



**Wednesday, February 4, 2026
Planning Commission**

Planning Commission Agenda

PUBLIC NOTICE is hereby given that the Planning Commission of Spanish Fork, Utah, will hold a meeting in the City Council Chambers at Library Hall, on the second floor, 80 South Main Street, Spanish Fork, Utah, with a work session commencing at 5:15 p.m., and the Planning Commission Meeting commencing at 6:00 p.m. on February 4, 2026.

Planning Commissioners

**Todd Mitchell
Shauna Warnick
Michelle Carroll
Michael Clayson
Paul Dayton
Dave Woodhouse**

SPANISH FORK CITY does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in the employment or the provision of services. The public is invited to participate in all Spanish Fork City Planning Commission Meetings located at the City Council Chambers at Library Hall, 80 South Main Street, Spanish Fork. If you need special accommodation to participate in the meeting, please contact the Community Development Office at 801-804-4580.

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

A. Planning Commission Work Program Discussion.

2. 6:00 Agenda Items

3. Conditional Use Permit (Public Hearing)

A. CHICKEN PROCESSING FACILITY. This proposal involves a request for a Conditional Use Permit to allow for a chicken processing facility to operate at approximately 3500 North 1150 West.

4. Zone Change (Public Hearing)

A. LET THEM GROW MONTESSORI PRESCHOOL ENHANCEMENT OVERLAY. This proposal involves a Zone Change to apply the Development Enhancement Overlay to accommodate a preschool at 75 West 300 North.

5. Title 15 Amendments (Public Hearing)

A. TITLE 15 OLD DOMINION. This proposal would amend the City's fencing requirements.

B. TITLE 15 TEMPORARY STORAGE YARD. This proposal would amend the city's fencing requirements for outdoor storage.

6. General Plan Amendments (Public Hearing)

A. GENERAL PLAN UPDATE. This proposal involves an updated Land Use Element of the General Plan.

B. GENERAL PLAN UPDATE. This proposal involves amending the General Growth Management Boundary Map.

7. Adjourn

End



Chicken Processing Facility
 Conditional Use Permit
 3584 North 1150 West
 0.15 acres
 I-1 Zone
 Industrial General Plan Designation

PROPOSAL

The Applicant applied for approval of a Conditional Use Permit for a proposed chicken processing facility within an existing building. Meat processing facilities are listed as a use subject to Conditional Use Permit in §15.3.16.120.C.

The Applicant submitted a floorplan that shows the proposed layout for the operation that covers approximately 1,400 square feet. The chickens will be transported to the location from an off-site pasture and kept in the holding area. Due to the growth of the Applicant’s business, state regulations require indoor processing, with a cap of 20,000 birds per year. They anticipate processing 10,000 birds during the 22-week season. More details about the business operations can be found in the submitted letter attached as Exhibit 2.

The Applicant is planning to use this location for the next 2-3 years while a different location is being developed. Processing activities are anticipated to occur one evening per week. The Applicant has stated that much of the waste occurring from their operation will either be reused for fertilizer or incinerated. They will be required to install a grease trap to ensure waste does not impact the city’s water treatment system.

The DRC reviewed the application on January 28 and recommended approval of the Conditional Use Permit. Three conditions were added to address incineration and waste storage/disposal.

Some of the key issues to consider are: potential detrimental impacts, such as odors and incineration of the waste.

RECOMMENDATION

That the proposed Conditional Use be recommended for approval based on the following findings and subject to the following conditions:

Findings

1. That the proposal conforms to the City’s General Plan Designation and Zoning Map.
2. That anticipated detrimental impacts on surrounding properties in an industrial area will be minimal.

Conditions

1. That the Applicant meets the City’s development and construction standards and other applicable City ordinances.
2. That any incineration be approved by the Building Official before it happens.
3. That on a daily basis, any organic material that is not refrigerated is removed from the site.
4. That the facility is approved by Pre-Treatment.

EXHIBITS

1. Area Maps
2. Applicant Letter
3. Floorplan

EXHIBIT 1



ZONING MAP



LAND USE MAP



PROPOSAL

EXHIBIT 2

What is Smrt Frms?

Just a small Pastured Poultry farm. Last year operating under the Home Consumption and Homemade Food Act (Utah State Code 4-5a-104). We raised, processed and sold 700 chickens worth of meat. We sold at a few farmers markets in the area (Spanish Fork, Salem and Provo).

We raise these chickens on pasture using regenerative farming techniques to improve the land we use along the way. Thanks to raising these birds in a more healthy way than traditional poultry farming we do NOT need to give our chickens vaccines, added hormones or anti-biotics. We move the chickens to fresh, clean, grass every day. They get fresh air, sun and forage for grass and bugs. Like chickens should.

We'd like to expand this farm. State regulations (UDAF) say that if we raise more than 1,000 chicken we need to start processing those chicken indoors. We found an industrial zoned location that we can rent (3546 N 1150 WEST, Spanish Fork). But we need a conditional use permit.

The state hard caps us at 20,000 birds/year. We are looking to do about 10,000 birds in 2026. I know that sounds like a big number, it's not. The Tyson plant in Eagle Mountain likely does that or more in a day. 10,000 birds in the year will be roughly 500 birds a week, for our 22 week season.

We follow a processing procedure that is essentially "Kosher" kills. If you're familiar with pastured poultry you've likely seen this process.

We catch 90%+ of the blood from the animal (for use later as a natural fertilizer on our pastures), so there's not much that will make it to the drains. All the other "mess" (feathers, bones, guts, organs we don't want) will either be taken to the dump (animal pit) or preferably incinerated. If we get approval for incinerating the mess we'll use that ash as a natural fertilizer as well. Most of the bones are actually even sold/used as DIY Bone-broth kits. So there is almost no waste.

There will be a small amount of chicken manure that accumulates while the birds are in the holding/staging area. But we like using that manure as fertilizer as well, so we'll catch as much of that as possible also.

We really only need this location for 2 or 3 years. Ultimately we want to be in the Central Utah Agri-Park. But that won't be ready for a couple years. Once the Agri-Park is ready we'll head out there.

The operating plan is to process chicken 1 evening a week and clean eggs 1 evening a week. The processing crew will be 6-8 people, while the egg crew will be 2-4 people. We don't need a

lot of space. The location we're looking to rent is 1,418 sqft. This is enough space for all the specialized equipment (kill station, scalding, plucker, processing tables, sinks, fridges and freezers), the holding/staging area (inside) as well as a small office in the front.

I don't anticipate causing any issues for neighbors. The birds are not loud, the manure smell is not strong and will be very short-lived. And we're only doing this 1 night a week. Also, this location is fairly close to the transfer station. So tenants in this area are already expecting some smells when the wind is right.

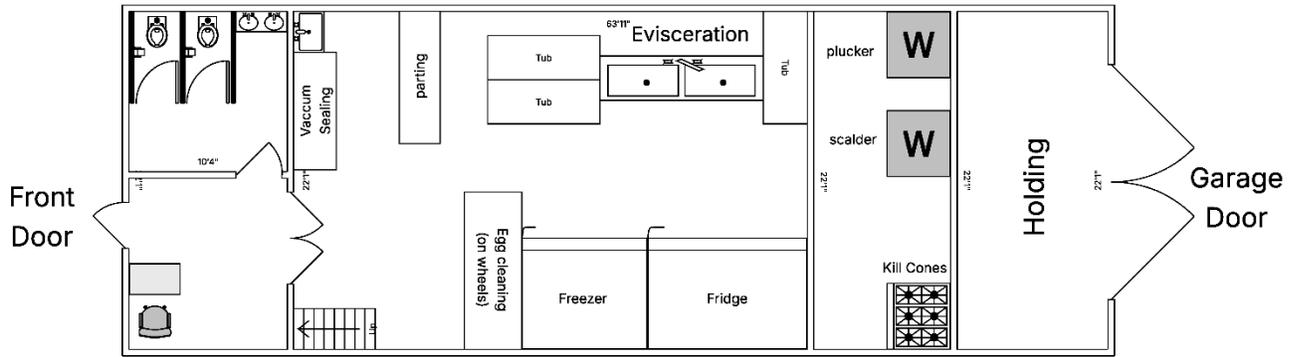
We already operate with environmental responsibility as a core principle in what we do. Processing these chickens will stay in line with that. Not only limiting waste, but improving the land around us.

Please remember that this is super small-scale. Many people I've talked to along the way hear "chicken processing center" and jump to a conclusion of "massive environmental issue"; it's not. These birds live a healthy life, are processed humanely and packaged responsibly.

Please reach out to me with questions or concerns:

Brice Wilson
801-860-0130

EXHIBIT 3





Let Them Grow Montessori School
 Zone Map Amendment
 75 West 300 North
 0.45 acres
 R-O Zone
 Commercial General Plan Designation



PROPOSAL

The Applicant has submitted a request for a Zone Map Amendment to apply the Development Enhancement Overlay to the subject property, which is currently zoned R-O Residential Office. The Applicant intends to utilize the site for a Montessori School. This relocation will facilitate the expansion of the business from its current location—an approximately 1,700-square-foot facility situated a few properties to the east—to this larger site. However, the existing site configuration does not strictly comply with current development standards for Professional Office or other non-residential uses.

Application of the Development Enhancement Overlay is required to address several areas where the site is currently legal non-conforming or does not meet strict development standards. Under current R-O Residential Office zoning standards, the required side setback for non-residential uses is 10 feet; the subject property does not meet this setback requirement along the western boundary. Furthermore, the property lacks the adequate landscape buffer along the southern and western boundary, nor does it meet current requirements regarding landscaped parking lot islands, §15.4.16.130. Additionally, the Applicant has considered installing a playground in the front of the building, which will involve the removal of a portion of the existing turf grass, potentially leaving the site with less than the required 20% on-site landscaping.

Despite these constraints, the site currently features an existing masonry wall along both the western and southern property boundaries. The presence of this wall is a significant factor in the consideration of the Development Enhancement Overlay, as it demonstrates that the site already meets one of the primary screening requirements for non-residential uses adjacent to residential zones. This existing infrastructure helps mitigate potential impacts on neighbors, supporting the rationale that the site is suitable for the proposed use despite the setback and landscaping deviations.

On January 14, 2026 the Development Review Committee recommended approval of the Let Them Grow Montessori School Zone Change.

Some of the key issues to consider are: proposed use, adjacent uses, landscaping, setbacks and fencing.

STAFF RECOMMENDATION

That the proposed Let Them Grow Montessori School Zone Map Amendment be approved based on the following findings and subject to the following condition:

Findings

1. That the proposed modifications will conform to the intent of the Development Enhancement Overlay Zone.
2. That the existing masonry wall on site alleviates the need for a 10-foot landscape buffer to the south and the west.
3. That the school’s current location is roughly 150 feet to the east of this proposed site, keeping it in the same neighborhood of the community.

4. That the proposed site allows for the expansion of the school's current operations.

Condition

1. That if the playground is installed, it be enclosed with a legally constructed fence.

EXHIBITS

1. Area Maps
2. Aerial Imagery
3. Development Enhancement Overlay Memo
4. Letter of Support

EXHIBIT 1



EXHIBIT 2



EXHIBIT 3



TO: Planning Commission
FROM: Community Development
DATE: February 4, 2026
RE: Let Them Grow Montessori School Development Enhancement Overlay

Municipal Code 15.3.20.060 Development Enhancement Overlay. The following findings must be made by the City Council before approving any Development Enhancement Overlay:

1. That the proposed use is an appropriate use on the specific parcel as compared with other possible uses.
 - a. Professional Office and Non-Residential uses have operated on this site for several decades. To Staff's knowledge, adjacent property owners have never filed complaints regarding the use of the site, demonstrating its long-term compatibility with the neighborhood. In Staff's opinion, utilizing the site as a school creates an appropriate land-use transition between the retail zone to the east and the residential zone to the west. Additionally, the site's ample parking for the proposed use and availability of space for a potential playground make it as good of a site as any in the community for a Montessori preschool.
2. That granting the Development Enhancement Overlay Zone with modified restrictions will not cause a detriment to prospective patrons, to adjacent property owners, nor to traffic flows on the adjacent public streets.
 - a. The site has operated as an office for decades without detriment to patrons or neighboring property owners. The scale of the requested change is minor and is not anticipated to negatively impact adjacent properties. Although the property currently lacks certain design standards—such as landscaped parking lot islands and a 10-foot landscape buffer—the proposed use will not generate traffic volumes detrimental to the neighborhood. The school has successfully operated at a nearby location to the east for several years without disrupting traffic flow or causing issues for neighbors. Retaining the school within the neighborhood preserves a valuable community asset.
3. That adequate conditions have been incorporated into the Zone which will offset the easing of usual requirements.

- a. The driveway accessing the parking lot is located on the east side of the property, adjacent to the commercial zone along Main Street. Consequently, the residential dwellings to the west will be buffered from drop-off and pick-up traffic. Additionally, the site features a masonry wall along the south and west boundaries, effectively screening daily operations from adjacent property owners.
- 4. If a study has been submitted by the Developer, the Council accepts the study as accurate as far as addressing the more lenient standards and the impact it will have on adjacent property owners and the City.
 - a. A study was not deemed necessary.

EXHIBIT 4

December 14th, 2025

Dear Members of the Spanish Fork City Planning and Zoning Commission,

I am writing in support of our request for a Development Enhancement Overlay for the property located at 75 W 300 N, Spanish Fork, UT 84660, which we hope to be the future home of Let Them Grow Montessori Preschool. This request will allow us to appropriately enhance the property to meet the needs of our students, families, and staff while remaining consistent with the City of Spanish Fork's planning and development goals.

Let Them Grow Montessori Preschool is dedicated to providing high-quality early childhood education through the Montessori Philosophy, fostering independence, confidence, and a lifelong love of learning. We've been in Spanish Fork for nearly 3 years now and love this city, as our business has grown our program has experienced strong interest from families within the Spanish Fork community. We regularly have families reach out seeking enrollment; however, due to the limitations of our current single-room facility, we are unable to accept new students unless a current student graduates. This constraint has made it clear that there is a growing need for expanded space in order to serve additional families.

In the new building, we plan to have up to 30 students in at one time, with morning and afternoon classes that have staggered drop-off and pick-up times to minimize traffic congestion and maintain smooth flow in and out of the property. Drop-off times will occur at 8:00 a.m., 8:30 a.m., and 9:00 a.m. Pick-up times will be staggered at 11:30 a.m., 12:00 p.m., 2:30 p.m., and 3:00 p.m. This schedule is designed to reduce peak traffic impacts and provide flexibility for families.

We will employ up to 10 staff members, who will work varying days and hours depending on classroom needs and scheduling. To accommodate staff and parents safely and efficiently, we respectfully request to maintain the existing parking lot and landscaping configuration, as it provides ample parking for staff and families without impacting neighboring properties.

Additionally, we plan to fence the grassy outdoor area at the front of the building to create a secure outdoor play space for our students. All fencing will be installed in full compliance with city fencing requirements. We also request to relocate the building's signage so that it is not located within the center of the play area, ensuring a safer and more functional outdoor environment for our students.

The requested Development Enhancement Overlay would allow us to make these improvements while preserving the character of the neighborhood, enhancing the property's appearance, and meeting an evident demand for early childhood education in Spanish Fork. We are committed to being responsible community members and working closely with the city to ensure all development aligns with applicable codes and long-term planning goals.

Thank you for your time and consideration of this request. I would be happy to provide any additional information or answer any questions. Please feel free to contact me at 1-801-427-4191 or letthemgrowmontessori@gmail.com.

Sincerely,

Camilla Pace
Owner/Director Let Them Grow Montessori Preschool

TO: Planning Commission
FROM: Dave Anderson, AICP
DATE: February 4, 2026
RE: Proposed Zoning Text Amendment, Old Dominion Freight Line

Since 2024, City staff has been working with representatives of Old Dominion to resolve issues created when fencing at their facility at 3658 North 1750 West was installed in violation of the Municipal Code. The Planning Commission has also been involved in the discussions, most recently on December 4 of 2024 when the Commission recommended that a previous proposal be denied. When the Commission recommended denial, the applicant opted to not move forward to a City Council meeting. The Development Review Committee discussed a new proposal from Old Dominion last November.

A public hearing is scheduled for your February 4 meeting. The hearing is associated with a modified proposal Old Dominion has submitted for consideration. The Planning Commission can act to recommend approval of the proposed change, denial of the proposed change or can continue the item for additional study.

Attached to this correspondence is a December 4, 2024 memorandum provided by the Community Development Department. Also accompanying this memorandum is the new proposal for a Zoning Text Amendment that was submitted by Old Dominion Freight Line on January 2, 2026. Additionally, draft minutes from the Planning Commission's December 4, 2024 meeting and the Development Review Committee's November 19, 2025 meeting are attached.

The Development Review Committee expressed significant concerns with Old Dominion's proposal when it was discussed last November. In response to the concerns expressed by the DRC, Old Dominion substituted the modified language on January 2. That language, with an addition provided by City staff, is provided below:

15.4.16.125 Fencing and Clear Vision Area

- A. General Fencing Requirements
 - 1. A Building Permit is required for all fences that are taller than three (3) feet. No fee is charged for Fence Permits unless the Permit is required by the Building Code.
 - 2. The maximum height of a fence is six (6) feet in all non-industrial zoning districts; fence pillars are not to exceed six and one-half (6 1/2) feet in height. The Council may waive the height requirement at its sole discretion. In the industrial 1, Industrial 2 and Industrial 3 zones, fences, fence pillars and walls may be eight (8) feet tall.
 - 3. The maximum height of a solid fence within the front yard setback area is three (3) feet. Substantially open fences such as chain link, or wrought iron may be four (4) feet high.
 - a. **In the Industrial 1 zone, a substantially open fence, such as a chain link or wrought iron fence, may be eight (8) feet tall within the front yard setback area if the fence encloses parking in the setback for a trucking facility where employees frequently park their vehicles**

overnight, employees or patrons are entering and exiting the facility after 6:00 p.m., and safety concerns would be mitigated by the placement of such fence in the setback area.

The language provided above is identical to what was submitted by Old Dominion except for the addition of the word “trucking”, which was added by City staff.

Staff is not recommending that this proposal be approved. However, staff believes the latest language for the proposal has been crafted to limit concerns with the concept.

attachments: December 4, 2024 Community Development memorandum
December 4, 2024 draft Planning Commission minutes
January 2, 2026 Old Dominion proposal
November 19, 2025 draft Development Review Committee minutes

TO: Planning Commission

FROM: Community Development

DATE: December 4, 2024

RE: Proposed Changes to Title 15 (15.4.16.150 Fencing and Clear Vision Area)

The changes proposed by the applicant would allow for substantially open fencing within a front setback to exceed four (4) feet in height and for industrial sites to have a fence height allowance greater than six (6) feet without the requirement of City Council approval. The applicant has installed the fencing in order to provide for employee & vehicle safety and site security. This application is in response to recent fencing that was installed without a fence permit and which followed modified plans that were not approved by the DRC.

The applicant does not wish to remove the installed fencing. The fencing installed is eight (8) feet tall chain link with barb wire on the top. The fencing is located within the front setback of 1730 West. In the recent past, the City Council has approved fences that meet the front setback requirement and with a height of eight (8) feet, but the required fencing materials had the appearance of wrought iron.

The applicant's proposed changes and materials are attached as Exhibit "A". The approved fencing plan is attached as Exhibit "B". Pictures of the site are attached as Exhibit "C".

The Development Review Committee reviewed the proposed changes on November 20, 2024. City staff had concerns with applying the proposed changes citywide. Staff does support modifying the code to allow for industrial zones to potentially have higher quality fencing along public street frontages at a height of eight feet when required setbacks are met. (Other materials can be considered when the fencing is not adjacent to a public street.) Staff expressed concerns with taller fencing within the required setback. Staff recommended that as a minimum, the portion of fencing along 1730 West be wrought iron if there are no concerns from the Planning Commission and City Council in regards to the current fencing setback of ten feet and eight feet in height.

The DRC **recommends that no changes be made at this time** to the fencing regulations of the Municipal Code because of the impact citywide and the look and feel being created here.

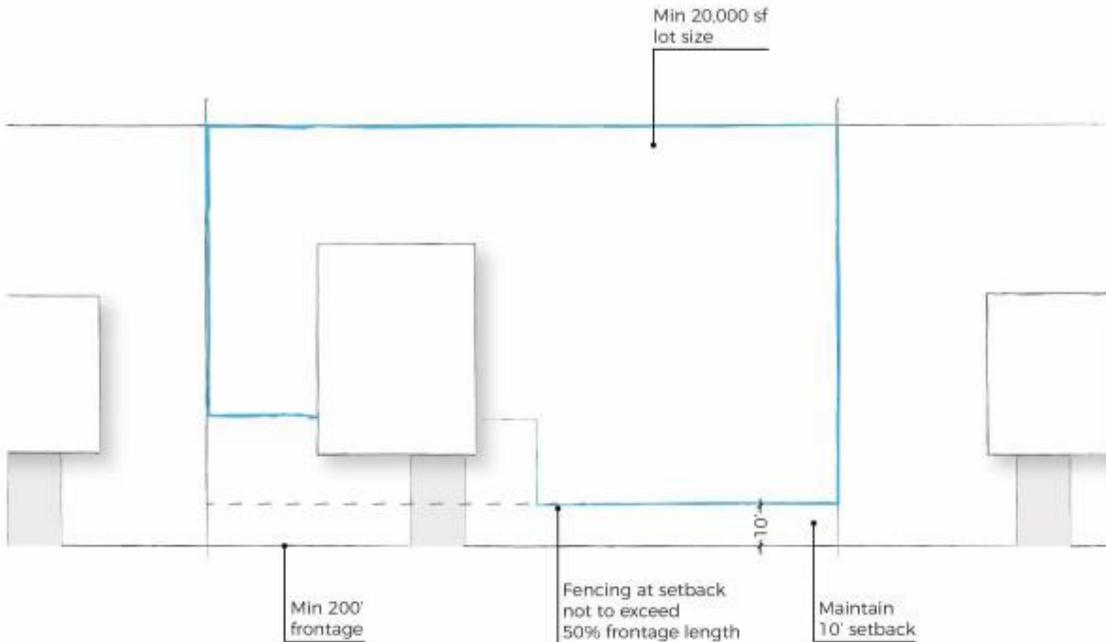
Current Municipal Code (existing sections for discussion are **highlighted** and underlined):

15.4.16.150 Fencing and Clear Vision Area

A. General Fencing Requirements

1. A Building Permit is required for all fences that are taller than three (3) feet. No fee is charged for Fence Permits unless the Permit is required by the Building Code.
2. **The maximum height of a fence is six (6) feet in all zoning districts; fence pillars are not to exceed six and one-half (6 1/2) feet in height. The Council may waive the height requirement at its sole discretion.**
3. **The maximum height of a solid fence within the front yard setback area is three (3) feet. Substantially open fences such as chain link, or wrought iron may be four (4) feet high.**
 - a. A residential lot with over 200 feet of frontage and that is a minimum of 20,000 square feet in areas, may obtain permission from the Community Development Director to locate a solid six (6) foot tall fence within a front yard. The fence must maintain a minimum setback of 10 feet from the front property line
 - i. A fence located within the front yard setback shall not be located in front of the residence, but must be to the sides of the residence. Clear vision requirements shall still apply
 - ii. No more than 50% of the lot frontage shall have said fencing within the front yard setback.
 - iii. The area between said fencing and the property line shall be landscaped within one (1) year of installing said fencing.

**FENCING REQUIREMENTS
20,000 SF LOTS WITH 200' FRONTAGE**

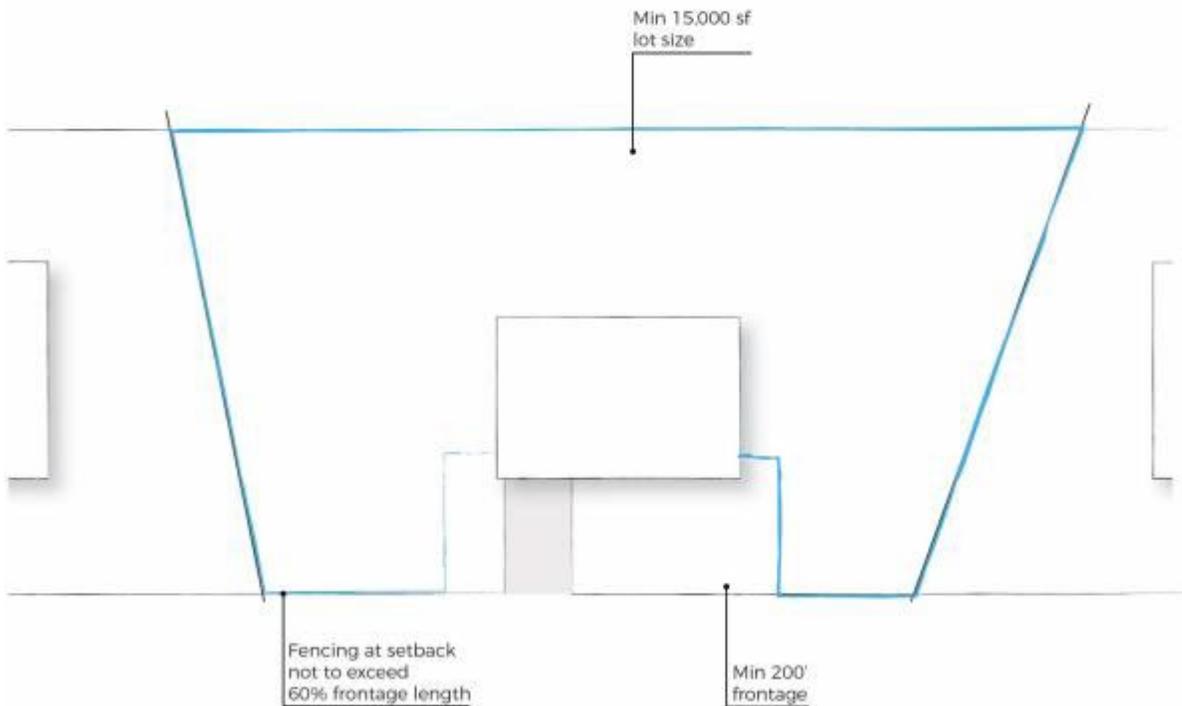


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- b. An irregular shaped residential lot with over 200 feet of frontage and that is a minimum of 15,000 square feet in area, may obtain permission from the

Community Development Director to locate a solid six (6) foot tall fence within a front yard.

- i. A fence located within the front yard setback shall not be located in front of the residence, but must be to the sides of the residence. Clear vision requirements shall still apply.
- ii. No more than 60% of the lot frontage shall have said fencing within the front yard setback.

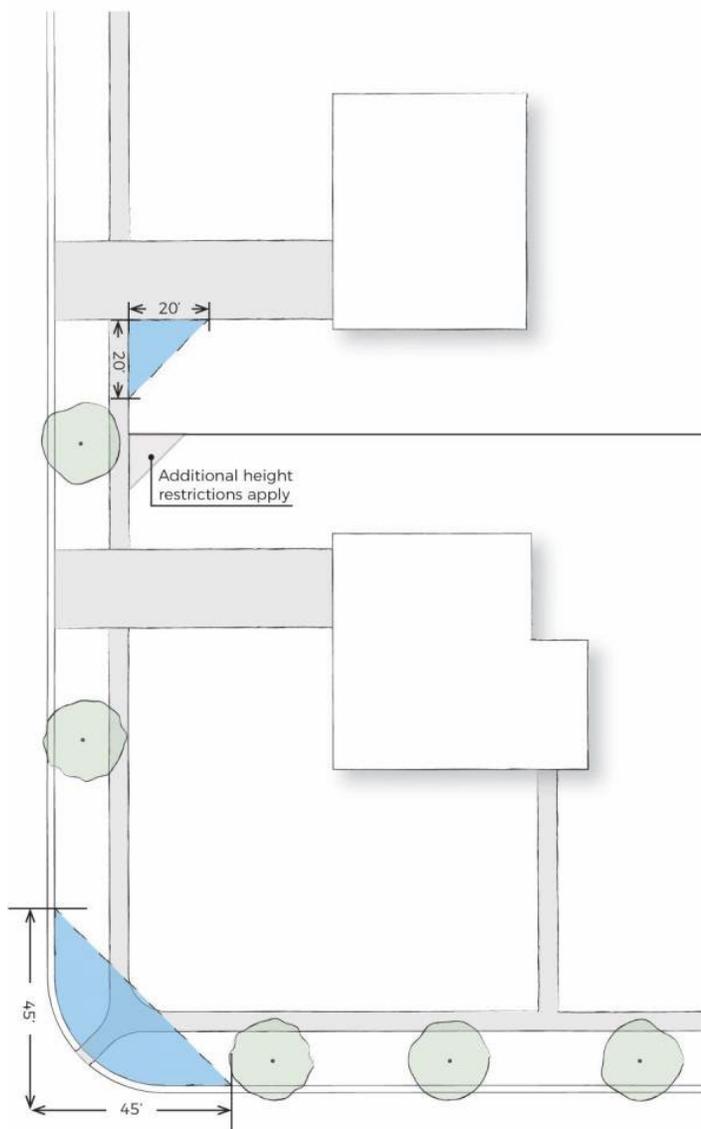
**FENCING REQUIREMENTS
15,000 SF IRREGULAR LOTS
WITH 200' FRONTAGE**



4. Barbed wire fencing is allowed in A-E, R-R, I-1 and I-2 districts.
5. Razor wire and other similar type fencing are allowed in C-2, I-1 and I-2 districts when located above a height of six (6) feet, subject to DRC approval. Additional screening of any such fence with plant materials may be required.
6. Fences must be built with a minimum setback of three (3) feet around the following utilities: fire hydrants, water meters (culinary and irrigation), telephone pedestals, power boxes and cable boxes.
 - a. The clear vision area is formed by extending lines from each curb face to the point that the lines intersect, measuring back 45 feet along each curb face and connecting those points. Fencing, planting and other obstacles are restricted within this area as follows:
 - i. No solid fence shall exceed a height of three (3) feet, measured from the curb. Open fences such as chain link and wrought iron may be as tall as four (4) feet in the clear vision area, measured from the curb.
 - ii. Trees in park strips shall be pruned to maintain a clear area below 14 feet in height.

- iii. Trees on private property must be pruned to maintain a clear area below eight (8) feet in height.
 - iv. Other site obscuring obstacles of that are three (3) feet or taller may not be placed in the clear vision area.
- b. A second clear vision area is also required at each driveway or where the rear of a corner lot adjoins an interior lot's driveway. This clear vision area is formed by extending lines from the point that the driveway or property line intersects the sidewalk, measuring back 20 feet along the sidewalk and the driveway or property line and connecting those points. The same restrictions for landscaping, fencing and obstacles apply in this area.

CLEAR VISION AREA



OLD DOMINION FREIGHT LINES

Zoning Amendment Request

To Spanish Fork City, Development
and all other concerned parties,

Old Dominion Freight Lines would like to propose an amendment to the fencing requirements regarding our recently constructed fence located at the Old Dominion Freight Terminal at 3658 N 1730 W Spanish Fork, UT 84660 Lot 1 J6 Subdivision. The concern indicated to us is the constructed fencing fails to meet the required setback from 1730 West and the constructed fencing appears to exceed the allowable height of 6 feet.

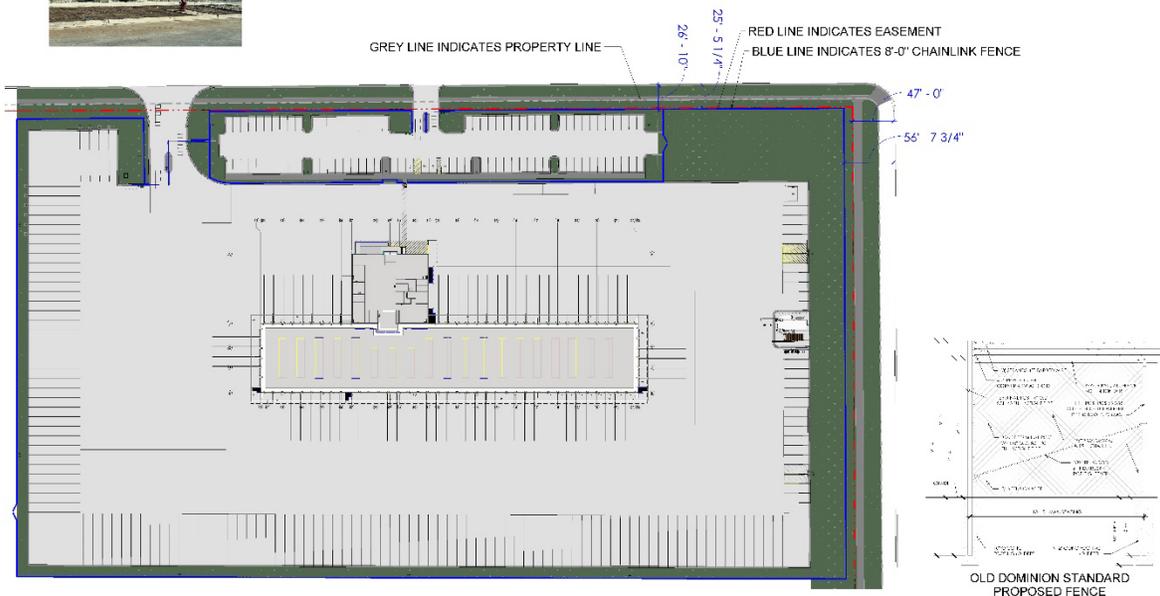
We would like to propose two amendments regarding this issue:

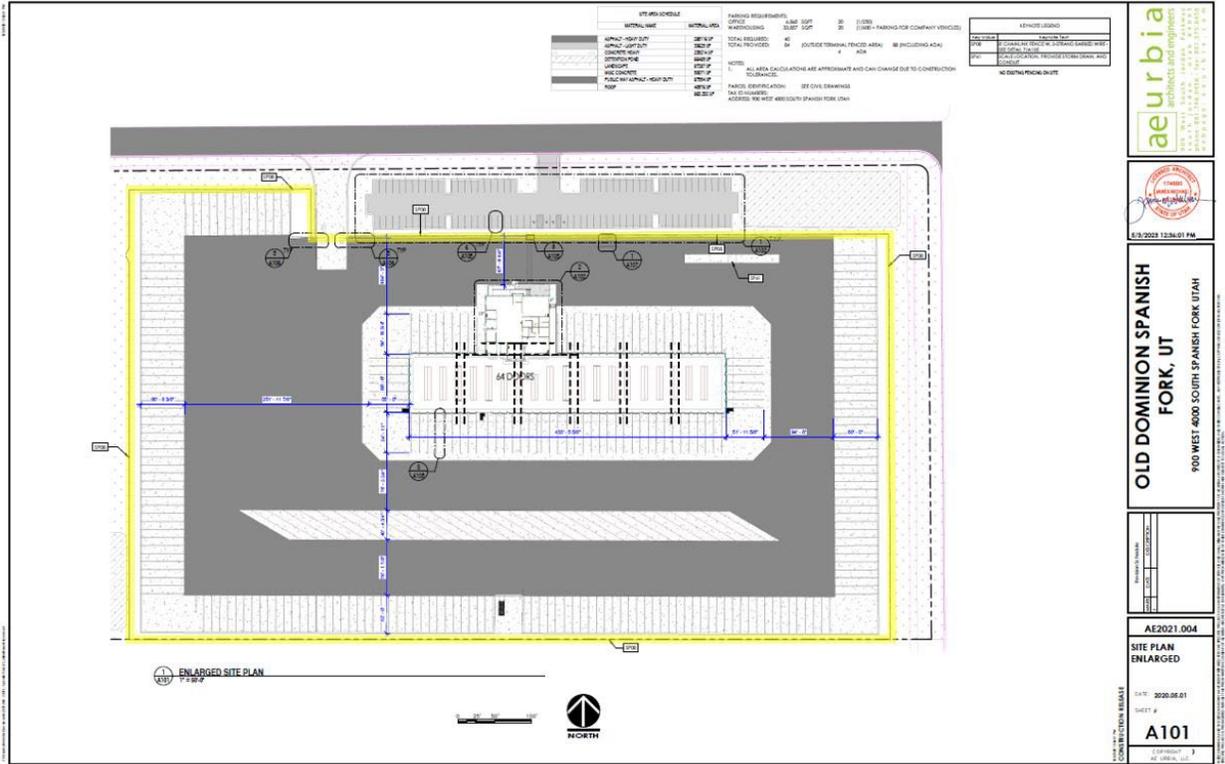
First, we would propose the city amends the zoning ordinance to change the setbacks for the fences servicing this commercial facility.

Second, we would propose the city amends the requirements for the 6-foot fence in this location as the constructed fence provides security and safety to both the public and the workers.

Please contact for further information:

AE Urbia Architects & Engineers





























































Draft Minutes
Spanish Fork City Planning Commission
80 South Main Street
Spanish Fork, Utah
December 4, 2024

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

Staff Members Present: Dave Anderson, Community Development Director; David Mann, Senior Planner; Byron Haslam, Senior Engineer; Joshua Nielsen, Assistant City Attorney; Kasey Woodard, Community Development Secretary.

Citizens Present: Rachel Fox, McKenzie Packard, Gina Soto, Kim Packard, Mark Smith, Branden Kirk, Andrew Parkin, Kevin Schwoor, Brandon Denison, Derek Terry, Lonny Reed, Seth Collins, Justin Pulido, John Sumsion, Matt Thiboult, Liz Thiboult, Jeremy Evans, Christopher Sheen, Ross Baadsgaard, Janine Baadsgaard, Kristy Whetten, Jackie Larson, Kevin Lyman.

WORK SESSION

Commissioner Mendenhall called the meeting to order at 6:00 p.m.

PRELIMINARY ACTIVITIES

Pledge of Allegiance

Commissioner Warnick led the pledge.

MINUTES

November 6, 2024

Commissioner Clayson **moved** to approve the minutes from November 6, 2024.

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

ZONE CHANGE (Public Hearing)

BLUNK ZONE CHANGE

David Mann approached the podium to speak about the proposal. He provided the location and stated that the property is currently zoned Rural Residential (R-R) and is surrounded by Industrially zoned properties. He stated the original property owners requested R-R zoning at the time of annexation, but since the property ownership has changed, the new property owners are requesting industrial zoning to meet the anticipated future use.

Commissioner Mendenhall opened the public hearing at 6:06 p.m.

There was no public comment.

Commissioner Mendenhall closed the public hearing at 6:06 p.m.

Commissioner Warnick asked staff if they could explain the land dedication in more detail.

Dave Anderson stated the original property owners requested R-R zoning at the time of annexation, but since the property ownership has changed, the new property owners are requesting industrial zoning to meet the current surrounding zoning. He spoke briefly about the dedication of the road and stated that this area would be dedicated to Spanish Fork City.

Commissioner Carroll **moved** to recommend the approval of the Blunck Zone Change to the City Council based on the following findings and conditions.

Findings:

1. That Spanish Fork City is prepared to provide services that the proposed Zone Change would require.
2. That the proposal is consistent with the City's General Plan Land Use Designation of Industrial.

3. That the proposal helps to continue the development of the northern part of the community with Light Industrial uses. (Spanish Fork City General Plan Land Use Policy C.1.1)
4. That the proposal contributes to maintaining an adequate supply of industrial land in appropriate areas. (Spanish Fork City General Plan Land Use Policy C.1.2).

Commissioner Clayson seconded and the motion passed all in favor.

ZONE CHANGE (Public Hearing)

ROOTS COFFEE ZONE CHANGE

Dave Anderson approached the podium to speak briefly about the proposal. He stated the City is rather excited about this proposal to change the zoning of the property to accommodate a future coffee shop. He is recommending that the proposal be approved, he then provided further information to illustrate this proposal. He stated that this property would not be able to be adapted to meet the proposed use without the use of the Development Enhancement Overlay. He stated that the purpose of this Overlay is to assist with the development of properties that otherwise would not meet the development, parking or landscaping requirements of the zoning designation.

Commission Earnest asked if there is a residential home located next to this property and Dave Anderson stated that there is. Commissioner Earnest asked if they will have any type of buffering wall and Dave stated there will be a masonry wall on north property line and Commissioner Earnest stated that his concern is headlights shining into the residence coming around the bend of the drive thru.

There was discussion regarding the parking on the site and Dave Anderson stated that he has no significant parking concerns.

Commissioner Warnick and Carroll raised questions regarding the difference of the former use to the proposed use and what the parking requirement difference is between the zones.

Commissioner Earnest asked who owns the property and it was stated that it is the same property owner as the residence to the east property line. He then asked if this is on two separate parcels and it was stated that this is on two parcels. He went on to speak briefly about the possibility of an easement being needed.

Gina Soto approached the podium and spoke briefly about the proposal. She stated that Roots Coffee has a location in downtown Salt Lake where they took a rundown location and made improvements and made it into a successful coffee location. She stated they then expanded into a secondary location in Sugarhouse and did the same thing by updating a rundown building. She stated they wish to do the same with this location. She stated that the occupancy of the location will seat between 15-20 people comfortably within the retail space.

Commissioner Mendenhall opened the public hearing at 6:27 p.m.

Christopher Sheen, who is the property owner, stated that he is in favor of the proposal and feels that it will be a great addition to the community.

Commissioner Mendenhall closed the public hearing at 6:29 p.m.

Commission Warnick thanked the applicants for their thorough plans.

There was a brief discussion regarding parking as Dave Anderson provided answers to Commissioner Warnick and Commissioner Carroll's previous questions regarding the difference between uses and parking requirements.

Commissioner Warnick **moved** to recommend the approval of the Roots Coffee Zone Change to the City Council based on the following findings and conditions.

Findings:

1. That Spanish Fork City is prepared to provide services that the proposed Zone Change would require.
2. That with modifications the proposal can meet the intent of the Development Enhancement Overlay Zone.
3. That the proposed Site Improvement Plan includes improvements that are necessary for use of the site as restaurant with a drive-thru.
4. That with the improvements identified on the proposed Site Improvement Plan the proposed business can function without adversely impacting adjacent streets or neighboring intersections.

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

PRELIMINARY PLAT

SUNSET VILLAGE AMENDMENT

Dave Anderson approached the podium and stated this proposal has been discussed with the Planning Commission previously but there has not been construction started for the development at this time. He stated there have been several different designs for this site that have been proposed to the city, with the most recently approved plan being a twin home product that was designed with more of a 55+ community feel. He stated that this design has since been revised to the latest proposal being shown tonight that is featuring a townhome community. He stated this development would be located near 900 North and next to I-15.

It was stated that since this proposal had been previously approved, that the Planning Commission would be the approving body for the Preliminary Plat even though it has a Master Planned Development.

Brandon Kirk approached the podium to speak about the parking, HOA and garbage management. It was stated that units will have their own garbage cans, units will not have basements, and they will be a for sale product.

Commissioner Earnest **moved** to approve the Sunset Village Amendment based on the following findings and conditions.

Findings:

1. That the proposal is consistent with the City's Zoning Map and General Plan Land Use Map Designation.

Conditions:

1. That the applicant meets the City's Development & Construction standards, zoning requirements, and other applicable City ordinances.
2. That the applicant addresses any red-lines.

Commissioner Carroll seconded and the motion passed all in favor.

PRELIMINARY PLAT & ZONE CHANGES (Public Hearing)

RUSH FUNPLEX ZONE CHANGE

David Mann approached the podium and stated the next two items are for the same proposal. He described the Zone Change and stated that the property owner is planning to subdivide the property to accommodate a family fun center and potential residential development on the other parcel. He stated that this property is the location of the old Sugar Beet factory that will be torn down in order to be developed. He provided the designed layout and parking plan for the fun center. He stated that staff is recommending approval for the proposal.

Commissioner Warwick had questions regarding the flow of traffic and if it will impact the surrounding residential neighborhood. It was stated the proposed flow of traffic will utilize the road that runs along I-15. It was stated there is an 8-foot buffering wall that will buffer the residences from the additional traffic.

David Mann stated that the Planning Department has received two emails regarding this proposal from property owners, one was in support of the development and one was against the development.

Commissioner Mendenhall thanked the residents that reached out to express their opinions and concerns regarding this proposal. He then invited the applicant up to speak about the proposal.

Justin Pulido approached the podium and thanked the staff for working with them. He stated they have 4 locations and each location is completely enclosed, and he acknowledged the concerns regarding the traffic and light nuisance and stated they will work closely with staff to address these concerns.

Commissioner Warnick asked about the hours of operation as she feels this is very late operational hours and Justin stated that this is very preliminary and they are willing to work with staff. He stated that the location in Northern Utah has these hours and stated that there have been no complaints regarding the operation hours. She then asked about the restaurant drive thru and Justin stated this will depend on the tenants that occupy these units, and as they are still in the preliminary stages, they do not have any tenants lined up and he cannot provide that information at this stage.

Commissioner Mendenhall asked if the City has any regulation regarding light spillage and Dave Anderson stated that when the applicant applies for a development application, they are required to provide a photometric lighting plan that will address the light concerns and he stated that with these plans there tends to be zero light spillage onto the neighboring residences.

It was stated that this property has never used the current R-R zoning as the Sugar Beet Factory has been a different industrial use for the last few decades. It was stated that this land use change was put into place several years ago and has not changed since.

Commissioner Mendenhall opened the public hearing at 7:00 p.m.

Kevin Schwartz approached the podium and stated that he is a local resident and he expressed concerns about the increased traffic that this development would bring. He stated that this area is largely starter homes that have young children and he has safety concerns with this traffic.

Mark Smith approached the podium and stated he has had issues with the noise from developers and working at night, and he also was concerned about the light spillage with the late hours. He then expressed concern with the secondary access to the fun center, he is not happy about the increased traffic that will be happening right behind his home. He stated that this concern is shared with other property owners that are not present tonight.

Liz Thiboult approached the podium and was very upset about the increased traffic. She stated that there are a lot of young children and she stated that this is a very dark road and this presents a large safety concern with this road connection.

Kristy Whetten approached the podium and stated that she is against the rezoning of the agriculture area to commercial property. She spoke about the noise complaints she brought to the City with the pallet factory, and that the City was not able to do anything about it due to it being a business.

Matt Thiboult approached the podium and stated that his wife just voiced her concerns with the traffic and stated that he wanted to bring up the concerns with the demolition of the factory and the smoke stack and how that will impact the surrounding properties. He is concerned about the potential spread of asbestos and vermin that are living in the building and smoke stacks and how it will also impact the residences.

Jackie Larson approached the podium and stated that she is the Political Relations and Logistical Director of a company that is located just north of the development, and she is asking how much of the rail track will be removed as she is concerned this would interfere with the company's ability to move rail cars to their property. She also has confusion regarding the road connection as she does not feel that it coincides with UDOT's interchange concept. She also asked if there will be adequate parking for the facility with this proposed design.

Commissioner Mendenhall closed the public hearing at 7:10 p.m.

Commissioner Mendenhall acknowledged all the residents' concerns and he stated that the staff and Commissioners will do their best to address each of the concerns.

There was discussion regarding the traffic concerns and the positioning of the road.

There was discussion regarding the removal of demolished material and contaminants and it was stated that there are state and federal regulations that will be followed, but staff did not have that information available at this time. It was stated that this is a heavily regulated process. It was stated that the City wishes to be a great neighbor to these property owners.

Commissioner Warnick expressed her dislike for the additional restaurant design and expressed her desire that this was entirely self-contained within the fun center. She stated that she supports the design except for the restaurant. She feels that it may promote loitering in the area.

Commissioner Earnest is surprised that the residences are opposed to the design as the road is buffered and has a dedicated road that the traffic will not impact the residences at all.

Commissioner Mendenhall agrees with Commissioner Earnest and feels the design is a good way to direct traffic. He does not feel there are any safety concerns as this traffic will not flow through the neighborhood at all. He acknowledged the shared concerns about more traffic and more noise, but he does not feel this will present any noticeable difference.

Commissioner Earnest voiced his concern regarding the second story residences and light spillage and stated that the City will need to be thorough with the photometric lighting plans to ensure that there is no light spillage to these homes. He then suggested a traffic calming measure be placed at this road connection.

Justin Pulido approached the podium to speak one more time to the residents present that voiced concerns tonight. He thanked everyone and stated that their company is family owned and they want to be good neighbors. He stated they are wanting to improve the area with this design. He stated they are listening to these concerns and will take them into further consideration.

Commissioner Carroll **moved** to recommend the approval of the Rush Funplex Zone Change to the City Council based on the following findings and conditions.

Findings:

1. That the proposal is consistent with the City's Construction Standards.
2. That the accompanying Rush Funplex Preliminary Plat conforms to the City's provisions of the C-2 zone.
3. That Spanish Fork City is prepared to provide services that the propose Zone Change and accompanying Rush Funplex plat would require.
4. Even though the proposed Zone Change is not consistent with the current General Plan Land Use designation, staff believes the updated General Plan will provide for commercial uses in this area.

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

RUSH FUNPLEX SUBDIVISION

Dave Anderson stated that David Mann presented the concerns with the Preliminary Plat.

Commissioner Mendenhall asked if there were any additional comments that needed to be discussed.

Commissioner Warnick stated that she will be voting against this as she is not in support of the restaurant portion of the design.

Commissioner Earnest asked if the traffic calming measures at the stub road should be addressed as a conditional of approval and Dave Anderson agreed and stated that the Planning Commission is the land use authority on Preliminary Plats and suggested continuing this item to address the concerns prior to approval.

Commissioner Mendenhall opened the public hearing at 7:35 p.m.

Jackie Larson approached the podium and stated that her family owns property in the area and stated that this will create a bottle neck of traffic for the area.

Liz Thiboult approached the podium and thanked the Commissioners for their thoughts with this and again stated her opposition due to the traffic concerns and the connection through the neighborhood. She thanked Commissioner Earnest for his suggestion of the traffic calming measures.

John Sumsion approached the podium and stated that he has looked at the provided plans and he feels that the Rush Funplex itself would act as a buffer to separate the residential from the commercial zones.

Kevin Schwoor approached the podium and asked if the parking requirement will be adequate for the facility as he feels that if parking does not meet the needs of the business, that patrons might take to using the residential neighborhood for overflow parking needs.

Jackie Larson approached the podium and asked if the Commissioners would find it helpful if she explained why her business would need the railtrack to remain in place and it was stated that this is preliminary and not yet been determined and at this point there has been no formal plans submitted that would overlay this railway spur.

Commissioner Mendenhall closed the public hearing at 7:42 p.m.

Commissioner Earnest **moved** to approve the Rush Funplex Subdivision based on the following findings and conditions.

Findings:

1. That the proposal is consistent with the City's Construction Standards.

Conditions:

1. That the applicant meets the City's Development & Construction standards, zoning requirements, and other applicable City ordinances.
2. That the City Council approves a Zone Change from R-R to C-2.
3. That the applicant addresses any red-lines.
4. That prior to the project being presented to the Planning Commission, that the plat be modified to include the planned right-of-way for the road that would run adjacent to the Spanish Fields project to the East, and that the applicant identify any needed right-of-way dedication for the state road with their Final Plat application.

5. The applicant provides the utility plans that the Engineering Department needs to review before the project can be presented to the Planning Commission
6. That a traffic calming measure such as a median or island be built at the stub road connection to the residences to the East.

Commissioner Carroll **seconded** and the motion **passed** 4 out of 5 in favor.

Commissioner Warnick opposed the motion.

MELLOR ZONE CHANGE

Commissioner Earnest recused himself from the discussion.

Dave Anderson approached the podium to present the proposal and stated that the proposal has two parts and the first discussion will be regarding the Zone Change proposal and the second portion will be regarding the Preliminary Plat that will be utilizing the Master Planned Development Overlay. He stated that this is a large development that is requesting the R-1-12 zoning designation that will match the other low-density surrounding zoning designation.

Commissioner Mendenhall asked Dave Anderson to please define the zoning of the property so that those who do not understand zoning language

Brandon Denison approached the podium and stated that the zoning request is in line with the city's low density general plan designation.

Commissioner Warnick confirmed that the property would need to be raised to accommodate the shallow sewer lines in the area. It was stated that the sewer concerns will be addressed with the Final Plat approval.

Commissioner Mendenhall opened the public hearing at 7:55 p.m.

Ross Baadsgaard approached the podium and stated that he does not have any issues with the development but has concerns with the sewer and thanked the developer for stating they will be raising the property prior to development.

Janine Baadsgaard approached the podium and stated that there is an active irrigation ditch located between her property and the development and she wants to know what type of plans there are as this ditch is what keeps her property watered.

Commissioner Mendenhall asked if the residents actively water their properties out of this ditch and it was stated that yes multiple properties utilize this ditch to keep their properties alive.

John Sumsion thanked the staff for listening to his concerns with the road access and asked if the developer is open to bringing Pressurized Irrigation in place of the ditch and he asked what the size is of the sewer pipe line. He stated that he does not have any concerns with the development and is happy that the lot sizes are consistent and match the current General Plan for the area.

Commissioner Mendenhall closed the public hearing at 8:00 p.m.

Commissioner Warnick **moved** to recommend the approval of the Mellor Zone Change to the City Council based on the following findings and conditions.

Findings:

1. That Spanish Fork City is prepared to provide services that the proposed Zone Change would require.
2. That the proposal is consistent with the City's General Plan Land Use Designation of Low Density Residential.
3. That this proposal is designed with local streets that are discontinuous, but well connected, creating a pattern to discourage through traffic (Spanish Fork City General Plan Land Use Policy A.3.2).

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

MELLOR SUBDIVISION

Commissioner Earnest stayed recused from the conversation.

David Mann stated this is requesting a Master Planned Development.

It was stated that the City Council is the approving body as this proposal is requesting a Master Planned Development Overlay.

Commissioner Mendenhall opened the public hearing at 8:10 p.m.

There was no public comment.

Commissioner Mendenhall closed the public hearing at 8:10 p.m.

Commissioner Carroll **moved** to approve the Mellor Subdivision based on the following findings and conditions.

Findings:

1. That the proposal is consistent with the City's General Plan Land Use Designation of Low Density Residential.

Conditions:

1. That the applicant meets the City's Development & Construction standards, zoning requirements, and other applicable City ordinances.
2. That the City Council approves a Zone Change from A-E to R-1-12 with the Master Planned Development Overlay.
3. That the applicant addresses any red-lines.

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

TITLE 15 (Public Hearing)

Title 15 Amendments Old Dominion

David Mann approached the podium and presented the proposed amendments to the Code.

Commissioner Earnest asked for clarification on whether the applicant first violated the City Code and now are asking for it to be amended to allow their fencing violation. It was stated that yes, that is correct.

David Mann stated that this was reviewed by the DRC and it was recommended for denial.

Commissioner Earnest asked how this fencing has violated the fencing standards and it was stated that the fencing violated both the height restrictions and the setback requirements. He then asked if there was a tool the City may use in place of amending the Title 15 to accommodate one site. He is not in favor of amending the entire City Code for one site. He stated that he is open to hearing why the applicant

made the decisions they did, and how the City can work with them to come to find a workable solution.

Dave Anderson stated this fencing was constructed where it would not be allowed. He does not feel there is a tool that would remedy this matter. He stated that if the fencing was constructed where it was allowed, it would be a matter of amending the Site Plan to reflect the height restriction.

Commissioner Warnick expressed her frustration and disappointment with the applicants for obtaining an approval for one thing and then going through and building something that was not approved.

Commissioner Earnest interjected that it is unknown if this is truly what took place or if this was some sort of misunderstanding. He suggests caution with these types of accusations.

Commissioner Carroll is confused as she feels there should be inspections conducted during the building phase and she questions how this could have been missed.

Dave Anderson stated the City does conduct site inspections regularly during the construction phase, but states that there is not City staff out there daily to monitor what is being built and stated this was brought to the attention of the City by a third-party complaint as they did not feel this fencing did not meet the city's fencing requirements. He states that these things do happen and it is not uncommon for the City to amend an approval to accommodate a design change. He stated there have also been cases where something was constructed that did not meet the City development standards and was forced to fix it to be in compliance with the City Code. He stated that the City has strived to keep a standard look to their developments to avoid this type of harsh, institutional look.

Lonny Reed approached the podium and stated that Seth Collins and Jeremy Evans are both present to represent the proposal. He stated that this was not constructed with malintent, and stated that it was their understanding that this was approved. He stated that they have an approved, amended site plan that was stamped by the City that allowed the placement of the fence and the 8-foot fencing. He spoke briefly regarding the need for their site to be safe and secure not only for their drivers and their vehicles but for the product that is stored in the trucks.

Staff agreed that this will need to be looked into by the City staff members. The provided plans were located with the building permit, which is not reviewed by the approving body that it would be required to obtain approval from. It was decided that staff will take time to look further into this at a later date as what was approved and acted upon in the DRC was in compliance with the City's standards as opposed to the referenced site plan.

Lonny Reed took responsibility for this misunderstanding and stated that it must have been their error for not following through with their contractor on what was approved in the site plan.

Seth Collins approached the podium and apologized for the oversight on their part and stated they would like to work with the City to find a workable solution. He stated they are looking for a solution to provide safety and security for their employees and facility.

Commissioners Warnick and Earnest asked if this is something that could be approved as an exception with a fencing variance and it was stated that this does not qualify for an exception or variance as this text amendment does not meet the criteria for a variance.

Commissioner Mendenhall does not agree with changing the Code and feels this will ultimately be the decision of the City Council.

There was discussion on the power of the City Council to approve, or deny this approval and whether or not the staff felt that the Council would ultimately enforce any violations.

Commissioner Mendenhall opened the public hearing at 8:46 p.m.

There was no public comment.

Commissioner Mendenhall closed the public hearing at 8:46 p.m.

Commissioner Mendenhall wanted to have additional discussion with staff on their feelings on moving forward.

Commissioner Clayson stated he is comfortable with tabling the conversation to give additional time to staff to work with the applicants.

Commissioner Warnick is also comfortable tabling the conversation or moving to deny the proposal.

Commissioner Warnick moved to recommend to Deny the Old Dominion Amendments to the City Council based on the findings and conditions in the staff report.

Commissioner Carroll seconded and the motion passed all in favor.

Title 15 Amendments I-1 Indoor Pickleball Courts

Dave Anderson wanted to pick up on where the conversation ended in the previous Planning Commission meeting now that the applicants are present. He stated this is an amendment to add the proposed use as a permitted use in the I-1 Light Industrial zoning district provided that 3 parking spaces are provided per court. He stated this proposal has no changes from what was proposed last month. He stated he would not be comfortable with less than 3 spaces per court.

Rachel Fox approached the podium and she stated that she represents the Picklr. She stated that their locations are by appointment only, and they have conducted a parking study that allows them a 2.6 parking requirement per court. She stated they are planning a 12-court facility; they can provide this information to the City for review. She stated these locations have limited staff on site made up of about 2 employees on staff that work part time. She described the additional parking that would be available on the east and west sides of the building and stated that their parking would not encroach on the neighboring businesses. She stated the reservations allow patrons a 2-hour time to be at the facility that will be available through their mobile app.

There was discussion on what would be the highest parking requirement for this use and it was stated that it would be no more than 12 spaces but no less than 4 spaces per court. The Commissioners felt the most comfortable with 4 being the minimum number of spaces per court that would be required.

Commissioner Mendenhall opened the public hearing at 9:05 p.m.

There was no public comment.

Commissioner Mendenhall closed the public hearing at 9:05 p.m.

Commissioner Earnest feels that 4 spaces are a very reasonable number of spaces to require per court and Commissioner Mendenhall agreed with this and stated that there is no way to tell who the next tenant would be and what parking needs would be so this requirement can stretch to the future uses as well as the current.

Commissioner Earnest moved to recommend to approve the I-1 Indoor Pickleball Courts Amendments to the City Council based on the following findings and conditions.

With the change that the parking requirement, be 4 parking stalls per court but no more than 12.

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

Title 15 Amendments

Dave Anderson approached the podium to speak about the staff proposed amendments. He spoke briefly about the parking requirements within the high-density zoning, and the need to add defining language regarding what would constitute a decorative wall, into the landscape and buffering walls portion of Title 15. He then spoke about adding language in Title 15 regarding the Complete Neighborhood Overlay.

Commissioner Mendenhall opened the public hearing at 9:28 p.m.

There was no public comment.

Commissioner Mendenhall closed the public hearing at 9:28 p.m.

Commissioner Earnest moved to recommend to approve the Title 15 Amendments to the City Council based on the following findings and conditions.

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

CONSTRUCTION STANDARDS REVISIONS 24.02

Commissioner Mendenhall stated that he has read through all the proposed updates to the City's construction standards and asked if staff needed to have any discussion regarding what is being proposed and staff wanted to hear more of the updates from Byron Haslam.

Byron Haslam stated there are just a few minor changes being made to the city's construction standards. He stated these changes include definitions to fill material, LID's and trees that are located within 150 feet of the park strip of a roadway that intersects with railroad. He stated that the trees located within this distance are removed and so this language will keep trees from being planted within this area. He stated that per State Code, any development that is planned to be within 1,000 feet of a railroad is required to get with the state for a diagnostics testing. He stated the largest update regards the City providing further clarity on the requirement for a 77 foot right of way for all commercial & multi-family developments for the major roadway that goes through the development.

Commissioner Mendenhall opened the public hearing at 9:35 p.m.

There was no public comment.

Commissioner Mendenhall closed the public hearing at 9:35 p.m.

Commissioner Clayson **moved** to recommend the approval of the proposed Construction Standards Revision (24.02) to City Council as discussed.

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

Commissioner Warnick moved to adjourn the meeting at 9:37 p.m.

Adopted:

Kasey Woodard
Community Development
Secretary

15.4.16.125 Fencing and Clear Vision Area

A. General Fencing Requirements

1. A Building Permit is required for all fences that are taller than three (3) feet. No fee is charged for Fence Permits unless the Permit is required by the Building Code.
2. The maximum height of a fence is six (6) feet in all non-industrial zoning districts; fence pillars are not to exceed six and one-half (6 1/2) feet in height. The Council may waive the height requirement at its sole discretion. In the industrial 1, Industrial 2 and Industrial 3 zones, fences, fence pillars and walls may be eight (8) feet tall.
3. The maximum height of a solid fence within the front yard setback area is three (3) feet. Substantially open fences such as chain link, or wrought iron may be four (4) feet high.

a. In the Industrial 1, ~~Industrial 2 and Industrial 3~~ zones, a substantially open fence, such as a chain link or wrought iron fence, may be eight (8) feet tall within the front yard setback area if the fence encloses parking in the setback for a facility where employees frequently park their vehicles overnight, employees or patrons are entering and exiting the facility after 6:00 p.m., and safety concerns would be mitigated by the placement of such fence in the setback area.

b. A residential lot with over 200 feet of frontage and that is a minimum of 20,000 square feet in areas, may obtain permission from the Community Development Director to locate a solid six (6) foot tall fence within a front yard. The fence must maintain a minimum setback of 10 feet from the front property line

(1) A fence located within the front yard setback shall not be located in front of the residence, but must be to the sides of the residence. Clear vision requirements shall still apply

(2) No more than 50% of the lot frontage shall have said fencing within the front yard setback.

(3) The area between said fencing and the property line shall be landscaped within one (1) year of installing said fencing.

[. . . .]

1. Barbed wire fencing is allowed in A-E, R-R, I-1 and I-2 districts.

Draft Minutes
Spanish Fork City Development Review Committee
80 South Main Street
Spanish Fork, Utah
November 19, 2025

Staff Members Present: Cory Pierce, Public Works Director; Seth Perrins, City Manager; Dave Anderson, Community Development Director; Brandon Snyder, Senior Planner; Kasey Woodard, Community Development Secretary; Ian Bunker, Associate Planner; Vaughn Pickell, City Attorney; Joshua Nielsen, Assistant City Attorney; Byron Haslam, Assistant City Engineer; Josh Wagstaff, Assistant City Engineer; Marcie Clark, Engineering Department Secretary; Jered Johnson, Engineering Division Manager; Kevin Taylor, Senior Power Utility Planner; Jake Theurer, Power and Light Superintendent; Bart Morrill, Parks Maintenance Supervisor; Bryton Shepherd, Landscape Architect; Jason Turner, Fire Marshall; Paul Taylor, Assistant Water Division Manager; Garrett Elmer, Power and Light Assistant Superintendent; Matt Romero, Project Manager.

Citizens Present: Cory Anderson, Hyrum Bosserman, Kevin Olsen.

Cory Pierce called the meeting to order at 10:00 a.m.

MINUTES

November 12, 2025

Dave Anderson moved to Continue the minutes of November 12, 2025.

Jake Theurer seconded and the motion **passed** all in favor.

ZONE CHANGE

GILES ZONE CHANGE

Dave Anderson presented the proposal, explaining that the applicant is requesting a zone change from R-1-6 to R-3 with the Infill Overlay to allow for the construction of a two-unit residential structure. Mr. Anderson asked the applicant, Kevin Olsen, whether the proposed structure would be a twin home or a duplex; Mr. Olsen confirmed that it would likely be a

duplex. Mr. Anderson stated that staff views the proposed change as a positive improvement for the area. In response to a question regarding the existing conditions on the site, it was noted that a previous single-family home had been demolished and the property is currently vacant.

Staff reported no significant concerns with the request, stating that the proposed design is compatible with surrounding development.

Josh Wagstaff noted an outstanding engineering comment regarding the rear portion of the property, indicating that plans appeared to show an existing structure that could obstruct access to a side door. He questioned whether the structure was occupied. Mr. Olsen clarified that the structure is an old shed and that no one resides on the property.

Discussion followed regarding the drive aisle configuration and the shared driveway.

Seth Perrins asked whether all parcels involved were under single ownership; Mr. Olsen confirmed that they were. Mr. Perrins commented that, given unified ownership, parcel lines were not a limiting factor and could be addressed as part of the development process. He emphasized the importance of ensuring future access to the property.

Mr. Olsen stated that recent surveys had been completed and lot lines have been corrected as part of the proposed development.

Brandon Snyder inquired about any existing access agreements. Mr. Olsen indicated that he was not aware of any such agreements.

Further discussion was held regarding access needs and whether agreements with neighboring property owners might be required.

Mr. Snyder also noted that plans show three existing driveway approaches that will need to be addressed. Mr. Perrins agreed that this is an appropriate request of the applicant to help prevent future confusion.

Dave Anderson **moved** to recommend the approval of the proposed Giles Zone Change on the following findings and subject to the following conditions:

Findings:

1. That the proposal is consistent with the City's General Plan Designation of High Density Residential.
2. That the proposal meets the intent of the Infill Overlay Zoning District.
3. That this will be a good fit for the subject property and will be an enhancement of the neighborhood.

Conditions:

1. That the Applicant meets the City's development and construction standards, zoning requirements and other applicable City ordinances.
2. That the Applicant addresses any staff review comments.
3. That the Applicant coordinate access and address property line concerns prior to applying for a building permit.

Seth Perrins **seconded** and the motion **passed** all in favor.

Seth Perrins initiated a discussion regarding the use of the Infill Overlay for this project. He asked whether any specific site improvements were being proposed that would justify the application of the Overlay.

Dave Anderson clarified that it is the Development Enhancement Overlay that requires applicants to include site improvements to utilize it. In this case, the request is solely to change the zoning from single-family to multi-family to allow for a duplex, which necessitates the use of the Infill Overlay.

Mr. Perrins stated that the motion should include clear findings explaining why the project qualifies for and is supported under the Infill Overlay. He also noted that, in his opinion, the proposal aligns well with the intended purpose of the Overlay. Mr. Anderson indicated that the motion and findings could be amended to incorporate Mr. Perrins' recommendation. He feels that from what he can see from the aerial imagery and the proposed design of the home, that this proposal would be a good fit for the subject property and it will be an enhancement of the neighborhood.

Brandon inquired whether any fencing is proposed for the project. Staff confirmed that no fencing is currently planned.

TITLE 15 AMENDMENTS

TITLE 15 OLD DOMINION

Dave Anderson provided background information on the fencing proposal and noted that Hyrum Bosserman is serving as the legal representative for the project. He explained that this matter had been previously reviewed, as the fencing constructed on the site does not meet the city's fencing regulations. He added that the city and the applicant are working collaboratively to explore a path forward that may allow the fencing to remain in place.

Mr. Bosserman assured the DRC that there was no ill intent on the part of Old Dominion, and that the situation resulted from a misunderstanding related to the building permit and the construction of a fence that does not comply with city standards. He emphasized that the fence was constructed for employee and vehicle safety. He stated that the city's four-foot height limit is insufficient for their security needs, as employees often work late hours or leave vehicles on-site for extended periods, increasing vulnerability to break-ins.

Vaughn Pickell noted that the code reference in the proposed language was incorrect. Mr. Bosserman apologized for the oversight and stated he would correct the reference before the proposal advances to the City Council. He reiterated his willingness to work with the city and suggested eliminating patron and overnight parking to reduce the duration vehicles remain on the site.

Staff expressed concern regarding the placement of necessary power and utility boxes on the property and the potential lack of access if the fencing remains as constructed.

Seth Perrins stated that he is not supportive of the aesthetics of an eight-foot chain-link fence with barbed wire, noting that it gives the appearance of a detention facility. He referenced the Utah County Jail's wrought iron fencing as an example of a more visually acceptable option. He acknowledged that Mr. Bosserman's client would likely oppose replacing the existing chain-link fence with wrought iron due to cost. He also stated that he would not support the use of a masonry wall around the property.

Dave Anderson commented that, based on prior discussions with the Planning Commission and City Council, he does not feel he can support the current proposal.

The group discussed fencing heights and potential alternatives. Mr. Perrins expressed that relocating the employee parking area during earlier phases of development might have reduced the visibility and impact of the fencing from the roadway.

Staff generally agreed that the current fencing aesthetic is imposing and not aligned with the city's desired character. Setback considerations were also discussed.

Staff explored whether the proposed text amendment could specify acceptable fencing materials.

Mr. Bosserman asked whether it would be appropriate to revise the proposed language before the item is presented to the City Council. Mr. Anderson agreed that revisions would be beneficial and stated he would work with Mr. Bosserman to refine the text.

Mr. Anderson recommended that the proposal be reviewed with the Planning Commission in December.

Dave Anderson **moved** to present the proposed amendments to the Planning Commission and City Council in December.

Jake Theurer voiced his concerns that the city will have utility boxes located behind a locked gate the city would not have full access to.

Mr. Bosserman stated they are more than willing to ensure that the city will retain access to the utilities located on the property. Jake Theurer expressed a concern regarding the potential for city utility boxes to be located behind a locked gate, which could impede City access. Mr. Bosserman assured the committee that the applicant is committed to ensuring the City retains full access to the utilities located on the property.

Seth Perrins **seconded** and the motion **passed** all in favor.

Mr. Perrins stated that he did not agree with the motion as suggested by Mr. Anderson; however, he indicated that he would still vote in favor of the proposal. He wished to offer comments to the applicant and directed staff to work more closely with the applicant to revise the proposed language regarding fencing materials. He specified that chain-link fencing with barbed wire should not be permitted. He added that if fencing must be located within the setback area, it should be constructed of higher-quality materials that provide improved aesthetic value.

Mr. Anderson asked for clarification on Mr. Perrins' remarks and whether he intended to amend the motion. Mr. Perrins clarified that he did not wish to modify the motion itself but intended to provide additional guidance regarding the fencing standards.

CONCEPT REVIEW

CANYON COURT LOT 1 CONCEPT

Corey Pierce invited the applicant, Cory Anderson, to present his concept.

Dave Anderson provided background information, noting that the proposal is part of the recently approved Canyon Court development.

Staff reviewed the design layout and site access. It was noted that the original plan included two drive-through lanes—one on the east side of the building and one on the west—but those elements have since been removed. Staff presented the most recent lot configuration submitted to the City in response to redline comments. The layout of the

individual lots was discussed, and it was noted that the corner lot is expected to be purchased by UCCU, while another lot is planned for Chubby's.

Brandon Snyder expressed concerns regarding parking, and staff clarified that a cross-access easement is in place to help accommodate shared parking needs.

Dave Anderson stated that, with developments of this type, staff will be paying close attention to pedestrian crossings, access points, and how the project connects to surrounding trails and streets.

Seth Perrins commented that this project, as part of a Neighborhood Commercial area, will be a valuable addition to the community. He expressed confidence that it will generate excitement and be highly successful.

Projected timelines were reviewed. Construction on Lot 5 is anticipated to begin in spring 2026. Lot 2 is currently under contract with Chubby's and is expected to close within 45 days. Additional discussion followed regarding the intended occupants of other lots, including Harmons Grocery, a high-end preschool, UCCU, and a general retail tenant.

GENERAL PLAN AMENDMENTS

WATER USE & PRESERVATION ELEMENT TO THE GENERAL PLAN

Paul Taylor introduced the proposal, noting it is a mandatory element for all municipalities, stemming from a 2024 Utah State house bill. He provided a summary, explaining that the Water Use and Preservation Element's primary goal is to integrate water use considerations into land use planning to ensure development is sustainable and does not deplete water resources. The amendment requires cities and counties to assess the impact of new development on water demand and infrastructure, and to outline strategies for reducing consumption in both existing and future projects. Overall, this amendment aims to heighten municipal awareness of water usage and promote conservation efforts.

Cory Pierce sought clarification on the mandated deadline, confirming that the element must be adopted by the City before the end of the year. It was noted that the consequences for non-adoption by the deadline have not yet been researched. Staff confirmed that the element will be updated periodically in alignment with the City's water conservation plan, and that much of the new element is consistent with the City's existing code, demonstrating the City is already adhering to conservation principles.

It was further noted that Spanish Fork City possesses greater water access than many other municipalities, and is currently required to maintain a 40-year plan for water rights.

Dave Anderson **moved** to recommend the approval of the proposed General Plan Amendments to the City Council as discussed.

Vaughn Pickell **seconded** and the motion **passed** all in favor.

Jered Johnson moved to adjourn the meeting at 11:05 a.m.

Adopted:

Kasey Woodard
Community Development Division
Secretary

TO: Spanish Fork City Planning Commission
FROM: Dave Anderson, AICP
DATE: February 4, 2026
RE: Omega Morgan Zoning Text Amendment

Omega Morgan is a company that is moving into the first completed building in the GLH Industrial Park. Part of the operation they will locate in Spanish Fork involves staging large pieces of finished equipment while the equipment awaits delivery off-site. This staging will occur in a 10-acre area located west of the building Omega Morgan will occupy.

Omega Morgan has asked that they not be required to surround the area they will use for staging with a masonry wall as is required by the Municipal Code for Outdoor Storage Areas. More information on the details of Omega Morgan's request is attached to this correspondence.

I have explored a variety of ways to potentially accommodate Omega Morgan's request. After much thought, I offer the suggestion to define Omega Morgan's proposed use in a manner that is distinct from Outdoor Storage Areas. In the case of Omega Morgan's specific proposal, I believe this concept has merit. The idea being to create a new definition for Staging Areas that describes how Omega Morgan would use their site.

I believe pursuing this concept would only work if the creation of a definition for Staging Areas is accompanied by a new, more explicit, definition for Outdoor Storage Areas. The current and proposed definitions of Outdoor Storage Area and Staging Area are provided below:

~~"Outdoor Storage Area": An area that is designated on a Site Plan for the storage of raw materials, finished products, vehicles, trailers or other equipment.~~

"Outdoor Storage Area": An area utilized for the storage of raw materials, inoperable vehicles, vehicle parts, unassembled machinery, construction materials, construction equipment, or similar equipment, machinery and material. Parking areas used solely by operable cars and trucks are not Outdoor Storage Areas.

"Staging Area": An area where assembled machinery or other finished products are kept prior to being shipped off-site for installation and use.

These changes would be made by amending Title 15. A public hearing has been scheduled for your February 4 meeting for this proposed amendment. Please feel free to contact me with any questions.

attachment: Omega Morgan's January 12, 2026 correspondence
concept plan for staging area
Site Plan for GLH Industrial Park



GLH Industrial Park

Subject: Request for Approval of Temporary Yard Screening Solution – GLH Industrial Park

Dear City Council Members,

Thank you for your time and collaboration as the new industrial park comes online. We appreciate the City's commitment to maintaining high standards while supporting efficient development.

As outlined in the attached proposal, we respectfully request approval to utilize a temporary screening solution—a 7-foot black chain-link fence with full privacy slats—in lieu of the masonry wall currently required by ordinance for outdoor storage areas.

This request is based on the following key considerations:

- The yard is intended for temporary use only, with an anticipated maximum duration of approximately three years.
- Operations are highly controlled, continuously staffed, and limited to short-term staging and reload of new equipment for data centers.
- The proposed fence meets the City's visual objectives while avoiding a disproportionate permanent improvement (CMU wall) that would later be removed.
- The cost of a CMU wall is estimated at \$784,400, which is not practical for a temporary use.

Facility Address:

2261 NORTH 700 WEST

SPANISH FORK, UTAH 84660

The attached package includes:

- Cover letter summarizing the request
- Detailed proposal with photos of similar installations and organized yard operations
- Cost comparison
- Civil plan excerpts
- Ordinance reference
- Contractor quote for CMU wall



January 12, 2026

City Council

Spanish Fork City

Subject: Request for Approval of Temporary Yard Screening Solution

We appreciate the opportunity to collaborate with the City as the new industrial park comes online. As outlined in the attached proposal, we respectfully request approval to utilize a temporary screening solution—a 7-foot black chain-link fence with full privacy slats—in lieu of the masonry wall currently required by ordinance for outdoor storage areas.

This request is based on the following key considerations:

- The yard is intended for temporary use only, with an anticipated maximum duration of approximately three years.
- Operations are highly controlled, continuously staffed, and limited to short-term staging and reload of new equipment for data centers.
- The proposed fence meets the City's visual objectives while avoiding a disproportionate permanent improvement (CMU wall) that would later be removed.
- The cost of a CMU wall is estimated at \$784,400, which is not practical for a temporary use.

Facility Address:

2261 NORTH 700 WEST
SPANISH FORK, UTAH 84660

We believe this solution achieves the City's intent and allows the project to proceed efficiently. Please find the detailed proposal attached for your review.

Thank you for your consideration. We are available to provide any additional information or clarification you may require.

Sincerely,

Name/Title

Request for Approval of Temporary Yard Screening Solution

7-foot Black Chain-Link Fence with Privacy Slats (Temporary Use)

Facility Address:
2261 NORTH 700 WEST
SPANISH FORK, UTAH 84660

Presented to: City Council

Date: January 12, 2026

Executive Summary

We respectfully request approval to utilize a temporary screening solution—a 7-foot black chain-link fence with full privacy slats—in lieu of the masonry wall currently required by ordinance for outdoor storage areas. This solution meets the City's visual objectives while avoiding a disproportionate permanent improvement for a temporary use.



Example of black chain-link fence with privacy slats at similar facility.



Visual example of organized yard operations.



Visual example of organized yard operations.



Cost Comparison

Option	Type	Estimated Cost	Notes
A	7' Black Chain-Link Fence w/ Privacy Slats (Temporary)	\$246,365	Meets screening intent; removable at end of temporary use.
B	6' Masonry Wall (Permanent)	\$784,400	Permanent improvement for a temporary use; would need removal upon redevelopment.

Conclusion & Formal Request

Given the limited duration, controlled operations, lack of public visibility, continuous on-site staffing, and planned future development that will fully enclose this area, a permanent CMU wall does not provide proportional benefit for this specific use case. We respectfully request approval to utilize a 7-foot black chain-link fence with privacy slats as a temporary screening solution for the yard connected to the warehouse facility.

City Approval:

_____ Date: _____

Name/Title: _____



Appendix A — Civil Plan Excerpts (Updated)

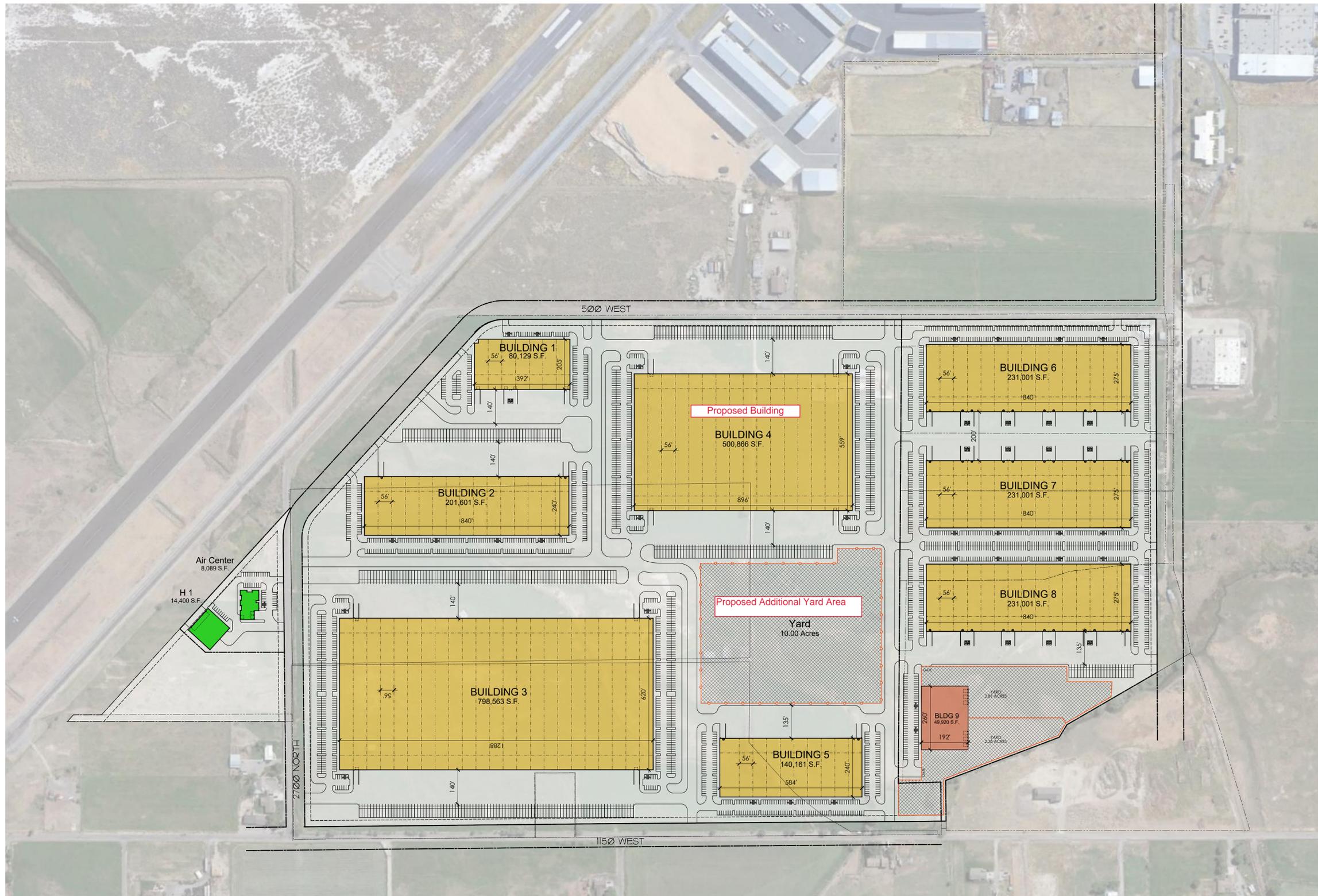
Civil Plan Set - GLH Lot 1 TI Yard (Updated 12/16/2025): Proposed 7' black chain-link fence indicated around yard perimeter; updated plan excludes guard shack; warehouse footprint 502,866 sq. ft.; outdoor yard area 435,657 sq. ft.

Appendix B — Ordinance Excerpt

Spanish Fork Municipal Code §15.3.24.090(1): "Outdoor Storage Areas... The outdoor storage area must be screened from surrounding properties with a six-foot tall masonry wall..." Additional requirements include surfacing, lighting plan, and a 10-foot landscaped planter when abutting a public street. (Source: Ordinance No. 02-15, adopted January 20, 2015).

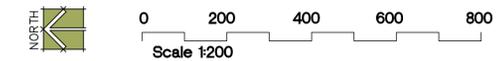
Appendix C — Contractor Quote (CMU Wall)

AK Masonry Bid Proposal (12/16/2025): Natural Grey CMU site wall, 7'0" above grade with solid CMU cap; includes footing excavation and rebar. Base Bid Amount: \$784,400. Contact: Travis Kimball. Bid valid for 30 days.



		PARKING/BUILDING DATA			
Air Center - Hangar	22,489 SF	PHASE I		PHASE II	
TOTAL PARKING	45 SPACES	BUILDING 1,2,3,4,5	1,721,320 SF	BUILDING 6,7,8	693,004 SF
RATIO	2.00/1,000 S.F.	TOTAL PARKING	1,490 SPACES	TOTAL PARKING	912 SPACES
		RATIO	0.87/1,000 S.F.	RATIO	132/1,000 S.F.
				BUILDING 9	49,920 SF
				TOTAL PARKING	76 SPACES
				RATIO	152/1,000 S.F.
				BUILDING TOTAL	2,464,244 SF

CONCEPTUAL SITE PLAN
 THIS SITE PLAN IS FOR CONCEPTUAL PLANNING.
 THE SITE WILL NEED TO BE SURVEYED TO
 ACCURATELY DEFINE ALL BOUNDARIES,
 EASEMENTS, UTILITY EASEMENTS, RIGHT-OF-WAYS,
 CONFIRM ACCESS LOCATIONS, AND WETLANDS.



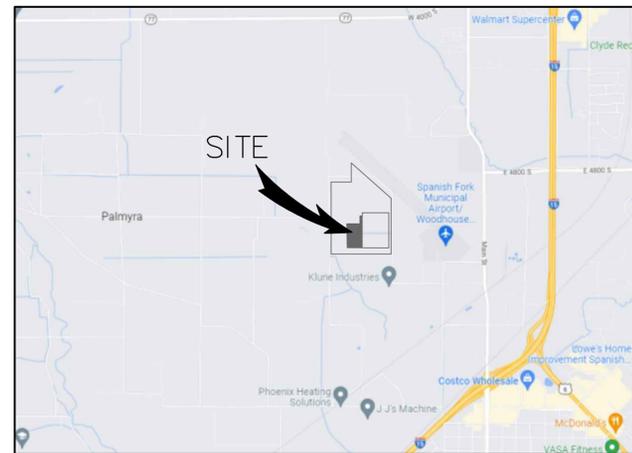
GLH INDUSTRIAL PARK LOT 1 - TI YARD

2261 NORTH 700 WEST
SPANISH FORK, UTAH 84660

DECEMBER 16, 2025

LEGEND

---	PROPERTY LINE	☼	EXISTING FIRE HYDRANT
---	EASEMENT LINE	☼	PROPOSED FIRE HYDRANT
-4240.0---	PROPOSED GRADE CONTOURS	☼	EXISTING STREET LIGHT
-4240.0---	EXISTING GRADE CONTOURS	☼	PROPOSED STREET LIGHT
---	EXISTING CURB	☼	PROPOSED PARKING LOT LIGHT
---	PROPOSED CURB AND GUTTER	☼	EXISTING WATER METER
---	PROPOSED CURB WALL	☼	EXISTING WATER VALVE
---	REVERSE PAN CURB & GUTTER	☼	EXISTING GATE VALVE
---	EXISTING SEWER	☼	EXISTING OVERHEAD POWER POLE
---	PROPOSED SEWER	☼	TBC
---	EXISTING WATER	☼	TOP BACK CONCRETE
---	PROPOSED WATER	☼	FF
---	EXISTING FIRE LINE	☼	FINISHED FLOOR
---	PROPOSED FIRE LINE	☼	HW
---	EXISTING STORM DRAIN	☼	HIGH WATER
---	PROPOSED STORM DRAIN	☼	TOG
---	EXISTING ROOF DRAIN	☼	TOP OF GRATE
---	PROPOSED ROOF DRAIN	☼	TOL
---	EXISTING GAS	☼	TOP OF LID
---	PROPOSED GAS	☼	IE
---	EXISTING OVERHEAD POWER	☼	INVERT ELEVATION
---	EXISTING UNDERGROUND POWER	☼	EX
---	PROPOSED UNDERGROUND POWER	☼	EXISTING
---	EXISTING TELEPHONE LINE	☼	NG
---	PROPOSED TELEPHONE LINE	☼	NATURAL GROUND
---	EXISTING FIBER OPTIC LINE	☼	TA
---	PROPOSED FIBER OPTIC LINE	☼	TOP OF ASPHALT
---	PROPOSED GRAVEL	☼	TC
		☼	TOP OF CONCRETE
		☼	EDGE OF CONCRETE
		☼	EA
		☼	EDGE OF ASPHALT
		☼	TOW
		☼	TOP OF WALL
		☼	TG
		☼	TOP OF GRAVEL
		☼	TL
		☼	TOP OF LANDSCAPING
		☼	TS
		☼	TOP OF SIDEWALK
		☼	PROPOSED
		☼	TBC CALLOUT UNLESS OTHERWISE DESIGNATED



VICINITY MAP
NOT TO SCALE

PROJECT CONSTRUCTION NOTES:

- CONTRACTOR TO NOTIFY BLUE STAKES PRIOR TO CONSTRUCTION, 1-800-662-4111.
- CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
- SEE SOILS REPORT FOR PAVEMENT SECTION DETAILS, INSTALLATION SPECIFICATIONS AND ALL SITE EARTHWORK REQUIREMENTS.
- ALL CONSTRUCTION SHALL CONFORM TO CITY STANDARDS AND SPECIFICATIONS. IF A CONFLICT BETWEEN THESE PLANS AND THE CITY STANDARDS AND SPECIFICATIONS OCCURS, THE CITY STANDARDS AND SPECIFICATIONS SHALL GOVERN.
- CONTRACTOR TO REPLACE IN KIND ANY AREAS THAT ARE DAMAGED DURING CONSTRUCTION.
- INSTALL ALL SIDEWALKS PER CITY STANDARD PLAN ST-13.
- INSTALL ALL CONCRETE PAVEMENT JOINTS PER CITY STANDARDS AND SPECIFICATIONS.
- ALL SEWER, WATER AND STORM DRAIN PIPES SHALL BE BACKFILLED WITH SELECT GRANULAR FILL PER CITY STANDARDS AND SPECIFICATIONS.
- ALL CATCH BASINS AND MANHOLES TO BE INSTALLED PER CITY STANDARDS.
- ALL STORM DRAIN PIPING TO BE CUT OFF FLUSH WITH INSIDE WALL OF DRAINAGE BOX. INSIDE WALL TO BE GROUTED SMOOTH WITH A NON-SHRINK GROUT.
- FOR STORM DRAIN INLET BOXES AND MANHOLES THE I.E. IN AND I.E. OUT ELEVATIONS ARE THE SAME UNLESS OTHERWISE CALLED OUT ON THE PLANS.
- THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITY PIPES, LINES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED AND SHOWN FROM SURVEYED INFORMATION AND EXISTING UTILITY LOCATIONS PROVIDED BY OTHERS. THERE IS NO GUARANTEE THAT ALL EXISTING UTILITY INFORMATION IS SHOWN ON THESE PLANS. CONTRACTOR IS RESPONSIBLE FOR CONTACTING BLUE STAKES AND FIELD VERIFYING THE LOCATION AND ELEVATION OF ALL EXISTING UTILITY PIPES, LINES AND STRUCTURES, PRIOR TO CONSTRUCTION.
- ANY DAMAGE TO EXISTING ASPHALT, CURB & GUTTER, LANDSCAPING AND ALL UTILITIES TO BE REPLACED IN KIND.

SHEET INDEX

- CV COVER SHEET
- C1.0 SITE PLAN
- C2.0 GRADING PLAN
- C2.1 DRAINAGE PLAN
- C3.0 DETAIL SHEET
- C4.0 EROSION CONTROL PLAN (SWPPP)
- C4.1 EROSION CONTROL DETAIL SHEET

CIVIL ENGINEER:



10718 SOUTH BECKSTEAD LANE, STE. 102
SOUTH JORDAN, UT 84095 - PH: 801-949-6296

OWNER:

THE RITCHIE GROUP
1245 BRICKYARD ROAD, SUITE 70
SALT LAKE CITY, UTAH 84106
CONTACT PERSON: DAVE HENNEFER
PH: (925) 699-0264

ARCHITECT:

AE URBIA
909 WEST SOUTH JORDAN PARKWAY
SOUTH JORDAN, UTAH 84095
CONTACT PERSON: SHAWN EATON
PH: (801) 746-0456

CONTRACTOR:

TOM STUART CONSTRUCTION
259 RIVERBEND WAY #100
NORTH SALT LAKE, UTAH 84054
CONTACT PERSON: SPENCER WARD
PH: (801) 936-3446

NO	REVISIONS	BY	DATE

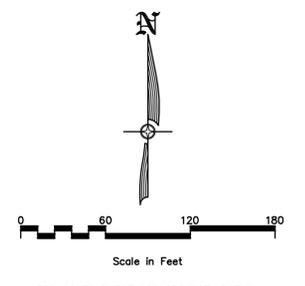
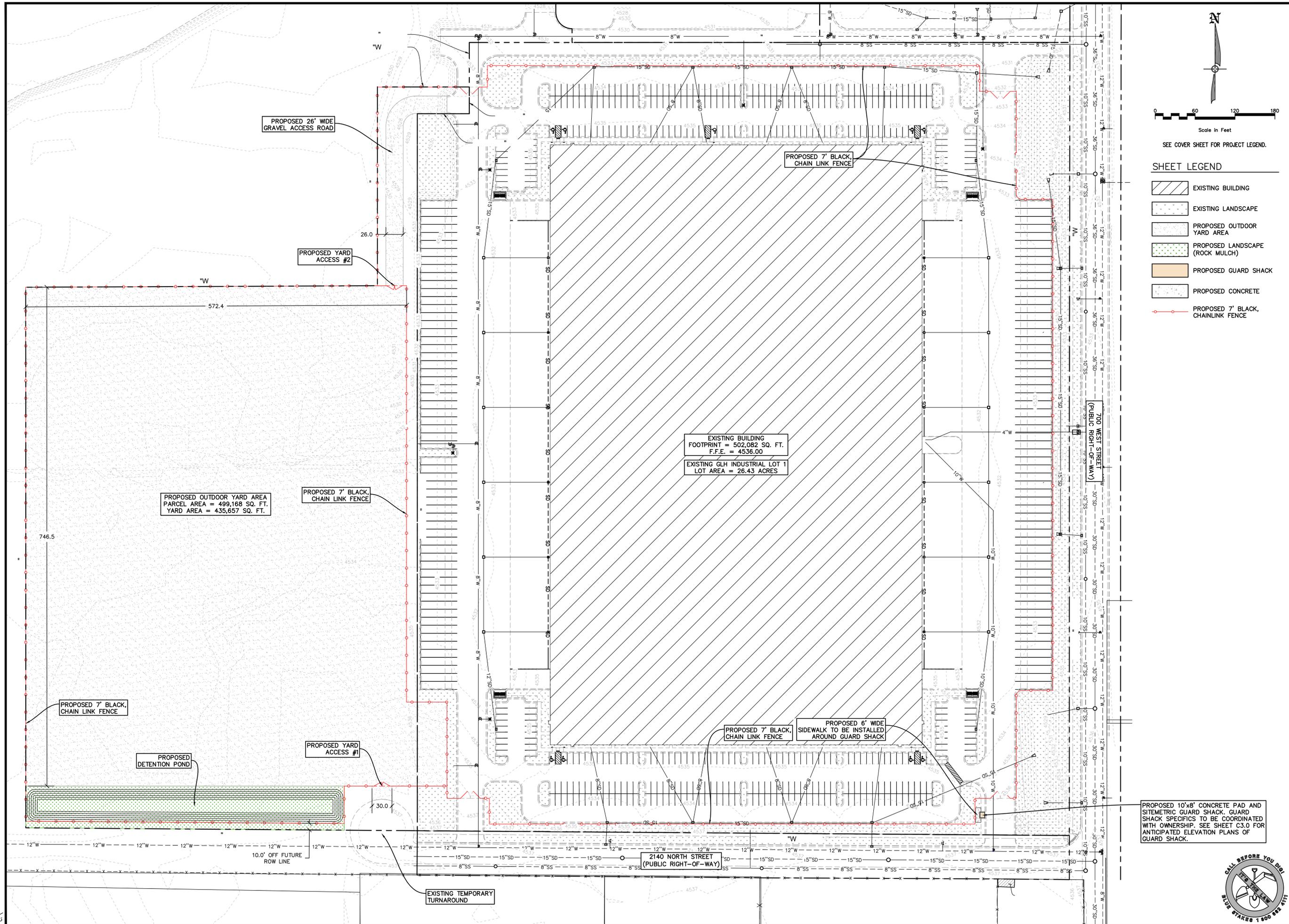
CIR CIVIL ENGINEERING + SURVEYING
10718 SOUTH BECKSTEAD LANE, STE. 102
SOUTH JORDAN, UT 84095 - 801-949-6296
DESIGNER: SDT PROJECT ENGINEER: SDT

GLH INDUSTRIAL PARK LOT 1 - TI YARD
2261 NORTH 700 WEST, SPANISH FORK, UTAH 84660
COVER SHEET



SHEET NO. CV
PROJECT ID: E23-013 DATE: 12/16/25
FILE NAME: PRJ-GLH1 SCALE: 1"=60'





- SEE COVER SHEET FOR PROJECT LEGEND.
- SHEET LEGEND**
- EXISTING BUILDING
 - EXISTING LANDSCAPE
 - PROPOSED OUTDOOR YARD AREA
 - PROPOSED LANDSCAPE (ROCK MULCH)
 - PROPOSED GUARD SHACK
 - PROPOSED CONCRETE
 - PROPOSED 7' BLACK, CHAINLINK FENCE

PROPOSED OUTDOOR YARD AREA
 PARCEL AREA = 499,168 SQ. FT.
 YARD AREA = 435,657 SQ. FT.

EXISTING BUILDING
 FOOTPRINT = 502,082 SQ. FT.
 F.F.E. = 4536.00
 EXISTING GLH INDUSTRIAL LOT 1
 LOT AREA = 26.43 ACRES

PROPOSED 10'x8' CONCRETE PAD AND
 SYMMETRIC GUARD SHACK. GUARD
 SHACK SPECIFICS TO BE COORDINATED
 WITH OWNERSHIP. SEE SHEET C3.0 FOR
 ANTICIPATED ELEVATION SHEETS OF
 GUARD SHACK.

NO.	REVISIONS	BY	DATE

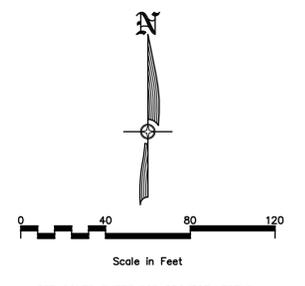
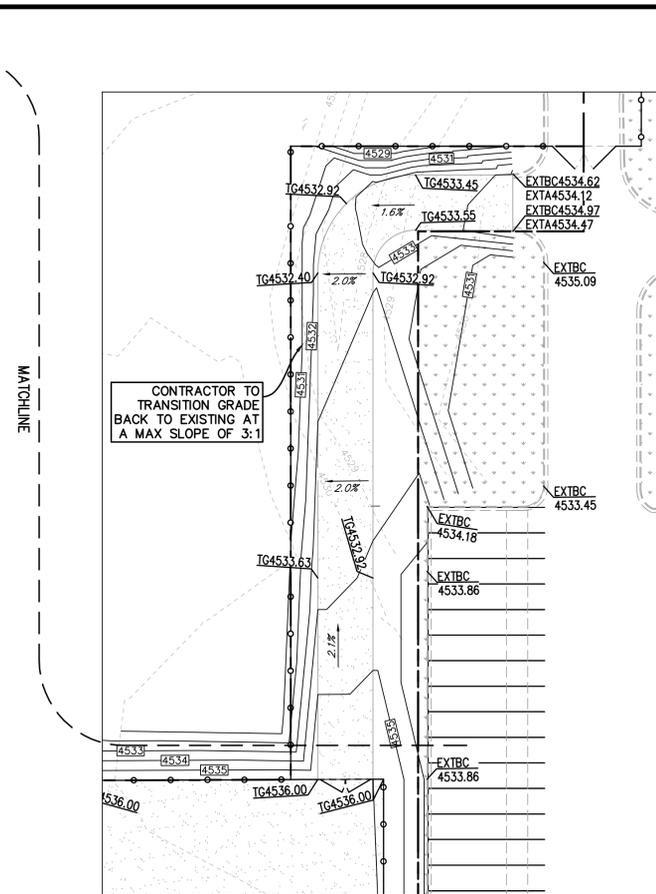
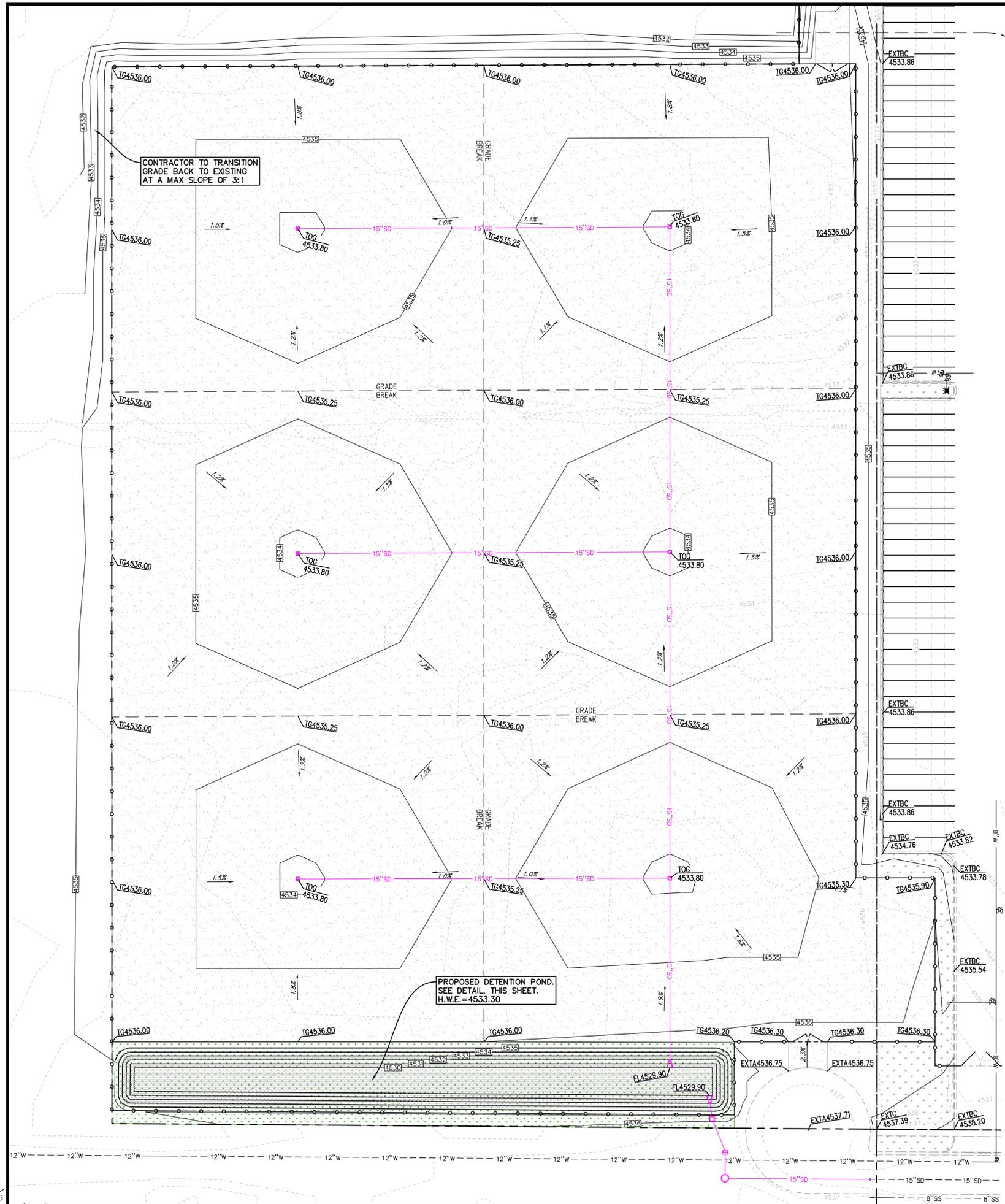
CIVIL ENGINEERING + SURVEYING
CIR
 10718 SOUTH BECKSTEAD LANE, STE. 102
 SOUTH JORDAN, UT 84095 -
 DESIGNER: SDT

GLH INDUSTRIAL PARK LOT 1 - TI YARD
 2261 NORTH 700 WEST, SPANISH FORK, UTAH 84660
 OVERALL SITE PLAN

REGISTERED PROFESSIONAL ENGINEER
 SCOTT D. THORSEN
 No. 354291
 STATE OF UTAH



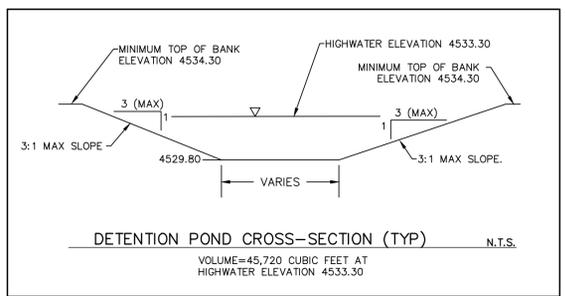
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C1.0
 PROJECT ID: E23-013
 DATE: 12/16/25
 FILE NAME: PRJ-GLH1
 SCALE: 1"=60'



SEE COVER SHEET FOR PROJECT LEGEND.

SHEET LEGEND

 DETENTION AREA



NO	REVISIONS	BY	DATE

CIVIL ENGINEERING + SURVEYING

CIR

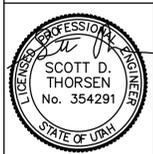
10718 SOUTH BECKSTEAD LANE, STE. 102
SOUTH JORDAN, UT 84095 - 801-949-6296

DESIGNER: SDT
PROJECT ENGINEER: SDT

GLH INDUSTRIAL PARK LOT 1 - TI YARD

2261 NORTH 700 WEST, SPANISH FORK, UTAH 84660

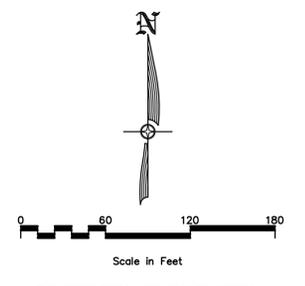
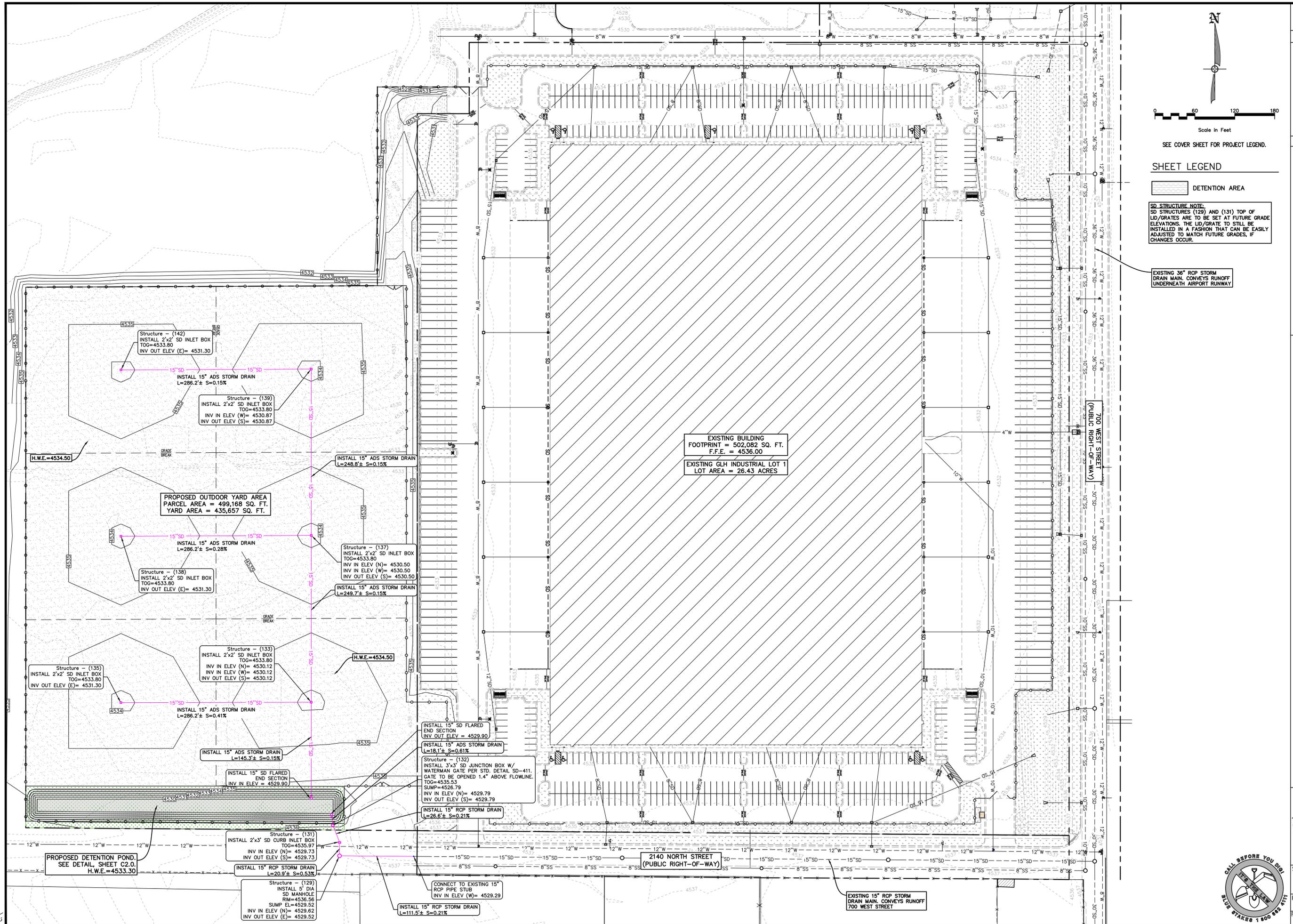
GRADING PLAN



SHEET NO. **C2.0**

PROJECT ID: E23-013
DATE: 12/16/25

FILE NAME: PRJ-GLH1
SCALE: 1"=40'



SHEET LEGEND

DETONATION AREA

SD STRUCTURE NOTE:
SD STRUCTURES (129) AND (131) TOP OF LID/GRATES ARE TO BE SET AT FUTURE GRADE ELEVATIONS. THE LID/GRATE TO STILL BE INSTALLED IN A FASHION THAT CAN BE EASILY ADJUSTED TO MATCH FUTURE GRADES, IF CHANGES OCCUR.

EXISTING 36" RCP STORM DRAIN MAIN. CONVEYS RUNOFF UNDERNEATH AIRPORT RUNWAY.

NO.	REVISIONS	BY	DATE

DESIGNER: SDT
PROJECT ENGINEER: SDT

CIVIL ENGINEERING + SURVEYING

GLR

10718 SOUTH BECKSTEAD LANE, STE. 102
SOUTH JORDAN, UT 84095 - 801-949-0296

GLH INDUSTRIAL PARK LOT 1 - TI YARD

2261 NORTH 700 WEST, SPANISH FORK, UTAH 84660

700 WEST STREET (PUBLIC RIGHT-OF-WAY)

2140 NORTH STREET (PUBLIC RIGHT-OF-WAY)

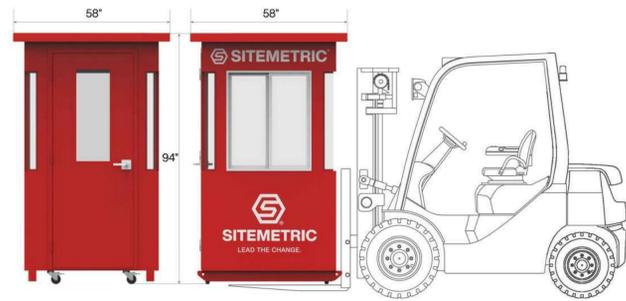
DRAINAGE PLAN



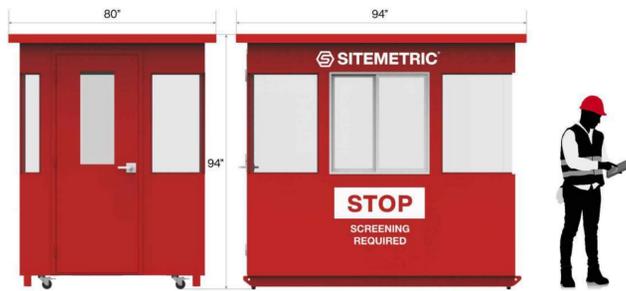
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DATE: 12/16/25
FILE NAME: PRJ-GLH1
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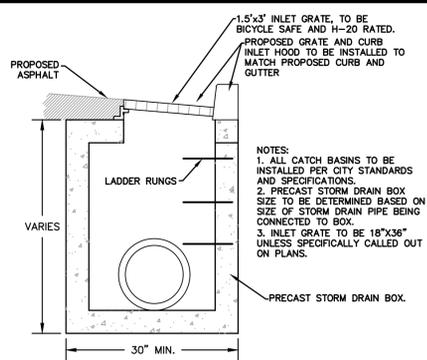
Single Booth Dimensions



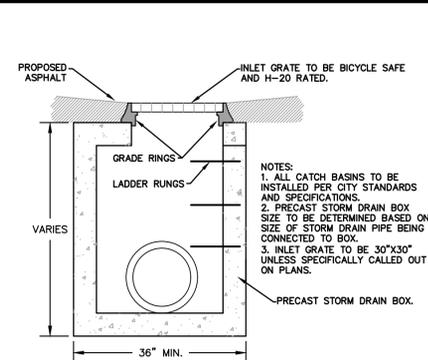
Double Booth Dimensions

Sitemetric, LLC

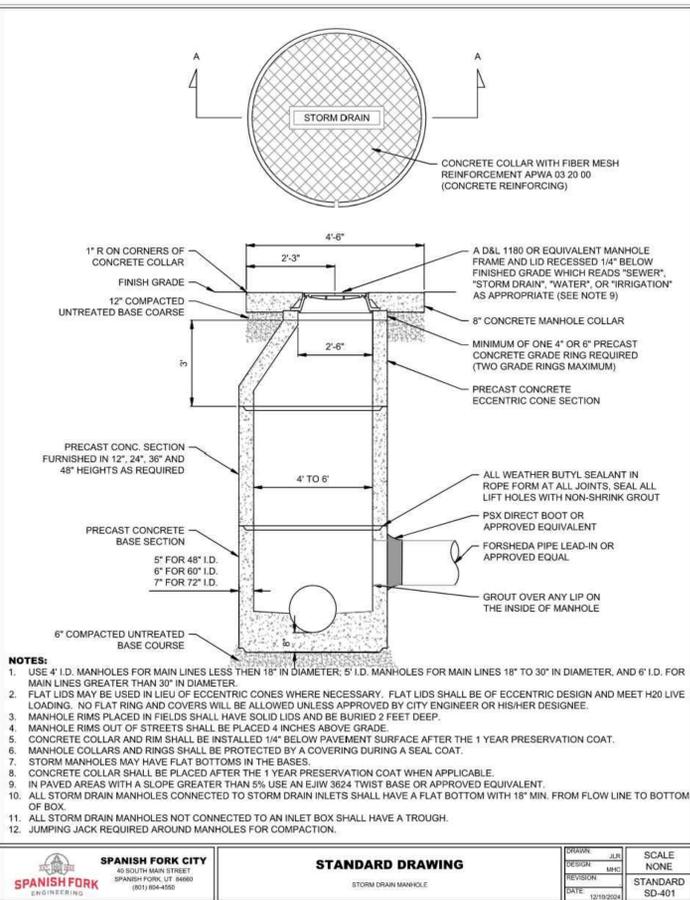
sitemetric.com



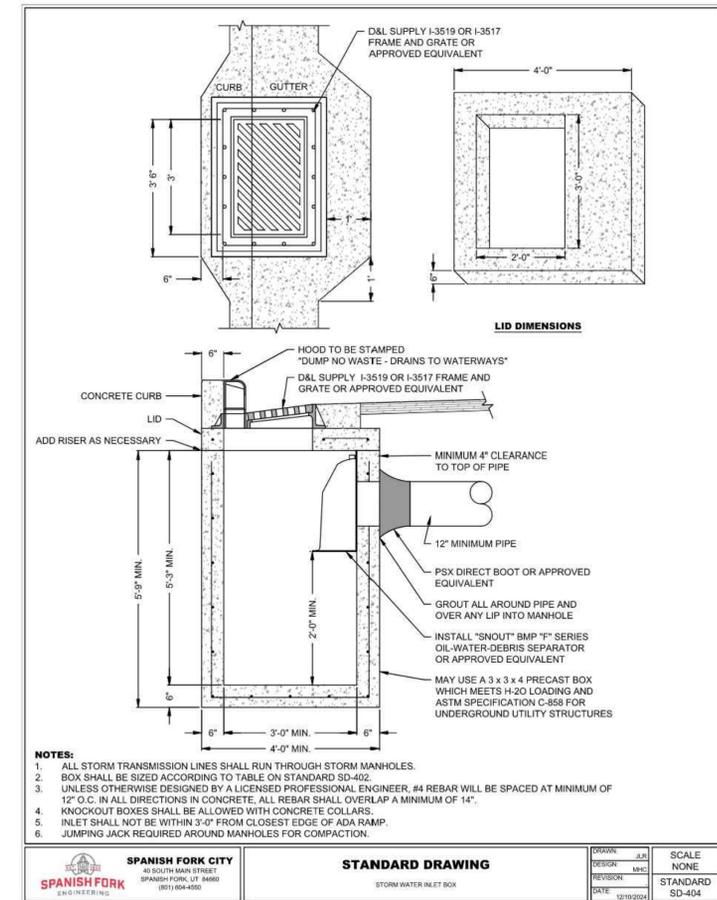
1 STANDARD STORM DRAIN CURB INLET BOX
N.T.S.



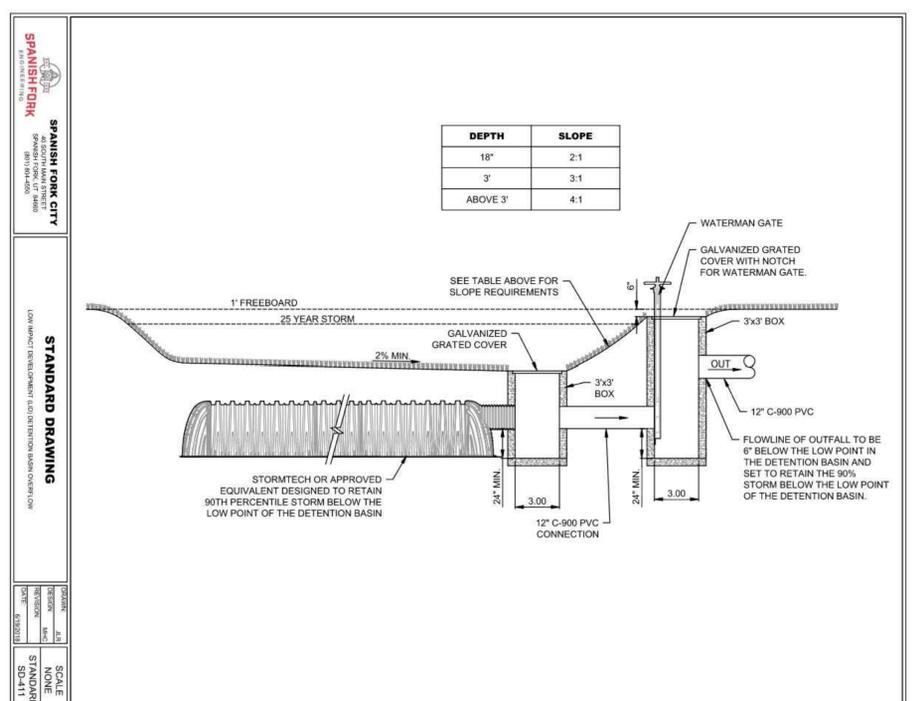
2 STANDARD STORM DRAIN INLET BOX
N.T.S.



STANDARD DRAWING
STORM DRAIN MANHOLE
SCALE NONE
STANDARD SD-401



STANDARD DRAWING
STORM WATER INLET BOX
SCALE NONE
STANDARD SD-404

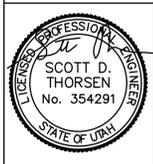


STANDARD DRAWING
SCALE NONE
STANDARD SD-411

NO.	REVISIONS	BY	DATE

CIVIL ENGINEERING + SURVEYING
 10718 SOUTH BECKSTEAD LANE, STE. 102
 SOUTH JORDAN, UT 84095 - 801-949-0296
 PROJECT ENGINEER: SDT
 DESIGNER: SDT

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DETAIL SHEET



SHEET NO. **C3.0**
 PROJECT ID: E23-013
 DATE: 12/16/25
 FILE NAME: PRJ-GLH1
 SCALE:



TO: Planning Commission
FROM: David Mann, Senior Planner
DATE: February 4, 2026
RE: Proposed Land Use Element

Two items accompany this memorandum, the draft Land Use Element of the General Plan and a report based on the most recent public outreach on the project.

A public hearing is scheduled for your February meeting. The purpose of the hearing is to receive public comment on the draft Land Use Element. Upon completion of the public hearing, the Commission may choose to recommend approval or denial of the proposal. The Commission could also continue the item or recommend approval subject to changes being made to the document.

On January 28, 2026, the Development Review Committee recommended that this proposed Amendment of the Land Use Element of the General Plan be approved.

attachment: draft Land Use Element of the General Plan
Community Feedback Report

LAND USE ELEMENT



DRAFT



TODAY'S PROGRESS
Tomorrow's Pride



“We strive to build and maintain a vibrant City through personable community interactions and innovative local government services.”

Spanish Fork Mission Statement

ACKNOWLEDGMENTS

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*“Growth should strengthen
what we already love about
Spanish Fork, not replace it.”*

*Spanish Fork Resident
General Plan Survey*



INTRODUCTION

The Land Use Element is the city's long-range guide for how land is used, developed, and preserved. It represents the physical expression of Spanish Fork City's vision, shaping where people live, work, and gather while maintaining the qualities that make the community distinctive.

The document's guiding theme, "**Today's Progress, Tomorrow's Pride**," reflects the intent of this element. It embodies a commitment to making thoughtful, incremental decisions today that support a strong, resilient city for future generations. Every land use designation and policy is built around these two ideas:

Today's Progress — making practical, forward-looking choices that support sustainable growth and opportunity;

Tomorrow's Pride — ensuring that growth enhances community character, preserves natural beauty, and strengthens the sense of place that defines Spanish Fork.

PURPOSE AND ROLE OF THE LAND USE ELEMENT

The Land Use Element forms the foundation of Spanish Fork's General Plan. It describes how land within the Annexation Policy Boundary should develop and establishes the geographic and policy structure that guides every other element of the plan.

Specifically, the Land Use Element:

- **Defines the city's physical form.** It identifies the intended pattern of growth and how different land uses fit together.
- **Guides zoning and development decisions.** It provides the policy basis for zoning, subdivisions, annexations, and capital improvements.
- **Coordinates with other elements.** Land use planning frames decisions related to transportation, moderate-income housing, infrastructure, and environmental stewardship.
- **Reflects community values.** Public input emphasized preserving Established Neighborhoods, focusing new growth in identified centers, and protecting sensitive lands such as the River Bottoms.

A LIVING VISION

The Land Use Element is both visionary and practical. It outlines community aspirations while guiding daily decision-making. As Spanish Fork grows and conditions evolve, the document will be updated to ensure policies remain aligned with the city's needs and values.

Future updates will continue to safeguard the qualities that make Spanish Fork a desirable place to live, work, and play.

TODAY'S PROGRESS



TODAY'S PROGRESS
Tomorrow's Pride

*“Change is inevitable, but I’m glad
the city asks residents what matters
most as we plan for the future.”*

*Spanish Fork Resident
General Plan Survey*



ROLE OF PLANNING

INTEGRATION WITHIN THE GENERAL PLAN

Utah Code §10-20-404(2) requires every municipality to adopt a General Plan that includes the following core elements:

- **Land Use Element**
- **Transportation Element**
- **Moderate Income Housing Element**
- **Water Use and Preservation Element**
- **Station Area Plan**

While each element addresses a distinct topic, they operate together as a unified framework for planning and development in Spanish Fork.

Land use serves as the organizing structure for the General Plan. The Land Use Map identifies where future growth should occur. The Transportation Element ensures those areas are accessible and supported by roadway, trail, and transit systems. Residential designations in the Land Use Element establish locations for diverse housing types and support the goals of the Moderate Income Housing Element.

The Water Use and Preservation Element evaluates how development patterns affect long-term water demand and infrastructure capacity. Integrating land use and water planning helps ensure growth remains resilient in Utah's semi-arid climate.

Because Spanish Fork is anticipated to receive future FrontRunner service, the General Plan also includes a Station Area Plan. This plan coordinates land use, mobility, and infrastructure within the half-mile area surrounding the station.

Together, these elements create a coordinated strategy for accommodating growth and maintaining community quality.

COORDINATION WITH OTHER CITY PLANS

The Land Use Element also provides the geographic context for several specialized master

plans that guide city services and infrastructure. These plans rely on the Land Use Map to anticipate where development will occur and where facilities and investments are needed.

Recreation and Parks Master Plan: Aligns park, trail, and open space investments with residential growth areas and sensitive lands.

Public Utilities and Infrastructure Plans: Coordinate water, sewer, storm drainage, and power systems with development patterns to ensure reliable and efficient service.

Airport Master Plan: Supports compatible land uses around the Spanish Fork Municipal Airport, balancing economic development, aviation safety, and access improvements.

Downtown and Economic Development Plans: Reinforce the role of Main Street, employment centers, and community services within the Land Use framework.

Together, these plans support a unified approach to managing growth, protecting resources, and sustaining quality of life in Spanish Fork.

KEY TERMS

Adaptive Reuse: The repurposing of an existing building for a new use while retaining much of its structure and reducing demolition and construction waste.

Annexation: The legal process by which land outside city limits is incorporated into the city and becomes subject to city regulations and services.

Build out: The point at which land designated for development is fully developed according to adopted plans, zoning, and infrastructure capacity.

Capital Improvements: Major public investments in infrastructure or facilities, such as roads, utilities, parks, public buildings, and related systems.

Density Bonus: An incentive that allows a developer to build more housing units than normally permitted in exchange for providing defined public benefits.

Easement: A legal right that allows a person, utility, or agency to use a portion of private property for a specific purpose while ownership remains with the property owner.

Eminent Domain: The legal authority of a government to acquire private property for public use, with fair compensation, as provided under state and federal law.

Floodplain: Land adjacent to rivers or streams that is subject to flooding during major storm events, as identified by federal, state, or local mapping.

Growth Rate: The percentage change in population, housing, or development over a specific period of time, typically measured annually or over multiple years.

High Transit-Ridership Zone (HTRZ): An area designated under Utah state law within walking distance of a major transit station where higher-density development is allowed or encouraged to support transit use and reduce reliance on automobiles.

Impact Fees: Fees paid by new development to help fund public infrastructure needed to serve that development, such as roads, parks, or utilities, as authorized by state law.

Incremental Growth: Gradual development that occurs over time through smaller projects rather than large, single-phase development.

Infill Development: New development on vacant or underutilized land within already developed

areas of the city, using existing streets and utilities and designed to fit with surrounding uses.

Missing Middle Housing: Housing types between single-family homes and large apartment buildings, such as duplexes, townhomes, cottage courts, and small multi-family buildings.

Nuisance: A use, activity, or condition that unreasonably interferes with the use, enjoyment, health, or safety of nearby property, based on established legal standards rather than personal preference or inconvenience.

Overlay District: A regulatory area applied over underlying zoning that adds or modifies development standards without changing the base zoning designation.

Request for Proposal (RFP): A formal process used by a public agency to solicit proposals for a specific project or service, including requirements, evaluation criteria, and selection procedures.

Riparian: Land located along rivers or streams that supports natural vegetation and provides important ecological and water-quality functions.

Shovel-Ready: A site that is ready for development because zoning, infrastructure access, and required approvals are already in place or nearly complete.

Transfer of Development Rights (TDR): A planning tool that allows development potential to be transferred from one property to another in order to protect sensitive, agricultural, or environmentally important land.

Wildland Urban Interface (WUI): Areas where homes and development are located near or adjacent to undeveloped wildland areas, increasing wildfire risk and requiring special building and vegetation management standards.

Zone: A designated area of land regulated by the zoning code that establishes allowed land uses and development standards.

GROWTH IN CONTEXT

POPULATION TRENDS

Spanish Fork's growth story reflects both its strong community identity and its position within one of the fastest-growing counties in the nation. Over the past 50 years, the city has added population steadily each decade, growing from a small agricultural community into a thriving regional city. Long-term projections show this trend continuing, with steady increases expected through 2060. This consistent growth highlights the need for careful planning to ensure that infrastructure, services, and public facilities keep pace with community needs.

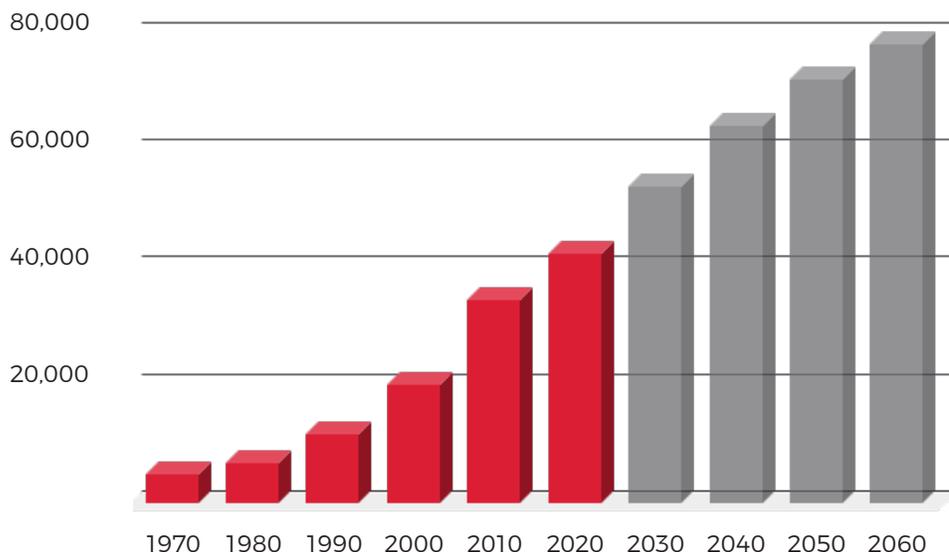
The age distribution of the community reinforces this picture. Spanish Fork has a notably young population, with large groups of children, teenagers, and young adults. This is especially visible in the graph on page 7, where the biggest age ranges fall between 5 and 19. These strong youth and family groupings shape daily life in the city and influence demand for schools, parks, recreation amenities, and family-oriented services. At the same time, adults and older residents continue to make up an important share of the population, which will guide future planning for diverse housing choices, transportation options, and long-term services as the population ages.

Spanish Fork's growth has also consistently outpaced both Utah County and the statewide average. The comparative growth rate chart shows periods where the city expanded rapidly, especially during the 1990s and early 2000s, as new neighborhoods and employment areas developed. While future growth is expected to be more moderate than these peak years, long-term projections indicate that Spanish Fork will continue to grow faster than the region overall. This reinforces the importance of aligning land use decisions with transportation planning, utility capacity, and investment in public services.

Together, these trends illustrate why long-range planning is essential. A steady population increase, a strong base of young families, and a higher-than-average growth rate all signal the need for strategic decisions about where new homes should go, how roads and utilities should expand, and how the city can continue offering high-quality services as it grows. This broader context informs the policies, designations, and growth strategies outlined throughout the Land Use Element.

Sources: U.S. Census Bureau, Decennial Census (1970-2020); Spanish Fork City Demographics (2030-2060 projections), based on Utah County long-term population projections from the Kem C. Gardner Policy Institute (2023).

Spanish Fork Population Trends and Projections (1970-2060)

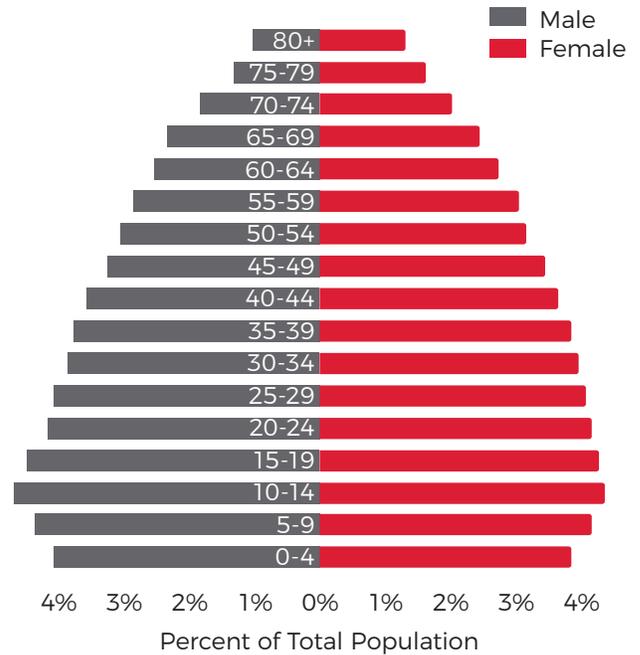


Key Takeaways:

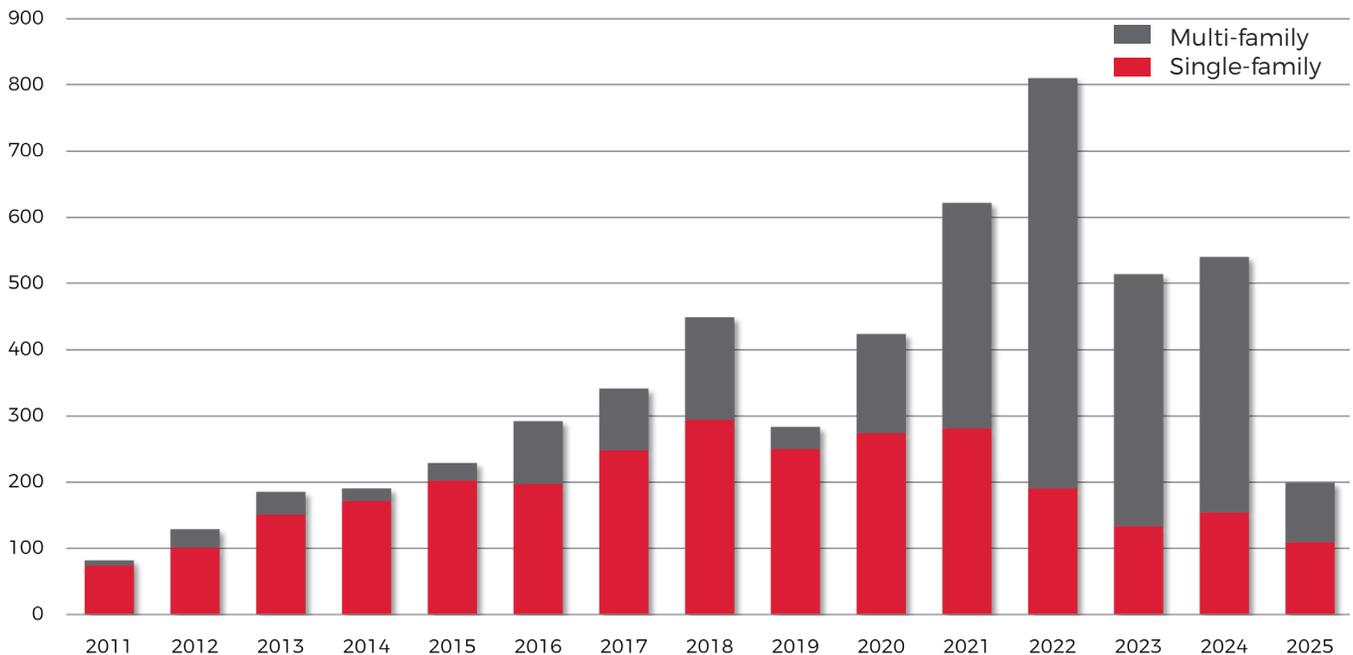
- Spanish Fork has grown steadily for decades and is projected to keep growing through 2060.
- The city has a young population, with large age groups between 5 and 19.
- Growth continues to outpace Utah County and statewide averages.
- These trends highlight the need for coordinated planning for housing, transportation, and public services.

Sources: U.S. Census Bureau, American Community Survey 5-Year Estimates (2018-2022), Table S0101 - Age and Sex; Decennial Census (1970-2020); population projections from Kem C. Gardner Policy Institute, Utah Long-Term Planning Projections (2023).

Age Distribution of Spanish Fork (2020)



Single and Multi-family Residential Building Permits (2011-2025)



JOBS & COMMUTING PATTERNS

Spanish Fork is part of a regional economy, with daily travel patterns that extend well beyond city boundaries. Visualizations of inbound and outbound commuting flows show how residents and workers move throughout Utah County—whether traveling to employment centers in Provo, Orem, and northern Utah County, or commuting into Spanish Fork’s industrial, commercial, and business park areas.

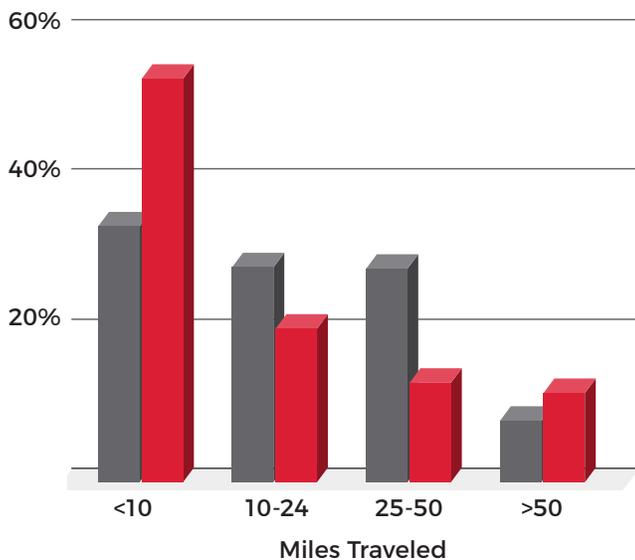
Understanding where people live and work helps ensure that transportation investments, employment areas, and housing options remain aligned with actual travel behavior.

Key Takeaways:

- Many Spanish Fork residents commute to jobs elsewhere in the region.
- A significant number of workers travel into Spanish Fork for jobs in industrial, retail, and service sectors.
- These patterns emphasize the importance of coordinated land use and transportation planning, including employment centers and the future FrontRunner station.

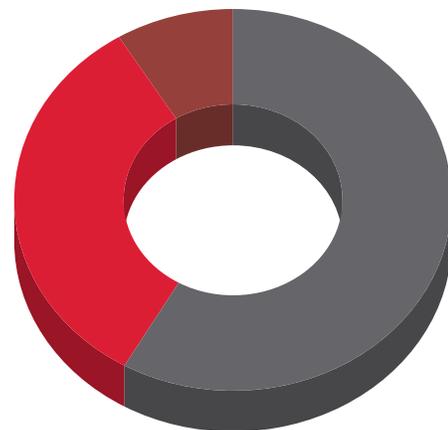
Source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics (LEHD), OnTheMap Application, 2022. Inflow/Outflow Analysis and Distance/Direction Reports for Spanish Fork City, UT.

Distance Traveled to and from Spanish Fork for Work



■ Driving to Spanish Fork
■ Driving from Spanish Fork

People Living and/or Working in Spanish Fork



■ Inflow: 9,513 workers
■ Live & Work: 2,518 workers
■ Outflow: 16,794 workers

VACANT RESIDENTIAL LAND

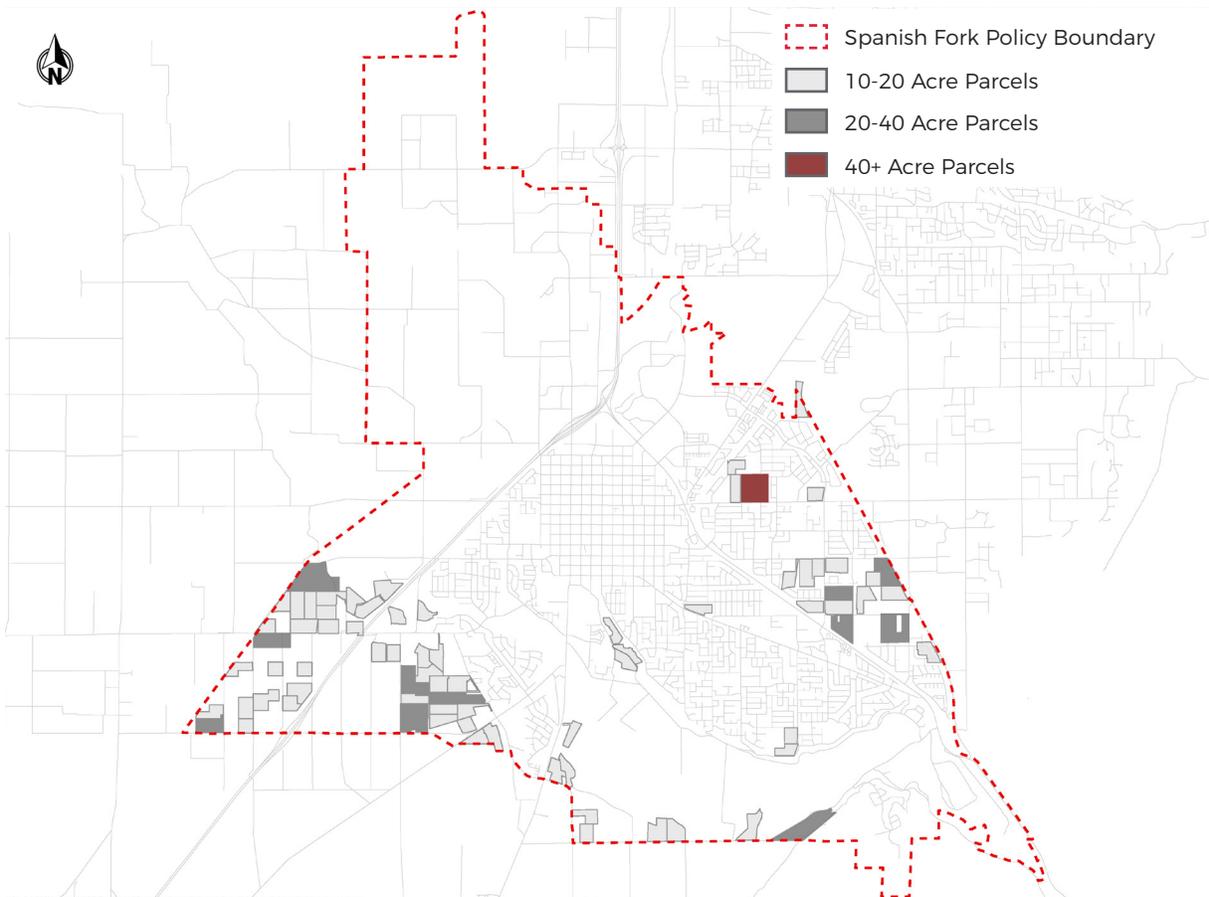
Spanish Fork's remaining supply of large, undeveloped parcels designated for residential use is limited. While residential land use designations cover a significant portion of the community, only a small number of parcels over ten acres remain undeveloped. These sites—shown on the map below—represent the last meaningful opportunities for larger-scale residential communities within the City's planned long-term footprint. Most are already surrounded by built neighborhoods, constrained by natural features, or located in areas with infrastructure challenges that limit their development potential.

With so few large sites available, future residential growth will occur primarily through infill development. Infill development is classified as new housing or redevelopment that occurs on underutilized land within existing built-up areas. This reinforces the importance of making thoughtful land use decisions, coordinating infrastructure investment, and ensuring that

remaining opportunities support a balanced mix of housing types. Understanding where large vacant parcels exist—and where they do not—helps the city evaluate how much additional growth it can accommodate within its Annexation Policy Boundary and plan for housing needs accordingly.

Key Takeaways:

- Only a limited number of residential parcels over ten acres remain within the Annexation Policy Boundary.
- Future residential growth will rely more on infill development (small-scale construction within developed areas).
- The city must use the remaining vacant land strategically to support long-term housing needs and community goals.



STRENGTHENING & SHAPING

Spanish Fork City's land use framework is built on a clear principle: strengthen the places that define the city today while intentionally shaping where growth occurs in the future. This approach allows the city to protect existing neighborhoods while directing new development to locations best suited to accommodate it. By distinguishing between Established Neighborhoods and Focused Growth Centers (FGC), the City provides a clear, predictable structure for growth. These categories will align land use decisions with infrastructure capacity, transportation access, and long-term community goals.

ESTABLISHED NEIGHBORHOODS

Established Neighborhoods form the foundation of Spanish Fork's community identity. These areas include long-standing residential neighborhoods with mature street networks, schools, parks, and local services that residents rely on daily. Planning within these neighborhoods prioritizes stability, reinvestment, and compatibility. The goal is not to freeze these areas in time, but to ensure they remain functional, desirable, and resilient as the city grows around them.

Key Priorities:

- Maintaining neighborhood character through compatible infill and reinvestment.
- Supporting public infrastructure upgrades such as utilities, roads, and parks.
- Ensuring compatible and well-designed transitions between residential areas and adjacent commercial or mixed use districts.

FOCUSED GROWTH CENTERS

FGC's are the city's primary growth areas—places where new housing, employment, and commercial activity can be developed in a coordinated, efficient, and well-designed manner. These centers are located along major corridors and at key entrances to the city, where transportation access, land availability, and infrastructure capacity support higher-intensity uses.

Canyon Creek

A northern entry point with opportunities for mixed-use development, higher-density housing, and regional retail supported by a new I-15 access point.

Station Area

A future transit-supported district anchored by the future FrontRunner station and Center Street interchange, offering walkable, mixed-use development and multimodal connections.

Southwest Valley

A southern entry point anchored by an existing I-15 interchange, with opportunities for high-density housing, supporting commercial uses, and improved regional access as future interchange upgrades are completed.

FGC's are designed to absorb future growth in a pattern that supports transportation efficiency, economic vitality, and high-quality development—reducing pressure on the existing community.

A COORDINATED FRAMEWORK

By distinguishing between Established Neighborhoods and Focused Growth Centers, the city creates a land use system that:

- directs more intense growth to locations where it can be supported.
- protects existing neighborhoods and sensitive lands when development occurs.
- strengthens regional connections and long-term economic opportunity.
- aligns land use with transportation, utilities, and public facilities.

This structure forms the basis for the Land Use Map and the policies that follow, ensuring that growth contributes to a well-organized, resilient, and high-quality future for Spanish Fork.

CULTIVATING GROWTH

Spanish Fork's landscape has long been shaped by agriculture, and that heritage continues to influence how the city approaches growth today. Rather than expanding without direction, the city takes the same thoughtful approach farmers use with their land: observing conditions, preparing carefully, and investing in long-term productivity. These principles form the foundation of a growth strategy that respects the past while planning responsibly for the future.

ROOTED IN STEWARDSHIP

Agriculture remains a defining feature of Spanish Fork's identity and economy. The open fields, orchards, and pastures surrounding the city reflect community values of hard work, conservation, and self-reliance. Recognizing this, the city incorporates agricultural preservation and open space considerations directly into its land use planning.

Spanish Fork City supports Agriculture Protection Areas (APAs). These areas, established voluntarily by landowners under state law (Utah Code §17-81), ensure that agricultural operations can continue even as the city grows. State law also requires the planning commission to "identify and consider" each APA when preparing the land use element of the general plan.

KNOWING THE LAND

A successful farmer understands the ground before making decisions. Similarly, Spanish Fork City studies its landscape to guide responsible growth. The city identifies environmentally sensitive areas, APAs, maps the floodway and floodplain, and establishes a Growth Management Boundary—its tool for focusing development where infrastructure can support it.

This boundary helps maintain a clear transition between Established Neighborhoods and agricultural landscapes, protecting productive farmland while directing urban investment inward.

FOCUSED INVESTMENT

Much like tending established fields while preparing new ground, the city balances reinvestment in long-developed areas with strategic planning in growth areas. Infrastructure maintenance, rehabilitation, and infill development keep existing neighborhoods strong. Meanwhile, new development in Focused Growth Centers is phased alongside transportation and utility improvements to ensure orderly, efficient growth.

STEWARDSHIP FOR THE FUTURE

Spanish Fork's approach to land use planning is grounded in long-term stewardship. Regular plan updates, infrastructure assessments, and community input ensure that decisions remain aligned with real-world conditions and community priorities.

By focusing development where it can be supported, preserving agricultural land where appropriate, and planning proactively for future growth, Spanish Fork City cultivates a strong, resilient foundation for the next generation.

Purpose of Agriculture Protection Areas (APA):

- Protects agricultural land uses and activities from nuisance complaints.
- Required note on neighboring subdivision plats that adjacent property is in APA.
- Limited ability for government entities to exercise eminent domain powers on agricultural operations.

DEFINING THE EDGES

Clear boundaries help Spanish Fork grow in a deliberate and orderly way. By identifying where urban development should occur—and where agricultural and open lands should remain—the city can better coordinate infrastructure, protect community character, and avoid scattered or premature development. These boundaries provide a clear framework for managing growth today while planning responsibly for the future.

ANNEXATION POLICY BOUNDARY

The Annexation Policy Boundary represents the city's long-range planning area and aligns with Utah's requirements for identifying where municipalities may eventually extend services and consider annexation. It establishes the broad extent of where Spanish Fork could grow over coming decades, based on regional context, land availability, and potential future service feasibility. The Annexation Policy Boundary does not obligate the city to develop or serve these areas; rather, it sets a long-term planning horizon that helps coordinate with Utah County, neighboring cities, and regional transportation and utility agencies.

GROWTH MANAGEMENT BOUNDARY

The Growth Management Boundary identifies the area where Spanish Fork anticipates near-term development, generally within the next 3–5 years. It reflects where the city is prepared to extend water, sewer, roads, parks, and public safety services based on existing capacity

Key Takeaways:

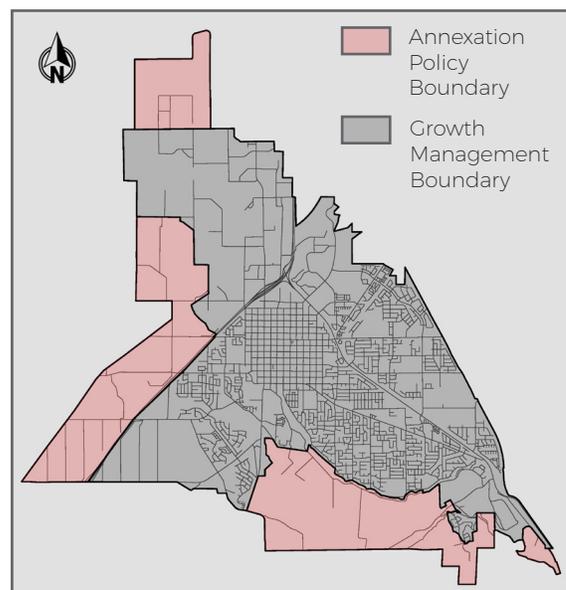
- The Annexation Policy Boundary identifies the city's long-range planning area.
- The Growth Management Boundary guides near-term development and infrastructure investment.
- Agricultural Protection Areas, where long-term residential designations exist, are excluded from the Growth Management Boundary.
- Regular review keeps the Growth Management Boundary responsive to changing conditions.

and programmed improvements. Within this boundary, the city expects coordinated neighborhood expansion and targeted capital investment.

To ensure the boundary remains aligned with real conditions and City Council priorities, the city will evaluate it every two years. This review will consider development activity, infrastructure readiness, and regional coordination needs. Areas outside the Growth Management Boundary are expected to remain rural or agricultural in the foreseeable future, helping maintain clear community edges and prevent scattered or premature development.

The Growth Management Boundary also recognizes Agriculture Protection Areas (APAs) and the intentions of landowners within those areas. Specifically where land is enrolled in an APA and is designated for future residential use, it is excluded from the Growth Management Boundary. This approach ensures that lands within APAs remain available for agricultural operations unless and until the property owners voluntarily initiate a change to release their land from APA status under state law.

Together, the Growth Management Boundary and the Annexation Policy Boundary serve different but complementary purposes. The Annexation Policy Boundary looks decades ahead to identify the city's long-range planning area, while the Growth Management Boundary guides responsible and efficient growth in the near term.



GREEN SPACE & NATURAL SYSTEMS

Green space is a defining part of Spanish Fork's character. These areas include public parks, sensitive lands such as hillsides, riparian corridors, and wetlands, as well as agricultural fields that preserve the community's rural setting. Together, they provide environmental, recreational, and visual benefits that enrich daily life. Protecting these spaces—while planning for new ones as the city grows—is central to long-range planning.

The Spanish Fork River corridor is one of the community's most significant natural features. Its floodway and surrounding farmland function as an ecological system, supporting active agriculture while offering opportunities for trails, habitat, and recreation. Public parks and other shared spaces, such as school grounds and cemeteries, further strengthen the city's green space network by providing places for both active and passive use.

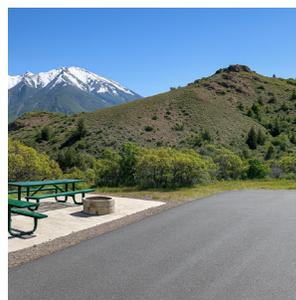
These areas—parks, riparian zones, foothills, and irrigated fields—form a connected open space framework that enhances neighborhood identity, supports wildlife, and improves quality of life. Trails often link these spaces, creating important active transportation routes across the city.

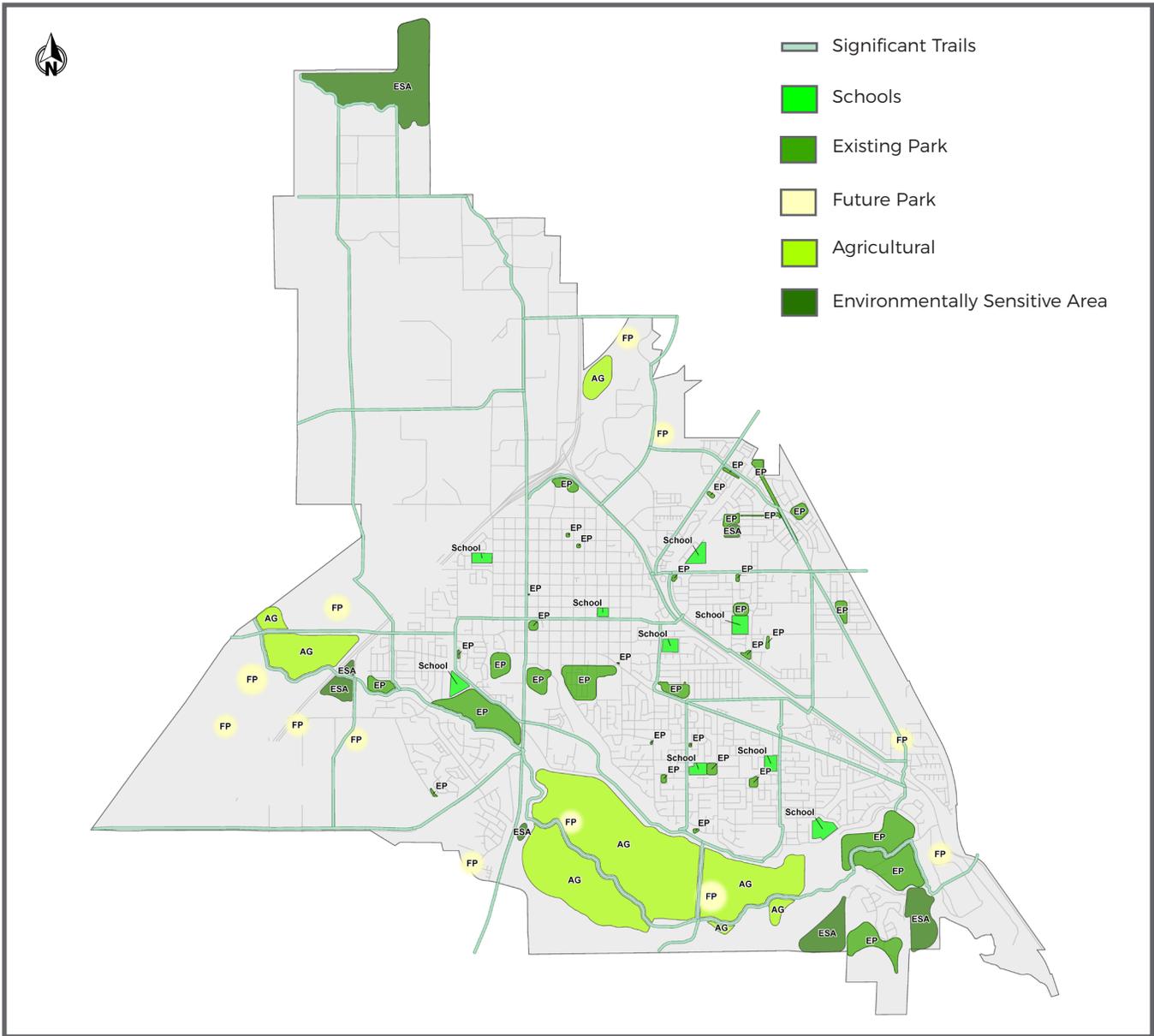
Green space also plays a practical role in shaping growth. Flood-prone areas, steep slopes, and other sensitive lands limit development and help direct investment toward locations such as Focused Growth Centers and Established Neighborhoods. Understanding where open space is permanent or environmentally significant ensures that infrastructure planning, transportation improvements, and new development occur in the right places and at the right scale.

GREEN SPACE MAP

The map on page 14 illustrates the citywide green space system that defines Spanish Fork today and identifies opportunities for expansion as the community grows. It depicts land use designations related to agriculture, environmentally sensitive areas, and public facilities where parks and open spaces are located.

The map also shows the network of existing and planned trails that provide recreational and active transportation connections throughout the city. Elementary schools are included because of the role their playfields and open spaces play in





...serving surrounding neighborhoods outside of school hours.

Potential locations for future parks are identified throughout the community to illustrate how additional park facilities may be integrated as development occurs. The size, distribution, and timing of these future parks will be guided by projected population growth and park service standards established in the Recreation and Parks Master Plan.

STATION AREA PLAN

PURPOSE AND CONTEXT

Spanish Fork City is preparing a Station Area Plan for the future FrontRunner station located west of I-15 between Center Street and 400 North. The plan is being developed in partnership with UTA, MAG, and UDOT.

The Station Area Plan fulfills the state requirement for communities with planned FrontRunner stations to adopt a locally coordinated land use and transportation plan. When adopted, the Station Area Plan will guide future zoning, infrastructure investment, and design decisions within the study area.

STUDY AREA

The Station Area Boundary encompasses roughly 484 acres within a half-mile radius of the proposed FrontRunner platform. The plan envisions a balanced mix of residential, mixed-use, commercial, and open space areas connected by walkable streets and trails (see map on following page).

A Station Area Overlay (ST) is shown on the Land Use Map to preserve flexibility for future zoning and design coordination once the SAP is adopted.

PLAN REQUIREMENTS

The Station Area Plan will address the following state-mandated objectives (Utah Code §10-9a-403.1):

Housing Availability — Identify opportunities for a variety of housing types and price points, including moderate-income housing near the station.

Transportation Choices — Support safe and efficient access by walking, biking, transit, and automobiles.

Access to Opportunities — Encourage employment, education, and services within or near the station area to promote a live-work-play environment.

Sustainability — Promote compact, mixed use development that efficiently uses land and infrastructure while reducing vehicle dependency.

Together, these objectives will promote housing choice, economic opportunity, and multimodal transportation options consistent with Spanish Fork's long-term vision for balanced growth.

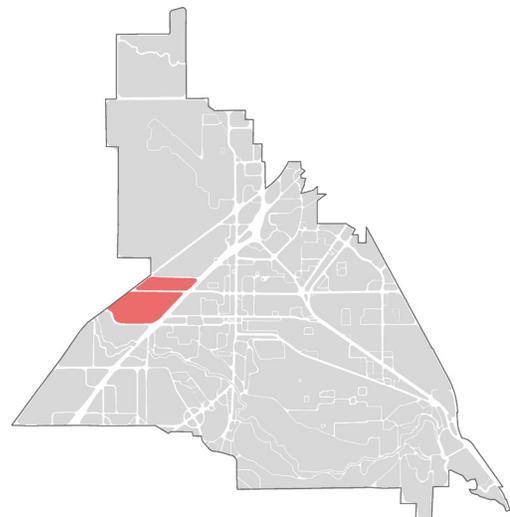
NEXT STEPS

The Station Area Plan will be incorporated into the Land Use Element upon formal adoption. A phased implementation strategy will ensure that development occurs only after key infrastructure improvements, such as the FrontRunner extension, Center Street interchange, and utility connections, are in place.

Spanish Fork City will continue working with UTA, UDOT, and MAG to refine design, funding, and infrastructure strategies that support the station's long-term success.

Next steps include:

- Completion of the Draft Station Area Plan and agency coordination.
- Public review and adoption process (anticipated in 2026).
- Integration into the General Plan and zoning code through a Station Area Overlay District.





Station Area Concepts:

- Map shows potential layout of roads, trails, and various land uses.
- Profiles for different types of roads within the station area based on adjacent uses and location.
- Aerial concept image provides a visual idea of how the station could look after decades of development and infrastructure improvements.

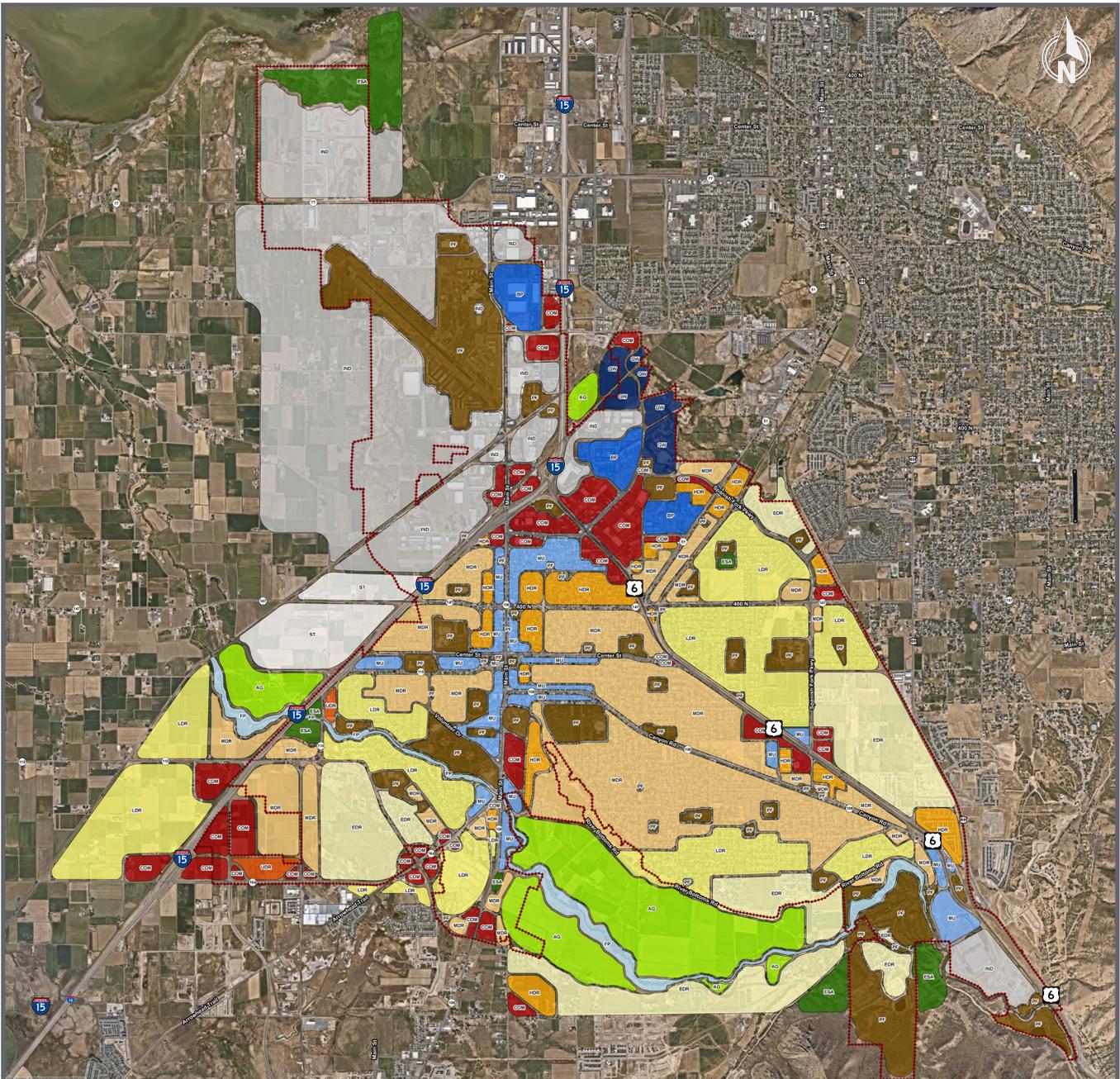


LAND USE MAP

The Land Use Map shows how different parts of Spanish Fork are expected to grow and develop over time. It identifies general areas where certain types of uses are most appropriate based on location, access, environmental conditions, and community needs. The map also highlights the Spanish Fork River floodway, the area needed to safely convey floodwaters during major storm events.

The map is not drawn to property lines and does not determine zoning for individual parcels.

Instead, it provides a big-picture guide for how land uses should relate to one another as the city grows. This helps Spanish Fork plan for new neighborhoods, protect sensitive lands, and make strategic investments so growth continues to support the community's long-term vision.





ENVIRONMENTALLY SENSITIVE AREAS (ESA)

Lands with steep slopes, floodplains, or other hazards where development is limited to protect life, property, and natural systems.



AGRICULTURAL (AG)

Areas dedicated to crop production, livestock, and rural living, where farming remains the primary land use and municipal infrastructure is minimal.



ESTATE DENSITY RESIDENTIAL (EDR)

Neighborhoods of large single-family lots providing spacious, low-density living with full urban services.



LOW DENSITY RESIDENTIAL (LDR)

Traditional suburban neighborhoods of detached homes that preserve Spanish Fork's established residential character.



MEDIUM DENSITY RESIDENTIAL (MDR)

Mixed single- and multi-family neighborhoods that offer diverse housing types and infill opportunities.



HIGH DENSITY RESIDENTIAL (HDR)

Compact neighborhoods emphasizing townhomes, apartments, and condos with strong urban design and amenities.



URBAN DENSITY RESIDENTIAL (UDR)

High-intensity residential areas supporting apartment complexes and transit-oriented development near major corridors.



GATEWAY (GW)

Mixed use centers along major corridors combining high-density housing with retail and commercial uses to create vibrant, transit-accessible districts.



MIXED USE (MU)

Walkable, small scale districts integrating residential, office, and retail uses that promote community interaction and pedestrian activity.



COMMERCIAL (COM)

Hubs for retail, dining, offices, and services that provide economic vitality and community convenience through accessible, well-designed development.



BUSINESS PARK (BP)

These areas may include convenience retail, hospitality, or light manufacturing uses that support the business community in a campus-style layout.



INDUSTRIAL (IND)

Areas for manufacturing, research, warehousing, and related support services that provide jobs while ensuring compatibility with adjacent uses.



PUBLIC FACILITIES (PF)

Sites for essential government, educational, cultural, and recreational services that support community infrastructure and quality of life.



STATION AREA (ST)

Areas surrounding the future FrontRunner station planned for higher-intensity, transit-oriented development with a mix of residential, commercial, and open space uses.

LAND USE DESIGNATIONS

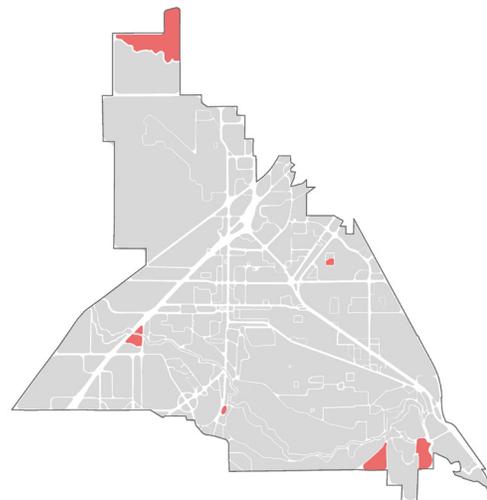
ENVIRONMENTALLY SENSITIVE AREAS

Most of Spanish Fork is free from development constraints related to geological or other hazards. However, certain areas within the community are subject to unique development restrictions due to the presence of steep slopes, floodplains, faults, or other known hazards.

Floodplains, typically found adjacent to lakes and rivers, are subject to periodic excess water from rain or melting snow-pack. The Federal Emergency Management Administration (FEMA) maintains maps illustrating various types of floodplains, categorizing different areas based on their likelihood of flooding in any given year. In Spanish Fork, floodplains are primarily situated along the Spanish Fork River, with other areas found along creeks and Utah Lake. The Land Use Map specifically identifies the Floodway (in light blue), a critical type of floodplain encompassing the channel and adjacent over-bank areas essential for conveying floodwaters effectively.

The potential for flooding poses a risk to life, property, and infrastructure. Consequently, development activity within floodplains is significantly restricted. Agricultural uses are generally resilient to the impacts of flooding. Floodplains will most often be designated as Agricultural or Environmentally Sensitive Areas on the Land Use Map.

Steeper hillside areas in Spanish Fork may have special limitations due to unstable soils, erosion, and the potential for landslides. These areas will require careful site review, special construction standards, and should have reduced land use intensity due to the higher risk of natural disasters. The municipal code contains regulations for areas where steep slopes are identified in order to mitigate potential damage. Hillside areas subject to unique development restrictions may be identified as Environmentally Sensitive Areas on the Land Use Map.





AGRICULTURAL

The Agricultural designation preserves remaining farm and open land areas as the defining landscapes of Spanish Fork. These areas include parcels primarily engaged in crop production, grazing, and other agricultural activities that contribute to the city's rural character and economy. Parcel sizes typically range from one to forty acres or more, allowing space for farming operations, ranchettes, and large-lot homes compatible with agricultural use.

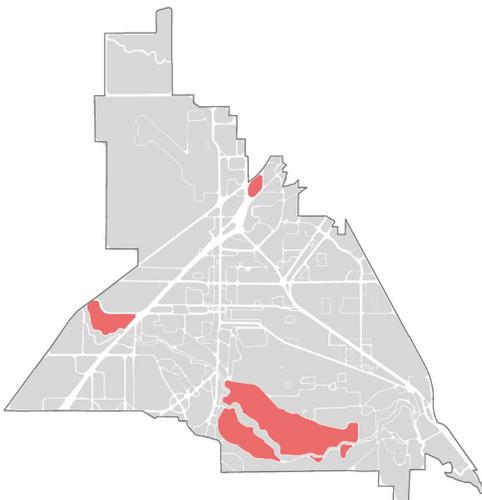
Development in areas with the Agricultural designation is intentionally limited. While paved streets may be provided, curb, gutter, and sidewalk improvements are not required, and municipal water and sewer service are generally unavailable. Homes and accessory buildings rely on individual wells and septic systems, maintaining the rural, low-intensity nature of these areas.



Agricultural lands often coincide with floodplains, wetlands, and riparian corridors along the Spanish Fork River and Utah Lake. Because these landscapes also serve important environmental and drainage functions, maintaining them in agricultural use helps preserve open space, reduce flood risk, and sustain the city's scenic qualities.

Spanish Fork City supports the continued operation of family farms and recognizes the importance of Agriculture Protection Areas established under Utah law. The city will identify and consider each APA within its boundaries when making land-use decisions to avoid allowing uses that are detrimental to the use of land for agriculture.

Together, these lands form a lasting connection between the community's agricultural heritage and its future growth, providing a visual and cultural reminder of the city's origins while accommodating limited rural living opportunities.

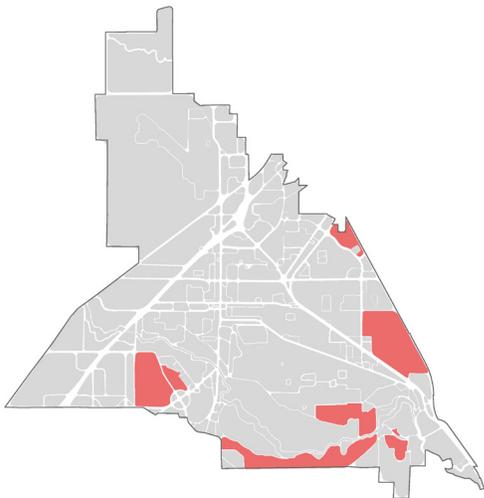


ESTATE DENSITY RESIDENTIAL

The Estate Density Residential designation is specifically intended to foster neighborhoods with single-family detached homes at densities ranging from 1 to 2.5 homes per acre. This designation offers a spacious living environment with full urban services and utilities. Lot sizes are typically large, starting at 1/3 acre, with a minimum lot width of 100 feet. This size supports the intended character of estate density neighborhoods by providing ample space for homes, yards, and landscaping while preserving a sense of openness and privacy.

The primary land use in these areas is single-family residential, with detached homes maintaining a consistent and cohesive neighborhood aesthetic. Multi-family structures may only be permitted on a limited scale within areas designated Estate Density Residential. In such instances, the multi-family structures should be designed to resemble large single-family homes.

These large-lot neighborhoods are ideal for families seeking a quieter, more expansive living environment while still enjoying the benefits of urban amenities and services. Policies for these areas emphasize maintaining their low-density character and ensuring high-quality development standards.

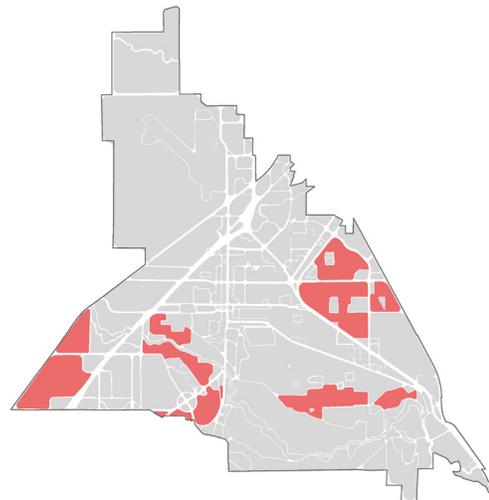




LOW DENSITY RESIDENTIAL

The Low Density Residential designation seeks to accommodate neighborhoods primarily consisting of single-family detached homes at a density of 2.5 to 3.5 homes per acre. These areas balance the need for housing with a spacious and open neighborhood character, offering slightly larger lots than most other residential areas. Areas designated Low Density Residential represent the historic suburban character of many Spanish Fork neighborhoods.

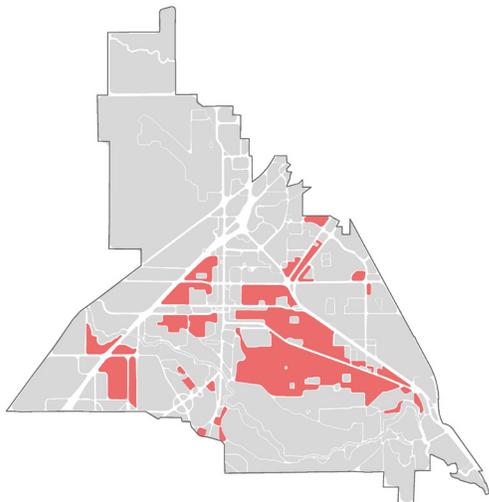
The primary land use in these areas is single-family residential, with a focus on maintaining a cohesive neighborhood feel and fostering a sense of community. As in areas designated Estate Density Residential, multi-family structures may only be permitted on a limited scale in areas with this designation. In such instances, the multi-family structures should be designed to resemble large single-family homes. Policies for this designation aim to support sustainable growth while preserving the suburban charm that defines these neighborhoods.



MEDIUM DENSITY RESIDENTIAL

The Medium Density Residential designation supports a mix of housing options, with densities ranging from 4 to 8 homes per acre. These neighborhoods primarily consist of single-family detached homes but also include multi-family homes, providing a diverse range of housing types to accommodate various community needs. As much of the area designated Medium Density Residential has already been developed, infill development on remaining parcels is encouraged.

These areas are intended to provide a balanced mix of housing options, fostering vibrant, inclusive neighborhoods that meet the evolving needs of the community. This will be achieved by encouraging smaller lots or multi-family housing types to optimize land use while maintaining the character of Established Neighborhoods.



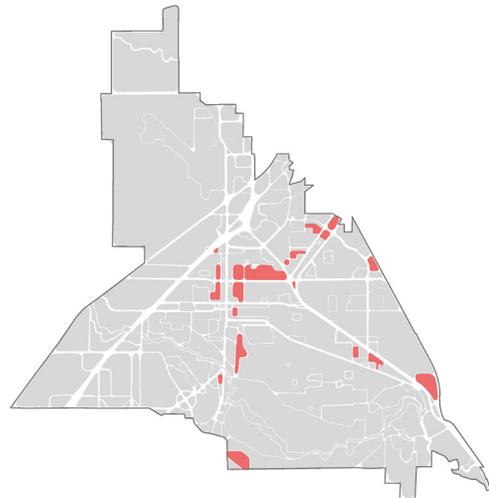


HIGH DENSITY RESIDENTIAL

The High Density Residential designation accommodates a variety of housing types with densities ranging from 8 to 12 homes per acre. These neighborhoods feature a mix of housing options with the focus being multi-family homes including townhouses, duplexes, apartments, and condominiums. The use of this designation helps create vibrant comfortable neighborhoods that provide diverse housing options for a wide range of families. New developments in this designation should be designed to include multiple amenities and help make the neighborhood an attractive, recognizable place.



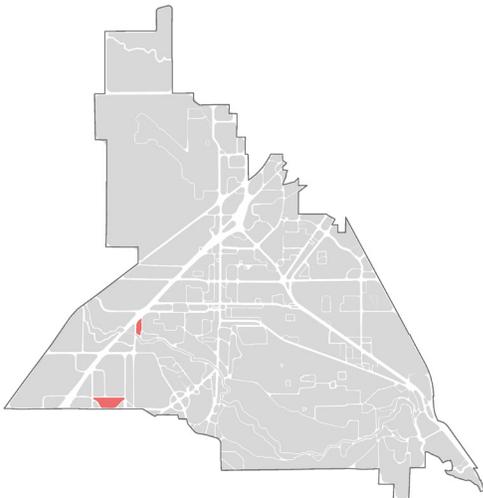
Compared to other residential neighborhoods, the High Density Residential areas will accommodate much more intense residential development. Structures will be larger, setbacks may be lessened, and greater traffic will be generated. Due to the anticipated impacts of development in this designation, it is assigned to areas with distinct characteristics. Areas designated High Density Residential should be primarily accessed via significant roadways or transit and should often be located adjacent to non-residential uses. By providing residents proximity to other types of uses and large transportation facilities, this designation can create opportunities for new types of housing in Spanish Fork while minimizing development impact on the city as a whole.



URBAN DENSITY RESIDENTIAL

The Urban Density Residential designation supports high-density housing, with densities of up to 20 homes per acre. These areas are tailored to accommodate contemporary apartment complexes and other multi-family residential housing options, including townhouses and condominiums, while promoting efficient land use and vibrant community design. Typically located to serve as transitions between non-residential land uses and lower-density residential neighborhoods, these areas play a key role in integrating diverse urban environments. The location of Urban Density Residential areas next to regional transportation facilities, such as I-15 and a future FrontRunner stop, accommodates the traffic generated without impacting other neighborhoods.

Urban density residential locations may be strategically positioned to qualify for an HTRZ (High Transit-Ridership Zone) within the designated Station Area, aligning housing density with transit-oriented development goals. Developments in these areas are expected to include a broad range of amenities, such as parks, recreational facilities, mixed-use elements and community spaces.

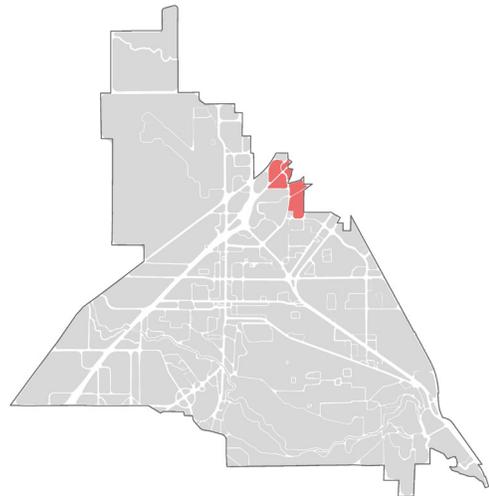




GATEWAY

The Gateway designation combines high-density housing with commercial uses to create vibrant, mixed use neighborhoods that mark key entrances to the city. Unlike the Mixed Use designation, areas with this designation accommodate taller buildings and greater residential intensity. Residential densities in these centers range from 20 to 50 homes per acre, with a focus on modern, integrated mixed use development. These areas are strategically positioned along major transportation corridors, such as I-15, to maximize accessibility.

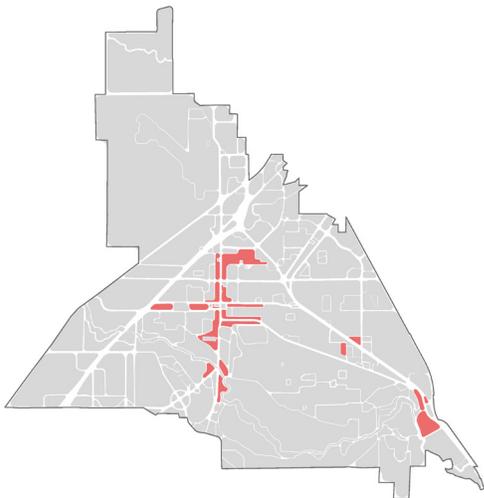
Developments are envisioned as mixed use projects, often featuring retail or commercial spaces on the ground floor with high-density residential units above. This arrangement promotes walkability, encourages active streetscapes, and supports a live-work-play lifestyle. This designated land use accommodates future growth by prioritizing sustainable, transit-oriented development to create dynamic, attractive spaces that integrate housing, shopping, dining, and personal services.



MIXED USE

The Mixed Use designation fosters vibrant, pedestrian-friendly neighborhoods that blend residential, office, and commercial/retail uses in a cohesive, mixed use environment. This designation may be applied to properties in a variety of states, ranging from vacant land to fully developed neighborhoods. Unlike the Gateway designation, the scale of development will be less intense and primarily infill. Mixed use development may occur vertically, with housing above ground-floor businesses, or horizontally, with residential and commercial uses located side by side in a walkable setting. As such, development proposals in this area must consider opportunities to reinforce and improve upon the positive characteristics of surrounding development.

These areas support a density of up to 12 homes per acre, with a focus on creating active neighborhoods where people can live, work, and shop in close proximity. The primary land uses in these areas include different types of homes, offices, and retail establishments. This mix encourages a balanced, active streetscape that integrates housing with a variety of services and businesses. Residential units may be located above commercial spaces or within walking distance of local shops, restaurants, and office spaces. This promotes a sense of community and improved convenience for neighborhood residents.





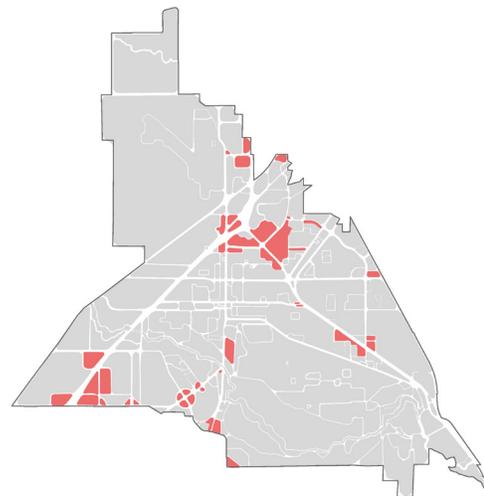
COMMERCIAL

The Commercial designation accommodates a wide range of business and service-oriented uses that support daily needs, employment, and the local economy. Typical uses include retail, dining, offices, personal services, and hospitality. Developments may take the form of freestanding businesses or be part of larger, integrated commercial centers.

Commercial land is highly location-sensitive, with success often depending on visibility, access, and proximity to major transportation corridors and population centers. Because suitable sites for commercial activity are limited, preserving these locations for commercial use is critical to sustaining the city's economic base and ensuring convenient access to goods and services for residents.



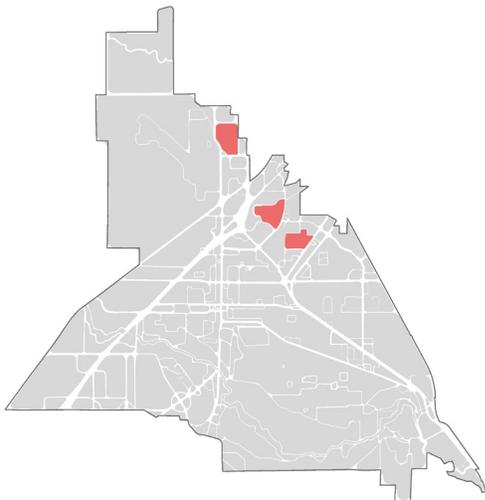
Future development in Commercial areas should emphasize accessibility, efficient circulation, and high-quality design. Projects should provide adequate parking, pedestrian connections, and links to public transit, while ensuring compatibility with adjacent land uses. Thoughtful site design will help maintain the vitality, attractiveness, and long-term viability of Spanish Fork's commercial areas.



BUSINESS PARK

The Business Park designation creates environments that are conducive to business operations, with a focus on professional offices and commercial spaces that cater to the needs of local businesses and their employees.

This land use may have campus-like characteristics, with landscaped grounds, modern office buildings, and amenities such as cafes, fitness centers, and meeting spaces to support both work and well-being. While the primary focus is on office uses, these areas may also incorporate other uses that support the business community, such as retail outlets, convenience services, hospitality, or light manufacturing.

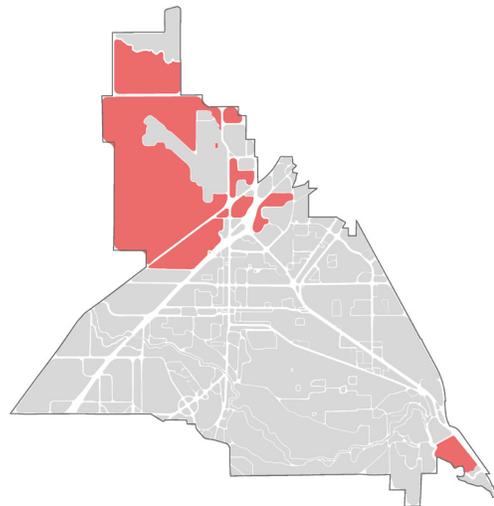




INDUSTRIAL

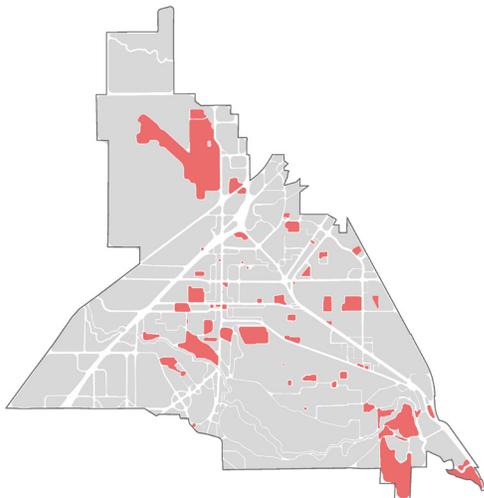
The Industrial designation accommodates a wide range of employment-related activities, including large-scale campus-style developments, administrative and research companies, offices, laboratories, and various forms of manufacturing, assembly and warehousing. This may also include office spaces and commercial services that support the industrial base, such as supply companies or maintenance services. While residential uses are strictly prohibited in Industrial zones, other commercial uses that cater to the industrial workforce or business operations are allowed.

Certain industrial activities that emit moderate amounts of air, water, or noise pollution may be considered conditional uses, subject to additional review, and regulations to mitigate potential impacts on surrounding areas. The goal is to create functional, well-planned industrial areas that prioritize business needs while maintaining compatibility with nearby land uses.



PUBLIC FACILITIES

The Public Facilities designation encompasses properties and structures that are owned, leased, or operated by government entities. Some of the sites house uses that provide essential services to the community. These services can range from critical infrastructure and utilities necessary for the efficient functioning of the community to cultural, educational, and recreational services that enrich the community's quality of life. This may include institutional uses such as schools, libraries, and government offices, as well as recreational facilities like parks, sports complexes, and community centers.



LAND USE DATA

LAND USE COMPOSITION

The Land Use Composition chart shows how land within the Annexation Policy Boundary is labeled with the various land use designations. It illustrates the proportion of land allocated to each use, including both land already developed or that has potential for future development.

RESIDENTIAL CAPACITY

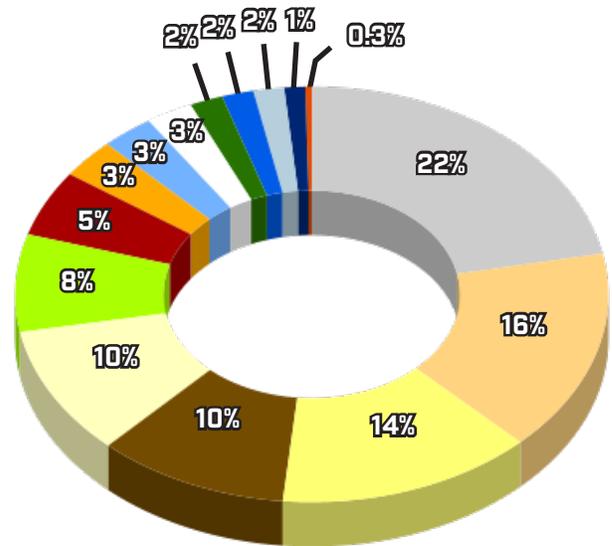
Different types of neighborhoods, from rural farms to apartments, make up the residential fabric of the city. The Residential Land Use Designations chart shows the area each category type of housing occupies today. This helps explain the overall mix of neighborhoods that currently exist across Spanish Fork.

Not all residential land is available for new development. To understand how many future residential neighborhoods could be built, the city looked at the remaining vacant land in each residential designation. Each type of neighborhood has different development patterns, and every new area needs streets, utilities, parks, and open space. Because not every acre becomes residential lots, the city used a realistic average for how many homes typically fit in each type of residential land use.

The Vacant Land Build Out Estimate table below shows how these factors come together. By combining the amount of vacant land with typical development patterns, the city can estimate how many additional homes each designation could be built in the future. This provides a clearer picture of where new neighborhoods may form and how much overall residential growth the city can accommodate within its current boundaries.

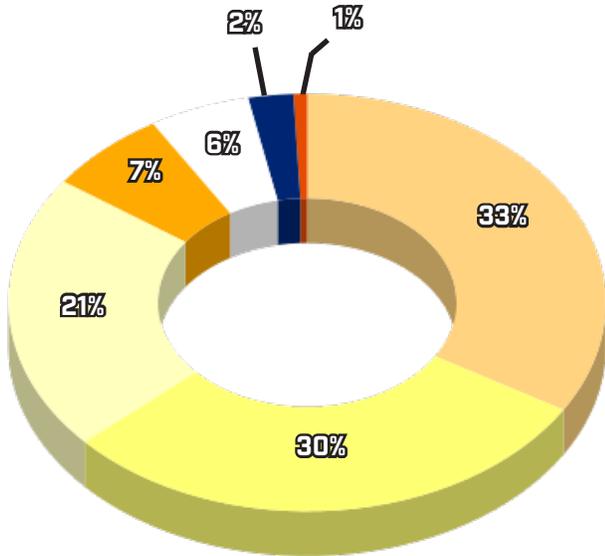
Together, the chart and table illustrate both the makeup of today's residential areas and the potential for tomorrow's neighborhoods, helping guide land use decisions, infrastructure planning, and long-range investments as Spanish Fork continues to grow.

LAND USE COMPOSITION



- ENVIRONMENTALLY SENSITIVE AREAS (ESA)
- AGRICULTURAL (AG)
- ESTATE DENSITY RESIDENTIAL (EDR)
- LOW DENSITY RESIDENTIAL (LDR)
- MEDIUM DENSITY RESIDENTIAL (MDR)
- HIGH DENSITY RESIDENTIAL (HDR)
- URBAN DENSITY RESIDENTIAL (UDR)
- GATEWAY (GW)
- MIXED USE (MU)
- COMMERCIAL (COM)
- BUSINESS PARK (BP)
- INDUSTRIAL (IND)
- PUBLIC FACILITIES (PF)
- STATION AREA (ST)

RESIDENTIAL LAND USE DESIGNATIONS



- ESTATE DENSITY RESIDENTIAL (EDR)
- LOW DENSITY RESIDENTIAL (LDR)
- MEDIUM DENSITY RESIDENTIAL (MDR)
- HIGH DENSITY RESIDENTIAL (HDR)
- URBAN DENSITY RESIDENTIAL (UDR)
- GATEWAY (GW)
- STATION AREA (ST)

These estimates help the City understand:

- how much land is reserved for different types of neighborhoods.
- where most future homes will be located.
- what areas will need new roads, utilities, parks, and services.

VACANT LAND BUILD OUT ESTIMATE

Land Use Designation	Vacant Land	Density Range	Density Estimate	Future Residential Units
Estate	926 acres	1 to 2.5 u/ac	1.26 u/ac	1,167
Low	769 acres	2.5 to 3.5 u/ac	2.1 u/ac	1,614
Medium	459 acres	3.5 to 8 u/ac	4.2 u/ac	1,927
High	114 acres	8 to 12 u/ac	7 u/ac	795
Urban	36 acres	12 to 20 u/ac	11.2 u/ac	408
Mixed Use	81 acres	8 to 12 u/ac	2.8 u/ac	226
Station	329 acres	12 to 20 u/ac	5.6 u/ac	1,842
Gateway	108 acres	24 u/ac	12.6 u/ac	1,363
Total				9,342

QUADRANT MAPS

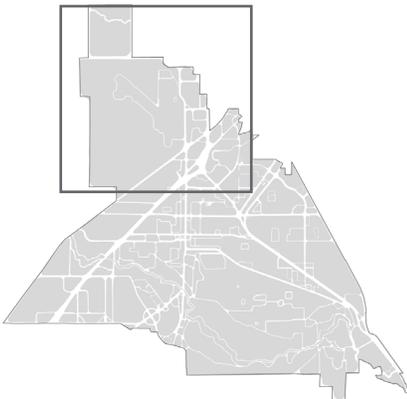
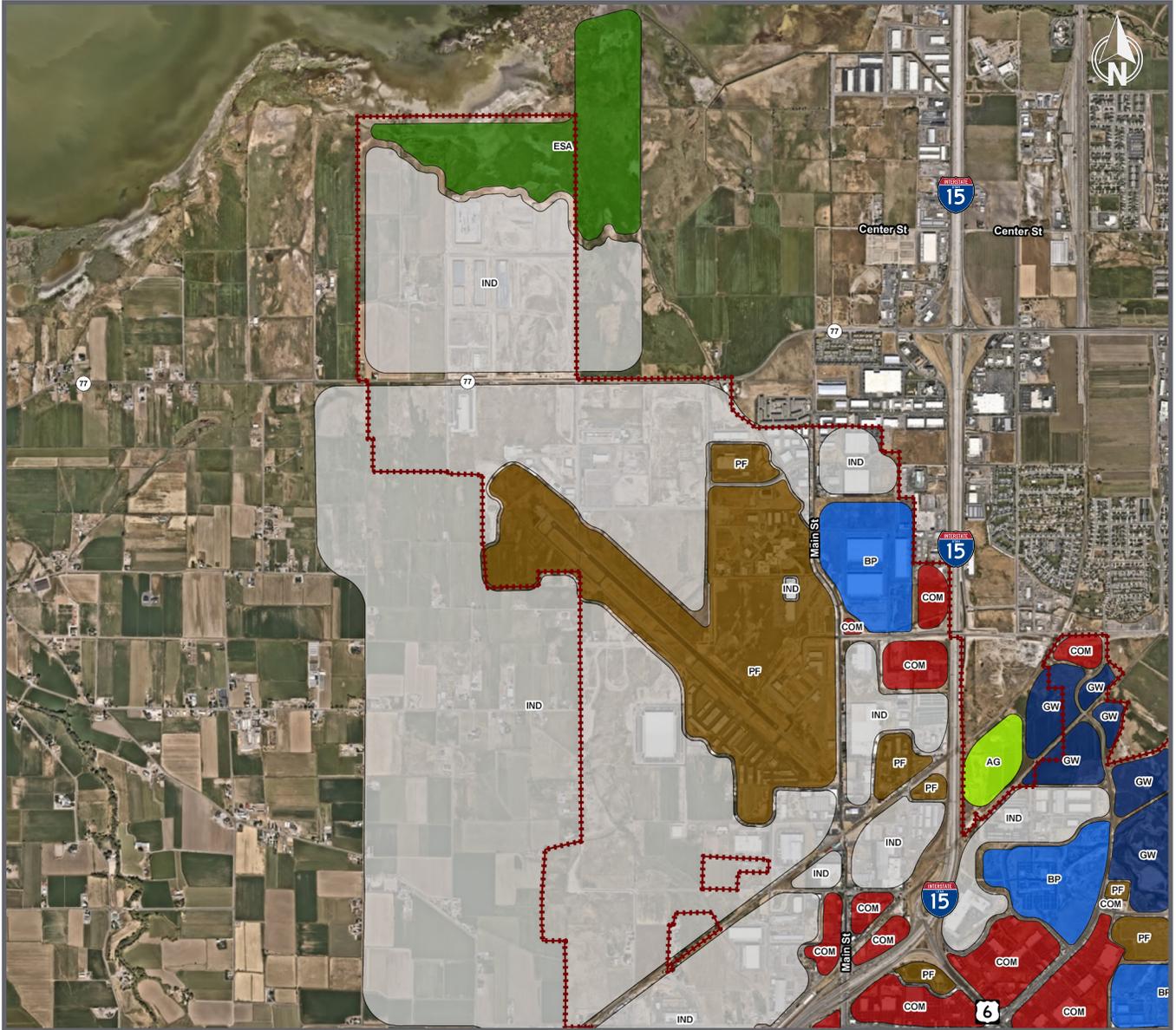
THE FOUR CORNERS

To translate the Land Use Map into a clearer picture of how Spanish Fork's neighborhoods, employment centers, and open spaces fit together, the overall study area is shown divided into four planning quadrants. Each quadrant highlights distinct characteristics present in each portion of the city and future land use potential. This structure helps illustrate how growth will be distributed across the community and how each area supports the broader goals of the Land Use Element.

An interactive, electronic version of the Land Use Map will be made available on the city website upon adoption to further aid residents and staff.



AIRPORT



- | | | | |
|---|---------------------------------------|---|------------------------|
|  | ENVIRONMENTALLY SENSITIVE AREAS (ESA) |  | GATEWAY (GW) |
|  | AGRICULTURAL (AG) |  | MIXED USE (MU) |
|  | ESTATE DENSITY RESIDENTIAL (EDR) |  | COMMERCIAL (COM) |
|  | LOW DENSITY RESIDENTIAL (LDR) |  | BUSINESS PARK (BP) |
|  | MEDIUM DENSITY RESIDENTIAL (MDR) |  | INDUSTRIAL (IND) |
|  | HIGH DENSITY RESIDENTIAL (HDR) |  | PUBLIC FACILITIES (PF) |
|  | URBAN DENSITY RESIDENTIAL (UDR) |  | STATION AREA (ST) |

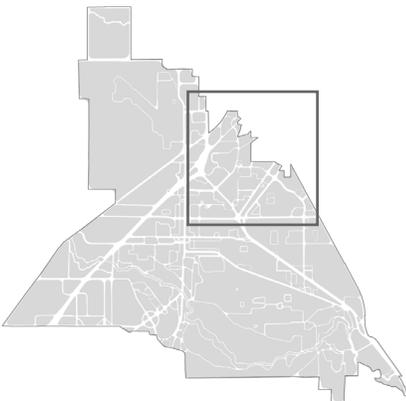
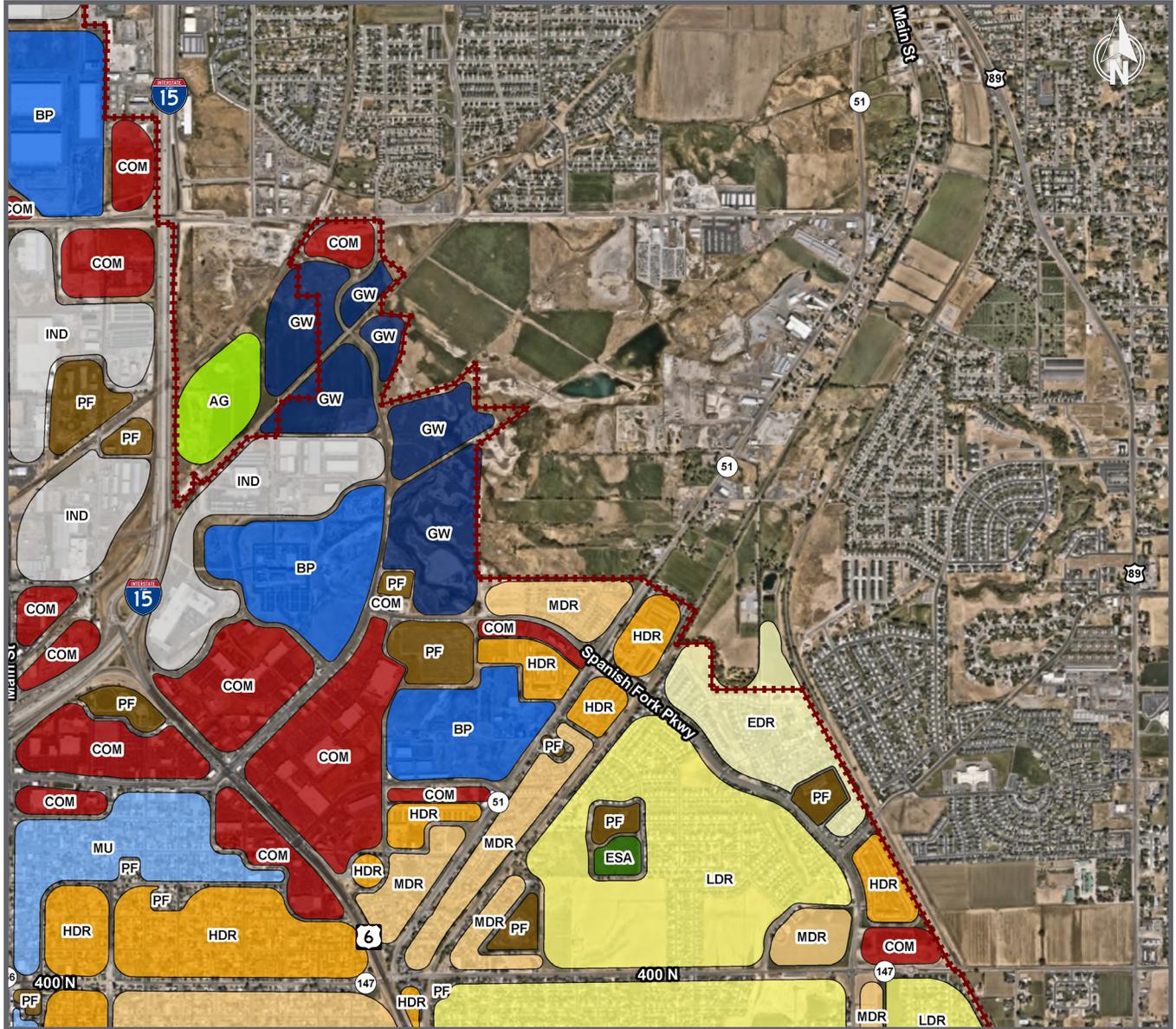


The Airport area is Spanish Fork's primary employment and industrial center, anchored by the Spanish Fork Municipal Airport and strong access to I-15 and SR-77. The area supports light industrial, logistics, aviation, and business park uses while maintaining compatibility with airport operations.

This quadrant includes the Verk Industrial Project Area, a partnership with the Utah Inland Port Authority focused on advanced manufacturing, warehousing, and trade logistics that strengthen

the regional economy. The new Dry Creek interchange at 2700 North will improve access to this key business district. Future planning in the Airport area emphasizes job creation, freight mobility, and infrastructure coordination, ensuring development remains compatible with airport safety and environmental standards.

CANYON CREEK



- | | | | |
|---|---------------------------------------|---|------------------------|
|  | ENVIRONMENTALLY SENSITIVE AREAS (ESA) |  | GATEWAY (GW) |
|  | AGRICULTURAL (AG) |  | MIXED USE (MU) |
|  | ESTATE DENSITY RESIDENTIAL (EDR) |  | COMMERCIAL (COM) |
|  | LOW DENSITY RESIDENTIAL (LDR) |  | BUSINESS PARK (BP) |
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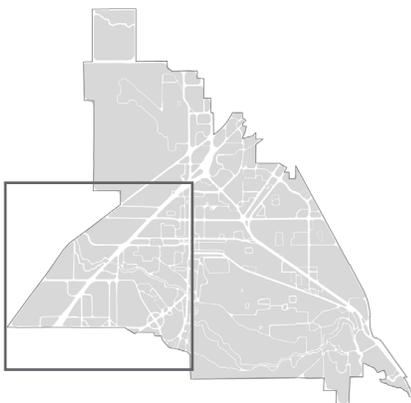
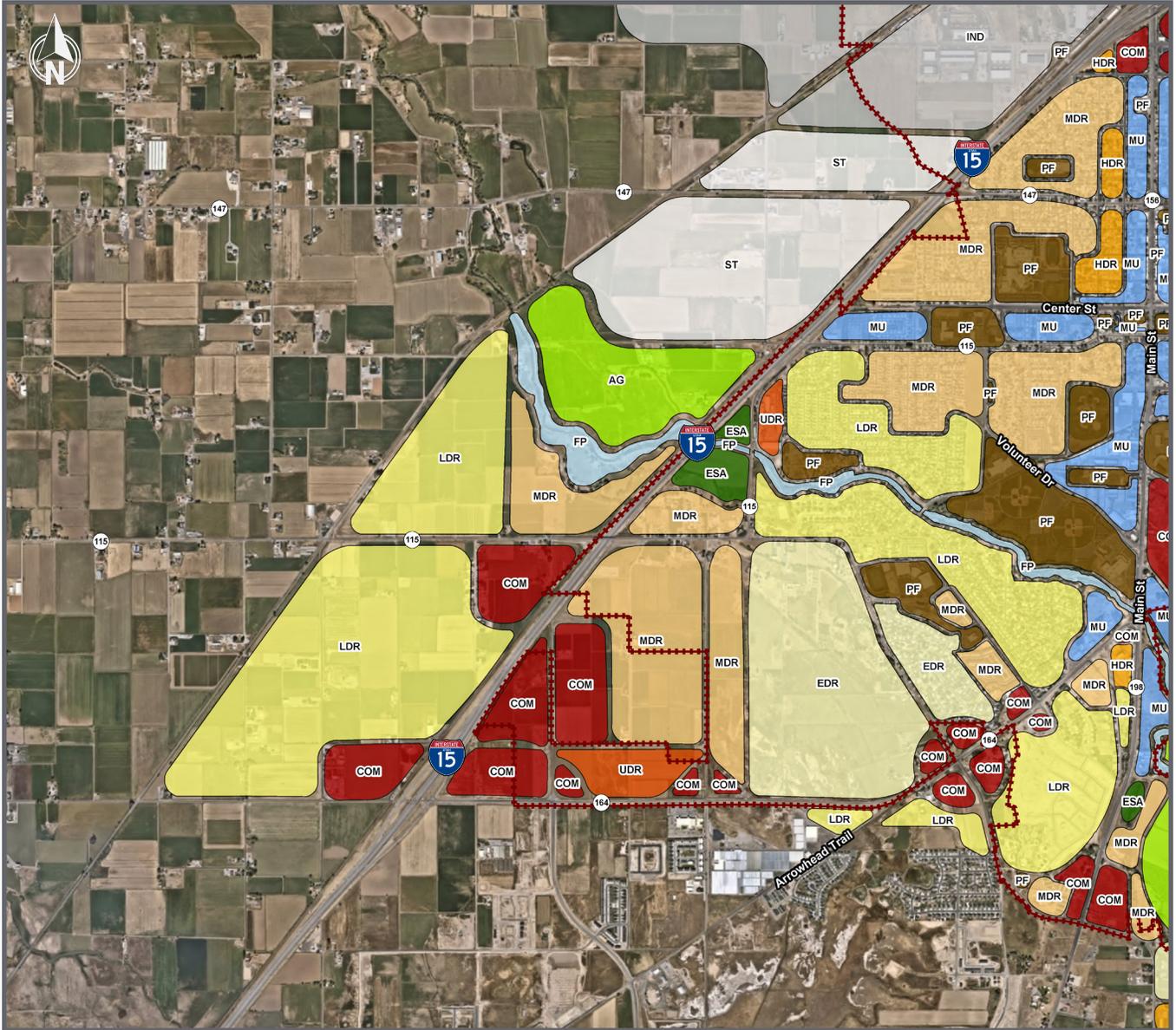


The Canyon Creek area is positioned along the I-15 corridor near the Dry Creek Interchange and serves as a key entrance to Spanish Fork. Envisioned as a mixed-use growth area, it will accommodate higher-density housing, retail, and employment opportunities supported by regional transportation access.

Future development will establish a distinct growth center identity, encourage quality design, and integrate new streets, trails, and utilities with the surrounding neighborhoods. Careful planning will

ensure this quadrant grows with a cohesive urban form, strengthening Spanish Fork's connection to the region while reflecting the city's vision.

SOUTHWEST VALLEY



- | | | | |
|---|---------------------------------------|---|------------------------|
|  | ENVIRONMENTALLY SENSITIVE AREAS (ESA) |  | GATEWAY (GW) |
|  | AGRICULTURAL (AG) |  | MIXED USE (MU) |
|  | ESTATE DENSITY RESIDENTIAL (EDR) |  | COMMERCIAL (COM) |
|  | LOW DENSITY RESIDENTIAL (LDR) |  | BUSINESS PARK (BP) |
|  | MEDIUM DENSITY RESIDENTIAL (MDR) |  | INDUSTRIAL (IND) |
|  | HIGH DENSITY RESIDENTIAL (HDR) |  | PUBLIC FACILITIES (PF) |
|  | URBAN DENSITY RESIDENTIAL (UDR) |  | STATION AREA (ST) |



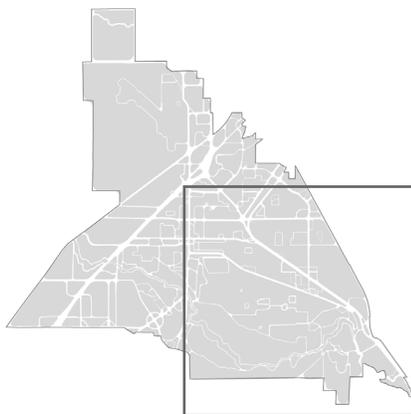
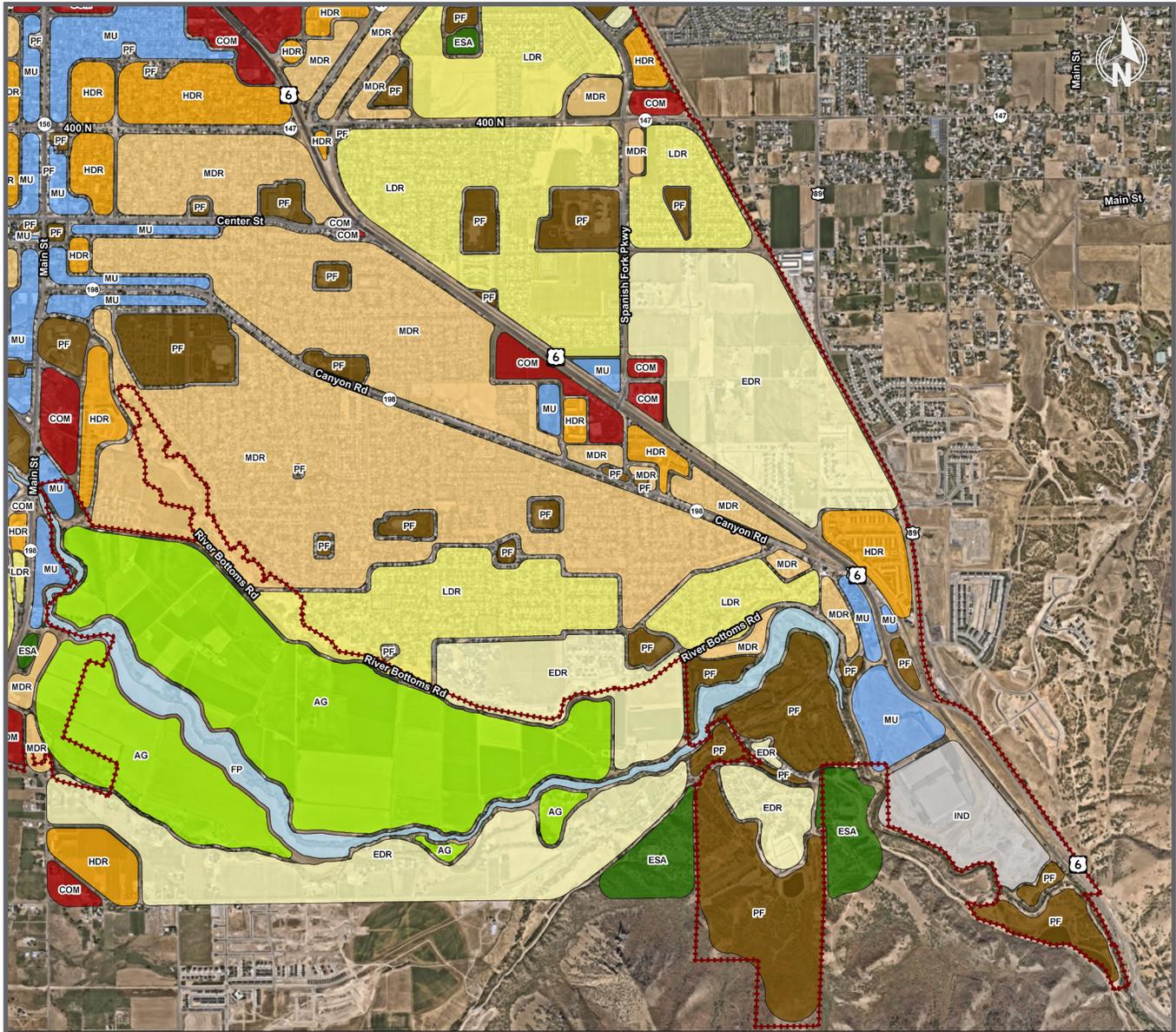
The Southwest Valley area serves as a primary southern entrance and a key transition between the area's agricultural landscape and future urban growth. Portions of the quadrant remain in agricultural protection areas outside the city limits, where current property owners seek to preserve productive farmland.

Commercial and employment uses are focused near existing freeway access, where visibility and regional connectivity support long-term economic viability. Properties labeled "ST" on the Land Use

Map identify the future Station Area, which will be refined through the city's Station Area Plan. That plan will establish transit-oriented land uses, development intensity, and design standards aligned with the planned FrontRunner station and a future interchange opposite Center Street.

With both active farming production and future commercial potential, the Southwest Valley area is planned to accommodate connected, transit-ready growth while balancing long-term stewardship of the city's rural edge.

EAST BENCH



- | | | | |
|---|---------------------------------------|---|------------------------|
|  | ENVIRONMENTALLY SENSITIVE AREAS (ESA) |  | GATEWAY (GW) |
|  | AGRICULTURAL (AG) |  | MIXED USE (MU) |
|  | ESTATE DENSITY RESIDENTIAL (EDR) |  | COMMERCIAL (COM) |
|  | LOW DENSITY RESIDENTIAL (LDR) |  | BUSINESS PARK (BP) |
|  | MEDIUM DENSITY RESIDENTIAL (MDR) |  | INDUSTRIAL (IND) |
|  | HIGH DENSITY RESIDENTIAL (HDR) |  | PUBLIC FACILITIES (PF) |
|  | URBAN DENSITY RESIDENTIAL (UDR) |  | STATION AREA (ST) |



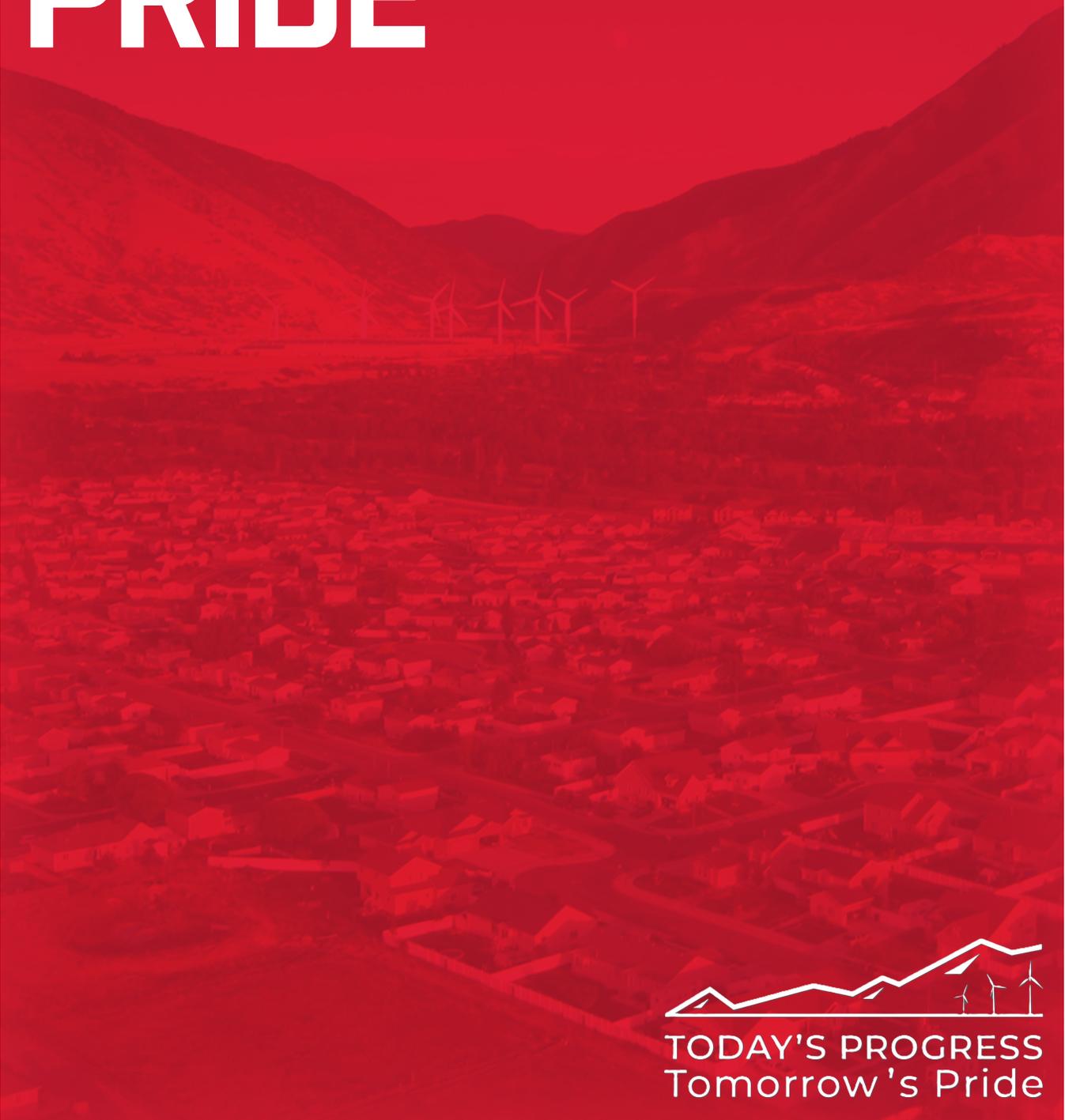
The East Bench, including the Spanish Fork River corridor, preserves one of the city's most scenic and environmentally sensitive areas. This area maintains the community's agricultural heritage, open space character, and spacious single-family homes while allowing compatible rural and recreational uses.

Land use planning in and around the River Bottoms focuses on floodplain protection, open space connectivity, and sensitive development standards that safeguard the area's ecological and visual integrity. This quadrant embodies the

community's pride in the natural landscape, ensuring that today's stewardship preserves tomorrow's natural beauty.



TOMORROW'S PRIDE



TODAY'S PROGRESS
Tomorrow's Pride

*“When people have a goal...they
achieve great things.”*

*Jesse Cardon
Spanish Fork City Council*



USER GUIDE

The Land Use Element establishes Spanish Fork City's long-range direction for physical growth and development. It serves as an action framework for decisions related to zoning, annexation, infrastructure, and future development review.

This section provides clear, actionable steps that help Spanish Fork City staff, planning commission, city council, and community members understand how growth and land use decisions support the city's vision.

HOW THIS SECTION IS ORGANIZED

The following policies are organized using a consistent Goal → Objective → Strategy format to make each topic easy to reference and apply in planning and development decisions.

Goal: Broad, long-term statements that express the community's desired future condition. Goals aim to guide decision-making and set direction but are not inherently measurable.

Objective: More specific, measurable outcomes that define what the community aims to accomplish. Objectives translate broad goals into practical targets.

Strategy: Concrete means of achieving objectives and goals. Strategies describe the policies, tools, or actions that will be undertaken to implement the plan.

HOW TO REFERENCE POLICIES

Each strategy is assigned a reference code so it can be cited directly in staff reports, annexation evaluations, and other city documents. To ensure consistency across city operations and plans, each strategy reference can be used in this format:

"This proposal aligns with Strategy 2.4.2 in the Land Use Element of the General Plan, which directs the city to coordinate with UDOT, UTA, and MAG on infrastructure development for transit and mobility."

LIST OF ACRONYMS AND PARTNER AGENCIES

DRC: Development Review Committee

FEMA: Federal Emergency Management Agency

GIS: Geographic Information System

GOEO: Governor's Office of Economic Opportunity

MAG: Mountainland Association of Governments

MTECH: Mountainland Technical College

RFP: Request for Proposal

SFSACC: Spanish Fork Salem Area Chamber of Commerce

SHPO: State Historic Preservation Office

TDR: Transfer of Development Rights

TIP: Transportation Improvement Program

UDAF: Utah Department of Agriculture and Food

UDOT: Utah Department of Transportation

UIPA: Utah Inland Port Authority

USACE: U.S. Army Corps of Engineers

USGS: U.S. Geological Survey

UTA: Utah Transit Authority

UVCVB: Utah Valley Convention and Visitors Bureau

UVU: Utah Valley University

WTC Utah: World Trade Center of Utah

A directory of these various agencies, with contact information and explanations of their responsibilities can be found on the city's website.

GOAL: GROWTH MANAGEMENT

Spanish Fork City embraces well-planned, balanced growth that strengthens neighborhoods, supports the economy, and sustains a high quality of life. The city manages expansion through the Growth Management Boundary when considering development proposals or potential annexations. The city will also take an active role in planning and directing where and how growth occurs, using tools such as city-issued RFPs, strategic incentives, and public-private partnerships to attract desired land uses in priority locations. These efforts, combined with annual boundary reviews and coordination with transportation investments, will guide orderly, fiscally responsible growth consistent with the community's long-term vision.

GOAL 1

Guide future growth in an orderly, efficient, and fiscally responsible manner.

Objective 1.1 — Focus new development within areas that can be efficiently served by infrastructure and public services.

Strategies

1.1.1 Conduct reviews of the Growth Management Boundary every two years to assess land supply, APAs and service capacity.

1.1.2 Approve annexations only within the adopted Growth Management Boundary unless environmental, open space, or safety issues can be better managed through city jurisdiction.

1.1.3 Coordinate boundary expansions with completion of key transportation investments (Center Street Interchange, FrontRunner Station).

1.1.4 Expand the Growth Boundary west of I-15 when major transportation and park infrastructure projects are complete or underway.

Objective 1.2 — Align growth decisions with fiscal sustainability.

Strategies

1.2.1 Require developers to fund or construct all local infrastructure required for their projects.

1.2.2 Maintain an up-to-date impact fee program to ensure that growth covers its infrastructure costs.

1.2.3 Evaluate development proposals for long-term service and maintenance impacts before amending the Zoning Map.



Objective 1.3 — Direct development away from sensitive and hazard-prone lands.

Objective 1.4 — Maintain transparent and efficient development review processes.

Strategies

Strategies

1.3.1 Restrict development in Flood Zones A and X and other high-risk areas.

1.4.1 Use the DRC to ensure compliance with city codes and best development practices.

1.3.2 Require soils and geotechnical analysis for all proposed developments.

1.4.2 Facilitate pre-application meetings and concept reviews to identify challenges early in the development review process.

1.3.3 Update and maintain hillside and floodplain standards to manage risk and protect natural systems.

1.4.3 Provide opportunities for public information and engagement on significant development proposals.

1.3.4 Adopt and enforce Wildland Urban Interface standards to reduce wildfire risk in hillside and fringe areas through fire-resistant construction, defensible space, and coordinated vegetation management.

1.4.4 Provide annual training for staff, Planning Commission, and City Council members on General Plan policies and implementation procedures.

GOAL: HOUSING & NEIGHBORHOODS

Spanish Fork's neighborhoods form the foundation of the community's identity and quality of life. As the city continues to grow, maintaining the integrity of Established Neighborhoods while accommodating new, well-designed residential areas is essential. This goal focuses on preserving neighborhood character, broadening housing choices, and promoting thoughtful design that enhances connectivity, walkability, and visual appeal. Through updated zoning tools and overlay districts, Spanish Fork City aims to foster vibrant, complete neighborhoods that offer a range of housing opportunities for all residents.

GOAL 2

Maintain high-quality, connected, and attractive residential neighborhoods.

Objective 2.1 — Preserve the character and stability of Established Neighborhoods.

Strategies

- 2.1.1 Maintain consistent zoning and buffering standards to prevent incompatible development.
- 2.1.2 Implement proactive code enforcement to sustain property maintenance and neighborhood appeal.
- 2.1.3 Encourage reinvestment and compatible infill that strengthens existing residential areas.

Objective 2.2 — Expand housing variety and affordability through diverse building types.

Strategies

- 2.2.1 Use zoning overlays to allow a mix of housing types and lot sizes in large-scale developments.
- 2.2.2 Encourage "missing middle" housing such as duplexes, cottage courts, and small multiplexes that fit within neighborhood scale.
- 2.2.3 Reserve land for single-family neighborhoods with 15,000 square foot lots.
- 2.2.4 Promote accessory dwelling units through outreach and zoning incentives.
- 2.2.5 Continue implementing the Moderate Income Housing Element of the General Plan.



Objective 2.3 — Promote neighborhood design that enhances walkability and public life.

Objective 2.4 — Plan for growth and urban housing in Focused Growth Centers.

Strategies

2.3.1 Update development standards to ensure connected street networks and short block lengths.

2.3.2 Establish design expectations for architecture, streets, and public spaces to ensure cohesive, human-scaled environments.

2.3.3 Integrate parks, trails, and community gathering spaces into all residential developments when feasible.

2.3.4 Review and update the Infill Overlay Zoning District to identify ways to facilitate improved project designs.

2.3.5 Support transitions between densities through thoughtful site design, landscaping, and street connections.

Strategies

2.4.1 Update utility, transportation, parks, and other master plans to designated growth centers.

2.4.2 Coordinate with UDOT, UTA, and MAG on infrastructure development for transit and mobility.

2.4.3 Create incentives for development in Focused Growth Centers using density bonuses and flexible design standards.

GOAL: TRANSIT-ORIENTED DEVELOPMENT

Spanish Fork's planned FrontRunner station and surrounding station area will serve as a focal point for future growth. This goal supports the creation of vibrant, walkable, mixed-use districts that link housing, employment, and recreation with regional transportation. Aligning with UTA's TOD guidance, the city will coordinate land use, infrastructure, and urban design to support transit investment and high-quality mobility options.

GOAL 3

Create compact, mixed use centers connected to regional transit.

Objective 3.1 — Establish development patterns and types that support transit.

Objective 3.2 — Enhance transit service in the community.

Strategies

Strategies

3.1.1 Complete a Station Area Plan for the area west of I-15 at Center Street.

3.2.1 Prioritize projects for the Regional Transportation Plan that would enhance improved transit service in Spanish Fork.

3.1.2 Create a transit-oriented development overlay district with design standards that promote mixed-use, higher-density development within walking distance of the station.

3.2.2 Collaborate with UTA and UDOT to develop the extension of commuter rail service to Spanish Fork.

3.1.3 Ensure that new infrastructure, including utilities and stormwater systems, is designed to serve long-term station area build-out.

3.2.3 Collaborate with MAG and UTA to promote projects to construct new infrastructure to support transit service.

3.1.4 Promote the development of high-density, pedestrian-friendly, mixed use development at transit-oriented locations.

3.2.4 Coordinate efforts to improve transit service with representatives serving in the State Legislature.



GOAL: MIXED USE DEVELOPMENT

Mixed use development is a key strategy for fostering vibrant, walkable places that support local businesses, housing diversity, and community life. By integrating residential, commercial, and civic uses in thoughtfully designed environments, Spanish Fork can create activity centers that strengthen the local economy and enhance quality of life. This goal promotes updated zoning and design standards that encourage compact, connected development patterns, adaptive reuse of existing structures, and high-quality urban design that reinforces the city's character and sense of place.

GOAL 4

Encourage mixed use developments that enhance community vitality.

Objective 4.1 — Update zoning and design standards to facilitate mixed use development.

Objective 4.2 — Promote high-quality urban design and adaptive reuse.

Strategies

- 4.1.1 Update Title 15 to create a mixed use zoning district.
- 4.1.2 Require walkable, connected designs that activate ground-floor uses in mixed use developments.
- 4.1.3 Develop a comprehensive parking management strategy tailored to mixed-use and high-intensity areas, balancing on-site parking with shared, district, and transit-access solutions.

Strategies

- 4.2.1 Adopt design standards emphasizing pedestrian orientation and the creation of public spaces that promote pedestrian activity.
- 4.2.2 Collaborate with the Utah State Historic Preservation Office (SHPO) to create and maintain a Historic District.



GOAL: RETAIL & OFFICE DEVELOPMENT

A strong local economy relies on well-located, high-quality commercial and office areas. Spanish Fork aims to create vibrant business centers that serve residents, attract investment, and strengthen the city's role as a regional hub for commerce and employment. This goal supports reinvestment in existing corridors and promotes the development of Focused Growth Centers that emphasize design quality, connectivity, and long-term sustainability.

GOAL 5

Strengthen the local economy through well-located, well-designed commercial and office development that supports community growth and identity.

Objective 5.1 — Concentrate retail and office activity in designated commercial nodes and Focused Growth Centers.

Strategies

- 5.1.1 Focus new large-scale retail and office growth in designated growth centers along major transportation corridors, where visibility and access are optimal.
- 5.1.2 Encourage integrated commercial centers rather than linear or strip-style developments, promoting shared access, internal circulation, and coordinated site design.
- 5.1.3 Adopt and maintain commercial design standards that promote cohesive architecture, pedestrian activity, high-quality landscaping, and context-sensitive signage.
- 5.1.4 Preserve key sites at major intersections and arterial corridors for future commercial uses.
- 5.1.5 Collaborate with property owners and developers to incorporate mixed use elements, such as upper-story offices or residential units, where appropriate in commercial districts.
- 5.1.6 Coordinate with UDOT and MAG on access management and traffic circulation improvements that support safety and commercial mobility.

Objective 5.2 — Ensure that new commercial and office developments contribute to the city's visual quality and long-term sustainability.

Strategies

- 5.2.1 Implement comprehensive design guidelines for all new commercial development.
- 5.2.2 Encourage shared parking facilities, interconnected driveways, and pedestrian linkages between adjacent developments to improve access and reduce congestion.
- 5.2.3 Require streetscape enhancements such as trees, lighting, benches, and crosswalks in major commercial areas to improve the public realm.
- 5.2.4 Support public art and placemaking features in developments within Focused Growth Centers to strengthen community identity and improve visual appeal.



Objective 5.3 — Support small businesses, entrepreneurship, and neighborhood-scale commercial activity.

Strategies

- 5.3.1 Allow small office and neighborhood commercial uses in locations that are compatible with surrounding residential areas, providing convenient services while maintaining neighborhood character.
- 5.3.2 Support home-based and live/work businesses that operate within residential areas while adhering to performance standards that protect neighborhood quality.
- 5.3.3 Streamline permitting and provide business resources to encourage local entrepreneurship and small-scale commercial reinvestment.
- 5.3.4 Explore opportunities for neighborhood commercial development that combine local retail and professional offices.
- 5.3.5 Partner with the Spanish Fork Salem Area Chamber of Commerce (SFSACC) to provide small businesses with support, marketing, and visibility.

Objective 5.4 — Encourage reinvestment and redevelopment in existing commercial areas.

Strategies

- 5.4.1 Identify and prioritize underutilized commercial sites for redevelopment through public-private partnerships or economic incentive programs.
- 5.4.2 Encourage adaptive reuse of vacant buildings and the revitalization of aging commercial corridors using facade improvement grants or zoning flexibility.
- 5.4.3 Coordinate infrastructure upgrades in older commercial areas to attract reinvestment and improve accessibility.
- 5.4.4 Promote infill development that strengthens existing centers and integrates them into surrounding neighborhoods.

GOAL: INDUSTRIAL DEVELOPMENT

Spanish Fork's industrial areas anchor the city's economic strength and provide diverse jobs. Building on the success of the Verk Industrial Project Area, the city aims to attract advanced industries, expand regional partnerships, and maintain a consistent supply of industrial land. Collaboration with UIPA, WTC Utah, and other partners will focus on infrastructure, freight mobility, and high-value job creation. By emphasizing modernization and workforce development, the city will support a resilient industrial economy that strengthens both local prosperity and regional competitiveness.

GOAL 6

Expand economic opportunity through industrial investment, innovation, and collaboration.

Objective 6.1 — Maintain a sufficient, shovel-ready supply of industrial land.

Strategies

- 6.1.1 Preserve existing industrial zones north and west of I-15 for employment-generating uses.
- 6.1.2 Partner with property owners, developers, and UIPA to extend regional infrastructure (water, sewer, power, and broadband) into designated industrial areas.
- 6.1.3 Maintain the Industrial and Business Park land use designations identified on the Land Use Map to ensure an adequate supply of land is available for development.
- 6.1.4 Coordinate utility planning, access management, and roadway improvements with the Transportation Element and Growth Management Boundary to ensure readiness for private investment.
- 6.1.5 Implement an Industrial Infrastructure Priority List to track and fund improvements needed to bring undeveloped parcels to shovel-ready status.

Objective 6.2 — Attract new industrial investment and strengthen Spanish Fork's position in the regional economy.

Strategies

- 6.2.1 Collaborate with UIPA to promote the Verk Industrial Project Area and identify opportunities for logistics, manufacturing, and technology companies.
- 6.2.2 Partner with the WTC Utah and GOEO to leverage Foreign Trade Zone benefits for qualifying businesses.
- 6.2.3 Coordinate with MAG and UDOT on freight studies and corridor improvements that enhance truck and rail access to industrial areas.
- 6.2.4 Develop targeted marketing and incentive strategies highlighting Spanish Fork's proximity to I-15, the FrontRunner corridor, Spanish Fork Municipal Airport, and Provo Regional Airport.
- 6.2.5 Collaborate with UIPA and GOEO to promote clean and advanced manufacturing that supports innovation, high-wage jobs, and environmental responsibility.



Objective 6.3 — Support and retain existing industrial employers through collaboration and infrastructure investment.

Strategies

- 6.3.1 Establish a Business Retention and Expansion program to maintain regular communication with local employers and address workforce, infrastructure, and permitting needs.
- 6.3.2 Coordinate with local utilities, fiber providers, and transportation agencies to ensure reliable and scalable service delivery to existing industrial operations.
- 6.3.3 Facilitate expansion opportunities for established companies through flexible zoning, streamlined permitting, and public-private infrastructure partnerships.
- 6.3.4 Encourage modernization of existing industrial facilities, including energy efficiency upgrades and site enhancements.
- 6.3.5 Collaborate with UDOT to provide enhanced opportunities for air travel via the Provo Regional Airport.
- 6.3.6 Collaborate with UTA to develop transit connections from Spanish Fork to the Provo Regional Airport.
- 6.3.7 Support workforce development partnerships with MTECH, UVU, and the Nebo School District to align training programs with employer needs.

GOAL: AGRICULTURAL PRESERVATION

Spanish Fork values its agricultural heritage, open lands, and rural landscapes as core to its identity and economy. Agriculture supports local jobs, contributes environmental and scenic benefits, and reinforces the city's blend of urban and rural character. The city views farmland as both productive ground and a cultural resource. Going forward, planning efforts will balance growth with long-term agricultural viability by protecting prime farmland, supporting agri-business innovation, and preserving open space systems—especially in the River Bottoms.

GOAL 7

Protect agricultural and open space areas as integral parts of Spanish Fork's landscape and economy.

Objective 7.1 — Conserve productive agricultural lands and the scenic character of the River Bottoms.

Strategies

7.1.1 Identify and map key agricultural lands in the River Bottoms and west of I-15 that should be prioritized for long-term preservation through zoning, open space corridors, or conservation tools.

7.1.2 Support voluntary conservation easements and Agricultural Protection Areas to safeguard active farming operations.

7.1.3 Integrate agricultural preservation goals into annexation reviews and the Growth Management Boundary update to ensure agricultural areas are not urbanized prematurely.

7.1.4 Maintain Agricultural designations for working farms in floodplain areas where development intensity should remain very low.

Objective 7.2 — Strengthen the economic viability of agriculture through innovation, diversification, and public engagement.

Strategies

7.2.1 Promote agritourism and farm-based enterprises, such as u-pick operations, farm markets, seasonal festivals, and educational programs to diversify income sources for local producers.

7.2.2 Partner with the Utah Department of Agriculture and Food (UDAF) and Utah Valley Convention and Visitors Bureau (UVCVB) to market Spanish Fork's agricultural economy as a regional attraction.

7.2.3 Encourage small-scale processing, distribution, and local food ventures within agricultural areas to strengthen farm-to-market linkages.

7.2.4 Explore opportunities for public-private partnerships that maintain working farms (e.g., community-supported agriculture, farm parks).



Objective 7.3 — Ensure that new development complements and protects ongoing agricultural activity.

Strategies

7.3.1 Require new development adjacent to working farms to provide right-to-farm disclosures and physical improvements to reduce potential land use conflicts.

7.3.2 Coordinate street, trail, and utility design to avoid disrupting existing farm operations and access routes.

7.3.3 Include irrigation and drainage infrastructure in development review to ensure continuity of agricultural water and drainage systems.

7.3.4 Collaborate with irrigation companies, water districts, and farmers to preserve water rights and maintain ditch systems utilized by farming operations.

7.3.5 Annually coordinate with the UDAF to ensure GIS layers and information reflects an accurate picture of the current agricultural status within the city.

GOAL: TRANSPORTATION EFFICIENCY

Spanish Fork's transportation network is vital to accessibility, safety, and long-term prosperity. As the city grows, coordinated land use and transportation planning will ensure mobility for all users—drivers, pedestrians, cyclists, and transit riders. The goal is to create a multimodal system that connects neighborhoods to jobs, recreation, and regional destinations while promoting sustainability and efficiency. Through partnerships with UDOT, UTA, and MAG, the city will continue investing in infrastructure that enhances connectivity, reduces congestion, and improves quality of life.

GOAL 8

Build and maintain a safe, efficient, and connected transportation system that supports Spanish Fork's growth and quality of life.

Objective 8.1 — Align transportation planning with land use, growth, and community design goals.

Strategies

8.1.1 Coordinate the Transportation Element with the Land Use Element, ensuring roadway improvements and capacity expansions match planned growth in Focused Growth Centers.

8.1.2 Update the Transportation Element regularly to reflect changes in population, land use, and regional travel patterns.

8.1.3 Integrate transportation modeling and data analysis into development review to anticipate long-term travel demand.

8.1.4 Evaluate the transportation impacts of annexations and proposed developments to ensure appropriate infrastructure and connectivity.

8.1.5 Encourage development patterns that reduce vehicle trips and promote compact, walkable neighborhoods near major corridors and future transit hubs.

Objective 8.2 — Create a multimodal network that supports walking, biking, transit, and automobile travel.

Strategies

8.2.1 Design complete streets that safely accommodate all users, including pedestrians, cyclists, transit riders, and motorists.

8.2.2 Expand trail and active transportation networks linking neighborhoods, schools, parks, and commercial areas.

8.2.3 Incorporate bike lanes, crosswalks, and sidewalks into all new development and major roadway reconstruction projects.

8.2.4 Support the development of a local transit network connecting residential areas to commercial and employment centers, and to future regional transit stations.

8.2.5 Implement wayfinding signage and street design elements that promote intuitive, safe, and efficient travel for all modes.



Objective 8.3 — Strengthen coordination with regional partners to support long-term connectivity and investment.

Strategies

- 8.3.1 Collaborate with UDOT on state roadway improvements, access management, and interchange design.
- 8.3.2 Partner with UTA and MAG to plan for the future FrontRunner Station and related transit infrastructure.
- 8.3.3 Participate in regional studies for freight mobility, access management, and transit-oriented development.
- 8.3.4 Pursue regional funding opportunities for transportation projects through MAG TIP, UDOT Corridor Preservation, and federal transportation grants.
- 8.3.5 Coordinate the city's transportation investments with those of neighboring cities to improve regional connectivity and reduce congestion.

Objective 8.4 — Integrate non-motorized transportation and green infrastructure into citywide mobility planning.

Strategies

- 8.4.1 Incorporate trail systems, bicycle routes, and pedestrian corridors identified in the Transportation Element into new development projects.
- 8.4.2 Link non-motorized transportation routes to parks, open spaces, and environmentally sensitive areas to promote recreation and conservation goals.
- 8.4.3 Use natural stormwater systems, landscaping, and street trees to enhance the visual appeal and environmental function of transportation corridors.
- 8.4.4 Implement safe routes to schools and community destinations through crosswalk improvements, lighting, and sidewalk connectivity.
- 8.4.5 Partner with the Parks & Recreation Department to maintain shared-use paths and trailheads as part of the city's mobility network.

GOAL: PROTECT SENSITIVE LANDS

Spanish Fork's natural landscape includes river corridors, floodplains, steep slopes, and wetlands that contribute to the community's beauty, identity, and ecological health. As growth continues, these environmentally sensitive lands require thoughtful planning to prevent hazards, protect natural systems, and enhance community resilience. This goal focuses on identifying, protecting, and managing these areas through proactive planning, data-driven decision-making, and sustainable design practices that balance development with long-term environmental stewardship.

GOAL 9

Identify, protect, and manage environmentally sensitive lands through proactive planning and design.

Objective 9.1 — Identify and maintain accurate data on environmentally sensitive lands.

Objective 9.2 — Integrate sensitive lands into development review and zoning processes.

Strategies

9.1.1 Maintain an up-to-date GIS-based inventory of sensitive lands, including floodplains, slopes, wetlands, and known geologic hazards.

9.1.2 Incorporate data from FEMA, USACE, and the USGS into the city's planning database and public information tools.

9.1.3 Coordinate environmental mapping updates with MAG and Utah County GIS to maintain data accuracy.

Strategies

9.2.1 Require site-specific slope analyses and geotechnical studies as part of development review to identify hazards and appropriate mitigation measures.

9.2.2 Develop a Sensitive Lands Inventory to ensure these areas are addressed early in the development process.

9.2.3 Guide development away from high-risk floodplain areas and incorporate open space, trails, and stormwater management features in lower-risk areas.



Objective 9.3 — Apply sustainable design practices to protect natural systems and reduce risk.

Strategies

9.3.1 Require developers to use low-impact development techniques such as bioswales, permeable pavement, and detention basins to manage runoff near sensitive lands.

9.3.2 Update and maintain hillside development standards that minimize grading, preserve natural contours, and use vegetation for erosion control and slope stabilization.

9.3.3 Protect wetlands and riparian buffers by requiring setback distances consistent with federal and state environmental standards.

9.3.4 Encourage use of TDR or clustering to shift density away from sensitive areas while maintaining overall development potential.

LOOKING AHEAD

The Land Use Element is intended to evolve alongside Spanish Fork itself. As the city grows, new opportunities and challenges will emerge—requiring policies, maps, and strategies to adapt in response. This document is not a static plan, but a living framework that reflects community priorities and guides decision-making in a dynamic environment.

Each update will build upon the city's progress, incorporating lessons learned through implementation and feedback from residents, developers, and partner agencies. Periodic reviews will ensure that goals remain relevant, zoning and infrastructure plans remain aligned, and the vision of balanced, sustainable growth continues to guide the city's future.

By maintaining this commitment to continuous improvement, Spanish Fork City can ensure that every decision—large or small—strengthens the community's foundations, enhances quality of life, and upholds the principles that define its character.





“We strive to build and maintain a vibrant City through personable community interactions and innovative local government services.”

Spanish Fork Mission Statement



COMMUNITY FEEDBACK REPORT

*Documenting public input and
resulting revisions to the Draft
Land Use Element*



SPANISH FORK
PRIDE & PROGRESS



TODAY'S PROGRESS
Tomorrow's Pride

EXECUTIVE SUMMARY

This report summarizes community feedback received on the draft Land Use Element and documents how that input was evaluated and incorporated into revisions to the plan. It is intended to provide transparency into both the outreach process and the resulting changes.

At the direction of the City Council, Spanish Fork City conducted community outreach to gather feedback on the draft Land Use Element of the General Plan. On November 25, 2025, the City invited residents to review the draft plan through the City website and provide comments via an online survey. Additional outreach was conducted through email to residents and stakeholders who previously participated in workshops and surveys.

A total of 57 survey responses and one written email were received. While the number of responses represents a small portion of the city's population, the comments provided consistent themes that helped identify where the document could be improved. The feedback did not indicate a need to alter the overall growth strategy or land use framework of the plan. Instead, comments focused on improving clarity, communication, and understanding of how the plan functions and is implemented.

Previous Public Outreach

- Focus Groups: Input on opportunities and threats with growth (35 stakeholders).
- Survey #1: Public input on development priorities (3,176 responses).
- The Chip Game: Visualizing and understanding different growth scenarios in Spanish Fork (88 stakeholders).
- Survey #2: Public feedback on growth scenarios (286 responses).

SURVEY OVERVIEW

The survey asked respondents to evaluate how well the draft Land Use Element reflected their priorities and values, and to provide written comments on areas of confusion, concern, or suggested improvement.

GENERAL SENTIMENT

Over 50% of respondents indicated that the draft Land Use Element reflects their priorities and values either somewhat well or very well.

Support was strongest for:

- identification and preservation of sensitive lands and open space.
- reserving land for future commercial and employment uses.

Comments expressing opposition generally reflected broader concerns about growth, density, and change rather than specific objections to individual land use designations or policies. Overall, the responses reflect attitudes toward the plan's overall direction and clarity. They do not represent approval or denial of specific zoning actions or development proposals.

KEY FINDINGS

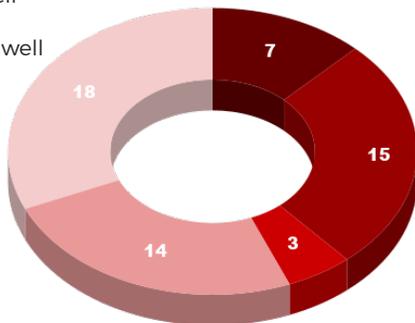
More than 70% of respondents agreed with the plan's approach to identifying and reserving land for retail, office, and employment uses. Comments generally acknowledged the importance of maintaining a strong tax base and providing local job opportunities, even among respondents who expressed concern about growth more broadly.

A clear majority of respondents supported the plan's treatment of the Spanish Fork River Bottoms, floodplains, and other environmentally sensitive areas. Feedback consistently emphasized the importance of preserving agricultural activity, open space, and natural systems in these locations.

Together, these findings suggest that the plan's overall direction aligns with many community priorities, while highlighting the importance of clearer communication about how long-range planning decisions affect day-to-day development outcomes.

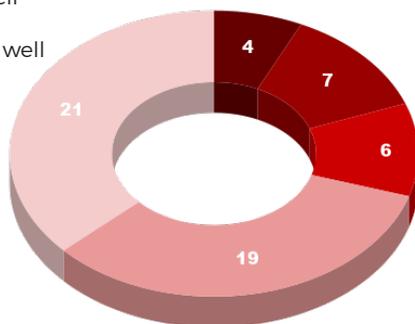
HOW WELL DOES THE DRAFT LAND USE ELEMENT REFLECT YOUR PRIORITIES AND VALUES FOR SPANISH FORK?

- Not at all
- Not very well
- Not sure
- Somewhat well
- Very well



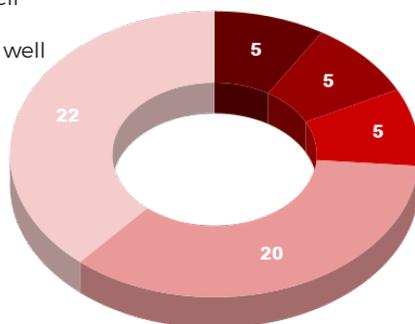
HOW WELL DOES THE DRAFT PLAN IDENTIFY AND RESERVE AREAS FOR FUTURE NON-RESIDENTIAL USES?

- Not at all
- Not very well
- Not sure
- Somewhat well
- Very well



HOW WELL DOES THE DRAFT PLAN FOR THE FUTURE LAND USE, ACCESS, AND PRESERVATION OF THE RIVER BOTTOMS?

- Not at all
- Not very well
- Not sure
- Somewhat well
- Very well



HIGH-LEVEL TAKEAWAY

1. Plan Direction Is Generally Supported

Respondents largely affirmed the plan's emphasis on:

- protecting established neighborhoods.
- directing higher-density and mixed-use development to targeted points in the city.
- preserving sensitive lands and agricultural areas where appropriate.

2. Communication and Clarity Need Improvement

Many comments focused on the need for clearer explanations of:

- common planning terms (e.g., infill development, gateway, mixed use).
- how to read and interpret the Future Land Use Map.
- the distinction between a land use designation and zoning or development approval.

3. Targeted Refinements Can Improve Usability

Respondents identified modest but meaningful opportunities to:

- improve map readability (colors, legends, labels, and landmarks).
- add context to key sections of the document.
- better explain how the Land Use Element is implemented over time.

TARGETED IMPROVEMENTS

What parts of the Future Land Use Map or land-use categories were unclear or confusing? Please describe any terms, colors, boundaries, or designations that could be clarified.

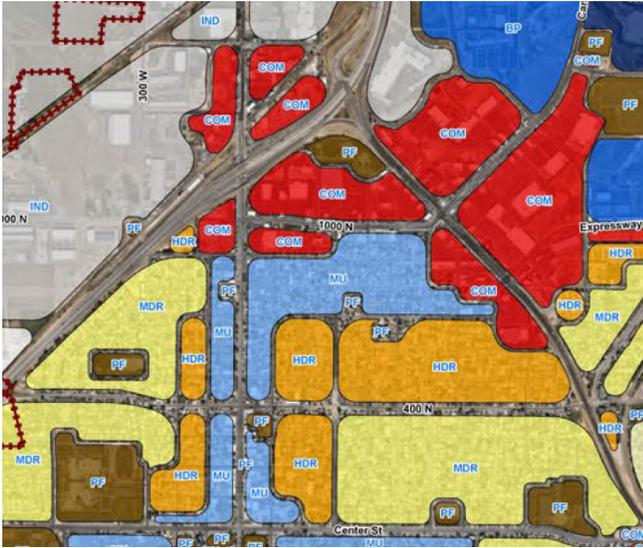
COMMENTS

- ⊗ *Format is difficult to use. Landmarks are missing or undefined.*
- ⊗ *The 'yellows' are a little tricky on the actual map (the key is fine). 'Low' and 'Medium' are fairly easy to distinguish, but the 'High' and 'Urban' don't quite match their key colors.*
- ⊗ *I just needed to orient myself to what part of the city I was looking at and what was being proposed. For me, I feel like a big symbol of what what be happening in a particular area would help me. The colors are great, but I don't remember what the color means. It's probably just me. If there was a color and a symbol. For example, the area where Front Runner is going to be has a train. Utilities could be a symbol. Parks could be a swing or playground symbol. We should look at the proposect of adding some imagery that utilizes symbology. That's not our strength, developing symbology, but it could be helpful.*
- ⊗ *The different colors are too similar. Especially using the different shades of yellow. And I think the different levels of transparency are harder to read as well even with different color shades.*
- ⊗ *It would be easier to follow if there were a few streets or landmarks that were identified/ marked.*
- ⊗ *Very tiny - even zoomed in it's difficult ot read.*

EFFORTS TO ADDRESS COMMENTS

- ☑ Increased the label size and adjusted coloring for land use designation labels and major streets. Icons for I-15 and highway 6 were also added and made large enough to find easily.
- ☑ The colors for the various residential designations were adjusted to make them more distinguishable from each other. The "hex codes" for the different colors were recorded for reference in the future and used to make sure the colors in the map keys matched what is shown on the map.
- ☑ The acronyms for each land use designation are shown on each map key to give an alphanumeric reference in addition to the color on the map.
- ☑ The land use donut chart and build out table colors were updated to match the new color scheme. The Station Area designation was added to the key. The page was reorganzied to improve legibility and layout.
- ☑ Recently annexed property has been added to the land use map.

BEFORE



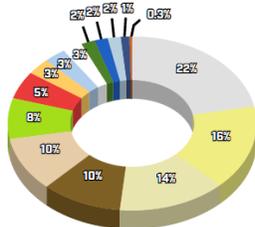
AFTER



LAND USE DATA

LAND USE COMPOSITION

The Land Use Composition chart shows the big picture of how Spanish Fork's land is currently used—homes, businesses, parks, farms, sensitive areas, and public facilities. This helps explain what parts of the city are already built out, what areas are protected, and where future growth can reasonably occur.



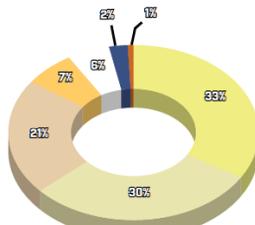
LAND USE COMPOSITION

- ENVIRONMENTALLY SENSITIVE AREAS (ESA)
- AGRICULTURAL (AG)
- ESTATE DENSITY RESIDENTIAL (EDR)
- LOW DENSITY RESIDENTIAL (LDR)
- MEDIUM DENSITY RESIDENTIAL (MDR)
- HIGH DENSITY RESIDENTIAL (HDR)
- URBAN DENSITY RESIDENTIAL (UDR)
- GATEWAY (GW)
- MIXED USE (MU)
- COMMERCIAL (COM)
- BUSINESS PARK (BP)
- INDUSTRIAL (IND)
- PUBLIC FACILITIES (PF)

RESIDENTIAL CAPACITY

Different types of neighborhoods—rural areas, single-family homes, townhomes, and apartments—make up the residential fabric of the city. The Residential Land Use Designations chart shows how these areas compare and how much space each type of housing occupies today. This helps explain the overall mix of neighborhoods that currently exist across Spanish Fork.

Not all residential land is available for new development. To understand how much room the city has to grow, the city looked at how much vacant land remains in each residential designation. Each type of neighborhood has different development patterns, and every new area needs streets, utilities, parks, and open space. Because not every acre becomes



RESIDENTIAL LAND USE DESIGNATIONS

These estimates help the City understand:

- how much room remains for new neighborhoods,
- where most future homes will be located, and
- what areas will need new roads, utilities, parks, and services.

LAND USE DATA

LAND USE COMPOSITION

The Land Use Composition chart shows how land within the Annexation Policy Boundary is labeled with the various land use designations. It illustrates the proportion of land allocated to each use, including both land already developed or that has potential for future development.

RESIDENTIAL CAPACITY

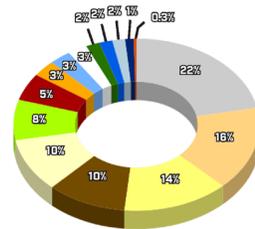
Different types of neighborhoods, from rural farms to apartments, make up the residential fabric of the city. The Residential Land Use Designations chart shows the area each category type of housing occupies today. This helps explain the overall mix of neighborhoods that currently exist across Spanish Fork.

Not all residential land is available for new development. To understand how many future residential neighborhoods could be built, the city looked at the remaining vacant land in each residential designation. Each type of neighborhood has different development patterns, and every new area needs streets, utilities, parks, and open space. Because not every acre becomes residential lots, the city used a realistic average for how many homes typically fit in each type of residential land use.

The Vacant Land Build Out Estimate table below shows how these factors come together. By combining the amount of vacant land with typical development patterns, the city can estimate how many additional homes each designation could be built in the future. This provides a clearer picture of where new neighborhoods may form and how much overall residential growth the city can accommodate within its current boundaries.

Together, the chart and table illustrate both the makeup of today's residential areas and the potential for tomorrow's neighborhoods, helping guide land use decisions, infrastructure planning, and long-range investments as Spanish Fork continues to grow.

LAND USE COMPOSITION



- ENVIRONMENTALLY SENSITIVE AREAS (ESA)
- AGRICULTURAL (AG)
- ESTATE DENSITY RESIDENTIAL (EDR)
- LOW DENSITY RESIDENTIAL (LDR)
- MEDIUM DENSITY RESIDENTIAL (MDR)
- HIGH DENSITY RESIDENTIAL (HDR)
- URBAN DENSITY RESIDENTIAL (UDR)
- GATEWAY (GW)
- MIXED USE (MU)
- COMMERCIAL (COM)
- BUSINESS PARK (BP)
- INDUSTRIAL (IND)
- PUBLIC FACILITIES (PF)
- STATION AREA (ST)



(cont.) What parts of the Future Land Use Map or land-use categories were unclear or confusing? Please describe any terms, colors, boundaries, or designations that could be clarified.

COMMENTS

✘ *All of the different greens on the 'Green Space' map on page 13 are difficult to distinguish. Having them all green does emphasize the green space idea, but it would be so much easier to read if other colors were used. I could not find any of the 'future park' areas because they show up as the same color as the existing parks.*

✘ *The 'gateway' locations were a bit confusing in the beginning. Page 9 explains there are 3 main 'gateways' being planned for (canyon creek, station & south) - this explanation made perfect sense. But then the first look at the Future Land Use Map on page 15 only shows 1 'gateway' area in dark blue near canyon creek. I wondered why the other two 'gateway' areas were not labeled/shown on the map as well. It's not until page 23 that the map is titled 'South Gateway' when I realized it had not been forgotten. The other 'gateway' mentioned (station) has a great explanation on 40 - it's just never marked on the master map.*

✘ *The report discusses "gateway" designations. The only designations for "gateway" are in the North at Canyon Creek - there are no designated "gateway" areas in the section called South Gateway, correct? Seems a bit confusing. Page 49 uses the term Gateway area for the upcoming Front Runner station, yet there is no designated "gateway" areas in this sector (confused? same here...haha).*

✘ *Land use designations section outlining the details around each zoning type should have been listed first for clarity's sake.*

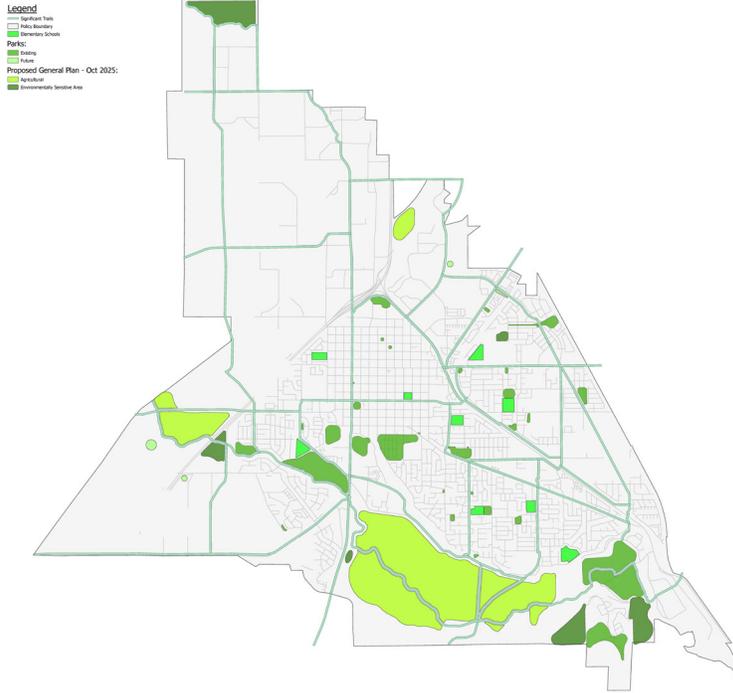
EFFORTS TO ADDRESS COMMENTS

✔ Adjusted the symbology and colors for the Green Space map (used hex codes for those as well). Added acronym labels to green areas on map for further clarity and added locations of existing parks and potential future parks that were not on the previous map. Narrative was added to give more context and intent for the map.

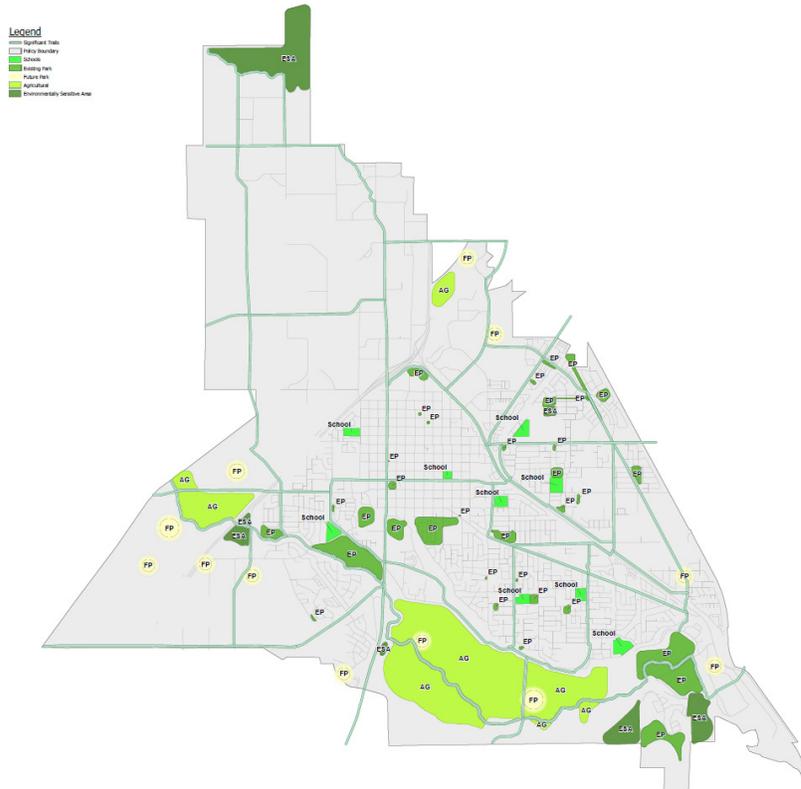
✔ Reduced the number of "Gateway" references from 3 to 1. Gateways (as discussed in the "Strengthening & Shaping section) was changed to "Focused Growth Centers" and the "Gateway quadrant" area was changed to "Southwest Valley". Any mentions of a gateway are now referencing the land use designation only.

✔ Reorganized the order of some sections to improve clarity and flow. The "Station Area" section are now located before the land use map. The land use data and quadrant pages are now located after the land use designation explanations.

BEFORE

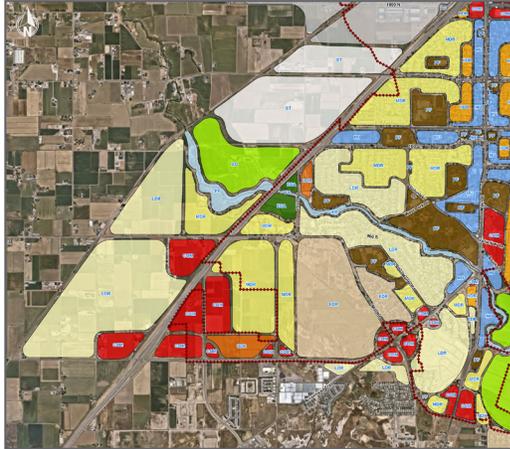


AFTER



BEFORE

SOUTH GATEWAY



ENVIRONMENTALLY SENSITIVE AREAS	GATEWAY
AGRICULTURAL	MIXED USE
ESTATE DENSITY RESIDENTIAL	COMMERCIAL
LOW DENSITY RESIDENTIAL	BUSINESS PARK
MEDIUM DENSITY RESIDENTIAL	INDUSTRIAL
HIGH DENSITY RESIDENTIAL	PUBLIC FACILITIES
URBAN DENSITY RESIDENTIAL	

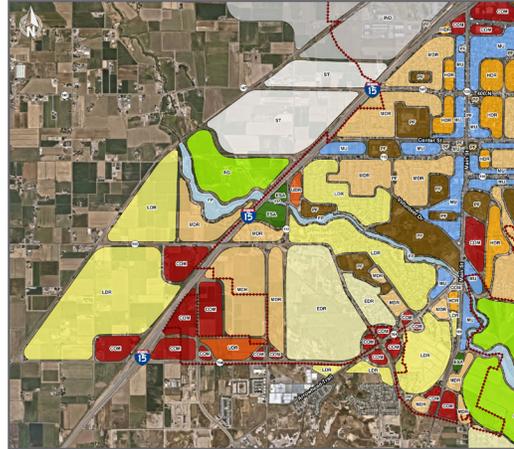
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TODAY'S PROGRESS. Tomorrow's Pride



AFTER

SOUTHWEST VALLEY



ENVIRONMENTALLY SENSITIVE AREAS (ESA)	GATEWAY (GW)
AGRICULTURAL (AG)	MIXED USE (MU)
ESTATE DENSITY RESIDENTIAL (EGR)	COMMERCIAL (CDM)
LOW DENSITY RESIDENTIAL (LDR)	BUSINESS PARK (BP)
MEDIUM DENSITY RESIDENTIAL (MDR)	INDUSTRIAL (IND)
HIGH DENSITY RESIDENTIAL (HDR)	PUBLIC FACILITIES (PF)
URBAN DENSITY RESIDENTIAL (UDR)	

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TODAY'S PROGRESS. Tomorrow's Pride



STRENGTHENING & SHAPING

Spanish Fork City's land use framework is built on a simple idea: strengthen the places that define the city today while shaping the areas that will accommodate growth tomorrow. This approach provides a clear structure for how the city can support stable, well-connected neighborhoods in established areas and guide new growth into locations where infrastructure, access, and community services can support it.

ESTABLISHED NEIGHBORHOODS

Established Neighborhoods are the foundation of Spanish Fork's community identity. These areas include long-standing residential districts, mature street networks, schools, parks, and local services that residents use every day. Planning in these neighborhoods focuses on stability, reinvestment, and maintaining the elements that residents value—comfortable housing, safe streets, access to amenities, and a strong sense of place. The goal is to keep established neighborhoods vibrant and functional as the city grows around them.

Key Priorities:

- Maintaining neighborhood character through compatible infill and reinvestment.
- Supporting public infrastructure upgrades such as utilities, roads, and parks.
- Ensuring transitions between residential areas and adjacent commercial or mixed use districts.

GATEWAYS

Gateways are the city's primary growth areas—places where new housing, employment, and commercial activity can be developed in a coordinated, efficient, and well-designed manner. These districts are located along major corridors and at key entrances to the city, where transportation access, land availability, and infrastructure capacity support higher-intensity uses.

Canyon Creek Gateway

A northern entry point with opportunities for mixed-use development, higher-density housing, and regional retail supported by a new I-15 access point.

Station Area

A future transit-supported district anchored by the future FrontRunner station and Center Street Interchange, offering walkable, mixed-use development and multimodal connections.

South Gateway

A southern entry point anchored by an existing I-15 interchange, with opportunities for high-density housing, supporting commercial uses, and improved regional access as future interchange upgrades are completed.

Gateways are designed to absorb future growth in a pattern that supports transportation efficiency, economic vitality, and high-quality development—reducing pressure on existing neighborhoods.

A COORDINATED FRAMEWORK

By distinguishing between Established Neighborhoods and Gateways, the city creates a land use system that:

- directs growth to locations where it can be supported.
- protects existing neighborhoods and sensitive lands.
- strengthens regional connections and long-term economic opportunity.
- aligns land use with transportation, utilities, and public facilities.

This structure forms the basis for the Land Use Map and the policies that follow, ensuring that growth contributes to a well-organized, resilient, and high-quality future for Spanish Fork.

STRENGTHENING & SHAPING

Spanish Fork City's land use framework is built on a clear principle: strengthen the places that define the city today while intentionally shaping where growth occurs in the future. This approach allows the city to protect existing neighborhoods while directing new development to locations best suited to accommodate it. By distinguishing between Established Neighborhoods and Focused Growth Centers (FGC), the City provides a clear, predictable structure for growth. These categories will align land use decisions with infrastructure capacity, transportation access, and long-term community goals.

ESTABLISHED NEIGHBORHOODS

Established Neighborhoods form the foundation of Spanish Fork's community identity. These areas include long-standing residential neighborhoods with mature street networks, schools, parks, and local services that residents rely on daily. Planning within these neighborhoods prioritizes stability, reinvestment, and compatibility. The goal is not to freeze these areas in time, but to ensure they remain functional, desirable, and resilient as the city grows around them.

Key Priorities:

- Maintaining neighborhood character through compatible infill and reinvestment.
- Supporting public infrastructure upgrades such as utilities, roads, and parks.
- Ensuring compatible and well-designed transitions between residential areas and adjacent commercial or mixed use districts.

FOCUSED GROWTH CENTERS

FGCs are the city's primary growth areas—places where new housing, employment, and commercial activity can be developed in a coordinated, efficient, and well-designed manner. These centers are located along major corridors and at key entrances to the city, where transportation access, land availability, and infrastructure capacity support higher-intensity uses.

Canyon Creek

A northern entry point with opportunities for mixed-use development, higher-density housing, and regional retail supported by a new I-15 access point.

Station Area

A future transit-supported district anchored by the future FrontRunner station and Center Street Interchange, offering walkable, mixed-use development and multimodal connections.

Southwest Valley

A southern entry point anchored by an existing I-15 interchange, with opportunities for high-density housing, supporting commercial uses, and improved regional access as future interchange upgrades are completed.

FGCs are designed to absorb future growth in a pattern that supports transportation efficiency, economic vitality, and high-quality development—reducing pressure on the existing community.

A COORDINATED FRAMEWORK

By distinguishing between Established Neighborhoods and Focused Growth Centers, the city creates a land use system that:

- directs more intense growth to locations where it can be supported.
- protects existing neighborhoods and sensitive lands when development occurs.
- strengthens regional connections and long-term economic opportunity.
- aligns land use with transportation, utilities, and public facilities.

This structure forms the basis for the Land Use Map and the policies that follow, ensuring that growth contributes to a well-organized, resilient, and high-quality future for Spanish Fork.

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TODAY'S PROGRESS. Tomorrow's Pride

Spanish Fork City | 10



What would increase your confidence that public input influences the final draft?

COMMENTS

- ✗ *Data on the amount of public input.*
- ✗ *Highlighting feedback from specific residents.*
- ✗ *Several maps of areas --- one enlarged map is difficult to see the individual areas.*
- ✗ *I would like to know when proposed changes will be happening.*
- ✗ *I think if someone filmed an “infomercial” type presentation so that people aren’t trying to guess what is what. There could be full screen images while someone is talking and pointing things out. There could be a Q and A portion where people have submitted questions or concerns that are answered in the video.*
- ✗ *More focused public meetings in neighborhoods (go to the people rather than expecting them to go to city hall).*
- ✗ *I would love to have my neighborhood/city area invited to an input session with a few city planning leaders to ask questions - but I know that’s not very practical and that can easily turn into a complaint session - which defeats the purpose of the meeting. My 2nd choice (to increase confidence) would be some smaller, more focused surveys. I know I have filled out a city survey before asking for my priorities in the city’s growth direction - however I remember it being fairly broad in the questions. Perhaps some smaller surveys that were tailored to just two or three land use categories (like in-depth questions about the gateway areas, or questions about what residents feel would need to happen to their higher trafficked residential streets when some of the future land develops, etc.).*

EFFORTS TO ADDRESS COMMENTS

- ✓ Data included in the executive summary of this report. The full spreadsheet of responses can be provided upon receiving a GRAMA request.
- ✓ Planning staff reviewed all the comments multiple times and referenced key suggestions that guided revisions and additions to the plan.
- ✓ Large, printed maps to be shown at the public hearings and future neighborhood outreach. Online land use map offers opportunities to zoom into specific areas, search addresses, and get more information. A link to the GIS map will be added to the Land Use Element webpage after adoption.
- ✓ Staff plans to regularly update the city website with information about amendments to the Land Use Element, implementation accomplishments, and improved reporting and review of the plan.
- ✓ Staff will look into developing media, with assistance from the Communications Division for the city, that describes the Land Use Element and what it means for residents of the community.
- ✓ Community Development Staff is committed to interacting more often with the community, including the potential for neighborhood meetings and other such outreach opportunities.

What change or clarification would most improve the draft plan? Please be as specific as possible (map locations, policies, definitions, etc.).

COMMENTS

✘ *Not to do it. Build single family homes with backyards for family. Build taller buildings closer to the city center for commercial and residential use to preserve farm and open spaces.*

✘ *Current policies shown in the document would be helpful to see and contrast with the plan.*

✘ *One designation that I found confusing is the term 'infill development'. I don't know what that infers - and it is never explained, but it is used many times in the plan. Perhaps a quick, more detailed explanation when it first surfaces in the 'Vacant Residential Land' on page 8? Plans for existing neighborhoods are always a high concern since that is land usually closest to homes.*

✘ *I think the 'Station Area Plan' that is currently on page 40-41 would fit better (and have better continuity) higher up in the plan - like after page 26 which shows the East Bench. I realize it is not one of the '4 quadrants' being shown, but it feels like an afterthought - tacked on at the very end - yet it's a huge part of the city planning. Perhaps it could sandwich after the 4 quadrants and before the 'Land Use Designations'.*

✘ *While I'm good with where it is targeting density, I believe we need density all over the city - there is just too much demand and I don't want to hold back progress.*

✘ *Demonstrating the changes made to the draft based on input provided. Actually [cite] where the recommendation was made.*

EFFORTS TO ADDRESS COMMENTS

✔ The concept of Established Neighborhoods and Focused Growth Centers aligns somewhat with the idea of focusing density and intense land uses in specific areas where those uses can be supported. Doing so allows for the city to accommodate additional housing numbers while preserving other areas for single family homes on larger lots.

✔ Staff will consider options to make comparisons between the existing Land Use Element and future adoptions and amendments easier for the public.

✔ The term "infill development" is now better defined in the "Vacant Residential Land" section. Additional terms that might need further clarification have been included in a Key Terms section at the beginning of the Land Use Element.

✔ As previously mentioned, the "Station Area" section has been moved closer to the beginning of the plan so that it can receive more attention.

✔ The idea of "density all over the city" doesn't fit the effort to preserve Established Neighborhoods and focus dense development in appropriate areas. Some residential density can be spread throughout the city using the Infill Overlay Zone.

BEFORE

VACANT RESIDENTIAL LAND

Spanish Fork's remaining supply of large, undeveloped parcels designated for residential use is limited. While residential land use designations cover a significant portion of the community, only a small number of parcels over ten acres remain undeveloped. These sites—shown on the map below—represent the last meaningful opportunities for larger-scale residential communities within the City's planned long-term footprint. Most are already surrounded by built neighborhoods, constrained by natural features, or located in areas with infrastructure challenges that limit their development potential.

With so few large sites available, future residential growth will occur primarily through infill development, redevelopment, and more compact neighborhood patterns. This reinforces the importance of making thoughtful land use decisions, coordinating infrastructure investment,

and ensuring that remaining opportunities support a balanced mix of housing types. Understanding where large vacant parcels exist—and where they do not—helps the city evaluate how much additional growth it can accommodate within its Policy Boundary and plan for housing needs accordingly.

Key Takeaways:

- Only a limited number of residential parcels over ten acres remain within the Policy Boundary.
- Most remaining sites are isolated or surrounded by existing development, reducing large-scale subdivision opportunities.
- Future residential growth will rely more on infill, redevelopment, and efficient land use patterns.
- The city must use the remaining vacant land strategically to support long-term housing needs and community goals.

AFTER

VACANT RESIDENTIAL LAND

Spanish Fork's remaining supply of large, undeveloped parcels designated for residential use is limited. While residential land use designations cover a significant portion of the community, only a small number of parcels over ten acres remain undeveloped. These sites—shown on the map below—represent the last meaningful opportunities for larger-scale residential communities within the City's planned long-term footprint. Most are already surrounded by built neighborhoods, constrained by natural features, or located in areas with infrastructure challenges that limit their development potential.

With so few large sites available, future residential growth will occur primarily through infill development. **Infill development is classified as new housing or redevelopment that occurs on underutilized land within existing built-up areas.** This reinforces the importance of making thoughtful land use decisions, coordinating

infrastructure investment, and ensuring that remaining opportunities support a balanced mix of housing types. Understanding where large vacant parcels exist—and where they do not—helps the city evaluate how much additional growth it can accommodate within its Annexation Policy Boundary and plan for housing needs accordingly.

Key Takeaways:

- Only a limited number of residential parcels over ten acres remain within the Annexation Policy Boundary.
- Future residential growth will rely more on **infill development (small-scale construction within developed areas).**
- The city must use the remaining vacant land strategically to support long-term housing needs and community goals.

KEY TERMS

Adaptive Reuse: The repurposing of an existing building for a new use while retaining much of its structure and reducing demolition and construction waste.

Annexation: The legal process by which land outside city limits is incorporated into the city and becomes subject to city regulations and services.

Build-Out: The point at which land designated for development is fully developed according to adopted plans, zoning, and infrastructure capacity.

Capital Improvements: Major public investments in infrastructure or facilities, such as roads, utilities, parks, public buildings, and related systems.

Density Bonus: An incentive that allows a developer to build more housing units than normally permitted in exchange for providing defined public benefits.

Easement: A legal right that allows a person, utility, or agency to use a portion of private property for a specific purpose while ownership remains with the property owner.

Eminent Domain: The legal authority of a government to acquire private property for public use, with fair compensation, as provided under state and federal law.

Floodplain: Land adjacent to rivers or streams that is subject to flooding during major storm events, as identified by federal, state, or local mapping.

Growth Rate: The percentage change in population, housing, or development over a specific period of time, typically measured annually or over multiple years.

High Transit-Ridership Zone (HTRZ): An area designated under Utah state law within walking distance of a major transit station where higher-density development is allowed or encouraged to support transit use and reduce reliance on automobiles.

Impact Fees: Fees paid by new development to help fund public infrastructure needed to serve that development, such as roads, parks, or utilities, as authorized by state law.

Incremental Growth: Gradual development that occurs over time through smaller projects rather than large, single-phase development.

Infill Development: New development on vacant or underutilized land within already developed areas of the city, using existing streets and utilities and designed to fit with surrounding uses.

Missing Middle Housing: Housing types between single-family homes and large apartment buildings, such as duplexes, townhomes, cottage courts, and small multi-family buildings.

Nuisance: A use, activity, or condition that unreasonably interferes with the use, enjoyment, health, or safety of nearby property, based on established legal standards rather than personal preference or inconvenience.

Overlay District: A regulatory area applied over underlying zoning that adds or modifies development standards without changing the base zoning designation.

Request for Proposal (RFP): A formal process used by a public agency to solicit proposals for a specific project or service, including requirements, evaluation criteria, and selection procedures.

Riparian: Land located along rivers or streams that supports natural vegetation and provides important ecological and water-quality functions.

Shovel-Ready: A site that is ready for development because zoning, infrastructure access, and required approvals are already in place or nearly complete.

Transfer of Development Rights (TDR): A planning tool that allows development potential to be transferred from one property to another in order to protect sensitive, agricultural, or environmentally important land.

Wildland Urban Interface (WUI): Areas where homes and development are located near or adjacent to undeveloped wildland areas, increasing wildfire risk and requiring special building and vegetation management standards.

Zone: A designated area of land regulated by the zoning code that establishes allowed land uses and development standards.

Please provide any additional thoughts or comments on the Land Use Element Draft.

COMMENTS

- ✘ *I realize the Inland Port area is a tax generator, but it is far too big [and] needs to be scaled down and allow farming to survive in our area. We don't need to be Salt Lake.*
- ✘ *There is so much agricultural protection already, do not water down areas simply because the farmers want to cry about not getting enough protection.*
- ✘ *Existing farmland, farmers have said they dont wish to sell. What about them? Also I'd love a plan of just how much "high density" garbage youre planning to shove in the small areas. This towns gonna be hell. It's already bad enough.*
- ✘ *On page 10 there is a map with a large sector to the west of the city in a blue shade. It appears to be outside current city limits. The map is on a page discussing APA's. Is that entire section in blue "preserved" as an APA? Do any of the APA designated areas lap-over into "environmentally sensitive" designated sites?*
- ✘ *There is far too much dependence and over-reliance on automobiles and "protecting neighborhoods" by not wanting higher density housing. The East Bench areas are starved of accessibility and vibrancy, in particular. By trying to quarantine the "dirty density" to Gateways and Station Areas, the city is attempting to have its cake and it too. It is good to have that density there, but underserves the remaining population. There needs to be more density and transit in more neighborhoods.*

EFFORTS TO ADDRESS COMMENTS

- ✔ The Verk Industrial Project Area boundary is already established through prior agreements with the Utah Inland Port Authority and cannot be changed through this Land Use Element update. While the boundary is fixed, future development within the area will still be regulated by City zoning, design standards, and infrastructure requirements to manage impacts and ensure compatibility with surrounding uses.
- ✔ Staff has proposed to address concerns about preserving agriculture areas through the annual review of the Growth Boundary. This is explored in more detail in the "Defining the Edges" section and referenced in the "Cultivating Growth" section.
- ✔ The map from the Utah Department of Agriculture and Food (UDAF) was replaced with a callout box explaining the key elements of APAs to improve understanding. Staff has contacted UDAF regarding their APA map and given them records to assist them in updating their GIS layer to reflect which properties are still in agriculture protection.
- ✔ Staff recognizes that key metrics, such as residential density and potential ridership, are important factors that are considered in discussions regarding improving transit service and infrastructure. Strategies have been included under Goal 3 that emphasize collaboration with other governmental entities to work towards better public transportation options in Spanish Fork.

BEFORE

CULTIVATING GROWTH

Spanish Fork's landscape has long been shaped by agriculture, and that heritage continues to influence how the city approaches growth today. Rather than expanding without direction, the city takes the same thoughtful approach farmers use with their land: observing conditions, preparing carefully, and investing in long-term productivity. These principles form the foundation of a growth strategy that respects the past while planning responsibly for the future.

ROOTED IN STEWARDSHIP

Agriculture remains a defining feature of Spanish Fork's identity and economy. The open fields, orchards, and pastures surrounding the city reflect community values of hard work, conservation, and self-reliance. Recognizing this, the city incorporates agricultural preservation and open space considerations directly into its land use planning.

Spanish Fork City supports Agriculture Protection Areas (APAs). These areas, established voluntarily by landowners under state law (Utah Code §17-81), ensure that agricultural operations can continue even as the city grows. State law also requires the planning commission to "identify and consider" each APA when preparing the land use element of the general plan.

KNOWING THE LAND

A successful farmer understands the ground before making decisions. Similarly, Spanish Fork City studies its landscape to guide responsible growth. The city identifies environmentally sensitive areas, maps the floodway and floodplain, and establishes a Growth Management Boundary—its tool for focusing development where infrastructure can support it.

This boundary helps maintain a clear transition between established neighborhoods and agricultural landscapes, protecting productive farmland while directing urban investment inward.

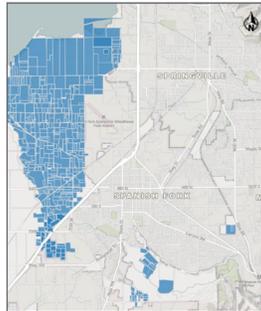
FOCUSED INVESTMENT

Much like tending established fields while preparing new ground, the city balances reinvestment in long-developed areas with strategic planning in growth areas. Infrastructure maintenance, rehabilitation, and infill development keep existing neighborhoods strong. Meanwhile, new development in gateway areas is phased alongside transportation and utility improvements to ensure orderly, efficient growth.

STEWARDSHIP FOR THE FUTURE

Spanish Fork's approach to land use planning is grounded in long-term stewardship. Regular plan updates, infrastructure assessments, and community input ensure that decisions remain aligned with real-world conditions and community priorities.

By focusing development where it can be supported, preserving agricultural land where appropriate, and planning proactively for future growth, Spanish Fork City cultivates a strong, resilient foundation for the next generation.



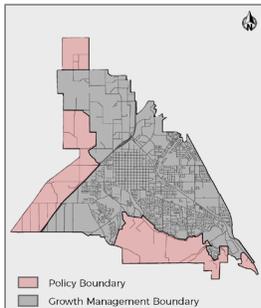
Source: Utah Department of Agriculture and Food (UDAF), Utah Agricultural Protection Areas dataset, Utah Geospatial Resource Center (UGRC) Open Data Portal (accessed January 2023).

DEFINING THE EDGES

Clear boundaries are essential for growing in a deliberate, efficient, and sustainable way. By defining where urban development should occur—and where agricultural and open lands should be preserved—Spanish Fork can focus investment, coordinate infrastructure, and guide growth in a logical, connected pattern. Establishing these boundaries helps the city manage both current development pressures and long-term expansion needs. This ensures that growth occurs incrementally and in harmony with the community's character.

POLICY BOUNDARY

The Policy Boundary represents the city's long-range planning area and aligns with Utah's requirements for identifying where municipalities may eventually extend services and consider annexation. It establishes the broad extent of where Spanish Fork could grow over coming decades, based on regional context, land availability, and potential future service feasibility. The Policy Boundary does not obligate the city to develop or serve these areas; rather, it sets a long-term planning horizon that helps coordinate with Utah County, neighboring cities, and regional transportation and utility agencies.



GROWTH MANAGEMENT BOUNDARY

The Growth Management Boundary identifies the area where Spanish Fork anticipates near-term development, generally within the next 3-5 years, as infrastructure becomes available. It reflects where the city can realistically and cost-effectively extend water, sewer, roads, parks, and public safety services based on existing capacity and programmed improvements. Inside this boundary, the city expects coordinated neighborhood expansion. Gateway development and targeted capital investment. To ensure the boundary remains aligned with real conditions, the city evaluates it on an annual basis—monitoring development activity, infrastructure readiness, agricultural preservation priorities, and regional coordination needs. Areas outside the boundary are expected to remain rural or agricultural in the foreseeable future, helping maintain the community's edges and prevent scattered or premature development.

Together, the two boundaries serve different but complementary purposes. The Policy Boundary provides the city's long-term outer planning frame, ensuring Spanish Fork prepares for future scenarios and regional growth pressures. The Growth Management Boundary is much more focused, guiding development decisions today by identifying where urban services will be extended in a practical, phased, and financially sustainable manner. The Policy Boundary looks decades ahead, while the Growth Management Boundary directs responsible and efficient growth in the near term.

Key Takeaways:

- The Policy Boundary sets the city's long-range planning area.
- The Growth Management Boundary guides near-term development.
- Each boundary serves a different purpose but works together.
- Regular review keeps the Growth Management Boundary current.

AFTER

CULTIVATING GROWTH

Spanish Fork's landscape has long been shaped by agriculture, and that heritage continues to influence how the city approaches growth today. Rather than expanding without direction, the city takes the same thoughtful approach farmers use with their land: observing conditions, preparing carefully, and investing in long-term productivity. These principles form the foundation of a growth strategy that respects the past while planning responsibly for the future.

ROOTED IN STEWARDSHIP

Agriculture remains a defining feature of Spanish Fork's identity and economy. The open fields, orchards, and pastures surrounding the city reflect community values of hard work, conservation, and self-reliance. Recognizing this, the city incorporates agricultural preservation and open space considerations directly into its land use planning.

Spanish Fork City supports Agriculture Protection Areas (APAs). These areas, established voluntarily by landowners under state law (Utah Code §17-81), ensure that agricultural operations can continue even as the city grows. State law also requires the planning commission to "identify and consider" each APA when preparing the land use element of the general plan.

KNOWING THE LAND

A successful farmer understands the ground before making decisions. Similarly, Spanish Fork City studies its landscape to guide responsible growth. The city identifies environmentally sensitive areas, APAs, maps the floodway and floodplain, and establishes a Growth Management Boundary—its tool for focusing development where infrastructure can support it.

This boundary helps maintain a clear transition between Established Neighborhoods and agricultural landscapes, protecting productive farmland while directing urban investment inward.

FOCUSED INVESTMENT

Much like tending established fields while preparing new ground, the city balances reinvestment in long-developed areas with strategic planning in growth areas. Infrastructure maintenance, rehabilitation, and infill development keep existing neighborhoods strong. Meanwhile, new development in Focused Growth Centers is phased alongside transportation and utility improvements to ensure orderly, efficient growth.

STEWARDSHIP FOR THE FUTURE

Spanish Fork's approach to land use planning is grounded in long-term stewardship. Regular plan updates, infrastructure assessments, and community input ensure that decisions remain aligned with real-world conditions and community priorities.

By focusing development where it can be supported, preserving agricultural land where appropriate, and planning proactively for future growth, Spanish Fork City cultivates a strong, resilient foundation for the next generation.

Purpose of Agriculture Protection Areas (APA):

- Protects agricultural land uses and activities from nuisance complaints.
- Required note on neighboring subdivision plats that adjacent property is in APA.
- Limited ability for government entities to exercise eminent domain powers on agricultural operations.
- The Growth Management Boundary will not include existing APAs where property owners intend to continue agricultural uses.

DEFINING THE EDGES

Clear boundaries help Spanish Fork grow in a deliberate and orderly way. By identifying where urban development should occur—and where agricultural and open lands should remain—the city can better coordinate infrastructure, protect community character, and avoid scattered or premature development. These boundaries provide a clear framework for managing growth today while planning responsibly for the future.

ANNEXATION POLICY BOUNDARY

The Annexation Policy Boundary represents the city's long-range planning area and aligns with Utah's requirements for identifying where municipalities may eventually extend services and consider annexation. It establishes the broad extent of where Spanish Fork could grow over coming decades, based on regional context, land availability, and potential future service feasibility. The Annexation Policy Boundary does not obligate the city to develop or serve these areas; rather, it sets a long-term planning horizon that helps coordinate with Utah County, neighboring cities, and regional transportation and utility agencies.

GROWTH MANAGEMENT BOUNDARY

The Growth Management Boundary identifies the area where Spanish Fork anticipates near-term development, generally within the next 3-5 years. It reflects where the city is prepared to extend water, sewer, roads, parks, and public safety services based on existing capacity

Key Takeaways:

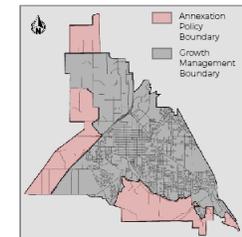
- The Annexation Policy Boundary identifies the city's long-range planning area.
- The Growth Management Boundary guides near-term development and infrastructure investment.
- Agricultural Protection Areas, where long-term residential designations exist, are excluded from the Growth Management Boundary.
- Regular review keeps the Growth Management Boundary responsive to changing conditions.

and programmed improvements. Within this boundary, the city expects coordinated neighborhood expansion and targeted capital investment.

To ensure the boundary remains aligned with real conditions and City Council priorities, the city will evaluate it every two years. This review will consider development activity, infrastructure readiness, and regional coordination needs. Areas outside the Growth Management Boundary are expected to remain rural or agricultural in the foreseeable future, helping maintain clear community edges and prevent scattered or premature development.

The Growth Management Boundary also recognizes Agriculture Protection Areas (APAs) and the intentions of landowners within those areas. Specifically where land is enrolled in an APA and is designated for future residential use, it is excluded from the Growth Management Boundary. This approach ensures that lands within APAs remain available for agricultural operations unless and until the property owners voluntarily initiate a change to release their land from APA status under state law.

Together, the Growth Management Boundary and the Annexation Policy Boundary serve different but complementary purposes. The Annexation Policy Boundary looks decades ahead to identify the city's long-range planning area while the Growth Management Boundary guides responsible and efficient growth in the near term.



(cont.) Please provide any additional thoughts or comments on the Land Use Element Draft.

COMMENTS

- ✘ *It didn't include the future transportation features that would be helpful in understanding the bigger plan.*
- ✘ *Mixed use between Center [Street] and 100 S is a concern as well as the entire plan for the Transit Station area. We don't need to import the problems that Frontrunner has brought to Provo.*
- ✘ *More traffic details are added. Specifically how traffic will be dealt with on highway 6 or Main Street. Everyone complains about it, but it isn't mentioned once in the document. I don't have confidence that we will be listened to at all about the actual land usage, but talking more traffic would be some sort of hint.*

EFFORTS TO ADDRESS COMMENTS

- ✔ A map is being developed that references planned and anticipated infrastructure improvements based on completed studies and confirmed sources of funding.
- ✔ Most of the property within the Mixed Use designation on the Land Use Map that are located between Center Street and 100 South are currently designated the same on the existing Land Use Map. This designation reflects the existing mix of uses in that area, including residential, religious buildings, senior care, and other small commercial operations.
- ✔ Goal 8 in the plan outlines objectives and strategies that the city will plan to address over the coming years in order to improve transportation efficiency. The bulk of detailed discussion and planning for improving traffic flow within and through Spanish Fork should be contained in the Transportation Element of the General Plan.

OTHER EDITS MADE

- ✔ In the “Defining the Edges” section, the term “Policy Boundary” was changed to “Annexation Policy Boundary” and the content was edited to reduce repetition.
- ✔ Added a note at the bottom of the “List of Acronyms and Partner Agencies” stating a directory of the agencies will be on the city website (which can be added upon plan adoption).
- ✔ Added an additional strategy to Objective 7.3: “7.3.5 Annually coordinate with the UDAF to ensure GIS layers and information reflects an accurate picture of the current agricultural status within the city.”
- ✔ Map boundaries were updated to reflect the most recent annexations of property into Spanish Fork.
- ✔ Additional updates to formatting and layout were done after other changes were completed to improve legibility.

CONCLUSION

Community feedback has played a meaningful role throughout the development of the Land Use Element, especially in refining the final draft. The survey responses clearly identified areas where clarity, organization, and communication could be improved.

In response, the City made targeted revisions to improve map readability, define commonly used planning terms, clarify how land use designations function, and better explain how the plan is implemented over time. These changes strengthen the document’s usability without compromising its long-term policy direction.

The Land Use Element remains a guiding framework rather than a zoning or development approval document. It will continue to be reviewed and updated as conditions change, infrastructure is built, and additional public input is received. This report reflects the City’s commitment to transparency, accountability, and ongoing engagement as Spanish Fork plans for its future.

TO: Planning Commission
FROM: David Mann, Senior Planner
DATE: February 4, 2026
RE: 2026 Growth Management Boundary Amendment

Spanish Fork City utilizes a Growth Management Boundary to distinguish areas where the city is prepared to accommodate development from lands that the city does not intend to see developed in the near future. This proposed amendment to the Growth Management Boundary is intended to update the boundary so it accurately reflects current conditions and aligns with the anticipated adoption of the restructured Land Use Element. The amendment addresses three primary objectives.

First, the boundary is adjusted to bring it into conformance with development that has already occurred outside the existing Growth Management Boundary. In several locations, development and infrastructure extensions have progressed beyond the current line, and the amendment updates the boundary to reflect these on-the-ground conditions.

Second, the amendment establishes a new baseline Growth Management Boundary that corresponds with the updated Land Use Element. As part of the broader Land Use Element update, the boundary is being reset to serve as a clear reference point for future evaluations, amendments, and biennial reviews.

Third, the boundary has been redrawn to reflect proposed growth management policies related to Agriculture Protection Areas (APAs). Properties currently enrolled in APAs have been excluded from the Growth Management Boundary in accordance with the draft Land Use Element, recognizing landowner intent and ensuring consistency between policy and mapping.

Together, these changes improve clarity, consistency, and transparency in how the Growth Management Boundary is applied and maintained over time. On January 28, 2026, the Development Review Committee recommended that this proposed Amendment be approved.

attachment: map identifying the proposed changes to the Growth Management Boundary ordinance for the proposed amendment

Growth Management Boundary Update 2026

N
1" = 4,000 Ft

Legend

 Growth Management Boundary - Update 2026

Growth Management Updates:

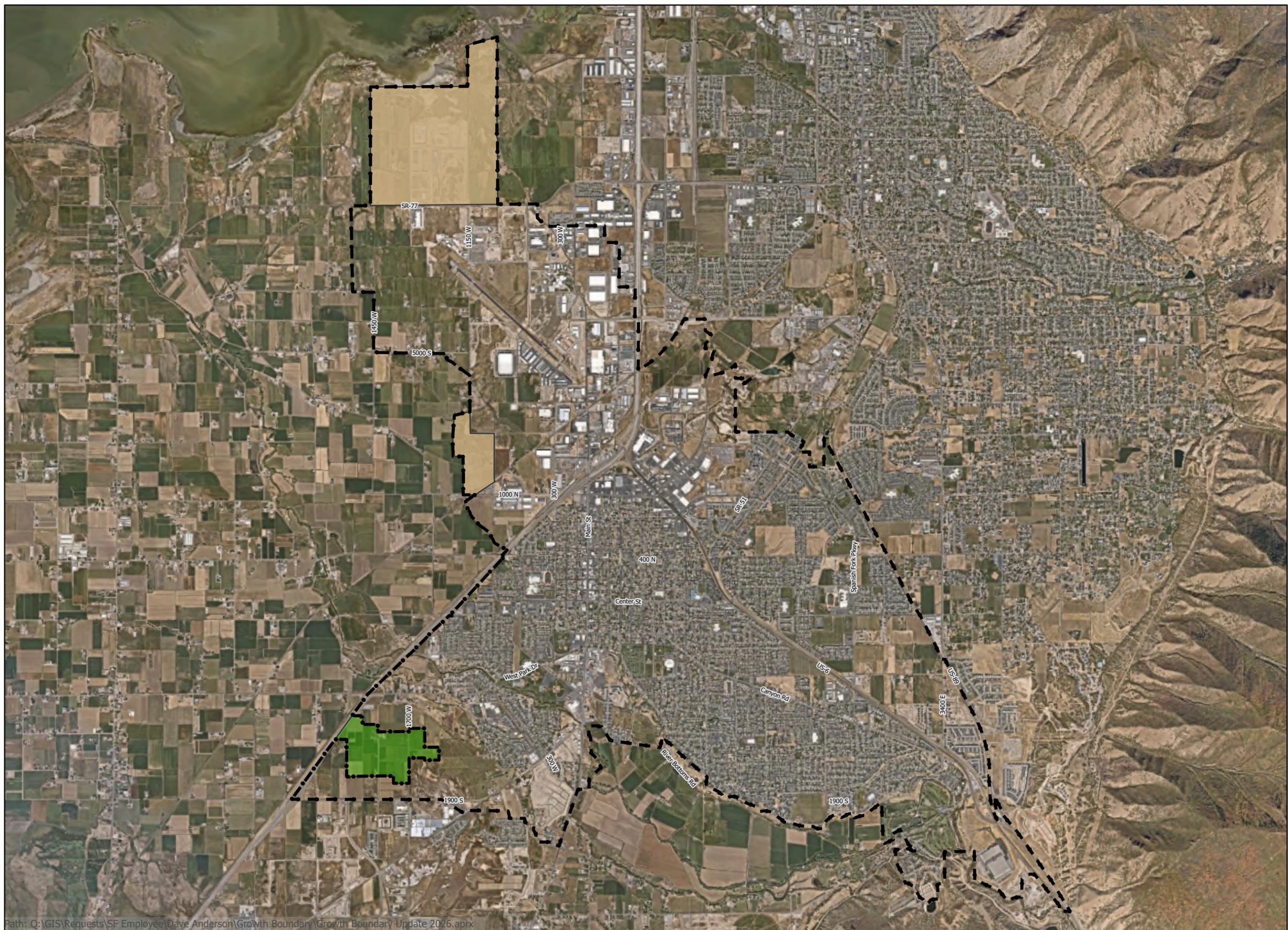
-  Addition
-  Removal



Print Date: 2/2/2026

Spanish Fork City GIS
40 South Main St
Spanish Fork, UT 84660
GIS Phone Numbers:
(801) 804-4571 (Administrator)
(801) 804-4570 (Intern)
(801) 804-4572 (Intern)

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ORDINANCE No. __-2026

ROLL CALL

VOTING	YES	NO	ABSENT	ABSTAIN
MIKE MENDENHALL <i>Mayor (votes only in case of tie)</i>				
STACY BECK <i>Councilmember</i>				
JESSE CARDON <i>Councilmember</i>				
SHANE MARSHALL <i>Councilmember</i>				
KEVIN OYLER <i>Councilmember</i>				
LANDON TOOKE <i>Councilmember</i>				

I MOVE this ordinance be adopted: Councilmember _____

I SECOND the foregoing motion: Councilmember _____

ORDINANCE No. __-2026

AN ORDINANCE AMENDING THE GROWTH MANAGEMENT BOUNDARY OF THE GENERAL PLAN MAP OF SPANISH FORK CITY.

WHEREAS Spanish Fork City has adopted a comprehensive general plan, which contains a growth management policy; and

WHEREAS the proposed Growth Management Boundary amendment of the General Plan has been referred to the Planning Commission for consideration in accordance with law; and

WHEREAS the Planning Commission held a public hearing on February 4, 2026, wherein public comment was received; and

WHEREAS a public hearing was held before the Spanish Fork City Council on _____, wherein public comment was received;

NOW, THEREFORE, be it ordained by the City Council of Spanish Fork City as

follows:

Section 1. The amendment to Growth Management Boundary of the Comprehensive General Plan, as shown on the attached exhibit, is hereby approved.

Section 2. This Ordinance shall not become part of the municipal code.

Section 3. This Ordinance shall become effective 20 days after passage and publication.

PASSED AND ORDERED PUBLISHED BY THE CITY COUNCIL OF SPANISH FORK, UTAH:

Mike Mendenhall, Mayor

Attest:

Tara Silver, City Recorder

Exhibit "A"

