

STATION AREA PLAN **SPRINGVILLE**



Prepared for Springville City and Utah Transit Authority
July 2025





SPRINGVILLE STATION AREA PLAN

Prepared for

Springville City
Utah Transit Authority

Prepared by

Design Workshop

Chris Geddes, Principal-in-Charge
Kimberly Case, Project Manager
Carolyn Levine, Planner
Alex Zarookian, Strategic Services Specialist



All images by Design Workshop unless noted.

CONTENTS

1. INTRODUCTION 1

What is a Station Area Plan? 2

Why now? 2

Challenges..... 3

Opportunities 4

2. DISCOVERY 7

The Process 8

Area Conditions 10

Existing Conditions Mapping 12

Existing Plans 14

3. PREFERRED CONCEPT 27

Proposed Circulation 29

Proposed FrontRunner Station..... 31

Proposed Parks, Trails & Open Space..... 33

Proposed Village Core..... 35

Station Area Plan Summary..... 36

4. DESIGN STANDARDS 39

What are Design Standards?..... 40

How to use these Standards 40

Terms and Definitions 41

Proposed Land Use 43

Village Center Zoning District 48

APPENDIX A

Terms and Definitions

APPENDIX B

Existing Document Review Memo

APPENDIX B

Market Analysis Memo

1. INTRODUCTION



WHAT IS A STATION AREA PLAN?

A station area plan (SAP) is a plan for the land surrounding a fixed guideway transit station. It takes into account the needs for housing, business and industry, transportation, and public life. The goal is to create a neighborhood where residents can access all the things they need for daily living within walking distance—a pharmacy, fresh produce and pantry staples, parks and playgrounds, and more.

Springville’s SAP was developed in partnership with the city and Utah Transit Authority (UTA). It establishes a vision that is optimal and appropriate for the local context. The vision was influenced by community input, and takes into consideration the existing station area context, conditions, and importantly, market realities.

WHY NOW?

Utah, especially the region along the Wasatch Front, is experiencing unprecedented population growth. This, combined with national economic trends, has resulted in a housing supply and affordability crisis. The prevalence of car-oriented development has resulted in some of the nation’s most extreme air pollution and traffic congestion. Together, these factors have made it imperative for Utahns to embrace creative patterns of development that center transit and walkability.

Utah House Bill 462

Recent legislation, HB 462 (titled Housing Affordability Amendments) was passed and signed into law during the 2022 state legislative session. It requires cities and towns with a fixed-guideway public transit station (rail or bus rapid transit) to develop a Station Area Plan for that station and update its general plan and zoning to implement the SAP.

Per the legislation, an SAP is intended to promote shared objectives such as housing availability and affordability, access to opportunities, sustainable environmental conditions, and transportation choices and connections. Ideally, it:

- Increases the availability and affordability of housing, including moderate income housing
- Promotes sustainable environmental conditions
- Enhances access to opportunities
- Increases transportation choices and connections
- Is adopted by Springville City and the Mountainland Association of Governments.

TRANSIT-ORIENTED COMMUNITIES

UTA will build, own, and manage the future Springville FrontRunner station. They encourage design principles known colloquially as transit-oriented development (TOD), and referred to in

this document as transit-oriented communities (TOC). These principles integrate transit into everyday life and emphasize walkability so that it is safe and enjoyable for everyone to walk and bike throughout the neighborhood.

Transit (buses and trains) are prioritized to reduce traffic congestion and combat air pollution, significant regional issues along the Wasatch Front. Cars are welcome in some spaces, at a speed that is safe for people walking and biking.

This timely plan addresses the requirements laid out in HB 462 and aligns with UTA’s TOC guidelines.

CHALLENGES

Springville is an evolving city in a region heavily dependent on cars. Mountainland Association of Governments’ (MAG) *TransPlan50* projected Utah County’s population will nearly double by 2050. UTA is improving commuter transit infrastructure to offset traffic volumes, and cities like Springville have begun planning for growth.

The proposed FrontRunner station in Springville will provide community members and commuters with alternative modes of transportation. This improves drivers’ commutes by reducing the number of cars on the road and provides choices for people who can’t or don’t want to drive.

Socio-cultural

While the concept of a SAP holds substantial value to the economic and social vibrancy of Springville, community values and concerns must be integrated into the overall design. For a suburban community like Springville, there may be questions or fears about how a mixed-use neighborhood will affect the small-town character. The following guiding questions were top of mind for the planning team throughout the process and influenced the framing of the plan.

Guiding Questions

1. How do we design for a constituency that doesn’t yet live in the station area?
2. How do we create an economically sustaining retail core without competing with other Springville retail cores?
3. How do we integrate community values and tradition into a new mixed-use development?
4. How do we create a sense of place in a mostly undeveloped area?

Existing Plans and Zoning

The SAP is also informed by several existing plans and mandates including the South Valley Transit Study, Zoning & Overlay Codes and SAP Requirements. Much of the station area falls within the Westfield Overlay Zone. Zoning codes provide allowances and limitations related to development, such as building heights, allowed density, parking, and land uses. Specific constraints are outlined in Chapter 2: Discovery.

GUIDING PRINCIPLES

1. Streets designed for all users while prioritizing pedestrian comfort and bicycle safety.
2. Integrate residential options, such as condos, apartments, or townhouses to create a multi-generational and accessible community.
3. Create great public spaces that encourage planned and spontaneous social gatherings.
4. Capture the value of transit.
5. Physically connect the community, internally and externally.
6. Visually harness Springville’s values through building form and style.



OPPORTUNITIES

The station area is accessible from I-15 and 400 South, and is bordered by single-family residential neighborhoods and commercial centers to the east and west. The future rail line will run through the site making east and west connections crucial. Key opportunities within or adjacent to the station area include:

- Expand single family and multi-family residential housing
- Create a mixed-use core that responds to market demand
- Expand multi-use trail connections
- Create public gathering spaces and access to open space
- Increase transit infrastructure and ridership
- Create a sense of place that reflects Springville's values, identity, and history

STATION AREA

The station area is bounded by Center Street to the north, 1750 West, 950 West, and 900 South. This plan covers the area roughly within a half-mile radius of the proposed Springville FrontRunner Station.

Presently, the station area is mostly undeveloped with significant community assets on or near the edges of the boundary, including Clyde Recreation Center, Smith's Marketplace, and Meadow Brook Elementary.

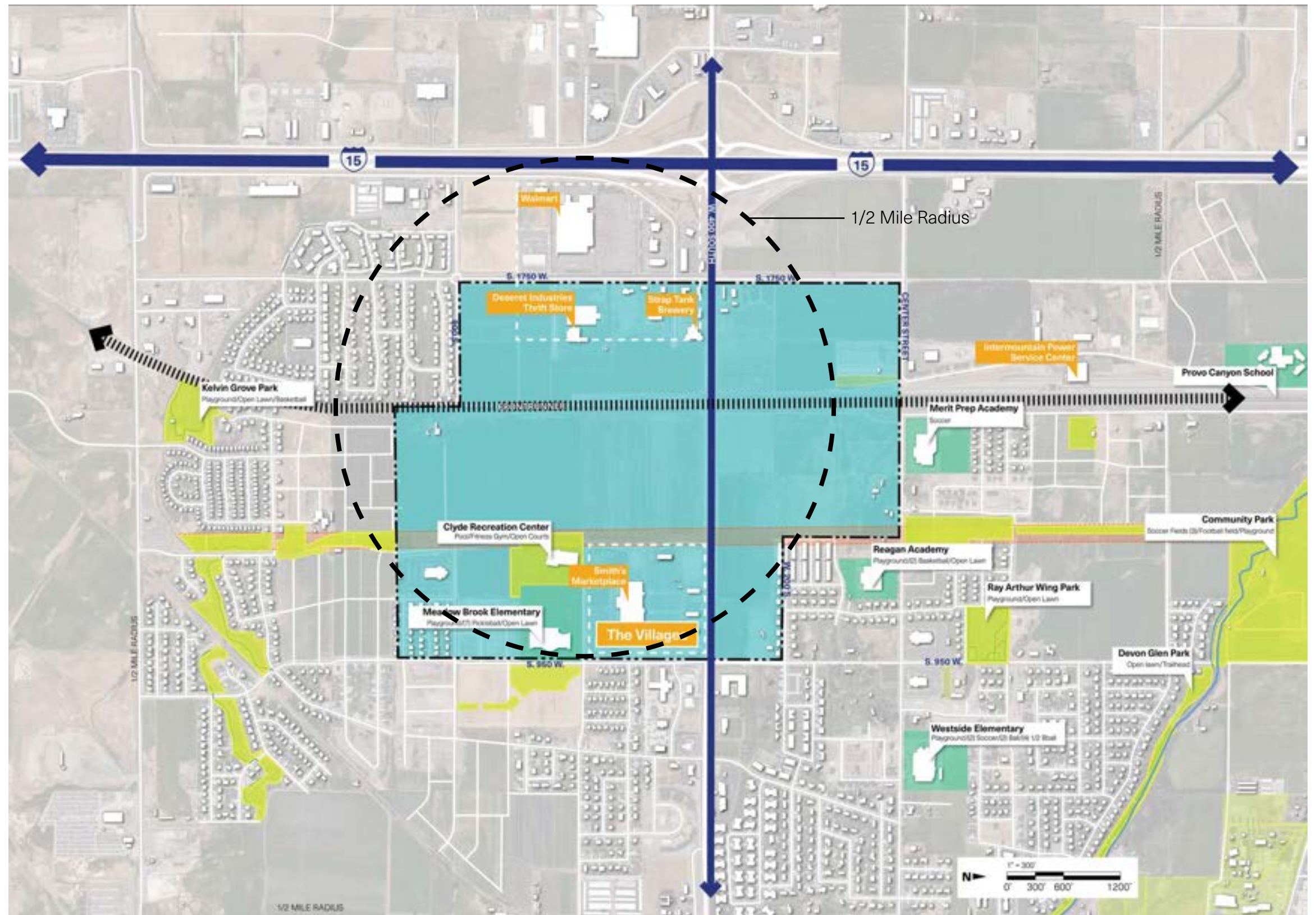


Figure 1: Existing Conditions Map, source: ESRI

2. DISCOVERY

THE PROCESS

TIMELINE

The project kicked off in early November 2022 with a project team consisting of staff from Springville City, UTA, and Design Workshop. The project team agreed on mutual goals and vision of the Station Area Plan. Key milestones and touch points with stakeholders and the public were selected to ensure transparency.

STAKEHOLDER ENGAGEMENT

Stakeholders included city staff and elected officials, and representatives from UTA and property owners in the station area. Those with significant political or financial interest in the plan's outcome were included in the process at key milestones and provided feedback on everything from the development of survey questions to conceptual design.

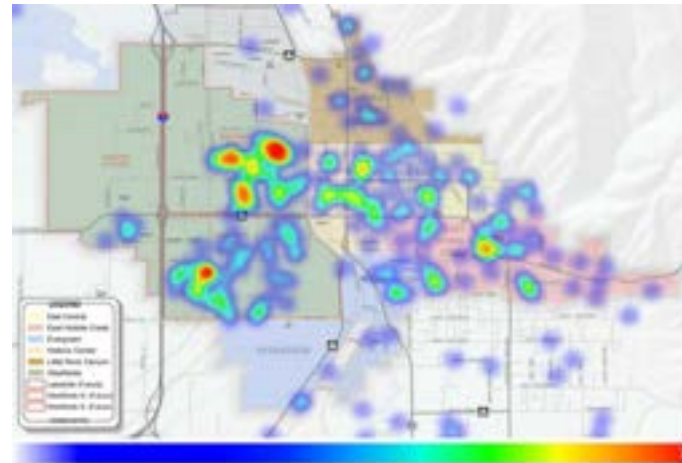


Figure 2: Heat map of where survey respondents live. The data show that a significant number of respondents live near the study area.

StoryMap

The project website was an easy-to-navigate StoryMap hosted by ArcGIS which launched in December 2022. It covered what a station area plan is, considerations and constraints specific to Springville, an overview of the planning process, and included a link to a survey.

Survey

Survey results indicated that 65% of respondents were aware of the project and many live near the station area (Figure 2). Respondents prioritized which elements play an important role in the SAP. The three concepts that rose to the top were:

Top 3 Ranked Priorities



1. Safe streets for all users



2. Walking & biking connections



3. Local transit access

Respondents indicated they would consider moving to the station area neighborhood if it meant they could easily get on FrontRunner to commute to work or other destinations, safely ride their bike or take a bus to work/school, and if the neighborhood had affordable housing. It was important to respondents that the future neighborhood have park space and safe pedestrian and bicycle connections to downtown.

Focus Groups

A pair of focus groups was held to encourage in-depth conversations with stakeholders and residents. The first focus group (Group A) included elected officials from City Council, Planning Commission, the Community Board, and the Parks, Arts, and Recreation Board. Springville City staff and representatives of station area property owners were present for both focus groups.

A presentation on the project history and scope was followed by robust discussion and an interactive survey via Mentimeter. The discussion centered on prevailing opinions among constituents about the value of growth. Some fear the project will take 50 years to come to fruition, while others hope that it does take 50 years.

When asked to rank what should be the top three priorities of the new neighborhood, Group A voted:

1. Safe connections for all
2. Housing for young families
3. Multi-family housing

The second focus group (Group B) included community members. It was a mostly self-selected group of people who live near the station area or are generally invested in civic issues. Many attendees responded to the survey at the outset of the project and requested to stay informed on progress. They were invited to participate.

Group B received the same presentation and survey questions, and the ensuing discussion contrasted the earlier conversation with the elected official focus group. Namely, residents were decidedly pro-growth. They understand that for young people to stay in Springville (or come back after college), there need to be more affordable housing options. Group B was excited about the prospect of new housing typologies like condos and apartments that are in walkable neighborhoods with nearby amenities. Group B's top three priorities of the new neighborhood were:

1. Safe connections for all
2. Shops & restaurants
3. Housing for young families

A common sentiment among both focus groups was preserving the “small town feel” that Springville residents hold dear, though often cannot define. Participants in both groups were concerned about NIMBY opposition. While Group A was concerned about traffic congestion, Group B was more concerned with multi-modal connectivity to ensure that the station was accessible to everyone in Springville, not just those who live in the station area.



Figure 3: Word cloud generated by focus group participants, who were asked about their vision for the future station area.



Station Area Plan Community Focus Group

COMMUNITY ENGAGEMENT

The development of the Springville station area will effect all residents, not just those who live nearby. To understand residents' vision and goals, the project team developed a website, a survey, and hosted focus groups. Participants were enthusiastic about the potential for change, and especially by the opportunity for new housing typologies in Springville.

AREA CONDITIONS

The future station area, at more than 400 acres, presents a rare greenfield development opportunity. It is currently zoned for a variety of uses including commercial, single family and multi-family residential, and village center. Existing zoning and land uses are described in detail later in this chapter.

DEMOGRAPHICS, HOUSING AND REAL ESTATE

In addition to the environmental and social implications of the plan, an in-depth analysis was completed to understand the realities of demographics, housing and real estate. This summary provides a high level overview and the full report is available in Appendix C.

Growth

Like many communities along the Wasatch Front, Springville has experienced unprecedented growth since 2010. Growth within Springville is projected to continue and will require a thoughtful and strategic approach to provide suitable housing and amenities to support a growing population.

Moderate Income Housing:

- » Springville’s housing stock is dominated by single family homes.
- » There is a lack of one- and two-bedroom dwelling units in Springville. The lack of smaller units may prevent one or two person households from relocating to Springville.
- » There is a significant need for price appropriate housing for households making 30% of AMI. In total approximately 2,500 units are needed to satisfy demand from households within these AMI categories
- » There is a significant need for for-rent multi-family development in Springville. With low

vacancy rates and rental prices that are in alignment with monthly housing allowances for moderate income households, multi-family development is an ideal land use for the station area.

DEMOGRAPHIC KEY TAKEAWAYS

- » Forecasts from MAG project Springville’s population to grow to 48,562 by 2030. ESRI Business Analyst reports indicate that there are 11,188 housing units in Springville as of 2023. Based on the projected population growth and assumed household size, it is forecasted that Springville will likely need 14,716 housing units by 2030 to accommodate this growth. Springville has had an average housing unit vacancy of 3% since 2000 according to the US Census. Assuming these vacant units are filled with the increase in population, Springville will likely need 3,422 housing units to accommodate the population growth by 2030.
- » There is a significant need for price appropriate housing for households making 30% of AMI. In total approximately 2,500 units are needed to satisfy demand from households within these AMI categories.
- » Springville’s median age of 28.5, in combination with the city’s high rate of family households (81.85%) and large household size (3.36) can be interpreted to mean that Springville is currently home to a significant population of large households with multiple children. For the station area, these numbers are higher.
- » More than half (64.46%) of Springville’s households earn below the Provo-Orem AMI of \$96,700 per year.

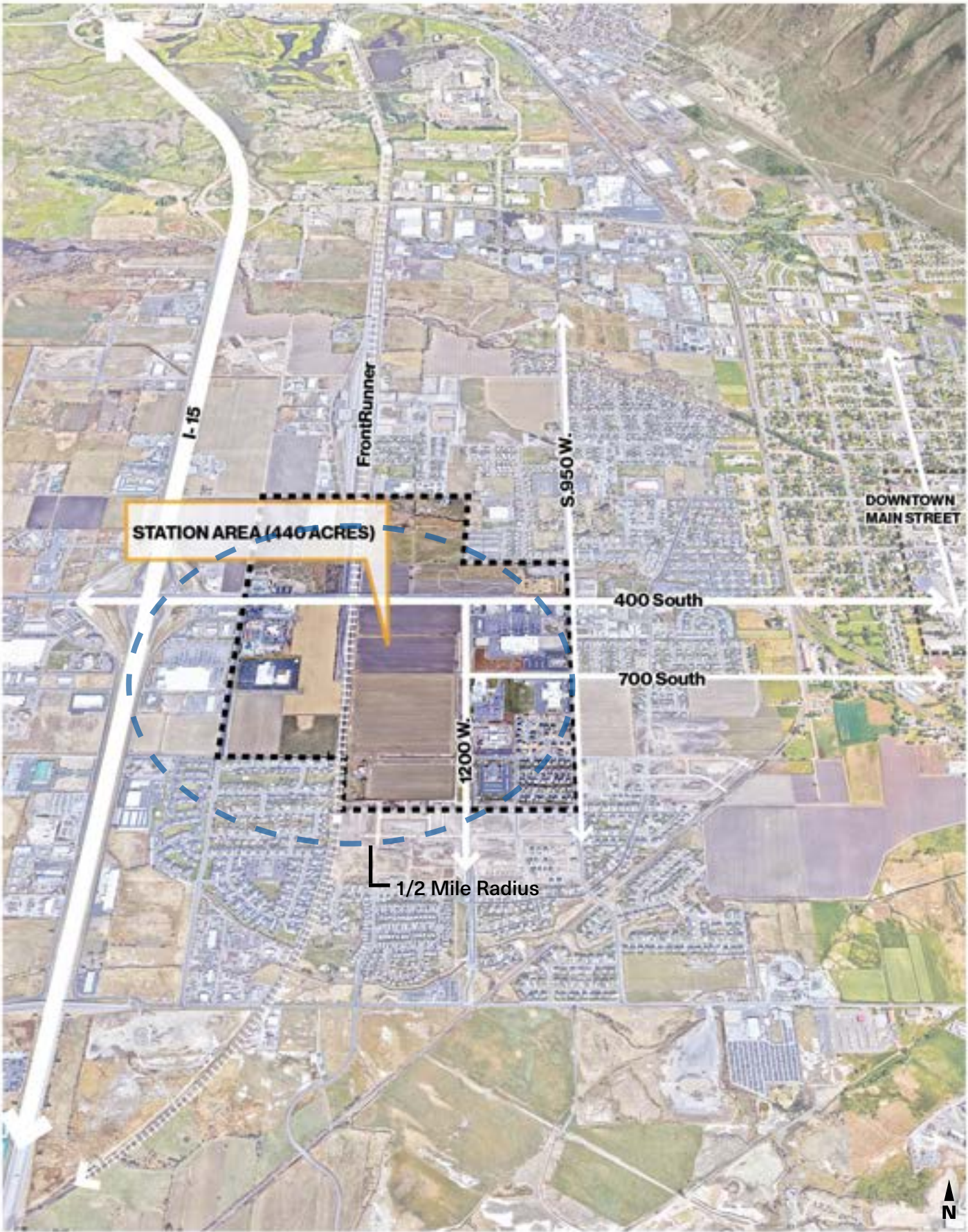


Figure 4: Station Area Map

EXISTING CONDITIONS MAPPING



Existing Zoning

The more than 400 acre station area is currently zoned commercial, industrial, residential, and village center. Village Center (VC) zoning is intended to provide a setting for a mix of commercial, office, public, and residential uses to serve the needs to nearby residents. The VC is intended to be pedestrian-oriented, while accommodating motorists.

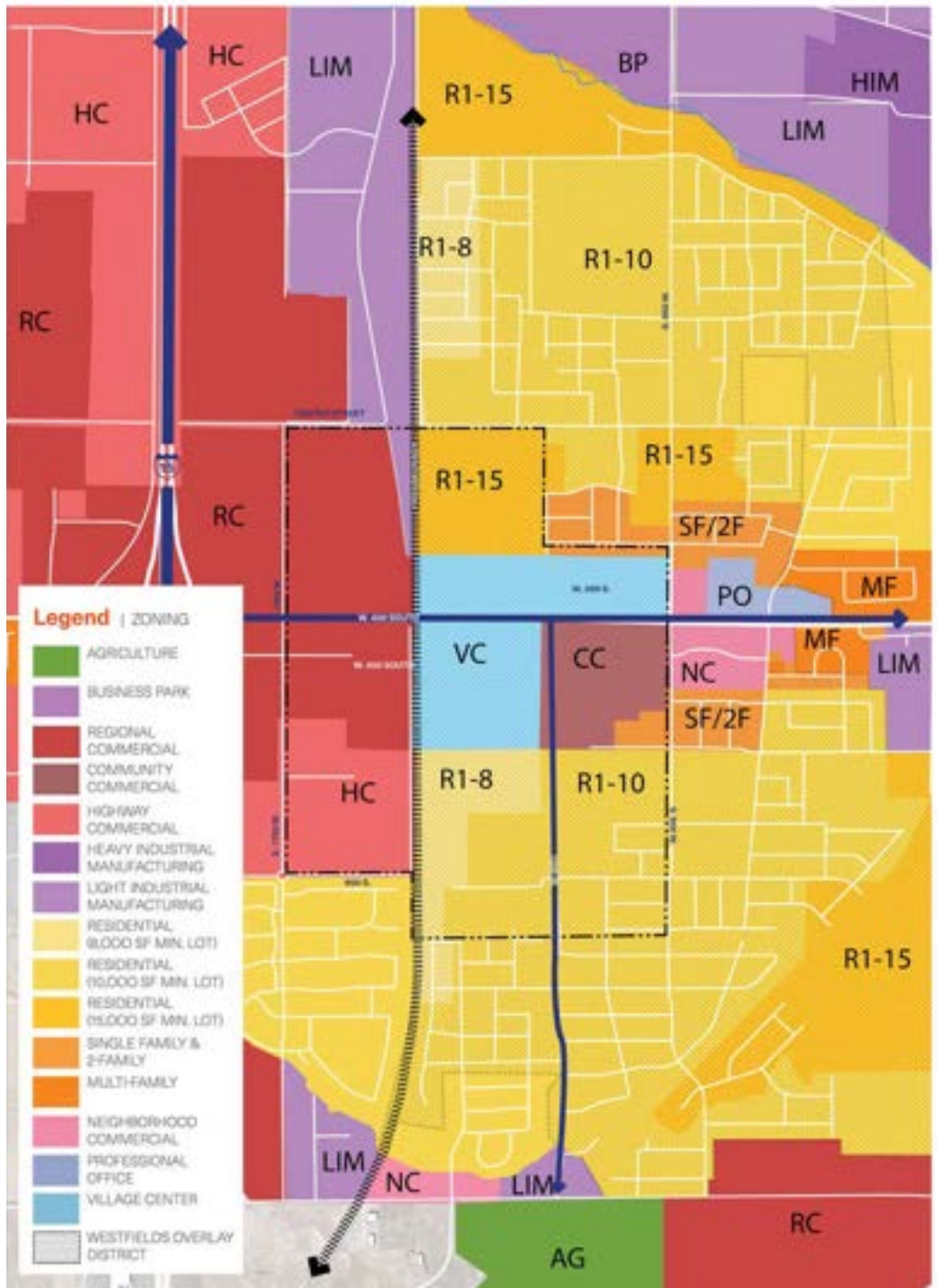


Figure 5: Existing Zoning Map

Existing Parks, Open Space, and Trails

There is limited existing park and open space in the station area and no existing trails or greenways. This means there is an opportunity to develop new park and civic spaces with connected greenways and trails.

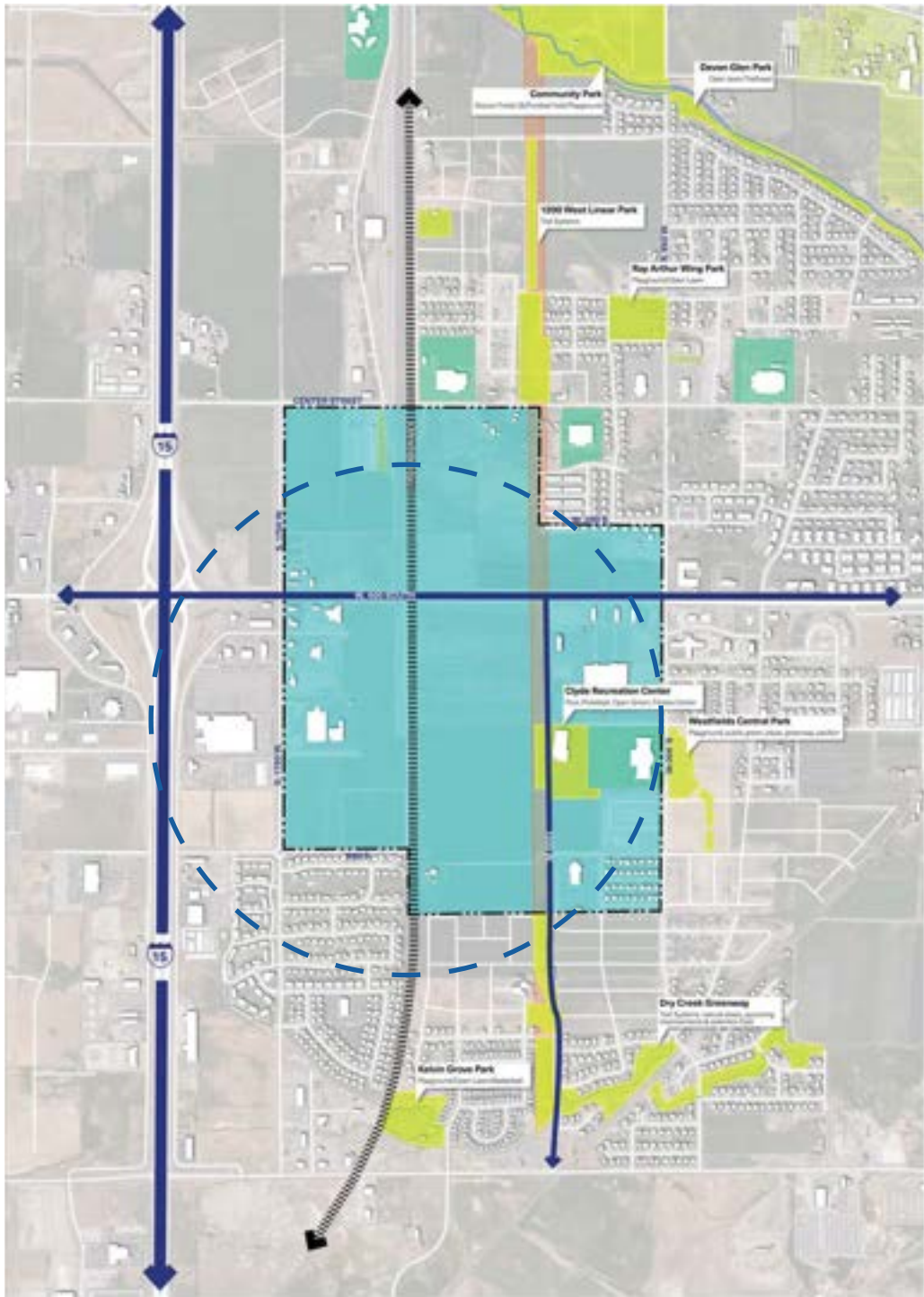


Figure 6: Existing Parks, Open Space, and Trails



Existing Land Ownership

The majority of the land within the station area boundary is privately owned. Minimal land is publicly owned with Springville City owning under 11 acres, UTA owning just 2.7, and NEBO school district owning 11.5 acres.

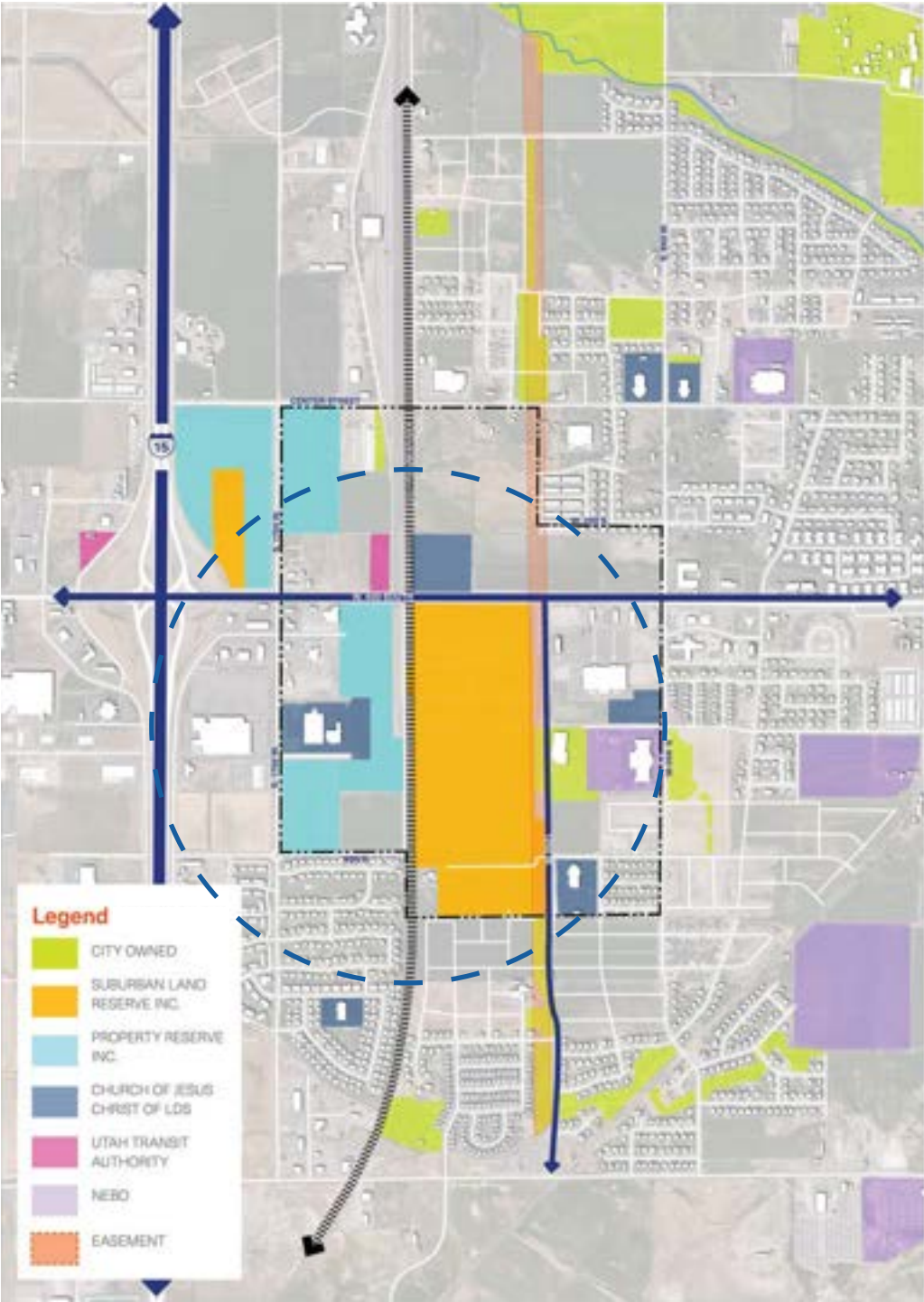


Figure 7: Existing Land Ownership Map

Existing Land Use

The station area is mostly undeveloped, although there is existing commercial development near the station area edges. Existing assets to the east include a Smith's grocery store, Clyde Recreation Center, and Meadow Brook Elementary School. Development to the west is primarily highway commercial and includes fast food, large box stores, and services.

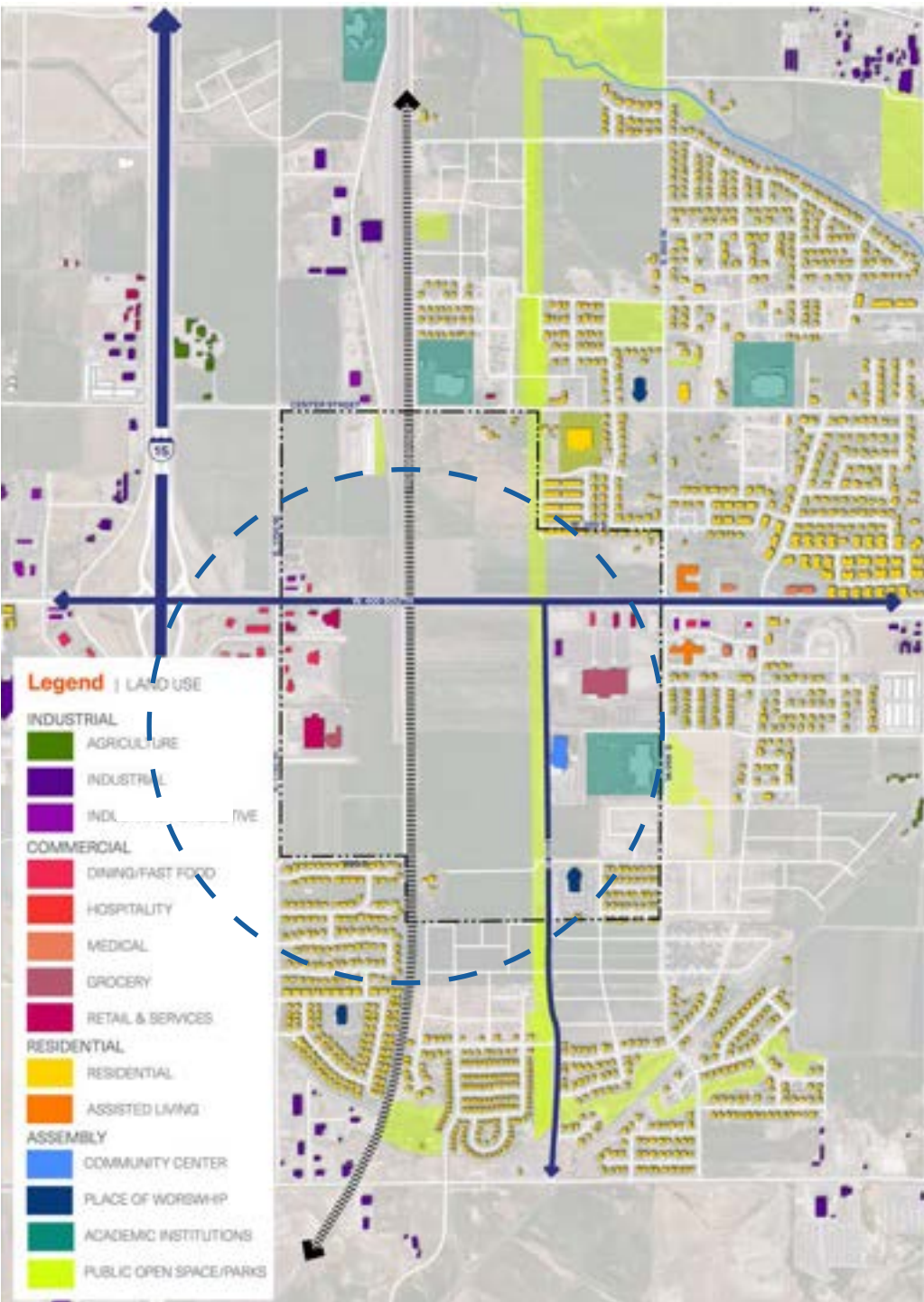


Figure 8: Existing Land Use Map



EXISTING PLANS

Springville City and its partners have been planning for this expansion for decades. To ensure the next iteration of process aligns with existing city priorities, a review of previous plans was completed. An analysis of conceptual plans, zoning proposals, and regional transportation plans influenced the development of concepts (Figure 9).

The Westfields Community Plan (2002)

The Westfields was an unincorporated agricultural area of 1,594 acres west of Springville. In 2000, it was annexed by Springville City and the Westfields Community Plan was created to study the area and develop a vision. A four-month visioning process resulted in the following visions for the Westfields:

- » A gateway to Springville
- » A transportation network
- » Quality development
- » A village made up of neighborhoods
- » Preserved open space
- » A community core
- » Conservation of resources
- » Walkable community

The resulting plan should not be seen as a blueprint for development but rather as a framework for decision-making that represents a collective vision for the area. The plan includes goals, objectives and strategies to achieve said vision as well as land use, circulation, community facilities and other illustrative maps, drawings, photos and charts.

Westfields Village Center (2011)

This document was not codified but includes proposed draft code for Article 5 – Village Center Overlay District. This proposed plan was



Figure 9: A review of previous plans and studies informed the concept development.

reviewed to help the project team understand what was not politically viable in 2011. Though it was not passed, it provided context for previously proposed frameworks to inform today's plan.

The stated purpose of the overlay district was to provide development regulations that “permit the creation of a walkable, mixed use village center in Springville City.” It was a form-based code proposal, emphasizing the relationship of private property to the public realm. The overlay district code was intended to implement the existing Westfields Village Center goals and the policies/principles of the Springville City General Plan. The district would have supported higher density residential, high intensity employment/office, civic entertainment, institutional uses, and some retail in a pedestrian friendly village.

The overlay district would apply to land area(s) designated as Village Center (VC) on the Springville City Zoning Map and take precedence over existing zoning regulations. The “T” designation represents each Sub-District’s relative place on a continuum of low intensity to high intensity known as the Rural-to-Urban Transect, with the character and associated regulations of “T5” being more urban than those of “T4” (Figure 10). Convenient access to rail transit is encouraged and lots within 660 feet of the transit station are to be designated T5 – Center.

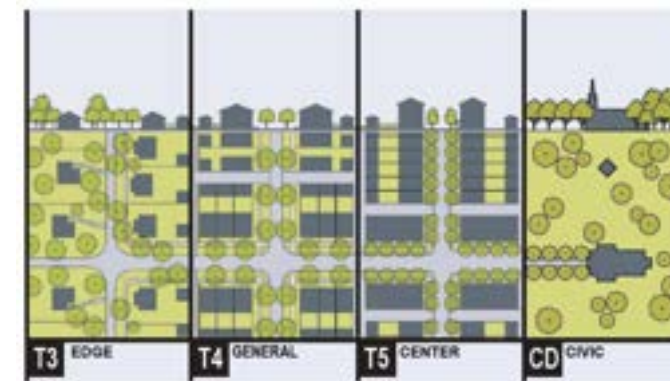


Figure 10: Sub-district transects. Source: Westfields Village Center Proposal (2011), Placemakers.

- » Lots within 660 ft. of transit station were designated T5 – Center
- » Within 660 ft. of transit station, a minimum of 10k sq. ft. of lot area was proposed as dedicated retail
- » Within 100 ft. of transit station was designated as CD – Civic, and developed as a square, plaza or commercial plaza
- » The plan designated at least one Main Civic Sub-District within 800 ft of the geographic center of the overlay district to be developed as a green, square, or plaza
- » Lots within 600 ft. of the transit station were permitted to reduce the minimum parking space by 30%.

Westfield Central New Neighborhood Plan (2021)

The Westfield Central New Neighborhood Plan created a new overlay within the Westfields Community Plan area. It did not update the plan or the underlying zoning. The Westfield Central New Neighborhood Plan uses Transect Zones as the organizing framework, ranging from T5 (Urban Center/Strolling District) to T3 (Neighborhood Residential) with civic green spaces throughout. It provides standards and guidelines for building typology, lot size, setbacks, and height. The guidelines are intended to direct the overall character of the community and fulfill Westfield Central’s vision. General standards for walls, elements (porches, galleries, railings, HVAC equipment), roofs, openings, and green spaces are included in the documents.

KEY TAKEAWAYS FROM WESTFIELDS CENTRAL NEW NEIGHBORHOOD PLAN

- » All building types shall provide parking from rear alleys screened from frontages on lots, and on-street parking along frontages
- » Each block shall include a minimum of 3 building types (except parcel G)
- » A minimum of 9 building types shall be used for the entire project
- » All thoroughfares and each civic space shall be defined by walks and continuous perimeter shade trees
- » The maximum density is 11 du/gross acre
- » Rear alleys remove driveways from the street, increasing walkability and safety



Springville Zoning Code

Westfields Overlay District - Article 4

Article 4 of Chapter 5: Overlay District Regulations, lays out the purpose, intent, and regulations for the Westfields and Lakeside Overlay Zones in Springville City's code. The purpose and intent of the overlay zone is to "carry out the adopted policies of Springville City concerning the Westfields and Lakeside communities." The goal is to create an attractive, diverse neighborhood with a variety of housing, shopping, and services within walking distance of most residents. Westfields should have a network of connected streets and paths for pedestrians and vehicles and encourage a "less auto-dependent community." Housing in the community will range from suburban style single-family houses to urban apartments and town homes. Open space, including formal parks and squares as well as a network of trails, will be provided throughout the district.

Westfields Overlay District - Article 5 (Village Center Zone)

The Village Center (VC) of the Westfields Overlay zone is intended to create a mixed-use town center to serve the Westfields community and other neighborhoods in the area. The VC is designed for pedestrians while accommodating motorists and should be designed with features characteristic of an urban village. There are three mix standards in the VC: Mixed-Use, Civic and Multi-Family Residential.

Mixed-Use Section: At least 75% of the block along the primary street shall include buildings at the property line.

Multi-Family Section: At least 75% of the block along the primary street shall including building façade located no more than 20' from the property line.

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 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.

Conclusion

Two decades of work refining Springville's code and planning documents laid the foundation for this station area plan. The existing density, entitlement, and development standards are already transit focused, making the additional recommendations herein possible. Previous planning processes created momentum and influenced political will to make today's plans feasible.

ACTIVE TRANSPORTATION PLAN

The Springville Active Transportation Plan (ATP) reviews the city's existing infrastructure for active transportation compatibility. It also highlights a new recommended AT network and a series of spot improvements for Springville. This plan has yet to be adopted by the city council.

Within the study area, there are two bicycle proposed facilities (Figure 11):

1. Shared use path (700 S, 800 S, 1200 West and 1500 West adjacent to railroad)
2. Buffered bike lane (S 1750 W)

The plan recommends further study along 400 South for bike infrastructure. The plan also includes recommendations for spot improvements within the study area. Enhanced intersections are recommended at 1200 West and both 700 South and 800 South.

SPRINGVILLE CITY TRANSPORTATION MASTER PLAN

This plan was developed in 2016 to align the transportation goals of Springville City with the surrounding communities and presiding jurisdictional bodies including UTA, MAG, and the Utah Department of Transportation (UDOT). It considers the current conditions affecting the area and outlines areas of needed or planned change.

MAG REGIONAL TRANSPORTATION PLAN (TRANSPLAN50)

The MAG TransPlan50 was developed to outline their transportation goals and needs out to 2050. This document focuses primarily on regional transport needs for both automotive and transit-based modes.

The plan reiterates the interchange reconstruction at the southern edge of the study area. The 1600 S Interchange redevelopment

is currently under design construction with an estimated completion date of 2027. Phase 2 projects (2031-2040) include 1600 S from SR-51 to US-89 (new 5-lane road) at an estimated \$39.8 million.

UTA FIVE-YEAR SERVICE PLAN

The UTA Five-Year Service Plan details the agency's anticipated service changes. The plan is updated biannually, with recent updates in 2021 and early 2023. The routes described are subject to change and should be considered conceptual until further analysis is completed.

The plan shows the elimination of Routes 821 and 822, which currently serve Springville, in favor of a new route (823) between the Provo FrontRunner Station and the Walmart area of 400 S. The alignment of the proposed Route 823 essentially follows the existing alignment of Routes 821 & 822 from Provo until the Main Street 400 South intersection in Springville, at which point the proposed route continues west on 400 S where the existing services turns south on Main Street. The change would essentially trade the existing transit connection to Spanish Fork and points south for access to the 400 South corridor west of Main Street.

SOUTH VALLEY TRANSIT STUDY

This plan studied the transit service options between Provo and Santaquin. Current commuter rail service terminates at Provo. The study reviewed projected transportation needs to 2050 and how they may be serviced by commuter rail, light rail, BRT, and express bus routes. The locally preferred alternative includes an extension of commuter rail from Provo to Payson, with a stop in Springville south of 400 S between the Walmart and Smith's shopping areas (Figure 12).



RECOMMENDED NETWORK

Springville Active Transportation Plan

PROPOSED FACILITIES

- Bike Lane
- Buffered Bike Lane
- Separated Bikeway
- Signed Route with Sharrows
- Bicycle Boulevard
- Shared Use Path
- Future Vision; Needs Further Study

EXISTING FACILITIES TO REMAIN

- Bike Lane
- Shared Use Path

BASEMAP FEATURES

- Natural Surface Trail
- Railroad
- Waterway
- Water Body
- Parks & Open Space
- Springville City Limit

Source: City of Springville; Utah County; Utah AGRC; UDOT
Date: May 2021

0 0.5 1
Miles

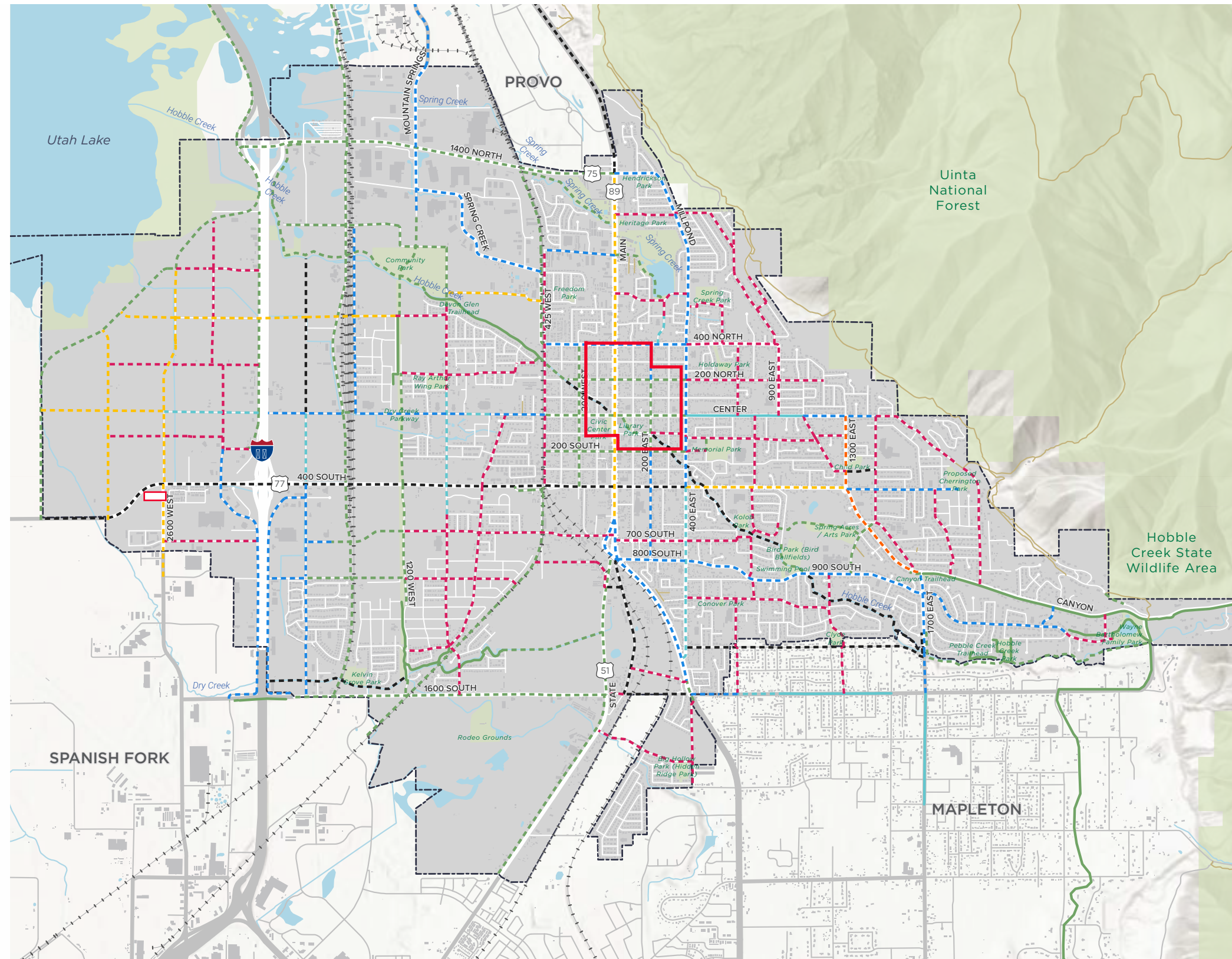


Figure 11: Recommended bicycle network, Springville Action Transportation Plan (draft 2022).
Source: Springville City.



UTA RIDERSHIP

Baseline data does not exist for FrontRunner ridership as there is not a platform in Springville today. However, two bus lines, South County/Provo Station (821) and South Utah County BYU/UVU Limited (822), travel north-south through Springville along Main Street (Route 89), with a diversion east of the Historic District.

South County/Provo Station (821)

- Average weekday ridership: 662
- Frequency: 30 minutes

South Utah County BYU/UVU Limited (822)

- Average weekday ridership: 157
- Frequency: 60 minutes



Figure 12: The preferred alternative from the South Valley Transit Study includes an extension of commuter rail from Provo to Payson, with a stop in Springville.



Figure 13: Springville is currently served by bus but not by rail. Source: UTA.

HTRZ FUNDING

HB 462, the Housing and Transit Reinvestment Zone Act (HTRZ) was passed in 2022 with the intention to mitigate the housing affordability crisis along the Wasatch Front by creating a new development tool to facilitate mixed-use, multi-family and affordable housing development within a 1/2 mile radius of FrontRunner stations, up to 125 acres. It enables a portion of incremental tax revenue growth to be captured over time to support costs of development.

HTRZ requires that development be at least 51% residential, average 50 housing units/acre, and include at least 10% affordable housing ($\leq 80\%$ AMI). This landmark legislation has the potential to create density and affordability currently lacking in Springville. It presents the opportunity for Springville to be on the forefront of state and national planning policy and design. As the Wasatch Front grows, so will the need for attainable housing, public transportation, and walkable neighborhoods.

HTRZ applications include a gap analysis and formation of a committee. If the HTRZ is approved, then tax increment is captured pursuant to the proposal (participation from local taxing entities is required), funds are administered by an agency created by the municipality where the HTRZ is located, up to 80% of incremental local property tax revenue growth from cities, counties, school districts, etc., is to be captured over a period of time (maximum 25 consecutive years) as needed to support costs of developing the area, and 15% of incremental state sales tax revenue growth in the HTRZ is transferred to the state TIFF.

If Springville wants to pursue HTRZ funding, it is important to understand the criteria that need to be met, especially regarding density and affordability. To meet affordability requirements, part of plan recommendations include what is feasible, including unit pricing and bedroom

composition and recommendations for funding mechanisms, such as low-income housing tax credits (LIHTC), HTRZ, and other state and federal programs.

HTRZ REQUIREMENTS

- » 1/2 mile radius of station
- » Maximum 125 acres
- » 50 units/acre (average)
- » Mixed-use
- » 51% residential (minimum)
- » At least 10% affordable ($\leq 80\%$ AMI)

FUNDING USES

- » Income-targeted housing costs
- » Structured parking within the HTRZ
- » Enhanced development costs
- » Horizontal and vertical constrictor costs
- » Pay costs of bonds issued by municipality
- » Costs of municipality to administer HTRZ



TABLE 1: HTRZ REQUIREMENTS AND SPECIFICATIONS

	Commuter Rail	Light Rail, BRT	BRT
% affordable housing required on developable acres	10%*	10%*	10%*
Residential % of developable land	51%	51%	51%
# DUs per acre	>=50	>=50	39-49
Mixed-use development required	Yes	Yes	Yes
Reasonable % of DUs >1 bdrm required	Yes	Yes	Yes
Radius from station	<=1/3 mile**	<=1/4 mile**and***	<=1/4 mile
Maximum acres (noncontiguous)	125	100	100
Property tax Increment capture	80%, 25 yrs max per parcel, 45-yr period	80%, 15 yrs max per parcel, 30-yr period	60%, 15 yrs max per parcel, 30-yr period
Sales tax increment capture	15% to TTIF	15% to TTIF	15% to TTIF
*No housing requirement if municipality or public transit county meets HUD requirements of < 60% AMI			
**For a city of the 1 st class with a population >150,000, in a county of the 1 st class, with commuter or light rail station located in an opportunity zone, radius can extend to ½ mile			
***Radius extends to ½-mile in a master-planned development of >500 acres			

Figure 14: HTRZ Requirements prepared by Wasatch Front Regional Council and Zions Public Finance, Inc.

3. PREFERRED CONCEPT



- LEGEND
- Existing Roads
 - Proposed Roads
 - Track Crossing
* Track crossings will require future coordination with UTA

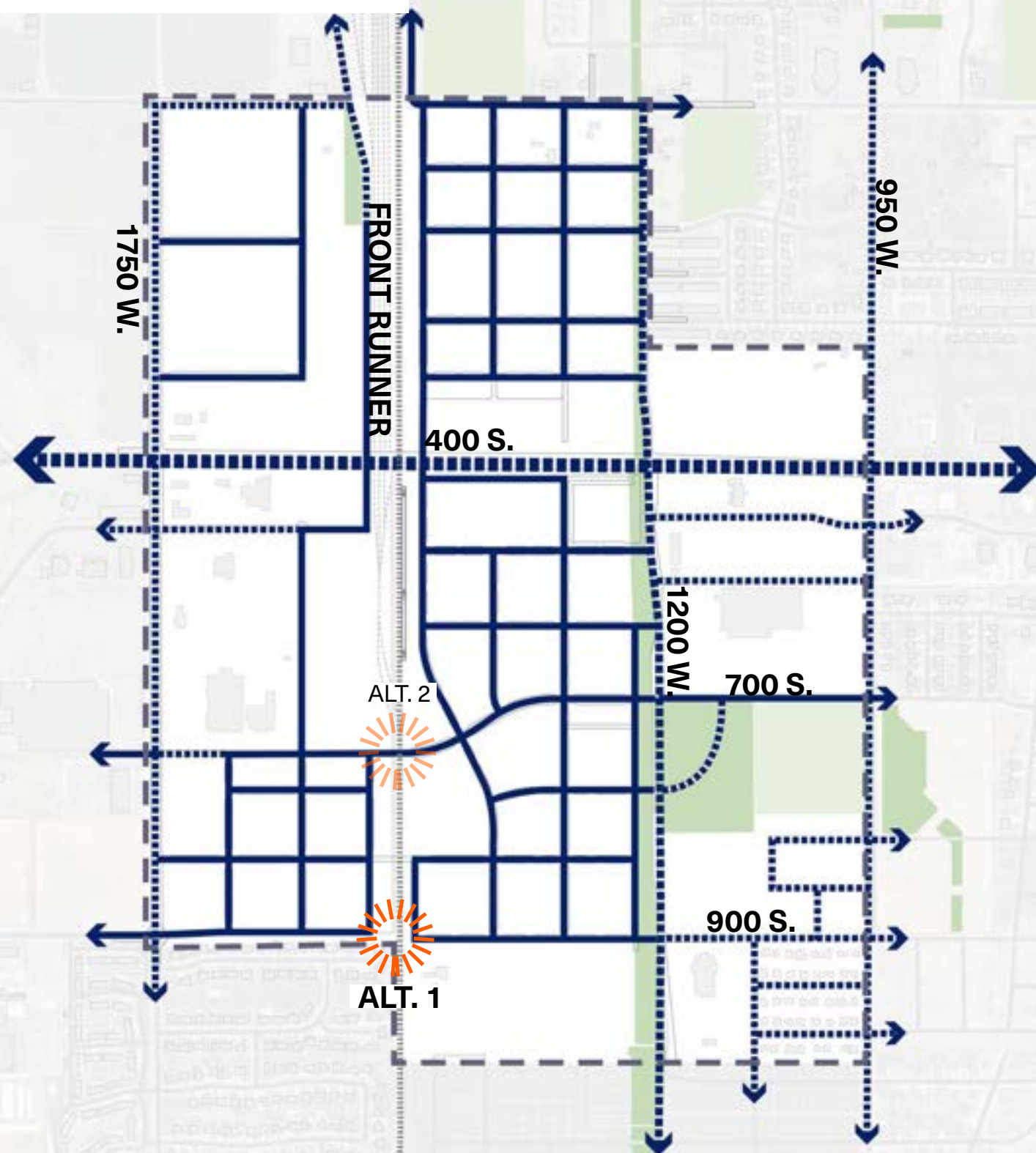


Figure 15: Existing and proposed streets

PROPOSED CIRCULATION

Existing street infrastructure and the existing Union Pacific rail line help to drive the framework of the Station Area Plan. 400 South is the existing collector road separating the proposed community into north and south sides and in addition to 700 South are the primary east and west access points connecting the Station Area Plan to Downtown Springville and the existing commercial uses to the west. 700 South is a vital vehicular and pedestrian connection linking the east and west sides of the proposed neighborhoods. Coordination with UTA and the Union Pacific Railway is required to implement an at-grade crossing (It should be noted that UTA has preference for an elevated crossing due to Front Runner interactions with streets). 1200 West must be a strong connection linking the north and south sides of the community. Reinforcing the existing multi-use trail connections along 1200 West will ensure safe pedestrian and bicycle access.

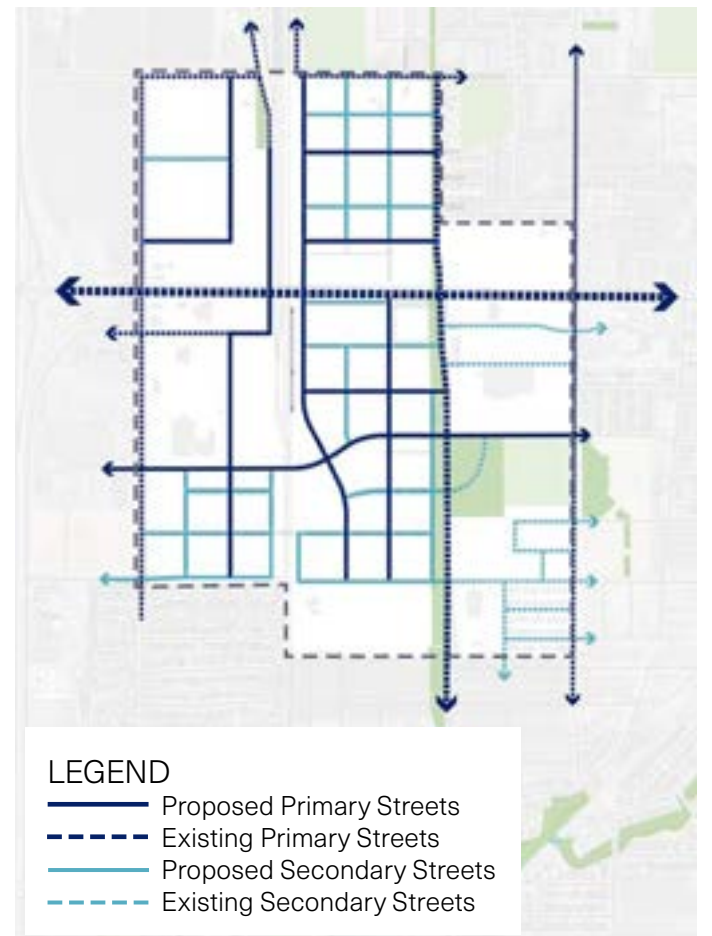


Figure 16: Primary & Secondary Streets



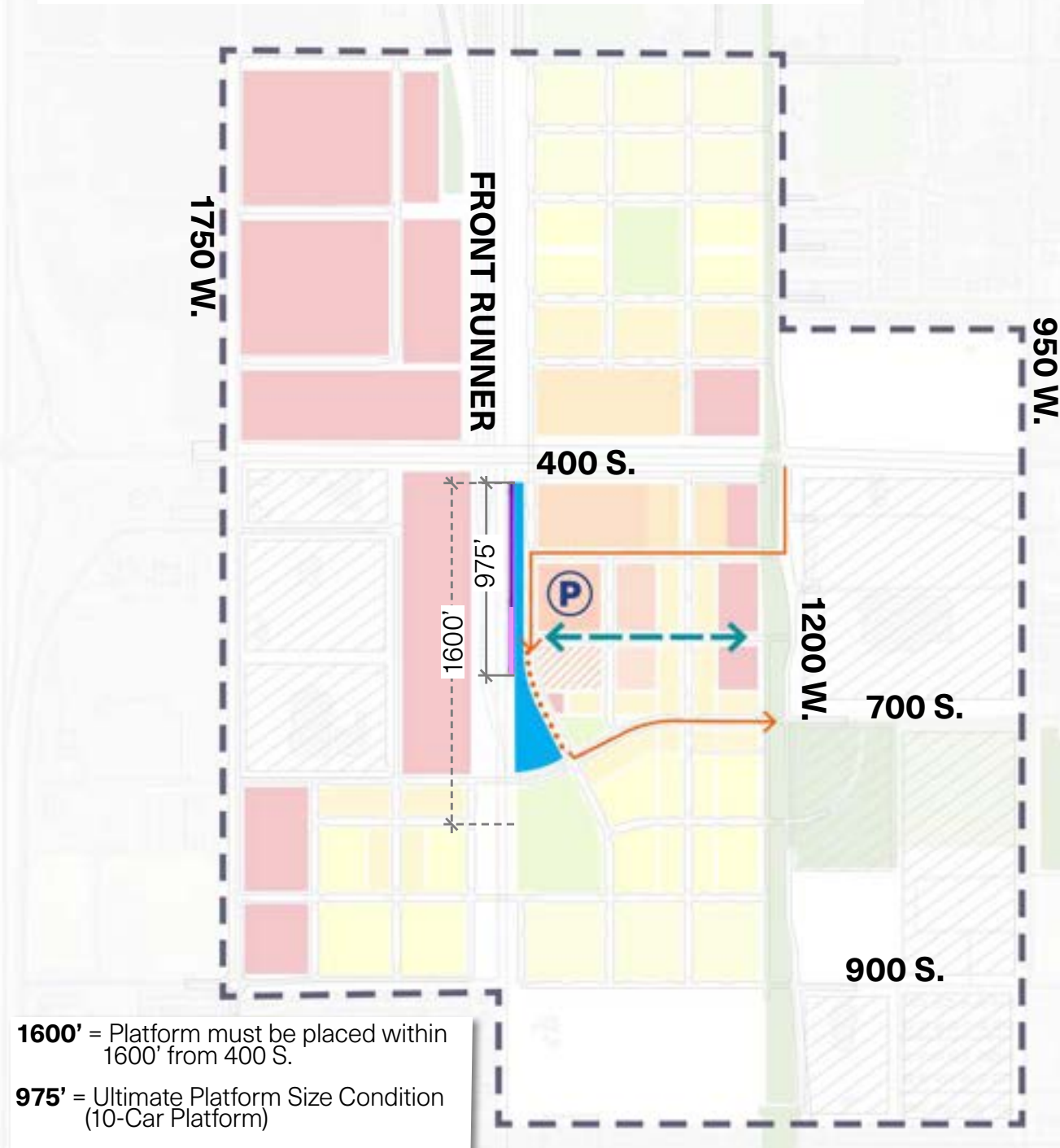
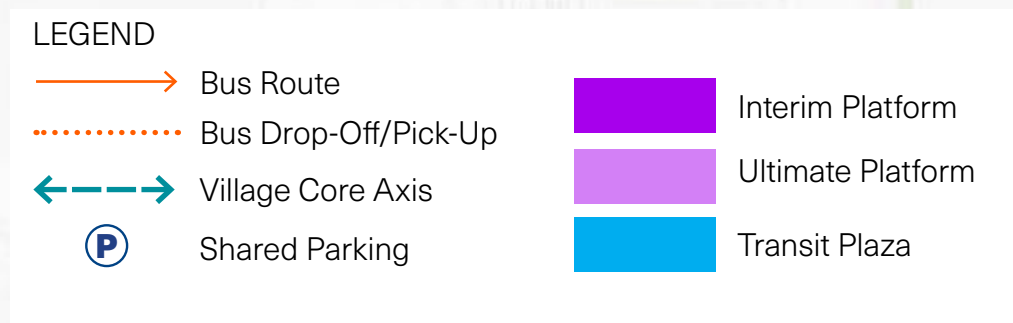


Figure 17: Front Runner Station

The Front Runner Station has the opportunity to catalyze a vibrant community for both local residents and as a destination for employees, shoppers and diners. For many, arriving by train to the Station Area will be their first impression of the neighborhood. A proposed Transit Plaza will serve as a strong gateway and opportunity to create a 'sense of place' to the community. Not only will the Transit Plaza be a collection point for those boarding the FrontRunner and bus routes, but will also serve as a vibrant community gathering place.

The primary mixed-use core is centered on the Transit Plaza encouraging the economic and social vibrancy of the retail core and Transit Plaza.

Alternative modes of transportation, such as public bus transportation, are worked into the plan. A bus loading terminal is located on the east side of the transit plaza and shared parking will be present in the mixed-use village core.

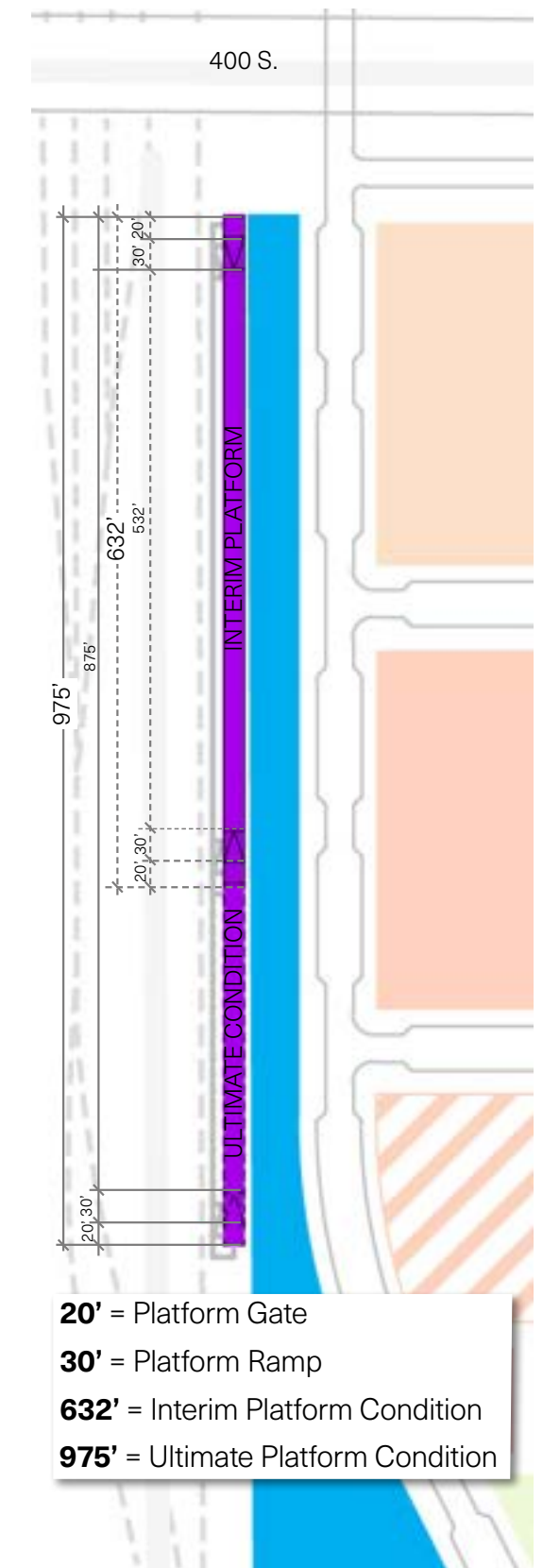
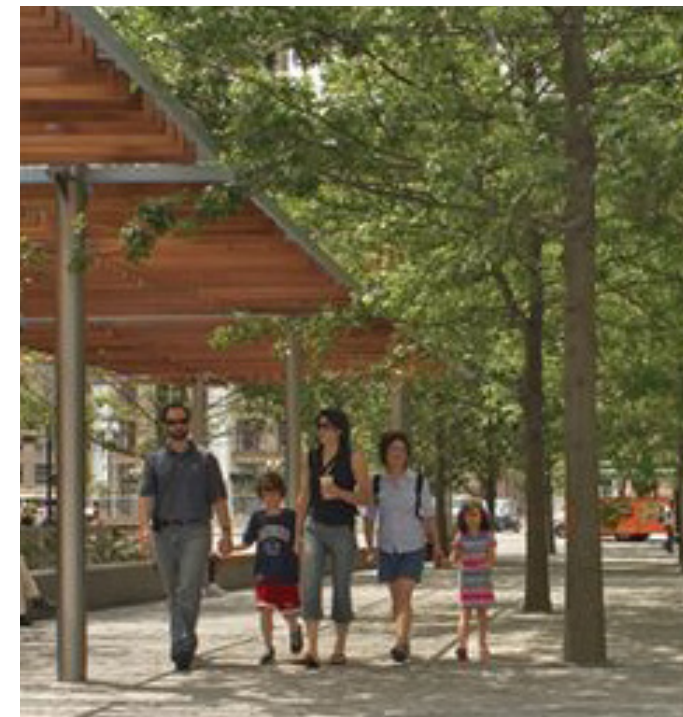


Figure 18: Recommended interim and ultimate platform build-out. Dimensions informed by UTA recommendations and standards.

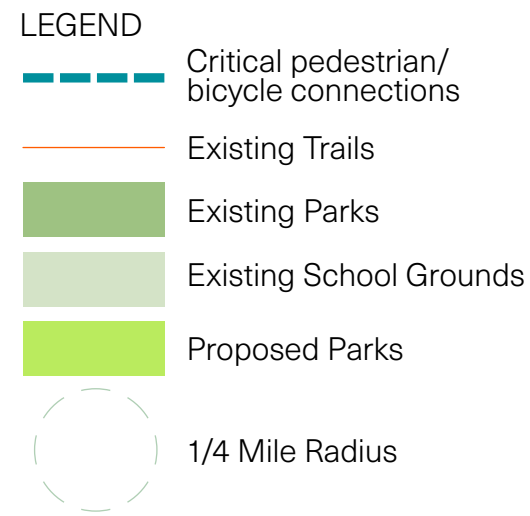


Figure 19: Existing and proposed parks, trails & open space

PROPOSED PARKS, TRAILS & OPEN SPACE

The Station Area is positioned among existing parks, schoolyards and multi-purpose trail connections. Leveraging the existing and future Dry Creek Parkway has the potential to connect the community north to the Hobble Creek Trail (and several parks along its path) and south to the Dry Creek Trail. Creating a strong pedestrian & bicycle connection beneath the 400 South bridge will ensure a safe connection that avoids crossing 400 South. Equally as critical will be creating strong pedestrian and bicycle paths along 700 South connecting the east and west sides of the community and linking to the existing Clyde Recreation Center, nearby school, market, and adjacent neighborhoods.

Proposed parks have been situated internal to the Station Area neighborhoods to ensure that every household has access to an amenitized park within a 5 minute walk.



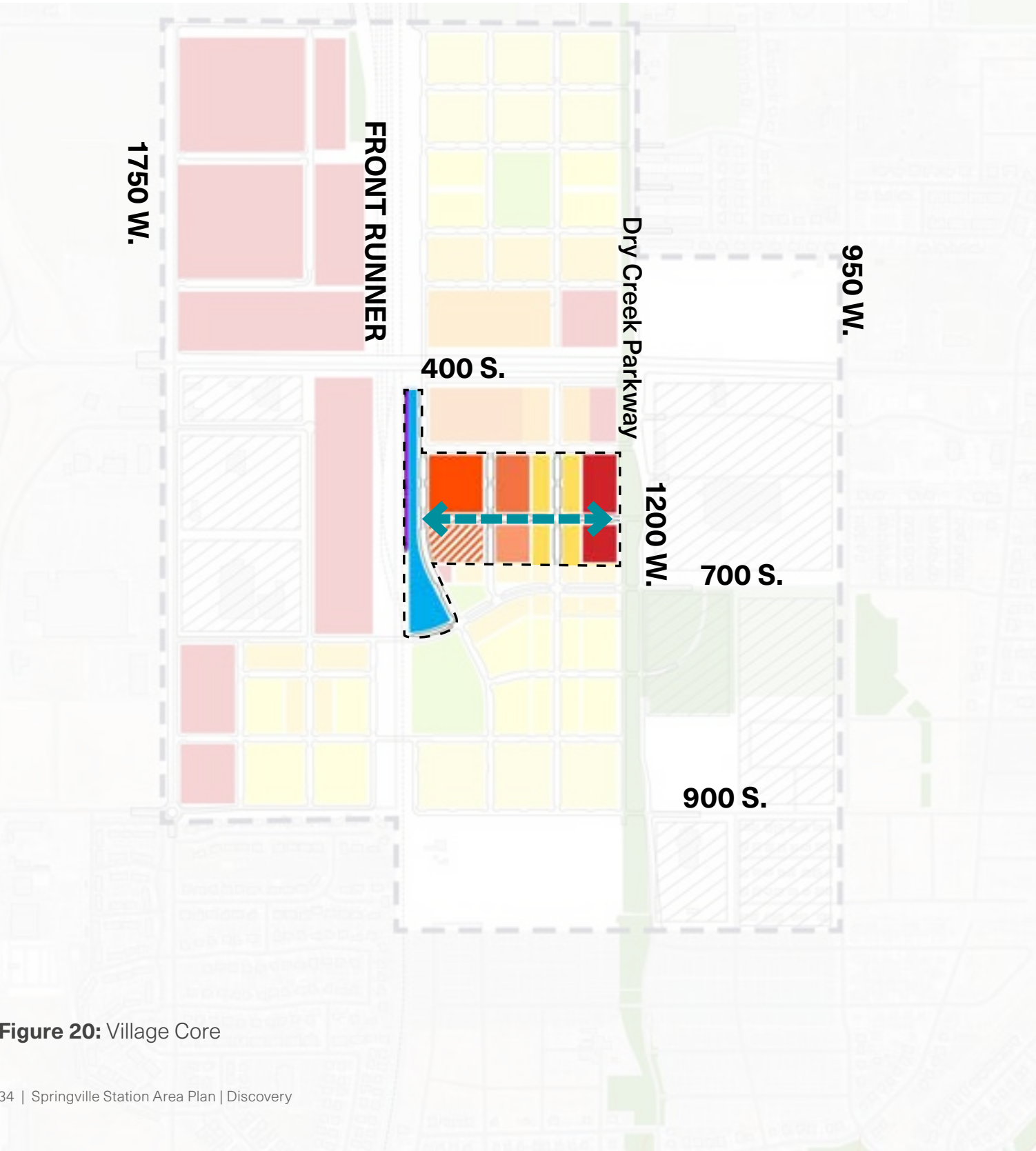
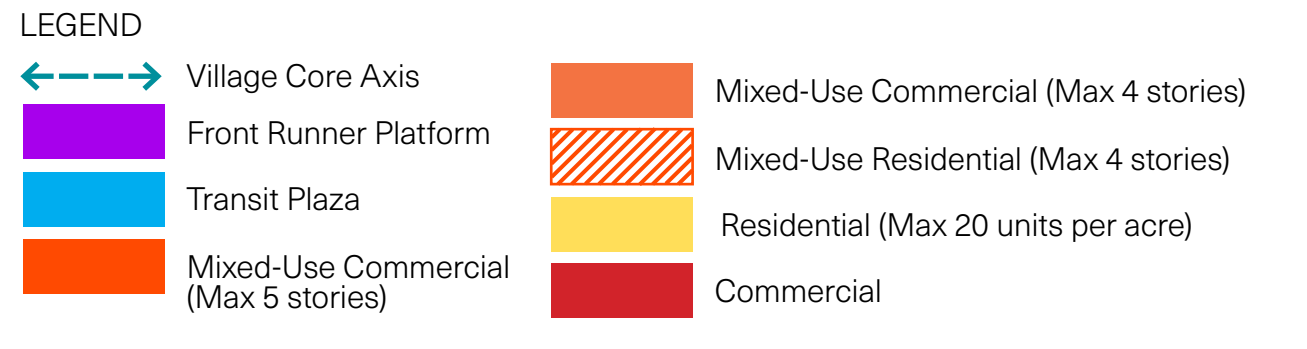


Figure 20: Village Core

PROPOSED VILLAGE CORE

The Village Core is a proposed new mixed-use district providing the Station Area community with a social hub rich with amenities and services to amplify residents and visitors with vibrant and memorable experiences.

The Village Core is designed on axis with the Transit Plaza and existing commercial development on the east and west sides of the proposed community. Its positioning leads to the visual, physical, and cultural focal point of the neighborhood.

The Transit Plaza is positioned to catch the attention of local and regional visitors. Opportunities for programming and events at the Village Core and Transit Plaza are vast. It is recommended that the Village Core street section be designed with this in mind. Festival streets designed to be flexible for pedestrian use during events would reinforce the vibrancy of the area.

Access to the Village Core will be from the Front Runner Station, 700 South, 1200 West, or the Dry Creek Parkway and 400 South overpass pedestrian path.





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.

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

4. DESIGN STANDARDS

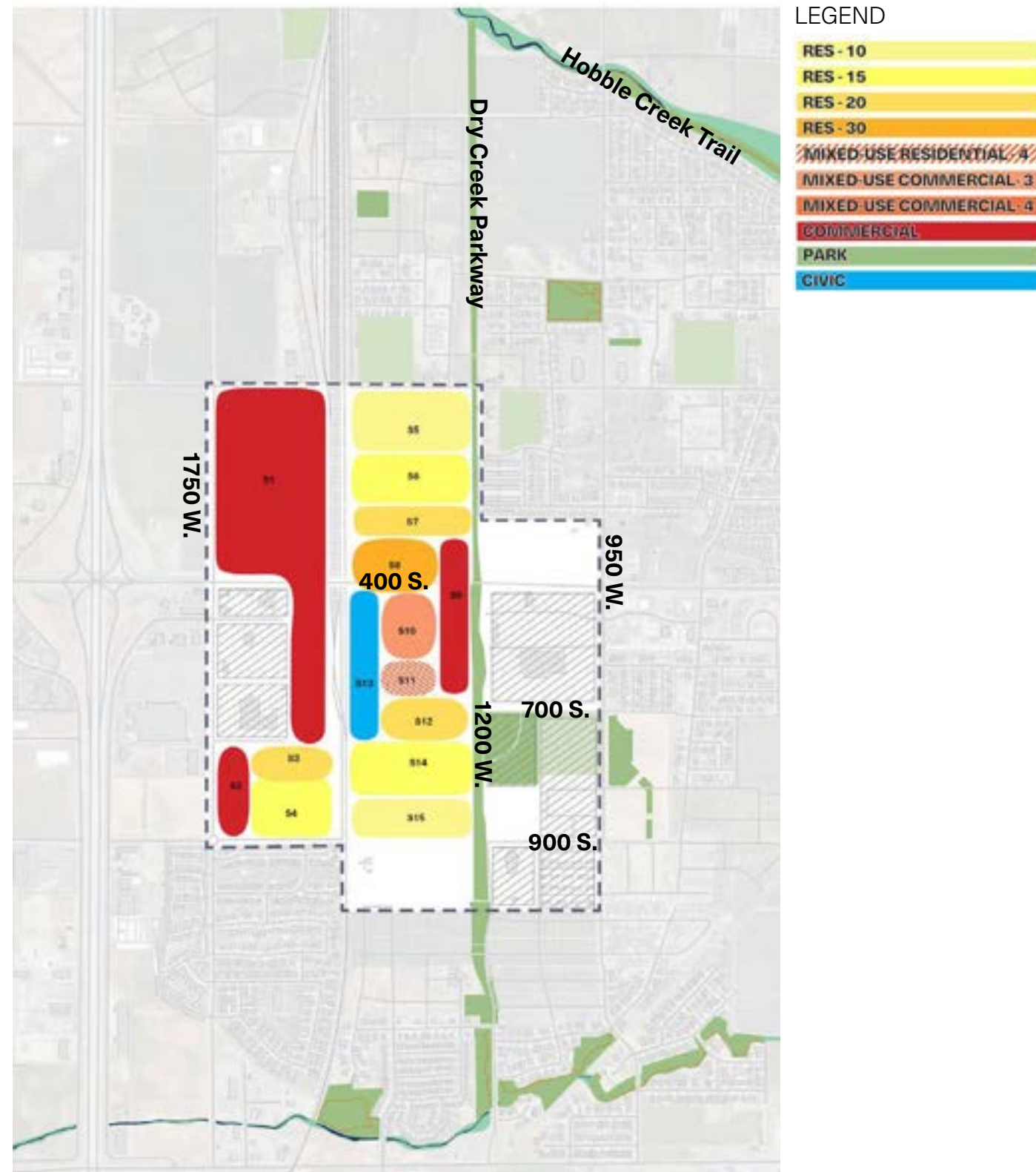


Figure 21: Land Use Overlay

WHAT ARE DESIGN STANDARDS?

Design Standards are a tool used to ensure that development aligns with the intended land use patterns, densities, and urban form necessary for a successful and well-functioning community. They offer clear guidance for shaping neighborhoods, establishing expectations for the quality and character of public spaces, and managing how buildings relate to their surroundings and to one another. Most importantly, Design Standards help protect community investment and contribute to a cohesive and enduring sense of place.

In Springville's Station Area, Design Standards are especially important. They support the implementation of a mix of land use types and appropriate densities to create a walkable, vibrant, and transit-supportive environment. When consistently applied, these standards preserve and enhance the qualities that make Springville attractive to both residents and visitors. They help ensure new development contributes positively to the area, reinforces long-term planning goals, and prevents incompatible or poorly integrated land uses.

HOW TO USE THESE STANDARDS

These standards are guided by the Land Use Plan (shown to the left). They are organized by land use categories and outline specific building types and setback characteristics that define the intended character of each area. In addition, a Village Center zoning district overlay provides further guidance to encourage walkability and vibrant activity near the Station Area.

LAND USE CHARACTERISTICS

Land use types or zone district types refer to the function or use of the land and represents the economic and cultural uses as well as the built form.

RES-10

- Residential - 10 dwelling units per acre
- Recommend mix of lot sizes to provide diversity in scale

RES-15

- Residential - 15 dwelling units per acre
- Recommend cottage community approach with common open space

RES-20

- Residential - 20 dwelling units per acre
- 8-plex and townhomes
- Tuck-under, surface or garage parking

RES-30

- Residential - 30 dwelling units per acre
- Multi-family, multi-story residential
- Structured or surface parking

MU-RES-4

- Mixed-Use Residential - 4 stories max
- Minimum 60% active ground floor uses
- Vertically mixed-use with residential above

MU-COM-4 | MU-COM-3

- Mixed-Use Commercial - 3, 4, or 5 stories max
- Minimum 60% active ground floor uses
- Vertical or horizontal mixed-use
- Allowable uses include retail/restaurant, office, residential

COMM (COMMERCIAL)

- Encourage 2-3 story professional office users

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.	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

Table 1: Proposed Land Use Type Table

* X = Allowable building type or use



Figure 22: Block Structure Map

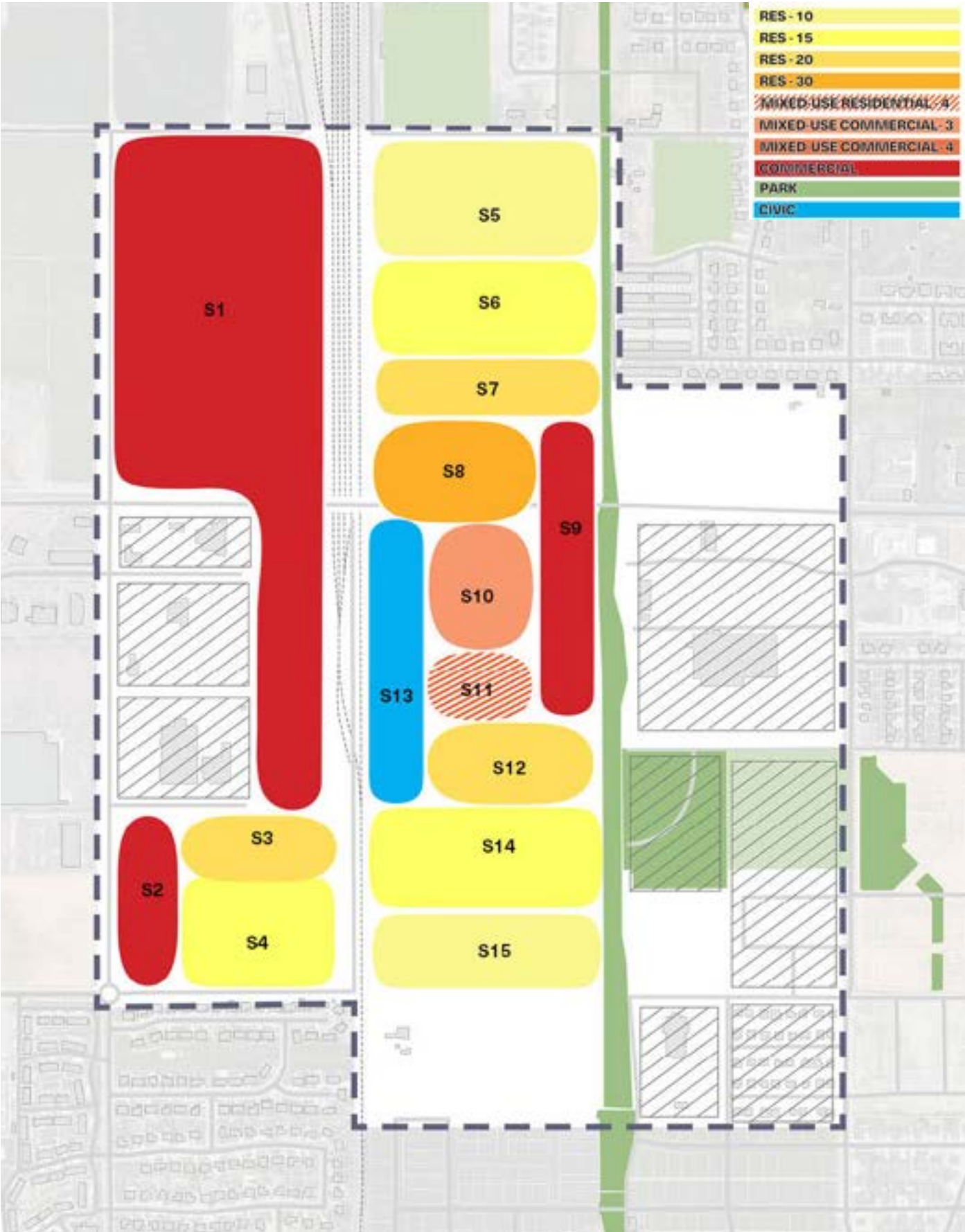


Table 3: Land Use Quantities Table

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

Figure 23: Proposed Village Center Zoning District



VILLAGE CENTER ZONING DISTRICT

The center of the Station Area, shown below, is envisioned to be a walkable, mixed-use neighborhood with a variation in scale, land use and density. In order to achieve this vision, it is proposed to update the zoning of the area to an updated Village Center zone. Updates to the Village Center zone include buildings of three to five stories in height that line the street right-of-way and include human-scaled placemaking elements in building form and urban design elements.

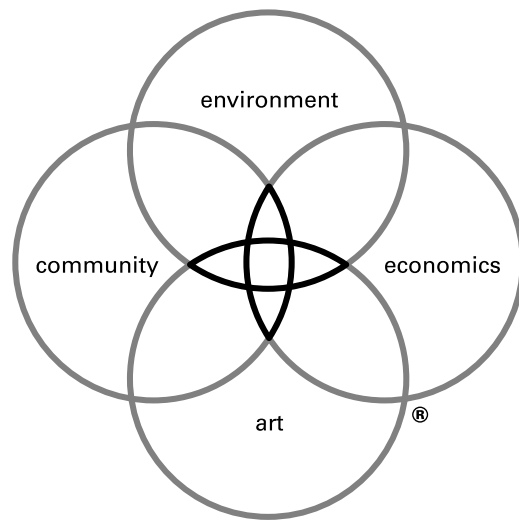
As shown in the proposed Land Use Diagram on page 42, uses in the proposed zoning area vary from residential-15, residential-20, residential-30, residential-60, mixed-use residential, mixed-use commercial and commercial.

The code will require a regulation plan that establishes the street types and street grid layout, land-use and block types.

Residential-10 will serve as a transition from the Village Center to the single-family neighborhoods adjacent to the plan boundary.

The Village Center zoning criteria ensures that despite the proposed land-use and density, this area of the transit-oriented community is walkable and has variation in scale and density.





DW LEGACY DESIGN[®]

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

APPENDIX A



TERMS AND DEFINITIONS

The alphabetized list below includes key terms relevant to zone districts, land uses, and design standards.

2-4 Plex

A single building that houses multiple families in two, three, or four dwelling units. Also referred to as duplex, triplex, or four-plex.

8 Plex

A single building (apartment or house) that houses multiple families or eight dwelling units.

Active Ground Floor Use

Active ground floor uses include uses and activities that will encourage and attract pedestrian movement and activate the ground floor of buildings. Examples include retail establishments, restaurants, galleries, gyms, and other similar uses and activities.

Amenity Zone

A portion of the public right of way, adjacent to the sidewalk, but outside of the pedestrian walking area, which includes streetscape elements, street furniture, landscaping and/ or trees.

Apartment

A single, multi-story building containing multiple residential dwelling units for rent.

Condo (Condominium)

A property complex comprised of individual dwelling units, each of which are owned separately.

Cottage Community

A cottage community consists of four to twelve single-family detached dwelling units located on a commonly owned piece of land with units no larger than 1,200 square feet.

Façade

A building façade is a vertical bulk building plane. Variations to the building façade may include vertical and horizontal fenestration, exposed columns, building entries, unenclosed canopies, cornices, balconies, etc.

Fenestration

Fenestration is defined as the combination of windows, storefront and entry doors.

Floor Area Ration (FAR)

The ratio of total building area to total parcel area. A 30,000 sf building on a 30,000 sf lot yields an FAR of 1.0.

Front Lot Line

The front lot line is defined as the full lot frontage along a primary street.

Horizontal Setback

The horizontal setback is the offset of a building façade from a lot line.

HTRZ

A Housing and Transit Reinvestment Zone (HTRZ) enables a portion of incremental tax revenue growth in an area around a transit station to be captured over a period of time to support costs of development in the area. HTRZs are designed to help Utah tackle its housing crisis by facilitating mixed-use, multi-family and affordable housing development within a given radius of light rail, bus rapid transit, or commuter rail stations.

Mixed-Use Commercial

A property that serves two or more commercial purposes.

Mixed-Use Residential

A property that serves both commercial and residential purposes.

Primary Facade

The primary facade of a building facing a public street.

Public Realm

The public realm is defined as the space between the private property line (or outer limits of public right-of-way (ROW) and the back of the curb.

Rear Lot Line

The rear lot line is defined as the full lot frontage opposite the front lot line.

Side Lot Line

The side lot line is defined as the two full lot frontages perpendicular to the front and rear lot lines.

Sidewalk Zone

A portion of the public right-of-way that is intended to be unencumbered by fixed objects to allow for clear pedestrian movement.

Single Family Detached

Also referred to a single-family residence or single-family home, a single-family detached home is a free-standing residential unit consisting of one dwelling unit usually occupied by one household or family.

Stacked Flat

Dwelling units constructed in a stack of two or more attached units where each dwelling unit is located either above of below an adjacent unit within a single building.

Streetfront

The side of a building facing the street.

Storefront

A storefront is the façade and entryway at the ground or second floor of a commercial building, typically with one or more display windows.

Townhome

A multi-floor home that shares one or two walls with adjacent properties and usually consists of one dwelling unit.

Transition Zone

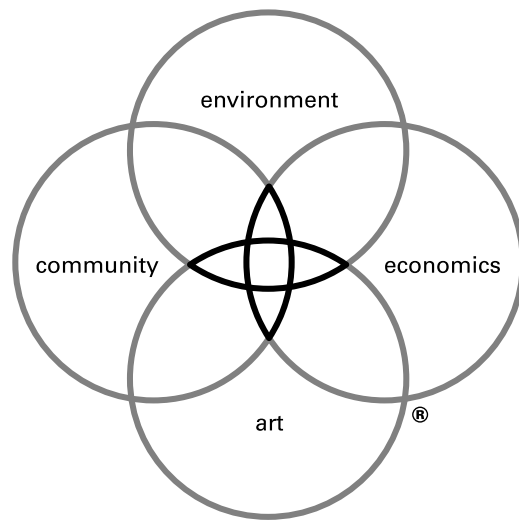
The transition zone addresses the area directly adjacent to the building. This zone provides a buffer and a refuge where window shoppers, restaurant patrons and lingering pedestrians can escape the flow of pedestrian traffic in the sidewalk zone.

Vertical Setback

A vertical setback is the offset of upper floors from the vertical plane of the building façade at the ground floor.

APPENDIX B

APPENDIX C



DW LEGACY DESIGN[®]

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