

AMERICAN FORK CITY  
COUNCIL MEETING MINUTES  
OCTOBER 17, 2013

WORK SESSION

**ATTACHMENTS (3)**

*The purpose of City Work Sessions is to prepare the City Council for upcoming agenda items on future City Council Meetings. The Work Session is not an action item meeting. No one attending the meeting should rely on any discussion or any perceived consensus as action or authorization. These come only from the City Council Meeting.*

The American Fork City Council met in a work session on Thursday, October 17, 2013, in the American Fork Fire/Rescue Station, 96 North Center Street, commencing at 3:30 p.m. Those present included Mayor James H. Hadfield and Councilmembers Heidi Rodeback, Brad Frost, Craig Nielsen, Robert Shelton, and \*Clark Taylor.

Staff present: Associate Planner Wendelin Knobloch  
City Administrator Craig Whitehead  
City Engineer Andy Spencer  
City Planner Adam Olsen  
City Recorder Richard Colborn  
City Treasurer Melanie Marsh  
Economic Development Director Debby Lauret  
Fire Chief Kriss Garcia  
IT Director George Schade  
Legal Counsel Benjamin Kearns  
Parks & Recreation Director Derric Rykert  
Police Chief Lance Call  
Parks Lead Man Jason Thomson  
Public Works Director Dale Goodman

Planning Commission members present: John Woffinden (Chairman), Geoff Dupaix, Nathan Shellenberg, and Rebecca Staten

Also present: Gerry Tully, Brian Thompson, Carlton Bowen, Cassie Allred, Mr. Smith, Paul Washburn, and three additional presons

JOINT CITY COUNCIL/PLANNING COMMISSION WORK SESSION TO DISCUSS THE AMERICAN FORK TRANSIT ORIENTED DEVELOPMENT (TOD) AREA – Adam Olsen

Adam Olsen explained that they would be discussing the FrontRunner Station site and the associated TOD type development that could take place in that area. In conjunction with UTA the City has teamed up with consultant Gerry Tully from Psomas who provided a Power-Point presentation that is included in these minutes as **ATTACHMENT 1**.

Mr. Tully explained that the consulting team included:

- Psomas - A planning engineering and survey company in the western United States.

- Ryan Hales - Hales Engineering has done work on transportation in the area.
- Reid Ewing - Professor at the University and nationally recognized published expert on Transit Communities
- Alta Engineering - Bicycle Planning

Mr. Tully distributed a “take home test” to gauge what was wanted in that area. It is included in these minutes as **ATTACHMENT 2**.

Mr. Tully noted the very large retail base right across the freeway. Nothing should be done to compete with that. It should be supported. He noted that the convenience need businesses in the study area were doing well. Office and high-tech use were talked about. Rail access for large employers was important.

Mr. Tully discussed different types of residential use including multiple-story condominiums. Parks were important in a TOD area. In this TOD area there was a lot of open land just across the tracks that provided for a lot of options. He suggested that future impact fees from the TOD area stay within the TOD area and that the City update its Ordinances and provide new Ordinances. In his experience the transitions from agricultural were the toughest to deal with. The area of bicycle access was expanding all the time.

Mayor Hadfield expressed that a bridge over the rails was something that has been looked at and had support. The City tried with UTA early on to provide for access over the rail lines.

Mr. Tully stated that there were some difficulties but there were also opportunities. Good road connection to the rest of the city was necessary as well as internal connections.

Mayor Hadfield asked that the “take home tests” be concluded and turned into Adam Olsen within the next 10 days and he would get them to Psomas.

Councilman Frost asked how adjacent landowners could have a voice and have they been able to express themselves independently from each other.

Mr. Tully answered that he had a map that showed the ownership’s interests. They were given his name and phone number. Two have contacted him.

Mayor Hadfield thanked Mr. Tully for the presentation.

#### DISCUSSION REGARDING A PARK SAFETY AND CARE POLICY – Parks & Recreation Committee

Mayor Hadfield reported that the City had been approached by a group of irate citizens because the City had put up signs in a couple of parks that limited the activities of water slides, ice blocking, and jump houses saying that the City had no right to do that. He introduced Brian Thompson Chairman of the City’s Parks and Recreation Committee.

Mr. Thompson explained that over that past several years there has been a proliferation of vinyl slides especially in Evergreen Park. There has been damage to the park because of their use and

it caused constant mediation on the part of City staff. He provided a memo and pictures and they are included in these minutes as **ATTACHMENT 3**.

Mr. Thompson continued that their intent was not to discourage such planned activities but to allow some permitting requirements. It would require some responsibility on their part and to assume some liability and to absolve the City of responsibility. In May, the City's Legal Counsel suggested that the City be protected by requiring the public to get a permit, sign a waiver and agreement to indemnify the City from any liability. The Parks and Recreation Committee supports that position that Kasey Wright put forward in May.

Councilman Frost asked if the Committee was unanimous in that position.

Mr. Thompson answered that it was. A number of citizens came to the meeting where this was discussed. They invited Mr. Smith who lives by Hunter Park to their meeting last month, but he was unable to attend.

Mr. Smith, who was present at this meeting, responded that he was out of the country at that time.

Councilman Shelton expressed to Mr. Thompson appreciation for his service. He noted that they can't eliminate risk but they can manage the risk. He felt the proposal was a good compromise. He asked why vinyl slides, ice blocking, and bounce houses were targeted.

Mr. Thompson responded that to the Committee vinyl slides were the biggest concern they had and Kasey Wright weighed in on the bounce houses.

Benjamin Kearns agreed that risk could not be eliminated altogether.

Councilman Shelton commented that the City needed to live by the same rules during Picnic in the Park.

Carlton Bowen asked how the risk to the City of a vinyl slide compared to the risk of the skate park and if waivers were required for the skate park.

Derric Rykert responded that there was signage that the participants assume the liability at the Skate Park.

Carlton Bowen asked if it would be possible to do something similar for vinyl slides that he assumed were less risky than the skate park.

Mr. Thompson explained that the Committee's greater issue was the beauty of the park, not the liability. It was in terms of what it did to the sod, the grass, and the hill.

Mr. Bowen felt there would be more park use when there was the use of bounce houses and slides. It was a positive thing that there was greater utilization of the parks.

Mr. Thompson didn't debate whether that it was good or bad but this was the Committee's recommendation based upon the experience they had seen in the parks over the past several years.

Chairman Woffinden stated that he lived next to Martin Park and he knew for a fact that bounce houses were tearing that park apart.

Councilman Shelton asked if there was permitting if it was the intent to monitor spacing and availability.

Derric Rykert responded that it would be the goal to spread the use out to eliminate wear and tear.

Mayor Hadfield commented that the vinyl slide cannot be left out there for 48 hours and let the sun bake the ground under the plastic as it acted like a magnifying glass. Also, the use of soap to make the slide faster has a negative effect on the vegetation. He related that he had seen the area at the bottom of the slide so wet that they could not get a mower over it for up to ten days. With a permitting process, there was someone who was responsible and there was a set of rules associated with the use and there was agreement to abide by the rules.

Rebecca Staten thought it would be cumbersome for a citizen to do this.

Mr. Rykert explained that a person could contact the Recreation Office or be able to do it online.

Ms. Staten asked if there were going to be fees involved.

Mr. Thompson thought that there would be some responsibility upon the group to get some type of liability coverage for that activity.

Councilman Frost expressed that from the LDS Church standpoint one could not use the church for a family function without indemnification and usually coverage can come from one's homeowner's insurance.

Councilman Shelton thought that for this there would be a minimum fee to cover Staff's time. He asked if there was to be a deposit required in case after the inspection there was damage determined.

Mr. Rykert answered that there would be a fee and a deposit. An amount had not yet been determined.

Councilmember Rodeback commented that if it was to be allowed, they were back to the problem of maintenance and protecting the asset. Would the City be limiting the numbers of applicants?

Mr. Thompson stated that they may put a moratorium on a certain park for a certain period of time. Only parks that did not show wear would be permitted.

Mayor Hadfield expressed that this would be left in the hands of the Parks Committee and the Staff and would be before the Council for action at a future date.

Councilmember Rodeback asked if the Council was inclined to move in this direction with a permitting process.

Councilman Shelton wanted to have more detail, how the permitting process would work, and the costs involved. He thought that any action of policy should be done by a Council Resolution.

Mayor Hadfield appreciated the presentation.

DISCUSSION ON A PROPOSED LAND USE MAP AMENDMENT AND ZONE MAP AMENDMENT FOR THE CITY-OWNED PROPERTY AT APPROXIMATELY 492 WEST PACIFIC – Adam Olsen

Mr. Paul Washburn representing the Utah County Housing Authority and Planning Commission Chairman John Woffinden, members of the Planning Commission along with City Planner Adam Olsen were present for this discussion.

Adam Olsen reported that this was discussed at the October 2, 2013, Planning Commission meeting. A senior housing project similar to the Rosewood Senior Housing facility on 300 East about 45 North was being proposed by the Utah County Housing Authority. In order for that to be accomplished the Land Use Designation needed to be changed from Medium Density to High Density and the zone needed to be changed from the R1-7500 to the R3-7500 Residential zone. He reported that Paul Washburn held a number of neighborhood meetings. The main concern of the residents was that if the Utah County Housing Authority were to pull out of the project, they wanted that Land Use and the Zoning to revert back. Others expressed concern with access and the need to have 560 West extend southward over the tracks. There was not yet a specific site plan but each unit would have its own parking space. However, only about half of the residents would be driving. There would only be one person, maybe two, occupying each unit. Persons were not allowed to visit and stay overnight. This was not a very large traffic generator. The Site Plan would make accommodation for the Rails Trail adjacent to the tracks. There were 26 single-story units planned.

Mr. Olsen reported that the Planning Commission recommended against the Land Use change and against the Zone change he thought because they were concerned with connectivity issues with 560 West Street.

Councilman Shelton asked about access for emergency vehicles.

Mr. Olsen answered that they were not to that point in the detail.

Councilmember Rodeback commented that they had wrestled with what to do with this parcel since she had been on the City Council. She felt this was a good solution.

Chairman Woffinden explained that the vote was 4 to deny and 2 in favor.

Nathan Shellenberg reported that there was a lot of discussion about access and with a senior housing project emergency medical calls were more than in other areas.

Councilmember Shelton thought that 560 West was dropped from the Transportation Plan in favor of 400 West.

Adam Olsen responded that it was still there. The City's Engineering Department was working with a consultant to do a detail study of the intersection.

Councilman Shelton stated that his biggest concern was traffic and the traffic congestion on 400 West Street.

\*Councilman Taylor arrived at 4:47 p.m.

Adam Olsen noted that it was anticipated that the 560 West Pacific Drive intersection would be right turn in/right turn out only.

Councilman Shelton noted that right turn traffic from Pacific Drive onto West State Road already backed up past 560 West at times.

Chairman Woffinden did not think that the Senior Housing Project would provide much more traffic.

Councilman Shelton stated that as long as the project met Fire Code access he did not have any concerns moving this ahead.

Mayor Hadfield stated that this project would not generate that many more trips to have much of an impact.

Nathan Shellenberg commented that if the Land Use and Zoning remained the same they could get 13 units. There had been a number of developers' request a change and they were all turned down.

Paul Washburn noted two issues.

1. Density was a way to measure impact. With 26 units they were talking about basically 26 people on roughly 2½ acres. That was not very many people. The Housing Authority would meticulously maintain the property as they have at Rosewood.
2. The Housing Authority provides services for the most disadvantaged of citizens. Someone living in these units would typically pay probably less than \$200 per month for their rent and all of their utilities. If there were extraordinary medical expenses they could pay even less than that. They would not pay more than 20 percent of their income for their rent and utilities. There was a heavy subsidy that went on these units already. Other services included Meals on Wheels, medical checkups, and flu shots.

Mr. Washburn added that the impact of having these spread around the community was much more costly than if they were together. Being able to come to one location and take care of 26

individuals as opposed to travel between units, cumulative over a 20-year, 30-year or 50-year life, was a lot of money. The Rosewood Project with a dozen units was pretty close. It was the first opportunity to work in American Fork. They really needed the additional density of this project to make it work.

Mayor Hadfield stated that this was on the agenda for Tuesday night's meeting for discussion and action.

Rebecca Staten stated that the reason for denial was probably different for everyone. For her, she thought this was a pretty good plan but she looked at it and said that they had denied high density for developer after developer. Now because the City owned it, they were saying it was okay. She felt this was best thing they had seen. There had been proposals for storage units, high density residential, and Inner Block Cottages. She kind of thought there was a double standard there. That was where she was coming from.

Mr. Washburn explained that the Housing Authority would be purchasing the property from the City. To get funding they needed to have the land use and the zoning in place.

Councilman Shelton asked what happened if for some reason the Housing Authority left the project with density at that level.

Mayor Hadfield reported that the recommendation of the Planning Commission was that if the Housing Authority did not take it and use it as proposed that it would revert back to the original zone.

Mr. Washburn stated that the Housing Authority would not be going away. It was a perpetual organization. They have products in the County that they have owned for over 40 years.

Mayor Hadfield explained that the housing authority had a good track record in American Fork and there were other areas he would like to see something done including on 400 South down by the river.

Chairman Woffinden thought that what scared most of the Planning Commissioners was density of structures not density of people. There would be so few people per structure.

Councilman Taylor noted that the point was well taken and they should not have a double standard, however with this being a Housing Authority project they would be providing for those that would otherwise not have a maintainable residence. He felt that provided some leeway. If the sole reason for denial was density of structure he would like that explained a little more.

Councilman Frost asked if there was a contractual agreement between the tenants and the Housing Authority that limited them to one per structure.

Mr. Washburn responded that they were not allowed to have overnight guests. There are hundreds on a waiting list and if one were to get one of these units they have been through a thorough screening process.

Councilman Shelton asked if the Housing Authority would be agreeable to the reversion clause regarding zoning that he discussed earlier.

Mr. Washburn was happy to put in the purchase contract that if the Housing Authority was ever to abandon it, the City would have the first right to take it back at the same price they paid the City for it.

Councilman Shelton wanted to see it revert back to R1-7500. The City may not want the property back.

Adam Olsen commented that it was not known what the densities would be 20-30-40 years down the road.

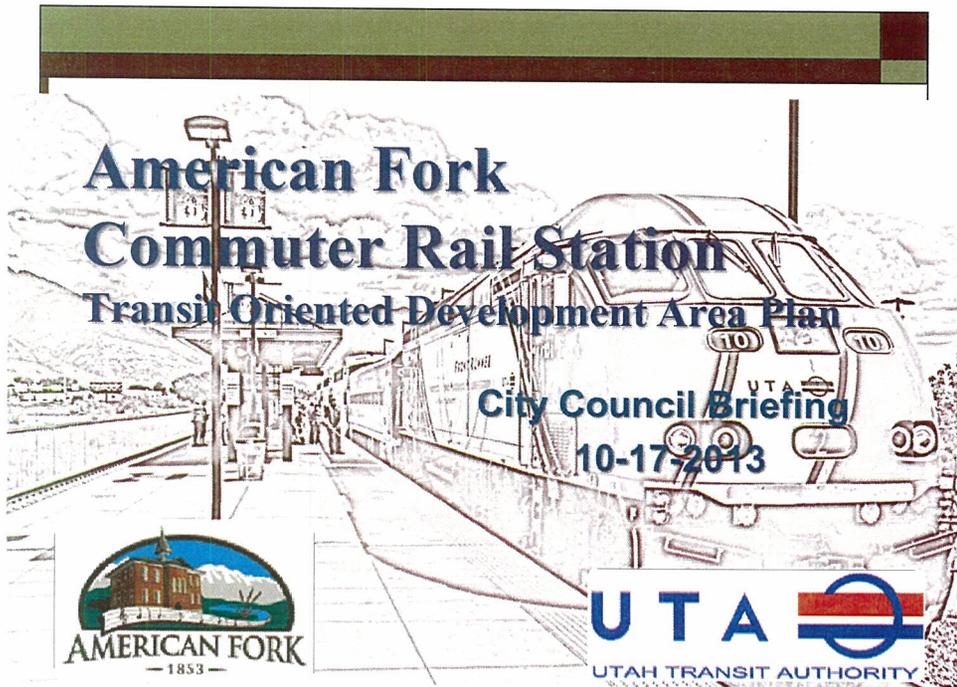
Mayor Hadfield felt that they could put that in the sales contract.

ADJOURNMENT

The work session adjourned at 5:03 p.m.

A handwritten signature in black ink, appearing to read "R.M. Colborn". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Richard M. Colborn  
City Recorder



## Consulting Team:

- Psomas
  - *Gerry Tully – Senior Planner*
- Hales Engineering
  - *Ryan Hales – Transportation Planner*
- Reid Ewing, PhD
  - *Professor of City and Metropolitan Planning*
- Alta Engineering
  - *Travis Jensen – Bicycle Planner*

ATTACHMENT 1 TO THE 10-17-13  
CC WS MINUTES – PAGE 1 OF 10

## Today's Agenda

- Report on September Open House
- Overview of TOD Study Area
- Discussion of Development Options
- Next Steps

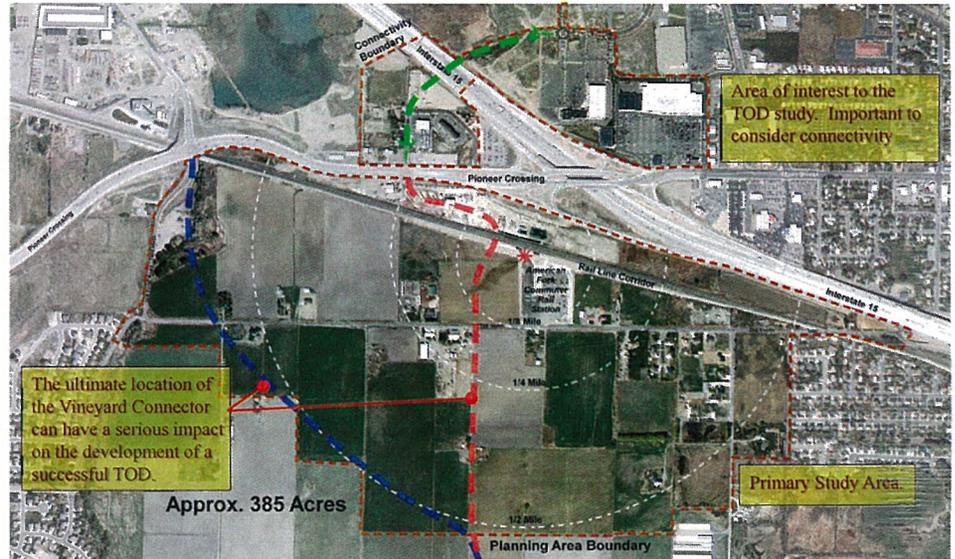
## Open House Summary - 9-19-13

- Thirty + People Signed In
  - Residents, Landowners, Staff and Consultants
- Concerns About Development of the Area
  - “No Development” Sentiment Expressed
  - Landowners Divided on the Future
- Access and Safety Issues Raised
  - Road Patterns Inadequate
  - No Sidewalks or Services
  - “Strangers” Have Been Introduced Through Transit

## Transit Area Influence Zones



## Project Study Area



## Why a T.O.D. Station Area Plan

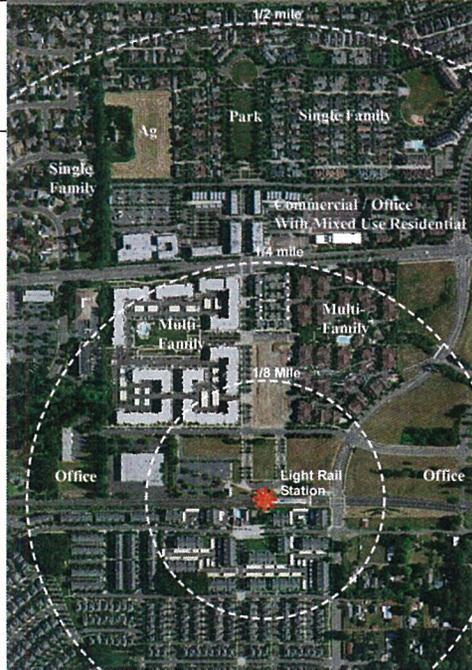
- **Joint Effort** Between A.F. City and UTA
  - Consensus Planning Represents All Sides
- **Maximize the** Public and Private **Investment**
  - Public Dollars in Transit Investment
  - Private Landowner Investment - Homes & Property
- Look at **Long-Term Potential** Land Uses
  - Respect Current Landowner Interests
  - Plan For Future Needs and Services

## What is T.O.D. ?

- Transit Oriented Development
  - Community Development Efforts Designed to **Support and Enhance** the Investment in Public Transportation Infrastructure
  - Market-based, Real Estate Development **Focused Around Access** to Transit Operations
  - Compact Development Patterns That **Encourage Walkable, Pedestrian Environments** Within a Limited Area Adjacent to Transit Stations

Hillsboro, Oregon

# T.O.D. Example Orenco Station



# Orenco Station

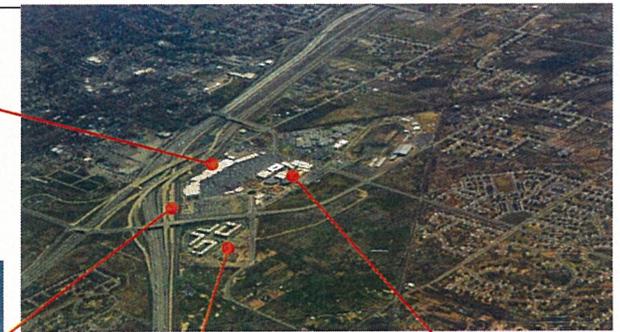
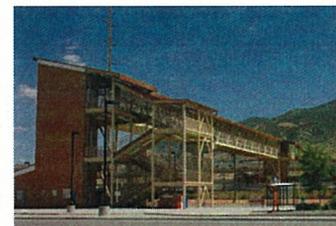


# Orenco Station

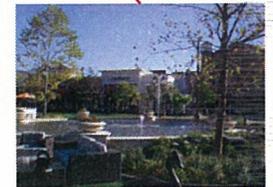


Farmington, Utah

# T.O.D. Example – Station Park



Residential separated by collector roadway from platform and commercial center.



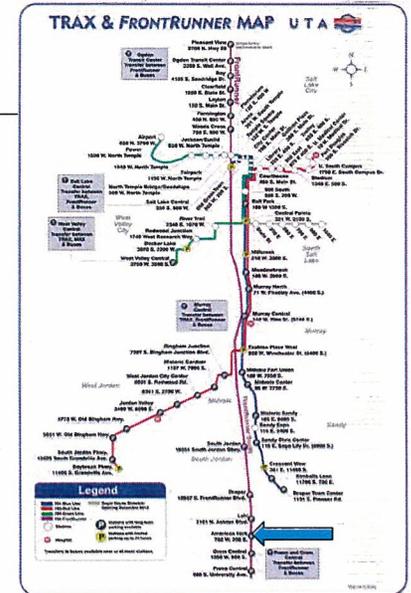
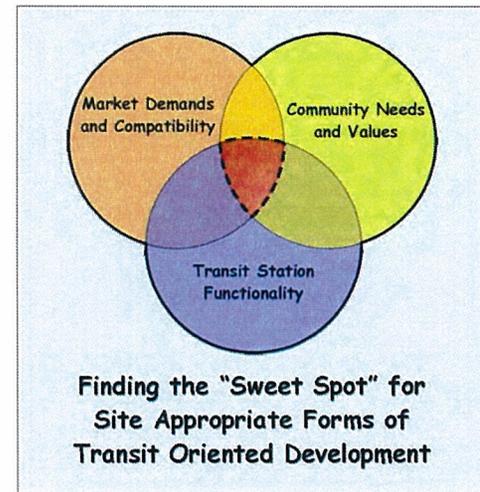
## What T.O.D. is NOT !!!

- ❑ **One Size Fits All** Development Patterns
  - Not All T.O.D. Looks Like an Urban Downtown
  - No Two Station Areas or Communities Are Alike
- ❑ **A Magic Formula** for Successful Development
  - Transit Connections Do Not Guarantee Success
  - Respect for the Market Support is Vital
- ❑ **A Square Peg in a Round Hole**
  - Understanding the Local Community, Marketplace and Transit System Context is Important

## Local Context

- ❑ What is the **Function** of This Station?
- ❑ What is the Area **Relationship** to American Fork City as a Whole?
- ❑ What Are the **Values** of the Community?
- ❑ What Are the Landowner's **Expectations**?
- ❑ Can We Build **Respect** For All Parties Involved In the Process?

## Local Context



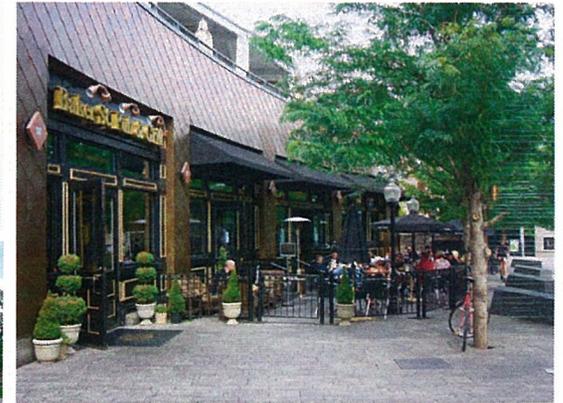
## Station Area Opportunities

- ❑ **Expanded Land Use Options**
  - Residential at Higher Densities
  - Business Center With Job Creation
  - Supportive Neighborhood Retail
- ❑ **Increased Transit Ridership**
- ❑ **Decreased Automobile Dependence**
  - Less Acreage Dedicated to Surface Parking
  - Fewer Vehicle Trips Along Area Roadways

## Station Area Challenges

- **Existing Land Use Patterns**
  - Respect For Existing Residential Patterns
  - Protection For Current Agricultural Operations
  - Support For Adjacent Retail Centers
- **Access Patterns**
  - Vehicle and Pedestrian Access to the Station Area
  - Development Constrained by UDOT R.O.W.
- **Transition To Future Development Patterns**
  - Maturing of the Transit System and Community

## Land Use - Retail



The scale of retail needs to be sized to the area demand that can be supported. Convenience services for residents, employees and commuters works best

## Land Use - Retail

Vacant retail spaces and tenant turnover are not un-common for transit centers as the market explores the potential for the station area.



## Land Use – Office / Research / Tech



Business centers can turn a station area into a “destination” as well as an “origin” for transit commuters. American Fork can provide access to both the Salt Lake and Provo markets for business users.

## Land Use – Residential For Sale



For-sale housing has a vast range of styles, densities and price points adjacent to transit stations. This housing type adds to stability in the area for both residents and businesses.

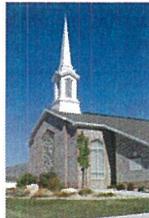


## Land Use – Residential For Rent



Rental housing allows new comers to enter the market and provides necessary employee housing as well as University housing. Renters often purchase a home once they become familiar with an area or community.

## Land Use – Civic/Public /Open Space

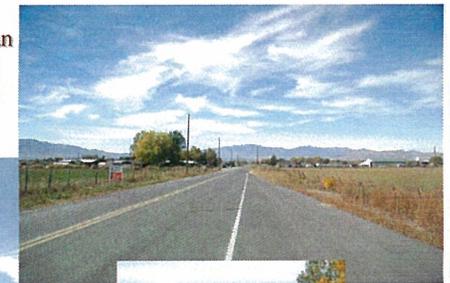


Supportive public uses and parks are vital to the success of any neighborhood. These facilities are as important as any public infrastructure.

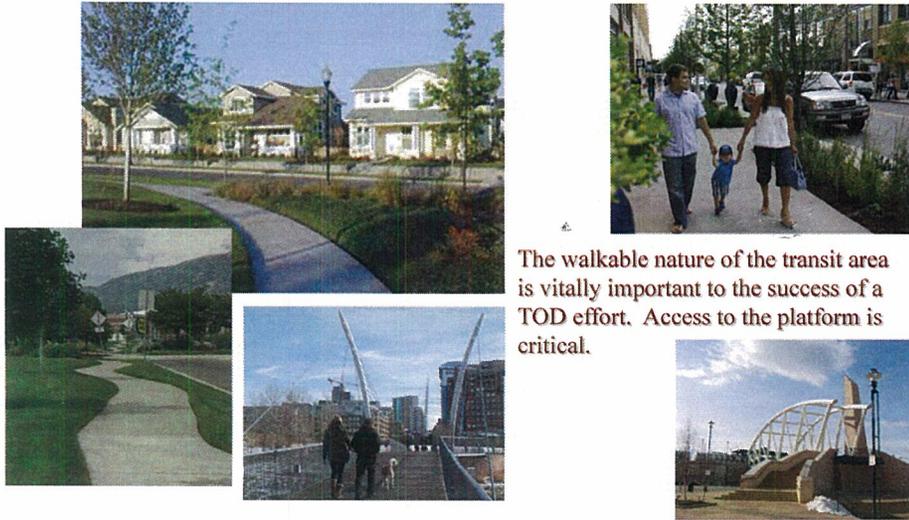


## Land Use - Agricultural

The current station area is at the point of transitioning from agricultural uses to suburban development uses. The desire to preserve and protect the current uses while planning for the future must be considered.

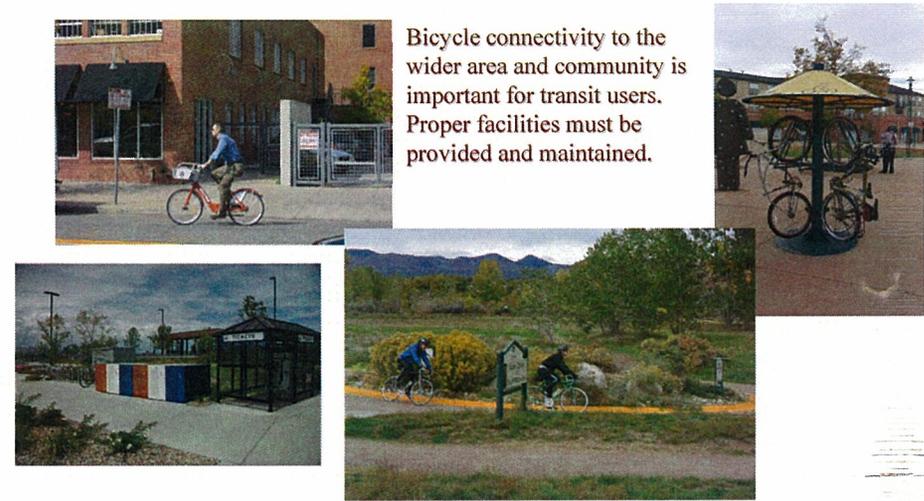


## Land Use – Pedestrian Connectivity



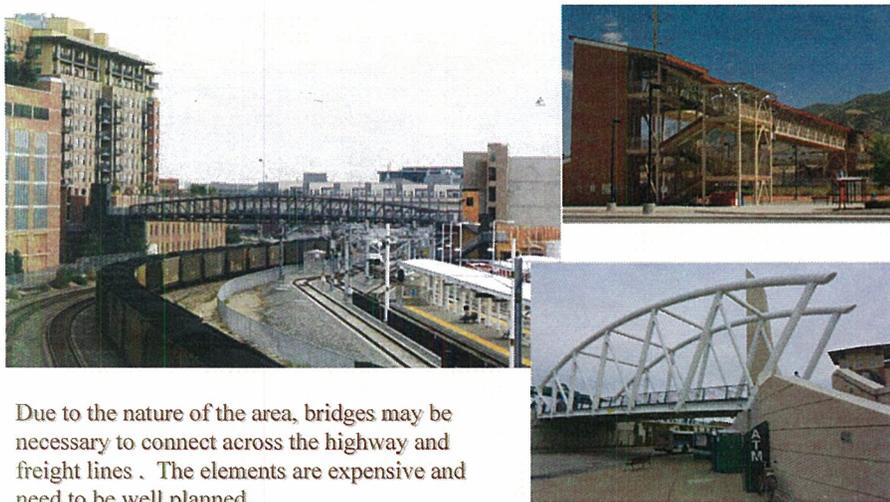
The walkable nature of the transit area is vitally important to the success of a TOD effort. Access to the platform is critical.

## Land Use – Bicycle Connectivity



Bicycle connectivity to the wider area and community is important for transit users. Proper facilities must be provided and maintained.

## Land Use – Bridges : Over Rail



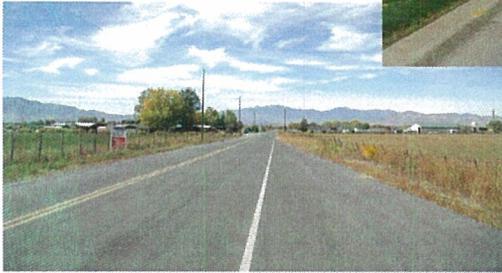
Due to the nature of the area, bridges may be necessary to connect across the highway and freight lines . The elements are expensive and need to be well planned.

## Land Use – Bridges : Over Roads



## Land Use – Vehicular Connections

The entire road network, connecting to and through this area, must be improved. Coordination with UDOT is important to maximize the potential while providing safety to users.



## Density

1 – 5 homes/ac.



Traditional single-family lots and homes typify these density ranges.



## Density

5 – 10 homes/ac.



Small lot homes and twin homes, but still mostly single-family in nature.



## Density

10 – 16 homes/ac.



Townhomes typify this housing density range with both for-sale and rental housing. Many still qualify as single-family structures, though attached, under the building code.

## Density

16 – 25 homes/ac.



More urban townhomes appear at this density often approaching 3-levels with garages below each home. Courtyards are common amenity elements



## Density

25 – 45 homes/ac.



Residential multi-level structures containing parking beneath the building footprint are necessary at these densities. Projects usually occur on sites below five acres. This example is 32 homes on 1 acre.



## Density

45 – 85 homes/ac.



Residential multi-level structures containing parking beneath the building footprint or a multi-level structure surrounded by the homes are necessary at these densities. Projects usually occur on sites below five acres. Amenities, such as pools and sports facilities are generally located within the building site. This example is 264 homes on 3.2 acres.

## What Are The Next Steps?

- ❑ Continue To Receive Community Input
- ❑ Meet With City Staff
- ❑ Prepare Conceptual Land Use Plans
- ❑ Research Sample Codes and Ordinances
- ❑ Provide Guidelines To Develop a New Land Use Ordinance
- ❑ City to Adopt the Area Plan and Guidelines
- ❑ City Staff Prepares a New T.O.D. Code

## What Is The Schedule?

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- Prepare the Concept Plan in Early November
- Present the Final Study Documents in Mid-December
- City Council Adopts the Plan and Guidelines in January, 2014

## Additional Input and Comments

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- Send Your Comments to Adam Olsen at American Fork City:
  - [aolsen@AFcity.net](mailto:aolsen@AFcity.net)
  
- Contact Gerry Tully at Psomas:
  - 801-284-1303
  - [gtully@Psomas.com](mailto:gtully@Psomas.com)

# American Fork TOD Discussion Agenda - 10-17-13

**Introductions – 2 minutes**

**Report on Community Open House – 3 minutes**

- Adjacent Residents That Use Transit
- Adjacent Residents That Oppose Any Growth
- Land Owners That Want To Sell and/or Develop
- Land Owners That Will Continue Farming
- Current Frustration With Access
- Pedestrian Safety Issues
- Personal Intrusions On Residents Due To Lack of Services

**Overview of TOD Study Area – 5 minutes**

- Station Location, System Role and Use Patterns
- Study Area Boundary Determination Methodology
- Surrounding Land Use Pattern Overview (including Commercial Centers)
- 1/8, 1/4, and 1/2 mile development zones
- Existing Uses That Limit or Define Development Options
- Vineyard Connector Alignment Options and Grades
- Proposed city Roadway Extension Over I-15

**Transit Oriented Development Options – 20 Minutes**

**Land Use Typology** - Appropriateness, Zone Location, Percentage of Overall Area Allocation

- Retail                                      Office / Research
- Residential
  - For-Sale                                      For-Rent
  - Specialty
    - Retirement / Assisted Living              Student Focused
    - Affordable
- Civic or Public Realm Elements / Open Space

**Density Examples** – Appropriateness, Zone Location, Percentage of Overall Area Allocation

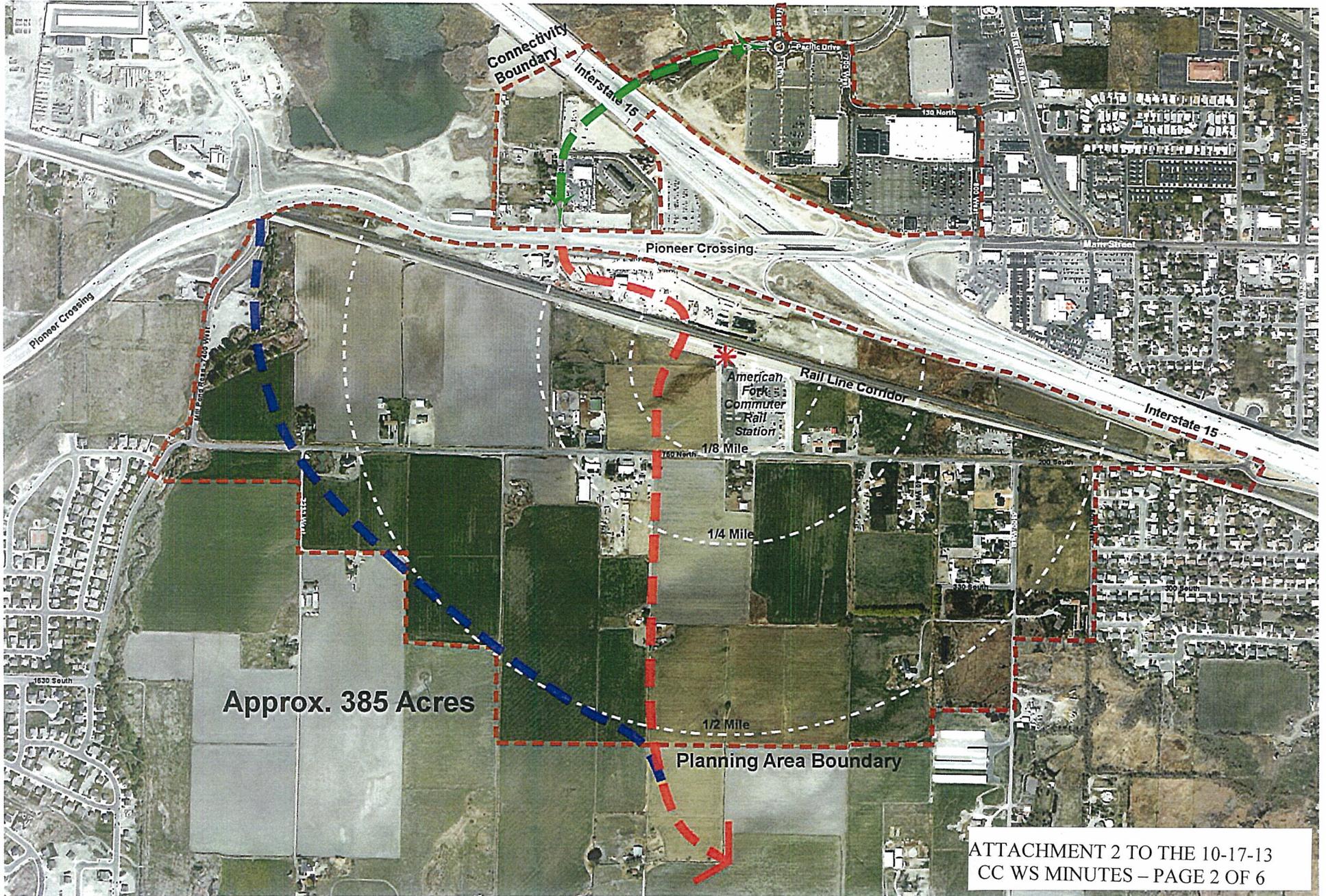
- 1 - 5 du's per acre                                      5 - 10 du's per acre
- 10 – 16 du's per acre                                      16 – 25 du's per acre
- 25 – 45 du's per acre                                      45 – 85 du's per acre

**Access Option Priorities – Internal and External to the Site**

- Vehicular Circulation                                      Pedestrian Pathways
- Bicycle Lanes and Pathways                                      Bridges – Automotive and Pedestrian

**Other Elements for Consideration**

- Architectural Standards – Degree of Desirability
  - Height                                      Materials
  - Design Theme or Elements
- Parking Standards
  - Parking is Encouraged with Minimums
  - Parking is Discouraged with Maximums
  - Determination Based on User Needs



**American Fork Commuter Rail Station  
Area Plan for Transit Oriented Development**

**Vineyard Connector  
Alignment Options**



September 19, 2013

# Land Use Preference



## Retail

Retail may vary greatly in size and scale depending on location. Local service based retail may be the most appropriate for this location.

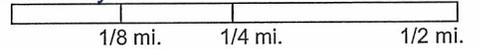
### Desirability of Land Use

Not     Very

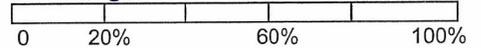
### Type of Retail Use

Local    Regional

### Proximity To Rail Station



### Percentage Allocation



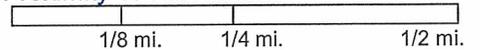
## Office / Research / Tech

Employment Centers with access to mass transit can allow the station to serve as both a commuting origin and destination.

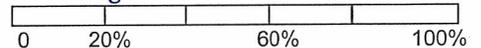
### Desirability of Land Use

Not     Very

### Proximity To Rail Station



### Percentage Allocation



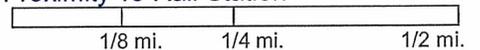
## Residential - For Sale

For sale residential provides stability for a community by allowing investment in the area. Homes may be attached or detached

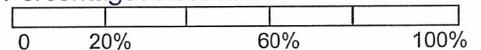
### Desirability of Land Use

Not     Very

### Proximity To Rail Station



### Percentage Allocation



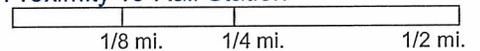
## Residential - For Rent

Rental properties support employment centers, universities and often attract residents to the community. Homes are most often attached.

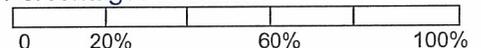
### Desirability of Land Use

Not     Very

### Proximity To Rail Station



### Percentage Allocation



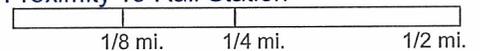
## Civic and Public Open Space

Neighborhoods often contain public spaces as well as private properties. These elements may vary widely by location.

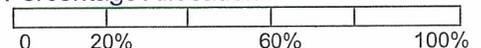
### Desirability of Land Use

Not     Very

### Proximity To Rail Station



### Percentage Allocation



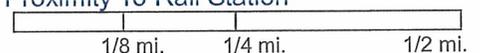
## Agricultural

Agricultural properties exist in the TOD Study Area. Is this use a long-term use that is supported for the area or a "holding zone" of a variable nature?

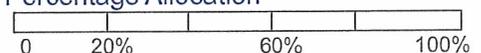
### Desirability of Land Use

Not     Very

### Proximity To Rail Station



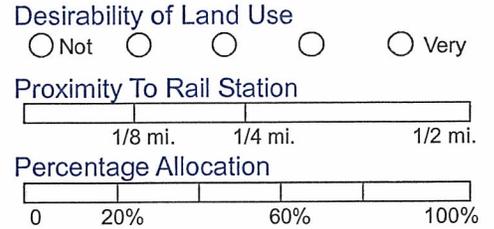
### Percentage Allocation



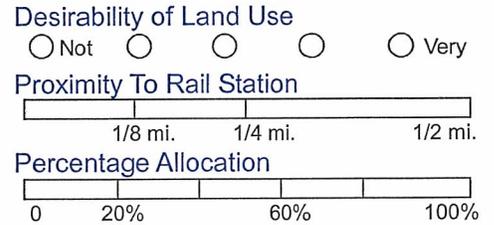
# Residential Density Preferences



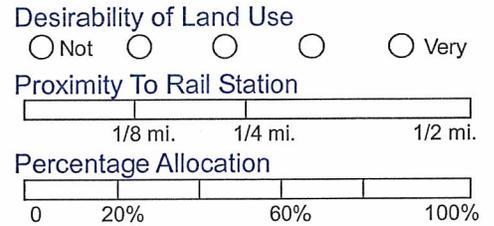
**1 - 5 Homes per Acre**  
Traditional single family lot configurations with detached homes and garages. No shared amenities on-site.



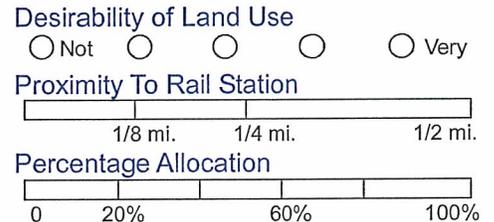
**5 - 10 Homes per Acre**  
Small lot detached homes or twin homes are mostly represented in this building type. Parking is in individual garages with few amenities on-site.



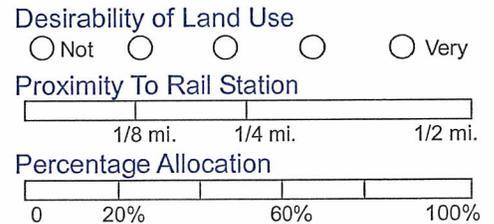
**10 - 16 Homes per Acre**  
Low-rise townhome or flat configurations of attached units. Parking may be garages or surface. Limited amenities may be on-site.



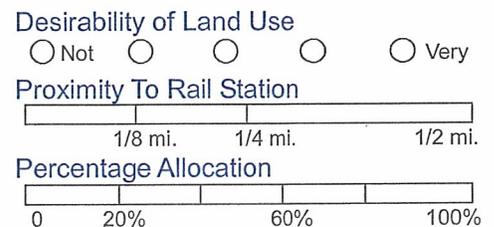
**16 - 25 Homes per Acre**  
Mid-rise construction with surface parking on site. Most units are one or two levels with on-site amenities.



**25 - 45 Homes per Acre**  
Mid-rise construction with structured parking within or under the building footprint. Most units are one or two levels with elevator service and internal amenities.



**45 - 85 Homes per Acre**  
Mid-rise construction with structured parking within or under the building footprint. Most units are one level flats with elevator service and internal amenities.



## Other Elements For Consideration



### Pedestrian Environment

Desirability of Land Use

Not     Very

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### Bicycle Infrastructure

Desirability of Land Use

Not     Very

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### External Roadway Connections

Desirability of Land Use

Not     Very

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### Internal Roadway Connections

Desirability of Land Use

Not     Very

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### Bridges Over the Rail Lines

Desirability of Land Use

Not     Very

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### Bridges over the Highway

Desirability of Land Use

Not     Very

# *Additional Comments*

