



SPRINGVILLE CITY COUNCIL AGENDA
TUESDAY, NOVEMBER 07, 2023
110 South Main Street
Springville, Utah 84663

5:30 P.M. - WORK MEETING - MULTI-PURPOSE ROOM

MAYOR AND COUNCIL DINNER - 5:00 P.M.

The Mayor and Council will meet in the Council Work Room for informal discussion and dinner. No action will be taken on any items.

No decisions will be made at this meeting. The public is invited to observe the work session. Public comment is generally not taken during work sessions.

CALL TO ORDER

COUNCIL BUSINESS

1. Calendar

- Nov 14 - Work Study Meeting 5:30 p.m.
- Nov 21 - Springville Municipal General Election
- Nov 21 - Work Study Meeting 5:30 p.m., Regular Meeting 7:00 p.m.
- Nov 23-24 - Thanksgiving Holiday Observed (City Offices Closed Thursday and Friday)
- Dec 09 - Kiwanis Food Drive with the City Council 9:00 a.m. to 1:00 p.m.

2. REVIEW OF THE 7:00 P.M. REGULAR MEETING AGENDA ITEMS

a) Invocation - Councilmember Crandall

b) Pledge of Allegiance - Councilmember Snelson

c) Consent Agenda

2. Approval of the minutes for the October 17, 2023 Work Meeting and Regular Meeting

3. Approval of a Resolution approving an agreement with UAMPS - Brandon Graham, Power Distribution Superintendent

4. Approval of the Spring Canyon Subdivision to be located in the 2200 East 800 South area in the R1-15 Single-Family Residential Zone - Josh Yost, Community Development Director

5. Approval of the Preliminary Lakeside Landing Subdivision located in the 2200 W Center Street area falling within the Lakeside Landing Special District Overlay - Josh Yost, Community Development Director

3. WORK MEETING DISCUSSIONS/PRESENTATIONS

a) The State of Justice Courts - Eric Jewell, Justice Court Judge

b) UAMPS Discussion - Brandon Graham, Power Distribution Superintendent

c) Power Department Capital Improvement Budget - Brandon Graham, Power Distribution Superintendent

MAYOR, COUNCIL, AND ADMINISTRATIVE REPORTS

ADJOURNMENT

CLOSED SESSION, IF NEEDED - TO BE ANNOUNCED IN MOTION

The Springville City Council may temporarily recess the meeting and convene in a closed session as provided by UCA 52-4-205.





SPRINGVILLE CITY COUNCIL AGENDA
TUESDAY, NOVEMBER 07, 2023
110 South Main Street
Springville, Utah 84663

7:00 P.M. REGULAR COUNCIL MEETING - CITY COUNCIL ROOM

CALL TO ORDER

INVOCATION

PLEDGE

APPROVAL OF THE MEETING'S AGENDA

MAYOR'S COMMENTS

CEREMONIAL AGENDA

1. Swearing in of Springville City Firefighters - Fire Chief Hank Clinton

PUBLIC COMMENT - Audience members may bring any item, not on the agenda to the Mayor and Council's attention. Please complete and submit a "Request to Speak" form. Comments will be limited to two or three minutes, at the discretion of the Mayor. State Law prohibits the Council from acting on items that do not appear on the agenda.

CONSENT AGENDA - The Consent Agenda consists of items previously discussed or that are administrative actions where no additional discussion is needed. When approved, the recommendations in the staff reports become the action of the Council. The Agenda provides an opportunity for public comment. If after the public comment, the Council removes an item from the consent agenda for discussion, the item will keep its agenda number and will be added to the regular agenda for discussion unless placed otherwise by the Council.

2. Approval of the minutes for the October 17, 2023 Work Meeting and Regular Meeting
3. Approval of a Resolution approving an agreement with UAMPS - Brandon Graham, Power Distribution Superintendent
4. Approval of the Spring Canyon Subdivision to be located in the 2200 East 800 South area in the R1-15 Single-Family Residential Zone - Josh Yost, Community Development Director
5. Approval of the Preliminary Lakeside Landing Subdivision located in the 2200 W Center Street area falling within the Lakeside Landing Special District Overlay - Josh Yost, Community Development Director

PUBLIC HEARING AGENDA

6. Public Hearing for consideration of the forfeiture of improvement completion assurance bond for Hobble Creek Industrial (Hi Electric), located at approximately 1750 West 1000 North, Springville - Chris Wilson, Chief Engineer

REGULAR AGENDA

7. Consideration of a Resolution approving the Land Purchase Agreement with Adam Weight for parcel #52:059:0016 and 52:059:0028 - Chris Creer, Assistant City Attorney
8. Consideration of an Ordinance adopting the Active Transportation Plan - Josh Yost, Community Development Director

9. Consideration of an Ordinance adopting the amendment of the Southeastern Part Regulating Plan of the Lakeside Landing Special District Overlay Zone, including changes recommended by the Planning Commission - Josh Yost, Community Development Director

MAYOR, COUNCIL, AND ADMINISTRATIVE REPORTS

ADJOURNMENT

CLOSED SESSION, IF NEEDED - TO BE ANNOUNCED IN MOTION

The Springville City Council may temporarily recess the meeting and convene in a closed session as provided by UCA 52-4-205.

CERTIFICATE OF POSTING - THIS AGENDA IS SUBJECT TO CHANGE WITH A MINIMUM OF 24-HOURS NOTICE - POSTED 11/02/2023
Springville City Council Agenda - September 19, 2023

In compliance with the Americans with Disabilities Act, the City will make reasonable accommodations to ensure accessibility to this meeting. If you need special assistance to participate in this meeting, please contact the City Recorder at (801) 489-2700 at least three business days prior to the meeting.

Meetings of the Springville City Council may be conducted by electronic means pursuant to Utah Code Annotated Section 52-4-207. In such circumstances, contact will be established and maintained by telephone or other electronic means and the meeting will be conducted pursuant to Springville City Municipal Code 2-4-102(4) regarding electronic meetings.

s/s - Kim Crane, CMC, City Recorder





MINUTES

Springville City Council Work/Study Meeting - OCTOBER 17, 2023

MINUTES OF THE WORK/STUDY MEETING OF THE SPRINGVILLE CITY COUNCIL HELD ON
2 TUESDAY, OCTOBER 17, 2023 AT 5:30 P.M. AT THE CIVIC CENTER, 110 SOUTH MAIN STREET,
SPRINGVILLE, UTAH.

4 **Presiding and Conducting:** Mayor Matt Packard

6 **Elected Officials in Attendance:** Liz Crandall
8 Craig Jensen
10 Jason Miller
Mike Snelson
Chris Sorensen

12 **City Staff in Attendance:** City Administrator Troy Fitzgerald, Assistant City Administrator/City Attorney
14 John Penrod, Assistant City Administrator/Finance Director Bruce Riddle, City Recorder Kim Crane,
Community Development Director Josh Yost, Director of Administrative Services Patrick Monney, Library
16 Director Dan Mickelson, Museum of Art Director Emily Larsen, Parks and Recreation Director Stacey
Child, Public Works Director Brad Stapley, Public Safety Director Lance Haight, Power Superintendent
18 Brandon Graham, and Golf Pro Craig Norman.

20 **CALL TO ORDER** - Mayor Packard welcomed everyone and called the Work/Study meeting to order at
5:30 p.m.

22 **COUNCIL BUSINESS**

24 1. Calendar

- Oct 31 - Main Street Safe Halloween Event 3:00 p.m. - 5:00 p.m.
- Nov 05 - Daylight Savings Ends (Fall back 1-hour)
- Nov 07 - Work Study Meeting 5:30 p.m., Regular Meeting 7:00 p.m.
- Nov 14 - Work Study Meeting 5:30 p.m.
- Nov 21 - Springville Municipal General Election

30 2. **DISCUSSION ON THIS EVENING'S REGULAR MEETING AGENDA ITEMS**

- a) Invocation - Councilmember Miller
- b) Pledge of Allegiance - Councilmember Crandall
- c) Consent Agenda

3. Approval of the minutes for the September 12, 2023 work meeting, the October 03, 2023
work meeting and regular meeting, and the October 10, 2023 work meeting.

38 Mayor Packard asked if there was any discussion on the consent agenda. There was none.

3. DISCUSSIONS/PRESENTATIONS

42 Mayor Packard requested that Item B be presented first on the agenda.

44 b) **Discussion regarding South Utah Valley Solid Waste District funding**

46 Director Riddle introduced Terry Ficklin, General Manager of the South Utah Valley Solid Waste District (SUVSWD). Terry read from a prepared letter included below.

48 *Mayor, City Council Members and Staff,*

50 *I am Terry Ficklin, the General Manager of South Utah Valley Solid Waste District. I was asked to come tonight to answer questions about the new transfer station currently under construction. A brief history of the approved cost timeline might be helpful for our discussion. The final transfer station design*

52 *was approved by the board in December of 2021 and went out to bid with the selected contractor, Hughes General Contractors (Hughes). In February of 2022, Hughes delivered the GMP (Guaranteed Maximum Price) to build the facility at \$33,406.696. At the same time, the estimated owner responsible cost was \$5,944,500 for equipment, furnishings, permitting, and construction management*

54 *The off-site construction was already underway when the facility GMP was accepted by the board (which included the adjacent roads, utilities, and sewer lift station). This portion of the project was contracted with GWC at a GMP of \$5,972,000 in July 2021. The combined totals of these three cost components put the total cost of the project at \$45,323,196. Impact fees and development agreements were estimated reimbursements to the district of approximately \$5,028,000. The district had \$12,700,000 in the PTIF account, and the board members approved moving forward with construction of the project.*

60 *Working with Zions Bank we prepared to request a \$30,000,000 Bond that would have paid us out \$33,642,000 in bond proceeds. The going rate at that time was 2.65% interest, with no payment the first year and interest only the second year.*

64 *The board approved getting the bonds in April of 2022 and the market changed. We settled for a \$28,000,000 Bond that paid out \$31,462,695. This left the district with a \$2,000,000 shortfall and a bond rate of around 5% instead of the 2.65% we were hoping for.*

68 *We then discovered months later that we needed to start making payments on the bond, which we have now paid \$2,291,166 in bond payments.*

72 *Several other key items have not worked in our favor over the last 18-months of construction, include material cost escalations, missed scope in the GMP, and exclusion of sales tax from the original Hughes GMP. The sales tax costs alone are an estimated \$1,150,000 additional cost to the district.*

74 *As a result of these events, we have forecasted that the district needs an additional bond to finish the project and move into the new facility on time, which is scheduled for March of 2024.*

76 *I appreciate your time and help with this vital project for the district and am happy to answer any questions you may have at this time.*

78 *Sincerely,*

78 *Terry Ficklin, General Manager*

80 Councilmember Snelson asked about the Guaranteed Maximum Price (GMP) and why the price was going up. Terry explained it was suggested by the board, that in certain areas they can ask for escalation. The District offered to prepay for equipment to stay within the GMP and this has allowed them to stay on schedule.

84 Councilmember Sorensen inquired why not go with the original bond amount. Terry said it was a matter of what they could sell. Mayor Packard asked what the basis was for cutting it back. Terry replied he thought the market was scared.



88 Councilmember Sorensen asked about the Tax Increment Financing (TIF Fund) and if all of the
89 property had been sold. Terry replied they had just under forty acres and had sold all but the last ten
90 acres. The property was sold in phases. Phase two will go into effect once they have vacated the property
91 and completed the clean-up. They are expecting this to take place around April 2024 and should give
92 them approximately \$2 million from the sale of the last bit of property. Councilmember Sorensen asked if
93 that was part of the \$12 million put towards the project. Terry replied they had valued the property at
94 approximately \$9,761,000; to date, they have received \$7.7 million with a balance of \$2 million, so all of
the \$7.7 million went towards the project.

95 Councilmember Snelson asked how they were funding the dismantling of the current facility and
96 clean up. Terry said it was part of their estimated cost and is in the budget, they are also receiving bids.

97 Councilmember Miller asked what the Bond Counsel was proposing. Terry replied they started at
98 \$5 million with approximately \$6 million in reimbursements however there is no guarantee when the
99 reimbursement would be received. The Finance Committee consisting of all of the member city finance
100 directors requested a ten-year projection to see what costs would be for trash. They provided the Finance
101 Committee with a request for \$6 million because of the unknown with sales tax.

102 Terry explained when they received information back from Zions Bank it would require an increase
103 in district fees. Currently, they are at \$38 a ton and he is proposing next July the first year of \$39 and the
104 second year of \$40 per ton to help pay off the secondary bond.

105 Councilmember Miller asked what the rating was on the last bond and if the District was the
106 guarantor. Terry expressed the commitment of the Board was to maintain 1.25% if they fell below the
107 District would then raise rates. Councilmember Miller asked what the bond rating was. Terry said he didn't
108 know, Councilmember Miller asked Director Riddle for his comments. Director Riddle stated he recalled
109 the bond rating was an AA- and was about as good as they could get for the timing. He said it was unclear
110 to him why they issued what was issued. He was told by Steeple the request was for \$28 million and the
111 bonds were sold at a premium of \$31 million, with a \$2 million gap. The project was initially presented to
112 the Board and the member cities that they would be able to keep the rates stable as the market increased.

113 Mayor Packard asked Terry how much of a bond they were asking for. Terry explained \$6 million.
114 Mayor Packard reviewed what may have transpired and asked about the shortfall. Mayor Packard asked
115 where the money went; he would like to see where the sources and uses came from to justify going in
116 again for another bond. Terry said we were not anticipating the \$2 million and paid it out to the bond from
117 the (PTIF) Utah Public Treasurer's Fund. Councilmember Jensen asked if in the calculations they doubled
118 on the PTIF.

119 Mayor Packard asked where the money came from and where it was used. He would like to know
120 why a shortage and where the money went. Director Riddle reported the Finance Committee met a year
121 ago to select the underwriter and then met again just a few weeks ago. The District and Terry have been
122 responsible for issuing funds. Mayor Packard asked if there was a bookkeeper on hand. Terry explained
123 he and a board member sign the checks, a bookkeeper oversees the books, Forsgren is the project
124 manager and Zions issues the funds.

125 Councilmember Sorensen stated when the transfer station was started in Springville there were
126 a few little perks. He asked if Spanish Fork contributed to the new facility. Terry replied there were no
127 discounts and rates would be the same for all cities. The District put in the road, a lift station, and the
128 utilities in the ground and spent a lot of money doing so and that would be the reimbursement portion.

129 Councilmember Sorensen stated he did not understand how there was a miscalculation in taxes,
130 how did we not know we were going to pay over a million dollars in taxes? Terry said he didn't know.
131 Director Riddle explained it was presented as tax-exempt and bid as such. Director Riddle explained how
132 sales tax could have been incurred if the District purchased materials or equipment and then had a private
contractor install them. The contractor Hughes would likely have known this.



134 Councilmember Miller requested Terry provide a use and cash report with before and after figures
135 to help answer some questions.

136 Councilmember Snelson asked about the length of the bond. Terry replied 20 years at 4.65% and
137 the ability to pay off early. Councilmember Snelson asked what the total payoff would be.

138 Mayor Packard said there are some questions the council would like answered. Springville has
139 one vote on the board on whether to approve the bond or not.

140 Councilmember Crandall asked for more detailed information and would like to understand the
141 sales tax portion. Terry said the payment for materials was taxed, it was presented as tax-exempt.

142 Councilmember Jensen said he wanted to understand why they are asking for \$6 million and it
143 may be more money than is needed. He suggested they negotiate where possible with the contractor.

144 Councilmember Miller asked about the terms of a \$28 million bond. Terry said it could be
145 refinanced. Director Riddle said he would have to check, he believes it was a twenty-year bond with a
146 ten-year call. Terry said it may be a thirty-year bond. Councilmember Miller said he would like a statement
147 of cash flows.

148 Councilmember Snelson said he would like to know what happened to the \$20 million and what
149 the total cost is at the end.

150 Councilmember Sorensen said there is no backing out of the project now, is there a project
151 manager, and are change orders being submitted? Those could be millions of dollars, who is watching?
152 Terry said Nick Patterson with Forsgren Engineering is the project manager and is the District Engineer.
153 Most change orders involved a contingency of approximately \$1 million and the balance is down to
154 approximately \$300,000.

155 Councilmember Miller asked with the energy efficiency being built in, if there was any discussion
156 for possible grants or government resources that could have gone into the project. Terry said they did
157 some research and most funding is reserved for water.

158 Terry stated today's prices for Weber are \$50 a ton, Wasatch Integrated is \$42 a ton, and we at
159 SUVSWD are at \$38 a ton still below what the Salt Lake Valley charges.

160 Mayor Packard asked Terry to solve the problem. The checks and balances needed to be in place
161 and we need to understand what happened and know about sources and uses.

162 Terry said there was a special meeting scheduled for October 25, 2023, to present to the Board
163 and get recommendations. The November meeting will include a public hearing. Mayor Packard asked
164 Terry when he could have the information back to the council. Terry asked Director Riddle about how he
165 would get the information the council was requesting. Director Riddle said Nick should be able to provide
166 the information. Terry said he would have the information available before the October 25, 2023 meeting.
167 Mayor Packard thanked Terry for attending the meeting.

168 a) **Discussion regarding the 1600 South Plan - Josh Yost, Community Development Director**

169 Josh reported the Planning Commission reviewed the 1600 South Plan they asked what level of
170 detail would they be receiving. Josh explained the plan is at a 30,000-foot level and is generally the policy
171 direction for the area and the uses, it will get refined with the zoning process. Public comment during the
172 Planning Commission centered around the transition between the existing residential and commercial or
173 mixed-use. Councilmember Snelson asked about how the transitions would be handled. Josh explained
174 they requested for them to not be abrupt and to have some sort of buffer.

175 Josh went on to review the Planning Commission's discussion of how to implement the plan and
176 recruit businesses.

177 Mayor Packard asked for the council's input.



180 Councilmember Sorensen said he would like to see the design of the road, overpasses, and intersections before he can begin to see a design for the area. Troy said he could provide the council with more information.

182 Councilmember Miller asked for an accurate population count and acreage for the area.

184 Josh directed the consultants to give them a bottom line on commercial and residential numbers.

186 Councilmember Crandall stated the road is key for the entire plan to work. She asked how fluid the plan was and would like to get the basics of the 1600 south road.

188 Josh noted the zoning in the Westfields had not changed in over twenty years with the exception of the Smith's Marketplace piece.

190 Councilmember Snelson said he could not get his head around retail not being supported in the area, he would like to see some numbers of why that is, and what types of businesses could go there and be successful.

192 Councilmember Jensen said he would like to know who will put in the roads and infrastructure and pay for it, he would like more discussion on who put in the 1600 south road.

194 Mayor Packard said he would like to see a standard for parking and a specific description of streets.

196 Councilmember Miller said he would like to see what the consultant is recommending for retail square footage.

198 Mayor Packard asked to have the information soon so the council would have time for review.

200 Josh provided information on the Active Transportation Plan and explained there would be two policy statements on education campaigns to help people navigate the new infrastructure. Along with a policy statement regarding safety for new bike and pedestrian infrastructure.

202 **MAYOR PACKARD, COUNCIL, AND ADMINISTRATIVE REPORTS**

204 Mayor Packard asked if there was any further discussion. There was none.

206 **ADJOURNMENT CLOSED SESSION IF NEEDED - TO BE ANNOUNCED IN MOTION**

208 *The Springville City Council may temporarily recess the meeting and convene in a closed session as provided by UCA 52-4-205.*

210 **ADJOURN**

212 Motion: Councilmember Miller moved to adjourn the work meeting at 6:56 p.m. Councilmember Snelson seconded the motion. Voting Yes: Councilmember Crandall, Councilmember Jensen, Councilmember Miller, Councilmember Snelson, and Councilmember Sorensen. The motion Passed Unanimously; 5-0

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218 *This document constitutes the official minutes for the Springville City Council Work/Study Meeting held on Tuesday, October 17, 2023. I, Kim Crane, do hereby certify that I am the duly appointed, qualified, and acting City Recorder for Springville City, of Utah County, State of Utah. I do hereby certify that the foregoing minutes represent a true, accurate, and complete record of this meeting held on Tuesday, October 17, 2023.*

222

224

DATE APPROVED: _____

Kim Crane
City Recorder

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MINUTES
Springville City Council Regular Meeting - OCTOBER 17, 2023

2 MINUTES OF THE REGULAR MEETING OF THE SPRINGVILLE CITY COUNCIL HELD ON TUESDAY,
2 OCTOBER 17, 2023, AT 7:00 P.M. AT THE CIVIC CENTER, 110 SOUTH MAIN STREET,
SPRINGVILLE, UTAH.

Presiding and Conducting: Mayor Matt Packard

Elected Officials in Attendance:	Liz Crandall Craig Jensen Jason Miller Mike Snelson Chris Sorensen
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City Staff in Attendance: City Administrator Troy Fitzgerald, Assistant City Administrator/City Attorney John Penrod, Assistant City Administrator/Finance Director Bruce Riddle, City Recorder Kim Crane, Community Development Director Josh Yost, Director of Administrative Services Patrick Monney, Library Director Dan Mickelson, Museum of Art Director Emily Larsen, Parks and Recreation Director Stacey Child, Power Superintendent Brandon Public Works Director Brad Stapley, and Fire Chief Hank Clinton. Graham.

CALL TO ORDER

Mayor Packard called the meeting to order at 7:00 p.m.

INVOCATION AND PLEDGE

Councilmember Miller offered the invocation, and Councilmember Crandall led the Pledge of Allegiance.

APPROVAL OF THE MEETING'S AGENDA

Motion: Councilmember Sorensen moved to approve the agenda as written. Councilmember Snelson seconded the motion. Voting Yes: Councilmember Crandall, Councilmember Jensen, Councilmember Miller, Councilmember Snelson, and Councilmember Sorensen. The motion Passed unanimously 5-0

MAYORS COMMENTS

Mayor Packard welcomed the Council, staff, and those in attendance.

CEREMONIAL AGENDA

1. Swearing in of Springville City Firefighters - C Shift - Fire Chief, Hank Clinton

Mayor Packard introduced Fire Chief Hank Clinton. Chief Clinton highlighted the department's growth and mentioned the customary practice in larger departments of swearing in firefighters.

Chief Clinton swore in Oliver Silva, Josh Hicken, Jackson Hammond, Trevor Deushane, Zeead Swaidan, and Parker Boyack.

42 Mayor Packard expressed gratitude for the firefighters' contributions to the city and their
43 collaborative relationship with Mapleton City, acknowledging both as vital supports to their respective
44 communities.

46 **2. Presentation of the Mayor's Awards - Cassandra Southam, Prevention Coordinator/Youth Court
47 Director**

48 Cassandra Southam presented Mayor Awards to Hazel Campbell, Alice, and Sophia Walker,
49 acknowledging their capacity to bring positivity and brighten each day with their exemplary attitudes. She
50 emphasized their roles as community examples.

52 **PUBLIC COMMENT**

54 Mayor Packard introduced the Public Comment section of the agenda and inquired if there were
55 any written requests to speak.

56 Clare Giabot a student at BYU expressed Springville should take an active role in mental health
57 and be more united with Utah County. She asked for Springville to better advertise mental health
58 resources; and said Draper, American Fork, and Saratoga Springs provide this information. Mayor
59 Packard asked Administrative Services Director Monney to follow up on the request.

60 Lilian Kump from Tabitha's Way Food Pantry reported on their holiday initiatives, mentioning the
61 provision of meals through the Spanish Fork pantry and for the military at Camp Williams. Kump
62 highlighted the Nebo School District's support for those in need. Additionally, she extended an invitation
63 to the mayor and council to participate in handing out meals on December 16, 2023, from 8:30 a.m. to
64 11:30 a.m., providing them with an invitation.

66 **CONSENT AGENDA**

67 **3. Approval of the minutes for the September 12, 2023 work meeting, the October 03, 2023 work
68 meeting and regular meeting, and the October 10, 2023 work meeting.**

69 **Motion: Councilmember Snelson moved to approve** the consent agenda as written. **Councilmember
70 Jensen seconded** the motion. **Roll Call Vote; Voting Yes:** Councilmember Crandall, Councilmember
71 Jensen, Councilmember Miller, Councilmember Snelson, and Councilmember Sorensen. The motion
72 **Passed unanimously 5-0.**

74 **MAYOR, COUNCIL, AND ADMINISTRATIVE REPORTS**

75 Mayor Packard asked if there was any further discussion. There was none.

77 **CLOSED SESSION, AND ADJOURNMENT IF NEEDED - TO BE ANNOUNCED IN MOTION**

78 *The Springville City Council may adjourn the regular meeting and convene into a closed session as
79 provided by UCA 52-4-205.*

82 **ADJOURNMENT**

83 **Motion: Councilmember Jensen moved** to adjourn the regular meeting and go into a closed session
84 regarding property at 7:23 p.m. **Councilmember Snelson seconded** the motion. **Voting Yes:**
85 Councilmember Crandall, Councilmember Jensen, Councilmember Miller, Councilmember Snelson, and
86 Councilmember Sorensen. The motion **Passed unanimously 5-0**



90 *This document constitutes the official minutes for the Springville City Council Regular Meeting held on Tuesday,
October 17, 2023.*

92 *I, Kim Crane, do hereby certify that I am the duly appointed, qualified, and acting City Recorder for Springville City, of
Utah County, State of Utah. I do hereby certify that the foregoing minutes represent a true, accurate, and complete record of this
meeting held on Tuesday, October 17, 2023*

DATE APPROVED: _____

Kim Crane
City Recorder

DRAFT





STAFF REPORT

DATE: October 30, 2023

TO: Honorable Mayor and City Council

FROM: Michael Pool, Electrical Generation Superintendent

SUBJECT: PREPAY AGREEMENT

Recommended Motion:

A resolution authorizing Springville City in joint with UAMPS to participate in a prepaid natural gas supply agreement that is being undertaken by Southeast Energy Authority (financial agency). The motion is to approve and sign the Qualified Use Certificate, which is in connection with the Commodity Supply Contract.

Executive Summary:

Springville is a member of UAMPS, and through UAMPS, Springville is part of the Payson Power Project. UAMPS is entering into a natural gas supply contract to supply the Payson Power Project (Nebo Power Plant) with gas to produce power. UAMPS will sell a portion of the power generated to Springville in accordance with the Power Sales Contract. Southeast Energy Authority (SEA) will issue bonds to finance a prepayment for natural gas that is sold to UAMPS under the Supply Contract. The interest created from the Prepay Bonds will qualify for a federal tax exemption. The idea behind the Prepay Agreement is to save Springville 6% to 8% on power production at the Nebo Power Plant.

Focus of Action:

Sign the Qualified Use Certificate as soon as possible which will give UAMPS permission to move to the next step in the process of securing the Prepaid Natural Gas supply agreement with SEA. The purpose of this action is so that Springville can save 6% to 8% on power production from the Nebo Power Plant through the Payson Power Project.

**Background:**

UAMPS and other municipalities have previously established the Payson Power Project and have secured several natural gas contracts that have been used to fuel the Nebo Power Plant to produce power for UAMPS Payson Power Project Participating members. These natural gas contracts included a base contract for the purchase and sale of Natural Gas that started on May 5th 2023 with Twin Eagle Resource Management, LLC (TERM). TERM will deliver Natural Gas starting Nov 1st 2023 until October 31st 2028. SEA will be a joint agency that will undertake and finance transactions for the acquisition of supplies of natural gas and electricity. SEA is going to finance the Prepay Project through the Prepay Bonds that will be exempt from federal income taxation. The Prepay Bonds will not be a debt or an obligation of UAMPS or the Payson Project Participants.

Discussion:

TERM will deliver Natural Gas starting Nov 1st 2023 until October 31st 2028. SEA will be a joint agency that will undertake and finance transactions for the acquisition of supplies of natural gas and electricity. SEA is going to finance the Prepay Project through the Prepay Bonds that will be exempt from federal income taxation. The Prepay Bonds will not be a debt or an obligation of UAMPS or the Payson Project Participants.

Alternatives:

The alternative would be to forego entering into the Prepaid Natural Gas Agreement at which Springville will lose the 6% to 8% monetary return through the Federal Tax Incentives. Costs for gas and power through UAMPS and the Payson Power Project will continue as it is today.

Fiscal Impact:

If Springville signs the Qualified Use Certificate there is not any fiscal impact. Springville will not see any fiscal impact until UAMPS has secured the agreement with SEA. By signing the Qualified Use Certificate, it starts the process for Springville to get involved with the Prepaid Gas Agreement.

Michael Pool
Electrical Generation Superintendent

Attachments:
Qualified Use Certificate
Prepay Resolution

RESOLUTION #2023-__

**A RESOLUTION APPROVING A QUALIFIED USE CERTIFICATE
BETWEEN SOUTHEAST ENERGY AUTHORITY AND UTAH
ASSOCIATED MUNICIPAL POWER SYSTEMS**

WHEREAS, Springville City ("City") is a member of Utah Associated Municipal Power Systems ("UAMPS") and has entered into the Payson Power Project Sales Contract dated as of June 1, 2002 ("Power Sales Contract") with UAMPS; and

WHEREAS, the City understands that UAMPS has entered into a Commodity Supply Contract ("Supply Contract") with Southeast Energy Authority ("SEA") to obtain a supply of natural gas for use as fuel in the operation of the Payson Power Project ("Project"), and that UAMPS will sell a portion of the electricity generated by the Project to the City pursuant to the Power Sales Contract; and

WHEREAS, the City further understands that SEA will issue bonds to finance prepayment for the natural gas that it sells to UAMPS under the Supply Contract ("Prepay Bonds") with the intention that the interest on the Prepay Bonds will qualify for tax exemption under Section 103 of the Internal Revenue Code of 1986, as amended; and

WHEREAS, the City acknowledges that its use of the electricity it purchases under the Power Sales contract is subject to certain restrictions that are necessary to establish and maintain the tax-exempt status of interest on the Prepay Bonds, and

WHEREAS, UAMPS and SEA are enacting a Qualified Use Certificate to establish and maintain the restrictions necessary for the Prepay Bonds to keep their tax-exempt status; and

WHEREAS, due to the City's membership in UAMPS, the City must give its approval of the Qualified Use Certificate being entered into between SEA and UAMPS that is being executed in connection with the Supply Contract.

BE IT RESOLVED, the Springville City Council hereby approves the Qualified Use Certificate that is being executed in connection with the Supply Contract entered into between UAMPS and SEA.

APPROVED and signed this 07th day of November, 2023.

Matt Packard, Mayor
Springville City

Kim Crane, City Recorder

Exhibit

Qualified Use Certificate

Between Southeast Energy Authority and Utah Associated Municipal Power Systems

QUALIFIED USE CERTIFICATE

This Qualified Use Certificate is executed in connection with the Commodity Supply Contract dated as of _____ (the “*Supply Contract*”) between Southeast Energy Authority, a Cooperative District (“SEA”) and Utah Associated Municipal Power Systems (“UAMPS”).

WHEREAS, _____ (the “*Participant*”) is a member of UAMPS and has entered into the Payson Power Project Power Sales Contract dated as of _____¹ (the “*Power Sales Contract*”) with UAMPS;²

WHEREAS, the Participant understands that UAMPS has entered into the Supply Contract to obtain a supply of natural gas for use as fuel in the operation of the Payson Power Project (the “*Project*”), and that UAMPS will sell a portion of the electricity generated by the Project to the Participant pursuant to the Power Sales Contract;

WHEREAS, the Participant further understands that SEA will issue bonds to finance a prepayment for the natural gas that it sells to UAMPS under the Supply Contract (the “*Prepay Bonds*”) with the intention that the interest on the Prepay Bonds will qualify for tax exemption under Section 103 of the Internal Revenue Code of 1986, as amended (the “*Code*”); and

WHEREAS, the Participant acknowledges that its use of the electricity it purchases under the Power Sales Contract is subject to certain restrictions that are necessary to establish and maintain the tax-exempt status of interest on the Prepay Bonds;

ACCORDINGLY AND IN FURTHERANCE OF THE FOREGOING, THE PARTICIPANT HEREBY CERTIFIES AS FOLLOWS:

1. The Participant is a political subdivision of the State of _____,³ and owns and operates a municipal utility system that provides electricity service to retail customers located in an established service area (the “*System*”).

2. The Participant will (a) use all of the electricity it acquires under the Power Sales Contract in a Qualified Use (as defined below), (b) not take or omit to take any action which could adversely affect the tax-exempt status of interest on the Prepay Bonds or any refunding bonds issued by SEA and (c) take, and pay the costs of, such remedial actions as may be necessary to

¹ (a) “June 1, 2002” for Fairview, Monroe, Mt. Pleasant, Payson and Springville, (b) “June 1, 2002, as supplemented” for Ephraim, Hurricane, Hyrum, Kaysville, Lehi, Logan, Santa Clara, Spring City, SESD and Washington, and (c) “December 1, 2009” for TDPUD.

² Note that eight of the Payson Participants (Lehi, TDPUD, Logan, Springville, Washington, Ephraim, Hyrum and Fairview) are also Red Mesa Participants. Consider producing a combined tax certificate for these Participants.

³ Utah for all Participants, except California for TDPUD.

maintain the tax-exempt status of interest on the Prepay Bonds or any refunding bonds in the event of its failure to use such electricity in a Qualified Use.

3. “*Qualified Use*” means the sale of electricity to retail customers located within the “electricity service area” of a municipal utility pursuant to generally applicable and uniformly applied rate schedules or tariffs; *provided* that: (a) “Qualified Use” shall not include any sale of electricity that gives rise to “private business use” or a “private loan” within the meaning of Section 141 of the Code; and (b) “Qualified Use” shall include such additional uses of electricity as may be approved by SEA with a favorable opinion of bond counsel. For purposes of this definition: (i) “electricity service area” has the meaning assigned to such term in U.S. Treasury Regulation Section 1.148-1(e)(2)(iii); and (ii) a “municipal utility” is a state or local government unit that owns and operates an electric distribution utility.

4. In each of the five calendar years preceding [2023/2024], the amount of electricity sold to retail customers in the Participant’s electricity service area, excluding the amount of electricity that the Participant was obligated to take under a long term agreement that was either (i) purchased pursuant to a long term prepaid agreement using the proceeds of tax-exempt or tax-advantaged obligations, or (ii) generated from gas that a person is obligated to take under a long term agreement that was purchased pursuant to a long term prepaid agreement using the proceeds of tax-exempt or tax-advantaged obligations, has equaled or exceeded the amount of electricity attributable to its Entitlement Share and it anticipates this to be the case in [2023/2024].⁴

5. References to the “Bonds” in Section 17(c) [Sale or Assignment of Electric System or Power Sales Contract] and Section 17(f) [Tax Status] of the Power Sales Contract shall be deemed to include the Prepay Bonds at all times while the Supply Contract is in effect.

6. The Participant expects to make the required payments under the Power Sales Contract solely from the current revenues of the System.

Dated: _____

[NAME OF PARTICIPANT]

By: _____
[Name]
[Title]

⁴ The Participants will need to provide their total annual retail electricity sales on a calendar year basis for each of the five complete calendar years prior to the date of the Qualified Use Certificate.

A RESOLUTION AUTHORIZING PARTICIPATION IN A PREPAID COMMODITY SUPPLY PROJECT BEING UNDERTAKEN BY SOUTHEAST ENERGY AUTHORITY, A COOPERATIVE DISTRICT; APPROVING THE FORMS OF A COMMODITY SUPPLY CONTRACT AND A LIMITED ASSIGNMENT AGREEMENT; DELEGATING AUTHORITY TO APPROVE THE FINAL TERMS OF THE COMMODITY SUPPLY CONTRACT, THE LIMITED ASSIGNMENT AGREEMENT AND RELATED AGREEMENTS; AND RELATED MATTERS.

*** *** ***

WHEREAS, Utah Associated Municipal Power Systems (“UAMPS”) has previously established the Payson Power Project and has from time to time entered into various contracts for the purchase of natural gas to be used as fuel for the generation of electricity at the Nebo Generating Station, including a Base Contract for Purchase and Sale of Natural Gas, together with Special Provisions thereto and a Transaction Confirmation thereunder dated May 5, 2023 (collectively, the “*TERM Contract*”) with Twin Eagle Resource Management, LLC (“*TERM*”);

WHEREAS, the delivery period under the *TERM Contract* will begin on November 1, 2023 and ends on October 31, 2028, and upon the expiration of the *TERM Contract*, UAMPS expects that it will enter into additional gas purchase agreements to procure such supplies of natural gas as shall be necessary to meet the fuel requirements of the Nebo Generating Station for so long as it shall continue in operation (“*Additional Gas Contracts*”);

WHEREAS, Southeast Energy Authority, a Cooperative District (“*SEA*”) has been organized under the laws of the State of Alabama as joint action agency to undertake and finance transactions for the acquisition of supplies of natural gas and electricity for municipal utilities and joint action agencies throughout the United States, and is now undertaking an additional project for the acquisition of supplies of natural gas and electricity to be delivered over a term of

approximately thirty years through a prepayment transaction (the “*Prepay Project*”) with a special purpose entity (“*Prepay LLC*”) organized by J. Aron & Company LLC (“*J. Aron*”);

WHEREAS, pursuant to a Limited Assignment Agreement among UAMPS, TERM and J. Aron and a Commodity Supply Contract (the “*Commodity Supply Contract*”) between UAMPS and SEA, UAMPS will assign to J. Aron the right to receive quantities of natural gas to be delivered under the TERM Contract, J. Aron will deliver such gas to Prepay LLC, which will (in turn) deliver such gas to SEA for sale to UAMPS at a discount to the contract price payable under the TERM Contract;

WHEREAS, upon the expiration or termination of the TERM Contract, UAMPS and J. Aron may agree to the assignment of additional upstream gas supply contracts such that the members of UAMPS that participate in the Payson Power Project (the “*Payson Participants*”) may continue to receive the benefit of discounted gas supplies for as long as the Nebo Generating Station remains in operation;

WHEREAS, at such time that the operation of the Payson Power Project is discontinued or terminated, UAMPS will have the option under the Commodity Supply Contract to (a) assign power purchase agreements entered into through the Firm Power Project so as to enable the participants in the Firm Power Project to purchase discounted electricity from the Prepay Project or (b) assign other upstream gas supply contracts or power purchase agreements from another UAMPS project or projects to enable the participants in those projects to receive the benefits of the Prepay Project;

WHEREAS, SEA will finance the Prepay Project by the issuance of its Commodity Supply Revenue Bonds (the “*Prepay Bonds*”), with the intention that the interest on the Prepay Bonds will be exempt from federal income taxation under the Internal Revenue Code of 1986, as amended;

WHEREAS, while the Prepay Bonds will not be a debt or an obligation of UAMPS or the Payson Participants, it will be necessary (a) for UAMPS to agree that the gas and electricity purchased from the Prepay Project will be used in compliance with the “Qualifying Use Requirements” (such term and other capitalized terms used herein without definition having the meanings set forth in the Commodity Supply Contract), (b) for the Payson Participants to agree that, for so long as gas is purchased from the Prepay Project for fuel for the Nebo Generating Station, the electricity generated with such gas will be used in compliance with the Qualifying Use Requirements, and (c) for UAMPS to provide certain disclosure information and annual continuing disclosure information to enable SEA to comply with the municipal securities rules of the Securities and Exchange Commission;

WHEREAS, the Board has now determined that it is necessary, desirable and in the best interests of UAMPS and the Payson Participants to authorize UAMPS’ participation in the Prepay Project, to approve the Commodity Supply Contract and the initial Limited Assignment Agreement, and all other actions necessary in connection therewith; and

WHEREAS, the Project Management Committee for the Payson Power Project and the Project Management Committee for the Firm Power Project have each recommended that the Board of Directors adopt and approve this resolution;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF UTAH ASSOCIATED MUNICIPAL POWER SYSTEMS, AS FOLLOWS:

Section 1. Approval of Commodity Supply Contract and Limited Assignment Agreement; Subsequent Assignments. (a) The Commodity Supply Contract, in substantially the form attached hereto as *Exhibit A*, and the Limited Assignment Agreement, in substantially the form attached to the Commodity Supply Contract, are hereby authorized and approved, *provided that* UAMPS shall realize a discount of at least 8.00% during the Initial Reset Period.

(b) The Payson Power Project shall have the first right to assign additional upstream gas supply contracts to the Prepay Project and to realize the discounts available from the Prepay Project. In the event that the Payson Power Project does not or is unable to assign additional upstream gas supply contracts to the Prepay Project, the Firm Power Project shall have the second right to assign power purchase agreements to the Prepay Project and to realize the discounts available from the Prepay Project. In the event that neither the Payson Power Project nor the Firm Power Project make or are able to make such assignments, any other project or projects of UAMPS determined by the Board may assign upstream gas supply contracts and/or assign power purchase agreements and realize the discounts available from the Prepay Project.

Section 2. Qualifying Use and Disclosure Requirements. (a) UAMPS shall agree in the Commodity Supply Contract, including in its Federal Tax Certificate attached thereto, that all of the gas and electricity purchased by it from the Prepay Project will be used in compliance with the Qualifying Use Requirements. UAMPS is hereby authorized to (i) execute and deliver the Federal Tax Certificate, (ii) take all actions on its part as shall be necessary to cause such gas and

electricity to be used in compliance with the Qualifying Use Requirements and (iii) take all remedial actions on its part as shall be necessary to cure any use of such gas and electricity that does not comply with the Qualifying Use Requirements.

(b) Each of the Payson Participants shall execute and deliver a Qualified Use Certificate, in substantially the form attached hereto as *Exhibit B*, that includes (i) its agreement that all of the electricity that it purchases from the Payson Power Project that is generated with gas purchased from the Prepay Project will be used in compliance with the Qualifying Use Requirements, (ii) certain information with respect to its retail sales of electricity to customers located in its electricity service area for the five prior calendar years and (iii) certain additional agreements on its part intended to support the tax-exempt status of interest on the Prepay Bonds. Any Payson Participant that does not or is unable to execute and deliver such a Qualified Use Certificate shall not receive any of the discounts resulting from UAMPS' participation in the Prepay Project.

(c) UAMPS shall provide such information with respect to itself, the Payson Power Project and the Payson Participants as may be reasonably requested by SEA for use in SEA's Official Statement with respect to the Prepay Bonds. UAMPS shall provide such continuing disclosure information with respect to itself, the Payson Power Project and the Payson Participants as is required under the Commodity Supply Contract.

Section 3. Authorized Officers. Any of the Chairman, Chief Executive Officer or the Chief Financial Officer (each, an "*Authorized Officer*") is hereby authorized to execute and deliver the Commodity Supply Contract and the Limited Assignment Agreement on behalf of UAMPS,

and the Secretary or Assistant Secretary is hereby authorized to attest such execution and to countersign, and to affix the corporate seal of UAMPS to the Commodity Supply Contract and the Limited Assignment Agreement. Each of the Authorized Officers is hereby delegated authority to approve such changes to the Commodity Supply Contract and the Limited Assignment Agreement as are necessary to complete the forms thereof, together with any minor or non-substantive changes. The Project Management Committee for the Payson Power Project is hereby delegated authority to approve any other or further changes to the Commodity Supply Contract and the Limited Assignment Agreement.

Section 4. Other Actions With Respect to the Commodity Supply Contract and the Limited Assignment Agreement. The officers and employees of UAMPS shall take all action necessary or reasonably required to carry out, give effect to, and consummate the transactions contemplated hereby and shall take all action necessary in conformity with the Act in connection with the Commodity Supply Contract and the Limited Assignment Agreement including, without limitation, the execution and delivery of any closing certificates, tax certificates and other documents required to be delivered in connection with the Commodity Supply Contract and the Limited Assignment Agreement. UAMPS may engage the services of legal counsel for the purpose of providing any legal opinions as may be required under the Commodity Supply Contract.

Section 5. Severability. If any section, paragraph, clause, or provision of this resolution shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, clause, or provision shall not affect any of the remaining provisions of this resolution.

Section 6. Effective Date. This resolution shall be effective immediately upon its approval and adoption.

ADOPTED AND APPROVED by the Board of Directors of the Utah Associated Municipal Power Systems, this 18th day of October, 2023.

UTAH ASSOCIATED MUNICIPAL POWER SYSTEMS

By _____
Chairman

[SEAL]

ATTEST:

Assistant Secretary

EXHIBIT A

[COMMODITY SUPPLY CONTRACT]

EXHIBIT B
[QUALIFIED USE CERTIFICATE]

STAFF REPORT

DATE: October 31, 2023

TO: Honorable Mayor and City Council

FROM: Laura Thompson

SUBJECT: FINAL APPROVAL OF THE SPRING CANYON SUBDIVISION TO BE LOCATED IN THE 2200 E 800 S AREA IN THE R1-15 SINGLE-FAMILY RESIDENTIAL ZONE.

RECOMMENDED MOTION

Motion to grant final approval of the Spring Canyon Subdivision to be located in the 2200 E 800 S area in the R1-15 Single-Family Residential Zone.

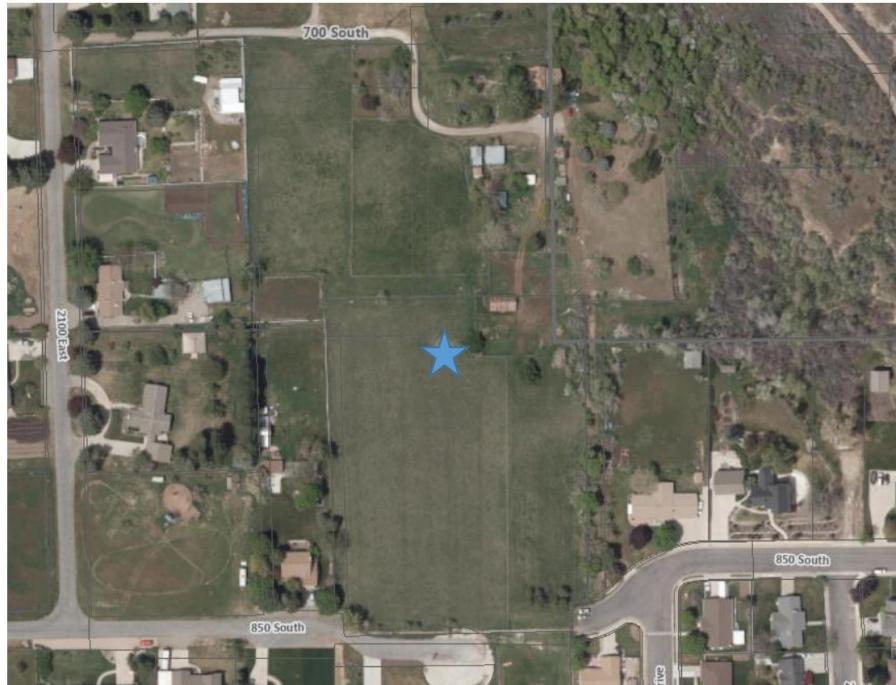
SUMMARY OF ISSUES/FOCUS OF ACTION

Does the proposed final plan meet the requirements of the Springville City Code?

BACKGROUND

The proposed 19-lot single-family subdivision contains lots ranging from 15,000 to 22,000 square feet in area.

With this development, 850 South will be connected to the east and west, and the new 2200 East Street will include a stub portion to the adjacent north property to allow possible future development.



DISCUSSION

The development falls within the R1-15 Single-Family Residential Zone, which requires a minimum lot area of 15,000 square feet with a minimum lot width of 100 feet.

PLANNING COMMISSION REVIEW

The Planning Commission considered the final plan on October 10, 2023, as part of the consent agenda, contingent upon the final review and acceptance by the Chief Engineer.

ALTERNATIVES

1. Approve the subdivision.
2. Approve with conditions; or
3. Deny the application.

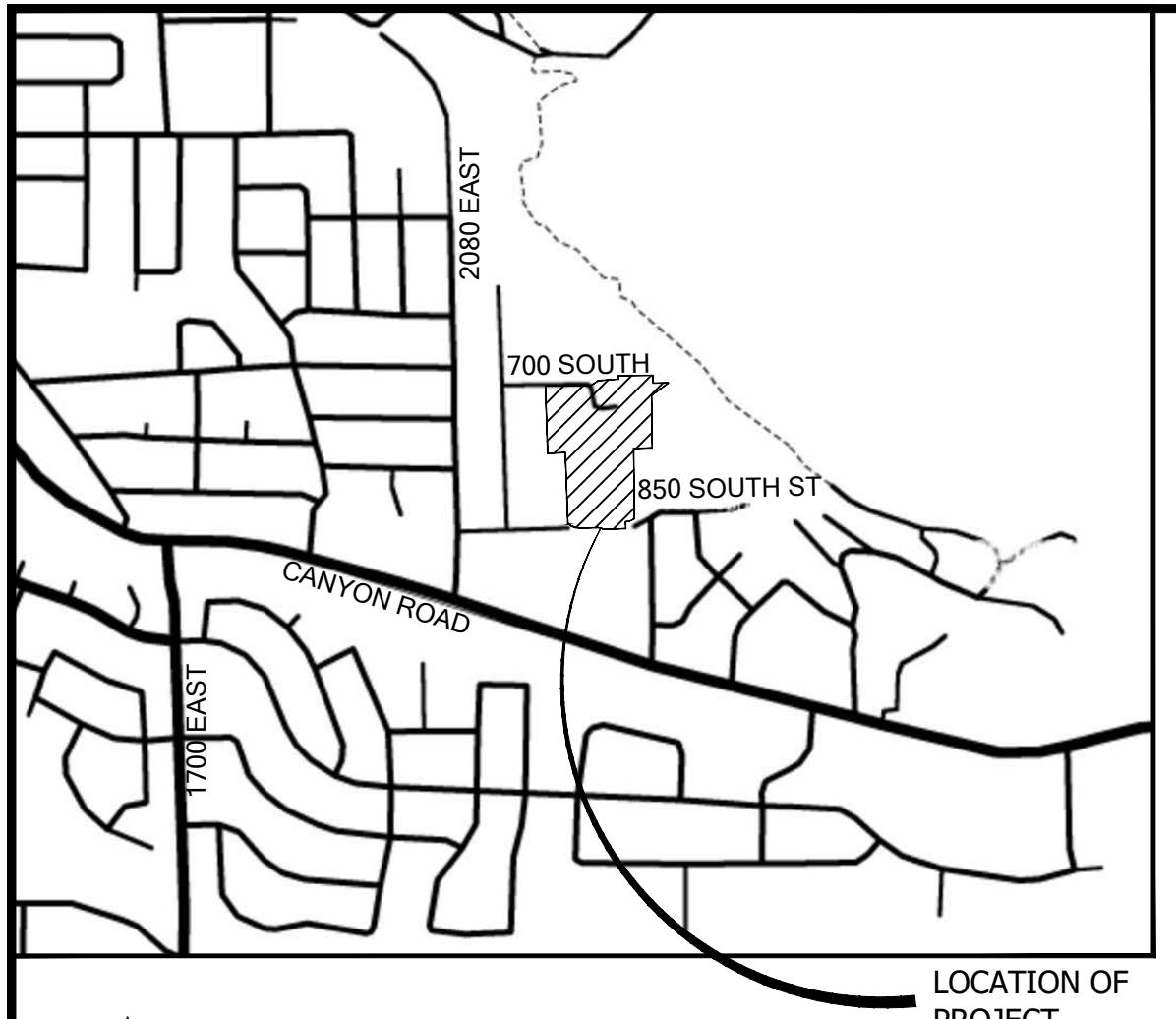
If denied, the City Council shall give reason for such disapproval. If the City Council requires additional conditions, such conditions shall be referred to the Planning Commission for their review and approval before the City Council's final action on the application.

Laura Thompson
Planner II

Attachments

cc: Kent Stephens





VICINITY MAP
N.T.S.

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	CHORD
C1	25.98	150.00	9.92	25.95 S04° 16' 42" W
C2	16.30	150.00	6.23	16.29 S03° 47' 50" E
C3	13.14	150.00	5.02	13.14 S04° 24' 03" E
C4	6.08	150.00	2.32	6.07 S00° 43' 50" E
C5	5.72	150.00	2.19	5.72 S00° 39' 46" E
C6	56.23	150.00	21.48	55.90 N12° 29' 40" W
C7	25.70	150.00	9.82	25.67 N06° 39' 47" W
C8	29.09	150.00	11.11	29.05 N06° 00' 52" W
C9	95.40	150.00	36.44	93.80 N17° 45' 46" E
C10	95.67	150.00	36.54	94.06 N17° 42' 41" E
C11	22.44	120.50	10.67	22.41 N83° 47' 02" E
C12	23.61	15.00	90.20	21.25 S45° 46' 58" E
C13	19.51	179.50	6.23	19.50 S03° 47' 50" E
C14	10.56	120.50	5.02	10.55 N04° 24' 03" W
C15	4.88	120.50	2.32	4.88 N00° 43' 50" W
C16	6.85	179.50	2.19	6.85 N00° 39' 46" W
C17	23.75	15.00	90.74	21.35 N43° 36' 46" E
C18	17.37	15.00	66.37	16.42 S57° 50' 08" E
C19	45.17	120.50	21.48	44.91 S12° 29' 40" E
C20	27.21	179.50	8.69	27.19 S06° 05' 54" E
C21	23.37	120.50	11.11	23.34 S06° 00' 52" E
C22	76.64	120.50	36.44	75.36 S17° 45' 46" W
C23	12.09	179.50	3.86	12.09 S34° 03' 14" W
C24	102.40	179.50	32.69	101.02 S15° 46' 54" W
C25	23.71	15.00	90.56	21.32 S44° 43' 10" W
C26	36.19	180.00	11.52	36.12 S84° 13' 29" W
C27	27.11	77.58	20.02	26.97 N58° 44' 19" E
C28	29.08	15.00	111.07	24.73 S56° 05' 54" E
C29	77.90	120.57	37.02	76.55 S17° 57' 10" W
C30	39.22	179.50	12.52	39.15 S29° 23' 31" W
C31	14.80	179.50	4.72	14.80 N09° 12' 31" W
C32	20.64	120.50	9.82	20.62 N06° 39' 47" W
C33	19.74	179.50	6.30	19.73 N04° 54' 21" W
C34	29.62	179.50	9.45	29.59 N12° 47' 02" W
C35	13.43	15.00	51.31	12.99 N08° 08' 41" E
C36	57.72	65.00	50.88	55.85 N08° 21' 35" E
C37	72.23	65.00	63.66	68.57 N48° 54' 48" W
C38	73.39	65.00	64.69	69.55 S66° 54' 32" W
C39	14.25	15.00	54.42	13.72 S61° 46' 19" W
C40	23.37	15.00	89.26	21.08 N46° 23' 14" W



NORTH SCALE: 1" = 50'

SPRING CANYON SUBDIVISION PLAT "A"

LOCATED WITHIN THE NORTH HALF OF SECTION 2,
TOWNSHIP 8 SOUTH, RANGE 3 EAST, SALT LAKE BASE
AND MERIDIAN, SPRINGVILLE CITY, UTAH COUNTY, UTAH

26:005:0169 STRONG,
CAROLEE & J NIEL (ET AL)

36:020:0004 HADLEY,
D BLAINE

36:020:0005 COULON,
ANTHONY L & CYNTHIA

36:020:0006 FRAZIER,
ROBERT LE GRAND & LUCILE B

36:020:0007 CHAPMAN,
CHELSEA & COREY (ET AL)

26:005:0027 TIDWELL,
JEFFREY L & AMY B

26:005:0114 SPRINGVILLE CITY CORPORATION

26:005:0113 SPRINGVILLE CITY CORPORATION

26:005:150 WISEMAN,
HEATHER & DAVID

26:005:150 MORTENSEN,
AARON & EMILY (ET AL)

52:279:0008 MORTENSEN,
THAYNE D & BARBARA

52:279:0007 LOTT,
THAYNE D & BARBARA

SECTION 2, TOWNSHIP 8S, RANGE 3E, SLB&M

26:005:0113 SPRINGVILLE CITY CORPORATION

STAFF REPORT

DATE: November 1, 2023

TO: Honorable Mayor and City Council

FROM: Laura Thompson, Planner II

SUBJECT: PRELIMINARY APPROVAL OF THE LAKESIDE LANDING SUBDIVISION LOCATED IN THE 2200 W CENTER STREET AREA FALLING WITHIN THE LAKESIDE LANDING SPECIAL DISTRICT OVERLAY.

RECOMMENDED MOTION

Motion to grant preliminary approval of the Lakeside Landing Subdivision located in the 2200 W Center Street area falling within the Lakeside Landing Special District Overlay.

SUMMARY OF ISSUES/FOCUS OF ACTION

Does the proposed preliminary plan meet the requirements of the Springville City Code?

BACKGROUND

The proposed preliminary plan is for the first residential development within the Lakeside Landing Special District Overlay.

The plan contains 158 lots, including single, twin, and townhome units and one commercial lot on the northeast corner.



DISCUSSION

The following are the proposed lot types within the development and are governed by the Lakeside Landing Special Overlay District Regulating Plan:

Compact Cottage - Minimum lot size 2,100 s.f.
Shallow Cottage Twin House - Minimum lot size 2,000 s.f.
Compact Cottage Twin House - Minimum lot size 1,700 s.f.
Compact Townhouse - Minimum lot size 1,400 s.f.
General Big Box Retail (for the commercial lot)

CITY COUNCIL AGENDA

Meeting Date:

PLANNING COMMISSION REVIEW

The Planning Commission considered the preliminary plan on October 10, 2023, unanimously recommending approval.

ALTERNATIVES

1. The City Council shall approve the plan if it complies with all applicable City ordinances and standards.
2. The City Council may deny the preliminary plan provided that reasons for the denial are stated referring to any of the following reasons:
 - (i) There is insufficient evidence to establish that the applicant either owns or has the authority to represent the owners of all of the property included on the preliminary plan; or
 - (ii) Issues associated with property gaps, overlaps or other property disputes which affect the property contained within the preliminary plan; or
 - (iii) The preliminary plat does not comply with all applicable City ordinances and standards.

Laura Thompson
Planner II

Attachments

cc: Spencer Connelly





STAFF REPORT

DATE: October 31, 2023

TO: Honorable Mayor and City Council

FROM: Chris Wilson, Chief Engineer

**SUBJECT: FORFEITURE OF IMPROVEMENT COMPLETION ASSURANCE BOND -
HOBBLE CREEK INDUSTRIAL (HI-ELECTRIC) PROJECT**

Recommended Motion:

Engineering is recommending forfeiture of the Improvement Completion Assurance Bond of the Hobble Creek Industrial Project, located at 1750 W 1000 N in Springville.

Executive Summary:

Owner, Eugene Stoyanov, of Hobble Creek Industrial requested a project extension to complete public improvements in May of this year. Council approved the project deadline of October 31, 2023. This deadline is now expired and there are several incomplete public improvements. The contractor has also informed the City of unpaid completed public improvements and liens against the project. Engineering is requesting the council to consider forfeiture of the cash bond posted for the development in order to complete unfinished public improvements and settle any unpaid liens for completed public improvements per Springville Municipal Code Title 14, Chapter 5, Section 206.

No bond reductions have been made on the project to date. Existing cash bond balance for the project is \$1,477,871.51.

Focus of Action:

Hobble Creek Industrial Project completion has expired with several unfinished and unpaid improvements. Request to declare the cash bond for the project forfeit to complete public improvements and pay for unpaid items. Incomplete items consist of 1000 N roadway, sidewalk, and pressure irrigation main.



Background:

The Hobble Creek Industrial Project commenced construction in April 2022, and received a project extension in May 2023. The project has now passed its October 31st extension deadline, and per Springville Municipal Code Title 14, Chapter 5, Section 206, is now in default.

Discussion:

Engineering is petitioning the council to consider forfeiture of the cash bond posted for this development, in order to complete unfinished public improvements and to settle any unpaid liens for completed public improvements for the Hobble Creek Industrial Project.

Alternatives:

The 1000 N roadway, sidewalk and pressure irrigation main for the project remain incomplete until the Spring of 2024, when weather will permit completion of these improvements. City Code does not allow for any additional extensions, so the project will remain unfinished and in default.

Fiscal Impact:

The developer has forfeited the responsibility of completing the necessary improvements to public infrastructure. Calling upon the bond of \$1,477,871.51 would allow the City to complete the outstanding required improvements and settle any related unpaid items for the Hobble Creek Industrial Project.

CHRIS WILSON PE
CHIEF ENGINEER
cwilson@springville.org
801.491.7863
springville.org





STAFF REPORT

DATE: October 31, 2023

TO: Honorable Mayor and City Council

FROM: John Penrod, City Attorney

SUBJECT: PURCHASE OF PROPERTIES IDENTIFIED AS PARCELS 52:059:0016 AND 52:059:0028 FROM ADAM WEIGHT

Recommended Motion: Motion to approve Resolution 2023-XX approving the Land Purchase Agreement regarding the City's purchase of the properties identified by parcel numbers 52:059:0016 and 52:059:0028 from Adam Weight.



Background: The parcels of property at issue are located to the east of the Arts Park and north of 620 South/1350 East (the road that proceeds south to the high school from Canyon Drive). Springville City owns the property where the Arts Park is currently located as well as other properties adjacent to the Arts Park.

Discussion: Purchasing these parcels of property will allow the City to expand the Arts Park to its east. Having a bigger location for the Arts Park will provide a venue that seats more people and may draw bigger events to be held there. Having more area to work with could also provide a more expansive site that can seat the same amount of patrons more comfortably. The City will also be able to control an area that is already being utilized by some patrons to attend events already being held at the Arts Park.

Parcel 52:059:0016 is the furthest north of the parcels, is three-tenths (0.3) of an acre and has been appraised at \$190,000 with an attached half (0.5) share of water valued at \$4,500 dollars. Parcel 52:059:0028 is split into two separate lots, is four-tenths (0.4) tenths of an acre and has been appraised at \$300,000.

Mr. Weight is also requesting that we allow his parents, Frank and Colleen Weight, who live adjacent to the property at issue to continue to use a portion of parcel 52:059:0016 to continue to park two trailers as they have done so previously. Frank and Colleen will also be allowed access to their property from the property being purchased by the City.

Alternatives: The City Council could choose not to approve the purchase.

Fiscal Impact: The total price for the land purchase is \$494,500.

John Penrod
City Attorney

PURCHASE AND SALE AGREEMENT

This Purchase and Sale Agreement (hereinafter referred to as "Agreement") is made this _____ day of _____, 2023, by and between SPRINGVILLE CITY, a Utah Municipal Corporation located at 110 South Main, Springville, Utah 84663 (hereinafter referred to as "Buyer"), and ADAM WEIGHT, owner of the property identified by the parcel numbers 52:059:0016 and 52:059:0028 in Springville, Utah 84663, and prospective seller of the property that is being considered under this Agreement (hereinafter referred to as "Seller").

A. Seller is the owner of certain real property (hereinafter, the "Real Property") located in Utah County, Utah, which is more particularly described in "Exhibit A", which is incorporated herein by this reference, together with all rights, privileges, easements, rights-of-way and appurtenances, if any, which relate, belong or appertain to the Real Property (collectively as the "Property").

B. Buyer desires to purchase the Property from Seller and Seller desires to sell the Property to Buyer, upon the terms and conditions set forth below.

NOW THEREFORE, in consideration of the mutual promises set forth in this contract, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Seller and Buyer agree as follows:

1. Purchase and Sale. Upon the terms and subject to the conditions and contingencies set forth herein, Buyer agrees to purchase the Property from Seller, and Seller agrees to sell, convey and transfer the Property to Buyer.

2. Purchase Price. The total purchase price for the property shall be \$494,500. This amount is derived from the combined appraised prices of both parcels and a 0.5 share of water that is attached to parcel 52:019:0016. Parcel 52:019:0016 has been appraised at \$190,000 and its attached water share is valued at \$4,500. Parcel 52:059:0028, which is currently divided into two separate lots, has been appraised at \$300,000.

3. Acceptance of Property. Seller will allow Buyer or Buyer's representatives to enter onto Property for the purpose of inspecting said Property prior to this purchase taking place.

4. Temporary Usage of Property. Frank and Colleen Weight own property directly adjacent to the Property being considered in this Agreement. After purchasing the property, Buyer will allow Frank and Colleen Weight to utilize the northeast corner of Parcel 52:019:0016 solely for the purpose of parking two trailers on that portion of the Property. Frank and Colleen Weight will also be allowed to access their adjacent property from the Property being considered in this Agreement. Buyer may terminate this temporary usage by providing Frank and Colleen Weight a written notice of termination 90 days prior to Buyer's desired termination date. Temporary usage will automatically terminate upon the condition of Frank and Colleen Weight no longer owning the adjacent property.

5. Miscellaneous:

Attorney's Fees: If any party is required to retain legal counsel in order to enforce this Agreement, with or without the commencement of a formal legal action, such party shall be entitled to recover its attorney's fees and costs from the breaching party or parties.

Binding Effect: This Agreement shall be binding on the parties and their respective heirs, successors and assigns.

Governing Law: This Agreement shall be governed by the laws of the State of Utah.

Modifications: This Agreement shall not be amended or modified except by written document signed by the party to be charged with such amendment or modification.

Notices: Any notice, demand, request, consent, approval or other communication (collectively, the "Notices") required or permitted to be given by any provision of this agreement shall be in writing and sent by hand-delivery, by special courier (for example Federal Express), by United States Certified Mail (return receipt requested, postage prepaid), or by telefax, addressed to the party to be so notified. Notice pursuant to this Agreement shall be deemed given pursuant to the following rules: if hand delivered, at the time of delivery; if sent by special courier, on the third (3rd) day after deliver to the courier; if mailed, on the later of the date of receipt or the third day after deposit thereof in the United States Mails; and if sent by telefax, on the date that the telefax is acknowledged as received.

Assignment: Owners may not assign this Agreement without the written consent of City.

Section Headings: The headings and captions contained in this Agreement are for convenience only and shall not be considered in interpreting the provisions hereof.

The remainder of this page has been intentionally left blank.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement, to be effective for all purposes as of the date first written above.

BUYER - SPRINGVILLE CITY

By: _____
Mayor Matt Packard

SELLER

By: _____
Adam Weight

ATTESTED TO:

Kim Crane, City Recorder

EXHIBIT A
Legal Descriptions of the Property

Parcel 52:059:0016

PART LOT 1, BLK 1, SPRING TERRACE SUB DESCRIBED AS FOLLOWS: COM S 463.13 FT & W 1729.47 FT FR NE COR. SEC. 3, T8S, R3E, SLB&M.; S 83 DEG 35'28" W 30.17 FT; S 5 DEG 58' 0" E 130.04 FT; S 83 DEG 56' 32" E 31.27 FT; S 83 DEG 56' 34" E 60 FT; N 1 DEG 52' 47" W 150.22 FT TO BEG.

AREA 0.305 AC

Parcel 52:059:0028 – TWO LOTS

PART LOT 4, BLK 1, SPRING TERRACE SUB DESCRIBED AS FOLLOWS: COM S 0 DEG 0' 33" W 703.11 FT & N 89 DEG 59' 27" W 1805.31 FT FR NE COR. SEC. 3, T8S, R3E, SLB&M.; S 83 DEG 56' 0" E 112.11 FT ACTUAL COURSE = S83-56-03E 112.11; S 50 DEG 44' 54" W 28.47 FT; ALONG A CURVE TO L (CHORD BEARS: S 46 DEG 38' 55" W 69.97 FT, RADIUS = 554.79 FT) ARC LENGTH = 70.02 FEET; ALONG A CURVE TO L (CHORD BEARS: S 40 DEG 53' 32" W 41.45 FT, RADIUS = 554.79 FT) ARC LENGTH = 41.46 FEET; N 5 DEG 58' 0" W 109.82 FT TO BEG.

AREA 0.129 AC

ALSO PART LOT 3, BLK 3, SPRING TERRACE SUB DESCRIBED AS FOLLOWS: COM S 616.42 FT & W 1694.72 FT FR NE COR. SEC. 3, T8S, R3E, SLB&M.; N 83 DEG 56' 33" W 30 FT; N 83 DEG 56' 33" W 60 FT; N 83 DEG 56' 31" W 31.26 FT; S 5 DEG 57' 59" E 100 FT; S 83 DEG 56' 33" E 31.28 FT; S 83 DEG 56' 33" E 90 FT; N 5 DEG 58' 33" W 100 FT TO BEG.

AREA 0.272 AC

TOTAL AREA FOR PARCEL 52:059:0028 - 0.401 AC

RESOLUTION #2023-__

A RESOLUTION TO APPROVE THE LAND PURCHASE AGREEMENT REGARDING THE CITY'S PURCHASE OF A PORTION OF THE PROPERTY IDENTIFIED BY PARCEL NUMBERS 52:059:0016 AND 52:059:0028 FROM ADAM WEIGHT.

WHEREAS, Adam Weight owns the properties identified as parcels 52:059:016 and 52:059:0028 in Springville, Utah; and

WHEREAS, Springville City owns property adjacent to the south and east of Mr. Weight's properties; and

WHEREAS, the City wishes to purchase Mr. Weight's property for its appraised value of \$494,500, which includes a 0.5 water share attached to parcel number 52:019:0016; and

WHEREAS, both parties believe entering into this Land Purchase Agreement is in the interest of both parties.

NOW, THEREFORE, BE IT RESOLVED BY THE SPRINGVILLE CITY COUNCIL:

SECTION 1. Approval. Springville City resolves to approve the Purchase Agreement between the City and Adam Weight.

SECTION 2. Effective Date. This resolution shall become effective immediately upon passage.

PASSED AND APPROVED this 07th day of November 2023.

Matt Packard, Mayor

Attest:

Kim Crane, City Recorder



STAFF REPORT

DATE: November 1, 2023

TO: Honorable Mayor and City Council

FROM: Josh Yost, Community Development Director

SUBJECT: Springville Community Development requests adoption of the Springville Active Transportation Plan.

Recommended Motion:

Adopt ordinance #_____ adopting the Springville Active Transportation Plan

Executive Summary:

Active transportation is defined as human-powered transportation, such as walking or biking. The City has been included in regional active transportation plans and addressed bicycle and pedestrian infrastructure and policy in various City and neighborhood plans. This plan is the first city-wide plan focused solely on active transportation.

The purpose of this plan is two-fold:

1. Re-evaluate existing street and trail corridors to identify opportunities for better bicycle and pedestrian connections and
2. Establish plans and policies to shape growth and development to ensure the creation of a bike-able and walkable city. The creation and adoption of this plan come at a critical time as Springville is currently experiencing rapid growth and greenfield development and expects increasing growth in the coming years.

The Active Transportation Plan process began in 2020 and was supported by the Active Transportation Ad-Hoc Committee. The committee recommended adoption of the plan on July 21, 2022. Over the past 18 months staff has been working to refine the plan, address concerns resulting from interdepartmental review, and prepare for adoption. The Parks, Art, and Recreation Board recommended the adoption of the plan on July 25, 2023. The Planning Commission recommended adoption of the plan on August 8, 2023.



After multiple work session discussions, the plan is presented to the City Council for adoption.

Focus of Action:

The plan goals begin by stating, “When implemented, Springville’s active transportation network and policies should...” The word “should” indicates an obligation or duty to achieve a desirable or expected state. Does the proposed Active Transportation Plan represent a desirable future state of Springville’s Active Transportation Network and the City?

Discussion:

The proposed Active Transportation Plan is a comprehensive plan for the expected build-out of Springville. The policy discussion memo included as Attachment 1 and previously shared with the council, summarizes the goals and policies of the plan.

Staff analyzed the adopted plans of the city to provide context for the active transportation plan and to determine whether it aligned with adopted goals and policies. The following is a summary of that analysis.

2011 General Plan

Chapter 4 – Transportation and Circulation describes the policy intent of the city to provide transportation options for all users and states a goal of building and connecting active transportation infrastructure.

It is in the City’s interest to provide a safe, inviting, accessible, and comfortable environment for pedestrians and those who use transportation other than a personal motor vehicle. Completion of streets and the use of traffic calming devices are used to achieve a balanced thoughtful transportation system that accommodates all users.

The recognition of the importance of alternative transportation options for individuals is a first step towards recognizing the usefulness of trails, lanes and other travel ways for bicycles, pedestrians and other non-motorized vehicles. Trails have been identified and work to connect them will be an ongoing process into the future. Connection of these systems to important community venues has been



anticipated in the general plan to some extent, but more refinement of these systems will be needed over the next generation.

The proposed plan embodies these policy statements, refines the proposed system, and provides concrete recommendations for completing the planned connections. The following goals and policies of this General Plan chapter also clearly call for adopting an active transportation plan.

Goal: To provide and maintain a vibrant, multi-modal transportation network that encourages flow, safety, and a consideration for the aesthetics of the community.

Objective 1: Develop and maintain a connected circulation system of streets, providing convenient access within Springville, to neighboring communities, and the larger region.

Strategy C: Adopt standards for traffic calming on local residential streets.

Strategy J: Work towards establishing a 'complete street program' that addresses the wide variety of transportation modes.

Objective 2: Provide a circulation system for non-motorized vehicles and pedestrians, using street rights-of-way, trails, and paths.

Strategy A: Coordinate a regional bicycle circulation system with Utah County and Mountainlands Association of Governments.

B: Plan and update a citywide bicycle circulation system that meets the transportation needs of bicyclists.

C: Continue to include requirements for bicycle racks as part of site plan improvements.

D: Consider utilizing existing corridors (e.g., abandoned railroad tracks or similar corridors) for trails and paths.

Objective 2: Provide a circulation system for non-motorized vehicles and pedestrians, using street rights-of-way, trails, and paths.

Strategy E: Provide connections to the downtown district's services and amenities.

F: Promote health, economic, and environmental advantages of walking and use of non-motorized vehicles.

G: Provide safe crosswalks by offering orange flags to identify pedestrians and protect citizens in areas of low visibility.



H: Design trails and paths that connect to existing or future bike lanes throughout the City.

The Westfields Community Plan, Historic Center Community Plan, and Lakeside Community Plan call for a well-connected active transportation network. The policy discussion memo further describes how the proposed plan aligns with adopted policies and goals. Staff finds that due to the plan's alignment with existing plans and policies, the plan does represent a desirable future state of Springville's Active Transportation Network.

Public Hearing:

The Planning Commission held a duly noticed public hearing on August 8. Two comments in support of the plan were received via email, one comment was read on behalf of someone who could not attend, and three members of the public addressed the commission. Each of the comments was in support of the proposed plan. The comments highlighted the positive aspects of active transportation and the desire for the city to invest in active transportation infrastructure.

Planning Commission Discussion

The Planning Commission discussed the plan at length, focusing on three key concerns.

- Community Engagement
- Safety
- Education

The commission's motion to recommend approval included recommendations on each point. Staff has addressed these three points in different ways. First, community engagement is addressed in the adoption ordinance as follows:

City staff, with Public Works as the lead department, is directed to create a proposed policy for communication with all property owners, business and residents directly abutting each proposed Capital Improvement project as part of the planning and design process. This policy will apply to all departments conducting capital projects and shall be reviewed by the City Council, as a stakeholder, prior to implementation.

Safety and education are addressed by adding the following statements to the policy recommendations section of the plan on page 48.



New bike and pedestrian infrastructure should avoid conveying a false sense of security and safety to vulnerable road users. We must avoid placing signage, road markings, or other improvements in a way that encourages behaviors that are dangerous or inappropriate for the context.

Education is necessary for all transportation facility users to travel safely and courteously. The City will partner with non-profits, schools and other governmental organizations to implement bike and walking safety education in primary schools. Additional public education campaigns will be undertaken by the city to spread awareness of how to safely navigate new infrastructure for bikes, pedestrians, and vehicles.

Alternatives:

If the City Council finds that the proposed plan does not align with the adopted goals and policies of the city and does not represent a desirable future state of the city's active transportation network, the Council may take the following action.

Move to deny Ordinance __ adopting the Springville Active Transportation Plan.



Attachments

Attachment 1: Policy Memo

Attachment 2: Planning Commission Minutes – August 8, 2023

Attachment 3: PAR Board Minutes – July 25, 2023

Attachment 4: Active Transportation Ad-Hoc Committee Minutes – July 21, 2022

Attachment 5: Springville Active Transportation Plan

Attachment 1

Policy Memo

High Level Policy Impacts of the Draft Springville Active Transportation Plan

Guiding Principles

- Active transportation infrastructure helps solve the mobility problems we all share.
- Active transportation infrastructure is like the current road infrastructure we have for motorists.
- We can give everyone more options to get where they need to go quickly and safely by building active transportation infrastructure into our transportation improvements.
- Drivers, walkers, and bikers can get where they are going with the greatest safety and the least amount of hassle because everyone's traffic flow needs are met through careful planning and smart construction.
- Active transportation infrastructure helps us move forward together by relieving traffic congestion, increasing mobility and opportunity, and making our city more alive and livable.

Goals

The plan goals begin by stating “when implemented, Springville’s active transportation network and policies should...” The dictionary says that the word “should” indicates an obligation or duty to achieve a desirable or expected state. Does this plan represent a desirable state? Do these *should* statements align with our current goals and policies? If they don’t, should we change, or should the goals change?

Make Connections

Active transportation infrastructure should connect people to where they want to go, including schools, work, parks, grocery stores, transit stops, and other daily needs. The network should tie into and make connections to existing trails and bikeways, both local and regional, and overcome current barriers that prohibit safe, convenient connections.

Achieve an All-Ages-and-Abilities Network

Not all bikeways are created equal in the user experience they provide. The network should provide low-stress facilities that people of varying ages and abilities feel comfortable using. Springville’s active transportation network should work for people of all socioeconomic backgrounds.

Promote Active Living

The infrastructure, policies, and initiatives from this plan should make the decision to use active transportation an easy one. A network and practices that make active transportation modes safe and viable on a year-round basis should be created. In addition to transportation access, opportunities for recreation should be expanded in Springville.

Increase Economic Vitality

Springville’s trails and bikeways should serve as an attraction to the City, making Springville a desirable place to visit, work, and live. By connecting to local businesses and employment centers, the active transportation system should attract employers and promote local commerce,

benefiting individuals, businesses, and the city. Investment in walking and biking should be especially prioritized in the historic Springville downtown area.

Improve Air Quality

Springville's active transportation system should reduce reliance on motor vehicles, thus contributing to cleaner air.

Current Opportunities

Springville has several existing opportunities to improve active transportation. Do these identified opportunities align with your vision for the city?

Wide Streets

While wide streets currently serve as a barrier to active transportation (enabling high traffic speeds and making street crossings difficult), ultimately, they present an opportunity for retrofitting the street cross section to accommodate all modes of travel, including active modes. Within the historic downtown grid, several residential streets such as 200 N, 200 W, 200 S, and Center Street are sometimes as wide as 80 feet, and only need to accommodate two travel lanes and on-street parking. For comparison, Main Street is roughly 90-95 feet wide, but contains 5 lanes, buffered bike lanes, and on-street parking.

Waterways

Hobble Creek, Dry Creek, Spring Creek, and other waterways such as canals, present opportunities for continuous, off-street trail connections. Many segments of these riparian corridors run through undeveloped land and should be preserved for active transportation and recreation as new development occurs.

Rail-to-Trail and Rail-with-Trail Corridors

The Tintic Industrial Lead line, operated by Union Pacific Railroad and owned by Utah Transit Authority, is slated for a realignment that would close the corridor to rail operations from roughly Williams Ln at the south to 400 S at the north. This corridor presents a major opportunity for a rail-to-trail facility and trail-oriented development. Other rail corridors should also be explored for potential rail-with-trail opportunities.

Current and Future Land Development

Many parts of Springville are either currently experiencing development or are slated for development in the future. These parts of the city present opportunities for creating synergy with private developments to get active transportation facilities built, both off-street and on-street. This can be addressed by updating zoning ordinances and design standards to which private developers can be held.

Existing Ordinances, Policies and Standards

The plan notes ordinances, policies, and standards that impact active transportation. These are some areas we need to examine as we implement this plan. Are there concerns on this list?

Polices and Ordinances

- Parking requirements
- Bike parking requirements

- Street and pedestrian connectivity requirements
- Parks and open space requirements
- Transit oriented development
- General funding allotment for maintenance

Design Standards

While several typical cross sections for both minor and major streets account for on-street bicycle facilities and separated trails, current standards don't achieve best practice accommodations for people on bicycles.

ADA ramp standards for intersections (RD-08) specify diagonal ramps as opposed to directional ramps. Directional ramps are advantageous from an ADA perspective in that they align pedestrians with the crosswalk, in the direction that they need to travel to safely cross the street. Diagonal ramps funnel pedestrians towards the middle of the intersection, presenting a potential hazard for people on wheelchairs or people with vision impairments.

The plan recommends and will provide drafts of new standards for these and other street elements.

The Proposed Network

The proposed network map is on page 44. The two largest categories by mileage of proposed facility are share use paths and bicycle boulevards. The plan describes each as follows.

Share Use Paths

Shared Use Paths, or trails, are paved off-street pathways, completely separated from roadways, and are designed to accommodate two-way, non-motorized travel.

Bicycle Boulevards

Bicycle Boulevards are quiet neighborhood streets that have low vehicle volumes and speeds. Bicyclists are prioritized by managing vehicle speeds and volumes with curb bulbouts, chicanes, pinch points, traffic circles, and other traffic calming elements. Signage and pavement markings are also incorporated. These treatments constitute a change to our standards for many of our residential local and commercial local streets.

Together these two facility types account for over 53 miles of the proposed network. Implementing these types will potentially require the adoption of a range of new street standards to include shared use paths, and to specify the range and design of traffic calming measures available for bicycle boulevards. Flexibility will be needed to implement bicycle boulevards in a context sensitive manner. They will not all be the same or need the same design measures.

Buffered and Separated Bike Lanes

Buffered bike lanes and separated bikeways are also included in the proposed network and will likewise require revised street standards. These new facility types point to a need for a more flexible and context informed set of street standards. Street and intersection typologies are an emerging method to accomplish this goal. Salt Lake City has created such a guide which is described in the following excerpt from a Deseret News article.

Streets typically make up about 80% of a city's public spaces, but they're lumped into three broad categories — local streets, arterial streets (such as high-speed highways) and collector streets that funnel traffic between the two.

Salt Lake City is in the process of diversifying its streets into 15 different designs, or “typologies,” with new priorities. The typologies guide will help pave the city’s future with streets that add a lot more green space, sidewalks and bike lanes.

The current project to update standard drawings and street sections is a great opportunity to explore this new methodology.

Spot Improvements

Treatments of intersections and crossings should be carefully considered when designing and constructing bikeways and trails. Failing to do so can make an otherwise comfortable route seem dangerous and less useful for many people. Two of the most common recommended spot improvements are:

- Enhanced intersections: improvements at intersections, including elements like sidewalk bulbouts, mini roundabouts, added/updated signalization, etc.
- Mid-block crossings: bicyclist/pedestrian crossings mid-block, often added to make trails continuous and reduce the need to cross at an intersection.

The plan essentially recommends updated standard designs for most of our major intersections. The recommended spot improvements map is on page 46.

Funding

The plan lists cost estimates for the top 50 projects and related spot improvements. We have refined the project tables to assign costs to the responsible party for each project including UDOT, MAG, development, and Springville. We have also evaluated the five-year capital and maintenance plans to identify which projects could include an identified active transportation project. This will help us understand what projects will be accomplished by other parties, and which projects we can accomplish through synergy with already planned projects. Funding needs to be identified to fund the increased maintenance costs of active transportation facilities. The prioritized project tables start on page 118. The plan identifies a wide range of funding opportunities for active transportation facilities. Our proposed funding strategy is to pursue federal, state, and MAG funding for construction and to seek ongoing General Fund or Transportation Utility Fee funds for maintenance and operations.

Implementation

The ownership of implementation and funding responsibilities is an important policy consideration. Community Development doesn’t have the operational structure, responsibility, or budget to complete capital projects or maintain facilities. Community Development is confident that we can serve as a resource for funding and implementation ranging from incidental support to project management. Engineering design and construction bidding and management obviously fall outside of our capabilities. Engineering plans to hire a new engineering project manager, providing additional bandwidth for the design and construction management of city projects.

Ongoing maintenance costs are addressed with data produced by a Salt Lake City commissioned study three years ago that identifies ranges of estimated maintenance costs by facility type. That data is found in Table 6.2 on page 75. In further talks with Salt Lake City’s transportation director, he stated that they are continuing to refine their model with empirical data. This refined data will be valuable as we begin to implement the plan.

Policy + Program Recommendations

The plan makes both capital and operational recommendations. These recommendations further a key goal of the plan, to promote active living by making biking and walking more accessible and convenient for the City's residents, workers, and visitors.

These first three policy and program recommendations are the result of discussion with the Planning Commission as they considered their recommendation of the plan to the City Council.

Public Engagement

The recommended network gives planning level recommendations for corridor and spot improvements. For some facility types, such as bicycle boulevards, have many options for implementation and must be tailored to their context. They will not all be the same. To implement any recommended facility, specific engineering studies and design work is required to develop a specific facility design. Before this begins, the city will undertake a program of public engagement. This engagement will specifically focus on property owners, business owners, and residents along or adjacent to the proposed facility, but will also provide opportunities for broader participation. Public input will be a key element that will inform the design process. Outreach will continue through the design and construction phases and carry on through the post-completion period to ensure the facility is functioning as intended, and to make any necessary adjustments.

The adoption ordinance directs staff to develop a public engagement policy across all infrastructure projects.

Education

Education is necessary for all transportation facility users to travel safely and courteously. The plan will recommend partnerships with non-profit and other governmental organizations to implement bike and walking safety education in primary schools. Additional public education campaigns will be undertaken by the city to spread awareness of how to safely navigate new infrastructure for bikes, pedestrians, and vehicles.

Safety Concerns

It is important that new bike and pedestrian infrastructure is planned and designed properly to avoid conveying a false sense of security and safety to vulnerable road users. We must avoid placing signage, road markings, or other improvements in a way that encourages behaviors that are dangerous or inappropriate for the context.

Bicycle and Pedestrian Counts

Permanent bicycle and pedestrian counters provide quantitative data that could inform active transportation funding decisions. In 2016, the Federal Highway Administration (FHWA) developed *Exploring Pedestrian Counting Procedures*, a summary of existing procedures, best practices, and recommendations. In the same year, the Utah Department of Transportation (UDOT) published the *Utah Bicycle & Pedestrian Counts Guidebook*, a guide to standardizing nonmotorized counts in Utah. Both resources outline count duration and timing, count site selection, technologies, and count data management to help conduct counts in an efficient manner. Public Works may be the best operational home for count operations and data management. Although many active transportation facilities are within parks or maintained by Parks and Recreation, having a single home for this function will ensure its success.

Wayfinding

Wayfinding is an essential element of an accommodating and accessible active transportation network. The framework plan for a city wayfinding system was completed in 2020. This plan provides sufficient guidance to design additional sign types for active transportation wayfinding. The National Association of City Transportation Officials (NACTO) also produces national standards on multi-use path signage with the goal of guiding users to their desired destination along preferred routes.

Implementing additional wayfinding will require increasing funding for signage manufacture, installation, and maintenance.

Complete Streets Policy

Complete streets policies provide codified guidance on street design elements in pursuit of striking a balance between vehicle capacity and multimodal mobility. Policies and ordinances that prioritize non-automobile investments and modes of travel are important in developing a strong active transportation network.

The adoption of a Complete Streets Policy would have a significant impact on the overall transportation planning process in Springville. This policy would be a guiding element for the next major update of the Transportation Master Plan. Key elements to keep in mind during the development of a policy include:

- Develop and communicate a clear set of goals or target outcomes in support of implementing a complete streets policy. This will help navigate trade-offs if new infrastructure investments are made.
- Be honest and transparent about trade-offs inherent to complete streets implementation with regards to potential parking loss, reduced speed limits, and travel time changes.
- Engage with partner agencies early and often in the development of a complete streets policy, including police and fire departments, transit providers, UDOT, public utilities, and relevant advocacy, stakeholder, and citizen groups to increase support for complete streets in advance of policy adoption.
- Reference local and national best practices in complete streets implementation to ensure clearer actions following policy adoption, including development of funding sources and design standards.

Zoning and Development Codes

The following elements should be considered for integration into our code.

- Bicycle parking requirements and other parking reductions
- Bicycle amenities
- Pedestrian amenities

Attachment 2

Planning Commission Minutes – August 8, 2023



MINUTES

Planning Commission
Regular Session
Tuesday, August 8, 2023

IN ATTENDANCE

Commissioners Present: Chair Karen Ellingson, Genevieve Baker, Michael Farrer, Ralph Calder, Ann Anderson and Brett Nelson

Commissioners Excused: Rod Parker

City Staff: Josh Yost, Community Development Director
Heather Goins, Executive Assistant

City Council: Liz Crandall

CALL TO ORDER

Chair Ellingson called the meeting to order at 7:03 p.m.

APPROVAL OF THE AGENDA

Commissioner Farrer moved to approve the agenda as written. Commissioner Nelson seconded the motion. The vote to approve the agenda was unanimous.

APPROVAL OF THE MINUTES

July 25, 2023

Commissioner Farrer moved to approve the July 25, 2023 meeting minutes. Commissioner Calder seconded the motion. The vote to approve the meeting minutes was unanimous.

CONSENT AGENDA

- 1. Alpine Development seeking approval for the Lakeside Landing Road Dedication of various streets within the Lakeside Landing Special District Overlay.*
- 2. Kent Stephens seeking preliminary approval for the Spring Canyon Subdivision located in the area of 2200 E 800 S in the R1-15 Single-Family Residential Zone.*

With no objections or comments on item #2, the item passes without further consideration.

Commissioner Farrer was unclear on exactly what item #1 was addressing. The item was moved to the Administrative Session.

ADMINISTRATIVE SESSION

1. Alpine Development seeking approval for the Lakeside Landing Road Dedication of various streets within the Lakeside Landing Special District Overlay.

Josh Yost, Community Development Director, presented. There are roads that cross multiple parcels or roads where one side is on one parcel and the other side on another parcel. The owners wanted to dedicate a plat so the property owners don't hold another one hostage over access to the property or dedication over the streets. This is to dedicate the streets to their own plat.

Commissioner Farrer asked what the situation was previously. Director Yost said there wasn't a situation. So many of those streets were on private property, even Center Street is a small one-lane farm road. To implement the plan and give everyone access to build roads and put in utilities, we needed to get these initial roads dedicated. This does not represent any change from the regulating plan as it is adopted, other than to engineer the roads and make the boundaries work.

Commissioner Calder asked who is developing the roads. Director Yost said it depends. At 2600 W & Center it will be built by the property owners at a pro rata allocation of cost. The other streets are fully development funded. Commissioner Calder asked if the owners agree. Director Yost said that is why there are 12 signatures on the dedication page.

Commissioner Calder moved to approve the Lakeside Landing Road Dedication plan. Commissioner Farrer seconded. The vote to approve the Administrative Item was unanimous.

LEGISLATIVE SESSION:

3. Springville Community Development requests adoption of the Springville Active Transportation Plan.

Josh Yost, Community Development Director presented. The Active Transportation Plan is a long time coming. He defined Active Transportation. The Active Transportation infrastructure helps solve mobility problems we all share. It is the same infrastructure used for motorists. It gives more options to get where we need to go. It gives the greatest safety and the least amount of hassle through smart construction. It helps us move forward as a city to relieve traffic congestion and increase mobility regardless of ability. It makes our city more alive.

Our plan has a very specific and well-thought-out set of goals that we seek to achieve. It should make connections. It should be an all-abilities and all-ages network and provide low stress for any user. It should promote active living. We can integrate movement and exercise and activity in our lives in a natural and holistic way. It should increase economic vitality. It should also improve air quality. There are even emissions that come from electric cars. These are the five goals of the plan.

Twofold purpose: 1) Re-evaluate existing street and rail corridors to identify opportunities for better bicycle and pedestrian connections and 2) Establish plans and policies to shape growth and development in order to ensure the creation of a bike-able and walkable city.

Commissioner Nelson asked Director Yost to go back to where it talked about improving mobility for vehicles as well as others. Director Yost said it falls under the all abilities and all ages network. Active Transportation is often framed to be mutually exclusive and anti-car. The real intention is it is the reality and a mutual benefit to both user types. Commissioner Nelson expressed his support for this.

Commissioner Calder asked what parameters have been considered as far as future growth. He has lived here most of his life and has seen a lot of change. He asked what demographics were considered for the future and what way they approached it. Director Yost said it comes down to identifying the fundamentally important things to Springville and putting the plan in place as the City makes investments and further development. Then these projects are completed as part of those efforts and are built right the first time. Commissioner Calder said he feels that is a great plan but is trying to understand if corridors are being built for people to bike from Spanish Fork to Orem or are does it create everywhere corridors. Director Yost said it is the latter.

Commissioner Anderson said at 3:00 pm today, traffic was very backed up on Main Street. She asked how are we not going to slow down cars to make it worse for traffic. Director Yost said nothing that is in this plan comes at the expense of vehicular capacity. Also, he doesn't have a philosophical issue with pushback on vehicular capacity.

Director Yost thanked those who helped get this plan in place. The process included The Active Transportation Ad-Hoc Committee and consultants, a City Council representative and a Planning Commission representative.

Evaluations included: Existing Conditions. He explained Active Trip Potential. Then he discussed analyzing where people are coming from and going to, to determine what destinations would benefit from being connected. The current network has 5.3 miles of bike lanes with one line painted. It's not great. Cyclists are so close to the parked cars on one side and traffic on the other.

Councilwoman Liz Crandall arrived at 7:34 p.m.

Buffered bike lanes have a little more paint to protect you, with two striped lines. There are currently not many of these in the City now. There are 1.1 miles.

The third is a shared-use path at Devon Glen, Dry Creek and the Canyon path. There are 4 miles of side paths and shared-use paths.

He showed a map of existing bike lanes and trails. On a regional scale, we are a gaping hole in the network. We don't want that.

Community feedback: There were 627 total survey responses. It was a great survey and much more community engagement than expected.

Web Map Public Input - This gave the community an opportunity to come and draw facilities or suggested routes and identify destinations. It helped us crowdsource and get a basic understanding of the lay of the land in Springville. It shows how many barriers there are in Plat A and the Downtown area. Commissioner Nelson asked what he plans to do about barriers, specifically railroads. Director Yost said further in the plan there are spot improvement maps. There are corridors and spot improvements. They are addressed in individual recommendations.

Infrastructure Recommendations. The data went to the consultant to make the technical analysis and provide an online map. The routes and spot improvements were voted on. There was little public engagement with that survey.

The criteria used to have the public rank the Active Transportation projects: connecting to community resources, connecting gaps and overcoming barriers were the most important priorities.

Commissioner Nelson is surprised that safety ranked #4. Director Yost said it was surprising to him too. Maybe it was too technical of a term and it should have said Safe Connections.

Commissioner Calder asked how we asked for response. Director Yost said it was done by emails, social media, a booth at the Farmers Market and in the City newsletter. There was just as much exposure for the second survey, but much less engagement.

Commissioner Calder thanked everyone for all their hard work. He didn't know about the plan until last week. He is not on social media. Director Yost said we are always looking for ways to do better with engagement awareness.

Rank Criteria and Review the Output. We trusted the algorithm, although we had to tweak a couple of areas.

The recommended network has 2.8 miles of bike lanes, 17.2 miles of buffered bike lanes, 8.3 miles of shared-use paths, 8 miles of separated bikeways, and 25.1 miles of Bicycle Boulevards in quiet neighborhood streets with low vehicle volumes. There are 8.3 miles of routes that need further study.

Commissioner Nelson asked if it is mapped out. Director Yost said yes. Commissioner Anderson asked if this moves to City Council, then this moves forward with the maps in here. Director Yost said yes.

Commissioner Calder asked about parking in front of your home if there is a buffered bike lane added in front of your home. Director Yost said on Center Street when we put the buffered bike lane it was wide enough, so it didn't change anything. There will be places where there will need to be a trade-off.

Commissioner Nelson asked about Bicycle Boulevards. He asked if there will be neighborhoods impacted by this. Director Yost explained that Bicycle Boulevards are not a specific script, there are several ways to implement it. There would need to be public input at that point. If this map is final and people lose parking, whatever the design is, we need to have talked to the people. Commissioner Calder agrees with that. He lives

by the high school and we have gotten to a point where they would park near their home. The corridor has had a dramatic impact. We all have to sacrifice to a certain extent, but if you can no longer park on the street, it is a difficult situation. He wants to keep on-street parking. It slows traffic. Commissioner Calder said that there would need to be appropriate public input.

Chair Ellingson asked what can we change. Director Yost said plans are never static if we are doing our job right. He is glad this Bicycle Boulevard element came up. He pointed out that Troy Fitzgerald, City Administrator, is trying to get everyone to understand that 25.1 miles are being changed, which is a change from our streets today. He asked if they understand what this means. Director Yost said maybe he isn't listening well enough. The Bicycle Boulevard doesn't say we are going to do a specific thing on your street, it just means we will do something on your street, not 100% sure what it is. On Pheasant Run Drive, we mail and give a notice to everyone on the street. The master plan says we are going to be doing something here, here are the pros and cons of it. He gave the example of a San Diego road change that had no proactive public input to change a private collector making it one lane for cars going both ways and bikes on each side. It exploded with news stories, YouTubers, etc. It set back their Active Transportation efforts years.

Commissioner Nelson reiterated that we need to make sure we have public input. We have been terrible about it. We need to win hearts and minds sooner rather than later.

Chair Ellingson said this is a huge plan that will take years and be done incrementally and will allow time to do community outreach and inform and use feedback in each phase of the plan.

Commissioner Calder asked about the population and gave the example of his grandmother's home. She gave up a lot of land. Some people can't afford big changes in their property. It's great that we are trying to do it incrementally. He would like to know how many people lived in the city 50 years ago. Director Yost said 12,000. We have to adapt to a larger population.

Commissioner Anderson thinks that some of these are scary. Her home is by the reservoir. There aren't a lot of bikes in her neighborhood. But if a bike lane is painted, she feels cyclists won't pay attention to the cars.

Director Yost said we manage vehicle speeds and volumes. It is a collection of multiple tools and careful analysis. Bikes already have the legal right to take the lane, but we don't want to put Bicycle Boulevards in that aren't fully vetted and fully designed. Commissioner Anderson said that is her question. It looks like it is the entire street. Director Yost said this is an example picture.

Commissioner Calder asked where would the signs be that say it is a Bicycle Boulevard and what are the strategies of creating one. Director Yost said it is well established and well-studied for decades in the US and other countries. Primarily the strategies are to let cars know there are other people here and this is the route used by bikes or other people. It slows traffic with a combination of signage and physical changes to the streets, chicanes, bulb-outs and pinch points preventing the crossing of vehicles. They are all studied and employed and have statistically defined efficacy measures and tell us

how they decrease vehicle speed. And we can analyze them objectively to understand how they work on each street to make them effective. Public Works is investigating some areas in the city now.

Commissioner Nelson asked what studies were done to determine a Bicycle Boulevard. Director Yost said it was a number of factors. There is this study. They analyzed the entire network, where bike trips happen, the width of streets, traffic patterns, streetlight data - aggregated data for broad area traffic studies, Lidar on the traffic lights and real-time data for each lane. We looked at Utah County analytics. Transportation analysis zones and how many trips are out of these zones. Commissioner Nelson said that on Commissioner Anderson's street, they look at how many homes are on the street and how many cars go in about out. Director Yost said yes.

Commissioner Anderson said 2 roads drop off steeply in her neighborhood. She believes some areas are not safe to mark a bike trail. Director Yost said, again, we aren't going to drop a facility in a place we don't study. We have studied the network. We haven't said where we need bulb-outs, etc. Then when it is on the ground, we spend a lot of time on the ground to figure out what we need.

Commissioner Baker reminded the Commissioners that bicycles have the right to use the road the same way cars do. We are trying to make it safer. Bulb outs do a lot to slow traffic, and pinch points and there are some that happen naturally. There are other ways to achieve this. Bicycle Boulevards will be looked at in each situation to say this needs a bulb out, this other one needs a pinch point. To make the cyclists feel as comfortable as a car would.

Director Yost said we don't want to provide a false sense of safety or security. Commissioner Calder said we want our kids to come home safely and let them know that is a safe place for them. He came up on a scene where someone had been hit and passed away in the intersection. He just wants it to be safe.

Commissioner Nelson said he is supportive of this, but he is going to ask these questions.

Commissioner Baker has a concern about increased bicycle safety, such as stopping at stop signs. Logan Millsap said it is safer for a cyclist to go through a 4 way stop without stopping if the intersection is clear. The State law allows it. Commissioner Calder said that on 400 E and Center, 80% of the cyclists go through the intersection without stopping. Mr. Millsap said you have a better view on a bike than in a car.

Commissioner Anderson said her concern is that we do things that are safe and not just because we put this on here, we will do it come hell or high water. Director Yost said that is never the intent.

Commissioner Farrer said some of us will not see the fruition of this in our community. We have a driver's safety course in high school. One of every 10 cyclists doesn't use proper etiquette. They need to call out and warn pedestrians. We will need courses in high school for bike etiquette. Commissioner Baker agrees. Commissioner Farrer said on his walks, he sees 4 cyclists riding abreast and cars have to stop for them. We want the plan to work effectively.

Commissioner Calder agrees and the e-bike is a new thing and we need to create safe places for them and pedestrians. He is worried that they could run him over when he is walking if they don't announce they are coming up on him.

Chair Ellingson said she is hearing we want cyclist education, safety and community engagement. The Commissioners agreed.

Commissioner Calder said that public input is his biggest issue. He understands that models have been studied. We are being asked to approve a plan that says this is how it is going to be.

Director Yost said more importantly when the City, State or private developer comes in to build something, we can show them the plan and they have to build this. We get capital funding from the federal and regional governments. Commissioner Calder said he understands that works for new development, but what about Brookside. Director Yost said that Brookside is a context that we have to ... Commissioner Calder interrupted and said that it could be any existing neighborhood. Director Yost said we will engage before we put anything on the street and why we tried to engage in this plan.

Chair Ellingson what kind of assurance can you give the Planning Commission that these considerations that have been brought up such as community engagement, making sure it is a micro level planning and safety are taken into account, that it will be part of the process going forward and not something that is theoretically talked about here. Director Yost said the best thing to do is to take your comments and concerns to the plan on page 47 chapter 5. This talks about the doing of the plan. Add a couple of paragraphs that say no individual facility can be added without the engagement and collaborative design of the people located immediately on the corridor with a spot improvement. And add a policy that we should partner with Bike Utah which already has an awesome bike school.

Councilwoman Crandall left at 8:25 p.m.

We should start in the elementary schools to make a concerted effort to expand on UDOT's efforts for children to learn safe walking to school. Partner with organizations or develop our own programs to further bike safety and education. And car safety as well as being educated and having better infrastructure for conflicts and reducing uncertainties.

Commissioner Baker asked about education. Josh said it would need to be added to this section. He is willing to draft this and bring it back to them if they choose. He is happy to entertain whichever motion they provide.

Commissioner Calder models and studies, gut check on it, how many residents. Director Yost said 36,000 residents. Commissioner Calder asked how many people do you think know about this Active Transportation Plan. Director Yost said 1,000. Commissioner Calder said we need to find a better way to get more involvement. He doesn't know how to do it. Director Yost said it is the same number for the General Plan and the Transportation Plan. Chair Ellingson added that it is consistent with everything we talk about. Commissioner Anderson said it happens in the school district too. People are apathetic about things until it directly affects them. It happens in most organizations.

Commissioner Anderson said she bikes, we are in support and hours of work that has gone into it, we are in it for the same reasons. We just want opportunities for all people and just want to do it safely.

Commissioner Nelson said there were several community groups on social media and asked if it was posted there. Director Yost said yes, it was posted multiple times in each of those groups and twice for this meeting. He pointed out that sometimes the way the item is worded or named, people don't understand what it means.

Commissioner Calder asked if it is on the website. Director Yost said yes. Commissioner Calder suggested putting it on the front page of the website. Commissioner Baker asked if we have a booth at the Farmer's Market. Director Yost said it isn't a standing booth, but they did a booth for this plan and one for Reframing Downtown.

Director Yost showed the recommended network and explained how that will work. There is not a specific plan in place for each of the types.

Director Yost explained the funding from different sources for implementation. Commissioner Calder asked about ROI. Citizens are paying for maintenance. And with new taxes.

Commissioner Nelson asked about new maintenance and if there will be new taxes. Director Yost asked when was the last time we raised taxes in Springville. He said we could levy a transportation utility fund until the State Legislature tells us we can't. There may be new revenue sources. Most likely it would come from growth in General Fund and the PAR tax.

On Page 75 you see the per mile annual maintenance cost estimate ranges, which came from the Salt Lake Pedestrian and Bicycle Master Plan from 2015 Director Yost talked to Jonathan Larsen, Transportation Director in Salt Lake City, and they are struggling to quantify it. His recommendation is to look at it in terms of how much you do before you need another crew.

The whole plan is 35 million dollars. He explained where the funds would be coming from. UDOT: \$5,726,000, MAG \$565,000, Development \$9,604,000, Springville \$19,417,000 for a total of \$35,312,000. Commissioner Nelson asked when the project would be done. Director Yost said we wouldn't do the project until we have the money. The project will be done over decades. Commissioner Nelson asked if there was a timeline in the plan. Director Yost said there isn't. Commissioner Calder wants this to be successful.

We are not looking for the city to cover the \$20,000,000, but it will come from MAG, State and Federal funds. It will happen over decades. Commissioner Nelson asked if there is a timeline. Director Yost said no, there are things we want to accomplish first. Commissioner Calder asked of the \$35,000,000 our portion will come from Federal and State funds. Director Yost said we may end up spending in the near future, on page 188 appendix G. Roughly the total cost is \$4 million in the next 10 years.

Director Yost covered the pilot projects. Center Street, Hobble Creek, Center Street and 700 South.

The adoption schedule looks like this: Presented at Par Board Jul 25, Planning Commission Aug 8, City Council Work Session presentation Aug 15, City Council Adoption Sept 19. This is subject to change based on the recommendation today.

Commissioner Baker moved to open the Public Hearing. Commissioner Nelson seconded. The public hearing was opened at 9:11 p.m.

Chair Ellingson read in an email comment received from Karol Long. It is attached.

Logan Millsap read in a comment texted to him as she couldn't stay until public comment:

Emily Lundberg Bastian
1807 E 475 S

Active Transportation discussion. She moved back to Springville 2 years ago. She grew up in Mapleton and graduated from Springville High School. Living in Spanish Fork, she wanted to get an e-bike to get around. But where they lived, it was impossible to get around safely. Only by living here did it make sense for them to get an e-bike. She describes what she sees and feels while biking. She is more connected with her kids. This plan will remove barriers and increase access for their family and others to get to more places and connect with others along the way. She urged the Commission to pass with favorable recognition.

Logan Millsap
133 S 880 E

He served on the Ad Hoc Committee and we worked hard on this plan. We tried very hard to get the work out to people about it. We made posts and he paid for flyers to put around town. It was on the main page of the City website, in the City newsletter and in the Mayor's blurb. We did get our finger on the pulse of the residents of Springville. People are in support of getting around this way. You don't have to go far to show that this infrastructure is feasible and affordable to build. It will help with congestion and helps local businesses. You spoke of education. In Spanish Fork, they have part of their curriculum to learn the ways of the road. It would be great to see that in Springville school as well.

Hunter Huffman
154 C Street

In favor of the Active Transportation plan. These are great steps in creating a vibrant and walkable community. He likes the way it is being addressed in a family-friendly way. In conjunction with the historical district and revitalizing Main Street plan, as the Active Transportation Plan is taking into account bikes and pedestrians, building height and other things take a role in creating that environment.

Denise Gail
1300 E Center

She grew up where her home was affected as a child when the Bangerter Highway was built. She understands when we talk about things changing and those it affects. Springville is changing. When we adopt things that show we are ready to change in a way that doesn't respond to normal traffic patterns, it is forward-thinking. Her kids have been hit on bikes 2 or 3 different times. Safety is a concern. But when we think of education, we can't educate from under a rock. We have to widen our horizons a little

bit. We can't continue to live in a completely car-centric environment and think bicycle awareness will take place. Until we broaden the way we build our City, how can we expect people to broaden the way we use our City?

Another email comment was sent in. It is attached.

Commissioner Baker moved to close the Public Hearing. Commissioner Anderson seconded. The public hearing was closed at 9:24 p.m.

Chair Ellingson wanted to get a feel for the direction the Commissioners want to go in. Commissioner Nelson liked the 3 items Chair Ellingson brought up. If those get added tonight, this works for him. Commissioner Calder said he wants to move it forward, but to be successful, he wants to increase communication with the public. Commissioner Farrer made his comments about education. He advised to make sure that schools teach it. It would be good for the DMV to tell people how to drive with Active Transportation around. Education is the key to the whole thing. Make it safe and people will accept it as they see it won't drastically impact their lives. This won't happen overnight. It should give us plenty of opportunity to alert people to what the plans are. The plan could be changed later. Commissioner Calder said we are fast approaching the e-bike era.

Commissioner Baker is on the same page as Commissioner Farrer with education and incorporating something so people riding bikes and people not riding are able to learn. She likes the suggestion to partner with groups who are already incorporating this. Commissioner Nelson said he is ready to move forward and incorporate the three items Chair Ellingson pointed out. Chair Ellingson is in favor of the plan she helped develop. She is grateful for the discussion they had tonight. She asked for a motion.

Commissioner Baker moved to recommend approval of the Springville Active Transportation Plan including additional language based on the discussion as summarized by Chair Ellingson. (cyclist education, safety and community engagement) Commissioner Calder seconded the motion. The vote to approve the Legislative Session item was unanimous.

4. LGI Homes requests amendment of the Southeastern Part Regulating Plan of the Lakeside Landing Special District Overlay Zone.

Josh Yost, Community Development Director, asked for this item to be continued. Lakeside Landing District code is based on regulating plans which show where the streets, zones, and open spaces are. LGI wants to pull a street off the perimeter of their project because they are not going to do multi-family and they want to do single-family. They don't need the frontage and are going to alley load. That is a change to the regulating plan. There are 3 regulating plans. This became the southeast part of the regulating plan. They want to amend this Master Plan. The consultant that recommended the plan, LGI has retained them to work on this. When they took the CAD and laid it over the regulating plan, they were 60 feet outside of their box over the green street next to them. The person working on the property to the west thought the green street was on LGI's property. Now we need to go back and figure out where the lines really are and who is responsible for building this green street. We need to get everyone

rationalized and working together. We are pushing that off tonight because we couldn't perpetuate something that we knew was in error.

Commissioner Baker moved to open the Public Hearing. Commissioner Nelson seconded. The public hearing was opened at 9:37 p.m.

Commissioner Baker moved to close the Public Hearing. Commissioner Farrer seconded. The public hearing was closed at 9:37 p.m.

Commissioner Baker moved to continue Item #4. Commissioner Ellingson seconded the motion. The vote to continue the Legislative Session item until staff is ready to present was unanimous.

Director Yost said one Commissioner is signed up for the APA conference. The offer is still open. You will be getting a save the date for South Counties Planning Commission training coming soon. It will be on a Wednesday evening, but we will get that to you soon. Santaquin is hosting.

With nothing further to discuss, Commissioner Baker moved to adjourn the meeting. Commissioner Anderson seconded the motion. Chair Ellingson adjourned the meeting at 9:40 p.m.

Heather Goins

From: Karol Long [REDACTED]
Sent: Tuesday, August 8, 2023 5:34 PM
To: Heather Goins
Subject: In Favor For Active Transportation Plan

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Springville Planning Commission,

As a mother who loves visiting Springville on my bike with my son I encourage you to adopt an Active Transportation Plan. We come to visit friends, enjoy family friendly events, and shop and eat at local businesses but not as much as I would like to. I would definitely do more of these things if there was better active transportation infrastructure. As it stands there is not much of it. All along the Wasatch Front are connecting trails except in Springville, this serves as a barrier between us and the regional trails further south.

I have many personal reasons preventing me from driving a car and resorting to bicycling as my primary mode of transportation but I reap so many benefits: exercise that is built into my life, better mental health, a sense of community, and so much more. Not to mention the money I save from not owning a car goes towards supporting the local economy in ways I wouldn't be able to if I was worried about car payments, gas, and repairs. With an AT plan, not only would Springville become more accessible for people like me, but also more accessible for your youth, your elderly, and others who cannot drive. It would encourage your growing population to reduce traffic and emissions by commuting via active transportation.

I was VERY afraid to bike with a child in Provo when I first started living here. Provo has adopted an Active Transportation Plan since then and I was introduced to the bike infrastructure available by advocates giving bike tours of the city. I have heard and seen how Provo continued and continues now to improve and expand active transportation piece by piece. All this bolstered my confidence and I have been biking ever since, even in the Winter! I have seen this happen for other families too. If infrastructure is SAFE and inviting it will be utilized!

Change doesn't have to happen all at once to make a big difference and it doesn't have to be done alone. If every surrounding city adopts an active transportation plan it can become even more robust with the synergy of the effort amongst our communities. We can help each other learn together to help build stronger and happier towns.

Thank you for your consideration,

Karol Long

Heather Goins

From: Annie Hawkes [REDACTED]
Sent: Tuesday, August 8, 2023 8:59 PM
To: Heather Goins
Subject: Active Transportation Plan

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Springville Planning Commission,

As a mom who bikes in Provo and visits Springville via bike with my son regularly, I encourage you to adopt an Active Transportation Plan.

We come to enjoy all that Springville has to offer! Every time we are there, we meet handfuls of moms and other who are either interested in biking more but are afraid or already bike and wish there was more infrastructure. There are separated bike trails all the way from Ogden to Provo but the line ends here because the infrastructure in Springville is minimal or unofficial.

My son has medical issues that make car rides very difficult and overwhelming for everyone. We use our car as a last resort only. Biking is our main form of transportation paired with the Frontrunner. While this may seem inconvenient, the lifestyle it provides us has been life changing. It's made the world more accessible and has enabled a new mother with medical issues and her son with medical issues to get to feel like we are part of society again. Biking provides perks for everyone, even if they don't have unique circumstances. Here's a few I've personally experienced along with just about ever cycler I ever chat with:

- Stronger sense of community
- More access to giving and receiving community care
- Civic involvement and volunteering
- Healthier living without having to make time for a gym
- Boosted mental health (this one is huge)
- More financial stability by removing/reducing car related expenses.

This list is far from encompassing all the benefits but I hope it can give you a sense of the importance of prioritizing active transportation just as much as car infrastructure. It brings people in from wide varieties of demographics and builds a stronger and more resilient community and city.

Thank you for your time,

ah

Annie Hawkes

Attachment 3

PAR Board Minutes – July 25, 2023



MINUTES
Springville PAR Board Meeting – July 25, 2023

JULY 25, 2023 AT 5:45 P.M. AT SPRINGVILLE CIVIC CENTER, MULTI-PURPOSE ROOM, 110 SOUTH MAIN, SPRINGVILLE, UTAH.

Board Members in attendance: Kim Stinson, Lee Taylor, Polly Dunn, Shane Lamb, Sydney Condie, Adam Provance, Cindy Sweat, Dean Duncan, Jim Brooks, Kurtt Boucher, Logan Millsap,

City Council Members Present: Mike Snelson and Chris Sorensen

City Staff in attendance: David Ashton, Stacey Child, Josh Yost, Emily Larsen, Hannah Silvey, Tyler Wilkins, Michelle Wakefield, Heidi Udall, Teresa Gordon

City Staff excused: Teresa Tipton, Jack Urquhart, Matt Packard, John Penrod

Members excused: Jeremy Barker, Kate Henderson, Patrice Bolen, Doug Holm, Trevor Weight, Ximena Bishop, Nichole Gonzalez, Maya Arreola

WELCOME: Chairperson - Chris Sorensen sitting in for Patrice Bolen

APPROVAL OF MINUTES: June 27, 2023 minutes - Motion by Kurtt Boucher to approve the minutes. Second by Adam Provance. Vote was unanimous for approval.

PUBLIC COMMENT: No public comments

SPRINGVILLE ACTIVE TRANSPORTATION PLAN: Josh Yost

Active Transportation: A means of getting around that is powered by human energy, primarily walking and bicycling.

- AT infrastructure helps solve the mobility problems we all share.
- AT infrastructure is like the current road infrastructure we have for motorists.
- We can give everyone more options to get where they need to go quickly and safely by building active transportation infrastructure into our transportation improvements.
- Drivers, walkers and bikers can get where they are going with the greatest safety and the least amount of hassle because everyone's traffic flow needs are met through careful planning and smart construction.
- AT infrastructure helps us move forward together by relieving traffic congestion, increasing mobility and opportunity and making our city more alive and livable.

SPRINGVILLE'S PLAN

Two-fold purpose:

- Re-evaluate existing street and trail corridors to identify opportunities for better bicycle and pedestrian connections, and
- Establish plans and policies to shape growth and development in order to ensure the creation of a bike-able and walkable city.
- When implemented, Springville's active transportation network and policies should... Make connections

- When implemented, Springville's active transportation network and policies should...ACHIEVE AN ALL-AGES-AND-ABILITIES NETWORK
- When implemented, Springville's active transportation network and policies should...PROMOTE ACTIVE LIVING
- When implemented, Springville's active transportation network and policies should...INCREASE ECONOMIC VITALITY
- When implemented, Springville's active transportation network and policies should...IMPROVE AIR QUALITY

Process

- Existing Conditions
- Active Trip Potential
- Origin/Destination Analysis
- Connections to Destinations
- Bicycle and Pedestrian Crashes
- Transit

Online Survey 627 - Total Survey Responses

- Get to Work: 135
- Get to school - 224
- Get to - Local parks, trailheads, rec center - 479
- Access daily errands: 253
- Social events/entertainment: 284
- Recreation/exercise: 558

Community Engagement

- Online Survey
- Online Interactive Map

Infrastructure Recommendations

- Online Interactive Map
- Online Survey #2 - Criteria

There was a lot of community engagement and work on developing infrastructure recommendations. The top three priorities were: 1. Existing bike racer trails, 2. Open existing barrier, and 3. Filling a gap between the two.

There is a lot of money being spent on transportation projects in the area. Next level funding is not available. There are several projects that need to be funded. Some of them are public, some are private.

There are four pilot projects that need to be funded.

1. Center Street from Main Street to 400 West.
2. Hobble Creek Trail.
3. Deming Blood Trail under the railroad.
4. The Creek Watershed Project.

There are four pilot projects to improve the connectivity of the city:

All Ages Network, East-West Link, Bikeway, Seventh South and the Rail Station. The first step is going to the Planning Commission on August 8th

There are four priorities: The traffic downtown, bike enthusiasts, the meetings with local stakeholders and making connections with them.

- Recommend the Springville City Council adopt the Springville Active Transportation Plan.
- Action Taken: Motion to Approve: Polly Dunn
- Second by: Kim Stinson

Mike Snelson explained what happened with his very serious bike accident. Everyone was happy that Mike survived the serious accident and was able to attend the PAR meeting. Mike says, "he chose to be at the meeting because he has been really involved with the transportation plan.

Introductions of New employees, Teresa Gordon, Parks & Cemeteries, Office Assistant, Heidi Udall, new CRC Operations Superintendent. Heidi and Michelle will be sharing responsibilities.

PAR Grant Distribution update: Hannah Silvey - Because this is the first year for PAR Grants, there were no contracts in place for grant recipients to receive funds. Hannah met with the legal department and contracts were created. Hannah has been in touch with all but one of the recipients and all but one contract has now been signed. Checks will be issued when all the contracts have been signed.

Hannah gave update on Concert in the Park - Remembering the Beatles, 8:00 PM at the Arts Park. Billy Elton will be the next concert on August 19

Chris Sorensen - "We owe Stacey and John Penrod a big thank you for the expediency in which they were able to get the Al Curtis event done. So happy that Alan got to be there to and talk. It was like attending your own funeral".

PARKS & REC UPDATE: Stacey Child

Stacey gave a shortened version of what is happening with Parks and Recreation

1. Bike Park - Machines are on the grounds and dirt is being moved. Moving forward and shooting for end of October for completion.
2. Westfields Park- Due to excavating that is still in progress, the playground equipment will be installed in the next few weeks. The project should be completed in 3-4 weeks.
3. Parks and Rec is working on a detailed concept plan for Dry Creek. Once finished it will be a fun place for all ages. Last week, we met with contractors up the canyon for Kelly's Grove and Jolley's Ranch.
4. Working on new Spring Acres Park. We're hoping to create an amazing area that people can access. It will have a trail that will connect all around the new high school. We have fun plans and are hopeful we can work everything out with the school district.
5. Chris Sorensen mentioned that the public can go to the Nebo School District website for Springville High School construction updates.
6. We are looking at Oakridge School the big building on the far east of SHS. That building could potentially be used as Parks and Rec. offices.

ADJOURNMENT: Logan Millsap made motion to adjourn, Lee Taylor seconded the motion.

Meeting adjourned at: 7:10 P.M.

Next meeting August 22, 2023

Attachment 4

Active Transportation Ad-Hoc Committee Minutes – July 21, 2022



MINUTES
FOR ACTIVE TRANSPORTATION
AD-HOC COMMITTEE MEETING

Civic Center Multi-Purpose Room at 110
South Main Springville, Utah
JULY 21ST, 2022
6:00 PM

Meeting opened 6:04 pm Kurtt Boucher opened the meeting

Attendance: Kurtt Boucher, Jonathan Duncan, Andrew Bird, Logan Millsap, Carrie Bennett, Community Development Director Josh Yost, Building and Grounds Superintendent David Ashton, City Councilman Mike Snelson
Absent: Jeff Hardy and Planning Commission Chair Karen Ellingson

Discussion on feedback of the plan that we've had time to review. Josh heard from 3 to 4 committee members with feedback. Any red flags for the plan from the committee members? No additional changes needed.

Staff were able to review the active transportation draft plan. Per Josh, the staff feel it is a well written plan with good policy additions for discussions, such as parking, etc.

Concerns: *Appears that the plan may overly rely on the survey data as the basis for the conclusions or recommendations. Especially, when we have a certain percentage the census tells us what our mode share for commuting is by bike and then we see that the mode share for commuting by bike in the survey respondents, it's pretty clear that it is not a random sample kind of survey. Because of this, you have to be careful in your drafting that you are not solely relying on your survey results in creating the mandate for the recommendations. *The planning, engineering, and survey costs are not included in the plan. They probably could be but they are so high level that it is not as big of a concern because as we move down the line that can definitely be added as a flat contingency for each one for design work, planning, etc. *Biggest concern is that it is a 17 million dollar plan. Even if the city council allocates say, 200,000 per year to do this 1) the prioritization might look different 2) It will be implemented in pretty small bites to get there. It comes down to the Return of Investment (ROI). We are going to meet with Mac from Alta Planning and Design to talk through other ways of evaluating the Return on Investment in terms of congestion mitigation, environmental quality, healthier more active residents, better quality of life, etc. Also, make sure the math is right on impacts of ridership increases. These things will be important to know and be prepared for as we answer questions from the Council. 17 Million is the total cost of the projects but it will come down based on grant funding received because we have an adopted plan in place. This is not just a general fund

"ask" there is funding available out there to help implement these projects. Make sure we have case studies to present to all the boards.

1. Springville Community Development requests a recommendation for adoption of the Springville Active Transportation Plan.

Logan Millsap made the Motion to recommend the adoption of the Springville Active Transportation Plan to the PAR Board, Planning Commission and the City Council. Andrew Bird seconded.

All in Favor, (voting members) Kurt, Jonathan, Andrew, Logan, Carrie

2. Discussion of how each member of the committee can be involved in implementation.

Committee Chairs provide the information to the PAR board for recommendations to the council. Prioritize list. Keep it in front of the PAR Board.

We do not want the plan to be filed and ignored.

The conversation needs to continue and have momentum

Internal coordination of city departments on overlapping plans

Funding- Community Development would be responsibility for applying for grants

Advocacy and help on policy recommendations, the things that the plan doesn't adopt but says we need to go do - example: bike parking requirements

Advocacy and broad-based ownership of the plan to make sure you are giving them reminders.

Look at the budget for the 5yr capital funding plan.

Who do we need to provide ATC Plan reminders to?

Jeff Anderson- City Engineer/Assistant Public Works Director

Gina Young- Staff Engineer/Engineer-in-training

NEXT STEPS:

PAR Board this coming Tuesday, July 25th at 5:45pm

Work Study Session: August 16th 5:30 pm (open to public, no public comment)

Planning Committee August 23rd (tentative)

City Council: September 6th

ACTION ITEMS:

Schedule Demonstration Project after we go to the Work Session

Collect case studies of success- Jonathan & other committee members

Priority list 5 year Streets Capital Plan - Josh Yost

Gather residents who will speak up to support the plan at city meetings- all committee members

Plan for refreshments/celebration pending the passing of the plan

Meeting adjourned: 6:56 pm

Attachment 5

Springville Active Transportation Plan



STAFF REPORT

DATE: November 1, 2023

TO: Honorable Mayor and City Council

FROM: Josh Yost, Community Development Director

SUBJECT: LGI Homes requests amendment of the Southeastern Part Regulating Plan of the Lakeside Landing Special District Overlay Zone.

Recommended Motion:

Move to adopt Ordinance __ amending the Southeastern Part Regulating Plan of the Lakeside Landing Special District Overlay Zone, including changes recommended by the Planning Commission.

Executive Summary:

The Lakeside Landing Special District Overlay (LLSDO) was adopted in December 2021. It was subsequently amended in January 2022 to add a 15-acre parcel known as the Southeastern Part. LGI Homes purchased this parcel in 2022. Since this time, LGI has been refining its development plans. LGI's resulting preliminary subdivision plat deviates from the adopted Southeastern Part Regulating Plan in the following ways.

- Removes the street at the southeast corner and east side.
- Changes road alignments as necessitated by the surveyed location of property lines and part aligning with the surrounding streets.
- Changes to the block depths,
- Changes to the alley configurations.
- Includes four new small open spaces for the surrounding residents.
- Moves the pedestrian green street on the west boundary of LGI's parcel to the east onto LGI's parcel.

Each of these deviations is discussed in detail in the discussion section of this staff report. Some of these deviations can be approved at the staff level, but substantive deviations, as defined in the LLSDO procedural standards, require amendment of the Regulating Plan. Per LLSDO 11-9-901(C)(3)(a) "Any substantive deviations from the regulating plan



shall require legislative action by the City Council upon recommendation from the Planning Commission.” LGI applied to amend the Southeastern Part Regulating Plan and has received a positive recommendation, with conditions, from the Planning Commission.

Focus of Action:

Do the proposed amendments to the Southeastern Part Regulating Plan maintain the integrity and intent of the Lakeside Landing Special District Overlay?

Discussion:

Refer to Attachment 1 for annotated drawings detailing the requested changes to the regulating plan to accommodate the proposed site plan.

The most substantial change to the regulating plan is removing the street at the southeast corner and east side. The multi-family lot types generally require street frontage. So, although this street doesn’t continue to the north or south, these streets were included in the original plan to provide frontage for the multi-family housing planned along these streets. The regulating plan shows a continuation of the east street southward, but this property is outside of the LLSDO and has since been developed, precluding the future construction of this street.

The location of property lines necessitated the other changes in road alignments and the need for streets within this part to align with the surrounding streets. These changes are unavoidable and unsurprising given that the regulating plan was not based on a survey but on existing GIS parcel and street data. Adjusting the street locations caused changes to the block depths, necessitating modifications to the alley configurations to divide the now larger blocks into the appropriate depths for the proposed lot types. LGI also used this reconfiguration to include four new small open spaces for the surrounding residents. Near the end of the DRC review, staff and the design team identified that, based on survey data, the location of the pedestrian green street on the west boundary of LGI’s parcel needed to move to the east onto LGI’s parcel. LGI amended its plan to include this element, and the amended regulating plan will reflect this change.

The LLSDO lists four primary vision statements for the Lakeside Landing area. (pg. 7-8) Excerpts from those statements are listed below.

Diverse

Lakeside Landing is aimed at creating a diverse community in terms of both uses and lifestyles. Diversity of use creates resiliency. Providing certain essential daily services and businesses within walking and biking distances reduces driving. This is the reason why Lakeside Landing intends to accommodate necessary retail uses and provide space for small community businesses and start-ups. In terms of



residential uses, Lakeside Landing accommodates not only detached houses, but also cottages, twin houses, town houses, clusters, and apartments, as well as live-work units; each of these appeal to a certain lifestyle in a certain phase of life. Mixing families with children, empty nesters, young couples, and other household types, creates a healthy community with strong mutual support and social interaction. It also creates resiliency in times of emergency.

Compact

Compactness refers not only to the density of buildings, but also to how they increase the intensity of social life and encourage neighborly interaction... a green court, well-appointed street, or small plaza surrounded by front entrances and porches can create a strong sense of place and encourage interaction between residents. A well-connected street grid with smaller blocks increases the intensity of neighborly interaction because small blocks create a more appealing and interesting environment for walking. Mid-block green court pedestrian connections, pocket parks, and small plazas enrich the pedestrian experience. Deep and narrow lots with narrow houses increase the number of front doors and porches along the sidewalk. Instead of street-facing garages, garages with access from an alley behind the houses can handle cars and encourage pedestrian use of sidewalks...

Walkable

Strong neighborhoods offer pleasant environments for walking. Walking is an essential daily activity for both traveling to destinations and sustaining a healthy level of fitness and social interaction. Residential streets in a healthy community are important amenities where significant levels of recreation and socialization take place. For a residential street to embrace life and provide a safe place for families and older or physically challenged neighbors, traffic needs to be slowed down or calmed. Designing streets according to the desired speed of traffic is essential. This means providing narrower streets with tighter turning curb radii at intersections...

Street-Oriented Design

Just as we face each other to communicate, buildings need to face each other to relate. When buildings face the street, the street becomes a place that accommodates and encourages interaction... While suburban neighborhood plans often provide only one entrance and access roads branching from it, traditional neighborhoods offer multiple access points via a street grid. Furthermore, this street grid is overlapped by a grid of pedestrian walkways and greens. In the traditional neighborhood plan, the street right-of-way is wide but the streets themselves are narrow. The buildings are placed close to the sidewalk to communicate the presence of life to the drivers. Finally, in the traditional



neighborhood plan, the green spaces take the form of neighborhood parks and green courts...

The proposed changes to the regulating plan maintain a diverse community in terms of uses and lifestyles. Although this 15-acre parcel will no longer include multi-family residential, the overall LLDSO plan provides significant multi-family options. The proposed changes do not affect transect boundaries. By maintaining the T5-i transect on the east side of this property, commercial space will be required and provided to provide daily services and business within walking and biking distances.

The proposed changes maintain the compactness of the plan with well-appointed streets, green courts, and small plazas. The street grid remains well connected as the eliminated streets did not continue beyond this 15-acre parcel. The amended plan provides additional “mid-block green court pedestrian connections, pocket parks, and small plazas (to) enrich the pedestrian experience.”

The proposed changes improve the walkability of the neighborhood by increasing the number of pedestrian walkways and greens and introducing additional curves into the street network. Nearly all block faces have intermediate pedestrian walkways. Staff recommends the inclusion of an additional mid-block walkway in the vicinity of lot 133 to connect the pedestrian walkway adjacent to Parcel C and Parcel D directly to the pedestrian greet street to the west like the Parcel B walkway on the block to the north, as shown on the annotated plans in Attachment 1. On the original regulating plan, 2200 West, 2300 West, and 200 South were all straight, providing a clear line of sight from intersection to intersection, encouraging increased speed cut through traffic. The proposed amendments introduce curves into each street, which will slow traffic.

The proposed changes make the most significant impact of the principle of Street-Oriented Design. Removing the east roadway eliminates lots that would have faced across the street to the side of an industrial building. The new alley configuration provides comfortable green spaces for neighborly interaction. The elimination of the south street results in lots that no longer face commercial property across the street, an improvement, but the lots in this new configuration do not “face each other to relate.” These lots instead face a wide landscaped pedestrian green with a perimeter fence or wall on the opposite side. This is not ideal, but it is an acceptable solution to a complex design problem along the parcel’s perimeter. Another staff concern is the reduced available on-street parking resulting from eliminating the two streets. The nearest on-street or visitor parking for the lots on the east of the east block is now 2200 West. This stretch of street has limited frontage for parking compared to the number of lots on the deep courtyards to the east. Staff recommends that LGI include visitor parking stalls in the eastern portion of this eastern block, as shown on the annotated plans in Attachment 1.



DEVELOPMENT REVIEW COMMITTEE (DRC)

The Development Review Committee has reviewed the proposed regulating plan changes and the preliminary subdivision. All comments related to the changes to the regulating plan have been addressed by the applicant, except the two recommendations made by staff above. The preliminary subdivision will be reviewed and approved separately.

Public Hearing

No members of the public were present to comment at the public hearing.

Planning Commission Discussion

The Planning Commission discussion is summarized in the attached draft minutes. The focus of the discussion was to make sure that the changes recommended by staff would be included in the council action. Commissioners felt strongly that adding off-street visitor parking is necessary due to the decreased available on-street visitor parking per unit.

Spencer Connelly, representing LGI Homes, addressed the Commission. Spencer stated that LGI is willing to comply with the staff's recommendations for additional pedestrian connections and off-street visitor parking.

The Planning Commission made the following motion.

Commissioner Baker moved to recommend approval of the LGI Homes requested amendment of the Southeastern part regulating plan of Lakeside Landing Special District Overlay Zone, including staff recommendations contained in this report for an additional pedestrian walkway to be located in the area of parcel 133 and a minimum of 10 feet in width and off-street visitor parking in the area of Parcel G with a minimum of 14 parking stalls with signage and or other barriers to decrease the possibility of commercial usage. Commissioner Nelson seconded the motion. The vote to approve the Legislative Session item was unanimous.

Alternatives:

If the City Council finds that the changes recommended by staff and the Planning Commission are unnecessary to maintain the integrity and intent of the Lakeside Landing Special District Overlay, the Council may take the following action.



Move to adopt Ordinance __ amending the Southeastern Part Regulating Plan of the Lakeside Landing Special District Overlay Zone without the changes recommended by the Planning Commission.

If the City Council finds that the proposed amendments do not maintain the integrity and intent of the Lakeside Landing Special District Overlay, the Council may take the following action.

Move to deny Ordinance __ amending the Southeastern Part Regulating Plan of the Lakeside Landing Special District Overlay Zone without the changes recommended by the Planning Commission.



Attachments

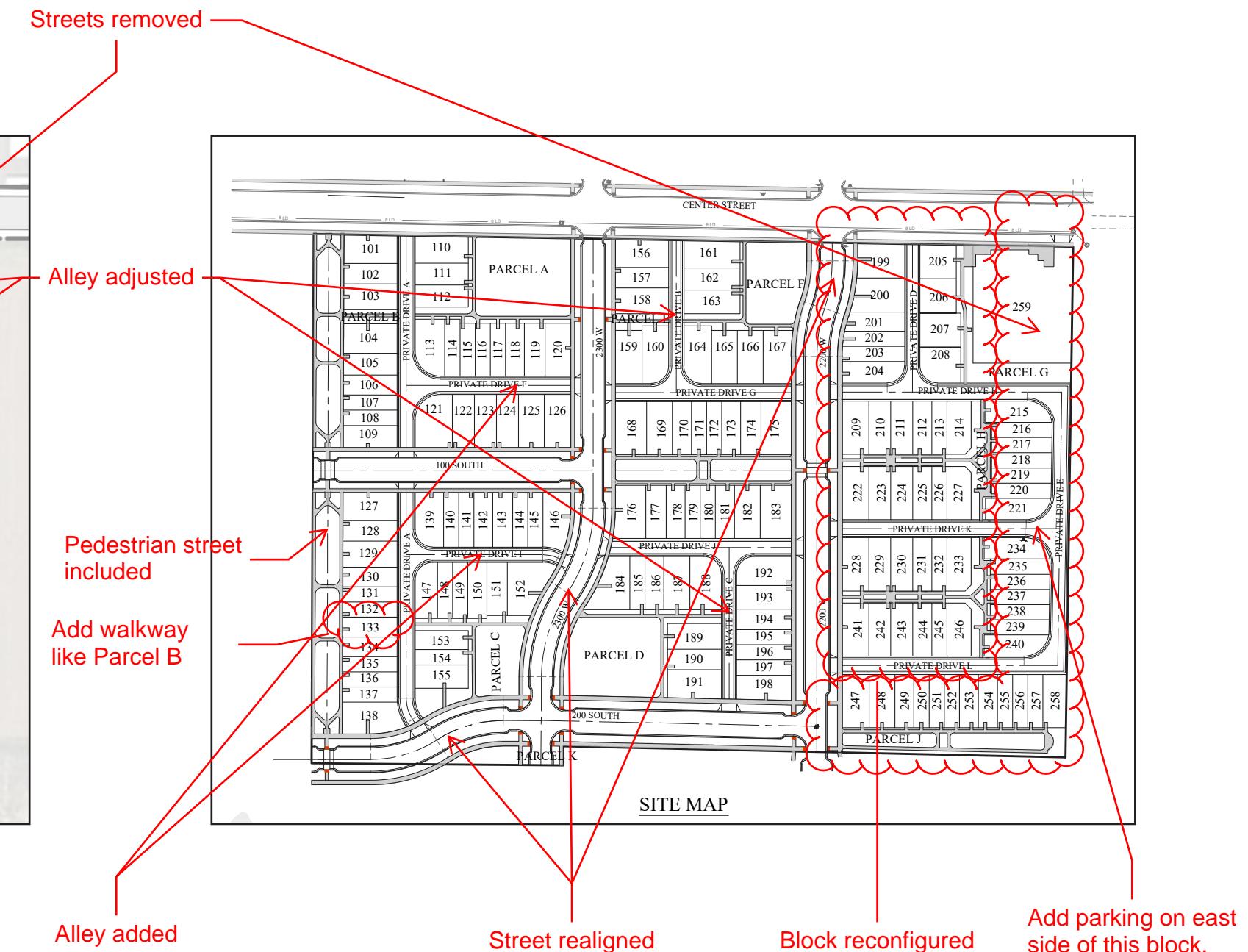
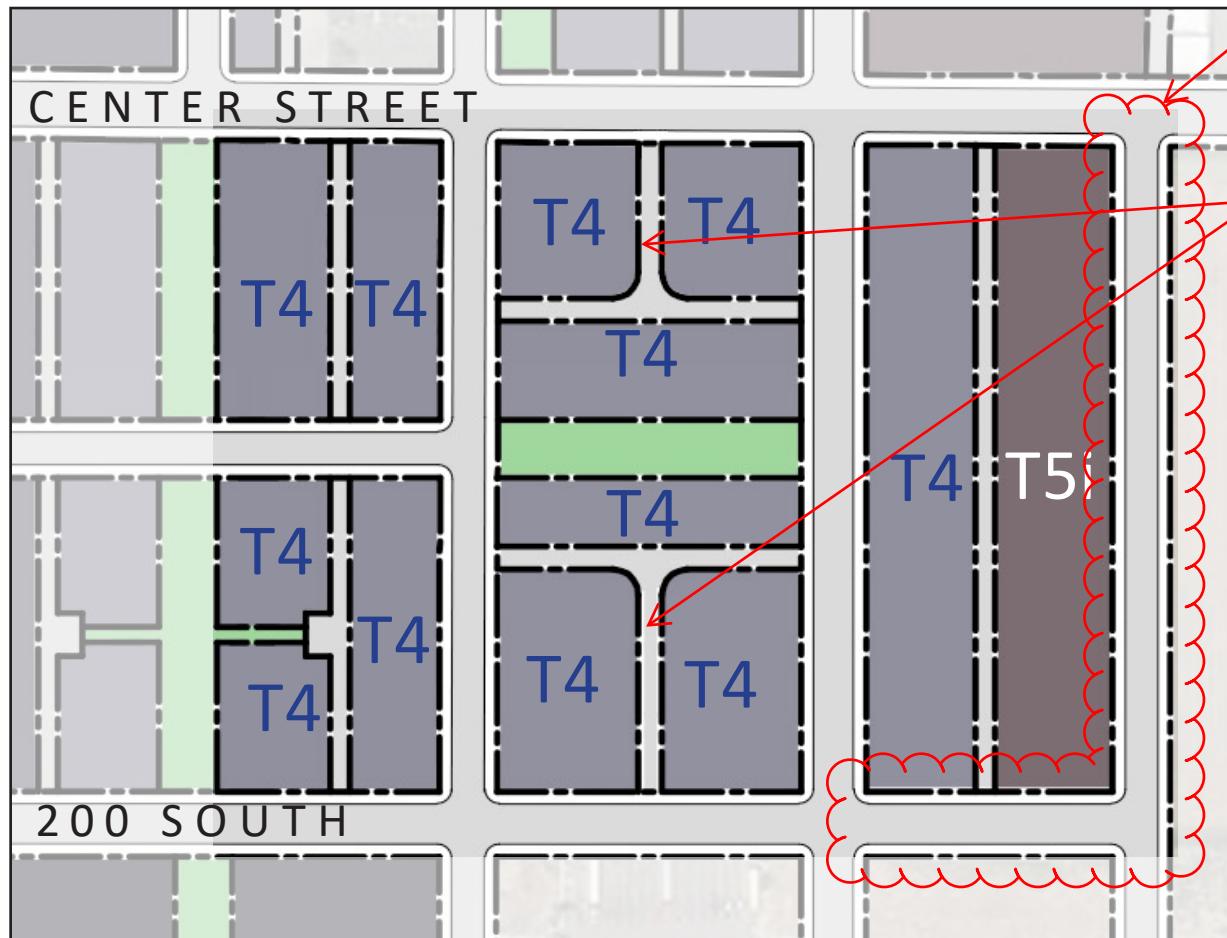
1. Annotated drawings of requested regulating plan amendments.
2. Planning Commission Staff Report
3. Draft Planning Commission Minutes – October 10, 2023



Attachment 1

Annotated drawings of requested regulating plan amendments.

Attachment 1 - Proposed Regulating Plan Amendments Annotated





Attachment 2

Planning Commission Staff Report



PLANNING COMMISSION
STAFF REPORT

Agenda Item #5
October 10, 2023

TO: Planning Commission Members

FROM: Josh Yost

RE: **LGI Homes requests amendment of the
Southeastern Part Regulating Plan of the Lakeside
Landing Special District Overlay Zone.**

Petitioner: Spencer Connelly for LGI Homes

Summary of Issues

Does the proposed amendment maintain the integrity and intent of the Lakeside Landing Special District Overlay?

Background

The Lakeside Landing Special District Overlay was adopted in 2021 to implement a large master planned community in the Lakeside Community, west of I-15 and north of 400 South. LGI Homes owns the 15-acre parcel constituting the Southeastern Part Regulating Plan of Lakeside Landing. In the Lakeside Landing Special District Overlay (LLSDO) the regulating plan “establishes the location of transect zones, thoroughfares, blocks, and neighborhood parks, and common courts” (p. 12). The procedural standards contained in the LLSDO direct staff to review each preliminary subdivision application to determine whether it conforms to the regulating plan and state that substantive deviations must be approved by amending the LLSDO.

11-9-901-3. Determination of regulatory plan compliance

(a) The DRC shall review the application to determine conformance with the adopted regulating plan including the following items. Thoroughfare location and type, transect zone locations, open space and parks, permitted lot types, unit density and commercial square footage. Any substantive deviations from the regulating plan shall require legislative action by the City Council upon recommendation from the Planning Commission.

The standards define substantial deviation and provide a degree of flexibility for staff to approve certain variations from the regulating plan.

11-9-901-3

(b) Substantive deviations include the following.

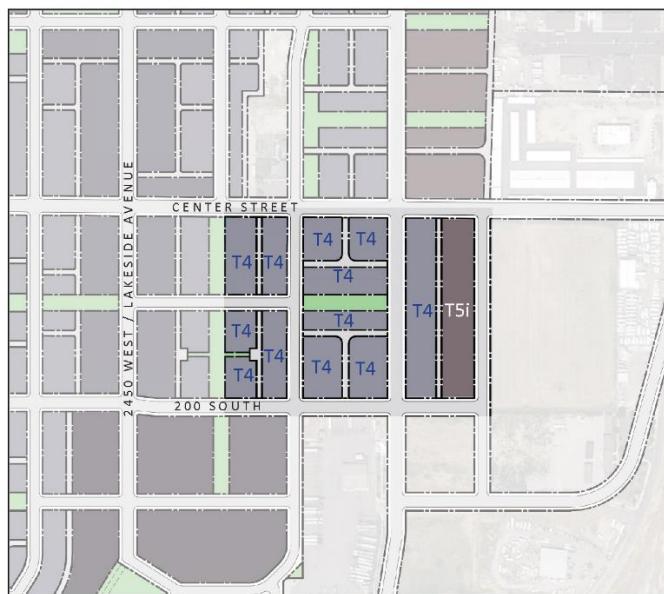
- (i) Elimination or addition of a thoroughfare, except for minor revisions to the location of alleys and fire alleys as approved by the Planning Administrator.
- (ii) Reclassification of a thoroughfare type
- (iii) Removal of a park or open space
- (iv) A decrease of the size of an individual park or open space of more than 5%

- (v) A change in block or half-block depths and widths that is more than 20% (measured as length).
- (vi) Change in the boundaries of transect zones excepting those changes required to maintain alignment with non-substantive changes to the alignments of thoroughfares or open spaces
- (vii) Changes to the alignment of thoroughfares that
 - (A) result in a significant reconfiguration of adjacent blocks
 - (B) are greater than those changes precipitated by differences between the regulating plan alignment and the surveyed subdivision, or twenty-five (25) feet measured as perpendicular deviation from the centerline as shown on the regulating plan, whichever is less

This southeastern area is assigned to the T4 and T5i transects. The T5i transect permits all the multi-family lot types available in the LLSDO and the Southeastern Part Regulating Plan was designed to accommodate this type of development within the area designated as T5i. LGI does not plan to construct any multi-family units as part of their development, which changed the rationale for some of the street network elements in the regulating plan leading LGI to propose the removal of two sections of street. This is a substantive deviation as defined in (b)(i) above. Also, survey work and site plan design have revealed inconsistencies between the location of property boundaries and streets on the regulating plan and the surveyed site plan which exceed the allowed variance stated above in 3(b)(vii). Finally, LGI proposes to adjust the configuration of alleys to provide for small open spaces. For these reasons, LGI is seeking to amend the regulating plan.

Analysis

Because amending all the related maps in the LLSDO is very time consuming, staff is presenting the proposed preliminary subdivision plan to illustrate the requested amendments to the regulating plan. Prior to City Council action, the actual plan maps will be revised to include the proposed changes. The adopted Southeastern Part Regulating Plan is shown below (p. 19a)



LAKESIDE LANDING
SOUTHEASTERN PART

Scale: 1" = 600'
0 300' 600' 900'
150'

Net developable land within Southeastern part
(excluding the street right-of-ways):

458,739.00 s.f. / 10.53 acres

Parks and common greens:

19,749 s.f. / .45 acres

Total net developable land within
T4 Village Transect:

354,554 s.f. / 8.14 acres

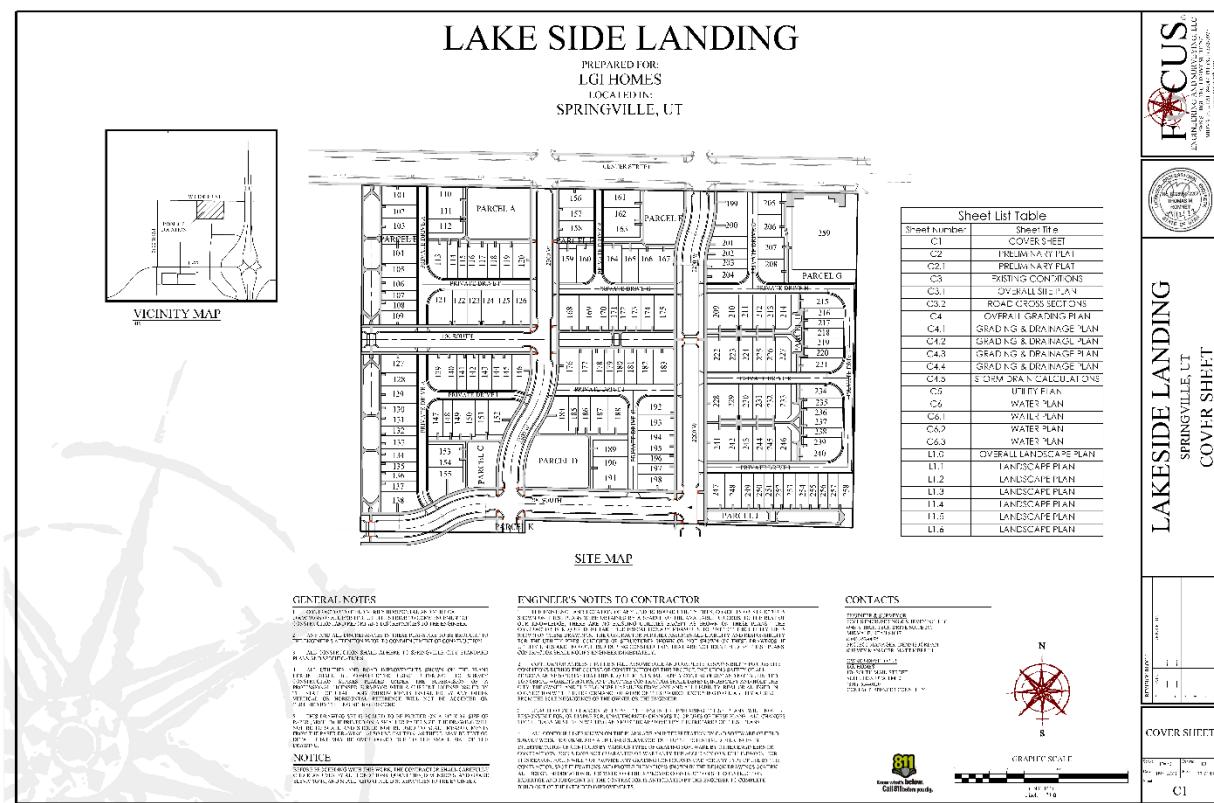
Total net developable land within
T5i Village Center Interface Transect:

84,436 s.f. / 1.94 acres

CITY OF SPRINGVILLE / LAKESIDE LAND PARTNERS / DAVIES DESIGN BUILD / PEL-ONA ARCHITECTS AND URBANISTS

PAGE 19a

The proposed Preliminary Site Plan provided by the applicant is shown below.



Refer to Attachment 1 for annotated drawings detailing the requested changes to the regulating plan to accommodate the proposed site plan.

The most substantial change to the regulating plan is the removal of the street at the southeast corner and east side. The multi-family lot types generally require street frontage and so although this street doesn't continue to the north or south, these streets were included in the original plan to provide frontage for the multi-family housing planned along these streets. The regulating plan shows a continuation of the east street southward, but this property is outside of the LLSDO and has since been developed, precluding the future construction of this street.

The other changes in road alignments were necessitated by the location of property lines and the necessity of streets within this part aligning with the surrounding streets. These changes are unavoidable and were not surprising given that the regulating plan was not based on a survey, but on existing GIS parcel and street data. The adjustments to the street locations caused changes to the block depths, which then necessitated changes to the alley configurations to divide the now larger blocks into the appropriate depths for the proposed lot types. LGI also used this reconfiguration to include four new small open spaces for the surrounding residents. Near the end of DRC review, staff and the design team identified that based on survey data, the location of the pedestrian green street on the west boundary of LGI's parcel needed to move to the east onto LGI's parcel. LGI amended their plan to include this element, and the amended regulating plan will reflect this change.

The LLSDO lists four primary vision statements for the Lakeside Landing area. (pg. 7-8) Excerpts from those statements are listed below.

Diverse

Lakeside Landing is aimed at creating a diverse community in terms of both uses and lifestyles. Diversity of use creates resiliency. Providing certain essential daily services and businesses within walking and biking distances reduces driving. This is the reason why Lakeside Landing intends to accommodate necessary retail uses and provide space for small community businesses and start-ups. In terms of residential uses, Lakeside Landing accommodates not only detached houses, but also cottages, twin houses, town houses, clusters, and apartments, as well as live work units; each of these appeal to a certain lifestyle in a certain phase of life. Mixing families with children, empty nesters, young couples, and other household types, creates a healthy community with strong mutual support and social interaction. It also creates resiliency in times of emergency.

Compact

Compactness refers not only to the density of buildings, but also to how they increase the intensity of social life and encourage neighborly interaction... a green court, well-appointed street, or small plaza surrounded by front entrances and porches can create a strong sense of place and encourage interaction between residents. A well-connected street grid with smaller blocks increases the intensity of neighborly interaction because small blocks create a more appealing and interesting environment for walking. Mid-block green court pedestrian

connections, pocket parks, and small plazas enrich the pedestrian experience. Deep and narrow lots with narrow houses increase the number of front doors and porches along the sidewalk. Instead of street-facing garages, garages with access from an alley behind the houses can handle cars and encourage pedestrian use of sidewalks...

Walkable

Strong neighborhoods offer pleasant environments for walking. Walking is an essential daily activity for both traveling to destinations and sustaining a healthy level of fitness and social interaction. Residential streets in a healthy community are important amenities where significant levels of recreation and socialization take place. For a residential street to embrace life and provide a safe place for families and older or physically challenged neighbors, traffic needs to be slowed down or calmed. Designing streets according to the desired speed of traffic is essential. This means providing narrower streets with tighter turning curb radii at intersections...

Street-Oriented Design

Just as we face each other to communicate, buildings need to face each other to relate. When buildings face the street, the street becomes a place that accommodates and encourages interaction... While suburban neighborhood plans often provide only one entrance and access roads branching from it, traditional neighborhoods offer multiple access points via a street grid. Furthermore, this street grid is overlapped by a grid of pedestrian walkways and greens. In the traditional neighborhood plan, the street right-of-way is wide but the streets themselves are narrow. The buildings are placed close to the sidewalk to communicate the presence of life to the drivers. Finally, in the traditional neighborhood plan, the green spaces take the form of neighborhood parks and green courts...

The proposed changes to the regulating plan maintain a diverse community in terms of uses and lifestyles. Although this 15-acre parcel will no longer include multi-family residential, the overall LLDSO plan provides significant multi-family options. The proposed changes do not affect transect boundaries. By maintaining the T5-i transect on the east side of this property, commercial space will be required and provided to provide daily services and business within walking and biking distances.

The proposed changes maintain the compactness of the plan with well appointed streets, green courts and small plazas. The street grid remains well connected as the eliminated streets did not continue beyond this 15-acre parcel. The amended plan provides additional “mid-block green court pedestrian connections, pocket parks, and small plazas (to) enrich the pedestrian experience.”

The proposed changes improve the walkability of the neighborhood by increasing the number of pedestrian walkways and greens and by introducing additional curves into the street network. Nearly all block faces have intermediate pedestrian walkways. Staff recommends the inclusion of an additional mid-block walkway in the vicinity of lot 133 to connect the pedestrian walkway adjacent to Parcel C and Parcel D, directly to the pedestrian street to the west like the Parcel B walkway on the block to the north, as

shown on the annotated plans in Attachment 1. On the original regulating plan, 2200 West, 2300 West, and 200 South were all straight, providing a clear line of site from intersection to intersection, encouraging increased speed cut through traffic. The proposed amendments introduce curves into each of those streets which will slow traffic.

The proposed changes make the largest impact of the principle of Street-Oriented Design. The removal of the east roadway eliminates lots that would have faced across the street to the side of an industrial building. The new alley configuration provides comfortable green spaces for neighborly interaction. The elimination of the south street results in units that no longer face commercial property across the street, the new configuration does not have buildings that “face each other to relate.” These lots instead face a wide landscaped pedestrian green with the perimeter fence or wall on the opposite side. This is not ideal but is an acceptable solution to a difficult design problem along the perimeter of the parcel. Another staff concern is the reduction in available on-street parking resulting from the elimination of the two streets. The nearest on-street or visitor parking for the lots on the east of the east block is now 2200 West. This stretch of street has limited frontage for parking compared to the number of lots on the deep courtyards to the east. Staff recommends that LGI include visitor parking stalls somewhere in the eastern portion of this eastern block as shown on the annotated plans in Attachment 1.

DEVELOPMENT REVIEW COMMITTEE (DRC)

The Development Review Committee has reviewed the proposed changes to the regulating plan and reviewed the preliminary subdivision. All comments related to the changes to the regulating plan have been addressed by the applicant, excepting the two recommendations made by staff above. The preliminary subdivision will be reviewed and approved separately.

Staff Recommendation

Staff finds that the proposed amendments to the Lakeside Landing Southeastern Part Regulating Plan maintain the integrity and intent of the plan as communicated by the four vision statements, Diverse, Compact, Walkable, and Street-Oriented, as described in the analysis above.

Recommended Motion

Move to recommend approval of LGI Homes requested amendment of the Southeastern Part Regulating Plan of the Lakeside Landing Special District Overlay Zone, including the staff recommendations contained in this report for an additional pedestrian walkway and off-street visitor parking.

Attachments

Attachment 1: Proposed Regulating Plan Amendments Annotated



Attachment 3

Draft Planning Commission Minutes – October 10, 2023



MINUTES
Planning Commission
Regular Session
Tuesday, October 10, 2023

IN ATTENDANCE

Commissioners Present: Chair Karen Ellingson, Genevieve Baker, Michael Farrer, Rod Parker, Ann Anderson and Brett Nelson

Commissioners Excused: Ralph Calder

City Staff: Josh Yost, Community Development Director
Carla Wiese, Planner II/Economic Development Specialist
Heather Goins, Executive Assistant

City Council: Liz Crandall

CALL TO ORDER

Chair Ellingson called the meeting to order at 7:01 p.m.

APPROVAL OF THE AGENDA

Commissioner Baker moved to approve the agenda as written. Commissioner Farrer seconded the motion. The vote to approve the agenda was unanimous.

APPROVAL OF THE MINUTES

September 12, 2023

Commissioner Anderson moved to approve the September 12, 2023 meeting minutes. Commissioner Parker seconded the motion. The vote to approve the meeting minutes was unanimous.

CONSENT AGENDA

- 1. Carla Amor seeking approval for the 2-lot Amor Subdivision located at 85 S 800 E in the R1-5 Single-Family Residential Zone.*
- 2. Kent Stephens is seeking a recommendation for final approval for the Spring Canyon Subdivision to be located in the area of 2200 E 800 S in the R1-15 Single-Family Residential Zone.*
- 3. Lafferty Communities seeking plat amendment approval for Westfields Central, Plat B, located in the area of 800 S 950 W within the Westfields Central Traditional Neighborhood Development.*
- 4. LGI Homes is seeking preliminary approval of the Lake Side Landing Subdivision located in the area of 2200 W Center Street falling within the Lakeside Landing Special District Overlay.*

1:02

Commissioner Baker asked a clarifying question. When it says adding individual parcel lines to the townhouse estate lots that allow for 3 units, are they just taking the parcel and dividing it? Director Yost said when they initially platted it, they didn't plat the townhome lots, they just platted the 3-town home estate as one lot. The bank wants each of those units tied to its own parcel ID. Chair Ellingson asked if they are in one building, and if they are 3 separate parcels, does the line go through the building. Director Yost said it is like standard townhomes where the line goes through the common wall of the building. They are different than a condo plat as they are fee simple ownership and they own the land in front and behind.

With no objections or comments, the items pass without further consideration.

ADMINISTRATIVE SESSION

No Items

LEGISLATIVE SESSION:

5. LGI Homes requests amendment of the Southeastern Part Regulating Plan of the Lakeside Landing Special District Overlay Zone.

2:35

Josh Yost, Community Development Director, presented. He gave a brief overview of the project. Staff feels the requested changes LGI has proposed maintain the elements of the plan and in some cases, improve them. He showed the map and the primary changes. The Eastern and Southern road was placed to provide street frontage for the T5i area which permits some of the multi-family permits in the area. Those units all require street frontage on a public thoroughfare. LGI is not building any of the multi-family product. There is common green in the front.

7:56

Chair Ellingson clarified that they are removing a larger collector street and using smaller streets. So they are still coming in and out from the same area. Director Yost said similarly and explained the ways the streets are proposed.

10:21

Commissioner Nelson said the benefit is to give them a better view than just a wall. Director Yost agreed and said it also benefits the developer as they don't have to do another road. He said it wasn't imperative to have the road. We don't want multi-family in the back of a green court like this, we want it to access directly to the street. Commissioner Parker asked if it changes the density. Director Yost said no. Their expected yield is below the anticipated maximum yield because they are not pursuing the multi-family product. Director Yost explained the alignment of streets. This is where he feels it is an improvement. It slows people down and focuses the through traffic.

Director Yost continued. The reconfiguration of the T-street has been moved off-center. Four green spaces were created and the lots front on those spaces. Because of the depth of the block, the alleys were reconfigured. The survey conflicts are they pushed the green space to the adjacent property to the west but when surveyed, it pushed the green street onto another property and they overlap and there was no street there. The owners agreed about where and how to place that. So LGI has moved the minimum

width of this pedestrian green street onto their 15 acres and configured the interior lots to accommodate it.

14:20

Chair Ellingson asked if it is the same size as originally planned. Director Yost said it meets the minimum. We are still determining if the property to the West will need to give a little more right of way based on the size of the green street on the regulating plan. It is a little wider than 40 feet on the regulating plan. LGI is providing the minimum required width there.

Commissioner Parker asked if that is a pedestrian walkway only. Director Yost said yes on the Western side this was previously a green street. Commissioner Parker asked if all the access to the garages are on the private driveways. Director Yost said yes, from the alley.

Commissioner Baker asked with the plan as it is now, on the T4 and T5i on the Eastern side, the center line is on an alley if the garage parking would have been based off that. Director Yost said yes, the parking lot access for the multi-family would have come off of the alley and the garage access for the single-family attached product on the West would have come off that alley. Director Yost said to note, the transect boundaries have not changed. There is still the same amount of T5i over here which still obligates the developer to provide a neighborhood-scale commercial space on lot 259, which meets the minimum required commercial space for the T5i transect.

16:20

Director Yost said the creation of deep courtyard spaces provides great space for the residents. It reduces the amount of available on-street parking for these units, to a point it is a little concerning for him. It really limits the availability of visitor parking and for the people in the back of these courts, the visitor parking is a 100-foot walk from the street. Staff recommends that LGI, as part of their amendment, implement some visitor parking. The other concern is on parcel B. There is a cut-through from the alley to the green street, and that has been picked up on the North block now. Here there is not one, so for the interior people, it will be a bit of a walk. We are recommending slight reconfiguration of the blocks to provide easier access. Chair Ellingson pointed out that on units 127-138 if they are coming from the East side, there is a long walk. Director Yost said just the inclusion of the walkway. And it doesn't have to be wide. It could be a 10-foot pedestrian walkway or 5-foot sidewalk between those lots. It appears from the plat they are constrained East to West because of the pedestrian Green Street, but there is room North to South

19:34

Commissioner Nelson asked about parking. They lose parking with the street issue. Director Yost said we lose on-street parking on the perimeter streets. Commissioner Nelson said you have made some recommendations to fix that. Commissioner Nelson said he wouldn't approve it until they bring it back with the changes. He wants those taken care of before making a recommendation.

20:35

Chair Ellingson asked if those things can be required by the City, or are they more asks and suggestions because they are not in the code. Director Yost said it is a legislative

item, so the City has broad discretion in approving it or not. It almost becomes a quid pro quo situation.

Commissioner Anderson asked how many parking stalls there are per unit. Director Yost said 2. Commissioner Parker said that didn't change, right? Director Yost said yes. You are losing a street so we are losing the curbside parking.

Chair Ellingson asked if there are minimums in regulating plans that require so much on-street parking. Director Yost said no. Commissioner Nelson said it is so packed. Director Yost said all the required parking is taken care of on-site. But looking at this and thinking of the ratio between available curb space and units is somewhat lower here than it would be in other areas.

Director Yost said the proposed amendments maintain or enhance the Lakeside Landing Special District Overlay and we recommend the Planning Commission recommend to the City Council with the two conditions we noted in the staff recommendation. The applicant is here and prepared to address you.

Commissioner Nelson asked Josh on the recommended motion, it doesn't make it a requirement. It just says recommendation from staff. Director Yost said your motion is a recommendation to Council. You are recommending to City Council that they adopt it with the changes as noted. Commissioner Baker said it is referencing the recommendations that they have made. Commissioner Nelson doesn't want to recommend approval to City Council until the changes have been made. We have been stung on this in the past.

Chair Ellingson said there is a two-week period for a presentation and any changes to be made and for Council to look at and decide if the recommendations have been implemented. Commissioner Baker said we are recommending that they require a pedestrian walkway and off-street visitor parking. Commissioner Parker said we are not recommending that they maintain the same amount of on-street parking. Commissioner Nelson's concern is that there is not enough parking down there. He knows we are not the final decision-makers, but if we don't have it in writing on the plans, it makes him nervous. Commissioner Baker said this is saying that if the City Council agrees with our recommendation, they wouldn't get the approval to make the changes unless they add visitor parking. Commissioner Nelson asked Liz Crandall to make sure this is very clear to the City Council.

26:26

Chair Ellingson invited the applicant to speak. Spencer Connelly with LGI Homes addressed the Commissioners. He has been working on this project for a while now. We want to be working partners and we have demonstrated that by making adjustments. Once we got down the road, the GIS data showed us that the creation of the overlay district wasn't exactly right. They have taken the entire width of the green way street and put it on our property. We want to be good neighbors and partners and have this be beneficial for the City. Concerning the walkway access on the Eastern portion around lot 133, we are still working through staff's recommendation. If we keep things as is on the West side of the site plan, there isn't too great of distance from lot 132 North to 100 South to gain access to the green street. Likewise walking from Lot 133 South to access the green street is not too big of a burden. As is, it isn't a significant issue. We do have

14 feet we can work with. He asked what the minimum width is for that walkway and would it mirror the width of parcel B or another width you would like to see. Director Yost said there isn't a minimum depending on the design. If there are fences, we want additional width so it feels comfortable. But if there are no or low fences, a five-foot walk is our standard sidewalk.

Chair Ellingson asked if they have the proposed width for the existing parcel walkway that is on the map. Spencer said we may be able to get there. He said one thing that would help is on Lots 127 and 138 if we oriented them in line with the townhomes in between, they would be rear-loaded from a private drive and we're wondering if the setback for Lots 127 & 138 could be reduced from a corner setback. Chair Ellingson asked if he is talking about reorienting the drive so it is more straight with 138. Spencer said the porches for 127 and 138 would front the green street and then they would be rear-loaded on the private drive A, just like their adjacent townhome units. Director Yost said that is a platting question, but interrelated. We would have to go back to the block standards. The code doesn't say the entrance has to be on the side. But the architecture and design of the house have to address both frontages when you're on a corner. The additional lot widths you see on those two lots is to accommodate the little bit wider side yard than when you are facing an interior lot. It isn't like the traditional R1 setback.

33:32

Spencer said that should give us enough room. That is an issue that we can solve in the next couple of weeks. Chair Ellingson is leaning more toward the 10 feet so it doesn't feel confining. Spencer said we have 14 feet we can work with. We are willing to see what we can fit for a walkway in the 133 area. That is it for now. Our team will continue to work with Josh and Staff on that issue.

34:46

Spencer acknowledged the parking concerns are valid. In Parcel G, there is some area that could accommodate 14 parking stalls. If you count up the townhome units lots 215 to 221 and then to 234 to 240, that is 14 units. Potentially each unit could have 1 visitor at the same time in Parcel G. That is a viable and simple solution. Chair Ellingson asked what goes into 259. Spencer said it is a commercial piece. We aren't commercial developers. Someone else will have to buy it and develop it.

37:59

Chair Ellingson asked if you would separate off Parcel G so it is only available as visitor parking and not spill over to commercial. Spencer said yeah and when people go to it, they will access it by Center Street. Commissioner Nelson asked if Chair Ellingson is talking about signage. Chair Ellingson replied signage or physical barriers or both to make it stay residential. Commissioner Nelson said most places in town have areas with signage for resident visitor parking. He feels signage would be great. Commissioner Baker asked if parking is on both sides on 200 S. Spencer said they can park on 2200 W and 2300 W.

Chair Ellingson asked what Parcel J is. Spencer said it will be a greenway on the other side of the Kobota Dealership.

40:43

Commissioner Nelson asked if we can add some of these details to the recommendation. Director Yost said yes, you can make any motion you want to make. He agrees with Chair Ellingson to have 10 feet on the first issue and add 14 stalls with signage. Commissioner Nelson asked if not approved now, how far would it be pushed back. Director Yost said at least 2 weeks.

Chair Ellingson asked if parcels A, F and D are all open space or what is the vision. Spencer said A and F will be pocket parks, small parks. The city has a regional storm drain system, so parcels A and F both have sufficient volume to be detention basins. Parcels C & D are pocket parks. Chair Ellingson asked if this is a high-water table area. She asked him to get with staff so it isn't swampy. Spencer said they can look into that.

45:15

Commissioner Baker moved to open the Public Hearing. Commissioner Nelson seconded. The public hearing was opened at 7:47 p.m.

Seeing no speakers, Commissioner Anderson moved to close the Public Hearing. Commissioner Baker seconded. The public hearing was closed at 7:47 p.m.

46:18

Commissioner Baker moved to recommend approval of the LGI Homes requested amendment of the Southeastern part regulating plan of Lakeside Landing Special District Overlay Zone including staff recommendations contained in this report for an additional pedestrian walkway to be located in the area of parcel 133 and a minimum of 10 feet and off street visitor parking in the area of Parcel G with a minimum of 14 parking stalls with signage and or other barriers to decrease the possibility of commercial usage. Commissioner Nelson seconded the motion. The vote to approve the Legislative Session item was unanimous.

6. Springville Community Development seeking a recommendation to adopt the 1600 South Area Plan.

47:41

Josh Yost, Community Development Director, presented. He went through the 1600 S Plan. We have been working on this since the fall of 2020. Commissioner Baker asked if there was an Ad Hoc Committee for this. Director Yost said there was a staff committee that gathered public thought throughout the way. This process involved two separate planning techniques. The first is Corridor Scenario Planning which is a scenario planning exercise limited to a quarter mile on either side of 1600 S. This puts all aspects of the planning area into a computer system that quantifies the decisions that we're making. We tell it what the scenario is, and it gives us the outputs. We looked at product yield units and square feet, walkability, destinations accessible on walk or bike ride and the fiscal impact outputs that gave us an idea of what the economic performance of different scenarios were. We worked with City Council early in the process and selected a preferred scenario that was used to make planning decisions. After that, we extended the planning decisions made to the Southern boundary with Spanish Fork. Using similar land use types and land use mixes, we arrived at a site regulating plan. Similar to Lakeside Landing, but in this case it isn't a regulating plan like a zoning map but more of a general-level plan.

The Regulating Plan assigns land use types and roadway types. The general gist of the plan is to concentrate the traditional suburban commercial development that the Council indicated was important onto the 1200 W corridor (connects to Canyon Creek) and to the West of the Suntana property to the south of 1600 N and the remaining green field and redevelopment property to the North of 1600 S with a smaller commercial node on SR-51 and 1600 S. This anticipates the future connection of 1600 S through to 1600 N in Mapleton. That concentrates the larger footprint commercial developments in neighborhood centers. He showed the areas of residential ranging from low density to areas of high density. There will be small neighborhood spaces for people to get services.

55:39

Chair Ellingson asked about the high density being a blob. Director Yost said this is a zoomed-out plan, and as specific proposals come up, we can look at it more closely then. Chair Ellingson said the intent of perhaps to ebb and flow according to how the surrounding area is finalized. Director Yost said yes and responding to the property lines and the final streets as they are implemented. This is more akin to a bubble diagram. Commissioner Baker said more like a land use. Director Yost more at the general plan level. A zoning code would need to be adopted to create development entitlements on this property. Adopting this is more akin to adopting the General Plan. It won't give anyone any development rights unless the State changes how General Plans work, which they may. At the moment this conveys the Planning Commission and City Council's vision and policy-level guidance on how this area should develop. Each of these different categories in the plan has a set of densities, forms and topologies that are related to it and permitted within it that will be further refined as we develop the zoning for this area. We would like to do that with the General Plan and update our zoning comprehensively, so we can avoid creating another one-off zoning for this area like we have done with Westfields Central or Lakeside Landing. They can be used to implement zoning throughout the city. So we can have a more unified, coherent zoning ordinance. There may be a period of time between the adoption of this plan and the General Plan and the actual zoning being applied here.

59:07

Commissioner Baker said she is having trouble differentiating between the colors with the mixed-use lifestyle and the medium housing. Director Yost said he has the same struggle. The mixed-use lifestyle is only located around the Southern node.

Director Yost showed where the public transit areas will be and additional interior transit areas. In the Southeastern quadrant, there is a lot of property ownership, grade and environmental elements that make this development more difficult. But we are trying to guarantee the transportation connections. The plan calls for 10-foot trails on both sides of 1600 S and that is how we plan to get across the street into Spanish Fork and up to Utah Lake. The Tinitic Rail Trail bisects the area NE to SW and additional series of local Active Transportation trails and a 10-foot side path on the West side of SR51, continuing the path you see in Spanish Fork. Chair Ellingson asked if we already have signalized crossings at these intersections. Director Yost said there is a small road that accesses that crossing. But the only rail crossing the plan recommends is out of the scope of the plan. There will be no crossings of the Sharp Line in between I-15 and 1600 S between Spanish Fork and Springville. We don't have the financial resources or the crossings to make that happen now. The number one priority right now is to get a crossing

established around 700-900 S so you can go from the rec center to Wal-Mart without going on 400 S. Now we have a 12-block barrier on the South side and a 14-block barrier on the North side. Those are the gaps or the area we are trying to bridge so we are not going to be able to have any crossings in this area.

1:04:11

Director Yost's intent tonight is to introduce this, answer questions, and facilitate the public hearing. This is primarily for discussion. In Council work session, we realized there were some major busts in the modeling numbers the consultant provided.

Regulating Plan Totals:

790 Acres

7,300 Housing units (9du/net acre)

21,900 population

7 million sf of commercial

1:06:35

We are working on refining these numbers with the consultant team. Small percentage changes in anticipated yield can produce a lot of difference on the back end and we need to be confident in the number. That is being pursued this week. If there are major objections to the plan, then we will need to get into that and address them.

1:08:08

Chair Ellingson asked if there were 22,000 people coming in here and 6,000 at Lakeside Landing, what does that look like for our infrastructure. Director Yost said we are built for 55,000 - 60,000 now. The sewer treatment plant isn't built for those numbers. The Station Area could add another 1,500 units. We are exceeding our long-term capital targets. At 22,000 it starts breaking the model. Chair Ellingson asked if we need to change the uses, so we bring down the residential numbers. Director Yost said we have to see what is going on in the numbers first. If the numbers are right, we need to revisit how much land there is and do we want that much village area, or do we allocate that to another use. 1:10:26 We may want to knock the medium low-density housing from 7 to 5 and extrapolate the difference. If net it's 650 acres, or gross closer to 800 acres. This can cause really big swings. Council is comfortable with the densities assigned to the different categories. We may take each of those down a notch, but we need to talk to the consultant to help us understand what is happening here and why it seems to be so broken.

1:11:50

Commissioner Baker said there is a lot in the report. She asked if it is explaining the modeling. She had a hard time parsing through all of it. She didn't know what she was looking at. It didn't look like a normal community plan. Director Yost said the process taken here was intended to be objective so we could get a good grasp on what we are getting out of this. Such as if a sewer line will need to run along 1600 W from 1600 S up to the plant. That would be really expensive. We wanted you to see what is planned, will it be industrial and farmland forever and how does that impact us. How much employment and potential sales tax revenue will be generated? These quantifiable outputs determine whether this plan is the correct plan.

Commissioner Baker asked if it includes multiple scenarios or just the final scenario. Director Yost said just the final scenario, there is a set of numbers for the center part and a second set of numbers for the rest of it.

It doesn't constitute the final plan, so it is confusing that you have the scenario plan and the bigger regulating plan and it seems like two different things when it really isn't. Commissioner Baker said it is walking through the whole process. Director Yost said yes.

Commissioner Baker asked about the tiers. Director Yost explained this is how the zone would be set up. On the top level, it says what type of place is in what area. We are using Boulevard Community and Town Center. The bottom layer is lot dimensions, setbacks, and permitted uses. They essentially describe the structure of the code.

1:16:56

Commissioner Baker asked when it says a series of scenario plans, is it the series tier 1 and then tier 2. Director Yost said no, this is just the structure of the code. You can look at it in chapters rather than tiers. It is the layers of regulation from broad to specific.

Commissioner Baker said we would be giving a recommendation at a later time. Director Yost said yes, he is not asking for a recommendation tonight but wanted to discuss and bring it up to speed. Commissioner Baker asked if we should continue it. Director Yost said that is his recommendation.

Chair Ellingson said there is no applicant, so we will move to the Public Hearing. Commissioner Parker moved to open the Public Hearing. Commissioner Nelson seconded. The public hearing was opened at 8:21 p.m.

1:19:31

Shaunna Olds
791 W 1450 S

She lives in the light-yellow homes that are built North of 1600 S. She is concerned about parks and open spaces. She wants there to be areas for children to play. She asked about the railroad and Director Yost explained the Tintic line is going to be converted to a trail, in a separate project. She asked about current businesses and what will happen to them when 1600 S is redone. Director Yost said we are not going to take property through imminent domain. She asked about emergency services and Director Yost said our police can handle the growth. Fire and EMS are currently looking at building in the Westfields area to serve this area. She asked if the LDS Church has shown interest in purchasing any parcels. Director Yost said they come into these processes as they see they need to. Aside from local ecclesiastical leaders that are aware of this plan, that is primarily the conduit we use to communicate.

1:27:06

Jordan Tripp
843 W 1450 S

She asked if the rodeo and the Pull N Save will move. Director Yost said we are not going to pull anyone out of there. We are going to adopt a plan that conveys the City's intent for the future development of that area, and individual property owners will make their decision about how they want to respond. We will not force anyone to move.

She is worried about all the empty businesses like the Mom and Pop businesses that go in and out of business right and left. Ms. Tripp asked what incentive are we going to bring to Springville for this entire area that aren't local insurance companies. Director Yost said there are a lot of different answers. This plan doesn't say one is better than the other. It provides different settings for different formats and sizes of businesses.

Director Yost said we have a developer who wants to extend the character of Canyon Creek or that format of commercial along 1200 W. There are some national tenants still not in the marketplace that would like to be and there is no more room in Canyon Creek for those size of tenants. We anticipate this plan is a multi-decade vision and we will not see things change overnight. The city annexed the Westfields over 20 years ago and that is just tightening up.

As development happens and the market moves, this is how we would like to see it develop. We are trying to create types of places in terms of zoning and design guidelines and transportation and housing types to be conducive to those types of businesses. We are not doing incentive deals to bring people to the area. Just setting the table so it happens as we want it to happen.

1:33:20

Chad Tripp
843 W 1450 S

He asked if there is going to be a sports complex. Director Yost said he didn't know. But as we look to allocate 60 acres of park space, that is where a large community park of a certain size, distributed throughout the city, that is a likely place where it could go.

Mr. Tripp asked about medium and medium-low housing. Director Yost said it is single-family attached product and single-family detached, respectively. Mr. Tripp expressed concern about putting tall buildings next to single-family homes. He wants it to be eased into and accommodate existing neighborhoods as much as possible. Commissioner Parker said it's a fine line to balance allowing affordable housing to come in. And as property becomes scarcer, the only way to allow younger people to afford housing, means we have to go up instead of out. We have limited resources and water supply, and we have to consider these things as well as protect your investment. We love for people to come and speak in a public forum as we go to the City Council with recommendations. Commissioner Parker explained that this map is just a general idea. There will be more meetings in the future dialed in with more specifics that they can participate in. Commissioner Baker explained they created the transition. It isn't medium-low up against medium-high. They put the orange medium in as a buffer.

Commissioner Nelson added that he is glad that you are here. We are starting the conversation early so we don't end up with problems like in other areas. We appreciate your comments, as it gives us food for thought.

Mr. Tripp's main concern is it will bottleneck when you get to Main and 89. It kicks the traffic to Evergreen Road and it is in rough shape. Director Yost said the project scope is from I-15 to SR 51. We understand that it needs to be made through to Mapleton 1600 N/89. The legislature allocated \$40 million to help with the Provo sub-consolidation to

combine those two rail lines that are far apart into one. This is so we only have to do one bridge. The high-level planning to take 1600 across to 89 is in the works, but the capacity of that will be what people do on the East end. The City is evaluating if we need interim treatments on Evergreen to dissuade through traffic.

Commissioner Baker said the 1600 S project is a state UDOT project and asked how much the city gets to be involved in the decisions. Director Yost said the extension will be a state project. We are hoping 1600 S becomes a state facility as well. We have a seat at the table when the regional transportation projects are being planned. Our role now is to provide input on design elements, engineering issues and other aspects like the final construction documents. The construction documents from the freeway to 1750 W are done and the project is ready to get started. The construction drawings for the eastern section are not 100 % drawn, but we are working collaboratively on them. The City is willing to contribute to improve the project beyond the standard spec. We are heavily involved in the project.

Mr. Tripp asked when and where we would relocate the sewer plant. Director Yost said there has been no planning for that. They commissioned a study on the plant itself to determine what the capacity is, what its condition is and compliance with anticipated upcoming Federal and State mandates. It has only been since 2007 or 2008 they did the most recent capital project, and we are just about to pay off the bond for that.

1:50:57

Michael Olds
791 W 1450 S

He thanked the Planning Commission for taking interest in the community. He said Josh said it will be decades as this project unfolds. Is there any timeline or a driving impetus that is ahead of everything on the other development points? Director Yost said we and the development community are looking. It is baked in and we know when it will happen. Moving this project up in time led us to move the planning project up in time. The market will drive it. In the planning timeline, it is already there. Mr. Olds said there is going to be more traffic there. All the area here is under building codes and zones. His house faces that. Is it commercial there? Director Yost clarified his question and said yes it is commercial zoning south of his home. Mr. Olds asked if that would change as the plan develops. Director Yost said that is not what the recommended use is in this plan. This plan recommends a transition to slightly more intense residential than having a back loading dock of a grocery store right behind your house. This doesn't create any zoning or entitlements on the ground. That comes later. We feel it is better to have other residential and then commercial. We would like to have some of what Spanish Fork has in an organized fashion.

Mr. Olds asked if affordable housing is a requirement. Chair Ellingson said we are required to have a plan in place by the state. Director Yost said the state says there is a menu of strategies, and each city must choose a number of those strategies, develop an implementation plan and then report on it. Chair Ellingson asked where the copy of that is. Director Yost said it is on our Community Development page, under Planning and on the General Plan page. It's called the Springville Moderate Income Housing Plan. Are there others that are working with you on this? Director Yost said on the 1600 S Plan, we have a consultant team.

1:59:17

Mindy Wright
853 E 1000 S

We think 1600 S will be done in 2026 - 2027. She asked what are the plans for the increased traffic going other places. Evergreen Road narrows there are no sidewalks. People have died there. Director Yost said yes. The city is actively aware and the City is evaluating the things we can do as we wait for the State to move forward on the connection. Public Works is working on strategies to improve the street or institute traffic calming measures. He can't name specific measures, but Public Works is actively working on it. Ms. Wright said a lot of the people using the exit will be Mapleton citizens. She asked if we are going to work with Mapleton to pay for some of the improvements. Director Yost said that isn't part of the conversation, but we continue to meet with Mapleton to coordinate making better connections that will facilitate good traffic flow.

The traffic modeling says there is not going to be a huge move from 89 to 1600 S until the connection is made. Ms. Wright said there is a small piece next to the railroad that is County Road. Director Yost said they are working with Public Works.

2:03:27 Commissioner Baker moved to close the Public Hearing. Commissioner Parker seconded. The public hearing was closed at 9:05 p.m.

Chair Ellingson said we don't need to take official action on this tonight. Commissioner Nelson said good comments and questions came up tonight.

Commissioner Baker moved to continue this item to a further date. Commissioner Anderson seconded. The vote to continue the Legislative Item was unanimous.

Director Yost thanked those who went to the Planning Commission training. Springville will likely be hosting that training next year. Any feedback on this year's event and ideas for next are appreciated. He thanked those who went to the APA Conference. We will be bringing to you over the next year about outgrowth that we learned there. We should plan on seeing the Allen's block come back on Oct 24th. And there is a lot of talk on Westfields Central. The park is coming along nicely there. All the trees in it are graded and they will be doing sod by the end of the week and hope someone comes and builds some homes there. The Active Transportation plan will be before City Council next Tuesday. We are presenting your income and concerns in different ways. Safety and education elements are being added to policy recommendations. The Reframing Downtown plan was adopted by Council last week. The Consultant was selected for the North Gateway plan. Kick-off will be in the next few weeks.

With nothing further to discuss, Commissioner Anderson moved to adjourn the meeting. Commissioner Parker seconded the motion. Chair Ellingson adjourned the meeting at 9:11 p.m.