



# *700 North Small Area Plan*

*Lindon City, Utah  
May 2021*

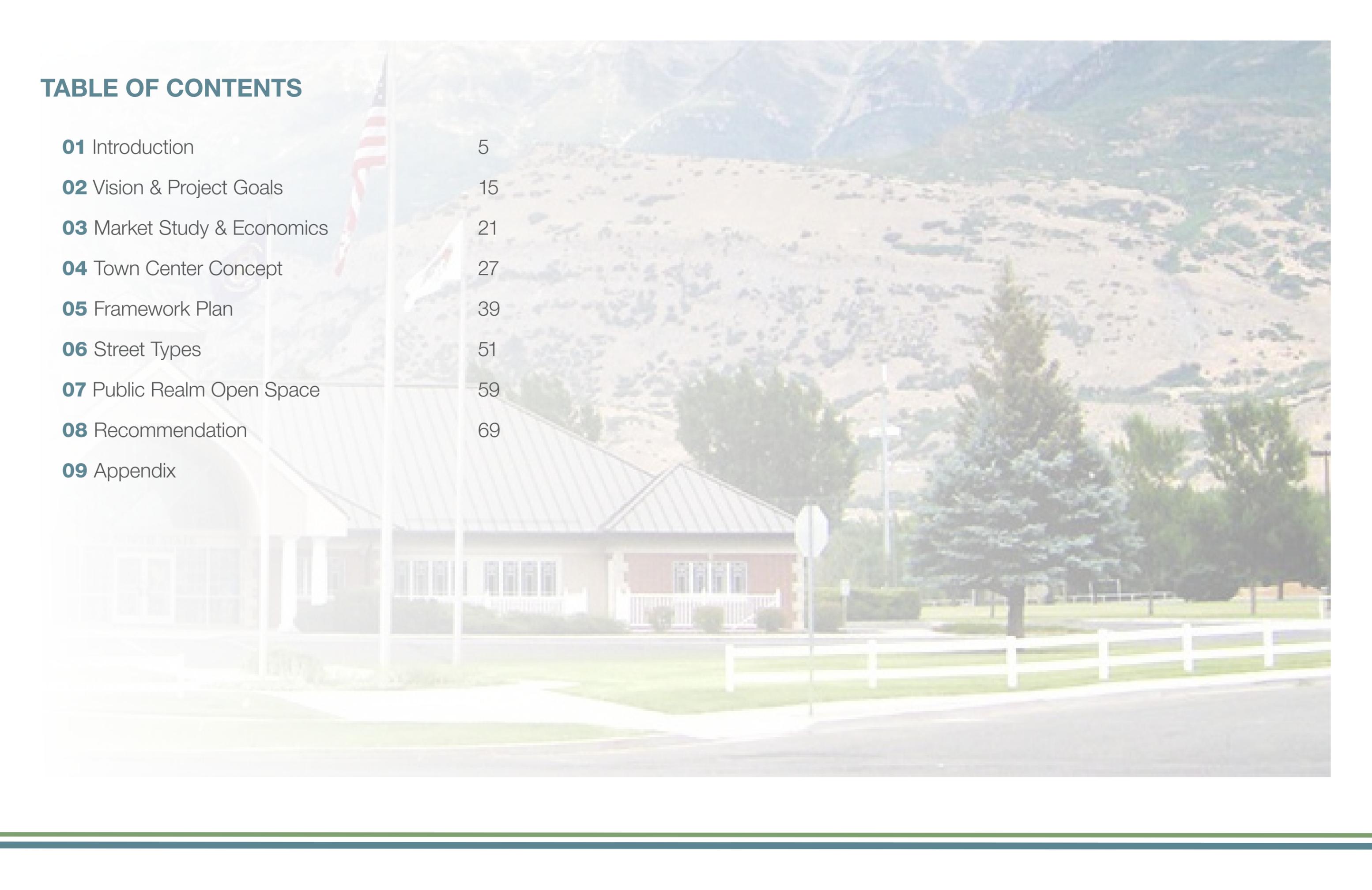
# ACKNOWLEDGMENTS

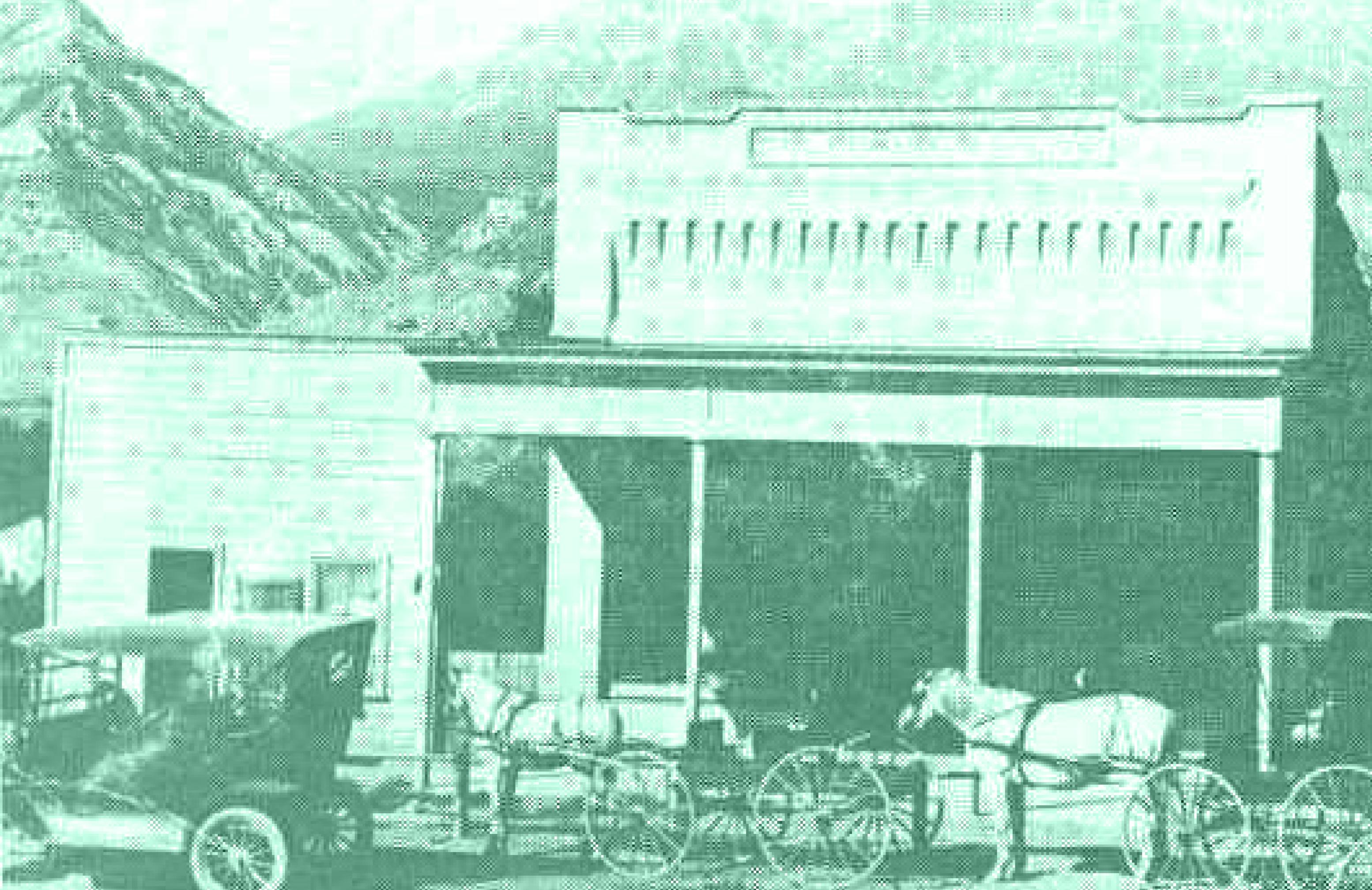
- Mayor** *Jeff Acerson*
- City Council**
  - Randi Powell*
  - Jake Hoyt*
  - Van Broderick*
  - Carolyn Lundberg*
  - Mike Vanchiere*
- Planning Commission**
  - Sharon Call, Chairperson*
  - Steve Johnson, Vice Chairperson*
  - Rob Kallas*
  - Mike Marchbanks*
  - Scott Thompson*
  - Jared Schauers*
  - Renee Tribe*
- City Administrator** *Adam Cowie*
- Planning & Economic Development Director** *Michael Florence*
- Associate Planner** *Anders Bake*
- Consultant Team** *IBI Group*  
*Zions Public Financing, Inc.*
- UDOT** *Technical Planning Assistance Program Grant*



# TABLE OF CONTENTS

<b>01</b> Introduction	5
<b>02</b> Vision & Project Goals	15
<b>03</b> Market Study & Economics	21
<b>04</b> Town Center Concept	27
<b>05</b> Framework Plan	39
<b>06</b> Street Types	51
<b>07</b> Public Realm Open Space	59
<b>08</b> Recommendation	69
<b>09</b> Appendix	







# **1** *INTRODUCTION*

1.1 Introduction

1.2 Historic Context

1.3 Regional Context

1.4 Site Context

1.5 Land Use

1.6 Mass Transit

1.7 Previous Planning Efforts

1.8 Elements of Transit Oriented Development

1.9 TOD Principles

## 1.1 Introduction

Within Lindon City, the 700 N. Corridor has a significant amount of undeveloped land, which presents many future development opportunities. 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 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

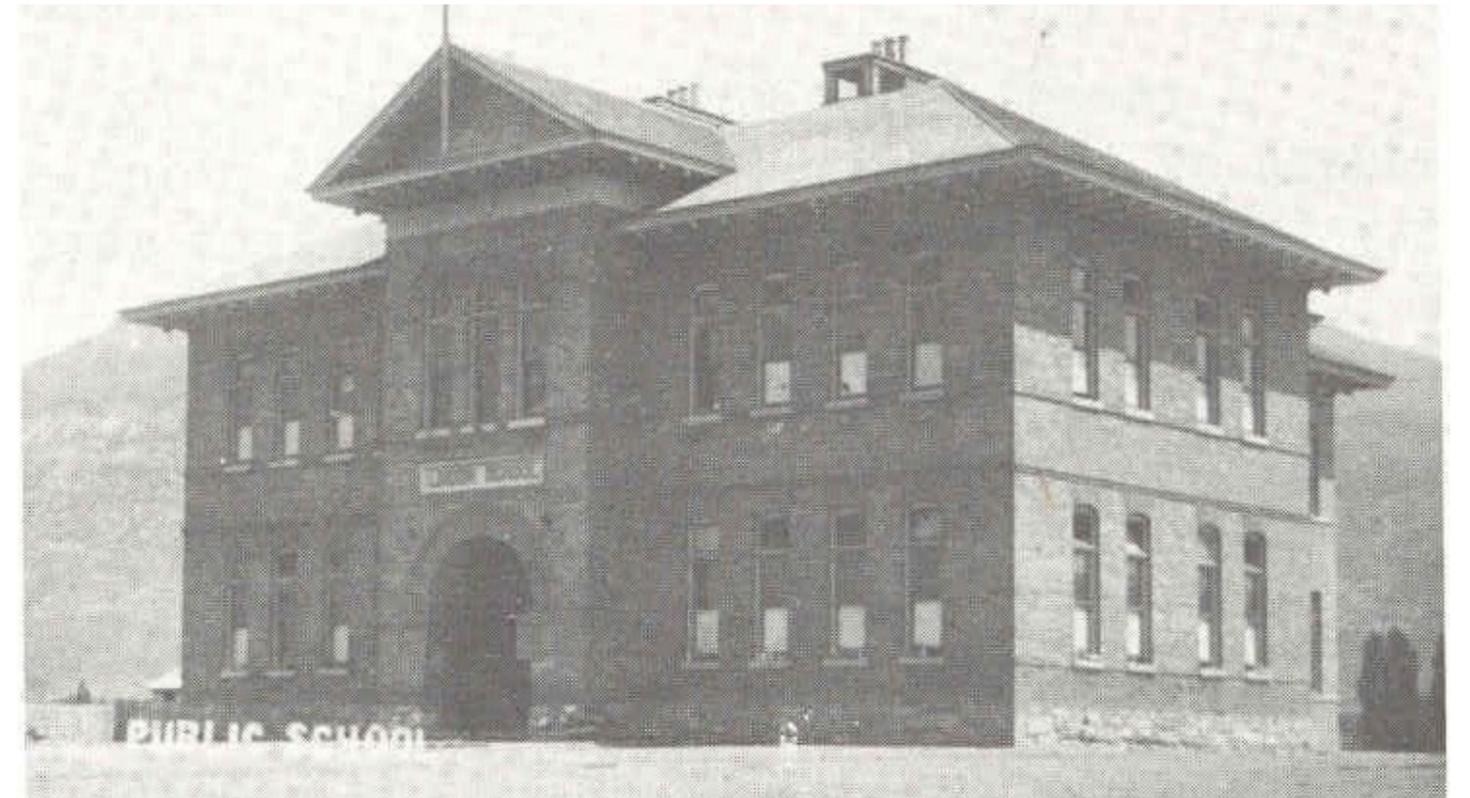
Set at the base of Mt. Timpanogos, Lindon was once known as Stringtown after a few Pleasant Grove residences moved South to settle in the city we now know as Lindon.

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.

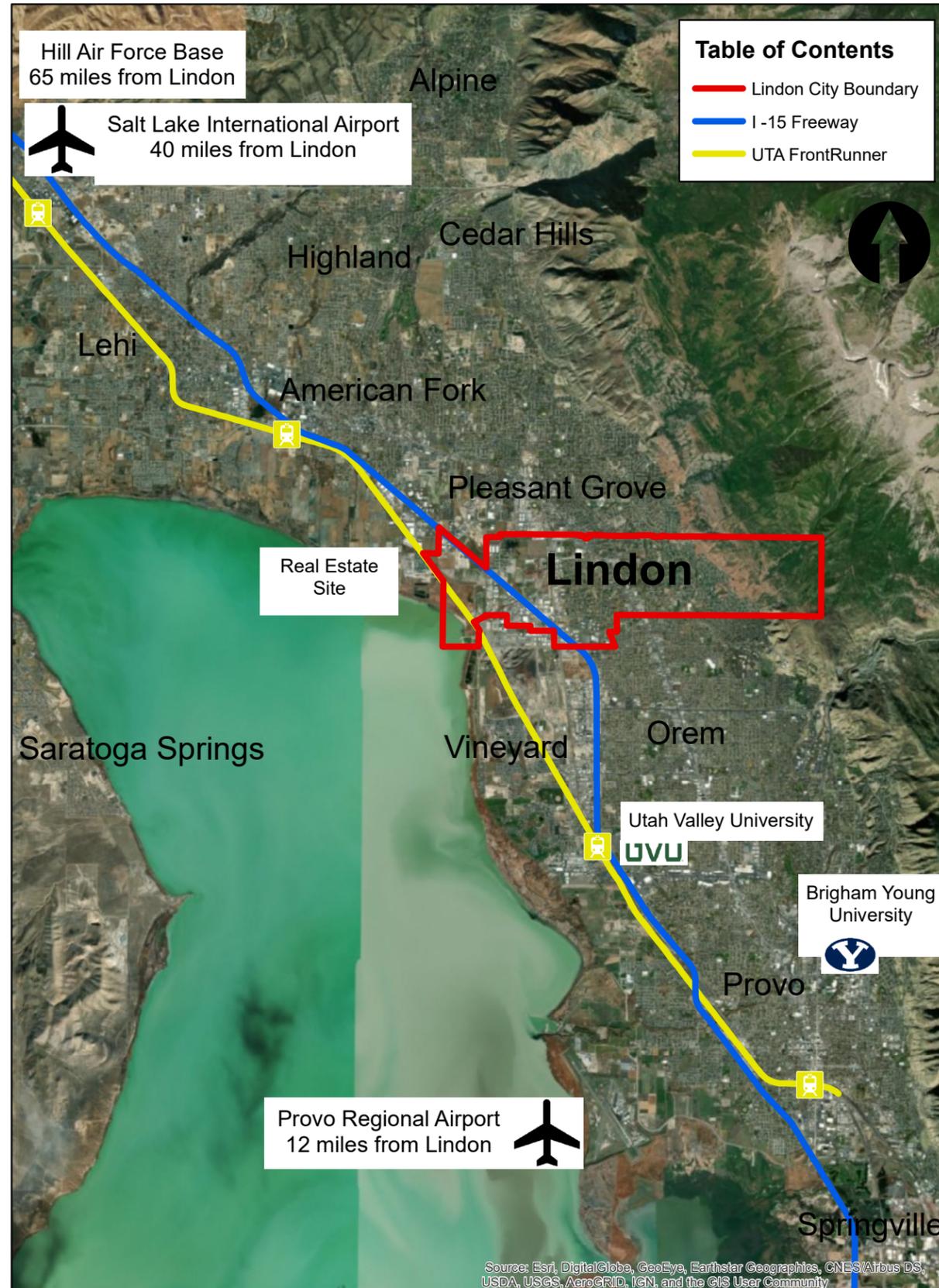
With continued growth expected, the city has set out to create a small area plan that will promote various uses and experiences that reflect the "little bit of country" of the Lindon City community. The site will provide community gathering spaces, services, and other assets that will help maintain and enhance the lifestyles the residents of Lindon are accustomed to.



### 1.3 Regional Context

Centrally located in Utah County, Lindon is an approximately 40-minute drive from Salt Lake City and 15 min drive from Provo. The City extends east to the Wasatch Mountains and the Great Western Trail and west to the Lindon Marina on Utah Lake.

The City shares a boundary with Orem City and Vinyard City on the south, 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

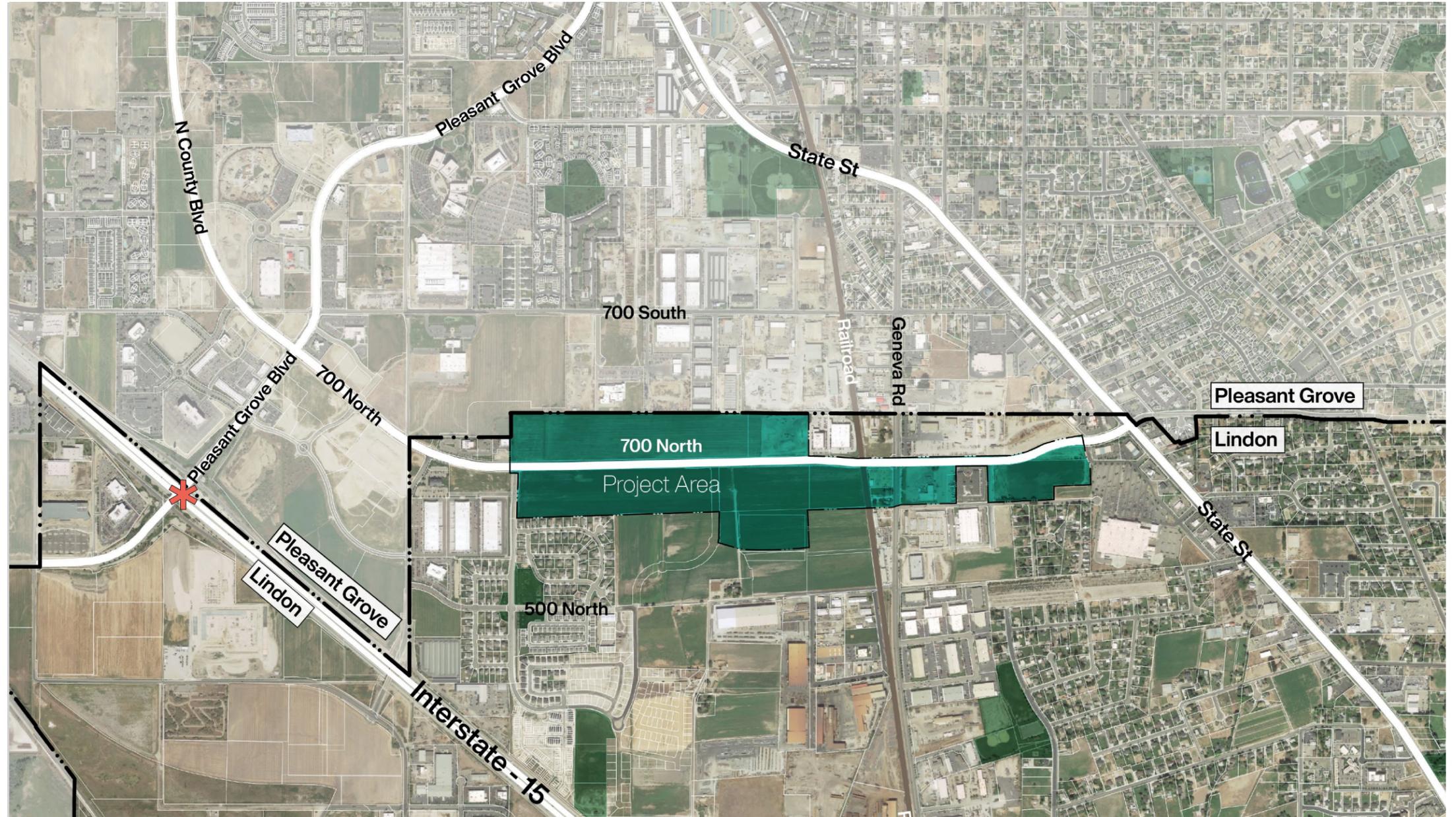
The Project Area contains approximately 128 acres and is located just one mile off of exit 275. Therefore, Lindon envisions this site as a major gateway to the City.

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.

With existing traffic counts over 21,000, a future BRT Line set to run through 700 north, and the proximity to I-15, which sees daily traffic counts exceeding 200,000. This site will be a major thoroughfare for local and regional users.

The Site is "Shovel Ready" with major utilities installed included; water, sewer, storm drains, and utopia fiber. The majority of the land is undeveloped and currently being used for agricultural purposes,



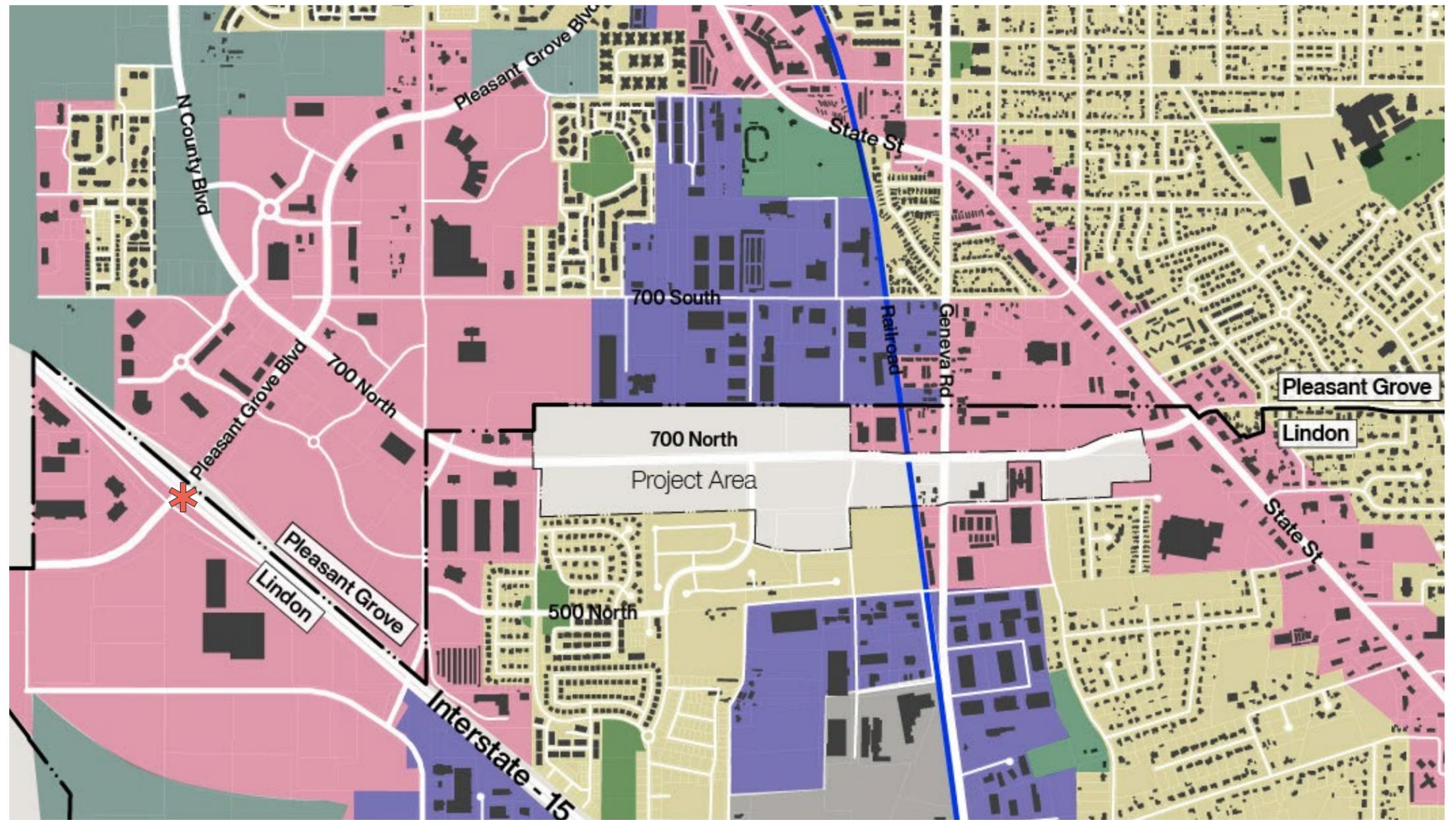
 Exit 275

## 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 Six 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.



- Light Industrial
- Heavy Industrial
- Commercial
- Residential
- Open Space / Parks
- Vacant/ Agriculture
- ✱ Exit 275

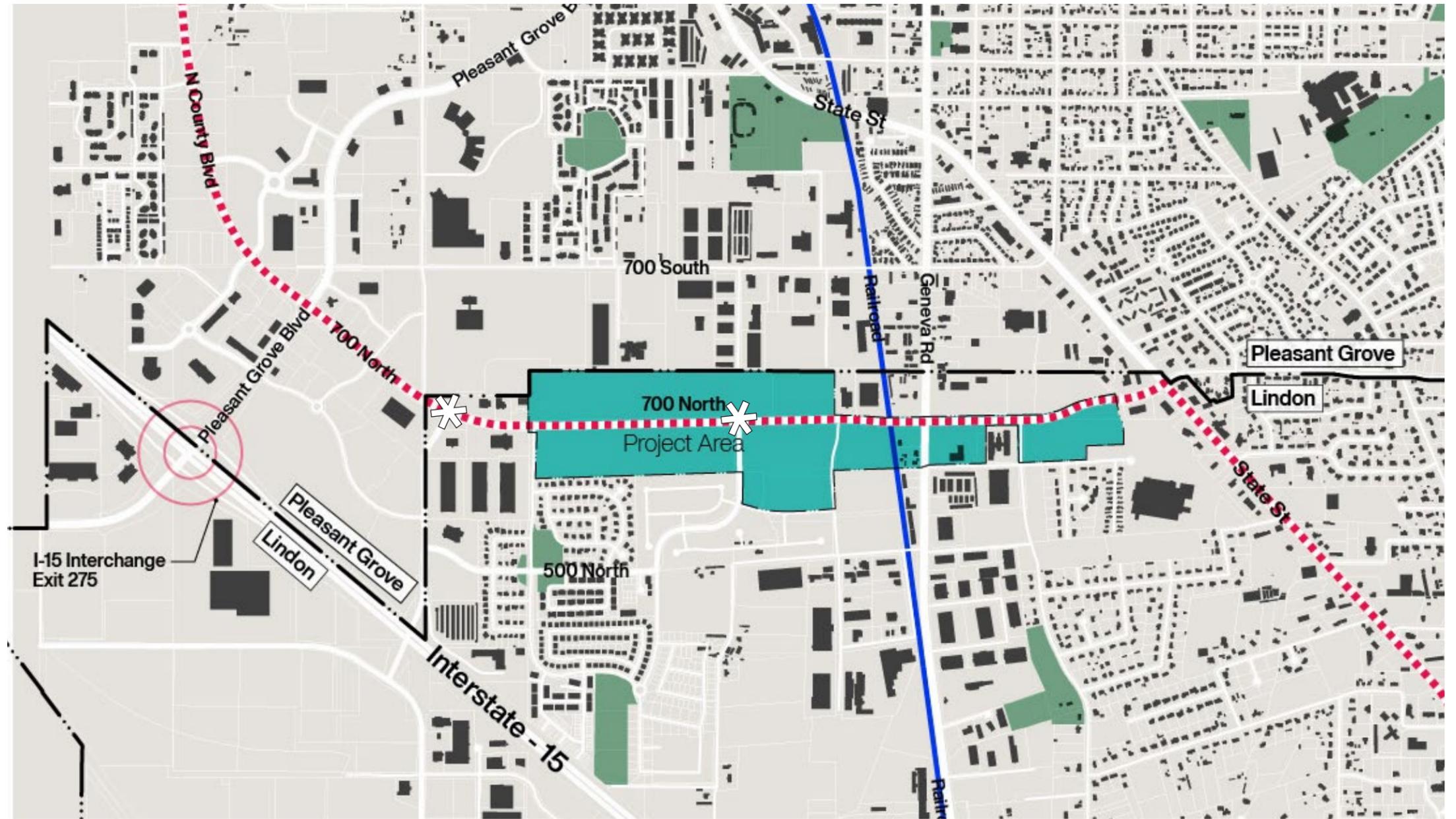
## 1.6 Mass Transit

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) is considered a potential future mode option.

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.



- 700 North Alignment
- Potential TRAX Alignment
- Future Stop Lights

## 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 the 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.



### A Vision For The Future

Lindon 700 N Corridor



We need to make land use and transportation decisions that preserve our local heritage while managing growth to enrich our community life, keep our city beautiful and neighborly as well as provide a stable revenue base.

#### What does “A Little Bit of Country” mean 50 years from now?

- Develop an Economic Core that will outlast trends and thrive long-term to maintain our high quality of life
- Promote well-designed Architecture and Landscape amenities
- Cherish open space and recreation with abundant landscaping, public art, water features, street furniture, and a pleasing atmosphere.
- Create community Gathering Places within mixed uses where people can shop, live, work, and play
- Offer a variety of transportation options (multi-modal) that connect Lindon to the overall region and provide excellent connectivity and healthy activities.



### Vibrant Communities - Creating a Sense of Place




Economic development must be approached holistically. Transportation, Health, Employment and Live/Work/Play spaces, are all interconnected

Vibrant places are economic centers that connect communities with a wide range of transit options in a park-like atmosphere with abundant landscaping. They are accessible and convenient, from pedestrian and bike trails to regional rail, bus, and autos - able to move to and through the zone as a macro design focus. On grade parking is minimized, to provide more area for neighborhood amenities. The physical form of the urban fabric can encourage wellness by being walkable, accessible and promoting community interaction.

Vibrant places offer a mix of uses including residential, office, institutional, retail, cultural, and entertainment facilities that include pocket parks and open spaces.



### 700 N Wish List - attract unique businesses and offerings that make it a Regional Draw

#### Hip and Classy Restaurants

- Ruth's Chris
- Cheesecake Factory
- Olive Garden or Buca de Beppo
- Red Lobster
- Market Street Grill
- Zupas
- Godiva Chocolates
- Bruges Waffles
- Sweet Tomatoes
- Cracker Barrel
- Blue Lemon
- Chipotle



#### Retail

- Apple Store
- Whole Foods Market
- Jewelers and nice apparel stores
- Boutique retailers and service providers
- Organic sustainable food gardens/farmers markets
- Trader Joe's
- Bass Pro
- Day Spas
- Bose



#### Entertainment/Other

- Hotel/Boutique accommodations
- Performance Theatre or Venue (like Hale, Covey Arts Center)
- Movie Theatre
- Class A office space, Tech, Medical or Educational Campus
- Co-working spaces and Entrepreneurial Hubs
- Health Club
- Every convenience within arms-reach



# 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?

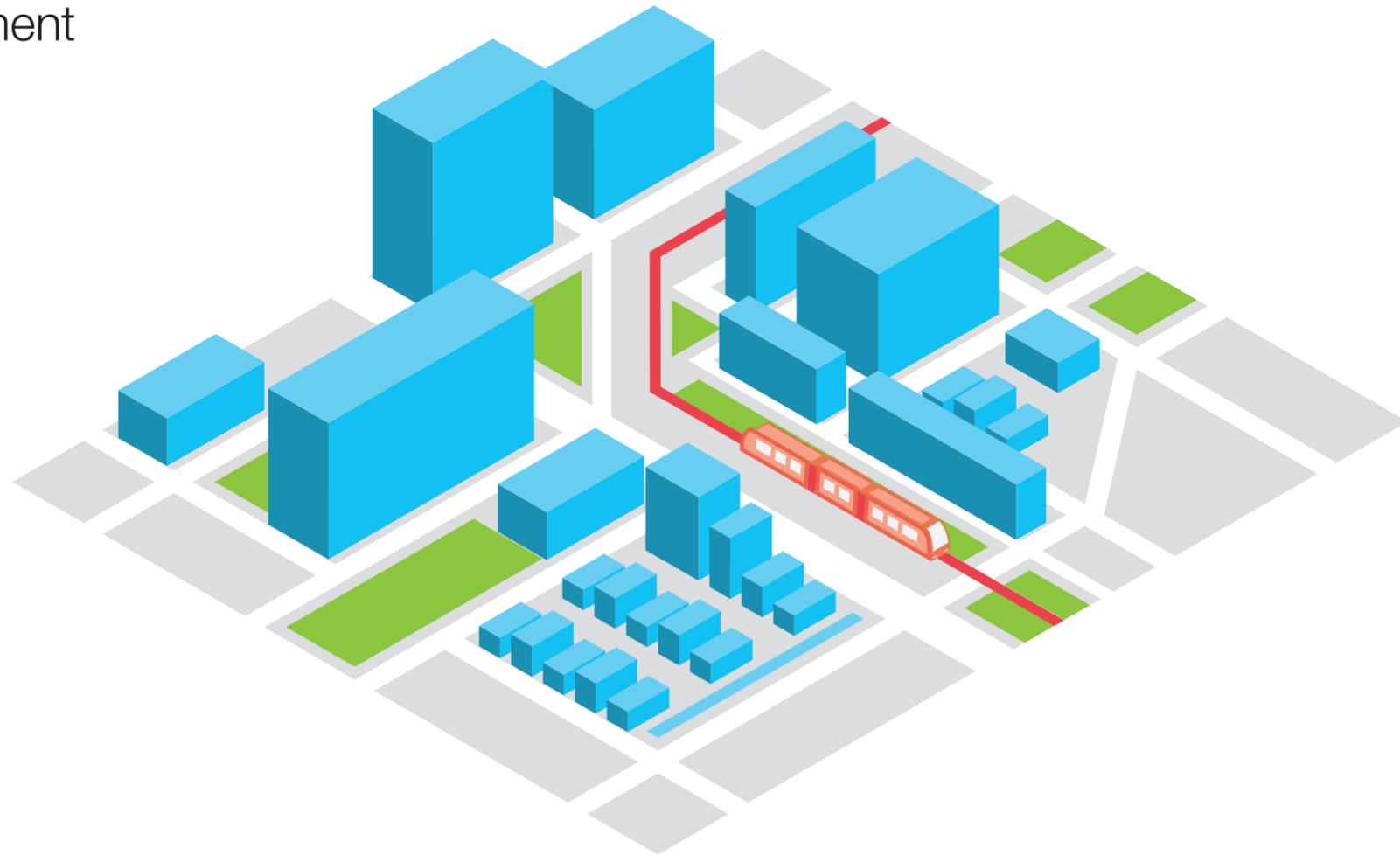
For the past few decades, cities have often segregated uses throughout their boundaries, with single family homes, multifamily homes, offices, retail, civic uses, and more, all separated into their own areas within the larger city.

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 neighborhoods is based on a comfortable walking distance from edge to center (approximately 1,500 to 2500 feet 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 neighborhood 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 neighborhood.



## Bicycle Friendly Streetscape



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



## 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 greenspace can be established.



## Commercial Center



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



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-play community. Through the support of Bus Rapid Transit 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.

## 2.2 Project Goals

### 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 opportunities for well-designed parks, open spaces, and plazas.
- Create areas for landmarks and gateways through outdoor design, building architecture, streetscape design, and public art.
- Build upon previous planning documents.

### 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.
- Implement Transit Oriented Development Principles as found in sections 1.8 & 1.9.
- Create a regional hub for future transit.
- Create a complete streets network that serves cars, transit, bikes, and pedestrians.
- Create a walkable and bikeable street grid.

### Create a Walkable Town Center

- Restaurants / retail/ office/ entertainment focused
- Central community gathering place.
- Create complete streets that encourage active transportation.
- Enhance and expand open space.
- A walkable town center with street life and attractive design.
- An amenity-rich neighborhood with a priority on placemaking.
- A live-work-play environment.
- Create “third places” where people spend time between home and work.
- Open spaces will create a sense of place, space and look alive and welcoming.

### Support Economic Development

- Establish a core for retail, employment centers, hospitality, restaurants, grocer, entertainment, and overall daily needs services.
- Create opportunities for destination experiences.
- Create a vision and land use plan that is based on market realities.
- Increase tax base.
- Create innovative office spaces and opportunities that support growing business and live-work opportunities.
- A regional center for business development and expansion.
- A diversity of buildings and businesses that range in size and scale as well as promoting development for both established and start-up businesses
- Encourage restaurants that are “hip” and “classy” and bring a unique experience to the corridor.
- Encourage entertainment uses to draw people to the area.

## 2.3 Public Outreach

### City Meeting:

---

The City held an initial joint meeting with the planning commission and city council on May 14, 2020.

---

#### Comments:

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

### Property Owner, Private & Public Sector Meetings:

---

The City held a kick off meeting on May 21, 2020. Throughout the process the City worked with UDOT, UTA and property owners to review the master plan drafts. During the week of November 16 the City met with individual developers to solicit feedback on the master plan.

---

#### Comments:

- Liked the “Main Street Promenade.” Need to make sure that there is sufficient parking in front of the stores and easy access to surface parking
- Phase the plan in over time. Allow it to grow organically as markets change
- Give properties owners the flexibility to change their plan over time. Allow flexibility to change upfront in the zoning
- All of the developers like the linear feel of the site
- Can’t force retail of commercial uses into vertical mixed-use buildings. Allow it to come in overtime and as the market demands.
- Parking behind the buildings works with enough density
- Need to create a “Toolbox” of ideas in order to make the development in the master plan happen.
- Focus on the tools to help the City get what it wants
- Try to level the value of all of the property in the corridor and not just let easier, less expensive properties develop
- List the uses that the City wants in the different districts
- Be flexible in taxable items so that can be paid back over a longer period of time
- Create zoning sub-districts
- Don’t allow too much housing in the Town Center
- Stack different users between your destination users
- Be flexible in the allowed uses and where they will be constructed
- Focus on flexibility and the ways to get things done
- Come up with a list of things the City wants and doesn’t have yet as a community
- Parking is driving most of the tenant users
- For parking structures, structure it so multiple tenants or owners could help pay for the shared parking
- Provide leeway with timing when certain uses have to be built. Don’t be too demanding.
- Incentives early on can help define the area from the beginning
- Remove the guessing games from your zoning ordinance. Developers don’t want to try and guess what they can do with property.
- Look at the comparable

### Community Feedback

---

*Due to Covid 19 restrictions, the City made numerous electronic efforts to reach out to Lindon residents through the following methods:*

- City wide Zoom presentation
- Facebook posting
- Website posting

---

#### Comments:

- Excited to see the plan and felt the concepts of New Urbanism are represented
- Ensure that there is sufficient parking
- Would rather have this area as parks and open space
- Concerned with the amount of existing traffic at Pleasant Grove Blvd and additional future traffic on 700 N.

PAGE INTENTIONALLY LEFT BLANK





# **3** *MARKET STUDY*

3.1 Market Study

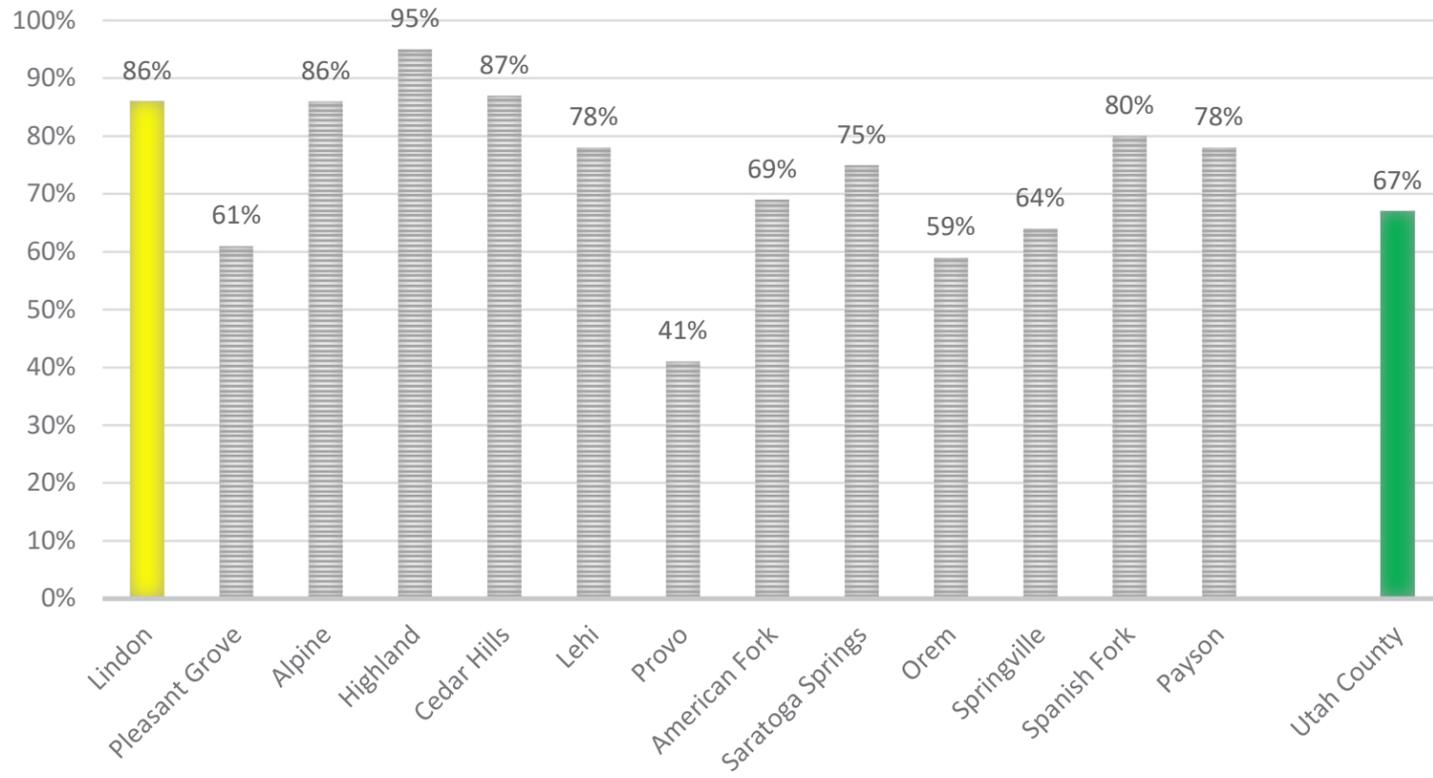
3.2 Feasible Uses

### 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.

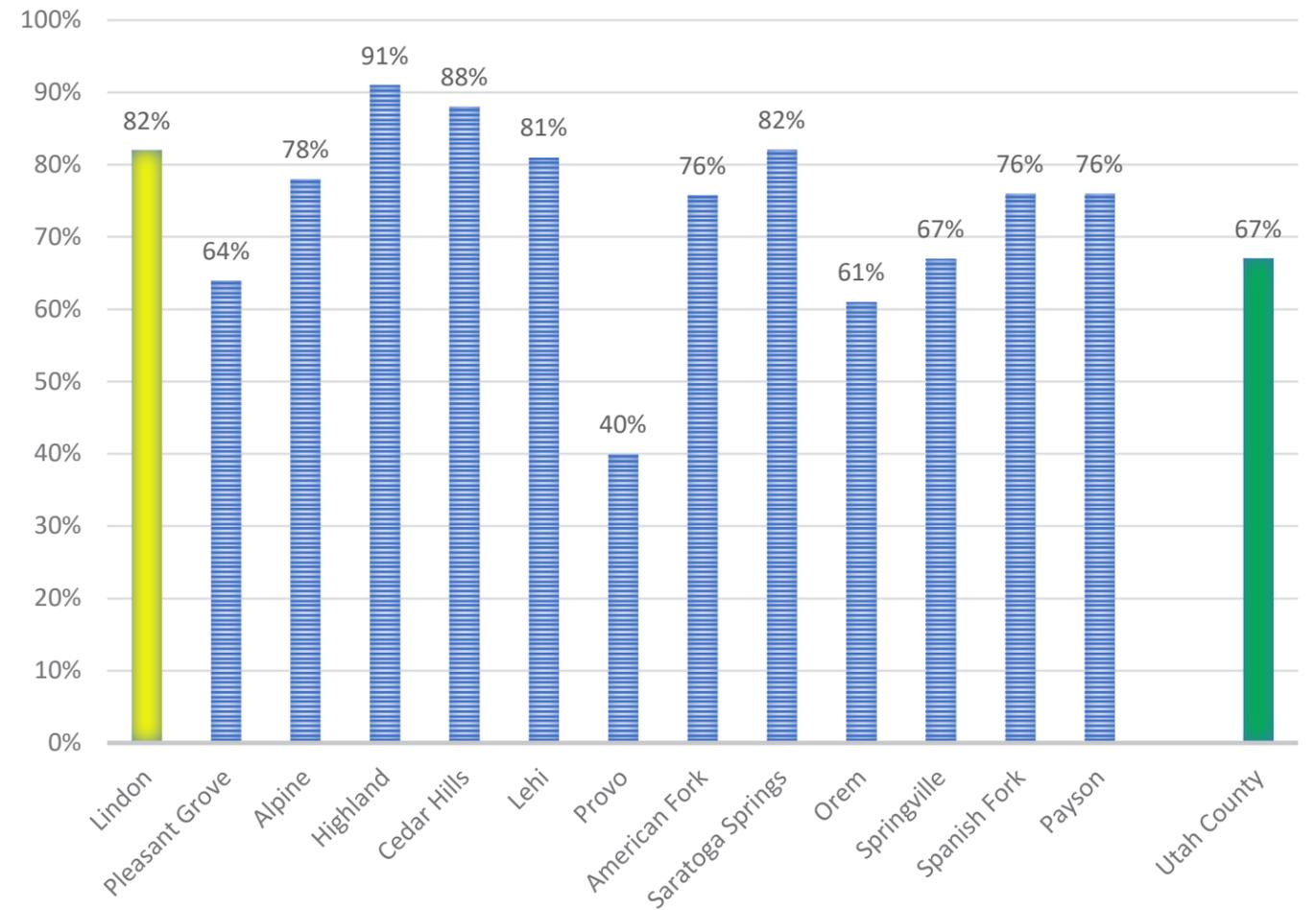
A key consideration for Lindon is the current make-up of residential housing within the city. Based on statistics provided by the American Community Survey, US Census, and the Association of Realtors, Lindon’s residential housing market shows a large percentage of single-family detached homes, particularly 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.

#### PERCENT OF SINGLE-FAMILY DETACHED HOMES



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

#### PERCENT OF HOME OWNERSHIP



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

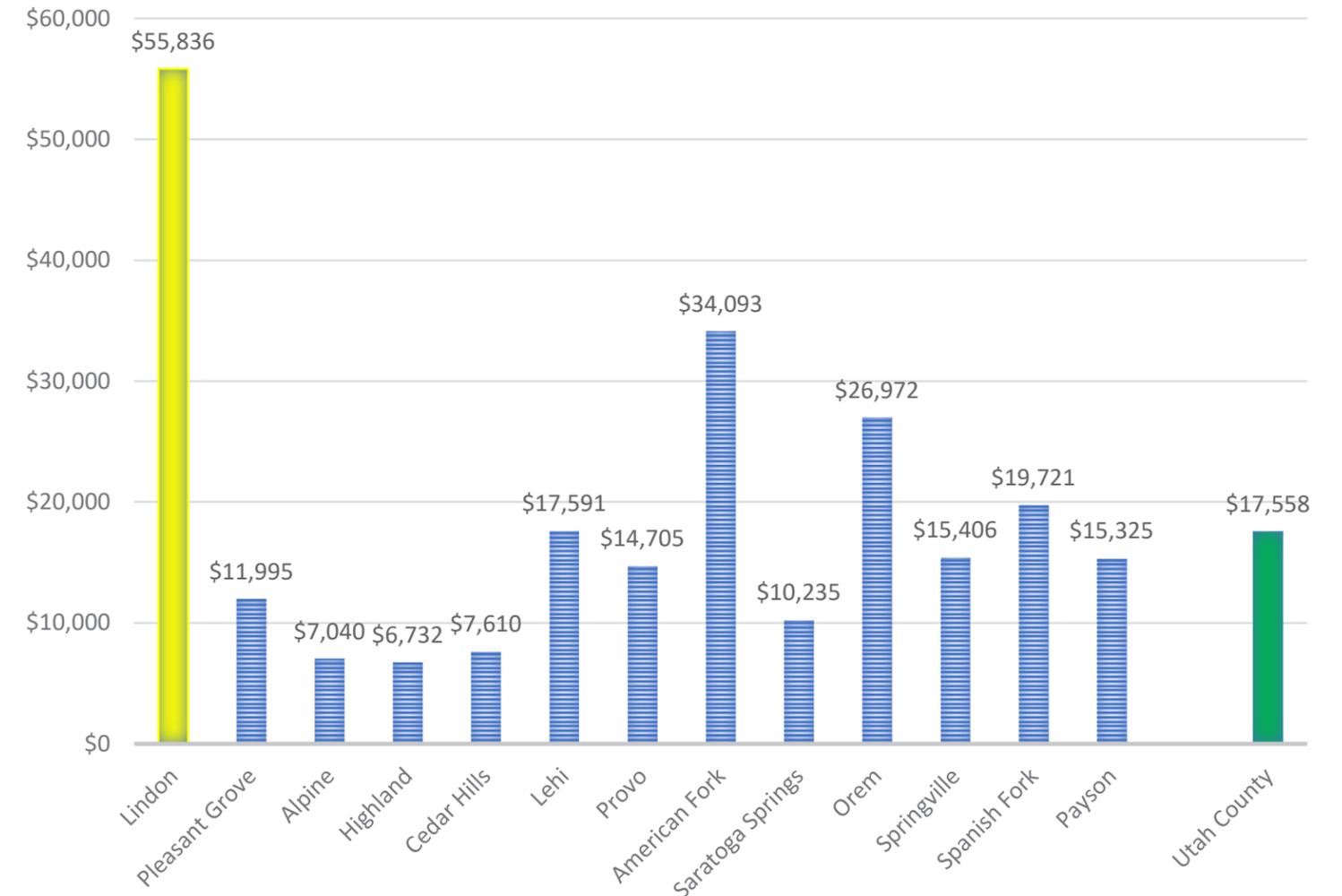
MAG estimates by 2029 that Lindon businesses will employ 16,842 individuals.

Lindon is reflected at a median income of \$85,671, which is 17.8 percent higher than the countywide average of approximately \$70,408. The surrounding communities also boast a higher than the average median income. This creates more opportunities for retail, office and experiential development to support the communities.

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%
<b>TOTAL</b>	<b>\$308,548,401</b>	<b>288.97%</b>

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%
<b>Services:</b>							
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%
<b>Total</b>	<b>203%</b>	<b>98%</b>	<b>49%</b>	<b>64%</b>	<b>114%</b>	<b>137%</b>	<b>289%</b>

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.

### 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)
	<b>1,375,000 sf</b>	<b>47.15 Acres</b>

**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





## **4 TOWN CENTER CONCEPTS**

4.1 Town Center 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

4.7 Holladay Village

4.8 Farmington Station

4.9 Southland Mall

## 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 outlined in Section 2 and create a consistent plan 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.

Additional lessons include the use of amenities to create inviting and captivating spaces. These amenities can vary in scale and detail from benches to water features up to streetscapes and public plazas. These elements work together to enhance the experience as well as create a sense of place.



Orenco Station



Historic Murphy Ave



The District at Green Valley Ranch



Downtown Grand Junction

## 4.2 Santana Row

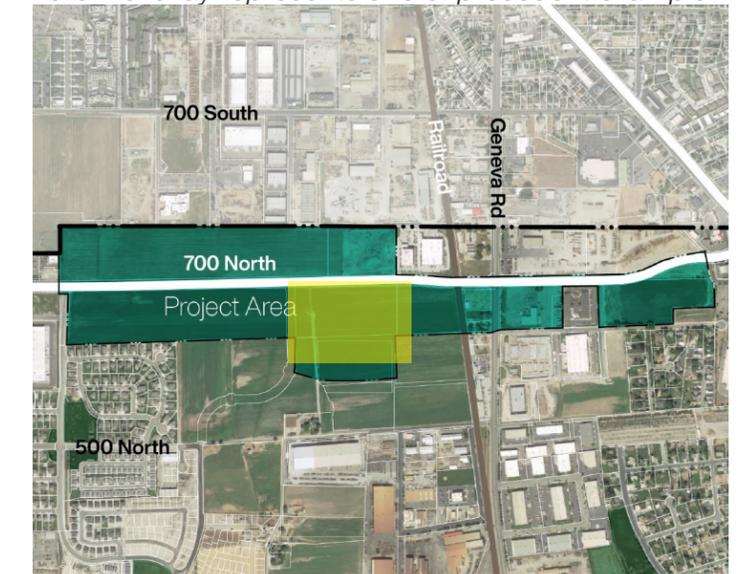
San Jose, California

- 42 acres
- Boutique retail/ restaurants
- Mixed-use environment
- Ground floor retail that address the public realm
- Festival street
- Site Furnishings
- Pedestrian centered streets
- Site Lighting
- Streetscape planting and landscaping



### 700 North Context

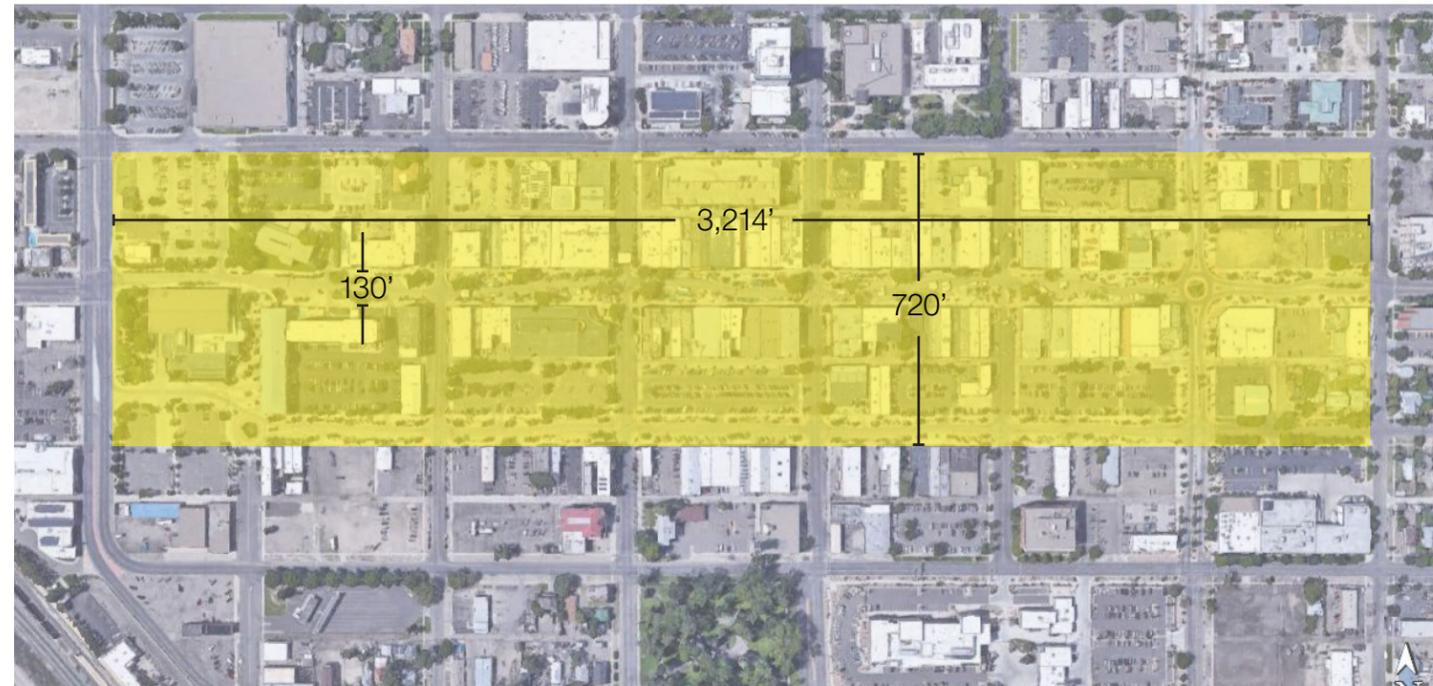
*Yellow overlay represents size of precedent example*



## 4.3 Downtown Grand Junction

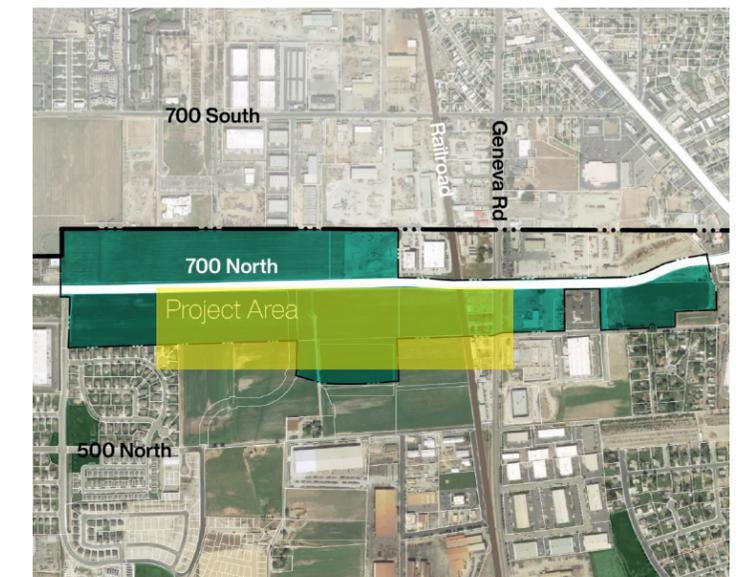
Main Street Grand Junction, Colorado

- Historic Mainstreet
- Serpentine street creates alternating pockets for plazas and public areas.
- Parking behind buildings/storefronts
- Site furnishings
- Projecting signs
- Streetscape and landscaping
- Public art
- Angled parking
- Pedestrian centered design



### 700 North Context

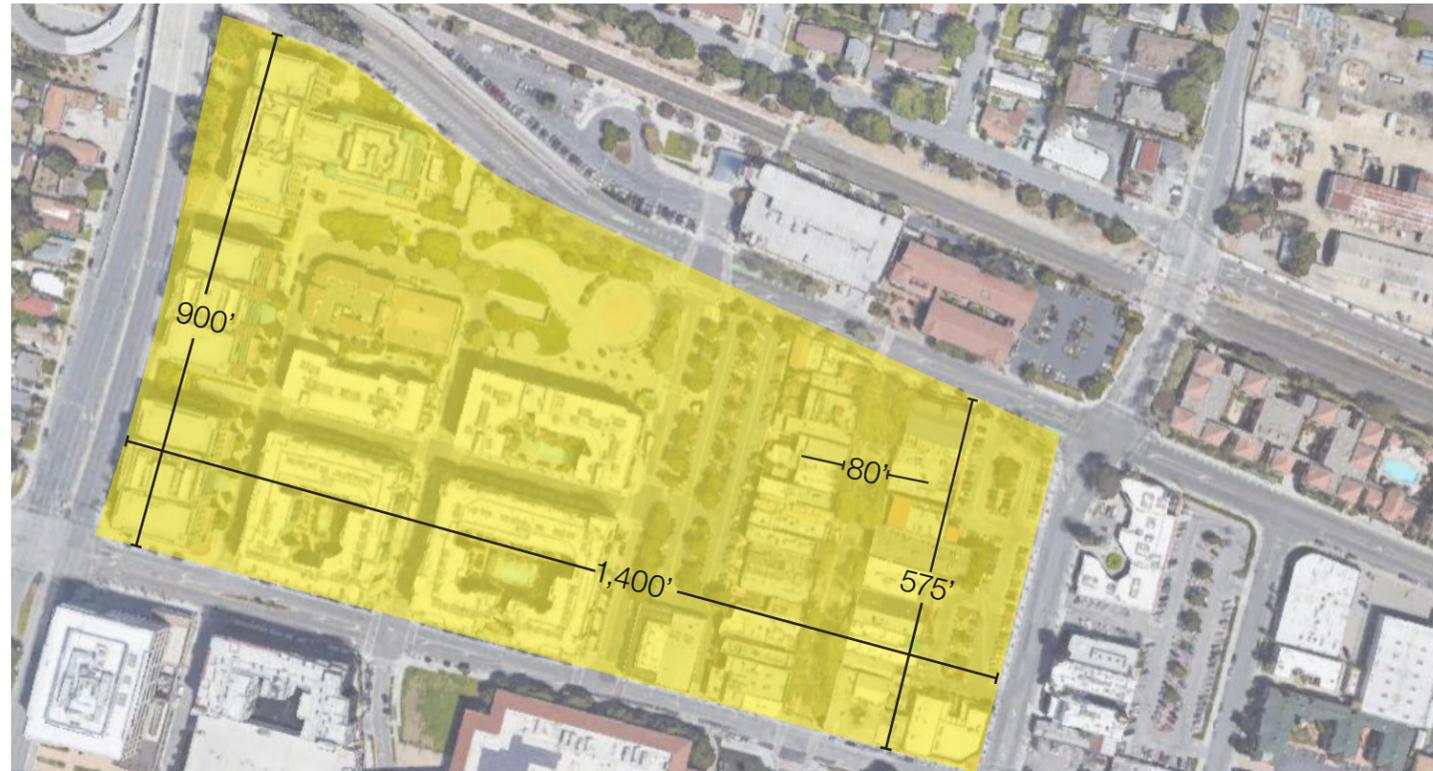
Yellow overlay represents size of precedent example



## 4.4 Historic Murphy Avenue

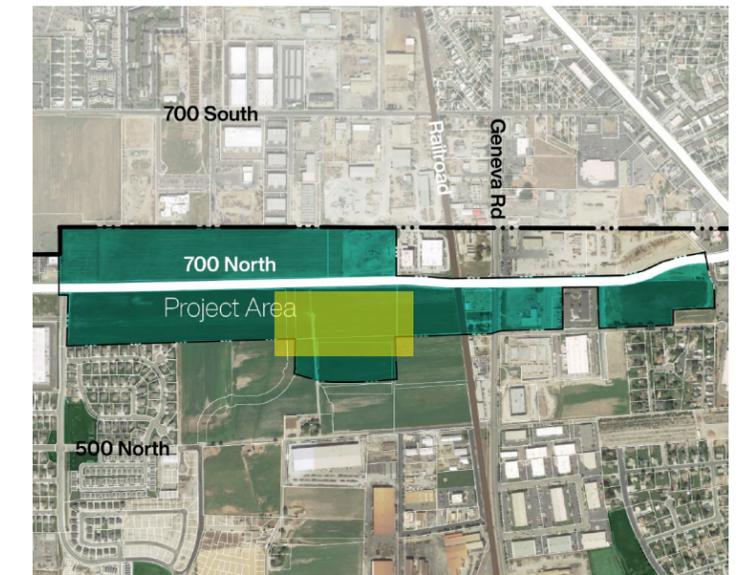
Sunnyvale, California

- Historic mainstreet
- Surrounded by mixed use developments
- Restaurants and retail extend out to the sidewalk.
- Festival Street
- Storefront/ on street parking
- Pedestrian centered streets
- Gateway monument
- Public Plaza



### 700 North Context

Yellow overlay represents size of precedent example



## 4.5 The District at Green Valley Ranch

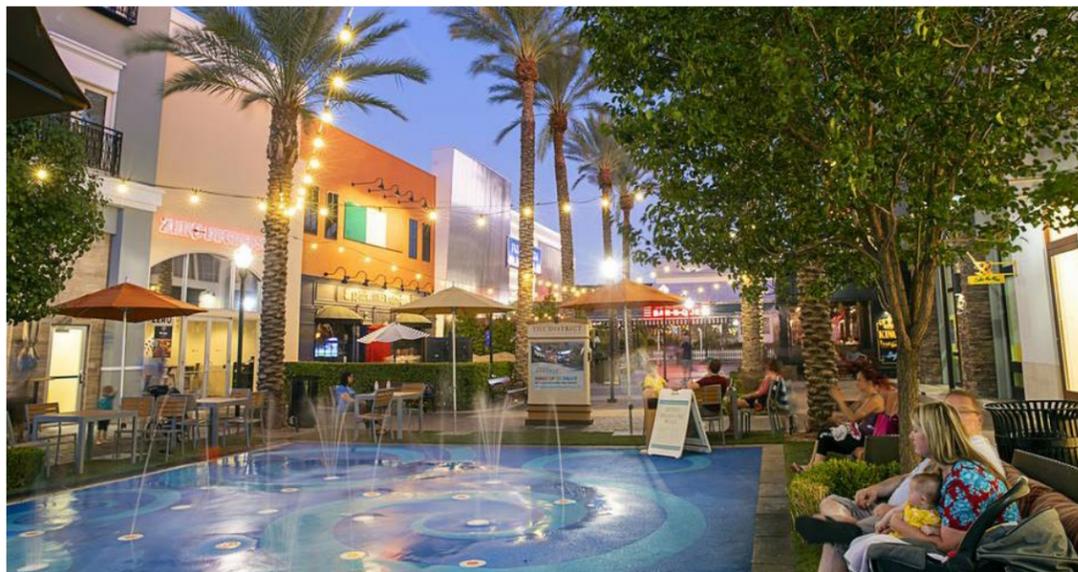
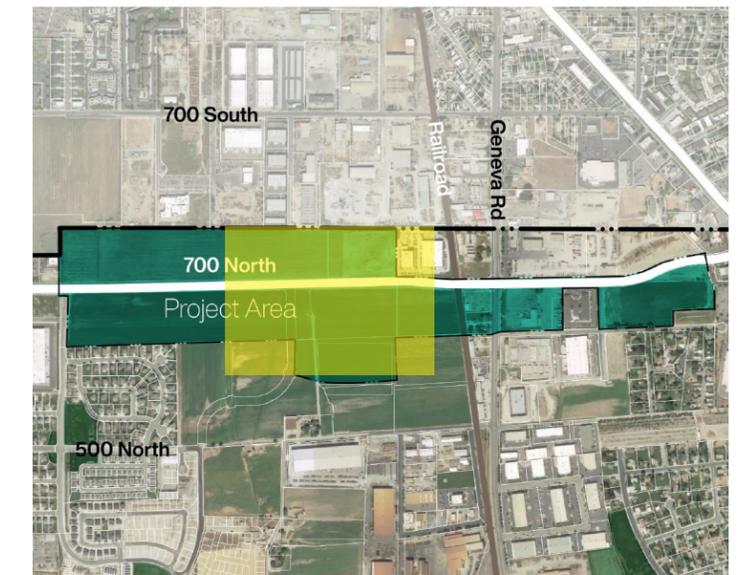
Henderson, Nevada

- Previously pedestrian only promenade, cars were introduced at a later date
- Mixed use development
- Multiple pocket parks/ plazas
- Anchor Tenant
- Site amenities
- Angled parking



### 700 North Context

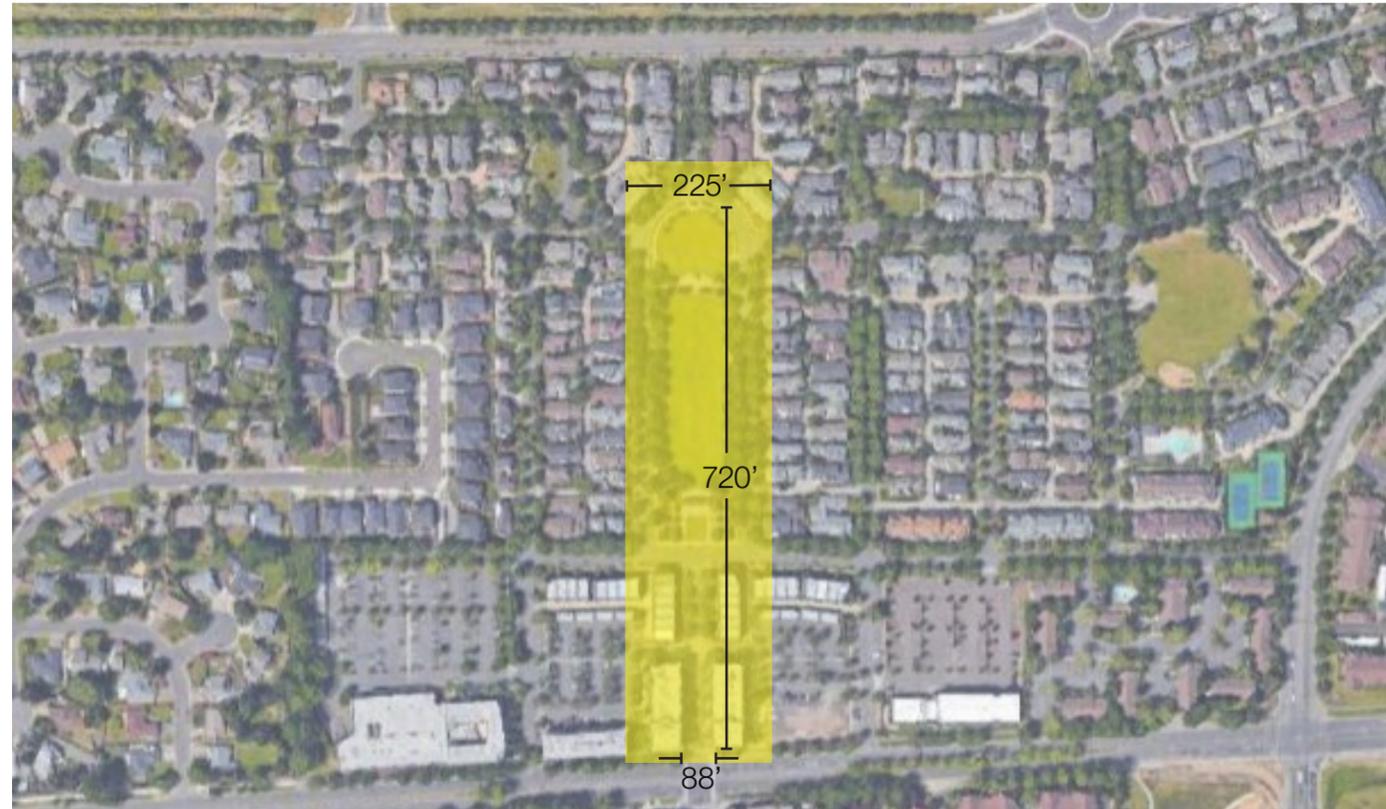
*Yellow overlay represents size of precedent example*



## 4.6 Orenco Station

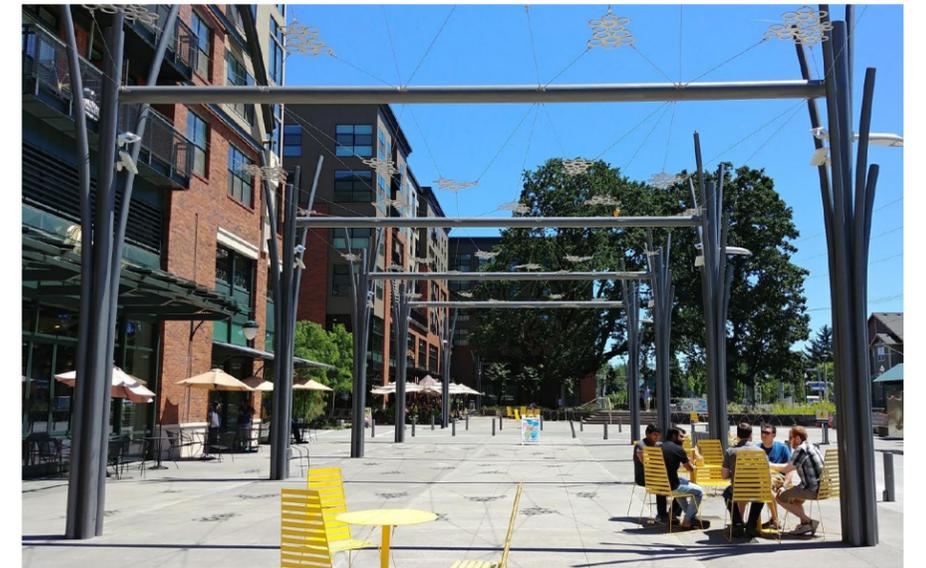
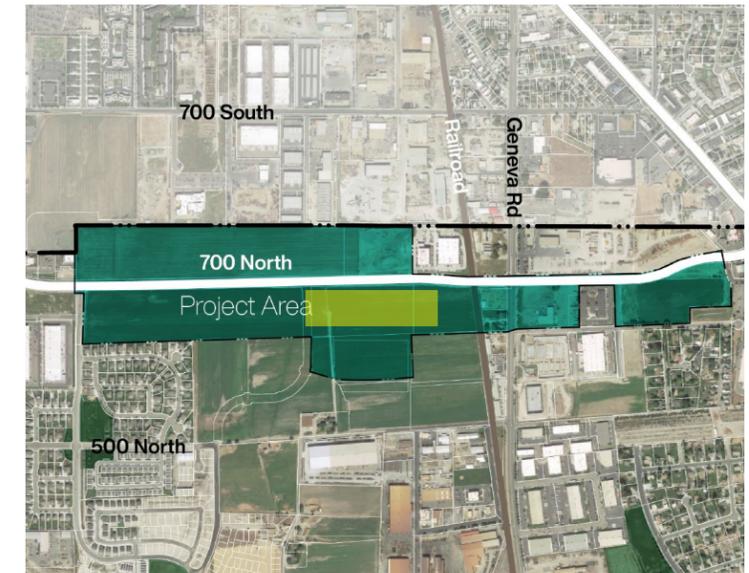
Hillsboro, Oregon

- Transit Oriented Development
- Mixed-Use
- Live /work units
- Public Plaza
- Enhance streetscape
- Pedestrian oriented streets
- Restaurants/ Cafe extends into the public realm



### 700 North Context

*Yellow overlay represents size of precedent example*



## 4.7 Holladay Village Park

Holladay, Utah

- Mixed-Use development
- Public Plaza
- Parking behind building
- Food trucks
- Monument Tower



### 700 North Context

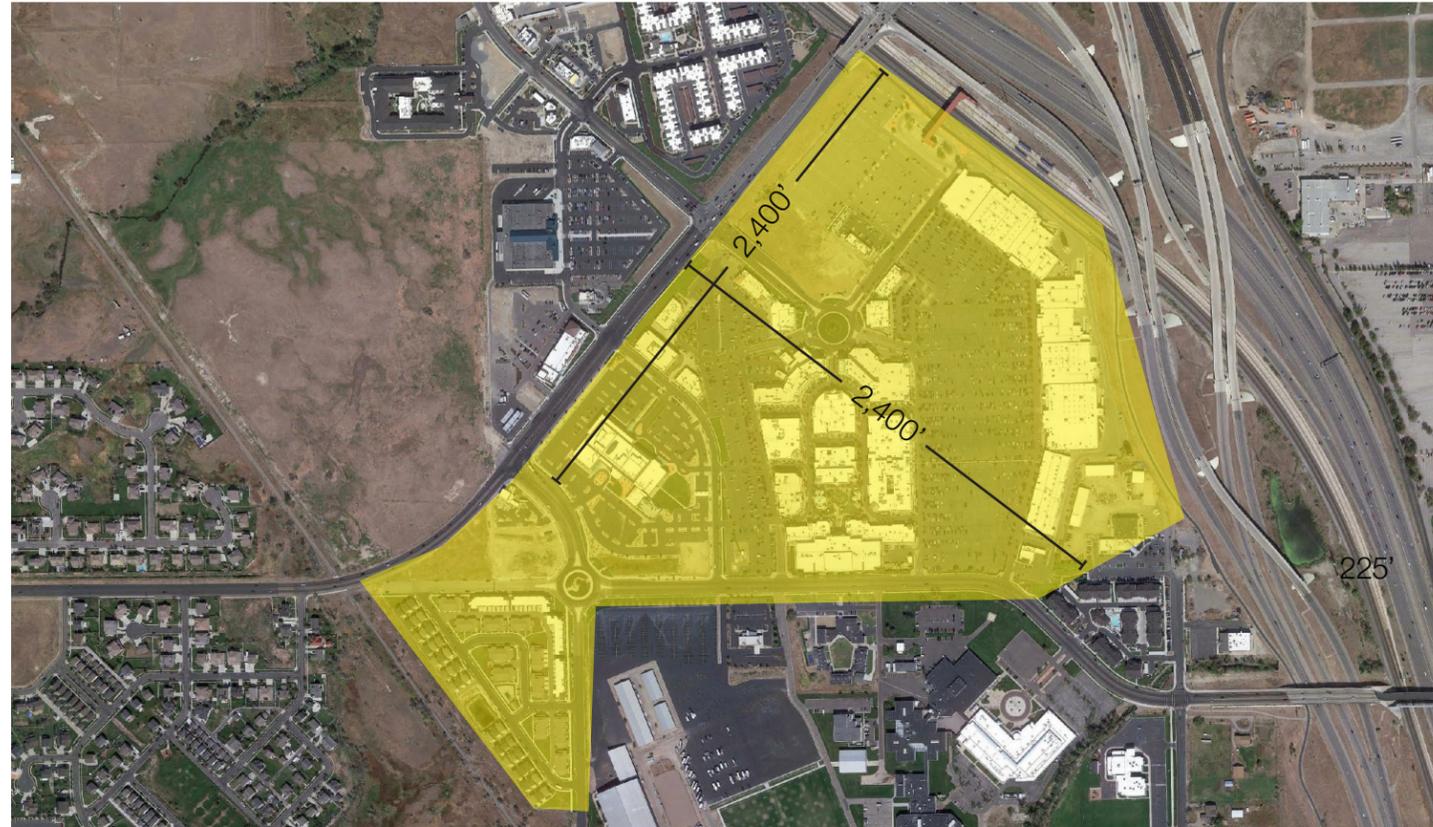
*Yellow overlay represents size of precedent example*



## 4.8 Farmington Station

Farmington, Utah

- Mixed-Use
- Destination experience
- Public Plaza
- Site amenities
- Ice Rink
- Entertainment Theater
- Public Art



### 700 North Context

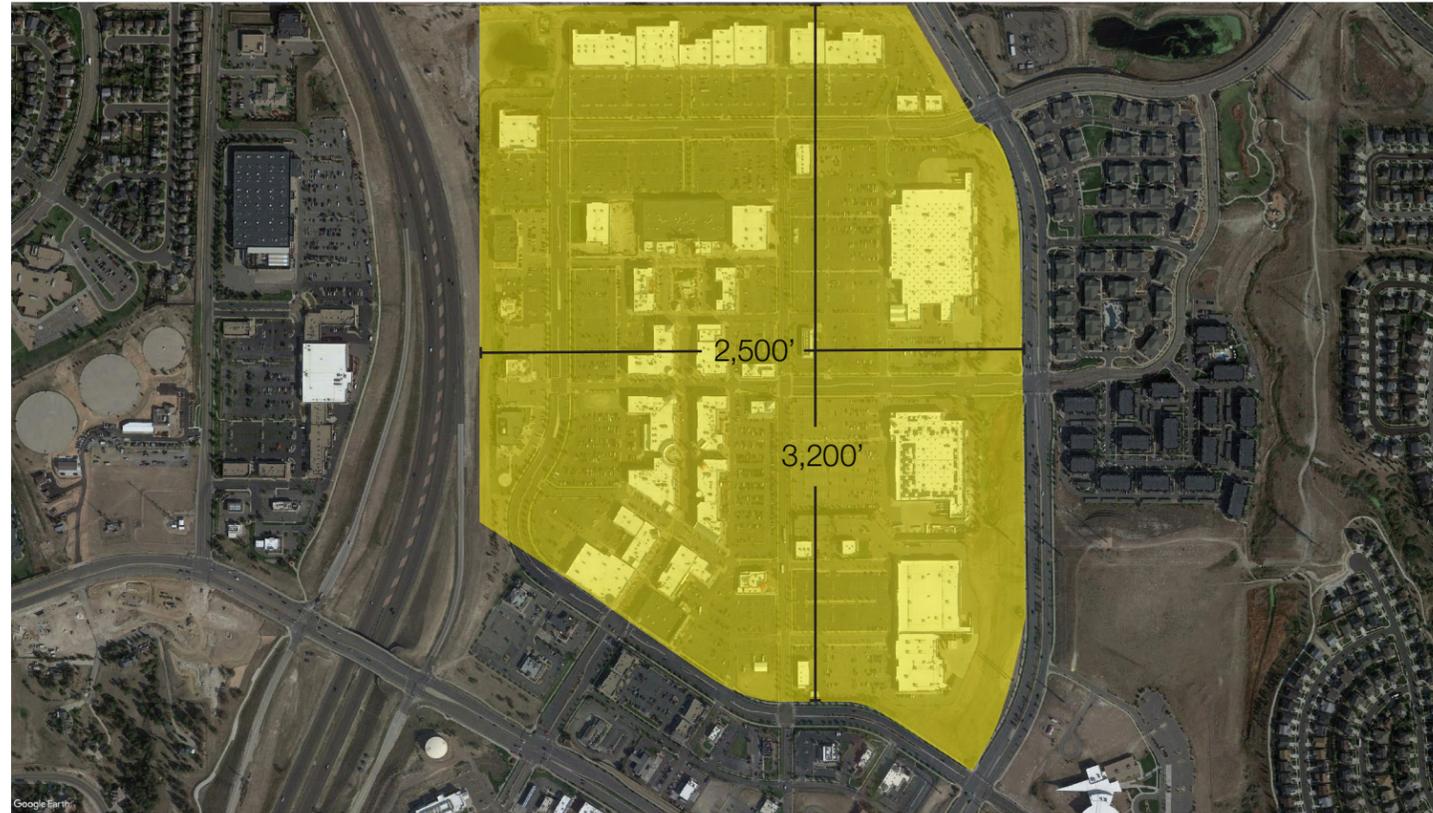
Yellow overlay represents size of precedent example



## 4.9 Southlands Mall

Aurora, Colorado

- Retail Centered development
- Enhanced streetscape
- Public Plaza
- Site amenities
- Ice Rink
- Entertainment theater
- Angled Parking
- Parking behind buildings



### 700 North Context

Yellow overlay represents size of precedent example



PAGE INTENTIONALLY LEFT BLANK



DETACHED  
SINGLE FAMILY

ATTACHED  
SINGLE FAMILY

DETACHED  
SINGLE FAMILY

DETACHED  
SINGLE FAMILY



## **5** *FRAMEWORK PLAN*

5.1 Frame Work Plan Overview

5.2 Potential Circulation Plan

5.3 District Plan Concept Recommendation

5.4 General Town Center Concept Plan

5.5 General Building Height Examples

5.6 General Parking Examples

5.7 General Town Center and TOD Concept Plan

5.8 Massing Model of Potential Town Center Plan

# 5.1 Frame Work Plan Overview

A framework plan creates the footprint for how a site is to be developed. The plan takes into consideration of the many attributes that make up a successful development, including:

- Circulation- This includes various street types for specific situations. The circulation also needs to consider the pedestrian and nonmotor vehicle experience.
- Transit- transit enhances the collectability and mobility of the site creating a more unified development.
- Open Space- A connected set of open spaces helps create connectivity and walkability through the development. Open Space also promotes physical and environmental health to the development.
- Place Types- The places type have to work with each other to transition for differing land uses.
- Amenities- The amenities can help to define the sense of place as well as create wayfinding throughout the development.

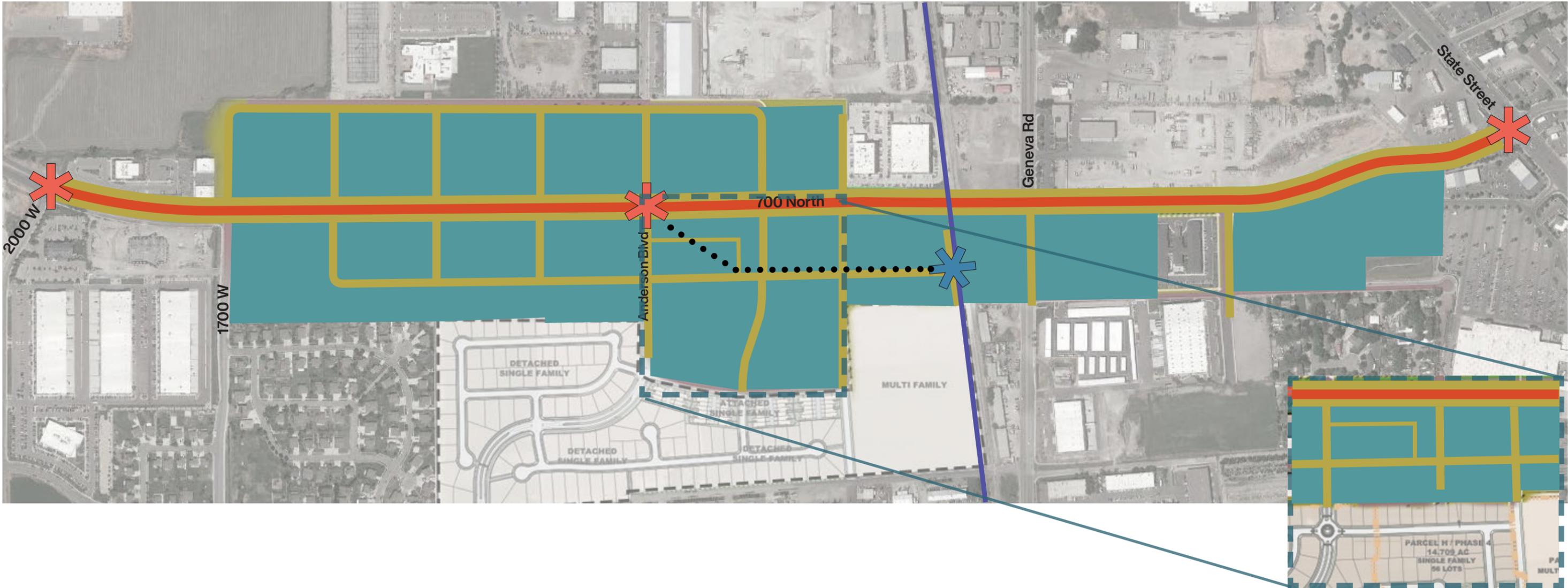


# 5.2 Potential Circulation Plan

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
- ▬ Blocks
- Transit connection



Optional mainstreet circulation based on alternative Anderson Farm Development

## 5.3 District Plan Concept Recommendation

### Flexible Development District

This district will be a gateway to Lindon City and the 700 N. development corridor. The district is envisioned to have a mix of primarily commercial businesses that provide retail, employment, and service needs for the region and community. The district will have a diversity of attractive building types that range in size, scale, and use.

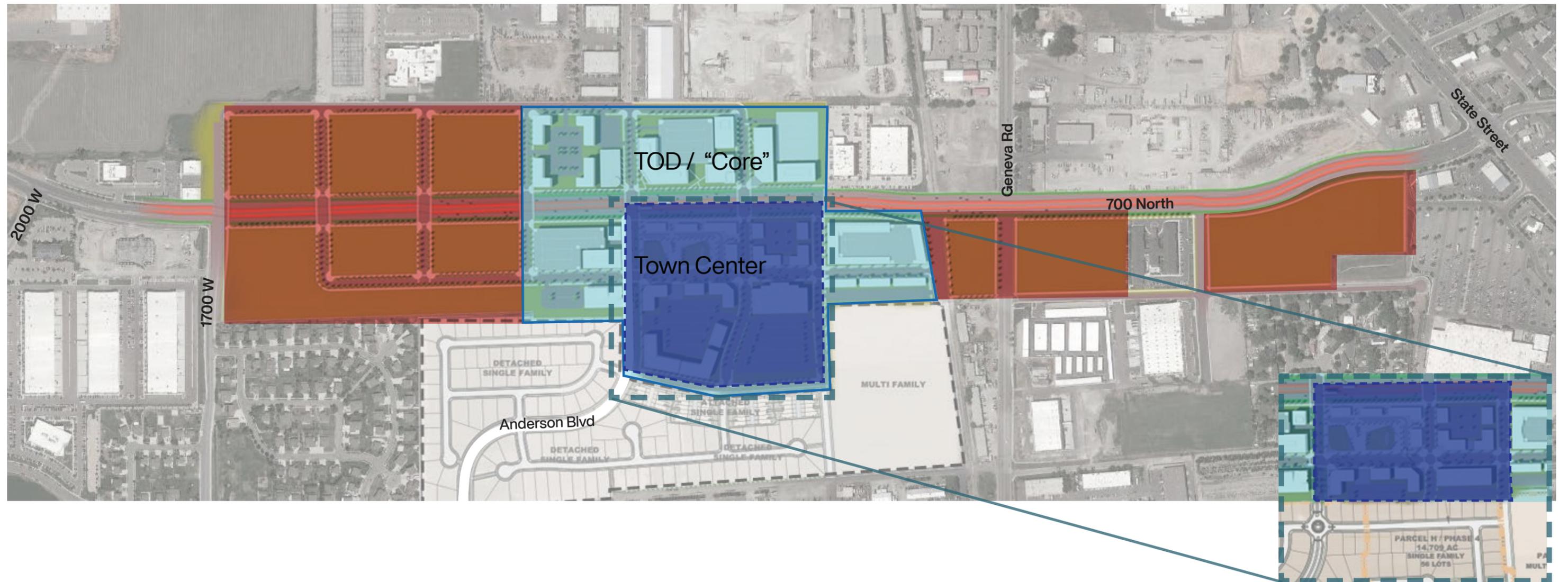
### TOD “Core” District

This district supports transit oriented development by focusing on the right mix of land uses that coordinate with transit investment. This district is centrally located and surrounds a future Bus Rapid Transit (BRT) Station and light rail corridor. The district will encourage a mixture of building uses with high quality design standards that help to support both the Flexible Development and Town Center Districts.

### Town Center District

The Town Center District is an active destination core with a vibrant mix of land uses, building, and gathering areas. Placemaking, open space/plaza areas, streetscape design, and building architecture are a priority that will help create an iconic district center. A “Main Street Promenade” is proposed to activate the district and provide locations for commercial uses and gathering areas to expand their outdoor space as a public amenity.

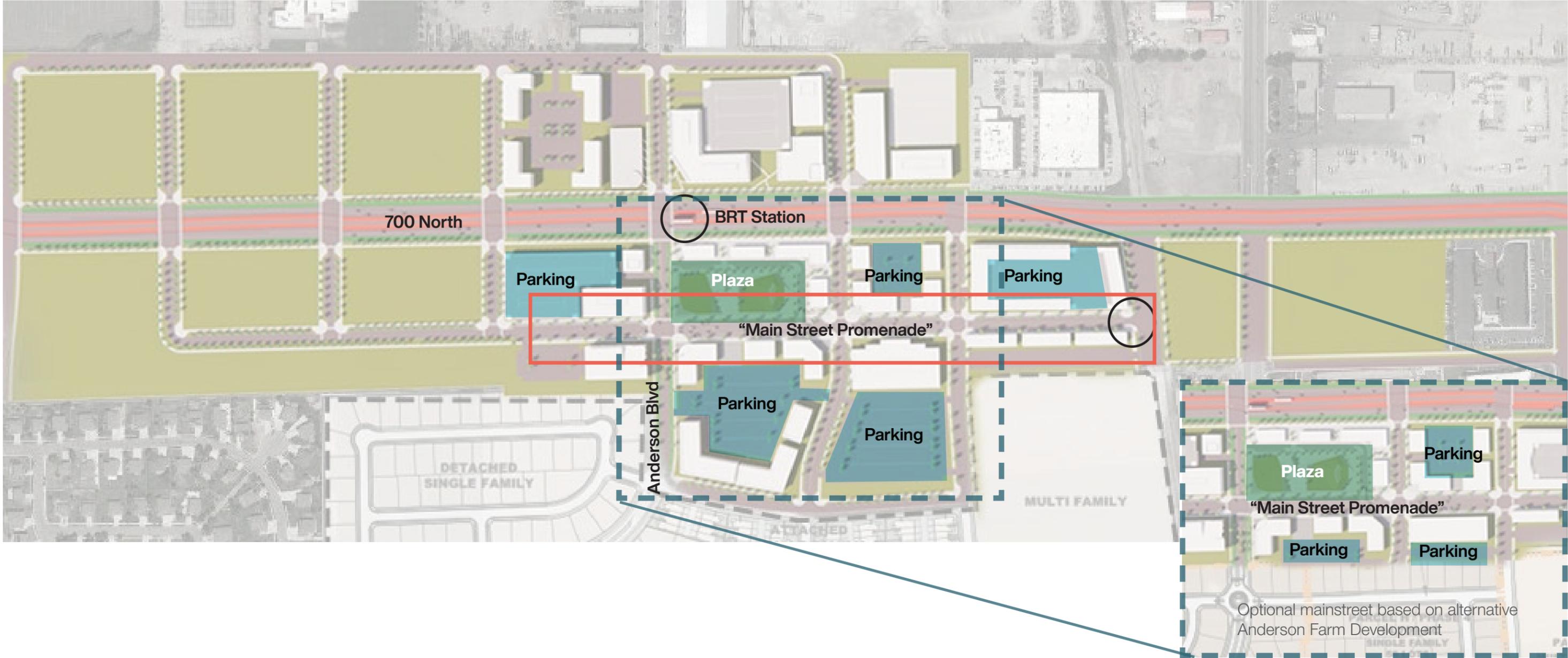
- Flexible Development District
- TOD/ Core District
- Town Center District



Optional mainstreet based on alternative Anderson Farm Development

# 5.4 General Town Center Concept Plan

The Town Center is the “experiential zone” within the 700 Corridor. The “Main Street Promenade” 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.

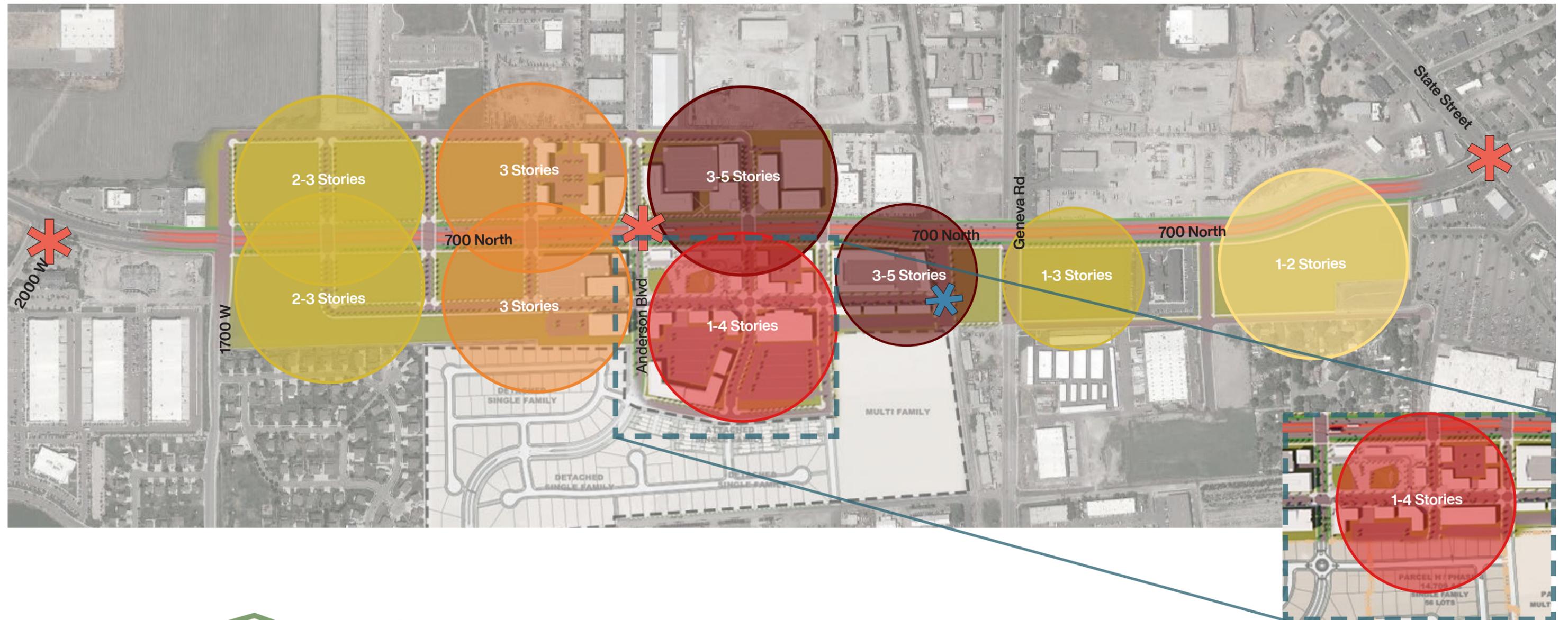


# 5.5 General Building Height Examples

Building heights can help create a sense of place within a development. The building heights should consider the surrounding uses and district area. Heights near the Pleasant Grove Industrial area may need to be taller, while heights near adjacent single family should transition appropriately. Typically heights in the Town Center and TOD districts range from 1-5 Stories.

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.

-  BRT Station
-  TRAX Station



Optional mainstreet based on alternative Anderson Farm Development



1 Story Retail



3 Story Mixed use



2 Story Office/ Retail



4 Story Office

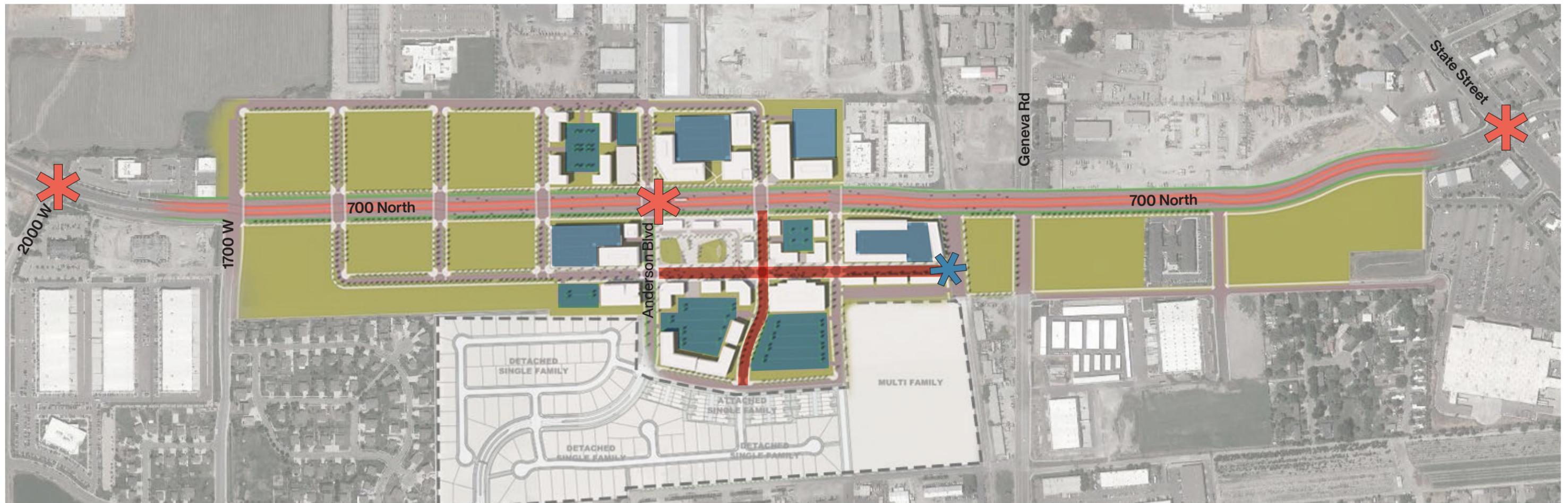
## 5.6 General Parking Examples

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.

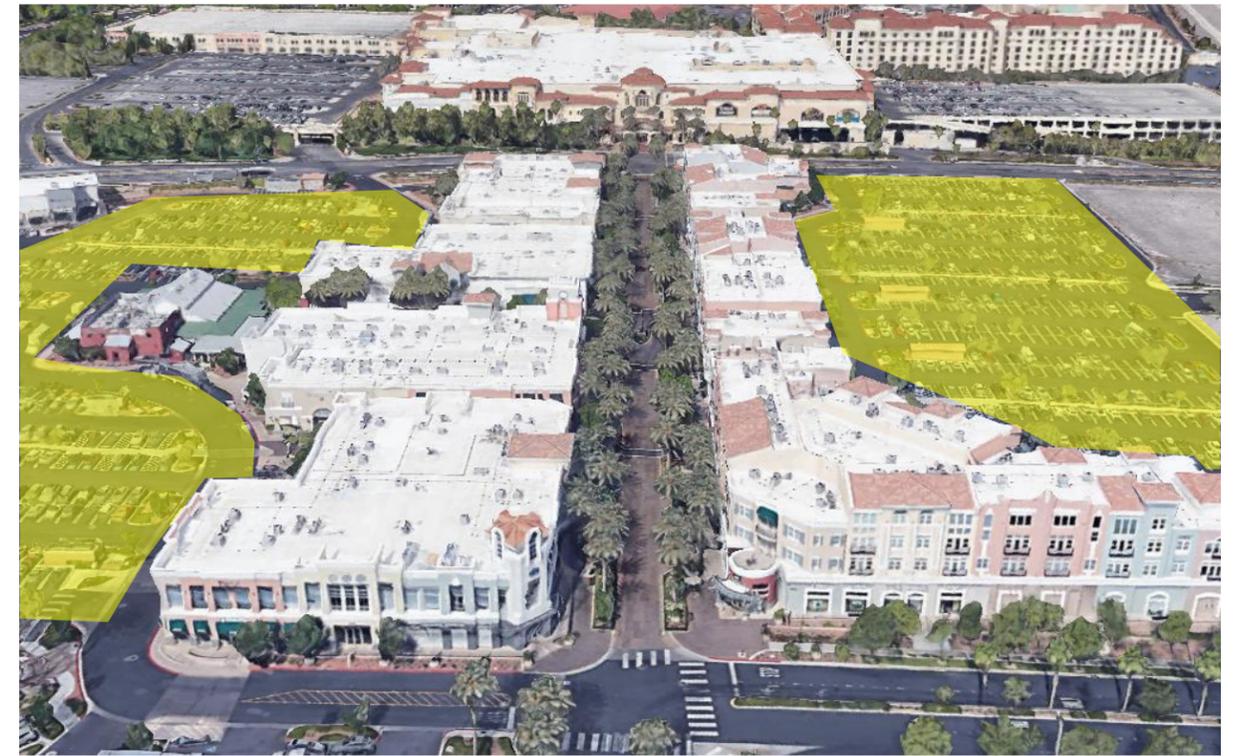
On-street parallel parking is also encouraged throughout the blocks, and angled parking is being proposed along the main street. On street parking provides a barrier for pedestrians and enhances the activity along the street.

- Surface Parking
- Structured Parking
- Angled On-Street Parking





Planting to buffer parking lot



Parking behind building



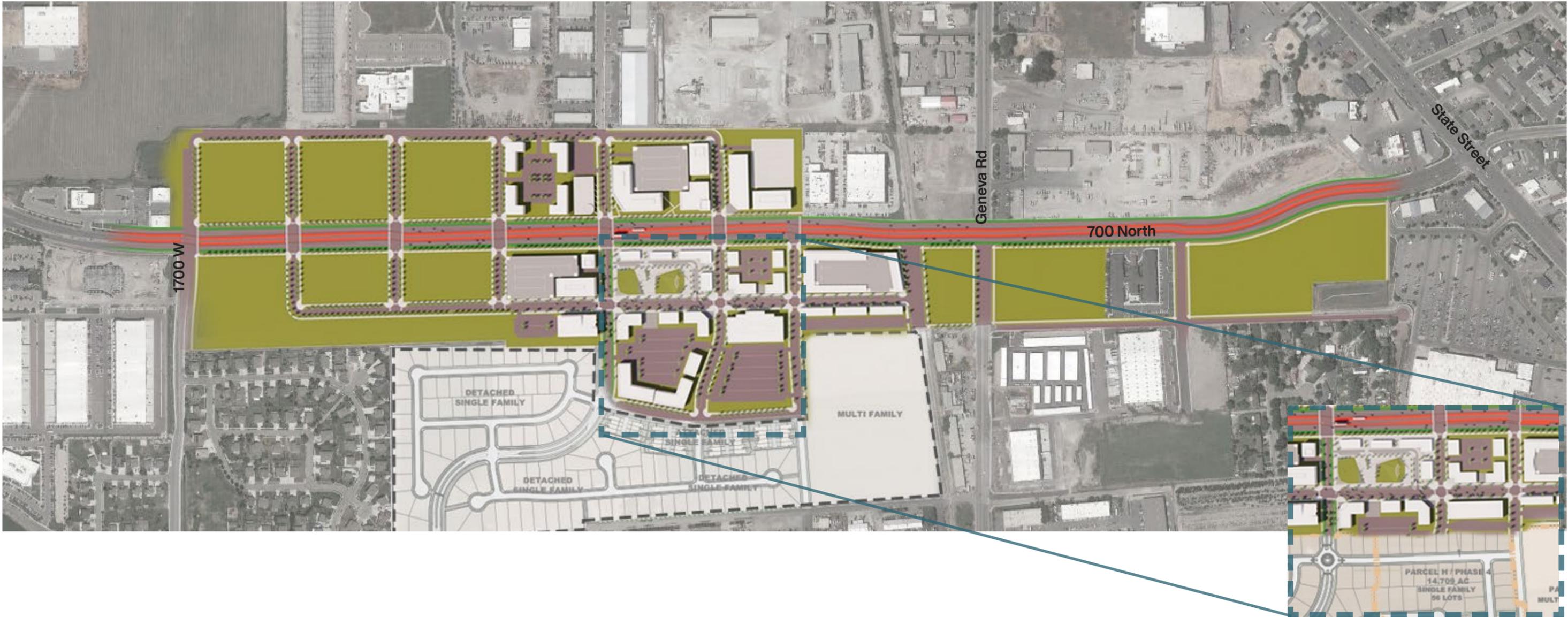
Parallel Parking



Angled Parking

# 5.7 General Town Center and TOD Concept Plan

The General Concept plan is a presentation of how the site's development may 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 concept plan does demonstrate the general urban design principles that should be followed, including the arrangement of streets, open spaces, buildings, and parking areas.



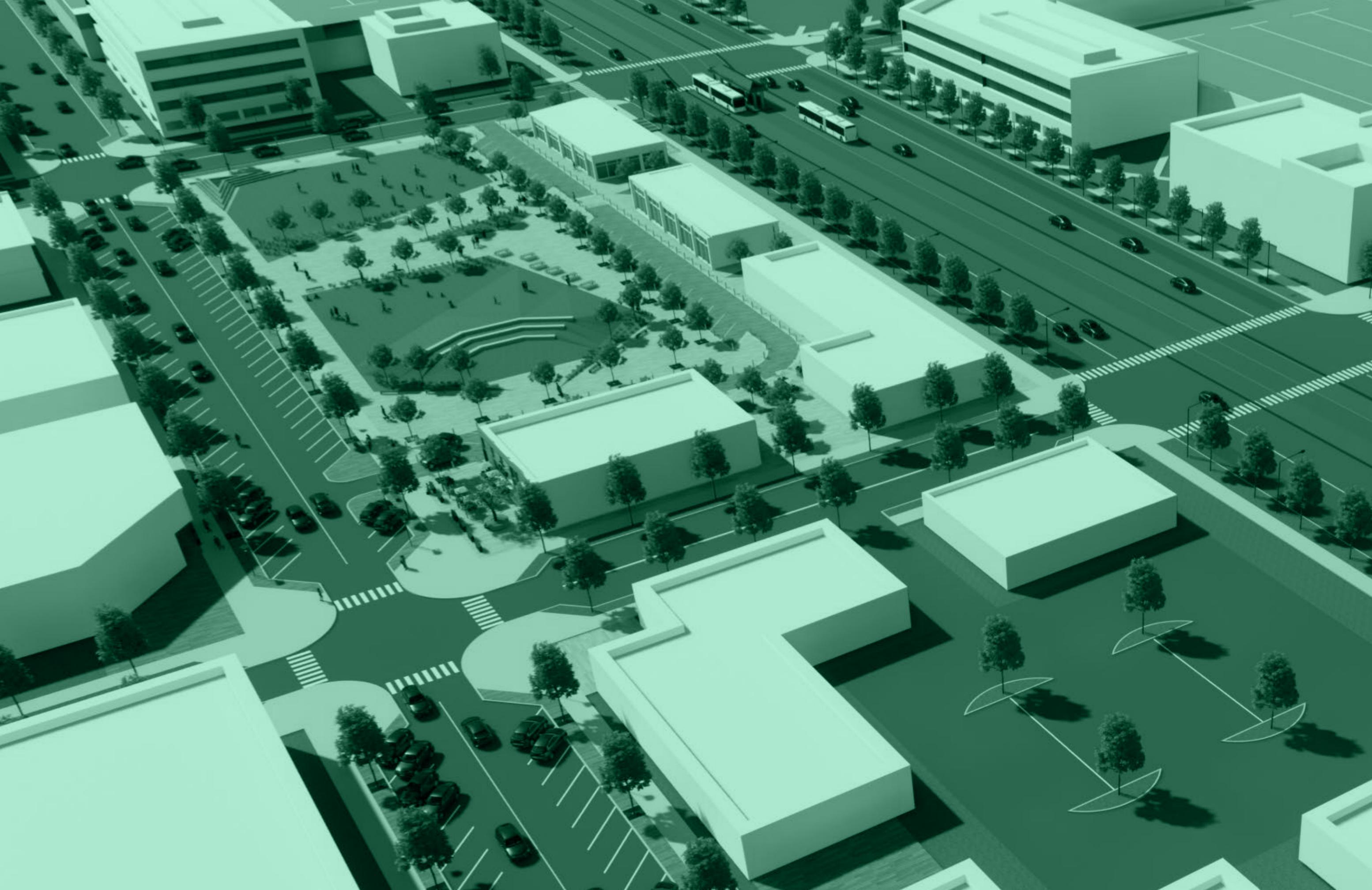
Optional mainstreet plan based on alternative Anderson Farm Development

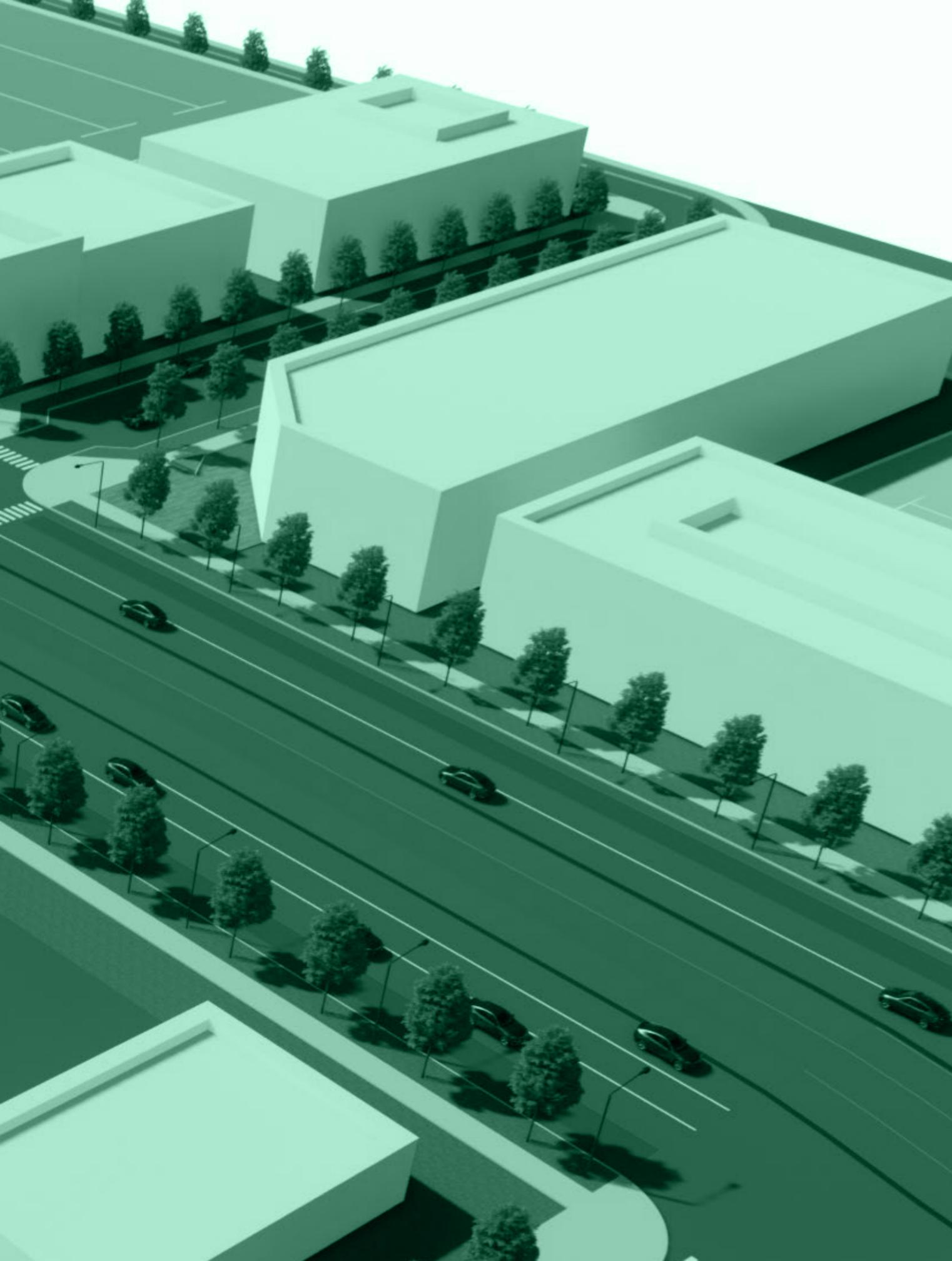
## 5.8 Massing Model of Potential Town Center Plan

This graphic shows the Town Center District as a 3D massing model, which demonstrates the districts massing and scale and shows the character of the community that is achieved by following the recommended vision and framework of the plan.

This image is meant to show the general intent of the development and are not specific design solutions.







## **6** *STREET STUDY*

6.1 General Street Layout

6.2 700 North Street Section

6.3 Main Street Section

6.4 Anderson Boulevard

6.5 Neighborhood Street

6.6 Festival Street

## 6.1 General 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.

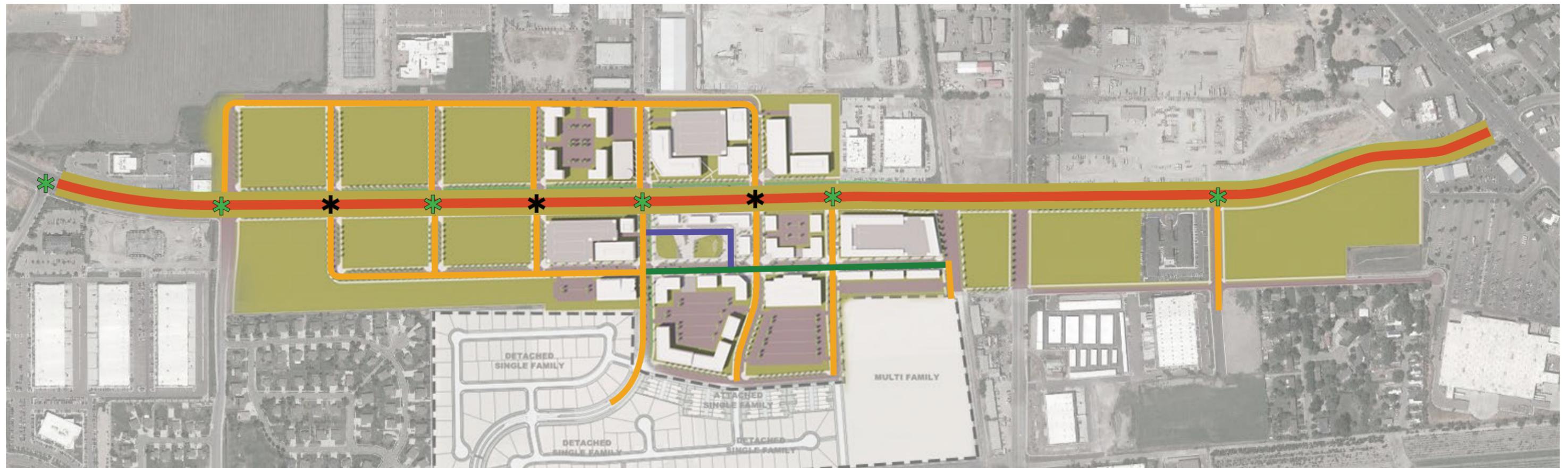
**Boulevard**- Found along 700 North and is the primary street with a central BRT route's future inclusion.

**Neighborhood Street**- Typical street found throughout the site is the most common street found throughout the neighborhood. These streets could be both public and private depending on the development.

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

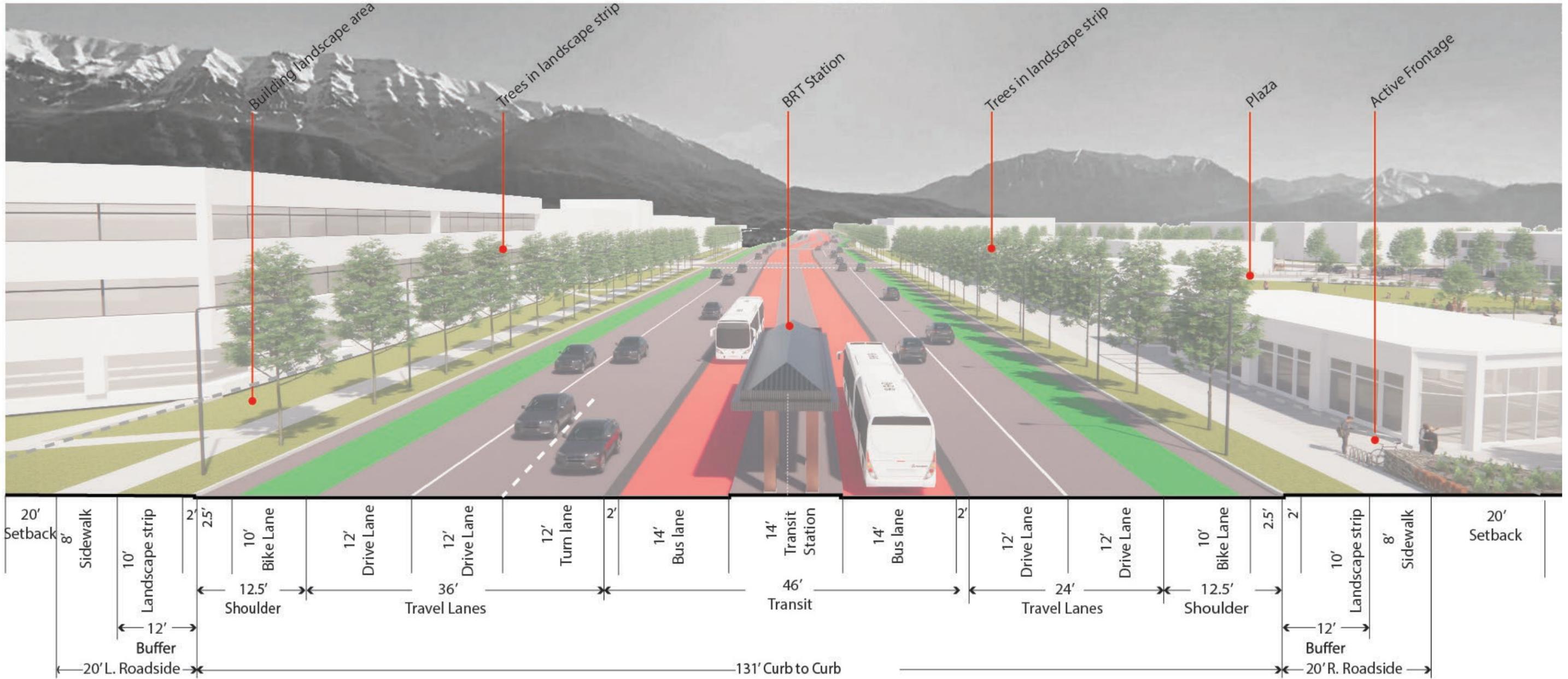
**Festival Street**- Found on the outside of the plaza. This unique street can be easily shut down to expand the plaza area and create areas for street vendors and food trucks.

- |   |                     |   |                                  |
|---|---------------------|---|----------------------------------|
|  | 700 North with BRT  |  | Full Movement Intersection       |
|  | Neighborhood Street |  | Right-In /Right-Out Intersection |
|  | Main Street         |   |                                  |
|  | Festival Street     |   |                                  |

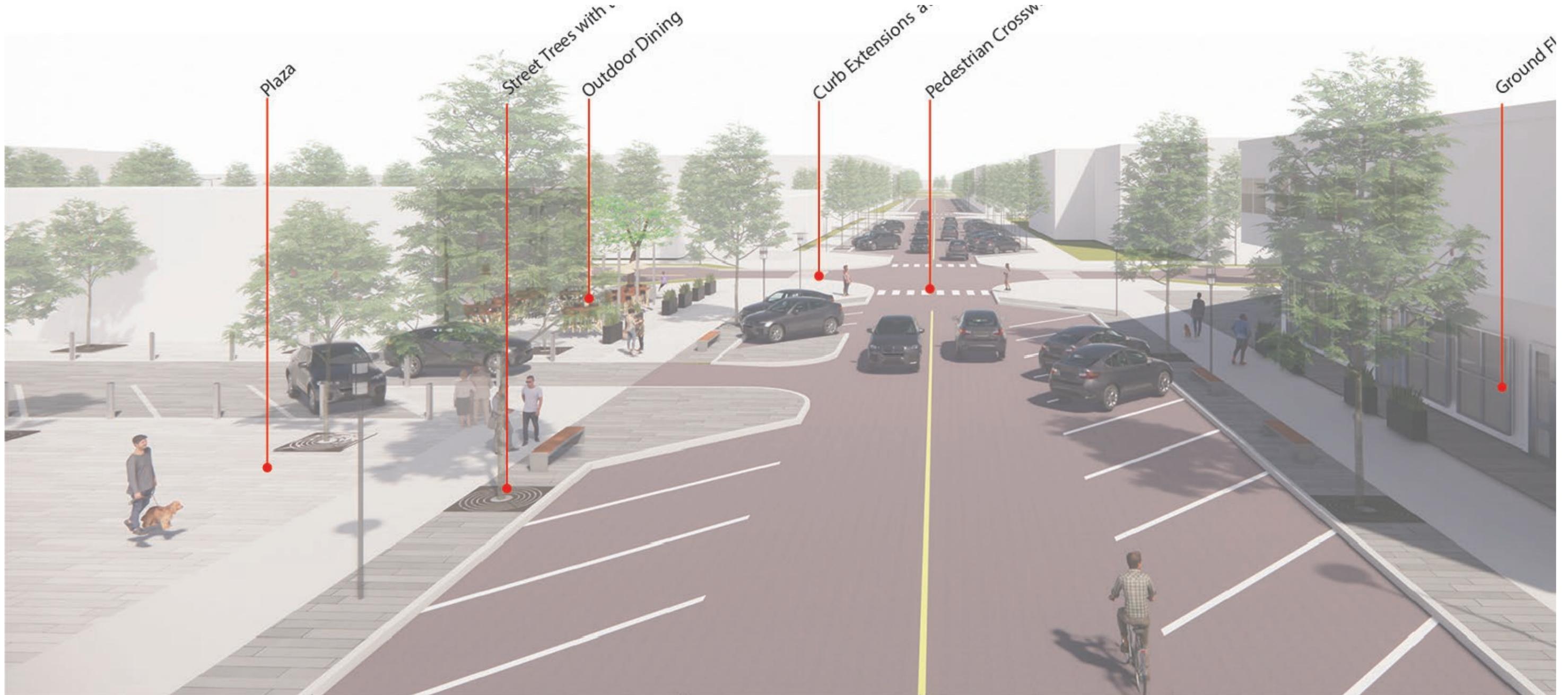


## 6.2 700 North Street Section (view East bound at Anderson Boulevard)

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

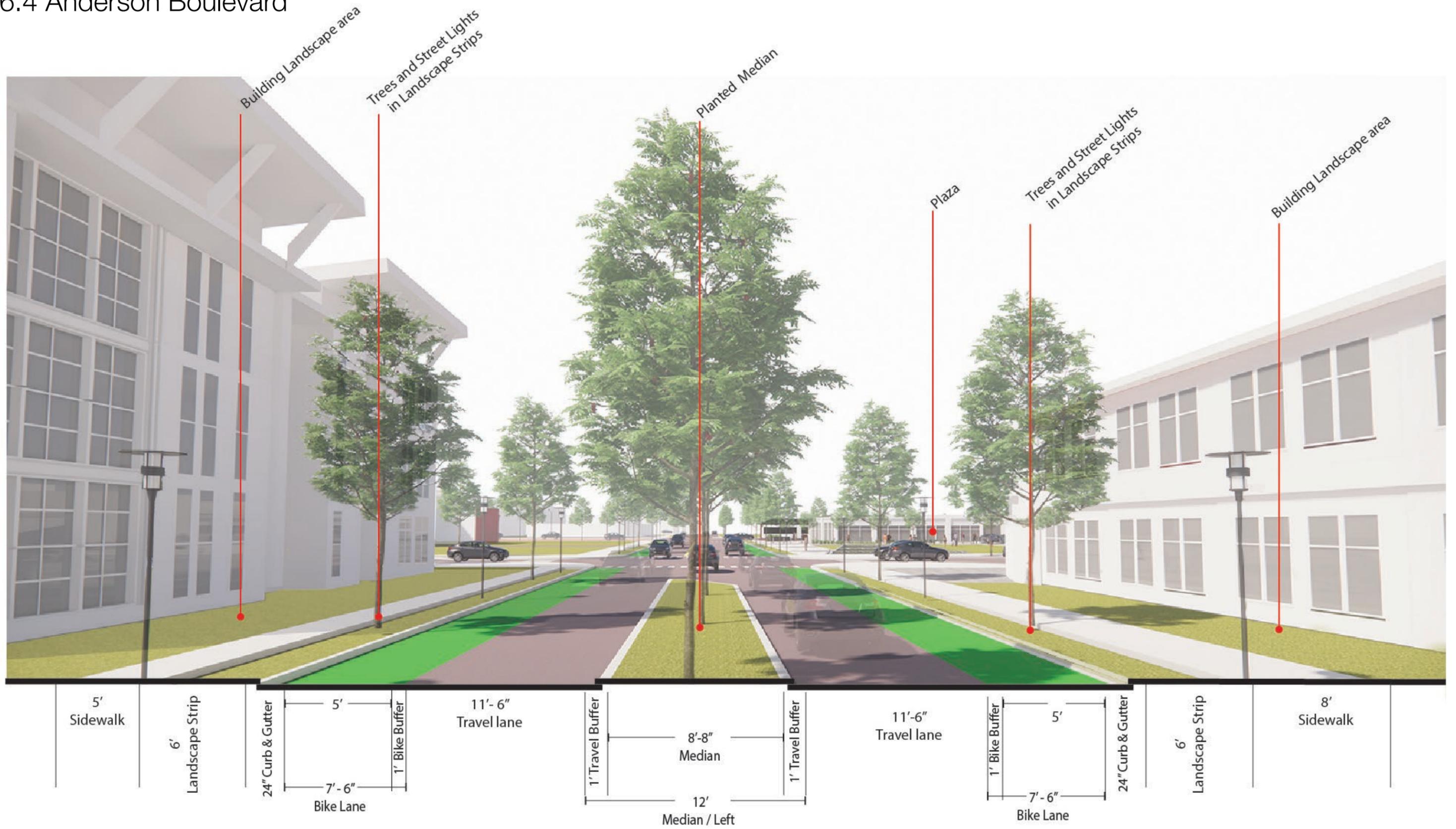
14.5'  
Angled Parking  
(18' Depth)

12'  
Drivelane

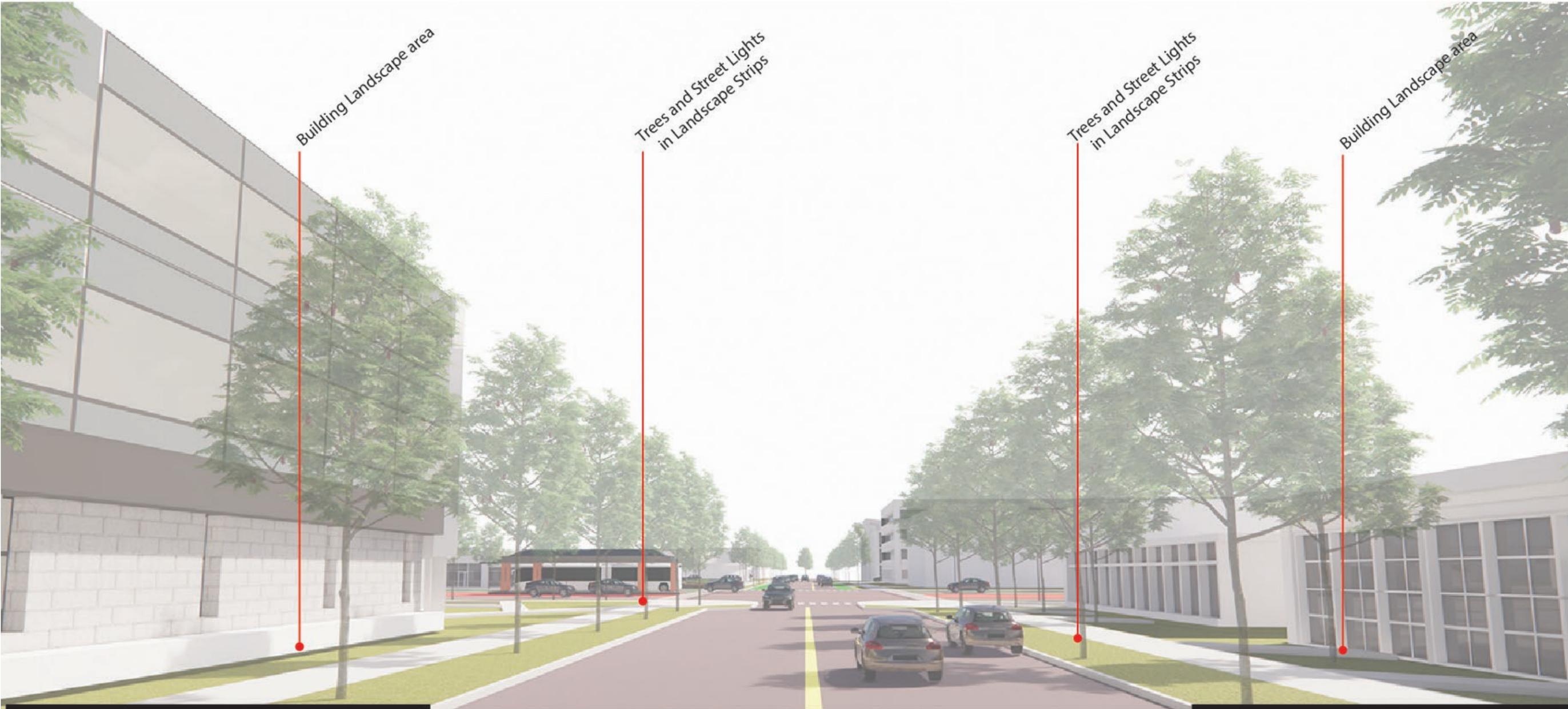
12'  
Drivelane

14.5'  
Angled Parking  
(18' Depth)

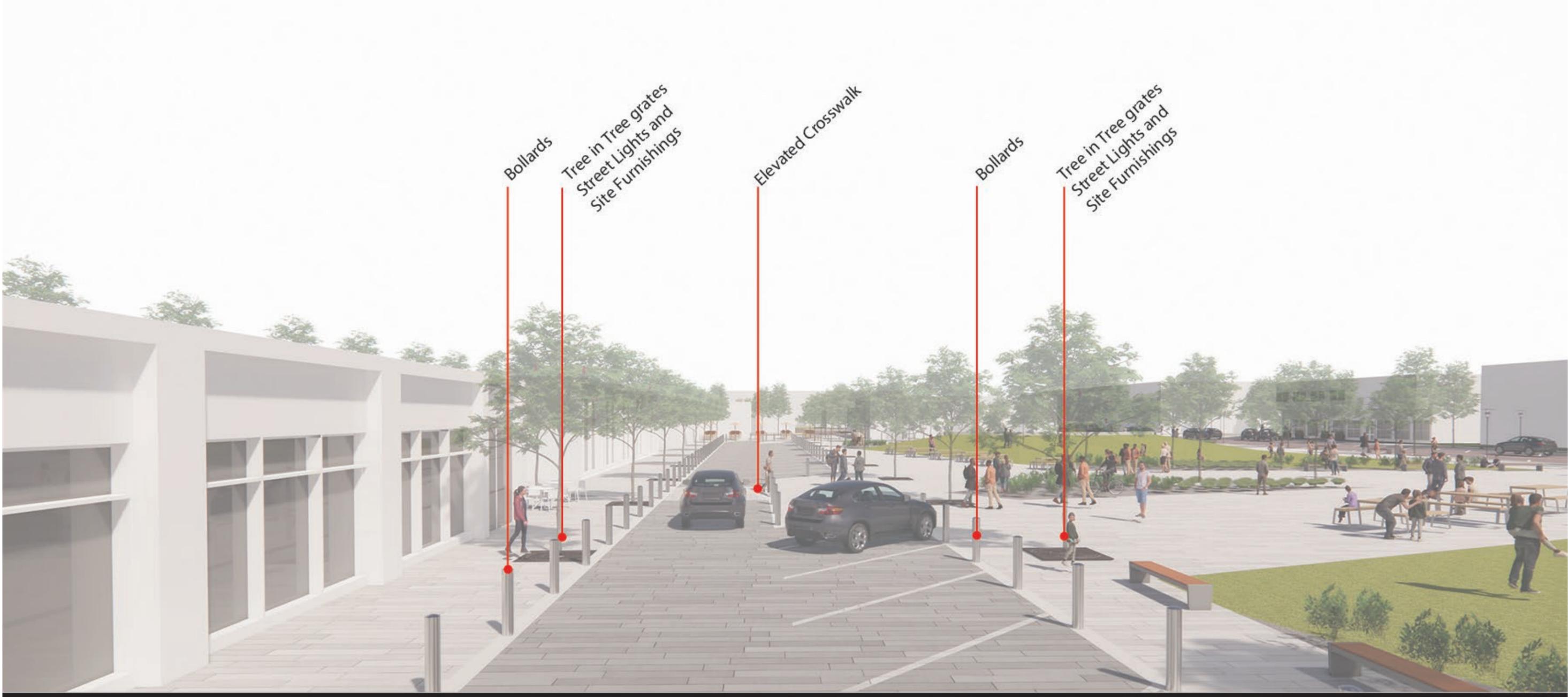
# 6.4 Anderson Boulevard



# 6.5 Neighborhood Street



6.6 Festival Street



Bollards  
Tree in Tree grates  
Street Lights and  
Site Furnishings

Elevated Crosswalk

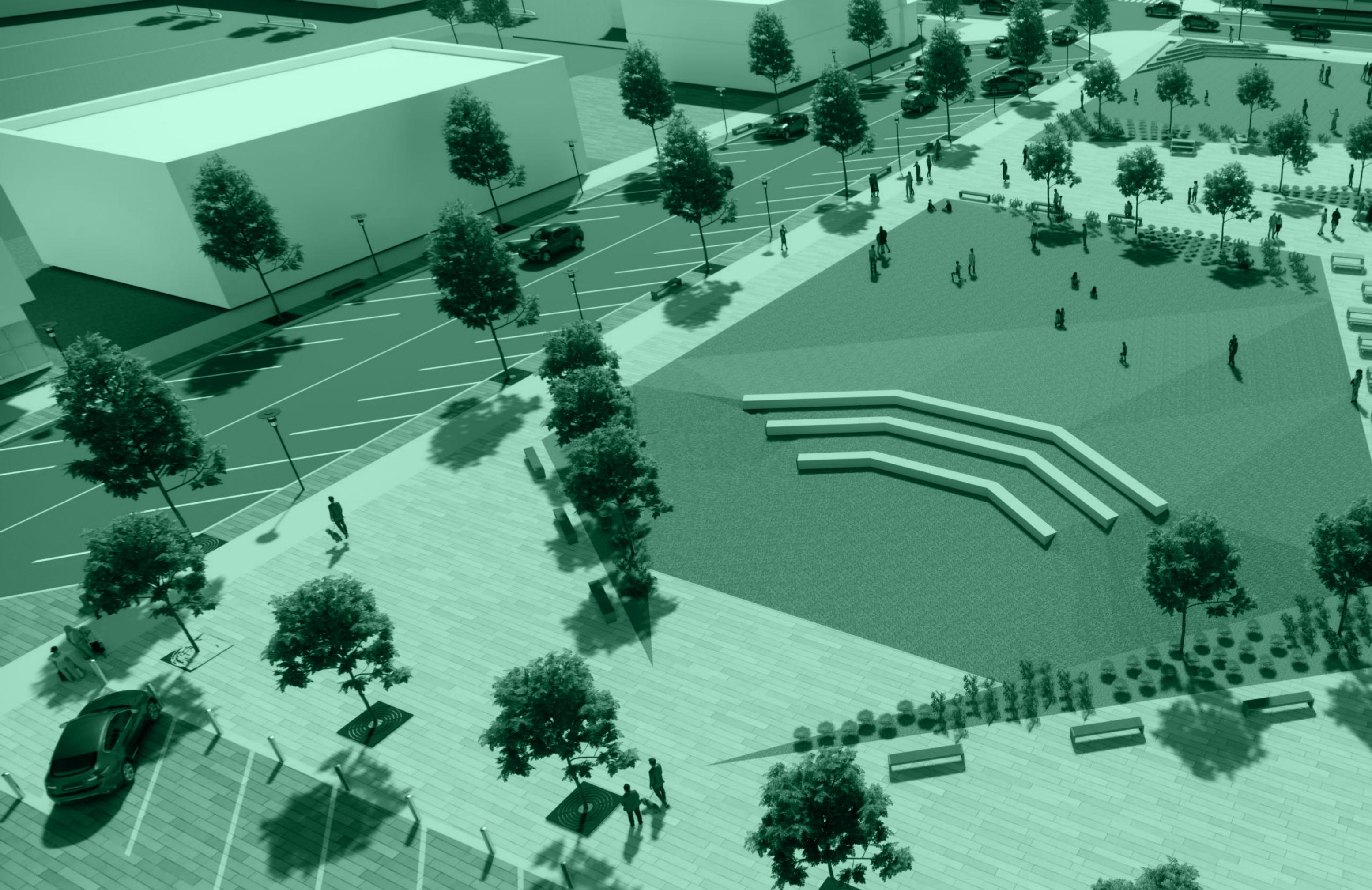
Bollards  
Tree in Tree grates  
Street Lights and  
Site Furnishings

15'  
Setback  
Public Realm Interaction

14'  
One-way  
Drive Lane

14.5'  
Angled Parking  
(18' Depth)

Plaza





## ***7 PUBLIC REALM OPEN SPACE***

7.1 General Open Space Recommendations

7.2 Concept Plaza Design

7.3 Pocket Parks

7.4 Parks

7.5 Enhanced Streetscapes

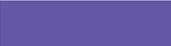
7.6 Landscaped Areas

7.7 Gateway Arrival Expressions

# 7.1 General Open Space Recommendations

This plan outlines the recommended location and types of open space and landscaping to enhance the districts' vitality. Open space types can be an amenity for both passive and active spaces. There should be a diversity of open space types and sizes which respond to the different land uses. These include the following:

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

	Town Center Plaza (2 acres)		Trail
	Pocket Parks		BRT Station
	Enhanced Streetscape		Light rail Station
	Potential Park Locations		



## 7.2 Concept Plaza Design

### INTENT

The concept plaza design provides for a central community open space. It is recommended that the plaza is approximately two acres. The plaza should be highly visible from 700 N. and throughout the town center. To activate the plaza, retail and restaurants are recommended to surround the open space to be the primary gathering space for the community events and become the iconic town center 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 farmer's markets and Lindon Days.
- Public art should be promoted within the park.



Rendering of plaza

## 7.3 Pocket Parks

### INTENT

The town center should have 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



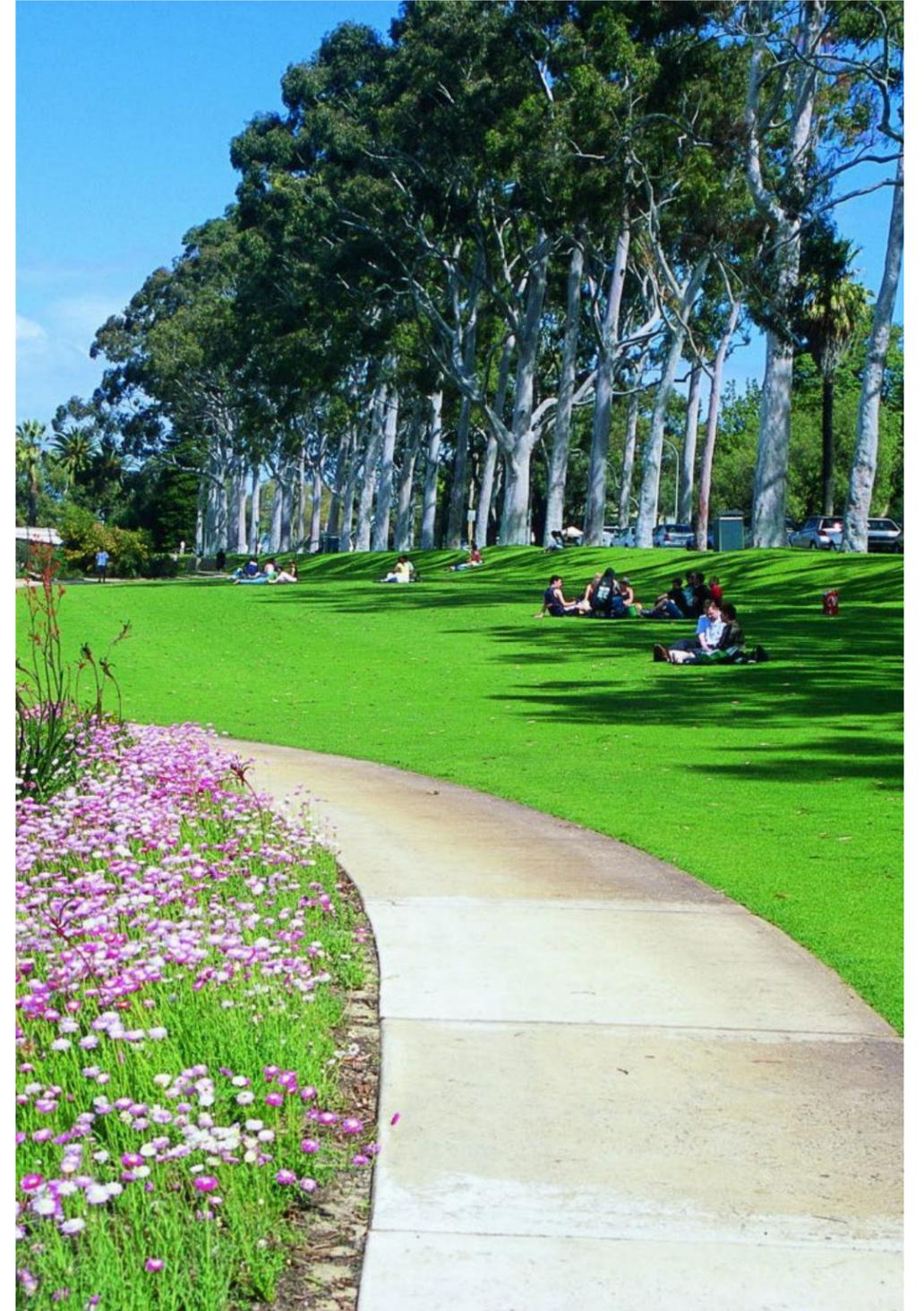
## 7.4 Parks

### INTENT

Parks should provide openspace 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 and the importance of plant selection and microclimates.

**LAWN AREAS:** Unnecessary lawn areas should be limited and should be focused on areas that 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 elements should tie into Lindon city's identity, utilizing traditional elements such as steel and wood to reflect the farming culture that helped to develop the city. 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 devices 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



PAGE INTENTIONALLY LEFT BLANK





# 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 ordinance, 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 walkability 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.

Retail Needs - No Capture of Surrounding Markets		Single-Unit Need	Number of Units				units
			50	100	200	400	
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

Retail Needs - Capture of Surrounding Markets Per Historicals		Single-Unit Need	Number of Units				units
			50	100	200	400	
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

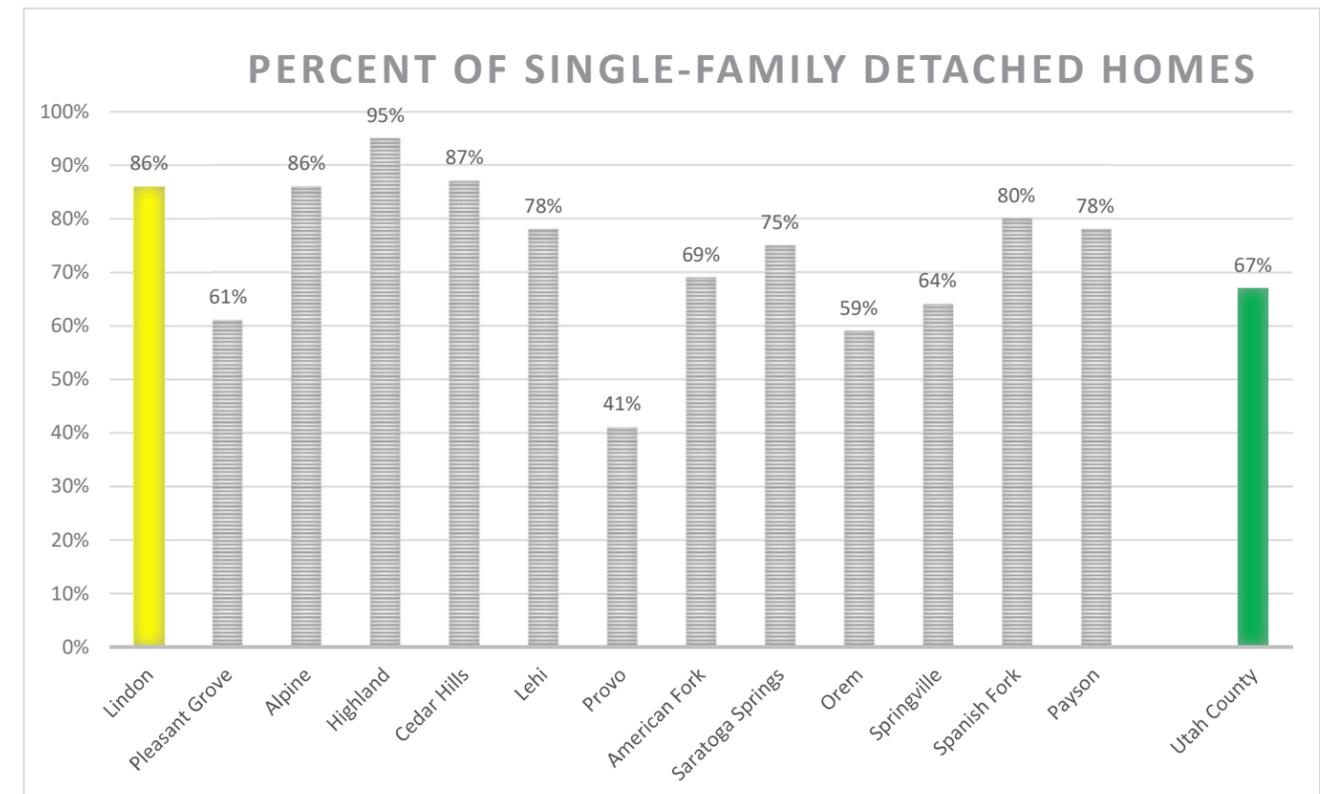
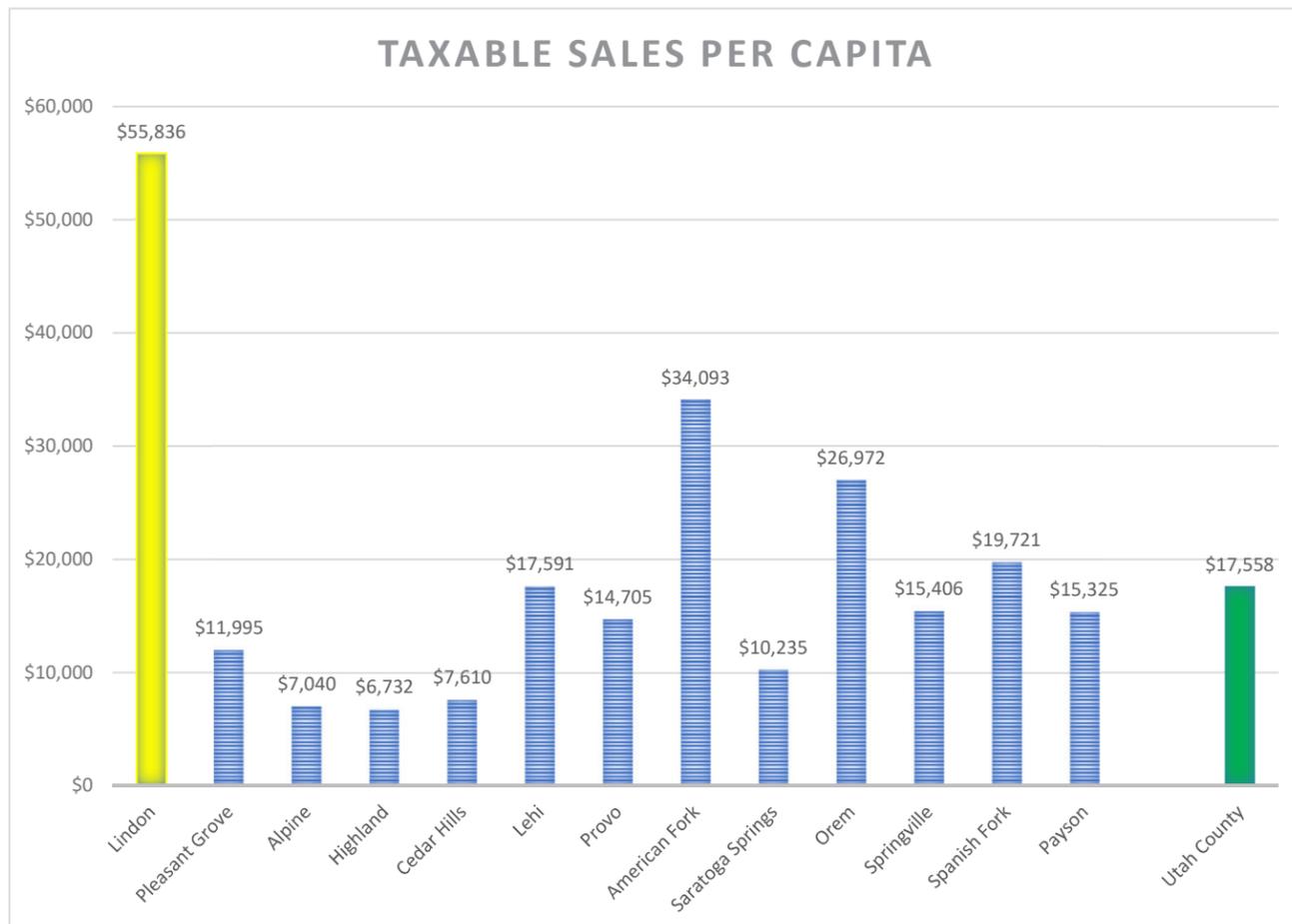
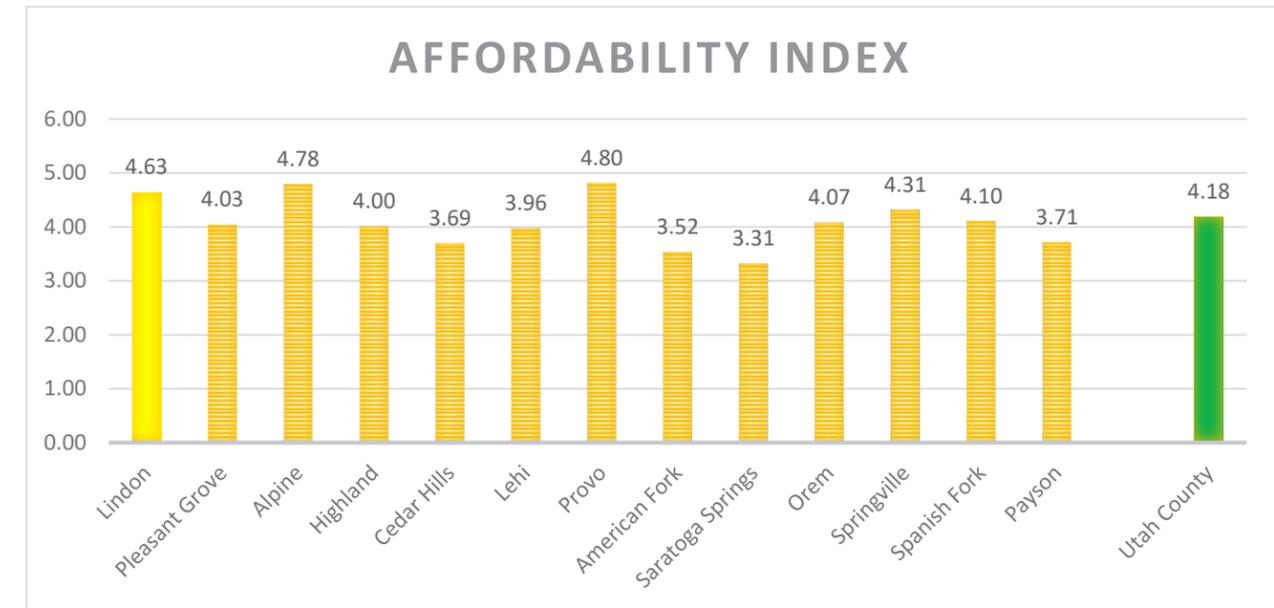
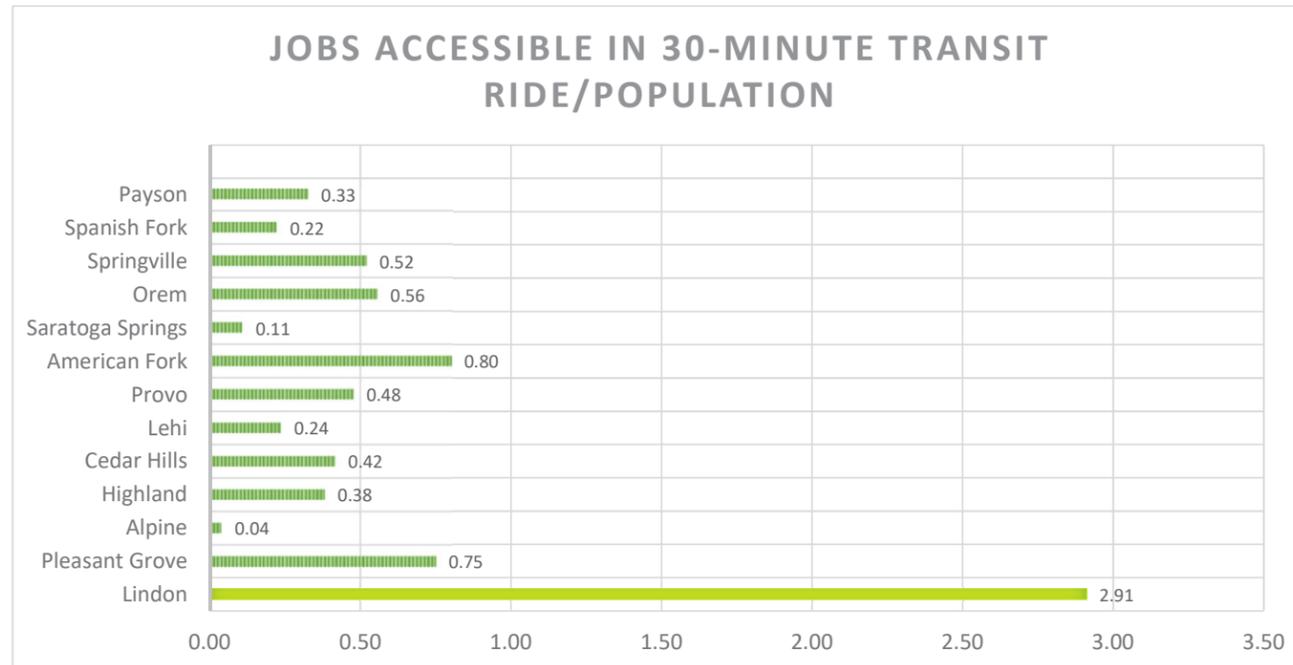
Retail Needs - "Middleground" Capture		Single-Unit Need	Number of Units				units
			50	100	200	400	
New Needed Retail Square Feet Per Household - Single-Family	140	sf	7,000	14,000	28,000	56,000	sf
New Needed Retail Square Feet Per Household - Townhome	105	sf	5,250	10,500	21,000	42,000	sf
New Needed Retail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

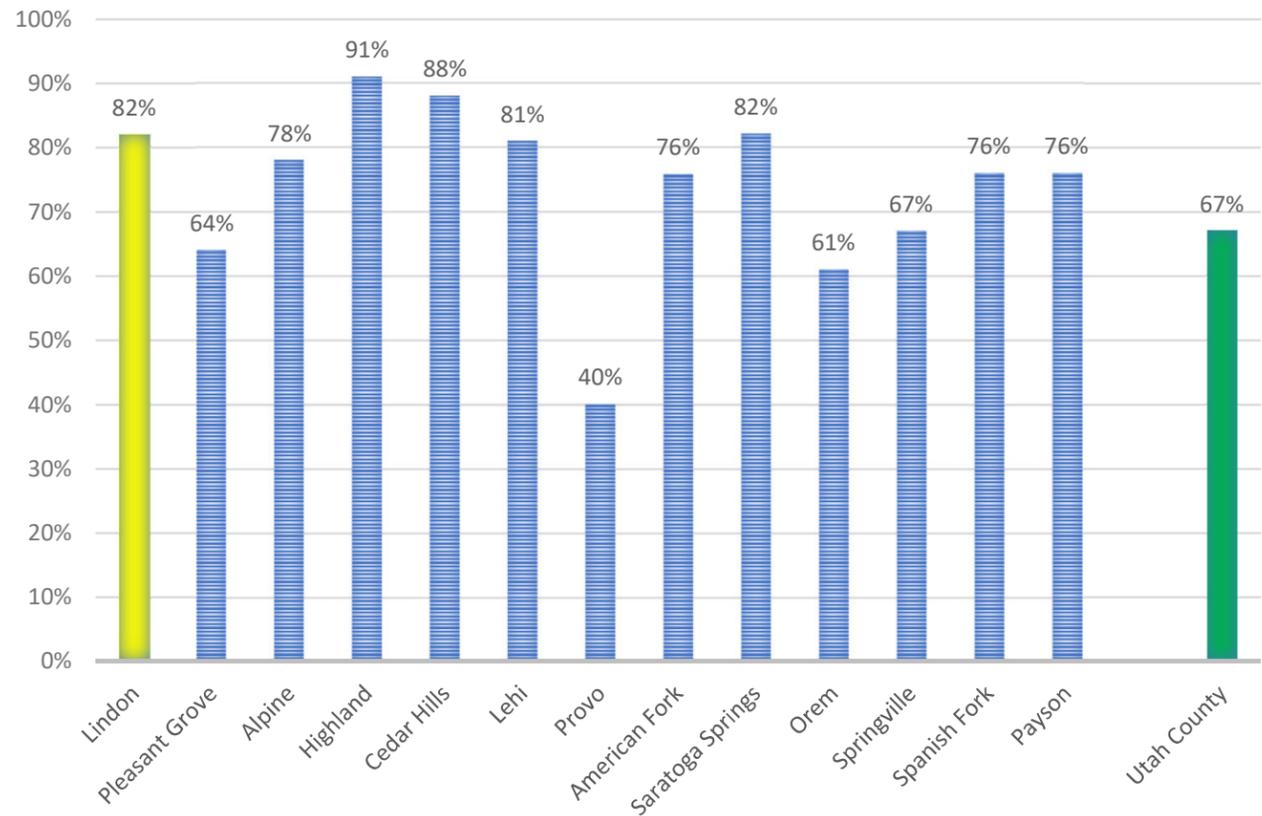


## B. LINDON CITY COMPARISON GRAPHS

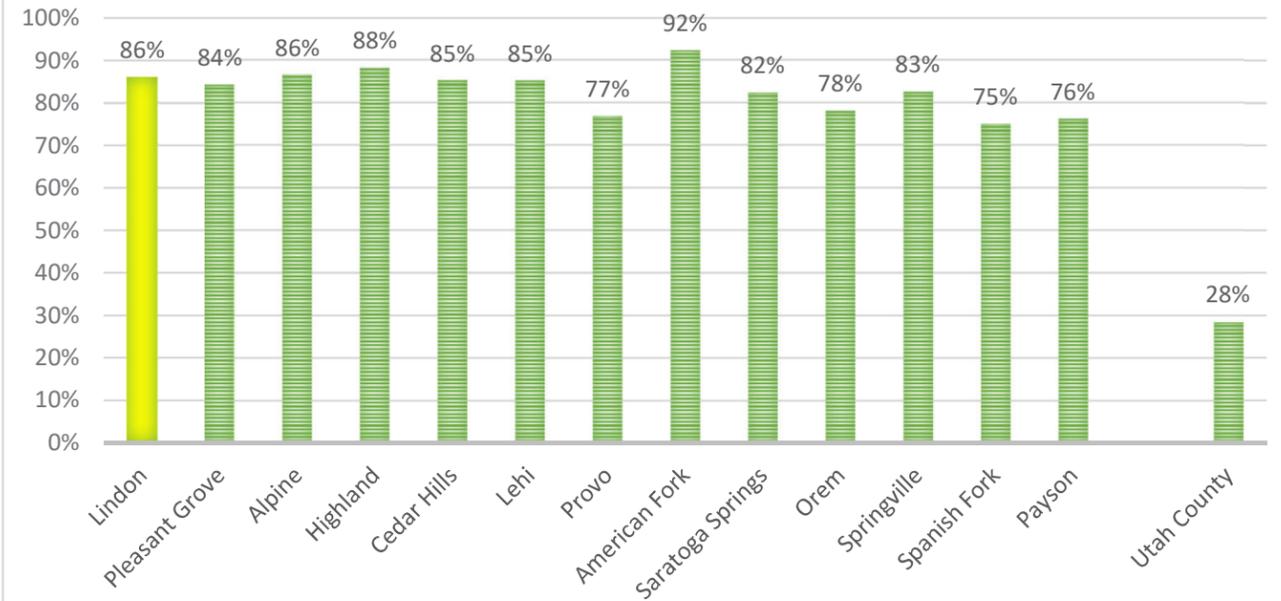


Provided by: Zions Public Finance, INC.

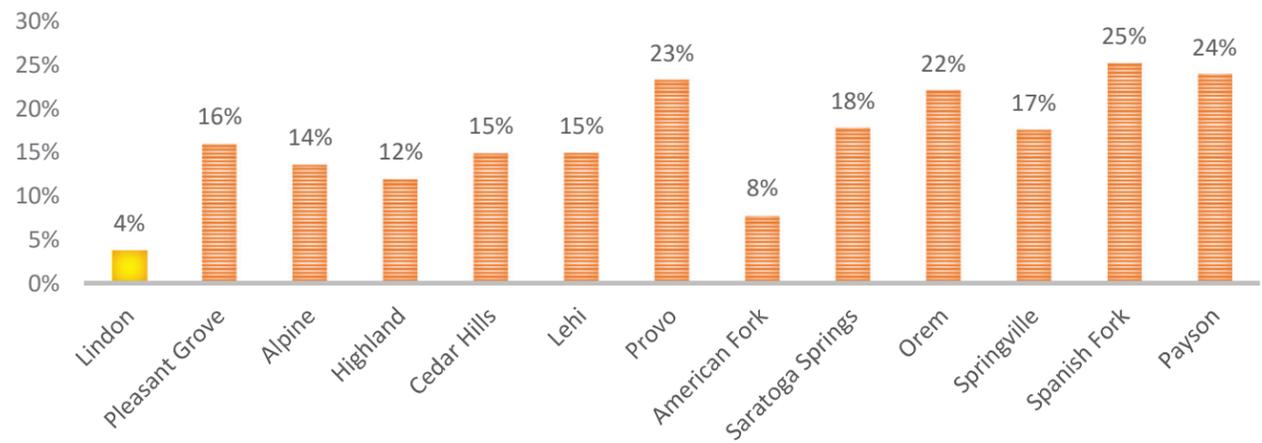
### PERCENT OF HOME OWNERSHIP



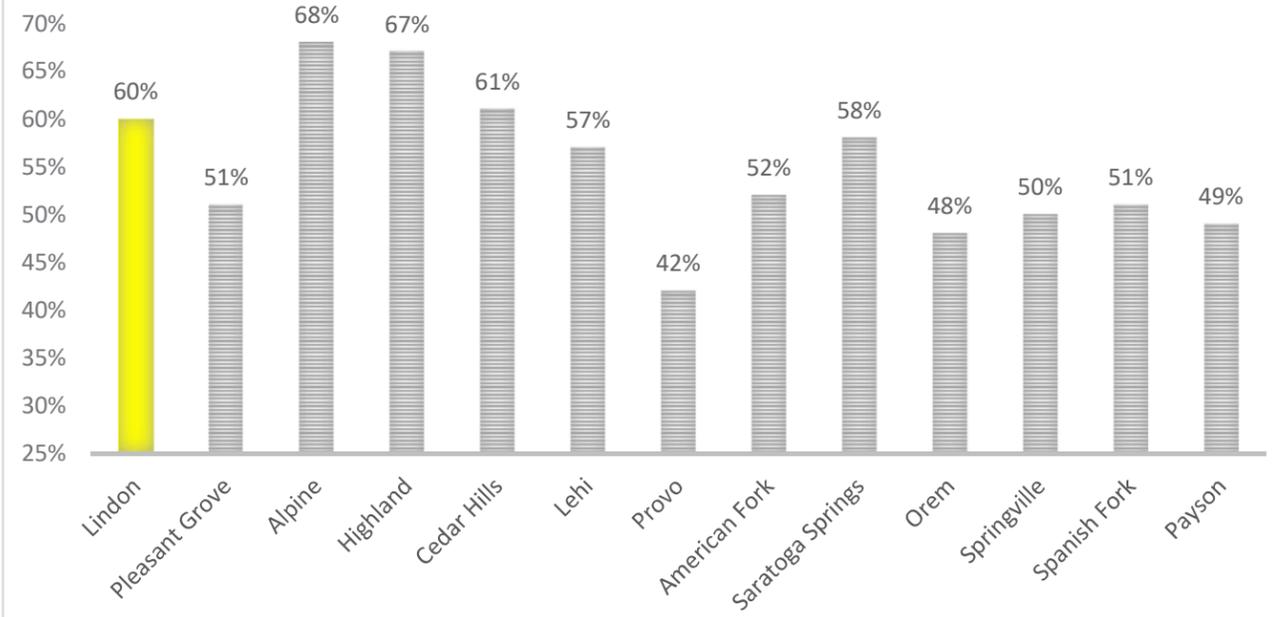
### PERCENT OF TOTAL EMPLOYEES THAT COME INTO CITY/AREA



### PERCENTAGE OF EMPLOYEES THAT LIVE AND WORK IN CITY



### HOUSING AND TRANSPORTATION COSTS AS % OF INCOME

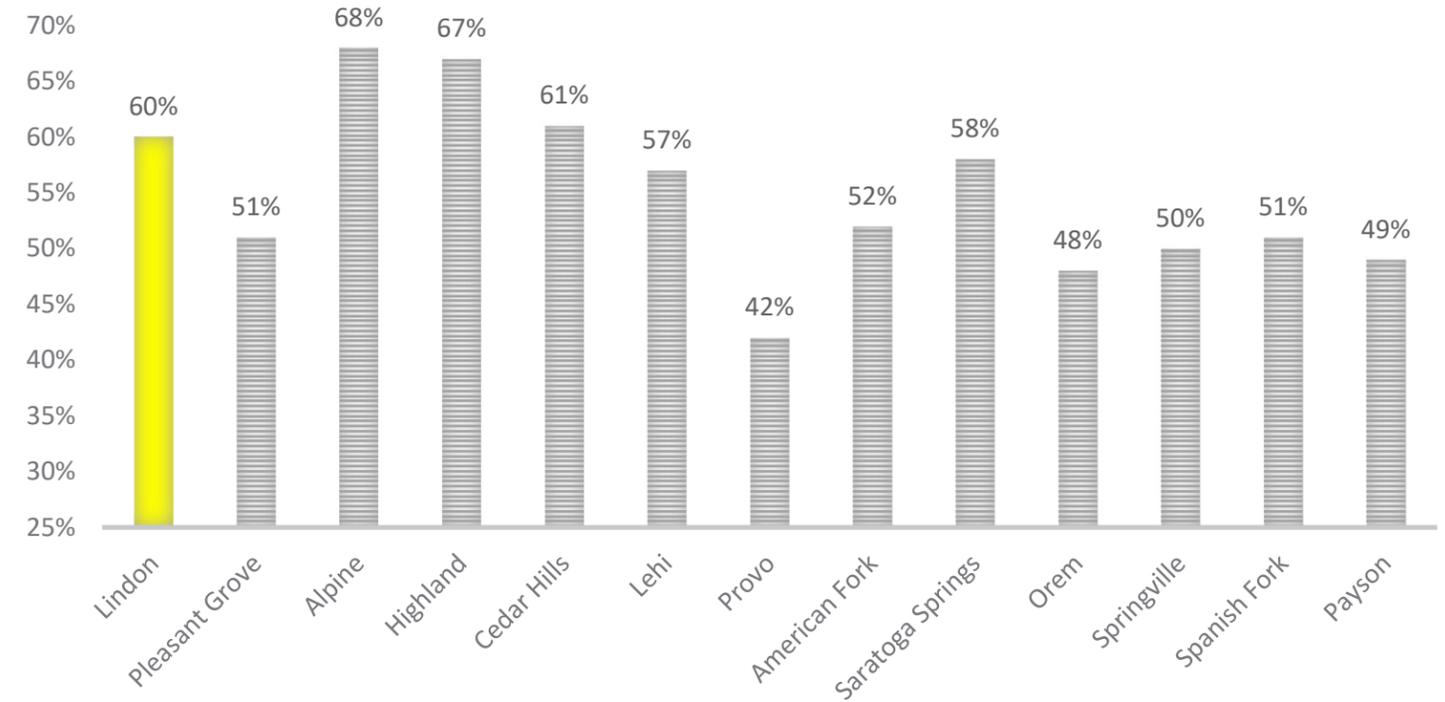


Provided by: Zions Public Finance, INC.

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.

## HOUSING AND TRANSPORTATION COSTS AS % OF INCOME



## AFFORDABILITY INDEX

