



MINUTES

Planning Commission
Regular Session
Tuesday, October 14, 2025

IN ATTENDANCE

Commissioners Present: Genevieve Baker, Ralph Calder, Brett Nelson, Hunter Huffman, Ann Anderson and Tyler Patching

Commissioners Excused: Peter Pratt

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

CALL TO ORDER

Vice Chair Huffman called the meeting to order at 7:00 p.m.

APPROVAL OF THE AGENDA

The Commissioners agreed to move items 2 and 3 to items 1 and 2. Commissioner Anderson moved to approve the agenda as revised. Commissioner Nelson seconded the motion. The vote to approve the revised agenda was unanimous.

APPROVAL OF THE MINUTES

September 9, 2025

Commissioner Patching moved to approve the September 9, 2025, meeting minutes. Commissioner Calder seconded the motion. The vote to approve the meeting minutes was unanimous.

ADMINISTRATIVE SESSION

No Items

Chair Baker arrived at 7:02 p.m.

LEGISLATIVE SESSION:

- 1) *Peter and Jillian Fife request an amendment to the General Plan Land Use Map to change the land use designation from Industrial Manufacturing to Low Density Residential for the entirety of parcel 26:026:0046, consisting of approximately 9.3 acres located at approximately 1350 S Main Street.*

Carla Wiese, City Planner, presented. This property combines two parcels and is split in the General Plan between industrial and low-density residential. Before any zone amendment, the land use designation must be updated, as it defines intended use—not zoning—and must be amended first.

Commissioner Calder requests a zoomed-out view of the property's location within the city. Commissioner Huffman asked about maximum density. Director Yost said it isn't specific, but generally, R1-15 is low density.

Chair Baker invited the applicant, Peter Fife, to speak. He explained the current use is agriculture. There is low density housing on three sides of the property. They bought the

property so they could have a farm for their kids to work. There is no access from the highway. There are no structures on the property now.

Commissioner Calder asked if it is wetlands. The property is wetlands on a portion of the north side. He has spoken with the US Army Corp of Engineers, and they are OK with agricultural use there.

Chair Baker opened the Public Hearing at 7:11 p.m. Seeing no speakers, Commissioner Nelson moved to close the Public Hearing. Commissioner Anderson seconded. The public hearing was closed at 7:12 p.m.

Commissioner Calder asked if there is any problem with the wetland designation changing it to residential. Director Yost said the city isn't part of the regulatory structure on wetlands. The Army Corp of Engineers is only concerned when development changes the property.

Commissioner Huffman asked if this needs a Geotech study. Director Yost said for reasons particular to this property, other than the potential wetlands, there is probably a warranted Geotech study. He and Mr. Fife have discussed it.

Commissioner Nelson moved to recommend approval of the amendment to the Springville General Plan Land Use Map to designate parcel 26:026:0046 as low-density residential. Commissioner Patching seconded the motion. The vote to approve the Legislative Session item was unanimous.

- 2) Peter and Jillian Fife request an amendment to the Official Zoning Map to apply the R1-15 Zone to the entirety of parcel 26:026:0046, consisting of approximately 9.3 acres located at approximately 1350 S Main Street.*

Carla Wiese, City Planner, presented. They want to build a single-family home, therefore the zoning would have to be changed from LIM to R1-15. It gets into the designation of the low density in the R1-15. Chair Baker asked if this configuration allows them to make it into a flag lot. Ms. Wiese said there is enough property here that it could be a flag lot, if desired. Director Yost said you could develop a number of lots on this property. That is not an outcome that is worry for us, and why we are comfortable with this.

Chair Baker opened the Public Hearing at 7:22 p.m. Seeing no speakers, Commissioner Calder moved to close the Public Hearing. Commissioner Anderson seconded. The public hearing was closed at 7:22 p.m.

Commissioner Huffman moved to recommend approval of proposed amendment to the Zoning Map of Springville City to designate the entirety of parcel 26:026:0046, consisting of approximately 9.3 acres located at approximately 1350 S Main Street as R1-15. Commissioner Nelson seconded the motion. The vote to approve the Legislative Session item was unanimous.

- 3) The Springville Planning Commission will hold a public hearing to review the Springville Station Area Plan and make a recommendation to the City Council. The plan sets a vision and policies for development and transportation around the FrontRunner station area.*

Josh Yost, Community Development Director, presented. The Station Area is the area west of 1200 West and east of 1750 West in between 900 S and Center Street.

The plan includes a mix of commercial, office, and residential uses, anticipating the construction of the FrontRunner commuter rail station. It aims to create a transit-oriented development with a focus on walkability and mixed-use buildings. The plan includes recommendations for street networks, open spaces, and public gathering spaces.

Guiding questions were used which included considerations such as designing for people who do not yet live there, creating retail that doesn't compete with existing retail, integrating community values and tradition into new mixed-use development and creating a sense of place in a mostly undeveloped area.

Director Yost explained the principles guiding the station area plan, including designing streets for all users and prioritizing pedestrian comfort. There are recommendations for residential options, public spaces, and capturing the value of the transit investment. The land use type map shows the range of housing types and commercial uses anticipated in the area. The plan aims to create a sense of place that reflects Springville's values and identity.

Director Yost showed the land use type map. It depicts blocks and assigns land use types to those blocks. It introduces residential on the west side of the rail.

Director Yost explained the outcomes. There will be 1,311 units, with 69 acres for commercial use. The area has 158 total acres with a net residential density of 8.3 units per acre. This is within the range of residential yield that we had planned in the Westfields Plan. The utilities and infrastructure are in place.

Director Yost outlined the next steps, including the adoption of the station area plan by the City Council and the Mountainland Association of Governments (MAG). The zoning process will follow, including public meetings and a public hearing. Design guidelines will be developed to ensure the architectural expression of the buildings reflects Springville's values.

Commissioner Huffman asked about the impact of the Station Area Plan on property taxes. Director Yost explained the development wouldn't need to increase property taxes for existing level of service. We put a lot of infrastructure in at our expense. We don't feel we need to increase everyone's tax burden with any development we put in the city.

Commissioner Huffman asked about services and if there is a greater burden on them. Director Yost said utilities are less expensive to provide when we have more customers. For recreation, that is hard to measure. For Public Safety, it is easier to serve them on this side of the freeway. The data doesn't show a big difference on Fire and EMS in developments like this. This is within the range we had anticipated 20 years ago. We have enough sewer, water and power as well as the transportation infrastructure.

Commissioner Nelson emphasized the importance of learning from past experiences and ensuring the plan is consistent with Springville's values.

Director Yost said they will work to make transitions from current homes to the new development make sense.

Commissioner Calder asked about impact fees. Director Yost said that new development pays for impact fees. They are not charged to current businesses.

We are not an end of the line station. FrontRunner will go to Payson.

Commissioner Nelson mentioned that he wants Public Safety to be involved in keeping things safe. Director Yost assured him they are already involved.

Chair Baker clarified what we are focusing on. Director Yost explained it is everything at a high level. We are thinking of things in general principles, not regulatory rules at this point.

Commissioner Patching asked what the greatest friction point has been point with the project. Director Yost said difference in what they thought would be built there, worries about high density residential, how it will affect their property and how their life will change. There are always traffic concerns.

Commissioner Anderson asked about the total homes. Director Yost said we have to make provisions to show that we have a range of housing. He talked about moderate income housing.

Commissioner Nelson questioned if the city can regulate rentals. Director Yost clarified that the city cannot regulate the form of ownership, such as rentals, apartments, or condos.

Commissioner Anderson inquired about the formula used to determine the number of residences and homes. Director Yost explained he doesn't start with number of units because it is abstract and depends on the type of housing desired, not the number itself.

Commissioner Anderson raised concerns about traffic in and out of the station, especially during peak times. Director Yost explained that the traffic study doesn't account for detailed movements, but UTA has modeled ridership and access. UTA has preliminary designs for the area, including bus service and kiss and ride loops. Director Yost mentioned that UTA models ridership and accommodates facilities based on different modes of transportation.

Commissioner Huffman questioned the smaller lot sizes and their impact on housing affordability. Director Yost acknowledged the strategy of providing different types of housing for various life stages. He discussed the correlation between increased density and affordability, noting that Utah has some of the most expensive homes on small lots. Commissioner Huffman suggested regulating maximum building footprints and living square footage to address affordability. Director Yost explained that increased density does not necessarily lead to increased affordability.

Commissioner Huffman emphasized the need for regulations to ensure attainable housing. Director Yost mentioned that the current plan includes a mix of housing types, addressing affordability concerns. Commissioner Huffman highlighted the demographic shift towards smaller households, which the plan aims to accommodate.

Commissioner Anderson questioned the impact of new developments on traffic, particularly on 400 South. Director Yost explained that 1200 West is a five-lane road to handle regional traffic and connect smaller neighborhood streets.

Chair Baker opened the Public Hearing at 8:40 p.m.

Bill Forbes, resident.

He appreciated the comment about taking care of the current residents. He said when he bought his home eight years ago, he was told nothing was planned for this property but feels misled since plans have existed since 2002. He expressed concerns about the proposed bridge, potential water table impacts, and lack of accountability if homes are damaged. He questioned why the bridge isn't located at 700 S, where it would affect fewer residents. He also raised concerns about privacy, light pollution, traffic hazards, and requested a buffer between the street and nearby homes for noise protection.

Christine Kidder, resident

She is glad that there is an impact bucket. Schools have not been addressed. She has three at Merit and one at Reagan. She doesn't know about the others. She asked how this will impact schools, and which schools will be impacted.

Steven Stolle, resident

He said the new road connecting 400 S through northern and southern Springville to Spanish Fork and Provo will greatly impact them, turning it into a "mini State Street." He bought his home in 2015 and feels the plan was suddenly introduced without notice. He's concerned about loss of privacy, noise pollution, and speeding, and wants traffic-calming measures beyond simple bump-outs to ensure drivers slow down.

Jeanette McLeroy, resident

Her backyard borders 900 S. The bridge won't directly affect her property. She's saddened by how much Springville has changed. She feels the Council promised slow growth but isn't delivering. Her main concerns are traffic, flooding, and density. She cited the General Plan and MAG data showing high accident rates along 400 S and nearby intersections, saying traffic is already overwhelming and 1,300 new units could add 2,600 more residents. She also noted recurring basement flooding in her area and said the city has treated the Camelot neighborhood unfairly. She asked that the number of units be reduced, and the proposed bridge be relocated farther from existing homes.

Jeff Hill, resident

He would not like to have the overpass. He reiterated the 400 S issues. That is the main access for majority of Springville people. It is overcrowded now. He doesn't see new and improved traffic plans to deal with more drivers. He would like to see the traffic survey. He thanked the Commissioners for the questions about overcrowding. He asked them to please look at fewer units. It will affect us. He also reiterated groundwater concerns.

Teresa Valdez, resident

She appreciates that we want to blend in new developments but is concerned about the commercial that is shown on the map at the back of Renaissance. Most of the homes are one story. Please consider having a buffer zone between homes and commercial. She is concerned about losing her view. She asked why there has to be a bridge and can't it be that people access it from 1750 W and from 1200 W instead.

Carlyn Thompson, resident

For the FrontRunner station, put in the plan for access and parking on both sides of the railroad tracks. Now it looks like it is mostly on the east side. On both sides, it can make it more community focused.

Kurtt Boucher, resident

He said he worked on the city's Active Transportation Master Plan, which aimed to create a safe, city-wide network for all ages and abilities, whether driving or not. This current plan aligns with that vision, integrating FrontRunner, buses, biking, walking, and other non-car transportation. While traffic concerns are valid—especially given the design flaws of 750 West—this multi-modal network should help alleviate congestion once implemented. He fully supports the plan as presented.

Nicole Hill, resident

She asked the Commissioners to vote, knowing this is real to them. It will change their lifestyle and the love of their home. They are going to see every side of the overpass. She heard that there wouldn't be an actual roundabout. That is one of the benefits of putting the overpass in that area. If it isn't, move it by DI and keep our homes like they are now. None of the people in our neighborhood were naïve enough to think there wouldn't be development around us. Think of this as if it were your home too.

Chad Kidder, resident

He is disappointed that the plan doesn't show 1200 fully built out. We have concerns with kids crossing 1200 to get to school. Every year, multiple kids are hit on Center Street. We are being told the roundabout that is supposed to go in will make it safer. He asked that it be made safe for all kids in the new and old neighborhood. At 1200 and Center Street, it is unusable during pick up some days. This is an opportunity to fix this. Don't just separate the transit from the zoning. It is an integral part of it and right now, the focus seems to be on the zoning.

Jeanette McLeroy, resident, stood again and spoke of MAG plan that recommends 60 specific policy and project actions for Springville. Including teen driving education, speed limit enforcing and red light running enforcement, etc. The plan notes the feasibility and implementation of

these projects need further study detailed design and public engagement. She asked them to think about and ask Mr. Yost how these issues are being addressed and rectified.

Sue Helfrich, resident

She used to live on Renaissance. She is sad about her former neighbors having to put up with this once this is built. She asked if there was a soil study done on these lots. The 3-4 story buildings will need to be dug deeply to sustain weight, and she is worried about the soils. She asked if there are any plans with 400 S where it is already very busy. She said schools have been mentioned but she is wondering how that will be addressed. Will more schools be built? Also, people will have dogs and there is a need for a dog park.

Amy Carlin, resident

She feels there are needs for lots of connections as there is more traffic. The infrastructure can support that so that the large arterials are not as congested. She thinks Center Street will become a larger east west corridor and the train crossing on the east tracks is very bumpy. She would like to see a plan in the future that can address that train crossing.

Commissioner Anderson moved to close the Public Hearing. Commissioner Nelson seconded. The public hearing was closed at 9:21 p.m.

Commissioner Huffman asked Director Yost about the concerns of crossing at 900. Why did UTA not allow a crossing at 700. Director Yost explained that an overpass is required because Union Pacific will not allow another at-grade crossing, as they are unsafe. The only feasible east-west connection is at 900 S; 700 S is reserved for the station. While he prefers an at-grade crossing and acknowledges the overpass is costly and intrusive, it's unavoidable due to safety rules, railroad closures, and complex negotiations. The bridge at 900 S will proceed regardless of whether the Station Area Plan is adopted. The bridge will be part of the environmental study for the FrontRunner project, allowing for public comment. This is the best venue to express concerns about the bridge placement.

Commissioner Patching and Huffman expressed the need to move the bridge as far north as possible to help the residents. Commissioner Patching asked how hard it is to change the zoning. Director Yost explained the zoning doesn't affect where the bridge goes. The plan on the ground will respond to where the bridge is placed. He reiterated that the city has no say in where the bridge goes, due to this being a UTA project.

Commissioner Huffman and Director Yost discussed the potential for traffic calming measures, such as bump-outs, to improve safety and reduce speed.

Commissioner Nelson questioned the plan's impact on traffic and the need for additional lanes. Director Yost explained the plan aims to reduce traffic by providing more internal trips and reducing trips to and from the freeway. The plan includes additional north-south connections to alleviate traffic on 400 South. Director Yost emphasized the importance of balancing safety, throughput, and multimodal access in traffic management.

Commissioner Nelson asked about coordination with the school district regarding new developments. Director Yost confirmed regular meetings with the school district to address safety and infrastructure needs. The plan includes Safe Routes to School committees and coordination with the school district's land purchases.

Commissioner Anderson is still concerned about 400 S traffic. It is already very congested. With this development and Allen's block, it is going to make it worse. Director Yost explained that the plan aims to reduce traffic by providing more internal trips and reducing trips to and from the freeway. The plan includes additional north-south connections to alleviate traffic on 400 South. He emphasized the importance of balancing safety, throughput, and multimodal access in traffic

management. The traffic model data shows that most traffic on 400 S is not Springville residents.

Commissioner Calder asked about the increase in housing units. Director Yost said the total is slightly higher, but density remains similar, emphasizing the need to balance growth with infrastructure and safety. Exact numbers are hard to estimate due to mixed-use areas and Westfields zoning. Commissioner Calder noted this isn't adding thousands of new homes but accommodating growth within existing plans.

Director Yost gave updates on the final design phase of the 1200 West Public Works project, emphasizing the importance of public engagement and traffic calming measures. He mentioned the goal of starting construction on the 1200 West section next summer.

Commissioner Huffman highlighted the need for more specific details on the number of stories and massing of buildings to ensure contextual fit with the surrounding area. He questioned the impact of adding 200 units to the plan, suggesting it might not significantly affect the overall plan.

Commissioner Anderson questioned why more housing is needed as the 2002 plan is updated. Director Yost explained that the Westfields produced fewer units than expected, so consolidating housing near services makes sense. He said additional homes are needed to meet market demand and address Utah's housing shortage, with higher density supporting affordability.

Commissioner Patching mentioned parking. Director Yost explained the ongoing negotiations with UTA regarding the placement of parking and bus loops. They want it all on the east side of the rail. Director Yost does not want that. Discussions continue on how to best place the commuter parking.

Chair Baker expressed the need for further discussion and potential amendments. Commissioner Nelson expressed discomfort with approving the current plan without more clarity on its long-term impact. Commissioner Huffman suggested making the plan more flexible and less specific now, so details can be clarified as the process moves forward. Chair Baker and Commissioner Calder agree to continue the discussion to a future date to allow for more input and clarification.

Commissioner Calder moved to continue this action on the Springville Station Area Plan to a future date. Commissioner Nelson seconded the motion. The vote to continue the Legislative Session item was unanimous.

Director Yost sought more clarification on what is wanted to bring back to the Commissioners. They suggest a work session. Director Yost agreed to schedule a work session to address the concerns and provide more detailed feedback.

With nothing further to discuss, Commissioner Huffman moved to adjourn the meeting. Commissioner Anderson seconded the motion. Chair Baker adjourned the meeting at 10:23 p.m.