



**NOTICE OF MEETING AND AGENDA
PLANNING COMMISSION
AUGUST 25, 2026 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: July 28, 2026

Consent Agenda

The Consent Agenda includes 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 removed from the consent agenda and put on the regular administrative session meeting agenda for discussion. Without objections or comments, the item(s) will pass without further consideration.

- 1) Consideration of commercial site plan approval for Buc-ee's #84 located at 1388 N 2600 W in the RC-Regional Commercial Zone. This is an administrative land use decision applying existing City standards to a proposed development.
- 2) Consideration of commercial site plan approval for Sunpro Springville Core 3 Project with Corporate Office located at 1817 S 1750 W in the Regional Retail Commercial Zone. This is an administrative land use decision applying existing City standards to a proposed development.

Administrative Session - No Items

Legislative Session – Public Hearing

- 3) Springville Rising proposes amendments to Title 11, Article 3, Section 402 Definitions and to add Historic Residential Re-use, to Title 11 Article 4, Section 301 Land Use Matrix to include Historic Residential Re-use as a conditional use in the R1-5 Zone, and to Title 11, Article 2, Section 205 Specific Criteria for Consideration of a Conditional Use Permit to add conditions for Historic Residential Re-use.

The proposed amendment would permit the use of historic homes for commercial purposes in the R1-5 Zone within the Springville Historic District Overlay Zone if the property meets certain conditions. This is a legislative policy decision about the use of property within the R1-5 and Springville Historic District Overlay Zones. The Planning Commission will make a recommendation to the City Council. The City Council will make the final decision at a later public meeting.

- 4) Lakeside Land Partners, LLC, proposes amendments to Springville City Code Title 11 Chapter 9, The Lakeside Landing Special District Overlay Zone and Pattern Book.

The proposed amendments would increase the flexibility of the requirements for certain Lot Types and revise the North Part Regulating Plan to reconfigure thoroughfares and blocks to accommodate a proposed development. This is a legislative policy decision about the development standards in the Lakeside Landing Special District Overlay and Pattern Book. The Planning Commission will make a recommendation to the City Council. The City Council will make the final decision at a later public meeting.

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 August 21, 2026. 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.

IN ATTENDANCE

Commissioners Present: Brett Nelson, Hunter Huffman, Tyler Patching,
Peter Pratt, Mariah Hurst and BJ Smith

Commissioners Excused: Ralph Calder

City Staff: Josh Yost, Community Development Director
Heather Goins, Executive Assistant
Jeff Anderson, Assistant Public Works Director

City Council: Jake Smith, Mindi Wright

CALL TO ORDER

Chair Huffman called the meeting to order at 7:00 p.m.

APPROVAL OF THE AGENDA

Commissioner Nelson moved to approve the agenda as written. Commissioner Smith seconded the motion. The vote to approve the agenda was unanimous.

APPROVAL OF THE MINUTES

July 14, 2026

Commissioner Smith moved to approve the July 14, 2026 meeting minutes.

Commissioner Pratt seconded the motion. The vote to approve the meeting minutes was unanimous.

ADMINISTRATIVE SESSION

No Items

LEGISLATIVE SESSION:

- 1) Springville Public Works proposes an amendment to Springville Code Title 11, Chapter 6, and to formally adopt the new Flood Insurance Study (FIS) report and Flood Insurance Rate Maps (FIRMs) for Utah County and Incorporated Areas. The amendment was initiated by Jeff Anderson, Assistant Public Works Director.***

The proposed amendment would bring Springville code into compliance with the minimum requirements of the National Flood Insurance Program regulations in 44 CFR Part 60.3(d).

This is a legislative policy decision about complying with the standards of the National Flood Insurance Program.

The Planning Commission will make a recommendation to the City Council. The City Council will make the final decision at a later public meeting.

Jeff Anderson arrived at 7:11 p.m.

Jeff Anderson, Assistant Public Works Director, presented an overview of proposed updates to the City's flood maps and Flood Damage Prevention Ordinance. The updates are necessary to maintain the City's participation in the National Flood Insurance Program (NFIP) and comply with updated federal requirements. The updated flood maps for Utah County and incorporated areas became effective June 23, 2026, and the City must adopt the updated maps and amend its ordinance by August 27, 2026.

Assistant Director Anderson explained that the updated mapping primarily benefits Springville by reducing the areas designated as being within the 100-year floodplain, particularly on the west side of I-15. Some properties that were previously subject to flood insurance requirements may no longer be within the 100-year floodplain. The updated maps also establish floodway designations and incorporate Utah Lake-related flood mapping.

Staff reviewed three proposed amendments to Title 11, Chapter 6 of the Springville City Code:

- **Section 11-6-605:** Basis for Establishing Areas of Special Flood Area. Updates the effective date of the adopted flood maps from June 19, 2020, to June 23, 2026. Ensures the ordinance references current FEMA approved FIS report. FSH and FIRMs remain automatically adopted by reference.
- **Section 11-6-610:** Adds a "no-rise" standard, as required by federal regulations, prohibiting development in certain floodway zones from increasing the base flood elevation by more than 1 foot.
- **Section 11-6-627:** Adds a severability provision specifying that if a portion of the ordinance is found to be unconstitutional, only that portion is considered void rather than the entire chapter.

The proposed changes were reviewed by FEMA and the State, and both agreed with the City's assessment that the amendments meet the minimum federal requirements. The ordinance update would have no immediate impact on the City's budget.

The Commission discussed the possibility of future flood mitigation projects along Hobble Creek, including potential levees, trails, recreation opportunities, and other improvements. Assistant Director Anderson explained that the City is pursuing grant funding for flood mitigation and that future projects could potentially incorporate recreational improvements, including trails along levees. The Commission discussed the possibility of coordinating future efforts with existing master plans and obtaining public input through the Community Board.

Assistant Director Anderson explained that the City is currently working through environmental assessment and watershed planning processes to evaluate potential flood mitigation alternatives and their impacts. Future design work would consider applicable park and trail master plans and incorporate community input.

90 The Commission also discussed the effect of the updated maps on residential
91 properties. Assistant Director Anderson indicated that the changes have generally been
92 beneficial and that the City was unaware of residential properties on the west side that
93 had been adversely affected. Property owners affected by changes to the floodplain
94 boundaries were notified by the State, County, and FEMA.

95 Chair Huffman opened the Public Hearing at 7:37 p.m. Seeing no speakers,
96 Commissioner Nelson moved to close the Public Hearing. Commissioner Patching
97 seconded. The public hearing was closed at 7:37 p.m.

98
99 Following closure of the public hearing, the Commission continued discussion regarding
100 the importance of considering future flood mitigation projects from a broader planning
101 perspective, including potential impacts to the City's budget, trail system, and master
102 planning efforts.

103 Commissioner Hurst moved to recommend approval of an ordinance amending Title 11,
104 Chapter 6 of the Springville City Code (Flood Damage Prevention Ordinance) to meet
105 the minimum requirements of the National Flood Insurance Program regulations in 44
106 CFR Part 60.3(d), and to formally adopt the new Flood Insurance Study (FIS) report and
107 Flood Insurance Rate Maps (FIRMs) for Utah County and Incorporated Areas, effective
108 June 23, 2026, as presented, to the City Council. Commissioner Nelson seconded the
109 motion. The vote to approve the Legislative Session item was unanimous.

110
111 With nothing further to discuss, Commissioner Nelson moved to adjourn the meeting.
112 Commissioner Patching seconded the motion. Chair Huffman adjourned the meeting at
113 7:41 p.m.



**PLANNING COMMISSION
STAFF REPORT**

Agenda Item #1
August 25, 2026

August 21, 2026

TO: Planning Commission Members

FROM: Carla Wiese, Planner

RE: **Buc-ees #84 seeking site plan approval for travel center located at 1388 N 2600 W in the RC-Regional Commercial Zone.**

Petitioner: Buc-ee's #84
1388 N 2600 W
Springville, UT 84663

Summary of Issues

Does the proposed site plan meet the requirements of Springville City Code?

Background

The proposed 74,000 square foot travel center will be constructed on Parcels 23:024: 0064 and 23:024: 0066.

Analysis

DEVELOPMENT REVIEW COMMITTEE (DRC)

The Development Review Committee reviewed the site plan on April 9, 2026, and provided the applicant with a copy of redlined comments on the submitted plans and checklist. Any items not addressed or any additional revisions needed are listed below in the "POST DRC COMMENTS" section.

POST DRC COMMENTS

Conditions of approval are attached

Staff Recommendation

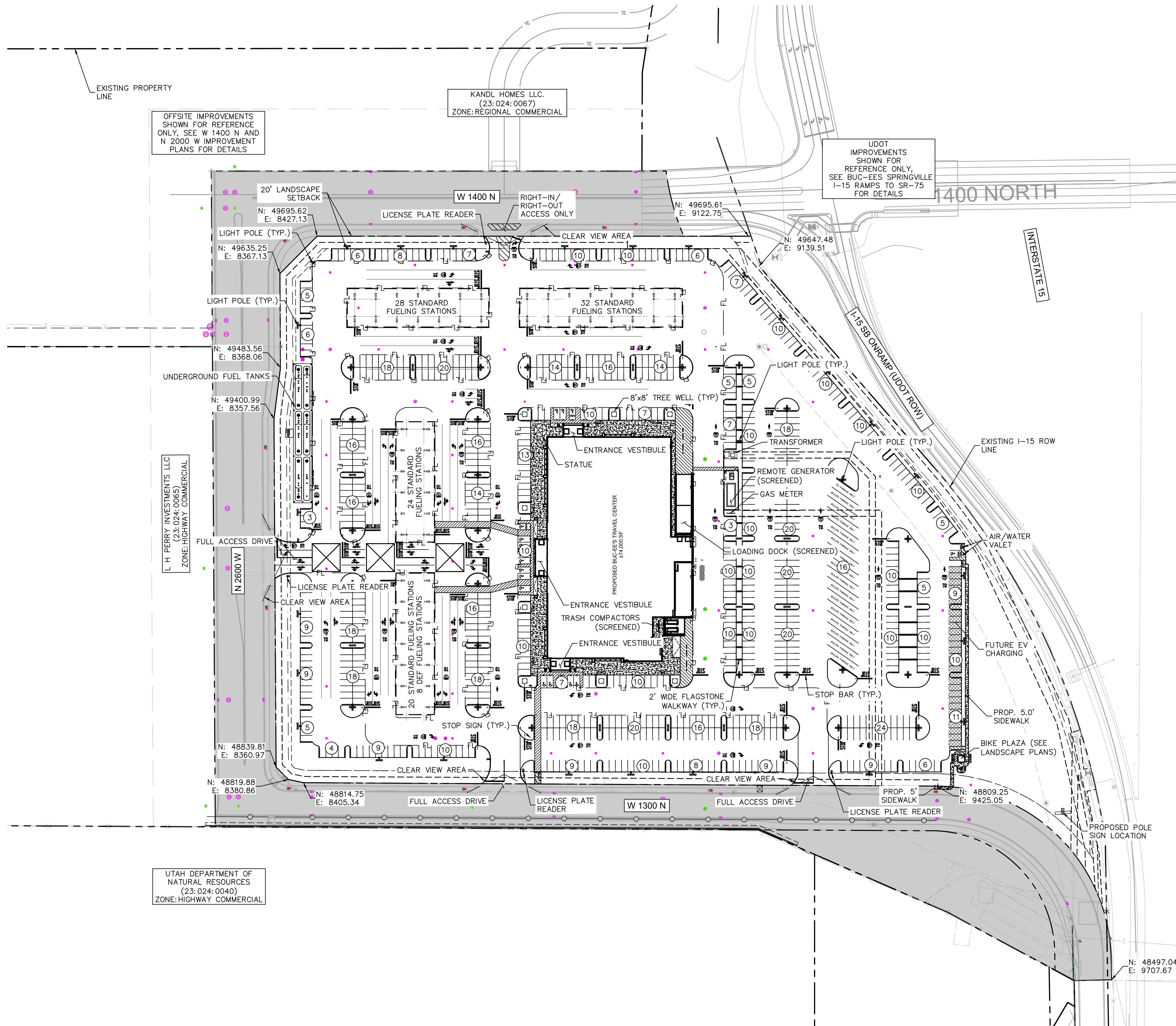
Staff finds the site plan meets Springville City Code and recommends approval contingent upon final review of the latest revisions by the City's Chief Engineer.

Recommended Motion

Move to grant site plan approval for Buc-ee's #84 Travel Center located at 1388 N 2600 W.

Site Plan

DWG PATH C:\ACC\ACCD\CS\KINLEY\HORN\190294001_BUC-EE'S #64 SPRINGVILLE\PROJECT FILES\CADD\PLANS\SHEETS\ONSITE PLANS
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific



LEGEND:

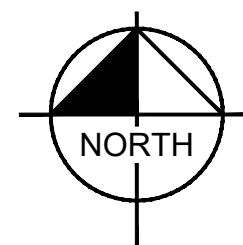
- | | |
|-------------|------------------------|
| — — — — — | PARCEL BOUNDARY |
| — — — — — | RIGHT-OF-WAY |
| - - - - - | BUILDING SETBACK |
| - - - - - | PROPOSED EASEMENT LINE |
| — — — — — | LANDSCAPE SETBACK |
| — FL — FL — | FIRE LINE STRIPING |
| — — — — — | CLEAR VIEW AREA |

-  CONCRETE SIDEWALK
 FUTURE EV CHARGING

- | | |
|---|---------------------------|
|  | ACCESSIBLE PARKING SYMBOL |
|  | GRATE INLET |
|  | FIRE HYDRANT |
|  | SITE LIGHTS |
|  | PARKING COUNT |
|  | STORM MANHOLE |
|  | SEWER MANHOLE |

SITE DATA TABLE

BUILDING SF	74,000 SF	
TOTAL PARCEL AREA	±22.26 ACRES	
DEDICATED ROW	±6.58 ACRES	
	<u>EXISTING</u>	<u>PROPOSED</u>
LOT 1 IMPERVIOUS AREA	0%	82%
LOT 1 PERVIOUS AREA	100%	18%
<u>LOT 1 BUILDING SETBACKS</u>	<u>REQUIRED</u>	<u>PROVIDED</u>
FRONT: N 2600 W	25'	407'
REAR: I-15	25'	382'
SIDE: 1300 N	20'	182'
SIDE: 1400 N	20'	303'
<u>LOT 1 LANDSCAPE SETBACKS</u>	<u>REQUIRED</u>	<u>PROVIDED</u>
FRONT: N 2600 W	20'	20' MIN
REAR: I-15	20'	20' MIN
SIDE: 1300 N	20'	20' MIN
SIDE: 1400 N	20'	20' MIN
PARKING LOT LANDSCAPE	8.0%	8.1%
<u>LOT 1 PARKING</u>	<u>REQUIRED</u>	<u>PROVIDED</u>
STANDARD PARKING	247	764 SPACES
FUEL PUMP SPACES	--	112 SPACES
ACCESSIBLE SPACES	2% TOTAL = 15	20 SPACES
FUTURE EV. SPACES	--	27 SPACES
RV SPACES	--	16 SPACES
TOTAL VEHICLE SPACES	(1 PER 300 SF) = 247	939 SPACES
BIKE PARKING	12	22



GRAPHIC SCALE IN FEET



A horizontal scale bar with four segments. The top segment is white and labeled '0' at the left and '40' at the right. The second segment is black and labeled '80' at the right. The third segment is white and labeled '160' at the right. The bottom segment is black.



Know what's **below**.
Call before you dig.

SITE PLAN

BUC-EE'S #84 - SPRINGVILLE, UT
PREPARED FOR
BUC-EE'S SLEEPY HOLLOW, LLC

CITY OF SPRINGVILLE

SHEET NUMBER
C-04

90%
NOT FOR
CONSTRUCTION
OR RECORDING

KHA PROJECT 196094001	DATE 08/07/2026	SCALE	AS SHOWN	DESIGNED BY	LES	DRAWN BY	JWD	CHECKED BY	KEW
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Kimley»»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
6200 SOUTH STRACUSE WAY, SUITE 300
GREENWOOD VILLAGE, COLORADO 80111
PHONE: (303) 228-2300

REVISIONS

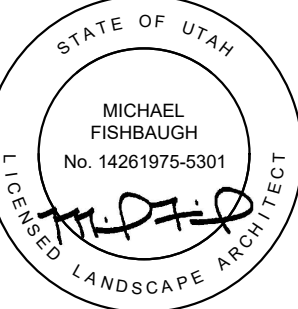
No.

BY

Landscape Plan



PROFESSIONAL SEAL:



DATE SEALED: 08/06/2026

PROJECT NAME:

**BUC-EE'S #84
SPRINGVILLE**

OWNER:

BUC-EE'S, LTD.

PROJECT LOCATION:

**SPRINGVILLE,
UT**

ISSUED FOR:

**CITY
SUBMITTAL**

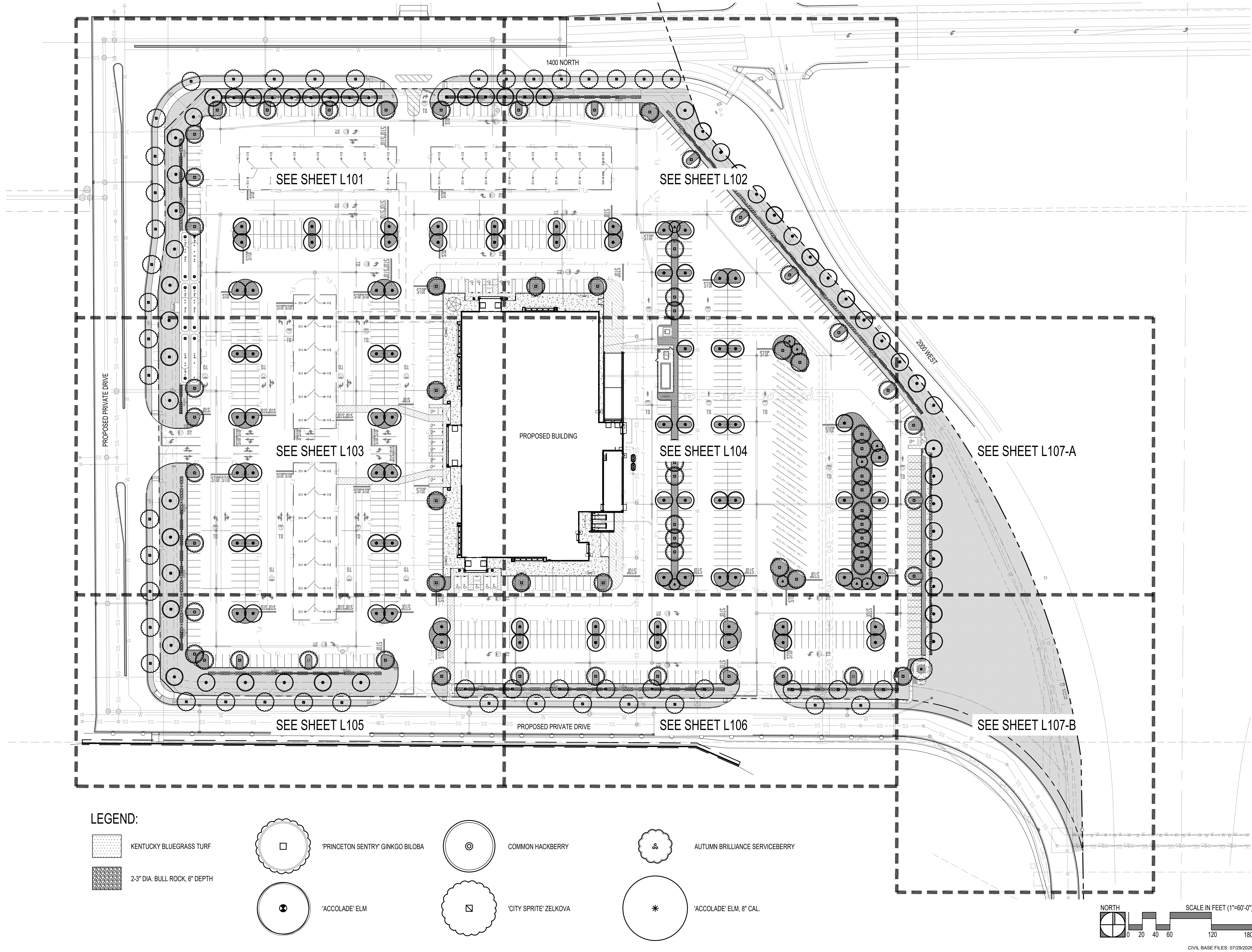
REVISIONS:

PROJECT #: 001-25-04
DATE PRINTED: 08/06/2026

DRAWING TITLE:
**OVERALL
LANDSCAPE
PLAN**

SHEET NO.:

L100



Conditions of Approval/DRC Comment Summary

Buc-ee's #84 Springville -Commercial Site Plans - 3rd Submittal.pdf Markup Summary

Jade Jensen (6)



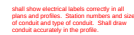
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Page Label: [1] C-01 COVER SHEET
Author: Jade Jensen
Date: 8/17/2026 4:34:28 PM
Status:
Color: ■
Layer:
Space:

all proposed and existing power easements shall be drawn, labeled, and described on plat.



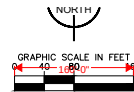
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Page Label: [1] C-01 COVER SHEET
Author: Jade Jensen
Date: 8/17/2026 4:39:02 PM
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Color: ■
Layer:
Space:

shall label size of conduits on electrical. Shall label all electrical structures. Shall provide easements or PUE for all existing electrical conduits, overhead electrical conductors, and electrical structures.



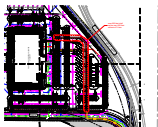
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Page Label: [1] C-01 COVER SHEET
Author: Jade Jensen
Date: 8/18/2026 1:19:12 PM
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Color: ■
Layer:
Space:

shall show electrical labels correctly in all plans and profiles. Station numbers and size of conduit and type of conduit. Shall draw conduit accurately in the profile.



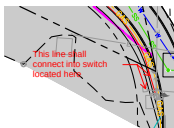
Subject: Length Measurement
Page Label: [54] C-13 OVERALL UTILITY PLAN
Author: Jade Jensen
Date: 8/17/2026 4:02:11 PM
Status:
Color: ■
Layer:
Space:

160'-0"



Subject: Cloud+
Page Label: [54] C-13 OVERALL UTILITY PLAN
Author: Jade Jensen
Date: 8/17/2026 4:12:02 PM
Status:
Color: ■
Layer:
Space:

over 600 feet shall not be over 600 feet without a PJ-box

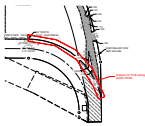


Subject: Callout
Page Label: [54] C-13 OVERALL UTILITY PLAN
Author: Jade Jensen
Date: 8/17/2026 4:16:05 PM
Status:
Color: ■
Layer:
Space:

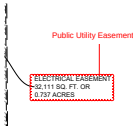
This line shall connect into switch located here

Preliminary Plat - Hobble Creek Beaver Habitat 2026-0812.pdf Markup Summary

Tana Uyema (4)



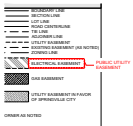
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Page Label: [3] x196094001 - Plat - Rev4-3
Author: Tana Uyema
Date: 8/17/2026 8:25:13 AM
Status:
Color: ■
Layer:
Space:



Subject: Cloud+
Page Label: [3] x196094001 - Plat - Rev4-3
Author: Tana Uyema
Date: 8/17/2026 8:25:44 AM
Status:
Color: ■
Layer:
Space:

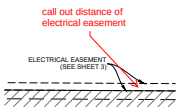


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Color: ■
Layer:
Space:

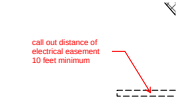


Subject: Cloud+
Page Label: [3] x196094001 - Plat - Rev4-3
Author: Tana Uyema
Date: 8/17/2026 8:29:16 AM
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Space:

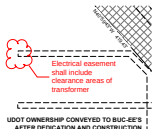
Jade Jensen (4)



Subject: Callout
Page Label: [2] x196094001 - Plat - Rev4-2
Author: Jade Jensen
Date: 8/18/2026 1:11:36 PM
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Color: ■
Layer:
Space:

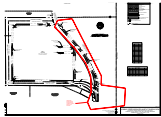


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Author: Jade Jensen
Date: 8/18/2026 1:12:57 PM
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Color: ■
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Subject: Cloud+
Page Label: [2] x196094001 - Plat - Rev4-2
Author: Jade Jensen
Date: 8/18/2026 1:12:50 PM
Status:
Color: ■
Layer:
Space:

Electrical easement shall include clearance areas of transformer



Subject: Cloud+
Page Label: [3] x196094001 - Plat - Rev4-3
Author: Jade Jensen
Date: 8/18/2026 1:14:40 PM
Status:
Color: ■
Layer:
Space:

shall provide easements for all existing electrical conduits, conductors, and electrical structures.

Buc-ee's -84 Springville - Offsite Improvement Plans.pdf Markup Summary

Tana Uyema (1)



Subject: Cloud+

Page Label: [61] CIP-65 WATER PLAN AND PROFILE- 7

Author: Tana Uyema

Date: 8/17/2026 10:35:13 AM

Status:

Color: ■

Layer:

Space:

BRING TEXT TO FRONT.

Jade Jensen (5)

shall show electrical labels correctly in all plans and profiles. Station numbers and size of conduit and type of conduit. Shall draw conduit accurately in the profile.

Subject: Text Box

Page Label: [1] CIP-1 ROADWAY COVER SHEET

Author: Jade Jensen

Date: 8/18/2026 1:19:44 PM

Status:

Color: ■

Layer:

Space:

shall show electrical labels correctly in all plans and profiles. Station numbers and size of conduit and type of conduit. Shall draw conduit accurately in the profile.



Subject: Cloud+

Page Label: [24] CIP-68 WATER PLAN AND PROFILE- 10

Author: Jade Jensen

Date: 8/18/2026 9:32:27 AM

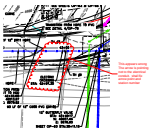
Status:

Color: ■

Layer:

Space:

Shall show existing electrical in this area. May have crossings.



Subject: Cloud+

Page Label: [10] CIP-72 WATER PLAN AND PROFILE- 14

Author: Jade Jensen

Date: 8/18/2026 1:01:04 PM

Status:

Color: ■

Layer:

Space:

This appears wrong The arrow is pointing not to the electrical conduit. shall fix arrow point and station number



Subject: Cloud+

Page Label: [16] CIP-79 ELECTRIC AND LIGHTING PLAN

Author: Jade Jensen

Date: 8/18/2026 1:04:17 PM

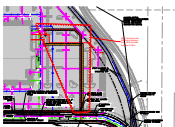
Status:

Color: ■

Layer:

Space:

Springville City Power is not seeing these plans in review. Shall provide in review



Subject: Cloud+

Page Label: [16] CIP-79 ELECTRIC AND LIGHTING PLAN

Author: Jade Jensen

Date: 8/18/2026 1:05:16 PM

Status:

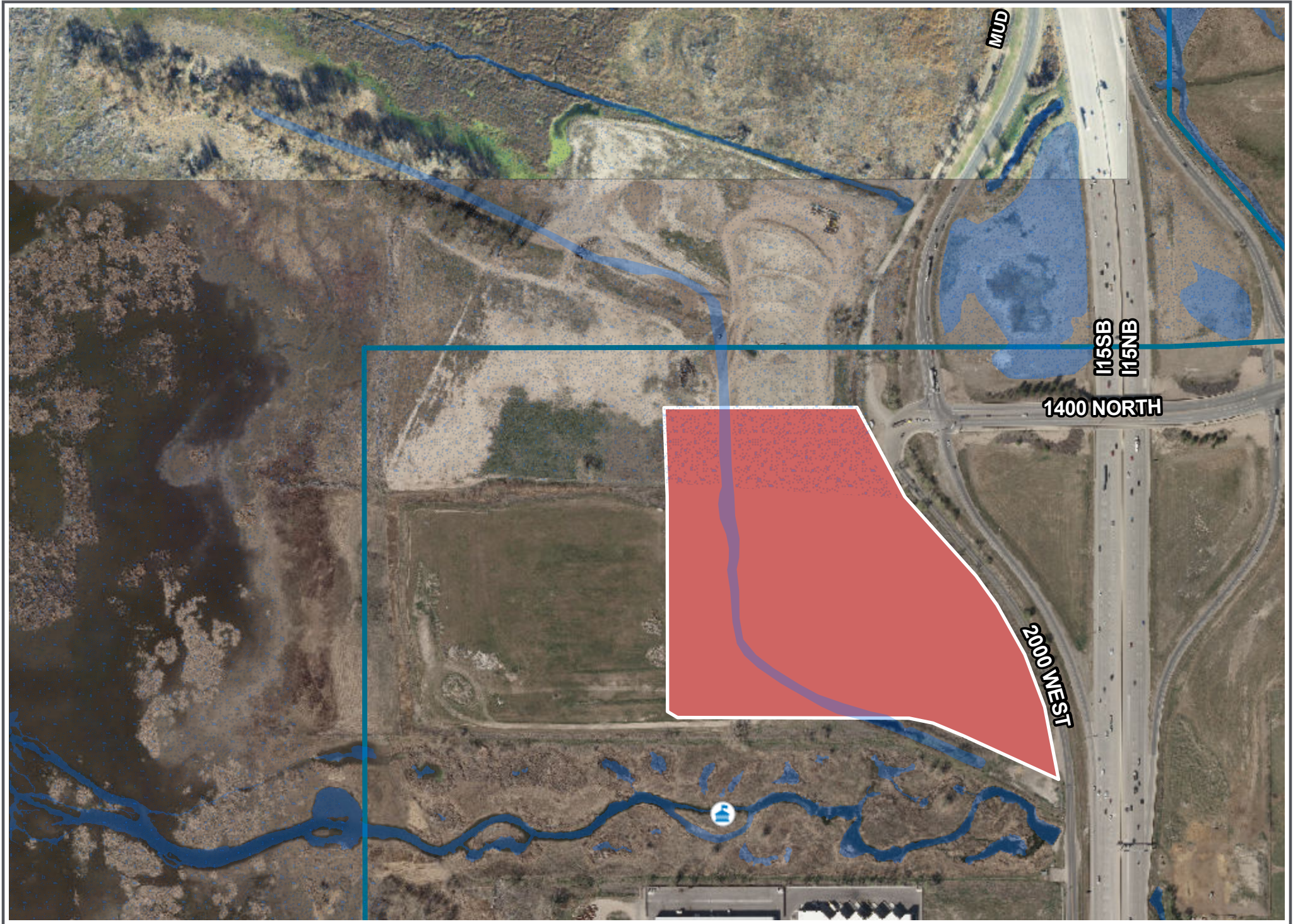
Color: ■

Layer:

Space:

Shall not have over 600 feet of primary pull. Shall provide another PJ-Box

Aerial



Buc-ee's #84 Site Plan



**PLANNING COMMISSION
STAFF REPORT**

Agenda Item #2
August 25, 2026

August 21, 2026

TO: Planning Commission Members

FROM: Carla Wiese, Planner

RE: **Sunpro Springville Core 3 Project with Corporate Office
located at 1817 S 1750 W in the Regional Retail
Commercial Zone.**

Petitioner: Sunpro
1817 S 1750 W
Springville, UT 84663

Summary of Issues

Does the proposed site plan meet the requirements of Springville City Code?

Background

The proposed Sunpro Springville Core 3 Project with Corporate office is comprised of Corporate office 14,000 SF Retail Building 15,756 SF and Millwork building 37,500 SF. Total acreage of buildings is 2.32 acres.

Analysis

DEVELOPMENT REVIEW COMMITTEE (DRC)

The Development Review Committee reviewed the site plan on June 29, 2026, and provided the applicant with a copy of redlined comments on the submitted plans and checklist. Any items not addressed or any additional revisions needed are listed below in the "POST DRC COMMENTS" section.

POST DRC COMMENTS

Conditions of approval are attached

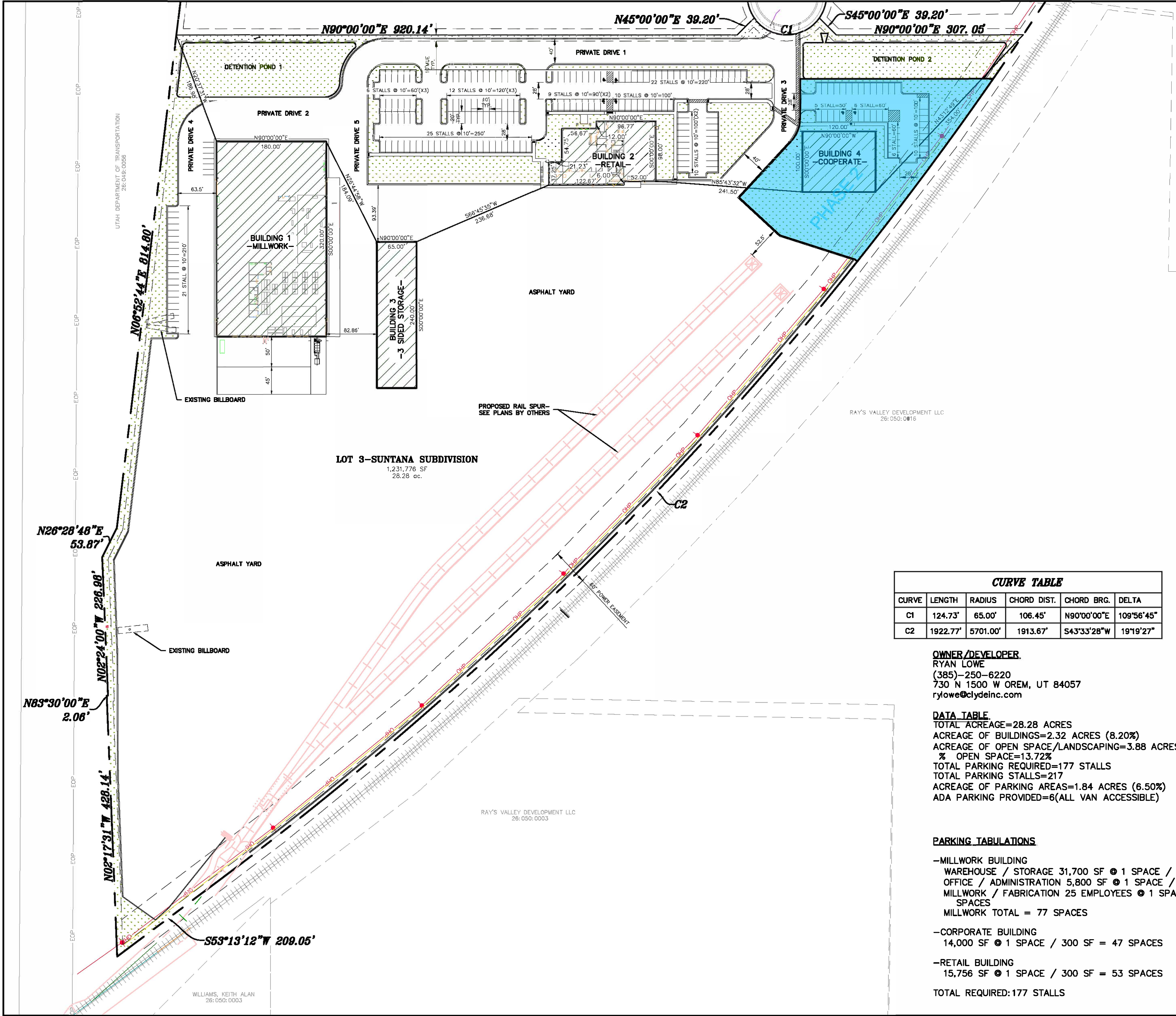
Staff Recommendation

Staff find the site plan meets Springville City Code and recommends approval contingent upon final review of the latest revisions by the City's Chief Engineer.

Recommended Motion

Move to grant site plan approval for Sunpro Springville Core 3 Project with Corporate Office located at 1817 S 1750 W the RRC-Regional Retail Commercial Zone.

Site Plan



VICINITY MAP
-NTS-

LEGEND

- EXISTING POWER POLE
- PROPOSED STREET LIGHT
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING STREET LIGHT
- EXISTING SIGN
- PROPOSED FIRE HYDRANT
- PROPOSED WATER VALVE
- PROPERTY BOUNDARY
- CENTERLINE
- RIGHT-OF-WAY LINE
- LOT LINE
- SECTION LINE
- EASEMENT
- EXISTING DEED LINE
- EDGE OF PAVEMENT
- EXISTING OVER HEAD POWER
- EXISTING FENCE LINE
- EXISTING SANITARY SEWER W/MANHOLE
- EXISTING STORM DRAIN W/MH
- EXISTING WATER
- EXISTING PRESSURIZED IRRIGATION
- PROPOSED SEWER
- PROPOSED STORM DRAIN
- PROPOSED CULINARY WATER
- PROPOSED PRESSURIZED IRRIGATION (PURPLE PVC)
- LANDSCAPE AREA



SCALE 1" = 80'
(24"x36")
SCALE 1" = 160'
(11"x17")

CURVE TABLE					
CURVE	LENGTH	RADIUS	CHORD DIST.	CHORD BRG.	DELTA
C1	124.73'	65.00'	106.45'	N90°00'00"E	109°56'45"
C2	1922.77'	5701.00'	1913.67'	S43°33'28"W	19°19'27"

OWNER/DEVELOPER
RYAN LOWE
(385)-250-6220
730 N 1500 W OREM, UT 84057
rylowe@clydeinc.com

DATA TABLE
TOTAL ACREAGE=28.28 ACRES
ACREAGE OF BUILDINGS=2.32 ACRES (8.20%)
ACREAGE OF OPEN SPACE/LANDSCAPING=3.88 ACRES
% OPEN SPACE=13.72%
TOTAL PARKING REQUIRED=177 STALLS
TOTAL PARKING STALLS=217
ACREAGE OF PARKING AREAS=1.84 ACRES (6.50%)
ADA PARKING PROVIDED=6(ALL VAN ACCESSIBLE)

PARKING TABULATIONS

-MILLWORK BUILDING
WAREHOUSE / STORAGE 31,700 SF @ 1 SPACE / 1,000 SF = 32 SPACES
OFFICE / ADMINISTRATION 5,800 SF @ 1 SPACE / 300 SF = 20 SPACES
MILLWORK / FABRICATION 25 EMPLOYEES @ 1 SPACE / EMPLOYEE = 25 SPACES
MILLWORK TOTAL = 77 SPACES

-CORPORATE BUILDING
14,000 SF @ 1 SPACE / 300 SF = 47 SPACES

-RETAIL BUILDING
15,756 SF @ 1 SPACE / 300 SF = 53 SPACES

TOTAL REQUIRED:177 STALLS

SHEET NO.
2

NO.	REVISIONS	BY	DATE
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			

OVERALL SITE PLAN

SUNPRO SITE PLAN

SPRINGVILLE, UTAH

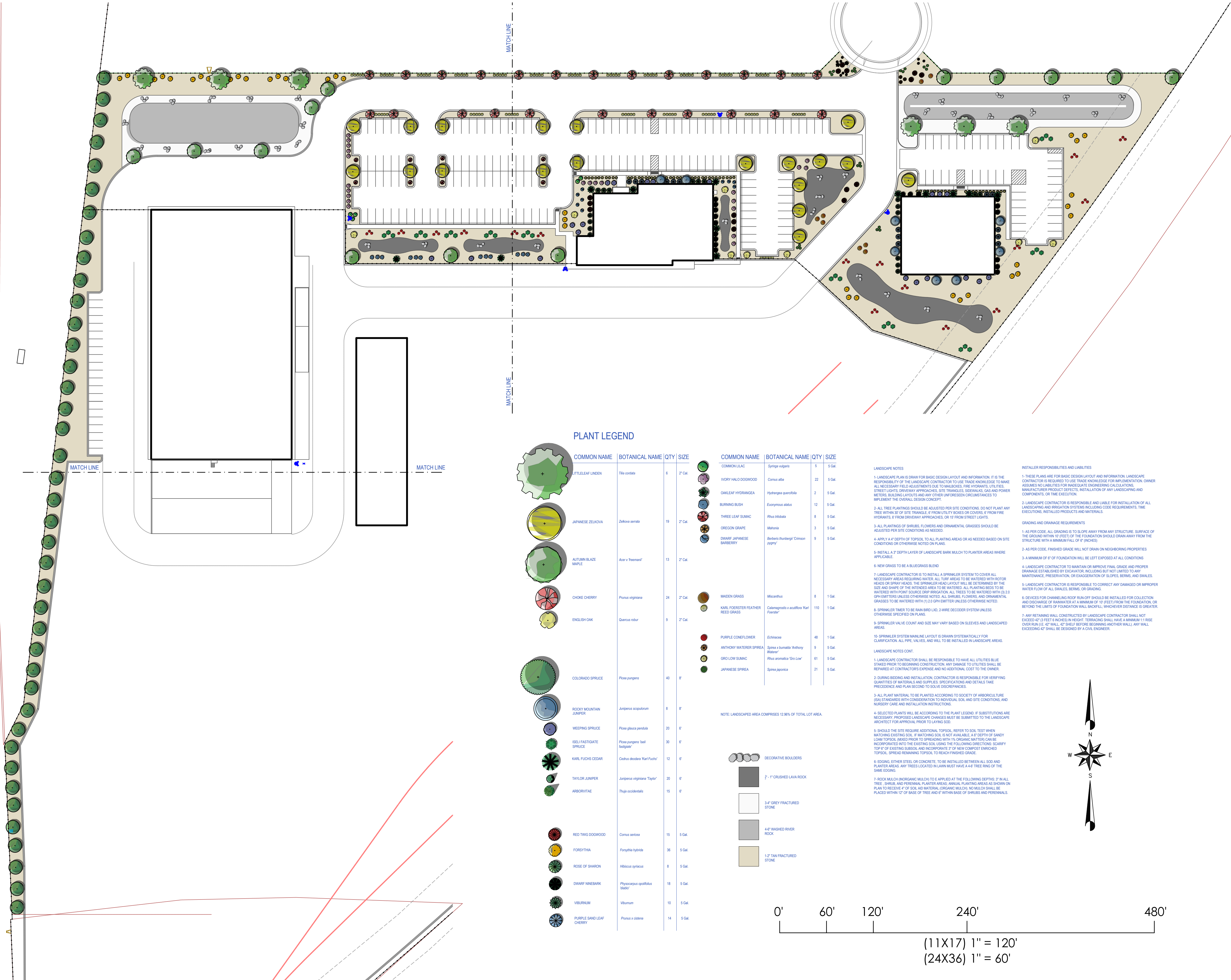
ATLAS ENGINEERING
CIVIL · STRUCTURAL · SURVEY

PHONE: 801-555-1556
945 E. 800 N. SUITE A
SPRINGVILLE, UT 84603

ATLAS ENGINEERING
CIVIL · STRUCTURAL · SURVEY

C:\USERS\BRENNAN\CONEDRIVE - ATLAS ENGINEERING\LO OPERATIONS - COMMUNICATION SITE\1.1 - CIVIL\2025\15-001 SUNPRO SITE SPRINGVILLE\CADD\FINAL\02 SITE PLAN.DWG

Landscape Plan



PLANT LEGEND

COMMON NAME	BOTANICAL NAME	QTY	SIZE	COMMON NAME	BOTANICAL NAME	QTY	SIZE
LITTLELEAF LINDEN	<i>Tilia cordata</i>	6	2" Cal.	COMMON LILAC	<i>Syringa vulgaris</i>	5	5 Gal.
JAPANESE ZELKOVIA	<i>Zelkova serrata</i>	19	2" Cal.	HORY WALD DOGWOOD	<i>Cornus alba</i>	22	5 Gal.
AUTUMN BLAZE MAPLE	<i>Acer x 'Brasant'</i>	13	2" Cal.	OAKLEAF HYDRANGEA	<i>Hydrangea quercifolia</i>	2	5 Gal.
CHOKE CHERRY	<i>Prunus virginiana</i>	24	2" Cal.	BURNING BUSH	<i>Eurovynus alatus</i>	12	5 Gal.
ENGLISH OAK	<i>Quercus robur</i>	9	2" Cal.	THREE LEAF SUMAC	<i>Rhus typhota</i>	8	5 Gal.
COLORADO SPRUCE	<i>Picea pungens</i>	40	8"	OREGON GRAPE	<i>Mahonia</i>	3	5 Gal.
ROCKY MOUNTAIN JUNIPER	<i>Juniperus scopulorum</i>	8	8"	DWARF JAPANESE BARBERRY	<i>Berberis thunbergii 'Comon pyram'</i>	9	5 Gal.
WEeping SPRUCE	<i>Picea glauca pendula</i>	20	6"				
USUL FASTIGIATE SPRUCE	<i>Picea pungens 'bell fastigiate'</i>	30	6"				
KARL FUCHS CEDAR	<i>Cedrus deodora Karl Fuchsi</i>	12	8"				
TAYLOR JUNIPER	<i>Juniperus virginiana 'Taylor'</i>	20	6"				
ABROTINAE	<i>Thuja occidentalis</i>	15	6"				
RED TWIG DOGWOOD	<i>Cornus sericea</i>	15	5 Gal.				
FORESYTHIA	<i>Forsythia hybrida</i>	36	5 Gal.				
ROSE OF SHARON	<i>Hibiscus syriacus</i>	8	5 Gal.				
DWARF NINEBARK	<i>Physocarpus opulifolius 'Nanum'</i>	18	5 Gal.				
VIBURNUM	<i>Viburnum</i>	10	5 Gal.				
PURPLE SAND LEAF CHERRY	<i>Prunus x cistena</i>	14	5 Gal.				

LANDSCAPE NOTES

1. LANDSCAPE PLAN IS DRAW FOR BASIC DESIGN LAYOUT AND INFORMATION. IT IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO USE TRADE KNOWLEDGE TO MAKE ALL NECESSARY FIELD ADJUSTMENTS DUE TO UTILITIES, FIRE HYDRANTS, UTILITIES, STREET LIGHTS, DRIVEWAY APPROACHES, SITE TRIANGLES, SIDEWALKS, GAS AND POWER METERS, BUILDING LAYOUTS AND ANY OTHER UNPUBLISHED CONSTRAINTS TO IMPLEMENT THE OVERALL DESIGN CONCEPT.

2. ALL TREE PLANTINGS SHOULD BE ADJUSTED PER SITE CONDITIONS. DO NOT PLANT ANY TREE WITHIN 30' OF SITE TRIANGLE, 8' FROM UTILITY BOXES OR COVERS, 6' FROM FIRE HYDRANTS, 6' FROM DRIVEWAY APPROACHES, OR 10' FROM STREET LIGHTS.

3. ALL PLANTINGS OF SHRUBS, FLOWERS AND ORNAMENTAL GRASSES SHOULD BE ADJUSTED PER SITE CONDITIONS AS NEEDED.

4. APPLY A 4" DEPTH OF TOPSOIL TO ALL PLANTING AREAS OR AS NEEDED BASED ON SITE CONDITIONS OR OTHERWISE NOTED ON PLANS.

5. INSTALL A 3" DEPTH LAYER OF LANDSCAPE BARK MULCH TO PLANTER AREAS WHERE APPLICABLE.

6. NEW GRASS TO BE A BLUEGRASS BLEND.

7. LANDSCAPE CONTRACTOR IS TO INSTALL A SPRINKLER SYSTEM TO COVER ALL NECESSARY AREAS REQUIRING WATER. ALL TURF AREAS TO BE WATERED WITH ROTOR HEADS OR SPRAY HEADS. THE SPRINKLER HEAD LAYOUT WILL BE DETERMINED BY THE SIZE AND SHAPE OF THE INTENDED AREA TO BE WATERED. ALL PLANTING BEDS TO BE WATERED WITH POINT SOURCE DROP IRRIGATION. ALL TREES TO BE WATERED WITH 2.0 GPH EMITTERS UNLESS OTHERWISE NOTED. ALL SHRUBS, FLOWERS, AND ORNAMENTAL GRASSES TO BE WATERED WITH 1.2 GPH EMITTERS UNLESS OTHERWISE NOTED.

8. SPRINKLER TIMER TO BE RAIN BIRD LAD. 2-WIRE DECODER SYSTEM UNLESS OTHERWISE SPECIFIED ON PLANS.

9. SPRINKLER VALVE COUNT AND SIZE MAY VARY BASED ON SLEEVES AND LANDSCAPED AREAS.

10. SPRINKLER SYSTEM MAINLINE LAYOUT IS DRAWN SYSTEMATICALLY FOR CLARIFICATION. ALL PIPE, VALVES, AND WELL TO BE INSTALLED IN LANDSCAPE AREAS.

LANDSCAPE NOTES CONT.

1. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE TO HAVE ALL UTILITIES BLUE STAKED PRIOR TO BEGINNING CONSTRUCTION. ANY DAMAGE TO UTILITIES SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE AND NO ADDITIONAL COST TO THE OWNER.

2. DURING BIDDING AND INSTALLATION, CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES OF MATERIALS AND SUPPLIES. SPECIFICATIONS AND DETAILS TAKE PRECEDENCE AND PLAN SECOND TO SOLVE DISCREPANCIES.

3. ALL PLANT MATERIAL TO BE PLANTED ACCORDING TO SOCIETY OF ARBORICULTURE (SA) STANDARDS WITH CONSIDERATION TO INDIVIDUAL SOIL AND SITE CONDITIONS, AND NURSERY CARE AND INSTALLATION INSTRUCTIONS.

4. SELECTED PLANTS WILL BE ACCORDING TO THE PLANT LEGEND. IF SUBSTITUTIONS ARE NECESSARY, PROPOSED LANDSCAPE CHANGES MUST BE SUBMITTED TO THE LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO LAYING SOIL.

5. SHOULD THE SITE REQUIRE ADDITIONAL TOPSOIL, REFER TO SOIL TEST WHEN MATCHING EXISTING SOIL. IF MATCHING SOIL NOT AVAILABLE, 4" DEPTH OF SANDY LOAM TOPSOIL MIXED PRIOR TO SPREADING WITH 1% ORGANIC MATTER, CAN BE INCORPORATED INTO THE EXISTING SOIL. DURING THE FOLLOWING DIRECTIONS: SCARIFY TOP 6" OF EXISTING SUBSOIL AND INCORPORATE 7" OF NEW COMPOST ENRICHED TOPSOIL. SPREAD REMAINING TOPSOIL TO REACH FINISHED GRADE.

6. DURING EITHER STEEL OR CONCRETE TO BE INSTALLED BETWEEN ALL SOO AND PLANTER AREAS. ANY TREES LOCATED IN LAWN MUST HAVE A 4" TREE RING OF THE SAME EDGING.

7. 300K MULCH (ORGANIC MULCH) TO BE APPLIED AT THE FOLLOWING DEPTHS: 2" IN ALL TREE, SHRUB, AND PERENNIAL PLANTER AREAS; ANNUAL PLANTING AREAS AS SHOWN ON PLAN TO RECEIVE 4" OF SOIL AND MATERIAL (ORGANIC MULCH); NO MULCH SHALL BE PLACED WITHIN 12" OF BASE OF TREE AND 18" WITHIN BASE OF SHRUBS AND PERENNIALS.

INSTALLER RESPONSIBILITIES AND LIABILITIES

1. THESE PLANS ARE FOR BASIC DESIGN LAYOUT AND INFORMATION. LANDSCAPE CONTRACTOR IS REQUIRED TO USE TRADE KNOWLEDGE FOR IMPLEMENTATION. OWNER ASSUMES NO LIABILITY FOR INADEQUATE ENGINEERING CALCULATIONS, MANUFACTURER PRODUCT DEFECTS, INSTALLATION OF ANY LANDSCAPING AND COMPONENTS, OR THE EXECUTION.

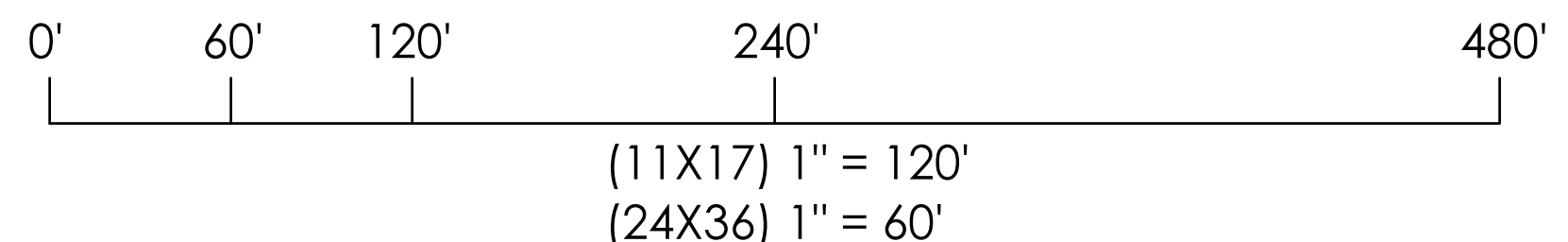
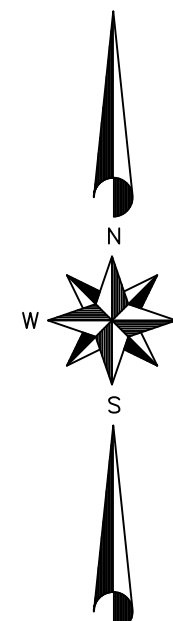
2. LANDSCAPE CONTRACTOR IS RESPONSIBLE AND LIABLE FOR INSTALLATION OF ALL LANDSCAPING AND IRRIGATION SYSTEMS INCLUDING CODE REQUIREMENTS, TIME SECTIONS, INSTALLED PRODUCTS AND MATERIALS.

3. LANDSCAPE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY DAMAGED OR IMPROPER WATER FLOW OF ALL SWALES, BERMS, OR GRADING.

4. LANDSCAPE CONTRACTOR TO MAINTAIN OR IMPROVE FINAL GRADE AND PROPER DRAINAGE ESTABLISHED BY EXCAVATOR, INCLUDING BUT NOT LIMITED TO ANY MAINTENANCE, PRESERVATION, OR DISAGREEMENT OF SLOPES, BERMS, AND SWALES.

5. A MINIMUM OF 6" OF FOUNDATION WALL WILL BE LEFT EXPOSED AT ALL CONDITIONS.

6. ANY RETAINING WALL CONSTRUCTED BY LANDSCAPE CONTRACTOR SHALL NOT EXCEED 42" TO FEET 8 IN HEIGHT. TERRACING SHALL HAVE A MINIMUM 1:1 RISE OVER RUN (I.E. 42" WALL, 42" SLOPE) BEFORE BEGINNING ANOTHER WALL. ANY WALL EXCEEDING 42" SHALL BE DESIGNED BY A CIVIL ENGINEER.



490 W 470 N
Spanish Fork, Utah 84660
Office Tel: 435-491-0176
Email: rthett@rtdesignstudio.com

LANDSCAPE PLAN FOR:
SUNPRO
SUBDIVISION:

LOT NUMBER:

ADDRESS:
**1817 S 1750 W
SPRINGVILLE, UT**

DATE: **June 29, 2026**
PARCEL NUMBER: 71:054:0003

DRAWN BY: **RDT**

LANDSCAPE PLAN



REVISIONS:

Conditions of Approval/DRC Comment Summary

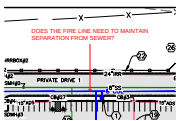
Sunpro Site Plan 8.7.26.pdf Markup Summary

Tana Uyema (3)



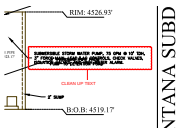
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Page Label: [1] 01_COVER-Cover
Author: Tana Uyema
Date: 8/10/2026 8:20:13 AM
Status:
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Space:

4. CONTRACTOR & DEVELOPER SHALL SCHEDULE A PRE-CONSTRUCTION MEETING AND PAY ANY ASSOCIATED FEES PRIOR TO ANY ON-SITE IMPROVEMENTS.
5. CONTRACTOR SHALL SUBMIT AN OBTAIN APPROVAL OF AN ENCROACHMENT PERMIT PRIOR TO ANY WORK WITHIN THE PUBLIC RIGHT-OF-WAY.



Subject: Callout
Page Label: [1] 3
Author: Tana Uyema
Date: 8/10/2026 8:29:24 AM
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DOES THE FIRE LINE NEED TO MAINTAIN SEPARATION FROM SEWER?



Subject: Cloud+
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Author: Tana Uyema
Date: 8/10/2026 9:33:55 AM
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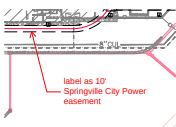
CLEAN UP TEXT

Jade Jensen (6)



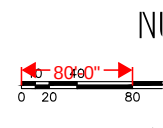
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Page Label: [10] 06_electrical plan-6A
Author: Jade Jensen
Date: 8/11/2026 11:18:09 AM
Status:
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Layer:
Space:

Add power easement items and power symbols to legend as displayed in map with appropriate labels



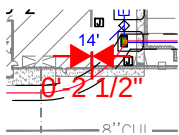
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Page Label: [10] 06_electrical plan-6A
Author: Jade Jensen
Date: 8/11/2026 11:18:09 AM
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label as 10' Springfield City Power easement



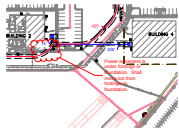
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Page Label: [10] 06_electrical plan-6A
Author: Jade Jensen
Date: 8/11/2026 11:13:40 AM
Status:
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80'-0"



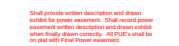
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Date: 8/11/2026 11:18:09 AM
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0'-2 1/2"



Subject: Cloud+
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Author: Jade Jensen
Date: 8/11/2026 11:18:09 AM
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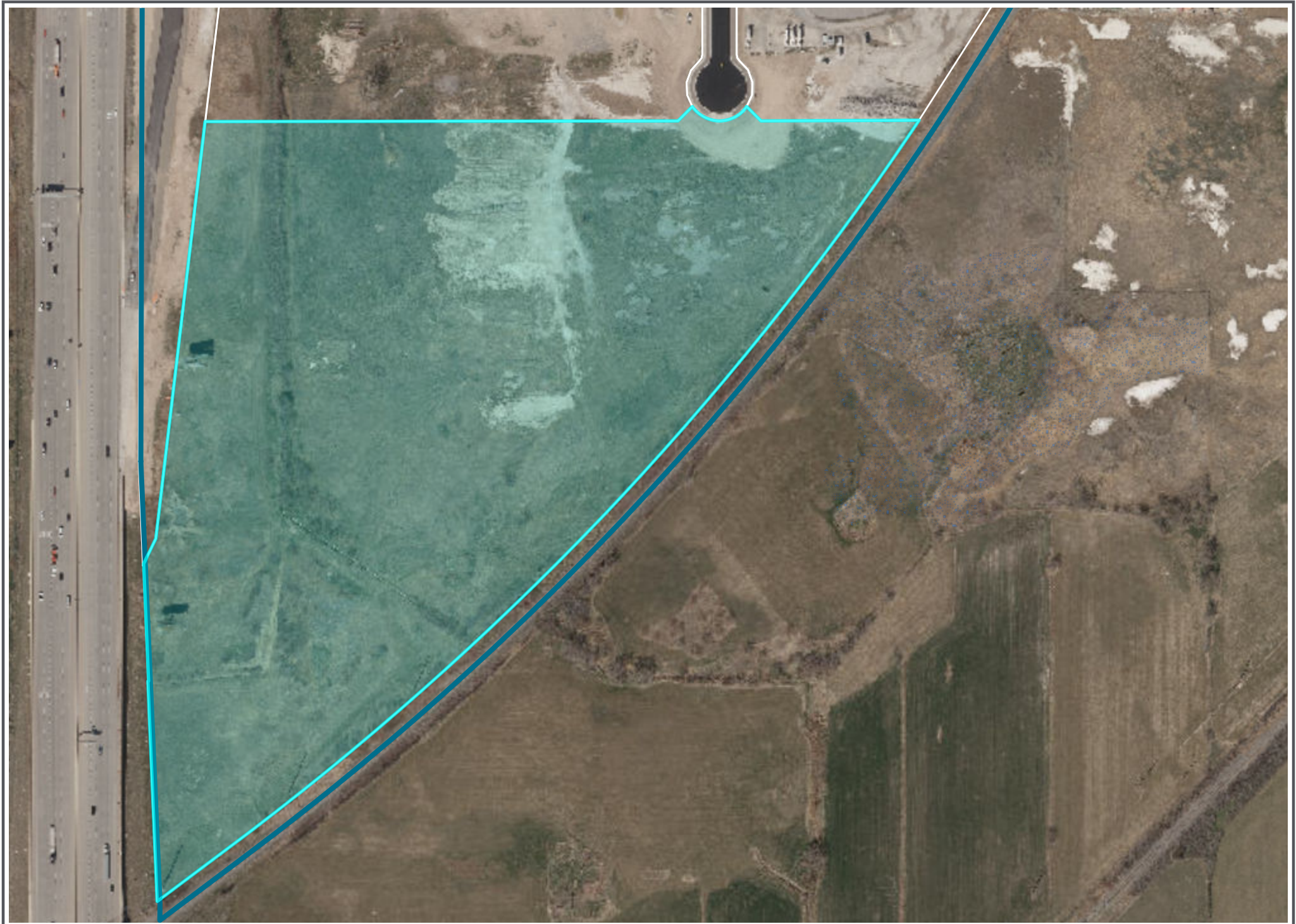
Power easement is under footings or foundation.
Shall move out from footings or foundation.



Subject: Text Box
Page Label: [10] 06_electrical plan-6A
Author: Jade Jensen
Date: 8/11/2026 11:18:09 AM
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Shall provide written description and drawn exhibit
for power easement. Shall record power
easement written description and drawn exhibit
when finally drawn correctly. All PUE's shall be on
plat with Final Power easement.

Aerial



Sunpro Springville Core 3



0.00 0.01 0.03 mi
A scale bar with three colored segments: red, yellow, and blue.





**PLANNING COMMISSION
STAFF REPORT**

Agenda Item #3
August 25, 2026

Date: August 21, 2026

TO: Planning Commission Members

FROM: Carla Wiese, Planner/Econ Dev Spec

RE: **Springville Rising proposes amendments to Title 11, Article 3, Section 402 Definitions and to add Historic Residential Re-use, to Title 11 Article 4, Section 301 Land Use Matrix to include Historic Residential Re-use as a conditional use in the R1-5 Zone, and to Title 11, Article 2, Section 205 Specific Criteria for Consideration of a Conditional Use Permit to add conditions for Historic Residential Re-use.**

Petitioner: Springville Rising, LLC

Summary of Issues

The proposed amendment would permit the use of historic homes for commercial purposes in the R1-5 Zone within the Springville Historic District Overlay Zone if the property meets certain conditions. This is a legislative policy decision about the use of property within the R1-5 and Springville Historic District Overlay Zones

- Is this proposed amendment consistent with the General Plan?

Background

The home located at 195 E Center Street, was built in 1935 and was designed by Utah architect, Claude Ashworth, who also designed the Springville Museum of Art. The home was built for WW Clyde and has been the home to members of the Clyde family until it was purchased by Springville Rising, LLC, the philanthropic division of Clyde Companies, in 2023. The home is listed on the National Register of Historic Places.

Springville Rising approached the City in 2023 to discuss the option of using the home for commercial uses.

Analysis

The General Plan identifies a goal of creating a safe, functional, and attractive community that preserves the best of the past and shapes the future development in ways that benefits the community. Furthermore, the General Plan recognizes the importance of maintaining community identity through preserving and enhancing "both the residential and commercial areas of the Springville Historic District".

The petitioner has worked closely with City Staff to develop narrow guidelines that would protect the residential character of the surrounding neighborhood while providing a community asset and honoring the history of the structure.

The proposed definition of Historic Residential Re-use limits structures that are within the Historic Plat A that makes up the Historic District Overlay Zone and requires that homes meet the eligibility requirements for listing on the National Register, which includes retention of physical historic integrity and local or national significance. Eligibility requirements for the National Register of Historic Places are included as an attachment to this report.

The use is proposed to be a conditional use, with conditions for granting the conditional use that further protect the residential character of the neighborhood by limiting the number of homes that would meet the criteria as well as operational limitations to reduce and mitigate ongoing impacts to the neighbors. The operational criteria for conditional use are:

- hours of operation: limited to 8:00 am to 10:00 pm
- off-street parking requirements: a minimum of twenty off-street parking stalls must be provided
- type of events and number of occupants: indoor events are limited to 49 occupants

Staff Recommendation

Staff find that the goals and objectives of preserving the history of Springville along with creating an attractive community and maintaining cohesive residential neighborhoods are met by the narrow scope of the proposed amendments.

Staff recommend an affirmative recommendation be made by the Planning Commission to the City Council.

Recommended Motion

Move to recommend approval of proposed amendment to Title 11, Article 3, Section 402 Definitions and to add Historic Residential Re-use, to Title 11 Article 4, Section 301 Land Use Matrix to include Historic Residential Re-use as a conditional use in the R1-5 Zone, and to Title 11, Article 2, Section 205 Specific Criteria for Consideration of a Conditional Use Permit to add conditions for Historic Residential Re-use.

Alternative Motions

Move to recommend denial of proposed amendment to Title 11, Article 3, Section 402 Definitions and to add Historic Residential Re-use, to Title 11 Article 4, Section 301 Land Use Matrix to include Historic Residential Re-use as a conditional use in the R1-5 Zone, and to Title 11, Article 2, Section 205 Specific Criteria for Consideration of a Conditional Use Permit to add conditions for Historic Residential Re-use.

Move to continue consideration of proposed amendment to Title 11, Article 3, Section 402 Definitions and to add Historic Residential Re-use, to Title 11 Article 4, Section 301 Land Use Matrix to include Historic Residential Re-use as a conditional use in the R1-5 Zone, and to Title 11, Article 2, Section 205 Specific Criteria for Consideration of a Conditional Use Permit to add conditions for Historic Residential Re-use.

Attachments

Attachment A: Proposed amendments to Springville City Code 11-3-402, 11-4-301. and 11-7-205

Attachment B: National Register of Historic Places Listing Eligibility Criteria

Attachment A:
Proposed amendments to Springville City Code 11-3-402, 11-4-301. and 11-7-205

§ 11-3-402. Definitions.

The following words, as used in this Title, shall have the meaning ascribed to them:

Historical Residential Re-use- A residential structure located within the Historic District Overlay Zone which is eligible for the National Register of Historic Places; are commercial, not-for-profit and serve the community by providing facilities for recitals, art shows, historic displays, corporate or civic meetings such as retreats, board meetings, or trainings. A nominal fee may be charged for use of the facilities.

§ 11-7-205. Specific Criteria for Consideration of a Conditional Use Permit.

(5) Historic Residential re-use. Historic Residential Re-use in the R1-5 zone must meet the conditions that include, but are not limited to, the following:

(a) Hours of operation for events are limited to 8:00 am to 10:00 pm

(b) Maximum building occupancy is restricted to forty-nine (49).

(i) outdoor garden space is not subject to building occupancy limitations.

(c) Off-street parking requirement: A minimum of twenty (20) off-street parking stalls shall be provided.

§ 11-4-301 Land Use Matrix.

Land use descriptions for the abbreviated zones in the matrix can be found in Sections 11-4-101 and 11-4-102. Conditional use regulations are found in Chapter 7 of this Title.

LAND USE KEY P=Permitted Use C=Conditional Use Blank Box=Not Allowed

PERMITTED USE	ZONING DISTRICTS																					
	A-1	A-S	R1-15	R1-10	R1-8	R1-5	R2	R-MHP	R-MF1	R-MF2	PO	BP	MSSG	VC	TC	NC	CC	RC	RRC	HC	LIM	HIM
RESIDENTIAL/DOMESTIC																						
Accessory Dwelling Unit	P		P	P	P	P	P		P	P			–									
Dwelling – Mobile Home								P					–									
Dwelling – Multiple-Family									P	P			P	P								
Dwelling – Single- or Multiple-Family above First Floor (Mixed Use) (When Parking Is Located to the Side or Rear of the Building)											C		P	P	C		C ⁴					
Dwelling – Public Agency Owned Senior Housing									P	P			P		C	C	C					
Dwelling – Single-Family Attached							P		P	P			P									
Dwelling – Single-Family Detached	P		P	P	P	P	P		P	P			–									
Dwelling – Single-Family Detached, Manufactured	P		P	P	P	P	P	P	P	P			–									
Dwelling – Two-Unit (Duplex)							P		P	P			–									
Mobile Home Park								P					–									
Residential Facilities for Elderly Persons (Small – 8 or Less)	P		P	P	P	P	P	P	P	P	P		P									
Residential Facilities for Persons with Disabilities (8 or Less)	P		P	P	P	P	P	P	P	P			P									
Short-Term Rentals	P		P	P	P	P	P	P	P	P				P	P							
INSTITUTIONAL/SPECIAL SERVICES																						
Assisted Living Facilities									C	C	P		–			P	P			P		
Senior Independent Living	–	–	–	–	–	–	–	–	–	–	–	–	P ⁵	–	–	–	–	–	–	–	–	–
Cemetery, Mausoleum, or Columbarium			C		P								–									
Church, Temple, Rectory	P		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		P	P	P

PERMITTED USE	ZONING DISTRICTS																					
	A-1	A-S	R1-15	R1-10	R1-8	R1-5	R2	R-MHP	R-MF1	R-MF2	PO	BP	MSSG	VC	TC	NC	CC	RC	RRC	HC	LIM	HIM
College, University, Trade School											C	C	C	C	C	C	C	C		C		
Correctional Facility													–									C
Daycare Center, Commercial									C	C	P		P		P	P	P	P		P		
Fraternal/Benevolent Societies													P				P	P		P		
Halfway House									C	C			–									C
Hospital												P	P					P		P		
Preschool, Commercial									C	C	P		P	P	P	P	P	P		P		
Public Buildings and/or Community Uses	C		C	C	C	C	C	C	C	C	P	P	P	P	P	P	P	P		P	P	P
<u>Historic Residential Re-use</u>						<u>C</u>																
Rehabilitation/Treatment Facilities													–					C		C		
Rest Home									C	C	P		–									
Schools (Public, Private and Quasi Public)	C		C	C	C	C	C		C	C	P		C			P	P	P		P	P	

Attachment B:
National Register of Historic Places Listing Eligibility Criteria



Utah State Historic Preservation Office

To be eligible for the National Register, a building must:

- Be at least 50 years old.
- Retain its architectural integrity.
- Be "significant". This can be national, state-wide or even local, but must fall within at least one of the following categories:
 - association with important events,
 - association with significant persons,
 - architectural significance, or
 - archaeological significance





**PLANNING COMMISSION
STAFF REPORT**

Agenda Item #4
DATE of Meeting

August 24, 2026

TO: Planning Commission Members
FROM: Josh Yost, Community Development Director
RE: **Amendments to Lakeside Landing Special District Overlay**

Petitioner: Glen Lent
Lakeside Land Partners, LLC

Summary of Issues

- Do the proposed amendments preserve the LLSDO's purpose of creating a diverse, compact, walkable, mixed-use district while providing reasonable flexibility for current development proposals?
- Does the proposed market-tier framework provide an effective and administrable means of maintaining both housing-type and price-point diversity in the Northern Part?
- Are the proposed North Part Regulating Plan, lot-type, parking, and Green Street amendments consistent with the intended neighborhood form and function?
- Should alley relocations be treated as non-substantive deviations, and what standards are needed to preserve predictable block structure, lot-depth variation, access, and open-space relationships?

Background

Following Planning Commission review during summer 2021, the City Council adopted the Lakeside Landing Special District Overlay (LLSDO) on December 21, 2021. Ordinance 32-2021 established the overlay and Pattern Book as Title 11, Chapter 9; Ordinance 33-2021 applied the overlay to the initial project area; and Ordinance 34-2021 approved the companion development agreement. Together, these actions created a form-based framework of transects, blocks, thoroughfares, open spaces, building types, and design standards intended to produce a compact, walkable, mixed-use district west of I-15.

Since adoption, the LLSDO has undergone four principal project-specific amendments. Ordinances 01-2022 and 02-2022 added a 15-acre parcel and associated regulating plan for the Southeastern Part. Ordinance 24-2022 corrected drafting errors and clarified lot, parking, thoroughfare, and administrative standards. Ordinance 15-2023 revised the Southeastern Part regulating plan to reflect subdivision design and surveyed property lines, including changes to streets, alleys, pedestrian connections, and open spaces. Most recently, Ordinance 04-2025 reconfigured the Southern Part's transects, block geometry, and thoroughfares and added architectural standards specific to that area.

During the five years since adoption, the construction of Lakeside Landing has proceeded incrementally through coordination among the City, multiple landowners, and several development groups. Important milestones included the 2025-2026 dedication of portions of 2600 West crossing multiple properties to secure access for road and utility construction; and approval and completion of public improvements for the first residential subdivision, consisting of 158 lots with a mix of detached, twin-home, and townhome units and a commercial parcel. This year also saw the completion of the first phase of pressurized irrigation extension to Lakeside. Progress has been slower and more complex than initially anticipated. Nevertheless, the City and development partners have continued to advance the project by acquiring right-of-way for 2600 West with MAG funding and replacing the original fixed park deadlines with development-based thresholds that allow phased construction while requiring completion of each neighborhood park before permits exceed 40 percent of the applicable area's units.

Previous amendments have also responded to market conditions and builder preferences. UBA's 2025 Southern Part amendments shifted the anticipated housing mix toward single-family attached units in response to stated market conditions and reduced feasibility for multifamily construction. LGI's 2023 amendment likewise adapted the T5-i portion of its property for single-family detached and attached products. Lakeside Land Partners (LLP) now proposes a similar shift in the T5-i area at the eastern edge of the Northern Part, where a homebuilder under contract proposes townhomes rather than multifamily units. Accommodating that development requires amendments to the North Part Regulating Plan, including the reconfiguration of thoroughfares and blocks and the addition or relocation of alleys. LLP also requests amendments to several lot types to provide additional design flexibility.

These revisions respond to current development conditions, but their cumulative effect may reduce the range of housing forms originally anticipated in Lakeside Landing. To address that concern, LLP and staff have jointly proposed a market-tier framework intended to preserve price-point diversity across the Northern Part while retaining flexibility to respond to changing market demand.

Analysis

The principal policy question is not simply whether the amendments change maximum residential yield, but whether the resulting neighborhood will continue to provide the range of housing forms, sizes, and market positions central to the LLSDO. Successive amendments have reduced the amount of multifamily in the anticipated housing mix. This concept of diversity is core to Lakeside Landing. The following statement is from the vision and purpose section on page 7.

Lakeside Landing is aimed at creating a diverse community in terms of both uses and lifestyles. Diversity of use creates resiliency. Providing certain essential daily services and businesses within walking and biking distances reduces driving. This is the reason why Lakeside Landing intends to accommodate necessary retail uses and provide space for small community businesses and start-ups. In terms of residential uses, Lakeside Landing accommodates not only detached houses, but also cottages, twin houses, town houses, clusters, and apartments, as well as live work units; each of these appeal to a certain lifestyle in a certain phase of life. Mixing families with children, empty nesters, young couples, and other household types, creates a healthy community with strong mutual support and social interaction. It also creates resiliency in times of emergency.

Applications and approved subdivisions have generally provided only the minimum diversity required by the code. In several cases, essentially the same plan has been proposed as a compact cottage, a compact cottage twin home, and a compact townhouse - used singly, paired as a twin home, or grouped as townhomes. This satisfies the numerical lot-type requirement but produces limited differences in unit form, size, or likely price point.

Discussion of reduced multifamily capacity has often focused primarily on affordability. That concern is relevant, but incomplete. Multifamily and mixed-use products can also broaden the neighborhood's range of unit sizes, bedroom counts, amenities, and maintenance needs and may appeal to households across incomes and life stages. A newly married couple and a retired couple may both prefer multifamily housing while seeking very different configurations and price points. Achieving the LLSDO vision therefore requires variation in both housing type and market tier.

In response, LLP and staff have developed a four-tier framework with minimum and maximum shares for entry-level, mid-tier, upper-tier, and luxury products. The proposal is intended to preserve price-point diversity without fixed dollar thresholds that would quickly become outdated. The proposed language is as follows:

The Northern Part of Lakeside Landing will deliver housing units across a range of market tiers. The developer will have flexibility in delivering more units in a given tier up to a maximum percentage. The minimum and maximum percentages are set forth in the table below.

As part of the preliminary approval process, the City and Developer shall mutually agree on the number of units being provided in the submitted plat in each tier. Developer has flexibility to be outside of the share minimum unless and until remaining units allowed in the Northern Part of Lakeside Landing would not be sufficient for the Developer to reach the Estimated Inventory/Sales Share Minimum. In no case will units be permitted in a preliminary plat that takes the Estimated Inventory/Sales Share Maximum over the calculated Maximum for the Northern Part of Lakeside Landing. Actual unit numbers allowed may adjust based upon the submission of individual plats and the potential loss of maximum density. Percentages will remain the same as shown in the table.

If the City and Developer fail to agree on the number of units being provided in the submitted plat in each tier, either side may request a third-party determination of the number of units provided in each tier. The parties shall mutually agree on a third-party evaluator to make the determination. This determination shall be final.

Market Tier	Estimated Inventory / Sales Share Minimum	Estimated Inventory / Sales Share Maximum
Entry-Level Tier	20%	33%
Mid-Tier	40%	53%
Upper-Tier	20%	33%
Luxury Tier	7%	23%

This language provides the developer with the flexibility to respond to market demand as Lakeside Landing develops and guarantees the city's desired diversity in the final outcome. Staff intentionally excluded any specific price points from this provision, instead creating a

collaborative mechanism for the city and developer to assign homes to each tier of the four-tier system.

The remaining proposed amendments are listed below by Pattern Book page number. Staff commentary follows the items requiring additional policy consideration.

12. Fix numbering for Permitted lot types in T3: Garden Village Transect
36. Change garage setback in explanatory text from six to five feet to match regulatory text and graphic.
37. Change garage setback in explanatory text from six to five feet to match regulatory text and graphic.
40. Cottage Lot Type: Increase maximum total floor area per lot from 2,400 to 2,600 sf for lots larger than 3,400 sf, vs. minimum lot size of 3,000 sf.
41. Compact Cottage Lot Type: Increase maximum total floor area per lot from 2,200 to 2,500 sf for lots larger than 2,300 sf, vs. minimum lot size of 2,100 sf.
47. Compact Cottage Twin Houses Lot Type: Increase maximum total floor area per lot from 1,600 to 2,000 sf for lots larger than 2,000 sf, vs. minimum lot size of 1,700 sf.
49. Backyard Townhouse Lot Type: Increase maximum total floor area per lot from 1,600 to 2,000 sf for lots larger than 2,000 sf, vs. minimum lot size of 1,800 sf.
50. Compact Townhouse Lot Type: Decrease minimum lot size in tiers. Current minimum of 1,400 sf for 2 story, decrease to 1,200 sf for 3 story, and 1,000 sf for 3 story under 1700 sf total floor area. Increase the maximum total floor area per lot from 1,600 to 2,000 sf. Insert additional parking requirement. When Lot Type 15 is used in T5i, additional spaces equal to .25 spaces per unit shall be provided within and distributed throughout the boundaries of each subdivision or subdivision phase.

The additional parking is recommended by staff to address offset the lack of on street parking resulting from the minimal street frontage in the T5-i.
64. Renumber note reference.
125. Reinstate Green Street specific setbacks. Increase the sidewalk width from 5' to 6' to make the advised-but-optional width the base requirement.

Staff supports reinstating the Green Street-specific setbacks, which were removed during the prior amendment because of a versioning error. Reduced setbacks are appropriate for a landscaped public thoroughfare without vehicular traffic, although they would constrain any future conversion to vehicle travel lanes. Because the adopted function is pedestrian-oriented, staff supports reinstatement.

Staff also recommends six-foot sidewalks in green streets. The additional width better accommodates side-by-side walking and makes the previously advisory dimension the minimum standard.

- 132-133. 11-9-901 (3)(b) Change the definition of substantive deviations from the regulating plan to exclude changes to alleys.

Staff supports greater administrative flexibility for alley locations but regrets the lack of review criteria. The regulating plan uses alleys for two related purposes: to establish predictable access and open-space relationships, and to determine half-block and lot depths. Because each lot type has minimum and maximum depth requirements, varied alley locations help distribute different lot types throughout the district. Treating alley locations as entirely nonbinding could remove an important, though not highly visible, mechanism for delivering product diversity.

The proposed market-tier standards address price-point diversity, while varied lot depths and alley locations help produce diversity in housing form. Both are important.

Staff Recommendation

Staff recommends that the Planning Commission forward a recommendation of approval to the City Council for the amendments as proposed and analyzed in this report.

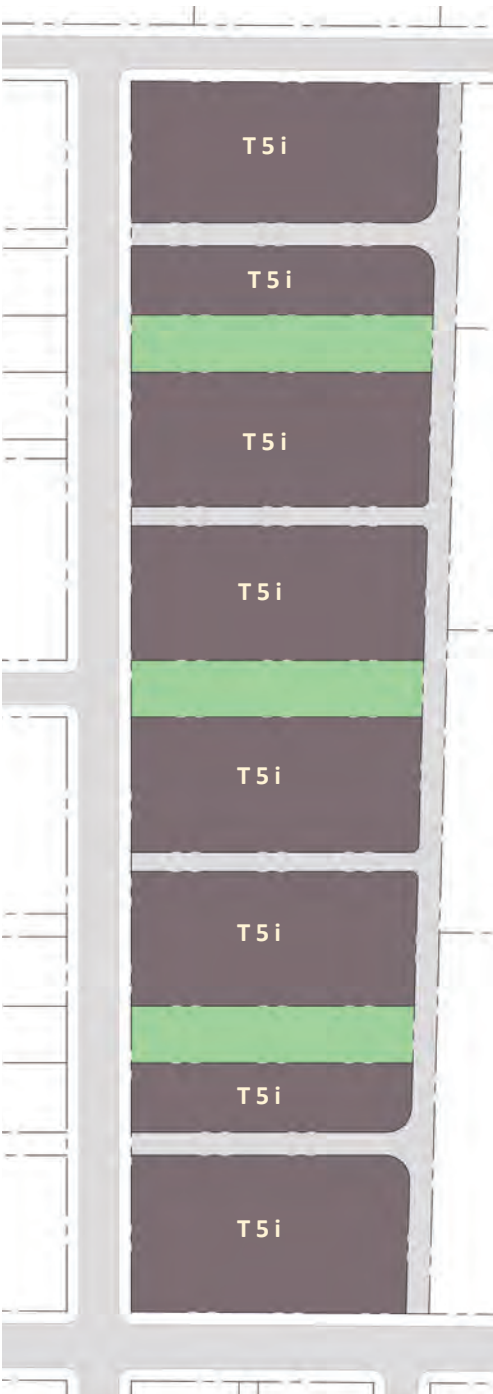
Recommended Motion

Recommend approval of the proposed amendments to the Lakeside Landing Special District Overlay and Pattern Book, including the staff-recommended revisions identified in this report, and forward the recommendation to the City Council.

Attachments

1. Proposed regulating plan amendments
2. Proposed amendments to Lakeside Landing Special District Overlay

Attachment 1: Proposed regulating plan amendments



20' DRIVEWAYS TO BE ADDED

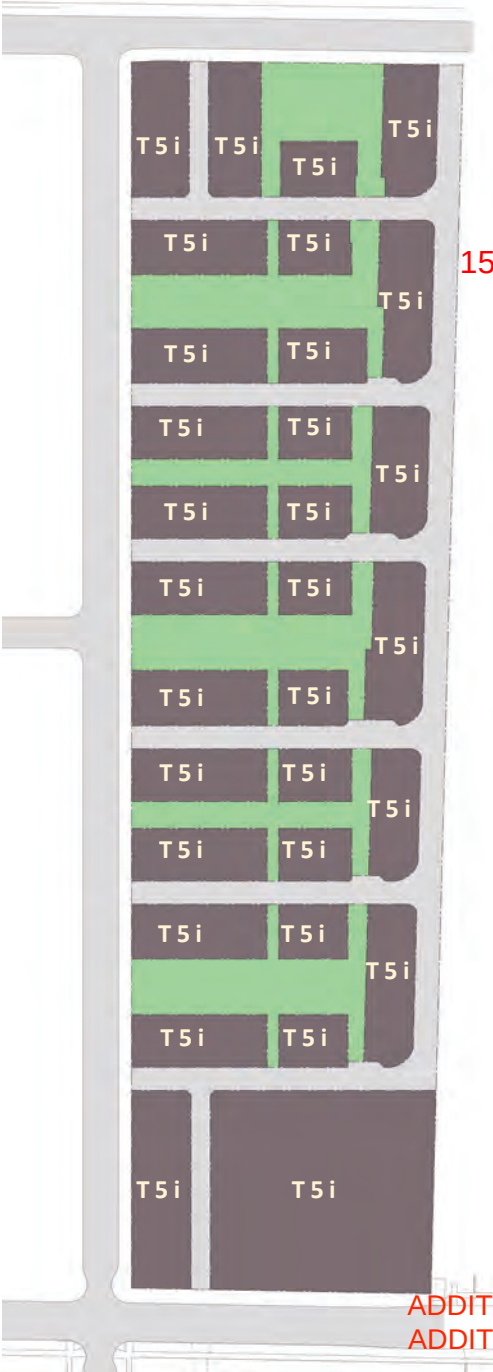
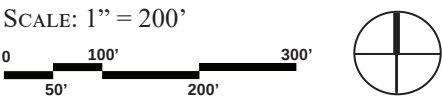
EASTERNMOST ALLEY AND EASTERN FRONTED PRODUCT TO BE SHIFTED WEST 10' TO INTRODUCE PARALLEL STREET GUEST PARKING [APPROX. 45 STALLS W/ LANDSCAPE ISLANDS]

20' DRIVEWAYS TO BE ADDED [GREENWAY WIDTH TO BE NARROWED FROM 58' TO 43']

APPROVED REGULATING PLAN

	s.f.	acres
T5i transect	307,005	7.05
Parks and common greens	45,082	1.03
Alleys	58,084	1.33

Permitted maximum number of units: 169
Required studio/office/retail/restaurant/cafe space: 21,150 s.f.



PROPOSED REGULATING PLAN

	s.f.	acres
T5i transect	254,109	5.83
Parks and common greens	85,455	1.96
Alleys	80,071	1.84

152 ~~143~~ units are shown on the plan
Proposed studio/office/retail/restaurant/cafe space: 21,150 s.f.



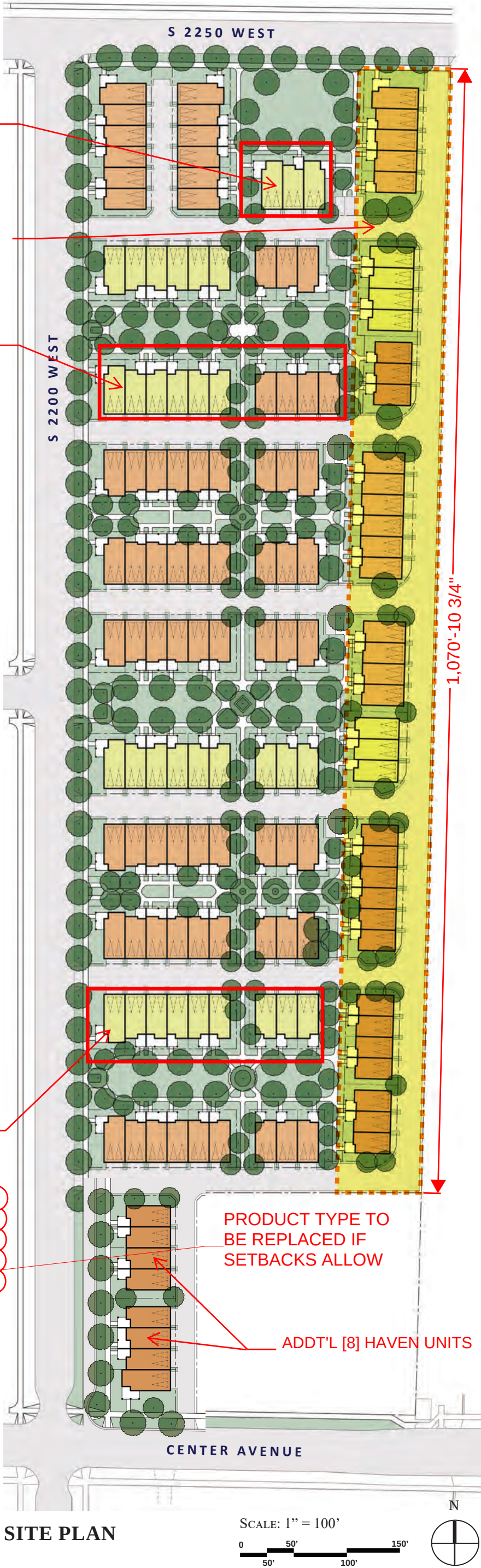
20' DRIVEWAYS TO BE ADDED [GREENWAY WIDTH TO BE NARROWED FROM 58' TO 43']

COVE
1,609 s.f.
16 shown on the plan

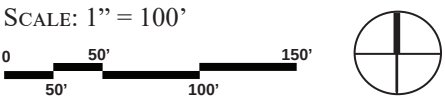
HAVEN
1,860 s.f.
~~88~~ shown on the plan
96

OLIVER
2,009 s.f.
~~39~~ shown on the plan
40

ADDITIONAL DRIVEWAY STALLS 44
ADDITIONAL GUEST PARKING 45



SITE PLAN



Attachment 2: Proposed amendments to Lakeside Landing Special District Overlay



Chapter 9: LAKESIDE LANDING SPECIAL DISTRICT OVERLAY



Adopted December 21, 2021

Amended October 21, 2025



prepared by
PEL-ONA ARCHITECTS AND URBANISTS
together with
CITY OF SPRINGVILLE
initiated by
LAKESIDE LAND PARTNERS
DAVIES DESIGN BUILD

Springville Code Chapter 9: LAKESIDE LANDING SPECIAL DISTRICT OVERLAY

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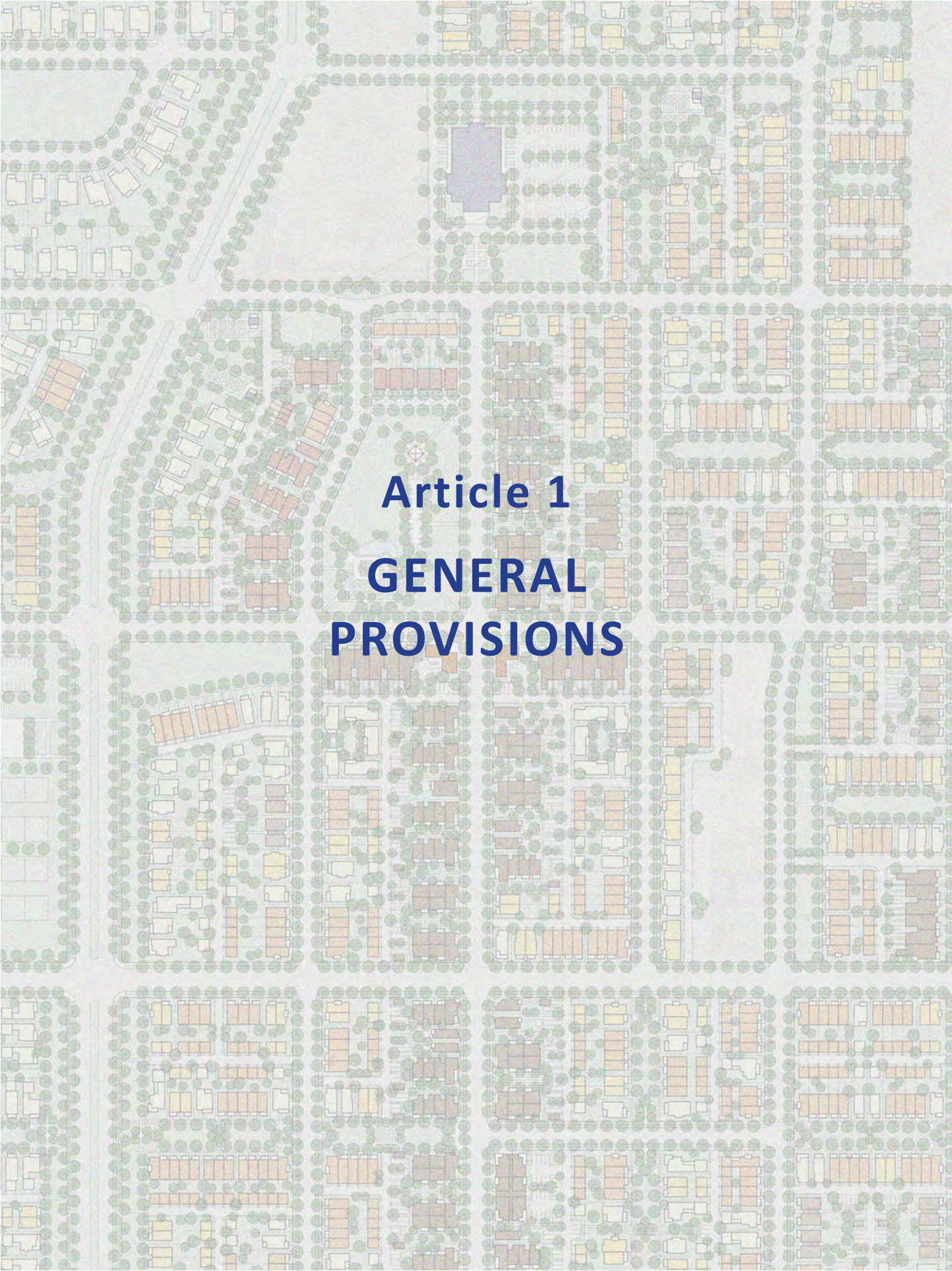
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NOTE:

Within Chapter 9: Lakeside Landing Special District Overlay the regular text is used for regulatory language and the italic text is used for explanatory language.



11-9-101 Applicability

The provisions of this Chapter 9 apply for all parcels that are located within Lakeside Landing Special District Overlay, boundaries of which are shown on Regulating (Transect) Plan presented in Article 2 of this chapter. The provisions of this Chapter 9 replace the provisions directly addressing the base zone districts as well as those of the following chapters and articles of Title 11, Development Code of Springville, Utah:

Chapter 6 - Supplementary Regulations

- 11-6-104: Accessory Building Prohibited as Living Area
- 11-6-106: Allowed Projections into Required Yard Areas
- 11-6-107: Exception to Front and Side Setback Requirements
- 11-6-113 (2) (a) (vi). Tandem parking
- 11-6-113 (3) (c). Parking space dimensions
- 11-6-113 (6) Parking spaces required
- 11-6-114 (4) (a) (iii) Driveway widths
- 11-6-204 Landscaping requirements

Beyond the above listed chapters and articles, when there is a conflict between the requirements of this Chapter 9 and the rest of Title 11, provisions of this Chapter 9 shall apply. For all other items and subjects for which this Chapter 9 has no requirements the provisions assigned to the base zone districts and those of Title 11 and title 14 shall apply.

HOW TO USE THIS CHAPTER

Lakeside Landing Special District Overlay adopts a set of standards to create an internally consistent code to be applied to Lakeside Landing. It uses a "lot type" approach that is based on transect zones. It establishes transect zones within Lakeside Landing Special District Overlay by means of a regulatory plan (presented in Article 2 of this chapter) and specifies the permitted uses, densities, and building forms within each transect. An applicant needs to (a) find out in which transect the property is located which will provide the permitted uses, densities, and building forms via a list of permitted lot types; (b) study the lot types options simultaneously with the definitions provided in Article 4; (c) study the illustrative plan for inspiration; (d) read the architectural and landscape design standards (Articles 6 and 7) to find out about additional regulations applied to the property. The following are brief descriptions of each article.

Article 1 - GENERAL PROVISIONS

Article 2 - Regulating (Transect) Plan establishes four buildable transect zones and a zone for neighborhood parks and greens. It also assigns lot types to each transect zone and defines permitted uses within the transects, as well as the neighborhood parks and greens zone.

Article 3 - Illustrative plan is not a regulatory map, but an inspirational example. The purpose of this plan is to provide an idea about the built-out condition and to substantiate some of the design principles and standards.

Article 4 - Definitions explain specific terms used within Chapter 9. If not defined in this section, the definitions provided within "11-3-402: Definitions" will be used.

Article 5 - Lot types is the section where each of the twenty-six lot types are defined. A lot type is a set of density, intensity, and bulk regulations that are based on a building type. Depending on the specific lot type, these regulations include lot size, lot coverage, height, setback, building and porch size regulations, as well as parking requirements.

Article 6 - Architectural design standards provide additional architectural standards and guidelines corresponding to each lot and building type. These include standards and guidelines that address massing and articulation, block face diversity, exterior building materials, colors, etc.

Article 7 - Landscape design standards provide standards for both the public spaces and private lots. The emphasis is on the selection of appropriate plants and design strategies for the public realm, with considerable flexibility provided for private yards.

Article 8 - Thoroughfare design standards provide the street types used in Lakeside Landing via a series of diagrams, specifications, and dimensions that describe the public realm for pedestrian, bicycle, and vehicular movement.

Article 9 - Procedural standards establishes the application and review procedures and address variances and special permits.

11-9-102 Vision and purpose

The vision and the primary design principles of the Lakeside Landing Special District Overlay are in agreement with the principles of the Lakeside Community Plan. The thoroughfare network and street categories are also in agreement with the City's transportation plan.

Lakeside Landing Special District Overlay is planned to be a diverse, compact, walkable, and street-oriented neighborhood with strong common amenities; a thriving convivial neighborhood that supports and guides further development in the nearby surroundings. The design principles of Traditional Neighborhood Design (TND) are integrated into the regulations listed within this chapter. The regulations included within this chapter are essential in the successful implementation of this vision.

A. DIVERSE

Lakeside Landing is aimed at creating a diverse community in terms of both uses and lifestyles. Diversity of use creates resiliency. Providing certain essential daily services and businesses within walking and biking distances reduces driving. This is the reason why Lakeside Landing intends to accommodate necessary retail uses and provide space for small community businesses and start-ups. In terms of residential uses, Lakeside Landing accommodates not only detached houses, but also cottages, twin houses, town houses, clusters, and apartments, as well as live work units; each of these appeal to a certain lifestyle in a certain phase of life. Mixing families with children, empty nesters, young couples, and other household types, creates a healthy community with strong mutual support and social interaction. It also creates resiliency in times of emergency.

B. COMPACT

Compactness refers not only to the density of buildings, but also to how they increase the intensity of social life and encourage neighborly interaction. For example, a high-rise building may have considerable unit density, but if it is surrounded by a sea of parking, it may promote little interaction between residents. By contrast, a green court, well-appointed street, or small plaza surrounded by front entrances and porches can create a strong sense of place and encourage interaction between residents. A well-connected street grid with smaller blocks

Article 1 - GENERAL PROVISIONS



An inspirational bird's-eye view perspective drawing of a neighborhood center with two neighborhood parks surrounded by a diverse set of neighborhood businesses and residential buildings.

increases the intensity of neighborly interaction because small blocks create a more appealing and interesting environment for walking. Mid-block green court pedestrian connections, pocket parks, and small plazas enrich the pedestrian experience. Deep and narrow lots with narrow houses increase the number of front doors and porches along the sidewalk. Instead of street-facing garages, garages with access from an alley behind the houses can handle cars and encourage pedestrian use of sidewalks. Serving buildings from alleys also eliminates curb cuts so the sidewalk continues uninterrupted. Buildings placed close to the sidewalk provide visual interest and bring neighbors closer to the action. These gestures makes sidewalks safer, more attractive, and allows space for on-street parking, which also calms traffic.



An inspirational conceptual drawing showing how common green courts can be valuable amenities especially when surrounded by residential units with limited open space, such as townhouses and multifamily dwelling buildings.

11-9-102 Vision and purpose

Article 1 - GENERAL PROVISIONS

C. WALKABLE

Strong neighborhoods offer pleasant environments for walking. Walking is an essential daily activity for both traveling to destinations and sustaining a healthy level of fitness and social interaction. Residential streets in a healthy community are important amenities where significant levels of recreation and socialization take place. For a residential street to embrace life and provide a safe place for families and older or physically challenged neighbors, traffic needs to be slowed down or calmed. Designing streets according to the desired speed of traffic is essential. This means providing narrower streets with tighter turning curb radii at intersections. Trees planted at short intervals, close to the curb in tree lawns separating the street from detached sidewalks, provide shade for pedestrians and help drivers slow down without speed bumps. On-street parking also slows drivers and provides pedestrians a safer and more appealing sidewalk environment, as well as protection from the moving cars. Street furniture, such as a bench or a table, can also communicate a subliminal message to drivers: People live here, slow down. Buildings placed close to the sidewalk also communicate the presence of people. These are all simple design principles, but they are essential in creating a safe and thriving neighborhood.



On the left is a top view of eight people meeting around a table, and on the right is a partial plan of a neighborhood street with houses facing the street. Like the way we need to face each other to communicate effectively, buildings need to face each other to create a street that accommodates and encourages neighborly interaction.

in these neighborhoods, unless they are walking the dog. It is just not that pleasant to walk around.

In the traditional neighborhood plan, the street right-of-way is wide but the streets themselves are narrow. The buildings are placed close to the sidewalk to communicate the presence of life to the drivers. Finally, in the traditional neighborhood plan, the green spaces take the form of neighborhood parks and green courts. Sited in a central location and celebrated as a gathering place, the neighborhood park shown on the plan is embraced by surrounding buildings, encouraging residents to step outside and connect.

D. STREET-ORIENTED DESIGN

Just as we face each other to communicate, buildings need to face each other to relate. When buildings face the street, the street becomes a place that accommodates and encourages interaction. The two site plans presented on the right show a comparison between a typical suburban pattern, designed to isolate homes on large lots, and a street-oriented traditional neighborhood plan that encourages community interactions. While suburban neighborhood plans often provide only one entrance and access roads branching from it, traditional neighborhoods offer multiple access points via a street grid. Furthermore, this street grid is overlapped by a grid of pedestrian walkways and greens.

The suburban plan offers a lot of pavement via wide streets and driveways. It is easy and quick to drive through. Sidewalks are attached to the street. The buildings sit back, away from the sidewalk, with ample lawns. Wide driveways and large garages facing the street create distance between homes. The private green space in front of and between homes acts as a buffer providing privacy but little connection. You rarely see people strolling



A comparison of a conventional suburban pattern (left) with a street-oriented traditional neighborhood site design (right).



11-9-201 Context

Article 2 - REGULATING (TRANSECT) PLAN

A. LAKESIDE LANDING WITHIN LAKESIDE COMMUNITY

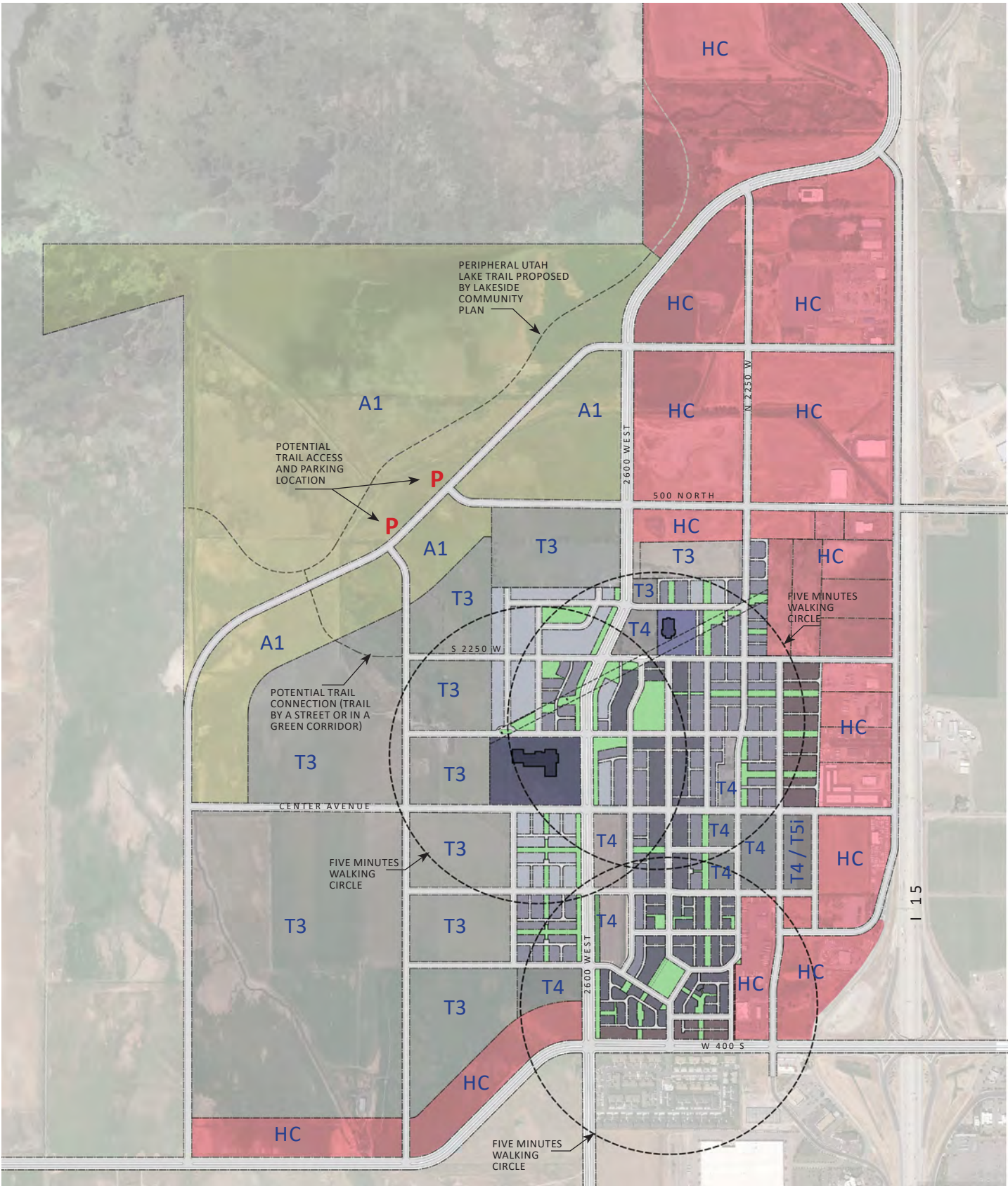
Lakeside Landing Special District Overlay is only a part of the Lakeside Community as it is defined by the Lakeside Community Plan. The plan on the opposite page depicts the entire Lakeside Community and shows how Lakeside Landing Special District Overlay sits within it (all the blocks colored solid, without transparency, are within Lakeside Landing Special District and all of the other blocks, with transparency on top of the aerial picture, are outside the boundary of Lakeside Landing Special District Overlay, but within the Lakeside Community).

Article 2 provides guidance and land use recommendations for the parcels that are located outside the district boundary. The zone assignments indicated on the map on the opposite page are recommended land uses (see also the regulating plan on page X suggested for some of the adjacent properties). The A1 (Agriculture) and HC (Highway Commercial) zone districts are the designations provided by "Chapter 4 - Zoning District Regulations." T3 (Garden Village Transect) is defined by this article.

B. PRIMARY PLAN DECISIONS

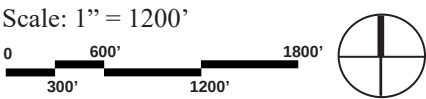
- *Two neighborhood centers that are brought together by two neighborhood parks, one to the south and one to the north, are connected by a "Main Street" (Lakeside Avenue or 2450 W) where neighborhood oriented businesses are to be accommodated within mixed use buildings. These centers are located within ten minutes walking distance (a half-mile) from each other.*
- *As envisioned by Springville's transportation plan, 2600 W (designated as arterial street) and N 350 E connecting to S 2000 W (designated as local commercial street) will be through streets. Lakeside Avenue (2450 W), on the other hand, will be a pedestrian friendly, low speed street. Lakeside Avenue (2450 W) lies in the middle of the properties presented by the group of owners representing this document. As such, it is likely that this street will be developed soon, and will establish the quality of the development with exemplary building types.*
- *The lot types assigned to the Lakeside Avenue corridor include various mixed use building types that can accommodate a diversity of small neighborhood service businesses, such as a small grocery store, coffee houses, as well as professional offices, dentists, health providers, alternative health providers, accountants, lawyers, and last, but not least, the artists, for which Springville is known for.*
- *A diverse set of buildings types (houses, cottages, compact cottages, twin houses, townhouses, clusters, various live/work and mixed use building types, apartments) will be employed to accommodate a diverse set of lifestyles. Residential density, along with the level of urbanity, will decrease as one moves away from the Lakeside Avenue and the neighborhood centers.*
- *The two neighborhood parks that mark the neighborhood centers create a strong sense of arrival. These centers are connected via a series of walkable streets and common green courts.*
- *The green space network includes a diverse set of neighborhood parks, pocket parks, walk-through greens and small common courts in various sizes, to serve the diverse needs of residents of all ages.*
- *The entire neighborhood is configured with a well-connected street grid and a finer web of pedestrian connections (via walk-through green courts) that provides further connectivity for the pedestrians and encourages walking and neighborly interaction.*
- *The streets are treated as complete streets; places not only to walk and bike but also to accommodate neighborly interaction.*
- *Connections to Peripheral Utah Lake Trail are suggested at the end of 500 North, 400 North, and 2250 West streets.*
- *A vista terminating at the church at the north end of the Lakeside Avenue (2450 W) and at an Elementary School on East 100 North Street are proposed. Even though the Middle School is located to the west of 2600 West, which is an arterial street. This location lies at the center of the entire Lakeside Community and offers access by walking for many blocks, as well as an easy vehicular access which is usually problematic when schools are located within core locations of the neighborhood. Another advantage of this location is that the school will slow down the traffic on 2600 West by means of the school zone driving restrictions. Considering that arterials that run through residential neighborhoods usually create safety issues, slowing the traffic for a block or two will be a positive improvement.*
- *At the HC (Highway Commercial) and neighborhood interface areas a special transect, T5i: Village center Interface Transect, is created to provide the proper transition of land uses.*

Article 2 - REGULATING (TRANSECT) PLAN



LAKESIDE LANDING WITHIN THE LAKESIDE COMMUNITY:
SURROUNDING LAND USE AND TRANSECT RECOMMENDATIONS

CITY OF SPRINGVILLE / LAKESIDE LAND PARTNERS / DAVIES DESIGN BUILD / PEL-ONA ARCHITECTS AND URBANISTS



11-9-202 Permitted lot types and uses

The regulating plan provided on the opposite page establishes the location of transect zones, thoroughfares, blocks, and neighborhood parks, and common courts, within the Lakeside Landing Special District Overlay. The permitted lot types and uses within each transect zone are

Article 2 - REGULATING (TRANSECT) PLAN

listed below. The highlighted uses (in dark blue) are defined on page 15. In addition to the developable transect zones, this regulating plan creates a zone district for neighborhood parks and common courts and lists permitted uses and structures that can take place within this zone.

T3: GARDEN VILLAGE TRANSECT

Permitted lot types:

1. Suburban Mansion
2. Suburban House
- 32.** Side-Drive House
- 43.** Village House
- 54.** Cottage
10. Twin Houses

Permitted uses:

Residential, home office, cottage farming, cottage industry and retail, accessory dwelling unit, assisted living, daycare.

T4: VILLAGE TRANSECT

Permitted lot types:

4. Village House
5. Cottage
6. Compact Cottage
7. Tiny Cottage
8. Compact Tiny Cottage
9. Shallow Cottage
10. Twin Houses
11. Cottage Twin Houses
12. Compact Cottage Twin Houses
13. Shallow Cottage Twin Houses
14. Backyard Townhouse
15. Compact Townhouse
16. Small Apartment Building
18. Main Street Cottage Live Work
19. Main Street Townhouse Live Work
30. Main Street Walk-Ups Over Shops

Permitted uses:

Residential, home office, cottage farming, cottage industry and retail, accessory dwelling unit, assisted living, daycare, bed & breakfast, studio (art, dance, music, drama), office (general, healthcare, professional), personal services.

Prohibited uses:

Adult sexually-oriented business, heavy industry, outdoor storage.

T5: NEIGHBORHOOD CENTER TRANSECT

Permitted lot types:

5. Cottage
6. Compact Cottage
10. Twin Houses
11. Cottage Twin Houses
12. Compact Cottage Twin Houses
13. Shallow Cottage Twin Houses
14. Backyard Townhouse
15. Compact Townhouse
16. Small Apartment Building
17. Courtyard Apartment Building
18. Main Street Cottage Live Work
19. Main Street Townhouse Live Work
20. Main Street Slot Townhouse Cluster
21. Main Street Back-to-Back Cluster
22. Main Street Row Building
23. Apartment Row Building
24. Compact Urban Townhouse
25. Main Street Mixed Use Apartment Building
26. Liner Building
27. Neigh. Store, Restaurant, or Civic Building

Permitted uses:

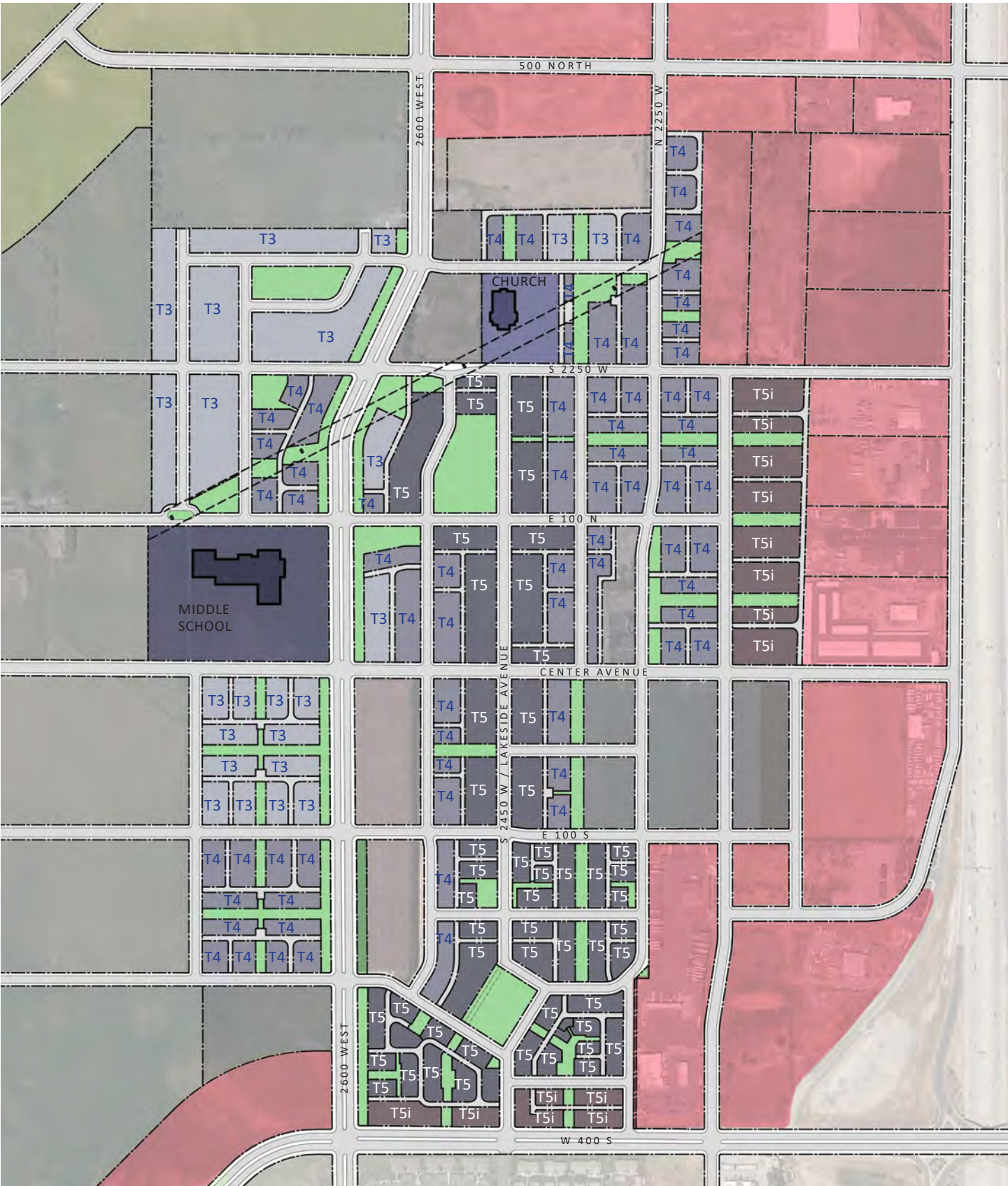
Residential, assisted living, daycare, bed & breakfast, public building and/or community services, studio (art, dance, music, drama), office (general, healthcare, professional), financial institutions, personal services, animal hospital/grooming/clinic, laboratory (medical or dental), convenience store, general retail, print shop, laundromat, laundry / dry cleaning, antique collectible store, pharmacy, artisan shop, restaurant/cafe, brew restaurant.

Prohibited uses:

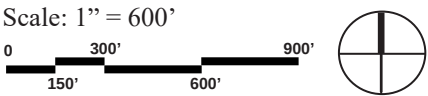
Adult sexually-oriented business, heavy industry, outdoor storage.

Note: All uses that are not listed as permitted in a transect, are prohibited within that transect.

Article 2 - REGULATING (TRANSECT) PLAN



LAKESIDE LANDING
REGULATING (TRANSECT) PLAN



CITY OF SPRINGVILLE / LAKESIDE LAND PARTNERS / DAVIES DESIGN BUILD / PEL-ONA ARCHITECTS AND URBANISTS

11-9-202 Permitted lot types and uses

Article 2 - REGULATING (TRANSECT) PLAN

 T5i: VILLAGE CENTER
INTERFACE TRANSECT
Permitted lot types:

14. Backyard Townhouse
25. Compact Townhouse
16. Small Apartment Building
17. Courtyard Apartment Building
20. Main Street Slot Townhouse Cluster
21. Main Street Back-to-Back Cluster
22. Main Street Row Building
23. Apartment Row Building
24. Compact Urban Townhouse
25. Main Street Mixed Use Apt. Bldg.
26. Liner Building
28. General Big Box Retail Building
29. Parking Structure
30. Main Street Walk-Ups Over Shops

Permitted uses:

Residential, assisted living, daycare, bed & breakfast, studio (art, dance, music, drama), office (general, healthcare, professional), financial institutions, personal services, animal hospital/grooming/clinic/retail sale, convenience store, general retail, print shop, laundromat, laundry / dry cleaning, antique collectible store, pharmacy, tattoo parlor, taxidermy, medical cannabis pharmacy, mortuary, artisan shop, restaurant/cafe, brew restaurant, bars and taverns, hotel, motel, storage - indoor, storage - small, multi-unit, light industry.

Prohibited uses:

Adult sexually-oriented business, heavy industry, outdoor storage.

 T6: VILLAGE CENTER
TRANSECT
Permitted lot types:

14. Backyard Townhouse
15. Compact Townhouse
16. Small Apartment Building
17. Courtyard Apartment Building
18. Main Street Cottage Live Work
19. Main Street Townhouse Live Work
20. Main Street Slot Townhouse Cluster
21. Main Street Back-to-Back Cluster
22. Main Street Row Building
23. Apartment Row Building
24. Compact Urban Townhouse
25. Main Street Mixed Use Apartment Building
26. Liner Building
27. Neigh. Store, Restaurant, or Civic Building
29. Parking Structure
30. Main Street Walk-Ups Over Shops

Permitted uses:

Residential, assisted living, daycare, bed & breakfast, public building and/or community services, studio (art, dance, music, drama), office (general, healthcare, professional), financial institutions, personal services, animal hospital/grooming/clinic, laboratory (medical or dental), convenience store, general retail, print shop, laundromat, laundry / dry cleaning, antique collectible store, pharmacy, artisan shop, restaurant/cafe, brew restaurant.

Prohibited uses:

Adult sexually-oriented business, heavy industry, outdoor storage.

 NEIGHBORHOOD PARKS AND
COMMON COURTS
Permitted uses and structures:

Playgrounds, recreation areas and sports fields, community gardens, storage sheds with a footprint of maximum 240 s.f., greenhouses with a maximum footprint of 1800 s.f., kiosks, pavillions, band shelters, open air amphitheaters, temporary artists or farmers market stands.

Note: All uses that are not listed as permitted in a transect, are prohibited within that transect.

11-9-202 Permitted lot types and uses

Article 2 - REGULATING (TRANSECT) PLAN

ADDITIONAL USE CATEGORIES

Cottage Industry and Retail:

Premises available for the creation, assemblage, and repair of artifacts (including carpentry, ironwork, and similar crafts), as well as cooking and food preparation, including their retail sale as long as produced, performed, or managed by the residents of the lot. The premises reserved for these functions shall not exceed 1,000 square feet per lot.

Cottage Farming:

Premises available for small scale farming to support the residents of a lot, with limited surplus. Only organic pesticides and herbicides are permitted. Use of machinery creating noise levels more than 40 dB shall be limited to daylight hours. Use of machinery heavier than 4 tons or creating noise levels more than 65 dB is not permitted.

Home office:

Space that is part of the dwelling unit where the occupants of the unit conduct business, which is clearly secondary to the use of the dwelling unit as a private residence and does not change the character thereof. Home offices may accommodate no more than two employees (in addition to the residents) within the premises any given time.

Residential:

Premises available for long-term habitation by means of ownership and rental. Residential use is defined as a building or buildings that can include sleeping rooms, full kitchen facilities, bathroom(s), living and dining, car storage (garage), HVAC equipment storage, and other traditional, residential spaces.

NORTHERN PART PRICE SEGMENTATION:

The Northern Part of Lakeside Landing will deliver housing units across a range of market tiers. The developer will have flexibility in delivering more units in a given tier up to a maximum percentage. The minimum and maximum percentages are set forth in the table below.

As part of the preliminary approval process, the City and Developer shall mutually agree on the number of units being provided in the submitted plat in each tier. Developer has flexibility to be outside of the share minimum unless and until remaining units allowed in the Northern Part of Lakeside Landing would not be sufficient

for the Developer to reach the Estimated Inventory/ Sales Share Minimum. In no case will units be permitted in a preliminary plat that takes the Estimated Inventory/ Sales Share Maximum over the calculated Maximum for the Northern Part of Lakeside Landing. Actual unit numbers allowed may adjust based upon the submission of individual plats and the potential loss of maximum density. Percentages will remain the same as shown in the table.

If the City and Developer fail to agree on the number of units being provided in the submitted plat in each tier, either side may request a third-party determination of the number of units provided in each tier. The parties shall mutually agree on a third-party evaluator to make the determination. This determination shall be final.

<u>Market Tier</u>	<u>Estimated Inventory / Sales Share Minimum</u>	<u>Estimated Inventory / Sales Share Maximum</u>
<u>Entry-Level Tier</u>	<u>20%</u>	<u>33%</u>
<u>Mid-Tier</u>	<u>40%</u>	<u>53%</u>
<u>Upper-Tier</u>	<u>20%</u>	<u>33%</u>
<u>Luxury Tier</u>	<u>7%</u>	<u>23%</u>

11-9-203 Permitted densities

Article 2 - REGULATING (TRANSECT) PLAN

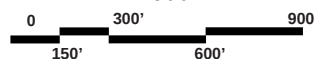
The densities within Lakeside Landing Special District Overlay are determined separately for the northern and southern parts. These parts are established by the Northern Part and the Southern Part maps presented in

this article. The reason for this is (a) current ownership pattern, and (b) denser development is recommended for the southern part of the Lakeside Community by the Lakeside Community Plan.



LAKESIDE LANDING
NORTHERN PART

Scale: 1" = 600'



Net developable land
within Northern part
(excluding the school, the church
and the street right-of-ways):
4,029,726 s.f. / 92.51 acres

Parks and common greens:
802,571 s.f. / 18.42 acres

Total net developable land within
T3 Garden Village Transect:
949,669 s.f. / 21.80 acres

Total net developable land within
T4 Village Transect:
1,413,376 s.f. / 32.45 acres

Total net developable land within
T5 Village Center Transect:
557,105 s.f. / 12.79 acres

Total net developable land within
T5i Village Center Interface Transect:
307,005 s.f. / 7.05 acres

11-9-203 Permitted densities

Article 2 - REGULATING (TRANSECT) PLAN

A. NORTHERN PART:

Densities for residential and non-residential uses within the Northern Part (the boundaries are shown on the map page 16) are determined by the transect according to the following (continues on the next page):

T3 Garden Village:

9 dwelling units maximum per acre

Studio/office/retail/restaurant/cafe space:
no requirement

T4 Village Transect:

15 dwelling units maximum per acre

Studio/office/retail/restaurant/cafe space:
no requirement

T5 Neighborhood Center Transect:

20 dwelling units maximum per acre

Studio/office/retail/restaurant/cafe space:
A minimum of 2500 s.f. per acre

T5i Village Center Interface Transect:

24 dwelling units maximum per acre

Studio/office/retail/restaurant/cafe space:
A minimum of 3000 s.f. per acre

1. In no case shall an application include a half block (where an alley divides a block) or a block with less than 7 dwelling units per acre residential density.
2. Densities shall be calculated per preliminary plat application, per transect. No density transfers are permitted across transects, but allowed within a preliminary plat application between the blocks within the same transect.
3. Lots that face the neighborhood park and lots that have Lakeside Avenue frontage shall provide at least half of the required minimum of non-residential space on the Lakeside Avenue or on the park.
4. This Regulating Plan does not provide a developer with a set number of residential units, only a possible maximum number of residential units based on a developer's ability to achieve the maximum number of units while at the same time meeting all regulations of this Chapter 9 and all other regulations of the City Code.
5. Developers shall meet the minimum amount of studio/office/retail/restaurant/café space as listed herein.

Residential density for the Northern part is calculated using the 12 units per acre base density. When this is applied to 92.51 acres of net developable land shown on the plan below (92.51 acres x 12 units) a total of 1110 units are obtained. Since the development on the northern part may happen gradually by owners of various blocks applying for subdivision separately, this density is distributed to the various transects. In other words, for the north part densities will be calculated per acreage within each transect.

When these densities are applied to the amount of land within each transect (as shown on the map, page 16) the following tables result:

Maximum number of residential units:

T3: 21.8 acres	x	9 units	=	196 units
T4: 32.45 acres	x	15 units	=	487 units
T5: 12.79 acres	x	20 units	=	256 units
T5i: 7.05 acres	x	24 units	=	169 units
TOTAL				1,108 units

Minimum amount of studio/office/retail/restaurant/cafe space shall be as follows:

T5: 12.79 acres	x	2500 s.f.	=	31,975 s.f.
T5i: 7.05 acres	x	3000 s.f.	=	21,144 s.f.
TOTAL				53,117 s.f.

11-9-203 Permitted densities

Article 2 - REGULATING (TRANSECT) PLAN

B. SOUTHERN PART:

Densities for residential and non-residential uses within the Southern Part (the boundaries are shown on the map below) are determined by the transect according to the following (continues on the next page):

T4 Village Transect:

15 dwelling units maximum per acre

Studio/office/retail/restaurant/cafe space:

no requirement

T5 Neighborhood Center Transect:

20 dwelling units maximum per acre

Studio/office/retail/restaurant/cafe space:

A minimum of 2500 s.f. per acre

T5i Village Center Interface Transect:

24 dwelling units maximum per acre

Studio/office/retail/restaurant/cafe space:

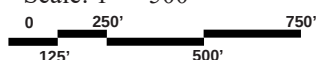
A minimum of 3000 s.f. per acre

1. In no case an application shall include a half block (where an alley divides a block), or a block, with less than 7 dwelling units per acre residential density.
2. Densities shall be calculated per application, per transect. In the Southern Part (shown on this page), up to 15% of the maximum permitted yield of units within any development phase may be carried forward (sent) to future (receiving) phases within the Southern Part subject to the following conditions.
 - a. The carried forward units must be identified and located on an overall unit plan included with the LLSDO Preliminary Plan application for the sending phase and then utilized on an application for the receiving phase within five years from approval of the Preliminary Plan for the sending phase.
 - b. No block into which units are carried forward may exceed its maximum permitted unit count by more than 15%.
 - c. The total unit count for the Southern Part shall not exceed that maximum unit count established in the regulating plan.



LAKESIDE LANDING
SOUTHERN PART

Scale: 1" = 500'



Net developable land within Southern part
(excluding the street right-of-ways):

933,655 s.f. / 21.43 acres

Parks and common greens:

213,511 s.f. / 4.9 acres

Total net developable land within
T4 Village Transect:

50,909 s.f. / 1.17 acres

Total net developable land within
T5 Village Center Transect:

552,718 s.f. / 12.69 acres

Total net developable land within
T5i Village Center Interface Transect:

116,517 s.f. / 2.67 acres

11-9-203 Permitted densities

Article 2 - REGULATING (TRANSECT) PLAN

B. SOUTHERN PART:

- d. All other requirements of the LLSDO shall be met by the sending and receiving phases. No density transfers are permitted across transects, but allowed within an application between the blocks within the same transect.
3. A minimum of 15,000 s.f. of the required non-residential space shall be provided on Lakeside Avenue or on lots facing the neighborhood park, on the ground floors of mixed use buildings.
4. This Regulating Plan does not provide a developer with a set number of residential units, only a possible maximum number of residential units based on a developer's ability to achieve the maximum number of units while at the same time meeting all requirements of this chapter and all other regulations of the City Code.
5. The southern part must include at least 10 lot types.
6. No single lot type may exceed 40% of total lots
7. A minimum of 20% all residential units shall have a floor area of 1,400 sf or less, calculated per the definition of Building Floor Area.

Even though all of what is shown on the map to the left as the southern part is owned by the same entity and shall most probably be a single subdivision application, assigning densities per transects provide flexibility for future use of the transect for adjacent properties.

When these densities are applied to the amount of land within each transect (as shown on the regulating plan) the following tables result:

Maximum number of residential units:

T4:	1.17 acres	x	15 units	=	18 units
T5:	12.66 acres	x	20 units	=	254 units
T5i:	2.53 acres	x	24 units	=	64 units
TOTAL					336 units

Minimum amount of studio/office/retail/restaurant/cafe space shall be as follows:

T5:	12.69 acres	x	2500 s.f.	=	31,722 s.f.
T5i:	2.53 acres	x	3000 s.f.	=	8,025 s.f.
TOTAL					39,746 s.f.

11-9-203 Permitted densities

Article 2 - REGULATING (TRANSECT) PLAN

C. SOUTHEASTERN PART:

Densities for residential and non-residential uses within the Southeastern Part (the boundaries are shown on the map below) are determined by the transect according to the following (continues on the next page):

T4 Village Transect:

15 dwelling units maximum per acre

Studio/office/retail/restaurant/cafe space:

no requirement

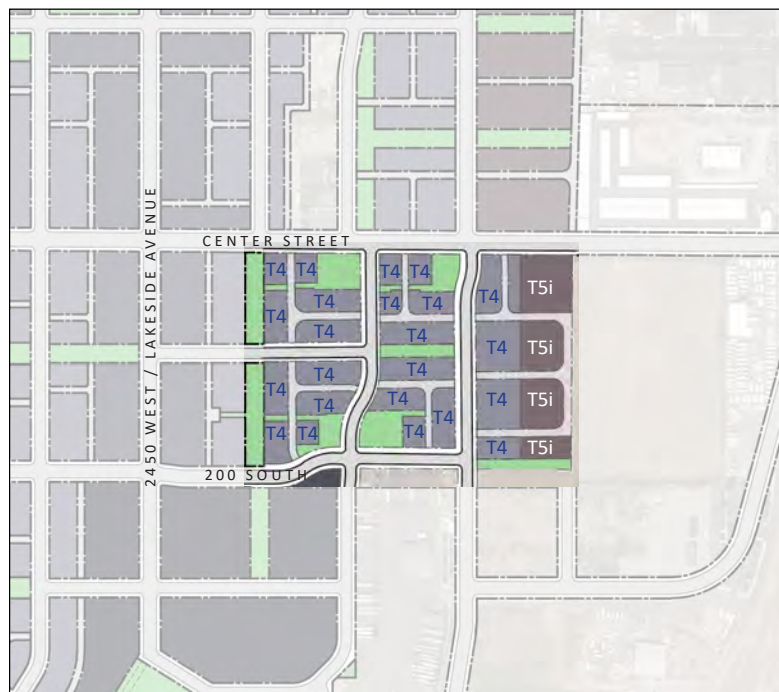
T5i Village Center Interface Transect:

24 dwelling units maximum per acre

Studio/office/retail/restaurant/cafe space:

A minimum of 3000 s.f. per acre

1. In no case an application shall include a half block (where an alley divides a block), or a block, with less than 7 dwelling units per acre residential density.
2. Densities shall be calculated per application, per transect. No density transfers are permitted across transects, but allowed within an application between the blocks within the same transect.
3. This Regulating Plan does not provide a developer with a set number of residential units, only a possible maximum number of residential units based on a developer's ability to achieve the maximum number of units while at the same time meeting all requirements of this chapter and all other regulations of the City Code.



Net developable land within Southeastern part
(excluding the street right-of-ways):

425,477 s.f. / 9.77 acres

Parks and common greens:

88,490 s.f. / 2.03 acres

Total net developable land within
T4 Village Transect:

355,865 s.f. / 8.17 acres

Pocket parks in T4:

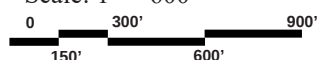
53,924 s.f. / 1.24 acres

Total net developable land within
T5i Village Center Interface Transect:

69,612 s.f. / 1.6 acres

LAKESIDE LANDING
SOUTHEASTERN PART

Scale: 1" = 600'





11-9-203 Permitted densities

Article 2 - REGULATING (TRANSECT) PLAN

C. SOUTHEASTERN PART:

When these densities are applied to the amount of land within each transect (as shown on the map below) the following tables result:

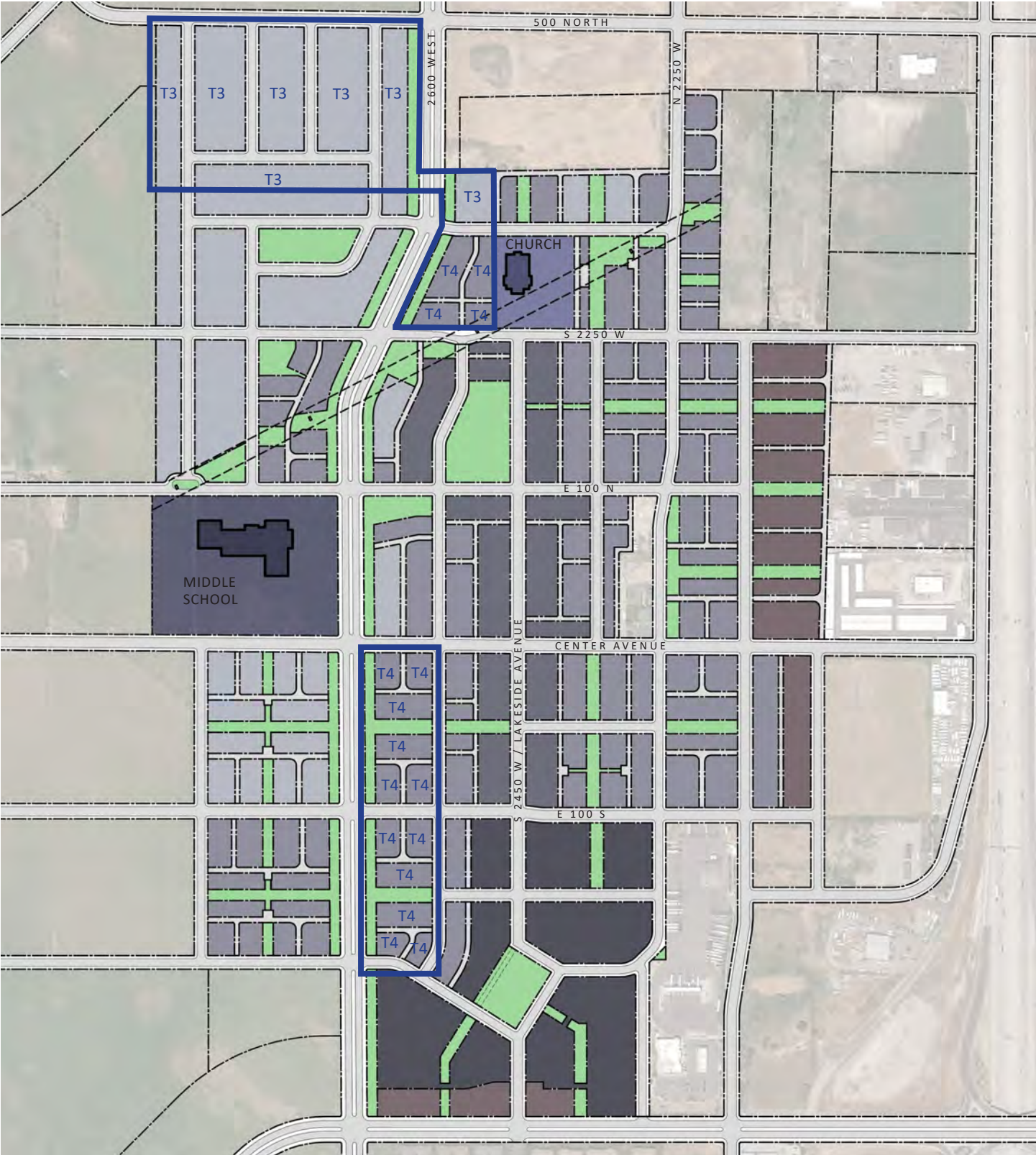
Maximum number of residential units:				
T4:	8.17 acres	x	15 units	= 122 units
T5i:	1.60 acres	x	24 units	= 38 units
			TOTAL	160 units

Minimum amount of studio/office/retail/ restaurant/cafe space shall be as follows:				
T5i:	1.60 acres	x	3000 s.f.	= 4,800 s.f.
			TOTAL	4,800 s.f.

Article 2 - REGULATING (TRANSECT) PLAN

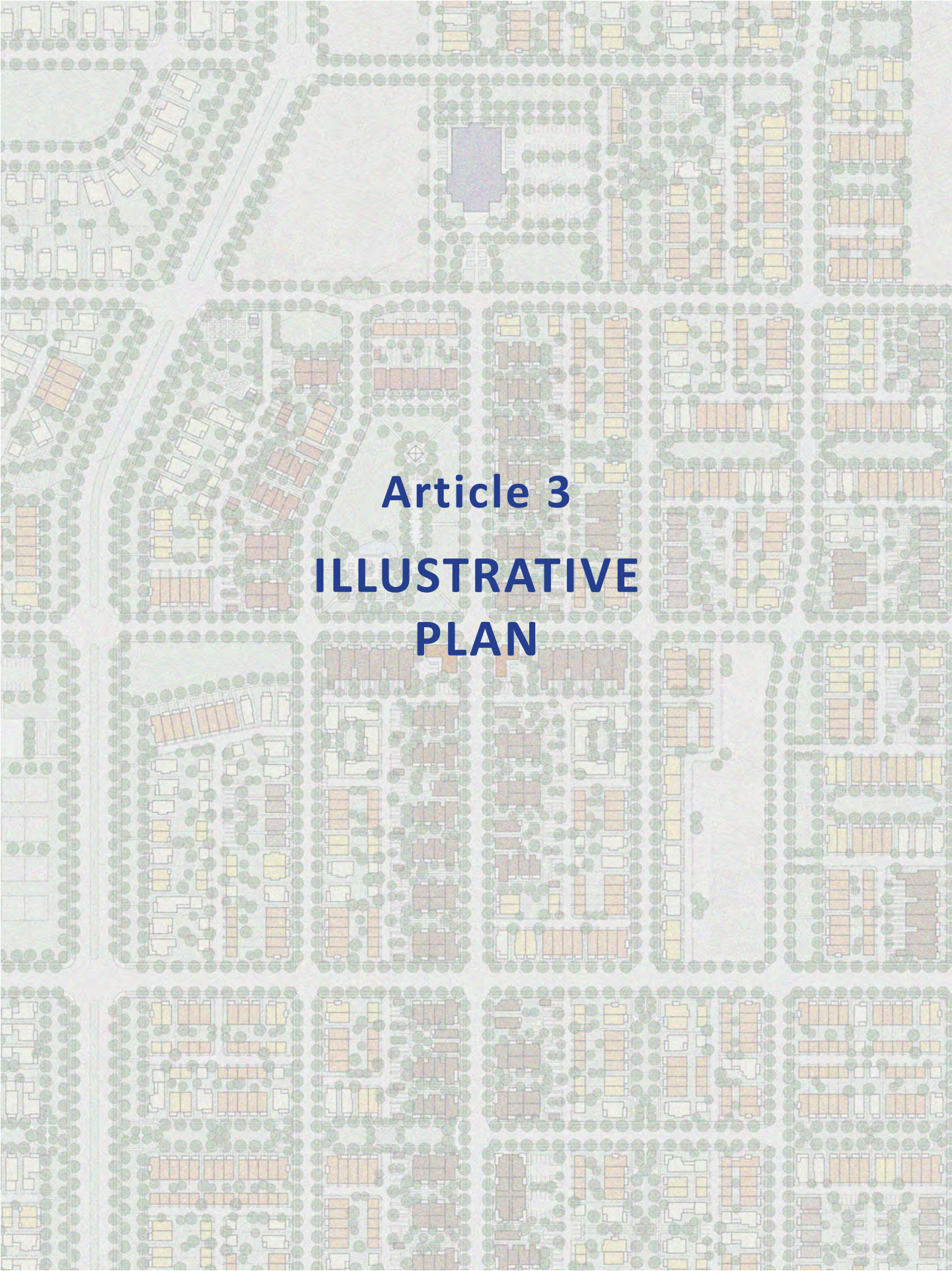
The regulating plan presented below includes two of the adjacent areas that are not included within the

current Special District. The plan is included here as recommendation for future land use and site layout.



LAKESIDE LANDING SUGGESTED REGULATING (TRANSECT) PLAN FOR ADJOINING KEY PARCELS

CITY OF SPRINGVILLE / LAKESIDE LAND PARTNERS / DAVIES DESIGN BUILD / PEL-ONA ARCHITECTS AND URBANISTS



Article 3 - ILLUSTRATIVE PLAN

The illustrative plan provided in this article depicts one exemplary site plan among many other possible outcomes. It shows a desirable outcome that is in line with the overall vision and primary design objectives. The purpose of this plan is to guide, inspire, and substantiate the standards. The regulatory structure of the Lakeside Landing Special District Overlay is

NUMBER OF RESIDENTIAL UNITS SHOWN ON THE ILLUSTRATIVE PLAN PER AREA AND TRANSECT

		Houses and cottages	Twin Houses	Townhomes	Apartments	Main Street / Mixed use	Total
NORTH	T3	160	20	0	0	0	180
	T4	91	62	318	88	26	585
	T5	1	4	17	0	180	202
	T5i	0	0	25	108	1	134
	T6	0	0	0	0	0	0
	TOTALS	252	86	360	196	207	1101
SOUTH	T3	0	0	0	0	0	0
	T4	1	6	16	0	0	23
	T5	0	0	0	0	0	0
	T5i	0	0	0	76	0	76
	T6	0	20	4	346	173	543
	TOTALS	1	6	16	76	0	642

NET RESIDENTIAL UNIT DENSITY OF EACH LOT TYPE CALCULATED PER MINIMUM AND TYPICAL LOT SIZES

Lot types	Minimum lot size	Typical lot size	Units per acre for minimum lot size	Units per acre for typical lot size
1. Suburban Mansion	6000	6500	7.26	6.70
2. Suburban House	4000	5500	10.89	7.92
3. Side-Drive House	4000	5500	10.89	7.92
4. Village House	4000	5500	10.89	7.92
5. Cottage	3000	3200	14.52	13.61
6. Compact Cottage	2100	2450	20.74	17.78
7. Tiny Cottage	2400	2500	18.15	17.42
8. Compact Tiny Cottage	1750	1960	24.89	22.22
9. Shallow Cottage	2000	2250	21.78	19.36
10. Twin Houses	2800	3000	15.56	14.52
11. Cottage Twin Houses	2400	2500	18.15	17.42
12. Compact Cottage Twin Houses	1700	1750	25.62	24.89
13. Shallow Cottage Twin Houses	2000	2250	21.78	19.36
14. Backyard Townhouse	1800	2000	24.2	21.78
15. Compact Townhouse	1400	1400	31.11	31.11
16. Small Apartment Building (with 4 units)	6000	7000	29.04	24.89
17. Courtyard Apartment Building (with 6 units)	9000	10920	29.04	23.93
18. Main Street Cottage Live Work (with 2 units)	3000	3200	29.04	13.61
19. Main Street Townhouse Live Work (with 2 units)	2700	3000	32.27	29.04
20. Main St. Slot Townhouse Live Work (with 4 units)	7800	10500	22.34	16.59
21. Main Street Back-to-Back Cluster (with 5 units)	11000	13440	19.8	16.21
22. Main Street Row Building (with 4 units)	5000	6000	34.85	29.04
23. Apartment Row Building	4800	5200	36.3	33.51
24. Compact Urban Townhouse	1400	1400	31.11	31.11
25. Main Street Mixed Use Apartment Building	NA	NA	NA	NA
26. Liner Building	600	912	72.6	47.76
27. Neighborhood Store, Restaurant, or Civic Bldg	NA	NA	NA	NA
28. General Big Box Retail Building	NA	NA	NA	NA

crafted to provide flexibility for the future developers to test and adjust to the market conditions that may happen in and around Lakeside Landing. This is the reason why the regulatory plan, as opposed to illustrative, show only blocks and half-blocks and provide a set of lot type options that can be employed for these locations in various creative ways.

COLOR KEY



Houses and cottages:

1. Suburban Mansion Lot Type
2. Suburban House Lot Type
3. Side-Drive House Lot Type
4. Village House Lot Type
5. Cottage Lot Type
6. Compact Cottage Lot Type
7. Tiny Cottage Lot Type
8. Compact Tiny Cottage Lot Type
9. Shallow cottage lot type



Twin Houses:

10. Twin Houses Lot Type
11. Cottage Twin Houses Lot Type
12. Compact Cottage Twin Houses Lot Type
13. Shallow Cottage Twin Houses Lot Type
26. Liner Building Lot Type



Townhouses:

14. Backyard Townhouse Lot Type
15. Compact Townhouse Lot Type
24. Compact Urban Townhouse Lot Type



Apartments:

16. Small Apartment Building Lot Type
17. Courtyard Apartment Building Lot Type
23. Apartment Row Building Lot Type
25. Main Street Mixed Use Apartment Building Lot Type
26. Liner Building Lot Type



Main Street / Live Work / Mixed Use Buildings:

18. Main Street Cottage Live Work Lot Type
19. Main Street Townhouse Live Work Lot Type
20. Main Street Slot Townhouse Live Work Lot Type
21. Main Street Back-to-Back Cluster Lot Type
22. Main Street Row Building Lot Type
25. Main Street Mixed Use Apartment Building Lot Type
26. Liner Building Lot Type



Self-standing commercial, restaurant, cafe:

27. Neighborhood Store, Restaurant, or Civic Building Lot Type
28. General Big Box Retail Building Lot Type

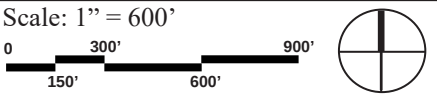


Parks and Common Courts

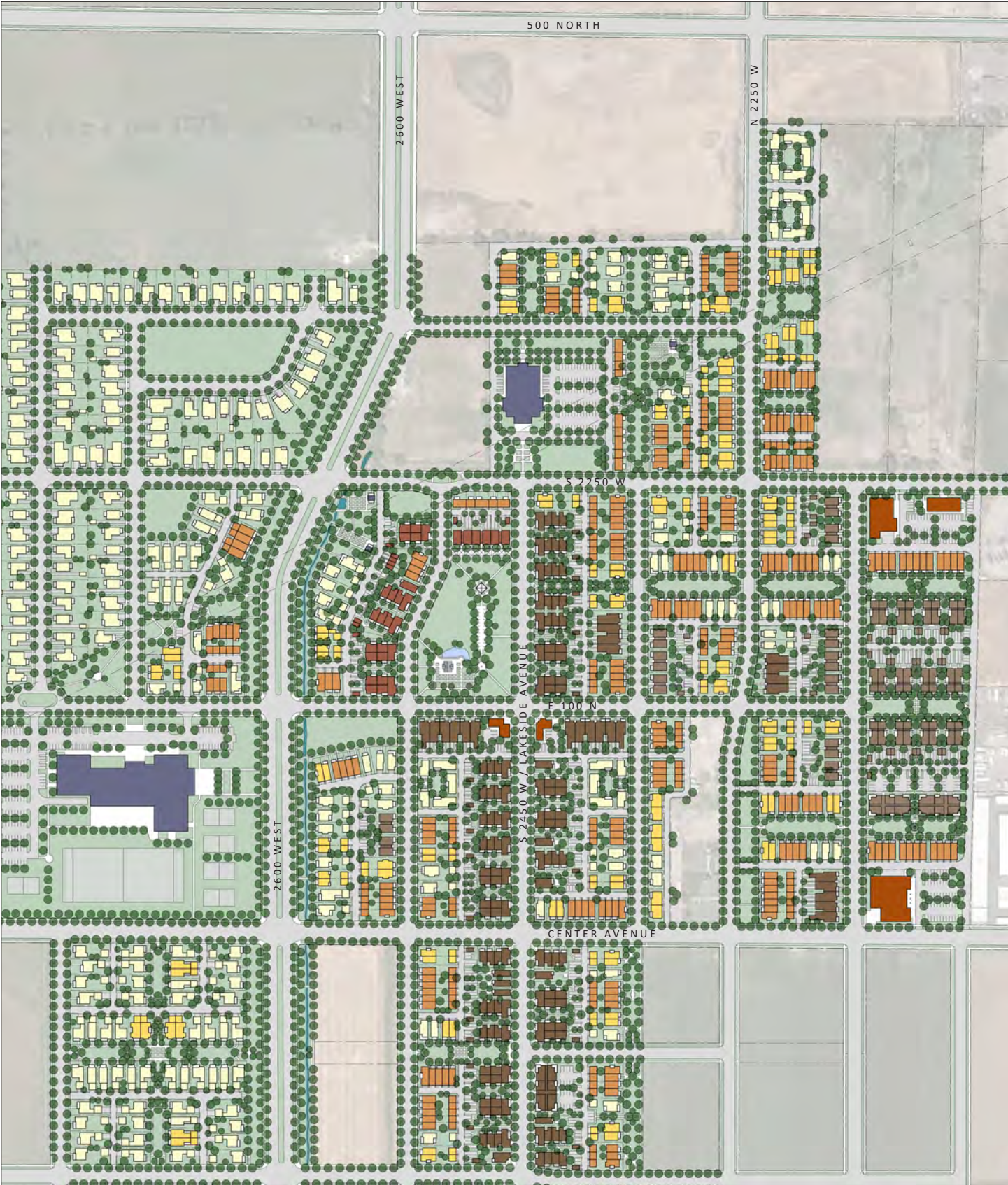
Article 3 - ILLUSTRATIVE PLAN



LAKESIDE LANDING
ILLUSTRATIVE PLAN

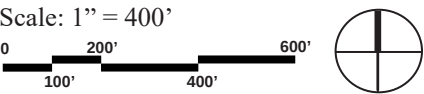


Article 3 - ILLUSTRATIVE PLAN

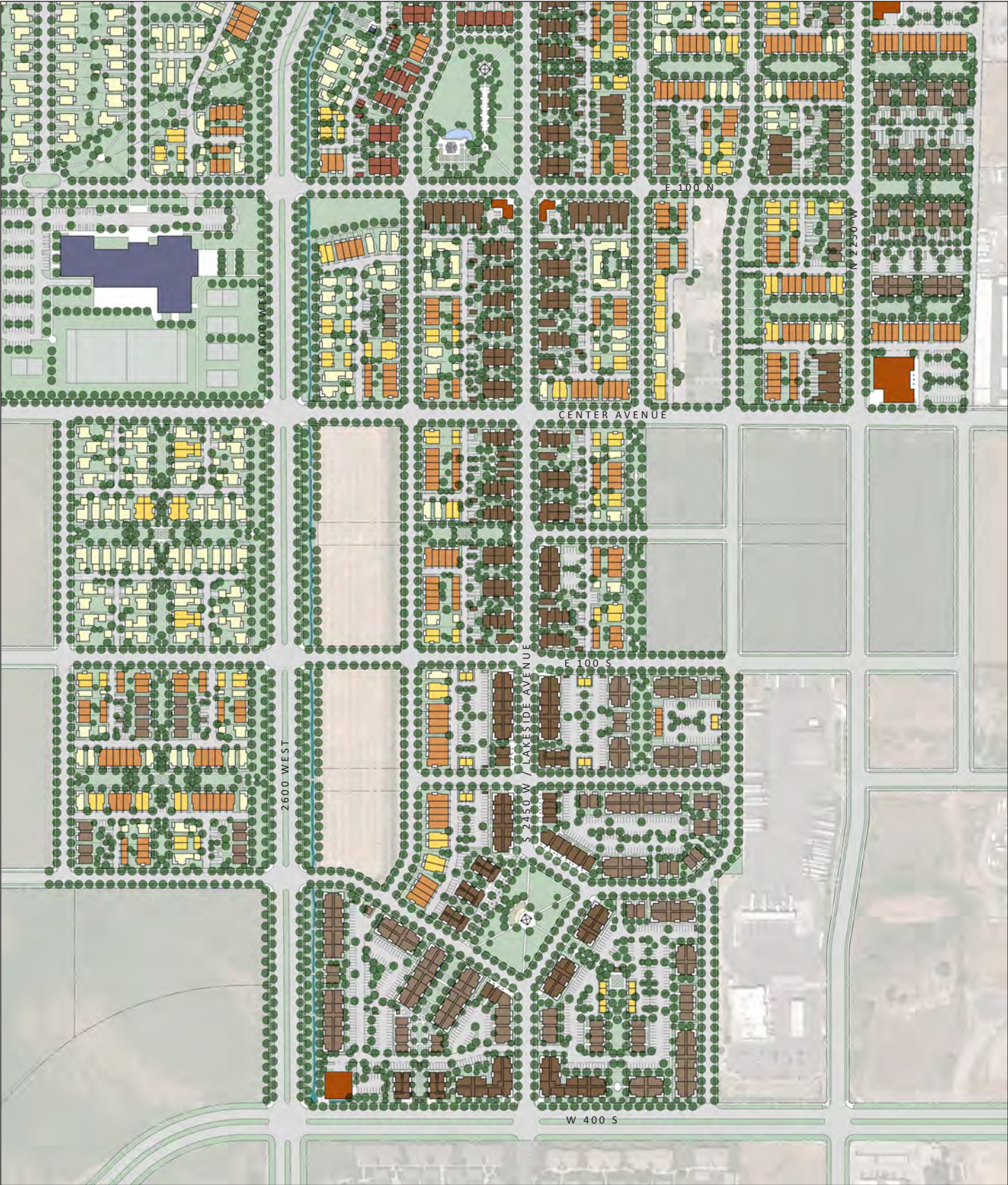


LAKESIDE LANDING
ILLUSTRATIVE PLAN (DETAIL)

CITY OF SPRINGVILLE / LAKESIDE LAND PARTNERS / DAVIES DESIGN BUILD / PEL-ONA ARCHITECTS AND URBANISTS

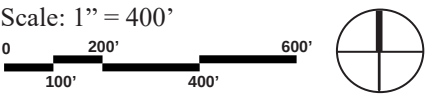


Article 3 - ILLUSTRATIVE PLAN



LAKESIDE LANDING
ILLUSTRATIVE PLAN (DETAIL)

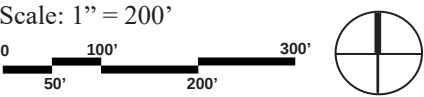
CITY OF SPRINGVILLE / LAKESIDE LAND PARTNERS / DAVIES DESIGN BUILD / PEL-ONA ARCHITECTS AND URBANISTS

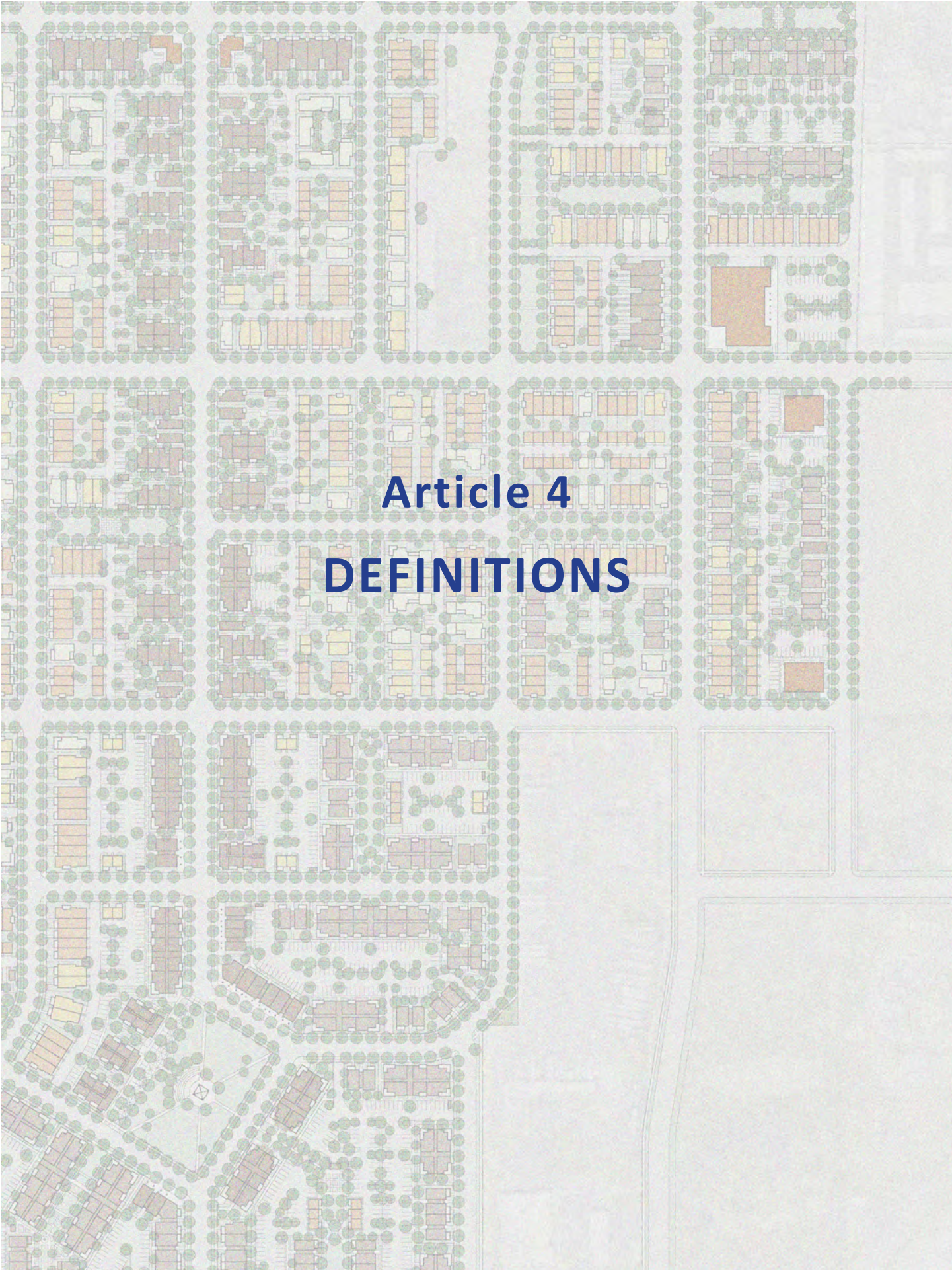


Article 3 - ILLUSTRATIVE PLAN



AMENDED ILLUSTRATIVE PLAN
OF THE SOUTHERN SECTION (December, 2024)





Article 4 - DEFINITIONS

11-9-401 Applicability

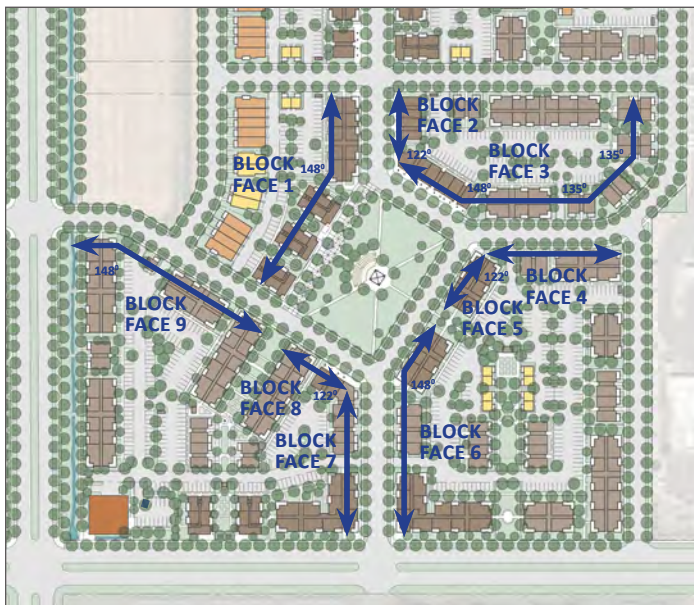
The definitions included within this article shall apply to Chapter 9. The definitions included in 11-3-402 shall apply to Chapter 9 only when no definition for the term is provided in this article.

11-9-402 Definitions

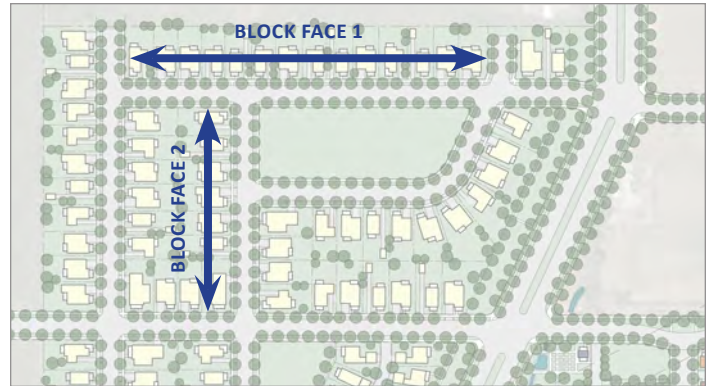
Please refer to 11-3-402, if no definition is provided for the term in this article.

BLOCK FACE:

A block face is defined as the continuous facade of a block between two street intersections. "T" intersections shall not divide the block face of the block located at the top of the "T." "Y" intersections shall divide the block where the angle in between two arms is 125 degrees or less. They will not divide the block where the angle in between two arms is greater than 125 degrees. For the purposes of determining the block faces 11-9-802.E. Pedestrian Green Street as well shall be considered as a thoroughfare that forms an intersection and divides a block face.



Above is a block geometry that contains many "Y" intersections. "Y" intersections divide the block where the angle in between two arms is 125 degrees or less, which is the case for the angles in between block faces 2 and 3, 4 and 5, and 7 and 8, thus they are separate block faces. However, the angles that turn the block faces 1, 3, 6, and 9, at the intersections, are greater than 125 degrees, therefore these intersections do not divide these block faces.



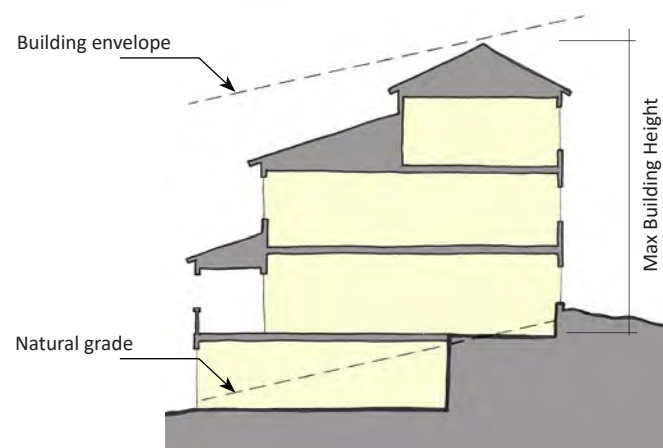
Above is a block geometry that contains many "T" intersections. "T" intersections do not divide the block face at the top of the "T." Thus, even though there are "T" intersections in the middle of the block faces 1 and 2, these intersections do not divide these block faces because they are located at the top of the "T" intersections.

BUILDING FOOTPRINT:

Building footprint is the total square footage located between and including the foundation walls of all structures on a lot, including garages. Covered porches, colonnades, carports, roof overhangs, stoops, exterior stairs, and balconies shall not be included in the building footprint calculation.

BUILDING HEIGHT:

Building height shall be measured both in terms of the number of stories and the distance (in feet) from the natural grade, to the highest point in the building.



A diagrammatic cross-section through a building on a sloping site. The height is measured from the finished grade to the highest point of the building. In other words, the building envelope follows the terrain.

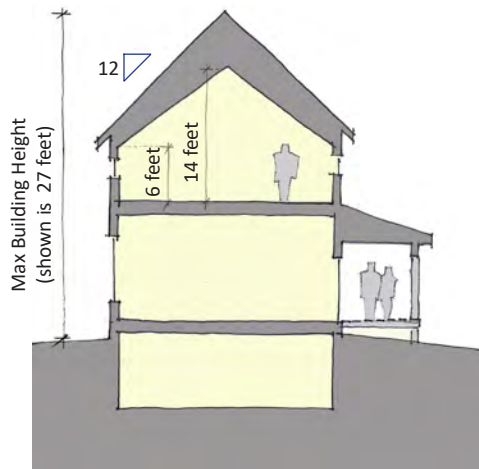
Article 4 - DEFINITIONS

BUILDING HEIGHT AS DISTANCE

Building height as distance (in feet) shall be measured following the natural terrain within the building footprint. The allowed building envelope will be defined by projecting the terrain from the ground a distance equal to the maximum height allowed. Subdivisions with an area larger than 40,000 square feet shall be permitted to use overlot grading as the natural grade.

BUILDING HEIGHT AS THE NUMBER OF STORIES:

A story is defined as a floor-to-floor measurement not to exceed twelve (12) feet, except for non-residential stories, which shall not exceed sixteen (16) feet. Single story or two-story non-residential spaces are permitted to exceed the sixteen (16) feet limitation. Where vaulted ceilings are provided, the height measurement shall be taken at the midpoint of the main ceiling slope. If the main level is located more than two (2) feet above the average grade, measured at edges of the building footprint, the level below shall be considered a story. (Note that basement may not be permitted because of flood plane conditions).



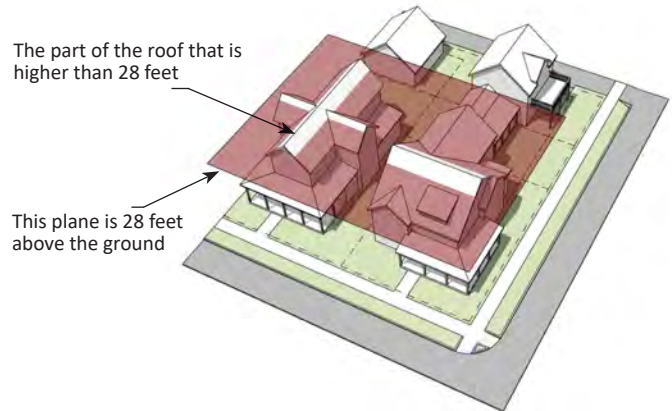
Above is a cross-section through a one-and-a-half (1 1/2) story building. The floor to floor dimension of the ground floor is eleven (11) feet. The plate height of the upper story at the exterior is six (6) feet. Note also that the height of the building measured as distance is thirty two (32) feet.

HALF-STORY:

A half-story is a story that has a minimum of forty percent (40%) of the plate height along the perimeter of the exterior walls at a height of six (6) feet or less. Dormers that are eight (8) feet or less in width and originate from a wall with a plate height that is six (6) feet or less shall be considered as an exterior wall of six (6) feet or less.

HEIGHT IN PERCENTAGES:

When there are two height limits are stated for two percentages, the height limits apply to the prescribed footprint percentages as shown on the following image.



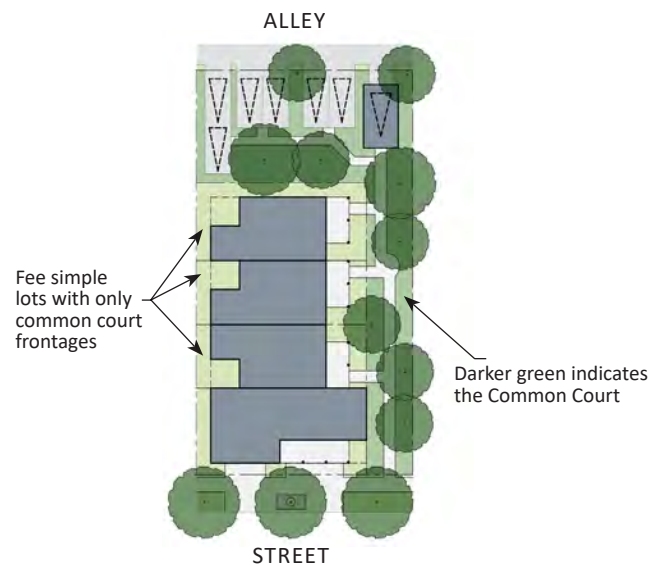
Only 30% of the building footprint is permitted to reach beyond the 28 feet height (the tip of ridges above the pink plane), but no part can reach beyond the 35 feet maximum height.

BUILDING FLOOR AREA:

The building floor area square footage shall be measured to the outside of the framing, not including the exterior cladding material, and shall include all floor areas with a height of 6' or greater regardless of use. Total building floor area shall not include garages, nor the basement square footage.

CLUSTER:

The cluster lot types in this code permits the establishment of certain small lots that have no street nor alley frontages, but instead are connected to the shared parking (at the rear, along the alley) and the sidewalk (along the street) via a common court. It offers a unique living option where the dwelling unit is part of a large building (attached), yet occupies a fee simple lot. Please refer to the definition of the "common court" as well.



A Main Street Slot Townhouse Cluster lot diagram. The common court provides access to the street and the parking located at the rear.

Article 4 - DEFINITIONS

COMMON COURT:

Common court is a shared amenity owned and managed by a Home Owners' Association (HOA), with a public access easement. Cluster lot types require the creation of a common court. A common court shall have a minimum of sixteen (16) feet width along the frontage line of any lot without street frontage. Also, a common court shall have a minimum area of eight hundred square feet (800 s.f.). A minimum of fifty percent (50%) of the common court shall be landscaped area.

COVERED WALKWAY:

A covered walkway is defined as the pedestrian area that is not exposed to the sky and has a cover (a ceiling) within fifteen (15) feet of the ground. A covered walkway may be in the form of a colonnade, a porch, a covered patio or an awning.

DORMER:

A dormer is a building element containing windows that projects from a principal roof with a maximum width of twelve (12) feet, a minimum width of four (4) feet, a separation from a building corner of at least three (3) feet, and a separation from any adjacent dormer of at least four (4) feet. A dormer roof may be gable, hip, or shed (with a 3:12 slope minimum), but cannot be flat or reverse sloped.



A three feet wide shed dormer and a twelve feet wide gable dormer. Note that the space in between the dormers is four feet and the shed dormer is three feet away from the corner of the building.

FRONTAGE FOR IRREGULAR LOTS:

For irregular lots with uneven sides, the minimum frontage is to be measured at the principal building's minimum front setback.

GARAGE:

A garage is any building, or portion of a building, designed to accommodate or store motor vehicles.

LANDSCAPED AREA:

Landscaped area is the area with a pervious surface on a lot. Areas with ground covers, sod and mulch, as well as pervious pavement, shall count as a landscaped area.

LOT:

Lot means a parcel of land owned by a single entity and occupied or to be occupied by a building or group of buildings identified under this title. A lot's principal frontage must be on a public right-of-way or a common court.

LOT COVERAGE:

Lot coverage is the ratio of the building footprint to the lot area (please see the definition of "building footprint" provided in this section).

Article 4 - DEFINITIONS

LOT TYPE:

The lot types are the basic building blocks of this code that address the form of the built environment.

A lot type is a set of bulk, density, and intensity regulations that are tailored based on a building type.

Depending on the lot type, these regulations include restrictions of the lot size, building size, porch size, lot coverage, height, setbacks, and parking, as well as notes that address various aspects of lot configuration and building disposition.

Lot types are presented in this code with a lot diagram and a bird's eye view perspective of one exemplary prototypical outcome. It is one outcome among many possible outcomes. The lot diagrams and the perspective views are not regulatory but provided as a supplement to help users visualize what the regulations ask for. The lot dimensions included on the lot diagrams are exemplary as well; they indicate the dimensions used on the diagram and the bird's eye view perspective.

The name of the lot type refers to the building types the lot type is based on.

Brief explanation for the application and intention of the lot type. The italics are explanatory and regular text is regulatory. If there are multiple zones on the lot, or open and closed sides regulated differently, it will be stated here as part of the regulatory measures.

Lot diagram that shows how regulations presented on this page can be applied. When needed, more than one lot is shown. It depicts one possible outcome among many. This diagram is not regulatory but provided to communicate intentions and explain the regulations.

A bird's eye view perspective drawing of a possible and desirable outcome. The footprint matches the lot diagram presented above. The drawing is not regulatory but explanatory. The buildings shown are usually well-articulated, following the architectural standards provided in this code. Even though the building forms and roof shapes indicate traditional architecture, no architectural style is meant to be favored over others. The intention here is to help the user visualize how the regulations can be applied via familiar building forms.

LAKESIDE LANDING MASTER PLAN AND LAND DEVELOPMENT CODE

C. Village House Lot Type

The Village House Lot Type has an open side and a closed side with different setback requirements, as well as three zones. The front zone, which is the first 55% of the lot from the front, the rear zone which is the 30% of the rear, and middle zone which is the remaining 15% of the lot in the middle.

The intention behind the multiple zones is to pull the garage and secondary spaces, like studios, ancillary units and homes away from the general building mass. This creates a dumbbell form as oppose to a singular, large building as "McMansions." The dumbbell shape decreases the scale of the house and creates a reasonable composition as perceived especially from the side street. This is a very common building form observed in many traditional neighborhoods in the western United States.

LOT TYPES

LOT:

- Minimum lot size: 4000 s.f.
- Minimum street or common court frontage: 44 feet
- Minimum depth: 90 feet

BUILDING SIZE:

- Maximum total floor area: 3200 s.f.

LOT COVERAGE:

- Front zone: 55% max.
- Middle zone: 35% max.
- Rear zone: 45% max.

HEIGHT:

- Front zone: 70% of the footprint
- Middle zone: 30% of the footprint
- Rear zone: 1 1/2 stories / 32 feet max.

SETBACKS:

	FRONT ZONE	MIDDLE ZONE	REAR ZONE
Building at street	15' min.	N.A.	N.A.
Porch at street	7' min.	N.A.	N.A.
Building at side street	8' min.	24' min.	12' min.
Porch at side street	5' min.	16' min.	5' min.
Building at open side	5' min.	20' min.	5' min.
Porch at open side	5' min.	12' min.	5' min.
Closed side	5' min.	5' min.	5' min.
Rear	N.A.	N.A.	5' min.

PORCH:

- Minimum porch size required within twenty feet of the front or side street property boundary: 120 s.f. min.

OFF-STREET PARKING:

- Minimum parking per lot without an ADU: 2 spaces
- Minimum parking per lot with an ADU: 3 spaces

NOTES:

- Village House Lot Type is permitted to be employed only on lots with alley access.
- No curbs are allowed on street or side street.
- Tandem parking counts for parking requirement.
- Open side shall face south, south east, east, or south west, except for corner lots where the open side shall face the side street.

CITY OF SPRINGVILLE / LAKESIDE LAND BANK / THRIVE DEVELOPMENT / PEL-ONA ARCHITECTS AND URBANISTS

PAGE 20

This column provides the regulations that create the building form type. Lot size and building size limitations, lot coverage, height and setback regulations, porch and parking requirements are among the most typical categories. Some building form types may include more unique measures.

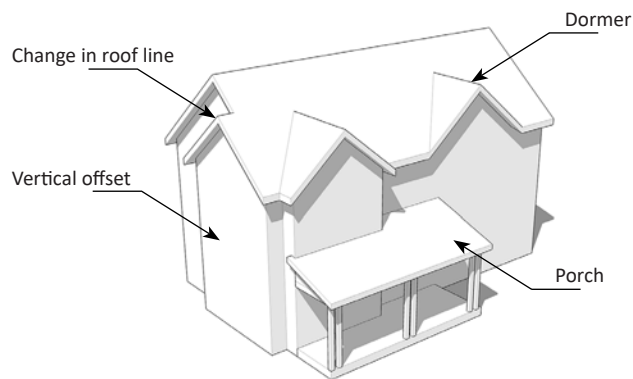
Notes are also part of the regulations that create the lot type. They cover more unique measures that are not addressed by other regulation categories.

A lot type example page from this code: Village House Lot Type. Presented on this page is the name of the lot type, a brief explanation with some general rules, a lot diagram, a bird's eye view perspective drawing, and a set of regulations listed in the right column. The lot diagram and the perspective drawing are explanatory, and the restrictions presented in the column are regulatory.

Article 4 - DEFINITIONS

MASSING ARTICULATION:

As it is used in this code, the term massing articulation refers to the following building elements: a porch, a dormer, a well-defined entry element (stoop or awning), a horizontal or vertical offset of at least two (2) feet in the building wall for a minimum of four (4) feet in width, material change (from masonry veneer to siding), or change in height of front elevation roof lines. Massing articulation, when done properly, may reduce the perceived size of a building. The number of desired articulation changes are dependent on the building size and type. Too much articulation creates clutter, too little creates monotony and 'bulky' buildings.



A building with balanced amount of massing articulation. If located on a street corner this building would offer a graceful presentation to both streets.

PORCH:

A porch is an outdoor, covered, but unwallled space attached to a building providing transition to the interior space from the sidewalk. Unless stated otherwise by the lot type, a porch is a one story element at least fifty percent (50%) open on each side, except for sides abutting the building.

PRINCIPAL BUILDING:

The principal building is defined as the largest structure on the lot containing the primary use.

SETBACKS:

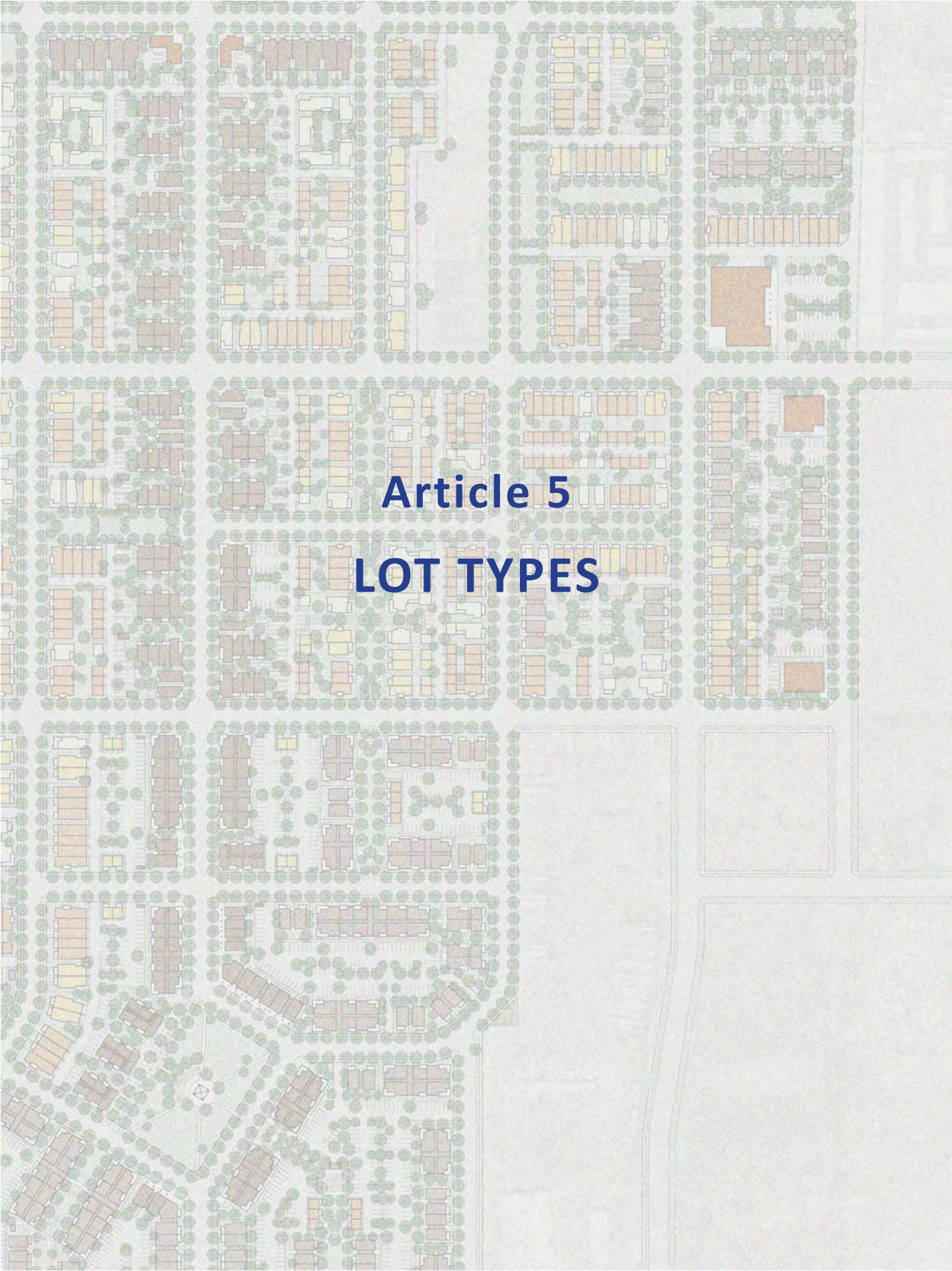
Setbacks shall be applied as listed per each building form type following these general provisions:

1. All setbacks shall be measured from the property line to the outside of the building framing. Sheathing, drywall, siding, masonry and insulation materials are permitted to encroach into the setbacks up to six (6) inches.
2. Eaves, rakes, chimneys, scuppers, light fixtures, and similar appurtenances on the building face, are permitted to encroach into the setback up to twenty-four (24) inches.
3. When setbacks for various structures (e.g. garage) and building elements (e.g. porch) are not listed separately, the setback shall be applied to all structures on the lot.

The above setback requirements do not indicate fire separation distances. Fire separation distances shall be measured from the face of the building to the closest property line as described in the City of Springville's adopted building codes.

TRANSPARENCY AT EYE-LEVEL:

Transparency at the eye level refers to the percentage of the transparent part of the ground floors (windows and doors with non-opaque glazing) to the rest of the wall surface, measured within the three (3) feet wide zone that lies between four (4) feet high and seven (7) feet high lines on the exterior wall of the building.

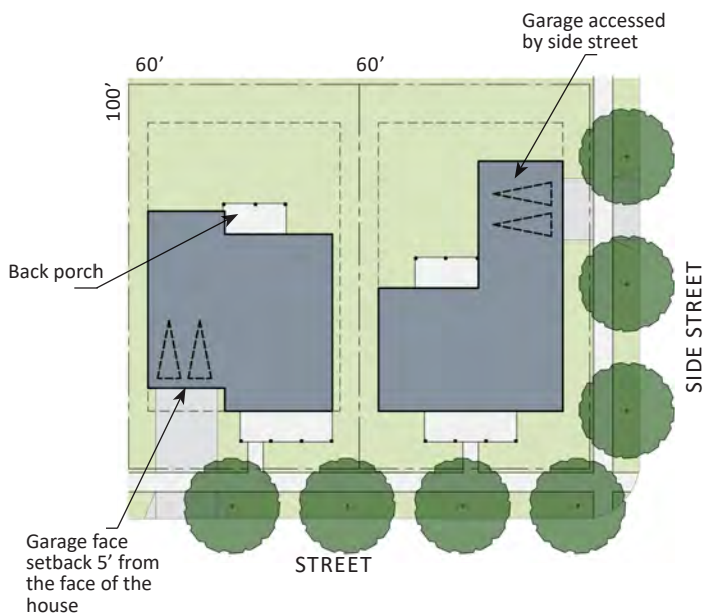


Article 5
LOT TYPES

1. Suburban Mansion Lot Type

Article 5 - LOT TYPES

Suburban Mansion Lot Type is crafted for blocks with no alleys to accommodate larger houses. Even though the minimum frontage and lot size requirements imply a suburban character, the building presence on street is required. The minimum porch requirement, and the requirement for the garage to have a five~~six~~ feet setback from the face of the building at the street, are intended to create a pedestrian friendly streetscape despite the fact that this lot type requires frequent curb cuts.



LOT :

Minimum lot size:	6,000 s.f.
Minimum street frontage:	60 feet

LOT COVERAGE:

Maximum lot coverage	50 %
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HEIGHT:

70% of the footprint	2 stories / 28 feet max.
30% of the footprint	2 stories / 35 feet max.
First floor elevation	18" above sidewalk

SETBACKS:

Building at street	15 feet min.
Building at side street	6 feet min.
Street facing attached garage	5 feet additional front setback measured from the front face of the building
Porch at street	7 feet min.
Porch at side street	6 feet min.
All structures at side	5 feet min.
All structures at rear	10 feet min.

PORCH:

Porch size required within twenty four feet of the front property boundary	140 s.f. min.
Porch depth	6 feet min.

OFF-STREET PARKING:

Minimum parking per lot:	2 spaces
Minimum parking per lot with accessory dwelling	3 spaces

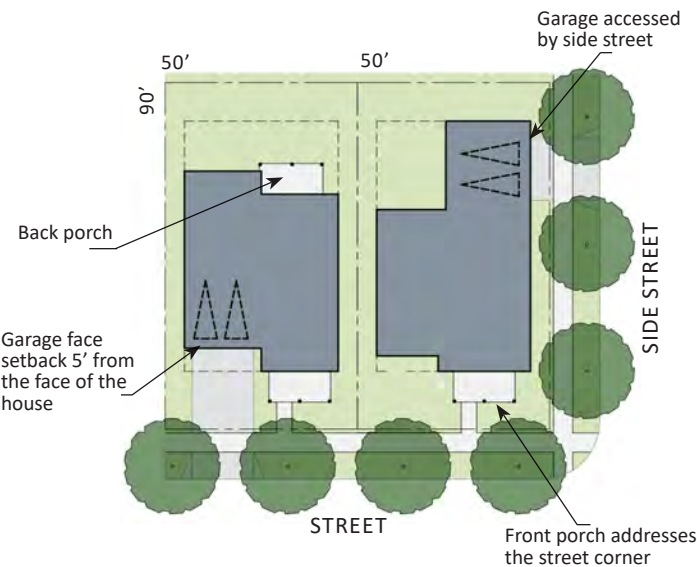
NOTES:

1. Suburban Mansion Lot Type is permitted to be employed only on lots with no alley access.
2. Tandem parking counts for parking requirement.
3. Garage doors, when facing, or visible from, the street, shall not exceed 40% of the frontage; the driveway shall not be wider than 16 feet at the property line.
4. An accessory dwelling unit is permitted within either the principal building or a detached building with a footprint that is more than 650 square feet. The floor area of the accessory dwelling shall be within the maximum floor area permitted per lot.

2. Suburban House Lot Type

Suburban House Lot Type is crafted for blocks with no alleys. Even though shown below is a lot with a 50 feet width and a 90 feet depth, this building form type can be employed on wider and deeper lots as well.

The minimum porch requirement, and the requirement for the garage to have a ~~five~~^{six} feet setback from the face of the building at the street, are intended to create a pedestrian friendly streetscape despite the fact that this lot type requires frequent curb cuts.



Article 5 - LOT TYPES

LOT :	
Minimum lot size:	4,400 s.f.
Minimum street frontage:	46 feet

BUILDING SIZE:	
Maximum total floor area per lot:	3,200 s.f.

LOT COVERAGE:	
Maximum lot coverage	50 %

HEIGHT:	
70% of the footprint	2 stories / 28 feet max.
30% of the footprint	2 stories / 35 feet max.
First floor elevation	18" above sidewalk

SETBACKS:	
Building at street	15 feet min.
Building at side street	6 feet min.
Street facing attached garage	5 feet additional front setback measured from the front face of the building
Porch at street	7 feet min.
Porch at side street	6 feet min.
All structures at side	5 feet min.
All structures at rear	10 feet min.

PORCH:	
Porch size required within twenty four feet of the front property boundary	80 s.f. min.
Porch depth	6 feet min.

OFF-STREET PARKING:	
Minimum parking per lot:	2 spaces
Minimum parking per lot with accessory dwelling	3 spaces

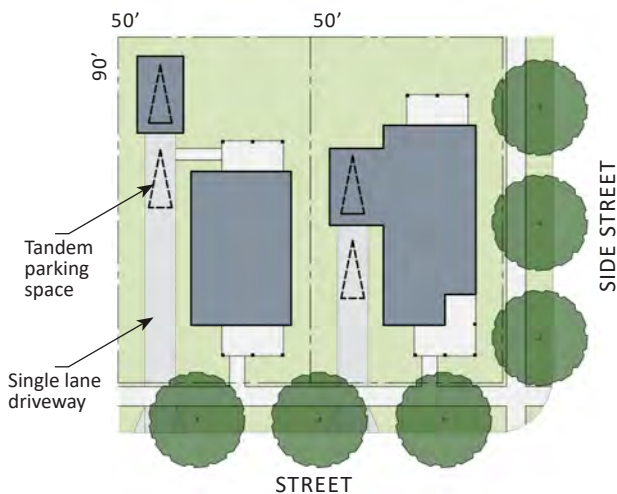
- NOTES:
1. Suburban House Lot Type is permitted to be employed only on lots with no alley access.
 2. Tandem parking counts for parking requirement.
 3. Garage doors, when facing, or visible from, the street, shall not exceed 40% of the frontage; the driveway shall not be wider than 16 feet at the property line.
 4. An accessory dwelling unit is permitted within either the principal building or a detached building with a footprint that is more than 650 square feet. The floor area of the accessory dwelling shall be within the maximum floor area permitted per lot.

3. Side-Drive House Lot Type

Article 5 - LOT TYPES

Side-Drive House Lot Type is crafted for blocks with no alleys. When mixed with the Suburban House Lot Types it has the potential for creating a balanced and diverse streetscape. Single-lane driveways diminishes the width of the curb cut and reduce the sidewalk interruption in exchange for the slight inconvenience of tandem parking.

The notes 4 and 5 are intended to maximize passive solar gain by locating the driveway on the proper side and the garage close to the rear of the lot, either attached or detached.



LOT :

Minimum lot size:	4400 s.f.
Minimum street frontage:	,46 feet

BUILDING SIZE:

Maximum total floor area per lot:	3,000 s.f.
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LOT COVERAGE:

Maximum lot coverage	50 %
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HEIGHT:

70% of the footprint	2 stories / 28 feet max.
30% of the footprint	2 stories / 35 feet max.
First floor elevation	18" above sidewalk

SETBACKS:

Building at street	15 feet min.
Building at side street	6 feet min.
Porch at street	7 feet min.
Porch at side street	6 feet min.
All structures at side	5 feet min.
All structures at rear	10 feet min.

PORCH:

Porch size required within twenty four feet of the front or side street property boundary	80 s.f. min.
Porch depth	6 feet min.

OFF-STREET PARKING:

Minimum parking per lot:	2 spaces
Minimum parking per lot with accessory dwelling	3 spaces

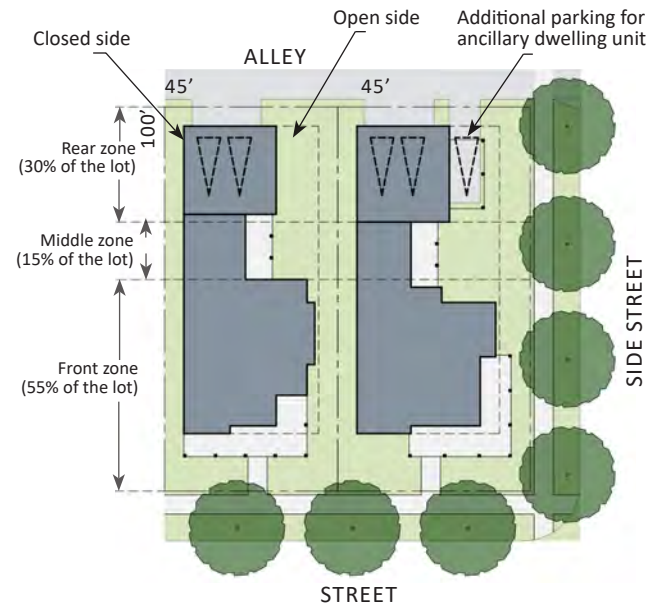
NOTES:

1. Side-Drive House Lot Type is permitted to be employed only on lots with no alley access.
2. Tandem parking counts for parking requirement.
3. There shall be only one single-car garage door with a width of nine feet maximum, facing the street or side street within forty feet of the street (front) or side street property line.
4. The driveway shall not be wider than 10 feet on the street or side street property line.
5. There shall be no parking (surface or garage) within 20 feet of the lot from the street frontage.
6. Driveways are advised to be located on the south, south-east, east, or south-west side of the lot, except for corner lots where the driveways shall be located at the opposite side of the corner.
7. An accessory dwelling unit is permitted within either the principal building or a detached building with a footprint that is more than 650 square feet. The floor area of the accessory dwelling shall be within the maximum floor area permitted per lot.

4. Village House Lot Type

The Village House Lot Type has an open side and a closed side with different setback requirements, as well as three zones with different lot coverage and height requirements. These zones are the front zone, which is the first 55% of the lot from front, the rear zone which is the 30% of the rear, and middle zone which is the remaining 15% of the lot in the middle.

The intention behind the multiple zones is to pull the garage and secondary spaces, like studios, accessory units, and homes offices, away from the general building mass. This creates a dumbbell form as oppose to a singular, large building as is usually the case with homes commonly referred to as "McMansions." The dumbbell shape decreases the scale of the house and creates a reasonable composition as perceived from the side street. This is a very common building form observed in many traditional neighborhoods in the western United States.



Article 5 - LOT TYPES

LOT :

Minimum lot size:	4000 s.f.
Minimum street or common court frontage:	44 feet
Minimum depth:	90 feet

BUILDING SIZE:

Maximum total floor area per lot:	3200 s.f.
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LOT COVERAGE:

Front zone:	55% max.
Middle zone:	35% max.
Rear zone:	45% max.

HEIGHT:

Front zone:	
70% of the footprint	2 stories / 28 feet max.
30% of the footprint	2 stories / 35 feet max.
Middle zone:	1 story / 20 feet max. (see note 6)
Rear zone:	1 1/2 stories / 32 feet max.
First floor elevation	18" above sidewalk

SETBACKS:

	FRONT ZONE	MIDDLE ZONE	REAR ZONE
Building at street	15' min.	N.A.	N.A.
Porch at street	7' min.	N.A.	N.A.
Building at side street	8' min.	24' min.	8' min.
Porch at side street	5' min.	16' min.	5' min.
Building at open side	5' min.	20' min.	5' min.
Porch at open side	5' min.	12' min.	5' min.
Closed side	5' min.	5' min.	5' min.
Rear	N.A.	N.A.	5' min.

PORCH:

Porch size required within twenty feet of the front or side street property boundary	120 s.f. min.
Porch depth	6 feet min.

OFF-STREET PARKING:

Minimum parking per lot:	2 spaces
Minimum parking per lot with accessory dwelling	3 spaces

NOTES:

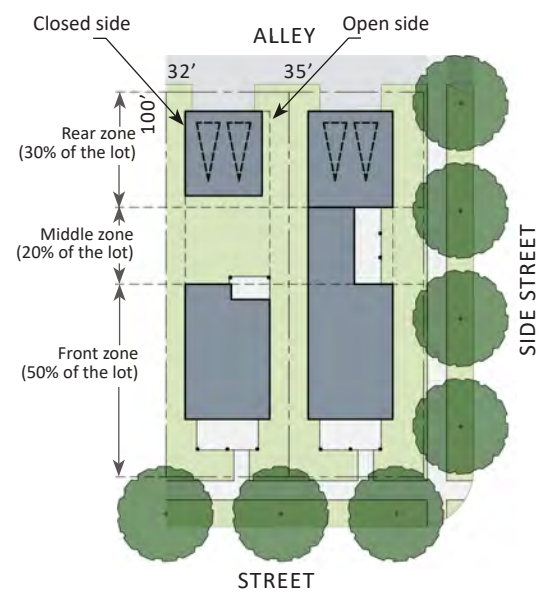
1. Village House Lot Type is permitted to be employed only on lots with alley access.
2. No curb cuts are allowed on street or side street.
3. Tandem parking counts for parking requirement.
4. Open side shall face south, south-east, east, or south-west, except for corner lots where the open side shall face the side street.
5. An accessory dwelling unit is permitted within either the principal building or a detached building with a footprint that is more than 650 square feet. The floor area of the accessory dwelling shall be within the maximum floor area permitted per lot.
6. The height and setback requirements listed for the front zone shall be applied for the middle zone as well on lots that are 96 feet deep or shallower.

5. Cottage Lot Type

Article 5 - LOT TYPES

The Cottage Lot Type has an open side and a closed side with different setback requirements, as well as three zones with different lot coverage and height requirements. These zones are the front zone, which is the first 50% of the lot from front, the rear zone which is the 30% of the rear, and middle zone which is the remaining 20% of the lot in the middle.

The intention behind the multiple zones is to pull the garage and secondary spaces, like studios, ancillary units and homes offices, away from the general building mass. This creates a dumbbell form as oppose to a singular, large building. The dumbbell shape decreases the scale of the house and creates a reasonable composition as perceived from the side street. A detached garage with a back yard is another encouraged lot configuration that offers an option for those who would prefer a larger private yard.



LOT :

Minimum lot size:	3000 s.f.
Minimum street or common court frontage:	30 feet
Minimum depth:	90 feet

BUILDING SIZE:

Maximum total floor area per lot:	
<u>Lots between 3000 and 3400 s.f.</u>	2400 s.f.
<u>Lots larger than 3400 s.f.</u>	2600 s.f.

LOT COVERAGE:

Front zone:	55% max.
Middle zone:	35% max.
Rear zone:	45% max.

HEIGHT:

Front zone:	2 stories / 35 feet max.
Middle zone:	1 story / 18 feet max. (see note 6)
Rear zone:	1 1/2 stories / 32 feet max.
First floor elevation	18" above sidewalk

SETBACKS:	FRONT ZONE	MIDDLE ZONE	REAR ZONE
Building at street	15' min.	N.A.	N.A.
Porch at street	7' min.	N.A.	N.A.
Building at side street	6' min.	16' min.	6' min.
Porch at side street	6' min.	10' min.	5' min.
Building at open side	5' min.	14' min.	5' min.
Porch at open side	5' min.	8' min.	5' min.
Closed side	5' min.	5' min.	5' min.
Rear	N.A.	N.A.	5' min.

PORCH:

Porch size required within twenty feet of the front or side street property boundary	100 s.f. min.
Porch depth	6 feet min.

OFF-STREET PARKING:

Minimum parking per lot:	2 spaces
Minimum parking per lot with accessory dwelling	3 spaces

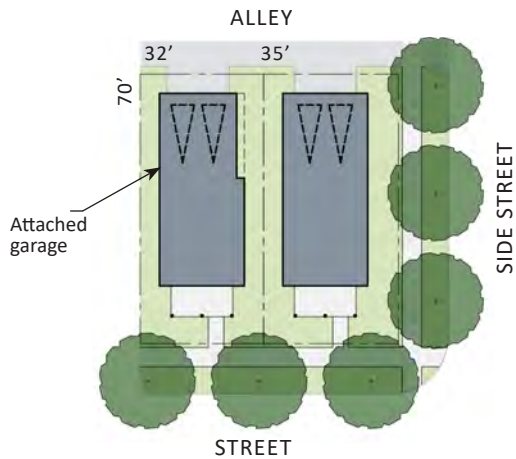
NOTES:

1. Cottage Lot Type is permitted to be employed only on lots with alley access.
2. No curb cuts are allowed on street or side street.
3. Tandem parking counts for parking requirement.
4. Open side shall face south, south-east, east, or south-west, except for corner lots where the open side shall face the side street.
5. An accessory dwelling unit is permitted within either the principal building or a detached building with a footprint that is more than 550 square feet. The floor area of the accessory dwelling shall be within the maximum floor area permitted per lot.
6. The height and setback requirements listed for the front zone shall be applied for the middle zone as well on lots that are 96 feet deep or shallower.

6. Compact Cottage Lot Type

Article 5 - LOT TYPES

Compact Cottage Lot Type provides an opportunity for employing smaller structures on smaller and shallower lots where appropriate. Cottages offer a more affordable option and contribute to the diversity of residents in a well-balanced, successful neighborhood. The attached garage provides an opportunity to achieve a compact building. Cottages are especially appropriate when and if a well-sized and well-appointed common court is provided for a group of cottages to utilize the limited private open space.



LOT :

Minimum lot size:	2100 s.f.
Minimum street or common court frontage:	24 feet
Maximum lot depth	92 feet

BUILDING SIZE:

Maximum total floor area per lot:	
<u>Lots between 2100 and 2300 s.f.</u>	2200 s.f.
<u>Lots larger than 2300 s.f.</u>	2500 s.f.

HEIGHT:

	2 stories / 35 feet max.
First floor elevation	18" above sidewalk

SETBACKS:

Building at street	15 feet min.
Building at side street	6 feet min.
Porch at street	7 feet min.
Porch at side street	6 feet min.
Building at side	5 feet min.
Building at rear	5 feet min.

PORCH:

Porch size required within twenty feet of the front property boundary	100 s.f. min.
Porch depth	6 feet min.

OFF-STREET PARKING:

Minimum parking per lot:	2 spaces
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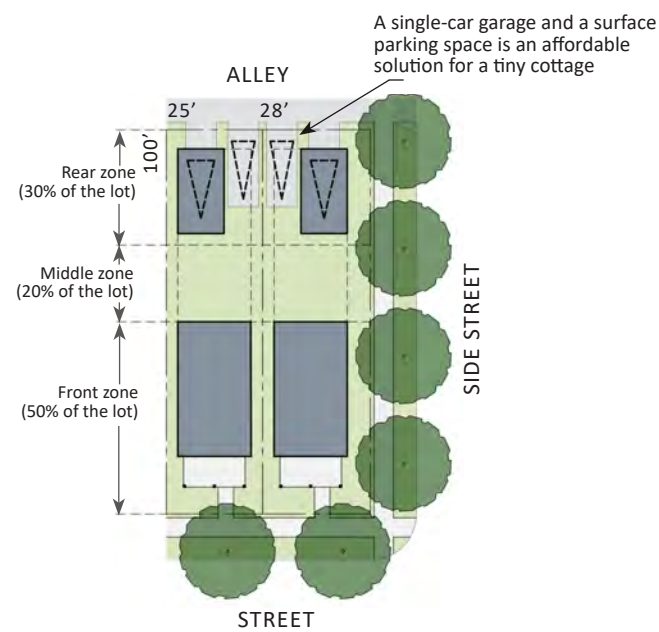
NOTES:

1. Compact Cottage Lot Type is permitted to be employed only on lots with alley access.
2. No curb cuts are allowed on street or side street.
3. Tandem parking counts for parking requirement.

7. Tiny Cottage Lot Type

Tiny Cottage Lot Type provides an opportunity for employing very small cottage on narrower lots where appropriate. Cottages offer a more affordable option and contribute to the diversity of residents in a well-balanced, successful neighborhood. Tiny Cottage Lot Type offers an option for residents who would prefer smaller living space yet still with a back yard.

The Tiny Cottage Lot Type employs three zones with different lot coverage, setbacks, and height requirements. These zones are the front zone, which is the first 50% of the lot from front, the rear zone which is the 30% of the rear, and middle zone which is the remaining 20% of the lot in the middle. No building is permitted within the middle zone to allow for a back yard.



Article 5 - LOT TYPES

LOT :

Minimum lot size:	2400 s.f.
Minimum street or common court frontage:	25 feet
Minimum depth:	90 feet

BUILDING SIZE:

Maximum total floor area per lot:	1400 s.f.
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LOT COVERAGE:

Front zone:	55% max.
Middle zone:	No building is permitted
Rear zone:	45% max.

HEIGHT:

Front zone:	1 1/2 stories / 32 feet max.
Middle zone:	No building is permitted
Rear zone:	1 story / 18 feet max.
First floor elevation	18" above sidewalk

SETBACKS:	FRONT ZONE	MIDDLE ZONE	REAR ZONE
Building at street	15' min.	N.A.	N.A.
Porch at street	7' min.	N.A.	N.A.
Building at side street	6' min.	N.A.	6' min.
Porch at side street	6' min.	N.A.	6' min.
All structures at side	5' min.	N.A.	3' min.
Rear	N.A.	N.A.	5' min.

PORCH:

Porch size required within twenty feet of the front or side street property boundary	80 s.f. min.
Porch depth	6 feet min.

OFF-STREET PARKING:

Minimum parking per lot without an ADU:	2 spaces
Minimum parking per lot with an ADU:	3 spaces

NOTES:

1. Tiny Cottage Lot Type is permitted to be employed only on lots with alley access.
2. No curb cuts are allowed on street or side street.
3. Tandem parking counts for parking requirement.

8. Compact Tiny Cottage Lot Type

Compact Tiny Cottage Lot Type provides an opportunity for employing very small cottages on narrower and shallower lots where appropriate. Compact tiny cottages offer a more affordable option and contribute to the diversity of residents in a well-balanced, successful neighborhood. Mixing compact tiny cottages together with compact cottages are especially appropriate when and if a well-sized and well-appointed common court is provided for a group of cottages to utilize the limited private open space.



Article 5 - LOT TYPES

LOT :

Minimum lot size:	1750 s.f.
Minimum street or common court frontage:	18 feet
Maximum lot depth	92 feet

BUILDING SIZE:

Maximum total floor area per lot:	1400 s.f.
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HEIGHT:

	1 1/2 stories / 32 feet max.
First floor elevation	18" above sidewalk

SETBACKS:

Building at street	15 feet min.
Building at side street	6 feet min.
Porch at street	7 feet min.
Porch at side street	6 feet min.
Building at side	5 feet min.
Building at rear	5 feet min.

PORCH:

Porch size required within twenty feet of the front property boundary	80 s.f. min.
Porch depth	6 feet min.

OFF-STREET PARKING:

Minimum parking per lot:	2 spaces
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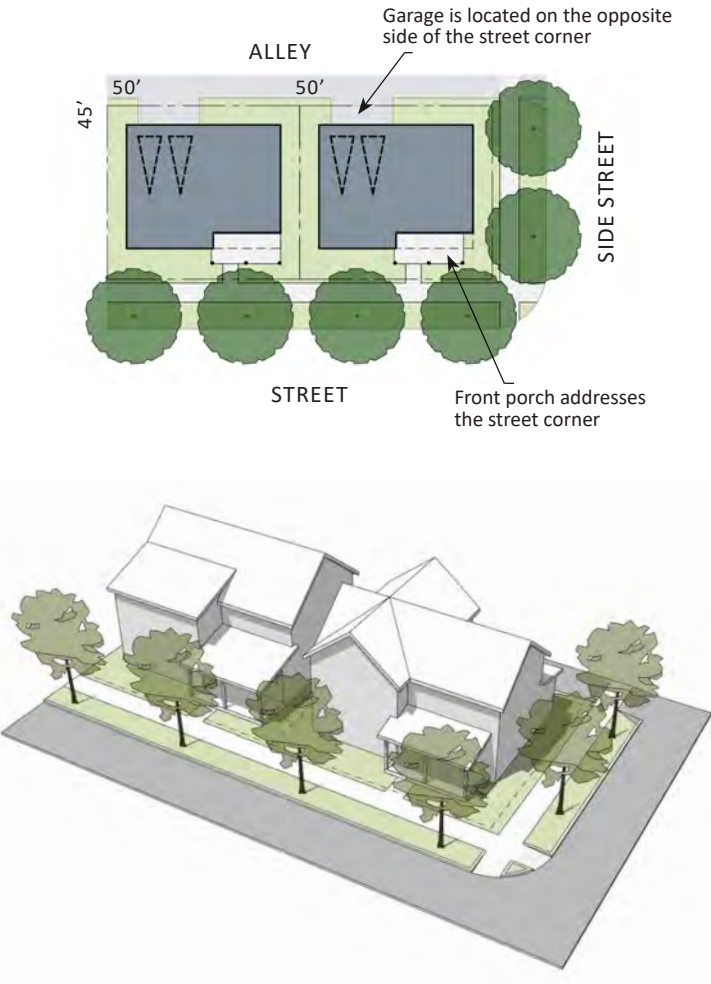
NOTES:

1. Compact Tiny Cottage Lot Type is permitted to be employed only on lots with alley access.
2. No curb cuts are allowed on street or side street.
3. Tandem parking counts for parking requirement.

9. Shallow Cottage Lot Type

Article 5 - LOT TYPES

Shallow Cottage Lot Type takes advantage of irregular lots resulting from geometries of current ownership patterns. It is crafted to provide a strong building presence along the street where the neighboring parcels offer challenges for the continuity of the residential neighborhood. When mixed with the Shallow Cottage Twin Houses Lot Types, it has the potential to create a diverse block face.



LOT :

Minimum lot size:	2000 s.f.
Minimum street or common court frontage:	45 feet
Minimum lot depth	45 feet

BUILDING SIZE:

Maximum total floor area per lot:	2400 s.f.
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HEIGHT:

First floor elevation	2 stories / 35 feet max. 18" above sidewalk
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SETBACKS:

Building at street	8 feet min.
Building at side street	5 feet min.
Porch at street	4 feet min.
Porch at side street	5 feet min.
Building at side	5 feet min.
Building at rear	5 feet min.

PORCH:

Porch size required within fifteen feet of the front property boundary	100 s.f. min.
Porch depth	6 feet min.

OFF-STREET PARKING:

Minimum parking per lot:	2 spaces
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NOTES:

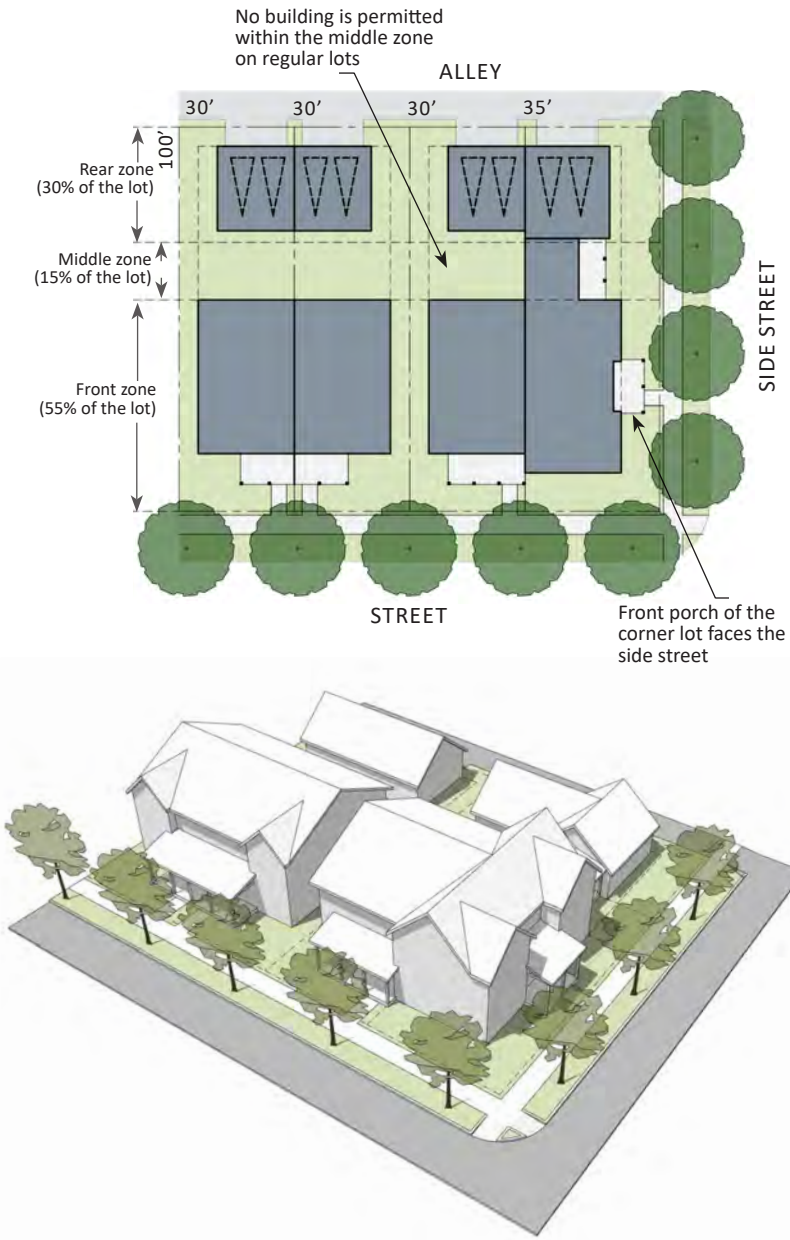
1. Shallow Cottage Lot Type is permitted to be employed only on lots with alley access.
2. No curb cuts are allowed on street or side street.

10. Twin Houses Lot Type

Article 5 - LOT TYPES

Twin Houses Lot Type is crafted to provide an option to preserve land and create efficiencies via attaching buildings and eliminating under-used side yards. Nevertheless, it still provides many of the amenities a detached building may offer.

Twin Houses Lot Type permits two buildings to be attached. It establishes three zones with different lot coverage, setbacks, and height requirements. These zones are the front zone, which is the first 55% of the lot from front, the rear zone which is the 30% of the rear, and middle zone which is the remaining 15% of the lot in the middle. Except for the corner lots no building is permitted within the middle zone.



LOT :

Minimum lot size:	2800 s.f.
Minimum street or common court frontage:	25 feet
Minimum depth:	90 feet

BUILDING SIZE:

Maximum total floor area per lot:	2000 s.f.
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LOT COVERAGE:

Front zone:	65% max.
Middle zone:	35% max. on corner lots 0% (no buildings) on regular lots
Rear zone:	no requirement

HEIGHT:

Front zone:	2 stories / 35 feet max.
Middle zone:	1 story / 22 feet max. on corner lots
Rear zone:	1 1/2 stories / 32 feet max.
First floor elevation	18" above sidewalk

	REGULAR (INTERIOR) LOT	STREET CORNER LOT
SETBACKS:		
Building at street	15 feet min.	10 feet min.
Building at side street	N.A.	10 feet min.
Porch at street	7 feet min.	7 feet min.
Porch at side street	N.A.	4 feet min.
Building at side	5 and 0 feet min.	0 feet min.
Building at rear	5 feet min.	5 feet min.
(no buildings are permitted within middle zone on regular lots)		

PORCH:

Porch size required per lot within twenty feet of the front property boundary (or within side street property boundary on corner lots)	100 s.f. min.
Porch depth	6 feet min.

OFF-STREET PARKING:

Minimum parking per lot	2 spaces
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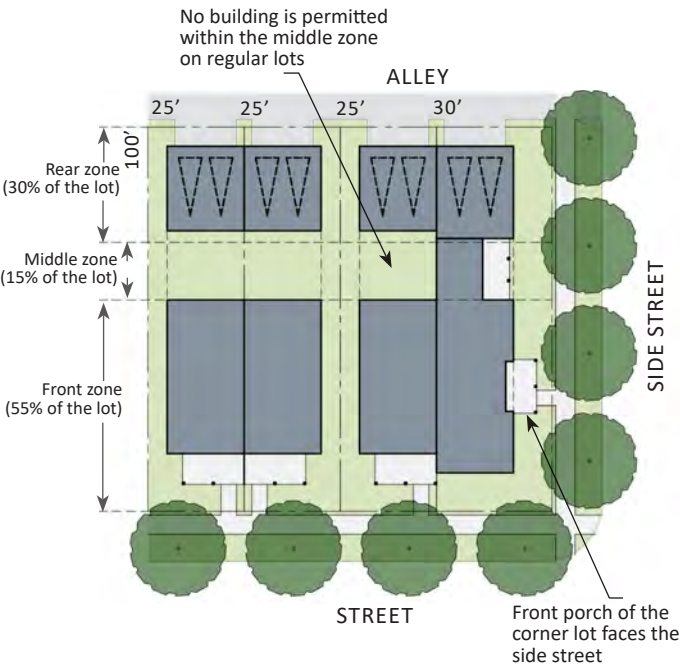
NOTES:

1. Twin Houses Lot Type is permitted to be employed only on lots with alley access.
2. No curb cuts are allowed on street or side street.
3. Tandem parking counts for parking requirement.
4. The front porch and the front entrance of the building on a street corner lot shall face the side street.

11. Cottage Twin Houses Lot Type

Cottage Twin Houses Lot Type is crafted to provide an option to preserve land and create efficiencies via attaching two cottages and eliminating under-used side yards. Nevertheless, it still provides many of the amenities a detached cottage may offer.

Cottage Twin Houses Lot Type permits two cottages to be attached. It establishes three zones with different lot coverage, setbacks, and height requirements. These zones are the front zone, which is the first 55% of the lot from front, the rear zone which is the 30% of the rear, and middle zone which is the remaining 15% of the lot in the middle. Except for the corner lots no building is permitted within the middle zone.



Article 5 - LOT TYPES

LOT :

Minimum lot size:	2400 s.f.
Minimum street or common court frontage:	25 feet
Minimum depth:	90 feet

BUILDING SIZE:

Maximum total floor area per lot:	1600 s.f.
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LOT COVERAGE:

Front zone:	65% max.
Middle zone:	35% max. on corner lots 0% (no buildings) on regular lots
Rear zone:	no requirement

HEIGHT:

Front zone:	2 stories / 35 feet max.
Middle zone:	1 story / 18 feet max. on corner lots
Rear zone:	1 1/2 stories / 32 feet max.
First floor elevation	18" above sidewalk

SETBACKS:	REGULAR (INTERIOR) LOT	STREET CORNER LOT
Building at street	15 feet min.	10 feet min.
Building at side street	N.A.	10 feet min.
Porch at street	7 feet min.	7 feet min.
Porch at side street	N.A.	4 feet min.
Building at side	5 and 0 feet min.	0 feet min.
Building at rear	5 feet min.	5 feet min.
(no buildings are permitted within middle zone on regular lots)		

PORCH:

Porch size required per lot within twenty feet of the front property boundary (or within side street property boundary on corner lots)	80 s.f. min.
Porch depth	6 feet min.

OFF-STREET PARKING:

Minimum parking per lot	2 spaces
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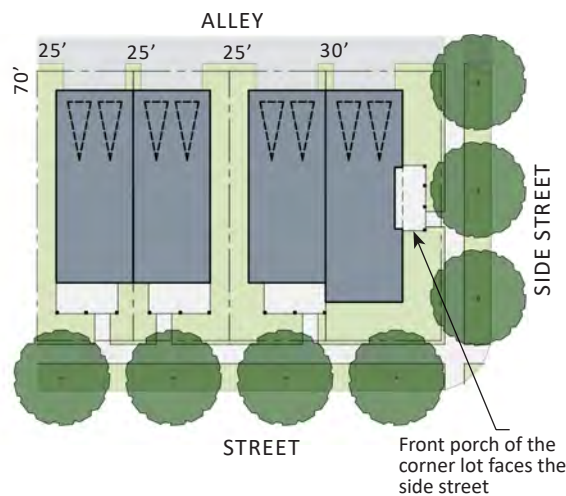
NOTES:

1. Cottage Twin Houses Lot Type is permitted to be employed only on lots with alley access.
2. No curb cuts are allowed on street or side street.
3. Tandem parking counts for parking requirement.
4. The front porch and the front entrance of the building on a street corner lot shall face the side street.

12. Compact Cottage Twin Houses Lot Type

Compact Cottage Twin Houses Lot Type offers a more affordable housing option. Mixing Compact Twin Houses with Compact Cottages and Compact Tiny Cottages on a block face or around a common court, creates a well-balanced composition and contributes to the diversity of the neighborhood.

Compact Cottage Twin Houses Lot Type permits two cottages to be attached.



Article 5 - LOT TYPES

LOT :

Minimum lot size:	1700 s.f.
Minimum street or common court frontage:	20 feet
Maximum depth:	92 feet

BUILDING SIZE:

Maximum total floor area per lot:	
<u>Lots between 1700 and 2000 s.f.</u>	1600 s.f.
<u>Lots larger than 2000 s.f.</u>	2000 s.f.

HEIGHT:

	2 stories / 35 feet max.
First floor elevation	18" above sidewalk

SETBACKS:	REGULAR (INTERIOR) LOT	STREET CORNER LOT
Building at street	15 feet min.	10 feet min.
Building at side street	N.A.	10 feet min.
Porch at street	7 feet min.	7 feet min.
Porch at side street	N.A.	4 feet min.
Building at side	5 and 0 feet min.	0 feet min.
Building at rear	5 feet min.	5 feet min.

PORCH:

Porch size required per lot within twenty feet of the front property boundary (or within side street property boundary on corner lots)	80 s.f. min.
Porch depth	6 feet min.

OFF-STREET PARKING:

Minimum parking per lot:	2 spaces
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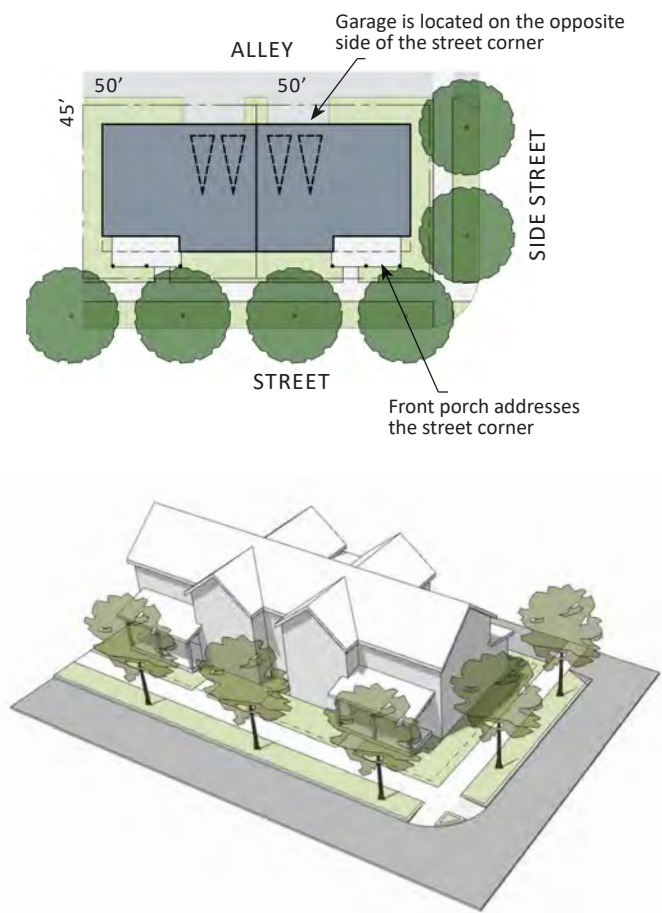
NOTES:

1. Compact Cottage Twin Houses Lot Type is permitted to be employed only on lots with alley access.
2. No curb cuts are allowed on street or side street.
3. Tandem parking counts for parking requirement.
4. The front porch and the front entrance of the building on a street corner lot shall face the side street.

13. Shallow Cottage Twin Houses Lot Type

Article 5 - LOT TYPES

Shallow Cottage Twin Houses Lot Type takes advantage of irregular lots resulting from geometries of current ownership patterns. It is crafted to provide strong building presence along the street where the neighboring parcels offer challenges for the continuity of the residential neighborhood. When mixed with Shallow Cottage Lot Types, it has the potential to create a diverse block face.



LOT :

Minimum lot size:	2000 s.f.
Minimum street or common court frontage:	45 feet
Minimum lot depth	45 feet

BUILDING SIZE:

Maximum total floor area per lot:	2400 s.f.
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HEIGHT:

	2 stories / 35 feet max.
First floor elevation	18" above sidewalk

SETBACKS:

Building at street	8 feet min.
Building at side street	5 feet min.
Porch at street	4 feet min.
Porch at side street	5 feet min.
Building at side	0 and 5 feet min.
Building at rear	5 feet min.

PORCH:

Porch size required within fifteen feet of the front property boundary	100 s.f. min.
Porch depth	6 feet min.

OFF-STREET PARKING:

Minimum parking per lot:	2 spaces
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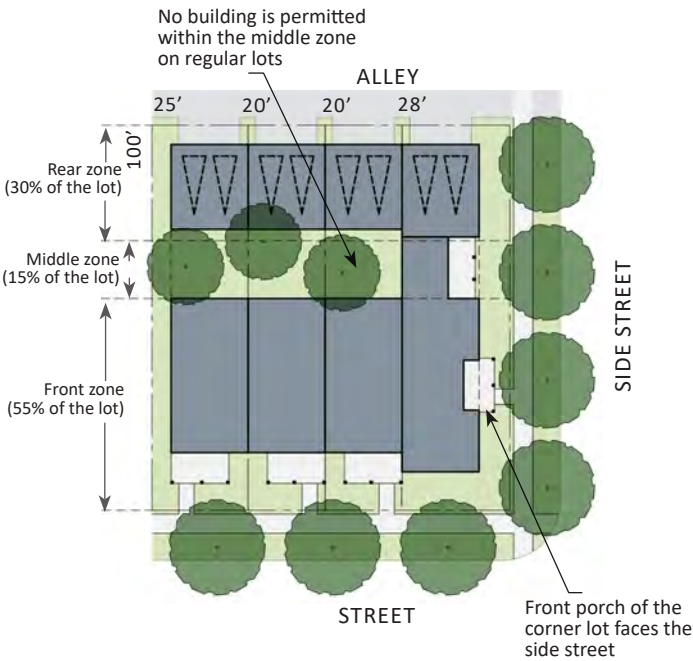
NOTES:

1. Shallow Cottage Twin Houses Lot Type is permitted to be employed only on lots with alley access.
2. No curb cuts are allowed on street or side street.

14. Backyard Townhouse Lot Type

Backyard Townhouse Lot Type is crafted to provide an option to preserve land and create efficiencies via attaching three or more buildings and eliminating under-used side yards. It nevertheless offers a backyard as private open space.

Backyard Townhouse Lot Type permits three or more buildings to be attached. It establishes three zones with different setback and height requirements. These zones are the front zone, which is the first 55% of the lot from front, the rear zone which is the 30% of the rear, and middle zone which is the remaining 15% of the lot in the middle. Except for the corner lots, no building is permitted within the middle zone.



Article 5 - LOT TYPES

LOT :

Minimum lot size:	1800 s.f.
Minimum street or common court frontage:	20 feet
Minimum depth:	90 feet

BUILDING SIZE:

Maximum total floor area per lot:	
<u>Lots between 1800 and 2000 s.f.</u>	1600 s.f.
<u>Lots larger than 2000 s.f.</u>	2000 s.f.

HEIGHT:

Front zone:	2 1/2 stories / 40 feet max.
Middle zone:	1 story / 18 feet max. on corner lots
Rear zone:	1 story / 20 feet max.
First floor elevation	18" above sidewalk

	REGULAR (INTERIOR) LOT	STREET CORNER LOT
SETBACKS:		
Building at street	15 feet min.	10 feet min.
Building at side street	N.A.	10 feet min.
Porch at street	7 feet min.	7 feet min.
Porch at side street	N.A.	4 feet min.
Building at side	0 or 5 feet min.	
Building at rear	5 feet min.	5 feet min.
(no buildings are permitted within middle zone on regular lots)		

PORCH:

Porch size required per lot within twenty feet of the front property boundary (or within side street property boundary on corner lots)	80 s.f. min.
Porch depth	6 feet min.

OFF-STREET PARKING:

Minimum parking per lot	2 spaces
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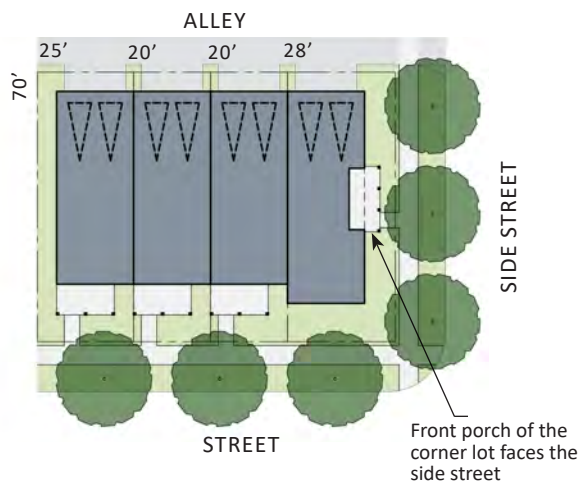
NOTES:

1. Backyard Townhouse Lot Type is permitted to be employed only on lots with alley access.
2. No curb cuts are allowed on street or side street.
3. Tandem parking counts for parking requirement.
4. The front porch and the front entrance of the building on a street corner lot are recommended to face the side street.

15. Compact Townhouse Lot Type

Compact Townhouse Lot Type is crafted to provide an option to preserve land and create efficiencies via attaching three or more buildings and eliminating under-used side yards. Mixing compact townhouses with other compact lot types (twin houses and cottages) on a block face or around a common court, creates a well-balanced composition and contributes to the diversity of the neighborhood.

Compact Townhouse Lot Type permits three or more buildings to be attached.



Article 5 - LOT TYPES

LOT :

Minimum lot size:

<u>2 story</u>	1400 s.f.
<u>3 story</u>	<u>1200 s.f.</u>
<u>3 story under 1700 sf total floor area</u>	<u>1000 s.f.</u>

Minimum street or common court frontage: 20 feet

Maximum depth: 92 feet

BUILDING SIZE:

Maximum total floor area per lot: 2000~~1600~~ s.f.

HEIGHT:

	3 stories / 45 feet max.
In Southern Part Regulating Plan	2 stories / 35 feet max.
First floor elevation	18" above sidewalk

	REGULAR (INTERIOR) LOT	STREET CORNER LOT
SETBACKS:		
Building at street	15 feet min.	10 feet min.
Building at side street	N.A.	10 feet min.
Porch at street	7 feet min.	7 feet min.
Porch at side street	N.A.	4 feet min.
Building at side	0 or 5 feet min.	
Building at rear	5 feet min.	5 feet min.

PORCH:

Porch size required per lot within twenty feet of the front property boundary (or within side street property boundary on corner lots)	80 s.f. min.
Porch depth	6 feet min.

OFF-STREET PARKING:

Minimum parking per lot: 2 spaces

When Lot Type 15 is used in T5i, additional spaces equal to .25 spaces per unit shall be provided within and distributed throughout the boundaries of each subdivision or subdivision phase.

NOTES:

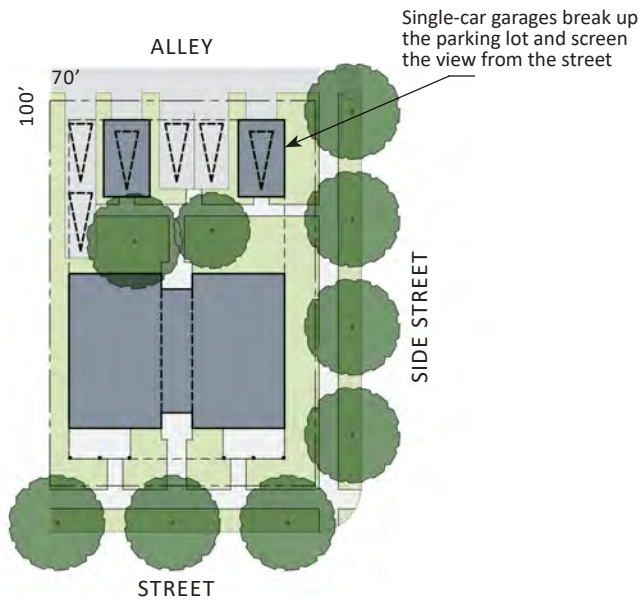
1. Compact Townhouses Lot Type is permitted to be employed only on lots with alley access.
2. No curb cuts are allowed on street or side street.
3. Tandem parking counts for parking requirement.
4. The front porch and the front entrance of the building on a street corner lot are recommended to face the side street.
5. 1000 sf minimum lot size for three story townhouses under 1700 sf total floor area, only permitted in T5i, and not to exceed 15% of total Lot Type 15 townhouses within T5i.

16. Small Apartment Building Lot Type

Article 5 - LOT TYPES

Small Apartment Building Lot Type is crafted to provide the opportunity to introduce apartment living into the neighborhood without creating incompatibility with neighboring structures in term of scale. Even though the example shown below assumes two dwelling units per floor served by a central staircase and hallway, other configurations are also possible. Uses other than residential units may also be accommodated within the building, depending on the location.

Small Apartment Building Lot Type permits a maximum of four dwelling units to be accommodated on a lot, along with other supporting facilities.



LOT :

Minimum lot size:	6000 s.f.
Minimum street or common court frontage:	65 feet
Minimum depth:	90 feet

BUILDING SIZE:

Maximum total floor area per lot:	4800 s.f.
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HEIGHT:

	2 stories / 38 feet max.
First floor elevation	18" above sidewalk

SETBACKS:

Building at street	15 feet min.
Building at side street	6 feet min.
Porch at street	7 feet min.
Porch at side street	6 feet min.
Building at side	5 feet min.
Building at rear	5 feet min.

PORCH:

Porch or covered balcony size required per dwelling unit within the twenty feet of the street or side street property line	80 s.f. min.
Porch or covered balcony depth	6 feet min.

OFF-STREET PARKING:

Minimum parking per lot:	8 spaces
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NOTES:

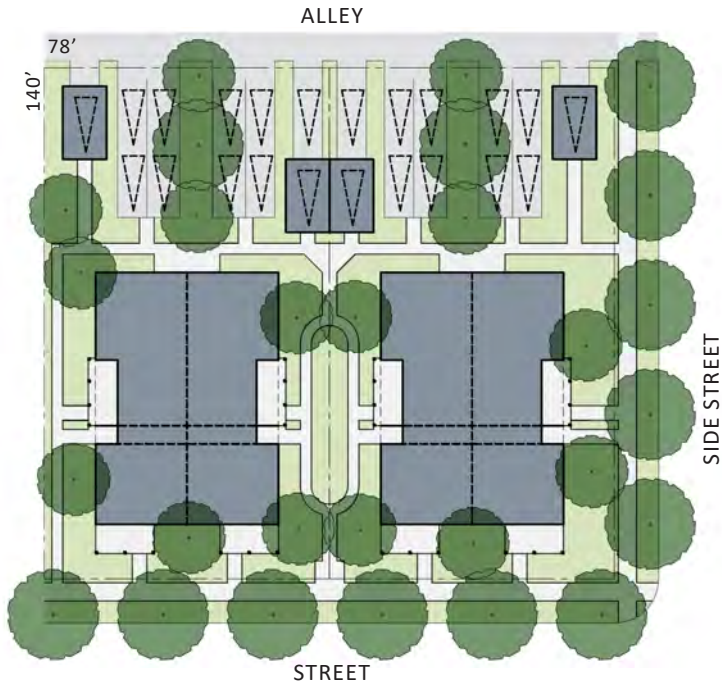
1. Tandem parking counts for parking requirement.



17. Courtyard Apartment Building Lot Type

Article 5 - LOT TYPES

Courtyard Apartment Building Lot Type is intended to provide apartment living opportunities in the neighborhood. Although not required, the example shown below does not employ a hallway. Instead, all apartments are accessed directly from the courtyards or sidewalks, upstairs units being walk-up apartments. Some apartments are single story, others, such as the street facing ones, are two story apartment units. Different configurations may also be arranged. Even though the below example show a lot layout with surface parking, buildings may reach all the way back over the tuck under parking, if desired.



LOT :	
Minimum lot size:	9000 s.f.
Minimum street frontage	75 feet
Minimum depth	118 feet

BUILDING SIZE:	
Maximum total floor area per lot:	8000 s.f.
Maximum floor area on third floor per lot:	1200 s.f.

HEIGHT:	
First floor elevation	3 stories / 45 feet max. 18" above sidewalk

SETBACKS:	
Building at street	15 feet min.
Porch at street	7 feet min.
Building at side street	13 feet min.
Porch at side street	5 feet min.
Building at side	13 feet min.
Porch at side	11 feet min.
Building at rear	5 feet min.

PORCH:	
Porch or covered balcony size required per dwelling unit	80 s.f. min.
Porch or covered balcony depth	6 feet min.

OFF-STREET PARKING:	
For each dwelling unit:	2 spaces

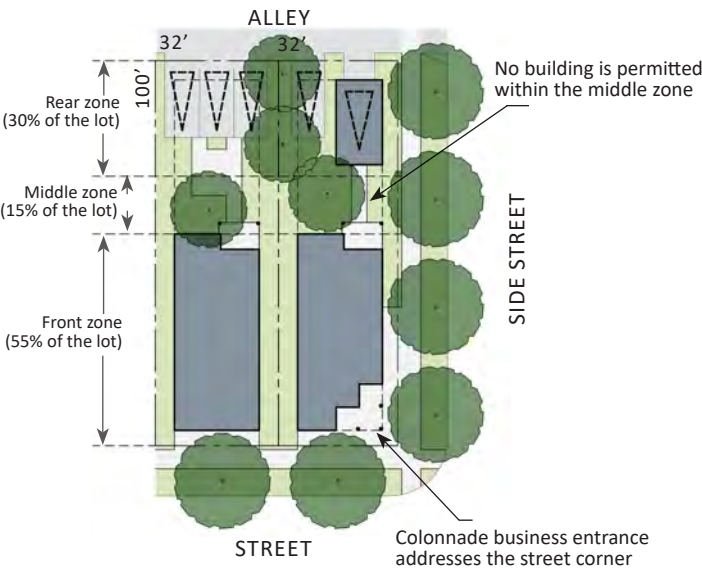
- NOTES:
1. Tandem parking counts for parking requirement.
 2. A single story garage is permitted to have zero setback on the side property line if the adjacent lot is also a Courtyard Apartment Building Lot Type.

18. Main Street Cottage Live Work Lot Type

Article 5 - LOT TYPES

Main Street Cottage Live Work Lot Type is crafted to provide the opportunity to accommodate small businesses on the ground floor along the Main Street. A part of the ground floor or the entire ground floor may be occupied by non-residential uses. In some cases, the entire building may also be occupied by non-residential businesses. The owner may live on the second and third floors and work on the ground floor, or the the ground floor may be rented to others. This lot type offers many possibilities.

Main Street Cottage Live Work Lot Type establishes three zones with different setbacks, lot coverage, and height requirements. These zones are the front zone, which is the first 55% of the lot from front, the rear zone which is the 30% of the rear, and middle zone which is the remaining 15% of the lot in the middle. No building is permitted within the middle zone. Ground floor can be rented but not be sold and owned by an a separate owner.



LOT :

Minimum lot size:	3800 s.f.
Minimum street or common court frontage:	30 feet
Minimum depth:	90 feet

BUILDING SIZE:

Maximum total floor area per lot:	2600 s.f.
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LOT COVERAGE:

Front zone:	65% max.
Middle zone:	35% max. on corner lots
Rear zone:	no requirement

HEIGHT:

Front zone:	3 stories / 45 feet max.
Middle zone:	1 story / 18 feet max. on corner lots
Rear zone:	1 1/2 stories / 32 feet max.

	FRONT ZONE	MIDDLE ZONE	REAR ZONE
Building at street			
Ground floor	4' min.	N.A.	N.A.
Upper floors	15' min.	N.A.	N.A.
Porch at street	4' min.	N.A.	N.A.
Building at side street	4' min.	N.A.	4 min.
Porch at side street	4' min.	N.A.	N.A.
Side	5' min.	N.A.	5' min.
Rear	N.A.	N.A.	5' min.
(No buildings are permitted within middle zone on regular lots)			

OFF-STREET PARKING:

Minimum parking per lot	2 spaces
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NOTES:

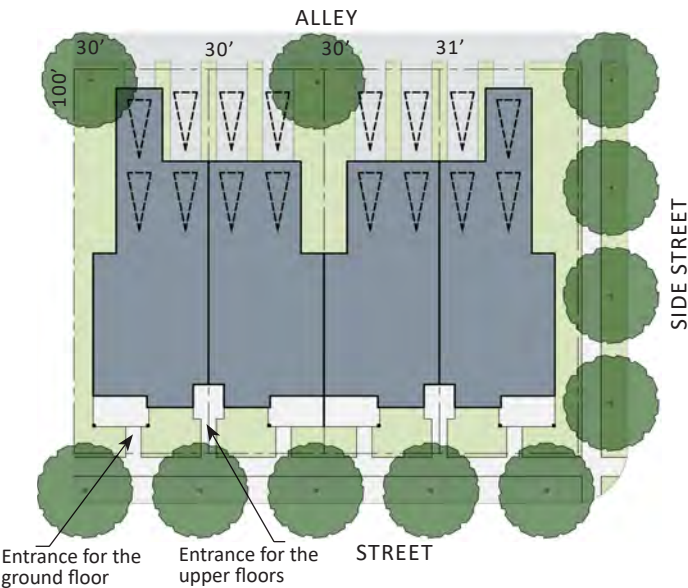
1. Main Street Cottage Live Work Lot Type is permitted to be employed only on lots with alley access.
2. No curb cuts are allowed on street or side street.
3. Tandem parking counts for parking requirement.
4. Each building shall provide a total covered walkway area of one square feet for each linear feet of the street or side street frontage. The covered walkway area shall be located within the private property, except for the awnings that are permitted to encroach into the street right-of-way up to 5 feet.

19. Main Street Townhouse Live Work Lot Type

Article 5 - LOT TYPES

Main Street Townhouse Live Work Lot Type is crafted to provide the opportunity to accommodate small businesses on the ground floor along the Main Street. The ground floor may accommodate a business or a small dwelling unit. Upstairs is a townhouse with a separate entrance. The ground floor unit is an ancillary unit.

Main Street Townhouse Live Work Lot Type permits a residential unit (townhouse) on top of a business suite that can also be used as a second residential unit. Ground floor can be rented but not be sold and owned by an a separate owner.



LOT :

Minimum lot size:	2,700 s.f.
Minimum street or common court frontage:	30 feet
Minimum depth:	90 feet

BUILDING SIZE:

Maximum total floor area per lot:	2,400 s.f.
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HEIGHT:

3 stories / 45 feet max.

SETBACKS:

Building at street	
first two floors	15 feet min.
third floor	21 feet min.
Building at side street	
first two floors	6 feet min.
third floor	22 feet min.
Porch at street	7 feet min.
Porch at side street	6 feet min.
Building at side	5 feet min.
Building at rear	5 feet min.

PORCH:

Porch required per lot within the twenty feet of the street property line	80 s.f. min.
Porch depth	6 feet min.

OFF-STREET PARKING:

Minimum parking per lot:	3 spaces
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NOTES:

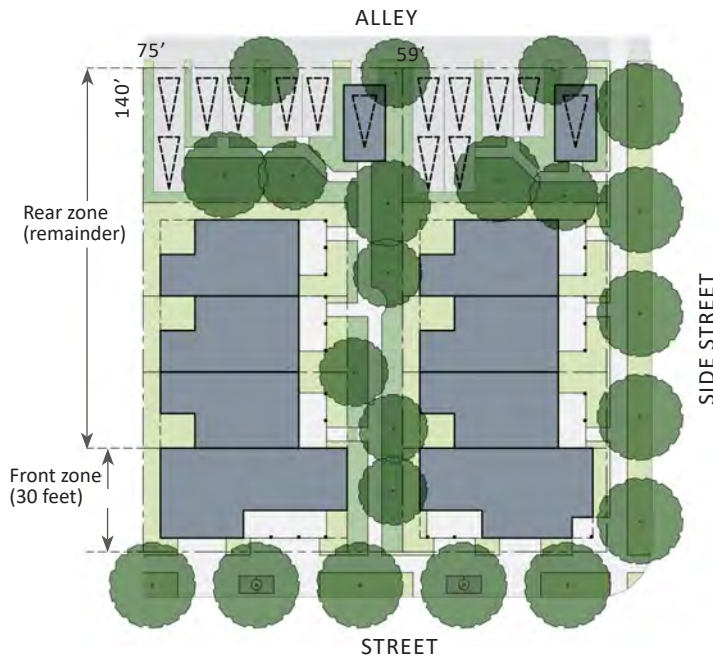
- 1. Main Street Townhouse Live Work Lot Type is permitted to be employed only on lots with alley access.
- 2. No curb cuts are allowed on street or side street.
- 3. Tandem parking counts for parking requirement.
- 4. Third story shall have a floor area no larger than 600 square feet per lot.

20. Main Street Slot Townhouse Cluster Lot Type

Article 5 - LOT TYPES

Main Street Slot Townhouse Cluster Lot Type is intended to provide a unique ownership and lifestyle option; several fee simple lots with attached buildings face common courts (highlighted by darker green on the lot diagram and perspective) that provide access to shared parking and to the street. The side street or common court frontages become “the front” for the townhouses located within the rear zone.

Main Street Slot Townhouse Cluster Lot Type permits attaching buildings. It also allows several small, fee simple lots to share common courts and common parking areas that are located on outlots owned collectively via an HOA. This lot type establishes two different zones with different height and building size restrictions. These zones are the front zone, which is the first 30 feet of the lot from front, and the rear zone which is the remainder of the parcel before subdivision.



CLUSTER PARCEL:

Minimum size:	7,800 s.f.
Minimum street frontage	59 feet
Minimum depth	128 feet

LOTS WITHIN CLUSTER:

Minimum size:	1,100 s.f.
Minimum street or common court frontage	20 feet

BUILDING SIZE:

Maximum total floor area per lot:	1600 s.f.
Maximum floor area on third floor per lot:	500 s.f.

HEIGHT:

Front zone:	2 stories / 38 feet max.
Rear zone:	2 stories / 35 feet max.

SETBACKS:	LOTS WITHIN FRONT ZONE	LOTS WITHIN REAR ZONE
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(Street shall be considered as front for the lots within the front zone. Side street or common court shall be considered as front for the lots within the rear zone)

Building at front	4 feet min.	14 feet min.
Porch at front	4 feet min.	6 feet min.
Building at side	see note 6 below	0 or 5 feet min.
Building at rear	0 feet min.	see note 7 below

PORCH:

Minimum porch or colonnade size required per lot	80 s.f. min.
Porch or colonnade depth	6 feet min.

OFF-STREET PARKING:

For each dwelling unit	2 spaces
For each business suite with a total floor area of 1200 s.f. or less:	1 space
For each business suite with a total floor area greater than 1200 s.f.:	2 spaces
For each additional 400 s.f. of floor area after 1600 s.f. of business suite (retail, restaurant, or office)	1 additional space

NOTES:

1. Main Street Slot Townhouse Cluster Lot Type is permitted to be employed only at lots with alley access.
2. The side street or common court frontage becomes “the front” for the townhouses located within the rear zone.
3. No curb cuts are allowed on street or side street.
4. Tandem parking counts for parking requirement.
5. No bedrooms are permitted within the first 12 feet from the street in the front zone.
6. The side setback at the lots within the front zone shall be 0 feet minimum on the green court side, 5 feet minimum at side street or at the side property line.
7. Each building shall provide a total covered walkway area of one square foot for each linear foot of the street or side street frontage. The covered walkway area shall be located within the private property, except for the awnings that are permitted to encroach into the street right-of-way up to 5 feet.

21. Main Street Back-to-Back Cluster Lot Type

Article 5 - LOT TYPES

Main Street Back-to-Back Cluster Lot Type is intended to provide a unique ownership and lifestyle option; several fee simple lots with attached buildings face common courts (highlighted by darker green on the lot diagram and perspective) that provide access to shared parking and to the street. The side street or common court frontages become “the front” for the townhouses located within the rear zone.

Main Street Back-to-Back Cluster Lot Type permits attaching buildings on three sides. It also allows several small, fee simple lots to share common courts and common parking areas that are located on outlots owned collectively via an HOA. This lot type establishes two different zones with different height and building size restrictions. These zones are the front zone, which is the first 25 feet of the lot from front, and the rear zone which is the remainder of the parcel before subdivision.



CLUSTER PARCEL:

Minimum size:	11,000 s.f.
Minimum street frontage	84 feet
Minimum depth	128 feet

LOTS WITHIN CLUSTER:

Minimum size:	1,000 s.f.
Minimum street or common court frontage	30 feet

HEIGHT:

Front zone:	2 stories / 38 feet max.
Rear zone:	3 stories / 45 feet max.

	FRONT ZONE	REAR ZONE
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SETBACKS:

Building at street	4 feet min.	N.A.
Building at side street	4 feet min.	10 feet min.
Porch at street	4 feet min.	N.A.
Porch at side street	4 feet min.	4 feet min.
Building at side	6 feet min.	6 feet min.
Porch at side	0 feet min.	0 feet min.
Building at rear	N.A.	5 feet min.

PORCH:

Porch or colonnade size required per lot	80 s.f. min.
Porch or colonnade depth	6 feet min.

OFF-STREET PARKING:

For each dwelling unit	2 spaces
For each business suite with a total floor area of 1200 s.f. or less:	1 space
For each business suite with a total floor area greater than 1200 s.f.:	2 spaces
For each additional 400 s.f. of floor area after 1600 s.f. of business suite (retail, restaurant, or office)	1 additional space

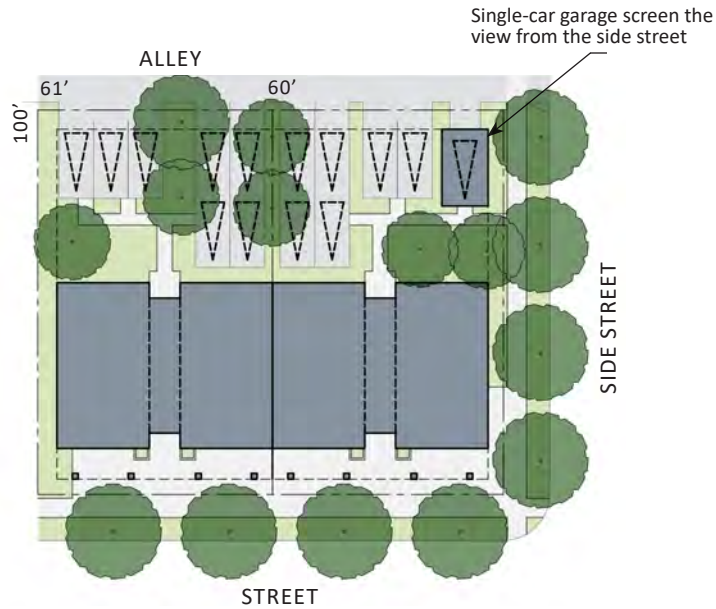
NOTES:

1. Main Street Back-to-Back Cluster Lot Type is permitted to be employed only at lots with either alley access or access via a common parking outlot located at the rear.
2. The Side Street of common court frontage becomes “the front” for the lots located within the rear zone
3. No curb cuts are allowed on street or side street.
4. Tandem parking counts for parking requirement.
5. No bedrooms are permitted within the first 16 feet from the street in the front zone.
6. It is permitted to employ this lot type without any subdivision, or partial subdivision, if desired.
7. Each building shall provide a total covered walkway area of one square feet for each linear feet of the street or side street frontage. The covered walkway area shall be located within the private property, except for the awnings that are permitted to encroach into the street right-of-way up to 5 feet.

22. Main Street Row Building Lot Type

Article 5 - LOT TYPES

Main Street Row Building Lot Type is crafted after a common mixed use building prototype: apartments over business suites, served by a central staircase. Repeating the staircases and attaching several Main Street row buildings allows each building to sit on its own fee simple lot. Depending on the amount and the nature of the non-residential uses, and the availability of the on-street parking, Main Street Row Building lots may need additional off-lot parking nearby.



LOT :

Minimum lot size:	5000 s.f.
Minimum street frontage:	55 feet
Minimum depth:	90 feet

HEIGHT:

3 stories / 45 feet max.

SETBACKS:

Building at street	12 feet min.
Building at side street	4 feet min.
Porch or colonnade at street	4 feet min.
Porch or colonnade at side street	4 feet min.
Building at side	0 or 5 feet min.
Building at rear	5 feet min.

PORCH:

Porch or covered balcony size required per dwelling unit within the twenty feet of the street or side street property line	80 s.f. min.
Porch or covered balcony depth	6 feet min.

OFF-STREET PARKING:

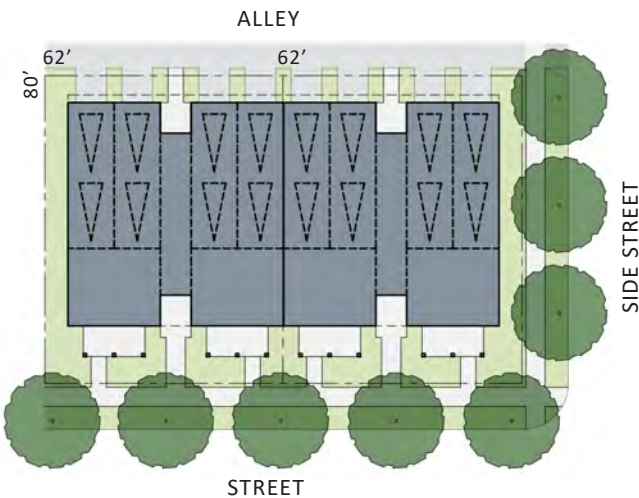
For each dwelling unit	2 spaces
For each business suite (retail, restaurant, or office) with a total floor area of 1200 s.f. or less:	1 space
For each business suite (retail, restaurant, or office) greater than 1200 s.f.:	2 spaces
For each additional 400 s.f. of floor area after 1600 s.f. of business suite (retail, restaurant, or office)	1 additional space

NOTES:

1. Main Street Row Building Lot Type is permitted to be employed only on lots with either alley access or access via a common parking outlot located at the rear.
2. No curb cuts are allowed on street or side street.
3. Tandem parking counts for parking requirement.
4. Each building shall provide a total covered walkway area of one square feet for each linear feet of the street or side street frontage. The covered walkway area shall be located within the private property, except for the awnings that are permitted to encroach into the street right-of-way up to 5 feet.

23. Apartment Row Building Lot Type

Apartment Row Building Lot Type is intended to diversify the building types where apartment buildings are predominantly employed. It is a three story building with a central staircase typically serving for four or six units. These units may also accommodate non-residential uses where desired. Repeating the staircases and attaching several apartment row buildings allow each building to sit on its own fee simple lot. Even though shown below is an arrangement with tuck-under tandem double-car garages, this lot type can also be employed with no on-lot parking where parking is provided in the form of off-lot common parking. When the ground floor is occupied by the tandem car garages, as shown below, the lower level units may be two-story units making the building a four-apartment building, instead of six.



Article 5 - LOT TYPES

LOT:

Minimum size:	4,800 s.f.
Minimum street frontage	60 feet
Minimum depth	76 feet

HEIGHT:

3 stories / 45 feet max.

SETBACKS:

Building at street	
First two stories	15 feet min.
Third story	23 feet min.
Building at side street	6 feet min.
Porch at street	7 feet min.
Porch at side street	4 feet min.
Building at side	0 or 5 feet min.
Building at rear	5 feet min.

PORCH:

Porch, covered or non-covered balcony or terrace per dwelling unit	100 s.f. min.
Porch depth	6 feet min.

OFF-STREET PARKING:

For each dwelling unit	2 spaces
For each business suite with a total floor area of 1200 s.f. or less:	1 space
For each business suite with a total floor area greater than 1200 s.f.:	2 spaces
For each additional 400 s.f. of floor area after 1600 s.f. of business suite (retail, restaurant, or office)	1 additional space

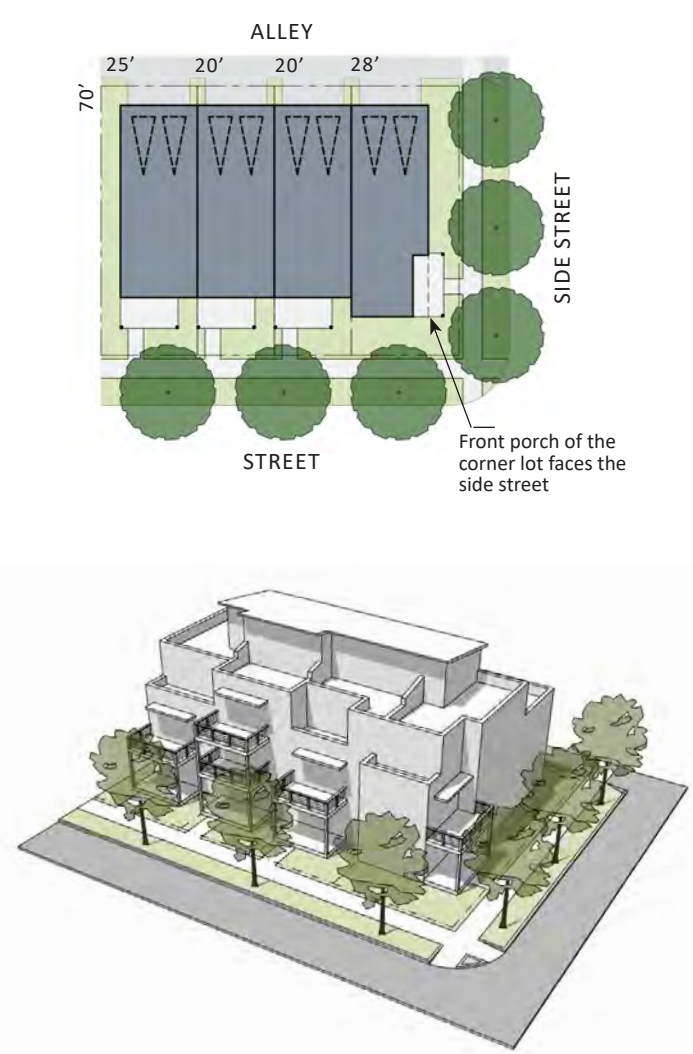
NOTES:

1. Apartment Row Building Lot Type is permitted to be employed only at lots with either alley access or access via a common parking outlot located at the rear.
2. No curb cuts are allowed on street or side street.
3. Tandem parking counts for parking requirement.

24. Compact Urban Townhouse Lot Type

Compact Urban Townhouse Lot Type is crafted to provide an option to preserve land and create efficiencies via attaching three or more buildings and eliminating under-used side yards. Mixing compact townhouses with Main Street lot on a block face creates a well-balanced composition and contributes to the diversity of the neighborhood.

Compact Urban Townhouse Lot Type permits three or more buildings to be attached.



Article 5 - LOT TYPES

LOT :

Minimum lot size:	1400 s.f.
Minimum street or common court frontage:	20 feet

BUILDING SIZE:

Maximum total floor area per lot:	2200 s.f.
Maximum third floor area per building	70 % of the building footprint
Maximum fourth floor area per building	30 % of the building footprint

HEIGHT:

	4 stories / 50 feet max.
In Southern Part Regulating Plan	3 story minimum/ 500 sf minimum third story floor area
First floor elevation	18" above sidewalk

	REGULAR (INTERIOR) LOT	STREET CORNER LOT
SETBACKS:		
Building at street		
first two stories	15 feet min.	10 feet min.
third story	15 feet min.	15 feet min.
fourth story	27 feet min.	27 feet min.
Building at side street		
first three stories	NA	6 feet min.
fourth story	NA	18 feet min.
Porch at street	7 feet min.	7 feet min.
Porch at side street	N.A.	4 feet min.
Building at side	0 or 5 feet min.	
Building at rear	5 feet min.	5 feet min.

PORCH:

Porch size required per lot within twenty feet of the front property boundary (or within side street property boundary on corner lots)	80 s.f. min.
Porch depth	6 feet min.

OFF-STREET PARKING:

Minimum parking per lot:	2 spaces
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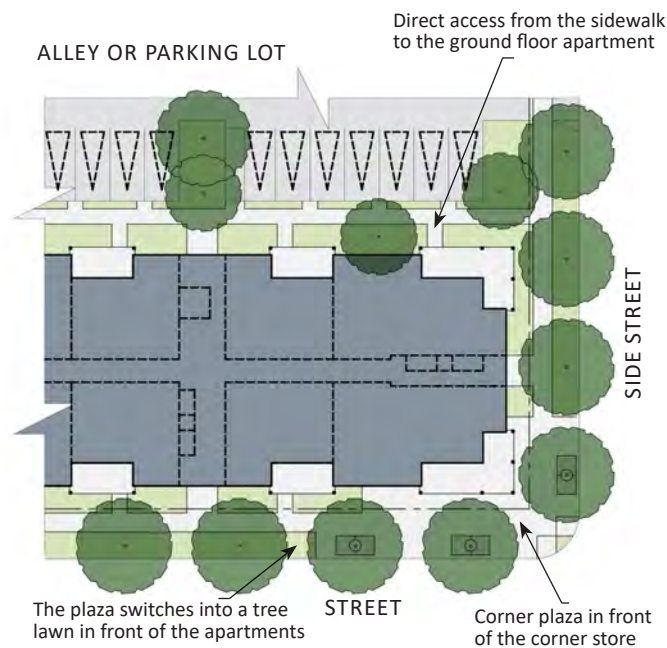
NOTES:

- 1. Compact Townhouses Lot Type is permitted to be employed only on lots with alley access.
- 2. No curb cuts are allowed on street or side street.
- 3. Tandem parking counts for parking requirement.
- 4. The front porch and the front entrance of the building on a street corner lot shall face the side street.

25. Main Street Mixed Use Apartment Building Lot Type

Article 5 - LOT TYPES

Main Street Mixed Use Apartment Building Lot Type is crafted after a common mixed use building prototype that is very common in many city centers: a double-loaded apartment building with a central hallway, usually also served by an elevator. Depending on the context and the market, either the entire ground floor, or a part of it, can house non-residential uses. It is also possible to have all of the building occupied by apartments. Even if the ground floor apartments are accessed by an indoor hallway, secondary access should be provided through the porch to the sidewalk, to increase interest and prevent blank facades along the sidewalks.



LOT :

Minimum lot size:	10,000 s.f.
Minimum street or common court frontage:	100 feet
Minimum depth:	100 feet

HEIGHT:

3 or 4 stories / 45 or 50 feet max. (see note 3)

SETBACKS:

Building at street	
Ground floor	
Residential use	6 feet min.
Non-residential use	4 feet min.
Second and third floors	6 feet min.
Fourth floor	16 feet min.
Building at side street	
Residential use	6 feet min.
Non-residential use	4 feet min.
Second and third floors	6 feet min.
Fourth floor	12 feet min.
Porch or colonnade at street	4 feet min.
Porch or colonnade at side street	4 feet min.
Building at side	5 feet min.
Building at rear	5 feet min.

PORCH:

Porch, covered balcony, or terrace size required	
per dwelling unit	80 s.f. min.
Porch or covered balcony depth	6 feet min.

OFF-STREET PARKING:

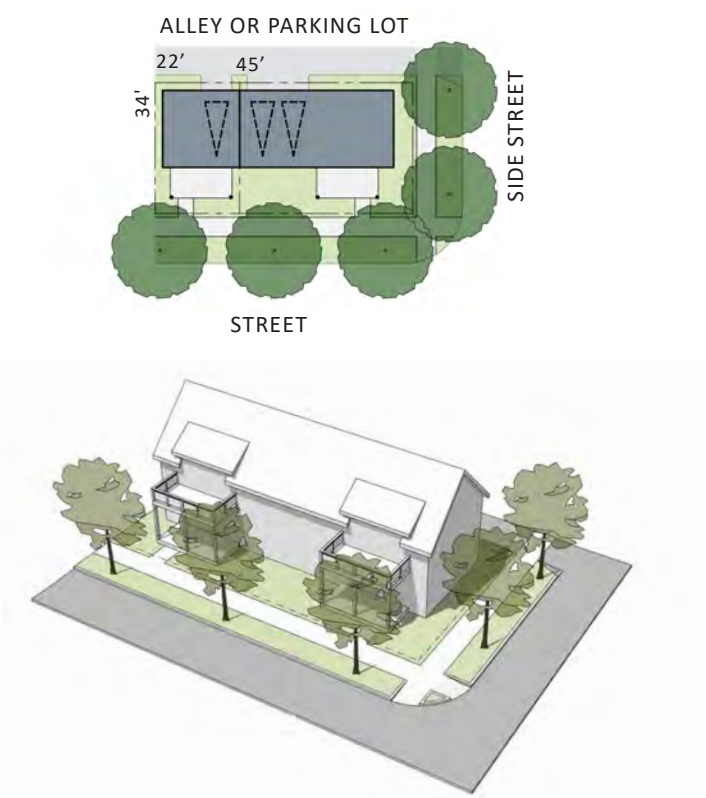
For each dwelling unit	2 spaces
For each business suite (retail, restaurant, or office)	
with a total floor area of 1200 s.f. or less:	1 space
For each business suite (retail, restaurant, or office)	
greater than 1200 s.f.:	2 spaces
For each additional 400 s.f. of floor area after	
1600 s.f. of business suite (retail, restaurant, or office)	1 additional space

NOTES:

1. Surface parking at the rear shall be located a minimum of 10 feet away from the face of the building.
2. Tandem parking counts for parking requirement.
3. Four story / 50 feet maximum height is permitted per building (a) only when the ground floor of the building accommodates non-residential use of at least a 2000 square feet of floor area and (b) only on lots with frontages to the following streets: S 2450 W (Lakeside Avenue), loop street around the southern neighborhood park, and W 400 S.
4. There shall be direct access to the ground floor residential units from the sidewalk.
5. No building footprint shall exceed 12,500 square feet.
6. No curb cuts are allowed on the Lakeside Avenue.
7. Each building shall provide a total covered walkway area of one square feet for each linear feet of the street or side street frontage. The covered walkway area shall be located within the private property, except for the awnings that are permitted to encroach into the street right-of-way up to 5 feet.

26. Liner Building Lot Type

Liner building Lot Type is crafted to be placed at locations where large parking lots would otherwise be exposed to the street. Liner buildings block the view to the parking lot from the street and take advantage of the street frontage by providing additional residential or non-residential units, creating interest and neighborly character along the sidewalk. The shallow lot depth allows for the optimum utilization of the rest of the block. Liner buildings can be self-parked with convenient parking below or adjacent to residential units or offices.



Article 5 - LOT TYPES

LOT :	
Minimum lot size:	600 s.f.
Minimum street or common court frontage:	20 feet
Minimum depth:	30 feet

HEIGHT:	
	2 stories / 32 feet max.

SETBACKS:	
Building at all but pedestrian green street	12 feet min.
Building at pedestrian green street	8 feet min.
Building at side street	5 feet min.
Porch or colonnade at all but pedestrian green street	4 feet min.
Porch or colonnade at pedestrian green street	0 feet min.
Porch or colonnade at side street	4 feet min.
Building at side	0 or 2 feet min.
Building at rear	2 feet min.

PORCH:	
Porch or open balcony size required per dwelling unit	80 s.f. min.
Porch depth	6 feet min.

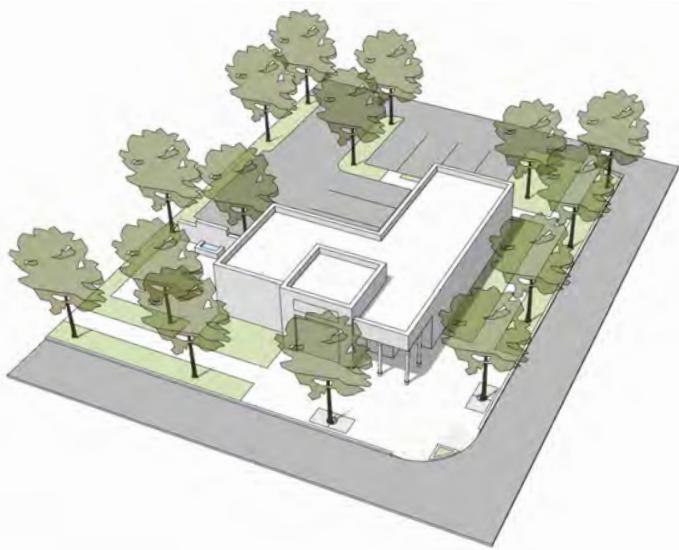
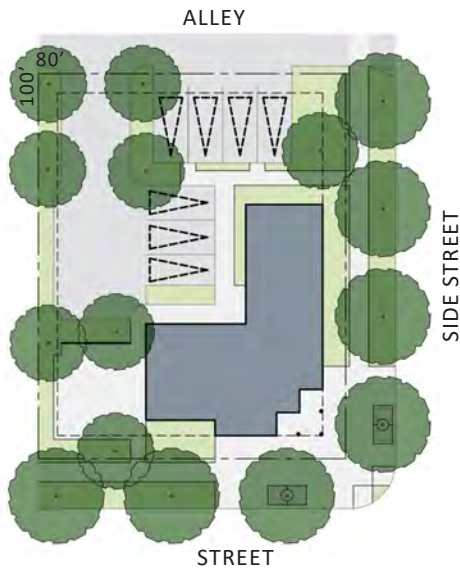
OFF-STREET PARKING:	
For each dwelling unit or business suite:	2 spaces

- NOTES:
1. Liner Building Lot Type is permitted to be employed only on lots with alley access or shared parking lot access.
 2. No curb cuts are allowed on street or side street.
 3. Garages shall not occupy more than 50% of the building footprint.
 4. The second parking space may be provided in an adjacent shared parking lot.

27. Neighborhood Store, Restaurant, or Civic Building Lot Type

Article 5 - LOT TYPES

Neighborhood Store, Restaurant, or Civic Building Lot Type is crafted to accommodate self-standing neighborhood support businesses such as small grocers, restaurants, and coffee houses. It can also accommodate modest civic uses if needed. Because of the permitted building size, it fits into the neighborhood scale and character. The parking setback restriction is intended to encourage building presence along the sidewalk. Even though a single story would be the most common solution this lot type, a second story is permitted as well.



LOT :

Minimum lot size:	None
Minimum street frontage:	None
Minimum depth:	None

BUILDING SIZE:

Maximum total per lot:	4000 s.f.
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HEIGHT:

2 stories / 35 feet max.

SETBACKS:

Building at street	4 feet min., 14 feet max.
Building at side street	6 feet min., 14 feet max.
Porch or colonnade at street	6 feet min.
Porch or colonnade at side street	6 feet min.
Building at side	0 or 5 feet min.
Building at rear	5 feet min.

OFF-STREET PARKING:

For office and retail	1 space per 500 s.f.
For restaurant	1 space per 350 s.f.

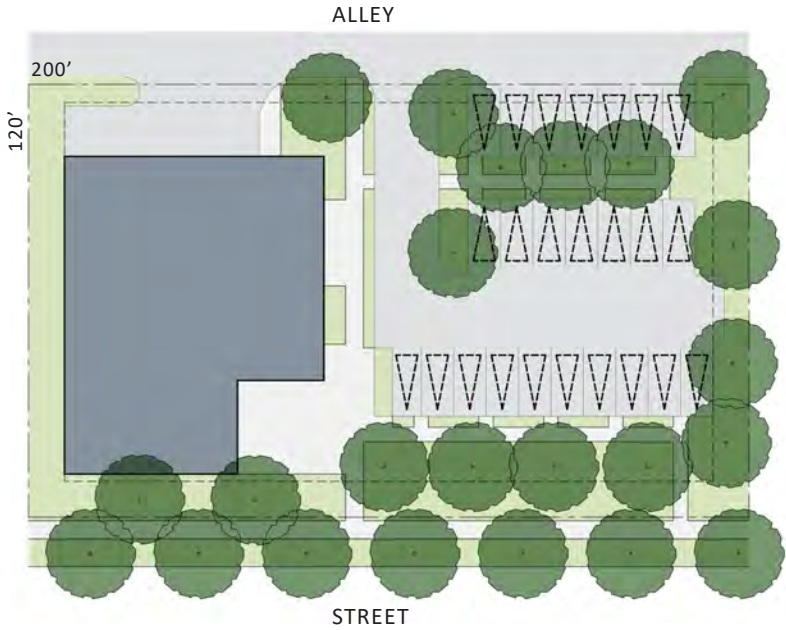
NOTES:

1. Neighborhood Store or Restaurant Lot Type is permitted to be employed only on lots with alley access or shared parking lot access.
2. No curb cuts are allowed on street or side street.
3. No surface parking is permitted within 25 feet from the street property line and 12 feet from the side street property line.
4. No surface parking is permitted between the buildings and the property lines along the street and the side street.
5. Each building shall provide a total covered walkway area of one square feet for each linear feet of the street or side street frontage. The covered walkway area shall be located within the private property, except for the awnings that are permitted to encroach into the street right-of-way up to 5 feet.

28. General Big Box Retail Building Lot Type

Article 5 - LOT TYPES

General Big Box Retail Building Lot Type is crafted to accommodate large scale commercial businesses at the peripheral locations where there is a transition from neighborhood character and scale toward highway oriented businesses. This lot type can take place at locations with or without an alley access. Even though the lot type doesn't require it, building presence along the sidewalk should still be employed if feasible.



LOT :

Minimum lot size:	10000 s.f.
Minimum street frontage:	100 feet
Minimum depth:	100 feet

HEIGHT:

2 stories / 45 feet max.

SETBACKS:

Building at street	10 feet min.
Building at side street	10 feet min.
Building at side	10 feet min.
Building at rear	5 feet min.

OFF-STREET PARKING:

For office and retail	1 space per 500 s.f.
For restaurant	1 space per 350 s.f.

NOTES:

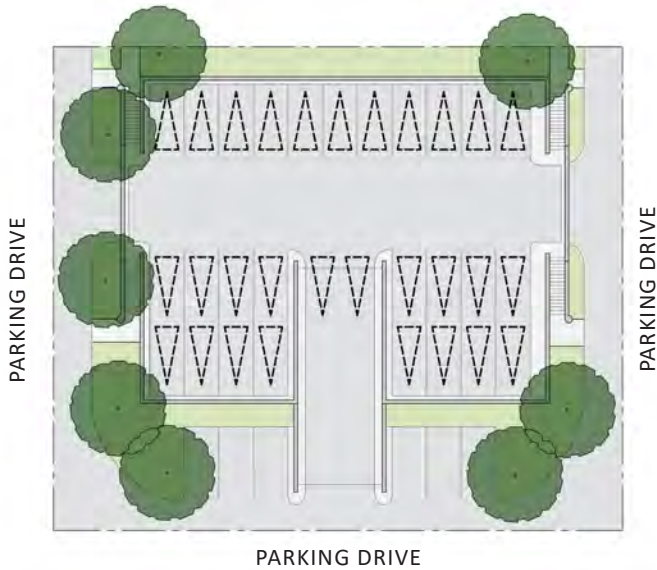
1. On lots where there is an alley no curb cuts are allowed on street or side street.
2. Only one curb cut that is no wider than 22 feet is permitted along each 120 feet of the street or side street.



29. Parking Structure Lot Type

Article 5 - LOT TYPES

Parking Structure Lot Type is crafted for mid-block locations when a shared parking solution is employed. It is a modest two level structure that can reduce the amount of the surface parking without creating an incompatible building massing. It can be directly attached to another building on another lot type, or may be employed as a self-standing building.



LOT :
Minimum lot size: No requirement
Minimum street frontage: No street frontage is permitted

HEIGHT:
2 stories (2 parking levels) / 24 feet max.

SETBACKS:
All sides 5 or 0 feet min. (see note 23)

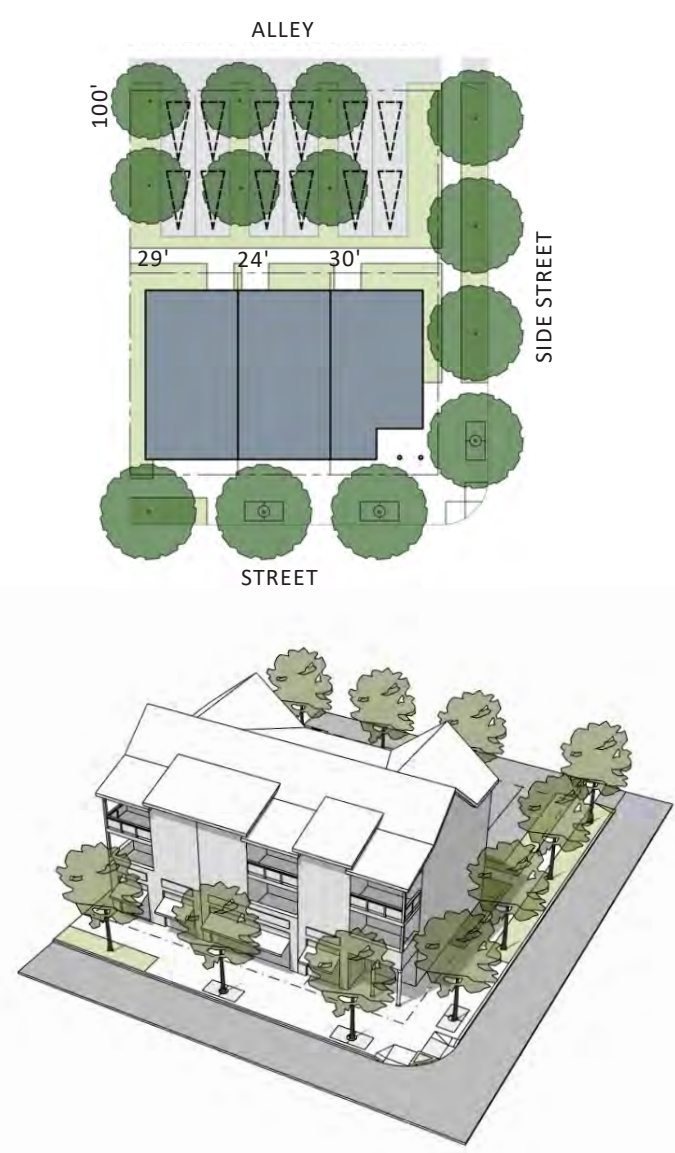
- NOTES:**
1. Parking Structure Lot Type shall be employed at mid-block locations as part of a shared parking solution.
 2. Parking Structure Lot Type shall be screened from the street and shall not have a street frontage. It shall not be located within 50 feet of any street right-of-way.



30. Main Street Walk-Ups over Shops Lot Type

Article 5 - LOT TYPES

Main Street Walk-Ups over Shops Lot type is crafted to enable and encourage small businesses to be a part of mixed-use development scenarios. The attached building lots are small and may be owned independently to accommodate multiple small ownerships. A buyer is offered to own a ground floor commercial space together with one or two walk-up units in two or three story attached buildings. This building type has been an important part of many traditional main streets in the West.



LOT :	
Minimum lot size:	800 s.f.
Minimum street frontage:	20 feet

HEIGHT:	
	3 stories /45 feet max.

SETBACKS:	
Building at street	4 feet min.
Building at side street	6 feet min.
Porch at street	4 feet min.
Porch at side street	6 feet min.
Building at side	5 feet min.
Building at rear	4 feet min.

PORCH:	
Porch, covered balcony, or terrace size required per dwelling unit	80 s.f. min.
Porch or covered balcony depth	6 feet min.

OFF-STREET PARKING:	
For each dwelling unit	2 spaces
For each business suite (retail, restaurant, or office) with a total floor area of 1200 s.f. or less:	1 space
For each business suite (retail, restaurant, or office) greater than 1200 s.f.:	2 spaces
For each additional 400 s.f. of floor area after 1600 s.f. of business suite (retail, restaurant, or office)	1 additional space

- NOTES:
1. Surface parking at the rear shall be located a minimum of 8 feet away from the face of the building.
 2. Tandem parking counts for parking requirement.
 3. No curb cuts are allowed on the Lakeside Avenue.
 4. Each building shall provide a total covered walkway area of one square feet for each linear feet of the street or side street frontage. The covered walkway area shall be located within the private property, except for the awnings that are permitted to encroach into the street right-of-way up to 5 feet.



Summary of off-street parking requirements

Article 5 - LOT TYPES

1. Suburban Mansion Lot Type 2. Suburban House Lot Type 3. Side-Drive House Lot Type 4. Village House Lot Type 5. Cottage Lot Type	2 spaces minimum per lot + 1 for the accessory dwelling unit
6. Compact Cottage Lot Type, 7. Tiny Cottage Lot Type 8. Compact Tiny Cottage Lot Type 9. Shallow Cottage Lot Type 10. Twin Houses Lot Type 11. Cottage Twin Houses Lot Type 12. Compact Cottage Twin Houses Lot Type 13. Shallow Cottage Twin Houses Lot Type 14. Backyard Townhouse Lot Type 15. Compact Townhouse Lot Type 18. Main Street Cottage Live Work Lot Type 24. Compact Urban Townhouse Lot Type	2 spaces minimum per lot
16. Small Apartment Building Lot Type	2 spaces minimum per unit
19. Main Street Townhouse Live Work Lot Type	3 spaces minimum
17. Courtyard Apartment Building Lot Type 20. Main Street Slot Townhouse Live Work Lot Type 21. Main Street Back-to-Back Cluster Lot Type <u>29. Main Street Walk-Ups over Shops Lot Type</u>	2 spaces minimum per dwelling unit 1 space minimum for each business suite with less than 1200 s.f. 2 spaces for business suites greater than 1200 s.f. + additional 1 space per 400 s.f. after the 1600 s.f.
22. Main Street Row Building Lot Type 23. Apartment Row Building Lot Type 25. Main Street Mixed Use Apartment Building Lot Type	2 spaces minimum for each dwelling unit 1 space minimum for each business suite of 1200 s.f. or less 2 spaces for business suites greater than 1200 s.f. + additional 1 space per 400 s.f. after the 1600 s.f.
26. Liner Building Lot Type	2 space min. for each dwelling or business suite
27. Neighborhood Store, Restaurant, or Civic Bldg Lot Type 28. General Big Box Retail Building Lot Type	For office and retail: 1 space per 500 s.f. (minimum) For restaurant: 1 space per 350 s.f. (minimum)



11-9-601 Block Face Diversity

Article 6 - ARCHITECTURAL DESIGN STANDARDS

The standards provided on this page aim at creating a harmonious and diverse urban environment along the thoroughfares within Lakeside Landing. These standards are organized following the transect zones. The rest of the architectural standards and guidelines follow the building types.

In this section the filled boxes (■) indicate the item being a standard, empty boxes (□) indicate the item being a guideline.

A. BLOCK FACE DIVERSITY WITHIN T3 TRANSECT

In order to exhibit a harmonious block face, each building should express simplicity, yet diversity should be achieved via a set of buildings with different massing and facade articulations. In other words, different facade variations create an appealing composition. The attention should not be on a single building (repetition of the same building creates monotony, however well-articulated that building may be), instead it should be on a set of simple variations to create a diverse and appealing block face. The following standards are aimed at creating appealing block faces.

- The same elevation variation shall not be employed on the adjacent lot on either side of the lot in question, nor on the lot across the street and neighboring two lots on either side across the street. This implies six (6) different variations on the lot and surrounding five (5) lots.
- Employing twin house buildings together with detached houses or cottages are recommended to create a diverse block face composition.

B. BLOCK FACE DIVERSITY WITHIN T4, T5, AND T6 TRANSECTS

Townhouse and apartment buildings need to mix with houses, cottages, and twin houses along a block face to create a harmonious composition. When predominantly larger buildings are employed, it is important to create enough diversity so that the building wall along the sidewalk does not feel overwhelming. Repetition of the units in a townhouse building exacerbates its negative effect on the block face. Compositions where the townhouse building is divided into smaller components in a diverse way, are usually more successful in achieving balanced block faces and creating a more visually interesting and walkable streetscape. The following guidelines aim at achieving this balance.

- Multiple lot types shall be employed as the length of the block face increases according to the following:
 - Up to 200 feet of block face: 1 lot type minimum
 - Up to 300 feet of block face: 2 lot types minimum
 - Up to 450 feet of block face: 3 lot types minimum
 - Longer than 450 feet: 4 lot types minimum
- Long building walls along the sidewalk shall be avoided: No building wall shall be permitted to extend more than 80 feet without a recess or extrusion that is at least 4 feet deep and 10 feet long.
- When two or more apartment or townhouse buildings are employed on block face, employ buildings with different number of units, if feasible.
- Employ compact townhouse and cottage lot types along common greens; this compensates for the limited outdoor amenities offered on each lot.
- Employ awnings, colonnades, or covered porches especially at south facing elevations.

C. BLOCK FACE DIVERSITY WITHIN T5i TRANSECT

Providing breaks on the facades, employing plazas and courtyards, and mixing small buildings with other lot types are an effective ways to create diversity in a denser urban environment. When large buildings are employed massing and facade articulation enhance the diversity on the block face.

- Long building walls along the sidewalk shall be avoided: No building wall shall be permitted to extend more than 80 feet without a recess or extrusion that is at least 4 feet deep and 10 feet long.
- Courtyards, common greens, or plazas should be employed when feasible.
- Employ awnings, colonnades, or covered porches especially at south facing elevations.

D. BLOCK FACE DIVERSITY WITHIN ALL TRANSECTS

- For Lot Types 4-15, the same elevation variation shall not be employed
 - a. on the adjacent lot on either side of the lot in question, nor;
 - b. on the lot across the street and neighboring two lots on either side across the street.
 This implies six (6) different variations on the lot and surrounding five (5) lots. Subsection b. above shall not apply to Lot Type 15.



A block face composed of seven buildings: four cottages and two pairs of twin houses. Even though the ground floors of the detached houses and twin house pairs are very similar only one model is being used twice. Facade variation of each building is unique.

11-9-602 Houses, Cottages, Twin Houses

Article 6 - ARCHITECTURAL DESIGN STANDARDS

The standards provided in this section apply to the following lot types:

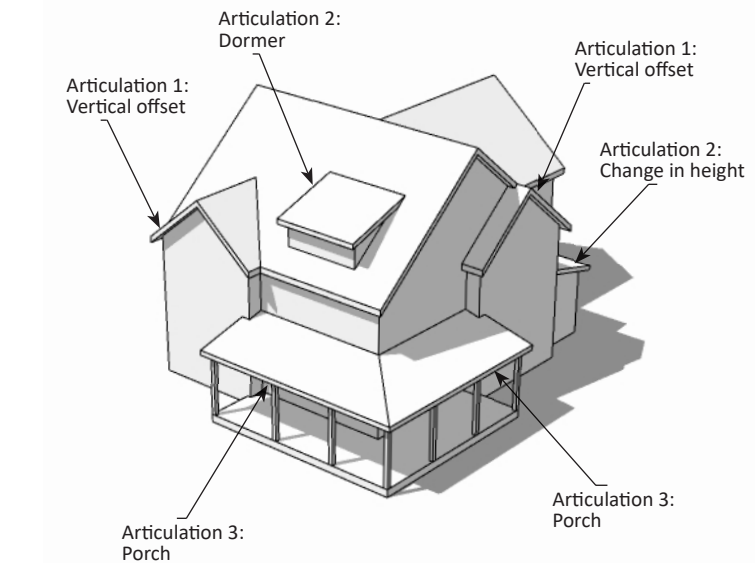
1. Suburban Mansion Lot Type
2. Suburban House Lot Type
3. Side-Drive House Lot Type
4. Village House Lot Type
5. Cottage Lot Type
6. Compact Cottage Lot Type
7. Tiny Cottage Lot Type
8. Compact Tiny Cottage Lot Type
9. Shallow Cottage Lot Type
10. Twin Houses Lot Type
11. Cottage Twin Houses Lot Type
12. Compact Cottage Twin Houses Lot Type
13. Shallow Cottage Twin Houses Lot Type
18. Main Street Cottage Live Work Lot Type
26. Liner Building Lot Type

In this section the filled boxes (■) indicate the item being a standard, empty boxes (□) indicate the item being a guideline.

A. MASSING AND ARTICULATION

Simplicity is the key principle in fitting into a neighborhood and creating a harmonious streetscape. To create a varied yet unified streetscape, too many special effects should be avoided, and a quiet and simple architectural expression should be employed. The following standards and guidelines address this balance. In general, it is recommended for the houses, cottages, and twin houses to have a simple building form with a few facade articulations.

- **Houses:** The primary building elevation facing the street shall have at least two massing articulations visible from the sidewalk. At buildings less than twenty four (24) feet in width, the primary building elevation shall have no more than four (4) articulations. At buildings greater than twenty-four (24) feet in width, the primary elevation shall have no more than six (6) articulations.



Above is an example of a well articulated street corner house. The building presents three massing articulations from the street and three additional articulations from the side street. Note that these massing articulations are not two-dimensional elements attached to the front facade but important massing features.

- **Cottages:** The primary building elevation facing the street or a common court shall have at least one (1) articulation. Primary building elevations facing the street or a common court shall have no more than three (3) articulations.
- **Twin Houses:** The primary building elevation facing the street or a common court shall have at least three (3) articulations (both sides combined). At buildings less than twenty-four (24) feet in width, the primary building elevation shall have no more than five (5) articulations. At buildings greater than twenty-four (24) feet in width, the primary elevation shall have no more than seven (7) articulations.



A comparison of two buildings that emphasizes the importance of creating a legible hierarchy of primary, secondary, and tertiary forms in designing a well-articulated building. The example on the left has a simple forward-facing gable (the primary form) with a porch (the secondary form) and a balcony subtracted on the second floor. The example on the right, on the other hand, employs five forward-facing gables that are competing, making the whole composition too crowded, especially if we consider this level of articulation being repeated on neighboring buildings.

11-9-602 Houses, Cottages, Twin Houses

Article 6 - ARCHITECTURAL DESIGN STANDARDS

The standards provided in this section are supplemental to 11-9-602 and apply to the following lot types at southern part of Lakeside Landing:

4. Village House Lot Type
5. Cottage Lot Type
6. Compact Cottage Lot Type
7. Tiny Cottage Lot Type
8. Compact Tiny Cottage Lot Type
9. Shallow Cottage Lot Type
10. Twin Houses Lot Type
11. Cottage Twin Houses Lot Type
12. Compact Cottage Twin Houses Lot Type
13. Shallow Cottage Twin Houses Lot Type
18. Main Street Cottage Live Work Lot Type
26. Liner Building Lot Type

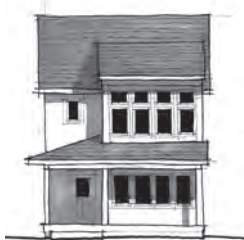
In this section the filled boxes (■) indicate the item being a standard, empty boxes (□) indicate the item being a guideline.

A'. FACADE VARIATION

When buildings with similar footprints are repeated on a block face, employing facade variations is essential in creating a simple yet diverse block face. (Please refer to 11-4-408 1.a for definition and criteria for the term "facade variation"). Most successful facade variations are achieved by applying a different set of massing articulations to the building. The examples

included on this page are aimed at guiding designers in creating simple facade variations for buildings with similar architectural plans.

- For the facades visible by public, the same building elevation shall not be repeated at buildings located side-by-side; a facade variation shall be employed even if the architectural plan is very similar.
- Building elevations should not employ the same color scheme when repeated side-by-side.
- Create facade variations by applying different massing articulations. Employing different roof orientation, moving forward facing bays to a different location with a different roof shape, designing different porch shapes (as shown on this page) are effective ways to provide facade variations.
- When buildings with similar footprints and architectural plans are employed along a block face, the block face elevation should be treated as one composition. Avoid repeating the same building elevation as much as possible. Instead, mirror image repetitions are encouraged.
- (Even though it is part of the facade variation definition at 11-4-408 1.a.) applying different architectural styles to obtain facade variations is not recommended since this may create clutter and clash between different stylistic architectural elements.



Parallel gable roof with a flat dormer. Semi-hip porch roof, appropriate for corner lots.



Forward-facing gable roof with a centrally located forward-facing bay. Shed porch roof.



Parallel gable roof with a centrally located forward-facing bay. Hip porch roof.



Forward-facing gable roof with a forward-facing bay. Shed porch roof.



Parallel gable roof with a forward-facing gable bay. Semi-hip porch roof, appropriate for corner lots.



Parallel gable roof with a forward-facing gable bay. Semi-hip porch roof, appropriate for corner lots.



Forward-facing gable roof with a forward-facing bay. Shed porch roof.



Forward-facing gable roof with centrally located forward-facing bay. Shed porch roof.



Parallel gable roof that terminates into a forward-facing gable bay. Shed porch roof with a window bay.

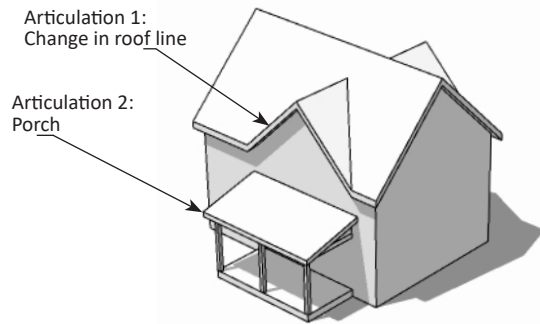


Forward-facing gable roof with a forward-facing bay. Semi-hip porch roof, also appropriate for corner lots.

Above are ten facades for buildings with very similar sizes, footprints, and architectural plans. There are seven variations (three repetitions). Note that rotating the primary roof contributes to the diversity of the block face.

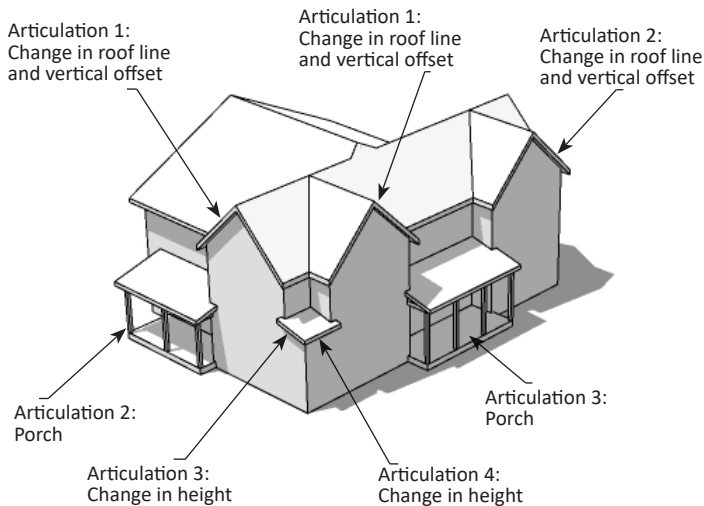
11-9-602 Houses, Cottages, Twin Houses

Article 6 - ARCHITECTURAL DESIGN STANDARDS



Even though it is very hard to make a small cottage building look unattractive, too many articulations and special effects may overwhelm the neighborhood when such buildings are repeated. Above is a simple building with only two articulations visible from the front.

- Competition between articulations shall be avoided. Creating a hierarchy of articulations of different sizes is an effective way to compose a facade.
- For twin houses, facade articulations that make the whole building read as if it is a single house, shall be employed on the street corner lots.

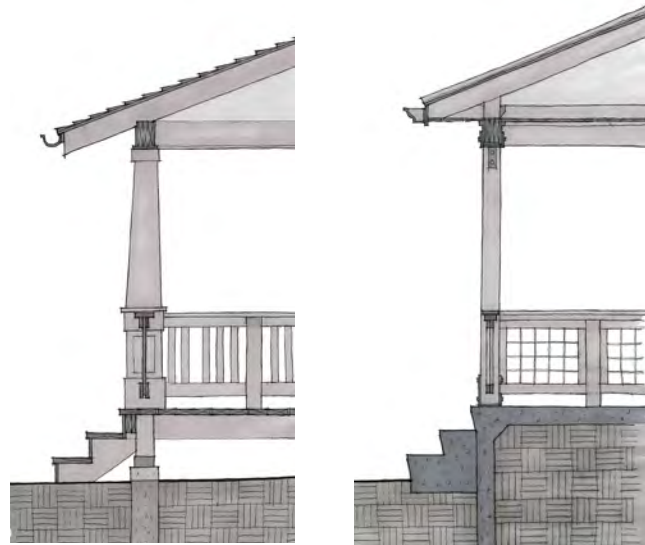


Above is a corner Twin House building addressing both streets with well-articulated facades. The narrower facade accommodates three, and the wider facade accommodates four articulations. These articulations are not two-dimensional elements attached to the front facade but instead important massing features.

B. PORCH CHARACTERISTICS

When employed the right way, porches create a semi-private living space, which also serves as a transition between the private indoors and the public realm. It serves to create a human-scaled, interesting, and walkable streetscape.

- A porch shall be treated as an extension of the interior living spaces. As such, it should be well-connected with, as opposed to isolated from, the interior living spaces.
- The porch shall not be more than one step down from the finished floor of the home.
- If slab on grade, no foundation wall shall be exposed.
- When provided, railings and half walls shall not be taller than twenty eight (28) inches, measured from the porch floor.
- Porches should be flush with finished floor level of the home when feasible.
- Wrapped porches are advised for houses located on corner lots.



On the left, a tapered column with an enlarged base that sits on a wood-framed porch. Exposed rafters and beams are accented by a railing system of vertical pickets with varied spacing. Right, a simple square-column detail with exposed hardware, an enclosed ceiling, and a concrete floor with a railing system of a framed mesh-wire grid.

11-9-602 Houses, Cottages, Twin Houses

Article 6 - ARCHITECTURAL DESIGN STANDARDS



A successful porch functions as an extension of the indoor living spaces. As such, it should be well-connected with, as opposed to isolated from, the interior living spaces. Note that the above drawing depicts the minimum porch and building setbacks required by most of the House and Cottage building form types. (Drawing is from the following book: Onaran, K., F. Pagez Ruiz, R. Pelusio, T. Lyon. 2019. *Architectural Design for Traditional Neighborhoods*. A VSI Publishing, p. 4).



The porches need to be sized large enough to be valuable amenities. A view of a porch facing a pocket park at a street corner.

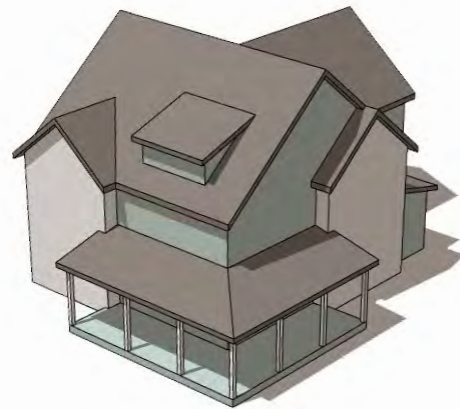


Common green courts work as valuable amenities in residential neighborhoods. Above is a modestly sized green court with small detached houses. Note that porches maintain a single-story scale to relate to the pedestrians.

C. EXTERIOR MATERIALS

As with massing, simplicity is crucial in material choice. Many successful compositions can be found in traditional neighborhoods where buildings use only one material with simple texture differences. The use of too many materials usually results in the creation of confusing and overwhelming elevations. Clutter created by the use of too many materials should be avoided.

- Material and color changes shall occur along a vertical line at interior (concave) corners, or along a horizontal line at a floor line or a gable end.
- Unless others approved by the planning administrator, exterior wall materials shall be limited to horizontal and vertical smooth-faced siding (cementitious or vinyl, if high quality), painted wood siding, corrugated metal, metal panels, stucco (real or eifs), and masonry.
- Wood textured “fake” siding surfaces shall be avoided.
- Masonry textured “fake” artificial (plastic or cementitious) panels shall be avoided.
- Windows shall be recessed from the face of the building at least the depth of the adjacent material or surrounded by a window trim not less than 3 inches wide.
- In general the lighter materials should be placed above those of heavier weight.
- Care should be taken to design all elevations such that the same (one or two) materials appear in similar configurations on all of the elevations.



Above is an example of a desired composition where material (or color) changes happen along a vertical line at interior corners.

11-9-602 Houses, Cottages, Twin Houses

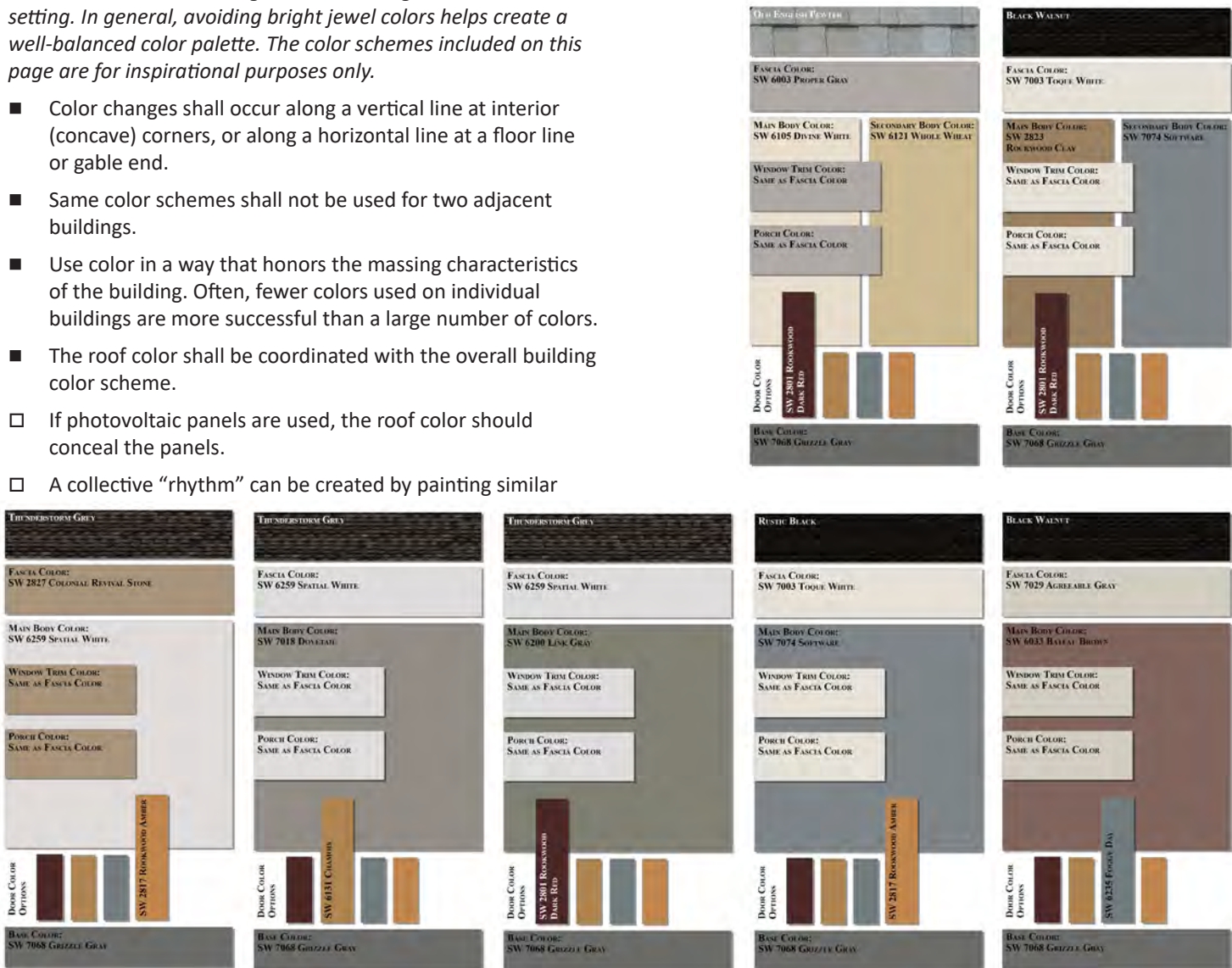
Article 6 - ARCHITECTURAL DESIGN STANDARDS

D. EXTERIOR COLORS

A color palette that is inspired by surrounding landscape connects individual buildings and entire neighborhoods to their setting. In general, avoiding bright jewel colors helps create a well-balanced color palette. The color schemes included on this page are for inspirational purposes only.

- Color changes shall occur along a vertical line at interior (concave) corners, or along a horizontal line at a floor line or gable end.
- Same color schemes shall not be used for two adjacent buildings.
- Use color in a way that honors the massing characteristics of the building. Often, fewer colors used on individual buildings are more successful than a large number of colors.
- The roof color shall be coordinated with the overall building color scheme.
- If photovoltaic panels are used, the roof color should conceal the panels.
- A collective “rhythm” can be created by painting similar

elements (porches, trim, etc.) on each building on a block face similar colors.



Seven exemplary color schemes. For cottages there is only one main body color, for twin houses two. The fascia, the porch, and trim colors are the same and usually they create a contrast with the main body color. The base color (where the concrete foundation wall is exposed) is the same gray color for all buildings. To this composition the vibrant front door colors add emphasis. This palette is presented here for inspiration.



Above is an example of a diverse block face with six cottages and two twin house buildings accommodating the color palettes provided at the next page. Note that a single main body color is used for the cottages. Since the front facades of these cottages are narrow using more than one body color would overcrowd the block face. Together these color schemes create an appealing ensemble. Note that the same color scheme is not used for buildings that are adjacent to each other. Note also that contrasting color schemes are used side by side. This distinguishes each building and brings out the diversity of massing features employed on the block face.

11-9-603 Townhouses

Article 6 - ARCHITECTURAL DESIGN STANDARDS

The standards provided in this section apply to the following lot types:

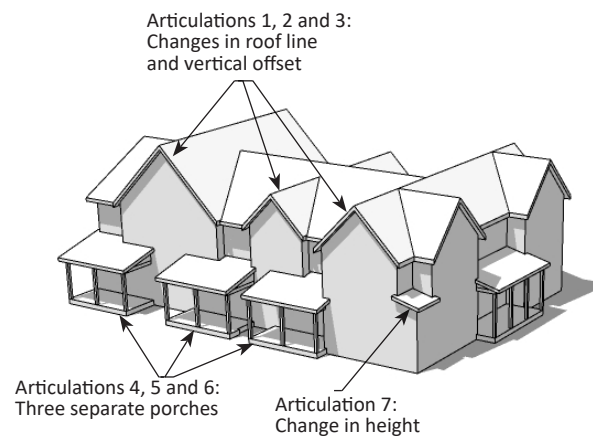
- 14. Backyard Townhouse Lot Type
- 15. Compact Townhouse Lot Type
- 19. Main Street Townhouse Live Work Lot Type
- 20. Main Street Slot Townhouse Live Work Lot Type
- 24. Compact Urban Townhouse Lot Type

In this section the filled boxes (■) indicate the item being a standard, empty boxes (□) indicate the item being a guideline.

A. MASSING AND ARTICULATION

The Townhouses encourage compact urban forms by eliminating side yards. However, when units are attached their footprints get bigger. That is the reason why the following standards and guidelines are crafted to address the larger building forms and to decrease the intensity of these buildings. Simplicity and avoiding excessive articulation is an important principle for townhouses. Here, the challenge is to find creative ways to use facade articulation to reduce the scale of the building (both in height, to make the building look shorter; and length, to make the building look as if it was composed of smaller buildings).

- Avoid excessive repetition. The facades visible to the public shall be treated as a diverse composition, not as repetition of the same row house unit.
 - The primary building elevation facing the street or the common court shall have a minimum number of facade articulations based on the following table (these articulations shall be assessed for the entire building, not for the singular units).
- | | Minimum amount of articulations | Maximum amount of articulations |
|------------------------------|---------------------------------|---------------------------------|
| Side street facade | 3 | 5 |
| Triplex | 4 | 7 |
| Four-unit row house | 5 | 8 |
| Five-unit row house | 6 | 9 |
| Five-unit row house | 7 | 10 |
| Seven-or-more-unit row house | 8 | 12 |
- Massing articulations that create a diverse composition (by mirroring certain units, differentiating porch configurations, employing diverse roof shapes) are preferred.



Above is an example for a well-articulated four-unit row house building located on a street corner. The building addresses both streets; the end unit's porch and main entrance face the side street (on the left side of the image). Each row house unit has a unique facade and all four create a balanced composition for the entire building. The result is a more compatible building in Golden's neighborhoods.

B. PORCH CHARACTERISTICS

Successful use of porches in townhouse buildings can tame the building mass and enhance the human scale along the sidewalks. Porches also help to create compatibility between townhouse buildings, houses, and twin houses when employed on a block face or in close proximity.

- The porches shall not be more than one step down from the finished floor of the home.
- Continuous porches along four or more units shall be avoided.
- Porches should be flush with finished floor level of the home when feasible.
- Porches that are not attached to neighbor's porch (as shown in the figure on previous page) are encouraged.
- The side street facing unit of a row house building at a corner lot should either face the side street or have a wrapped porch, when feasible.



Above is an example of a diverse block face that accommodates two townhouse buildings (one with four units, the other with three) a pair of twin houses, and two cottages. Mixing townhouse buildings with other building types on a block face help diminish their effects on the sidewalks and creates a rich walking experience. Note that certain architectural features, such as porches with similar details, window compositions, and forward facing gables, are employed in all building types. In other words, a family of architectural elements are applied to all building types. This reduces the contrast between the different building types and brings them together to create a balanced block face.

11-9-603 Townhouses

Article 6 - ARCHITECTURAL DESIGN STANDARDS

The standards provided in this section are supplemental to 11-9-602 and apply to the following lot types at southern part of Lakeside Landing:

- 14. Backyard Townhouse Lot Type
- 15. Compact Townhouse Lot Type
- 19. Main Street Townhouse Live Work Lot Type
- 20. Main Street Slot Townhouse Live Work Lot Type
- 24. Compact Urban Townhouse Lot Type

In this section the filled boxes (■) indicate the item being a standard, empty boxes (□) indicate the item being a guideline.

A'. FACADE VARIATION

When townhouse units are repeated at a building on a block face, employing facade variations is essential in creating a simple yet diverse block face. (Please refer to 11-4-408 1.a for definition and criteria for the term "facade variation"). The most successful variations are those that take advantage of massing articulations such as forward-facing gables, dormers, and change in height. While developing facade variations by

changing the architectural style is one way to achieve diversity, it is a challenging effort because not all architectural styles work well together. As such, all of the examples provided on this page follow a single architectural style. Yet, by means of employing a family of simple and familiar elements such as flat dormers, gable dormers, forward-facing gable bays, shed roof porches, half-hip roof porches, as well as differing window compositions, a rich variety of facade articulations are achieved for buildings with very similar footprints and architectural plans.

- For the facades visible by public, the same townhouse elevation shall not be repeated at units located side-by-side; a facade variation shall be employed even if the architectural plan is very similar.
- The facades visible to the public shall be treated as a diverse composition, not as repetition of the same row house unit.
- The townhouse buildings (not singular townhouse units) shall not employ the same color scheme when repeated side-by-side.
- Create facade variations by applying different massing articulations, such as forward-facing gables, dormers, and change in height (as shown on this page).
- Avoid repeating the same townhouse unit elevations as much as possible. Instead, mirror image repetitions are encouraged.
- (Even though it is part of the facade variation definition at 11-4-408 1.a.) applying different architectural styles to obtain facade variations is not recommended since this may create clutter and clash between different stylistic architectural elements.



Above is a successful example of a facade variation scheme for a group of three and four-unit townhouses with the exact same unit footprints and architectural plans. Note that the rich diversity of building facades are obtained only by three facade variations labeled as A, B, and C, and their mirrored versions. The use of multiple color schemes also contribute to the diversity.

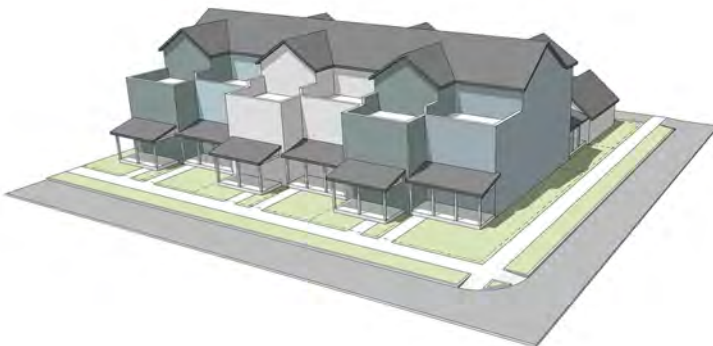
11-9-603 Townhouses

Article 6 - ARCHITECTURAL DESIGN STANDARDS

C. EXTERIOR MATERIALS

Exterior material differentiation on townhouse buildings needs to accentuate articulations, break up the building length and height, and create unity on an overall elevation.

- Material changes shall occur along a vertical line at interior (concave) corners, or along a horizontal line at a floor line or a gable end.
- Unless others approved by the planning administrator, exterior wall materials shall be limited to horizontal and vertical smooth-faced siding (cementitious or vinyl, if high quality), painted wood siding, corrugated metal, metal panels, stucco (real or eifs), and masonry.
- Wood textured “fake” siding surfaces shall be avoided.
- Masonry textured “fake” artificial (plastic or cementitious) panels shall be avoided.
- Windows shall be recessed from the face of the building at least the depth of the adjacent material or surrounded by a window trim not less than 3 inches wide.
- Use contrast (in material or in color) in a way to break up the building length and highlight smaller components of the massing to make the building look like a composition of smaller buildings.
- In general the lighter materials should be placed above those of heavier weight.
- Care should be taken to design all elevations such that the same materials appear in similar configurations on all of the elevations.



Above is an example where change in color (or material) is used to break up the length of the building and make the large building look like a composition of smaller buildings. Change in color or material can make repetition more tolerable.



A well-articulated corner treatment with wrapped porch addressing both streets. Miller Ranch, Edwards, Colorado.

D. EXTERIOR COLORS

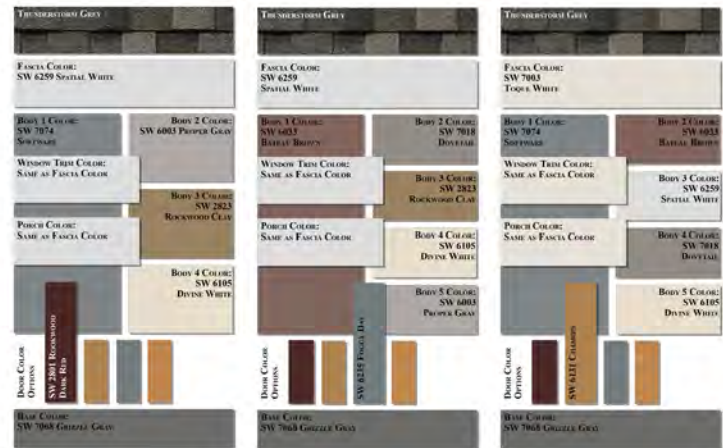
Color use in townhouse buildings can help reduce the perceived scale of the building, especially if colors with dark and light tones are used to emphasize the massing articulation. This also makes the diversity of the facade more visible. The townhouse color palettes should use the same or similar colors as the color palettes of houses, cottages, and twin houses, especially when employed together. The color schemes included on this page are for inspirational purposes only.

- Color changes shall occur along a vertical line at interior (concave) corners, or along a horizontal line (at a floor line or gable end).
- The roof color shall be coordinated with the overall building color scheme. If photovoltaic panels are used, the roof color should conceal the panels.
- If there are repetitions on the facade changing the color of these repeated elements helps de-emphasize the repetition. Colors with dark and light tones should be used to emphasize the massing articulation.

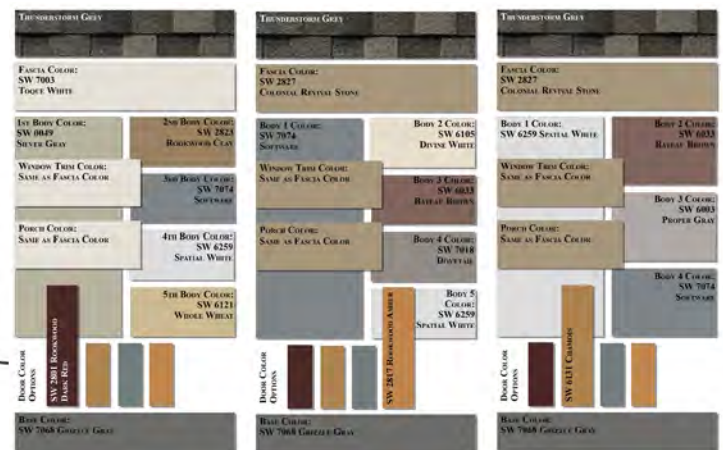
11-9-603 Townhouses

Article 6 - ARCHITECTURAL DESIGN STANDARDS

- Bright colors should be reserved to accent specific building elements such as doors or awnings.
- Darker colors should be applied to recessed sections of larger buildings to help accentuate separation between building masses.
- A collective “rhythm” can be created by painting similar elements (porch, trim, etc.) on each building on a block face similar colors.



Above is another example where color is used creatively to break up the perceived length of the building. Even though the porches of the three townhouses at the center are attached, they still read self-contained and well-scaled because of the stepping.



Six exemplary color schemes for townhouse buildings. The number of body colors increases as the number of units per building increases. The fascia, the porch, and trim color are the same for certain parts of the building but change with the body color. The base color (where the concrete foundation wall is exposed) is the same gray color for all buildings. To this composition the vibrant front door colors add emphasis. This palette is presented here for inspiration.



Above are two images that show how the color schemes presented above can be applied to townhouse buildings: on the right a three-unit townhouse building on the right a six-unit townhouse building. The changes in color follow vertical and horizontal offsets and help to reduce the perceived height and length of the buildings. When contrasting colors are applied to building parts, such as bays and forward facing gables, these parts start looking as if they are separate buildings. (Images are from Iron Works, Englewood, Colorado).

11-9-604 Apartment Buildings

Article 6 - ARCHITECTURAL DESIGN STANDARDS

The standards provided in this section apply to the buildings on the following lot types:

- 16. Small Apartment Building Lot Type
- 17. Courtyard Apartment Building Lot Type
- 23. Apartment Row Building Lot Type
- 25. Main Street Mixed Use Apartment Building Lot Type

In this section the filled boxes (■) indicate the item being a standard, empty boxes (□) indicate the item being a guideline.

A. MASSING AND ARTICULATION

Dividing the building into smaller parts and relating to the human scale is the primary purpose for massing articulation when it comes to large apartment buildings. The right amount of articulation (not too much, not too little) is key. Excessive repetition, as well as too much complexity, usually don't help to diminish the intensity of building's size. The following standards and guidelines aim at achieving the above-mentioned balance.

- Articulate the massing horizontally to make the building look as if it is a composition of multiple buildings. This can be done by expressing bays (especially by means of balconies), or indentations.
- At four story buildings, articulate the massing vertically, to make the building look shorter, by differentiating especially the ground floor's and uppermost floor's treatment.
- Provide multiple entrances and avoid blank walls along the sidewalks.
- Avoid excessive repetition.
- Express architectural elements such as entries, porches, balconies, bays, cornices, and parapets.
- Break the building by means of common courtyards and greens when feasible.
- Changes in building height are encouraged to emphasize important building elements particularly at courtyard entries and street corners.



Above is an example for a well-articulated apartment building with ground floor residential units being accessed directly from the sidewalk. The uppermost floor has a setback and roof line is articulated with cantilevered shed roofs saluting the street.

B. PORCHES AND BALCONIES

Porches and balconies are valuable amenities for the apartment units. Furthermore, they have the potential for creating a desirable scale along the sidewalk and articulate the building's massing. When residential units on the ground floors provide access directly from the sidewalk through well-sized porches, the building relates to the sidewalk scale and creates an appealing, walking environment on the sidewalk. This also encourages neighborly interaction.

- The porches and balconies shall not be more than one step down from the finished floor of the home.
- When dwelling units are placed on the ground floor, there shall be an entrance to the unit through the porch directly from the sidewalk, even when the unit has another formal entrance from an interior hallway.
- Porches and balconies should be flush with finished floor level of the home when feasible.
- Generous porches and balconies are encouraged.
- At corners a wraparound configuration should be employed when feasible



Example of a well-lived balcony in an apartment building. When connected well to the indoor spaces of the dwelling unit and sized appropriately, a porch becomes a valuable amenity for an apartment and encourages neighborly interaction.

11-9-604 Apartment Buildings

Article 6 - ARCHITECTURAL DESIGN STANDARDS

C. EXTERIOR MATERIALS

Exterior material changes on an apartment building can be used to accentuate massing articulations and break up the length of the building. The following standards and guidelines are intended to encourage the use of material as an integral part of the architectural design.

- Material changes shall occur along a vertical line at interior corners, or along a horizontal line (at a floor line or gable end). Lighter materials should be placed above those of heavier weight.
- Unless others approved by the planning administrator, exterior wall materials shall be limited to horizontal and vertical smooth-faced siding (cementitious or vinyl, if high quality), painted wood siding, corrugated metal, metal panels, stucco (real or eifs), and masonry.
- Wood textured “fake” siding surfaces shall be avoided.
- Masonry textured “fake” artificial (plastic or cementitious) panels shall be avoided.
- Windows shall be recessed from the face of the building at least the depth of the adjacent material or surrounded by a window trim not less than 3 inches wide.
- Use material changes to accentuate massing articulations.

D. EXTERIOR COLORS

In order to create architectural continuity throughout the neighborhood, the color palettes provided above for houses, cottages, and twin houses, as well as those for townhouses, should be used for apartment buildings as well. Similar to the material use, color changes can also be used in a way to accentuate massing articulations and reduce the perceived size of the building.

- Color changes shall occur along a vertical line at interior (concave) corners, or along a horizontal line (at a floor line, cornice, or gable end, if there are any).
- Use color changes to accentuate massing articulations.
- Darker colors should be applied to recessed sections of the building to help accentuate separation between building masses.
- Bright colors should be reserved for accent colors on specific building elements such as doors or awnings.



An example for a Courtyard Apartment Building with diverse massing articulation, including change in height. The use of contrasting color to highlight the massing articulation reads like a family of various parts rather than a large building.



11-9-605 Main St. and Com. Buildings **Article 6 - ARCHITECTURAL DESIGN STANDARDS**

The standards provided in this section apply to the buildings on the following lot types:

- 18. Main Street Cottage Live Work Lot Type
- 19. Main Street Townhouse Cluster Lot Type
- 20. Main Street Slot Townhouse Live Work Lot Type
- 21. Main Street Back-to-Back Cluster Lot Type
- 22. Main Street Row Building Lot Type
- 25. Main Street Mixed Use Apartment Building Lot Type
- 27. Neighborhood Store, Restaurant, or Civic Bldg. Lot Type
- 28. General Big Box Retail Building Lot Type

In this section the filled boxes (■) indicate the item being a standard, empty boxes (□) indicate the item being a guideline.

A. MASSING AND ARTICULATION

Main street retail and community buildings should be street oriented and should respect the human scale. The following standards and guidelines address how this can be achieved.

- Articulate the ground floor to address and engage the pedestrians via increased transparency, employment of colonnades, shop windows and awnings.
- Buildings on street corners shall address both streets.
- For buildings on street corners, corner entrances, indentations, towers, colonnades, or wrapped porches are recommended ways to address both streets.
- Accommodate outdoor seating patios and plazas when feasible.

B. BUILDING PRESENCE ON STREET

In order to be able to contribute to the conviviality of the street as a social place that is a part of the public realm, the Main Street and community buildings need to have a strong street presence. The following standards and guidelines address how this can be achieved.

- The front doors shall face the street and be easily visible by the pedestrian.

- On the ground floor, place social activities within the building program that create interest and attract pedestrians in a way that they can be visible from the sidewalk.
- Provide solutions such as french doors, folding doors, transparent garage doors, that can provide the interior space to extend to the exterior, when feasible.



It is important for the retail uses to create life on the sidewalk. Note that a colonnade placed in front of a coffee house provides a good transition to the courtyard located in between two storefronts. It also creates space for more seating.



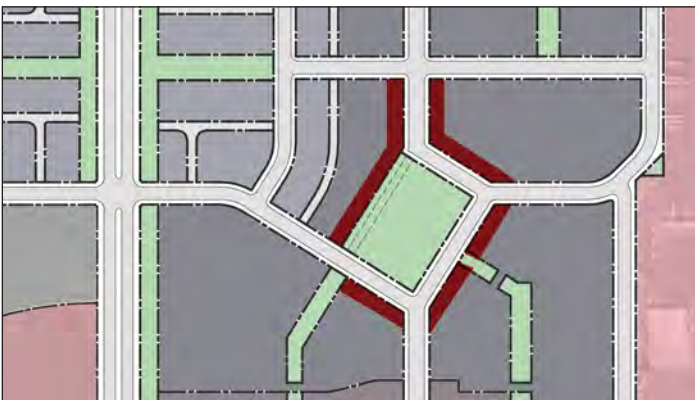
Corner entrances to stores, colonnades, shop windows, awnings, and porches are among the essential architectural elements that engage pedestrians. Providing plazas where appropriate is also essential in creating a pedestrian friendly neighborhood center

11-9-605 Main St. and Com. Buildings **Article 6 - ARCHITECTURAL DESIGN STANDARDS**

C. TRANSPARENCY AT EYE LEVEL

The following standard is intended to prevent blank facades on the ground floors and to ensure the pedestrian interest along the critical frontages in Lakeside Landing

- All Main Street and community buildings along the highlighted frontages on the below maps shall have a minimum of 70% transparency at eye level (see definition on page 29).



Plans showing the priority frontages where eye-level transparency requirements apply.

D. PARKING

Even though the placement of buildings and off-street parking on the lot are prescribed by the lot types, it is important to introduce additional measures to guarantee that the parking shall not compete with pedestrian presence on Main Street and community building lots.

- Place the off-street parking spaces at the rear.
- Provide screening fences or shrubs to reduce visibility of parking from the public sidewalks when parking is located along the street.
- Employ liner buildings to screen large parking lots from the streets
- Place a few covered garage buildings to divide the surface parking, when feasible.

E. EXTERIOR MATERIALS

Materials on Main Street and community buildings can be used to accentuate articulations or create unity on an overall elevation.

- Material changes shall occur along a vertical line at interior (concave) corners, or along a horizontal line (at a floor line or gable end). Lighter materials should be placed above those of heavier weight.
- Unless others approved by the planning administrator, exterior wall materials shall be limited to horizontal and vertical smooth-faced siding (cementitious or vinyl, if high quality), painted wood siding, corrugated metal, metal panels, stucco (real or eifs), and masonry.
- Wood textured “fake” siding surfaces shall be avoided.
- Masonry textured “fake” artificial (plastic or cementitious) panels shall be avoided.
- Windows shall be recessed from the face of the building at least the depth of the adjacent material or surrounded by a window trim not less than 3 inches wide.
- Use material changes to accentuate massing articulations.

F. EXTERIOR COLORS

In order to create architectural continuity throughout the neighborhood, the color palettes provided above for houses, cottages, and twin houses, as well as those for townhouses, should be used for Main Street and community buildings as well. Similar to the material use, color changes can also be used in a way to accentuate massing articulations and reduce the perceived size of the building.

- Color changes shall occur along a vertical line at interior (concave) corners, or along a horizontal line (at a floor line, cornice, or gable end, if there are any).
- Use color changes to accentuate massing articulations.
- The roof color should be coordinated with the overall building color scheme. If photovoltaic panels are used, the roof color should conceal the panels.
- Bright colors should be reserved for accent colors on specific building elements such as doors or awnings.



11-9-606 Additional Standards

Article 6 - ARCHITECTURAL DESIGN STANDARDS

Additional architectural standards are adopted as supplementary regulations to this article and attached hereto. These additional standards are titled:

Architectural Design Standards for
(22) Main Street Row Building Lot Type,
(23) Apartment Row Building Lot Type,
and (25) Main Street Mixed Use Apartment Building Lot type
at the Lakeside Landing Special District Overlay, Springville, Utah

These additional standards are a binding regulatory document for the design of the lot types listed above.



11-9-701 General Requirements

Article 7 - LANDSCAPE DESIGN STANDARDS

The Landscape Design Standards provide guidance to create a sustainable management of the streetscape, alleys, and private yard landscaping, as well as, landscape management throughout Lakeside Landing. Against some of the challenging climatic conditions of Utah, wise landscaping can create comfort zones and increase livability.

In this section, the filled boxes (■) indicate the item being a standard, empty boxes (□) indicate the item being a guideline.

Development plans should include landscape elements that contribute positively to the character of neighborhoods. Improvements should:

- Enhance the human scale of the building.
- Provide a transition between areas with different character.
- Screen views of unsightly elements, such as utility boxes and parking areas.
- Create comfort zones to encourage pedestrian activity.
- Facilitate water efficiency.

In this section, a tree equivalent (TE) point system is used, with 1 TE being equal to the minimum size and characteristics of the tree at the time of planting or installation as follows:

Deciduous trees:

Two and one-half-inch (2 1/2") caliper, measured one foot above ground. (1 TE)

Coniferous trees:

Six feet in height. (1 TE)

In this section, plant requirements shall be measured by Shrub Points (SP). A Shrub Point (SP) equals to one large shrub, or two medium shrubs, or four small shrubs. The minimum size and characteristics of plant at the time of planting or installation, shall be as follows:

Coniferous and deciduous shrubs and hedges:

Minimum (1) five-gallon container size (1 SP); or

Minimum (2) two-gallon container size (1 SP); or

Minimum (4) one-gallon container size (1 SP)

The following landscape standards and guidelines are for private lot landscaping for all lot types

- The minimum size and characteristics of other landscape materials at the time of planting or installation, shall be as follows:
 - Ground covers and vines: One gallon size, except for prostrate junipers and other shrub like ground covers that shall be five-gallon size.
 - Wood chip mulch: Minimum three inches depth.
 - Rock or stone mulch: Two-inch minimum to cobble size, minimum three inches in depth.
- Plant material located within an applicable sight distance area, shall conform to the requirements of the city of Springville.
- Healthy existing mature trees (three-inch caliper or greater) shall be preserved on site unless sufficient hardship can be demonstrated. If trees must be removed, two must be planted (two and one-half-inch caliper or greater) for every one that is taken, in addition to compliance with all other tree requirements. No substitutions for trees allowed.
- Landscape plan shall demonstrate that irrigation systems are designed to minimize overspray and water waste through use of automatic controllers, rain sensors, moisture sensors and, for non-turf areas, subsurface drip systems.
- When feasible, provide a landscaped area between residential properties and the street, including trees and other landscape materials.
- Deciduous trees that shade in the summer and allow sunlight to pass through their limbs in the winter are recommended for the south side of the building. Coniferous trees that buffer from cold winds, snow, and ice, are recommended for the north facade of the building. Decisions should also take into account the effects on solar access with regard to neighboring properties.
- Trees that must be removed on site due to demonstrated hardship should be mulched.
- Plant materials may be integrated into groupings, and need not be uniformly distributed throughout the site. An ideal design would balance distribution with grouping.
- Irrigation system devices, such as backflow prevention devices should be located away from the public view. When this is not feasible, a low fenced enclosure should be provided.
- Prior to planting and installing irrigation systems, all sites for planting shall incorporate soil amendments at a rate of three cubic yards per 1,000 square feet to a depth of at least six inches. Existing topsoil shall be salvaged and stockpiled for use in amending area soil.
- Turf areas and live planting areas in excess of 100 square feet in area shall be served by a permanently installed irrigation system, based upon a determination that such an irrigation system is unnecessary as a result of the size, location or alternate maintenance accommodations applicable to the area.

11-9-702 Landscaping within ROWs

Article 7 - LANDSCAPE DESIGN STANDARDS

Frequent street trees with wide canopies located close to the vehicular traffic lanes on streets not only create a comfort zone for pedestrians on sidewalks but also make drivers aware of their speed, therefore calming the traffic. Some of the most attractive and famous urban streets employ the same tree species to create uniform canopies that make walking a pleasurable experience. However, employing the same tree species is a risky choice since they are vulnerable to the same diseases and insects. It is more prudent to create uniformity in the canopy by means of employing a diversity of trees with similar shapes (tall trunks, clear and wide canopies). At local residential streets, it is a good strategy to employ detached sidewalks and place the street trees in tree lawns. The tree lawns provide opportunities for unique landscaping at certain locations. At local commercial streets in front of the nonresidential, eliminating the tree lawn and providing large sidewalks with trees placed in tree grates is advised. The following standards and guidelines address these challenges and opportunities.

STREET TREES

- Street trees shall be provided on all streets every 30 to 40 feet. Spacing may be adjusted depending on the location of alleys, driveways, and common courts. The street tree and common court tree configurations shown on the Illustrative Plan (on pages 22 through 25) shall be a guide to prepare the landscaping plans that are required as part of the subdivision process.
- Street tree species shall be chosen from Springville's approved tree species list.
- The street trees located across the street shall be of the same species.
- At least three tree species shall be employed every 400 linear feet of street.

PARK STRIPS (AKA TREE LAWNS)

- Park strips shall be landscaped. Turf grass, ground covers, and river rock are permitted within the parks strips.
- Provide flowering low bushes on the parks strips at intersections, when feasible.
- Encourage residents to create unique landscaping or productive landscaping on the park strips in front of their properties.



An elegantly landscaped tree lawn at an intersection. When low perennials are utilized in a way not to block the sight triangle, landscaping on the corners slows down the traffic and creates an appealing environment for the pedestrians to enjoy.



A residential street with mature street tree canopy. Trees placed closed to the curb with large canopies slow down the traffic. The on-street parking as well creates friction and calms the traffic.



Use of occasional benches create memorable streetscape compositions and add place making in neighborhoods.

11-9-703 Neighborhood Parks

Article 7 - LANDSCAPE DESIGN STANDARDS

The neighborhood parks are the heart of the Lakeside Landing, where the residents gather and enjoy participating community life. They are places with strong sense of arrival and community presence. They are for both active involvement (participating various events, such as arts and crafts fairs, farmers' markets, concerts, and other festivals) and passive recreation and contemplation. The following are some guidelines for programming the park amenities and achieving successful open-ended park spaces.

- Developer shall be responsible to install the neighborhood parks at Developers' sole cost. Developers and City shall work together to develop mutually acceptable park designs for the neighborhood parks. The cost to developers for installing the neighborhood parks shall be at least \$400,000 per acre or other amount mutually agreed and memorialized in a development agreement.
- Provide amenities such as kiosks, amphitheaters, space for temporary fairs and music performances, in such a way that maintains the contemplative nature of the park when there are no scheduled events.



NEIGHBORHOOD PARK NORTH
INSPIRATIONAL SITE PLAN

Scale: 1" = 100'



11-9-703 Neighborhood Parks

Article 7 - LANDSCAPE DESIGN STANDARDS

- ☐ Employ community gardens and gardening facilities in a way to celebrate neighborly interaction. Provide small gathering spaces around these facilities.
- ☐ Allow wide lawns to accommodate a diversity of open-ended activities by a diverse set of users; do not create amenities for specific users only (such as basketball courts and playgrounds), keep the design flexible to accommodate spontaneous involvements and gatherings.
- ☐ Organize community events such as arts and crafts fairs, farmers' markets, concerts, and other festivals that encourage neighborly interactions.
- ☐ Also, make sure that these events can attract a diversity of residents. This can be done by clustering events that include a diverse set of activities to respond to the interest of various residents (for instance, not a just music event, but a fair as well).
- ☐ Adopt a noise control policy for these events.



NEIGHBORHOOD PARK SOUTH
INSPIRATIONAL SITE PLAN

Scale: 1" = 100'



CITY OF SPRINGVILLE / LAKESIDE LAND PARTNERS / DAVIES DESIGN BUILD / PEL-ONA ARCHITECTS AND URBANISTS

87

11-9-704 Front Yards

Article 7 - LANDSCAPE DESIGN STANDARDS

The standards and guidelines in this section apply to all lot types when the lot layout accommodates a front yard that is six feet or deeper as measured from the front property line to the porch or building.

Creating a pleasant walking environment along the sidewalk is the primary objective. All lot types prescribe a friendly building presence along the sidewalk. When it is not feasible to provide shade trees within the front yard, ornamental trees in between buildings, together with well-layered bushes and perennials located at front porches, create a very pleasing and friendly streetscape. The following standards and guidelines are prepared with these factors in mind.

PLANT MATERIAL

- A minimum of 1 TE of ornamental or mid-sized trees shall be employed for every 25 feet of street, side street, and common court frontage of the lot. There is no TE requirement for the lots with frontages smaller than 25 feet. The initial plant material shall be chosen from the species approved by the City of Springville.
- A minimum of 1 SP of plant material shall be employed for every 10 feet of street, side street, and common court frontage of the lot. The initial plant material shall be chosen from the species approved by the City of Springville.

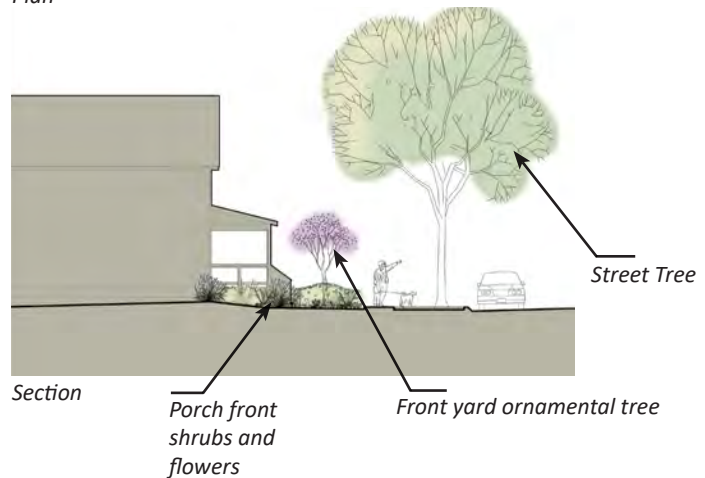


When the porch is located close to the sidewalk, a cluster of large and small layered bushes and perennials arranged in front of the porches create an appealing composition. Note that low fencing also contributes to the composition and appeal.

- SOD shall not be used for areas narrower than 6 feet.
- On larger yards layering of flowering bushes and perennials are encouraged over turf grass. Rock, wood mulch, and ground covers are also recommended.



Plan



Section

Vertical layering helps define outdoor space and creates an inviting composition around the porch.



11-9-704 Front Yards

Article 7 - LANDSCAPE DESIGN STANDARDS

- A combination of ornamental trees and large and small shrubs are recommended to be employed where there is opportunity.
- A combination of ornamental trees and large and small shrubs are recommended to be employed at the side yards when they are visible from the street or common court.

SIDEWALKS AND PATIOS

- Avoid excessive pavement.
- Employ a diversity of designs with materials for walkways of different purposes to the extent feasible.
- Employ pervious pavements to the extent feasible



Another appealing front yard composition achieved within a limited front yard. Layered perennials and shrubs create a graceful distance between porch and the sidewalk in spite of the proximity.



Another two examples for large and small layered plant material as front yard landscaping. When the front yard is small, and planting is intense, an appealing composition is achieved.

11-9-705 Common Courts

Article 7 - LANDSCAPE DESIGN STANDARDS

The standards and guidelines in this section apply to all lot types that employ or face a common court.

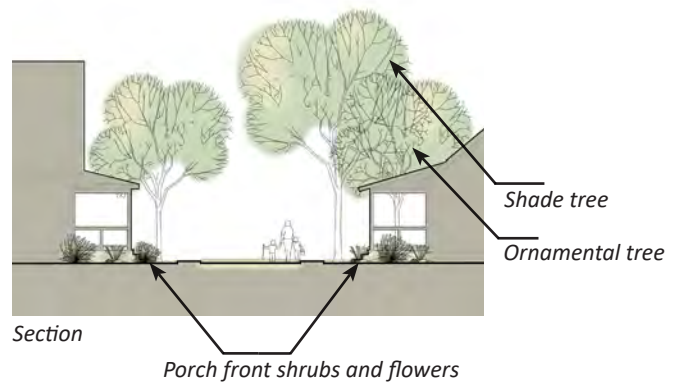
Common courts are an important part of the amenities that neighborhoods provide for residents. In order for the dwelling units to face these amenities and enjoy them as comfort zones, certain design principles should be followed to guide the landscape design. This section provides these standards and guidelines.

PLANT MATERIAL

- Provide a minimum of 1 TE of a shade tree per each lot that faces the common court. This requirement may be waived by the director if sufficient shade trees are provided within the front yards along the common court.
- Employ ornamental and mid-size trees, as well as large shrubs at the entrances and street frontage where the common court meets the street. This creates better edge conditions for the green.
- Employ layered shrub landscaping close to the buildings and keep the center clear from the shrubs. Employ ornamental trees where the buildings have limited openings.
- At deeper common courts break up the green by introducing ornamental and mid-size trees at the center, and design the sidewalk layout to support the break up.
- At wider green courts provide two rows of trees on either side. On narrower green courts, where it is not feasible to provide two rows, provide a few high canopy shade trees at the center.



Plan



Section

Two homes facing a common court with layered landscaping. When there is an opportunity, the shade trees should be planted within front yards to leave the center free. At narrow courts however, central shade trees are more appropriate.



Modestly sized open drainage ditches are the safest way to address drainages. Shown is a flagstone bridge over the drainage ditch to provide access to the porch.



Entry to a common court showing layered landscaping and appropriately placed shade trees. Note also the single sidewalk splits into two to provide access to the porches.

11-9-705 Common Courts

Article 7 - LANDSCAPE DESIGN STANDARDS

- ❑ Employ a modestly scaled river rock open ditch drainage system when feasible. Employ simple bridges over the drainages.
- ❑ Provide entry trellises or mailbox structures to create an inviting gate to the common court when feasible.
- ❑ Provide well-appointed community garden beds at the edges close to the entrances if and when there is a demand. Employing community garden beds on the front and celebrating them encourages neighborly interaction.

SIDEWALKS

- Avoid excessive pavement, especially at wider common courts with lots on two sides, employ two narrow sidewalks (5 feet in width) at either side, close to the porches, rather than one at the center.



A pocket park with community garden beds on the street corner. When the community gardens are located at prominent location and celebrated they encourage neighborly interaction.



Even though a single central sidewalk doesn't provide the most appealing configuration, at a narrower courts it is practical.



View from a narrow common court that is more appropriate for either the Main Street Slot Townhouse Cluster or the Main Street Back-to-Back Cluster Lot Type



A cluster of mail boxes is one of the proper ways to emphasize the entry of a common court. When feasible a sheltered gate may also accommodate the mailboxes.



View from another common court with lush mature plant material. Note the central sidewalk splitting into two to provide access to the porches on either side of the court.

11-9-706 Apartment Buildings

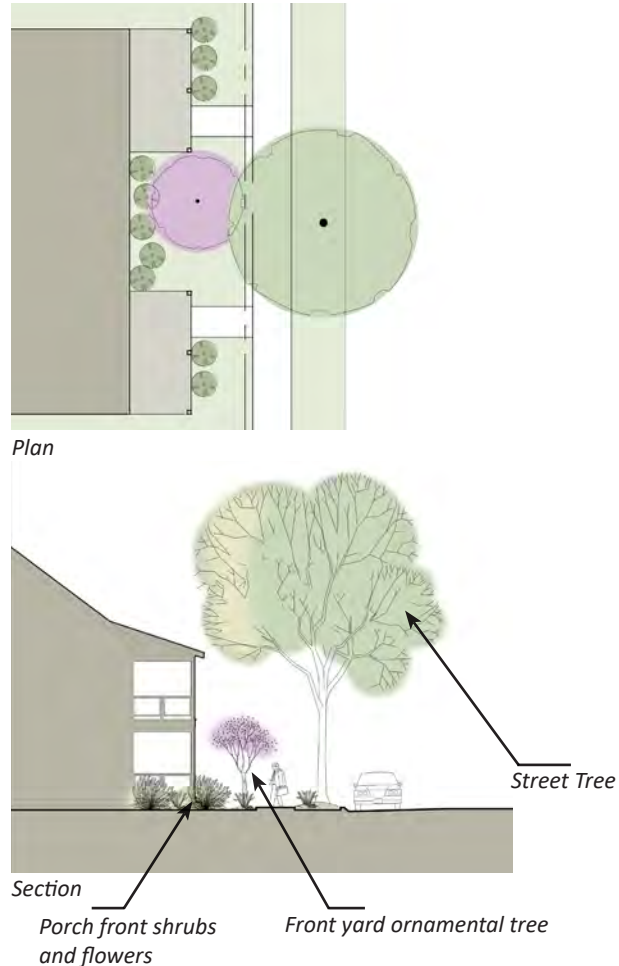
Article 7 - LANDSCAPE DESIGN STANDARDS

The standards and guidelines in this section apply to the following lot types:

- O. Small Apartment Building Lot Type
- P. Courtyard Apartment Building Lot Type
- V. Main Street Mixed Use Apartment Building Lot Type

Apartment buildings offer a denser and more urban lifestyle with limited yards between the buildings and the sidewalks. However, when the yards are limited and visible to the public, residents tend to exhibit more care to the landscaping. Providing well-irrigated infrastructure for intense landscaping in limited areas is the primary objective for landscape design for multiple dwelling building lots.

- All portions of lots which are not occupied by driveways, sidewalks, patios, decks, or buildings shall be landscaped or mulched.
- When residential units occupy the ground floor, a minimum of 1 SP of plant material shall be employed for every 4 feet of street, side street, and common court frontage of the lot. The initial plant material shall be chosen from the species approved by the City of Springville.
- When apartment units are located on the ground floor facing the street or side street, the area between the porches and the sidewalk should be landscaped as a front yard landscaping.
- Flowering bushes are encouraged to be placed against the building, especially at walls facing the public with limited openings.
- A combination of ornamental trees and large and small shrubs are recommended to be employed where there is opportunity along the alley to prevent the formation of heat islands.



Flowering bushes create a buffer between the apartment and sidewalk. When apartment units are located on the ground floor, the area between the porches and the sidewalk should be landscaped following the front yard landscaping requirements.



A cluster of bushes placed close to the building creates a graceful relationship with the sidewalk despite the limited front setback.



A modest retaining wall placed 18 inches away from the sidewalk and heavy bushes create an appealing edge.

11-9-707 Main St., Com. Bldgs., and Plazas **Article 7 - LANDSCAPE DESIGN STANDARDS**

The standards and guidelines in this section apply to the following lot types:

- Q. Main Street Cottage Live Work Lot Type
- R. Main Street Townhouse Live Work Lot Type
- S. Main Street Slot Townhouse Live Work Lot Type
- T. Main Street Back-to-Back Cluster Lot Type
- U. Main Street Row Building Lot Type
- V. Main Street Mixed Use Apartment Building Lot Type
- X. Neighborhood Store, Restaurant, or Civic Bldg. Lot Type
- Y. General Big Box Retail Building Lot Type

Main Street and community buildings call for more urban solutions in terms of landscaping. These solutions include flowers in flower pots, ornamental trees in raised beds, and layering of bushes against the building walls. Providing retaining walls, raised planters, and low garden walls in the form of seating are recommended landscaping strategies in these areas.

- All portions of lots which are not occupied by driveways, sidewalks, patios, decks, plazas, or buildings, shall be landscaped or mulched.
- Providing raised planters with seating, raised planters against building walls, and flower pots are recommended to be employed in order to balance the hard scape with planting, especially at plazas and wide sidewalks.
- At wide sidewalks in front of businesses, it is recommended to differentiate the pavement to delineate areas where businesses can extend to the sidewalk with their merchandise.

- Flowering bushes are encouraged to be placed against the building especially at walls with limited openings facing the public. When irrigated with carefully designed drip irrigation, placing plants close to the building wall does not create serious risks in terms of grading.
- A combination of ornamental trees and large and small shrubs are recommended to be employed where there is opportunity along the alley to prevent the formation of heat islands.



Flower shop staging on a part of the sidewalk for its colorful merchandise create a unique plaza.



Raised planters with ornamental trees and perennials are an effective ways to increase plant material at an urban plaza.



Flower pots, ornamental trees placed in planters, along with the restaurant seating, create an appealing environment along the sidewalk.

11-9-708 Landscaping at Alleys

Article 7 - LANDSCAPE DESIGN STANDARDS

Even though alleys are provided for service uses and access only, thoughtful landscaping is still needed on and around alleys. It is easy to create a heat island, especially when many garage doors line up along the alley, as is the case for townhouses. Some landscaping strategies include employing small landscape islands with columnar bushes and small trees and providing shade trees on rear yards close to alleys. The following standards and guidelines aim at encouraging smart landscaping in alleys.

PAVEMENT AND EDGES

- Avoid excessive pavement.
- Provide pavement only for the length of the garage door and leave gaps in pavement for planting when feasible.
- The use of a straight concrete edge in lieu of regular curbs is encouraged as it makes it easier to create landscape islands.



A view from a lushly landscaped residential alley. The level of landscaping shown here prevents the formation of heat islands. (North Court, Holiday Neighborhood, Boulder, Colorado.)



Small landscape islands provide space for trees near the alley and create an appealing environment. (North Court, Holiday Neighborhood, Boulder, Colorado.)

PARKING LANDSCAPING ALONG THE ALLEY

- Provide landscape islands in between head-in parking stalls when feasible.
- Provide narrow detached sidewalks (three feet in width) along the parking and use the low bushes where the car stops, when feasible.
- A diverse set of species are encouraged to be employed, including shade trees, small ornamental trees, columnar bushes, and low ground covers.



Even though plants located close to the alley pavement may need regular pruning, the benefits of preventing formation of heat islands during the summer months outweighs the inconvenience. (North Court, Holiday Neighborhood, Boulder, Colorado.)



Another example of columnar ornamental trees placed within small islands by the alley. (North Court, Holiday Neighborhood, Boulder, Colorado.)

11-9-709 Lighting and Fences

Article 7 - LANDSCAPE DESIGN STANDARDS

Lighting: While site lighting is needed for way-finding and safety reasons, excessive lighting may create glare and disturb residents' sleep. Considering that sleeplessness is becoming a serious public health issue for many urban communities, this code adopts a "dark skies" policy especially for T3 Garden Village and T4 Village Transects.

LIGHTING WITHIN T3 AND T4 TRANSECTS

- Outdoor lighting on private lots shall be designed, located, mounted, and aimed to minimize glare onto any adjoining properties. No exterior light source shall be directly visible from the public sidewalks.
- There are no street lighting requirements within T3 Garden Village and T4 Village Transects.
- Recessed porch ceiling lights, or wall mounted screened lights washing the building walls shall be employed to illuminate the entrances.
- Low and dim landscape lighting shall be employed to illuminate key pedestrian paths leading to the building entrances.
- The street signs are encouraged to be illuminated by dim lights that do not spill over.

LIGHTING WITHIN T5, T5i, AND T6 TRANSECTS

- Outdoor lighting on private lots shall be designed, located, mounted, and aimed to minimize glare onto any adjoining properties. No exterior light source shall be directly visible from the public sidewalks.
- Street light fixtures shall be no more than 24 feet in height from the sidewalk grade, and they will function as pedestrian lights as well. As such, they need to be placed at a frequency of no less than 70 feet on center. The light source shall not be visible from residential units located around the street.
- Recessed porch ceiling lights, or wall mounted screened lights washing the building walls shall be employed to illuminate porches and entrances.

Fences: Fenced yards, even if the yards are small, increase the use of the yard significantly. However, privacy fences should be arranged and design in a way to encourage interaction between the sidewalk and the porch. The following standards and guidelines aim at permitting fences in a way to balance the public and private realms in the neighborhood.

- No fences shall exceed 34 inches in height within 15 feet of the front property line.
- On corner lots, fences with a height of up to 66 inches (privacy fences) may face the side street. However, on corner lots the following setbacks are applied for privacy fences facing side street:
 Lots with 70 feet depth or less:
 a minimum of 26 feet setback from the front property line.
 Lots with more than 70 feet depth:
 a minimum of 36 feet setback from the front property line.
- At alleys, all fences shall be setback a minimum of 6 feet from the rear property line.
- When properties have two frontages along the Lakeside Arterial Street (2600 West), no privacy fences (fences taller than 34 inches) shall be permitted facing either inner street or 2400 West.
- When provided, it is advised to place the front yard fence (that are not higher than 34 inches) on the front property line.





11-9-801 General standards

Article 8 - THOROUGHFARE DESIGN STANDARDS

This section lists the thoroughfare and parking standards to be applied to Lakeside Landing. Creating safe and appealing streets where neighborly interaction can take place is one of the primary objectives. Streets in a successful neighborhood are not just channels that provide access and circulation, but they are neighborhood amenities where neighborly social life happens.

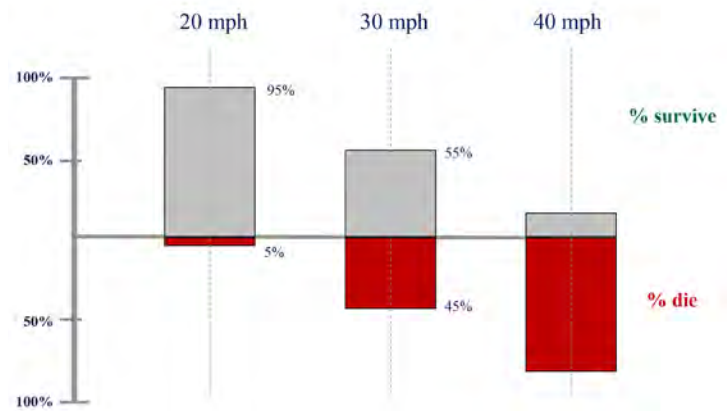
TRAFFIC CALMING

Calming the traffic by slowing down the vehicular speed is an essential in creating a safe residential street where neighborhood life can take place. Research shows that the pedestrian fatality rate in accidents increases significantly with vehicular speed (see the graphic on the right). A successful street in a residential neighborhood is where the kids play. But if slower vehicle speeds cannot be sustained by the way the street is designed, it will not be able to provide a safe environment for the residents. The following are the most essential factors that can effectively calm the traffic:

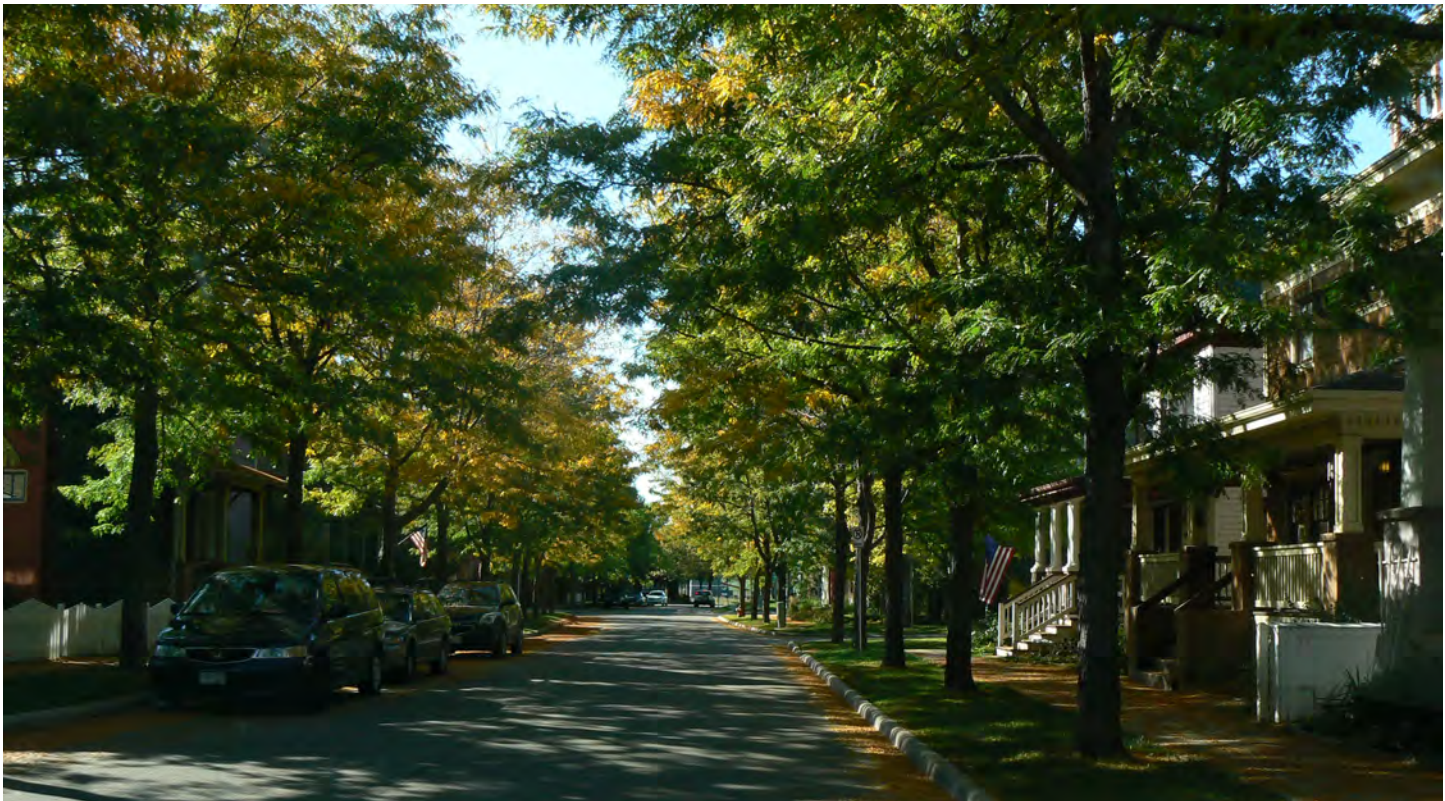
1. The width of the street should be as narrow as possible to allow safe vehicular travel in the posted speed limit. There is a problematic convention among the previous generation of traffic planners that assumes that designing a street for a speed higher than the posted speed limit is safe. The Institute of Traffic Engineers (ITE) now advises against this practice in residential neighborhoods. Wide streets encourage speeding. The width,

as well as center line radius, should be designed for the posted speed limit and should not encourage speeding.

2. On-street parking not only provides convenience for visitor parking but also creates friction on the street and slows down the traffic. It also creates a buffer between the flow lanes and the sidewalk.



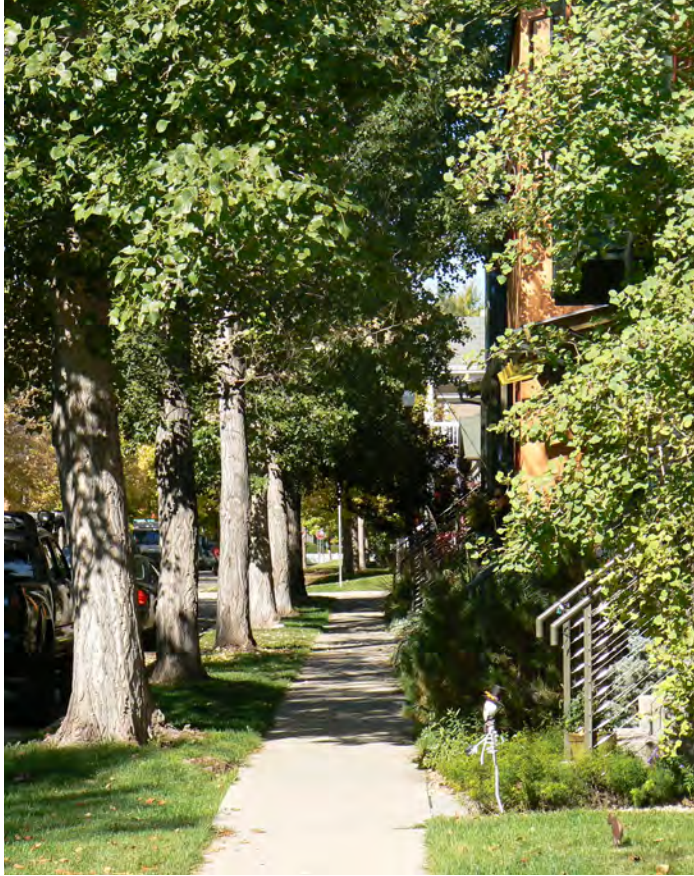
A chart showing the vehicle speeds and pedestrian survival rates in accidents involving pedestrians and vehicles on local residential streets in Colorado. Source: Peter Swift, Dan Painter, and Matthew Goldstein. 1997. Residential street Typology and injury accident frequency. Congress for the New Urbanism, Denver, Colorado.



A view from a local residential street. Narrow curb-to-curb dimensions, frequent street trees placed close to the running traffic, and on-street parking communicate with the drivers to slow down. These characteristics also create an appealing walking environment.

11-9-801 General standards

Article 8 - THOROUGHFARE DESIGN STANDARDS



Frequent street trees with large canopies create an appealing walking experience for the pedestrians.

3. Street trees are also crucial in slowing down the traffic; trees placed close to street with regular, frequent intervals (30 - 40 feet on center) make the drivers aware of their speed. Trees also provide a well-sheltered and shaded walking environment on the sidewalk.

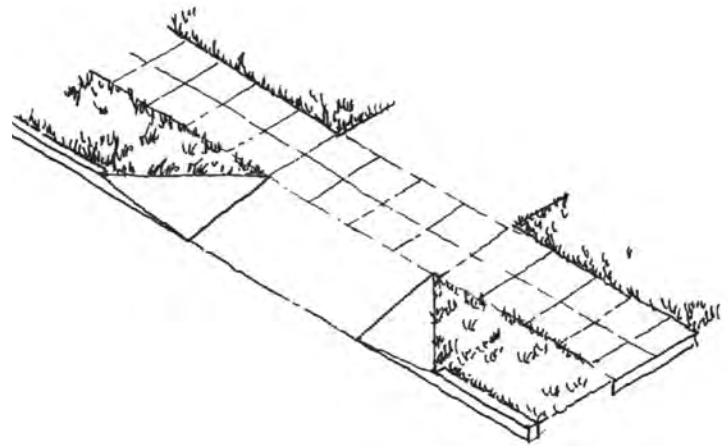
4. A tight curb radius on an intersection not only makes the crossing shorter and easier for a pedestrian but also forces the drivers to slow down and proceed through the intersection with caution. A tight curb radius tells the driver that the pedestrians have the priority on the intersection.

5. Building presence communicates the presence of life. A building placed close to sidewalk, a porch, a patio, a building entrance; all communicate to the drivers the possibility of people on the street. Even though we are mostly focusing in this section on what happens in the street right-of-way, the streets are also formed by the surrounding buildings. Placing buildings close to the sidewalk slows down the traffic as effectively as the other factors we have mentioned here.

ALLEY SERVED BLOCKS

A majority of the blocks in Lakeside Landing utilize alleys for vehicular access to private lots. As presented in the following pages, some of these alleys are designed to accommodate fire emergency vehicles. Others are regular alleys. Accessing the private lots via alleys and not having frequent curb cuts assures a continuous sidewalk and creates an appealing walking environment on the street. Not having frequent curb cuts also allows the block face to be employed more intensely with building presence, which is again crucial in creating an appealing walking environment.

As mentioned before in the landscape section, even though alleys are rear service areas, they can still be appealing places, especially in residential neighborhoods. Curb details and street to alley intersections should be treated to (a) differentiate the character of the street from the character of the alley, and (b) to emphasize the priority and continuity of the sidewalks on the street. As such, the ramped solution presented in the drawing below should be employed in alley and street intersections.



Recommended practice for the alley and street intersection. Source: Institute of Traffic Engineers (ITE). 2005. An ITE proposed recommended practice: Context sensitive solutions in designing major urban thoroughfares for walkable communities. Page 109.

11-9-803 Parking Layouts

Article 8 - THOROUGHFARE DESIGN STANDARDS

The parking layouts included in this subsection aimed at reducing excessive pavement and preventing formation of heat islands. Even though providing adequate parking is essential in creating a well-served neighborhood, there are ways to maximize landscaped areas and decrease the paved areas that create heat islands easily in Springville's climate zone in summer months. Following are few design solutions that achieve this. The layouts corresponding these solutions and the dimensional standards provided here shall guide the parking lot design within Lakeside Landing Special District Overlay.

FLAT EDGE INSTEAD OF REGULAR CURB

Employing flat edges instead of regular curbs not only decreases the amount of pavement, but also, and more importantly, allows creating landscape islands easily (as illustrated on the pictures included on this page). It also simplifies drainage solutions by decreasing the amount of run off water by allowing landscape islands to absorb a larger portion of the run off water.

When employed, the planting islands between the sidewalk and the parking shall be a minimum of two (2) feet wide.

ALLOWING BUMPER ENCROACHMENTS

When flat edge is employed at head-in parking it is advised to provide a narrow (2 to 4 feet) planting strip in between sidewalk and parking pavement. This provides shoulder room at sidewalk and thus allows sidewalk to be sized narrower (4 feet is advised). It also breaks the pavement and allows simple drainage solutions as shown in the pictures below). This arrangement also allows cars' bumpers to encroach to the green and thus reduces the pavement size. All the layout solutions included here employ a twelve-inch bumper encroachment reduction in the parking space lengths. All the above mentioned solutions make a reduces the amount of pavement significantly especially where larger parking lots are employed at blocks with apartment buildings.



An alley with flat concrete edge with concrete head-in parking spaces that employs several landscape islands.



Flat concrete edge allows employment of landscape islands easily. The small ornamental trees that can grow in these islands reduces the formation of heat islands significantly.



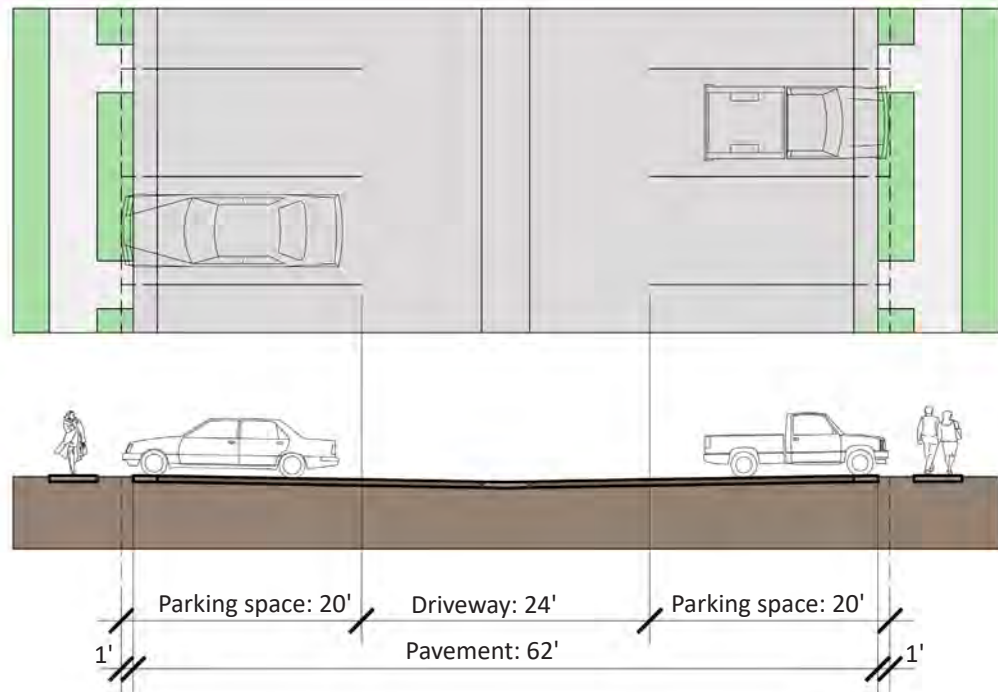
A narrow landscape strip between parking spaces and sidewalk provides a break in pavement and allows employment of simple drainage solutions. On the figure right, notice the flagstone mini bridge break in the concrete pavement where a mini ditch allows the water in the narrow landscape island to drain into the larger landscape island's open drainage system created by attractive mini ditches.

11-9-803 Parking Layouts

Article 8 - THOROUGHFARE DESIGN STANDARDS

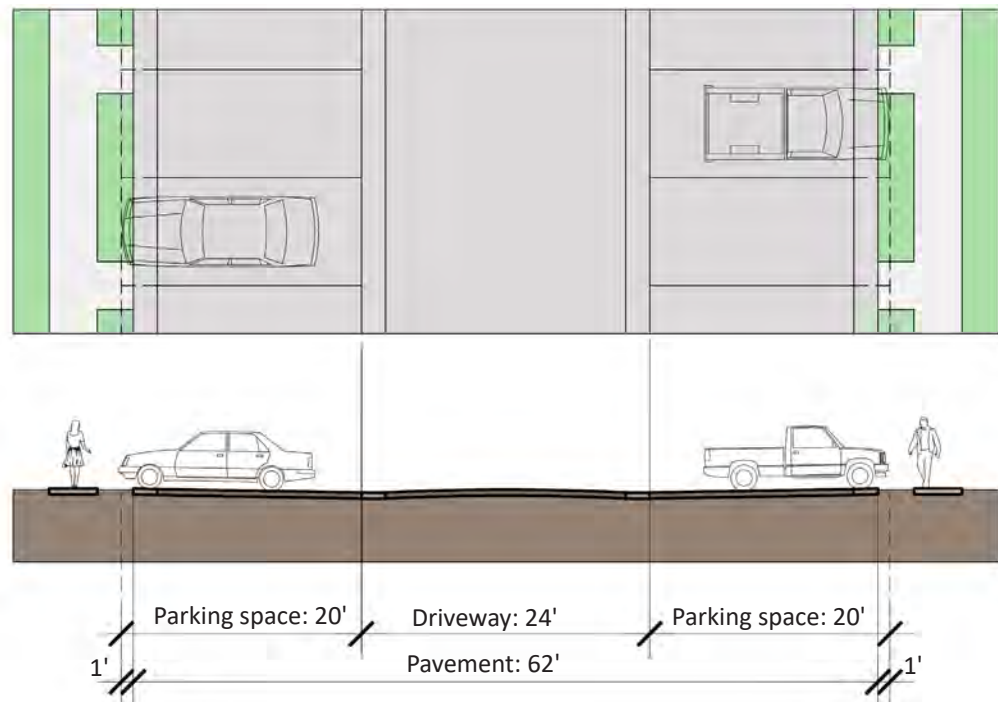
A. HEAD-IN PARKING WITH FLAT CONCRETE EDGE AND DETACHED SIDEWALKS - CENTRAL DRAINAGE

This solution works well at large parking lots. A single concrete drainage channel placed at the center provides drainage. In heavy downfall events water may reach the landscape islands, which is desired since it reduces the amount of run off. Considering that the high volume run-off from large parking lots not only contributes to the flash floods, but also contaminates the water sources, reducing it should be taken as a serious public benefit objective.



B. HEAD-IN PARKING WITH FLAT CONCRETE EDGE AND DETACHED SIDEWALKS - DRAINAGE ON TWO SIDES

This solution works well where an alley or a driveway needs to be constructed before the parking spaces. The alley or the driveway has its own flat concrete edges and parking spaces are added later, if desired. The slope of the pavement may be adjusted to the desired run-off capacity and the availability of the surrounding landscape areas that can absorb water. This layout reduces the perceived scale of the pavement, as shown on the pictures provided on the previous page.

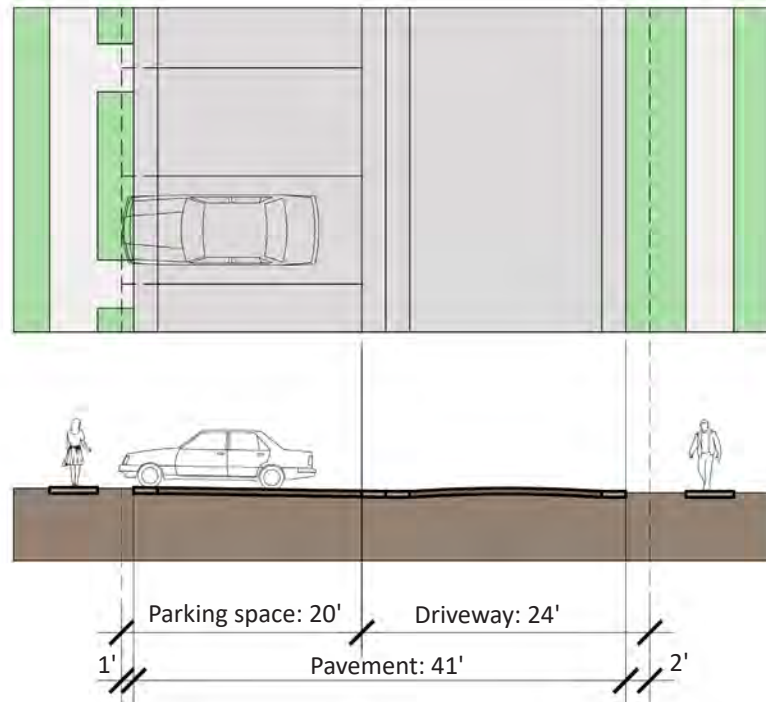


11-9-803 Parking Layouts

Article 8 - THOROUGHFARE DESIGN STANDARDS

C. HEAD-IN PARKING ON ONE SIDE WITH FLAT CONCRETE EDGE AND DETACHED SIDEWALKS

At some locations, due to the restrictions of the context, parking may be employed on only one side of the driveway. This layout addresses that particular condition.



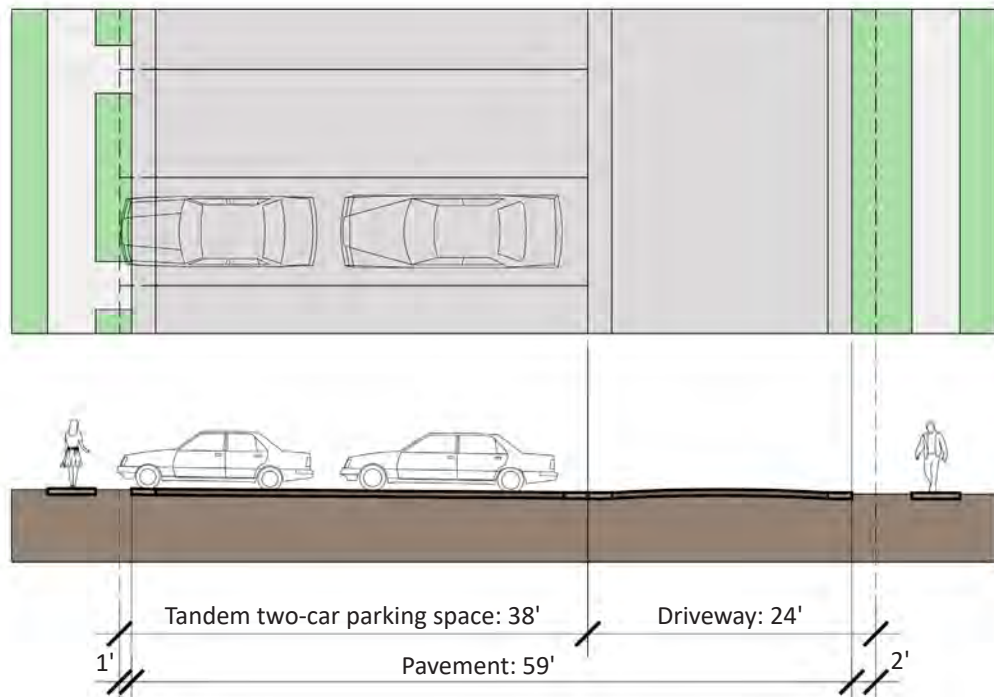
An alley with flat concrete edges and flat edge parking spaces. Flat edges make it easier to employ landscape islands in various sizes. The modest landscaping employed in these islands create a lush environment and prevents formation of heat islands.

11-9-803 Parking Layouts

Article 8 - THOROUGHFARE DESIGN STANDARDS

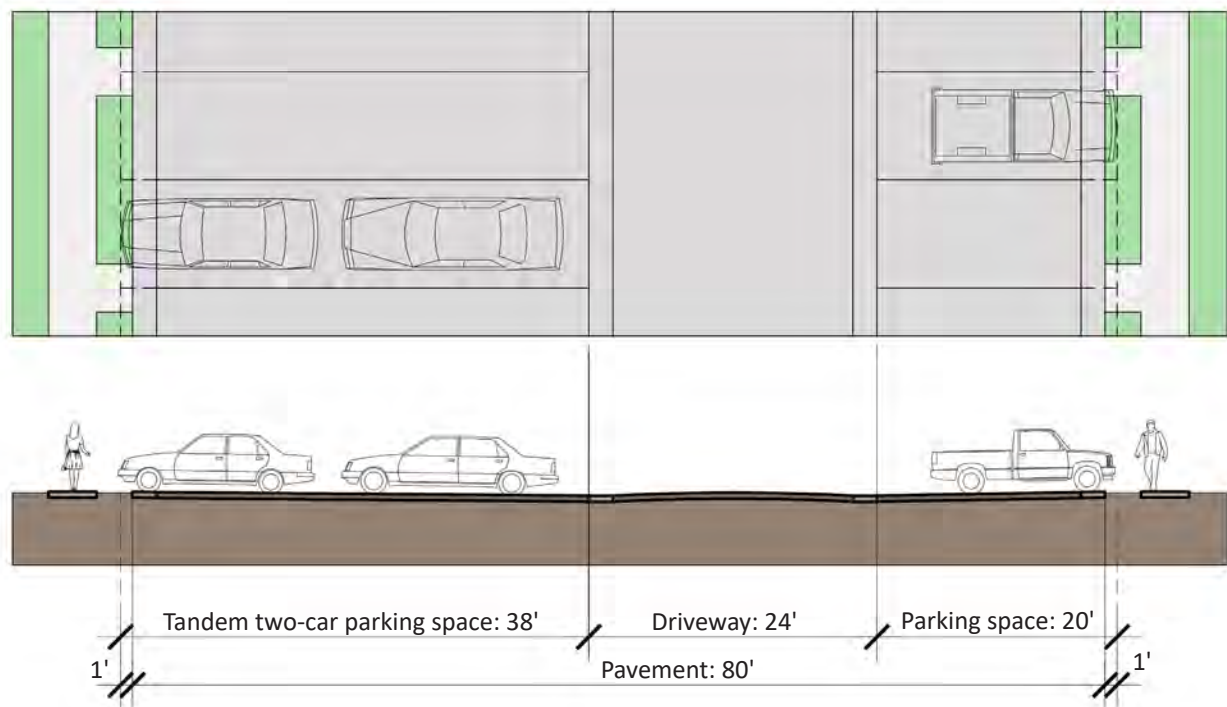
D. HEAD-IN TANDEM PARKING ON ONE SIDE ONLY WITH FLAT CONCRETE EDGE AND DETACHED SIDEWALKS

Tandem parking is a solution that is permitted and encouraged at Lakeside Landing Special District Overlay. This layout is a good solution for a several lot types where a large number of spaces are needed within limited area on the lot. Tandem parking works well when both spaces are assigned to the same residential unit or business suite.



E. HEAD-IN PARKING ON ONE SIDE REGULAR PARKING ON THE OTHER SIDE

This layout is included here to prevent confusion about parking space lengths when tandem parking is employed on one side regular head-in parking on the other.



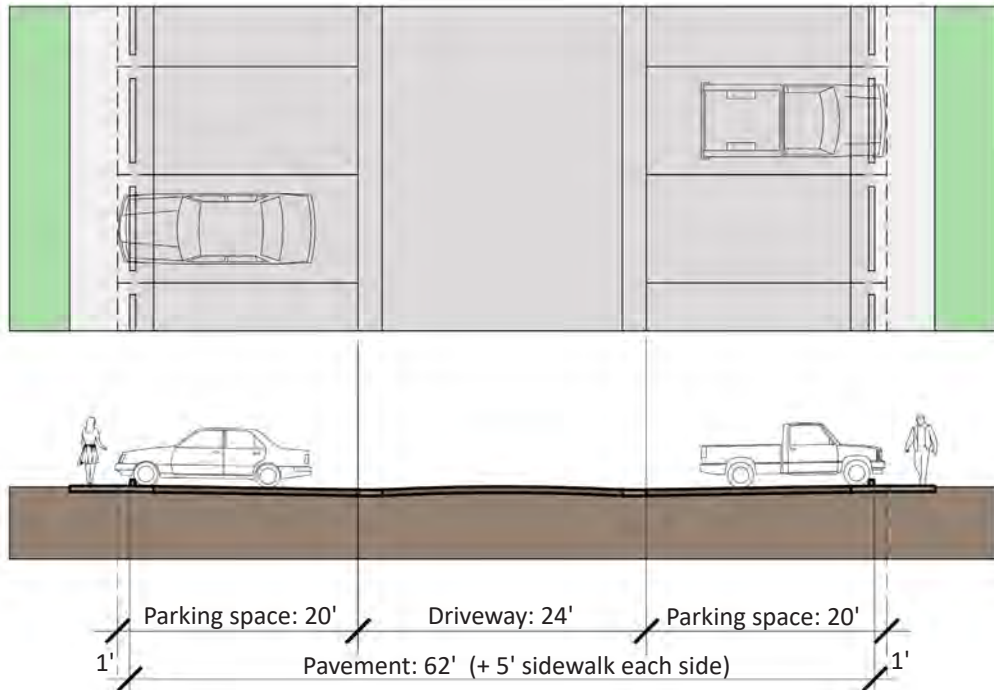
11-9-803 Parking Layouts

Article 8 - THOROUGHFARE DESIGN STANDARDS

F. HEAD-IN PARKING WITH ATTACHED SIDEWALKS AND NO CURBS

Head-in parking with attached sidewalks shall be used only when buildings are close to the driveway or the alley and shall not be used where the buildings are placed at thirty (30) feet or farther than the driveway or the alley.

When detached sidewalk is not desirable, nor feasible, it is advised to attach the sidewalk at same grade and use wheel stoppers to delineate the parking space. This layout allows to switch to the detached sidewalk easily, when there is space. The sidewalk needs to be at least five feet wide when attached, because the bumper of the parked car is permitted to encroach to the sidewalk up to twelve inches.



SCREENING SURFACE PARKING ALONG THE STREET

Surface parking visible from the sidewalk creates an unfriendly streetscape for pedestrians, therefore it should be avoided as much as possible. The following rules are intended (a) to avoid excessive parking along the street, and when parking is placed along the street, (b) to provide appropriate screening.

- Along 70 (seventy) feet of the street frontage at any block face, surface parking shall have a setback of a minimum of 12 (thirty) feet to the street right-of-way. Along the rest of the frontage of block face, surface parking shall have a setback of a minimum of 30 (thirty) feet to the street right-of-way.
- There shall be no surface parking within twelve (12) feet of the street right-of-way.
- When surface parking is located closer than twenty (20) feet to the sidewalk, an opaque fence of a minimum of sixty (60) inches and a maximum of sixty six (66) inches tall, shall be installed along the parking spaces. A landscaping island with a minimum depth of five (5) feet shall be provided on the street side with a minimum of 1 SP of plant material employed for every 4 feet of fence. The initial plant material shall be chosen from the species approved by the City of Springville.



Here, because of the limited space in front an entrance, detached sidewalk is not feasible. A wheel stopper is employed to delineate the parking space.



11-9-802 Parking Layouts

Article 8 - THOROUGHFARE DESIGN STANDARDS

ADDITIONAL PARKING MEASURES

1. MID-BLOCK SHARED PARKING

Instead of providing off-street parking on each lot, a shared mid-block parking lot is permitted to be employed on an outlot. When such parking solution is employed, the minimum lot depth and minimum lot size requirements shall not be applied to the lots located on the block, as long as the total reduction on lot sizes shall be equal or less than the size of the parking outlot. Also, if multiple lot zones are stated for any of the lot types on the block, front zone requirements shall be applied to all zones (the lot shall be treated as one zone) and the rear setback shall be 5 feet minimum.

2. INTEGRATED ON LOT STRUCTURE PARKING

Within T5i and T6 Transects, solutions such as tuck-under parking and podium parking are not only permitted but highly recommended. However, no such parking, however how enclosed, shall be permitted within 25 feet of any street right-of-way.

11-9-803 Intersection Design

Article 8 - THOROUGHFARE DESIGN STANDARDS

This section provides guidance for infrastructure design that can help bicyclists and pedestrians safely navigate intersections and street crossings. The considerations outlined in this section are to serve as a guide. Each intersection and crossing design will vary in geometry and dimensions based on the specific context of any given location. The drawings, diagrams, and photos in this section serve the purpose of illustrating general design principles to be considered in the design and engineering process, and should not be literally translated and applied to intersections and crossings within Lakeside Landing without engineering analysis and design.

No matter what bikeway or trail types are being considered, the primary principles at intersections are:

- *Slow turning speeds*
- *Maximize visibility*
- *Maintain pedestrian and bicycle priority*

Basis for Guidance

The guidance outlined in this section is based on the following sources, which are freely available online and should be consulted for more information and guidance:

- *NACTO's Urban Bikeway Design Guide*
- *NACTO's Don't Give Up at the Intersection: Designing All Ages and Abilities Bicycle Crossings*
- *FHWA's Separated Bike Lane Planning and Design Guide*

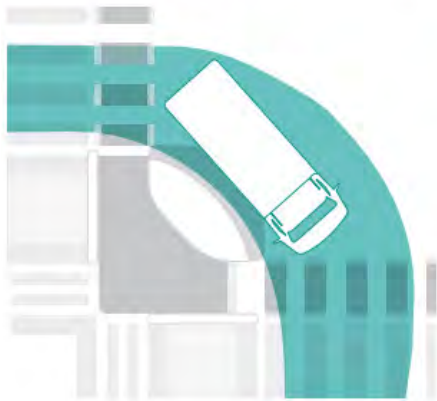
ENHANCED AND PROTECTED INTERSECTIONS

KEY CONSIDERATIONS

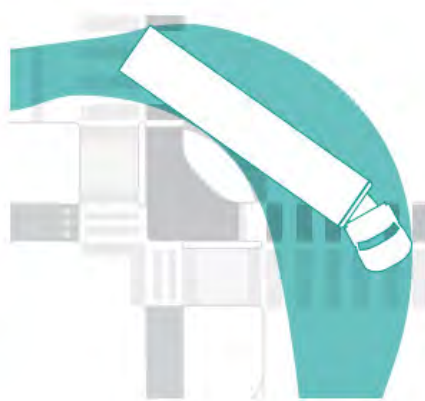
Corner Turn Radius: The corner radius is the primary method to reduce vehicle turning speed. Some considerations:

- *Radii should be small enough that passenger cars are discouraged from turning at speeds faster than 10 mph; this can be accomplished with an effective turn radius less than 18', usually resulting from a 10' to 15' curb radius*
- *May have a mountable override area (e.g., truck apron) to accommodate larger vehicles.*

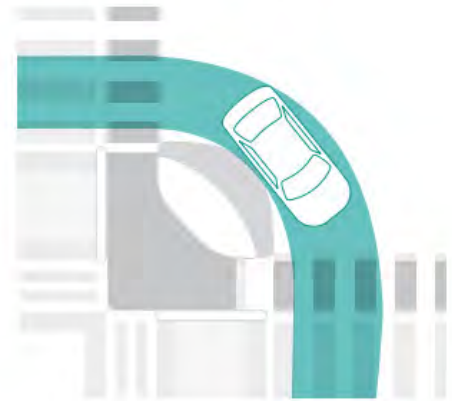
Design Vehicle



Control Vehicle



Managed Vehicle



Source: NACTO Don't Give Up at the Intersection: Designing All Ages and Abilities Bicycle Crossings

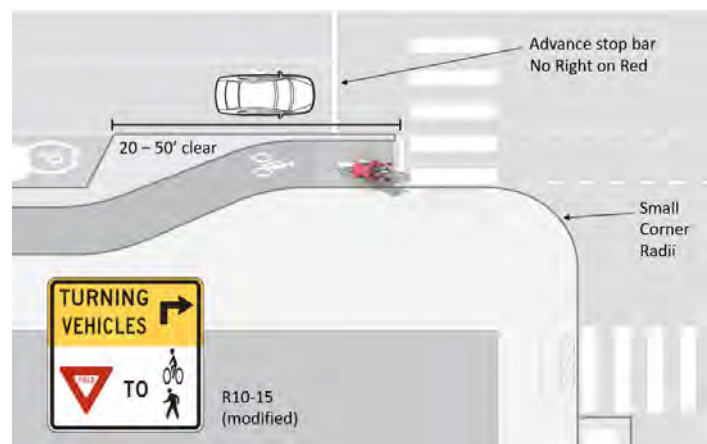
11-9-803 Intersection Design

Article 8 - THOROUGHFARE DESIGN STANDARDS

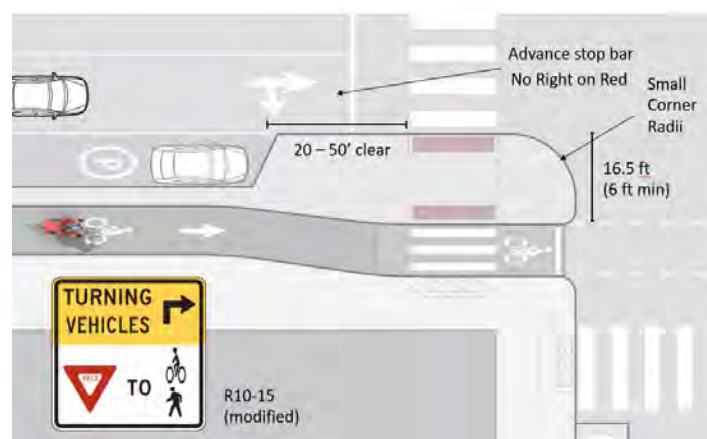
*Bikeway Approach: Bend-in or Bend out*

As a raised or separated bikeway approaches an intersection, it may be appropriate to taper it in towards the curb line or out away from the curb line; this is referred to as “bend-in” and “bend-out”

- *Tapering in puts vehicles and bicyclists in a similar field of vision for motorists on side streets and less space is required; a potential disadvantage is it puts bicyclists in close proximity to through and right turning vehicle traffic*



- *Tapering out allows right turning motorists to queue out of the way of rear through traffic while yielding to cyclists and positions right-turning motorists at an increased angle to more easily see cyclists; potential disadvantages are that this design is less familiar, requires more space, and increases chances of cyclist/pedestrian conflicts*

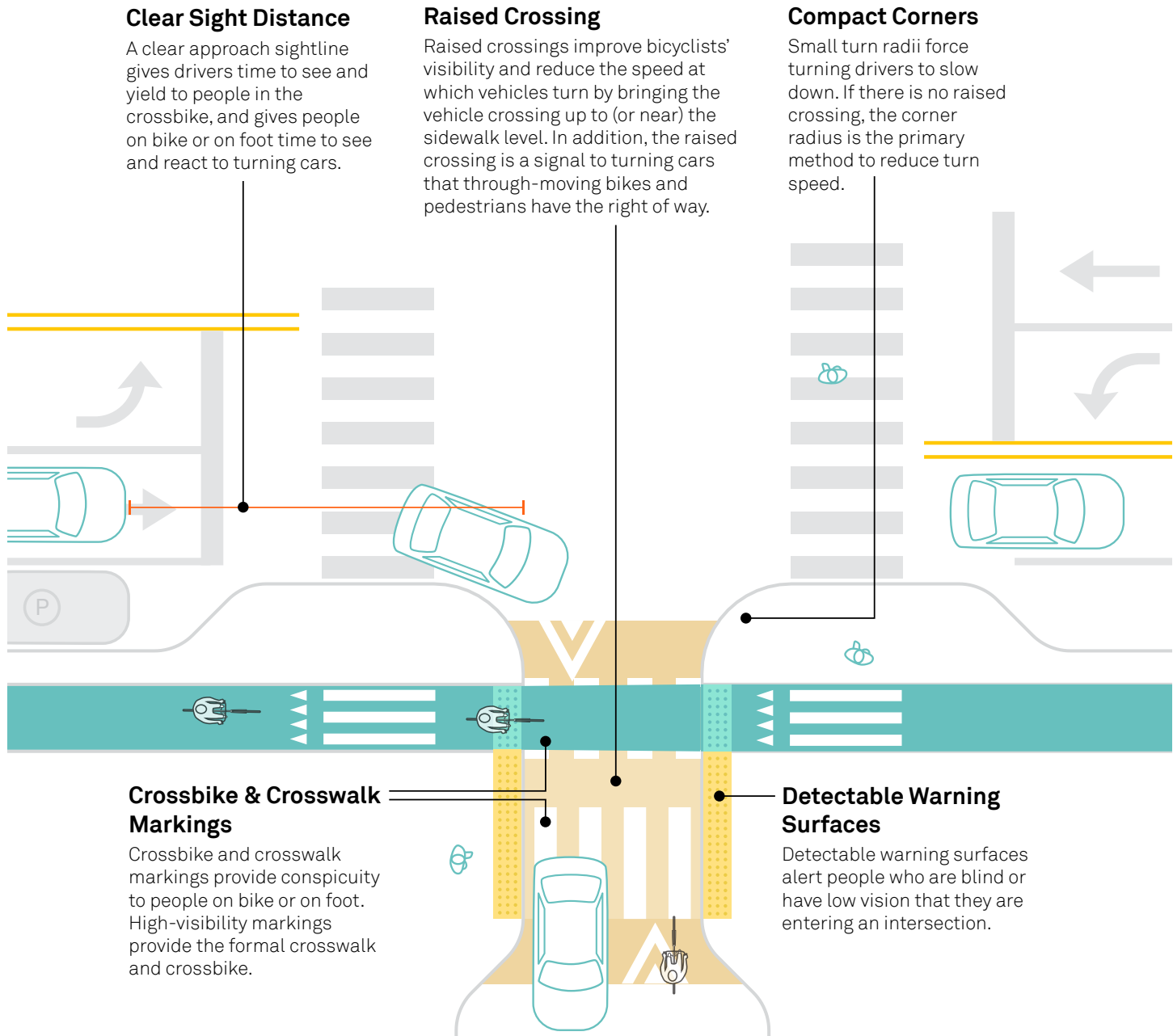


11-9-803 Intersection Design

Article 8 - THOROUGHFARE DESIGN STANDARDS

Raised Crossings

It may be appropriate to incorporate raised crossings for raise bike lanes or sidepaths at intersections with minor streets in order to prioritize pedestrians and bicyclists and manage through and turning vehicle speeds.



Source: NACTO *Don't Give Up at the Intersection: Designing All Ages and Abilities Bicycle Crossings*

11-9-803 Intersection Design

Article 8 - THOROUGHFARE DESIGN STANDARDS

Crossbike / Bike Lane Line Extensions

Broken or skipped white lines with green bars can increase visibility and motorist yielding at intersections, further prioritizing bicyclists at intersections and crossings.

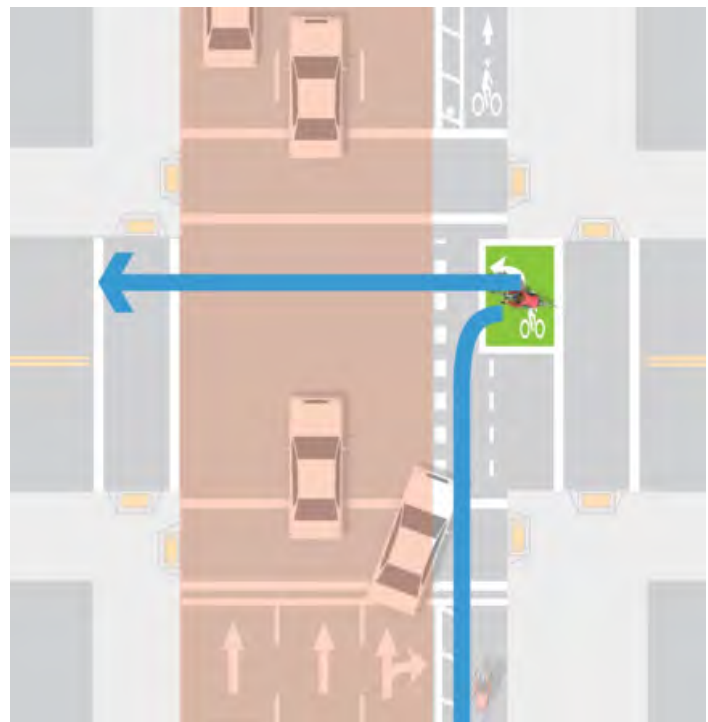
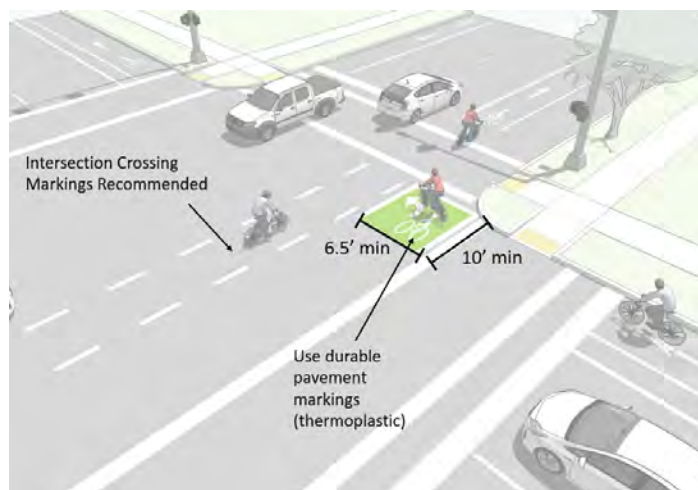
*Bicycle Left Turns*

Making left turns at intersections can present several conflicts for cyclists. This is especially true when multiple lanes are present and, under traditional circumstances where no special accommodations are made, cyclists are required to merge across one or more traffic lanes prior to the intersection.

Two-Stage Turn Queue Box

Two-stage turn queue boxes offer bicyclists a safe way to make left turns at single or multi-lane intersections from a right side separated bike lane or bike lane. The basic premise of the two-stage turn queue box is that bicyclists make left turns at intersections in two stages (see below illustrations). This lets bicyclists avoid conflicts with through vehicles by eliminating the need to merge across one or multiple lanes when approaching the intersection; however, this configuration typically results in increased delay for bicyclists, especially at signalized intersections, where bicyclists need to receive two separate green signal indications.

An added benefit of two-stage turn queue boxes is that bicyclists can be properly aligned with whatever facility exists on the crossing street. If intersecting a bicycle boulevard, the box can be placed in line with the crossing travel lane to ensure that cyclists are prioritized through the intersection. If intersecting a bike lane, the box can be placed to align cyclists with the crossing bike lane.



11-9-803 Intersection Design

Article 8 - THOROUGHFARE DESIGN STANDARDS

BICYCLE BOULEVARDS AT INTERSECTIONS

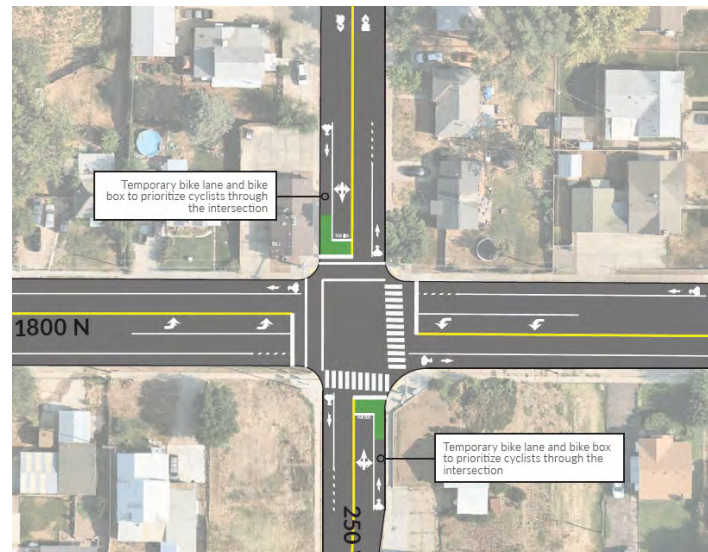
Bicycle boulevards in Lakeside Landing are recommended along thoroughfares that should be designed to maintain low vehicle volumes and speeds. However, special considerations should be made at intersections. These corridors intersect with major and minor streets, and depending on if the intersection is controlled or not will dictate the appropriate treatment for getting bicyclists safely through the intersection. Controlled intersections are those that have 4-way stops or full traffic signals that give equal opportunity for vehicular, bicycle, and pedestrian traffic to move through the intersection without needing to find gaps in crossing traffic. Uncontrolled intersections commonly occur when minor streets cross major streets with a two-way stop.

*Bicycle Boulevards at Controlled Intersections**Bike Boxes*

Bike boxes are typically indicated by a green painted area placed in front of the stop bar of through vehicular travel lanes, behind the crosswalk. Bike boxes prioritize bicyclists through the intersection by positioning them in front of motorists. This configuration is especially important when a bike lane terminates at an intersection, and a share street or bicycle boulevard continues on the other side of the intersection.

*Bike Lane Approach*

Alternative to - or in conjunction with - bike boxes, short bike lane (50-100 ft) segments can be incorporated at the approach and exit of the intersection if space allows. This can organize modes through the intersection. In the case of a bike lane terminating, short bike lanes can allow bicyclists to worry about merging into a shared street once they've cleared the intersection as opposed to doing it in the middle of the intersection.

*Toucan Crossings*

Toucan crossings can be implemented at both controlled and non-controlled intersections. The name is derived from the fact that "two can" (meaning bicyclists and pedestrians) cross at the same time with a dedicated signal. Toucan crossings are often implemented in conjunction with traffic diverters to allow bicyclists/pedestrians to travel through, while vehicles can only make right-in / right-out turns, thus reducing potential conflicts and lowering the overall through traffic volumes along the corridor. Toucans require passive or active forms of bicycle detection.



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Article 8 - THOROUGHFARE DESIGN STANDARDS

Bicycle Boulevards at Non-controlled Intersections

The appropriate treatment for getting bicyclists across streets at unsignalized intersections and mid-block crossings will vary depending on the characteristics of the cross street, including width (number of lanes) and traffic speeds and volumes. The decision matrix below outlines some basic guidance, but each crossing should be analyzed on a case by case basis.

BIKE BOULEVARD CROSSING CONTEXTUAL GUIDANCE at unsignalized locations	Local Streets 15-25 mph		Collector Streets 25-30 mph			Arterial Streets 30-45 mph							
	FACILITY TYPE		2 lane with median refuge			2 lane with median refuge			4 lane with median refuge		5 lane		6 lane with median refuge
	2 lane	3 lane	2 lane	3 lane	3 lane	2 lane	3 lane	3 lane	4 lane	5 lane	5 lane	6 lane	6 lane
Warning Signage Only	EJ	EJ	✓	✓	✓	EJ	EJ	EJ	X	X	X	X	X
Active Warning Beacon (RRFB)	X	EJ	✓	✓	✓	✓	✓	✓	X	✓	X	X	X
Hybrid Beacon	X	X	EJ	EJ	EJ	EJ	✓	✓	✓	✓	✓	✓	✓

LEGEND	
Most Desirable	✓
Engineering Judgement	EJ
Not Recommended	X

Warning Signage Only

If cross street traffic volumes and speeds are low enough or if enough gaps in traffic are present, then crossing with warning signage only can be simple. Enhancing the crossing with medians, refuge islands, and crossing markings can improve visibility and prioritize people on bikes.

*Rectangular Rapid Flashing Beacons (RRFBs)*

RRFBs are active flashing beacons that are typically push button activated, but can also be activated by a passive sensor. Typically used in conjunction with warning signage, a marked crosswalk, and sometimes median refuge islands, RRFBs result in a higher motorist yield rate than just a signage and crosswalk markings alone, especially in lower-light situations. RRFBs are appropriate for minor streets and some major streets if medians can be incorporated and vehicle speeds are low enough. Where possible, a raise or protected waiting area that is accessible to the push button should be provided.



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Article 8 - THOROUGHFARE DESIGN STANDARDS

Hybrid Beacon

If the number of travel lanes and vehicle speeds require additional crossing safety and comfort, hybrid beacons should be considered. Hybrid beacons may be mid-block or at unsignalized intersections and stop traffic along the major street when pedestrians or bicyclists are present. Many hybrid beacon crossings are consolidated to one side, requiring bicyclists to move to one side of the street to cross the cross street, as shown in the image at right.

*Traffic Circles*

Traffic circles are primarily traffic calming elements, but can be used at intersections of minor streets to enhance comfort and safety of people walking and biking.



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Article 8 - THOROUGHFARE DESIGN STANDARDS

PEDESTRIAN AND MID-BLOCK CROSSINGS

Lakeside Landing proposes a robust pedestrian network, including a series of “pedestrian green streets”, which essentially function as linear parks that limit access by motor vehicles. These corridors often cross driveways, alleys, and minor and major streets at mid-block locations. The development plan includes the intent that raised crosswalks and pavement material changes should be used when pedestrian green streets cross driveways and alleys. This review recommends that similar attention be given to crossings of minor and major cross streets to extend the pedestrian green street network beyond single blocks. This also applies to paved trails that cross streets at mid-block locations.

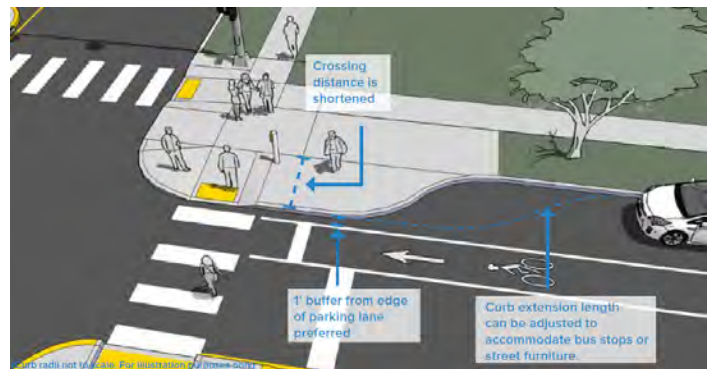
The crossing treatments outlined for bicycle boulevard crossings also apply to pedestrian and trail mid-block crossings, and the principles for determining treatment type based on width and speed thresholds remain the same. In addition to the treatments previously covered, raised crossings, curb extensions, and pedestrian refuge islands may be incorporated.

Raised Crossings

Raised crossings prioritize pedestrians and bicyclists by slowing cross street traffic and allowing people crossing to remain at sidewalk level through the intersection. Raised crossings can be incorporated in conjunction with warning signage, RRFBs, and hybrid beacons.

*Curb Extensions*

Curb extensions, or bulb-outs, can be installed at intersection corners or mid-block crossings. They narrow the road to encourage slower through and turning speeds and shorten the crossing distance for bicyclists and pedestrians. Curb extensions also provide for directional pedestrian ramps.



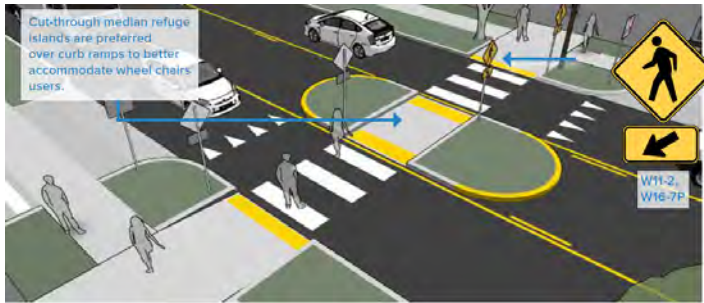
11-9-803 Intersection Design

Article 8 - THOROUGHFARE DESIGN STANDARDS

Refuge Island

Refuge islands are painted or physical medians that a) shorten crossing distances and b) allow pedestrians and bicyclists to focus on only one direction of cross traffic at a time.

- *Refuge islands must meet accessibility standards, preferably using at-grade passage as opposed to ramps and landings.*
- *Island should be at least 6 ft. wide (wider to accommodate larger pedal cycles) and 20 ft. long*
- *Median landscaping should not compromise the visibility of people crossing through the refuge island. Plantings no higher than 18" tall.*



Intersection and Crossing Treatments

Intersection and crossing treatments shall be constructed as designated on the opposite map. Intersection recommendations are based on planning-level understanding of the street network and anticipated volumes. Engineering judgement should be exercised when final intersection design is completed, accounting for specific traffic patterns, intersection geometry, and site constraints.

Where feasible based on engineering judgement, curb extensions shall be implemented at intersections, mid-block crossings, and combined with other designated treatments.

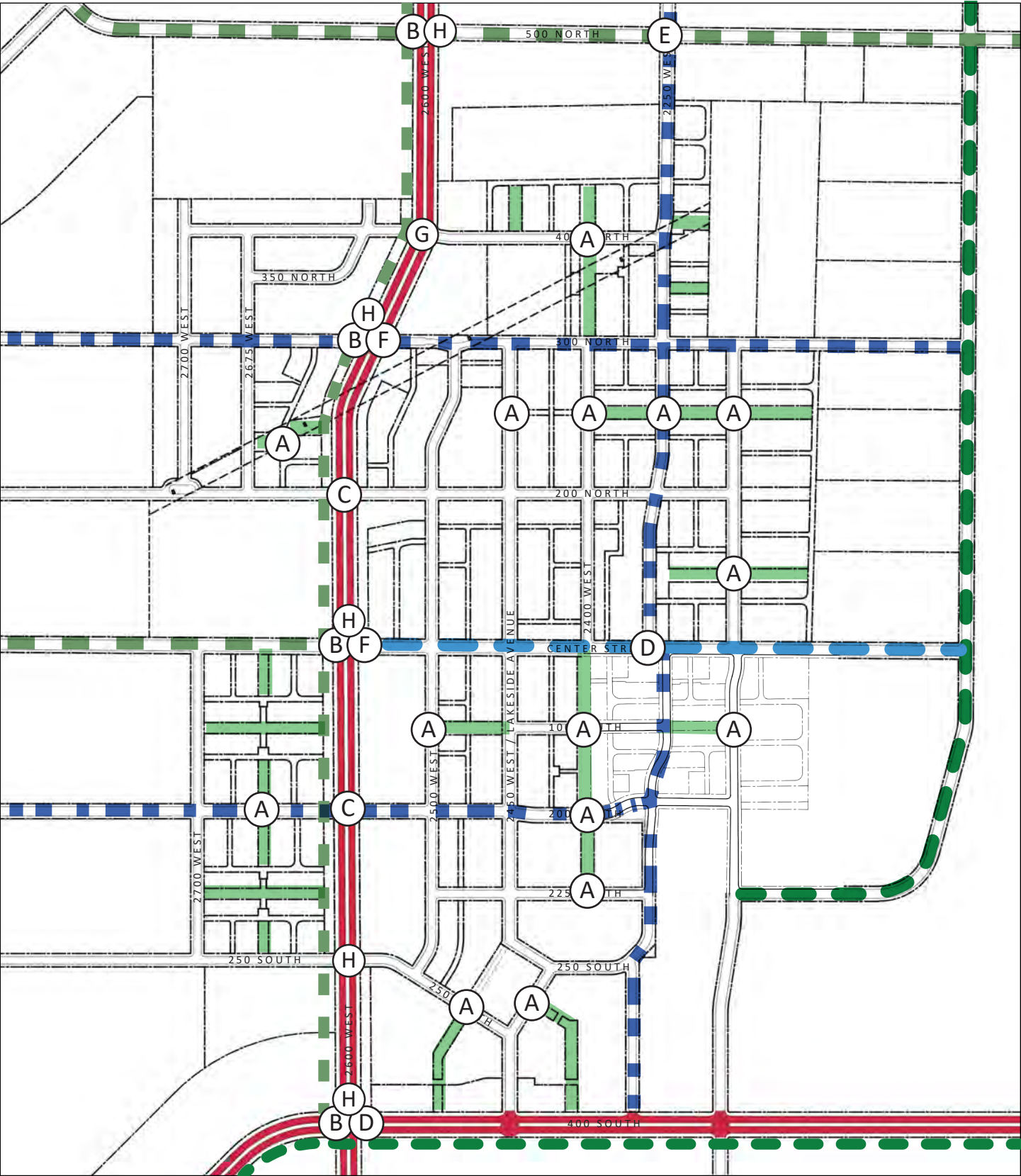
Legend

- Raised or Separated Bike Lane
- Sidepath / Trail
- Bicycle Lane
- Bicycle Boulevard
- Pedestrian Green Street

- (A) Raised Crosswalk
- (B) Enhanced/Protected Intersection
- (C) Toucan Crossing with Traffic Diverters
- (D) Traffic Signal
- (E) RRFB or Hybrid Beacon (TBD)
- (F) Roundabout
- (G) Right in Right Out
- (H) Full Movement Intersection

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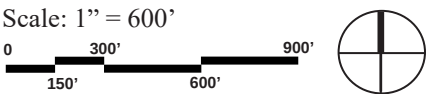
11-9-804 Thoroughfare types

Article 8 - THOROUGHFARE DESIGN STANDARDS

A. Lakeside Arterial Street



KEY PLAN:
LAKESIDE ARTERIAL STREETS WITHIN LAKESIDE LANDING



11-9-804 Thoroughfare types

Article 8 - THOROUGHFARE DESIGN STANDARDS

A. Lakeside Arterial Street

Lakeside Arterial Street is a version of Major Arterial with Trail. Even though it is part of a regional network, and assigned as such in Springville's transportation plan, since it goes through the Lakeside Community, which accommodates residential neighborhoods, the traffic needs to slow down to 35 miles/hour. This is the

reason why here a new name, Lakeside Arterial Street, is being used to distinguish it from the rest of the network. In addition to lower speeds, on-street parking is also accommodated, which will be consistent with the assigned speed limit. The sidewalk and a bike lane are attached and demarcated by painting in the pavement.

The specific standards for the Lakeside Arterial Street are:

Traffic flow: Two ways (two lanes each)

Posted speed: 35 mph max.

Design speed: 35 mph

R.O.W. width: 116'

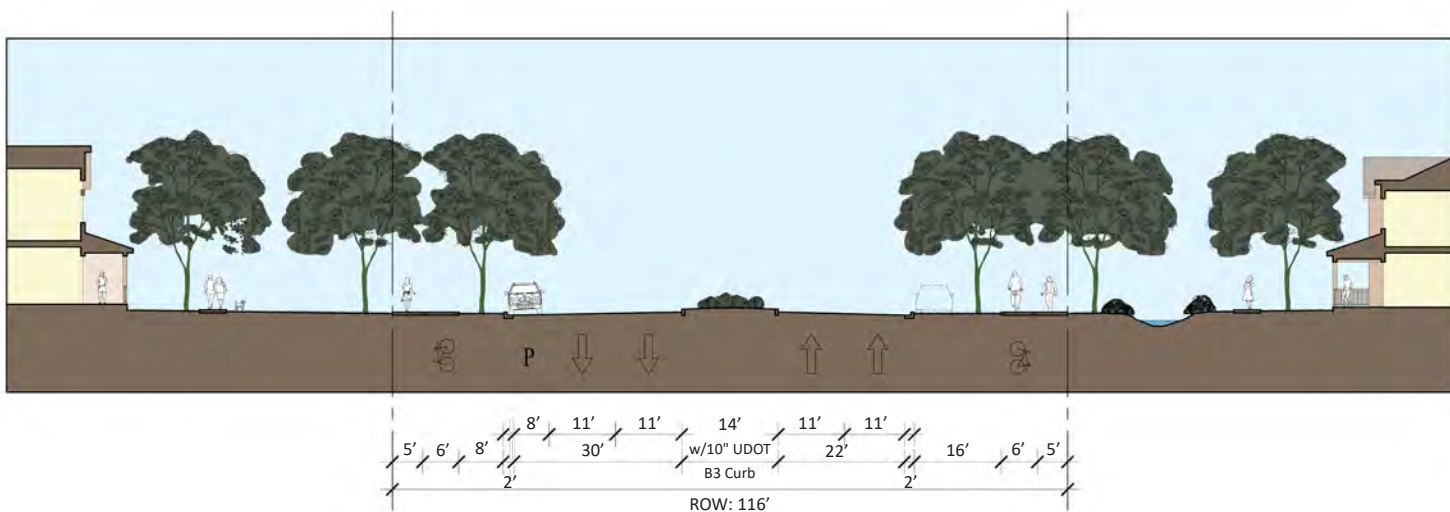
Roadway width (curb-to-curb): 30' each side with on-street parking, 22' each side without parking, with 14' median

Center line radius: 280' min.

Curb radius: 26' min.

On-street parking: Based on adjacent fronting land uses, strategically locate on-street parallel parking pockets and extend the curb and plant strip where on-street parking does not exist.

Sidewalks: 5' min. detached, plus 6' attached bike lane



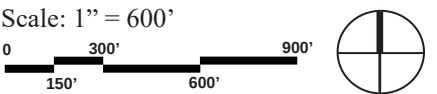
11-9-804 Thoroughfare types

Article 8 - THOROUGHFARE DESIGN STANDARDS

B. Minor Collector Street



KEY PLAN:
MINOR COLLECTOR STREETS WITHIN LAKESIDE LANDING



11-9-804 Thoroughfare types

Article 8 - THOROUGHFARE DESIGN STANDARDS

B. Minor Collector Street

Minor Collector is a street type that connect the Riverside Community to the rest of Springville, especially in East and West direction. There are only two of them within Lakeside landing: 500 North and Center Avenue. Along the neighborhood commercial uses a continuous fifteen feet wide sidewalk with street trees on grates is to be

employed. Everywhere else a five feet detached sidewalk with street trees located within the tree lawn is to be provided. The bikes are accommodated on the street within their own lanes that are six feet wide located between on-street parking and car flow lanes.

The specific standards for the Minor Collector Street are:

Traffic flow: Two ways (one lane each)

Posted speed: 25 mph max.

Design speed: 25 mph

R.O.W. width: 72'

Roadway width (curb-to-curb): 41'

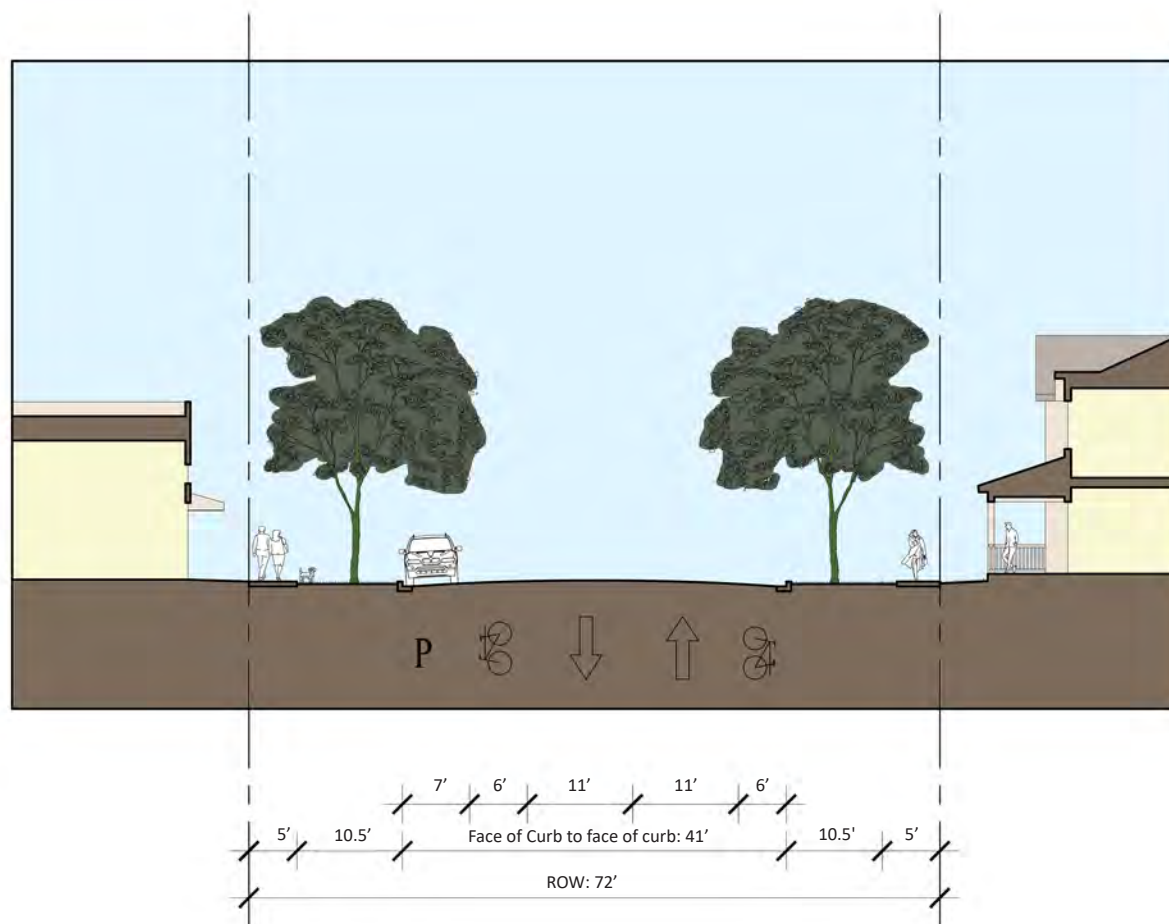
Center line radius: 200' min.

Curb radius: 15' min.

On-street parking: Both sides, parallel, strategically located, alternating from one side of the street to another.

Sidewalks: 6' min. detached with 8' wide tree lawn or 14' continuous sidewalk

Bike: on-street bike lane



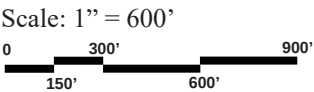
11-9-804 Thoroughfare types

Article 8 - THOROUGHFARE DESIGN STANDARDS

C. Local Commercial Street



KEY PLAN:
LOCAL COMMERCIAL STREETS WITHIN LAKESIDE LANDING



11-9-804 Thoroughfare types

Article 8 - THOROUGHFARE DESIGN STANDARDS

C. Local Commercial Street

Among the few Local Commercial streets within Lakeside Landing S 2450 W is a special street with a pedestrian friendly "Main Street" character. 34 feet curb-to-curb dimension provides space for on-street parking on both sides, as well as for slow flow of vehicular traffic. Both the design and posted speed shall be 25 mph. maximum. At this speed the flow lanes can easily be shared with the

bicycles. The 16.5 feet wide sidewalks provide space for the pedestrian presence the businesses are expected to generate at contexts with neighborhood businesses. The street trees are to be placed in tree grates. Along the predominantly residential properties a five feet detached sidewalk with street trees located on the tree lawn is to be provided.

The specific standards for the Local Commercial Street are:

Traffic flow: Two ways (one lane each)

Posted speed: 25 mph max.

Design speed: 25 mph

R.O.W. width: 67'

Roadway width (curb-to-curb): 34'

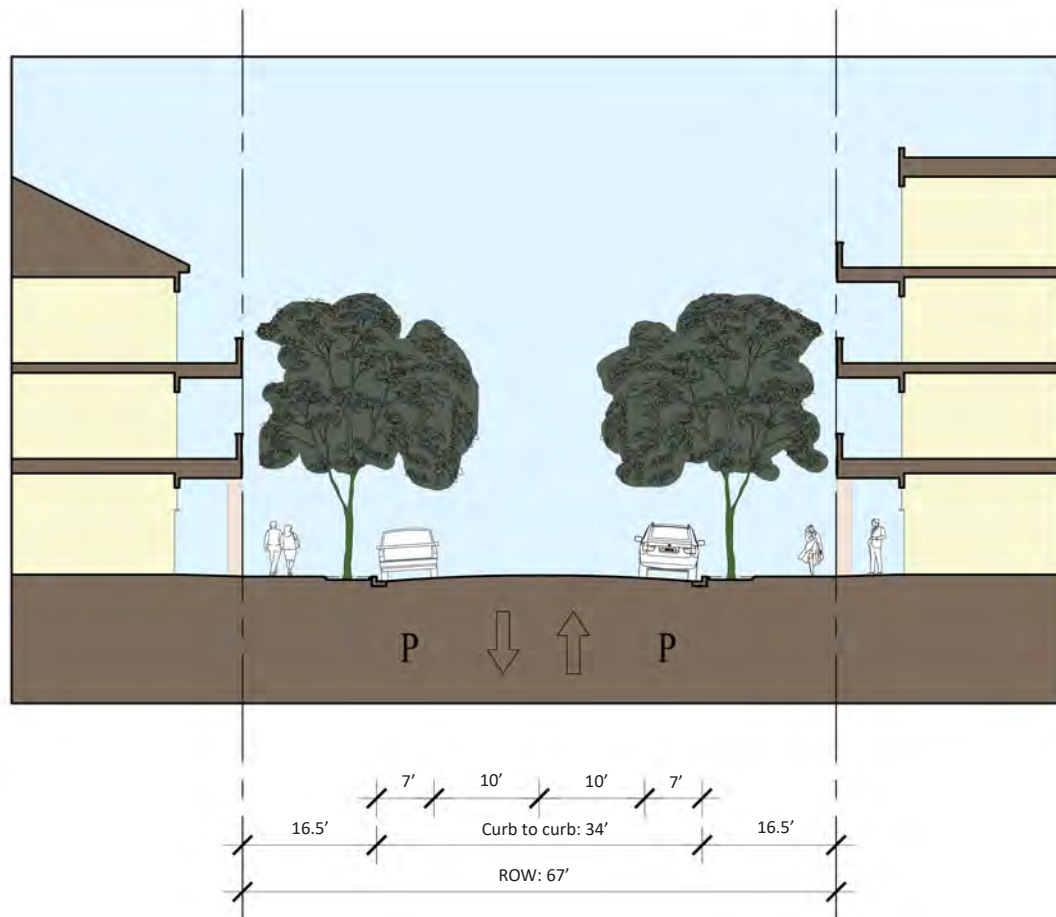
Center line radius: 160' min.

Curb radius: 15' min.

On-street parking: Both sides, parallel

Sidewalks: 5' min. ,detached, or 16.5' continuous sidewalk

Bike: on-street, shared. Pavement markings and signage should be used where bicycle boulevards are proposed.



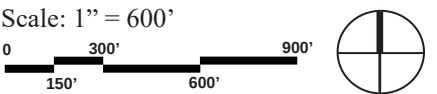
11-9-804 Thoroughfare types

Article 8 - THOROUGHFARE DESIGN STANDARDS

D. Local Residential Street



KEY PLAN:
LOCAL RESIDENTIAL STREETS WITHIN LAKESIDE LANDING



11-9-804 Thoroughfare types

Article 8 - THOROUGHFARE DESIGN STANDARDS

D. Local Residential Street

Local Residential Street is the most -common thoroughfare type employed in the Lakeside Landing. It is sized to function as a valuable neighborhood amenity and accommodate limited slow traffic. On-street parking, street trees, and detached sidewalks create a comfortable environment for walking especially when the buildings are

located close to the sidewalk. The posted speed shall be 20 mph maximum. In this speed, the flow lanes can easily be shared with bicycles. The 5 feet wide sidewalks are located on both sides. The street trees are located on the tree lawns.

The specific standards for the Local Residential Street are:

Traffic flow: Two ways (one lane each)

Posted speed: 20 mph max.

Design speed: 25 mph

R.O.W. width: 59'

Roadway width (curb to curb): 32'

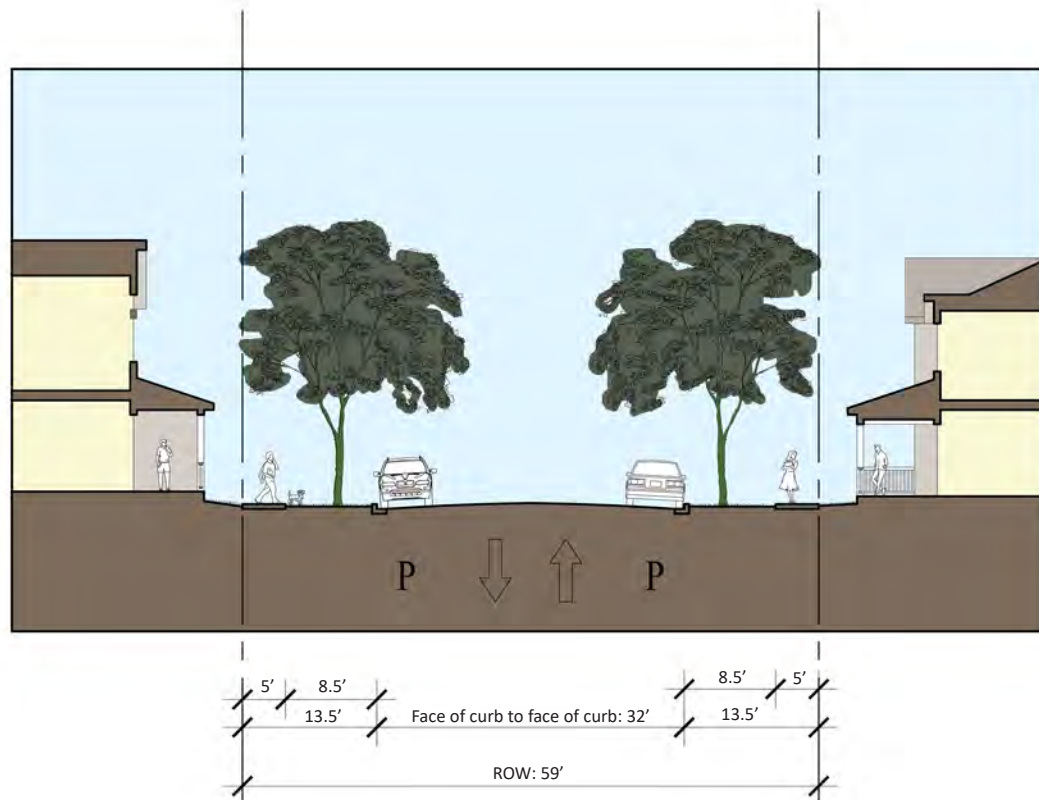
Center line radius: 120' min.

Curb radius: 15' min.

On-street parking: Both sides, parallel

Sidewalks: 5' min., detached

Bike: Shared, on-street, for bicycle boulevard connections, use pavement markings (sharrows) and signage, as well as traffic calming measures where appropriate.



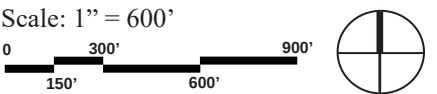
11-9-804 Thoroughfare types

Article 8 - THOROUGHFARE DESIGN STANDARDS

E. Pedestrian Green Street



KEY PLAN:
PEDESTRIAN GREEN STREETS WITHIN LAKESIDE LANDING



11-9-804 Thoroughfare types

Article 8 - THOROUGHFARE DESIGN STANDARDS

E. Pedestrian Green Street

Even though Pedestrian Green Street is essentially a pocket park, it also functions as a connector for pedestrians, especially when located within the street grid in a way to provide continuity in pedestrian movement. It provides diversity and encourages neighborly interaction. Although the design and the layout of the pedestrian paths may differ depending on the location, the following design

principles should apply: (a) leave the center of the green free for various unprogrammed spontaneous activities; (b) provide a sidewalk at both sides and locate them close to the front property lines; (c) minimize hard pavements; (d) divide the green into two or three courts (via paths and plant material) when the street is longer than around 250 feet.

The specific standards for the Pedestrian Green Street are:

Traffic flow: No vehicular traffic

Posted speed: NA

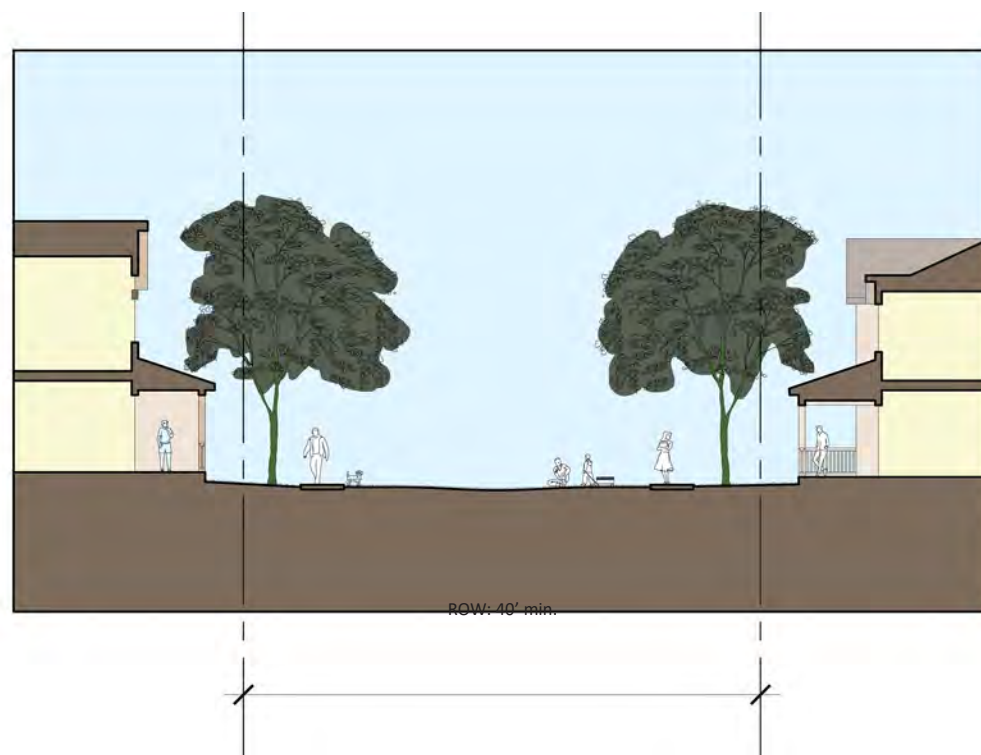
Design speed: NA

R.O.W. width: 40' minimum

Roadway width (curb-to-curb): NA

Sidewalks: 6'5' min., ~~6'~~ is advised

1. Along 80% of ~~the~~ Pedestrian Green Street frontage there shall be no surface parking within 20 feet of the property line.
2. At least 70% of the Pedestrian Green Street frontage shall abut one of the twenty seven development lot types that provide building presence.
3. When a Pedestrian Green thoroughfare is intersected by a driveway or alley, street design shall give the priority to the pedestrians, via strategies such as elevated pedestrian crossing, color and material change on the pavement, etc.
4. Along the Pedestrian Green Street, building setbacks to street shall be 12 feet minimum within T3 and T4, 10 feet minimum, within T5, and 8 feet minimum within T5i and T6 Transects; the porch setbacks to the street shall be 4 feet minimum within T3 and T4, 2 feet minimum, within T5, and 0 feet minimum within T5i and T6 Transects.



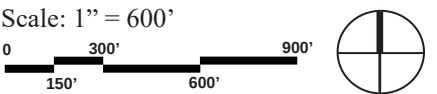
11-9-804 Thoroughfare types

Article 8 - THOROUGHFARE DESIGN STANDARDS

F. Fire Alley



KEY PLAN:
FIRE ALLEYS WITHIN LAKESIDE LANDING



11-9-804 Thoroughfare types

Article 8 - THOROUGHFARE DESIGN STANDARDS

F. Fire Alley

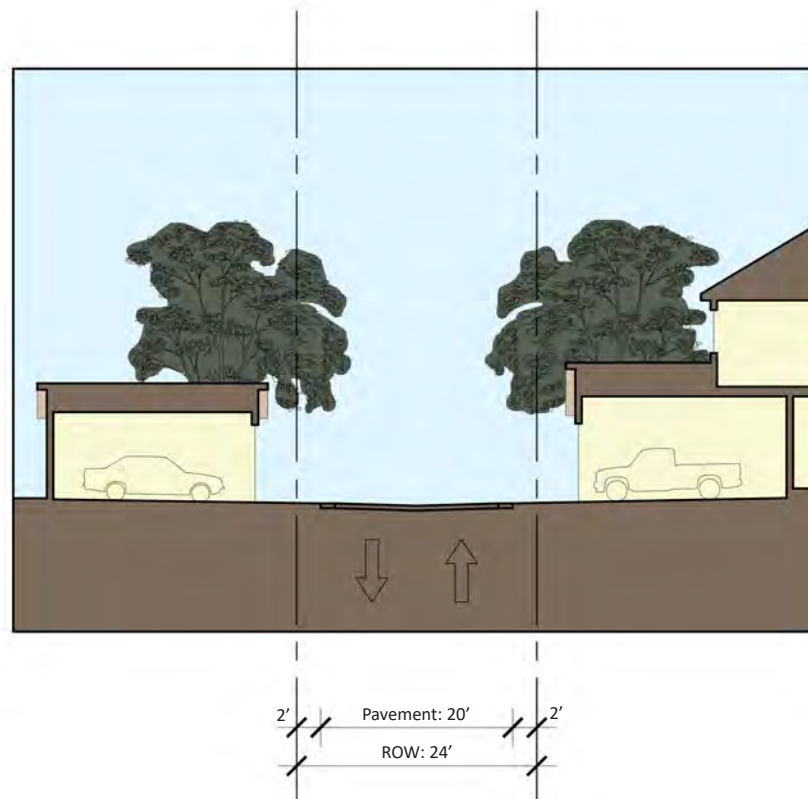
Fire Alleys are utilized in Lakeside Landing where the block sizes are too large for the fire emergency vehicles to reach the buildings located at the center of the block. Fire alleys are wider than the regular alleys. The 20 feet pavement

width is to accommodate fire emergency vehicles' access. The 24 feet of right-of-way width provides the opportunity for an extra 24 inches pavement extension when needed in either side of the alley.

The specific standards for the Local Pedestrian Street are:

Traffic flow: Two ways (one lane each)
 Posted speed: 15 mph max.
 Design speed: 15 mph
 R.O.W. width: 24'
 Pavement width: 20'
 Center line radius: 80' min.
 Curb radius: N.A. (ramped to 30' wide curb cut)
 Parking within ROW: No Parking

Fire alleys shall be privately owned.



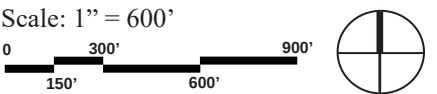
11-9-804 Thoroughfare types

Article 8 - THOROUGHFARE DESIGN STANDARDS

G. Alley



KEY PLAN:
ALLEYS WITHIN LAKESIDE LANDING



11-9-804 Thoroughfare types

Article 8 - **THOROUGHFARE DESIGN STANDARDS****G. Alley**

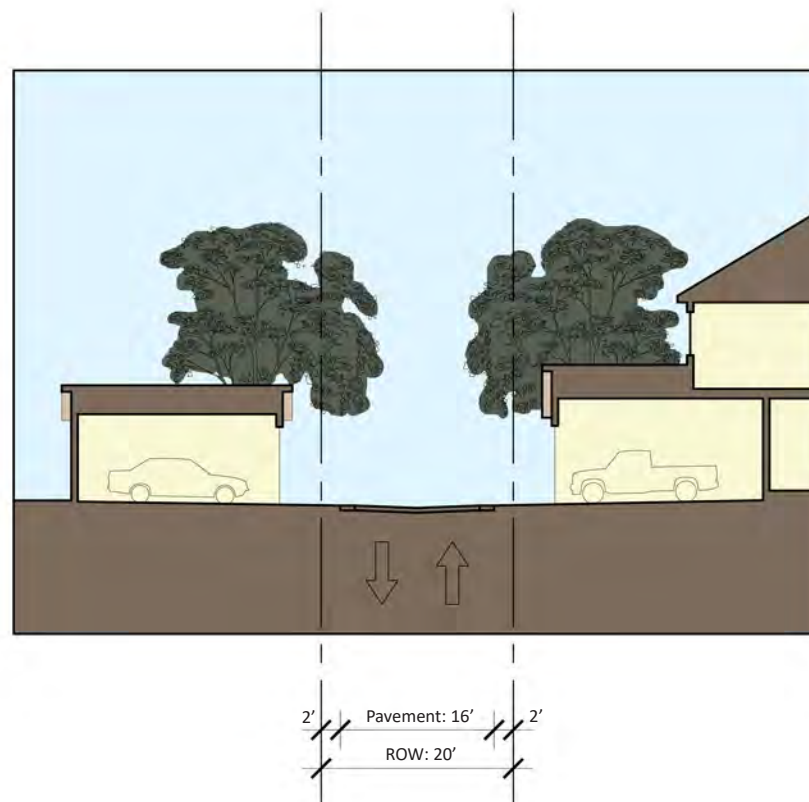
The use of alleys serving the lots is an effective way to limit the curb cuts on streets and to create appealing sidewalks. In Lakeside Landing many of the blocks, because of their small sizes, are served by regular alleys designed to accommodate regular access traffic only and

not fire emergency vehicles; emergency vehicles are to reach the buildings from the surrounding streets. The skinny (16 feet wide) pavement is essential in creating a friendly and green alleyscape.

The specific standards for the Local Pedestrian Street are:

- Traffic flow: Two ways (one lane each)
- Posted speed: 15 mph max.
- Design speed: 15 mph
- R.O.W. width: 20'
- Pavement width: 16'
- Center line radius: N.A.
- Curb radius: N.A. (ramped to 22' wide curb cut)
- Parking within ROW: No Parking

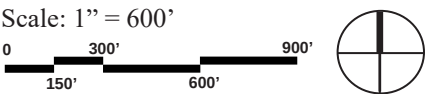
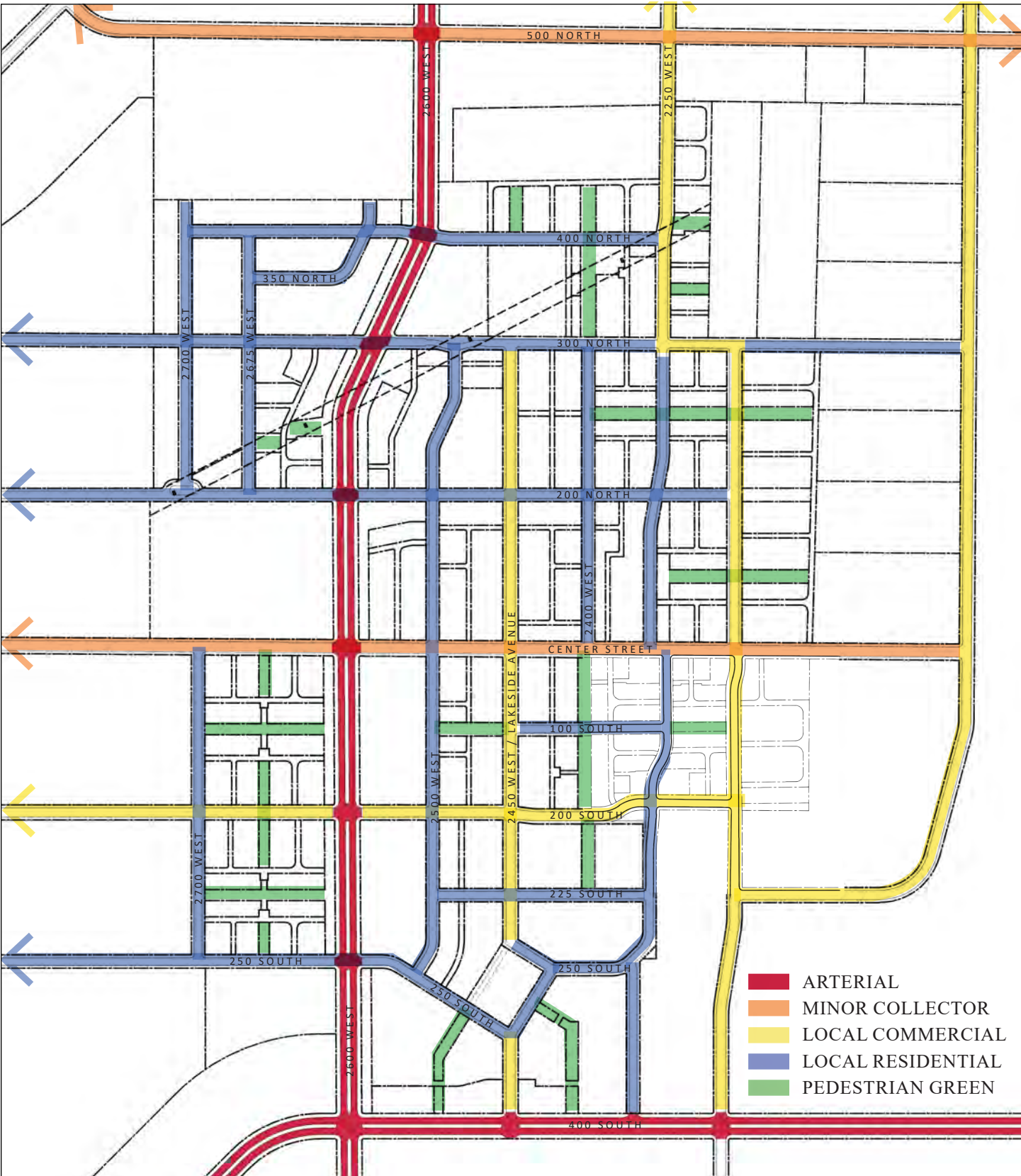
Alleys shall be privately owned.



11-9-804 Thoroughfare types

Article 8 - THOROUGHFARE DESIGN STANDARDS

Overall Thoroughfare Plan





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11-9-901. LLSDO Subdivision Review

All subdivision applications for areas within all transects shall go through and obtain all required approvals for Minor Subdivision or Subdivision Review pursuant to Title 14 of the Springville City Municipal Code, prior to building permit application.

A. Administrative Land Use Authority for Review and Approval of Subdivision Applications

The Springville Community Development Director, or their designee, shall serve as the administrative land use authority for reviewing and approving preliminary and final subdivision applications.

B. Preapplication Meeting

Before preparing a preliminary plan for a subdivision, the applicant shall schedule an appointment with the Community Development Department to discuss the procedure for approval of a subdivision plan with regard to zoning requirements. This meeting shall not commence the application process. The application process shall only commence upon receipt of a complete application for a desired approval, along with the required fees. As relevant to the proposed subdivision, adherence to the adopted regulating plan shall be reviewed, including transect zones, general layout of streets, blocks and open spaces. Other elements including, street improvements, drainage, sewerage, fire protection and similar matters, as well as the general availability of existing services will also be discussed. The Director may also request other members of the Development Review Committee to be present to provide early assistance to the applicant.

C. LLSDO Preliminary Plan Review

1. Submission:

- (a) Submission and Determination of Completeness. The purpose of the preliminary plan is to prepare a complete and detailed set of subdivision plans that meet the requirements detailed in the Commercial and Residential Subdivision Preliminary Plan Checklists. The Community Development Department shall review the preliminary plan to determine the completeness of the application. All information required in the application, along with

applicable application fees, shall be provided before scheduling the item for the Development Review Committee (DRC).

- (b) DRC Review. The DRC shall review all applications to determine conformance with all applicable City ordinances and standards. If the preliminary plan is determined to meet City ordinances and standards, the DRC will forward the application to the Administrative Land Use Authority. Otherwise, the application will be returned to the applicant for appropriate modification. The application should not proceed to the Administrative Land Use Authority if it does not meet the requirements of City ordinances and standards. However, the DRC may forward applications to the Planning Commission, subject to variances, waivers, modifications, or amendments being made by the appropriate body.

2. The Preliminary Plan submission requirements:

Any development in the Lakeside Landing Special District Overlay shall be processed as a subdivision, as described in Title 14, if new lots or streets are being created. Any development not meeting the criteria for subdivision shall be subject to site plan review pursuant to Chapter 7, Article 4 of this Title. Development approvals of the preliminary plan and final plats shall be effective as described in Title 14.

3. Determination of regulatory plan compliance

- (a) The DRC shall review the application to determine conformance with the adopted regulating plan including the following items. Thoroughfare location and type, transect zone locations, open space and parks, permitted lot types, unit density and commercial square footage. Any substantive deviations from the regulating plan shall require legislative action by the City Council upon recommendation from the Planning Commission.
- (b) Substantive deviations include the following.
 - (i) Elimination or addition of a thoroughfare, except for ~~minor~~ revisions to the location of alleys and fire alleys ~~as approved by the Planning Administrator.~~
 - (ii) Reclassification of a thoroughfare type
 - (iii) Removal of a park or open space
 - (iv) A decrease of the size of an individual park of open space of more than 5%

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- ~~(v) A change in block or half-block depths and widths that is more than 20% (measured as length).~~
- (vi) Change in the boundaries of transect zones excepting those changes required to maintain alignment with non-substantive changes to the alignments of thoroughfares or open spaces
- (vii) Changes to the alignment of thoroughfares except for alleys and fire alleys that
 - (A) result in a significant reconfiguration of adjacent blocks
 - (B) are greater than those changes precipitated by differences between the regulating plan alignment and the surveyed subdivision, or twenty-five (25) feet measured as perpendicular deviation from the centerline as shown on the regulating plan, whichever is less

4. Determination of Completeness

The Preliminary Plan shall be reviewed by the Community Development Department to determine the completeness of the application. An incomplete application may not be accepted. Completed applications shall be forwarded to members of the Development Review Committee.

5. Development Review Committee Review

The DRC shall review all applications to determine conformance with all applicable City ordinances and standards. If the preliminary plan is determined to meet City ordinances and standards, the DRC will forward the application to the Land Use Authority. Otherwise, the application will be returned to the applicant for appropriate modification. The application should not proceed to the Land Use Authority if it does not meet the requirements of City ordinances and standards. However, the DRC may forward applications to the Planning Commission subject to variances, waivers, modifications or amendments being made by the appropriate body.

6. Administrative Land Use Authority meeting:

The administrative land use authority shall review the completed application, along with comments from the DRC and the planning staff report. The authority may then approve, conditionally approve, or deny the application request.

- (a) The preliminary plan shall be approved if it complies with all applicable City ordinances and standards and there is no need to attach any conditions to the

approval. The administrative land use authority may impose conditions upon its approval if it finds that such conditions are reasonably necessary to meet the requirements of this Title.

- (b) The administrative land use authority may deny an application for the preliminary plan, provided that reasons for the denial are stated. Preliminary plan approval may be denied for any of the following reasons:
 - (i) There is insufficient evidence to establish that the applicant either owns or has the authority to represent the owners of all of the property included on the preliminary plan; or
 - (ii) Issues associated with property gaps, overlaps, or other property disputes which affect the property contained within the preliminary plan; or
 - (iii) The preliminary plat does not comply with all of the applicable City ordinances and standards.

7. Amendments to Preliminary Plans

At any time after preliminary plan approval and before submission of a final plat, the applicant may request that an amendment be made in the approval of the preliminary plat. The Community Development Department may consider amendments to the preliminary plat. Consideration of amendments will be limited to the proposed amendment. The Community Development Director may approve or disapprove the proposed amendment and may make any modifications in the terms and conditions of preliminary plan approval reasonably related to the proposed amendment. If the applicant is unwilling to accept the proposed amendment under the terms and conditions required by the administrative land use authority, the applicant may withdraw the proposed amendment. No more than two (2) amended plans, whether major or minor, may be proposed for any approved preliminary plan

8. Effective Period of Preliminary Approval

- (a) (a) Non-phase d Subdivisions: The approval of a Preliminary Plan shall be effective for a period of one (1) year from the time that approval is granted by the Planning Commission. The effective period of preliminary approval may be extended for more than a year when a final plat for the subdivision is submitted prior to one (1) year, but only for the amount of time that the final plat is under review. If

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a final plat is not approved or if the approval of the final plat expires prior to recording the subdivision, the preliminary plan also expires, unless the preliminary plan approval was less than one (1) year prior to the approval of the final plat.

- (b) Phased Subdivisions: The approval of a Preliminary Plan application shall be effective for a period of one (1) year from the time that approval is granted
- (c) First Phase. The effective period of preliminary approval may be extended for more than a year when a final plat for the first phase of the subdivision is submitted prior to one (1) year from the original preliminary plan approval, but only for the amount of time that the final plat is under review. If the final plat for the first phase is not approved by the City Council or if the approval of the final plat by the Council expires prior to recording the subdivision, the preliminary plat also expires, unless the preliminary plan approval was less than one (1) year prior to the approval of the final plat for the first phase.
- (d) Subsequent Phases (after the first phase). The effective period of preliminary approval may further be extended when a final plat for any subsequent phase of the subdivision is submitted prior to one (1) year of the recording of the most previous phase of the subdivision and for the time that the final plat of the most recent phase is under consideration. If the final plat for the most recent phase is not approved or if the approval of the final plat expires prior to recording the most recent phase of the subdivision, the preliminary plan for the remainder of the unrecorded portion of the subdivision also expires, unless recording of the previous phase was less than one (1) year prior to the approval of the final plat for the most recent phase.

D. LLSDO Final Plat Review

1. Submission

Following approval of the preliminary plat, the applicant may submit an application for final plat approval. The purpose of the final plat is to prepare a complete and detailed subdivision plat that addresses the issues included in the preliminary plan review and approval and meets the requirements that follow in preparation for recording the subdivision plat with the Utah County

Recorder's Office. For the application to be determined to be complete by the staff, the applicant shall submit:

- (a) All fees.
- (b) The completed application form.
- (c) All applicable items listed on the Residential or Commercial Subdivision Checklists. Digital copy of the final plat and improvement drawings plans in Vector scalable format.

When all materials and fees are submitted, the request will be scheduled for the Development Review Committee (DRC).

2. The DRC Review

The DRC shall review all applications to determine whether corrections have been made in accordance with preliminary plan application approval and conformance with all applicable City ordinances and standards. If the final plat is determined to meet City ordinances and standards, the DRC will forward the application to the Community Development Director for approval. Otherwise, the application will be returned to the applicant for appropriate modification.

In reviewing the final plat, City staff will consider the items listed below:

- (a) The Community Development Director or the Director's designee shall determine whether the submitted plat complies with the approved preliminary plan application and conditions of approval, along with the applicable City ordinances affecting the subdivision of land.
- (b) The City Engineer shall:
 - (i) Review and approve the improvement drawings and quantity estimates for construction of the improvements. The improvements shall be approved when the City Engineer determines that the proposed improvements are in accordance with the requirements of this Title, the adopted engineering standards and specifications of Springville City and any applicable conditions of preliminary plan approval;
 - (ii) Verify that the drawings of streets, easements, storm detention facilities and other improvements comply with the requirements of this Title, engineering standards and specifications, and conditions of preliminary approval;
 - (iii) Verify that the boundary descriptions are correct;

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- (iv) Verify existing easements of record; and
- (v) Verify submission and approval of any financial guarantees, deeds, conveyances or other agreements required for final approval and recordation.
- (c) The City Attorney shall:
 - (i) Review the language and forms on the plat to assure compliance with the requirements of Springville City and appropriately addresses the requirements of the Planning Commission;
 - (ii) Review any financial guarantees, deeds, conveyances or other agreements for final approval and recordation;
 - (iii) Review any required declaration of conditions, covenants and restrictions to be recorded with the plat to ensure their consistency with the plat and they are in conformance with applicable City ordinances and standards;
 - (iv) Verify creation of any required homeowners association;
 - (v) Review the current title report and verify, prior to signing and recordation of the plat by the mayor, that:
 - (A) The owner's dedication is properly executed by all of the owners of the subject property;
 - (B) Easements of record are reflected on the final plan; and
 - (C) The owner's dedication is free of liens or encumbrances.

3. Final Review and Action

The Land Use Authority shall review the completed application, along with comments from the DRC and the Planning staff report. The Officer may then approve, conditionally approve or deny the application request.

- (a) The Land Use Authority approves the final plat application if it complies with preliminary plan approval and is in conformity with all applicable City ordinances and standards and there is no need to attach any conditions to the approval. The Administrative Hearing Officer may impose conditions upon its recommendation of approval if it finds that such conditions are reasonably necessary to meet the requirements of this Title.
- (b) The Administrative Hearing Officer may recommend denial of the final plat for either of the following reasons:
 - (i) The final plat does not comply with the preliminary plat approval; or

- (ii) The final plat does not comply with all of the applicable City ordinances and standards.

4. Minor Corrections to Final Plat Map

The City Engineer may approve minor changes to approved final plats before the plat is recorded if the Engineer finds that the proposed changes do not jeopardize the interests of the City or adjoining property owners. Examples of minor changes contemplated by this Section include legal descriptions mistakes, minor boundary changes and items that should have been included in the original final plat.

5. Required Submissions

After making all required revisions, the subdivider shall submit the final plat, which plat shall be certified by a professional engineer or land surveyor, and properly executed and acknowledged by all owners of the property and any other parties required for recordation. Additionally, all required bonds, fees, water rights and necessary documents shall be provided prior to recording.

6. Signing and Recordation of Final Plat

The executed plat shall then be submitted for the signature of the City Engineer, followed by the City Attorney and then forwarded to the Mayor for the final signature on the plat. The final plat, bearing all official approvals as required in this Section, shall be recorded and filed in the office of the Utah County Recorder and the office of the Springville City Recorder.

7. Effective Period of Final Approval

Submission of the executed plat and all required submissions must occur within six (6) months of approval by the Administrative Hearing Officer. The construction of all subdivision improvements shall be completed pursuant to the time period allowed pursuant to Section 14-5-101. In the event that the subdivision improvements are not installed within the time period allowed under Section 14-5-101, final approval of any unrecorded plat by the Administrative Hearing Officer expires.

8. Overall Compliance with Requirements

All property shall be developed in strict compliance

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with the approved final plat, plans, the approved construction drawings, the City's development standards and specifications and all notes, restrictions, covenants, dedications, boundaries and other commitments shown on the approved plan and/or final plat. Failure to note any improvement required by this Title on the preliminary plan, final plat or the construction drawings shall not eliminate the developer's responsibility to complete the improvement or meet the obligation required for the subdivision.

11-9-902. LLSDO Site Plan Review

A. Applicability

LLSP Site plan review shall be required for:

- (a) All new development of the following lot types and any lot types approved through the special form process
 - 16. Small Apartment Building
 - 17. Courtyard Apartment Building
 - 18. Main Street Cottage Live Work
 - 19. Main Street Townhouse Live Work
 - 20. Main Street Slot Townhouse Cluster
 - 21. Main Street Back-to-Back Cluster
 - 22. Main Street Row Building
 - 23. Apartment Row Building
 - 25. Main Street Mixed Use Apartment Building
 - 27. Neighborhood Store, Restaurant, or Civic Building
 - 28. General Big Box Retail Building
 - 29. Parking Structure
- (b) All new additions to existing sites which increase the floor area of the premises by more than twenty percent (20%) or increase the original floor area of the premises by over twenty percent (20%) when combined with one (1) or more previous expansions that have occurred over a period of time.
- (c) Any significant change proposed after site plan approval has been granted by the approving body.

B. Review process and decision making authority

All site plans for developments shall be approved administratively by the Springville City Planning Administrator, provided no exceptions to the site plan requirements are being requested.

C. Pre-Application Meeting

Purpose: The purpose of the optional pre-application meeting is to provide an opportunity for the applicant to present a basic sketch of what is being proposed for the site prior to formal application. The pre-application meeting is not required and does not commence any application or approval process. The meeting is to be scheduled by the applicant with the Planning Division. This meeting provides a chance to discuss the process, site development standards (setbacks, landscaping, parking, fencing, etc.) and other aspects of the project in a less formal setting, along with identifying major

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concerns prior to formal application. This meeting will also generally include a representative from the Engineering Division of the City.

Information Requested: The applicant should provide a site plan of the proposed development that includes basic location and size of buildings and structures, landscaping, street frontages and other significant features of the property, such as easements. The overall signage package proposed for the building and site, including proposed size, location and height, may also be included for consideration.

D. Formal Applications

1. Submission:

The applicant shall prepare and submit a proposed site plan, along with all forms, fees, and other supporting materials required by the City to the Planning Division. All information required in the application shall be provided prior to scheduling the item with the body making the final decision, whether it is the Planning Administrator or the Planning Commission. The applicant may request, in writing, that the Director waive items on the application form that are not applicable due to unique circumstances or conditions associated with the development proposal.

2. Submission Requirements:

Applications for site plan review shall include, if applicable:

- The completed site plan application form, fees and supporting documents including: written approval as needed from private utility providers, irrigation companies, State, local or Federal government agencies and adjacent property owners.
- If the property owner is different than the applicant, then a property owner's consent form must be signed and notarized granting permission for the applicant to act for and in behalf of the fee simple owner.
- Copies of the development plan shall be provided in accordance with the Community Development Department policy and at a scale of no less than one inch (1") to thirty feet (50'), which shall include the following:

COVER PAGE INFORMATION

- Title block stating the name of the project and

common address of the proposed site, and the developer's name, address and phone number.

- Location of proposed project on regulating plan showing assigned transect.
- A description of the proposed project that includes any special features and outlines the intended use of the site.
- Names of all property owners, surrounding land uses and zoning on all parcels with boundaries located within two hundred feet (200') of the site.
- Property dimensions including radii of curves.
- Lot types that have been assigned to each lot (by the subdivision plan).
- Table indicating total site area and an acreage and percentage breakdown of structures, parking, landscaping and open space.
- Boundary of open spaces or parks located within the site as shown on the regulating plan.
- Tabulation of proposed residential units and commercial space in total and by acre, compared to maximum density and minimum commercial space as established in the regulating plan.

SITE PLAN

- Footprints, setbacks and heights of all proposed buildings. Footprints shall indicate building entrances.
- Footprints and locations of existing buildings.
- Parking lot design and dimensions, including required landscaping and ADA requirements. Tabulation of required and provided parking.
- All curb cuts and intersections within a minimum distance of 150 feet of the subject property, along with cross-access between this and adjacent sites, including those lands separated from the parcel by a street or other roadway.
- If roadway dedication is required, a notation of the distance (shown as a dimension and note on the plan) from the centerline of each existing road right-of-way (centerline of existing asphalt) to the new property line of the site plan, along with a written legal description of the proposed right-of-way;
- All proposed signage, both freestanding and attached to the building.
- Exterior lighting of any structures, walkways and parking areas, including shields and other means of insuring that lighting is directed away from adjacent properties.
- Pedestrian access between all public rights-of-way and structures and between structures within the

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development, including raised curbing and landscaped islands, which serve to separate vehicular and pedestrian traffic whenever possible. When raised walkways are not possible, all pedestrian accesses shall be clearly marked.

- (i) Clear view areas noted and show on plan as per Section 11-6-108 of Springville City Code.
- (j) Proposed phasing, if applicable, in such a manner that each phase can function independently or in connection with the previous phase.
- (k) All existing and proposed fencing, including height, materials, and location.
- (l) Proposed location of water and sewer lines in accordance with Springville City Engineering standards
- (m) Existing and proposed easement (utility, solar, etc.) on and within 50' of the subject property. If public utility easements do not exist, the owner is required to provide utility easements as required by the City and said easements be deeded and recorded in the office of the Utah County Recorder.
- (n) Screened trash receptacles and loading areas.
- (o) Location and screening plan for mechanical equipment.
- (p) Off-site improvements designed in conformance with Springville City requirements.
- (q) Location of existing and proposed fire hydrants; and
- (r) Extension of any stub streets adjacent to the property necessary to meet the City street standards.

PRELIMINARY ARCHITECTURE

- (a) Scale drawings of major exterior building elevations (including all building wall signs) facing public rights of way and indicate building materials to be used. Architectural drawings shall be drawn to a scale of no smaller than 1/16" = one foot.
- (b) Tables comparing proposed development lot types to the lot type standards including lot and building size, lot coverage, height, setbacks and any other requirements or notes listed on the specific lot type standard.
- (c) Table showing compliance with the applicable architectural design standards of Article 6.

LANDSCAPE PLAN

- (a) Plant location, type, size and quantities.
- (b) Table showing conformance with the landscape design standards of Article 7.
- (c) Planting detail.
- (d) Street tree planting detail.

GRADING AND DRAINAGE PLAN

- (a) Drainage system report, including calculations and an explanatory narrative, stamped and checked by a professional engineer with includes:
 - a. Use of Springville City rainfall curves to calculate 25 and 100-year floods (attach Springville City rainfall curves to this report)
 - b. For detention basins, submit calculations to justify sizing based on a 25-year design storm with a release rate of 0/15 cfs per acre.
- (b) Detailed drainage plans showing existing and proposed storm drainage improvements, including:
 - a. Major drainage facilities, outfalls and discharge
 - b. Drainage pipe locations, sizes and depths
 - c. Catch basin locations, types and depths.
- (c) Location of detention basins designed in accordance with the Springville City Engineering Designs Standards.
- (d) A written statement from the appropriate agency (i.e. irrigation companies, private land owners, etc.) accepting responsibility for all surface and subsurface drainage which is directed into channels owned by such agencies.
- (e) Letter(s) of intent for any necessary off-site drainage easement across privately-owned land.
- (f) Existing and proposed contours at two-foot intervals, unless a variation has been approved by the City.
- (g) Locations of waterways, ditches and wetlands on the proposed site and on adjacent properties within 50-feet.
- (h) Delineation of all areas subject to potential 100-year flood events as designated by FEMA.

OTHER REQUIRED INFORMATION

- (a) Preliminary title report or policy of title insurance on the property, which identifies ownership, easements of record, liens or other encumbrances.
- (b) Any required UDOT approval for access for other improvements along a State road.
- (c) An engineer's estimate of all required off-site public improvements.
- (d) Conveyance of water rights, unless water rights have been tendered, in which case evidence of tendering shall be provided.
- (e) A traffic impact study may be required at the discretion of the City Engineer.
- (f) A geotechnical report shall be required for all areas designated for off-site improvements and may be required for other portions of the site at the discretion of the City Engineer.

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- (g) A wetlands delineation or clearance letter as required by the City Engineer; and
- (h) Other data or plans deemed necessary by DRC member(s).

3. Determination of Completeness:

The Planning Administrator or the Administrator's designee, upon receipt of the application, shall have up to five working days to determine whether or not the application is complete and ready for review based on the requirements for submittal and the applicant's request for a waiver of certain application requirements. No application is eligible for the DRC agenda until it is deemed complete.

4. Development Review Committee Review

The Development Review committee shall review all applications to determine conformance with all applicable City ordinances and standards. Upon completion of DRC review, the DRC will forward the completed submission to the Planning Administrator (see 11-7-402(2)). If portions of the application are deemed incomplete, it may be returned to the applicant for appropriate modification. The application shall not be forwarded to the Planning Administrator if it does not meet the requirements of the City Code and other applicable standards, along with the requirements of other reviewing agencies. During the meeting the applicant will be given the opportunity to make presentations, ask questions and propose alternative conditions for consideration.

5. Planning Administrator Review and Action:

The Planning Administrator shall review relevant portions of the completed application, along with comments from DRC and the Planning Staff.

After review of the item, the Planning Administrator may approve, conditionally approve, or deny the proposed site plan application.

6. Pre-Construction Meeting:

Prior to a permitted use being approved and the issuance of a building permit, the applicant shall prepare:

- (a) A revised final site plan, which shall include the

changes to the site plan and conditions of approval required by the Planning Staff, DRC or Planning Commission,

- (b) Final landscape plan,
- (c) Final building construction documents (architectural, structural, HVAC, and electrical plans).
- (d) Dedication of property and easements for PUEs, as required, if modifications made to the subdivision plan,
- (e) Completed engineering plans, including final construction drawings for private streets or drives, utilities, grading and drainage.

Satisfactory arrangements concerning bonding as required by the Springville City Codes. For site plans subject to obtaining a Conditional Use Permit, all conditions required by the Planning Commission shall also be met, along with the items required for a permitted use, prior to issuance of a building permit.

7. Validity of Approval:

A building permit for an approved site plan must be applied for within six months from the date of approval by the Planning Administrator. One extension of up to six months may be requested in writing for the Planning Administrator's consideration and action, provided that the request is received prior to expiration of the original approval. Approval of an extension may be granted upon finding that special circumstances prevented the applicant from obtaining a building permit and that no changes in the ordinance has occurred that would significantly alter the previous site plan approval.

8. Issuance of Certificate of Occupancy:

All site improvements shall be completed prior to issuance of a certificate of occupancy. If certain improvements, which do not affect life safety, are not completed at the time the building is ready to occupy, the applicant may provide improvement completion assurance for the remaining improvements for a period not to exceed six (6) months from the date of the certificate of occupancy.

11-9-903 Special form permit and review

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A. Eligibility:

Special form permit grants a unique set of lot size, building size, height, setback, lot coverage and parking measures, that are different than those listed under any of the lot types. An applicant whose property is located within Lakeside Landing Special District Overlay is eligible to apply for special form permit only because of the reasons listed below.

1. None of the lot types permitted within the specific transect where the property is located is suitable for the specific use of the building (e.g., church, mortuary, etc.).
2. None of the lot types permitted within the specific transect where the property is located is suitable for the property because of its unique location, shape, geography, or topography.

B. Decision Making Authority:

An application requesting the special form permit for a property will be filed by the applicant to the Community Development Department. The Planning Commission will review the application and recommend to the City Council, for approval, approval with conditions, or denial. City Council shall review the application and shall make the final decision to permit or deny the application.

C. Review Criteria:

The following criteria shall guide the Special Form Review. However, Special Form Review is a discretionary review. As such, additional building form and character related issues may be raised by the Planning Commission or City Council during the review. The review criteria include:

1. The proposed building or buildings shall fit into the context in terms of the building character, scale, and size.
2. The applicant shall review the standards and guidelines listed for the building type categories that are most relevant and the closest to the proposed building form and show how the proposed building or buildings shall fit into their context in terms of massing and articulation, porch and balcony characteristics (if relevant), and exterior building materials.

3. Off-street parking requirements shall follow the following general guidelines:

For each residential dwelling unit:	2 spaces
General retail and office:	1 space per 400 sf. of floor area
Quick-serve food stores and convenience markets:	1 space per 300 sf. of floor area
Restaurants, bars, & theaters:	1 space per five indoor seats and 1 space per 10 outdoor seats
Hotels and motels:	1 space per each guest room, and 1 space per two employees
Any use of congregation:	1 space for 4 fixed seating or 1 space for 4 people (as determined by the building code occupancy requirements)

Applicants may differ from these off-street parking requirements if reasonable justification is provided in the light of the vision and purposes listed within Article 1 of this chapter.

D. Submission requirements:

In addition to all the required items listed under 11-9-901.D. Submission requirements for Minor subdivision and zoning review the applicants shall submit a written statement explaining the reasons why the applicant decided that none of the by-right building form types assigned to the building form zone where the property is located were suitable for the property or proposed use. This statement shall also explain how the proposed building form and site layout satisfy the review criteria listed under this section (11-9-902. C).

E. Determination of Completeness:

The Planning Administrator or the Administrator's designee, upon receipt of the application, shall have up to five working days to determine whether or not the application is complete and ready for review based on the requirements for submittal and the applicant's request for a waiver of certain application requirements.

F. Appeals:

Any applicant or person aggrieved by the decision of the Community Development Director, Planning Administrator, Planning Commission, or City Council may appeal that decision to the Board of Adjustment, or in the



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event the city no longer has a Board of Adjustment, to the appeal authority established by the City for hearing similar appeals. The request for appeal must be filed on an application provided by the City with the applicable fee, within ten days following the decision.

PICTURE CREDITS

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