The Lindon City Planning Commission held a regularly scheduled meeting on **Tuesday, August 25, 2026 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:	Rob Kallas, Chairperson
Invocation:	Sharon Call, Commissioner
Pledge of Allegiance:	Karen Danileson, Commissioner

PRESENT	**EXCUSED**
Rob Kallas, Chairperson	
Sharon Call, Commissioner	
Jared Schauers, Commissioner	
Karen Danielson, Commissioner	
Scott Thompson, Commissioner	
Mike Marchbanks, Commissioner	
Steve Johnson, Commissioner – *arrived at 6:51*	
Ryan Done, Commissioner	
Michael Florence, Community Dev. Director	
Brittany Wilde, City Planner	
Britni Laidler, Recorder	
Aubrie Ivie, Deputy Recorder	

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 July 14, 2026, were reviewed.

COMMISSIONER CALL MOVED TO APPROVE THE MINUTES OF THE REGULAR MEETING OF JULY 14, 2026 AS PRESENTED WITH NOTED CHANGES. COMMISSIONER THOMPSON SECONDED THE MOTION. ALL PRESENT VOTED IN FAVOR. THE MOTION CARRIED.

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

CURRENT BUSINESS

4. **Conditional Use Permit – Lindon Collision, LLC** Eric Read requests Conditional Use Permit approval to operate an auto parts manufacturing business specializing in fabrication and production for classic vehicle parts at 503 N. Geneva Road.

Brittany Wilde, City Planner, presented the application from Eric Reed requesting a Conditional Use Permit to operate an auto parts manufacturing business at 503 N. Geneva Road, located within the mixed commercial zone. Staff advised that a Conditional Use Permit was the appropriate process for conducting auto-related work in this zone.

The applicant, Eric Reed, explained that he had previously owned Lindon Collision and, upon selling it, retained his business identity and relocated to the subject property, where he has operated for approximately ten years. His business specializes in fabricating roll bars for hot rods and classic vehicles. All fabrication occurs indoors, with outdoor space used for employee and customer parking and temporary vehicle storage. He stated typically only two to three vehicles are outside at any given time, with most vehicles stored inside.

Commissioners questioned the duration of outdoor vehicle storage and the operability of vehicles parked outside. The applicant confirmed that most vehicles are moved through relatively quickly, though some may remain for up to a month while awaiting part fabrication. Commissioner Call expressed concern about the enforceability of outdoor storage limits. Discussion settled on a 72-hour outdoor storage limit as a reasonable condition, with an exception for vehicles awaiting parts delivery. Commissioners also confirmed the applicant would not be conducting auto sales on the premises.

Chairperson Kallas called for further comments or discussion from the commissioners. Hearing none, he called for a motion.

COMMISSIONER DONE MOVED TO APPROVE THE APPLICANT'S REQUEST FOR A CONDITIONAL USE PERMIT TO USE THE PROPERTY LOCATED AT 503 N. GENEVA ROAD FOR AN AUTO SERVICING BUSINESS, WITH THE FOLLOWING CONDITIONS: 1. VEHICLES MAY NOT BE STORED OUTDOORS FOR LONGER THAN 72 HOURS UNLESS THE OWNER IS WAITING ON DELIVERY OF PARTS; 2. NO VEHICLE PARTS WILL BE STORED OUTSIDE OF THE BUILDING; 3. NO AUTOBODY WORK SUCH AS REPLACING METAL PANELS, PRIMING, PAINTING; 4. ONLY THE FABRICATION AND PRODUCTION OF AUTO PARTS IS APPROVED FOR THIS BUSINESS; 5. THE APPLICANT WILL COMPLY WITH ALL THE MIXED COMMERCIAL SPECIAL PROVISIONS REQUIREMENTS FOUND IN SECTION 17.50.120 OF THE LINDON CITY CODE; AND 6. ALL ITEMS OF THE STAFF REPORT. COMMISSIONER MARCHBANKS SECONDED THE MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

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

THE MOTION CARRIED UNANIMOUSLY.

5. **Site Plan Approval – JZ Styles -** John Clark with Building by John, is requesting site plan approval to construct a 31,410-square-foot building to accommodate a variety of uses such as a salon, retail space, office, and warehouse, and fulfillment.

Brittany Wilde, City Planner, presented the application from John Clark of Building by John, requesting site plan approval to construct a 31,410-square-foot building at 550 Fox Rise Lane for JZ Styles. The proposed uses include a salon, retail space, office space, a film and photography studio, and warehouse and fulfillment areas. Staff confirmed the applicant is a single-user operation currently located in Pleasant Grove, consolidating their business in Lindon.

Planner Wilde reviewed the key site plan elements and noted that the applicant is required to provide 92 parking stalls and is providing 103, including 5 ADA stalls, exceeding the minimum. She stated that drive aisles range from 24 to 26 feet in width, and a fire access route with a crash gate has been incorporated to satisfy fire department requirements. Access to the site from State Street is approximately 208 feet from the right-of-way, and the site also benefits from a deceleration lane previously required by UDOT for the adjacent Bank of America development. She continued to note that the building is proposed at 36 feet in height, which triggered additional setback requirements; the building is set approximately 53 feet from the eastern and 55 feet from the southern residential property lines, satisfying those standards. The building design meets the required 60% pedestrian-level fenestration and incorporates stone, metal, storefront windows, columns, balconies, alcoves, a canopy, and a decorative parapet. Staff noted that balconies on the northeast side face the front setback areas of adjacent residential properties rather than rear yards, providing adequate privacy separation.

Planner Wilde noted that a photometric study was submitted but requires revision to include building-mounted and landscape lighting in addition to parking lot lighting; staff indicated this would be resolved prior to final approval. She also stated that the property lies within a flood zone, and the applicant is required to complete a floodplain development permit. A storm drain easement runs along the southwest portion of the property; the building is set back approximately 41 feet from the easement, and no structures are proposed within it.

Staff brought one item specifically requiring commission approval: the applicant's request to reduce the required landscape buffer on the commercial side of the masonry wall along the southern residential property line from 10 feet to 5 feet. Staff found the reduction reasonable, as the 7-foot masonry wall would continue to provide a substantial buffer, and the reduction would not adversely affect overall landscaping percentages on-site.

Chairperson Kallas called for any public comment from public present. The following comments were made:

<u>Kai Anderson</u> - A resident of the adjacent Songbird Cove Lane Development, addressed the commission regarding traffic and parking concerns. She described a dangerous condition on Songbird Cove Lane's tight corner, where parked vehicles on both sides leave only approximately 15 feet of clearance, recounting an incident where an ambulance and fire truck were unable to pass during a medical emergency involving her husband. She questioned the value of public notices if residents' input could not alter an outcome when a project meets code.

Commissioner Thompson acknowledged the concern and explained the commission's legal obligation to approve projects that meet city code, while also affirming the Commission's intent to address the parking situation on Songbird Cove Lane. Staff confirmed it is a public city street and agreed to have city engineers evaluate the parking conditions and appropriate remedies, including the possibility of red-curbing portions of the roadway. Commissioners noted that several letters had also been received from adjacent residents regarding traffic impacts to State Street, though the commission observed that any commercial development on the parcel would generate some traffic increase.

Commissioner Thompson and others expressed strong appreciation for the building's design quality, calling it an example of what commercial buildings in Lindon should look like.

Chairperson Kallas called for further comments or discussion from the Commissioners. Hearing none, he called for a motion.

COMMISSIONER THOMPSON MOVED TO APPROVE THE APPLICANT’S REQUEST FOR SITE PLAN APPROVAL WITH THE FOLLOWING CONDITIONS: 1. THE APPLICANT WILL CONTINUE TO WORK WITH THE CITY ENGINEER TO MAKE ALL FINAL CORRECTIONS TO THE ENGINEERING DOCUMENTS; 2. THE PLANS WILL MEET DEVELOPMENT SPECIFICATIONS AS FOUND IN THE LINDON CITY DEVELOPMENT MANUAL AND CITY CODE; 3. THE LANDSCAPE PLAN AND PERCENTAGES WILL MEET CITY CODE REQUIREMENTS; 4. FINAL EXTERIOR MATERIAL DESIGN WILL MEET THE COMMERCIAL DESIGN STANDARDS FOR COMMERCIAL SITES AND BUILDINGS; 5. THE ROOF DESIGN IS APPROVED AS DESIGNED; 6. THE APPLICANT WILL COMPLETE THE FLOODPLAIN DEVELOPMENT PERMIT; 7. AN UPDATED PHOTOMETRIC STUDY WILL BE PROVIDED AND APPROVED BY CITY STAFF; 8. NO DEEP-ROOTED TREES OR STRUCTURES SHALL BE PLACED IN THE STORM DRAIN EASEMENT; 9. THE APPLICANT WILL COMPLY WITH ALL BONDING REQUIREMENTS, IF APPLICABLE; AND 10. ALL ITEMS OF THE STAFF REPORT 11. APPROVAL OF THE 5-FOOT REDUCTION OF THE LANDSCAPE BUFFER ON THE SOUTH SIDE OF THE PROPERTY ONLY. COMMISSIONER MARCHBANKS SECONDED THE MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

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

THE MOTION CARRIED UNANIMOUSLY.

Commissioner Steve Johnson swapped out with Commissioner Done at this time.

6. **Plat Amendments– Lindon’s Edge** Praus, LLC is requesting to amend the lot lines of the existing three-lot subdivision while maintaining three lots within the development. This request is also amending the previously approved condominium plat from 14

buildings with 3 condominium units in each building, down to a total of 5 buildings with 3 condominium units in each building.

Michael Florence, Community Development Director, presented a request from Praus, LLC to amend the Lindon's Edge development located at approximately 126–140 South Main Street. The site currently contains a reception center and two completed office buildings. The project was originally approved in 2019 for a site plan, with a three-lot subdivision and condominium plat approved in subsequent years for up to 14 buildings. Following a period of legal disputes between the prior developer (Richard Davies) and property owners, which have now been resolved, the new developer (Praus, LLC) is proposing to scale the project down from 14 buildings to 5 buildings total, and to amend the condominium plat accordingly.

Director Florence noted that the new buildings would be externally identical to the two already constructed. One change to the condominium unit design was explained: whereas the original buildings had a fourth unit consisting of a basement-only storage unit with a 9-foot ceiling height specifically to prevent future office conversion, the new buildings will instead feature fully vertical units in which a single owner holds all three floors from basement to top.

A neighbor, Richard Gale, whose property abuts the development to the east, addressed the Commission. He and his neighbors welcomed the project being scaled back and moving forward, but expressed concern about the landscape buffer along the masonry wall adjacent to their properties, which had been called out in the original 2019 site plan but not yet installed due to the project being in Phase 2. He also raised concerns about parking lot lights shining into residential windows. Staff confirmed that the original 2019 site plan does require trees along that boundary and that landscaping will be installed as part of phase 2 of the project. Staff also indicated they would review the lighting issue and work with the developer to prevent light trespass, similar to solutions applied to other commercial properties in the city.

Commissioners discussed whether the reduction in project scope necessitated a new site plan approval. Staff explained that the city's ordinance only triggers a return to the Commission for increases beyond a certain percentage threshold; a decrease in project scope does not require a new site plan. Commissioners confirmed that the landscaping requirements from the original site plan remain in force for the areas within the scope of this amendment, and that portions of the site not within the current development phase would be addressed when that phase is developed. Commissioner Schauers raised a concern about the potential for individual three-level condo units to be subdivided and rented to multiple tenants; staff agreed to review whether a note on the plat or updated CC&Rs could address this.

Following general discussion regarding landscaping, Chairperson Kallas called for further comments or discussion from the Commissioners. Hearing none, he called for a motion.

COMMISSIONER CALL MOVED TO APPROVE THE APPLICANT’S REQUEST FOR PRELIMINARY APPROVAL OF THE LINDON’S EDGE OFFICE CONDOMINIUM PLAT “A” – 1ST AMENDMENT AND LINDON’S EDGE PLAT “A” – 1ST AMENDMENT WITH THE FOLLOWING CONDITIONS: 1. THE APPLICANT WILL CONTINUE TO WORK WITH CITY STAFF TO MAKE ALL FINAL CORRECTIONS TO THE PLAT FOR

RECORDING; 2. PRIOR TO PLAT RECORDING, THE APPLICANT WILL PROVIDE STAFF WITH A FINAL PLAT MYLAR TO INCLUDE NOTARIZED SIGNATURES OF OWNER'S CONSENT TO DEDICATION AS IDENTIFIED ON THE ATTACHED SUBDIVISION PLAT; 3. PRIOR TO RECORDING, THE APPLICANT WILL PROVIDE STAFF WITH A FINAL SET OF CC&R'S AND BYLAWS TO INCLUDE NOTARIZED SIGNATURES; 4. THE PLAT WILL MEET THE APPLICABLE REQUIREMENTS AS FOUND IN THE LINDON CITY DEVELOPMENT MANUAL; 5. FINAL COVENANTS, CONDITIONS AND RESTRICTIONS WILL BE RECORDED WITH THE SUBDIVISION PLAT; 6. ALL ITEMS OF THE STAFF REPORT. COMMISSIONER DANIELSON SECONDED THE MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

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

THE MOTION CARRIED UNANIMOUSLY.

7. **Public Hearing - General Plan Amendment – 1200 E. Street Master Plan** Dave Gardner filed a land use application to amend the Lindon City General Plan Street Master Plan Map to reduce the width of the future 800 N/1200 E. connector road behind the four residential properties at 663 E. 770 N., 677 E. 770 N., 689 E. 770 N., 771 E. 770 N.

Michael Florence, Community Development Director, presented the application filed by Dave Gardner to amend the Lindon City General Plan Street Master Plan Map to reduce the width of the future 800 N./1200 E. connector road behind four residential properties at 663 E. 770 N., 677 E. 770 N., 689 E. 770 N., and 771 E. 770 N. He provided background on the roadway, which was reclassified from a collector to a minor arterial in July 2025 and is designated as a 66-foot right-of-way. Director Florence noted that approximately 80% of the future roadway alignment falls within Pleasant Grove City's boundaries, limiting Lindon's ability to unilaterally change road profiles or standards. Staff recommended denial of the application, citing the recent reclassification and the need for coordinated action with Pleasant Grove before any design change could be formally adopted. Staff also noted the importance of maintaining the minor arterial designation to remain eligible for Mountainland Association of Governments (MAG) transportation funding.

Director Florence delved into a road profile concept collaboratively developed with Pleasant Grove in 2025. This concept was a strategic plan aimed at maintaining the established 66-foot right-of-way but creatively reducing the asphalt width to 36 feet. The reimagined road layout included a center turn/emergency lane and a multi-use trail positioned on the hillside side, which was intended to serve both pedestrian and cycling traffic. This adaptation was part of an effort to address both infrastructural needs and community impact.

Director Florence highlighted that this proposal had previously been shared with Pleasant Grove officials, receiving a promising and favorable initial response. This positive reception underscored a shared municipal interest in re-envisioning how the community could engage with its regional transportation needs, balancing city growth with residential expectations. However, despite the initial enthusiasm, no formal adoption of this plan has occurred by either Lindon or Pleasant Grove cities. A significant hurdle was the withdrawal of Ivory Homes, a key stakeholder, from the development of the adjacent Millett property. Ivory Homes' involvement was crucial, as they were expected to work closely within the proposed design parameters, which brought about an interdependency essential for the project's advancement. He stated that the withdrawal prompted a reassessment of priorities and feasibility, leaving the well-received concept in a state of limbo. The unfolding situation called for ongoing dialogue between the cities, developers, and community members to pursue alternative solutions that align with both strategic plans and local needs.

Applicant, Dave Gardner, expressed frustration that this road profile concept, developed nearly a year prior, was not made available to the affected residents until it appeared in the staff report for this meeting. He emphasized that this lack of timely information had left residents feeling sidelined in the planning process. Mr. Gardner presented a stitched-together aerial illustration obtained through multiple GRAMA requests, which visually depicted the slope easement, construction easement, and right-of-way lines overlaying the four residential properties. This illustration clearly showed that the construction easement extended up to and, in some cases, reached the rear portions of the affected homes.

Mr. Gardner further explained that the resulting uncertainty and the legal ramifications of the easement have been a significant burden on homeowners. Mr. Gardner argued that adopting the 36-foot asphalt concept would represent a viable and balanced solution that addresses both the need for infrastructure and the preservation of residential property rights. He contended that integrating this concept into the general plan would safeguard against a scenario in which a future developer could fully exploit the easement area, thus exacerbating existing homeowner concerns.

Additionally, Mr. Gardner advocated for the inclusion of a retaining wall along the proposed road alignment. This retaining wall, he argued, would play a critical role in preventing overflow and slope runoff from entering residential properties and causing potential flooding issues. His proposal sought not only to establish a more cohesive and comprehensive plan that benefits both the city and the residents but also to ensure that future development does not come at the expense of current homeowners’ peace of mind and property stability.

COMMISSIONER MARCHBANKS MOVED TO OPEN THE PUBLIC HEARING. COMMISSIONER JOHNSON SECONDED THE MOTION. ALL PRESENT VOTED IN FAVOR. THE MOTION CARRIED.

Chairperson Kallas called for any public comment from public present. The following comments were made:

Jeff Wilson - whose property lies below the subject lots, expressed deep frustration regarding the ongoing lack of progress in developing a long-term solution to the road alignment issue and the way it adversely affects homeowners. Mr. Wilson highlighted the history and complexities of the subdivision's approval process, pointing out that there seemed to have been mistakes made when the easements were initially aligned with the approved plats. He emphasized that these past decisions have had significant and lasting impacts on property owners like himself, who are now left to deal with the ramifications. Mr. Wilson asserted that accountability is required from the city to address and rectify this situation, which has not only affected his property's value and utility but has also contributed to a sense of uncertainty and instability among the affected homeowners.

Eric Svendsen - who resides at 689 E. 770 N.—articulated the continual flooding risk to his home stemming from the unresolved slope easement. He detailed that he maintains two sump pumps to manage water intrusion, a necessity arising from the existing conditions. Mr. Svendsen emphasized the need for progress, explaining the anxiety of monitoring weather conditions, especially during rain, to ensure his home remains unflooded. He also expressed optimism about any action or solution that could resolve this ongoing issue, indicating his willingness to participate in discussions that could lead to a viable resolution. His remarks underscored the urgent need for a decision on the slope easement, whether it involves implementing a retaining wall or some other protective measure, to safeguard his property from further water damage.

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

Following the public hearing, commissioners engaged in a detailed discussion concerning the limitations inherent in the application as it was presented. The deliberation opened with an acknowledgment of the genuine hardship facing the adjacent homeowners, recognizing the significant impact the current road designation has on their properties, particularly in terms of slope and construction easements that overlap their land. Commissioners expressed sympathy for the homeowners' plight and the prolonged uncertainty affecting their daily lives.

Despite understanding the residents' concerns, the commission emphasized that approving a downgrade of the road designation at this stage would be premature. They reasoned that such a move could potentially be detrimental to the city's long-term planning objectives. It was noted that altering the road designation without a clear and comprehensive plan could remove the city’s flexibility for future design options, a flexibility that is vital for responding to unforeseen development challenges or opportunities. The commissioners were also concerned about the risk of jeopardizing eligibility for transportation funding, such as those provided by the Mountainland Association of Governments (MAG), which requires adherence to specific road designations, including preserving the minor arterial status for funding qualification.

Moreover, the commissioners highlighted that a formal general plan amendment must reference an existing road classification category. The proposed 36-foot asphalt concept, although it incorporates innovative planning with reduced asphalt width and additional pedestrian and bike paths, does not fit within the standard road classifications currently recognized in the general plan. As such, it remains an unadopted road type, making it challenging to implement under the existing regulatory framework.

The commission underscored the necessity for collaboration between Lindon City and Pleasant Grove City to formally adopt a new, agreed-upon road profile before a meaningful amendment could be considered. This cooperation is essential, given that a significant portion of the proposed roadway alignment falls within Pleasant Grove's jurisdiction. The harmonization of local codes and standards between the two cities is crucial to crafting a feasible and mutually beneficial solution. Commissioners encouraged city staff to prioritize continued dialogue and negotiation with their Pleasant Grove counterparts to expedite this process.

Importantly, commissioners also noted that the adoption of a new road profile, even if ideally suited to the community's needs, would not itself alter the location of the existing slope easement. Such a change would necessitate a detailed engineering analysis and coordination with any future developer who may undertake the project, taking into consideration the complexities of topography, property lines, and easement adjustments necessary to protect homeowners' interests.

Chairperson Kallas called for further comments or discussion from the Commissioners. Hearing none, he called for a motion.

COMMISSIONER JOHNSON MOVED TO RECOMMEND DENIAL OF THE APPLICANT'S REQUEST TO AMEND THE LINDON CITY GENERAL PLAN STREET MASTER PLAN MAP BY REDUCING THE WIDTH OF THE FUTURE 1200 E. ROAD EXPANSION BEHIND THE HOMES LOCATED AT: 663 E. 770 N., 677 E. 770 N., 689 E. 770 N., 771 E. 770 N. TO THE CITY COUNCIL. COMMISSIONER DANIELSON SECONDED THE MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

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

THE MOTION CARRIED UNANIMOUSLY.

8. **Public Hearing - Development Manual & Water Shares Ordinance – Lindon City**
   Lindon City is proposing amendments to Lindon City Code Title 17 and the Lindon City Land Development Policies, Standard Specifications and Drawings Manual to revise the types and amounts of water shares/irrigation water stock accepted by the city for development, permitting, and connecting to the city's water system. The proposed amendments would discontinue the acceptance of North Union Canal water shares and certain equivalent water shares and authorize the acceptance of Alpine Full water shares and equivalent water shares. The proposed amendments to Title 17 also provide clarifying language for accepting water shares or a fee in lieu of shares to the city.

Director Florence presented proposed amendments to Lindon City Code Title 17 and the Lindon City Land Development Policies Manual to update the types and amounts of water shares accepted by the city for development purposes. Public Works Director, Juan Garrido, explained the background, stating after more than 150 years of service, the North Union Canal and Provo

Bench Canal were taken out of service due to exfiltration problems, risk of landslide, and the increasing cost of maintenance relative to the cost of delivering water through alternative means. The city transitioned to delivering secondary irrigation water through the Provo River Aqueduct via Alpine District shares and equivalent water shares from other irrigation companies.

The proposed ordinance would formally discontinue acceptance of North Union Canal shares and certain equivalents, and authorize acceptance of Alpine Full water shares and designated equivalents as the new standard for development. Director Garrido clarified that residents who previously held North Union shares were contacted and given the opportunity to exchange their shares for compatible shares, ensuring that their ability to develop property was preserved on an equivalent basis.

Commissioners raised questions about the financial implications for developers who do not already hold water shares and must purchase them from the city in lieu of dedicating shares. Staff confirmed the city charges 95 percent of the current market rate for in-lieu fees, which is approximately $51,250 per acre (for one Alpine Full share), sufficient to cover two half-acre lots. Director Garrido confirmed the city's total water portfolio is approximately 8,000 acre feet against a projected build-out demand of approximately 4,000 acre feet, providing a comfortable long-term cushion.

Commissioner Thompson inquired about the status of secondary water metering and the future establishment of a usage baseline for billing. Director Garrido confirmed that meters are being actively monitored but that billing based on usage is not required until 2030, allowing time to gather data and develop an equitable rate structure. The commission was also updated that new smart irrigation controllers have been installed in city parks and the cemetery.

COMMISSIONER CALL MOVED TO OPEN THE PUBLIC HEARING. COMMISSIONER JOHNSON SECONDED THE MOTION. ALL PRESENT VOTED IN FAVOR. THE MOTION CARRIED.

Chairperson Kallas called for any public comment. Hearing none, he called for a motion to close the public hearing.

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

Chairperson Kallas called for further comments or discussion from the commissioners. Hearing none, he called for a motion.

COMMISSIONER MARCHBANKS MOVED TO APPROVE ORDINANCE AMENDMENT 2026-15-O AS PRESENTED. COMMISSIONER DANIELSON SECONDED THE MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

CHAIRPERSON KALLAS	AYE
COMMISSIONER CALL	AYE
COMMISSIONER SCHAUERS	AYE
COMMISSIONER DANIELSON	AYE

COMMISSIONER MARCHBANKS AYE
COMMISSIONER JOHNSON AYE
COMMISSIONER THOMPSON AYE
THE MOTION CARRIED UNANIMOUSLY.

9. *Item was cancelled* - Cottonwood Healthcare Corporate Headquarters – Ordinance Amendment

This item was cancelled prior to the meeting. Director Florence noted that upon review, the subject property is already located within District 6 of the Lindon Village zone, which had previously had the sales tax production requirement removed, rendering the application unnecessary. The applicant intends to construct a corporate headquarters office building on the site and is expected to bring a site plan application to the commission within approximately one month.

10. Community Development Director Report-

- Upcoming conference registration
- Gorilla Car Wash & Rad Tag on 700 N. Property
- Arby's property potential
- Timpanogos School District Admin Offices
- 1600 N. Colliers Property
- General city updates

NEW BUSINESS

The commission briefly discussed ongoing parking and enforcement concerns on Songbird Cove Lane, noting the high density of vehicles, the possibility that rental percentages within the adjacent townhome development may exceed permitted limits, and the potential for staff and city engineers to evaluate red-curbing one side of the street to improve safety and enforceability.

ADJOURN-

COMMISSIONER CALL MOVED TO ADJOURN THE MEETING AT 9:00 PM. COMMISSIONER DANIELSON SECONDED THE MOTION. ALL PRESENT VOTED IN FAVOR. THE MOTION CARRIED.

Approved, September 15, 2026

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Rob Kallas, Chairperson

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Michael Florence, Community Development Director