

THE WESTFIELDS COMMUNITY PLAN



The Westfields Community Plan

The History

The Westfields is an unincorporated island of 1,594 acres located in the western portion of Springville City. (See Figure 1 “Local Vicinity”) As Springville developed, the Westfields were utilized as agricultural plots for residents of the City. In the 1920s a land drain system was designed, which utilized clay drain tiles, to help dry up the land and make it more useable for agriculture. The system lateral plains were never completely installed.

The Westfields has continued to provide a rural lifestyle for residents of the area, but as development has occurred some property owners have desired annexation to provide municipal services and allow greater densities of development in the area.

In August 2000, Springville City accepted a petition for annexation from property owners in the area. Based on the submission, a zoning concept was prepared by Planning Staff that included a GC-1 area along 400 South and industrial areas north of Hobble Creek and along the north side of 1600 South, with the remainder of the area identified for single family lots ranging from 10,000 to 40,000 square feet in size.

The Westfields Plan

As the Planning Commission reviewed this recommendation, there was concern that the proposal was not what was in the best interest of Springville City’s future and that the area should be looked at more carefully in order that a community of neighborhoods could be built in Westfields, not simply 1200 acres of disconnected, large-lot subdivisions.

In May, 2001, Springville City selected MGB & A and the Planning Center to assist with the

development of what was termed a “master plan” for the Westfields. The process included a series of stakeholder visioning interviews, a design charette (August, 2001), landowner workshops (September 13 and November 8, 2001), a design review workshop (October 16, 2001) and workshops with the Planning Commission and City Council (August 20, and November 27, 2001).

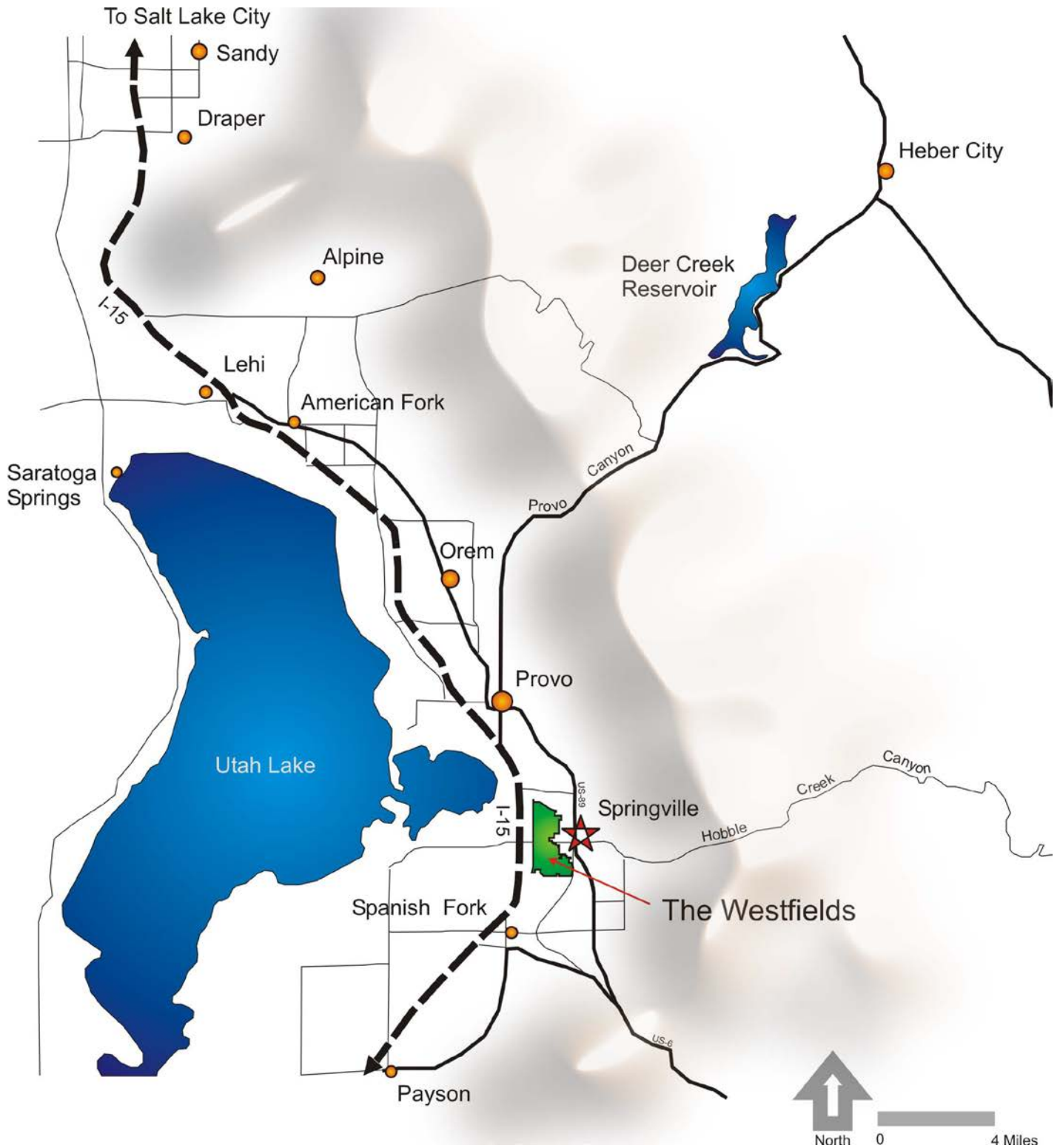
As a part of that process, issues of concern were identified as a “Vision” for the Westfields. These issues were:

- 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

Since that time, the consultants and planning staff have taken the document that was identified as the “master plan” and have refined it to a series of goals, objectives and strategies, along with a land-use map and several illustrative maps, drawings, charts and other items which constitute the Westfields Community Plan.

The “master plan” report is to be viewed as background information that was utilized to develop what is being considered for adoption. Additionally, it provides ideas for design to be considered in ordinances or guidelines for the area.

Figure A. Local Vicinity



The Community Plan Concept

Because of the unique nature of the Westfields and the proposal for annexation, the area was ripe for a community plan. While this is the first community plan completed in Springville, the concept will evolve. The issue of identifying the various communities located within the city boundaries will need to be resolved prior to continuing this work in the incorporated city limits.

While a General Plan was prepared in 1997 for the City, most planning commissions prepare plans for sub-areas located within their cities or in areas planned for annexation. These plans can focus on the issues unique to their location. For instance, many of the issues in the Westfields, which is largely undeveloped, are very different from those found in Plat A, which is almost totally developed.

As discussed earlier, the Community Plans will include a series of goals, objectives and strategies (see page 9) that are accompanied by land-use, circulation, community facilities and other illustrative maps, drawings, photos and charts. When analyzing the plan, it is important to remember that these items need to be considered comprehensively, not just individually. Too often, the focus is on the maps included in the plan. Most often, the goals, objectives and strategies clarify or, in some way, modify the information included on the maps and illustrations.

An example is that of street locations in the Westfields. While 400 South is already established as the major east-west arterial through the area and 1200 West is identified as the primary collector, the location of the other streets will be more flexible and takes into account the existing street patterns and the concerns of property owners, as indicated in the strategies section under the Transportation Section of the plan. The primary concern will

be connectedness throughout the area and into the overall circulation network of Springville City and surrounding areas.

The plan should not be seen as a blueprint for development, nor is it a panacea for every issue that may develop in the area. It provides a framework for decision making and represents a collective vision for the area.

The Land Use Plan

The Westfields will include a community core located around the intersection of 1200 West and 400 South. The areas surrounding this core will include residential neighborhoods. The densities of the neighborhoods would be highest near the community core area and decrease in density as one moves to the southeast and northeast. Connectivity is the word that would best describe what needs to be accomplished with the street system and overall circulation pattern throughout the Westfields.

The Community Core

The *Core* would include a village center located to the west of 1200 West, on either side of 400 South.



Figure B. Illustration of Community Core with Village Center to left and Neighborhood Commercial to right.

To the east of 1200 West, a neighborhood commercial center would be sited, also on either side of 400 South.

The *village center* would include a mix of commercial, office and residential uses. The viaduct planned over 400 South would provide for easy connection at grade. An intermodal transit center is anticipated in the village that would provide access to commuter rail. It would also accommodate commuter parking, bus connector service and other types of transit.

The village center would include traditional buildings to accommodate mixed uses, with commercial on the first floor and office and residential on the second and third floors. While it would include building types similar to those in Springville's historic downtown, the primary users are anticipated to be commuters and residents of the area. These areas are sometimes described as being 'transit-oriented developments.'

Building would be placed predominately adjacent to the southwest and the sidewalks would provide opportunities for pedestrian activity, ranging from walking, dining, and just sitting. Parking would be behind buildings or on the street.

The *neighborhood commercial center*, located east of 1200 West, would include conventional commercial development. It would be heavily landscaped along 400 South, creating a parkway through the Westfields. Access to the center will be via side streets in order to allow better traffic flow through the area and create an attractive gateway into downtown Springville.

The buildings would be one story, single use development, with on-site parking provided. Pedestrian walkways would be clearly defined and separated from vehicular traffic to the greatest extent possible.

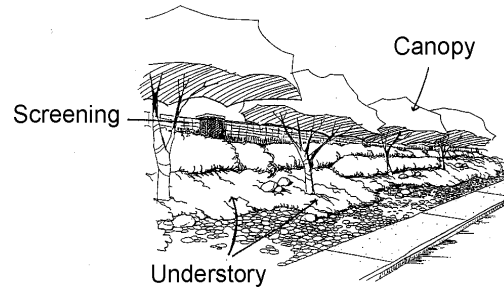


Figure C. Landscape Concept for 400 South

The Neighborhoods

The residential neighborhoods would range from multi-family dwellings in and around the community core to low density residential developments to the south and north. Schools, churches, and parks would be important focal points in each neighborhood and the City will work with the school district and churches to co-locate their facilities with parks, similar to the situation found around Memorial Park.



Figure D. Memorial Park

The residential streets should include parkstrips between the sidewalk and the street. Street trees should be planted in these areas to shade the street and sidewalk during the hot summer months. Street widths should be decreased on local residential streets to slow traffic and contribute to the overall feel of the neighborhoods.

The street system needs to be attached and the area needs to function as a community rather than a collection of subdivisions. This will mean limiting cul-de-sacs and loop streets to areas where they are absolutely necessary because of natural feature, such as a stream. Block size will also be affected with higher densities having smaller blocks and less-densely developed areas having larger blocks with pedestrian access paths located through them.

Housing design will vary, as will setbacks. It is important that garage doors and cars not be the primary focus of every front yard and front façade. Design standards will need to address this issue.

1600 South

The General Plan for Springville City identifies 1600 South as an arterial street in the City. It is anticipated that the majority of this area will primarily be developed commercially and function as a transition area from the street to the low density residential areas to the north. Some of the frontage along the street may serve as entryways into single-family residential areas.

Open Space/Parks

One of the primary issues identified with the future of the Westfields was the concern for the development and maintenance of open space and park land in the area.

Open space linear corridors are identified with waterways and the power line corridor widths of 100' easement on either side of Hobble Creek are required for annexation.

A community park of up to 50-75 acres should be considered for the area abutting Hobble Creek. The Westfields represents one of the last

opportunities for a community park in Springville. Neighborhood parks of at least five acres should be centrally located to accommodate neighborhood residents throughout the Westfields area. Ideally, these parks should have street frontage on all sides rather than backing up to houses.

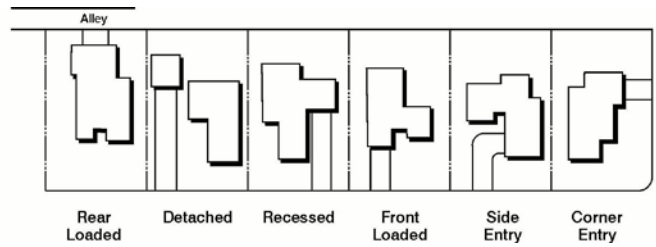


Figure E. Types of garage locations

Figure F. Development Plan

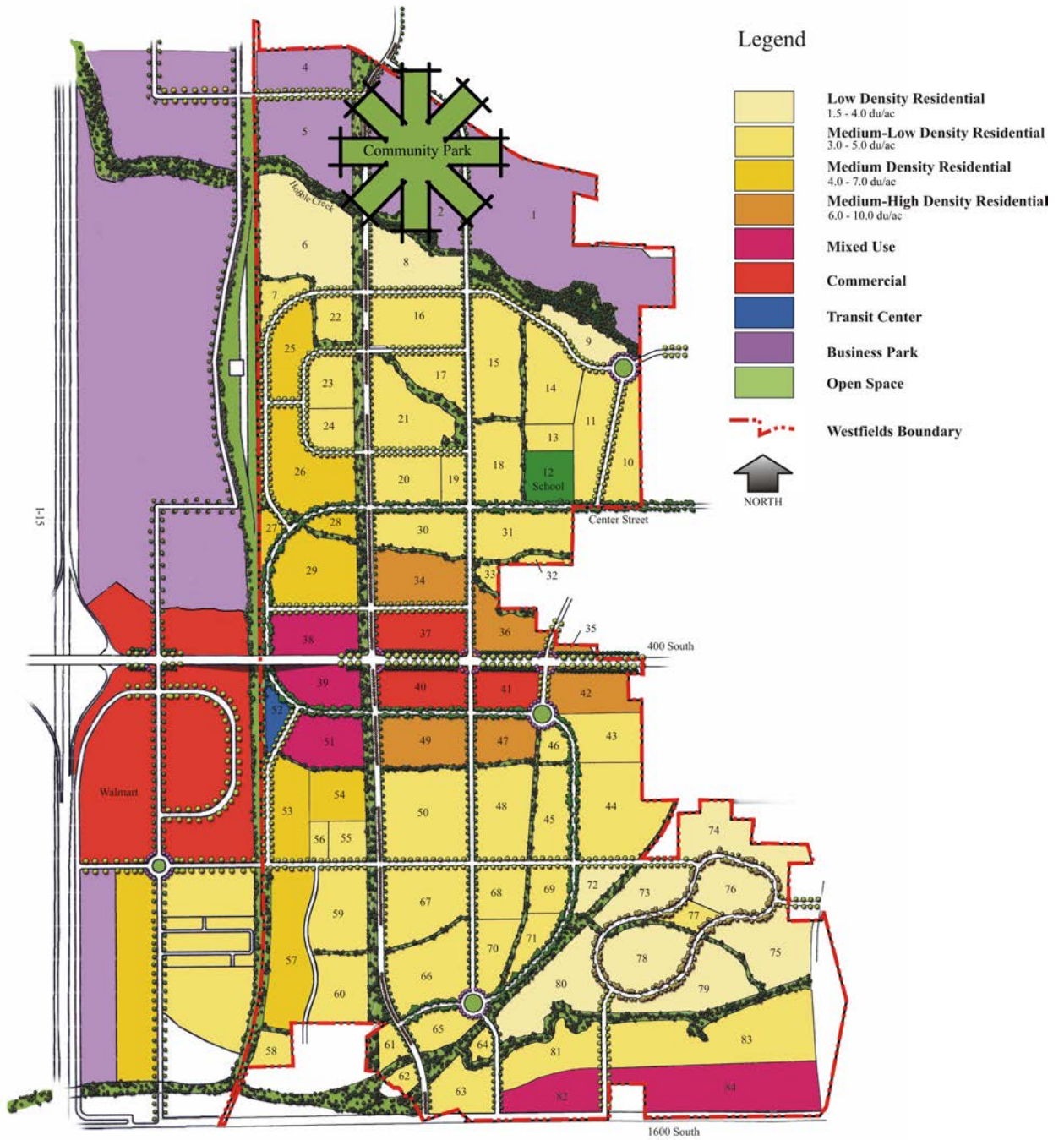


Figure G. Westfields Development Plan

Planning Unit	Land Use Density	Acres	Baseline Density	Max Density	Baseline Units	Max Units
1	emp	75	-	-	0	0
2	emp	41	-	-	0	0
3	not used	-	-	-	0	0
4	emp	15.8	-	-	0	0
5	emp	28	-	-	0	0
6	sfd	34	1.5	4	51	136
7	sfd	5.3	3	5	16	27
8	sfd	17.4	1.5	4	26	70
9	sfd	8.8	1.5	4	13	35
10	sfd	13.3	3	5	40	67
11	sfd	16.5	3	5	50	83
12	es	10	-	-	0	0
13	sfd/park	5	3	5	15	25
14	sfd	18.4	3	5	56	92
15	sfd	23.1	3	5	70	116
16	sfd	19.7	3	5	60	99
17	sfd	10.3	3	5	31	52
18	sfd	15.7	3	5	48	79
19	sfd/church	5	3	5	15	25
20	sfd	13.3	3	5	40	67
21	sfd/school	20.2	3	5	61	101
22	sfd/church	5	3	5	15	25
23	sfd/school	10	3	5	30	50
24	sfd	7.5	3	5	23	38
25	sfd/sfa	13.8	4	7	56	97
26	sfd/sfa	24.5	4	7	98	172
27	sfd/sfa	4	4	7	16	28
28	sfd/park	4	4	7	16	28
29	mf	22.7	4	7	91	159
30	sfd	15	3	5	45	75
31	sfd	17.7	3	5	54	89
32	sfd	1.8	1.5	4	3	8
33	sfd	1.8	1.5	4	3	8
34	mf	18.4	6	10	111	184
35	mf	2.2	6	10	14	22
36	mf	13.7	6	10	83	137
37	comm	16.2	-	-	0	0
38	mu	15.1	-	-	0	0
39	mu	12.9	-	-	0	0
40	comm	15.3	-	-	0	0
41	comm	10	-	-	0	0
42	mf	14.8	6	10	89	148
43	sfd	13.6	3	5	41	68
44	sfd	28.5	3	5	86	143
45	sfd	13.5	3	5	41	68
46	sfd/church	4	3	5	12	20
47	mf	10.6	6	10	64	106
48	sfd	20.7	3	5	63	104
49	mf	17.4	6	10	105	174
50	sfd	31	3	5	93	155
51	mu	15.2	-	-	0	0
52	transit	4.5	-	-	0	0
53	sfd/sfa	15.2	4	7	61	107
54	sfd/sfa	11.2	4	7	45	79
55	sfd/church	6	3	5	18	30
56	sfd/park	3	3	5	9	15
57	sfd/sfa	24.4	4	7	98	171
58	sfd/park	5	3	5	15	25
59	sfd	17.7	3	5	54	89
60	sfd	14.1	3	5	43	71
61	sfd	4	3	5	12	20

Planning Unit	Land Use Density	Acres	Baseline Density	Max Density	Baseline Units	Max Units
62	sfd	2.8	3	5	9	14
63	sfd	5.4	3	5	17	27
64	sfd	2.4	1.5	4	4	10
65	sfd	8.4	3	5	26	42
66	sfd	21.7	3	5	66	109
67	sfd	22.7	3	5	69	114
68	sfd/school	10	3	5	30	50
69	sfd/park	7.4	3	5	23	37
70	sfd	9.8	3	5	30	49
71	sfd	6.7	3	5	21	34
72	sfd	6	1.5	4	9	24
73	sfd	13.2	1.5	4	20	53
74	sfd	20.2	1.5	4	31	81
75	sfd	20.2	1.5	4	31	81
76	sfd	13.7	1.5	4	21	55
77	sfd/park	4	3	5	12	20
78	sfd	19.2	1.5	4	29	77
79	sfd	19.5	1.5	4	30	78
80	sfd	22.9	1.5	4	35	92
81	sfd	15.7	3	5	48	79
82	mu	13.9	-	-	0	0
83	sfd	41.3	3	5	124	207
84	mu	34.2	-	-	0	0
Grand Total		1243.1			2884	5120
Total LD	1.5 – 4	201.1			302	804
Total ML	3 - 5	538			1614	2690
Total MD	4 - 7	119.8			480	839
Total MH	6 – 10	77.1			463	771
Total Commercial		41.5				
Total Emp		159.8				
Total MU		91.3				
Total OS		0				
Total ES		10				
Grand Total		1243.1			2859	5104
Total Parks		39.6				
Total Schools		40.2				
Total Churches		20				
sfd	=	single-family dwelling				
emp	=	employment				
os	=	open space				
sfa	=	single-family apartment				
mf	=	multiple-family				
comm	=	commercial				
mu	=	mixed use				
es	=	existing school				
LD	=	Low Density Residential				
ML	=	Medium-Low Density Residential				
MD	=	Medium Density Residential				
MP	=	Medium-High Density Residential				

Land Use

Goal:

Land Use – Community Core

Create a community in the Westfields that includes a community core surrounded by residential neighborhoods that include a mix of housing types, open space, parks and public buildings such as churches and schools.

Objective

1. To encourage the development of a community core for the Westfields.

The Westfields provide an excellent opportunity to create a true community that includes commercial, public, residential and open space land uses. The community core needs to be located as the central focal point of the community and at the intersection of two major streets. This makes the 1200 West 400 South intersection the appropriate choice. The community core would include a neighborhood commercial component to the east of 1200 West and a transit-oriented, mixed-use village center to the west. The neighborhood commercial center typically ranges from six to twelve acres, depending on the population within the user area. The community core to the west of 1200 West is envisioned as the site of the intermodal hub for commuter rail. It would be an area including shops, offices and residential uses, in buildings no more than three stories in height.

Strategies

- 1-A Develop and adopt a transit-oriented, mixed-use community core village center zone to accommodate development west of 1200 West in the village center.
- 1-B Develop and adopt a neighborhood commercial zone for the area east of 1200 West in the village center.
- 1-C Encourage opportunities for shopping, housing and employment to be in closer proximity to each other.
- 1-D Create an area that functions as a place to shop, recreate, dine, live and work providing a walkable community.



Figure H. Orenco Station near Portland, Oregon is an example of a village center.

Goal:

Land Use – Residential Neighborhoods

Create a community in the Westfields that includes a community core surrounded by residential neighborhoods that include a mix of housing types, open space, parks and public buildings such as churches and schools.

Objective

- 2. To create a community of neighborhoods in the Westfields that includes a wide variety of housing types and densities and includes the services and amenities that contribute to desirable, stable neighborhoods.**

The ultimate buildout of the Westfields will result in 900+ acres of residential development. Many factors will affect how long it will take to realize full build-out including market and property owner’s decisions to sell their property. At the time build-out does occur, a range of housing densities and types are envisioned in the area.

Residential densities in the Westfield would transition from lower densities in the southeast and northeast portions of the community to higher densities around the village center. The lower density areas would include lots of one-half acre or larger, while the higher density areas would include rowhouses on 4,500 square foot lots.

Each neighborhood should be anchored by a school, church, park or community green. Historically, neighborhoods included groupings of such facilities and derived a sense of identity from them. These facilities are important gathering places and a vital component of creating a neighborhood.

Strategies

- 2-A Develop and adopt ordinances that allow the development of smaller lots in order to preserve stream corridors and provide park space, while still meeting the requirements of the adopted density range.
- 2-B Locate neighborhood facilities, such as schools, parks and churches, within walking distance of each resident.
- 2-C Work with the school district and churches to co-locate neighborhood facilities to create a neighborhood focal point to the largest extent possible.
- 2-D Utilize public facilities such as schools, churches, and parks as the terminus for streets to create a focal point.
- 2-E Locate higher density housing adjacent to 400 South and transition to lesser densities to the southeast and northeast, as illustrated on the Plan Map.
- 2-F Utilize rear property lines or natural barriers such as creeks and open space corridors to transition between residential densities rather than local streets.



Figure I. Medium Density



Figure J. Low Density

Goal:

Roads and Trails

Provide transportation network and facilities that balance the needs of motorists, pedestrians, bicyclists and transit-users and that is safe, efficient, environmentally-responsible and attractive, while providing excellent internal circulation within the community and appropriate connection to the surrounding region.

Objective

1. **To create a connected network of roads, trails and paths throughout the Westfields that are appropriately designed to balance the needs of all people to circulate within the project area and surrounding region.**

An integrated network of roads, trails and paths is essential to providing a connected neighborhood that works for all the people within the community. The existing street system defines, to some extent, what will happen in terms of a street network. Additionally, the Union Pacific’s policy of limiting at-grade crossings to the numbers currently in place presents challenges for connecting this area to the rest of the larger area.

Clearly, 400 South is the most significant arterial street in the Westfields, with a major collector street proposed at approximately 1200 West to meet the needs of north-south traffic. Planted medians have been proposed for both 400 South and 1200 West to help create an attractive travelway. Issues with UDOT would need to be resolved before medians would be allowed on 400 West. Additionally, there is the issue of installation and maintenance that would need to be evaluated and determined.

Within the residential areas, it is important that streets are seen as more than a means of efficiently moving traffic. The community needs to determine if the primary purpose of local residential streets is to allow the unrestricted flow of motorist, or if the local street is seen as a place where cars move through at slow speeds and slight delays may occur on their way to a collector that allows easier movement.

Strategies

- 1-A Utilize the Utah Power easement corridor as the location for the major north-south collector road and trail system at approximately 1200 West through the Westfield Community.
- 1-B Develop block size standards that allow for convenient pedestrian, bicycle and vehicular access throughout the community.
- 1-C Work with UDOT to define opportunities for widening the right-of-way and providing a planted median along the portion of 400 South, especially within the neighborhood commercial center, as a part of the City’s efforts to define an appropriate gateway image/Springville City entry and UDOT’s efforts to work with communities in providing “context sensitive” design.
- 1-D Incorporate existing roads into the overall circulation pattern to the greatest extent possible.
- 1-E Utilize both grid and modified grid (curvilinear) streets to create interest and variety in the Community.
- 1-F Work with property owners to ensure that streets meet the needs of all parties affected by their location to the greatest extent possible.
- 1-G Work to ensure the Westfields circulation network is integrated into greater Springville City to the greatest extent possible.
- 1-H Provide trails that connect all of the different land uses providing a walkable environment.

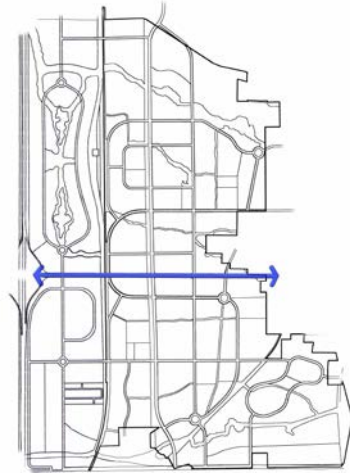


Figure K. 400 South – Major Arterial

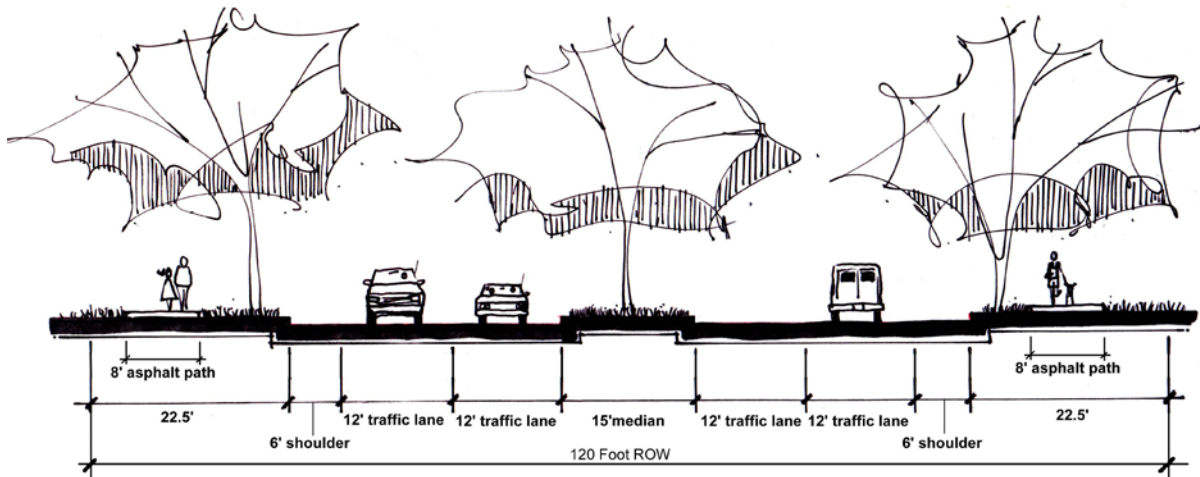


Figure L. Major Arterial - 400 South Concept

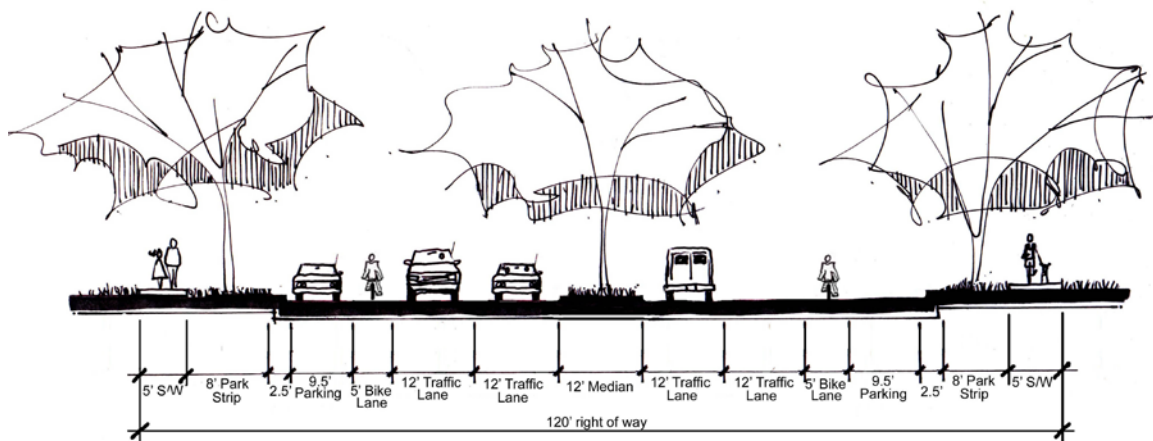


Figure M. Alternative Arterial (with bike lanes)

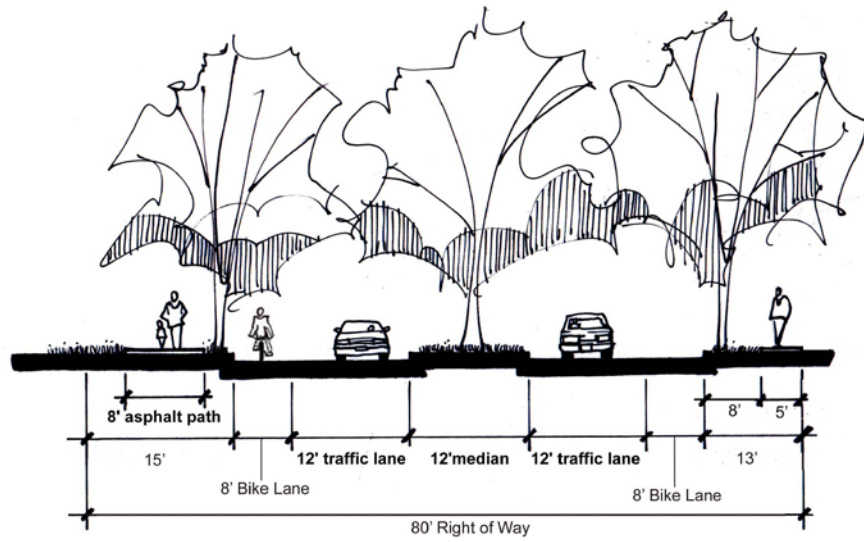


Figure N. Major Collector

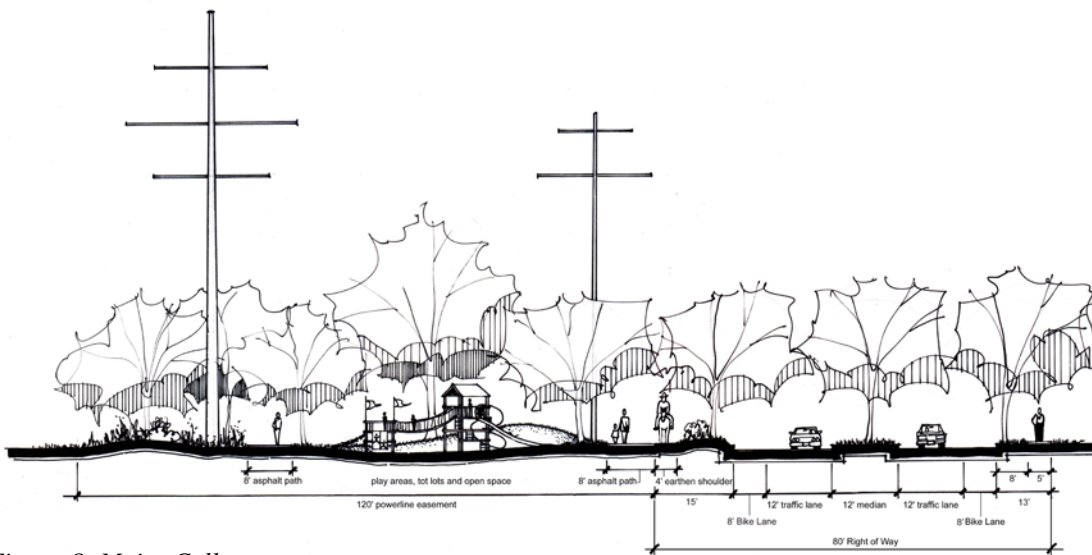


Figure O. Major Collector next to power easement

Figure P. Minor Collector
With bike lanes

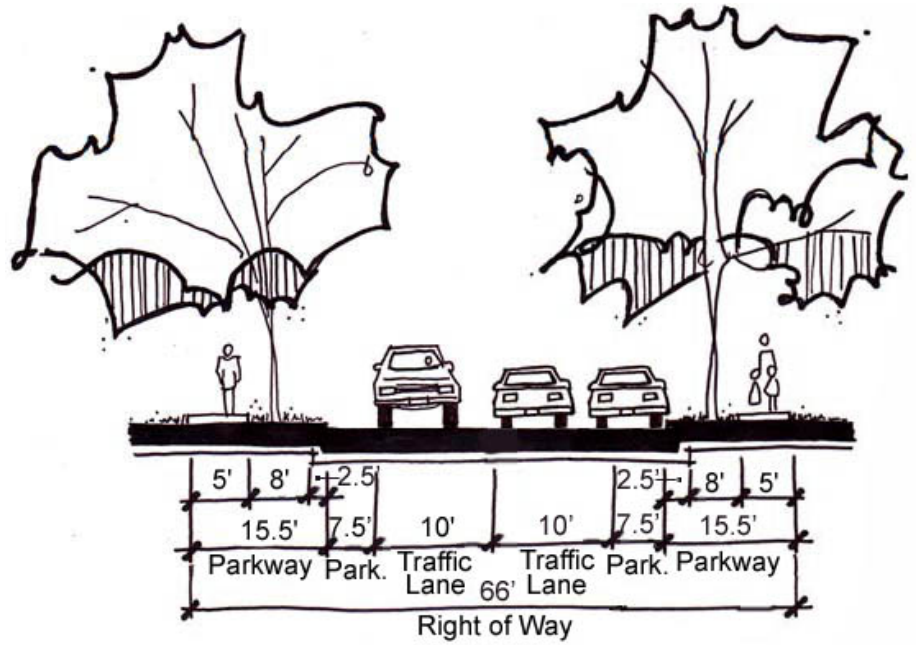


Figure Q. Local Road

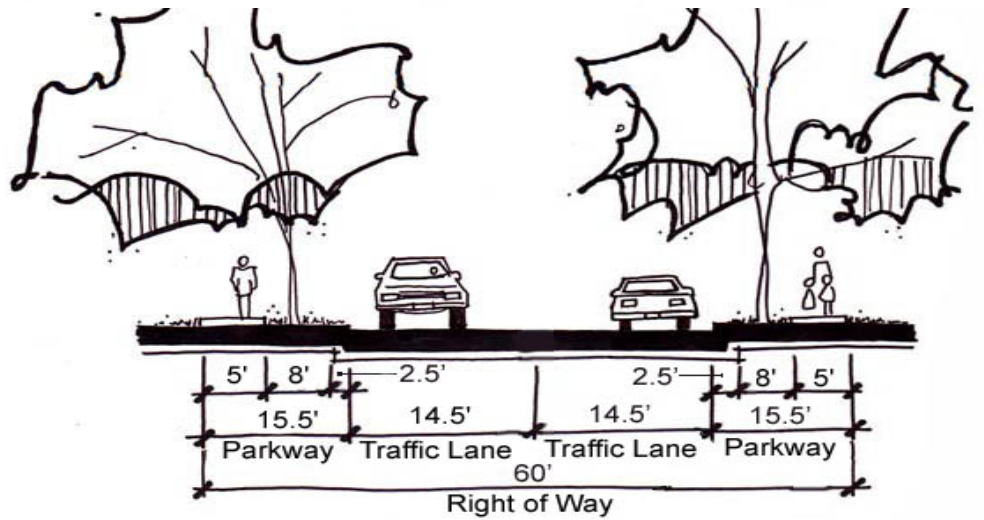


Figure R. Recommendations on Roadway Sections at Build Out

Roadway Segment	Number of Lanes (Year 2020)	Recommended Right of Way	Comments
Major Arterial 400 South (3900 South)	5	120-feet	The roadway can work with five lanes if there is good control of access (e.g. few driveways). Too many driveways will increase the number of conflict points and require more travel lanes. This ROW width allows separated sidewalks with either 5 or 7 lanes. Pavement width is 75 or 99-feet at median breaks. (See Figure K & L.)
US 89 (Main St)	5	96-feet	There might be more right-of-way than this now. The existing roadway has five lanes plus on-street parking in the downtown area. The study confirms that the existing roadway is adequate for the long term.
Major Collector (new collector +/- 900 East)	3	80-feet	This width is adequate only for the roadway segments that are more than 1,000-feet from 400 South (3900 South - County). This width allows three lanes plus two 8-foot bicycle lanes. Pavement width is 52-feet including the bike lanes and the median area. The 80-foot ROW allows a separated 5-foot sidewalk on one side and a meandering 8-foot path on the other. (See Figure N & O)
Minor Collector 1250 East	2	66-feet (with bike lanes)	This width allows two lanes plus two 6.5-foot bicycle/parking lanes. Pavement width is 35-feet including the bike lanes. (See Figure P)
Local Road 400 North / 3150 South	2	60-feet	This allows a two-lane, 29-foot pavement section. It can accommodate bike lanes without the bike lane striping. The 60-foot width allows 5-foot sidewalks with 8-foot planter strips. (See Figure Q)

Goal:

Public Transit

Provide a transportation network and facilities that balance the needs of motorists, pedestrians, bicyclists and transit-users and that is safe, efficient, environmentally responsible and attractive, while providing excellent internal circulation within the community and appropriate connection to the surrounding region.

Objective

2. To provide appropriate facilities to accommodate transit within the Westfields Community.

Transit opportunities need to be provided throughout the Westfields in order to meet the needs of people who will access the area. Appropriately designed collector and arterial streets need to include bus stops for public transportation.

UTA has indicated that commuter rail will ultimately be extended to Payson. Current plans and actions have identified the tracks along the west side of the Westfields as the location of the commuter rail line. Good planning requires that these improvements be anticipated and the inclusion of an intermodal facility in the Westfields is important to providing rail access to residents of Springville, Mapleton and portions of other neighboring communities.

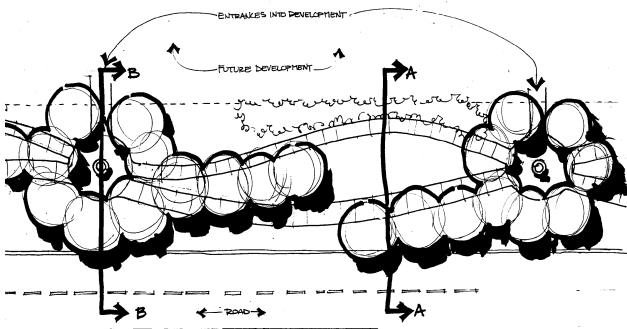
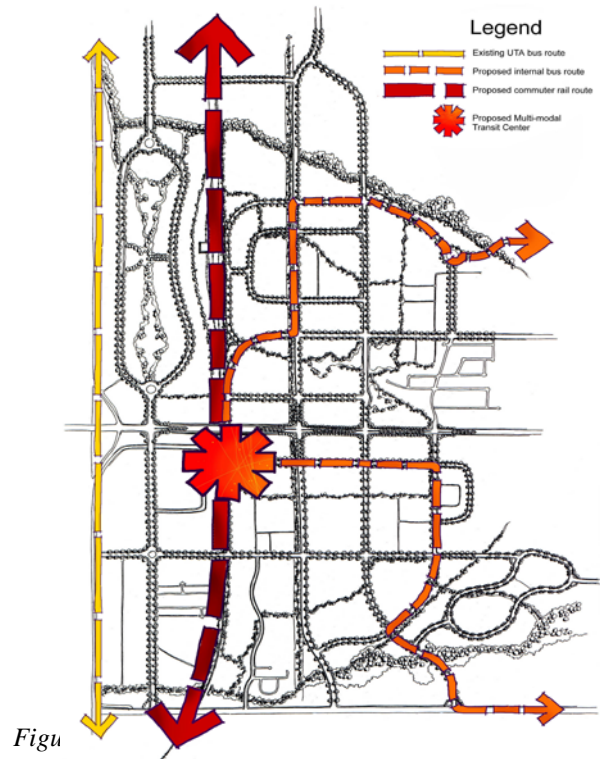


Figure S. Typical Trail System

Strategies

- 2-A Include bus stops on collector and arterial streets within approximately one-quarter mile of all residences.
- 2-B Work with UTA and other transit providers to develop an intermodal transportation hub in connection with the mixed use area along the tracks bordering the Westfields to the south of 400 South.
- 2-C Focus traffic patterns and main street layout of the village center into the intermodal hub.



Goal:

Trails

Create an open space network to provide passive and active recreational opportunities while accommodating pedestrian circulation, agricultural uses, drainage and wildlife habitat concerns.

Objective

- 1. **To develop a network of trails adjacent to creeks and other established drainage ways that connects to the street system throughout the area.**

The Springville City General Plan identified the inclusion of a trails system along Hobble Creek in the Westfields area requiring 100' easements from the center of the Creek. Dry Creek along with Matson, Wood and Coffman Springs are also located in the Westfields, but no easement is currently required.

The linear parks adjacent waterways typically take place as development of the area occurs. These linear spaces can range in width from 20 to 50 feet, depending on topography and environmental concerns. Typically, a trail width of ten feet is seen as a maximum, while six feet is seen as a minimum width, depending on the types and amount of use. These standards also help developers anticipate how their developments might be affected by the linear park and trails system

The development of a trails system provides opportunities to pedestrians, bicyclists and others to recreate and travel through the community in an attractive and natural setting.

Sidewalks along streets also play an important role in pedestrian circulation. Sidewalks should be placed within the street rights-of-way and separated from the street by a generously landscaped parkway.

Strategies

- 1-A Examine opportunities to protect easements or ownership of properties adjacent to the creeks in the Westfields in order to provide space for the trails on at least one side of the creek.
- 1-B Include requirements for access to the open space/trails system as a part of subdivision regulations and site plan review.
- 1-C Establish appropriate width and other standards for linear park and trails within Springville City.
- 1-D Examine current easement requirements on Hobble Creek.
- 1-E Consider easement requirements, transfer of development rights and other legal mechanisms to ensure a trails network
- 1-F Provide pedestrian friendly corridors along roadways.

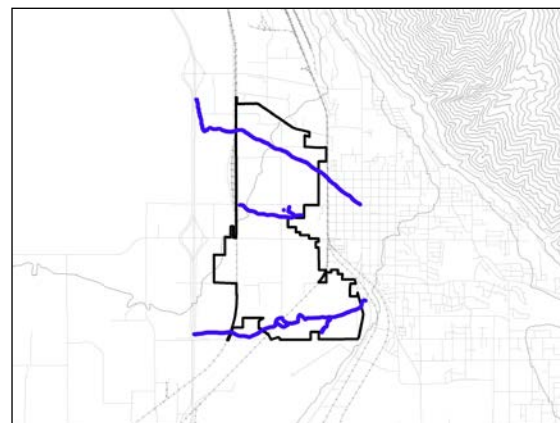
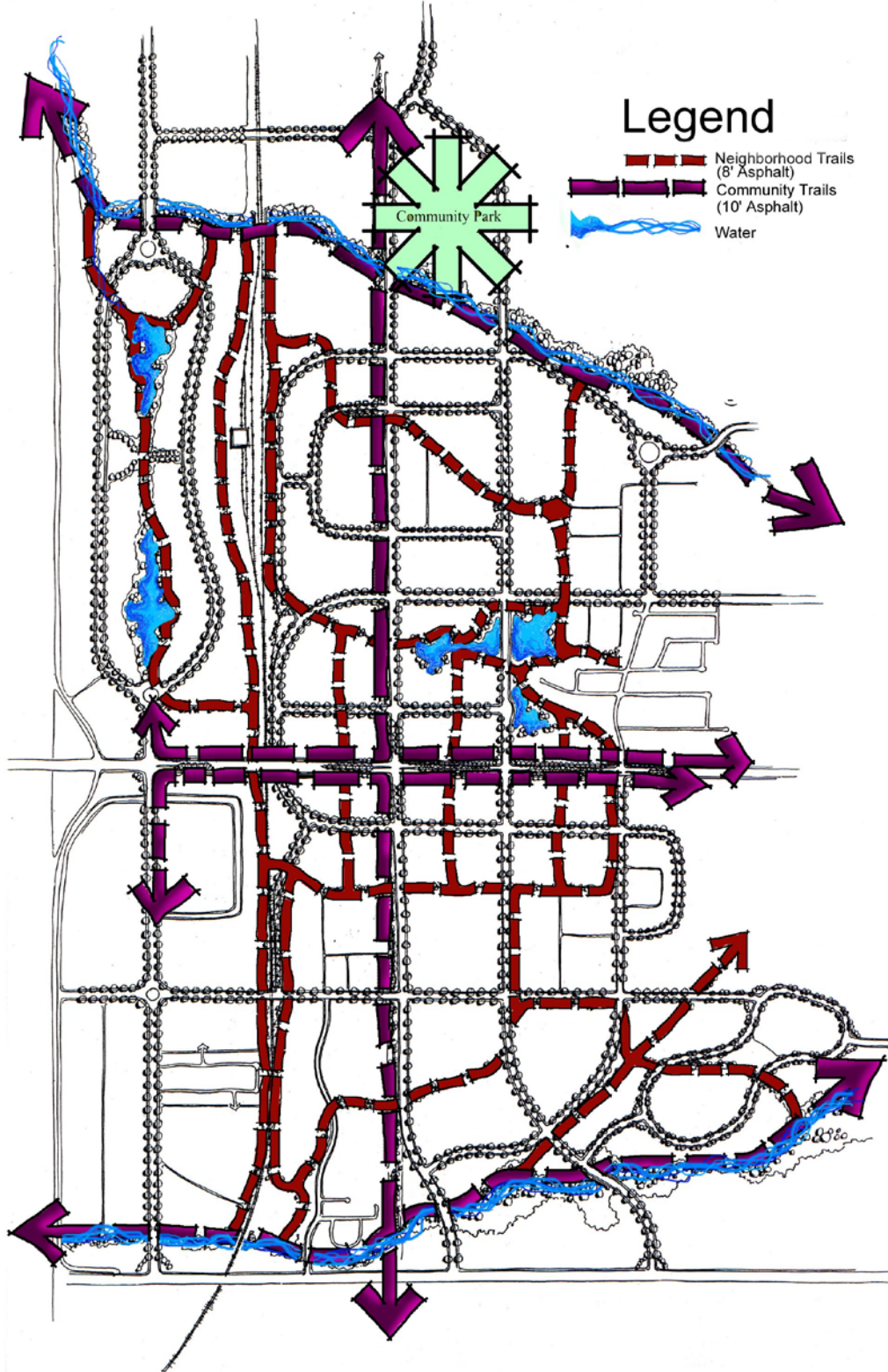


Figure U. Waterways

Figure V. Conceptual Map of Multi-Purpose Open Space



Goal:

Parks

Create an open space network to provide passive and active recreational opportunities while accommodating pedestrian circulation, agricultural uses, drainage and wildlife habitat concerns.

Objective

- 2. To develop parks of sufficient size and appropriately located to meet the needs of the residents of the Westfields.**

Springville City has adopted a standard of two acres of citywide park land for each 1000 residents. That standard was amended to 2.19 acres per 1000 as a part of the 2000 Parks and Recreation Impact Fee Study. Based on densities prepared by the Planning Commission, this would require a minimum of 21 to 38 acres of neighborhood park land for the ultimate population.

In addition to acreage standards, the National Recreation and Parks Association (NRPA) has identified a ¼ to ½ mile user radius for neighborhood parks (five to 10 acres) and a one to two mile radius for community parks (20 to 50 acres). While Springville City does not currently differentiate between neighborhood and community parks, as discussed above, all of the existing parks fall into the neighborhood park classification excepting three which are less than five acres.

Other issues that might be considered include the amount of street frontage parks should have in order to provide space for parking, for patrolling and monitoring activities within the park, and issues arising from parks in backyards.

Strategies

- 2-A Determine optimal locations for park space and work on securing impact fees to purchase park lands at the time 50% or less of the property is developed.
- 2-B Use the ¼ to ½ mile user radius standard in locating parks in the Westfields.
- 2-C Work with residents to determine what types of improvements should be included in parks that service the areas where they live.
- 2-D Consider options for larger developments to utilize land donations and/or improvements in lieu-of-fees for larger developments that support a park of five acres or greater.
- 2-E Preserve open space corridors to connect all land uses and provide trail system opportunities as developments occur throughout the project area.
- 2-F Provide incentives for developers to incorporate open space and trail systems into their developments.

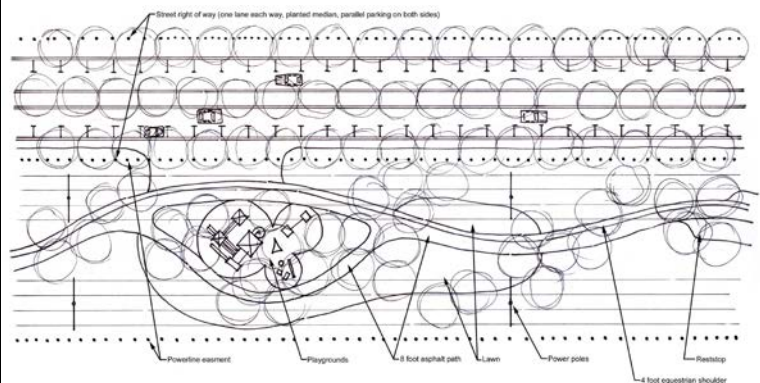


Figure W. Park adjacent to high tension power line easement.

Goal:

Community Park

Create an open space network to provide passive and active recreational opportunities while accommodating pedestrian circulation, agricultural uses, drainage and wildlife habitat concerns.

Objective

3. Determine whether a Community Park should be included in the Westfields.

All of the parks within Springville City are classified as neighborhood parks, based on the National Recreation and Parks Association (NRPA) standards. The Westfields includes the last opportunity to develop a community park. These parks are typically from 20 to 50 acres in area, sometimes larger. The user area is typically a two-mile radius.

The Westfields Land –Use Map includes the concept of a Community Park in the area bordering the north bank of Hobble Creek. Community parks are often located along a natural feature to provide passive recreation space. The other purpose of a Community Park is to provide large scale recreational complexes for activities such as softball or soccer or other field sports. Approximately 120 acres have been identified as locations for siting a Community Park.

Another consideration for a Community Park is that as the City and area continues to grow, a community park can also provide a venue for either new or existing City celebrations that sometimes outgrow their current locations.

Strategies

- 3-A Complete a needs analysis to help determine if a Community Park in the Westfields is appropriate.
- 3-B Insure that a Community Park is determined appropriate for Springville City, that it is included as a part of any new impact fees the City may develop.
- 3-C Work with property owners to explore ways of benefiting them and the City in the selection of an appropriate park site.

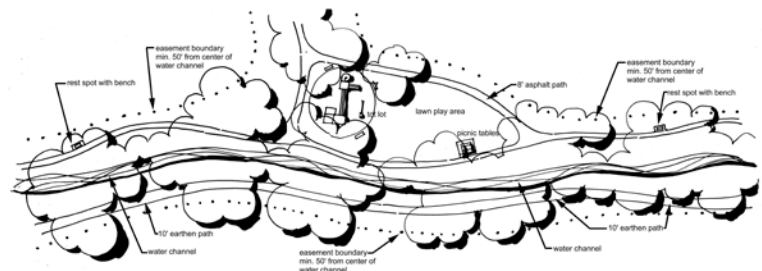


Figure X. Hobble Creek - Typical Plan View

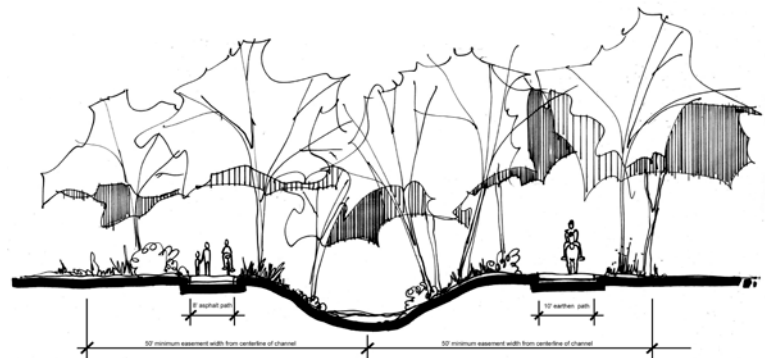


Figure Y. Hobble Creek – Typical Section View

Goal:

Environment

Provide a community that recognizes the unique natural environment in which it is situated and works to balance development with preservation of that environment.

Objective

- 1. Comprehensively address wetlands and environmental concerns in the Westfield in order to better determine and understand development opportunities for the area.**

The Westfields is a unique hydrological system and issues relating to wetlands are largely unclear at this point. As a part of the development of the Westfields Plan, the Army Corp of Engineers (the Federal Agency that oversees wetland issues) was contacted to discuss wetland issues for the Westfields. While Springville City has no local ordinances addressing wetlands issues, the impact of wetlands regulations on property owners is of such importance that this was an issue that could not have been ignored. Even though some property owners felt that contacting the Corp was attracting awareness to the Westfields that should have been avoided, the Army Corp has assured the City that they are very aware of the Westfields wetlands issues.

Rather than reviewing individual sites as development is proposed, a comprehensive plan was recommended by the Corp for consideration as it will help define and resolve issues more easily and be much less costly than would looking at properties individually.

There are also some environmentally challenged sites in the Westfields project area. (See Introduction and Background Section). When development occurs near these locations, the Utah Department of Environmental Quality should be contacted.

Strategies

- 1-A Assist in efforts to develop a comprehensive wetlands plan to address the issue of development in the Westfields.
- 1-B Consider methods to incorporate defined wetlands areas into open space and justly compensate property owners.
- 1-C Establish a wetland bank, possibly in the community park for wetland relocation as development occurs.
- 1-D Preserve wildlife corridors and enhance the native vegetation to preserve and promote wildlife habitat.
- 1-E Contact Utah Department of Environmental Quality for project review related to environmentally challenged projects.

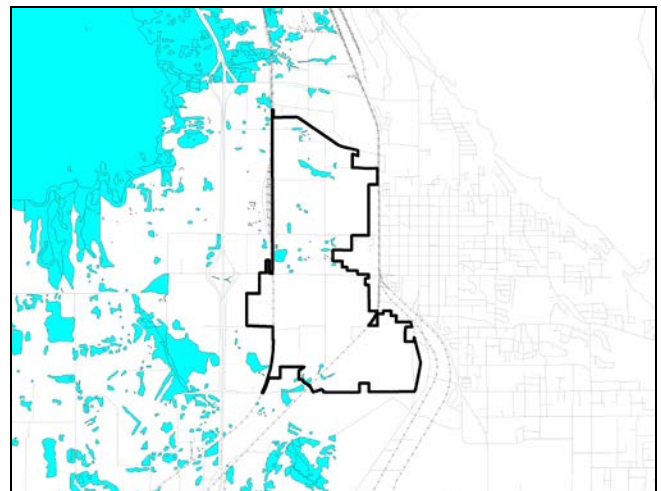


Figure Z. Potential Wetland Locations

Goal:

Culinary and Secondary Water

Develop, install, upgrade and maintain culinary and secondary water systems, storm water, sanitary sewer and land drain systems, and municipal power adequate to meet the needs of the Westfields Community and Springville City.

Objective

- 1. Ensure adequate culinary and secondary water resources are available to service the Westfield Community without negatively impacting the existing City system.**

This issue of adequate water service is an ongoing issue for any growth in the city like Springville. While water resources are available to the City, the issue is the development of those resources and the costs associated with that development. The Public Works Director has indicated that the Water Division's goal is the development of 500 gallons per minute of water annually. This amount would service an average of 250 residences. The City currently uses impact fees to help cover the cost of developing water resources and the delivery system. This is in keeping with the City's policy that a development pays for itself.

Also, it is important to note that the development of a secondary water system is anticipated in the Westfields. The system will be installed as development occurs. This system may reduce the need for culinary water by as much as 70% during the hot summer.

Strategies

- 1-A Support Public Works efforts to develop water sources.
- 1-B Determine whether a growth control policy needs to be established relating to the availability of culinary water and new development and develop and adopt appropriate policies if needed. (This may not be appropriate if impact fees are adopted and functioning as they should be).
- 1-C Consider inclusion of low water, drought-resistant plant materials in open space area as demonstration gardens and as a means of water conservation.
- 1-D Continue City efforts to encourage water conservation as a means of reducing household demand.
- 1-E In addition to developing culinary and secondary water, it will be important to continue to encourage water conservation.
- 1-F Prepare a secondary water system master plan and require infrastructure be installed as development progresses.

Goal:

Storm Water/Land Drain/Sanitary Sewer

Develop, install, upgrade and maintain culinary and secondary water systems, storm water, sanitary sewer and land drain systems, and municipal power adequate to meet the needs of the Westfields Community and Springville City.

Objective

2. **Develop an adequate storm water and sanitary sewer systems and redevelopment improvements of the existing land drain system in the Westfields.**

As within every development, a storm water system will need to be developed into the Westfields and tied into the major lines. A storm water Master plan will need to be completed for the project. Currently, the irrigation ditches are used as a part of the storm water system. These ditches are important for those property owners who desire to continue the rural life.

In the 1920's, a clay tile land drain system was designed for the Westfields as a means of draining the land to make it more usable for agricultural purposes. The lines ran at a diagonal, connecting into the drainageways eventually emptying into Utah Lake. Through the years, various parts of the system were completed, but it was never totally completed as designed. It is currently operated as Utah County Drainage Special Improvement District #1 with property owners paying \$1/acre annually.

As development occurs in the Westfields, the existing land drain system will need to be upgraded with a new, appropriately engineered drainage system installed that is accessible for maintenance. A means of financing maintenance will also need to be established.

The sanitary sewer system master plan identified low density residential development for the Westfields. As the Westfields Community Plan affects those densities, the Sanitary Sewer Master Plan needs to be revised

Strategies

- 2-A Develop a Storm Water Master Plan for the Westfields to ensure it is properly designed to address storm water flowing into and generated within the Westfields.
- 2-B Develop a new Land Drain Master Plan for the Westfields, which considers the cost for upgrading the system.
- 2-C Develop Storm Water and Land Drain Systems in the Westfield, utilizing impact fees to cover appropriate development costs.
- 2-D Work to assist developers willing to front costs for off-site improvements necessary for completion of the Storm Water and Land Drain Systems.
- 2-E Utilize parks and other open space locations for storm water detention purposes and develop a policy clarifying who is responsible for maintenance and design of detention basins.
- 2-F Encourage the design of detention basins that are context sensitive.
- 2-G Dedicate existing drainage and proposed corridors with appropriate setbacks to accommodate storm water events.
- 2-H Update the Sanitary Sewer Master Plan to reflect the Westfields Community Plan.

Goal:

Municipal Power

Develop, install, upgrade and maintain culinary and secondary water systems, storm water, sanitary sewer and land drain systems, and municipal power adequate to meet the needs of the Westfields Community and Springville City.

Objective

3. Ensure municipal power facilities are protected and planned for as the Westfields is developed.

Springville City is currently the power provider for the Westfields. As the area develops, it will be important to ensure that space is provided for new infrastructure to deliver power in the area and protect the existing infrastructure. Springville Power has purchased a site for a distribution substation at the western end of Center Street that will need to be preserved as streets are laid out in the area.

The City will also need to be aware of resources from which to purchase power as this area develops. Again, it is important to remember that buildout of the area will not occur in a few short years, but is anticipated to occur in a decade or more.

Strategies

- 3-A Preserve the distribution substation site located at the west end of Center in the Westfields.
- 3-B Work with the Springville Power to ensure that infrastructure needs are addressed as Westfields' development occurs.

Goal:

Public Spaces

Promote an attractive Westfields Community where attention is given to those design issues that will continue to contribute to the economic, social and physical longevity of the area for generations to come.

Objective

1. Develop public spaces that are both functional and attractive and contribute to a positive perception of both the Westfields and Springville City.

The Westfields provides a remarkable opportunity to create attractive, functional neighborhoods and a village center. This will require examining established norms and learning on the parts of property owners, developers, elected and appointed officials, city personnel and the citizens of Springville.

Public rights-of-way are how most people move through a place and their design influences a range of thoughts and actions. Rights-of-way must be considered the larger realm of their affect on neighborhoods, not just how motorists can most conveniently move through. On those conventional collector and arterial streets all require considering issues such as park strips (or tree strips), street pavement widths, medians, street lighting and other "street furniture," which are all important parts of the design of place.

Other issues include block size and width, which tend to have the greatest affect on pedestrians and non-motorists.

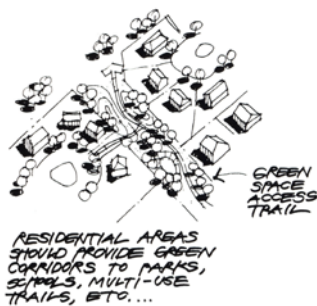


Figure AA. Open Spaces

Strategies

- 1-A Review the existing right-of-way standards for local streets in Springville City to consider decreasing street pavement widths and inclusion of park strips of adequate width to support street trees.
- 1-B Develop ordinance language, which requires the installation of appropriate species and size of street trees as a part of issuance of the certificate of occupancy.
- 1-C Develop planted medians identified in the Westfields Plan Map and identify options for maintenance in addition to utilizing the general fund for maintenance, such as special assessment districts.
- 1-D Develop block standards that correspond to development densities and intensities of use, higher density residential development requiring smaller block sizes.
- 1-E Encourage connectivity of streets, with cul-de-sacs and loop streets being limited to areas where physical constraints leave them as the only feasible option. Ensure that pedestrian access is provided at ends of cul-de-sacs and on loop streets.
- 1-F Develop and adopt a list of appropriate street trees for the Westfields, taking into account the tree's life-expectancy, maintenance concerns and structure.
- 1-G Provide incentives for developers to provide quality public spaces.

Goal:

Architecture & Site Design

Promote an attractive Westfields Community where attention is given to those design issues that will continue to contribute to the economic, social and physical longevity of the area for generations to come.

Objective

- 2. Develop lots and buildings that meet the needs and desires of their owners and residents, while contributing to the overall neighborhood character of the area.**

The Westfields have long been perceived by many as the place where affordable housing will occur. The concept of affordable housing has generally equated to poor quality and design. The reality is that the Westfields needs to be developed as a community of neighborhoods including a range of housing types, not a collection of unrelated and unconnected single and two-family subdivisions. In order to accomplish this, there will need to be a commitment on the part of developers and the City to keep the vision of a high quality community of neighborhoods as a central focus. Current conventions of sighting housing will need to be reviewed and some changes will need to occur in order to accomplish this vision. Additionally, it is important to include and accommodate a mixture of styles in single- and two-family dwellings.

For neighborhoods, it is important that garage doors and driveways do not dominate the front facades of residences. Consideration of garage setbacks and detached garages should be considered for smaller lots. Larger lots might include those options along with side or rear access garages. In exchange for these, lesser front yard setbacks might be considered.

Strategies

- 2-A Develop ordinance language that provides opportunities for a mix of lot widths to encourage a range of housing styles, especially in smaller-lot areas.
- 2-B Consider establishment of surfacing materials, minimum and maximum driveway widths and techniques such as Hollywood drive approaches.
- 2-C Develop garage front façade percentage standards for residential development.
- 2-D Allow consideration of alley loaded parking in all residential developments, provided issues of safety and security are addressed to meet the City’s concerns.
- 2-E Review the concepts included in the draft “Design Guidelines” in developing ordinance language for residential architectural design consideration.
- 2-F Establish material standards for residential development.
- 2-G Provide incentives for developers to provide high quality architectural materials and design.

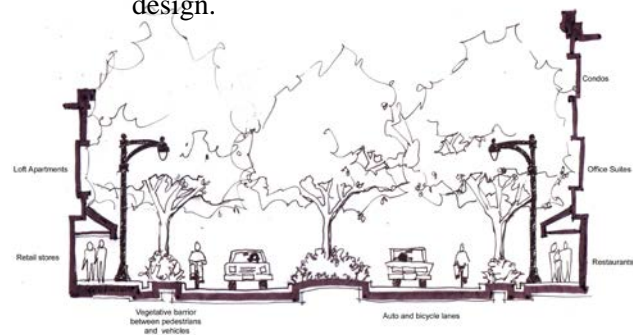


Figure AB. Multi-Use Section

Multi-use Area Section