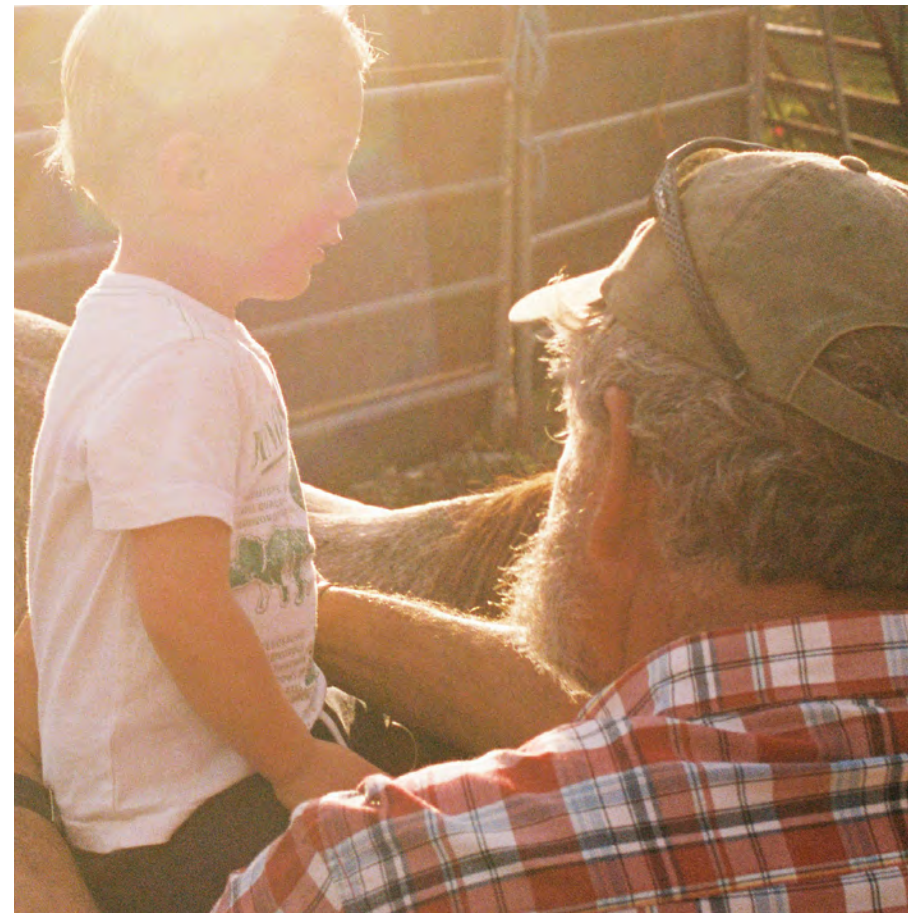
SUMMARY

Lindon City is projected to continue growing steadily for the next 30 years. Population projections provided by MAG are much lower than the likely rates that are supported by city staff, which indicates that the city must monitor growth and development carefully until vacant land is fully developed and growth pressure tapers. Job and workplace growth are projected to continue to be strong, surpassing residential growth and bringing with it a separate set of needs and requirements.

Like nearly all communities along the Wasatch Front, Lindon City is aging, with the percentage of seniors to increase while the number of young children will decrease in coming years. Lindon's average household size is also declining, which is typical of a maturing

community. The relatively high per-capita and household incomes are projected to continue to accelerate, reflecting the healthy educational attainment levels and low unemployment rates.

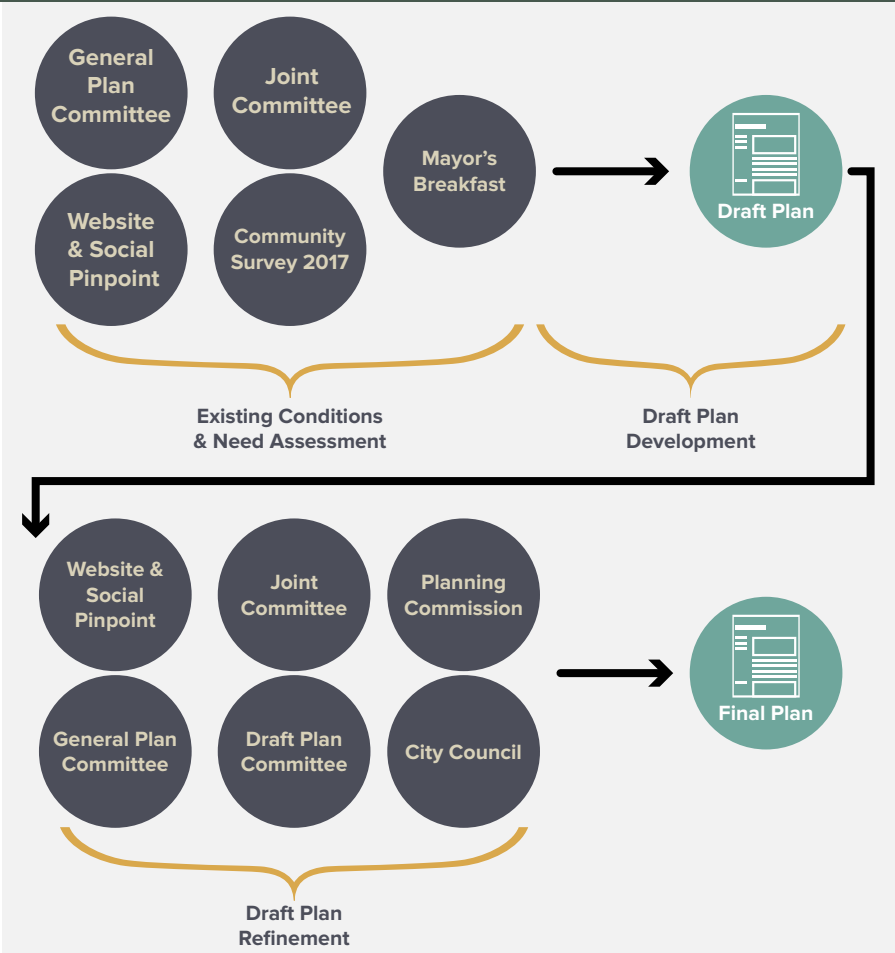
As the city continues to grow and develop, it will be important to maximize a balance of opportunities for a community with a more well-distributed range of ages. The city will need to secure properties and sites required to meet public service needs, and apply a balanced approach for meeting projected future needs.



COMMUNITY ENGAGEMENT

The public engagement process for this plan leveraged recent outreach efforts undertaken as part of other recent planning projects. As illustrated in **Figure 12**, the key methods included online input through a project website and focused input and direction by two committees. Detailed input from the community opportunities is provided in the Appendix.

Figure 12: Planning Process



GENERAL PLAN COMMITTEE & JOINT COMMITTEE

Two advisory groups provided guidance throughout the planning process. Meetings addressed the full range of topics reflected in this plan.

The General Plan Committee was composed of residents from the east, central, central west, and far west areas of the community, representatives from the City Council and Planning Commission, and city staff. The General Plan Committee met three times at key stages of the project.

A broader Joint Committee, including all of the members of the General Plan Committee and all City Council and Planning Commission members, also met three times throughout the process, providing comprehensive review and direction on the formulation of the plan.

Notes and minutes from the committee meetings can be viewed in the Appendix.



PROJECT WEBSITE

A project website was established at the beginning of the project, providing comprehensive access to information on meetings, plan progress, and presentation materials (**Figure 13**). The website also included an email sign-up form, comment tools, project documents, and a link to Social Pinpoint, which is an interactive online mapping and comment tool. The city engaged in an active social media campaign to solicit feedback and direct residents to the project website. In addition, two notice letters were sent to each property owner whose future land use designation was expected to change.

Figure 13: Lindon General Plan Web Page - Sample



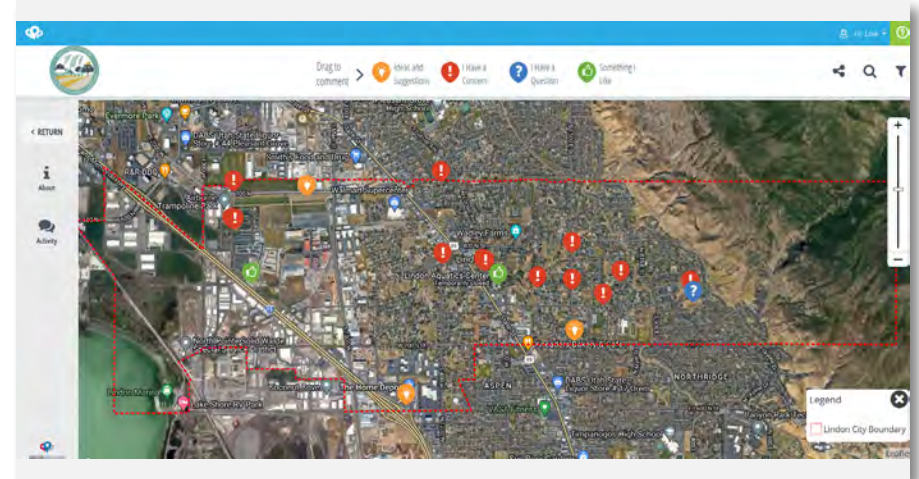
Several comments were submitted through the project website and addressed the following topics:

- Improving connectivity to the west side of Lindon with a trail
- Addressing issues with the aesthetics of some properties
- Taking steps to ensure diverse housing options
- Denying additional high-density housing in the city
- Working with the state to address mule deer issues
- Protecting animal rights and the large lot feel with a minimum of ½-acre lots

The Social Pinpoint interactive online map was visited by 150 unique users who submitted a total of 19 comments (**Figure 14**). Verbatim comments can be reviewed in the Appendix, and are summarized here:

- Improve bicycle and pedestrian safety by building continuous sidewalks along key routes and high-use roads, and safe crossings at specific locations
- Add traffic calming elements or traffic management solutions at key locations and increase enforcement
- Explore the possibility of a city library
- Connect through-streets that currently dead-end
- Update the Lindon City sign
- Maintain roads at a better level than is currently being achieved
- Encourage bicycling to access parks, events, and transit by providing secure bike racks/enclosures
- Appreciation for the aquatic center was also noted, as were efforts to enhance trail safety

Figure 14: Public input on Social Pinpoint Interactive Online Map



Lindon General Plan Project Website

COMMUNITY SURVEY

Lindon City conducted an open access web-based community survey in 2017 to gauge community sentiment on multiple issues related to the city's general plan. Questions addressed satisfaction with the types of future development and services, community character, large animal rights, community aesthetics, housing needs, development patterns, parks, trails, open space, infrastructure, and connectivity.

The top takeaways of the survey are summarized as follows:

- Parks and open space, large lot (½-acre) low density residential, and commercial were ranked at the top three most important land uses
- A vast majority of respondents shop/receive services in Lindon either daily or weekly
- Restaurants and a library were the top requests for additional services/businesses in the city
- Two-thirds of respondents feel “Little Bit of Country” still reflects what Lindon is today
- Just over 10% of respondents own large animals but more than 80% of respondents support continued rights
- Top preferences for improving city aesthetics include protecting open spaces, improving street shoulders, and adding more landscaping along streets and in parks
- Nearly 80% of respondents feel housing options in the city are adequate for all life stages
- A majority of respondents somewhat or strongly favor preserving additional open space, developing additional trails, and filling gaps in the sidewalk system
- Nearly two-thirds of respondents think roads in Lindon are in fair or poor condition, yet less than half somewhat or strongly favor new fees or taxes dedicated to road maintenance
- Less than 40% of respondents think Lindon has adequate public transportation options

PUBLIC MEETINGS

Two public meetings were also held as part of the community engagement process. The first was held in August 2022, as part of the Annual Mayor's Public Safety Breakfast at the Public Safety Building. General plan ideas and issues were presented for review, including maps and descriptions of preliminary land use concepts and representative images for future potential land use. Participants placed stickers on the boards indicating whether they liked or disliked particular ideas and concepts (**Figure 15** and **Figure 16**). Opportunities to take part in a simple online or print poll were also provided. Public feedback from the Public Safety Breakfast indicates that participants value the character, history, and cultural/natural resources of the community.

Figure 15: Public Safety Breakfast - Community Vision Board Responses

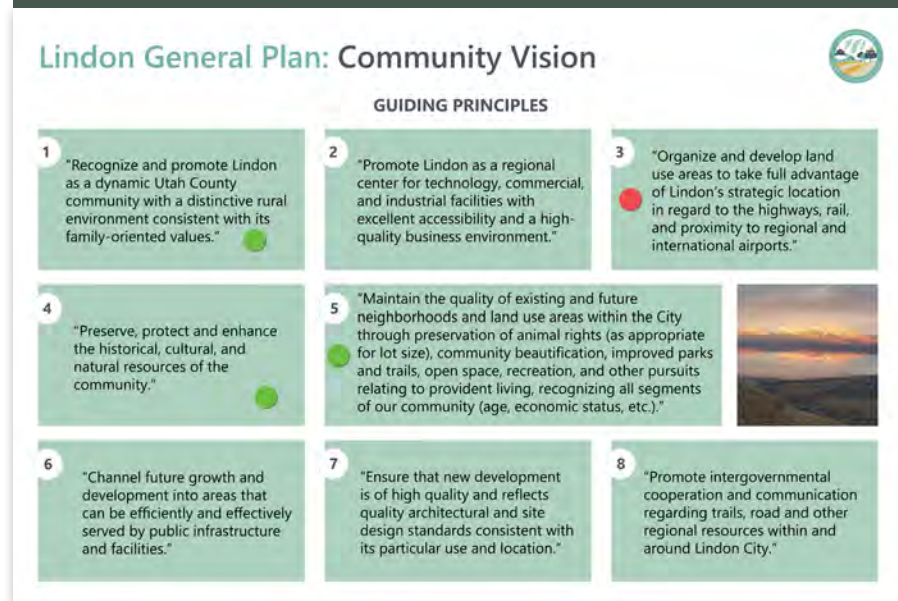


Figure 16: Public Safety Breakfast - Land Use Concept Photo Example Board Responses

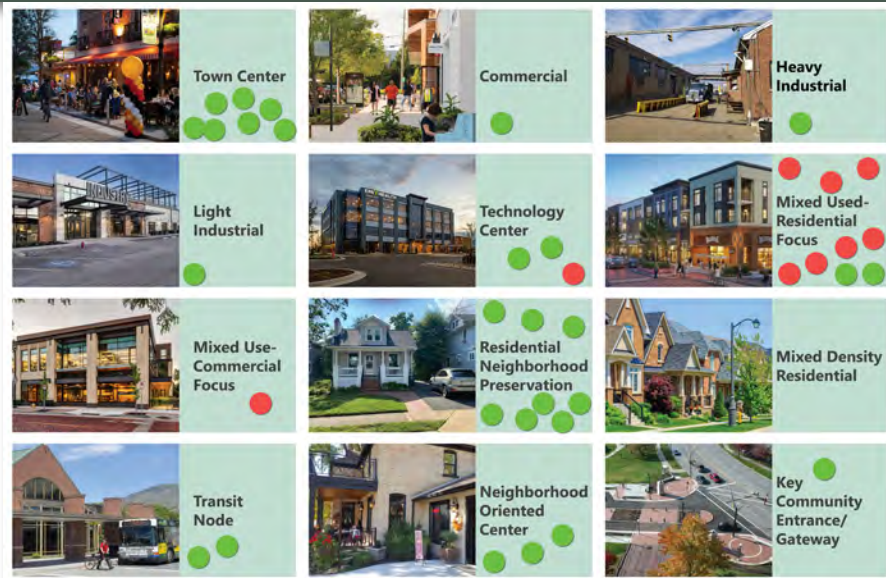
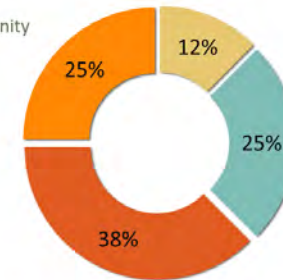


Figure 17: Public Safety Breakfast - Poll Results Commercial Use

List any **commercial** uses you want to see more of in Lindon:

- Farmers Market/Community Gathering Center
- Retail
- Sit-down Restaurants
- Grocery Stores



As illustrated in **Figure 17** sit-down restaurants were the top additional commercial uses desired by respondents, followed by retail and grocery stores which were tied. Support was highest for a small neighborhood center at the intersection of Center and Main Streets, followed by more walkable areas on State Street and 700 North.

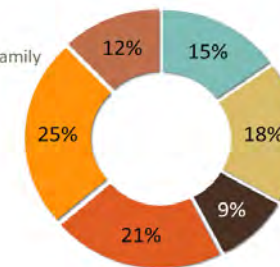
When asked about housing options they would support, the largest portion of poll respondents indicated they wouldn't support any of the listed types, which was followed by multi-family housing and smaller lot detached single family housing (**Figure 18**). However, when discussing the idea of a small mixed use neighborhood on 700 North, residents were supportive of the idea since it was not near traditional R1-20 and R1-12 neighborhoods and located in a focused economic development area.

When asked about recreation or cultural amenities the city is missing, top responses include a splash pad, pedestrian trails, and a library, which were tied (**Figure 19**).

Figure 18: Public Safety Breakfast - Poll Results Housing

In the right locations, mark all of the **housing** options that you would support in the City:

- Townhomes
- Smaller Lot Detached Single Family
- Senior Housing
- Multi-family Housing
- None of the above
- Other (please specify)*

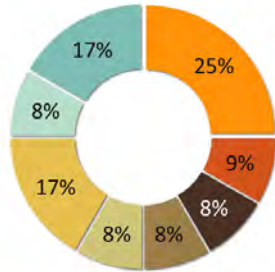


- *Other
- 1/2 acre lots that's what makes this work with ranches in between
 - The existing lot size requirements are helpful for those who want to live in "a little bit of country"
 - Add high density west of Geneva
 - "Traditional character of city needs to be preserved. But, more affordable housing on smaller lots could be mixed in with existing housing. Also, something provided for those wanted to downsize but who do not want to move to multi-level townhomes or apartments. Many seniors do not want to go to 55 and older communities. They would rather downsize into a mix of ages."

Figure 19: Public Safety Breakfast - Poll Results Recreation/Cultural Amenities

List any recreational (parks, trails, fields, sports) or cultural amenities you think Lindon is missing:

- Splash Pad
- Dog Park
- Disc Golf
- Skate Park
- Sports Fields
- Library
- Bike trails
- Pedestrian Trails



The second public meeting was the Draft Plan Open House which was held in April 2023 at the Lindon Community Center with approximately 100 attendees. Informational boards summarizing the nine plan chapters were available for members of the public to view. City staff and the planning team were available to answer questions and gather feedback from the community.

Concerns centered around the following:

- Need a greater variety of commercial options in the city, including the a grocery store and fewer car dealerships on State Street
- Want more community services including a library and post office, street and trail connectivity, and improved landscaping
- Add more trees as visual and noise buffers in community parks
- Enhance plantings along roadways with appropriate maintenance
- Addition of TRAX on 700 North may require widening
- City should purchase Lindon Elementary School, which is closing, and turn it into a park with a splash pad



Draft Plan Open House in May 2023



Mayor's Breakfast in August 2022

COMMUNITY VISION & GUIDING PRINCIPLES

VISION

“Maintain Lindon as a city with a strong civic sense through the preservation of traditional small-town characteristics while remaining receptive to new and compatible community amenities and positive economic growth and development.”

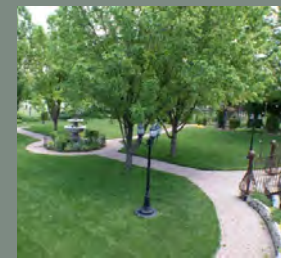
GUIDING PRINCIPLES

Based on the input provided through the public engagement process and further discussions with the General Plan Advisory Committee, the Joint Committee, and city staff, it is clear that Lindon City residents want to preserve the small-town atmosphere of the city while continuing to grow and enhance the economic base of the city. For many, the laid back and friendly atmosphere, “A Little Bit of Country”, is the reason they choose to live here, yet they understand the need to maintain a strong economic base. There is a desire to minimize the impacts of growth while also strengthening community identity through the formation of special destinations and gathering places.

As illustrated to the right and on the following page, **five Guiding Principles** emerged to help lead and direct growth and development in Lindon.

1

Preserve and enhance our unique historical attributes and “sense of place”



2 Encourage economic development and leverage the community's strong regional position and the advantages that it provides



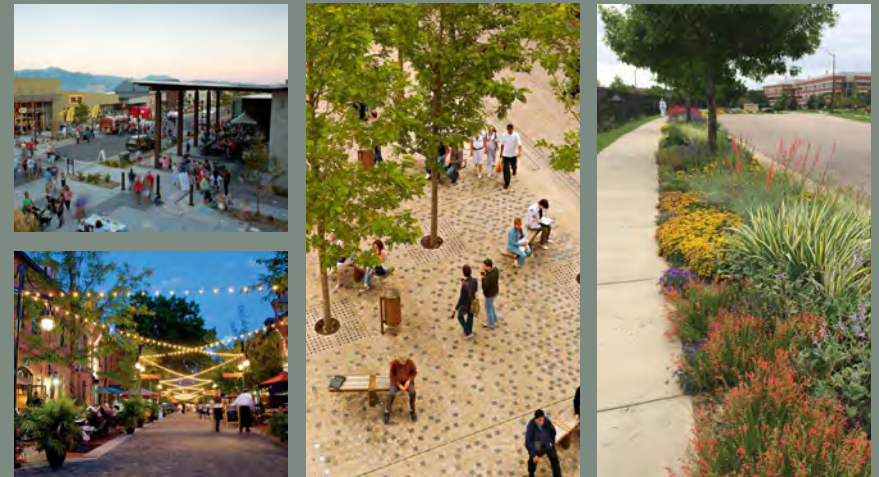
3 Preserve and protect our neighborhoods as diverse and attractive places



4 Enhance the quality of life for current and future residents by providing access to parks and trails, and animal rights



5 Continue to proactively plan for future growth and change



2

LAND USE & COMMUNITY CHARACTER

- *Existing Land Use*
- *Existing Zoning*
- *Future Land Use*
- *Maintaining Community Character*
- *Centers*
- *Corridor Treatments*
- *Community Gateways*
- *“Greening” the City*
- *Utilities & Infrastructure*
- *Community Services & Facilities*
- *Meeting the Needs for Future Utilities & Infrastructure*
- *Goals, Policies & Implementation Measures*

REINFORCING

THE LINDON SENSE OF COMMUNITY

INTRODUCTION

Creating a land use plan begins by understanding community needs and desires, which is achieved primarily through public engagement and dialogue. Combining those results with technical studies and the land vision presented in the following pages builds upon the five guiding principles identified in Chapter 1:

- Preserve and enhance unique historical attributes and “sense of place”
- Encourage economic development and leverage the community’s strong regional position and the advantages that provides
- Preserve and protect neighborhoods as diverse and attractive places
- Enhance the quality of life for current and future residents by providing access to parks and trails, and animal rights
- Continue to proactively plan for future growth and change

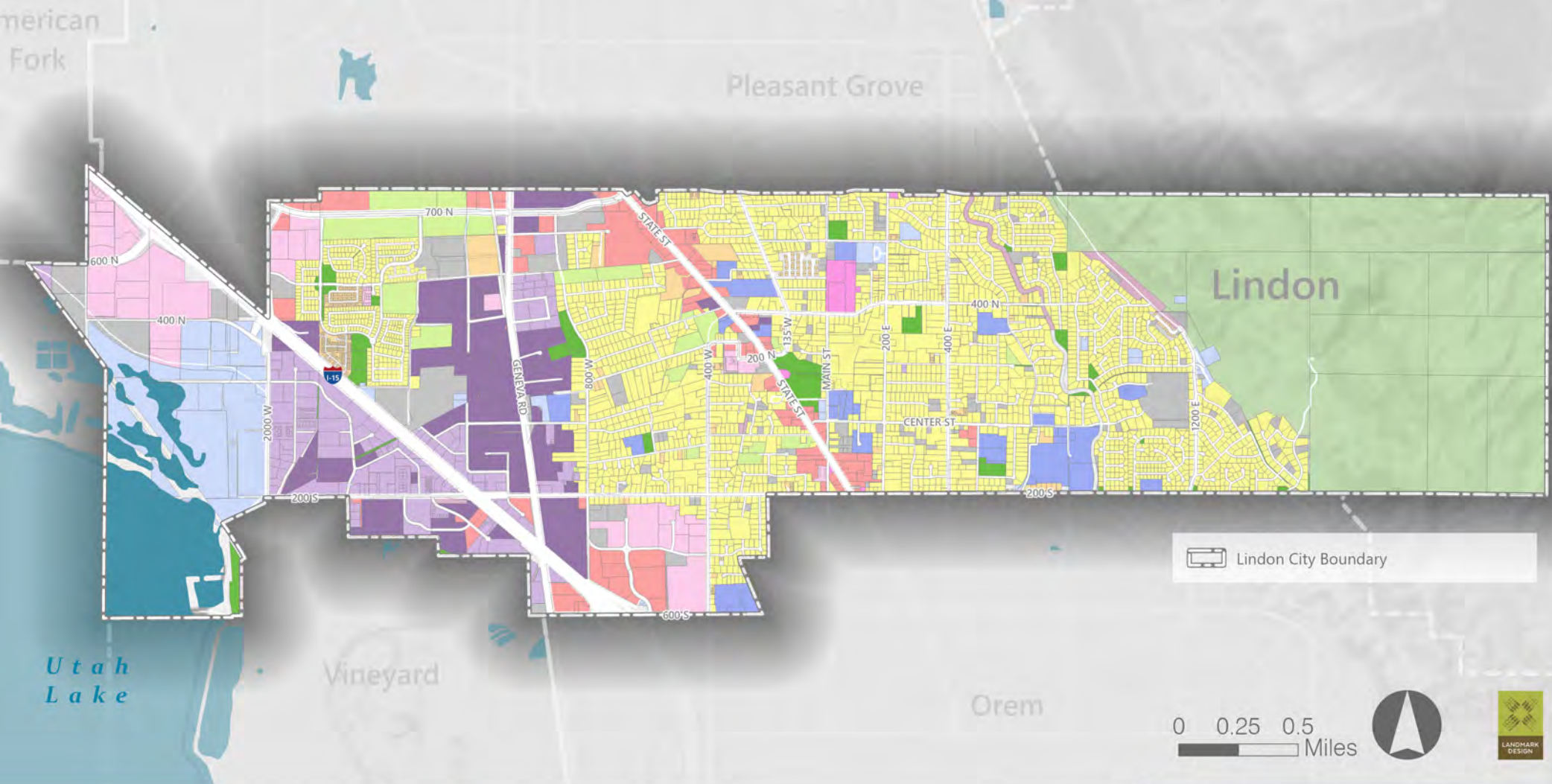


LAND USE

EXISTING LAND USE

Map 1 illustrates the current land use pattern in Lindon, which also serves as a glimpse of historic development trends and the future form of the city. Existing land use patterns in Lindon are tied to the underlying topography and natural conditions, property subdivisions, and roadway patterns. These patterns also reflect distinct eras of growth and development that have taken place over the years, and illustrate how Lindon has transformed from a rural farming community into a small urban center dominated by well-established residential neighborhoods and a thriving commercial with a strong employment base.





Map 1
Existing Land Use
ADOPTED JULY 3, 2023

Lindon City General Plan

Table 2 summarizes existing land uses in the city. Residential uses are the largest category, encompassing nearly a third of the total land area. The open space in the Wasatch foothills is a dominant feature, followed by commercial/office, industrial, and government uses. Over 10% of the total land area is dedicated to streets and other infrastructure, with an equal amount vacant.

Environmental constraints are minimal, and most of the undeveloped land is unencumbered by significant environmental restrictions. This suggests that most vacant land will develop in the future, with the exception of a few parcels located on the eastern bench that are burdened by steep slopes, fault lines, natural waterways, and challenging utility access.

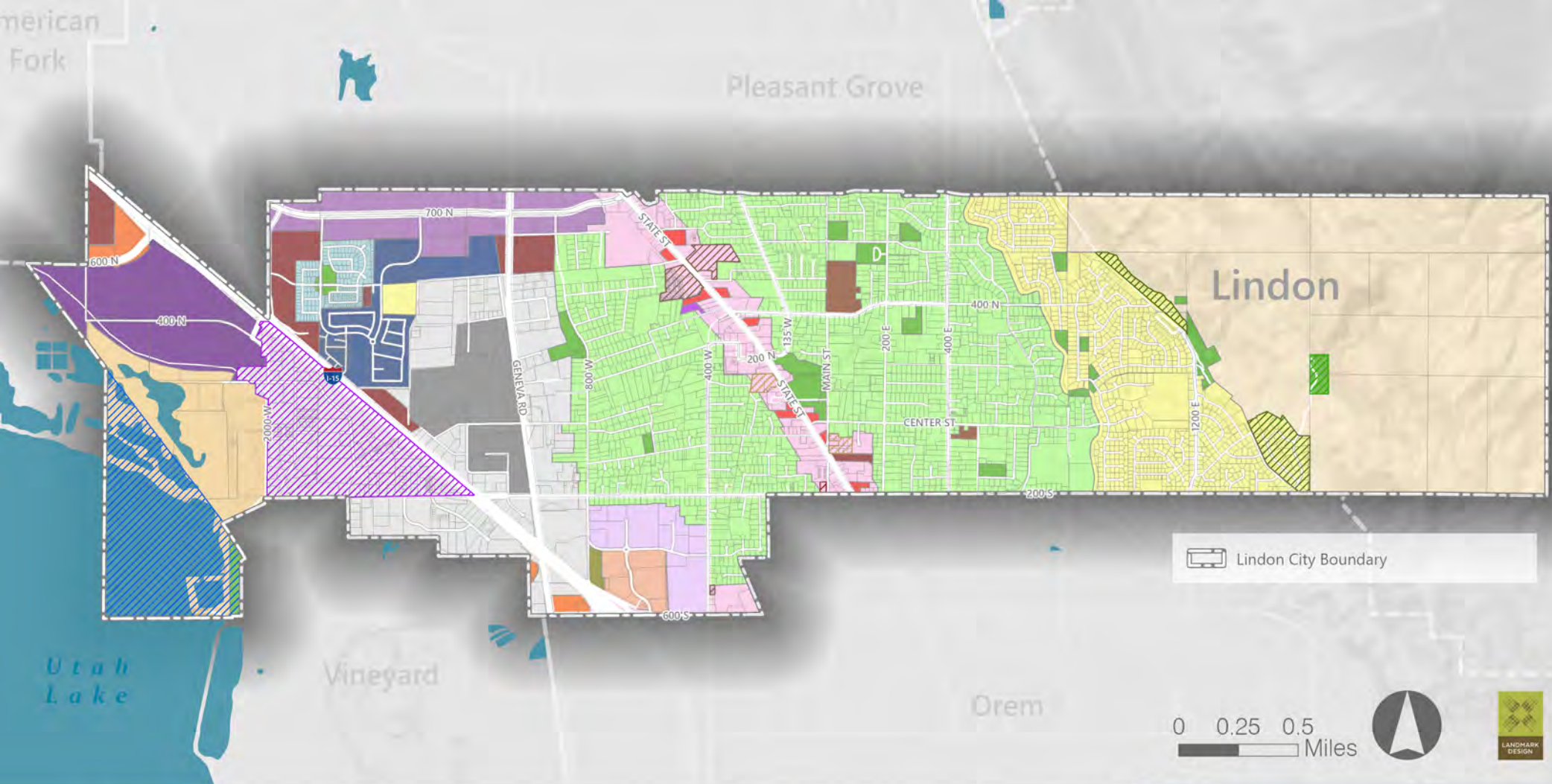
EXISTING ZONING

Map 2 illustrates how existing zoning and land use is generally aligned. Of particular interest is the dominance of half-acre and similar sized single-family residential lots on either side of US-89/State Street, and the prevalence of slightly smaller third-acre residential lots east of Murdock Canal Trail. Another residential enclave is located between Geneva Road and Interstate 15, and surrounded by commercial and industrial uses.

The dominance of commercial and industrial zoning in the western portion of the community has resulted in a patchwork of commercial and industrial uses, with undeveloped parcels scattered between. In order to sustain the strong local economic and job market, the city will need to proactively plan these areas.

Table 2: Existing Land Use Summary

EXISTING LAND USE	ACRES	PERCENT OF TOTAL
Single Family Residential	1,393.80	23.30%
Multi-Family Residential	78.5	7.20%
Commercial	217.9	5.60%
Mixed Use	20.3	0.30%
Office/Business Park	227.1	3.80%
Light Industrial	255	2.50%
Industrial	331.9	5.10%
Parks/Open Space	81.3	1.30%
Foothills Open Space	1,201.00	21.50%
Agriculture	127.8	0.70%
Utility	28.2	0.50%
Institutional	124.2	1.90%
Government	282	5.00%
Vacant	287.6	10.60%
Street ROW and Other	923.80	10.70%
Total Acres	5,580.40	100.00%



Existing Zoning

- AFPD - Anderson Farms Planned Dev.
- CF - Commercial Farm
- CG - General Commercial
- CG-A - General Commercial A
- CG-A8 - General Commercial A8
- CG-S - General Commercial Storage
- RC - Regional Commercial

- HI - Heavy Industrial
- LI - Light Industrial
- LVC - Lindon Village Commercial
- MC - Mixed Commercial
- PC-1 - Planned Commercial 1
- PC-2 - Planned Commercial 2
- PF - Public Facilities

- R&B - Research and Business
- R1-12 - Residential Low Density
- R1-20 - Residential Very Low Density
- R3 - Residential High Density
- RMU-E - Recreational Mixed Use East
- RMU-W - Recreational Mixed Use West

Overlay Zones

- LI-W - Light Industrial West Overlay
- PF-HSO - Public Facility Hillside Overlay
- PRD - Planned Residential District Overlay
- R1-12-H - Residential Hillside Overlay
- RBO - Residential Business Overlay
- SHFO - Senior Housing Facility Overlay

- SPOD - Shoreline Protection Overlay District

Map 2 Existing Zoning

ADOPTED JULY 3, 2023



Lindon City General Plan

FUTURE LAND USE

OVERVIEW

One of the main purposes of the general plan is to establish a land use vision to guide future growth and decision-making. The future land use plan attempts to strike a balance between future growth and development needs, safeguarding established uses and enhancing the local “sense of place” and high quality of life currently found in Lindon.

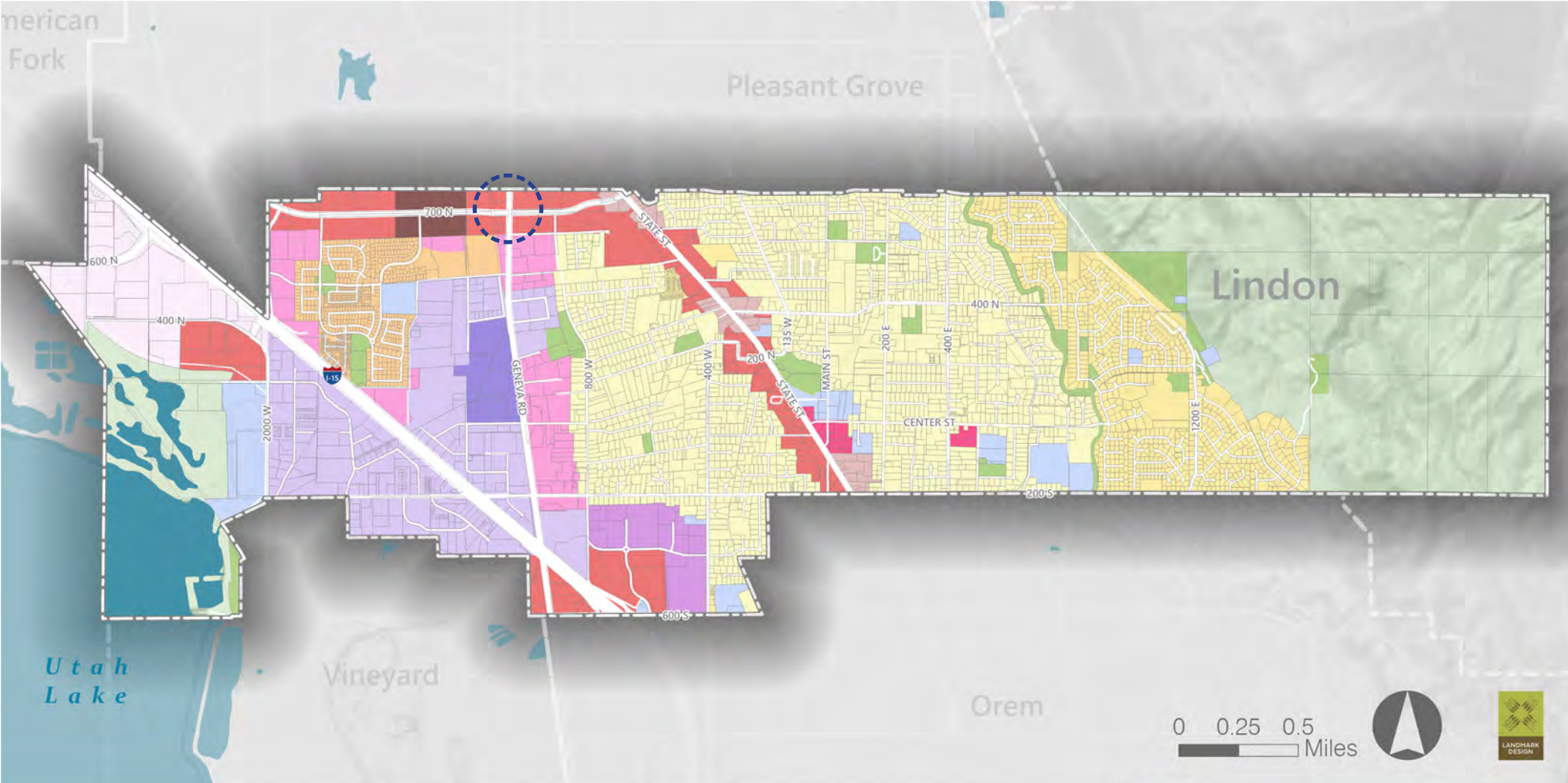
Map 3 illustrates the future land use envisioned for Lindon, which is described in **Table 3**. The vision preserves existing neighborhoods and establishes new ones that are aligned with existing patterns and uses. This will be achieved through the careful development of larger vacant parcels with complementary uses. Commercial and industrial uses are focused along major corridors and within well-established districts in the western reaches of the city, supporting economic growth and unified development patterns.

















Public input indicates that access to parks, open space, and trails is important, and should be easily accessible and well distributed throughout the community. The future land use vision supports this idea by linking large swaths of open space in the east foothills and the west shorelands, with a robust city park system and an interconnected trail system highlighted by the east/west Heritage Trail and the north/south Murdock Canal Trail. Active transportation and trail use is further encouraged through a wider range of transportation modes and a focus on safe walking and cycling systems (see Chapter 6 for details).

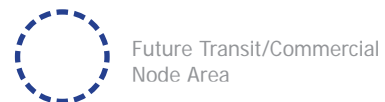
The establishment of new activity centers is an important component of the land use plan, which will help ensure goods, services, and a wider range of housing options are available to meet the needs of city residents and visitors. Chief among the new centers is the new 700 N Commercial Gateway that is proposed for development on 700 North just west of Geneva Road. A nearby transit/commercial node is focused around the TRAX light rail extension. Three smaller transit nodes are proposed along State Street, providing access to bus and

Table 3: Future Land Use Summary

FUTURE LAND USE	ACRES	PERCENT OF TOTAL
Natural Open Space	1544.2	27.67%
Low Density Residential	1359.7	24.37%
Light Industrial	559.6	10.03%
Medium Density/Residential High	469.2	8.41%
General Commercial	399.0	7.15%
Flex - Business Park	276.0	4.95%
Mixed Density Residential	179.7	3.22%
Mixed Use - Commercial	198.3	3.55%
Parks, Open Space & Trails	162.6	2.91%
Community Facilities	159.8	2.83%
Heavy Industrial	61.1	1.10%
Flex - Office	89.3	1.60%
Transit/Commercial Node	58.2	1.04%
700 N Commercial Gateway	41.3	0.74%
Neighborhood Oriented Commercial	22.0	0.39%
Total Acres	5,580.40	100.00%



- | | | | |
|--|----------------------------------|---|-------------------------|
|  | Low Density Residential |  | Commercial Gateway |
|  | Medium Density Residential |  | Transit/Commercial Node |
|  | Mixed Density/Residential High |  | Light Industrial |
|  | Mixed Commercial |  | Heavy Industrial |
|  | General Commercial |  | Open Space and Parks |
|  | Flex - Commercial |  | Natural Open Space |
|  | Flex - Office |  | Community Facilities |
|  | Neighborhood Oriented Commercial |  | Lindon City Boundary |



Map 3 Future Land Use

ADOPTED JULY 3, 2023



Lindon City General Plan

BRT lines, and providing mixed use development opportunities as well. Transforming the area around Lindon City Hall into a distinct civic, commercial, and cultural center is another idea that will help establish Lindon as a city of great destinations.

The land use vision also supports the continued development of the areas west of Geneva Road with larger-scale commercial, mixed density residential, mixed use commercial, and industrial uses. The wide range of uses will serve as the “economic heart” of the city.

A large flex-business park marks the north entry into the city from I-15, with natural open space continuing to dominate the far southwestern

extents of the city near Utah Lake and Lindon Marina. The area west of I-15 toward the southern edges of the city is marked by light industrial uses, merging with more intensive industrial uses to the north.

DETAILED DESCRIPTION OF FUTURE LAND USES

The following are detailed descriptions of the future land uses illustrated in **Map 3**. They are generally aligned with established land use patterns and are intended to be implemented in a manner that supports and protects established residential neighborhoods and uses. The future land use vision also supports targeted areas for economic development and the provision of housing for future residents.

LOW DENSITY RESIDENTIAL

The Low Density Residential category consists of established low-density residential neighborhoods that should be maintained and preserved. Future development in these areas should be aligned with established zoning requirements, which will help maintain the lower density feel of these neighborhoods. Traditional low density residential areas in the city are characterized by 20,000 square foot lots.

LOW DENSITY RESIDENTIAL



MEDIUM DENSITY RESIDENTIAL



MEDIUM DENSITY RESIDENTIAL

This category consists of established medium-density residential neighborhoods that should be maintained and preserved. Future development should be limited to infill development that matches current zoning requirements. Traditional medium density residential areas in the city are characterized by 12,000 square foot lots.

MIXED DENSITY/RESIDENTIAL HIGH

This category is currently a single residential neighborhood located between I-15 and Geneva Road, south of 700 North and the future 700 N Commercial Gateway. This district is surrounded by Interstate 15 and commercial/industrial uses. The neighborhood includes a variety of attached and detached housing types and sizes to help meet a range of budgets and life-cycle needs.

MIXED COMMERCIAL

Consisting of a long and narrow area on the east side of Geneva Road and on the west side of the Ivory development, this district is anticipated to include office, commercial, and light industrial uses. Mixed density residential uses could be considered as a buffer/transition between commercial/industrial uses and existing single-family neighborhoods. The area should be implemented according to coordinated streetscape, architectural, and site design standards, which will help establish a unified appearance and a distinct brand. Building heights should be limited to three stories, matching the scale of adjacent districts.

GENERAL COMMERCIAL

This category provides the major shopping and service needs of the city, which are focused along major arterial streets and near freeway interchanges, thereby allowing businesses to capitalize on high-visibility locations and higher traffic volumes. Commercial buildings should generally be limited to four stories in height, with commercial uses encouraged on the ground floors and commercial or office uses above.



MIXED DENSITY/
RESIDENTIAL HIGH



MIXED COMMERCIAL



GENERAL COMMERCIAL



FLEX - COMMERCIAL



FLEX - COMMERCIAL

These areas provide an attractive setting for a wide range of commercial, retail, office, wholesale, and service uses. They should be developed as part of well-planned, campus-like settings, strategically located in high visibility areas of the city in close proximity to Interstate-15, major gateways, and freeway interchanges. Clear and consistent urban design, streetscape, architectural, and site design standards should be established for these areas to ensure a unified and high quality appearance is achieved.

FLEX - OFFICE



FLEX - OFFICE

This category supports a range of commercial, technology and professional office uses within unified and attractive office park settings. Focused in the south end of the city, this district provides a transition between established commercial uses near the 1600 North interchange and surrounding low density residential and light industrial uses. The area should continue to be developed as a well-planned, campus-like office setting and leverage the close proximity of I-15.

NEIGHBORHOOD ORIENTED CENTER



NEIGHBORHOOD ORIENTED CENTER

This category supports a limited number of low-impact, locally-based and very small commercial, retail and support services on the east side of State Street along Center Street. Potential uses might include boutiques, small eateries, civic, and park uses, all carefully-scaled to match the look and feel of the neighborhood while preserving the “A Little Bit of Country” feel of Lindon. A local precedent is Walker Farms, which has been transformed into a local wedding and event venue, boutique, and working farm.

700 N COMMERCIAL GATEWAY

The 700 N Commercial Gateway is envisioned to become a walkable, mixed-use “downtown”, providing a range of dining, retail, public gathering, and office uses. It is located on an undeveloped site that is one of the last remaining large tracts of contiguous land in the city. The proximity of this property to Anderson Farms and an entrance to I-15 can help transform the site into a mixed use center and support future transit options along 700 North. Over time it is anticipated that the 700 N Commercial Gateway will be transformed into a Transit Oriented Development (TOD) site. See the [Lindon City 700 North Small Area Plan \(2021\)](#) for specific details and policies for the area.

TRANSIT/COMMERCIAL NODES

The UDOT & UTA [Central Corridor Transit Study \(2021\)](#) proposes five Bus Rapid Transit (BRT) stops along State Street and 700 North within Lindon City. While the future of BRT along State Street and 700 North is planned long-term, the land around these sites should be planned and earmarked to facilitate future development of the nodes. UTA has also designated an alignment for the TRAX light rail along Geneva Road. The intersection of 700 North and Geneva Road may be considered as an important transit hub and TOD Center with the availability of mass transit (shown as a Future Transit/Commercial Node Area) and will require future study and the identification of parcels.

Each node should encompass a mix of uses that are scaled and aligned with the small-town character of Lindon. Uses should complement existing residential and commercial uses, with new buildings generally limited to four stories in height. Street-level retail should be mandatory, supported by small plazas, outdoor dining areas, and high-quality streetscape features.

Special architectural and site design standards should be developed to help establish a unique identity and brand for each node yet unified with the other transit nodes to help residents and visitors understand the types of services and amenities provided at each location. Each node should include high-quality public spaces, with beautiful and engaging landscape treatments, unified wayfinding and signage.



700 N COMMERCIAL GATEWAY



TRANSIT/COMMERCIAL NODES





LIGHT INDUSTRIAL

Light Industrial areas include business parks, low impact manufacturing, assembling, warehousing and wholesaling, in addition to a limited amount of supporting commercial, retail, and service uses. These areas should be compatible with surrounding land uses, with light industrial uses providing transitions between heavy industrial and residential uses, for example. Special site and architectural design treatments and standards should be applied to ensure future development meets the buildout vision for these districts.



HEAVY INDUSTRIAL

Heavy industrial uses support intensive, high-impact industrial activities such as manufacturing, warehousing, assembly, and outdoor storage involving large-scale machinery and structures. A single district is located in the city on the west side of Geneva Road. Uses should be designed and implemented to minimize impact on the community, taking into account the preservation of natural resources and viewsheds, and minimizing use-generated impacts such as pollution, noise, and traffic. The application of transitional land uses along the edges of this district and the application of physical buffering techniques, such as walls and landscape screens, will help offset the impacts of heavy industry to adjacent and nearby uses.



PARKS, OPEN SPACE, & TRAILS

This category encompasses the range of existing and future parks, linear greenways, trail corridors, and supporting uses distributed throughout the city. These sites are intended to provide easy access to recreation, trail, and open space opportunities for residents and visitors. The establishment of a robust trail system to connect parks and recreation facilities is strongly supported, with the east/west Heritage Trail and north/south Murdock Trail serving as the connecting “spines” of the park and open space system.

NATURAL OPEN SPACE

This category encompasses the natural lands associated with Utah Lake, the Wasatch foothills, and the various creeks, canals, and natural drainages that feed regional water bodies, and provide wildlife habitat. These areas may include low impact features such as trails and water recreation elements, although the primary purpose is the preservation and protection of these critical natural areas.



NATURAL OPEN SPACE

COMMUNITY FACILITIES

This category encompasses various community and civic buildings and facilities found in Lindon. Key facilities include Lindon City Center, Lindon Community Center, public schools (Oak Canyon Junior High, Rocky Mountain Elementary, and Lindon Elementary), charter schools (Karl Maeser Preparatory Academy, Timpanogos Academy, Montessori Learning Center, and Nahunta Hall), and other publicly owned infrastructure and services.



COMMUNITY FACILITIES

PLACEMAKING & COMMUNITY DESIGN

A compelling land use vision goes beyond the delineation of colors and boundaries on a map, incorporating it also addresses “placemaking”, which is the process that creates high-quality places where people want to live, work, and play. Quality places are active, interesting, and visually attractive, and incorporate attractive design, public art, and creative activities. They also include well-designed buildings and attractive streetscapes, and are marked by the following attributes:

- Are people-friendly with a mix of human-scale uses
- Are walkable, bikeable, and easy to find one’s way around
- Include a variety of transportation options for getting there
- Offer range of uses and usually include housing options
- Incorporate existing historic structures and landscapes, and respect community heritage and values
- Embrace the creative arts and provide cultural opportunities
- Include green space that is well-connected to pathway and trail systems
- Are safe and welcoming
- Are accessible and comfortable
- Are well-maintained and exude a sense of local character and charm
- Are sociable, encouraging people to connect with one another

MAINTAINING COMMUNITY CHARACTER

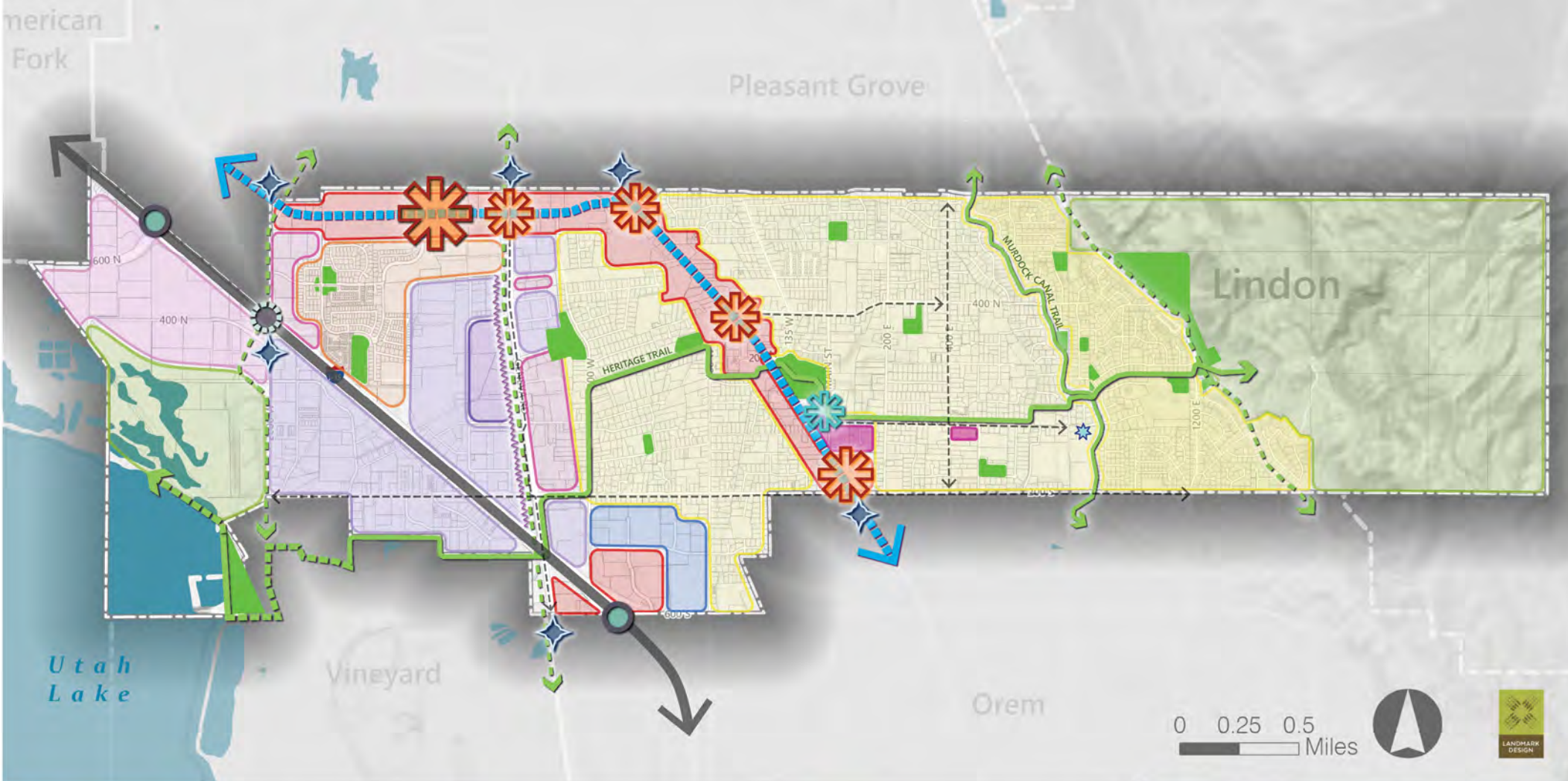
Ensuring the Lindon “sense of place” or “A Little Bit of Country” is maintained is essential as the city continues to grow and develop. As illustrated in **Map 4** and described in the following pages, several tactics are proposed to ensure Lindon retains the small town and friendly atmosphere that makes it a unique, attractive, and desirable place to live and visit.

PRESERVING THE PAST

Local heritage and history is valued in Lindon City. Great strides have been made over the years to preserve connections to the historic roots of the city. Efforts include the production of a Historic Sites brochure and installation of several historic monument signs that document important historical buildings and sites in the city. The city is also working with landowners to help preserve the city’s agricultural heritage through the preservation of historic farms and orchards in the community.

In 2024, Lindon City will celebrate its 100 year anniversary as a city. This event is a great opportunity to commemorate the past and celebrate the future of Lindon as it continues to move forward.





- Low Density Residential
- Medium Density Residential
- Mixed Density/ Residential High
- Mixed Use-Commercial Focus
- General Commercial
- Flex-Commercial
- Flex-Office
- Neighborhood Oriented Center
- Light Industrial

- Heavy Industrial
- Parks
- Natural Open Space
- 700 N Commercial Gateway
- Transit/Commercial Node
- Civic Center
- Future LDS Temple Site
- Community Gateways
- Existing Freeway Interchange
- Proposed Freeway Interchange

- Public Transit Corridor and Streetscape Enhancements
- Landscape Buffer/Screen
- Existing Trail
- Proposed Trail
- Major Road Divide
- Corridor Enhancements
- Lindon City Boundary

Map 4 Placemaking

ADOPTED JULY 3, 2023



Lindon City General Plan

CENTERS

700 N COMMERCIAL GATEWAY

The [700 North Small Area Plan](#) encapsulates the vision for a future 700 N Commercial Gateway near 700 North. As illustrated in **Figure 20**, the plan envisions the area to be transformed into a new “downtown” and a mixed use center that capitalizes on Transit Oriented Development (TOD) opportunities associated with a potential Bus Rapid Transit (BRT) line in the future. The plan establishes the function, look, and feel of the Commercial Gateway, including recommended uses, building heights, massing, circulation and parking systems, and park, trail, and open space connections (see **Figure 21** and **Figure 22**).



Example of Planting to Buffer Parking Lot from 700 North Small Area Plan

Figure 20: 700 North Small Area Plan District Concept Plan

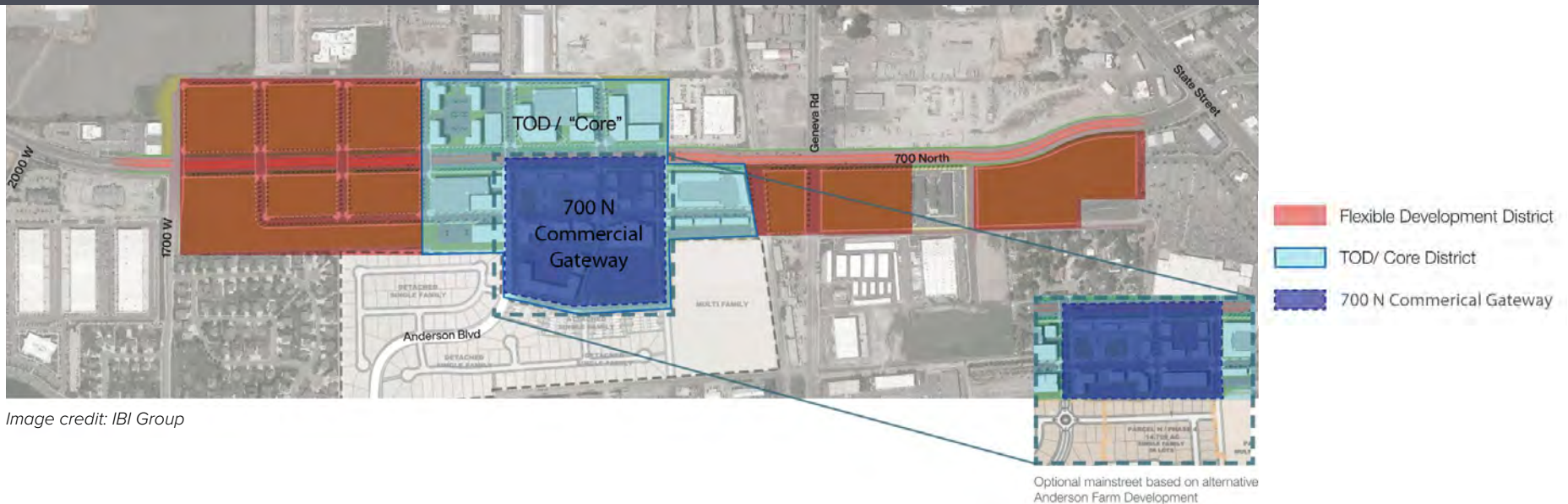


Figure 21: 700 North Small Area Plan 700 N Commercial Gateway Concept Plan

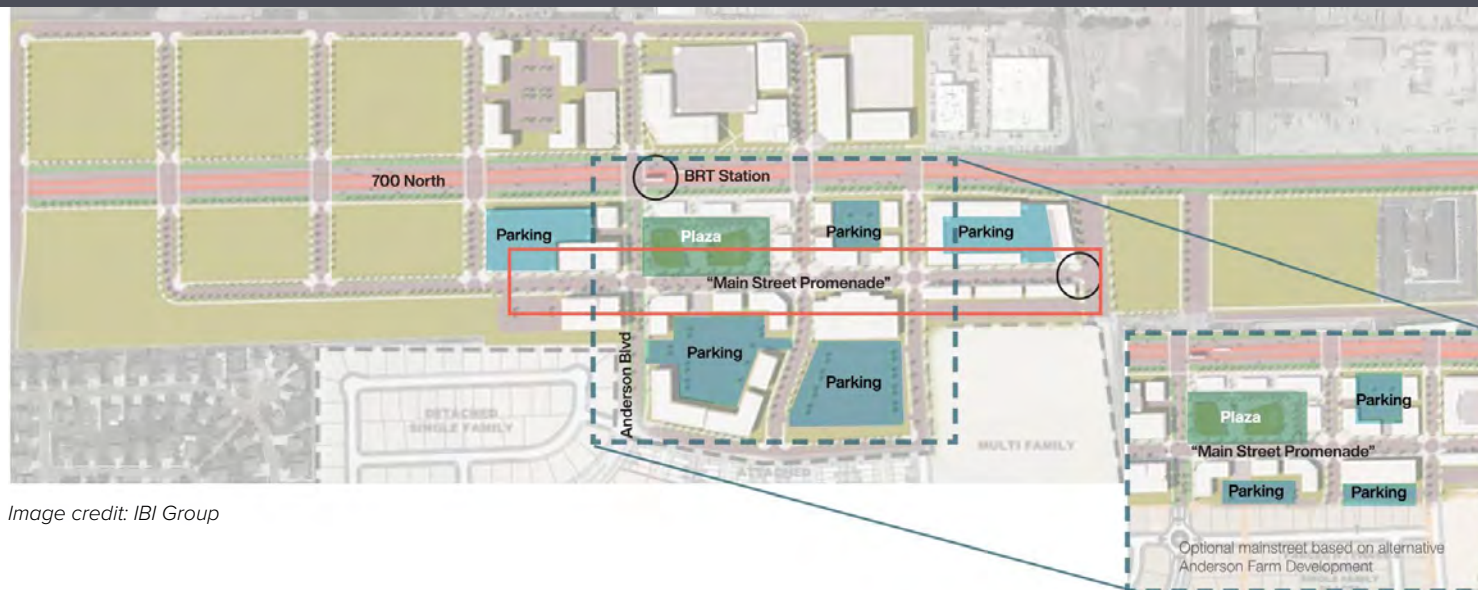


Image credit: IBI Group

Figure 22: 700 North Small Area Plan Building Heights



Image credit: IBI Group

LINDON CIVIC CENTER

Lindon Civic Center is the central civic and cultural hub for the city. The area is currently home to City Hall, administrative city offices, and the municipal justice court, Community Center, and the public safety building, which also houses Orem Fire. The center serves as a primary location for community gatherings and recreational activities at the adjacent Lindon City Park, Aquatics Center, and Rodeo Grounds. The area should continue to be upgraded and enhanced to become the “go-to” civic and cultural destination of the city. As the properties around the civic center campus develop or redevelop the city should proactively plan for these areas to enhance the civic center and attract compatible development

Lindon Civic Center should exude a warm and welcoming presence as it continues to be upgraded and refined. The area should build upon the attractive park-like setting and surroundings. A detailed design study should be undertaken, including the development of coordinated site and architectural design standards to help guide future development.

TRANSIT/COMMERCIAL NODES

The three transit nodes proposed along State Street and two along 700 North (the future TRAX line at Geneva Road and the BRT at Anderson Boulevard) not only play important roles in how people get around, they also represent unparalleled placemaking opportunities that merge the required stations with plazas, attractive buildings, and a mix of uses to serve the needs of the community. Designed correctly, these nodes will encourage interaction between different users and daily connections, support a range of events, and encourage social interaction. They should be designed to illustrate the character, history, and values of the people who use them, incorporating public art, great architecture, opportunities for special events, and design details that foster a “sense of place” and neighborhood pride.

CORRIDOR TREATMENTS

Public road rights-of-way are the largest and farthest-reaching public spaces in the city. Historically focused on the facilitation of automobile traffic and as sites for public utilities, Lindon’s roadways can transform over time to provide greater public benefit. For example, road corridors can be transformed to support a wide range of transportation options, including transit, pedestrian walkways, and cycle paths. They can also be enhanced with special gateway treatments at key intersections to help establish notable entry experiences.

Transforming Lindon’s major corridors is a long-term commitment that will help transform both the look and function of the city. Streetscape improvements can help ensure future roadways meet the changing needs and expectations of the community. Although the actual roadway may not be in play, changes along the street edges can result in improved conditions for cyclists and pedestrians.

Enhancing corridor treatments in Lindon can improve pedestrian and cyclist movement while also making the city more aesthetically pleasing. This in turn can help improve the identity of the city. Since State Street and most other major roadways in Lindon are owned and managed by UDOT, implementing corridor changes will require time, coordination, and cooperation. Improvement efforts should therefore focus on smaller county and local road corridors that have a greater potential for locally-initiated improvements, expanding the benefits to a wider range of users.

Special streetscape improvements are recommended along key roads such as 700 North, State Street, Geneva Road, 200 South, Center Street, 400 North, and 400 East. Specific street treatments should be developed for each roadway as part of a unified yet distinct system. In general, major roadways should be transformed into more attractive boulevards, incorporating wide sidewalks, street trees, landscape treatments, unified lighting, and similar enhancements that distinguish each street. As described in greater detail below, Lindon City should focus on streetscape enhancement plans for 700 North and State Street to commence the process.

700 NORTH

The *700 North Small Area Plan* establishes a street hierarchy for the area, including general street types and details. The plan features a “Main Street” or a “Festival Street”, which incorporates features such as plazas, street trees, bollards, and outdoor dining areas (**Figure 23** and **Figure 24**).

Figure 23: 700 North Small Area Plan Main Street Concept



Image credit: IBI Group

Figure 24: 700 North Small Area Plan Festival Street Concept



Image credit: IBI Group

STATE STREET (US-89)

This is a major roadway that bisects the city. A significant amount of new commercial development has taken place along the roadway in recent years, despite the high speed traffic, noise, and pollution that create an unpleasant environment for storefronts and shoppers.

As a UDOT owned and managed road, the city has limited control over the design of the roadway. It should instead work with UDOT to enhance the roadway edges and create a more comfortable and attractive pedestrian and bicycle environment.

The edges of State Street currently include narrow sidewalks and either very narrow park strips or no park strips at all. There are few street trees, and most of those that exist are located on private property adjacent to the roadway. In order to improve property conditions along the roadway, the edges of the road may be redesigned to include wider sidewalks with trees and water-conserving landscape treatments where possible, with a focus on adding landscape improvements at the transit/commercial nodes.



Example of how transit nodes along State Street might be transformed into a more attractive setting for business and civic uses

Improvements should focus on beautifying the future transit nodes and Lindon Civic Center along State Street in the short-term, which will help galvanize a positive impression of the city in general and reinforce their role as premier civic and cultural sites. Any long-term modifications to the highway should include improvements in-between the nodes to create a unified identity and experience.

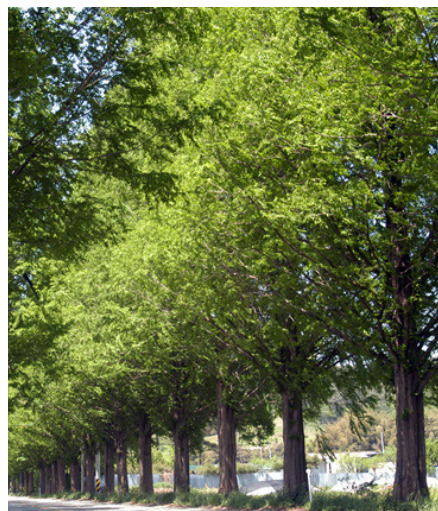
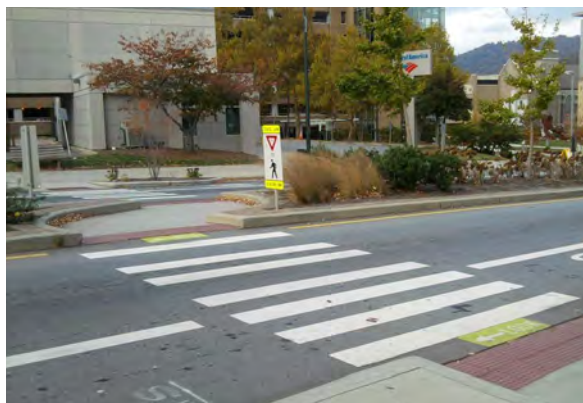
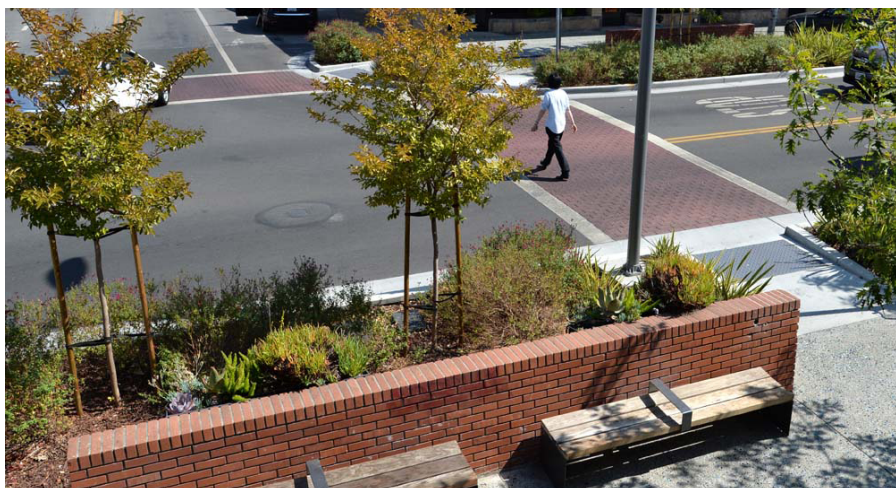
The following photos illustrate some ideas for transforming sections of State Street into a more attractive and pedestrian-friendly corridor specifically within the node areas. The addition of park strips, street trees, water-conserving landscape treatments, and wider sidewalks will not only humanize the roadway, they will also draw attention to

the nodes and civic center. These improvements will also reduce the impacts of traffic noise and provide a greener and more attractive driving experience. The transformation of park strips from lawn dominant to water-wise treatments will beautify the city and showcase a local commitment to reducing outdoor water use while also highlighting design excellence and artistic expression.

GENEVA ROAD

Similar to State Street, Geneva Road bisects Lindon City, linking 700 North with I-15 in a northeast to southwest direction. The corridor lacks consistent sidewalks and park strips, although small sections include narrow parkways planted with small street trees. In other sections the sidewalks have been replaced with extensions of adjacent private landscape treatments to the edge of the street.

As a UDOT-managed road, Lindon City has limited control over the design of the roadway itself. Lindon City should work with UDOT to improve the roadway side treatments and establish a more attractive and comfortable roadway environment. The large-scale nature of the adjacent industrial uses, coupled with associated environmental and visual impacts can be tempered through introduction of well-designed landscape buffers along the edges of the street. These can be enhanced with similar treatments on the adjacent properties,



attractively designed landscape treatments, decorative screening walls and fences, public art, and similar improvements to reduce the visual dominance of the industrial uses. A future rail trail proposed along Geneva Road should be landscaped with trees and water-conserving vegetation, and furnished with a unified system of street lights and furnishings, with an enhanced node treatment at 700 North.

200 SOUTH

This roadway is an important east/west connector, linking Geneva Road with areas to the east. A significant portion of the roadway extends through Lindon, although the bulk of the corridor serves as the delineating line between Lindon and Orem. The portion of the corridor that extends between 800 West and State Street is dominated by residential uses, and further to the west the roadway is lined by industrial uses.

A simple, unified boulevard treatment should be applied at intersections along the roadway, incorporating street trees and water-wise plantings. In areas where the south side of the roadway meets Orem properties, a unified street treatment should be established for both sides of the roadway.



CENTER STREET

The Church of Jesus Christ of Latter-Day Saints is developing the Lindon Temple on Center Street between 800 and 900 East. The temple is anticipated to be a significant draw for congregants in Lindon and nearby communities. As illustrated in **Map 4**, anticipated visitation at the temple presents an opportunity to strengthen the link between the temple, the surrounding neighborhood, and the city by enhancing the streetscape and design qualities of Center Street. It also represents an opportunity to establish Neighborhood Oriented Commercial districts near Center Street and 500 East, and incorporate wayfinding signage and other visual clues to help temple visitors find their way forward.



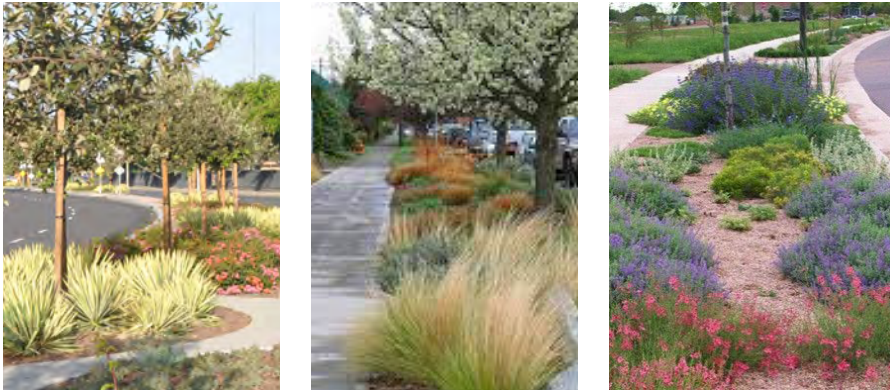
400 EAST

This corridor is primarily residential in nature yet is nevertheless a transportation link. Minor gateway treatments should be provided at each end of the roadway to mark when one is entering the city. Bike lanes should also be considered for this roadway, and missing sections of sidewalks implemented along both sides of the road. This will help connect Lindon to Orem and Pleasant Grove.



400 NORTH

Similar to 400 East, the 400 North corridor is primarily residential in nature yet serves as a key east-west transportation link in the city. A simple, unified boulevard treatment should be applied at intersections along the roadway, incorporating street trees and water-wise plantings.



COMMUNITY GATEWAYS

Gateway features should be designed and developed at key entrances, intersections, and corridors in order to clearly demarcate that one has arrived in Lindon. As illustrated in the accompanying images, a variety of gateway options are possible, depending on specific site and roadway needs and conditions. Specific concepts worth exploring include special gateway landscaping, gateway signage, and unique gateway features and landmarks including landforms and landscape art.

Special consideration should also be given to beautifying access into and around the interstate access ramps within Lindon City limits. Such improvements could help provide a positive impression of the city upon entry, reinforce the local “sense of place”, assist with wayfinding, direct views, and reduce highway noise. The use of waterwise landscape treatments, dense groupings of trees, and the incorporation of landscape art will not only beautify the surroundings, it can also showcase local commitment to high-level urban aesthetics and artistic expression.

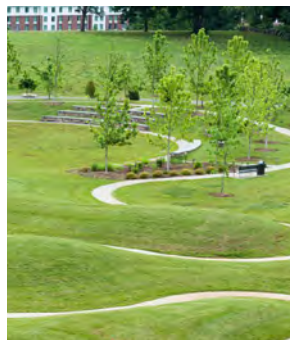




“GREENING” THE CITY

URBAN PARKS & OPEN SPACE AT CENTERS & NODES

The inclusion of parks and open space in centers and nodes will help establish these places as high-quality public destinations. These locations should be designed with integrated plazas, parks, and green spaces that are more “urban” than other city destinations. They should be designed as flexible places, incorporating gathering areas and appropriately-scaled outdoor spaces and plazas. They should be well landscaped with trees and vegetation, and demonstrate a commitment to water-wise design principles and techniques. They should also incorporate trail connections and pedestrian-scaled paths, a variety of seating and congregating areas, and specialty features such as playgrounds, urban garden plots and include features that change with the seasons.



A COMPLETE & CONNECTED TRAIL SYSTEM

A robust and interconnected trail system should be developed that supports walking and biking from home to most districts and destinations in the city and beyond. As detailed in Chapter 6, highlights of the system include the Heritage Trail and Murdock Trail.

Heritage Trail provides access from the eastern foothills to the Utah Lake shorelands in the west, linking a range of smaller trails, city parks, and community destinations along the route. Murdock Trail is a regional facility and runs north/south, linking local destinations and connections to adjacent Utah County communities. Lindon City is currently working with the Mountainland Association of Governments (MAG) to establish another key trail known as the Historic Utah Southern Rail Trail.

The city should continue to support these trail opportunities and seek appropriate funding to ensure the system is implemented as envisioned. See Chapter 6 - Parks, Recreation, Trails, & Open Space for additional details.



BUFFERS & TRANSITIONS

Careful land use planning can help mitigate abrupt and incompatible land use changes or different intensities and operations. Land use transitions can be further reinforced through the placement of well-designed landscape buffers, such as dense tree rows, hedges, fences, walls, and berms placed between different uses.



MAINTAINING VIEWS AND VIEWSHEDS

First impressions often establish one's perception of a place. Special efforts should be made to improve key view corridors in Lindon, particularly along major east-west roadways such as Center Street and 200 South. For example controlling building setbacks and heights, and coordinating development along key corridors can enhance views of the Wasatch Mountains to the east and over Utah Lake to the west.



PRESERVING HISTORIC AGRICULTURAL AREAS OF LINDON

Agriculture is a significant part of the Lindon City's heritage and is closely tied to the city's motto of "A Little Bit Country". The city has approximately 7% of land remaining in agricultural use and faces significant development pressures similar to the rest of the county.

Several landowners in the community have been taking steps to help preserve key agricultural properties in the community, helping preserve the community's character and contributing to the unique identity of Lindon City. Wadley Farms, Walker Farms, Martel Orchards and Vineyard, and Farnworth Elk Ranch are well-known in the region

and are great examples of the successful preservation of important farms and ranches.

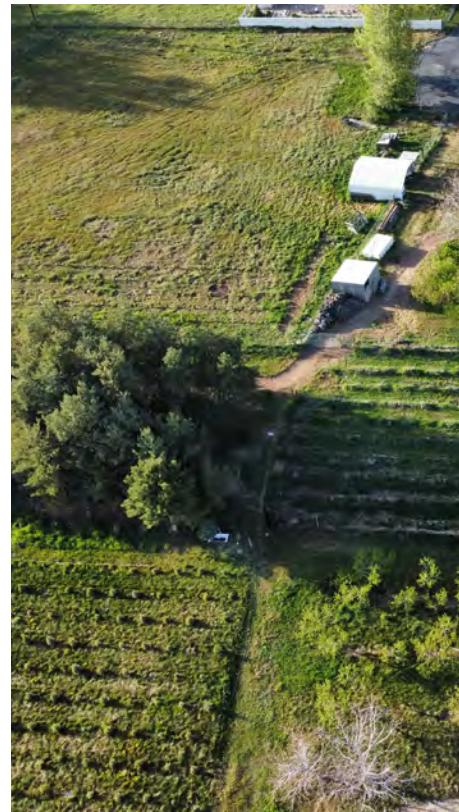
In 2019, Envision Utah completed the *Utah Valley Vision for 2050*, which provides a range of goals to help conserve agricultural land and water and enhance opportunities for agricultural businesses to prosper and expand. Utah County provides tax incentives for greenbelt and urban farming, and developed the Utah County Agriculture Toolbox to help promote and sustain agriculture in the region. The toolbox includes goals and ideas to help landowners, residents, and community leaders sustain and promote agricultural lands, water, and practices.



Wadley Farms



Walker Farms



Martel Orchards & Vineyard



Farnworth Elk Ranch

AN ARRAY OF HOUSING TYPES

Where compatible, the city may continue to support a range of housing needs in the city. Such developments should align with established neighborhoods to ensure economic, lifestyle, and life-cycle needs are met. A range of housing types could help meet the growing housing demands in Lindon.

The heights of new residential buildings should be generally aligned with the scale and character of surrounding districts, with only exceptional projects exceeding existing at three-to-four-story building height cap. New housing projects can also incorporate transitional buffers to help ensure new housing projects are a good fit with established neighborhoods and uses.



COMMUNITY FACILITIES & SERVICES

Lindon City provides a range of public utilities, infrastructure, facilities, and services to meet the needs of the community. The following is a summary description of key existing facilities and services (**Map 5**).

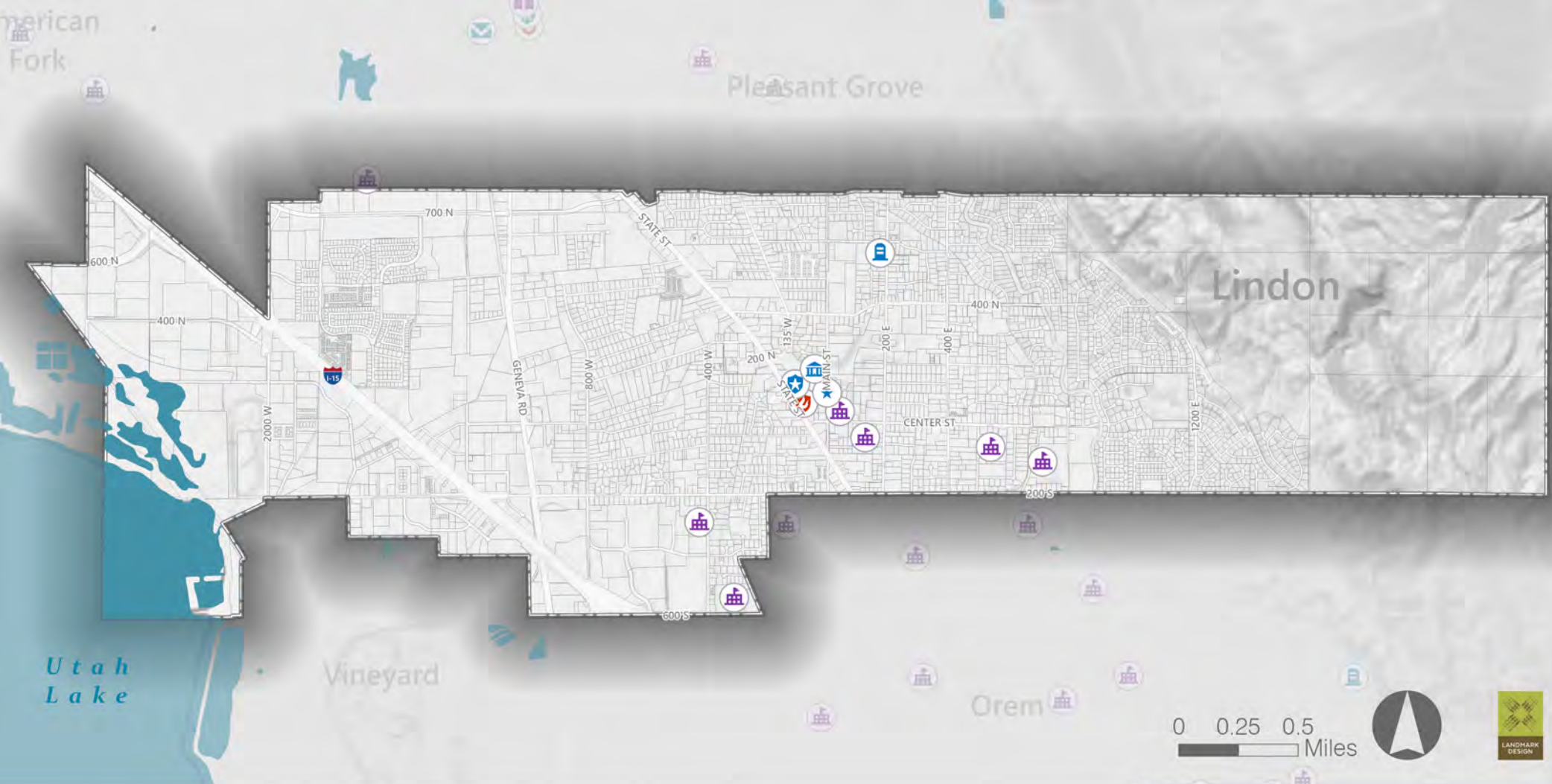
UTILITIES & INFRASTRUCTURE









Key utility and infrastructure services provided by Lindon City include drinking water, secondary water, sewer, and stormwater conveyance systems. The Public Works Department oversees the implementation of these services. Utilities and infrastructure services provided by others include electrical, gas, internet, and similar services not provided by the city.

WATER & SEWER

Lindon City provides drinking water to users within the municipal boundaries. Water is sourced from several wells dispersed throughout the community, in addition to springs located in the nearby foothills. The city also provides pressurized secondary water to a limited area of the community that is sourced from the Provo River through a series of canals and pipelines. The city completed converting all secondary water connections with meters in summer 2023 in compliance with state law. See the [Lindon City Culinary Water Master Plan and Capital Facilities Plan \(2016\)](#), [Impact Fee Facilities Plan \(2016\)](#), and Chapter 8: Water Use and Preservation for more detail.

Lindon City also manages wastewater (sewer) collection within city boundaries. Wastewater is gravity fed or pumped from low-lying areas by lift stations that convey effluent to a central collection point before conveying the wastewater to treatment facilities located in Orem City. Lindon contracts with Orem City for the treatment of wastewater generated in the city. The wastewater is cleaned at the Orem City Reclamation Facility before being discharged into Utah Lake. Wastewater collection system needs are addressed in the [Lindon City Sanitary Sewer Master Plan and Capital Facilities Plan \(2016\)](#) and [Impact Fee Facilities Plan \(2016\)](#).



- | | |
|--|--|
|  School (Pre K to 12) |  Cemetery |
|  Post Office |  City Hall |
|  Law Enforcement |  Community Center |
|  Fire Station |  Lindon City Boundary |

Map 5 Community Facilities

ADOPTED JULY 3, 2023



Lindon City General Plan

OTHER UTILITIES & INFRASTRUCTURE

STREETS

Lindon City owns and operates approximately 61 miles of streets within the municipal boundaries. Most of the street network is already in place, and it is anticipated that future roads will be constructed as part of UDOT projects or installed by developers to facilitate private development. Since there is little to no anticipated need for city-developed roadways in the future, impact fees are generally not charged. A single exception is the assessment area around the I-15 Pleasant Grove Boulevard interchange, which was established to collect and repay Lindon City investments in the interchange and for connecting streets in the area. See Chapter 3 for details.

GARBAGE & RECYCLING

Services for residential curbside waste and recycling are provided by Lindon City through a contract solid waste hauler (currently Republic Services). Residents pay for this service through their city utility bill. The North Utah County Garbage Transfer Station, which is operated by the North Pointe Solid Waste Special Service District and is located on 200 South just west of 2000 West, is available for additional solid waste disposal needs.

SERVICES & FACILITIES

Key public services include law enforcement, fire protection, emergency medical services, animal shelter, and the Lindon Community and Senior Center.

POLICE, FIRE & EMERGENCY MEDICAL SERVICES

Law enforcement needs are provided by the Lindon City Police Department. The city currently contracts with Orem City to provide firefighting, paramedics, and ambulance services. The city collects impact fees for police and fire facilities and services as outlined in the *Police Impact Fee Facilities Plan (2016)* and the *Fire Impact Fee Facilities Plan (2016)*. Police, fire and emergency medical services are housed at the Lindon Public Safety Building, which was constructed in 2017 at 90 North State Street.



ANIMAL SHELTER

Animal shelter and service needs are provided by the North Utah Valley Animal Shelter Special Service District. The district operates the North Utah Valley Animal Shelter at 193 North 2000 West in Lindon.

COMMUNITY & SENIOR CENTER

The Lindon Parks and Recreation Department operates the Lindon Community and Senior Center, which is located at 25 North Main Street. The Community Center includes a gymnasium, a gathering room, classrooms, and kitchen facilities that are also available for city events and open for rental by the public. Recreational sports, youth programs, and art classes are regularly held in this facility.

OTHER COMMUNITY FACILITIES

Lindon City has a variety of public and charter schools that serve residents. Lindon City Cemetery is a city-owned and operated facility that is located at 600 North and 200 East. In addition to offering cemetery lots and interments, an interactive online map is available to help people locate specific interments.

Since Lindon City does not have a post office, residents typically use nearby facilities in Pleasant Grove or Orem. The city also lacks a library, which was identified as a need by some residents during the community outreach for the general plan. Recognizing how much residents value library services, the city will reimburse local residents up to 75% of the cost for utilizing library loan services in neighboring communities.

MEETING FUTURE UTILITY & INFRASTRUCTURE NEEDS

Approaches for meeting future utility and infrastructure needs should be aligned with the general recommendations contained in this plan and other plans that specifically address utilities and infrastructure. Future utilities and infrastructure should consider projected population growth, service levels, land use, and transportation needs in particular.



GOALS, POLICIES & IMPLEMENTATION MEASURES

GOAL 1: ESTABLISH A CLEAR AND REALISTIC LAND USE VISION TO GUIDE FUTURE DECISION-MAKING

Policy 1.1: Strike a balance between meeting future growth needs and demands while safeguarding the “Little Bit of Country” sense of place and high quality of life in Lindon

a. Implementation Measure: Preserve existing neighborhoods and establish new ones that are aligned with the existing patterns and uses that have been established over time.

b. Implementation Measure: Consider cluster development of larger vacant residential properties to preserve open space while maintaining existing densities.

c. Implementation Measure: Limit commercial and industrial uses to the major corridors and defined districts as illustrated in the Land Use Plan.

d. Implementation Measure: Transform the western part of the city into a regional job center.

e. Implementation Measure: Focus commercial development along major arterial corridors such as 700 North, State Street, and Geneva Road.

f. Implementation Measure: Accommodate a full range of land uses in Lindon, including a balanced mix of residential, commercial, industrial, and special uses.

g. Implementation Measure: Continue to evaluate areas for mixed density residential to meet affordability, lifestyle and life cycle targets.

h. Implementation Measure: Consider a wide mix of residential and mixed use districts to help meet affordability, lifestyle, and life-cycle targets.

i. Implementation Measure: East-west oriented streets such as Center Street, West 200 South and 400 North should be carefully designed to preserve and protect terminal views of the Wasatch Mountains to the east and Utah Lake to the west.

GOAL 2: ENSURE THE LINDON SMALL TOWN FEELING IS MAINTAINED AND ENHANCED

Policy 2.1: Carefully integrate new development with historic uses in established neighborhoods

a. Implementation Measure: Protect historic structures to maintain the local sense of history and the special qualities of historic areas.

b. Implementation Measure: Define the vision, roles, and responsibilities of the Historic Preservation Commission in order to preserve the historic roots of the city.

c. Implementation Measure: Identify and work with property owners to preserve remaining agricultural properties.

d. Implementation Measure: Educate residents with remaining large agricultural properties about available county greenbelt incentives and urban farming tax benefits for cultivating food and other marketable crops.

Policy 2.2: Preserve and protect established neighborhoods and residential land uses by requiring transitions and buffers between uses

a. Implementation Measure: Reserve adequate land to accommodate civic, utility, and school services.

b. Implementation Measure: Consider appropriately planned development as a transition between distinctly different uses.

c. Implementation Measure: Maintain neighborhood stability by ensuring new development is aligned with the existing scale and feel of surrounding residential uses.

Policy 2.3: Consider existing development patterns, environmental conditions, infrastructure needs, transportation requirements, and fiscal impacts when planning future land uses

a. Implementation Measure: Encourage and support land use patterns that provide adequate off-street parking, reduce travel distances for employment and essential services, reduce pollution, support alternative modes of transportation, and conserve energy.

b. Implementation Measure: Ensure new buildings complement the scale of existing ones. When existing structures cannot be retrofitted or transformed, new buildings should be developed in a manner that is sympathetic to the scale of established structures and patterns.

c. Implementation Measure: Verify that infrastructure and utility capacities are adequate before approving major development projects in the city.

GOAL 3: MAKE LINDON CITY DISTINCT AND IDENTIFIABLE FROM SURROUNDING MUNICIPALITIES

Policy 3.1: Develop gateway entrances, nodes, and key intersections into unified and discernible regional landmarks

a. Implementation Measure: Utilize a variety of tools to unify the design of key districts, including landscaping, coordinated signage, unique landforms, and landscape art.

b. Implementation Measure: Apply special urban design and waterwise landscape treatments to the areas associated with Interstate 15 entrances and exits to help beautify freeway access ramps and to showcase the artistic expression of the community.

c. Implementation Measure: Incorporate parks and greenspace into the design of new and denser districts and nodes.

Policy 3.2: Create a coordinated program of streetscape and right-of-way improvements that reinforce Lindon as a special community in the region

a. Implementation Measure: Prepare a detailed urban design strategy plan for each major corridor, identifying special enhancements and treatments.

b. Implementation Measure: Transform State Street, Geneva Road, 700 North, and other major entry roads into unique parkways that reinforce the Lindon “sense of place”.

c. Implementation Measure: Ensure views are preserved and corridors are beautified along key streets including Center Street, West 200 South, and 400 North.

GOAL 4: CREATE PLACES FOR THE COMMUNITY TO GATHER AND EVENTS TO DRAW RESIDENTS TO THESE PLACES

Policy 4.1: Establish a new 700 N Commercial Gateway on 700 North as the “commercial destination of the community”.

a. Implementation Measure: Develop the 700 N Commercial Gateway according to the principles and ideas contained in the small area master plan to create a downtown commercial area where residents of Lindon can gather for community events.

Policy 4.2: Improve neighborhood destinations throughout the community

a. Implementation Measure: Transform the area around City Hall into the civic, cultural, and commercial hub of the city.

b. Implementation Measure: Carefully establish small-scale Neighborhood Oriented Centers on Center Street.

c. Implementation Measure: Support the regional draw of the new The Church of Jesus Christ of Latter-Day Saints temple by applying enhanced streetscape treatments along Center Street.

Policy 4.3: Develop easily accessible and well-spaced transit nodes on State Street and 700 North to link the city to regional destinations.

a. Implementation Measure: Apply a unique set of urban design treatments, standards, and branding for each transit node as part of a comprehensive design and development strategy.

b. Implementation Measure: Continue to facilitate new development and encourage new investment along State Street by encouraging redevelopment that includes creative design and a mix of uses.

GOAL 5: ENSURE THAT LAND USES ARE COMPATIBLE AND UTILIZE ADEQUATE BUFFERS TO ENHANCE HARMONY

Policy 5.1: Provide land use transitions and development buffers between incompatible land uses

a. Implementation Measure: Limit land use transitions to a single step in density, such as low density to medium density rather than low density to high density.

b. Implementation Measure: Buffer established residential uses from nearby commercial and adjacent residential uses through the application of transitional land uses and physical barriers such as vegetated screens, walls, fences, and berms.

c. Implementation Measure: Ensure commercial uses located in close proximity to residential uses do not negatively impact established characteristics and qualities.

GOAL 6: ENSURE CIVIC, SCHOOL, PARK, OPEN SPACE, UTILITY, AND OTHER NON-RESIDENTIAL USES MATCH THE LAND USE VISION AND PRINCIPLES

Policy 6.1: Ensure community facility and infrastructure needs are met

a. Implementation Measure: Tie development approval to the construction of primary drinking and secondary water, sewer, storm drainage, circulation systems, and other utility systems that are in general conformance with the utility master plans.

b. Implementation Measure: Cooperate and advocate with Alpine School District to ensure the future need of schools and other public services are met.

c. Implementation Measure: Maintain and extend transit, trail, and other under-represented transportation facilities to meet the vision that Lindon is an interconnected and safe community.

e. Implementation Measure: Continue to develop an interconnected park, trail, and open space network.





3

TRANSPORTATION & CIRCULATION

- *Coordination with Regional Planning Partners*
- *Existing Conditions & Opportunities*
- *Existing & Proposed Streets*
- *Alternative Transportation*
- *Goals, Policies & Implementation Measures*

TRAVEL & CONNECTIVITY

INTRODUCTION

This chapter addresses transportation needs and requirements. The purpose is to ensure circulation in Lindon is safe and efficient for multiple modes of travel such as vehicular, cycling, and walking. The approach is to ensure transportation decisions are aligned with and regional transportation needs and requirements.

The transportation vision promotes efficient traffic flow and safety. It also supports community desires for improved roadway aesthetics, landscaping enhancements, stormwater management, and off-street parking.

COORDINATION WITH REGIONAL PLANNING PARTNERS

Achieving safe and efficient movement of people and goods is a primary goal of this general plan. Ensuring local and regional transportation needs are aligned in a comprehensive manner is a critical initial step toward meeting that goal. Lindon City understands the importance of coordinating with regional partners, including the Mountainland Association of Governments (MAG), the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA). Clarifying local transportation needs and desires with each of these groups will help ensure local transportation initiatives and projects are aligned with those of surrounding communities, the Wasatch Front, and areas beyond. Brief descriptions of partner organizations follow.

- **MAG** is the Metropolitan Planning Organization (MPO) for Utah County. This organization is tasked with planning and funding regional transportation projects and facilitating related services such as land use and trail planning, and the collection and forecasting of demographic data.
- **UDOT** is responsible for planning, designing, building, and maintaining the state highway system, which includes Interstate 15, State Street, Geneva Road, 700 North, and 1600 North in Lindon.
- **UTA** is tasked with operating and managing integrated public transportation services.

EXISTING CONDITIONS & OPPORTUNITIES

The following is a summary of existing transportation conditions in Lindon City. It includes an assessment of opportunities and constraints for meeting Lindon's transportation needs.

EXISTING & PROPOSED STREETS

In order to balance the land use and transportation needs of the city, it is essential that the Lindon street network accommodates local and regional traffic in an efficient manner. Roadway functional classifications have been established by the Federal Highway Administration (FHWA) and designated by UDOT statewide to help communities ensure an organized, well-planned transportation planning and management approach is achieved. The roadway

classifications for Lindon City are shown on **Map 6** and described below.

- **Freeways** are the largest roadways, designed to safely handle very large volumes of through traffic. Direct access is limited to widely spaced interchanges. Design, construction, and operations of freeways are overseen by UDOT.
- **Arterial Streets** act as main thoroughfares for moving traffic through the city. Full access to adjacent commercial and industrial land uses are limited. Design, construction, and operations of arterial streets in Lindon are typically provided by UDOT with input from the city. These streets are identified on regional transportation plans.
- **Collector Streets** provide for traffic movement between arterial and local streets. These roadways are identified as either Major or Minor collectors. Center left-turn lanes may be provided to allow for greater access and safety, with driveway access evenly spaced.
- **Local Streets, Private Streets, and other Public Roads** provide for direct access to adjoining land uses and facilitate local traffic movement.

As summarized in **Table 4**, the street network in Lindon is nearly complete. The network includes approximately 72.5 miles of existing public roads (excluding freeways) and 2.7 miles of private roads. Approximately nine miles of future public roads are anticipated through buildout.

The Mountainland Association of Governments [*2019-2050 Regional Transportation Plan for the Provo/Orem Urban Area \(TransPlan50\)*](#) indicates that one arterial street is planned west of I-15. Known as the Vineyard Connector, this roadway will link Lindon with north Utah County. The roadway extends through Lindon for 3.3 Miles from Geneva Road to the north city limits, eventually connecting with Pioneer Crossing in Lehi.

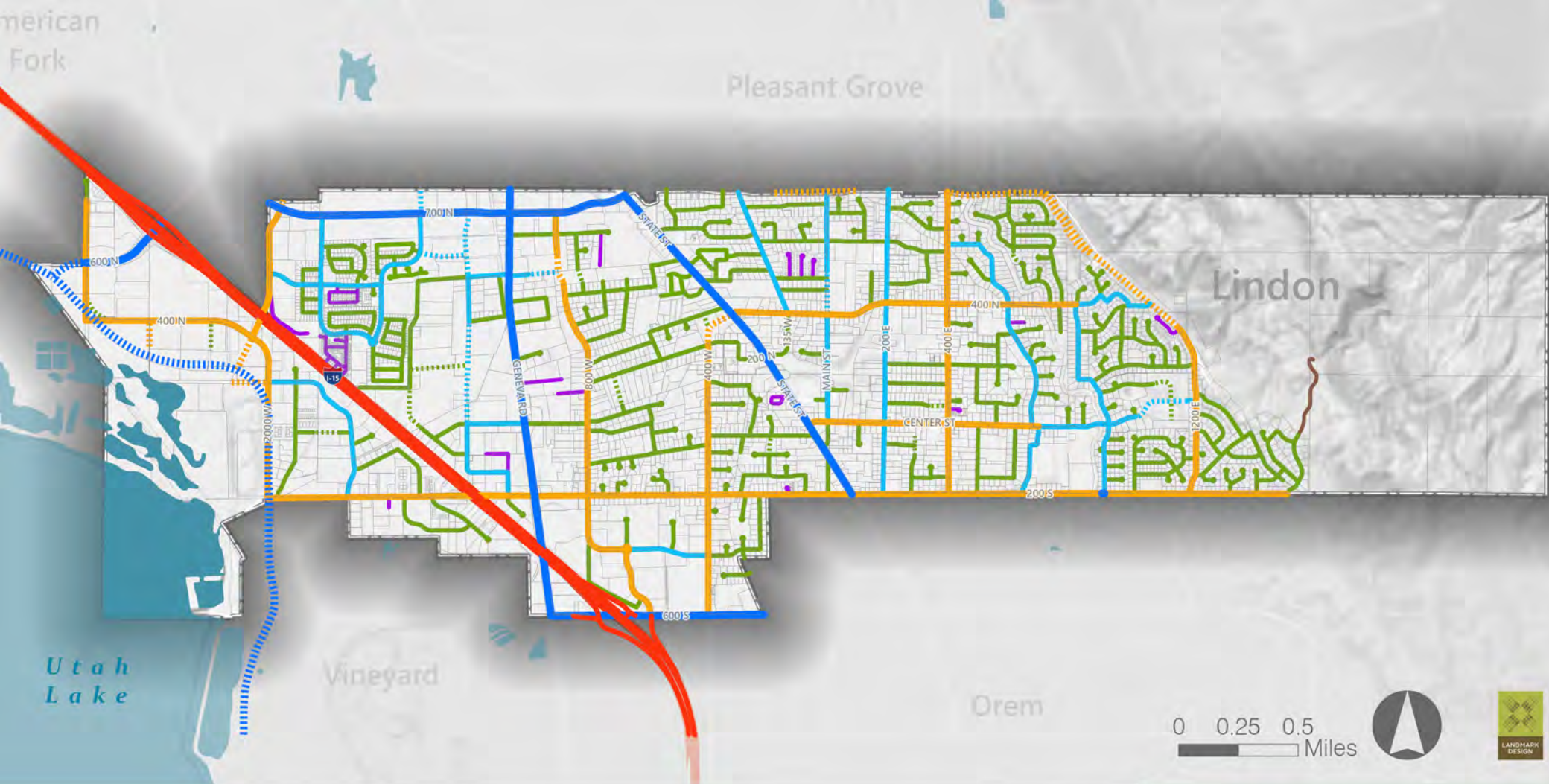
Table 4: Mileage of Existing & Future Streets		
STREET TYPE	MILES EXISTING	MILES FUTURE
Freeway	11.3	--
Arterial	7.1	3.3
Major Collector	16.2	2.6
Minor Collector	9.7	1.5
Local	39.1	1.6
Public Other	0.4	--
Private	2.7	--

Other undeveloped segments of major collectors include an extension of 1200 East to the north, and several road connections west of State Street. Minor collector segments are also yet to be built, primarily on the west side of the city. A single unbuilt minor collector segment remains to be constructed on the east side of the city that would extend Center Street to 1200 East. Studies are also underway to consider a new limited movement interchange at 2000 West that will include frontage roads connecting with the Pleasant Grove interchange.

Future local roads in Lindon will be required to maintain the finer grain of connectivity required to connect existing and future neighborhoods. These include several segments to replace existing dead-end streets and to provide additional access points into neighborhoods currently served by a single access road.

FUNDING THE STREET NETWORK

As previously described, arterial roads are typically funded by UDOT, while collector, local, and other public and private roads are funded as part of developments. Since the majority of Lindon’s street network is already established, impact fees are generally not required to finance new road construction. One exception is the new development area located along the 700 North corridor and west of Geneva Road (**Figure 25**), which falls within the 700 North improvement service area.



Functional Classification

- Freeway
- Arterial
- - - Future Arterial
- Major Collector
- - - Future Major Collector
- Minor Collector

- - - Future Minor Collector
- Local
- - - Future Local
- Other Public
- Private
- Lindon City Boundary

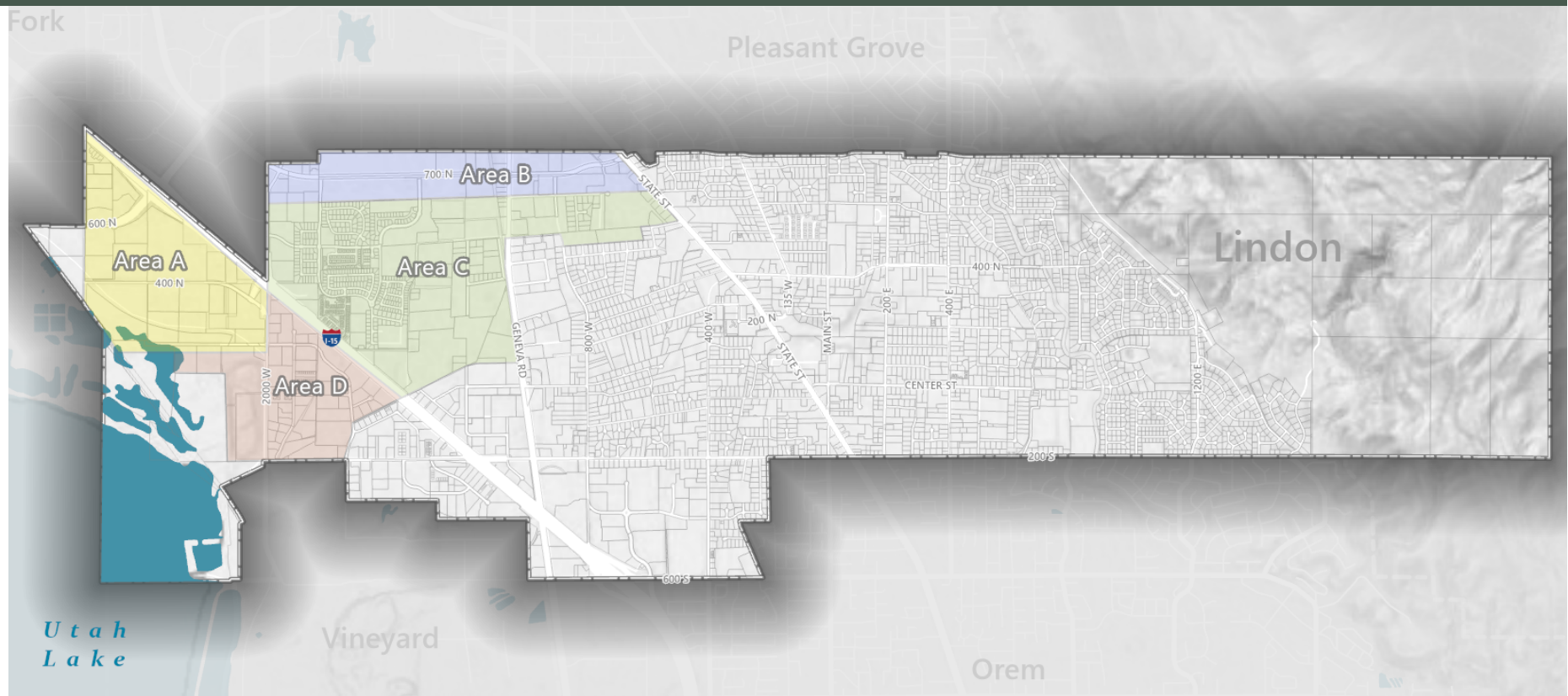
Map 6 Street Master Plan

ADOPTED JULY 3, 2023



Lindon City General Plan

Figure 25: Lindon City 1-15 Regional Transportation Service Area for Impact Fees



Districts in the service area help pay an equitable portion of the costs of road facilities relating to growth and capacity.

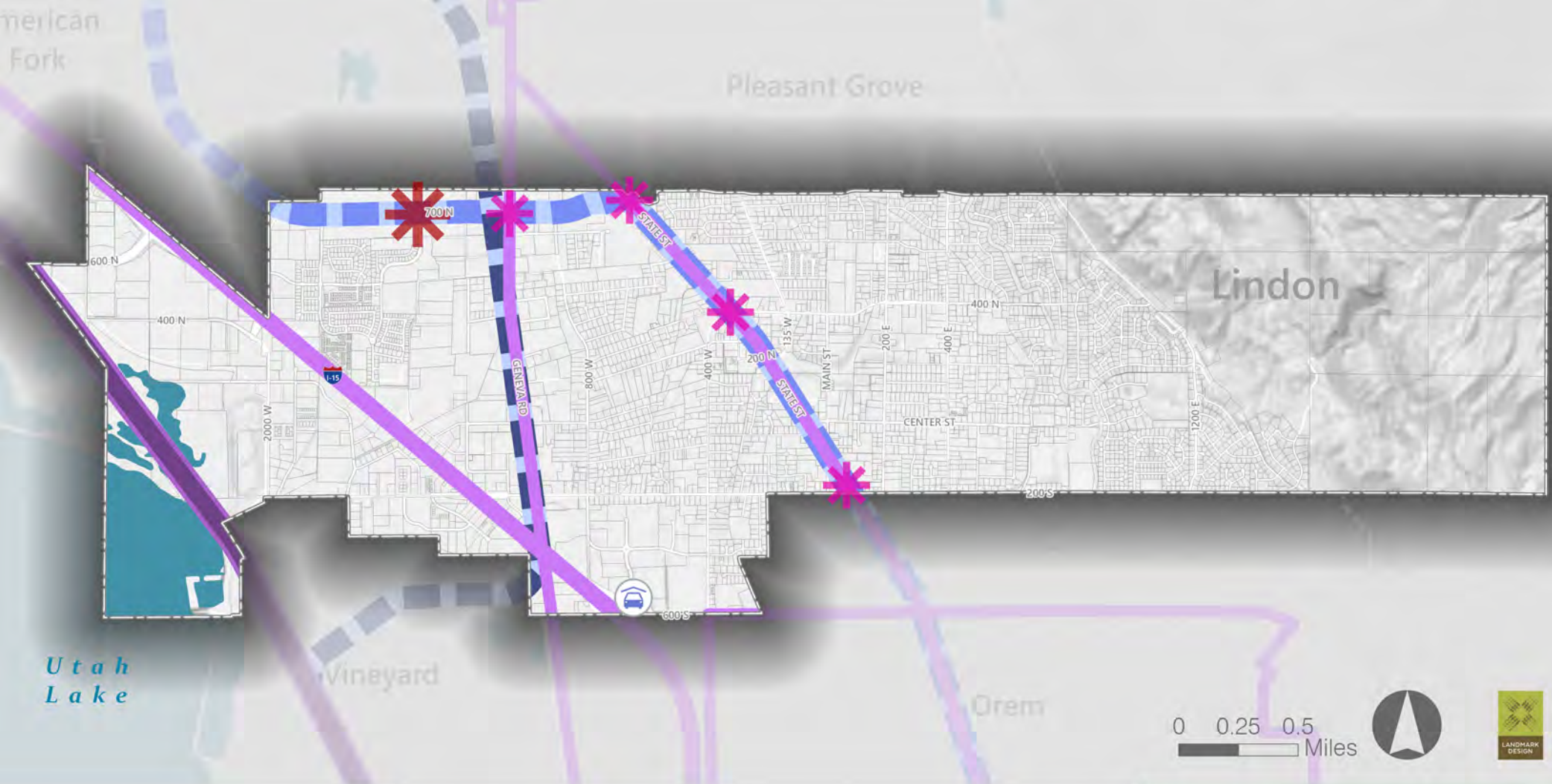
ALTERNATIVE TRANSPORTATION









Transit, bicycle, and trail facilities provide residents and visitors a variety of choices for traveling through and around the city without the use of a private automobile. They help improve community health and well-being, incorporating a level of physical fitness and activity. Alternative transportation methods also support the development of

activity hubs and centers, which provide places for people to stop, gather, and conduct their daily shopping and service needs.

TRANSIT

Existing and planned transit options are illustrated on **Map 7**. They incorporate existing and anticipated transit improvements contained in MAG's *TransPlan50*. Existing transit facilities include the FrontRunner commuter rail that bounds the city to the west. City residents are required to travel to American Fork or Vineyard to access a FrontRunner station.



-  Future Town Center
-  Future Transit/Commercial Node
-  Existing Park-n-Ride Lot
-  Existing UTA FrontRunner Route
-  Existing Local Bus Route
-  Planned Bus Rapid Transit | MAG RTP
-  Planned Light Rail | MAG RTP
-  Lindon City Boundary

Map 7 Alternative Transportation

ADOPTED JULY 3, 2023



Lindon City General Plan

A future improvement contained in *TransPlan50* is the construction of a double track system, which will facilitate more frequent regional rail service. There is also a potential to electrify the system and retire the existing diesel trains, providing a cleaner, faster, and more efficient method of movement.

Major bus routes serve Lindon City along State Street and Geneva Road, with additional routes on I-15 connecting with more distant stations. UTA coordinates all bus routes, schedules, and stops. In order to ensure local needs are met, Lindon City must continue to be proactive to ensure local bus service needs are understood and reflected in UTA's plans.

Other transit projects contained in MAG's *TransPlan50* include the extension of light rail from Pleasant Grove to the north, through Lindon along the Geneva Road through Vineyard, where it would meet the FrontRunner commuter rail route. In 2021, UTA and UDOT completed and published the [Central Corridor Transit Study](#), which calls for high-capacity transit service in northern Utah County from Lehi to Provo.



Example of a sharrow

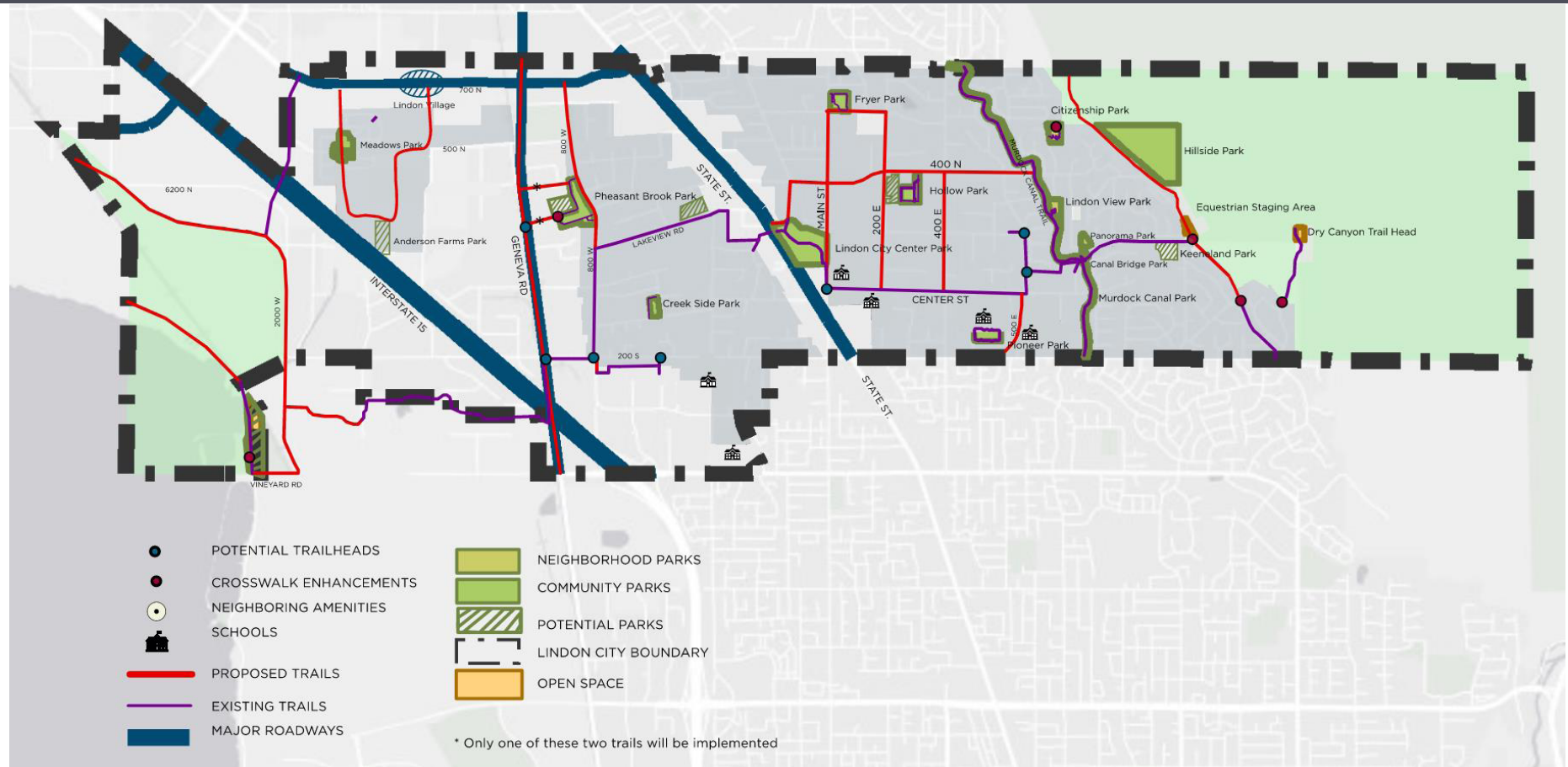


BICYCLE & TRAIL FACILITIES

Existing and planned active transportation options are addressed in the [Bicycle and Pedestrian Master Plan \(2015\)](#) and the [Parks and Recreation Master Plan \(2020\)](#). It is recommended that these plans be updated and fully coordinated to ensure the future trail network and on-street bicycle network are aligned.

Figure 26 illustrates the future trail network in the adopted *Parks and Recreation Master Plan (2020)*. The completed network will connect active transportation options with community destinations, helping to improve community health and well-being.

Figure 26: Adopted *Parks, Trails & Recreation Master Plan (2020)* - Existing & Future Trails



Source: MHTN

MAJOR TRANSIT INVESTMENT CORRIDORS

There are currently two major transit investment corridors in Lindon City. These include a planned route along State Street/700 North, and the existing FrontRunner commuter rail corridor¹. Since the city currently lacks a FrontRunner station, providing transit along these corridors would be a major improvement, providing stops within Lindon that are connected to regional rail and other transit options.

CENTERS & NODES

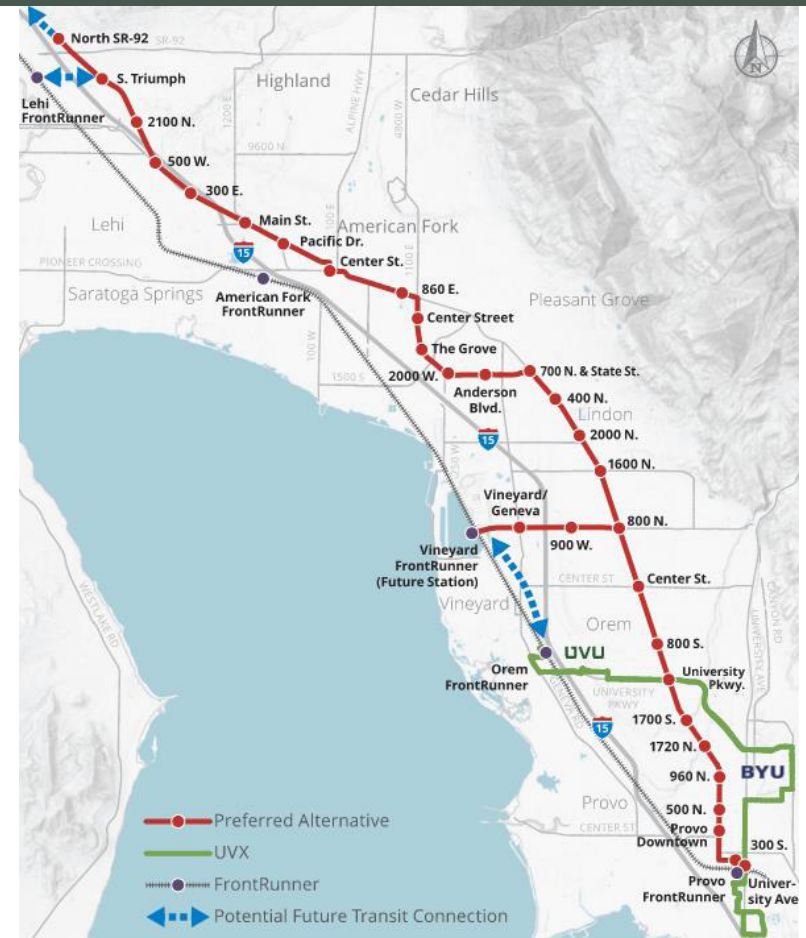
The *Central Corridor Transit Study* was completed in 2021. The study was a partnership between Lindon, Lehi, American Fork, Pleasant Grove, Orem, Vineyard, Provo, Utah County, UDOT, and MAG to evaluate options for expanded high-capacity transit service in the region to link regional transit systems, destinations, and employment centers. The study identifies the preferred alternative of a new bus rapid transit (BRT) transit line through the area, as shown in **Figure 27**. As illustrated, the preferred alignment begins in Provo and generally follows State Street northward where it then turns west on 700 North in Lindon, rejoining State Street in American Fork and ultimately ending in Lehi. The route includes four potential stations in Lindon City and one station on the city border with Orem at the following locations:

- 200 South (2000 North in Orem)
- 400 North/ State Street
- 700 North/ State Street
- Anderson Boulevard/ 700 North
- 2000 West/ 700 North

The potential stations correspond with 700 N Commercial Gateway and the four transit/commercial nodes identified on **Map 3 - Future Land Use Map** and **Map 4 - Placemaking**. The nodes will serve as focused activity areas along State Street and 700 North at intersecting transit routes where transit-oriented development (TOD) opportunities and transit supportive activities are likely to occur.

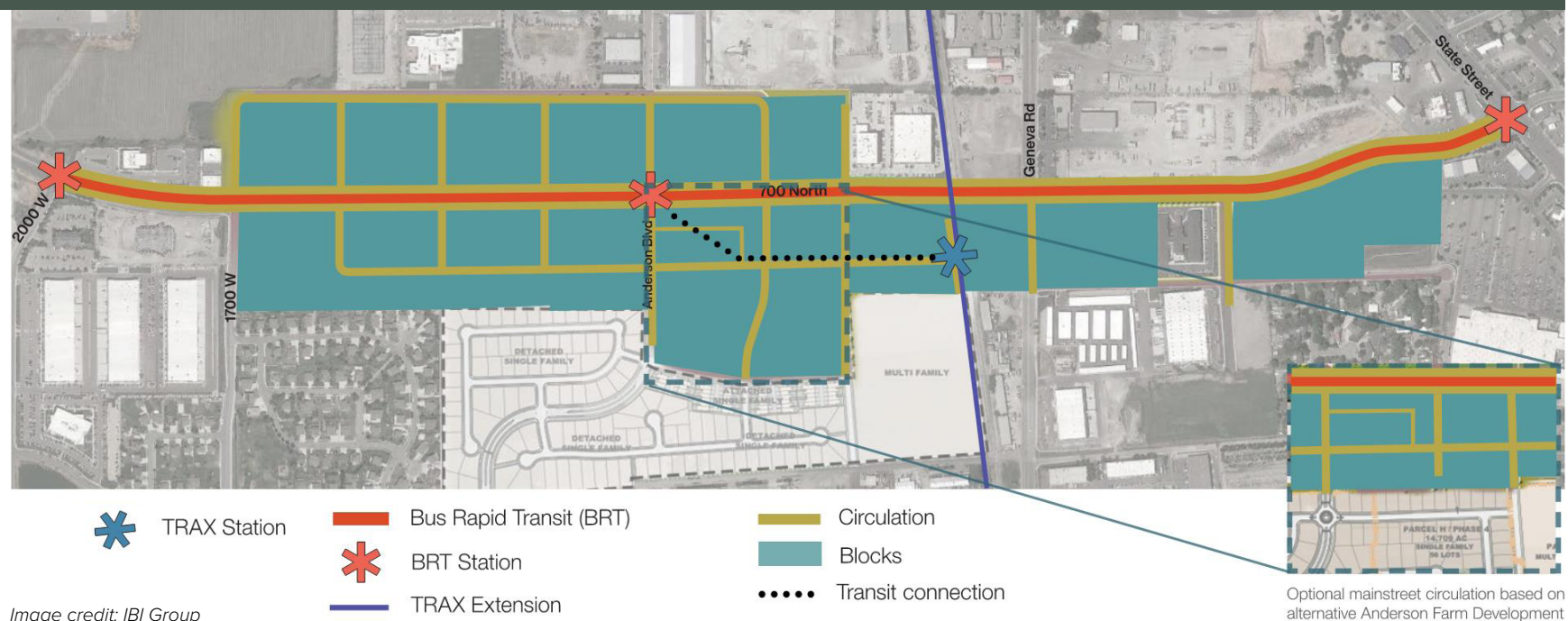
¹ [Wasatch Front Regional Council SB34 Major Transit Investment Corridors, https://data.wfrc.org/datasets/844711cb2d9246b1ac40e5cbc1f2f04b_0/explore?location=40.668665%2C-111.864954%2C9.80](https://data.wfrc.org/datasets/844711cb2d9246b1ac40e5cbc1f2f04b_0/explore?location=40.668665%2C-111.864954%2C9.80)

Figure 27: Central Corridor Transit Study (2021) Preferred Alternative



The status of the Central Corridor is currently under discussion, and is likely to take several years before being implemented. It is recommended that the city remain proactive to ensure the system is implemented, incorporating the identified transit centers and nodes into their long-range plans and supporting the development of these sites as multi-modal, mixed use destinations (700 North) as described in Chapter 2.

Figure 28: 700 North Small Area Plan Potential Circulation Plan



The 700 N Commercial Gateway is detailed in the [700 North Small Area Plan \(2021\)](#) and described in Chapter 2. **Figure 28** illustrates the potential circulation plan of the center, which is focused around the future BRT route and the planned station at the intersection of 700 North and Anderson Boulevard. The concept illustrates a connection between the planned BRT and light rail routes and stations, and suggests the pattern and scale for city blocks and circulation routes within the Commercial Gateway.

The four recommended street types for the 700 N Commercial Gateway reflect transportation choices and pedestrian experiences (**Figure 29**) and represent more of an urban design approach than the functional classification system discussed previously. They include:

- **Boulevard:** located on 700 North and including the planned BRT alignment
- **Neighborhood Street:** local streets that could be public or private depending on the development
- **Main Street Promenade:** stretching through the core of the 700 N Commercial Gateway, this roadway accommodates bicycling and pedestrian experiences, in addition to vehicular access with on-street angled parking
- **Festival Street:** surrounds a proposed plaza and intended to be temporarily closed for community events and gatherings

The vision for this area also incorporates an array of options such as surface, angled on-street, and structured parking. (**Figure 30**).

Figure 29: North Small Area Plan General Street Types



Image credit: IBI Group

Figure 30: North Small Area Plan Parking Concept



Image credit: IBI Group



Developing focused areas of activity with a variety of transportation options and supportive land uses in the 700 N Commercial Gateway and the State Street nodes will help mitigate the impacts of pass-through traffic and encourage residents and visitors to spend more time in the city. They will also provide enhanced entry points into the city, feature the city branding, and include the corridor treatments described in Chapter 2.

GOALS, POLICIES & IMPLEMENTATION MEASURES

GOAL 1: COORDINATE LAND USE AND CIRCULATION PLANNING TO PROVIDE DEVELOPMENT OPPORTUNITIES SUPPORTED BY MAJOR TRANSPORTATION ROUTES AND INTERCHANGES WITHIN AND AROUND LINDON

Policy 1.1: Ensure that decisions regarding future land, transit, and roadway development are closely coordinated and mutually supportive.

a. Implementation Measure: Continue to coordinate with Mountainland Association of Governments (MAG), UDOT, and UTA on regional transportation planning.

b. Implementation Measure: Continue to cooperate appropriately with other public and private agencies in the provision of convenient public transportation services within Lindon, and between Lindon and other destinations.

c. Implementation Measure: Regularly coordinate with adjacent municipalities to understand development proposals and impacts

that surrounding development may have on Lindon City roads and facilities.

d. Implementation Measures: Assist with the planning and development of transit-supportive amenities such as park and ride lots, bus stops, and van share systems.

e. Implementation Measure: Update city ordinances to support the development of the 700 N Commercial Gateway and transit/commercial nodes.

f. Implementation Measure: Regularly update the alternative transportation plan in coordination with regional planning partners.

g. Implementation Measure: Continue to participate in planning of the Vineyard Connector, 2000 West modified interchange, and frontage roads. Appropriately plan land uses around those improvements to take full advantage of economic benefits.

h. Implementation Measure: Ensure that decisions regarding future land development and roadway construction are closely coordinated and mutually supportive.

i. Implementation Measure: Update ordinances and partner with private companies to support the design and construction of electrical active transportation when transit projects are implemented in the city.

Policy 1.2: **Ensure that the city retains overall control over the design and location of the major street system within future growth areas**

a. Implementation Measure: Require adequate thoroughfare systems within future growth areas and designate sufficient rights-of-way prior to land development or through the plan approval process.

b. Implementation Measure: Secure rights-of-way prior to or concurrent with land development.

c. Implementation Measure: Require traffic impact analyses when deemed necessary by the city engineer.

Policy 1.3: **Minimize localized traffic congestion and operational problems and ensure adequate connections to residential, commercial, and industrial areas, public facilities, and other activity centers**

a. Implementation Measure: Require new development to accommodate for a sufficient flow of traffic, right-of-way connections, and capacity.

b. Implementation Measure: Require appropriate rights-of-way to be dedicated to the city and roadway constructed with new development or when a property is changed to a more intensive use that would justify road construction, improvements, and dedication.

c. Implementation Measures: Identify where future impediments to road construction may occur and work with MAG and property owners on preserving right-of-way through corridor preservation funds.

GOAL 2: ESTABLISH A MULTI-MODAL ROADWAY AND TRANSIT SYSTEM AND AN INTERCONNECTED NETWORK OF COMMUTER AND RECREATIONAL BIKEWAYS AND TRAILS

Policy 2.1: **Encourage additional active transportation use in the city**

a. Implementation Measure: Update and coordinate the proposed trail and bicycle network in the *Bicycle and Pedestrian Master Plan (2015)* and the *Parks and Recreation Master Plan (2020)* to provide an updated comprehensive vision for the city.

b. Implementation Measure: Complete the Heritage Trail.

c. Implementation Measure: Complete the Historic Utah Southern Rail Trail.

d. Implementation Measure: Develop additional proposed trails to complete the proposed trail and active transportation network.

e. Implementation Measure: Provide for safe and convenient bicycle and pedestrian movement on designated sidewalks, trails, and striped road-side shoulders per the recommendations *Bicycle and Pedestrian Master Plan (2015)*.

f. Implementation Measure: When the *Bicycle and Pedestrian Master Plan (2015)* is updated, incorporate a study on strategies to increase bicycle trips and implement the recommendations.

Policy 2.2: Encourage transit through the city's corridors and provide additional facilities to make using transit easier

a. Implementation Measure: Provide bike parking at transit stations.

b. Implementation Measure: As mass transit becomes more of a reality, prioritize the development of station area master plans for the recommended transit/commercial nodes on State Street.

c. Implementation Measure: Work with UTA to install shelters in appropriate locations to provide protection for riders and increase ridership.

GOAL 3: ENSURE THAT TRANSPORTATION SOLUTIONS ALIGN WITH COMMUNITY LAND USE AND CHARACTER AND MAINTAIN THE INTEGRITY OF EXISTING NEIGHBORHOODS

Policy 3.1: Minimize non-local and commercial traffic within residential neighborhoods and 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

a. Implementation Measure: Design and install local streets to discourage through-traffic in residential neighborhoods, directing traffic to higher-capacity roadway classifications.

b. Implementation Measure: Slow speeds in residential neighborhoods through design, regulations, and enforcement.

c. Implementation Measure: Install corridor improvements along the residential sections of 200 South and 400 West to make the neighborhood safer and more attractive. Design strategies to be considered include traffic calming such as bulb-outs at intersections and key midblock locations to enhance pedestrian safety and create more defined roadside parking areas; installation of street trees and water-wise landscaping where overhead power lines don't interfere; and burying overhead power lines as a long-term improvement program.

d. Implementation Measure: Develop key connective streets shown on Map 6: Street Master Plan, such as Main Street, 400 North/400 West, and connections through the Anderson property.

e. Implementation Measure: Require the provision of adequate off-street parking facilities for all settings. Review off-street parking ratios to ensure that development is providing the appropriate amount of parking.



Policy 3.2: Focus curb and gutter improvements and streetscape beautification in appropriate areas

a. Implementation Measure: Develop a plan that evaluates locations for the potential addition of curb and gutter and related street improvements, including prioritization recommendations.

b. Implementation Measure: In appropriate areas improve the overall appearance, curb appeal, and streetscape design to enhance the appearance of the city.



GOAL 4: IMPROVE THE OVERALL DESIGN AND APPEARANCE OF ROADWAYS WITHIN THE COMMUNITY

Policy 4.1: Ensure that circulation facilities are designed and developed in harmony with adjacent land uses

a. Implementation Measure: Develop a plan for and implement the recommended streetscape and corridor improvements recommended in this plan.

GOAL 5: ENSURE THAT ROADWAYS IN LINDON MEET NEEDS AND SAFETY REQUIREMENTS

Policy 5.1: Require roadways in the community adhere to the city's street standards

a. Implementation Measure: Require all roadways in the community to have properly designed and maintained surfaces with appropriate drainage facilities.

b. Implementation Measure: Upgrade existing streets to minimize congestion where necessary.

c. Implementation Measure: Continue to collect impact fees for the west-side areas of the community to address the impacts of new development on the street network.

d. Implementation Measure: As part of the land entitlement process, require private development to participate in street system improvements and the dedication of land and construction of roadway infrastructure.

e. Implementation Measure: New development that is anticipated to exceed the classification indicated on the Street Master Plan should

provide projected traffic volumes, desired operation speeds, projected traffic types, project construction phasing, and other traffic impact information deemed necessary by the city engineer.

f. Implementation Measure: Locate intersections at intervals that maximize street capacities and provide necessary access.

g. Implementation Measure: Work with UDOT to determine locations for and install traffic signals where warranted. Future traffic signals are presently planned for 700 North Anderson Boulevard, 600 North, 2800 West, 500 North Geneva Road, and 700 North 2000 West.

h. Implementation Measure: Require street lighting and development lighting to be consistent with the intensity of adjacent land uses, aesthetics, and the need for public safety.

i. Implementation Measure: Develop and implement a city-wide street lighting master plan to address existing and future development.

j. Implementation Measure: Upgrade street lighting in existing developments to current standards where public safety and neighborhood concerns warrant it.

k. Implementation Measure: Coordinate with local schools to develop and build a Safe Routes to School network.

l. Implementation Measure: Provide sidewalks or trails in areas with high pedestrian use or where safety is a significant concern.

m. Implementation Measure: Restrict crosswalks to intersections in general, except where mid-block or other crossings may be warranted.

Policy 5.2: Integrate traffic calming measures throughout the community where appropriate

a. Implementation Measure: Update city ordinances to incorporate traffic calming measures in new development that reflect preferred traffic calming measures, such as street trees, throating (chokers), additional striping, and landscaped medians.

b. Implementation Measure: Develop a city-initiated program to study and implement traffic calming improvements on existing city streets where appropriate.

c. Implementation Measure: Continue to support the citizen-initiated traffic calming program.

GOAL 6: ENSURE THAT ACTIVE TRANSPORTATION, ROADWAY AND SUPPORTIVE TRANSIT FACILITIES ARE ADEQUATELY FUNDED

Policy 6.1: Explore a variety of funding mechanisms to provide funding to implement the transportation vision

a. Implementation Measure: Evaluate and utilize a variety of funding sources for transportation improvements such as special improvement districts, or special assessments.

4

MODERATE INCOME HOUSING PLAN

- *Preparation & Adoption History*
- *Executive Summary*
- *Section I: Introduction*
- *Section II: Demographic Data & Analysis, Housing Needs Assessment, & Moderate Income Housing Needs Assessment*
- *Section III: Regulatory Environment*
- *Section IV: Compliance & Strategies*

ADDRESSING

HOUSING AFFORDABILITY

PREPARATION & ADOPTION HISTORY

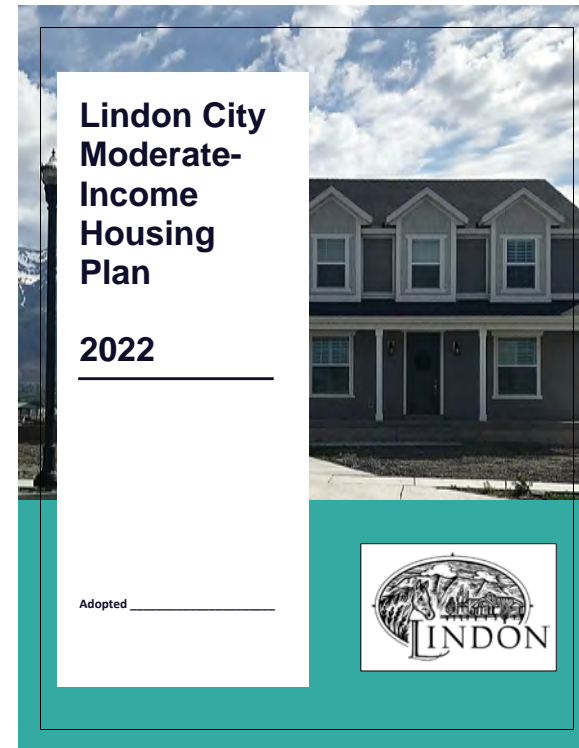
The [*Lindon City Moderate-Income Housing Plan 2022*](#) was prepared by Lindon City staff, adopted by the City Council on August 15, 2022, and approved by the State of Utah on November 22, 2022. The plan amends and updates the previously adopted moderate income housing strategies and complies with newly adopted state requirements. The housing plan is included here as an element of the general plan¹.

EXECUTIVE SUMMARY

The *Lindon City Moderate-Income Housing Plan* element of the general plan provides a snap-shot into current demographic trends and moderate-income housing strategies as set forth in Utah Code. In 2019, the Utah Legislature passed Senate Bill 34 which set requirements for adopting moderate-income housing strategies. During the 2022 legislative session, the legislature passed HB 462 which updated the state moderate-income housing strategies. This plan outlines updated moderate income housing strategies with implementation policies.

The State of Utah defines Moderate-Income Housing as “housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income for households of the same size in the county in which the city is located.” The Federal Department of Housing and Urban Development defines affordable housing as “any housing unit whose

¹ Table and figure numbers have been changed from the original plan submitted to the state to align with the general plan numbering and colors have been formatted to match the general plan. Minor wording changes have been made for consistency with the general plan format and layout.



costs are less than or equal to 30% of a prospective occupant’s household income.”

Lindon City has a 2022 population estimate of approximately 12,545 residents and approximately 3,271 housing units. Mountainland Association of Governments estimates that by 2029 Lindon City will have a population of 13,105 residents.

Over the years, Lindon City has

worked hard to implement “home grown” strategies that would help provide moderate-income housing. The city was one of the first communities in the State of Utah to adopt an accessory apartment ordinance. In addition, the city adopted a successful policy of allowing small multi-family units to be constructed within residential zones. The city has also partnered with the Housing Authority of Utah County to provide housing for individuals with disabilities. The city provided the land for this development and the Olene Walker Housing Trust Fund

provided the original funding, as did the Utah Division of Services for People with Disabilities (DSPD), the Utah County Home Program and the Housing Authority of Utah County.

Following the requirements of HB 462, Lindon City has updated the moderate-income housing strategies and selected the following strategies in compliance with Utah Code:

- Create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones
- Eliminate impact fees for any accessory dwelling unit that is not an internal accessory dwelling unit as defined in Section 10-9a-530
- Demonstrate utilization of a moderate-income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate-income housing
- Reduce, waive, or eliminate impact fees related to moderate-income housing
- Implement zoning incentives for moderate-income units in new developments

Utah Code 10-9a-403 also requires that municipalities update their general plan land use and transportation sections to coordinate growth with the moderate-income housing element. Lindon City has begun the process for a comprehensive general plan and code update that will address these items.

SECTION I: INTRODUCTION

PURPOSE OF THE HOUSING PLAN

The purpose of the Lindon City Moderate-Income Housing Plan is to comply with Utah State Code 10-9a-403 and to plan for moderate income housing growth within Lindon City. This plan is adopted as an update to the Lindon City general plan's moderate-income housing element. The plan examines the current Lindon population, income, employment and housing trends and set forth strategies that Lindon

City will implement to support moderate-income housing. In the past, Lindon City has come up with unique and proactive ways of supporting affordable housing within the community either through the use of accessory apartments, creating new zoning districts for housing or modifying lot sizes and infrastructure standards. The study also analyzes the demographics and development patterns to create realistic goals to provide moderate-income housing in the community. Utah Code 10-9a-103 requires that municipalities plan for moderate-income housing as a written document adopted by the municipalities legislative body that includes the following:

- An estimate of the existing supply of moderate-income housing located within the city
- An estimate of the need for moderate-income housing in the city for the next five years as revised biennially
- A survey of total residential land use
- An evaluation of how existing land uses and zones affect opportunities for moderate-income housing
- A description of the city's program to encourage an adequate supply of moderate-income housing

The terms moderate-income housing and affordable housing are frequently used interchangeably in Utah, but they do not mean the same thing. Affordable housing is defined by U.S. Department of

Under Utah Law, moderate-income housing has a precise definition found in 10-9-103 which states:

“housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income for households of the same size in the county in which the city is located”

Housing and Urban Development as “any housing unit whose costs are less than or equal to 30% of a prospective occupant’s household income.”

During the 2022 legislative session, the Utah legislature passed HB 462 which is an update to the legislature’s SB 34 from 2019 and requires communities to facilitate moderate-income housing by updating their general plan and moderate-income housing strategies by October 1, 2022. In drafting the moderate-income housing element, the city in its general plan shall consider the Utah Legislature’s determination that municipalities shall facilitate a reasonable opportunity for a variety of housing, including moderate-income housing (Utah Code 10-9a-403):

- To meet the needs of people of various income levels living, working, or desiring to live or work in the community
- To allow people with various incomes to benefit from and fully participate in all aspects of neighborhood and community life

The Utah Legislature also requires municipalities to include an analysis of how the municipality will provide a realistic opportunity for the development of moderate-income housing within the next five years as well as implementation strategies and benchmarks. Utah Code 10-91-403 outlines 24 housing strategies by which a municipality must make a recommendation to implement a minimum of three. Starting October 1, 2022, each municipality will be required to annually review the general plan moderate-income housing element and submit a report to the Utah Department of Workforce Services describing the progress made in implementing the city’s moderate-income housing strategies.



REGIONAL PLANNING

Over the past several years many regional planning and research groups have provided population forecasts to help the State and Utah County understand foreseeable population increases. Envision Utah, in their [Valley Visioning Study](#), anticipates “by 2050, twice as many people will call Utah County home, with a million more people by 2065.”² Lindon City understands that it will continue to see the pressures of future population growth. Lindon City, elected and appointed officials, and residents actively participate in regional visioning processes to ensure that Lindon City continues to develop in a strategic manner that will benefit current and future residents. As a community that will be nearly built out in the next fifteen to twenty years, Lindon City is committed to continuing to provide moderate-income housing while still maintaining the unique characteristics that have made Lindon the community that it is today.

The Gardner Policy Institute has reported “Utahns have always been inclined toward homeownership. No other state has a history of homeownership comparable to Utah. Since 1900, Utah is the only state where the homeownership rate has never fallen below 60% of households. But over the following seven years ownership rates

² Utah County Valley Visioning (<https://utahvalleyvisioning.org>)

declined steadily dropping to 70% in 2015. The rate continued to decline even in years of very low interest rates, strong economic growth, and favorable affordability. Finally, in 2016, there was a slight uptick in the homeownership rate to 71%, but the persistent decline from 2009 to 2015 caused many observers to wonder if housing preferences were shifting from homeownership to renting. Most of the attention focused on the millennial generation, the 25-34 year age cohort, a prime home buying age group. Nationally the homeownership rate for the 25-34 year age group has dropped from 45.6% in 2000 to 37% in 2016. Every state has experienced a decline and for some states it is clearly a result of lack of affordability. In California, only one in four households in the 25-34 age group were homeowners. Utah has fared much better. The rate has dropped from 56.3% in 2000 to 50.4%. Half of the millennial households in Utah are homeowners. Only two states have higher rates of homeownership for millennials than Utah: Iowa (53.2%) and Minnesota (52.1%). The comparatively high homeownership rate for Utah's millennial generation suggests that affordability hasn't been a serious impediment to ownership. Although for some households, the burden of student debt has prevented homeownership. This debt burden is likely responsible for some of the decline in homeownership for the group as well as a slight shift in preferences toward apartment living.”³

In 2021 Utah Transit Authority and the Utah Department of Transportation complete the [Central Corridor Study](#) which examined the feasibility of extending Bus Rapid Transit (BRT) from Lehi to Orem. The preferred alignment in the plan shows BRT coming through the 700 North corridor and State Street. Currently, Lindon City has the 830 route State Street bus but no other form of public transportation. While BRT may be many years from actually being constructed the city is looking forward and planning for future transit in mind.

LINDON CITY BACKGROUND

Lindon City was established in 1850 and originally known as Stringtown because of the homes built along State Street. An old Linden tree growing in the town in 1901 inspired the current name. The city incorporated in 1924 for the purpose of providing a drinking water system.

Lindon City consists of approximately 8.56 square miles or 5,479 acres. As of 2019, the area zoned for residential is 2,060 acres which encompasses approximately 50% of the developable land area. Since 1924, when Lindon was incorporated, residential development was primarily single-family homes with average detached single-family lot sizes between 12,000 and 20,000 square feet. In the mid 2000's the city began to rezone areas for smaller more affordable lots which has attracted a number of different housing types and price ranges. Lindon has always prided itself on maintaining its rural character even as it develops into a major city within Utah County.



Lindon City Development Pattern: 1969 | Source: USGS Scanned Aerial Imagery Collection

SUPPORT OF MODERATE-INCOME HOUSING

BRIEF HISTORY OF SUPPORT FOR MODERATE-INCOME HOUSING

As Lindon City has grown and developed, it has strategically implemented moderate-income housing policies for residents with varying incomes. Just building density or more units will not satisfy the need for moderate-income housing. However, the city has proactively striven to implement moderate-income housing policies to help meet the need for moderate-income housing. Over twenty years ago, the city amended its zoning code to allow for two new types of housing and to foster additional housing options. First, Lindon adopted a Residential R2 Overlay zone which allows up to four multi-family units within the R1-20 and R1-12 zones. Second, Lindon City has long supported the use of accessory apartments by right. The city has approximately 243 legal accessory apartments. Lindon averages 7-10 new accessory apartments per year.

Lindon City also has one trailer park with twenty-five mobile homes which help to provide affordable housing options. The city works with the property owner to make sure that the pad sites and trailers remain in a habitable condition.

In 2000, Lindon City and the Housing Authority of Utah County, partnered to provide housing for individuals with disabilities as part of the Housing and Urban Development (HUD) Section 8 voucher. The city provided the land for this development and the Olene Walker Housing Trust Fund provided the original funding, as did the Utah Division of Services for People with Disabilities (DSPD), the Utah County Home Program and the Housing Authority of Utah County. The home is located at 306 East 400 North and provides housing for three disabled individuals and is on land leased by the city for 99 years. The residents pay 30% of their income towards rent and a typical rent is \$473 per month.

The Housing Authority of Utah County also owns two duplexes in Lindon located at 50 South 725 East and 781 North 400 West which

are rented to qualified income individuals. In 2018, they also provided rental subsidies of \$97,146 to twenty-one clients through the Section 8 Voucher program.

In 2006, Lindon City entered into a development agreement with Fieldstone homes, as part of the Creekside Meadows development. The agreement required 20% of the 120 single family homes in the development to be sold to individuals and families within moderate-income level and 30% of fifty-four units in the Creekside senior retirement community.

In 2013, the city also adopted a Senior Housing Facility Overlay zone to support multi-family senior housing. Within this zone, approximately 90 units have been constructed and another 103 units have been entitled. While units at these facilities are not specifically targeted to an Area Median Income Ratio, they do take Utah County Section 8 housing vouchers.

In 2016, Lindon City signed a Master Development Agreement with Ivory Homes for an 880 residential unit development. This development provides a mix and variety of housing types (single family, townhomes, senior housing and multi-family apartments), lot sizes, and infrastructure modifications from typical standards.

Recently, the city has reduced both impact and utility rate fees for accessory apartments. April 2019, the Lindon City Council amended its accessory apartment ordinance to allow for larger and taller detached apartments, up to 1,500 square feet and 30 feet in height, to help support additional accessory apartments in the community.

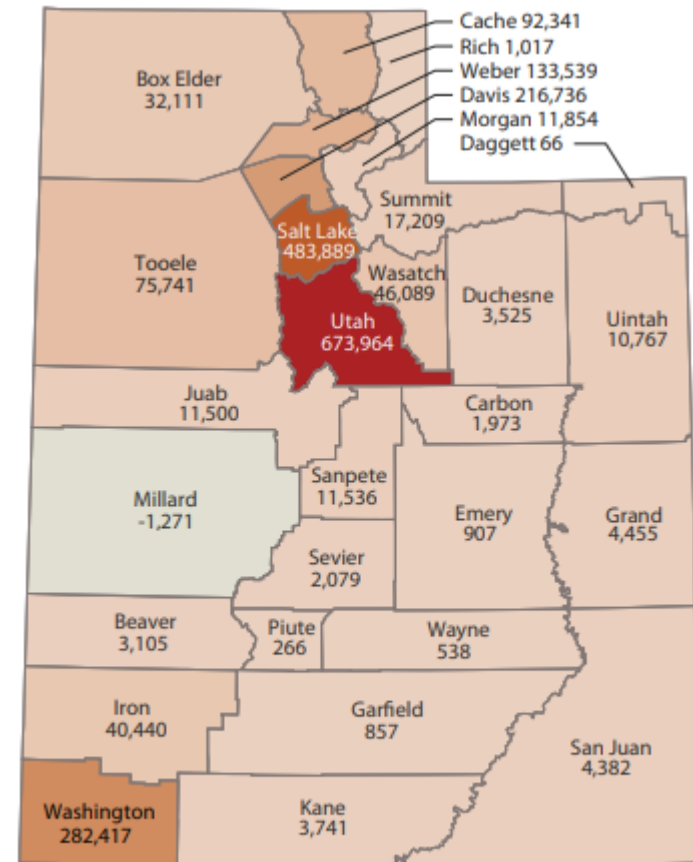
GROWTH PATTERNS

Similar to other communities along the Wasatch Front, Lindon City has seen significant growth in residential, commercial, and industrial construction over the past ten years. As of 2022, many of the larger tracts of land in the commercial and residential area have been developed or are entitled for development. Much of the new residential development will occur to the west between State Street and Interstate 15 with the Anderson Farms development adding an additional 880 residential units. The city will continue to see residential development east of State Street as more infill development but not on the scale that has been seen in the past. The remaining commercial areas for development are located along the 700 North corridor. The city expects this area to develop commercially as a gateway corridor to the community.

In January 2022, the Kem C. Gardner Policy Institute reported the following (see **Figure 31**):

- Continued growth – Projected growth in Utah results in the population increasing from 3,284,823 in 2020 to 5,450,598 in 2060, a 66% increase. The anticipated timing for reaching 4 million residents is between 2032 and 2033 and 5 million between 2050 and 2051.
- Salt Lake County to remain the largest county – Salt Lake County's projected 2060 population of 1,672,102 residents is the largest in Utah. Utah County is close behind at 1,338,222 residents.
- Utah County experiences the most population growth – Over 30% of statewide projected population growth comes from Utah's second-largest county, gaining the most residents between 2020 and 2060.

Figure 31: Utah Long-Term Planning Projections: A Baseline Scenario of Population and Employment Change in Utah and its Counties



Source: Kem C. Gardner Policy Institute, 2020–2060 Projections

Table 5: Over 50 Percent of Growth in 4 Cities: Distribution of Population Growth in Utah County (2010-2017)

City	Percent		
Lehi City	16.6%	Mapleton City	1.9%
Saratoga Springs City	13.1%	Payson City	1.5%
Eagle Mountain City	11.4%	Elk Ridge City	1.5%
Orem City	10.6%	Lindon City	1%
Vineyard Town	6.8%	Alpine City	0.9%
Pleasant Grove City	5.9%	Cedar Hills City	0.9%
Provo City	5.4%	Unincorporated	0.5%
Spanish Fork City	5.2%	Draper City (pt.)	0.4%
Springville City	4.1%	Woodland Hills City	0.2%
Highland City	3.8%	Genola Town	0.2%
American Fork City	3.3%	Goshen Town	0.0%
Santaquin City (pt.)	2.8%	Cedar Fort Town	0.0%
Salem City	2.0%	Fairfield Town	0.0%

Source: Gardner Institute of Analysis of U.S. Census Bureau Data

LOCAL ECONOMY

Lindon City has a strong commercial, industrial, and employment base within the community. The commercial and industrial sectors are located between State Street and Utah Lake and encompass approximately 1,687 acres or 43% of the city. Residentially zoned properties encompass approximately 2,060 acres or 50% of the city. According to business license records as of 2022, Lindon City has nearly 850 businesses within its boundaries.

Mountainland Association of Governments (MAG) estimates that these businesses employ approximately 13,492 employees in Lindon in the following sectors:

- Industrial: 3,346
- Office: 7,537
- Retail: 2,291
- Other: 554

In 2006, the U.S. Census reported that Lindon City had 390 businesses which employed 7,336 individuals. By 2029 MAG estimates that businesses with the boundaries of Lindon City will employ approximately 16,8423 individuals.

SECTION II: DEMOGRAPHIC DATA & ANALYSIS

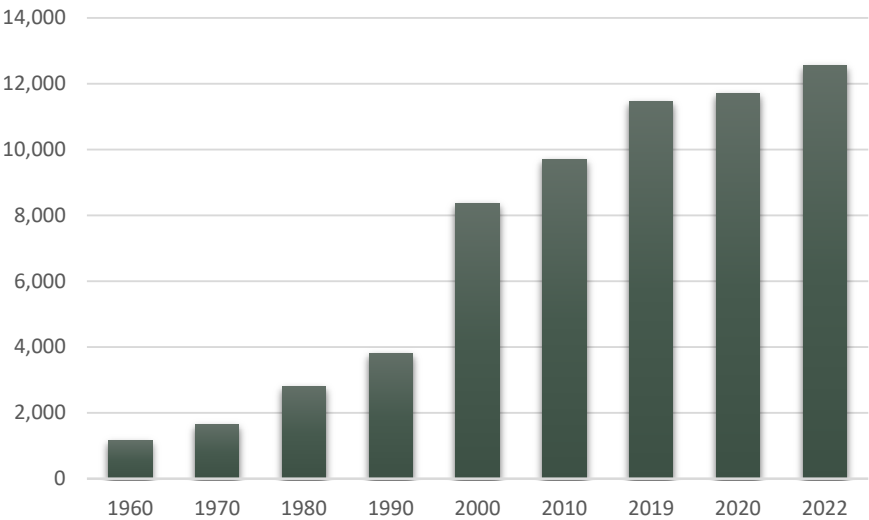
POPULATION HISTORY

As Lindon incorporated into a community in 1924, the articles of incorporation listed a population of 450 residents. By 1950, the population increased to 801 persons. By 2000, the population had reached 8,300 residents. The 2010 Census records show the population increased by this census to 10,094. The 2020 Census calculates that Lindon City has a population of 11,709. Using building permit calculations and the 2020 average household size, city staff estimate Lindon's current population to be approximately 12,545 (see **Figure 32**). At buildout, the city will have an estimated population between 15,000 and 17,000 residents.

The Kem C Gardner Policy Institute reports the following⁴:

- Utah County is projected to have the largest numeric increase in population, adding over one million new residents to reach 1.6 million by 2065. The Utah County population nearly approaches the population of Salt Lake County by 2065.
- The Utah County population is projected to increase by 177% from 2015 to 2065, ranking it as the third fastest growing county in the United States over the projection period.
- By 2065, 28% of the state’s population will reside in Utah County.
- Cumulatively, over the next fifty years, 37% of the state’s population growth is projected to be in Utah County. This means nearly 4 of every 10 new Utah residents will live in Utah County.
- Utah County is projected to add 382,000 new households, the most of any county.

Figure 32: Population Growth (1960-2022)

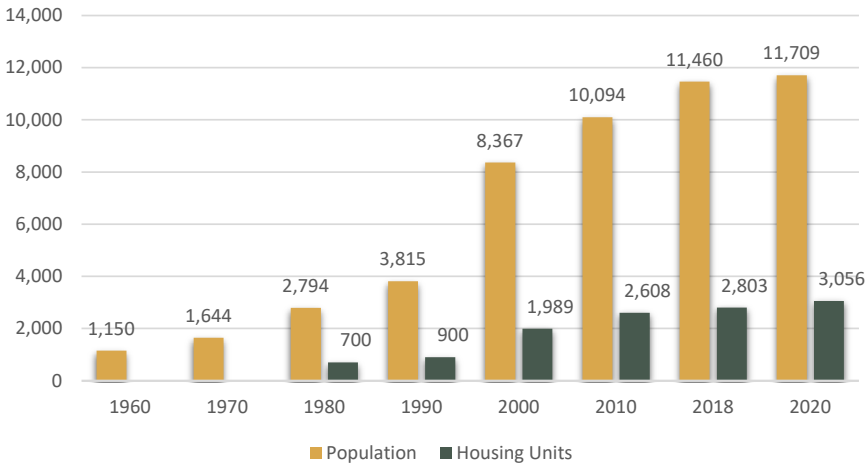


Source: U.S. Census Data

⁴ Kem C Gardner Policy Institute. “Utah’s Long-Term Demographic and Economic Projections Summary.” (2017): 2.

The largest population increase for Lindon, according to U.S. Census data, was between 1990 to 2000, when the city saw a 119% population gain and 1,089 residential housing units were constructed (see **Figure 33**). The population that decade increased from 3,815 residents to 8,367 residents. The Average Annual Growth Rate between 1960 and 2018 was 38%.

Figure 33: Population Growth (1960-2022)



Source: U.S. Census Bureau - Lindon City 2020

Table 6 and **Table 7** show the Lindon City population and age. The breakdown also compares Lindon City to Utah County to evaluate changes to population averages. A few items of note, it appears that the percentage of children under the age of five has decreased moderately. In reviewing the change from the 2010 Census to the 2020 Census, the under-five population decreased from 883 to 555 which is 37% decrease in population. However, with the addition of the Anderson Farm development, which will add an additional 880 residential units of townhomes, single family homes, and multi-family apartments, the population age of under-five should increase over the next 3-5 years as that development is completed. One significant change from the 2019 report was the increased population of the 20 to 24 age group. This increase is probably reflective of the housing

policies the city has put in place with promoting accessory apartments and the townhomes at Anderson Farms.

Figure 34 compares the above population percentages by age from Lindon City, Utah County, the State of Utah and the United States. Interestingly, Lindon City's population exceeds the comparable

averages in children 10 to 14 years old and teenagers from 15 to 19 years old. The numbers again show that Lindon City has a below average of young adults from 25-44 years old. However, from the ages of 45-54 Lindon is comparable to the National average.

Table 6: Population Percent Change by Age (2010-2017 & 2010-2020)

Population by Age	2010	2017	Percent Change (2010-2017)	2020	Percent Change (2010-2020)
Total Population	10,094	10,698	6.0%	11,447	13%
Under 5	883	630	-28.7%	555	-37%
5 to 9 years	1,058	1,064	0.6%	1,041	-1.5%
10 to 14 years	1,184	1,229	3.8%	1,504	27%
15 to 19 years	1,099	1,363	24.02%	1,116	1.5%
20 to 24 years	693	856	23.52%	1,066	54%
25 to 34 years	1,075	941	-12.47%	999	-.7%
35 to 44 years	1,264	1,303	3.09%	1,091	-16%
45 to 54 years	1,269	1,505	18.60%	1,407	11%
55 to 59 years	452	469	3.76%	654	45%
60 to 64 years	372	462	24.19%	516	38%
65 to 74 years	441	533	20.86%	788	78%
75 to 84 years	223	331	48.43%	326	46%
85 years and over	81	63	-22.22%	72	-12%
Median Age	26.2	26.9	.7	26.5	.3

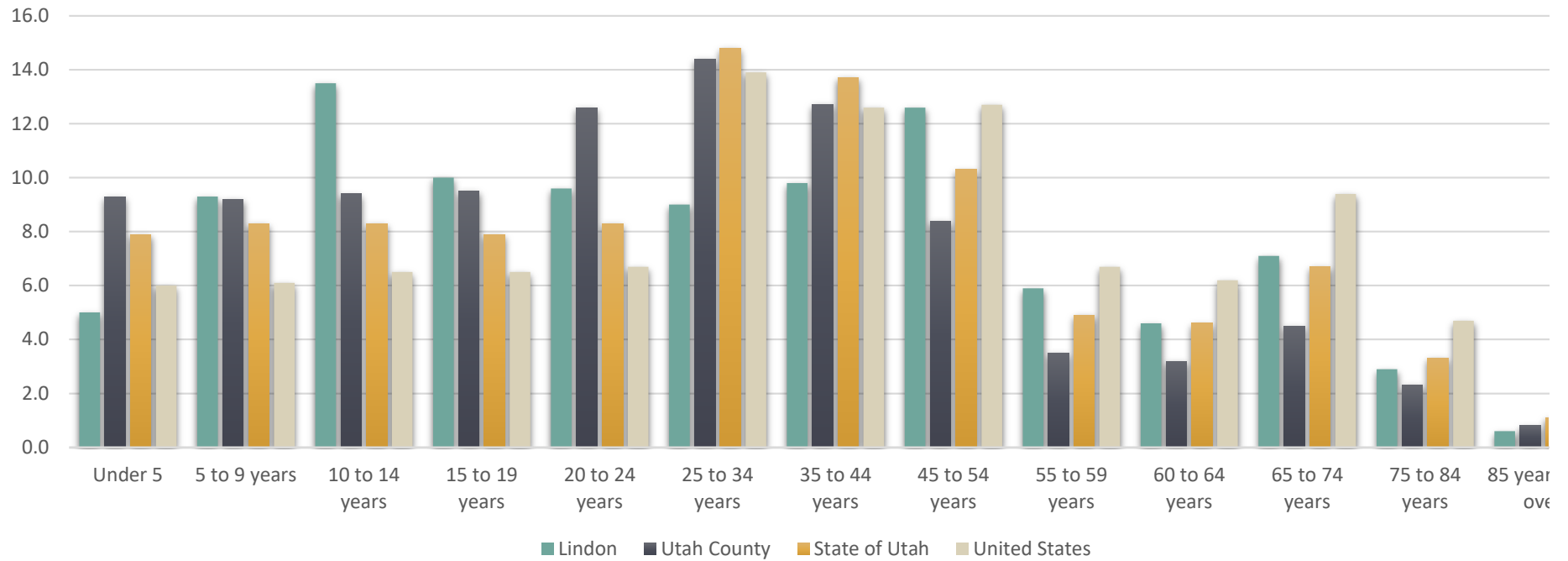
Source: U.S. Census Bureau - Lindon City 2020

Table 7: Population by Percentage (2010-2020)

	2010	2017 Estimate	2020
Under 5 years	8.7%	5.9%	5.0%
5 to 9 years	10.5%	9.9%	9.3%
10 to 14 years	11.7%	11.4%	13.5%
15 to 19 years	10.9%	12.7%	10.0%
20 to 24 years	6.9%	8.0%	9.6%
25-34 years	5.2%	8.8%	9.0%
35-44 years	12.5%	12.1%	9.8%
45 to 54 years	12.6%	14.0%	12.6%
55 to 59 years	4.5%	4.4%	5.9%
60 to 64 years	3.7%	4.3%	4.6%
65 to 74 years	4.4%	5.0%	7.1%
75 to 84 years	2.3%	3.1%	2.9%
85 years and over	0.8%	0.6%	0.6%

Source: U.S. Census Bureau - Lindon City 2020

Figure 34: Population Percentage by Age



Source: U.S. Census Bureau - Lindon City 2020

While Lindon City continues to increase in population and new residential construction, the average household size has slowly decreased over the last twenty years. The Census defines a household as “all people who occupy a housing unit” regardless of relationship. The Census also measures family size. Family is defined by the Census as “a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together; all such people (including related subfamily members) are considered as members of one family.” In 2000, the average household size was 4.28 individuals per household and has decreased to 3.97 in 2010. By 2020 the average household sizes has decreased to 3.76 (see **Table 8**). The average family size has also decreased from 4.20 in 2010 to 4.03. However, the decrease in median household size is typical to most of the surrounding communities of Lindon.

Table 8: Household Size Comparison (2000-2020)

	2020	2010	2000
Lindon	3.76	3.97	4.28
Pleasant Grove	3.27	3.68	3.90
American Fork	3.37	3.83	3.84
Orem – 84057 zip code	3.22	3.36	3.51
Utah County	3.52	3.57	3.59
State of Utah	3.09	3.10	3.01

Source: U.S. Census Bureau - Lindon City 2020

5 & 10 YEAR POPULATION PROJECTIONS

The Utah Department of Workforce Services (DWS) has provided this information through their five-year housing projection calculator. DWS precalculated the 2024 estimated population of Lindon at 11,527 with an annual growth rate of 1.6%. According to Mountainland Association of Governments, Lindon’s population estimate in 2029 will be 12,491 residents.

The Census Bureau calculates the 2020 population of Lindon at 11,394. Mountainland Association of Governments (MAG) has provided population projects for cities in Utah, Summit and Wasatch Counties. MAG estimates the population projections shown in **Table 9**.

Table 9: Lindon Population Projections (2020-2050)

	2020	2030	2040	2050
Lindon	12,135	13,105	13,564	13,719

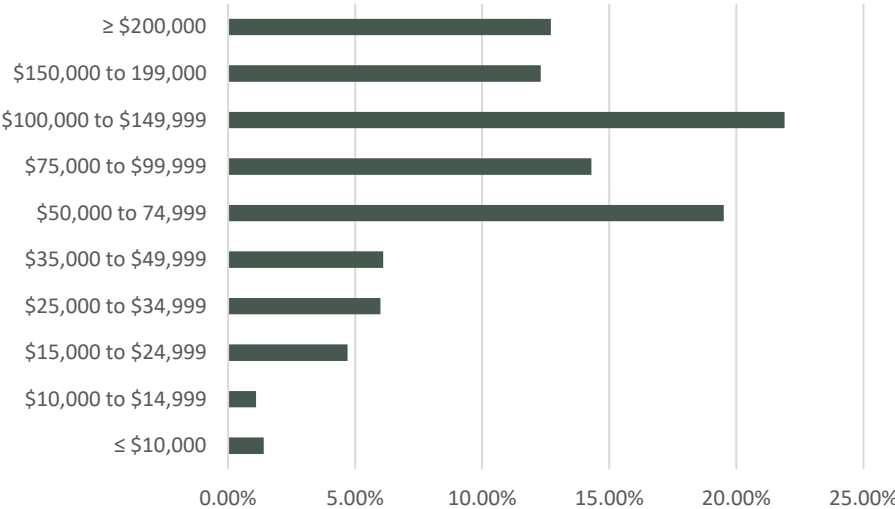
Source: U.S. Census Bureau - Lindon City 2020

Lindon City, by using building permit data and average household size, calculates a 2022 population of 12,545. Annually, the city typically sees an average of 1.4% increase in population. As the city draws closer to building out this number will start to decrease.

INCOME TRENDS

The Bureau of Labor Statistics’ annual Consumer Expenditure Survey confirmed that housing was the single largest expense for the average American household.⁵ **Figure 35** shows the 2017 estimated distribution of income for the 2,914 housing units in Lindon City. The median household income for Lindon is \$81,789.

Figure 35: Income Distribution (2017 Estimate)



Source: U.S. Census Bureau - Lindon City 2020

5 U.S. Bureau of Labor Statistics. (2016, Aug. 30). News release: Consumer expenditures – 2015 [USDL-16-1768]. Washington, DC: Government Printing Office. Retrieved on 12/21/16 from <https://www.bls.gov/news.release/pdf/cesan.pdf>

According to the Census Bureau, income measurements are based on the income received in the preceding calendar year for each person in the household that is fifteen years and older. **Table 10** and **Table 11** identify the changes in median income and compares those to Utah County, the State of Utah and the United States.

Table 10: Median Income Comparison (2000-2020)

	2000	2017	2020
Lindon	\$62,321	\$81,789	\$94,063
Utah County	\$45,833	\$67,042	\$77,057
State of Utah	\$45,726	\$65,325	\$74,197
United States	\$50,046	\$57,652	\$64,994

Source: U.S. Census Bureau - 2010 Income Data Not Available

Table 11: Median Income Comparison - North Utah County (2017-2020)

	2017	2020
Highland	\$128,938	\$146,177
Alpine	\$112,727	\$123,450
Cedar Hills	\$97,039	\$107,440
Lehi	\$85,794	\$101,429
Lindon	\$81,789	\$94,063
Eagle Mountain	\$74,885	\$87,094
Vineyard	\$79,543	\$80,868
American Fork	\$70,926	\$78,690
Pleasant Grove	\$66,881	\$76,672
Orem	\$58,077	\$65,622

Source: U.S. Census Bureau - Lindon City 2020

MODERATE-INCOME ANALYSIS

According to the U.S. Department of Housing and Urban Development: “families who pay more than 30% of their income for housing, including utilities, are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation, and medical care.” Moderate-Income Housing is defined by the State of Utah as “housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income for households of the same size in the county in which the city is located.” This means that only housing units affordable at each interval between zero and 80% of the AMI are identified as moderate-income housing. The 2020 median Utah County household gross income, according to the United States Census and Utah Department of Workforce Services, is \$77,057. **Table 12** shows a breakdown of the Utah County income levels related to household size.

Table 12: Percent AMI - Utah County Income by Family Size (2020)

Household Size	100%	80%	50%	30%
2	\$64,616	\$51,692	\$32,308	\$19,384
3	\$81,996	\$65,596	\$40,998	\$24,598
4	\$91,703	\$73,362	\$45,851	\$27,510

Source: U.S. Census Bureau - Lindon City 2020

According to the Gardner Business Review from 2018, “Affordability of Rental Housing takes \$47,000 in income to rent the typical two-bedroom apartment unit in Salt Lake and Utah counties. This assumes 30% of the household income goes to rent. In 2017, the median rent for the typical two-bedroom apartment was \$1,195 in Salt Lake County and \$1,183 in Utah County.”⁶

The Kem C. Gardner Policy Institute reported in their October 2021 report, “The State of the State’s Housing Market, that “more than half of Utah’s households unable to afford the median-priced home — By

the end of 2020, the median price reached \$380,000, pricing out approximately 48.5% of Utah households. As prices accelerated in 2021, more than half of Utah households are unable to afford the median-priced home. For renters, the path to ownership narrowed further. In 2019, approximately 63.1% of renter households were priced out of the median home price. In 2020, the share of renters priced out increased to 72.8%”.

The American Planning Association reports that “wages have not increased proportionally to housing costs. After adjusting for inflation, wages are only 10% higher in 2017 than they were in 1973 (with annual wage growth just below 2.0%). During that same period, the cost of housing increased almost 30% nationally.”⁷

Regarding residential construction costs, the American Planning Association reports “As the cost per square foot to build housing continues to increase, a greater number of units built by the private market have moved to higher rent or for-sale units while losing lower rent or for sale units. With the average cost per square foot for new construction in the \$150 to \$300 range (geography dependent), it is impossible to build a new 1,500-square-foot single-family house that is affordable to households earning the U.S. median income of \$57,652 (in 2017) without a public subsidy in the form of land, money, or both. Unfortunately, many of the state and federal programs are limited to assisting only those households at 60% area median income (AMI) or less. The reality is that housing is often unaffordable to households earning up to 120% AMI (and higher in many markets). A tiered approach to the provision of subsidies and economic incentives, especially at the local level, is necessary to ensure the construction and preservation of a wide range of affordable housing types in our nation’s communities. Scaling back the size of newly constructed housing offers some cost savings provided the minimum buildable lot size is reduced accordingly to realize a savings on land acquisition. Homes in the 900- to 1,200-square-foot range are becoming more commonplace, but the trend in America is still toward larger houses. According to the U.S. Census, the size of the average single-family

6 Wood, Eskic, and D.J. Benway.”Gardner Business Review.” (2018): 27.

7 American Planning Association. “Housing Policy Guide.” (2019): 4-5.

house increased from 1,535 square feet in 1975 to 2,169 square feet in 2010—an increase of 41%.”⁸

AVERAGE ANNUAL CHANGE IN MEDIAN SALES PRICE IN UTAH

Table 13, Figure 36, and Figure 37 from the Kem C. Gardner Policy Institute and UtahRealEstate.com provide a snapshot into the accelerated change in housing sale prices and the difficulty to obtain moderate-income housing.

Table 13: Housing Prices Over Time (2000-2021)

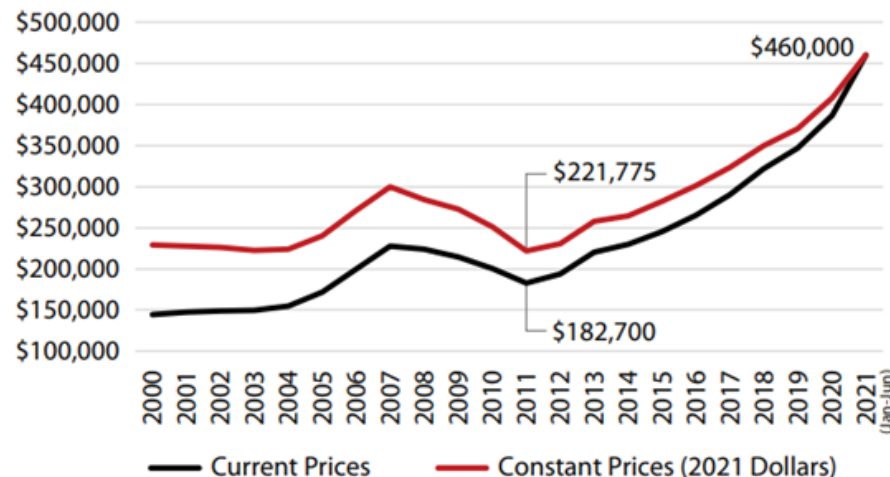
	Long-Term 2000-2021	2011-2021	Year-Over 2nd Quarter 2020- 2021
Single-Family			
Current Prices	5.7%	9.7%	29.0%
Constant Prices	3.4%	7.6%	22.4%
Multifamily (Condominium, Townhome, Twin Home)			
Current Prices	5.5%	9.4%	30.2%
Constant Prices	3.2%	8.3%	23.3%

Source: UtahRealEstate.com



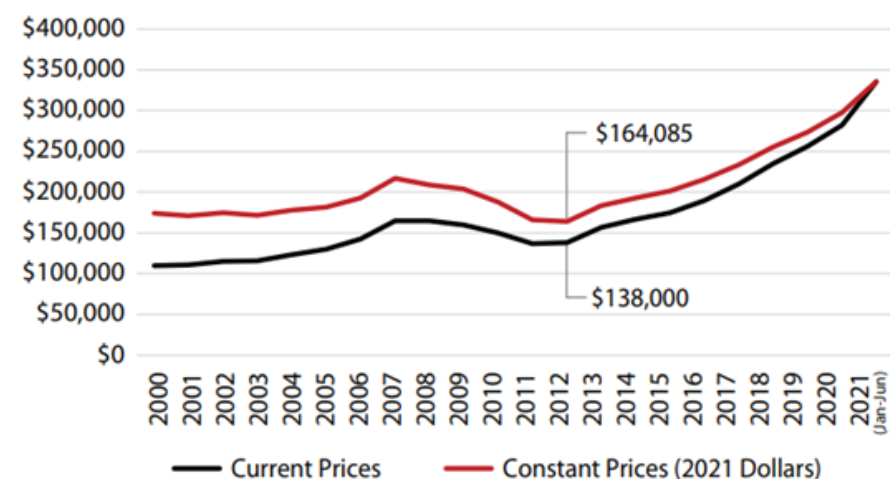
⁸ American Planning Association. “Housing Policy Guide.” (2019): 5.

Figure 36: Median Sales Price of Single-Family Homes in Utah (2000-2021)



Source: UtahRealEstate.com

Figure 37: Median Sales Price of Multifamily Homes in Utah (2000-2021)



Source: UtahRealEstate.com

According to Census data, the average 80% moderate household of four earns \$73,362. Taking the HUD recommendation of spending no more than 30% of income on housing costs (mortgage, utilities, insurance) the recommended monthly maximum mortgage or rent payment for a four-person household is \$1,834. Using the median Utah County Income, **Table 14** breaks down the recommended maximum mortgage or rent payments for each AMI ratio.

Table 14: AMI Breakdown for a 4-Person Family Household - Utah County

AMI Breakdown	AMI Median Utah County Household Income	30% Yearly Housing Cost	30% Monthly Mortgage/Rent (including utilities, insurance, etc.)
100% AMI	\$91,703	\$27,510	\$2,292
80% AMI	\$73,362	\$22,008	\$1,834
50% AMI	\$45,851	\$13,755	\$1,146
30% AMI	\$27,510	\$8,253	\$687

Source: U.S. Census Bureau - Lindon City 2020

HOUSING NEEDS ASSESSMENT

CURRENT HOUSING STOCK

The 2020 United State Census estimates that Lindon City has 3,271 housing units. The Census also reports in 2020 that the city has approximately 504 rentals units. The total number of rental units is often difficult to determine since, at any one time, someone may rent their home, accessory dwelling unit, or condominium unit. However, for a rental breakdown, as of August 2020, the city has on record 243 accessory apartments, 288 (Avalon Senior Apartments, Spring Gardens, Grove Creek and Creekside Retirement) senior housing units and 178 multifamily properties located in the R2 Overlay zones (**Figure 38**). The R2 Overlay is an overlay zone that allows multi-family units in R1 residential zones. Since 2012, Lindon City has added approximately 934 residential units to the housing stock.

Figure 38: Housing Permits (2012-2022)



Source: U.S. Census Bureau - Lindon City 2020

CURRENT HOUSING SALES & PRICING

The Salt Lake Tribune, using Wasatch Front Regional Multiple Listing Service data, has tracked 2nd quarter median home prices for Utah Communities from 2003 to 2022. Using this data, **Figure 39** shows the accelerated rate of home prices in Lindon but are also consistent with other communities.



Figure 39: New Housing Units by Price



Source: U.S. Census Bureau - Lindon City 2020

Currently, Zillow, Realtor.com, and Utahrealestate.com show respectively 11, 18 and 12 homes for sale in Lindon. This does not count the homes at Anderson Farms which Ivory Homes sales through their real estate team but does include private sellers in that development. The average listed prices from the three websites are \$991,36, \$927,777, and \$912,545. Home prices range from \$400,000 to \$2.6 million. The city has recently entitled two townhome developments which are now under construction that will bring add an additional 121 units (see **Table 15**).

Using Zillow, Apartments.com, and KSL.com this report looks at the number of rental properties available. Below is a summary and rental price comparisons:

- Zillow - three available rentals and prices range from \$2,200 - \$4,200 a month.
- Apartments.com – one available rental for \$3,300 a month
- KSL.com – 7 available rentals and prices range from \$850 - \$4,300 a month

Table 15: Housing Under Construction and Entitled But Not Constructed

	Number of Units	Type
Under Construction		
Anderson Farms		
Plat E	60	Single Family
Plat G	44	Single Family
Tilia Court	56	Townhomes
Songbird Cove	65	Townhomes & Single Family
Maxfield Hollow	7	Single Family
The Hollows	3	Single Family
Nelson Acres	2	Single Family
Lindon Treasury Plat C	3	Single Family
Lindon Treasury Plat D	4	Single Family
County Garden Estates	7	Single Family
Entitled		
Temple Town	4	Single Family
Green Valley	4	Single Family
Maxfield Meadows	2	Single Family
Emery View	3	Single Family
Anderson Farms Plat H	56	Single Family
Anderson Farms Multi-family	380	Apartments
Total	700	

Source: U.S. Census Bureau - Lindon City 2020

Table 15 does not include the townhome phase of the Anderson Farms development which is 125 rental townhomes. Ivory Homes has their own real estate team that markets these rental units. According to Ivory Homes real estate team they are at 100% occupancy. Rental rates ranged from \$1,850 to \$2,429 a month. Below is the average rental rate per unit type:

- 2 bedroom: \$1,999
- 3 bedroom: \$2,274
- 4 bedroom: \$2,429

While the vacancy rate for rentals in Lindon is small it is similar to findings in other communities. Using Lindon City calculations of current and future/entitled multi-family developments of more than a single-family home, the city currently has 689 multi-family units with another 484 units entitled. According to the Census, the city has approximately 3,271 total housing units (**Table 16**). The current percentage of multi-family housing is 21% and will increase to 36% once the currently entitled multi-family units finish construction. The Census shows that Lindon City has an owner occupancy rate of approximately 82%.

The Daily Herald published an article in August 2019 with data from the Utah Association of Realtor that showed the median home price in Utah County was \$335,000. In June 2018, the median home price in was \$315,000 and in June 2017, it was \$273,000. In June 2010, the median price of \$197,000 (**Figure 40**).⁹ According to the American Community Survey, the 2017 median owner-occupied value of a home in Lindon was \$361,800 with a median monthly owner cost of \$1,903. An August 2019 review of currently listed properties for sale from zillow.com and utahrealestate.com show the average listing price of a home currently is between \$613,000 and \$634,000. The data was averaged from 34 homes on the market with Zillow.com and 27 homes on the market with utahrealestate.com.

⁹ Johnson, Stacy. "What is Utah County's Median Home Price and What Will it Buy?" Daily Herald 7 Aug. 2019

Table 16: Affordable Housing Units

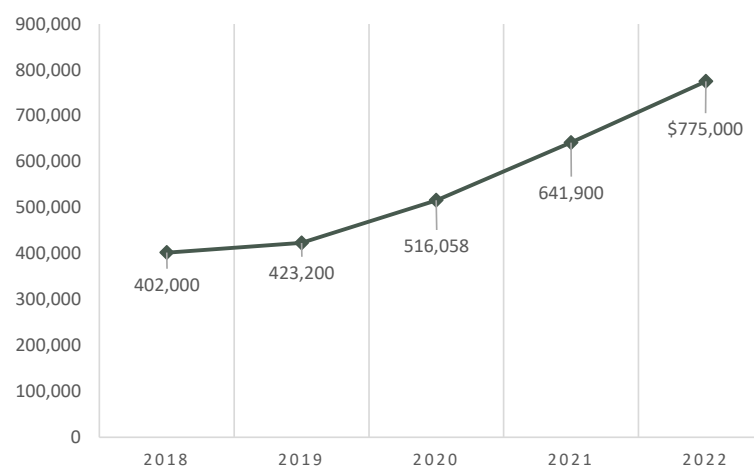
Number of Housing Units	Renter Occupied	Owner Occupied	# Bedrooms	Age and Number
3,271	588	2,682	Studio: 44 1: 89 2 or 3: 827 4 or more: 1,969	2014 or Later: 319 2010 - 2013: 191 2000 - 2009: 616 1980 - 1999: 1,300 1960 - 1979: 317 1940 - 1959: 62 1939 or earlier: 124

Affordable Housing Units Continued

Number of LIHTC	Number of Vouchers
0	24

Source: U.S. Census Bureau - Lindon City 2020

Figure 40: Median Home Prices for Lindon (2018-2022)

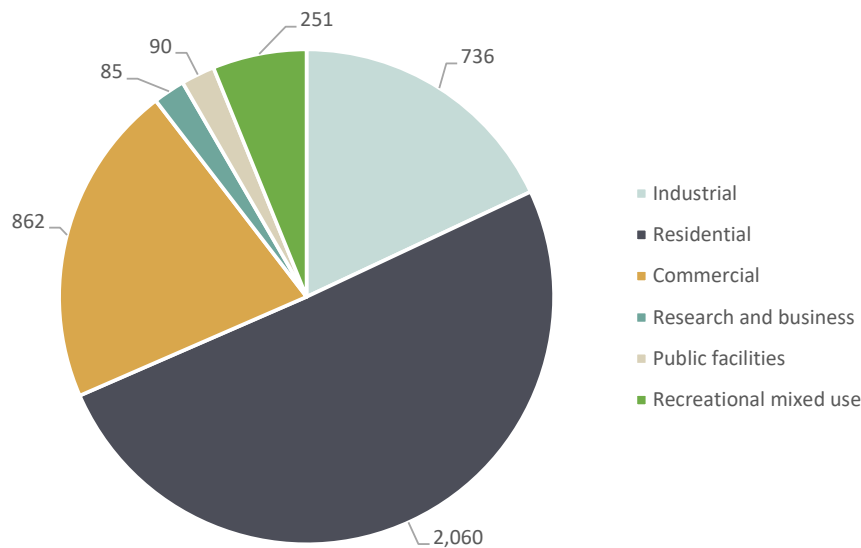


Source: Salt Lake Tribune and Wasatch Front Regional Multiple Listing Service

AVAILABLE LAND PERCENTAGES

Lindon City consists of approximately 5,479 acres of which 3,744 are developable parcels. The percentage of land developed in Lindon City is approximately 89%. **Figure 41** and **Table 17** break down the various zoning districts and developable land by acres.

Figure 41: Median Home Prices for Lindon (2018-2022)



Source: Lindon City

Table 17: Land Use by Area

Zoning Districts	Area (in acres)	Developable Acres	Overall Zone Percentage
*Residential	2,060	146	50%
Industrial	736	82	18%
Commercial	862	176	21%
Research and Business	85	12	2%
Public Facilities	90		2%
Recreational Mixed Use - West	251		6%
Total	4,085	417	100%

* Residential district does not calculate residential located in commercial zones

Source: U.S. Census Bureau - Lindon City 2020

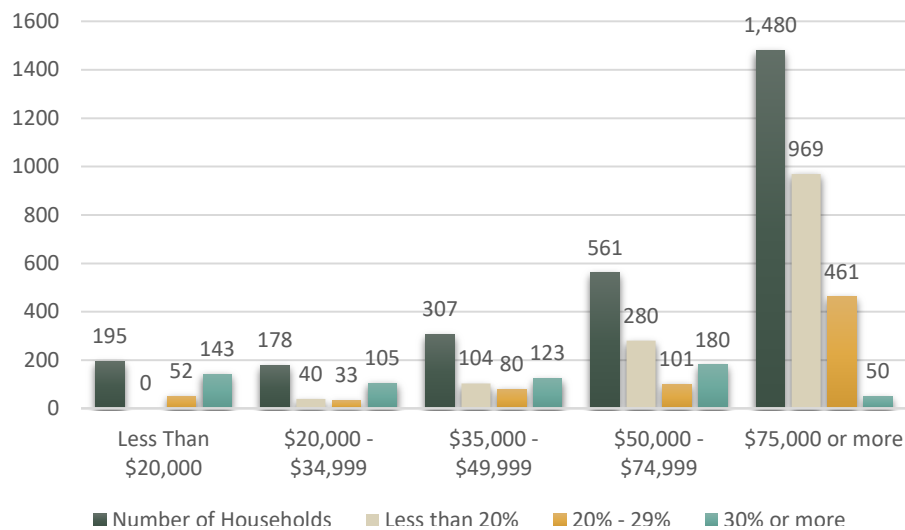


MODERATE-INCOME HOUSING ANALYSIS

HOUSING COST BURDENS

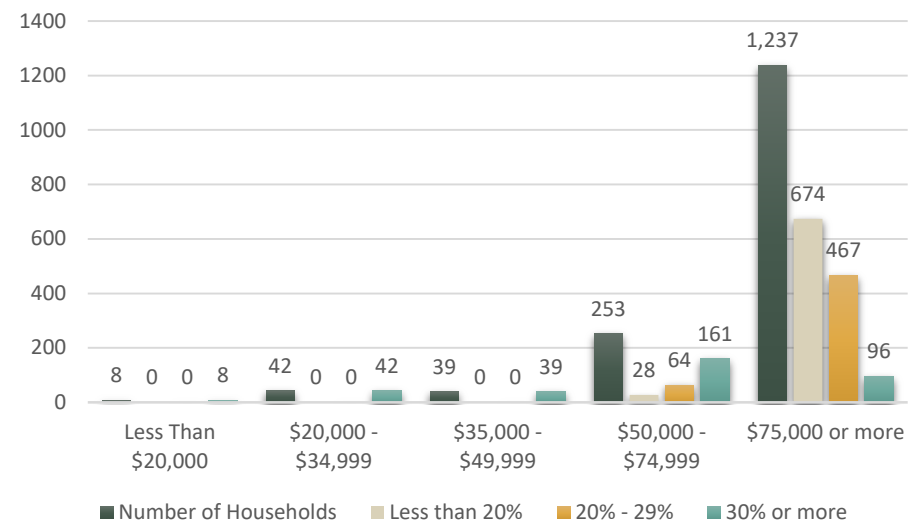
City staff used Census data to compile the monthly housing costs as a percentage of household income over a twelve-month period (**Figure 42** and **Figure 43**). The analysis reveals that approximately 20% of Lindon households use more than 30% of their monthly income on housing.

Figure 42: Financial Characteristics for Housing Units with a Mortgage (2017)



Source: U.S. Census Bureau - Lindon City 2020

Figure 43: Financial Characteristics for Housing Units with a Mortgage (2020)



Source: U.S. Census Bureau - Lindon City 2020

WHAT DOES MODERATE-INCOME HOUSING INCOME LOOK LIKE?

Moderate-income housing is determined from the Utah County Median income which is \$77,057 per year. Moderate-income housing is defined as housing for individuals that earn 80% of the county area median income which would be \$61,645. Using the recommendation to not spend more than 30% of your annual salary on housing, an annual mortgage or rent payment would be \$18,493 or \$1,541 per month or less.

HOUSING NEEDS ASSESSMENT

In evaluating the existing housing sales, pricing, rental rates, and moderate-income limits from the previous section, Lindon City does not currently have sufficient affordable housing to meet current or future needs for individuals of various income levels wanting to live in the community. One annotation to this finding is that the city does not have sufficient data on the amount of rent paid to live in an accessory apartments. Certainly, with over 243 legal accessory apartments and probably double that number of illegal accessory apartments, the city has a number of qualifying housing options. In addition, the city has entitled and have under construction 121 townhomes and early next year the multi-family development of 380 residential units will begin construction.



SECTION III: REGULATORY ENVIRONMENT

REVIEW OF CURRENT ZONING DISTRICTS

Lindon City has nine zoning districts which allow for varying residential uses, types, and densities. These districts make up approximately 53% of the land within Lindon City. Below is a list of the zoning districts:

- R1-12,000
- R1-20,000
- R2
- R3
- Anderson Farms Planned Development Zone
- Residential/Business District Overlay Zone
- Planned Residential Development Overlay
- Care Center Facilities Overlay
- Senior Housing Facility Overlay
- Multiple Use District

In analyzing how the current regulations impact the availability of affordable housing and potential barriers below is a discussion of those themes:

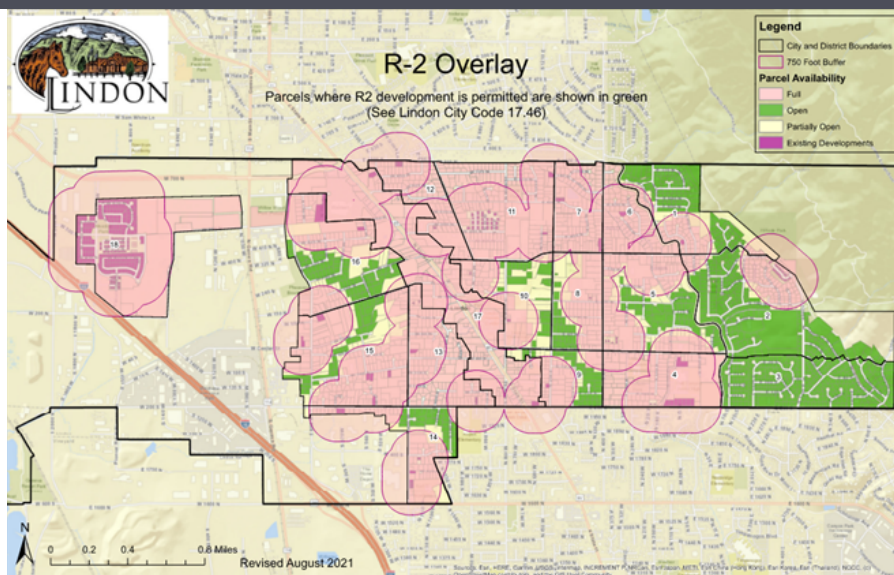
Lindon City has developed ordinances that allow for a variety of housing types including single family homes, townhomes, accessory apartments, senior housing, and rental housing. As part of this report, the city has reviewed its regulations to determine what barriers have already been reduced as well as those that may exist that affect the availability of affordable housing. A summary of regulations where the city may improve follows.

REGULATORY ANALYSIS OF POTENTIAL BARRIERS TO MODERATE-INCOME HOUSING

R2 OVERLAY ZONE

Within the R2 Overlay zone (**Figure 44**), Lindon City allows for multiple units per lot for twin homes, tri-plexes, townhomes and condominiums. Multiple unit developments in the R2 Overlay zone require a 750-foot buffer between developments as well as each district limits the number of units per district. A majority of the districts have reached either the density or spacing cap and don't allow further development. In 2020, the city amended the R2 Overlay to remove accessory apartment from counting towards the cap for each district. This opened up a couple additional districts for further development. The city should continue to evaluate the current effectiveness of the R2 zone and where feasible allow for additional units in each district.

Figure 44: R-2 Overlay Zone



Source: Lindon City

ACCESSORY APARTMENT IMPACT FEES & UTILITIES

In 2011 the city reduced the park impact fee for accessory apartments from \$4,500 to \$1,500. In 2019, the city also eliminated the monthly utility base rate fee for accessory apartments. During the 2022 Utah legislative session the legislature passed HB 462 which removed the ability for cities to charge an impact fee for internal accessory dwelling units. The city should continue to evaluate if impact fees for all affordable housing options should be reduced to help fund and promote affordable housing.

STANDARD LAND USE TABLE & ORDINANCE REVIEW

The Lindon City Standard Land Use Table describes the types of housing allowed in each zone. The city should perform a review of the Standard Land Use Table and its zoning ordinances to evaluate the most effective use of housing within the zones that allow for housing.

DEVELOPMENT STANDARDS

In 2016, Lindon City and Ivory Homes entered into a development agreement for an 880-unit housing development that allowed for a mix of housing types that includes single family, townhomes, senior housing, and apartments. For this development, the city amended its lot size and infrastructure development standards to include smaller and varying lots sizes and more narrow right-of-way widths in order to reduce development costs and promote a mix of housing types and options. In 2021, Lindon City adopted an amendment to the Planned Residential Development Overlay Zone which decreased the minimum right-of-way width. Where appropriate, the city should evaluate on a case-by-case basis modifications to its infrastructure development standards in order to promote affordability and reduce costs.

MULTI-FAMILY DEVELOPMENT

Currently, other than the R2 Overlay, Senior Overlay, Planned Residential Development Overlay, and the Anderson Farms Planning Development zones, traditional multi-family housing is not allowed. The Anderson Farms PD zone, requires a minimum 100 acres of land to development and the R2 Overlay zone is nearly built out. The only

residential uses allowed in commercial zones are care taker facilities, residential care facility, transitional victim home, assisted living center, rest home, nursing home, convalescent facility, and retirement centers. The city is currently receiving requests for multi-family housing along the 700 North Corridor. In 2021, the city adopted the [700 North Small Area Plan](#) that envisions a mix of uses and a 700 N Commercial Gateway. While additional BRT funding is delayed due to funding constraints and opposition from an adjacent community, eventually 700 North should include Bus Rapid Transit. As the city receives requests for multi-family development it should be strategic in the placement and design in order to follow principles of Transit Oriented Development.

There is a planning concept called the “Missing Middle” which allows building types such as duplexes, fourplexes and bungalow courts to provide diverse housing options and also supports walkable communities, as illustrated in **Figure 45** and **Figure 46**. The city has recently worked to amend the Planned Residential Development Overlay zoning ordinance to allow for “missing middle” type housing developments in the Commercial General zone while maintaining an appropriate transition from commercial to low density residential. Below is a model of the types of “Missing Middle” housing and pictures of such housing types are shown on the right.

Figure 46: Examples of Missing Middle Development



Source: Opticos Design, Inc. (<http://missingmiddlehousing.com>)

Figure 45: Missing Middle Housing Diagram



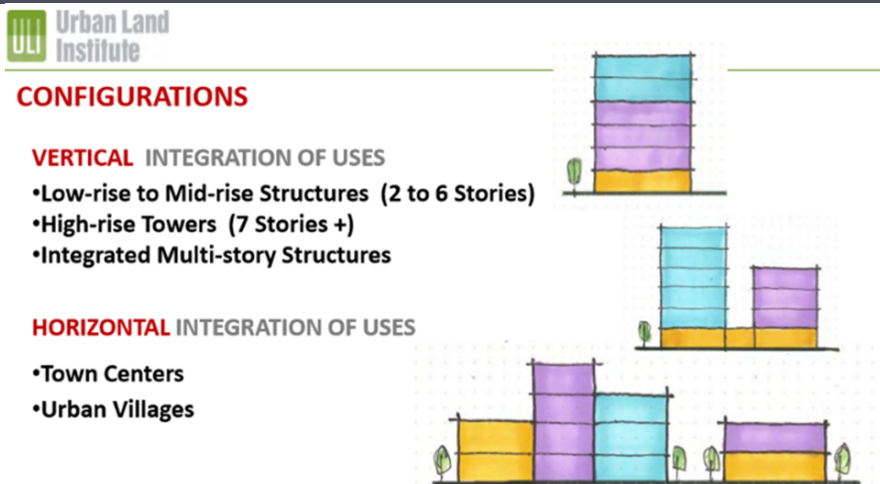
Source: Opticos Design, Inc. (<http://missingmiddlehousing.com>)

MIXED USE DEVELOPMENTS

For commercial centers, there has been a recent push by the development community to include a housing component as part of commercial development. Mixed use development is an effort to strengthen the commercial component while providing residents with more inclusive neighborhood living.¹⁰ In essence, the housing helps to ensure long term viability of the development as well as establishes a built-in clientele and employment centers. Lindon City has begun to develop such a plan with the Anderson Farms development by Ivory Homes and the 700 North Corridor by adopting the *700 North Small Area Plan*. The city may see interest from developers to include some additional residential mixed with new commercial along 700 North and State Street. The commercial component could be either horizontal or vertical mixed use (**Figure 47**). Examples of horizontal mixed use are the Riverstone Development in Coeur D'Alene, Idaho (**Figure 48**), and Orange County, California (**Figure 49**).

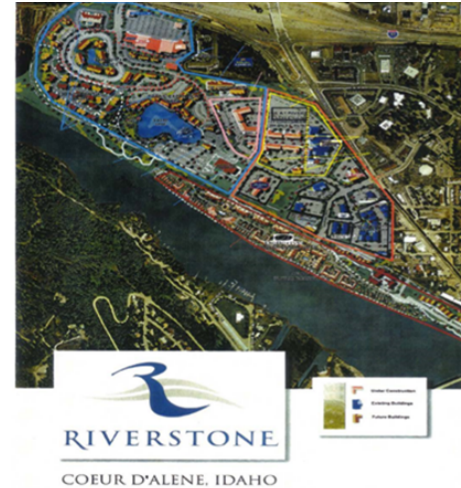
¹⁰ Blackwell, Tim. "How Multifamily is Blending Retail with Residential." 14 June 2016, *Property Management Insider*. <https://www.propertymanagementinsider.com/how-multifamily-is-blending-retail-with-residential>

Figure 47: Mixed Use Development Type Diagrams



Source: Urban Land Institute (<https://americas.uli.org/>)

Figure 48: Horizontal Mixed-Use: Retail, Residential & Office in Coeur D'Alene, Idaho



Source: Strafford Publishing 2014 (<http://media.straffordpub.com/products/mixed-use-developments-lessons-learned-from-recent-deals-2014-01-16/presentation.pdf>)

Figure 49: Horizontal Mixed-Use: Retail, Residential, Office, Industrial & Civic Uses in Orange County



Source: Strafford Publishing 2014 (<http://media.straffordpub.com/products/mixed-use-developments-lessons-learned-from-recent-deals-2014-01-16/presentation.pdf>)

SECTION IV

COMPLIANCE WITH UTAH CODE 10-9A-403 – HB462 (2022)

1

STRATEGY ONE: CREATE OR ALLOW FOR, AND REDUCE REGULATIONS RELATED TO, INTERNAL OR DETACHED ACCESSORY DWELLING UNITS IN RESIDENTIAL ZONES

For over 20 years Lindon City has been a strong proponent of allowing both internal and detached accessory dwelling units. On record, the city has documented 243 accessory dwellings. The city has long understood the importance of accessory dwellings units and the role they play in providing moderate-income housing in the community. Each of the past four years Lindon City has amended its accessory apartment code to make it less burdensome for residents to constructed both internal and detached accessory dwelling units. The city also updated its accessory dwelling unit handbook to help residents more easily understand the zoning and building process for accessory dwelling units.

Lindon City is always looking to improve the ability for residents to successfully have an accessory dwelling unit and proposes the following implementation plan:

IMPLEMENTATION:

- Lindon City has record of 243 legal accessory dwelling units. The city would like to create a baseline of not only how many ADU units we have but also the average rental rate to help determine how many moderate-income accessory dwelling units are within the city. By October 1, 2023 the city will create a resident survey to help determine the number of units and average rental rate.

- To help make sure that all ADUs are safe and accounted for, over the next two years the city will evaluate how to implement “hold harmless” or “amnesty” program for existing but not approved ADU owners.
- Perform a yearly review of the number of building permits issued and a yearly review of the ADU ordinance.
- Promote yearly an ADU article through the city newsletter and social media accounts



2

STRATEGY TWO: ELIMINATE IMPACT FEES FOR ANY ACCESSORY DWELLING UNIT THAT IS NOT AN INTERNAL ACCESSORY DWELLING UNIT AS DEFINED IN SECTION 10-9A-530

Lindon City allows for internal, detached, and substantially detached (ADU's connected by a covered walkway) accessory dwelling units. The city currently charges a parks and public safety impact fee of \$1,814 for each detached and substantially detached accessory dwelling units. In order to help increase the number of detached and substantially detached accessory dwelling units the city proposed to eliminate this impact fee.

IMPLEMENTATION:

- The city generally does a number of budget amendments during each fiscal year. Lindon City proposes as part of the February 2023 budget amendment to eliminate impact fees for detached and substantially detached accessory dwelling units.
- With the yearly newsletter and social media posts the city will advertise the impact fees for detached and substantially detached ADU's have been eliminated
- The city will create a 2022 baseline number of detached and substantially detached accessory dwelling units in order to document how many new units are created

3

STRATEGY THREE: DEMONSTRATE UTILIZATION OF A MODERATE-INCOME HOUSING SET ASIDE FROM A COMMUNITY REINVESTMENT AGENCY, REDEVELOPMENT AGENCY, OR COMMUNITY DEVELOPMENT AND RENEWAL AGENCY TO CREATE OR SUBSIDIZE MODERATE-INCOME HOUSING

Lindon City has two active redevelopment project areas which are the 700 North Community Development Area and the Lindon Park Community Reinvestment Area. With the 700 North Community Development Area the city is required to set aside 5% of the budget for housing preservation. Those housing preservation funds are required to be used within that project area. With the Lindon Park Community Reinvestment Area the city is required to set aside 10% of the project budget for housing. The funds for this project area are not required to be used in this particular project area.

The 700 North CDA was created in 2013. The project area is 283 acres of which approximately 140 acres are undeveloped. The city has seen new development consist of new housing (detached single family, senior housing, and future multi-family housing as part of a development agreement), office space, minimal retail, and office warehouse. A majority of the property along the main corridor of the project area is vacant. The city adopted a master plan for the corridor in 2021 and is actively working with developers on proposals for the area. UDOT and UTA recently completed the *Central Corridor Study* that identifies the corridor for future expansion of Bus Rapid Transit with two stations along the corridor.

The Lindon Park CRA was created in 2022 and the project area involves one specific property that will be developed as a new car dealership. The project area is 6.8 acres. This commercial area is primary built-out as a commercial center and research business park.

IMPLEMENTATION:

- For the 700 North CDA, the city is will use the 5% set aside funds to help off-set costs to support moderate-income housing. The city has adopted zoning for the area, developed a small area master plan, and supported the *Central Corridor Study* for Bus Rapid Transit. Timelines to utilize the funds are somewhat flexible in that the city cannot control when a developer will propose a development for the project area. However, developers currently have much of the corridor property under contract. The city is committed to using and demonstrating utilization of CDA funds to create or subsidize moderate-income housing through the participation agreement process.
- The city will complete an annual review starting in 2023 with the RDA board to present how the set aside funds are being utilized to create or subsidize moderate-income housing.
- In 2023, city staff will present to the RDA Board/City Council potential ways in which the city could use set aside funds to participate with developers.

- The city will actively work with developers on project proposals in order to support the utilization of set aside funds.

- For the Lindon Park CRA, the city has additional flexibility in how to use these set aside funds. Due to the area surrounding the Lindon Park CRA being nearly built-out there probably will not be an opportunity for housing in the project area. The city has the option to combine this funding with the 700 North CDA, set up a housing fund, or partner with another entity like a housing authority to utilize the set aside funds for to create or subsidize moderate-income housing.

- The city will complete an annual review starting at the beginning of 2023 with the RDA board to present how the set aside funds are being utilized to create or subsidize moderate-income housing.

- In 2023, city staff will present to the RDA Board/City Council potential ways in which the city could use set aside funds to participate with developers.

- The city will actively work with developers on project proposals in order to support the utilization of set aside funds.

4

STRATEGY FOUR: REDUCE, WAIVE, OR ELIMINATE IMPACT FEES RELATED TO MODERATE-INCOME HOUSING

Lindon City charges impact fee for parks, public safety, sewer, water, stormwater, and roads (the road impact fee is only charged for the 700 North Area).

IMPLEMENTATION:

- Starting in 2023 city staff will prepare a recommendation to the city council for reducing impact fees related to moderate-income housing.
- In 2023, the council will review city staff recommendations for reducing impact fees and consider the reductions for adoption.
- The city will track, as a benchmark, the impact reduction in impact fees will have on helping to create moderate-income housing in Lindon.

5

STRATEGY FIVE: IMPLEMENT ZONING INCENTIVES FOR MODERATE-INCOME UNITS IN NEW DEVELOPMENTS

Previously Lindon City has worked with developers on a number of residential subdivisions to modify public infrastructure and lot size requirements. For example, the city worked with Ivory Homes and Fieldstone homes to decrease the street right-of-way widths, decrease lot sizes, increase density, and increase housing type availability. Within the last year, the city modified an existing residential zone to allow multi-family townhome development in commercial zones and modified street right-of-way requirements for those developments.

The city is interested in evaluating other zoning incentives such as parking reductions and density incentives to facilitate the creation of moderate-income housing.

IMPLEMENTATION:

- During 2023 city staff will research best practices and prepare a recommendation to the Planning Commission and City Council on zoning incentives for moderate-income housing.

- In 2024, the City Council will review city staff recommendations for zoning incentives and consider those zoning incentives for adoption.



WORKS CITED

American Planning Association. "Housing Policy Guide." (2019): 4-5.

Blackwell, Tim. "How Multifamily is Blending Retail with Residential." 14 June 2016, Property Management Insider. <https://www.propertymanagementinsider.com/how-multifamily-is-blending-retail-with-residential>

Gardner Business Review. "What Rapidly Rising Prices Mean for Housing Affordability." (2018).

Kem C. Gardner Policy Institute. "Utah's Long-Term Demographic and Economic Projections Summary." (2017): 2.

Kem C. Gardner Policy Institute. "The State of the State's Housing Market." (2021): 4.

Opticos Design, Inc. (<https://missingmiddlehousing.com>) 2019.

Strafford Publishing 2014 (<http://media.straffordpub.com/products/mixed-use-developments-lessons-learned-from-recent-deals-2014-01-16/presentation.pdf>)

The Salt Lake Tribune. <https://www.sltrib.com/homeprices/>.

Urban Land Institute (<https://americas.uli.org/>)

U.S. Bureau of Labor Statistics. (2016, Aug. 30). News release: Consumer expenditures – 2015 [USD16-1768]. Washington, DC: Government Printing Office. Retrieved on 12/21/16 from <https://www.bls.gov/news.release/pdf/cesan.pdf>

Utah County Valley Visioning (<https://utahvalleyvisioning.org/project>)

Utah Department of Workforce Services Housing and Community Development. Five Year Housing Projection Calculator. <https://jobs.utah.gov/housing/affordable/moderate/reporting/>
The Kem C. Gardner Policy Institute reported in their October 2021 report, "The State of the State's Housing Market



5

ECONOMIC DEVELOPMENT & RESILIENCY

- *Existing Opportunities & Conditions*
- *Proactive Planning*
- *Economic Snapshot*
- *Committee Recommendations*
- *Future Development Opportunities*
- *Redevelopment Opportunities*
- *Goals, Policies
& Implementation Measures*

A RESILIENT ECONOMY

INTRODUCTION

Lindon City has a strong economic development base that includes a diversity of business sectors. As of 2022, Lindon City had the third lowest property tax rate in Utah County. One of the reasons for the lower property taxes is a robust and business friendly economic development climate. Lindon City appreciates the great companies that have chosen to do business in the community. Due to Lindon's central location, freeway access, and transportation options, the city business districts are an important economic engine for Utah County.

EXISTING CONDITIONS & OPPORTUNITIES

Lindon City has a strong commercial, industrial, and employment base. The commercial and industrial sectors are focused in the areas between State Street and Utah Lake, representing just under 1,700 acres or 43% of the city. As a comparison, residential properties encompass approximately just under 2,100 acres or 50% of the city.

PROACTIVE PLANNING

Lindon City has a long history of proactively planning for economic development and the creation of a strong local job market. A variety of tools have been used to attract businesses and encourage positive economic development, such as:

- Establishing redevelopment project areas
- Creating area master plans that identify economic development sites and strategies
- Providing incentives to encourage economic growth and development
- Facilitating and helping to fund high-speed fiber systems
- Bonding for and constructing roads, utilities, and infrastructure in economic development zones
- Networking with the Economic Development Corporation of Utah (EDC Utah), Governor's Office Economic Opportunity, Innovating Commerce Serving Communities (ICSC), and other economic groups and forums

ECONOMIC SNAPSHOT

The last decade has been marked by significant growth across the commercial and industrial sectors of the community. This has been a result of good planning and economic development decision-making. For example, Lindon City has added approximately 2.5 million square feet of office/warehouse space, 820,000 square feet of office space, and 123,000 square feet of retail since 2012. Based on the good fortune that Lindon is located in the heart of Northern Utah County, it is anticipated that commercial and industrial growth and prosperity will continue. As illustrated in **Figure 50**, Lindon currently includes 220 acres of land that support office, industrial, and mixed commercial uses. One of the challenges of the success and significant growth in recent decades will be finding additional land to accommodate future growth, since the availability of commercial and industrial properties is shrinking.

Figure 50: Economically Supportive Land Use Totals

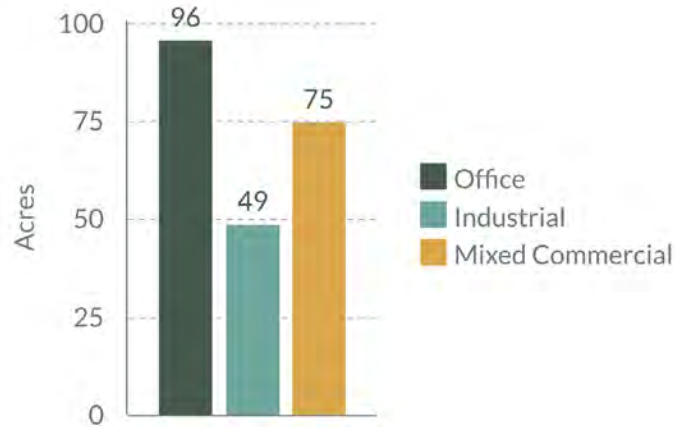
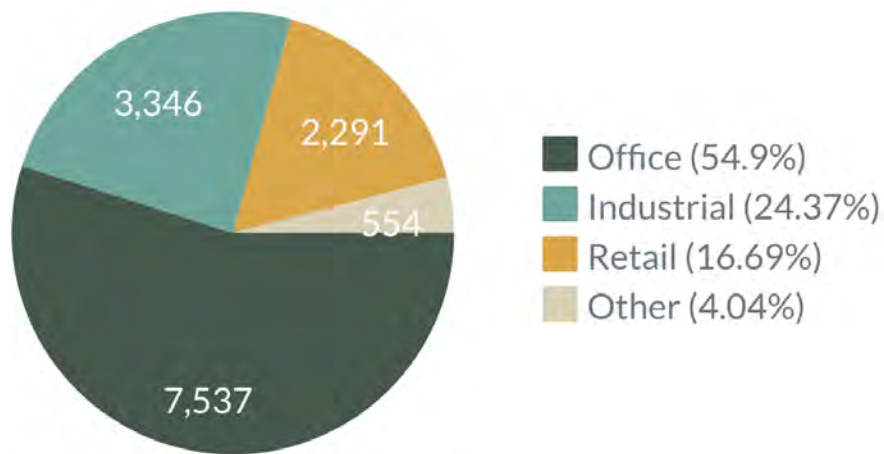


Figure 51: Employees by Sector



Approximately 850 businesses currently call Lindon City home, and according to Mountainland Association of Governments (MAG), those businesses employ 13,492 individuals. MAG anticipates that by 2029 Lindon City businesses will employ approximately 16,842 individuals, an increase of nearly 25%. **Figure 51** summarizes the distribution of these jobs.

The U.S. Census Bureau indicates that Lindon City is currently home to approximately 4,976 residents who are age 16 and older and available to be part of the workforce. According to the Census, the average commute time for Lindon workers is approximately 18 minutes. The Census also indicates the class and sectors that these residents are participating in (**Table 18**).

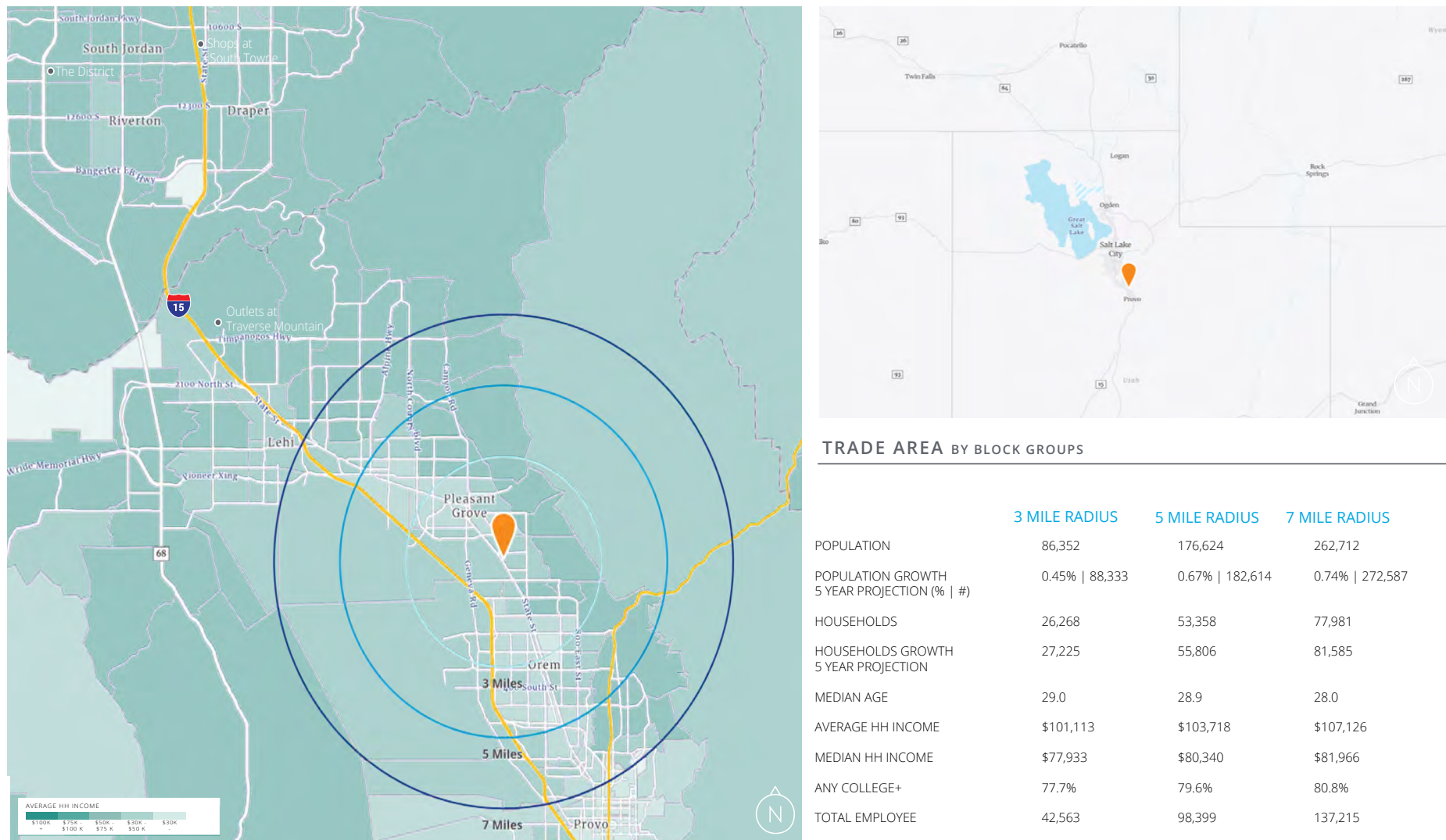
Table 18: Distribution of Workers in Business Sectors

CLASS OF WORKER	NUMBER OF EMPLOYEES	PERCENT
Civilian employed population 16 years and over	4,976	100%
Private wage and salary	3,982	80%
Government & Education	654	13.1%
Self Employed in own not incorporated business	321	6.5%
Unpaid family	19	0.4%

Several recent studies, including the *Lindon, Utah Opportunity Demographics and Trade Area by Block Groups Analyses*, summarize the market potential for the city (**Figure 52**). The *Lindon City Retail Profile 2022*, provides an overview of community characteristics, a leakage analysis, and a summary of top retailers in relation to major transportation corridors (**Figure 53**).

Figure 52: Opportunity Demographics & Trade Area by Block Groups (need date)

LINDON UTAH OPPORTUNITY DEMOGRAPHICS



Source: Colliers

Figure 53: *Lindon City Retail Profile 2022*

1

Community Overview

At 8.5 square miles in area, Lindon is situated in the center of Utah County, a major urban area approximately 45 minutes south of Salt Lake City. The City extends from the Wasatch Mountains to Utah Lake. In between you will find an amenity rich community of commercial, employment, housing and open space.

Stats	Lindon City	15 Min Drive Time	30 Min Drive Time	Utah
Total Population	12,222	317,027	949,153	3,370,531
Annual Growth Rate	1.77%	1.81%	2.47%	1.78%
Total Households	3,104	90,208	270,697	1,066,175
Median Household Income	\$100,866	\$75,788	\$85,800	\$76,052
Median Household Age	29.3 years	27.2 years	28.3 years	31.1 years
Employee Population	5,196	141,990	437,852	1,610,965

Source: Esri 2021 Estimates

2

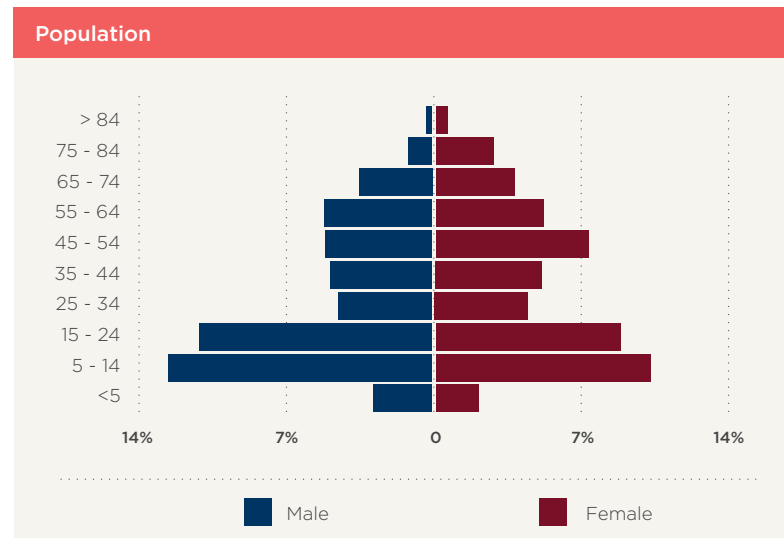
Consumer Characteristics

Education	City	State
No High School Diploma	4.0%	6.0%
High School Graduate	16.0%	23.0%
Some College	27.0%	25.0%
Associate's Degree	10.0%	10.0%
Bachelor's Degree	29.0%	24.0%
Post-graduate Degree	14.0%	11.0%

Source: Esri 2021 Estimates

Housing
2,663
Owner Occupied
441
Renter Occupied

Source: Esri 2021 Estimates

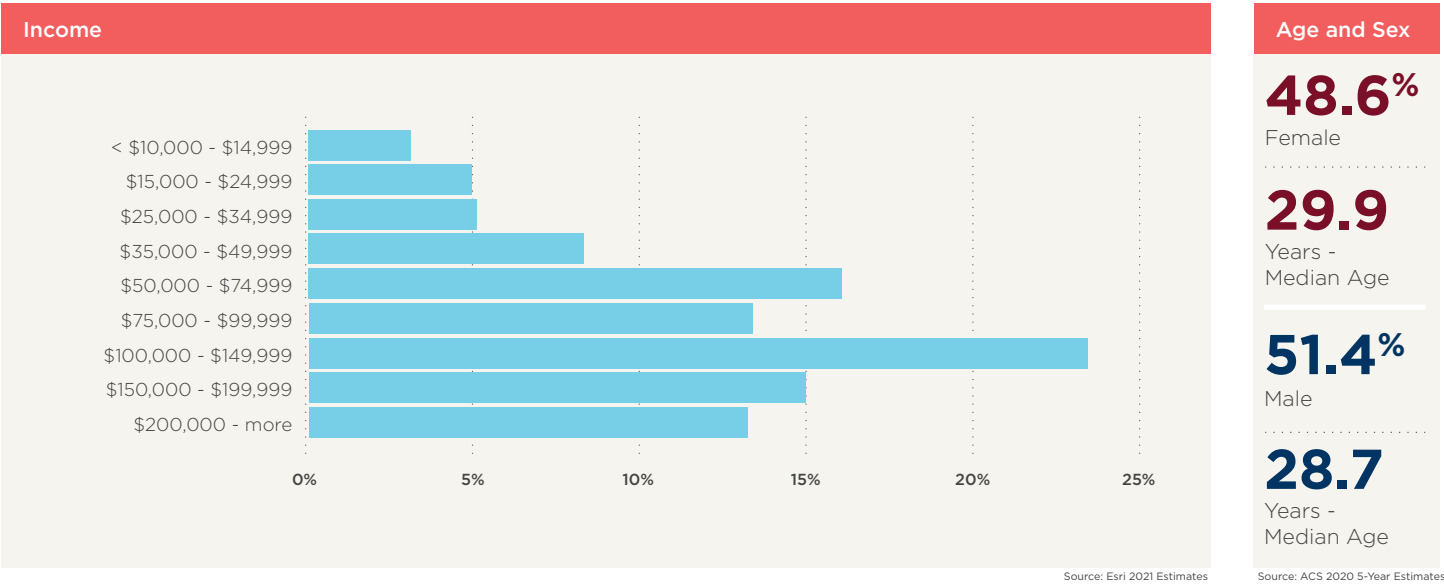


Source: ACS 2020 5-Year Estimates

Source: EDCUtah

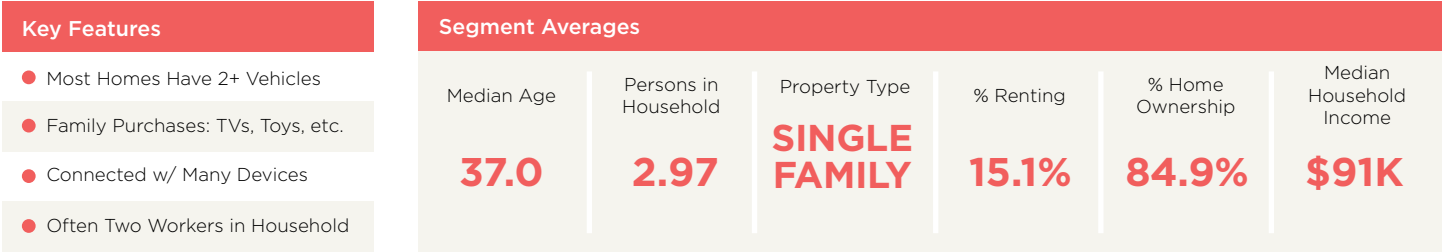


Figure 53: Lindon City Retail Profile 2022



3

Top Consumer Segment

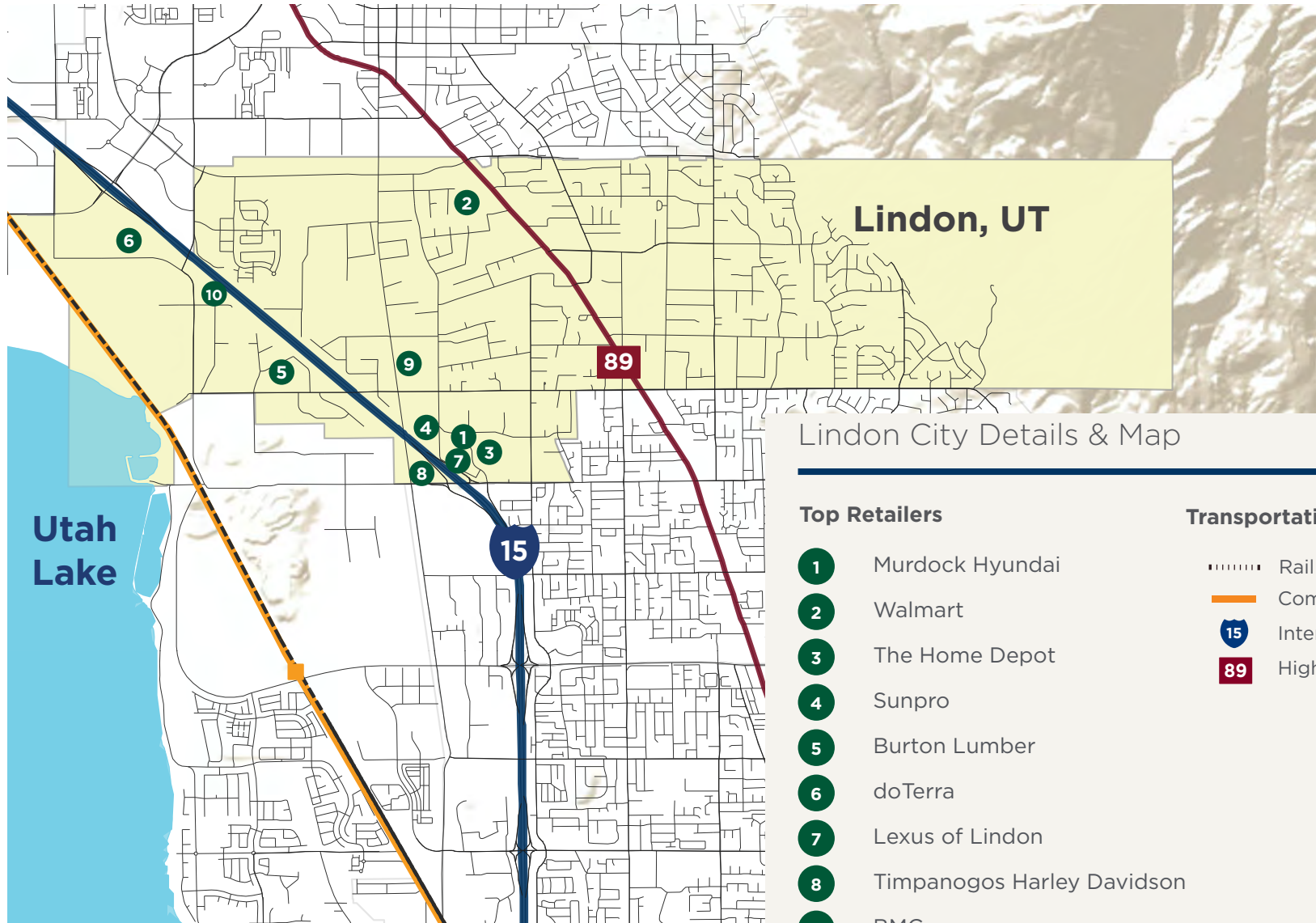


Source: EDCUtah

Figure 53: Lindon City Retail Profile 2022



Figure 53: Lindon City Retail Profile 2022



Source: EDCUtah

RECOMMENDATIONS

As part of the general plan update, the city staff met with the City Council, Planning Commission, and the General Plan Committee to discuss how to improve economic development in the community. The following suggestions were made:

- Diversify commercial options along State Street, which is the main commercial corridor. The example that was provided is the high number of used car dealerships along State Street.
- Look at the quality of businesses that are being attracted to the community.
- Attract an experiential type business to the community.
- Continue to promote home occupation businesses.
- Continue to support sales tax generating businesses.
- Prioritize 700 North for economic development, while ensuring that it is an iconic corridor for the community.
- Utilize recent study results as basis for decision-making.



1 Story Retail



3 Story Mixed use



2 Story Office/ Retail



4 Story Office

Source: 700 North Small Area Plan- IBI Group

FUTURE DEVELOPMENT OPPORTUNITIES



Source: IBI Group

700 NORTH DEVELOPMENT

In April 2021, Lindon City adopted the [700 North Small Area Plan](#), which is a land use plan to guide future development of the corridor. This will be Lindon's last significant commercial area left to develop. This should be a unique corridor that is developed with community spaces, retail, restaurants, employment centers, services, and experiential businesses to create a live-work-play community.



CANOPY BUSINESS PARK

This business park has been a very successful employment center for the region. There remain two additional lots left to develop that will help to support this unique area.



STATE STREET

This corridor is currently the main service and retail area of the city. Recently, State Street has seen an emergence of new retail and office investment. The city should continue to promote this corridor for economic development purposes.

REDEVELOPMENT OPPORTUNITIES

Availability of real estate is an important factor for attracting businesses to Lindon City. Within the next ten to fifteen years, it is anticipated that most of the remaining commercial and industrial land in Lindon will be developed and the city will enter the redevelopment phase of economic development. As a result, the next general plan update will likely focus on less expansive development goals.

Some of the most notable areas that should be evaluated for redevelopment opportunities are as follows.

200 SOUTH CORRIDOR | WEST OF 800 WEST

The 200 South corridor west of 800 West includes a number of properties that currently have higher development potential. There are a number of storage yards with buildings that could be redeveloped into office/warehouse areas.



GENEVA ROAD | WEST SIDE

The west side of Geneva Road from 500 North to 700 North is an opportunity area. This location is adjacent to the 700 North corridor and will probably see some reinvestment when the 700 North corridor begins to fully develop.



200 SOUTH STATE STREET

As a south gateway to the community, there are opportunities for new investment at the intersection of 200 South State Street. Some of the buildings are beginning to outlive their economic development potential. These could be redeveloped as a gateway to the community so that there is a better presence when entering the community.



GENEVA ROAD | CENTER STREET TO 300 NORTH

Geneva Road from Center Street to 300 North is another area with potential for redevelopment. Similar to the 200 South corridor, this section of Geneva Road has a few storage yards and buildings that have the potential to attract new development and investment. The buildings are outliving their life cycle and have potential to better utilize the property.

GOALS, POLICIES & IMPLEMENTATION MEASURES

GOAL 1: STRATEGICALLY PLAN FOR BUSINESS DEVELOPMENT AND ATTRACTION

Policy 1.1 Promote Lindon as a regional center for technology, commercial, and industrial facilities with excellent accessibility and a high-quality business environment

a. Implementation Measure: Organize and develop land use areas to take full advantage of Lindon's strategic location in relation to transportation infrastructure.

b. Implementation Measure: Utilize the recommendations in the 700 North Small Area Plan and prioritize this area for commercial development.

c. Implementation Measure: Identify other significant areas or corridors and develop small area plans for these areas.

d. Implementation Measure: Align economic development strategies with utility master plans to ensure sufficient capacities to support economic activity and jobs.

e. Implementation Measure: Continue to promote home occupation businesses.

f. Implementation Measure: Improve the visual and physical appearance of State Street and 700 North through a streetscape plan and updated design standards.

g. Implementation Measure: Recapture sales tax leakage by pursuing development for an accommodation establishment or food and beverage stores.

GOAL 2: CREATE RESILIENT ECONOMIC DEVELOPMENT AND PLAN FOR A DIVERSIFIED TAX BASE

Policy 2.1: Work to diversify commercial business options in the community

a. Implementation Measure: Expand the range of retail and commercial goods and services available within the community.

b. Implementation Measure: Attract destination/experiential-based businesses to the community.

c. Implementation Measure: Periodically review the future land use map and table to ensure that the uses continue to be compatible with the vision of the community.

d. Implementation Measure: Evaluate the quality of potential commercial and retail businesses to ensure that they will have a positive impact on the city.

e. Implementation Measure: Incorporate the Be Ready Business Program from the State of Utah with Lindon's *Emergency Management Plan* to ensure adequate water is available.

f. Implementation Measure: Create a business outreach program to provide information on emergency preparedness and business continuity plans.

Policy 2.2: Proactively work with businesses and property managers to ensure commercial areas remain attractive

a. Implementation Measure: Establish relationships with businesses and work to help any out-of-compliance businesses come into compliance and make their properties more attractive.

GOAL 3: INCREASE ECONOMIC OPPORTUNITIES FOR RESIDENTS

Policy 3.1: Retain existing jobs and attract businesses that will create new employment opportunities

a. Implementation Measure: Promote the housing policies of the Moderate-Income Housing Element to ensure that employees of businesses that are attracted to the community have a place to live.

b. Implementation Measure: Continue to support Lindon City youth through economic skill and knowledge building programs.



6

PARKS, RECREATION, TRAILS & OPEN SPACE

- *Introduction*
- *Summary: Lindon City Parks, Trails & Recreation Master Plan 2020*
- *Summary: Lindon City Bicycle & Pedestrian Master Plan 2015*
- *Implementing the Parks, Recreation, Trails & Open Space System*
- *Goals, Policies & Implementation Measures*

CREATING AN INTERCONNECTED GREEN NETWORK

INTRODUCTION

Lindon is experiencing increased growth and development and with that comes greater demands on the city's park, recreation, trails, and open space system. Decisions regarding these valued resources in Lindon are guided by two existing long range planning documents: (1) the [Lindon City Parks, Trails, and Recreation Master Plan](#), which was adopted in 2020, and (2) the [Lindon City Bicycle and Pedestrian Master Plan](#), which was adopted in 2015. Together, these two documents establish a detailed vision for the community's parks and recreation system and the active transportation network that connects it.

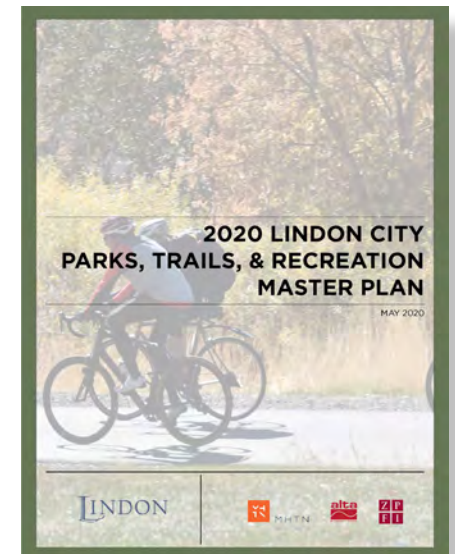


Creekside Park

This chapter of the general plan begins with summaries of the existing master plans, and followed by an overview of the Parks, Arts, Recreation and Culture (PARC) tax and a description of how the funds have assisted the city meet the financial demands of the parks and recreation system. The chapter concludes with updated goals, policies, and implementation measures.

SUMMARY: *LINDON CITY PARKS, TRAILS & RECREATION MASTER PLAN 2020*

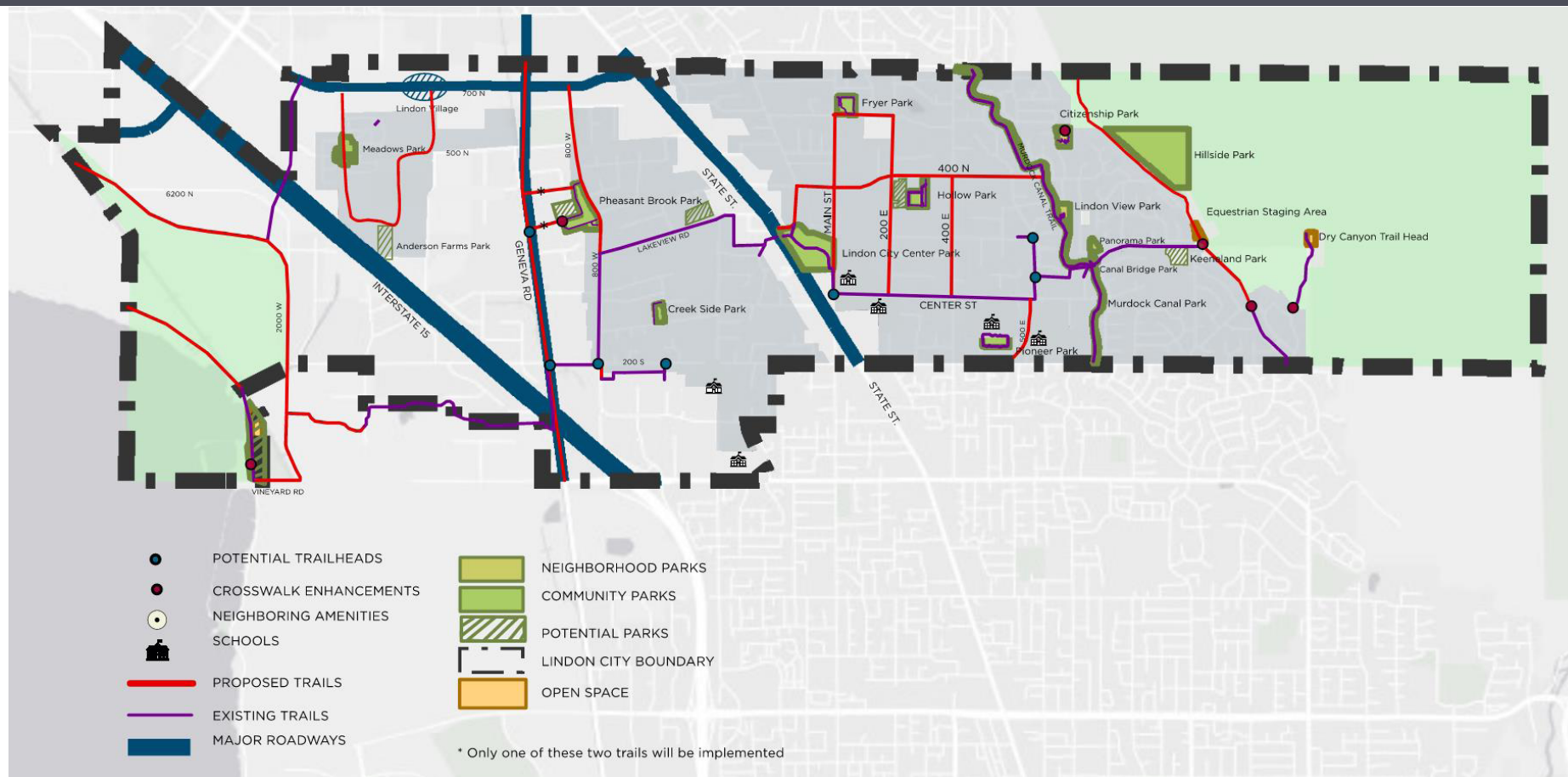
The *Lindon City Parks, Trails, and Recreation Master Plan* was adopted in May 2020. The master plan summarizes the city's existing parks, trails, and recreation system, analyzes needs and gaps in the community, and includes recommendations to help Lindon implement the plan's vision. A summary of the general findings and recommendations from the master plan follows. The complete plan can be accessed on the city's website¹.



¹ https://media.rainpos.com/442/lindon_parks_trails_recreation_master_plan_final_master.pdf

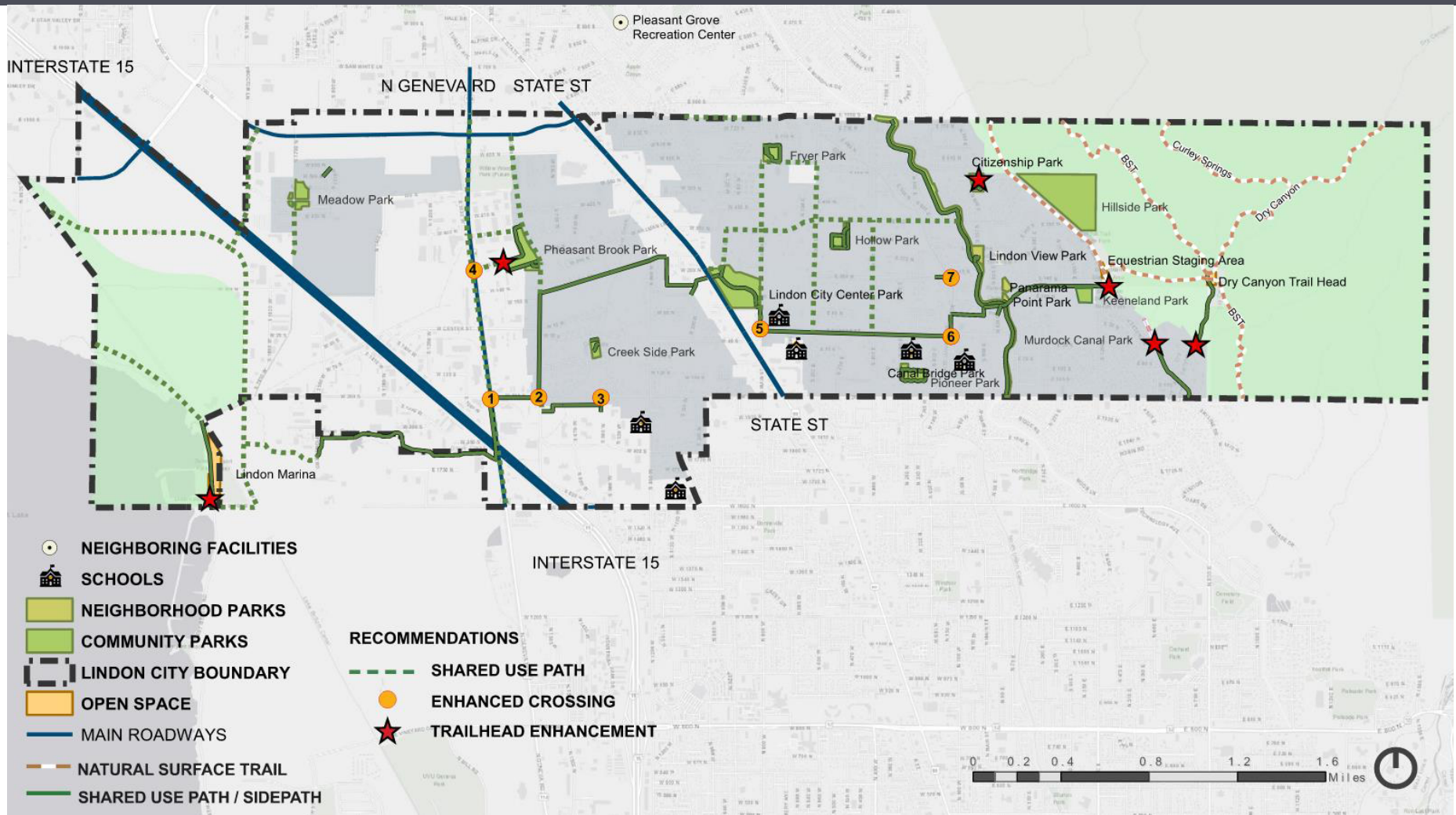
Figure 54 summarizes the proposed park and trail vision for Lindon, including proposed neighborhood and community parks, proposed trails, potential trailheads, and recommended crosswalk enhancements. Additional enhanced crossings and proposed spot improvements are illustrated in **Figure 55**.

Figure 54: Parks, Trails & Recreation Master Plan (2020) - Existing & Future Parks & Trails



Source: MHTN

Figure 55: Parks, Trails & Recreation Master Plan (2020) - Spot Improvement Recommendations



Source: MHTN

PARKS

Two classifications of parks are established in the master plan – community parks, which are four acres and larger, and neighborhood parks, which are generally less than four acres in size. The city currently has nine community parks and four neighborhood parks, which together with the Lindon City Aquatics Center offer a wide variety of parks and recreation opportunities for residents and visitors.

The master plan also included a gap analysis that applied a 1-mile radius to community parks and ½-mile radius to neighborhood parks. The results of this assessment indicate that parks are generally well distributed throughout the city. The master plan also identifies several potential new park and park expansion projects that are being planned or considered.

TRAILS

Community trail needs are served by three existing trailhead parks, 10.8 miles of paved shared use paths, and 6 miles of natural surfaced trails. The top requested improvements to the trail system include safe road crossings, more trails for ATV and mountain bike use, a variety of trail types to accommodate all user groups, better wayfinding signage, and improved trail maintenance.



LEVEL OF SERVICE

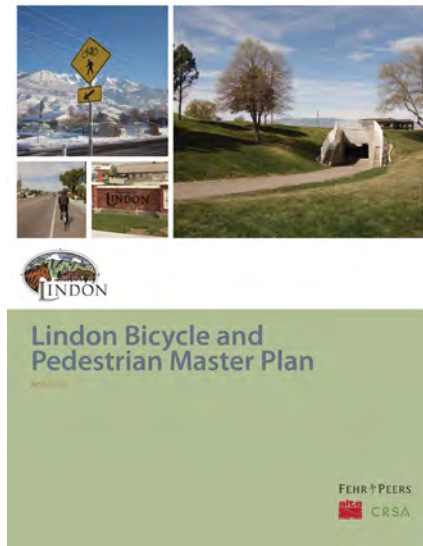
According to the plan, the city has an existing functional level of service of 6.96 acres per 1,000 people. The master plan established a minimum functional level of service of 4 acres of parks, trails, and recreation facilities per 1,000 residents in the future.

FUTURE IMPROVEMENTS

The *Parks, Trails, and Recreation Master Plan (2020)* indicates that Lindon should focus on providing amenities or facilities that are unique to the community and reflect the features and lifestyles of the surrounding neighborhoods. Potential improvements and additions identified in the plan include an indoor field house, a pump track, all abilities playground, dog park, disc golf, and continued construction of pickleball courts. Future improvements are focused on diversifying the city's parks, trails, and recreation system to provide options for all ages, abilities, and interests. The plan establishes four criteria to help the city prioritize future projects, which follow.

1. Focus funding on parks and recreation amenity enhancements.
2. Provide facility services year-round.
3. Invest in improved trail connectivity.
4. Promote the full extent of city parks, trails, and recreation opportunities.

The plan concludes with lists of potential park improvements, future parks, trail improvements, and trail spot improvements with costs, and a summary of trail standards and guidelines.



SUMMARY: LINDON CITY BICYCLE & PEDESTRIAN MASTER PLAN 2015

The *Lindon City Bicycle and Pedestrian Master Plan* was adopted in 2015 following an extensive public involvement process and provides a comprehensive approach for addressing active transportation facilities in the city. The plan begins by establishing a bicycle and pedestrian vision, which is shown in the callout on this page.

A series of goals, objectives and policies describe specific approaches and strategies for meeting the vision. The plan also summarizes information and policies related to active transportation in local and regional long range planning documents, followed by a detailed inventory of existing bicycle and pedestrian facilities and supporting infrastructure in Lindon. Issues with safety or barriers to facility use are documented.

Specific system improvements and projects are proposed to help meet the needs of bicyclists and pedestrians and are prioritized as high, medium, or low priority to assist the city with implementation. **Figure 56** illustrates the existing and proposed bicycle facilities for Lindon.

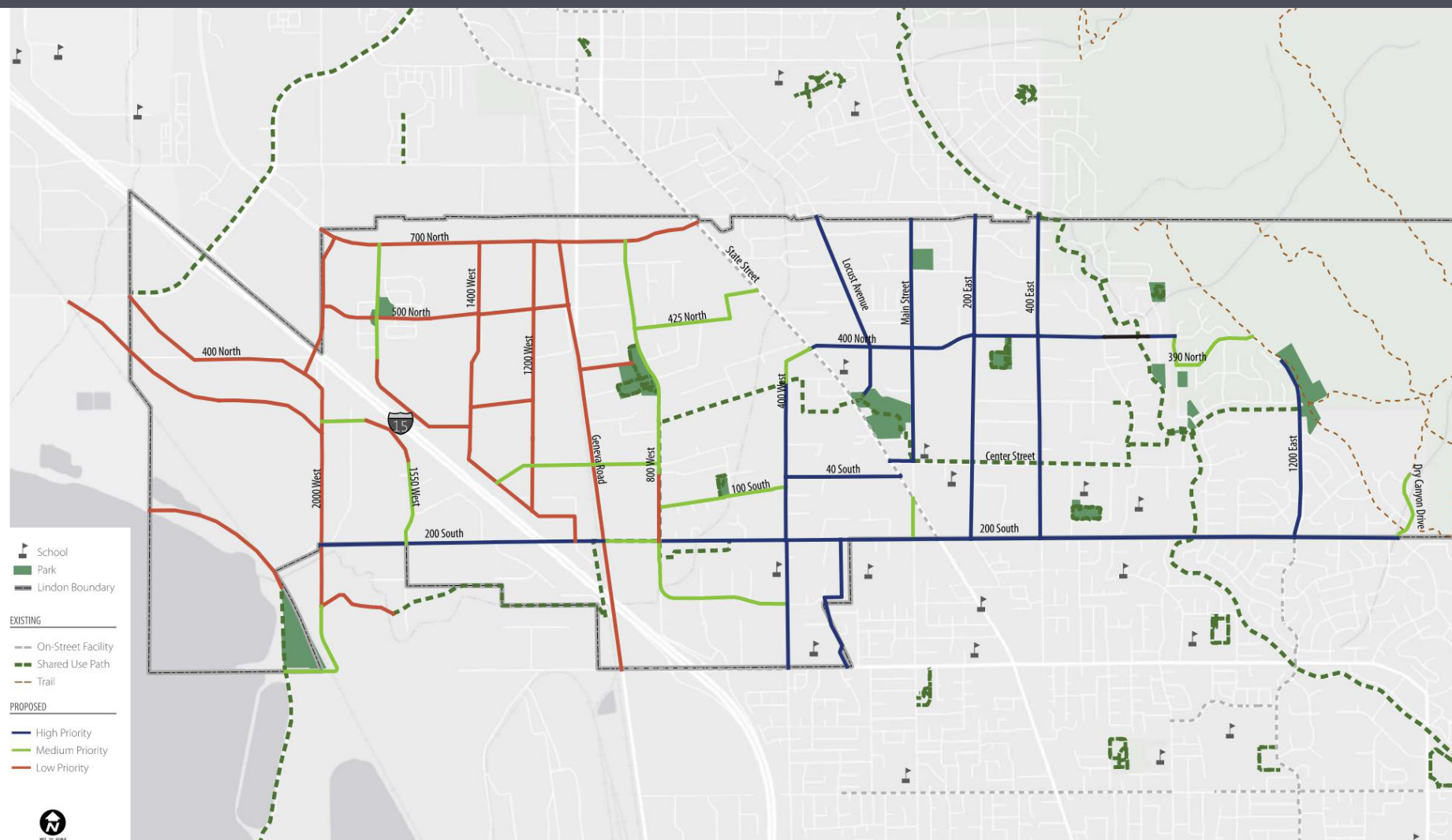
Phased pedestrian facilities are addressed in the plan, as illustrated in **Figure 57**. The plan also includes a detailed list and map of proposed supporting amenities such as bike racks and wayfinding and shown in **Figure 58**.

The plan concludes with high level planning costs to develop the recommended improvements and projects, and a summary of potential funding sources to assist the city with financing the vision.

ACTIVE TRANSPORTATION VISION

“Lindon will encourage a community that values healthy mobility options and a high quality of life through the promotion of a safe and well-connected bicycling and pedestrian network.”

Figure 56: *Lindon Bicycle & Pedestrian Master Plan* - Existing & Proposed Bicycle Facilities by Phase



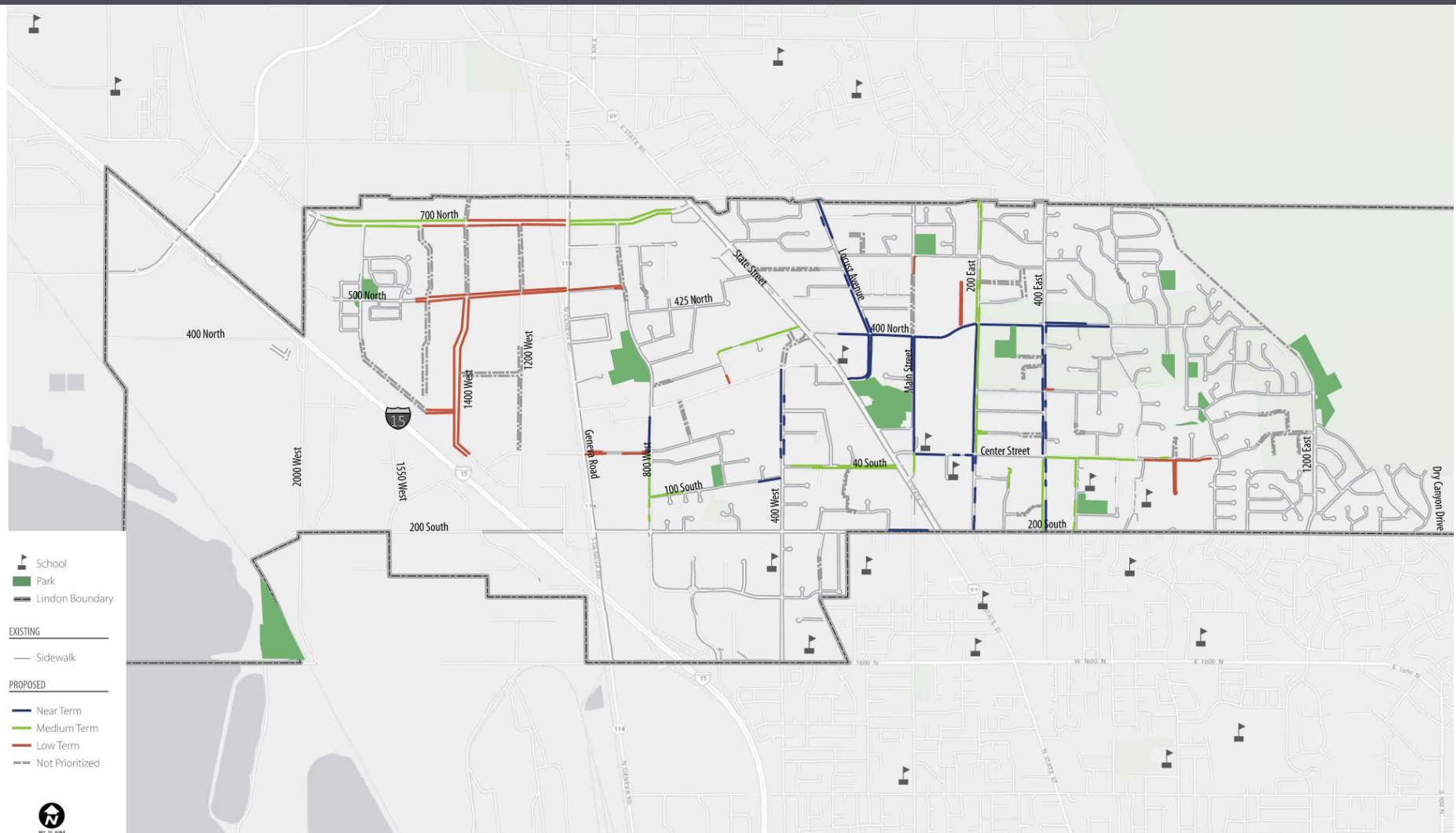
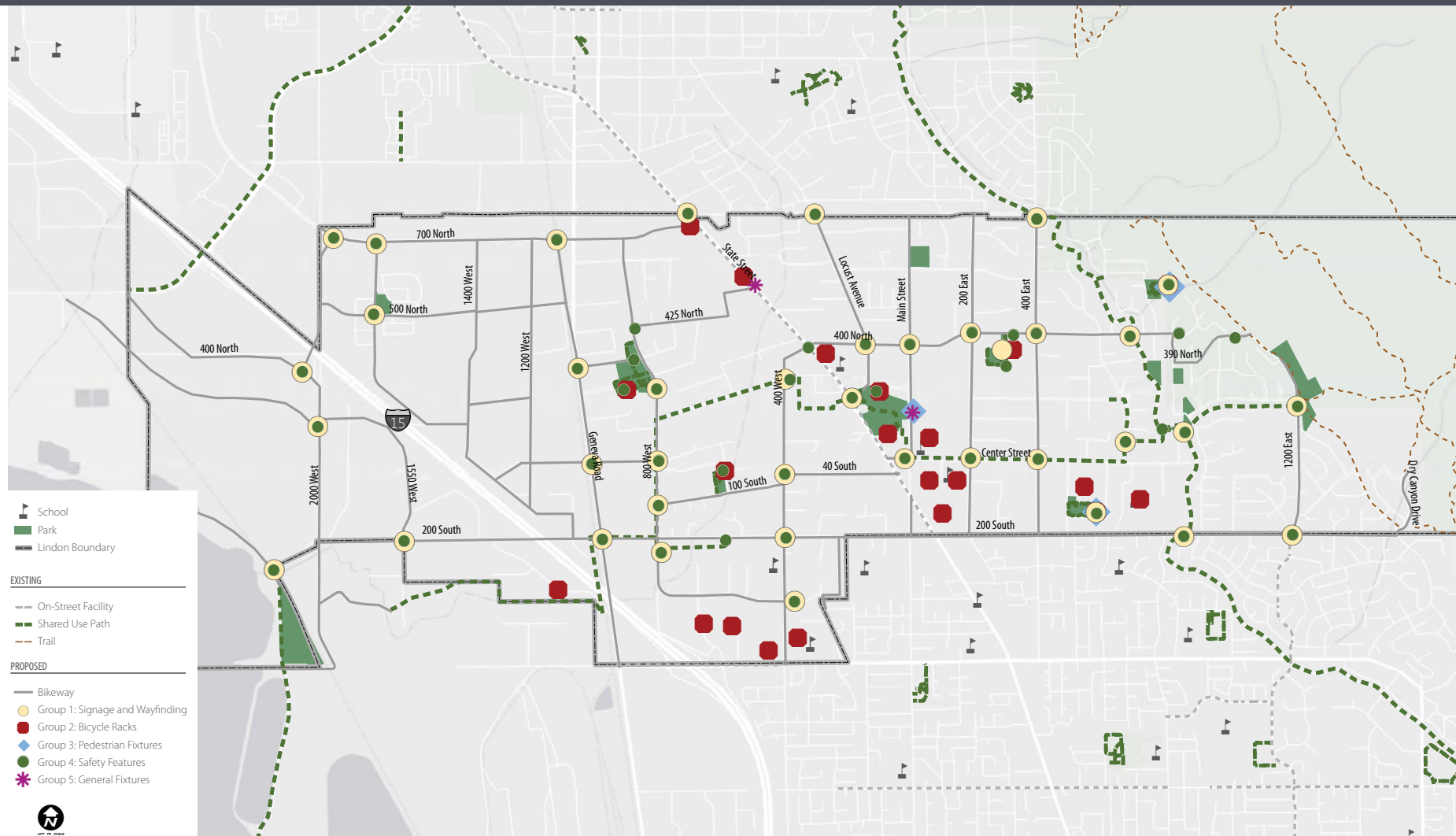


Figure 58: Lindon Bicycle & Pedestrian Master Plan - Proposed Amenities



IMPLEMENTING THE PARKS, RECREATION, TRAILS & OPEN SPACE SYSTEM

While the adopted planning documents convey the park, recreation, trails, and open space vision, implementing the vision and ensuring it results in high-quality investments places significant financial demands on Lindon City resources. The *Bicycle and Pedestrian Master Plan* includes an extensive section of funding opportunities. Lindon City has explored and utilized a range of funding options to develop and maintain the parks, recreation, trails, and open space system, with one of the most impactful being the implementation of the PARC tax.

PARC TAX

In 2013, Lindon City voters approved a 0.1% increase in the local sales and use tax as a means of getting more funding for local recreational facilities and cultural organizations within the city. Known as the PARC program, this tax is intended to enhance the quality of life in the community by funding local public recreational facilities and cultural organizations.

Over the last ten years, the funds generated through the PARC tax have been used to finance a wide variety of projects in the city's parks, recreation, trails, and open space system, as noted in the callout.

PARC TAX FINANCED PROJECTS

- Playgrounds or play structures: Citizenship Park, Creekside Park, Fryer Park, Lindon City Center Park, Panorama Park, and others
- Pavilions: Citizenship Park, Fryer Park, and others
- NEOs Game system in City Center Park
- Hollow Park pickleball/tennis courts and sound attenuation system
- Operations and maintenance: pool chemicals, building utilities, security cameras, parts, and equipment
- Repair and replacement: park structures, playgrounds, gym floors, windows and window coverings, roofing, trees, playground safety surfacing, parking lots, trails, restroom fixtures, sod, and irrigation systems
- Aquatics Center: Flowrider pump repair/replacement, pool lights, Wibit lily pad, pool toys, umbrellas, tables, and chairs
- Concessions equipment
- Site furnishings: drinking fountains, trash receptacle, and picnic tables
- Seasonal decorations for buildings
- Trail system development, design, construction, and lighting
- Mini grants for arts/cultural organizations



The following goals, policies, and implementation measures incorporate recommendations from existing long range planning documents into an updated implementation approach to ensure Lindon City continues to provide an outstanding parks, recreation, trails, and open space system.

GOALS, POLICIES & IMPLEMENTATION MEASURES

GOAL 1: UTILIZE AN INCLUSIVE APPROACH TO PARKS, RECREATION, TRAILS AND OPEN SPACE THAT SUPPORTS IMPROVED HEALTH AND WELL-BEING FOR RESIDENTS OF ALL ABILITIES

Policy 1.1 : Ensure that existing and new parks and open space provide high quality recreation opportunities for the community

a. Implementation Measure: Incorporate community participation into the design process for parks and open space amenities to ensure a wide variety of user needs are considered.

b. Implementation Measure: Provide adult-oriented, youth-oriented, and all-inclusive recreational programs that are supported by appropriate facilities such as multipurpose fields and courts, picnic areas, playgrounds, and pavilions.

Policy 1.2: Develop a comprehensive, interconnected park, open space, and trail network that meets the needs of a wide variety of users

a. Implementation Measure: Provide equitable access to a system of interconnected and well distributed parks, open space, trails, and active transportation.



b. Implementation Measure: Preserve open space on the east foothills and west shorelands and link these open spaces to the city's park with a comprehensive trail network.

c. Implementation Measure: Continue to develop a non-motorized recreation-focused trail system that supports multiple uses and provides access to local, loop, and long-distance trail options.

d. Implementation Measure: Construct wide, paved trails that easily accommodate bidirectional mixed-use traffic, though other surfaces may be considered where circumstances and location warrant other designs.

e. Implementation Measure: Provide year-round parking, water, shade, and other key amenities at trailheads where feasible.

f. Implementation Measure: Develop trail crossings that allow for the safe crossing of canals and streets by all trail users, including grade separated features such as bridges and underpasses.

g. Implementation Measure: Provide safe and convenient trail connections between neighborhoods and parks, recreation, trails, and open space amenities.

h. Implementation Measure: Continue to provide a continuous system of bike lanes, sidewalks, crosswalks, shared paths, and other bicycle and pedestrian facilities that are safe and attractive to users.

i. Implementation Measure: Connect recreational trails and the active transportation network to neighboring cities.

j. Implementation Measure: Complete the Heritage Trail as the primary east-west trail linkage in the city.

k. Implementation Measure: Develop the Historic Utah Southern Rail Trail.



GOAL 2: PROVIDE UNIQUE PARK, FACILITY, RECREATION, TRAIL, AND OPEN SPACE OPPORTUNITIES

Policy 2.1: Design and develop parks that reflect the unique character of the community and the surrounding neighborhoods

a. Implementation Measure: Develop each park with a combination of unique design, themes, and amenities to encourage strong branding and identity.

Policy 2.2: Acquisition of public open space should focus on sites with unique natural features, scenic values, or cultural resources, or areas where deficiencies are identified

a. Implementation Measure: Preserve natural areas, floodplains, forested areas, meadows, wetlands, and other important environmental features as public open space.

b. Implementation Measure: Important cultural sites that include landmarks, or historical sites or buildings should be considered for acquisition as public open space.

c. Implementation Measure: Consider developing linear parks and trails along streams, creeks, and other city easements and rights-of-way in a manner that maintains natural ecological and habitat functions while providing low-impact recreational opportunities.

d. Implementation Measure: Consider locations for parks and amenities as identified in the *Parks, Recreation, and Trails Master Plan*.

GOAL 3: INCORPORATE THE PARK, RECREATION, AND TRAILS MASTER PLAN GOALS AND RECOMMENDATIONS INTO THE CITY'S PARK, RECREATION, TRAIL AND OPEN SPACE SYSTEM

Policy 3.1: Aim to maintain four (4) acres of parks and trails for every 1,000 residents

a. Implementation Measure: Develop the proposed neighborhood and community parks while maintaining the existing park system.

b. Implementation Measure: Plan to acquire park and open space land as soon as possible to ensure availability, affordability, and preservation.

c. Implementation Measure: Implement the recommendations in the city's long range planning documents, including the *Lindon Parks, Trails, and Recreation Master Plan*, and the *Lindon Bicycle and Pedestrian Plan*.

d. Implementation Measure: Regularly update long range planning documents to reflect the current conditions and desired system to ensure the city is meeting the existing and future needs of the community.



GOAL 4: ENSURE THE PRUDENT USE OF COMMUNITY RESOURCES IN REALIZING THE VISIONS FOR PARKS, FACILITIES, RECREATION, TRAILS, AND OPEN SPACE IN LINDON CITY

Policy 4.1: Consider a variety of funding options to develop and maintain the city's parks and recreation system

a. Implementation Measure: In addition to existing city funds, PARC tax, grants and outside sources of funding, the city should explore additional options for raising money to fund the parks, recreation, trails, and open space system, including citizen supported bond measures.

b. Implementation Measure: Encourage the renewal of the city's PARC tax to help continue funding the city's parks, facilities, recreation, trails, and open space system.

Policy 4.2: Support public and private partnerships to develop parks, recreation, trails, and open space amenities when feasible

a. Implementation Measure: Continue to partner with public and private schools, public agencies, community groups, volunteer organizations, and business and industry to provide park and recreation services.

b. Implementation Measure: Utilize cooperative agreements with schools for the joint construction, use, and management of park and recreation facilities where possible.

Policy 4.3: Coordinate efforts between city departments and regional partners to ensure the proposed trail network is fully understood and implemented as envisioned

a. Implementation Measure: Development reviews should consider the proposed trail network and neighborhood access points to ensure access to recreational amenities and trails is maintained as the community grows.

b. Implementation Measure: Continue to work with Mountainland Association of Governments for funding and planning future trail systems

Policy 4.4: Ensure developer participation in the provision of parks, recreation, trails, and open space

a. Implementation Measure: Modify city ordinances as needed to require private development to participate in park and trail development through tools such as impact fees, dedication of land, or the construction of facilities.

Policy 4.5: Promote thoughtful design and maintenance practices to help ensure that the Lindon parks and recreation system is sustainable and resilient

a. Implementation Measure: Incorporate up-to-date technologies and practices to conserve water and other resources in the city's parks and recreation system and on other public landscapes.

7

ENVIRONMENT & SUSTAINABILITY

- *Environmental Conditions*
- *Natural Hazard Analysis & Mitigations*
- *Sustainable Lindon*
- *Goals, Policies & Implementation Measures*



UNDERSTANDING & RESPECTING THE NATURAL ENVIRONMENT

INTRODUCTION

Lindon City residents enjoy the rural, small-town traditions of their community. They appreciate the stunning Wasatch Mountain backdrop, the large-lot, single family neighborhoods, remnant agricultural fields, and expansive views over Utah Lake to the west.

The discussions with the General Plan Committee indicate that the natural setting and small town traditions are defining features of the city, resulting in a community that is safe, friendly, and healthy. The close connection to nature and beautiful setting are key reasons people choose to live in Lindon.

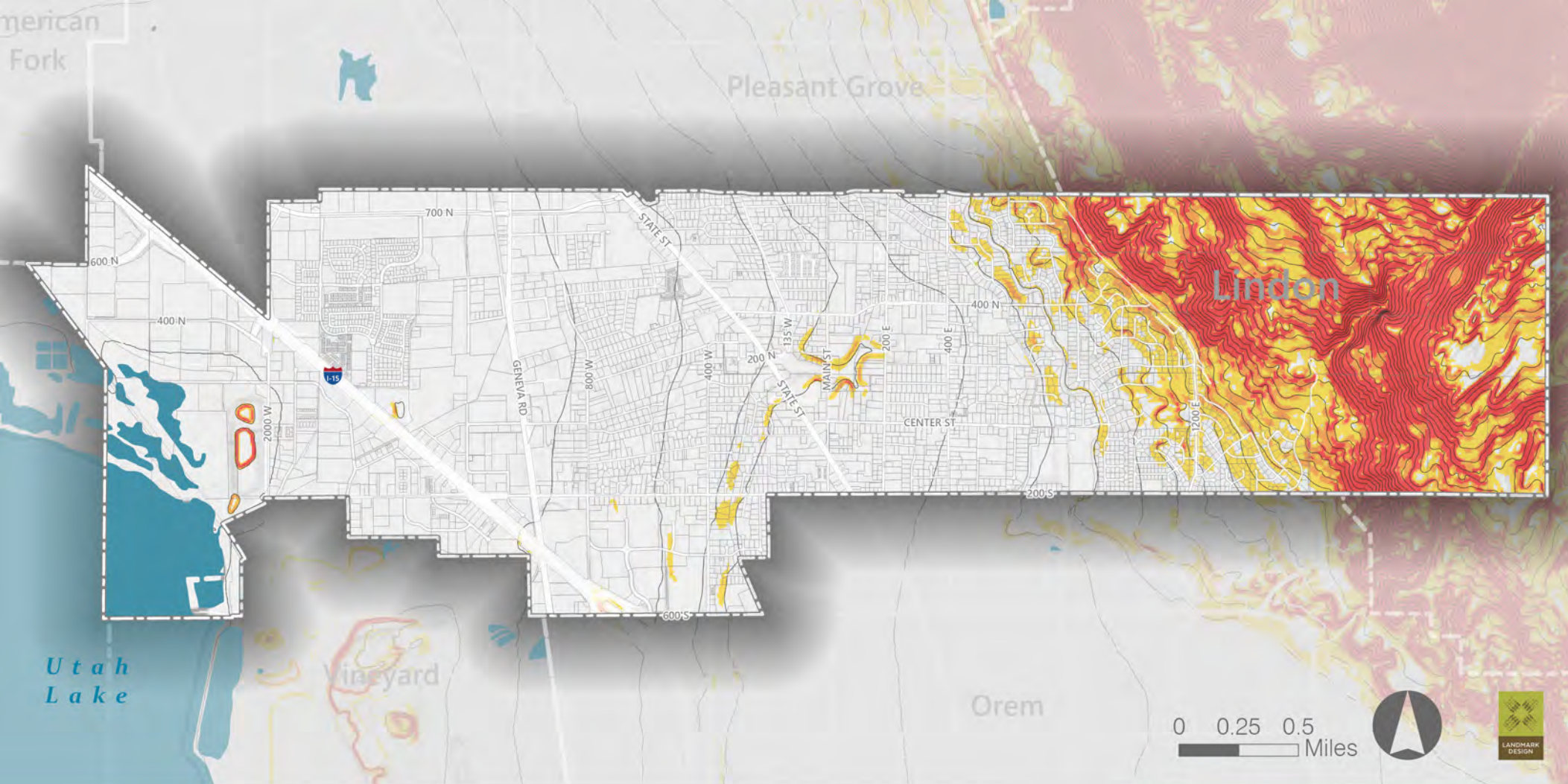
This chapter of the general plan addresses the role of the natural environment and also identifies actions required to preserve and protect those qualities, ensuring that Lindon is a resilient and sustainable community in the process.


ENVIRONMENTAL CONDITIONS

The character and form of Lindon are influenced by the natural features and conditions that underly the city. Chief among these are the local topography, landform, water, and hydrologic characteristics. Potential natural hazards including seismic activity shape the pattern and form of development in the community.

TOPOGRAPHY & LANDFORM

The general slope and topography of the city is illustrated in **Map 8**. The terrain transitions from a high point of nearly 9,250 feet in the Wasatch Mountains to a low of 4,480 feet on the shores of Utah Lake, with an average elevation of approximately 4,650 feet. The slopes are steep and dramatic to the east, exceeding 30% in most locations. Immediately to the west are moderate slopes less than 20% that typify the foothill neighborhoods of eastern Lindon. As one proceeds west, the slopes progressively flatten, with gentle slopes typical in the larger lot neighborhoods and agricultural fields of central Lindon. West of Geneva Road as one approaches the Utah Lake shorelands the land is nearly flat.



- 50 ft Contours
- Slope
 - 10%-20% Slope
 - 20%-30% Slope
 - >30% Slope
-  Lindon City Boundary

Map 8 Topography & Landform

ADOPTED JULY 3, 2023



Lindon City General Plan

SEISMIC CONDITIONS

An earthquake is the sudden release of tension built up over years as tectonic plates shift across the earth's surface. These plates tend to rupture along weak zones referred to as faults. When plates rupture, they produce seismic waves that are transmitted through the rock outward, producing ground shaking. Earthquakes are multi-hazard events, with the potential to cause huge amounts of damage and loss. Secondary effects of a sudden release of seismic energy (earthquake) include ground shaking, surface fault rupture, liquefaction, tectonic subsidence, slope failure (landslide), and various types of flooding.

Tectonic plates move fractions of an inch per year, slowly building up tension until they “break”. In the case of devastating earthquakes, the process can take decades or centuries. According to the USGS, there is a 57% probability of a magnitude 6.0 or greater earthquake occurring along the Wasatch Front in the next 50 years. In Lindon there is a 45% chance of a major earthquake within 30 miles during the same period. The largest earthquake to date within 30 miles of Lindon was a 4.7 magnitude event that occurred in 1981.

Map 9 illustrates existing seismic conditions and potential damage zones resulting from faults and historical earthquake epicenters in Lindon¹. Areas west of 400 West are marked by low to high liquefaction potential² due to seismic events, with the severity increasing as one moves west toward Utah Lake. The area is also marked by several historic earthquake epicenter locations, indicating a propensity for future seismic activity in the area.

Active faults are located on the eastern steeper slopes of the Wasatch Mountains, well above the limits of development. Anything built on top of a fault or crossing it has a high potential to be destroyed in the event of displacement. Foundations could be cracked, buildings torn apart, and roads, utility lines, and pipelines crossing the fault could be damaged or destroyed.

¹ See *Geological Hazards Evaluation and Plan, Lindon City Foothills Area, Utah County, Utah* <https://geodata.geology.utah.gov/pages/view.php?ref=5001>

² Liquefaction potential is when water-saturated sandy soils behave like quicksand when ground shaking occurs.

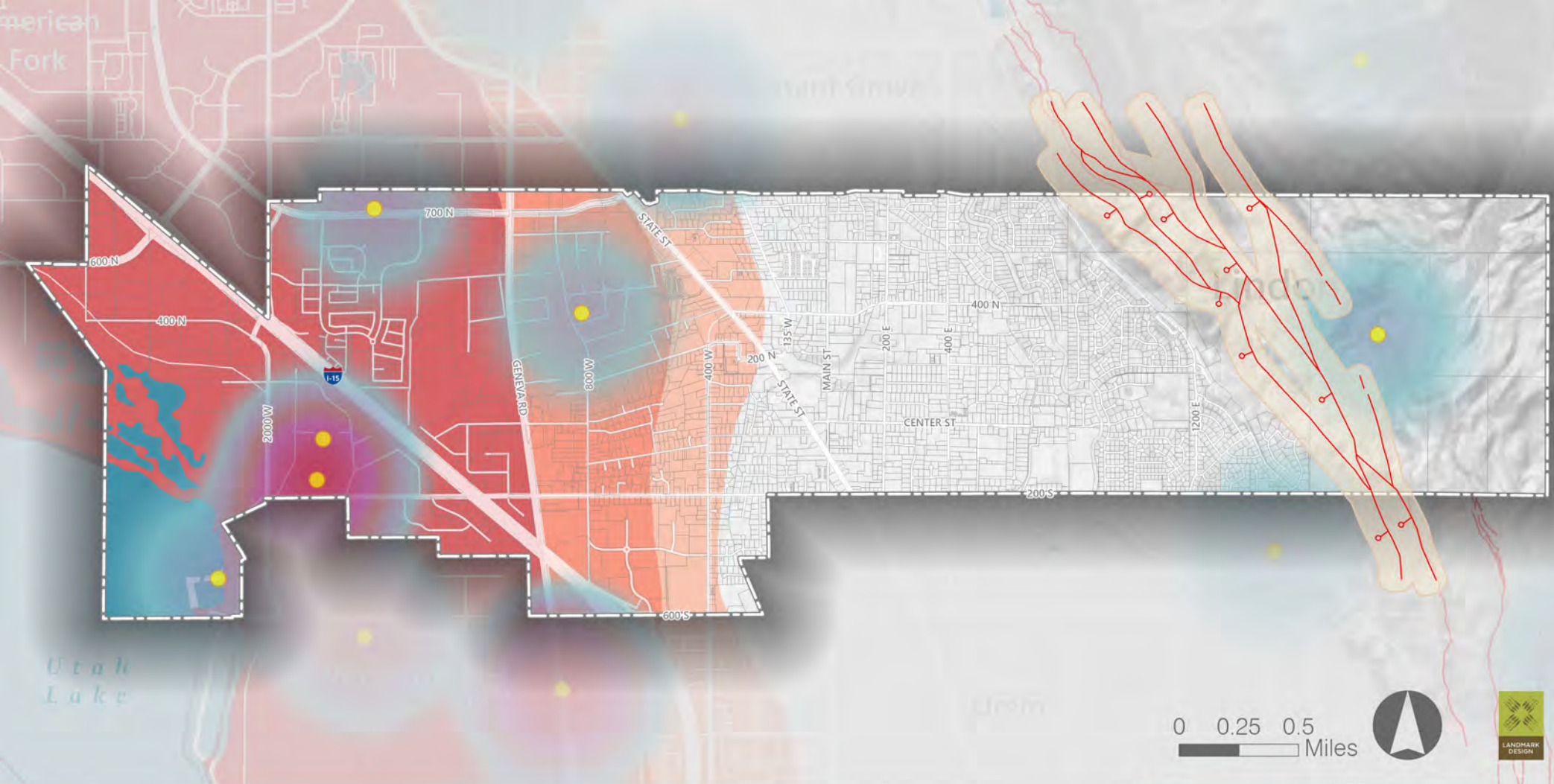
WATER & HYDROLOGICAL CONDITIONS

Map 10 illustrates the watersheds, waterways, water bodies, and canal network in Lindon. It also indicates flood hazard areas and areas with shallow groundwater that can impact the construction of basements and building foundations. Three mountain drainages extend into the city from the Wasatch Mountains and are diverted before meeting the Murdock Canal in the eastern extents of the city.

The Murdock Canal, also known as the Provo Reservoir Canal and the Provo River Aqueduct, is a 23-mile water conveyance system that diverts water from the Provo River and other water storage systems to water users in Utah County. The canal starts at the Murdock Diversion Dam which is located at the mouth of Provo Canyon in Provo, Utah. The canal runs completely underground and ends at the Jordan Aqueduct in Lehi, carrying water through Orem, Lindon, Pleasant Grove, Cedar Hills, American Fork, Highland, and Lehi. It was built in the early 1900s by the Utah Lake Irrigation Company and publicly purchased in 1940. The Murdock Canal is part of a much larger water supply system called the Provo River Project.

Another significant surface water features is the North Union Canal, which generally parallels the Murdock Canal on the east side of the city. The North Union Canal was constructed in 1865 by the Provo Canal and Irrigation Company and North Union Irrigation Company. The canal is more than nine miles long and provides water to Lindon, Orem, and Pleasant Grove. It provides most of the secondary water for Lindon City, with more than half of the total water shares for the city coming from this source. Although the Murdock Canal does play a role in the secondary water system in Lindon, the North Union plays a bigger part by far. City staff are currently evaluating whether to abandon portions of the North Union Canal and construct a linkage between North Union and Murdock. Three smaller drainage canals are located in the western extents of the city.

Notable wetland and flood hazard zones are concentrated near the lowlands and shorelands associated with Utah Lake, along the east side of State Street, in the natural drainage area that extends west



Liquefaction Potential

- Low
- Medium
- High
- Faults

Special Studies Area

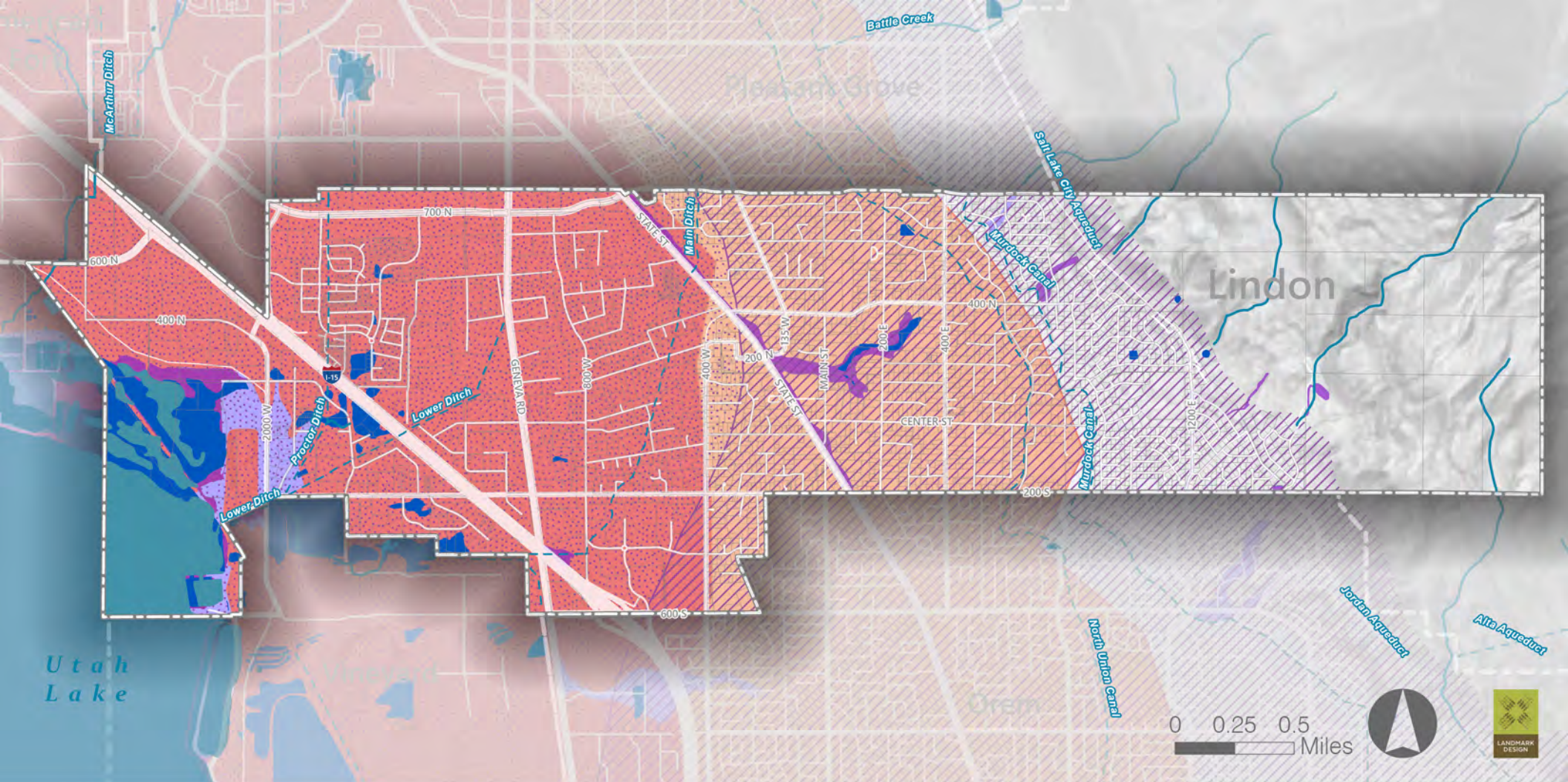
- Earthquake Epicenters
- Low Density and Magnitude
- High Density and Magnitude
- Lindon City Boundary







Map 9 Seismic Conditions

ADOPTED JULY 3, 2023



Lindon City General Plan



-  Wetland
-  Aquifer Recharge Area
-  Aquifer Discharge Area
-  100 Year Flood Area
-  500 Year Flood Area
-  Shallow Ground Water 10 ft
-  Shallow Ground Water 11 - 30 ft
-  Seasonal Drainage or Waterway
-  Canal/Ditch
-  Lake or Waterbody
-  Lindon City Boundary

Map 10

Water & Hydrological Conditions

ADOPTED JULY 3, 2023



Lindon City General Plan

from Hollow Park to Lindon City Park, and pockets east of Main Street into the foothills. The map illustrates that nearly all of the city west of Murdock Canal contains shallow groundwater, requiring special mitigations for basements and foundation designs.

Although Lindon is located in a dry region, some flooding can occur, either from snow melt or severe thunderstorms. Development on the bench areas, near the shore of Utah Lake, and along natural drainages are at most risk from flooding, making it imperative that developers and homeowners understand the danger and contribute to mitigation actions.

WILDFIRE

Fire is a natural part of every ecosystem. Decades of wildland fire suppression during a historically cooler time period resulted in a buildup of fuels (vegetation) and development in wildfire-prone areas. With the onset in the current megadrought, increased outdoor recreation, development pressure, and climate change, the likelihood of wildfire damage is higher than in the past.



Wildfires occur on a regular basis in the region, with most fires occurring in the late summer to early fall. Although many fires occur from natural causes such as lightning, humans cause over half of all fires. Construction work, and people riding ATVs, using fireworks, and lighting campfires are also responsible for a number of fires in the area. Burn scars near populated areas are particularly difficult to manage, contributing to landslides and floods during rain events. This risk is partially offset by better technology for early warning and fire-hardened homes.

NATURAL HAZARD ANALYSIS & MITIGATIONS

The [*Pre-Disaster Mitigation Plan for Summit, Utah, and Wasatch Counties*](#) (2022) was prepared by Mountainland Association of Governments (MAG) with participation by Lindon City. The plan assessed natural hazards throughout the region, including wildfire, flooding, landslide, liquefaction, earthquake, drought, severe weather, climate change, avalanche, and infestation. The findings of this study indicate that the key concerns in Lindon are wildland fire in the foothills and having adequate water infrastructure capable of surviving an earthquake.

Lindon works with Utah County to educate residents about fire hazards. The city also manages fuel sources and maintains firebreak trails. Since new development pressure is likely to take place toward Utah Lake, building and site design must continue to mitigate against liquefaction. There are a few existing homes that would benefit from seismic retrofits.

Lindon City should continue to coordinate with MAG, county, state, federal, and other partners to ensure potential environmental challenges issues are addressed comprehensively. This is particularly important for communities such as Lindon with limited available land. Continued proactive planning to protect the natural environment will help ensure a balance is achieved between development and preservation of critical lands and the provision of adequate infrastructure.

SUSTAINABLE LINDON

Making Lindon a sustainable community begins by ensuring the needs of current generations can be met without compromising the needs of future generations. As illustrated in the diagram below, achieving sustainability is often illustrated as a three-legged stool that is comprised of an environmental, social, and economic leg. If one of the legs is missing or different in size, the stool will not function and sustainability is not achieved. Another visualization of sustainability depicts three overlapping circles representing economic, environmental and social needs. The area where the circles overlap is where the needs of all three are met equally, or the zone of sustainability. If one component succeeds at the expense of another, sustainability is not achieved.

For the purposes of creating a sustainable city, balancing the environmental, economic, and social aspects is the first step. The identification of sustainable goals and principles as the city continues to grow and evolve will support consistent decision-making and help ensure Lindon is a sustainable place.



ENVIRONMENTAL SUSTAINABILITY

Environmental sustainability is accomplished by reducing the impact of human activities on the natural systems of the city. A major component of protecting the environment is the wise utilization of land. Strategically focusing growth and development according to a comprehensive land use vision will reduce pressure to develop in environmentally challenging areas such as the natural foothills and Utah Lake shorelands. Future growth should be consistent with future land use and transportation ideas.

Strategies for protecting the environment include:

- Protecting established residences and neighborhoods
- Promoting compact, walkable, infill and mixed use development
- Focusing major development along major corridors, transit routes, and at “centers”
- Protecting sensitive habitat, open space, and natural lands
- Promoting the efficient use of energy and natural resources including water
- Improving local air and water quality
- Reducing waste
- Establishing energy and water conservation measures in buildings, on public and private lands and landscapes, and through municipal operations

ECONOMIC SUSTAINABILITY

A sustainable economy is strong and resilient, environmentally conscientious, and accessible to the entire community. To be sustainable, the Lindon City economy should be diverse in order to provide stability through economic cycles. There should be jobs for a skilled local and regional workforce in traditional and emerging business sectors. It should generate tax revenue to fund quality public services and should continue to grow businesses that export products and import revenue.

Strategies to promote a sustainable economy are detailed in Chapter 5 - Economic Development, which identifies ideas to foster a positive economic development. These strategies include:

- Utilizing the limited amount of land available to meet economic development goals and needs of the city
- Ensuring the readiness of land, infrastructure, and utilities to support economic growth and development
- Targeting public investment to help attract economic development and support local prosperity
- Promoting local goods and services
- Addressing changing models and patterns of business operations and needs
- Creating regional partnerships to generate additional jobs
- Continuing to create the high quality of life that makes Lindon a desirable place to invest in

SOCIAL SUSTAINABILITY

Social sustainability, often referred to as social equity, includes fair access to housing, transportation, jobs, education, and recreation. It also provides fair opportunity for all residents to fully participate in the political and cultural life of the community. Social equity depends on a healthy environment with clean air and water, open spaces to recreate, and protection from natural and environmental hazards. It also relies on a diverse local economy to provide a range of work and business opportunities for people of all ages and skills.

Strategies for achieving social equity in Lindon include:

- Providing affordable housing for all ages, life stages, and income levels
- Maintaining an open government that values public participation
- Celebrating the local setting and roots of Lindon, including local art and culture
- Assisting vulnerable members of the community
- Developing great new neighborhoods and preserving and protecting existing ones

- Promoting public health through the protection against hazards
- Providing a safe, comprehensive, equitable, and multimodal transportation system
- Providing equitable access to a quality park, open space, recreation, and trails system for all members of the community

SUSTAINABLE DECISION-MAKING

Creating and maintaining a sustainable community will require the incorporation of sustainable principles into everyday policies, actions, and decisions. To gauge progress toward reaching its sustainability goals, the city should begin to develop and annually evaluate sustainability indicators. The indicators will be selected for their ability to be easy to understand and quantifiable. Addressing the indicators should be adaptive, so adjustments can be made if monitoring reveals the need.





GOALS, POLICIES & IMPLEMENTATION MEASURES

GOAL 1: PROTECT NATURAL RESOURCES TO PRESERVE THE QUALITY OF LIFE FOR RESIDENTS, VISITORS AND WILDLIFE

Policy 1.1: Ensure sensitive lands, waterways, drainage corridors, and other critical natural features in Lindon are protected and preserved

a. Implementation Measure: Verify that ordinances and processes are in place to adequately protect natural resources in Lindon.

b. Implementation Measure: Acknowledge the importance of the Wasatch Mountains and Utah Lake to the community by preserving key land, wildlife habitat, natural open space, and future public access where possible.

c. Implementation Measure: Regularly coordinate with the Utah Department of Natural Resources, the National Forest Service, and other federal/state agencies to identify, inventory and plan for the protection of critical wildlife habitat along the foothills and wetlands.

d. Implementation Measure: Adopt guidelines and regulations that will reduce impacts on natural habitat and wildlife.

GOAL 2: MITIGATE NATURAL HAZARDS TO PROTECT LIFE AND PROPERTY IN LINDON CITY

Policy 2.1: Require thorough investigation, technical studies, and tools to ensure development in areas prone to natural hazards

a. Implementation Measure: Maintain safe setback limits on parcels near high-risk hazard areas.

b. Implementation Measure: Locate utilities outside of landslide areas to decrease the risk of service disruption.

c. Implementation Measure: Restrict economic development activity in high-risk areas.

d. Implementation Measure: Continue to regulate future development by following seismic provisions as adopted by the state building codes.

e. Implementation Measure: Maintain safe development standards in areas containing excessively steep slopes and topography. Continue to implement the Hillside Protection and Sensitive Area District ordinances.

f. Implementation Measure: Continue to require developers and builders to identify and assess soils and geologic hazards prior to and during construction.

g. Implementation Measure: Encourage xeriscape landscaping and/or smart irrigation controllers that adjust the amount of water applied to landscapes based on weather, plant/turf, and soil data to reduce the amount of excess water applied to steep slopes and reduce landslides.

h. Implementation Measure: Continue to educate residents on the secondary water meter application for water conservation and leak detection.

i. Implementation Measure: Update the stormwater management plan together with surrounding communities that discharge their stormwater through Lindon.

j. Implementation Measure: Educate homeowners in the wildland urban interface (WUI) about fire-wise principles.

k. Implementation Measure: Educate residents about fire hazards, the management of fuel sources, and how to maintain firebreak trails.

l. Implementation Measure: Enforce adopted State of Utah building standards to adequately protect new development against the effects of liquefaction.

m. Implementation Measure: Coordinate with MAG, County, State, Federal, and other partners to ensure potential environmental challenges are addressed comprehensively.

n. Implementation Measure: Support proactive planning to protect the natural environment to ensure a balance is achieved between development and preservation of critical lands and the provision of adequate infrastructure.

o. Implementation Measure: Improve fire breaks adjacent to Forest Service land.

p. Implementation Measure: Construct additional wells as needed.

GOAL 3: ENSURE THAT LINDON IS A SUSTAINABLE AND RESILIENT COMMUNITY AS IT CONTINUES TO GROW AND EVOLVE

Policy 3.1: Promote the community's desire for healthy ecosystem services and the protection of natural resources through supportive services, facilities, educational efforts, and incentives

a. Implementation Measure: Continue to provide dumpsters for spring and fall yard waste.

b. Implementation Measure: Encourage teleworking on poor air quality days.

c. Implementation Measure: Support the planting and maintenance of trees in the community to increase carbon sequestration and to reduce the urban heat-island effect.

d. Implementation Measure: Support a community food system that bolsters the economy, supports local food production, promotes healthy lifestyles, and connects Lindon City residents to local food sources, including the preservation of agricultural properties.



e. Implementation Measure: Support community gardens in appropriate locations in the city.

f. Implementation Measure: Ensure all new development or redevelopment incorporates best-practices sustainability and resiliency principles, such as water-wise landscaping, low-impact development, and green infrastructure.

g. Implementation Measure: Encourage irrigation, stormwater, and urban forestry approaches that follow current best management practices in all development and redevelopment projects to enhance local ecosystems and promote water conservation.

h. Implementation Measure: Encourage the preservation of natural drainages, wetlands, wildlife habitat, viewsheds, and heritage agricultural sites as part of all development and redevelopment projects.

i. Implementation Measure: Design non-active areas of development and redevelopment projects with water-wise planting and sustainable infrastructure principles.

j. Implementation Measure: Follow the recommendations of the water conservation plan and Chapter 8 of the general plan.

k. Implementation Measure: Promote water conservation in all public and private areas of the city.

l. Implementation Measure: Consider optional incentives for water conservation alternatives.

m. Implementation Measure: Unify landscape treatments, stormwater management, and urban forestry policies to protect local and regional ecosystems.

n. Implementation Measure: Continue to enforce building codes and development standards such as the International Building Code, FEMA

standards, and “freeboard” requirements (also known as the number feet above base flood elevation that new building must maintain).

o. Implementation Measure: Promote wise stormwater management by implementing the city’s stormwater master plan and requiring site-specific stormwater drainage studies.

p. Implementation Measure: Continue to follow state requirements regarding low impact development (LID).

q. Implementation Measure: Consider offering zoning incentives to developers for leaving flood-prone areas vacant.

r. Implementation Measure: Protect and enhance infrastructure and critical facilities from flooding by implementing appropriate floodproofing measures, stabilizing shoulders and embankments, installing backup generators, expanding culverts, and requiring new critical facilities be built outside of floodplains.

Policy 3.2: **Incorporate sustainability policies into the every-day decision making processes in Lindon**

a. Implementation Measure: Develop and regularly evaluate sustainability indicators in a manner that is easily understood and quantifiable and make adjustments as necessary.



8

WATER USE & PRESERVATION

- *Lindon City Water Profile*
- *Future Water Requirements*
- *Water Conservation Plan*
- *Regional Collaboration*
- *Goals, Policies & Implementation Measures*

PROTECTING OUR WATER RESOURCES

INTRODUCTION

Utah is among the fastest growing and driest states in the nation. By 2065 the population is expected to double, increasing demand for and stretching finite water resources even further. Utah is the second driest state in the nation and has seen historic drought levels in recent years.

Water conservation is an issue that touches everyone. Ensuring we continue to have enough water for the future is a major concern of state and local leaders, water providers, and the public. The use and preservation of water resources has emerged as a major concern on the state level, as indicated by S.B. 110: Water as Part of the General Plan, a law that was adopted in 2022 and which requires municipalities and counties to amend their general plan to consider how land use planning impacts water use.

In 2015 the Utah Division of Water Resources calculated that the average lot size in Utah County is 13,154 square feet, which

includes 6,677 square feet of landscaping ([Utah's Regional M&I Water Conservation Goals Report](#)). Findings from a city-wide water conservation plan prepared for Lindon in 2019 identified several problems that need to be addressed as priorities:

- There are issues such as main line leaks, theft, or inaccurate meters.
- Contractor authorized use is metered by a hydrant meter provided by the city, reported, and billed separately. However, the usage is not included in the metered water sales. There has been unauthorized use by contractors obtaining water from hydrants without having notified the city. The city continues to be vigilant in trying to enforce regulations.
- Residents lack understanding and fail to implement landscape water requirements and efficient water-use habits and practices. Many residences do not know how much water is required to maintain healthy landscaped areas and how to consistently use water efficiently indoors. Many citizens' irrigation and indoor practices are based on convenience rather than plant needs and water supply considerations.
- Lindon residences typically include large areas of grass and other water-intensive landscaping. Overwatering of these landscaped areas from the pressure irrigation system is the result of unmetered secondary water supplies and poor watering practices.
- At the time the 2019 Lindon Water Conservation Plan was written, secondary water meters were not installed city-wide, accounted for, and/or billed. This has since been addressed and the city is now metering all secondary water connections.



As a community anticipated to be built out by 2040, water use challenges in Lindon are both a function of continued population growth while satisfying the anticipated demands, maintaining and improving the current distribution system, and achieving the city's water conservation goals.

This chapter describes water system basics and provides a snapshot of current and future water use in Lindon. It also outlines existing and proposed water planning goals and strategies and recommends additional goals and policies that will reduce water demands as part of current and future developments.

LINDON CITY WATER PROFILE

WATER SYSTEM BASICS

By law, water in Utah belongs to the public and the right to divert water and decide how it is used is determined by the state. Each year, more than five million acre-feet of water is diverted from Utah's natural water systems and delivered to agricultural, residential, commercial, institutional, and industrial customers. Of that, 82% goes to agricultural uses with the remaining amount distributed to other uses through water delivery systems.

A community water delivery system typically consists of one or more water sources, storage facilities, and a distribution system within a service area. In order to operate efficiently and effectively, each component must be planned and designed to operate under the wide range of demands placed on the system by users. Responding to daily and seasonal variations in demand and providing sufficient capacity for fire protection and other emergency situations are critical system requirements.

WHERE DOES THE CITY GET ITS WATER FROM?

A water right is permission from the state to divert and beneficially use a certain amount of water. The drinking water sources used in Lindon include Dry Canyon Spring located east of the city, and four deep wells located between State Street and 400 East and Center Street



and 700 North. The city has a developed well capacity that can supply up to 6,215 acre-feet, which is 3.15 times the maximum yearly volume of drinking water supplied between 2003 and 2018.

Lindon City maintains a pressure irrigation system designed to accommodate exterior (landscape) watering, utilizing surface waters historically used to flood irrigate land. The water supply for the pressure irrigation system comes primarily from the Provo River and is delivered through the Provo Bench Canal Company/North Union Irrigation Company Canal and through the Alpine Aqueduct. This water is available through shares owned by Lindon City in various irrigation/canal companies that serve the city, in addition to the Deer Creek project. The city also has 924 acre-feet of Contract Water from the Jordanelle Project of the Central Utah Project, which is a lower quality surface water source that does not require treatment and is earmarked for secondary or exterior watering needs.

DEMAND FOR WATER CONTINUES TO INCREASE

Lindon grew from a population of 8,363 to 12,135 between 2000 and 2020, and has an estimated 2023 population of 12,545. As illustrated in **Figure 3 on page 6**, it is anticipated the city will reach a buildout population of just under 15,000 by 2050, which is an increase of 19.6%

over current population levels. Ensuring water is available to meet existing needs and anticipated growth is an essential function of the city.

WATER USAGE

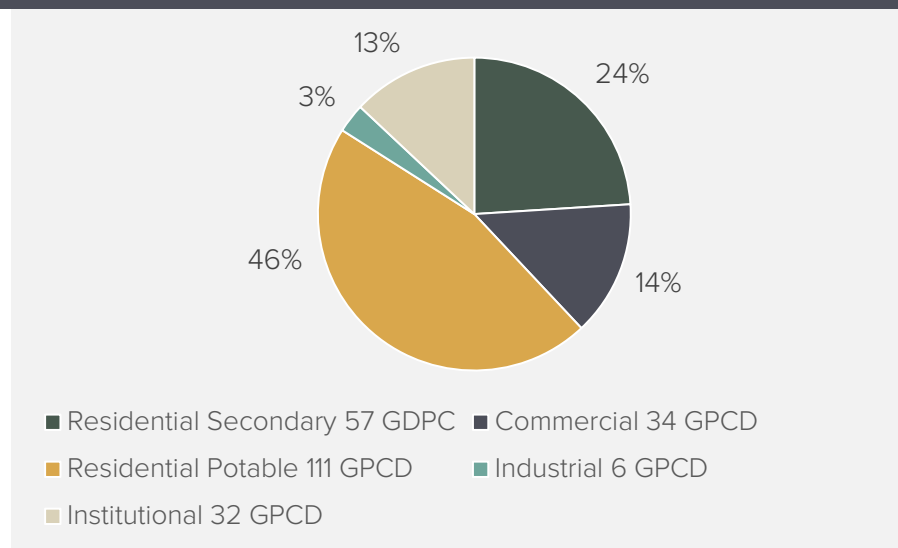
People use water at their homes and their workplaces, for the production of goods and for recreation. Gallons per capita per day (GPCD) is a measurement used to represent water use for an area is the standard practice among water professionals. GPCD includes residential water use, commercial water use, institutional water use, and system losses, and is calculated by dividing total annual water use by the resident population. Water supply and use numbers are often reported in Acre Feet Per Year (ACFT).

EXISTING REQUIREMENTS - DRINKING WATER SYSTEM

The city utilizes a “water budget” to assess the water delivered into the drinking water system and the metered outflows to end-users. **Figure 59** provides an example of the total monthly water deliveries for the drinking system for 2018 from all sources. Different sources are used to meet drinking water needs. Each well is critical for meeting drinking water needs and ensuring that a level of redundancy is available in case one of the wells unexpectedly goes off-line. On average, the city’s drinking system receives approximately 6% of its annual water from Dry Canyon Spring and 94% of its annual water from wells. A breakdown of the city’s water usage by type of use for 2018 is shown graphically in **Figure 60**.

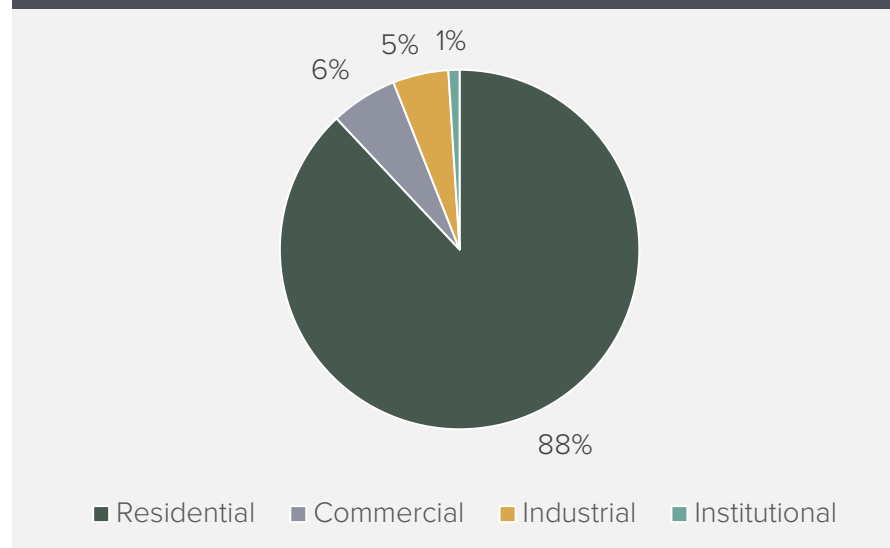
Ensuring that additional wells are put into production as soon as possible is essential, and a well-siting study has been undertaken to meet this need.

Figure 59: State of Utah Culinary Water Delivery by Use



Source: Utah’s Regional M&I Water Conservation Goals (November 2019)

Figure 60: Culinary Water Delivery by Type 2018



Source: [Lindon City Water Conservation Plan \(December 2019\)](#), Lindon City Corporation

EXISTING REQUIREMENTS - SECONDARY WATER SYSTEM

The pressure irrigation water supply is metered from each of the water sources delivering water to the system. The city recently completed the installation of secondary meters for service connections, so no comparison for a water budget can be made yet. The Utah Division of Water Resources, in their 2019 Report - *Utah's Regional M&I Water Conservation Goals*, noted that “unmetered secondary irrigation connections have been shown to use about 50% more water than metered connections.”

PER CAPITA WATER USAGE

Per capita usage is a standardized method to measure water use by drinking water suppliers, represented as an average per person usage for all uses per day. It is used to determine conservation potential and track the results of conservation program implementation, as well as to provide a measuring stick between different water suppliers.

In 2018, for example, all water used by the Lindon drinking water system (approximately 1,763 ac-ft/year) divided by the number of people living in Lindon in 2018 (approximately 11,452 people) results in an average daily use of approximately 137 gallons of water per capita per day (GPCD). Irrigation water use in the same year was approximately 4,344 acre feet, which when divided by the number of people living in Lindon in 2018 results in an average daily use of approximately 338 gallons of water per capita per day GPCD during the 2018 irrigation season.

Adding the drinking and irrigation uses together indicates a total average daily water use of 475 GPCD. Compared to data provided by the Utah Division of Water Resources for 2010, the statewide average was 240 GPCD and 184 GPCD nationally. Even though it is difficult to directly compare those averages, Lindon capita water use is clearly higher than state and national averages, which is primarily the result of high irrigation water use. This is likely the result of the prevalence of high water-use landscapes, green/open spaces, and large residential lot sizes (the typical lot is 20,000 to 24,000 square feet in Lindon),



pasture or crop irrigation with secondary water, and the lack of understanding by the public regarding how much water is required to maintain a healthy landscape.

OUTDOOR WATER USE & SUSTAINABLE LANDSCAPES

The heavy use of irrigation water in Lindon is not necessarily atypical. In Utah, outdoor residential water use is the largest single category of municipal water use, averaging 45% of statewide municipal use. Of our drinking water use, approximately 65% is applied, often inefficiently, to landscapes. For this reason, many communities are focused on promoting water-efficient and sustainable landscaping to help conserve water.

Lindon is striving to update current landscape and water use patterns and landscape ordinances to reflect the community's concern for efficient use of water in the city's landscapes. In May 2023, the city adopted a waterwise landscape ordinance.

PRINCIPLES OF SUSTAINABLE LANDSCAPING

1 Start with a plan



For a landscape design to be water-conserving, it needs to use water efficiently. The planning stage is the optimal time to decide which water efficiency strategies will be used.

2 Practical turf areas reduce over-irrigation



Water-efficient landscaping does not require the elimination of all turfgrass. In fact, turfgrass can be a practical and beneficial component of a water-wise landscape if best practices are followed. The use of turfgrass becomes problematic when it is over-irrigated, used in areas that are challenging to irrigate such as steep slopes or odd-shaped and narrow spaces, and when it is placed in areas where it isn't useful.

3 Soil preparation is the foundation of a quality landscape



Soil is the most basic component of a quality landscape and will have an impact on the growth rate, health, and appearance of plants.

4 Proper plan selection & placement saves water



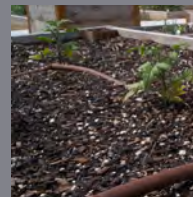
Selecting the right plant for the right place is critical to creating a water-efficient landscape. Proper placement provides shade, privacy, beauty, efficiency, and can even decrease yard maintenance.

5 Retain soil moisture with mulch



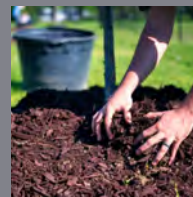
Mulch covers the soil and prevents crusting, compaction, and moisture loss. Mulching around trees, shrubs, and flower beds can result in a ten-fold reduction in evaporative water loss from soil.

6 Efficient irrigation is critical for conserving water



Grouping plants with similar water needs (hydrozoning) is critical in developing an efficient irrigation plan. Once plants are properly zoned, develop an irrigation schedule that will apply the appropriate amount of water based on the unique needs of each zone.

7 Proper landscape maintenance keeps plants healthy & helps conserve water



Landscape maintenance is one of the most important components of a beautiful and lasting landscape. The main activities required to maintain a water-wise landscape are irrigation and irrigation system maintenance, weed control, fertilization, pruning, and pest and disease control.

LINDON CITY SECONDARY WATER METERING PROJECT

The Lindon City secondary water system was installed in about 1993, and consists of a series of water storage ponds, tanks, pipes, pumps, and canals. The water is screened but not filtered, and as such is not suitable as drinking water and only meant to be used for outdoor watering of local landscapes. Water is available through this system from approximately the end of April to mid-October.

As indicated in the *Lindon City Water Conservation Plan (2019)*, water sources in Lindon are limited and need to be conserved. Metering of water usage has proven effective in other communities for reducing water use and helping to conserve this limited resource.

Since 2016 some areas of Lindon west of Geneva Road have had secondary water meters installed as part of new secondary water residential connections. In April 2019, the State of Utah required that all new secondary water connections have meters installed to monitor the secondary water usage. Due to significant drought and limited water supplies, more recent state legislation requires that all secondary water providers (including Lindon City) install meters on all existing secondary water connections or face potential penalties. In order to off-set costs of this significant effort, the state provided grant opportunities to secondary water providers. The city is now in compliance with this mandate and anticipates that the installation of secondary water meters will reduce water consumption by up to 20%.

The city's secondary water metering project consisted of installing 2,616 new secondary water meters at an approximate cost of \$3,204,000. To cover these costs Lindon City obtained grants in the amounts of \$1,963,000 from the State of Utah Division of Water Resources and \$400,000 from the Central Utah Water Conservancy District, and included previously saved matching dollars in the amount of \$841,000. Additional expenses related to design and engineering of the project were paid from water fund reserves.

Residents who have an existing secondary water connection and did not have a secondary meter were not be charged for installation of

new meters. Installation of the new secondary water meters began in 2022 and was completed in the summer of 2023.



FUTURE WATER REQUIREMENTS

Future water requirements in Lindon City are calculated assuming water use patterns and per-capita water use both remain relatively constant. According to these calculations, the total yearly demand in 2032 conditions is projected to be approximately 2,010 acre-feet, which can be met over the next decade with continued wholesale purchases and the current exchange agreement through CUWCD.

Since the city is estimated to be more than 90% developed at present, Lindon City should consider land use and landscape development policies and practices that complement established local water conservation goals and anticipated future growth. Quality land use policies and practices address variables such as lot size and development density, while landscape development policies addressing sustainable landscape design and irrigation efficiency will greatly influence future water requirements and consumption rates.

Figure 61 shows the projected population growth and total water demand at current use levels compared to water demand with

conservation levels recommended for the Provo River Region in *Utah Growing Smart - the Water Land Use Integration Handbook*. This represents a 20% reduction from the baseline in 2030 and a 29% reduction from the baseline by 2050, resulting in a savings of 1,889,792 gallons of water per day in 2050 and a total water demand below current levels if the city meets the state's recommended savings targets.

The population of Lindon is projected to increase to 13,719 residents by 2050 according to MAG's projections, with an average annual growth rate of 0.4%. City staff estimates the 2050 population may be closer to 15,000, which would represent a slightly higher growth rate of 0.7% and a total addition of 2,865 people. Either rate represents a relatively small growth rate compared to other communities in Utah County.

Future growth areas for Lindon City are shown in **Figure 62**. As illustrated, the few remaining areas for new development in the community are focused primarily on the west side of the city in with uses that focus on office, warehouse, and commercial. These areas are targeted for a mix of uses that fit with the surrounding commercial and residential uses and upcoming transit projects. A limited area of medium density residential use on the east side of the city is currently undeveloped.

Figure 61: Projected Population Growth & Water Demand (Gallons Per Day)

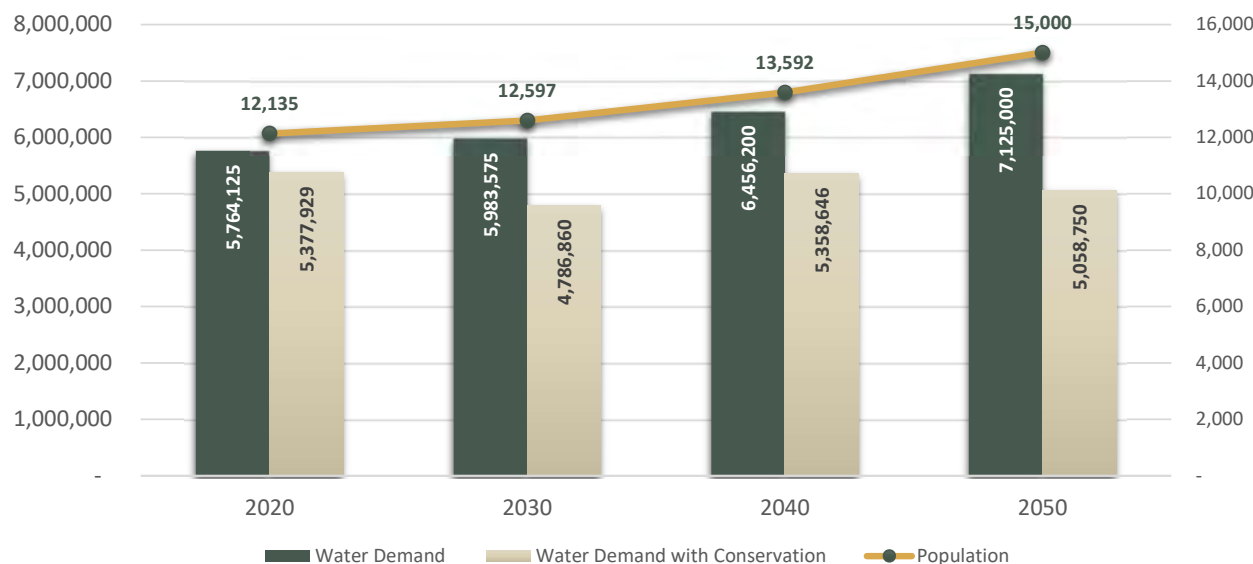
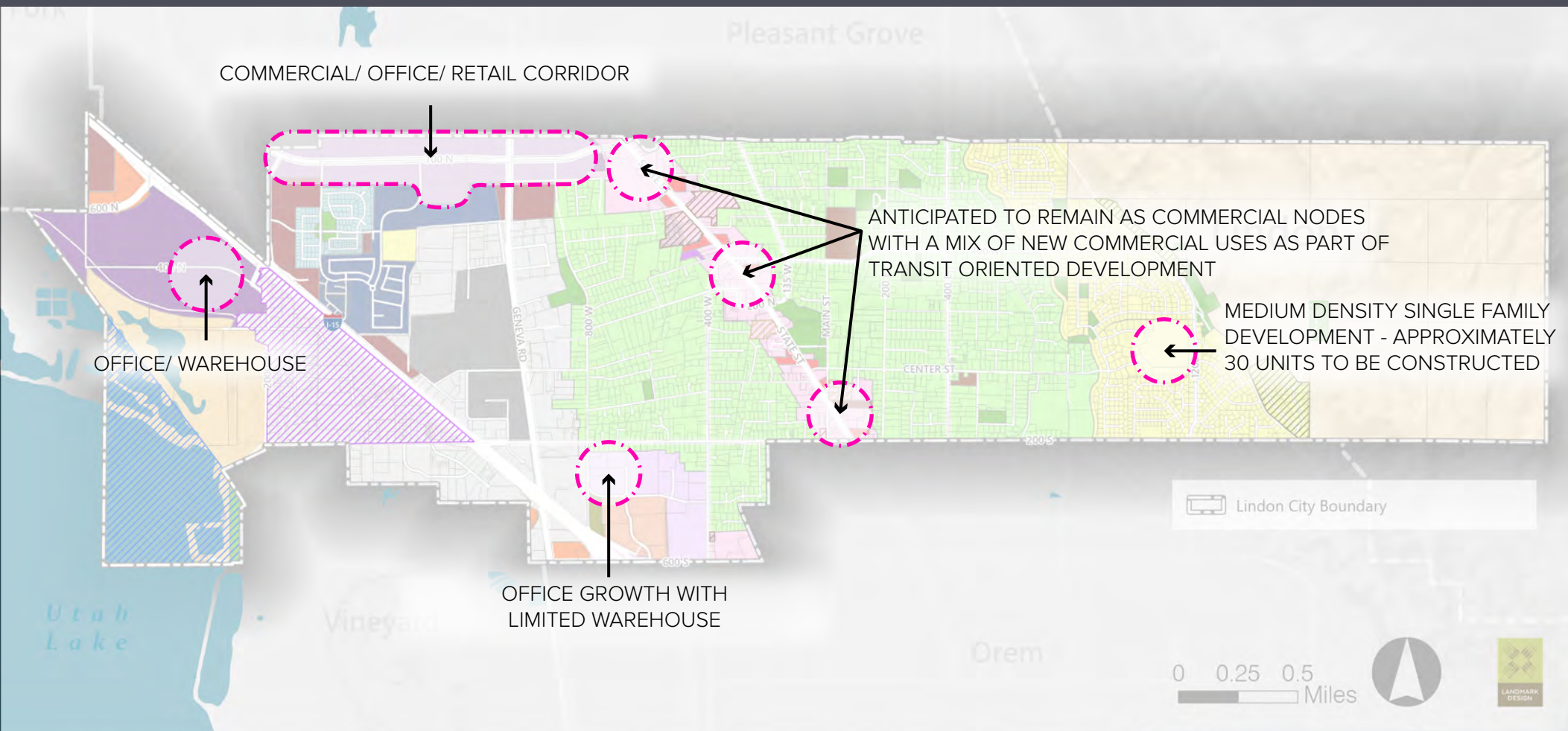


Figure 62: Future Growth Areas



Existing Zoning

- AFPD - Anderson Farms Planned Dev.
- CF - Commercial Farm
- CG - General Commercial
- CG-A - General Commercial A
- CG-A8 - General Commercial A8
- CG-S - General Commercial Storage
- RC - Regional Commercial

- HI - Heavy Industrial
- LI - Light Industrial
- LVC - Lindon Village Commercial
- MC - Mixed Commercial
- PC-1 - Planned Commercial 1
- PC-2 - Planned Commercial 2
- PF - Public Facilities

- R&B - Research and Business
- R1-12 - Residential Low Density
- R1-20 - Residential Very Low Density
- R3 - Residential High Density
- RMU-E - Recreational Mixed Use East
- RMU-W - Recreational Mixed Use West

Overlay Zones

- LI-W - Light Industrial West Overlay
- PF-HSO - Public Facility Hillside Overlay
- PRD - Planned Residential District Overlay
- R1-12-H - Residential Hillside Overlay
- RBO - Residential Business Overlay
- SHFO - Senior Housing Facility Overlay

- SPOD - Shoreline Protection Overlay District

Existing Zoning



Lindon City General Plan

LINDON WATER CONSERVATION PLAN

In 1998, the Utah Legislature passed the Water Conservation Act, which was amended again in 2022, requiring water agencies with more than 500 drinking water connections to submit water conservation plans to the Utah Division of Water Resources and update the plans every five years. The purpose of a water conservation plan is to provide information regarding existing and proposed water conservation measures that will help conserve water in the state so that adequate supplies of water are available for future needs. Water conservation plans include water use reduction goals as well as implementation strategies. The current *Lindon Water Conservation Plan* was updated and adopted in 2019 and outlines the goals in the callout to the right.

ISSUES, OPPORTUNITIES, CONSERVATION MEASURES & GUIDELINES

As indicated at the beginning of this discussion, the city has identified several issues related to water use, including unauthorized use of water by contractors and developers, a lack of public understanding regarding water requirements, water conservation and efficient water-use habits and practices, and the prevalence of large residential lots dominated by grass landscapes and similar water-intensive landscaping.

While these issues represent challenges to overcome, they are also opportunities to combine public education, metering efforts, and revised ordinances to help reduce high water-use and better account of water delivered from the drinking and pressure irrigation systems. Opportunities also exist to educate and prepare a new generation of wise-water users, which can be assisted with a strong sustained water education program in the public and private schools.

Additional opportunities can also be found by addressing over-use head-on. The city can provide increased enforcement with appropriate fines for unauthorized use of water by contractors and other abusers of the current system. It can also develop and promote new

WATER CONSERVATION PLAN GOALS

- Continue to install water meters on all city-owned facilities that use drinking water
- Bill for water supplied from the pressure irrigation system to users of the system, including residential, commercial, industrial, institutional, and public users (i.e. city parks and other public properties)
- Continue to maintain financially-viable water systems
- Continue education of water conservation practices

ordinances and guidelines for water-conserving landscape design to help reduce exterior water use. The city may also choose to serve as an example to the rest of the community, transforming city parks and properties, including roadside edge treatments, into low water demonstration landscapes.

CURRENT CONSERVATION MEASURES

Having both drinking and pressurized secondary irrigation systems provides flexibility in dealing with water conservation. Lindon's current water conservation program is primarily focused on the following strategies:

- Providing educational materials to residents about efficient indoor and outdoor water use
- Regularly adjusting water rates
- Installing secondary water meters
- Managing water shortages in the drinking system, such as during the shutdown of a well during emergency events
- Reducing water demand through a forward-thinking waterwise landscape ordinance
- Encouraging residents to take advantage of rebate funds for converting yards to waterwise landscaping

WATER EDUCATION PROGRAM

Water conservation for the pressurized irrigation system is focused on education and information sharing regarding the water available for a given water year. The city also teaches the fundamentals of water conservation to local residents. Information is distributed at



the Lindon City Center and the Public Works Department, through elementary school distribution programs, at Lindon City Days, and through occasional information provided in local water bills. During summer months the city also places signs in city parks to educate residents on water conservation promoting the phrase “yellow is the new green.” Due to education and conservation efforts in recent years, the city has not had to eliminate outside watering. The callouts on the following page summarize recommendations distributed as part of city programs.

Although Lindon City currently has relatively few parkstrips, xeric landscaping is already allowed in these areas. The [Localscapes](#) program is a great resource that the city can use to educate and encourage the use of xeriscape options in parkstrips and residential landscapes in general.

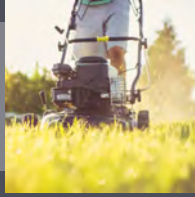
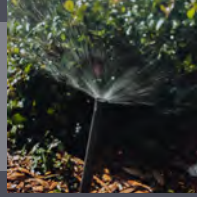
WATER RATE STRUCTURE

Designing an appropriate rate structure is a complex task. Rate design is a process of matching the costs of operating the water system to the unique economic, political, and social environments in which the city provides its service. The cost of delivering the service must be evaluated and understood. Each water system has unique assets and constraints. Based on the characteristics of the system, and past capital and operating costs, revenue requirements can be estimated.

The city routinely studies and evaluates water rates for both drinking and secondary water. As part of those evaluations, the city considers several factors including the following: revenue and rate stability, equity and fairness, affordability, water conservation, and simplicity. Based on this analysis it was determined that a tiered rate structure would help to promote water conservation, help reduce peak water usage, and help keep the water system sustainable.

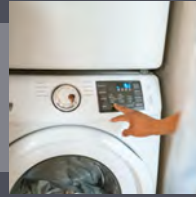
SECONDARY WATER METER INSTALLATION

The city recently completed the installation of meters on the secondary water system to monitor usage and increase accountability.



OUTDOOR WATER USE GUIDELINES

- Use a pressurized irrigation system for landscaping, if available. Most residential and some commercial areas have the pressure irrigation system in London.
- Water landscape only as much as required by the type of landscape, and the specific weather patterns of your area, including cutting back on watering times in the spring and fall.
- Do not water on windy days and/or rainy days.
- Do not water during the hours of 10:00 AM and 6:00 PM.
- Sweep sidewalks and driveways instead of using the hose to clean them.
- Wash your car from a bucket of soapy (biodegradable) water and rinse while parked on or near the grass or landscape so that all the water running off goes to beneficial use instead of running down the gutter to waste.
- Check for and repair leaks in all pipes, valves, faucets, and hoses on secondary and drinking systems. Verify there are no leaks by turning everything off and checking your water meter and valves to see if it is still running. Some underground leaks may not be visible due to draining off into storm drains, ditches, or traveling outside your property. Periodic checks by city on their secondary boxes for leaks.
- Adjust and repair sprinkler heads to maintain proper spray patterns and eliminate waste.
- Periodically check and adjust timers on sprinkling systems and install a “smart controller” that increases water efficiency by adjusting watering schedules based on weather and landscaping needs (rebates available from CUWCD).
- Use mulch around trees and shrubs, as well as in your garden to retain as much moisture as possible. Areas with drip systems will use much less water, particularly during hot, dry, and windy conditions.
- Cut your lawn at the highest setting on your mower and all other landscaped areas free of weeds to reduce overall water needs of your yard. Discourage water fountains. Encourage low water landscaping at interchanges, planting strips and similar locations in the city.



INDOOR WATER USE GUIDELINES

- Do not use your toilet as a wastebasket. Put all items such as tissues, wrappers, diapers, and cigarette butts in the trash can.
- Check the toilet for leaks. Is the water level too high? Put a few drops of food coloring in the tank. If the bowl water becomes colored without flushing, there is a leak.
- If you do not have a low volume flush toilet, put a plastic bottle full of sand and water to reduce the amount of water used per flush. However, be careful not to over conserve to the point of having to flush twice to make the toilet work. Also, be sure the containers used do not interfere with the flushing mechanism.
- Take short showers with the water turned up only as much as necessary. Turn the shower off while soaping up or shampooing. Install low flow shower heads and/or other flow restriction devices.
- Do not let the water run while shaving or brushing your teeth. Fill the sink or a glass instead.
- When doing laundry, make sure you always wash a full load or adjust the water level appropriately if your machine will do that. Most machines use 40 gallons or more for each load, whether it is two socks or a week's worth of clothes.
- Repair any leak within the household. Even a minor slow drip can waste up to 15 to 20 gallons of water a day.
- Know where your main shutoff valve is and make sure that it works. Shutting the water off yourself when a pipe breaks or a leak occurs will not only save water, but also eliminate or minimize damage to your personal property.
- Keep a jar of water in the refrigerator for a cold drink instead of running water from the tap until it gets cold. You are putting several glasses of water down the drain for one cold drink.
- Plug the sink when rinsing vegetables, dishes, or anything else; use only a sink full of water instead of continually running water down the drain.



WATER CONSERVATION CONTINGENCY PLAN

The *Lindon City Water Conservation Plan* describes the climatic and political realities related to water use during drought or other water supply shortages. It also lists conservation measures that may be implemented during times of emergency.

LANDSCAPE ORDINANCES

The city's ordinance limits landscaping for commercial, industrial, and institutional land uses to a maximum of 20% lawn for all landscaped areas, and residential landscapes are limited to 35% maximum lawn in all front and side yards.

WATERWISE LANDSCAPING REBATES



Lindon City · Follow

April 6, 2022 · 🌐

...

It is still too early to be watering your lawn, but, it is not too early to be making water conservation plans. One simple step that can help save a lot of water is switching to a WaterSense-labeled smart controller for your irrigation. Did you know that you can get a \$75 rebate through @utahwatersavers by making the switch? To learn more about their rebate program, visit their website here: <https://utahwatersavers.com/Program/6/smart-controller> ✓. Don't forget to #wait2water.



👍❤️ 3

1 comment 1 share

👍 Like

💬 Comment

➦ Share



Lindon is running an active social media campaign about the rebates offered by the CUWCD for converting residential landscapes to waterwise designs.

ADDITIONAL WATER CONSERVATION MEASURES

In order to effectively meet future water needs in Lindon, additional and more specific water conservation measures can be implemented, as follows:

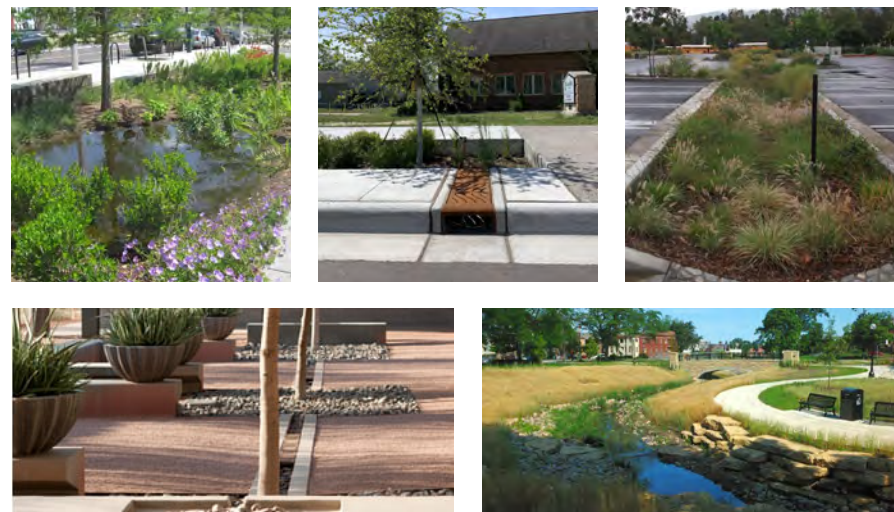
- **Incentivized Water Rate Structure:** The current drinking water rates may need to be increased to help promote additional conservation. As part of the investigation, a different rate schedule could be designed to provide additional price incentives for efficient water use to show the customer how much water is needed each month and provide funding for water conservation assistance and education. This type of rate schedule is called “Target Billing”. The targeted rate schedule would be designed to meet revenue requirements while creating funding for the water conservation program from fees paid by those who waste water. Water users who use water indiscriminately and fall into the most expensive tier, would experience a substantial charge for the last block of water.
- **Meter Replacement, Leak Detection Program, and Water Service Replacement:** Over time, all meters become less accurate in recording actual flows. This leads to lost revenue to the city and inaccurate data to citizens. The city should also consider performing leak-detection testing for all water lines prior to new overlays of asphalt; performing annual leakage surveys to identify sub-surface leaks on main pipelines and services, especially in older areas of the water system, and replacing galvanized steel water service lines with copper and polyethylene pipe.
- **Water Smart Infrastructure Techniques:** Lindon City is required by the State of Utah to incorporate Low Impact Development techniques into new developments. Low Impact Development is the “retention or restoration of natural hydrological patterns

by using landscape and site design to keep as much rainwater as possible from leaving the site.” **Table 19** summarizes some

Table 19: Common Water Smart Infrastructure Techniques

Application	Description
Bioretention basins, storm water harvesting basins and rain gardens	Small to large scale planting areas within the hardscape containing trees, shrubs, and grasses
Bioswales	Shallow uncovered channels that induce meandering and are placed in-line within a drainage channel
Curb extensions and chicanes	Traffic calming measures which widen the sidewalk and/or narrow the street for a short distance
Curb openings	Drainage inlets that diver stormwater into bioretention basins
Detention ponds	Basins that provide flow control by collecting stormwater runoff
Permeable pavement, gravel or pavers	Methods of paving that allow infiltration and can be used in low to moderately trafficked areas like sidewalks and parking lots

Source: Utah Growing Smart - the Water Land Use Integration Handbook



of these strategies ([Utah Growing Smart - The Water Land Use Integration Handbook](#)). These strategies apply only to new development in the city, including residential, commercial, industrial, public agency and institutional projects.

- **Incorporate Water Use into Land Use Planning:** Communities along the Wasatch Front are faced with continuing challenges of accommodating housing and population growth. In addition, cities want to increase economic development and quality of life for their residents while also depending on finite resources

Table 20: Intervention Points & Tools & Their Purpose for Strengthening Integration Between Water & Land Use

Point of Intervention	Tool	Purpose
Planning & Goal Setting	<ul style="list-style-type: none"> ■ General Plans ■ Water Conservation Plans ■ Stormwater Management Plans ■ Capital Improvement Plans ■ Hazard Mitigation, Response, and Recovery Plans 	<ul style="list-style-type: none"> ■ Evaluates local water supplies, current and future demands, and related community and economic values. ■ Establishes goals and objectives for managing the intersection of natural resources and the built environment.
Development Policies	<ul style="list-style-type: none"> ■ Zoning Ordinances, Subdivision Regulations, and Planned Development Policies ■ Water Budgets ■ Demand Offset Programs ■ Building and Design Codes ■ Water Efficient Landscaping 	<ul style="list-style-type: none"> ■ Links new development to water supply planning. ■ Determines the requirements applied to new development for water sources management, conservation, and efficiency.
Watershed Resilience & Water Smart Infrastructure	<ul style="list-style-type: none"> ■ Watershed Planning for Resilience ■ Green Infrastructure and Low Impact Development 	<ul style="list-style-type: none"> ■ An integrated water resource management approach helps mitigate the factors that can degrade ground and surface water quality and quantity. ■ Green infrastructure can support these efforts.
Water Conservation & Efficiency Tools	<ul style="list-style-type: none"> ■ Conservation Rate Structuring ■ Post-Occupancy Incentives and Educational Programs ■ Consumer Educational Messaging 	<ul style="list-style-type: none"> ■ Empowers and incentivizes landowners and renters to reduce water consumption. ■ Links community-wide programs to water supply planning.

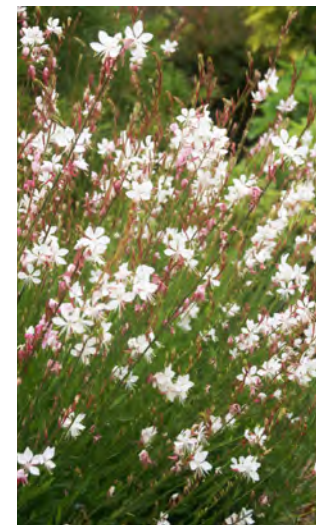
Source: Utah Growing Smart - the Water Land Use Integration Handbook

such as water. Lindon City can incorporate water planning into land use planning by updating ordinances to conserve water and implement goals of adopted master plans, as summarized in **Table 20**.

- **Plumbing Fixture Replacement:** Incentives to exchange old high water-use toilets and shower heads for new ones that are more efficient can be provided through city cost sharing using revenues generated by penalty tiers in the rate schedule. While it is difficult to calculate meaningful estimates of the benefits and costs of such programs on the water-use rate, there is ample evidence in the literature that such programs are effective. The Division of Water Resources estimated in 1995 that such programs could reduce residential indoor water use by 33%. Many of the city's homes and businesses have been built since 1992 when plumbing codes were revised to require low water-use toilets and low flow shower heads in new construction.
- **Additional Public Education:** Lindon City can expand its public education efforts to provide a more comprehensive program that encourages efficient watering of lawns and gardens, landscaping with drought-resistant plants, use of low-flow plumbing fixtures, and other water-saving practices. Public education about efficient outside irrigation may help reduce drinking water used for irrigation even with secondary water systems providing service to nearly all of Lindon City.
- **Water Conservation Committee:** A water conservation committee consisting of community leaders, city staff, and residents could assist with the public education program, identify water use concerns, and recommend water conservation measures.
- **Additional Metering at City Facilities:** Metering water use at city parks and facilities may help identify potential water use concerns and opportunities for water conservation.
- **Analysis of Metered Use Individual Connections:** When sufficient data is available, water use metered at service

connections can be analyzed and compared to water use metered at the water sources. Analysis of metered use at individual connections can help determine if water loss is occurring through non-metered connections, faulty meters, or undetected leaks. This analysis can also help homeowners understand and evaluate their own water use for water-saving opportunities.

- **Protect and Preserve Watershed Areas:** Lindon City has a number of watershed areas including wetlands, riparian corridors, lakefront, wildfire prone areas, and water supply watersheds. These sensitive areas should be mapped and ordinances adopted to ensure proper protection. A recent example is the city's adoption of new public roadway standards

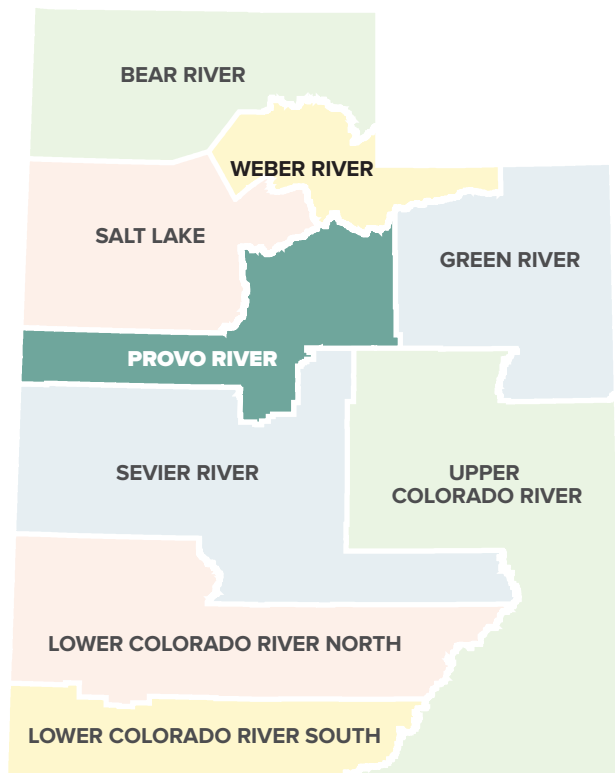


for the Lindon Hollow area in order to cluster development and protect this sensitive area from development. The city can consider proper development buffers, updated development standards, and vegetation protection as examples.

REGIONAL COLLABORATION

Local water suppliers have the best information regarding their own systems, challenges, and opportunities. Since water exists and flows freely across political boundaries, joint planning efforts between local, regional, and state entities is also important. Lindon City can work with other suppliers and other entities to establish policies and partnerships that allow for a comprehensive regional approach to water-supply

Figure 63: Proposed Water Conservation Regions & 2030 Goals



Source: Utah Regional Municipal & Industrial Water Conservation Goals Report

management that will promote water-use efficiency programs, ensure that plans provide for adequate water supplies and maximize water conservation and reuse, and communicate with the public the importance of water conservation as it relates to quality of life.

The *Utah Regional Municipal and Industrial (M&I) Water Conservation Goals Report* presents a suite of regional goals and practices for residential, commercial, institutional, and industrial water use. The purpose of the report is not to provide a detailed water conservation plan for all regions in the state, but to guide the state's water industry in planning future infrastructure, policies, and programs consistent with Utah's semiarid climate and growing demand for water. As illustrated in **Figure 63** and detailed in **Table 21**, the report breaks the State of Utah into nine water regions and proposes that the Provo River region,

Table 21: Regional Water Conservation Goals & Projections

Region	Baseline GPCD				Reduction from Baseline		
	2015	2030	2040	2065	2030	2040	2065
Bear River	304	249	232	219	18%	24%	28%
Green River	284	234	225	225	18%	21%	21%
Lower Colorado River North	284	231	216	205	19%	24%	28%
Lower Colorado River South	305	262	247	237	14%	19%	22%
Provo River	222	179	162	152	20%	27%	32%
Salt Lake	210	187	178	169	11%	15%	19%
Sevier River	400	321	301	302	20%	25%	25%
Upper Colorado River	333	267	251	248	20%	25%	25%
Weber River	250	200	184	175	20%	26%	30%
Statewide	240	202	188	179	16%	22%	26%

Source: Utah Growing Smart - the Water Land Use Integration Handbook

where Lindon is located, embrace a goal of decreasing outdoor water use by 20% and indoor use by 5% by 2030. Local water suppliers, local communities such as Lindon, and businesses are encouraged to adopt this target as they implement water conservation efforts and pursue regional water use goals.

UTAH DIVISION OF NATURAL RESOURCES: RECOMMENDED STRATEGIES & ACTIONS TO MEET WATER CONSERVATION GOALS

In addition to regional water conservation goals, the *Utah Regional Municipal and Industrial (M&I) Water Conservation Goals Report* also recommends a variety of water conservation practices. Some of these have already been adopted by Lindon City, and others should be considered for future implementation or partnering efforts.

GENERAL PRACTICES

- **Water Conservation Education:** Continued emphasis and funding of education and outreach must be fundamental components of any water conservation plan, and these efforts must evolve and innovate to be more effective than in the past.
- **Conservation Pricing:** While most Utahns have a desire to save water, efforts to do so will be limited unless financial incentives exist to help motivate action. It is recommended that water suppliers examine and update their existing water rate structures to identify ways of encouraging continued conservation.

INDOOR PRACTICES

- **Fixture and Appliance Conversion or New Installation:** Conversion of toilets, faucets, and shower heads to high efficiency options has been shown to be one of the most cost-effective conservation practices available. In addition to reducing water volume with each use, new fixtures also reduce leakage.

- **Indoor Leak Repair and Changing Indoor Water Use Habits:** To achieve long-term water conservation, all regions will need to make at least some progress in reducing indoor leaks and changing indoor water use habits.

OUTDOOR PRACTICES

- **Improved Irrigation Efficiency:** While significant improvement has been made in irrigation efficiency over the last few years, additional potential still exists. Examples include completion of secondary meters for all hookups, controllers that increase efficiency by adjusting irrigation schedules based on weather and landscaping needs, and drip irrigation systems.
- **Water-Wise Landscaping:** Efficient use of water in community landscapes reduces water waste and enhances the community's environmental, economic, recreational,





and aesthetic resources (see **Principles of Sustainable Landscaping** on page 140).

- **Lot Size and Density:** It is recommended that the city work with CUWCD and other water suppliers to ensure ordinances and regulating documents include guidelines that encourage and respond to market demand for housing.

GOALS, POLICIES & IMPLEMENTATION MEASURES

GOAL 1: ESTABLISH A CLEAR AND REALISTIC VISION FOR EXISTING AND FUTURE WATER RESOURCES, RIGHTS AND SYSTEMS IN LINDON

Policy 1.1: Protect and enhance the Lindon drinking water system to meet future needs

a. Implementation Measure: Ensure access to the drinking water system is available for anticipated growth and development in the city.

Policy 1.2: Protect and enhance the Lindon Irrigation Water System to meet future needs

a. Implementation Measure: Continue to install water meters on all secondary connections to eliminate waste and inform and educate homeowners on how much water they use for outdoor irrigation.

b. Implementation Measure: Educate the public on how much water is needed for their landscapes.

Policy 1.3: Maintain strong relationships with water providers to ensure future water needs are met

a. Implementation Measure: Coordinate and discuss changes and needs with water providers on a regular basis.

GOAL 2: ADOPT WATER USE TARGETS THAT MEET LOCAL NEEDS WHILE REDUCING UNNECESSARY CONSUMPTION OF WATER RESOURCES

Policy 2.1: Promote sustainable water use and sustainable landscaping principles and methods

a. Implementation Measure: Continue to support land use policies and practices that best complement established local and regional water conservation efforts.

b. Implementation Measure: Periodically revise existing landscape development ordinances to ensure they reflect local and regional water conservation efforts.

c. Implementation Measure: Consider residential and commercial uses to apply measurable water conservation measures.

d. Implementation Measure: Develop educational brochures, online resources, and social media to improve public understanding of water needs and encourage water conservation targets.

e. Implementation Measure: Review existing land use codes and processes in order to better integrate water use into land use planning. Develop water conservation standards that can be applied to new development for water resource management, conservation, and efficiency.

f. Implementation Measure: Review existing development manual standards to incorporate water smart infrastructure techniques.

g. Implementation Measure: Consider strategies to meet the ten-year regional water conservation goal through 2032 to reduce future water use while maintaining a financially viable water delivery system. This includes reducing outdoor use by 20% and indoor use by 5%.

Implementation Measure: Support meeting local and regional water conservation targets by maintaining existing water conservation measures and introducing additional public education efforts.

GOAL 3: SUPPORT CONCEPTS AND IDEAS CONTAINED IN THE *LINDON WATER CONSERVATION PLAN (2019)*

Policy 3.1: Update the *Lindon City Water Conservation Plan (2019)* on a regular basis and implement the recommendations in the plan

a. Implementation Measure: Expand public education efforts to provide a more comprehensive program that encourages efficient watering of lawns and gardens, landscaping with drought-resistant plants, use of low-flow plumbing fixtures, and similar water saving practices.

b. Implementation Measure: When reviewing development proposals consider the recommendations contained in this plan.

c. Implementation Measure: Educate the public on landscape options such as Localscapes for landscaping park strips and yard areas.

d. Implementation Measure: Review the *Lindon City Tree Planting Guide* to ensure that trees on the list are best suited for the Lindon climate and require less water in order to survive and thrive.

e. Implementation Measure: Continue to disseminate educational materials to the community, including information about rebates and incentives.

f. Implementation Measure: Maintain established efforts to install and upgrade meters to help water conservation efforts.

g. Implementation Measure: Replace and upgrade leaky and aging water lines as part of a scheduled process.

h. Implementation Measure: Establish a system for the timely identification and repair of water leaks.

i. Implementation Measure: Consider establishing a Water Conservation Committee consisting of community leaders, city staff, and residents to assist with public education programs, identify water use concerns, and recommend water conservation measures.

j. Implementation Measure: Continue metering water use at city parks and facilities to help identify potential water use concerns and opportunities for water conservation.

k. Implementation Measure: Analyze and compare metered water use at individual connections to help determine if water loss is occurring through non-metered connections, faulty meters, or undetected leaks. This analysis can also help homeowners understand and evaluate their own water use for water-saving opportunities.

GOAL 4: SUPPORT COLLABORATIVE REGIONAL WATER USE AND PRESERVATION PRACTICES

Policy 4.1: Where feasible, implement the concepts and practices for residential, commercial, institutional, and industrial water use contained in the *Utah Regional Municipal and Industrial (M&I) Water Conservation Goals Report*

a. Implementation Measure: Emphasize and fund education related to the *Utah Division of Water Resources M&I report*.

b. Implementation Measure: Ensure the *M&I report* is incorporated in future master plans.

c. Implementation Measure: Support ongoing review and improvements to local water rate structures to identify ways of encouraging continued conservation.

d. Implementation Measure: Continue to support programs to convert toilets, faucets, and shower heads to high efficiency.

e. Implementation Measure: Promote programs to repair indoor leaks and change indoor water use habits.

f. Implementation Measure: Implement improved water timing systems for outdoor water applications that increase efficiency by adjusting irrigation schedules based on weather, landscaping needs, and drip irrigation systems.

g. Implementation Measure: Update and enhance established codes and guidelines to ensure the use of water in landscapes reflects evolving best management practices.

h. Implementation Measure: Create guidelines that encourage and respond to market demand for smaller lot sizes.

9

IMPLEMENTATION & ACTION PLAN

- *Catalytic Projects Assessment*
- *Metrics*
- *Using the Matrices*

MAKING THE VISION A REALITY

INTRODUCTION

The goals, policies, and implementation measures presented in the preceding chapters are only the first step toward realizing the future vision of Lindon City. This chapter builds upon those findings, presenting a prioritized matrix of tangible and action-oriented “catalytic projects” to help realize the vision.

CATALYTIC PROJECTS ASSESSMENT

The catalytic projects which follow were extracted from the implementation measures that conclude the preceding chapters. They are presented as a hierarchical matrix to help the Planning Commission, City Council, city staff and the public monitor and track key actions for meeting the future vision established in this plan.

The catalytic projects are classified into three project types as follows:

- Programming & Monitoring
- Planning & Design
- Design & Construction

METRICS

Three metrics were used to establish priority scores for each catalytic project. The highest scores receive the highest priority, depending on the cost, positive impact, and ease of implementation of each project, as described below.

COST

Assesses the overall public costs required to implement each project. Cost categories are divided into <\$500,000 (9 points), \$500,000 - \$5,000,000 (5 points), and >\$5,00,000 (1 point) categories.

POSITIVE COMMUNITY IMPACT

Assesses the potential positive impact to the community, using the overarching community goals and objectives contained in this plan as the basis for the scores. Categories are divided into HIGH (9 points), MEDIUM (5 points), and LOW (1 points) levels of positive community impact.

EASE OF IMPLEMENTATION

Assesses the relative ease or difficulty of implementing the various catalytic projects, which is a relatively subjective assessment. Categories are divided into EASY (9 points), MODERATE (5 points), and DIFFICULT (1 point) to implement.

The total Priority Score of each project determines its recommended phasing as follows, though unknown factor and new opportunities may influence timing and priorities:

- **Score >20:** **Tier I Project**
(implementation in 0-5 years)
- **Score 12-20:** **Tier II Project**
(implementation in 0-10 years)
- **Score <12:** **Tier III**
(implementation 0-10+ years)

The relevant chapters for each item are indicated by the symbols below:






USING THE MATRICES

The matrices are intended to assist the city when establishing funding and implementing priorities. They can also be used to help guide future decisions and assist with documenting the implementation of the general plan. The three matrices are intended to be “living” assessment tools, and can be easily modified and adjusted to meet changing needs and conditions. Ultimately, the matrices should serve as checklists to monitor implementation progress over time. The matrices should therefore be reviewed and revised on a regular basis.






Table 22: Catalytic Projects | Tier I

ACTION ITEMS		SCORING CRITERIA						PRIORITY SCORE	PHASING
ITEM 1									
PROGRAMMING & MONITORING	<p>Preserve existing neighborhoods and establish new ones that are aligned with existing patterns and uses.</p> 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	27	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
		ITEM 2							
PROGRAMMING & MONITORING	<p>Align economic development strategies with utility master plans to ensure sufficient capacities to support economic activity and jobs.</p> 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	27	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
		ITEM 3							
PROGRAMMING & MONITORING	<p>Implement, monitor, and update Moderate-Income Housing strategies to ensure local employees have a place to live in the community.</p> 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	27	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		

Chapter 2
Land Use,
Placemaking
& Community
FacilitiesChapter 3
TransportationChapter 4
HousingChapter 5
Economic
DevelopmentChapter 6
Parks,
Recreation,
Trails & Open
SpaceChapter 7
Environment &
SustainabilityChapter 8
Water Use &
Preservation

Table 24: Catalytic Projects | Tier I

ACTION ITEMS		SCORING CRITERIA					PRIORITY SCORE	PHASING	
ITEM 4									
PROGRAMMING & MONITORING	<div>Eliminate impact fees for any accessory dwelling unit that is not an internal accessory dwelling unit.</div> <div></div>	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	27	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
		ITEM 5							
PROGRAMMING & MONITORING	<div>Create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones.</div> <div></div>	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	27	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
		ITEM 6							
PROGRAMMING & MONITORING	<div>Demonstrate utilization of a moderate-income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate-income housing.</div> <div></div>	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	27	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		



Chapter 2
Land Use,
Placemaking
& Community
Facilities



Chapter 3
Transportation



Chapter 4
Housing



Chapter 5
Economic
Development



Chapter 6
Parks,
Recreation,
Trails & Open
Space






Chapter 7
Environment &
Sustainability



Chapter 8
Water Use &
Preservation

Table 24: Catalytic Projects | Tier I

ACTION ITEMS		SCORING CRITERIA						PRIORITY SCORE	PHASING
ITEM 7									
PROGRAMMING & MONITORING	Reduce, waive, or eliminate impact fees related to moderate-income housing. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	27	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
ITEM 8									
PROGRAMMING & MONITORING	Implement zoning incentives for moderate-income units in new developments. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	27	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
ITEM 9									
PROGRAMMING & MONITORING	Expand public education efforts to provide a more comprehensive program that encourages efficient watering of lawns and gardens, landscaping with drought-resistant plants, use of low-flow plumbing fixtures, and other water-saving practices. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	27	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		

Chapter 2
Land Use,
Placemaking
& Community
FacilitiesChapter 3
TransportationChapter 4
HousingChapter 5
Economic
DevelopmentChapter 6
Parks,
Recreation,
Trails & Open
SpaceChapter 7
Environment &
SustainabilityChapter 8
Water Use &
Preservation

Table 24: Catalytic Projects | Tier I







ACTION ITEMS		SCORING CRITERIA					PRIORITY SCORE	PHASING	
ITEM 10									
PROGRAMMING & MONITORING	Maintain appropriate development standards in areas with hazardous slopes and topography. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	27	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
ITEM 11									
PROGRAMMING & MONITORING	Educate residents about fire hazards, the management of fuel sources, and how to maintain firebreak trails. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	27	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
ITEM 12									
PROGRAMMING & MONITORING	Ensure building standards adequately protect new development against the effects of liquefaction. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	27	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		



Table 24: Catalytic Projects | Tier I

ACTION ITEMS		SCORING CRITERIA						PRIORITY SCORE	PHASING
ITEM 13									
PROGRAMMING & MONITORING	Identify and work with property owners to preserve remaining agricultural properties. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	27	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
		ITEM 14							
PLANNING & DESIGN	Prepare detailed streetscape plans for key corridors as part of a citywide major corridor streetscape enhancement plan. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	27	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
		ITEM 15							
PLANNING & DESIGN	Prepare a citywide major corridor streetscape, gateway, and place-making master plan and feasibility study. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	27	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		



Chapter 2
Land Use,
Placemaking
& Community
Facilities



Chapter 3
Transportation



Chapter 4
Housing



Chapter 5
Economic
Development



Chapter 6
Parks,
Recreation,
Trails & Open
Space



Chapter 7
Environment &
Sustainability



Chapter 8
Water Use &
Preservation

Table 24: Catalytic Projects | Tier I








ACTION ITEMS		SCORING CRITERIA					PRIORITY SCORE	PHASING	
ITEM 16									
PLANNING & DESIGN	<div>Prepare and adopt a Safe Routes to School Plan and policies.</div> <div></div>	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	27	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
		ITEM 17							
PLANNING & DESIGN	<div>Develop a City-wide Traffic Calming Strategy Plan to reduce traffic impacts in residential neighborhoods.</div> <div></div>	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	27	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
		ITEM 18							
PLANNING & DESIGN	<div>Plan and design a comprehensive city-wide sidewalk and roadway stormwater master plan.</div> <div></div>	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	27	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		



Table 24: Catalytic Projects | Tier I

ACTION ITEMS		SCORING CRITERIA						PRIORITY SCORE	PHASING
ITEM 19									
PLANNING & DESIGN		COST	\$ 9	IMPACT	High 9	EASE	Easy 9	27	0-5 Years
	Establish a new water-conserving landscape development ordinance.		\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
ITEM 20									
PLANNING & DESIGN		COST	\$ 9	IMPACT	High 9	EASE	Easy 9	27	0-5 Years
	Update the stormwater management plan together with Pleasant Grove to address Pleasant Grove stormwater discharge issues that affect Lindon.		\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
ITEM 21									
DESIGN & CONSTRUCTION		COST	\$ 9	IMPACT	High 9	EASE	Easy 9	27	0-5 Years
	Meter water use at city parks and facilities to help identify potential water use concerns and opportunities for water conservation.		\$\$ 5		Medium 5		Moderate 5		
	 		\$\$\$ 1		Low 1		Difficult 1		

Chapter 2
Land Use,
Placemaking
& Community
FacilitiesChapter 3
TransportationChapter 4
HousingChapter 5
Economic
DevelopmentChapter 6
Parks,
Recreation,
Trails & Open
SpaceChapter 7
Environment &
SustainabilityChapter 8
Water Use &
Preservation

Table 24: Catalytic Projects | Tier I




ACTION ITEMS		SCORING CRITERIA					PRIORITY SCORE	PHASING	
ITEM 22									
DESIGN & CONSTRUCTION	Convert City Hall into an exemplary water-wise landscape and demonstration area. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	23	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
ITEM 23									
PROGRAMMING & MONITORING	Implement the Lindon City Water Conservation Contingency Plan to clarify when conservation measures are to be implemented during times of emergency. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	23	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
ITEM 24									
PROGRAMMING & MONITORING	Continue to evaluate water rates for both drinking and secondary water to promote water conservation, help reduce peak water usage, and help keep the water system sustainable. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	23	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		






Table 24: Catalytic Projects | Tier I

ACTION ITEMS		SCORING CRITERIA					PRIORITY SCORE	PHASING	
ITEM 25									
PROGRAMMING & MONITORING	Require Water-Smart Infrastructure to keep as much rainwater as possible from leaving the sites. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	23	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
ITEM 26									
PROGRAMMING & MONITORING	Preserve natural drainages, wetlands, wildlife habitat, viewsheds, and heritage agricultural sites as part of all development and redevelopment projects. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	23	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
ITEM 27									
PROGRAMMING & MONITORING	Offer density bonuses to developers for not developing or impacting natural flood-prone areas. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	23	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		




Chapter 2
Land Use,
Placemaking
& Community
FacilitiesChapter 3
TransportationChapter 4
HousingChapter 5
Economic
DevelopmentChapter 6
Parks,
Recreation,
Trails & Open
SpaceChapter 7
Environment &
SustainabilityChapter 8
Water Use &
Preservation

Table 24: Catalytic Projects | Tier I

ACTION ITEMS		SCORING CRITERIA					PRIORITY SCORE	PHASING	
ITEM 28									
PROGRAMMING & MONITORING	<div>Promote and encourage the development of overnight accommodation, food and dining, and beverage stores.</div> <div></div>	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	23	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
ITEM 29									
PROGRAMMING & MONITORING	<div>Promote and encourage a wider range of retail and commercial goods and services citywide.</div> <div></div>	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	23	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
ITEM 30									
PROGRAMMING & MONITORING	<div>Incorporate the Utah “Be Ready Business Program” with the Lindon City Emergency Management Plan to ensure adequate water is available.</div> <div></div>	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	23	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		

Chapter 2
Land Use,
Placemaking
& Community
FacilitiesChapter 3
TransportationChapter 4
HousingChapter 5
Economic
DevelopmentChapter 6
Parks,
Recreation,
Trails & Open
SpaceChapter 7
Environment &
SustainabilityChapter 8
Water Use &
Preservation

Table 24: Catalytic Projects | Tier I

ACTION ITEMS		SCORING CRITERIA						PRIORITY SCORE	PHASING
ITEM 31									
PROGRAMMING & MONITORING	Support Lindon City youth through economic skill and knowledge building programs. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	23	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
ITEM 32									
PROGRAMMING & MONITORING	Establish a Water Conservation Committee. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	23	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
ITEM 33									
PROGRAMMING & MONITORING	Coordinate and discuss changes and needs with water providers on a regular basis. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	23	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		



Chapter 2
Land Use,
Placemaking
& Community
Facilities



Chapter 3
Transportation



Chapter 4
Housing



Chapter 5
Economic
Development



Chapter 6
Parks,
Recreation,
Trails & Open
Space






Chapter 7
Environment &
Sustainability



Chapter 8
Water Use &
Preservation

Table 24: Catalytic Projects | Tier I

ACTION ITEMS		SCORING CRITERIA					PRIORITY SCORE	PHASING	
ITEM 34									
PLANNING & DESIGN	<div>Ensure improvements along Center Street, West 200 South, and 400 North preserve views and enhance the beautification of these corridors.</div> <div></div>	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	23	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
		ITEM 35							
PLANNING & DESIGN	<div>Prepare Detailed Area Plans for East Center Street and other small neighborhood centers identified in the general plan.</div> <div></div>	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	23	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
		ITEM 36							
PLANNING & DESIGN	<div>Prepare a Detailed Area Plan for transformation of the area around city hall into the Lindon Civic Center.</div> <div></div>	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	23	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		

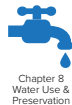







Table 24: Catalytic Projects | Tier I

ACTION ITEMS		SCORING CRITERIA					PRIORITY SCORE	PHASING	
ITEM 37									
PLANNING & DESIGN	<div>Prepare a feasibility study to determine the viability of implementing a new fieldhouse gym.</div> <div></div>	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	23	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
		ITEM 38							
PLANNING & DESIGN	<div>Update the Active Transportation Plan and coordinate with other long-range planning documents.</div> <div></div>	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	23	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
		ITEM 39							
PROGRAMMING & MONITORING	<div>Educate residents with remaining large agricultural properties about available county greenbelt incentives and urban farming tax benefits for cultivating food and other marketable crops.</div> <div></div>	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	23	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		



Chapter 2
Land Use,
Placemaking
& Community
Facilities



Chapter 3
Transportation



Chapter 4
Housing



Chapter 5
Economic
Development



Chapter 6
Parks,
Recreation,
Trails & Open
Space






Chapter 7
Environment &
Sustainability



Chapter 8
Water Use &
Preservation

Table 23: Catalytic Projects | Tier II

ACTION ITEMS		SCORING CRITERIA					PRIORITY SCORE	PHASING	
ITEM 40									
PROGRAMMING & MONITORING	<div>Establish relationships with businesses and assist businesses that are out of compliance and make properties more attractive.</div> <div></div>	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	19	5-10 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
		ITEM 41							
PROGRAMMING & MONITORING	<div>Perform leak-detection testing for all water lines and annual leakage surveys to identify sub-surface leaks on main pipelines and services, especially in older areas of the water system, replacing galvanized steel water service lines with copper and polyethylene pipe as feasible.</div> <div></div>	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	19	5-10 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
		ITEM 42							
PROGRAMMING & MONITORING	<div>Provide incentives for appliance and landscape retrofits, secondary water meters, smart irrigation timers.</div> <div></div>	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	19	5-10 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		



Chapter 2
Land Use,
Placemaking
& Community
Facilities



Chapter 3
Transportation



Chapter 4
Housing



Chapter 5
Economic
Development



Chapter 6
Parks,
Recreation,
Trails & Open
Space






Chapter 7
Environment &
Sustainability






Chapter 8
Water Use &
Preservation

Table 25: Catalytic Projects | Tier II

ACTION ITEMS		SCORING CRITERIA					PRIORITY SCORE	PHASING	
ITEM 43									
PROGRAMMING & MONITORING	Establish a system for the timely identification and repair of water leaks. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	19	5-10 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
		ITEM 44							
PROGRAMMING & MONITORING	Promote and encourage home occupation businesses. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	19	5-10 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
		ITEM 45							
PROGRAMMING & MONITORING	Promote and encourage the establishment of destination and experiential-based businesses. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	19	5-10 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		

Chapter 2
Land Use,
Placemaking
& Community
FacilitiesChapter 3
TransportationChapter 4
HousingChapter 5
Economic
DevelopmentChapter 6
Parks,
Recreation,
Trails & Open
SpaceChapter 7
Environment &
SustainabilityChapter 8
Water Use &
Preservation

Table 25: Catalytic Projects | Tier II continued

ACTION ITEMS		SCORING CRITERIA					PRIORITY SCORE	PHASING	
ITEM 46									
PROGRAMMING & MONITORING	Create a business outreach program to provide information on emergency preparedness and business continuity plans. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	19	5-10 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
ITEM 47									
PROGRAMMING & MONITORING	Verify that ordinances and processes are in place to adequately protect natural resources in London. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	19	5-10 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
ITEM 48									
PROGRAMMING & MONITORING	Implement strategies that help address regional environmental challenges locally. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	19	5-10 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		



Chapter 2
Land Use,
Placemaking
& Community
Facilities



Chapter 3
Transportation



Chapter 4
Housing



Chapter 5
Economic
Development



Chapter 6
Parks,
Recreation,
Trails & Open
Space






Chapter 7
Environment &
Sustainability



Chapter 8
Water Use &
Preservation

Table 25: Catalytic Projects | Tier II

ACTION ITEMS		SCORING CRITERIA					PRIORITY SCORE	PHASING	
ITEM 49									
PROGRAMMING & MONITORING	Encourage teleworking on poor air quality days. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	19	5-10 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
		ITEM 50							
PLANNING & DESIGN	Evaluate the quality of potential commercial and retail businesses to ensure that they will have a positive impact on the city. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	19	5-10 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
		ITEM 51							
DESIGN & CONSTRUCTION	Complete the Heritage Trail. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	19	5-10 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		



Chapter 2
Land Use,
Placemaking
& Community
Facilities



Chapter 3
Transportation



Chapter 4
Housing



Chapter 5
Economic
Development



Chapter 6
Parks,
Recreation,
Trails & Open
Space






Chapter 7
Environment &
Sustainability



Chapter 8
Water Use &
Preservation

Table 25: Catalytic Projects | Tier II

ACTION ITEMS		SCORING CRITERIA					PRIORITY SCORE	PHASING	
ITEM 52									
DESIGN & CONSTRUCTION	Plant and maintain trees to increase carbon sequestration and to reduce the urban heat-island effect. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	19	5-10 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
ITEM 53									
DESIGN & CONSTRUCTION	Design and construct Geneva Resort Park. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	15	0-5 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
ITEM 54									
DESIGN & CONSTRUCTION	Design and develop the proposed Historic Utah Southern Rail Trail. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	15	5-10 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		

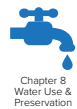





Table 25: Catalytic Projects | Tier II

ACTION ITEMS		SCORING CRITERIA						PRIORITY SCORE	PHASING
ITEM 55									
DESIGN & CONSTRUCTION	Design and construct four pickleball courts, a restroom, park amenities, drinking fountain, and new paving at the Horse Transfer Station. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	15	5-10 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
ITEM 56									
DESIGN & CONSTRUCTION	Improve fire breaks adjacent to Forest Service land. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	15	5-10 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
ITEM 57									
DESIGN & CONSTRUCTION	Develop community gardens in appropriate locations in the city. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	15	5-10 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		

Chapter 2
Land Use,
Placemaking
& Community
FacilitiesChapter 3
TransportationChapter 4
HousingChapter 5
Economic
DevelopmentChapter 6
Parks,
Recreation,
Trails & Open
SpaceChapter 7
Environment &
SustainabilityChapter 8
Water Use &
Preservation

Table 25: Catalytic Projects | Tier II






ACTION ITEMS		SCORING CRITERIA					PRIORITY SCORE	PHASING	
ITEM 58									
DESIGN & CONSTRUCTION	Transform city-owned properties into water-conserving demonstration sites. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	15	5-10 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
		ITEM 59							
PROGRAMMING & MONITORING	Protect historic structures and sites citywide. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	15	5-10 Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		

Table 24: Catalytic Projects | Tier III

ACTION ITEMS		SCORING CRITERIA						PRIORITY SCORE	PHASING
ITEM 60									
PLANNING & DESIGN	Identify and secure sites for key centers and transit/ commercial nodes along 700 North and State Street. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	11	10+ Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
		ITEM 61							
DESIGN & CONSTRUCTION	Design and construct transit facilities such as bus stops and mobility centers along major corridors and transit routes. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	11	10+ Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
		ITEM 62							
DESIGN & CONSTRUCTION	Construct additional wells to ensure adequate redundancy is provided during times of system challenges and breakdowns. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	11	10+ Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		

Chapter 2
Land Use,
Placemaking
& Community
FacilitiesChapter 3
TransportationChapter 4
HousingChapter 5
Economic
DevelopmentChapter 6
Parks,
Recreation,
Trails & Open
SpaceChapter 7
Environment &
SustainabilityChapter 8
Water Use &
Preservation

Table 26: Catalytic Projects | Tier III






ACTION ITEMS		SCORING CRITERIA					PRIORITY SCORE	PHASING	
ITEM 63									
DESIGN & CONSTRUCTION	<div>Transform city parks into demonstrations of water-conserving design and irrigation systems.</div> <div></div>	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	11	10+ Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
			ITEM 64						
DESIGN & CONSTRUCTION	<div>Construct a 1.5 acre detention basin in the general vicinity of 400 West/Lakeview Road/Gillman Lane.</div> <div></div>	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	11	10+ Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
			ITEM 65						
DESIGN & CONSTRUCTION	<div>Design and construct the 700 N Commercial Gateway.</div> <div></div>	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	11	10+ Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		



Table 26: Catalytic Projects | Tier III

ACTION ITEMS		SCORING CRITERIA						PRIORITY SCORE	PHASING
ITEM 66									
DESIGN & CONSTRUCTION	Design and install missing street segments at the 400 North/400 West connection, through the Anderson property and at other sites indicated in the general plan. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	11	10+ Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		
			ITEM 67						
DESIGN & CONSTRUCTION	Develop a city-wide interconnected park, trail and open space network. 	COST	\$ 9	IMPACT	High 9	EASE	Easy 9	11	10+ Years
			\$\$ 5		Medium 5		Moderate 5		
			\$\$\$ 1		Low 1		Difficult 1		

Chapter 2
Land Use,
Placemaking
& Community
FacilitiesChapter 3
TransportationChapter 4
HousingChapter 5
Economic
DevelopmentChapter 6
Parks,
Recreation,
Trails & Open
SpaceChapter 7
Environment &
SustainabilityChapter 8
Water Use &
Preservation



GLOSSARY OF TERMS



GLOSSARY OF TERMS

The following terms and definitions are for reference and ease of understanding the general plan.

Accessory Dwelling Unit — means a habitable living unit added to, created within, or detached from a primary single-family dwelling and contained on one lot.

Active Transportation — is a means of getting around that is powered by human energy, primarily walking and bicycling.

Activity Center — a well-defined area such as the 700 N Commercial Gateway or central social district that provides thriving businesses, open spaces and services that attract people created by the development.

Alternative Transportation — transportation options other than personal vehicles that include mass transit, bicycling, and walking.

Area Median Income — the midpoint of a specific area's income distribution and is calculated on an annual basis by the Department of Housing and Urban Development.

Bulb-out — a sidewalk extension into the parking or travel lane to narrow the roadway and provide additional pedestrian space, visibility and safety.

Bus Rapid Transit — high-quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations.

Catalytic Project — invigorating an area due to new investment or development.

Clustered Development — A development design technique that concentrates buildings on a portion of the site to allow the remaining

land to be used for recreation, open space, or preservation of sensitive land areas.

Corridor Preservation — planning or acquisition processes intended to: (a) protect or enhance the capacity of existing corridors; and (b) protect the availability of proposed corridors in advance of the need for and the actual commencement of the transportation facility construction.

Economic Development — Creating the conditions for economic growth and improved quality of life by expanding the capacity of individuals, businesses, and communities to maximize the use of their talents and skills to support innovation, job creation, and private investment.

Floodplain — any land area susceptible to being inundated by water from any source whether or not identified by Federal Emergency Management Agency (FEMA)

Human Scale Use — objects and buildings along the street that allows for scaled pedestrian interaction.

Impact Fee — a payment of money imposed upon new development activity as a condition of development approval to mitigate the impact of the new development on public infrastructure.

Infill Development — Development or redevelopment of land that has been bypassed, remained vacant, and/or is underused as a result of the continuing development.

Localscape — a series of landscaping patterns and practices that considers Utah's unique climate.

Low Impact Development — development principles utilized to incorporate storm water as a resource to retain precipitation on site.

Mixed Use Development — The development of a tract of land or building with two or more different uses such as but not limited to office, retail, public, residential, or entertainment.

Moderate Income Housing — “housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income for households of the same size in the county in which the city is located.

Placemaking — creating public spaces or amenities that strengthen the connections and activities between people and places.

Redevelopment — any project that constructs new buildings, structures, and land uses on a site with previous or existing uses.

Sales Tax/Spending Leakage — revenues lost due to consumers purchasing goods and services from merchants outside the jurisdiction.

Sense of Place — the way people create emotional bonds with surrounding environments.

Streetscape — A design term referring to all the elements that constitute the physical makeup of a street and that, as a group, define its character, including building frontage, street paving, street furniture, landscaping, including trees and other plantings, awnings and marquees, signs, and lighting.

Traffic Calming — the installation of public improvements like roundabouts, bulb-outs, or narrowing streets to reduce vehicle speeds, traffic volumes and increasing safety for pedestrians.

Transit Oriented Development — Transit-Oriented Development (TOD) is a development strategy that aims to make efficient use of the development possibilities near a major transit station.

Urban Design — is a blending of building and landscape architecture with city planning to make an area comprehensive, functional, and aesthetic through intentional planning.

Waterwise Landscaping — A term used to describe a water- and plant-management practice that emphasizes using plants that have lower supplemental water needs and grouping plants by water needs to encourage more efficient water use.

Xeriscape — an attractive, sustainable landscape that conserves water and is based on sound horticultural practices.

