

2 The Lindon City Planning Commission held a regularly scheduled meeting on **Tuesday,**  
3 **March 9, 2021 beginning at 6:00 p.m.** at the Lindon City Center, City Council  
4 Chambers, 100 North State Street, Lindon, Utah.

6 **REGULAR SESSION – 6:00 P.M.**

8 Conducting: Sharon Call, Chairperson  
9 Invocation: Rob Kallas, Commissioner  
10 Pledge of Allegiance: Jared Schauers, Commissioner

12 **PRESENT** **EXCUSED**

Sharon Call, Chairperson  
14 Mike Marchbanks, Commissioner - Electronically  
Rob Kallas, Commissioner  
16 Steven Johnson, Commissioner  
Scott Thompson, Commissioner  
18 Jared Schauers, Commissioner  
Renee Tribe, Commissioner  
20 Mike Florence, Planning Director  
Anders Bake, Associate Planner  
22 Kathryn Moosman, City Recorder

24 **Special Attendee:**  
Councilmember Vanchiere

26

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

28

2. **APPROVAL OF MINUTES** –The minutes of the regular meeting of the  
30 Planning Commission meeting of February 23, 2021 were reviewed.

32 COMMISSIONER JOHNSON MOVED TO APPROVE THE MINUTES OF  
THE REGULAR MEETING OF FEBRUARY 23, 2021 AS PRESENTED.  
34 COMMISSIONER THOMPSON SECONDED THE MOTION. ALL PRESENT  
VOTED IN FAVOR. THE MOTION CARRIED.

36

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

40

**CURRENT BUSINESS** –

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4. **Amended Site Plan – Linden Nursery – 535 North State Street.** The Linden  
44 Nursery requests Amended Site Plan approval to relocate an existing 1,536 square  
foot storage building/barn to a new location closer to State Street in the General  
46 Commercial (CG) zone.

48

2 Anders Bake, Associate Planner led this agenda item by stating the applicant is  
requesting an amended site plan approval to relocate an existing 1,536 square foot storage  
4 building/barn (Linden Nursery) to a new location closer to State Street. This building will  
be used for storage purposes for the nursery business. He noted this was approved for  
6 construction in its current location by the Planning Commission on October 12, 2005. At  
that time, the Planning Commission did not have any concerns with the building  
8 materials or design. He noted the building façade is primarily vinyl siding with windows  
and aluminum roofing and the applicant does not propose any changes to the building  
10 materials. He pointed out the Linden Nursery is rearranging the layout of their property  
in order to continue the operation of their business on a smaller portion of the property.

12 Mr. Bake indicated the rear portion of the property will then be available for a  
future residential development. This application only involves changes to the commercial  
14 portion of the property and does not relate to the future residential project. In addition to  
the barn relocation, the Linden Nursery will be making other changes to the layout of  
16 their property including additional greenhouse structures, relocating a silo, and adding a  
concrete pad for mulch bins. The building size and structure types do not require that  
18 these changes receive Planning Commission approval. The subject property is located at  
535 N. State Street, in the Lindon Nursery Subdivision and the General Commercial  
20 Zone.

Mr. Bake mentioned the proposed location of the building meets the following  
22 building setback requirements for the General Commercial Zone:

- Front: 20 feet. The building is setback approximately 120 feet from State Street
  - 24 • Side yard when adjacent to a nonresidential zone: 0 feet. The building is proposed  
to be setback 92 feet from the north property line.
  - 26 • Rear yard setback when adjacent to a residential use or residential zone: 40 feet.
- Under the Planned Residential Development ordinance there is a 30' setback from  
28 residential to commercial. The barn will need to be setback 30 feet.

30 Mr. Bake went on to say the site includes about 70 existing parking stalls which is  
sufficient for the needs of this business. It is expected that the relocation of this building  
32 will not increase the parking demand for the property. Mr. Bake added the site currently  
has 20 feet of landscaping along state street and the landscaping was previously approved  
34 for this site. The building relocation will not affect the landscaping requirements for this  
site and there are no proposed changes to the landscaping on the site.

36 Mr. Bake further explained the proposed building relocation will allow the Linden  
Nursery to continue operating their business while making space available for future  
38 redevelopment of a portion of their property. He noted the building appears to be in good  
condition and will allow the applicant to keep their property well maintained with an  
40 indoor storage space for nursery materials and equipment; staff recommends approval.

Mr. Bake then presented an Aerial photo, Site plan, building elevations, and  
42 pictures of the existing building followed by some general discussion. Following some  
additional discussion, the commission was in agreement to approve this request with the  
44 conditions as listed in the motion.

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

4  
6 COMMISSIONER JOHNSON MOVED APPROVE THE APPLICANT'S  
REQUEST FOR AMENDED SITE PLAN APPROVAL WITH THE FOLLOWING  
8 CONDITIONS: 1. THE APPLICANT WILL CONTINUE TO WORK WITH THE  
BUILDING OFFICIAL TO MAKE ALL FINAL CORRECTIONS TO THE BUILDING  
10 PLANS; 2. THE APPLICANT WILL ENSURE THE 30' REAR SET BACK IS MET  
FROM FUTURE RESIDENTIAL; 3. THE PLANS WILL MEET RELEVANT  
12 DEVELOPMENT SPECIFICATIONS AS FOUND IN THE LINDON CITY  
DEVELOPMENT MANUAL; AND 4. ALL ITEMS OF THE STAFF REPORT.  
COMMISSIONER SCHAUERS SECONDED THE MOTION. THE VOTE WAS

14 RECORDED AS FOLLOWS:

CHAIRPERSON CALL	AYE
16 COMMISSIONER KALLAS	AYE
COMMISSIONER MARCHBANKS	AYE
18 COMMISSIONER JOHNSON	AYE
COMMISSIONER THOMPSON	AYE
20 COMMISSIONER SCHAUERS	AYE
COMMISSIONER TRIBE	AYE

22 THE MOTION CARRIED UNANIMOUSLY.

24 **5. Amended Site Plan – Scott's Miracle Gro – 347 South 1250 West.** Scott's  
26 Miracle Gro requests Amended Site Plan approval to construct a 3,000 square  
foot storage building at the North East corner of their property in the Light  
Industrial (LI) zone.

28  
32 Mr. Bake also led this agenda item by explaining the subject property is currently  
used for an agricultural material manufacturing business with several buildings and  
materials on the property. The applicant is seeking amended site plan approval to  
34 construct a 3,000 square foot storage building at the North East corner of their property.  
The subject property is located at 347 South 1250 West, in the Wolf Mountain  
36 Subdivision and in the Light Industrial Zone.

38 Mr. Bake stated the proposed building is an accessory building on the property  
that will be used for storage purposes and will not include underground utilities. The  
proposed building will have a metal exterior on all four sides. The color of the building  
40 will include blue walls with a green trim and a gray roof.

42 Mr. Bake further explained the Lindon City Code section 17.49.070(3) states that  
"All exterior building materials in the Light Industrial zone shall be earth-tone colors. A  
sample color palette of acceptable earth-tone colors is found in the Appendix of the  
44 Lindon City Commercial Design Guidelines." The color palette includes blue, green and  
gray shades similar to what is found on the building rendering. A colored building  
46 rendering and the color palette are attached to this report. The Lindon City Code section  
17.49.070(1), requires that twenty five percent of the exterior of all buildings (except as  
48 permitted in 17.49.070(4)) shall be covered with brick, decorative block, stucco, wood, of  
other similar materials as approved by the Planning Commission. Section 17.49.070(4)  
50 states that the Planning Commission may approve ribless, metal, flat-faced, stucco

embossed, or metal sandwich panel buildings. When the Planning Commission finds that the building is aesthetically pleasing, adequately trimmed, contrasted with different colors, is well proportioned, blends in with surrounding property, and has a similar look to that achieved by 17.49.070(1).

Mr. Bake indicated the proposed building location meets the following setback requirements for the Light Industrial Zone:

- Front: 20 feet. The building is over 400 feet from the front property line.
- Side: 0 feet. The building is 2 feet from the North side yard property line.
- Side when adjacent to a street: 15 feet. The building is 35 feet from the East property line adjacent to I-15. The applicant will also need to show on their updated Site Plan that the proposed building is out of a 30- foot-wide easement in favor of Mountain Fuel Supply company.

Mr. Bake indicated the site includes 19 existing parking stalls which is sufficient for the needs of this business. It is expected that the storage building will not increase the parking demand for the property. Mr. Bake stated the site currently has 20 feet of landscaping along the cul-de-sac frontage on 1250 West. There is a total of twenty percent landscaping on the property and the applicant is not proposing any additional landscaping as part of this Amended Site Plan Application.

Mr. Bake noted the City Engineer is working through technical issues related to the site plan and will conduct a final review if the planning commission grants final site plan approval. Mr. Bake added the proposed storage building will allow Scott's Miracle Gro to better maintain their property. City staff believes that it would be appropriate for the Planning Commission to approve a metal exterior for this building because it is an accessory storage building and not the main building on the property.

Mr. Bake noted since the public notice went out, the City has received a letter from a neighboring property owner regarding the proposed building (attached to the report as exhibit 4). The city also received a call from Yesco who owns property and a billboard sign directly East of the subject property, but after getting more information regarding the height and location of the building, they no longer have concerns regarding sign visibility.

Mr. Bake then presented an Aerial photo, Site plan, building elevations, Colored building rendering, Commercial Design Standards Color Palette and the Letter from the neighbor followed by some general discussion. He then read the conditions listed in the motion.

Chairperson Call stated she is okay with where this is located and with the metal ribless exterior and the colors seem to meet the color palette sufficiently pointing out it is an accessory building. However, she does have concerns with the letter received about loading and unloading and blocking neighboring businesses.

The applicant stated he is working with other businesses and will continue to do that. They are not making a new storage building that would take away from loading zones and this will not affect any loading or unloading and will not interfere with other businesses. He also pointed out they do not have any hazardous material on site.

Mr. Florence stated they have worked with the applicant on some other enforcement issues and he has been very good to work with. Commissioner Kallas mentioned one concern he has is that their proposed color is not really following the color palette and if they would consider a color closer to the color palette. The applicant stated

the paint is already purchased. Following some additional discussion, the commission was in agreement the proposed color was close enough to the color in the color palette and to approve as presented.

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

COMMISSIONER THOMPSON MOVED TO APPROVE THE APPLICANT'S REQUEST FOR SITE PLAN APPROVAL WITH THE FOLLOWING CONDITIONS:

1. THE APPLICANT WILL CONTINUE TO WORK WITH THE CITY ENGINEER TO MAKE ALL FINAL CORRECTIONS TO THE ENGINEERING DOCUMENTS; 2. THE PLANS WILL MEET DEVELOPMENT SPECIFICATIONS AS FOUND IN THE LINDON CITY DEVELOPMENT MANUAL; 3. THE APPLICANT WILL COMPLY WITH ALL BONDING REQUIREMENTS, IF APPLICABLE; 4. THE BUILDING WILL MEET ALL BUILDING SETBACK REQUIREMENTS FOR THE LIGHT INDUSTRIAL ZONE; 5. THE PROPOSED BUILDING WILL NOT BE LOCATED WITHIN THE 30-FOOT PERPETUAL EASEMENT IN FAVOR OF MOUNTAIN FUEL SUPPLY COMPANY LOCATED ALONG THE EAST PROPERTY LINE OF THE SUBJECT PROPERTY; AND 6. ALL ITEMS OF THE STAFF REPORT.

COMMISSIONER TRIBE 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
COMMISSIONER TRIBE	AYE

THE MOTION CARRIED UNANIMOUSLY.

**6. Public hearing for a recommendation to amend the Lindon City zoning map to Planned Residential Development Overlay and a portion to General Commercial-A for the property located at approximately 550 N. State Street and 310 W. 500 N. and to amend the Lindon City General Plan Street Masterplan map.** Elwood Holdings and Rhino Realty LLC request a recommendation from the Lindon City Planning Commission for a Zoning Map Amendment and General Plan Amendment at approximately 550 N. State Street and 310 W. 500 N. (Parcel numbers 14:068:0304, 14:067:0187, 14:067:0169, 14:068:0277). The Zone Map Amendment request is to change the zoning on the property to the Planned Residential Development Overlay and a portion to General Commercial-A. The General Plan Amendment request is to amend the Lindon City General Plan Street Master Plan Map to terminate the street at 570 N. into a cul-de-sac and not extend 570 N. to State Street as identified on the Lindon Street Masterplan Map.

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

2 Mike Florence, Planning Director opened this agenda item by giving an overview  
stating Elwood Holdings LLC is proposing to develop 3.924 acres of the commercial  
4 frontage along State Street and 500 N. as commercial tenant space. They are also  
proposing to construct 73 townhomes and 4 single family homes on 7.589 acres. Rhino  
6 Realty LLC, is petitioning to rezone 1.917 acres of commercial frontage along State  
Street for an expansion to the Low Book Sales vehicle dealership.

8 Mr. Florence stated the Lindon City General Plan Street Master plan calls out  
extending 570 N. to State Street as a future local road. He noted the City passed an  
10 amendment to the Planned Residential Overlay Zone in August 2020. The Planned  
Residential Development Overlay Zone (ordinance section 17.76.040) requires that the  
12 following items be submitted as part of a zone map amendment application:

- Concept site plan;
- Building elevations; and
- Renderings for the subject site.

16 Mr. Florence stated the Planned Residential Development ordinance also requires  
18 that “any concept plan presented to the Planning Commission and City Council for  
approval shall first be reviewed by the Development Review Committee to ensure the  
20 proposal is technically feasible.”

At this time, Mr. Florence turned the time over to the Low Book Sales applicant  
22 for comment noting he will resume the presentation following the discussion.

Steve Tobias was in attendance with representatives from Keller Williams Realty  
24 to address the commission at this time and to give his Powerpoint presentation. Mr.  
Tobias stated they are representing Low Book Sales (Elwood Holdings LLC) and  
26 Brighton Homes. He noted the entire 13.5 acres are zoned general commercial which  
allows for a myriad of uses which could include a bowling alley, grocery store,  
28 convention center etc. He pointed out the trapezoid shape of this deep piece presents  
challenges for developing. He indicated they have met with neighbors and are hearing  
30 their two main concerns are wanting no commercial traffic coming through the  
neighborhood and wanting lower impact to the neighbors. Mr. Tobias also commended  
32 staff for all their efforts and hard work on this project.

Mr. Tobias stated the General Plan shows 570 North street going all the way  
34 through to State Street. He noted they want to amend it with 570 North Street becoming a  
cul-da-sac for the neighboring homes. He pointed out the interior project road connects  
36 with State Street and 500 North street.

Mr. Tobias further explained they are requesting that the 1.961 Acres be rezoned to  
38 GC-A and the Low Book Sales Addition "Truck Depot" is 7.589 Acres to be rezoned to  
the PRD Overlay with 73 Townhomes and Four 1/4 acre lots. Currently, 570 North Street  
40 dead-ends into the east side of the Norton Property. According to the Lindon City Street  
Master Plan Mat, 570 North is planned in the future to continue west out to State Street.  
42 He also explained the access points.

Mr. Tobias pointed out the benefits noting they are one of Lindon's highest sales  
44 tax generator and a top-quality Lindon business operator. Mr. Tobias mentioned they  
have several guest speakers in attendance to answer any questions including Dave  
46 Neilsen, CEO of Low Book Sales, Shawn Port, with Brighton Homes, and also the traffic  
engineer.

2 Mr. Dave Nielsen, CEO of Low Book Sales gave a brief history of Low Book  
3 Sales. He then presented their new "truck depot" portion of the presentation noting it will  
4 provide 3 times the current sales tax revenue. He also presented the explanation of the  
5 one-month performance of cars vs. trucks sales and the generation of the increase in sales  
6 tax revenue of over \$280,000. He stated they enjoy being located in Lindon and being  
7 part of the community and it is their hope to remain here, but if they can't get more space  
8 they may have to relocate. He noted this is just allowing them to expand and not allowing  
9 another licensed dealer in the city.

10 At this time Lindon City staff and the Planning Commission discussed ordinance  
11 17.76.030 which states the following:

12 "In order to preserve the intent of the General commercial zone, building permits  
13 from Lindon City shall be obtained and construction commenced for at least twenty-five  
14 percent (25%) of the approved commercial square footages prior to releasing building  
15 permits for residential construction."

16 They further discussed the Low Book Sales expansion would not meet this  
17 requirement because they are not proposing any new buildings that would require a  
18 building permit.

19 Brighton Homes representative then spoke on Brighton Homes noting they have  
20 integrity and build a top-quality project and their clients are very happy with their  
21 product. She then turned the time over to Mr. Shawn Port for comment.

22 Shawn Port addressed the commission at this time. He stated they are really  
23 excited for the opportunity to build in Lindon because the city has such a great reputation.  
24 He understands that every city is unique in their history and demographics of the  
25 community, and Brighton Homes can adapt to the needs and desires of any community.  
26 They are flexible to move with the market and meet the expectations and the look of the  
27 cities in which they build. He then referenced the following bullet points:

- 28 • 80 Years Combined Experience-Founded 2010
- 29 • Built Over 3700 Homes Along the Wasatch Front
- 30 • Residential and Commercial
- 31 • 21 Current Projects
- 32 • 29 Successfully Completed Projects

34 Mr. Port stated due to the two types of product within the project they expect a mix  
35 of young married and young professionals along with older move down buyers interested  
36 primarily in the units with masters on the main floor. The price point range with options  
37 for this project are expected to be priced between \$350,000 and \$450,000 after options.

38 He also spoke on Community Features including the following bullet points:

- 39 • Trail system
- 40 • Private back yards
- 41 • Master on the main units
- 42 • Tot Lot
- 43 • Common consolidated open space
- 44 • Kitchen islands
- 45 • Large master suites with separate tub and showers
- 46 • Farmhouse exterior

2 Mr. Port went on to explain the typical elements of the townhome projects that  
4 makes Brighton Homes highly desirable are that the in-house design team is able to keep  
up with current trends and they have the flexibility to the buyer for finish selections with  
6 separate tub and shower in the master bath, free standing kitchen island, and with high  
quality construction. He also explained the Sq. Ft. of the 3 different Units and features of  
this project.

8 Engineer, Brian Horan spoke at this time and gave his portion of the presentation  
including the traffic benefits stating there will be fewer trips than by-right use by  
10 approximately 56%, this prevents cut-throughs and is a fully parked mixed-use  
development that promote non-auto trips.

12 Mr. Florence stated a Traffic Impact Study has been provided to the City for  
review and is included in the staff report. The report evaluated the following  
14 intersections:

- Hwy 89/600 N.
- 16 • Hwy 89/550 N.
- Hwy 89/500 N.
- 18 • 2 Proposed site access.

20 Mr. Florence pointed out the traffic report notes that traffic volumes were  
evaluated on Thursday, January 7, 2021. The report also identifies the Peak Hours for  
22 traffic are from 7:45-8:45 a.m. and 4:45-5:45 a.m. He indicated in traffic reports, the  
operation of an intersection is rated from letters A-F with F identified as failing.  
24 According to the report, all existing intersections currently perform at or above a level C  
except the intersection of Highway 89 and 500 N. which at the pm peak hour the  
26 eastbound turn movement from Highway 89 operates at a level D.

Mr. Horan pointed out the Traffic Impact Study looks at the intersection Level of  
28 Service at four different periods:

- **Existing** (map 3-1),
- 30 • **Regional growth** (maps 4-1, 4-2) (increased traffic resulting from influences  
outside the immediate study area),
- 32 • **Background forecast** (maps 4-3, 4-4, 4-5, 4-6) (existing and regional growth  
forecast combined– not including the site), and
- 34 • **Analysis of future conditions** with the site development (maps 6-1, 6-2, 6-4,6-5).  
The study also looked at trips from the site (map 5-2).

36 Mr. Horan further explained the traffic study also indicates that the Level of  
38 Service for the intersections will not change between the existing time frame and regional  
growth. However, the total forecast that includes the existing use, regional growth, and  
40 the development identifies the following:

- The Highway 89 and development intersection (labelled #3 in the report) has a  
42 Level of Service F in the peak pm hours in both 2022 and 2026 (pages 40 & 41)
- The Highway 89 and 500 N. intersection (labelled #4 in the report) has a Level of  
44 Service F in the peak pm hours in both 2022 and 2026 total forecasted (pages 40  
& 41). The intersection in the am peak is reduced from a Level of Service C to a  
46 Level of Service D.
- In reviewing the traffic study, it appears that the study indicates that the changes  
48 in Level of Service are more due to regional growth than the development.



- There are a few intersections that the Level of Service is reduced but this is due to regional traffic on State Street and not necessarily from the development.

In explaining the Level of Service F for these two intersections, Mr. Horan provided the following explanation:

*"The LOS 'F' shown in PM conditions represents fewer than 15 vehicles making side street lefts during the peak hour. The analysis software used (Synchro) tends to overestimate side street delays and does not take into account the platooning effect that will be created by up and down stream signals. A platoon is the bunching of vehicles that occurs at a signal which provides gaps between other platoons and signals. These gaps created by the signals give vehicles plenty of opportunities to make the left. A useful metric for understanding these types of delays is the volume to capacity ratio abbreviated 'v/c'. A review of the analysis shows that the v/c ratio is 0.242 for the movement with the highest delay of these two intersections. This suggests that the movement is only using 24.2% of the capacity available. Said conversely, the movement has approximately 75% of its capacity still available for additional traffic. Additionally, a review of the queues for these movements shows queues of fewer than one vehicle. A table has been provided, attached, to summarize the two intersections in question, the forecasted LOS, v/c ratios, and queues. With this information in mind no improvements would be recommended for either location."*

Mr. Florence stated Mr. Horan also provided in the report the trip distribution numbers during peak times as follows:

- To/from the north on Highway 89: 60%
- To/from the east on 600 N: 5%
- To/from the east on 500 N: 5%
- To/from the south on Highway 89: 30%

Mr. Florence brought up one concern that City staff discussed with Mr. Horan was that the eastbound traffic distribution from the site on 500 N. seemed low at 5%. The report finds that this is less than five vehicle trips during the am/pm peak hours. The response from the traffic engineer is that "trip generation for the proposed site is generally low. A review of routing to the elementary school suggests that Route 89 provides similar times for travel."

Mr. Florence then read the Conclusions and Recommendations from the traffic engineer with the following bullet points as listed:

- Under existing traffic conditions, the signalized intersections (600 N.) within the study area currently operate at overall acceptable levels of service (LOS) "D" or better during the weekday AM and PM peak hours.
- Under background future 2022 and 2026 traffic conditions, without the development of the subject site, delays would increase slightly at study intersections due to regional traffic growth. Intersections will continue to operate consistent with existing conditions.
- The proposed site development would generate, upon completion and full occupancy 53 net new weekday AM and 64 net new weekday PM peak hour vehicle trips as well as 951 net new weekday daily trips.
- Under total future traffic conditions with development of the site, all study intersections, including proposed site accesses would operate at overall acceptable

2 levels of service consistent with background with improvement conditions.  
Unsignalized side street approaches will operate with additional capacity  
4 available and all queues will be contained within the effective storage. Thus, no  
additional roadway improvements as part of the site development are required.  
6 • The proposed development will preclude a future connection of 570 N to connect  
with Hwy 89. This connection is not necessary for the already established grid of  
8 streets. Precluding this connection will maintain that the proposed commercial  
development be oriented to Hwy 89.

10

12 Mr. Horan stated it is recommended that the proposed development provide access  
consistent with the plan included in the traffic report. It is also recommended that the  
applicant preclude the connection of 570 North shown on the City Lindon's Street Master  
14 Plan. Mr. Florence stated Lindon City performed two traffic counts on 500 N. The first  
count was conducted between 6/17/2020 to 6/25/2020 which showed 228 average daily  
16 trips over a twenty-four-hour period. The second count was conducted between  
9/16/2020 to 9/23/2020 which identified 258 average daily trips over a twenty-four-hour  
18 period.

20 Mr. Florence further explained the traffic study that addresses the applicants  
reasoning for the General Plan Street Masterplan amendment. He noted the main points  
from the study highlight the following bullet points:

- 22 • In the existing condition, 600 N. and 500 N. provide an east-west connection from  
Locust Avenue to Hwy 89. Additional connections are available at 1000 S./700 N.  
24 to the north and 400 N. to the south which, similarly to 600 N. provides signalized  
access to these east-west connections. These connections are spaced  
26 approximately a quarter mile apart from each other.
- 28 • Due to the existing grid connections being spaced every quarter mile an additional  
grid connection would serve very few users. Opportunities to make the east-west  
connection between Hwy 89 and Locust Avenue are frequent (every quarter mile)  
30 and often provide signalized access.
- 32 • The planned grid connection would not primarily serve as an east-west grid  
connection but instead would provide additional opportunity for residents to the  
east of the proposed site to access the rear of the site. The proposed configuration  
34 would help maintain that the commercial traffic be oriented to Hwy 89 which is  
appropriate.
- 36 • Concerns were raised that without this connection a higher concentration of  
proposed site traffic would be seen on 500 N east of the site. It is anticipated that  
38 the majority of commercial traffic will use the newly constructed site entrance  
along Hwy 89. As shown on Figure 5-2, the proposed development will add fewer  
40 than five (5) trips to 500 N during either peak hour.
- 42 • The proposed development, and subsequent preclusion of a 570 N connection  
from Locust Avenue to Hwy 89, will have no negative impact on the surrounding  
44 network. Sufficient grid connections exist to provide circulation and access to the  
commercial and surrounding residential developments.

46 Mr. Florence resumed his presentation at this time. He indicated the General Plan  
and Moderate-Income Housing goals and objectives were evaluated when the city  
48 adopted the Planned Residential Development Overlay Zone but should be considered

again for the zone change. He then referenced the land use considerations and goals as follows:

#### **Land Use Considerations and goals**

- 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.
- 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 harmony, etc.) and by providing adequate screening and buffering of any adjacent commercial or industrial development including parking and service areas.
- Encourage creative approaches to housing development which will maintain and protect natural resources and environmental features.
- Expand the range of retail and commercial goods and services available within the community.
- Promote new office, retail, and commercial development along State Street and 700 N.
- Carefully limit any negative impact of commercial facilities on neighboring land-use areas, particularly residential development.
- The identity of Lindon should be strengthened by land uses which contribute to the unique character of the community
- 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 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.

#### **General Plan Transportation Considerations and Goals**

- The goal of the transportation plan is to have a balanced circulation system which provides for safe and efficient movement of vehicles and pedestrians, reinforces surrounding land development patterns and other city priorities, and enhances regional circulation facilities.
- The City shall coordinate land use and circulation planning to:
  - Provide for land development opportunities created by major transportation routes and interchanges within and around Lindon;
  - Ensure that decisions regarding future land development and roadway construction are closely coordinated and mutually supportive

- Planning shall minimize localized traffic congestion and operational problems and ensure adequate access to and circulation around commercial and industrial areas, public facilities, and other activity centers.
- Planning shall minimize non-local and commercial traffic within residential neighborhoods and shall provide for the safe and efficient movement of trucks and service vehicles with the community in a manner that does not adversely affect nearby land uses.
- Through streets are encouraged

#### **Moderate Income Housing Goals and Support**

- Allow for alternative housing types or moderate-income residential development in commercial and mixed-use zones, commercial centers, or employment centers.
- Evaluate whether the City would allow moderately higher density developments as part of a mixed commercial development that would be located in strategic commercial areas or centers to help with development potential.

Mr. Florence also referenced a summary of the PRD site requirements noting some of these items will be refined when the applicant files for site plan and subdivision approval.

Mr. Florence advised the commissioners that while the planning commission is not providing site plan approval, city staff has identified items that the planning commission should consider as it prepares a recommendation of the zone change to the City Council. He then referenced the outlined items as follows:

- The project density is 10.14 units per acre. At the last minute, city staff found a discrepancy between the subdivision plat acreage and the site plan. The developer will need to reduce the density to be at 10 units per acre or less.
- Townhome units 1-3 are proposed to have public utilities in the driveway. Under the PRD ordinance if there are public utilities in a roadway then the access needs to be a public street and meet the 29' width requirement.
- The open space should be recalculated to ensure the 20% open space requirement is being met or show how the identified areas provides a common amenity.
- The encroachment into the 300' commercial setback and the side yard setback of unit #1 into the commercial area. In the case of the commercial encroachment at the Linden Nursery development, the encroachment provided more than the 300' commercial setback behind the existing building due to site constraints and needs of the existing business. For this development proposal, the additional property depth for the commercial development on lot 4 does not give much benefit to that future commercial development.
- For the Commercial General-A zone change, the City has a well-established dealership that is in the top category of sales tax generating businesses in City. The planning commission should evaluate the long-term success of the business while also considering goals of the General Plan. The dealership expansion does take up just over half of the commercial frontage.
- For the traffic study, city staff believe that further clarification should be provided on recommendations for the intersections that have a Level of Service F, particularly those entering onto Highway 89 heading southbound.

- In addition, the traffic engineer should provide further information on the percentages of traffic distribution particularly as it pertains to eastbound on 500 N. from the proposed development.
- One of the main considerations for adding or removing streets from a master plan is neighborhood connectivity, traffic circulations and traffic congestion.
- In connecting streets to arterials like State Street, many cities recommend arterial connections at quarter mile intervals. 600 N. and 500 N. are good example of this. Those streets have a separation of approximately .28 of a mile. Because of this, UDOT probably would not grant a stop light at the intersections at 550 N. State.
- In 2017, the regional transportation agencies put together the Utah Street Connectivity Guide. See website link below. This guide encourages cities to connect locations to key destinations (schools, parks, commercial center, etc.) within the community. Item's cities should look at is how to reduce automobile vehicle miles traveled, how connectivity can reduce traffic volumes on arterial streets, and increase other mobility uses for pedestrians and bikers. In addition, to consider shorter block lengths that will increase more active transportation choices. The planning commission should also consider if the development meets these recommendations and if the cul-de-sac at 570 furthers these ideas.

Mr. Florence noted Public Hearing Notices as required per Lindon City Code were mailed to properties within 800 feet and to each affected entity. Notices were also published in the Daily Herald, and published on the State Public Notice website and City website.

Mr. Florence then presented an Aerial photo, Proposed zone map amendment changes, Surrounding Area General Plan Land Use Map, Surrounding Area Zoning Map, General Plan Street Master Plan Map, Site plan, Commercial and residential renderings, Traffic study, Future intersection level of service and queue summary, and the Planned Residential Development Overlay Zoning Ordinance followed by discussion.

At this time, Chairperson Call called for any public comment at this time. She advised the attendees to address the commission and to not address their comments to each other and to limit their comments to three minutes or less. She noted the commission received the letters that have been submitted.

**Steve Patten:** Mr. Patten stated he is here representing the residents that live on 500 North adding he did send out a letter to the commission. He pointed out there were a lot of residents that were not told about the meeting. He expressed that putting 70 units in one small area with one outlet onto State Street and one onto 500 North is not enough. There are about 70 homes and condos between State Street and Locust and 500 North to 800 North with 3 outlets to State and 4 outlets to Locust; the traffic pressure will increase. He pointed out that all schools are east of this project that the traffic will come up 500 North. He pointed out that all who buy these units will want 570 North to open up. He has lived in Lindon over 30 years now and it has always been a little bit of country, but cramming 70 units in this small area with only two outlets when a third is so simple does not go along with the city motto and we have that decision to make. He pointed out that young families with kids will be coming in, so 9 months out of the year it will be very busy; 570 North needs to be open. They don't want narrow roads and being cramped in etc. opening 570 will give new residents an outlet. We need to give these

2 people options and if not, you will have all kinds of problems. He would encourage the  
commission to do what is best for everyone in this area except for the 5 out of 70 homes  
4 that currently live on 570 North: ultimately 570 North needs to be opened up to this  
project and not become a cul-de-sac due to the increased amount of people and traffic.

6 **Kathy Rockhill:** Ms. Rockhill stated she lives on 600 North. She also went to the  
8 neighborhood meeting but was not told of this plan. She pointed out that the Low Book  
Sales employees park on their narrow street. They have the same concerns of 570 North  
10 not being opened. Something will need to be done here; they need a left hand turn on  
500 North as there are a lot of accidents. If there is commercial in there where will they  
12 go to get out and feels they should have as many accesses as possible. She understands  
they have tried to make it look professional and she does appreciate that, but she also  
14 worries there will be a high turnover.

16 **Kim Martin:** Mr. Martin mentioned some trouble points. 500 North used to be a dead-  
end street and now we have thru traffic. In regards to the issue of the traffic study the  
18 numbers are not all correct numbers. He pointed out that commercial property traffic will  
come up and it will be a safety issue. People speed on 500 North and there are a lot of  
20 kids there so that is a real concern. We need to pay extra attention to ensure the safety  
and well-being of the children in the area.

22 **JoAnne Martin:** Ms. Martin pointed there are no bus routes from Lindon Elementary to  
24 this proposed project so all parents would have to drive their kids and this will increase  
the traffic.

26 **Philip Clay:** Mr. Clay stated he also submitted a letter. He expressed that we all have to  
28 abide by the rules and the ordinance that is already there. He also believes that variances  
and changes should only be done for unique situations. He is very opposed to the zoning  
30 change for Low Book Sales. The zoning laws exist for a reason and its not to make land  
developers rich they are in place to make the city better.

32 **Justin Stewart:** Mr. Stewart stated he lives on 570 North and they love their cul-de-sac.  
34 He has concerns of a walk thru in this development. He agrees that some issues on the  
traffic study are not correct. Where 500 connects and where you turn left so the majority  
36 of their trips are to State Street. They will not be turning left on to State Street (BRT) you  
would be heading west and that would not bring a large increase. He would ask that the  
38 commission take that into consideration in moving forward. His main concern is if it is  
not put through 90% of the development would go down his street. He also has concerns  
40 with parking on the street; he would like his cul-de-sac to remain as is.

42 **Amy Alvord:** Ms. Alvord stated she lives across the street from the Stewarts. She  
expressed her concerns that they will be highly impacted. They are neighbors and friends  
44 and this has been very difficult because what may benefit them may hurt someone else.  
She pointed out this concept just changed in 2020 from storage units and they weren't  
46 deliberately excluding anyone from those early meetings. This will affect both streets and  
she does have serious concerns if the street goes through. She also has concerns with

2 parking but they do like the buffer of ¼ acre homes. There are also concerns of what  
this may do to their property values.

4 **Austin Johnson:** Mr. Johnson stated he moved here to Lindon in 2001 and didn't look at  
6 the masterplan. He is surprised to see this show up on the master plan.

8 **Shauni Keith:** Ms. Keith pointed out it did say on the master plan the road was going  
through. She expressed her concerns when this does go through, we need to have  
10 another access (Low Book Sales) as there are already issues with traffic and parking.

12 Chairperson Call called for any further public comments. Hearing none she  
called for a motion to close the public hearing.

14  
16 COMMISSIONER KALLAS MOVED TO CLOSE THE PUBLIC HEARING.  
COMMISSIONER TRIBE SECONDED THE MOTION. ALL PRESENT VOTED IN  
FAVOR. THE MOTION CARRIED.

18  
20 Mr. Florence explained the plan for the residential needs to come back to the  
commission with an updated site plan. He asked how they are feeling about the hatched-  
out areas. The commission agreed the hatched areas are a no go. Unless the commercial  
22 hatched area can be moved by unit #1 and given more to Low Book Sales as it makes  
more sense and is not a fair trade.

24 Commissioner Kallas expressed his concern that it is important to recognize that  
this layout doesn't work. He has concerns of how we separate the commercial from the  
26 residential project to meet the codes that are in place; this will need some tweaking. He  
also feels the issues with the roads will need more discussion as this will impact  
28 everyone. Any project will affect a lot of people and we need to try to minimize the  
impact on everyone. He added he feels the Elwood place road is a real issue.

30 Commissioner Thompson agreed the area between commercial and residential  
needs to be addressed. He is not opposed to the Low Book Sales proposal, but thinks we  
32 have to do something different. We did this overlay in this area and it is unfortunate all  
roads will be impacted by it. He expressed that we worked hard on the overlay, but he is  
34 not convinced it's ready to be applied at this location.

36 Commissioner Tribe commented in regards to a development like this, if we  
think about larger units and fewer of them and have a higher price tag. It would take the  
pressure off the acreage per unit and the parking, traffic etc. and would also meet a need  
38 to those who want to stay in Lindon; it is something to consider in this area. She likes  
the idea of allowing Low Book Sales to advance and feels they do a good job and  
40 maintain it well.

42 Commissioner Schauers stated he is okay with the Low Book Sales proposal. He  
also believes 570 North should be connected at some point to allow residents to go in  
and out (maybe Elwood Drive). He is also excited to see some nice homes going in there  
44 so he is okay with the overlay.

46 Commissioner Johnson agrees with Commissioner Kallas' comments. He feels  
we need to strictly enforce the numbers and follow the ordinance. He is also concerned  
about how we separate the commercial from the residential and it needs to be addressed  
48 (Elwood Drive). He also believes Lindon needs ¼ acre lots in selected areas and he is

2 excited to see what homes will be built on ¼ acre lots as Lindon needs more of that  
throughout the city; if this will fit within the ordinance, they will be nice homes. His  
4 biggest concern is 570 North going through and also the parking on residential streets  
which he feels is more of a concern than the traffic. He also has concerns that the  
6 ordinance is met in regards to open space.

Commissioner Marchbanks stated his biggest concern is the separation between  
8 the two and with this layout that would be tough to do a wall so it needs to be reworked  
a little bit. The cross hatched areas give him some concern too. He has no problem with  
10 the Low Book Sales concept. He thinks there have been a lot of good comments heard  
tonight and feels it needs to go back to the drawing board.

Chairperson Call commented she thinks what Brighton Homes has put into place  
12 is beautiful and a very nice development. However, she does have some of the same  
14 concerns already mentioned here tonight. She also has concerns with the separation of  
commercial from residential. She would recommend that we continue this agenda item  
16 tonight as to address some of these concerns and to have more discussion. She expressed  
her appreciation to the residents in attendance for their thoughtful comments and for  
18 expressing their concerns.

Mike Florence pointed out that public notices will not go out and advised to  
20 watch the city website for meeting updates.

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

24 COMMISSIONER KALLAS MOVED TO RECOMMEND CONTINUATION  
OF ORDINANCE 2021-3-O TO AMEND THE LINDON CITY ZONING MAP FROM  
26 GENERAL COMMERCIAL TO GENERAL COMMERCIAL-A AND TO THE  
PLANNED RESIDENTIAL DEVELOPMENT OVERLAY AS IDENTIFIED ON  
28 EXHIBIT 2 FOR THE PROPERTIES LOCATED AT APPROXIMATELY 550 N.  
STATE STREET AND 310 W. 500 N. (14:068:0304, 14:067:0187, 14:067:0169,  
30 14:068:0277). COMMISSIONER THOMPSON SECONDED THE MOTION. THE  
VOTE WAS RECORDED AS FOLLOWS:

32 CHAIRPERSON CALL	AYE
COMMISSIONER KALLAS	AYE
34 COMMISSIONER MARCHBANKS	AYE
COMMISSIONER JOHNSON	AYE
36 COMMISSIONER THOMPSON	AYE
COMMISSIONER SCHAUERS	AYE
38 COMMISSIONER TRIBE	AYE
THE MOTION CARRIED UNANIMOUSLY.	

40  
COMMISSIONER KALLAS MOVED TO RECOMMEND CONTINUATION  
42 OF ORDINANCE 2021-4-O TO AMEND THE LINDON CITY GENERAL PLAN  
STREET MASTERPLAN MAP TO TERMINATE 570 N. AT APPROXIMATELY 300  
44 W. WITH A CUL-DE-SAC. COMMISSIONER THOMPSON SECONDED THE  
MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

46 CHAIRPERSON CALL	AYE
COMMISSIONER KALLAS	AYE
48 COMMISSIONER MARCHBANKS	AYE



2 COMMISSIONER JOHNSON AYE  
COMMISSIONER THOMPSON AYE  
4 COMMISSIONER SCHAUERS AYE  
COMMISSIONER TRIBE AYE  
6 THE MOTION CARRIED UNANIMOUSLY.

8 **7. New Business: Reports by Commissioners** – Chairperson Call called for any  
new business or reports from the Commissioners.

10

12 There was some general discussion by the commissioners regarding the items  
continued in the previous agenda item.

14 Chairperson Call called for any further comments or discussion. Hearing none she  
moved on to the next agenda item.

16

18 **8. Planning Director Report** – There was no director report at this time.

18

20 Chairperson Call called for any further comments or discussion from the  
commission. Hearing none she called for a motion to adjourn.

22 **ADJOURN** –

24 COMMISSIONER TRIBE MADE A MOTION TO ADJOURN THE MEETING  
AT 9:40 PM. COMMISSIONER SCHAUERS SECONDED THE MOTION. ALL  
26 PRESENT VOTED IN FAVOR. THE MOTION CARRIED.

28

Approved – March 23, 2021

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Sharon Call, Chairperson

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Michael Florence, Planning Director

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