Draft Only - Not Adopted

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700 North Small Area Plan

Lindon City, Utah
October 2020

ACKNOWLEDGMENTS

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1 INTRODUCTION

1.1 Introduction

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1.1 Introduction

Within Lindon City, the 700 N. Corridor has a significant amount of undeveloped land which presents many opportunities for future development. This land is the last remaining large contiguous set of parcels available to create a unique development in Lindon. In 2014 the Lindon City Redevelopment Agency created the 700 N Community Development Area, which focused on the city's desires and goals for the site.

The proximity of this property to the new Anderson Farm Development and the entrance to the city from I-15 qualify this site as an excellent opportunity for a Mixed Use-Town Center. The potential introduction of mass transit along 700 north establishes a great opportunity for a successful Transit Oriented Development.

This document will outline the vision, goals and land use plan with guidelines and conceptual designs that guide the city to move forward with its vision of a Gateway and Town Center for the City of Lindon.

1.2 Historic Context

Set at the base of Mt. Timpanogos, Lindon was once known as Stringtown after a few Pleasant Grove residences moved South to settle in the city we now know as Lindon.

Like many cities along the Wasatch Front, Lindon was home to many farms and orchards, with their economy relying almost entirely on agricultural production.

In 1873 the first railroad line was constructed through Lindon. This connection brought many new opportunities and connectivity to the Wasatch Front.

In 1950 Lindon had a population of 801, and by 1983 Lindon increased its population to approximately 3,000. Today, Lindon has an estimated population of 11,884, with residential development continuing at a rapid pace.

With continued growth expected, the city has set out to create a small area plan that will promote various uses and experiences that will enhance Lindon and provide services and other assets that will help maintain the lifestyles the residents of Lindon are accustomed to.

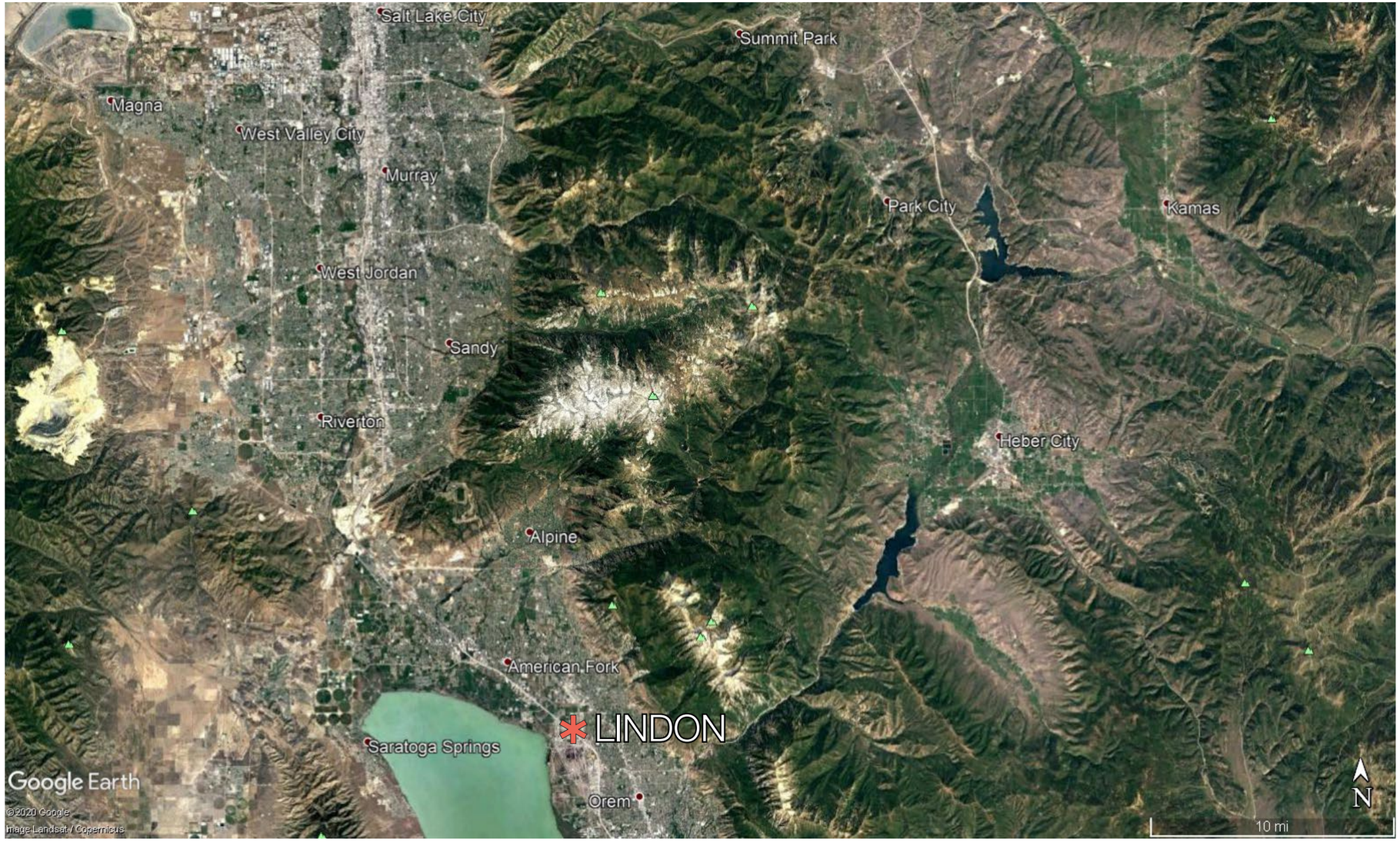


1.3 Regional Context

Located in Northern Utah County, Lindon is approximately 40-minute drive from Salt Lake City. The City extends east to the Wasatch Mountains and the Great Western Trail, and west to the Lindon Marina on Utah Lake.

On the south, the City shares a boundary with Orem City and on the north with Pleasant Grove City and American Fork City.

The mean elevation of the City is 4600 feet above sea level. The City has approximately 8.5 square miles or 5,400 acres, with an estimated population of 11,884.



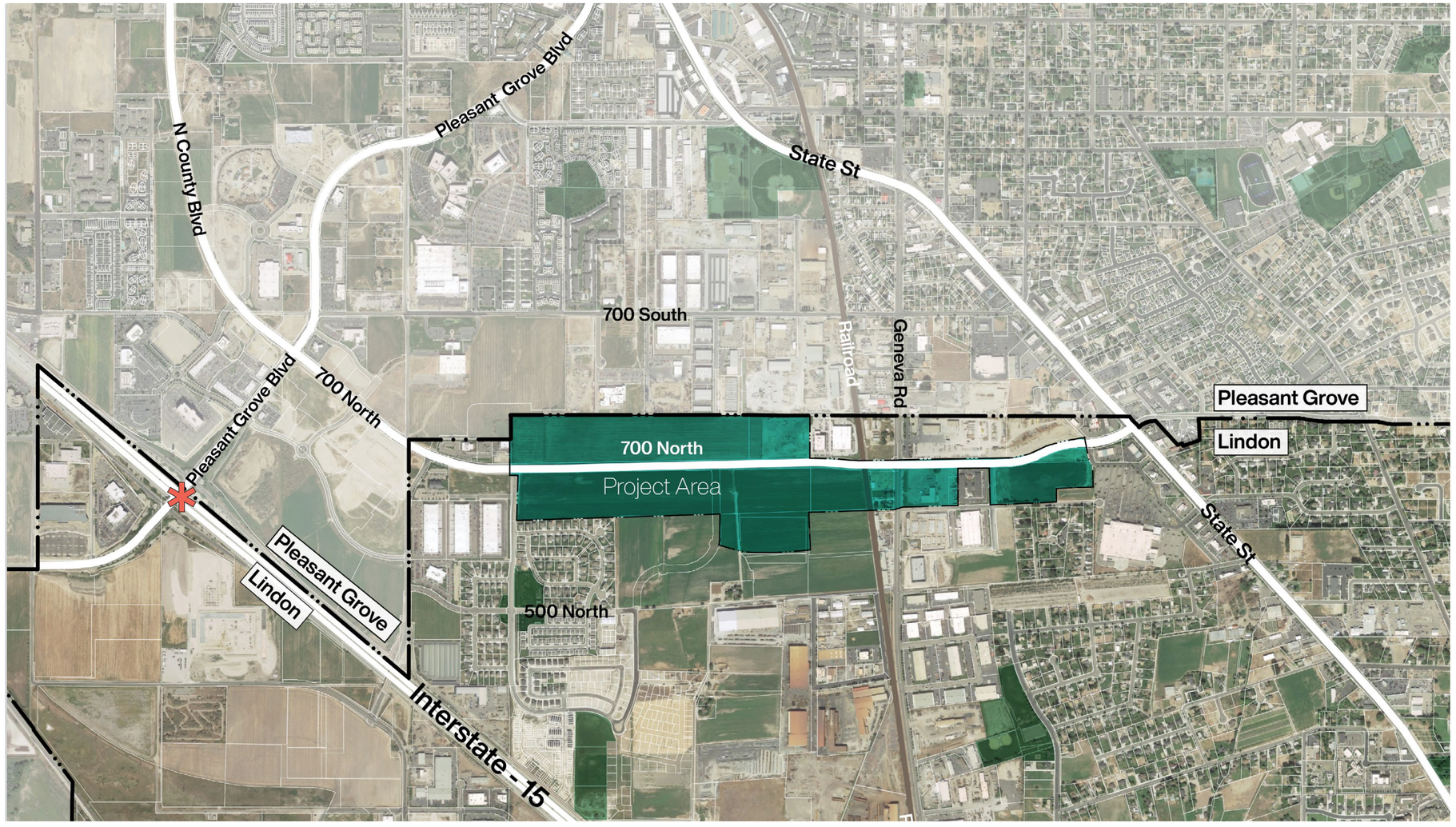
1.4 Site Context

The Project Area contains approximately 128 acres and is located just one mile off of exit 275. Therefore, Lindon envisions this site as a major gateway to the City.

The site's boundary extends north and south of 700 North and begins to the East of 1700 West extending just West of State Street.

Originally zoned Manufacturing Distribution since 2001, when the area was rezoned to General Commercial and Mixed Commercial zones, the 700 north site has had several developments to the site and zoning changes. In 2005 construction began on 700 N. connecting State Street to Pleasant Grove Blvd. The area was rezoned to the General Commercial zone in 2007. By fall 2015, Lindon City created a 700 N. committee to study the corridor and developed recommendations for changing the zoning. In 2016 the area was rezoned to the Lindon Village zone and the new Lindon Village zoning ordinance was adopted.

Currently, the majority of the land is undeveloped and used for agricultural purposes.



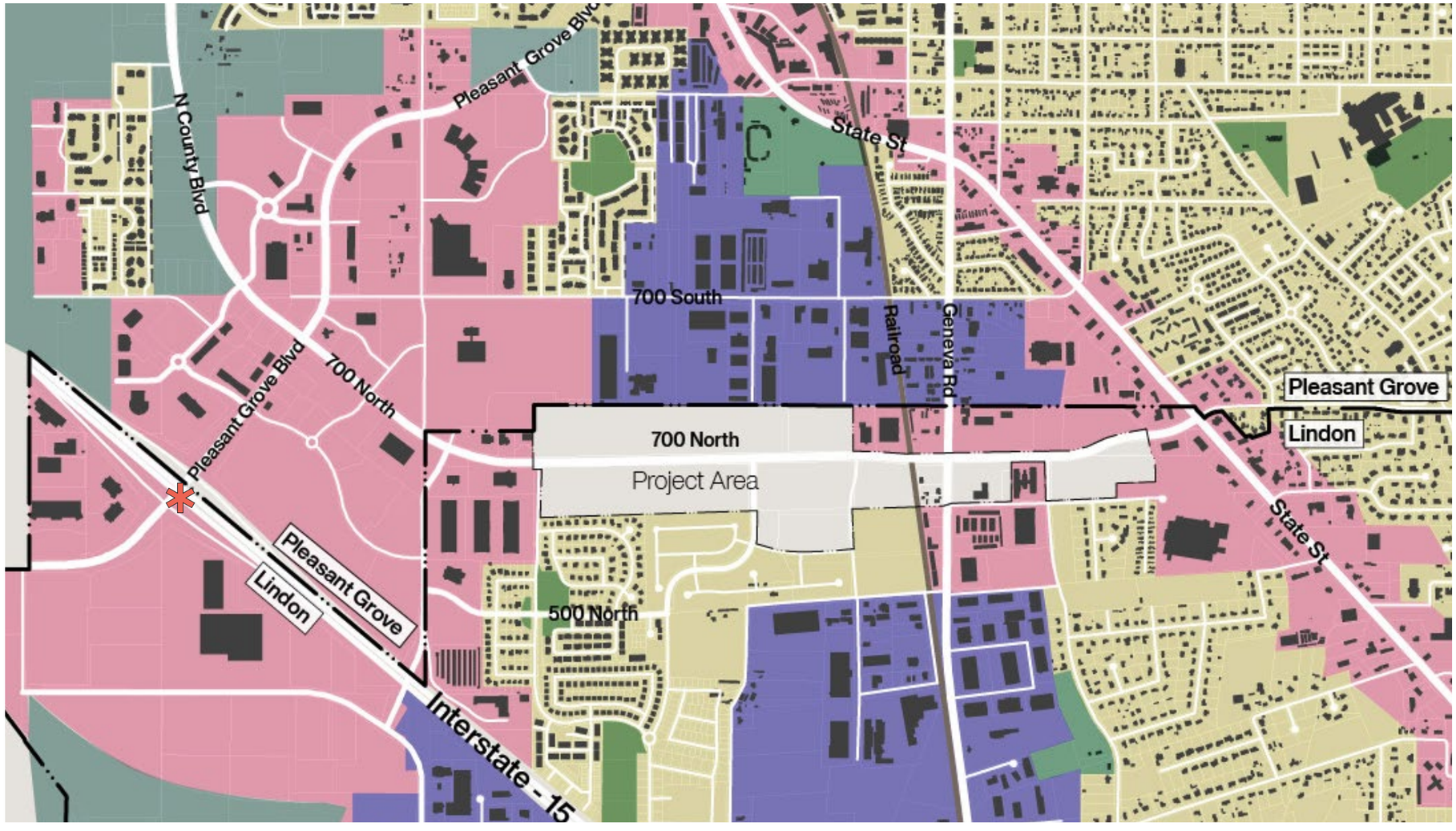
Exit 275

1.5 Land Use

This map shows the general breakdown of land-uses in the area in order to understand the land-use character surrounding the Project Area. The land-uses have been categorized into five use types: residential, commercial, industrial, and agricultural/vacant.

This map shows that different land-use types surround the Project Area. Each has its own distinct character, which will impact land-use choices within the Project Area.

To the North, most of the area is industrial in nature. At the same time, the majority of the land to the south is used for residential neighborhoods. Both the east and west sides of the Project area tie into existing commercial areas.



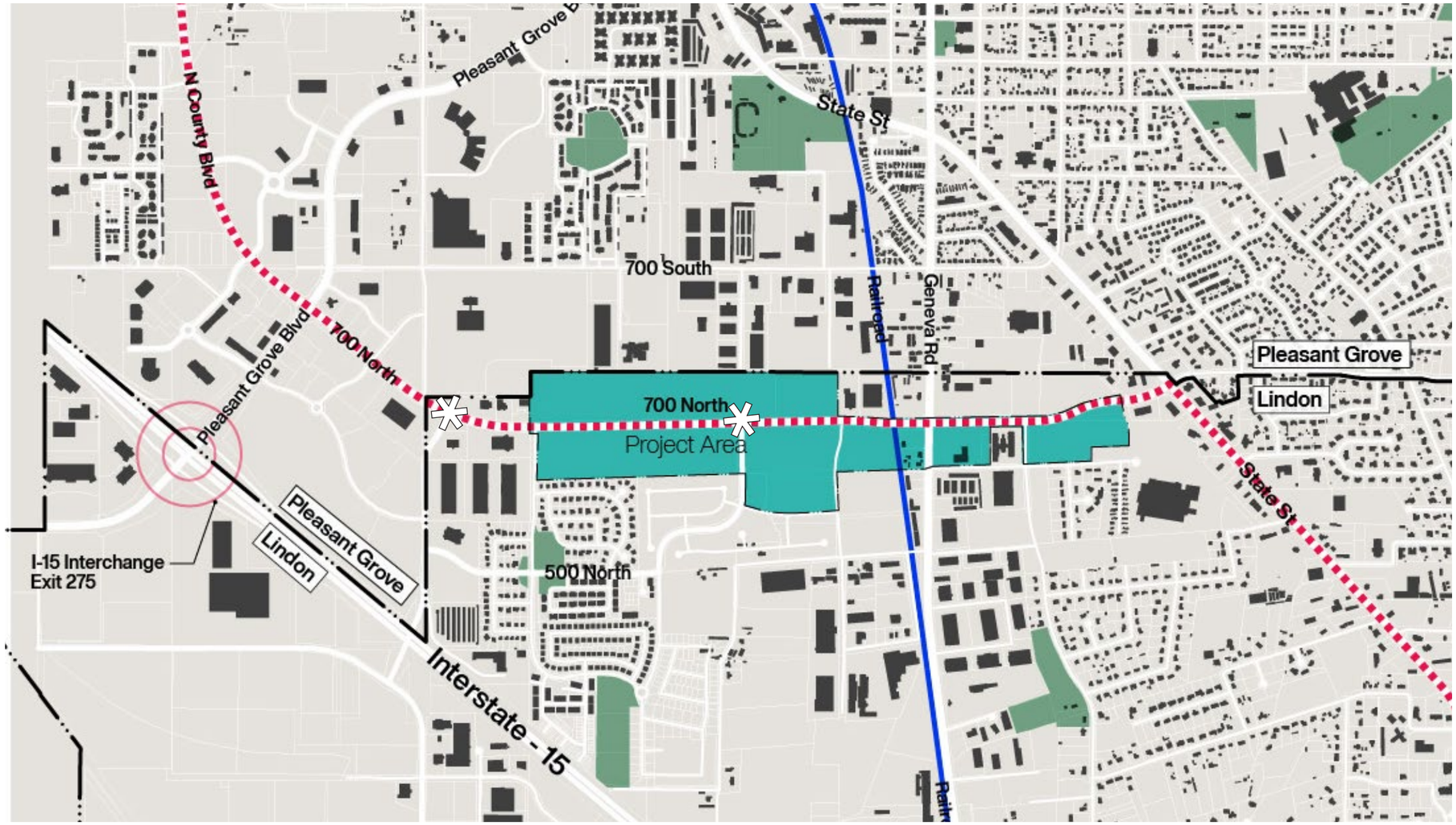
1.6 Mass Transit

The Central Corridor Transit Study is currently being planned throughout Northern Utah County. There are currently several transit modes and alignments being considered, which affect the Project Area.

This map shows the potential alignment being considered for future mass transit. Also Light Rail (LRT) are considered potential future mode options.

For planning purposes, this plan assumes that the most likely future mass transit routes will be a BRT line following the 700 N Alignment, as shown on the map. In addition, this plan anticipates the potential for a future extension of the TRAX line down the Rail Corridor Alignment (as shown on the map).

Current plans include a series of traffic lights at the intersection of Anderson Blvd and 2000 West. Traffic counts from 2017 show an Annual Average Daily Traffic of 21,000.



1.7 Previous Planning Efforts

A Citizen-led committee developed the first planning documents for this area called A Vision for the Future- 700 N. Corridor Plan. The Committee outlined several items in their mission

- Identify a Vision, Name, and boundaries for a 700 N Specific Area Plan.
- Define values of Lindon- Present and future
- Create an attractive gateway into Lindon
- Identify goals for this unique Economic District
- Recommend standards
- Establish development strategies

This document was used as a starting point to understand the desires and the ideas the community has for this site. Key elements that this document has built upon are:

- Create a framework plan that responds to the development goals and opportunities.
- Complete a market study to understand the impacts and opportunities for development within site.
- Develop a concept plan that creates a gateway to the city and outlines community gathering spaces, retail and restaurant opportunities, and office and residential areas.
- Promote transit opportunities and other mobility options to enhance the walkability and connectivity of the site.



pages from: A Vision for the Future Lindon 700 N Corridor

1.8 Elements of Transit Oriented Development

WHAT IS TOD?

Transit-Oriented Development (TOD) is a development strategy that aims to make the most of the development possibilities near a major transit station. It is defined by Reconnecting America, one of the leading TOD organizations as “a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood located within a half-mile of high quality public transit.”

What’s different about TOD?

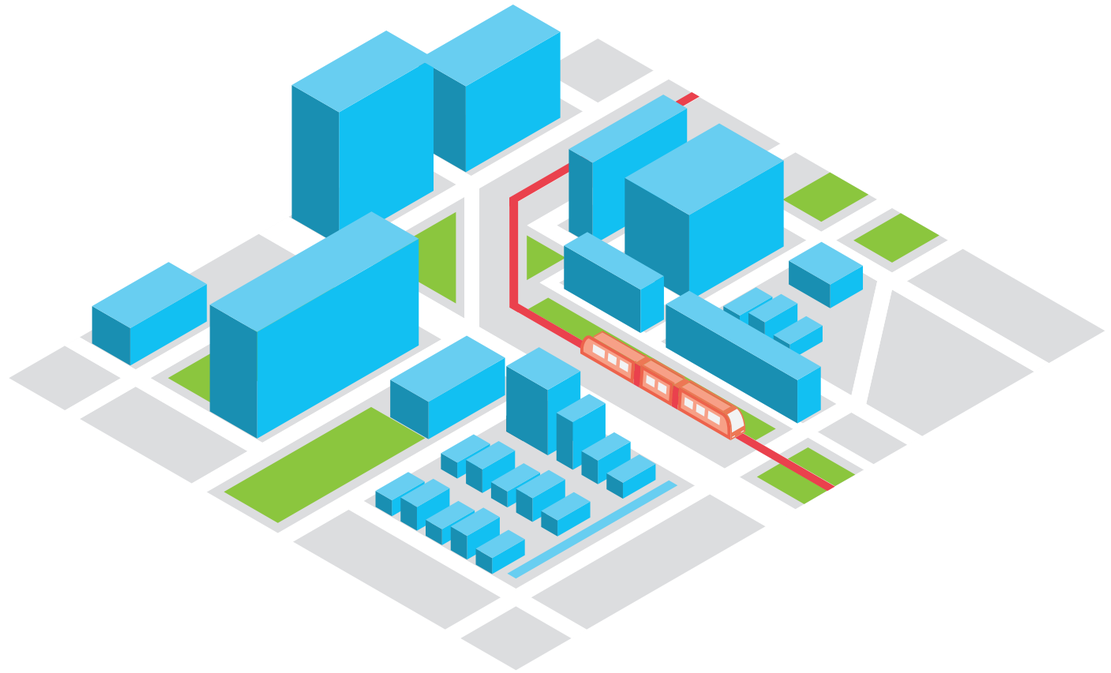
For the past few decades, cities have often segregated uses throughout their boundaries, with single family homes, multifamily homes, offices, retail, civic uses, and more, all separated into their own areas within the larger city.

TOD encourages a mix of uses in one neighborhood, similar to how cities developed before cars became prevalent and allowed us to easily travel long distances in our daily commutes. TOD utilizes the close access to public transportation to promote transit, walking, biking, and other non-automobile uses to create neighborhoods that hearken back to traditional downtowns and villages that create a walkable, unique and close-knit community.

Elements of TOD

The major elements of a TOD can be broken down into three categories (which conveniently correspond with the TOD acronym).

- Transportation
- Open Space
- Development



Transportation T

The different transportation modes (transit, walking, bicycle, cars, etc.) and the infrastructure and amenities (lanes, parking spots, transit stops, stations, sidewalks, etc.) that allow residents to travel safely, conveniently, and comfortably in whichever mode they choose.

Open space O

The public spaces (plazas, patios, parks, sidewalks, etc.) that form the transition between transportation facilities and buildings, also known as ‘the spaces between’ where the life of the city plays out. Can be public or private property, but should be designed to be accessible, friendly, and fun for all.

Development D

The built up areas, primarily private parcels, where different human activities occur that support varied housing, employment, shopping, and other uses. In the TOD model, buildings should relate to and activate surrounding open spaces and streets and support transit ridership with adequate density.

1.9 TOD Principles

Compact Development

The scale of transit oriented development (TOD) approximates the scale of the pedestrian. The extent of these neighbourhoods is based on a comfortable walking distance from edge to centre (approximately 400 to 800 meters in Radius or a 5 to 10 minute walk).

Streetscape & Walkability

A highly connected street pattern with design elements coordinated to provide visual interest, pedestrian amenity, and sense of place, improves the desirability of walking and shortens perception of distance. Pedestrian-friendly environments allow walking to be pleasant, safe and efficient.

Public Realm

Public realm and semi-public realm spaces enable the neighbourhood infrastructure to build community bonds, social interaction, and community participation.

Transit Station & Stop

Transit is at the heart of transit oriented development, therefore, transit facilities should be designed to connect with, not be isolated from, the surrounding neighbourhood.

Bicycle Friendly Streetscapes

Transit is at the heart of transit oriented development, therefore, transit facilities should be designed to connect with, not be isolated from, the surrounding neighbourhood.













Mixed Land Uses

A mix of diverse and complimentary land uses in a compact pattern allows residents and workers to walk to work or shop, rather than driving for all daily needs.

Open & Sun Facing Spaces

A variety of public open spaces contributes to a sense of place, healthy communities, and reduces the need for private open space for each household or workplace. Through taking into account the sun's trajectory and conducting shadow studies, successful areas for green space can be established.

Commercial Centre

Retail streets provide the goods and services of daily life, activate the street, reduce auto reliance, and increase ownership and safety of the pedestrian realm.

Mixed Use Buildings

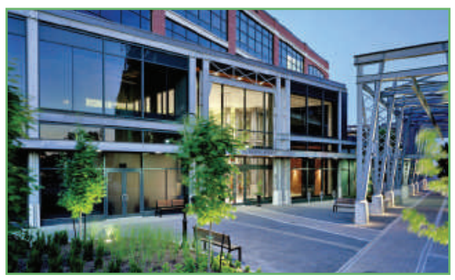
Vertical and horizontal integration of uses encourages more people to live in transit oriented developments, which ensures evening and weekend use of buildings and provides valuable 'eyes on the street'.

Reduced Parking Standards

Vertical and horizontal integration of uses encourages more people to live in transit oriented developments, which ensures evening and weekend use of buildings and provides valuable 'eyes on the street'.













2 VISION & PROJECT GOALS

2.1 Vision Statement

2.2 Project Goals

2.3 Public Outreach



700 NORTH CORRIDOR VISION

The 700 North site is envisioned as a gateway to Lindon city and fosters unique experiences for the community to gather. High design standards will preserve and enhance the quality of the city. The site will be developed with community spaces, retail, restaurants, employment center, services, and other experiential attractions to create an environment for a live-work community. Through the support of BRT and future mobility options, the site will be a destination center and a center for the city to grow and develop by creating a thriving, walkable community that enhances the lifestyle of all Lindon residents in the present and future.

DEFINING THE FUTURE

Enhance 700 North Corridor to Create a Gateway into Lindon

- Create a cohesive development strategy
- Create and enhance all modes of travel for connections throughout the development
- Creating an identity of arriving at Lindon
- Design attractive transit corridors that support placemaking

Create a Walkable Town Center

- Build upon previous planning documents
- restaurants / retail/ office/ entertainment focused
- Central community gathering place
- Create complete streets that encourage active transportation
- Enhance and expand open space

Support & Plan for Future Transit

- Bus Rapid Transit-BRT (near term)
- Light Rail-TRAX (long term)
- Create land uses oriented to transit investment.
- Create enhanced connections between transit options
- Create a connected street grid
- Refer to Transit Oriented Development Principles (section 1.8)

Support Economic Development

- Establish a core for retail, employment centers and restaurants to thrive
- Create opportunities for destination experiences
- Create a vision and land use plan that is based in market realities
- Increase tax base
- Create innovation office spaces and opportunities that support growing business and live-work opportunities

2.3 Public Outreach

City Meeting

- Create Long and Short Term Goals for the Site
- Create a Cohesive Development, do not separate
- Activate the uses throughout the day. In addition to some restaurants, create other opportunities for destination experiences.
- Increase setbacks for tree-lined streets
- Balancing land uses throughout the site

Developer Input Meetings

- The City should work out initial entitlements
- Create Zoning ordinances that easy to follow and don't create roadblock for development.
- Continue public engagement
- Uniform density, buy or pay to purchase additional housing credits
- Recommend a civic use or some public investment from Lindon City
- Residential brings benefit and consumers to site
- Use RDA incentives to encourage the right development.
- Emphasis on Horizontal Mix-Use over Vertical Mix-Use.
- The City could look at a section to build out. Public investment can be the catalyst
- Require structured parking, consider costs to developments (consider City Investments)

Social Media feedback

- tbd

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3 MARKET STUDY

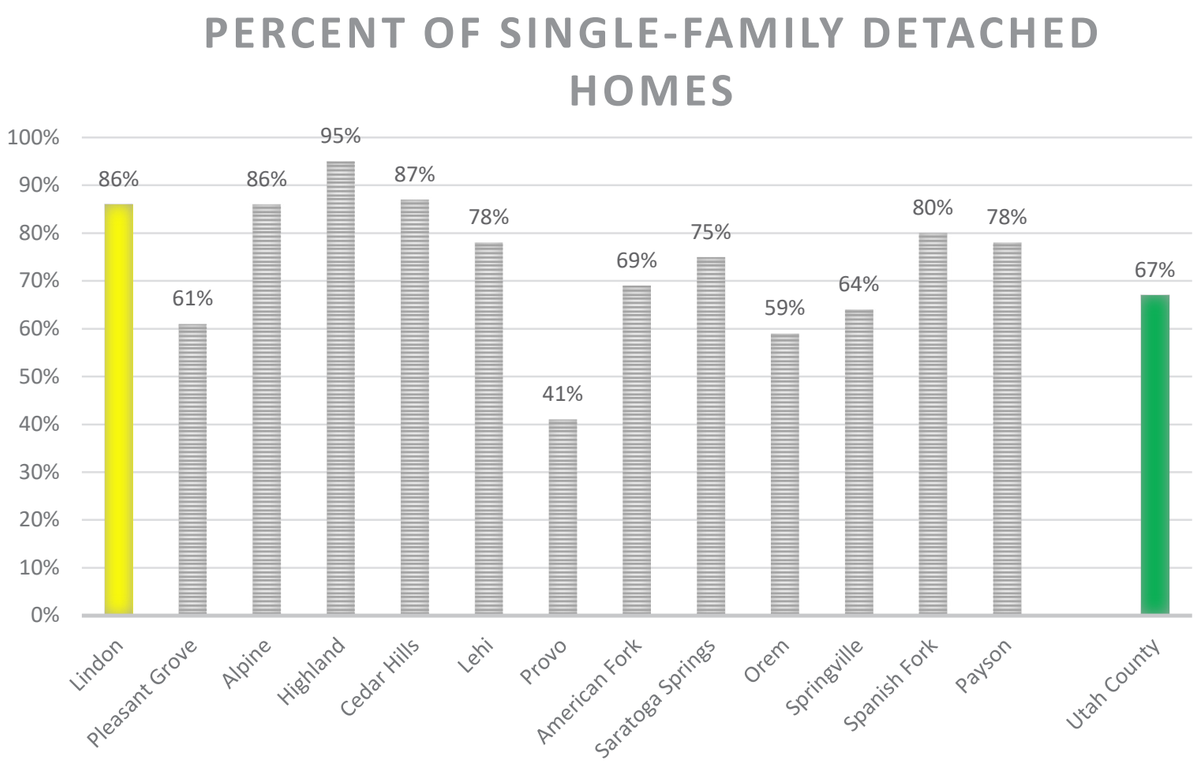
3.1 Market Study

3.2 Feasible Uses

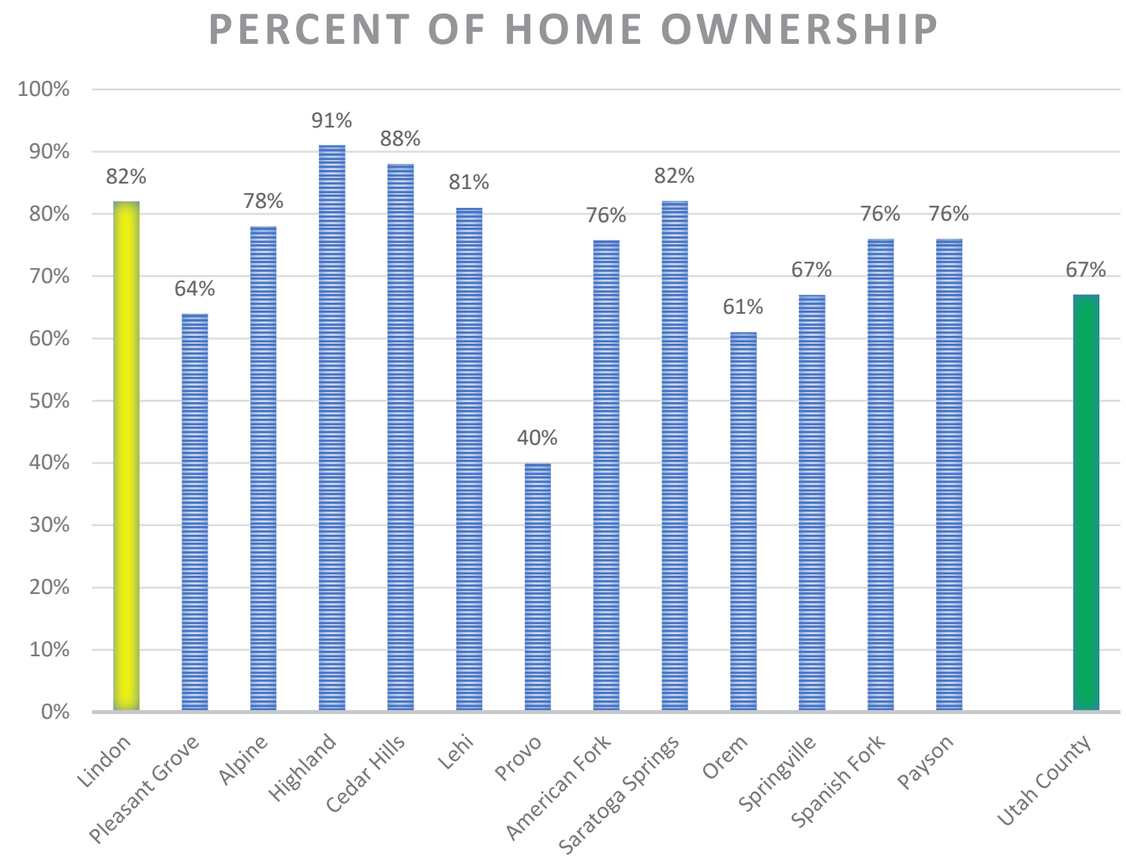
3.1 Market Overview

The following set of graphs and tables show some key indicators for Lindon and its demographic make-up within Utah County. The following statistics help to identify opportunities for the study area. Of special note are statistics regarding the make-up of housing in Lindon, housing and transportation costs, employment characteristics, and retail sales.

A key consideration for Lindon is the current make-up of residential housing within the city. Based on statistics provided by the American Community Survey, US Census, and the Association of Realtors, Lindon's residential housing market shows a heavy percentage of single-family detached homes, particularly when compared to surrounding cities and Utah County. Approximately 86 percent of the housing stock is identified as single-family detached, which is notably higher than Utah County's indication of 67 percent. It is fairly reflective of the nearby communities of Alpine, Highland, and Cedar Hills, all of which are considered bedroom communities with minimal commercial offerings.

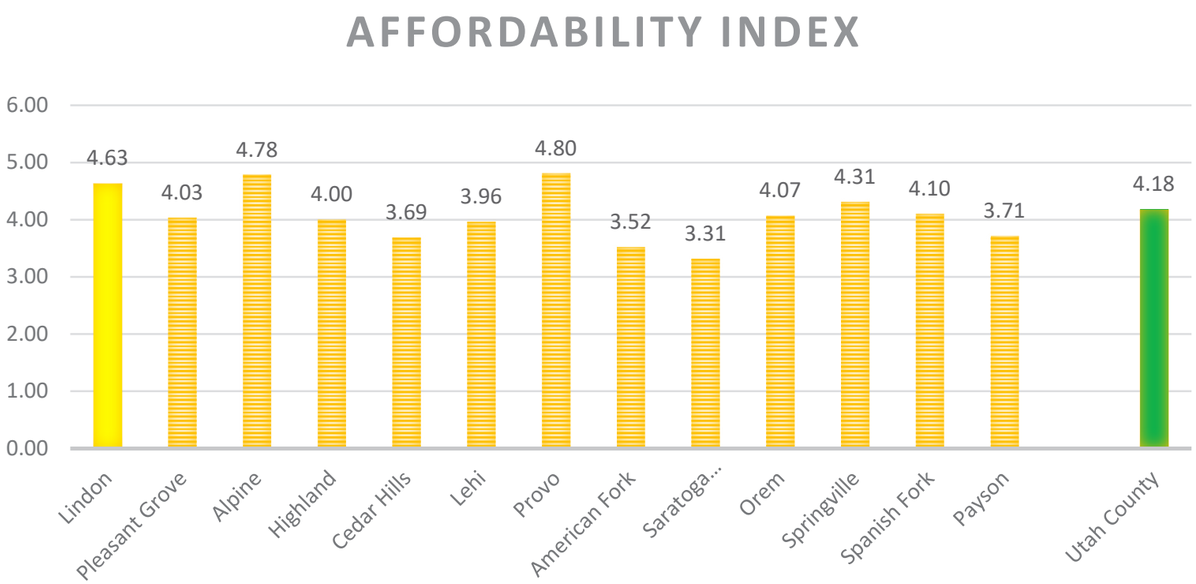


The high number of single-family detached homes results in a high percent of home ownership, as evidenced on the following graph:

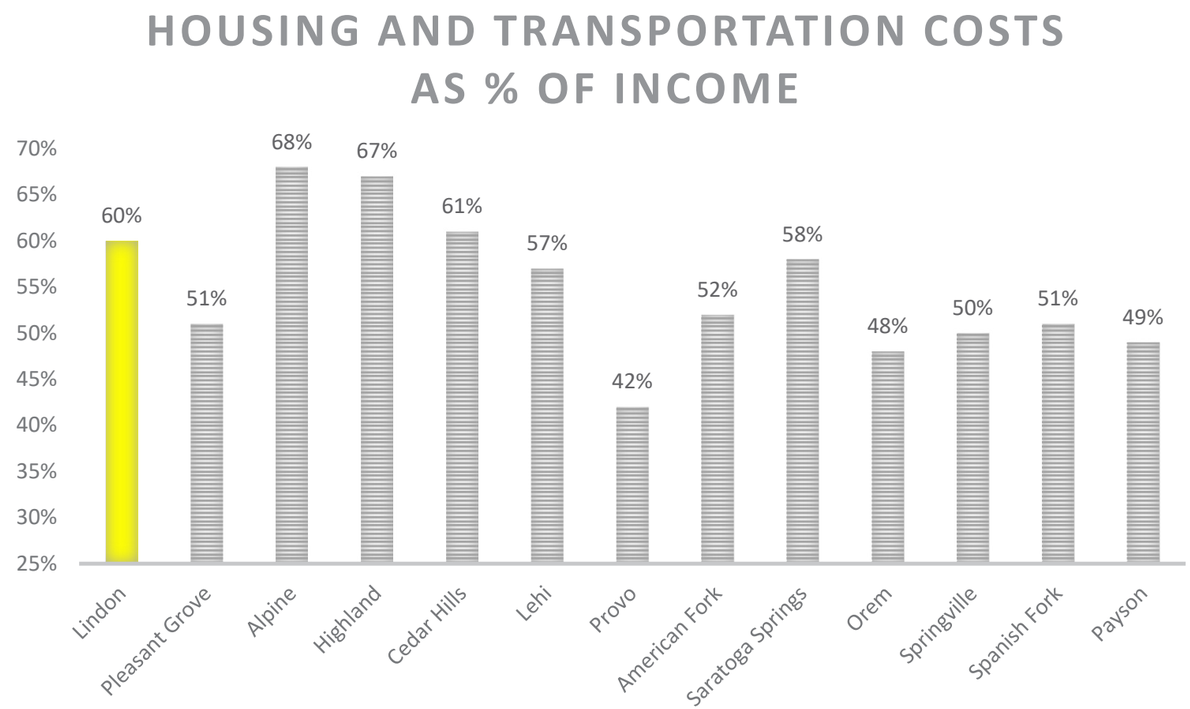


Provided by: Zions Public Finance, INC.

The number of single-family detached homes, as a percent of the total inventory, also aids in creating higher median values for the existing housing supply. The following graph shows the "affordability index," or, the relationship of median home values and median household incomes. The higher the number the less affordable the area. As the graph highlights, Lindon is above the affordability shown for Utah County and several nearby communities. While Provo is higher, its statistics are somewhat skewed due to the impact of its large student population on median incomes and housing values. Alpine additionally shows a higher index reflection and is largely regarded as one of the most expensive markets in Utah.



Income spent on housing and transportation (costs for car ownership, fuel, insurance, and maintenance), sums to 60 percent of median household amounts. This is higher than the average in Utah County, at 51 percent.



Provided by: Zions Public Finance, INC.

Lindon City has a strong commercial, industrial, and employment base within the community. The commercial and industrial sectors are located between State Street and Utah Lake and encompass approximately 43% of the City. Lindon City issues about 860 business licenses. The Mountainland Association of Governments (MAG) estimates that these businesses employ approximately 13,725 employees in Lindon in the following sectors:

Industrial: 3,346

Office: 7,537

Retail: 2,291

Other: 554

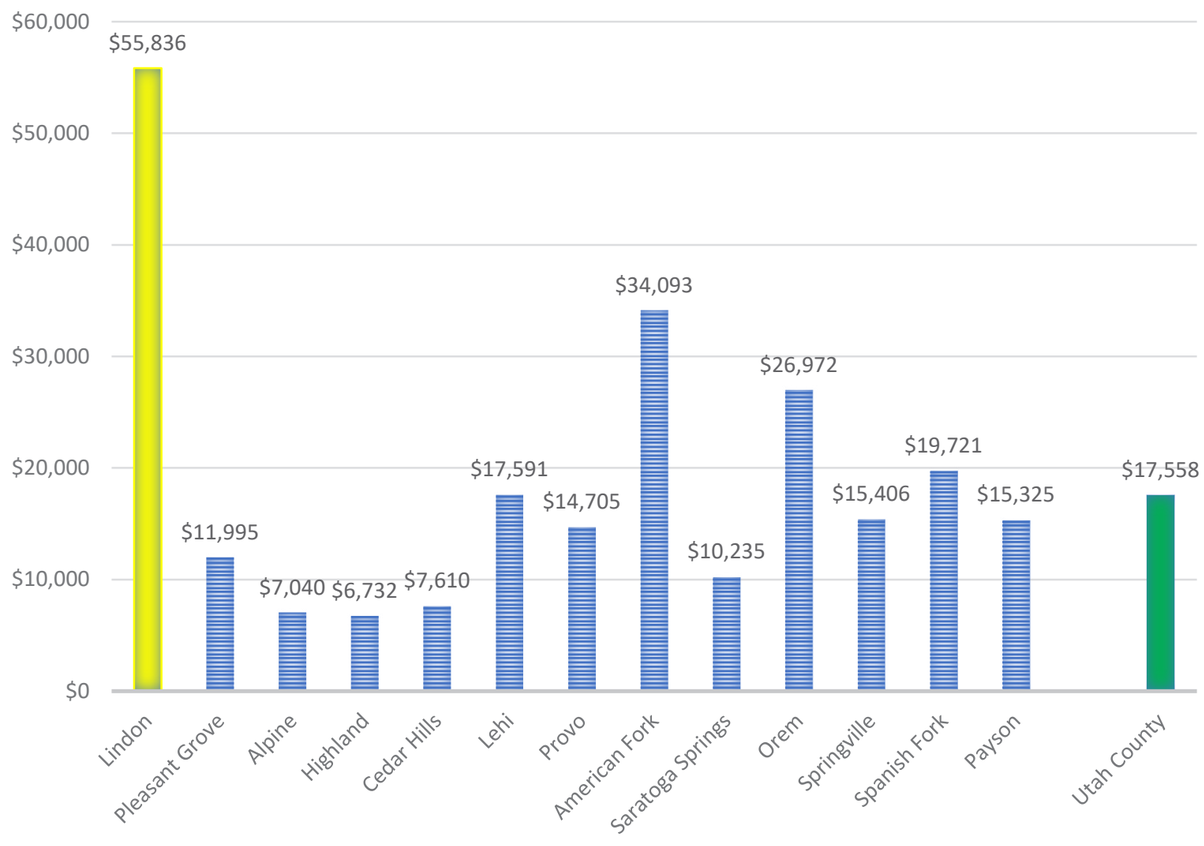
MAG estimates by 2029 that Lindon businesses will employ 16,842 individuals.

Lindon is reflected at a median income of $85,671, which is 17.8 percent higher than the countywide average of approximately $70,408. Surrounding communities of Alpine, Highland, and Cedar Hills show notably higher median incomes (ranging from $99,000 to $130,000), while cities such as Pleasant Grove, American Fork, Orem, and Provo all show moderately lower incomes ($59,000 to $71,000).

Lindon is noted to have a significant number of jobs per population. Most cities have a ratio of less than 0.5 jobs per capita within their boundaries, while Lindon is reflected at 1.14 jobs per capita. This is representative of the high number of retail and commercial jobs in the City. Cities such as Alpine, Highland, and Cedar Hills have minimal employment, particularly compared to their population bases, and show ratios of 0.07 to 0.18, notably lower than the countywide average and Lindon's high mark.

The substantial number of jobs in Lindon, per capita, is partially captured in taxable retail sales. As shown in a following graph, Lindon generated $670,000,000 in sales tax in 2019, resulting in roughly $56,000 per person. The county total shows a figure of $17,558 per person, and neighboring cities such as American Fork ($34,093), Pleasant Grove ($11,995), and Lehi ($17,591) are all notably lower than Lindon. Alpine, Highland, and Cedar Hills are also quite low on a per capita basis, suggesting that some of their residents spend money in Lindon. The retail statistics further show that spending in Lindon is notably above the countywide average in the categories of Motor Vehicle Parts and Dealers, General Merchandise Stores, and Building Material and Garden Equipment. Conversely, Lindon appears to have opportunities for additions/expansion in the Food and Beverage Stores category.

TAXABLE SALES PER CAPITA



Provided by: Zions Public Finance, INC.

The table below shows total sales leakage and capture rates in Lindon. Rates that are above 100% suggest that capture is occurring from neighboring communities and through tourism. Where capture rates are below 100%, opportunities may exist to add specific retailers in those categories.

Category	2019 Leakage	2019 Capture Rate
Motor Vehicle and Parts Dealers	$147,636,524	662.22%
Building Material and Garden Equipment and Supplies Dealers	$131,953,192	1,059.83%
General Merchandise Stores	$58,078,566	328.16%
Repair and Maintenance	$7,281,210	253.60%
Furniture and Home Furnishings Stores	$2,516,538	164.07%
Personal and Laundry Services	$985,104	179.67%
Electronics and Appliance Stores	$556,912	112.40%
Nonstore Retailers	$288,156	102.51%
Museums, Historical Sites, and Similar Institutions	($215,125)	0.00%
Sporting Goods, Hobby, Book, and Music Stores	($450,184)	88.66%
Miscellaneous Store Retailers	($510,535)	92.11%
Amusement, Gambling, and Recreation Industries	($518,623)	80.62%
Performing Arts, Spectator Sports, and Related Industries	($526,546)	0.73%
Health and Personal Care Stores	($1,345,482)	37.29%
Gasoline Stations	($2,358,274)	49.72%
Food Services and Drinking Places	($4,606,401)	75.70%
Clothing and Clothing Accessories Stores	($5,502,179)	22.16%
Accommodation	($7,395,892)	2.15%
Food and Beverage Stores	($17,318,562)	1.90%
TOTAL	$308,548,401	288.97%

Notable in the current environment is the increase in taxable sales from online purchases, particularly in the first half of 2020. In 2019, roughly 12 percent of retail sales in Utah County were internet based, while the first half of 2020 shows an online increase to nearly 25 percent of total retail sales. This will have a notable impact on Lindon and other cities, as retail capture from surrounding cities may not be as pronounced as in years past. Additionally, the changing trend in more online sales versus brick-and-mortar operations results in more trackable impacts from residential development. Now, specific sales tax impacts per new residence can be calculated, showing beneficial financial implications from residential construction.

Retail sales capture rates for other Utah County cities are shown in the table below.

Retail Area	American Fork	Lehi	Pleasant Grove	Provo	Spanish Fork	Orem	Lindon
Motor Vehicle	463%	52%	73%	56%	105%	146%	662%
Furniture & Home Furnishings	133%	27%	11%	28%	56%	287%	164%
Electronics & Appliance	245%	130%	65%	68%	67%	157%	112%
Building Materials & Garden	188%	49%	10%	85%	126%	137%	1060%
Food & Beverage	31%	105%	89%	54%	71%	127%	2%
Health & Personal Care	364%	41%	27%	82%	148%	135%	37%
Gasoline Stations	78%	74%	57%	61%	76%	64%	50%
Clothing	146%	224%	17%	57%	98%	197%	22%
Sporting, Hobby & Music	281%	148%	26%	49%	86%	208%	89%
General Merchandise	222%	135%	27%	51%	239%	172%	328%
Miscellaneous Retail	132%	65%	48%	77%	117%	129%	92%
Non-Store Retail	123%	167%	94%	90%	78%	99%	103%
Services:							
Arts, Entertain. & Recreation	63%	50%	25%	31%	31%	48%	81%
Accommodation	11%	55%	11%	50%	4%	26%	2%
Food Services	172%	106%	47%	79%	96%	126%	76%
Other	243%	66%	66%	88%	149%	106%	433%
Total	**203%**	**98%**	**49%**	**64%**	**114%**	**137%**	**289%**

3.2 Feasible Uses

The previous summary of economic data points provides some guidance for possible uses that could be supported in Lindon. Certain commercial and retail offerings may be appropriate based on employment figures and sales leakage. Following tables show uses that could be considered in the Lindon study area. Data was collected from competitive developments for office, multi-family, retail, hospitality, and senior housing uses in the immediate region. Gathered statistics include achievable rents, expenses, capitalization rates, construction costs, land costs, and achievable profits. The data is used to show the potential value of future improvements, as of a current time frame, compared to total costs of construction. The difference in value and costs represents a possible profit that may be achieved with the specific use type. Development will likely occur if profit levels are competitive with the market. Where profits are low or insufficient, consideration can be made for possible incentives, or, changes to design that may result in a more financially viable project.

Also considered are the fiscal impacts that can be generated from a variety of uses. These are shown by property taxes, sales taxes (where generated) population distribution (with residential housing), and municipal energy fees. Total taxes and fees are shown on a per acre basis for each use type, based on a variety of assumptions outlined in the valuation scenarios (covered vs. exposed parking, building heights, etc.). Current parcels in the study area generate between roughly $400 and $4,500 per acre in property taxes direct to Lindon. Proposed uses show an increase to between $2,700 to $16,400 per acres in property taxes, indicating that Lindon has the ability to capture notable revenue increases from new development in the study area. Total taxes and fees per acre show a range from near $10,000 to $35,000 per acre.

Ten Year Absorption Rate

Below is a ten-year absorption rate for the 700 North project site based on a market analysis produced by Zions Public Finance, INC.

Land Use	Building Size	Land Use Size
Class A Office - Surface Parking	250,000 sf	(11.77 Acres)
Class A Office - Structured Parking	200,000 sf	(5.39 Acres)
Class B Office - Surface Parking	200,000 sf	(9.95 Acres)
Retail	45,000 sf	(3.54 Acres)
Residential	*	
Flex Office **	200,000 sf	(8.38 Acres)
	1,375,000 sf	47.15 Acres

Total Project Site 128 Acres (including roads)

* Residential needs are to be considered with regards to absorption of retail and office space within the site. Increased residential uses will allow for increased amount of retail and office absorption. See APPENDIX A

** Flex Office= Primarily office oriented with warehouse support

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4 URBAN SCALE

4.1 Urban Scale Precedents

4.2 Santana Row

4.3 Downtown Grand Junction

4.4 Historic Murphy Ave.

4.5 The District At Green Valley Ranch

4.6 Orenco Station

4.1 Urban Scale Precedents

The Project Area contains approximately 128 acres, which provides a significant amount of developable land. To better understand the land area needed to achieve the vision and goals as outlined in Section 2 and create a plan that is consistent with the Market Study in Section 3, this section studies relevant precedent examples that will inform the 700 North Corridor.

The examples shown are intended to show various places, from historic downtowns to new commercial/ retail-based town centers, to compact mixed-use neighborhoods oriented around transit stations. Each of these precedents shows a mixed-use town center or downtown area that creates a place that is consistent with the Vision for the 700 North Corridor. Each precedent example is highly walkable and emphasizes creating great streets and urban open spaces such as parks and plazas.

Lessons Learned

These precedents demonstrate an important lesson: the amount of space necessary to achieve the vision for the Town Center aspect of the 700 North Corridor is relatively small. With careful planning and design, the mix of land uses, public space, parking, and street layout can be incorporated into a compact area. In fact, the compact scale of these precedents gives these areas a human-scale that makes them inviting and comfortable places.



Orenco Station



Historic Murphy Ave



The District at Green Valley Ranch



Downtown Grand Junction

4.2 Santana Row

San Jose, California

- 42 acres
- Boutique retail/ restaurants
- Dense mixed-use environment



700 North Context

Yellow overlay represents size of precedent example









4.3 Downtown Grand Junction

Main Street Grand Junction, Colorado

- Historic Mainstreet
- Serpentine street creates alternating pockets for plazas and public areas.
- Parking behind buildings/storefronts



700 North Context

Yellow overlay represents size of precedent example





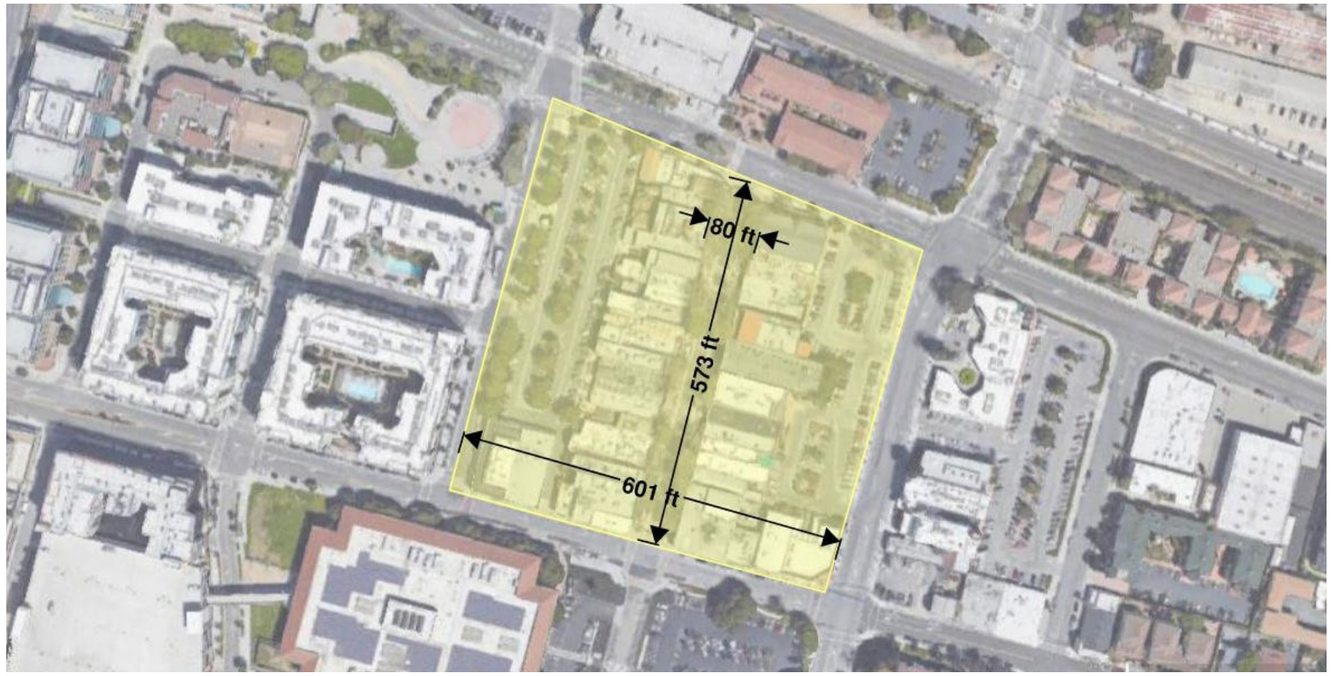




4.4 Historic Murphy Avenue

Sunnyvale, California

- Historic storefronts
- Surrounded by mixed use developments
- Restaurants and retail extend out to sidewalk.



700 North Context

Yellow overlay represents size of precedent example









4.5 The District at Green Valley Ranch

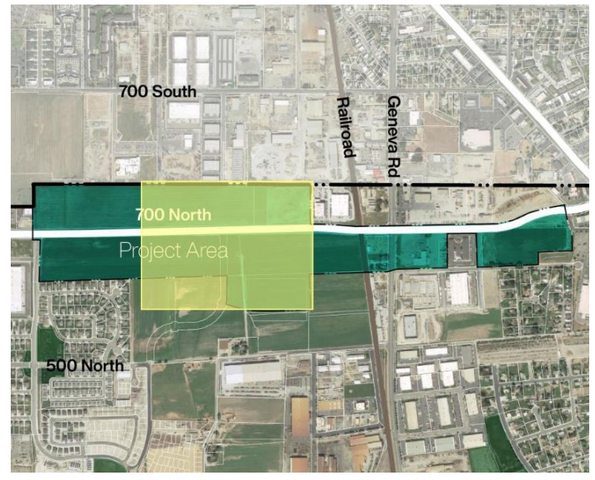
Henderson, Nevada

- Previously pedestrian only promenade, cars were introduced at a later date
- Mixed use development
- Multiple pocket parks/ plazas



700 North Context

Yellow overlay represents size of precedent example









4.6 Orenco Station

Hillsboro, Oregon

- Transit Oriented Development
- Mixed-Use
- Live /work units

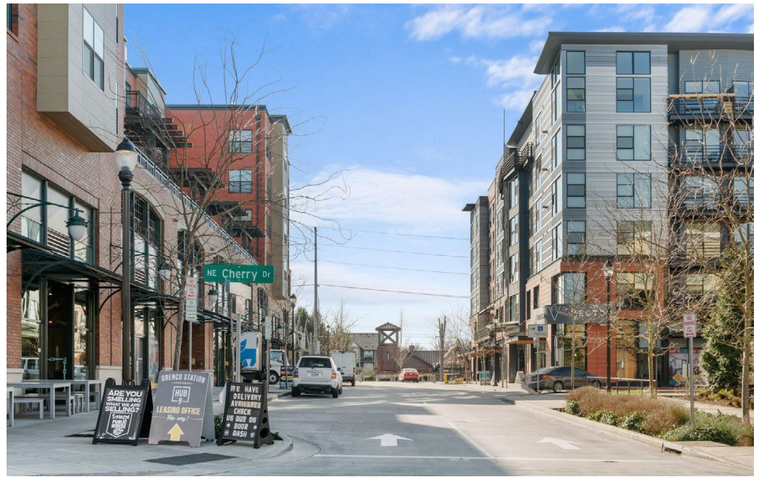


700 North Context

Yellow overlay represents size of precedent example











5 CONCEPT PLAN

5.1 Framework Plan

5.2 District Plan

5.3 Land Use Plan

5.4 Town Center

5.5 Building Heights

5.6 Parking

5.7 Concept Plan

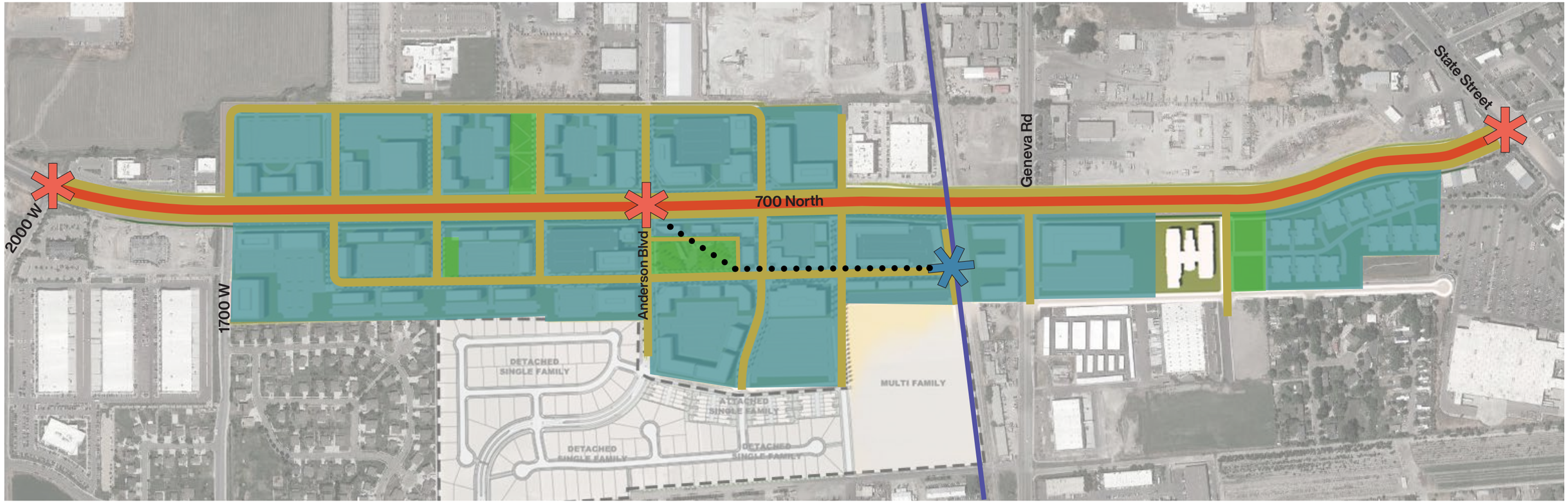
5.8 Concept Plan Rendering (Massing)

5.1 Framework Plan

The framework plan shows the development of a block grid that creates a circulation pattern that considers the interaction of the site with 700 North as well as existing residential neighborhoods and potential transit opportunities. This Framework creates a connected network of appropriately sized blocks that opens the opportunity for flexible site development.

The potential future BRT line and TRAX extension add important elements to the area that guide the Framework Plan. Future BRT and TRAX station locations are identified, which will impact land-use decisions.

- Bus Rapid Transit (BRT)
- BRT Station
- TRAX Extension
- TRAX Station
- Circulation
- Major Open Space
- Blocks
- Transit connection



5.2 District Plan

Flexible Development Area

This Flexible development zone allows for development to respond to future market conditions. This zone will accommodate housing, office, or other commercial uses consistent with the vision established in this document.

TOD “Core” area

This Zone is centrally located and surrounds the future BRT Station. This includes a variety of supportive buildings that will host offices, retail, residential, and parking. This zone will act as a supportive district to the Village Center.

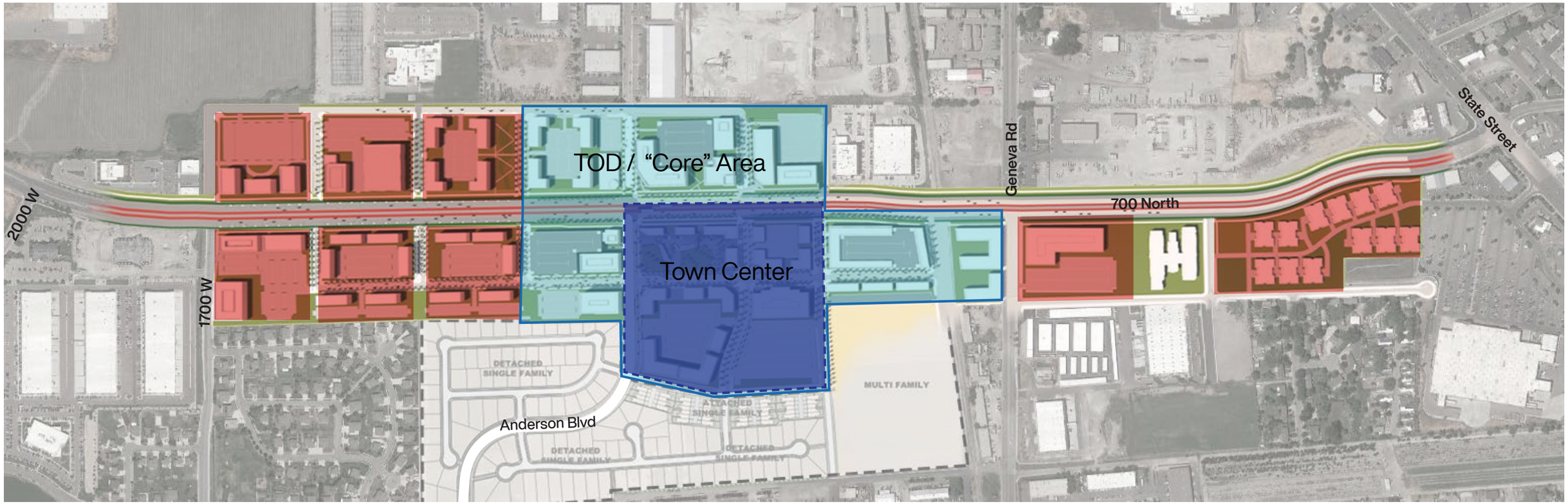
Town Center

The Town Center will host a variety of retail and mixed-use buildings that surround the Main Street. This location provides a lot of visibility and is easily accessed off of 700 north. This area will host amenities, including a public plaza surrounded by various restaurants and retail on the ground floor.

Flexible Development

TOD/ Core Area

Town Center

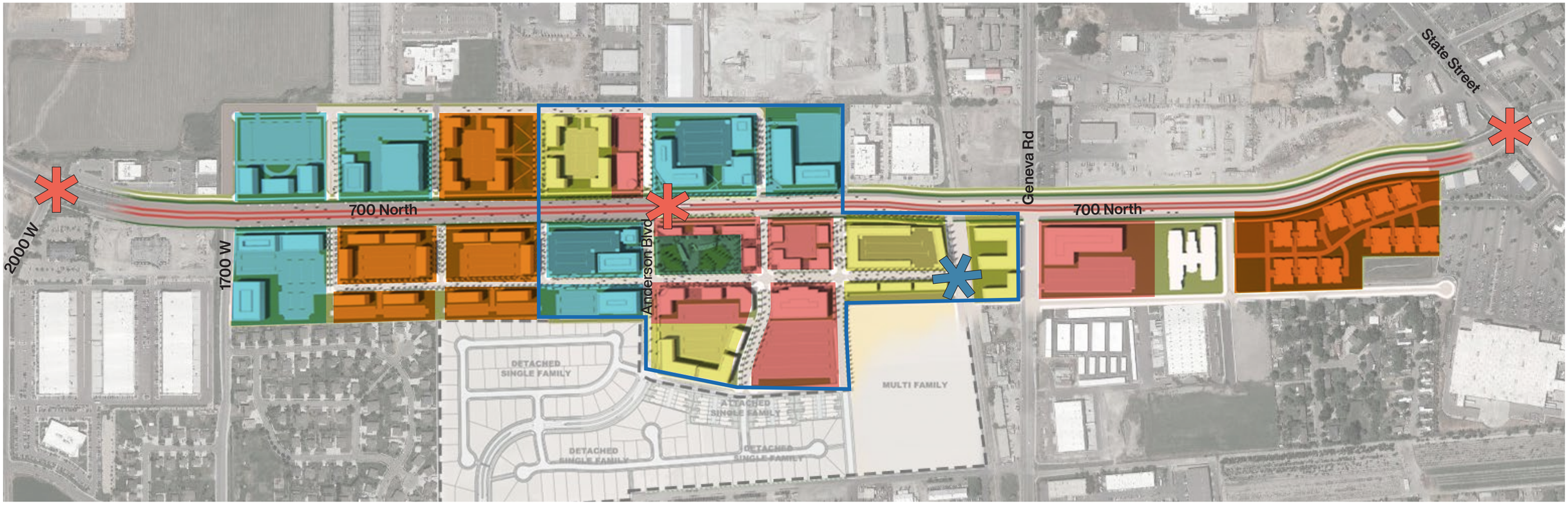


5.3 Land Use Plan

The 700 North Corridor will contain a variety of land-uses within the overall site (horizontal mix use) and will encourage a mix of uses within an individual building as well (vertical mixed-use), especially in the Town Center. This Land-Use diagram takes the District Framework and refines it further by defining each block/ parcel's intended land-uses on the site. These designations help arrange specific uses in conjunction with the transportation and open space elements to create a cohesive and optimized neighborhood. The Land-uses shown are arranged to have the highest intensity uses near the center of the site adjacent to the platform. These uses are also assumed to generate high transit ridership.

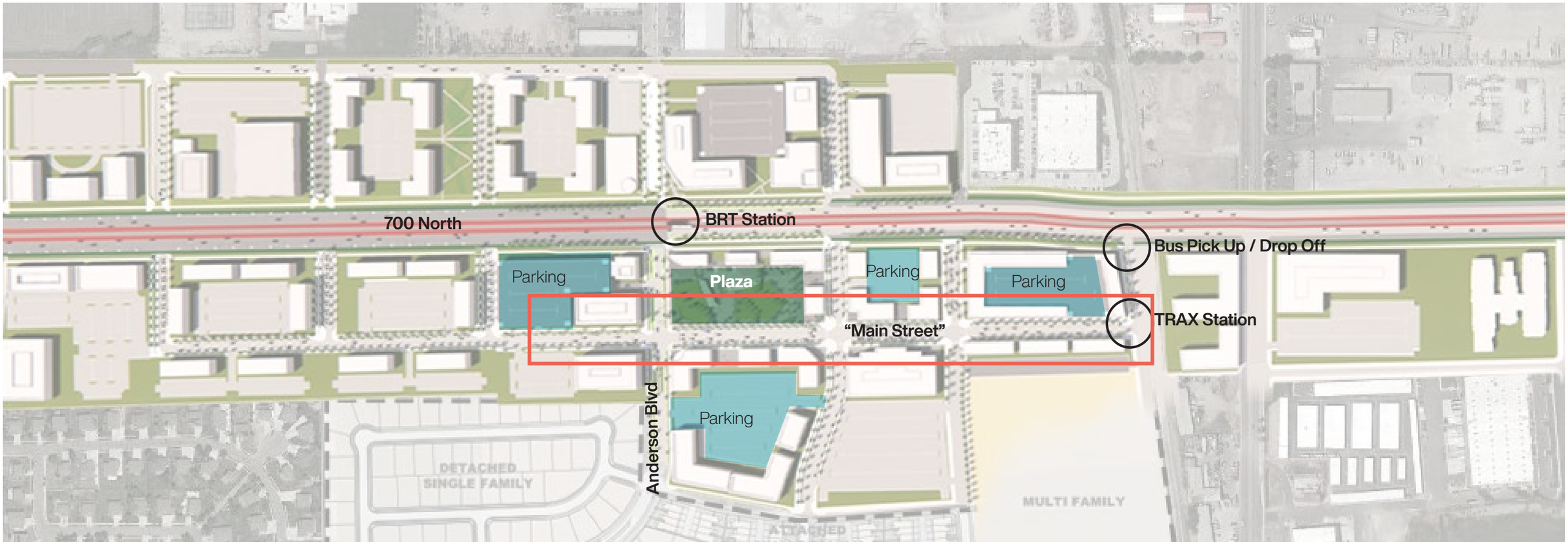
- **Retail / Mixed-Use / Entertainment**
- **Office**
- **Residential**
- **Flexible Use:** office/ residential/ light commercial (recommended 25,000 sf Maximum)

- BRT Station
- TRAX Station



5.4 Town Center

The Town Center is the “experiential zone” within the 700 Corridor. The “main street” is aligned with the BRT station and opens up to the plaza, which is surrounded by restaurants and retail. The plaza is surrounded by a festival street that can easily be closed down for events to allow more pedestrian connections along the main street. The buildings along 700 North create a buffer between the road and the town center, while still providing views from major intersections. Another key element to the Town Center in the inclusion of easily accessible parking structures at the east and west side of the main street to support this area as a destination point. The tree-lined street, pocket plazas, and ground floor interaction between the building and the public realm help create this main street as a destination point that users will enjoy daily.

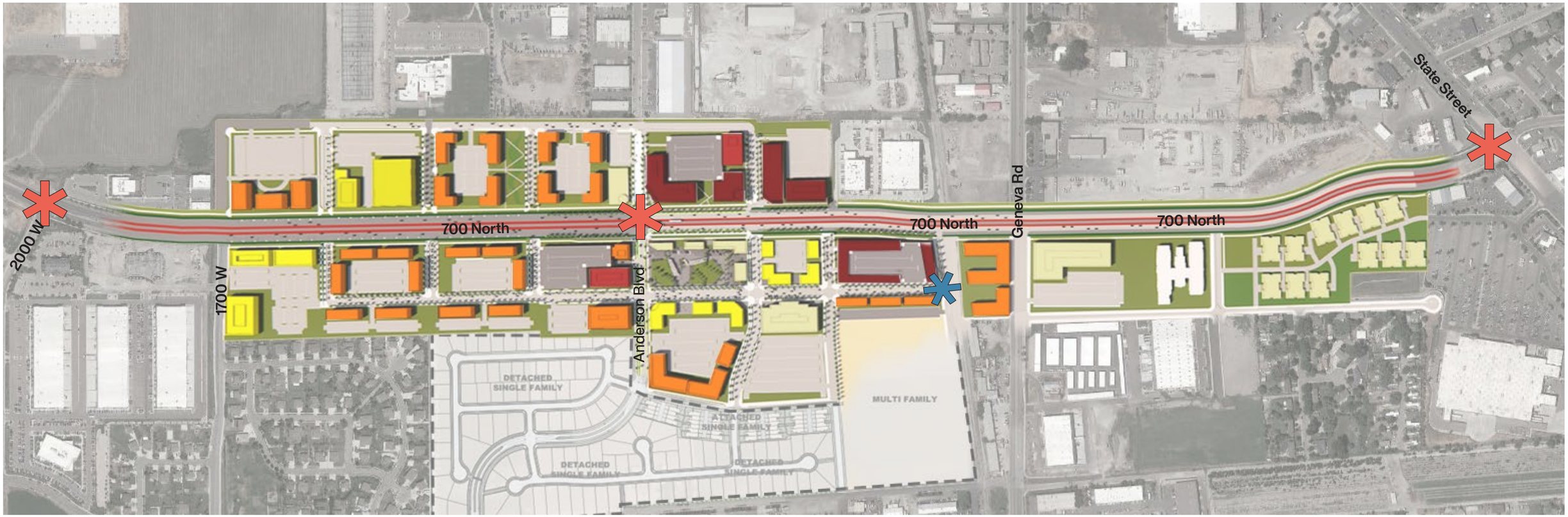


5.5 Building Heights

Building heights can help create a sense of place and help to intensify a specific area within the site. The Concept Plan proposes larger office buildings to the north side of 700 adjacent to the BRT Station to intensify the work element of the live-work model and help activate and support the Town Center.

The building heights shown on this plan are conceptual only and could be higher or lower depending on unique needs and market conditions. Building heights are often dependent on parking availability, including whether parking structures are financially feasible. However, this plan identifies general areas where taller buildings are encouraged.

1 Story
2 Stories
3 Stories
4 Stories
5 Stories
BRT Station
TRAX Station



5.6 Parking

This parking plan shows a general arrangement of parking throughout the corridor. In general, parking should be located to the rear or side of buildings and screened from major streets. Parking in the Town Center should be carefully arranged to ensure that parking areas are visible to visitors, while not impacting the plaza or the “main street”. Structured parking is shown near taller buildings and near the town center, which will allow for more compact development in the town center.

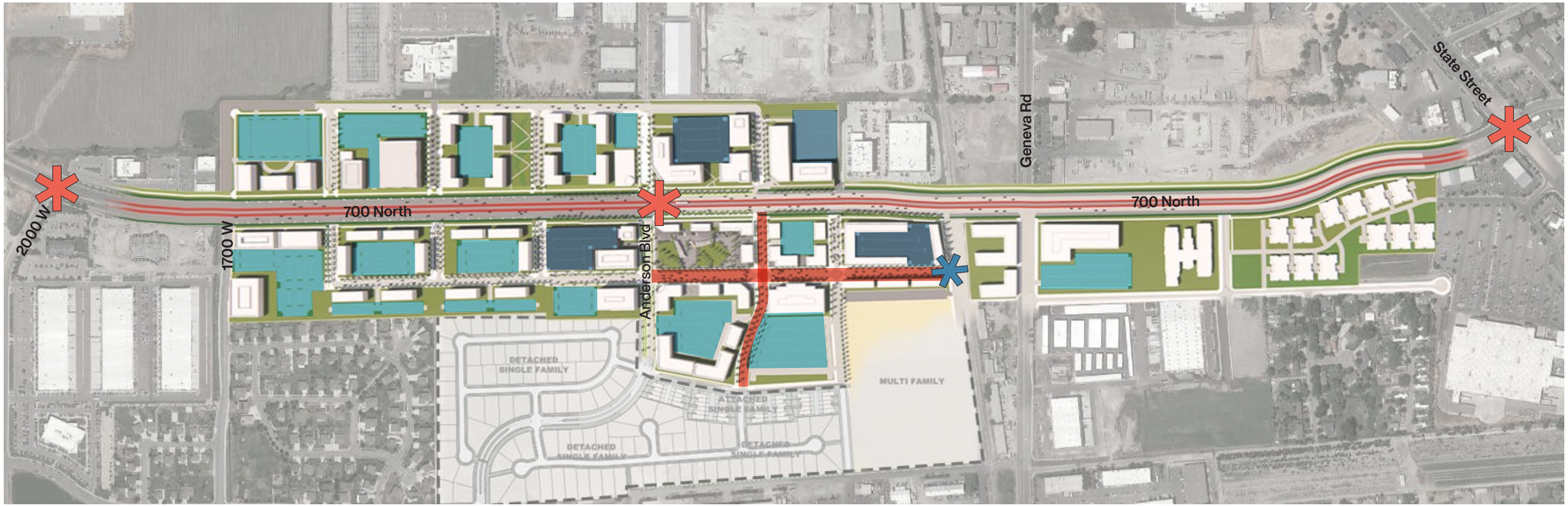
Parking is encouraged to be located in central areas and treated as shared parking. This creates parking for employees during the working hours and retail/restaurant/ event parking on the weekend and afternoon. The concept plan has strategically located surface parking in areas that could be replaced with future development as needs increase, and parking can be offset by constructing structure parking.

On-street parallel parking is also encouraged throughout the blocks, and angled parking is being proposed along the main street. On street parking provides a barrier for pedestrians and enhances the activity along the street.

Surface Parking

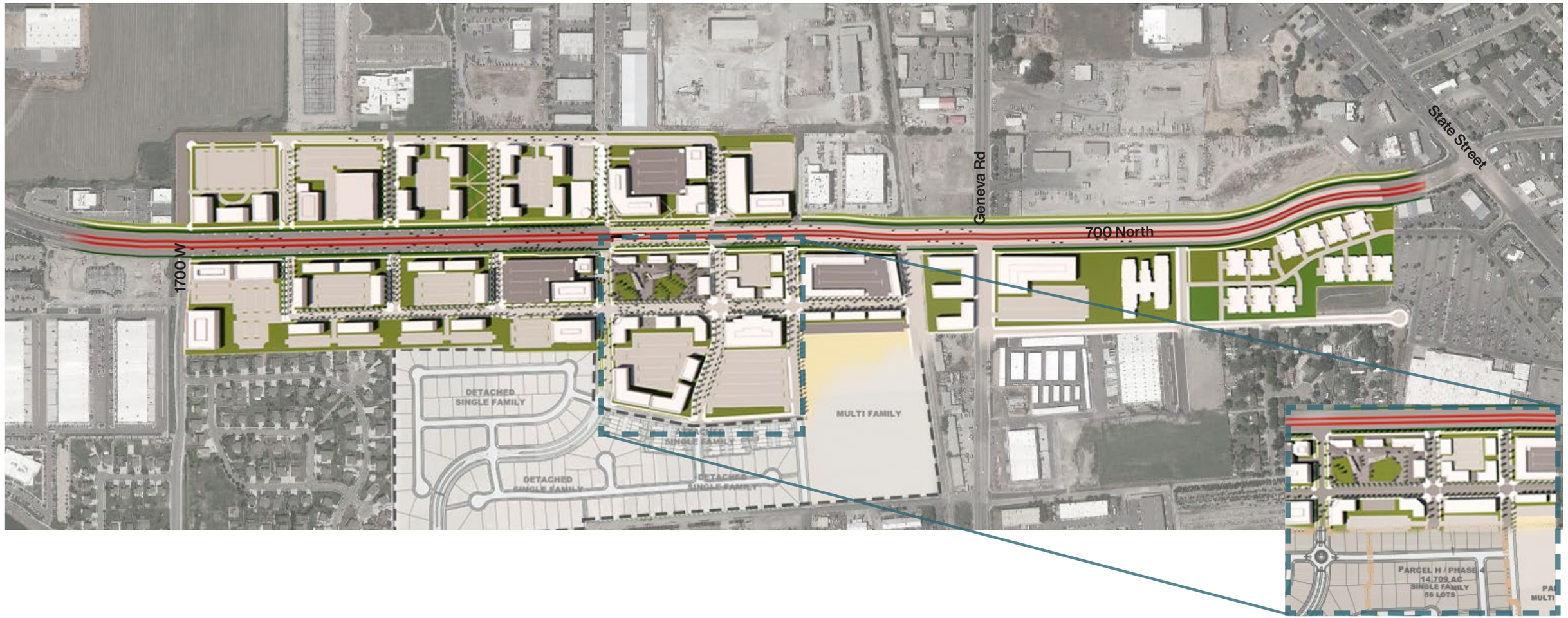
Structured Parking

Angled On-Street Parking



5.7 Concept Plan

The Concept Master plan is a presentation of how the site's development could evolve based on the vision, goals, and market study outlined in this document. This is a culmination of all the previous elements described in 5.1 through 5.6. The overall design of the master plan is flexible, including building size, use, and shapes. This plan does demonstrate the general urban design principles that should be followed, including the arrangement of streets, open spaces, buildings, and parking areas.



Optional mainstreet plan based on alternative Anderson Farm Development

5.8 Concept Plan Rendering (Massing)

This graphic shows the Concept Plan as a 3D massing model, which demonstrates the community's massing and scale and shows the character of the community that is achieved by following the vision and framework of the site.
This image is meant to show the general intent of the development and are not specific design solutions.





6 STREET STUDY

3.1 Street Layout

3.2 700 North Street Section

3.3 Main Street Section

3.4 Anderson Boulevard

3.5 Neighborhood Street

6.1 Street Types

The streets in this site accomplish various roles and integrate with various modal choices and pedestrian experiences. The 700 North site includes 3 main street types and a festival street.

Boulevard- Found along 700 North and is the primary street with a central BRT route's future inclusion

Neighborhood Street- Typical street found throughout the site is the most common street found throughout the neighborhood.

Main Street- Found through the town center, includes angled parking and shared uses for bike and pedestrian interaction.

Festival Street- Found on the outside of the plaza. This unique street can be easily shut down to expand the plaza area and create areas for street vendors and food trucks.

700 North with BRT

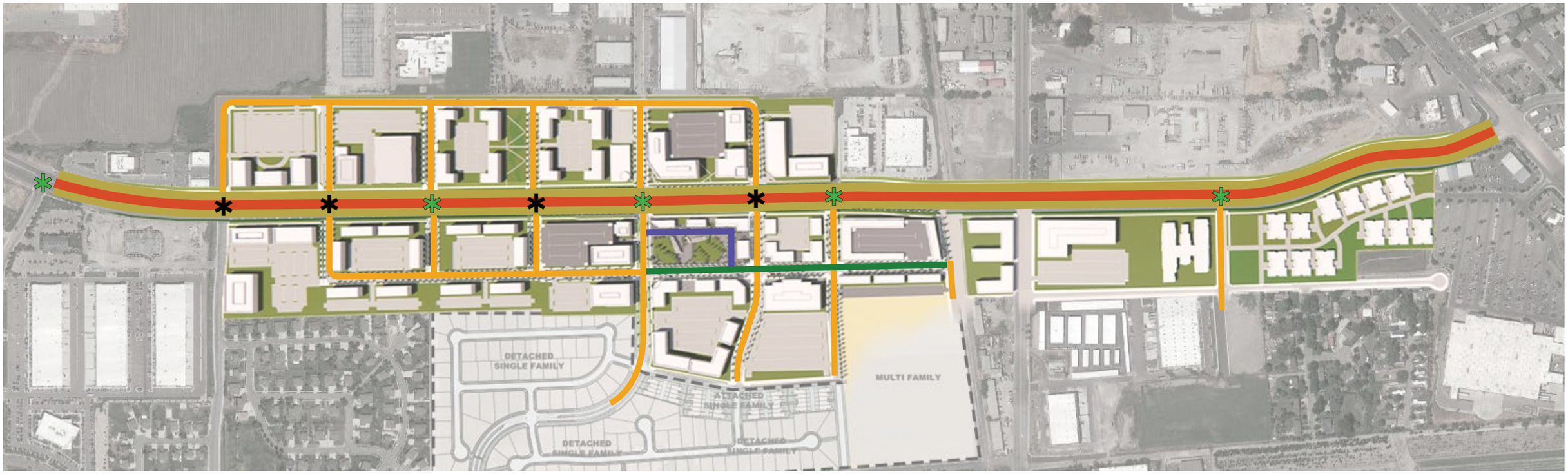
Neighborhood Street

Main Street

Festival Street

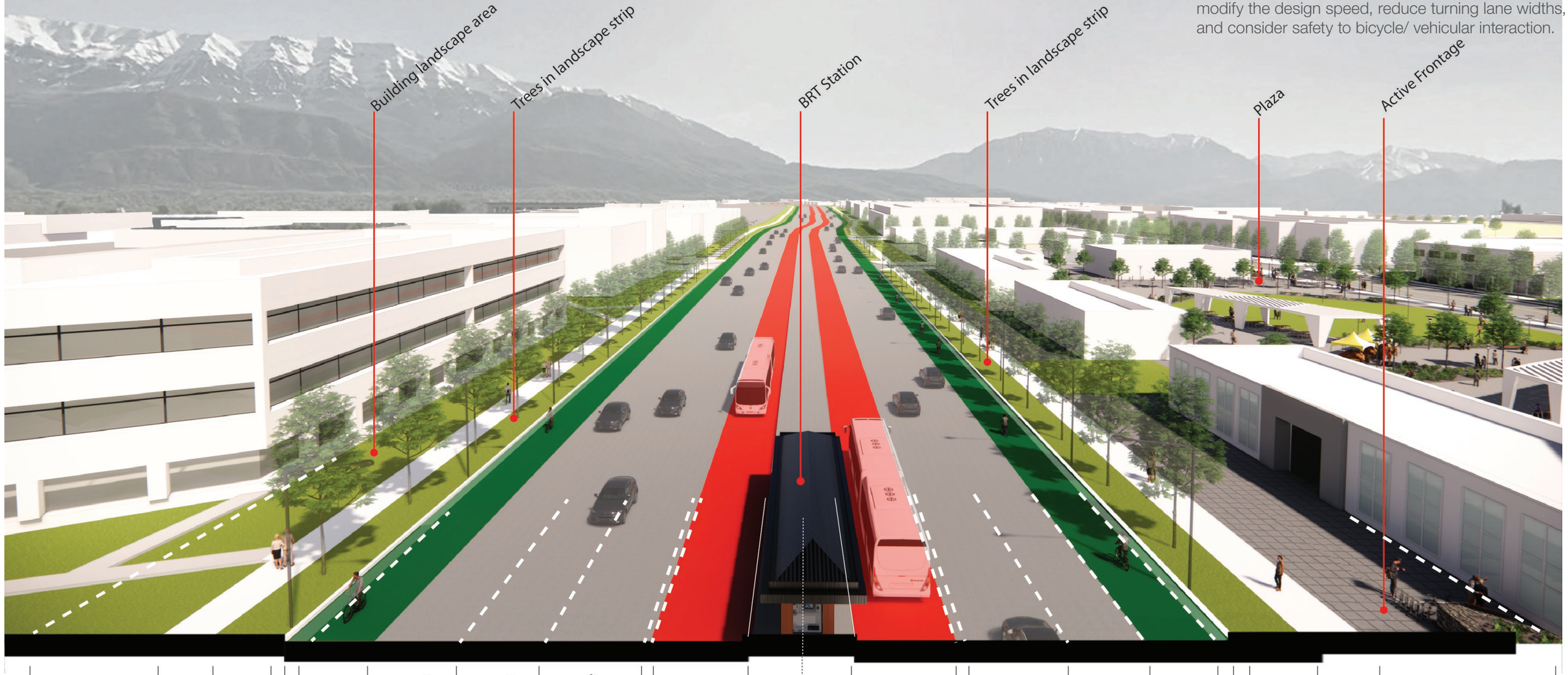
Full Movement Intersection

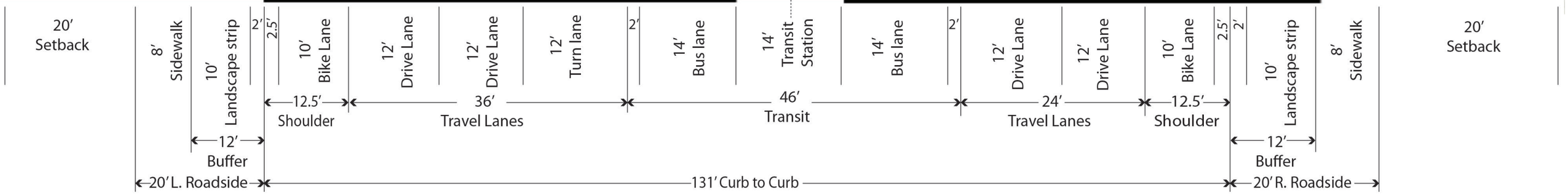
Right-In /Right-Out Intersection



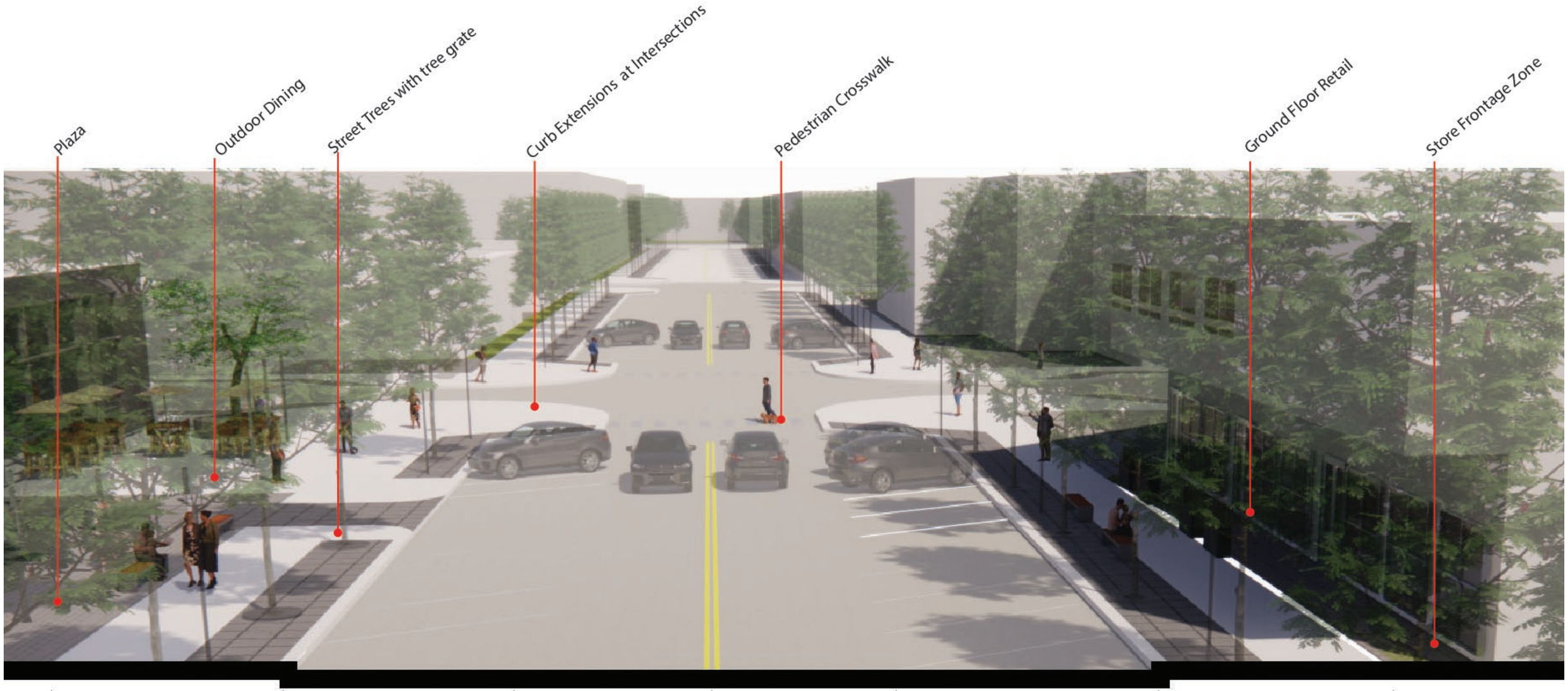
6.2 700 North Street Section (view East bound at Anderson Boulevard)

NOTE: It may be in the interest of the City to apply through the UTA, UDOT deviation process to modify the design dimensions. It may also be considered to modify the design speed, reduce turning lane widths, and consider safety to bicycle/ vehicular interaction.



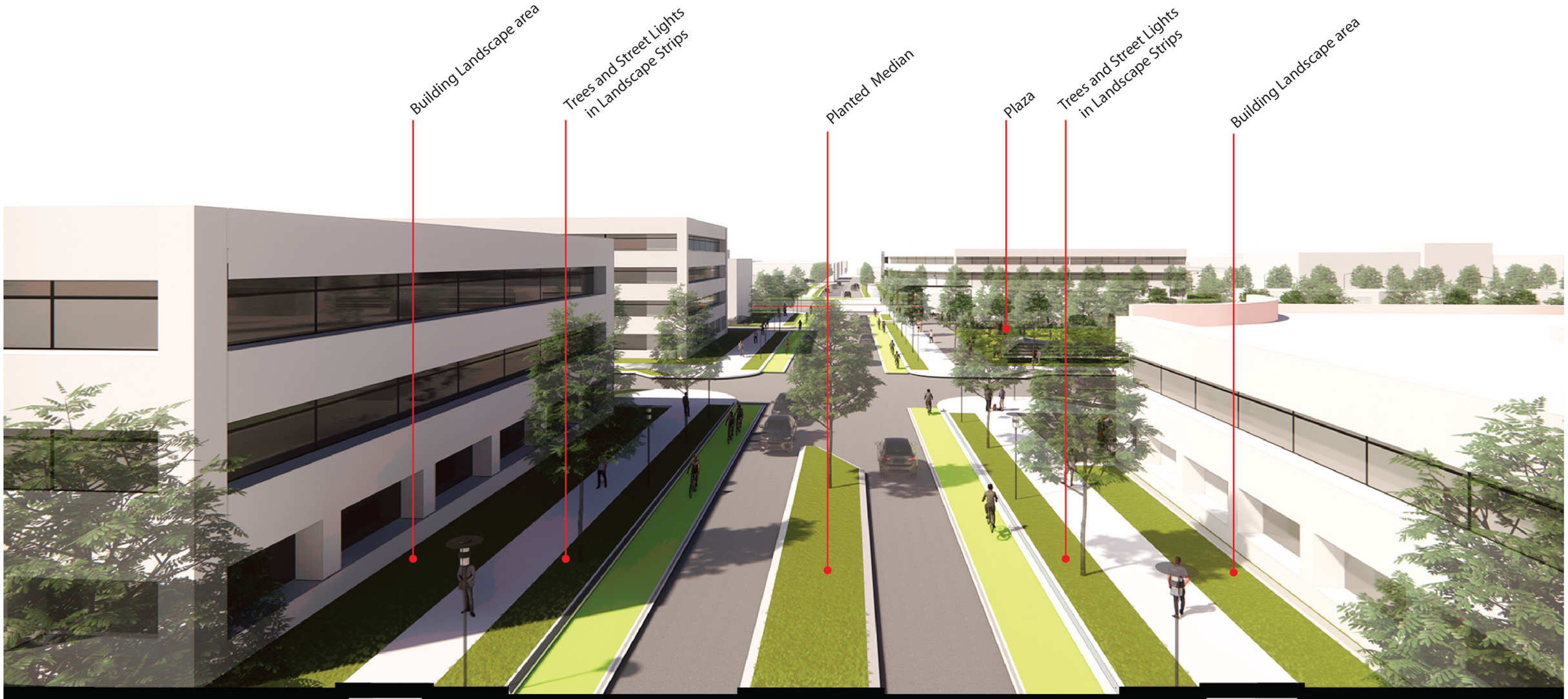


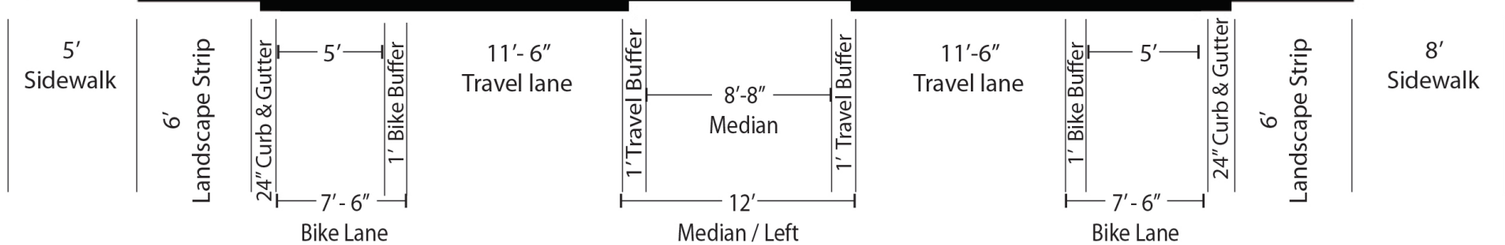
6.3 Main Street Section



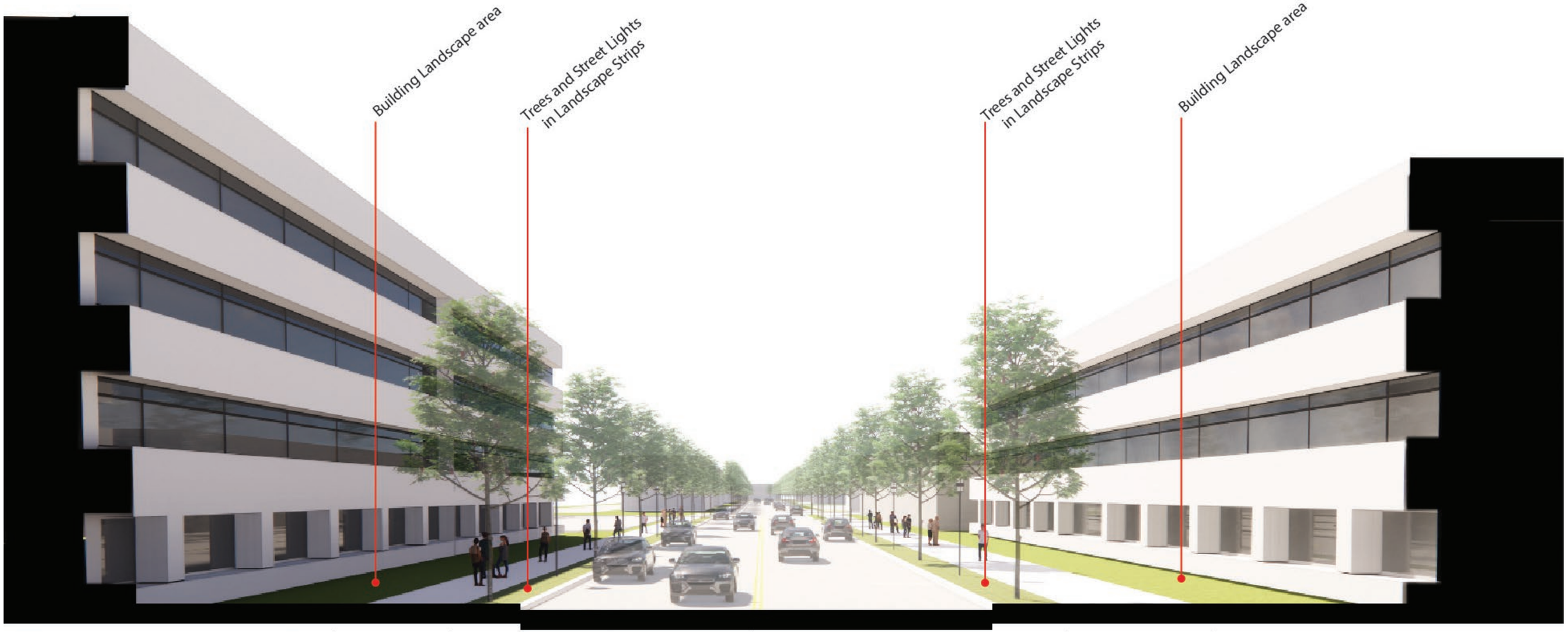
14′ Sidewalk with buffer	14.5′ Angled Parking (18′ Depth)	12′ Drivelane	12′ Drivelane	14.5′ Angled Parking (18′ Depth)	14′ Sidewalk with buffer

6.4 Anderson Boulevard





6.6 Neighborhood Street



6.6 Festival Street



	15′ Setback Public Realm Interaction	14′ One-way Drive Lane	14.5′ Angled Parking (18′ Depth)	Plaza



7 PUBLIC REALM OPEN SPACE

7.1 Open Space Layout

7.2 Public Plaza

7.3 Pocket Parks

7.4 Parks

7.5 Enhanced Streetscapes

7.6 Landscaped Areas

7.7 Gateway Arrival Expressions

7.1 Open Space

Open Space is shown in the Concept Plan, and although it's conceptual, this diagram helps to show the intent. There should be a diversity of open space types and sizes, which are needed to respond to the different land uses and various users. The following are open space types that should be provided or connections should be made from the site.

- TOWN CENTER PLAZA
- POCKET PARKS
- PARKS
- ENHANCED STREETSCAPES
- LANDSCAPE AREA

Town Center Plaza

Pocket parks

Parks

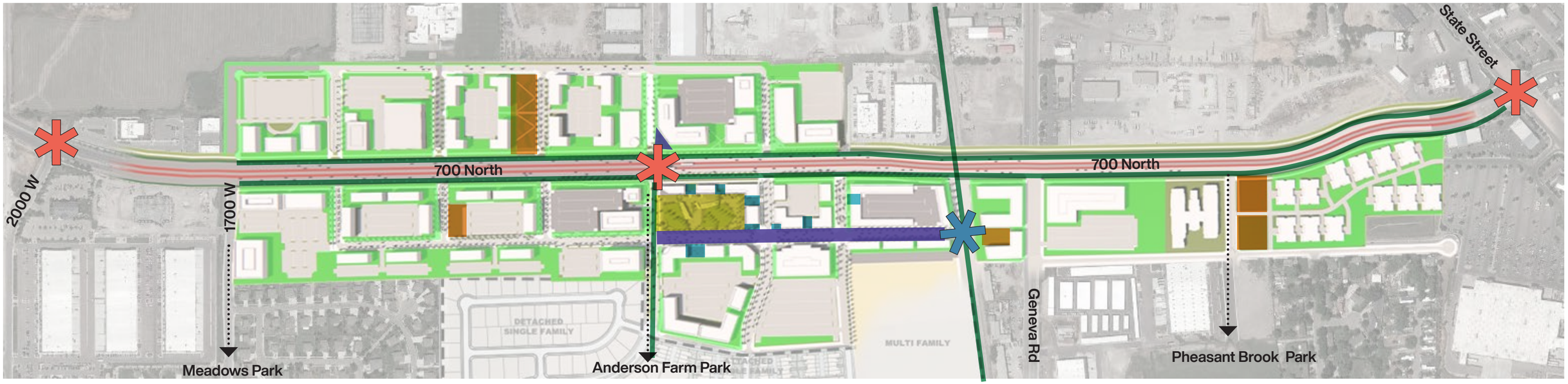
Enhanced Streetscape

Landscape Area

Trail

BRT Station

Light rail Station



7.2 Plaza

INTENT

The plaza will provide a central open space of approximately 2 acres in the town center. The plaza will be highly visible from 700 North and throughout the town center. Surrounded by retail and restaurants, this site will be a primary gathering space for community events and become the iconic square for the City of Lindon.

FEATURES & ELEMENTS

- The plaza should create a strong sense of place and resemble the image of Lindon
- Buildings surrounding the plaza should have active ground floor uses such as restaurants and retail shops
- The site should be designed for all four seasons
- The plaza should be flexible in design to allow for special events such as farmers markets and Lindon Days
- Public art should be promoted within the park



Rendering of plaza



Rendering of plaza showing a food truck and Farmers market

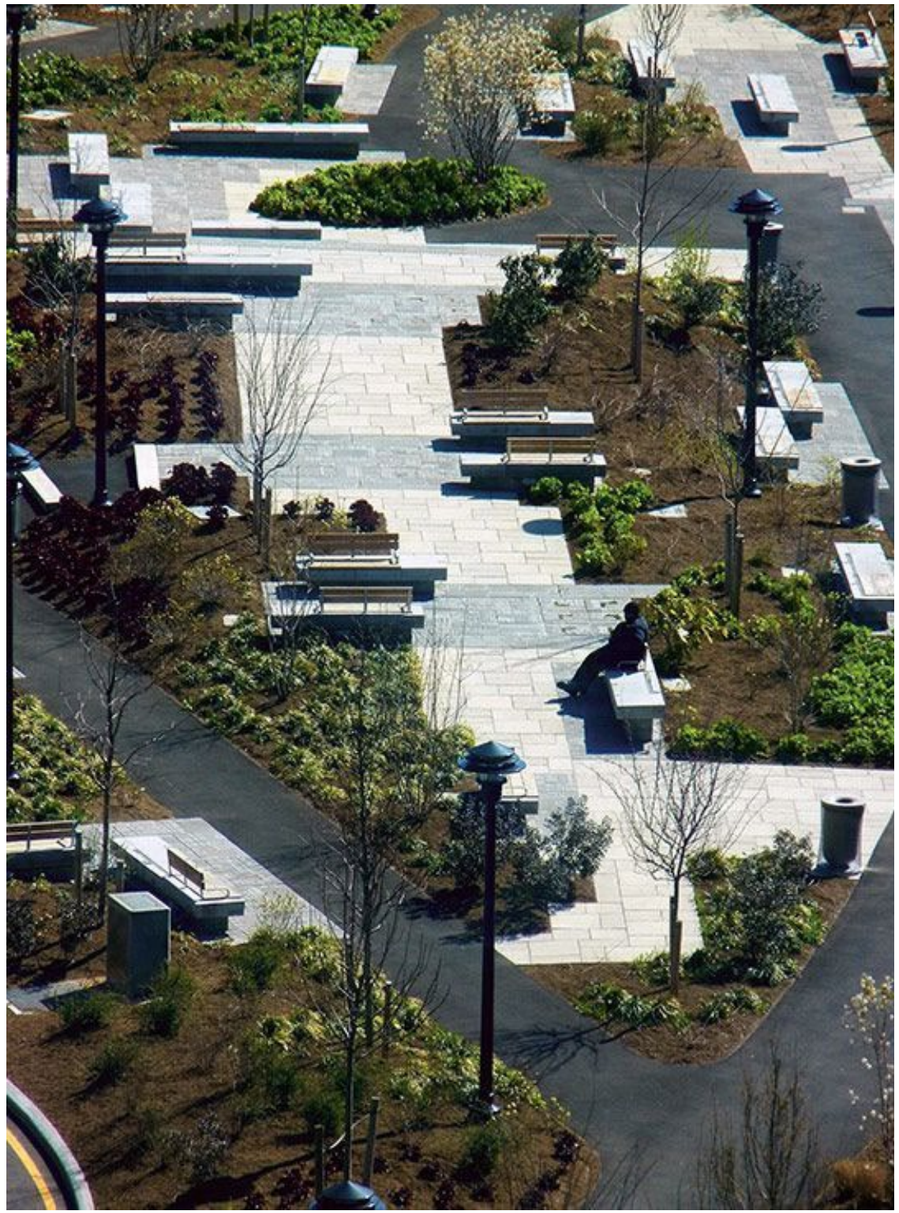
7.3 Pocket Parks

INTENT

The town center should have a various small open spaces to serve as extensions of the streetscape and surrounding buildings. These parks create an opportunity for passive activities throughout the town center.

FEATURES & ELEMENTS

- Ample seating should be provided
- Trees and shade structure for cooling
- Public art
- Landscape and planting to soften the environment







7.4 Parks

INTENT

Parks should provide open space geared towards active and passive activities that support the residential. The park will need to be programmed with elements for relaxation and play.

FEATURES & ELEMENTS

- Benches along pathways and other amenities.
- Pathways loops for exercise
- Trees and shade structure for cooling
- Playground equipment
- Sports courts







7.5 Enhanced Streetscape

INTENT

Provide areas between the street and the building frontage that allows an increased pedestrian experience by allowing for more amenities than a typical sidewalk.

FEATURES & ELEMENTS

- Seating
- Outdoor dining (where applicable).
- Site furniture (trash, Recycling receptacles, bollards, and bike racks)
- Trees in tree grates to increase available pedestrian space.
- Pedestrian lighting
- Area for public art/integrates into functional site elements.









7.6 Landscape Areas

INTENT

The areas for landscape should establish a specific look depending on the district and services provided. These areas should help create a look and feel for the community and assist in creating a unique sense of place and enhancing the architecture. Some of these areas can be used as transition spaces between two different uses and buffer zones from undesirable areas.

CONSIDERATIONS

SCREENING: The landscape areas can be used to buffer parking lots and other undesirable views.

PASSIVE COOLING: landscape areas can help to cool and create enjoyable exterior spaces.

WATER CONSUMPTION: Take into consideration the climate we are in the importance of plant selection and micro climates.

LAWN AREAS: Unnecessary lawn areas should be limited and should be focused in areas that it will become functional.







7.7 Gateway Arrival Expressions

INTENT

Create an expression that defines the entry and the zone of the 700 North Site. These Expressions can come in the form of a statue, iconic structure, art element/public art opportunities, and consistent site elements. The Town Center will have multiple opportunities for the following elements to create a gateway to the overall community and even small gateways within the community.

Iconic structures:

Structures such as BRT Stations that serve a necessary function can also be an excellent opportunity to express the arrival to an area and separate it from other parts of the City.

Other structures can provide shade and also be used as gather areas or wayfinding elements.

Art Elements/ Public Art

Public art can help to express the history and uniqueness of a community while also providing opportunities for community involvement.

Unique statues or wayfinding devises can also help to define an area's boundaries or entry points.

Art elements can be small or large, depending on the location and its influence on the site.

Many art elements can act as functional pieces in the town center, such as play elements and bike racks.

SITE ELEMENTS

Create a group of site furnishing elements that create cohesion throughout the site.

Some elements can be made by a local artist to enhance the uniqueness and character of the site.

Iconic Structures



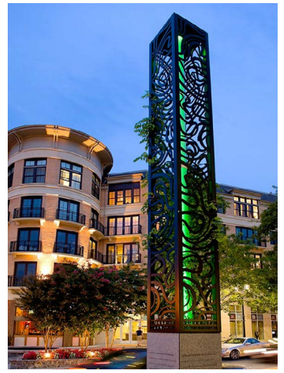




Art Elements/ Public Art









Site Elements











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8 RECOMMENDATION

8.1 Review & Recommendation

8.2 Next Steps

8.1 REVIEW & RECOMMENDATION

A review of the existing Ordinances and Design Guidelines has brought out some inconsistencies and graphic discrepancies that could cause issues with implementing and applying the guidelines. For example, a building must have 85% of the primary material be stone, brick, decorative concrete, or windows yet the photos on the page contradict that statement. Another item to note is when providing photos to describe a certain situation, other elements of the photo mustn't be contradicted throughout the document. For example, in the guidelines' architecture section, a parking lot in front of a storefront is shown, yet in the parking section, that situation is discouraged. This tends to build confusion. We recommend using line graphics with highlighted notes to mitigate this confusion/ discrepancy in a guidelines document.

Due to the unique objective of the site Lindon should create separate guidelines that are consistent with the vision and to ensure a high quality of design.

Throughout the review, we have also outlined some conflicting information between the existing guideline/ ordinances and that which is being proposed in the new 700 North small area plan. The following categories would need to be modified and or defined for the future 700 north vision to be achieved.

- PARKING
- STREETS
- SETBACKS
- STREETSCAPES
- ARCHITECTURE

PARKING:

To create a successful town center, parking needs to be well thought out and easily located. Parking guidelines should be written to encourage parking structures as well as a shared parking strategy. Changes to existing guidelines would need to address on-street parking, which should be encouraged in areas where it would enhance pedestrian mobility and activate the Town Center streets. Angled parking should also be encouraged in the town center. This would require the allowance of back up parking into the streets.

STREETS:

The new street pattern proposed in the 700 North Small Area Plan creates a hierarchy of street types. These types are defined by the roles each street plays in regards to traffic volumes and pedestrian experience. The Guidelines and ordinances would need to be revised to address the various street types related to the specific districts. Each street type would need to consider the lane width requirements, on-street parking, and mobility options.

SETBACKS:

Setbacks help ensure that each building considers its relationship to the public realm and helps create human-scaled streetscapes and open spaces. Current guidelines outline a 20-50 ft setback from 700 north; this would need to be revised to require setbacks allocated based on the building location within the proposed district and its interaction with the street and public realm.

STREETSCAPES:

The streetscape will vary based on its interaction with the streets and the buildings. The streetscape should consider as an important part of pedestrian mobility and experience. The streetscape can help to define certain districts as well as create a uniform design. The current ordinance would need to be revised to consider streetscape based on the district they are in. As an example, wider sidewalks with trees in tree grates should be promoted in the Town Center. Sidewalks separated by tree-lined park strip should be installed to separate cars and pedestrians from faster-moving streets. Requirements for curvilinear sidewalks should be removed from the requirements to help promote mobility throughout the site.

ARCHITECTURE:

The architecture for this site should be carefully considered and should require a very high degree of design. The current requirements in the design guidelines are a good starting point, but based on the proposed master plan, the guidelines should be revised and should also be added to encourage the right types of building within the right areas (districts) of the master plan. Architectural guidelines need to be carefully written to encourage good design solutions and be very clear on the building's interaction with its surroundings. The current guidelines relate to a broader view of the 700 North area; now, with the introduction of the concept plan, the guidelines would need to be specific in how a building should function within its district. The current guidelines also need to be revised for clarity between guidelines and images/graphics representations. Additional building types should be outlined in the guidelines to promote parking structures/ incubator space and office buildings and residential structures, while single-family homes should be removed.

SUMMARY:

To ensure the vision and goals for the proposed 700 North Small Area plan are met, the city ordinances and the Lindon Commercial design standards should be modified to align with the concept outlined in this document. Due to the lack of continuity between the city ordnance, the commercial design standards, and the concept plan, revisions should be closely evaluated for the discrepancy between each other and other planning documents to create a cohesive vision for the implementation of the 700 north small area plan.

NEXT STEPS:

Revise both the Commercial Design Standards and the city Code to address the discrepancies between the two documents, and modifications needed to create the vision outlined in the 700 North Lindon Small area plan.

Review other planning documents to ensure continuity through all other Lindon City planning documents.

8.2 NEXT STEPS

PLANNING AMENDMENTS

SHORT TERM GOALS

Modify Code and Design Standards.

- Design Standards should be rewritten to clarify the city's vision and implementation of the proposed concept plan.
- City Codes should be modified in conjunction with the revision to ensure cohesion through all planning documents.
- Evaluate other planning documents to ensure continuity, such as the street tree master-plan and trails network, etc.
- Amend the Lindon Village zoning to address the vision. New development shall require a comprehensive master plan to create continuity between sites consistent with this document's vision and applicable to the standards.
- The City of Lindon should adopt TOD planning principles by ordinance.

Modify the proposed Anderson Farm Multifamily development.

- Redesign the layout of the proposed multi-family development to better address the proposed roads and pedestrian connections to enhance walkabilty and connections to the transit station.
- Buildings should be sited and designed so they address the proposed street and parking should be provided behind.

ECONOMIC DEVELOPMENT

SHORT TERM GOALS

Create initial development focus around the Town Center

- Public-Investment in infrastructure should be used to catalyze future development.
- Update the Community Redevelopment Agency to incentivize investment to the town center consistent with the 700 north masterplan.

Solicit development partners and commercial tenants.

- Public-Private partnerships are key to funding TOD developments.
- The City Should be activity soliciting development partners and commercial tenants which share the vision for the Lindon 700 North Site.

ECONOMIC DEVELOPMENT

LONG TERM GOALS

Create a "Brand" for the Town center and surrounding districts.

- Create an Image that is unique to the community character of Lindon.
- A Brand should be developed for the site to create interest and describe the vision to potential developers as well and employees/employers.
- A Brand is more than a description of the site but should create an emotional connection to the community.
- Establish a steering committee for the town center to assist with branding and outreach opportunities.

INFRASTRUCTURE

SHORT TERM GOALS

Create connections from existing developments

- Develop Pedestrian and vehicular connections between the Anderson farm development and town center.
- Create a connecting road around the proposed multifamily development to the east side of the town center.

Extend trails into development

- Extend trail to nearby parks and development to improve pedestrian connection.

Obtain BRT Station

- The BRT would bring additional ridership and mobility options to the site.

LONG TERM GOALS

Obtain TRAX Station

- TRAX Station will bring additional mobility to the site

Create Sustainability Standards



9 *APPENDIX*

A. RETAIL AND RESIDENTIAL NEEDS CHART

B. LINDON CITY COMPARISON GRAPHS

A. RETAIL AND RESIDENTIAL NEEDS CHART

Most communities are built with roughly 25 square feet of retail shopping space per capita. This historical number is notably high, given the continued trends of more online shopping. Developers now indicate that equilibrium is closer to 15 to 20 square feet per capita. Trends that have accelerated during the global pandemic have led to a further decrease in the required square feet per capita. For Lindon, the City has captured a significant amount of spending of neighboring residents, resulting in a historical trend of more retail square feet per capita than many other communities. Overall retail capture is near 300 percent in Lindon, suggesting that in-city spending is nearly 3.0 times greater than what is considered a level of equilibrium for a city with Lindon's characteristics.

Accounting for the proposed population increase that may occur within the study area (using a range in median household sizes based on a mixture of single-family, town home, and apartment homes), new retail needs are estimated. Consideration is given for needs at between 15 and 20 square feet per new resident, and with additional square feet for capturing purchases of residents of other cities. While the pandemic has notably changed shopping trends (suggesting that Lindon's capture rate may decline as more purchases are made online, from the homes of those living outside of the city), Lindon will likely continue as a desirable retail location. Consequently, a "middle ground" ratio of historical sales per capita and new shopping trends is applied to the new population growth anticipated for the study area. A range of 70 to 140 square feet per residence (depending upon the median household size) is applied to proposed residential units, highlighting the amount of supportable retail square feet in the study area.

			Number of Units				
Retail Needs - No Capture of Surrounding Markets	**Single-Unit Need**		50	100	200	400	units
New Needed Retail Square Feet Per Household - Single-Family	70	sf	3,500	7,000	14,000	28,000	sf
New Needed Retail Square Feet Per Household - Townhome	52.5	sf	2,625	5,250	10,500	21,000	sf
New Needed Retail Square Feet Per Household - Apartment	35	sf	1,750	3,500	7,000	14,000	sf

			Number of Units				
Retail Needs - Capture of Surrounding Markets Per Historicals	**Single-Unit Need**		50	100	200	400	units
New Needed Retail Square Feet Per Household - Single-Family	210	sf	10,500	21,000	42,000	84,000	sf
New Needed Retail Square Feet Per Household - Townhome	158	sf	7,875	15,750	31,500	63,000	sf
New Needed Retail Square Feet Per Household - Apartment	105	sf	5,250	10,500	21,000	42,000	sf

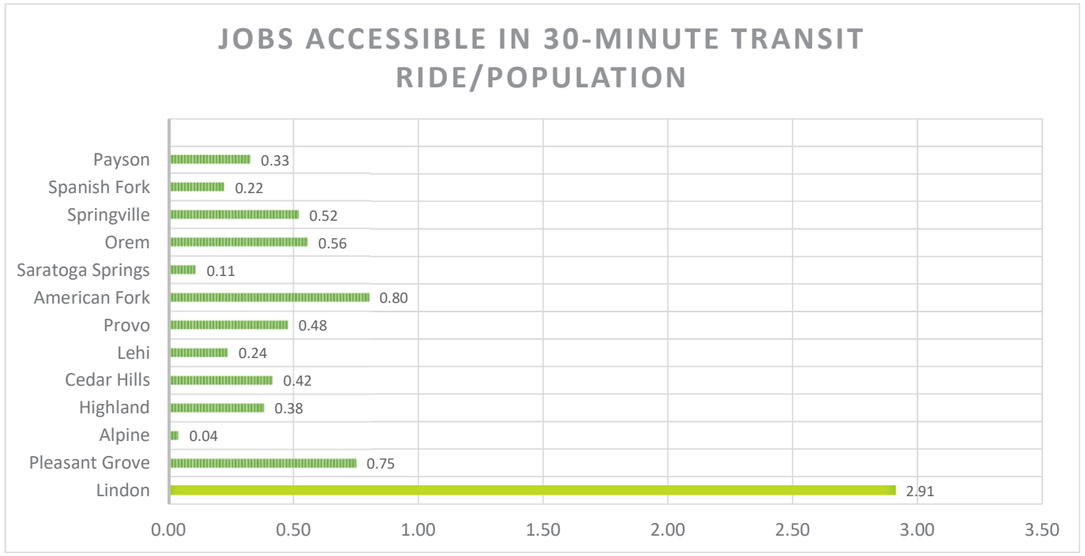
			Number of Units				
Retail Needs - "Middleground" Capture	**Single-Unit Need**		50	100	200	400	units
New Needed Retail Square Feet Per Household - Single-Family	140	sf	7,000	14,000	28,000	56,000	sf
New Needed Retail Square Feet Per Household - Townhome	105	sf	5,250	10,500	21,000	42,000	sf
New Needed Retail Square Feet Per Household - Apartment	70	sf	3,500	7,000	14,000	28,000	sf

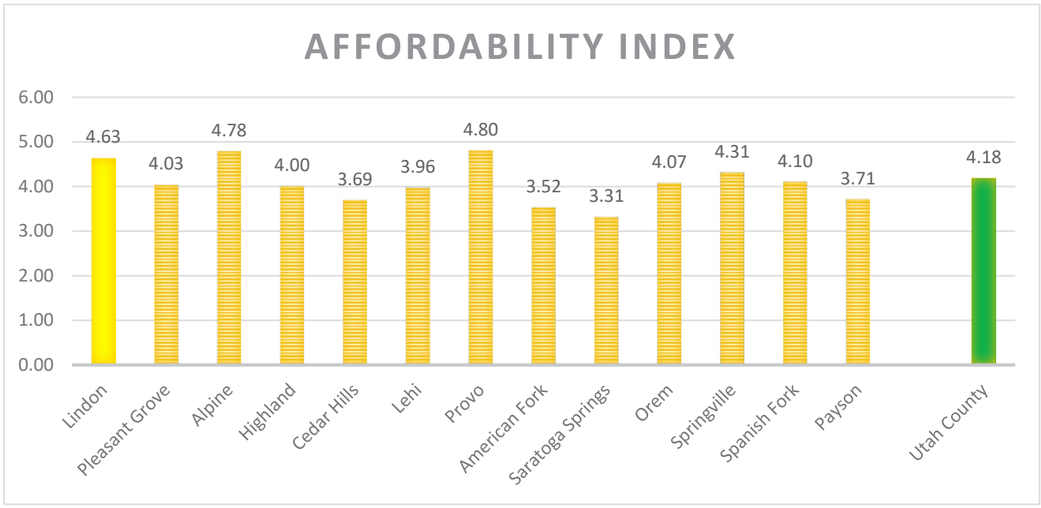
The table above shows the total amount retail square footage (sf) that is required by each new type of residential development.

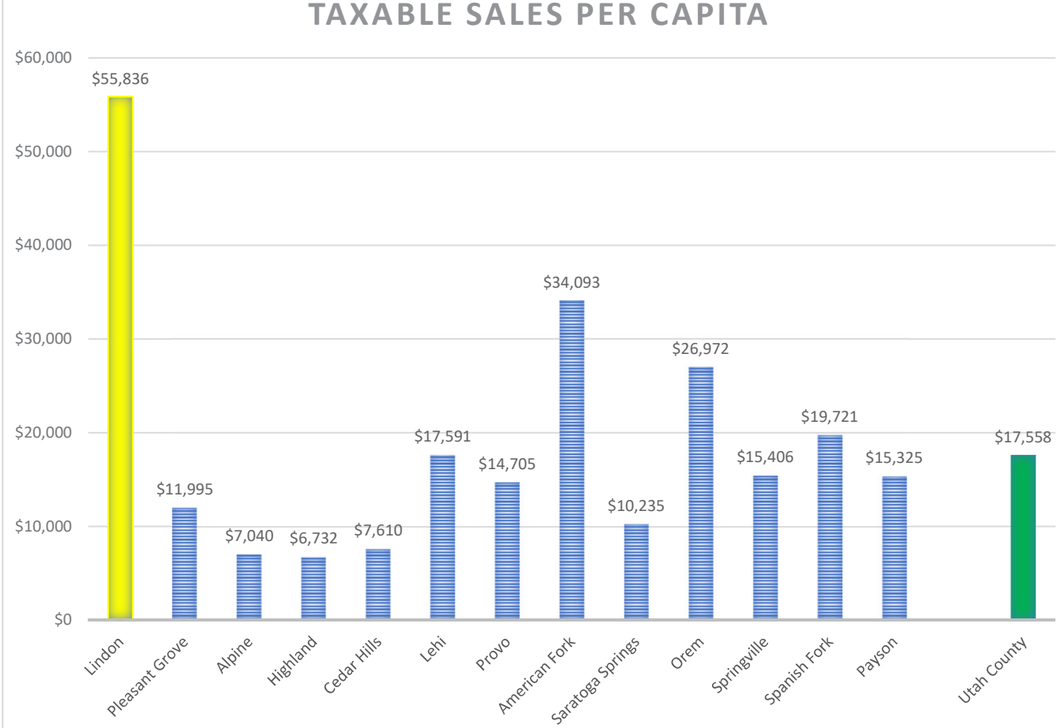
Table Produced by: Zions Public Finance, INC.

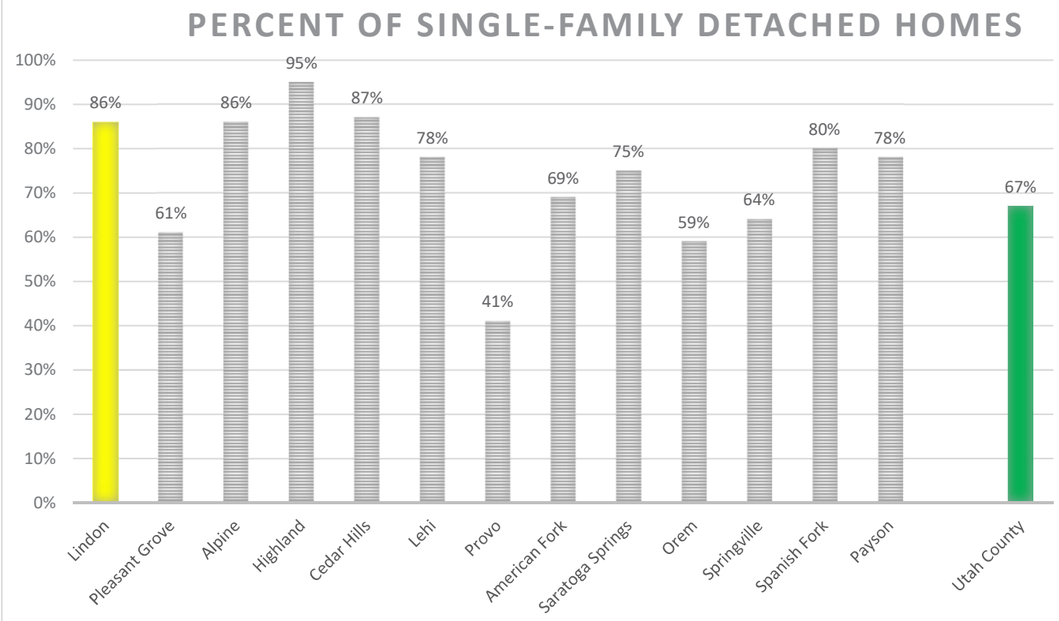
ZIONS PUBLIC FINANCE, INC.

B. LINDON CITY COMPARISON GRAPHS



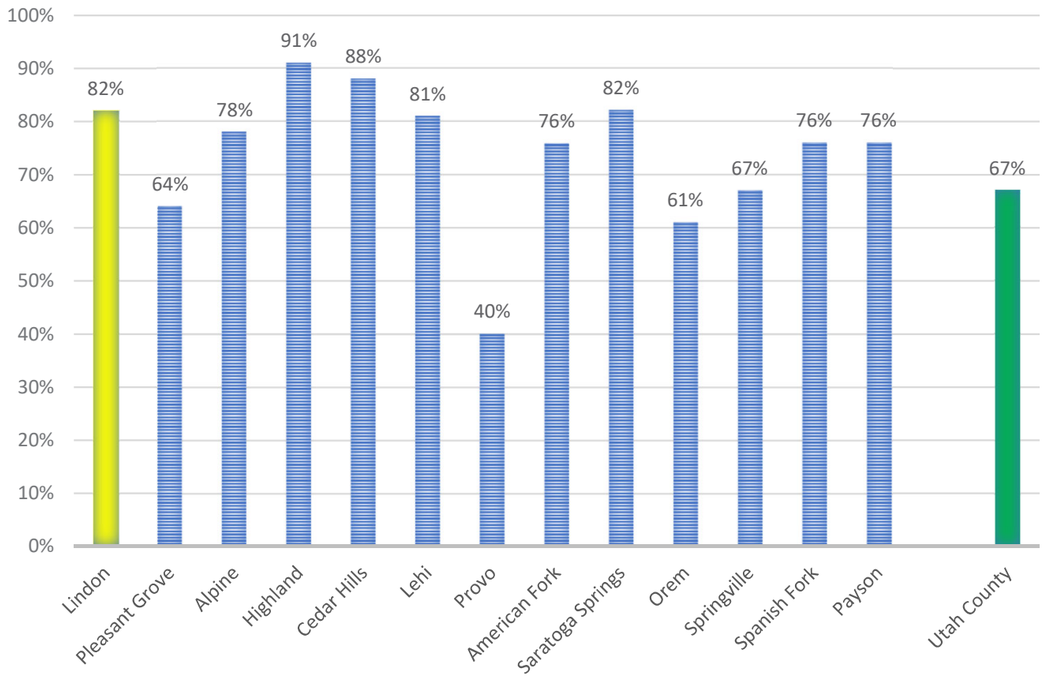




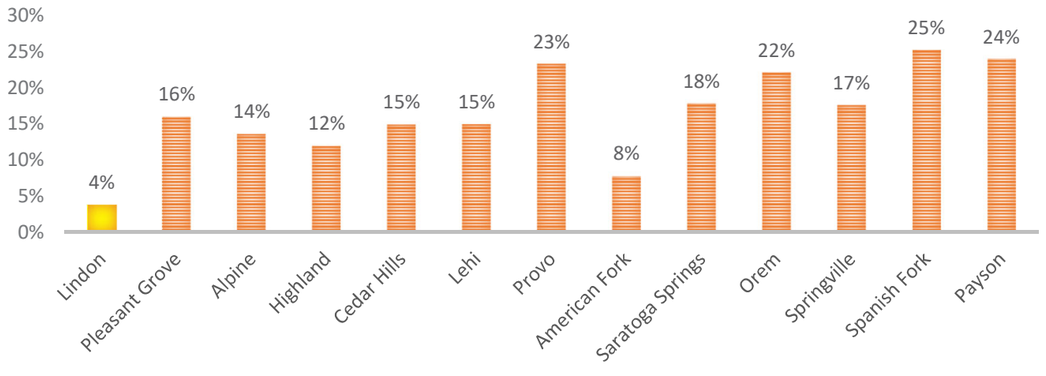


Provided by: Zions Public Finance, INC.

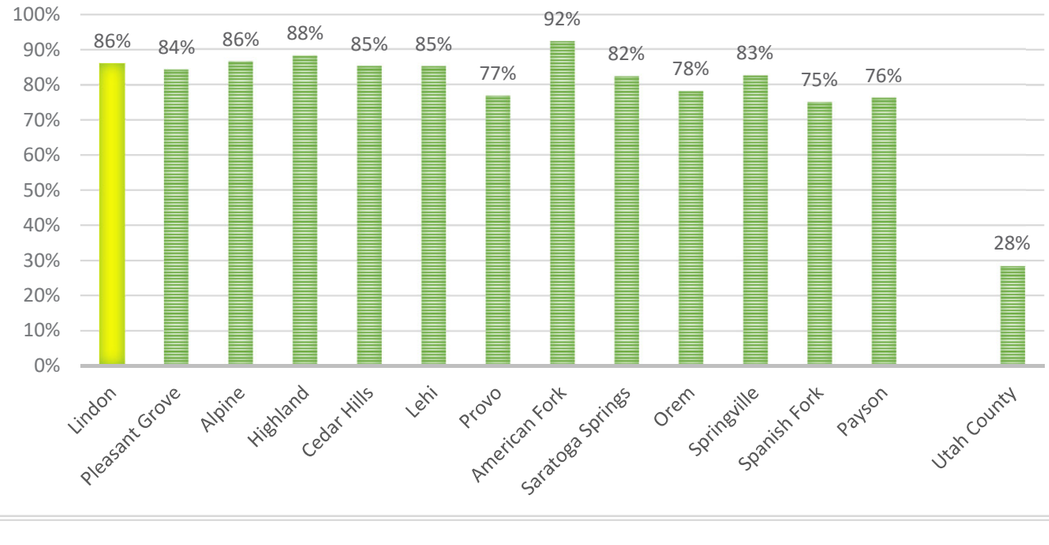
PERCENT OF HOME OWNERSHIP



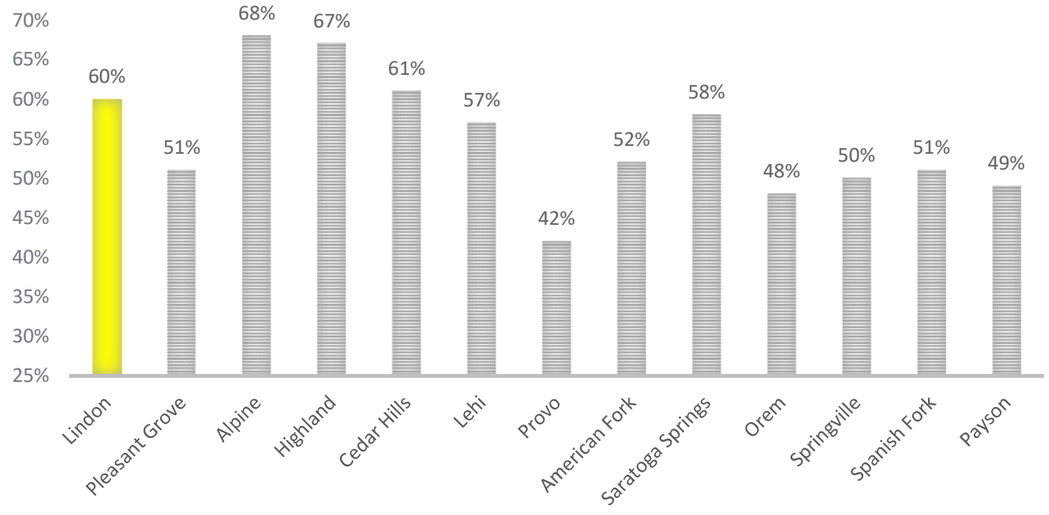
PERCENTAGE OF EMPLOYEES THAT LIVE AND WORK IN CITY



PERCENT OF TOTAL EMPLOYEES THAT COME INTO CITY/AREA



HOUSING AND TRANSPORTATION COSTS AS % OF INCOME



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LINDON

IBI

ZIONS PUBLIC FINANCE, INC.

700 NORTH SMALL AREA PLAN LINDON CITY, UTAH