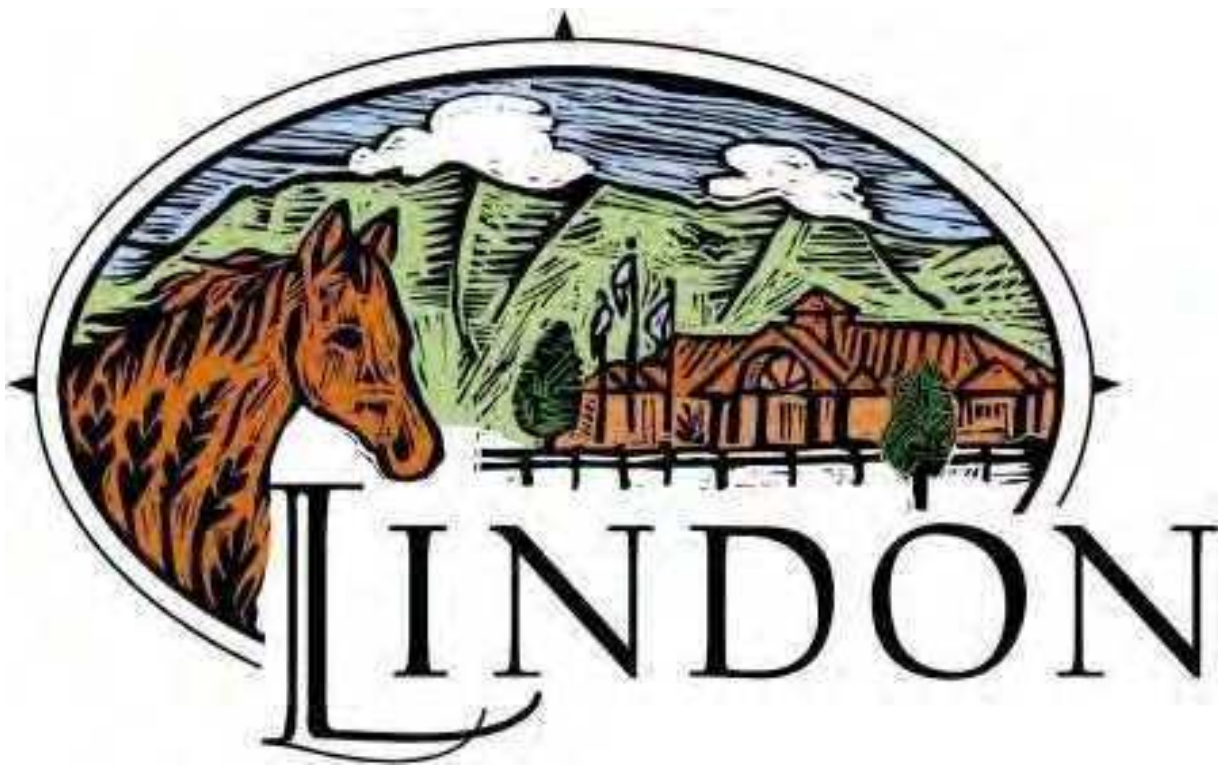


Lindon City Planning Commission Staff Report



March 11, 2025

Notice of Meeting
Lindon City Planning Commission



Item 1 – Call to Order

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

Notice of Meeting

Lindon City Planning Commission



The Lindon City Planning Commission will hold a regularly scheduled meeting on **Tuesday, March 11, 2025**, in the Council Room of Lindon City Hall, 100 North State Street, Lindon, Utah. The meeting will begin at **6:00 p.m.** This meeting may be held electronically to allow a commissioner to participate by video or teleconference. Meetings are broadcast live at www.youtube.com/LindonCity. The agenda will consist of the following items:

Agenda

Invocation: By Invitation

Pledge of Allegiance: By Invitation



Scan or click here for link to download agenda & staff report materials.

1. Call to Order

2. Approval of minutes - Planning Commission 2/25/2025

3. Public Comment

4. Site Plan Approval – Stringtown Station – 40 N. Geneva Road

The applicant is requesting site plan approval from the Lindon City Planning Commission to construct an 8-unit, 27,000 square foot office/warehouse building (Parcels 14:065:0203, 14:065:0203, 14:065:0203).
(20 minutes)

5. Site Plan Approval – Summit Ridge Warehouse – Approx 300 N. 2000 W.

The applicant is requesting site plan approval from the Lindon City Planning Commission to construct a 13-unit, 33,000 square foot office/warehouse building (Parcels 14:060:0024, 14:060:0005).
(20 minutes)

6. Community Development Director Report - General City Updates

Adjourn

Staff Reports and application materials for the agenda items above are available for review at the Lindon City Planning Department, located at 100 N. State Street, Lindon, UT. For specific questions on agenda items our Staff may be contacted directly at (801) 785-7687. City Codes and ordinances are available on the City web site found at www.lindoncity.org. The City of Lindon, in compliance with the Americans with Disabilities Act, provides accommodations and auxiliary communicative aids and services for all those citizens in need of assistance. Persons requesting these accommodations for City-sponsored public meetings, services programs or events should call Britni Laidler at 785-1971, giving at least 24 hours' notice.

The above notice/agenda was posted in three public places within Lindon City limits and on the State <http://www.utah.gov/pmn/index.html> and City www.lindoncity.org websites.

**The duration of each agenda item is approximate only*

Posted By: Britni Laidler, City Recorder

Date: 03/07/2025 **Time:** 5:00 pm

Place: Lindon City Center, Lindon Police Station, Lindon Community Center

The Lindon City Planning Commission held a regularly scheduled meeting on **Tuesday, February 25, 2025 beginning at 6:00 p.m.** at the Lindon City Center, City Council Chambers, 100 North State Street, Lindon, Utah.

REGULAR SESSION – 6:00 P.M.

Conducting: Steve Johnson, Chairperson
Invocation: Scott Thompson, Commissioner
Pledge of Allegiance: Ryan Done, Commissioner

PRESENT

Steve Johnson, Chairperson
Scott Thompson, Commissioner
Jared Schauers, Commissioner
Karen Danielson, Commissioner
Sharon Call, Commissioner
Ryan Done, Commissioner
Michael Florence, Community Dev. Director
Brittain Corbett, City Planner
Adam Cowie, City Administrator
Noah Gordon, City Engineer
Britni Laidler, City Recorder

EXCUSED

Mike Marchbanks, Commissioner
Rob Kallas, Vice-Chairperson
Brian Haws, City Attorney

1. **CALL TO ORDER** – The meeting was called to order at 6:00 p.m.

2. **APPROVAL OF MINUTES** –The minutes of the regular meeting of the Planning Commission meeting of January 28, 2025 were reviewed.

COMMISSIONER CALL MOVED TO APPROVE THE MINUTES OF THE REGULAR MEETING OF JANUARY 28, 2025 AS PRESENTED. COMMISSIONER THOMPSON SECONDED THE MOTION. ALL PRESENT VOTED IN FAVOR. THE MOTION CARRIED.

3. **PUBLIC COMMENT** – Chairperson Johnson called for comments from any audience member who wishes to address any issue not listed as an agenda item. There following comments were made:

Burdell Faux – voiced frustration with the noise from the Tag n’ Go carwash next to his property. He stated he has reached out to the owner/manager with his concern and is asking for assistance in finding a solution for this.

CURRENT BUSINESS –

4. **Public Hearing – General Plan Street Master Plan Map Amendment** A request by Dave Gardner to amend the Lindon City General Plan Street Master Plan Map to remove the planned segment of the future 800 N./1200 E. Major Collector Street East of 400 E. to approximately 200 N.

2

4 Mike Florence, Community Development Director, presented this item and noted that the
applicant Dave Gardner was present to address any questions the commission may have. Mr.
6 Florence began by stating that the applicant filed a land use application to amend the Lindon City
General Plan Street Master Plan Map to remove the remaining segment of 800 N./1200 E. Major
8 Collector Street, (east of 400 E). He then went on and gave a brief presentation regarding the
history, goals and challenges to remove the roadway in discussion from the Lindon's General
10 Plan Street Master Plan. He then addressed the potential development of the Millett property that
is North of the road in discussion.

12 Mr. Florence then turned the time over to Noah Gordon, City Engineer, to present the
findings of the traffic study. He stated that the Lindon City Council approved a third-party traffic
14 engineer to evaluate whether the 1200 E. connection is necessary from a traffic perspective. 400
E. was selected as a comparable street to study because it is the nearest north/south corridor to
16 1200 E. and is also designated as a collector street. The study evaluated several considerations:

- 18 • Current Vehicles Per Day (VPD) on 1200 E. (section completed) and 400 E.
- Future conditions of VPD on 1200 E. and 400 E. at year 2050 using traffic demand
models
- 20 • Current and future traffic Levels of Service (LOS) for 400 E. and 1200 E.
- The engineer considered analysis with and without the proposed 1200 E. connection

22

Mr. Gordon stated that traffic counts on January 28, 2025 were used to estimate the
24 current average daily traffic (ADT) and to provide a calibration to the estimated traffic volumes
in the travel demand model for 400 E. and 1200 E. The engineer also compared the existing
26 counts to Mountainland Association of Governments 2023 base model. The study showed:

- 28 • If the proposed 1200 East connection is added to the roadway network, traffic volumes
are anticipated to decrease on 400 East by approximately 2-3,000 vehicles per day.
- 30 • If the proposed 1200 East connection is constructed, it is anticipated that 1200 East
would carry approximately 5,000 vehicles per day on the new portion and 7,100 vehicles
32 per day on the existing portion.
- Approximately 75% of the vehicles using the new 1200 East connection are cut-through
34 trips from Pleasant Grove and Orem being diverted away mostly from 400 East.
- Both the No Build and Build scenarios are anticipated to keep 400 East and 1200 East at
36 an acceptable LOS.
 - It is not anticipated that the completion of the 1200 East connection is necessary
38 from a traffic and operations perspective.
- If 1200 East is not constructed up to Murdock Drive, it is recommended that it be carried
40 from its current terminus to 380 North to provide connectivity for residents in the
adjacent neighborhood.

42

Commissioner Thompson stated that he notes that the study didn't take into account the
44 added or reduced traffic for 200 E. Mr. Gordon stated that although it didn't reference it, it did
look at other streets. Commissioner Done asked if it is realistic to assume zero growth in the area
46 on the East side, especially with the potential of ADU's that could arise in that area. Mr. Gordon
then turned the time over to the applicant.

2
3 Mr. Gardner asked Mr. Gordon for clarification on the width of the road where it is
4 planned to split. Mr. Gordon clarified those widths to the applicant. Mr. Gardner then voiced his
5 frustration with his feelings that the city isn't concerned with the potential traffic it would bring
6 to their neighborhoods on the East side. He then addressed the cost of putting the road in and his
7 understanding of the process it would take to put this road in.

8
9 Commissioner Call asked the applicant how long ago the applicant purchased his home.
10 Mr. Gardner stated that he purchased his home in 2016. Commissioner Call then inquired if at
11 the time of purchase if he was made aware of the easement and the planned road, and why the
12 applicant is addressing the road now after being aware of it since being made aware of this
13 easement and road in 2018. Mr. Gardner addressed those questions noting that due to the Millett
14 family selling the land North of his property and the potential for the developer to put in a
15 section of this road it has pushed him to address his concerns.

16
17 Chairperson Johnson asked for clarification from city staff on the MAG grant money that
18 would need to be paid back, and if there is an estimate of what that cost would be. Mr. Florence
19 gave an estimate of \$8 million and noted that the estimate may be at the high end. General
20 discussion regarding the potential property that would be available if the road does not go in
21 followed. Commissioner Schauers asked Mr. Florence if he had any idea of where Pleasant
22 Grove is with this road, and if they are still committed to the development of this road. Mr.
23 Florence stated that when city staff met with Pleasant Grove two months earlier, they still had it
24 as a Major Collective Road on their master plan. General discussion followed.

25
26 Commissioner Thompson asked for clarification on other negative impacts there are for
27 residents of Lindon besides the residents that are solely on the east side. Mr. Gardner stated that
28 he moved to Lindon for the "Little Bit of County" feel and to have a major road in your back
29 yard it doesn't give that feeling. He then went on to say that this road is helping Pleasant Grove
30 and Orem Citizens, not actual residents of Lindon and is concerned for the safety of his kids to
31 be playing in the backyard with this road right behind his house. He closed by stating that every
32 night he has 40 deer in his backyard, and if this road goes in those deer will end up on the road
33 and his concerns with the cost of maintenance of the road. General discussion regarding the
34 illegal cul-de-sac of Queensland Court followed.

35
36 COMMISSIONER THOMPSON MOVED TO OPEN THE PUBLIC HEARING.
37 COMMISSIONER DANIELSON SECONDED. ALL PRESENT VOTED IN FAVOR. THE
38 MOTION CARRIED.

- 39
40 • Russ Stay- stated that he lives in the Canberra area, and he recently had the displeasure of
41 driving on Pioneer Crossing. It occurred to him while driving on Pioneer Crossing that
42 the foresight of growth wasn't there when planning this road, and now traffic flow is too
43 great for that road to handle. He then stated that failure of not planning in foresight can
44 cause massive issues. He closed by stating that his concern is that if we take it off now, it
45 could cause issues later on, so he thinks the road should be kept on so we have the option
46 later on in the future if needed.

- 2 • Eve Warner - stated that she lives on 725 N in Lindon, and although this doesn't directly
4 impact her, she does have concerns. She noted that the traffic study didn't include 1000 S
6 buildout, and that buildout would make it a direct route to the freeway. Her thought is
8 that it would increase the number of cars on this road from what the study showed. She
10 worries that with all that added traffic, it would cause a lot of noise and believes a sound
12 wall would be needed. She then closed by addressing safety issues such as the impact on
14 wildlife and the increased risk of wildfires due to sparks from cars and other potential
16 causes that added traffic brings.
- 18 • Jamie Hursh – voiced concern with the safety and potential crime this road could bring to
20 the area. She gave a handout to the commission members regarding her concerns. She
22 then addressed the Sensitive Area Ordinance and asked the commission to keep that in
24 mind. She then stated that there are options for MAG repayment, stating MAG does
allow cities to renegotiate payments along with other options that other cities have taken
advantage of. She then closed by stating this road with a huge tax burden for the east side
where no more growth is available.
- Paul Carter - stated that he is a Queensland Court resident. He noted that he has a
retaining wall in his backyard and showed where the road would be in correspondence to
his retaining wall. He stated that the feasibility of adding access from the cul-de-sac to
1200 E isn't realistic due to the 30 ft increase from his cul-de-sac to the potential road
and noted concerns with this option. He then closed with stating his appreciation for the
commissions time in hearing his concern.
- Jeff Wilson – stated that he owns several parcels that front on the 800 N corridor of this
potential roadway and doesn't know why we would put in a road that doesn't benefit
Lindon residents. He stated that he had to deed over parts of his property to
accommodate the width of the corridor expansion and was costly to him at that time. He
is hoping this would be adjusted if this roadway goes off the master plan. He then noted
frustration with 800 N roadway, and the portion of the road that is very narrow and
unsafe. He closed by stating he wants the roadway removed from the master plan.
- Dave McGill – stated he lives on the corner of 150 N and 1200 E and moved into his
home in 2005. He went on to say that he always sees cars sliding on that road when it
snows, and the plows haven't made it there yet. This road would bring more traffic to that
area, and we would see more accidents in this area on snowy days. He closed by saying
the residents on 1200 E would like to see this roadway removed.
- Iliana Gardner – stated that the traffic study shows that this road is not needed, and that
400 E can handle the extra traffic. She then went on to say that Lindon doesn't own the
land so she doesn't understand why the city would move forward on this road. She closed
by stating she wants this road removed from the general plan.
- Val McOmber – stated when he purchased his property he asked real estate agent about a
pipe above his home on the hillside and what would happen if earthquake happened, and
that pipe broke. It was stated that the water would flow into a gully. If this road goes in,

2 that water would take out everyone on that road. He then stated he came to Lindon for the
views and the “Little Bit of Country” feel that Lindon has. He always sees people in the
4 area in discussion hiking, biking and enjoying the hill. This road would ruin access,
residents have to enjoy the hillside. He went on to say that the mountain isn’t stable for a
6 road. He referenced that when building his home, he had to go lower on the foundation
due to the stability of the mountain. He closed by stating that the “S” turn on Murdock
8 Drive is dangerous and needs to be fixed.

10 • Brad Gibb – asked about the 4 homes on the corner of 1400 S & Murdock Drive and how
they would be affected by this road. He then asked if the cost of this road would fall
12 solely on Lindon. He then asked the commission to ask themselves that if this road
wasn’t on the master plan, would they vote to put it on the map now. He closed by asking
14 if there are and are there other ways to benefit residents without the road.

16 • Quentin Guernsey – stated he has a house on the “S” curve of Murdock Drive. He
inquired about the cost and voiced his concern for wildlife. He closed by stating the road
18 he lives on has many accidents and worries added traffic would bring more accidents.

20 • Eric Svendsen – stated he has lived in Lindon 6 years and loves that it is farms and
ranches. He believes his road would ruin the aesthetic of the hillside with the road, lights
22 and traffic. He thinks the road is a waste, and the traffic study shows that it isn’t needed.

24 COMMISSIONER DANIELSON MOVED TO CLOSE THE PUBLIC HEARING.
COMMISSIONER DONE SECONDED. ALL PRESENT VOTED IN FAVOR. THE MOTION
26 CARRIED.

28 Commissioner Call stated that she doesn’t think the road will ever go in, so she doesn’t
have any concern with leaving it on the map. She went on to say a greater concern for her is with
30 the Millett property development being able to use this already planned roadway that is already
planned instead of having to cut in another access to the development. Commissioner Thompson
32 stated that he was impressed with the presentation on the history of this road, and that this road
has had many years of foresight and thought into it. He stated that as a Major Collector Road this
34 road will do what it is supposed to do, which is to relieve traffic off other roads, and from a
planning perspective, he sees value in it for a quicker response time for emergency vehicles.
36 With that he thinks the road needs to stay on the master plan.

38 Commissioner Schauers stated that he uses this area in discussion for recreation and
would love to be able to put a pause with growth in Lindon, but there isn’t a way to do that.
40 There is demand for properties, and there will be people in the future that will make it happen
over a long period of time. This road would allow for the potential growth Lindon may see in the
42 future, so he can’t justify taking it off the master plan.

44 Commissioner Done stated that his role is to make sure Lindon is planned for the next 50
years. This road will benefit Utah County residents, and it isn’t a Pleasant Grove and Orem
46 verses Lindon thing. He then stated that in the traffic study it didn’t assume any additional
growth on the east side and there is potential for growth on the east side, even if we can’t

visualize it now. He closed by stating he sees quality in the road from the Canberra area to the freeways as a benefit to residents. Commissioner Schauers stated that he thinks that we are going to see a lot of pressure for smaller lots in the future, so we need to calculate for that economic growth.

Commissioner Johnson stated that as a long time Lindon resident he has seen a lot of growth and change in Lindon. He would have loved to pause growth once he built his home, but the growth continued. He stated that the mountain side he used to enjoy is now full of homes farther and farther up the mountain side, which is now Canberra, so he sees the forward thinking of keeping the road on the master plan. He referenced all the work that has gone into 700 N corridor and the benefit this road could have for residents and stated that he feels the pain of the residents and commends all the residents and the manners they conducted themselves with tonight.

Following general discussion, Chairperson Johnson called for any further comments or discussion from the Commission. Hearing none he called for a motion.

COMMISSIONER SCHAUERS MOVED TO RECOMMEND DENIAL OF THE APPLICANT'S REQUEST FOR AN AMENDMENT TO THE LINDON CITY STREET MASTER PLAN MAP REMOVING THE REMAINING SEGMENT OF THE FUTURE 800 N./1200 E. MAJOR COLLECTOR STREET (EAST OF 400 E.) COMMISSIONER DANIELSON SECONDED THE MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

COMMISSIONER JOHNSON	AYE
COMMISSIONER THOMPSON	AYE
COMMISSIONER CALL	NAY
COMMISSIONER DANIELSON	AYE
COMMISSIONER SCHAUERS	AYE
COMMISSIONER DONE	AYE

THE MOTION CARRIED UNANIMOUSLY.

5. Subdivision Plat Amendment – Maeser Academy – 320 W. 600 S. Karl Maeser Preparatory Academy is requesting preliminary plat amendment approval to consolidate two existing lots into one lot. (Parcel ID: 46:967:0003 & 46:803:0002)

Brittain Corbett, City Planner, presented this item and noted that Robyn Ellis, JoAnna Larsen and Ted Gilbert were present to answer any questions the commission may have. Mr. Corbett began by stating that the applicant is seeking plat amendment approval to consolidate the two existing Maeser Academy lots into one lot. It was noted that with the widening of 1600 S. a portion of the frontage will be dedicated for a turn lane onto 400 W. Mr. Corbett closed by stating one concern that is still being worked out is whether there is sufficient fire flow capacity for the addition. Lindon City and Orem Fire Department have reached out to the State Fire Marshall's office with the fire flow capacity information and are waiting to hear back from them.

Chairperson Johnson called for any further comments or discussion from the Commission. Hearing none he called for a motion.

2 COMMISSIONER THOMPSON MOVED TO APPROVE THE APPLICANT'S
3 REQUEST FOR PRELIMINARY PLAT AMENDMENT APPROVAL OF THE MAESER
4 ACADEMY PLAT C WITH THE FOLLOWING CONDITIONS: 1. THE APPLICANT WILL
5 CONTINUE TO WORK WITH THE CITY ENGINEER TO MAKE ALL FINAL
6 CORRECTIONS TO THE SUBDIVISION PLAT; 2. COMPLETE (OR POST AN ADEQUATE
7 IMPROVEMENT COMPLETION ASSURANCE), WARRANT AND POST REQUIRED
8 ASSURANCE FOR ANY REQUIRED PUBLIC INFRASTRUCTURE IMPROVEMENTS; 3.
9 PRIOR TO PLAT RECORDING, THE APPLICANT WILL UPDATE THE FINAL PLAT
10 MYLAR TO INCLUDE NOTARIZED SIGNATURES OF OWNERS' CONSENT TO
11 DEDICATION; AND OBTAIN SIGNATURES OF ALL ENTITIES INDICATED ON THE
12 SUBDIVISION PLAT ATTACHED HERETO; 4. THE PLAT WILL MEET APPLICABLE
13 SPECIFICATIONS AS FOUND IN THE LINDON CITY DEVELOPMENT MANUAL; 5.
14 FIRE FLOW CAPACITIES WILL BE MET AND APPROVED BY THE STATE FIRE
15 MARSHALL'S OFFICE PRIOR TO THE PLAT BEING SIGNED BY LINDON CITY AND
16 RECORDED; AND 6. ALL ITEMS OF THE STAFF REPORT. COMMISSIONER CALL
17 SECONDED THE MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

18 COMMISSIONER JOHNSON AYE
19 COMMISSIONER THOMPSON AYE
20 COMMISSIONER CALL AYE
21 COMMISSIONER DANIELSON AYE
22 COMMISSIONER SCHAUERS AYE
23 COMMISSIONER DONE AYE
24 THE MOTION CARRIED UNANIMOUSLY.

26 **6. Site Plan Review – Maeser Academy – 320 W. 600 S.** Karl Maeser Preparatory
27 Academy is requesting site plan approval for a new classroom and 800 seat auditorium
28 building addition. (Parcel ID: 46:967:0003 & 46:803:0002)

30 Brittain Corbett, City Planner, presented this item. He stated that the applicant is seeking
31 site plan approval for a new 800-seat auditorium building and additional classrooms. This
32 building will also have additional music and art classrooms. Mr. Corbett then noted that
33 according to State Code, 10-9a-305, municipalities have limited authority for approval of school
34 and charter school facilities, he then went on to state that parking is not an item that the city can
35 regulate. The site plan shows 175 existing parking stalls with 45 stalls to be added, bringing 220
36 total stalls. He noted that Lindon City ordinance for assembly uses would require a minimum of
37 242 stalls. Mr. Corbett then presented renderings of the proposed site plan to the commission.

38 Commissioner Thompson asked for clarification on if this would be a free standing
39 building or if it would be connected to the current building. The applicant stated this will be an
40 addition to the current building. He then addressed parking options for overflow. The applicant
41 stated they have been able to work with the Stake President of the neighboring church to use that
42 parking lot as overflow on nights they have events. Commissioner Done then asked about the
43 additional students and faculty this addition will bring to the school. The applicant stated it will
44 be adding 150 students, of which are the lower grades, and 10 more faculty.

2 Chairperson Johnson called for any further comments or discussion from the
Commission. Hearing none he called for a motion.

4
6 COMMISSIONER DONE MOVED TO APPROVE THE APPLICANT'S REQUEST
FOR SITE PLAN APPROVAL LOCATED AT 320 W. 600 S. WITH THE FOLLOWING
CONDITIONS: 1. IF PARKING IS NOT SUFFICIENT FOR SCHOOL PERFORMANCES
8 AND EVENTS THE KARL MAESER ACADEMY WILL WORK WITH LINDON CITY TO
ARRANGE ADDITIONAL OFF-SITE PARKING ACCORDING TO LINDON CITY CODE
10 TITLE 17.18. 2. ALL ITEMS OF THE STAFF REPORT. COMMISSIONER THOMPSON
SECONDED THE MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

12 COMMISSIONER JOHNSON AYE
COMMISSIONER THOMPSON AYE
14 COMMISSIONER CALL AYE
COMMISSIONER DANIELSON AYE
16 COMMISSIONER SCHAUERS AYE
COMMISSIONER DONE AYE
18 THE MOTION CARRIED UNANIMOUSLY.

20 **7. Community Development Director Report**

- Next meeting March 11th
- Misc. City Updates

24 **ADJOURN** –

26 COMMISSIONER THOMPSON MOVED TO ADJOURN THE MEETING AT 9:49
PM. COMMISSIONER DONE SECONDED THE MOTION. ALL PRESENT VOTED IN
28 FAVOR. THE MOTION CARRIED.

30 Approved, March 11, 2025

32
34
36 _____
Steve Johnson, Chairperson

38
40 _____
Michael Florence, Community Development Director

Item 4: Site Plan Re-Approval – Stringtown Station – 40 North Geneva Road

Date: March 11, 2025

Applicant: Bill Fairbanks

Presenting Staff: Brittain Corbett

General Plan: Mixed Commercial

Current Zone: Light Industrial

Property Owner: Burnie LLC

Parcel ID: 14:065:0203

Type of Decision: Administrative

Council Action Required: No

Project #: 25-007-2



SUMMARY OF KEY ISSUES

1. The applicant is seeking site plan reapproval for eight (8) office/warehouse units in a 27,300 square foot building.
 - a. The planning commission will evaluate if the proposed project meets development requirements.
2. The parcels will need to be combined to meet minimum acreage and frontage requirements in the LI zone. Were previously divided in 2013.
3. The applicant has not submitted a landscaping plan with this application but has designated landscape areas.
 - a. The applicant is requesting to reduce the Geneva Road landscaping from 20' to 15'.

OVERVIEW

1. The site plan was previously discussed and approved in 2016 planning commission meetings (August 23 and September 13, respectively).
2. The site plan was revisited in September 2024, but did not receive approval. The project has since been passed to the new applicant.

MOTION

I move to (*approve, deny, continue*) the applicant's request for site plan approval for the property located at 40 North Geneva Road with the following conditions:

1. The three parcels will be consolidated into one parcel prior to final site plan approval.
2. The applicant will continue to work with the City Engineer to make all final corrections to the engineering plans;
3. The plans will meet zoning and development specifications as found in the Lindon City Development Manual;
4. If required, complete (or post an adequate improvement completion assurance), warrant and post required warranty assurance for all required public infrastructure improvements;
5. Final building and site design will meet the requirements of the Light Industrial zone and applicable development requirements as found in Title 17 of the Lindon City Code;
6. The site will meet landscape requirements with a reduction to the 20' landscape strip to 15' along Geneva Road;
7. A landscape plan will be submitted with calculations for vegetation percentages and interior landscaping;
8. A sidewalk easement will be provided for those areas where the sidewalk goes around the power poles;
9. A licensing agreement be approved and signed for use of the city parcel number 14:065:0057;
10. City staff will review the final landscape plan for compliance; and
11. All items of the staff report.

Surrounding Zoning and Land Use

North: LI – Nicholson Construction Inc., DM Fashion, Flooring Solutions by Design

East: LI – BC Estates, Rocky Mountain Abrasives, Lindon City Public Works Building

South: LI – Burnie LLC (Applicant), BMC West LLC

West: HI & LI – Utah Pacific Bridge & Steel, Lindon City property, IMS Masonry (in progress)

Previous Planning Commission Discussion

October 13, 2015:

The City was presented a concept review requesting a modification to reduce the required 20-foot landscape strip to 10 feet for an industrial warehouse project on Geneva Road. The potential applicants explained the property's unique configuration would limit the building size if the full landscape strip is required, making the site less desirable for leasing. UDOT's involvement complicates landscaping along Geneva Road, and some commissioners were concerned about setting a precedent with the modification. However, there was general support for the request due to the property's condition and potential improvements.

August 23, 2016:

The project complies with the LI zone's regulations, but three parcels must be combined to meet the required acreage and frontage standards. Two landscaping options were presented: a grass-based option requiring trees and a xeriscape option with 25% coverage using low-maintenance plants. The Planning Commission discussed reducing the landscaping strip width from the required 20 feet to 13 feet along Geneva Road. There was a preference among some commissioners for the xeriscape option, provided it included more plant coverage and trees to meet ordinance requirements.

The building design featured stucco-embossed panels, metal trim, and earth-tone colors, blends with surrounding structures. The applicant emphasized the benefits of xeriscape for water conservation and aesthetics, and while xeriscape is costlier, investors favored it for environmental and visual appeal. Some commissioners supported the plan but raised concerns about landscaping percentages.

September 13, 2016:

The application met required standards for lot size, parking, and setbacks, but was discussed again regarding the landscaping. Landscaping requirements for a 20-foot strip were discussed, with flexibility in design allowed by the Planning Commission. The two landscaping plans were discussed again. After reviewing the plans, Chairperson Call confirmed the landscaping met ordinance requirements, and the discussion concluded with a motion.

September 10, 2024:

The discussion focused on UDOT's future plan to widen Geneva Road and how it might impact the required 20-foot landscape buffer. Commissioners debated the trade-offs between maintaining landscape requirements and accommodating future road expansion, with concerns about reducing building size impacting rentability. Chairperson Johnson and others expressed openness to modifying landscape requirements to support development, suggesting the item might need to be continued to better plan for future growth and infrastructure changes.

Site Development Standards

Parking

Parking standards are based on the zone and the different uses in the building and their respective square footage.

Required	Provided	Compliant?
34	45	Yes. The notes in the plan detail 41 stalls, but the drawings show 45.
Stalls meet parking dimension requirements.	Stall dimensions are met	Yes.
Drive isle 24' width	25'	Yes
Bicycle parking. 4 required	4	Yes

Traffic Conditions

The site will have two access points from Geneva Road and one from West Center Street.

Landscaping Standards

Landscaping standards are based on the zone and the amount of parking. Commissioners should consider discussing with the applicant how the landscaping will differ or remain the same compared with 2016 submittals.

Interior Parking Lot Landscaping Standards	Compliant?
A parking lot with 10 or more required parking spaces shall provide at least 40 sq ft of interior landscaped area for each parking space. $45 \times 40 = 1,800$ sq ft required.	No, the interior landscape requirement is 1,533 sq ft. However, the applicant will be landscaping the corner of Geneva Road and Center Street which is owned by Lindon City as an exchange. Landscaping the city property will put the interior landscape requirement above what is required.
The landscape materials shall consist of at least 75% living vegetation, and 25% of xeriscape materials.	Not indicated. Added as a condition of approval
The interior layout must meet one or a combination of the multiple layout standards found in the parking code	Yes, the project provides both landscape islands and perimeter parking lot landscaping.
Trees must be installed within the interior parking lot landscaping areas at a ratio of 1 tree for every 10 required parking stalls.	Not indicated. Added as a condition of approval

Required Site Landscaping	Provided	Compliant?
A landscape strip 20 ft in width from the back of the sidewalk.	15'	No. Would require an exception due to the unique conditions of the property.
Required nonlawn landscape area shall include a minimum seventy percent (70%) water efficient vegetative coverage.	Not Provided	No. Added as a condition of approval
Trees must be planted every 30 ft on center along public streets. Also 10 ft from the edge of the landscape strip.	Trees not indicated on plan	Would require an exception due to the unique conditions of the property.

Other Site Requirements

Requirements	Provided	Compliant?
Minimum Lot Size of 1 acre	1.54 acres	Yes. Dependent upon consolidating the three parcels into one.
Building Setback - Front: 20' - Rear: 0' - Side: 0/15 (street)	59.5' 0' 57'/119'	Yes
Building Height	30'	Yes

Building Design and Architectural Standards

Architectural Design

Design Element	Design Standard Requirement	Proposed Design Element
Building Materials	Twenty-five percent (25%) minimum of the exterior of all buildings (except as permitted in 17.49.070(4)) shall be covered with brick, decorative block, stucco, wood, or other similar materials as approved by the Planning Commission. Precast concrete or concrete tilt-up buildings also meet the architectural treatment requirement, subject to the standards in section 17.49.070(2). (These architectural treatment standards are not applicable in the HI zone).	Yes
Color	Earth-tone colors	Earth-tone colors

The building requirements for Light Industrial (LI) zones are required to be aesthetically pleasing, well-proportioned, and blend with surrounding properties and structures. The city will work with the applicant to ensure design standards are met. The LI zone has fewer design requirements than other zones with main concerns directed to enforcing exterior building materials.

The building is a concrete tilt-up with 8 units in total, each with designated office and warehouse space. The building adds variety to each section with a combination of smooth and painted concrete in addition to some metal paneling. The proposed building has fenestration at the office sections of the building with storefront windows to the ground and windows on the second floor. No windows on the sides or rear of the building.

Engineering Requirements

The City Engineer is working through technical issues related to the civil engineering plans and will ensure all engineering related issues are resolved before final approval is granted. Applicant will need to obtain approval from UDOT because of proximity to the railroad.

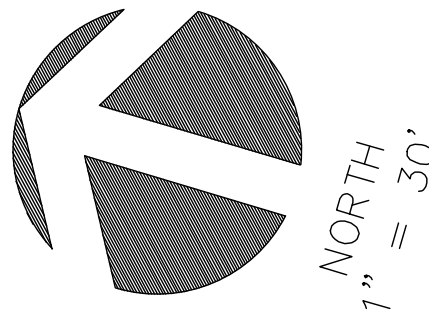
Staff Analysis

This building will make a great addition to this intersection, providing smaller unit options for various light industrial uses and revitalizing the corner. Since the September meeting, the current applicant has increased the landscape strip along Geneva Road from 12 feet to 15 feet. However, if Geneva Road were to ever expand to three lanes in each direction all the landscaping would be removed. It appears that this would probably be the case even if there were 20' of landscaping installed for the site. A 104' cross section would encroach to approximately where the parking begins for the development. Staff believes the proposed landscaping improvements are adequate.

EXHIBITS

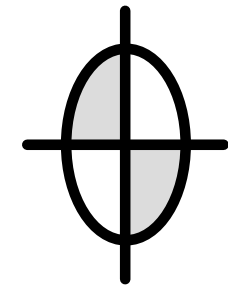
1. Aerial photo
2. Site plan
3. Geneva Road Potential Cross Section
4. Architectural Rendering
5. 2024 Planning Commission Meeting Minutes





Stringtown Station

London, Utah



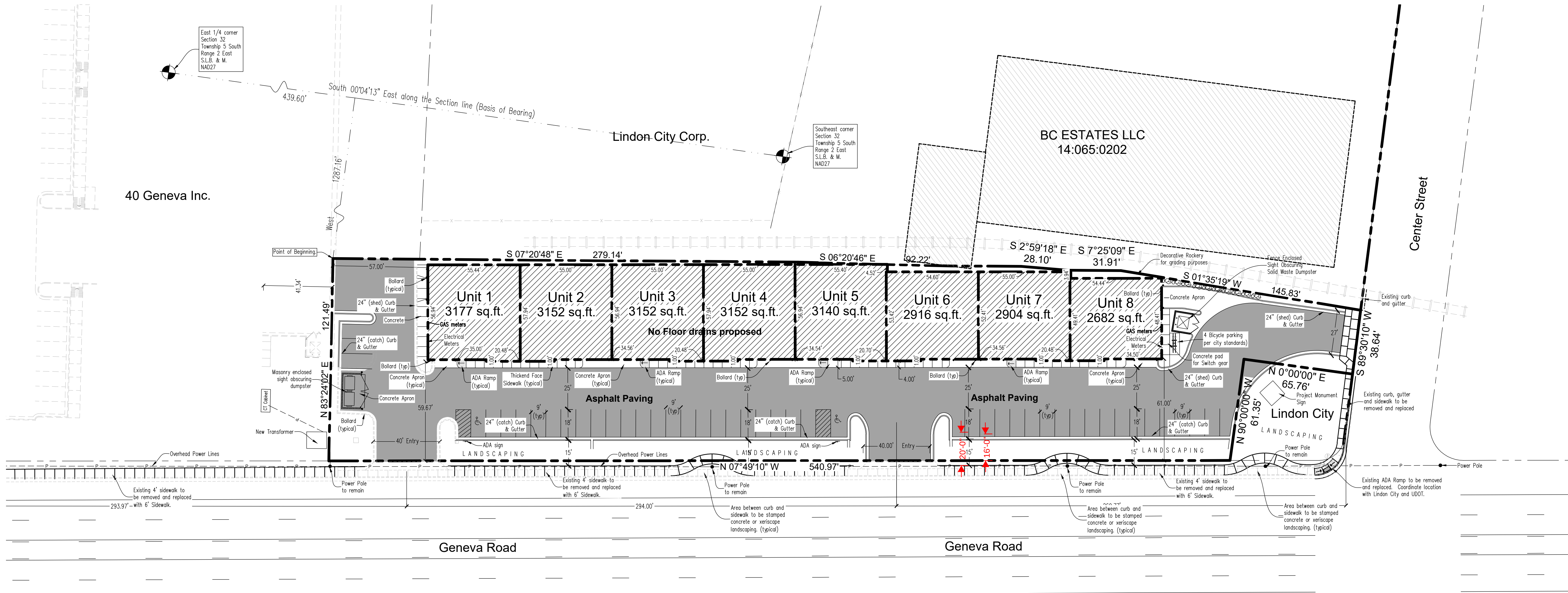
DUDLEY AND ASSOCIATES
ENGINEERS PLANNERS SURVEYORS
353 EAST 1200 SOUTH, OREM, UTAH
801-224-1252

Utah

Stringtown Station

Site Plan

London City



CAUTION!!! Notice to contractors

The Contractor is specifically cautioned that the location and/or elevation of existing utilities as shown on these plans is based on records of the various utility companies and where possible from measurements taken in the field. The information is not to be considered exact or complete. The Contractor must notify the utility location center at least 48 hours prior to any excavation to request the exact location of the utilities in the field. It shall be the responsibility of the Contractor to relocate all existing utilities which conflict with the proposed improvements shown on the plan.



COMMERCIAL & INDUSTRIAL LANDSCAPING REQUIREMENTS

Required landscaping shall be:

1. irrigated by an underground automatic sprinkler system;
2. contain live plant materials;
3. maintained in a living, growing condition.
4. The minimum landscape requirements in the C-G, L-I and H-I zones shall be:
 - a. twenty feet (20') of lawn and shrubs with Flowering Pear trees;
 - b. planted thirty feet (30') on center
 - c. centered ten feet (10') from the edges of the strip;
 - d. measuring at least two inches (2") caliber and one foot (1') above the ground;
 - e. minimum of six feet (6') in height when planted.

See London City Code Section 17.48 and 17.49

5. All underground automatic sprinkling system is required for all planter areas. Design is forthcoming.

UTILITY NOTIFICATION

Developments with new public utility service will not be considered finalized until the Utility Notification Form is returned to the London City Community Development Office, signed by the utility companies.

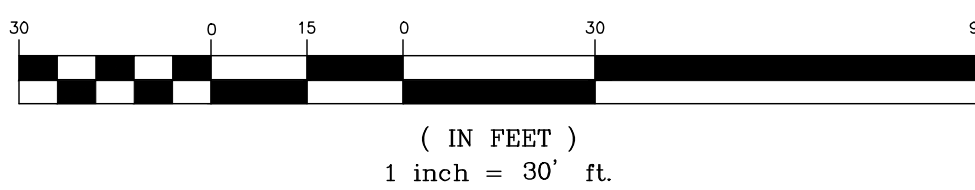
Notes:

1. The Applicant is responsible for compliance with all requirements of the "Americans With Disabilities Act" (ADA)
2. All landscaped areas shall have an automatic underground sprinkling system with a backflow prevention device to the building, unless landscaping is served by the secondary water system.
3. Water meters are to be located behind back of walk or back of curb in an area that is accessible, not located behind fenced areas or under covered parking.
4. London Standard Specifications and Drawings apply to construction of public improvements that will be owned or maintained by London City and take precedence over other standards.
5. All Unused Sewer Laterals to be capped at the main

Prior to the Site Plans being finalized, the following must be done:

- A. water shares must be turned in.
 - B. The bond must be in place for any public improvements associated with the site plan. This involves the developer submitting an itemized listing of required public improvements and corresponding costs and the City Engineer reviewing the costs and preparing a Bond Release Form, which establishes the required amount of the bond.
 - C. The London City Utility Notification Form must be submitted to the city, signed by each organization listed on it.
 - D. The UPDES Permit must be submitted to the city.
- Building permits can not be submitted to the city until the site plan is finalized by the City Engineer.

GRAPHIC SCALE



Notes:

Telecommunication conduit shall be installed to serve this site. Run the conduit to the site from an existing service box at a nearby site as shown in the UTOPIA design. Run the conduit within the public right of way or secure easements to run it on private property. Install the conduit at a minimum of 24" of cover.

Install one (1) orange (3/4") diameter SDR-11 HDPE conduit meeting ASTM 3035, or in different quantities and sizes as shown in the UTOPIA design. A twelve (12) gauge solid THHN tracer wire shall be installed inside all conduits according to NESC standards. Telecommunications conduit shall include a 3" caution tape installed in the pipeline trench approximately 12" below the ground surface, with the words "CAUTION: FIBER OPTIC CABLE" printed on it.

Developer / Owner:

BERNIE LLC
55 SOUTH GENEVA ROAD
LONDON, UTAH 84042

Engineer:

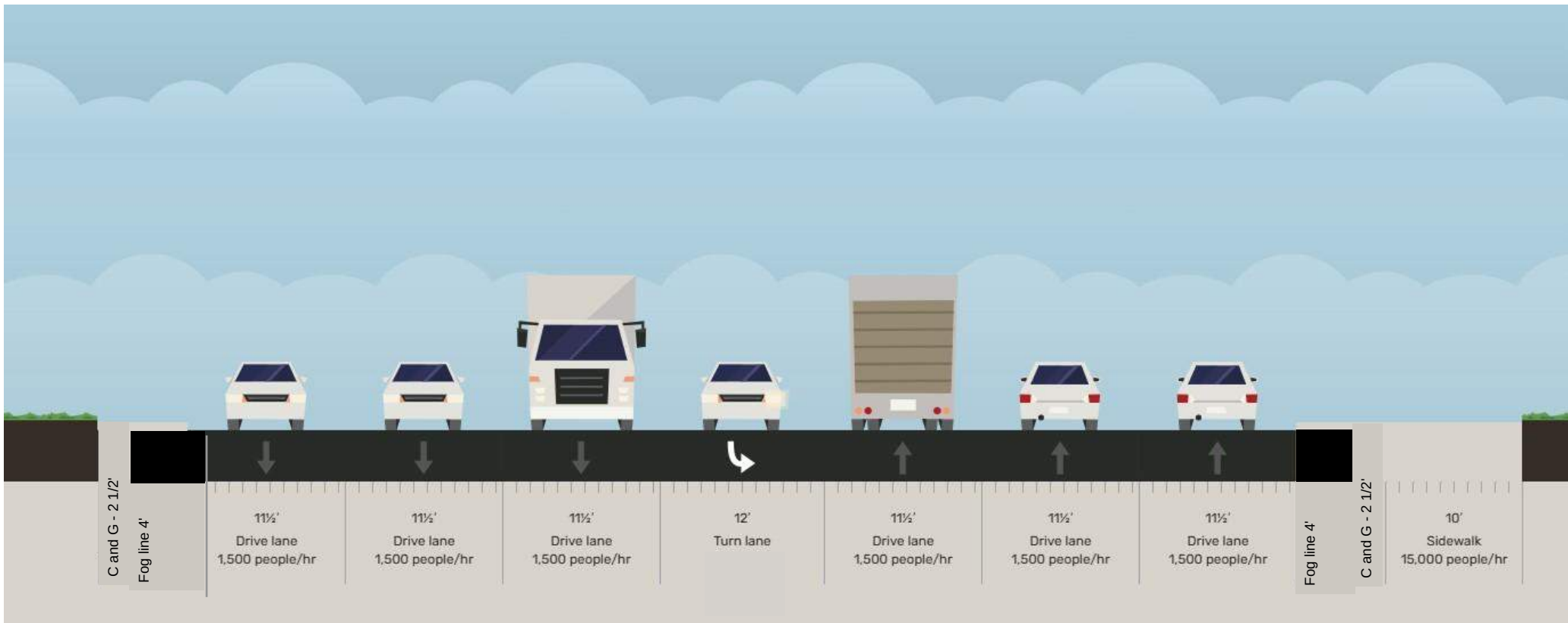
Dudley and Associates, Inc.
353 East 1200 South
Orem, Utah 84058
801-224-1252

Site Data:

Zone = Light Industrial
Total Area = 66,963 sq. ft. 1.54 Acres
Area to be disturbed = 66,963 sq. ft. 1.54 Acres
Total number of Units = 8

Parking Requirements:

1 space/350sqft Office = 4,000 sq.ft. = 11 spaces
1 space/1000 sq.ft of Warehouse = 23,300 = 23 spaces
Spaces required = 34
Spaces provided = 41 (2 ADA stalls)





The Lindon City Planning Commission held a regularly scheduled meeting on **Tuesday, September 10, 2024 beginning at 6:00 p.m.** at the Lindon City Center, City Council Chambers, 100 North State Street, Lindon, Utah.

REGULAR SESSION -- 6:00 P.M.

Conducting: Steve Johnson, Chairperson
Invocation: Scott Thompson, Commissioner
Pledge of Allegiance: Mike Marchbanks, Commissioner

PRESENT

Steve Johnson, Chairperson
Rob Kallas, Commissioner
Scott Thompson, Commissioner
Jared Schauers, Commissioner
Sharon Call, Commissioner
Mike Marchbanks, Commissioner
Ryan Done, Alternate Commissioner
Michael Florence, Community Development Director
Brittain Corbett, City Planner
Whitney Hatfield, Deputy Recorder

EXCUSED

Britni Laidler, City Recorder
Karen Danielson, Commissioner

1. **CALL TO ORDER** – The meeting was called to order at 6:00 p.m.

2. **APPROVAL OF MINUTES** – The minutes of the regular meeting of the Planning Commission meeting of August 13, 2024 were reviewed.

COMMISSIONER CALL MOVED TO APPROVE THE MINUTES OF THE REGULAR MEETING OF AUGUST 13, 2024 AS PRESENTED. COMMISSIONER MARCHBANKS SECONDED THE MOTION. ALL PRESENT VOTED IN FAVOR. THE MOTION CARRIED.

3. **PUBLIC COMMENT** – Chairperson Johnson called for comments from any audience member who wishes to address any issue not listed as an agenda item. There were no public comments.

CURRENT BUSINESS –

4. **Site Plan Approval – 40 Geneva— 40 N. Geneva Road** Burnie LLC is requesting site plan approval from the Lindon City Planning Commission to construct a new 27,000 square foot office/warehouse building (Parcels 14:065:0203, 14:065:0203, 14:065:0203).

Brittain Corbett, City Planner presented this item, noting that the applicant, John Collazzi was in present to answer any questions the commission may have. Mr. Corbett began by stating that the applicant is seeking site plan reapproval for eight (8) office/warehouse units in a 27,300 square foot building and noted that the parcels will need to be combined to meet minimum acreage and frontage requirements in the LI zone.

2 Mr. Corbett then addressed the potential widening of Geneva Road that UDOT has
planned in the future. Chairperson Johnson inquired about the existing plans for widening
4 Geneva Road. Mike Florence, Community Development Direct addressed those questions noting
that the road will be expanded to three lanes and a center turn lane. He then gave a quick update
6 on another commuter plan that has been proposed in the area, projected by Mountainland
Association of Government, the Rail Trail would run from Lehi to Vineyard, Orem and Provo
8 areas on either side of Geneva Road along the rail line.

10 Mr. Corbett then presented the landscaping requirements addressing the 20 ft. landscape
barrier requirement, noting that in 2016 the plan was previously approved to have a 13 ft.
12 landscape buffer and presented examples of other buffers in the area with less width. Mr.
Corbett then stated that he and Mr. Florence have evaluated the plan and discussed the potential
14 option of a smaller drive aisle width along with angling the building and decreasing the size of
some of the units to allow for a 17 ft. landscape barrier strip. He noted however, that this option
16 is being left to the discussion of the commission and the decision of the applicant. Mr. Corbett
then addressed the building design and architectural standards noting that the building will
18 display earth-tone colors that are in accordance with the standards expected in the LI zone. He
then noted that the city is continuing to work with the applicant to add an additional variety of
20 facade materials to the plan.

22 Commissioner Thompson voiced concern on not planning ahead for the future road
widening, stating that he would prefer to reduce the amount of landscaping in the parking lot to
24 allow for potential diagonal parking to maintain the full width of the drive aisle. Mr. Corbett
noted that as part of the development, the applicant will be required to install sidewalk easement
26 and be in charge of landscaping. Mr. Collazzi voiced his concerns, but stated he is willing to
discuss further with the city. Following general discussion, Commissioner Done asked the
28 applicant how reducing the square footage of the building to increase landscaping would affect
rentability. The applicant then gave his insight stating it could potentially be negative due to the
30 buildings already being smaller than originally anticipated. Commissioner Kallas voiced his
concerns for the road being widened and the impact it could have on this site. Commissioner Call
32 agreed, reflecting and taking into consideration the growth in businesses and population that has
taken place over the last decade. General discussion followed.

34
Chairperson Johnson stated that he would be ok adjusting landscaping requirements to
36 allow for the potential future road widening, noting it might be good to continue this item to
make sure that future growth is taken into account. Commissioner Marchbanks agreed that he is
38 less concerned with landscaping and would just like to see the area developed even if
modifications of requirements are needed.

40
Following general discussion, Chairperson Johnson called for a motion.

42
COMMISSIONER THOMPSON MOVED TO CONTINUE THE APPLICANT'S
44 REQUEST FOR SITE PLAN APPROVAL FOR THE PROPERTY LOCATED AT 40 NORTH
GENEVA ROAD WITH THE FOLLOWING CONDITIONS: 1. THE THREE PARCELS
46 WILL BE CONSOLIDATED INTO ONE PARCEL PRIOR TO FINAL SITE PLAN
APPROVAL. 2. THE APPLICANT WILL CONTINUE TO WORK WITH THE CITY

ENGINEER TO MAKE ALL FINAL CORRECTIONS TO THE ENGINEERING PLANS; 3. THE PLANS WILL MEET ZONING AND DEVELOPMENT SPECIFICATIONS AS FOUND IN THE LINDON CITY DEVELOPMENT MANUAL; 4. IF REQUIRED, COMPLETE (OR POST AN ADEQUATE IMPROVEMENT COMPLETION ASSURANCE), WARRANT AND POST REQUIRED WARRANTY ASSURANCE FOR ALL REQUIRED PUBLIC INFRASTRUCTURE IMPROVEMENTS; 5. FINAL BUILDING AND SITE DESIGN WILL MEET THE REQUIREMENTS OF THE LIGHT INDUSTRIAL ZONE AND APPLICABLE DEVELOPMENT REQUIREMENTS AS FOUND IN TITLE 17 OF THE LINDON CITY CODE; 6. THE SITE WILL MEET LANDSCAPE REQUIREMENTS WITH A REDUCTION TO THE 20' LANDSCAPE STRIP TO 10' ALONG GENEVA ROAD; 7. CITY STAFF WILL REVIEW THE FINAL LANDSCAPE PLAN FOR COMPLIANCE; AND 8. ALL ITEMS OF THE STAFF REPORT. COMMISSIONER MARCHBANKS SECONDED THE MOTION.

THE VOTE WAS RECORDED AS FOLLOWS:

CHAIRPERSON JOHNSON	AYE
COMMISSIONER SCHAUERS	AYE
COMMISSIONER THOMPSON	AYE
COMMISSIONER CALL	AYE
COMMISSIONER MARCHBANKS	AYE
COMMISSIONER DONE	AYE
COMMISSIONER KALLAS	AYE

THE MOTION CARRIED UNANIMOUSLY.

5. Planning Director Updates

- Well #5 update
- Next Meeting: City Council and Planning Commission joint meeting on September 24th at 6:00 PM
- General City Updates

New Business

Commissioner Call asked for an update on the Sports Complex facility. Mr. Florence gave an update on the progress of that with noted changes the City Council made to the development agreement. She then inquired about the Flower Market, and if there were any new developments with that. Mr. Florence noted that he hasn't heard back from the applicants on that matter.

ADJOURN –

COMMISSIONER THOMPSON MOVED TO ADJOURN THE MEETING AT 7:08 PM. COMMISSIONER DONE SECONDED THE MOTION. ALL PRESENT VOTED IN FAVOR. THE MOTION CARRIED

Items 5: Site Plan Approval – Summit Ridge Approx 300 N. 2000 W.

Date: March 11, 2025

Project Address: Approx 300 N. 2000 W.

Applicant: Scott Babcock

Property Owner: SM SUMMIT RIDGE LLC

General Plan: Light Industrial

Current Zone: Light Industrial

Parcel ID: 14:060:0024, 14:060:0005

City File Number: 25-002-2

Type of Decision: Administrative

Council Action Required: No

Presenting Staff: Michael Florence



Summary of Key Issues

1. The applicant is seeking site plan approval for a new 13-unit office/warehouse building.
2. The major issue is that UDOT is planning I-15 interchange and frontage road improvements for both the Pleasant Grove Interchange and the future 2000 W. (Lindon) interchange (see Exhibit 7). UDOT will need to purchase this property, or portion of the property, for the future I-15 improvements. UDOT has corridor preservation funds available and would prefer to purchase the entire property. There are ongoing discussions between the developer and UDOT about the purchase.
3. Lindon City staff have evaluated the preservation of property for the future I-15 improvements and the city is not aware of any site plan conditions the planning commission can require to preserve the property. However, Lindon City strongly encourages that the applicant to continue working with UDOT on the sale of property.

Overview

1. The applicant is proposing a new 13-unit, 33,100 square-foot building.

Motion

Site Plan Approval

I move to (*approval, denial, continue*) the applicant's request for site plan approval located at approximately 300 N. 2000 W. (Parcels 14:060:0024, 14:060:0005) with the following conditions:

1. The applicant will continue to work with the City Engineer to make all final corrections to the engineering plans;
2. The plans will meet development specifications as found in the Lindon City Development Manual;
3. If required, complete (or post an adequate improvement completion assurance), warrant and post required warranty assurance for all required public infrastructure improvements;
4. Final building and site design will be constructed per the proposed renderings and meet the requirements of the Light Industrial zone and applicable development requirements as found in Title 17 of the Lindon City Code;
5. The landscape plan will be updated to provide calculations for vegetation percentages and interior landscaping;
6. If required, any access or utility permitting will be secured through UDOT prior to final site plan approval;
7. All items of the staff report.

Surrounding Zoning and Land Use

North: Light Industrial (LI)/Mixed Commercial (MC) – I-15

East: Light Industrial/Mixed Commercial (MC) – I-15

South: Light Industrial (LI) – manufacturing/warehouse

West: Regional Commercial (RC) – Vacant

General Plan

The current general plan designation for this area is Industrial. The proposed site is consistent with the industrial designation of the general plan.

Site Development Standards**Parking**

Parking standards are based on the zone and the different uses in the building and their respective square footage.

Required	Provided	Compliant?
Warehouse = 1 stall per 1,000 sq ft 70% warehouse (23,170) = 24 stalls	24	Yes
Office = 1 stall per 350 sq ft 10% office (3,310) = 10 stalls	10	
Retail = 1 stall per 350 sq ft 10% retail (3,310) = 10 stalls	10	
Manufacturing = 1 stall per 750 sq ft 10% manufacturing (3,310) = 5 stalls	5	
15,000 future second floor office with tenant improvements = 43 stalls	43	
Total stalls required = 92	98 Provided	
Stalls meet parking dimension requirements.	All stalls meet dimension and ADA requirements	Yes
Drive isle minimum 24' width	26'	Yes
Bicycle parking. 4 required	8	Yes

Traffic Circulation

The site will have access from 2000 W. using an existing access.

Landscaping Standards

Landscaping standards are based on the Light Industrial zone and the amount of parking.

Interior Parking Lot Landscaping Standards	Compliant?
A parking lot with 10 or more required parking spaces shall provide at least 40 sq ft of interior landscaped area for each parking space. $98 \times 40 = 3,920$ sq ft required.	Unsure, the applicant did not break down the calculation for interior landscaping. However, .58 of an acre of the site is planned for landscaping. Added as a condition of approval.
The landscape materials shall consist of at least 75% living vegetation, and 25% of xeriscape materials.	Unsure, the applicant did not break down the calculation, but it appears that this requirement has been met. Added as a condition of approval.

The interior layout must meet one or a combination of parking lot landscape layout standards found in the parking code	Yes, the project provides both landscape islands and perimeter parking lot landscaping.
Trees must be installed within the interior parking lot landscaping areas at a ratio of 1 tree for every 10 required parking stalls.	Yes

Required Site Landscaping	Provided	Compliant?
A landscape strip 20 ft in width from the back of the sidewalk	No	Yes, this site does not have frontage along a public street.
The landscaping strip must be 70% waterwise vegetation and 30% other ground covers. Also to not exceed 20% of total landscaped area.	Unsure, the applicant did not break down the calculation for interior landscaping. However, .58 of an acre of the site is planned for landscaping.	Added as a condition of approval.
Trees must be planted every 30 ft on center along public streets.	No	The site does not have frontage along a public street. However, the site does meet the requirement of 10' of landscaping along I-15 with trees planted every 30' on center.

Other Site Requirements

Requirements	Provided	Compliant?
Minimum Lot Size 1 acres	2.32 acres	Yes, once the parcel is consolidated into one parcel
Building Setback - Front: 20' - Rear: 0 - Side: 0	The building is setback a minimum 35.9' from all property lines	Yes

Building Design and Architectural Standards

Architectural Design

Design Element	Design Standard Requirement	Applicants Proposal
Building Materials	Pre-cast Concrete & Composite Wood Siding	The building is a pre-cast concrete building with concrete board textures. An architectural composite wood siding will be installed at the entrances. All of the entrances have a steel canopy to identify the entrance.
Color	All exterior building materials in the LI zones shall be earth-tone colors.	Earth tone colors.
Building Height	Max Height 48'	32'

Engineering Requirements

The City Engineer is working through technical issues related to the civil engineering plans and will ensure all engineering related issues are resolved before final approval is granted.

Staff Analysis

The city finds the proposed building to be aesthetically pleasing. The building provides fenestration through a variety of windows on all sides. Even though landscape calculations are not provided it is evident that the site is well landscaped.

City staff are still concerned about how this project progresses with the future PG Interchange frontage roads and recommends that the developer work with UDOT so that this well designed building is not demolished in the future. UDOT has provided an overlay of the proposed frontage road on the site plan of the development - See Exhibit 6.

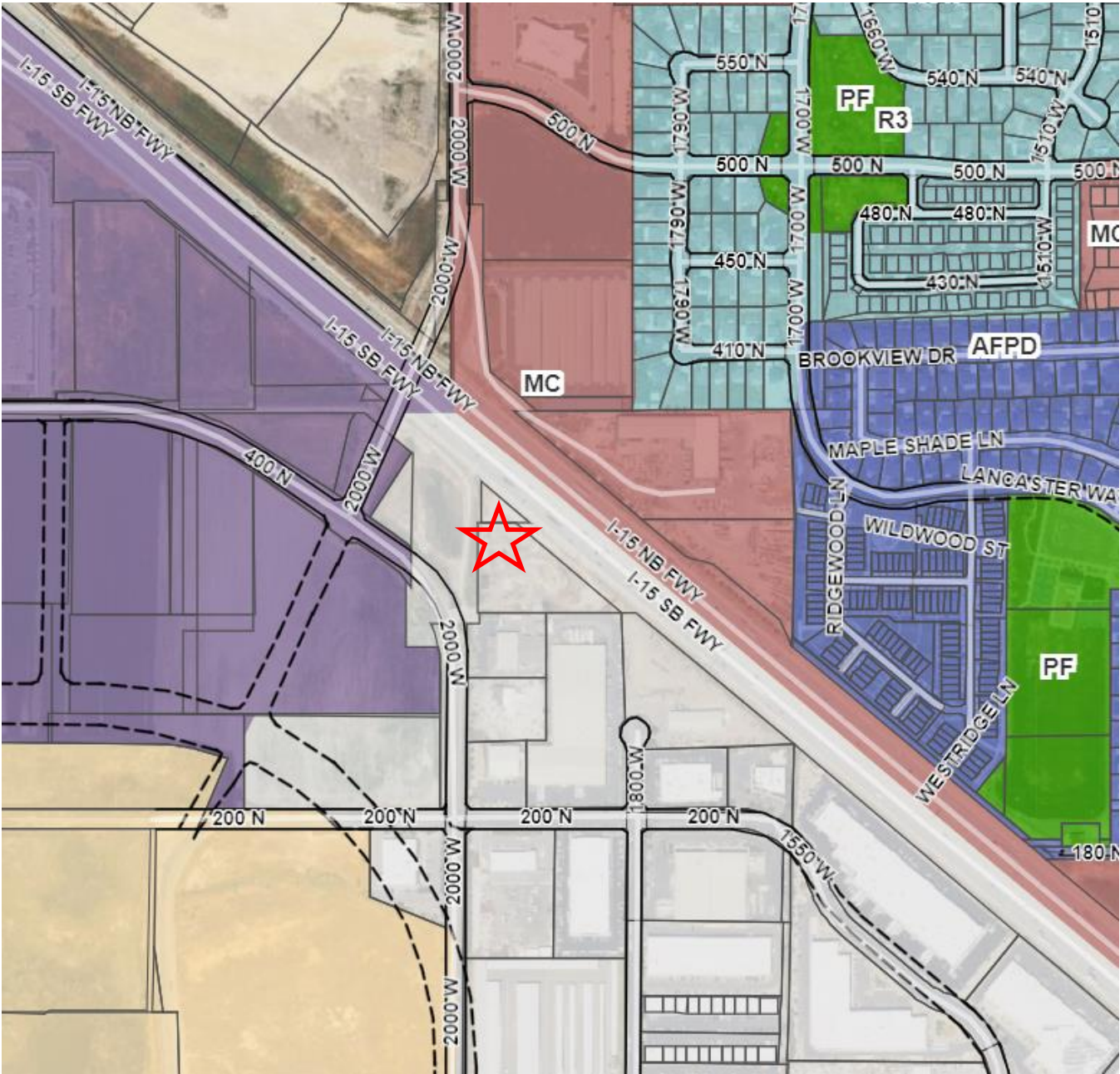
Exhibits

1. Aerial Map
2. Surrounding Zoning
3. Site Plan
4. Renderings
5. Landscape Plan
6. PG Interchange Overlay
7. Proposed design of PG Frontage Road Alignment
8. Corridor Preservation Letter from UDOT

Exhibit 1: Aerial Photo



Exhibit 2: Surrounding Zoning





427 WEST 11950 SOUTH, SUITE #201
DRAPER, UTAH 84020
801.335.9900

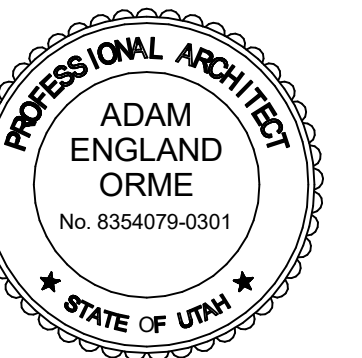
GOULD+ ARCHITECTS, LLC - 2020

PARALLEL VIEW FROM I-15

VIEW FROM NORTH EAST CORNER OF BUILDING

VIEW FROM NORTH WEST CORNER OF BUILDING

VIEW FROM SOUTH EAST CORNER OF BUILDING



PROJECT NUMBER	24015
----------------	-------

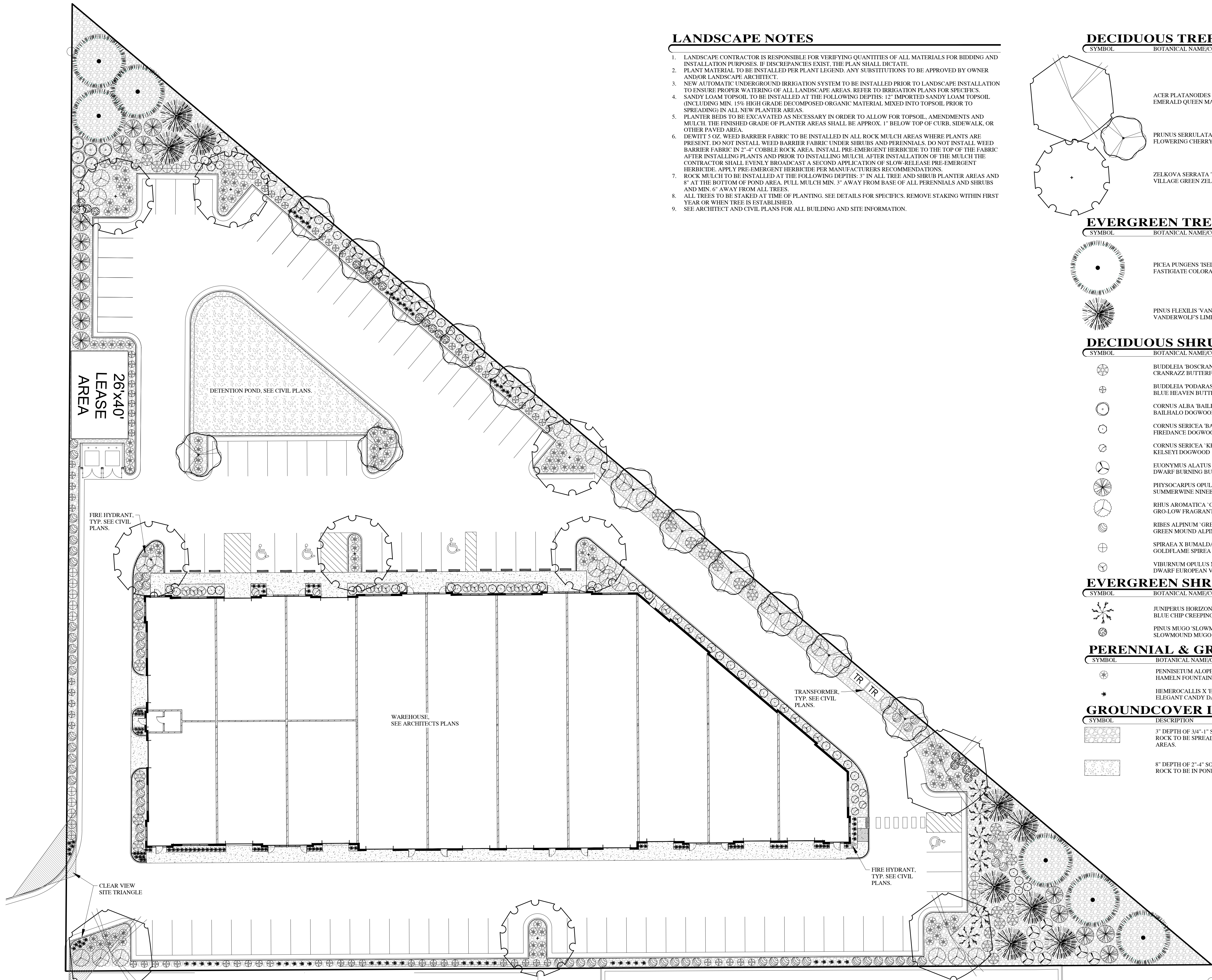
SUMMIT RIDGE WAREHOUSE

NORTH 2000 WEST LONDON CITY, UTAH

EXTERIOR BUILDING RENDERINGS

TE APPLICATION
DECEMBER 2024

A210



LANDSCAPE NOTES

1. LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES OF ALL MATERIALS FOR BIDDING AND INSTALLATION PURPOSES. IF DISCREPANCIES EXIST, THE PLAN SHALL DICTATE.
2. PLANT MATERIAL TO BE INSTALLED PER PLANT LEGEND. ANY SUBSTITUTIONS TO BE APPROVED BY OWNER AND/OR LANDSCAPE ARCHITECT.
3. NEW AUTOMATIC UNDERGROUND IRRIGATION SYSTEM TO BE INSTALLED PRIOR TO LANDSCAPE INSTALLATION TO ENSURE PROPER WATERING OF ALL LANDSCAPE AREAS. REFER TO IRRIGATION PLANS FOR SPECIFICS.
4. SANDY LOAM TOPSOIL TO BE INSTALLED AT THE FOLLOWING DEPTHS: 12" IMPORTED SANDY LOAM TOPSOIL (INCLUDING MIN. 15% HIGH GRADE DECOMPOSED ORGANIC MATERIAL MIXED INTO TOPSOIL PRIOR TO SPREADING) IN ALL NEW PLANTER AREAS.
5. PLANTER BEDS TO BE EXCAVATED AS NECESSARY IN ORDER TO ALLOW FOR TOPSOIL, AMENDMENTS AND MULCH. THE FINISHED GRADE OF PLANTER AREAS SHALL BE APPROX. 1" BELOW TOP OF CURB, SIDEWALK, OR OTHER PAVED AREA.
6. DEWITT'S OZ. WEED BARRIER FABRIC TO BE INSTALLED IN ALL ROCK MULCH AREAS WHERE PLANTS ARE PRESENT. DO NOT INSTALL WEED BARRIER FABRIC UNDER SHRUBS AND PERENNIALS. DO NOT INSTALL WEED BARRIER FABRIC IN 2'-4" COBBLE ROCK AREA. INSTALL PRE-EMERGENT HERBICIDE TO THE TOP OF THE FABRIC AFTER INSTALLING PLANTS AND PRIOR TO INSTALLING MULCH. AFTER INSTALLATION OF THE MULCH THE CONTRACTOR SHALL EVENLY BROADCAST A SECOND APPLICATION OF SLOW-RELEASE PRE-EMERGENT HERBICIDE. APPLY PRE-EMERGENT HERBICIDE PER MANUFACTURERS RECOMMENDATIONS.
7. ROCK MULCH TO BE INSTALLED AT THE FOLLOWING DEPTHS: 3" IN ALL TREE AND SHRUB PLANTER AREAS AND 8" AT THE BOTTOM OF POND AREA. PULL MULCH MIN. 3" AWAY FROM BASE OF ALL PERENNIALS AND SHRUBS
8. ALL TREES TO BE STAKED AT TIME OF PLANTING. SEE DETAILS FOR SPECIFICS. REMOVE STAKING WITHIN FIRST YEAR OR WHEN TREE IS ESTABLISHED.
9. SEE ARCHITECT AND CIVIL PLANS FOR ALL BUILDING AND SITE INFORMATION.

DECIDUOUS TREE LEGEND

SYMBOL	BOTANICAL NAME/COMMON NAME	QTY	SIZE
	ACER PLATANOIDES 'EMERALD QUEEN' EMERALD QUEEN MAPLE	3	2" CAL.
	PRUNUS SERRULATA 'KWANZAN' FLOWERING CHERRY	13	2" CAL.
	ZELKOVA SERRATA 'VILLAGE GREEN' VILLAGE GREEN ZELKOVA	7	2" CAL.

EVERGREEN TREE LEGEND

SYMBOL	BOTANICAL NAME/COMMON NAME	QTY	SIZE
	PICEA PUNGENS 'SELI FASTIGIATE' FASTIGIATE COLORADO SPRUCE	6	6' HEIGHT
	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID' VANDERWOLF'S LIMBER PINE	9	6' HEIGHT

DECIDUOUS SHRUB LEGEND

SYMBOL	BOTANICAL NAME/COMMON NAME	QTY	SIZE
	BUDDLEIA 'BOSCRANZ' CRANRAZZ CRANRAZZ BUTTERFLY BUSH	34	5 GAL.
	BUDDLEIA 'PODARASZ' 'BLUE HEAVEN' BLUE HEAVEN BUTTERFLY BUSH	72	5 GAL.
	CORNUS ALBA 'BAILHALO' BAILHALO DOGWOOD	6	5 GAL.
	CORNUS SERICEA 'BAILADELINE' FIREDANCE FIREDANCE DOGWOOD	50	5 GAL.
	CORNUS SERICEA 'KELSEY' KELSEY DOGWOOD	7	5 GAL.
	EUONYMUS ALATUS COMPACTA DWARF BURNING BUSH	25	5 GAL.
	PHYSOCARPUS OPULIFOLIUS 'SEWARD' SUMMERWINE NINEBARK	16	5 GAL.
	RHUS AROMATICA 'GRO-LOW' GRO-LOW FRAGRANT SUMAC	28	5 GAL.
	RIBES ALPINUM 'GREEN MOUND' GREEN MOUND ALPINE CURRANT	63	5 GAL.
	SPIRAEA X BUMALDA 'GOLDFLAME' GOLDFLAME SPIREA	22	5 GAL.
	VIBURNUM OPULUS NANUM DWARF EUROPEAN VIBURNUM	21	5 GAL.

EVERGREEN SHRUB LEGEND

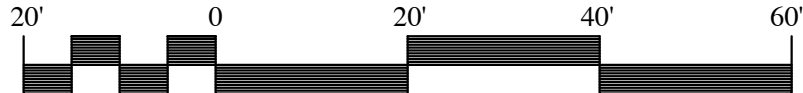
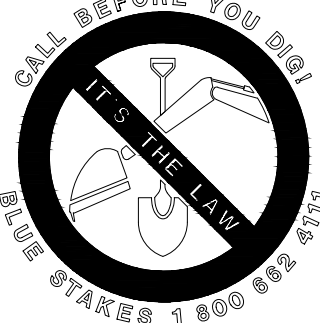
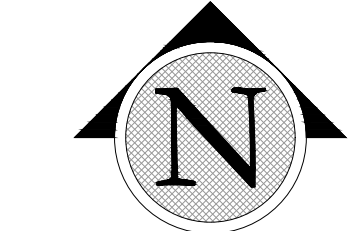
SYMBOL	BOTANICAL NAME/COMMON NAME	QTY	SIZE
	JUNIPERUS HORIZONTALIS 'BLUE CHIP' BLUE CHIP CREEPING JUNIPER	6	5 GAL.
	PINUS MUGO 'SLOWMOUND' SLOWMOUND MUGO PINE	20	5 GAL.

PERENNIAL & GRASSES LEGEND

SYMBOL	BOTANICAL NAME/COMMON NAME	QTY	SIZE
	PENNISETUM ALOPECUROIDES 'HA MELN' HA MELN FOUNTAIN GRASS	106	5 GAL.
	HEMEROCALLIS X 'ELEGANT CANDY' ELEGANT CANDY DAYLILY	141	1 GAL.

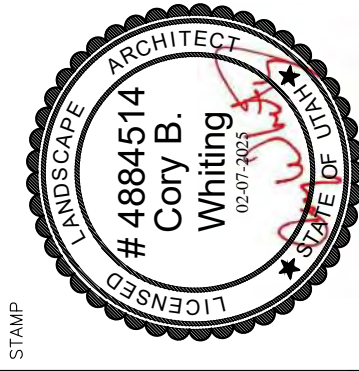
GROUND COVER LEGEND

SYMBOL	DESCRIPTION	QTY	SIZE
	3" DEPTH OF 3/4"-1" SOUTHTOWN CRUSHED ROCK TO BE SPREAD IN ALL PLANTING AREAS.	PER PLAN	3/4"-1" CRUSHED
	8" DEPTH OF 2"-4" SOUTHTOWN COBBLE ROCK TO BE IN POND WHERE SHOWN.	PER PLAN	2"-4" COBBLE



SCALE: 1"=20'-0" ON 24X36 SHEET

CONSULTANTS:



STAMP

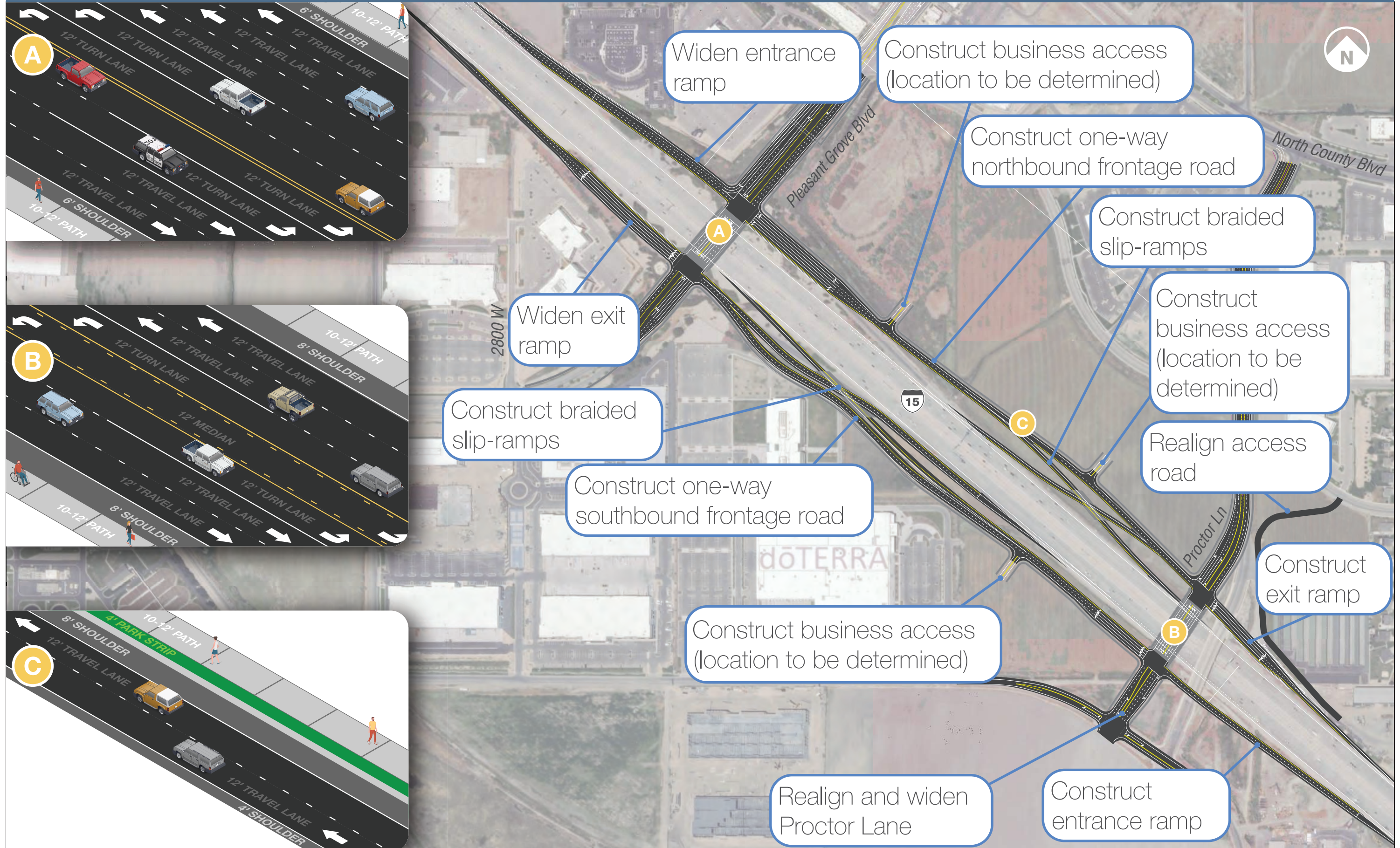
PROJECT:

SHEET TITLE:

SHEET:



FIGURE 2 Preferred Alternative





State of Utah

SPENCER J. COX
Governor

DEIDRE M. HENDERSON
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

LISA J. WILSON, P.E.
Deputy Director of Engineering and Operations

BENJAMIN G. HUOT, P.E.
Deputy Director of Planning and Investment

January 23, 2025

Lindon City
100 North State St
Lindon, UT 84042
Attn: Michael Florence, Community and Economic Development Director

Subject: UDOT Corridor Preservation

Mr. Florence,

As you are aware, the Utah Department of Transportation (UDOT) has future plans for an I-15 interchange project near 400 North/2000 West in Lindon City. Although this future project is not currently funded, an Environmental Assessment (EA) has been completed and project impacts to the surrounding land parcels have been identified. Parcels 14:060:0005 and 14:060:0024, which are currently owned by Halbet Engineering Inc., would likely be impacted by this future project. UDOT is interested in obtaining the needed right-of-way for the project. UDOT has available corridor preservation funds and is willing to purchase at market value, from a willing seller, the two complete parcels or there is an option for a partial purchase of only the impacted land identified in the preliminary design, if this would be preferable.

UDOT recommends that the identified impacted land for the future interchange system be preserved either through purchase or site planning, if possible, to minimize future disturbance to the site at the time of the interchange construction.

We have also been informed of a pending site plan application on these parcels. The access that is being requested occurs at the convergence of Lindon City and UDOT rights-of-way. As the access that is being used exists currently and no expansion is planned, UDOT will defer to the City relative to the suitability of the access. However, any utilities or other connections that are outside of the current access footprint will require the appropriate permits from UDOT. These permits are applied for through the Region 3 permits office. It appears at this early juncture to be most appropriate if utility service is granted by Lindon City that the utilities be installed in such a manner that are directed to the City street.



State of Utah

SPENCER J. COX
Governor

DEIDRE M. HENDERSON
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

LISA J. WILSON, P.E.
Deputy Director of Engineering and Operations

BENJAMIN G. HUOT, P.E.
Deputy Director of Planning and Investment

Michael Florence
January 23, 2025
Page 2

We look forward to continuing to work with Lindon City and area stakeholders on these important transportation issues. Please let me know if you have any questions.

Sincerely,

Rob Clayton
Utah Department of Transportation
Region 3 Director

cc: Scott Babcock, Boyd Humpherys, Ross Crowe, Diana Leka