NOTICE OF MEETING AND AGENDA
PLANNING COMMISSION
DECEMBER 12, 2023 AT 7:00 P.M.
City Council Chambers
110 South Main Street
Springville, Utah 84663

The agenda will be as follows:

Call to Order

- Approval of the Agenda
- Approval of Minutes: November 28, 2023

Consent Agenda – No Items

The Consent Agenda includes items that are administrative actions where no additional discussion is needed. When approved, the recommendations in the staff reports become the action of the Commission. A call for objection or comment will be made on the consent agenda items. If there is any opposition or comment, the item will be taken off the consent agenda and put on the regular administrative session meeting agenda for discussion. If there are no objections or comments, the item(s) will pass without further consideration

Administrative Session - No Items

Legislative Session – Public Hearing

1) *Springville Community Development requests amendments to Springville Code Title 11 Chapter 2 Article 3 Board of Adjustment to comply with Title 10 Chapter 9a Part 7 UCA Appeal Authority and Variances.*

2) *Springville Community Development seeking a recommendation to adopt the 1600 South Area Plan.*

Adjournment

THIS AGENDA SUBJECT TO CHANGE WITH A MINIMUM OF 24-HOURS NOTICE

This meeting was noticed in compliance with Utah Code 52-4-202 on December 7, 2023. Agendas and minutes are accessible through the Springville City website at www.springville.org/agendas-minutes. Planning Commission meeting agendas are available through the Utah Public Meeting Notice website at www.utah.gov/pmn/index.html. Email subscriptions to Utah Public Meeting Notices are available through their website.

In compliance with the Americans with Disabilities Act, the City will make reasonable accommodations to ensure accessibility to this meeting. If you need special assistance to participate in this meeting, please contact the Community Development department at (801) 491-7861 at least three business days prior to the meeting.

MINUTES

Planning Commission
Regular Session
Tuesday, November 28, 2023

IN ATTENDANCE

Commissioners Present: Chair Karen Ellingson, Genevieve Baker, Rod Parker, Ann Anderson and Brett Nelson

Commissioners Excused: Michael Farrer, Ralph Calder

City Staff: Josh Yost, Community Development Director
Carla Wiese, Planner II/Economic Development Specialist
Heather Goins, Executive Assistant

City Council: Liz Crandall

CALL TO ORDER

Chair Ellingson called the meeting to order at 7:31 p.m. The meeting started late to gather a quorum to hold the meeting.

APPROVAL OF THE AGENDA

Commissioner Baker moved to approve the agenda as written. Commissioner Anderson seconded the motion. The vote to approve the agenda was unanimous.

APPROVAL OF THE MINUTES

November 14, 2023

Commissioner Anderson moved to approve the November 14, 2023 meeting minutes. Commissioner Calder seconded the motion. The vote to approve the meeting minutes was unanimous.

CONSENT AGENDA

1. *K Barr, Co. seeking commercial site plan approval for expanding the Tyton Self-Storage facility located at 203 W 700 S within the L-IM Light Industrial Manufacturing Zone.*

2. *Plat amendment approval for Westfields Central, Plat B, located in the area of 800 S 950 W within the Westfields Central Traditional Neighborhood Development.*

With no objections or comments, the items pass without further consideration.

ADMINISTRATIVE SESSION

No Items

LEGISLATIVE SESSION:

3. *Springville Community Development requests amendments to Springville Code Title 11 Chapter 2 Article 3 Board of Adjustment to comply with Title 10 Chapter 9a Part 7 UCA Appeal Authority and Variances.*

Carla Wiese, City Planner, asked for this item to be continued. The staff report did not get sent out in time for review.

Commissioner Anderson moved to open the public hearing. Commissioner Baker seconded. The vote to open the public hearing was unanimous and it opened at 7:33 p.m. Seeing no speakers, Commissioner Baker moved to close the public hearing. Commissioner Anderson seconded. The public hearing was closed at 7:33 p.m.

Commissioner Baker moved to continue Item #3 to the next Planning Commission meeting. Commissioner Calder seconded the motion. The vote to continue the Legislative Session item was unanimous.

4. *Springville Community Development requests amendments to Springville Code Titles 11 and 14 to comply with the requirements of 2023 S.B. 174 Local Land Use and Development Revisions and H.B 406 Local Land Use, Development, and Management Act Modifications.*

3:45

Carla Wiese, City Planner and Economic Development Assistant, presented. In the last session, Senate Bill 176 was passed with House Bill 406. SB 176 is the majority of what we are looking at today. It sets criteria for the subdivision review process. This is to get some consistency for the process, as it had been done in various ways in Utah cities. Springville is a Moderate-Income Housing Plan City which means we have to do a Moderate Income Housing plan on our own. It needs to be completed by February 1, 2024. HB 406 addressed the bonding for public landscape improvements. The amendments are included, and she broke down all the sections. She took questions rather than going through the whole document.

Chair Ellingson asked why the beginning sections were removed. Ms. Wiese State code already says what a General Plan does, and we wanted to clean it up. Rather than have it duplicated, we made a statement that we will do a general plan that complies with Utah State Code. Chair Ellingson asked where that language is added in. Ms. Weise said it's in 11-2-101. We kept the paragraph and updated the code reference. Everything after that is the latest legislation. We had to designate a Land Use Authority to the State and that is the Community Development Director.

Commissioner Calder asked what the city is required to do to comply with State code or do they adopt only some sections of it. Ms. Wiese said we can't pick and choose. The LMA (Land Use Development and Management Act) sets up all the parameters for land use decisions and power and authority for cities. Sometimes there is a little leeway, other times it must be very specific like it has to be with the subdivision rewrite.

Commissioner Calder asked what major changes it will make to how the City operates. Ms. Wiese said the changes in state law are only for single family residential, townhomes or duplexes. This does not apply to condominiumized or multi-family

residential. It limits the review process for a preliminary plan. The City must respond in 15 days. And it doesn't control the developer's response time. Commissioner Calder said in that scenario they submit a plan, and they say their information was complete then at the end of 15 days can we tell them here's the information you need to provide us because we can't comment on something that is incomplete.

Ms. Wiese said we won't accept an incomplete application. Applications are reviewed for completion before the actual departments do their review. Some cities tend to be arbitrary. Springville is good because we say this is our specification for this and refer to this specification when making notes or red lines on a plan. The State is now saying you must do that and not be arbitrary. There are some questions with ULCT attorneys and other land attorneys that have looked at it. The most recent consensus is there is no limit on the number of preliminary reviews if you review within 15 days. They must respond to the comments, or it doesn't count as a review cycle. If the city leaves something out, then we lose the right to that item. That is how we have always handled it. The City gets 4 days on the final review.

Commissioner Calder said he has experienced it on both sides. He has an appreciation for that 15-day initial review. If they miss a fire hydrant, on the first review, are we able to come back on that. Ms. Wiese said health and safety things must be addressed.

Rod Parker arrived at 7:47 p.m.

17:15
Director Yost said our review is a parallel review, compiled and provided to the applicant. Commissioner Calder asked if that is DRC. Director Yost said yes. Staff gets together to review these plans. With final reviews, we have 20 days, and it runs on a two-week cycle. So, if you apply on Thursday but the cycle started on Wednesday, you will have to wait two more weeks for your review.

They discussed the review timeline.

Commissioner Calder asked if we do internal reviews. Director Yost said reviews are all internal.

20:35
Ms. Wiese said this only applies to residential. We had a section set aside for commercial subdivisions. We took the old subdivision review that we applied across the board and put it in here for Commercial Subdivision and then updated and made specific changes to our residential code in Chapter 2.

21:30
Chapter 3 is the creation of commercial and industrial subdivision, which is defined as being multi-family, condominium, commercial or industrial in nature. The residential subdivision applies only to the single family, two family and town homes.

22:07
Commissioner Ellingson asked about Chapter 3 page 42 where it defines the Administrative Land Use Authority but does not include the Planning Commission. In Chapter 2, the Administrative Land Use Authority includes the Planning Commission.

Ms. Wiese said subdivisions can be taken away from the Planning Commission. That is what we've done. They will be noticed for public comment but no longer come to Planning Commission for review. Director Yost clarified we don't have a public hearing on administrative items. All subdivisions are consent items and then they go to City Council. That is another big underpinning motivation. Some cities that require multiple times to Planning Commission and City Council. And opening the public forum for things that meet the code and then the public gets upset because the item must be approved, despite their objections.

25:55
Chair Ellingson asked about the new text in both sections. Ms. Wiese said we never had anything in Chapter 3, so it is all new there. Director Yost asked where that is located. Chair Ellingson said it's on page 22, 14-2-102 has the first definition of Land Use Authority. Ms. Wiese said we would make that change.

Ms. Wiese continued saying there are changes on public landscaping bonds. We cannot require bonds for landscaping improvements that aren't going to be dedicated to City for landscape and maintenance. Commissioner Calder asked if that is commercial and residential. Ms. Wiese said it is for anything that is dedicated to the City. Commissioner Calder asked if someone has to bond with the City to put in a front yard in a certain time period. Ms. Wiese said it won't change HOA requirements. Director Yost said we can no longer require bonding on private property period. Ms. Weise said this went into effect in May. We have stopped that and now we are codifying it.

Ms. Wiese said when we met with John Penrod about whether we should keep the landscape bonds we had, he felt it was easier to let those go.

Chair Ellingson asked with the everything crossed out on 27, 28, 29 are those existing somewhere else? Ms. Wiese said we listed everything that we required on a plan. We wanted to make sure we weren't overcomplicating the process. We did what we refer to as a preliminary plan residential checklist, so we get what we needed. We took them out of the code because it was a lot to have in code.

30:37
Director Yost wants to get rid of procedure or policy or something that wasn't a Land Use Regulation or something that is a procedural policy or something that can change. If something changes on a checklist, we can update the checklist without having to go to this process to change it.

31:24
Commissioner Calder asked if the checklist would be on the website and if it would be updated by date. Ms. Wiese said yes, when it was adopted.

This goes into effect on February 1st.

Commissioner Calder asked if paper plans need to be submitted. Ms. Wiese said we take electronic submissions. Director Yost said they are reviewed and retained electronically. Commissioner Calder said some cities asked for printed plans.

Commissioner Calder asked if we should have the changes made before make a motion. Commissioner Baker said we can recommend approval with the changes. They are feeling they understand this better now. Ms. Wiese said if you feel you want more time with this, that is up to you. Commissioner Baker said this wouldn't go to City Council. Ms. Wiese said it would be in the work session. We want to take it to seated City Council and if you didn't recommend it wouldn't make their deadlines.

38:18
Commissioner Baker moved to open the Public Hearing. Commissioner Anderson seconded. The public hearing was opened at 8:08 p.m. Seeing no comment. Commissioner Anderson moved to close the Public Hearing. Commissioner Calder seconded. The public hearing was closed at 8:09 p.m.

38:47
Commissioner Baker feels confident that staff will check for inconsistencies before taking it to City Council. Commission Calder wants to look through it more. He can do it on his own and make a phone call if he needs to. It is a lot of change. Commissioner Anderson said it is OK to move forward as there is a work session first. Commissioner Parker has no issues. He feels it is just cleaning it up and streamlining it to make it easier.

40:00
Commissioner Baker moved to recommend approval of the amendment to Springville City Code Titles 11 and 14 to comply with the 2023 S.B. 174 Local Land Use and Development Revisions requirements and H.B. 406 Local Land Use, Development, and Management Act Modifications with the changes as discussed. Commissioner Anderson seconded the motion. The vote to approve the Legislative Session item was unanimous.

5. *Springville Community Development requests amendment to Springville Code Title 11 Chapter 4 Section 301 Land Use Matrix to refine the permitted uses in the Main Street South Gateway Zone.*

40:38
Josh Yost, Community Development Director, presented. When City Council reviewed the map amendment to extend the MSSG to the South, they asked us to review the Land Use Matrix for that zone to make sure all uses were aligned in the zone. While checking, it was noticed that the P for permitted was missed in Retail Sales there is no less than 15,000 square feet. We want to allow general retail at that size as it is an essential use in downtown.

Chair Ellingson said they are redundant. Director Yost said it is based on how it aligns with Business License categories. Commissioner Parker asked if there can be a range in there. Commissioner Parker said you can recommend it. Commissioner Calder said it Director Yost is OK to make it 0-15,000 square feet. Commissioner Parker said it doesn't matter if it is less than 15,000 if it for licensing of a store. Chair Ellingson said it only matters if you put something bigger in.

Commissioner Baker asked if this was anywhere in the definitions. Director Yost said some of the uses are defined in definitions. He looked it up.

Chair Ellingson said it should be clarified. Director Yost said that is covered is at the end of the Land Use Matrix.

Commissioner Baker said it should be clarified with the range. Now it says everything less than 80,000 is a certain set of Conditional and Permitted uses. Commissioner Parker said there already is less than 25,000 square feet. Director Yost said let's not complicate it.

Chair Ellingson asked what will prevent conflict with a future developer. Clarity helps the issue. Commissioner Baker asked if it gets more conflicting as you look at each of the boxes. Director Yost said our code is set up differently in tables, because you can cross reference. This is generally better but has created an odd condition here.

Commissioner Calder said if you put the P in, it is clear. Some are overstated but gives criteria you can quickly look at. Director Yost said it could be simplified by switching the inequality. Then no. Not to exceed X square feet. Commissioner Parker said if you do that you have to start at 0. Director Yost said you would start with 0-15,000. This may not be the categories in licensing. Commissioner Parker said to stay with what mirrors licensing.

Director Yost said if you tell us General Retail no greater than 15,000, then we will use that.

Chair Ellingson said goal with things like this is to be easily read by anybody.

Commissioner Anderson moved to open the Public Hearing. Commissioner Baker seconded. The public hearing was opened at 8:26 p.m. Seeing no speakers, Commissioner Baker moved to close the Public Hearing. Commissioner Calder seconded. The public hearing was closed at 8:27 p.m.

56:56
Commissioner Baker moved to recommend approval of the amendment to Springville Code Title 11 Chapter 4 Section 301 Land Use Matrix to refine the permitted uses in the Main Street South Gateway Zone with the addition of clarification on General Retail Stores permitted uses. Commissioner Calder seconded the motion. The vote to approve the Legislative Session item was unanimous.

Chair Ellingson asked Chair Ellingson asked if Planning Commission will be held on December 26th. Director Yost said no.

With nothing further to discuss, Commissioner Baker moved to adjourn the meeting. Commissioner Parker seconded the motion. Chair Ellingson adjourned the meeting at 8:29 p.m.

PLANNING COMMISSION
STAFF REPORT

Agenda Item, #2
December 12, 2023

December 6, 2023

TO: Planning Commission Members
FROM: Carla Wiese
RE: Springville Community Development requests amendments to Springville Code Title 11 Chapter 2 Article 3 Board of Adjustment to comply with Title 10 Chapter 9a Part 7 UCA Appeal Authority and Variances.

Petitioner: Springville Community Development

Background

Every city with land use regulations must establish an appeal authority for administrative acts by ordinance. Springville has had a Board of Adjustment that has served as this appeal authority. In 2017, the Utah State Legislature made minor changes to UCA 10-9a-7, requiring cities to clearly establish an "Administrative Land Use Appeal Authority", with cities being granted latitude in how that entity would be set up; cities could designate one person, a board, or commission.

Analysis

Springville City code establishes a Board of Adjustment to hear appeals relating to the application of land use regulations, requests for variances, and appeals from a fee charged. UCA 10-9a-7 required cities to clearly establish an "Appeal Authority," with cities being granted latitude in how that entity would be set up. As part of our efforts to make sure that our city code is compliant with the Utah State Code, we are amending the Board of Adjustment so that its role as the Administrative Land Use Appeal Authority is clearly designated in the code. This will have no impact on how legislative actions are appealed.

11-2-302(4) clarifies when decisions by the Board will become effective.
11-2-305(b) codifies the time frame for an applicant to file an appeal.

Staff Recommendation

Staff recommends that the Planning Commission forward a recommendation of approval to the City Council.

Recommended Motion

Motion to recommend approving the amendments to Springville Code Title 11 Chapter 2 Article 3 Board of Adjustment as the designated Administrative Land Use Appeal Authority.

Attachments

Attachment 1: Proposed Amendments to Titles 11 Chapter 2 Article 3

Attachment 1
Proposed Amendments to Titles 11 Chapter 2 Article 3

Article 3 – BOARD OF ADJUSTMENT AS THE ADMINISTRATIVE LAND USE APPEAL AUTHORITY

11-2-301 Establishment of Board of Adjustment as the Administrative Land Use Appeal Authority

(1) Board Created. ~~There is hereby created a Board of Adjustment~~A Board of Adjustment is hereby created, which shall act as the Administrative Land Use Appeal Authority. The Board shall consist of five (5) members to be appointed by the Mayor with the advice and consent of the City Council. It is the intent of this establishment to appoint person(s) who will not personally benefit from decisions associated with the interpretation of the ordinances of Springville City.

(2) Alternate Member Appointments. Three (3) alternate members shall be appointed by the Mayor, with the advice and consent of the City Council. Alternate members shall sit as members of the Board on a rotating basis at the call of the chairman of the Board of Adjustment in the temporary absence of a regular member. No more than two (2) alternate members may sit at any meeting of the Board of Adjustment.

(3) Term of Office. Each member and alternate member shall serve for a term of five (5) years; provided, that the term of members of the first Board shall be such that the term of one (1) member shall expire each year. The term of office of each member shall commence the first day of February in the year in which the member is appointed. Any vacancy occurring on said Board by reason of death, resignation, removal or disqualification shall be filled in the same manner as an original appointment for the unexpired term. No person shall serve more than two (2) consecutive terms on or as a member of the Board of Adjustment. Partial terms shall not be considered in determining whether a person has served two (2) consecutive terms.

(4) Removal for Cause. The Mayor may remove any member of the Board of Adjustment Appeal Authority for cause if written charges against the member are filed with the Mayor and after public hearing, if such hearing is requested by the Board member.

(5) Residency Requirement. All members of the Board shall be residents of the City.

(1979 Code 11-2-301; amended by Ordinance No. 21-92; amended by Ordinance No. 27-02; Ord. No. 08-2011, 05/03/2011)

11-2-302 Organization and Procedure.

(1) The Board of Adjustment shall organize and elect a Chairperson and adopt rules for its activities in accordance with this Title. Meetings of the Board shall be held at the call of the Chairperson and at such times as the Board may determine. The Chairperson, or in the Chairperson's absence, the acting Chairperson~~,~~ may administer oaths and compel the attendance of witnesses. All meetings of the Board shall comply with the requirements of the Utah Open and Public Meetings Act.

(2) The Board shall keep minutes of its proceedings, showing the vote of each member upon each question, or if absent or failing to vote, indicating such fact, and shall keep records of its examinations and other official actions; all of which shall be immediately filed in the office of the Board, which is the Department of Community Development, and shall be public record.

(3) The concurring vote of three (3) members of the is necessary to reverse any order, requirement, decision, or determination of the Planning Commission or any administrative official or agency or to decide in favor of the appellant.

(4) Decisions of the Board of Adjustment shall become effective at the meeting in which the decision is made, unless the Board specifies otherwise. (Ord. No. 06-2012, 07/17/2012)

11-2-303 Duties and Powers.

The Board of Adjustment shall have the following powers:

(1) To hear and decide appeals where it is alleged that there was an error in any order, requirement, decision or determination made by a land use authority, the Planning Commission and/or the Community Development Director's administration, interpretation or enforcement of the zoning ordinance.

(2) To hear and decide appeals from Planning Commission decisions regarding conditional use permits.

(3) To hear and decide special exceptions to the terms of the zoning ordinance, but only when specifically authorized to do so under the terms of the zoning ordinance.

(4) To hear and decide all matters concerning nonconforming uses, buildings and lots.

(5) To hear and decide variances from the terms of the zoning ordinance.

(Ord. No. 08-2011, 05/03/2011)

11-2-304 Community Development Director's Determination.
The Community Development Director may decide certain matters consistent with the guidelines established by this Chapter and State law and the rules adopted by the Board. Pursuant to that authority, the Community Development Director may decide all cases ~~which~~ that are routine in nature, uncontested, do not impact on the character of the neighborhood, are primarily brought about by changes in the Zoning Ordinance creating a large number of nonconforming structures, uses. All decisions of the Community Development Director may be appealed to the Board. The specific types of decisions the Community Development Director is authorized to make shall include:

(1) Determination of a nonconforming use that can be verified by substantial evidence. Substantial evidence, for the purpose of this Section, shall mean all official documents, including any written correspondence, receipts, permits or documents issued by a public body or agency thereof, etc. that may establish the truth of the matter asserted by the applicant.

(2) Consideration of additions and alterations to existing nonconforming buildings and structures, provided such additions and alterations will not result in expanding the nonconformities of the building or structure.

(3) Consideration of additions and alterations to a legally built dwelling in a non-residential zoning district that meet the development requirements of the R1 zoning district as defined in the 1949 zoning ordinance and do not result in any additional dwelling units.

(4) Consideration of actions to nonconforming buildings, structures and lots that will not result in expanding the nonconformities of such.

(5) Final review and approval on plans where the Board has required that a final plan be submitted for special approval, showing that all the requirements imposed by the Board in granting the original approval have been complied with.

11-2-305 Appeals to the Board.
(1) Appeal may be made to the Board of Adjustment by any applicant, other person or entity adversely affected by a decision administering or interpreting the zoning ordinance.

(a) The appeal shall be made within ten (10) business days of the action of decision being appealed from by filing a written notice of appeal to the Board of Adjustment with the Community Development Department. The notice shall be submitted with an application or other completed forms provided by the City, and the appellant shall pay a fee in an amount established by resolution of the City Council.

(b) If an appeal is not filed within ten (10) business days, the applicant waives their right to appeal

(c) Any officer, department, board, or bureau of the City affected by the grant or refusal of a building permit or by any other decisions of the administrative officer in the administration or interpretation of the zoning ordinance may appeal any decision of the Board of Adjustment.

(d) The notice of appeal shall specify the grounds for the appeal and associated circumstances. The notice shall allege that there is error in any order, requirements, decision or determination made by an official or officials in the administration or interpretation of the zoning ordinance.

~~)~~(e) The person or entity making the appeal shall have the burden of proving that an error has been made.

-(f) All papers constituting the record upon which the action appealed from was made shall be transmitted to the Board of Adjustment.

)(g) The Board of Adjustment shall set a hearing of the appeal within a reasonable time from the date the appeal is received. Public notice of the hearing shall be given and the applicant shall be noticed by first class mail at least five (5) days prior to the date of the hearing.

((h) After hearing the appeal, the Board of Adjustment may reverse or affirm, wholly or partly, or may modify the order, requirement, decision or determination appealed from and may make such order, requirement, decision or determination as the Board determines is correct.

(i)The filing of an appeal shall stay all proceedings and actions in furtherance of the matter appealed, pending a decision of the Board of Adjustment. Said stay shall exist unless the Planning Commission or Community Development Director certifies to the Board of Adjustment, after the notice of appeal shall have been filed, that by reason of facts stated in the certificate, the stay would cause imminent peril to life or property. In such case proceedings shall not be stayed otherwise than by restraining order which may be granted by the Board of Adjustment or by District Court on application, notice and due cause shown.

(2) Limitations of Board's Powers. The Board of Adjustment may only make decisions applying the Springville City Zoning Ordinance, requests for variances from the term of land use ordinances and appeals from a fee charged by the City in accordance with UCA 10-9a-510. Appeals may not be made and the Board of Adjustment may not consider any zoning ordinance amendments, nor any waiver or modifications to the terms or requirements of the zoning ordinance.

(Ord. No. 08-2011, 05/03/2011)

11-2-306 Variances.

(1) Definition – A variance is a device that grants a property owner relief from certain provisions of the zoning ordinance when, because of the particular physical surroundings, shape, or topographical conditions of the property, compliance would result in a particular hardship upon the owner, as distinguished from an inconvenience or a desire to reduce financial difficulties.

(2) Any person or entity desiring a waiver or modification of the requirements of the zoning ordinance as applied to a parcel of property that he owns, leases, or in which he holds some other beneficial interest may apply to the Board of Adjustment Appeal Authority for a variance from the terms of the zoning ordinance.

(3) The Board of Adjustment may grant a variance only if:

(a) Literal enforcement of the zoning ordinance would cause an unreasonable hardship for the applicant that is not necessary to carry out the general purpose of the zoning ordinance;

(b) There are special circumstances attached to the property that do not generally apply to other properties in the same district;

(c) Granting the variance is essential to the enjoyment of a substantial property right possessed by other property in the same zoning district;

(d) The variance will not substantially affect the general plan and will not be contrary to the public interest; and

(e) The spirit of the zoning ordinance is observed, and substantial justice is done.

(4) In determining whether or not enforcement of the zoning ordinance would cause unreasonable hardship under subsection (3)(a), the Board of Adjustment may not find an unreasonable hardship unless the alleged hardship:

(a) Is located on or associated with the property for which the variance is sought; and

(b) Comes from circumstances peculiar to the property, not from conditions that are general to the neighborhood.

(5) In determining whether or not enforcement of the zoning ordinance would cause unreasonable hardship under subsection (3)(a), the Board of Adjustment may not find an unreasonable hardship if the hardship is self-imposed or economic.

(6) In determining whether or not there are special circumstances attached to the property under subsection (3)(b), the Board of Adjustment may find that special circumstances exist only if the special circumstances:

(a) Relate to the hardship complained of; and

(b) Deprive the property of privileges granted to other properties granted in the same district.

(7) The applicant shall bear the burden of proving that all of the conditions justifying a variance have been met.

(8) Variances run with the land.

(9) ~~The Board of Adjustment and any other body may not grant use variances.~~Use variances may not be granted by the Board of Adjustment or any other body.

(10) In granting a variance, the Board of Adjustment may impose additional requirements on the applicant that will:

(a) Mitigate any harmful effects of the variance; or

(b) Serve the purpose of the standard or requirement that is waived or modified.

(11) If a variance is granted by the Board of Adjustment, alterations must begin six (6) months from the date the variance is granted, otherwise, the variance shall be null and void. The Board of Adjustment may grant one six (6) month extension if the petitioner can show adequate cause that circumstances necessitate a time extension.

11-2-307 District Court Review of Board of Adjustment Decisions.

(1) Any person or entity adversely affected by any decision of the Board of Adjustment may petition the District Court for a review of the decision.

(2) In the petition for review, the petitioner may only allege that the Board of Adjustment's decision was arbitrary and capricious or illegal.

(3) The petition is barred unless it is filed within thirty (-30) days after the Board of Adjustment's decision is final.

(4) The Board of Adjustment shall transmit to the reviewing court the record of its proceedings, including its minutes, findings, orders, and if available, a true and correct transcript of ~~this~~ these proceedings. If the proceeding was tape recorded, a transcript of that tape recording is a true and correct transcript for purposes of this subsection.

(5) Review of the ~~b~~Board of Adjustment's Appeal Authority's decision shall be done by the court in the manner and upon the standards provided by the law.

(6) The filing of a petition for review by the District Court does not stay the decision of the Board of Adjustment. Before filing the petition for review, the aggrieved party may petition the Board of Adjustment to stay its decision. Upon receipt of a petition for a stay, the Board of Adjustment may order its decision stayed pending District Court review if the Board of Adjustment finds it to be in the best interest of the City. After the petition is filed, the petitioner may seek an injunction staying the Board of Adjustment's decision.

PLANNING COMMISSION STAFF REPORT

Agenda Item 2
December 12, 2023

TO: Planning Commission Members

FROM: Josh Yost – Community Development Director

RE: Springville Community Development requests a recommendation to adopt the 1600 South Corridor Plan.

Petitioner: Springville Community Development

Summary of Issues

Does the proposed Corridor Plan further the health, safety, and welfare of Springville residents, now and in the future, and does the proposed plan provide for the orderly and sustainable development of Springville City?

Background

The 1600 South Corridor Plan began in March of 2021 with a request for qualifications for multidisciplinary consultant teams to create an area plan for an area surrounding the 1600 South Corridor between the planned I-15 interchange and SR-51. CRSA was selected as the lead consultant with a team that included Avenue Consulting and Downtown Redevelopment Services. Planning work commenced in the spring of 2021.

This plan fulfills the City Council's desire to plan for the long-term growth of this area in anticipation of the construction of a new I-15 interchange at 1600 South. Because of the high demand for industrial development as the planning process began, the council adopted amendments to the Official Zoning Map on August 17, 2021, which changed most of the planning area from existing zoning that permitted industrial development. This action reduced the pressure for development in the area and allowed the city time to consider the best opportunities for the area's future thoroughly.

A public kick-off and joint meeting of the City Council and Planning Commission was held on August 12, 2021, as part of an extended planning workshop. Additional review and presentation meetings were held on August 13, August 16, and August 18. Much of this work was focused on the Dry Creek area at the northeast corner of the study area. Still, it provided an opportunity to convene stakeholders from across the planning area.

Additional Planning Commission meetings were held to review the plan on August 9, 2022, October 25, 2022, and October 10, 2023.

The City Council participated heavily in the planning process with presentations and discussions on the following dates.

2021
10/19/2021 Work Meeting

2022

02/15/2022	Work Meeting
03/08/2022	Work Meeting
06/07/2022	Work Meeting
08/02/2022	Work Meeting

2023

10/03/2023	Work Meeting
10/17/2023	Work Meeting
11/28/2023	Mid-Year Strategy Meeting/1600 South Zoning Discussion

Property owners and residents were individually invited to many of these meetings and had the opportunity to share their comments with the Council and staff.

Analysis

Intent

The intent of the 1600 South Corridor Plan is to plan for a community of lasting value, composed of walkable neighborhood units centered on commercial and civic amenities, connected by a complete network of transportation and open spaces, with an intentional focus on design and character.

Please review the whole plan, as this staff report is a very abbreviated review of the plan's content.

Process

The 1600 South Plan used a scenario planning process to evaluate multiple alternative outcomes for the planning area. The modeling of these scenarios provides a sample range of potential development types and densities, costs that the City may incur, and other demographic realities. The city council then directed the selection of a preferred scenario 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.

The results of the scenario modeling process informed the assignment of future land use types to the whole of the planning area. In short, the maximum development potential allowed by the plan is as follows:

Total area	813 acres
Parks	49 acres
Developable area	646 acres
Housing	4,676 units
Commercial	5,248,959 square feet

Impacts on utilities and other city services were evaluated in the plan, and the fiscal impact on the city from anticipated property and sales tax revenues. The plan further considers the area’s demographics, regional context, transportation (including trails and active transportation

facilities), urban design, parks, and open space. The plan also makes specific recommendations for the design of the 1600 South roadway.

Future Land Use

The plan identifies six general land use districts listed below, described in detail on page 52 of the draft document.

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

These land use districts roughly correlate to Springville's current zones as follows:

- Commercial-Retail/Strip Mall — Community Commercial, Regional Commercial
- Commercial – Village Mixed-Use — Village Center
- Housing – Medium High — R-MF2
- Housing – Medium — R-2
- Housing – Medium Low — R1-5, R1-8
- Mixed-Use – Lifestyle Center — Town Center, Main Street South Gateway

The maximum intensity of the exclusively residential land use districts in the 1600 South Plan is greater than the similarly named districts in the Westfields Community Plan.

	1600 South Plan	Westfields Community Plan
Housing - Medium-Low	6 units/acre	5 units/acre
Housing – Medium	10 units/acre	7 units/acre
Housing – Medium High	18 units/acre	10 units/acre

The housing-medium high designation in the 1600 South Plan aligns more with the mid-range of the current Village Center Zone and falls between the T4 (15 units/acre) and the T5 (20 units/acre) transects in the Lakeside Landing Special District Overlay. Detailed development yields are listed on page 42 of the draft document.

Implementation

The plan document outlines an implementation framework that provides guidelines about the developed area's overall land use and look, feel, and atmosphere. 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.

Adopting this plan does not create any land use entitlement, change any zoning, or approve any development. The plan's goals and policies will be implemented by creating and adopting appropriate zoning districts, most likely through a form-based code as described above.

DEVELOPMENT REVIEW COMMITTEE (DRC)

The Development Review Committee was involved from the beginning of the process and has reviewed the document multiple times during the planning process. Comments were collected from each reviewer and individually addressed. Some draft plan elements have already provided context for other high-level planning processes, such as updating the Transportation Master Plan and the Active Transportation Plan.

Staff Recommendation

Staff finds that the proposed Corridor Plan furthers the health, safety, and welfare of Springville residents, now and in the future, and provides for the orderly and sustainable development of Springville City.

Recommended Motion

Move to recommend approval of the 1600 South Corridor Plan.

1600 SOUTH
CORRIDOR PLAN

SPRINGVILLE



Prepared By:

CRSA

In Partnership with:

avenue CONSULTANTS


Chapter 1
Introduction 01


Chapter 2
Study Area Context 07


Chapter 3
City Demographics 19


Chapter 4
Public Input Synopsis 25


Chapter 5
Preferred Scenario & Regulating Plan 30


Chapter 6
Place Types 43


Chapter 7
Land Use Districts 49


Chapter 8
Street Types 58


Chapter 9
Open Space Types 64



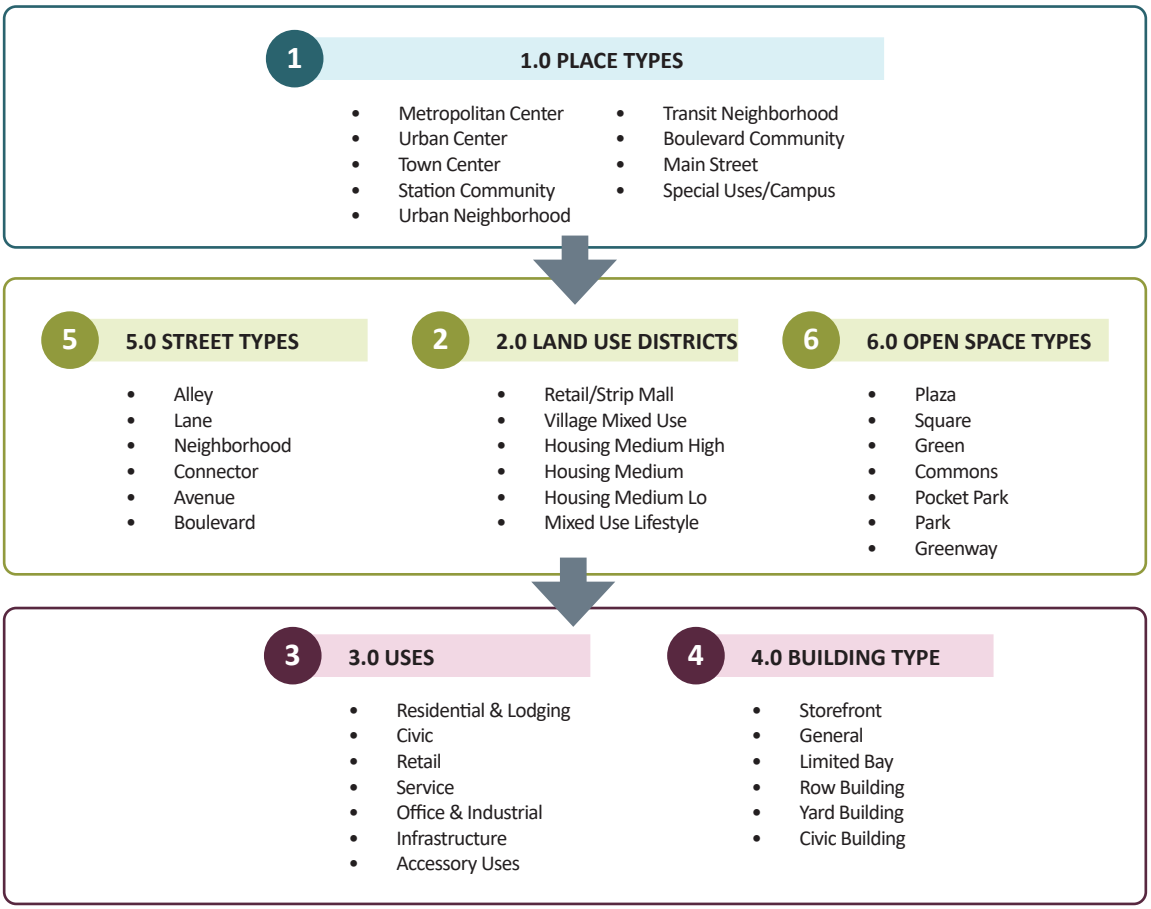
CHAPTER 1

INTRODUCTION

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

- 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.

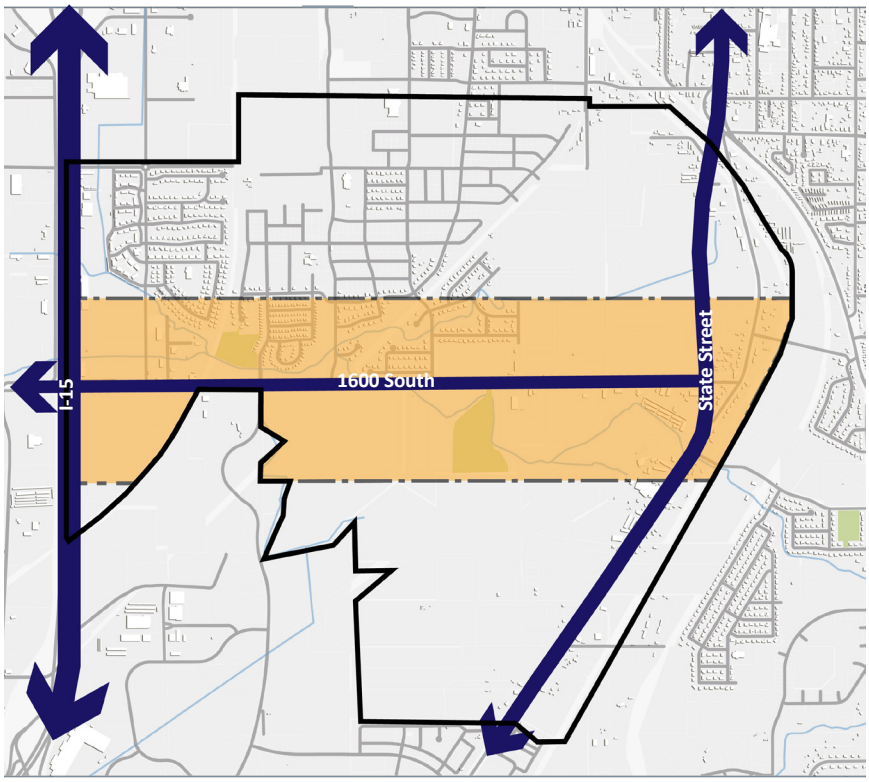
Acknowledgements

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.

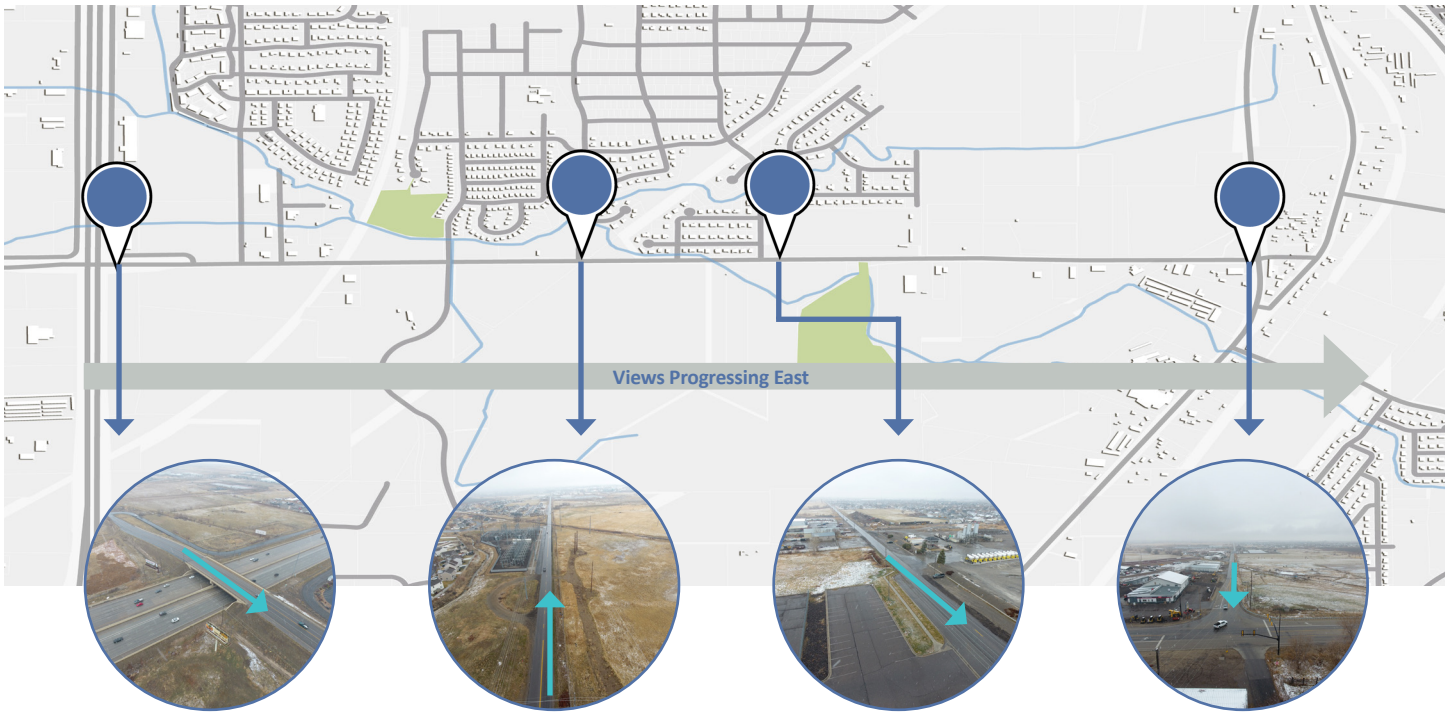
With likely development along 1600 South and along roadways extending north from Spanish Fork into Springville, it will be challenging for Springville City to preserve meaningful agricultural property.

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

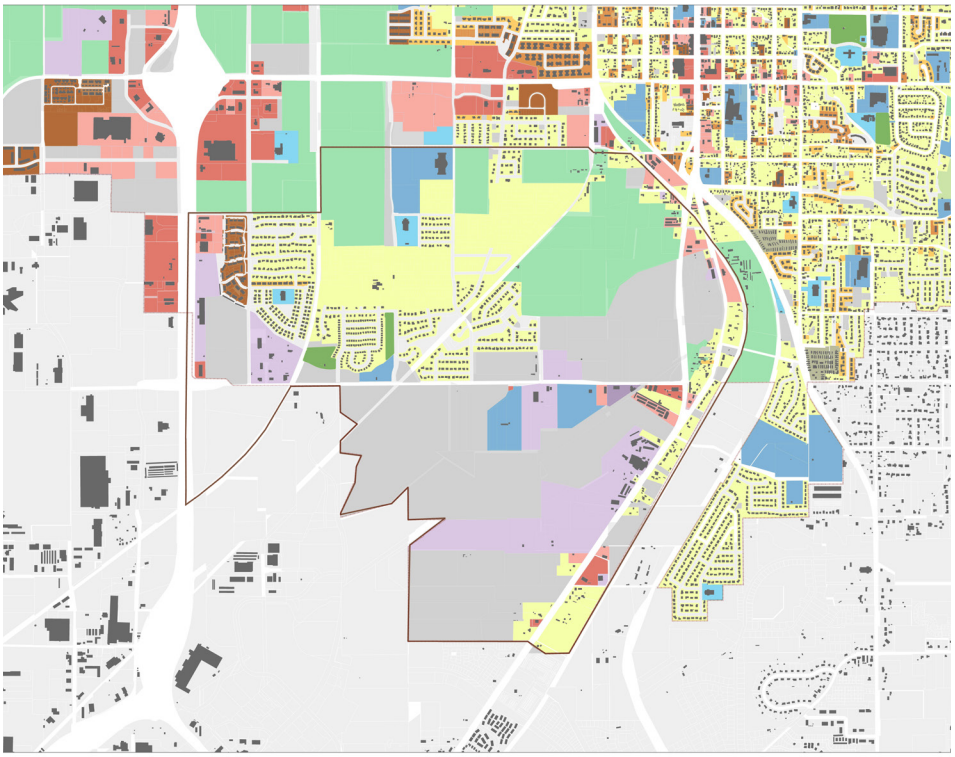
The existing roadway at 1600 South is rural in nature, is limited in speed and capacity, and was designed only for local low density/ agricultural traffic. The corridor is also home to overhead power lines and a power substation, infrastructure that will remain after the roadway is expanded. Small scale 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:

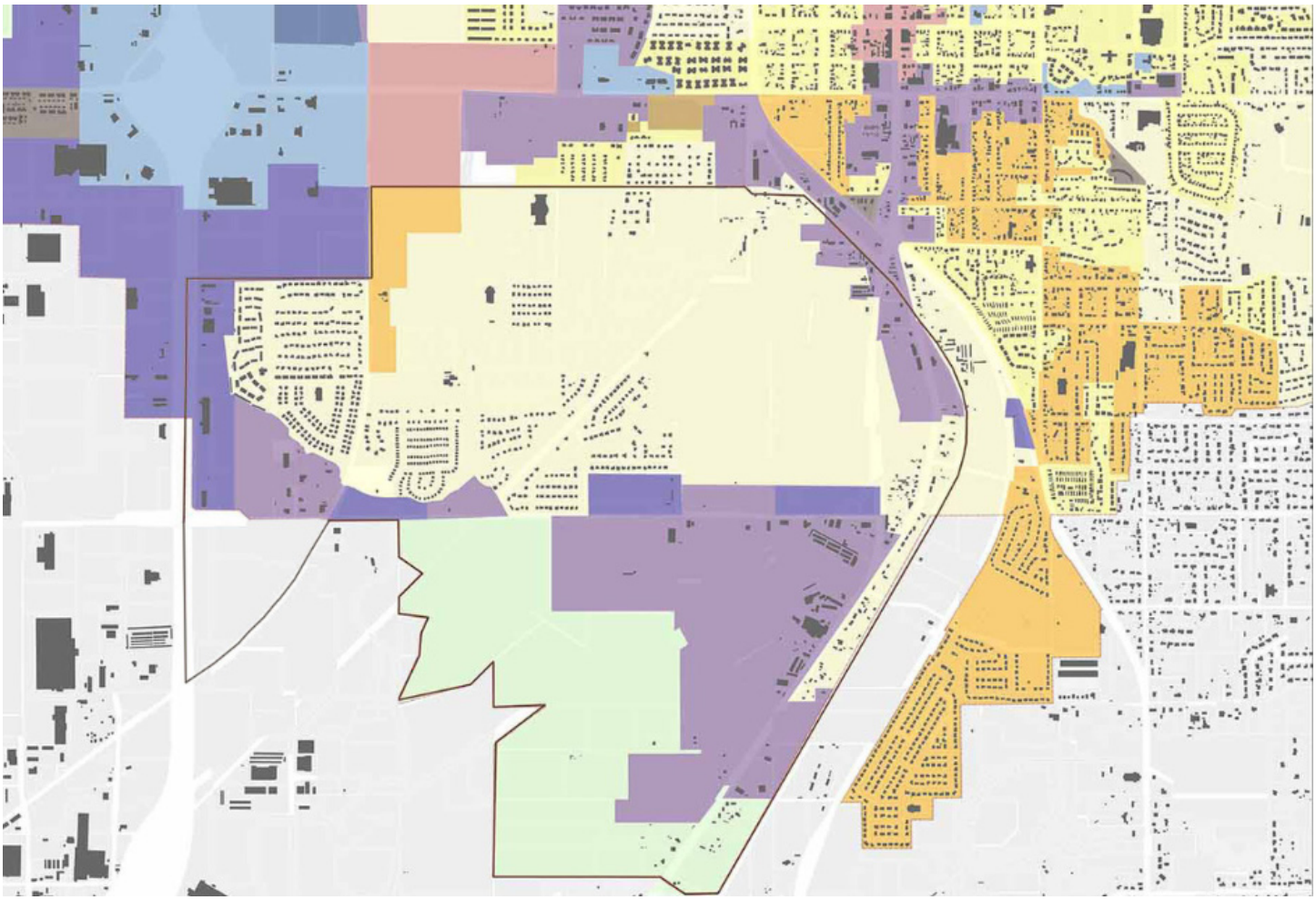
South side of the 1600 South Corridor

- 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.

South side of the 1600 South Corridor

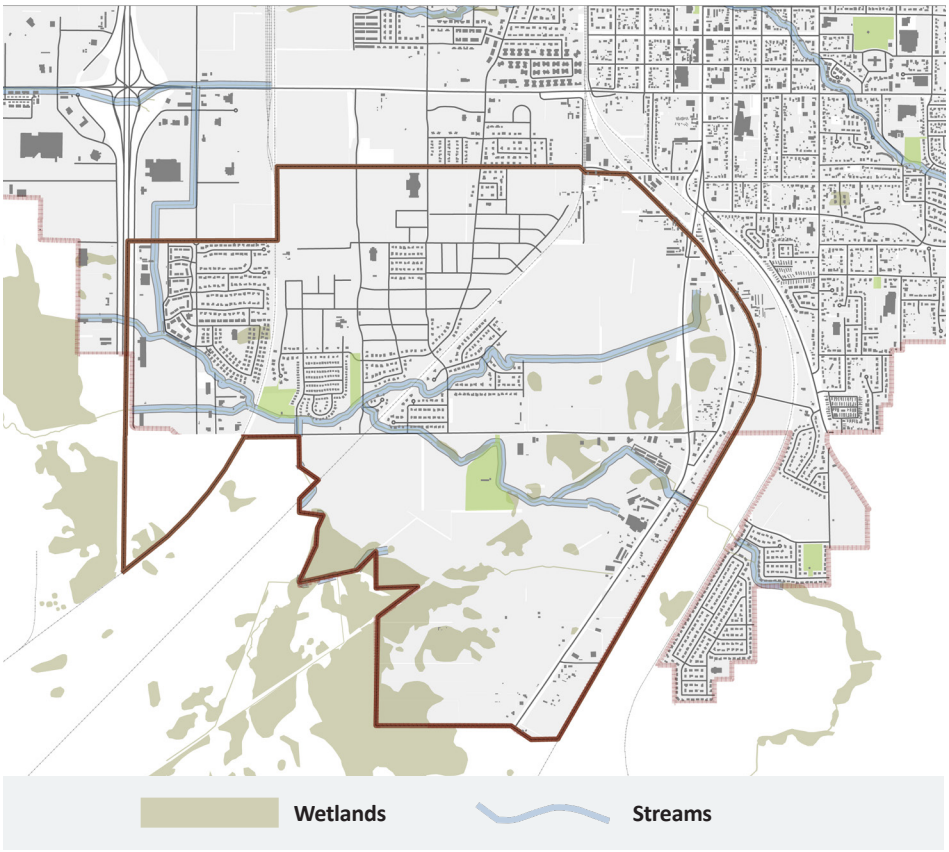
As indicated on the included mapping, Low Density Residential is the primary zone in the area.

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.



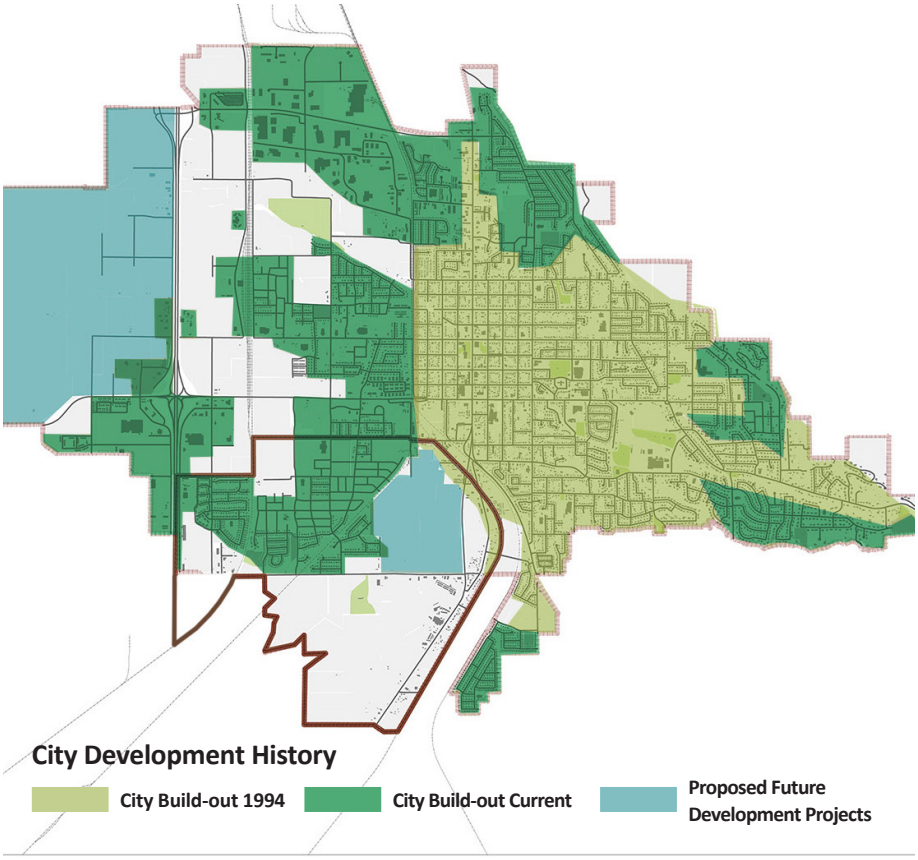
Wetlands identified by the U.S. Fish and Wildlife Service exist primarily along the south-southeast portions of the study area. There are additional identified wetlands scattered throughout the study area, generally near the depicted streams. Best practices for wetland preservation include planting native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

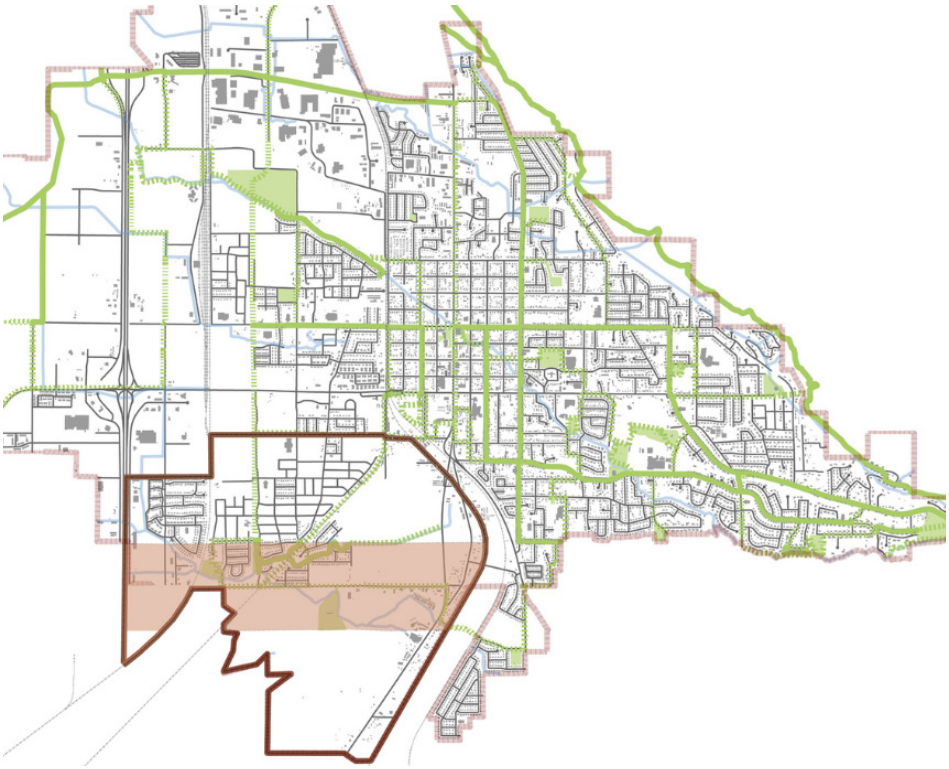
This document outlines in more detail the types of forms that are deemed most compatible.

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.

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.

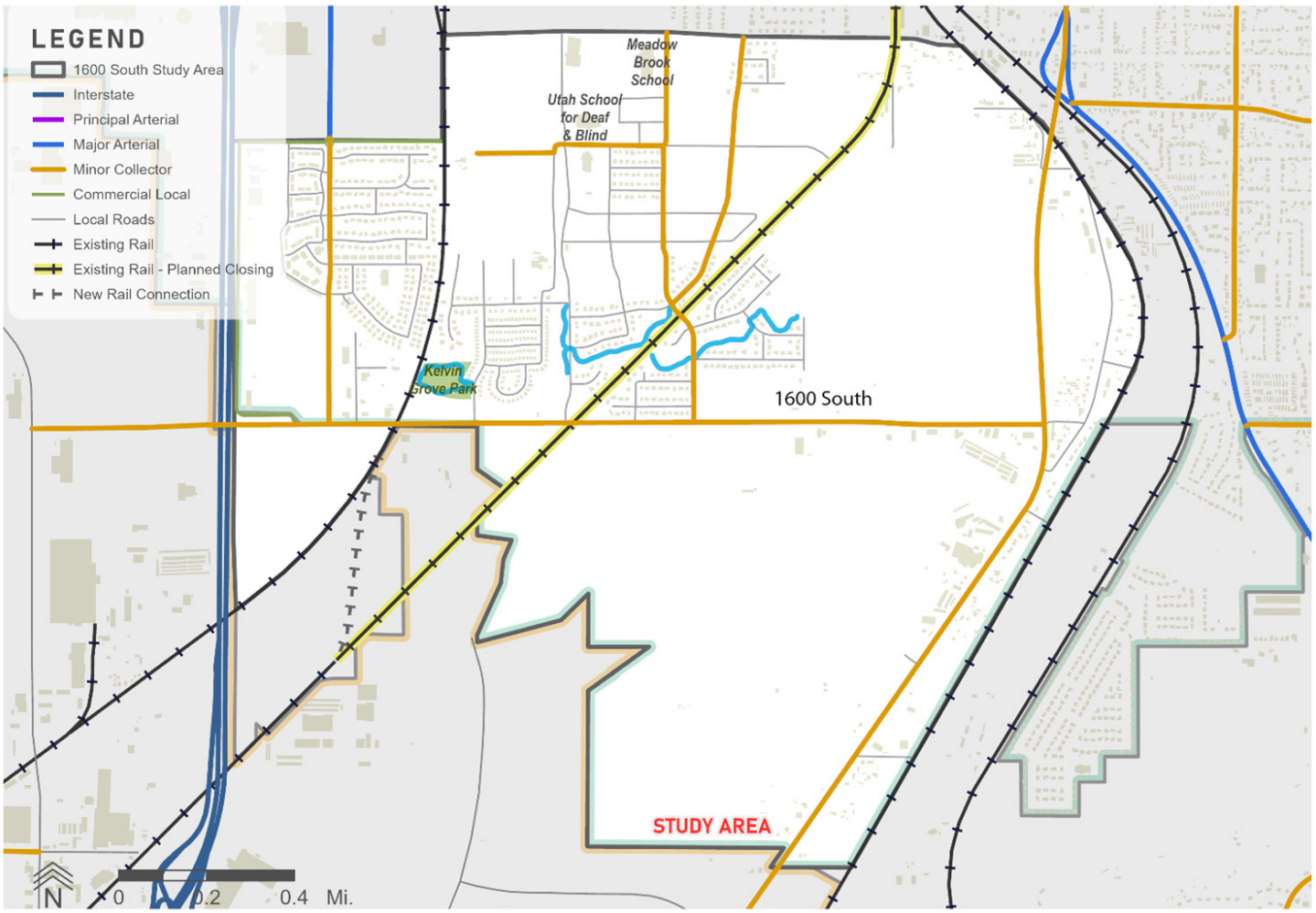
Transportation Context

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

AADT
2015: 10,000
2016: 11,000
2017: 12,000
2018: 12,000
2019: 12,000

AADT
2015: 31,000
2016: 33,000
2017: 34,000
2018: 34,000
2019: 35,000

AADT
2015: 18,000
2016: 19,000
2017: 20,000
2018: 20,000
2019: 21,000



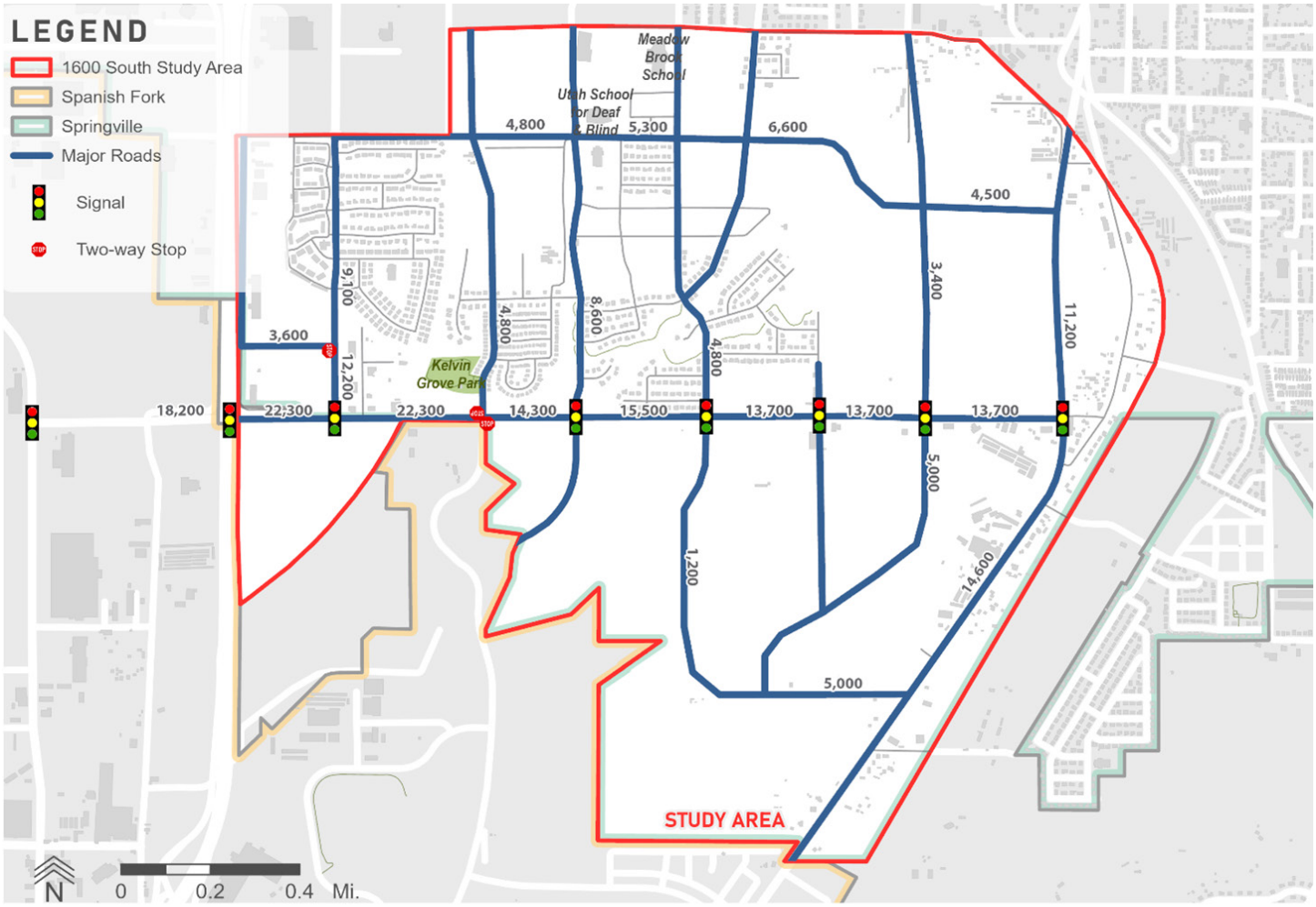
AADT
2015: 28,000
2016: 29,000
2017: 30,000
2018: 30,000
2019: 31,000

AADT
2015: 13,000
2016: 14,000
2017: 14,000
2018: 15,000
2019: 15,000

AADT
2015: 10,000
2016: 11,000
2017: 11,000
2018: 11,000
2019: 11,000

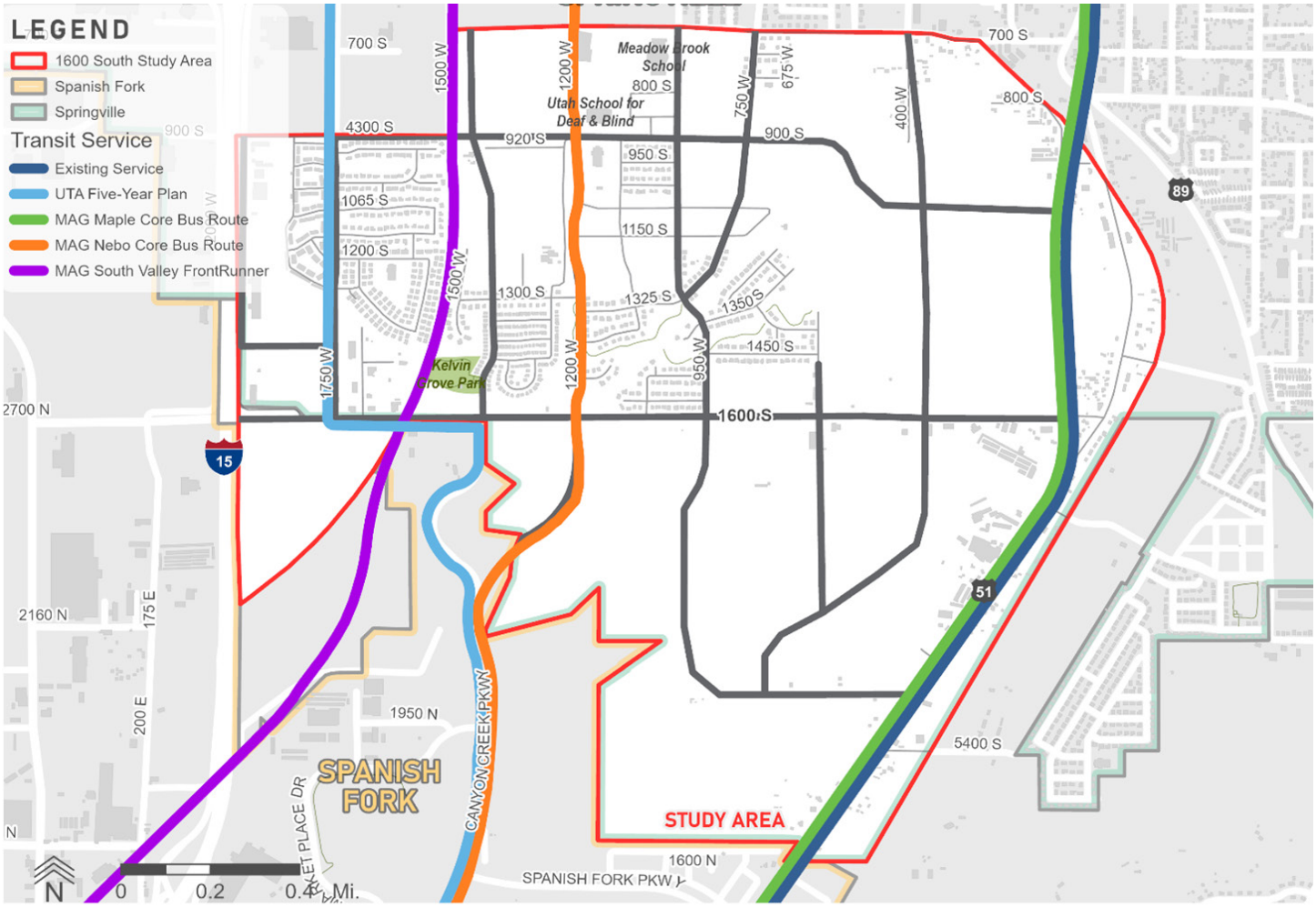
1600 S AADT
2017: 3,400
2018: 3,400
2019: 6,500

Projected Traffic Volumes 2050



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.

Projected Traffic Volumes 2050



Existing transit within the study area include routes 821 and 822 that run on SR-51 and provide 30 minute local service as well as peak period limited service between Payson and Provo. Both the Mountainland Association of Governments (MAG) and Utah Transit Authority (UTA) are tasked with planning for transit service within the study area. In the near term UTA is planning for more service for south Utah County in their Five-Year Service Plan 2023-2027. This new all day bus service is planned to travel through the corridor on 1750 West, 1600 South and Canyon Creek Parkway. MAG's recently adopted TransPlan50 (2023-2050) also includes additional core bus service through the county through the study area

While UTA and MAG identify specific alignments of transit corridors, study corridors where future transit is anticipated should be planned and designed to accommodate this service. Elements that support transit can include wide sidewalks, comfortable and accessible transit stops, ample crossing opportunities, curb extensions, and dedicated bus lanes in areas with traffic congestion. This transit supportive infrastructure will help improve safety, increase transportation options, decrease transportation costs, improve health through walking and create a sense of place.



CHAPTER 3

CITY DEMOGRAPHICS

CITY



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.

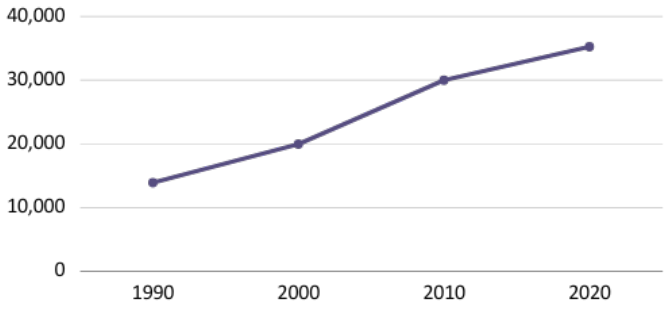
Additionally, Springville is situated just east of Utah Lake and Provo Bay, and the Wasatch Mountains to the south and east of the city, all offering ample recreational opportunities and scenic views to area residents and visitors. As a result of its proximity to employment centers and recreational opportunities,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

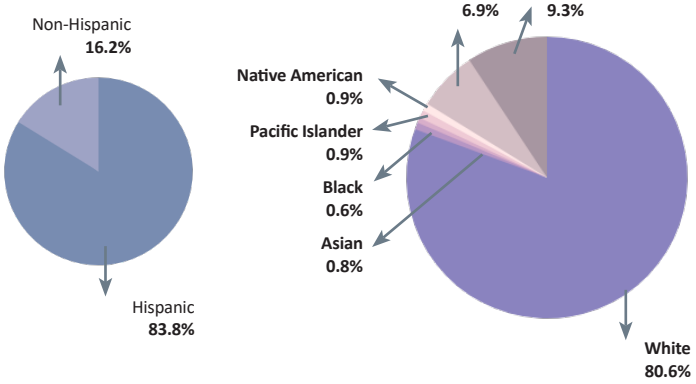
Population

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.

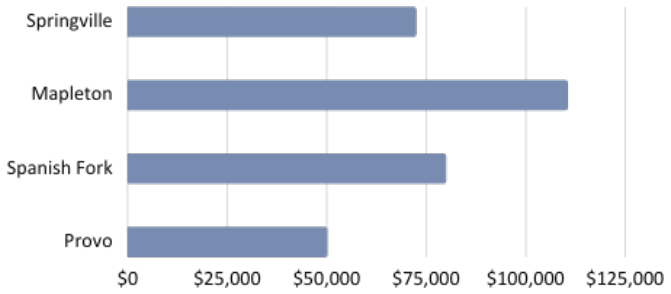
In the column on the right are the Utah median earnings in the past twelve months for each respective occupational category, including part-time and full-time employees. The three most common occupations in Springville are office and administrative support occupations (14.46%); sales and related occupations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

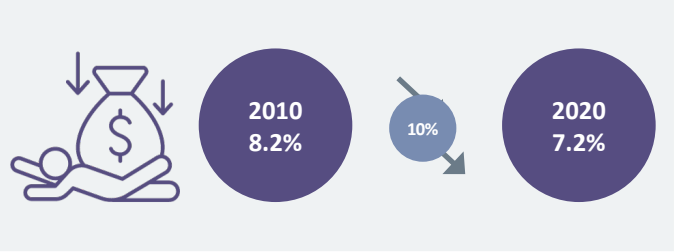
SPRINGVILLE CITY, UTAH
MEDIAN HOUSEHOLD INCOME COMPARISIONS (2020)



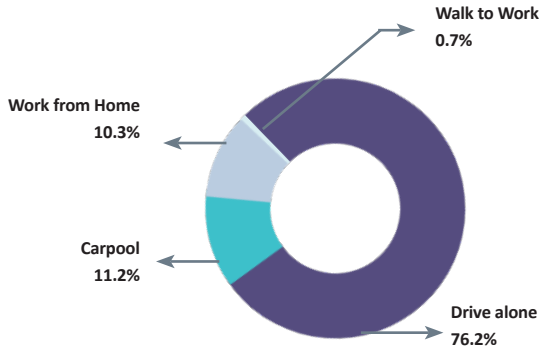
The per capita income adjusted for inflation has also increased, going from $19,912 in 2010 to $23,868 in 2020, a 19.9% increase. Springville's per capita income is lower than Mapleton's $40,685 and Spanish Fork's $25,279, but higher than Provo's $21,607.



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.



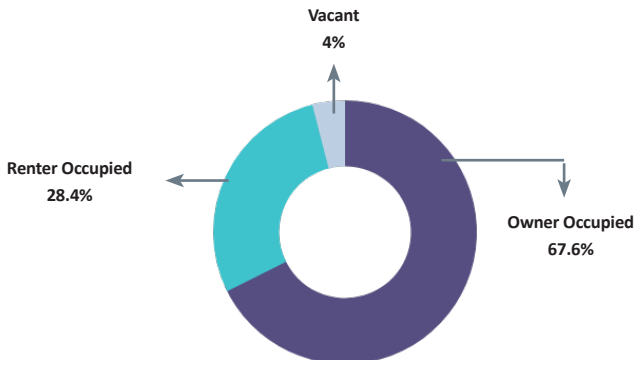
Notably, the percentage of residents that work from home has increased dramatically from 4.6% in 2010 to 10.3% in 2020. With the COVID-19 pandemic and related teleworking trends, that number is likely even higher as of 2022.

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.

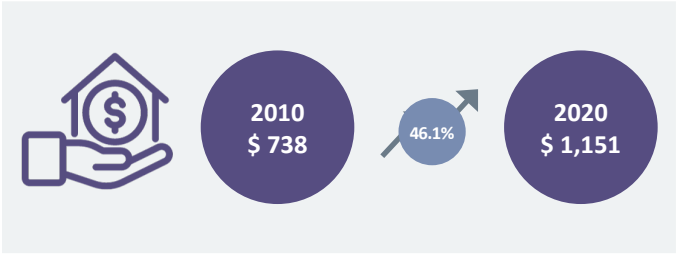
COMMUTE TIME	
Commute Time	% of Population
Less than 10 Minutes	16.4%
10 to 14 minutes	18.0%
15 to 19 minutes	20.3%
20 to 24 minutes	16.3%
25 to 29 minutes	6.1%
30 to 34 minutes	9.7%
35 to 44 minutes	3.5%
45 to 59 minutes	4.4%
60 or more minutes	5.3%

Housing

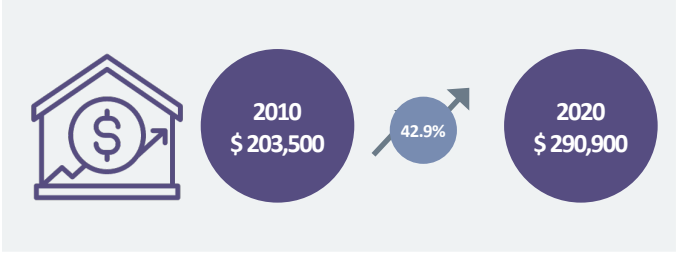
Springville's housing stock consists of 9,695 units and is largely occupied (95.8%) with only 4.2% (408) of the units being vacant. Of the 9,287 occupied units, 6,540 (70.42%) are owner occupied and 2,747 (29.58%) are renter occupied.



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.

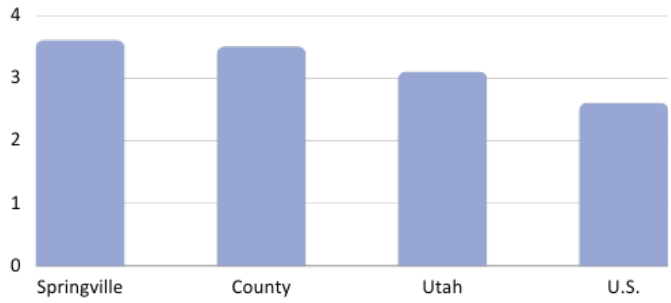


The median value of an owner-occupied house is $290,900 which is up from $203,500 in 2010. For owners with a mortgage, the selected monthly owner costs (SMOC) are $1,588, resulting in 19.2% of Springville households with a mortgage being cost burdened. For owners without a mortgage, the SMOC is $463, 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

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.

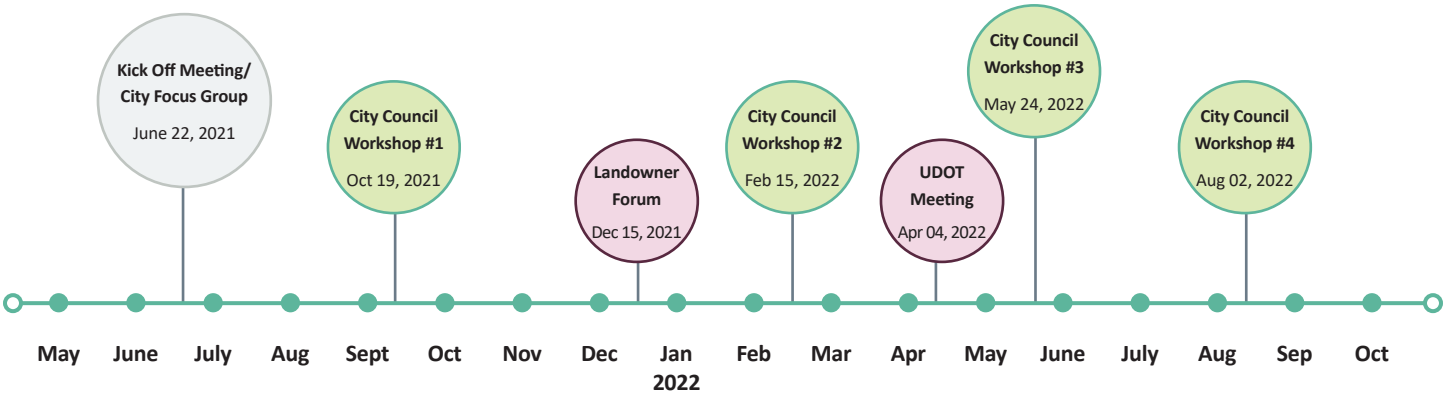


The planning team held meetings with key landowners and stakeholders, including the collection of input from their design teams and/or development partners, to help identify the development potential within the study area as a component of the site analysis phase. This information was also used to develop 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

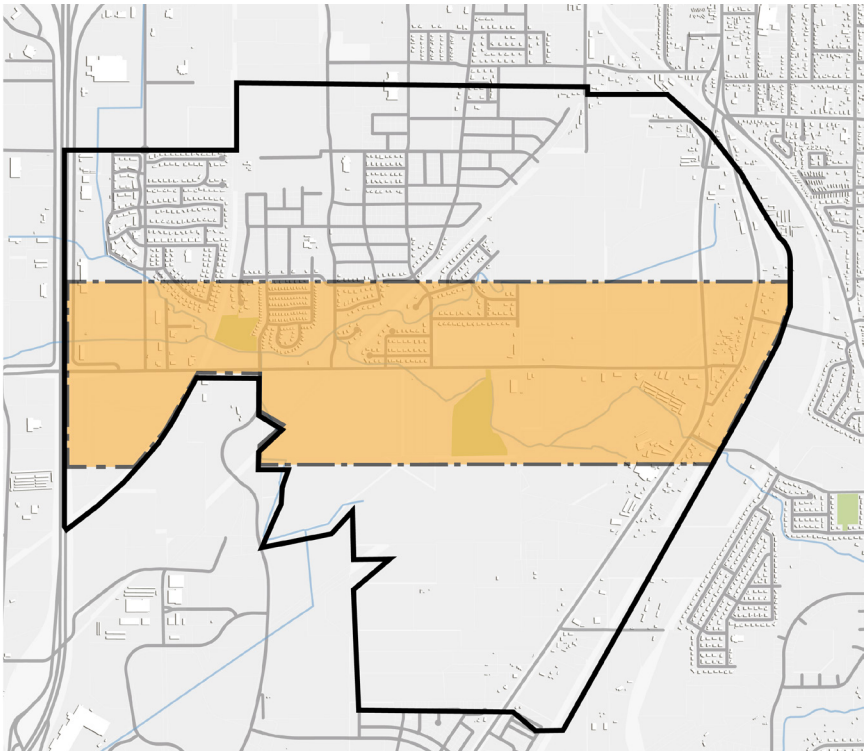
Generally, the vision for the Secondary Study Area anticipates..... Implementation of this vision will include the adoption of a regulating plan (see Chapter 6) and an updated land use zone. The recommended format for the updated zone is a form-based code. Locally a template for the creation of a form-based 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.

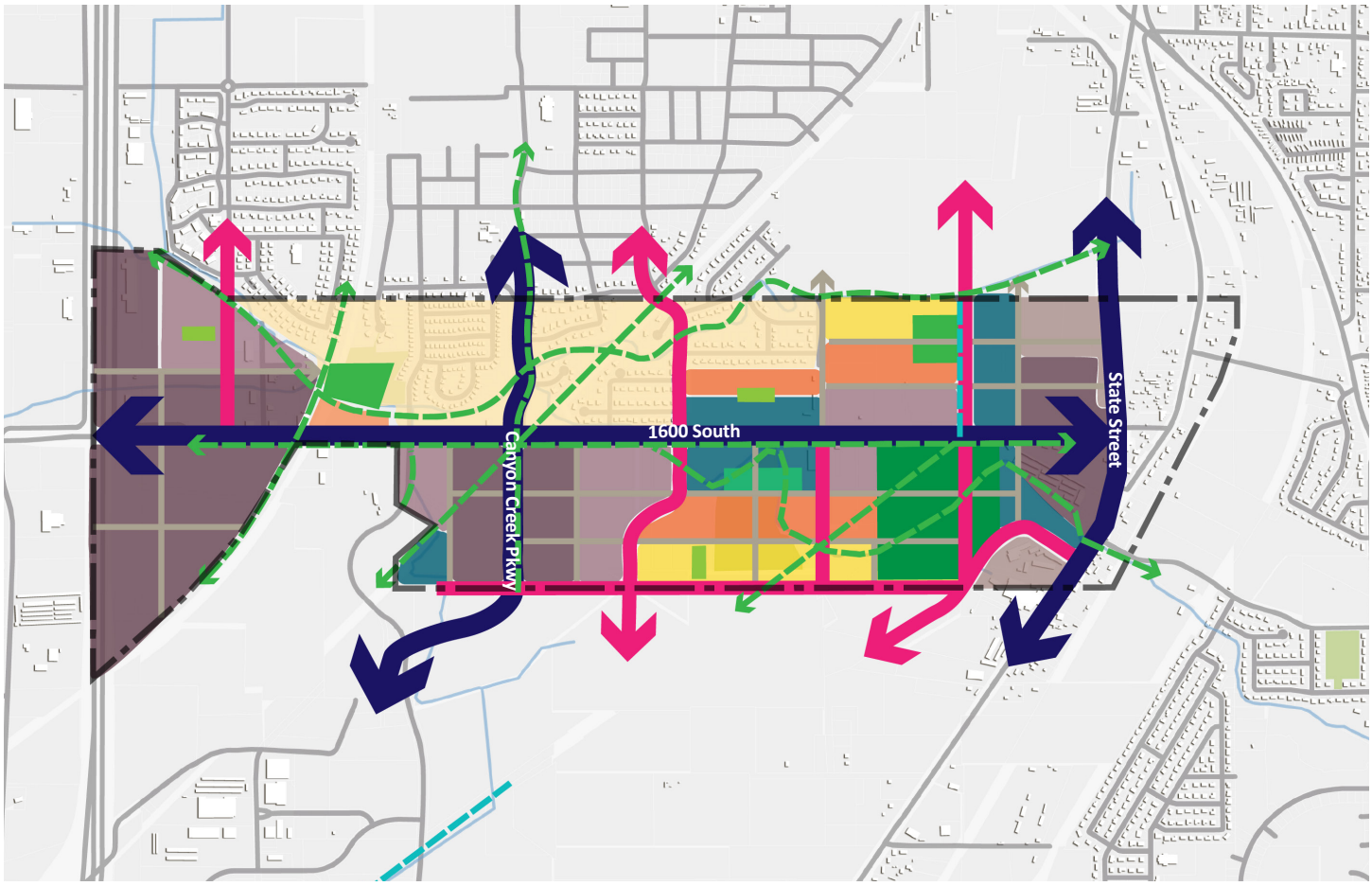
The modeled scenarios, revised per the direction of the City Council, are a comparison to the existing conditions baseline analysis to provide a range of potential outcomes. While there may be many possible models to be considered, the modeling of these scenarios provides a sample range of potential 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.

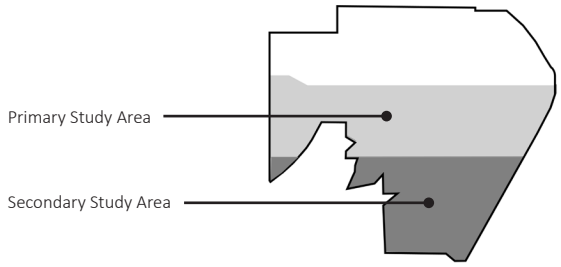
Within this compromise the community has determined, and the City Council has approved an appropriate mixture of uses, densities of buildings, and most importantly clustered development types that are most needed by the residents.

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 cquisition**

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)

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.

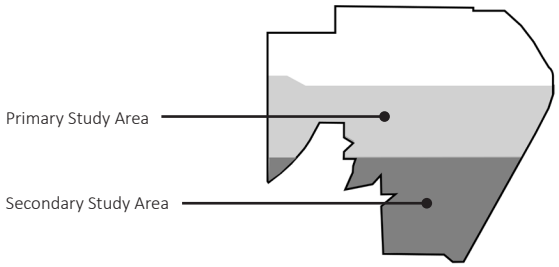
This is extrapolate from the data collected in the Primary Study Area as there was not sufficient funding available to analyze the secondary area in detail. The highest and best use, which is a compromise between maximum productivity and an aesthetically pleasing or community focused design is outlined,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

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.

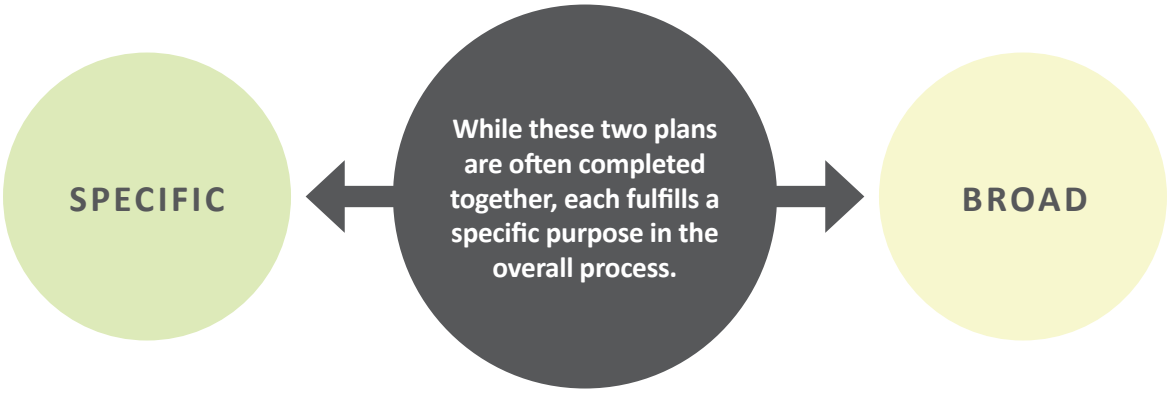
&

REGULATING PLAN

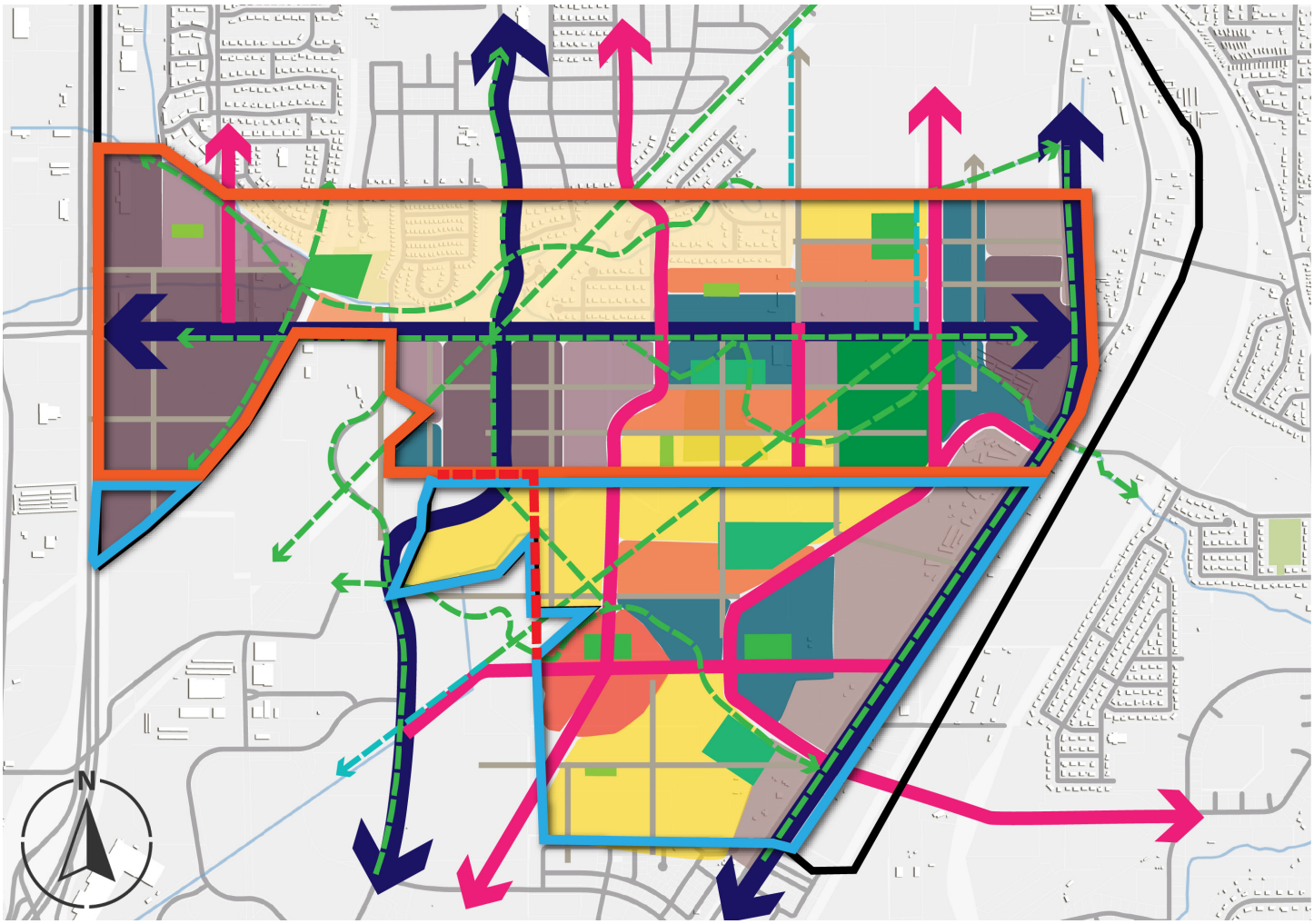
A regulating plan is a document that provides high level design guidelines and principles for layout of a large area, based on analysis prepared in scenario planning exercises. The overall function for a regulating plan is to:

- **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).



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	◐	◐	◐	◐		○
Infrastructure						
Parking Lot	◐	●		○		◐
Parking Structure	◐	◐				○
Utility & Infrastructure						
Open Space	◐	◐	○	●		●
Accessory Uses						
Home Occupation			●	●	●	●
Outdoor Storage of Goods						
Parking Lot	●	●		○		○
Parking Structure	◐	◐				○

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.

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.

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.

ECONOMIC IMPACT (ANNUALLY)

Type	Usable Acreage	Housing Units Per Acre	Total Housing Units	Retail & Commercial Sq. Ft. Per Acre (Average)	Commercial Sq. Ft. Created	Total Jobs Created
Housing Medium Low	178.0	6	1,067.9	0	0	0
Housing Medium	62.8	10	628.1	0	0	0
Housing Medium High	87.9	18	1,583.0	0	0	0
Mixed-Use Lifestyle	19.3	12	231.2	20,000	385,393	289.0
Village Mixed-Use	145.7	8	1,165.8	14,500	2,113,016	2,185.9
Retail Mall	152.8	0	0	18,000	2,750,549	1,680.9
Total	**646.5**		**4,676.0**		**5,248,959**	**6,189.0**

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	Total
Regulating Plan Acreage	947.5
Regulating Plan Population (+/- 20%)	9,598.5



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

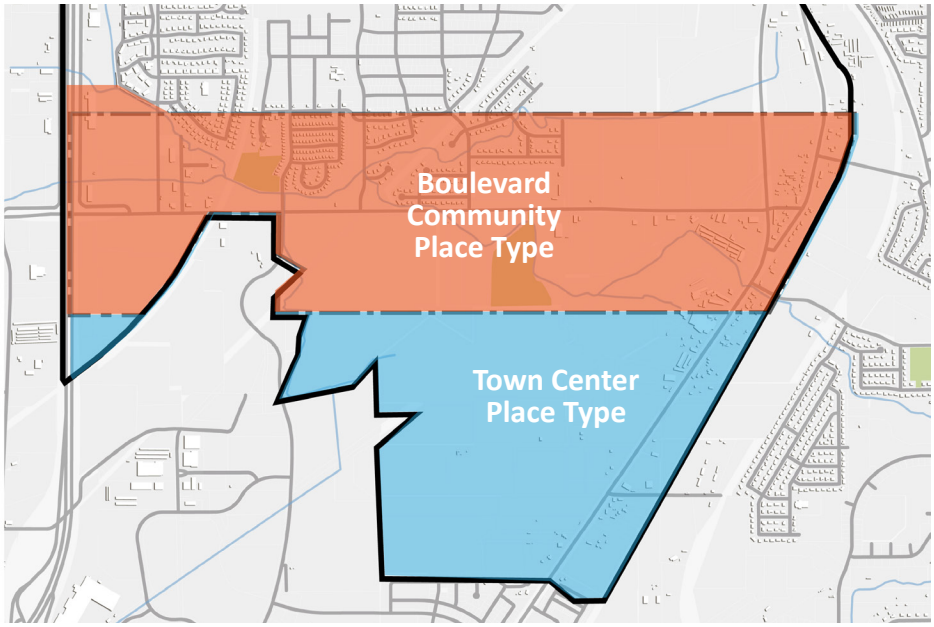
The Boulevard Community Place Type is intended for use along fairly intensive corridors of activity within the region. This place type allows for fairly intensive buildings with a wide mix of uses, typically served by one or more modes of transit along the corridor. Directly behind the corridor, however, 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 accommodate one or more modes of frequent transit such as bus or bus rapid transit, streetcar or light rail. The typical street section will accommodate local bus. Higher frequency transit is appropriate for the land uses recommended, however placement of high capacity corridors will require additional study.



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 or light rail. The typical street section will accommodate local bus. A secondary mode of transit is recommended to be located within a half mile of the center (nearby Commuter Rail). Higher frequency transit is appropriate for the land uses recommended, however placement of high capacity corridors will require additional study.

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 bus transit and buffered bike lanes, higher capacity transit may also be accommodated, design dependant on system chosen.	Two arterials intersecting at the town center with additional supporting arterials including support for local bus transit and active transportation. higher capacity transit may also be accommodated, design dependant on system chosen.
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

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

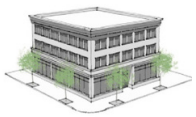
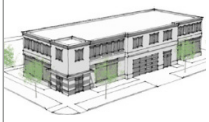
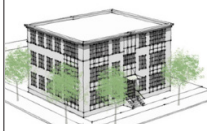
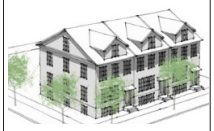
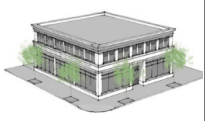
This graphic shows the implementation hierarchy of the Form-Based Code. Only those districts applicable to this study area are defined, although additional districts could be added later for a broader area of the City. This chapter begins with Tier 2, defining the districts for the study area (highlighted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

Tier 3 Components

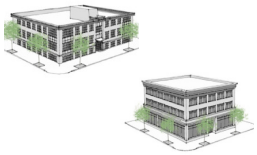
Tier 3 is not detailed in this plan, this detail would be encompassed in the final Form-Based Code. However, potential uses and building types are introduced in this chapter.



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 • pt'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

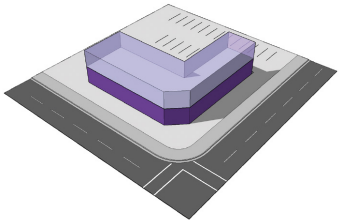




Category	Information
Potential Impacts	• Ample parking required • Limited coverage or FAR • Limited integration of alternative transportation
Physical Characteristics	• Minimum of 2 up to 4 stories • Standardized concrete and glass construction • Appropriate styles and characteristics to meet current 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	
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

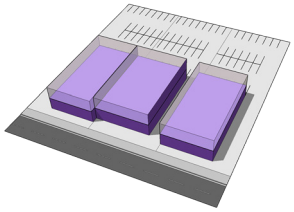
Category	Information
Potential Impacts	• Density may require structured parking in hubs • Strip mall style development • Traffic volume increases
Physical Characteristics	• 2 to 3 stories • Increased variety in building setbacks • Rear parking and ample sidewalks • Private outside spaces • Integrated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



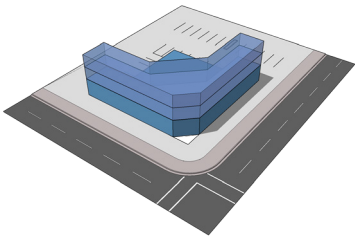


Category	Information
Sample Building Forms	
Sample End Users	• Condos • Garden Court Apartments • Apartments (rent/own) Housing • Applicable small scale retail • Restaurants and/or small scale services on the first floor
Anticipated Benefits	• Employment housing • Real estate tax generation • Condensed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

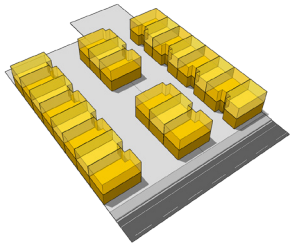




Category	Information
Potential Impacts	• Traffic impacts • Larger amounts of road maintenance • A variety of parks and recreation spaces required to meet the demand of district residents
Physical Characteristics	• 2 to 3 stories • Podium style housing (on-slab) • Preserved parks and recreation areas (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	
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

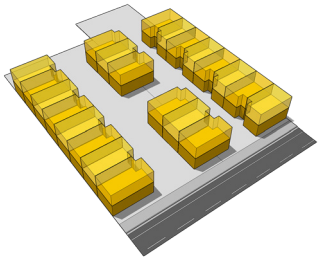
Category	Information
Potential Impacts	• High infrastructure construction cost • More roads and public utilities to maintain • Limited transportation option integration
Physical Characteristics	• 1 to 2 stories • Stand alone structures with limited setbacks • Strong diversity in architectural styles • 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	
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

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.

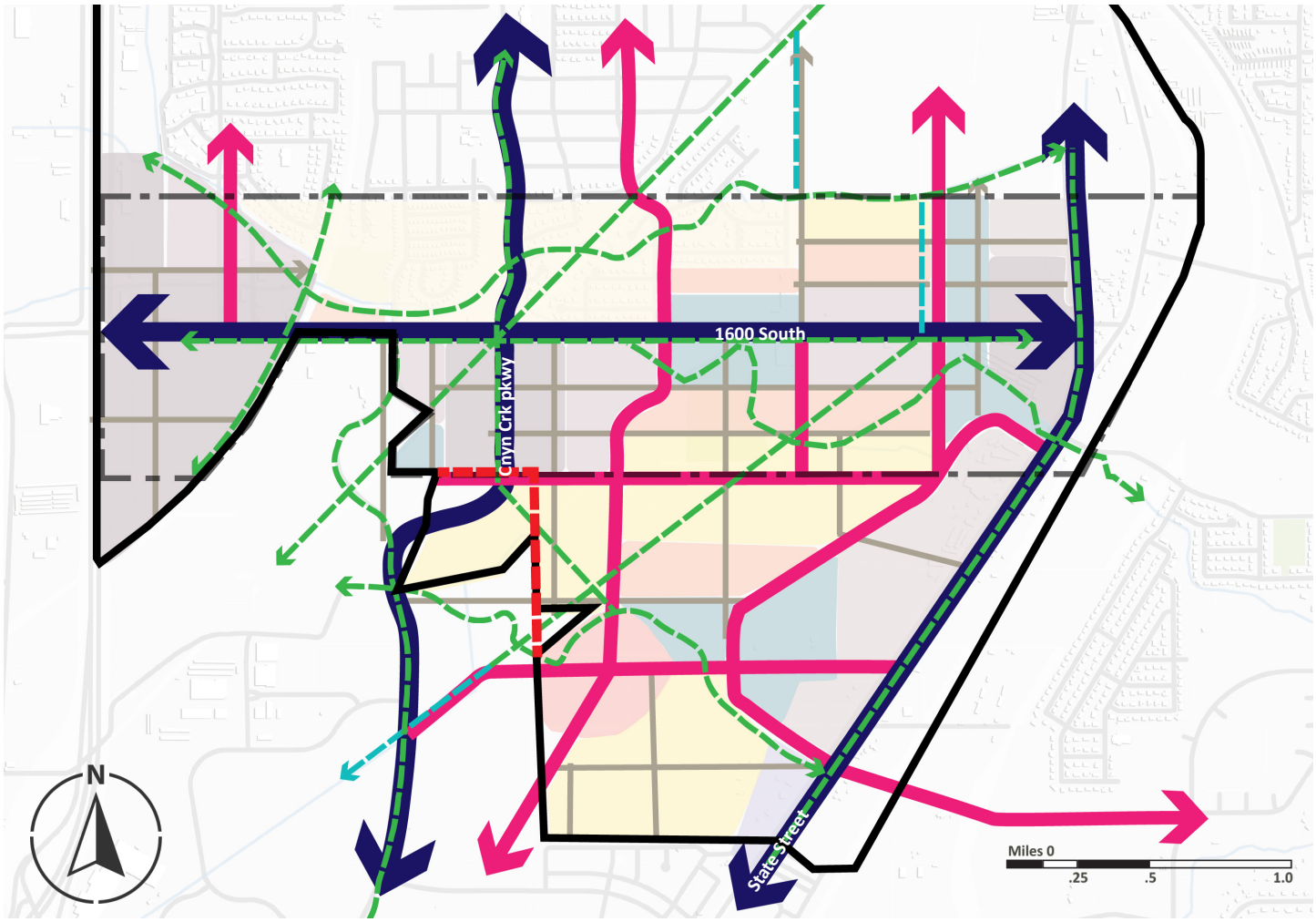


Additional Transportation Components

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 as developed in the subsequent form based code. 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**

  Generally large to medium deciduous shade trees to be determined by form based code
- **Street Tree 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. Spacing will be dependant on street type as determined by form based code.

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.

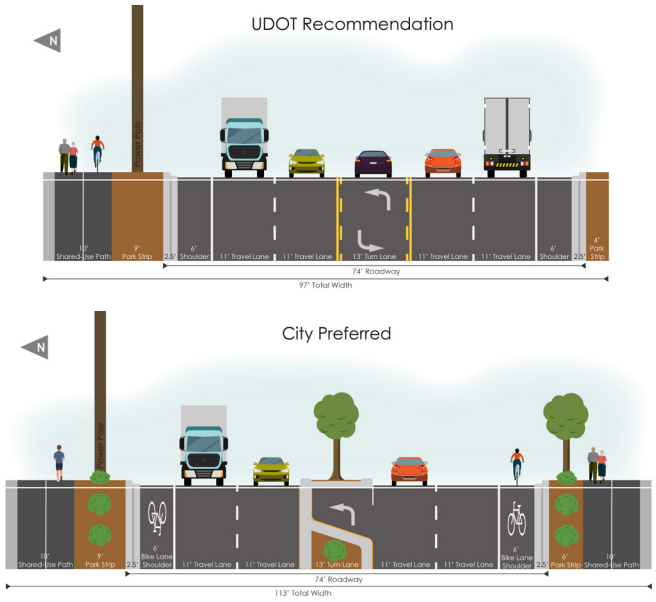
Landscape Design

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

It is recommended that the plan includes additional ROW for the park strip and shared use path. To be binding on plats going through entitlement process, these improvements and cross-sections would need to adopted as part of the City's Transportation Master Plan.

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.

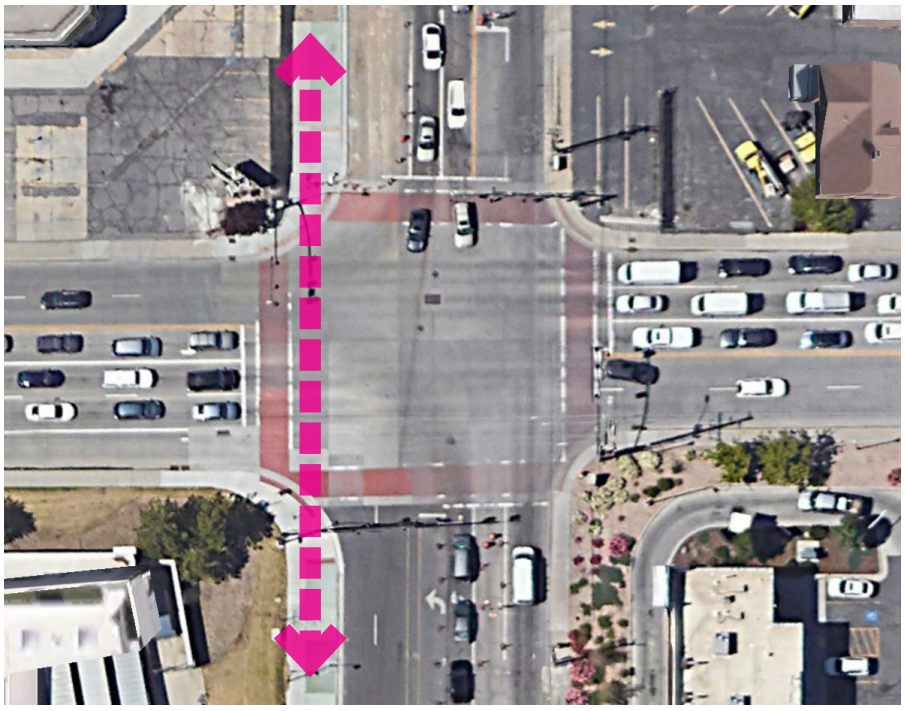
Intersection Design Suggestion

1600 S & 1200 W |1600 S & Canyon Creek Parkway

There are at least two intesections along 1600 S that will feature a crossing of two five lane roads along with multiuse trail systems. These conditions will warrant specialized intersection designs that help to facilitate the safety and efficiency of vehicular and pedestrian/bike traffic. Because 1600 S will be constructed and mantained by UDOT any of the following strategies would need additional coordination and plannning.

Pedestrian and bike crossing strategies include but are not limited to:

- High visibility crosswalks (paint or material change)
- Protected intersections with crossing islands
- Overhead lighting for pedestrian/bike crossings
- Exclusive pedestrian/bike signal phases



This is the intersection of 1300 S and 300 W in South Salt Lake, it has a trail system crossing as indicate by the arrow. The strategy used for this intersection is a high visibility crossing in the form of dyed and stamped concrete.



Street view of the stamped concrete on 1300 S and 300 W in South Salt Lake.

Intersection Design Suggestion

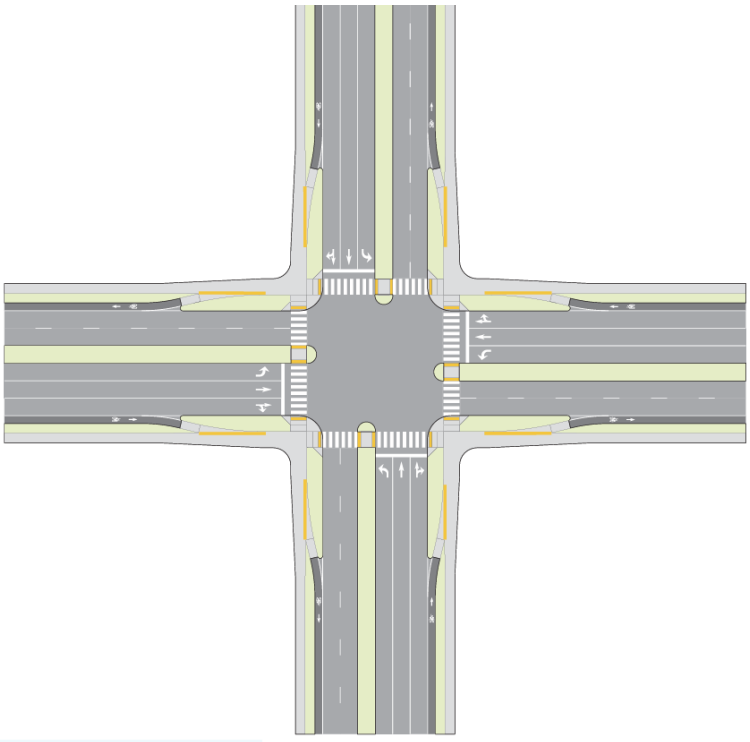
1600 S & 1200 W |1600 S & Canyon Creek Parkway

Because the cross streets of 1200 W and Canyon Creek Parkway are not under the jurisdiction of UDOT they offer more flexibility for some of the more robust strategies discussed on the previous page. These renderings and diagrams offer a good visual representation of what these might look like.



Rendering of protected pedestrian and bike crossings. Image Credit: FHWA

It is important to note that these images show the bike lane as a separate facility nevertheless these designs are just as viable if the bike and pedestrian circulation were combined into one shared use facility. As shown in the diagram to the right, a bike lane merges with the pedestrian sidewalkand then crosses at the same location. The same crossing system can work with a multiuse trail that doesn't require merging the two facilities together. Protected crossings wih islands are readily integrated with this design.

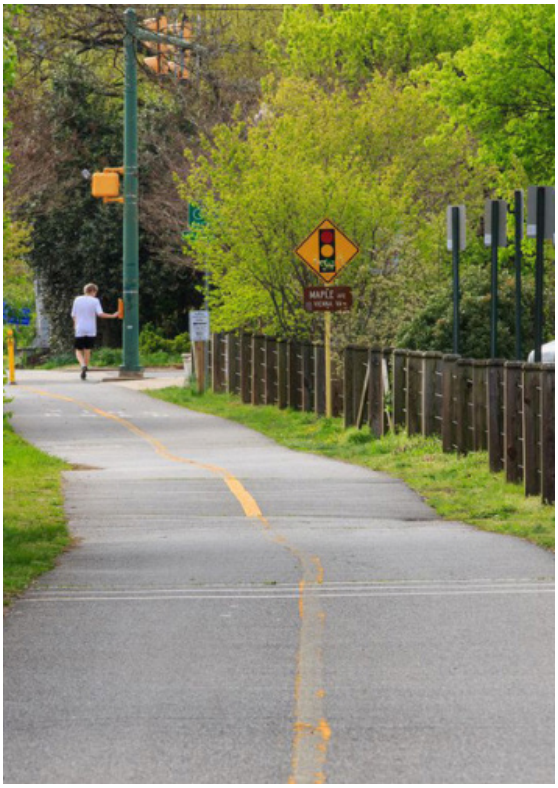


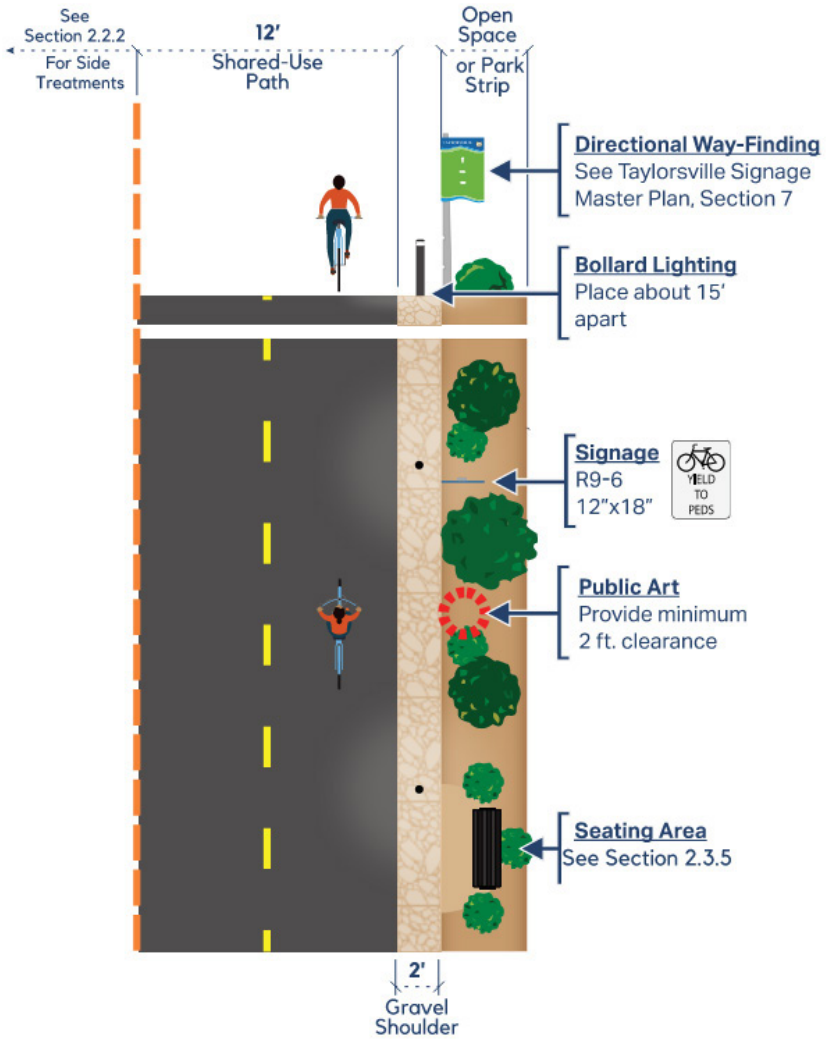
This diagram features a bike lane that merges into the pedestrian sidewalk as it approaches the intersection. This is a good example of how a crossing would look with a multi-use trail crossing.

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 at Crossroads, Taylorsville.

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.

Implementation

This can be implemented in a variety of ways; in a future update of the zoning ordinance for parking that development applications require a detailed pedestrian circulation plan to be submitted which can include a requirement for enhanced walkways. West Valley City has a good ordinance to use as a reference:
https://westvalleycity.municipal.codes/Code/7-11-306

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

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.

Implementation

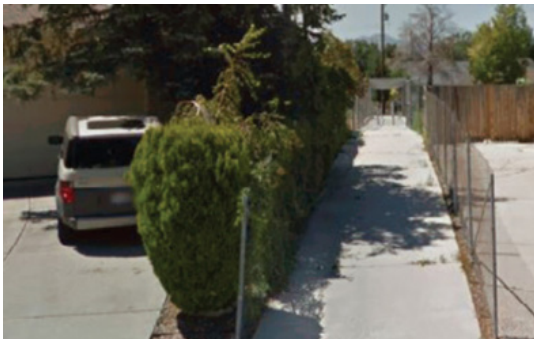
Springville's land development code [11-4-604(1)] "Streets" sub-section (d) states "Dead end streets are discouraged, and when necessary will be allowed only under the following conditions:" and then lists two conditions upon which they are permitted. The code can be amended requiring a third condition that states that pedestrian access must continue where possible connect the sidewalk with existing and future walkways.

Design Recommendation

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



Example of ideal Neighborhood Connector with placemaking features and landscaping.



Neighborhood Connector on Woodhaven Circle, Taylorsville.



Aerial view of the Neighborhood Connector on Carnation Dr.



CHAPTER 9

OPEN SPACE TYPES



OPEN SPACE

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.

1 1.0 PLACE TYPES

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

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 Lo
- Mixed Use Lifestyle

6 6.0 OPEN SPACE TYPES

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

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

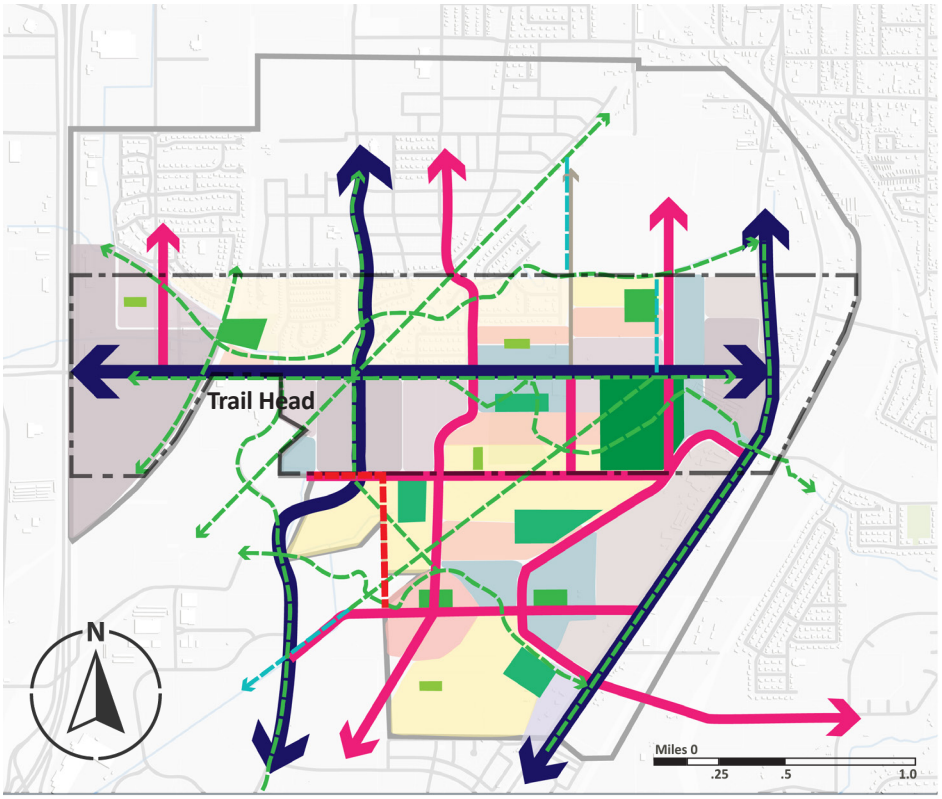
Transition spaces are often defined as areas that are within 200 linear feet of the and-use designation or parcel lines. These may be accomplished through the use of open spaces or by the adoption of districts that are a logical step down or step up in density from the existing district. This is defined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

By buffering the districts, the community is able to:

- Create seamless integrations between districts, deterring defining districts as distinct by architectural typolog
- 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



Regional Park

Community Park

Neighborhood Park

Pocket Park

Roadways (Curr./Future)

Separated Paved Path

Buffered Bike Lane

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	NA	NA	.25		●
Total	**60**	**100%**	**NA**		
Transportation Types:				●	●
Buffered Bike Lane				●	●
Separated Paved Path					

*Not currently a typology in the parks masterplan, to be developed within the mixed use lifestyle district of the town center place type.

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.



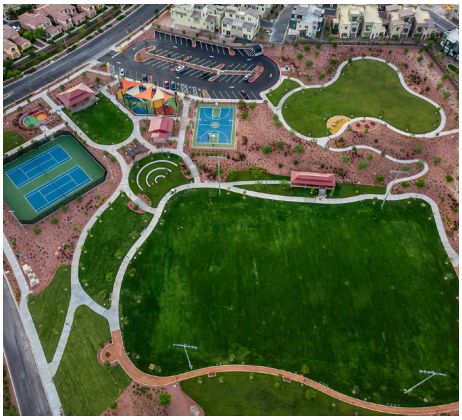
Neighborhood Park

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.

1600 SOUTH CORRIDOR PLAN

ADOPTED
2023

Prepared By:

CRSA

In Partnership with:

avenue | CONSULTANTS

Appendix A (Public Outreach)

KICKOFF MEETING/CITY FOCUS GROUPS

(June 22, 2021)

This meeting was hosted by the Consultant Team with attendance from the Springville Admin Team. The meeting agenda included, generally, the request of all relevant baseline data by the Consultant, the discussion of the selection of additional community members or agency representatives that may need to be included in review of the plan, and the discussion about current development pressure in the study area. The following key points were recorded during the discussion:

- Key landowners are already planning for their parcels along the corridor, the Consultant Team will need to reach out to some of the key landowners to find out their intentions.
- A local developer owns or has interest in large acreage within the study area south of the 1600 South Corridor into Spanish Fork. High density housing and offices are desired for this area and the developers are interested in being involved in the process.
- Pressure from developers for light industrial manufacturing and office space exists city wide. However, City Council will rezone the corridor June 2021 to remove this as an acceptable use. Higher and Better uses are desired along the corridor
- Due to lack of availability of infrastructure at the southern border of the city, some developers may not have access to development infrastructure initially.
- Implications of potential development in study on planned city infrastructure will be studied and presented to the City Council.

CITY COUNCIL WORKSHOP #1

(Oct 19th, 2021)

This, the first public meeting of the project, was hosted by Springville City as a Council Work session. The Existing Conditions and Baseline Scenario were presented along with potential alternative scenarios for the Study Area. The 1600 South Corridor (1/4 mile each side) was the focus of this review. As part of each scenario established, examples of other similar projects were presented for discussion. The case studies are similar in scope for a roadway design to what Springville is contemplating. Those in attendance, including local stakeholders and landowners were able to review visual representations of corridor alternatives. Case studies help establish the intent of alternative scenarios as well as develop the bones of the recommended implementation strategy which will be a form-based code. A virtual walking tour of portions of the study area will be facilitated to help everyone understand the corridor from the pedestrian point of view. Similar before and after experiences, including VR experiences, can be provided of the preferred scenarios and build out scenarios. The following case studies were presented Each demonstrates generally the following characteristics. Unique characteristics to each are noted.

- 5 Lane Corridor, with center lane as a landscaped island in places
- Commercial development and residential development facing corridor with limited setbacks
- Development nodes at key intersections (roundabouts in some cases)
- Location appropriate landscaping at park strip
- Upgraded pedestrian amenities at sidewalks.
- Infrastructure needs to be planned to coincide with the growth patterns
- Density will be discussed in net density to track with usual discussion that happens in city council.
- Daybreak South Jordan Parkway
- New construction of roadway and vertical structures
- Waterwise lower maintenance landscapes, primarily native prairie grasses
- Key intersections managed with roundabouts.
- Corridor connects Bangerter Highway to the 5600 West Highway
- Bridgeport Way, Washington
- Upgraded corridor
- Upgraded pavement materials, light fixtures, furnishings, and banners
- Phased implementation of revised land uses, mixed use residential in rear and commercial at street side as phase 2.
- Castro Valley Boulevard, California
- Upgraded corridor, existing commercial land uses
- Upgraded pavement materials, light fixtures, furnishings, and banners
- Limited center islands
- Bothell Way, Washington
- Reduction of asphalt, addition of slip lanes of upgraded paver materials
- Divider park strips on either side of slip lanes
- Revised land uses

The City Council provided the following commentary generally, with requested items provided in subsequent worksession:

- Many of the ideas indicated in the presentation were well received. Upgraded amenities along the streets are appreciated
- Some of the examples within the Washington

Example have buildings that are very close to the sidewalk. This was not as well received as those set a little further back. However, the idea of parking in the rear of buildings was well received.

- Council noted there is a symbiotic relationship between housing quantity and commercial quantity and requested info on viability for commercial in corridor.
- Council noted issues with getting financing to work for ground floor retail. Requested a list of case study projects to review, including live/work space.
- Daybreak was a fresh palette that happened all that once (so to speak). We have an open palette of sorts in Springville as well, but it isn't owned all by one owner. This will need to be phased.
- Parcels are so hot right now that even the less than desirable parcels are highly regarded
- Utility infrastructure on scenarios above baseline will require some increase in infrastructure to support.
- Requested a scenario that matches base line city development patterns but it is very close to Scenario 1
- 55k to 60K is the current target for city population. If this area and others change in density city population may grow to upwards of 75k or more.
- The consultant introduced the topic of density in the corridor, for residential and commercial, and three development scenarios, starting with Baseline Scenario Calcs. Potential for 1600 South Corridor Design presented.

Council Responded as follows:

The Consultant also outlined transportation concerns in the 1600 South Corridor.
1600 South Corridor will take some commuter traffic from other areas, but until it gets over to HWY 89 we aren't sure it will serve that purpose. It will serve local traffic as well.
Council Responded as Follows:
Council confirmed a frame of reference for traffic volumes. This corridor can handle about 10K more traffic a day before it begins to fail, leaving some room for growth beyond the baseline land use plan which would require less capacity for auto traffic.
Roadway cross section outlined, discussed that biking may be best as a separated bike lane/trail off asphalt. Active Transportation team will be looking at this.
City could get more than 113' of ROW to add more amenities. Or, could ask adjacent owners to give some property.
What is design speed/posted speed limit to be? This will be researched and considered in land use planning.

LANDOWNER FORUM

(Dec 15, 2021)

In December 2021, a virtual meeting was hosted with invited landowners and developers in and near the Study Area. A list of participants is provided in the Appendix. The baseline scenarios and the alternative scenarios, as adjusted after the 2021 City Council Meeting and described prior, were presented. The Planning Team took notes and developed a summary that was provided to the City Council in February 2022 which resulted in the direction to proceed with modeling of a preferred scenario, described in subsequent sections of this document.
Consultant and Springville City introduced the topic to the invited landowners and developers on a virtual meeting call. Current Proposals Around the City were discussed:

- West field Approved
- Lakeside Landing Tuesday For Approval
- Dry Creek still in concept phase

Consultant presented the scenarios that had been presented to the Council work session in October
Presented density differences between them and some of the implications
Discussed pros and cons of different scenarios
Transportation System has enough capacity to handle all the scenarios
Growth may dictate changes to cross streets/signals in the future
Trail and trail connections are being studied

Landowner Questions

- Is sewer capacity an issue? 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.
- Will there be an economic benefit analysis? Yes, after we pin down the scenarios. Not before next Council work session
- Sewer Treatment has capacity, but transmission capacity may be an issue.
- When will south area land use recommendations be coming? Late Winter/Early Spring is the plan
- How will open space be calculated/oriented? 10% generally, but how distributed has not been determined yet. Private landowners will have opinions on park space locations, they understand that this for now is for planning purposes.

Preference is to find a way to use the property that matches the business plan.

CITY COUNCIL WORKSHOP #2

(Feb 15th 2022)

A new City Council was seated in 2022. To ensure that new members were brought up to speed on the process, the presentation from December 2021 was submitted again, with substantially the same information. The following conversation took place

This area of the City was master planned in the prior general plan. However, at that time the 1600 South Corridor was not anticipated. The UDOT constructed corridor will change the demand for development within the study area. It is the intent of the City to plan in advance of construction to better guide the type of development that may be achieved, compared to what has occurred along other new corridors in the area. For example, photos of State Street in Salt Lake County were discussed where the same character of development exists across City boundaries.

To guide the new development along the corridor, a general discussion of the potential development that has been studied to date took place. The Council understands the issues associated with choosing scenarios now without fiscal analysis (which will be completed later in the process), but some initial guidance was provided.

- Scenario 2 character photo is liked, helps people stop and shop.
- Scenario 3 character photo, no comments Seems like there is too much SF family on 1600 south Change the colors to show difference in lot sizes (all yellow is confusing) Also, the squares look like lots and are causing confusing
- Scenario 4 character photo, Should it remain a collector road with very few access points? Is quality of life tied to a selection of density?

The council asked for additional time to review and discuss the options. An additional presentation was scheduled for later in the spring

UDOT Meeting

(April 4th 2022)

A meeting was scheduled with UDOT to develop an understanding of the corridor construction. As UDOT facility, 1600 South will be constructed by the State following UDOT procurement requirements. Due to availability of funding, the project will be phased as follows, with some options still being explored:

Phase I: Realignment of frontage roads is going out to bid this fall at I-15. This is NE corner and west side. Also the ramps on the north side.

Phase II, southern ramps and 1600 South. This will advertise in Sept 2023.

The south bound on ramp may be removed due to safety, conflict with US-6 off ramp, send drivers to Main Street to the west of interchange, and south to existing on ramp at Main Street Interchange.

Moves trail from south side to north side (60 foot easement, no development), shared with utilities (B.O.R. and Utah Power). BOR owns a power line. This would limit our ability to install large trees, but street lighting may be an issue. Could develop to the south.

Future Phases

SPUI comes later, 15 years. Although Josh would like dual roundabouts. We need to put that into our plan.

The Springville City and Consultant Team asked UDOT about some alternatives.

- A bike lane along the roadway was requested in addition to the separated trail. This was deferred by UDOT for study.
- A planted median was requested. Planted median may be ok. The landscape would be betterment, but the curb would be in place by UDOT.
- Planning project can include some ideas for landscaping in the corridor median
- City will cover park strip and sidewalk on south side outside UDOT, or covered by developer
- Are any of the intersections suitable for roundabouts? UDOT has deferred this to the design team for review to determine if this is feasible.

CITY COUNCIL WORKSHOP #3

(May 24th 2022)

The Consultant presented an updated and preferred scenario plan in the form of a Regulating Plan for the primary study area, the 1600 South corridor. This scenario, based upon density and data provided by the Springville Community Development Director was discussed and substantially accepted by the City Council. Comments were limited to clarification of the land use types that were presented in the corridor along with the expected densities of each. Charts tabulating the densities were depicted to clarify the intent of the plan. These questions were referred to the Springville Admin Team for discussion.

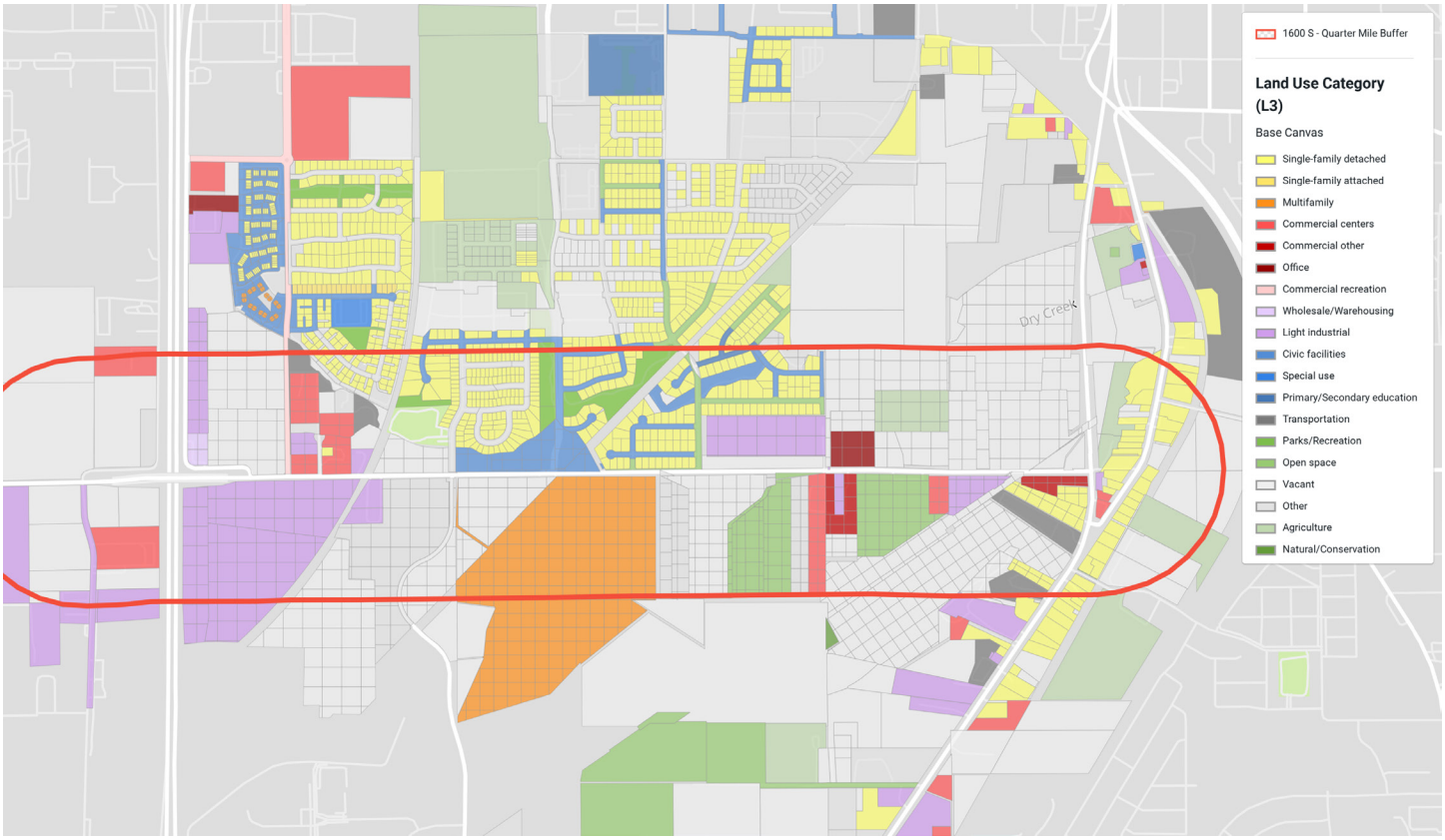
CITY COUNCIL WORKSHOP #4

(Aug 2nd 2022)

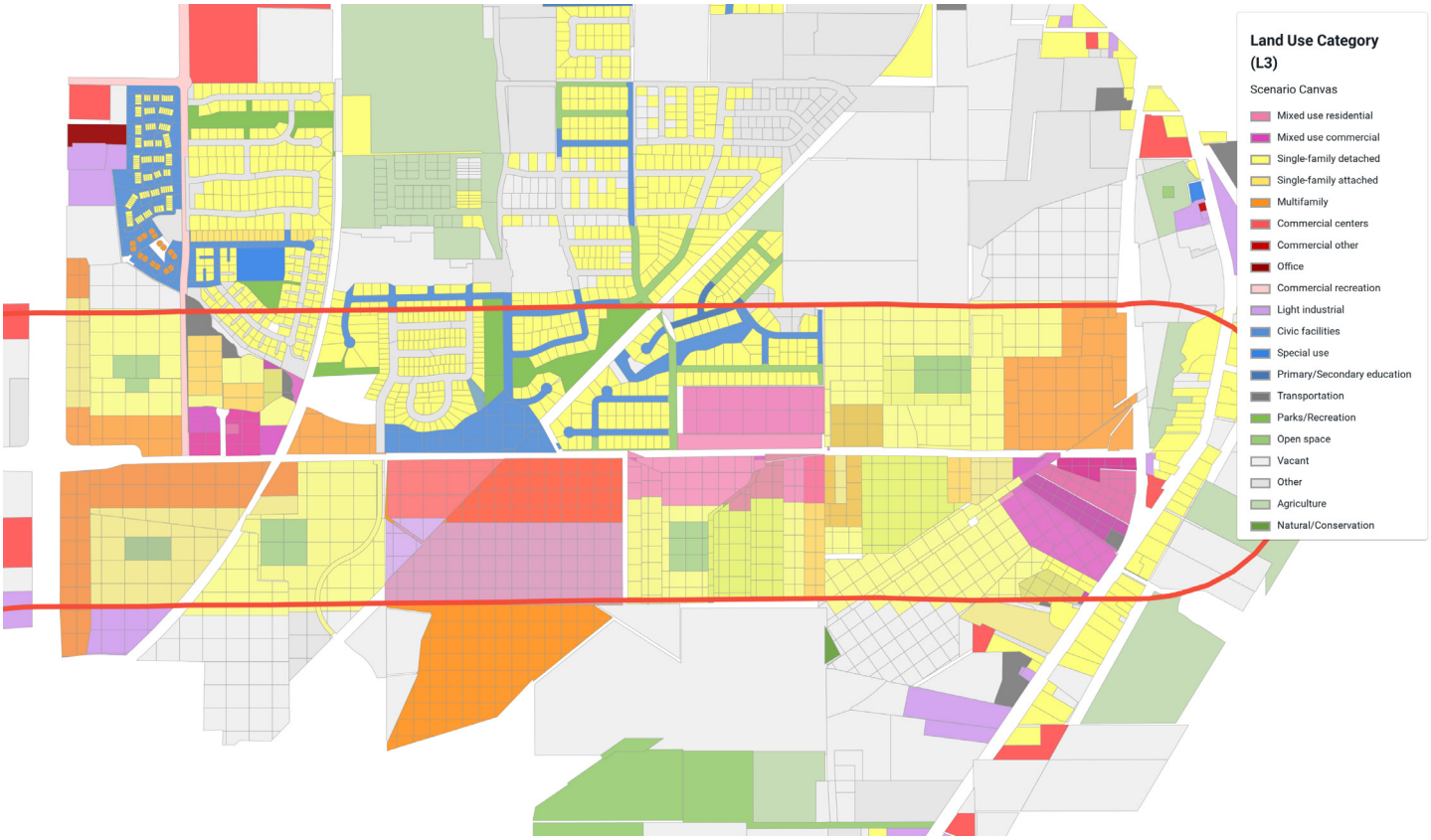
The Consultant presented the updated Regulating Plan for the entire study area, including the previously reviewed Regulating Plan for the 1600 South Corridor.

The plan included revisions and modifications based on review by the Springville Admin Team. Supporting the Regulating Plan, updated fiscal impact and build out metrics were provided for consideration. Units/Density was discussed for both study areas. The number of units dedicated to multi-family housing was noted by the Council as too high compared to single family housing. it was clarified that while this appears to be the case, there is more land dedicated to the lower density housing than multi-family. The unit count however is lower than multi-family however as multi-family housing can be stacked vertically. Charts tabulating the densities were depicted to clarify the intent of the plan. These questions were referred to the Springville Admin Team for discussion and for integration into a draft document.

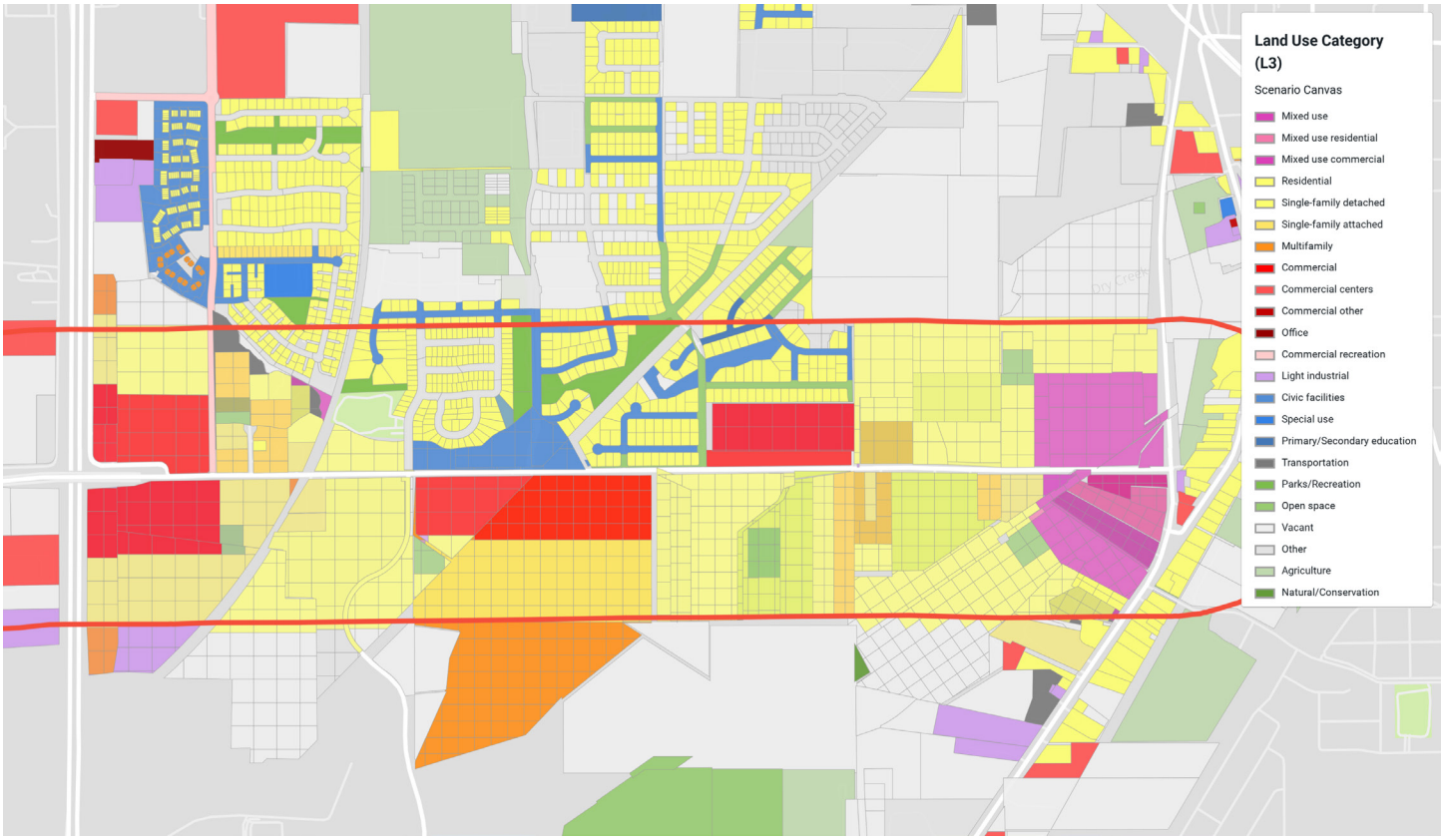
Appendix B (Alternate Scenarios)



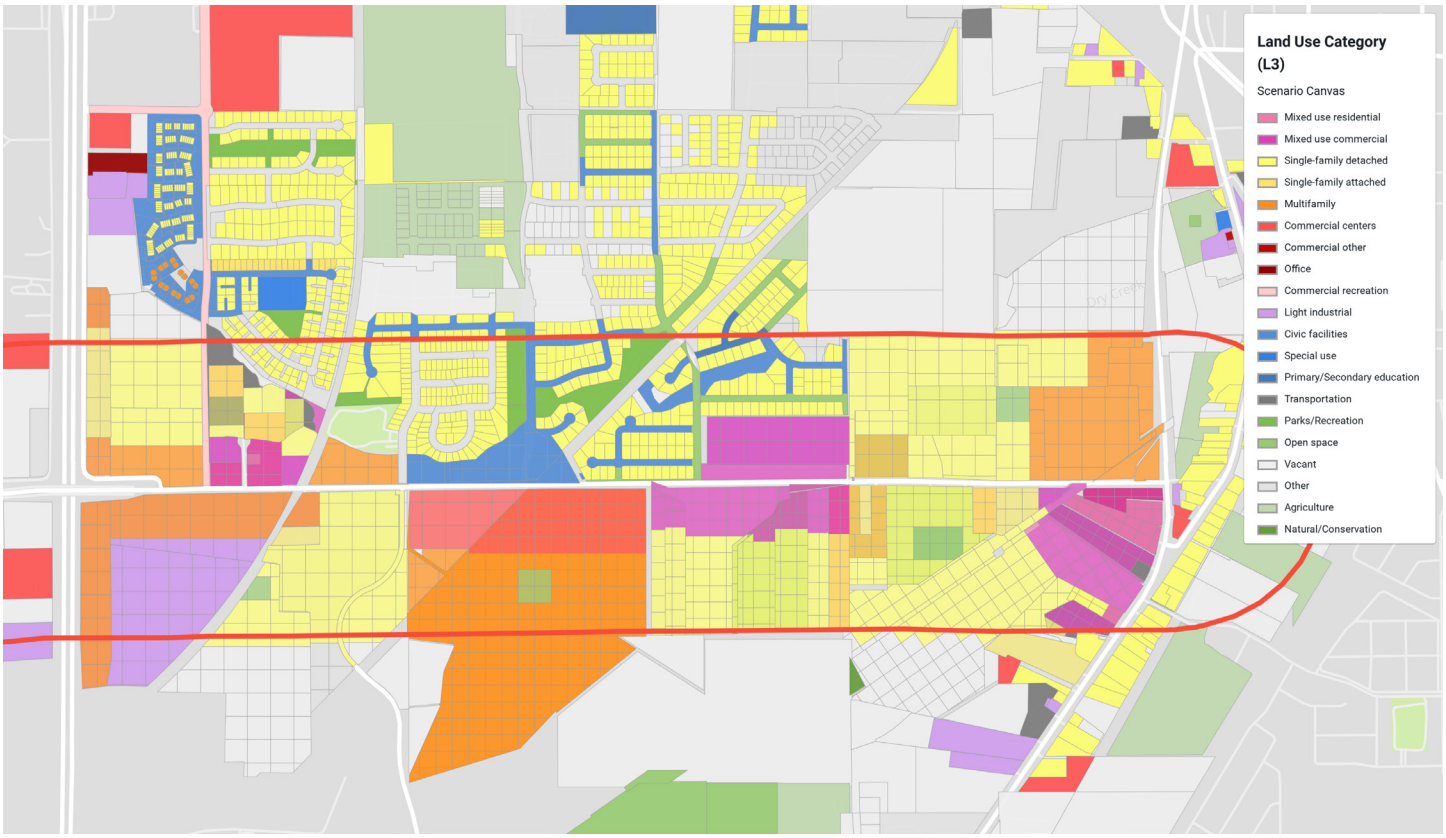
Existing Conditions



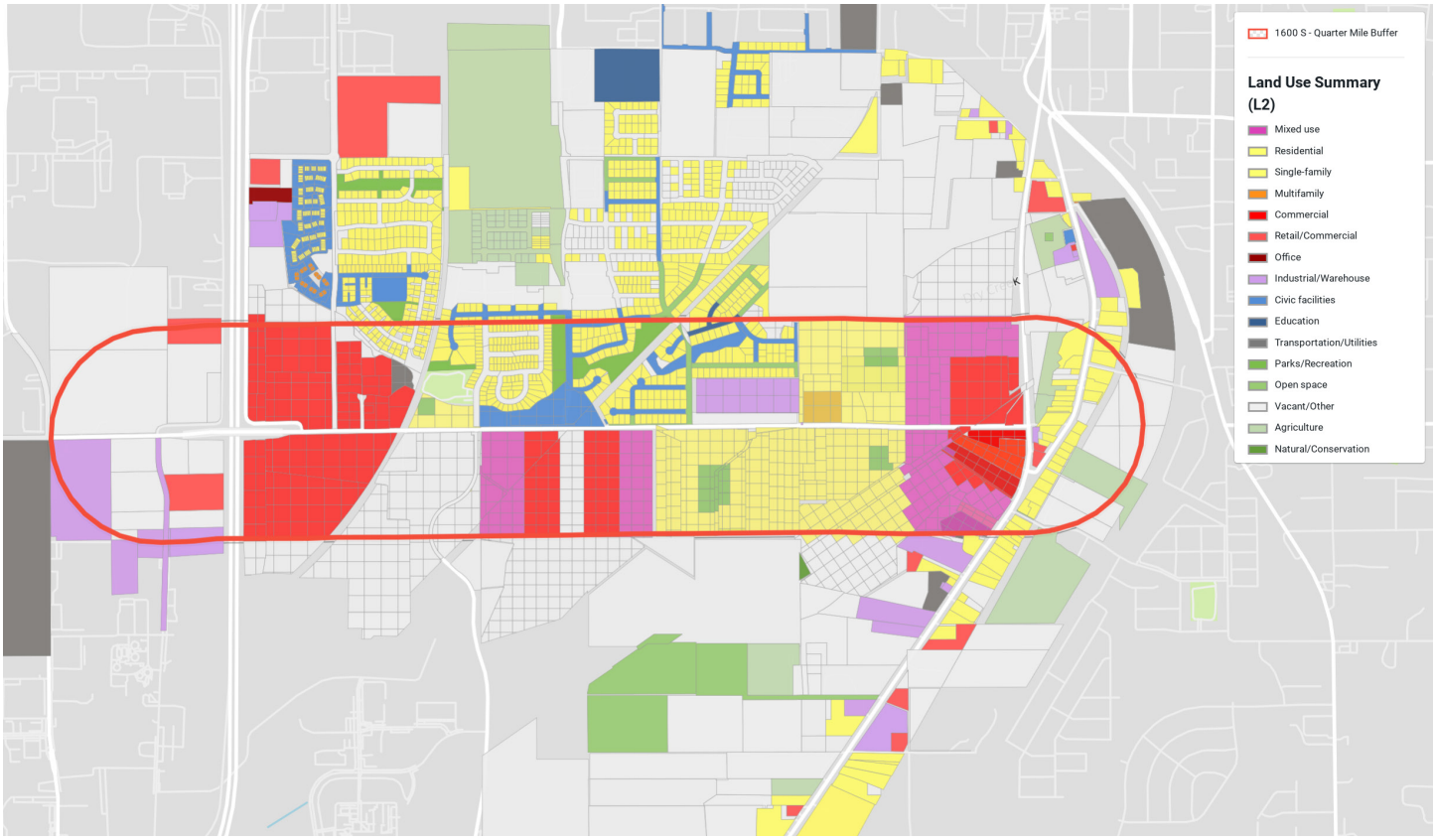
Scenario 1



Scenario 2



Scenario 3



Preferred Scenario

Appendix C (Preferred Scenario Data)

Springville 1600 S (v2 w/Quarter Mile Parcels) : Household Costs Report		
Annual Residential Water Costs, dollars / year (millions)		
	Preferred Scenario	Base Scenario
Residential Water Cost	1.83	1.23
Annual Residential Energy Costs, dollars / year (millions)		
	Preferred Scenario	Base Scenario
Residential Energy Cost	4.75	2.79
Annual Passenger Vehicle Costs, dollars / year (millions)		
	Preferred Scenario	Base Scenario
Transportation Cost	29.24	21.27
Per Household Annual Auto and Utility Costs, dollars / household / year		
	Preferred Scenario	Base Scenario
Annual Passenger Vehicle Costs per Household	9,367.97	16,614.94
Annual Residential Building Energy Costs per Household	1,522.16	2,182.34
Annual Residential Water Costs per Household	587.57	959.15
Total	11,477.70	19,756.43
Per Household Annual Auto Costs by Type, dollars / household / year		
	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

Springville 1600 S (v2 w/Quarter Mile Parcels) : Transportation Report		
Annual VMT, miles / year (millions)		
	Preferred Scenario	Base Scenario
Annual Total VMT	48.42	29.91
Per Capita Annual Residential VMT, miles / year / person		
	Preferred Scenario	Base Scenario
Average Annual Residential VMT per Capita	4,823.32	5,923.05
Per Household Annual Residential VMT, miles / year / household		
	Preferred Scenario	Base Scenario
Average Annual Residential VMT per Household	12,550.31	22,414.43
Travel Mode Share		
	Preferred Scenario	Base Scenario
Auto	93%	87%
Transit	2%	1%
Walk or Bike	6%	12%
Total	100%	100%
MXD Total Vehicle Trips Daily, trips / day		
	Preferred Scenario	Base Scenario
Daily MXD Total Vehicle Trips	96,480.04	14,588.33
MXD Total Vehicle Trips Annual, trips / year (millions)		
	Preferred Scenario	Base Scenario
Annual MXD Total Vehicle Trips	33.77	5.11
MXD Vehicle Trips Daily Per Capita, trips / day / person		
	Preferred Scenario	Base Scenario
Average Daily MXD Vehicle Trips per Capita	1.61	1.80
MXD Vehicle Trips Daily Per Household, trips / day / household		
	Preferred Scenario	Base Scenario
Average Daily MXD Vehicle Trips per Household	4.20	6.82

Springville 1600 S (v2 w/Quarter Mile Parcels) : Transportation Report (Continued)		
MXD Vehicle Trips Annual Per Capita, trips / year / person		
	Preferred Scenario	Base Scenario
Average Annual MXD Vehicle Trips per Capita	565.18	630.53
MXD Vehicle Trips Annual Per Household, trips / year / household		
	Preferred Scenario	Base Scenario
Average Annual MXD Vehicle Trips per Household	1,470.78	2,386.40
Annual Passenger Vehicle Pollutant Emissions by Type, metric tons / year		
	Preferred Scenario	Base Scenario
Annual NOx emissions	16.08	
Annual PM10 emissions	1.43	
Annual PM2.5 emissions	0.61	
Annual SOx emissions	0.44	
Annual CO emissions	209.75	
Annual ROG/VOC emissions	17.74	
Total	246.04	-
Annual Passenger Vehicle GHG Emissions, metric tons / year		
	Preferred Scenario	Base Scenario
Annual passenger vehicle emissions	19,586.52	
Annual Passenger Vehicle Costs, dollars / year (millions)		
	Preferred Scenario	Base Scenario
Transportation Cost	29.24	21.27
Per Household Annual Auto Costs by Type, dollars / household / year		
	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

Springville 1600 S (v2 w/Quarter Mile Parcels) : Emissions Report		
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
Annual Passenger Vehicle GHG Emissions, metric tons / year		
	Preferred Scenario	Base Scenario
Annual passenger vehicle emissions	19,586.52	
Annual Building Energy GHG Emissions, metric_ton / year		
	Preferred Scenario	Base Scenario
Total Building Energy GHG Emissions	75,972.22	22,623.53
Annual Water Energy GHG Emissions, metric_ton / year		
	Preferred Scenario	Base Scenario
Total Water GHG Emissions	465.75	246.79
Per Household Annual GHG Emissions by Source, metric tons		
	Preferred Scenario	Base Scenario
Annual passenger vehicle emissions per household	5.06	8.84
Annual building energy emissions per household	10.04	14.37
Annual water-energy emissions per household	0.09	0.15
Total	15.20	23.35
Annual Passenger Vehicle Pollutant Emissions by Type, metric tons / year		
	Preferred Scenario	Base Scenario
Annual NOx emissions	16.08	
Annual PM10 emissions	1.43	
Annual PM2.5 emissions	0.61	
Annual SOx emissions	0.44	
Annual CO emissions	209.75	
Annual ROG/VOC emissions	17.74	
Total	246.04	-

Springville 1600 S (v2 w/Quarter Mile Parcels) : Risk and Resilience Report		
Housing in Hazard Zones, dwelling units		
	Preferred Scenario	Base Scenario
Dwelling Units in Fire Hazard Severity Zones	236.86	90.10
Population in Hazard Zones, persons		
	Preferred Scenario	Base Scenario
Population in Fire Hazard Severity Zones	588.48	340.49
Jobs in Hazard Zones, employees		
	Preferred Scenario	Base Scenario
Jobs in Fire Hazard Severity Zones	122.79	36.66
Land Area in Hazard Zones, acres		
	Preferred Scenario	Base Scenario
Area in Fire Hazard Severity Zones	85.21	85.21
Canvas Features in Hazard Zones, canvas features		
	Preferred Scenario	Base Scenario
Canvas Features in Fire Hazard Severity Zones	248.00	248.00
Housing in Fire Hazard Zones, dwelling units		
	Preferred Scenario	Base Scenario
Dwelling Units in Moderate Fire Hazard Severity Zone	236.86	90.10
Population in Fire Hazard Zones, persons		
	Preferred Scenario	Base Scenario
Population in Moderate Fire Hazard Severity Zone	588.48	340.49
Jobs in Fire Hazard Zones, employees		
	Preferred Scenario	Base Scenario
Jobs in Moderate Fire Hazard Severity Zone	122.79	36.66
Land Area in Fire Hazard Zones, acres		
	Preferred Scenario	Base Scenario
Area in Moderate Fire Hazard Severity Zone	85.21	85.21
Canvas Features in Fire Hazard Zones, canvas features		
	Preferred Scenario	Base Scenario
Canvas Features in Moderate Fire Hazard Severity Zone	248.00	248.00

Springville 1600 S (v2 w/Quarter Mile Parcels) : Transit Accessibility Report		
Parks Access		
	Preferred Scenario	Base Scenario
Percent within 10 minutes	96%	97%
Schools Access		
	Preferred Scenario	Base Scenario
Percent within 20 minutes	60%	55%
Hospitals Access		
	Preferred Scenario	Base Scenario
Percent within 30 minutes	0%	0%
Custom POI #1: Custom POI #1 Access		
	Preferred Scenario	Base Scenario
Percent within 30 minutes	0%	0%
Custom POI #2: Custom POI #2 Access		
	Preferred Scenario	Base Scenario
Percent within 30 minutes	0%	0%
Custom POI #3: Custom POI #3 Access		
	Preferred Scenario	Base Scenario
Percent within 30 minutes	0%	0%
Retail Access		
	Preferred Scenario	Base Scenario
Percent within 10 minutes	79%	8%
Employment Access: 10+ Percent		
	Preferred Scenario	Base Scenario
10+% of jobs within 30 minutes	100%	100%
Employment Access: 25+ Percent		
	Preferred Scenario	Base Scenario
25+% of jobs within 30 minutes	99%	100%
Employment Access: 50+ Percent		
	Preferred Scenario	Base Scenario
50+% of jobs within 30 minutes	96%	97%

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 scenwario 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 wvehicle 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

WATER CONSUMPTION 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

MUNICIPAL MAINTENANCE COSTS		
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.

Commercial Node 1

Village Mixed Use

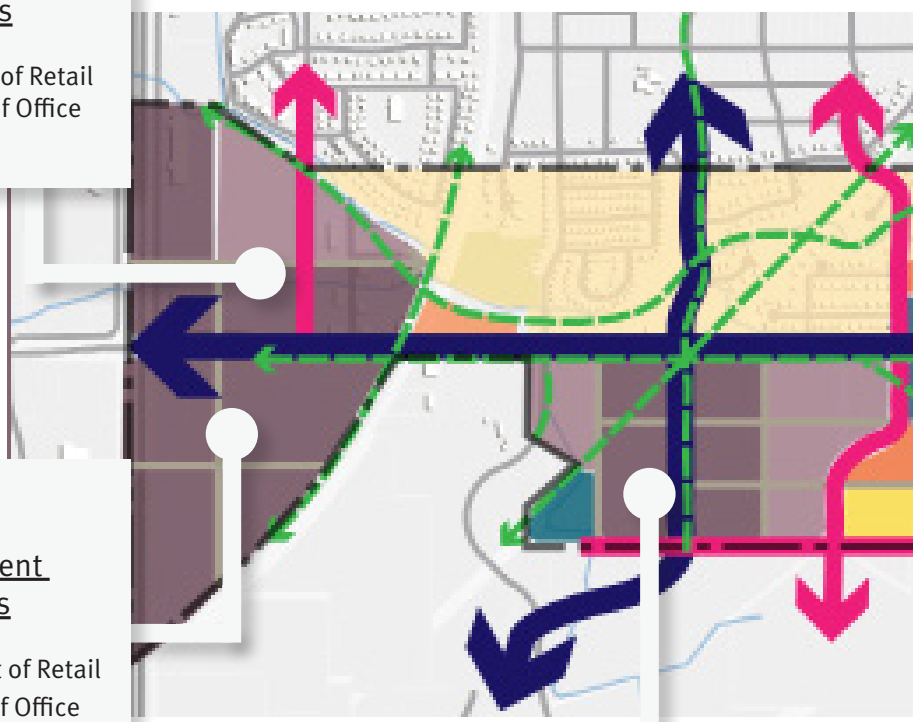
- 12,000 Sq Ft Retail Per Acre (Small Town Scale/Form)
- 2,000 Sq Ft Office Per Acre

Node Segment Calculations
19.53 Acres
234,360 Sq Ft of Retail
39,060 Sq Ft of Office

Mid Intensity Activity Center (Big Box & Outdoor Mall Style Retail)

- 10,000 Sq Ft Retail Per Acre
- 1,500 Sq Ft Office Per Acre

Node Segment Calculations
31.78 Acres
317,000 Sq Ft of Retail
47,670 Sq Ft of Office



Commercial Node 2

Mid Intensity Activity Center (Big Box & Outdoor Mall Style Retail)

- 10,000 Sq Ft Retail Per Acre
- 1,500 Sq Ft Office Per Acre

Node Segment Calculations
20.98 Acres
209,800 Sq Ft of Retail
31,470 Sq Ft of Office

Big Box Retail

- RV Dealer - 33 total jobs calculated

Node Segment Calculations
22.98 Acres

Commercial Node 3

Retail Strip/Big Box

- 17,500 Sq Ft Retail Per Acre
- 4 Out lots (total) at 6,500 Sq Ft Each

Node Segment Calculations
26.199 Acres
309,482.5 Sq Ft of Retail

Village Mixed-Use

- 8,500 Sq Ft Retail Per Acre
- 3,000 Sq Ft Office Per Acre
- 3,000 Sq Ft Medical Per Acre
- 12 Units Per Acre at 1,250 Sq Ft Each
  - 6 – 2 Bed / 2 Bath
  - 6 – 3 Bed / 2 Bath

Node Segment Calculations
24.95 Acres
212,075 Sq Ft of Retail
74,850 Sq Ft of Office
74,850 Sq Ft of Medical
374,250 Sq Ft Residential
187,125 of 2 Bed / 2 Bath
187,125 of 3 Bed/ 2 Bath

Commercial Node 4

Village Mixed-Use

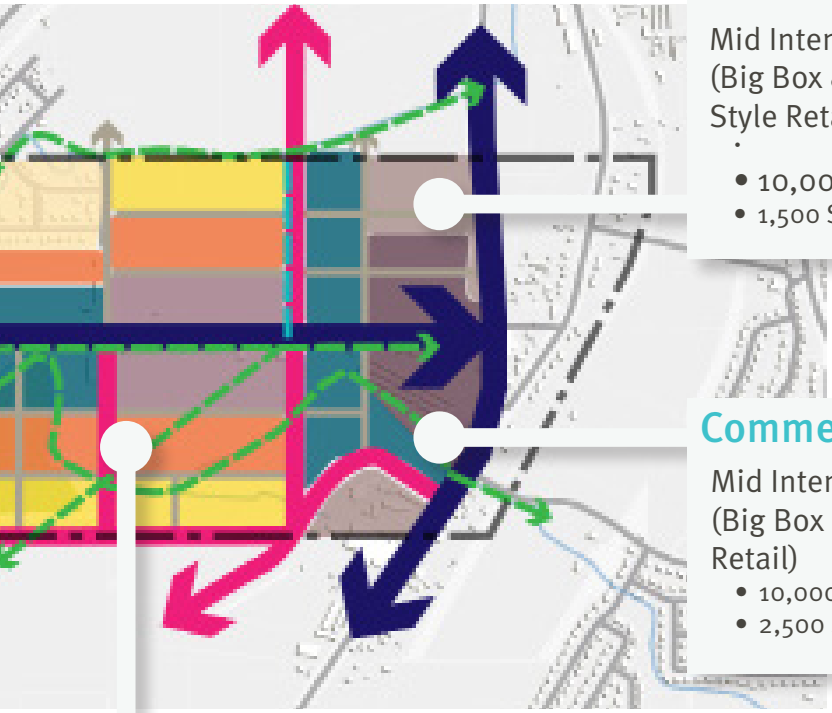
- 12,000 Sq Ft Retail Per Acre
- 2,500 Sq Ft Office Per Acre
- 8 Units Per Acre at 1,000 Sq Ft Each
  - 6 – 2 Bed / 2 Bath
  - 2 – 3 Bed / 2 Bath

Node Segment Calculations
11.90 Acres
136,800 Sq Ft of Retail
28,500 Sq Ft of Office
91,200 Sq Ft of Residential
68,400 Sq Ft of 2 Bed / 2 Bath
22,800 Sq Ft of 3 bed / 2 Bath

Mid Intensity Activity Center (Big Box & Outdoor Mall Style Retail)

- 10,000 Sq Ft Retail Per Acre
- 1,500 Sq Ft Office Per Acre

Node Segment Calculations
13.63 Acres
136,300 Sq Ft Retail
34,075 Sq Ft Office
10,000 Sq Ft Retail Per Acre
2,500 Sq Ft Office Per Acre



Commercial Node 5

Mid Intensity Activity Center (Big Box & Outdoor Mall Style Retail)

- 10,000 Sq Ft Retail Per Acre
- 2,500 Sq Ft Office Per Acre

Node Segment Calculations
13.50 Acres
135,000 Sq Ft of Retail
33,750 Sq Ft of Office

- Commercial - Retail/Mall
- Commercial - Village Mixed
- Housing - Medium High
- Housing - Medium
- Housing - Medium Low

Residential

Residential Medium High

- Medium High - Condo/Apartment Style Housing at 2-3 stories
  Unit matrix per acre
  - 2 - studio apartments at 650 Sq Ft each
  - 4 - 1 bedroom apartments at 900 Sq Ft each
  - 4 - 2 bedroom apartments at 1,100 Sq Ft each

Residential Medium

- Medium (row homes and townhouse style developments
- 8 to 10 doors per acre at 1,650 Sq Ft Each

Residential Medium Low

- Medium Low - 4 to 6 doors per acre at 2,250 Sq Ft each

Appendix D (Form Based Code Outline)

1.0 Place Types

Characteristics are described in Chapter 7

1.1 Establishment of Place Types

- Definition of Place type, District, and Subdistrict.
- Application
- Specific Place Types used
- Explanation of zoning map

1.2 Specific Place Type Requirements

- Subdistricts
- Block configuration, Street types, and open space

1.3 General Place Type Requirement

- Interconnected Street Pattern
- lock Configuration
- Minimum Block size
- Minimum Number of Access Points
- Designate Primary Streets
- Block Access Configurations
- Lots
- General Open space requirement
- General Subdistrict Layout

1.4 Place Types Utilized and Descriptions and Requirements of Each

- Intent
- General Requirement

2.0 Street Types

2.1 General Requirements

- Introduction
- Intent
- Applicability
- General Requirements
- Street Construction Specification

2.2 General Street Type Standards

- Street Types
- How graphics shown relate to implementation
- Street Elements
    - Vehicle Space
    - Pedestrian Space
    - Furnishings Zone
- Vehicular Travel Lanes
- Vehicular On-Street Parking
- Bicycle Facilities
- Cycle track
- Dedicated Bike Lane
- Designated Shared Lane
- Shared Lane

- Storm Water Management
- Street trees
- Lighting
- Fire Access

2.3 General Street Layout Requirements
- General Layout Standards
- Disconnected Streets
    - Sub Streets
    - Half Streets
    - Cul-de-Sac
- Intersections
    - Curb Radii
    - Cross Walks
    - Bulb-outs

2.4 Street Types Utilized and Descriptions and Requirements of Each
- Example Street Type
    - Intent
    - General Requirements
        - Permitted Districts
        - Permitted Adjacent Building Types
        - Typical Right-of-Way Width
        - Travel Lanes
        - Lane Width
        - Allowable Turn Lanes
        - Parking Lanes
        - Pavement Width
        - Median
        - Bicycle Facilities
        - Pedestrian Facilities
        - Street Buffer

3.0 Districts

3.1 Introduction
- Core Subdistricts
- General Subdistricts
- Edge Subdistricts
- Specialty Subdistricts

3.2 Place Type Regulating Map
- Mapped Subdistricts

4.0 Uses

4.1 General Requirements
- General Provisions
- Organization
- Use Table
- Building Types

4.2 Definition of Uses
- Residential and Lodging Uses

- Civic Uses
- Retail Uses
- Vehicle Service
- Office Uses
- Craftsman Industrial
- Parking Lot
- Parking Structure
- Open Space
- Accessory Uses

5.0 Buildings

- Storefront Building
- Townhome Building
- General Stoop Building
- Yard Building
- Midscale shop Building
- Civic Building

5.1 Introduction to Building Type

- Intent
- Introduction
- General Requirements
- Accessory Structures

5.2 Explanation of Building Type Table Standards

- Building Siting
    - Multiple Principal Buildings
    - Front Property Line Coverage
    - Occupation of Corner
    - Front Build to Zone
    - Corner Build to Zone
    - Minimum Side yard Setback
    - Minimum Rear yard Set back
    - Minimum and Maximum lot or Building Width
    - Maximum impervious Coverage
    - Additional Semi-pervious coverage
    - Parking and Loading Location
    - Vehicular Access
- Height
    - Minimum overall Height
    - Maximum overall height
    - Ground Story and Upper Story Minimum and maximum height
    - Single-Unit Dwelling Zones Setbacks
- Uses
    - Ground and Upper Story
    - Parking Withing Building
    - Required Occupiable Space
- Façade Requirements
    - Minimum ground story and Upper floor transparency
    - Blank Wall Limitations
    - Entrance Type

    - Principal Entrance Location
    - Required Number of Street Entrances
    - Vertical Façade Divisions
    - Horizontal Façade Divisions
    - Parking Structures
- Roof Type
    - Permitted Roof Type
    - Tower
- Loading
    - Screening

5.3 Building Types Utilized and Descriptions and Requirements of Each

- Storefront Building
    - Description and Intent
    - Regulations
    - Building Siting
    - Height
    - Uses
    - Roof Types
- General Stoop Building
    - Description and Intent
    - Regulations
    - Building Siting
    - Height
    - Uses
    - Roof Types
- Midscale Shop Building
    - Description and Intent
    - Regulations
    - Building Siting
    - Height
    - Uses
    - Roof Types
- Townhome Building
    - Description and Intent
    - Regulations
    - Building Siting
    - Height
    - Uses
    - Roof Types
- Yard Building
    - Description and Intent
    - Regulations
    - Building Siting
    - Height
    - Uses
    - Roof Types
- Civic Building
    - Description and Intent
    - Regulations
    - Building Siting

    - Height
    - Uses
    - Roof Types

5.4 Entrance types

- General
- Storefront Entrance type
- Arcade Entrance Type
- Stoop Entrance Type
- Porch Entrance Type

5.5 Roof Type

- General Provisions
- Parapet Roof type
- Flat Roof Type
- Towers
- Pitched Roof Type

5.6 Additional Design Requirements

- Materials and Color
- Windows, Awnings, and Shutters
- Balconies
- Treatments at Terminal Vistas
- Drive Through Structures

6.0 Open Space

6.1 General Requirements

- Intent
- Applicability
- General Requirements
- Definition of Requirements
- Stormwater in Open Space Types
- Reductions

6.2 Open Space Types and Descriptions and Requirements of Each

- Plaza Open Space Type
    - Intent
    - Dimensions
    - Adjacent Parcels
    - Improvements
- Square Open Space Type
    - Intent
    - Dimensions
    - Adjacent Parcels
    - Improvements
- Green Open Space Type
    - Intent
    - Dimensions
    - Adjacent Parcels
    - Improvements
- Commons or Courtyard Open Space Type
    - Intent
    - Dimensions

        - Adjacent Parcels
        - Improvements
    - Pocket Park Open Space Type
        - Intent
        - Dimensions
        - Adjacent Parcels
        - Improvements
    - Park Open Space Type
        - Intent
        - Dimensions
        - Adjacent Parcels
        - Improvements
    - Greenway/Riverwalk or Urban Trail Open Space Type
        - Intent
        - Dimensions
        - Adjacent Parcels
        - Improvements

7.0 Landscaping

7.1 General Requirements

- Intent
- Applicability

7.2 Installation of Landscape

- Intent
- Applicability
- General Installation Requirements
- Ground Plan Vegetation
- Tree Installations
- Irrigation Systems
- Maintenance of Landscape

7.3 Street Trees & Streetscape Design

- Intent
- Applicability
- Streetscape Design Submittal
- Minimum Street Tree Requirements

7.4 Frontage Buffer

- Intent
- Applicability
- Requirements

7.5 Side & Rear Buffer

- Intent
- Applicability
- Requirements

7.6 Interior Parking Lot Landscape

- Intent
- Applicability
- Requirements

7.7 Active Frontage Buffer

- Intent
- Applicability
- Requirements

7.8 Screening of Open Storage, Refuse Areas, and Utility Appurtenances

- Intent
- Applicability
- Requirements

8.0 Parking

8.1 General Requirements

- Intent
- Applicability

8.2 Parking Requirements

- General Requirements for Parking
- Required Vehicular and Bicycle Parking
- Parking Requirements by Place Type
- Multiple Use Reductions
- Parking Credits
- Parking Study

8.3 Parking Design Standards

- Vehicular Off Street Parking Lots
- Pedestrian Access
- Bicycle Parking Design

8.4 Loading Requirements

- General Requirements
- Loading Requirements
- Computation
- Dimensions
- Pavement Materials

8.5 Site Access and Driveways

- General Requirements
- Quantity of Driveways
- Dimensions and Design
- Location

9.0 Signs

9.1 General Requirements

- Intent
- Applicability
- Geneal Compliance
- Prohibited, Temporary, Exempt Signage
- Sign Permit Process
- Sign Location
- Illumination
- Constructions, Design, and Maintenance Standards
- Computation

9.2 Sign Types and the Description and Requirements of Each

- Wall Sign

    - Description
    - General Requirements
        - Permitted Districts
        - Sign Area
        - Height
        - Location on the Building or Site
        - Placement on the Building or Site
        - Quantity
        - Internal Illumination
        - Materials
    - Computation (Calculation of Requirements)
- Projecting Sign
    - Description
    - General Requirements
- Permitted Districts
        - Sign Area
        - Height
        - Location on the Building or Site
        - Placement on the Building or Site
        - Quantity
        - Internal Illumination
        - Materials
    - Computation (Calculation of Requirements)
- Projecting Marquee Sign
    - Description
    - General Requirements
        - Permitted Districts
        - Sign Area
        - Height
        - Location on the Building or Site
        - Placement on the Building or Site
        - Quantity
        - Internal Illumination
        - Materials
    - Computation (Calculation of Requirements)
- Awning Sign
    - Description
    - General Requirements
        - Permitted Districts
        - Sign Area
        - Height
        - Location on the Building or Site
        - Placement on the Building or Site
        - Quantity
        - Internal Illumination
        - Materials
    - Computation (Calculation of Requirements)
- Canopy Mounted Sign
    - Description
    - General Requirements

        - Permitted Districts
        - Sign Area
        - Height
        - Location on the Building or Site
        - Placement on the Building or Site
        - Quantity
        - Internal Illumination
        - Materials
    - Computation (Calculation of Requirements)
- Roof Sign
    - Description
    - General Requirements
        - Permitted Districts
        - Sign Area
        - Height
        - Location on the Building or Site
        - Placement on the Building or Site
        - Quantity
        - Internal Illumination
        - Materials
    - Computation (Calculation of Requirements)
- Window Sign
    - Description
    - General Requirements
        - Permitted Districts
        - Sign Area
        - Height
        - Location on the Building or Site
        - Placement on the Building or Site
        - Quantity
        - Internal Illumination
        - Materials
    - Computation (Calculation of Requirements)
- Monument Sign
    - Description
    - General Requirements
        - Permitted Districts
        - Sign Area
        - Height
        - Location on the Building or Site
        - Placement on the Building or Site
        - Quantity
        - Internal Illumination
        - Materials
    - Computation (Calculation of Requirements)
- Ped-Scale Pole-Mounted Sign
    - Description
    - General Requirements
        - Permitted Districts
        - Sign Area

        - Height
        - Location on the Building or Site
        - Placement on the Building or Site
        - Quantity
        - Internal Illumination
        - Materials
    - Computation (Calculation of Requirements)
- A-Frame Sign
    - Description
    - General Requirements
        - Permitted Districts
        - Sign Area
        - Height
        - Location on the Building or Site
        - Placement on the Building or Site
        - Quantity
        - Internal Illumination
        - Materials
    - Computation (Calculation of Requirements)

10.0 Administration

10.1 General Provisions

- Purpose
- Scope of Regulations
- Administration
- Development Application
- Regulating Map
- Process
- Staff Review Committee

10.2 Development Review Procedures

- General Requirements
- Pre-Application Meeting
- Rezoning Process
- Regulating Plan Approval
- Subdivision Plat Approvals
- Site Plan Approval
- Conditional Use Permit

10.3 Exceptions and Variances

- Exceptions
- Variances

10.4 Nonconformances

- General Requirements
- Nonconforming Structures
- Nonconforming Uses
- Nonconforming Lots
- Nonconforming Site Characteristics

10.5 Definitions

- Graphics
- Defined Terms