springville
ART CITY

1600 SOUTH CORRIDOR PLAN

SPRINGVILLE

Prepared By:

CRSA

In partnership with

avenue CONSULTANTS

ADOPTED
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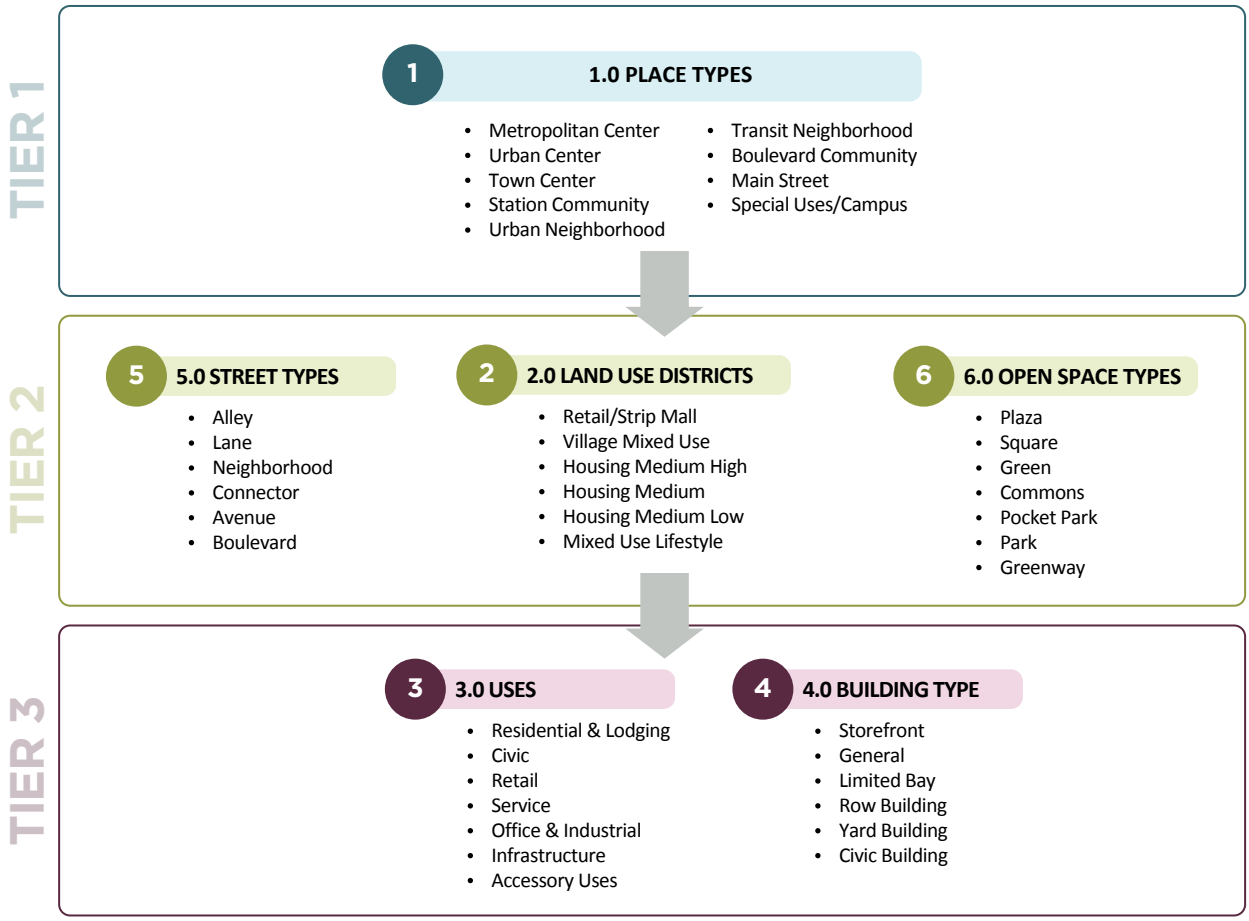
CHAPTER 1

INTRODUCTION

The 1600 S corridor and southern areas of Springville City are the next logical progression for development, filling in the space between Springville and Spanish Fork. Two areas were studied in this plan including the Primary Study Area of the 1600 South Corridor and the remaining undeveloped property south of the corridor extending to the City boundary (See Map on Page 6).

These areas when developed have the potential to cause a lasting and beneficial impact to the overall economic health of the community, should it be designed and implemented properly. To accommodate this, a series of scenario plans and site regulating plans are required to help ensure the vision for the area is realized at the time of development.



Through these planning processes, an implementation framework is outlined that provides guidelines about the overall land use and look, feel, and atmosphere of the developed area. The recommended implementation of this plan is a Form-Based Code, and this document is structured to provide the baseline information that will make up this code.

Just as important as the land use guidelines is the guidance for development is understanding the potential impacts, both economic and infrastructure based, that the development will cause. Through this process, a series of scenarios and economic analysis were completed, carefully balancing the proposed development to available infrastructure capacity. Through this process, the preferred scenario and deliverables will maximize the available systems while causing the largest economic return on investment possible.

Outlined in the introduction are the highlights about each phase of the corridor plan. The plan is organized into two study areas, the Primary Study Area nd Secondary Study Area. These, envisioned as two distinct places (or place types) make up the first tier of the vision for how land will be logically developed. The second tier of the vision includes Land Use Districts, Street Types, and Open Spaces. The third tier, uses and building types, is also introduced throughout the document.

Form Based Code Tiers

TIER ONE: PLACE TYPES

1600 South (Primary Study Area) Corridor Scenario Plan

- Diverse and centralized housing is recommended along the 1600 S corridor, allowing for preservation of public lands and recreational spaces
- Residential development focuses increased density along the corridor, reducing as land moves away from 1600 S, providing ample space for single family residential within the study area
- Commercial nodes are preposed at critical intersections due to visibility and ease of access
- Ample room is allocated throughout the corridor for increased transportation infrastructure as is currently planned by UDOT

Town Center (Secondary Study Area) Regulating Plan

- A mix of commercial uses is organized around a town square/plaza
- Residential development focuses increased density at the town center and decreasing in density further from the square
- Roads, trails, and open spaces are aligned to connect the City to the town center.

TIER TWO ELEMENTS

Form-Based Code Site Regulating Plan (Primary and Combined Primary/Secondary Areas)

- The regulating plan provides for a tapered density patter, focusing multi-family and higher density development around commercial nodes or corridors
- Commercial nodes and corridors are defined along critical pathways, ensuring adequate visibility for proper density developments
- Buffer zones are anticipated between land-use or housing designation types. These will allow for transition zones between types.
- Sensitive lands and spaces are preserves as parks & recreation spaces

Land Use Districts

- An outline of the development land uses and development uses that will be allowed in the project area, described as districts
- Architectural typology and roadway cross sections are discussed to ensure appropriate mixtures of amenities and building types are provided that seamlessly connect across districts
- Use characteristics are identified, providing benefits and impacts for each type across the districts

Streets and Transportation

- Street Types required in the study area to ensure the public right of way matches adjacent development
- Future Transportation patterns to ensure a logical movement across the study area
- Design Characteristics of streets and rights of way to tie the entire place together under a single design vision

Open Space Districts

- An outline of the open space land uses that are required in the project area to serve local neighborhoods and the City general
- Open space connections/synergies with active transportation methods.

TIER THREE ELEMENTS

- Uses and Building Types recommended for the study areas, integrated into the Land Use Districts Chapter.

The final deliverables for the 1600 South Corridor will address all of the components of the RFQ request, Urban Design, Land Use, Transportation, Open Space and Natural Areas, Economic Analysis, and Zoning. The following tables indicate how each goal is addressed in this plan.

Coordinated Planning Tasks Matrix

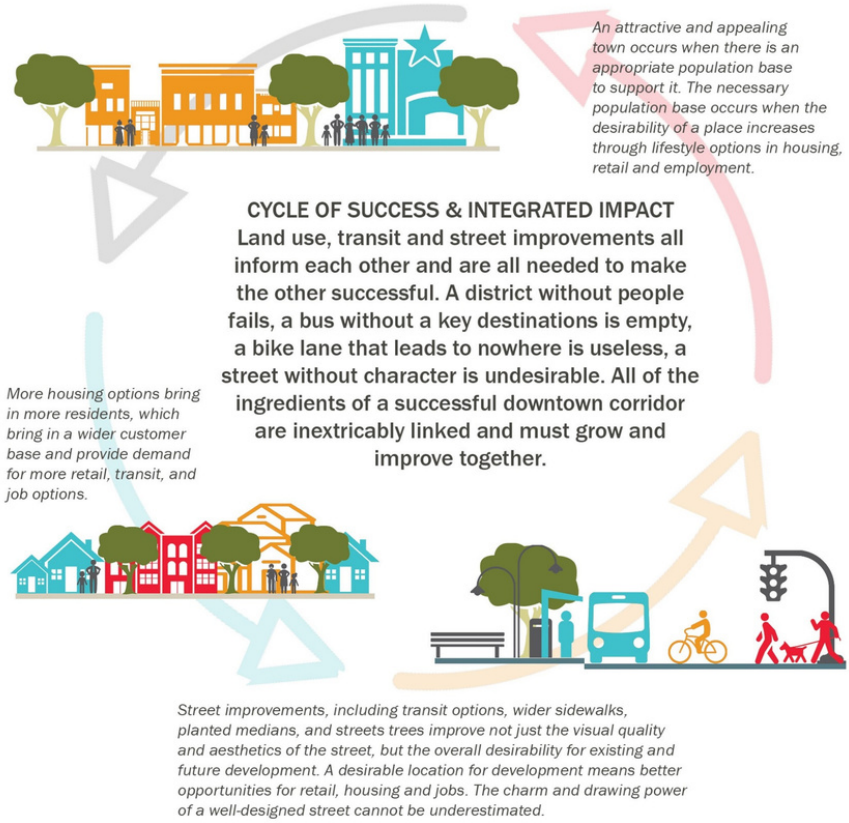
URBAN DESIGN	Plan for Neighborhood of lasting value	• Vision Plan (Preferred Scenario), Chapter 5 • Regulating Plan, Chapter 5
	Identify unique elements of Study Area to establish character & Identity: Frontage & Setbacks, Site Layout & Form, Parking, Building Massing & Orientation, Color & Texture Aesthetics, Signage	• Vision Plan (Preferred Scenario), Chapter 5 • Regulating Plan, Chapter 5 • Design Guideline/FBC Outline, Chapters 5 to 9 • Graphic Illustrations, Chapters 5 to 9
LAND USE	Select and place an economically viable mix of land uses in context of Mixed-Use neighborhood	• Vision Plan (Preferred Scenario), Chapter 5 • Regulating Plan, Chapter 5 • Building Typology Matrix, Chapter 7
	Determine market supportable range of housing options, including moderate income	• Regulating Plan, Chapter 5 • Future Land Use Plan (PS), Chapter 5 • Building Typology Matrix, Chapter 7
	Plan for rationalization of Springville/Spanish Form municipal Boundary	• Regulating Plan • Technical Analysis and Data Mod., Chapters 3 & 5
	Develop Planning Scenarios & Identify criteria for selection Preferred Alternative	• Vision Plan (Preferred Scenario), Chapter 5
TRANSPORTATION	Plan a connected network of local streets	• Regulating Plan, Chapter 5
	Consider impact of future eastward extension of 1600 S. to Hwy 89	• Technical Analysis and Data Modelling
	Plan for high quality active transportation facilities in area	• Regulating Plan
	Analyze UDOT's proposed design of 1600 S. interchange, from placemaking perspective to align character of street	• Baseline Scenario, Chapter 5 • Regulating Plan, Chapter 5 • Street/Building Typology Matrix, Chapter 6
OPEN SPACE & NATURAL AREAS	Identify sensitive riparian & other natural/agricultural resources & provide for preservation	• Baseline Scenario, Chapter 5 • Regulating Plan, Chapter 5 • Design Guidelines/Form-Based Code Outline, Chapters 5-9, Appendix
	Plan for a variety of open spaces, parks, & gathering spaces.	• Regulating Plan, Chapter 5 • Form-Based Code, Chapters 5-9, Appendix
ECONOMIC ANALYSIS	Perform fiscal impact analysis of each planning scenario	• Baseline Scenario, Chapter 5 • Modelling Option #1 or #2, Chapter 5
	Quantify impacts to utility systems & costs of needed improvements	• Baseline Scenario, Chapter 5 • Modelling Option #1 or #2, Chapter 5
ZONING	Recommend a land use regulation framework to implement plan	• Regulating Plan, Chapter 5 • Design Guideline/Form-Based Code Outline, • Chapters 5-9, Appendix
	Recommend a structure for incremental development of complete neighborhoods while allowing for market conditions.	• Regulating Plan, Chapter 5 • Design Guideline/Form-Based Code Outline, • Chapters 5-9, Appendix • Graphic Illustrations, Chapters 5
PROCESS	Create robust public participation plan.	• Public Outreach Plan Appendix • Implementation Strategies, Chapters 5-9

Introduction

For many years, the 1600 South area has been a defacto southern boundary for Springville City. Although the formal city boundary extends further South, there has been little change to existing transportation or land use patterns and little need to proactively plan for change. Single family development has been implemented as planned along the west end of the corridor. Although directly adjacent, the housing didn't necessarily require changes to the 1600 South Corridor. However, in 2020 local and regional changes have made it evident that long range planning is needed. In 2020 UDOT announced that 1600 South, from I-15 East to SR 51 would become a new regional connector for traffic on the East Bench to reach a new interchange at I-15.

Although a new regional highway will catalyze new development potential, there is already property consolidation taking place along the corridor that will lead to a mix of land use types. The Study Area chosen, minus the secondary area south, is approximately 1200 Acres. Of this area, approximately 300 acres is existing single-family housing. Although more single-family housing is being planned in the corridor, parcel consolidation by landowners and developers reveals demand for alternative uses including mixed use commercial and housing, housing types of alternative densities, and stand alone commercial, retail, and hotel development.

To ensure that this potential development occurs in a logical pattern along the 1600 South Corridor, Springville City allocated funding to develop a long-term vision for the corridor. Planning for the corridor began in August 2021 by the City and its Planning Team and resulted in the completion of this document in 2023.



Planning Methodology

This study utilizes a linear approach involving two different planning techniques, with a first more detailed step informing a second step that is more broad in nature. Both steps draw on baseline documentation that is outlined in Chapter 3 and 4, and input provided by the public in Chapter 5. The remainder of this document is broken down into chapters that support this overall vision.

The two different planning processes completed are:

1

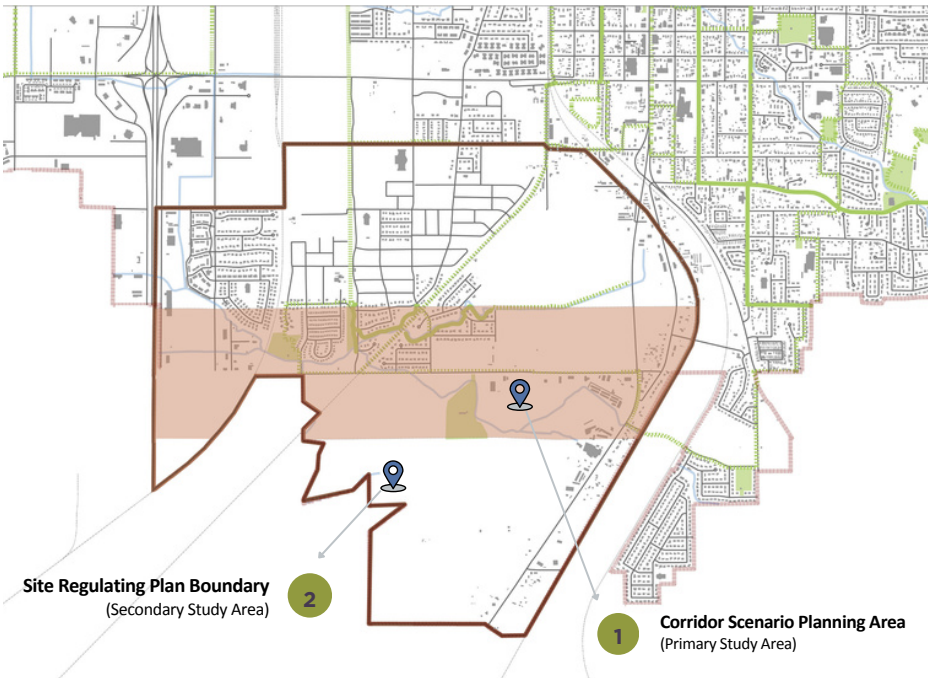
Corridor Scenario Planning

(Chapter 6)

2

Site Regulating Plan Preparation

(Chapter 6)



While each of these planning tools are distinct, they were chosen as a logical progress to demonstrate the development or build-out of the project area to lead into the recommended implementation tools (Form-Based Code, Chapters 6 to 10). Highlighted and more detailed planning was completed along the 1600 S Primary Study Area including detaied metrics about potential development, with higher level planning being prepared for the remainder of the Secondary Study Area to allow the vision of the Primary Study Area to be expanded to a larger area. This process allowed for immediate feedback about development that will likely proceed forward within the next five (5) years.

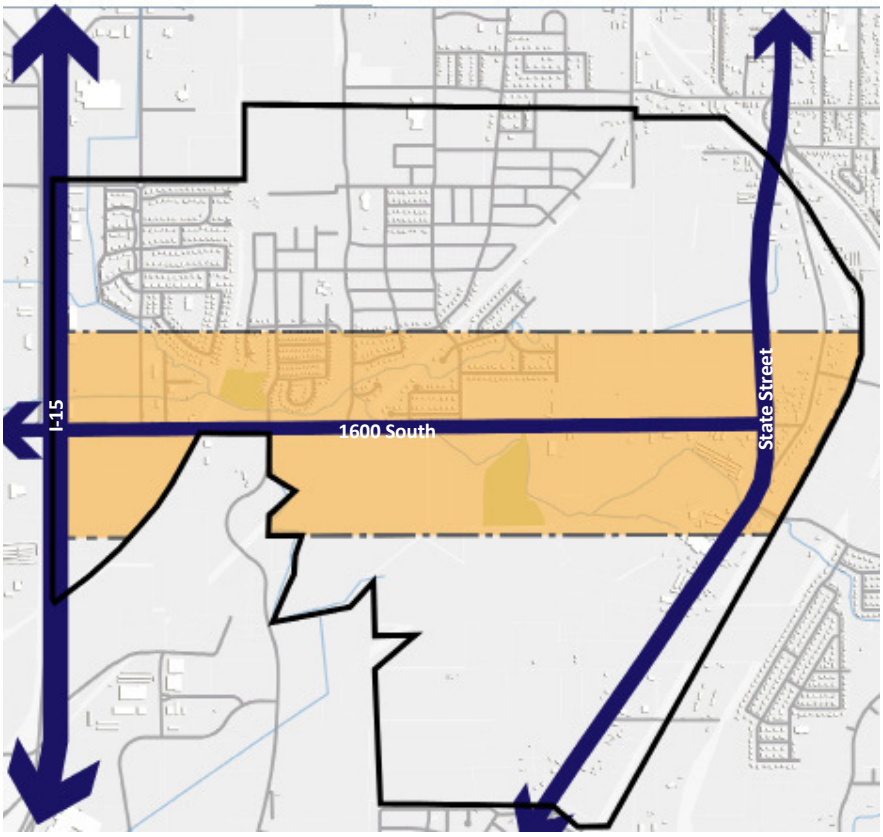
Acknowledgements

The scenario and regulating planning process is a lengthy endeavor that requires many individuals and groups to work collaboratively to identify a sustainable future for the overall community. We wanted to take the opportunity to thank all the members of the municipality who made this process successful. Without your guidance and vision, this plan would not have taken place.

CHAPTER 2

STUDY AREA CONTEXT

Regional Context



Springville City's location in Utah County is a geographical driver of required transportation improvements

Regionally, the south areas of Springville and the north areas of Spanish Fork are growing rapidly due to proximity to Provo/Orem and the broader Utah County economy.

Residents commuting to jobs need access to I-15 from developing lands east of I-15 to the east bench of the Wasatch Mountains. The property along the 1600 Corridor, the project's primary study area as defined in the map will be more suitable for development due to the enhanced capacity that UDOT will be constructing. Growth in this area is projected to be in demand and comprise a mix of housing and commercial/retail uses.

Although housing is in high demand, a mix of land use types will be required to prevent the over taxing of the City's sewer infrastructure system.

Thus a mix of commercial retail uses is also likely. While current residents may be accustomed to shopping in existing development centers in Springville or north in Provo/ Orem, 1600 South is one of the first locations to provide services for those driving from the Price/Helper area, where large scale services are not available.

Initial access into these parcels is being developed in Spanish Fork from the US-6 corridor and will extend to 1600 South in Springville regardless of the new planned I-15 interchange. The 1600 South interchange will provide additional access and increase visibility for Springville City.

Recent surveys have suggested that many residents prefer preservation of agricultural lands in the area of Springville, south of the 1600 Corridor.

However, information from the Stakeholder Committee confirms that local business and landowners prefer the ability to develop the property. Development is occurring adjacent to Springville City in Spanish Fork, and the Spanish Fork General Plan does not include agricultural preservation.

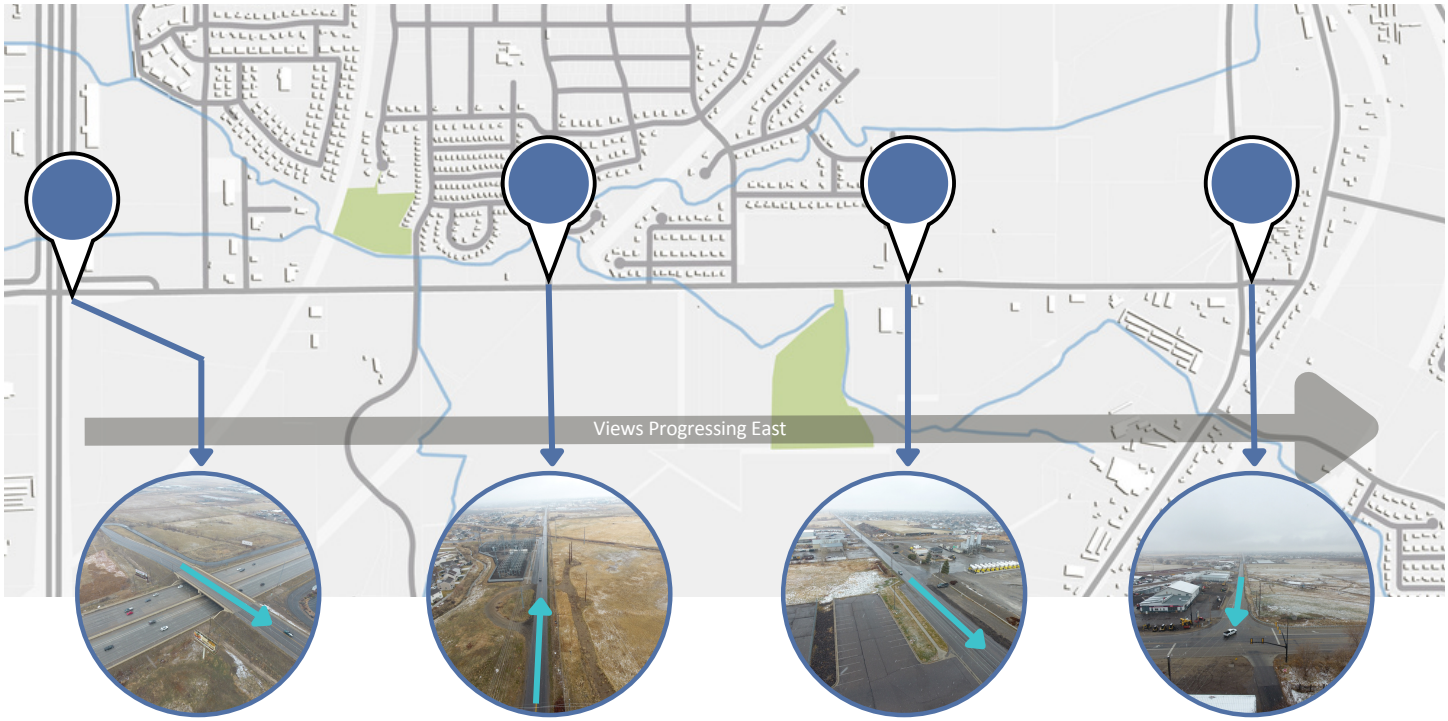
With likely development along 1600 South and along roadways extending north from Spanish Fork into Springville, it will be challenging for Springville City to preserve meaningful agricultural property.

To address this, this plan also provides guidance on the appropriate types of development in the secondary study area, the land south of the primary study area to the city boundary.

The City of Spanish Fork has planned for a certain amount of development to take place in the City and sized sewer and water infrastructure accordingly. Within the primary and secondary study area, not all service lines have been constructed and could be sized for a range of development types.

However, while the City believes it has access to enough water to serve a range of development options, the sewer treatment plan has limited capacity. This capacity will be a limiting factor on how much development density can be constructed and has been considered the selection of the preferred scenario that is described later in this document.

Site Context



Where I-15 and 1600 S. meet at the edge of the City boundary

Just past the intersection of Wallace Drive and 1600 S.

Looking west towards the Nebo School District bus facility and Altaview Concret

Looking vest at the intersection of State Street and 1600 S.

As indicated on the included mapping, the 1600 South Corridor Study Area extends from I-15 on the West side of Springville City and extends to SR-51 on the East Side. This length of corridor is also roughly the same portion of the corridor that will be upgraded by UDOT as a regional connection to I-15.

The primary Study Area is approximately ¼ mile north and south of the 1600 South Corridor, within Springville City. However, there is a portion of the city south of the corridor that has been added to the Study Area as a secondary focus area. Additional area north of the primary study area has also been added to the primary study area for in order to collect baseline information but won't be included in the scenario and regulating plans.

A portion of the corridor on the west end, south side, is outside City limits and not included in the formal Study Area. However, there is representation from Spanish Fork City on the project Working Group.

The planned reconstruction by UDOT of the corridor, scheduled to be completed in coming years, will significantly change the character of the current roadway. Beyond converting the corridor from a rural roadway to a regional roadway of multiple lanes, several other physical changes will be required for safety and efficiency.

There are two railroad tracks currently that cross the 1600 South Corridor. Plans call for the consolidation of these into one rail line, however this will need to be crossed by a bridge. Additionally, there will be a reduction in access points to the corridor to ensure smooth flow of traffic. The users of the new roadway will include regional travelers, but also local residents.

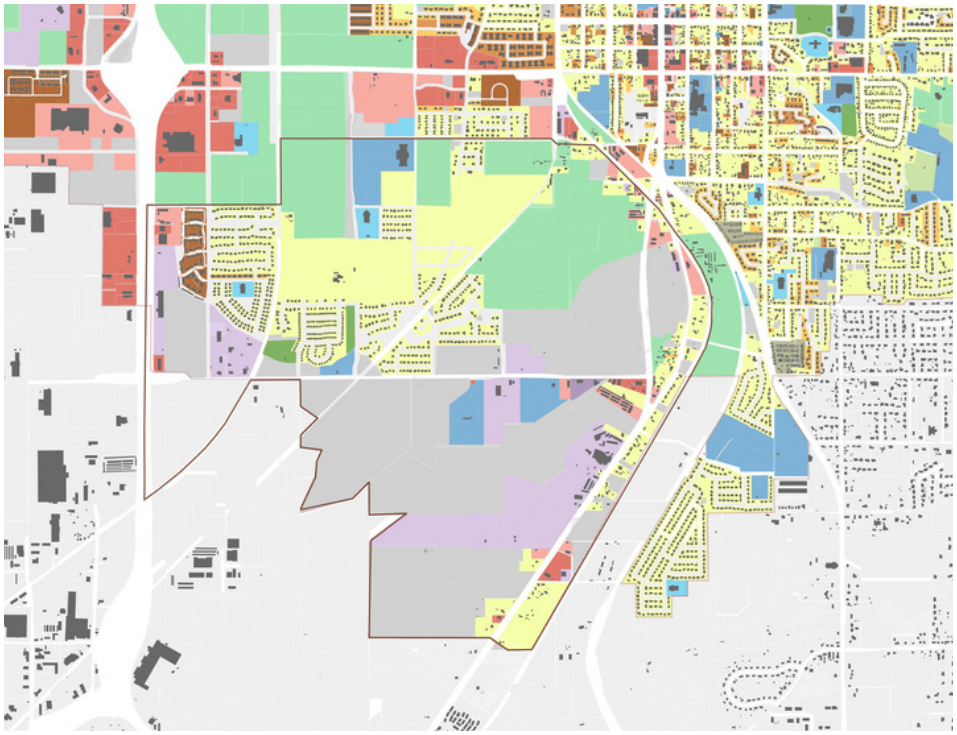
Existing in the study area, primarily north of the corridor, are single family residential neighborhoods and a mix of small scale light industrial/ utility uses. These will remain. The residential uses are likely to continue to expand.

Site Context

The existing roadway at 1600 South is rural in nature, is limited in speed and capacity, and was designed only for local low density/agricultural traffic. The corridor is also home to overhead power lines and a power substation, infrastructure that will remain after the roadway is expanded. Small scale industrial uses along the corridor may remain for a time, however it is anticipated they will be redeveloped as the land becomes more valuable. Single family residential is considered stable, and not likely to change.

As outlined in the Parks and Trail section, some existing facilities serve these single family neighborhoods and other opportunities exist to create additional facilities. Other than the existing development described more fully in the Existing Land Use Section, much of the corridor is adjacent to open space or agricultural lands, especially to the south of the existing roadway. There is growing pressure by these property owners to seek development permits. The new roadway, as planned, will have capacity in excess of the demand that is expected to use it for regional trips. This excess capacity will support new local growth along the corridor.

Land Use



Existing Land Use

- Single Family Residential
- Two Families residential
- 3-4 Units Residential
- 5 or more Units Residential
- Mobile Home Park
- Ecclesiastical
- Public
- Parks
- Agriculture
- Commercial Retail
- Commercial Service
- Light Industrial
- Heavy Industrial
- Vacant

The accompanying land use map outlines the current existing land uses in the general area, including the project Study Area. Most of the parcels in the study area along the 1600 South Corridor and south of the corridor are considered “Vacant” by Springville City. However, the area does include a variety of other existing uses at a smaller scale as follows:

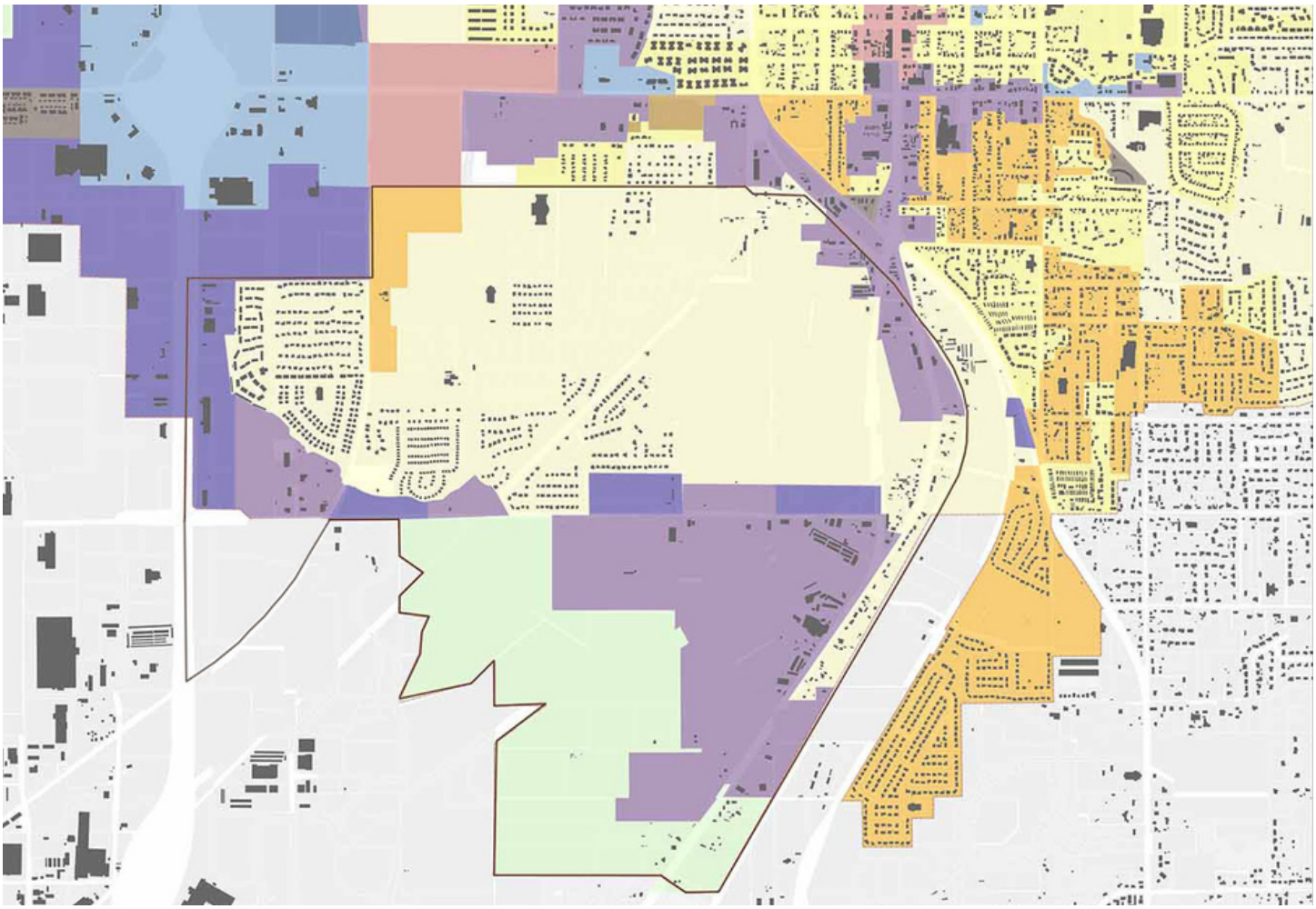
South side of the 1600 South Corridor

- Largely Vacant Property with a mix of light industrial and agricultural uses such as storage units, steel fabrication shops, and related uses.
- Commercial uses including automobile salvage and agricultural equipment
- Low density housing along the east side of the SR-51 Corridor
- Rodeo grounds and the Nebo District Bus Facility.

North side of 1600 South Corridor

- A large swatch of single-family housing has been developed and includes several acres of planned additional housing. This is generally central to the corridor.
- On both sides of the housing exists generally light industrial or commercial uses including a salvage yard near I-15 and a concrete plant on the eastern side of the housing.
- Some public park/open space

Zoning and Regulations



Existing Zoning

- Low Density Residential
- Medium Density Residential
- Medium Low Density Residential
- Medium High Density Residential
- High Density Residential
- Agriculture
- Commercial
- Regional Commercial
- Highway Commercial
- Industrial Manufacturing
- Mixed Use

Existing zoning in the Study Area largely represents the current existing uses in the area. Parcels that are existing as vacant are zoned as agricultural or as industrial/ manufacturing, a zone that does not necessarily represent what the future of the area may hold.

South side of the 1600 South Corridor

- As indicated on the included mapping, the industrial manufacturing and agricultural zones cover the entirety of the parcels in the study area south of the corridor except for the strop of low-density housing east of SR-51.

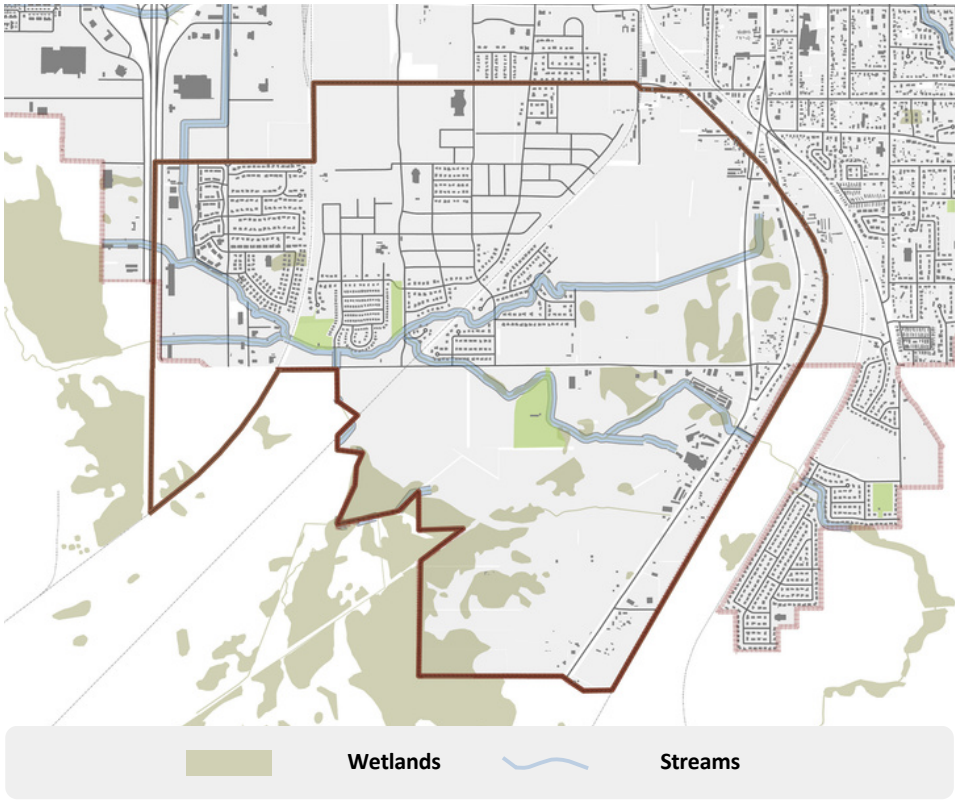
North side of 1600 South Corridor

- As indicated on the included mapping, Low Density Residential is the primary zone in the area.
- Industrial/Manufacturing exists along the west edge of the corridor near I-15.

Water/Wetland or Sensitive Area

Wetlands offer numerous environmental benefits, providing habitat to varied plant and animal species as well as allowing for on-site storm water management.

While not a legal mandate, preserving wetlands and sensitive lands is best practice for the sake of environmental and water quality and biodiversity.



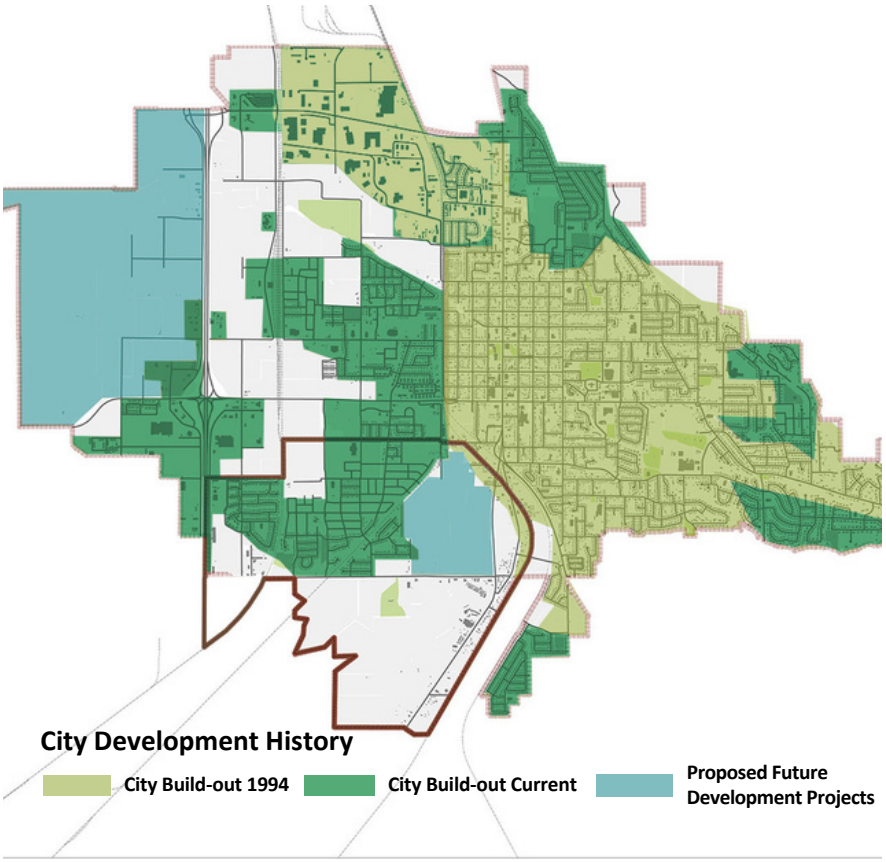
Wetlands identified by the U.S. Fish and Wildlife Service exist primarily along the south-southeast portions of the study area. There are additional identified wetlands scattered throughout the study area, generally near the depicted streams. Best practices for wetland preservation include planting native species, creating permanent low- impact greenspace, and providing for natural buffers.

There are important jurisdictional disclaimers about these data. The U.S. Fish and Widlife Service maintains the National Wetlands Inventory (NWI) which has provided the spatial data in the associated wetlands map. Wetlands spatial data were produced from a combination of aerial imagery examination and on-the-ground assessment and are not meant to be used as the basis for a jurisdictional wetland delineation.

Available spatial data show that streams snake through the middle of the study area, along 1600 South, branching off in certain places. These streams are a part of the Spanish Fork Creek watershed. Best practices for streams include daylighting streams or preventing streams from being piped into culverts as well as including riparian buffers to provide for improved water quality. The identified strategies for wetlands and streams are not exhaustive and should be informed by a general approach to preserve natural features to the extent possible in development.

Moreover, the stream spatial data is sourced from the National Hydrology Database (NHD) compiled by the USGS in partnership with UGRC and other states' GIS programs. This mapping is not an attempt to define the limits of proprietary jurisdiction of any federal, state, or local government, or to establish the geographical scope of the regulatory programs of government agencies.

Historic Land Use and Future Growth



Historically, growth in Springville City has primarily been focused on single family housing in most areas of the city, except for the historic downtown and at I-15 interchanges which have developed with single parcel single use retail/commercial. Continuation of single use zoning (lower density/non mixed) is the likely default pattern of development in the 1600 South Study if existing city zones are utilized.

Based in public feedback and meetings with private developers (summarized in Chapter 4), new patterns of development are desired in the primary and secondary study areas.

The market is currently demanding mod density than has been contemplated in prior planning documents.

A sample of some of the planned development in the vicinity of the study areas is as follows:

- **Dry Creek:**

200 Acres under single developer, planned for 600+ units and a school. Single family units arranged in a new urbanist pattern with public open spaces. May include some incidental mixed uses. Re-Zone will be required.

- **Woodbury Controlled Spanish Fork/Springville Parcels:**

An expansive area being developed for large-scale mixed- use housing/commercial development adjacent to I-15 interchange. May include high density housing, retail, and hospitality/hotel uses. Some may be single use parcels; some may be developed as mixed-use parcels. As private landowners/developers are considering new models of development for parcels within the Study Area, Springville City is planning for changes to the City Zoning Code to better accommodate the type of growth that may be desired.

Portions of the development will be suited for serving those traveling to the area, other portions will serve and house residents.

How these options are developed and placed along the corridor is the focus of a scenario planning exercise outlined in this document. Scenarios depict the pros and cons for certain choices.

An alternative to the traditional way of regulating development is the Form-Based Code. Unlike the traditional code that typically regulates uses within a given zone, the Form-Based Code regulates what the final development will look like.

While the Form-Based Code can be used for regulating any land use type, they are especially useful for regulating mixed-used higher density developments where a high-quality public realm can greatly benefit the built environment. When adopted, the citizens of Springville will be able to expect a predictable high-quality style of development.

This document outlines in more detail the types of forms that are deemed most compatible.

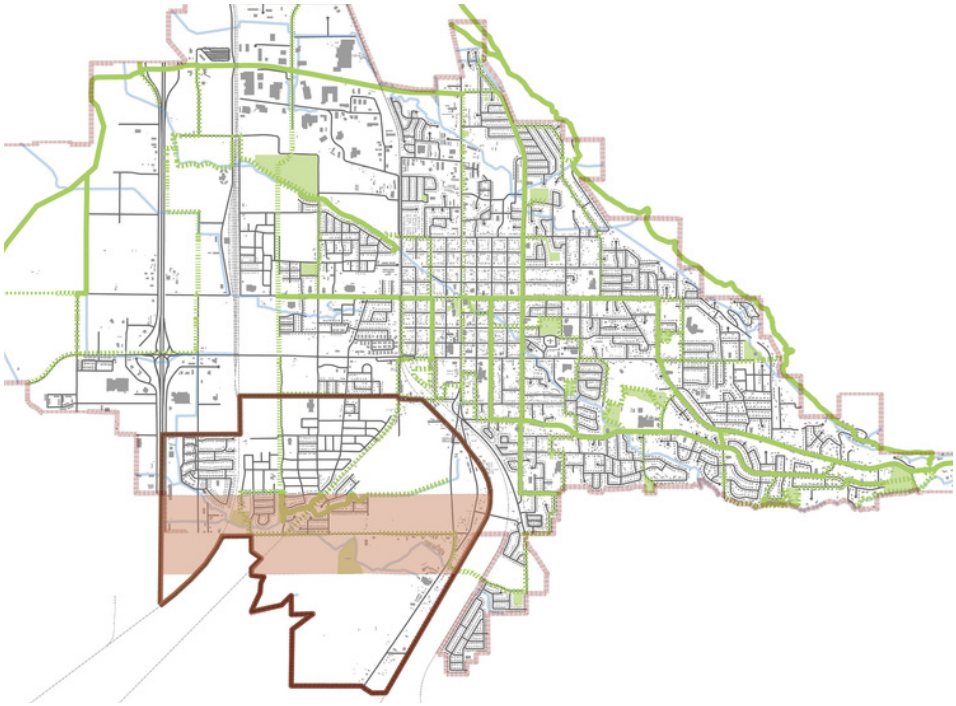
Preferred forms were selected by participants in the various outreach events as summarized in Chapter 4, and is graphically represented as part of the future land use plan/regulating plan in Chapter 5.

The preferred scenario chosen by the City Council reflects the growth patterns that have been suggested by the development comunity and are be migrated into the regulating plan that will be directly referenced and codified in future design guidelines or form-based code or similar mechanism.

The regulating plan is a roadmap for a successful mix of land uses along the corridor.

Parks & Recreation

Springville City has a robust network of trails and park spaces across the City that extends from the northern portion of the City into the 1600 South Study Area.



Existing are neighborhood focused trails and parks, as well as some larger parcels that may be suitable for a larger regional open space. There are several park spaces in the study area existing. The neighborhood Kelvin Grove Park and Dry Creek Parkway provides public recreational space for residents.

A city-wide indoor/outdoor facility, the Clyde Recreation Center, exists near the north border of the study area. Additionally, there are some private/semi- private spaces associated with the housing complexes and ecclesiastical buildings. A city owned and maintained rodeo grounds, Art City Rodeo Arena, is located just south of the Corridor.

Within the Study Area there is significant potential to add to the existing trail network, accommodating pedestrians, bikers and other similar low speed modes of active transportation. Three opportunities exist for new trail corridors using existing and planned infrastructure, other trail corridors will require some coordination by Springville City and landowners. The existing corridors that may support trails are the Sharp Rail Line that will be abandoned when it is consolidated with the Tintic Rail Line, the abandoned Salt Lake and Utah Railroad interurban rail line near the east end of the corridor, and the 1600 South Corridor itself.

- **Sharp Rail Line:**

The rail line runs between existing neighborhoods and would be easily accessed by residents in the area. If converted to a trail it would connect the study area to the main part of Springville to the North, including downtown, and would connect to Spanish Fork to the South.

- **1600 South Corridor:**

The roadway planned by UDOT will be designed to sit adjacent to the high voltage power lines that run along the corridor. The lines will remain on the south side of the road and will limit development potential to a degree directly underneath. This power easement may be a logical location for an east/west trail connection, and allow access between the Rodeo Grounds and the Recreation Center.

Within the Study Area there are significant parcels of property that could be coordinated by Springville City for open spaces. These include existing privately owned parcels that would need to be purchased or otherwise controlled by the City and smaller urban plazas that may be developed by private developers.

- **Additional Private Parcels:**

Before development occurs, the City may wish to purchase property to accommodate new park space that can serve proposed neighborhoods.

- **Urban Plazas:**

The city may wish to develop guidelines or policies to work with private developers to integrate urban plaza spaces into mixed use development, including areas that may include dining, hotels, and related commercial development.

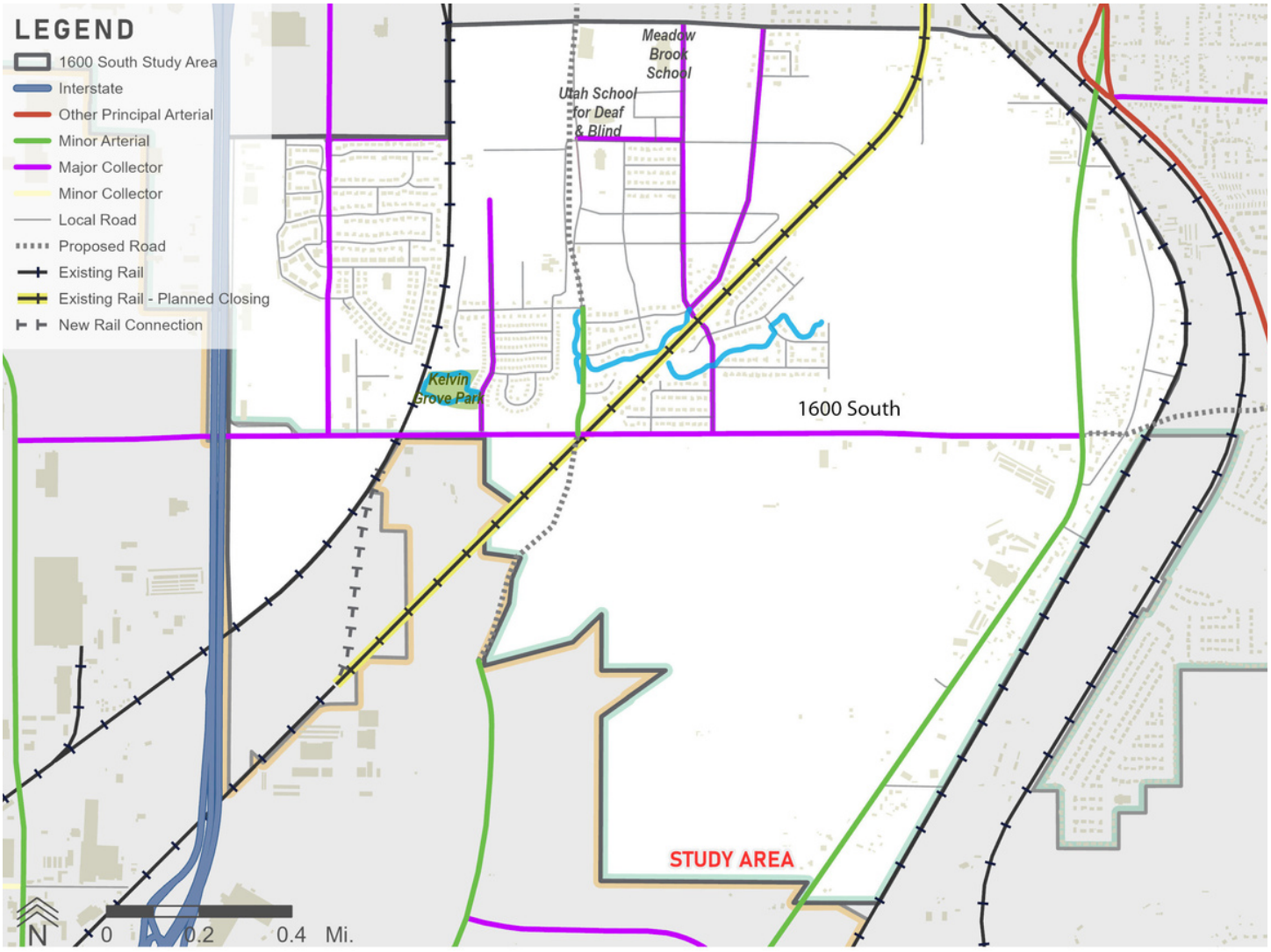
Transportation Context

The major highway corridors through the study area include I-15 to the west and State Street (SR-51) to the east. In addition to these highways, there are several collector roadways that provide access to the residential neighborhoods that have developed north of 1600 South. Of these collectors, only 1600 South provides continuous east/west connectivity from Main Street Spanish Fork over I-15 and to SR-51.

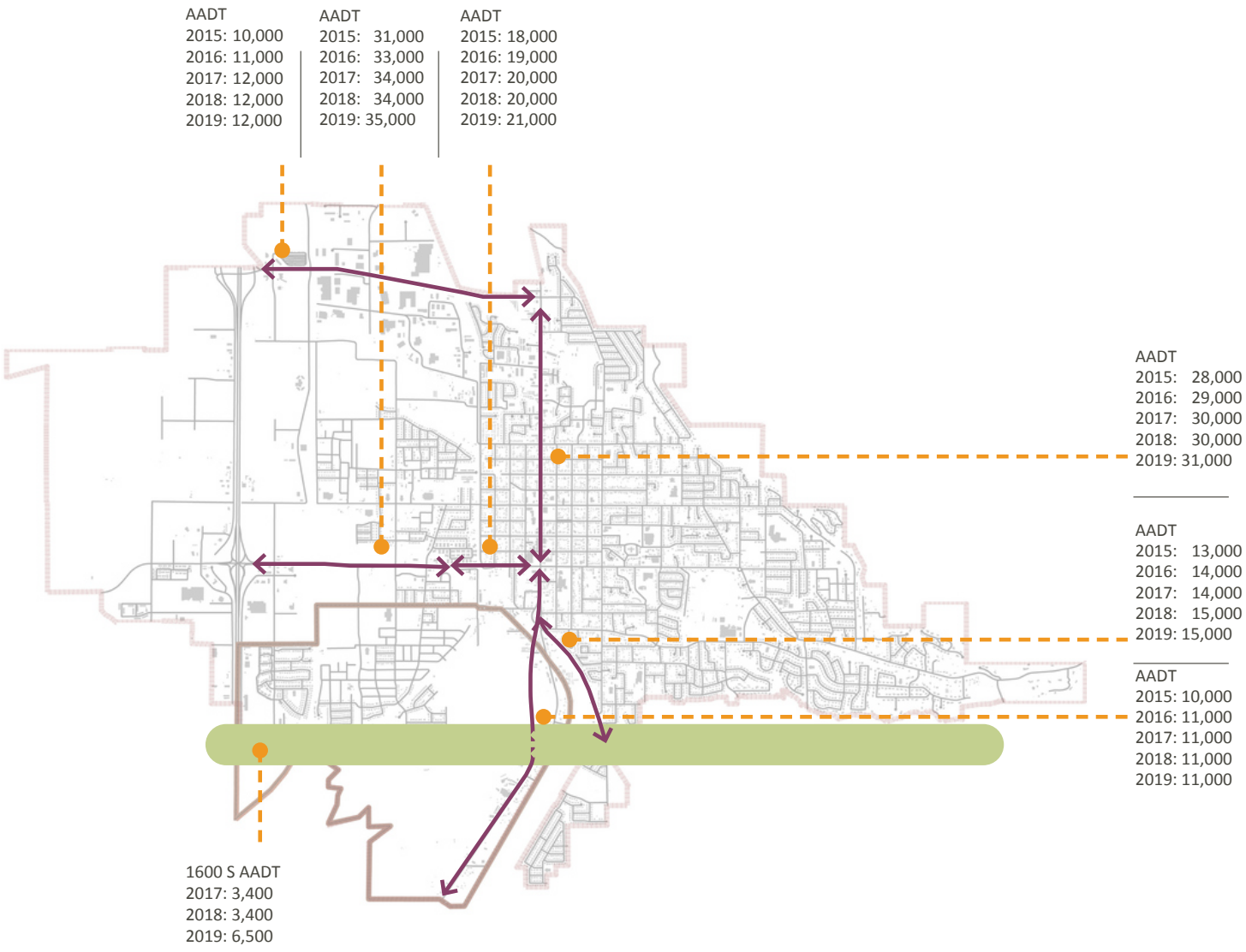
Although 1600 South is the primary east/west road in south Springville, it currently does not have an interchange at the I-15 crossing. UDOT completed an environmental assessment (EA) in 2021 and is currently preparing to construct a new interchange on I-15 at 1600 South. This new interchange will provide greater regional mobility to and from the study area but will also increase traffic demands on 1600 South. To address these additional traffic demands the Utah legislature included funds to widen 1600 South in House Bill 433 in 2021 that authorized $2.26 billion in infrastructure spending.

The new interchange and 1600 South widening are scheduled to be constructed from 2023 and 2026. The corridor widening project will also add a 10' sidepath on the northside of 1600 South building upon the existing active transportation (AT) system that includes completed sections of the Dry Creek Trail and neighborhood sidewalks. The 1600 South corridor is also planned to be extended east from SR-51 to US-89 (approximately 400 East) between year 2031 and 2040 making 1600 South an even more important regional corridor. The study area is also trisected by Union Pacific Railroad's (UPRR) Sharp and UTA's Tintic railroads.

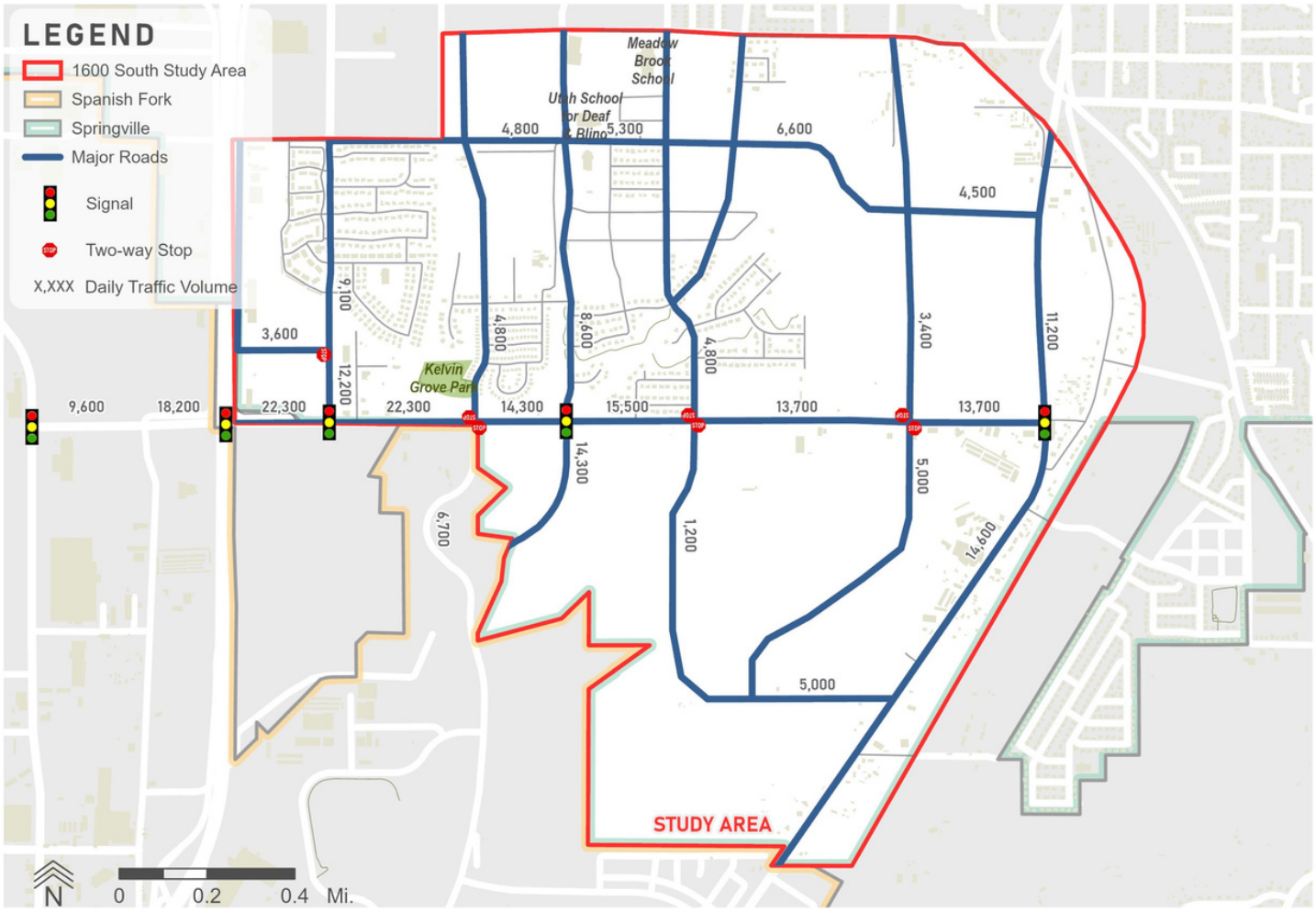
These corridors act as a barrier for road and active transportation connections. However, the Utah Transit Authority is in the process of connecting these rail corridors. This new Sharp and Tintic connection will ultimately allow for the Tintic rail corridor to be abandoned through the study area. The removal of the Tinitic rail corridor will create new opportunities to connect communities and provides a potential linear AT corridor for a new multi-use trail. The existing transportation network is summarized in Figure 1 below.



Current City Traffic Volumes



Projected Traffic Volumes 2050



YEAR 2050 DAILY TRAFFIC VOLUMES, ROADWAYS, TRAFFIC CONTROL

CHAPTER 3

CITY DEMOGRAPHICS

CITY
DEMOGRAPHICS

Demographic & Socioeconomic Analysis

The City of Springville, Utah is located in central Utah County which is located in north central Utah. The city is a part of the Provo-Orem, Utah Metropolitan Statistical Area (MSA) and is near to many other Salt Lake City suburbs along Interstate 15 and U.S. Route 89.

Approximately 6 miles northwest is the City of Provo, the nearest major economic center and the county seat. North-northwest by approximately 50 miles is Salt Lake City, the state's political and economic center. Between Provo and Salt Lake City, area residents are well connected to ample employment opportunities.

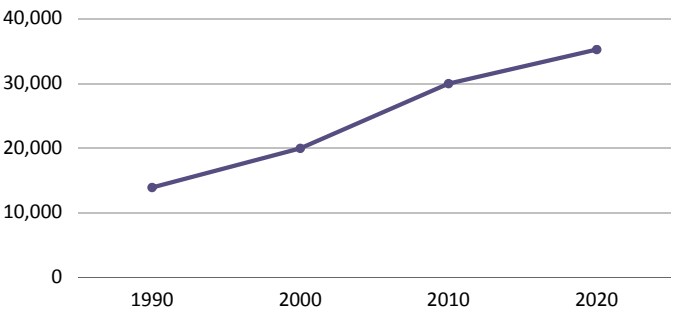
Additionally, Springville is situated just east of Utah Lake and Provo Bay, and the Wasatch Mountains to the south and east of the city, all offering ample recreational opportunities and scenic views to area residents and visitors. As a result of its proximity to employment centers and recreational opportunities, the City of Springville is continuing to attract working families, including young professionals and their families.

It should also be noted that the City of Spanish Fork is located directly South-southwest of the study area and a coordination of efforts throughout the planning process will be necessary for an effective result.

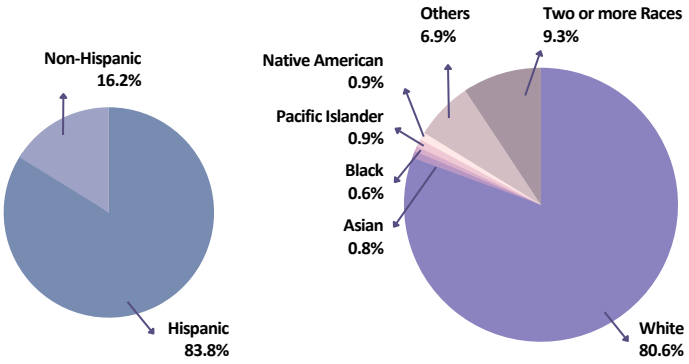
Population

Over the past four Censuses, Springville's population has ballooned from 13,950 in 1990 to 35,268 in 2020. Even from 2010 to 2020, the city's population increased by 20.6%. Such growth can be attributed to a significant growth in the Salt Lake City MSA, overflowing to the Provo- Orem MSA.

SPRINGVILLE CITY, UTAH
POPULATION GROWTH - 1990 - 2020



Of the over 35,000 residents and growing, the city's racial makeup is 80.5% White, 0.9% Native American, 0.9% Native Hawaiian or Pacific Islander, 0.8% Asian, 0.6% African American or Black, and 9.3% two or more races. The remaining 6.9% of residents identify as another race. Additionally, the city's ethnicity make-up is 83.8% non- Hispanic and 16.2% Hispanic.



While the Decennial Census is the most accurate data collection, it does not provide a complete picture of the demographic or socioeconomic conditions of the city. The American Community Survey (ACS), a product of the US Census Bureau, provides 5-Year Estimates of various demographic and socioeconomic metrics. Herein, this report will defer to the ACS 5-Year Estimates.

Approximately 48.7% of residents are male and 51.3% are female, a near even split that is consistent with the state and nation.

The median age is 26.0 years which is similar to the county median of 25.0 years, but notably lower than the state and national medians of 31.1 and 38.2 years respectively. The city's median age is down slightly since 2010 when it was 26.9 years, a 3.3% decrease.

Springville	County	State
26.0 Years	25.0 Years	31.1 Years

Springville's median age and trends are healthy and are characteristic of a young professional community. Moreover, the city's age distribution shows promise of sustained population growth with a large percentage of minors and young adults. As those above 55 years continue to age, there will be a need for supportive services such as increased healthcare, assisted living, and disability access.

High school graduation including equivalency among city residents aged 25 years and over has remained about the same over the past decade, only shifting from 92.9% in 2010 to 92.7% in 2020.

In the same timeframe, the percentage of residents with a bachelor's degree or higher trended upward from 31.1% in 2010 to 37.3% in 2015, dipping only slightly to 36.7% in 2020.

SPRINGVILLE EDUCATION DISTRIBUTION		
Education Cohort	Population	%age
Less Than High School	1,264	7.3%
High School Graduate (Includes Equivalency)	3,185	18.5%
Some College	6,466	37.5%
Bachelor's Degree	4,377	25.4%
Master's Degree	1,458	8.5%
Professional School Degree	216	1.3%
Doctorate Degree	271	1.6%
High School Graduate or more (Includes Equivalency)	15,973	92.7%
Bachelor's Degree or more	12,788	74.2%

This marks an increasingly educated community, despite slight variations. Springville has also seen a marked increase in residents with degrees from master's, professional, and doctorate programs. The below figures include the segment of the population for which that is their highest level of educational attainment except for the last two rows which represent the segment that achieved that level of education or higher.

Employment

Among the residents aged 16 years and over, 14,733 are in the civilian labor force and experience an unemployment rate of 2.0%. The unemployment rate is down from 3.2% in 2010, due to the national rebound from the Great Recession.

Springville's labor force participation has decreased from 68.8%% in 2010 to 66.8% from 2010 to 2020. Of the 14,297 employed civilian residents, the following NAICS sectors are ranked from most common to least common for industry employers.

The median earnings in Utah for the respective industry for the past 12 months is listed in the right column, including part-time and full-time employees. These figures do not include individuals who work inside the city and live elsewhere, rather only those living in the city. The three most common sectors in Springville are manufacturing (13.21%); educational services (11.29%); and retail trade (10.65%).

The ACS also provides estimates as to which occupations residents hold. The figures below represent the number of Springville residents employed in each respective occupation, but again do not include individuals who work inside the city and live elsewhere.

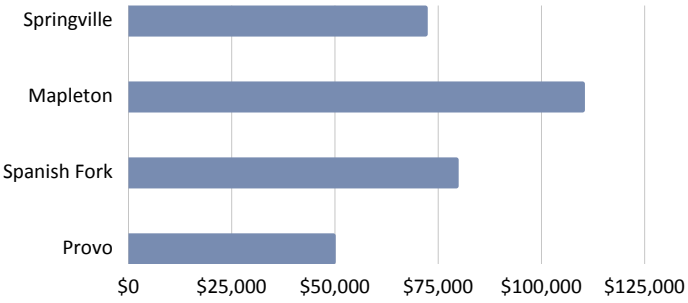
In the column on the right are the Utah median earnings in the past twelve months for each respective occupational category, including part-time and full-time employees. The three most common occupations in Springville are office and administrative support occupations (14.46%); sales and related occupations (11.37%); and management occupations (10.30%).

SPRINGVILLE OCCUPATION DISTRIBUTION BY NAICS INDUSTRY SECTOR			
NAICS Industry Sector	**Population**	**%age**	**Utah Median Earnings**
Manufacturing	1,889	13.2%	$43,774
Educational Services	1,614	11.2%	$31,609
Retail Trade	1,522	10.6%	$25,761
Health care and social assistance	1,457	10.1%	$32,835
Professional, scientific, and technical services	1,383	9.6%	$60,216
Construction	1,374	9.6%	$42,998
Administrative and support and waste management services	1,049	7.3%	$26,826
Accommodation and food services	824	5.7%	$15,012
Public administration	473	3.3%	$54,177
Other services, except public administration	463	3.2%	$26,625
Wholesale trade	457	3.2%	$46,429
Finance and insurance	454	3.1%	$49,833
Transportation and warehousing	406	2.8%	$42,951
Arts, entertainment, and recreation	332	2.3%	$15,776
Information	264	1.8%	$42,452
Real estate and rental and leasing	148	1.0%	$44,748
Agriculture, forestry, fishing and hunting	107	0.7%	$31,450
Utilities	38	0.2%	$67,063
Mining, quarrying, and oil and gas extraction	35	0.2%	$75,971
Management of companies and enterprises	8	0.06%	$49,118

SPRINGVILLE OCCUPATION DISTRIBUTION BY NAICS EMPLOYMENT SECTOR			
NAICS Employment Sector	**Population**	**%age**	**Utah Median Earnings**
Office and administrative support occupations	2,067	14.46%	$29,870
Sales and related occupations	1,625	11.37%	$32,432
Management occupations	1,472	10.30%	$34,270
Production occupations	1,102	7.71%	$34,270
Educational instruction, and library occupations	857	5.99%	$40,643
Construction and extraction occupations	809	5.66%	$40,643
Business and financial occupations	733	5.13%	$55,403
Food preparation and serving related occupations	662	4.63%	$12,353
Installation, maintenance, and repair occupations	590	4.13%	$48,749
Computer and mathematical occupations	525	3.67%	$75,395
Health diagnosing and trating practitioners and other technical occupations	521	3.64%	$46,429
Material moving occupations	514	3.60%	$23,872
Personal care and service occupations	422	2.95%	$13,731
Healthcare support occupations	420	2.94%	$21,279
Building and grounds cleaning and maintenance occupations	365	1.83%	$42,452
Arts, design, entertainment, sports, and media occupations	309	2.16%	$30,526
Transportation occupations	261	1.83%	$40,775
Architecture and engineering occupations	217	1.52%	$75,499
Health technologists and technicians	149	1.04%	$32,476
Community & Social Service occupations	139	0.97%	$39,715
Life, physical, and social service occupations	135	0.97%	$53,716
Law enforcement workers including supervisors	131	0.94%	$55,692
Firefighting and prevention, and other protective service workers	131	0.92%	$29,978
Legal occupations	88	0.62%	$70,636
Farming, fishing, and forestry occupations	46	0.32%	$25,595

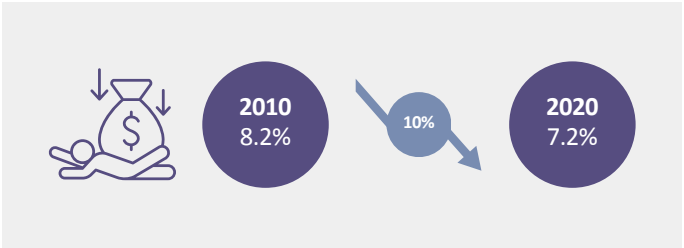
Springville's median household income adjusted for inflation has jumped significantly from $55,487 in 2010 to $72,356 in 2020, a 30.4% increase. Regionally, Springville's median household income is lower than Mapleton's $110, 417 and Spanish Fork's $79,846, but higher than Provo's $50,072.

SPRINGVILLE CITY, UTAH
MEDIAN HOUSEHOLD INCOME COMPARISIONS (2020)

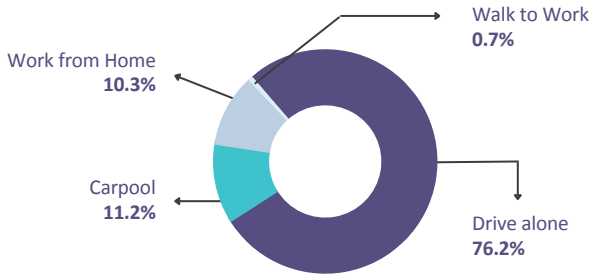


The per capita income adjusted for inflation has also increased, going from $19,912 in 2010 to $23,868 in 2020, a 19.9% increase. Springville's per capita income is lower than Mapleton's $40,685 and Spanish Fork's $25,279, but higher than Provo's $21,607.

The city's poverty rate of 7.2% is lower than the county, state, and national rates of 10.0%, 9.1%, and 12.8% respectively. Additionally, the city's rate has decreased from 8.2% in 2010 to what it is now.



Springville residents predominantly commute to work by driving alone (75.3%) with another 11.2% carpooling. Of the remainder, 10.3% work from home, 1.4% take public transit or a taxi, 0.7% walk, 0.6% bike, 0.3% ride a motorcycle, and 0.3% commute via other means.



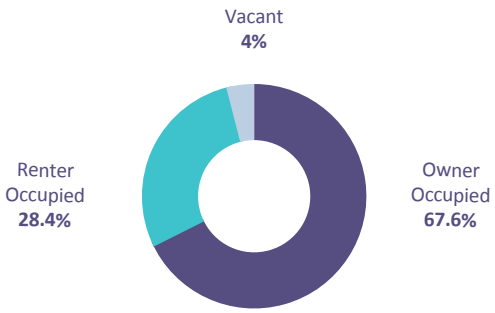
Notably, the percentage of residents that work from home has increased dramatically from 4.6% in 2010 to 10.3% in 2020. With the COVID-19 pandemic and related teleworking trends, that number is likely even higher as of 2022.

The average commute to work in 2020 is 21 minutes, essentially the same as it was in 2010 at 20 minutes. The commute time is slightly lower than the county, state, and national averages of 22, 22, and 27 minutes respectively.

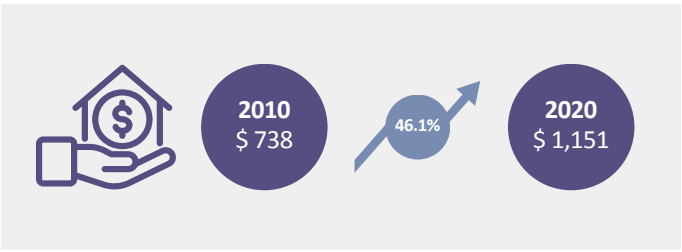
COMMUTE TIME	
Commute Time	% of Population
Less than 10 Minutes	16.4%
10 to 14 minutes	18.0%
15 to 19 minutes	20.3%
20 to 24 minutes	16.3%
25 to 29 minutes	6.1%
30 to 34 minutes	9.7%
35 to 44 minutes	3.5%
45 to 59 minutes	4.4%
60 or more minutes	5.3%

Housing

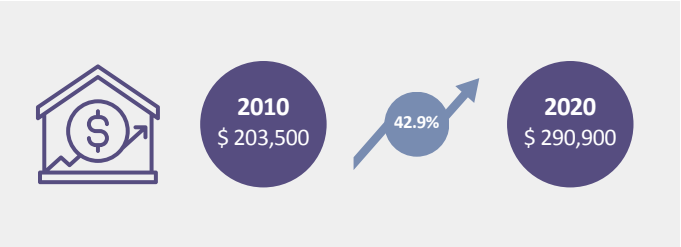
Springville's housing stock consists of 9,695 units and is largely occupied (95.8%) with only 4.2% (408) of the units being vacant. Of the 9,287 occupied units, 6,540 (70.42%) are owner occupied and 2,747 (29.58%) are renter occupied.



The median gross rent is $1,151, up from $738 in 2010, resulting in 46.1% of Springville renters being considered housing cost burdened which is classified as more than 30% of household income in the past 12 months.

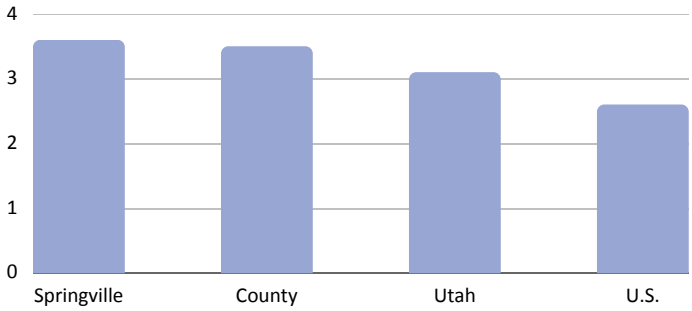


The median value of an owner-occupied house is $290,900 which is up from $203,500 in 2010. For owners with a mortgage, the selected monthly owner costs (SMOC) are $1,588, resulting in 19.2% of Springville households with a mortgage being cost burdened. For owners without a mortgage, the SMOC is $463, resulting in only 2.7% of Springville households without a mortgage being cost burdened. These figures are generally on par with those for Provo and Spanish Fork, but significantly lower than Mapleton.



The average household size is 3.6 persons which is on par with the county and state averages of 3.5 and 3.1 persons respectively, but higher than the national average of 2.6 persons.

SPRINGVILLE CITY, UTAH
HOUSEHOLD SIZE COMPARISIONS (2020)



CHAPTER 4

PUBLIC INPUT SYNOPSIS

PUBLIC INPUT SYNOPSIS

Public Input Process and Timeline

The consultant team arranged close communication with the Springville City Admin Team, its Technical Team and Landowners throughout the duration of the project.

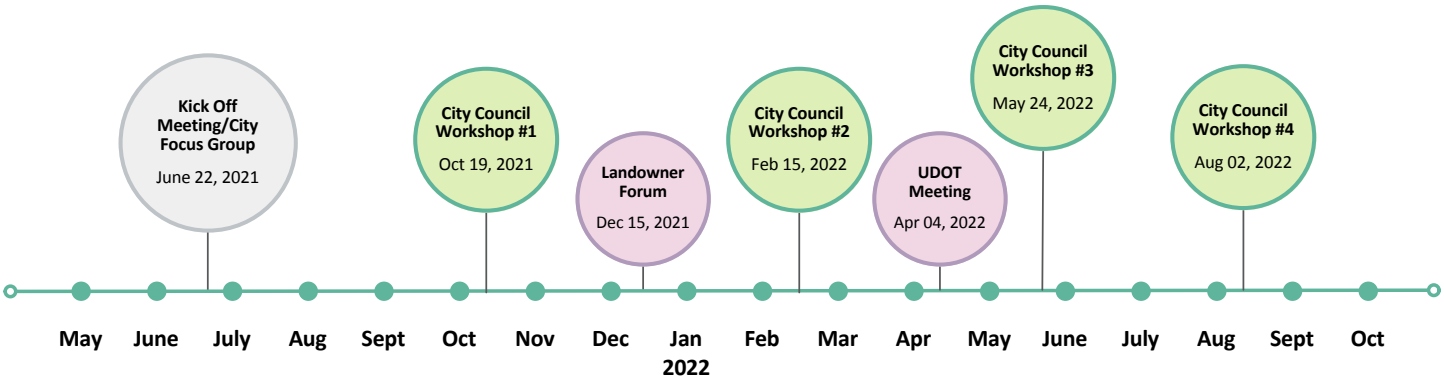
The consultant team arranged for and hosted a series of meetings designed to confirm existing conditions, present ideas about the corridor, and collect feedback for the vision of the 1600 South Corridor.

The planning team held meetings with key landowners and stakeholders, including the collection of input from their design teams and/or development partners, to help identify the development potential within the study area as a component of the site analysis phase. This information was also used to develop the Baseline Scenario, which is the development that the city might expect to occur if this plan was not adopted.

The consultant team used the site analysis package as the basis for developing the initial development scenarios. Each land use scenario as outlined was chosen to test the appropriate economic infrastructure perspectives as compared to the Baseline Scenario. The market analysis and valuation process involved thorough research of existing market data, as well as numerous interviews with developers and brokers in the area (developer focus group). The software Urban Footprint was chosen to provide the bulk of the data for review.

Robust discussion took place regarding the three scenarios presented at the City Council Work Session resulting in the consultant team preparing additional information for review. During that time, a change in the Council positions resulted in a pause in the planning process which gave the Council time to review the existing data. The Springville City Admin team presented a preferred scenario recommendation to the City Council, who approved the direction for further consideration. The preferred scenario will be migrated into a regulating plan that will be directly referenced and codified as a form-based code or similar mechanism.

The Planning Team began the project with a Project Admin Kickoff Meeting and the City Focus Group. Subsequent meetings were scheduled and hosted as outlined on the following timline. Input provided from these meetings was used to establish the outreach summary for the project. The research and analysis in the first phases of the project, with input from stakeholders, was the source of the Baseline Scenario described. Appendix A includes a summary of the meetings as well as a summary of those invited to attend.



Public Input Synopsis

Input provided from these meetings was used to establish the outreach summary for the project. The research and analysis in the first phases of the project, with input from stakeholders, was the source of the Baseline Scenario described in the next section. A summary of the overall outreach summary is as follows:

The outreach meetings coordinated by the City Admin Team, including the Consultant, resulted in two baskets of comments. A summary of these comments follows, and was used to guide the scenario planning process.

Basket 1

City Council Comments

The Consultant Team presented the existing conditions and baseline scenario to the City Council in 2021. The discussion by the Council was focused on whether the character of this area of the City when it develops should be similar to the rest of the development already existing or planned in the City. There was concern expressed by the Council that increases in density above what was already planned for in the General Plan, and expanded commercial development beyond what was typical for other corridors may be detrimental. The Consultant Team discussed this feedback with the Admin Team to develop the alternative scenarios.

Subsequent presentations to the Council, focused on the prepared alternative scenarios (See Section XX), focused the discussion on what amount of density would be appropriate in the study area. The Council noted appreciation for alternative methods of development that can ensure higher density will be a positive part of the community. The Council did express doubt about whether upgraded standards would be accepted in the market by developers along 1600 South. The Consultant Team and the Admin Team discussed this feedback, but placed the next steps on hold pending a new City Council.

After the 2021 election cycle a new Council was seated. The Consultant Team presented the alternative scenarios to the new Council to restart the discussion.

The focus of the discussion was focused more closely on the scenarios that reflected the reality of what the development community was requesting, see Basket 2. The Council discussed the desires of the development community and requested some additional time to review. The Consultant Team was also asked to advise with UDOT on the status of the road design.

In a meeting with UDOT the following design components were requested, and clarifications were provided to support the plan.

Q **A bike lane along the roadway was requested in addition to the separated trail.**

A This was deferred by UDOT for study.

Q **A planted median was requested.**

A Planted median may be ok, deferred for study. The landscape would be betterment, but the curb would be in place by UDOT. This study will cover ideas for median characteristics.

Q **Are any of the intersections suitable for roundabouts?**

A UDOT has deferred this to the design team for review to determine if this is feasible. Later it was determined that these features are not recommended.

Q **Who will construct trails/sidewalks?**

A The park strip and sidewalk on the south side of the street will be by the City and/or Developer, not UDOT. The trail/walk on the north side will be constructed by UDOT.

The City Admin team collected information and provided it to the Consultant Team that guided the selection of the Preferred Scenario. The Preferred Scenario is based on Alternative Scenario #X, and was selected due the mix of density and uses presented.
A full outline of each Council Work session is found in the Appendix.

Basket 2

Stakeholder and Landowner Comments

During discussions with stakeholders and landowners, generally it was expressed that there is ample desire to develop and demand for development within the primary and secondary study area. Some questions were brought up by the groups as follows.

Q **Is sewer capacity an issue?**

A Capacity is planned to meet standard development scenario, development above that may be a challenge. Projections will inform process, process to upgrade sewer (and other utilities) will come down the road (bonding, districts, etc.). Prior models didn't anticipate housing south of 1600, but development in that area may be more viable now since 1600 South is coming.

Q **Will there be an economic benefit analysis?**

A Yes, analysis will take place on the preferred scenario when chosen. This information will be presented to the City Council to guide the Regulating Plan.

Q **How will open space be calculated/oriented?**

A 10% generally, but how it is distributed has not been determined yet. Private landowners will have opinions on park space locations, but the location in the scenario planning is for planning purposes only.

A full outline of Stakeholder Workshop is found in the Appendix.

Approved Vision for the Study Area

Data collected from this public outreach process was used to develop draft alternative scenarios (see Chapter 6) and presented to the City Council. Upon review of the information the City Council requested updates to the draft scenarios. Revised scenarios (See Appendix XXX) were presented to the City Council for discussion which resulted in a vision created for the primary and secondary study area.

Primary Study Area

Generally, the vision for the Primary Study Area anticipates more urban form and higher development density than in the current general plan (Adopted 2020). Due to limitations in the capacity of the Springville City Treatment Plan, this additional density will be clustered around key nodes or districts. In between the nodes, the development patterns will be lower in intensity to reduce demands on infrastructure. Implementation of this vision will include the adoption of a regulating plan (see Chapter 6) and an updated land use zone. The recommended format for the updated zone is a form-based code. Locally a template for the creation of a form-based code has been established by WFRC. Within this template, the general land use patterns (Place Types) envisioned in the Primary Study Area can be described as a Boulevard Community. Land use patterns and place types are further explained in Chapter 7.

Secondary Study Area

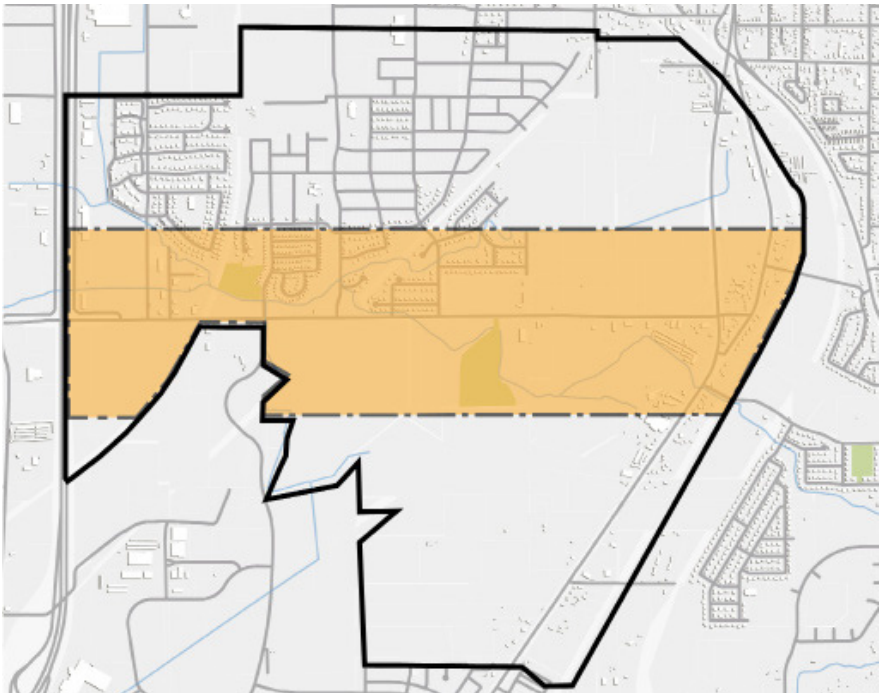
INSERT DESCRIPTION

Generally, the vision for the Secondary Study Area anticipates..... Implementation of this vision will include the adoption of a regulating plan (see Chapter 6) and an updated land use zone. The recommended format for the updated zone is a form-based code. Locally a template for the creation of a form-based code has been established by WFRC. Within this template, the general land use patterns (Place Types) envisioned in the Primary Study Area can be described as a Town Center. Land use patterns and place types are further explained in Chapter 7.

CHAPTER 5

PREFERRED SCENARIO & REGULATING PLAN

Scenario Planning



Description

Scenario planning is a planning methodology that compares potential land use development alternatives to the baseline land use development that may have been expected under existing adopted land use plans. Existing conditions are represented by a baseline scenario.

Scenario Plan Area

Regulating Plan Boundary

After alternative scenarios are developed and tested, a preferred scenario is chosen. The preferred scenario becomes the basis for new planning documents that are considered for adoption.

Baseline Scenario

In 2011 Springville City adopted an updated General Plan. This Plan made certain assumptions for land use in the vicinity of the planned 1600 South Corridor, as well as the area of the city continuing South to the border with Spanish Fork.

The existing adopted land use densities from the City General Plan were chosen to represent the baseline land use for comparison to potential alternatives.

Chapters 2&3 encompass this information.

A second component included in the baseline scenario is utility infrastructure. The existing General Plan governing densities based on the current city zoning code were used to calculate infrastructure needs (only applicable to the primary study area). Both conveyance pipes and terminal facilities that serve the primary study area have size limits that will limit the overall density in the study area in alternative scenarios studied.

The storm water and sanitary sewer systems are the key limiting factor to increases in density. While certain conveyance systems can be upsized, and may be done so at a reasonable cost to the City and/or private developers, there will be a point at which the sewer treatment plant will be at capacity.

Replacing this facility may be unreasonably expensive at this time for minor increments in density beyond baseline. This, among many other factors, are explored in each of the alternative scenarios.

The third component included in the baseline scenario is traffic demand along the 1600 South corridor. Data provided by the UDOT environmental study for the construction of the roadway was used to formulate the baseline scenario.

Alternative Scenarios Early in the process

Using the approved Vision, the project planning team modeled three different alternative scenarios for the physical development of the 1600 South Springville Corridor Study area.

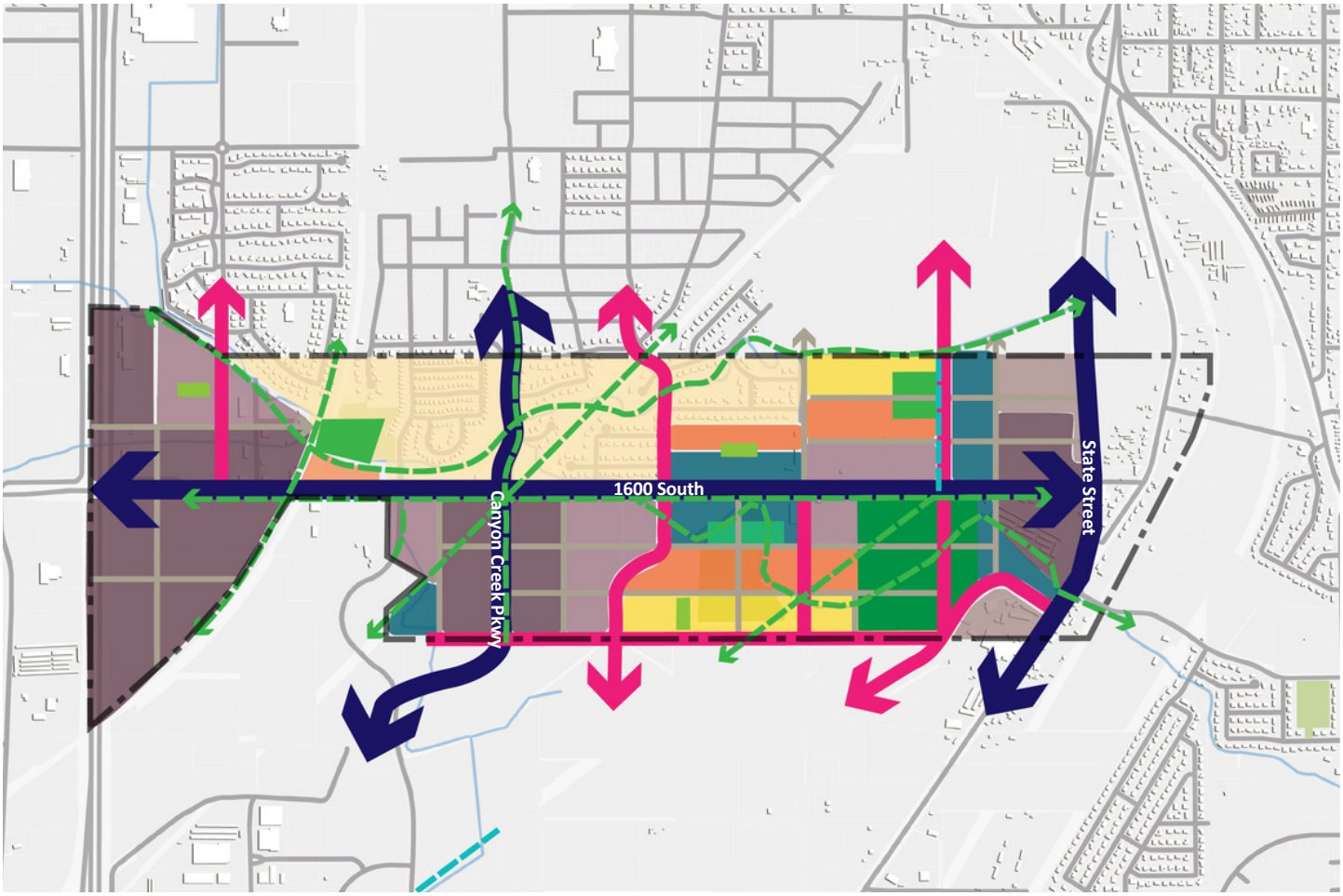
The modeled scenarios, revised per the direction of the City Council, are a comparison to the existing conditions baseline analysis to provide a range of potential outcomes. While there may be many possible models to be considered, the modeling of these scenarios provides a sample range of potential development types and densities, costs that may be incurred by the City and other demographic realities.

To run the scenarios, sample parcels are developed to allow analysis of outcomes. These parcels are not carried forward to the regulating plan as they are only for testing purposes. Thus it is a translation of specific area planning back to a broad/general area planning exercise.

The economic and infrastructure analysis that is included in the modeling also provides guidance on the likely timing of development over time and the sequencing of different land uses incrementally (e.g., whether commercial uses will precede, coincide with, or follow residential development). The absorption of development can be analyzed hand in hand with the projected trtaffic volumes to determine how capacity of auto traffic in the corridor may be affected.

Preferred Scenario

Subsequent to the Scenario Planning Process, a preferred scenario was chosen for more detailed analysis.



The chosen scenario was an amalgam of the original scenarios presented , see Appendix B for all alternative scenarios.

The preferred scenario is based on the overall vision for the area as directed by the Springville City Council as described in Chapter 4. This direction has been based on feedback from local developers, landowners, and stakeholders that participated in the December 2021 Developer Forum call, further confirmed by direct outreach to the City and consultant team by participants in the call during the planning process.

Preferred Scenario Outcomes
(Primary Study Area)

The chosen Preferred Scenario (See above and Appendix B) from the various versions tested demonstrates the highest and best use for the 1600 South Corridor.

The Boulevard Place Type that has been chosen, fully defined in Chapter 6, as the Tier One description for the area utilized the publicly available data and feedback from the development community to define the highest and best use, which is a compromise between maximum productivity and an aesthetically pleasing or community focused design, see adjacent list of ten outcomes.

Within this compromise the community has determined, and the City Council has approved an appropriate mixture of uses, densities of buildings, and most importantly clustered development types that are most needed by the residents.

The balanced approach to residential and commercial distribution throughout along the primary study area is represented in the preferred scenario and will support an easy conveyance of traffic as preferred by UDOT, but also support ample space for future development adaptations as our traffic and transportation systems evolve.

Traffic counts are expected to be in the 3000 range initially, growing to the long term projected range of 20,000+, (see page 18). This allows for development growth in the corridor.

Overall, the Preferred Scenario when implemented by the adoption of the Regulating Plan will create a new commercial corridor for the City of Springville, one that will provide future economic prosperity.

The information outlined can be utilized to help commissions and councils make informed decisions about land-use, economic development, and commercial activity placement. Additionally, the regulating plan will help guide the private development realm by educating potential developers about the desired and allowable uses for areas, defining property types and architectural typology for each.

01 **Distinct locations of commercial nodes around existing and future roadway corridors Integration of residential density along the corridor, increasing the sustainability of retail**

02 **Development Opportunities**

03 **Maximization of critical gateway corridors to allow for creation of a “community entrance”**

04 **A balanced corridor that prioritized phased development and achievable infrastructure right- sizing projects**

05 **A corridor with enhanced connectivity and walkability, ensuring equitable access for all individuals**

06 **Ample space for “missing middle” or diverse residential typology**

07 **Catalyst development site identification, allowing for targeted developer acquisition**

08 **Seamless integration of existing residential into new commercial and residential uses**

09 **Infrastructure system impacts that able to be managed or planned for with limited upfront capital improvement cost**

10 **Allocations of space in multifamily housing for affordable and attainable housing to meet SB 154 Requirements**

(Tables on Page 37 and Appendix C, detail acreage)

SCENARIO PLAN & REGULATING PLAN

SCENARIO PLAN

A scenario or corridor plan is a detailed plan for a small section of a community, documenting the highest and best use for the area. Alternatives are prepared to outline the potential impact of development, weighing different styles of development to gauge overall economic impact. Impacts commonly measured are as follows:

- **Land-use and density**
- **Job retention and growth**
- **Tax or economic benefit calculation**
- **Infrastructure demand calculations**

These components inform the regulating plan, but are not part of the regulating plan as land use is regulated using a different set of tools.

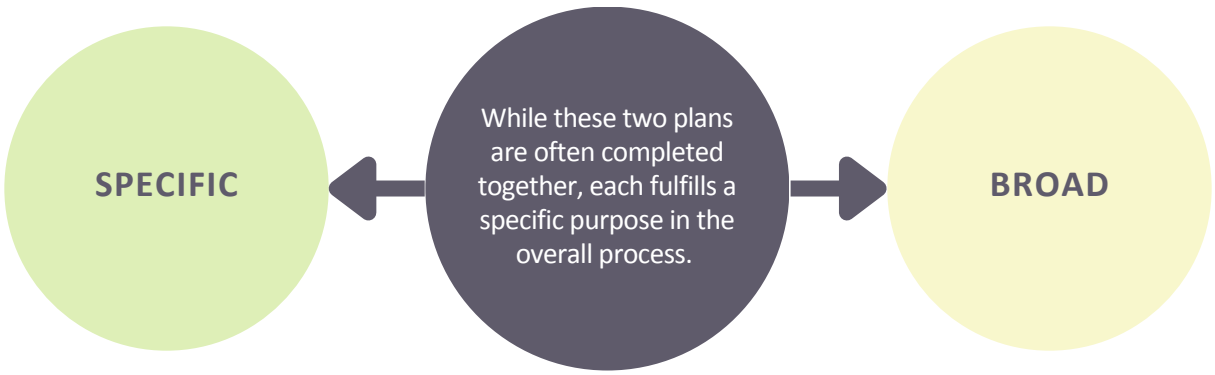
&

REGULATING PLAN

A regulating plan is a document that provides high level design guidelines and principles for layout of a large area, based on analysis prepared in scenario planning exercises. The overall function for a regulating plan is to:

- **Create a development framework for a large tract of land(s) (referred to as a place type) that will support analysis of the scenario plan**
- **Document the look, feel and overall atmosphere for future development by designating location of land use districts**
- **Identify general location of roadway infrastructure, parks and open space**

A description of these component is provided in this document. Full implementation will be governed by revised codes (recommended as a form-based code).



Preferred Scenario Cost Benefit Analysis
(Primary Study Area)

Understanding the economic impact (both costs and revenue) is important to the overall design of a corridor. Without this information, the City cannot make an educated decision about the future for the area. To better understand this, the results of the preferred scenario must be studied for impacts. Specifically:

WALKABILITY SCORE		
	Base (Existing Conditions)	**Scenario**
Parks within 10 minute walk	95.7%	96.5%
Access to retail within 10 minute walk	7.7%	79.0%

The walkability score outlines access to critical amenities within a standard walking distance measured in time.

DEMOGRAPHIC IMPACTS		
	Base (Existing Conditions)	**Scenario**
Jobs	508	5,491
Population	4,839	8,117
Households	1,278	3,289

Economic impacts outlined above are figures created based on a land-use scenario planning process. These figures outline the potential impact of economic based items as a direct results of the scenario buildout, assuming capture at the time of full build out. Defining the housing typologies within the scenario planning corridor is critical to understanding the overall uses, densities, and potential impacts, as measured by “roofs” or “doors” per acre.

HOUSING BY TYPE			
	Housing Units Per Category	**Minimum Doors Per Acre**	**Maximum Doors Per Acre**
Large Lot Detached Single-Family Dwelling Units	843	4	6
Small Lot Detached Single-Family Dwelling Units	341	6	9
Attached Single Family Dwelling Units (Townhomes)	232	7	9
All Multifamily Dwelling Units	1,783	8	16
Total Units	**3,199**		

SQ FOOTAGE BY TYPE			
	Housing Sq. Ft per acre	**Retail Sq. Ft Created (Total)**	**Office Sq. Ft Created (Total)**
Residential	2,610,000	0	0
Mid Intensity Activity Center	0	1,010,175	146,965
Village Mixed- Use	383,350	966,585	217,260
Retail Strip/Big Box	0	309,482.50	0

TRANSIT ACCESIBILITY REPORT		
	Preferred Scenario	**Base Scenario**
Parks Access within 10 minutes	96%	97%
Schools Access within 20 minutes	60%	55%
Hospitals Access within 30 minutes	0%	0%

EMPLOYMENT ACCESS		
	Preferred Scenario	**Base Scenario**
10+% of Jobs within 30 minutes	100%	100%
25+% of Jobs within 30 minutes	99%	100%
50+% of Jobs within 30 minutes	96%	97%

HOUSEHOLD COSTS REPORT		
	Preferred Scenario	**Base Scenario**
Auto Auto Fuel Costs per Household	1,605.67	2,847.79
Auto Ownership and Maintenance Costs per Household	7,762.31	13,767.14
Total	9,367.97	16,614.94

RISK & RESILIENCE REPORT		
	Preferred Scenario	**Base Scenario**
Population in Fire Hazard Severity Zones	588.48	340.49
Dwelling Units in Fire Hazard Severity Zones	236.86	90.10

TRANSPORTATION REPORT		
	Preferred Scenario	**Base Scenario**
Annual Total VMT (Millions)	48.42	29.91
Average Annual Residential VMT per Capita	4,823.32	5,923.05
Daily MXD Total Vehicle Trips	96,480.04	14,588.33
Average Daily MXD Vehicle Trips per Household	4.20	6.82
Annual passenger vehicle emissions	19,586.52	NA

ANNUAL GHG EMISSIONS BY SOURCE		
	Preferred Scenario	**Base Scenario**
Annual passenger vehicle emissions	19,586.52	
Total Building Energy GHG Emissions	75,972.22	22,623.53
Total Water GHG Emissions	465.75	246.79
Total	96,024.49	22,870.32

TRAVEL MODE SHARE		
	Preferred Scenario	**Base Scenario**
Auto	93%	87%
Transit	2%	1%
Walk or Bike	6%	12%
Total	100%	100%

Preferred Scenario Infrastructure Demands

HOUSING BY TYPE			
	Base (existing conditions)	**Preferred Scenario**	**Additional Waste Water Created**
Total Water Usage	207,550,000	391,700,000	163,433,125
Residential Water Usage (Indoor & Outdoor)	158,560,000	236,830,000	98,815,080
Commercial Water Usage (Indoor & Outdoor)	48,990,000	154,870,000	64,618,045
Water Use Pre Capita	32,713	29,177	

Note:

- All calculations in gallons
- Assumed water entry back into waste water treatment plant is 85% of the total distribution

ENERGY CONSUMPTION BY TYPE		
	Base (Existing Conditions)	**Preferred Scenario**
Residential Electrical Usage	17,4300,000	30,620,000
Commercial Electrical Usage	4,990,000	52,250,000
Residential Natural Gas Usage	1,010,000	1,973,000
Commercial Natural Gas Usage	101,000	1,090,000

Note:

- All electrical calculations in KWH
- All natural gas calculations in MCF
- Natural gas calculations assume energy efficient construction
- 300,000,000 annual KWH for the entire city per 2021

Preferred Scenario Infrastructure Costs

ENERGY CONSUMPTION BY TYPE		
Category	**Annual Costs**	**Charges for Services**
Street/Roads	$ 2,673,449.00	$146,440.00
Water	$3,919,455.00	$5,688,716.00
Sewer	$3,007,206.00	$4,675,081.00
Electric	$ 25,547,143.00	$30,510,137.00
Storm	$ 923,659.00	$1,250,574.00
Solid Waste	$ 1,430,092.00	$ 1,977,146.00
Total Cost	$ 37,501,004.00	$ 44,248,094.00
Total Cost Per Acre	$4,071.77	$4,804.35

Note:

- Costs above are based upon figures received by the City and are quantified on an acre basis calculation.

Economic Impact Assessment

Understanding the economic impact (both costs and revenue) is important to the overall design of a corridor. Without this information, the City cannot make an educated decision about the future for the area. To better understand this, the results of the preferred scenario must be studies for impacts. Specifically:

ECONOMIC IMPACT (ANNUALLY)							
Type	**Acreage**	**Property Tax Capture**	**Sales Tax Capture**	**Total Revenue Per Acre**	**Total Revenue**	**Total Cost (calculated at $4,071.77 Per Acre)**	**Net Income (revenue) per acre**
Mid Intensity Activity Center	136.27	$1,500	$9,500	$11,000	$1,500,070	$554,860.10	$945,209.90
Village Mixed-Use	56.38	$3,500	$13,000	$16,500	$930,270	$229,566.40	$700,703.60
Retail Strip/Big Box	49.18	$1,500	$33,500	$35,000	$1,721,300	$200,249.65	$1,521,050.35
Residential Medium-High	168.60	$3,000	$0	$3,000	$505,800	$686,500.42	-$180,700.42
Residential-Medium	48.72	$1,600	$0	$1,600	$77,952	$198,376.64	-$120,424.64
Residential-Low	29.00	$1,200	$0	$1,200	$34,800	$118,081.33	-$83,281.33
Multi-family	147.56	$2,000	$0	$2,000	$295,120	$600,830.38	-$305,710.381
Total Revenue Per Acre (Average)					**$5,065,312**	$2,588,464.92	
					Total Revenue	**$2,476,847.08**	

- Costs and benefits listed on this page do not include impact fees collected at time of construction or the need for capital improvement projects.

COSTS			
Category	**Cost**	**Tax Capture**	**Revenue**
Year 1	$2,588,464.92	$5,065,312.00	$2,588,464.92
Year 15	$41,416,163.11	$94,209,301.70	$47,793,138.59

Note:

- 15 year horizon assumed with a 3% annual increase in revenue and 2.5% increase in costs. These are standard figures for computation purposes only. Calculations assume full build out in year 1, showing the same properties and values for comparison in year 15.

Preferred Scenario Outcomes
(Secondary Study Area)

The Town Center Place Type, fully defined in Chapter 6, has been chosen as the Tier One description for the secondary study area.

This is extrapolate from the data collected in the Primary Study Area as there was not sufficient funding available to analyze the secondary area in detail. The highest and best use, which is a compromise between maximum productivity and an aesthetically pleasing or community focused design is outlined, see adjacent list of nine outcomes.

Within this compromise the community has determined, and the City Council has approved an appropriate mixture of uses, densities of buildings, and most importantly clustered development types that are most needed by the residents.

The adoption of the Regulating Plan will create a new commercial town center for the City of Springville, one that will provide future economic prosperity.

The information outlined can be utilized to help commissions and councils make informed decisions about land use, economic development, and commercial activity placement. Additionally, the regulating plan will help guide the private development realm by educating potential developers about the desired and allowable uses for areas, defining property types and architectural typology for each.

01 **Distinct locations of key node around future roadway corridors, trails, and public plaza Integration of residential density radiating out from the town center along roadways and trails**

02 **Integration of residential density radiating out from the town center along roadways and trails**

03 **Maximization of area within the Springville City Boundary to ensure entire town center is developed under consistent guidelines**

04 **A balanced town center that prioritizes phased development and achievable infrastructure right-sizing projects**

05 **Enhanced connectivity and walkability, ensuring equitable access for all individuals accessing the town center**

06 **Ample space for “missing middle” and diverse residential typologies**

07 **Catalyst development site identification, allowing for targeted developer acquisition**

08 **Infrastructure system impacts that can be managed or planned for with limited upfront capital improvement cost**

09 **Allocations of space in multifamily housing for affordable and attainable housing to meet SB 154 Requirements**

(Tables on Page 53 and Appendix C, detail acreage)

Primary & Secondary Area
Regulating Plan

- Mixed Use Lifestyle
- Commercial - Retail/Mall
- Commercial - Village Mixed
- Housing - Medium High
- Housing - Medium
- Housing - Medium Low
- Town Center Place Type
- Boulevard Comm. Place Type
- Roadways

Regulating Plan

The most common tool for mapping a form-based code is a “regulating plan.” A regulating plan is a general land use district map combined with an open space plan and transportation plan (see Chapters 8 and 9).

The regulating plan is implemented ultimately by a Form- Based Code, which is generally outlined in this document. Each street, block, or parcel within the study areas must comply with the illustrated standards in the recommended Form-Based Code.

For Springville City, this plan recommends significant changes to the land use types and current parcel descriptions before development can occur. Small scale parcelization for individual building lots (whether residential or commercial) has not yet occurred in the study areas, thus the regulating plans are somewhat schematic in nature.

Regulating Plan

The Regulating Plan, for both the Primary and Secondary Study Areas demonstrates how land uses will be organized so the overall vision of the area is realized.

Land Use Districts, derived from the Preferred Scenario Plan, are laid out with a logical road network. Within the following tables (Page 59) a general overall summary of the units that may be expected by each land use type is provided.

This applies to the Primary Study Area only. These land use types are based on the existing land use type definitions in the City General Plan and Code.

When migrating from Euclidean Zoning currently in place to the Form-Based Code, land uses will be instead referred to as districts. Districts will allow a basket of uses within them, as noted on the adjacent table.

The Regulating Plan, as described further at the end of this Chapter, indicated a proposed rationalization of the boundary with Spanish Fork.

LEGEND:

- ● Permitted
- ◒ Permitted in Upper Stories Only
- ◐ Permitted with Development Standards
- ○ Requires a Conditional Use Permit

Uses	Districts					
	Commercial/Retail Strip Mall	Com. - Village/Mixed-Use	Residential - Medium High	Residential - Medium	Residential - Medium Low	Mixed Use - Lifestyle
Residential & Lodging						
Residential	◒	◒	●	●	●	●
Hotel & Inn	●					◐
Residential Care			●	●		
Civic						
Assembly	●	●	●	●	●	●
Transit Station	●	●		●		●
Hospital & Clinic	●			●		○
Library/Museum/Post Office (no distribution)		●		●		○
Police & Fire		●	●	●		●
School			●	●	●	
Retail						
Neighborhood Retail	●	●	●	●		●
General Retail	●	○				●
Outdoor Sales Lot	○					●
Service						
Neighborhood Service		●	●	●		●
General Service	●	●				●
Vehicle Service		○	○	○		○
Office & Industrial						
Office	◒	◒	○	○		●
Craftsman Industrial	◐[5]	◐	◐	◐		○
Infrastructure						
Parking Lot	●[4]	●		○		◐
Parking Structure	◐[5]	◐				○
Utility & Infrastructure						
Open Space	◐[3]	◐	○	●		●
Accessory Uses						
Home Occupation			●	●	●	●
Outdoor Storage of Goods						
Parking Lot	●	●		○		○
Parking Structure	◐[5]	◐				○

Regulating Plan Metrics

As the Regulating Plan is a road map for the successful mix of land uses in the study area, the mapping will needs to be tied to an implementation strategy to ensure the data outlined on previous tables is realized.

The implementation strategy recommended is a Form-Based Code. The Regulating Plan is linked to the code by the designation of districts. The color coded districts on the regulating plan are also listed on the table to the right, with the likely uses that will be permitted in each.

There are certain nuances to the permitting of certain uses that will need to be described more fully in the final code. For example, certain residential types are recommended to be permitted only in upper stories of structures. The code will designate the form of the second story. Each use on the adjacent table will be described in more detail in the final code.

Appendix D includes an outline of the full recommended Form-Based Code. However, starting with this Chapter (Chapter 5), the remainder of this document includes the content that the Form-Based Code will be based on.

Chapter 5 Is a description on the two Place Types that are Recommended and Chapter 7 describes the characteristics of the development districts that are recommended.

Designating more than one Place Type allows the City to implement a different vision in the described geographic areas, even while some of the same districts are defined in each. This provides for continuity of overall development character across the Study Areas. An additional district type, open spaces, is outlined in Chapter 9.

To demonstrate the development outcome for the aggregate study area, Page 59 includes a table of acreage that has been assigned to each land use type (defined as districts in Chapter 7). As assumed density per acre, per existing City code is assigned, to develop the housing housing or SF count per district. With this information additional plan metrics can be derived, including population projections.

City Boundary

The Regulating Plan indicates a simple strategy for rationalizing the City boundary. No changes to the city boundary along the primary study area are recommended. Although squaring off the boundary would allow Springville City to apply the vision of this plan to the entire corridor, the amount of property near the interchange within Spanish Fork is significant and has been deemed unreasonable to change jurisdiction.

However, a land swap in the secondary study area is recommended for negotiation with Spanish Fork. Land required to ensure the center of the town center node is surrounded by property within Springville (primarily medium residential) could be achieved by swapping a small peninsula of of property just to the north of the town center with Spanish Fork (envisioned as medium low residential). After this change, the extension of Canyon Creek Parkway would remain completely within Spanish Fork ensuring no city boundaries follow the center of this arterial.

REGULATING PLAN TOTALS BY LAND USE TYPE

Type	Acreage	Housing Units Per Acre	Total Housing Units	Retail & Commercial Sq. Ft. Per Acre (Average)	Residential Sq. Ft. Per Acre (Average)	Total Sq. Ft.
Housing Medium Low	171.1	6	1026.6	0	15,000	2,566,500
Housing Medium	66.7	10	667	0	12,000	1,334,000
Housing Medium High	96.6	18	1738.8	0	14,400	1,391,040
Mixed-Use Lifestyle	24.3	14	340.2	20,000	11,200	758,160
Village Mixed-Use	293.9	12	3526.8	14,500	9,600	7,082,990
Retail Mall	137.3	0	0	18,000	0	2,471,400
Total	**789.9**		**7299.4**			

Note: These figures are not intended to be used for planning, infrastructure projections, or forecasting of needs. They include a margin of error of +/- 18%.

GENERAL REGULATING PLAN METRICS

Category	Cost
Regulating Plan Acreage	789.9
Regulating Plan Population (+/- 20%)	7939.44

CHAPTER 6

PLACE TYPES

Place Types are a tool recommend to support the implementation of a Form-Based Code.

A Place is a grouping of land use types (which will be defined as districts in subsequent chapters) that have a distinct character or vision.

Based on the study area outcomes defined in the prior chapter, two Place Types have been selected for implementation. The Primary Study Area in this plan, which is the 1600 South Corridor, has been named the Boulevard Community Place Type.

The Secondary Study Area, the land south of the corridor, has been named as the Town Center Place Type. These names are derived from the WFRC Form-Based Code template and generally describe the overall vision for the area (although different names may be selected as the code is written).

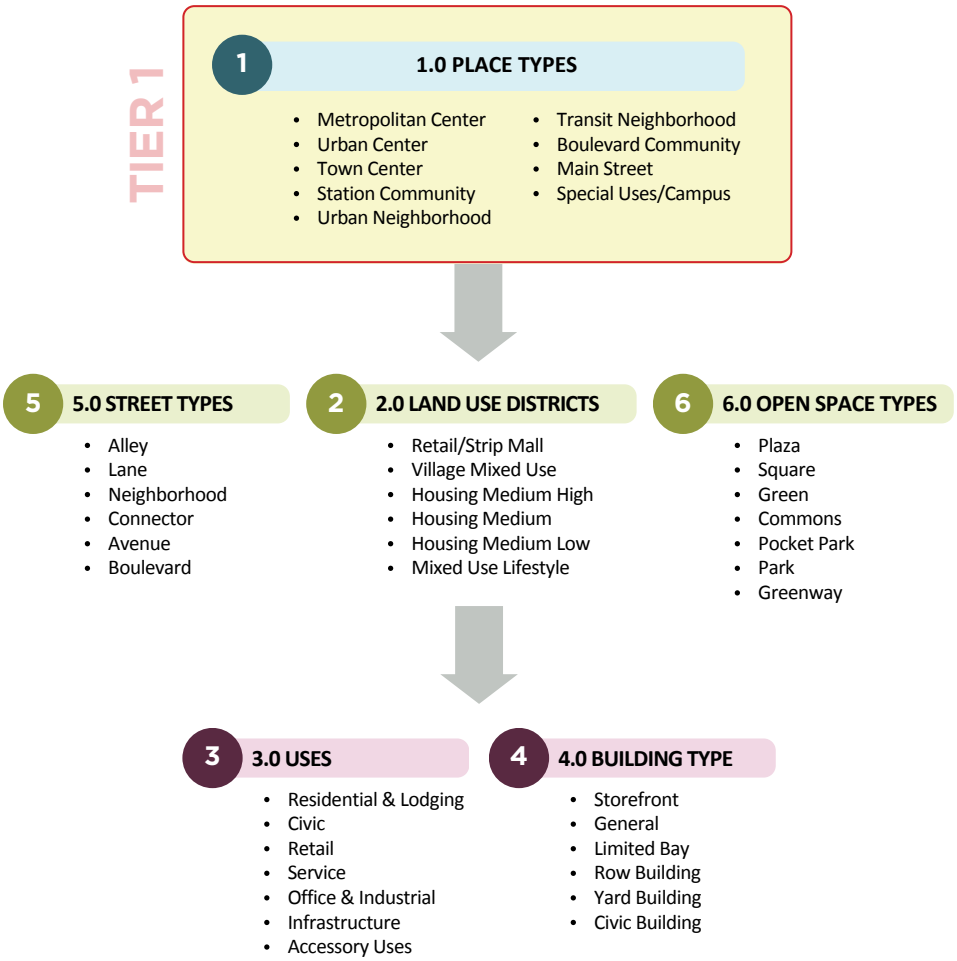
The process of calibrating the WFRC code, or any other code template, will allow the generic vision within each place type description to be customized. The remainder of this document provides the description of the districts and uses that will be allowed/encouraged to ensure development patterns match the vision of each Place (calibration).

Calibration of predefined place types allows the City to being with pre-defined components of a code to reduce the effort of developing a code. Calibrating the Place Types, either to represent the existing, the desired, or a combination of existing and desired form and use of the place, is completed in the final Form-Based Code. Each Place Type then permits a unique combination of all of the other elements of the Template Code (Districts - Uses and Building Types, Streets, and Open Spaces), working together to result in the desired physical form for the area.

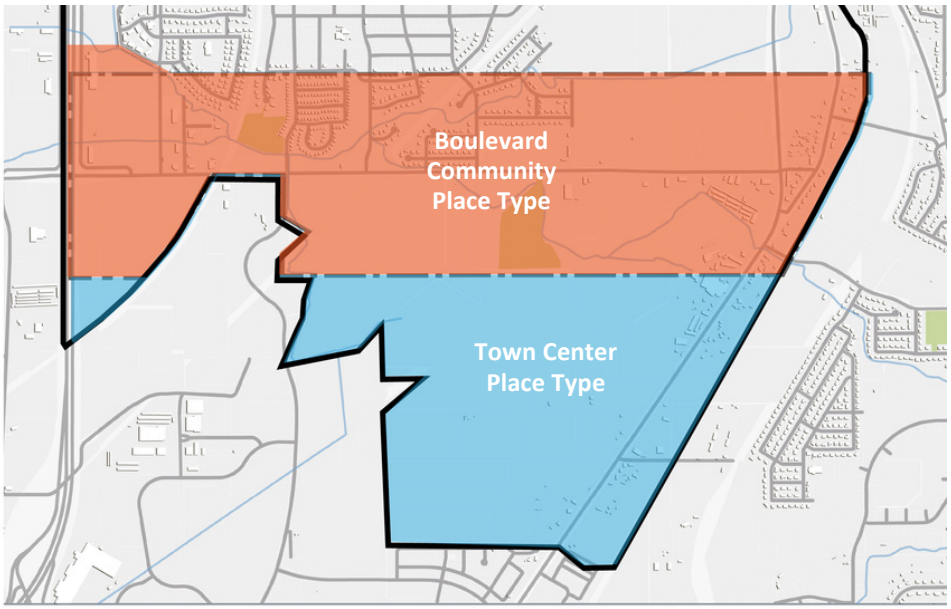
The Place Types serve as a framework for zoning districts, street and block definition, and open space. Identify the appropriate Place Type closest to the desired future for the place. Thus, Place Types are Tier 1 components of the Form-Based Code Outline.

Tier 1 Components

This graphic shows the implementation hierarchy of the Form-Based Code. Only those place types applicable to this study area are defined, although additional place types could be added later for a broader area of the City. This chapter begins with Tier 1, defining the place types for the study area (highlighted in yellow) Subsequent chapters contain an explanation of Tier 2. Tier 3 information is not detailed in this document as it would be detailed in the final Form-Based Code, although it is introduced in Chapter 7.



Primary Study Area 1600 South
Boulevard Community Place Type



The Boulevard Community Place Type is intended for use along fairly intensive corridors of activity within the region. This place type allows for fairly intensive buildings with a wide mix of uses, typically served by one or more modes of transit along the corridor. Directly behind the corridor, however, the area often transitions down fairly quickly to existing urban scale, single family homes.

- **Form and Uses:**

This Place Type typically includes two intersecting Primary Street corridors with a node of mixed use buildings at the intersection, but could also apply to one continuous corridor. Stoop buildings typically surround these corridors, housing multiple family units or offices, graduating down to Edge Sub districts, including row type housing and Yard Building single family units.

- **Transit:**

The Boulevard Community may only currently be served by one mode of frequent transit, such as bus or bus rapid transit, but streetcar or light rail corridors outside the downtown may also utilize this Place Type. The corridors should be designated as Primary streets.

Secondary Study Area
Town Center Place Type

The Town Center Place Type is intended for use in (likely new) centers of activity. This place type allows for a range of Building Types, served by one or more modes of transit and typically focused on civic and commercial uses with residential edges.

Generally the vision for the Secondary Study Area anticipates mix use commercial/retail center located near the south edge of the City. Surrounding the commercial retail center will be suburban housing form district, although higher in density than the current general plan (adopted 2011). The Frontage of SR-51, to the east of the commercial/retail area may allow for light industrial or low intensity commercial. This general form will be described as a Town Center. The following chart outlines the characteristics of the Town Center, the following outlines the districts that are anticipated to be allowed within it.

- **Form and Uses:**

This Place Type typically includes two or more intersecting Primary Street corridors, centered on a Open Space with ground floor commercial uses and the allowance for office or residential uses in upper stories. As single story structures are permitted, some warehouse-type stores could be included. Stoop buildings typically surround these corridors, housing multiple family units or offices, stepping down to Edge Sub-districts, including row type housing or live work units. Some Yard Building single family units may also be included.

- **Transit:**

The Town Center should be served in the future by at least one mode of fairly frequent transit to the center, including bus, bus rapid transit, streetcar, light rail, or commuter rail. A secondary mode of transit is likely to be located within a half mile of the center. With reduced transit access, adequate parking is more important with structured parking more frequent than in other Place Types.

Character Summary

The following chart summarizes the general vision for the primary and secondary study area, with more detail following.

Study Area	Primary Study Area (Boulevard Community)	Secondary Study Area (Town Center)
Urban Form & Character		
General	Multi-story, frontage road/parking-oriented development	Mixed use Commercial/Retail centered on an open space amenity. Suburban housing surrounding.
Nodes	Multiple commercial Districts with some higher density housing districts	Single primary node makes up the Town Center
Land Use & Zoning	Commercial Districts are primary orgainzational land use with some higher density housing districts as primary residential type	Mixed-Use District is primary organization land use type with single family housing as primary residential type
Transportation/Transit	Single high capacity corridor with potential for bus transit and buffered bike lanes	Two arterials intersecting at the town center with additional supporting arterials including transit and active transportation
Open Spaces	Regional, Community, and Neighborhood Parks are the primary planned open spaces. Buffered Bike Lanes along key roadways and separated paved trails in a informal grid connecting districts.	A public plaza/community gathering space is the primary organizational open space feature with separated paved trails radiating out to other districts.
Signs	Allowance for auto oriented signs and pedestrian scaled signs	Primarily pedestrian scaled/oriented signs
1600 South Street Character		
General	Cross Section (See Page XX) is Preferred Design for new 1600 South Corridor	Refer to Springville City Transportation Requirements
Landscape	Enhanced Natural (See Case Study Page XX)	Enhanced Town Center (See Case Study Page XX)

*See Chapter 5, Regulating Plan, for the map of the districts allowed in each Place Type

*See Chapter 7, Land Uses, for the building types recommended in each Land Use District (districts may be found in more than one place type)

*See Chapter 9, Open Space, for the open space types recommended in each Place Type

Design Case Study
(Boulevard Community)

Bridgeport Way, University Place, WA

Bridgeport Way is a major urban arterial and main thoroughfare in University Place, Washington, population 32,000. The project, begun in 1999 and completed in 2001, involved reconstructing the five-lane road into a four-lane divided roadway over a distance of 1.5 miles. The total cost came to approximately 8.2 million dollars. City leaders, concerned of safety issues from the current street configuration, sought to improve the corridor in a way that would reduce accidents, increase the mobility and cohesiveness of the community, enhance the appearance of the corridor, and control traffic growth.

A number of design elements were done to accomplish this including landscaped medians, planter strips, continuous running bike lanes, mid-block pedestrian crossings, attractive street furnishings, undergrounding utility wires, 10' travel lanes, and flared intersections to accommodate U-turns.

Before Improvements

After Improvements

After street improvements were completed the City began their planning efforts on redeveloping their Town Center in 2006. The catalyst project was a new city hall/civic building that was a mixed-use public/private facility that would consolidate all of the city hall offices and meeting rooms into a single building. The resulting facility featured a 30,000 sq. ft. public library, retail shops, private offices, over a 3-story underground parking garage. The project has been hugely successful. As the first building built in the Town Center redevelopment, it encouraged private developers to purchase adjacent lots and build mixed-use multi-family residential and retail buildings as originally envisioned in the masterplan. A Whole Foods market followed recently built on the edge of the redevelopment and the Town Center continues to grow and evolve.

Though a main arterial in the City, traffic calming measures keep automobiles moving while still keeping the street walkable and a pleasant place to be for pedestrians

Design Case Study
(Town Center)

Holladay Town Center

Holladay Utah has recently implemented a new strategy to establish a town center node in their community. It includes a redesign of key portions of their historic core by converting an underutilized street into a new city plaza. This set the stage for private developers to anchor mixed use buildings around the public space which provides a true town center experience for a relatively small community.

The design of the plaza and street creates a pedestrian friendly environment. In the plaza new trees, seating, lighting, and adaptable public spaces provides a place for the community to hold events and for businesses to better interact with customers. On the street, traffic calming measures, bike lanes, and bollards work together to create a safe transition into the urban plaza.

This redevelopment at the center of Holladay has continued to produce benefits to the city as more developers and commercial investment has been attracted to the hub of activity. The sample imagery on this page includes office spaces above restaurants/retail. More residential mixed-use developments are arriving near the town center to enhance the live/work environment. As it continues to grow more diverse housing and job markets are arriving creating a robust community centered on pedestrian friendly public space.

Design Case Study
(1600 S Street Design in Residential Areas)

South Jordan Parkway, Day Break, UT

South Jordan Parkway, within Daybreak, has been designed with overall aesthetics and walkability in mind. It is a good example of a successful arterial in a residential context. A wide right of way has been established that allows for a landscaped median, and more elaborate park strips. Although the corridor provides two lanes in each direction, and left turn lanes at key intersections, the corridor maintains a residential feel. Part of this feel is based on the reduction of asphalt width, with the shoulder dedicated to a bike lane.

The median on South Jordan Parkway has been landscaped with native grasses and trees, in stark contrast to the typical median landscape design in Utah. With an organic organization of trees in the median, the road feels as if it is passing through the country side rather than simply landscaping being added as an after thought. The park strips have a consistent tree canopy lining both sides of the road, providing shade and buffering to the residential homes.

Where South Jordan Parkway meets the commercial zone, the wider parkstrips are used as enhanced sidewalks for urban amenities.

CHAPTER 7

LAND USE DISTRICTS

LAND USE DISTRICTS

Districts

Each Place Type permits a unique mix of Land Use Districts, Street Types, and Open Space Types. Place Types are in part defined by the included mix of districts; for example, the Boulevard Community consists mainly of Commercial Districts; while the Town Center consists mainly of Mixed Use Lifestyle and Housing Districts. The combination of Districts, Streets, and Open Space work together to create an identifiable public realm, defined by the buildings and uses within the Districts. These are Tier 2 Components of the Form-Based Code as they support the Place Type.

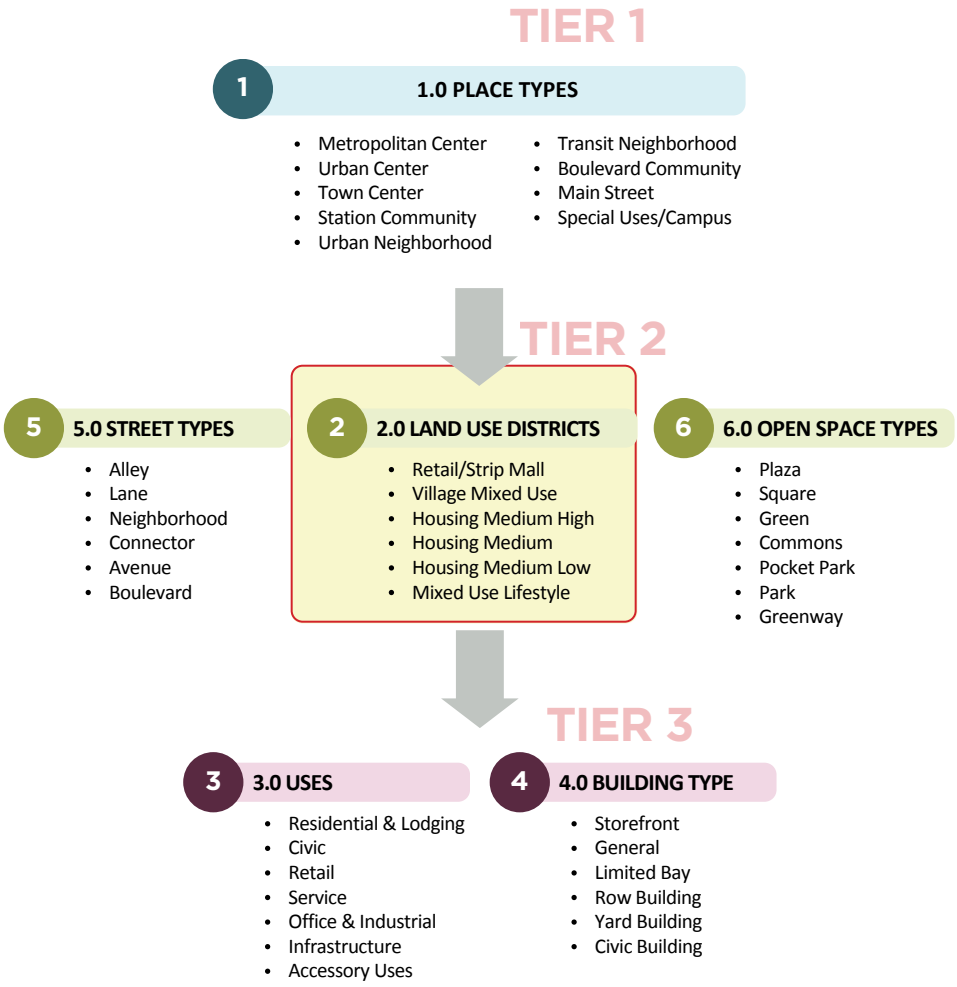
This image shows how individual nodes can be organized to create a unique identity for neighborhood and commercial spaces. Nodes can include various land use districts and remain cohesive.

Tier 2 Components

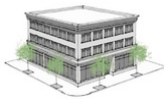
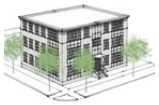
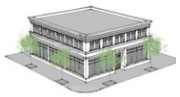
This graphic shows the implementation hierarchy of the Form-Based Code. Only those districts applicable to this study area are defined, although additional districts could be added later for a broader area of the City. This chapter begins with Tier 2, defining the districts for the study area (highlighted in yellow) Subsequent chapters contain an explanation of the remaining portion of this tier.

Tier 3 Components

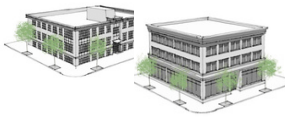
Tier 3 is not detailed in this plan, this detail would be encompassed in the final Form-Based Code. However, potential uses and building types are introduced in this chapter.



LAND USE DISTRICTS

Name	Commercial - Retail/ Strip Mall	Commercial - Village Mixed Use	Housing - Medium High	Housing - Medium	Housing - Medium Low	Mixed-Use - Lifestyle Center
						
Range of Floors	2-3 Stories	2-3 Stories	2-3 Stories	2-3 Stories	1-2 Stories	2-3 Stories
Overall Maximum Height	46 Feet (Big Box Stores Only)	40 Feet	40 Feet	36 Feet	30 Feet	40 Feet
Building Type	• Big Box Store • Non-residential ground floor • Upper floor retail	• Multifamily residential • Retail (services & amenities) • Office (variety) • Marker space	• Apartments (rent or own) • Condos • Garden Court Apt's • 55+ housing	• Row homes • Town houses • Live/work spaces • Rental & owner options	• Single family homes • Applicable ADU's • Mixture of home business	• Apartments/condos • Ground floor retail and restaurants • Upper floor office & housing
Character Traits	• Large forming/Massing • Simple materials • Concrete & glass construction	• Mixed pedestrian and vehicular space • Walkable strip malls • Limited variety	• Architectural variety • Long life materials • Integrated public spaces	• Preserved green space • Limited curb cuts • Lower height (slab built)	• Small form factor • Connectivity side walks • Coordinated amenities	• Medium forum factor • Easy access • Distinct architectural styles
Utility Usage per Capita - from lowest usage (1) to highest usage (5)	●●●○○ 1 2 3 4 5	●●○○○ 1 2 3 4 5	●●●○○ 1 2 3 4 5	●●○○○ 1 2 3 4 5	●○○○○ 1 2 3 4 5	●●●●○ 1 2 3 4 5
Potential Issues with Current Zoning	• Lot coverage limited by existing setbacks, ROW, and parking requirements • Setbacks will create unusable space along the ROW • Not an adequate zoning district to allow for proper forming and massing of bog box stores	• Lot coverage will be limited by unit space calculations • Large ROW will leave dead space along roadway • Ingress/egress requirements will provide many curb-cuts	• Greenspace requirements not adequate for density • Parking will use most of the available space on the site • Lack of ability for neighborhood commercial	• Calculations of density are limited to non easement spaces • Lack of guidance on alleyway or rear property access for row homes • Lack of guidance on commercial space for housing blocks (parks)	• Limited density will cause hard transition spaces • Infrastructure construction costs will be higher. • Limited range hinders building types/styles	• Large (upsized) infrastructure required • Parking requirements will greatly limit the developable percentage of land • Limited guidance for public space design and sizing
Suggested Remedies	• Consider parking requirement reductions • Offer incentives for increasing density for retail/commercial • Create new zoning and/or instill form based code to allow for adequate use	• Reduce or amend setbacks to allow for use of space as plaza's, dining space, etc. • Consider an allowance of a partial encroachment into the setbacks • Allow for shared parking calculations or lots among multiple properties	• Allow for small scale services to be located on first floors • Reduce parking requirements to 1 or 1.5 cars per unit • Add language about required green or public space per acre	• Allow density calculations to use entire property, specially in greenfield development. This will improve the amount of space dedicated for greenspace of other preservation.	• Allow up to 8 units per acre within 500 linear feet of transition (overlap) • Require impact or service fees to help cover infrastructure costs • Allow a large density (doors per acre) range to increase variety	• Reduce parking requirements by 50% or more for a potential lifestyle center • Create a lifestyle center (mixed-use) specific zoning district • Create overlay districts for design implementation or implement form-based code

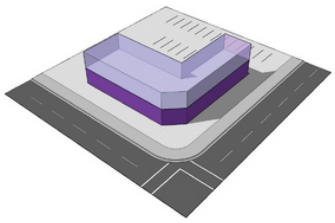
COMMERCIAL - RETAIL/STRIP MALL

Category	Information
Sample Building Forms	
Sample End Users	• Big Box Stores • Multi-Story Office • Retail and/or Service Destinations Office • Civic and institutional uses
Anticipated Benefits	• Large tax base impact • Employment center • Regional attraction • Sales tax generator

Category	Information
Potential Impacts	• Ample parking required • Limited coverage or FAR • Limited integration of alternative transportation
Physical Characteristics	• Minimum of 2 up to 4 stories • Standardized concrete and glass construction • Appropriate styles and characteristics to meet current big-box stores in Springville • Communal civic spaces
Place Types	• Boulevard Community

Density/Massing Information

These buildings are often built in a single facade height, providing a sizeable massing presence on their sites. This style of building massing demands attention, creating a draw to the area. Ample room around each set of buildings is left open for parking and open spaces. Structures of this size are spaced out on independent sites (with multiple store fronts) using roughly 5-7 acres. Buildings may be clustered along key roads or plaza spaces to create a “main street’ feel.



Building Characteristics

Buildings in this land-use type are large in scale and massing, providing a physical presence and ample room for signage. The facilities are often monolithic in style with accentuated front entries, drawing attention to the entrance/exit point of the structure. Ample parking in close proximity is a common characteristic of these structures, decreasing the floor area ratio of the site development

Signage

Signage for this scale of building and site development is often located in multiple locations. Specifically, the building-mounted signage (over the front entry location) and on a free-standing sign along the commercial corridor. Visibility of the signage and building is important to this land-use development.

Implementation

The characteristics envisioned by this land use district will be detailed in the Tier 3 chapters of a subsequent Form-Based Code, including a chapter on uses, buildings, signage. Parking, curb cuts, and street furnishings are important for this type. Uses envisioned, as noted on the adjacent table, are generally compatible with the vision for this land use district. See appendix D for Form Based Code Outline.

Use Table

Uses	Commercial/Retail Strip Mall
Residential & Lodging	
Residential	◓
Hotel & Inn	●
Residential Care	
Civic	
Assembly	●
Transit Station	●
Hospital & Clinic	●
Library/Museum/Post Office (no distribution)	
Police & Fire	
School	○
Retail	
Neighborhood Retail	●
General Retail	●
Outdoor Sales Lot	○
Service	
Neighborhood Service	
General Service	●
Vehicle Service	
Office & Industrial	
Office	◓
Craftsman Industrial	◐
Infrastructure	
Parking Lot	●
Parking Structure	◐
Utility & Infrastructure	
Open Space	◐
Accessory Uses	
Home Occupation	
Outdoor Storage of Goods	
Parking Lot	●
Parking Structure	◐

LEGEND:

- ● Permitted
- ◓ Permitted in Upper Stories Only
- ◐ Permitted with Development Standards
- ○ Requires a Conditional Use Permit

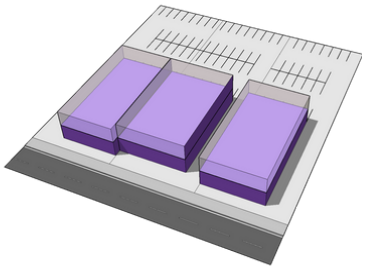
COMMERCIAL - VILLAGE MIXED-USE

Category	Information
Sample Building Forms	
Sample End Users	• Office space • Flex Space • Drive-up retail and commercial uses Office • Vehicular based retail • Multifamily residential • Outlots • Restaurants and service based amenities
Anticipated Benefits	• Large sales tax increase • Regional attractor of businesses • Employment hub • Limited infrastructure needed

Category	Information
Potential Impacts	• Density may require structured parking in hubs • Strip mall style development • Traffic volume increases
Physical Characteristics	• 2 to 3 stories • Increased variety in building setbacks • Rear parking and ample sidewalks • Private outside spaces • Integrated transportation and pedestrian spaces
Place Types	• Boulevard Community • Town Center

Density/Massing Information

The forming and massing of these buildings provides a pleasant, walker friendly, atmosphere. Setbacks and building locations may alter slightly, but have a similar or uniform setback. Elements of the built environment define the overall public space, delineating where cars, pedestrians and bicyclists should be considered safe for circulation. These sites often have zero, or near-zero, lot lines for building.



Building Characteristics

Buildings in this category are often of a smaller size, often below 15,000 Sq Ft, and more ornate. The decoration or detail provided allows for increased user experience, drawing attention to the retail store windows or small scale displays of character. Parking for the properties is commonly within public facilities or along the roadway, allowing for maximization of available built form space. Floor area ratios for this scale of development often are 2.25 or higher.

Signage

In this defined district there is the largest variety of signage. The types of signage include internally lighted, building mounted, blade signage, and even sandwich board or temporary signage. Signs in this district should focus on primary floors and high amounts of graphics, limiting words where possible. Visibility is maximized for the signage at 22 miles per hour, requiring a slower transit option for effectiveness.

Implementation

The characteristics envisioned by this land use district will be detailed in the Tier 3 chapters of a subsequent Form-Based Code, including a chapter on uses, buildings, signage. Parking, curb cuts, and street furnishings are important for this type. Uses envisioned, as noted on the adjacent table, are generally compatible with the vision for this land use district.

Use Table

Uses	Commercial - Village/Mixed-Use
Residential & Lodging	
Residential	◓
Hotel & Inn	
Residential Care	◓
Civic	
Assembly	●
Transit Station	●
Hospital & Clinic	
Library/Museum/Post Office (no distribution)	●
Police & Fire	●
School	
Retail	
Neighborhood Retail	●
General Retail	○
Outdoor Sales Lot	
Service	
Neighborhood Service	●
General Service	●
Vehicle Service	○
Office & Industrial	
Office	◓
Craftsman Industrial	◐
Infrastructure	
Parking Lot	●
Parking Structure	◐
Utility & Infrastructure	
Open Space	◐
Accessory Uses	
Home Occupation	
Outdoor Storage of Goods	
Parking Lot	●
Parking Structure	◐

LEGEND:

- ● Permitted
- ◓ Permitted in Upper Stories Only
- ◐ Permitted with Development Standards
- ○ Requires a Conditional Use Permit

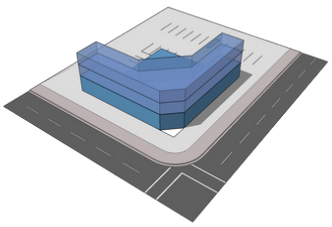
RESIDENTIAL - MEDIUM HIGH

Category	Information
Sample Building Forms	
Sample End Users	• Condos • Garden Court Apartments • Apartments (rent/own) Housing • Applicable small scale retail • Restaurants and/or small scale services on the first floor
Anticipated Benefits	• Employment housing • Real estate tax generation • Condensed infrastructure costs • Affordable housing

Category	Information
Potential Impacts	• Limited diversity in housing • Large parking requirements • Impacts to transportation and circulation at distinct times of day
Physical Characteristics	• 2 to 3 stories • Buildings surrounding parking facilities • Communal parks and recreation spaces • Potential for lack diverse architectural style • Repetition or lack of diversity
Place Types	• Boulevard Community • Town Center

Density/Massing Information

The forming and massing of these buildings includes a variety of setbacks, yet often includes a frontage or tall front wall. The properties are often setback from roadways to allow for additional sidewalk widths. Buildings are often massed along the ROW lines, allowing spaces in the rear for parking and other necessary recreational benefits.



Building Characteristics

Buildings in this characteristic include a mixture of architectural styles yet they are often 2-3 stories tall with a larger first floor. Above 30 foot inheight these buildings often have a setback fo higher floors. Entrances from ROW alignment and rear entrances are common, yet not required. Buildings are often made up of a mixture of class, brick, and steel; offering an attractive and inviting environment.

Signage

Signage on these buildings is often limited to building mounted signage of an above average size. Visibility is required for these properties, so well lighted and convenient spaces for vehicular transportation are often utilized.

Implementation

The characteristics envisioned by this land use district will be detailed in the Tier 3 chapters of a subsequent Form-Based Code, including a chapter on uses, buildings, signage. Unique features such as corner towers, horizontal and vertical delineations, and fenestration will be a key focus of tghis type. Uses envisioned, as noted on the adjacent table, are generally compatible witht the vision for this land use district.

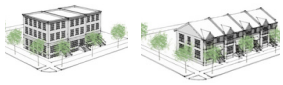
Use Table

Uses	Residential - Mediuam-High
Residential & Lodging	
Residential	●
Hotel & Inn	
Residential Care	●
Civic	
Assembly	●
Transit Station	
Hospital & Clinic	
Library/Museum/Post Office (no distribution)	
Police & Fire	●
School	●
Retail	
Neighborhood Retail	●
General Retail	
Outdoor Sales Lot	
Service	
Neighborhood Service	●
General Service	
Vehicle Service	○
Office & Industrial	
Office	○
Craftsman Industrial	◐
Infrastructure	
Parking Lot	
Parking Structure	
Utility & Infrastructure	
Open Space	○
Accessory Uses	
Home Occupation	●
Outdoor Storage of Goods	
Parking Lot	
Parking Structure	

LEGEND:

- ● Permitted
- ◓ Permitted in Upper Stories Only
- ◐ Permitted with Development Standards
- ○ Requires a Conditional Use Permit

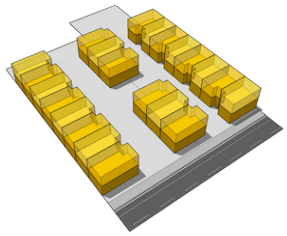
RESIDENTIAL - MEDIUM

Category	Information
Sample Building Forms	
Sample End Users	• Residential • Live-Work spaces Residential • Office • Home-based businesses
Anticipated Benefits	• Larger real estate tax generation • Reduced infrastructure construction costs • Increased diversity in architectural styles • Strong character defining elements

Category	Information
Potential Impacts	• Traffic impacts • Larger amounts of road maintenance • A variety of parks and recreation spaces required • to meet the demand of district residents
Physical Characteristics	• 2 to 3 stories • Podium style housing (on-slab) • Preserved parks and recreation areas • (communal) • Private outside spaces • Increased density, yet single family homes
Place Types	• Boulevard Community • Town Center

Density/Massing Information

These structures are offer a uniformity in height, setbacks, and overall appearance. Limited setbacks are preferred, allowing buildings to be built right up to the ROW or property lines. Setbacks are often limited on the fronts, opting for larger rear or side setbacks, creating rear entrances or public spaces. Buildings are often aligned in height, offering limited variety in overall variation.



Building Characteristics

These buildings often have a diverse and varied appearance, highlighting unique architectural elements and property owner personality contributions. The buildings are commonly 3 stories (or 32') tall, with occasional shorter or larger buildings. Public spaces are regularly held in the rear or side yards of these properties. Shared recreational or gathering spaces are considered common spaces for all residents or visitors to utilize.

Signage

Signage is very limited on these properties, often limited to neighborhood or development names. Signage should be considered minimally intrusive, limited to traffic and nuisance based signage as necessary.

Implementation

The characteristics envisioned by this land use district will be detailed in the Tier 3 chapters of a subsequent Form-Based Code, including a chapter on uses, buildings, signage. Setbacks, form of clustered units, and landscaping will be critical to this type. Uses envisioned, as noted on the adjacent table, are generally compatible with the vision for this land use district.

Use Table

Uses	Residential - Mediuam
Residential & Lodging	
Residential	●
Hotel & Inn	
Residential Care	●
Civic	
Assembly	●
Transit Station	●
Hospital & Clinic	●
Library/Museum/Post Office (no distribution)	●
Police & Fire	●
School	●
Retail	
Neighborhood Retail	●
General Retail	
Outdoor Sales Lot	
Service	
Neighborhood Service	●
General Service	
Vehicle Service	○
Office & Industrial	
Office	○
Craftsman Industrial	◐
Infrastructure	
Parking Lot	○
Parking Structure	
Utility & Infrastructure	
Open Space	●
Accessory Uses	
Home Occupation	●
Outdoor Storage of Goods	
Parking Lot	○
Parking Structure	

LEGEND:

- ● Permitted
- ◓ Permitted in Upper Stories Only
- ◐ Permitted with Development Standards
- ○ Requires a Conditional Use Permit

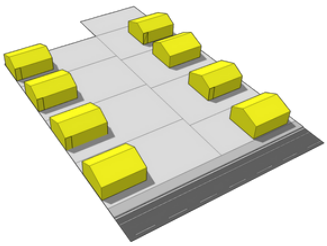
RESIDENTIAL - MEDIUM LOW

Category	Information
Sample Building Forms	
Sample End Users	• Single family (detached) homes • Accessory dwelling units Housing • Home based businesses • Applicable service/retail based businesses
Anticipated Benefits	• Increase in population • Real estate tax generation • Increased amounts of retail spending power • Diversity in setbacks and architectural styles

Category	Information
Potential Impacts	• High infrastructure construction cost • More roads and public utilities to maintain • Limited transportation option integration
Physical Characteristics	• 1 to 2 stories • Stand alone structures with limited setbacks • Strong diversity in architectural styles • Rear or front driveway access (alleyways) • Independent green spaces for each dwelling unit
Place Types	• Boulevard Community • Town Center

Density/Massing Information

Structures in this land-use district are often setback on all sides, offering personal spaces between individual property owners. Individual properties are often defined with fences or similar boundary markers. ROW allocations are common along the front (or address siding) areas of each property, allowing for infrastructure maintenance as needed.



Building Characteristics

Buildings in this land-use district have the largest opportunity for variety in look, feel, and overall character elements. The properties are often personalized to meet the residents needs or desires. Public spaces are limited in this land-use type, primarily served by neighborhood scale parks.

Signage

Signage is deterred in this land-use district. Commonly used signage include neighborhood or area designation signs mounted on masonry ground boxes. Other types of signage should be for temporary uses, such as garage sales, neighborhood events, etc.

Implementation

The characteristics envisioned by this land use district will be detailed in the Tier 3 chapters of a subsequent Form-Based Code, including a chapter on uses, buildings, signage. Uses envisioned, as noted on the adjacent table, are generally compatible with the vision for this land use district.

Use Table

Uses	Residential - Mediuam Low
Residential & Lodging	
Residential	●
Hotel & Inn	
Residential Care	
Civic	
Assembly	●
Transit Station	
Hospital & Clinic	
Library/Museum/Post Office (no distribution)	
Police & Fire	
School	●
Retail	
Neighborhood Retail	○
General Retail	
Outdoor Sales Lot	
Service	
Neighborhood Service	○
General Service	
Vehicle Service	○
Office & Industrial	
Office	○
Craftsman Industrial	○
Infrastructure	
Parking Lot	
Parking Structure	
Utility & Infrastructure	
Open Space	
Accessory Uses	
Home Occupation	●
Outdoor Storage of Goods	
Parking Lot	
Parking Structure	

LEGEND:

- ● Permitted
- ◓ Permitted in Upper Stories Only
- ◐ Permitted with Development Standards
- ○ Requires a Conditional Use Permit

MIXED-USE - LIFESTYLE CENTER

Category	Information
Sample Building Forms	
Sample End Users	• Residential • Live-Work spaces • Retail/Commercial • Restaurant and Civic Residential • Office • Retail/Commercial • Community Civic Space
Anticipated Benefits	• Lowest infrastructure construction cost per capita • Large economic impact • Increased diversity in architectural styles • Community and neighborhood defining character • Strong character defining elements

Category	Information
Potential Impacts	• Traffic impacts • Parking variances likely required • Potential costs for mass transit integration
Physical Characteristics	• 2 to 3 stories • Mixed use (residential/office over retail) • Rear and alleyway facing residential • Communal gathering spaces • Increased density, yet distinct character
Place Types	• Town Center

Density/Massing Information

Forming and massing of these buildings utilize a variety of setbacks, intended to recreate the main street or rural downtown feel. These spaces are programmed and utilized to draw individuals through the potential site. Properties are inward facing, away from roadways, and collect individual users from a pedestrian allee or walkway. Parking and vehicular transportation take a backseat to people-focused design in these corridors or small areas.

Building Characteristics

Buildings in this type include a mixture of architectural styles. Due to the slowed nature of interface, the buildings often have a higher amount of detail in architectural style and greater presence of retail or display windows. These buildings are often capped around 30 feet and do not offer setbacks as it would remove part of the architectural character of the community. ROW and easements are not common setback requirements in these areas as they are programmed for inclusive design and management. Construction materials are varied, providing a unique atmosphere.

Signage

Signage in this land use type includes a variety of blade and building- mounted signage. Emphasis is placed on graphics and primary colors, drawing attention to the purpose of the service industry. In cases where multiple floors of services are offered, upper floors are encouraged to provide signage on the ground floor, drawing attention to their location equally.

Implementation

The characteristics envisioned by this land use district will be detailed in the Tier 3 chapters of a subsequent Form-Based Code, including a chapter on uses, buildings, signage. Uses envisioned, as noted on the adjacent table, are generally compatible with the vision for this land use district.

Use Table

Uses	Mixed usse - Lifestyle Center
Residential & Lodging	
Residential	●
Hotel & Inn	◐
Residential Care	
Civic	
Assembly	●
Transit Station	●
Hospital & Clinic	○
Library/Museum/Post Office (no distribution)	○
Police & Fire	●
School	
Retail	
Neighborhood Retail	●
General Retail	●
Outdoor Sales Lot	●
Service	
Neighborhood Service	●
General Service	●
Vehicle Service	○
Office & Industrial	
Office	●
Craftsman Industrial	○
Infrastructure	
Parking Lot	◐
Parking Structure	○
Utility & Infrastructure	
Open Space	●
Accessory Uses	
Home Occupation	●
Outdoor Storage of Goods	
Parking Lot	○
Parking Structure	○

LEGEND:

- ● Permitted
- ◓ Permitted in Upper Stories Only
- ◐ Permitted with Development Standards
- ○ Requires a Conditional Use Permit

CHAPTER 8

STREET TYPES

STREET TYPES

Street Types & Alternative Modes of Transportation

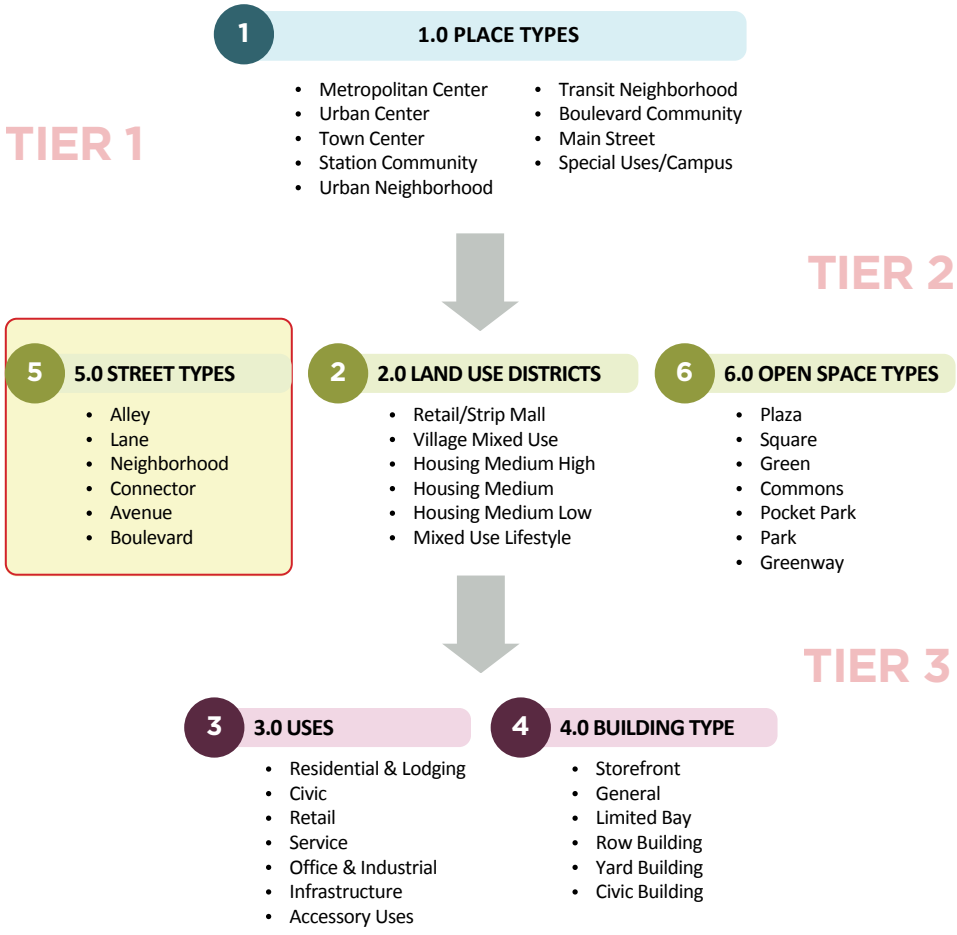
Street types are defined, illustrated, and mapped for each place type to ensure that the streets are not developed or redeveloped outside the district context. Within Springville, all street types are likely to occur in all place types. Thus, there is no need to replicate the current City Street Design in this document.

This illustration demonstrates a vibrant street design complete with multiple modes of transportation. Image Credit: Bothellwa.gov

When the Form-Based Code is developed, the City may choose to simply refer to existing documentation. Should variation to street types be determined, the Form-Based code may reflect the variations and language that allows the code to supersede the existing documentation will be required. The intent of this chanter is to ensure that a complete street section will be created in all development districts in which the 1600 South Corridor passes that address all modes of travel, including pedestrians, bicycle traffic, transit, and vehicular traffic. For each street type in the code outline (See Appendix D), the Template Form-Based Codes will establish requirements for sidewalks, planting or furnishings zones, travel lane widths, bike traffic, parking, curb geometry, trees, and/or lighting. Case studies indicating how other communities have established these improvements are included to help guide the process.

Tier 2 Components

This graphic shows the implementation hierarchy of the Form-Based Code. Only those street types applicable to this study area are defined, the 1600 South Corridor (Arterial W/Path). Other street types are already defined in the City code. Additional types could be added later to define the other street types that will exist in the study area.

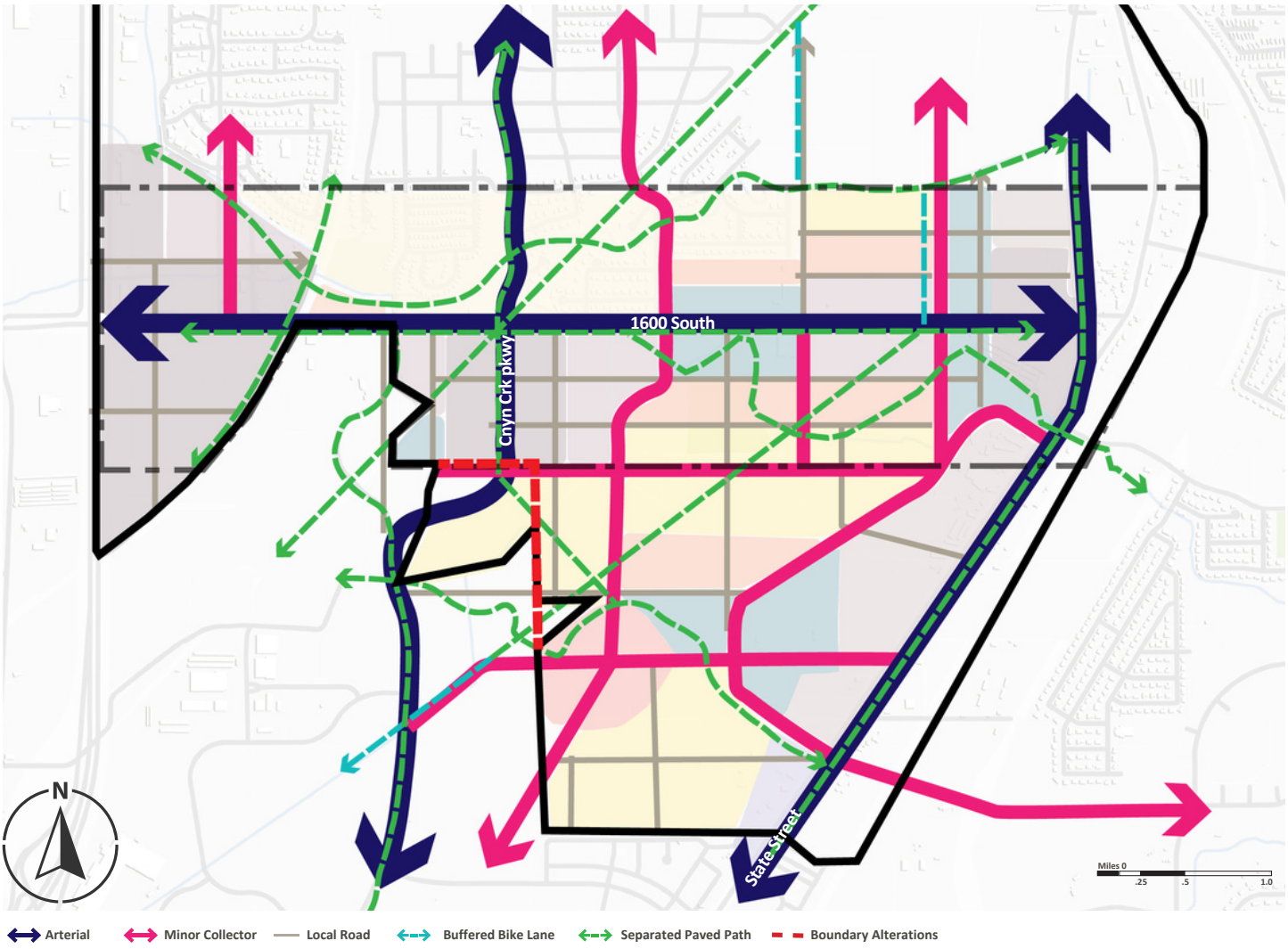


Additional Transportation Components

The Shared Use Path (Paved) is a component that is required along the 1600 South Corridor as well as along other street types and through open space areas. These are defined in this chapter.

The Enhanced Development Walkway is an additional component that is encouraged to be required between parcels and/or districts, with the exact requirements to be determined in the final Form-Based Code.

Future Transportation Network



The future transportation network is focused on access to and from the study area as well as circulation within the project site. These improvements will serve the proposed land use with multi-modal connectivity and access.

This map (above) illustrates the proposed roadway network and active transportation in the study area. The roadway network consists mostly of collector roads that provide access to each neighborhood within the study area. These collector roads will be supported with north/ south minor arterials on SR-51 and 1200 West. When complete, 1200 West will connect to US-6 in Spanish Fork to US-89 in Provo as a five-lane arterial road.

In addition to these roads, conceptual alignment for local roads is also illustrated to the left These local road connections focus on access to and from the proposed land uses. This conceptual local road system utilizes a grid network (where possible) to foster better connections for cars, cyclists, pedestrians, and transit.

In addition to these road corridors, major active transportation corridors are planned for 1600 South (included in UDOT project), the Tintic rail corridor and the new arterial corridor on 1200 West. The 1200 West Active transit corridor is included in the Mountain land Association of Governments (MAG) Regional Transportation Plan (RTP) as an intercity connector trail between Spanish Fork and Provo. These active transportation corridors will create a major crossing at the heart of the project site that provides a unique development opportunity.

Streetscape Design Suggestions: (Arterial W/Path) for Boulevard Community Place Type

Street Trees & Streetscape Design

In order to create a recognizable identity and character to the 1600 South Corridor and create distinct district identities, street trees on the corridors are recommended to comply with a list provided for street tree and median tree selection. All new and existing streets will be lined with a consistent and appropriate planting of trees and street scape elements to establish tree canopy for a sense of identity and walkability along the corridor.

The following standards may apply to the installation of street trees.

- **Street Tree Type**

  Refer to list of suggested tree types.

- **Street Tree Spacing**

  Street trees should be planted according to city standards.

Each Lot is recommended to have one tree for every 30 feet of street frontage with a minimum of one street tree per street frontage. Clustering to provide visibility may be allowed, with spacing no more than 50 feet.

- **Spacing**

  Large trees can be spaced a minimum of 30 feet on center and no more than 50 feet on center. Medium trees can be spaced a minimum of 20 feet on center and no more than 30 feet on center.

Street Furnishings

Benches, seat walls, planters, planter fences, trash receptacles, and bicycle racks at the least shall be cohesive in design and provide branding and identity to the corridor.

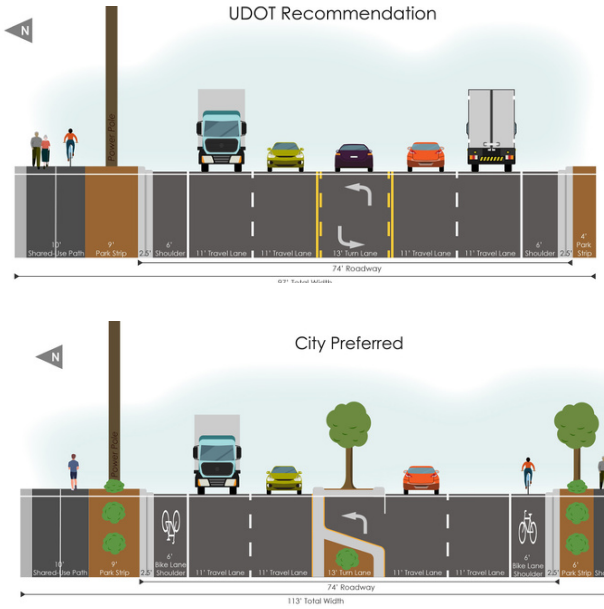
Landscape Design

Ground plane vegetation shall be designated for any landscape bed areas, planter areas, and tree wells.

Lighting

The 1600 South corridor shall have a consistent and recognizable pedestrian and vehicular lighting that will provide character and identity to the street. Identity Elements. Any other elements designed to establish the identity of the Corridor, such as banners, pavement markers, artwork, or signage, shall be included in the street scape design.

1600 South Corridor



Streetscape Design Suggestions: (Arterial) for Town Center Place Type

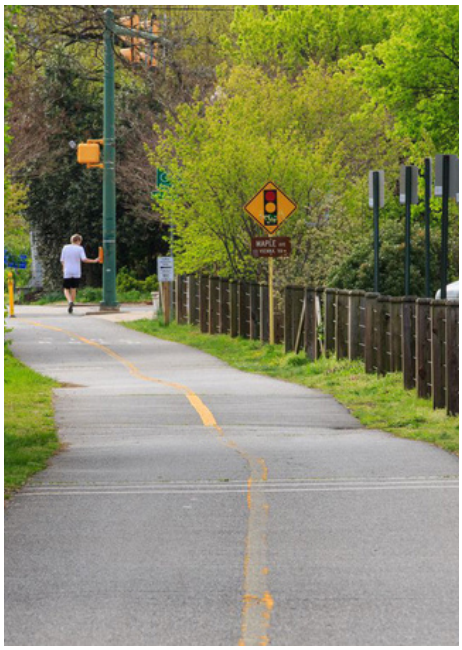
Variances from Boulevard Place Type:

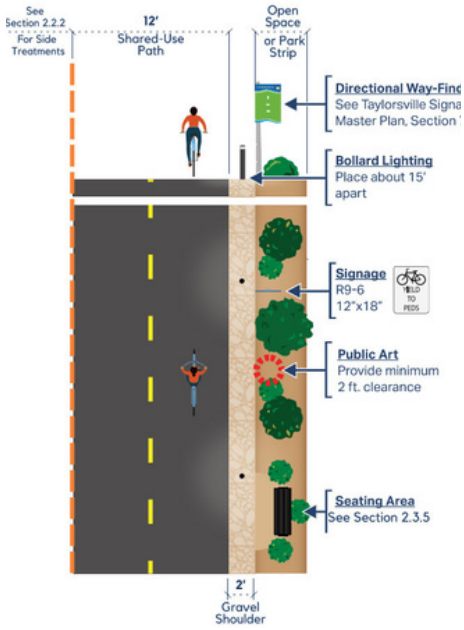
- Pathway removed and replaced with wider sidewalks and gathering spaces.
- Smaller or alternative street trees may be considered at gathering spaces that are pedestrian oriented vs auto oriented.
- As an alternative place type, different styles of furnishings may be considered.
- Lighting shall be automobile and pedestrian oriented in town center spaces.

Shared Multiuse Path (Separated Paved Path) Within all Street Types

Shared multiuse paths support both biking and walking. They are located outside of the road right-of-way and often provide the highest level of comfort for bicyclists and pedestrians. These are usually employed along canals, rivers and railroads.

Shared Use Path width may vary from 10’ to 14' depending on volume and type of users. Shared-Use Path may be narrowed to 8’ for distances less than 100’ to avoid obstructions.





Enhanced Development Walkway

These serve to connect businesses that are offset from street, by parking or other design element, to the sidewalk grid.

These walkways are the developer’s responsibility in order to improve pedestrian and bicyclist safety to these developments. Implemented in form based code.

Design Guidelines

- **Width**

  6’ minimum

- **Surface**

  Concrete or Asphalt

- **Separation**

  Provide separation form traffic with landscaping and/or raised facility.

- **Accessibility**

  Curb cuts and high-visibility crossings

- **Notes**

  Bicyclists expected to walk their bikes.

Enhanced Development Walkway at Smith’s Grocery Store on 800 S & 900 E, Salt Lake City.

Enhanced Development Walkway at Crossroads, Taylorsville.

Enhanced Development Walkway

Aerial view of the Neighborhood Connector on Carnation Dr.

Enhanced development walkways are small AT facilities used to improve connectivity within neighborhoods.

They are mostly located between houses. Due to private property concerns, these connectors are mostly built during redevelopment or when the city owns small portions of ROW between homes.

Neighborhood Connectors are more flexible when it comes to design, and can fit within a wide range of scenarios. Open source.

Design Recommendation

- **Width** 4’ minimum
- **Surface** Concrete or Asphalt
- **Notes** Bicyclists expected to walk their bikes; fencing optional.

Implementation

The characteristics envisioned by this transportation chapter will be detailed in the Tier 1, Tier 2, and Tier 3 chapters of a subsequent Form-Based Code.

The focus will be on public right of way streetscape requirements per parcel, as well as how and when pathways and enhanced walkways are required.

Pathways and walkways will require City collaboration to implement on a district or place type wide scale.

- Development of a detailed parcel layout/regulating plan for the logical division of large parcels.
- Minimum and maximum block sizes which dictates frequency of streets and associated sidewalks.
- Size of parcels and/or number of parcels that may be grouped before an enhanced development walkway is required.
- Number of curb cuts or parking lot entrances on a given block

Neighborhood Connector on Woodhaven Circle, Taylorsville.

Example of ideal Neighborhood Connector with placemaking features and landscaping.

CHAPTER 9

OPEN SPACE TYPES

OPEN SPACE TYPES

The Open Space types in the Template Form-Based Code provide a plan that promotes physical and environmental health within the community and provides each household with active recreation.

TIER 1

1 1.0 PLACE TYPES

- Metropolitan Center
- Urban Center
- Town Center
- Station Community
- Urban Neighborhood
- Transit Neighborhood
- Boulevard Community
- Main Street
- Special Uses/Campus

TIER 2

5 5.0 STREET TYPES

- Alley
- Lane
- Neighborhood
- Connector
- Avenue
- Boulevard

2 2.0 LAND USE DISTRICTS

- Retail/Strip Mall
- Village Mixed Use
- Housing Medium High
- Housing Medium
- Housing Medium Low
- Mixed Use Lifestyle

6 6.0 OPEN SPACE TYPES

- Plaza
- Square
- Green
- Commons
- Pocket Park
- Park
- Greenway

TIER 3

3 3.0 USES

- Residential & Lodging
- Civic
- Retail
- Service
- Office & Industrial
- Infrastructure
- Accessory Uses

4 4.0 BUILDING TYPE

- Storefront
- General
- Limited Bay
- Row Building
- Yard Building
- Civic Building

Tier 2 Components

This graphic shows the implementation hierarchy of the Form-Based Code. Only those park types applicable to this study area are defined in this chapter.

Transition Spaces

This image illustrates how transition spaces can create an integrated community that is unified in its identity and character. Image Credit: NA; Digital Commons

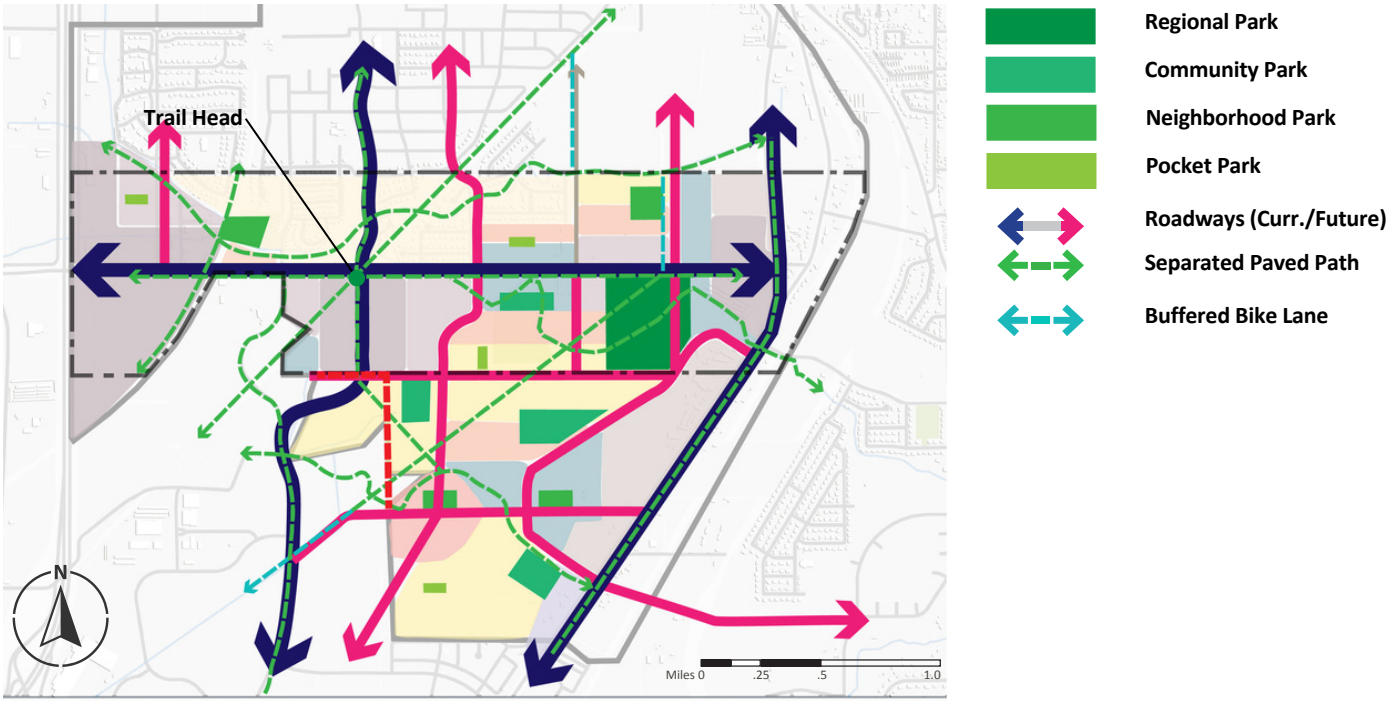
Transition spaces are often defined as areas that are within 200 linear feet of the and-use designation or parcel lines. These may be accomplished through the use of open spaces or by the adoption of districts that are a logical step down or step up in density from the existing district.

By buffering the districts, the community is able to:

- Create seamless integrations between districts, deterring defining districts as distinct by architectural typology
- Offers a gradient of densities for residential and commercial spaces, encouraging appropriate mixtures
- Defines areas where a mixture of spaces can be considered by conditional use or additional approval as necessary
- Created an inclusive community feel, not a defined area where socio-economic characteristics are visibly different

Open Spaces are encouraged at the transition of districts types. A number of open space types can provide the transition. A simple trail can provide a light buffer as well as a larger park space. These spaces are introduced in Chapter 9. The continuity of community look and feel across districts and across open spaces is accomplished by the adoption of a Form-Based Code that includes guidance on built characteristics that are similar across districts as described in this chapter.

Parks and Recreation Map



Parks and Recreation Spaces

The open spaces shown on the map (opposite page) and in the table (below) are an example of the amount of open space needed in order to maintain a ratio of 5 acres of open space per 1000 residents as recommended by the Parks and Recreation Masterplan. The mix of park types is comparable to the existing mix throughout Springville. The locations of the parks as seen on the map are given just as a visual reference to quantity and size and not a suggestion of where parks should actually be located. More studies are needed in order to plan the location of parks in the most optimal areas.

This plan envisions a set of outdoor public spaces that vary in terms of size, orientation, design treatment, and provided amenities. The primary open space may be a larger central park, formal and/or natural. However, smaller urban plazas, uniquely sized and programmed to their individual contexts, could frame views or activity nodes.

OPEN SPACE TYPE MIX				PLACE TYPE	
Open Space Type: Parks	**Area (Acres)**	**% Representation**	**Service Area**	**Boulevard Community**	**Town Center**
Pocket Park	2.4	4%	.25 Miles	●	●
Neighborhood Park	12.3	21%	.5 Miles	●	●
Community Park	17.3	29%	1 Mile	●	●
Regional Park	27.9	47%	5+ Miles	●	
Urban Plaza or Town Square	XX	XX	XX		●
Total	**60**	**100%**	**NA**		
Transportation Types:				●	●
Buffered Bike Lane				●	●
Separated Paved Path					

Parks and Recreation Spaces

Pocket Parks

Pocket parks are distributed throughout residential and commercial spaces, and should be located at a walkable distance from all homes. These parks will feature more passive uses to provide green space to residents.

Neighborhood Park

Neighborhood parks are located in residential areas and feature simple but well programed spaces. Trail connections and natural amenities are desirable but not necessary.

Community Parks

Should be well connected to the urban and natural systems. These open spaces should be dynamic and provide facilities for community events and gatherings. They feature a more robust recreational program.

Regional Parks

Larger regional parks can encompass a bigger service area and will include both passive and active uses. They may include civic building types such as community centers.

Plazas

Plazas are reserved for higher density settings and is best suited as a focal point surrounded by mixed use developments. A plaza should be incorporate in the Town Center Place Type. They can be used for a myriad of activities including events and gatherings, but they should also be programmed for daily passive uses.

Implementation

The characteristics envisioned by this open space chapter will be detailed in the Tier 1, Tier 2, and Tier 3 chapters of a subsequent Form-Based Code. The focus will be on the types of parks required in a given place type or district.
City wide tools may need to be adopted.

- Large scale land use tools such as Transfer of Development Rights to aid with grouping parcels for regional or community parks.

The following tools may be written into the place type descriptions of the Form-Based Code:

- Outlining of open space requirements between district types to create buffers
- Development of a detailed parcel layout/regulating plan for the logical division of large parcels and placement of pocket parks and Urban Plaza/Town Square.
- Minimum and maximum block sizes which dictates frequency of streets and and location of street running trails.

springville
ART CITY

1600 SOUTH CORRIDOR PLAN

ADOPTED
2023

Prepared By:

CRSA

In Partnership with:

avenue CONSULTANTS