



**ADOPTED MINUTES  
CITY COUNCIL MEETING  
January 20, 2026, at 4:30 pm  
80 South Main Street  
Spanish Fork, UT 84660**

**Councilmembers Present**

Kevin Oyler, Councilmember  
Mike Mendenhall, Mayor  
Jesse Cardon, Councilmember

Stacy Beck, Councilwoman  
Landon Tooke, Councilmember

**Absent:**

Shane Marshall, Councilmember

**Staff Members Present:**

Tara Silver, City Recorder  
Dave Anderson, Community Development Director  
Eddie Hales, Fire and EMS Director  
Tyler Jacobson, Asst. City Manager  
Seth Perrins, City Manager  
Vaughn Pickell, City Attorney

Matt Johnson, Police Chief  
Dale Robinson, Parks and Recreation Director  
Jack Urquhart, Public Information Officer  
Jordan Hales, Finance Director  
Jared Bartel, Information Systems Director  
Cory Pierce, Public Works Director

**Visitors Present:**

**Name**

Chris Geddes  
Clayton Rackham  
Rilla Hawkins  
Kaden Cole  
Susan Oyler  
Dave Oyler

**Name**

Jarleen Bowen  
Ahslyn Oyler  
Jayden Oyler  
Jared Haas  
Ammon Eberhard  
Sawyer Alger

**Name**

Angela Oyler  
Nikolas Simpson  
Kaden Cole  
Jackie Larson  
Matt Romero  
Heber Slabbert

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### **4:33 pm WORK SESSION - No formal actions are taken in a work session**

Jordan Hales, Jesse Cardon, Stacy Beck, Dale Robinson, Tyler Jacobson, Seth Perrins, Tara Silver, Cory Pierce, Vaughn Pickell, Landon Tooke, Eddie Hales, Mayor Mike Mendenhall, Kevin Oyler, Scott Aylett, Jack Urquhart, Ian Bunker, Dave Anderson 4:39 pm, Shane Marshall called in at 5:35 pm

The Work Session of the Spanish Fork City Council was convened on January 20, 2026.

#### **A. Fire & EMS Work Session - Ambulance RFP**

##### Emergency Medical Services (EMS) Contract Decision

- The council must decide whether to continue municipal EMS services or contract with a private provider, with significant financial and operational implications.
  - The private bid from Frontline EMS offers a \$7.4 million contract for EMS services alone, including four 24/7 ALS ambulances with paramedic and AENT staffing, plus one inter-facility transport unit.
  - Frontline EMS would retain 100% of revenue from transports, estimated at \$3.8 million annually, adding to their total compensation.
  - The contract includes securing two fixed locations within the city to operate from, fully covered under the \$7.4 million fee.
  - Fire services would remain municipal, costing the city \$6.8 million after removing EMS labor costs from the current total budget of \$8.4 million.
  - Transitioning EMS to Frontline would increase taxpayer costs by approximately \$9.3 million annually, combining the contract cost and lost transport revenue.
- Municipal EMS currently operates with 14 personnel daily across three to five ambulances, integrating dual-certified firefighter/EMTs which enhances response flexibility and cost efficiency.
- The integrated model supports community events and mutual aid at no extra cost, services which would incur additional fees if outsourced.
- The municipal model offers greater control over personnel hiring, quality assurance, and deployment, which would be lost with private contracting.
  - Frontline EMS has no prior service presence in Utah, while local competitors such as Intermountain Health Care, Mountain West Ambulance, and Gold Cross Ambulance did not submit bids.
- Speaker Eddie emphasized that the current model provides better cost, quality, and access for the community, recommending continuation of municipal EMS.
  - Contracting EMS out risks losing ambulances and personnel, complicating any future return to municipal services, as noted by council discussions referencing costly reversions in other cities like St. George.
  - Layoffs of approximately 10 full-time employees would be necessary to maintain a full fire service without EMS responsibilities.
  - Private EMS providers are not obligated to support mutual aid without additional contracts and fees, weakening regional cooperation.

- Additional community services such as ambulance presence at local events would require extra payments beyond the base contract.

Councilmember comments highlighted that this process affirms municipal EMS is competitive and counters claims of monopoly, with potential legislative changes forthcoming that could exempt municipalities from mandatory RFPs.

#### Financial Impact and Budget Considerations

- The financial comparison between private EMS contracting and municipal provision reveals steep cost increases and budget challenges.
  - Maintaining current municipal EMS and fire services costs the city approximately \$8.4 million annually, offset by \$3.8 million in revenue, resulting in a net tax burden of about \$4.6 million.
  - Switching EMS to Frontline at \$7.4 million plus continuing fire services at \$6.8 million would raise the net tax burden to roughly \$14 million annually, a \$9.3 million increase.
  - Council discussed alternative uses of the additional funds, such as building a new fire station, but acknowledged budget constraints.
  - The private contract's 3-5% annual escalator would further increase costs over the contract term ending June 30, 2028.
  - Speaker insights highlight the difficulty in justifying the additional taxpayer burden given the current cost-effective municipal model.
- The RFP process ran from January 5 to January 14, with only one private bid received, indicating limited competition and market interest.
- The city complies with statutory requirements under Senate Bill 215 / State Statute 11-48-103 by conducting the bid and public selection process.
- Potential legislative revisions may reduce or eliminate mandatory RFPs for municipalities that provide EMS, pending future sessions.
- The current process serves as a validation of municipal EMS quality and cost-effectiveness, countering claims of monopolistic practices.

Council was encouraged to provide direction during the work session to prepare a resolution for the February 3 council meeting.

#### Operational and Quality Control Implications

- Moving EMS to a private provider would reduce city control over service quality, personnel standards, and community responsiveness.
  - Municipal EMS employs rigorous hiring standards, background checks, and direct oversight ensuring high-quality care and trusted personnel.
- Private EMS providers would operate under contract priorities, potentially limiting service flexibility and community-first focus.
  - The city currently provides ambulance coverage at community events for free, while private EMS would charge additional fees for such services.
- Loss of municipal EMS units would reduce fire response capabilities, as dual-certified personnel staff both ambulances and fire engines.

- The inability to control deployment and personnel quality was cited as a major risk by multiple speakers, emphasizing community safety concerns.
  - Mutual aid agreements currently supported by municipal EMS would require separate contracts and fees if EMS services are privatized.
- This adds complexity and potential costs to regional emergency response efforts.
- Large cities may contract multiple EMS providers, but Spanish Fork's model currently relies on a single integrated service for efficiency.
- Private EMS providers would need to establish their own fixed facilities within the city, adding logistical and operational layers.

The council expressed concern about losing flexibility and responsiveness inherent in the current municipal system.

#### Strategic and Legislative Context

- The EMS bidding process reflects broader state efforts to increase transparency and competition, with evolving legal frameworks.
- Senate Bill 215 was enacted to open EMS contracts to private bids every two years, addressing claims of municipal monopolies in Utah EMS services.
- The law requires evaluation on cost, quality, and access, with public decision-making and resolution adoption.
  - Current city leadership views the process as a proof point confirming municipal EMS superiority rather than a threat to public services.
  - Potential legislative changes in the coming sessions could exempt municipalities from mandatory RFPs if they are satisfied with their own services.
  - This statutory context shaped the need for the current RFP and upcoming council resolution.
- Only two other Utah cities currently contract EMS privately, with St. George attempting transition but facing high costs and operational challenges.
- Salt Lake City contracts with Gold Cross Ambulance but manages increases through contract amendments rather than multiple providers.
- Spanish Fork's experience and data provide valuable insight into the risks and costs of privatization for similar-sized communities.

Council discussions reflected a cautious approach to changing EMS models given the complexity and potential taxpayer impact.

The city is positioned to use this process to demonstrate municipal EMS effectiveness and prepare for any future legislative adjustments.

#### Staff

- Staff is to prepare a resolution to confirm the council's EMS service decision for the next council meeting on February 3, 2026.
- Notify Frontline EMS of award outcome based on council decision post-February meeting.
- Continue annual monitoring and RFP process by January 2028 to reassess EMS service

providers.

### **Adjourn to Closed Meeting**

Councilman Cardon ▾ **Moved** to **Adjourn to Closed Meeting to discuss a strategy session to discuss the purchase, exchange, or lease of real property as provided by Utah Code Annotated as provided by Utah Code Annotated §52-4-205.** More in the Explorer Room

Councilwoman Beck ▾ **Seconded** and the motion **Passed** with a roll call vote at 4:58 pm

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Absent

### **CLOSED MEETING**

Councilman Cardon ▾ **Moved** to approve the **Adjourn**

Councilman Tooke ▾ **Seconded** and the motion **Passed** with a roll call vote at 5:39 pm

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Absent

### **CITY COUNCIL**

#### **CALL TO ORDER, PLEDGE, OPENING CEREMONY:**

##### **Opening Remarks**

Mayor Mike Mendenhall called the Spanish Fork City Council meeting to order on January 20, 2026, at 6:03 pm. Mayor Mendenhall welcomed those in attendance and acknowledged the presence of the Oyler family, stating that their attendance contributed positively to the council meeting atmosphere. He expressed appreciation to all who joined the meeting, both in person and virtually.

Mayor Mendenhall outlined the opening order of business and stated that the meeting would begin with a prayer and motivational message, followed by the Pledge of Allegiance.

### **Motivational Message and Prayer**

Councilman Jesse Cardon thanked Mayor Mendenhall for the introduction.

Councilman Cardon stated that Jack Urquhart had agreed to offer the prayer and motivational message on behalf of the council. He then invited Mr. Urquhart to proceed.

Jack Urquhart was recognized and delivered the invocation.

### **Pledge of Allegiance**

Councilman Landon Tooke invited all those present to rise and participate in the Pledge of Allegiance.

All those in attendance recited the Pledge of Allegiance.

Mayor Mike Mendenhall stated that prior to proceeding with the remainder of the evening's agenda, the council would conduct the administration of oath of office.

Mayor Mendenhall noted that City Recorder Tara Silver had previously administered several oaths two weeks earlier. He explained that at that time Councilman Oyler had been out of town, and the oath of office would now be administered to him.

### **Oath of Office**

#### **A. Councilman Kevin Oyler**

Councilman Kevin Oyler addressed City Recorder Tara Silver and asked if he should join her at the podium for the administration of the oath of office. Ms. Silver confirmed and invited him to come forward with his family.

City Recorder Tara Silver addressed the public and explained that the oath of office was both a public commitment and a constitutional requirement under the laws of the State of Utah.

Mayor Mike Mendenhall made a lighthearted comment noting that even if Councilman Oyler believed he could avoid the oath, it was still required.

City Recorder Tara Silver then administered the oath of office to Councilman Kevin Oyler. Councilman Oyler formally stated his name and affirmed that, having been elected to the office of Spanish Fork City Councilmember, he solemnly swore to support, obey, and defend the Constitution of the United States and the Constitution of the State of Utah. He further affirmed that he would faithfully discharge the duties of his office with fidelity.

Mayor Mike Mendenhall acknowledged members of Councilman Kevin Oyler's family who were present, including grandparents and members of the second generation. Mayor

Mendenhall made light remarks regarding seating adjustments and noted the quiet nature of the group in attendance.

Mayor Mendenhall invited Susan Oyler to share any remarks while she was present. Ms. Oyler stated that she was proud of those being recognized, noting the hard work involved, the long hours, and the personal commitment required to serve. She expressed appreciation for their dedication and service.

Mayor Mendenhall then invited City Manager Seth Perrins to offer remarks, noting the unique opportunity to speak while predecessors were present.

City Manager Seth Perrins remarked that it had been ten years since former City Manager Dave Oyler retired. He commented on the passage of time and reflected on the city's progress during that period. Mr. Perrins stated that he was proud of the city's continued success and made lighthearted comments referencing past incidents, emphasizing that they were minor and did not detract from the overall accomplishments of the city. He encouraged Mr. Oyler to come forward and speak, noting that such opportunities do not always arise.

Former City Manager Dave Oyler addressed the council and audience, stating that time had passed quickly since his retirement. He reflected on how his experience as city manager made time feel accelerated, particularly during council meetings. Mr. Oyler noted that many of the positive attributes and infrastructure within Spanish Fork had become deeply embedded in the community over time. He referenced utilities and long-term planning efforts, noting that decisions made years earlier had positioned the city well compared to statewide mandates adopted later.

City Manager Seth Perrins added that many of the community features residents value today bear Mr. Oyler's influence. He stated that while many individuals contributed to those successes, Mr. Oyler's leadership played a significant role in shaping the city. He expressed gratitude for Mr. Oyler's tenure and contributions to Spanish Fork.

Mayor Mike Mendenhall thanked City Manager Perrins for his remarks and expressed appreciation for Mr. Oyler.

Former City Manager Dave Oyler thanked the Mayor and Council and expressed gratitude for the staff and elected officials he worked with over his career. He stated that it had been enjoyable to observe the city's growth and progress over the past ten years. Mr. Oyler commended the Mayor and Council for their service, acknowledging the difficulty of the decisions they face and praising their efforts to fulfill their constitutional duties in serving the community.

Mr. Oyler thanked City Manager Perrins for his kind words and reiterated his appreciation for the opportunity to address the council.

City Manager Seth Perrins thanked Mr. Oyler for his remarks and concluded the exchange.

Amber Oyler addressed the council and stated that she had forgotten an important item she wished to share. She indicated that she would attempt to connect a video call and noted that "Al" wanted to say something.

Councilman Kevin Oyler explained that the call was from his son, Dillon Oyler, who was currently serving as a missionary in Tacoma, Washington. Assistance was provided to ensure the audio and video connection was functioning properly.

Dillon Oyler appeared via video call and greeted his father. Councilman Oyler expressed his love and appreciation, and Dillon Oyler congratulated him on his election. They exchanged brief remarks, expressing mutual love and appreciation, and Councilman Oyler stated that he was grateful his son was able to be present virtually for the occasion.

Mayor Mike Mendenhall commented lightheartedly on the exchange and stated that he concurred with City Manager Seth Perrins' earlier remarks regarding the lasting influence of the Oyler family throughout the city. Mayor Mendenhall noted that it was meaningful to see that legacy continue through Councilman Oyler. He referenced advice previously given to him upon assuming office and remarked that Councilman Oyler had likely received similar guidance. Mayor Mendenhall expressed appreciation for the Oyler family's presence and contributions and stated that it was a good evening to reflect on the city's history and service.

Mayor Mendenhall invited any additional comments prior to transitioning to council comments.

Councilman Kevin Oyler thanked city staff and expressed appreciation for the opportunity to work alongside them.

Councilman Oyler stated that it was an honor to be elected and to serve the residents of Spanish Fork. He noted that while there are always opportunities for improvement, Spanish Fork is a great community and a great place to live.

Mayor Mike Mendenhall stated that this concluded the first portion of the agenda and opened the floor for public comments. He invited members of the public to address the Mayor and Council and explained that a three-minute time limit would be used in order to remain on schedule. Mayor Mendenhall requested that speakers state their name for the record.

#### **PUBLIC COMMENT:**

Rilla Hawkins addressed the Mayor and Council and stated her name for the record. She identified herself as a longtime resident of Spanish Fork and shared personal familiarity with members of the council and the Mayor from earlier years in the community.

Ms. Hawkins stated that she was representing the Daughters of the Utah Pioneers (DUP), Teachers Camp. She explained the organizational structure of the DUP, noting that local members are organized into camps, with seventeen camps located in Spanish Fork. She further explained that the camps collectively form a company, which meets monthly. Ms.



Hawkins stated that the current company president was Janice, and that she currently served as vice president and would assume the role of president the following year. She explained that the organization conducts monthly lessons provided through the International Society Daughters of Utah Pioneers, focusing on Utah history and heritage.

Ms. Hawkins explained that the DUP in Spanish Fork was responsible for monitoring and maintaining historical markers and monuments in the area and ensuring they are kept up to date. She expressed appreciation to the city for its support, specifically noting the cemetery location on the east side of the city and describing it as a beautiful and meaningful site. She stated that the DUP decorates markers for holidays and takes pride in maintaining those historical locations.

Ms. Hawkins explained that the DUP operates a local museum in Spanish Fork but stated that the current space is very limited. She reported that the organization has a large number of historical items, including photographs and artifacts, and that they are currently renting a storage unit due to the lack of display space. She expressed concern that many donated items cannot be properly exhibited or shared with the public.

Ms. Hawkins requested that the city consider working with the DUP to explore options for expanding or relocating the museum to allow for greater public access. She emphasized the importance of preserving local history and stated that the organization does not want the DUP or its contributions to be forgotten. She expressed a desire for school children and the public to be able to tour the museum and learn about Spanish Fork's history.

Ms. Hawkins concluded her remarks by asking if the council had any questions and suggested that continued discussions or committee involvement might be helpful in identifying potential solutions. She thanked the Mayor and Council for their time and consideration.

Mayor Mike Mendenhall thanked Ms. Hawkins for her comments and her service to the community. He then asked if there were any additional members of the public who wished to address the mayor and council. After seeing none, Mayor Mendenhall closed the public comment portion of the meeting.

Mayor Mendenhall then stated that the meeting would proceed to council comments. He indicated that council comments would begin with Councilman Cardon and continue in order through Councilman Tooke.

## **COUNCIL COMMENTS:**

### **Councilman Jesse Cardon**

Councilman Cardon reported that during the previous week, several council members had the opportunity to speak at Spanish Fork Junior High School. He stated that they addressed junior high students regarding Spanish Fork City government and the role and responsibilities of the city council. He noted that engaging the students was enjoyable and shared that one statistic in particular captured their attention. Councilman Cardon stated

that he informed the students that the highest influx of wastewater occurs during halftime of the Super Bowl, which he noted was the fact most students remembered.

Councilman Cardon reported that the legislative session at the Utah State Capitol had begun that day and noted that the following day would be Local Officials Day. He stated that several council members, along with the Youth City Council, would be attending. He explained that the early portion of the legislative session was typically slower, though activity increased as bills were introduced and discussed. He encouraged residents to remain engaged, reach out to their legislators with questions or concerns, and reminded the public that council members are available to help answer questions or direct individuals to appropriate resources.

Councilman Cardon announced an upcoming Midwinter Airport Breakfast scheduled for Saturday at 8:30 a.m. at the FitCity Center. He explained that the event would include breakfast and a question-and-answer session intended to address community questions and clarify information related to the airport. He stated that the City Manager, Public Works Director, Airport Director, Councilwoman Stacy Beck, and himself would be in attendance. He invited members of the public to attend, bring questions, and participate in the discussion.

Councilman Cardon concluded his remarks and asked if there were any questions.

Mayor Mike Mendenhall thanked Councilman Cardon for his comments and then invited the next council member to speak.

### **Councilwoman Stacy Beck**

Councilwoman Stacy Beck responded to Councilman Cardon's earlier remarks and noted that when speaking to students, she shared information about the city's water reclamation efforts. She stated that she told students the water was cleaned so thoroughly at the water reclamation facility that it could be drinkable, though she clarified that no one would be required to try it.

Councilwoman Stacy Beck reported that the Fiesta Days Committee had extended an invitation to Dwight and Brenda Liddiard to serve as the 2026 Fiesta Days Grand Marshals. She stated that she personally visited them to extend the invitation and noted that this is one of her favorite responsibilities as a council member, as recipients are often honored and humbled by the request. She shared that Mrs. Liddiard expressed relief that the visit was not to ask her to oversee the parade.

Councilwoman Stacy Beck stated that many community members who have served for decades initially worry about the level of commitment being requested. She explained that when individuals are asked to serve as Grand Marshals, the response is often emotional, with recipients expressing surprise and gratitude. She described Dwight and Brenda Liddiard as outstanding community members and stated that the committee was excited to honor them and highlight their contributions to the community.

Councilwoman Stacy Beck also reported on library statistics in her role on the Library Board. She stated that the Spanish Fork Library recorded its highest number of checkouts to date, exceeding 700,000 items. She reflected on past discussions regarding the relocation of the library and noted that some had questioned whether physical libraries would remain relevant. She explained that while digital services such as Libby contribute to circulation totals, the library continues to see strong in-person use.

Councilwoman Stacy Beck stated that the library offers a wide range of programming for families, children, tweens, teens, and adults, including after-school activities and educational opportunities. She encouraged residents to visit the library's website to learn more about available programs and resources.

Councilwoman Stacy Beck concluded her remarks.

Mayor Mike Mendenhall thanked Councilwoman Stacy Beck for her comments and invited Councilman Oyler to speak.

### **Councilmember Kevin Oyler**

Councilman Kevin Oyler stated that, as Councilman Cardon had mentioned, several council members had the opportunity to visit with eighth-grade history classes and speak with students about local government and how city decisions affect their daily lives.

Councilman Oyler explained that during his visit, he conducted an interactive exercise by selecting student volunteers to serve in the roles of Mayor and City Council members. He presented a scenario in which the city had an additional \$500,000 available in the budget and provided three options for how the funds could be spent: increasing police officer salaries, making significant improvements to a skate park, or funding road improvements to improve traffic flow.

Councilman Oyler stated that the remaining students participated as residents of Spanish Fork and addressed the mock council, offering opinions and arguments in favor of their preferred option. He noted that none of the students supported funding road improvements, which he attributed to the fact that most of them were not yet drivers. He reported that every student voted in favor of increasing police salaries, demonstrating their recognition of the importance of law enforcement and the value of supporting police officers in the community.

Councilman Oyler stated that the exercise was both educational and enjoyable and highlighted the students' understanding of civic priorities.

Councilman Oyler also reported that he had recently been reviewing and digitizing historical documents from the Spanish Fork Salem Area Chamber of Commerce following the Chamber's relocation. He stated that among the documents he reviewed were minutes from a 1986 Chamber Board meeting. He noted that his father had been appointed in January 1986 as a liaison between the city and the Chamber and had attended meetings to report on city activities.

Councilman Oyler shared that one item reported during that 1986 meeting was the golf course revenue for 1985, which totaled approximately \$15,000. He contrasted that figure with the most recent golf course performance, noting that the course generated approximately \$1 million in profit during the past year. He stated that the comparison illustrated the city's growth and the increasing popularity of golf in the community.

Councilman Oyler commented that reviewing the historical documents provided an interesting perspective on how Spanish Fork has changed over the past forty years and expressed appreciation for the opportunity to share that history.

Mayor Mike Mendenhall added comments regarding the 1986 Chamber Board materials, noting that several familiar names appeared in the records, including Marcia Louder. He stated that it was interesting to reflect on how the city had changed over time, including the limited number of dining options available in Spanish Fork in 1986. Mayor Mendenhall remarked on how the community has grown and evolved since that time.

Mayor Mike Mendenhall thanked Councilman Oyler for his remarks and then invited Councilman Tooke to speak.

### **Councilman Landon Tooke**

Councilman Landon Tooke greeted those in attendance and expressed appreciation for the strong turnout and familiar faces present at the meeting.

Councilman Tooke reported that, similar to other council members, he had the opportunity to speak to students at Spanish Fork Junior High School. He stated that he enjoyed working with youth and teaching the classes. He noted that he became momentarily nervous upon noticing the mayor's daughter seated in the front row but stated that the experience went well and was enjoyable for both him and the students. He commented on the students' enthusiasm and humor, noting that despite the many dining options in Spanish Fork, the most frequently requested restaurant among students was Cane's Chicken.

Councilman Tooke thanked Chief Johnson for hosting an excellent police awards banquet and for including and recognizing elected officials. He expressed appreciation for the opportunity to participate and for the recognition of police officers' service. He also noted his continued appreciation for events hosted by the Chamber of Commerce.

Councilman Tooke reported that he attended a recent New Network Lunch, which he described as the best he had attended to date. He also reported attending a ribbon cutting and grand opening for a new business, Bonsai Flooring, located east and slightly south of the airport. He described the business owners as enthusiastic and engaged, noting that they prepared food for the event and provided prizes and promotional items. He stated that Bonsai Flooring had joined the Chamber of Commerce and was actively participating in community events. He encouraged residents with flooring needs to consider supporting the business and welcomed their contribution to the local business community.

Councilman Tooke announced that the Business of the Month celebration would take place

the following day at noon and would recognize Gordon's Ace Hardware under new ownership. He expressed confidence in the new ownership and optimism for the business's future success.

Councilman Tooke announced that the Chamber of Commerce Annual Gala would be held on January 26 at 6:00 p.m. at the Amavi Center, with dinner beginning at 6:30 p.m. He invited those interested to reach out for additional information.

Councilman Tooke also announced upcoming Bills and Bagels events scheduled for January 31 and February 28 at 7:30 a.m. at the Nebo School District building. He stated that the events provide an opportunity to learn more about legislative issues and decisions that impact the community.

Councilman Tooke concluded his remarks and thanked Mayor Mendenhall.

### **Councilman Shane Marshall**

Councilman Shane Marshall was absent.

### **Mayor Mike Mendenhall**

Mayor Mike Mendenhall thanked all council members for attending various meetings and events and for reporting back to the public on city activities.

Mayor Mendenhall stated that he had one item to share regarding the FitCity Center. He explained that he had recently taken two nine-year-old children swimming and humorously described the difficulty of getting them out of the pool after an extended period of time. He shared an anecdote about returning home with wet towels left in his vehicle overnight, which resulted in fogged windows and an unpleasant odor the following morning.

Mayor Mendenhall lightheartedly suggested that FitCity Center staff consider reminding patrons to remove wet towels from their vehicles, possibly through signage or other reminders, to avoid similar experiences. He emphasized that the comment was shared in good humor and that his family had a great experience at the facility.

Mayor Mendenhall expressed appreciation to FitCity Center staff for their work and for being responsive to public input. He stated that he had observed positive interactions between staff and residents and noted that the facility demonstrated a strong example of effective collaboration between the public and city government.

Mayor Mendenhall concluded his remarks and asked City Manager Seth Perrins if there were any staff reports.

### **STAFF REPORTS:**

City Manager Seth Perrins provided staff reports and shared two brief updates.

City Manager Perrins reminded the Mayor, Council, and department heads of the upcoming three-day work session scheduled for Thursday, Friday, and Saturday of the following week. He clarified that the session would not take place during the current week, noting that an earlier communication had been premature. He stated that staff were looking forward to the extended work session.

City Manager Perrins also followed up on comments made earlier by Rilla Hawkins. He reported that he had a productive conversation with Ms. Hawkins on the previous Friday regarding several of the topics she addressed during public comment. He complimented Ms. Hawkins for her thoughtful, insightful, and constructive approach to the discussion. He stated that the conversation was productive and that he appreciated her ability to thoughtfully consider concerns and engage in meaningful dialogue. City Manager Perrins expressed gratitude for the conversation and for Ms. Hawkins' approach to addressing challenges.

Mayor Mike Mendenhall thanked City Manager Perrins for the update and asked if there were any additional staff reports. There being none, Mayor Mendenhall proceeded to the next agenda item.

Mayor Mendenhall stated that the meeting would move to the consent items section of the agenda, consisting of items A through D. He asked the council if there were any questions regarding the consent items.

### **CONSENT ITEMS:**

- a. Minutes Spanish Fork City Council 01-06-2026**
- b. Contract Lifecycle Management Agreement with Juro**
- c. PNC Bank, National Association - Golf Cart Lease Agreement**
- d. Public Defender Contract**

Councilman Cardon ▾ made a **Motion** to Approve ▾ the Consent Item

Councilman Tooke ▾ **Seconded** and the motion **Passed** with an all in favor vote 6:36 pm

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Absent

Mayor Mendenhall stated that the consent items were approved and moved the meeting to the new business section of the agenda. He noted that new business items A through D were listed and introduced the first item as an ordinance regarding the Swenson zone change.

### **NEW BUSINESS:**

## A. Ordinance for the Swenson Zone Change

Community Development Associate Planner, Ian Bunker presented a brief overview of the Swenson Zone Map Amendment. He stated that the property was located near SR-77 in the northern portion of the city and was annexed in the Rail and Swenson Annexation the previous year. He explained that the approximately 64-acre property was originally zoned RR (Rural Residential) at the time of annexation.

Mr. Bunker reported that the applicant was requesting a zoning change to I-1 (Light Industrial). He noted that while the General Plan currently designates the property as agricultural, prior discussions with the council indicated that the designation was expected to change to industrial during a future General Plan update. He stated that the property lies within an area experiencing significant industrial development and was considered to be within the path of future industrial growth.

Mr. Bunker explained that the item had been continued from the previous month due to concerns regarding power availability. He reported that the issue had since been resolved, noting that the city had secured a 1.5-acre substation site on the property, allowing the site and surrounding properties to be adequately served. He stated that the public hearing requirement had been fulfilled during the prior meeting and that no additional public hearing was required unless the council desired one.

Mayor Mike Mendenhall asked if there were any questions for staff. He noted that the power issue had been the primary concern and thanked Mr. Bunker for the update.

Kaden Cole, representing the developer and property owner, addressed the council. He stated that the power issue had been resolved and that agricultural-related questions raised previously had been addressed. He expressed appreciation for the opportunity to be present and offered to answer any questions. There were no questions from the council.

Mayor Mendenhall closed discussion and requested a motion.

Councilman Tooke ▾ **Moved to Approve the Ordinance for the Swenson Zone Change based on the following findings:**

- 1. That properties in the immediate vicinity have already developed in the Industrial 1 Zone.**
- 2. That plans exist for other properties in the area to develop in the Industrial 1 Zone.**
- 3. That zoning the property I-1 Light Industrial at this time will not have adverse effects on the future development of this or surrounding properties.**

Councilman Oyler ▾ **Seconded** and the motion **Passed** with a roll call vote 6:39 pm.

Kevin Oyler	Yes
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Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Absent

Mayor Mendenhall stated that the resolution was approved

Mayor Mendenhall then moved the meeting to Item B under New Business

## **B. Station 61 Presentation**

City Manager Perrins stated that the intent of the presentation was to review key decisions and discussions that had taken place over the previous year related to Fire Station 61. He noted that many of these discussions occurred during work sessions, on-site meetings at Station 61, and a public open house held the previous summer. He explained that the presentation was intended to provide transparency to the public regarding decisions made, the rationale behind those decisions, and the direction being considered.

City Manager Perrins stated that the presentation would include a review of the proposed plan to construct Fire Station 61 on the 200 West block between Center Street and First South, near the Senior Center. He explained that the proposed configuration would allow emergency apparatus access from 200 West with controlled access at the intersections of Center Street and First South, rather than mid-block access on Main Street. He further stated that the proposed facility would house both fire and EMS administration.

City Manager Perrins introduced members of the project team present for the presentation, including Heber Slabbert of AJC Architects, Matt Romero, project manager, and Fire Chief Eddie Hales. He stated that each individual would assist in presenting various components of the project.

City Manager Perrins explained that the presentation would review the current Station 61 site, including an analysis of its limitations, and discuss the concept of a retrofit versus a rebuild. He clarified that a retrofit, rather than a remodel, had been considered, but that the existing footprint was insufficient to meet modern operational needs. He stated that the presentation would outline why a new facility at a different location was being proposed.

City Manager Perrins further stated that the presentation would include a review of location challenges associated with the current site, advantages of the proposed site, and benefits of constructing a new building. He noted that financial considerations would be addressed toward the end of the presentation.

City Manager Perrins encouraged council members to ask questions throughout the presentation, particularly if issues raised reflected questions or concerns they had heard from the public. He stated that staff had attempted to address known questions within the presentation but welcomed additional questions to ensure clarity and transparency.



City Manager Perrins concluded his introductory remarks and indicated that Fire Chief Eddie Hales would begin the detailed presentation, noting that the presenters would alternate as needed throughout the discussion.

Fire & EMS Chief Eddie Hales addressed the council and discussed safety concerns related to the current location of Fire Station 61 on Main Street. He stated that one of the primary challenges was the ability for emergency apparatus to safely exit the station onto Main Street due to high traffic volumes. He referenced UDOT data indicating that average daily traffic on Main Street had more than doubled between 1996 and 2024.

Chief Eddie Hales explained that even with planned UDOT roadway upgrades, access limitations would remain. He noted that future configurations could restrict left-hand turns from the station, requiring apparatus to travel down the block and reroute in order to head southbound, which presents additional safety concerns.

Chief Eddie Hales presented video footage captured from cameras installed on fire apparatus to demonstrate real-world conditions when emergency vehicles exit the station. He explained that the footage showed apparatus responding to active emergency calls with lights and sirens engaged. The video illustrated frequent delays, limited gaps in traffic, reduced nighttime visibility, snowy conditions, and situations in which emergency vehicles were required to maneuver into traffic in unsafe ways. Chief Eddie Hales noted that in some cases, vehicles failed to yield, forcing fire crews to wait extended periods or rely on drivers voluntarily stopping. He emphasized that these conditions pose safety risks to firefighters, EMS personnel, and the public, particularly during peak traffic hours.

Following the video presentation, Chief Eddie Hales turned the discussion over to Heber Slabbert of AJC Architects for a site analysis.

Mr. Slabbert introduced himself as the lead designer on the project and explained the criteria used when evaluating potential fire station sites. He stated that three primary considerations guide responsible fire station design: operational effectiveness and response safety, firefighter health and safety, and cost efficiency of construction.

Mr. Slabbert reviewed the constraints associated with the current Main Street site. He explained that apparatus bays were among the most expensive components of a fire station due to structural requirements, size, and specialized equipment. He stated that best practice standards call for apparatus bays to be set back a minimum of approximately 65 feet from a roadway to allow apparatus to exit safely, fully clear bay doors, and maneuver properly. He noted that the existing station provides only approximately 30 feet of setback, which was significantly below recommended standards. He stated that retrofitting the station would require removing or relocating the apparatus bays to achieve safe clearance.

Mr. Slabbert further explained that overhead power lines run through the site and were subject to easements and setback requirements that restrict building height and footprint. He stated that apparatus bays typically require significant vertical clearance, which conflicts with the existing power line constraints. He noted that the projected footprint required to meet current and future station needs was nearly double the size of the existing facility,

further complicating redevelopment within the current site.

Mr. Slabbert also identified the presence of an inactive water well on the property. He explained that while the well was not currently active, it could be reactivated in the future. He stated that rebuilding on the site would require capping and structurally filling the well, which would add cost and complexity and raise long-term concerns about building over a water source.

Additionally, Heber Slabbert explained that the proximity of neighboring properties and the need to build near zero lot lines would require extensive shoring to support excavation without impacting adjacent structures. He stated that shoring significantly increases construction costs and complexity.

Heber Slabbert concluded that these combined factors make the existing Main Street location problematic for a modern fire station and limit the ability to provide safe, efficient, and cost-effective working conditions for firefighters.

Fire & EMS Chief Eddie Hales continued the presentation by explaining that the existing facility was originally designed as a volunteer fire station rather than a modern firehouse. He distinguished between a fire station, which houses apparatus only, and a firehouse, which is designed to house both apparatus and full-time firefighters in livable conditions. He stated that the current facility was not designed to support full-time staffing.

Chief Eddie Hales reported that the station currently staffs seven personnel. He explained that six firefighters are housed in a single-wide mobile home containing three small bedrooms, a limited kitchen area, and small bathrooms, with two firefighters sharing each bedroom. He stated that the fire captain was housed in a converted office within the station, which was not designed for residential use. He explained that the captain must access a decontamination shower located in the apparatus bay and a separate restroom in order to prepare for daily activities, highlighting the inefficiencies and challenges of the current layout.

Chief Eddie Hales further stated that the station's HVAC system was aging and did not provide the filtration and environmental controls needed to support firefighter health and safety. He reported that the station experiences recurring sewer issues due to a dip in the sewer line that causes backflow from Fourth North toward the station. He stated that firefighters must flush the sewer line weekly using a fire hose to prevent flooding within the facility.

Chief Eddie Hales also reported that storage capacity at the station had been exceeded, forcing equipment and materials to be stored in the apparatus bays, which created safety concerns. He noted that a former lobby area had been converted into a shared workstation where seven firefighters must use a single computer to complete reports. He stated that the space was not designed for administrative work and was not conducive to efficient operations.

Chief Eddie Hales shared images of the single-wide mobile home and explained that the

confined living conditions were not appropriate for housing firefighters on a continuous 24-hour, 365-day basis. He stated that improving firefighter health, safety, and quality of life required a purpose-built firehouse rather than continued reliance on temporary structures.

Heber Slabbert of AJC Architects then addressed the council regarding the retrofit option. He explained that retrofitting the existing site would require relocating fire crews entirely during construction, as operations could not continue on-site. He stated that a temporary fire station would need to be established for approximately two years, which would add significant cost to the retrofit option and was not included in rebuild cost estimates.

Heber Slabbert explained that temporary facilities would require land acquisition or development, heated structures for apparatus storage, and additional infrastructure to meet updated ISO standards. He noted that these requirements have increased the cost and complexity of temporary facilities compared to past projects.

He further explained that rebuilding at a new site would avoid several costly challenges associated with the existing location, including capping and filling the inactive well, relocating or working around power line easements, and performing extensive shoring and excavation near adjacent properties. He stated that these constraints significantly increase the cost per square foot of redevelopment at the current site.

Heber Slabbert also discussed operational concerns related to response times. He stated that even if sufficient apron space could be created at the existing location, access to Main Street would continue to pose safety risks. He emphasized that nothing delays emergency response more than an apparatus incident during departure and that minimizing such risks was a critical design priority.

Heber Slabbert noted that additional considerations included evaluating whether the existing Main Street property might be better suited for an alternative land use if a new fire station site were approved.

Heber Slabbert then introduced the next portion of the presentation, addressing why the 200 West site had been identified as a preferred location, noting that a third-party 15-year master plan study had previously evaluated response coverage and station placement.

Fire Chief Eddie Hales continued the presentation by explaining that a key component of the city's fire master plan included evaluating future firehouse locations based on projected growth. He stated that the study identified two primary options for maintaining downtown response coverage: rebuilding at the existing 370 North Main Street location, if feasible, or relocating the station to an area near City Hall using land already owned by the city.

Chief Eddie Hales stated that the proposed 200 West location was less than one-half mile from the current Station 61 and would increase response times by approximately 25 to 30 seconds, which he noted was not a significant or operationally impactful increase. He addressed concerns expressed by residents regarding relocation and emphasized that response times would remain within acceptable standards.

Chief Eddie Hales explained that the proposed location provided excellent access in all directions, allowing emergency crews to respond efficiently to the north, south, east, and west areas of the city. He noted that the site's proximity to City Hall, parks and recreation facilities, SFCN, and other city buildings would create a cohesive civic campus and improve connectivity among departments.

Chief Eddie Hales introduced the concept of "accordion growth" for the proposed firehouse. He explained that the facility would be designed as a dual-company firehouse capable of expanding and contracting operational use as staffing and city growth evolve. He stated that while the city currently operates Stations 61 and 62, Station 62 is not fully staffed with a full-time engine due to space limitations.

Chief Eddie Hales explained that constructing the new firehouse with additional dormitory capacity would allow the city to fully staff Station 62 while also housing multiple companies at Station 61. He clarified that although the facility would be built with additional dorm rooms, it would not require immediate staffing of all available beds. Instead, the design allows the city to incrementally increase staffing as growth demands, without the immediate need to construct additional stations.

Chief Eddie Hales stated that under this model, Station 61 could temporarily house personnel for a third station until a future Station 63 was constructed. At that time, personnel would be relocated, and Station 61 would return to single-company use. He explained that the facility could later expand again to support staffing for a fourth station as growth continues, thereby delaying the need for additional capital construction while maintaining service levels.

Chief Eddie Hales concluded by inviting questions regarding staffing projections and the accordion growth model.

Matt Romero, Project Manager for Spanish Fork City, then addressed the council and provided a project timeline. He stated that design development was nearing completion and that construction documents were expected to be finalized by February 1. He explained that the city would then proceed with the bidding process to obtain construction pricing. If approved, construction was anticipated to begin in April or May, with completion projected for July 2027. He noted that an additional two-month move-in and commissioning period would allow the station to become fully operational by September 2027.

City Manager Seth Perrins invited council members to ask questions, particularly regarding topics or concerns raised by the public that may not yet have been addressed.

During discussion, clarification was provided regarding ambulance and engine staffing. Chief Eddie Hales explained that with the new facility, Station 61 would house two ambulances, while Station 62 would also house two ambulances. He stated that relocating staffing to the new firehouse would allow Station 62 to be properly staffed with a full-time engine company, which was not currently possible due to space constraints. He explained that Station 62 has seven bedrooms and that the long-term staffing goal includes an engine, ambulance, and squad at that location.

City Manager Seth Perrins provided additional clarification regarding staffing and future growth considerations. He explained that staffing Station 62 with a full crew would require seven bedrooms, including a captain to lead that crew. He noted that the city currently does not have the ability to staff firefighters at Station 62 due to space limitations, resulting in the current staffing model being constrained.

City Manager Perrins explained that construction of the new Station 61 would allow staffing to be redistributed, enabling a fire crew to operate out of Station 62. He emphasized that the accordion growth model does not imply immediate funding or staffing for additional personnel beyond current levels. He stated that future staffing would require separate discussions, approvals, and funding decisions as growth and resources allow.

Councilman Jesse Cardon asked for clarification regarding the total number of apparatus that could be supported under the proposed model.

City Manager Perrins explained that the new Station 61 would include five apparatus bays, each approximately 85 feet in length. He stated that the combined facilities would be capable of housing three fire stations' worth of apparatus. He clarified that the intent was to accommodate existing apparatus and strategically relocate personnel, not to acquire additional apparatus at this time.

Councilman Cardon confirmed his understanding that the plan would support existing apparatus plus limited additional capacity if needed.

City Manager Perrins confirmed that the city does not currently need additional apparatus and that the plan was focused on improving operational placement and staffing efficiency.

Councilman Cardon thanked staff for the clarification.

City Manager Perrins then addressed questions related to project financing and potential impacts on property taxes. He stated that no property tax increase had been proposed or considered for the construction of Fire Station 61.

City Manager Perrins reported that the estimated construction cost for the station was approximately \$15 million. He noted that recent market trends suggested construction bids may come in lower than projected and expressed optimism that bidding conditions were favorable. He stated that total project costs, including furnishings, equipment, and other soft costs, were estimated at approximately \$18 million.

City Manager Perrins explained that approximately \$3 million of the total project cost had already been programmed and would be funded using existing city cash reserves. The remaining \$15 million would be financed through bonding. He stated that the council would have flexibility in determining the final financing structure.

City Manager Perrins explained that debt service would be supported through two primary funding sources. The first source would be public safety impact fees. He stated that while not all components of the project are eligible for impact fee funding, a significant portion is

expected to qualify. He reported that the city currently collects between \$800,000 and \$1.2 million annually in public safety impact fees and estimated that approximately 50 percent of the project could be funded through this source, subject to legal limitations.

At the request of the Mayor, City Manager Perrins explained the purpose of impact fees to make sure residents understood the concept. He stated that impact fees were paid by new growth, including residential, commercial, and industrial development, to maintain existing levels of service for infrastructure such as water, sewer, power, and public safety. He explained that impact fees allow new development to contribute toward the cost of public facilities rather than shifting those costs to existing residents. He stated that new growth was projected to fund approximately half of the cost of the fire station over a ten-year period.

Councilwoman Stacy Beck asked whether the public safety impact fee would need to be increased in order to cover the debt associated with construction of Fire Station 61.

City Manager Seth Perrins clarified that impact fee calculations were based on several factors, including project scope, growth projections, service levels, and the anticipated lifetime of facilities. He stated that the impact fee could increase slightly as part of the calculation, but that any increase would likely not be significant. He noted that final determinations would be made as part of the formal impact fee analysis.

Councilwoman Stacy Beck stated that she was seeking clarification on whether impact fees would reliably cover the approximately 50 percent of debt service discussed.

City Manager Perrins responded that while impact fees cannot be relied upon with absolute certainty due to fluctuations in growth, historical revenue trends provide a strong basis for the estimate. He stated that public safety impact fee revenues over the past several years ranged from approximately \$800,000 to \$1.2 million annually, with an average close to \$900,000.

City Manager Perrins explained that 50 percent of the projected annual debt service would be approximately \$900,000, placing current impact fee revenue levels within a favorable range to meet that obligation. He stated that while he was optimistic that impact fees could potentially cover more than 50 percent of the cost, he did not want to overpromise until the analysis was finalized.

City Manager Perrins explained that any remaining portion of the debt service would be funded through the city's capital projects funding. He clarified that capital project funding represents annual allocations for one-time or long-term infrastructure investments, rather than savings held for future use. He stated that the city allocates approximately \$3 million per year toward capital projects, which could be used to support the fire station project.

City Manager Perrins noted that using capital project funding now would allow the city to avoid delaying construction for several years, which could result in higher overall project costs due to inflation and rising construction expenses. He stated that this approach would allow the city to cash-flow the remaining portion of the project on a year-to-year basis.

Councilman Landon Tooke asked for clarification regarding project costs, specifically the distinction between construction costs and soft costs.

City Manager Seth Perrins explained that the total project cost was estimated at approximately \$18 million, consisting of \$15 million for construction and approximately \$3 million for soft costs. He explained that soft costs include architectural services, permits, furniture, fixtures, equipment (FF&E), security systems, alerting systems, and related items. He summarized that if the building were “shaken,” everything that falls out would be included in the \$3 million soft cost estimate.

City Manager Perrins stated that the proposed financing structure assumed a 10-year bond for the construction portion of the project. He compared this to the Library Hall project, which was financed with a 20-year bond. He explained that a shorter debt term was proposed to allow flexibility for future planning, noting that the city may need to consider construction of a future Station 63 within the next ten years. He stated that avoiding overlapping bonds for multiple fire stations was a key consideration in proposing a 10-year debt term.

City Manager Perrins addressed questions regarding the future of the current Station 61 site on Main Street. He stated that no decisions had been made regarding redevelopment, reuse, or disposition of the property or the adjacent Memorial Building. He clarified that no plans exist at this time to tear down or repurpose the site and that there was no immediate urgency to determine its future use.

City Manager Perrins noted that the proposed new Station 61 would not be operational until the third quarter of 2027, providing nearly two years to thoughtfully consider options for the existing site. He proposed the creation of an ad hoc committee to evaluate the broader block, including the fire station property, the Memorial Building, the Main Plaza, parking areas, undeveloped space, and surrounding uses. He suggested that representatives from organizations such as the Daughters of the Utah Pioneers, veterans groups, city leadership, and other stakeholders be included in the discussion.

City Manager Perrins stated that the committee could evaluate the highest and best use of the area and return recommendations to the council. He noted that potential proceeds from any future sale of the property could be applied toward the fire station debt or reinvested into redevelopment of the area. He emphasized that the city currently had flexibility and no predetermined outcome for the site.

Mayor Mike Mendenhall commented that he and Councilman Oyler had participated on the committee working with staff and consultants on the Fire Station 61 project. He stated that the process had been informative and thorough.

Councilwoman Stacy Beck stated that the committee had met for approximately nine months and had carefully evaluated all aspects of the project. She stated that cost considerations had been central to every major decision, including site selection and building design. She expressed appreciation for staff’s efforts to control costs and for the approach taken to avoid raising property taxes.

City Manager Perrins clarified that all proposed funding strategies were legally sound and transparent. He revisited the accordion growth model, noting that the council had previously expressed comfort with exploring a larger facility footprint during earlier work sessions. He explained that the additional cost associated with constructing approximately six additional dorm rooms was estimated at \$2 to \$2.5 million.

City Manager Perrins compared this cost to the expense of constructing an entirely new fire station, noting that Station 62, built several years earlier, cost approximately \$5 to \$6 million at the time and would likely cost significantly more if constructed today due to inflation. He stated that current estimates suggest that building a new station could cost \$8 million or more. He explained that constructing a larger Station 61 now would delay the need for an additional station and reduce long-term capital costs.

City Manager Perrins concluded by stating that the proposed design places a centrally located facility that allows effective response throughout the city and supports long-term growth planning in a fiscally responsible manner.

City Manager Seth Perrins continued by explaining that the proposed Station 61 location would enhance access to the hospital, facilitate interfacility transfers, and improve response times within the core of the city, where the majority of emergency calls currently occur. He stated that the central location would provide flexibility and could delay the need for future stations, including Stations 63 and 64, and potentially reduce or eliminate the need for additional stations depending on future growth patterns.

City Manager Perrins emphasized that the larger facility would not require full staffing immediately. He reiterated that the accordion growth model allows staffing levels to expand and contract based on need and available resources. He clarified that having additional dormitory capacity provides flexibility rather than an obligation to staff all available beds. He stated that future staffing decisions would always be brought to the council for consideration, along with cost and operational impacts.

City Manager Perrins stated that staff were seeking council direction to proceed with final construction documents and to begin the bidding process. He explained that this step would allow staff to return to the council with a guaranteed maximum price (GMP) for the project.

Councilman Kevin Oyler requested that Heber Slabbert provide additional perspective on the importance of firehouse design for firefighter health and safety.

Heber Slabbert addressed the council and shared personal experiences emphasizing the importance of rapid emergency response. He explained that modern firehouse design prioritizes firefighter health and safety in several key areas. He stated that cancer risk among firefighters was significantly higher than in many other professions due to exposure to carcinogens encountered during emergency responses. He explained that modern facilities incorporate layered decontamination processes and specialized building systems to reduce contamination transfer into living areas.

Mr. Slabbert also discussed the increased risk of cardiovascular events among firefighters,



noting that sleep deprivation and shift demands contribute to these risks. He explained that modern firehouse designs incorporate blackout sleeping quarters, targeted alerting systems, noise control, and other features to improve sleep quality and reduce health impacts.

Mr. Slabbert further addressed mental health considerations, noting that firefighters routinely experience traumatic events. He explained that trauma-informed design principles use lighting, materials, color, and sound to reduce environmental stress and support emotional well-being. He stated that these design approaches were supported by clinical research and had been incorporated into the proposed facility in collaboration with the Fire Department.

Councilman Oyler thanked Heber Slabbert for his remarks.

Mayor Mike Mendenhall asked if there were any additional questions for staff.

Councilman Jesse Cardon stated that the presentation addressed the primary concerns he had heard from the public, including questions about property tax increases and staffing levels. He asked for clarification regarding the next steps if the council were to approve the proposed direction.

City Manager Perrins explained that council approval at this stage would authorize staff to proceed with final construction documents and the bidding process. He stated that the true “go or no-go” decision would occur when staff returned with the guaranteed maximum price. He explained that the construction manager, SIRQ Construction, would solicit bids from subcontractors and assemble a bid package to establish the GMP. Staff would then return to the council with that figure for final authorization to proceed with construction.

City Manager Seth Perrins further explained the next steps in the approval process. He stated that once staff and the committee reviewed the guaranteed maximum price and confirmed that the bid reflected appropriate market conditions and due diligence, the item would be brought back to the council for review and proposed approval. He stated that the GMP was expected to be available in March or early April.

City Manager Perrins emphasized that council direction at the current meeting was intended to authorize staff to proceed with final construction documents and bidding, with the true “go or no-go” decision occurring once the GMP was presented. He stated that approval of the GMP would represent a commitment to proceed with the project.

City Manager Perrins explained that following GMP approval, staff would return to the council with a parameters resolution for bonding, likely in April or May. He stated that the parameters resolution would authorize bonding capacity sufficient to cover the project and potentially other upcoming capital projects, like public works building. He noted that the actual bond issuance would likely occur later, possibly toward the end of calendar year 2026 or early 2027, allowing flexibility in timing and coordination with other projects.

City Manager Perrins stated that the city could cash-flow construction costs for several months before bonding, providing additional flexibility in sequencing decisions related to other facilities discussed during prior workshops. He emphasized that each project would

retain its own independent approval points.

City Manager Perrins referenced a handout provided to the council containing a summary of the presentation and frequently asked questions. He stated that the document was intended to reflect the information presented and could be used for public communication. He invited feedback from the council regarding any additional information that should be included.

Mayor Mike Mendenhall reflected on the history of the existing Station 61, noting that it was constructed in 1996 and was viewed as a significant investment at the time. He commented on how community growth over the past thirty years has changed operational demands and infrastructure needs. He stated that growth patterns in Spanish Fork and neighboring communities have contributed to increased traffic and emergency response challenges.

Mayor Mendenhall emphasized that the need for a new fire station was a direct result of growth and that much of the cost would be borne by new development through impact fees rather than existing residents. He stated that growth-related funding would cover approximately half of the facility cost.

Mayor Mendenhall shared perspective from conversations with former Fire Chief Lynn Jones, noting that prior generations also experienced periods of significant change and growth. He stated that change had long been a part of the city's evolution and that current planning efforts reflect the same forward-thinking approach.

Mayor Mendenhall expressed appreciation for the extensive work completed by Councilman Oyler, Councilwoman Stacy Beck, staff, and consultants. He stated that community questions would continue to be addressed as the process moves forward and expressed confidence that this was the appropriate time for the project.

City Manager Seth Perrins provided additional historical context regarding the evolution of fire and EMS services in Spanish Fork. He stated that approximately ten to eleven years earlier, ambulance personnel and firefighters primarily responded from home rather than from a staffed station. He explained that responders would receive a call, travel from their residence to the station, and then respond to emergencies, resulting in longer response times.

City Manager Perrins stated that approximately ten years earlier, the city implemented a service level change by staffing ambulance personnel at the station during daytime hours. He explained that this change significantly reduced response times by eliminating travel time from home to the station. He stated that this approach has since expanded to include full-time ambulance staffing and a staffed fire engine.

City Manager Perrins reported that response times had been reduced from approximately seven to nine minutes to approximately two minutes and six seconds, or 126 seconds, for the first apparatus to be en route. He emphasized that this improvement represents a service level upgrade that benefits both existing and new residents and was not solely a result of population growth.

Mayor Mike Mendenhall thanked City Manager Perrins for the additional explanation and

expressed appreciation to staff and presenters for their thorough presentation and responsiveness to questions.

Mayor Mendenhall asked if there were any further questions. There being none, he entertained a motion on Item B.

**Councilman Oyler ▾ Moved to Direct staff to proceed with the construction documents and proceed with the bidding process to bring a recommended GMP back for Council to review in a subsequent meeting.**

**Councilwoman Beck ▾ Seconded** and the motion **Passed** with a roll call vote at 7:44 pm.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Absent

The motion passed unanimously, and Item B was approved to proceed to the next stage.

Mayor Mendenhall thanked staff, consultants, and presenters for their work.

Mayor Mendenhall then introduced Item C, RAP Program Committee Reappointments, and recognized Dale Robinson, Director of Parks and Recreation, to present the item.

### **C. RAP Tax Committee Re-appointments**

Parks and Recreation Director Dale Robinson presented proposed reappointments to the Recreation, Arts, and Parks (RAP) Program Committee. He stated that two committee members had completed their initial two-year terms and had expressed a desire to be reappointed to serve an additional term.

Dale Robinson provided background information on each nominee for the council's consideration.

Dale Robinson introduced Deidre Gunnels, noting that she has been a resident of Spanish Fork for seventeen years. He stated that Ms. Gunnels had expressed that she enjoyed serving on the RAP Committee and valued helping ensure RAP tax dollars were used wisely, in accordance with RAP program rules, and in ways that benefit the greatest number of residents. Dale Robinson noted that Ms. Gunnels and her husband have four children, some of whom were involved in athletics while others were involved in the arts, giving her family experience across both areas supported by the RAP program. He stated that she has been a stay-at-home mother for eighteen years and enjoys serving the community in any way she could.

Dale Robinson then introduced Haley Hughes, stating that she had lived in the Spanish Fork and Salem area for most of her life and had resided in her current home since 2012. He noted that Ms. Hughes and her husband had three children. Dale Robinson stated that Ms. Hughes was a certified public accountant and works in a small accounting firm. He reported that her favorite aspect of serving on the RAP Committee was seeing the many individuals who serve the city by bringing arts and recreation opportunities to the community.

Dale Robinson informed the council and the public that the RAP program application period would open on February 1. He stated that applications were available on the Parks and Recreation website and could be found by searching "RAP Program Spanish Fork." He noted that applications would be accepted through the end of March and that the RAP Committee would meet in mid-April to review applications. Dale Robinson explained that many applicants participate in live interviews before the committee as part of the review process.

Dale Robinson reported that the RAP program was currently in its eighth year of a ten-year authorization period and that time had passed quickly. He stated that the program currently generated approximately \$1.3 million annually, which was used to fund recreation, arts, and parks facilities and programs. He further reported that approximately 65 percent of RAP revenue was paid by non-residents. He commented that the program had been a significant benefit to the city, particularly for arts programs, and had helped fund numerous facilities and community initiatives.

Mayor Mike Mendenhall asked if there were any questions regarding the two nominees.

Councilman Landon Tooke asked how many total members serve on the RAP Program Committee.

Dale Robinson stated that the committee consists of ten members representing a variety of backgrounds and perspectives. He explained that the committee members invest a significant amount of time learning the rules and guidelines governing RAP funds, which makes reappointments valuable due to the complexity of the process. He stated that committee members were highly engaged, studied applications thoroughly, and asked thoughtful questions during interviews.

Dale Robinson stated that although the committee served in an advisory role, members took their responsibility seriously and were protective of RAP funds. He stated that their recommendations were particularly helpful to staff and council because they are well-researched and grounded in a strong understanding of program guidelines.

Councilwoman Stacy Beck commented that the committee's work was extremely helpful.

Mayor Mendenhall thanked Dale Robinson and asked that appreciation be passed along to the RAP Committee members. He stated that he and Councilwoman Stacy Beck remembered when the RAP program was first implemented and reminded the public that the program was funded through one-tenth of one percent of sales tax on non-grocery purchases, which was dedicated exclusively to recreation, arts, and parks. He stated that the program had proven to be a valuable and effective tool for the community.

Councilman Kevin Oyler confirmed the committee membership count and stated that the committee received more grant requests than available RAP allocations. He noted that nearly all applications were worthy, making funding decisions difficult. He stated that the committee does an excellent job prioritizing projects that benefit the greatest number of Spanish Fork residents and expressed appreciation for their thoughtful work.

Dale Robinson noted that during the early years of the RAP program, funding was sufficient to support all requests, but as the city had grown, the number of applications had increased significantly.

Mayor Mendenhall asked if there were any further questions. There being none, he entertained a motion.

Councilman Tooke ▾ **Moved to Re-appoint Deidre Gunnels and Haley Hughes to the RAP Tax Committee**

Councilman Cardon ▾ **Seconded** and the motion **Passed** with a roll call vote 7:52 pm

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Absent

Mayor Mendenhall welcomed and thanked Deidre Gunnels and Haley Hughes for their willingness to serve.

#### **D. Cold Springs Pipeline Rehab Phase 2 GMP Approval**

Public Works Director Cory Pierce presented the Cold Springs Pipeline Rehabilitation Project, Phase Two, to the council. He explained that the project involved the pipeline that conveys water from the city's springs down the canyon into Spanish Fork's water system.

Mr. Pierce stated that Phase One of the project had been completed and referenced an exhibit showing the completed work. He explained that Phase Two consists of two pipeline segments identified on the exhibit and that this phase had been under development for the past several years.

Mr. Pierce reported that the project experienced delays due to the need to obtain a railroad permit. He stated that although plans were completed and a guaranteed maximum price (GMP) estimate was prepared by the contractor in June, the item was not brought to the council at that time because the railroad permit had not yet been secured. He explained that the permitting process delayed the project approximately six to seven months and resulted in some changes to the project scope.

Mr. Pierce stated that the railroad required modifications to the construction approach in areas close to the tracks. He explained that rather than slip-lining the existing pipe in certain locations, the railroad required open trench construction and relocation of the pipeline farther from the tracks. He stated that while these changes were not negative from an infrastructure standpoint, they increased project costs. He further explained that the railroad also required the use of flowable fill in specific areas to ensure the long-term stability of their infrastructure, which added additional expense.

Mr. Pierce reported that the updated GMP presented to the council was slightly over \$3 million. He reminded the council that the project includes a \$2 million federal grant. He stated that the city had already received nearly \$1 million of that grant funding. He explained that due to grant timelines, the city had proactively purchased a portion of the required pipe and materials to demonstrate progress and maintain compliance with federal funding requirements.

Mr. Pierce stated that the grant funds were applied toward those material purchases and confirmed that the project was now fully permitted and ready to move forward. He offered to answer any questions from the council.

Mayor Mike Mendenhall commented on the importance of the project, noting that it directly impacts the city's water supply. He referenced prior high-water events, including years with heavy snowpack and elevated river levels, during which nearby infrastructure was threatened. He stated that the pipeline segment being rehabilitated was in the same general area where river conditions previously caused concern and emphasized the importance of protecting the city's water delivery system.

Mayor Mendenhall asked if there were any questions for staff. There being none, he entertained a motion.

Councilman Cardon ▾ **Moved to Approve Cold Springs Pipeline Rehab Phase 2 GMP Approval**

Councilman Tooke ▾ **Seconded** and the motion **Passed** with a roll call vote.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Absent

Mayor Mike Mendenhall then moved the meeting to the 1050 West Annexation Discussion and invited Dave to come forward to start it off.

**.DISCISSION:**

## **A. 1050 West Annexation**

Community Development Director Dave Anderson addressed the council and thanked Mayor Mendenhall. He directed attention to a map highlighting the annexation area, identified in yellow. He explained that the location was west of Interstate 15, with the bridge over I-15 at 400 North shown in the lower right portion of the image as a reference point.

Mr. Anderson stated that the council had previously discussed this area on multiple occasions, including an extended discussion approximately one year earlier regarding whether the city was prepared to consider residential development on the west side of I-15. He noted that since that time, the council had continued discussions regarding annexation and had accepted a proposal several months earlier to move forward with studying annexation of this area.

Mr. Anderson explained that city staff had been engaged in an ongoing analysis of the annexation proposal, including evaluation of service delivery requirements and identification of existing utility deficiencies in the area. He stated that Clyde Capital Group, working with Design Workshop, an urban design firm, had prepared a preliminary concept plan illustrating what a potential residential neighborhood within the annexation area could look like.

Mr. Anderson stated that the purpose of the presentation that evening was to obtain council feedback on the overall concept and design ideas presented by the applicant. He emphasized that staff and the applicant were seeking input on broad planning concepts rather than formal approvals.

Mr. Anderson noted that staff continued to work with the applicant on infrastructure-related matters, including storm drainage, roadway access, water, power, and other utilities. He stated that those technical items were not the focus of the evening's discussion and would be brought back to the council at a later time following completion of additional study.

Mr. Anderson outlined the primary topics staff and the applicant hoped to receive feedback on, including overall neighborhood design approach, housing types and mix, integration of park and open space, street design concepts, and connectivity. He noted that the annexation area was influenced by the city's long-term planning for a potential commuter rail station near Center Street and I-15, and that future transit considerations were part of the planning context.

Mr. Anderson also noted that consideration should be given to how residential development in this area could relate to nearby properties to the north that were being developed for light industrial uses.

Mr. Anderson introduced Clayton Rackham of Clyde Capital Group and Chris Geddes of Design Workshop, noting that both had worked with the city previously. He thanked them for attending and stated that he was prepared to turn the time over to them unless the Council had questions.

Mayor Mike Mendenhall thanked Mr. Anderson and explained that for discussion items, the

council typically allows a presentation of approximately fifteen to twenty minutes, followed by council questions and discussion. He noted that the item was not a public hearing but was intended to facilitate dialogue and gather feedback.

Mayor Mendenhall invited the applicant team to proceed with their presentation.

Chris Geddes of Design Workshop addressed the council and stated that his firm had been working with Clyde Capital Group on the proposed annexation and concept plan. He noted that the council had received the presentation materials in advance and stated that he would focus on the high-level concepts rather than reviewing every detail.

Mr. Geddes stated that the site presents a significant opportunity within both the context of Spanish Fork and the larger region. He described the location as a strategic gateway, noting that Spanish Fork served as a gateway to the Wasatch Front and that the convergence of U.S. Highway 6 and Interstate 15 creates an opportunity to thoughtfully accommodate continued growth over the next twenty to thirty years.

Mr. Geddes emphasized the site's access advantages, particularly with the future Center Street interchange, which would provide direct access to the area. He stated that residential development west of I-15 would not significantly impact Main Street or other existing streets that were currently experiencing congestion. He noted that population projections indicate Spanish Fork's population could double by 2050, requiring thoughtful planning to accommodate new residents.

Mr. Geddes stated that during the city's land use plan update, analysis showed that accommodating projected growth solely within existing entitlements would require significant expansion of the city's footprint. He explained that the land use plan recommended higher-density development in three locations along the highway corridor, including the northern area near 1600 South, the station area near this site, and the southwest portion of the city.

Mr. Geddes explained that Spanish Fork's existing housing stock was primarily single-family homes on larger lots. He stated that future growth was expected to include a wider range of household types and housing needs. He emphasized the importance of providing a broader range of housing options to accommodate young professionals, college graduates, individuals returning from service, families at different life stages, and those seeking more attainable housing options. He stated that diversifying housing types would allow residents to find homes that align with both budget and lifestyle needs.

Mr. Geddes stated that new residents also generate new revenue for the city. He explained that with the densities proposed in the concept plan, the development could generate approximately \$200,000 annually in new tax revenue and support additional retail and commercial development within the station area. He noted that new residents would likely spend money locally, benefiting the Spanish Fork economy.

Mr. Geddes described the project site as approximately 99.6 acres, located east of 1050 West, west of Interstate 15, and north of 400 North. He noted that the site was directly adjacent to



the future station area and that much of this land had already been included in prior station area planning efforts. He stated that the city has previously discussed infrastructure, trail connectivity, and access improvements related to the site and that the property was included in the city's future trails plan.

Mr. Geddes stated that the concept plan aligned with the station area plan and supported its goals, including mixed-use development and a variety of housing types. He stated that the proposal was intended to be consistent with the city's long-term vision for the station area and had been developed in coordination with city staff and the applicant.

Mr. Geddes discussed the principles that guided the neighborhood design, stating that creating a strong sense of place was a primary focus. He explained that streets should be designed for people and should encourage interaction. He emphasized the importance of building placement, streetscape design, and architectural form in shaping a cohesive neighborhood. He stated that while not all buildings need to be identical, they should work together to create a unified character that feels authentic to Spanish Fork.

Mr. Geddes stated that green space and open space were key components of the plan. He explained that parks, plazas, and gathering spaces were intentionally woven throughout the neighborhood to provide opportunities for residents to connect. He noted that similar concepts had been discussed during the station area planning process, including the idea of a festival street and active public spaces.

Mr. Geddes described the proposed mix of housing types, emphasizing diversity. He stated that the plan includes single-family homes, duplexes, triplexes, and quadplexes, noting that many multi-unit buildings can be designed to resemble single-family homes in scale and appearance. He explained that these housing types allow for gradual transitions in density and help avoid placing high-density buildings directly adjacent to single-family homes.

Mr. Geddes discussed the inclusion of cottage homes, noting their popularity among young buyers and empty nesters seeking to downsize. He explained that cottage developments typically include smaller homes arranged around shared outdoor spaces, offering lower price points while still providing quality living environments.

Mr. Geddes also discussed townhomes, emphasizing the importance of thoughtful design, front doors, and porch spaces to promote neighbor interaction. He stated that apartments were also included as a component of the overall plan, contributing to housing diversity and affordability.

Mr. Geddes concluded his remarks by turning the presentation over to Clayton Rackham to discuss the specific site plan and layout proposed for the annexation area.

Clayton Rackham of Clyde Capital Group addressed the council and stated that, as previously discussed by staff, the applicant initially presented the concept to the Development Review Committee and the City Council to determine feasibility. He stated that the development team continued to work with City staff, particularly with Cory Pierce's team, to address the infrastructure and utility improvements necessary to support residential units, families, and a

complete community in the area.

Mr. Rackham emphasized that the purpose of the presentation was not to resolve utility or infrastructure issues that evening, noting that those items were actively being addressed and were considered solvable. He stated that the intent of the discussion was to focus on park space, housing types, neighborhood character, and to receive direction from the council on how to proceed with refining the concept plan.

Mr. Rackham explained that when engaging in the Design Workshop, the applicant sought to leverage the firm's familiarity with the Station Area Plan and the city's long-term vision. He noted that earlier council discussions, including those held approximately one year prior, emphasized the importance of designing the development to function independently in the event that the station or interchange improvements were delayed. He stated that the concept plan was intentionally designed to operate successfully both before and after the station area was fully realized.

Mr. Rackham stated that the design process began with a focus on park space and how residents would interact with open space within the neighborhood. He explained that multiple park concepts were evaluated, including central parks, edge parks, and node parks. He stated that node parks were often effective in phased developments but that the design team ultimately favored a linear park concept.

Mr. Rackham explained that the linear park concept enhances walkability, created a centralized community feature, and allowed a variety of housing types to be oriented around shared open space. He stated that the linear park would also provide a natural pedestrian connection toward the future station area. He noted that while the park was not yet fully programmed, the concept provides flexibility for future refinement.

Mr. Rackham stated that Design Workshop provided examples of successful linear park developments in Utah, including Daybreak, as well as projects in Denver. He stated that these examples demonstrate how linear parks can create walkable, connected communities. He also noted that emergency vehicle access was discussed with the Development Review Committee and that those concerns appear solvable within the proposed street framework.

Mr. Rackham explained that the neighborhood design was built around the linear park as a central organizing element. He oriented the council to the plan, noting that the station area lies just south of 400 North. He stated that the proposed right-of-way connections align with those identified in the Station Area Plan. He explained that a simple grid system was used, with higher-density residential uses closer to the station area and lower-density development toward the northern portion of the site to better integrate with existing and future residential areas.

Mr. Rackham noted that the annexation area includes multiple landowners. He stated that Clyde Capital Group controls the majority of the land and that other landowners have agreed to allow the applicant to advance the concept plan. He stated that some landowners may ultimately participate as development partners. He explained that the linear park approach was also beneficial because it distributes park space throughout the site rather than

concentrating it on a single parcel, which would be less desirable for neighboring property owners.

Mr. Rackham discussed the street network and traffic circulation, stating that the goal was to create a walkable community while directing higher traffic volumes to collector roads around the perimeter of the development. He stated that residential streets were intended to carry lower traffic volumes. He explained that the plan avoids railroad crossings on the east side and connects through to 920 West, where existing industrial development was located.

Mr. Rackham presented an example right-of-way cross-section associated with the linear park. He stated that while this type of street design would be new to Spanish Fork, it was not uncommon in Utah or the broader region. He explained that different traffic configurations could be considered, including one-way or two-way travel lanes, and stated that the final design would be refined through further study and coordination with the city. He invited council feedback on the concept.

Mr. Rackham provided additional examples of linear park developments, referencing Daybreak and a project in Denver, to illustrate how similar concepts function in practice. He stated that these examples were intended to help visualize the potential character of the neighborhood.

Mr. Rackham reviewed the proposed housing mix, noting that it includes small-lot single-family homes, townhomes, duplexes, and apartments. He stated that market demand supports smaller single-family lots in this location and that builders had expressed interest in delivering these product types. He stated that the concept allowed multiple housing types to coexist within individual city blocks, which were sized to meet Spanish Fork's standard block dimensions.

Mr. Rackham described examples of blocks that include a mix of courtyard housing with shared open space, townhomes, and single-family homes. He stated that higher-density housing types were generally located closer to the linear park. He emphasized that building orientation prioritizes front-facing entrances and minimizes the visual dominance of parking areas, while acknowledging that parking remains a necessary component of the development.

Mr. Rackham concluded by reiterating that the presentation was intended to solicit council feedback rather than seek approval. He stated that the development team was eager to understand the council's perspective on how Spanish Fork should grow as the city's population increased over the coming decades.

Dave Anderson asked the applicant team to return to earlier slides to further explain the concept plan, particularly the color-coded housing density map. He requested that the applicant team walk through the housing types shown and explain the rationale for their placement within the neighborhood.

Chris Geddes explained that the housing layout was intentionally designed to create a walkable neighborhood scaled to residents rather than vehicle traffic. He stated that the

highest density housing was proposed along 400 North, immediately adjacent to the planned station area. He explained that the darkest colors on the map represent the highest-density housing, approximately 30 units per acre, consisting primarily of three- to four-story walk-up apartment buildings.

Mr. Geddes stated that density decreased moving northward and inward toward the linear park, where townhomes were proposed. He explained that townhomes would line the park to activate the open space and create a transition between higher-density apartments and lower-density residential areas. He stated that density continues to feather outward toward the eastern and western edges of the site, creating a gradual transition rather than abrupt changes in housing type.

Mr. Geddes noted that a higher-density area was also proposed near the northwest portion of the site, south of the community park. He explained that this location was selected due to its proximity to railroad tracks, noting that higher-density housing was generally more compatible in areas adjacent to rail infrastructure. He emphasized that the overall intent was to avoid large areas of a single housing type and instead create a varied, cohesive neighborhood.

Mr. Geddes stated that repeating a single product type often results in repetitive buildings and neighborhoods that lack character. He explained that a mix of housing types helps create a more comfortable, authentic environment where residents feel a stronger sense of attachment.

Dave Anderson referenced a subsequent slide that showed building footprints and lot layouts in greater detail. It was noted that the plan includes approximately 10 percent open space within the linear park and the northern park area.

Mr. Geddes explained that this calculation does not include homeowner association open space, such as shared courtyards shown with gray hatching on the plan. He stated that these courtyards provide additional open space, particularly for residents in higher-density housing, and help create comfortable interior block environments.

Mr. Geddes explained that these shared courtyard spaces provide opportunities for residents seeking attached housing options, acknowledging that this type of living arrangement was not for everyone but met the needs of a growing segment of the housing market.

City staff noted that the proposed block sizes were similar to those found in historic Spanish Fork neighborhoods. Dave Anderson stated that the blocks measure approximately 400 feet by 400 feet, consistent with the traditional city grid. Council members commented that this comparison helped provide scale and context, particularly in understanding walking distances to parks and amenities.

Councilwoman Stacy Beck commented that the similarity in block size helped clarify that parks would be within a short walking distance rather than several miles away.

Mr. Geddes added that the grid pattern mirrors neighborhoods east of I-15 and was

intentionally designed to avoid creating an isolated enclave. He stated that the plan allowed for future extension of the city grid northward and blended naturally into Spanish Fork's existing street pattern.

Mr. Geddes also explained that street alignments were designed to respect existing property lines, allowing for phased development. He stated that the plan avoids forcing road construction through properties owned by individuals who may not wish to develop at this time, allowing for flexibility and minimizing negative impacts on neighboring landowners.

Councilwoman Stacy Beck indicated that she had several thoughts to share but hesitated to speak first. Mayor Mike Mendenhall invited discussion and encouraged council members to provide feedback on parks, housing types, and roadway design.

Mayor Mendenhall stated that his initial reaction to the linear park concept was skepticism, noting that it was not his preferred option at first glance. He stated, however, that the concept had begun to grow on him as he considered its potential benefits.

Clayton Rackham acknowledged that each park concept presented had advantages and disadvantages.

Mayor Mendenhall discussed central park concepts, noting that large destination parks tend to draw visitors from across the region, citing the All Abilities Park as an example. He stated that while destination parks serve an important purpose, they also generate regional traffic, whereas neighborhood-oriented parks may better serve local residents.

Councilman Kevin Oyler commented that his mental image of a linear park aligned with examples such as the Washington Mall, noting that the proposed park would be smaller in scale. Council members discussed examples of node parks and linear parks in other communities, including Savannah, Georgia, and developments in Saratoga Springs and Daybreak.

Clayton Rackham and Chris Geddes responded that the proposed linear park width was approximately 58 to 60 feet. Mr. Geddes stated that the Daybreak linear park was slightly wider but that similar concepts have been successful at narrower widths. He explained that the Denver example shown includes activated seating areas and gathering spaces and that the design could be refined to ensure active use rather than serving solely as a visual feature.

Mayor Mendenhall asked whether the proposed linear park would be a public park maintained by the city. He referenced existing linear parks under power lines within Spanish Fork and noted that those parks were actively used by neighborhoods. He stated that envisioning a trail running through the linear park helped him better understand how the space could function and serve residents.

Mayor Mike Mendenhall stated that as he continued to consider the linear park concept, he could envision children being able to move through the neighborhood using the park rather than sidewalks along streets. He stated that the ability for residents to walk several blocks within the green space, rather than along roadways, helps connect the community and

provides safe internal circulation. He noted that the linear park could guide residents toward the future station area and serve as a connective element for the neighborhood.

Clayton Rackham added that the linear park concept functions as a greenway connection to the station area and would provide a pedestrian-oriented route for residents walking to future public transit.

Mayor Mike Mendenhall asked Parks and Recreation Director Dale Robinson for his perspective on the linear park concept.

Dale Robinson stated that the linear park would fall under the responsibility of the Parks and Recreation Department for maintenance. He stated that his primary concern was ensuring adequate playability within the park. He explained that based on the city's parks master plan, a development of this size would typically require more park acreage than what was currently shown. He noted that while he did not expect the developer to provide the full acreage typically required, he emphasized the importance of distributing park spaces so they are within walking distance of all residents.

Dale Robinson expressed appreciation for the applicant's approach, stating that it is rare to see a development team begin with park planning rather than treating it as an afterthought. He stated that parks form the heart of a community and commended the applicant for prioritizing open space early in the design process.

Dale Robinson stated that while he does not oppose the linear park concept, if it lacks sufficient width or programming, it could function primarily as a trail rather than a true park. He stated that a well-designed trail still provides value, but emphasized the importance of including usable play and gathering spaces. He suggested that additional smaller parks or play areas may be necessary to ensure adequate recreational opportunities, particularly for children.

Mr. Rackham responded by explaining that the internal courtyards shown on the plan, identified with hatched areas, would be homeowner association–managed open spaces. He stated that these spaces would connect to the linear park and provide additional shared outdoor areas for residents.

Councilman Kevin Oyler stated that he appreciated the inclusion of HOA-managed open spaces and agreed that the approach added value to the neighborhood. He also expressed agreement with Dale Robinson's comments regarding the importance of playability.

Mr. Rackham stated that the development team was seeking council feedback on how best to program the linear park. He noted that during Development Review Committee discussions, options such as playground elements within linear parks had been discussed. He stated that thoughtful programming was essential to ensure the park was actively used and not underutilized.

Councilwoman Stacy Beck expressed concern about children playing within a linear park located between streets. She stated that she envisioned children running and playing ball

games, which could lead to balls entering roadways. She questioned whether a linear park of that size could safely accommodate playground equipment and suggested that playgrounds may be better suited for a larger neighborhood park.

Councilman Kevin Oyler noted that the primary playground equipment would likely be located in the neighborhood park at the northern portion of the site rather than within the linear park.

Clayton Rackham responded to council comments regarding the linear park and roadway design. He explained that the right-of-way connecting to 400 North was intentionally designed to function as the least vehicle-oriented street within the neighborhood and the most pedestrian-oriented corridor. He stated that vehicular traffic would be directed to other connections leading into the station area and toward freeway access, allowing the linear park corridor to function primarily as a walking route.

Mr. Rackham stated that a traffic study requested by the council was currently underway and that additional details regarding traffic circulation would be presented at a later date. He reiterated that the intent was to minimize vehicle use along the linear park corridor.

Councilman Jesse Cardon stated that while he supported the linear park concept, he would like to see it complemented with additional node-style parks distributed throughout the neighborhood. He stated that smaller parks located within blocks could provide spaces for children to play kickball, throw a baseball, or gather without having to travel the full distance to the larger neighborhood park. He suggested that reducing some courtyard space in favor of additional node parks could improve playability and neighborhood function.

Councilman Cardon stated that although he appreciates the courtyard concept, he prefers a mix that includes more public or semi-public park spaces spread throughout the development rather than concentrating most recreational space along the linear park.

Councilman Kevin Oyler stated that he likes the linear park concept and can envision residents moving through the neighborhood using connected green spaces rather than sidewalks or roadways. He stated that he does not envision the linear park serving as the primary destination park for children's play, but rather as a safe north-south corridor connecting residents to the neighborhood park or to the station area. He stated that larger play activities would likely occur at the neighborhood park or at regional parks such as the All Abilities Park.

Councilman Oyler then asked Mr. Rackham about anticipated single-family lot sizes within the project.

Mr. Rackham stated that lot sizes had not yet been finalized. He explained that builders had expressed interest in smaller single-family lots, particularly those around 4,500 square feet or smaller, due to strong market demand for more attainable housing. He stated that some communities were exploring alley-loaded homes and narrower lots, including lots as small as 30 to 35 feet wide. He stated that while larger lots around 6,000 square feet remain an option, smaller lots offer greater efficiency and affordability.

Councilman Oyler asked whether the project had considered mansion-style homes or multi-unit buildings designed to resemble single-family homes.

Mr. Rackham responded that duplexes, triplexes, and quadplexes were part of the concept, particularly within courtyard-style blocks. He stated that these buildings would not be stacked vertically and would be designed to fit comfortably within the neighborhood scale. He noted that while lot sizes and building configurations had not been finalized, Design Workshop had laid out block configurations that could accommodate a variety of housing types within Spanish Fork's standard block sizes.

Councilman Oyler referenced a previous discussion regarding expandable single-family homes that could be built initially with the option for future additions.

Mr. Rackham stated that this product type was still under consideration and may provide an affordable option. He noted that while the development team was not committed to that specific approach, there is interest from builders in constructing flexible and attainable housing products if permitted.

Councilman Oyler asked how many property owners were included within the proposed annexation area.

Mr. Rackham stated that Clyde Capital Group currently owned approximately 53 acres within the project area. He explained that there are two additional one-acre parcels owned by the family from whom the land was purchased, with purchase options in place. He stated that there were also two additional property owners within the annexation boundary. He noted that discussions had occurred regarding expanding the project area by approximately six acres to the east, including a corner parcel whose owner had expressed interest in participating.

Mr. Rackham further stated that additional property owners to the north and northwest have expressed interest in potential future annexation, though most were not planning near-term development.

Councilman Jesse Cardon commented that the proposal reflects elements of the city's complete neighborhood philosophy. He stated that while he was cautious about townhomes lining streets, he recognized that design quality could significantly influence how those housing types were perceived. He stated that poorly designed townhome blocks can detract from neighborhood character, but thoughtful architectural variation and integration can mitigate those concerns.

Councilman Cardon stated that he appreciated the proposed mix of residential uses throughout the community rather than concentrating higher-density housing in a single area.

Councilman Jesse Cardon stated that he was still considering the proposed higher-density housing located in the northwest corner of the concept plan. He noted that while he liked the general approach of placing higher density near 400 North and transitioning to lower density



moving north, the presence of a higher-density residential area in the top left corner felt somewhat out of place. He acknowledged that future annexation of additional property could change the logic of that placement.

Councilman Cardon reiterated his strong support for the complete neighborhood concept and stated that this project represents a good opportunity to apply that model in a slightly higher-density format. He expressed support for the inclusion of duplexes, triplexes, and quadplexes, as well as cottage homes with shared open space. He stated that the variety of housing types shown was a strength of the proposal.

Councilwoman Stacy Beck commented that she appreciated the diversity of housing options and the overall grid system. She stated that the grid felt intuitive and consistent with how Utah communities were traditionally organized. She noted that in many newer neighborhoods it can be difficult to navigate or distinguish different housing types, and she appreciated the clarity and organization shown in the plan. She expressed support for the land use density, the front-yard orientation, and the shared open space concepts.

Councilwoman Stacy Beck stated that she was still uncertain about the linear park concept. She noted that she did not dislike it but was not fully convinced of its functionality. She acknowledged that the concept was well thought out.

Councilman Kevin Oyler stated that he liked the linear park concept and felt it would function well as a safe north-south pedestrian corridor. He noted that he viewed the linear park as a movement and connectivity feature rather than a destination park, with larger play activities occurring at the neighborhood park or regional parks.

Mayor Mike Mendenhall commented that while the linear park had grown on him, he had concerns about pedestrian safety and connectivity, particularly related to Fourth North and the I-15 overpass. He stated that if children and residents were encouraged to move north and south toward Fourth North, the city should consider how to make the crossing over I-15 safer and more walkable. He noted that Fourth North was not currently pedestrian friendly and expressed concern about children crossing that corridor to connect with neighborhoods east of the freeway.

Mayor Mendenhall stated that while he understood these improvements would be years away, they were important to consider early to maintain connectivity within the city. He emphasized the importance of safe pedestrian routes for children who may want to access schools, neighborhoods, or amenities east of I-15.

Mr. Clayton Rackham responded by referencing the city's trail plan and showed how future trails could connect through the station area and across I-15 once the Center Street interchange and associated infrastructure were constructed. He noted that the trail system shown represents full build-out conditions and acknowledged the challenge of providing safe interim solutions during phased development. He expressed support for exploring creative, temporary safety measures along Fourth North.

Councilman Jesse Cardon added that the area currently lacks neighborhood-scale amenities

such as small retail or gathering places, meaning residents would continue to travel back into town. He stated that this makes pedestrian connectivity especially important. He noted that schools were within walking distance from the site and emphasized the need for safe routes.

Community Development Director Dave Anderson stated that pedestrian crossings of I-15, particularly along Fourth North, warrant further consideration. He acknowledged that Fourth North was likely to be the primary pedestrian crossing point and stated that staff would take that feedback into account moving forward.

Councilman Cardon also commented on the proposed roadway cross section, stating that he did not favor placing bicycle lanes in the middle of vehicular travel lanes. He noted that bike lane placement could be challenging but expressed concern about safety and clarity.

Mr. Rackham clarified that the bike lane shown was adjacent to parking and was included to satisfy fire access width requirements. He stated that widening the roadway allowed adequate space for fire apparatus while also slowing traffic.

Mr. Chris Geddes added that the bike lane provides a functional use for the additional width required for emergency access and helps discourage speeding by visually narrowing vehicle lanes.

Mayor Mendenhall asked whether there were any additional questions for the applicant team.

City Manager Seth Perrins asked whether there had been consideration for neighborhood-scale commercial uses within the project area. He stated that while he understood commercial development was planned near the station area and interchange, he wanted to understand whether any neighborhood commercial was contemplated within the residential development itself.

Mr. Clayton Rackham explained that during earlier iterations of the station area plan, one concept included commercial development located within the green space area adjacent to the project. He noted that this land, approximately six acres owned by Clay Grant and adjacent to the project site, had previously been identified as potential commercial space. However, he stated that Fourth North being an overpass creates grade challenges that complicate vehicular access, turning movements, and overall traffic flow for commercial development in that location. For those reasons, most commercial uses had been contemplated within the station area itself.

Mr. Rackham added that this approach does not preclude commercial uses elsewhere. He stated that the southwest corner of the site, near the future interchange connecting to Fourth North, may be a more suitable location for commercial development given visibility, access, and traffic patterns. He indicated that this area could be considered for future neighborhood or station-adjacent commercial uses.

City Manager Seth Perrins referenced the station area plan map and discussed long-term changes to Fourth North once full buildout occurs. He noted that with the Center Street

interchange in place, Fourth North would no longer function as the primary east-west corridor, with traffic instead being routed more heavily to Center Street.

Clayton Rackham emphasized that this represents full buildout conditions and not the current roadway configuration.

Mr. Perrins discussed the possibility of interim pedestrian improvements along Fourth North. He stated that based on existing lane widths of approximately 11.5 feet in each direction, it may be feasible during a future overlay project to shift lane striping to create a walkable space separated by a Jersey barrier. He noted that this could potentially allow for a five- to six-foot pedestrian corridor on one side of the roadway without requiring major structural changes. He acknowledged that Fourth North was not a city-owned facility and that coordination with other agencies would be required.

Mayor Mike Mendenhall stated that while Fourth North was currently not pedestrian friendly, the city had historically adapted to challenging crossings, referencing Highway 6 prior to recent improvements. He noted that residents still found ways to safely connect across major corridors. He expressed support for exploring interim solutions while also encouraging residents, particularly families and children, to use alternative routes.

Mayor Mendenhall suggested that the preferred pedestrian route for this neighborhood may be northward rather than directly across Fourth North. He stated that using trails leading north and passing under the freeway would provide safer access to amenities east of I-15, including retail and food establishments. He noted that directing pedestrians toward underpass connections may reduce the need for frequent crossings of Fourth North and improve overall safety.

He concluded that while Fourth North connectivity was important, designing the neighborhood to naturally guide residents toward safer northbound trail connections could be an effective strategy and should be considered as planning continues.

City Manager Seth Perrins noted that while northbound trail connections would provide access to schools, churches, and civic uses, they would not provide direct access to neighborhood commercial amenities.

Mayor Mike Mendenhall responded that regardless of preferred routes, children and residents will choose the shortest path available. He reiterated concerns about the lack of continuous sidewalks on the east side of the Fourth North overpass and stated that this remains a safety issue.

Councilman Kevin Oyler emphasized the safety risks associated with increased pedestrian and bicycle activity along Fourth North, particularly given the high volume of large truck traffic. He stated that introducing additional children and cyclists into that corridor without adequate infrastructure would need careful consideration.

Mr. Clayton Rackham stated that any improvements along Fourth North would likely be interim solutions. He indicated that the development team would be willing to work with

their traffic consultants to approach UDOT for guidance on safe and reliable temporary solutions for overpass corridors. He noted that similar conditions likely exist elsewhere in the state and that best practices could be identified. He emphasized that the project would be phased over time and not developed all at once, allowing safety improvements to be implemented intentionally and in coordination with city and state agencies.

Mayor Mendenhall added that certain thresholds related to population or development intensity could potentially trigger infrastructure improvements. He noted that land east of I-15 along Fourth North appears to be owned by UDOT, which could simplify future sidewalk or safety improvements in that corridor.

After additional discussion, the Mayor asked if there were any further questions for the applicants. Hearing none, he thanked Mr. Rackham and Mr. Geddes for their presentation and time.

Mr. Clayton Rackham thanked the council for the feedback and commented that he would take away a split opinion on the linear park concept. He noted that additional council perspectives, including those not present, would be helpful as the concept continues to evolve.

Community Development Director Dave Anderson stated that staff anticipated returning to the council with additional information before any public hearing on the annexation. He indicated that the project was still months away from an action item and that further refinement and study would occur before then.

Councilman Kevin Oyler asked whether the Planning Commission had reviewed the concept. Mr. Anderson responded that the Planning Commission had not yet formally reviewed it, but staff intended to share the presentation with them and have an initial discussion during their February meeting to ensure awareness and early input.

City Manager Perrins summarized the council's feedback, noting that while the project raised significant issues, particularly related to traffic and connectivity, the council did not express a desire to halt further study. He stated that the general direction appeared to be for staff and the applicant to continue refining the concept.

Councilwoman Stacy Beck stated that it was fair to summarize her feedback as generally supportive of the design concepts presented. She noted that while the overall neighborhood design was moving in a positive direction, traffic impacts represent a separate and more significant issue that requires additional discussion.

Councilwoman Stacy Beck emphasized that Fourth North remains a major concern, particularly where it connects to Main Street. She indicated that traffic mitigation would be critical and asked whether those concerns could be alleviated, at least in part, if Fourth North were connected to Tenth North.

Mr. Perrins stated that there remained a significant concern regarding Fourth North connecting to Main Street. He asked whether that concern would be alleviated if Fourth

North and Tenth North were connected, allowing traffic to use either route. He noted that, based on what he was hearing, the traffic issue was as important as the design elements discussed and suggested that finding a way to connect Fourth and Tenth North would be necessary. He indicated the feedback was helpful and noted that staff had been advised not to discuss that topic further during the meeting.

Councilwoman Stacy Beck clarified that the discussion had been limited to the linear park and that the Fourth and Tenth North connection was considered outside the scope of the evening's discussion. He thanked the council for the clarification.

Mayor Mike Mendenhall stated that he believed the idea was a good one. He observed that there was already active development occurring just north of the area under discussion and noted that the challenge would be determining how to connect this project into that development in a way that felt cohesive and safe. He referenced the large underpass near Third West and Tenth North.

Seth Perrins agreed and stated that the underpass at Third West and Tenth North was very large. He noted that, given its size and proximity to railroad infrastructure, it seemed reasonable that a solution could be found, though it would likely require coordination beyond the city. He then asked whether a street cross section for the linear park was available for review.

Clayton Rackham stated that staff and the applicant were seeking confirmation on whether the council wanted the linear park concept further developed and whether the proposed residential product types aligned with the city's long-term goals. He noted that the applicant had heard clearly in prior discussions that a connection to Tenth North was necessary because Fourth North alone could not handle the traffic and stated that work toward that connection was underway. He then directed attention to the street cross section.

Councilman Kevin Oyler reviewed the street cross section and noted that existing linear parks under power lines typically did not include sidewalks within the green space. He suggested removing sidewalks from the linear park area, increasing green space, and placing a soft walking trail down the center, while retaining sidewalks along the residential streets. He stated that this approach would maintain buffers from traffic while improving usability and noted that multiple access points to the trail would be needed.

Continuing, Councilman Oyler asked how many crossings through the linear park were planned, noting that the drawing appeared to show three.

Mr. Rackham confirmed that three crossings were shown, with the middle crossing planned next. He stated that safety and accessibility would be priorities. He agreed that removing redundant sidewalks could allow for other features and referenced similar soft trail designs in Denver and Salt Lake that were well used by runners and walkers.

Councilman Kevin Oyler suggested replacing sidewalks with trees to create a shaded canopy.

Mayor Mike Mendenhall remarked that Councilman Oyler appeared to be envisioning a strong visual corridor through the park. He stated that based on the discussion, he would like to see additional exploration of how the space could be activated and made as usable as possible, consistent with earlier comments from staff.

Mr. Anderson agreed.

Clayton Rackham stated that the applicant appreciated the feedback and was excited to refine the concept. He reiterated that Clyde Capital Group's goal was to build better communities and that the council's input helped guide that process.

Clayton Rackham expressed concern that the neighborhood park on the north end appeared to be only a few acres in size and may not be sufficient for the anticipated number of residents. He stated that if the park was intended to serve the broader neighborhood, it should be large enough to accommodate organized activities and larger gatherings.

Councilman Kevin Oyler asked whether any of the alternative park concepts that had been discussed would provide parks large enough to be truly usable. He questioned whether breaking the open space into smaller pocket parks, rather than utilizing a linear park, would meet the needs of a development serving approximately 3,000 residents. He stated that he did not believe it would and emphasized that there needed to be sufficient open space to adequately serve that population.

Dale Robinson responded that the city's parks master plan called for approximately 4.7 acres of park space per 1,000 residents. Based on that standard, development would technically require approximately 14 acres of park space. He indicated that, based on what had been presented, none of the current park concepts met that requirement.

Clayton Rackham noted that the concept plan currently showed approximately 10 percent open space. Clayton Rackham stated that the project would be required to comply with city code and standards and suggested that the required open space could be achieved when internal spaces within the development were fully considered.

Dale Robinson stated that this was the first time he had heard details regarding the internal courtyard spaces. He asked what those courtyards would consist of, such as grass, hardscape, or other materials. Dale Robinson also asked whether those areas would be open to public use throughout the development or whether they would function as private HOA amenities. He stated that when the term HOA was used, he assumed the spaces would be limited to the residents of those specific units.

Chris Geddes explained that the courtyard spaces would likely be HOA-maintained open space, noting that it would not be practical for the city to maintain narrow strips of lawn. Chris Geddes stated that while the spaces would be HOA-maintained, they would not be gated or restricted from pedestrian access. He acknowledged that the development team needed to further evaluate whether additional open space should be provided. Chris Geddes suggested that reducing density in the northwest portion of the site could allow for a park of more

meaningful size and stated that the location of such a park could be further discussed. He explained that the internal open spaces were intended to be accessible to anyone walking through the neighborhood, even though they might feel more like shared front-yard spaces.

Chris Geddes referenced a comparable neighborhood in Denver that included a linear park and HOA-maintained open spaces. He shared his personal experience living in that neighborhood, noting that he regularly used the linear park to walk to nearby amenities and that shared lawn areas in front of homes were accessible to passersby, even though they were maintained by an HOA.

Mayor Mike Mendenhall stated that Dale Robinson was doing his job by advocating for additional park space. Mayor Mike Mendenhall expressed appreciation for the emphasis on parks and recreation and thanked the presenters for their work.

Mayor Mike Mendenhall stated that if there were no other items to come before the council, he would entertain a motion to adjourn.

Councilman Cardon ▾ **Moved to Adjourn**

Councilwoman Beck ▾ **Seconded** and the motion **Passed** at 9:04 pm.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Absent

Attest: January 20, 2026

*I, Tara Silver, City Recorder of Spanish Fork City, hereby certify that the foregoing minutes represent a true, accurate, and complete record of the meeting held on January 20, 2026. This document constitutes the official minutes of the City Council meeting.*



TARA SILVER, CITY RECORDER