



**Wednesday, June 5, 2024  
Planning Commission**

**Planning Commission Agenda**

**PUBLIC NOTICE** is hereby given that the Planning Commission of Spanish Fork, Utah, will hold a meeting in the City Council Chambers at Library Hall, on the second floor, 80 South Main Street, Spanish Fork, Utah, with a work session commencing at 5:15 p.m., and the Planning Commission Meeting commencing at 6:00 p.m. on June 5, 2024.

**Planning Commissioners**

**Todd Mitchell  
John Mendenhall  
Shauna Warnick  
Joseph Earnest  
Michelle Carroll  
Michael Clayson**

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**1. 5:15pm WORK SESSION - No formal actions are taken in a work session.**

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**2. 6:00 Agenda Items**

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**3. Minutes**

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A. April 9, 2024

**4. Zone Change (Public Hearing)**

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A. 300 NORTH DUPLEX ADDITION. The proposal involves changing the side building elevations for the currently approved Infill Overlay Project located at 455 East 300 North.

**5. Project Signage Plan (Public Hearing)**

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A. HUT X WAREHOUSE SIGNAGE. This proposal involves sizing and location for signage for an industrial warehouse to be located at 751 West 3800 North.

**6. Title 15 Amendments (Public Hearing)**

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A. TITLE 15 ZONING OVERLAY DISTRICTS. Spanish Fork City proposes to amend Municipal Code, Title 15 Land Use, concerning Zoning District Overlays regarding railroad spurs, large utility facilities and complete neighborhoods.

**7. General Plan Amendments (Public Hearing)**

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A. TRANSPORTATION ELEMENT OF THE GENERAL PLAN REVISIONS (24.02). The proposal involves various revisions to the Transportation Element of the General Plan.

**8. Construction Standards (Public Hearing)**

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A. CONSTRUCTION STANDARDS REVISIONS (24.01) Proposed amendments of the Construction Standards.

## 9. Adjourn

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Draft Minutes  
Spanish Fork City Planning Commission  
80 South Main Street  
Spanish Fork, UT 84660  
April 9, 2024

Commission Members Present: Chairman **Todd Mitchell**, Commissioners **John Mendenhall**, **Shauna Warnick**, **Michelle Carroll**, **Mike Clayson**. Absent: **Joseph Earnest**

Staff Members Present: **Dave Anderson**, Community Development Director; **Brandon Snyder**, Senior Planner; **Byron Haslam**, Senior Engineering; **Vaughn Pickell**, City Attorney; **Kasey Woodard**, Community Development Secretary.

Citizens Present: John Bankhead, Brandon Watson.

### **WORK SESSION**

Chairman Mitchell called the meeting to order at 7:00 p.m.

### **PRELIMINARY ACTIVITIES**

Pledge of Allegiance

Commissioner Warnick led the pledge.

### **MINUTES**

#### **March 6, 2024**

Commissioner Carroll **moved** to approve the minutes from March 6, 2024.

Commissioner Mendenhall **seconded** and the motion **passed** all in favor.

### **GENERAL PLAN AMENDMENT (Public Hearing)**

## **EDGE TOWNHOMES GENERAL PLAN**

Brandon Snyder stated this proposal is to amend the existing plan. He gave a brief presentation to illustrate the existing structure on the property and stated this is located just at the mouth of Spanish Fork City Canyon. He stated this proposal is to change the existing designation to High Density Residential to allow for residential development. He stated the DRC discussed this item and suggested that it move forward to the Planning Commission. He stated there were some comments from staff that he would like to have discussed tonight. He stated the DRC felt this proposal would help provide a range of housing style types within the city and he discussed the suggestions from the DRC.

Brandon Watson approached the podium to represent Edge Homes. He provided a brief presentation for the Planning Commission to show the modifications that have been made to the design.

John Bankhead acknowledged that this presentation has come before the Planning Commission once before and he was excited to present the changes that have been made.

Commissioner Warnick requested clarification from the applicants regarding the truck route and called out that this would be a large investment.

John Bankhead stated that they would love to have a trail connection. He feels this would open many opportunities. He feels that all parties are on board, from UDOT to the railroad. He stated this will be about a 2-year process.

Commissioner Mitchell stated there were a few concerns raised previously, but he feels that this presentation has addressed them.

Commissioner Warnick thanked the applicants for the presentation.

John Bankhead feels that this is a good solution to the City's highway concerns.

There was further discussion on the intersection onto Highway 6.

There was a positive response from the Planning Commission and Commissioner Mendenhall stated there is a need for more affordable housing and he likes the proposed solution to the intersection and truck traffic on Highway 6.

Chairman Mitchell opened the public hearing at 7:22 pm

There was no public comment.

Chairman Mitchell closed the public hearing at 7:22 pm

Commissioner Warnick wanted to ensure that the public is aware that the City is currently going through an update of the General Plan and she acknowledges that it may seem odd to approve an amendment during this time but she stated that she supports this proposal.

Commissioner Warnick moved to recommend the approval of the Edge Townhomes General Plan to the City Council based on the following findings and conditions.

Findings:

1. That the proposal helps to provide a range of housing types within the City.
2. That the proposal provides a transition of density between the Golf Course and US-6.
3. That the proposed designation would be a more compatible use with the Golf Course than industrial uses.
4. That the proposed designation may become a more compatible use with the existing industrial use with appropriate buffering design.
5. That the proposed designation may become more justified with enhanced access to the site.

Commissioner Mendenhall seconded and the motion passed all in favor.

It was stated this item will go to the City Council next week on April 16, 2024.

Commissioner Warnick moved to adjourn the meeting at 7:25 p.m.

Adopted:

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Kasey Woodard  
Community Development  
Division Secretary

**TO:** Spanish Fork City Planning Commission

**FROM:** Community Development

**DATE:** June 5, 2024

**RE:** Proposed Changes to Building Elevations (300 North Duplex Addition)

The proposal involves modifying the current Infill Overlay Zone project approval for property located at 455 East 300 North. The Infill Overlay Zone allows flexibility while maintaining high quality construction. The applicant proposes modifications to the end elevations of the existing duplexes.

The proposed change is to switch from hipped (roof) to gables (roof) on both ends of both existing duplexes that are being improved with the addition of attached enclosed garages. No modifications to the site plan are proposed or under consideration. The Planning Commission may recommend approval of the proposed changes, recommend to deny the proposed changes, or recommend to approve the proposed changes with modifications (such as softening the gable ends by including windows).

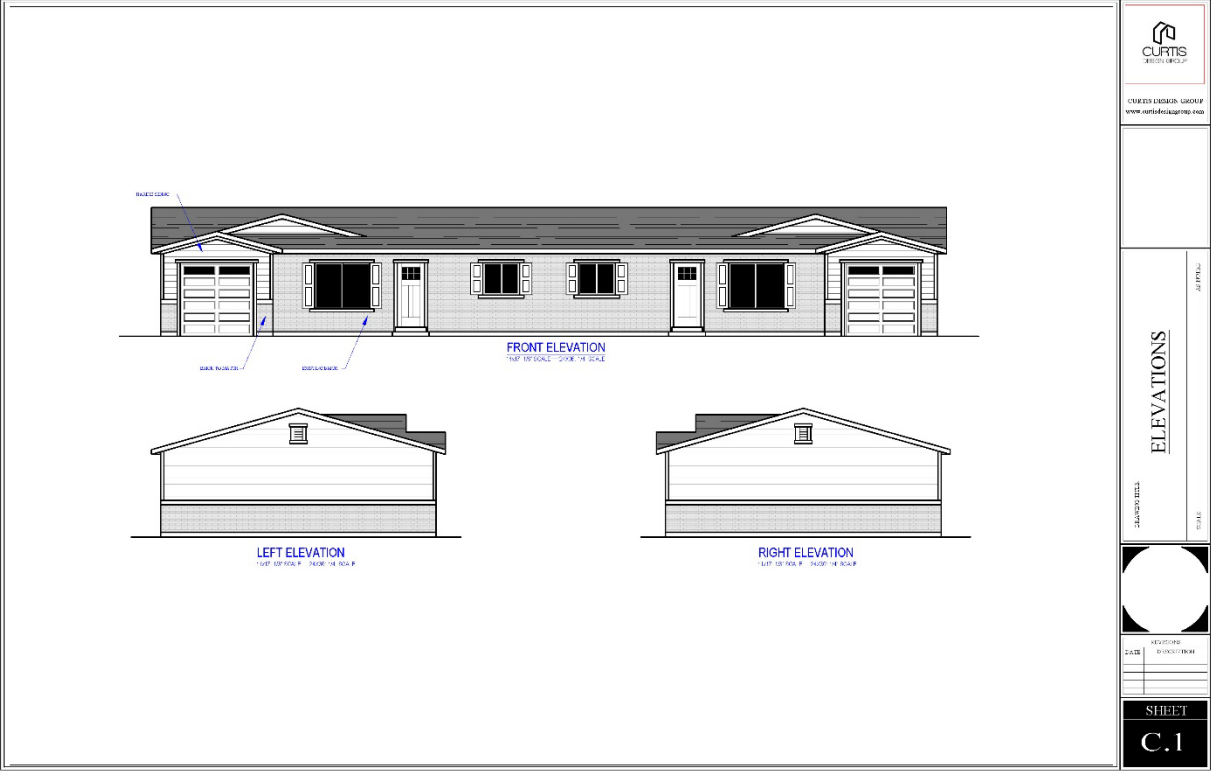
The applicant has indicated that the rear elevations of the existing duplexes are brick and the rear elevations on the garage additions will include brick wainscot and painted hardi-board above it (as shown for the proposed end elevations). The new duplex and existing duplexes will match in regards to materials and colors.

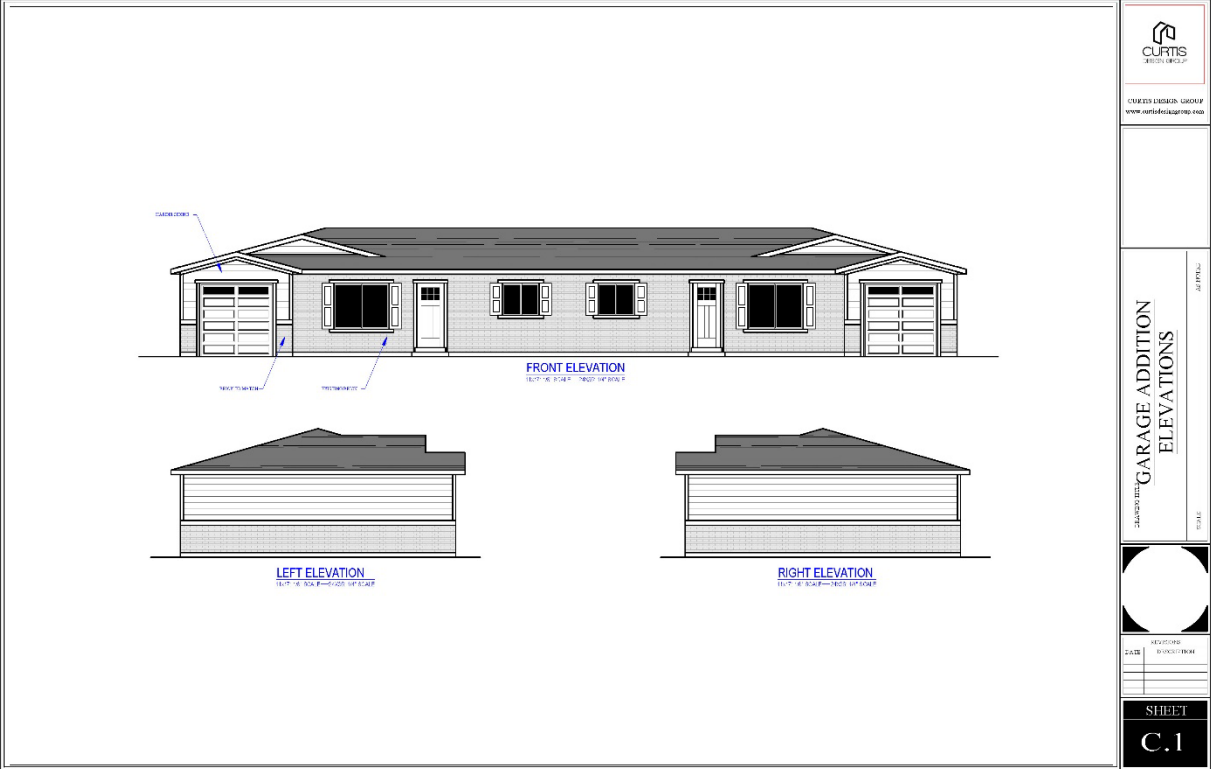
Approval was originally granted by the City Council for the 300 North Duplex Addition on March 22, 2022. Prior to the City Council review, the proposal was reviewed by the Planning Commission on March 2, 2022.

Please refer to the attached exhibits.

#### Exhibits

1. Proposed Elevations (Gables)
2. Previously Approved Elevations (Hipped)
3. Pictures
4. Site Plan



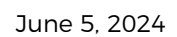














**TO:** Spanish Fork City Planning Commission

**FROM:** Community Development

**DATE:** June 5, 2024

**RE:** Hut X Warehouse Project Signage Plan Approval Request

Accompanying this correspondence are images that describe two proposed monument signs and their proposed locations. These signs can be approved as part of a Project Signage Plan for the Hut X Warehouse development. All other signs in the development would be required to meet Spanish Fork City's standard requirements for signs.

Municipal Code allows one monument sign per street frontage for each development. This site has frontage onto three street. The site is 70.9 acres and has 1,284 feet of frontage onto SR-77. Access to the site will be primarily off of SR-77. The two monument signs will be placed onsite behind the r-o-w improvements and trail. In addition to the request to place both monument signs along the same frontage, the applicant is requesting to raise the height and increase the area of the signs.

The following language, found in Title 5 of the Municipal Code, describes Project Signage Plans:

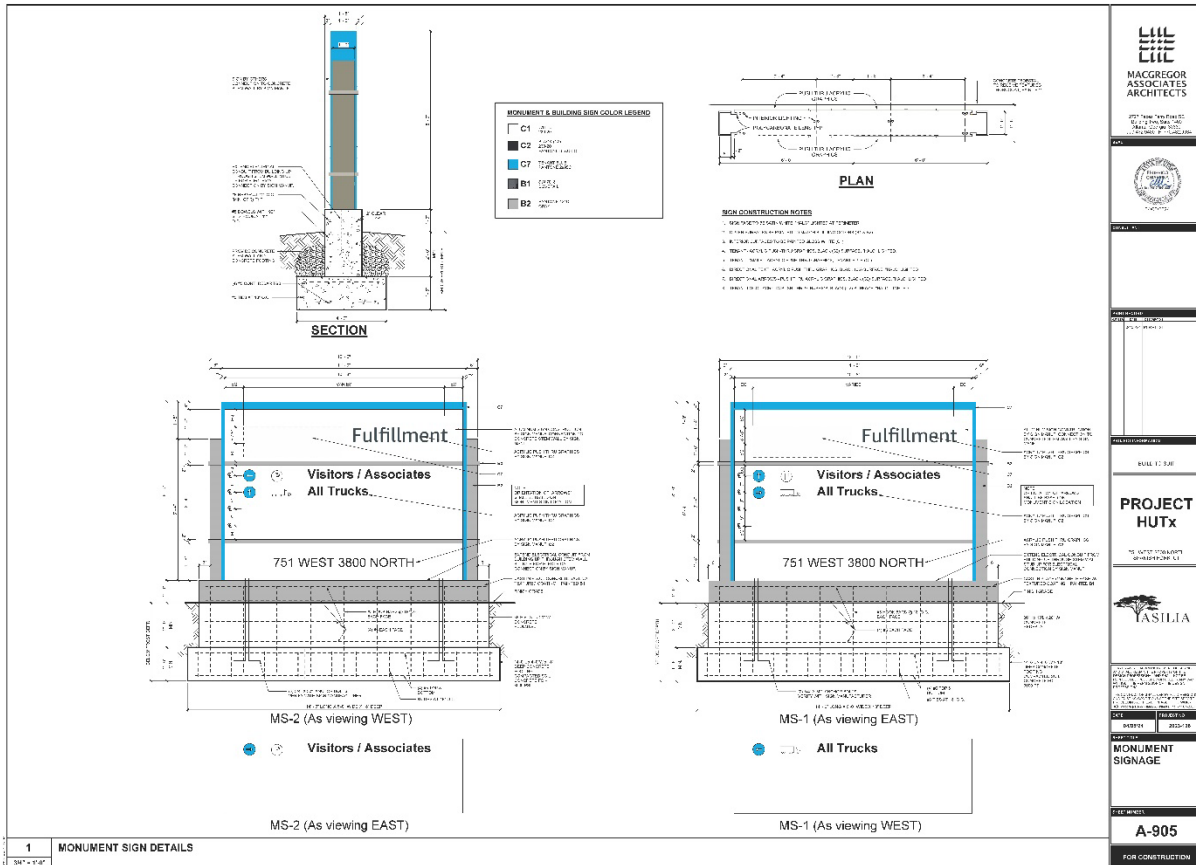
**Project Signage Plans.** Application may be made to have a Project Signage Plan approved to permit taller signs with greater copy area, as well as additional signs, as part of a Project Signage Plan. Qualifying projects must contain at least 5 acres in area and must have at least 50,000 square feet of building space. Developments with Project Signage Plans may have monument signs and freestanding pole signs which exceed the height and area requirements set forth in this Chapter. Applicants may also request that a greater number of signs be allowed than what this Chapter otherwise permits. Applications for Project Signage Plans are made by submitting detailed descriptions of the proposed signs and proposed sign locations to the Community Development Department. The application will be forwarded to the Planning Commission for recommendation, and to the City Council for approval, denial, or approval with modifications. In reviewing applications for Project Signage Plan approval, the Planning Commission and City Council shall consider the impact of the proposed signs on surrounding properties, the advantages the proposed signage may create in generating commerce in Spanish Fork City, the aesthetics of the proposed signs, and visibility from travel lanes on State or Federal highways. Once approved, Project Signage Plans may not be modified without making new application with the City.

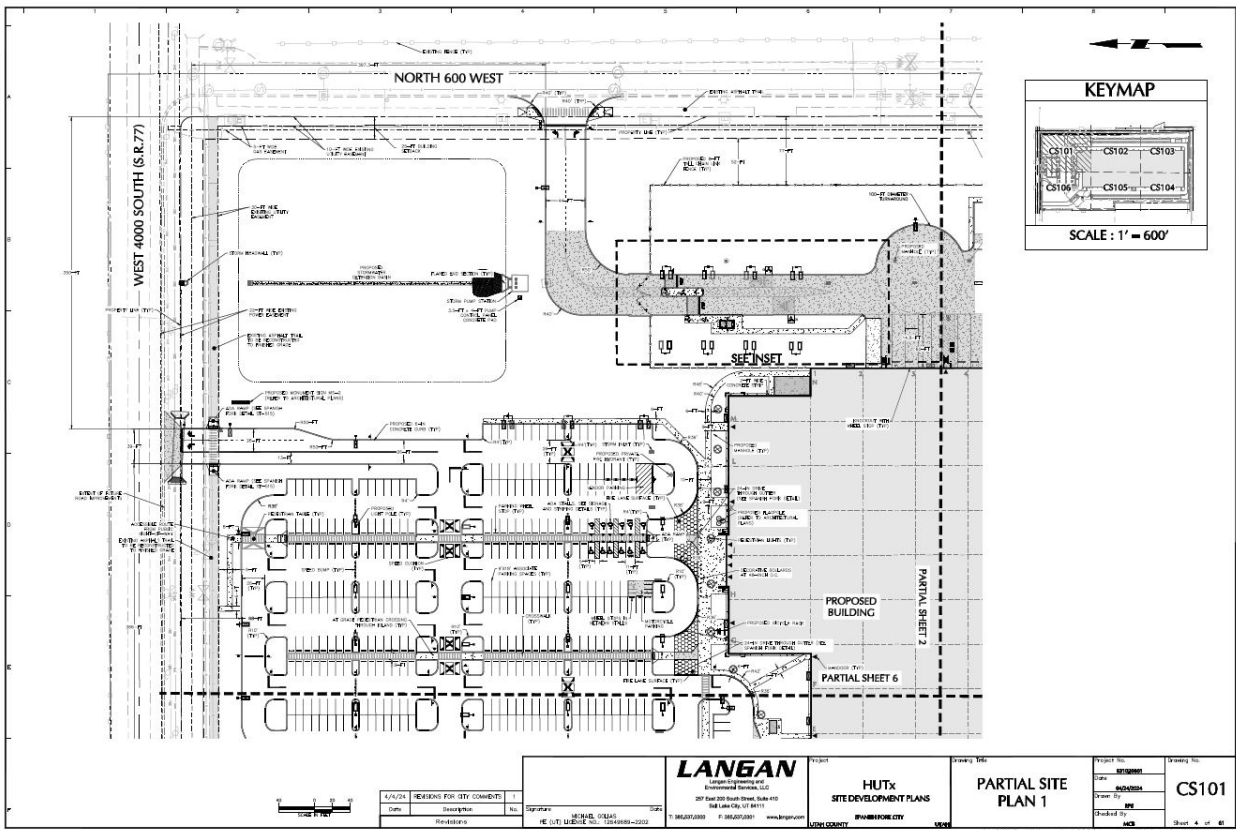
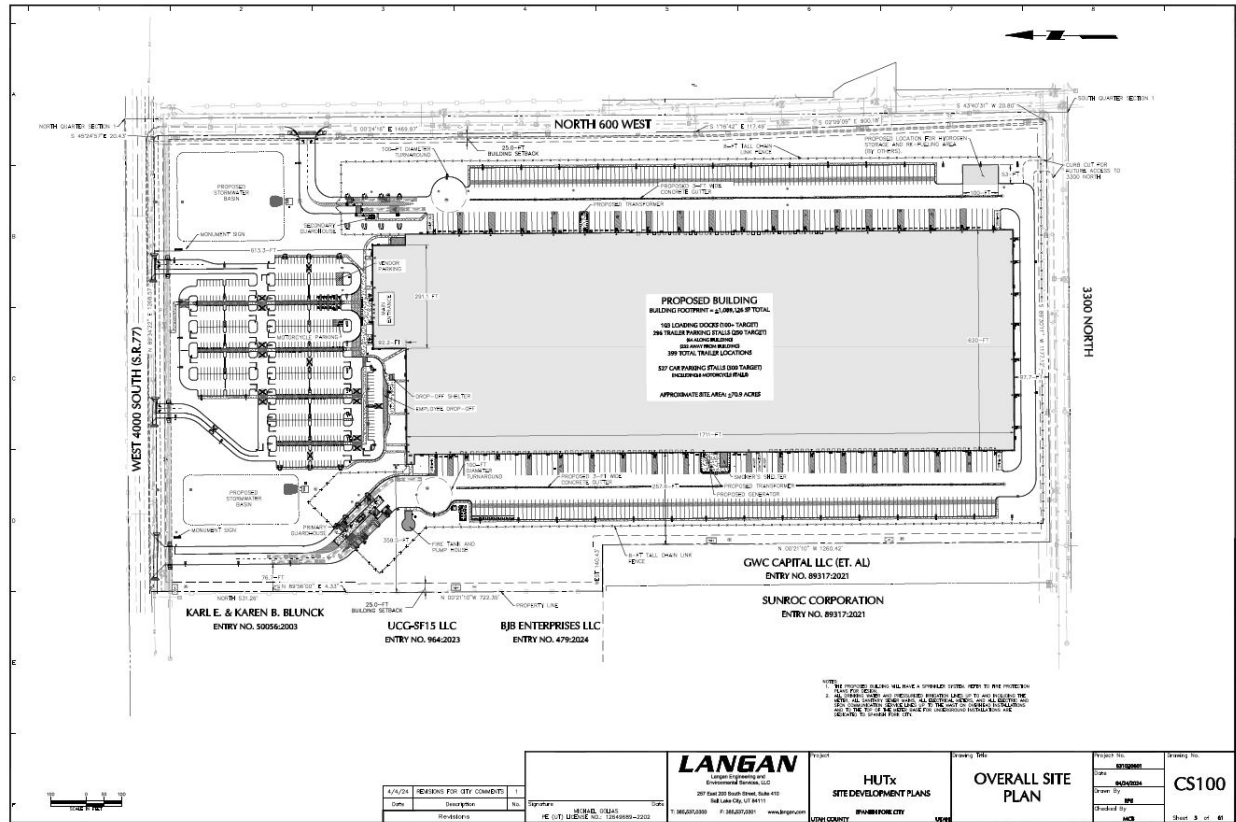
Staff believes that recommending approval of these signs to the City Council is an important part of the Hut X Warehouse development.

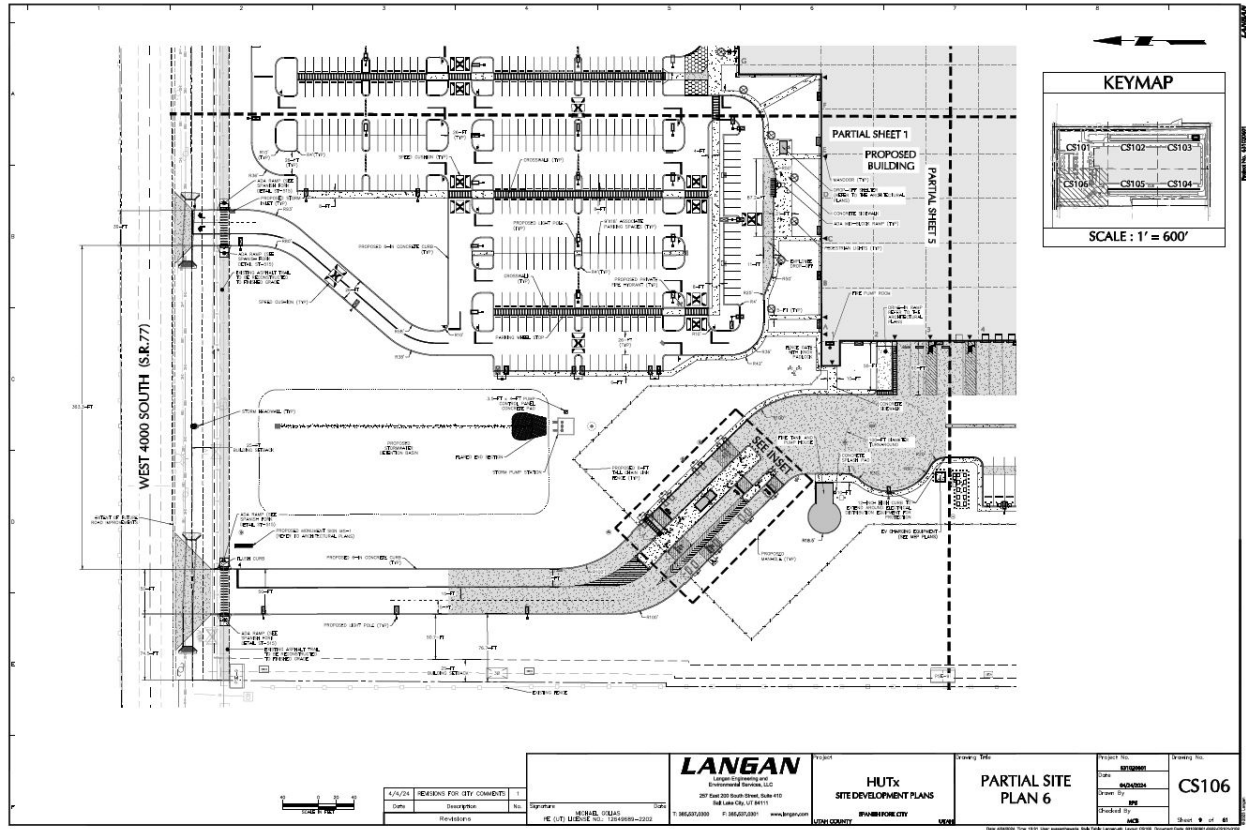
#### Exhibits

1. Proposed Signs
2. Proposed Locations
3. Request.
4. Map.













Technical Excellence  
Practical Experience  
Client Responsiveness

24 April 2024

Brandon Snyder  
Senior Planner  
Spanish Fork City Community Development  
40 S Main St  
Spanish Fork, UT 84660

**Re: Project Signage Plan Application – Narrative  
HUTx Warehouse Development  
Spanish Fork, Utah County, UT  
Langan Project No: 631020601**

Dear Mr. Snyder:

We are requesting approval of a Project Signage Plan for the HUTx warehouse development on behalf of the applicant, Asilia Investments, for proposed monument signs on site. Justification for the alternate location and size of these monument signs is provided below. Since this development is at least 5 acres in area and has at least 50,000 square feet of building space, it is eligible to have a Project Signage Plan approved to permit taller signs with a larger area, as well as additional sign locations.

**Location** – We are proposing to locate both monument signs for this development along one street frontage, as shown on the proposed site plans. Although this development is permitted to have one monument sign per street frontage, the primary site access for both passenger vehicle and truck traffic will be via the three proposed driveways off State Route 77 (S.R. 77). The proposed access off 600 West is for truck egress only, and so a monument sign would not be needed at this location. From a traffic flow and wayfinding perspective, it would be more beneficial to locate both monument signs for the development along the S.R. 77 street frontage.

**Size** – The proposed monument signs are 8 feet tall and 88 square feet in area, which exceeds the 5-foot height and maximum 48 square feet area allowed by section 5.36.050(B) of the Spanish Fork City Municipal Code. The proposed height and area meet the standard monument sign sizing criteria for this building tenant and is needed due to the scale of the project site for better visibility.

If you have any questions, or should you require any additional information, please do not hesitate to contact me at [mboyle@langan.com](mailto:mboyle@langan.com) or (385) 537-0306.

Sincerely,

**Langan Engineering and Environmental Services, LLC**

Handwritten signature of Marci Boyle in black ink.

Marci Boyle, PE  
Project Engineer

Handwritten signature of Michael Golias in black ink.

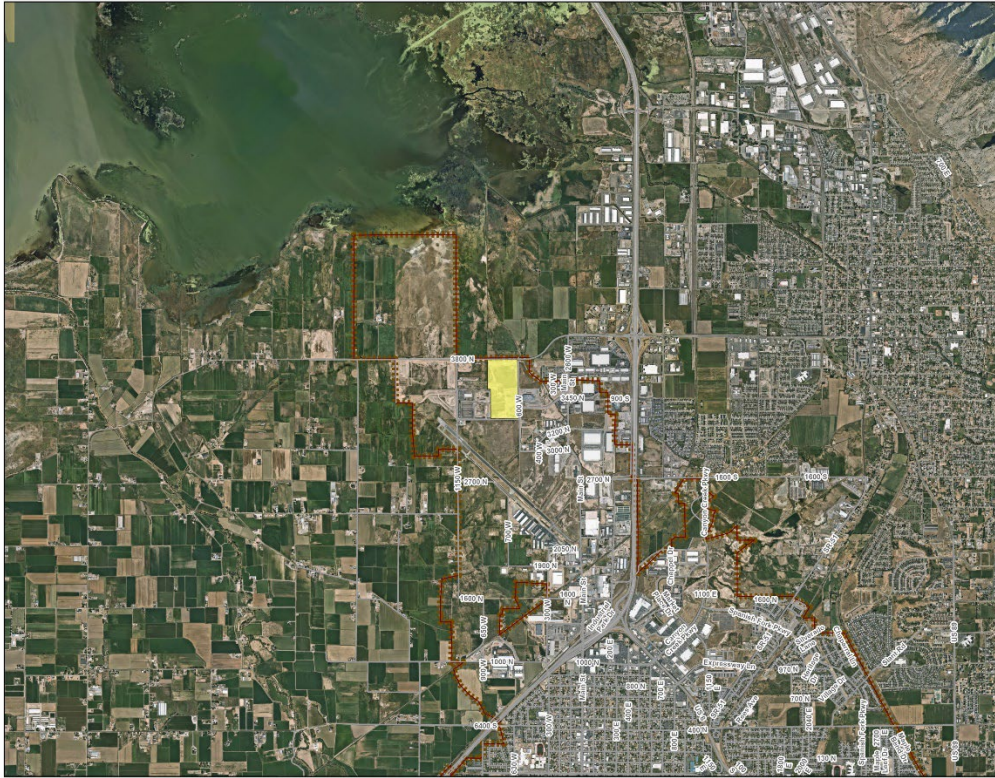
Michael Golias, PE  
Principal / VP

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257 East 200 South, Suite 410      Salt Lake City, UT 84111      T: 385.537.0300      F: 385.537.0301      [www.langan.com](http://www.langan.com)

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June 5, 2024



TO: Spanish Fork City Planning Commission

FROM: Dave Anderson, AICP

DATE: June 5, 2024

RE: Large Utility Facility Overlay Zone

This proposal would create a procedure for the review and approval of large utility projects in Spanish Fork. Given the proposed definition of Large Utility Facilities, it is anticipated that this overlay would be used very infrequently.

The Development Review Committee Reviewed this proposal on May 29 and recommended that it be approved.

#### 15.1.04.020 Definitions

**“Large Utility Facility”:** A structure or improvement that is needed to provide regional or statewide utility service facilities including but not limited to greater than 138 Kv power transmission lines and greater than 48” water lines.

#### 15.3.20.110 Large Utility Facility Overlay District

This district provides an opportunity for Spanish Fork City to approve large-scale utility facility projects that would not primarily provide local service. This Overlay may be approved in any Zoning District.

##### A. Application

1. Applications to establish a Large Utility Facility Overlay District shall be processed in the same manner as that for other zoning map amendments. The application shall be accompanied by a complete application which includes the following information:
  - a. a complete description of the intended nature and character of the project,
  - b. a description of the project’s necessity and the importance of it’s proposed location,
  - c. a map of the location of the proposed project including parcel numbers of all impacted properties,
  - d. a proposed project phasing plan,
  - e. plans representing proposed changes to any existing improvements,
  - f. plans that identify the nature of any improvements that would be constructed with the project,
  - g. plans that identify disturbed areas and the proposed means to restore those areas.

##### B. Performance Standards

1. Permitted Use
  - a. Large Utility Facilities.
2. Project Impact
  - a. A review will be performed to ensure that appropriate measures are taken to mitigate impacts on surrounding properties and the community as a whole

when Large Utility Facilities are constructed. Mitigation measures may include but are not limited to:

- i. providing easements and right-of-way for roads, trails and other utilities;
- ii. revegetating disturbed areas;
- iii. using materials that limit the visual impact of the utility.

C. Findings: the following findings must be made by the Council before approving any Large Utility Facility Overlay District:

1. That the proposed project is needed to provide utility service to areas that are not located or are planned to be located within Spanish Fork City,
2. That the proposed development will not be materially detrimental to the health, safety, or general welfare of persons residing or working within the area or community as a whole,
3. That sufficient assurance has been provided that any impacts generated by the project and its construction will be remediated.



TO: Spanish Fork City Planning Commission

FROM: Dave Anderson, AICP

DATE: June 5, 2024

RE: Proposed Complete Neighborhood Overlay Zone

This proposal would create a new development option to allow for the inclusion of two and three-unit residential structures in qualifying subdivisions. By using this Overlay a developer could have a small portion of the homes in a subdivision, in multiple zoning districts, be constructed as small-scale multi-family structures. By managing the portion of homes that would be constructed in multi-unit buildings and the design of those buildings, staff believes this tool would allow neighborhoods to be constructed with diverse housing types while maintaining the characteristics of single-family neighborhoods.

Staff acknowledges there are headwinds that will influence whether this tool is used or not. Developers who have reviewed this proposal specifically noted project size and their own inventory of house plans as being key decision drivers on the use of this Overlay. For example, a small increase in density may be a sufficient incentive for a developer working on a 100-acre project to utilize this option. In that case, it may be worth the effort and expense involved to have a project qualify. However, for a 10-acre project the increased density may not justify the effort, particularly if the developer has to create new house plans. In other words, it is much more likely that developers working on larger projects would use this option.

Staff also acknowledges that this Overlay would likely require adjustment as time goes on. Many variables influence developer's decisions and many of those variables are very dynamic. Staff also believes this tool offers an important viable option to improve the quality of new neighborhoods in Spanish Fork while providing new options for moderate income housing.

The Development Review Committee Reviewed this proposal on May 29 and recommended that it be approved.

#### **15.3.20.100 Complete Neighborhood Overlay District**

This district provides an incentive for developers to create developments that include a mix of residential types, which may only be approved as a Zoning Map Amendment as provided in this section. The Complete Neighborhood (CN) Overlay District is not a replacement for a standard subdivision but serves as an option for properties in the R-1 Residential Districts. It is intended to create residential neighborhoods that will increase in value over time by doing the following:

- allowing for efficient designs that include a combination of single-family, twin home and three-unit multi-family residential structures in the same development,
- providing density in qualifying developments that exceeds the base density of the underlying zone as identified in Table 1 - Residential Development Standards of Title 15,
- allowing for deviations from typical zoning standards in order to permit uniquely configured or situated properties to be developed in a functional manner that enhances the City,
- establishing residential neighborhoods with a distinct character and sense of unity, while maintaining the scale and ambiance of a neighborhood composed of single-family homes.

#### **A. Application**

1. Applications to establish a Complete Neighborhood Overlay District shall be processed in the same manner as that for other zoning map amendments. The application shall be accompanied by a complete Preliminary Plat application which includes the following information:
  - a. a complete description of the intended nature and character of the development,
  - b. a description of all proposed private or public open space areas, including improvements, ownership, and maintenance provisions,
  - c. a proposed project phasing,
  - d. plans representing proposed landscaping, fences, walls, entry treatments, signage and lighting,
  - e. preliminary conditions, covenants, and restrictions (CC&R's),
  - f. any variations from the standard zoning requirements,
  - g. any proposed amended development standards, including such things as variations in setbacks, heights, and lot sizes,
  - h. a data table which includes total acreage, acreage of sensitive lands, total number of homes and units by type, dwelling units per acre, acreage of open space, percent of acreage in open space,
  - i. building elevations and footprints for residential structures in the development,
  - j. a plan that identifies which structures will be constructed on which lots, and
  - k. a phasing plan that specifies the timing of public improvements and residential construction which must be submitted at the submission of the Preliminary Plat. If the sequence of construction of various portions of the development is to occur in stages, then the amenities shall be developed, or committed thereto, in proportion to the number of homes intended to be developed during any given stage of construction.

B. Performance Standards

1. Permitted Use

- a. All uses listed in R-1 Districts, subject to the same restrictions or limitations of the use.
- b. Twin Homes.
- c. Multi-family homes.

2. Subdivision Design

- a. Project size. The minimum size of a development is five (5) gross contiguous acres. School, church and other non-residential sites are to be excluded from the acreage calculation.
- b. Density calculations and lot size. The density included in a development is limited to the base density per acre as defined in Table 1 - Residential Development Standards plus .5 units per acre. Church sites, school sites, other non-residential uses, sensitive lands and land that is unbuildable by encumbrance or otherwise may not be counted in the density calculations. For projects that include land with multiple zoning districts, the total allowed density will be the sum of the allowed density for each of the distinctly zoned areas. This density may be dispersed throughout the project provided that average lot sizes in the project are commensurate with the distinctly zoned areas. Where projects include features that serve as amenities for the development, plazas, entrance features, private park, the land area of those features may be included in the lot area for purposes of calculating average lot size. Where projects include uniquely large lots, the area of the uniquely large lots that is included for purposes of calculating project density and average lot size shall be limited to twice the minimum lot size of the Zoning District.
- c. Housing type. The composition of housing types shall include a number of twin home and/or multi-family structures that is no less than the number of units that exceed the base number of units allowed in the underlying zone. No fewer

than sixty percent of the residential structures in the development shall be single-family homes.

- d. Street design. Local streets shall not exceed 600 feet in length without an intersecting street.
- e. Infrastructure. Inasmuch as isolated, disconnected developments and their public infrastructure systems are an undesirable, inefficient, and in some cases a dangerous condition, developments shall provide infrastructure necessary to serve the development and to connect it to surrounding developments, undeveloped property, and anticipated future growth. The development must enhance infrastructure connectivity between the development and its surroundings by providing road and utility stubs where appropriate. Infrastructure that is intended for public use shall be dedicated to the City. Design, arrangement, and layout of developments may be adjusted by the City to achieve the goals of this section.

### 3. Architecture

- a. Minimum house sizes, finished area (square feet). For the purposes of calculating required finished area, square footage in basements shall not qualify. For split level homes, finished area on floors that are at least 50% below the finished grade of the lot shall not count towards the required finished area.

Minimum Finished Floor Area		
Minimum Lot Size and Multi-family	One Story	Multi-Level
80,000 sq. ft.	1,600 sq. ft.	2,400 sq. ft.
60,000 sq. ft.	1,600 sq. ft.	2,400 sq. ft.
40,000 sq. ft.	1,600 sq. ft.	2,400 sq. ft.
30,000 sq. ft.	1,500 sq. ft.	2,200 sq. ft.
20,000 sq. ft.	1,500 sq. ft.	2,200 sq. ft.
15,000 sq. ft.	1,500 sq. ft.	2,200 sq. ft.
12,000 sq. ft.	1,400 sq. ft.	2,000 sq. ft.
9,000 sq. ft.	1,300 sq. ft.	1,600 sq. ft.
8,000 sq. ft.	1,200 sq. ft.	1,500 sq. ft.
6,000 sq. ft.	1,100 sq. ft.	1,400 sq. ft.
Multi-family	1,000 sq. ft. (one level)	1,200 sq. ft. (multi-level)

- b. Distinct designs. Development shall include a variety of home styles to ensure a diverse and interesting streetscape. Neighborhoods that have repetitive residential structures constructed along the same street are not allowed. In order to ensure that the neighborhood is non-repetitive, the same street facing elevation shall not be built on adjacent lots on the same street or on lots directly or diagonally across the street from one another. Different elevations shall be characterized by elements such as, but not limited to, distinct footprints, rooflines, cladding materials or architectural features which contribute to home designs that are easily distinguishable from other home designs along the same street.
- c. Parking. Developments shall provide at least two and a half (2.5) parking spaces per home in the development. A two-car garage for each single-family residence is required. Two and three-unit structures must have at least a one-car attached or detached garage. One-car garages shall be at least 12 by 20 feet in size, two-car garages shall be at least 20 by 20 feet in size. Doors for no

more than one garage may be visible per residential structure, per street. Driveways located between garage doors and street facing property lines shall be at least 20 feet deep.

- d. Exterior materials. Homes shall be clad in masonry, or masonry-based materials or a chemically-treated, wood-based, nail-on, lap siding that has at least a 50-year warranty. The City Council may grant a waiver of this requirement based upon superior architectural design plans which involve other materials.

4. Landscaping

- a. Developments shall meet all applicable landscaping requirements including those found in 15.4.16.130. Applications for Complete Neighborhoods shall also include a Street Tree Plan that identifies where trees shall be installed in the park-strips of public rights-of-way throughout the development. Trees included in the Plan shall be spaced 30 feet apart, shall not be placed in restricted areas found in 15.4.16.150 and shall be selected from the Spanish Fork City Shade Tree List. Street trees in Complete Neighborhoods shall be installed prior to a Certificate of Occupancy being granted for the adjacent lot unless provisions are made for the developer to provide financial assurance to the City that the trees will be installed at a later time.

C. Findings: the following findings must be made by the Council before approving any Complete Neighborhood Overlay District:

1. That the proposed development will provide a more pleasant and attractive living environment than a conventional residential development established under the application of the provisions of the underlying zone,
2. That the proposed development will not be materially detrimental to the health, safety, or general welfare of persons residing or working within the neighborhood,
3. That any variation allowed from the development standards of the underlying district will not create increased hazards to the health, safety, or general welfare of the residents of the development of adjacent areas,
4. That the development will improve infrastructure connectivity,
5. That the development will include two and/or three-unit residential structures,
6. That the design of the residential structures in the development will create interesting streetscapes and blend with single-family neighborhoods through the thoughtful inclusion of design elements and by maintaining single-family home scale.



TO: Spanish Fork City Planning Commission

FROM: Dave Anderson, AICP

DATE: June 5, 2024

RE: Railroad Spur Overlay Zone

This proposal would create a procedure for the review and approval of railroad spurs in Spanish Fork. It also identifies the Sharp Sub, the westernmost rail line in Spanish Fork, as the only line on which new spurs would be allowed.

The Development Review Committee Reviewed this proposal on May 29 and recommended that it be approved.

#### **15.3.20.120 Railroad Spur Overlay District**

This District is provided to protect transportation routes, utility corridors and the community as a whole from new railroad spurs that may create adverse impacts. The District provides an opportunity for Spanish Fork City to approve new, or modify existing, railroad spurs for properties located in the Industrial 1 and 2 Zoning Districts on the Sharp Sub rail line. New railroad spurs on other rail lines in the community are not allowed.

##### **A. Application**

1. Applications to establish a Railroad Spur Overlay District shall be processed in the same manner as that for other zoning map amendments. The application shall be accompanied by a complete application which includes the following information:
  - a. a map of the location of the proposed spur showing which properties will be served and any roadways that would be crossed,
  - b. a description of the businesses that would be served and the anticipated frequency of the use of the spur.

##### **B. Performance Standards**

1. Permitted Use
  - a. Railroad spurs.
2. Project Impact
  - a. A review will be performed to ensure that appropriate measures are taken to mitigate impacts on surrounding properties and the community as a whole when railroad spurs are constructed.

##### **C. Findings: the following findings must be made by the Council before approving any Railroad Spur Overlay District:**

1. That the proposed project will enhance the movement of materials via the Sharp Sub rail line,
2. That the proposed project will not adversely impact planned or existing railways, roadways or utility corridors,
3. That the proposed development will not be materially detrimental to the health, safety, or general welfare of persons residing or working within the area or community as a whole,
4. That sufficient assurance has been provided that any impacts generated by the project and its construction will be remediated.



# Memo

To: Mayor and City Council  
From: Chris Thompson P.E., Public Works Director  
Date: July 16, 2024  
Re: Ordinance Construction Standards Revision (24.01)

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## Staff Report

### RECOMMENDED ACTION

Approve Ordinance to revise the construction standards.

### BACKGROUND

The following is a list of all the proposed revisions to the construction standards.

#### 24.01

- Adding a full intersection design requirement under street improvements.
- Adding tracer wire under drinking water & PI
- Modifies sanitary sewer 18 inch and larger pipe.
- Modifies sanitary sewer lift stations.
- Adding a sanitary manhole section.
- Adding HDPE Lined concrete pipe.

- Modifies the design for storm drain.
- Adding LID cannot be installed at a low point section.
- Modifies fencing requirements
- Adding Commercial drive approach trail ADA ramps.
- Modifying part numbers for drinking water & PI service valve boxes.
- Adding 1 & 3 phase free standing meter base.



40 South Main Street  
Spanish Fork City, Utah 84660  
(801) 804-4550

# CONSTRUCTION STANDARDS

**Chapter 4.39.20. Improvement and Design Requirements****4.39.20.030. Street Improvements**

- J. Intersections. Full intersections that are encompassed in one subdivision need to be built in the same phase of the subdivision. Up to the curb returns on all 4 corners. Section of a intersection cannot wait for future phases

**Chapter 4.39.40. Drinking Water****4.39.40.020. Installation**

- D. Tracer Wire. 14 AWG direct bury red or blue tracer wire required on all water main lines and service lines.
1. All water line pipes shall include a 14 AWG solid direct bury red or blue wire. The Tracer wire shall be installed and secured to the top of the pipe. Use poly tape to secure wire at all joints and 5 foot intervals. The tracer wire shall extend 24" above the surface at each fire hydrant. The tracer wire shall also be installed (taped in 5' intervals) on all service lines. DO NOT run tracer wire up valve boxes. Any splicing of tracer wire shall use a 3M Direct Bury Splice Kit and be tested for continuity. Entire length of tracer wire shall be tested and approved prior to paving.
  2. Tape tracer wire to corp stop. If mainline has tracer wire, splice and connect service wire with 3M Direct Bury Splice Kit to main line tracer wire. Wires are to be run into each meter box with enough wire to extend 24" above grade.
  3. Wire is to extend 24" above the finished grade at the base of the fire hydrants. The tracer wire shall be housed in a 1-1/2" x 24" PVC pipe located 6" in front of the fire hydrant. The 1-1/2" PVC will extend 2" above grade (concrete apron) and shall have a slip cap. DO NOT GLUE THE CAP ON!

**Chapter 4.39.45. Pressurized Irrigation****4.39.40.020. Installation**

- E. Tracer Wire. 14 AWG direct bury red or blue tracer wire required on all pressurized irrigation main lines and service lines.
1. All pressurized irrigation line pipes shall include a 14 AWG solid direct bury red or blue wire. The Tracer wire shall be installed and secured to the top of the pipe including main and service lines. Use poly tape to secure wire at all joints and 5 foot intervals. DO NOT run tracer wire up valve boxes. Any splicing of tracer wire

shall use a 3M Direct Bury Splice Kit and be tested for continuity. Entire length of tracer wire shall be tested and approved prior to paving.

2. Tape tracer wire to corp stop. If mainline has tracer wire, splice and connect service wire with 3M Direct Bury Splice Kit to main line tracer wire. Wires are to be run into each meter box with enough wire to extend 24" above grade.

## Chapter 4.39.50. Sanitary Sewer

### 4.39.50.010. General

- ~~B. Pipe. All sanitary sewer pipe 18 inches in diameter and larger shall be triple wall Corrugated Polypropylene, HDPE-Lined Reinforced Concrete Pipe, or approved equivalent unless otherwise approved by the City Engineer. All other sanitary sewer pipe shall be constructed with polyvinyl chloride (PVC) SDR-35 pipe.~~
- C. Location. Sanitary Sewer mains shall be located on either the south or west sides of a street 5 feet from curb unless otherwise authorized by the Public Works Director. ~~Sanitary Sewer mains shall not be installed within 10' of any footing, foundation or pad of any structure. A maximum of 500 feet of pipe shall be allowed between manholes.~~
- F. Sanitary Sewer Lift Stations. ~~Sanitary sewer lift stations which are required in a development shall be designed by the Developer's engineer and the design shall be submitted to the City Engineer for review prior to starting construction. Lift stations will be the wet well/dry well type, will have standby power, proper ventilation, telemetry, and will be designed for large areas, not individual subdivisions. Sanitary sewer lift stations which are required in a development shall be designed by the Developer's engineer and the design shall be submitted to the City Engineer and wastewater division for review and approval prior to starting construction. City owned lift stations will be the wet well/dry well type, will have standby power, proper ventilation, telemetry, a flow meter, and will be designed for large areas, not individual subdivisions unless approved otherwise by the Wastewater Division Manager. Building permit and inspections shall be required.~~
- G. Manholes. Sanitary sewer manhole sizing shall be determined by a designee of the sewer department. Sizing will be determined on depth, size of pipe and pipe angle.

Generally use 4' ID manholes for main lines less than 15" in diameter, 5' ID manholes for main lines 15" to 30" in diameter, and 6' ID manholes for main lines greater than 30" in diameter.

5' ID manholes are required in the following situations:

- At all intersections of 3 or more 8-inch or larger pipe lines
- All 90 degrees or greater manholes
- In manholes greater than 15 feet deep
- In manholes with a grade greater than 20% through the manhole

Manholes on trunk lines 12" in diameter or greater shall be HDPE lined manholes, precast polymer manholes, epoxy coated or polyurea coated to prevent corrosion due to slower moving trunk lines.

#### 4.39.50.020. Pipe and Fittings

General. Polyvinyl chloride (PVC) pipe, Corrugated Polypropylene per APWA 30 05 11, HDPE-Lined Reinforced Concrete Pipe meeting ASTM C76, or approved equivalent shall be used for all sanitary sewer lines larger than 18 inches in diameter. All other sanitary sewer lines shall be constructed with polyvinyl chloride (PVC) pipe.

- D. HDPE-Lined Reinforced Concrete Pipe. Reinforced concrete pipe (RCP) lined with High-Density Polyethylene, which shall meet the minimum design requirements of Class III RCP as defined in ASTM C76. Pipe joints shall be weldless for diameters up to 60 inches. For diameters greater than 60 inches, in field welding is permitted.

### Chapter 4.39.55 Storm, Land and Groundwater Drains

#### 4.39.55.015 Design Standards and Regulations.

- D. Design Storm. LID facilities in the City shall be designed to accommodate, at a minimum, the peak runoff rate and volume generated from a 25-year storm of any duration. Calculations will need to be completed and submitted to the City documenting the design parameters of the LID facilities. All detention shall detain a 25 year 24 hr. storm with a maximum 0.15 cfs per acre release rate. Release rates shall be determined by the City Engineer. All LID retention shall retain and infiltrate a 100 year 24 hr. All LID retention shall have an emergency overflow to a storm drain, collector street, or permanent ditch.

G. Underground LID/Storage.

9. LID cannot be installed at a low point without an outlet or spillway to a storm drain, permanent ditch or arterial roadway.

#### 4.39.55.040 Retention/Detention Basins

- C. Detention Basins. All detention basins shall have 12 inches of freeboard. Design of detention basins shall be according to the Storm Water

Drainage Design Manual. Detention basins may be constructed in landscape or parking areas. Each detention basin shall incorporate LID storm drain principles and have an overflow to the City storm drain system. ~~Pipes shall not be used as storage in storm water calculations.~~

## Chapter 4.39.20. Improvement and Design Requirements

### 4.39.20.030. Street Improvements

- F. Precast Concrete or Block Walls. Masonry walls, six feet tall, shall be provided along the sides of residential developments which have reverse or side frontage to arterial streets, collector streets, interstates or railroads. If a lot has frontage on a ~~minor~~ Residential Collector Street, a 3' masonry wall is required.

The general appearance, style, and color of the wall shall be in accordance ~~with the following options found in 4.39.90.010.F Fences and Walls.~~

1. Olympus Precast Durango with Wrought Iron
2. Olympus Precast Durango
3. Olympus Precast Ledge Stone
4. Rhinorock Ledgestone
5. Olympus Precast Ashlar

~~the pictures below.~~ The developer or contractor may propose a different wall material, style, or color, but ~~it~~ must be reviewed and approved by the development review committee .

~~The wall shall be stained on both sides with a base coat and at least 3 other colors. The wall shall be constructed according to a design stamped by a licensed professional civil engineer and City construction standards.~~

~~Base color shall be smokey beige from Sherwin-Williams, or approved equivalent.~~





~~Manufacturer: Olympus Precast~~

~~Style: Durango~~



~~Manufacturer: Olympus Precast~~

~~Style: Durango~~





~~Manufacturer: Olympus Precast~~  
~~Style: Ledge Stone~~



~~600 W Center Street (70 South - LDS Church), Spanish Fork~~  
~~Manufacturer: Rhinorock~~  
~~Style: Ledgestone~~



~~Manufacturer: Olympus Precast~~

~~Style: Ashlar~~

#### 4.39.20.050. Airport Improvements

The following options, found in Section 4.39.90.010F Fences and Walls, may be used at the airport as determined by the Development Review Committee.

1. 6 foot chain link fence with 3 strands of barbed wire angled at the top of the fence.
2. Olympus Precast Durango Style half wrought iron or full concrete wall.
3. Ameristar Fence Products Montage II Invincible .

### Chapter 4.39.90. Landscaping

#### 4.39.90.010. General

F. Fences and Walls. All fences and walls except those for individual single family lots must be approved by the City. Chain link and field wire fencing shall meet the requirements and specifications of APWA 32 31 13 (Chain Link Fences and Gates) and APWA 32 31 16 (Welded Wire Fences and Gates) respectively. The relocation of fences and gates shall meet the requirements and specifications of APWA 32 01 10 (Relocate Fences and Gates) and related sections.



Walls shall be stained on both sides with a base coat and at least 3 other colors. The wall shall be constructed according to a design stamped by a licensed professional civil engineer and City construction standards. Base color shall be smokey beige from Sherwin Williams, or approved equivalent. Wrought iron fencing shall be made of schedule 1" square x 14 Ga. tubing.



Manufacturer: Olympus Precast  
Style: Durango with Wrought Iron



Manufacturer: Olympus Precast  
Style: Durango



Manufacturer: Olympus Precast  
Style: Ledge Stone





Manufacturer: Rhinorock  
Style: Ledgestone  
Installation: 600 W Center St, Spanish Fork, Utah



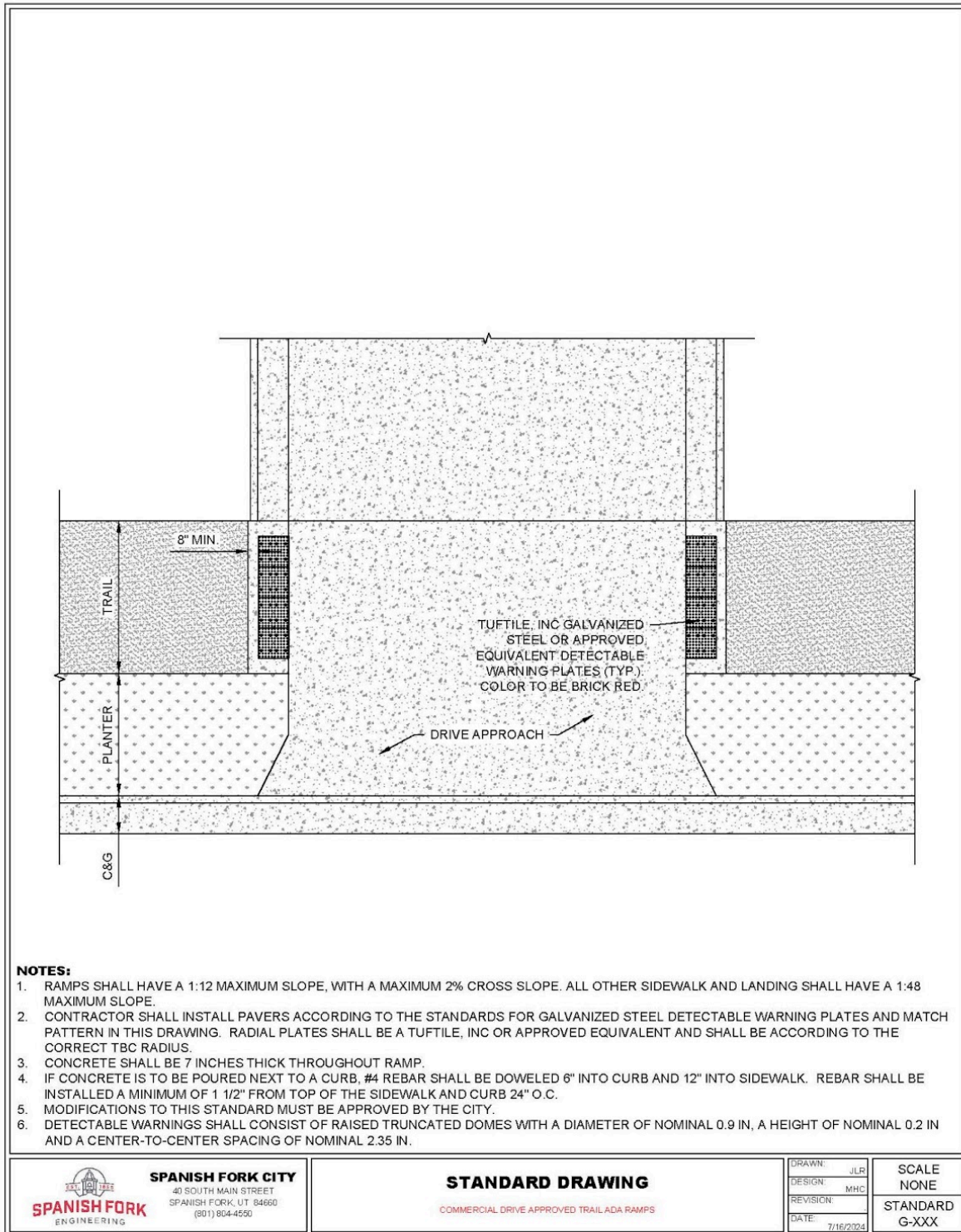


Manufacturer: Olympus Precast  
Style: Ashlar

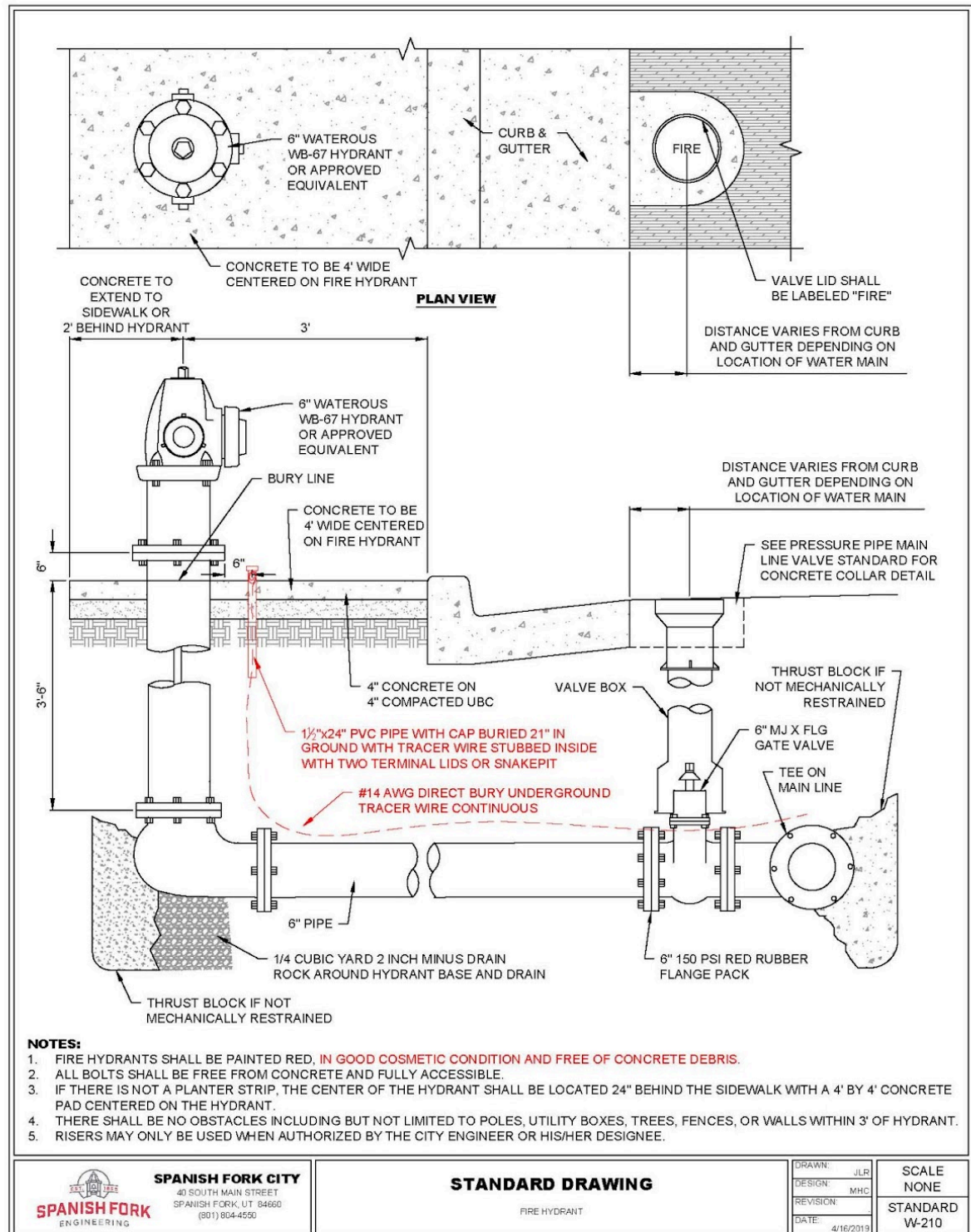


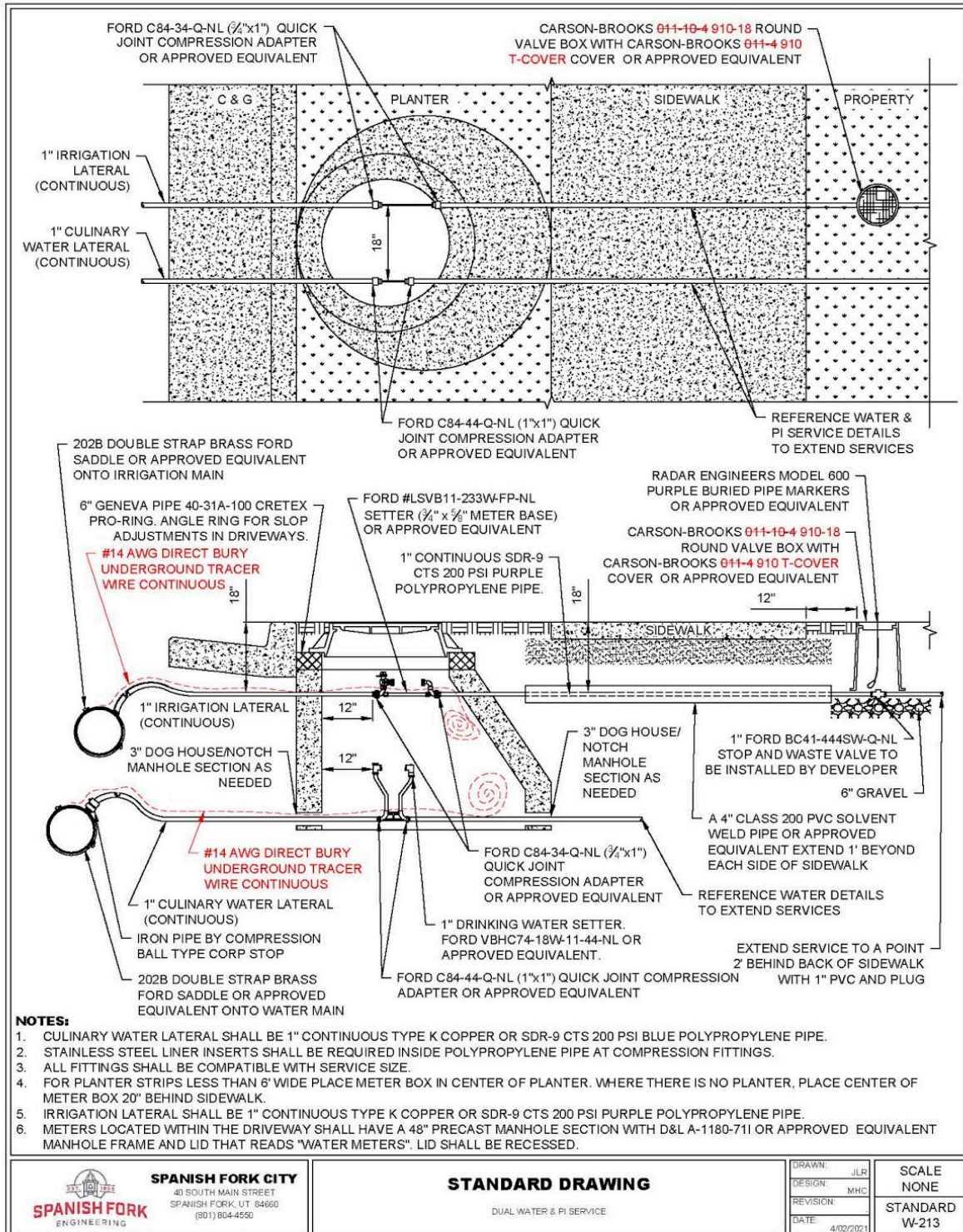
Manufacturer: Ameristar Fence Products  
Style: Montage II Invincible Panels  
Installation: 3075 N Main St, Spanish Fork, UT

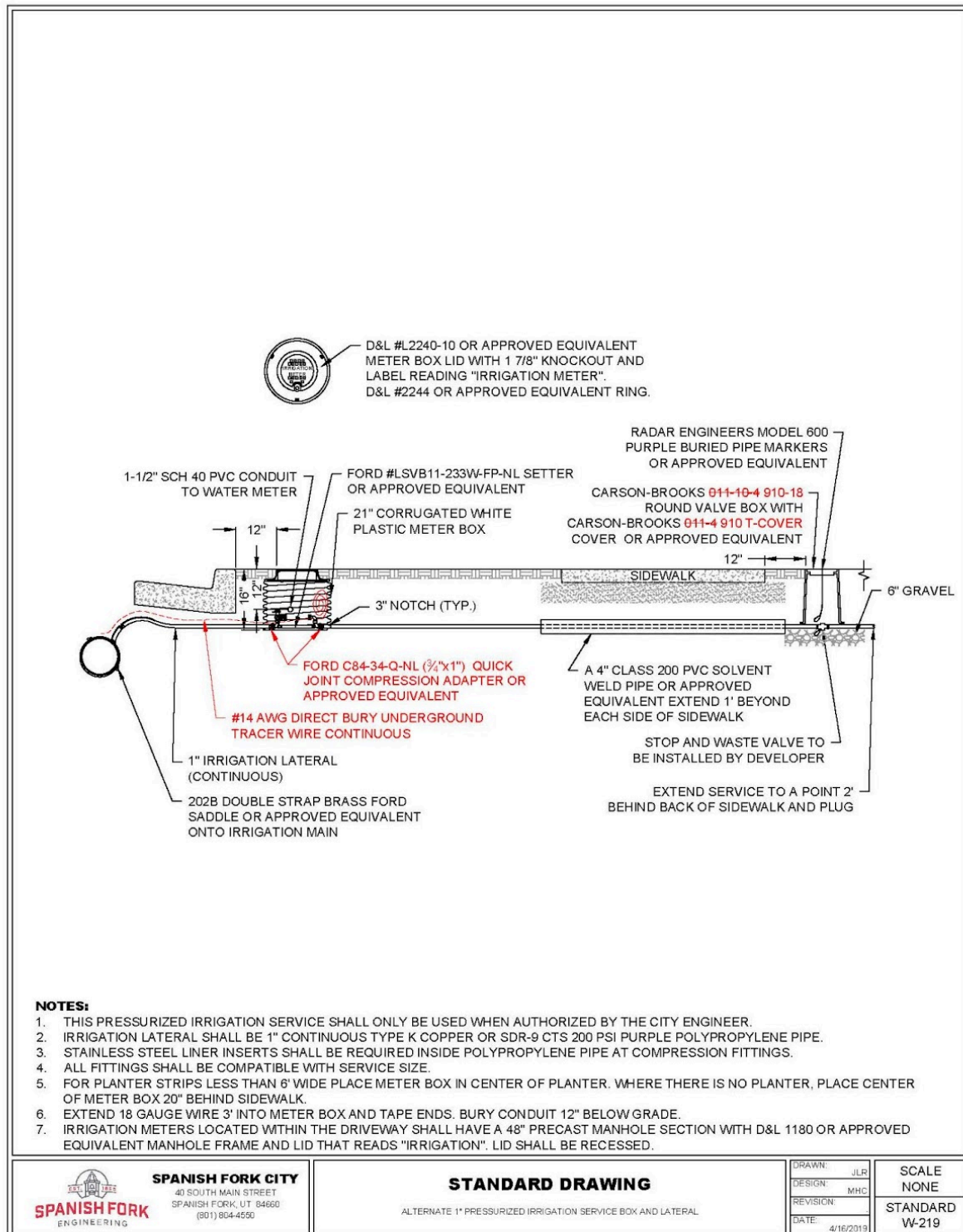




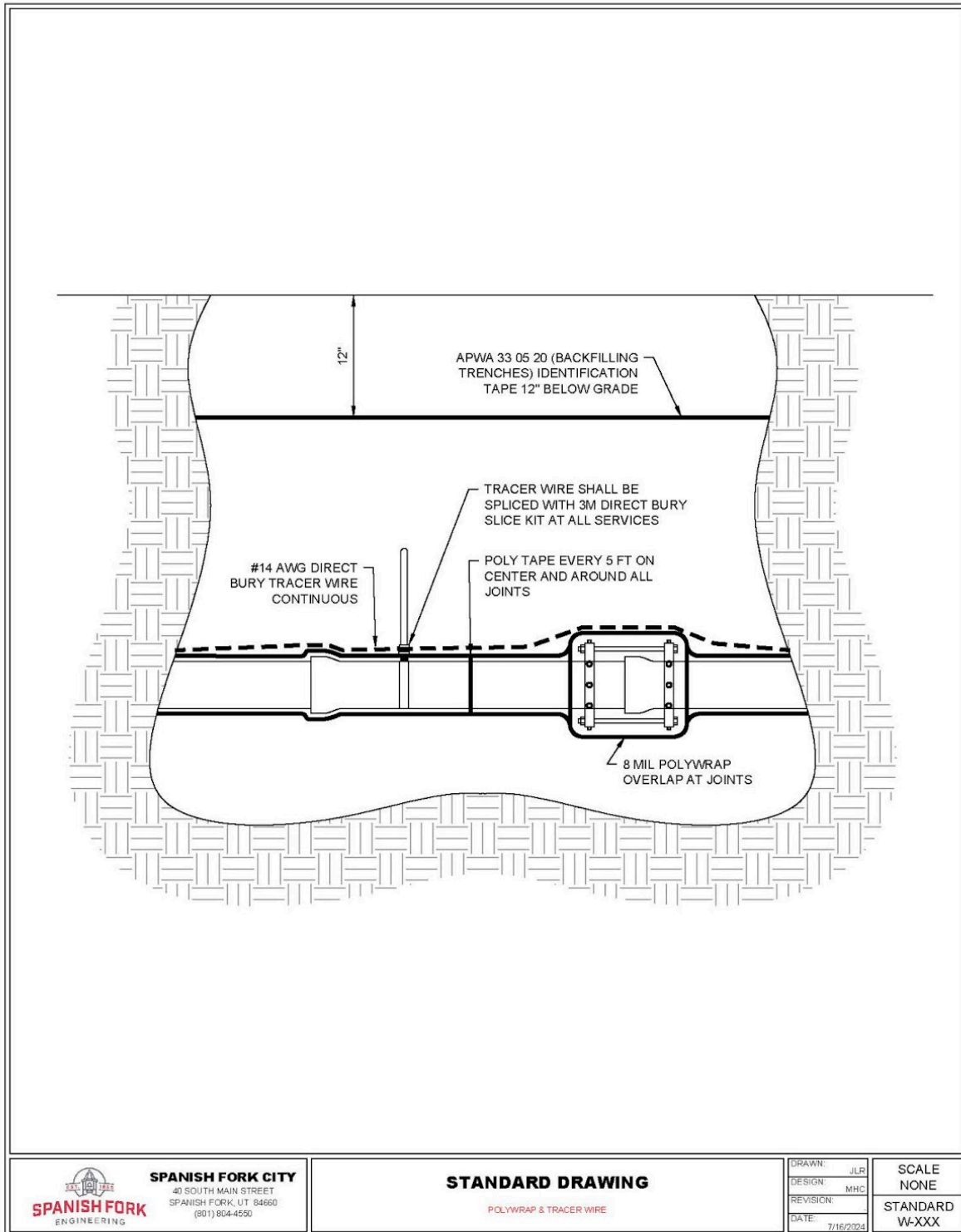


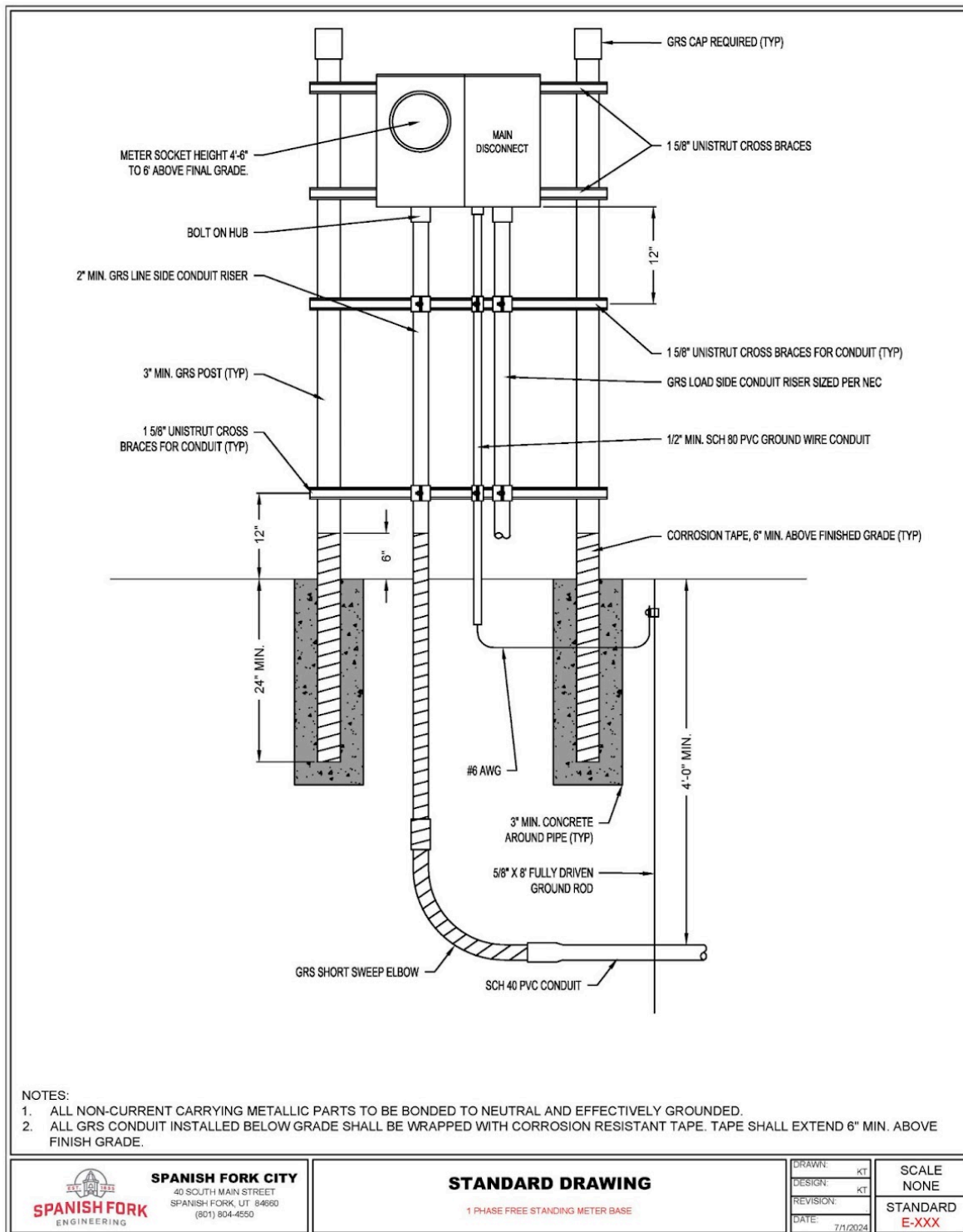


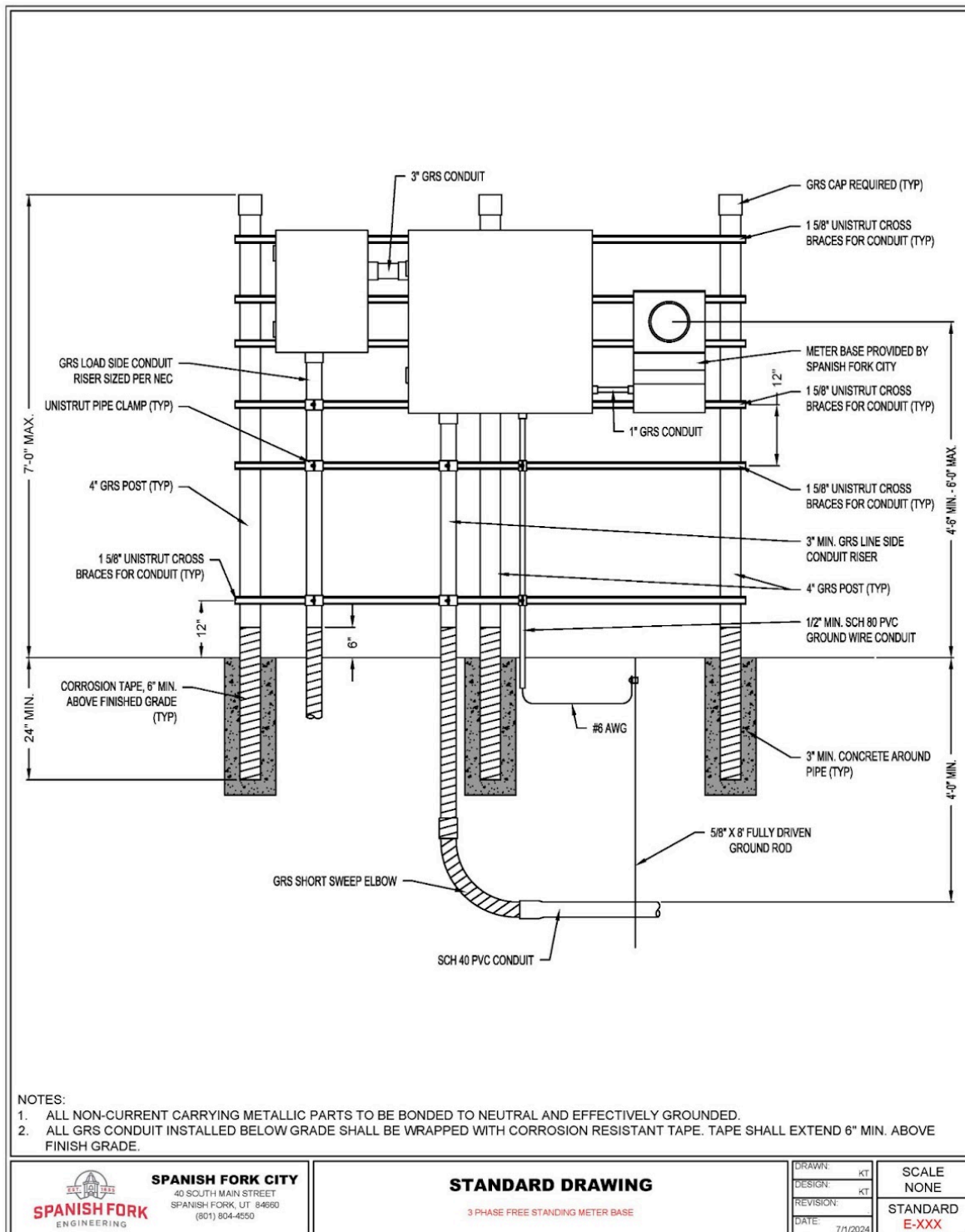














# Memo

To: Spanish Fork City Council  
From: Chris Thompson P.E., Public Works Director/City Engineer  
Date: June 4, 2024  
Re: Transportation Master Plan Revisions [24.02]

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## Staff Report

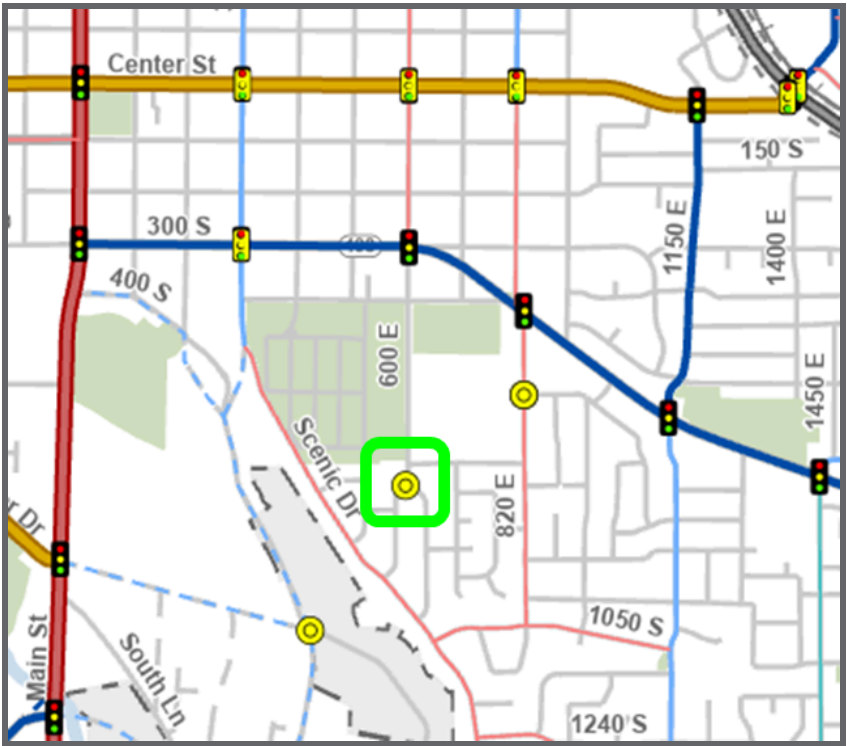
Proposed Effective Date: July 1, 2024

### Proposed Changes

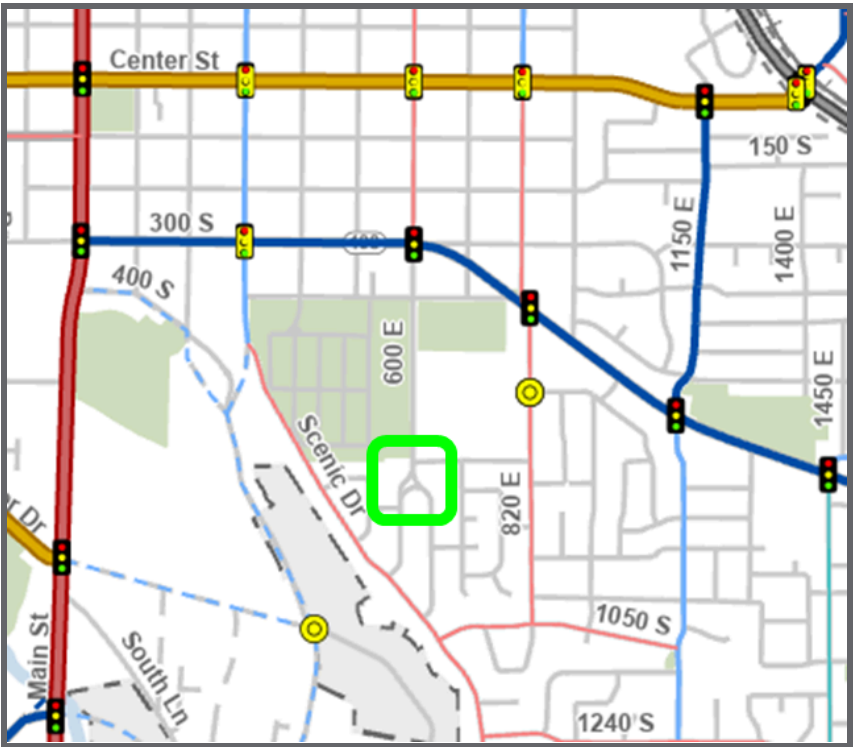
- Remove roundabout at intersection of 600 E & local roads
- Reconfigure roads in River Bottoms, including 300 E & 1100 E extensions
- Reconfigure trail system plans near US-89 & Mapleton Lateral Trail connection
- Add fourth leg to US-6 & US-89 intersection
- Realign SR-115 arterial connection to I-15 interchange area
- Remove redundant trail along future collector road between 700 S and 100 S
- Replace roundabout with signal at intersection of 700 S and 3400 E
- Add lakeshore trail along annexed portion of Utah Lake
- Show signalized intersection changes on Main St

Attached: Figures showing existing plans and proposed changes

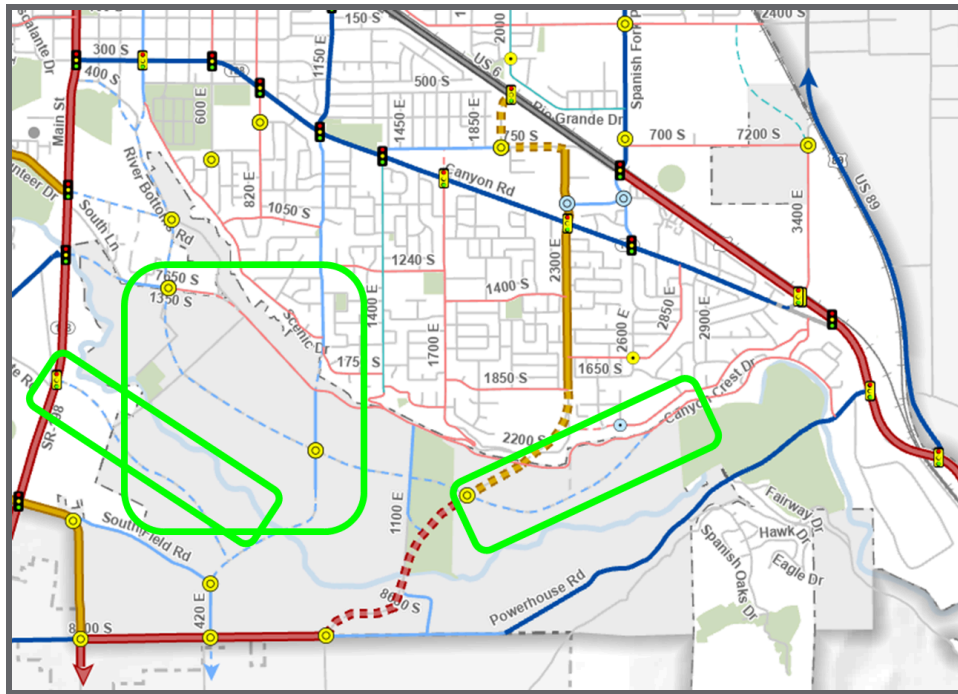
Remove roundabout at intersection of 600 E & local roads (**before**)



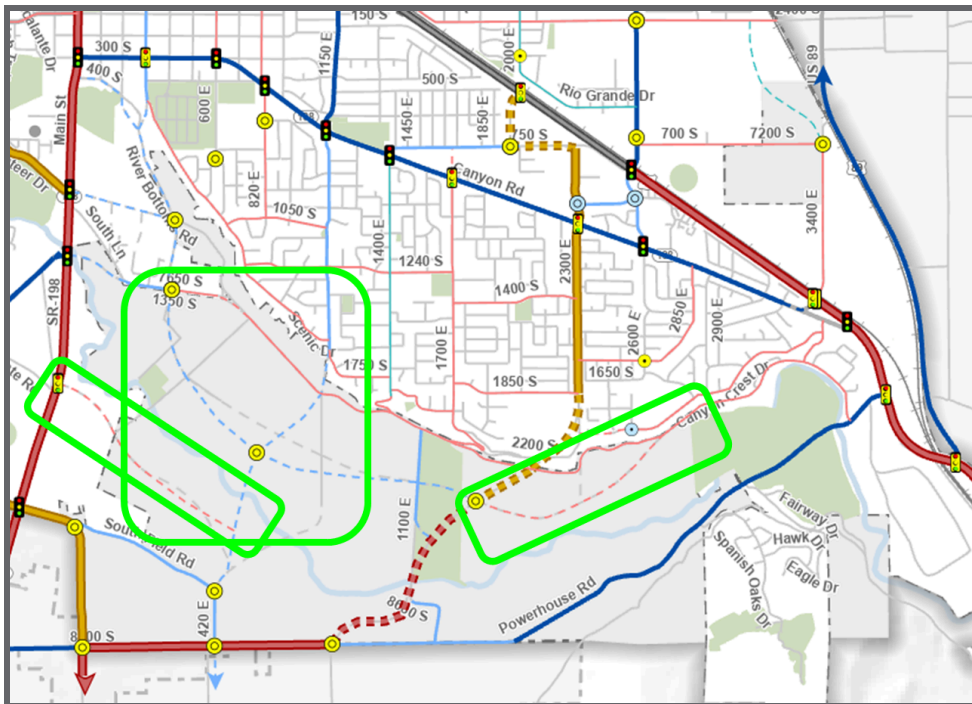
Remove roundabout at intersection of 600 E & local roads (**after**)





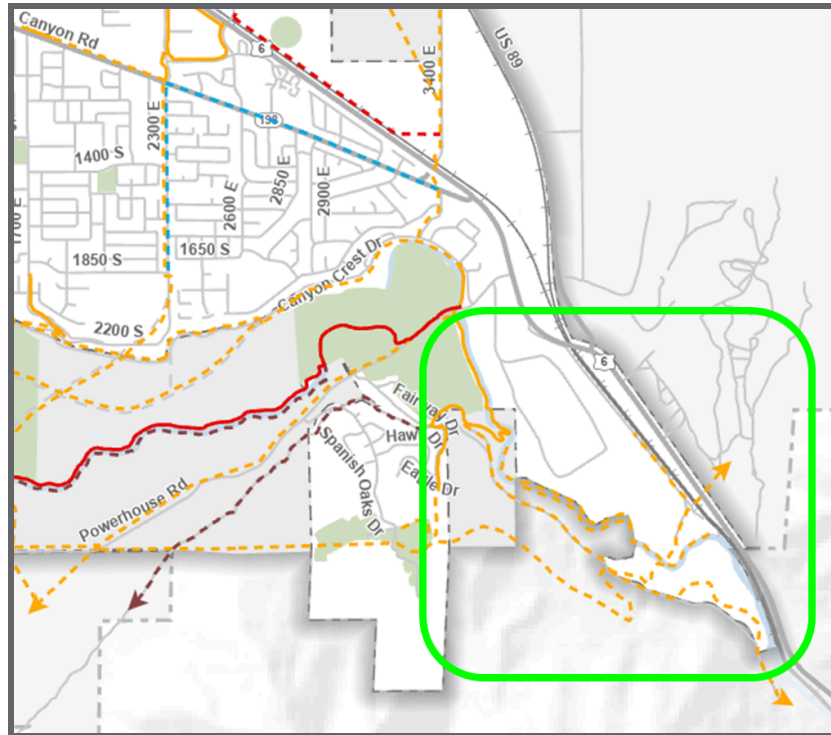
Reconfigure roads in River Bottoms, including 300 E & 1100 E extensions (**before**)

Reconfigure roads in River Bottoms, including 300 E & 1100 E extensions (**after**)

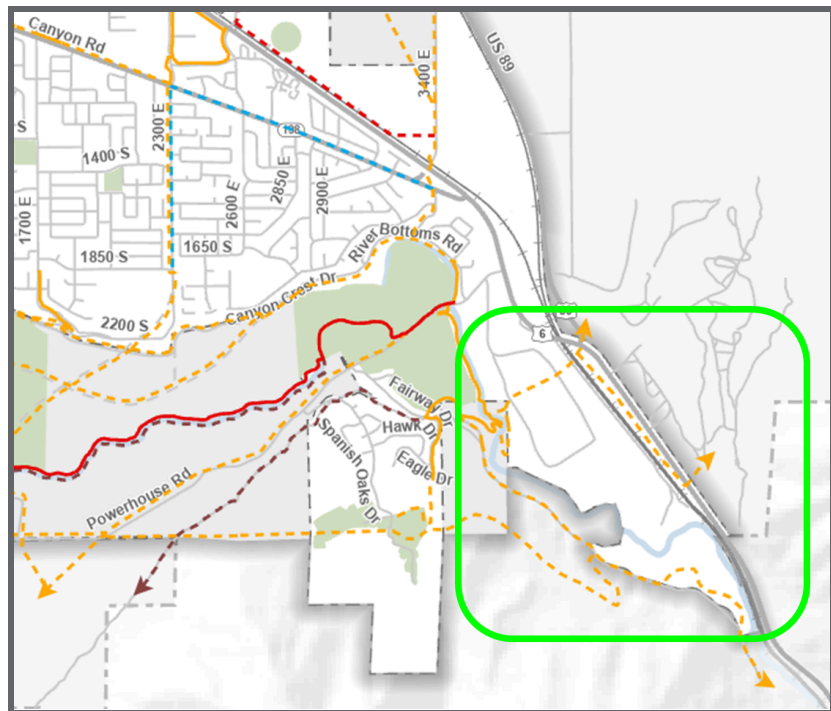


\*includes changing 300 E to Arrowhead Trail from 3-lane collector to new 3-lane arterial classification

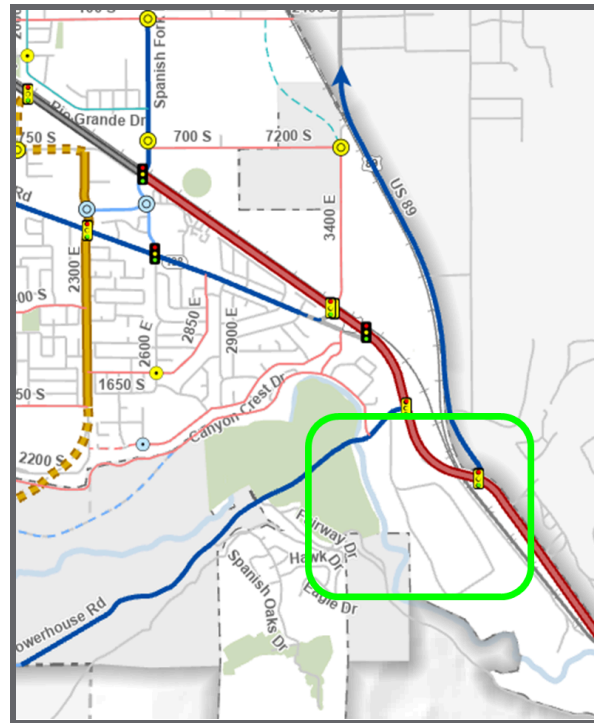
Reconfigure trail system plans near US-89 & Mapleton Lateral Trail connection (**before**)



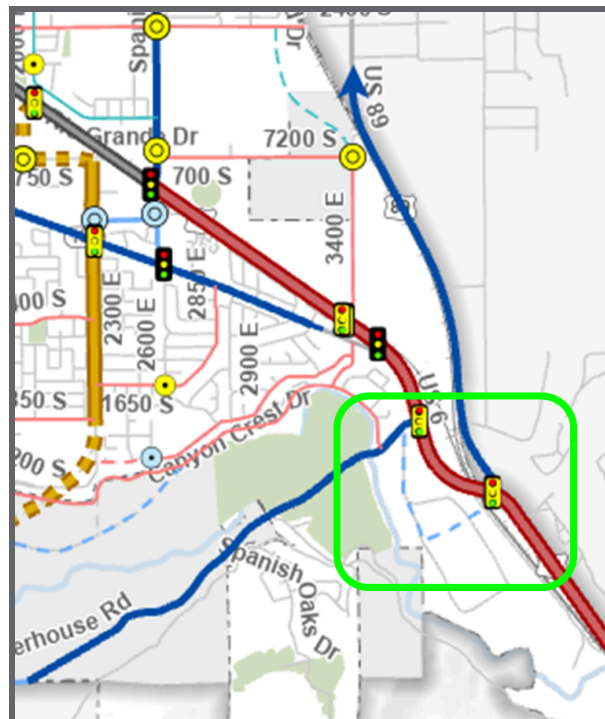
Reconfigure trail system plans near US-89 & Mapleton Lateral Trail connection (**after**)



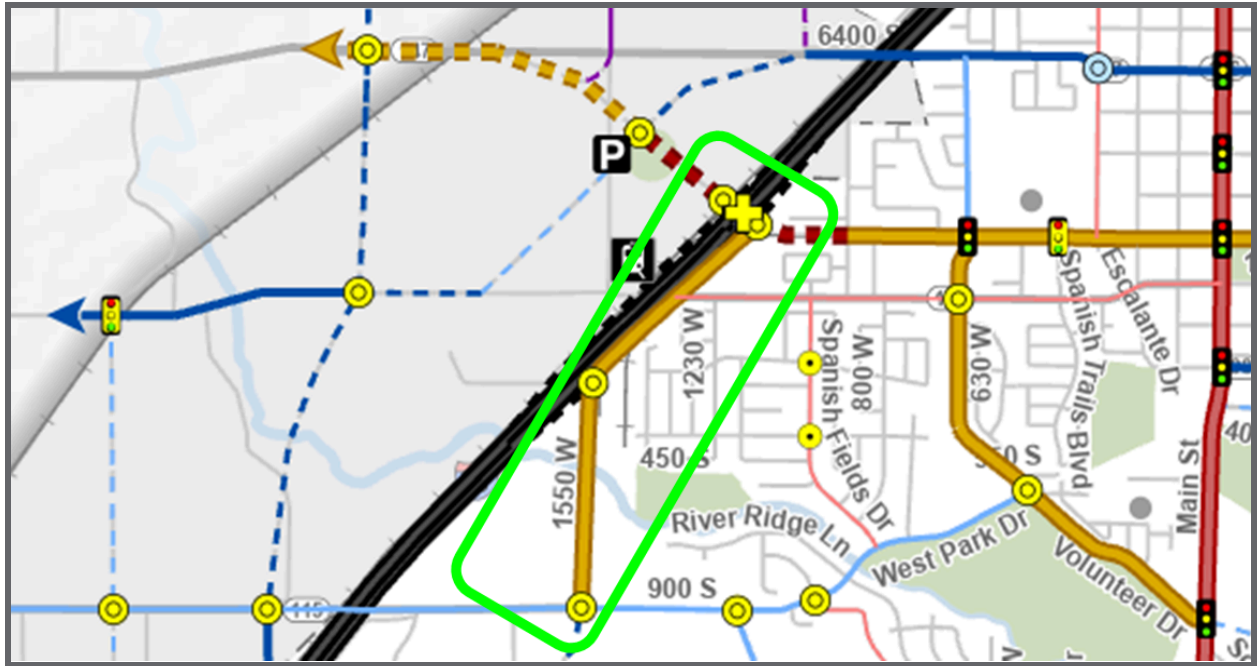
### Add fourth leg to US-6 & US-89 intersection (**before**)



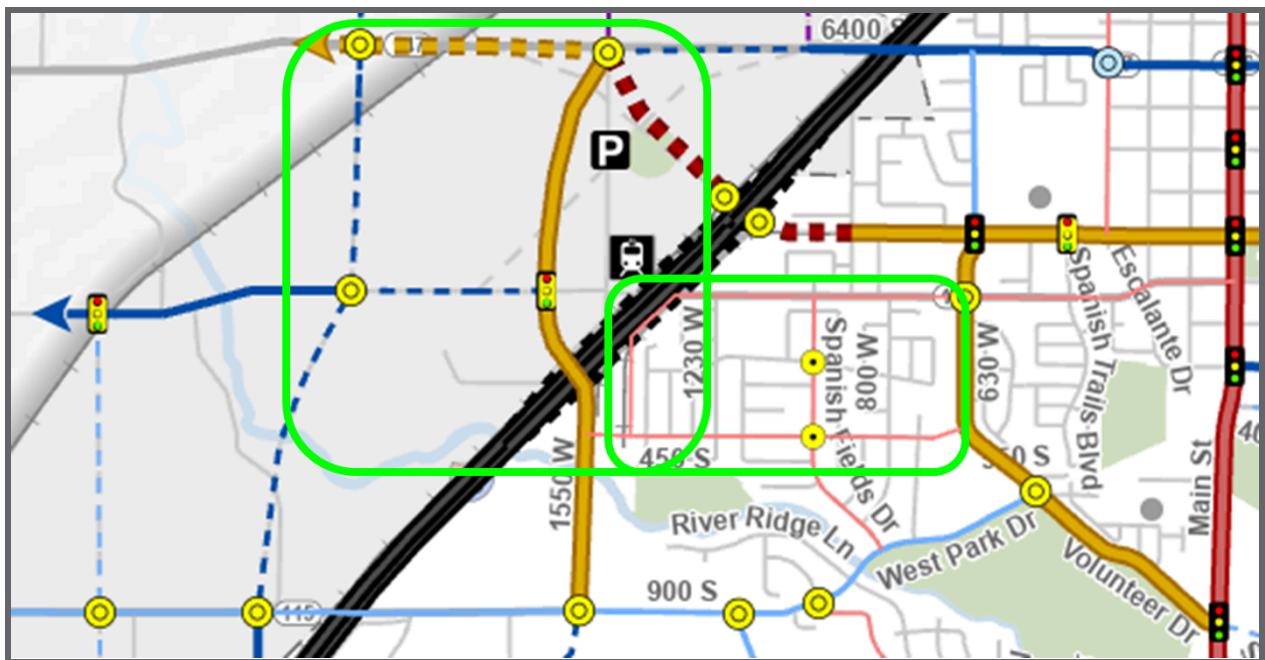
Add fourth leg to US-6 & US-89 intersection (**after**)



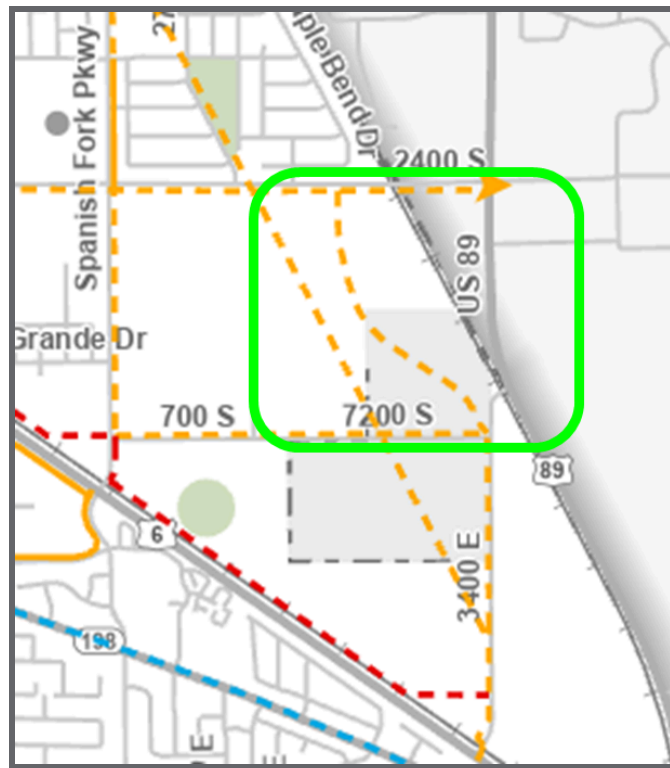
Realign SR-115 arterial connection to I-15 interchange area (**before**)



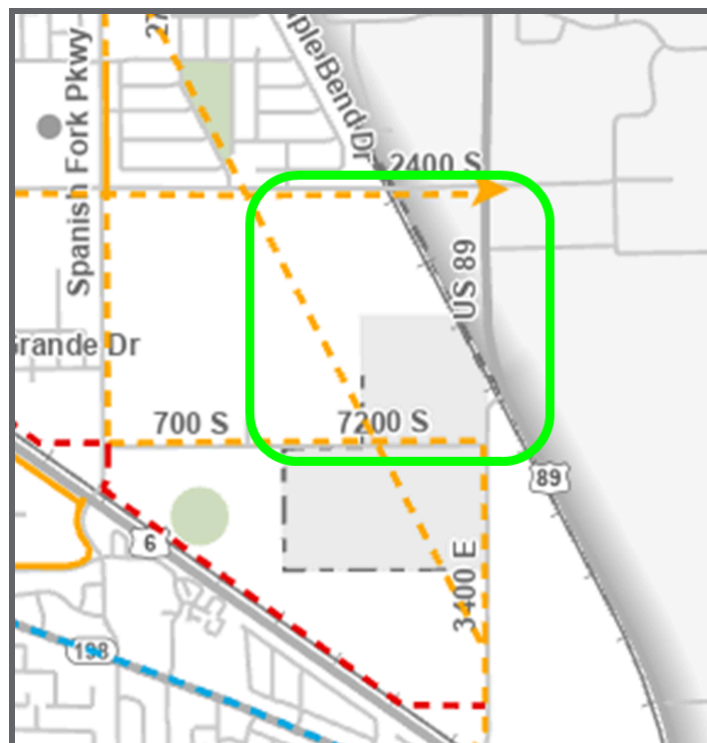
Realign SR-115 arterial connection to I-15 interchange area (**after**)



Remove redundant trail along future collector road between 700 S and 100 S (**before**)

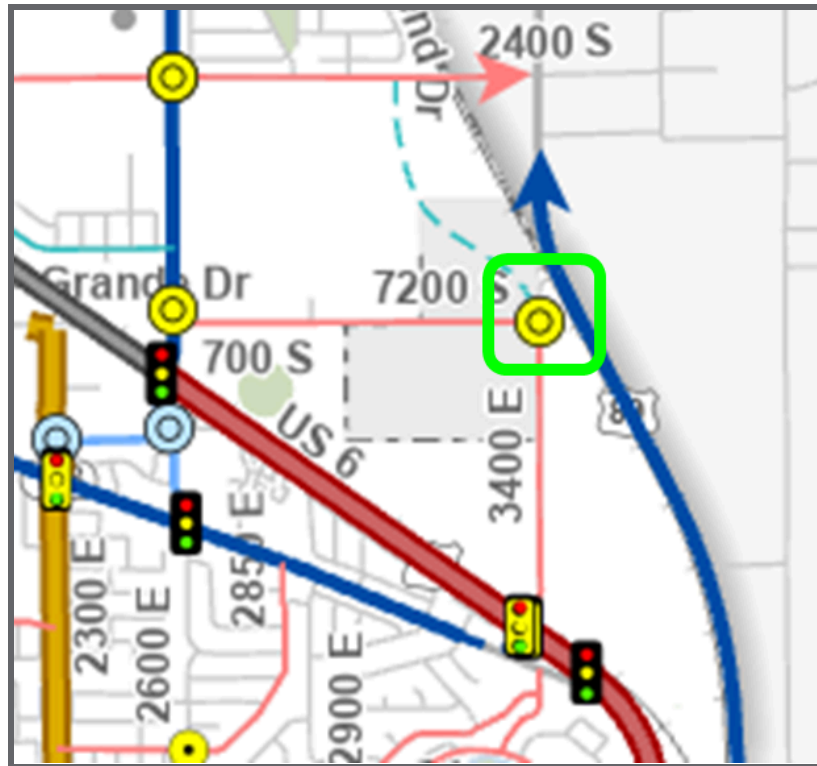


Remove redundant trail along future collector road between 700 S and 100 S (**after**)





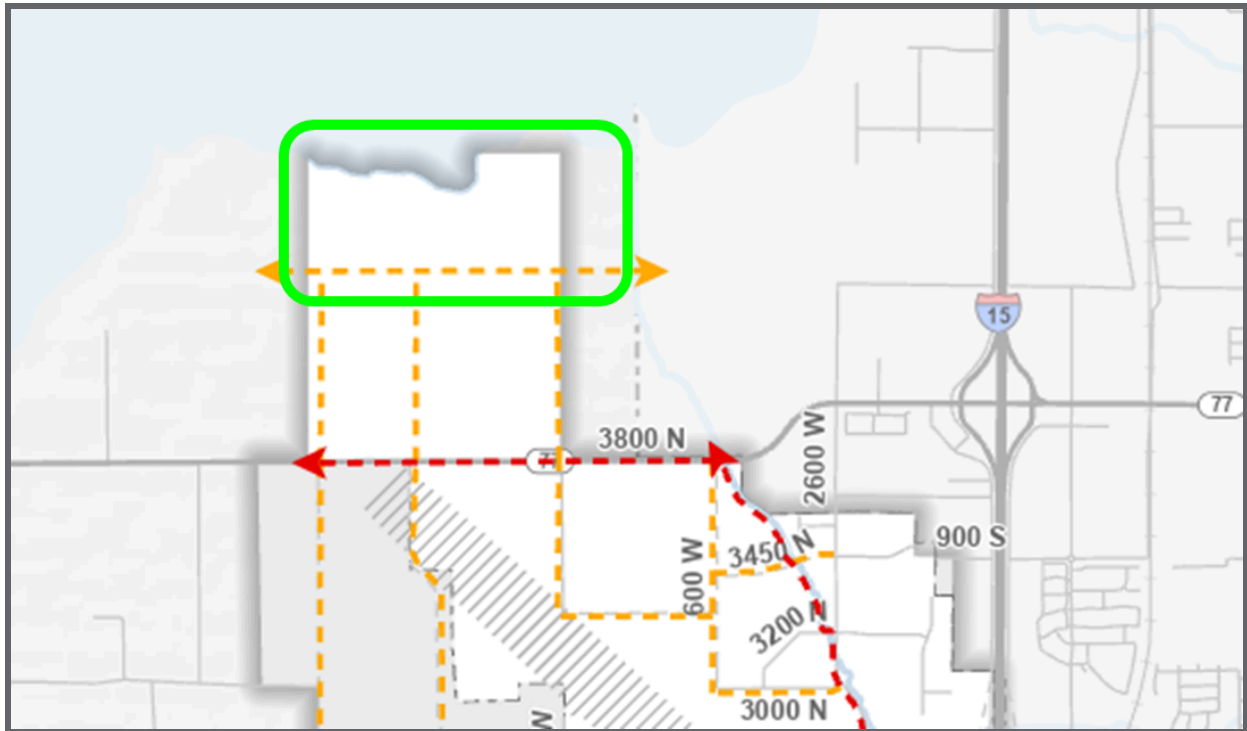
Replace roundabout with signal at intersection of 700 S and 3400 E (**before**)



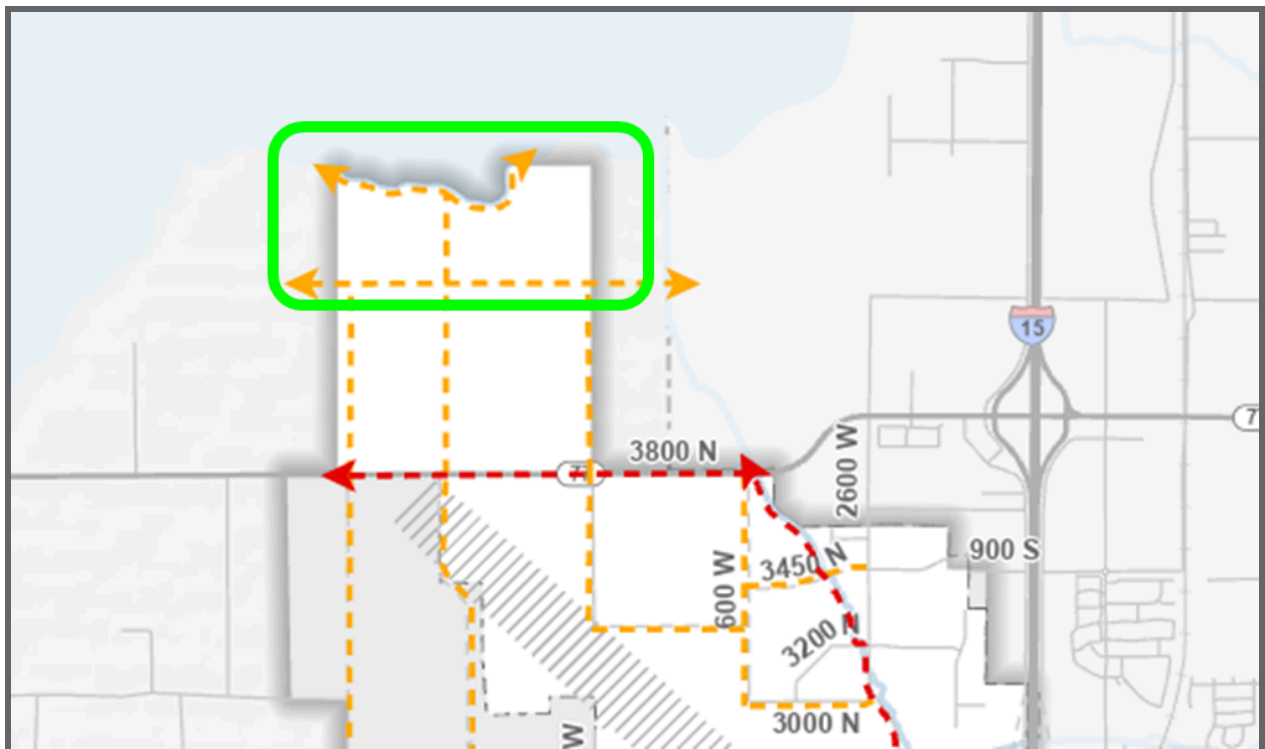
Replace roundabout with signal at intersection of 700 S and 3400 E (**after**)



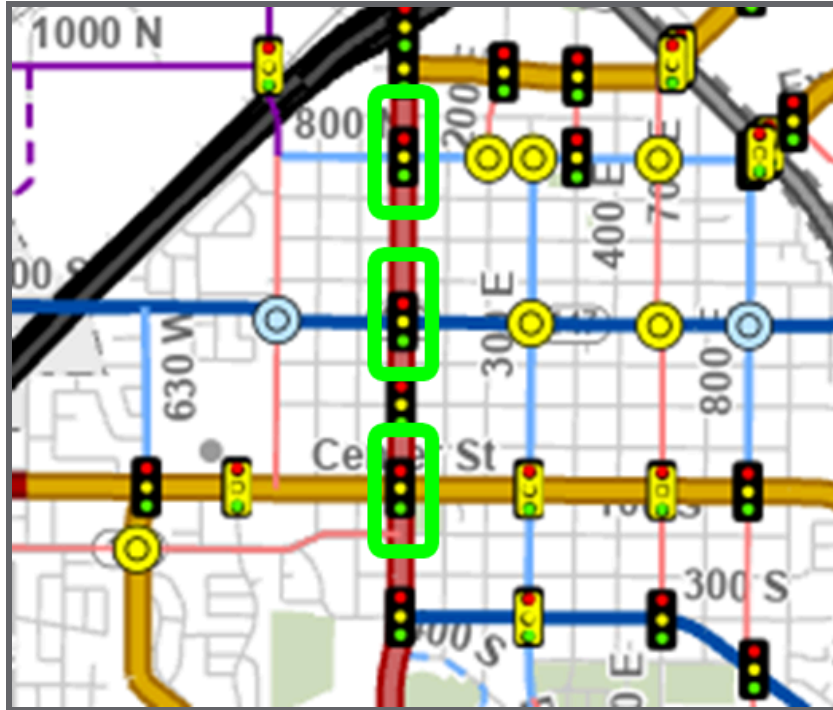
Add lakeshore trail along annexed portion of Utah Lake (**before**)



Add lakeshore trail along annexed portion of Utah Lake (**after**)



Show signalized intersection changes on Main St (**before**)



*The below changes include adding turn lanes where applicable, and the removal of the traffic signal at 200 N Main St*

Show signalized intersection changes on Main St (**after**)

