

IN ATTENDANCE

Commissioners Present: Genevieve Baker, Ann Anderson, Hunter Huffman, Peter Pratt, and Tyler Patching

Commissioners Excused: Ralph Calder and Brett Nelson

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

City Council: Jake Smith

CALL TO ORDER

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

APPROVAL OF THE AGENDA

Commissioner Anderson moved to approve the agenda as written. Commissioner Patching seconded the motion. The vote to approve the agenda was unanimous.

APPROVAL OF THE MINUTES

January 13, 2026

Commissioner Patching moved to approve the January 13, 2026 meeting minutes. Commissioner Anderson seconded the motion. The vote to approve the meeting minutes was unanimous.

ADMINISTRATIVE SESSION

No Items

LEGISLATIVE SESSION:

- 1) Perry Sharma Capital requests an amendment to the Official Zone Map from NC Neighborhood Commercial to HC Highway Commercial for the property located at the northwest corner of Wallace Drive and 1600 South Parcel 26:047:0195.***

Carla Wiese, City Planner, presented. She provides background on the subject property, including its history and the changes in the area since 2003.

Chair Baker arrived at 7:05 p.m.

Ms. Wiese explains the benefits of the proposed rezone, including compatibility with the new zoning and the lack of concerns from the Development Review Committee. They look at zones, previous planning of roads, capital facilities, etc. Further technical review is done with the site plan and building permit applications.

Commissioner Huffman asks for clarification on the differences between neighborhood commercial and highway commercial zones. Ms. Wiese explains that neighborhood commercial zones are less intense and more neighborhood-centric, while highway commercial zones are more regional draws with higher building heights.

Commissioner Pratt asked for an example of more intense use. Ms. Wiese gave examples such as Wal-Mart, Smith's, auto dealerships, and automotive repair.

Director Yost adds that the property's development potential has changed due to the new roadway changes, making the rezone necessary.

Ms. Wiese and Director Yost discuss the differences in design guidelines and permitted uses between the two zones.

Chair Baker invited Tim Simonsen, the applicant, to speak. He thanked the Commission for hearing his item. This change makes sense because of the roadway changes. We aren't going to get a strip center because of the access. He has a plumbing store, an electrical supply store that are interested. They have a Letter of Intent from a climbing gym. The overpass has created a difficult parcel for regular development. We have had a wetlands study done and the Army Corp said it could be remediated easily.

Chair Baker opened the Public Hearing at 7:19 p.m. Seeing no speakers, Commissioner Huffman moved to close the Public Hearing. Commissioner Anderson seconded. The public hearing was closed at 7:20 p.m.

The Commissioners agreed that the rezone makes sense.

Commissioner Huffman moved to recommend approval of the amendment to the Official Zone Map from NC Neighborhood Commercial to HC Highway Commercial for the property located at the northwest corner of Wallace Drive and 1600 South Parcel 26:047:0195. Commissioner Pratt seconded. The vote to recommend approval of the legislative item to the City Council was unanimous.

2) Springville Public Works requests a recommendation on the approval of the Transportation Impact Fee Facility Plan, and Impact Fee Analysis.

Jeff Anderson, Assistant Public Works Director, presented. He explained the methodology and the proposed increases. The analysis includes the impact of new developments on roadways and the need for additional infrastructure to accommodate growth. It discusses the proposed impact fees for different land uses, including single-family homes, high schools, and churches.

Commissioner Huffman asks about the potential for additional pedestrian crossings on Main Street, and Assistant Director Anderson explains the challenges and ongoing discussions with UDOT.

Total cost per trip impact fee is \$3210.19. We assess trips with the Trip generation manual. The current impact fee is \$3,109, so we are up about \$100.

Chair Baker opened the Public Hearing at 7:38 p.m. Seeing no speakers, Commissioner Anderson moved to close the Public Hearing. Commissioner Huffman seconded. The public hearing was closed at 7:39 p.m.

Commissioner Huffman appreciated Jeff's explanation. Commissioner Anderson said thank you for all the work that goes into it.

Commissioner Huffman moved to recommend to the City Council the approval and adoption of the Transportation Impact Fee Facility Plan (IFFP) and Impact Fee Analysis (IFA) as presented. In addition, we recommend that the City Council adopt the maximum allowable impact fee as calculated in the IFA, in accordance with the requirements of the Utah Impact Fees Act. Commissioner Anderson seconded. The vote to approve the legislative item was unanimous.

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

Josh Yost, Community Development Director, presented. He reviewed the background information and changes from the last discussion. It builds on the 2002 Westfields Community Plan and overlay, which already envisioned a mixed-use community core with a transit center, surrounding housing, parks, and civic uses. He explained that House Bill 462 requires such plans to support housing affordability, environmental sustainability, and improved transportation choices, and that the plan must be adopted by the City and then considered by Mountainland Association of Governments. In response to prior commission and public feedback, staff replaced the overly detailed future land use map with a more general "bubble" diagram that still concentrates the most intense uses near the station, steps down residential intensity toward existing neighborhoods, and retains essentially the same dwelling unit, density, commercial acreage, and park acreage as before. Director Yost also highlighted new language committing the City to work with UTA to minimize impacts of any future elevated crossing at 900 South, and outlined next steps to develop implementing zoning, design guidelines, and a regulating plan following City Council adoption.

Director Yost explained that the next phase after adopting the Station Area Plan is to create implementing zoning, design guidelines (architectural standards to ensure projects reflect Springville's character), and likely a regulating plan that shows where streets and different development types will go. The regulating plan would be adopted legislatively after the code and then subdivision reviews would occur administratively, with staff checking utilities, road design, and compliance with zoning standards before approving plats and later building permits. He noted that the primary landowner, Land Reserve, is already working with a consultant on draft zoning, so if the plan is adopted, the city can move quickly into zoning work to maintain momentum and consistency with the adopted vision.

Chair Baker opened the Public Hearing at 7:57 p.m.

Bill Forbes said we have already expressed our concerns in prior public hearings and will not repeat them. Two key issues remain: First, the response to the overpass is

vague and offers no clear plan or consideration of alternatives, such as relocating 900 or the bridge away from existing homes. From our perspective, nothing has improved. Second, there has been no discussion of the water table—no studies, timelines, or engineering solutions—despite the potential impacts of additional development.

Shari Dickerson has two main concerns. First, train noise is significant where she lives near the tracks. If east-west access is provided without an overpass, the train will still need to sound its horn at crossings, which does not address the noise issue. An overpass appears to be the only solution to reduce that impact. Second, there has been no clear timeline for construction. When will building begin, what will be built first, and what should residents expect? She wanted to ask questions, but left it at those comments.

Natalie Marvin is excited for the FrontRunner station. It would have made freedom for her earlier in life and it is smart way to keep congestion low. She is not an expert of this, but she regularly commutes by bike. She sympathizes with those losing their view, but feels it is better to not have the congestion.

Jeanette Mc Leroy stated our homes do matter. We were told that our 12-15 homes don't matter compared to the city as a whole, which is deeply concerning to her. The Westfields, particularly Camelot Village, has longstanding water table issues. Homes have flooded, and some have required stabilization down to bedrock due to sinking. Over 20 homes have experienced damage, with homeowners bearing the cost and no assistance. Despite this, the City is proposing significant new development in the same area. This raises serious concerns about safety, liability, and whether future residents will be informed of known water risks, including potential sinking and unstable ground conditions during an earthquake. She asks the City to acknowledge these issues, reduce the density, and reconsider the bridge location. Ultimately, is the added revenue worth the risk to current and future residents?

Juan Guarido worked for the City for 13 years, managing the sewer and stormwater departments. He is familiar with water issues in this area. While high water tables exist, improved engineering and building practices have proven effective—his own home has had no issues. He supports this development. It places residents near major roads and utilities, improves access, and creates a more walkable, connected community. He is especially excited about the train station, which will make travel much more convenient.

Kurt Boucher thanked the City for the planning behind this project. As a long-time resident, he is excited about the opportunity to live near the station, with walkable access to transit, shopping, and dining. This type of housing allows residents like him to downsize, reduce reliance on a car, and stay in the community he loves. It also increases housing variety and makes more single-family homes available to others. This is a needed addition to Springville, and he appreciates the City moving it forward.

Teresa Valdez said her backyard is being impacted more than is being communicated. She is concerned about the S2 commercial area. She wants the city to move the street closer to DI. She wants single family homes that then build up gradually to the higher density. Consider more parks in the area. Is the Church willing to sell it to you? How do you make plans when this isn't your land. She asks for much less density next to Renaissance Way.

Jonathan Duncan lives here and works outside of the City. Having the transit would be nice for him to get to work without having to rely on a vehicle. He likes the hometown feel of Springville and a bunch of cars doesn't make a hometown feel.

Emily Bastian sympathizes with residents that are being impacted. She loves that Springville is not as congested as Spanish Fork and that is why she lives here. Having safer roads and more options for biking is another thing that brought her to Springville. She is grateful for the thoughtfulness and planning on the roads through Springville.

Joe Marvin is excited about the overpass. He didn't know about the water table issue. He is happy about the high-density housing.

Nicole Hill stated she understands why the diagram was changed. But it feels like the detail was taken out because they were upset and it might just be what it was before. She is grateful to neighbors speaking about overpass and water tables. She asked to please push it further back and add some trees and character for us to enjoy. It will help with traffic. She commutes to Salt Lake twice a week. Not every one is ready to give up a car. It is a great idea in other countries and communities, but not here. Our buildings aren't the new ones and those are our concern.

Shari Dickerson stood again and stated she is in the Camelot subdivision and one house away from subdivision. This will add 18 more trains. Her window faces the train tracks. Adding 18 more trains may make her move because of the noise.

Jeff Hill wants it pushed back from the backyard. He is concerned about number of traffic lights in place to go a short distance. He asked what the true impact is of this train and if it will be enough to move all the people. The water pipes and traffic are similar. He asked if they are sure this will help traffic and asked the Commissioners to think about their own commutes. He is concerned about the water table.

Commissioner Anderson moved to close the Public Hearing. Commissioner Pratt seconded. The public hearing was closed at 8:27 p.m.

Commissioner Huffman notes overlap between the transportation impact fee discussion and the Station Area Plan. Traffic impact from commercial uses is much higher than from residential. He points out that concerns about increased density near Camelot need to be seen in context. That area is already zoned highway commercial today, so under current rules, tall/intense commercial development could already be built right next to those homes.

He explains there are layers of planning. The Community Plan / Westfields overlay (from 2002) expresses intent (what types of uses and patterns are desired). Zoning comes later and sets actual rules (heights, setbacks, uses, etc.) based on that intent.

Commissioner Baker and others ask staff to show the current land use zoning map on screen, to clarify for everyone what the land is already zoned for today.

Director Yost clarifies the earlier map was the Westfields Community Plan, which is a vision-level document. The city currently has three layers in place: 1. A General Plan with a future land use map. 2. The Westfields Community Plan with more detailed concepts; and 3. Existing zoning on the ground right now.

The entire area north of Camelot up to Deseret Industries is already zoned Highway Commercial and he prepares to display that existing zoning on the screen so everyone can see what it is right now.

The Commissioners explained that the Station Area Plan does not suddenly up-zone the land north of Camelot; in fact, that area is already zoned Highway Commercial today, which would currently allow fairly tall, intensive commercial buildings right next to existing homes. The new plan is meant to organize and soften that potential by adding more residential and mixed-use areas, stepping densities down toward existing neighborhoods, and preparing proactively for the already-planned FrontRunner station so the city isn't caught off guard later.

Final details like exact building heights, street locations, parks, and parking will come later through zoning and a regulating plan. Any overpass or major infrastructure tied to FrontRunner would be built by UTA and must go through a federal environmental review (including noise, vibration, soil, and water impacts) and mitigation process. Separately, any new subdivision or larger building will have to provide professional geotechnical studies and meet strict engineering requirements, so construction is safe and does not damage neighboring homes. Nearby residential areas, including directly north of Camelot, are expected to be limited to townhomes, twin homes, and small two- to three-story buildings, which are housing types already allowed under existing Westfields rules.

The overpass at 900 South would be part of UTA's FrontRunner project, not a city project, and would be designed and reviewed through UTA's federal environmental process. The city can give input and will push for design and landscaping that reduce neighborhood impacts, but UTA makes the final decision and a grade-separated crossing is now considered necessary if we want a connection there. As part of the FrontRunner work, crossings in this corridor will be upgraded to quiet zones, meaning trains (freight and FrontRunner) will no longer be required to blow their horns at those crossings, whether it's an overpass or an at-grade crossing.

Commissioner Huffman moved to recommend approval of the Springville Station Area Plan as presented. Commissioner Pratt seconded. Chair Baker asked for a roll call vote:

Pratt - Yes

Anderson - Yes

Huffman - Yes

Patching - No

Baker - Yes

The vote to recommend approval of the legislative item to the City Council was voted as 4 aye and 1 nay. The motion passes and will be recommended to City Council.

Director Yost reiterated the City Council date. The earliest date is March 3rd.

Chair Baker thanked the public for coming and participating. Commissioner Patching said telling your friends and getting involved is important.

With nothing further to discuss, Commissioner Patching moved to adjourn the meeting. Commissioner Pratt seconded the motion. Chair Baker adjourned the meeting at 8:53 p.m.