



presentation.citycouncil.5-5-2026



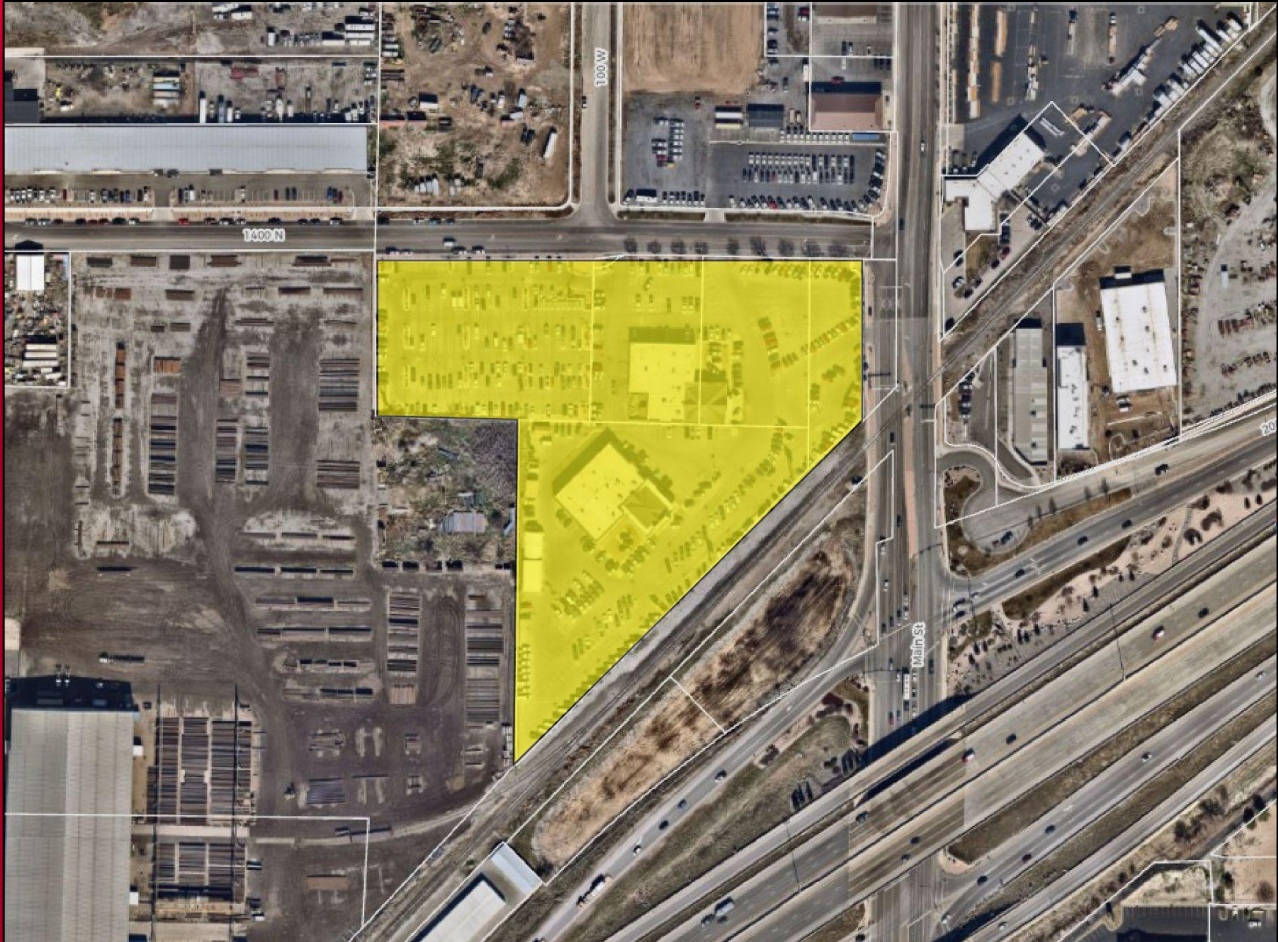
Title 5 Amendment

This proposal would modify requirements for projects to be eligible to apply for Project Signage Plan approval. As proposed, four-acre sites within 400 feet of an Interstate 15 Interchange would meet the application requirements without being required to have 50,000 square feet of building space on the site. These changes would only create a new opportunity for a property owner to make an application, it would not obligate the Council to approve anything.

5.36.050 Permitted Permanent Signs

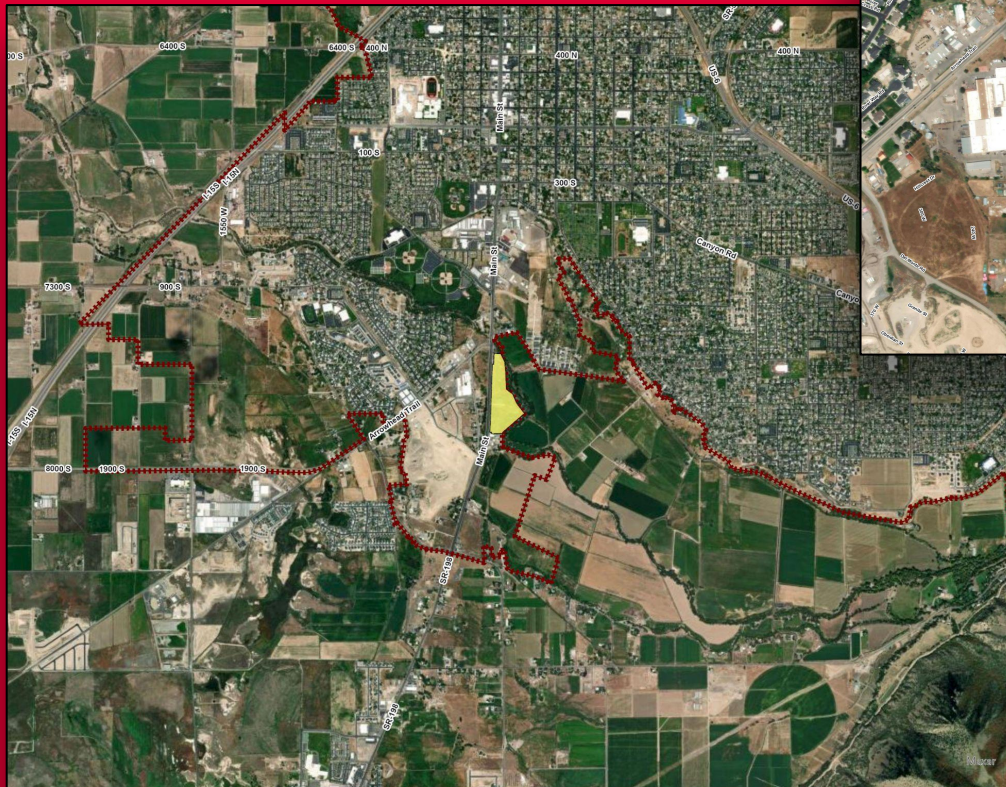
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- H. Project Signage Plans.** Application may be made to have a Project Signage Plan approved to permit taller signs with greater copy area, as well as additional signs as part of a Project Signage Plan. Qualifying projects must contain at least **5 4** acres in area and must have at least 50,000 square feet of building space. **The minimum building space requirement is waived for sites located within 400 feet of Interstate 15 interchanges.** Developments with Project Signage Plans may have monument signs and freestanding pole signs which exceed the height and area requirements set forth in this Chapter. Applicants may also request that a greater number of signs be allowed than what this Chapter otherwise permits. Applications for Project Signage Plans are made by submitting detailed descriptions of the proposed signs and proposed sign locations to the Community Development Department. The application will be forwarded to the Planning Commission for recommendation, and to the City Council for approval, denial, or approval with modifications. In reviewing applications for Project Signage Plan approval, the Planning Commission and City Council shall consider the impact of the proposed signs on surrounding properties, the advantages the proposed signage may create in generating commerce in Spanish Fork City, the aesthetics of the proposed signs, and visibility from travel lanes on State or Federal highways. Once approved, Project Signage Plans may not be modified without making new application with the City.





SPANISH FORK
COMMUNITY DEVELOPMENT

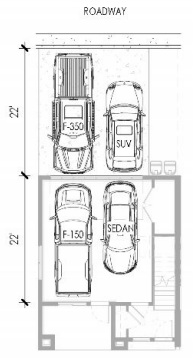


Legendary Homes (Developer) is finalizing the purchase of the Creekside Village development from the Applicant of the Zone Map Amendment and Preliminary Plat. The Developer has proposed a new layout for the development that differs slightly from what was presented to the City Council during the public hearing on May 20, 2025.

The primary change made by the Developer involves the proposed amenities for the development. Due to the opening of the new Fit City Center just north of the project area, the proposed clubhouse and pool have been replaced by an additional pickleball court and a tot lot. Minor changes to the street layout and guest parking areas are also present on the new layout.

Legendary Homes has partnered with Oakwood Homes for the design and construction of the two types of townhome products. Legendary Homes designed the front-loaded product on the south east portion of the project area with a similar product to what was presented previously. Oakwood Homes designed the rear-loaded units that have similar exterior materials but a different roofline to what was shown before.

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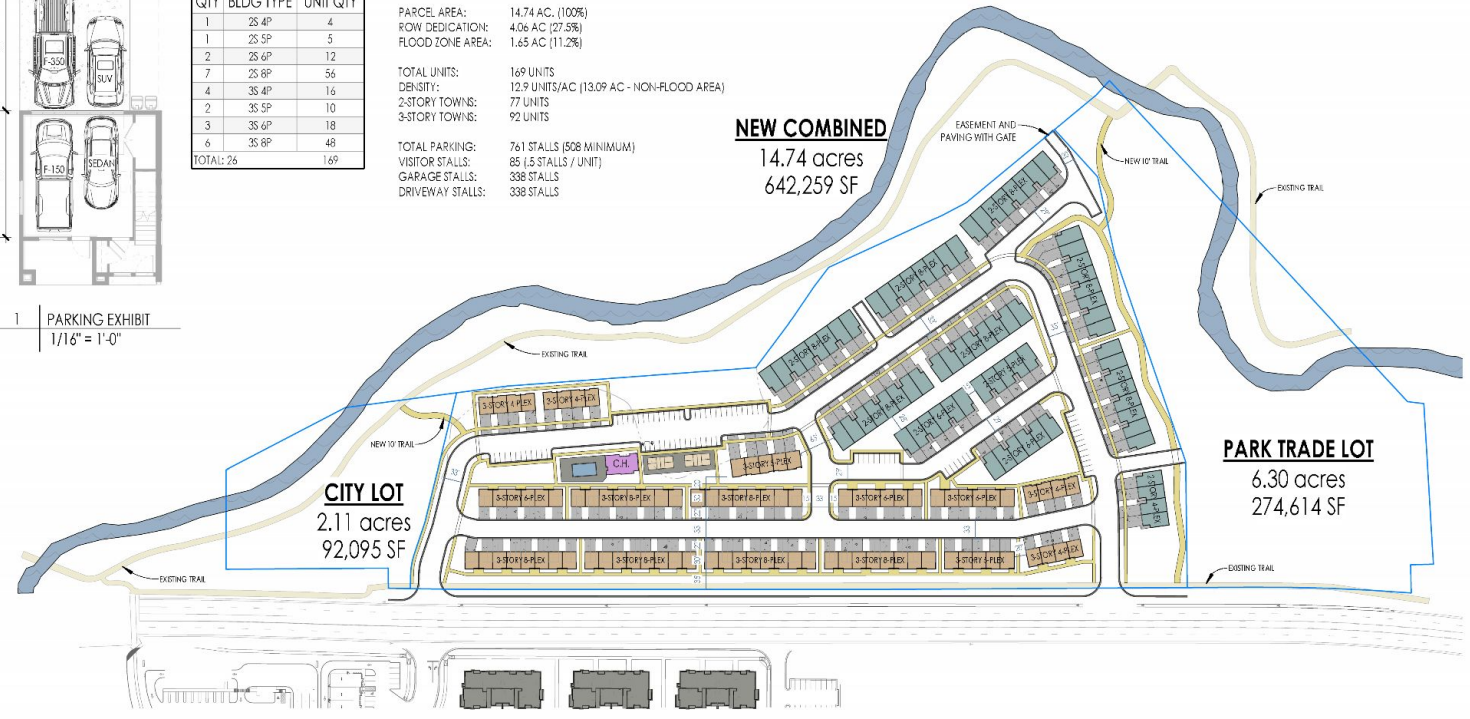
1 | **PARKING EXHIBIT**
 1/16" = 1'-0"

BUILDING SCHEDULE		
QTY	BLDG TYPE	UNIT QTY
1	2S 4P	4
1	2S 5P	5
2	2S 6P	12
7	2S 8P	56
4	3S 4P	16
2	3S 5P	10
3	3S 6P	18
6	3S 8P	48
TOTAL:	26	169

DEVELOPMENT SUMMARY

LOCATION: SPANISH FORK CITY, UT
 ZONING: R-4 (MULTI-FAMILY)
 PARCEL AREA: 14.74 AC. (100%)
 ROW DEDICATION: 4.06 AC (27.5%)
 FLOOD ZONE AREA: 1.65 AC (11.2%)
 TOTAL UNITS: 169 UNITS
 DENSITY: 12.9 UNITS/AC (13.09 AC - NON-FLOOD AREA)
 2-STORY TOWNS: 77 UNITS
 3-STORY TOWNS: 92 UNITS
 TOTAL PARKING: 761 STALLS (508 MINIMUM)
 VISITOR STALLS: 85 (.5 STALLS / UNIT)
 GARAGE STALLS: 338 STALLS
 DRIVEWAY STALLS: 338 STALLS

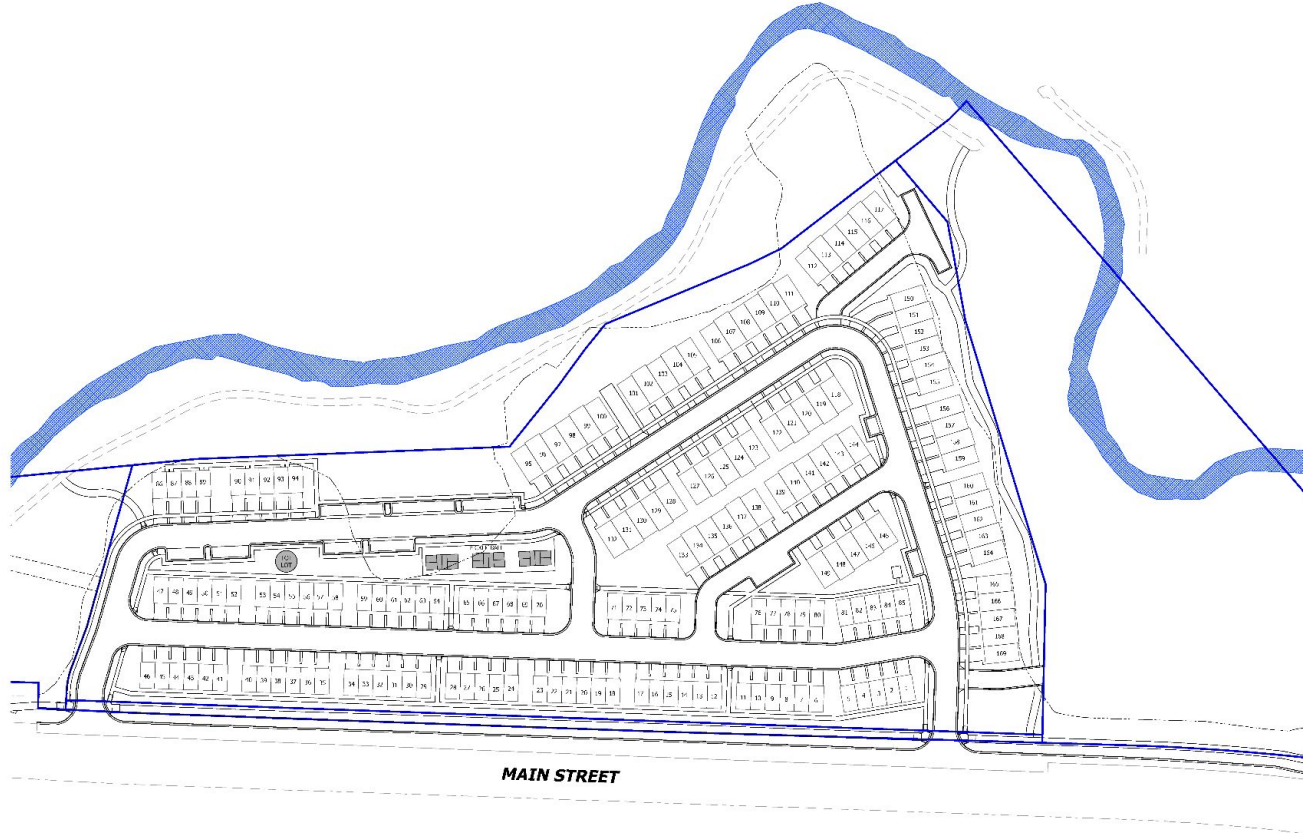
NEW COMBINED
 14.74 acres
 642,259 SF



2 | **NEW SITE PLAN**
 A200 1" = 160'-0"

Original

Revised

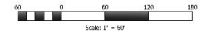
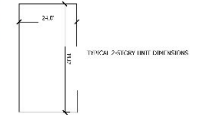
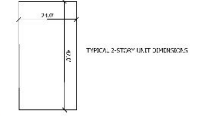
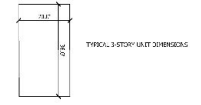


SITE DATA

PROPERTY AREA:	126,711 SQ. FT. / 2.87 ACRES
ZONING:	HOUSING RESIDENTIAL (CR)
COMPLEX SPACE REQUIRED:	159,658 SQ. FT. (45%)
PROVIDER:	168,618 SQ. FT. (48%)
UNIT COUNT:	1
TOTAL BUILDINGS:	31 (89 UNITS)
UNIT EFFICIENCY:	17.5 (81.5) SQUARE FEET

LEGEND

	PROPERTY LINE
	RIGHT-OF-WAY
	BUILDING SETBACK
	LANDSCAPE & TREE
	COMMON SPACE
	RIGHT-OF-WAY RELOCATION



Oak & Pine Plans

Front Loaded Townhome Product

Revised

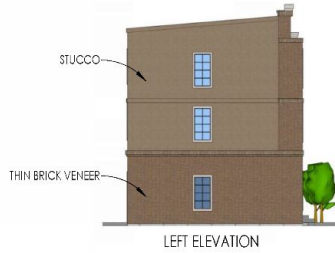


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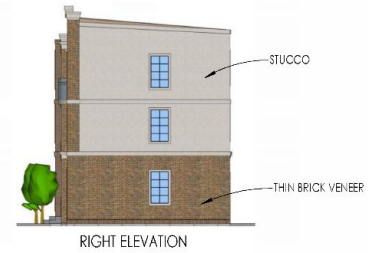
CONFORMS TO SF MUNICIPAL CODES: 15.3.1.6.032 R-4 RESIDENTIAL DISTRICT
 AND 15.3.20.080 MASTER PLANNED DEVELOPMENT OVERLAY DISTRICT

WITH EXCEPTIONS:

1. A 3:12 SHED ROOF FOR THE 2-STORY BUILDINGS AND A FLAT ROOF FOR THE 3-STORY BUILDINGS TO BE IN LINE WITH THE GENERAL ARCHITECTURE OF EACH BUILDING.
2. THE ATE PROPOSING 3-FLEX BUILDINGS ON EXCESS OF THE 6-FLEX MAX IN THE R-4 CODES, THE 2-STORY BUILDINGS ARE DESIGNED IN GROUPS OF 2 WITH BOTH ARCHITECTURAL MASSING AND MATERIALS TO REDUCE THE CHOPPED-UP LOOK, MORE RESEMBLING A 4-FLEX THAN AN 8-FLEX.
3. OUR STREET ORIENTED FACADES DO NOT PROTRUDE BEYOND THE GARAGE DOOR BY 5 FEET. THIS WOULD RESULT IN AN EXTREMELY LONG INTERIOR ENTRY HALL. ALSO THERE IS A FULL 2ND STORY ATOP THE GARAGE WHICH CREATES A MORE INVITING OVERALL FRONT FACADE.



LEFT ELEVATION



RIGHT ELEVATION



BACK ELEVATION



FRONT ELEVATION

Original

A:\order\Doc\197 Creekside Village\07 Creekside Village.rvt



4472
 4473 MIRROR
 4472 MIRROR
 4473 MIRROR NO BALCONY
BUILDING TYPE 1

Oakwood
 A CLAYTON COMPANY
ARRIVAL



4475
 4471
 4475 MIRROR NO BALCONY
 4474
 4472 MIRROR
BUILDING TYPE 2



4474 MIRROR
 4471
 4472
 4471
 4474 MIRROR
 4475 MIRROR NO BALCONY
BUILDING TYPE 3



4475
 4472
 4474 MIRROR
 4472
 4473 MIRROR
 4474 MIRROR
BUILDING TYPE 4



4474 MIRROR
 4471
 4472 MIRROR
 4474 MIRROR
BUILDING TYPE 5



4472
 4474 MIRROR
 4475 MIRROR NO BALCONY
 4472 MIRROR
 4473 MIRROR
BUILDING TYPE 6

RIVER MEADOWS- BUILDING TYPE EXTERIOR ELEVATIONS

ARRIVAL 9970 TOWNHOMES

1.15.26 DRC

Revised

LAND USE ELEMENT

DRAFT



TODAY'S PROGRESS
Tomorrow's Pride

A Living Vision (Page 1)

“The Land Use Element is both visionary and practical. It outlines community aspirations while guiding daily decision-making. It identifies where uses currently exist so that future uses can be distributed effectively. As Spanish Fork grows and conditions evolve, the document will be updated to ensure policies remain aligned with the city’s needs and values.”

The Land Use Element

Minor proposed changes: Page 18



STATION AREA (ST)

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



STATION AREA (ST)

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

The Land Use Element

Minor proposed changes: Page 26

GATEWAY

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

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



GATEWAY

The Gateway designation combines high-density housing with commercial uses to create vibrant, mixed use neighborhoods that mark a key northern entrance to the city. Unlike the Mixed Use designation, properties with this designation accommodate taller buildings and greater residential intensity. Residential densities in this Focused Growth Center should range from 20 to 50 homes per acre, with a focus on modern, integrated mixed use development. This area is strategically positioned along a new major transportation corridor that will provide more accessibility.

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

The Land Use Element

Minor proposed changes: Page 40

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

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

Map identify the future Station Area, which will be refined through the city's Station Area Plan. That plan will establish transit-oriented land uses, development intensity, and design standards aligned with the potential FrontRunner station and a future I-15 interchange at Center Street.

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

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Commercial uses are focused near the existing freeway access, where visibility and regional connectivity support long-term economic viability. The Station Area designation on the Land Use

Map identifies the potential location for a future FrontRunner station. If finalized and funded, a required Station Area Plan would establish transit-oriented land uses, development intensity, and design standards. A new transit station and I-15 interchange at Center Street would signal a major shift in land use west of the freeway.

With both active farming production and future commercial potential, the Southwest Valley area is planned to accommodate future growth while protecting the stewardship of the city's rural edge.



The Land Use Element

Minor proposed changes: Page 47

Objective 1.2 – Align growth decisions with fiscal sustainability.

Strategies

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

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

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

1.2.4 Consider future infrastructure needs when evaluating proposed annexations to avoid inefficient spending of public funds.

