Lindon City Council
Staff Report

Prepared by Lindon City
Administration

February 4, 2020

Notice of Meeting of the
Lindon City Council

The Lindon City Council will hold a meeting beginning at **7:00 p.m. on Tuesday, February 4, 2020** in the Lindon City Center Council Chambers, 100 North State Street, Lindon, Utah. The agenda will consist of the following:

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

REGULAR SESSION – 7:00 P.M. - Conducting: Jeff Acerson, Mayor
Pledge of Allegiance: By Invitation
Invocation: Jeff Acerson

(Review times are estimates only)

1. **Call to Order / Roll Call** *(2 minutes)*

2. **Presentations and Announcements** *(5 minutes)*
   a) Comments / Announcements from Mayor and Council members.
   b) **Quarterly Reports:** Department Quarterly Reports from the Lindon Police Department and the Planning Department to discuss with the council various aspects of their prospective department functions and responsibilities. *(20 minutes)*

3. **Approval of minutes:** The regular City Council meeting of January 21, 2020, will be reviewed. *(5 minutes)*

4. **Open Session for Public Comment** *(For items not on the agenda)* *(10 minutes)*

5. **Consent Agenda —** (*Items do not require public comment or discussion and can all be approved by a single motion.)* *(5 minutes)*
   a) **Tree Board Appointments:** Parks & Recreation Director, Heath Bateman will provide letters of appointment for the Tree Board to the city council for approval.
   b) **Utopia Agreement:** Agreement with Utopia for conduit/utility lines to be installed on the Heritage Trail Bridge allowing crossing of the Lindon Hollow Creek.

6. **Public Hearing — RV Park Ordinance Amendment; Ordinance #2020-1-O.** The Lindon City Council will review for approval Lindon City Code Chapter 17.78.060 regarding the requirement that recreational vehicle parks provide a sanitary dump station. Application made my Madson HAVN, LLC on behalf of the Lindon Marina. *(10 minutes)*

7. **Presentation & Discussion — Parks, Trails, & Recreation Master Plan.** MHTN Architects will present highlights of the draft update to the Parks, Trails & Recreation Master Plan for council consideration and feedback. The final document and updated impact fee will be adopted at a future meeting. *(20 minutes)*

8. **Discussion Item — Moderate Income Housing Options.** Robert Vernon, CEO of the Provo Housing Authority will present moderate income housing options with the council for discussion. *(15 minutes)*

9. **Discussion Item — Transitional Housing along Commercial Corridors.** Mike Florence, Planning & Economic Development Director, will lead a discussion on options for commercial depths and transitional housing zones on deep parcels along the state street corridor and TOD for the 700 North Corridor. *(15 minutes)*

10. **Discussion Item — Open & Public Meetings Training /Harassment Prevention Training.** City Attorney, Brian Haws will present the required annual open and public meetings training along with harassment prevention training to the council. *(15 minutes)*

Council Reports:
A) MAG, COG, UIA, Utah Lake Comm., ULCT, NUVAS, IHC Outreach, County Board of Health - Jeff Acerson
B) Police/Fire/EMS, Emergency Mgmt., Irrigation Co. Representative/Board member, City Buildings - Van Broderick

C) Public Works/Engineering, Historic Commission, Administration, Building Const. & Inspection - Randi Powell
D) Pleasant Grove/Lindon Chamber of Commerce, Economic Development, Lindon Days - Carolyn Lundberg
E) Planning Commission/BOA, Planning/Zoning, General Plan, Transfer Station/Solid Waste Board- Mike Vanchiere
F) Parks, Trails, and Recreation, Cemetery, Tree Advisory Board - Jake Hoyt

Administrator's Report *(10 minutes)*

Adjourn

All or a portion of this meeting may be held electronically to allow a council member to participate by video conference or teleconference. Staff Reports and application materials for the agenda items above are available for review at the Lindon City Offices, located at 100 N. State Street, Lindon, UT. For specific questions on agenda items our staff may be contacted directly at (801)785-5043. 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 Kathy Moosman at 801-785-5043, giving at least 24 hours-notice.

CERTIFICATE OF POSTING:
I certify that the above notice and agenda was posted in three public places within the Lindon City limits and on the State (http://pmn.utah.gov) and City (www.lindoncity.org) websites.
Posted by: /s/ Kathryn A. Moosman, City Recorder
Date: January 31, 2020; Time: 12:00 p.m.; Place: Lindon City Center, Lindon Police Dept., Lindon Community Center

REGULAR SESSION – 7:00 P.M. - Conducting: Jeff Acerson, Mayor

Pledge of Allegiance: By Invitation
Invocation: Jeff Acerson

Item 1 – Call to Order / Roll Call

February 4, 2020 Lindon City Council meeting.

Jeff Acerson
Carolyn Lundberg
Van Broderick
Jake Hoyt
Randi Powell
Mike Vanchiere

Staff present: _____

Item 2 – Presentations and Announcements

a) Comments / Announcements from Mayor and Council members.

b) **Quarterly Reports:** Department Quarterly Reports from the Lindon Police Department and the Planning Department to discuss with the council various aspects of their prospective department functions and responsibilities.

Quarterly Report, October – November 2019
Lindon Police Department

Personnel:
Staff remained intact with no retirements. Two of our officers faced significant health scares and were placed on limited duty for much of the 4th quarter 2019. Both have recovered and are back to full status.

Training:
All sworn personnel minus the chief of police participated in extensive firearms training during the 4th quarter. These live fire exercises, including weapons qualification, are an important part of the training outline and goals within policy and accepted national standards.

Lindon PD hosted a homicide specific course attended by officers from Orem, Provo, Springville, Pleasant Grove, Salem, Payson, and Santaquin.

Several Lindon officers also attended and received important training on specific elements of a criminal death investigation.
Several other job specific training courses were attended by officers based on their current assignments.

Budget:
With the fiscal year halfway over, all budget lines are within their margins with the exception of our uniform expense budget, which is nearly exhausted. This is due to the hiring of two new officers and one reserve officer at a cost of nearly $4,000 each.

Urban Deer Program:
The Urban Deer Program took place from September to the end of the year. No Lindon citizens or businesses filled out the initial application. 2 citizens inquired and were provided the application but did not apply. One called in to express concern they would be responsible for the removal costs. Thus far there have been few reports regarding deer or deer-related collisions

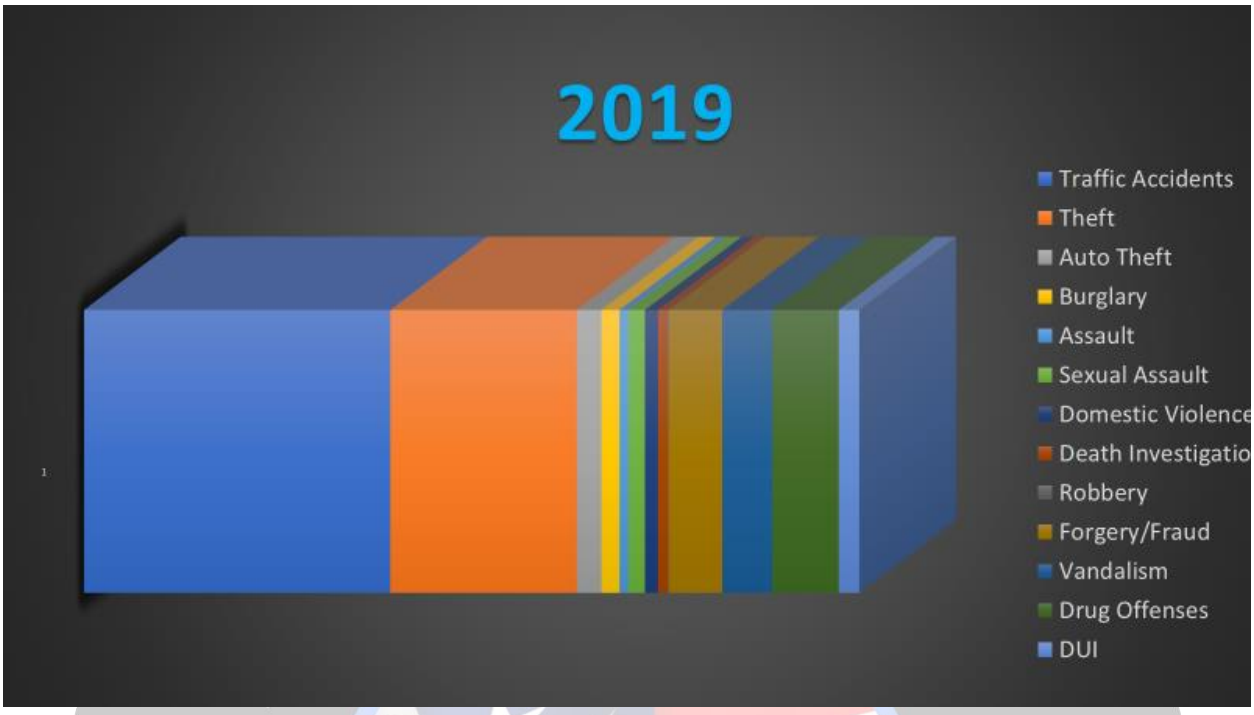
Public Safety in Lindon by the Numbers:

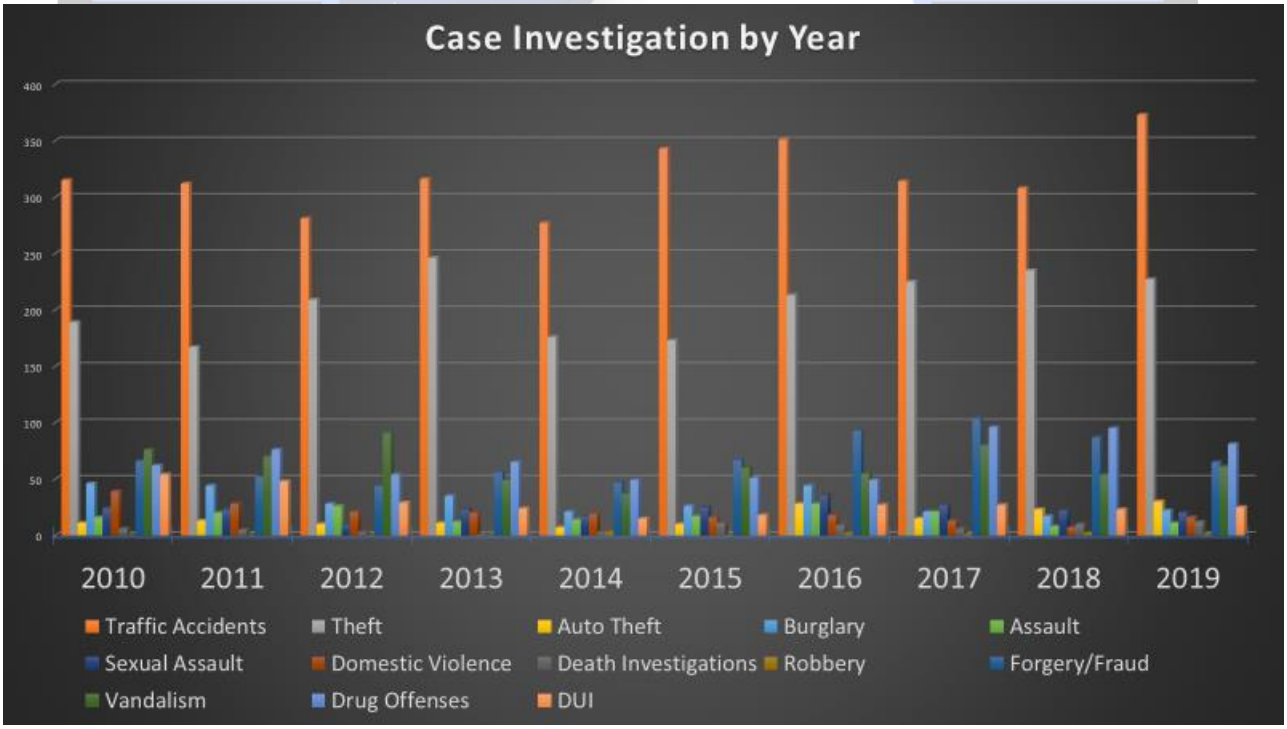
Many journalist groups and other websites rank cities as the safest cities in a particular geographical region. As you look for Lindon in these lists, it is likely you will not find us. The reasons for this can be the arbitrary ranking criteria, population comparisons, and so forth. Nearly all of these rankings are based on crime statistics as reported to the Universal Crime Reporting (UCR) database. Lindon has not reported to UCR for a number of years, but has reported crime statistics to the National Incident-Based Reporting System (NIBRS) for the past few years, ahead of compliance standards that go into effect in 2021 To our credit, Lindon PD has become the unofficial experts in NIBRS reporting compliance and have assisted dozens of police departments in Utah to roll out this process correctly.

The FBI is switching from UCR to NIBRS because the NIBRs system allows for the generation of state and national statistics that are not available using the traditional UCR data system. The NIBRS provides a more comprehensive view of crime in the United States, and offers greater flexibility in data compilation and analysis. In a nutshell, these comparison studies are not even looking at our numbers to rank Lindon on these lists. If you look at regional safe city rankings, you will find we are surrounded by many of the higher-ranked cities, and we too have some of the lowest Category 1 (violent crime) statistics – the numbers studied to make these rankings.

A compelling number we look at is the value of property stolen and not recovered. There were 345 pieces of property stolen and not recovered in 2019, with a value of $466,590.24. Although there were multiple incidents in which stolen property was recovered, we view this as a compelling number for emphasis.

Please review the following graphics for comparison year by year and for specific criminal activity in Lindon during 2019:


2019
1
Traffic Accidents
Theft
Auto Theft
Burglary
Assault
Sexual Assault
Domestic Violence
Death Investigatio
Robbery
Forgery/Fraud
Vandalism
Drug Offenses
DUI

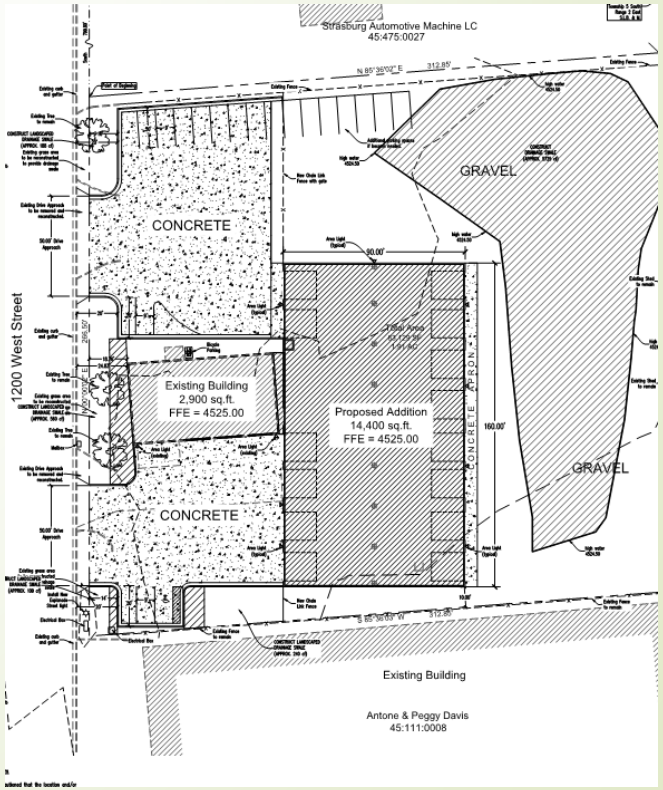

Case Investigation by Year
400
350
300
250
200
150
100
50
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
Traffic Accidents
Theft
Auto Theft
Burglary
Assault
Sexual Assault
Domestic Violence
Death Investigations
Robbery
Forgery/Fraud
Vandalism
Drug Offenses
DUI

Research and Business Zone

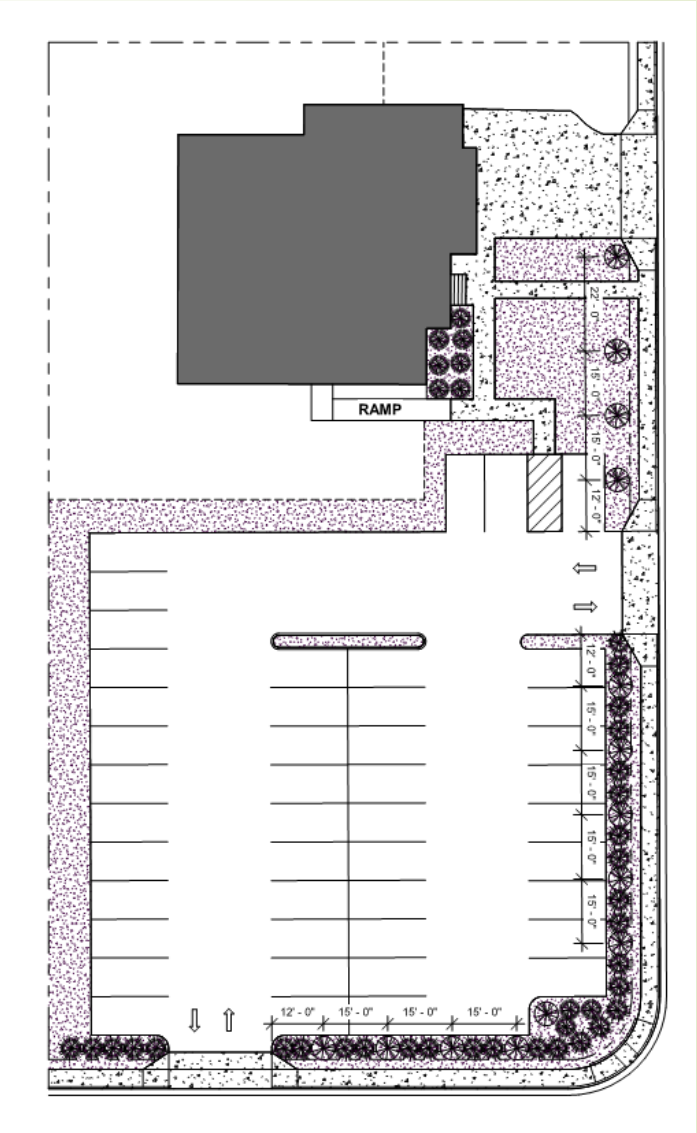
Ordinance amendment proposal for the Canopy Business Park Zone change from R1-20 to Research and Business – 310 S. 400 W.

MS Properties

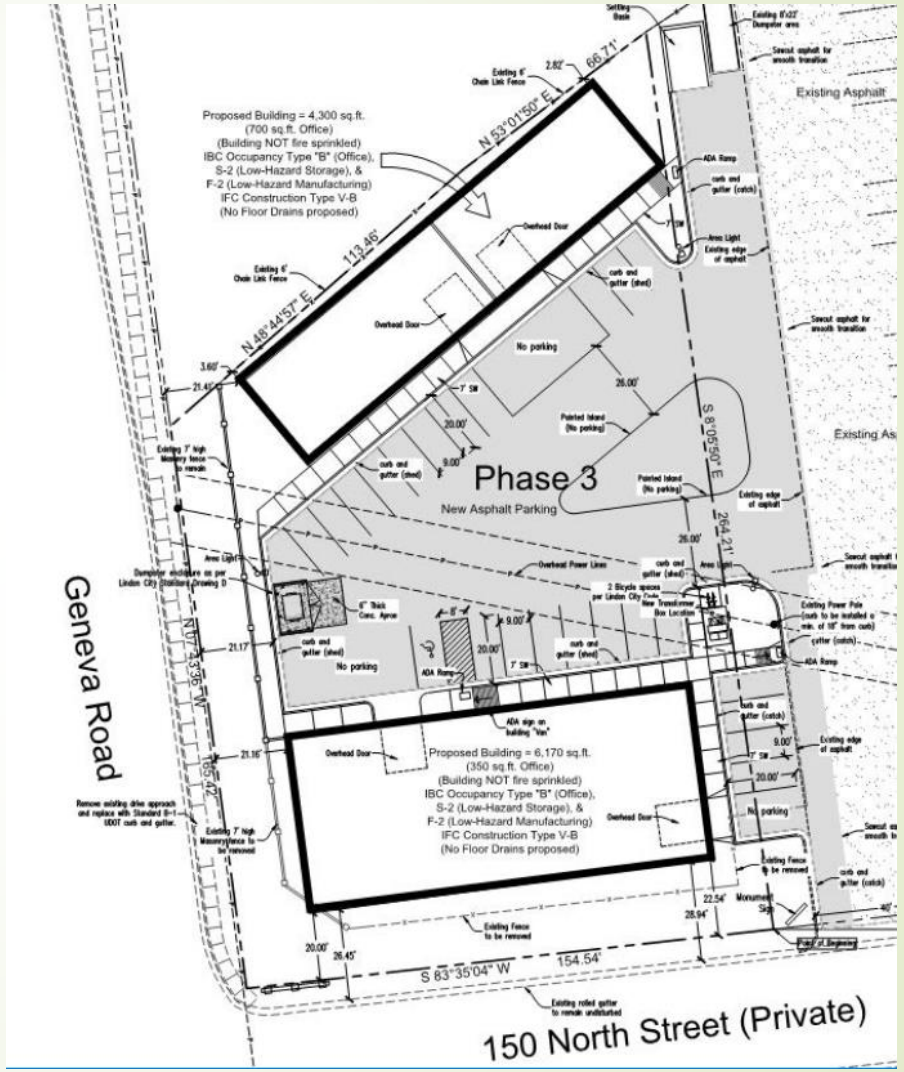
1325 W. Anderson Lane – Storage Yard Expansion
430 N. 1200 W. – Building Expansion



Island Dance Studio – 172 S. Main



Nicolson Construction – 950 W. 150 N.



<u>Item 3</u> – Approval of Minutes

- Review and approval of City Council minutes: **January 21, 2020**

The Lindon City Council held a regularly scheduled meeting on **Tuesday, January 21, 2020, beginning with a work session at 6:00 pm** in the Lindon City Center, City Council Chambers, 100 North State Street, Lindon, Utah.

WORK SESSION – 6:00 P.M. - Conducting: Jeff Acerson, Mayor

PRESENT	**EXCUSED**
Jeff Acerson, Mayor	Mike Vanchiere, Councilmember
Carolyn Lundberg, Councilmember	
Jacob Hoyt, Councilmember	
Van Broderick, Councilmember	
Randi Powell, Councilmember	
Adam Cowie, City Administrator	
Brian Haws, City Attorney	
Kathryn Moosman, City Recorder	

1. **Discussion Item: State Legislators.** Lindon City Council will meet with local State Legislators to discuss matters of common interest and issues that may be addressed in the 2020 Legislative Session. No motions will be made.

State Representative Val Peterson and Representative Keven Stratton (joined via speaker phone at 6:18 pm.) were in attendance to discuss with the council matters of common interest and issues that may be addressed in the 2020 Legislative Session.

The Representatives stated it is good to join in for a conversation with the council and they would like to help in any way they can noting in a sense it feels like we are coming out of legislative session rather than starting. Representative Peterson mentioned the big concerns are the robust economy and not overburdening the citizens, and to have a good focus on listening to team Utah, which are the cities, towns and counties. He is looking forward to a lot of positive things; there will be some challenges taking place but we will move forward.

Mayor Acerson commented as things are shaping up Senator Dan Hemmert commented that it doesn't make sense to meet now as the session is pre-decided. He wants to say the purpose of this meeting is the interaction and where the mindset is and to discuss what some of the issues are on the horizon that are a challenge to the city and how to best partner so the city isn't left behind.

Representative Stratton stated he would think certainly when going into the session the refinement that takes place and the tempering of fiscal responsibility is number one and the fiscal health of the state. He added when setting patterns, from his perspective, there is a portion of the work to get done. He also believes his paradigm would be to have a secondary priority in setting policy as there is a lot of work that needs to be done and the interaction back and forth is very important; the best is before us not behind us!

Representative Peterson pointed out there will be 1,100 bills filed before next Monday and there is a finite amount of time to deal with certain issues. He noted

approximately 500 bills a year get passed with 4-6 per major issues per year; he noted he believes we are very well served by part time legislatures. He added he is always available to talk to any of the councilmembers with any concerns or issues they may have. He also agrees there is a lot of discussion to go on and this will happen going into the session. The number one thing is to set the budget and what the executive branch can execute. He indicated they have increased the amount of appropriation and a zero-based budget of going over it line by line with recommendations on how to be more effective. He also pointed out we have 25% less state employees than in 2000 and the budget will exceed 20 billion dollars.

Councilmember Broderick asked about tax referendum pointing out it's a process and where does it hope to go. Representative Peterson stated the cities will still go through MAG and the 6 cents will be immediate and will impact the rate at the wholesale level.

Councilmember Lundberg thanked the Representatives for their philosophical standpoint and for keeping in mind that certain bills are open and unfunded mandates that come down to the city; it's a tricky process.

Mayor Acerson mentioned an issue that will present itself in the next few days is the issue of Pleasant Grove being sued for their proposed "utility tax" on the residents. City Attorney, Brian Haws pointed out the oral arguments are set for tomorrow and he will keep the council updated on this issue.

Representative Peterson spoke on transportation, the economy, and how the workforce ties back to UTEC and UVU. He noted the issues of clean air and affordable housing will be on the docket. He added he really appreciates the opportunity to come and talk to the council and encouraged them to reach out to him anytime.

Representative Stratton stated he would invite the Mayor and Council to come up during the session and sit on the floor as it is a good opportunity to gather information. The Representatives stated they feel they have a great working relationship with Lindon and want to ensure they represent the City well. They also thanked them for all they are doing.

Following some additional discussion, Mayor Acerson thanked the State Representatives for attending and for the good discussion and for their great representation of Lindon City. He called for any further comments or discussion from the Council. Hearing none he moved on to the next agenda item.

2. **Discussion Item: Quarterly Department Reports.** The Lindon City Department Heads will review and discuss with the council various aspects of their prospective department functions and responsibilities.

Adam Cowie, City Administrator, stated this discussion item with the Department Heads will be covered in the regular session due to time constraints.

Mayor Acerson called for any further comments or discussion from the Council. Hearing none he moved on to the regular session.

<u>REGULAR SESSION</u> – 7:00 P.M.

Conducting: Jeff Acerson, Mayor
Pledge of Allegiance: Alan Walker
Invocation: Randi Powell

PRESENT	**EXCUSED**
Jeff Acerson, Mayor	Mike Vanchiere, Councilmember
Carolyn Lundberg, Councilmember	
Jacob Hoyt, Councilmember	
Van Broderick, Councilmember	
Randi Powell, Councilmember	
Adam Cowie, City Administrator	
Brian Haws, City Attorney	
Kathryn Moosman, City Recorder	

1. **Call to Order/Roll Call** – The meeting was called to order at 7:00 p.m.

2. **Presentations/Announcements** –
   a) **Comments/Announcements from Mayor and Council** – Councilmember Powell mentioned long time Lindon resident and friend Carol Chidester passed away. She noted Mrs. Chidester was a past Lindon City Planning Commissioner and an Election Judge for 50 years. The funeral services will be held this Saturday.

   b) **Oath of Office Ceremony:** Recently elected Councilmember Randi Powell was sworn-into office. The Oath of Office was be administered by City Recorder, Kathryn Moosman. The newly elected councilmember will serve a 4-year term in office.

3. **Approval of Minutes** – The minutes of the regular meeting of the City Council meeting of January 7, 2020 were reviewed.

COUNCILMEMBER HOYT MOVED TO APPROVE THE MINUTES OF THE REGULAR CITY COUNCIL MEETING OF JANUARY 7, 2020 AS PRESENTED. COUNCILMEMBER BRODERICK SECONDED THE MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

COUNCILMEMBER LUNDBERG	AYE
COUNCILMEMBER HOYT	AYE
COUNCILMEMBER BRODERICK	AYE
COUNCILMEMBER POWELL	AYE

THE MOTION CARRIED UNANIMOUSLY.

4. **Open Session for Public Comment** – Mayor Acerson called for any public comment not listed as an agenda item. There were no public comments.

5. **Consent Agenda Items** – The following consent agenda item was presented for

approval.

a) **Landscape Maintenance Contract Bid Award.** The city received bids for the 2020 landscaping maintenance contract and recommends awarding the low bid to Elite Grounds with a proposal of $221,680.00.

COUNCILMEMBER HOYT MOVED TO APPROVE THE CONSENT AGENDA ITEM AS PRESENTED. COUNCILMEMBER POWELL SECONDED THE MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

COUNCILMEMBER LUNDBERG	AYE
COUNCILMEMBER HOYT	AYE
COUNCILMEMBER BRODERICK	AYE
COUNCILMEMBER POWELL	AYE

THE MOTION CARRIED UNANIMOUSLY.

CURRENT BUSINESS

6. **Presentation — Department Quarterly Reports (continued from work session).** The Lindon City Department Heads will continue to review and discuss with the council various aspects of their prospective department functions and responsibilities.

The Lindon City Department Heads were in attendance to review and discuss with the council various aspects of their prospective department functions and responsibilities as follows:

Heath Batmen, Parks & Recreation Director: Updated the council on several items as follows followed by discussion:

1. Fryer park bathroom
2. Pickle ball courts at pheasant brook park
3. New led poles on pioneer park trail nice facelift and save power.
4. Park signs planned for all parks this year
5. Funds this spring for smart timers for sprinklers
6. New windows in the community center.
7. Great turnout for basketball in partnership with Lindon Elementary with 200 enrollees.
8. Masquerade party coming up on 8th of February.

Kristen Colson, Finance Director: Ms. Colson noted she sends out the monthly financial reports to the council every month. They finished the annual audit and are now heading into budget season. She submitted the CAFR to be considered for achievement in financial reporting as she has done in the past 11 years. They are gearing up for the budget and will be sending out budget requests to the department heads for the Budget Kick Off meeting to be held on February 6th at 6pm. She noted the GOFA sent out email that the Utah State Auditor's office will be sending out a checklist to assess fraud risk that she will be reviewing over the next few weeks before the auditors get here.

Phil Brown, Chief Building Official: Mr. Brown gave an update since the 2019 October report noting the building department is going fast and furious and still going strong. He then went over some projects that have been completed with the bigger one being the doTerra warehouse. The doTerra Call Center is close and should be completed within a month. Since the last report they have added 25 million in total valuation in new buildings. He noted the Lindon Edge project on Main Street (office buildings) will be starting up soon. The Walker Farms Reception Center is now completed and open. The Wild Oak Reception Center is under construction and moving along. He noted Ivory Development has platted more lots and are ready for permits. They issued six new single family permits last week and 92 lots are ready to go. He noted Ivory Development has been good to work with. They will be wrapping up the town homes this summer and there will be 100 new families in the next phase. This is a big change for the west side but it is good. They started Mark Weldon's 3 story (5 million dollar) parking structure. Mr. Weldon wants to mirror that 5-story building to the west and they issued another permit to finish the 5-story office building. He noted Mr. Weldon has invested a lot in his projects and the campus will start to show this summer. There is a lot happening there and it is coming together nicely.

Brad Jorgenson, Public Works Director: Mr. Jorgenson stated the Public Works Department provides 24 hr./7days a week operations and maintenance to the city. they have 87 miles of water main lines, 82 miles of sewer main lines, 51 miles of secondary water lines, 49 miles of storm drain lines, 13 miles of open ditches, 830 fire hydrants, 55 miles of streets and also cemetery interments. He then gave a 2020 Cemetery Update noting in about 25 years of operations there have been 2,952 total lots in section A with 61% sold and 18.6% are occupied. He also went over the L.E.D. stop sigh installations noting 12 new LED Intersection Stop Signs on 400 East and 400 North (4), 200 South Main Street (2), 400 East and Center Street (4), 800 West 200 South (2) with 5 new Murdock Trail Stop Signs. He also gave a report on the Fall Leaf Pick-Up program (2019) noting they have had extra manpower with 2 seasonal employees and also help from Mayor Acerson! They also provided extra dumpsters for resident disposal and they gathered over 6,000 leaf bags; this helps reduce the potential of flooding from stormwater inlets being blocked. He also reported on pressure regulation valve rebuilds, the North Union Canal Enclosure Project and the Snowplow Response Priorities Map.

Brian Haws, City Attorney: Mr. Haws gave an update on the litigation with Maple Mountain Recovery Center noting they expect to hear any day on this issue but no new application has been filed. Mr. Haws also gave a brief explanation on what he does on the criminal side. He has 40 to 50 cases a week (mostly traffic). They have 1,500 open cases dealing with actively and they are pursuing 200 cases at a time. He noted District court is held every Friday, and every Tuesday they check to see if the Lindon Police Department has arrested anyone noting they have been there quite frequently. He added that domestic violence cases are minimal with approximately one a month.

Mr. Cowie stated Chief of Police Josh Adams and Planning Director, Mike Florence are out of town and will give their presentations at the next meeting. The Mayor

and Council thanked the department heads for the updates and for their good works and service to the city.

Mayor Acerson called for any further comments or discussion from the Council. Hearing none he moved on to the next agenda item.

7. **Concept Review — Ivory Homes/Anderson Farms Development Changes.** The city council will review and discuss the Anderson Farms Development options with Ivory Homes.

Mr. Cowie stated Ivory Development asked to be withdrawn from tonight's agenda so this discussion item has been postponed to a future meeting.

Mayor Acerson called for any comments or discussion from the Council. Hearing none he moved on to the next agenda item.

8. **Public Hearing — Ordinance Amendment to LCC 10.16.040, overnight parking and snow removal; Ordinance #2020-2-O.** Staff will present for council review and approval Ordinance Amendment #2020-2-O LCC 10.16.040, overnight parking and snow removal.

COUNCILMEMBER LUNDBERG MOVED TO OPEN THE PUBLIC HEARING. COUNCILMEMBER POWELL SECONDED THE MOTION. ALL PRESENT VOTED IN FAVOR. THE MOTION CARRIED.

Mr. Cowie opened this discussion by giving a brief overview stating these are city-initiated changes that will help to clarify when vehicles are expected to be removed from streets to enable more effective and efficient snow plowing (during and after a storm). He noted the City Attorney worked with the Public Works, Police Department and other staff to prepare these changes. He noted this cleans up the ordinance language and is more beneficial and enforceable and Staff recommends approval. Following some general discussion, the council was in agreement to approve the ordinance amendment.

Mayor Acerson called for any public comments. Hearing none he called for a motion to close the public hearing.

COUNCILMEMBER BRODERICK MOVED TO CLOSE PUBLIC HEARING. COUNCILMEMBER POWELL SECONDED THE MOTION. ALL PRESENT VOTED IN FAVOR. THE MOTION CARRIED.

Mayor Acerson called for any further comments or discussion from the Council. Hearing none he called for a motion.

COUNCILMEMBER BRODERICK MOVED TO APPROVE ORDINANCE AMENDMENT #2020-2-O AS PRESENTED. COUNCILMEMBER HOYT SECONDED THE MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

COUNCILMEMBER LUNDBERG	AYE
COUNCILMEMBER HOYT	AYE

COUNCILMEMBER BRODERICK AYE
COUNCILMEMBER POWELL AYE
THE MOTION CARRIED UNANIMOUSLY.

9. **Discussion Item – Employee Compensation.** This is a continued review and discussion of employee compensation programs.

Mr. Cowie led this discussion item by stating in our prior discussion we reviewed the desire for a possible matrix or template guideline that considers factors that may be applicable when evaluating possible cost of living increases (COLA) to reflect inflationary changes. He noted that the Finance Director prepared the draft matrix (included in the staff report) reflecting the Council's desire to cautiously limit COLA increases when factoring it with potential merit pay increases.

Mr. Cowie pointed out the economic indicators for the upcoming 2019-20 fiscal year appear very positive. He also presented additional materials such as past pay range chart changes followed by some general discussion.

Councilmember Hoyt commented he likes this matrix and understands it is a template guideline that will consider all factors. Councilmember Powell expressed when considering this matrix, she feels the biggest asset we have is city staff. Mr. Cowie stated he feels he has good direction and will button it up to present at the budget kick off meeting on February 6th.

Mayor Acerson called for any further comments or discussion from the Council. Hearing none he moved on to the next agenda item.

COUNCIL REPORTS:

Councilmember Hoyt – Councilmember Hoyt reported the names of some individuals to serve on the Tree Board: Steven Anderson, Josh Clark and Messa Myers. He also reported he went to lunch with Heath Bateman and Alan Walker to discuss the Parks and Recreation Department noting they are doing great things over there. He also reported he attended the "Connect for Lunch" at the State Street Feed and Supply restaurant in Lindon with the PG/Lindon Chamber of Commerce and there was a great turnout and it was a good event.

Councilmember Broderick – Councilmember Broderick reported he attended the North Union Irrigation Company meeting noting long time Board member Jack Jones recently passed away who had many years of service and a wealth of information. He noted a new shareholder was put in his place. He also reported he visited the North Union Canal piping project and it is coming along well. He was also impressed with the recent Tim Lowry Storytelling event noting it was a fun event and a good use of Parc Tax funds.

Councilmember Powell – Councilmember Powell reported she is looking forward to working with all the council again and thanked them for being so welcoming. She will also be attending the Engineering Coordination meeting in February and is looking forward to stepping in with the Historical Preservation Commission.

Councilmember Lundberg – Councilmember Lundberg reported Kelly Johnson, Lindon City Emergency Coordinator, will be giving an emergency presentation this Thursday noting she will be presenting them quarterly.

Councilmember Vanchiere – Councilmember Vanchiere was absent.

Mayor Acerson – Mayor Acerson reported IHC announced the new Primary Children's Hospital will be located in Lehi where they will be pushing the "Connect Care" Program. He also reported the Utah Lake Commission will be meeting in March noting there is a lot of activity there and they will be moving forward with a lot of decisions to be made and he will keep the council informed; Brad Frost is the Chair of the Commission. ULCT Local Officials Day with the Legislature is January 29th. As the legislators said, he would encourage the council to attend a session at the legislation as to be more informed. He also reported the Cullimore store will be coming down soon. He also reached out to Alan Colledge about serving as the Lindon Days Grand Marshal and he will let him know within the week.

Administrator's Report: Mr. Cowie reported on the following items followed by discussion.

Misc. Updates:

- February newsletter article: Carolyn Lundberg - Article due to Kathy Moosman by end of January
- Future meeting items: continued quarterly report from PD & Planning Dept; discussion on transitional housing adjacent to commercial corridors; presentation by Provo Housing Authority on deed restricted moderate income housing options; Open & Public Meetings and Harassment Prevention training; review of draft update to the Parks, Trails, and Recreation Master Plan & Impact Fee study; review of fireworks restriction boundaries map; storm water master plan & impact fee study updates.
- Job Openings at Public Works (Water Operator) and Community Center (Recreation/Senior Coordinator; program instructors; coaches; referees; lifeguards needed soon)
- UDOT & MAG are asking for suggestions on 'community partners' or engaged citizens who may be interested in participating in transportation planning efforts. Staff felt that Council & Planning Commission members may be the best to recommend.
- April City Council meeting dates: potential conflicts? (April 7th is Spring Break; April 21st is spring City Managers conference and ULCT conference in St. George)
- Any community feedback desired through Virtual Town Hall app?
- Misc. Items

Upcoming Meetings & Events:

- January 29th – ULCT Local Officials Day with Legislature. Councilmember

Vanchiere is signed up.

- **February 6th at 6:00pm – Budget Kick-off Meeting w/ Council and Dept Heads**
- Little Miss Lindon Pageant – Saturday, February 29th at 6:00pm at Oak Canyon Jr. High
- April 22nd – 24th – Utah League of Cities and Towns spring conference in St George

Mayor Acerson called for any further comments or discussion from the Council. Hearing none he called for a motion to adjourn.

Adjourn –

COUNCILMEMBER BRODERICK MOVED TO ADJOURN THE MEETING AT 8:50 PM. COUNCILMEMBER POWELL SECONDED THE MOTION. ALL PRESENT VOTED IN FAVOR. THE MOTION CARRIED.

Approved – February 4, 2020

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Kathryn Moosman, City Recorder

_____
Jeff Acerson, Mayor

DRAFT

<u>Item 4</u> – Open Session for Public Comment *(For items not on the agenda* - 10 minutes)

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_____

_____

<u>Item 5</u> – Consent Agenda – *Consent agenda may contain items which have been discussed beforehand and/or do not require significant discussion, or are administrative in nature, or do not require public comment. The Council may approve all Consent Agenda items in one motion, or may discuss individual items as needed and act on them separately.*

a) **Tree Board Appointments:** Parks & Recreation Director, Heath Bateman will provide letters of appointment for the Tree Board to the city council for approval.
b) **Utopia Agreement:** Agreement with Utopia for conduit/utility lines to be installed on the Heritage Trail Bridge allowing crossing of the Lindon Hollow Creek.

Sample Motion: *I move to (approve, deny, continue) the consent agenda item(s) (as presented, or with changes).*

Lindon City
100 North State Street
Lindon, UT 84042-1808

LINDON
PARKS AND RECREATION

TEL 801-769-8625
FAX 801-785-4510
www.lindoncity.org

Josh Clark
628 N Locust Ave
Lindon, Utah 84042

January 24, 2020

RE: TREE BOARD MEMBER APPOINTMENT

In an effort to maintain the Tree City U.S.A. designation for the City of Lindon, a Tree Advisory Board has been created to provide recommendations to the City Council regarding tree related issues. You have been nominated and appointed by the City Mayor and Council to serve as a member on this board. It is anticipated that you will serve on this board for a three-year term, until June 2023.

The Tree Board is an active group that plans the annual City Arbor Day activities, tree planting projects, provides recommendations for the types and locations of trees that have been planted in public parks, etc. The board typically meets a 4 times per year usually on the third Thursday in January, April, July and October at 5:30 PM and focuses on special events that help get the community involved in tree recognition and tree planting.

We appreciate your willingness to serve the City of Lindon and look forward to working with you in this position. If you have any questions regarding your responsibilities as a member of this board, your ability to serve on the board, or other City matters, please feel free to contact me.

Sincerely,

Heath G Bateman
Parks & Recreation Director

Jeff Acerson, Mayor

Lindon City
100 North State Street
Lindon, UT 84042-1808

LINDON
PARKS AND RECREATION

TEL 801-769-8625
FAX 801-785-4510
www.lindoncity.org

Stephen Anderson
510 N. 790 W.
Lindon, Utah 84042

January 24, 2020

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Sincerely,

Heath G Bateman
Parks & Recreation Director

Jeff Acerson, Mayor

Lindon City
100 North State Street
Lindon, UT 84042-1808

LINDON
PARKS AND RECREATION

TEL 801-769-8625
FAX 801-785-4510
www.lindoncity.org

Nessa Myers
960 E. 390 N.
Lindon, Utah 84042

January 24, 2020

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Sincerely,

Heath G Bateman
Parks & Recreation Director

Jeff Acerson, Mayor

Chapter17.73
TREE CARE ORDINANCE

Sections

17.73.010 Purpose
17.73.020 Definitions
17.73.030 Creation & Establishment of City Tree Advisory Board
17.73.040 Tree Maintenance and Protection
17.73.050 Heritage Trees
17.73.060 Planting & Replacement of trees on Public Property
17.73.070 Enforcement

17.73.010 Purpose

It is the purpose of this ordinance to promote the beautification of Lindon City and protect the public health, safety, and general welfare by regulating the placement, maintenance and removal of trees within Lindon City. Trees are recognized as a valid asset to provide a more healthful and beautiful environment in which to live,, providing oxygen, shade, aesthetics, and a priceless psychological counterpoint to the urban setting. Trees are also economically beneficial in attracting new industry and residents by enhancing the value and marketability of property and promoting the stability of desirable neighborhoods.

17.73.020 Definitions

For the purposes of this Chapter, the following terms, words and their derivations shall have the following meanings given herein:

1. Heritage tree: A tree characterized by one or more of the following: having historical significance, being part of a historical site or being of a rare or unusual species/
2. Hazard tree: A single tree which has been deemed by both the Parks Superintendent and the Public Works Director as having potential to cause physical damage or harm to human life, existing structures or utilities.
3. Protective measures: Any steps taken to safeguard the appearance, health, condition, or continued viability of a protected tree. Typical examples are: physical structures limiting access to a protected tree, pruning to allow access to a site, supplemental watering or fertilization, washing of canopy to remove dust or other residues, berms or grading to prevent erosion or silting in a protected
root zone, signage indicating protected status of trees or other methods as deemed necessary at the time of permitting.
4. Protected Tree: any tree located on public property with the City of Lindon.
5. Public Property: Any right-of-way, park, or other ground owned by the City of Lindon.
6. Replacement Tree(s): Trees required to be planted as compensation for the removal of viable, non-hazard trees.
7. Tree topping: The severe cutting back within the tree's crown to such a degree so as to remove the normal canopy and disfigure the tree.
8. Tree maintenance: Measures performed to promote the desirable growth and health of a tree such as, but not limited to, watering, fertilizing, mulching, weeding, pest management, pruning and physical protection.

17.73.030 Creation and Establishment of the City Tree Advisory Board

The City shall create and establish a Tree Advisory Board which shall consist of at least five (5) members, who shall be appointed by the Mayor with the advice and consent of the City Council. The members shall come from different interest roups including homeowners, tree professionals, and City government.

1. Term of Office

a. The terms of the appointed members of the Tree Advisory Board shall be four (4) years, or until their respective successors shall have been appointed, except that the terms of appointment shall be such that the terms of one to three (1 to 3) members shall expire each year.

b. The Tree Advisory Board existing at the time of passage of the ordinance codified in this chapter shall continue to serve, and the terms of its members shall be fixed by the governing body in such a manner as to comply

17.73.050 Heritage Trees

A heritage tree is one having historical significance or being part of a historical site or a rare or unusual species. Private property owners shall recommend or nominate Heritage Trees on a voluntary basis. The Tree Advisory Board then has the duty of approving nominations and inventorying approved Heritage Trees. In no case shall the City nominate and inventory a Heritage Tree on private property without voluntary consent of the owner of the tree. Heritage Trees are to be protected. Removal or damage to such trees is prohibited without authorization by the Tree Advisory Board. Lindon City does not assume responsibility for the maintenance of Heritage Trees on private property.

17.73.060 Planting and Replacement of Trees on Public Property

Written authorization from the Superintendent of Parks shall be required prior to planting or replacing any tree located on property owned and maintained by Lindon City. The written authorization shall address concerns including, but not limited to:

1. The species, optimum planting season and location of each tree.
2. The impact of the tree on public and private utility facilities.
3. Any additional conditions or protective measures deemed necessary.

17.73.070 Enforcement

The Superintendent of Parks shall have power to enforce all regulations within the city's tree ordinance as they apply to trees on public property within the City. Any person found in violation of any provision of this chapter shall be guilty of a Class C misdemeanor and shall be required to pay for or replace any damaged tree with a similar age and species of tree. Each tree on which a violation occurs shall constitute a separate offense.(Ordinance 2005-11, adopted 07/19/05)

Utility Agreement

This agreement is executed by and between Lindon City, a municipal corporation and political subdivision of the State of Utah, (Lindon) and the Utah Telecommunication Open Infrastructure Agency ("UTOPIA").

Whereas: Lindon owns and maintains a pedestrian foot bridge near the boundary between Lindon City and Vineyard City, located at approximately 40°19'47.2"N 111°44'37.3"; and

Whereas: UTOPIA desires to install its fiber optic infrastructure over and across the pedestrian bridge, attaching such infrastructure to the bridge, and

Whereas: Lindon consents to the installation and attachment of UTOPIA's fiber optic infrastructure to the pedestrian bridge provided that such installation and attachment does not compromise the structural integrity or interfere with the access, use and/or maintenance of the bridge.

Now Therefore the Parties agree as follows:

1. Lindon does not waive or relinquish any rights necessary to the operation, maintenance, renewal, construction, repair or removal of City infrastructure or facilities that may be located within the area of said pedestrian bridge or associated abutments, etc.
2. Lindon will provide notice to UTOPIA of any operations, maintenance, renewal, construction, repair or removal of City infrastructure or facilities in the area of UTOPIA's fiber optic infrastructure no less than 48 hours before the work is to be initiated in order to allow UTOPIA to prepare for possible disruptions to the fiber optic infrastructure. In the event that an unforeseen emergency requires Lindon to undertake any operations, maintenance, renewal, construction, repair or removal of City infrastructure or facilities in the area of UTOPIA's fiber optic infrastructure in less than 48 hours, Lindon will provide notice to UTOPIA as soon as possible.
3. UTOPIA agrees to hold Lindon harmless from any and all claims for personal injuries or damages to property when such injuries or damages, directly or indirectly, arise out of the existence, construction, installation, maintenance, condition, use or presence of UTOPIA infrastructure within said bridge, the drainage canal, bridge spans, or its environs, unless such claim arises from the intentional or gross negligence of Lindon or any of the City's agents. Lindon will not be responsible for any damages to UTOPIA's facilities for any reason, including, but not limited to vandalism, debris in the drainage channel, or acts of nature, unless such damage arises from the intentional or gross negligence of Lindon or any of the City's agents.

Dated This _____ Day of February, 2020

LINDON CITY

_____

JEFF ACERSON,
LINDON CITY MAYOR

UTAH TELECOMMUNICATION OPEN INFRASTRUCTURE AGENCY

_____

BY: _____

TITLE: _____

6. **Public Hearing — RV Park Ordinance Amendment; Ordinance #2020-1-O.** The Lindon City Council will review for approval Lindon City Code Chapter 17.78.060 regarding the requirement that recreational vehicle parks provide a sanitary dump station. Application made my Madson HAVN, LLC on behalf of the Lindon Marina. *(20 minutes)*

Sample Motion: *I move to (approve, deny, continue) Ordinance #2020-1-O (as presented, or with changes).*

Ordinance Amendment
R.V. park amendment regarding sanitary dump stations

Date: February 4, 2020 **Applicant**: Madson HAVN, LLC **Presenting Staff**: Michael Florence **Type of Decision**: Legislative **Council Action Required**: Yes, the planning commission recommended approval on a 5-1 vote	**Motion** I move to (*approval, denial, to continue*) ordinance amendment 2020-1-O (*as presented, or with changes*).

Overview
Mr. Madson is petitioning the Planning Commission for a recommendation to amend section 17.78.060(5) of the city code in order to remove the requirement that recreational vehicle parks provide a sanitary dump station for holding tank disposal. Vineyard City will be providing the sewer utility to the site and they do not allow RV dump stations. The proposed amendment will allow the Lindon Marina to operate an R.V. park that will comply with Vineyard City regulations and Lindon City's R.V. Park Ordinance. In order for Mr. Madson to meet Vineyard's requirements and comply with Lindon City Code, the dump station requirement must be amended.

Analysis
Although city staff and Mr. Madson feel that a dump station would be a benefit to the RV park and its customers, Vineyards requirements need to be met.

Exhibits

- Proposed ordinance language
- January 14, 2020 – Planning Commission meeting minutes

CHAPTER 17.78

Recreational Vehicle Parks

17.78.060 On-Site Common Facilities

1. *Recreational Vehicle Park Office*. Every Recreation Vehicle Park shall include a permanent building for office use. Daily hours of operation will be established and set forth in the conditional use permit.

2. *On-site Management*. Each Recreational Vehicle Park shall have full-time on-site management. On-site operators/managers may occupy a portion of the park office as living quarters or management may occupy a designated recreational vehicle. Signage shall be installed clearly identifying the management residence.

3. *Laundry Rooms*. Recreational Vehicle Parks may provide laundry room facilities. Laundry drying lines shall not be permitted on any pad sites.

4. *Restrooms and Shower Facilities*. Restrooms, including toilets, shall be provided within a recreational vehicle park, in accordance with Utah State Code and Administrative Rule 392-301, to conveniently and adequately serve the recreational vehicle sites within said park. A Recreational Vehicle Park may provide interior shower facilities or outdoor shower/rinse off areas within the park.

5. *Disposal and Water Stations*. Unless otherwise approved by the land use authority, ~~A~~all recreational vehicle parks shall provide a sanitary dump station to receive the discharge of wastewater from any holding take or similar device installed in any recreational vehicle, and also a source of potable water for filling recreational vehicle water tanks.

ORDINANCE NO. 2020-1-O

AN ORDINANCE OF THE CITY COUNCIL OF LINDON CITY, UTAH COUNTY, UTAH, AMENDING TITLE 17.78 RECREATION VEHICLE PARKS AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Council is authorized by state law to enact and amend ordinances establishing land use regulations; and

WHEREAS, the proposed amendment is consistent with the goal of the General Plan to work with the property owners of the Lindon Marina to encourage upgrades to a full-service facility; and

WHEREAS, Title 17.78.060 requires Recreational Vehicle Parks to install a wastewater dump station;

WHEREAS, Vineyard City will provide the sewer utility to the Lindon Marina and does not allow for Recreational Vehicle wastewater dump stations.

WHEREAS, on January 14, 2020, the Planning Commission held a properly noticed public hearing to hear testimony regarding the ordinance amendment; and

WHEREAS, after the public hearing, the Planning Commission further considered the proposed ordinance and recommended that the Council adopt the attached ordinance;

WHEREAS, the Council held a public hearing on _____, to consider the recommendation and the Council received and considered all public comments that were made therein.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Lindon, Utah County, State of Utah, as follows:

SECTION I: Amendment. Amend Lindon City Code Section 17.78.060 as follows:

1. Recreational Vehicle Park Office. Every Recreation Vehicle Park shall include a permanent building for office use. Daily hours of operation will be established and set forth in the conditional use permit.

2. On-site Management. Each Recreational Vehicle Park shall have full-time on-site management. On-site operators/managers may occupy a portion of the park office as living quarters or management may occupy a designated recreational vehicle. Signage shall be installed clearly identifying the management residence.

3. Laundry Rooms. Recreational Vehicle Parks may provide laundry room facilities. Laundry drying lines shall not be permitted on any pad sites.

4. Restrooms and Shower Facilities. Restrooms, including toilets, shall be provided within a recreational vehicle park, in accordance with Utah State Code and Administrative Rule 392-301, to conveniently and adequately serve the recreational vehicle sites within said park. A Recreational Vehicle Park may provide interior shower facilities or outdoor shower/rinse off areas within the park.

5. Disposal and Water Stations. Unless otherwise approved by the land use authority, ~~A~~all recreational vehicle parks shall provide a sanitary dump station to receive the discharge of wastewater from any holding take or similar device installed in any recreational vehicle, and also a source of potable water for filling recreational vehicle water tanks.

SECTION IV: The provisions of this ordinance and the provisions adopted or incorporated by reference are severable. If any provision of this ordinance is found to be invalid, unlawful, or unconstitutional by a court of competent jurisdiction, the balance of the ordinance shall nevertheless be unaffected and continue in full force and effect.

SECTION V: Provisions of other ordinances in conflict with this ordinance and the provisions adopted or incorporated by reference are hereby repealed or amended as provided herein.

SECTION VI: This ordinance shall take effect immediately upon its passage and posting as provide by law.

PASSED and ADOPTED and made EFFECTIVE by the City Council of Lindon City, Utah, this _____day of _____, 2020.

_____
Jeff Acerson, Mayor

ATTEST:

_____
Kathryn A. Moosman,
Lindon City Recorder

SEAL

The Lindon City Planning Commission held a regularly scheduled meeting on **Tuesday, January 14, 2020 beginning at 7:00 p.m.** at the Lindon City Center, City Council Chambers, 100 North State Street, Lindon, Utah.

REGULAR SESSION – 7:05 P.M.

Conducting:	Sharon Call, Chairperson
Invocation:	Jared Schauers, Commissioner
Pledge of Allegiance:	Scott Thompson, Commissioner

PRESENT	**EXCUSED**
Sharon Call, Chairperson	Renee Tribe, Commissioner
Mike Marchbanks, Commissioner	
Rob Kallas, Commissioner	
Steven Johnson, Commissioner	
Scott Thompson, Commissioner	
Jared Schauers, Commissioner	
Mike Florence, Planning Director	
Anders Bake, Associate Planner	
Kathy Moosman, City Recorder	

1. **CALL TO ORDER** – The meeting was called to order at 7:00 p.m.

2. **APPROVAL OF MINUTES** –The minutes of the regular meeting of the Planning Commission meeting of December 10, 2019 were reviewed.

COMMISSIONER MARCHBANKS MOVED TO APPROVE THE MINUTES OF THE REGULAR MEETING OF DECEMBER 10, 2019 AS CORRECTED OR AMENDED. COMMISSIONER THOMPSON SECONDED THE MOTION. ALL PRESENT VOTED IN FAVOR. THE MOTION CARRIED.

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

CURRENT BUSINESS –

4. **Public Hearing** – Recommendation to the Lindon City Council to amend Lindon City Code Chapter 17.78.060 regarding the requirement that recreational vehicle parks provide a sanitary dump station. Application made by Madson HAVN, LLC on behalf of the Lindon Marina.

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

Mike Florence, Planning Director, led this agenda item by giving an overview stating the applicant, Mr. Madson is petitioning the Planning Commission for a recommendation to amend section 17.78.060(5) of the city code in order to remove the requirement that recreational vehicle parks provide a sanitary dump station for holding tank disposal. Mr. Florence explained that Vineyard City will be providing the sewer utility to the site and they do not allow RV dump stations. He noted this proposed amendment will allow the Lindon Marina to operate an RV park that will comply with Vineyard City regulations and Lindon City's RV Park Ordinance.

Mr. Florence indicated in order for Mr. Madson to meet Vineyard's requirements and comply with Lindon City Code, the dump station requirement must be amended. Although city staff and Mr. Madson feel that a dump station would be a benefit to the RV park and its customers, Vineyards requirements need to be met. Mr. Florence then presented for discussion the proposed ordinance language. He then turned the time over to the applicant for comment.

Mr. Madson explained they have chosen not to put sewer and electricity lines to all of the sites at this time because it is cost prohibitive and they feel it makes good market sense to have a mixed use. There was then some discussion in regards to State Regulations (Section 6) regarding waste water in RV parks. Commissioner Thompson stated this appears to be in violation of state code and he is just concerned that there are not problems for them down the road. Mr. Madson then read the rule (section 6). Mr. Florence pointed out that one of the conditions in the following agenda item is the requirement to follow all applicable rules. He added this is something staff can research to ensure state code is being followed.

Brian Haws, City Attorney stated in reading the ordinance he agrees with Mr. Florence that staff will need time to get more detail, but approval would require the applicant (if applicable) to comply with that rule. Mr. Madson stated he is confident with that and they will challenge and deal with it if the state makes an issue of it. Mr. Haws indicated it is the state that would enforce that regulation. He noted if Mr. Madson chooses not to make any changes they are clearly grandfathered in and they could continue their operation as they are right now.

Chairperson Call asked if there were any public comments or discussion. Hearing none she called for a motion to close the public hearing.

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

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

COMMISSIONER MARCHBANKS MOVED TO RECOMMEND APPROVAL OF ORDINANCE AMENDMENT 2020-1-O AS PRESENTED. COMMISSIONER JOHNSON SECONDED THE MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

CHAIRPERSON CALL	AYE
COMMISSIONER KALLAS	AYE
COMMISSIONER MARCHBANKS	AYE

COMMISSIONER JOHNSON	AYE
COMMISSIONER THOMPSON	NAY
COMMISSIONER SCHAUERS	AYE

THE MOTION CARRIED FIVE TO ONE.

Commissioner Thompson stated his reason for his nay vote is because he is not comfortable having any city's ordinance regarding RV parks saying sewer dump stations are optional due to having experience in the RV industry; he thinks it would be a detriment to both the city and the business.

5. **Conditional Use Permit Approval – Lindon Marina recreational vehicle park – 4400 W Vineyard Rd.** Madson HAVN, L.L.C. is requesting conditional use permit approval to operate a recreational vehicle park at the Lindon Marina and install necessary site improvements.

Mr. Florence led this agenda item by stating Mr. Madson on behalf of the Lindon Marina is now requesting a conditional use permit to use a portion of the property located at the Lindon marina for a recreational vehicle park. He noted Mr. Madson leases the Lindon Marina property from the State of Utah Division of Forestry, Fire and State Lands. Recreational Vehicle Parks are designated as a conditional use in the Recreation Mixed Use West Zone. He stated Mr. Madson has provided full engineering drawings for City review.

Mr. Florence pointed out that Lindon City does not have utility services in the area and Vineyard City will be providing water and sewer to the Marina. The Pad sites 1-14 will have full electrical, water and sewer hook-ups. Pad sites 15-32 will have electrical hook-ups only. All campers will be required to camp in the designated pad sites and dispersed camping will no longer be allowed.

Mr. Florence indicated Mr. Madson will be widening and repaving the service road which will meet fire access requirements of 26 feet. Mr. Florence stated as part of the conditional use permit, Mr. Madson has provided a management plan that will govern the management of the recreational vehicle park. Mr. Florence then went over the property development standards noting all requirements are in compliance. He also discussed the On-Site Common Facilities including the central recreational area of 10% park area the RV park office with on-site management, restroom and shower facilities (currently existing but may upgrade to flushable toilets) and disposal and water stations noting all are in compliance.

Mr. Florence further explained that initially Mr. Madson was proposing to install two "tiny home" RV rentals within the pad site area 1-14, and if he is successful, he would increase the number of "tiny homes" to a maximum of 14. He also mentioned that many of the improvements that the Mr. Madson is proposing the planning commission previously reviewed when the RV Park ordinance was adopted.

Mr. Florence stated Staff feels Mr. Madson has done a good job putting a plan together that meets the ordinance requirements. These changes will also help to better organize the RV park and require campers to camp in designated areas. The upgraded changes to the park should also help clean up the marina so it is more attractive. He also mentioned the police department recommended a few changes to the management plan that have been addressed and are listed as follows:

- The applicant holds a number of special events each year at the marina, as part of the management plan future campers will be notified at the time of their reservation of any special events so there are not conflicts between the general public who attend the events and the campers.
- In order to discourage large gatherings at each pad site, there is an occupancy limit of seven individuals at each pad site. Any more than seven and an additional pad site will need to be rented. This doesn't mean people cannot congregate for family reunions or other events but it helps to spread out parking and individuals.
- Special events will still apply to events that use the camping areas. Parking will be ensured for camping guests.
- A KnoxBox, which is a secure box with a key inside, will be fastened to the entry gate so that emergency personnel can access the site when it is locked in case of an emergency.

Mr. Florence then presented the business description, management plan, existing site map, proposed site plan and tiny home examples followed by discussion. He then turned the time over to the applicant for comment.

Mr. Madson then explained his business and discussed putting in a bathroom/shower structure and other facilities. He noted they are on a 20-year lease and all these things need to be factored in as they are taking a big risk. He stated they are willing to make improvements and adjust as long as it is not cost prohibited as they are competing with other RV Parks; we have a beautiful setting and offer a lot of amenities as they want it to be beautiful and want to draw people there.

Mr. Florence then read the conditions to be included in the motion noting condition #4 *(an agreement between Lindon City and Vineyard City for utility services will be approved prior to any utility services being provided to the site)* can be omitted because when the city sold part of the future park area that the city owns by the marina, they put an agreement in place at that time that Vineyard will provide utility services so that condition can be excluded from the motion.

Chairperson Call commented that the applicant did a really good job putting this together and it sounds like it's going to be a really nice resource at the marina and hopefully it will be a great recreation area. Commissioner Kallas mentioned he would like to see a dumpster enclosure as it would make it look a lot nicer. Mr. Madson stated they would be happy to make an enclosure.

There was then some additional discussion including limiting the number of guests allowed. Following discussion, the Commission was in agreement staff can work through and adjust that number if necessary. Chairperson Call called for any further comments from the Commission. Hearing none she called for a motion with the exclusion of condition number four.

COMMISSIONER SCHAUERS MOVED TO APPROVE THE APPLICANT'S REQUEST FOR A CONDITIONAL USE PERMIT TO USE A PORTION OF THE PROPERTY LOCATED AT THE LINDON MARINA FOR A RECREATIONAL VEHICLE PARK WITH THE FOLLOWING CONDITIONS: 1. PARK MODEL RECREATIONAL VEHICLE RENTALS WILL BE LIMITED TO PAD SITES 1-14. NO MORE THAN FOURTEEN (14) PARK MODEL RECREATIONAL VEHICLES WILL BE ALLOWED TO BE PLACED ON PAD SITES 1-14 AND RENTED; 2. ALL

PARK MODEL RECREATIONAL VEHICLES WILL BE OWNED BY THE PARK OPERATOR AND WILL MEET THE REQUIREMENTS OF TITLE 17.78. 3. THE APPLICANT WILL FOLLOW THE PROPOSED MANAGEMENT PLAN WHICH WAS DEVELOPED BY THE APPLICANT. IF THERE IS A NEED FOR CHANGES TO THE PLAN THEN STAFF WILL ADDRESS THOSE CHANGES WITH THE APPLICANT AND THE PLAN WILL BE UPDATED; 4. ALL WORK WILL FOLLOW THE APPROVED ENGINEERING PLANS; 5. THE APPLICANT WILL OBTAIN A LINDON CITY BUSINESS LICENSE; 6. A YEARLY INSPECTION FOR THE FIRST THREE YEARS WILL BE SCHEDULED YEARLY BY THE APPLICANT WITH CITY STAFF TO ENSURE THAT THE SITE MEETS THE REQUIREMENTS OF TITLE 17.78; 7. THE REQUIREMENT OF THE WASTEWATER DISCHARGE STATION WILL BE SUBJECT TO FINAL APPROVAL BY THE CITY COUNCIL; 8. THE APPLICANT WILL MEET THE REQUIREMENTS OF UTAH ADMINISTRATIVE CODE R392-301 OR AS PERIODICALLY AMENDED FOR RECREATIONAL VEHICLE PARKS; 9. ALL ITEMS OF THE STAFF REPORT. COMMISSIONER MARCHBANKS SECONDED THE MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

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

THE MOTION CARRIED UNANIMOUSLY.

6. **Review & Action – 2020 Chair and Vice-chair elections.** The Planning Commission will hold elections for the positions of Chair and Vice-chair for 2020.

At this time the Commission held discussion and voted to elect both a chair and vice-chair for the 2020 calendar year. The current chair is Sharon Call. The current vice-chair is Rob Kallas. Following discussion, the Commission was in agreement to nominate Sharon Call as Chairperson and Steven Johnson as Vice-Chair for the 2020 calendar year.

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

COMMISSIONER KALLAS MOVED TO NOMINATE SHARON CALL AS CHAIRPERSON AND STEVEN JOHNSON AS VICE CHAIR FOR THE 2020 CALENDAR YEAR. COMMISSIONER THOMPSON SECONDED THE MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

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

7. **Presentation & Discussion — Parks, Trails, & Recreation Master Plan.** MHTN Architects will present highlights of the draft update to the Parks, Trails & Recreation Master Plan for council consideration and feedback. The final document and updated impact fee will be adopted at a future meeting. *(20 minutes)*

   No motion required, but feedback is requested.

2020 LINDON CITY PARKS, TRAILS, & RECREATION MASTER PLAN

ADOPTED FEBRUARY 2020

LINDON
PARKS+TRAILS+RECREATION

MHTN ARCHITECTS

alta PLANNING + DESIGN

ZPFI

ACKNOWLEDGMENTS

The following contributed to the Lindon City Parks, Trails, and Recreation Master Plan:

STEERING COMMITTEE

LINDON CITY
Mike Vanchiere - Lindon City Council
Mike Florence - Lindon City Planning
Anders Bake - Lindon City Planning
Noah Gordan - Lindon City Engineer
Adam Cowie - City Administrator
Jake Hoyt - Lindon City Council

Heath Bateman - Parks and Recreation Director
Jacob Woodcox - Parks Technician
Wade Webb - Parks Superintendent
Hannah Silvey - Recreation Supervisor
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OVERVIEW

Section 1: Introduction

This section provides the purpose of this plan, background data on Lindon City, brief demographics, community involvement in this plan's development, and a summary of relevant sections from existing City plans and documents that bear influence on this plan.

Section 2: Existing Conditions

The second section of this document focuses on state of the existing City's parks, trails, and recreation facilities including maps, results from the consultant team's needs and gaps assessment and level of service analyses, and land values.

Section 3: Recommendations, Goals, and Policies

In this section, recommendations are made to improve and update the City's parks, trails, and recreation facilities. Proposed facility improvements are described and listed by investment priority and expected outcomes of the plan after implementation are described.

Section 4: Costs and Funding Opportunities

This section encapsulates the Impact Fees Facilities Plan and provides a cost analysis/estimate for recommended system improvements.

Section 5: Appendices

As necessary

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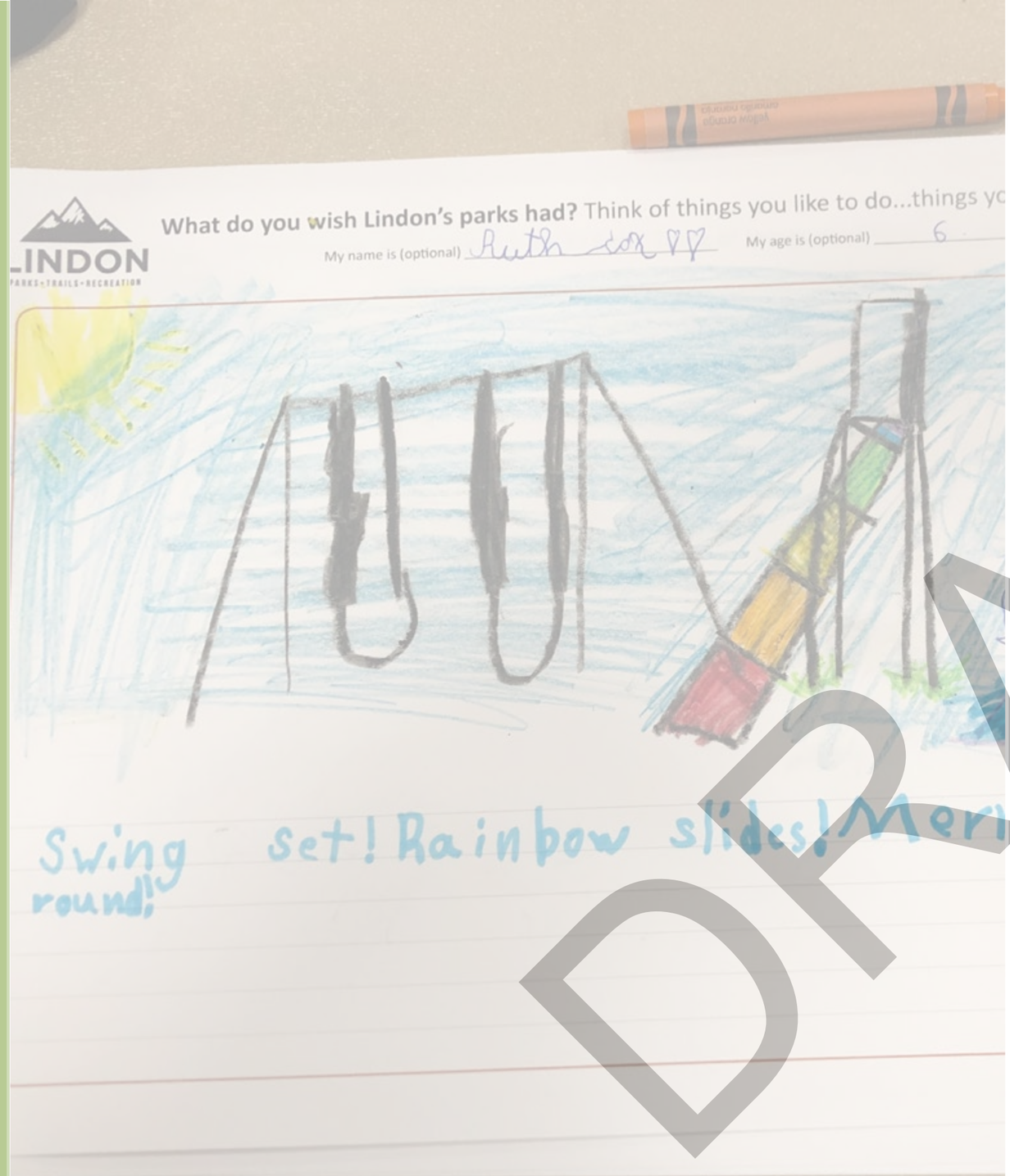

Drawing by a child from the Parks, Trails and Recreation Master Plan Update Open House

2020 LINDON CITY PARKS, TRAILS, & RECREATION MASTER PLAN

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01 | INTRODUCTION

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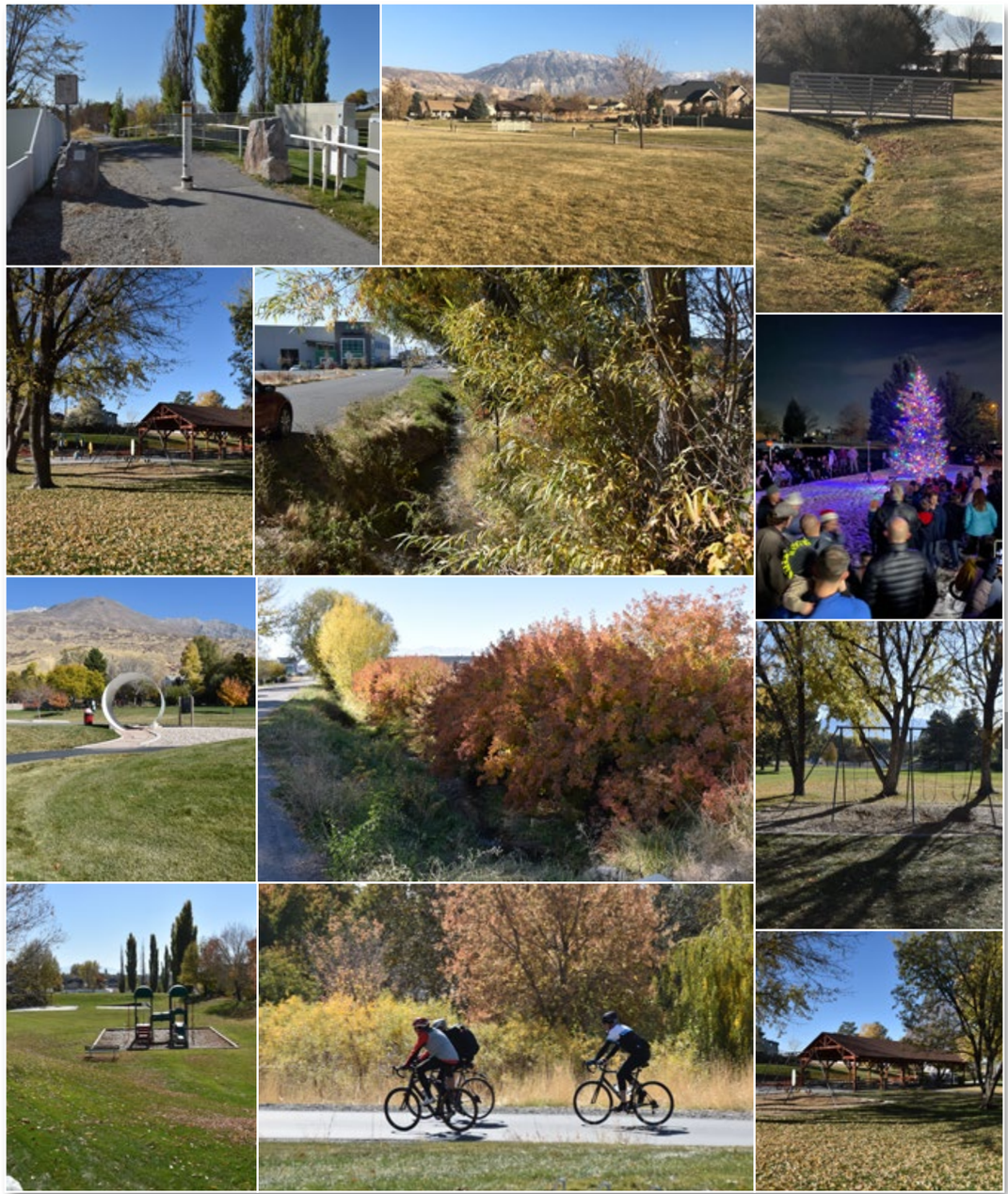

A. OVERVIEW

PURPOSE

This plan serves as an update to Lindon City's 2008 Parks, Trails, and Recreation Master Plan (PTRMP), which has been guiding the City for more than a decade. With a population of 9,900 in 2008, the City has grown by over 10 percent in the past 11 years. It is projected to continue growing, necessitating an update to the plan. This update will incorporate recommendations from the City's recently completed Bicycle and Pedestrian Master Plan (BPMP) to allow the PTRMP to continue to be the authoritative source of direction regarding parks, trails, and recreation in the community to 2030 and beyond. It is intended to also update the more general parks and recreation section of the City's General Plan.

CLASSIFICATION OF PARKS AND TRAILS

Parks in Lindon are separated into three main classifications: Community Parks, Neighborhood Parks and Trailhead Facilities. Each of these facilities are defined in the 2011 Lindon City General Plan. Community Parks concentrate a broad range of recreational activities for major portions of the City. The General Plan defines the classifications as follows:

- **Community Parks** typically contain 'destination' amenities such as pavilions, ball fields, rodeo arenas, tennis courts, etc. and are usually 4 acres or larger in size. Community Parks should be located so as to promote accessibility from the entire community, but should be designed so as to not have adverse impacts to residential areas (i.e., lighting, noise, etc.).

- **Neighborhood Parks** provide basic recreational opportunities, such as grassy areas, picnic, and playground facilities easily accessible to residents.

- **Trailhead Facilities** should provide year round water and trail access for trail users. Some parking locations at trailheads should be considered. Also, after considering the surroundings and proposed use of the facilities, amenities such as benches, location markers, drinking fountains, or a small restroom may be provided.

The goals outlined by the City for Trails system is to provide the means to accomplish safe, free and non- motorized movement throughout the community. Trails in Lindon are categorized as regional trails, local trails or US Forest Service Trails. Regional trails generally span communities, and connect to other regional trails. Local trails generally connect the places people live and work to destinations such as regional trails (the Bonneville Shoreline Trail, the Great Western Trail, the Utah Lake Trail, Lindon's Foothill Trail and the Lindon Heritage Trail), recreational facilities, schools, public facilities, retail establishments, etc. They may also provide looped routes that provide opportunities for exercise and enjoyment not necessarily associated with a destination. Several US Forest Service trails exist in the foothills above the City.

PROJECT IMPROVEMENTS VS. SYSTEM IMPROVEMENTS CRITERIA

Parks, Trails and recreational facilities are categorized according to their function as either project improvements or system improvements.

Project Improvements include facilities that benefit a small area and are generally of little benefit to the community as a whole. These facilities include private facilities that limit access to the general public, public facilities to which the general public does not have access, and public facilities that serve isolated or individual subdivisions or residential areas. This type of facility often lacks size, amenities, parking and connectivity to other system improvements. Project improvements are often placed within the community as an amenity to a particular subdivision, possibly related to receiving increased density considerations. Project improvements cannot be funded through impact fees, receive credit for costs against impact fees, or be considered in the impact fee level of service.

System improvements are intended to benefit the community as a whole and are allowed to be funded through impact fees. These types of facilities include improvements that are accessible to the general public and provide access, amenities, parking/connectivity and adequate facilities to meet needs throughout the City. Often these facilities are located outside the specific development and are regional in nature.

When park, trail or recreational facilities are provided as part of a land development for which there are density bonus considerations associated with dedication of land for or improvement of parks, trails or recreational facilities (even when they would otherwise meet the definition of system improvements), such dedication of land or improvements cannot also be used as a credit against impact fees.

This Master Plan and Capital Facilities Plan identifies the parks, trails and recreational facilities determined to be needed by the community. When land and improvements are dedicated to the public as part of a development, they must be included in this plan to be eligible for impact fee credits.

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In the case of parks, except as noted in the preceding paragraph, a facility is defined as a system improvement if it contains (or is planned to contain in the Lindon Parks, Trails and Recreation Master Plan) two of the three following elements:

1. It is at least 4 acres in size
2. It contains 8 general amenity credits from the list below and adequate off- street parking:
   - Permanent restroom facilities (1 credit per facility)
   - Pavilions (1 credit each pavilion 936 SF or larger)
   - Picnic tables (outside of pavilions) (1 credit for 12 tables; max credit: 1)
   - Playgrounds (1 credit per 900 SF; max credit: 2)
   - Exercise equipment (1 credit if facilities are present)
   - Tennis or basketball courts (1 credit per court; max credit: 2)
   - Soccer fields (1 credit per field)
   - Baseball/softball diamonds (1 credit per diamond)
   - Sand volleyball pits (1 credit for 1800 SF; max credit: 1)
   - Riding arena (1 credit for 1/2 acre minimum arena; max credit: 1)
   - Lighted jogging path (1 credit per 1320 LF of path; max credit: 2)
   - Regional trail access (1 credit per trail; max credits: 2)
3. It provides one of the specified unique functions listed below:
   - The park is adjacent to and provides access to the foothills or Dry Canyon
   - The park includes recreational access to a naturally flowing watercourse that flows more or less continuously or to Utah Lake
   - The park is a linear park along a regional trail; to qualify as a linear park, the park land must be at least 50 feet wide, it must be at least one half mile long, and it must be at least 4 acres in size.
   - Other specific unique functions approved on a case-by-case basis by the Lindon City Council

Note that there is not a direct correlation between the designation of community parks (referred to in the General Plan) and system improvements.

Trailheads are a special subset of parks. System improvements are defined separately for trailhead parks. A trailhead park that is at least 2 acres in size, has off-street parking, and provides direct access to the foothills or Dry Canyon is defined as a system improvement.

Parks that do not meet the definition of system improvements as described above are project improvements.

In the case of trails, the trails shown on the Lindon City Parks and Trails Master Plan Map comprise the system improvements in Lindon; this map contains the location, as well as the width and surface type standards for each trail. Trails not shown on the map are project improvements.

The planned Anderson Farms development will be a system improvement. Other privately owned recreational facilities are project improvements. Lindon City reserves the right to allow impact fee credits or make other similar arrangements in specific cases in which the City determines that land/ improvements associated with a development function as system improvements.

DETERMINATION OF PROJECT IMPROVEMENTS VS. SYSTEM IMPROVEMENTS FOR PARKS

Table 1 illustrates the determination of project vs. system improvements for trailhead parks in Lindon according to the established criteria.

				CRITERIA FOR TRAILHEADS			RESULTS
							Type (must meet all criteria)
	Name	Location	Type (in General Plan)	Size (2+ acres)	Off-Street Parking	Foothill or Dry Canyon Access	System or Project Improvement
1	Dry Canyon Trailhead	Mouth of Dry Canyon	Trailhead	Yes	Yes	Yes	System
2	Equestrian Staging Area	185 North 1200 East	Trailhead	No	Yes	Yes	Project

TABLE 1.1 DETERMINATION OF PROJECT VS. SYSTEM IMPROVEMENTS FOR TRAILHEAD PARKS

Determination of Project vs. System Improvements for Parks (Based on Planned Improvements)

				CRITERIA FOR PARKS																				RESULTS	
				Size		General Amenities														Provides Specified Unique Function				Type	
				(4+ acres)		(8 required, plus parking)														(any one)				(2 of 3 Credits to be system improvement)	
#	Name	Location	Type (in General Plan)	Size (acres)	Credit	Restrooms	Pavillions	Picnic Tables	Playgrounds	Exercise Equipment	Tennis or Basketball Courts	Soccer Fields	Ball Diamonds	Sand Volleyball	Riding Arena	Lighted Paths	Regional Trail Access	Off-Street Parking	No. of Amenities	Credit	Foothills Access or Dry Canyon Access	Water Course Access	Linear Park along a regional Trail	Credit	No. of Credits	Systems or Project Improvements
1	Canal Bridge Park	140 North 800 East	Neighborhood	1.26						1							1	No	2						0	Project
2	Citizenship	500 North 800 East	Neighborhood	2.67			1		1									Yes	2						0	Project
3	City Center Park	200 North State Street	Community	19.62		1	2		1	1			2		1		1	Yes	9	x					2	System
4	Creekside Park	100 South 600 West	Community	2		1	1		1		1							No	4			1		x	1	Project
5	Geneva Resort Park	600 South 2000 West	Community	17.63		2	2	1	2	1			1		1	2	1	Yes	13	x		1		x	3	System
6	Hillside Park	350 North 1200 East	Community	31.66													1	No	1		1			x	2	System
7	Hollow Park	300 East 400 North	Community	4.46		1	2		1		2			1		1		Yes	8	x					2	System
8	Keeneland Park	1150 East 100 North	Community	4		1	3		2		2					1	1	Yes	10	x					2	System
9	Meadow Park	1700 West 500 North	Community	4.16			1		2									Yes	3			1		x	2	System
10	Murdock Canal Park	Along Murdock Canal	Community	19.36													1	No	1				1	x	2	System
11	Orchard Park	600 North Main Street	Community	4		1	2		2		2					1		Yes	8	x					2	System
12	Panorama park	900 East 140 North	Neighborhood	1.17					1		1							No	2						0	Project
13	Pheasant Brook Park	800 West 300 North	Community	15.02		2	3		2		2		4	1		2		Yes	16	x					2	System
14	Pioneer Park	500 East 150 South	Community	4.3		1	2		1		2	1				1		Yes	8	x					2	System
15	Water Tank Park	250 North 835 East	Neighborhood	1.44														No							0	Project
16	Willow Wood Park	800 West 600 North	Community	18.11		1	3	1	2				4			2		Yes	13	x					2	System

TABLE 1.2 DETERMINATION OF PROJECT VS. SYSTEM IMPROVEMENTS FOR TRAILHEAD PARKS CONT'D.

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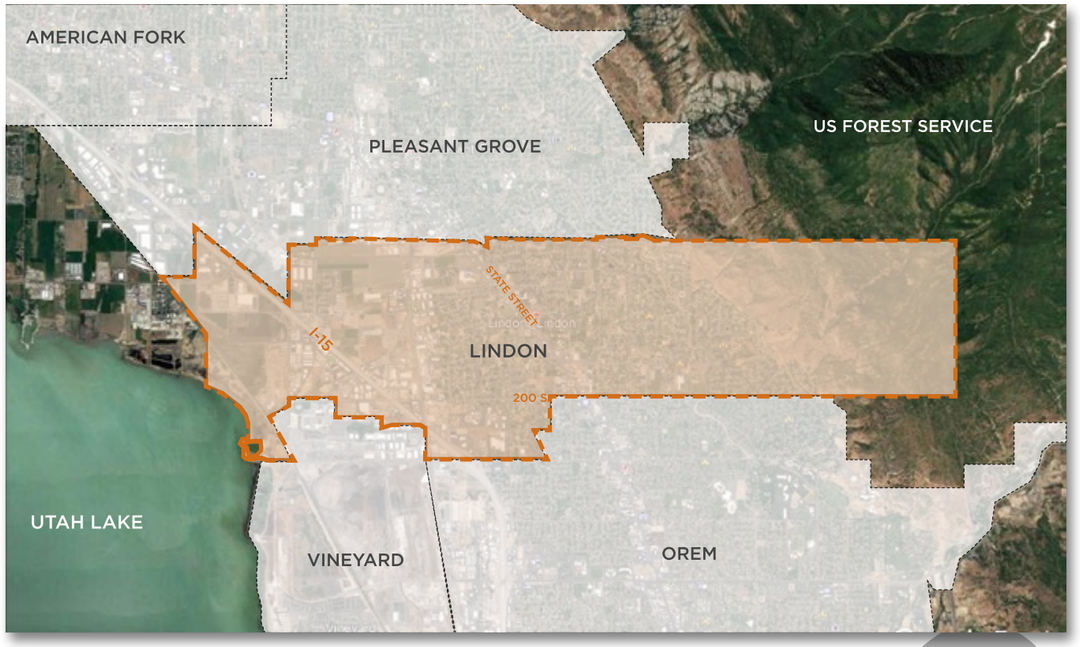
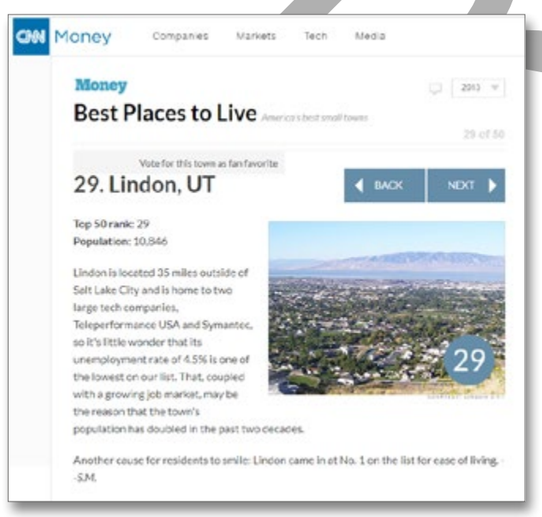
B. LINDON CITY PROFILE



Lindon community boundaries

Lindon City, located in Utah County, Utah, is a traditionally suburban community that was once home to large horse ranches and agricultural fields. It has been changing as lot sizes have been decreasing and additional residential and commercial development has entered the City. It is located 45 minutes south of Salt Lake City and is nestled below beautiful Mountain Timpanogos. Within its boundaries, it encompasses the Wasatch foothills to the east and Utah Lake to the west. With its several improved parks, trails, and amenities, it has ranked as one of CNN's 100 Best Small Cities to Live in America in 2009, 2011, and 2013.

Lindon enjoys strong demographic characteristics including population growth, education and household income. The medium income of the average family is almost $20,000 higher than the median income of the average Utah household and 80% of the population own their home creating stable, high quality neighborhoods throughout the community.



Lindon ranked 29th out of 50 towns considered for Best Places to live

2020 POPULATION:	TOTAL HOUSEHOLDS:
11,463	2,812
ANNUAL GROWTH RATE:	MEDIAN HOUSEHOLD AGE:
1.27%	26.8
POPULATION WITH ASSOCIATE'S DEGREE OR HIGHER:	OWNER OCCUPIED HOUSEHOLDS:
52.8%	2,207
MEDIAN HOUSEHOLD INCOME:	RENTER OCCUPIED HOUSEHOLDS:
$84,417	439

Source: 2018 edcUTAH Lindon City Profile and Lindon City Staff

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C. COMMUNITY INVOLVEMENT IN THE PLANNING PROCESS

STEERING COMMITTEE

The City organized a group of steering committee members including city staff from planning, engineering, and parks and recreation. Residents and City Council members also participated. The group met on a bi-weekly basis with the consultant team to guide progress on the plan development and provide valuable input. In order to represent various perspectives of the community and the City Administration, the Steering Committee included engaged community members who care deeply about Lindon Parks and Recreation, representation from the City Council, City Administrative Staff members and the staff from the Parks and Recreation Department.

The Plan Steering Committee met on a bi-weekly basis at the Lindon Municipal Building, over a three month period from November 2019 to January 2020. At each of the six Steering Committee meetings, analysis and information were presented, informing the decision-making process of guiding the plan development. Beginning with formation of Guiding Principles of the Plan, the Steering Committee next considered existing conditions of parks, trails and recreation. After understanding community desires, existing needs and potential opportunities, recommendations for implementation were formed through careful consideration and alignment of City needs, available funds and desires by community members.

Steering Committee reviews existing conditions map

PUBLIC OPEN HOUSE

A public open house was held on Monday, December 2, 2019 to inform residents and community members of the project scope, status, and to gather comments and input. The open house was scheduled to coincide with the City's annual tree lighting ceremony and visit from Santa. More than 150 residents attended the event and participated by leaving comments in various forms. Residents identified issues, concerns, ideas, and opportunities on existing parks, trails, and recreation amenities in the City. Residents placed comments on maps of parks and trails in the City and also voted on potential new improvements the City might invest in for the future. All comments and votes were considered for the recommendations in this plan. A full list of comments and number of votes can be found in the Appendix.

Residents of Lindon participating at the open house

Residents of all ages provided feedback

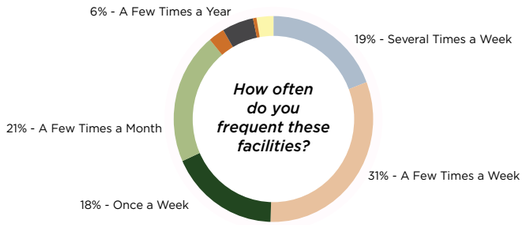
Boards provide information and maps of existing parks

Residents placed dots to identify desired amenities

Children sharing comments in the form of sketches

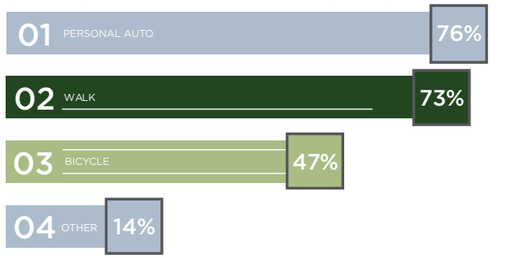
ONLINE SURVEY RESULTS

The consultant team published a survey to gather additional input from the City's residents and community members. The survey was open from late October to late December (2 months) and was promoted by the City through social media and in-person posters and flyers. Responses were analyzed and used to inform master plan recommendations. Highlights are provided in the next chapter and a summary of all the 213 responses can be found in the Appendix.



What are your favorite parks, trails, or recreation facilities outside of Lindon and why?

How do you travel to Lindon's parks, trails, and facilities?



D. COORDINATION WITH LINDON CITY PLANS

This Parks, Trails and Recreation Master Plan builds upon and integrates recommendations and guidelines identified in the City's General Plan and the Bicycle and Pedestrian Master Plan.

2011 GENERAL PLAN

Lindon City's 2011 General Plan identified a community vision "to provide for a strong, positive civic image and identify within a clean and attractive physical setting which seeks to preserve a high quality, open, rural living atmosphere which is also receptive to compatible services and amenities provided by some elements of urban living."

One of the plan's objectives for the vision includes "maintaining the quality of existing and future neighborhoods and land use areas within the City through community beautification and improved parks & trails." The General Plan also has a section on Parks and Trails which states that "parks should be provided to allow for a variety of recreational opportunities to meet the needs of all areas of the community."

The following ten parks and recreation guidelines are recommendations from the 2011 General Plan:

1. THE CITY SHOULD BE PROACTIVE IN EXPANDING, DEVELOPING, AND MAINTAINING ITS PARK SYSTEMS. THE CITY SHOULD PLAN FOR FOUR (4) ACRES OF PARKS AND TRAILS FOR EVERY 100 RESIDENTS.

- Acquisition of land should occur as early as possible to help assure availability, affordability, and preservation.
- A committee or committees to promote park, pathway, and trail facilities should be established and on-going.
- Parks should be located to enhance unique landmarks, including historical sites and buildings, and environmentally significant areas. Sites with unique open space and scenic values should be a focus of public acquisition efforts.
- Natural areas, floodplains, forested areas, meadows, wetlands, and other important environmental features should be preserved as open space resources.
- Open space dedicated for safety and ecological purposes (such as detention areas) may be secondarily used as parks so long as the primary use is not diminished.

2. THE CHARACTER OF PARKS SHOULD REFLECT THE UNIQUE FEATURES AND LIFESTYLES OF THE SURROUNDING NEIGHBORHOODS.

3. PRIVATE DEVELOPMENT PARTICIPATES IN PARK, AND TRAIL DEVELOPMENT THROUGH PARK IMPACT FEES, DEDICATION OF LAND, AND/OR CONSTRUCTION OF FACILITIES.

4. THE CITY SHOULD ENCOURAGE NEIGHBORS TO COOPERATIVELY DEVELOP NEIGHBORHOOD PLAY PARKS WHICH MAY THEN BE TURNED OVER TO THE CITY TO BE MAINTAINED AS PART OF THE CITY PARK SYSTEM.

5. CONVENIENT ACCESS TO PUBLIC PARK SITES AND RECREATIONAL AREAS SHOULD BE ENSURED.

6. AN ACTIVE MUNICIPAL ROLE IN PROVIDING YOUTH-ORIENTED RECREATIONAL PROGRAMS AND SERVICES SHOULD BE MAINTAINED, TO INCLUDE AREAS FOR FIELD SPORTS (E.G., BASEBALL, SOCCER), MULTIPURPOSE COURTS, PICNIC AREAS, PLAYGROUNDS, AND PAVILIONS.

7. CLOSE COOPERATION BETWEEN THE CITY, PUBLIC AND PRIVATE SCHOOLS, PUBLIC AGENCIES, COMMUNITY GROUPS, VOLUNTEER ORGANIZATIONS, BUSINESS AND INDUSTRY SHOULD BE CONTINUED IN THE PROVISION OF RECREATIONAL SERVICES. FOR EXAMPLE, SUPPLEMENTAL RECREATION OPPORTUNITIES ARE AVAILABLE AT MOST SCHOOL SITES. JOINT USE OF PARK AND SCHOOL FACILITIES AND RECREATIONAL ACTIVITIES SHOULD BE ENCOURAGED.

8. LINEAR PARKS/TRAILS SHOULD BE MAINTAINED AND EXPANDED ALONG STREAMS, CREEKS, EASEMENTS, AND RIGHTS-OF-WAY, I.E. HOLLOW WATER SOURCE, PROCTOR DRAINAGE DITCH, BATTLE CREEK AND GROVE CREEK DRAINAGES, SALT LAKE AQUEDUCT, USBR AQUEDUCTS, NORTH UNION CANAL, MURDOCK CANAL, ETC.

9. LANDSCAPING AND FORESTRY PROGRAMS SHOULD, IN COORDINATION WITH RELEVANT COMMITTEES OR BOARDS, BE CONTINUED AND EXPANDED ON PUBLIC PROPERTY AND ALONG ROADWAYS, INCLUDING THE CITY CEMETERY, SECONDARY WATER RESERVOIRS, CULINARY WATER STORAGE FACILITIES, GENEVA ROAD, AND STATE STREET.

10. IN ADDITION TO EXISTING CITY FUNDS, GRANTS AND OUTSIDE SOURCES OF FUNDING, THE CITY SHOULD EXPLORE ADDITIONAL OPTIONS FOR RAISING MONEY TO BUILD AND EXPAND THE PARKS AND RECREATION SYSTEM AND/OR CONSERVE OPEN SPACES, INCLUDING CITIZEN SUPPORTED BOND MEASURES.

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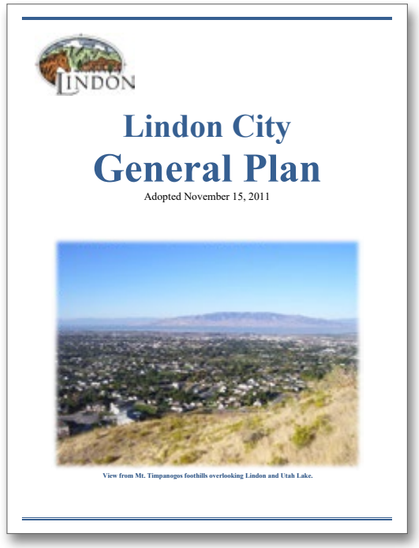
2017 GENERAL PLAN LAND USE PLANNING SURVEY

The City conducted a General Plan survey in 2017 in which it gauged how its residents felt about future land use in the City. The survey revealed residents felt the following ways about parks, open space, and recreation:

- Parks and Open Space ranked as the top most desired future development type.
- The most important way to improve the aesthetic appearance of the City is to protect open spaces.
- 86% of survey respondents felt that open space is a defining characteristic of Lindon City.
- 67% of survey respondents said Lindon's traditional slogan, "little bit of country" still reflect the City today
- Open space and parks & recreation opportunities rank as 3rd and 5th, respectively for what makes Lindon unique to residents. (1st and 2nd were residential lot size and safety/ crime rate, respectively.)
- 83% of residents favored the City trying to secure land for open space preservation.



Lindon City General Plan

Responses from the 2017 General Plan Survey

2015 BICYCLE AND PEDESTRIAN MASTER PLAN

The City adopted a new Bicycle and Pedestrian Master Plan in July 2015. It set forth the following Vision and five goals:

Vision

The vision statement guides Lindon's direction for bicycle and pedestrian facilities, and provides clear direction for the project. To ensure consistency with neighboring communities, the Steering Committee reviewed language from previously developed local bicycle and pedestrian master plans, including the American Fork Bicycle and Pedestrian Master Plan (2013), the Lehi Bicycle and Pedestrian Master Plan, the Pleasant Grove Master Plan (2013), and the Orem Bicycle and Pedestrian Master Plan (2010), as well as national examples from Anchorage, Alaska; Davis, California; Minneapolis, Minnesota; and Portland, Oregon. The vision statement of the Lindon Bicycle and Pedestrian Plan is:

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

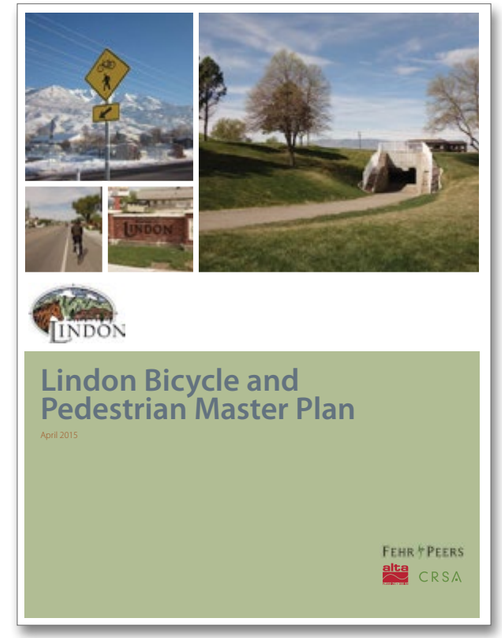
GOAL 1: CREATE A COMPLETE BICYCLE AND PEDESTRIAN NETWORK TO INCREASE BICYCLE AND PEDESTRIAN MODE SHARE

GOAL 2: FOSTER A CULTURE OF BICYCLE AND PEDESTRIAN PLAN ADOPTION AND IMPLEMENTATION

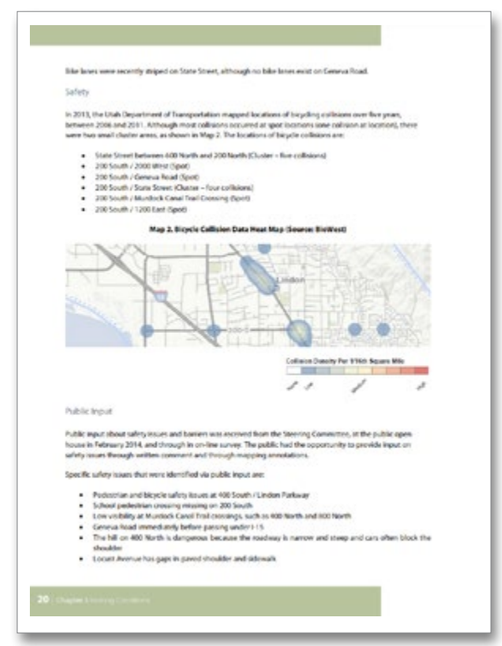
GOAL 3: IMPLEMENT COMPREHENSIVE EDUCATION PROGRAMS

GOAL 4: IMPROVE SAFETY AND ENFORCEMENT ON LINDON STREETS, PATHS, AND BIKEWAYS

GOAL 5: MAINTENANCE: KEEP NON-MOTORIZED FACILITIES CLEAN, SAFE, AND ACCESSIBLE



Lindon Bicycle and Pedestrian Master Plan



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E. GUIDING PRINCIPLES

At the outset of the Master Plan update process the steering committee developed guiding principles which would be utilized to inform the decision-making that would need to occur. The diagram at right implies that no heirarchy exists, but rather that each of the principles are of equal importance with regards to implementing recommendations within this Master Plan.

01 | A HOLISTIC APPROACH TO RECREATION

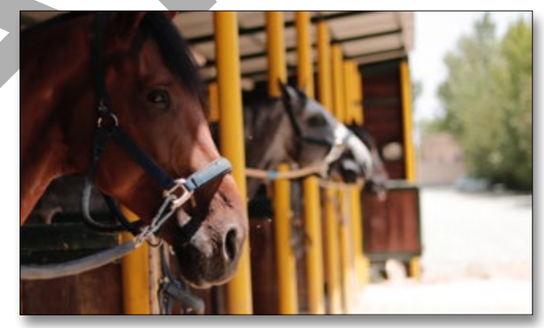
The Parks, Trails, and Recreation Master Plan will guide the orderly development and maintenance of a wide variety of recreational offerings and amenities including spaces and programming for indoor and outdoor activities, and will integrate its trails and parks with regional recreation plans.

02 | IMPROVED HEALTH AND WELL-BEING FOR RESIDENTS OF ALL ABILITIES

The City's parks, trails, and recreation areas will be accessible, inclusive and equitable for community members, both young and elderly, families and individuals, and residents with special needs.

03 | INTEGRATED WITH CITY DOCUMENTS & GOALS

The Parks, Trails, and Recreation Master Plan will reflect and inform the vision and goals set forth in the City's planning documents such as the General Plan and the Bicycle and Pedestrian Master Plan.



04 | FILLS A NICHE FOR THE COMMUNITY

Focusing on Lindon's natural amenities and demographics, the City will provide active and passive recreational offerings to reinforce the community's identity, and compliment recreational opportunities already provided in neighboring communities.

05 | PRUDENT USE OF CITY FUNDS

Lindon City will maintain and expand the community's access to parks, trails, and recreation through the wise use of available funds and resources.

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02 | EXISTING CONDITIONS

A. LEVEL OF SERVICE ANALYSIS

Level of service is a term used to describe the degree to which a service is provided to users. The community plans to provide facilities that meet or exceed the established level of service.
As noted on page 52 of the 2011 Lindon City General Plan, under the heading of Park and Recreation Guidelines, "The City should plan for four (4) acres of parks and trails for every 1000 residents".

Parks, trails and other recreational facilities serve related functions- they are intended to help meet public recreation, leisure activity, exercise sports, gathering and cultural needs. The facilities provided should be suited to the needs, desires and lifestyles of the community. While a planning process attempts to predict what those needs, desires, and lifestyles of the community will be, it must be flexible enough to accommodate the actual needs, desires and lifestyle of the community in the future.

In order to afford this flexibility the level of service can be described on the basis of dollars per capita. This provides a unit of measurement that allows parks, trails and recreational facilities to be treated as a whole. It allows us to plan for a certain dollar level of investment that can be used to provide the facilities that are in demand at the time funding is available, rather than being constrained to provide predetermined facilities whether or not they are in demand in the future.

The impact fee level of service is lower than the functional level of service because some land has been donated and some improvements have been paid for using federal grants.

In order to identify costs that can be included in the impact fee level of service, tables in this document showing value of land and improvements include a separate column for impact fee eligible costs, which does not include the value of land or improvements paid of with federal funds.

In both the case of functional level of service and impact fee level of service, there will be an established threshold of performance, or an established level of service. The goal is to meet or exceed that threshold. There will be new and existing levels of service in both cases as well, which at any given time will likely be higher or lower than the established level of service.

The established functional level of service in Lindon is a minimum of 4 acres of parks, trails and recreation facilities for every 1000 residents, as suggested in the General Plan. As will be shown in this document, Lindon easily exceeds this level, so there will be little discussion of this measure of level of service.

The impact fee level of service in Lindon is a dollar value of land and improvements per resident of Lindon. It will be established at the level that currently exists. It is expected that Lindon City will use general funds to supplement impact fees in the construction of parks, trails and recreational facilities. By so doing, it is expected that the established impact fee level of service will increase over time. Furthermore, inflation will cause the established impact fee level of service to increase over time as well.

Since much of this document will relate to the impact fee level of service, this document will use "level of service" to mean the impact fee level of service. This document will use "functional level of service" when referring to the functional level of service.

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B. EXISTING FACILITIES

Accessible, well paved trails can be enjoyed by people of all ages

Lindon City has an extensive park and trail system with a Functional Level of Service standard of four (4) acres per everyone 1,000 persons. Looking at a proximity map of the existing facilities, it is clear to see that Lindon City exceeds that number at about 10 acres per 1000 persons.

Two major trails exist within the city. The Heritage trail is a 10-foot-wide asphalt trail that runs from 800 West, up Lakeview Road, into the city Center Park, along Main Street and east on Center Street to connect to the trail at Canal Drive. The Murdock Canal Trail, which runs north to south from the boundary with Orem on the south to Pleasant Grove on the north. Lindon city has provided neighborhood and community paths to its residents, with some already connected to the paths and trails that lead to other cities, US Forest trails, and other amenities.

The current LOS for Lindon City parks is approximately 10 acres per 1,000 persons. This is above the goals of the city therefore, it is recommended prioritization should be emphasized on the improvement of current amenities.

Table 2. Level of Service in neighboring cities

Level Of Service		
Location	**Acres**	**Per Person**
Payson	7	1,000
Saratoga Springs	2.29	1,000
Provo	4.04	1,000
Orem	2.76	1,000
Springville	7.67	1,000
American Fork	6.47	1,000
Highland	12.1	1,000
Lehi	7.53	1,000

PARKS EXISTING CONDITIONS

Table 3. Existing park facilities from 2008 Lindon Parks, Trails and Recreation Master Plan and Capital Facilities Plan

#	Name	Location	Type (in General Plan)	Type (System or Project Improvement)	Owned Land (acres)	Description
1	Lindon View Park	140 North 800 East	Neighborhood	Project	1.26	Land, some landscaping, fencing
2	Citizenship	500 North 800 East	Neighborhood	Project	2.67	Land, landscaping, playground, walking path, parking
3	City Center Park	200 North State Street	Community	System	18.64	Land, landscaping, large pavilion, restrooms, playground, riding arena, ball fields, drinking fountain, parking
4	Creekside Park	100 South 600 West	Community	Project	2	Land, landscaping, small pavilion, restrooms, picnic area, playground, fencing
6	Hillside Park	350 North 1200 East	Community	System	31.66	Land, hiking trails, native vegetation
7	Hollow Park	300 East 400 North	Community	System	4.46	Land, landscaping, small pavilion, restrooms, lighted path, parking
9	Meadow Park	1700 West 500 North	Community	System	4.16	Land
10	Murdock Canal Park	Along Murdock Canal	Community	System		Vegetated area along the Murdock Canal Trail
11	Fryer Park	600 North Main Street	Community	System	4	Land
12	Panorama park	900 East 140 North	Neighborhood	Project	1.17	Land, landscaping, playground, basketball court
13	Pheasant Brook Park	800 West 300 North	Community	System	9.88	Land, landscaping, pavilion, restrooms, fencing, lighted path, parking
14	Pioneer Park	500 East 150 South	Community	System	4.3	Land, landscaping, small pavilion, restrooms, playground, fencing, soccer field, lighted path, drinking fountain, parking

NEIGHBORHOOD PARKS

CITIZENSHIP PARK

Citizenship Park consists of 2.47 acres located at 500 north 800 east. The parks amenities consist of 1 Pavilion (25'x25'), 2 small playgrounds, 1 drinking fountain, 10 benches, asphalt path, flag pole, 1 half size basketball court with a single basketball standard, grass hills detention basins and landscaping. There is a small paved parking lot with a capacity of six vehicles.

PANORAMA PARK

Panorama Park consists of 1.09 acres located at 900 east 140 North. The park amenities consist of 2 benches, a small playground a half-court basketball with a single basketball standard, access to Lindon heritage trail, large grass areas / detention basin.

RECREATION FACILITY

Photo Source: www.FlowRider.com

LINDON AQUATICS CENTER

In 2009 the City constructed a public aquatic recreation facility adjacent on City Property adjacent to the City Center Park. This facility provides a necessary recreation opportunity which is heavily used by the residents of the City and non-residents as well. This facility is available for use during the months of April to October.

The City also purchased property from the LDS church which has been remodeled into an indoor recreation center. This facility also houses the Senior Citizen and the Cultural Arts Center Facilities.

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TRAIL HEAD PARKS

LINDON VIEW

Canal Bridge Park consists of 0.6 acres located at 140 north 800 east. The parks amenities consist of open grass fields/ detention basin, chain-link fencing, and a large retaining wall. The park is located adjacent to the Murdock Canal trail and the Lindon Heritage Trail.

Photo Source: www.AllTrails.com

DRY CANYON TRAIL HEAD

Dry Canyon Trail is a popular trail. The trail head is a surfaced parking lot with approximately 30-40 parking stalls and a bathroom. The trail head also provides access to the Bonneville Shoreline Trail.

EQUESTRIAN STAGING AREA

The Equestrian staging area is located in the foothills on the east edge of the city. It consists of gravel and asphalt paved access and parking areas allowing for loading and unloading of horses and equipment. All vegetation is native. Unpaved trails leave from this point into the foothills and mountains. Large boulders have been placed to restrict motorized vehicles from accessing the hill sides. The staging area is the Eastern terminus for the Heritage Trail.

COMMUNITY PARKS

PIONEER PARK

Pioneer Park consists of 3.73 acres located at 500 east 150 south. Park amenities consist of an existing pioneer era rock façade building, 2 Pavilions (25'x35'), playground, 6 trash cans, 1 bench, 1 trash enclosure, 1 drinking fountain at restroom building, large open grass fields surrounded with a lighted asphalt path, landscaping, access to back stop and field of adjacent Rocky Mountain Elementary school.

COMMUNITY PARKS

CREEKSIDE PARK

Creekside Park consists of 1.88 acres at 100 south 600 west. Park amenities consist of 1 pavilion (30'x40'), a monument sign, 2 bridges over the existing creek, 1 maintenance shed, 2 trash cans, asphalt path (not in good condition), 1 bench, and open grass areas. 2 pickle ball courts funded for 2020

FRYAR-ORCHARD PARK

Fryar-Orchard Park consist of 4 acres located at 600 north Main Street. Park amenities consist of Large open grassy areas, a lighted asphalt path,1 Pavilion (20'x30'), a playground, 1 trash enclosure, 4 benches, 2 trash cans and signage.

HILLSIDE PARK

Hillside Park consists of 31.66 acres located at 350 north 1200 east. This park consists of open native vegetation in the foothill above the city of Lindon. Parking consists of dirt/ gravel areas at the dead ends of pavements at 1200 east street and 380 north street. Unpaved and unmaintained gravel roads are located within the park boundaries. A buried city water tank and pump house are located within the park.

HOLLOW PARK

Hollow Park consists of 3.17 acres located at 300 east 400 north. Park amenities consist of 2 Pavilions (25'x35'), a Monument sign, Trash enclosure, 4 trash cans, 1 lighted tennis court, 2 lighted pickleball courts Lighted, an asphalt walking path, 5 benches, open grass fields and landscaping, and 1 drinking fountain at a restroom building.

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COMMUNITY PARKS

LINDON CITY CENTER PARK

Lindon City Center Park consists of 9.31 acres located at 200 north State Street. The park is located adjacent to the Lindon Aquatic center, Lindon City Hall, Lindon Police and Fire Stations and the Lindon Community center. Park amenities consist of 1 pavilion (75'x35') and 1 pavilion (Small Octagon), 1 enclosed pavilion / building, 1 concession stand, 4 bleachers, 1 bench, trash cans, vinyl fence, chain-link fence, Pool pump house, monument sign, metal pipe fencing, retaining walls, landscaping , trash enclosure, drinking fountains, 1 baseball field, 1 lighted baseball field, 1 rodeo arena and two playgrounds (one large all abilities playground and one smaller electronic playground). There are four parking lots located on the site. One asphalt parking lot is located north of the main pavilion with a capacity of approximately 40 vehicles with an attached parking of 20 vehicles located along 200 north street. A smaller asphalt parking lot is located slightly to the north adjacent to the enclosed pavilion / building with a capacity of approximately 20 vehicles. Gravel parking lots are located south and west of the rodeo arena with capacities of approximately 50 and 60 vehicles respectively. The asphalt Heritage trail runs through the park and into a tunnel under state street on the west end of the park.

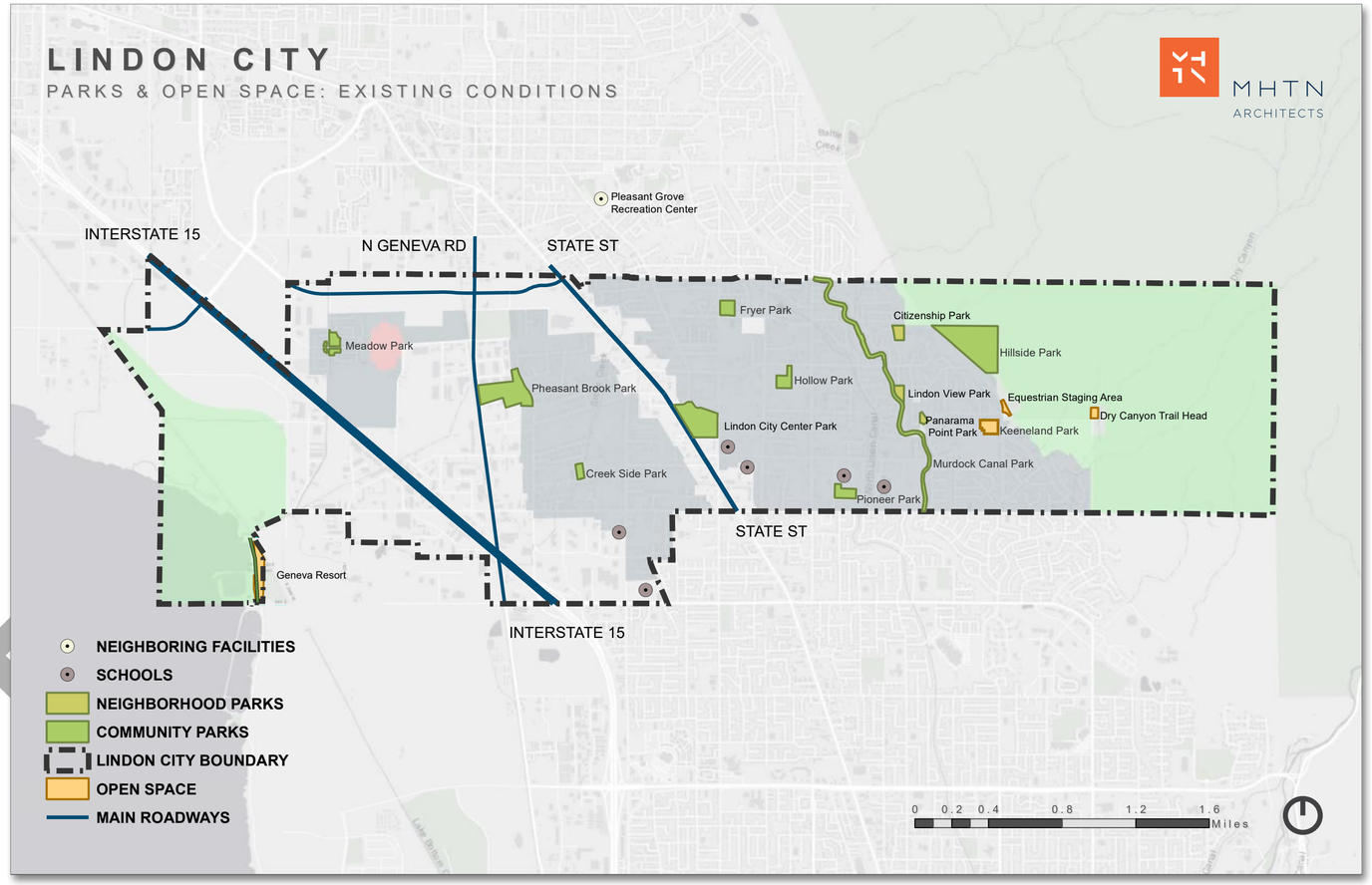
MEADOWS PARK

Meadows Park consist of 4.16 acres located at 1700 west 500 north. Park amenities consist of 1 Pavilion (25'x45'), a monument sign, 2 trash cans, a playground, large open grass fields with landscaping, 1 unmarked soccer field. The park consists of one main lawn, park areas on the north east corner of the road and smaller lawn areas on the south east, south west and north west corners of the intersection of 500 north and 1700 west. There is a small single loaded parking lot located in the south east quadrant of the park. A canal/ drainage ditch runs on the east side of 1700 west street.

PHEASANT BROOK PARK

Pheasant Brook Park consists of 8.31 acres located at 800 west 600 north. The park amenities consist of 2 Pavilions (30'x60'), a playground, a restroom building, 2 baseball fields, 2 pickleball courts funded for 2020, 3 soccer fields, a lighted asphalt path runs along the perimeter of the park and connects the parking lot to the other park amenities. A 35' flag pole is located adjacent to the parking lot and north pavilion. A bridge over a drainage swale connects the south pavilion to the main asphalt path. A parking lot with an approximate 80 car capacity and a trash enclosure is located on site

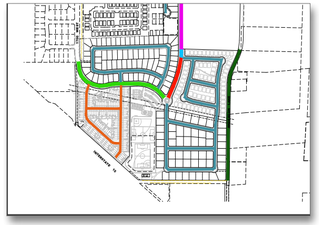
MAP 2.1 EXISTING CONDITIONS - PARKS & OPEN SPACE



FUTURE FACILITIES

GENEVA RESORT PARK

This 9 acre undeveloped parcel is conveniently located next to the Utah Lake Marina, which, was once a vacation spot for Utahns. This park should complement not only the marina but should also provide needed sports fields and open space requested by the city residents during the Master Plan Open House.



ANDERSON FARM PARK

Being developed by Ivory homes, this site will accommodate leisure, recreational and sports complex uses. According to Ivory Homes, the future park will offer pavilions, basketball courts, soccer fields, and baseball diamonds and will be a street crossing away from the newly developed homes.

KEENELAND PARK

The city in the near future desires to purchase a minimum of 4 acres of larger property on the southeast side of the city for a community park and additional open space.

				General Amenities																		Unique Function		
Name	**Location**	**Type**	Size (Acres)	Restrooms	Pavillions - small	Pavillions - Medium	Pavillions - Large	Picnic Tables	Playgrounds	Exercise Equipment	Pickle Ball Courts	Tennis Courts	Basketball Courts	Soccer Fields	Ball Diamonds	Sand Volleyball	Riding Arena	Lighted Paths	Regional Trail Access	Off-Street Parking	Other Considerations	Foothills Access or Dry Canyon Access	Water Course Access	Linear Park Along a Regional Trail
Meadow Park	1700 West 500 North	Community	4.16	0		1		8	1	0			0	1	0	0	0	N	N	N	1 Pavillion (25'x45') ,Monument sign, 2 trash cans, large open grass fields with landscaping, 1 unmarked soccer field	N	Y	N
Pheasant Brook Park	800 West 600 North	Community	8.31	1			2	20	1		2			3	2				Y	y	2 Pavillions (30'x60'), 2 baseball fields, 2 pickleball courts funded for 2020, 3 soccer fields			
Creekside Park	100 South 600 West	Community	1.88	1		1		8	2	0		2	0	0	0	0	0	N	N	N	1 pavillion (30'x40'),monument sign, 2 bridges, 1 maintenance shed, 2 trash cans, asphalt path (not in good condition), 1 bench, open grass areas, 2 pickle ball courts funded for 2020	N	Y	N
Lindon City Center Park	200 North State St	Community	9.31	1	1		1	31	1	0			0	0	2		1		Y	Y	1 pavilion (75 x35') and 1 pavilion (small octagon), 1 enclosed pavillion, 1 concession stand, 4 bleachers, 1 bench, trash cans, vinyl fence, chainlink fence, Pool pump house, monument sign, metal pipe fencing, retaining walls, landscaping , trash enclosure, drinking fountains, 1 baseball field, 1 lighted baseball field	N	N	N
Aquatics Center																								
Fryer Park	600 North Main St	Community	4	1	1			8	1	0			0	2	0	0	0	Y	N	Y	1 Pavillion (20'x30'), 1 trash enclosure, 4 benches, 2 trash cans	N	N	N
Hollow Park	300 East 400 North	Community	4.46	1		2		12	1		4	1						Y	N	Y	2 Pavillions (25'x35'), Monument sign, Trash enclosure, 4 trash cans, 1 tennis court lighted, 2 pickleball courts Lighted, ashpalt walking path, 5 benches, open grass fields and landscaping, 1 drinking fountain at restroom.			
Pioneer Park	500 East 150 South	Community	5.3	1		2		12	1	0			0	1	0	0	0	Y	N	Y	2 Pavillions(25'x35'), 6 trash cans, 1 bench, 1 trash enclosure, 1 drinking fountain at restroom, large open grass fields, landscaping, access to back stop and field of elementary school	N	N	N
Citizenship Park	500 North 800 East	Neighborhood	2.47	0	1			4	2	0			1	0	0	0	0	N	N	Y	1 Pavillion (25'x25'), 1 drinking fountain, 10 benches, asphalt path, flag pole, basket ball court, grass hills and landscaping	N	N	N
Lindon View Park	280 North 780 East	Neighborhood	2.26	1	1			2	0	0			0	0	0	0	0		Y	Y	3 bike racks, drinking fountain attached to the building, pavillion attached to restroom (20'x45'), Landscaping,	N	N	Y
Panorama Park	900 East 140 North	Neighborhood	1.09	0			0	0	1	0			1	0	0	0	0	N	Y	N	2 benches, access to lindon heritage trail, large grass areas, detention basin,	N	N	
Canal Bridge Park/Covered Bridge	140 North 800 East	Neighborhood	0.6						0				0						Y	N	Open fields adjacent to the trail	N	N	Y
Hillside Park	350 North 1200 East	Community	31.7	0			0	0	0	0			0	0	0	0	0	N	N	N	Open Native vegetation in foot hills	Y	N	N
Equestrian Staging Area	140 North 1200 East		1.25																		Open Native vegetation in foot hills	Y	N	N
Dry Canyon Trail Head			0.76																		Open Native vegetation I foot hills	Y	N	N
Geneva Resort Park	1700 West 500 North	Community	7.5																		Was a Park (Pre 1940's) will be a future park. Industrial area	N	N	N
Murdock Canal Park	Murdock Canal	Community	19.4																		Open Native Vegetation along regional trail	N	N	Y
TOTALS			104	7	4	6	3	105	11	0	6	3	2	7	4	0	1							

TABLE 4.1 EXISTING PARK AMENITIES ANALYSIS

TRAILS EXISTING CONDITIONS

In cities that are walkable and bikeable, people walk or bike for transportation and recreation because these are convenient, safe, and healthy ways to get around. Such cities make it possible for people of all ages and abilities to rely on active modes for their everyday trips to work, grocery stores, schools, parks, recreation, transit, and other civic destinations. The Lindon Parks, Trails, and Recreation Master Plan Update aspires to encourage and accommodate people who need or want to get around on foot, wheelchair, bike, horse, or other means that fall under the umbrella of active transportation, which is defined as personal transportation by which people move under their own power.

By prioritizing the Parks, Trails, and Recreation Master Plan Update, the City of Lindon is taking the first step needed to evaluate existing trail conditions and connections and establish a prioritized plan to develop infrastructure that makes walking, biking, or horseback riding feasible for both transportation and recreation. As the Plan is implemented, the expanded active transportation network will increase travel choice and make the City of Lindon a more attractive place to live, work, and play. The Parks, Trails, and Recreation Master Plan Update has the potential to impact many important aspects of life in the City of Lindon. Community health, environmental quality, equity, and economic growth, and quality of life could all be improved by the continued development of a thoughtfully planned trail system.

Community Health. Providing more opportunities for walking and biking allows people to incorporate physical activity into their daily routine and can increase access to existing recreational amenities such as regional trails, parks, and recreation centers.

Environmental Quality. A significant impact higher rates of active transportation have on the environment is improved air quality. The Wasatch Front historically rates poorly among U.S. cities for air quality levels, which puts residents at an increased risk of lung problems.

Equity. A transportation system that requires residents to rely on a car for their mobility needs is not an equitable one. Some people, due to age, ability, or economic status, are unable to drive or don't have access to a car.

Economic Growth. Walkable and bikeable communities promote property value appreciation and customer behavior that is advantageous for the local economy.

Quality of Life. More and more people prefer to live in walkable and bikeable communities. A safe, connected pedestrian and bicycle network gives people more transportation choices, promotes stronger place attachment, encourages more social interactions, and increases people's overall enjoyment of their community.

This section of the Murdock Canal Trail is heavily used and well-maintained. Over 17 miles in length, the trail connects communities throughout Utah County.

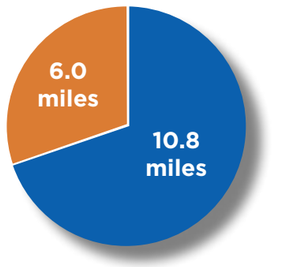
To understand the existing conditions of trails within the City of Lindon, the Plan update involved an intensive existing trail system analysis and public outreach process to determine the trail-related needs and desires of the community. Community members highlighted the importance for enhanced trailhead amenities and access points, especially for the natural surface trails to the east of town and along the Lindon Heritage Trail and Murdock Canal Trail. Community members also highlighted the need for safer road crossings on the Murdock Canal Trail and the Lindon Heritage Trail.

Other community members desired better connections to neighboring communities, especially from the Equestrian Trailhead to the Battle Creek Trailhead in Pleasant Grove. Residents were also concerned about the lack of maintenance on several trails, desiring smoother trails and trails that accommodate all user groups, especially equestrians, as well as improved winter maintenance on the Dry Canyon Access Road. This public process resulted in a better understanding of the current needs and desires of the community and will result in recommendations that are tailored to the needs, goals, and objectives of the community.

Residents desire safe road crossings, more trails for ATVs and mountain bikers, a variety of trail surfaces to accommodate all user groups, better wayfinding signage, and improved trail maintenance (especially during winter months).

Existing Trail Network

As of Fall 2019, the City of Lindon's existing trail system includes approximately 10.75 miles of shared use trails that are designated to accommodate pedestrians and bicyclists. These trails include regional paths, such as the Murdock Canal Trail, the Utah Shoreline Trail, and the Lindon Heritage Trail, and short neighborhood connectors. There are also nearly 6 miles of natural surface trails within Lindon's limits, though many of these trails are maintained by the Forest Service. See Map 2.2 for the overall existing trail system.



Lindon currently has **10.8 miles** of shared use paths and **6.0 miles** of natural surface trails.

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TRAIL DEFINITIONS

SHARED USE PATHS

These are paved facilities that are designed to accommodate non-motorized users and are detached from primary vehicular roadways. They are intended to serve bicyclists, pedestrians, and other non-motorized user groups. These facilities are typically between 10ft and 12ft in width, and have shoulders of about 2ft on either side of the path. When large volumes of users are anticipated, a center line stripe is recommended to help organize traffic. If a mixed user environment is anticipated, signage should be used to help educate path users about proper yielding etiquette. When the path crosses a vehicular right of way, high-visibility crosswalks should be implemented to mitigate potential collisions. Lindon has implemented 13.0 miles of shared use paths, the most popular of which is the Murdock Canal Trail.

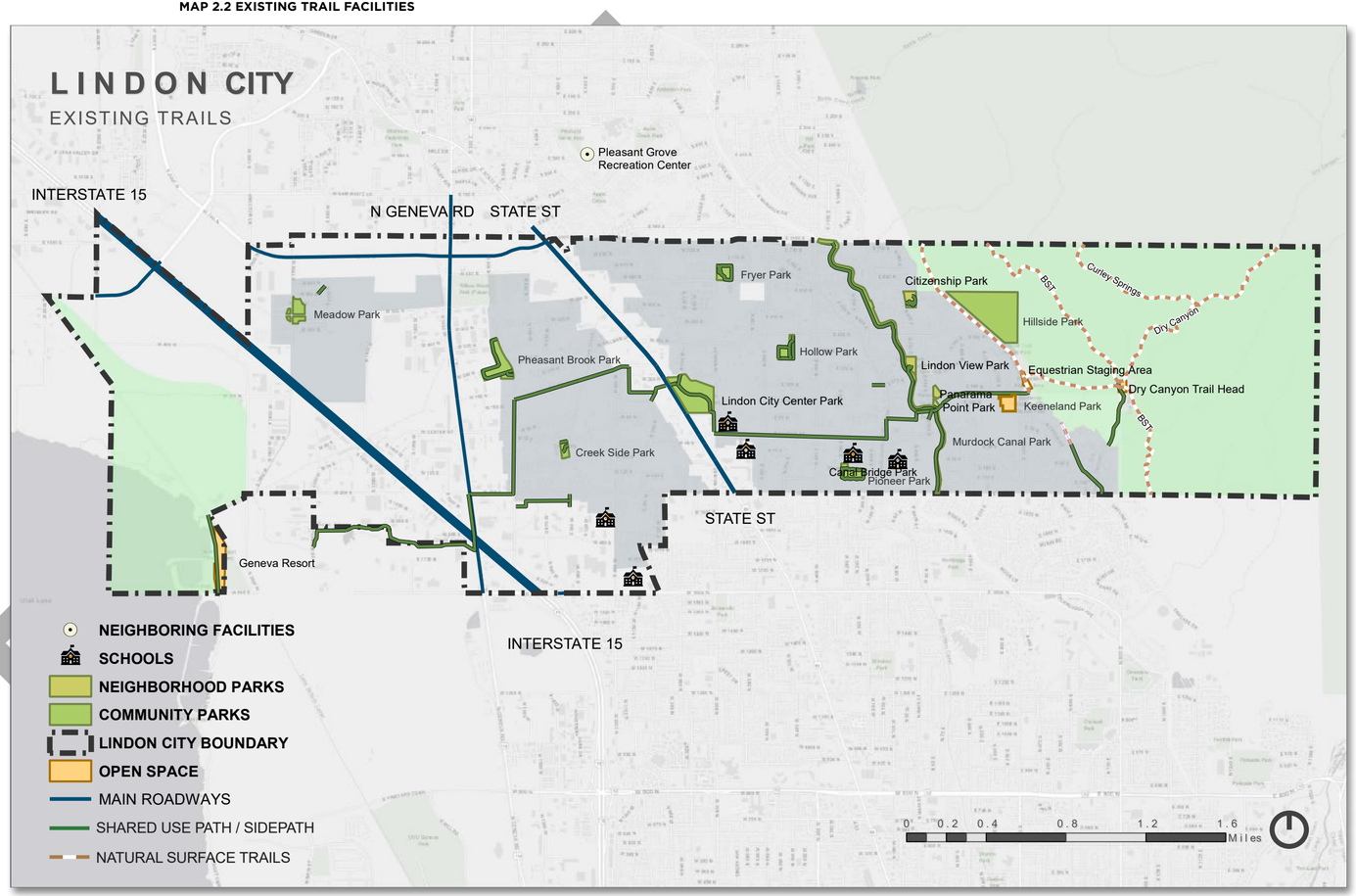
SIDEPATHS

Sidepaths are shared use paths that run parallel to a road in a shared right-of-way. Sidepaths are similar to shared use paths but present challenges at roadway intersections. Many sections of the Heritage Trail are considered to be a sidepath due to their adjacency to the right of way. In areas where a shared use path is needed, but a concrete or asphalt surface is undesirable, crusher fine can be used instead of pavement. These facilities provide a high degree of comfort on long uninterrupted roadway segments, but have operational and safety concerns at driveways and intersections with secondary streets. Crossings should be designed to promote awareness, lower speeds, and facilitate proper yielding of motorists to bicyclists and pedestrians.

NATURAL SURFACE TRAILS

These are unpaved facilities that support a variety of activities, such as hiking, bicycling, running, horseback riding, and dog walking. These trails generally have a tread width of 36-72" and an overall running slope of 10% or less, though up to 15% is acceptable for short segments. The cross slope on a natural surface trail should not exceed 5% to ensure the safety of those using the trail. Natural surface trails can be designed to accommodate a broad or narrow range of users depending on the experience desired. Examples of different type of uses include shared use trails, bike optimized trails, hike optimized trails, service or access roads, and accessible trails. Trails may also be required to serve other utilitarian access functions depending on the underlying property ownership or access agreement.

MAP 2.2 EXISTING TRAIL FACILITIES



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EXISTING SHARED USE PATHS

Lindon's two primary shared use paths – the Murdock Canal Trail and the Lindon Heritage Trail – are both paved trails that run on essential north-south and East-west corridors.

MURDOCK CANAL TRAIL

The Murdock Canal Trail runs for approximately 1.6 miles within Lindon's boundaries but for over 17 miles throughout all of Utah County. Built in 2013, it follows a now-enclosed canal. The trail accommodates year-around walking, jogging, equestrian use, cycling, and skateboarding and is well marked with signs approximately every quarter-mile. In addition, the trail can be accessed from numerous trailheads, some of which have restrooms facilities and running water, such as the Lindon View Trailhead. Within Lindon, the trail crosses over three roads, each of which are marked with high visibility signage and cross walks.

LINDON HERITAGE TRAIL

The Lindon Heritage Trail runs for approximately 4.5 miles from the base of Mt Timpanogos to I-15. Ultimately, the trail will extend all of the way to Utah Lake. The trail connects neighborhoods to parks and schools throughout the community and gives residents the ability to walk, bike, or horseback ride safely without the presence of motorized traffic. The Heritage Trail also connects to the regional trail system, including the Bonneville Shoreline Trail, the Jordan River Parkway, and the Great Western Trail. The trail does cross over several roads, including Geneva Road, which presents some safety challenges.

EXISTING NATURAL SURFACE TRAILS

Lindon also has several shorter shared use paths that connect neighborhoods to schools and churches or from one cul-de-sac to another. To the east of the City are several natural surface trails that are maintained jointly by the Forest Service, Utah County, and the City of Lindon. These trails are popular outdoor recreation destinations for mountain bikers, hikers, and horseback riders.

Photo Source: www.AllTrails.com

BONNEVILLE SHORELINE TRAIL

The Bonneville Shoreline Trail extends for approximately 2 miles within Lindon's boundaries, but it connects all the way to Brigham City to the north and Spanish Fork to the south, providing essential connections to the entire region. Made up of dirt, gravel, and rock, the Bonneville Shoreline Trail presents a strong opportunity for helping people to access the outdoor recreation amenities that abound. Much of the Bonneville Shoreline Trail and associated natural surface trails are under management by the Forest Service and Utah County as well as the City of Lindon.

Photo Source: www.AllTrails.com

DRY CANYON TRAIL

The Dry Canyon Trail is a trail that features towering vertical canyon walls and beautiful meadows that leads to an overlook of Cascade Mountain, Mt Timpanogos, and all of Utah Valley. The trail is made up of dirt, gravel, and several rocky sections, making hiking and biking more treacherous than the Bonneville Shoreline Trail. Like other trails in the area, this trail is managed under the Forest Service, Utah County, and the City of Lindon.

TRAIL PAVEMENT CONDITIONS SCALE

Trail conditions were evaluated on a scale from 1 - 4, with "1" representing poor pavement quality and "4" representing great pavement quality. The pavement condition methodology was based on a visual survey of the number and types of distresses in a section of path. Severity of pavement condition was calculated by the type and extent of existing distresses and distress density was calculated for each type of distress. Through this, pavement condition was properly evaluated to show maintenance recommendations. The different types of pavement distress evaluated included:

- Cracking
- Bumps and sags
- Corrugations
- Depressions
- Edge cracking
- Joining reflections,
- Lane/shoulder drop-off
- Low ride quality
- Patching and utility cut patching
- Potholes
- Rutting
- Swelling
- Weathering

This pavement condition index yields a good indication of the existing pavement condition of a network and informs maintenance prioritization. While pavement conditions were evaluated on this scale, please note that some pavement conditions, such as dirt, gravel, or coarse pavement, are better suited for some user groups over others. Map 2.2, on the following page, shows the pavement conditions on Lindon's trails.

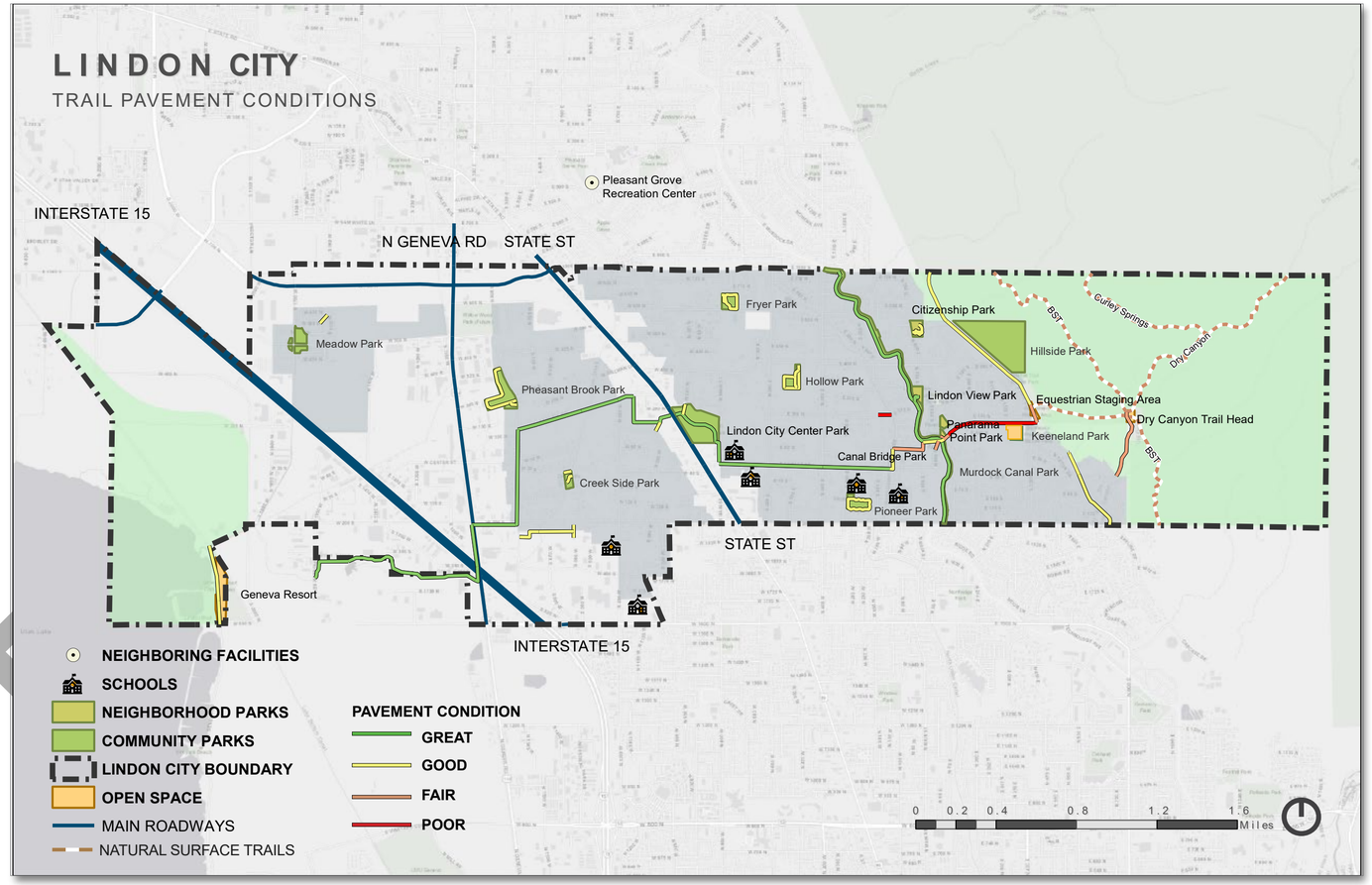
"GREAT" pavement conditions are marked by smooth, unobstructed pavement with none to minimal amount of distress.

"GOOD" pavement conditions are marked by relatively smooth, unobstructed pavement with minimal to minor amounts of distress.

"FAIR" pavement conditions are marked by somewhat smooth and unobstructed pavement with minor to moderate amounts of distress.

"POOR" pavement conditions are marked by rough pavement quality with significant obstructions, such as branches, leaves, and other debris, with moderate to significant amounts of distress.

MAP 2.3: EXISTING TRAIL PAVEMENT CONDITIONS



C. NEEDS ASSESSMENT

To assess needs for new or improved amenities for the City, the consultant team worked with city staff to administer a survey, host an open house, and organize regular steering committee meetings. These activities were paired with a comparative level of service analysis and a coverage analysis using GIS data. Together, this information helped inform the proposed recommendations described in the next section. This section covers the results of each needs analyses.

SURVEY RESULTS

This section provides an overview of a parks, trails, and recreation perception online survey that was available for residents to fill out over the course of two months in late 2019. In total, 213 responses were received, thus making the results not statistically valid, but rather an indication of general thoughts and opinions from engaged residents and community members.

The most beloved recreation facility in the City is the Murdock Canal Trail. It was described as a great place to see neighbors and friends riding bikes, walking, or running. People liked it because it is a great non-auto connector to other neighborhoods and communities, and to the foothills and Provo Canyon. Respondents appreciated the fact that it felt connected to the City, but was also a place for recreating away from traffic. They liked how well it is maintained, allowing multi-season use. Some said their children use it to safely get to school.

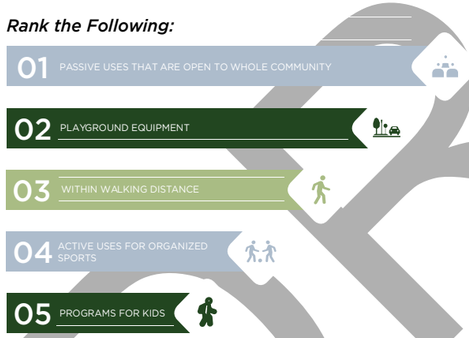
Another amenity that proved to be a local favorite is the Lindon Aquatics Center and Pool, followed by Pheasant Brook Park, and Hollow Park. Respondents also expressed appreciation for the City's pickleball Courts.

When asked to rank the following in order of priority, respondents said that Lindon parks, trails, and recreation facilities should prioritize passive uses that are open to the whole community above other options provided.

What are your favorite facilities in Lindon?

1. Murdock Canal Trail - 22%
2. Lindon Aquatics Center - 11%
3. Pheasant Brook Park - 8%
4. Hollow Park - 8%
5. Pickleball Courts - 7%
6. Other - 44%

Rank the Following:



What would you like to improve regarding Lindon's parks, trails, and recreation facilities?

OPEN HOUSE

Under the direction of the Steering Committee, the Planning Team recommended a current best practice in community engagement by meeting "people where they are", to increase public engagement by members of the community not typically involved in the public process. This term refers to conflating public engagement processes with already existing community events to increase participation quantity and quality by engaging a wider cross section of the community demographic profile. After reviewing upcoming community events with City staff, the Tree lighting event held at the Community Center on Monday December 2nd, seemed to be the best opportunity for timely feedback to inform the PTRMP Plan Development. Careful coordination with the project Steering Committee and Lindon City Parks staff allowed for notifications to be sent out via social media, utility billing and the community non-emergency text line.

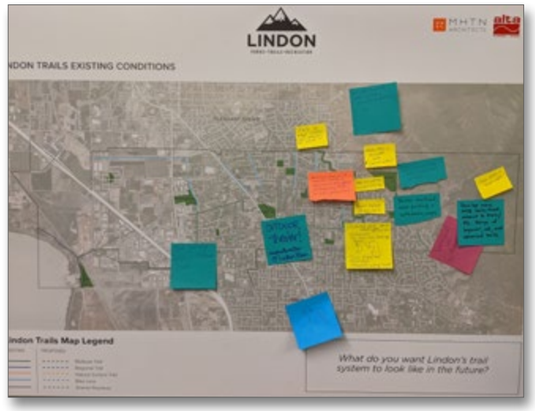
Tree Lighting Festival during the open house

The result of this approach of "meeting people were they are" was highly successful and impactful on the outcomes of the PTRMP Plan. Eight stations were assembled inside the Community Center to engage with Lindon residents before and after the tree lighting ceremony. The stations included overview of the plan development process, draft guiding principles for the plan, existing conditions of parks and recreational opportunities, existing conditions and opportunities for community recreational trails, and several opportunities for open comments of future desires for the PTRMP plan.

By integrating public engagement into a previously existing community event – the Community Tree Lighting - the turnout was significantly higher including over 200 residents, which included representatives from groups who don't normally participate. The event also created the opportunity for significant involvement by children and youth utilizing coloring pages at youth-focused station.

Children at open house drafting up their desired parks

There was an overwhelming response from Lindon residents for additional open space. There was an emphasis on the need for improvements and maintenance. Popular votes favored mountain bike and road bike facility improvements. There seemed to be an even split between those who did and did not want more equestrian facilities. Another request by several residents was an opportunity to have exercise opportunities besides walking and jogging.



Response from Lindon residents at the open house

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E. DEFICIENCIES AND GAPS IN THE FACILITIES

The following analysis compares the current Lindon City supply of facilities and amenities and the City's desired supply to Metrics supplied by the National Parks and Recreations Association (NRPA) for comparable cities with a populations under 20,000 (Table 2.5). Lindon's desired supply of amenities and facilities exceeds the median supply in all categories with the exception of tennis courts. Deficiencies exist between the City's existing supply and the desired supply in all categories except Softball/ baseball fields, Swimming pools, Splash pads, Equestrian Arenas and Pavilions.

By the year 2030 and with the projected population increase, with no further development, the deficiencies either stay the same or increase in all categories that currently have deficiencies. By 2030 the category of pavilions will be added to the list of deficiencies. The categories of Pickle-ball courts and Trails (Paved miles) are not found in the NRPA metrics. The NRPA Metrics provide a good comparison of what other cities across the US provide in terms of parks and recreation facilities and amenities.

Table 2.5. EXISTING LINDON CITY RECREATION FACILITIES WITH CURRENT 2014 NEEDS AND PROJECTED 2030

Facility/ Amenity	Existing Supply	Median Supply per the NRPA Survey for cities with a population of less than 20,000(1 Per Population of)	Lindon City Desired Supply (1 Per Population of)	2020 Lindon City Desired Supply based on Current Population of	Deficiency or Surplus	2030 Lindon City Desired Supply based on Projected Population of	Deficiency or Surplus
				11,447		12,491	
Softball / Baseball Fields	4	3,378	2,500	5	-1	5	-1
Soccer / Football / Lacrosse	7	3,875	2,500	5	2	5	2
Indoor Recreation Facility	0	9,250	5,000	2	-2	2	-2
Basketball	2	3,975	3,000	4	-2	4	-2
Pickle Ball Courts	6		2,000	6	0	6	-0
Tennis	3	2,500	3,000	4	-1	4	-1
Volleyball (Sand)	0	5,000	10,000	1	-1	1	-1
Swimming Pools	1	8,586	10,000	1	-0	1	-0
Splash Pad	1		10000	1	-0	1	-0
Skate Park/ Pump Track	0	10,234	10,000	1	-1	1	-1
Trails (Paved Miles)					0		0
Equestrian Arena	1	8786	10000	1	-0	1	-0
Picnic Tables	105		105	109	-4	119	-14
Restrooms	7		1500	8	-1	8	-1
Fitness Equipment	0		5000	2	-2	2	-2
Playgrounds	11	2269	850li	13	-2	15	-4
Pavilions	13		850	13	-0	15	-2
Amphitheater	0	10430	10000	1	-1	1	-1

FACILITIES THAT SURPASS THE 2020
- Soccer/ Football/ Lacrosse

FACILITIES THAT MEET THE 2020 SUPPLY
- Pickle-ball Courts
- Swimming Pools
- Splash Pad
- Trails (Paved Miles)
- Equestrian Arena
- Pavilions

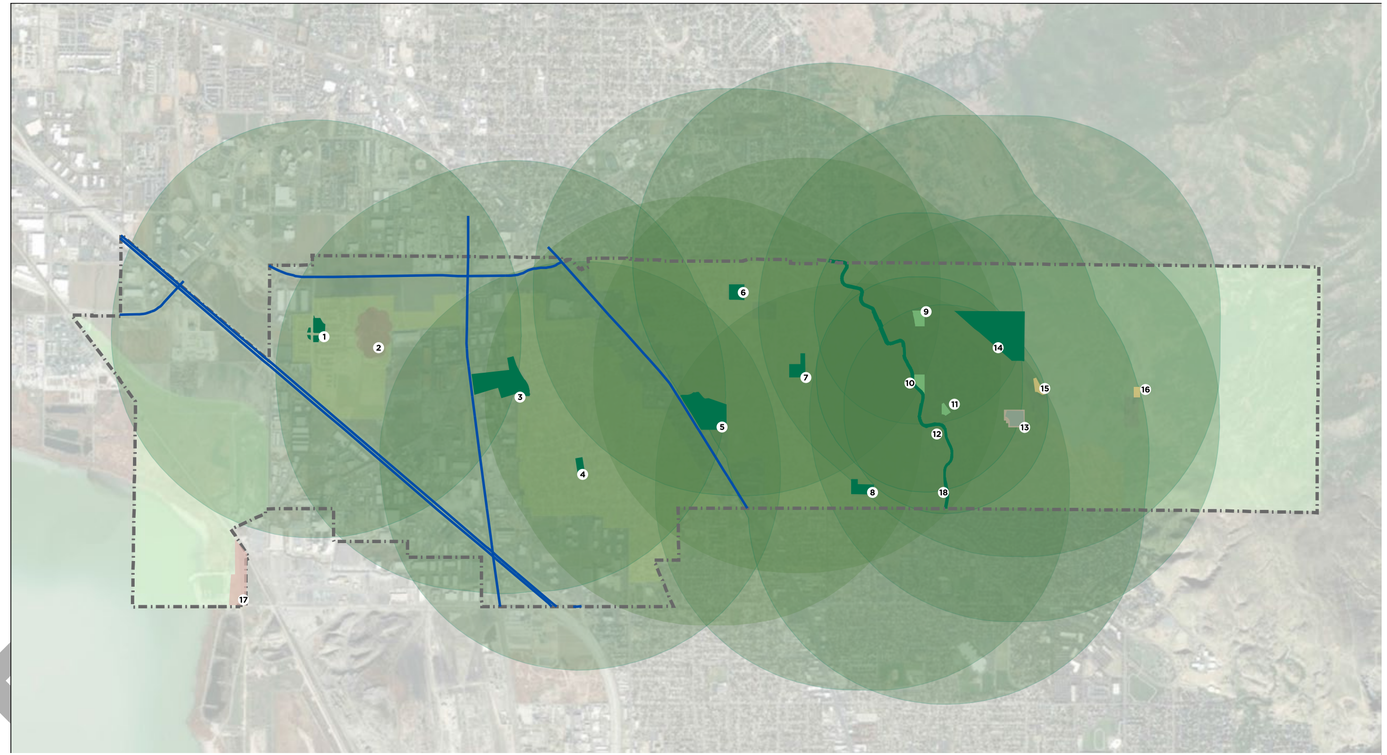
FACILITIES THAT DO NOT MEET THE 2020 SUPPLY
- Softball/ Baseball Fields
- Indoor Recreation Facilities
- Outdoor Basketball Courts
- Tennis Courts
- Volleyball courts (Sand)
- Skate Park/ Pump Track
- Picnic Tables
- Restrooms
- Fitness Equipment
- Playgrounds
- Amphitheater

FACILITIES THAT SURPASS THE 2030 DESIRED SUPPLY
- Soccer/ Football/ Lacrosse

FACILITIES THAT MEET THE 2030 DESIRED SUPPLY
- Pickle-ball Courts
- Swimming Pools
- Splash Pad
- Trails (Paved Miles)
- Equestrian Arena

FACILITIES THAT DO NOT MEET THE 2030 SUPPLY
- Softball/ Baseball Fields
- Indoor Recreation Facilities
- Outdoor Basketball Courts
- Tennis Courts
- Volleyball courts (Sand)
- Skate Park/ Pump Track
- Picnic Tables
- Restrooms
- Fitness Equipment
- Playgrounds
- Pavilions
- Amphitheater

MAP 2.4: COVERAGE ANALYSIS



NEIGHBORHOOD PARK
COMMUNITY PARK
TRAILHEAD
FUTURE PROPOSED PARK
LINDON CITY BOUNDARY
ROADS & HIGHWAYS

RESIDENTIAL LAND USE
OPEN SPACE
COMMUNITY PARK 1-MILE BUFFER
NEIGHBORHOOD PARK 1/2 MILE BUFFER

1 MEADOW PARK
2 ANDERSON FARM PARK
3 PHEASANT BROOK PARK
4 CREEKSIDE PARK
5 LINDON CITY CENTER PARK
6 FRYER PARK
7 HOLLOW PARK
8 PIONEER PARK
9 CITIZENSHIP PARK
10 LINDON VIEW PARK
11 PANORAMA PARK
12 CANAL BRIDGE PARK
13 KEENLELAND PARK
14 HILLSIDE PARK
15 EQUESTRIAN STAGING
16 DRY CANYON TRAIL HEAD
17 MURDOCK CANAL PARK

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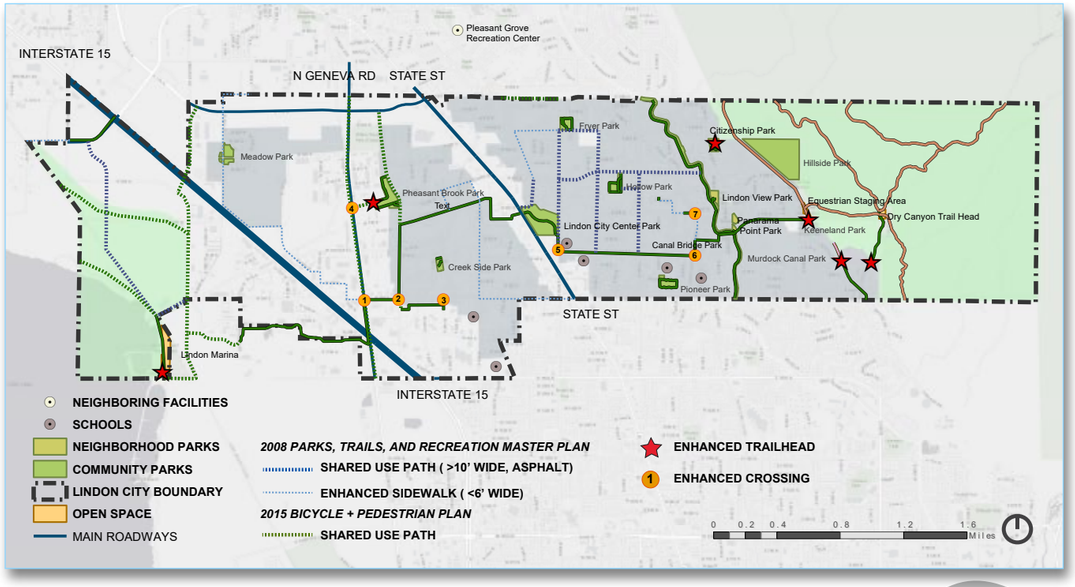
03 | RECOMMENDATIONS, GOALS, AND POLICIES

A. PROPOSED IMPROVEMENTS



Proposed Improvements map

PARKS AND OPEN SPACE

An analysis of the existing park system and the City's desired level of service, this chapter presents proposed additions and improvements to the City's Parks, Trails and Recreation Facilities.

The established functional level of service is a minimum of 4 acres of parks, trails and recreation facilities for every 1000 residents as suggested in the 2011 General Plan. The City of Lindon easily exceeds this level of service at approximately 10 acres per 1000 residents. The minimum level of service is based upon the improvements to the existing city owned land, land under a development agreement and a future park acquisitions on the eastern bench.

Future Community Parks

Geneva Resort Park – The City owns approximately 9 acres of property adjacent to the Lindon Marina. This property will be improved at some point in the future to accommodate a sports complex.

Anderson Park – The construction of this future park is imminent and is part of a development agreement with the Land Developer. The size of the agreed upon park parcel is 8 acres and the park will provide the following amenities agreed upon in the development agreement including soccer and softball fields, pickleball and basketball courts, pavilions play structures and swings and generous landscaping, lighting and other site furnishings.

Keeneland Park – The City has identified the need to create a 3 to 5 acre park facility in the large open space on the east bench above the Murdock Canal Trail to accommodate the recreational needs of the residents in this area of town. Lindon will continue to work with the property owners to acquire a parcel of acreage for the future park.

The addition of these parks meets the city's desire to maintain the minimum level of service for the future projected population size of 12,491 residents in the year 2029.

WHAT ADDITIONAL AMENITIES WOULD YOU LIKE TO SEE?

1. PUMP TRACKS
YES: 27
NO: 2
COMMENT: CONSIDER REGIONAL COORDINATION

2. ALL ABILITIES PLAYGROUND
YES: 23
NO: 1

3. INDOOR FACILITIES
YES: 22
NO: 5

4. FRISBEE GOLF COURSE
YES: 16
NO: 1

5. AMPHITHEATRE
YES: 14
NO: 5
COMMENT: LINDON ELEMENTARY HAS AN UNUSED AMPHITHEATRE

6. DOG PARK
YES: 10
NO: 9

7. ADDITIONAL EQUESTRIAN FACILITIES
YES: 5
NO: 4

COMMUNITY GARDENS:
YES: 5
NO: 7

HISTORIC & THEMATIC FEATURES
YES: 3
NO: 6

INTERPRETIVE EXPER. WITH SIGNAGE
YES: 1
NO: 8

OTHER

1. CITY LIBRARY
YES: 16
NO: 0

2. PICKLE BALL AND FUTSAL COURTS
YES: 10
NO: 0

3. SPLASH PAD
YES: 10
NO: 1

4. BASKETBALL COURTS
YES: 4
NO: 0

5. SLEDDING HILL (WITH ROPE TOW)
YES: 3
NO: 0

6. MORE ADVANCED MOUNTAIN BIKE TRAILS
YES: 2
NO: 0

7. MOUNTAIN BIKE FEATURES ALONG MURDOCK TRAIL OPEN SPACE
YES: 2
NO: 0

8. BIGGER PAVILION IN SQUAW HOLLOW:
YES: 1
NO: 0

9. HORSE SCULPTURE IN A PROMINENT LOCATION
YES: 1
NO: 1

Community response regarding potential future amenities

PARK AND RECREATION AMENITY ENHANCEMENTS

During the PTRMP update, over 250 responses were received. Comments received during the Community Open House confirmed many of the survey results. Due to the level of service provided to the City Residents by the existing and proposed park and trail facilities, the City focus should consist of providing additional amenities and possible niche type amenities in the proposed and existing parks.

The park survey found that residents will travel short distances to the existing neighborhood and community parks in the City of Lindon and will also travel to community and regional parks within the County searching for specific amenities not provided by Lindon City due to the city size and cost factors. The niche type amenity is described as a desired use not found in the City and adjacent communities that will provide recreational opportunities and uses that keep Lindon citizens in the City confines. The opportunities may include recreational facilities including an indoor field-house to support additional year-round recreational programming and a pump track to expand cycling opportunities within the City.

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PARKS RECOMMENDED FACILITY TYPES

SHADE STRUCTURES/TREES

The community residents overwhelmingly request additional shade thru the use of both shade structures and additional large canopy shade trees. The use of shade structure over playground structures will protect users from excess heat on the structures themselves on hot summer days when the use of play grounds may be at its peak level.

The use of shade structures should be limited to the high use park playgrounds due to cost impacts. The addition of large shade trees should be considered in the near future due to low material costs.

A LARGE ALL ABILITIES PLAYGROUND

An all abilities playground is defined as a playground is a space that provide inclusive play opportunities for children of all ages and abilities. These types of playgrounds are designed to promote the healthy development of all children's physical, social cognitive and sensory abilities.

It is proposed that these playgrounds be constructed in Hollow Park, Pheasant Brook Park and Pioneer Park in order to provide this amenity in several strategic locations across the city.

ALL AGES PLAYGROUND/EXERCISE EQUIP.

Another request by a majority of the mature residents at the open house was the installation of simple inground exercise equipment that could be used all ages. This equipment will accentuate additional fitness in conjunction with the existing park trails. Possible park locations for this equipment are Lindon View Park, Pheasant Brook Park and the City Center Park with trail access.

UPDATE OLD PLAYGROUNDS

Several parks have older or small outdated playground equipment. While useful, this equipment does not provide the more social active playground activities provided by more modern equipment. Possible park locations may include Citizenship Park, Panorama Park and Creekside Park.

PARKING

Additional parking may provide additional use of all system parks. Parking improvements at Hillside Park can improve access to the Bonneville Shoreline Trail system.

SIGNAGE

Signage opportunities will assist City residents in locating all of the City Parks. Some City survey respondents indicated that they were not aware of all the City Parks in the Park System. Signage costs can be prioritized over several years and should be provided at Hillside, Citizenship and the future Geneva Resort Park.

ADA ACCESSIBILITY

A high Priority for the City is to provide accessibility to existing Park Amenities. In many instances, the cost of providing ADA accessibility is reasonably inexpensive an provides the greatest potential amount of use by all city residents in a fair and equitable way. Potential Park locations already noted by the City are: Hollow Park, playground access; City Center Park, playground, pavilion and equestrian facilities; Meadows Park, playground access; Panorama Park, playground access; Pheasant Brook Park, playground access; Pioneer Park, playground access and Citizenship Park, playground access.

FRISBEE GOLF COURSE

Another low cost amenity requested by residents in the City-wide Survey and the City Open House was frisbee golf. These courses could be provided along the existing trails in Hillside Park and Citizenship Park.

PUMP TRACKS

A potential unique amenity that could be provided by the City is a Pump track. A pump track was request by several residents. A pump track is a circuit of rollers, bank turns and features to be ridden by riders using on mountain bikes. A pump track could be as small as one third of acre to one half acre. Several potential locations for pump tracks are along the Murdock Canal Trail or in Lindon View Park or Hillside Park.

PICKLEBALL COURTS

Pickleball is becoming a very popular sport as of late and is increasing in popularity around the state and country. The City is planning to construct new Pickleball Courts in Creekside Park and Pheasant Brook Park within the next two years.

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TRAILS RECOMMENDED FACILITY TYPES

SHARED USE PATHS

Shared use paths provide a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Shared use paths are desirable for bicyclists of all skill levels preferring separation from traffic. Shared use paths should generally provide directional travel opportunities not provided by existing roadways. Most shared use paths are designed for two-way travel. Shared use paths along roadways are called sidepaths.

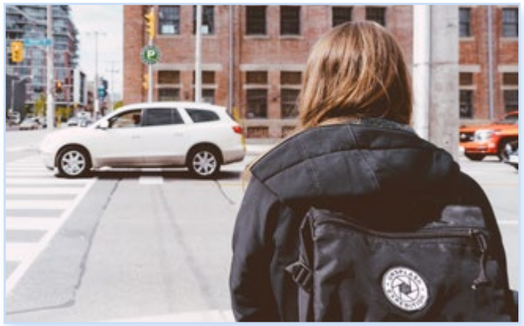
SIDEPATHS

Sidepaths provide a high degree of comfort on long uninterrupted roadway segments, but have operational and safety concerns at driveways and intersections with secondary streets. Crossings should be designed to promote awareness, lower speeds, and facilitate proper yielding of motorists to bicyclists and pedestrians.

WAYFINDING

Wayfinding gives trail users direction and understanding of where they are. Wayfinding signage will point out where a person is, where useful destinations are, and it provides a sense of place for the community.

CROSSWALK IMPROVEMENTS



Improving crosswalks is key to encourage non-motorized travel. Safer crosswalks for sidewalks and trails improve the connectivity throughout the city, allows the user more ease and enjoyment when using the facilities, and provides a safer place for all the residents of the community. Improving the crosswalk safety can be done with the addition of light, (re) striping the crosswalk, and pulling out the curb to increase pedestrian visibility.

TRAILHEAD ENHANCEMENTS

Having good trailheads can increase the trail useage. Good facilities such as lighted parking, bathrooms, and drinking fountains will invite the public to use the trailhead more.

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B. PRIORITIZATION OF PROJECTS

To ensure the most efficient use of funds, project prioritization is prudent. This is meant to fascilitate selecting which parks need facility upgrades the most and avoids overlap in exisitng conditions. The suggested projects are broken down into four main topics which are listed below:

1. FOCUS FUNDING ON PARKS AND RECREATION AMENITY ENHANCEMENTS

2. PROVIDE FACILITY SERVICES YEAR-ROUND

3. INVEST IN IMPROVED TRAIL CONNECTIVITY

4. PROMOTE FULL EXTENT OF CITY PARKS, TRAILS AND RECREATION OPPORTUNITIES

1. FOCUS FUNDING ON PARKS AND RECREATION AMENITY ENHANCEMENTS

SHADE STRUCTURES/TREES

- Fryer Park
- Hollow Park
- Meadows Park
- City Center Park
- Creekside Park
- Pheasant Brook Park
- Pioneer Park
- Citizenship Park

ALL ABILITIES PLAYGROUND

- Hollow Park
- Pheasant Brook Park
- Pioneer Park

ALL AGES PLAYGROUND/EXERCISE EQUIPMENT

- City Center Park
- Lindon View Park
- Pheasant Brook Park

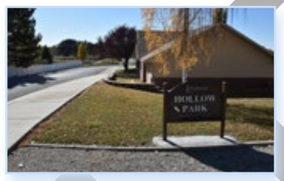
UPDATE OLD PLAYGROUNDS

- Citizenship Park
- Creekside Park
- Panorama park

ADA ACCESSIBILTY

- Hollow Park
- City Center Park
- Meadows park
- Pheasant Brook Park
- Pioneer Park
- Citizenship Park

SIGNAGE

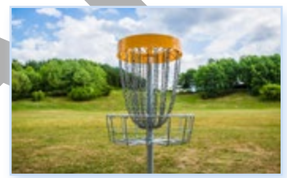


- Hillside Park
- Citizenship Park

PARKING

- Hillside Park

FRISBEE GOLF COURSE



- Citizenship Park
- Hillside Park

PUMP TRACKS

- Hillside Park
- Lindon View Park

PICKLEBALL COURTS

- Creekside Park
- Pheasant Brook Park

RUNNING PATH/PARK TRAIL

- Meadows Park

2. PROVIDE FACILITY SERVICES YEAR-ROUND

KEEP SELECT RESTROOMS OPEN ALL YEAR

- City Center Park
- Lindon View Park
- Others adjacent to trails

CONSIDER KEEPING DRY CANYON TRAIL ROAD OPEN

CONSIDER PROVIDING ADDITIONAL INDOOR FACILITIES LIKE A FIELD HOUSE

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3. INVEST IN IMPROVED TRAIL CONNECTIVITY

WITHIN LINDON CITY
- Fryer Park
- Meadows Park

ACROSS NEIGHBORING CITIES

TO TRAILS IN THE FOOTHILLS/MOUNTAINS
- Hillside Park
- Improve Bonneville Shoreline Trail?

Improving trail connectivity enhances the residents' ability to get the facilities with more ease. This would increase park usage.

4. PROMOTE FULL EXTENT OF CITY PARKS, TRAILS, AND RECREATION OPPORTUNITIES

ON WEBSITE

Updating the website to include the most recent information will help the residents navigate and be up to date with what is available to them.

SOCIAL MEDIA CAMPAIGN

Social media campaigns are a fun and modern way to reach audiences of all ages about recreational amenity offerings, as well as events and activities.

ACTIVITIES CAMPAIGN

An activities campaign will get the residents of Lindon to the parks and using them, thus, raising public knowledge and interaction with the facilities.

DIVERSIFICATION OF OFFERINGS

The core of the recommendations of this Plan is to take a holistic approach to the concept of recreation, by offering a wide variety of recreational offerings throughout Lindon City. The diagram below depicts this concept by showing that the Parks and Recreational offerings in Lindon should seek to provide a variety of active and passive uses, as well as educational and enjoyment driven for Lindon residents across all ages, interests and abilities.

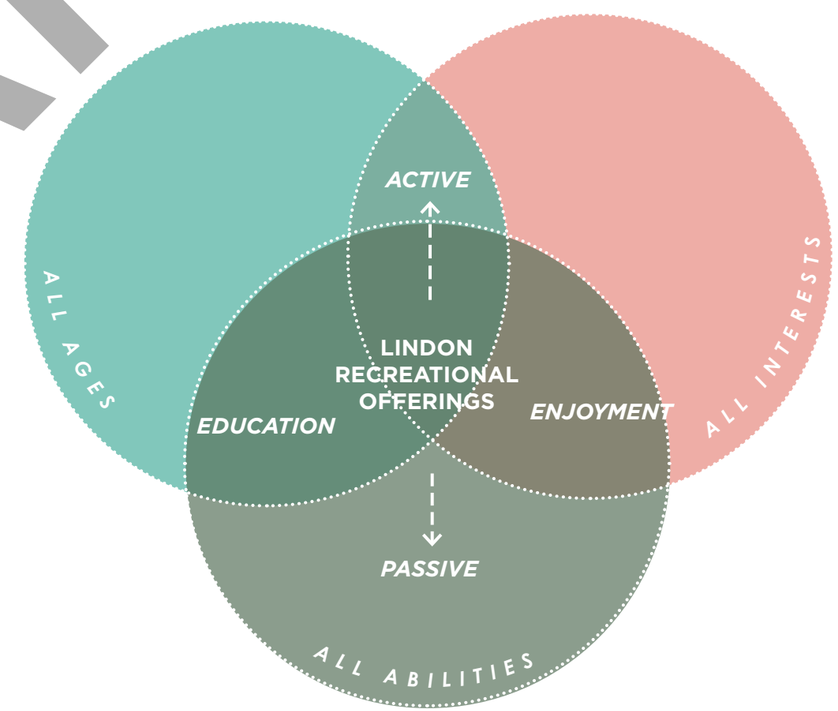

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TABLE 3.1: PROPOSED PARK RECOMMENDATIONS

Park Type	Park Name	Recomendations	Acres	Estimated Cost
Neighborhood	City Center Park	Large Shade Structure, ADA Walks, Ramps, Seating	18.64	$287,00
Community	Creekside Park	Trees, Medium Upgraded Play Structure, Small Upgraded Play Structure, 620 lineal ft of Upgraded Trail Paving	2	$214,900
Community	Hillside Park	1 Tree, Frisbee Golf Set (9 pieces), 850 lineal ft of Un-lit Paved Trail, 4 Signs, Restrooms, 10 Parking Stalls, Small Pavilion, Picnic Tables	31.66	$370,00
Community	Hollow Park	Trees, Frisbee Golf Set (4), ADA Access to Playground (2)	4.46	$724,000
Community	Meadows Park	Large Shade Structure, 20 Trees, Frisbee Golf Set (9), 1,050 lineal ft of Lit Paved Trail, ADA Access to Playground, Fitness Equipment (3 Small), Medium Equipment	4.16	$231,100
Community	Lindon View Park	Pump Track (Dirt), Fitness Equipment (1 Large)		$272,000
Community	Fryer Park	Medium Shade Structure, 2 Signs, Basketball Court	4	$84,000
Neighborhood	Panorama Park	Small Upgraded Play Structure, 380 lineal ft of Un-lit Paved Trail, Small Pavilion	1.17	$82,600
Neighborhood	Citizenship Park	2 Medium Shade Structures, Trees, Frisbee Golf Set (7), 2 Small Upgraded Play Structure, ADA Walks, Ramps and Seating (2), 2 Signs, ADA Access to Playground (2), Fitness Equipment (Medium)	2.67	$284,500
Community	Pheasant Brook Park	2 Medium Shade Structure, Trees, ADA Access to Playground (1), Fitness Equipment (Large), Update Parking Lot (106 Stalls), All Abilities Playground, Baseball outfield fencing, Baseball field Lighting, Drinking Fountain, Bleachers, Picnic Tables	9.88	$855,500
Community	Pioneer Park	1 Large Shade Structure, Frisbee Golf Set (3), 1,510 lineal ft of Upgraded Trail Paving, ADA Walks, Ramps and Seating (2), ADA access to Playground, Fitness Equipment (Large), Update Park Lot (68 Stalls), All Abilities Playgorund	4.3	$367,200

TABLE 3.2: UNIT COSTS

Unit Costs			
Name	Units	Cost Per Unit	Total Investment
Size (acres	91.4	201,435	$18,411,159.00
Restrooms	6	150,000	$900,000.00
Pavilions- small	4	30,000	$120,000.00
Pavilions- Medium	6	75,000	$450,000.00
Pavilions- Large	3	100,000	$300,000.00
Picnic Tables	105	1,000	$105,000.00
Playgrounds	11	100,000	$1,100,000.00
Exercise Equipment	0	9,000	$0.00
Pickle Ball Courts	6	50,000	$300,000.00
Tennis Courts	3	75,000	$225,000.00
Basketball Courts	2	20,000	$40,000.00
Soccer Fields	7	500	$3,500.00
Ball Diamonds	4	250,000	$1,000,000.00
Sand Volleyball	0	25,000	$0.00
Riding Arena- sf	27,243	2.25	$61,296.75
Lighted Paths	3,850	50	$192,500.00
Paved Paths	1,884	47	$88,548.00
Regional Trail Access	0	200,000	$0.00
Asphalt (parking) sf	63,530	5	$317,650.00
Mowed Acres ***	1,770,833	2	$3,541,666.00
TOTAL PARKS			$27,156,319.75

TABLE 3.3 PROPOSED TRAIL RECOMMENDATIONS

Facility Type	Location	Facility Notes	Distance (mi)	Estimated Cost
Shared Use Path	Heritage Trail from Pioneer Lane to Lindon Marina	Finish last section of the Lindon Heritage Trail.	0.9	$638,680
Shared Use Path	Geneva Rd Rail-with-Trail from northern to southern city lines	Shared use path along the Geneva Road rail corridor. Once entirely completed, this project will provide regional connectivity through Utah County.	1.8	$1,331,960
Shared Use Path	Utah Lake Shoreline Trail from Lindon Marina to city line	Continuation of the Utah Lake Shoreline Trail.	0.6	$448,560
Sidepath	2000 W from Heritage Trail to 700 N	Shared use path along 2000 W from the Heritage Trail to 700 N.	1.8	$939,120
Sidepath	800 W from 700 N to Lakeview Rd	Shared use path along 800 W from 700 N to Lakeview Rd.	0.8	$584,520
Shared Use Path	Park connector from Geneva Rd to Pheasant Brook Park	Shared use path connecting the future Geneva Road Rail-with-Trail to Pheasant Brook Park.	0.2	$116,480
Shared Use Path	Park connector from Geneva Rd to Pheasant Brook Park	Shared use path connecting the future Geneva Road Rail-with-Trail to Pheasant Brook Park at UDOT's future traffic signal.	0.2	$147,840
Sidepath	Anderson Farms	Neighborhood sidepaths in Ivory Home's new Anderson Farm Development.	0.2	$147,840
Sidepath	135 W from City Center Park to 400 N	Sidepath connecting the City Center Park to northern neighborhoods.	0.2	$147,840
Sidepath	Main St from Center St to 600 N	Sidepath connecting the City Center to northern neighborhoods and Fryer Park.	0.8	$591,360
Sidepath	400 N from 135 W to the Murdock Canal Trail	Sidepath connecting western neighborhoods to the Murdock Canal Trail.	1.1	$813,120
Sidepath	200 E from Center St to 400 N	Sidepath connecting southern neighborhoods to northern neighborhoods.	0.8	$591,360
Sidepath	400 E from Center St to 400 N	Sidepath connecting southern neighborhoods to northern neighborhoods.	0.5	$369,600

Cost per 10' wide asphalt shared used trail.....$140 per linear ft.
Cost per 10' wide asphalt side path.....$140 per linear ft.

TABLE 3.4: PROPOSED SPOT IMPROVEMENTS

ID	Facility Type	Location	Facility Notes	Estimated Cost
1	Trail Crossing	Heritage Trail and Geneva Road	Add curb extensions and crosswalk with warning signage and yield lines	$15,328
2	Trail Crossing	Heritage Trail and 200 South	Install crosswalk with warning signage and yield lines. Look into possibility of intersection reconfiguration, including implementation of roundabout.	Varies.
3	Enhanced Crosswalk	Neighborhood Connector Trail and 200 South	Add curb extensions to shorten crossing and install high visibility crosswalk	$15,328
4	Trail Crossing	Pheasant Brook Park and future Rails-with-Trail facility	Install hybrid beacon or traffic signal in conjunction with future trail development	$120,500
5	Trail Crossing	Heritage Trail and Center Street (at City Center Park)	Add curb extensions to shorten crossing	$14,000
6	Trail Crossing	Heritage Trail and Center Street (at Canal Drive)	Add curb extensions to shorten crossing	$14,000
7	Trail Crossing	Neighborhood Connector Trail and Canal Drive	Add curb extensions and crosswalk with warning signage and yield lines	$121,828
8	Regional Trailhead	Lindon Marina / Geneva Resort	Enhance existing amenities, including improving parking area's connection to the trail and adding maps and signage.	$1,328
9	Regional Trailhead	Pheasant Brook Park	Enhance existing amenities, including improving parking area's connection to the trail and adding maps and signage.	$1,328
10	Trail Access	Citizenship Park	Develop natural surface connection from park to the Bonneville Shoreline Trail. Expand parking by 2 additional spots.	$11,920
11	Trailhead	Dry Canyon Winter Gate	Develop 2-5 parking spaces for winter access. Implement trail signage, including maps and directional signs	$8,660
12	Trail Access	Bonneville Shoreline Trail Neighborhood Access	Develop 2-5 parking spaces for trail access.	$10,000
13	Trailhead	Equestrian Staging Area	Enhance existing trailhead amenities, including adding restrooms, signage, and increased equestrian amenities.	$151,328

Cost per pedestrian hybrid beacon..... $25,000 each
Cost per thermoplastic x-walk marking..... $30 per sq. ft.
Cost per curb extension..... $4,000 per corner
Cost per restrooms..... $150,000 per building
Cost per parking..... $2,000 per stall
Cost per sign panel..... $21 per sq. ft.
Cost per steel sign post..... $20 per linear ft.

C. STANDARDIZED DEFINITION, CLASSIFICATIONS, AND GUIDELINES FOR ALL PARK AND TRAIL TYPES

IMPLEMENTATION

Implementation strategies for trails projects require a blend of careful planning and opportunistic decision making. On-street projects, like sidepaths, can often be implemented quickly and efficiently when coordinated with planned roadway projects. Conversely, shared use path projects may require more extensive easement negotiations, permitting, or fundraising to reach construction. This section outlines a brief, planning-level analysis of trail design standards, project cost estimates, and potential funding sources and strategies for developing the recommending network.

Design Guidelines

Trails are one of the primary ways in which people can truly experience a city. If carefully planned and sustainably constructed, these recommended trails will promote an enjoyable user experience and minimize future maintenance requirements. These design guidelines specify how trails and supporting facilities should be designed and constructed within the City of Lindon. The following standards and guidelines are referred in this guide:

- The Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) defines the standards to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic.
- FHWA's Small Town and Rural Multimodal Networks (2016) document is a design resource and idea book to help small towns and rural communities support safe, accessible, comfortable, and active travel for people of all ages and abilities.

Shared Use Paths Design Guidelines

Shared use paths provide a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Shared use paths are desirable for bicyclists of all skill levels preferring separation from traffic. Shared use paths should generally provide directional travel opportunities not provided by existing roadways. Most shared use paths are designed for two-way travel. Shared use paths along roadways are called sidepaths.

Typical application

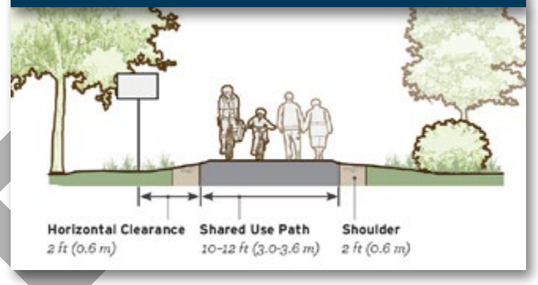
- Shared use paths are typically located in independent rights of way, separate from roadways
- In utility corridors, such as powerline and sewer corridors
- In waterway corridors, such as along ditches, drains, canals, streams, and rivers

Design Features

- Recommended minimum 10' width to accommodate moderate usage (14' preferred for heavy use). Minimum 8' width for low volume solutions only.
- A 2'ft or greater shoulder on both sides of the path should be provided free of obstacles. An additional foot of lateral clearance, for a total of 3 ft, is required by the MUTCD for the installation of signage or other furnishings.
- Standard clearance to overhead obstructions should be 10'

For estimated shared use path costs, see Table 3.5 on page 20.

SHARED USE PATH DIMENSIONS



SHARED USE PATH ROADWAY INTERSECTION

Further Considerations

- Under most conditions, centerline markings are not necessary. Centerline markings should only be used for clarifying user positioning or preferred operating procedure.
- Where there is a sharp blind curve, painting a solid yellow line with directional arrows reduces the risk of head-on collisions.
- Short sections of centerline are recommended upon the approach to street crossings to channelize path users.
- Small scale signs should be used in path environments (MUTCD 9B.02).
- Terminate the path where it is easily accessible to and from the street system, preferably at a trailhead, controlled intersection or at the beginning of a dead-end street.
- Use of bollards should be avoided as standard practice and only used if a history of motorized access violations is present. If bollards are used at intersections and access points, they should be colored brightly and/or supplemented with reflective materials to be visible at night.

Shared use paths provide trail users with the most comfortable and scenic experience as there is limited points of conflict with cars and access to local natural features.

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Sidepath Design Guidelines

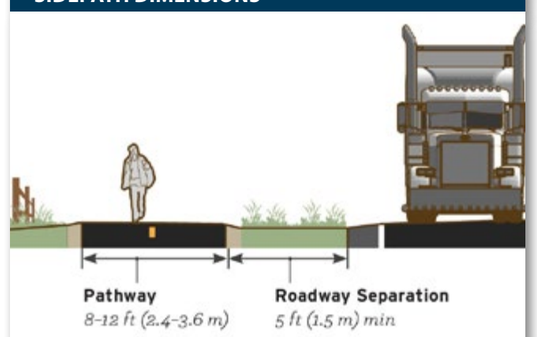
Sidepaths provide a high degree of comfort on long uninterrupted roadway segments, but have operational and safety concerns at driveways and intersections with secondary streets. Crossings should be designed to promote awareness, lower speeds, and facilitate proper yielding of motorists to bicyclists and pedestrians.

Typical application

- The preferred minimum roadway separation width is 6.5 - 16.5 ft. Minimum separation width is 5 ft.
- Separation narrower than 5 ft is not recommended, though it may be accommodated in constrained circumstances with the use of a physical barrier between the sidepath and the roadway. Barriers should prevent path users from moving into the roadway. Refer to the AASHTO Roadside Design Guide (2011) for additional guidance.
- In extremely constrained situations, rumble strips may be used as separation for short distances.
- It is important to keep approaches to intersections and major driveways clear of obstructions due to parked vehicles, shrubs, and signs on public or private property.
- Maximum cross slope of 2%. Design for a 1.5% cross slope to account for tolerance in construction.
- Running slopes should be below 5%. However, because sidepaths are located within a roadway right of way, the running slope may match the general grade established for the adjacent roadway.

For estimated sidepath costs, see Table 3.5 on page 20.

SIDEPATH DIMENSIONS



The Lindon Heritage Trail is considered a sidepath.

Sidepath Crossing Design Guidelines

Typical Application

- At controlled and uncontrolled sidepath crossings of driveways or minor streets.
- Used to provide for visibility and awareness of the crossing by motorist in advance of the crossing.
- Increases the predictability of sidepath and road user behavior through clear, unambiguous right of way priority.

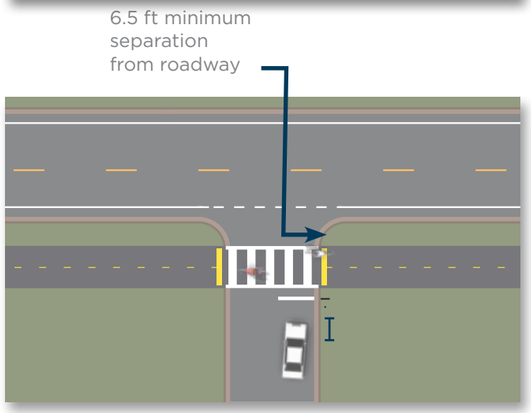
Design Features

- The sidepath should be given the same priority as the parallel roadway at all crossings.
- Provide clear sight triangles for all approaches of the crossing.
- Maintain physical separation to the crossing of 6.5 to 20 ft. As speeds on the parallel roadway increase, so does the preference for wider separation distance. Set back crossings of at least 15 feet allow for a vehicle to cross the path in a separate decision process from the merging maneuver with vehicle traffic.
- Use high visibility crosswalk markings to indicate the through area of the crosswalk.

Further Considerations

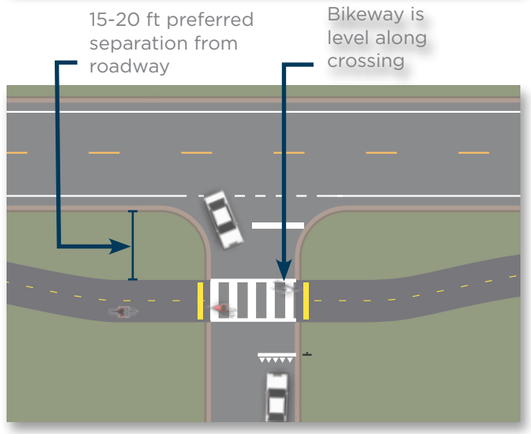
- Sidepaths running for long distances with many driveways or street crossings can create operational concerns. Attempt to limit or consolidate driveways along sidepaths.
- Along roadways, these facilities create a situation where a portion of the bicycle traffic rides against the normal flow of motor vehicle traffic and can result in wrong-way riding where bicyclists enter or leave the path.

ADJACENT SIDEPATH CROSSING



Where space is constrained or sight distance is limited, an adjacent crossing can promote visibility of path users.

SEPARATED SIDEPATH CROSSING



Where space is available, a separated crossing provides room for most motorists to yield to path users outside of the flow of through traffic.

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TABLE 3.5: GENERAL COST ESTIMATES

Facilty Type	Unit	Unit Cost	Assumptions
Shared Use Path	LF	$140	Asphalt
10' wide path - asphalt	LF	$140	
10' wide path - concrete	LF	$160	8" concrete, saw cut joints
Sidepath	LF	$160	
10' wide asphalt path	LF	$140	
Natural Surface Trail	LF	$6	
6' wide natural surface trail, native soil	LF	$6	
Crossings and Traffic Calming			
Install RRFB with ped refuge island	EACH	$25,000	Mast arm mounted
Install pedestrian hybrid beacon	EACH	$113,000	Mast arm mounted
Curb extensions (per corner)	EACH	$4,000	
Thermoplastic pavement marking	SQ	$30	
Parking	Stall	$2,000	
Restrooms	Building	$150,000	
Class I Sign and Steel Sign Post	EACH		
Sign Panel	SQ	$21	Class 1
Steel Sign Post	LF	$20	2x2 tubing

Note that these are estimated costs. Planning Level Costs do not account for permitting, land acquisition, or design. Site-specific issues or constraints may result in higher costs. Actual costs may vary.

A less well maintained section of trail along Lindon's Heritage Trail.

TRAIL MAINTENANCE

Regular maintenance is a critical component of a high-quality trail system. Without proper and timely maintenance, trails are at risk of erosion, overgrowth, and degradation, which can have a negative impact on both safety and the user experience. People are more likely to walk or bike for transportation and recreation when they have access to well-maintained trails.

Trail maintenance is also crucial for minimizing impact on the natural environment, and wildlife; it also preserves the aesthetic beauty of the landscape. Ultimately, maintenance protects the investments made in building trails, and ensures that trails will continue to be assets to their community long into the future.

During the winter months, regular plowing and/or grooming of certain trails and paths is necessary to provide access, protect user safety, and reduce liability. Trail grooming can also increase opportunities for wintertime use such as cross-country skiing and fat biking.

The following section provides a brief overview of typical trail maintenance tasks and includes some general best practices.

Tree and Brush Trimming: Tree branches should be trimmed in a manner that leaves a one- to five-foot minimum horizontal clearance from the shoulder of the path and an eight- to twelve-foot vertical clearance. Any branches that appear to be dying, broken, or loose should be removed. Larger trees can be trimmed beyond the recommended clearance and trimmed less often. Trees should not be trimmed or pruned in a manner that thins out the branch cover and eliminates the shade it produces. Because natural surface trails are often less accessible than other types of trails and on-street facilities, a popular strategy is to trim trees and brush beyond the minimum clearances to reduce maintenance frequency.

Weed Abatement: In the case of landscaped buffers adjacent to sidepaths or other planted areas near trails, weeds should be removed regularly to preserve the setting's aesthetic features. Native vegetation along trails in open space and wooded areas can typically be left untended (with the exception of trimming), and will contribute to the natural aesthetic. However, invasive plant species should be removed.

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Mowing and Landscaping: Maintaining vegetation on path shoulders (in open space) and in sidepath buffers is important for preserving the integrity of the soil, preventing encroachment, and enhancing the character of the trails. The frequency of mowing and other landscaping activities will depend on the time of year and weather conditions. Grass or vegetation patches that wither or die should be replaced by seeding the patches, placing mulch, and watering them. If erosion occurs in the patch before the new grass is grown, grading the area may be necessary.

Debris Removal: Debris on paved paths can range from natural tree and plant droppings, such as leaves and twigs, to human-produced garbage and litter. Debris should be swept or blown off of the path to prevent tripping hazards and to preserve the paths' aesthetic features. Debris removal may be required more frequently at different times of year.

Snow Removal: For trails where snow removal is desirable, removal should occur immediately following winter weather events. On-street pedestrian and bicycle facilities can be plowed and/or de-iced concurrently with travel lanes. Paved paths can be cleared of snow using plows, shovels, snow blowers, or mechanical snowbrushes.

Sign Repair and Replacement: Trail signage is not only critical for navigation and orientation, but also serves as a "brand" for the trail system. Keeping signage in good condition is therefore vital for maintaining a usable and appealing trail system. Trail signage should be inspected annually and replaced or repaired if damaged or defaced.

Restriping: Striping on paved paths should be inspected annually. Spring is typically the best time to inspect and restripe paths, as salt and winter weather can remove it. Restripe any areas where the striping has faded or been removed. Restriping on-street facilities such as shoulder lines or advisory shoulders should be done annually given Lindon's climate .

Crack Sealing and Repair: Sealing cracks in asphalt pavement is a cost-effective technique for extending the life of the asphalt surface. Crack sealing uses a flexible material that adheres to the crack edges but moves with the asphalt as it contracts and expands with changes in temperature. Identifying and sealing cracks as soon as possible can reduce the rate at which potholes form. Seal cracks that are 1/8 of an inch or greater to prevent further deterioration.

Sealcoating: Exposure to water, sunshine, and other elements degrades the binder that holds the aggregate in asphalt together over time. Sealcoat is a material that provides protection from this type of damage. Regular sealcoating will extend the life of asphalt, and will also replenish the color and appearance of the pavement.

Pavement Overlay: An overlay consists of adding new asphalt material over the existing surface assuming the base services is still sound enough. Overlay is distinct from total replacement, less expensive and extends the life of the pathway. Asphalt overlays are required around 20 - 30 years after the initial installation if sealcoating is done periodically.

The costs estimates for these maintenance priorities are listed in Table 3.4 on the opposite page.

TABLE 3.6 SHARED USE PATH AND SIDEPATH ROUTINE MAINTENANCE

Maintenance Activity	Function	Frequency	Est. Annual Cost (per mi.)
Path sweeping	Keep paved surfaces debris free	Twice annually (once in spring and once in fall)	$140 (x2)
Litter and trash removal	Keep path clean and maintain consistent quality of experience for users	Annually, or as needed	$70
Mowing path shoulders (native opens space areas)	Increases the effective width of the path corridor and helps prevent encroachment	Twice annually, in late spring and mid- to late-spring	$100 (x2)
Tree and brush trimming	Eliminate encroachments into path corridor and open up sight lines	Annually, or less frequently as needed	$100
Weed abatement	Manage existence and/or spread of noxious weeds, if present	Twice annually, in late spring and mid to late summer	$140 (x2)
Safety Inspections	Inspect path tread, slope stability, and bridges or other structures	Annually	$20
Snow removal/ grooming	Limited to sections of the path where year-round access is desired	As needed (assume 20 events)	$480
Sign and other amenity inspection/ replacement	Identify and replace damaged infrastructure	Annually (assume 2 sign replacements)	$100
Crack sealing and repair	Seal cracks in asphalt to reduce long term damage	Annually	$250

Sweeping Guidance

- Establish a seasonal sweeping schedule that prioritizes popular trail facilities.
- Sweep on-street facilities whenever there is an accumulation of debris.
- Pave gravel driveway approaches to minimize loose gravel on paved roadway shoulders.

Snow Removal Guidance

- Employ a proactive snow removal strategy, and have a plan for the removal of de-icing surface material debris that accumulates in and around trail facilities.
- Create a prioritization schedule for snow removal that focuses on primary routes and destinations

Pavement Surface Guidance

- Inspect the pavement 2 to 4 months after trenching construction activities are completed to ensure that excessive settlement has not occurred.
- Maintain a smooth pothole-free surface with minimal variations in pavement condition.

Pavement Overlay Guidance

- Extend the overlay over the entire roadway surface to avoid leaving an abrupt edge.
- Ensure that inlet grates, and manhole and valve covers are within 1/4 inch of the finished pavement surface and are made or treated with slip-resistant materials.

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D. OUTCOMES OF PLANS AFTER IMPLEMENTATION

The implementation of Lindon Parks, Trails and Recreation Master Plan and Capitol Facilities Plan Update is intended to provide the following benefits and outcomes:

Community Benefits

- Families will have increased opportunities to recreate together.
- A stronger sense of community through increased opportunities for individuals and families to interact.
- Reduced senses of alienation, loneliness and anti social behavior due to increase community recreation.
- Increased opportunities for community involvement, and shared management and ownership of resources.
- The new and updated facilities and their associated opportunities and quality of the local environment will provide a greater sense of community.

Individual Benefits

The residents who make use of the recreational facilities and activities will have greater overall well-being and health. The facilities will enhance the quality of the residents lives by:

- Providing increased opportunities to experience and observe nature.
- Providing opportunities for learning and living a more balanced life.
- Residents will have increased facilities for stress reduction, rest, relaxation, and revitalization through recreation.

Economic Benefits

- Increased Property values
- Attracting New Investments

Environmental Benefits

- Reduction in Flooding through increased storm water detention and storage.
- Enhanced Air quality through the installation of trees and vegetation that assist in filtering out pollutants in the air.

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04 | COSTS AND FUNDING OPPORTUNITIES

A. COST ANALYSIS/ESTIMATES

Unit Costs			
Name	Units	Cost Per Unit	Total Investment
Size (acres	91.4	201,435	$18,411,159.00
Restrooms	6	150,000	$900,000.00
Pavilions- small	4	30,000	$120,000.00
Pavilions- Medium	6	75,000	$450,000.00
Pavilions- Large	3	100,000	$300,000.00
Picnic Tables	105	1,000	$105,000.00
Playgrounds	11	100,000	$1,100,000.00
Exercise Equipment	0	9,000	$0.00
Pickle Ball Courts	6	50,000	$300,000.00
Tennis Courts	3	75,000	$225,000.00
Basketball Courts	2	20,000	$40,000.00
Soccer Fields	7	500	$3,500.00
Ball Diamonds	4	250,000	$1,000,000.00
Sand Volleyball	0	25,000	$0.00
Riding Arena- sf	27,243	2.25	$61,296.75
Lighted Paths	3,850	50	$192,500.00
Paved Paths	1,884	47	$88,548.00
Regional Trail Access	0	200,000	$0.00
Asphalt (parking) sf	63,530	5	$317,650.00
Mowed Acres ***	1,770,833	2	$3,541,666.00
TOTAL PARKS			**$27,156,319.75**

TABLE 4.1 UNIT COSTS

Facility Type	Unit	Unit Cost	Assumptions
Shared Use Path	LF	$140	Asphalt
10' wide path - asphalt	LF	$140	
10' wide path - concrete	LF	$160	8" concrete, saw cut joints
Sidepath	LF	$160	
10' wide concrete path	LF	$160	8" concrete, saw cut joints
Natural Surface Trail	LF	$6	
6' wide natural surface trail, native soil	LF	$6	
Crossings and Traffic Calming			
Install RRFB with ped refuge island	EACH	$25,000	Mast arm mounted
Install pedestrian hybrid beacon	EACH	$113,000	Mast arm mounted
Curb extensions (per corner)	EACH	$4,000	
Thermoplastic pavement marking	SQ	$30	
Parking	Stall	$2,000	
Restrooms	Building	$150,000	
Class I Sign and Steel Sign Post	EACH		
Sign Panel	SQ	$21	Class 1
Steel Sign Post	LF	$20	2x2 tubing

TABLE 4.2 GENERAL COST ESTIMATES

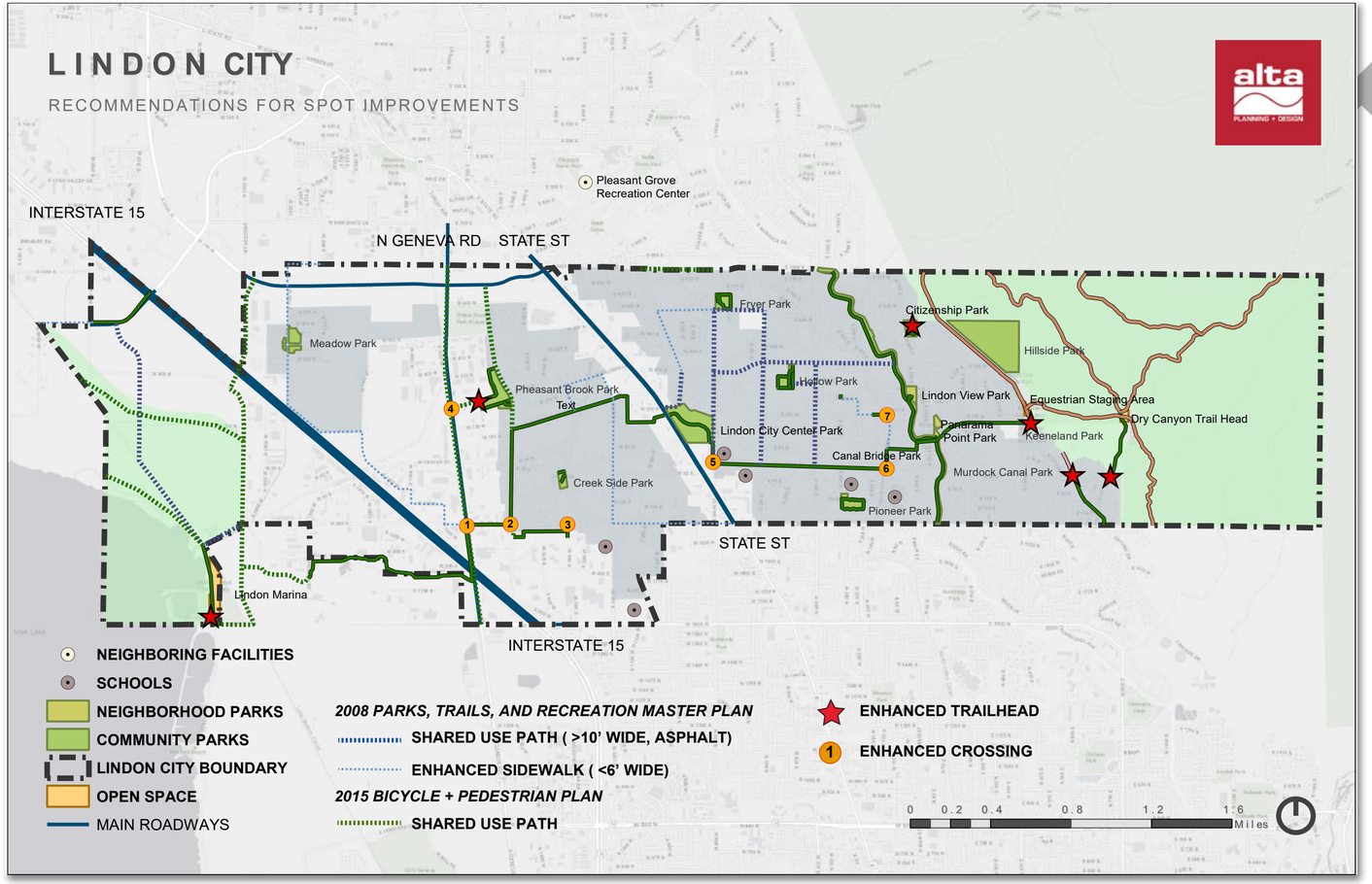
Improvement	Shade Structure	Trees	Frisbee Golf	Basket Ball Court Upgraded Play Stucture	Baseball Field Lighting	Paved Trail	Lighted	Un-Lit	Site Signage	Restroom	Pump Track	Dirt	Asphalt	Drinking Fountain	Land Acquisition
Unit	each	each	piece	$ per court $ per piece	Lump Sum	$ per linear foot			$ per sign	$ per building	$ per track		$ per piece		$ per parcel
Cost	$20,000	$500	$1,000	$70,000	$150,000	$72	$20	$20	$2,000	$150,000	$2,000	$40,000	$100,000	$8,000	$150,000
PARK															
City Center Qty.	1									1					
Cost	$20,000	$-	$-	$-	$-	$-	$-	$-	$-	$150,000	$-	$-	$-	$-	$-
Canal Bridge Qty.															
Cost	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
Creekside Qty.		5			1										
Cost	$-	$2,500	$-	$-	$75,000	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
Hillside Qty.		1	9				850	4	1			1			
Cost	$-	$500	$9,000	$-	$-	$-	$17,000	$8,000	$150,000	$-		$40,000	$-	$-	$-
Hollow Qty.	1	20								2					3.5
Cost	$10,000	$10,000	$-	$-	$-	$-	$-	$-	$-	$4,000		$-	$-	$-	$525,000
Meadows Qty.	1	20				1050				1					
Cost	$20,000	$10,000	$-	$-	$-	$75,600	$-	$-	$-	$2,000		$-	$-	$-	$-
Lindon View Qty.													1		
Cost	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-		$-	$100,000	$-	$-
Fryer Qty.	1		1						2						
Cost	$10,000	$-	$70,000	$-	$-	$-	$-	$4,000	$-	$-		$-	$-	$-	$-
Panorama Qty.				1			380								
Cost	$-	$-	$-	$75,000	$-	$-	$7,600	$-	$-	$-		$-	$-	$-	$-
Pheasant Brook Qty.	1	25			1300	2				1					
Cost	$10,000	$12,500	$-	$-	$39,000	$300,000	$-	$-	$-	$2,000		$-	$-	$-	$-
Citizenship Qty.	2	15	7	2					2	2					
Cost	$20,000	$7,500	$7,000	$150,000	$-	$-	$-	$-	$4,000	$4,000		$-	$-	$-	$-
Pioneer Qty.	1			2						1					
Cost	$20,000	$-	$-	$4,000	$-	$-	$-	$-	$-	$2,000		$-	$-	$-	$-
Total Cost	$60,000	$43,000	$16,000	$70,000	$125,000	$300,000	$42,600	$525,000	$98,000	$39,000	$300,000	$125,000	$75,600	$24,600	$16,000

Improvement	Fitness Equipment	Parking	Pavilion	Update parking lot	Bleacher and Concrete pad	Picnic Table on Concrete Pad	Amphitheater	TOTAL COST
Unit	$ per piece	$ per stall	$ per piece	$ per stall				
Cost	$47,000	$21,000	$12,000	$2,000	$10,000	$2,500	$28,000	
PARK								PARK
City Center Qty.	1				4		1	City Center $287,000
Cost	$47,000	$-	$-	$-	$40,000	$-	$28,000	
Canal Bridge Qty.								Canal Bridge $-
Cost	$-	$-	$-	$-	$-	$-	$-	
Creekside Qty.								Creekside $214,900
Cost	$-	$-	$-	$-	$-	$-	$-	
Hillside Qty.		10	1	1	1	5		Hillside $370,000
Cost	$-	$20,000	$75,000	$30,000	$8,000	$12,500	$-	
Hollow Qty.								Hollow $724,000
Cost	$-	$-	$-	$-	$-	$-	$-	
Meadows Qty.						5		Meadows $120,100
Cost	$-	$-	$-	$-	$-	$12,500	$-	
Lindon View Qty.	1							Lindon View $272,000
Cost	$47,000	$-	$-	$-	$-	$-	$-	
Fryer Qty.								Fryer $84,000
Cost	$-	$-	$-	$-	$-	$-	$-	
Panorama Qty.								Panorama $82,600
Cost	$-	$-	$-	$-	$-	$-	$-	
Pheasant Brook Qty.	1			106	4	4		Pheasant Brook $855,500
Cost	$47,000	$-	$-	$212,000	$40,000	$10,000	$-	
Citizenship Qty.								Citizenship $284,500
Cost	$-	$-	$-	$-	$-	$-	$-	
Pioneer Qty.				68				Pioneer $367,200
Cost	$-	$-	$-	$136,000	$-	$-	$-	
Total Cost	$141,000	$-	$-	$348,000	$80,000	$35,000	$28,000	$3,661,800

TABLE 4.4 PARK IMPROVEMENTS COSTS BY AMENITY

LINDON
PARKS • TRAILS • RECREATION

MAP 4.1 RECOMMENDATIONS FOR SPOT IMPROVEMENTS



Facility Type	Location	Facility Notes	Estimated Cost
Shared Use Path	Heritage Trail from Pioneer Lane to Lindon Marina	Finish last section of the Lindon Heritage Trail. This project is shown in both the 2008 and 2015 Plans.	$638,680
Regional Trail	Geneva Rd Rail-with-Trail from northern to southern city lines	Shared use path along the Geneva Road rail corridor. Once entirely completed, this project will provide regional connectivity through Utah County. This project is shown in the 2008 Plan.	$1,331,960
Regional Trail	Utah Lake Shoreline Trail from Lindon Marina to city line	Continuation of the Utah Lake Shoreline Trail. This project is shown in both the 2008 and 2015 Plans.	$448,560
Shared Use Path	2000 W from Heritage Trail to 700 N	Shared use path along 2000 W from the Heritage Trail to 700 N. This project is shown in the 2015 Plan.	$939,120
Shared Use Path	Southern Pacific/FrontRunner Rail-with-Trail from Utah Lake Shoreline Trail to 600 N	Shared use path along the Southern Pacific/FrontRunner line, connecting to 600 N. This project is shown in the 2008 Plan.	$934,640
Shared Use Path	800 W from 700 N to Lakeview Rd	Shared use path along 800 W from 700 N to Lakeview Rd. This project is shown in both the 2008 and 2015 Plans.	$584,520
Shared Use Path	Park connector from Geneva Rd to Pheasant Brook Park	Shared use path connecting the future Geneva Road Rail-with-Trail to Pheasant Brook Park. This project is shown in both the 2008 and 2015 Plans.	$116,480

Cost per 10' wide asphalt shared used trail.....$140 per linear ft.
Cost per 10' wide concrete shared use trail.....$160 per linear ft.

TABLE 4.3 PROPOSED TRAIL RECOMMENDATIONS

Facility Type	Location	Facility Notes	Estimated Cost
Regional Trailhead	Lindon Marina	Enhance existing marina amenities, including improving parking area's connection to the trail and adding maps and signage.	$1,328
Regional Trailhead	Pheasant Brook Park	Enhance existing park amenities, including improving parking area's connection to the trail and adding maps and signage.	$1,328
Trail Access	Citizenship Park	Develop natural surface connection from park to the Bonneville Shoreline Trail. Consider expanding parking (2 additional spots).	$11,920
Trailhead	Dry Canyon Winter Gate	Develop 2-5 parking spaces for winter access. Implement trail signage, including maps and directional signs.	$8660
Trail Access	Bonneville Shoreline Trail Neighborhood Access	Develop 2-5 parking spaces for trail access.	$10,000
Trailhead	Equestrian Staging Area	Enhance existing trailhead amenities, including adding restrooms, signage, and increased equestrian amenities.	$151,328

Cost per restrooms.....$150,000 per building
Cost per parking stalls.....$2,000 per stall
Cost per sign panel.....$21 per sq. ft.
Cost per steel sign post.....$20 per linear ft.
Cost per natural surface trail.....$6 per linear ft.

TABLE 4.4 PROPOSED TRAILHEAD RECOMMENDATIONS

ID	Facility Type	Location	Facility Notes	Estimated Cost
1	Trail Crossing	Heritage Trail and Geneva Road	Add curb extensions and crosswalk with warning signage and yield lines	$15,328
2	Trail Crossing	Heritage Trail and 200 South	Install crosswalk with warning signage and yield lines. Look into possibility of intersection reconfiguration, including implementation of roundabout.	Varies.
3	Enhanced Crosswalk	Neighborhood Connector Trail and 200 South	Add curb extensions to shorten crossing and install high visibility crosswalk	$15,328
4	Trail Crossing	Pheasant Brook Park and future Rails-with-Trail facility	Install hybrid beacon in conjunction with future trail development	$120,500
5	Trail Crossing	Heritage Trail and Center Street (at City Center Park)	Add curb extensions to shorten crossing	$14,000
6	Trail Crossing	Heritage Trail and Center Street (at Canal Drive)	Add curb extensions to shorten crossing	$14,000
7	Trail Crossing	Neighborhood Connector Trail and Canal Drive	Add curb extensions and crosswalk with warning signage and yield lines	$121,828

Cost per pedestrian hybrid beacon.....$25,000 each
Cost per thermoplastic x-walk marking.....$30 per sq. ft.
Cost per curb extension.....$4,000 per corner

TABLE 4.5 PROPOSED ENHANCED CROSSINGS

B. IMPACT FEES FACILITIES PLAN

SUMMARY

BACKGROUND

Lindon City ("City") completed a Parks, Recreation, Open Space and Trails Master Plan in January 2020. The Master Plan, along with input from the City, forms the basis for this Impact Fee Facilities Plan (IFFP) for Parks, Trails and Recreation.

The City has determined that there is one service area citywide and that there is no excess capacity in any existing park facilities. Only residential development is considered to create demand for parks, trails and recreation facilities and therefore only residential growth has been considered in the determination of impact fees.

Projections for population growth in the City are as follows:

Year	Population
2019	11,447
2020	11,463
2021	11,479
2022	11,495
2023	11,511
2024	11,527
2025	11,714
2026	11,904
2027	12,097
2028	12,293
2029	12,491
Source: Lindon City General Plan	

TABLE 4.6 PROJECTED POPULATION GROWTH, 2019-2029

IDENTIFY THE EXISTING AND PROPOSED LEVELS OF SERVICE AND EXCESS CAPACITY

Utah Code 11-36a-302(1)(a)(i)(ii)(iii)

The IFFP considers only system facilities in the calculation of impact fees. For the City, this has been determined to mean neighborhood, community and regional parks. Local parks are considered project improvements and have not been included in the calculation of impact fees.

Existing service levels are based on the (2019) levels of service in the City for both parks and trails.[1] Existing and proposed service levels are shown in the table below.

	UNITS		
	Existing	Proposed (Minimum)	Excess Capacity
Land (acres, with improvements, per 1,000 population)	5.87	5.87	0
Trail miles (trail miles per 1,000 population)	0.33*	0.33*	0
*The standard is 0.24 trail miles per 1,000 population for 10' trails and 0.09 trail miles per 1,000 population for 8' trails.			

TABLE 4.7 EXISTING AND PROPOSED SERVICE LEVELS

The City intends to at least maintain existing service levels for both parks and trails.

The Aquatic Center currently serves 11,447 residents and has capacity to serve 17,000. Therefore, the Aquatic Center has excess capacity.

Parks, trails and recreation development in the City is one overall recreation system designed to meet the needs and desires of its residents for physical and leisure activities.

1 The IFFP shows different service level than the Master Plan. This difference occurs for two reasons: 1) the IFFP cannot include project improvements (i.e., local parks), which are included in the level of service in the Master Plan; and 2) the IFFP does not include donated or gifted facilities for the purpose of establishing the impact-fee eligible level of service.

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IDENTIFY DEMANDS PLACED UPON EXISTING PUBLIC FACILITIES BY NEW DEVELOPMENT ACTIVITY AT THE PROPOSED LEVEL OF SERVICE

Utah Code 11-36a-302(1)(a)(iv)

The table below shows the declining service levels that will occur in Lindon, due to population growth, if no new facilities are added. Each of these declining service levels is discussed in more detail in the body of this report

Summary Table	Parks	Trails 10'	Trails 8'
Acres/Trail Miles per 1000 Population in 2019	5.87	0.24	0.09
Acres/Trail Miles per 1000 Population in 2029	5.38	0.22	0.08
Cost per Capita Investment in 2019	$1,791.98	$180.81	$55.35
Cost per Capita Investment in 2029	$1,642.07	$165.69	$50.72

TABLE 4.8 IMPACTS TO SERVICE LEVELS DUE TO NEW DEVELOPMENT NO IMPROVEMENTS ARE MADE

The Aquatic Center has capacity to serve 17,000 persons. At the present time, it is serving 11,447 persons, representing 67 percent of total capacity. By 2029, the Aquatic Center will serve 12,492 persons, representing 73 percent of total capacity; therefore, 6 percent of the excess capacity will be consumed by new development between 2019 and 2029.

IDENTIFY HOW THE GROWTH DEMANDS WILL BE MET

Utah Code 11-36a-302(1)(a)(v)

In order to maintain the existing level of service, the projected new development over the next ten years will require the construction or acquisition of new park and trail facilities in the amount of $2,119,410, as stated in 2019 dollars.

Description	Amount
Parks	$1,872,619.48
Trails	$246,790.53
Total	**$2,119,410.01**

TABLE 4.9 NEW FACILITIES NEEDED TO MEET THE DEMANDS OF NEW GROWTH, 2019-2029

CONSIDERATION OF REVENUE SOURCES TO FINANCE IMPACTS ON SYSTEM IMPROVEMENTS

Utah Code 11-36a-302(2)

In order to maintain the existing level of service, the projected new development over the next ten years will require the construction or acquisition of new park and trail facilities in the amount of $2,119,410, as stated in 2019 dollars.

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UTAH CODE LEGAL REQUIREMENTS

Utah law requires that communities prepare an Impact Fee Facilities Plan (IFFP) before preparing an Impact Fee Analysis (IFA) and enacting an impact fee. Utah law also requires that communities give notice of their intent to prepare and adopt an IFFP. This IFFP follows all legal requirements as outlined below. The City has retained Zions Public Finance, Inc. (ZPFI) to prepare this Impact Fee Facilities Plan in accordance with legal requirements.

Notice of Intent to Prepare Impact Fee Facilities Plan
A local political subdivision must provide written notice of its intent to prepare an IFFP before preparing the Plan (Utah Code §11-36a-501). This notice must be posted on the Utah Public Notice website. The City has complied with this noticing requirement for the IFFP by posting notice.

Preparation of Impact Fee Facilities Plan
Utah Code requires that each local political subdivision, before imposing an impact fee, prepare an impact fee facilities plan. (Utah Code 11-36a-301).

Section 11-36a-302(a) of the Utah Code outlines the requirements of an impact fee facilities plan which is required to identify the following:

(i) identify the existing level of service
(ii) establish a proposed level of service
(iii) identify any excess capacity to accommodate future growth at the proposed level of service
(iv) identify demands placed upon existing facilities by new development activity at the proposed level of service; and
(v) identify the means by which the political subdivision or private entity will meet those growth demands.

Further, the proposed level of service may:

(i) exceed the existing level of service if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service; or
(ii) establish a new public facility if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service.

In preparing an impact fee facilities plan, each local political subdivision shall generally consider all revenue sources to finance the impacts on system improvements, including:

(a) grants
(b) bonds
(c) interfund loans
(d) transfers from the General Fund
(e) impact fees; and
(f) anticipated or accepted dedications of system improvements.

Certification of Impact Fee Facilities Plan
Utah Code states that an impact fee facilities plan shall include a written certification from the person or entity that prepares the impact fee facilities plan. This certification is included at the conclusion of this analysis.

EXISTING SERVICE LEVELS, PROPOSED SERVICE LEVELS AND EXCESS CAPACITY

Utah Code 11-36a-302(1)(a)(i)(ii)(iii)

GROWTH IN DEMAND

Impacts on recreation-related facilities will come from residential development only. Residential growth is projected as follows:

Year	Population	Population Growth
2019	11,447	
2020	11,463	16
2021	11,479	16
2022	11,495	16
2023	11,511	16
2024	11,527	16
2025	11,714	187
2026	11,904	190
2027	12,097	193
2028	12,293	196
2029	12,492	199
TOTAL		**1,045**
Source: Lindon City General Plan *Population projections are for 1,045 new residents between 2019 and 2029.*		

TABLE 4.10 PROJECTED POPULATION GROWTH, 2019-2029

EXISTING SERVICE LEVELS

Existing system parks are shown in the Table below. System parks that were acquired through donations or grants have not been included in the level of service for impact fees.

Summary	Size (Acres)
Hollow Park	4.46
Pioneer Park	5.3
Fryer Park	4
Meadow Park	4.16
Pheasant Brook Park	8.31
Lindon City Center Park	9.31
Hillside Park	31.66
TOTAL	**67.2**

The existing level of service for parks then, for the purpose of calculating impact fees, is 5.87 acres per 1,000 residents, calculated by dividing the 5.87 eligible park acres by the 2019 population of 11,447 residents (which has been divided by 1,000).

TABLE 4.11 SYSTEM PARKS

PARK LAND AND IMPROVEMENTS

The table below summarizes the improvements, along with the costs, to determine an existing standard for park land and improvements. Cost estimates have been provided in consultation with the City.

	Units	Cost per Unit	Total Investment
Land (Acres)	67.2	$201,435	$13,536,426.43
Restrooms	5	$150,000	$750,000.00
Pavilions - Small	2	$50,000	$100,000.00
Pavilions - Medium	5	$75,000	$375,000.00
Pavilions - Large	3	$150,000	$450,000.00
Picnic Tables	91	$1,000	$91,000.00
Playgrounds	6	$100,000	$600,000.00
Exercise Equipment	0	$9,000	$0.00
Pickle Ball Courts	6	$50,000	$300,000.00
Tennis Courts	1	$75,000	$75,000.00
Basketball Courts	0	$20,000	$0.00
Soccer Fields (not incl. sod)	7	$2,000	$14,000.00
Ball Diamonds (not incl. sod)	4	$20,000	$80,000.00
Sand Volleyball	0	$25,000	$0.00
Riding Arena - sf	27,243	$2.25	$61,296.75
Lighted Paths	3,850	$50.00	$192,500.00
Paved Paths	1,884	$15	$28,260.00
Regional Trail Access	0	$200,000	$0.00
Asphalt (parking) sf	63,530	$5.00	$317,650.00
Mowed sf***	1,770,833	$2.00	$3,541,666.00
TOTAL Parks			**$20,512,799.18**

With 67.2 existing park acres, the average cost for land and improvements is $305,250 per acre. Land costs are based on the recent sale of 9.05 acres to Vineyard for a cost of $1,822,986, or a cost of $201,434.92 per acre.

TABLE 4.11 SYSTEM PARK LAND AND IMPROVEMENTS

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TRAILS

The City currently has 2.8 miles of 10' wide paved trails, or 14,784 linear trail feet. This results in an existing service level of 0.24 linear trail feet per capita, calculated by dividing the 2.8 miles by the 2019 population.

The City currently has 1 mile of 8' wide paved trails, or 5,280 linear trail feet. This results in an existing service level of 0.09 linear trail feet per capita, calculated by dividing the 1 mile by the 2019 population.

AQUATIC CENTER

The City has currently invested $1,864,298 in the Aquatic Center, with $8,891,925 remaining in bond payments through 2034. With a current population of 11,447 persons, the current level of service is $109.66 per capita, calculated by dividing the $1,864,298 in payments made by the existing population of 11,447 persons.

PROPOSED SERVICE LEVELS

PARKS AND TRAILS
The City has determined that parks and trails have no excess capacity and that it desires to maintain existing service levels in the future, as new development occurs. This determination is based on the City's Parks and Trails Master Plan completed in January 2020.

The proposed service level for the Aquatic Center is to serve 17,000 residents.

IDENTIFY EXCESS CAPACITY
The City has identified excess capacity in the Aquatic Center. The Aquatic Center has capacity to serve 17,000 persons. At the present time, it is serving 11,447 persons, representing 67 percent of total capacity. By 2029, the Aquatic Center will serve 12,492 persons, representing 73 percent of total capacity; therefore, 6 percent of the excess capacity will be consumed by new development between 2019 and 2029.

IDENTIFY DEMANDS PLACED ON EXISTING PUBLIC FACILITIES BY NEW DEVELOPMENT ACTIVITY AT PROPOSED LEVEL OF SERVICE AND HOW THOSE DEMANDS WILL BE MET

Utah Code 11-36a-302(1)(a)(iv)(v)

DEMAND PLACED ON FACILITIES BY NEW DEVELOPMENT ACTIVITY

PARK LAND AND PARK IMPROVEMENTS
Existing park service levels will decline, due to new development activity, from the existing service level of 5.87 acres per 1,000 persons to 5.38 acres per 1,000 residents, over the next 10 years, if no improvements are made.

Year	Population	Population Growth	Unit Service Levels per 1000 Persons if No New Facilities
2019	11,447		5.87
2020	11,463	16	5.86
2021	11,479	16	5.85
2022	11,495	16	5.85
2023	11,511	16	5.84
2024	11,527	16	5.83
2025	11,714	187	5.74
2026	11,904	190	5.65
2027	12,097	193	5.56
2028	12,293	196	5.47
2029	12,492	199	5.38

TABLE 4.12 PARK LAND AND IMPROVEMENT SERVICE LEVEL IMPACTS FROM NEW DEVELOPMENT ACTIVITY, 2019-2029

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TRAILS

The existing level of service of 0.24 linear trail miles (10' wide trails) per capita will decline to 0.98 linear trail miles per capita, over the next 10 years, if no new improvements are made.

Year	Population	Population Growth	Unit Service Levels per 1000 Persons if No New Facilities
2019	11,447		0.24
2020	11,463	16	0.24
2021	11,479	16	0.24
2022	11,495	16	0.24
2023	11,511	16	0.24
2024	11,527	16	0.24
2025	11,714	187	0.24
2026	11,904	190	0.24
2027	12,097	193	0.23
2028	12,293	196	0.23
2029	12,492	199	0.22

TABLE 4.14 10' TRAIL SERVICE LEVEL IMPACTS FROM NEW DEVELOPMENT ACTIVITY, 2019-2029

The existing level of service of 0.09 linear trail miles (8' wide trails) per capita will decline to 0.08 linear trail miles per capita, over the next 10 years, if no new improvements are made.

Year	Population	Population Growth	Unit Service Levels per 1000 Persons if No New Facilities
2019	11,447		0.09
2020	11,463	16	0.09
2021	11,479	16	0.09
2022	11,495	16	0.09
2023	11,511	16	0.09
2024	11,527	16	0.09
2025	11,714	187	0.09
2026	11,904	190	0.08
2027	12,097	193	0.08
2028	12,293	196	0.08
2029	12,492	199	0.08

TABLE 4.15 8' TRAIL SERVICE LEVEL IMPACTS FROM NEW DEVELOPMENT ACTIVITY, 2019-2029

AQUATIC CENTER

The Aquatic Center has capacity to serve 17,000 persons. At the present time, it is serving 11,447 persons, representing 67 percent of total capacity. By 2029, the Aquatic Center will serve 12,492 persons, representing 73 percent of total capacity; therefore, 6 percent of the excess capacity will be consumed by new development between 2019 and 2029.

IDENTIFY THE MEANS BY WHICH THE POLITICAL SUBDIVISION WILL MEET THE GROWTH DEMANDS

The City will need to acquire additional park lands and improvements to maintain its existing and proposed service levels. Service levels will decline, due to population growth, unless new facilities are constructed or acquired. Impact fees will be used to maintain the existing service levels for parks and trails.

The figures in the following table were calculated by multiplying the existing service levels by the cost for each line item by the projected growth in demand over the next ten years.

Year	Additional Park (Acres) Needed	Additional Investment Needed
2019		$0
2020	0.09	$28,672
2021	0.09	$28,672
2022	0.09	$28,672
2023	0.09	$28,672
2024	0.09	$28,672
2025	1.10	$335,100
2026	1.12	$340,476
2027	1.13	$345,852
2028	1.15	$351,228
2029	1.17	$356,604
TOTAL	6.13	**$1,872,619**

TABLE 4.16 COST OF NEW PARK CONSTRUCTION DUE TO NEW GROWTH, 2019-2029

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Year	Additional Trail Miles Needed	Additional Investment Needed
2019	-	$0.00
2020	0.00	$2,893.00
2021	0.00	$2,893.00
2022	0.00	$2,893.00
2023	0.00	$2,893.00
2024	0.00	$2,893.00
2025	0.05	$33,811.93
2026	0.05	$34,354.36
2027	0.05	$34,896.80
2028	0.05	$35,439.24
2029	0.05	$35,981.68
TOTAL	**0.26**	**$188,949.00**

TABLE 4.17 COST OF NEW 10' TRAIL CONSTRUCTION DUE TO NEW GROWTH, 2019-2029

Year	Additional Trail Miles Needed	Additional Investment Needed
2019	-	$0.00
2020	0.00	$885.61
2021	0.00	$885.61
2022	0.00	$885.61
2023	0.00	$885.61
2024	0.00	$885.61
2025	0.02	$10,350.59
2026	0.02	$10,516.64
2027	0.02	$10,682.69
2028	0.02	$10,848.75
2029	0.02	$11,014.80
TOTAL	**0.09**	**$57,841.53**

TABLE 4.18 COST OF NEW 8' TRAIL CONSTRUCTION DUE TO NEW GROWTH, 2019-2029

Total costs anticipated over the next 10 years, in order to maintain existing service levels given the projected growth in the City, is $2,119.410.

Description	Amount
Parks	$1,872,619.48
Trails	$246,790.53
Total	**$2,119,410.01**

TABLE 4.19 SUMMARY OF NEW FACILITIES NEEDED TO MEET THE DEMANDS OF NEW GROWTH, 2019-2029

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CONSIDERATION OF ALL REVENUE SOURCES

Utah Code 11-36a-302(2)

The City anticipates that future trail land will be acquired through easements and grants, as it has in the past, and has therefore not included any cost for trail land in the calculation of impact fees. The City is unaware of any potential grant sources for future parks, recreation and trails development. However, should it be the recipient of any such grants, it will then look at the potential to reduce impact fees.

While the City has been gifted some park property in the past, it has no future indication of any gifts that will be received by the City. Further, the City has conservatively excluded any gifted properties, or properties acquired through grant funds, from establishing its level of service used in the calculation of impact fees.

Bonds
The City has one outstanding bond for the Aquatic Center, Series 2008, refunded in 2015, with an expiration date of 2034. Credits on this bond must be made in connection with impact fees so that double payment does not occur.

While the City could issue bonds in the future in order to fund parks, recreation or trail facilities, no bonds are currently being contemplated and therefore no costs associated with future bond issuance have been included in the calculation of impact fees.

Interfund Loans
The City has the option to purchase facilities through interfund loans but no interfund loans are currently in place.

Transfer from General Fund
To the extent that the City is able to generate net revenues in its General Fund, it may choose to transfer all or a portion of the net revenues to the City's capital fund. It is most likely that, if net revenues should be generated, they will be used to enhance existing service levels and not to offset the demands generated by new development which is anticipated to be offset with impact fees.

Impact Fees
Because of the growth anticipated to occur in the City, impact fees are a viable means of allowing new development to pay for the impacts that it places on the existing system. This IFFP is developed in accordance with legal guidelines so that an Impact Fee Analysis for Parks, Recreation, and Trails may be prepared, and the City may charge impact fees for Parks, Recreation, and Trails.

Anticipated or Accepted Dedications of System Improvements

Any item that a developer funds must be included in the IFFP if a credit against impact fees is to be issued and must be agreed upon with the City before construction of the improvements.

CERTIFICATION

Zions Public Finance, Inc. certifies that the attached impact fee facilities plan:

1. Includes only the costs of public facilities that are:
a. allowed under the Impact Fees Act; and
b. actually incurred; or
c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;

2. Does not include:
a. costs of operation and maintenance of public facilities;
b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement;

3. Complies in each and every relevant respect with the Impact Fees Act.

C. PARKS AND RECREATION FUNDING OPTIONS

OVERVIEW OF PRIMARY FUNDING SOURCES

Multiple funding sources are available for funding parks, trails and recreation facilities. The primary options include grants, impact fees, taxes, park fees and the issuance of debt (bonds). The following sections discuss some of the advantages and disadvantages of each revenue source, along with the appropriateness of each source to various capital or operating needs.

Potential funding sources are discussed in more detail in this report and are organized as follows:

- Monthly Fees
- Sales Tax
- Recreation, Arts and Parks Tax (RAP)
- General Obligation Bonds
- Lease Revenue Bonds
- User Fees
- Recreation District
- Foundations and Donations
- Joint Funding Partnerships
- Grants and Other Funding Sources
- Impact Fees
- Special Assessment Areas

MONTHLY FEES

Several communities in Utah charge monthly fees for parks and recreation maintenance. Herriman is an example. These fees are generally added to the City's water bill and the recreation portion of the fee is the first amount to be credited when payments are made. For example, if the monthly water bill totaled $40, plus $5 for a recreation fee, the total bill would be $45. If the property owner paid only $40, rather than the full $45, the parks fee would be credited first, leaving the property owner with a deficit of $5 on the water bill.

The City will need to do an analysis to justify that the fee charged is reflective of its needs to cover costs of City parks, trails and recreation maintenance.

LOCAL SALES TAX

Based on Utah Code §59-12-203, any city, county or town may levy a local option sales tax of one percent on the purchase price of the same transactions for which the statewide sales tax rate of 4.70 percent is charged. The local sales and use tax was established in 1959. Historically, the rate charged associated with the local option portion of the tax changed over the years:

July 1, 1959- June 30, 1975	1/2 of one percent
July 1, 1975- June 30, 1983	3/4 of one percent
July 1, 1983- June 30, 1986	7/8 of one percent
July 1, 1986- Dec 31, 1989	29/32 of one percent
January 1, 1990- present	one percent

Currently, all counties, cities and towns in Utah have adopted ordinances to impose the maximum one percent option of the local sales and use tax. Counties may charge an additional 0.25 percent local option tax to be used for county purposes.

Because Lindon City has already enacted the full one percent local option sales tax, it does not have the ability to raise these taxes further. Therefore, the use of sales tax funds for City parks, trails and recreation projects would merely represent a "shift" in tax revenues to pay for one facility over another.

Additional sales-related taxes have been authorized by the Legislature for transportation use, as well as a "botanical, cultural, zoo tax," also known as the "recreation, arts and parks tax" or the ZAP and RAP taxes. The use of this tax is discussed in a later section. Other sales-related taxes such as the tourism taxes (such as lodging, restaurant sales, resort communities and motor vehicle rentals) have not been considered likely for City parks and recreation facilities and are not included in the discussion.

Revenue bonds payable from sales tax revenues are governed pursuant to Utah State Code Section 11-14-307. Without the need for a vote, cities and counties may issue bonds payable solely from excise/sales taxes levied by the city, county or those levied by the State of Utah and rebated to the city or county such as gasoline taxes or sales taxes.

The advantages and disadvantages of using sales tax revenue bonds are as follows:

Advantages:
- Fairly steady revenue stream (although more volatile than property tax revenues based on economic cycles)
- Available history of sales tax revenues on which to base projections
- Sales tax bonds can be issued and do not require voter approval

Disadvantages:
- Cannot raise sales tax percentage of revenues above limit allowed by Utah Legislature
- Does not provide a new revenue stream unless tax rate is increased or sales increase
- Used for capital costs and not operating expenses

PARKS, ARTS, RECREATION AND CULTURE TAX[2]

Many communities have initiated Zoo, Arts, and Parks (ZAP) or Recreation, Arts, and Parks (RAP) taxes which have been very effective in raising funds to complete parks, recreation, trails and open space projects. This tax must be put on the election ballot for voter approval and amounts to 1/10th of 1 percent of the point of sale revenue. Lindon City has already approved and enacted this tax to the full amount allowed under Utah Code §59-12-1401 so no new funds are available to Lindon City from this source.

GENERAL OBLIGATION BONDS

General obligation bonds are a common resource for funding major capital facilities, such as a recreation center or sports park, that benefits all of the community. Often, several communities will join together to join their resources (i.e., tax base) to build a joint facility that serves several communities.

General obligation bonds, commonly referred to as "G.O. bonds," are generally the least costly form of financing for capital facilities. They attract the lowest interest rates in the market because they are secured by the "full faith and credit" - the unlimited pledge of the taxing ability of the community and therefore have the least credit risk to investors. Under the Utah State Constitution, any bonded indebtedness secured by property tax levies must be approved by a majority of voters in a bond election called for that purpose.

It is our experience that if the recreation improvements being considered for funding through the G.O. bond have broad appeal to the public and proponents are willing to assist in the promotional efforts, G.O. bonds for recreation projects can meet with public approval. However, due to the fact that some constituents may not view them as essential-purpose facilities for a local government or may view the government as competing with the private sector, obtaining positive voter approval may be a challenge.

General Obligation bonds ("GO") are subject to simple majority voter approval by the constituents of the issuing entity. General obligation elections can be held once each year, in November, following certain notification procedures that must be adhered to in accordance with State Statutes in order to call the election (pursuant to Utah State Code 11-14-2 through 12). Following a successful election, it is not necessary to issue bonds immediately, but all bonds authorized must be issued within ten years. Once given the approval to proceed with the issuance of the bonds, it would take approximately 90 days to complete the bond issuance.

General obligation bonds can be issued for any governmental purpose as detailed in Utah Code §11-14-1. The proceeds from bonds issued on or after May 14, 2013 may not be used for operation and maintenance expenses for more than one year after the date any of the proceeds are first used for those expenses. Therefore, GO bonds would not be a viable source of operating and maintenance expenses for Lindon City. If capital improvements are desired to be made, GO bonds could be used for this purpose.

The amount of general obligation debt is subject to the following statutory limitations:

- Counties are limited to two percent (2%) of the total taxable value of the County;
- School Districts are limited to four percent (4%) of the total taxable value in the District;
- Cities of the 1st and 2nd class are limited to a total of eight percent (8%) of the total taxable value, four (4%) for general purposes and four (4%) for water, sewer and lights; and
- Cities of other classes (such as Lindon City) or towns are limited to a total of twelve percent (12%) of total taxable value, four percent (4%) for general purposes and eight percent (8%) for water, sewer and lights.

Notwithstanding the limits noted above, most local governments in Utah have significantly less debt than their statutory limitations.

Pursuant to state law, general obligation bonds must mature in not more than forty years from their date of issuance. Typically, however, most GO bonds mature in 15- 20 years.

Advantages of G.O. Bonds:
- Lowest cost form of borrowing
- 'New' source of revenues identified

Disadvantages of G.O. Bonds:
- Timing issues; limited date to hold required G.O. election
- Risk of a "no" vote while still incurring costs of holding a bond election
- Possibility of election failure due to lack of perceived benefit to majority of voters
- Must levy property tax on all property even if some properties receive limited or no benefit from the proposed improvements
- Can only bond for physical facilities, not ongoing or additional operation and maintenance expense

2 Sometimes referred to as the botanical, cultural and zoo tax

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LEASE REVENUE BONDS

One financing mechanism which, until the advent of sales tax revenue bonds, was frequently used to finance recreation facilities is a Lease Revenue Bond issued by the Local Building Authority of the City. This type of bond would be secured by the recreation center property and facility itself, not unlike real property serving as the security for a home mortgage. Lease revenue bonds are repaid by an annual appropriation of the lease payment by the City Council. Generally, this financing method works best when used for an essential public facility such as city halls, police stations and fire stations. Interest rates on a lease revenue bond would likely be 15 to 30 basis points higher than on sales tax revenue bonds depending on the market's assessment of the "essentiality" of the facility.

Advantages of Lease-Revenue Bonds:
- No general vote required
- No specific revenue pledge required

Disadvantages of Lease Revenue Bonds:
- Higher financing costs than some other alternatives
- No "new" revenue source identified

As this type of bond financing does not generate any new revenue source, the City Council will still need to identify revenue sources sufficient to make the lease payments to cover the debt service.

USER FEES

User fees are generally charged for recreation facilities or, in some cases, for access to specific trails and facilities. Reasons for not including fees for trails include the difficulty and cost of collecting fees, especially with multiple access points. Another user fee option for trails is to issue permits to park in an area with trail access. Even if permits were required, rather than establishing a pay station, enforcement of permits (i.e., bike tags, parking permits, etc.) would be costly and enforcement would be sporadic at best. And, some communities have found that an unintended negative consequence is that parking spills over into adjacent neighborhoods.

RECREATION DISTRICT

Utah law allows for the creation of special districts based on Utah Code §17B. The generic term for all entities that fall under Title 17B of the Utah Code is "local district." The only type of district in Utah that is not a "local district" is a "special service district." Title 17D Chapter 1 of the Utah Code deals with the creation and administration of special service districts and is known as the "Special Service District Act."

Local districts may be created for a variety of purposes including park operations, recreational facilities and services. A special service district created under Title 17D is a hybrid entity in that it is an independent governmental entity, except when it comes to the levy of taxes or assessments, the issuance of debt, or the holding of an election. These actions must be approved by the governmental entity that created the special service district. In reality, special service districts are still ultimately under the control of their creating entities. A special service district may be created by a city or county to provide a variety of services, including recreation.

Local districts and special service districts can only be created by cities or counties. The process is initiated either by the cities or counties themselves by resolution, or by petition from a group of citizens. In order to be created, local districts require a petition signed by 33 percent of the private property owners within the proposed district whose property values total at least 25 percent of the value of all private real property within the proposed district or 33 percent of the voters within the proposed district who voted in the last general election for Governor. Special service districts require a citizen petition to be signed by property owners within the proposed district whose property values total at least 10 percent of the taxable value of all taxable property within the proposed special service district or at least ten percent of the registered voters within the proposed special service district.

Governance options between the two types of districts differ somewhat. While both are under the jurisdiction of a local governing board, which must have at least three members, special service districts are governed by the cities or counties that create them. A local district determines, at its creation, whether board members will be appointed, elected, or a hybrid with some members appointed and others elected.

The major difference between the two types of districts is in their ability to tax. Local districts may levy property taxes but special service districts can only do so if the governing body that created the district votes to do so and the tax is approved by a majority of voters. All districts are subject to limitations on property taxes imposed to pay for operations and maintenance.

Limits are also placed on local districts and special districts for bonded indebtedness. Utah Code §11-14-310(3)(b) limits general obligation bonds to a percentage of the fair market value of all taxable property within the district. The limit for a local district is .05 and 0.12 for a special service district (unless specified in the Code for a specific type of special service district).

Liability insurance is required for all districts with budgets in excess of $50,000. All districts must comply with most of the Utah Procurement Code as found in Section 63G-6-104 and must adopt and implement formal purchasing policies and procedures.

If some sort of recreation district were to be created, the total taxable value of the district would be used to determine the tax rate necessary to raise the desired amount of annual operating revenues necessary to support open space.

The advantages and disadvantages of a recreation district are summarized as follows:

Advantages:
- Spread costs over a larger population
- Taxing ability that does not show up on the books of the City

Disadvantages:
- Loss of direct governance and control of recreation facilities

FOUNDATIONS AND DONATIONS

Creating a foundation could provide an additional method of generating new revenues for the City – especially for preservation and development of canyon facilities. One example of an area that has successfully done this is the Mountain Trails Foundation for Park City.

MTF has five membership options, ranging from $10 to $300+. The most popular options are the $50 and $100 a year donations. Membership results in various coupons, discounts, and gifts (depending upon the $ level - maps, socks, vests, jackets, etc.). Memberships represent 60 percent of the Foundation's annual revenues, while races, grants, and corporate sponsorships provide the rest of the revenue.

In 2015, MTF spent $130,000 for summer trail maintenance and an additional $30,000 for winter trail grooming. Since its inception in 1994, MTF has been able to increase trail miles from 40 to over 400. Annual membership averages close to 4,000 members. Several members interviewed indicate that Marmot is a major sponsor and provides its "gear" at significantly lower prices to the Foundation. Therefore, many people join MTF because they are rewarded with athletic gear to offset the cost of their annual donation. Car window stickers for MTF are also viewed as something of a status symbol by some Summit County residents.

Revenue generated through memberships (representing roughly 60 percent of total revenues) is supplemented by corporate sponsorships and races. Several very popular races are held on Park City trails. Increased races sponsored by a Foundation would be another means of increasing revenue streams for City open space.

Advantages:
- Those most involved and interested contribute to the associated costs
- Creates a sense of pride and ownership in recreation-related facilities
- Partners with the private sector to increase business contributions

Disadvantages:
- Not a steady or consistent revenue source
- Cannot bond against these revenues
- May take time to build up significant membership and revenues
- Administrative costs of running the Foundation unless done by volunteers

JOINT FUNDING PARTNERSHIPS

Joint funding opportunities may also occur between municipalities and among agencies or departments within a municipality. Cooperative relationships between cities and counties are not uncommon, nor are partnerships between cities and school districts. Often, small cities in a region are able to cooperate and pool resources for recreation projects. There may be other opportunities as well which should be explored whenever possible in order to maximize recreation opportunities and minimize costs. In order to make these kinds of opportunities happen, there must be on-going and constant communication between residents, governments, business interests and others.

Advantages:
- Spreads the costs, thereby resulting in a lower burden on Lindon
- Additional revenues may provide opportunities to provide additional facilities or services using the open space

Disadvantages:
- Does not provide a steady and reliable source of revenues
- Cannot bond against these revenues

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GRANTS AND OTHER FUNDING SOURCES

The following sources may serve as a supplement to, though not a replacement for, the previous funding sources. The availability of these funds may change annually depending on budget allocations.

LAND AND WATER CONSERVATION FUND
The LWCF state assistance program provides matching grants to help states and local communities protect parks and recreation resources. Running the gamut from wilderness to trails and neighborhood playgrounds, LWCF funding has benefited nearly every county in America, supporting over 41,000 projects. This 50:50 matching program is the primary federal investment tool to ensure that families have easy access to parks and open space, hiking and riding trails, and neighborhood recreation facilities. Allocation amounts have decreased over time and LCWF reports a backlog of needs for these funds. This program is administered locally by Utah State Parks and Recreation.

MAP-21 CURRENT (REPLACES SAFETEA-LU)
The Moving Ahead for Progress in the 21st Century (Map-21) includes a number of substantial changes to the transportation enhancement (TE) activities defined in Title 23. The activities are now termed "transportation alternatives" (TAs).

To quality for funding all projects must fit into one of the following nine federal designated categories:

1. Construction, planning and design of facilities for pedestrians, bicyclists, compliance with Americans with Disabilities Act
2. Safe routes for non-drivers to access daily needs
3. Conversion and use of abandoned railroad corridors for trails
4. Construction of turnouts, overlooks and viewing areas
5. Community improvements including
   - Inventory, control or removal of outdoor advertising
   - Historic preservation and rehabilitation of historic transportation facilities
   - Archaeological activities relating to impacts from implementation of transportation projects eligible under this title
6. Any environmental mitigation activity
   - Address storm water management, control and water pollution prevention or abatement related to highway construction or due to highway runoff
   - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats
7. The Recreation Trails Program under section 206.
8. Safe Routes to schools under section 1404 of SAFETEA-LU
9. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or divided highways.

UTAH WAYPOINT GRANT
The **Utah Office of Outdoor Recreation** initiated the **Utah Waypoint Grant** program in 2015. The Waypoint program makes grant monies available with a 50/50 match to communities to build outdoor recreation infrastructure which would become an enhancement in the area.

To qualify, Waypoint projects must offer an economic opportunity for the community and should have the potential to attract or retain residents and increase visitation to the region. Various types of outdoor recreation infrastructure would be eligible for the Waypoint grant including trails, trail infrastructure, and trail facilities, restroom facilities near popular recreational climbing areas, ramps and launch sites that would improve water access along rivers, whitewater parks, yurts, infrastructure for wildlife viewing areas and more. The areas for the project should be open and accessible to the public. This grant is to be used for the construction of the recreational infrastructure and cannot be used for the planning of the project. Ideally, the plans should be complete before applying for the grant. This was a pilot program and the first applications were due October 2015. Future funds will be available based on funding levels.

RECREATIONAL TRAILS PROGRAM (RTP) AND TRANSPORTATION ALTERNATIVES PROGRAM (TAP)
The federally-funded Recreational Trails Program (RTP) has helped with non-motorized and motorized trail development and maintenance, trail educational programs, and trail-related environmental protection projects. The Fixing America's Surface Transportation (FAST) Act reauthorized the RTP for Federal fiscal years 2016 through 2020 as a set-aside of funds from the Transportation Alternatives (TA) Set-Aside under Surface Transportation Block Grant Program (STBG).

The national total is divided among States based on each State's proportionate share of FY2009 Transportation Enhancements funding. Unless a Governor opts out, an amount equal to the State's FY 2009 RTP apportionment is to be set aside from the State's TAP funds for the RTP. The 2017 set-aside for Utah is $1,561,852. Utah State Parks and Recreation administers this program locally.

PRIVATE AND PUBLIC PARTNERSHIPS
The Parks and Recreation Department or a group of communities acting cooperatively, and a private developer or other government or quasi-government agency may often cooperate on a facility that services the public, yet is also attractive to an entrepreneur or another partner.

PRIVATE FUNDRAISING
While not addressed as a specific strategy for individual recreation facilities, it is not uncommon for public monies to be leveraged with private donations often in concert with a foundation (see Foundations and Donations above). Private funds will most likely be attracted to high-profile facilities such as a swimming complex or sports complex, and generally require aggressive promotion and management on behalf of the park and recreation department or city administration.

DEDICATIONS AND DEVELOPMENT AGREEMENTS
The dedication of land for parks, and park development agreements has long been an accepted development requirement and is another valuable tool for implementing park development. The City can require dedication of park land through review of projects such as Planned Units Developments (PUDs). Many cities have received park dedications and trail easements.

URBAN RENEWAL ("REDEVELOPMENT") AGENCY FUNDS
Generally, redevelopment agency (RDA) funds are restricted for use in redevelopment areas (unless for housing). As new RDA areas are identified and developed, tax increment funds generated can, at the discretion of the City, be used to fund park acquisition and development.

SERVICE ORGANIZATION PARTNERS
Many service organizations and corporations have funds available for park and recreation facilities. Local Rotary Clubs, Kiwanis Clubs, and other service organizations often combine resources to develop park and recreation facilities. Other for-profit organizations such as Home Depot and Lowes are often willing to partner with local communities in the development of playground and other park and recreation equipment and facilities. Again, the key is a motivated individual or group who can garner the support and funding desired.

Another potential partnership with service organizations is through an Adopt-A-Trail program where various organizations assist with maintenance of City open space and thereby reduce operating costs.

IMPACT FEES

Impact fees are one-time fees charged by communities to offset the capital costs associated with new development. These fees are especially useful in areas of rapid population growth. They help the community to maintain a current level of service as new development puts strain on existing facilities. It assures that new development pay for its proportionate share of capital costs. Impact fees can only be used for system, and not project facilities and must be capital facilities with a useful life of ten years or longer. Impact fees cannot be used for operating costs.

Based on Utah Code requirements, §11-36a, a community must prepare an impact fee facilities plan and impact document before enacting impact fees.

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SPECIAL ASSESSMENT AREAS

Special Assessment Areas ("SAAs"), formerly known as Special Improvement Districts or "SID"s, are a financing mechanism that allows governmental entities to designate a specific area for the purpose of financing the costs of improvements, operation and maintenance, or economic promotion activities that benefit property within the area. Entities can then levy a special assessment, on parity with a tax lien, to pay for those improvements or ongoing maintenance. The special assessment can be pledged to retire bonds, known as Special Assessment Bonds, if issued to finance construction of a project. Utah Code §11-42 deals with the requirements of special assessment areas.

The underlying rationale of an SAA is that only those property owners who benefit from the public improvements and ongoing maintenance of the properties will be assessed for the associated costs as opposed to other financing structures in which all City residents pay either through property taxes or increased service fees. **If the boundaries of the SAA were coterminous with that of the City, the SAA would provide no advantage in terms of funding to the City. Therefore, this method is not recommended as a potential source of funding.** If the City were to joint with neighboring cities to create a special recreation district, property tax revenues would be a better source of financing than special assessments.

While not subject to a bond election as is required for the issuance of General Obligation bonds, SAAs may not be created if 40 percent or more of those liable for the assessment payment[3] protest its creation. Despite this legal threshold, most local government governing bodies tend to find it difficult to create an SAA if 10-20 percent of property owners oppose the SAA.

Once created, an SAA's ability to levy an assessment has similar collection priority / legal standing as a property tax assessment. However, since it is not a property tax, any financing secured by that levy would likely be done at higher interest rates than general obligation, sales tax revenue or utility revenue bonds. Interest rates will depend on a number of factors including the ratio of the market value to the assessment bond amount, the diversity of property ownership and the perceived willingness and ability of property owners to make the assessment payments as they come due. Even with the best of special assessment credit structure, if bonds are issued they are likely to be non-rated and therefore would be issued at rates quite a bit higher than similar General Obligation Bonds that would likely be rated. All improvements financed via an SAA must be owned by the City and the repayment period cannot exceed twenty (20) years.

Whenever SAAs are created, entities have to select a method of assessment (i.e. per lot, per unit (ERU), per acre, by front-footage, etc.) which is reasonable, fair and equitable to all property owners within the SAA. State law does not allow property owned by local government entities such as cities or school districts to be assessed.

Advantages of Special Assessment Areas:

- Bonds are tax-exempt although the interest cost is not as low as a GO or revenue bond
- No requirement to hold a bond election but the City must hold a meeting for property owners to be assessed before the SAA can be created
- Only benefited property owners pay for the improvements or ongoing maintenance
- Limited risk to the City as there is no general tax or revenue pledge
- Flexibility since property owners may pre-pay their assessment prior to bond issuance or annually thereafter as the bond documents dictate – if bonds are issued

Disadvantages of Special Assessment Areas:

- Forty percent of the assessed liability, be it one property owner or many could defeat the effort to create the SAA if they do not want to pay the assessment
- Some increased administrative burden for the City although State law permits an additional amount to be included in each assessment to either pay the City's increased administrative costs or permit the City to hire an outside SAA administrator
- The City cannot assess certain government-owned property within the SAA
- No real funding benefit to the City since the boundary would be the same as the City.

3 Based on the method of assessment selected, i.e. acreage, front footage, per lot, etc.

SUMMARY OF POTENTIAL FUNDING SOURCES

Funding Source	Availability	Strengths	Weaknesses	Comments
Monthly Fees	City must enact	New revenue source; would grow annually with household growth	Additional fee on property owners	Could provide a steady revenue stream for operating costs
Local Sales Tax	Provides annual revenue stream, or if used for a bond the debt is repaid through sales tax revenues. City cannot raise existing sales tax beyond the level state legislature allows.	Flexible; no voter approval required	Not a new funding source; rather diverts existing funds. Legislature would need to approve hike in local option sales tax rate in order to increase rate	If a sales tax bond is issued, revenues should be used for capital costs; revenues can be used for any City purpose without a bond.
	Already enacted in Lindon City	No new fees or taxes required	Not a new revenue stream	
General Obligation (GO) Bond	Would need voter approval	Lowest interest rate on debt	Requires voter approval. Can be placed on ballot by City Council (referendum) or through citizen-initiated ballot measure.	Revenues need to be used for capital costs
Lease Revenue Bond	City must appropriate funds annually	Flexible; no voter approval required	Not a new funding source; City must make annual appropriations	Generally used for "essential" facilities
User Fees	"Pay to Play" User Recreation Fee (daily or annual fee).	Simple and direct; Could generate revenue from regional users;	Requires an updated fee study to show the reasonableness of the fees charged compared to the services provided; be sure collection of the fees is not more costly than fees collected	1. City would need to establish cost recovery levels for various programs 2. Could have tiered resident/non-resident fees.
Local	City could create a special service district for parks and recreation	Can spread costs over a larger geographic area and population	Could reduce local control because the District would be shared with other cities.	Could be advantageous if combined with other communities because costs would be spread over a larger area
	Very competitive and annual allocations change	New revenue stream	Competitiveness in obtaining this resource	
Joint Funding	An available option, could take several forms such as Intergovernmental Agreement or Local District.	Additional resources available	May lose some control of facilities or governance	
Grants and Other Funding Sources	Very competitive and annual allocations change	New revenue stream	Competitiveness in obtaining this resource	
Impact Fees	Can only be charged to new development; must have a current IFFP and IFA to meet legal requirements	Ensures that new development pays its proportionate share of the cost of new capital facilities	Developers may contest these fees; cost of having an updated IFFP and IFA prepared	
Special	Can create for any size area	Assessments on property; can foreclose	Extremely difficult to obtain approval from all affected properties	High protests likely from high number of property owners; no advantage to creating district if it is coterminous with City boundaries

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05 | APPENDIX

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Lindon Parks, Trails, and Recreation Community Survey

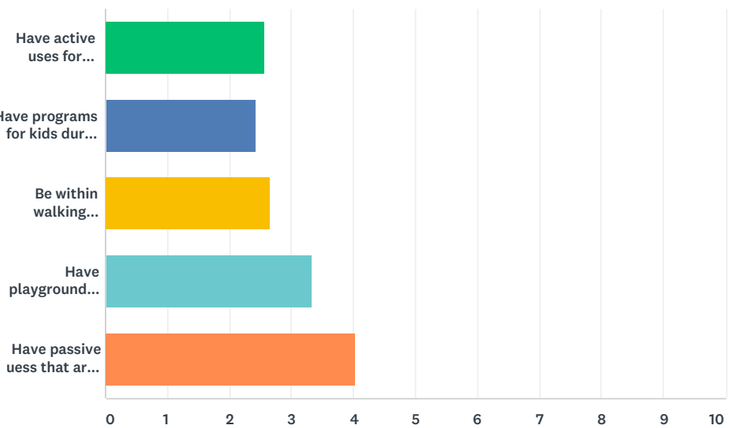
Q1 What are your favorite parks, trails, or recreation facilities in Lindon and why?

Answered: 184 Skipped: 27

Lindon Parks, Trails, and Recreation Community Survey

Q2 Please rank the following in order of priority. Lindon's parks, trails, and recreation facilities should...

Answered: 208 Skipped: 3

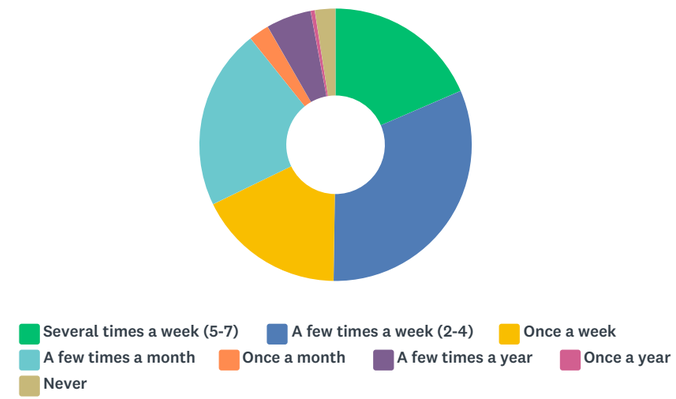


	1	2	3	4	5	TOTAL	SCORE
Have active uses for organized sports and paid programs through user fees	7.00% 14	20.50% 41	21.50% 43	26.00% 52	25.00% 50	200	2.58
Have programs for kids during summer and non-school times	6.97% 14	14.43% 29	17.91% 36	34.83% 70	25.87% 52	201	2.42
Be within walking distance of my residence	12.81% 26	19.70% 40	19.70% 40	14.78% 30	33.00% 67	203	2.65
Have playground equipment	16.08% 32	31.66% 63	29.15% 58	15.08% 30	8.04% 16	199	3.33
Have passive uess that are open to the whole community (open lawns, forested areas, picnic areas)	56.93% 115	13.86% 28	12.87% 26	8.42% 17	7.92% 16	202	4.03

Lindon Parks, Trails, and Recreation Community Survey

Q3 How often do you frequent these facilities?

Answered: 205 Skipped: 6



Lindon Parks, Trails, and Recreation Community Survey

Q4 What are your favorite parks, trails, or recreation facilities outside of Lindon and why?

Answered: 172 Skipped: 39

Lindon Parks, Trails, and Recreation Community Survey

Q5 Please check all of the items that prevent you or your family from using Lindon's parks, trails, and recreation facilities.

Answered: 198 Skipped: 13

ANSWER CHOICES	RESPONSES	
I'm unfamiliar with the facilities available	17.68%	35
Prefer to use private facilities or facilities in other cities	11.11%	22
Inconvenient locations	9.09%	18
Facilities lack the right equipment/amenities	33.33%	66
I do not feel safe	4.04%	8
Not accessible for people with disabilities	2.02%	4
Quality of facilities	10.61%	21
Nothing --I am a regular user	42.42%	84
Other (please specify)	18.18%	36
Total Respondents: 198		

Lindon Parks, Trails, and Recreation Community Survey

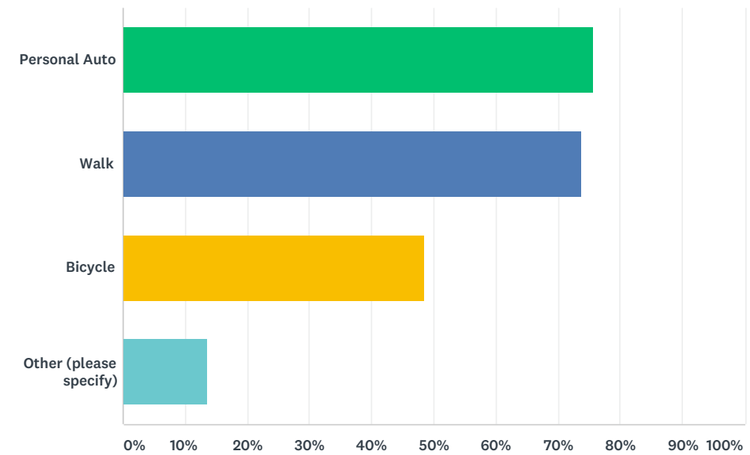
Q6 What would you like to improve regarding Lindon's parks, trails, and recreation facilities?

Answered: 175 Skipped: 36

Lindon Parks, Trails, and Recreation Community Survey

Q7 How do you travel to Lindon's parks, trails, and recreation facilities?

Answered: 206 Skipped: 5

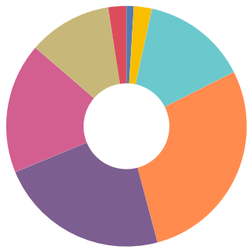


ANSWER CHOICES	RESPONSES	
Personal Auto	75.73%	156
Walk	73.79%	152
Bicycle	48.54%	100
Other (please specify)	13.59%	28
Total Respondents: 206		

Lindon Parks, Trails, and Recreation Community Survey

Q9 How old are you?

Answered: 205 Skipped: 6



0-12 years old | 12-17 years old | 18-24 years old | 25-34 years old | 35-44 years old | 45-54 years old | 55-64 years old | 65+ years old | Prefer Not to Say

ANSWER CHOICES	RESPONSES	
0-12 years old	0.00%	0
12-17 years old	0.98%	2
18-24 years old	2.44%	5
25-34 years old	14.15%	29
35-44 years old	28.29%	58
45-54 years old	22.93%	47
55-64 years old	17.56%	36
65+ years old	11.22%	23
Prefer Not to Say	2.44%	5
TOTAL		205

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8. **Discussion Item — Moderate Income Housing Options.** Robert Vernon, CEO of the Provo Housing Authority will present moderate income housing options with the council for discussion.
(15 minutes)

No motion required, but feedback is requested.

9. **Discussion Item — Transitional Housing along Commercial Corridors.** Mike Florence, Planning & Economic Development Director, will lead a discussion on options for commercial depths and transitional housing zones on deep parcels along the state street corridor and TOD for the 700 North Corridor. *(15 minutes)*

   No motion required, but feedback is requested.

Lindon City
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Lindon, UT 84042-1808

LINDON
PLANNING & DEVELOPMENT

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Summary

Lindon City Council and Planning Commission have recently been presented, through a concept plan process, with proposals to allow additional uses to develop the back portion of some of the deeper commercial lots along State Street. Due to the depth of these lots, developers have proposed both housing and storage unit options for these properties. This report evaluates the following themes:

- Appropriate State Street commercial depths; and
- Discussion points for appropriate housing transitions from Commercial to Low Density residential;
- 700 N. master planning.

State Street Commercial

Exhibit 1 shows Lindon State Street and depths identified at 200', 300', 400', and 500'. Exhibit 2 is the 1979 zoning map which shows that Lindon originally created a 500' commercial depth for all properties along State Street. As seen in the current zoning map on exhibit 3, the depth of that 500' Commercial General zoning has been modified over time.

Staff reached out to a number of commercial brokers to discuss State Street commercial and evaluate different commercial type developments. The brokers that staff talked with recommended that unless an anchor commercial project with pad sites is proposed, commercial along State Street should have a commercial depth of 250'-300'. This depth accommodates for most typical commercial type uses. Exhibit 4 (pages 5-10) shows a number of typical pad site measurements for both Utah and Salt Lake County developments.

Commercial Buffering

Lindon City currently regulates transition and buffering between commercial and residential uses in two primary ways:

1. By the allowed uses the City allows in the Commercial General zone; and
2. Physical scale and separation such as:
    a. Height of commercial buildings. Example, the Commercial General zone currently allows commercial buildings to be constructed to a height of 48'with the exception of the CG-A8 zone which allows 80';
    b. 40-foot buffer separation from commercial to residential;
    c. 7' masonry fence;
    d. 30' foot rear yard setback for single family homes.

Housing Currently Allowed in Commercial Zones

Lindon City currently allows a number of residential uses in the Commercial General and Mixed Commercial zones. See chart below. Staff made the recommendation in the Moderate-Income Housing Plan that the City should review these uses to evaluate if they are still relevant and compatible with the intent of the commercial zone and modify if needed. In recent years, the City has deviated slightly from its traditional suburban form in creating the Senior Housing Overlay and conditionally allowing such developments as the Avalon Senior Living and yet to be constructed Lindon Ridge Apartments.

Commercial Zones Permitting residential uses

	Commercial General	Commercial General-A	Commercial General-A8	Commercial General-S	Mixed Commercial	Senior Housing Overlay
Care Taker Facility (accessory to primary residence)	√	√	√	√	√	√
Residential Care Facility for Elderly	√	√	√	√	√	√
Transitional Victim Home	√	√	√	√	√	√
Residential Treatment Facility-disability	√	√	√	√	√	√
Residential Transition & Treatment Facility	√	√	√	√	√	√
Assisted Living	√	√	√	√	√	√
Rest Home	√	√	√	√	√	√
Nursing Home	√	√	√	√	√	√
Convalescent Facility	√	√	√	√	√	√
Retirement Center	√	√	√	√	√	√
Membership Lodging	√	√	√	√		√
55+ Senior Housing	√	√	√		√	√

Commercial to Residential Housing Transition

Many communities across the country have struggled with determining the appropriate development patterns, buffers, density, and transitions from commercial to residential. Lindon is approaching a stage in the City's growth pattern that there is desire by developers to start constructing infill development. Infill development can often, if not done correctly, cause concern from neighbors when adjoining properties begin to change.

Lindon's 2011 General Plan Goals and Policies

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

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

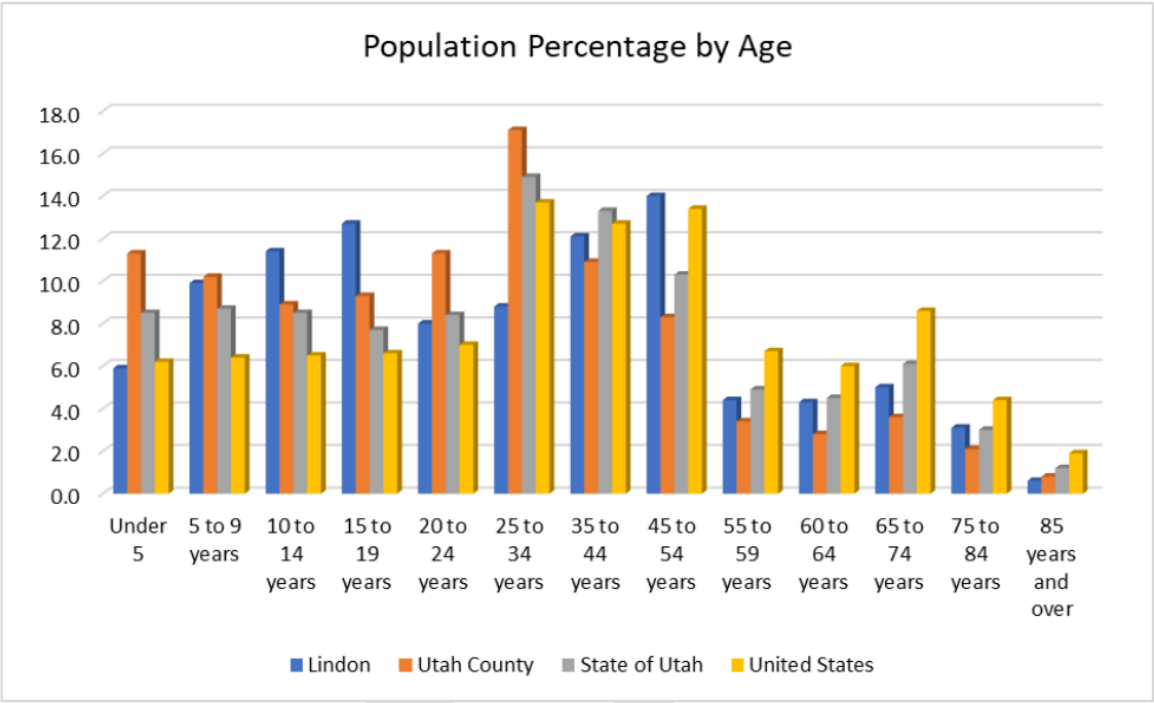
- Maintain and enhance the pleasing appearance and environmental quality of existing residential neighborhoods by avoiding encroachment of land uses which would adversely impact residential areas (i.e. increased traffic, noise, visual disharmony, etc.) and by providing adequate screening and buffering of any adjacent commercial or industrial development including parking and service areas;
- Consider flexibility in housing development design and density in the R3 zone. (area between Geneva Road and 2000 W. – Anderson Farms);
- Encourage creative approaches to housing development which will maintain and protect natural resources and environmental features;
- Provide for the unique community needs of the elderly, disabled, and children.
- Carefully limit any negative impact of commercial facilities on neighboring land use areas, particularly residential development;
- The relationship of planned land uses should reflect consideration of existing development, environmental conditions, service and transportation needs, and fiscal impacts;
- Developed areas should be protected and revitalized by promoting new development and the adaptive reuse of existing community resources;
- A variety of housing types should be provided where appropriate, and innovative development patterns and building methods that will result in more affordable housing should be encouraged;
- Transitions between different land uses and intensities should be made gradually with compatible uses, particularly where natural or man-made buffers are not available;
- Growth should be guided to locations contiguous to existing development to provide city services and transportation in a cost-effective and efficient manner;
- Density increases should be considered only upon demonstration of adequate infrastructure and resource availability.

What Have other Communities Discussed?

As staff researched this issue, communities from around the country have dealt appropriate use transitions in different ways. Some have created overlay zones while others have created transition requirements within new or existing zones. Below are three websites to review that provide information from Portland Oregon, San Luis Obispo California, and Austin Texas as they addressed this topic.

https://www.portlandoregon.gov/bps/article/463762
https://www.slocity.org/home/showdocument?id=17160
http://austintexas.gov/department/what-transition-zone

During the Moderate-Income Housing Plan adoption, staff presented the below graphic regarding missing middle housing. As seen in the recent housing boom, there is often a large, growing and underserved market that exists for housing types that lie between typical low-density subdivisions and high-density multi-family complexes. For example, Lindon City has a significantly lower population between the ages of 25-34 when compared to Utah County, State of Utah and the United States.



What Elements Should be Considered for Appropriate Transitions?

Zoning in Utah has come to a point where it is not sufficient to say that a project must be compatible with the neighborhood. Utah Code 10-9a-509 requires cities to limit options for discretionary review and states "a municipality may not impose on an applicant who has submitted a complete application a requirement that is not expressed in:

- this chapter (Utah Code);
- a municipal ordinance; or
- a municipal specification for public improvements applicable to a subdivision or development that is in effect on the date that the applicant submits an application."

What other Cities have Implemented to Mitigate Housing Impacts

Scale and height – The scale/massing and height of new structures play a vital role in developing cohesive and strong neighborhoods. Residents are often concerned about what impacts, especially higher density projects, will have on them. For example, the General Commercial zone in Lindon allows commercial property to have a maximum height of 48' and the R1-20 Single Family Zone allows residential properties to have a maximum height of 35'. Any transitions zones should call out that maximum height and number of stories.

Buffers and landscaping – The typical commercial buffer next to a residential use is a 7' masonry wall and no commercial building can be within 40' of the side or rear property lines when adjacent to residential use or zone. The rear setback requirements for single family is 30'. Any ordinances should address this buffer area as requiring the appropriate setback to maintain the neighborhood character. For example, some planning commissioners have discussed how they like the Penni Lane twin home development in Orem at approximately 1200 N. 800 E. Orem's zoning for single family lots require a 25' setback and the Penni Lane project has 20' foot private rear yards.

Parking – Parking should be evaluated to make sure there is sufficient for both the residents and visitors of the development and doesn't spill out into the surrounding neighborhood. The street widths also are relevant as to how much parking can be accommodated.

Open Space – Open space, private yards and project amenities are often one of the last things designed when developing multi-family developments. Open space in any form needs to be in usable size segments where it can be used as an amenity. Many communities will require that a percentage of the lot be used as open space. Daybreak is an example of how open space can be incorporated an amenity but also maintain neighborhood character. Many of their neighborhood blocks have varying housing types constructed around open space. Similar to a court yard type development.

Design Standards – Lindon City currently does not have residential design standards. If the city council decides to implement a transitional type zoning, then staff recommends that the city council consider adopting standards. Structure types may also be considered when planning for development. As an example, Daybreak includes varying housing types within a development area or block. For example, they will allow detached single-family homes, twin homes and triplexes built on the same block.

Development Size – For many zoning districts, the City either requires that a zone be a specific size or establishes a specific lot size.

What about Density?

Higher density simply means new residential development at a density that is higher than what is typically found in the existing community. For many projects, setting standards for parking, height, open space, development size, and buffering can pre-determine the density of a project. However, the City Council has the right to set specific density requirements for a zone. Staff does not recommend relying solely on setting density maximums to determine if a project will be well designed or not. A few things to consider when looking at density:

- Higher density housing does not have to be low income. However, as a consideration of a zone change the council could consider a percentage to be moderate-income as a trade for density;
- More individuals are choosing to live in a denser development. Some choose this due to affordability and others for convenience or life style;
- Traffic and parking have to be evaluated but does not necessarily mean there always will be significant impacts;
- Better define housing types with a greater specificity (for example, not just density but structure type) could influence what type of new housing is constructed.

Examples of Development

Staff has provided a number of housing examples (see exhibit 5 and 6) that show both good and bad examples of housing impacts and design using the above discussion points. These will be discussed as examples during the presentation.

Staff Recommendations

If the City Council decides that it wants to allow residential as a transitional use then staff recommends the following steps:

- Preserve the existing General Commercial zone with the current depths;
- Create either a housing transition zone or overlay zone to accommodate residential;
- Produce development regulations and design standards for transitional/multi-family residential uses.

Housing in Other Parts of the City

Lindon City recently received a $50,000 planning grant from UDOT to hire a consultant to develop a small area master plan for the 700 N. Corridor. Utah Transit Authority is currently studying extending the Bus Rapid Transit line north from Provo and Orem to Lehi. Mountainland Association of Governments has also identified the railroad tracks running parallel to Geneva Road (owned by UTA) as a future light rail line. With BRT and light rail, 700 N. has the potential to become one of the best transit connected areas in the valley.

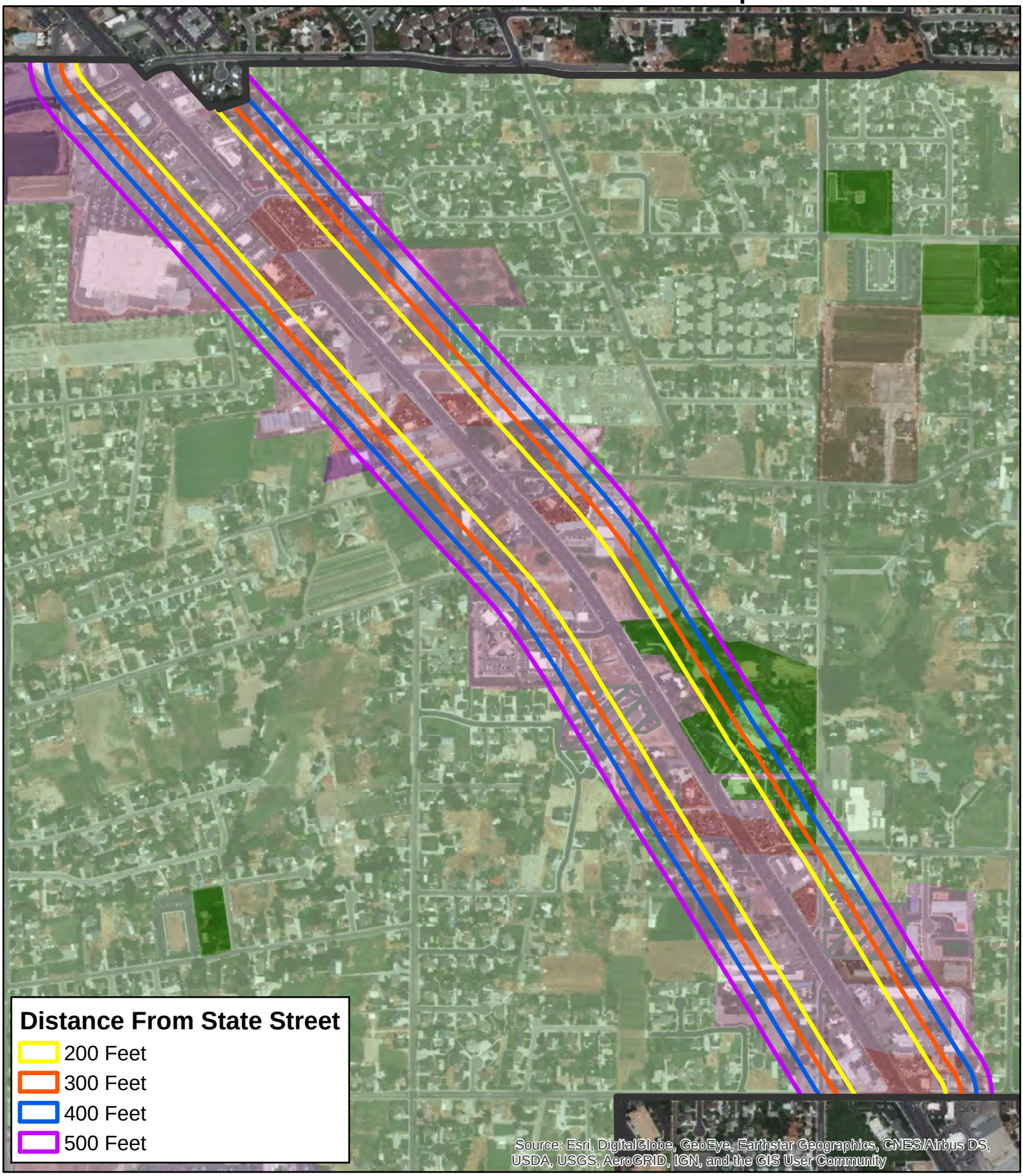
As part of the master plan, staff would like the consultant to evaluate planning for a light rail station and transit-oriented development adjacent to the station. The 700 N. corridor, taking is both sides of the street, is approximately 70 acres. The time frame for light rail is probably still 20-30 years out. However, having a station has the potential of generating opportunities for economic development as well as placemaking for a vibrant neighborhood. During the master plan process the City will be able to evaluate how housing fits in with the overall plan for the properties. This could be a great opportunity for the City to get ahead of future planning to ensure that Lindon City doesn’t miss out on getting a transit station.

Staff would like feedback from the city council if this is something that they are in favor of.

Exhibits

1. Commercial Depth Map
2. 1979 Zoning Map
3. 2018 Zoning Map
4. Commercial Depth Examples
5. Residential Height/Scale Examples
6. Residential density examples

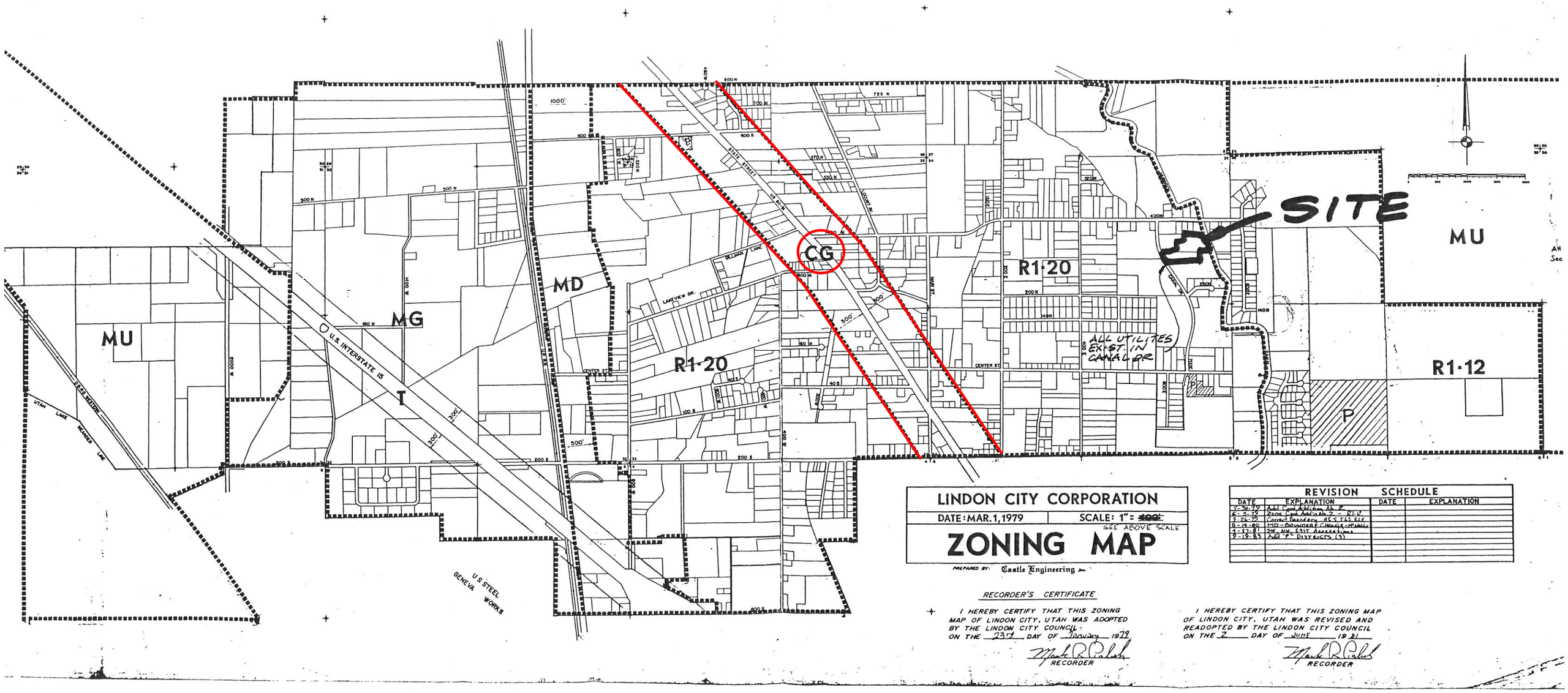
Lindon City
State Street Commercial Depths



N

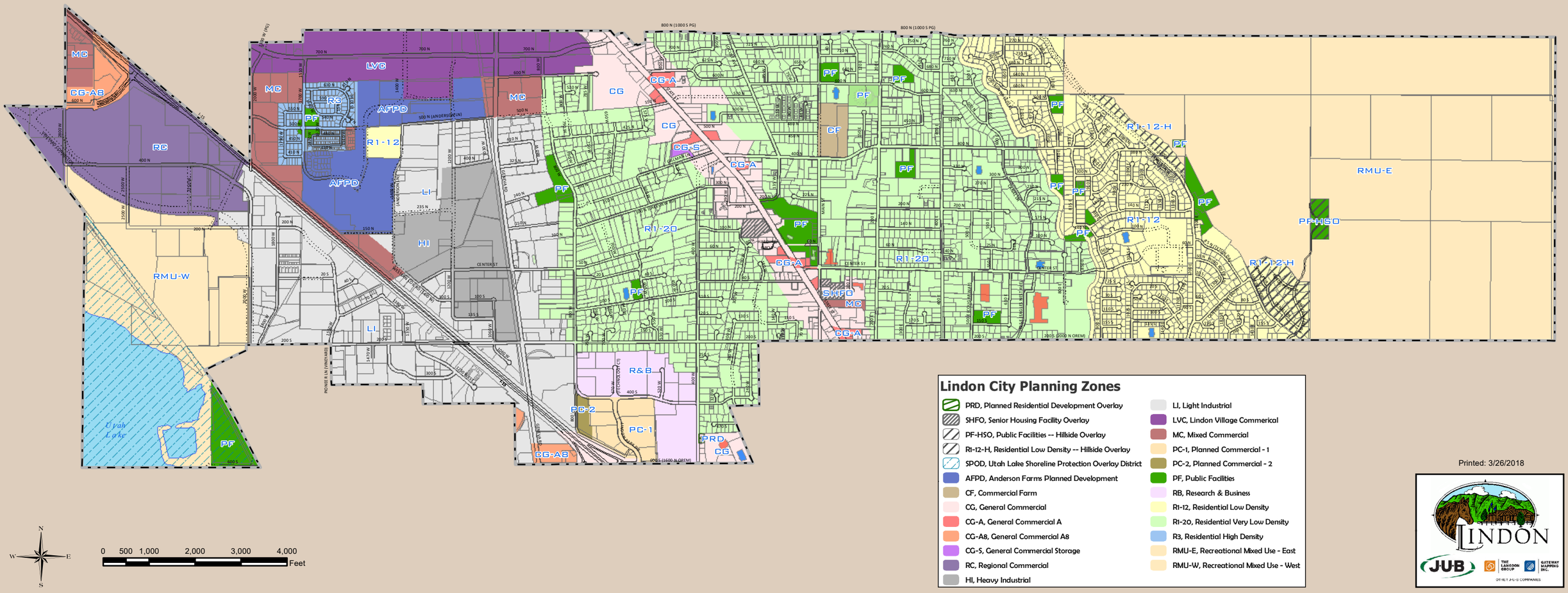
0 250 500 1,000 1,500 2,000 Feet

LINDON



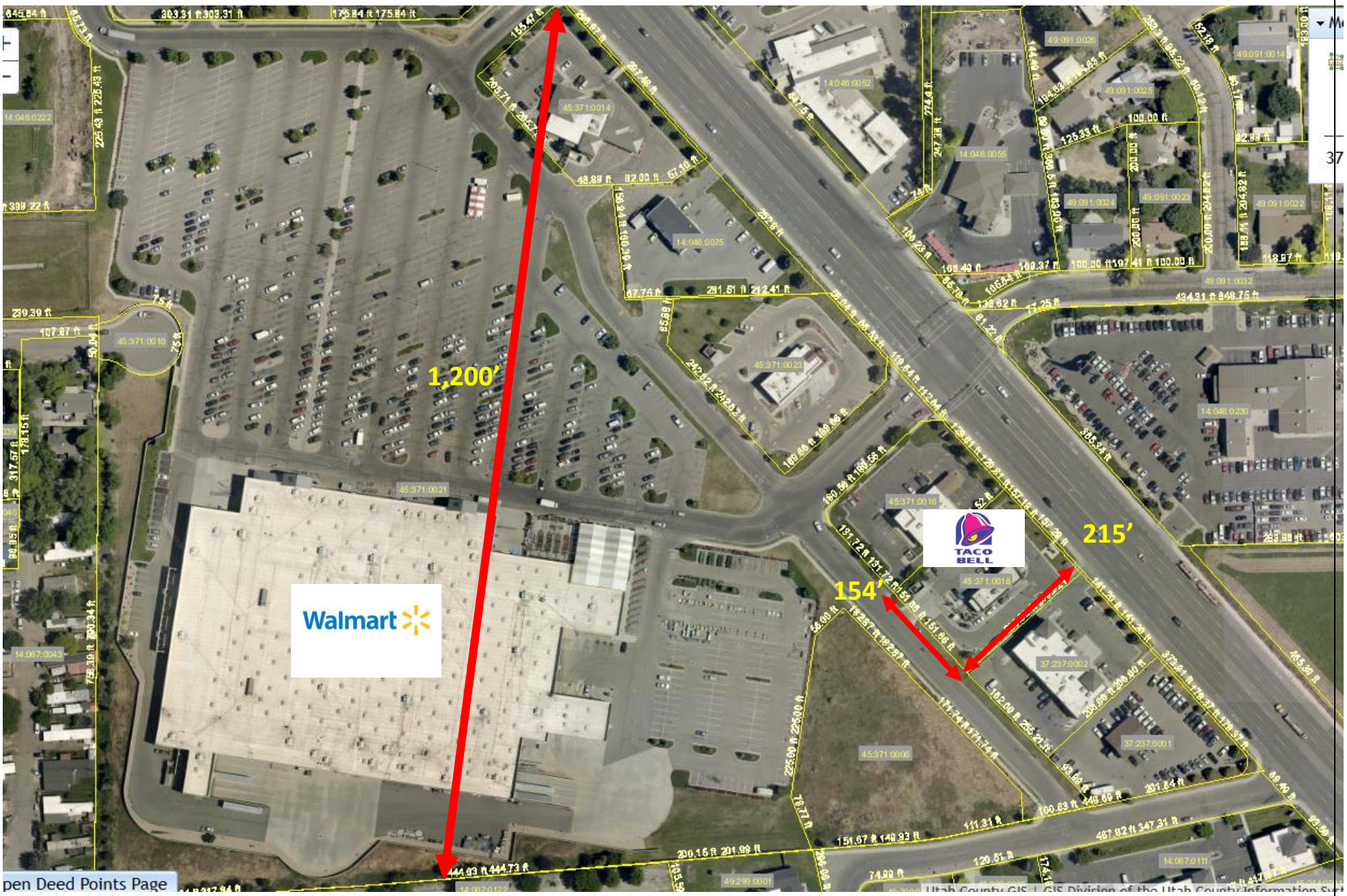
VICINITY MAP

Lindon City
Zoning Map



Springville Smiths – 400 South

Lindon Walmart and Pad Sites



Lehi – Traverse Mtn

S CROSSI
154
S BANGERTER SB HWY
S BANGERTER NB HWY
12500
27 - 29
TEXAS
ROADHOUSE
225'
430'
ERCE POINT LN
RTON CITY
260'
190'
IN-N-OUT
BURGER
3900
3875
W 12600 S
154
Bangerter Hwy
27 - 32

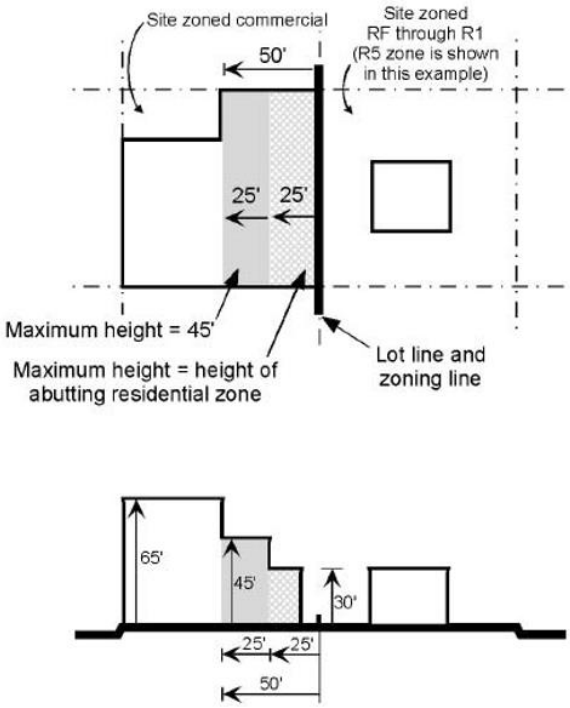
South Jordan – 11400 S. Bangerter

Examples of what Lindon doesn't want to see

Example Graphic of Transition Areas

Main Street Transition Code

Figure 455-1
Height limits on sites abutting RF - R1 zones



Types of Scale Transitions

Zoning transitions *outside* higher-density zones

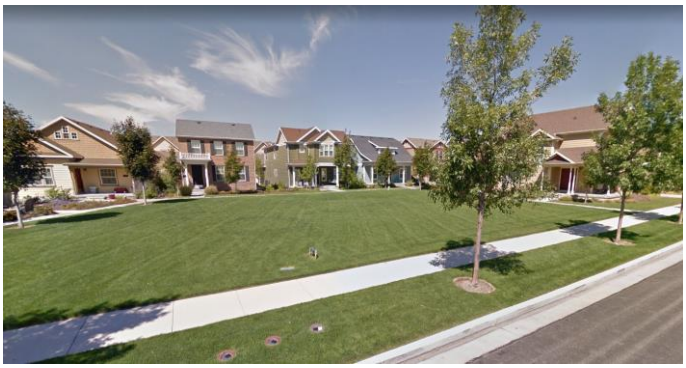
Pros

- Provides scale transition, while not constraining development potential of higher-density zones

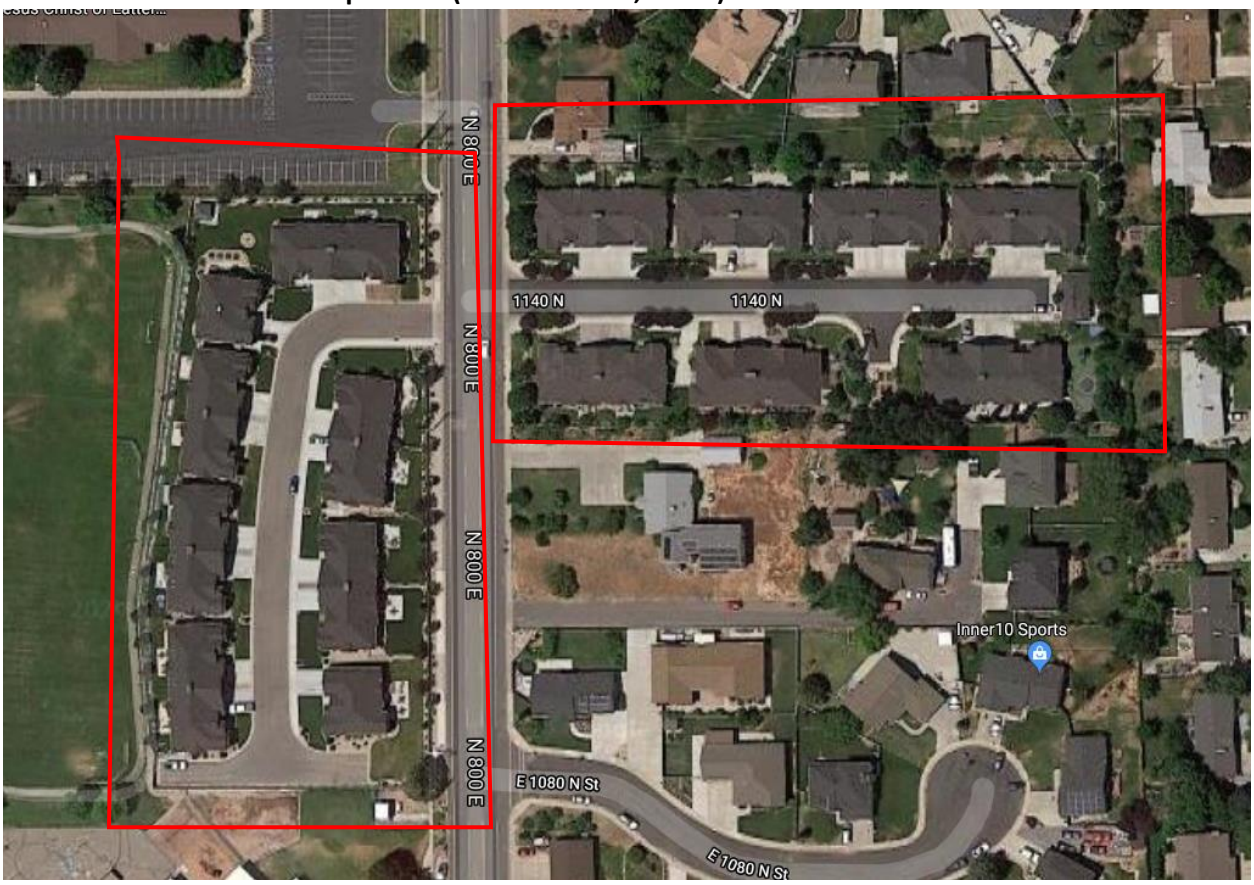
Considerations

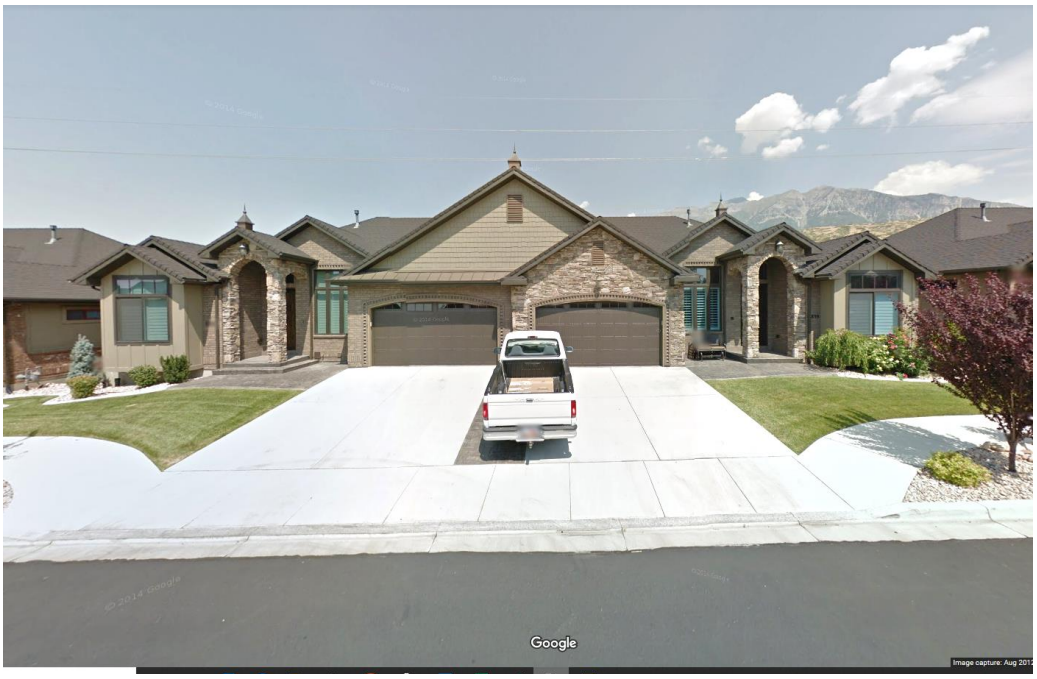
- Development impacts extend further into neighborhood

Daybreak – approximately 10 unit per acre

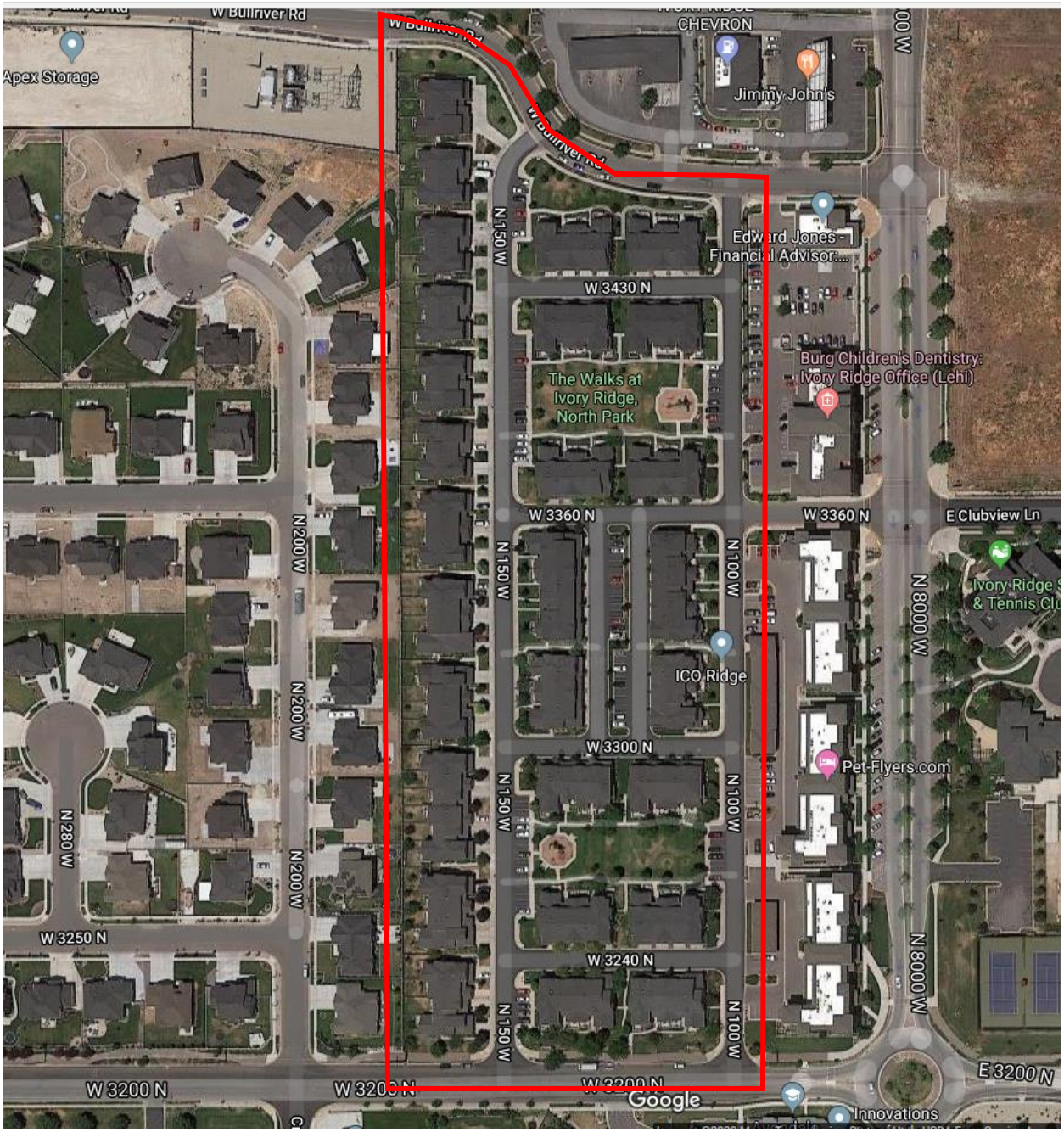


Penni Lane – 5.6 units per acre (1200 N. 800 E., Orem)
Merideth Manor – 5.1 units per acre (1200 N. 800 E., Orem)

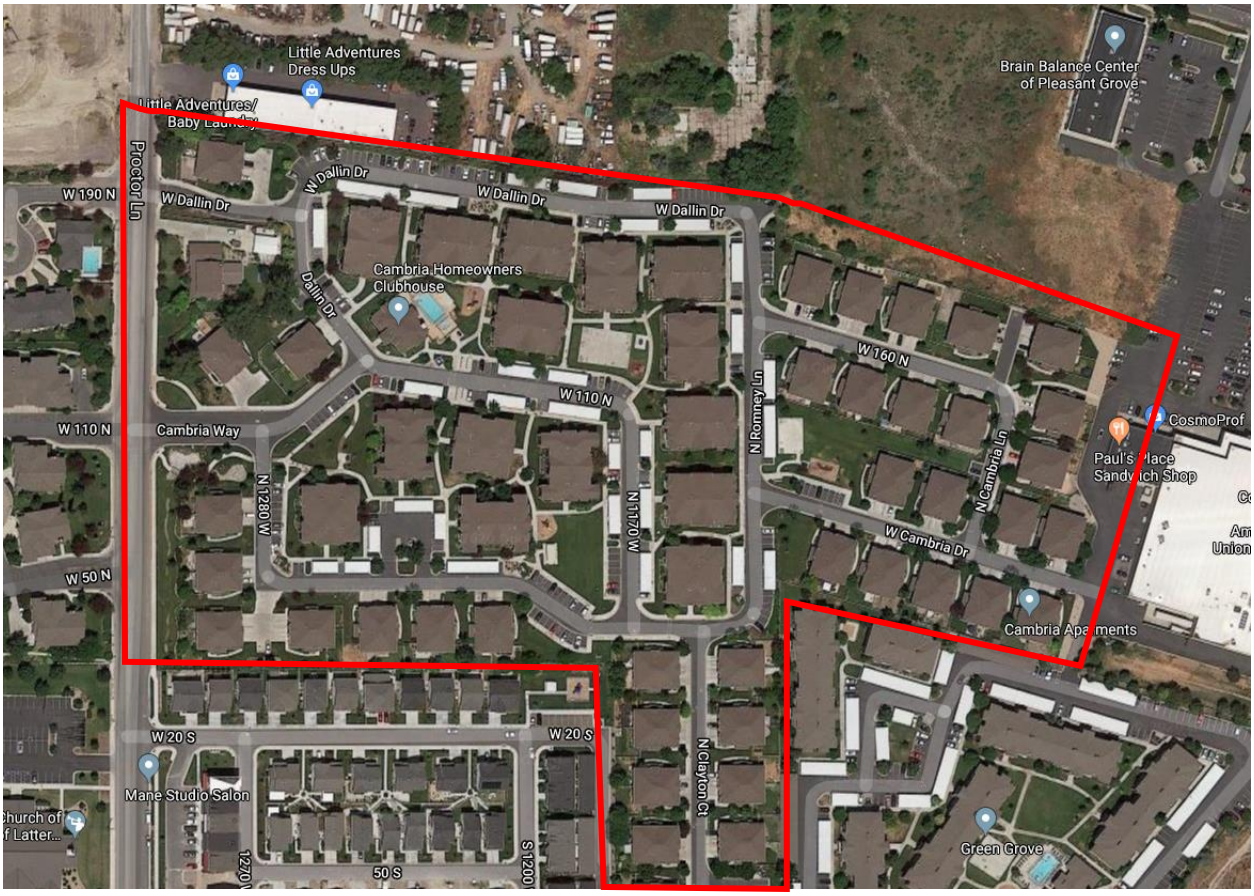


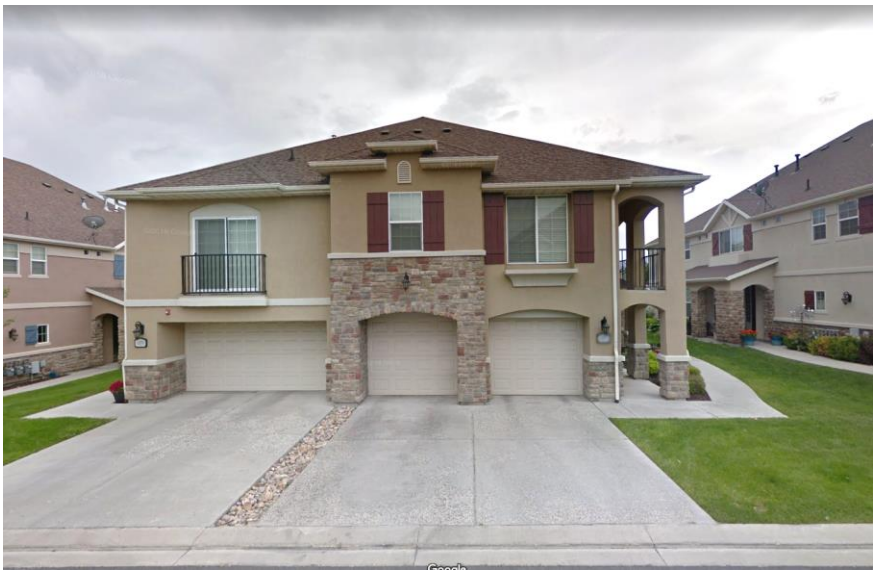


Ivory Ridge – approximately 9 units per acre (lehi)



Cambria Development – approximately 12 units per acre (Pleasant Grove)





10. Discussion Item — Open & Public Meetings Training /Harassment Prevention Training.
City Attorney, Brian Haws will present the required annual open and public meetings training along with harassment prevention training to the council. *(15 minutes)*

No motion required.

Council Reports: *(20 minutes)*

A) MAG, COG, UIA, Utah Lake Comm., ULCT, NUVAS, IHC Outreach, County Board of Health - Jeff Acerson
B) Police/Fire/EMS, Emergency Mgmt., Irrigation Co. Representative/Board member, City Buildings - Van Broderick
C) Public Works/Engineering, Historic Commission, Administration, Building Const. & Inspection - Randi Powell
D) PG/Lindon Chamber of Commerce, Economic Development, Lindon Days - Carolyn Lundberg
E) Planning Commission/BOA, Planning/Zoning, General Plan, Transfer Station/Solid Waste Board - Mike Vanchiere
F) Parks, Trails, and Recreation, Cemetery, Tree Advisory Board - Jake Hoyt

Administrator's Report *(10 minutes)*

Misc. Updates:

- March newsletter article: Phil Brown - Article due to Kathy Moosman by end of February
- Future meeting items: review of draft update to the Parks, Trails, and Recreation Master Plan & Impact Fee study; review of fireworks restriction boundaries map; storm water master plan & impact fee study updates.
- Job Openings at Public Works (Water Operator) program instructors; coaches; referees; lifeguards needed soon)
- Hired Jamie Jensen as new Senior Coordinator
- April City Council meeting dates: Wednesday, April 15th? Cancel April 7th (Spring Break) and cancel April 21st (Spring City Managers conference and ULCT conference in St. George)
- Possible Cell Tower Lease in Pioneer Park? Tower Lease extension at Public Works?
- Misc. Items

Upcoming Meetings & Events:

- **February 6th at 6:00pm – Budget Kick-off Meeting w/ Council and Dept Heads**
- Little Miss Lindon Pageant – Saturday, February 29th at 6:00pm at Oak Canyon Jr. High
- April 22nd-24th – Utah League of Cities and Towns spring conference in St George

ADJOURN