



STATION AREA PLAN SUMMARY

The following is a response to the certification requirements for station area plans as defined by Utah House Bill 462.

The Springville Station Area Plan promoted an increase in the availability and affordability of housing by entitling a broad mix of housing options, including small-lot single family, multi-plex, town-home, and multi-family at a variety of densities of both for-sale and for-rent products.

The Springville Station Area Plan promotes sustainable environmental conditions by creating a mixed-use neighborhood consisting of housing, retail, commercial and civic uses in the immediate vicinity of the proposed future FrontRunner platform and adjacent to existing destination retail, recreation and civic uses. This will encourage people to stay local, reducing the need for auto trips in favor of transit use and on-foot trips.

The Springville Station Area Plan enhances access to opportunities by creating a neighborhood that provides a range of housing choices for entry-level residents, growing families, and those choosing to downsize as children leave the home. This variety of housing choice provides a diversity not common in the existing Springville housing stock.

The Springville Station Area Plan increases transportation choices and connections by creating a multi-modal transit station serving local bus service, future FrontRunner service, and transit parking. In addition, BRT service could be accommodated within the plan should it be considered in the future.

Zoning Implementation

Zoning to implement this plan should be responsive to the arrival of transit in the station area. While the timeline for the Frontrunner extension is uncertain, implementation of this plan may be phased with other incremental transit investments such as increased local bus service, and express bus service providing connections to the Provo Frontrunner station and other regional commuting destinations.

5-Year Implementation Plan

Action	Responsible Party(ies)	Timeframe
Prepare and adopt code updates as required to allow for development as described in Station Area Plan	Springville City Property Owners	Fall 2026
Complete Station environmental review	UTA	
Complete Frontrunner Station preliminary design	UTA	
Complete 1200 W road construction	Springville City	2028

PROPOSED LAND USE

The proposed land use type table defines the building types, density, building heights, frontage setbacks, lot coverage and recommended parking requirements to help guide design standards.

PROPOSED LAND USE TYPE TABLE																			
LAND USE TYPE	Average DU/AC	Allowable Height (ft)	SF Detached	2-4 Plex	8-Plex	Cottage Comm'ty	Townhome	Stacked Flat	Condo	Apartment	Retail/ Restaurant		Office	Min Front Setback (ft)	Max Front Setback (ft)	Min/Max Lot Size (sf)	Max Lot Coverage (building)	Parking Req. ¹	Notes
RES-10	10	36	X	X		X	X							15	30	2250/8000	50%	2.0/du	Recommend mix of lot sizes to provide diversity in scale
RES-15	15	36	X	X	X	X	X	X						10	20	2250/NA	70%	2.0/du	Recommend mix of lot sizes to provide diversity in scale. Recommend Cottage Community Approach with common usable green space.
RES-20	20	30			X		X	X	X					8	8	n/a	90%	2.0/du	Recommend mix of lot sizes to provide diversity in scale
RES-30	30	52			X		X	X	X	X	X			0	0	n/a	100%	2.0/du	Recommend mix of lot sizes to provide diversity in scale
MU-RES-4	30	52		X	X		X	X	X	X	X		X	0	0	n/a	100%	2.0/du and 2.5/1000 sf	Require min. 60% active ground floor uses
MU-COM-3	n/a	42									X		X	0	0	n/a	100%	2.5/1000 sf	Require min. 60% active ground floor uses
MU-COM-4	n/a	52									X		X	0	0	n/a	100%	2.5/1000 sf	Require min. 60% active ground floor uses
COMM	n/a	35									X		X	10	20	n/a	50%	3/1000 sf	Encourage 2-story office users

¹ **Parking Note:** Off street parking requirements should be based on local parking generation studies, consider projected non-vehicular mode share, and be responsive to the quality and frequency of transit service. In short, parking must be sufficient for the long term sustainability of the station area neighborhood.

Table 1: Proposed Land Use Type Table

* X = Allowable building type or use

11-5-503 Mix Standards

The mix for net developable area (excluding rights-of-way) is:

High Density Residential Area	up to 60%
Mixed-Use Area	up to 30%
Civic Use Area	up to 10%

In order to ensure construction of the Mixed-Use area in Village Center developments, no more than fifty percent (50%) of the multi-family residential area may be built in the development prior to beginning construction of the mixed-use portion of the Village Center. At the time fifty percent (50%) of mixed-use portion is under construction, submission may be made for the next twenty-five percent (25%) of multi-family development. At the time the remainder of the mixed-use portion is complete, the remaining twenty-five percent (25%) of multi-family residential development may be considered for approval.

11-5-504 Design Standards for Mixed-Use Sections of the VC

At least 5% of the total floor area in the Mixed-Use section shall include a plaza or square with seating provided at a rate of 1 sitting space per 250 SF, at least 30" wide and 16" high.

11-5-506 Density Standards for Mixed-Use Section of the VC

Residential density allows for 2 residential units for every 1,000 SF of commercial space on the first floor. No residential units may be less than 600 SF and must be located above the first floor.

11-5-508 Design Standards for the Multi-Family Section of the VC

Lot area per dwelling unit is 1 DU per 800 SF of land area. Minimum parking requirement shall be 1.5 stalls per unit. Buildings cannot exceed 35' height.



Figure 22: Block Structure Map

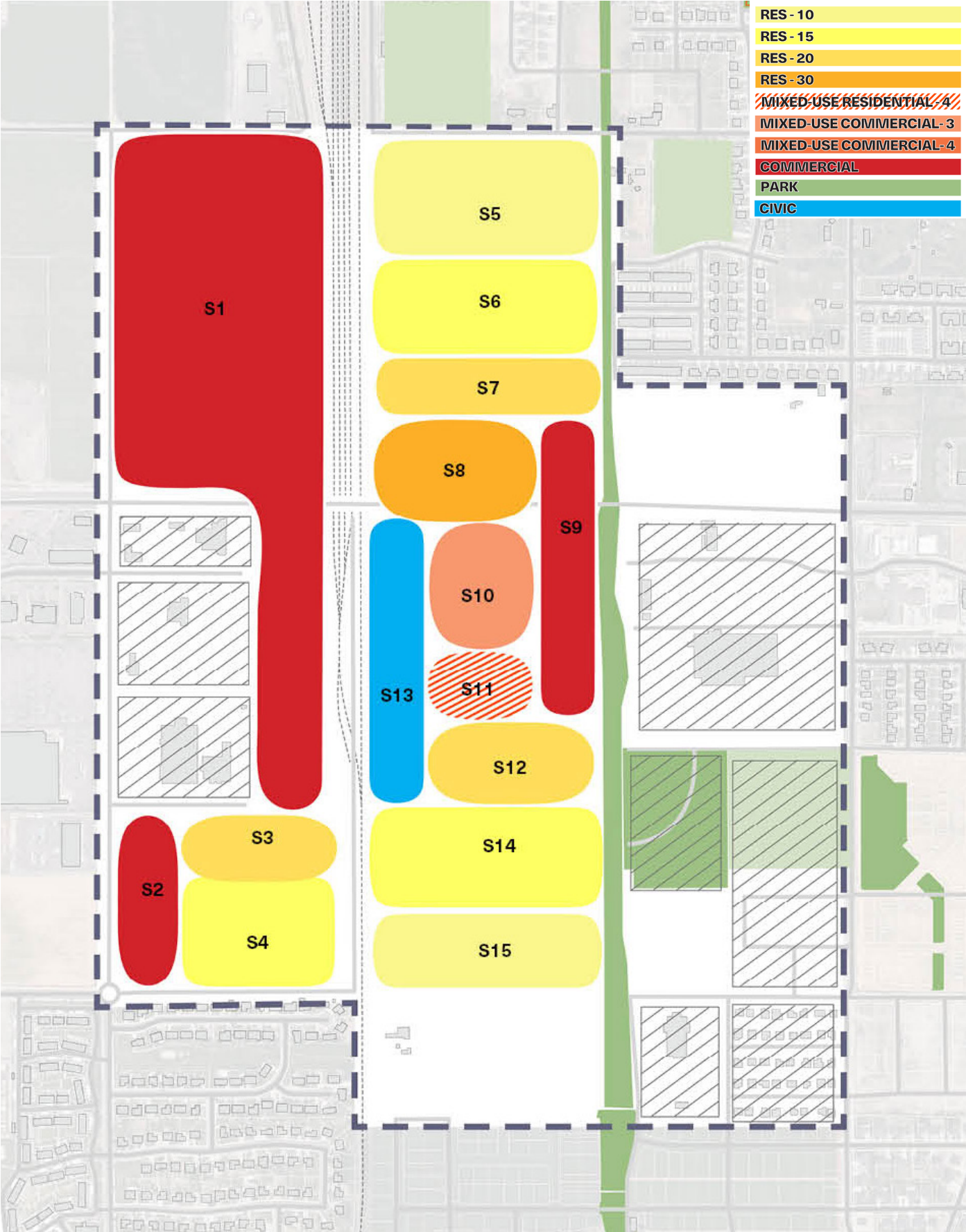


Table 3: Land Use Quantities Table

Sub Area	Overlay	Acres	Total Units
S1	COMM	55.9	-
S2	COMM	6.62	-
S3	RES-20	3.76	73
S4	RES-15	8.49	125
S5	RES-10	13.14	126
S6	RES-15	6.08	88
S7	RES-20	5.85	117
S8	RES-30	12.29	367
S9	COMM	6.35	-
S10 ¹	MU-COM-4	4.06	-
	MU-COM-3	1.01	-
S11 ²	MU-RES-4	1.54	46
	COMM	0.15	-
S12	RES-20	6.06	123
S14	RES-15	9.01	131
S15	RES-10	9.23	91
NET TOTAL		149.5	1,278
Open Space	6% total acreage	9.2	-

¹ Integrate transit parking
² Retail/restaurant use
Net total exclusionary of rights-of-ways.

Table 2: Proposed Development Lot Coverage

	RES-30	RES-20	RES-15	RES-10	MU-RES-4	MU-COM-4	MU-COM-3	COMM	TOTALS
Coverage (Ac)	12.28	16.04	23.58	22.18	1.54	4.06	1.01	69.02	158.91
% Coverage	8%	10%	15%	14%	1%	3%	1%	43%	
Dwelling Units	368	321	354	222	46				1,311