

# VISION STATEMENT

*Create a dynamic and incremental framework to guide future growth throughout the State Street Corridor resulting in economic development initiatives, transportation solutions and enhanced community image and identity. The State Street Corridor will promote a family-friendly culture while becoming an attractive, urban lifestyle alternative for residents, businesses and visitors.*

## DESIGN PRINCIPLES



### mobility

State Street will utilize its extensive right-of-way in an efficient and functional way to create a people-friendly street that provides viable transportation options for pedestrians, bikes, transit and vehicles. The addition of new streets between State Street and Orem Boulevard will enhance walkability, traffic flow and improve building frontage.



### land-use

A redeveloped, people-friendly State Street will allow and encourage a range of desired land-uses. Nodes will be identified and developed at key areas, in coordination with transit stops, which will become unique districts with a distinguished character and catalyze private investment throughout the corridor.

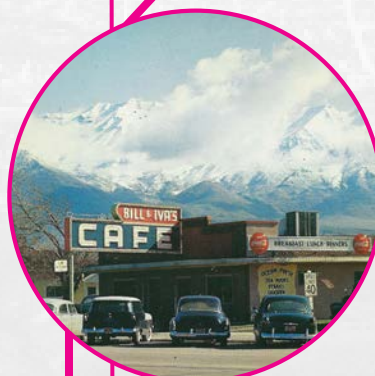


### urban design

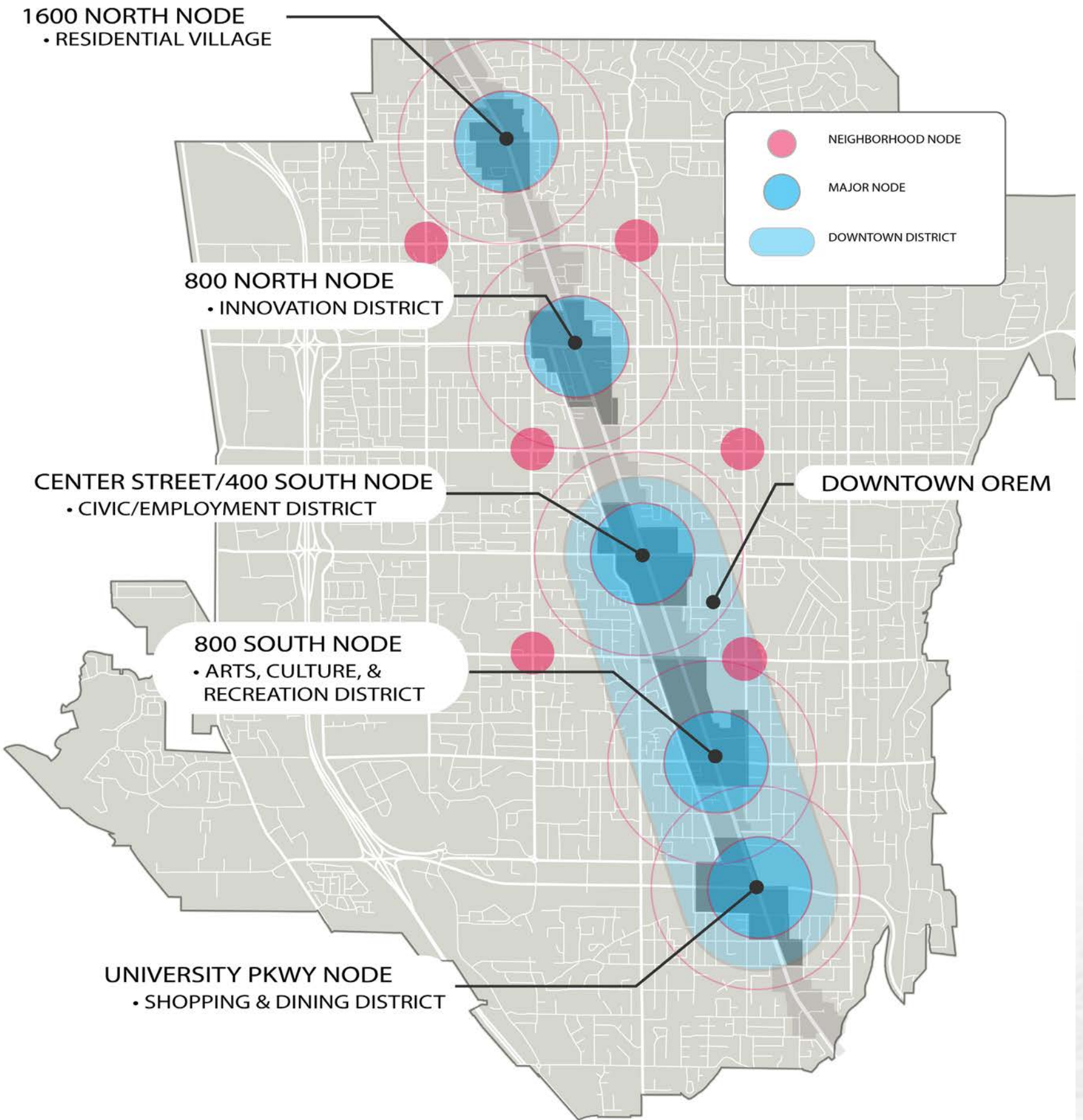
The right mix of mobility and land-use will provide an opportunity to create a “place” and significantly increase the quality of life along State Street. A network of parks, plazas, and other community space will be strategically located throughout the corridor and link to existing gathering spaces. The aesthetic appearance of State Street will be greatly improved by locating buildings along the street, minimizing visual impacts of parking lots and signage and unifying the streetscape.

## MASTER PLAN GOALS

- Provide regional, local and multimodal transportation solutions
- Lateral approach to a linear corridor connecting adjacent neighborhoods east and west
- Increase building frontage real estate through finer grain street and block network leveraging opportunities with Orem Boulevard
- Concentrate density nodes around potential transit system station areas
- Create a complimentary network of character districts to establish sense of place
- Enhance urban open space system to encourage walkability, community gathering, healthy living and active storefronts
- Improve the aesthetic appearance of the corridor
- Redefine development standards and policies to manage growth
- Maintain bedroom community character while embracing critical and strategically located mixed-use density

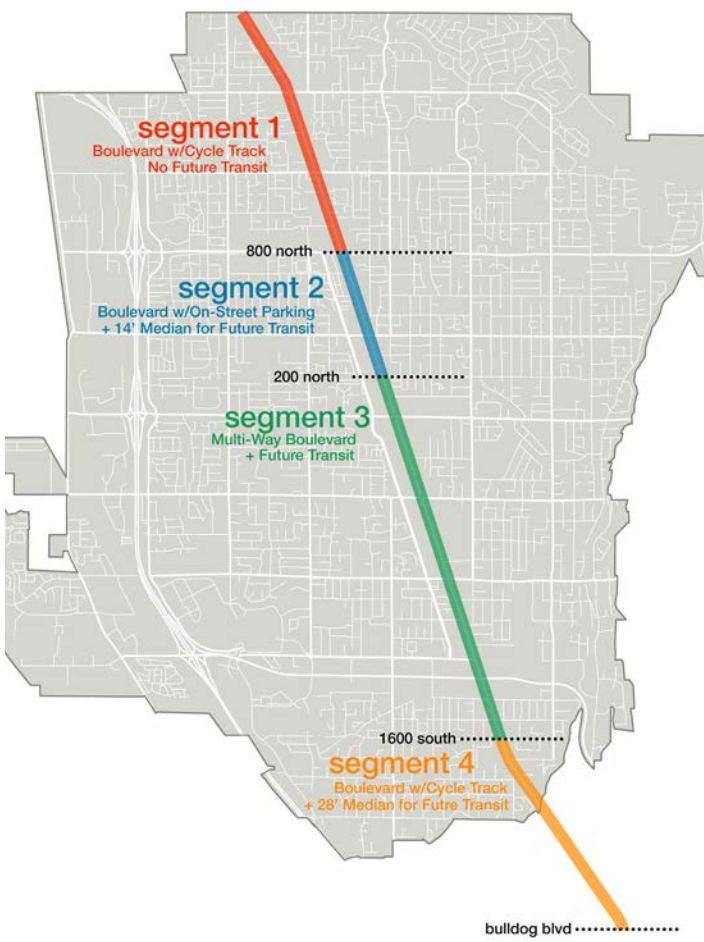


# FRAMEWORK



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State Street Corridor  
Master Plan



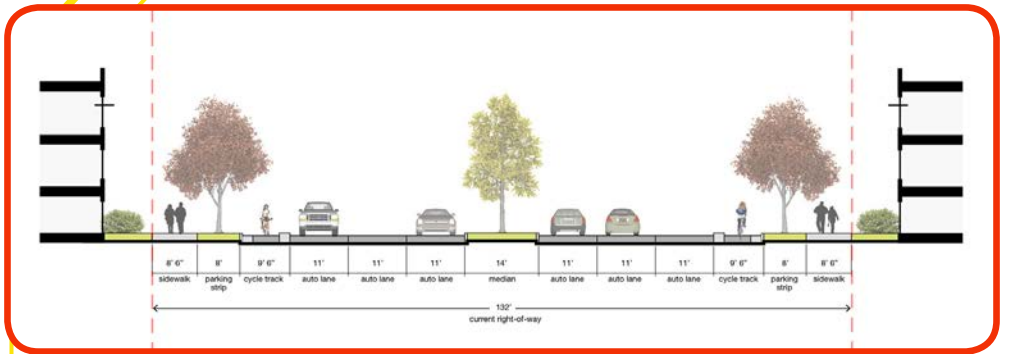


## The Boulevard Approach

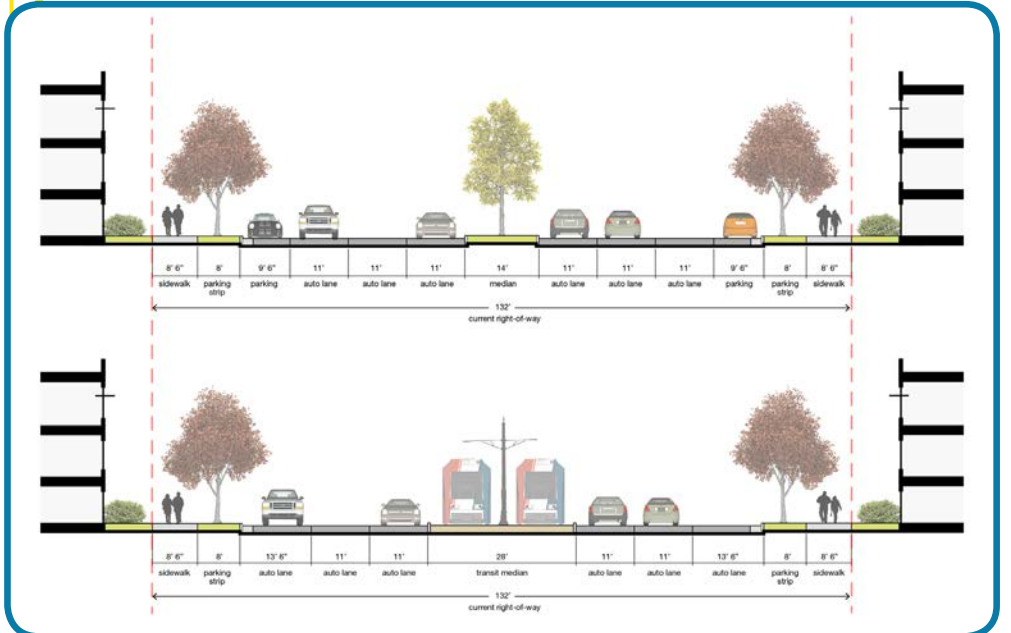
In order to achieve the community goals and objectives for the future of the State Street corridor, a boulevard approach is being evaluated. This approach, which includes a combination of boulevards, multi-way boulevards, transit corridors, bicycle facilities and pedestrian connectivity, will result in a corridor that provides mobility for all modes of transportation, is community oriented, family-friendly and multifaceted. This strategy has the potential to address the project goals and objectives and provide the following benefits.

- Integrate, offer and encourage alternative modes of transportation including pedestrian use, bicycle traffic and transit to reduce automobile trips.
- Separate local and through movement vehicular traffic within multi-way boulevard applications therefore reducing vehicular friction and improving safety. The local lane will help slow traffic and encourage street frontage and walkable retail.
- Improve pedestrian connectivity and safety by separating pedestrian corridors from high-speed traffic lanes with lower speed local lanes, on-street parking, boulevard park strips, consolidated driveway entrances and safety zones at crosswalks.
- Reduce pedestrian crossing distances across State Street to improve pedestrian safety and improve traffic signal operations and timing.
- Create a catalyst for economic development and growth by creating a more attractive street frontage for diversified land use and growth patterns.
- Beautify the corridor by creating aesthetic enhancement opportunities.

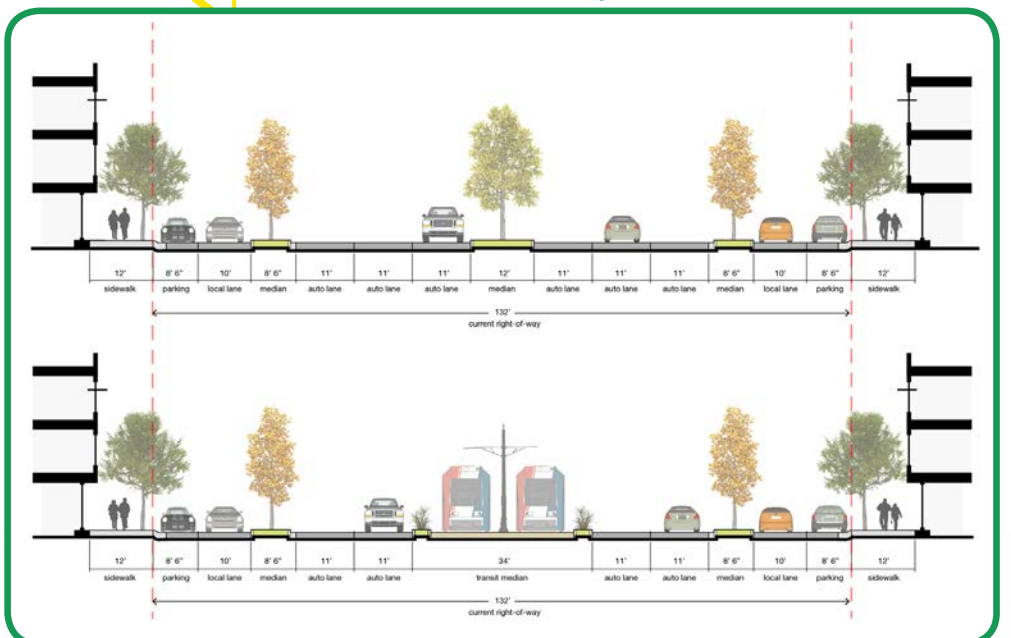
### Segment 1 Boulevard w/Cycle Track



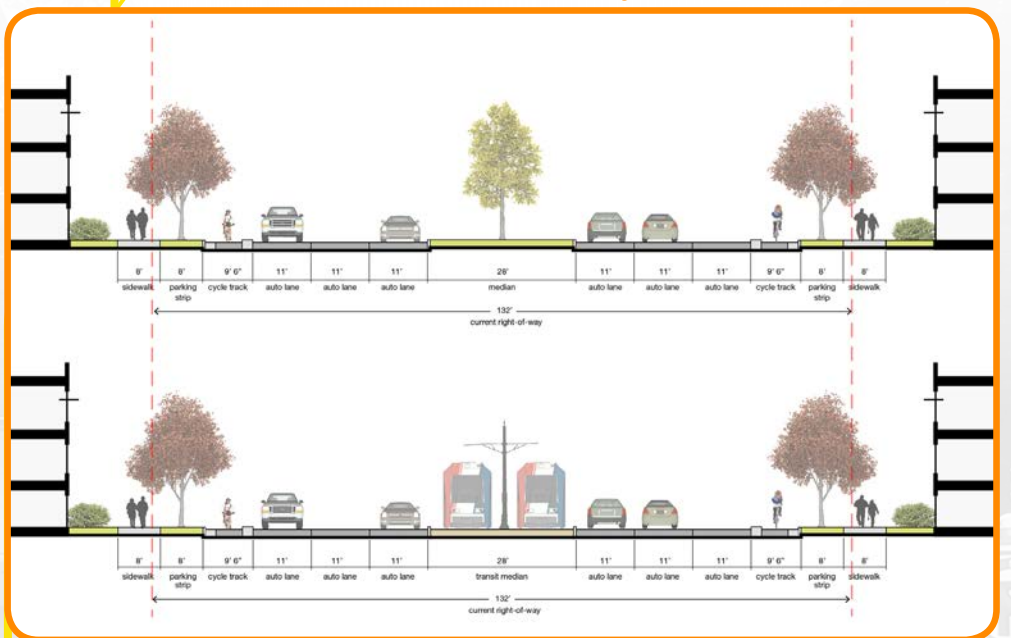
### Segment 2 Boulevard w/On-Street Parking + Future Transit



### Segment 3 Multi-Way Boulevard + Future Transit



### Segment 4 Boulevard w/Cycle Track + Future Transit



## State Street Corridor Segments



# MOBILITY

## Elements of Multi-Way Boulevard



Current Condition



Medians, Local Lane & Landscape Added



Street Trees Added



Redevelopment Occurs



Possible Light Rail Addition

## Elements of Standard Boulevard



Current Condition



Center Median & Landscape Added



Street Trees Added



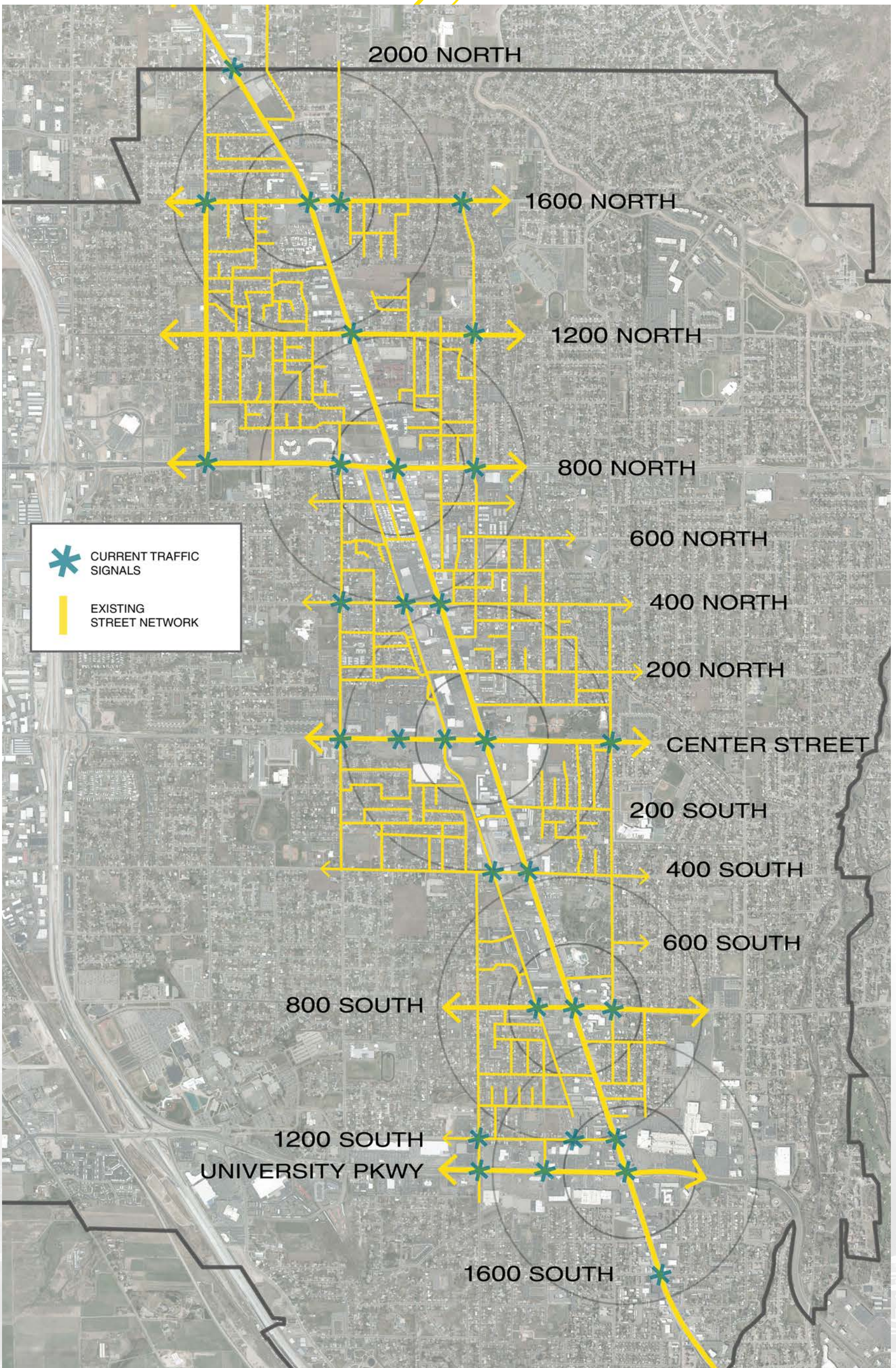
Redevelopment Occurs



Possible Light Rail Addition

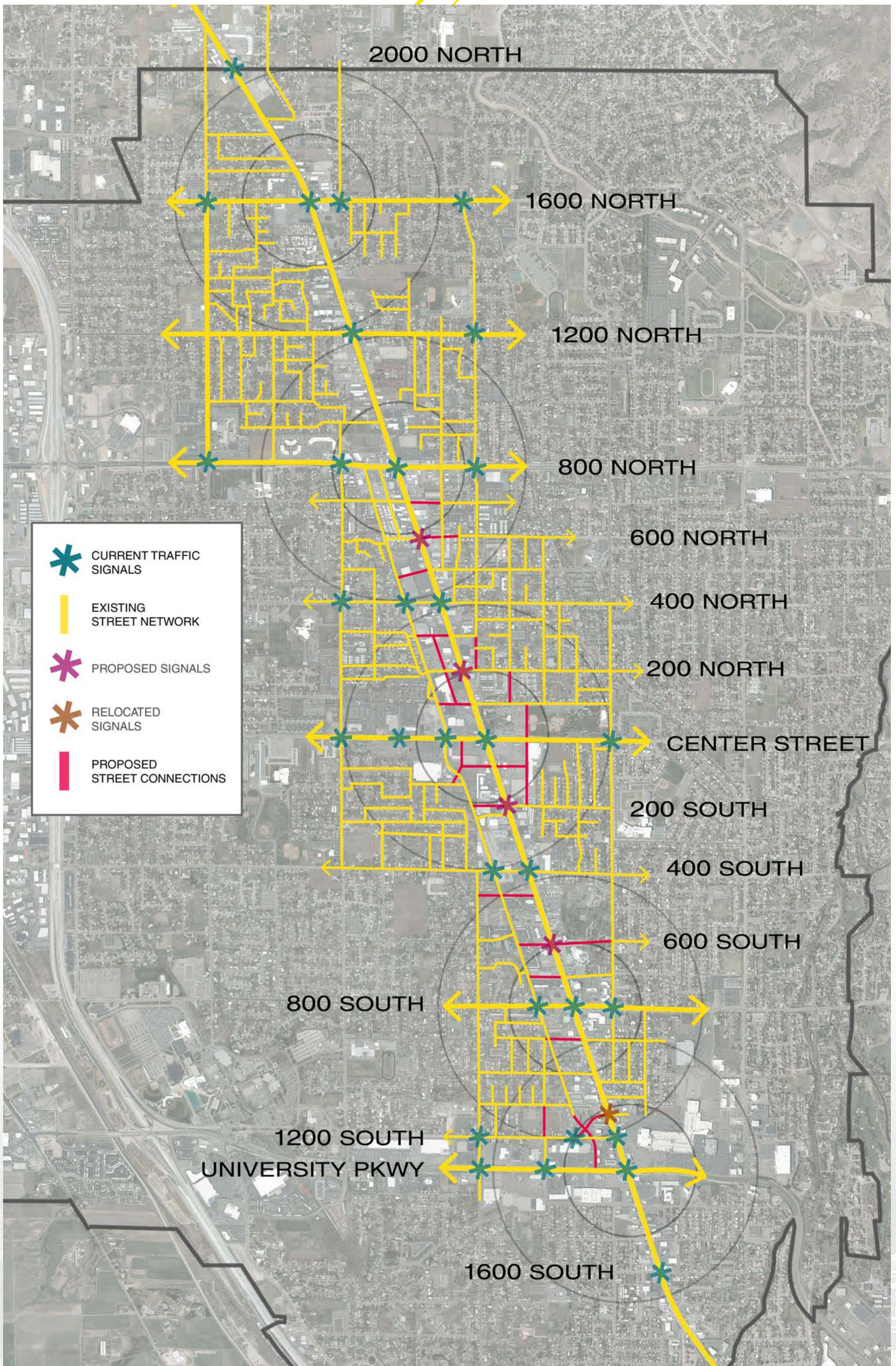
## Multi-Way and Standard Boulevard





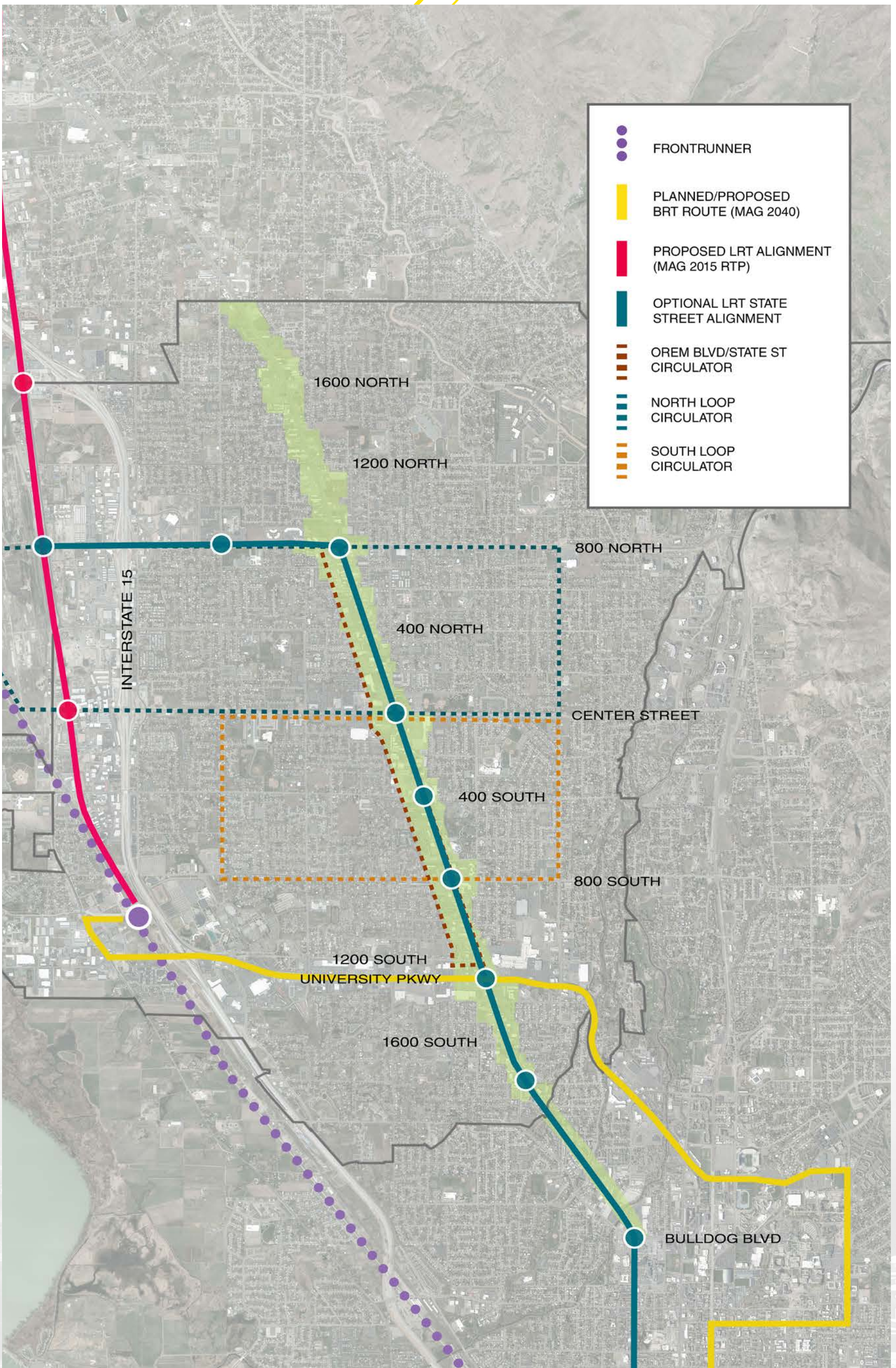
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**Street + Block Network - Existing**

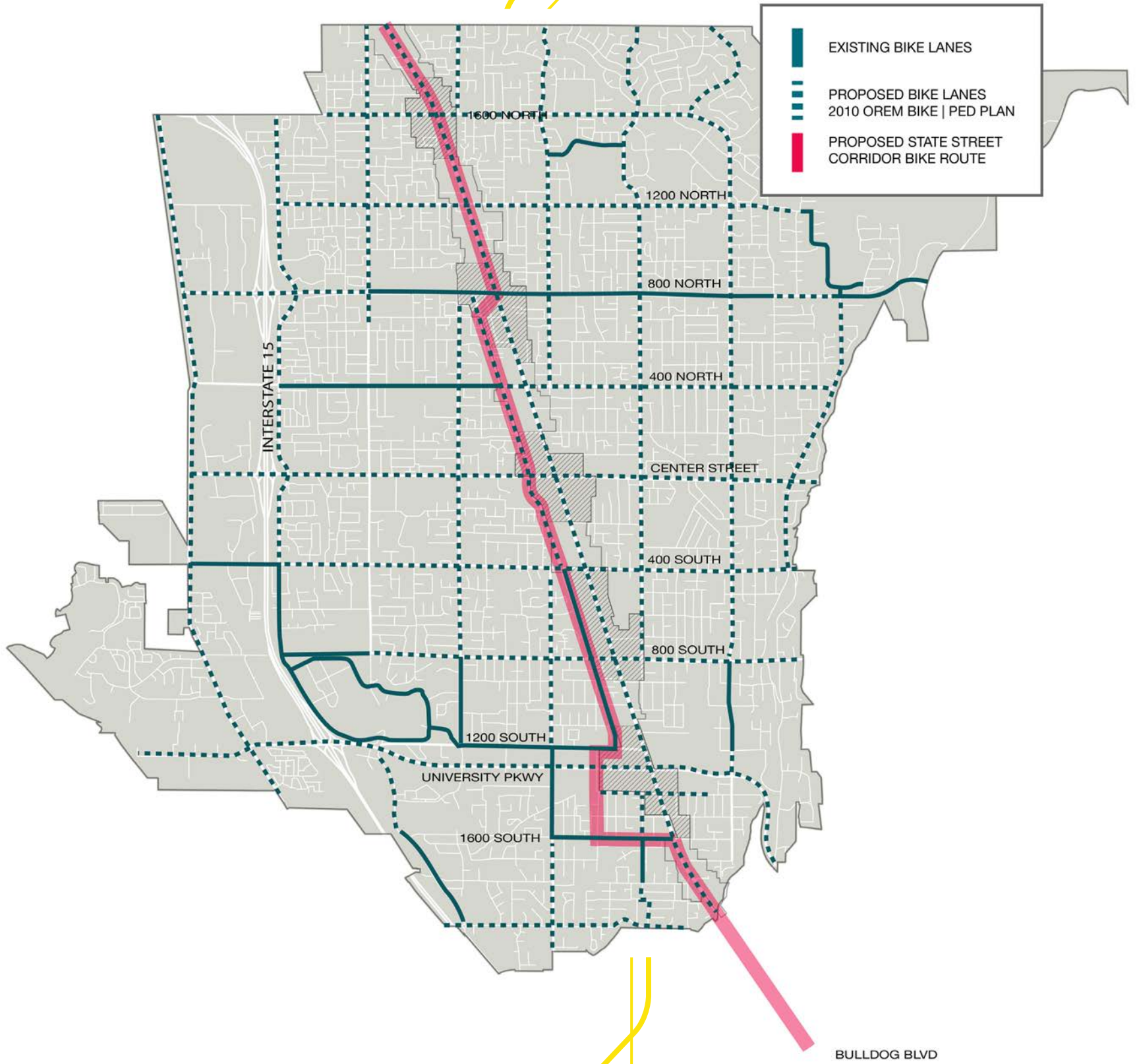


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**Street + Block Network - Proposed**



## Bikeway Routes



## Bikeway Typologies

Conventional Bike Lane



Cycle Track



Buffered Bike Lane



Raised Cycle Track



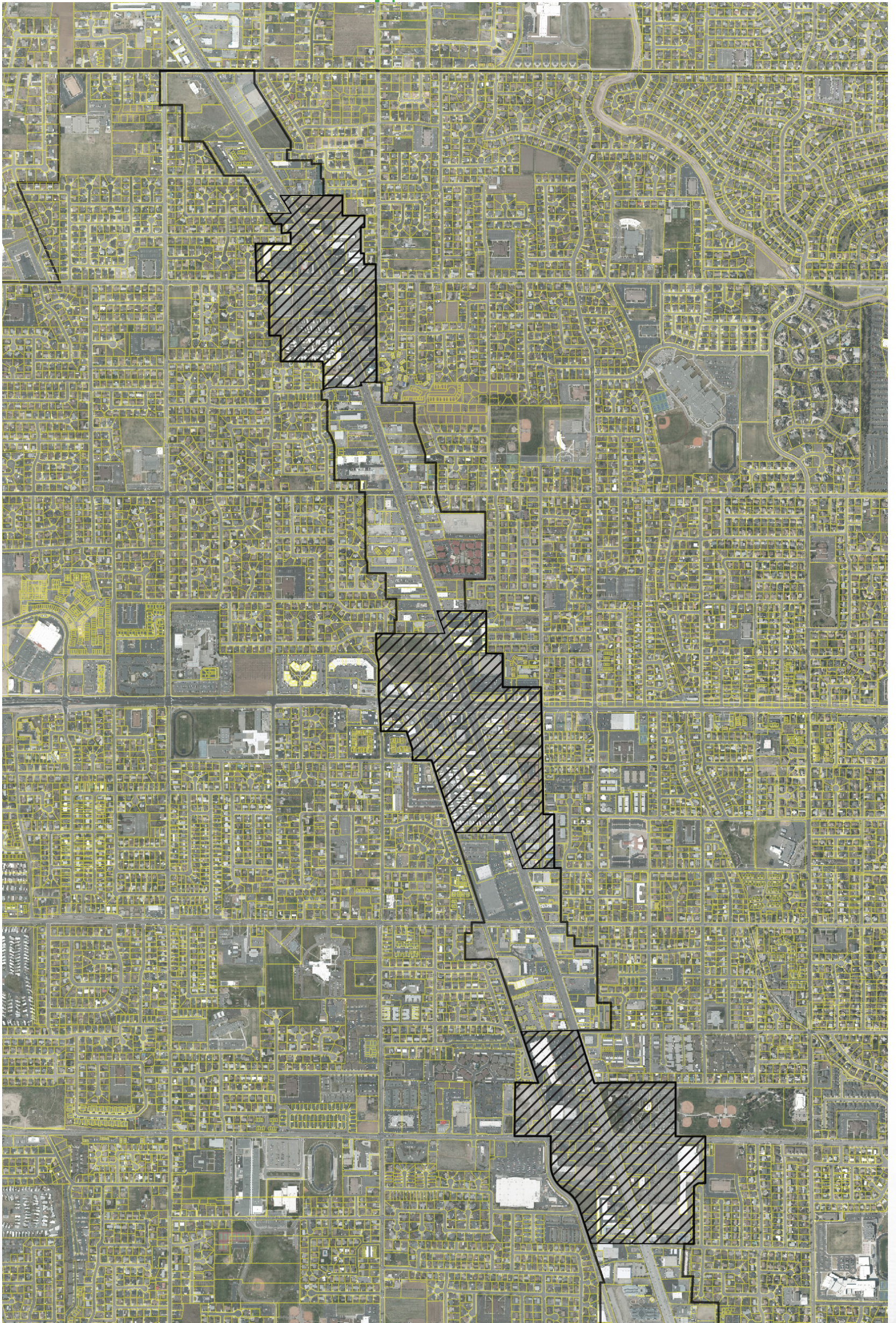
Images from NACTO Urban Bikeway Design Guide



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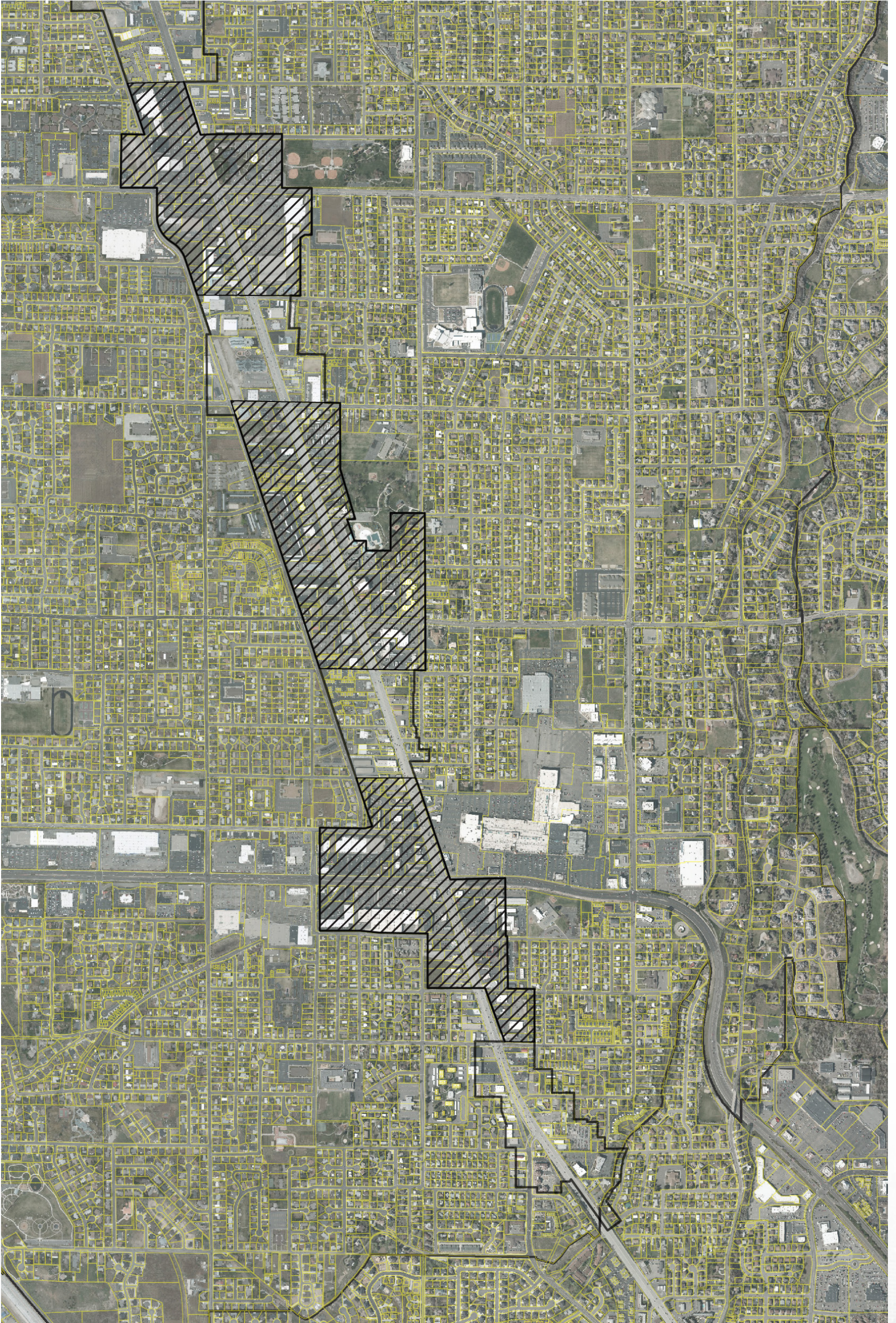
Bikeways





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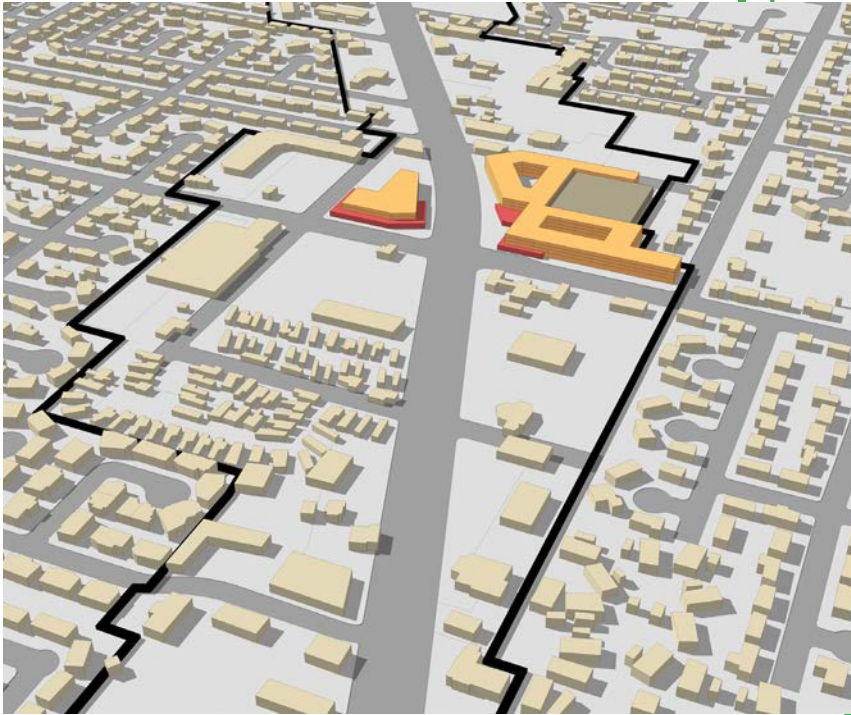
**Nodes and Corridor Boundaries  
North of Center Street**



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**Nodes and Corridor Boundaries  
South of Center Street**

# LAND-USE



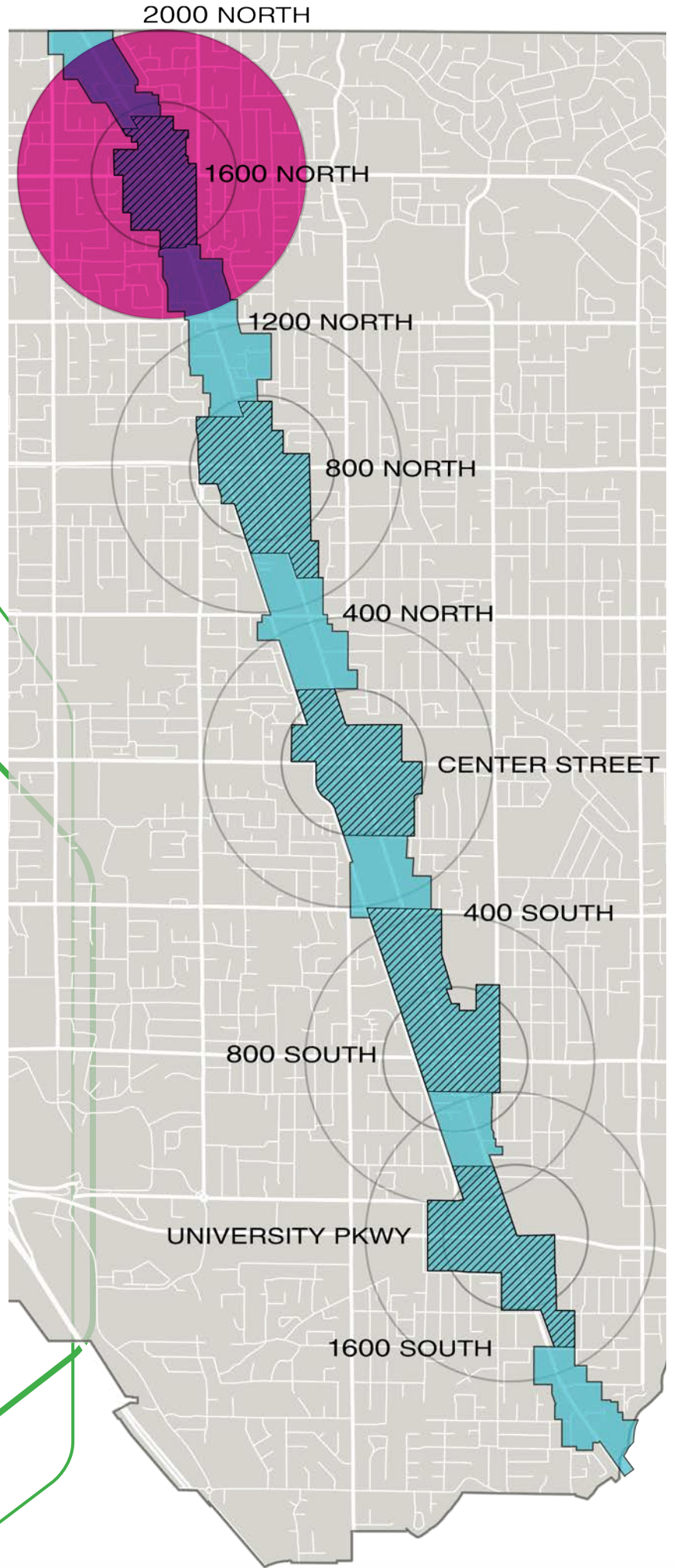
5 Year Build Out



10 Year Build Out



25 Year Build Out



Tax Generation Comparison				
NODE	Existing Taxable Value	Existing Taxable Sales	Future Taxable Value	Future Taxable Sales
1600 North	\$29,856,277	\$16,437,237	\$82,037,637	\$43,750,000
800 North	\$72,574,066	\$73,036,381	\$205,881,785	\$117,000,000
Center Street	\$68,213,268	\$80,082,488	\$200,642,578	\$115,875,000
800 South	\$73,140,070	\$30,696,014	\$98,486,330	\$37,500,000
University Parkway	\$82,159,856	\$180,678,741	\$183,421,032	\$143,500,000
<b>Total Revenue</b>	<b>\$325,943,537</b>	<b>\$380,930,861</b>	<b>\$770,469,361</b>	<b>\$457,625,000</b>
Oram City Annual Tax Revenue	\$4,013,669	\$1,904,654	\$9,487,560	\$2,288,125

Existing Uses (2015)		Proposed Uses (2040)	
Total Area	62.1 acres (100%)		
Residential	96,874 sf (22%)	Residential	1,352,000 sf (87%)
Office	0 sf (0%)	Office	30,000 sf (2%)
Comm./Retail	306,221 sf (68%)	Comm./Retail	175,000 sf (1%)
Industrial	44,941 sf (10%)		
<b>Total</b>	<b>448,036 sf (100%)</b>	<b>Total</b>	<b>1,557,000 sf (100%)</b>

# LAND-USE



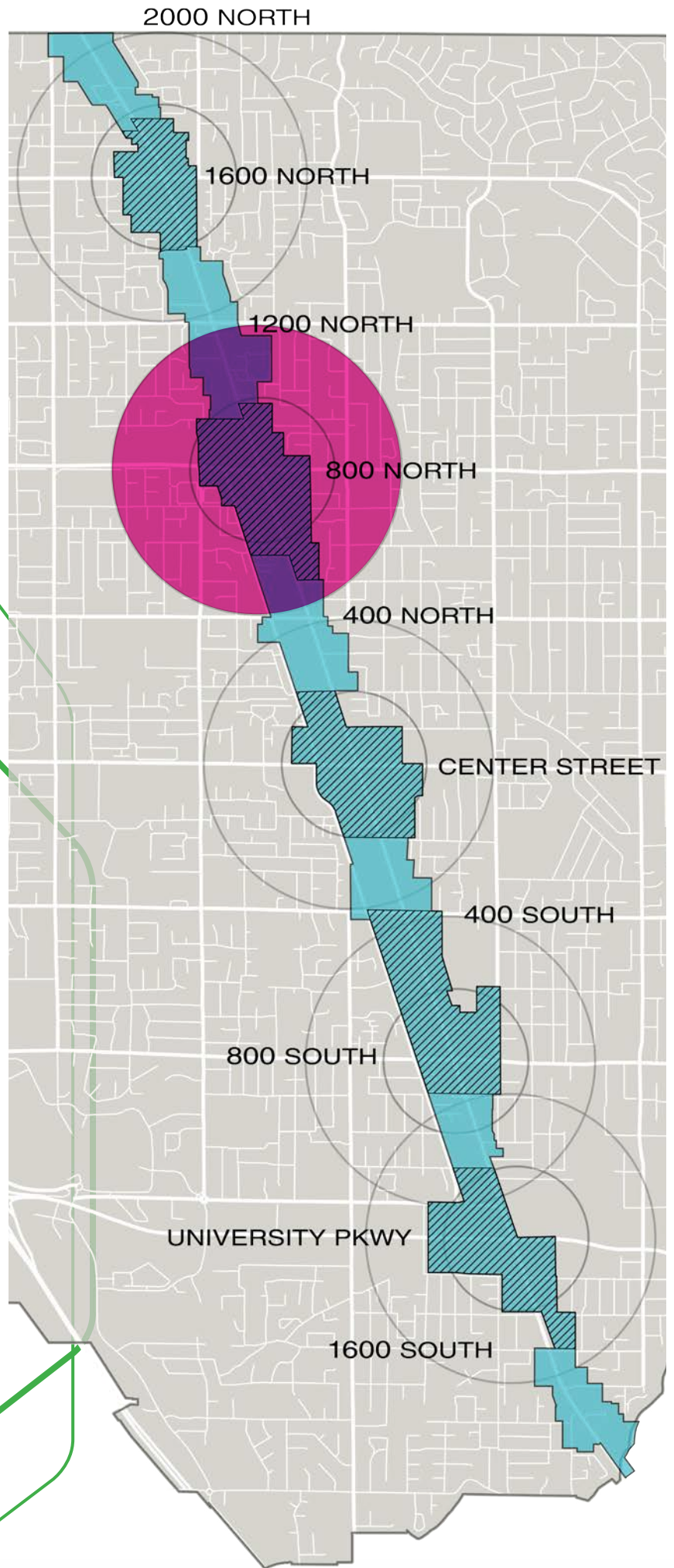
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Existing Uses (2015)		Proposed Uses (2040)	
Total Area	97.5 acres (100%)		
Residential	185,778 sf (25%)	Residential	1,698,000 sf (58%)
Office / Coffeehouse / Bookable	0 sf (0%)	Office	762,000 sf (26%)
Comm./Retail	545,623 sf (75%)	Comm./Retail	468,000 sf (16%)
<b>Total</b>	<b>731,403 sf (100%)</b>	<b>Total</b>	<b>2,928,000 sf (100%)</b>

## 800 North & State Street Node



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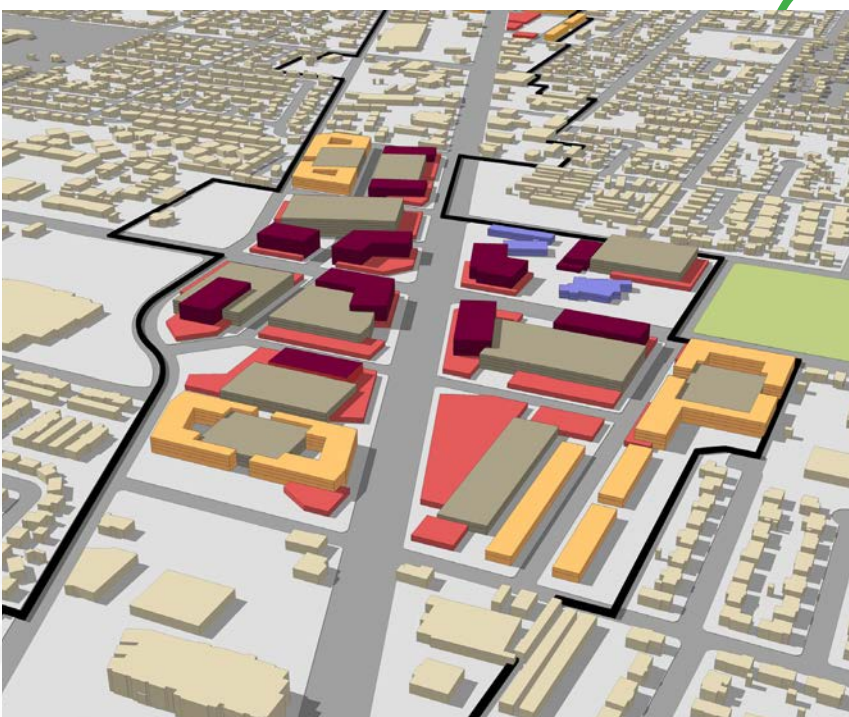
# LAND-USE



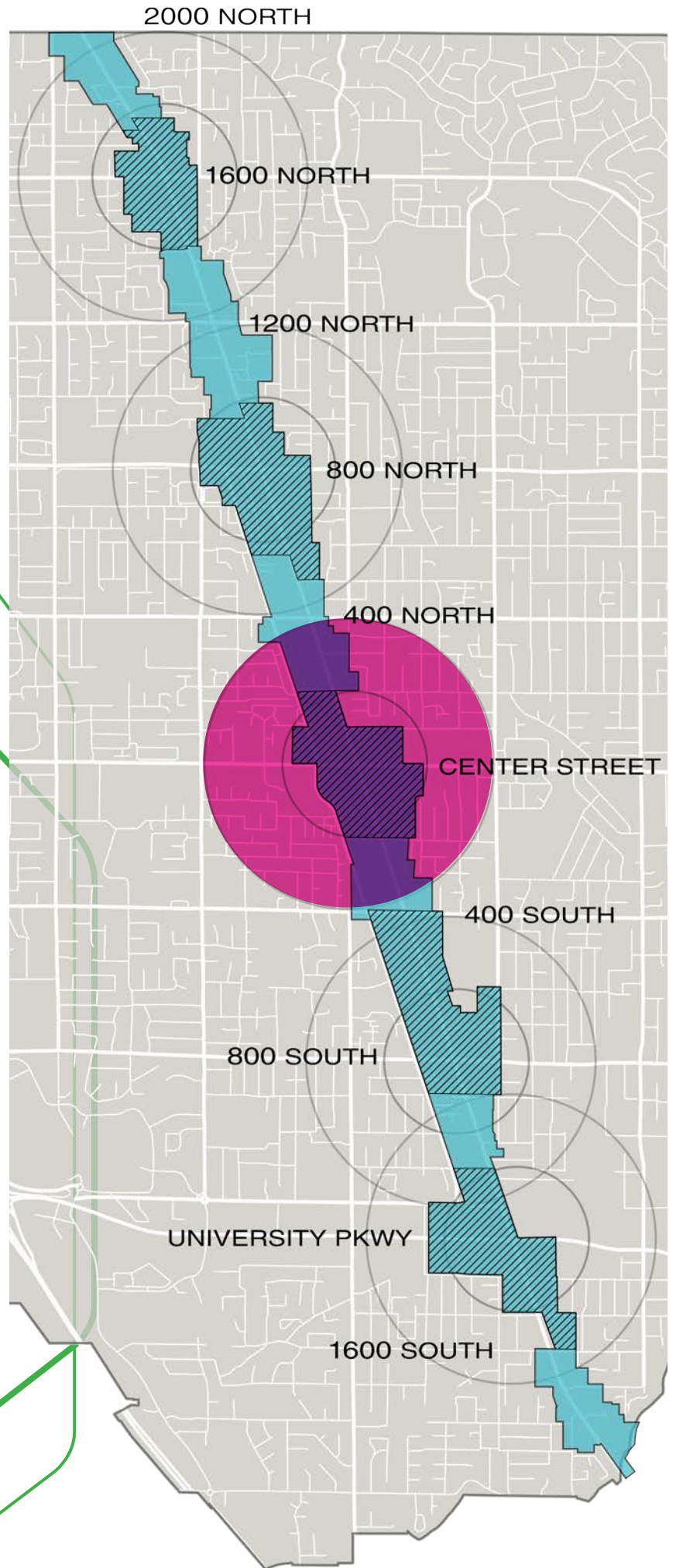
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Existing Uses (2015)		Proposed Uses (2040)	
Total Area	97.9 acres (100%)		
Residential	0 sf (0%)	Residential	724,000 sf (31%)
Office	42,099 sf (6%)	Office	1,155,500 sf (49%)
Comm./Retail	626,320 sf (82%)	Comm./Retail	463,500 sf (20%)
Industrial	95,709 sf (12%)		
<b>Total</b>	<b>764,128 sf (100%)</b>	<b>Total</b>	<b>2,343,000 sf (100%)</b>



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## Center Street & State Street Node

# LAND-USE



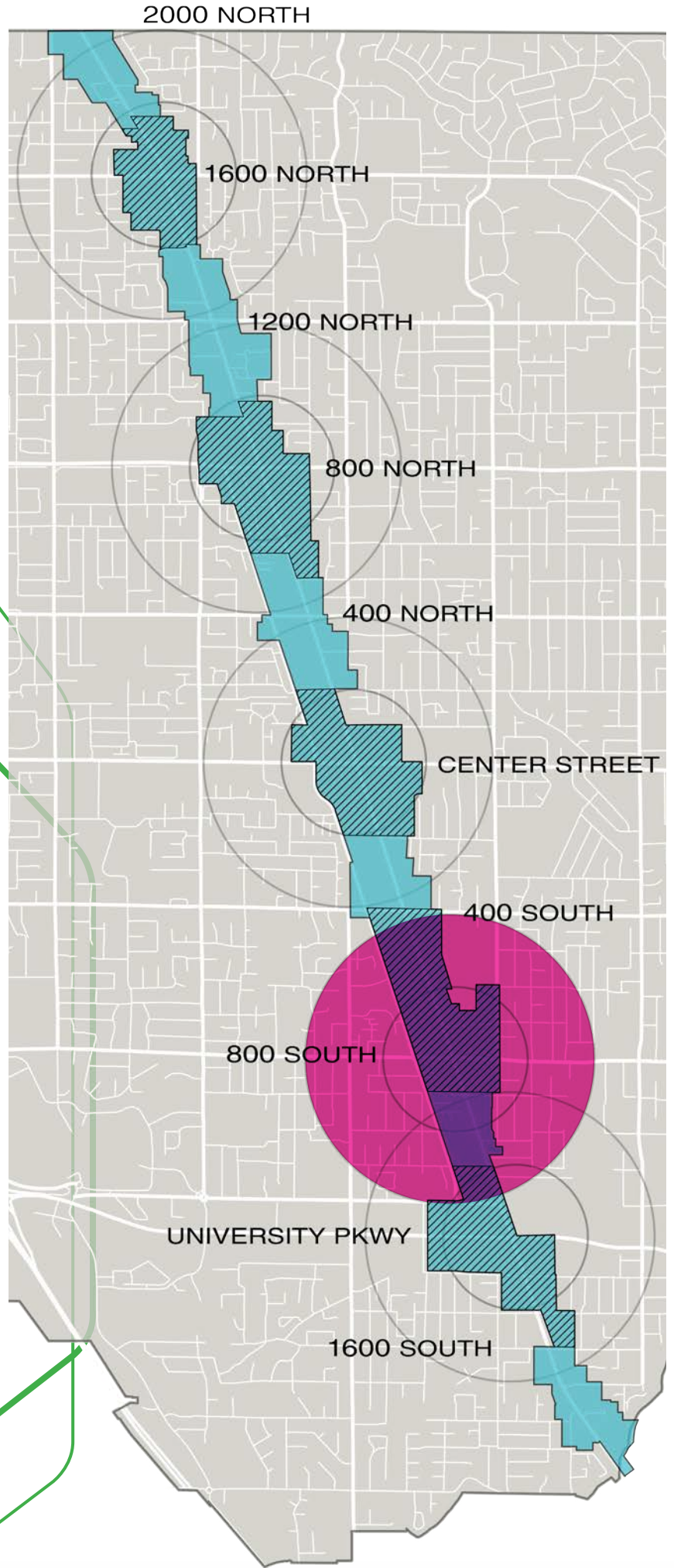
5 Year Build Out



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Existing Uses (2015)		Proposed Uses (2040)	
Total Area	104.74 acres (100%)		
Residential	147,171 sf (20%)	Residential	2,394,000 sf (78%)
Office	161,196 sf (21%)	Office	280,000 sf (9%)
Comm./Retail	336,848 sf (45%)	Comm./Retail	243,500 sf (8%)
Industrial	104,409 sf (14%)	Civic	150,000 sf (5%)
<b>Total</b>	<b>749,624 sf (100%)</b>	<b>Total</b>	<b>3,067,500 sf (100%)</b>



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## 800 South & State Street Node

# LAND-USE



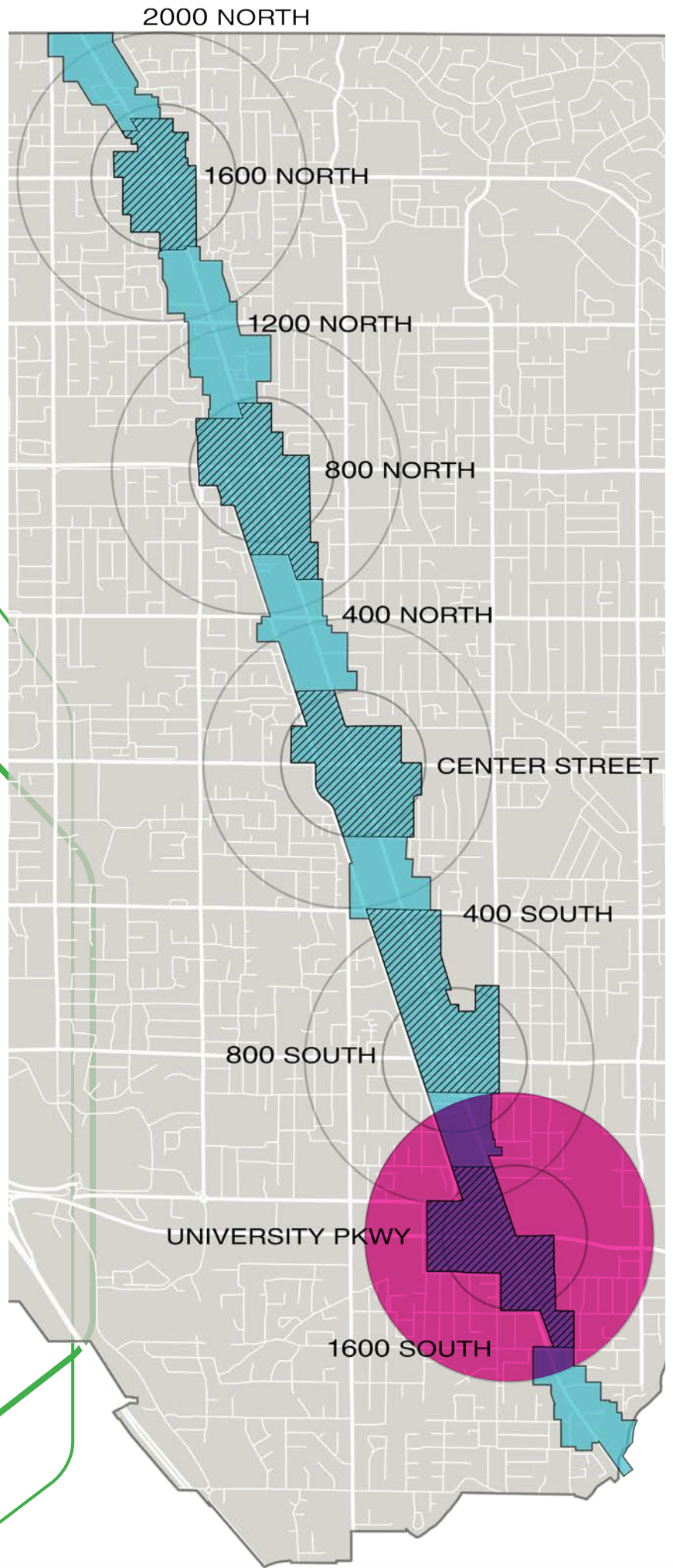
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Existing Uses (2015)		Proposed Uses (2040)	
Total Area	116 acres (100%)		
Residential	3,966 sf (.5%)	Residential	1,483,000 sf (58%)
Office	141,913 sf (5%)	Office	675,000 sf (9%)
Comm./Retail	784,507 sf (94.5%)	Comm./Retail	410,000 sf (8%)
<b>Total</b>	<b>830,386 sf (100%)</b>	<b>Total</b>	<b>2,568,000 sf (100%)</b>



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## University Parkway & State Street Node

# URBAN DESIGN

## Open Space Opportunities



Pocket Park



Square



Plaza



Park



Greenway



Green

Images from Wasatch Front Regional Council Form Based Code



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**Open Space Opportunities**

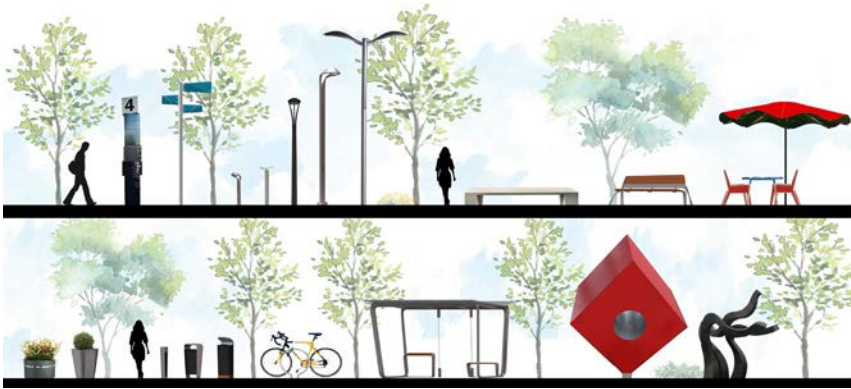


# URBAN DESIGN

## Traditional Streetscape Elements



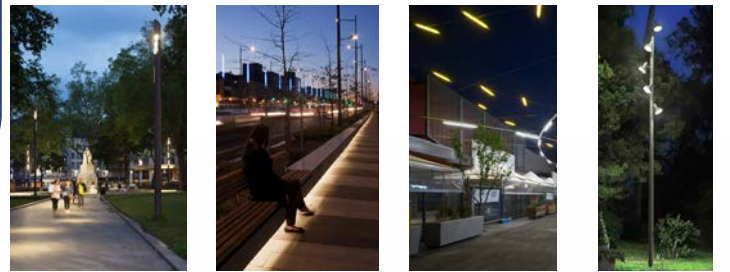
## Contemporary Streetscape Elements



## Traditional Lighting



## Contemporary Lighting



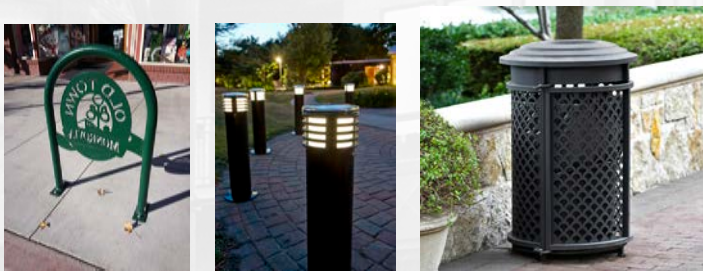
## Traditional Seating



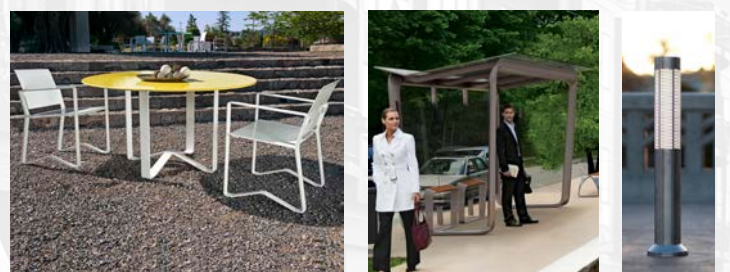
## Contemporary Seating



## Traditional Streetscape Elements



## Contemporary Streetscape Elements



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## Streetscape Elements

# URBAN DESIGN

Compact Tree Planting



Spaced Tree Planting



Tree Groupings in Median



Tree Groupings in Side Medians



Xeriscape Ground Plane



No Trees in Median



Precedent Medians



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Landscape Treatment Options