



**Wednesday, April 15, 2026  
Development Review Committee**

**DEVELOPMENT REVIEW COMMITTEE AGENDA**

**PUBLIC NOTICE** is hereby given that the Development Review Committee of Spanish Fork, Utah, will hold a regular meeting at the City Council Chambers at Library Hall, 80 South Main Street, Second Floor, Spanish Fork, Utah, commencing at 10:00 a.m. This meeting is not available to attend virtually.

**1. Approval of Minutes**

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A. April 1, 2026.

**2. Site Plan**

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A. PARKWAY PLAZA CONDOMINIUMS PHASE 1 AMENDED (BUILDING B). This proposal involves the development of an industrial building located at 1498 East Spanish Fork Parkway.

B. GLH INDUSTRIAL PARK LOT 2. This proposal involves the development of an industrial warehouse located at approximately 2453 North 700 West.

C. CANYON CREEK HOTEL. This proposal involves the development of a commercial hotel located at 654 East Commerce Way.

**3. Concept Review**

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A. THOMAS MULTI-FAMILY CONCEPT.

B. SPANISH FORK HERITAGE COMMUNITY CONCEPT.

C. PUBLIC WORKS BUILDING CONCEPT.

**4. Adjourn**

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End

Draft Minutes  
Spanish Fork City Development Review Committee  
80 South Main Street  
Spanish Fork, Utah  
April 1, 2026

Staff Members Present: Cory Pierce, Public Works Director; Seth Perrins, City Manager; Dave Anderson, Community Development Director; Brandon Snyder, Senior Planner; David Mann, Senior Planner; Kasey Woodard, Community Development Secretary; Ian Bunker, Associate Planner; Vaughn Pickell, City Attorney; Joshua Nielsen, Assistant City Attorney; John Little, Chief Building Official; 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; Christian Davis, Airport Manager; Jared Bartel, Information System Director.

Citizens Present: Tim Fries, David Hennefer, Daryl Smith, Nate Bullen, Andrew Parkin, Matt Durrant, Nate Reiner, Brad Mertz.

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

## MINUTES

March 25, 2026

Dave Anderson moved to approve the minutes of March 25, 2026.

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

## AMENDED SITE PLAN APPROVAL

### PATEY AVIATION TIE-DOWN PLAN

Cory Pierce opened the presentation by reviewing the previously approved Site Plan for Patey Aviation, noting that the proposal has since evolved. He introduced Brad Mertz as the applicant's representative and Airport Manager Christian Davis as a resource for

technical clarification. Mr. Pierce explained that the project initially included fuel cells and a fuel station in a specific location, but as the design progressed, modifications were made, resulting in an updated tie-down configuration. He highlighted that the revised layout makes more efficient use of the space and increases capacity, proposing the addition of 30 tie-down spaces while maintaining appropriate FAA spacing and accommodating efficient jet traffic circulation.

Mr. Davis confirmed that the airport board has reviewed and approved the proposed modifications to the tie-downs. He added that the design was prepared by airport engineers at the request of Patey Aviation and has undergone staff review and approval.

At the request of Seth Perrins, Mr. Davis provided further clarification regarding spacing requirements. He explained that earlier designs positioned tie-downs too close to the hangar doors, limiting necessary clearance for aircraft wings and turning radii. The revised plan corrects these deficiencies and complies with FAA safety standards for the types of aircraft anticipated to use the facility. Mr. Davis confirmed that the updated proposal represents an improvement over the previously approved plan, a point with which Mr. Pierce concurred, noting it falls between the original concept of approximately 10 to 12 tie-downs and the current proposal.

Mr. Perrins concluded by emphasizing that the action under consideration is the approval of the Site Plan only. While he supported moving forward, he noted that outstanding questions remain regarding operational details, including tie-down configurations and their relationship to overall airport functionality. He stressed that these matters should continue to be addressed, while recognizing that Site Plan approval is an important and appropriate step to ensure the project proceeds in accordance with an approved design.

Seth Perrins **moved** to approve the proposed Patey Aviation Tie-Down Site Plan Amendment based on the following finding and subject to the following conditions:

Finding:

1. That the application conforms to the City's General Plan Designation and Zoning Map.

Conditions:

1. That the applicant meets the City's Zoning requirements and Construction Standards.
2. That the applicant addresses the redline comments.

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

## SITE PLAN

### GLH INDUSTRIAL STAGING AREA

Brandon Snyder presented the request for Site Plan approval of a staging area, noting that it follows recent City Council amendments to Title 15, which distinguish between outdoor storage yards and staging areas. He explained that the GLH proposal is primarily located west of Lot 1, with limited use of the existing Lot 1 site, and includes minor site modifications along with a 7-foot black chain-link fence consistent with code requirements. Mr. Snyder emphasized that the staging area is intended to be temporary, with the tenant anticipating use for three to six years, and that future development could trigger additional improvements. He recommended approval subject to conditions, including obtaining a fence permit, adherence to the newly adopted staging area regulations limiting use to finished products, and execution of a development agreement between the occupant and the City, which has been reviewed by legal counsel.

Cory Pierce asked the City Attorney to clarify the scope of the proposed agreement, particularly regarding access and circulation. He expressed concern about potential public disruption from repeated infrastructure work and asked whether a temporary road along the southern portion of the site could be implemented to improve traffic flow during future phases. While supportive of the planned improvements, he stressed the importance of maintaining access and minimizing extended impacts to nearby residents.

Mr. Pickell responded that the agreement is structured to delay road construction for certain parcels. He clarified that once development occurs on the identified parcels—especially those near the storage area or adjacent to the road west of the building—the construction of that section of the road would be required.

The discussion concluded with Mr. Pierce noting that this clarification addressed his concerns. He reiterated his interest in ensuring safe and efficient traffic movement, recalling previous difficulties during winter conditions, and expressed a desire for solutions that prevent vehicles from having to navigate the area incorrectly.

Seth Perrins **moved** to approve the proposed GLH Industrial Staging Area Site Plan based on the following finding and subject to the following conditions:

Finding:

1. That the proposal conforms to the City's General Plan Designation and Zoning Map.

Conditions:

1. That the Applicant meets the City's development and construction standards, zoning requirements and other applicable City ordinances.
2. That any remaining redlines are addressed.
3. That the Applicant obtains a fence permit prior to fence installation.
4. That the staging area be used for the storage, organization, loading and shipping of finished products and finished components only.
5. That the Applicant and City enter into an agreement to address 2140 North Street, including but not limited to: public improvements, easements, landscaping, and any other development obligations.

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

### MINOR PLAT AMENDMENT

#### MAPLE MOUNTAIN PLAT N PHASE 2 AMENDMENT

Brandon Snyder explained that the proposal involves a minor realignment of 320 North to correct an offset with the adjacent Mellor subdivision to the east, which has already been completed. The adjustment shifts a section of the road approximately 12 feet to align with the neighboring subdivision, resulting in slight increases in size for three lots and slight decreases for three others. He recommended approval based on the findings and conditions, noting that the primary requirement is adherence to the updated civil plans, including compliance with the previously approved 400 North landscaping plan for the final plat.

Josh Wagstaff from the engineering department noted that the remaining concern during construction is ensuring at least 10 feet of separation between the sewer and water lines. He cautioned that the spacing may become tight near the Mellor subdivision, and if necessary, some lines may need to be relocated. Overall, he indicated that the plans currently appear acceptable, but this is something to monitor closely during construction.

The discussion concluded with staff reviewing the lot depth of Lot 41 and where utilities are at in the development process.

Jered Johnson **moved** to approve the proposed Maple Mountain Plat N Phase 2 Minor Plat Amendment based on the following findings and subject to the following conditions:

Findings:

1. That the proposal conforms to the City's General Plan Land Use Designation and Zoning Map.
2. That the proposal is consistent with the Preliminary Plat.

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 all red-line review comments.
3. That the Applicant follows the 400 North landscaping plans as previously approved with the Final Plat

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

## ZONE CHANGE

### STATION 61 - ARGYLE SUBSTATION ZONE CHANGE

David Mann explained that this item is relatively straightforward. He noted that during the Site Plan review, it was observed that a few properties are currently outside the Public Facilities zone. This action would bring those properties into the zone, ensuring consistency with the overall project area.

Jake Theurer **moved** to recommend approval of the proposed Station 61 - Argyle Substation Zone Change to City Council based on the following finding:

Finding:

1. That the proposal is consistent with the City's General Plan Land Use Designation of Public Facilities.

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

## CONCEPT REVIEW

### SEVEN BREW COFFEE CONCEPT

Tim Fries of Encore Enterprises presented a conceptual proposal for a 500-square-foot drive-thru Seven Brew Coffee shop, noting that his company holds the franchise rights for Utah. He explained that the site includes six required parking spaces and acknowledged

that, while the eastern lease line is accurate, the parking configuration is still being finalized. He emphasized that this is an early concept and expressed appreciation for staff's questions and feedback.

Mr. Fries highlighted that Encore Enterprises currently operates five locations in Utah, including West Valley, Provo, and Payson, with additional sites under construction near St. George. He noted that the business model is almost entirely drive-thru, with only occasional walk-up customers. While the building does not include a walk-up window, there are a few picnic tables for employees, which some pedestrians may briefly use. His primary goal was to ensure staff and board members are comfortable with the concept so lease negotiations with the landlord can proceed. He also confirmed that cross-access approval from Target is required; verbal approval has been received, and their legal team is coordinating with Target's legal team to finalize the agreement. Additionally, he offered to provide a colored elevation entitlement package if more detailed information is needed.

Cory Pierce inquired about the employee parking depicted on the Site Plan. Mr. Fries clarified that the parking is intended for employees. Based on the standard of one space per 100 square feet, six spaces are required, though only four are currently shown. He explained that the plan is to eliminate the space currently designated for handicap parking and reconfigure the spaces to the east at an angle to achieve the required six spaces. If a traffic review prohibits this approach, the alternative would be to use the aisle between the cooler and the drive-thru entrance, though he emphasized this is not ideal and would only be used temporarily at the start or end of shifts. The preferred approach is to utilize the eastern parking area as planned.

Staff discussed the existing parking area and recent modifications to the Arby's parking configuration. Josh Wagstaff raised a question regarding the distance behind the angled parking stalls, noting that the current city requirement is 26 feet. Mr. Fries confirmed that the current plan provides 18 feet but acknowledged the need to revise the layout to meet city standards.

When asked about land ownership, Mr. Fries stated that Encore Enterprises would be leasing the property, with leases typically ranging from five to seven years, and expressed an intention for long-term occupancy. The discussion concluded with staff reviewing available utilities and noting that accommodating the building size and power requirements would be relatively straightforward.

#### 7th NORTH BUILDING CONCEPT

Dave Anderson noted that the concept does not include any major changes requiring review by the DRC and suggested that discussion would be more appropriate with the

Planning Commission. While there are no technical changes at this stage, he explained that implementing the proposal would require significant amendments to Title 15. He wished for the Commissioners to provide their feedback and input on the concept. He notes that he notified the applicant to join staff later in the evening for the Planning Commission meeting.

## U-HAUL SELF STORAGE CONCEPT

Nate Bullen of the Colmena Group presented a concept plan for a nine-acre I1-zoned parcel at Spanish Springs, proposing a U-Haul facility on half of the site. He noted that while the use is permitted under I1, it falls within the Self-Storage Overlay and may be subject to specific conditions. The concept also included the potential rezoning of the remaining half to C2 for commercial retail; however, early feedback indicated that larger retail uses could be challenging due to limited access from the nearby interchange, making the area better suited for local retail. Mr. Bullen sought feedback from staff and the Council on the proposed U-Haul use.

Brandon Snyder asked for clarification regarding the components of the proposed facility. Mr. Bullen explained that the southern “pink” building would store portable U-Haul containers for pickup and delivery, the eastern “greenish” building would be a three-story, climate-controlled self-storage facility with a small office and retail sales of boxes and packing supplies, and the area north of the pink building would serve as the truck rental location. He provided visuals and building elevations and noted that U-Haul is willing to design the buildings to meet local city standards.

Mr. Snyder confirmed that the self-storage component would not include traditional drive-up units, which Mr. Bullen affirmed. He reiterated that the larger building would be a multi-level, climate-controlled facility with no drive-up, roll-up units. He invited feedback on the proposed U-Haul use and potential options for the remainder of the site, including a possible C2 designation, while noting they were not fully committed to that change.

Dave Anderson expressed concern that the proposal may not gain Council support if the use is not deemed appropriate for this location. He acknowledged the developer’s desire to capture traffic from the future interchange but noted potential conflicts with existing code and the proximity of storage units to I-15.

Mr. Snyder highlighted that the use may not align with the current intent of the Self-Storage Overlay, which emphasizes storage warehouses and RV storage, and asked for input from Mr. Anderson and Mr. Pickell. Mr. Anderson disagreed, stating that the proposed U-Haul facility could fit within the scope of the Self-Storage Overlay but emphasized that policy direction from the Council would be necessary. He noted that

certain findings or conditions may conflict with code language, and the proposal would likely require both a text amendment and a map amendment, which could be further discussed with the Planning Commission and City Council.

Seth Perrins sought clarification on whether Mr. Anderson felt the use itself fit the Overlay or if it was primarily a matter of Council approval. Mr. Anderson clarified that the use could not currently meet all findings and conditions due to proximity restrictions—Spanish Fork City code prohibits storage yards within 1,000 feet of I-15—but acknowledged that a Council-supported text amendment could address this limitation.

Mr. Snyder asked whether the developer would seek to subdivide the parcels if separate zoning designations were required. Mr. Bullen confirmed that they would pursue separate zoning for each use.

The discussion concluded with staff reviewing potential uses for the site, the likely stance of the Council, and the development application process. Staff emphasized the importance of aligning future proposals with both code requirements and Council policy direction.

Dave Anderson moved to adjourn the meeting at 10:55 a.m.

Adopted:

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Kasey Woodard  
Community Development Division  
Secretary



Parkway Plaza Condominiums Phase 1  
Building B  
Site Plan  
1498 East Spanish Fork Parkway  
1.89 acres  
C-2 Zone  
Mixed Use General Plan Designation



**PROPOSAL**

The Applicant applied for Site Plan approval to construct a commercial office building on the subject property. Offices are listed as a permitted use in the C-2 Zone. The site will have two driveways connecting to 1550 East and one internal driveway to the south that connects to the Ridgeline Parkway development.

The proposed building meets the required setbacks in the C-2 Zone. The building height is shown on the elevations to be approximately 28 feet with a parapet wall extending between two and six feet from the roof. The plans show 58 parking stalls on-site, which is below the minimum requirement for office uses. A shared parking agreement between the Parkway Plaza and Ridgeline developments addresses the four on-site parking stalls this project is short. The landscape plans show the project will meet the area and tree quantity landscaping requirements for a commercial use. Minor engineering corrections will need to be addressed prior to issuing a building permit.

**STAFF RECOMMENDATION**

That the proposed Parkway Plaza Condominiums Phase 1 Building B Site Plan be approved based on the following finding and subject to the following conditions:

**Findings**

- 1. That the proposal conforms to the City's General Plan Designation and Zoning Map.

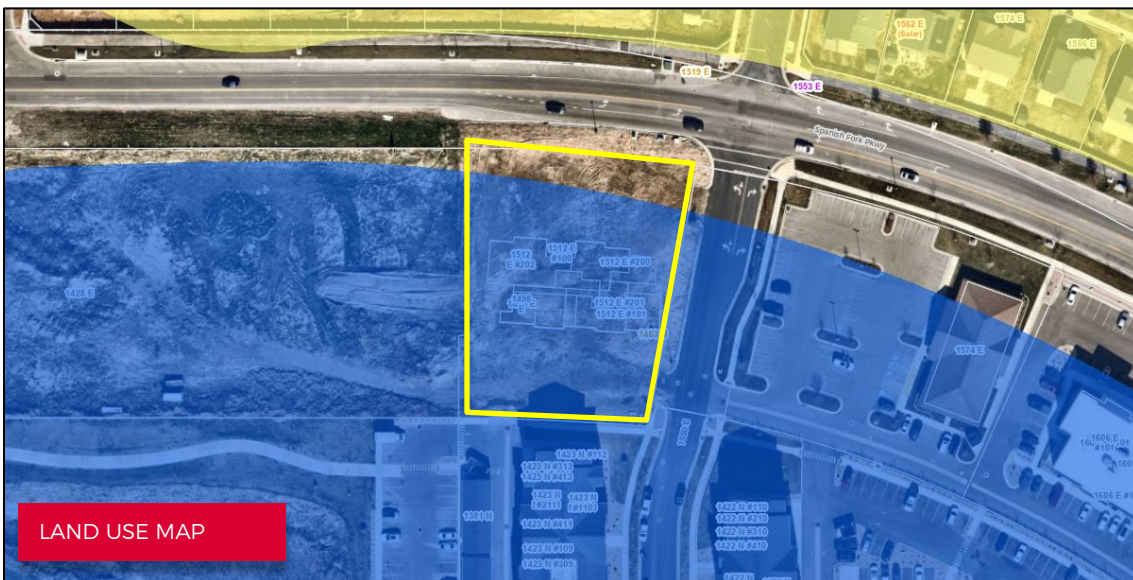
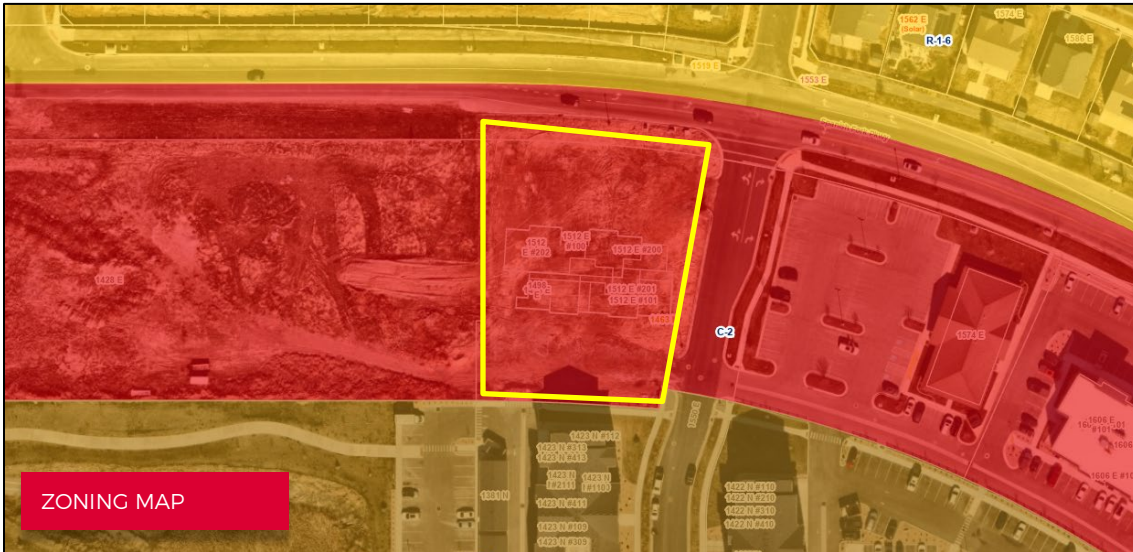
**Conditions**

- 1. That the Applicant meets the City's development and construction standards and other applicable City ordinances.
- 2. That any remaining redlines are addressed prior to a building permit being issued.

**EXHIBITS**

- 1. Area Maps
- 2. Site Plan
- 3. Landscape Plan
- 4. Building Elevations

# EXHIBIT 1



# EXHIBIT 2

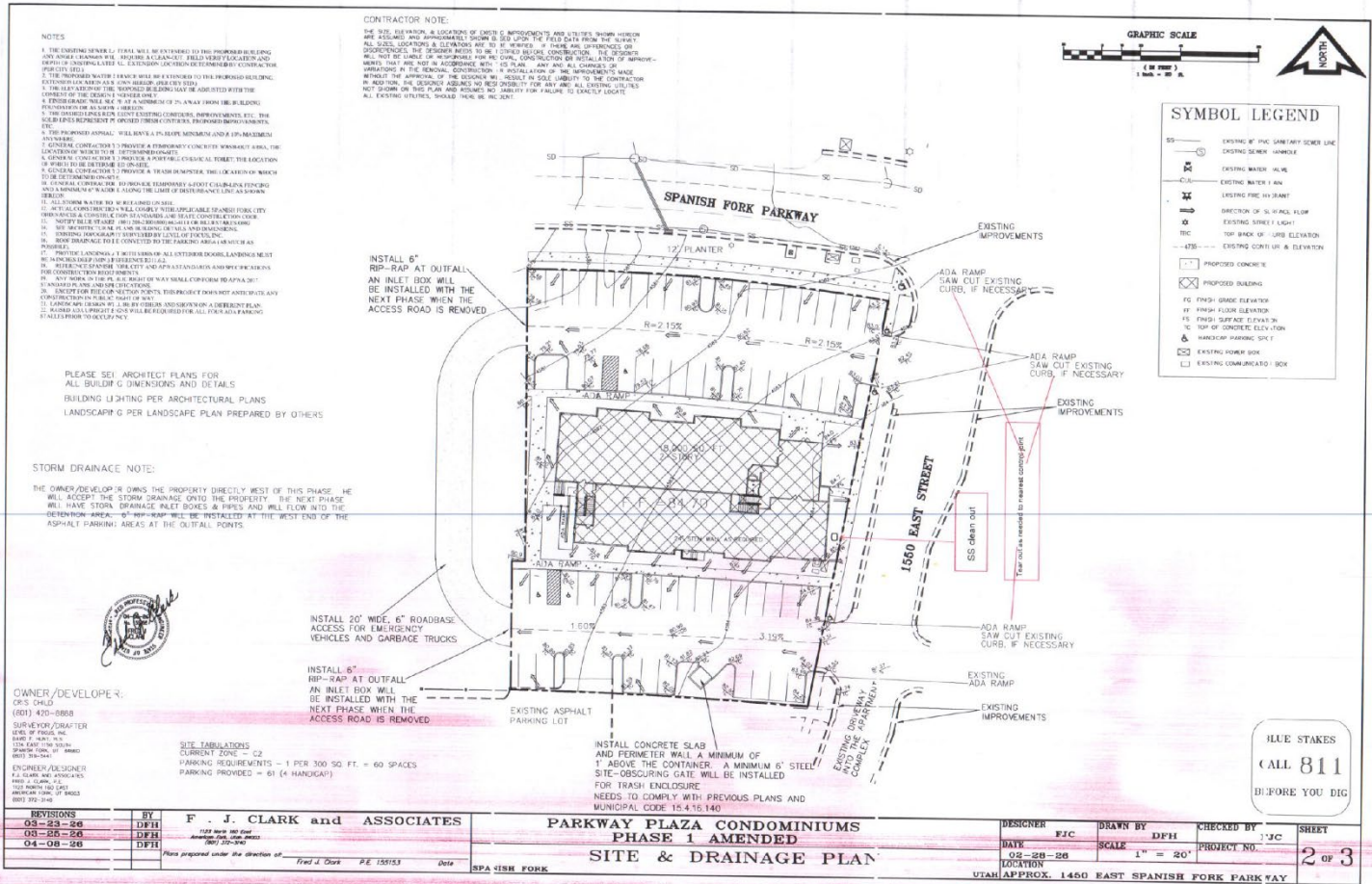
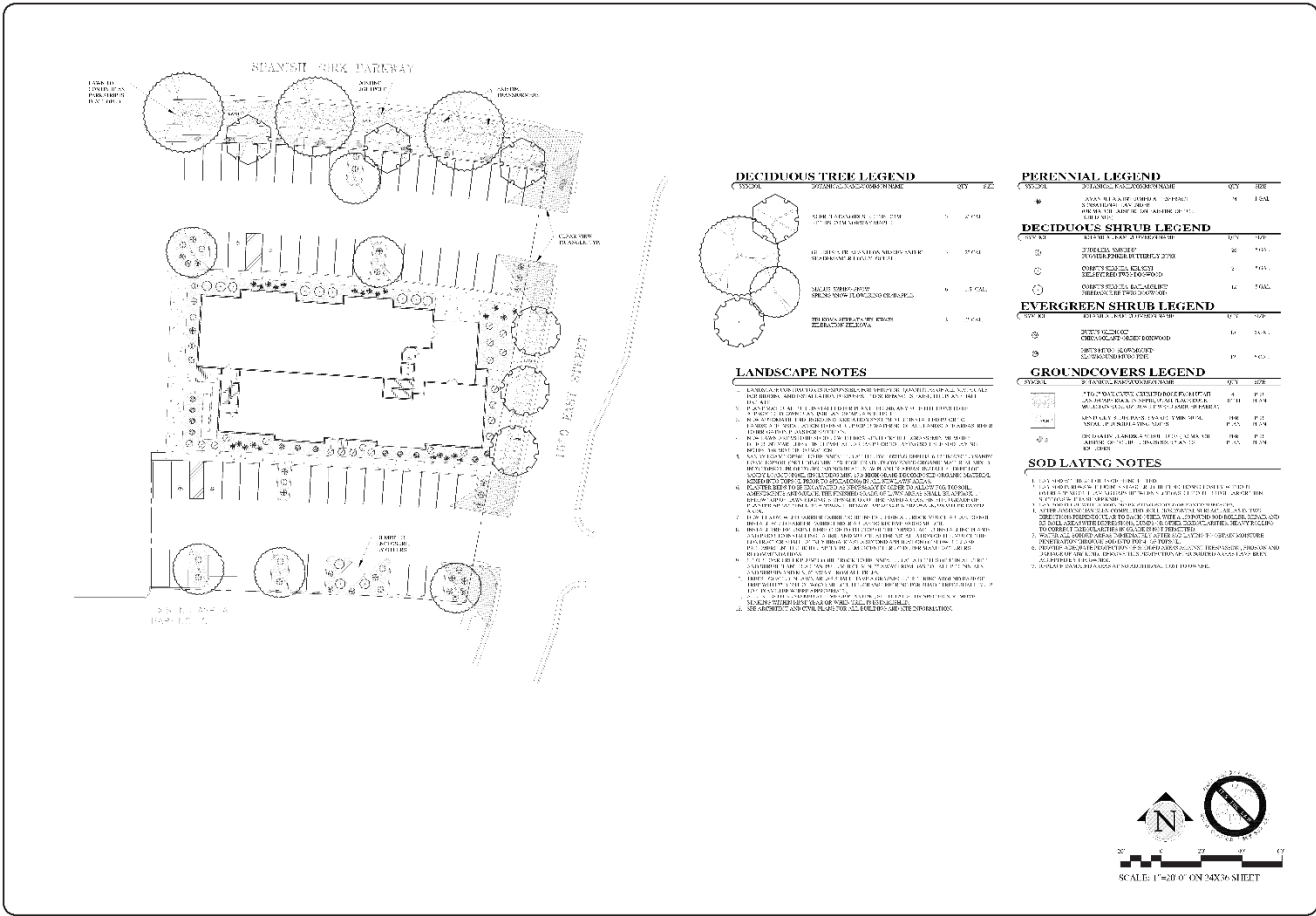


EXHIBIT 3



**DECIDUOUS TREE LEGEND**

SYMBOL	TREE SPECIES	QTY	FEET
(Symbol)	SEMI-DECIDUOUS TREE (10' TO 12' DBH)	5	20' DIA.
(Symbol)	SMALL TREE (6' TO 8' DBH)	1	10' DIA.
(Symbol)	SMALL TREE (6' TO 8' DBH)	1	10' DIA.
(Symbol)	SMALL TREE (6' TO 8' DBH)	1	10' DIA.
(Symbol)	SMALL TREE (6' TO 8' DBH)	1	10' DIA.

- LANDSCAPE NOTES**
1. LANDSCAPE SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE CITY OF SPANISH FORK, UTAH, LANDSCAPE MAINTENANCE ORDINANCE, CHAPTER 10.02, AND THE CITY OF SPANISH FORK, UTAH, LANDSCAPE MAINTENANCE ORDINANCE, CHAPTER 10.03.
  2. ALL TREES SHALL BE PLANTED AT THE END OF THE CALENDAR YEAR IN WHICH THEY ARE ORDERED.
  3. ALL TREES SHALL BE PLANTED AT THE END OF THE CALENDAR YEAR IN WHICH THEY ARE ORDERED.
  4. ALL TREES SHALL BE PLANTED AT THE END OF THE CALENDAR YEAR IN WHICH THEY ARE ORDERED.
  5. ALL TREES SHALL BE PLANTED AT THE END OF THE CALENDAR YEAR IN WHICH THEY ARE ORDERED.
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  9. ALL TREES SHALL BE PLANTED AT THE END OF THE CALENDAR YEAR IN WHICH THEY ARE ORDERED.
  10. ALL TREES SHALL BE PLANTED AT THE END OF THE CALENDAR YEAR IN WHICH THEY ARE ORDERED.

**PERENNIAL LEGEND**

SYMBOL	PERENNIAL SPECIES	QTY	FEET
(Symbol)	PERENNIAL SPECIES	4	10' DIA.

**DECIDUOUS SHRUB LEGEND**

SYMBOL	SHRUB SPECIES	QTY	FEET
(Symbol)	DECIDUOUS SHRUB	10	10' DIA.
(Symbol)	DECIDUOUS SHRUB	10	10' DIA.
(Symbol)	DECIDUOUS SHRUB	10	10' DIA.

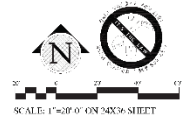
**EVERGREEN SHRUB LEGEND**

SYMBOL	SHRUB SPECIES	QTY	FEET
(Symbol)	EVERGREEN SHRUB	10	10' DIA.
(Symbol)	EVERGREEN SHRUB	10	10' DIA.
(Symbol)	EVERGREEN SHRUB	10	10' DIA.

**GROUNDCOVERS LEGEND**

SYMBOL	GROUNDCOVER SPECIES	QTY	FEET
(Symbol)	GROUNDCOVER SPECIES	10	10' DIA.
(Symbol)	GROUNDCOVER SPECIES	10	10' DIA.
(Symbol)	GROUNDCOVER SPECIES	10	10' DIA.

- SOD LAYING NOTES**
1. SOD SHALL BE LAYED IN ACCORDANCE WITH THE CITY OF SPANISH FORK, UTAH, LANDSCAPE MAINTENANCE ORDINANCE, CHAPTER 10.02.
  2. SOD SHALL BE LAYED IN ACCORDANCE WITH THE CITY OF SPANISH FORK, UTAH, LANDSCAPE MAINTENANCE ORDINANCE, CHAPTER 10.03.
  3. SOD SHALL BE LAYED IN ACCORDANCE WITH THE CITY OF SPANISH FORK, UTAH, LANDSCAPE MAINTENANCE ORDINANCE, CHAPTER 10.04.
  4. SOD SHALL BE LAYED IN ACCORDANCE WITH THE CITY OF SPANISH FORK, UTAH, LANDSCAPE MAINTENANCE ORDINANCE, CHAPTER 10.05.
  5. SOD SHALL BE LAYED IN ACCORDANCE WITH THE CITY OF SPANISH FORK, UTAH, LANDSCAPE MAINTENANCE ORDINANCE, CHAPTER 10.06.
  6. SOD SHALL BE LAYED IN ACCORDANCE WITH THE CITY OF SPANISH FORK, UTAH, LANDSCAPE MAINTENANCE ORDINANCE, CHAPTER 10.07.
  7. SOD SHALL BE LAYED IN ACCORDANCE WITH THE CITY OF SPANISH FORK, UTAH, LANDSCAPE MAINTENANCE ORDINANCE, CHAPTER 10.08.
  8. SOD SHALL BE LAYED IN ACCORDANCE WITH THE CITY OF SPANISH FORK, UTAH, LANDSCAPE MAINTENANCE ORDINANCE, CHAPTER 10.09.
  9. SOD SHALL BE LAYED IN ACCORDANCE WITH THE CITY OF SPANISH FORK, UTAH, LANDSCAPE MAINTENANCE ORDINANCE, CHAPTER 10.10.
  10. SOD SHALL BE LAYED IN ACCORDANCE WITH THE CITY OF SPANISH FORK, UTAH, LANDSCAPE MAINTENANCE ORDINANCE, CHAPTER 10.11.



**In Site**  
DESIGN GROUP

PARKWAY PLAZA CONDOS  
150 EAST SPANISH FORK PARKWAY  
SPANISH FORK, UTAH

LANDSCAPE PLAN

SHEET 11  
OF 11

LS101

# EXHIBIT 4



PERSPECTIVE



PERSPECTIVE



GLH Industrial Park Lot 2  
Site Plan  
2453 North 700 West  
5.23 acres  
I-1 Zone  
Industrial  
General Plan Designation



## PROPOSAL

The Applicant proposes to develop an industrial warehouse located at approximately 2453 North 700 West. No outdoor storage or staging areas are proposed.

The Development Review Committee previously approved the site plan October 11, 2023. Those approvals have since expired.

Some of the key issues to consider are: improvements, utilities and access.

## STAFF RECOMMENDATION

That the proposed GLH Industrial Park Lot 2 Site Plan be approved based on the following finding and subject to the following conditions:

### Finding

1. That the proposal conforms to the City's General Plan Designation and Zoning Map.

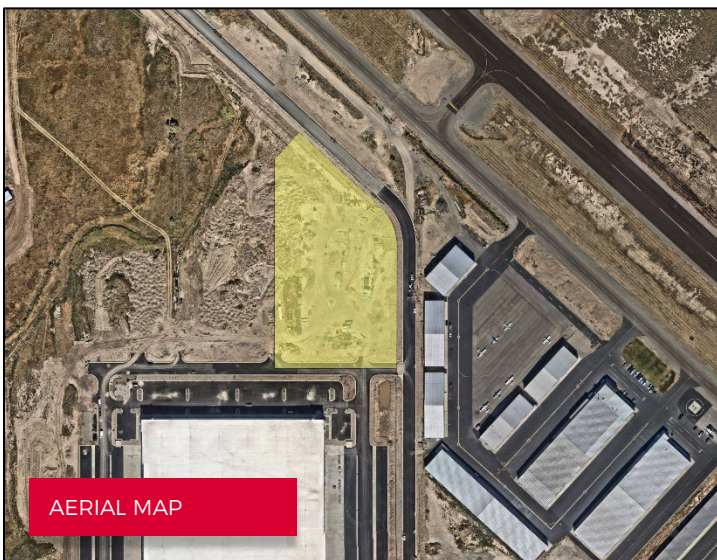
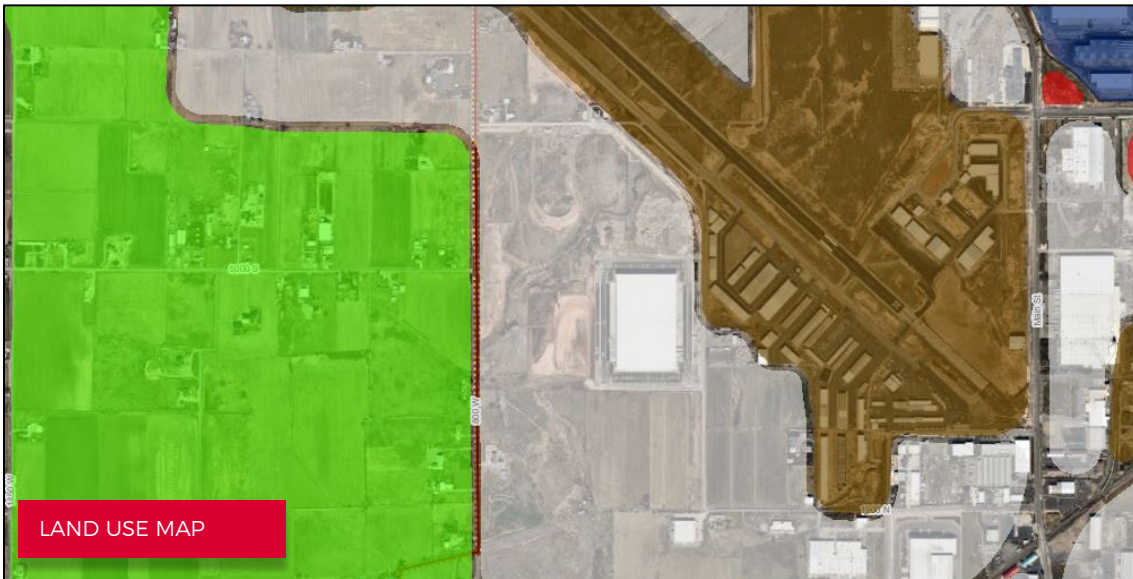
### Conditions

1. That the Applicant meets the City's development and construction standards, zoning requirements and other applicable City ordinances.
2. That any remaining redlines are addressed prior to a building permit being issued.

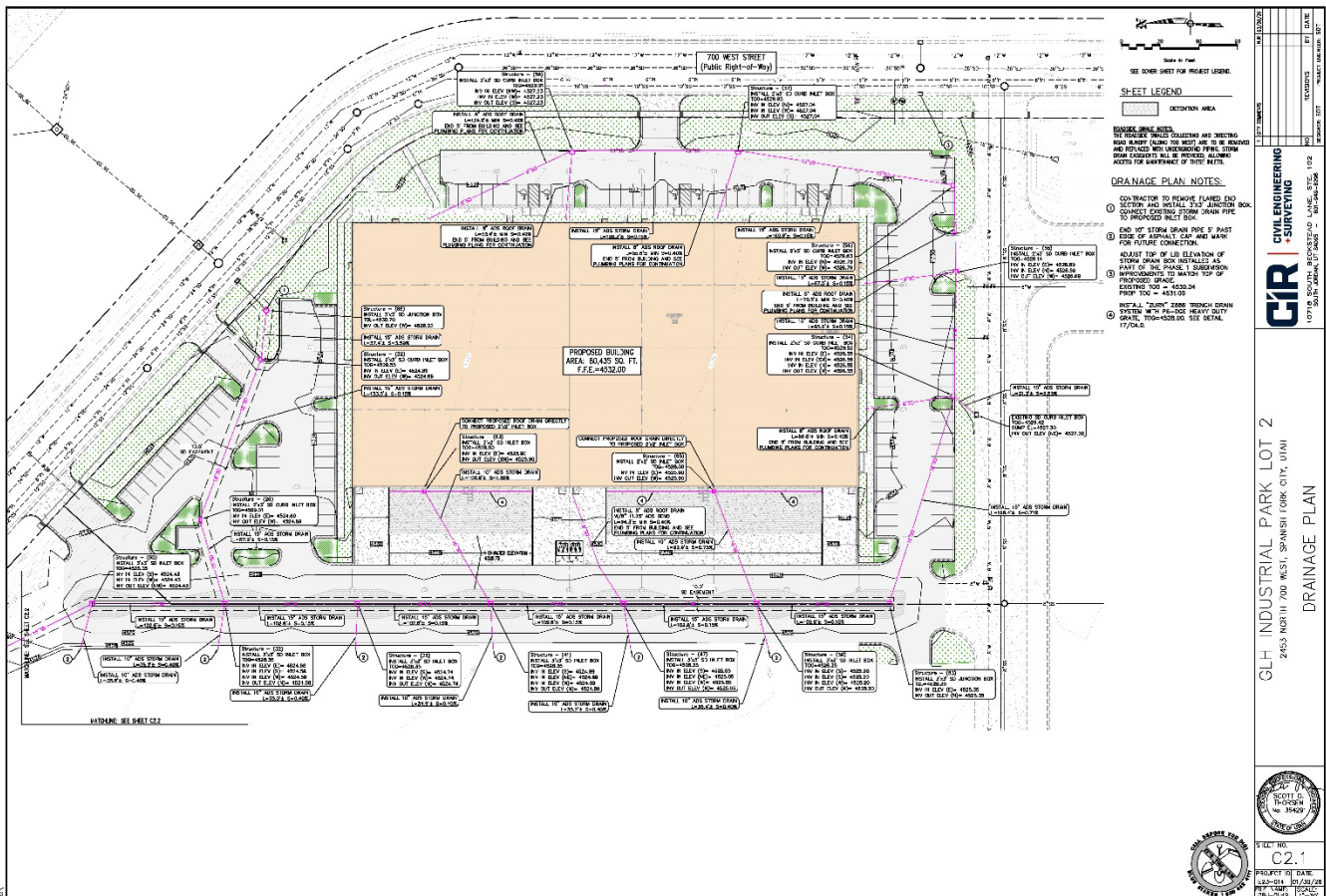
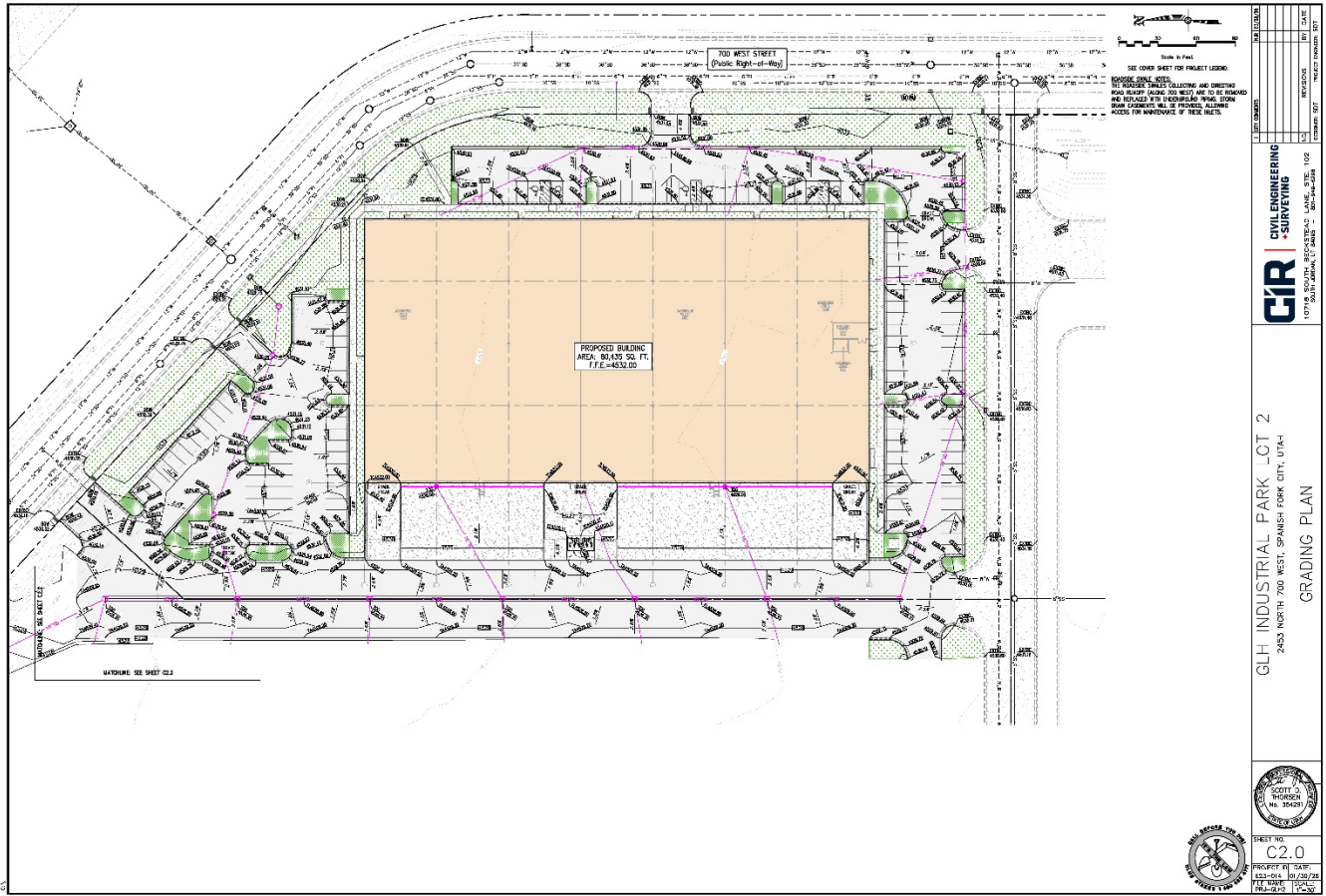
## EXHIBITS

1. Area Maps
2. Site Plan
3. Landscape Plan
4. Building Elevations
5. Plat
6. Minutes

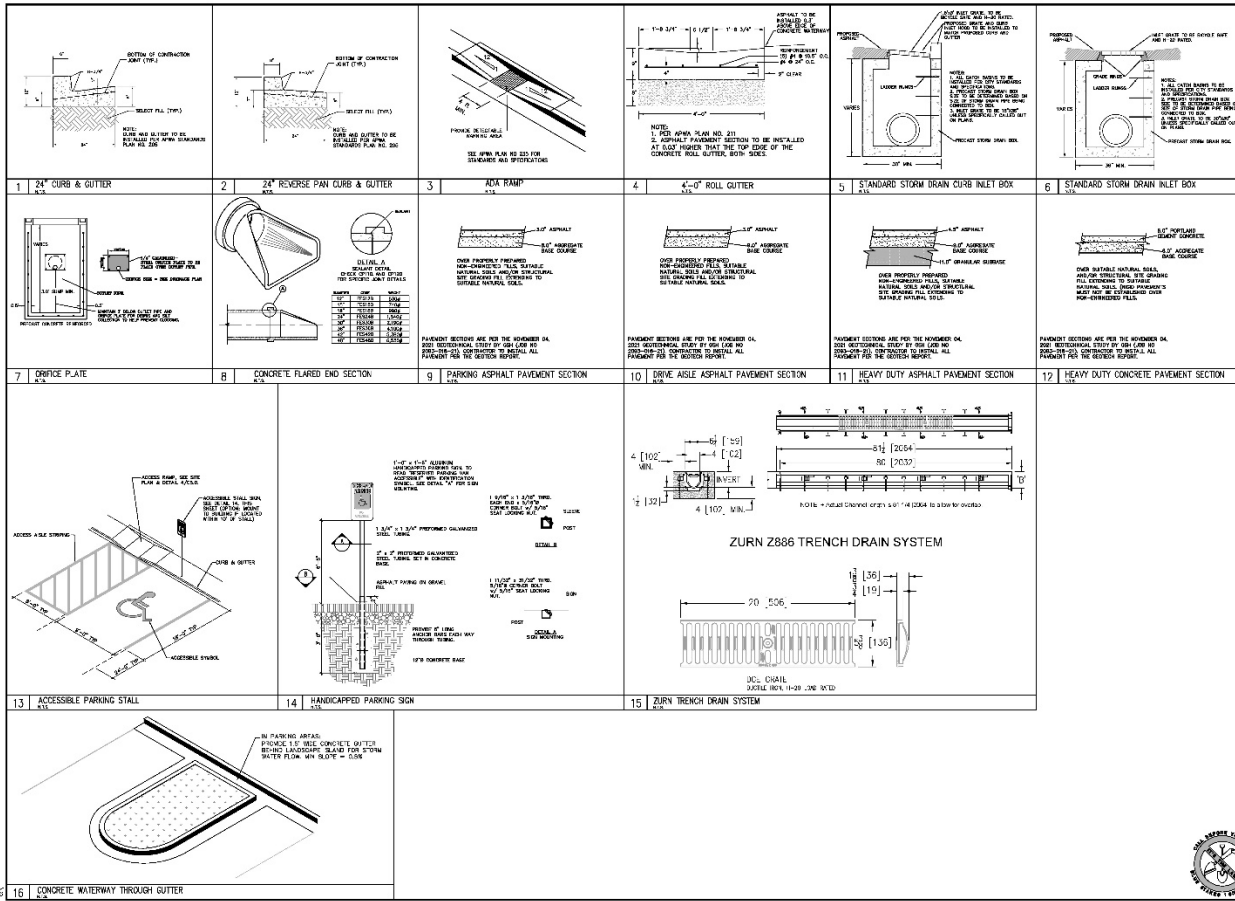
EXHIBIT 1









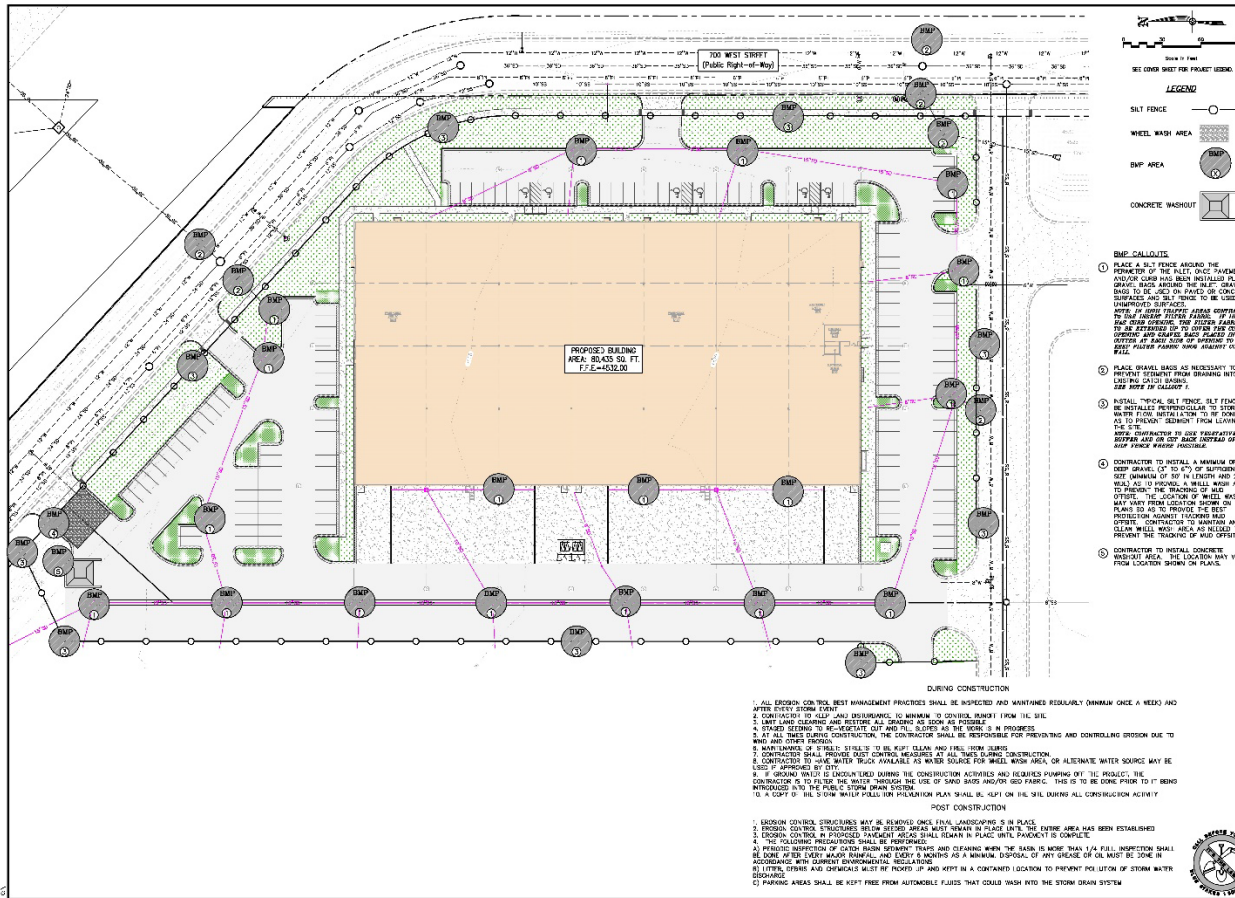


CIVIL ENGINEERING & SURVEYING  
10710 S SOUTH WINDYBROOK LANE, STE. 102  
SPANISH FORK, UT 84660  
PHONE: 801-467-4444  
WWW.CIVILCIR.COM

PROJECT NO. C4.0  
PROJECT DATE: 10/20/23  
PROJECT LOCATION: 2433 NORTH 205 WEST, SPANISH FORK, UT, USA

SCALE: AS SHOWN  
DATE: 10/20/23  
DRAWN BY: JACOB  
CHECKED BY: JACOB

GLH INDUSTRIAL PARK LOT 2  
2433 NORTH 205 WEST, SPANISH FORK, UT, USA  
DETAIL SHEET

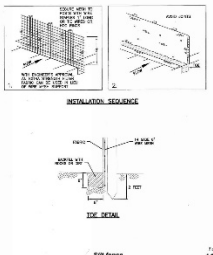
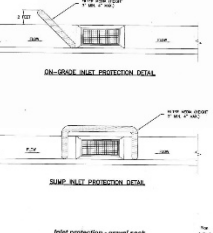
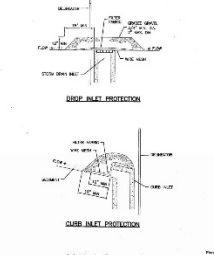
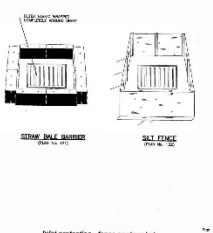
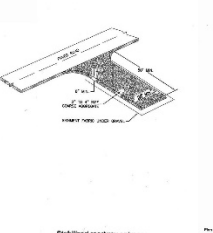


CIVIL ENGINEERING & SURVEYING  
10710 S SOUTH WINDYBROOK LANE, STE. 102  
SPANISH FORK, UT 84660  
PHONE: 801-467-4444  
WWW.CIVILCIR.COM

PROJECT NO. C5.0  
PROJECT DATE: 10/20/23  
PROJECT LOCATION: 2433 NORTH 205 WEST, SPANISH FORK, UT, USA

SCALE: AS SHOWN  
DATE: 10/20/23  
DRAWN BY: JACOB  
CHECKED BY: JACOB

GLH INDUSTRIAL PARK LOT 2  
2433 NORTH 205 WEST, SPANISH FORK, UT, USA  
EROSION CONTROL PLAN (SWPPP)

1. GENERAL 2. PRODUCTS 3. EXECUTION	1. GENERAL 2. PRODUCTS 3. EXECUTION	1. GENERAL 2. PRODUCTS 3. EXECUTION	1. GENERAL 2. PRODUCTS 3. EXECUTION	1. GENERAL 2. PRODUCTS 3. EXECUTION
<p>INSTALLATION SEQUENCE</p>  <p>1. Sill Fence</p> <p>122</p>	<p>ON-SLOPE INLET PROTECTION DETAIL</p>  <p>1. Inlet protection - gravel sack</p> <p>124</p>	<p>INLET PROTECTION - GRAVEL</p>  <p>1. Inlet protection - gravel</p> <p>124</p>	<p>INLET PROTECTION - FENCE OR STAKE BALE</p>  <p>1. Inlet protection - fence or stake bale</p> <p>124</p>	<p>Stabilized roadway entrance</p>  <p>126</p>

**CIVIL ENGINEERING + SURVEYING**  
 10718 S. SOUTH MOUNTAIN BLVD. SUITE 102  
 SPANISH FORK, UT 84660

**GHL INDUSTRIAL PARK LOT 2**  
 2065 NORTH 700 WEST, SPANISH FORK, UT, UTAH

**EROSION CONTROL DETAIL SHEET**

PROJECT NO. 2021-051

DATE 05/11/21

BY JRM/JSB

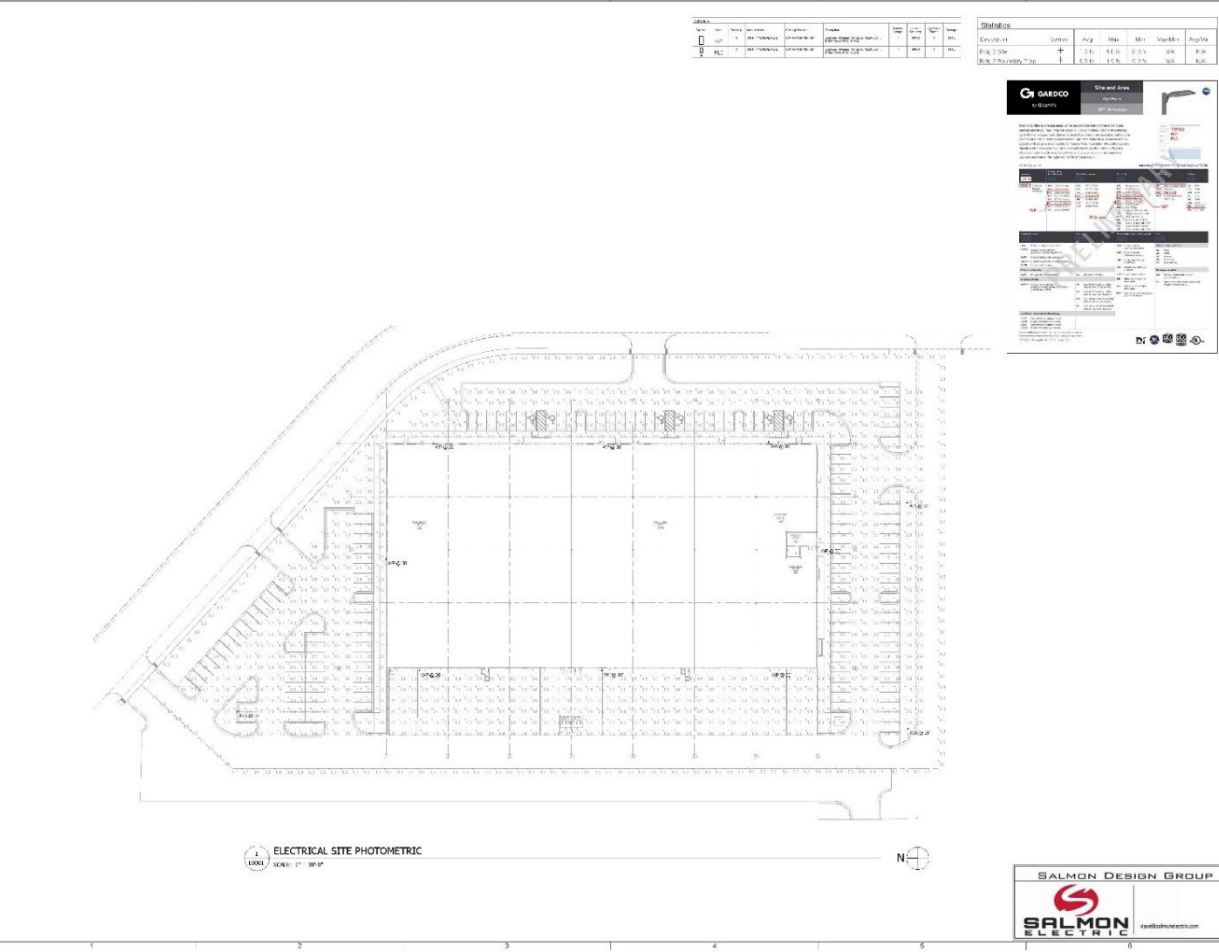
SCALE 1/8" = 1'-0"

PROJECT NO. 2021-051

DATE 05/11/21

BY JRM/JSB

SCALE 1/8" = 1'-0"



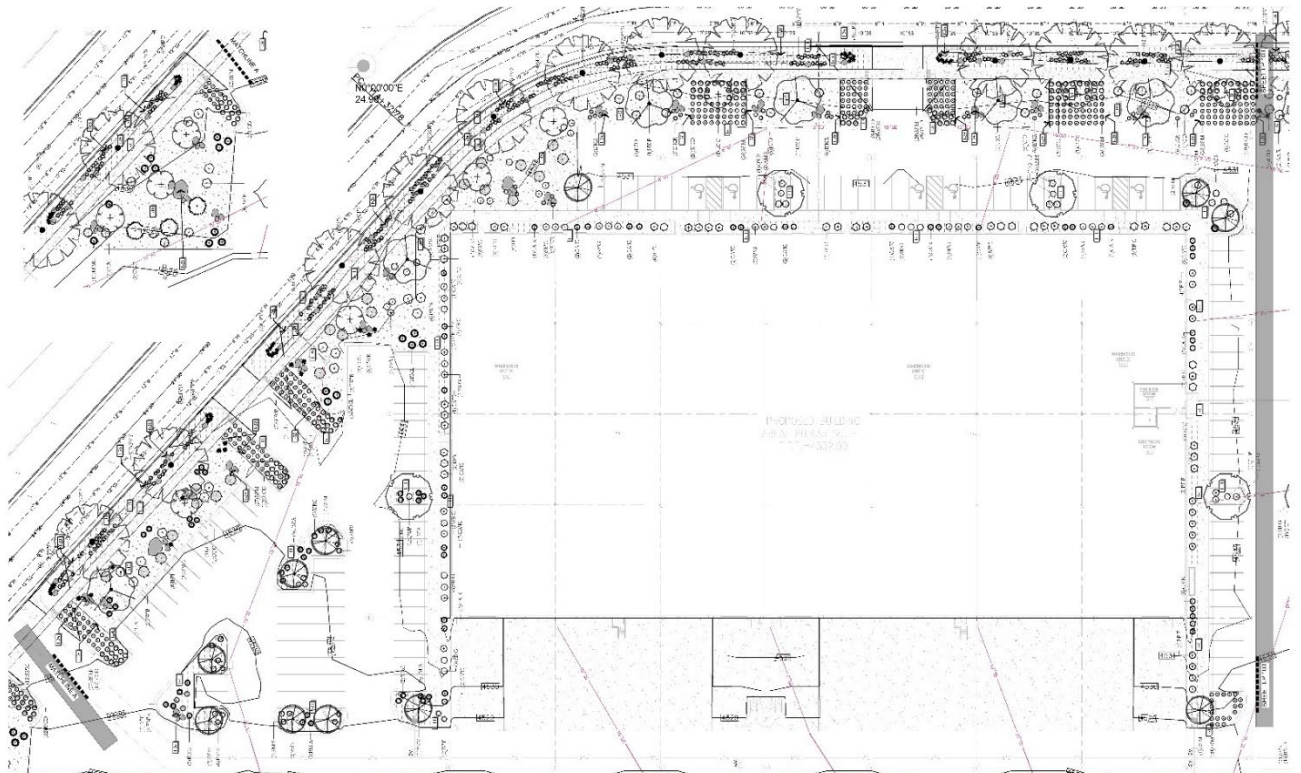
APPRAISAL	DATE	BY	REASON	STATUS	APPROVED
1	05/11/21	JRM	PROJECT START	OPEN	

**STATISTICS**  
 Elevation: 5200' ±  
 Avg. Slope: 3.3%  
 Max. Slope: 15.5%  
 Min. Slope: 0.3%  
 Avg. Rain: 14.8"

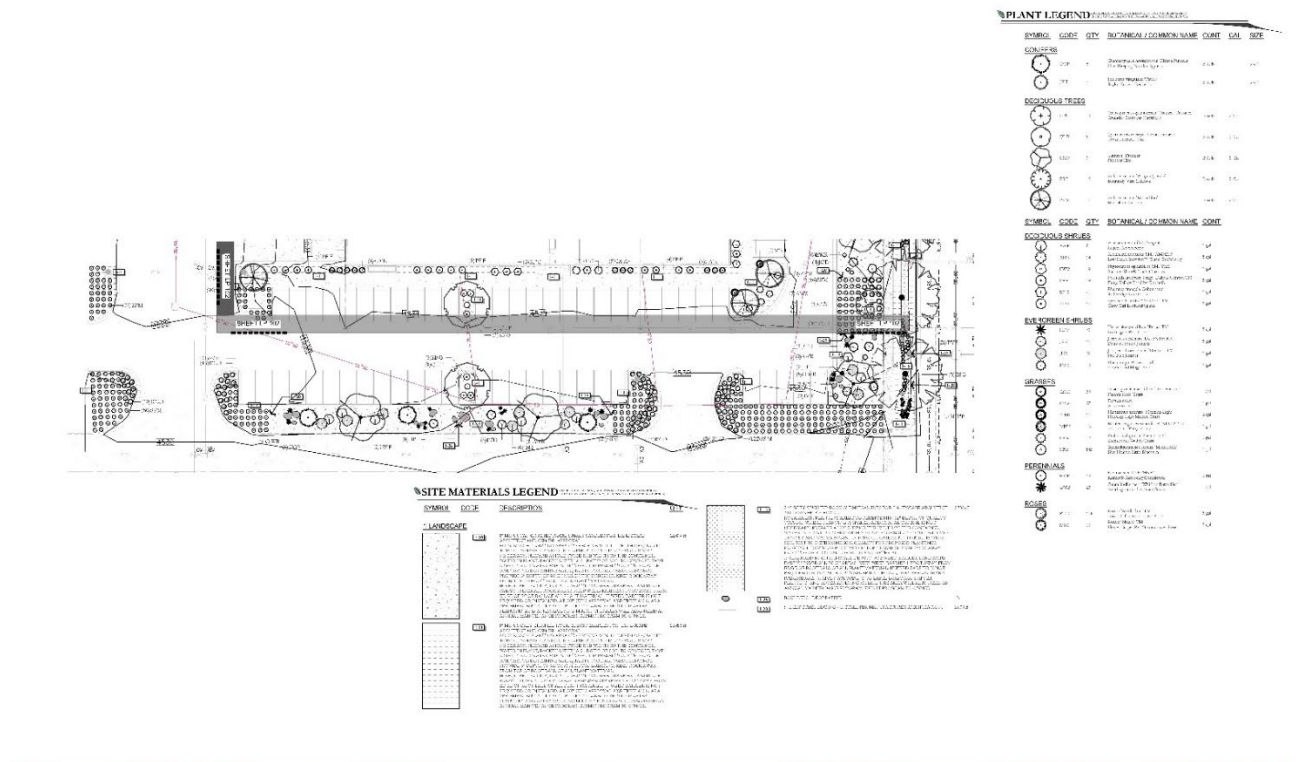


**ROCKY MOUNTAIN**  
 ELECTRICAL SITE PHOTOMETRIC  
 ES001





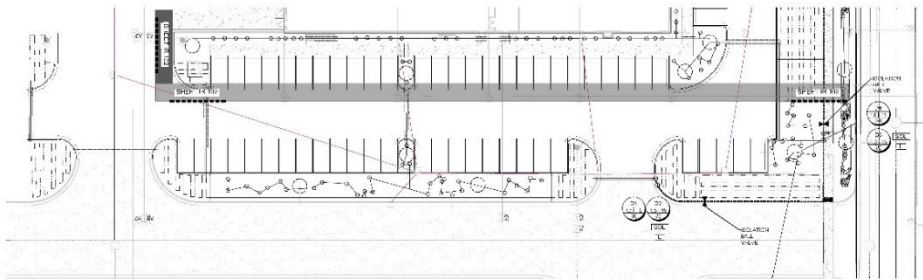
DATE: 1/6/2026	PROJECT NUMBER: UT23039	SCALE INFORMATION: 811 BLUE STAKE OF UTAH	PROJECT INFORMATION: AE LRS&A	DEVELOPER/PROPERTY OWNER: CLEAR	LANDSCAPE ARCHITECT FIRM: PKJ DESIGN GROUP	ISSUING APP: JTA
NO. REVISION	DATE	DESCRIPTION	NO. SHEET OF TOTAL SHEETS: 1 OF 1	PROJECT NAME: GLH INDUSTRIAL LOT 2	PROJECT ADDRESS: 700 WEST 2700 NORTH, SPANISH FORK, UTAH	ISSUING APP: JTA
1			GRAPHIC SCALE: 1" = 20'			ISSUING APP: JTA
2						ISSUING APP: JTA
3						ISSUING APP: JTA
4						ISSUING APP: JTA
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6						ISSUING APP: JTA
7						ISSUING APP: JTA



DATE: 1/6/2026	PROJECT NUMBER: UT23039	SCALE INFORMATION: 811 BLUE STAKE OF UTAH	PROJECT INFORMATION: AE LRS&A	DEVELOPER/PROPERTY OWNER: CLEAR	LANDSCAPE ARCHITECT FIRM: PKJ DESIGN GROUP	ISSUING APP: JTA
NO. REVISION	DATE	DESCRIPTION	NO. SHEET OF TOTAL SHEETS: 1 OF 1	PROJECT NAME: GLH INDUSTRIAL LOT 2	PROJECT ADDRESS: 700 WEST 2700 NORTH, SPANISH FORK, UTAH	ISSUING APP: JTA
1			GRAPHIC SCALE: 1" = 20'			ISSUING APP: JTA
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3						ISSUING APP: JTA
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7						ISSUING APP: JTA







### IRRIGATION LEGEND

SYMBOL	DESCRIPTION
(Symbol)	1. IRRIGATION MAIN
(Symbol)	2. ZONE MAIN
(Symbol)	3. ZONE VALVE
(Symbol)	4. ZONE FILTER
(Symbol)	5. ZONE LATERAL
(Symbol)	6. ZONE END CAP
(Symbol)	7. ZONE STOP AND WASH VALVE
(Symbol)	8. ZONE MASTER VALVE
(Symbol)	9. ZONE FLOW SENSOR
(Symbol)	10. ZONE MANUAL DRAIN
(Symbol)	11. ZONE AIR RELEASE VALVE
(Symbol)	12. ZONE PRESSURE REGULATOR
(Symbol)	13. ZONE BACKFLOW PREVENTER
(Symbol)	14. ZONE CHECK VALVE
(Symbol)	15. ZONE AIR VALVE
(Symbol)	16. ZONE AIR RELEASE VALVE
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### DRIP ZONE

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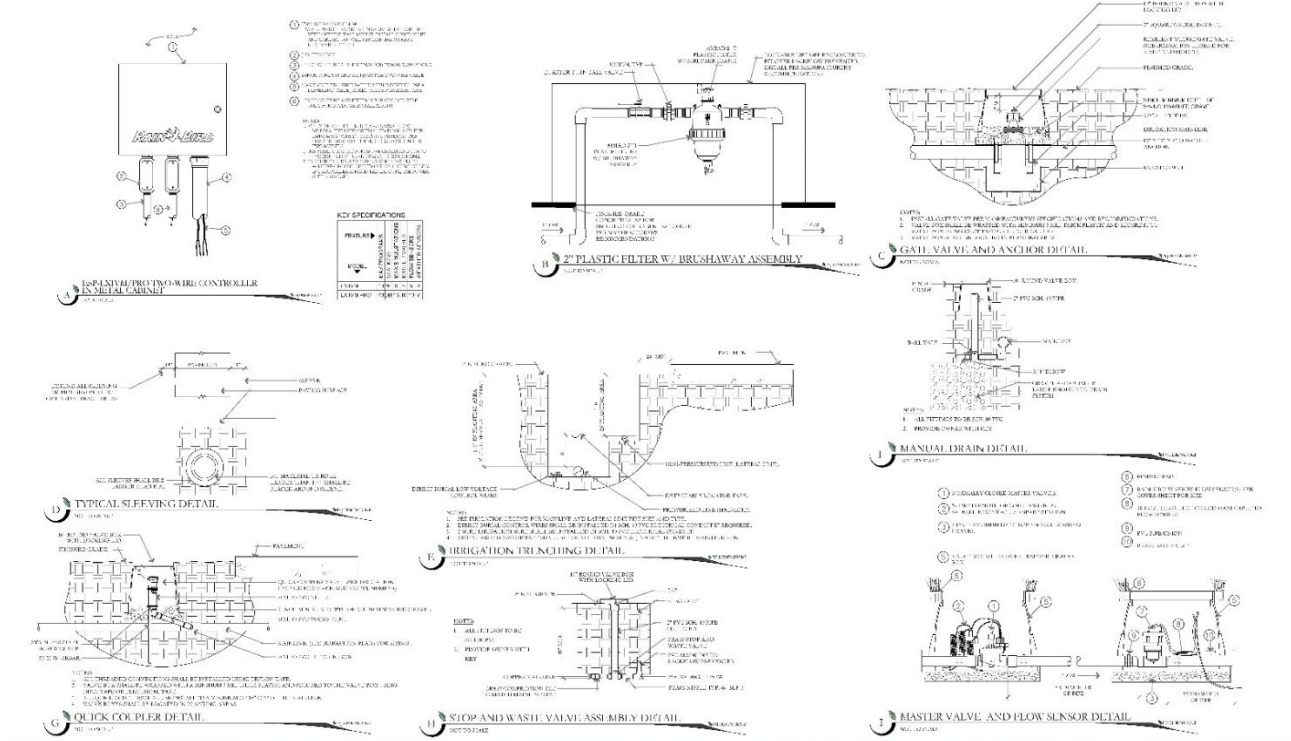
48. DRAINAGE DITCH

49. DRAINAGE DITCH

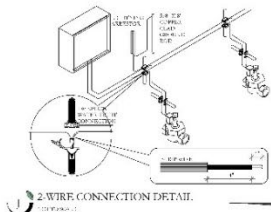
50. DRAINAGE DITCH

- ### IRRIGATION NOTES
1. ALL IRRIGATION MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE IRRIGATION MANUFACTURER'S RECOMMENDATIONS.
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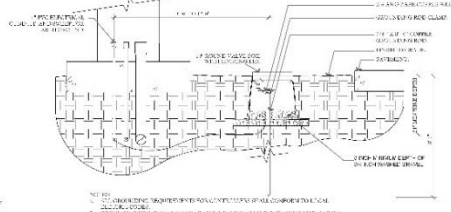
ISSUE DATE: 1/6/2026	PROJECT NUMBER: U123439	PROJECT INFORMATION: 81 BLUE STATES OF UTAH 1000-400-4111	PROJECT INFORMATION: GLH INDUSTRIAL: LOT 2 700 WHST 2700 NORTH SPANISH FORK, UTAH	DEVELOPER/PROPERTY OWNER/CLIENT: AE LDBGA NO. 9010 FEDERAL PARKWAY SOUTH JORDAN, UTAH 84095	LANDSCAPE ARCHITECT/FIRM: PKJ DESIGN GROUP 6620 S. TRULY ROAD, SUITE 100 LEHI, UTAH 84043 (801) 753-5844 www.pkjdesigngroup.com	LOCATION: IR-102	DATE: 1/6/2026	SCALE: 1/8" = 1'-0"	STATUS: IR-102
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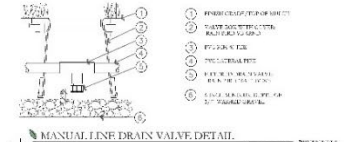
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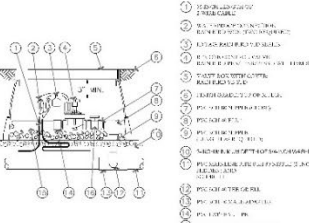
2-WIRE CONNECTION DETAIL



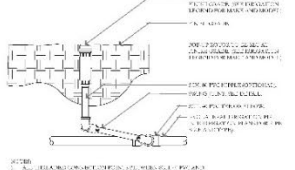
GROUNDING ROD DETAIL



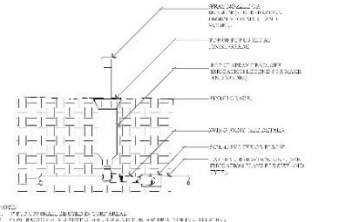
MANUAL LINE DRAIN VALVE DETAIL



ELECTRIC BUSHING CONTROL VALVE



EJECTOR HEAD DETAIL



POP UP SPRAY HEAD DETAIL

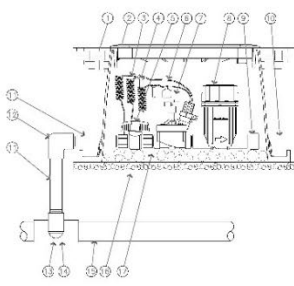
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NO. REVISION	DATE	DESCRIPTION	DESCRIPTION	DESCRIPTION	DESCRIPTION	DESCRIPTION
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### GLH INDUSTRIAL: LOT 2

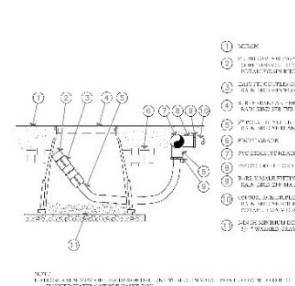
700 WEST 2700 NORTH  
SPANISH FORK, UTAH

**PKJ DESIGN GROUP**  
Landscape Architecture & Planning & Irrigation  
3400 N. TRUMBULL RD. SUITE 100  
LEHI, UTAH 84043 (801) 755-5944  
www.pkjdesigngroup.com

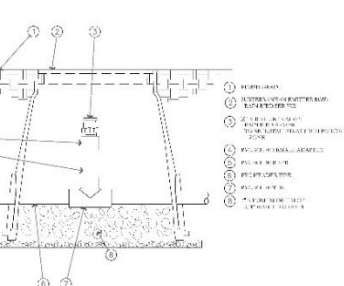
**IR-502**



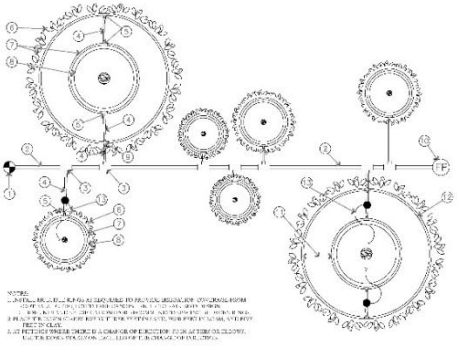
DRIP CONTROL ZONE KIT DETAIL



ON-SURFACE DRIPLINE FLUSH POINT DETAIL



AIR RELEASE VALVE DETAIL



ON-SURFACE DRIPLINE TRIM/SHRUB DETAIL

ISSUE DATE: 1/6/2026	PROJECT NUMBER: U123039	PLAN INFORMATION:	PROJECT INFORMATION:	DEVELOPER/PROPERTY OWNER/CLIENT: AE LEGEA	LANDSCAPE ARCHITECT/PLANNER: PKJ DESIGN GROUP	LICENSED ENGINEER: JTA
NO. REVISION	DATE	DESCRIPTION	DESCRIPTION	DESCRIPTION	DESCRIPTION	DESCRIPTION
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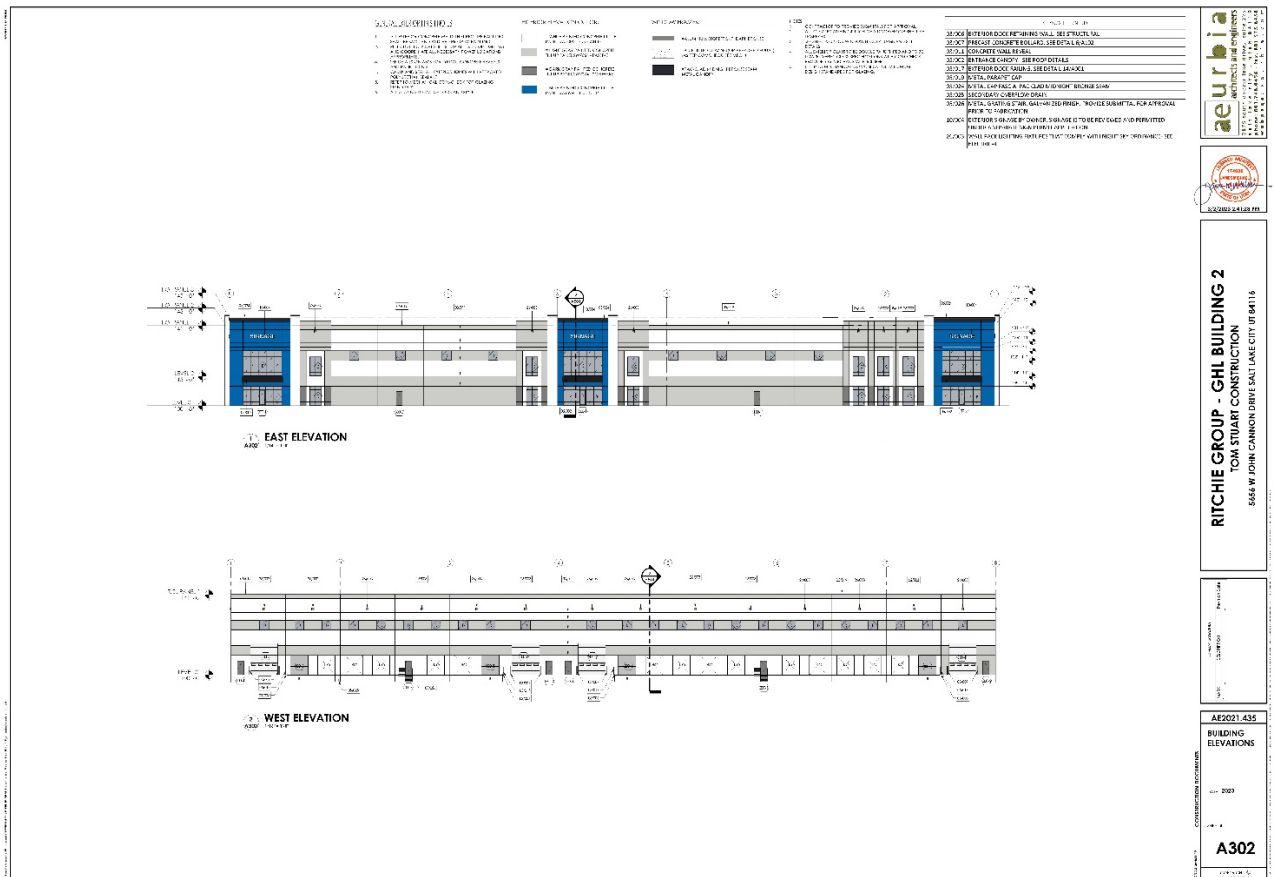
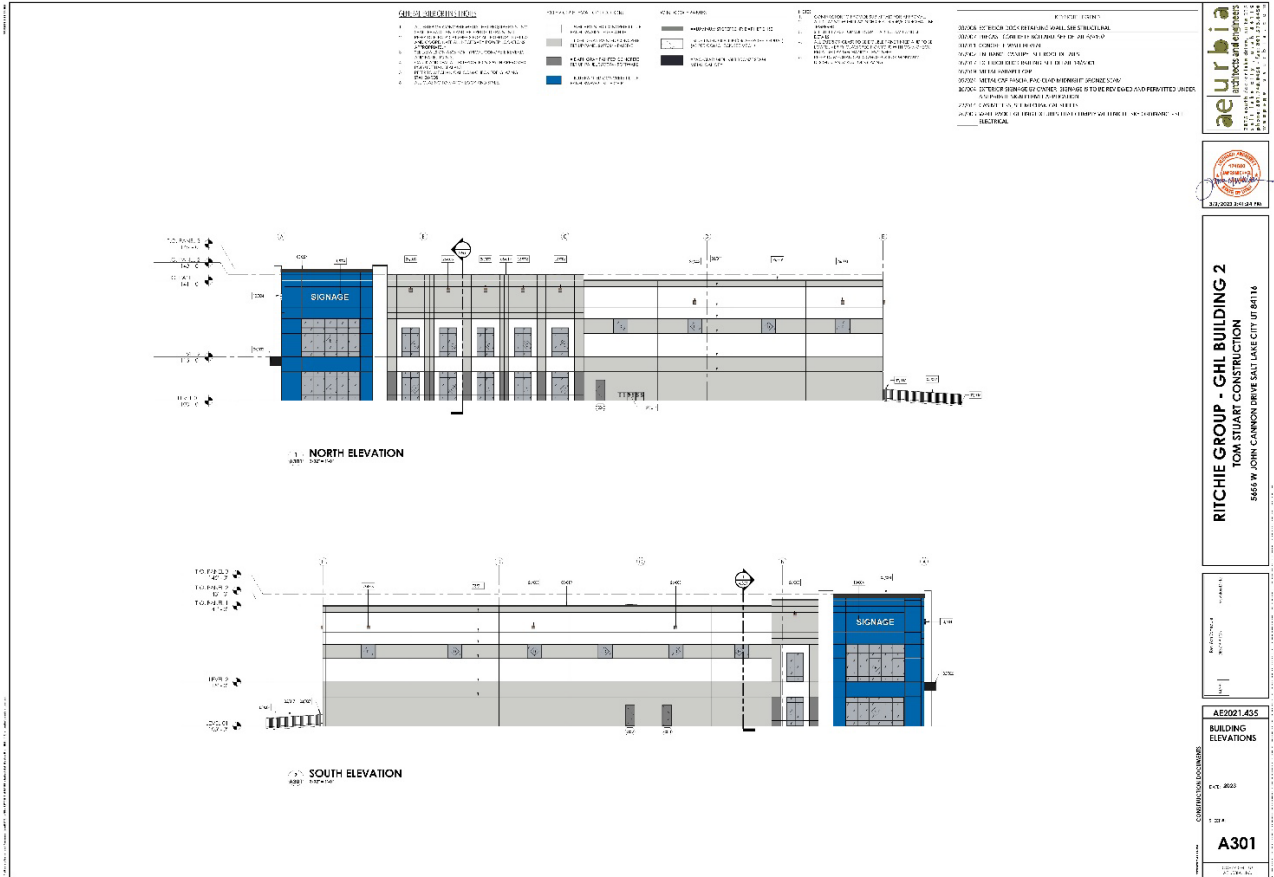
### GLH INDUSTRIAL: LOT 2

700 WEST 2700 NORTH  
SPANISH FORK, UTAH

**PKJ DESIGN GROUP**  
Landscape Architecture & Planning & Irrigation  
3400 N. TRUMBULL RD. SUITE 100  
LEHI, UTAH 84043 (801) 755-5944  
www.pkjdesigngroup.com

**IR-503**

# EXHIBIT 4



**aeurbia**  
ARCHITECTURAL ENGINEERING

33,000 SOUTH 2400 WEST  
SPANISH FORK, UT 84660  
TEL: 435.338.4444

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**RITCHIE GROUP - GHJ BUILDING 2**  
TOM STUART CONSTRUCTION  
566 W. JOHN CANNON DRIVE SALT LAKE CITY UT 84116

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AE021435  
BUILDING ELEVATIONS  
REV: 003  
1/23/18  
**A301**

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**aeurbia**  
ARCHITECTURAL ENGINEERING

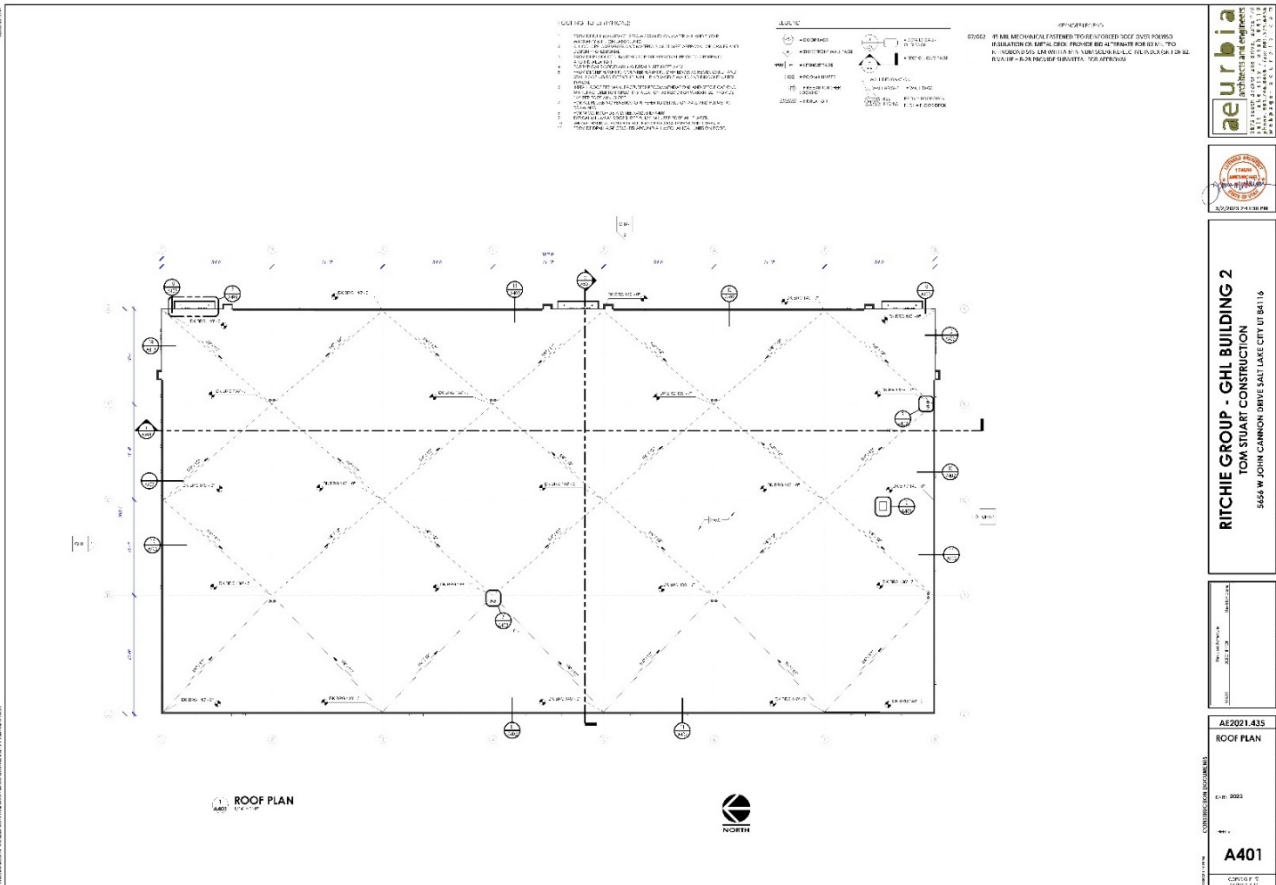
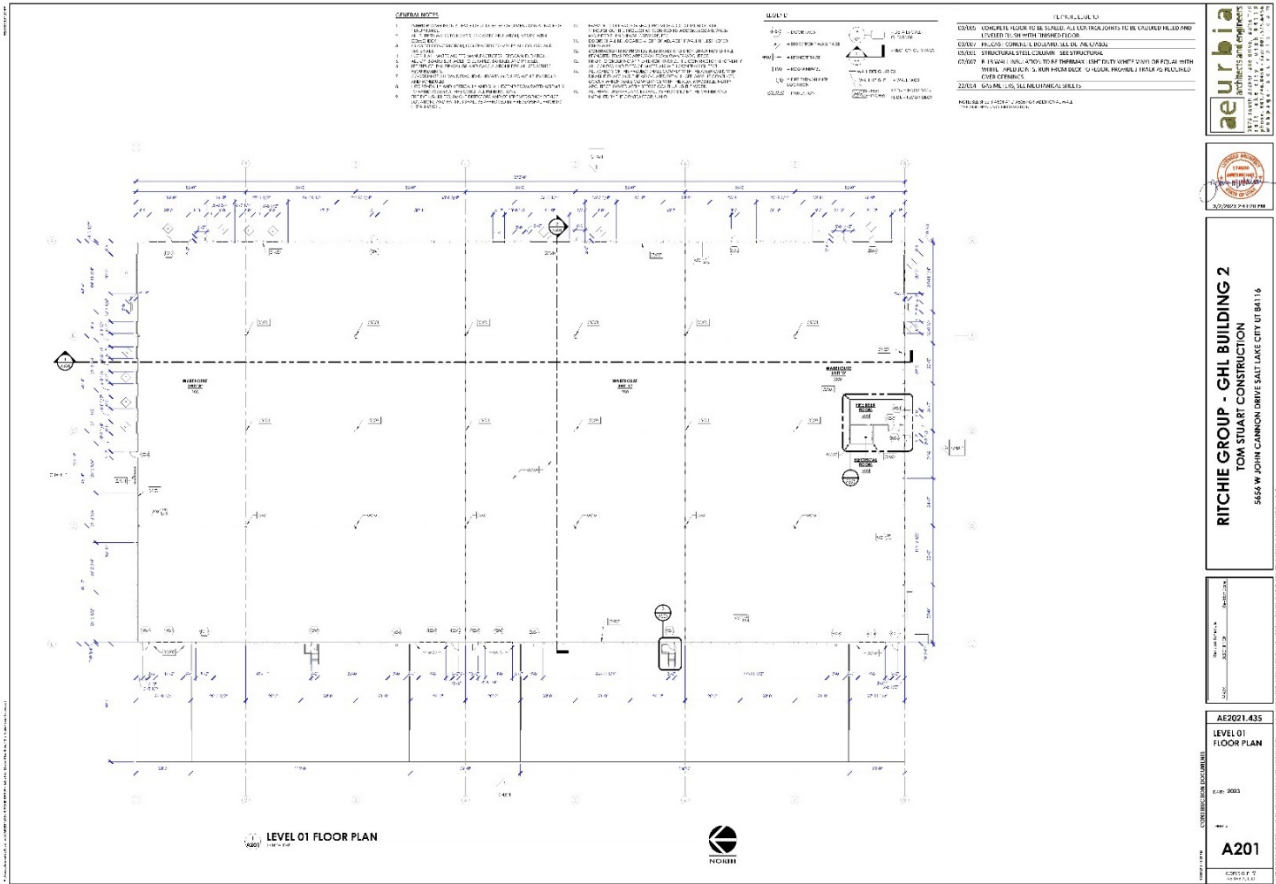
33,000 SOUTH 2400 WEST  
SPANISH FORK, UT 84660  
TEL: 435.338.4444

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**RITCHIE GROUP - GHJ BUILDING 2**  
TOM STUART CONSTRUCTION  
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AE021435  
BUILDING ELEVATIONS  
REV: 003  
1/23/18  
**A302**



**aeurbia**  
architects and engineers  
1000 N. MAIN ST. SUITE 100  
SPANISH FORK, UT 84660  
PHONE: 435.466.1111  
WWW.AEURBIA.COM

**ARCHITECT**  
DATE: 08/20/2023  
SCALE: AS SHOWN

**RITCHIE GROUP - GH BUILDING 2**  
LOT 2  
2453 NORTH 700 WEST, SPANISH FORK, SHAD

CONSTRUCTION DOCUMENTS

NO. SHEET: 12  
SHEET: SITE DETAILS  
DATE: 08/20/2023

**AEC021435**  
SITE DETAILS

**A102**

ORVILLE D. HARRIS, P.E.





## EXHIBIT 6

Draft Minutes  
Spanish Fork City Development Review Committee  
40 South Main Street  
Spanish Fork, Utah  
October 11, 2023

**Staff Members Present:** Chris Thompson, Public Works Director; Seth Perrins, City Manager; Dave Anderson, Community Development Director; Brandon Snyder, Senior Planner; Mary Martin, Associate Planner; Kimberly Brenneman, Development Coordination Manager; Vaughn Pickell, City Attorney; Ana Burgi, Assistant City Attorney; John Little, Chief Building Official; Byron Haslam, Senior Engineer; Marcie Clark, Department Development Secretary; Jered Johnson, Engineering Division Manager; Zach Hendrickson, Outside Plant Manager; Jake Theurer, Power and Light Superintendent; Garrett Elmer, Power & Light Assistant Superintendent; Dale Robinson, Parks and Recreation Director; Bart Morrill, Parks Maintenance Supervisor; Jason Turner, Fire Marshall.

**Citizens Present:** David Hennefer, Tyler Grunander, Ryan Christofferson, James Fricke, John Heiner, Park Sorenson, JD Heiner, Carolina Ortiz, Nick Shrier, Spencer Peterson.

Chris Thompson called the meeting to order at 10:00 a.m.

### MINUTES

September 27, 2023

John Little moved to approve the minutes of September 27, 2023.

Dave Anderson seconded and the motion passed all in favor.

### FINAL PLAT

GLH INDUSTRIAL PARK PHASE 1

Brandon Snyder said this was briefly discussed in a previous meeting but was continued to allow for further study of the development agreement.

Dave Anderson stated that he believes there is an end user for the first two buildings, but looks to the applicant to confirm that. Progress is being made about design for the sewer lift station. He stated that storm drain from this site is intended to flow to the north east, flowing under the runway. There has been coordination with the FAA about that utility. The flow would feed to Dry Creek and continue to Utah Lake.

To allow for assurances with the City that certain infrastructure will be constructed within a reasonable time, there is a memorandum that outlines stop dates related to construction. Dave Anderson has a comfort level to move forward with the approval of the Final Plat based on the memorandum.

Chris Thompson asked Byron Haslam about some property trade for the storm drain. Jered Johnson stated that an easement would be good but it is nonprescriptive. It is like the drainage along the front of the airport.

Chris Thompson asked the applicant to provide a legal description of the storm drain pipe so that an easement can be recorded.

Byron Haslam stated that the City needs an easement through the Utah County's property with the drainage. He stated that the sewer lift station is at 30% design.

Dave Hennefer stated that the right-of-way for obtaining a north south collector road is a regional improvement. The applicant is using their staff time and doing the groundwork to create this road, but before the contracts are executed, they would be assigned to the City for final execution. Dave Hennefer asked that in the memorandum for the right-of-way, the stop time for execution of that item not be tied to building one or building two as the road is a regional improvement. The first two buildings should be excepted from that requirement.

Chris Thompson stated that is a reasonable ask and has no concerns. Kevin Taylor did not have any concerns with that modification as the first two buildings can be fed from the underline power from the north.

Chris Thompson asked that the future storm drain pipe and the underground power line be written for a municipal public utility easement opposed to earlier in the discussion calling it the storm drain easement.

Jason Turner asked when 1900 North will be completed so that the life safety services can be provided. The current road access is on county roads that are narrow and if there is no room for construction work vehicles parking on the shoulder. There is a pinch point between 300 West and 700 West.

Dave Anderson stated that the heavy lifting for these improvements is the developers.

There was discussion of improvements from 1900 North heading south to 100 North along 300 West to help alleviate some of the concern of access to the area.

Seth Perrins stated to help with the concern of parking on the shoulders of these very narrow roads, he feels it would be appropriate to send an officer out periodically to help remind construction workers of no parking areas. He also suggested having some no parking signs placed in the area.

Dave Anderson asked Vaughn Pickell how to memorialize the proposed memorandum.

Vaughn Pickell responded to mention the memo in the conditions.

Dave Anderson **moved** to approve the proposed GLH Industrial Park Phase 1 Final Plat based on the following finding and conditions:

Finding:

1. That the proposal conforms to the City's General Plan Designation and Zoning Map.

Conditions:

1. That the applicant meets the City's Zoning requirements and Construction Standards.
2. That the applicant addresses any red-lines.
3. That the applicant follows the conditions identified in the October 11, 2023 GLH Subdivision Phase 1 Final Plat approval and Building Permit.
  - a. Sanitary Sewer. A sewer lift station and sewer trunk line are needed to serve development in the GLH Subdivision Phase 1. In order for construction to continue after February 15, 2024, the lift station design must be complete and approved by the City. In order for Certificates of Occupancy to be issued, the lift station and all related appurtenances must be complete, operational and approved by Spanish Fork City.
  - b. Right-of-Way. A roadway connection to SR-77 is needed to serve development in the GLH subdivision and surrounding properties. In order for construction to continue after February 15, 2024, all easements and right-of-way needed for the 138kV power line and roadway from 5000 South (County) to SR-77 must be purchased or under contract by February 15, 2024. The sole exception to this condition is limited to the first two buildings, those buildings to be constructed on Lots 1 and 2 of the GLH Industrial Park.
  - c. Culinary Water. A 12-inch culinary waterline connection to 300 West and 1900 North is needed to serve development in the GLH Subdivision and surrounding properties. In order for Certificates of Occupancy to be issued, the 12-inch culinary waterline in 1900 North from 300 West to 700 West and in 700 West from 1900 North to 2700 North must be complete, operational and approved by Spanish Fork City.
  - d. Pressurized Irrigation. A 12-inch pressurized irrigation waterline connection to 300 West and 1900 North is needed to serve development in the GLH Subdivision and surrounding properties. In order for Certificates of Occupancy to be issued, the 12-inch culinary waterline in 1900 North from 300 West to 700 West and the 6-inch pressurized irrigation line in 700 West from 1900 North to 2700 North must be complete, operational and approved by Spanish Fork City.
  - e. Storm Drain. Storm drain facilities must be constructed in order to serve development in the subject plat. The needed facilities cannot be constructed without approval from the Federal Aviation Administration (FAA).

Construction in Phase 1 may not continue after February 15, 2024 unless the FAA has granted approval for the construction of the needed facilities and all needed easements are obtained. Furthermore, the City will stop the construction of improvements that create impervious areas until the storm drain project is complete, operational and approved by Spanish Fork City.

- f. Power. Power improvements are likely needed to serve the full buildout of the subject plat. The City's current ability to adequately serve the subject plat is limited. Spanish Fork City may not be able to provide adequate power to the subject plat until upgrades to the City's power system are in place. Spanish Fork City will evaluate the anticipated demand of uses in Phase 1. Certificates of Occupancy and Business Licenses will be withheld unless and until the City can safely provide adequate power for the proposed uses.

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

## **SITE PLAN**

### **GLH INDUSTRIAL PARK LOT 1**

Brandon Snyder stated that Lot 1 and Lot 2 are both along 700 West. The applicant is looking for approval on both lots. Lot 1 is the larger of the two proposed site improvements. As additional phases come in, the applicant has committed to cross access easements.

Kevin Taylor stated he has everything he needs related to power.

Vaughn Pickell **moved** to approve the proposed GLH Industrial Park Lot 1 Site Plan based on the following finding and conditions:

#### Finding:

1. That the proposal conforms to the City's General Plan Designation and Zoning Map.

#### Conditions:

1. That the applicant meets the City's Zoning requirements and Construction Standards.
2. That the applicant addresses any red-lines.
3. That the applicant follows the conditions identified in the October 11, 2023 GLH Subdivision Phase 1 Final Plat approval and Building Permit.
  - a. Sanitary Sewer. A sewer lift station and sewer trunk line are needed to serve development in the GLH Subdivision Phase 1. In order for construction to continue after February 15, 2024, the lift station design must be complete and approved by the City. In order for Certificates of Occupancy to be issued, the lift station and all related appurtenances must be complete, operational and approved by Spanish Fork City.

- b. Right-of-Way. A roadway connection to SR-77 is needed to serve development in the GLH subdivision and surrounding properties. In order for construction to continue after February 15, 2024, all easements and right-of-way needed for the 138kV power line and roadway from 5000 South (County) to SR-77 must be purchased or under contract by February 15, 2024. The sole exception to this condition is limited to the first two buildings, those buildings to be constructed on Lots 1 and 2 of the GLH Industrial Park.
- c. Culinary Water. A 12-inch culinary waterline connection to 300 West and 1900 North is needed to serve development in the GLH Subdivision and surrounding properties. In order for Certificates of Occupancy to be issued, the 12-inch culinary waterline in 1900 North from 300 West to 700 West and in 700 West from 1900 North to 2700 North must be complete, operational and approved by Spanish Fork City.
- d. Pressurized Irrigation. A 12-inch pressurized irrigation waterline connection to 300 West and 1900 North is needed to serve development in the GLH Subdivision and surrounding properties. In order for Certificates of Occupancy to be issued, the 12-inch culinary waterline in 1900 North from 300 West to 700 West and the 6-inch pressurized irrigation line in 700 West from 1900 North to 2700 North must be complete, operational and approved by Spanish Fork City.
- e. Storm Drain. Storm drain facilities must be constructed in order to serve development in the subject plat. The needed facilities cannot be constructed without approval from the Federal Aviation Administration (FAA). Construction in Phase 1 may not continue after February 15, 2024 unless the FAA has granted approval for the construction of the needed facilities and all needed easements are obtained. Furthermore, the City will stop the construction of improvements that create impervious areas until the storm drain project is complete, operational and approved by Spanish Fork City.
- f. Power. Power improvements are likely needed to serve the full buildout of the subject plat. The City's current ability to adequately serve the subject plat is limited. Spanish Fork City may not be able to provide adequate power to the subject plat until upgrades to the City's power system are in place. Spanish Fork City will evaluate the anticipated demand of uses in Phase 1. Certificates of Occupancy and Business Licenses will be withheld unless and until the City can safely provide adequate power for the proposed uses.

John Little **seconded** and the motion **passed** all in favor.

## GLH INDUSTRIAL PARK SUBDIVISION LOT 2

(See GLH Industrial Park Subdivision Lot 1 above)

Vaughn Pickell **moved** to approve the proposed GLH Industrial Park Subdivision Lot 2 Site Plan based on the following finding and conditions:

Finding:

1. That the proposal conforms to the City's General Plan Designation and Zoning Map.

Conditions:

1. That the applicant meets the City's Zoning requirements and Construction Standards.
2. That the applicant addresses any red-lines.
3. That the applicant follows the conditions identified in the October 11, 2023 GLH Subdivision Phase 1 Final Plat approval and Building Permit.
  - a. Sanitary Sewer. A sewer lift station and sewer trunk line are needed to serve development in the GLH Subdivision Phase 1. In order for construction to continue after February 15, 2024, the lift station design must be complete and approved by the City. In order for Certificates of Occupancy to be issued, the lift station and all related appurtenances must be complete, operational and approved by Spanish Fork City.
  - b. Right-of-Way. A roadway connection to SR-77 is needed to serve development in the GLH subdivision and surrounding properties. In order for construction to continue after February 15, 2024, all easements and right-of-way needed for the 138kV power line and roadway from 5000 South (County) to SR-77 must be purchased or under contract by February 15, 2024. The sole exception to this condition is limited to the first two buildings, those buildings to be constructed on Lots 1 and 2 of the GLH Industrial Park.
  - c. Culinary Water. A 12-inch culinary waterline connection to 300 West and 1900 North is needed to serve development in the GLH Subdivision and surrounding properties. In order for Certificates of Occupancy to be issued, the 12-inch culinary waterline in 1900 North from 300 West to 700 West and in 700 West from 1900 North to 2700 North must be complete, operational and approved by Spanish Fork City.
  - d. Pressurized Irrigation. A 12-inch pressurized irrigation waterline connection to 300 West and 1900 North is needed to serve development in the GLH Subdivision and surrounding properties. In order for Certificates of Occupancy to be issued, the 12-inch culinary waterline in 1900 North from 300 West to 700 West and the 6-inch pressurized irrigation line in 700 West from 1900 North to 2700 North must be complete, operational and approved by Spanish Fork City.
  - e. Storm Drain. Storm drain facilities must be constructed in order to serve development in the subject plat. The needed facilities cannot be constructed without approval from the Federal Aviation Administration (FAA). Construction in Phase 1 may not continue after February 15, 2024 unless the FAA has granted approval for the construction of the needed facilities and all needed easements are obtained. Furthermore, the City will stop the construction of improvements that create impervious areas until the storm drain project is complete, operational and approved by Spanish Fork City.

- f. Power. Power improvements are likely needed to serve the full buildout of the subject plat. The City's current ability to adequately serve the subject plat is limited. Spanish Fork City may not be able to provide adequate power to the subject plat until upgrades to the City's power system are in place. Spanish Fork City will evaluate the anticipated demand of uses in Phase 1. Certificates of Occupancy and Business Licenses will be withheld unless and until the City can safely provide adequate power for the proposed uses.

Dave Anderson **seconded** and the motion **passed** all in favor.

### CASCADE COLLISION

Mary Martin stated the site is located along Main Street. The current business is wishing to expand the site by adding additional buildings and parking.

There was discussion regarding the hot asphalt mix berm that follows the north property line around the east property line to contain water run off on adjacent sites.

Kevin Taylor stated there are a couple items that have been noted in the redline comments.

Jered Johnson **moved** to approve the proposed Cascade Collision Site Plan based on the following finding and conditions:

Finding:

1. That the proposal conforms to the City's General Plan Designation and Zoning Map.

Conditions:

1. That the applicant meets the City's Zoning requirements and Construction Standards.
2. That the applicant addresses the redline comments.

Dave Anderson **seconded** and the motion **passed** all in favor.

### SPANISH FORK RECREATION CENTER

Nick Shrier stated he has worked through site issues with the respective departments. The landscape requirements are being met and there are ample parking stalls on site. The accesses along Main Street are full accesses.

Jered Johnson stated Volunteer Drive signals should be up and running within the next month. The irrigation company stated that the ditch must be piped and the City will pay to do so. There is concern for the natural spring water in the area. The water gates will stay on the south west corner of Volunteer Drive and Main Street for now. The City is working on the no-rise application as there are parts of the property that are within the floodplain area.



Canyon Creek Hotel  
Site Plan  
654 East Commerce Way  
2.4 acres  
C-2 Zone  
Commercial General Plan Designation



**PROPOSAL**

The Applicant applied for Site Plan approval to construct a hotel on the subject property. Hotels are listed as a permitted use in the C-2 Zone. The site will have one driveway connecting to Commerce Way and internal connections to the west and east parcels.

The proposed building meets the required setbacks in the C-2 Zone. The building height is shown on the elevations to be approximately 43 feet with a parapet wall extending between 3 and 11 feet from the roof. The plans show 125 parking stalls on-site, which meets the minimum requirement for hotels. The landscape plans show the project will meet the area and tree quantity landscaping requirements for a commercial use. Minor engineering corrections will need to be addressed prior to issuing a building permit.

**STAFF RECOMMENDATION**

That the proposed Canyon Creek Hotel Site Plan be approved based on the following finding and subject to the following conditions:

**Findings**

1. That the proposal conforms to the City's General Plan Designation and Zoning Map.

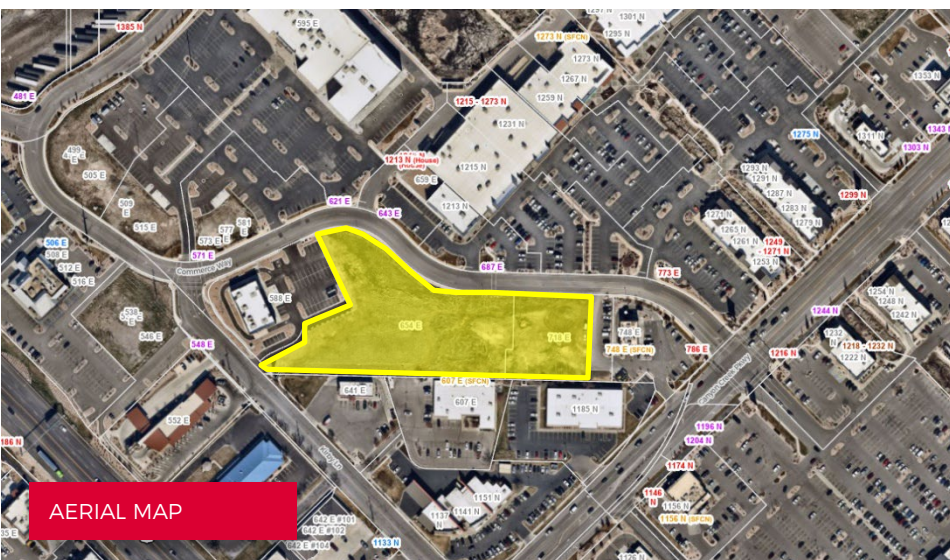
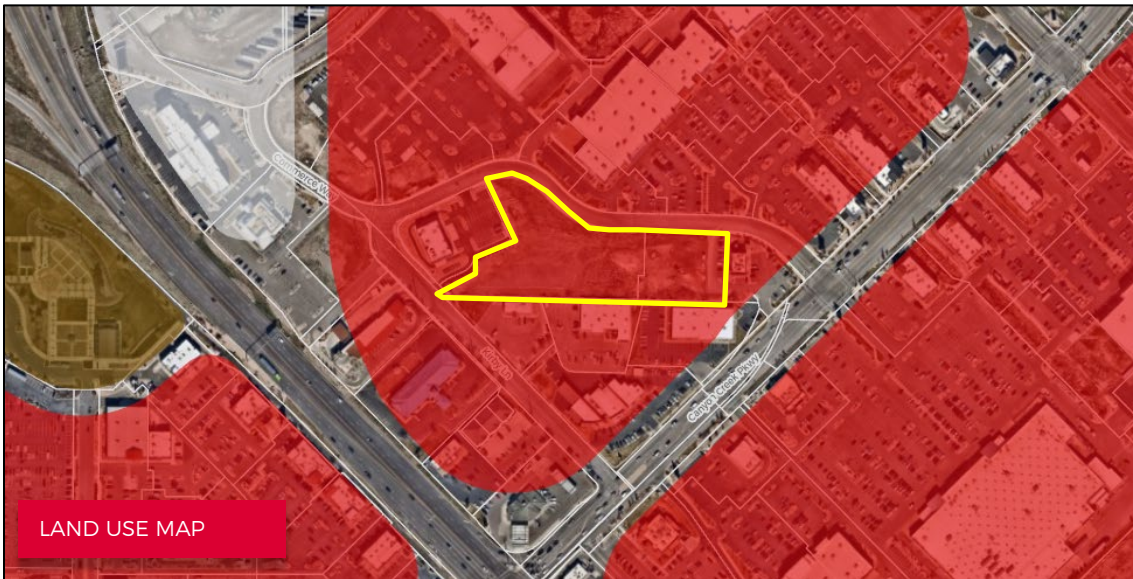
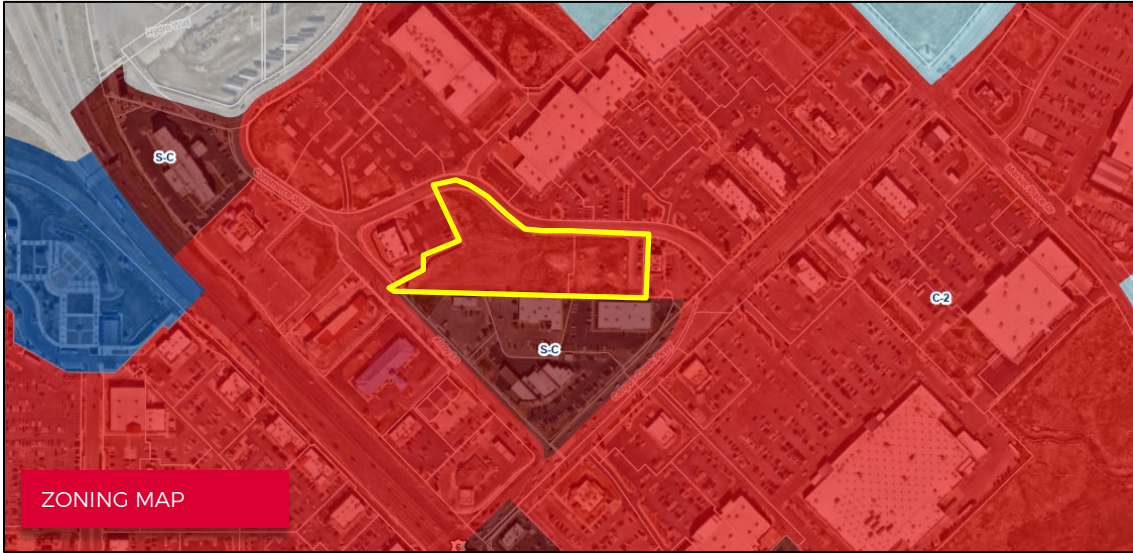
**Conditions**

1. That the Applicant meets the City's development and construction standards and other applicable City ordinances.
2. That any remaining redlines are addressed prior to a building permit being issued.

**EXHIBITS**

1. Area Maps
2. Site Plan
3. Landscape Plan
4. Building Elevations

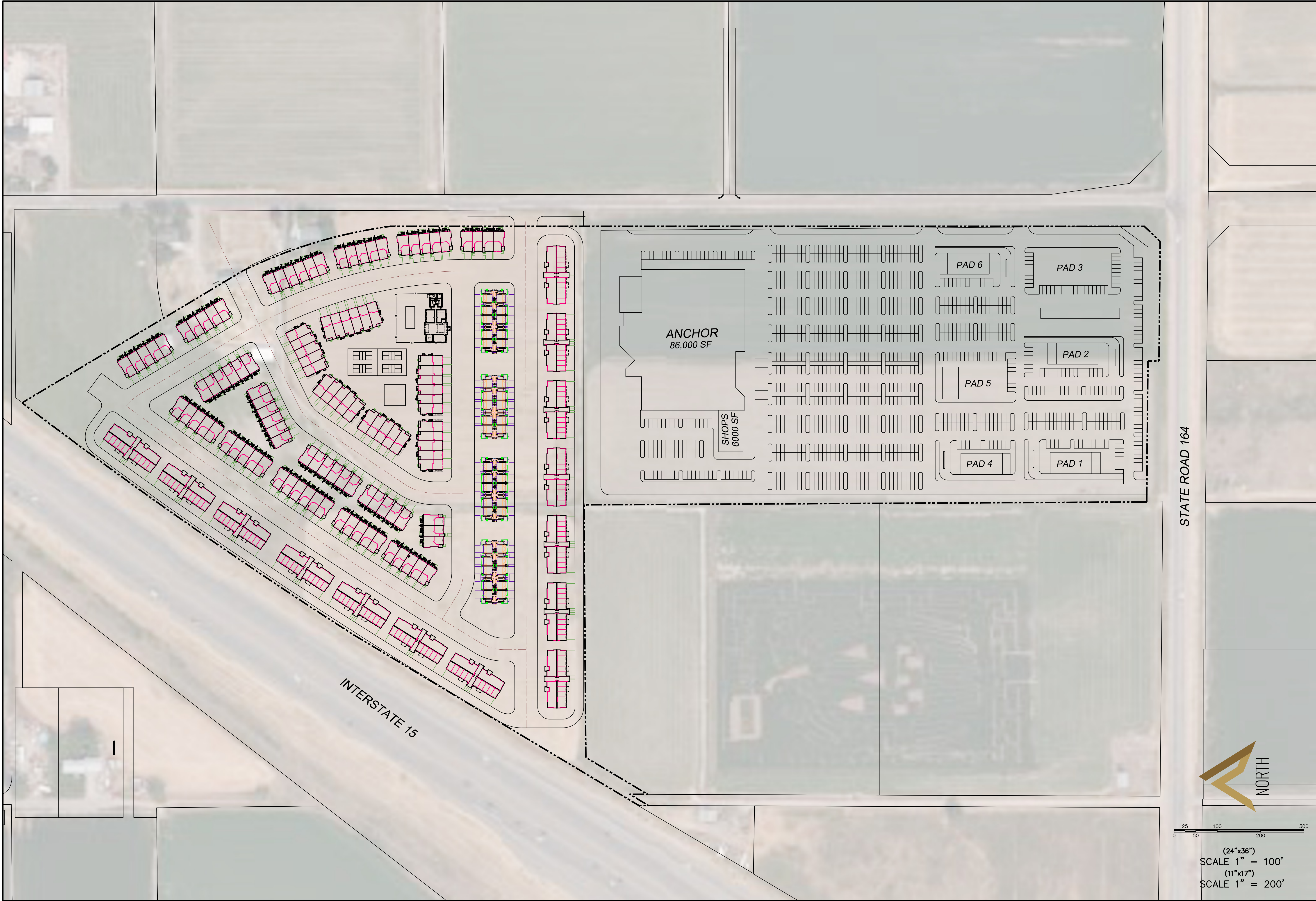
# EXHIBIT 1



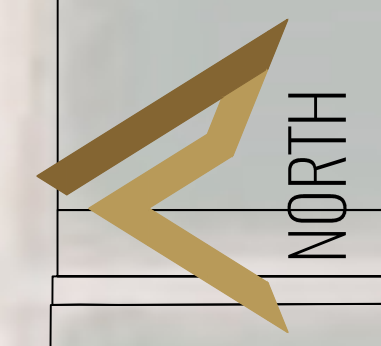








(24"x36")  
 SCALE 1" = 100'  
 (11"x17")  
 SCALE 1" = 200'



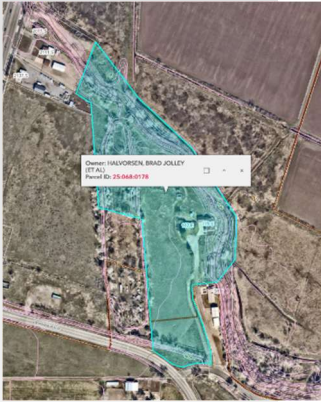
**THOMAS MULTIFAMILY**  
**ATLAS ENGINEERING**  
 CIVIL · STRUCTURAL · SURVEYING  
PHONE: 801-555-0566  
 166 E. 800 N. SUITE A  
 SPANISH FORK, UT 84660

CONCEPTUAL PLAN  
 SPANISH FORK, UTAH

REVISIONS	
NO.	DATE
12	
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NO.	

SHEET NO. **1**

# Ridge Plan



Halvorsen Ridge is to be a community with park areas, smaller to medium homes on of which at least 50% will be deed restricted owner occupied and less than \$450K in price. Only 20 % of the remaining units in the community will be rentable to non-related parties at any given time per CC&Rs. This community is meant to have owners from young to old, balancing the ability to grow and age in place



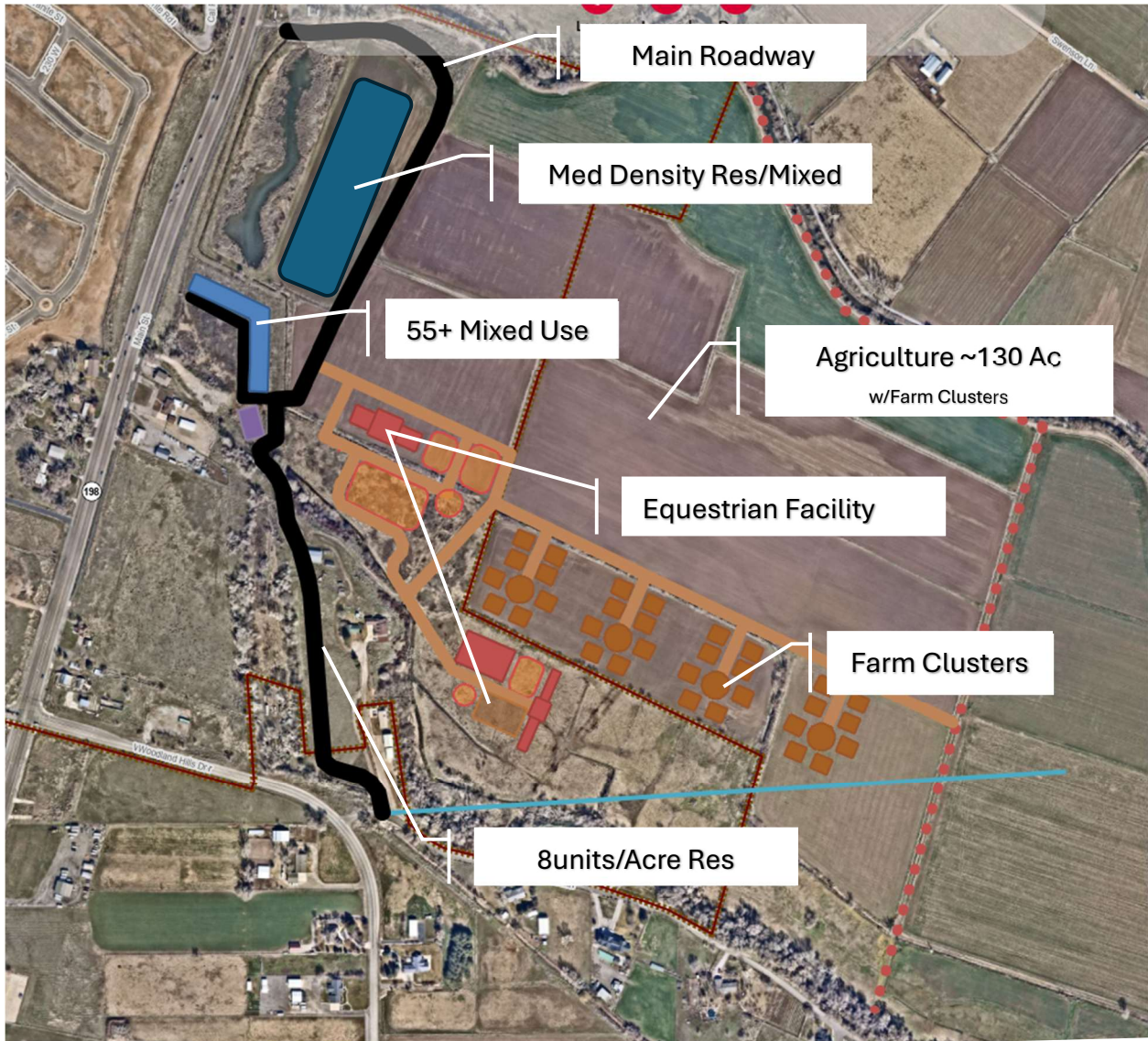
## District Plan



Roadway from North at Main through the park with Mixed Use/Res to the West and the Agricultural preservation area to the East. Farm road intersects to lead to Equine Facilities and Farm Cluster zone. Then up the to the ridge residential development.

Note: We have the support of all the landowners for the Clustering and preservation concept.





## General Plan Overlay

### Yellow –

Medium Density  
6-8 Units/acre

### Red -

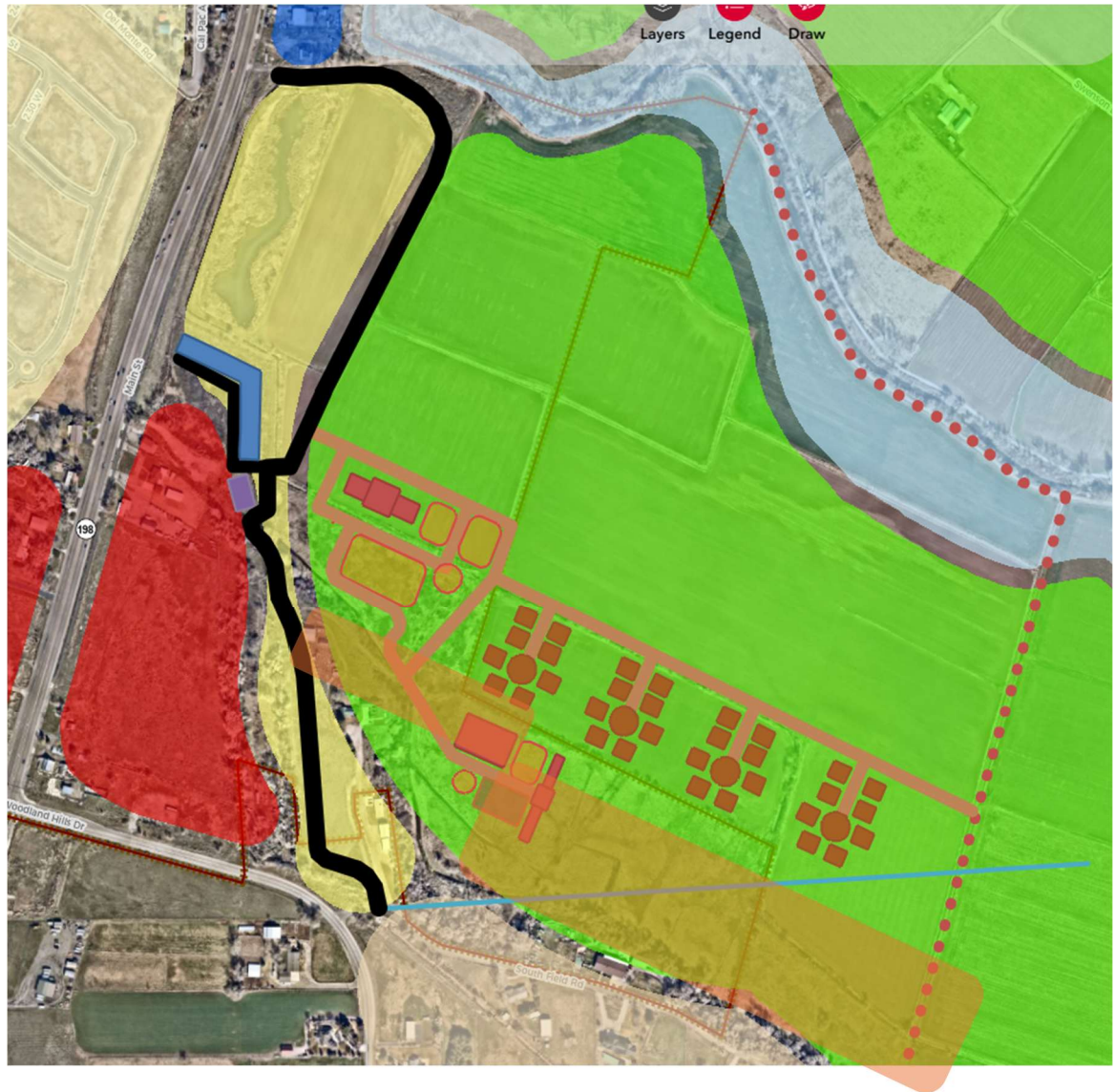
Commercial

### Green -

Agricultural – To be designated as an agricultural preservation area. All existing ag rights, less the option for a residence as it is assigned to the cluster zone at 1/5 Acres

### Orange –

Proposed Farm Cluster Zone  
(Lots are 1ac/5ac of Agricultural Acreage) – These lots serviced by private farm road with public utilities sub surface in a dedicated 50'ROW. Zoning is Agricultural for this area with all the same rights currently allowed under county ordinances.

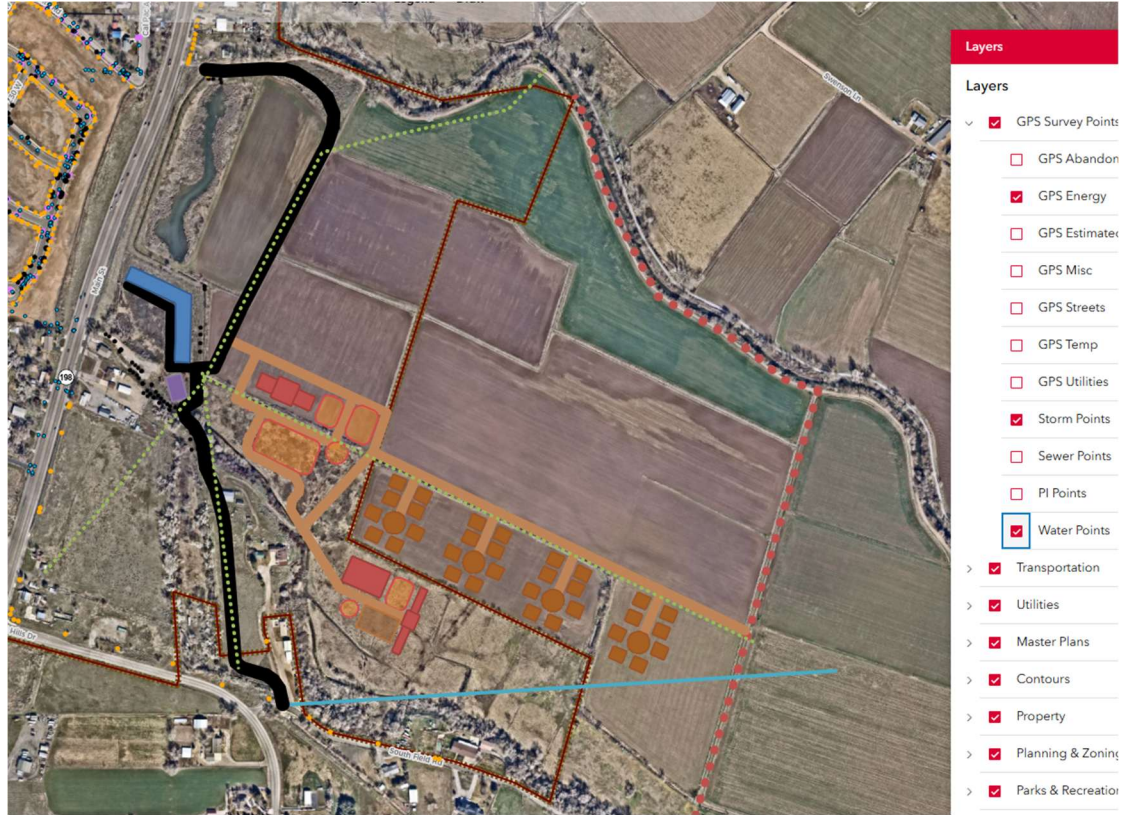


## Utilities/ Sewer

This shows sewer across the bottom – Routing TBD by engineering (please advise the cities desired routing)

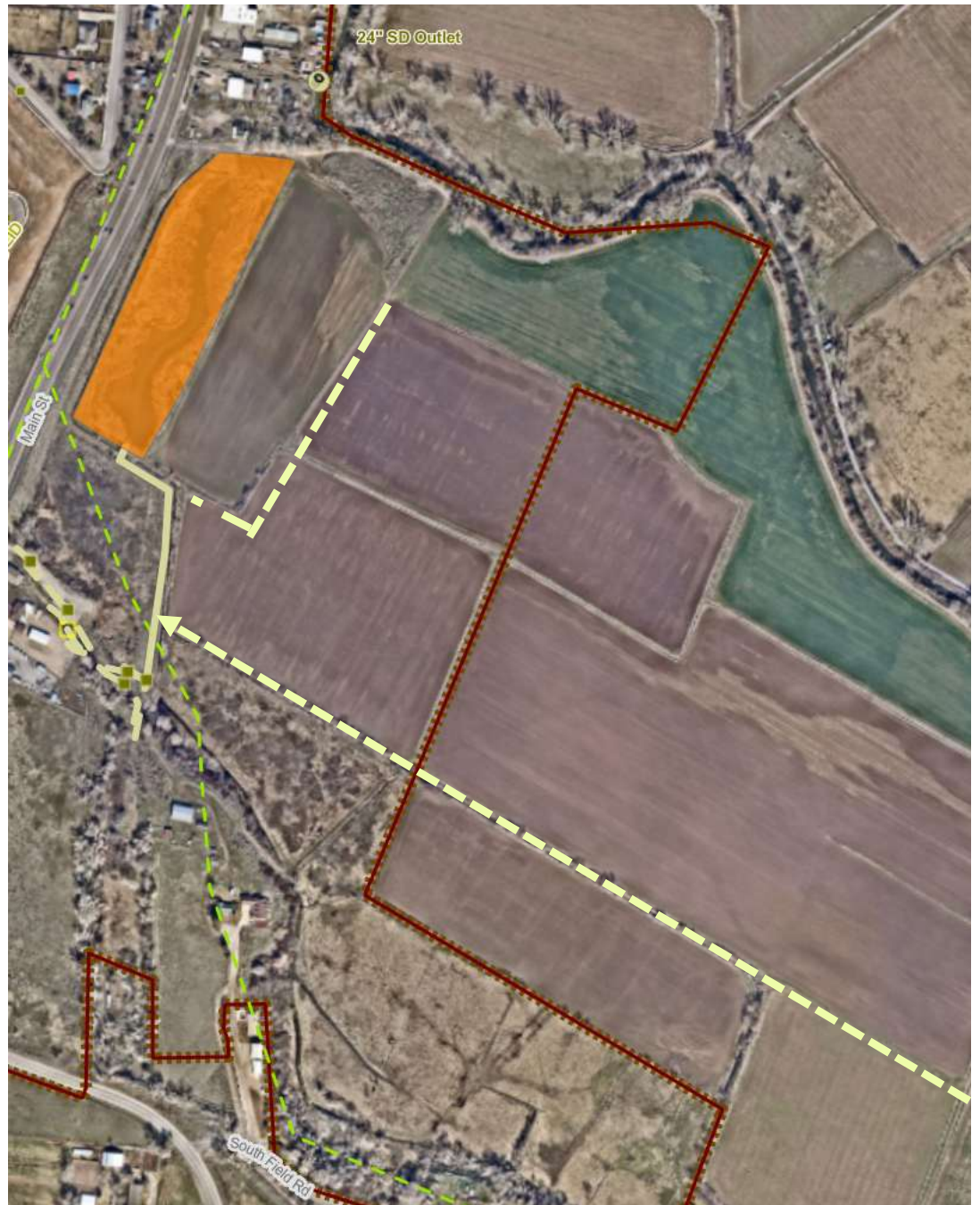
Power – Originating of Woodland Hills (South) and Main St. to the North.

Water/PI – From Main St. to the East



## Storm Drain

Existing Storm Drain at the East to tie into



## District Plan



Roadway from North at Main through the park with Mixed Use/Res to the West and the Agricultural preservation area to the East. Farm road intersects to lead to Equine Facilities and Farm Cluster zone. Then up the ridge to the residential development.

Note: We have the support of all the landowners for the Clustering and preservation concept.



# SPANISH FORK AGRICULTURAL HERITAGE COMMUNITY ("SF Heritage Community")

Pre-Application Concept Submittal

Spanish Fork City, Utah – 3/30/2026

## 1. Executive Summary

The SF Heritage Community is a master-planned development designed to align with the City of Spanish Fork's General Plan, infrastructure strategy, and long-term vision for balanced growth. The project integrates residential neighborhoods, mixed-use activity

centers, and a large-scale agricultural preservation system into a cohesive, connected framework.

This submittal initiates a collaborative pre-application review to confirm alignment, receive guidance, and refine the concept prior to formal application.

**Key outcomes:** - Preserve ~115 acres of agricultural land in active production - Cluster residential development to minimize land consumption - Deliver diverse and attainable housing - Establish a clear infrastructure framework anchored to Main Street - Create a distinct, place-based community identity

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## 2. Project Vision

The SF Heritage Community is designed as a model for **real estate designed for an elevated human experience**, where the built environment, natural systems, and community life are intentionally integrated.

The vision is to create a connected community where growth and preservation coexist through a deliberate relationship between development and land—enhancing quality of life, strengthening social connection, and fostering long-term stewardship of place.

**Guiding principles:** - Preserve agricultural land and natural systems - Concentrate development efficiently along infrastructure - Connect all districts physically and visually - Establish enduring community identity grounded in an elevated human experience

---

## 3. Site Organization Framework

### 3.1 Primary Roadway Spine

A north–south roadway from Main Street serves as the organizing element for land use, utilities, and connectivity.

### 3.2 Farm Road Network

A secondary farm road provides access to farm clusters, equestrian facilities, and agricultural operations.

### 3.3 Ridge Positioning

The ridge is a residential-only environment integrated with natural topography and oriented to views.

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## 4. District Framework

The community is organized into four integrated districts:

- **Halvorsen Ridge Residential (13.6 Acres)**
  - **Parkside Mixed-Use District** (east of the main access road along the river bottoms)
  - **Heritage Farm District (Farm Clusters – 28 acres or 140 acres)**
  - **Preservation District (Agriculture and Equine Areas)**
- 
- 

## 5. District Narratives

### 5.1 Halvorsen Ridge Residential (13.6 Acres)

**Purpose:** Provide a high-quality, view-oriented residential environment.

**Character:** Low-profile, topography-responsive, private and distinctly residential.

**Land Use Intent:** Detached homes with moderated density; preservation of ridgeline silhouettes and view corridors.

**Role in Community:** Visual high point overlooking the community; connected to the spine while separated from higher-intensity uses.

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### 5.2 Parkside Mixed-Use District

**Purpose:** Community activity center serving residents and the broader area.

**Character:** Walkable, active, and integrated with adjacent open space and river bottoms.

**Land Use Intent:** 55+ mixed-use, neighborhood-serving commercial (burger stand, snow cone/Ice Cream stand, seasonal food vendors, reception, spa, recreation, small office), and medium-density residential (6–8 du/ac), short term event staging and lodging.

**Role in Community:** Social and service hub anchored to Main Street and connected to open space and preservation areas. Markets, River Trail Connectivity (with pedestrian bridge)

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## 5.3 Heritage Farm District (Farm Clusters)

**Purpose:** Enable residential living within an agricultural setting while preserving the majority of land in production.

**Character:** Rural clusters embedded in working farmland; strong agricultural identity. Farm road access, structures to support agricultural support permitted,

**Land Use Intent:** ~1-acre clustered lots allocated from larger agricultural acreage; approximately 1 dwelling per 5 acres; private farm roads with 50' ROW and subsurface utilities; agricultural zoning retained with county-equivalent rights.

**Role in Community:** Transition between development and preservation; maintains continuity of agricultural operations and supports landowner participation.

---

## 5.4 Preservation District (Agriculture and Equine Areas)

**Purpose:** Maintain large-scale agricultural land and equestrian uses as permanent, functional components.

**Character:** Open, productive landscape with minimal structural intrusion.

**Land Use Intent:** ~115 acres preserved; active farming and greenbelt eligibility; integrated equestrian facilities; limited residential with density transferred to clusters.

**Role in Community:** Foundational landscape and primary identity driver.

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# 6. Land Use and Open Space System

A layered system combining mixed-use, residential, agricultural preservation, and functional open space corridors. Open space is a **working landscape** (agriculture, equestrian, movement corridors, and recreation), not passive parkland.

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# 7. Connectivity Strategy

- Primary roadway spine linking all districts
  - Farm road network for agricultural and residential access
  - Visual corridors between ridge, mixed-use, and preserved lands
  - Integrated open space connections
-

## 8. Infrastructure Framework

- **Water:** From Main Street
- **Power:** From north (Main Street) and south (Woodland Hills)
- **Sewer:** Southern routing coordinated with City; extensions described in Phasing
- **Storm Drain:** Tie-in to existing eastern system

Infrastructure is concentrated along the primary corridor for efficiency.

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## 9. General Plan Alignment

The project supports Spanish Fork's goals for organized growth, mixed land use integration, agricultural preservation, housing diversity, and efficient infrastructure.

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## 10. Landowner Participation

Participating landowners support the agricultural preservation and clustering strategy, strengthening feasibility and long-term consistency.

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## 11. Economic Impact and Community Benefit

### 11.1 Attainable Housing – Halvorsen Ridge Residential

Designed for working families in the Spanish Fork area: - Initial finished size: ~1,400–2,400 SF - Expandability: up to ~33% within original building envelope - Architectural styles: traditional Craftsman, bungalow, modern farmhouse - Target pricing: ~\$385,000–\$450,000 for >50% of homes

**Outcomes:** workforce housing availability, long-term ownership stability, and flexibility for growing families.

### 11.2 Local Economic Activity – Parkside Mixed-Use District

- Neighborhood-serving commercial generating sales tax
- Reduced outbound trips for daily needs
- Support for small, community-oriented businesses

### 11.3 Agricultural and Equestrian Economy

- Continued agricultural production and land-based income
- Equestrian uses serving private and community functions
- Agri-entertainment opportunities enhancing engagement and revenue

### 11.4 Fiscal Benefits to the City

- Property tax from residential and mixed-use
  - Sales tax from neighborhood commercial
  - Efficient infrastructure patterns reducing long-term costs
  - Expanded economic base while preserving agricultural land
- 

## 12. Community Benefits

- Preservation of agricultural land and open space
  - Distinct community identity rooted in land stewardship
  - Diverse and attainable housing options
  - Efficient infrastructure delivery and maintenance
- 

## 13. Development Phasing Strategy

Phasing aligns infrastructure investment, market absorption, and City service capacity.

### 13.1 Phase 1 – Ridge Phase 1 (Southern Access from Woodland Hills Road)

- ~30 units within Halvorsen Ridge Residential
- Access from Woodland Hills Road
- Concurrent horizontal development

**City Coordination and Infrastructure:** - City initiates planning and development of the North Main Street intersection to access the City park area - City initiates offsite sewer from the north to the river crossing - Developer extends road and sewer south from the river to serve the ridge

**Contingency (Timing of Adjacent Development):** - If northern sewer is unavailable, Phase 1 may utilize a temporary/alternative sewer connection from the west of the ridge, contingent on development east of Main Street enabling such connection - Maintains schedule while aligning with ultimate sewer plan. Preferred to connect the sewer from the north and to service the entire district.

**Purpose:** - Establish early residential presence and attainable housing - Coordinate critical infrastructure with City participation - Enable feasible project initiation

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### 13.2 Phase 2 – Ridge Phase 2 and Primary Spine Connection

- Extend primary spine road from Main Street across the lower site
- Create second access to the ridge
- Complete remaining Halverson Ridge units

**Coordination:** - Spine road construction proceeds in concert with sewer extension and infrastructure completion

**Purpose:** - Improve connectivity and circulation - Complete ridge development - Establish long-term access framework

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### 13.3 Phase 3 – Equestrian Center and Preservation Activation

- Develop equestrian facility
- Activate Preservation District
- Establish the farm road for the clusters to begin as they choose to do so.

**Purpose:** - Establish agricultural/equestrian identity early - Provide community-serving amenities - Reinforce long-term land use vision

---

### 13.4 Phase 4 – Parkside Mixed-Use District

- Develop mixed-use district (55+ and neighborhood commercial)
- Expand infrastructure and services
- River Trail Access Point with Bridge
- Local Food and Concessions – Burger Stand/Ice Cream/ Seasonal Vendors

**Purpose:** - Create activity center - Generate ongoing economic activity and City revenue - Support residential base

---

### 13.5 Phase 5 – Heritage Farm District (Farm Clusters)

- Implement farm clusters and private farm road network
- Integrate with ongoing agricultural operations

**Purpose:** - Preserve agricultural land while enabling residential use - Support landowner participation - Complete community framework

---

## 13.6 Phasing Principles

- Early activation via ridge development
  - Access efficiency: Woodland Hills first, then Main Street connection
  - Identity early: introduce equestrian/ag uses early
  - Market alignment with absorption
  - Infrastructure logic coordinated with development intensity
- 

## 14. Request for City Feedback

The development team seeks feedback on: - General Plan alignment - Zoning and potential overlay mechanisms - Infrastructure routing, capacity, and timing - Agricultural preservation framework - Annexation strategy and phasing

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## 15. Conclusion

The SF Heritage Community demonstrates how development and preservation can be integrated to create long-term value aligned with the City's vision.

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**Prepared and Submitted By:**  
**Cronin Realty Group**  
**Greg Cronin**  
**601-955-9195**  
**croninrealtygroup@gmail.com**

***Real Estate Designed for an Elevated Human Experience***

Landowners who are in support of the submission:

Owner: SUMSION, STEVEN  
Parcel ID: 27:045:0025 ~ 24.5 Acres  
Contact: Matt Sumsion

Owner: BAR K DEVELOPMENT LC  
Parcel ID: 27:044:0037 ~ 35 Acres  
Contact: Steve Dewey

Owner: 2 BIRD SF LC  
Parcel ID: 27:045:0026 ~ 13.8 Acres  
Contact: Jake Luekenga

Owner: 2 BIRD SF LC  
Parcel ID: 27:045:0016 ~ 2.24 Acres  
Contact: Jake Luekenga

Owner: 2 BIRD SF LC  
Parcel ID: 25:068:0166 ~ 11.64 Acres  
Contact: Jake Luekenga

Owner: HALVORSEN, BRAD JOLLEY (ET AL)  
Parcel ID: 27:045:0062 ~ 65 Acres  
Contact: Greg Cronin (Holds Contract to Purchase)

Owner: HALVORSEN, BRAD JOLLEY (ET AL)  
Parcel ID: 25:068:0178 ~ 13.6 Acres  
Contact: Greg Cronin (Holds Contract to Purchase)

Owner: SPRING HAVEN FARMS LC  
Parcel ID: 27:045:0024 ~ 13.6 Acres  
Contact: TBD – Second Hand Support

Total Acres: ~ 179.75 Acres  
Developed: ~ 60 Acres  
Preserved: ~ 118 Acres

April 02, 2026

Spanish Fork City  
Development Review Committee  
40 S Main St,  
Spanish Fork, UT 84660

To whom it may concern at the Spanish Fork City Development Review Committee (DRC),

This is a request for a site-related conceptual review of the current Spanish Fork City Public Works Facility design. In addition to initial feedback to the included site plans and elevations, we're hoping to get direction on the following items to better help guide the design:

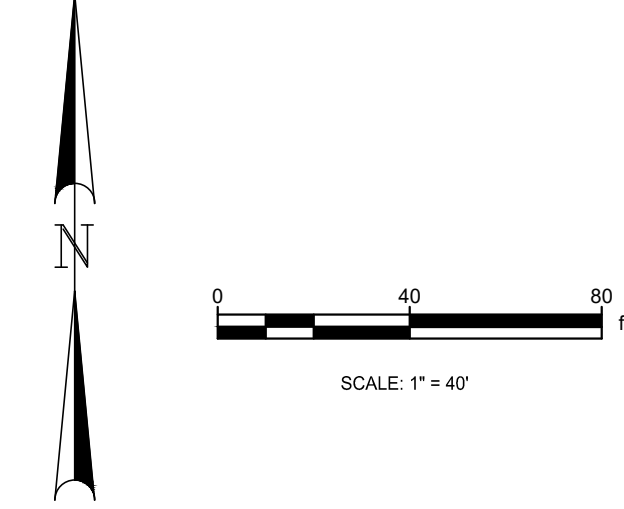
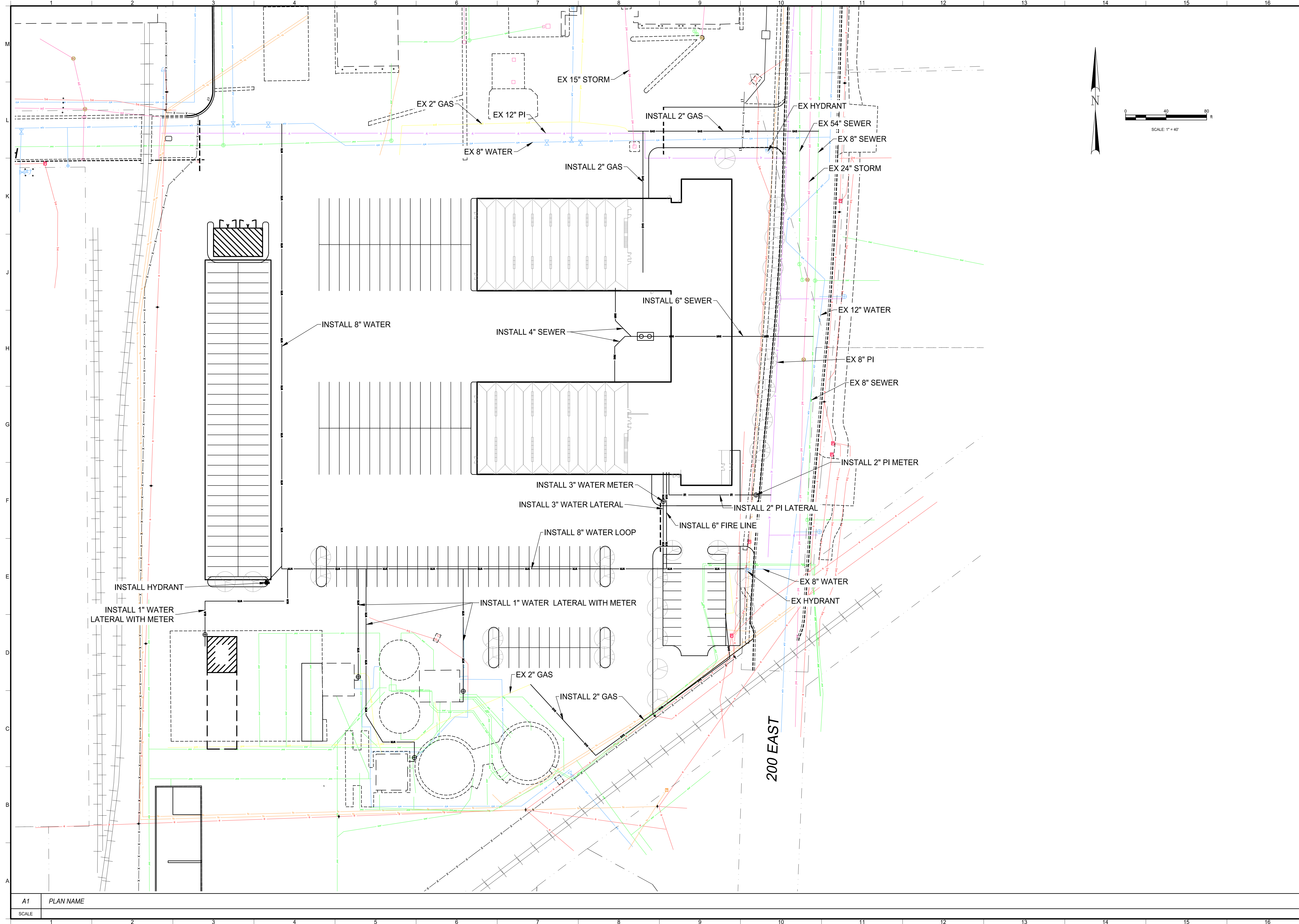
- Please confirm the approach to the parking design (stall quantities, stall sizes, general layout)
- Is the number of planted parking islands adequate for the project type and location?
- As the landscape design progresses, are there certain species of trees or other plants you would like us to avoid?
- The section of existing precast fence on our site is planned to be removed while a new section is planned to be installed in locations better aligning to the new building. Please see the included schematic site plan and provide feedback on the fence's location, desired height, style, and color.
- Do you have any concerns with the new building's general location on the site, site setbacks, vehicle entrances, etc..?
- What will the City require for storm water management?











STAMP:

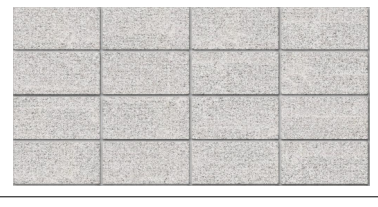
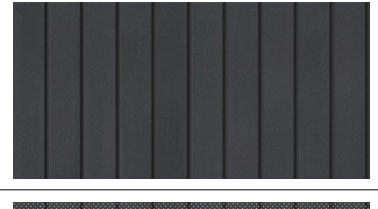
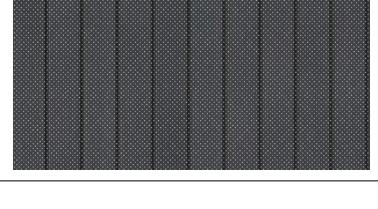

NO.	DATE	REVISION	REVISIONS	CP DATE	DWG CREATED	DATE	PLOTTED

SCALE

**Jones & DeMille Engineering, Inc.**  
 CIVIL & STRUCTURAL ENGINEERING - SURVEYING  
 GIS - ENVIRONMENTAL - MATERIALS TESTING  
 1.800.748.5275 www.jonesanddemic.com

**SPANISH FORK/BALOCK**  
 SPANISH FORK PUBLIC WORKS SITE  
 UTILITY PLAN  
 SUBMITTAL: REVIEW - NOT FOR CONSTRUCTION PROJECT NUMBER: 2509-063



Exterior Materials		
Material	Area	Image
Admin Concrete Masonry Veneer 8"x16" Stacked Bond	4341 SF	
Single Skin Metal Panel - Profiled Basis of Design: Morin Metal Panel Types: Matrix MX-2, MX-7, MX-8, MX-9, MX-10, MX-11	12818 SF	
Single Skin Metal Panel - Profiled & Perforated	1617 SF	
Vehicle Storage Buildings Concrete Masonry Veneer 8"x16" Stacked Bond or Tilt-up Sandwich Concrete Panels w/ 12" Struct. Withe and 4" Veneer	27109 SF	

Openings		
Openings	Description	Area
Storefront Doors & Windows	2' x 4.5' Storefront	4011 SF
Curtain Wall / CW Doors	2.5' x 7.5' Curtain Wall	4334 SF
Curtain Wall with Vertical Fins	2.5' X 7.5' Curtain Wall w/ Vertical Fin	1302 SF
	1'-0" Deep Vertical Fins Area: 1,237 SF Solid Panel or Perforated	

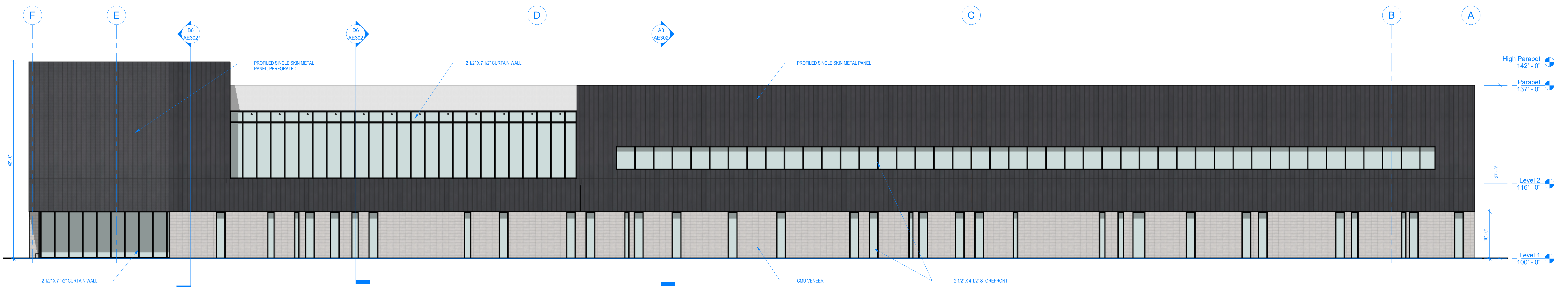
**KEYNOTES**



South Elevation **C6**  
1/8" = 1'-0"

The designs shown and described herein including all technical drawings, graphic representations & models thereof, are proprietary & can not be copied, duplicated, or commercially exploited in whole or in part without the sole and express written permission from Blalock and Partners, LLC.

stamp



East Elevation **A6**  
1/8" = 1'-0"

revisions

date: 03.05.2026  
project no.:  
Schematic Design

Spanish Fork Public Works

150 E 2160 N  
Spanish Fork, UT 84660

Building Elevations  
**AE201**

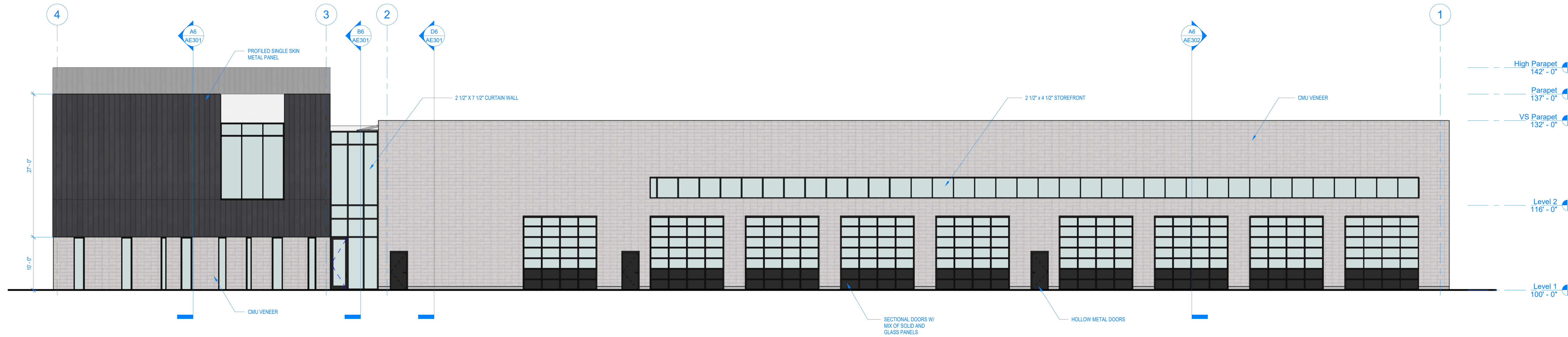
Exterior Materials		
Material	Area	Image
Admin Concrete Masonry Veneer 8"x16" Stacked Bond	4341 SF	
Single Skin Metal Panel - Profiled Basis of Design: Morin Metal Panel Types: Matrix MX-2, MX-7, MX-8, MX-9, MX-10, MX-11	12818 SF	
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	1'-0" Deep Vertical Fins Area: 1,237 SF Solid Panel or Perforated	

**KEYNOTES**

**BLALOCK**  
+ PARTNERS

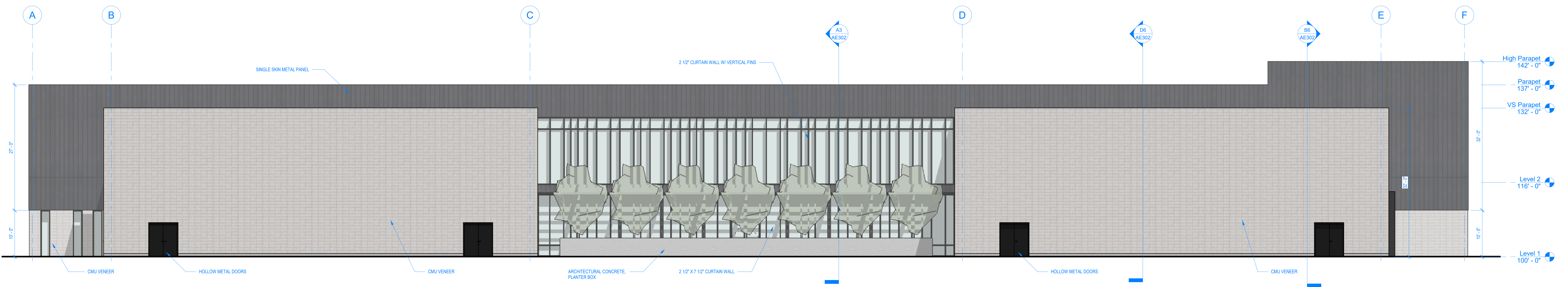
ARCHITECTURAL DESIGN STUDIO  
159 W. Parport Ave.  
Salt Lake City, UT 84101  
801.532.4940



North Elevation **C6**  
1/8" = 1'-0"

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stamp



West Elevation **A6**  
1/8" = 1'-0"

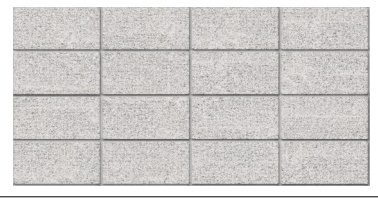
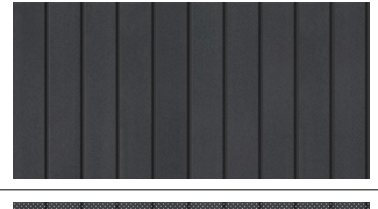
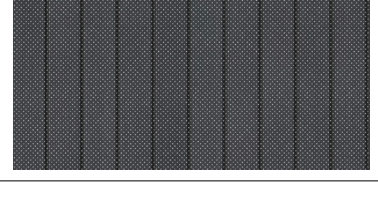

revisions

date: 03.05.2026  
project no.: Schematic Design

Spanish Fork Public Works

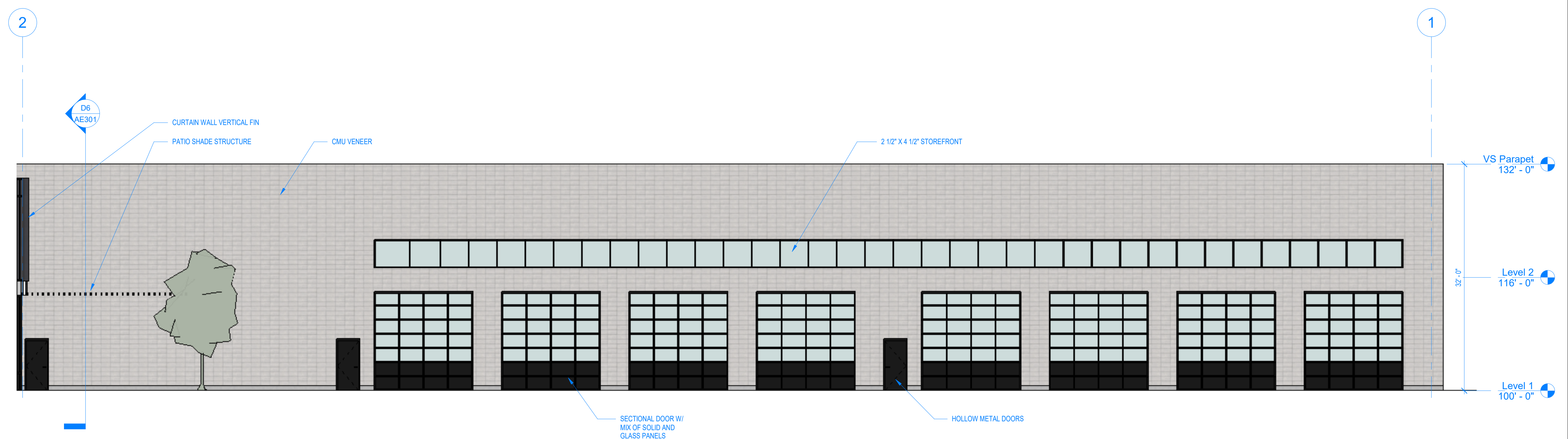
150 E 2160 N  
Spanish Fork, UT 84660

Building Elevations  
**AE202**

Exterior Materials		
Material	Area	Image
Admin Concrete Masonry Veneer 8"x16" Stacked Bond	4341 SF	
Single Skin Metal Panel - Profiled Basis of Design: Morin Metal Panel Types: Matrix MX-2, MX-7, MX-8, MX-9, MX-10, MX-11	12818 SF	
Single Skin Metal Panel - Profiled & Perforated	1617 SF	
Vehicle Storage Buildings Concrete Masonry Veneer 8"x16" Stacked Bond or Tilt-up Sandwich Concrete Panels w/ 12" Struct. Withe and 4" Veneer	27109 SF	

Openings		
Openings	Description	Area
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Curtain Wall with Vertical Fins	2.5' X 7.5' Curtain Wall w/ Vertical Fin	1302 SF
	1'-0" Deep Vertical Fins Area: 1,237 SF Solid Panel or Perforated	

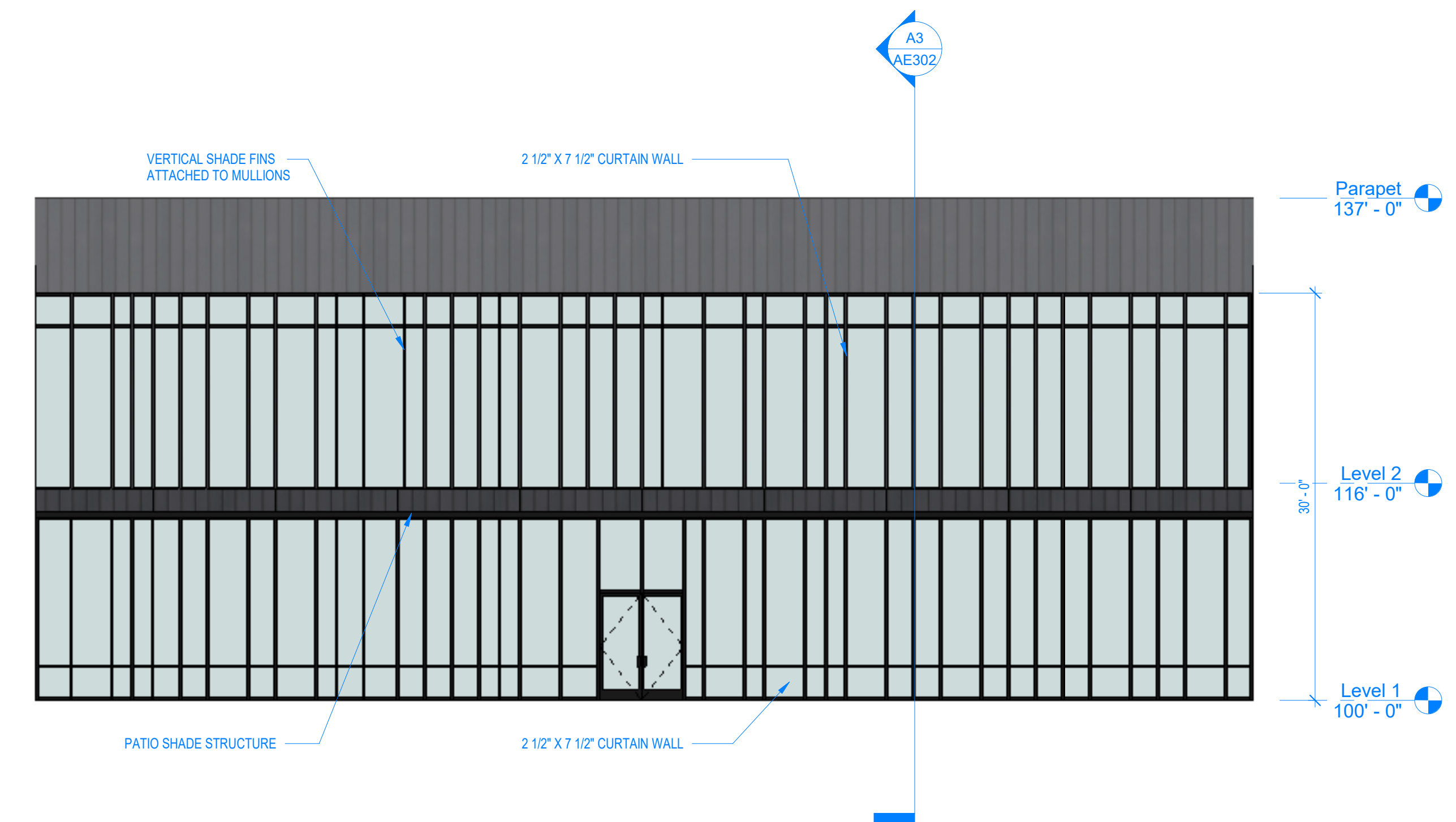
**KEYNOTES**



Vehicle Storage Building - North  
Elevation **C6**  
1/8" = 1'-0"

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stamp



East Elevation 2 **A2**  
1/8" = 1'-0"



Vehicle Storage Building - South  
Elevation **A6**  
1/8" = 1'-0"

date: 03.05.2026  
project no.: Schematic Design

revisions

Spanish Fork Public Works  
150 E 2160 N  
Spanish Fork, UT 84660

Building Elevations  
**AE203**