

SPANISH FORK STATION AREA PLAN

Prepared for the Utah Transit Authority and Spanish Fork City



June 2025

DESIGNWORKSHOP

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TODAY'S PROGRESS
Tomorrow's Pride

ACKNOWLEDGMENTS

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INTRODUCTION

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The Station Area Plan outlines a path forward for the city of Spanish Fork and the Utah Transit Authority (UTA) to prepare a framework that will guide development in the area around the future FrontRunner station on the west side of Spanish Fork. It assumes the future platform location will be on the west side of I-15 between Center and 400N and provides an opportunity to explore Housing and Transit Reinvestment Zone (HTRZ) funding to support local housing and infrastructure investments.

Critical considerations for this effort include creating a connected, multimodal transportation network, developing a strategy for local housing and employment, and fostering a distinct sense of place. Beyond improving quality of life for residents and workers, the Station Area Plan will position Spanish Fork to expand access to jobs, stimulate economic growth, and enhance connectivity to regional services. The Plan envisions a walkable, bikeable and transit-focused environment that supports both residents and businesses while honoring the values and identity of the Spanish Fork community.

THE SITE

Spanish Fork is a rapidly growing city in southern Utah County, characterized by a blend of residential neighborhoods, commercial centers, and agricultural lands. The City's growth has been facilitated by its strategic location along major transportation corridors, including I-15 and U.S. Route 6, which converge near the proposed Station Area. This sustained upward trajectory is expected to continue, with projections indicating that the population of Spanish Fork will double by 2050, reaching an estimated 93,500 residents (Figure 1). This will require an additional 13,600 units by 2050, something that should be considered as part of the future Station Area planning process. The surrounding area is currently agricultural land and some industrial uses, but with the upcoming station this will likely change to include a mix of uses, with retail establishments, parks, and residential development contributing to a vibrant community fabric.

The Utah Transit Authority (UTA) is currently in the planning stages of extending its FrontRunner commuter rail service southward from Provo to Payson, with proposed stations in Springville, Spanish Fork and Payson. This extension aims to accommodate the region's anticipated population growth and enhance connectivity along the Wasatch Front. The Spanish Fork station is envisioned as a catalyst for sustainable development, promoting increased transit ridership and reducing reliance on single-occupancy vehicles.

THE CHALLENGE

Spanish Fork is a growing city at the edge of a rapidly developing region, with increasing demand for housing and employment opportunities. The area near the station provides a unique opportunity to introduce a variety of housing typologies, office, and retail along the FrontRunner line. However, community concerns about density, traffic impacts, and preserving small-town character must be balanced with the desire to create a vibrant, mixed-use district. How can the City and UTA achieve a shared vision that addresses infrastructure capacity and maintains community values while unlocking the site's development potential?

THE OPPORTUNITY

UTA, in partnership with Spanish Fork City, has an opportunity to redevelop the station area to deliver attainable housing, office, and retail that reflect local culture, support transit ridership, and create a dynamic, walkable, and bikeable destination. This effort will establish a foundation for Spanish Fork to leverage the area as a catalyst for economic development and growth.

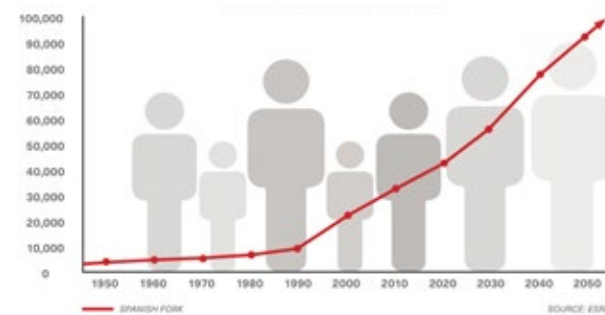
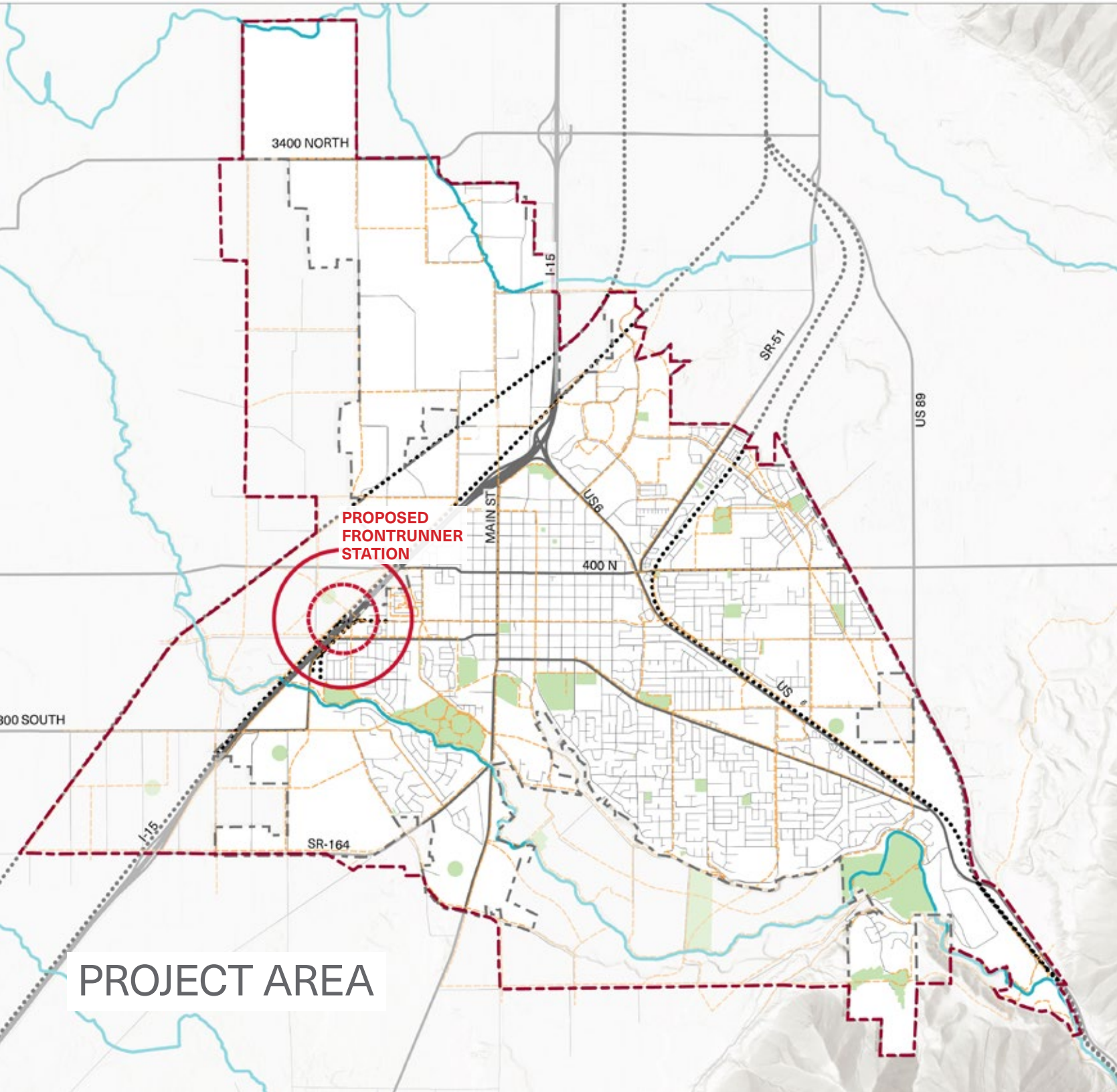


Figure 1: Spanish Fork Projected Population Growth
Source ESRI/ MAG Projections



- LEGEND**
- City boundary
 - - - Policy Boundary
 - Major roads
 - Railroads
 - Highways
 - Parks and Open Space
 - - - Trails
 - Rivers
 - Station Area

Figure 2:
Station Area
Project Area Map

CONNECTION TO LAND USE ELEMENT

The update to the Spanish Fork Land Use Element integrated the Station Area Plan (SAP) as a central component of the City's broader growth strategy. Rather than treating the station area as a standalone effort, the SAP was woven into the overall Land Use Element to ensure alignment with citywide goals for growth management, housing, and infrastructure investment. Through this integration, the station area was identified as one of Spanish Fork's primary future growth nodes, strategically positioned to accommodate higher-density, mixed-use development near planned transit investments.

Community input and technical analysis consistently highlighted the station area as a key opportunity for transit-oriented development (TOD), where a blend of residential, commercial, and civic uses could foster a walkable, vibrant hub. This focus was reflected in the Land Use Element's recommendations to establish a Station Area Overlay District and prioritize higher densities within proximity of the future FrontRunner station. By doing so, the plan positions the station area to absorb a significant share of the City's projected population growth while promoting sustainable, compact development patterns.

This approach responds directly to the City's growth projections, which show a need for over 13,600 new housing units by 2050—a demand that cannot be met within existing low-density development patterns. The plan's population growth graphics and residential capacity analysis underscore the importance of directing new households to designated growth areas like the station area. Concentrating growth in this area not only aligns with infrastructure and transit investments but also reduces pressure on existing neighborhoods and preserves valued open spaces elsewhere in the City.

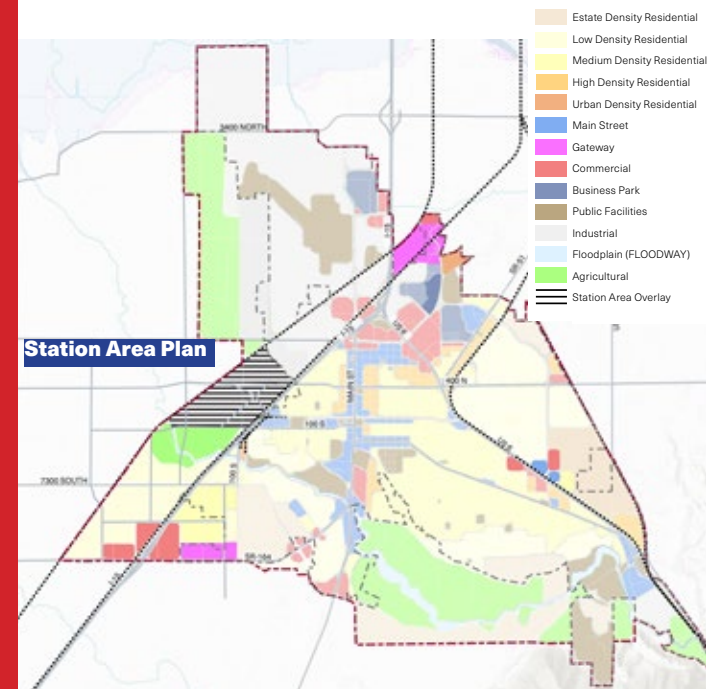
Incorporating the Station Area Plan within the Land Use Element allows Spanish Fork to proactively plan for growth around the station as an integral part of its urban fabric. This unified approach ensures that policies for density, mixed-use development, housing diversity, and infrastructure upgrades are cohesive, enabling the station area to evolve as a well-connected, sustainable, and livable district that supports the city's long-term vision.

STATION AREA

The area corresponding to the future FrontRunner Station includes approximately 484 acres that are part of the new designated Station Area Overlay in the Future Land Use Map.

The future land uses that are expected to be part of the Station Area Plan include Gateway (which corresponds to a higher density mixed-use area) with about 20% of the total overlay, High Density Residential with approximately 34% of the total area, Medium Density Residential with 21%, and Low Density Residential with 25%.

The projected residential capacity for the future Station Area would allow to allocate approximately 7,000 units if developed to its highest capacity.



PROJECT PROCESS AND GOALS

The Station Area Plan study began together with the Spanish Fork Land Use Element Update in the fall of 2023 and included two major engagement windows to gather input from Spanish Fork residents and stakeholders. The overall project process included three main phases: Project Assessment, Community Vision & Growth Scenarios, and General Plan Land Use Element Update.

The following schedule outlines the activities that occurred within the three phases:

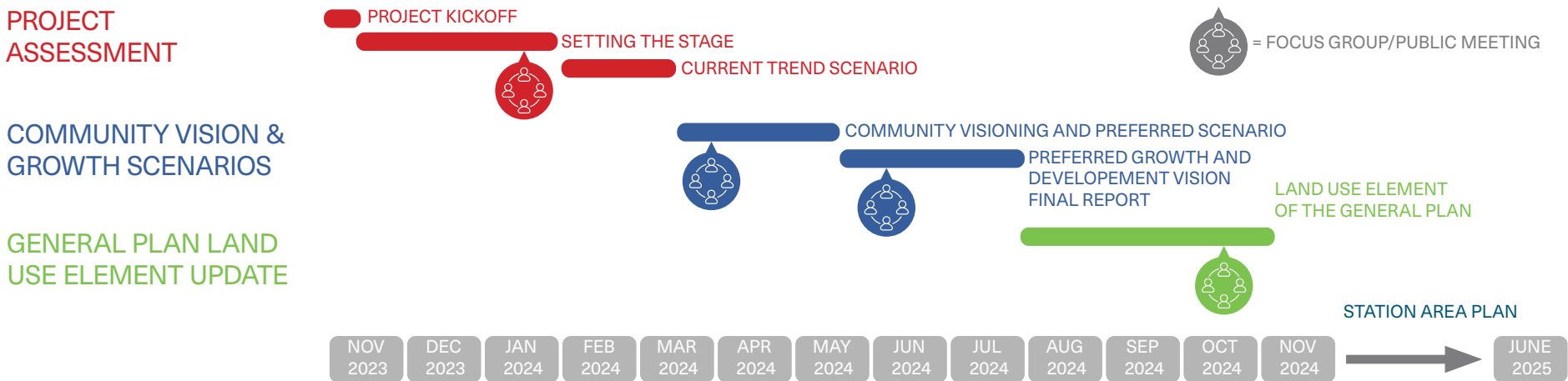


Figure 3: Project schedule

Project Assessment: This phase created the foundation for both plan efforts. November 2023 began with a project kickoff meeting and the development of current trend scenarios. A review of previous plan efforts served as an invaluable resource for understanding both existing conditions and projections for the future of Spanish Fork. In addition, a series of focus group meetings and a community survey informed an initial understanding of plan issues and opportunities. This understanding was used for analyses in the next phase.

Community Vision & Growth Scenarios: This phase began with an understanding of the community values collected through surveys and focus groups and was shared with the community and City Council through presentations and the project website. This foundation was critical to crafting potential future growth scenarios, which were shared through a series of design charrettes and chip game meetings.

Community feedback led to the development of the plan vision and identified future land uses to support the project goals.

General Plan Land Use Element Update: The final phase involved the development of a draft and final plan document that included the revised Land Use Map and policy recommendations to align existing land uses with the vision for growth from Spanish Fork City. The final plan also defined the key parameters to guide development in the area around the future FrontRunner station that informed this Station Area Plan.

Station Area Plan: Once the Land Use Element Update was completed, the final concept plan and recommendations for the Station Area Plan were developed.

ENGAGEMENT SUMMARY

The community engagement process for the Station Area Plan was integrated into the Spanish Fork Land Use Element update through an extensive community engagement process interwoven with research and analysis efforts. This process was designed to actively involve residents, property owners, and stakeholders in shaping the future of the area surrounding the planned FrontRunner Station. Recognizing the importance of community input for a successful and inclusive plan, a variety of methods were used, including public meetings, virtual interviews, online surveys, and interactive mapping tools. This approach ensured that feedback was both representative and reflective of the community's diverse perspectives, helping to guide land use and development decisions.

ENGAGEMENT WINDOWS

The first engagement window aimed to raise awareness about the Station Area Plan and create a community-driven vision. Activities included virtual interviews, small group meetings, a site tour, and an interactive Storymap. A two-day "Chip Game" allowed community members to explore land use scenarios and strategically plan growth areas while considering preservation priorities. There was strong support for higher-density and affordable housing near the station to promote walkability, as well as a desire to preserve open spaces and the city's agricultural heritage.

The second engagement window focused on evaluating potential development scenarios for the Station Area. It aimed to inform the community about housing opportunities and gather feedback on land use alternatives through virtual interviews, small group meetings, a developer roundtable, a public pop-up event, and an online survey. Participants showed a strong preference for mixed-use development near the station to enhance vibrancy and walkability. They also supported diverse housing options, local retail, parks, and cultural amenities to strengthen community identity. Concerns included balancing growth with preserving open spaces, maintaining infrastructure, and managing traffic impacts.

KEY TAKEAWAYS

WHAT WE HEARD...



Consensus in the future Station Area being a key growth node



Incorporate more density and a range of housing types



Create a walkable and connected mixed-use district



Protect agricultural heritage and open space



Incorporate affordable housing

HOW IT INFORMS THE PLAN...



Balance the need for housing and economic development with conservation of agricultural lands



Accommodate future growth



Enhance connectivity and foster a vibrant and inclusive environment



Incorporate public spaces, multimodal trails, and a green network as part of the plan

MARKET OBSERVATION AND VALUATION ASSUMPTIONS

A market analysis was conducted for the City of Spanish Fork to evaluate current and future demand for retail, office, industrial, and residential development in response to the City's rapidly growing population. With the population expected to nearly double by 2050, this study provides insights into how the city's real estate markets will need to evolve to meet housing, employment, and commercial needs. The following are the key takeaways from the analysis that informed the Station Area Plan:

RETAIL MARKET HIGHLIGHTS

- Spanish Fork currently has 2.4 million square feet of retail space with very low vacancy rates (1.6%), indicating strong demand.
- The City will need an additional 1.3 to 2.5 million square feet of retail space by 2040 to accommodate population growth, translating to an estimated 82 acres of new retail development.
- Retail lease rates are rising, with current market rates at \$20.38 per square foot and asking rates significantly higher at \$36.41 per square foot, reflecting increased competition for space.

OFFICE MARKET HIGHLIGHTS

- Spanish Fork has 391,000 square feet of office space, mostly Class B, with a current occupancy rate of 97.6%.
- Office vacancy rates remain low (2.4%) despite recent space deliveries, suggesting steady absorption and limited oversupply.
- Modest office growth is anticipated, with an additional 250,000–300,000 square feet of office space needed by 2050 to meet population growth and business needs.

INDUSTRIAL MARKET HIGHLIGHTS

- The City has 6.3 million square feet of industrial space, with recent rapid growth adding 1.5 million square feet since 2020.
- Current industrial vacancy rates are high at 19.9%, due to recent large deliveries outpacing absorption.
- Industrial demand is expected to stabilize as the market absorbs the new supply, with plans to expand light industrial uses near the airport.

RESIDENTIAL MARKET HIGHLIGHTS

- Spanish Fork is predominantly single-family housing, with 77% of homes being detached units.
- Multi-family housing makes up just 7.8% of total housing, with a small inventory of 557 units and high vacancy (52.3%) after the delivery of 336 new units in 2023.
- The city will need 13,642 new housing units by 2050 to meet population growth, requiring higher-density development (averaging 15 units per acre) to use available land efficiently.

DEVELOPMENT CAPACITY AND CONSIDERATIONS

- There are 1,234 acres of vacant land within city limits suitable for residential and commercial development under current zoning.
- Current low average residential densities (3.8 units/acre in new developments) will need to increase significantly to meet housing demand without exceeding available land.
- Higher-density residential and mixed-use development will be critical for accommodating future growth while maintaining a balanced land use mix.

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PREFERRED CONCEPT

STATION AREA PLAN CONCEPT





Figure 5: Station Area Plan Site Concept

LAND USE

The new station area focuses on mixed-use and residential development, with some office and retail to support new rooftops in the area. The mixed-use core with higher density residential development is focused between the station and a proposed park at the future intersection of Center Street and 1050 W, along the new Festival Street. Areas to the north and west include various medium density housing typologies, such as townhouses, duplexes, courtyard homes and some smaller scale retail. A limited amount of office use is proposed adjacent to the station.

To transition to agricultural lands to the west, low density residential uses are proposed to the west of 1550 W.



Figure 6: Land Use Map

PUBLIC SPACE FRAMEWORK & CIRCULATION

The proposed Station Area Plan is structured around a public space framework that connects the station and an adjacent transit plaza to a larger park on the north end. These two key spaces are connected by a multimodal green connector that runs along the extension of Center Street and a pedestrian focused/ flexible street that runs parallel to Center Street to the east. A linear park also runs along the rail line and connects to new residential areas both to the north-east and south-west. A multiuse path then becomes an extension of this park and connects the station area to the river trail on the south.

A system of bike paths and multi-use trails is also proposed to focus on active mobility and connect the new district with existing neighborhood and local amenities.



Figure 7: Public Space Framework Map

PUBLIC SPACE TYPOLOGIES

TRANSIT PLAZA AND LINEAR PARK

A new Transit Plaza will become an activated public space that connects the Station with surrounding areas and provides amenities to the proposed mixed-use development. This plaza can include green areas, programming (like games, water fountains, seating), and will also connect to a linear park that extends to the east and west of the Station. This new linear park will become an important multimodal connector with new residential areas.



COMMUNITY PARK

The Community Park located on the northern end of the station area becomes a gathering place for families and residents, offering ample lawn and green spaces, shade, areas for picnic and play, and a potential venue for activities such as concerts in the park or summer festivals. It will provide a central place within the new station area neighborhood.



FESTIVAL STREET

A pedestrian oriented flexible street will connect the Transit Plaza and Community Park, creating a central spine that will be activated with first floor retail, restaurants and other services. The street is designed with wider sidewalks that allow for outdoor dining and are protected from traffic by planted buffers. Buildings along this street have minimal setback and are focused on the street to incentivize pedestrian activity (see Figure 8).



MULTIMODAL/GREEN CONNECTION

A multimodal Green Connector runs along Center Street to connect areas to the north with new residential buildings and provide a needed buffer from higher projected traffic volumes on Center Street and also the grade change as the street descends after the highway overpass. This Green Connector will include a multimodal trail and include some basic programming, such as seating, shade, and lawn areas.





Figure 8: Fesitival Street Perspective

HB 462 PLAN OBJECTIVES REQUIREMENTS

- Increasing the **availability and affordability of housing**, including **moderate income housing**.
- Promoting **sustainable environmental** conditions.
- Enhancing **access to opportunities**.
- Increasing **transportation choices and connections**.

ADDRESSING HB462 AFFORDABLE HOUSING GOALS

The area adjacent to the future FrontRunner station provides an excellent opportunity to integrate affordable housing and make a significant impact on the provision of affordable housing in Spanish Fork. The location next to the station and access to multimodal transportation makes this an ideal location for a variety of typologies that include both affordable and attainable housing options. The city should strive to achieve or exceed the HTRZ required share of affordable housing within a 1/4 mile of the station across various development phases while also encouraging a variety of typologies and demographics to create a vibrant and economically diverse neighborhood. The City and project partners should consider an HTRZ request as the station area starts to develop.

PROPOSED DENSITY (DU/ AC)	PROPOSED RESIDENTIAL (%)
Average = 40 du/acre	84%

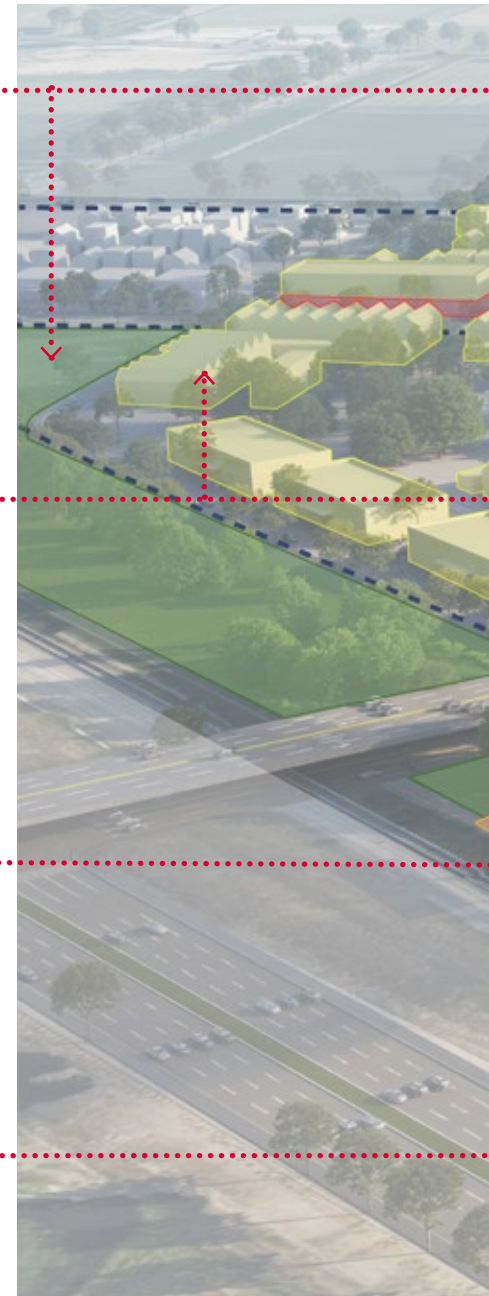
Total Proposed Units = 3,900
 Total Multifamily Residential SF = 2,600,000
 Total Commercial SF = 312,000
 Total Office SF = 182,000

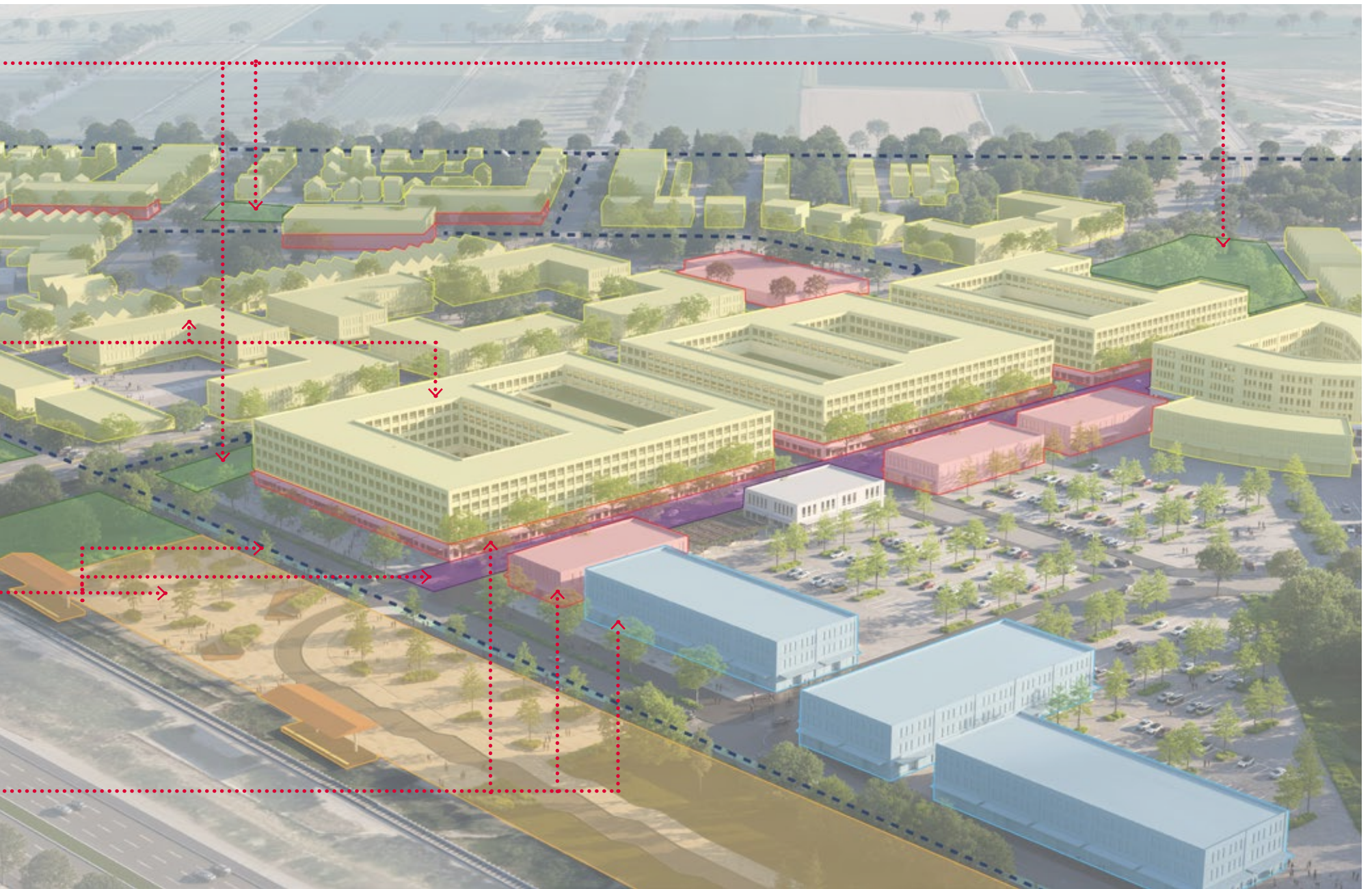
Promote sustainable environmental conditions by establishing a system of parks and green connections throughout the site

Increase the availability and affordability of housing by providing for a variety of densities including single family units, cottages, townhouses, and multi-family units. The inclusion of 3,900 units facilitates the access to moderate income housing

Increase transportation choices by encouraging a variety of street types that focus on pedestrian and bike connectivity. Incorporate multi-use trails that connect with the existing trail network and adjacent destinations

Enhance access to opportunities by encouraging mixed use, commercial, and office development adjacent to transportation options and housing





TRANSPORTATION DEMAND MANAGEMENT

An analysis was conducted to understand connectivity for the Spanish Fork FrontRunner Station Area. The analysis evaluated future travel demand, roadway connections, and active transportation needs to support anticipated growth around the planned station. Key takeaways and recommendations include:

THE IMPORTANCE OF 1550 WEST CONNECTION

The proposed 1550 West connection across I-15 is critical for reducing traffic volumes on Center Street and surrounding local streets. By 2050, it is projected to carry 18,000 vehicles per day, increasing to 22,000 with long-term buildout. This connection would remove up to 5,500 vehicles per day from Center Street, enabling a reduced 5-lane section instead of 7 lanes east of I-15. It would also alleviate traffic in nearby neighborhoods, shifting over 4,000 vehicles from local streets like Volunteer Drive and Main Street.

CENTER STREET UNDERPASS FOR LOCAL ACCESS

A recommended local connection under Center Street would directly link the Spanish Fork FrontRunner Station to adjacent neighborhoods. This route is projected to carry 7,000 vehicles daily, providing a pedestrian-friendly, smaller-scale road with an adjacent trail. It would help mitigate the barrier created by an elevated Center Street crossing over I-15 and the rail line, improving both vehicular and active transportation access.

ENHANCING ACTIVE TRANSPORTATION

Safe, direct, and convenient pedestrian and bike routes are prioritized to connect the station with Spanish Fork's existing and planned trail network. The 1550 West crossing, with an adjacent trail, is identified as a vital link to the Spanish Fork River Trail and southern developments along SR-164. Without this connection, active transportation users would face indirect, less desirable routes through larger intersections like the Center Street SPUI.

SUPPORTING REGIONAL GROWTH

The station area is expected to see major growth, with projections of 3,900 households and over 500,000 square feet of commercial space upon buildout. Connectivity improvements will be essential to support this density while reducing congestion and maintaining livability. The planned network addresses both near-term and long-term traffic impacts, preparing the area for future westward development toward West Mountain and Utah Lake.

BALANCING MOBILITY AND DEVELOPMENT

This analysis underscores the need for a multimodal approach, combining vehicle connections, safe pedestrian access, and bike trails to create an integrated, functional station area. The proposed infrastructure improvements aim to balance increased mobility demands with the creation of a walkable, transit-oriented community that remains connected to the broader city.

INCLUDE MAP TO HIGHLIGHT THESE POINTS WITH 90% DRAFT

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DESIGN GUIDELINES

Design Guidelines describe the future development of properties to ensure that new projects result in high quality public realm and architectural character that is aligned with the vision of Spanish Fork for the future FrontRunner Station Area. Design Guidelines have high authority, as developers are encouraged to meet the regulations unless otherwise waived through a variance approved by Planning Commission.

DEFINING THE NEW STATION AREA'S CHARACTER

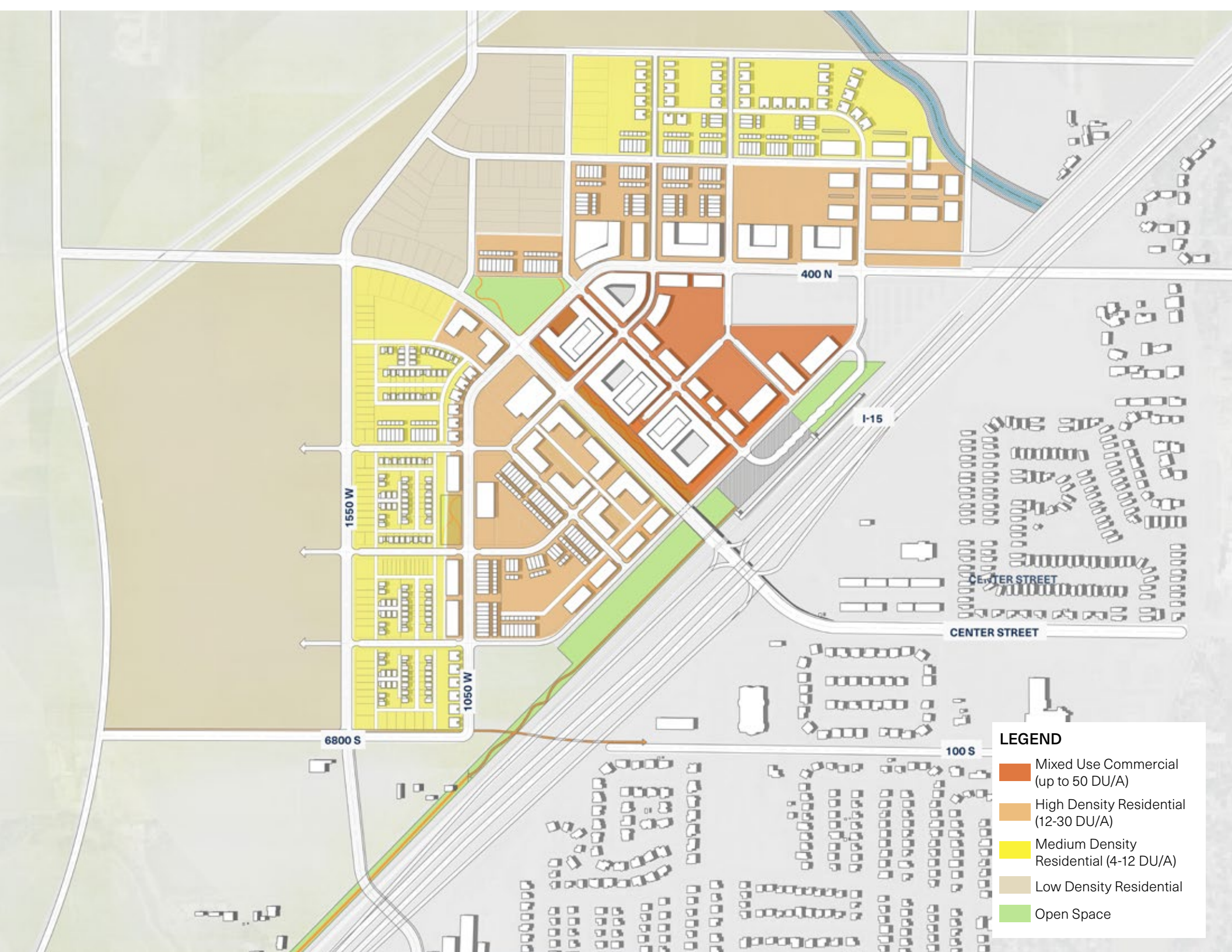
Defining the character of the future FrontRunner Station Area by developing Design Guidelines will provide future development with form based measures that are easily understood and graphically communicated. The following Design Guidelines are intended to provide clear expectations that encourage new buildings to sensitively respond to their context, local aesthetics, and existing patterns of development, while promoting consistency, structure, and character that is unique to Spanish Fork.

DESIGN GUIDELINES ARE TOOLS

Design Guidelines are tools used to ensure that development meets the intended vision for the future Station Area, and that new buildings meet the hopes and aspirations of the community and provide new uses and typologies while respecting Spanish Fork's character and scale. They provide clear standards for creating strong neighborhoods, setting expectations for the quality and character of the public realm and the way in which buildings interface with it. Perhaps most importantly, Design Guidelines are a way of protecting investment and the desired character of a community.

DESIRED OUTCOMES

Design Guidelines are recommended for the future Station Area for a number of reasons. When properly followed and administered, they can preserve and enhance the qualities that make the station area a beloved place in the eyes of Spanish Fork's residents and a desirable destination for visitors. They can enhance property values and improve the quality of new development. These Design Guidelines encourage increased residential density in some areas of the plan, while respecting the scale and character of surrounding lands. They encourage building design and massing that complement the qualities of the built environment that Spanish Fork residents are so attached to, and create a framework for active and vibrant public spaces.



LEGEND

- Mixed Use Commercial (up to 50 DU/A)
- High Density Residential (12-30 DU/A)
- Medium Density Residential (4-12 DU/A)
- Low Density Residential
- Open Space

CHARACTER AREAS

MIXED USE COMMERCIAL

The mixed-use commercial character area consists of buildings up to five stories, combining residential, retail, office, and civic uses. This area promotes a vibrant and walkable environment through a defined public realm that includes wider sidewalks, transition zones, and landscaped amenity areas to support comfort and accessibility. Building massing is compact yet articulated, with upper-story setbacks that respond to the surrounding context. The buildings feature active ground floors that prioritize commercial and cultural uses, with limited residential use. The parking is located at the rear or in structured facilities.



HIGH DENSITY RESIDENTIAL

The high-density residential character area consists of buildings up to five or four stories, with compact massing and upper-story setbacks that respond to the surrounding context. Ground floors may include commercial activation along the front to support neighborhood vibrancy, but use is mostly focused on residential. Parking should be located at the rear or in structured facilities, with minimal surface parking lots facing main streets. To enhance pedestrian accessibility and comfort, sidewalks should include a landscape buffer that protects the pedestrian from traffic.



MEDIUM DENSITY RESIDENTIAL

The medium-density residential character areas consist of buildings up to three stories, typically featuring single gabled roofs that complement neighborhood character. All residential entries must face the street or a common open space and be connected by accessible sidewalks with a landscaped buffer to enhance the pedestrian experience. Housing typologies for this area include townhouses, duplexes, courtyard homes and small apartment buildings, balancing residential density with a walkable environment that serves as transition to the single family neighborhoods.



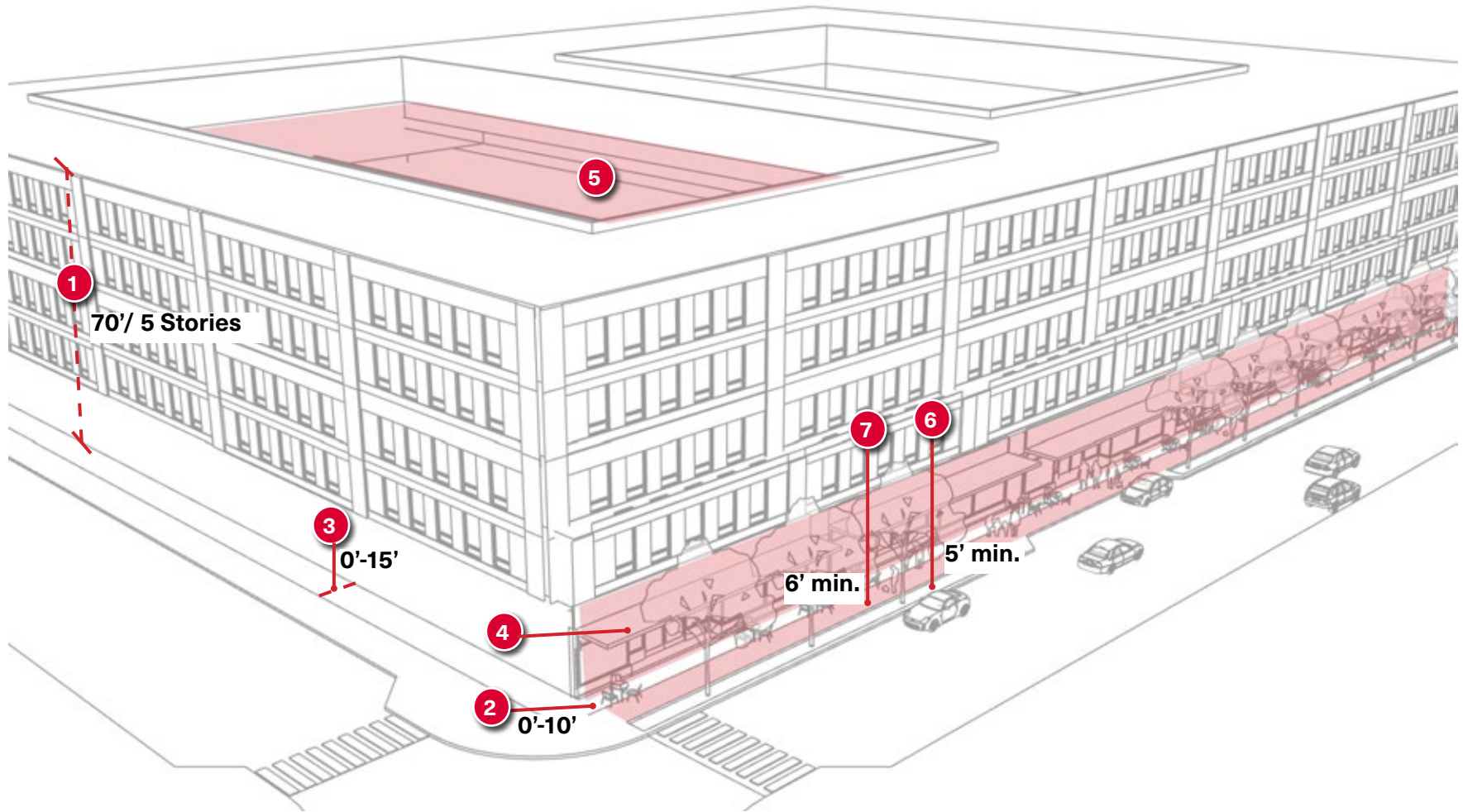
LOW DENSITY RESIDENTIAL

Low density residential character areas consist of single-family homes up to two stories, characterized by lot sizes of 1/8 acre or larger. Each home includes individual parking, with driveways integrated into the site design. Streets are lined with accessible sidewalks and a landscaped buffer that incorporates bioswales for sustainable stormwater management. This layout fosters a rural character while supporting walkability and environmental resilience.



CHARACTER AREAS

MIXED USE COMMERCIAL



1 Max Building Height

3 Horizontal Setback - Side

5 Structured Parking

7 Sidewalk Zone

2 Horizontal Setback - Front

4 Activated Ground Floor

6 Landscape

BUILDING TYPOLOGIES: APARTMENT/ STACKED FLAT

A 4 to 5 story attached or detached structure consisting of several dwelling units above a flexible ground floor space that can accommodate a range of communal or non-residential uses. The flex space typically has a taller height (min. 12') and an activated frontage. Apartments or condos that don't have ground floor retail must have community amenities as ground floor activation. This type does not typically include a rear yard.

APPROPRIATE



NOT APPROPRIATE



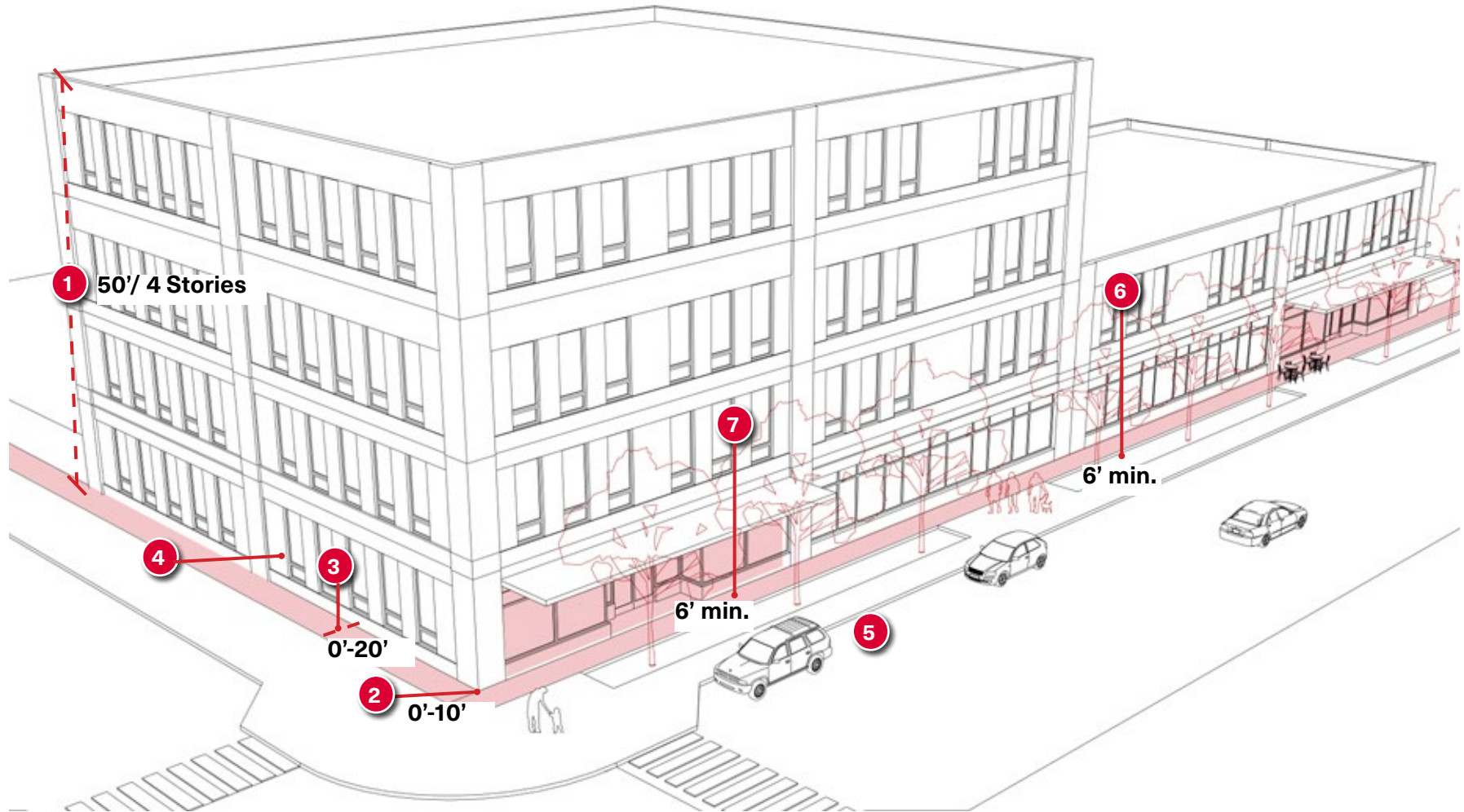
Ground floor lacking activation and substantial facade treatments.



These examples have ground floor activation, including community amenities or retail, diversity in facade treatments and form.

CHARACTER AREAS

HIGH DENSITY RESIDENTIAL



1 Max Building Height

3 Horizontal Setback - Side

5 Parking

7 Sidewalk Zone

2 Horizontal Setback - Front

4 Building maintain strong frontage on primary

6 Landscape

BUILDING TYPOLOGIES: APARTMENT/ STACKED FLAT

A 3 to 4 story attached or detached structure consisting of several dwelling units above a flexible ground floor space that can accommodate a range of communal or non-residential uses. The flex space typically has a taller height (min. 12') and an activated frontage. Apartments or condos that don't have ground floor retail must have community amenities as ground floor activation. This type does not typically include a rear yard.

APPROPRIATE



NOT APPROPRIATE



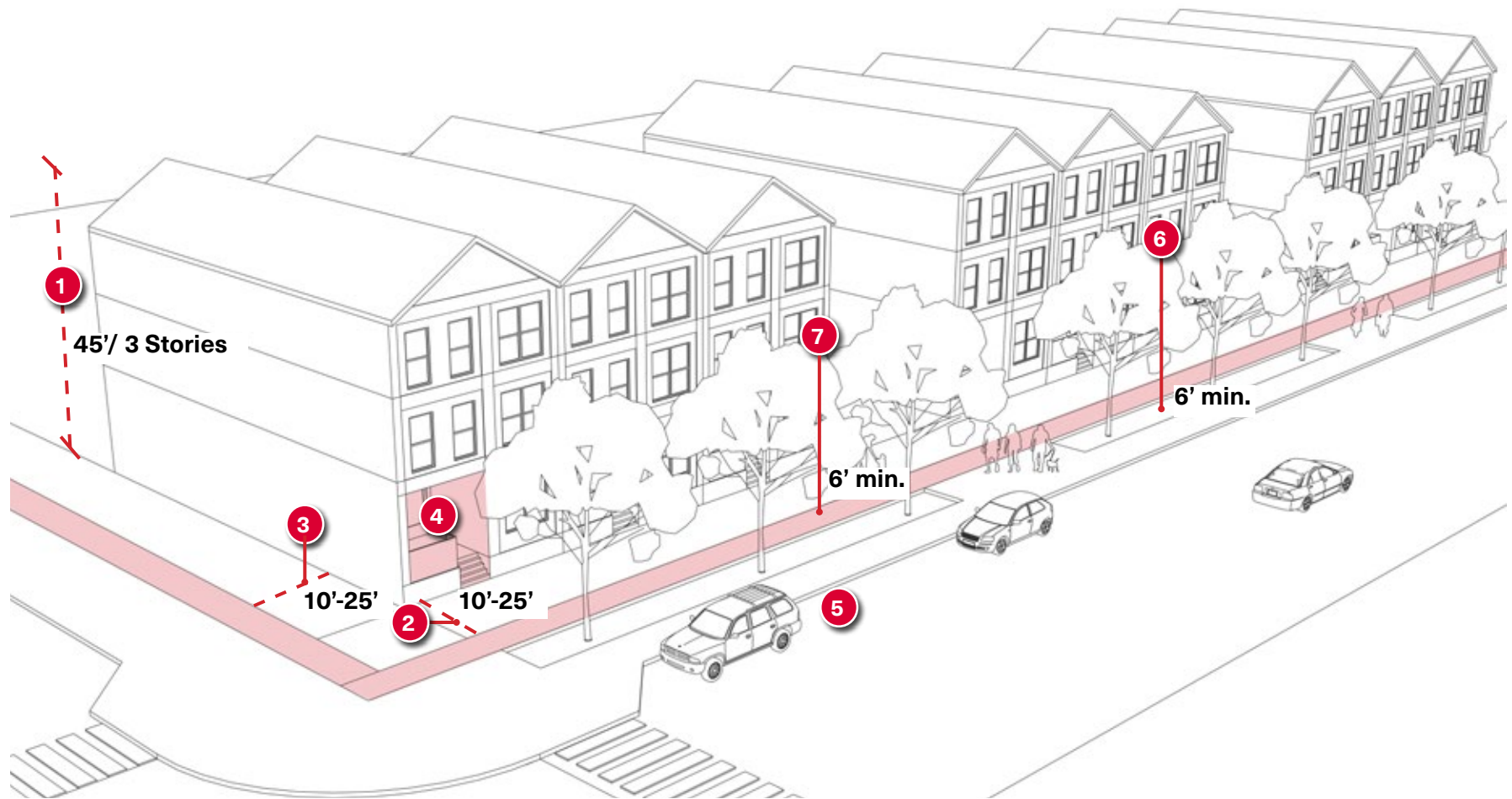
Ground floor with no communal uses or outdoor amenities.



These examples have outdoor communal amenities on the front of the buildings creating a better transition to the street and public space.

CHARACTER AREAS

MEDIUM DENSITY RESIDENTIAL



1 Max Building Height

3 Horizontal Setback - Side

5 Parking

7 Sidewalk Zone

2 Horizontal Setback - Front

4 Front Porch - Step up entry with covered/ recessed porch or stoop. Independent entry points to each unit

6 Landscape

BUILDING TYPOLOGIES: TOWNHOUSE

A small-to medium-sized attached structure that consists of several multi-story dwelling units placed side-by-side. Entries are on the narrow side of the unit and typically face a street or courtyard.

NOT APPROPRIATE



Driveways and garages are not permitted at the streetfront.



Driveways and garages are not permitted at the streetfront. Lack of diversity in form & facade

APPROPRIATE



These examples show variation in massing, materials, and articulation. Garages and driveways are located in the back.

CHARACTER AREAS

BUILDING TYPOLOGIES: DUPLEXES

A small detached structure that consists of two to four dwelling units arranged side-by-side or stacked, each with an entry from the street. This type has the appearance of a small-to-medium single-unit house and may include a rear yard.

NOT APPROPRIATE



Garages at the streetfront are not permitted.



Walk-up stoop or porch required, lack of variation and diversity in facade.

APPROPRIATE



These examples show variation in massing, and articulation. Garages and driveways are located in the back.

BUILDING TYPOLOGIES: COURTYARD HOMES

A group of small, detached structures arranged around a shared court visible from the street. The shared court is an important community-enhancing element and unit entrances should be from the shared court.

NOT APPROPRIATE



Shared courtyard is not a meaningful and usable space.



Shared courtyard is not a meaningful and usable space. Diversity in building form is needed.

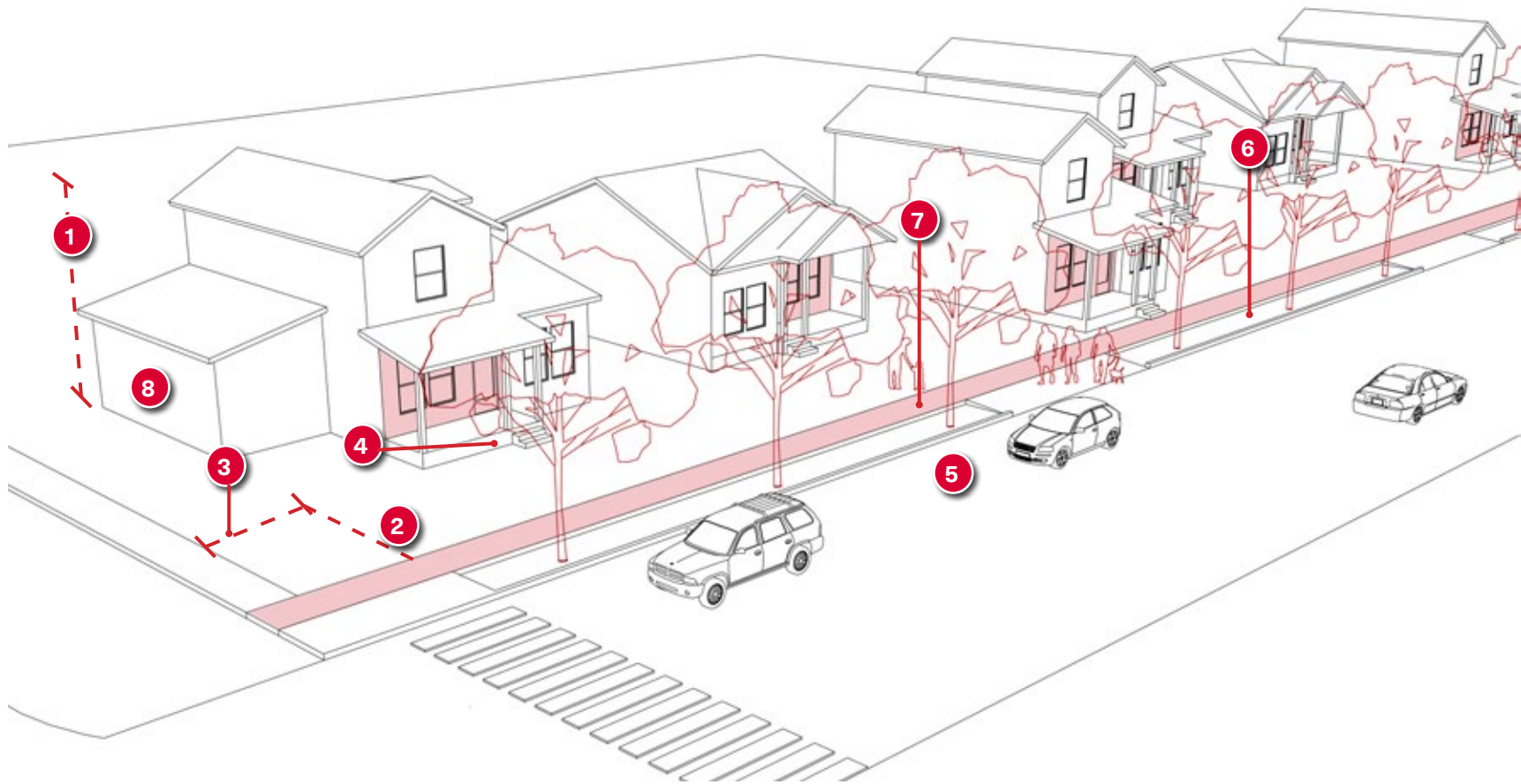
APPROPRIATE



These examples show the shared court as an important outdoor space, with entrances fronting this space.

CHARACTER AREAS

CHARACTER AREA: LOW DENSITY RESIDENTIAL



1 Max Building Height

2 Horizontal Setback - Front

3 Horizontal Setback - Side

4 Front Porch - Step-up entry with covered/ recessed porch or stoop

5 Parking

6 Landscape

7 Sidewalk Zone

8 Alley loaded driveway or garage (attached or detached)

SINGLE FAMILY DETACHED

A group of small, detached structures arranged around a shared court visible from the street. The shared court is an important community-enhancing element and unit entrances should be from the shared court.

APPROPRIATE



NOT APPROPRIATE



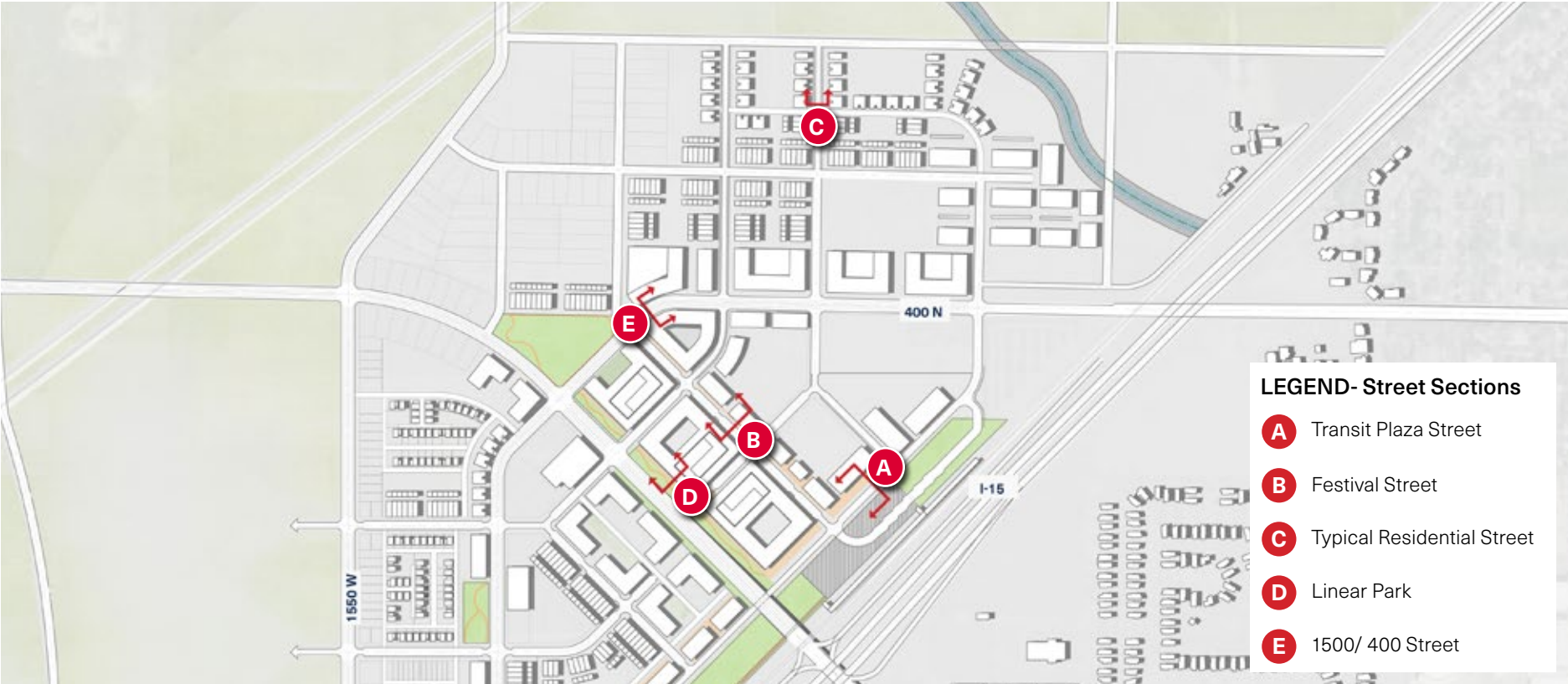
Garages at the streetfront as the most important element



PUBLIC SPACE GUIDELINES

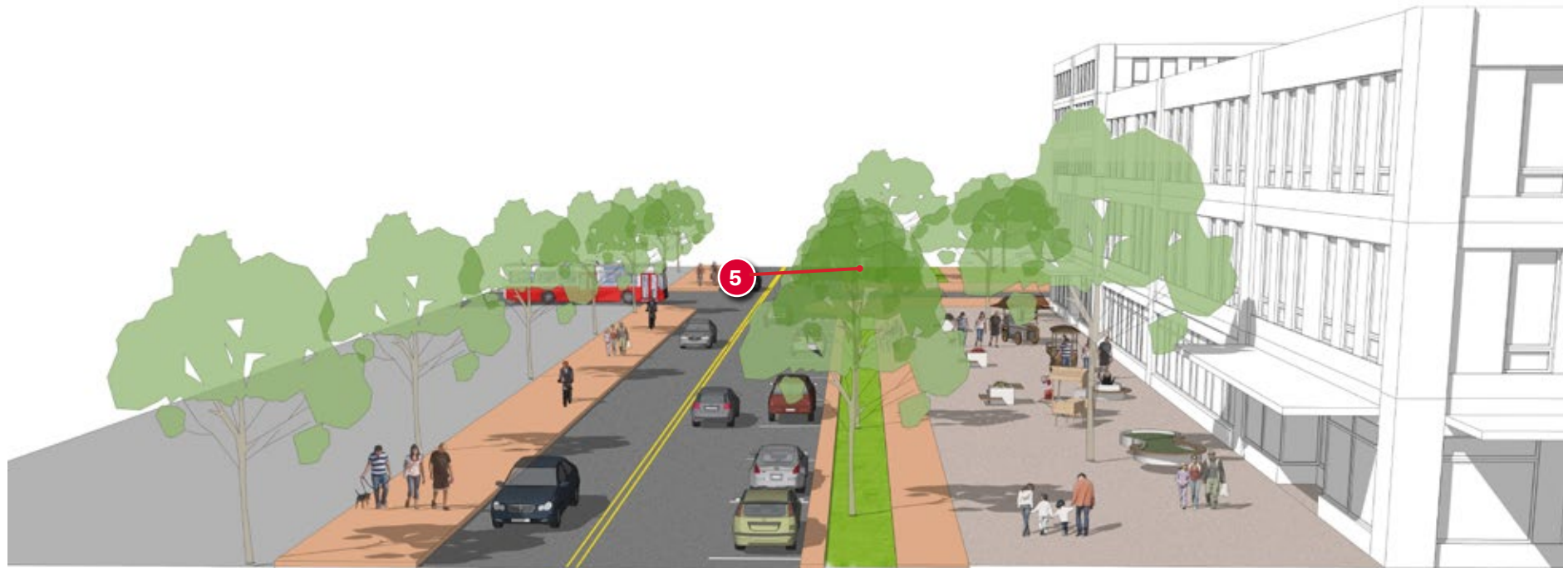
The Public Space Design Guidelines will provide a general framework to guide the design and construction of streets and public spaces in the Station Area Plan. Focusing on overall road configuration, pedestrian amenities, and the interface with surrounding buildings, the following sections communicate the general intent of the public realm of the future station area.

These guidelines are focused on five streets/ connectors in the station area, including a new Transit Promenade along the FrontRunner rail line, a Festival Street that connects the new Transit Plaza to the Community Park, a typical Residential Street, the Linear Park that runs along Center Street and buffers higher density residential development while becoming a key multimodal connection, and a section for 1050 S.



STREETSCAPE GUIDELINES

A. TRANSIT PROMENADE



Transit Plaza with
Bus Drop-Off

12'

7

13'

4

11'

4

8'

3

6'

2

6'

1

34'

6

1 Sidewalk

2 Green Buffer

3 On Street Parking

4 Drive Lane

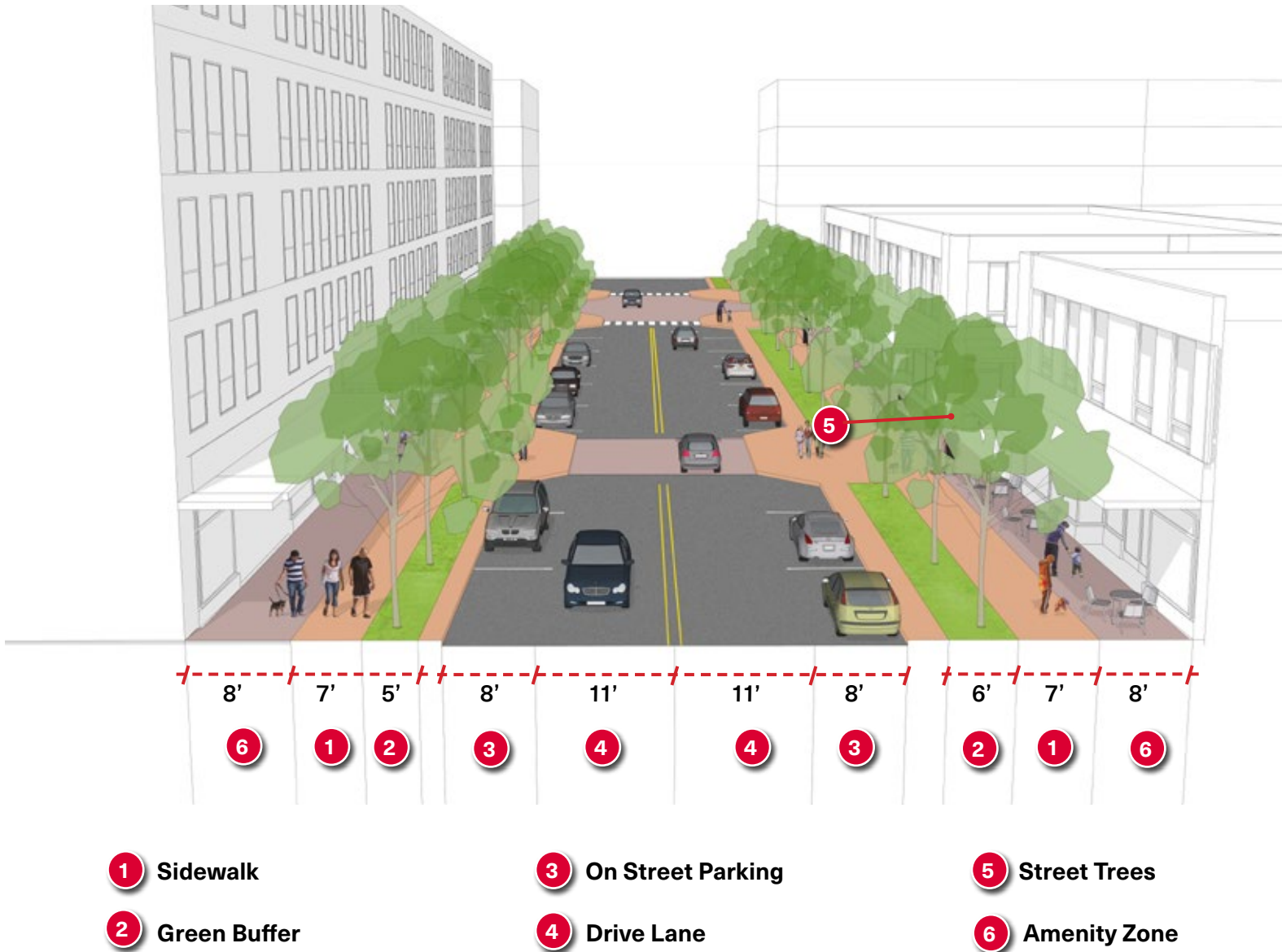
5 Street Trees

6 Activated Plaza

7 Multi-Use Path

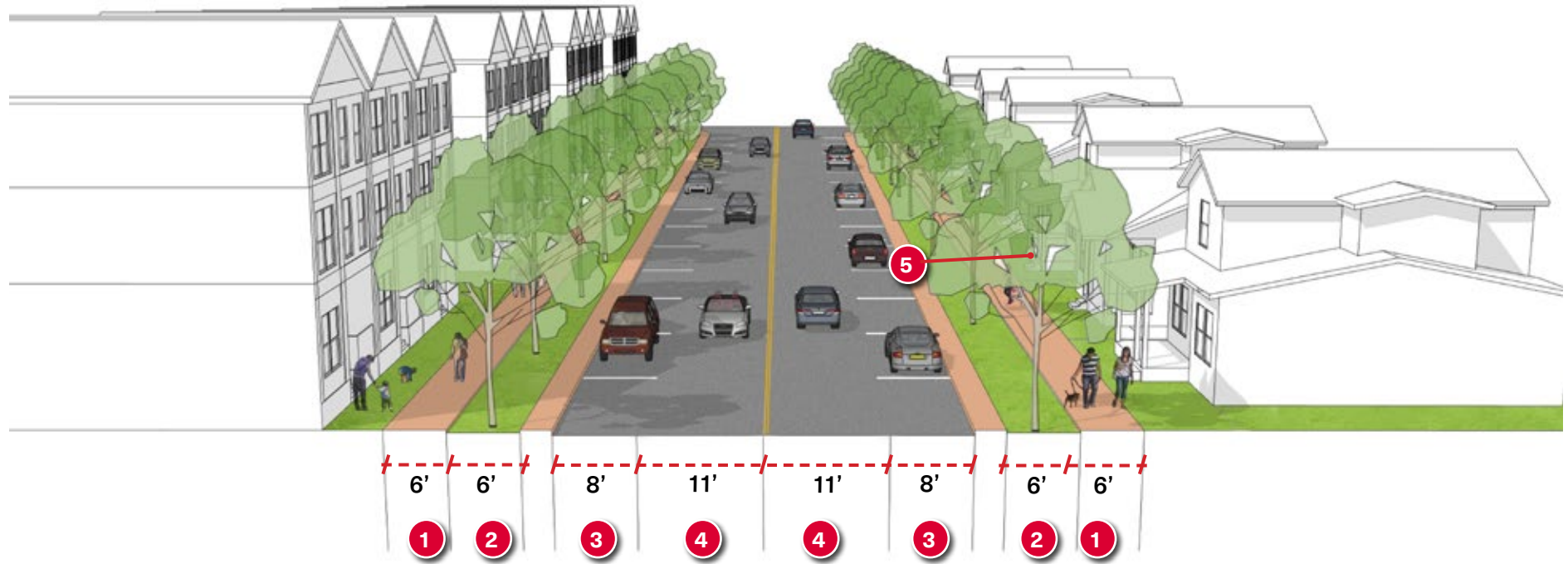
STREETSCAPE GUIDELINES

B. FESTIVAL STREET



STREETSCAPE GUIDELINES

C. TYPICAL RESIDENTIAL STREET



1 Sidewalk

2 Green Buffer

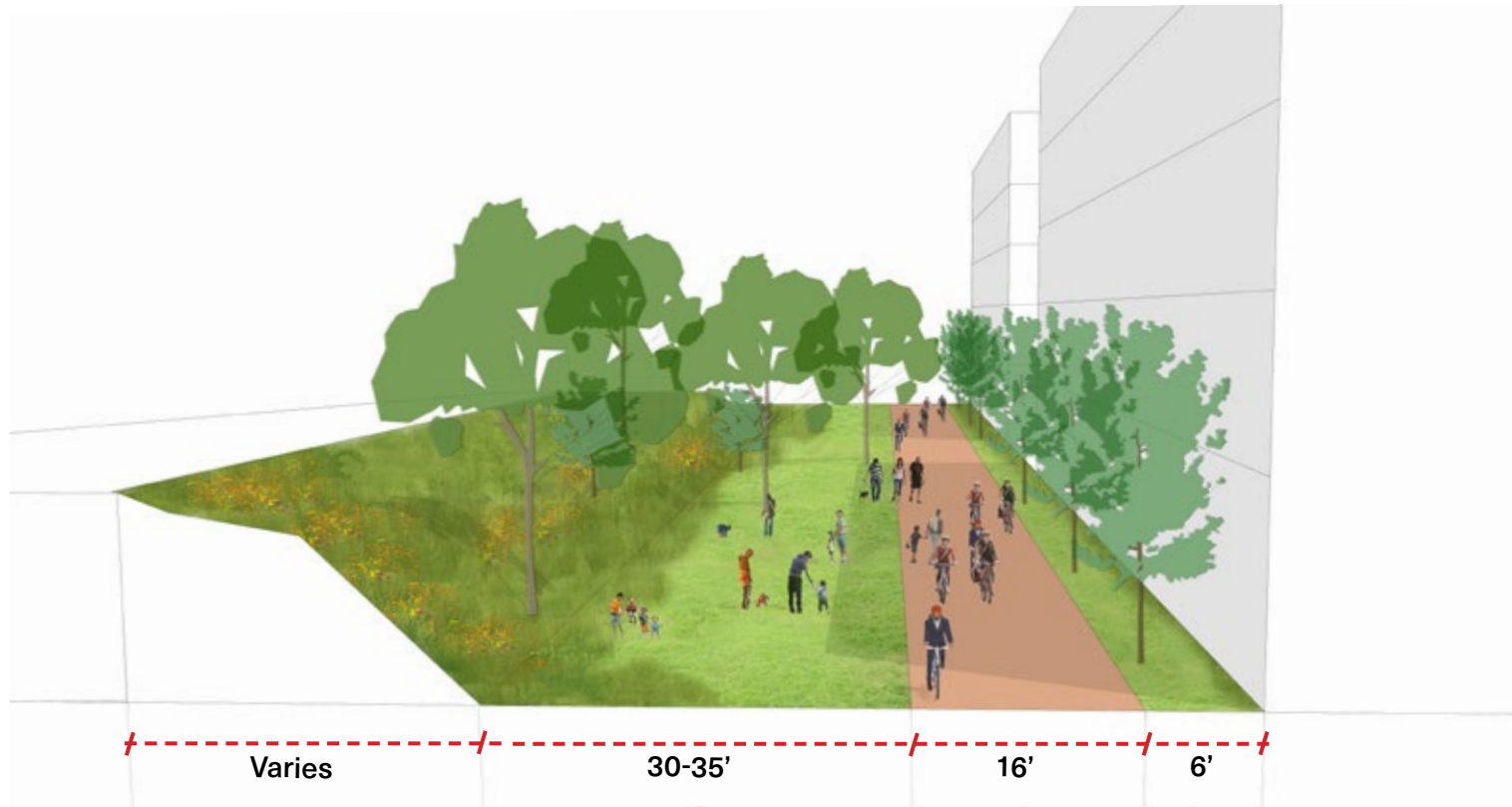
3 On Street Parking

4 Drive Lane

5 Street Trees

STREETSCAPE GUIDELINES

D. LINEAR PARK



Varies

30-35'

16'

6'

3

1

2

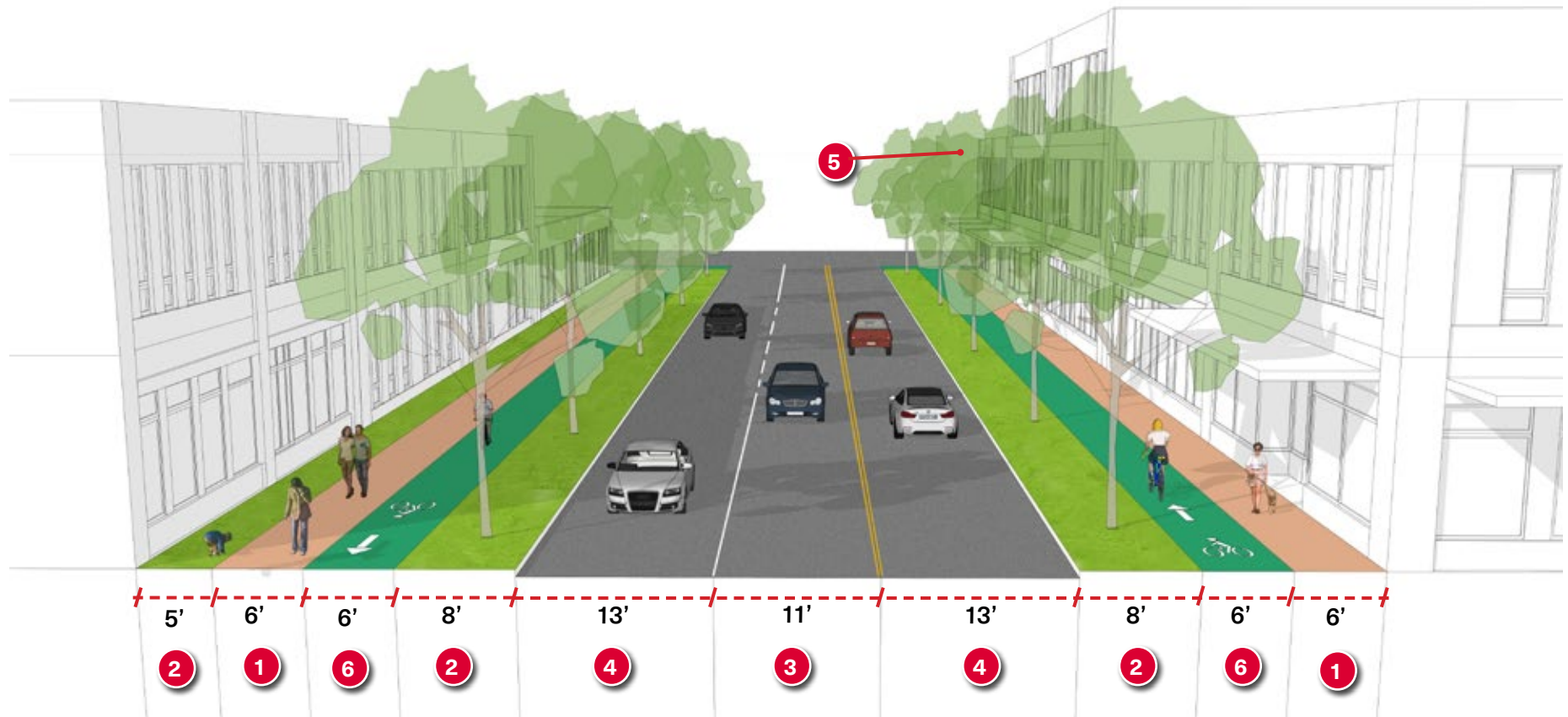
1 Multit-Use Path

2 Green Buffer

3 Linear Park

STREETSCAPE GUIDELINES

E. 1500 (TURNS INTO 400)



1 Sidewalk

2 Green Buffer

3 Turn Lane

4 Drive Lane

5 Street Trees

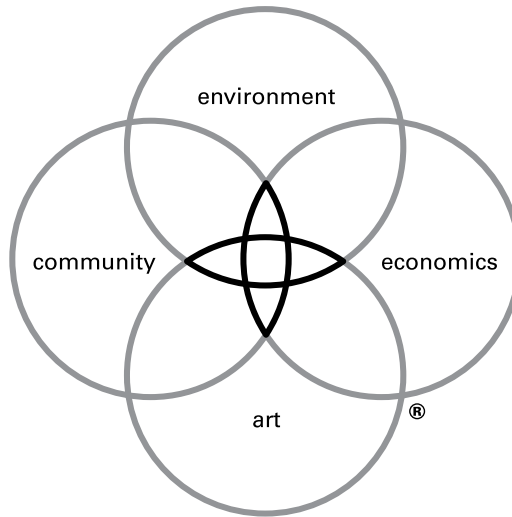
6 Bike Lane

IMPLEMENTATION

This chapter to be completed with 90% draft

PHASING AND IMPLEMENTATION

POLICY RECOMMENDATION



DW LEGACY DESIGN®

Legacy Design is the defining element of our practice. It is our commitment to an elevated level of design inquiry to arrive at the optimal solutions for clients. The process ensures that our projects reflect the critical issues facing the built environment and that they deliver measurable benefit to clients and communities. It is the foundation of the firm's workshop culture and guides all projects.

DESIGN GUIDELINES

CHARACTER ZONE	MIXED USE COMMERCIAL	HIGH DENSITY RESIDENTIAL	MEDIUM DENSITY RESIDENTIAL	AGRICULTURAL RESIDENTIAL
BUILDING MASSING AND FORM				
Max Building Height	Building not higher than 5 stories.	Building not higher than 4 stories	Building not higher than 3 stories	Building not higher than 2 stories
Horizontal Setback - Front	<p>Minimum: 0'</p> <p>Maximum: 10' for a maximum of 30% of the building</p> <p>For buildings with ground floor residential uses:</p> <p>Maximum: 15' for a maximum of 50% of the building</p>	<p>Minimum: 0'</p> <p>Maximum: 20'</p>	<p>Minimum: 10'</p> <p>Maximum: 25'</p>	NA
Horizontal Setback - Side	<p>Minimum: 0' except when adjacent to a residential zone. In that case a minimum 10' setback is required</p> <p>Maximum: 15'</p>	<p>Minimum: 0'</p> <p>Maximum: 20'max</p>	<p>Minimum: 10'</p> <p>Maximum: 25'max</p>	NA
Vertical Stepback	For buildings over 3 stories, a 6' vertical stepback is required after the 2nd story	For buildings over 3 stories, a 6' vertical stepback is required after the 2nd story	N/A	N/A
Building Length	Maximum: 80'	Maximum: 80'	Maximum: 60'	NA
Activated Ground Floor	Allowable ground floor uses: retail, restaurants, cultural, civic, office, and residential up to 60% of building	Residential, services	Residential	NA

CHARACTER ZONE	MIXED USE COMMERCIAL	HIGH DENSITY RESIDENTIAL	MEDIUM DENSITY RESIDENTIAL	AGRICULTURAL RESIDENTIAL
Roof	Flat roofs and gabled roofs allowed	Flat roofs and gabled roofs allowed	Simple gabled roofs encouraged	Simple gabled roofs
Entries	Ground Floor entries at min. every 40' on every retail/ commercial frontage Recessed: min. 4' depth, 8' width. Corner lots shall have one primary entry on one side of the building within 20' of the corner	Ground Floor entries at min. every 60' on every retail/ commercial frontage	All units shall have an entry to street. Entries must be elevated min. 24"/max. 36" above sidewalk	NA
Building Articulation	Required. Maximum length of blank wall: 30 feet. Provide variation in building articulation at a minimum of every 30 feet.	Required. Maximum length of blank wall: 30 feet. Provide variation in building articulation at a minimum of every 30 feet.	N/A	NA
MATERIALS				
Ground Floor Transparency	Minimum 60% for commercial uses	Minimum 40% for non-residential uses and 25% for residential uses	Street facing windows Minimum 25% of primary facade	NA
Primary Materials	Masonry, stone, brick, architectural concrete	Masonry, stone, brick, architectural concrete		
Secondary Materials	Wood, glass, metal, fiber cement siding	Wood, glass, metal, fiber cement siding		

DESIGN GUIDELINES

CHARACTER ZONE	MIXED USE COMMERCIAL	HIGH DENSITY RESIDENTIAL	MEDIUM DENSITY RESIDENTIAL	AGRICULTURAL RESIDENTIAL
Reflective Glasses	Ground floor: None allowed Upper floors: 25% maximum	Ground floor: None allowed Upper floors: None allowed	Ground floor: None allowed Upper floors: None allowed	NA
PUBLIC REALM STANDARDS				
Transition Zone	8' minimum	0' - 10' minimum	0' - 6' minimum	0' - 6' minimum
Amenity Zone	5' minimum, include planting	6' minimum, include planting	6' minimum, include planting	8' minimum, include planting/ bioswales
Sidewalk Zone	6' minimum	6' minimum	6' minimum	6' minimum
Landscape	Turf grass not allowed		Turf grass allowed. Dedicated irrigation must be provided	
Trees	Trees required; < or = to 30' on-center (for all land use types)			
PARKING				
Location	Should be placed on the side or behind buildings None allowed at front lot line May have Structured Parking	Should be placed on the side or behind buildings Max. 25% surface parking allowed at front lot line May have Structured Parking	Should be placed on the side or behind buildings Max. 35% surface parking allowed at front lot line	Individual parking garage
Driveway	Maximum 20' wide on one side of lot	Maximum 20' wide on one side of lot	Maximum 12' wide on one side of lot	NA
Setbacks and Screening	Min. 6' planted buffer from adjacent sidewalk or street	Min. 6' planted buffer from adjacent sidewalk or street	Min. 10' planted buffer from adjacent sidewalk or street	Min. 10' planted buffer from adjacent sidewalk or street