

NO FORMAL ACTIONS ARE TAKEN IN A WORK MEETING

5:30 P.M. - WORK MEETING - MULTI-PURPOSE ROOM

CALL TO ORDER

COUNCIL BUSINESS

1. Calendar
 - Jul 24 - Observance of the Pioneer Day Holiday (Civic Center Closed Friday)
 - Aug 04 - Work Study Meeting 5:30 p.m., Regular Meeting 7:00 p.m.
 - Aug 18 - Work Study Meeting 5:30 p.m., Regular Meeting 7:00 p.m.
2. **REVIEW OF THE 7:00 P.M. REGULAR COUNCIL MEETING AGENDA ITEMS**
 - a) Invocation - Councilmember Smith
 - b) Pledge of Allegiance - Councilmember Snelson
 - c) Consent Agenda
 1. Approval of the minutes for the July 07, 2026 work meeting and regular meeting
3. **WORK MEETING DISCUSSIONS/PRESENTATIONS**
 - a) Discussion regarding an Interlocal Agreement with Provo City - Troy Fitzgerald, City Administrator
 - b) Dog Training and Boarding Business License - John Penrod, Assistant City Administrator/City Attorney; Carla Wiese, Planner/Economic Development

MAYOR, COUNCIL, AND ADMINISTRATIVE REPORTS

ADJOURNMENT

CLOSED SESSION, IF NEEDED - TO BE ANNOUNCED IN MOTION

The Springville City Council may temporarily recess the meeting and convene in a closed session as provided by UCA 52-4-205.

7:00 P.M. COUNCIL MEETING - CITY COUNCIL ROOM

CALL TO ORDER

INVOCATION

PLEDGE

APPROVAL OF THE MEETING'S AGENDA

MAYOR'S COMMENTS

PUBLIC COMMENT - Audience members may bring any item, not on the agenda, to the Mayor and Council's attention. Please complete and submit a "Request to Speak" form. Comments will be limited to two or three minutes, at the mayor's discretion. State Law prohibits the Council from acting on items that do not appear on the agenda.

CONSENT AGENDA - The Consent Agenda consists of items previously discussed or that are administrative actions where no additional discussion is needed. When approved, the recommendations in the staff reports become the action of the Council. The agenda provides an opportunity for public comment. If, after the public comment, the Council removes an item from the consent agenda for discussion, the item will keep its agenda number. It will be added to the regular agenda for discussion unless otherwise specified by the Council.

1. Approval of the minutes for the July 07, 2026 work meeting and regular meeting

REGULAR AGENDA

2. Consideration of an Ordinance adopting the Springville Station Area Plan - Josh Yost, Community Development Director.
3. Consideration of an Ordinance amending Springville City Code Title 11 Chapter 5 Article 7 Materials Processing and Storage Overlay Regulations and amending Springville City Code Title 7 Business Regulations and Licensing Chapter 9 Materials Processing and Storage Businesses - Carla Wiese, Planner II/Economic Developer

MAYOR, COUNCIL, AND ADMINISTRATIVE REPORTS

ADJOURNMENT - CLOSED SESSION, IF NEEDED - TO BE ANNOUNCED IN MOTION

The Springville City Council may temporarily recess the meeting and convene in a closed session as provided by UCA 52-4-205.

CERTIFICATE OF POSTING - THIS AGENDA IS SUBJECT TO CHANGE WITH A MINIMUM OF 24-HOURS NOTICE - POSTED 07/16/2026

In compliance with the Americans with Disabilities Act, the City will make reasonable accommodations to ensure accessibility to this meeting. If you need special assistance to participate in this meeting, please get in touch with the City Recorder at (801) 489-2700 at least three business days prior to the meeting.

Meetings of the Springville City Council may be conducted by electronic means pursuant to Utah Code Annotated Section 52-4-207. In such circumstances, contact will be established and maintained by telephone or other electronic means, and the meeting will be conducted pursuant to Springville City Municipal Code 2-4-102(4) regarding electronic meetings.

s/s - Kim Crane, MMC, City Recorder



MINUTES
Springville City Council Work/Study Meeting - July 07, 2026

MINUTES OF THE WORK/STUDY MEETING OF THE SPRINGVILLE CITY COUNCIL HELD ON
TUESDAY, JULY 07, 2026, AT 5:30 P.M. AT THE CIVIC CENTER, 110 SOUTH MAIN STREET,
SPRINGVILLE, UTAH.

Presiding and Conducting: Mayor Matt Packard

Elected Officials in Attendance: Karen Ellingson
Logan Millsap
Jake Smith
Mike Snelson
Mindi Wright

City Staff in Attendance: City Administrator Troy Fitzgerald, Assistant City Administrator/City Attorney John Penrod, Assistant City Administrator/Finance Director Bruce Riddle, City Recorder Kim Crane, Administrative Services Director Patrick Monney, Community Development Director Josh Yost, Internal Services Director Scott Sensenbaur, Library Director Dan Mickelson, Museum of Art Director Emily Larsen, Parks and Recreation Director Stacey Child, Power Director Jason Miller, Public Works Director Brad Stapley, Public Safety Director Lance Haight, and Assistant Public Works Director Jeff Anderson.

CALL TO ORDER - Mayor Packard welcomed everyone and called the Work/Study meeting to order at 5:32 p.m.

COUNCIL BUSINESS

1. Calendar

- Jul 21 - Work Study Meeting 5:30 p.m., Regular Meeting 7:00 p.m.
- Jul 24 - Observance of the Pioneer Day Holiday (Civic Center Closed Friday)
- Aug 04 - Work Study Meeting 5:30 p.m., Regular Meeting 7:00 p.m.

Mayor Packard asked if there were any additions to the calendar and requested that a Councilmember serve as Mayor Pro Tem for the July 21, 2026, Work Meeting. He also discussed the recent fireworks ban and the State's recommendations regarding fire restrictions. Mayor Packard noted that he had received very little public opposition to the fireworks ban.

Councilmember Ellingson stated that there had been some public confusion regarding restrictions on open fires, including the use of residential fire pits within the City.

Public Safety Director Haight reported that the Fourth of July holiday had gone well. He stated that the department responded to a small number of fireworks-related calls and that an incident at Bartholomew Park was resolved without further issues.

2. DISCUSSION ON THIS EVENING'S REGULAR MEETING AGENDA ITEMS

- a) Invocation - Councilmember Millsap

MINUTES OF THE REGULAR MEETING OF THE SPRINGVILLE CITY COUNCIL HELD ON TUESDAY, JULY 07, 2026, AT 7:00 P.M. AT THE CIVIC CENTER, 110 SOUTH MAIN STREET, SPRINGVILLE, UTAH.

Presiding and Conducting: Mayor Matt Packard

Elected Officials in Attendance: Karen Ellingson
Logan Millsap
Jake Smith
Mike Snelson
Mindi Wright

City Staff in Attendance: City Administrator Troy Fitzgerald, Assistant City Administrator/City Attorney John Penrod, Assistant City Administrator/Finance Director Bruce Riddle, City Recorder Kim Crane, Administrative Services Director Patrick Monney, Community Development Director Josh Yost, Internal Services Director Scott Sensanbaugher, Library Director Dan Mickelson, Museum of Art Director Emily Larsen, Parks and Recreation Director Stacey Child, Power Director Jason Miller, Public Works Director Brad Stapley, and Public Safety Director Lance Haight

CALL TO ORDER

Mayor Packard called the meeting to order at 7:01 p.m.

INVOCATION AND PLEDGE

Councilmember Millsap offered the invocation, and Councilmember Ellingson led the Pledge of Allegiance.

APPROVAL OF THE MEETING'S AGENDA

Motion: Councilmember Ellingson moved to approve the agenda as written. Councilmember Ellingson amended her motion by removing item #3 from the Consent Agenda. **Councilmember Smith seconded** the motion. **Voting Yes:** Councilmember Ellingson, Councilmember Millsap, Councilmember Smith, Councilmember Snelson, and Councilmember Wright. The motion **Passed Unanimously, 5-0.**

MAYORS' COMMENTS

Mayor Packard welcomed the Council, staff, and those in attendance

CEREMONIAL AGENDA

1. Miss Springville/Mapleton Presentation

Miss Springville/Mapleton Laynee Pace introduced her service initiative, "Moms and Minis," which supports mothers dealing with hospital stays, infertility, and NICU experiences. She discussed her goal to set up donation drop boxes for supplies and funds. The Mayor and Council expressed their support,

offering guidance on finding locations and emphasizing her positive influence on young women in the community.

PUBLIC COMMENT

Mayor Packard introduced the Public Comment portion of the agenda and asked if there were any written requests to speak.

Tim Parker pointed out that the Dry Creek development was approved without heavy industrial or material processing overlays; however, these overlays have persisted. He noted that the Planning Commission voted unanimously to remove these overlays on February 24th of this year. Despite the Planning Commission's recommendation and subsequent discussions in work meetings, five months have passed without the matter being placed on the City Council's agenda for a final vote. Parker expressed frustration with the lack of transparency and scheduling, explaining that he is unable to sell his home due to the existing industrial overlay on his property. He also raised concerns about the lack of essential infrastructure, such as sewer services, in the area.

John Wells expressed significant concerns regarding the city's use of Flock Safety automated license plate recognition cameras. Wells argued that the system has expanded significantly beyond the initial "modest pilot" program described to the council in September 2022. He cited documented incidents in other cities, such as Dunwoody, Georgia, and Milwaukee, Wisconsin, where employees or officers misused the technology for personal monitoring or unauthorized surveillance. He highlighted that data is now frequently shared with external agencies beyond local law enforcement without explicit local approval. Citing privacy concerns and the potential circumvention of the Fourth Amendment, Wells urged the council to terminate the city's contract with Flock Safety.

CONSENT AGENDA

2. Approval of the minutes for the June 16, 2026 work meeting and regular meeting and the June 25, 2026 emergency meeting.
3. ~~Approval of an Ordinance amending Title 11, Chapter 6 of the Springville City Code to meet the minimum requirements of the National Flood Insurance Program regulations in 44 CFR Part 60.3(d), and to formally adopt the new Flood Insurance Study (FIS) report and Flood Insurance Rate Maps (FIRMs) for Utah County and Incorporated Areas~~ Jeff Anderson, Assistant Public Works Director Removed per motion
4. Approval of the Mayor's reappointment of Craig Child to the Landmark Preservation Commission

Mayor Packard asked for a discussion or a motion on the consent agenda. There was no discussion.

Motion: Councilmember Snelson moved to approve the consent agenda as amended. Councilmember Millsap seconded the motion. Voting Yes: Councilmember Ellingson, Councilmember Millsap, Councilmember Smith, Councilmember Snelson, and Councilmember Wright. The motion Passed Unanimously, 5-0.

REGULAR AGENDA

5. ~~Consideration of a Real Estate purchase Contract to sell a piece of Land owned by Springville City in Spanish Fork~~ Scott Sensenbaugh, Internal Services Director

The Agenda was amended on July 06, 2026, and the item was postponed.

MAYOR, COUNCIL, AND ADMINISTRATIVE REPORTS

Mayor Packard asked for further discussions or reports.

Councilmember Millsap reported the Utility Board would have an in-depth training session for the board focusing on the city's water system, following a previous session on the power system.

Councilmember Ellingson reported on recent activity at the golf course, including the installation of a new clock funded by a PAR grant, and discussed the department's long-range maintenance and upgrade plans.

Councilmember Wright reported she would report back after the Community Board meets.

Community Development Director Josh Yost provided an update on the city's master plan. A new project lead, Nick Davis, has been assigned to oversee a significant re-draft of the document to resolve fundamental issues. The goal is to provide a revised text by the end of July, conduct reviews in August, and reach the final stage of approval before the end of the year.

Councilmember Snelson recently met with Representative Kennedy and discussed challenges regarding the railroad, progress on a Forest Service land exchange, and potential funding applications for the Spring Creek Trail project.

Mayor Packard praised the city's recent Utah Symphony performance held on the 2nd of July at Jolley's Ranch Park. He highlighted the successful venue, the high turnout of attendees, and the peaceful nature of the event. The Mayor encouraged citizens to provide feedback through the symphony's survey to support future performances in the city. He complimented Director Stacey Child and the Parks and Recreation Staff for a successful event.

CLOSED SESSION, AND ADJOURNMENT IF NEEDED - TO BE ANNOUNCED IN MOTION

The Springville City Council may adjourn the regular meeting and convene into a closed session as provided by UCA 52-4-205.

ADJOURNMENT

Motion: Councilmember Wright moved to adjourn at 7:26 p.m. **Councilmember Smith seconded** the motion. **Voting Yes:** Councilmember Ellingson, Councilmember Millsap, Councilmember Smith, Councilmember Snelson, and Councilmember Wright. The motion **Passed Unanimously, 5-0.**

This document constitutes the official minutes for the Springville City Council Regular Meeting held on Tuesday, July 07, 2026.

I, Kim Crane, do hereby certify that I am the duly appointed, qualified, and acting City Recorder for Springville City, Utah County, State of Utah. I do hereby certify that the foregoing minutes represent a true, accurate, and complete record of this meeting held on Tuesday, July 07, 2026.

DATE APPROVED: _____

Kim Crane
City Recorder

b) Pledge of Allegiance - Councilmember Ellingson

c) Consent Agenda

2. Approval of the minutes for the June 16, 2026 work meeting and regular meeting and the June 25, 2026 emergency meeting.

3. Approval of an Ordinance amending Title 11, Chapter 6 of the Springville City Code to meet the minimum requirements of the National Flood Insurance Program regulations in 44 CFR Part 60.3(d), and to formally adopt the new Flood Insurance Study (FIS) report and Flood Insurance Rate Maps (FIRMs) for Utah County and Incorporated Areas - Jeff Anderson, Assistant Public Works Director

4. Approval of the Mayor's reappointment of Craig Child to the Landmark Preservation Commission

Mayor Packard asked if there was any discussion on the consent agenda and noted Item #3 will need more time for review of Title 11 and suggested moving it to the first meeting in August.

Councilmember Ellingson asked to see copies of the maps showing the floodplain changes. Assistant Public Works Director Anderson said he would work on getting a smaller file size so he can provide it to the council before the August meeting.

City Administrator Fitzgerald reported that State and unincorporated areas are restricted for Stage 2, with no open fires.

3. WORK MEETING DISCUSSIONS/PRESENTATIONS

a) **Arts Master Plan Updates & FY27 Priorities - Emily Larsen, Museum of Art Director**

Museum of Art Director Emily Larsen presented an update on the implementation of the Arts Master Plan, which was adopted two years earlier. She reviewed the City's progress, noting that 35 public art projects had been completed, with eight additional projects underway. She reported that nearly 300,000 art experiences had been provided and that the online Art Loops map had received more than 1,400 unique visits since its launch. Larsen also shared that online interest in the "Art City" identity had increased by 50 percent and that interest in the Springville Museum of Art had grown by 70 percent over the past five years. She highlighted ongoing initiatives, including Gazebo Gatherings during the farmers market, performing arts programming at the Senior Center, and expanded marketing and communications efforts. She stated that implementation of the Arts Master Plan remained on schedule.

Emily explained that over the previous three years, staff had focused on expanding public art initiatives while evaluating service levels and organizational capacity. She reported that the Public Art Program and Art Loops had now been launched and would be managed by staff, allowing her to shift her focus to museum building projects.

Emily reviewed Fiscal Year 2027 priorities and projects currently in progress, including Festival Street, Arts Park-High School Plaza, roundabout standards, the 800 South Roundabout, the High School Roundabout, the 1600 South Corridor, the Robot sculpture at Community Park, and a Bike Park mural. She also noted growing interest from private businesses in participating in public art projects and stated that staff was developing a program to support those partnerships.

Emily distributed a worksheet requesting feedback on the Arts Master Plan and asked attendees to identify their top three to five priorities, initiatives, or future projects.

Councilmember Wright identified protecting the City's art collection and providing appropriate storage as a priority.

Councilmember Snelson expressed support for increasing involvement from local businesses and developers in public art projects.

Mayor Packard identified visual improvements at City entrances, the Arts Park, and the 1600 South Corridor as priorities. He later stated that he would like future murals to incorporate historical themes and concluded by expressing appreciation for the work of staff, committees, and volunteers in advancing the Arts Master Plan.

Councilmember Millsap stated that he would like to see land use and zoning policies that support artists.

Councilmember Smith expressed interest in emphasizing the City's heritage through public art, including murals, to further strengthen Springville's identity as an arts community.

Councilmember Ellingson identified the preservation of art and historic structures as a priority.

b) New National Flood Insurance Program 44 CFR Part 60.3D requirement updates - Jeff Anderson, Assistant Public Works Director

Assistant Public Works Director Jeff Anderson presented an update on the National Flood Insurance Program (NFIP) and advised the Council that adoption of the updated floodplain ordinance would be brought forward for consideration in August. He explained that, as a condition of continued participation in the NFIP, Springville must adopt the updated Flood Insurance Study (FIS), Flood Insurance Rate Maps (FIRMs), and a compliant floodplain management ordinance by August 27, 2026. He noted that participation in the NFIP allows property owners to obtain federally backed flood insurance at reduced rates.

Jeff reviewed the City's obligations under the program and explained that the floodplain remapping project began in 2018, resulting in approximately 288 additional homes being included within the updated floodplain. He summarized FEMA's compliance requirements and emphasized that the federal deadline for adoption is the end of August. Jeff also reviewed the updated floodplain maps and explained that the proposed ordinance includes three limited amendments to City Code Title 11-6 to satisfy minimum federal requirements without changing existing City policy.

c) TUF Capital Projects FY 2027 - Jeff Anderson, Assistant Public Works Director

Assistant Public Works Director Jeff Anderson presented additional information on the proposed Transportation Utility Fund (TUF) study and reviewed the types of projects the proposed funding would support. He explained that TUF revenues would be used to supplement existing road maintenance and preservation efforts, helping maintain current pavement conditions and extend the life of City streets. He also reported that TUF funding would provide partial support for active transportation projects, including the development of a core network of bicycle lanes to improve connections between neighborhoods, schools, parks, and trails. He noted that the proposed TUF would not fund larger capital projects but would help advance the City's transportation goals.

Jeff reviewed potential projects that could be funded through the TUF, including a dedicated right-turn lane at Center Street and Main Street, which would require relocating curb and gutter and evaluating the feasibility of constructing a pedestrian bridge over the creek culvert.

Councilmember Millsap questioned whether constructing a pedestrian bridge at that location was the best use of funding and suggested evaluating whether other areas, such as 950 West, would provide greater connectivity benefits.

Jeff responded that a pedestrian bridge would cost approximately \$100,000 and stated that funding priorities would need to be further evaluated. He also identified a missing sidewalk segment on 400 North between 800 East and 880 East, explaining that construction would require retaining walls. He noted that adjacent property owners had expressed interest in the sidewalk and that it would improve pedestrian safety.

Councilmember Smith asked whether the City planned to inform residents when Transportation Utility Fund revenues were used to complete projects.

Mayor Packard directed Assistant Public Works Director Jeff Anderson to work with Councilmember Millsap regarding the proposed project.

MAYOR, COUNCIL, AND ADMINISTRATIVE REPORTS

Mayor Packard asked if there was any additional discussion.

City Administrator Troy Fitzgerald informed the Council that the Utah League of Cities and Towns (ULCT) had openings on its Board of Directors. He invited interested Council members to apply and noted that applications were due by September 1, 2026.

Director Monney reported on the work of the Historical Society, stating that efforts were underway to complete an overview and assessment of the Society's collection. He also shared that representatives from the State Historical Society had been highly complementary of the quality of the Historical Society's collection.

ADJOURNMENT CLOSED SESSION IF NEEDED - TO BE ANNOUNCED IN MOTION

The Springville City Council may temporarily recess the meeting and convene in a closed session as provided by UCA 52-4-205.

Motion: Councilmember Snelson moved to adjourn the work meeting at 6:44 p.m. **Councilmember Smith seconded** the motion. **Vote Yes:** Councilmember Ellingson, Councilmember Millsap, Councilmember Smith, Councilmember Snelson, and Councilmember Wright. The motion **Passed Unanimously, 5-0.**

This document constitutes the official minutes for the Springville City Council Work/Study Meeting held on Tuesday, July 07, 2026.

I, Kim Crane, do hereby certify that I am the duly appointed, qualified, and acting City Recorder for Springville City, Utah County, State of Utah. I do hereby certify that the foregoing minutes represent a true, accurate, and complete record of this meeting held on Tuesday, July 07, 2026.

DATE APPROVED: _____

Kim Crane
City Recorder



STAFF REPORT

DATE: July 13, 2026
TO: Honorable Mayor and City Council
FROM: Josh Yost, Community Development Director
SUBJECT: Springville Station Area Plan

Recommended Motion:

Approve an ordinance adopting the Springville Station Area Plan.

Executive Summary:

The Springville Station Area Plan establishes a vision and policy framework for development within approximately one-half mile of the future FrontRunner station, as required by House Bill 462 (2022). The plan builds on the 2002 Westfields Community Plan and recommends a mixed-use, transit-oriented neighborhood with a central “Village Core,” a range of housing types, commercial uses, and a connected street and trail network. The plan anticipates up to approximately 1,300 residential units and remains consistent with prior planning and existing infrastructure capacity.

The Planning Commission reviewed the plan over multiple meetings and directed staff to revise the future land use map to be more conceptual. Those changes were incorporated without altering overall land use or density.

Public input focused on concerns regarding the 900 South overpass, groundwater conditions, traffic impacts, and neighborhood compatibility, while some residents expressed support for the plan’s long-term transportation and housing benefits.

The Planning Commission voted 4-1 to recommend approval to the City Council.

Focus of Action:

- Does the proposed Station Area Plan meet the requirements of HB 462 (2022)?
- How does the proposed Station Area Plan relate to past planning efforts and existing planning policy, including the Westfields Community Plan and the Springville General Plan?



- Is the proposed Station Area Plan compatible with the adopted capital facility master plans?

Background:

Springville initiated the Station Area Plan in 2022 in partnership with UTA and consultant Design Workshop. The initial phase included development of a community survey in December 2022, followed by focus-group meetings with elected officials, advisory boards, City staff, property owners, and interested residents. The planning process continued through technical analysis, stakeholder coordination, concept development, and additional public outreach, including a September 2025 open house, before Planning Commission review began in October 2025.

Discussion:

HB 462 Compliance

The proposed Station Area Plan meets the requirements of HB 462 (2022). The following is a response to the certification requirements for station area plans as defined in the bill.

The Springville Station Area Plan promotes an increase in the availability and affordability of housing by planning for a broad mix of housing options, including small-lot single family, multi-plex, townhome, and multi-family at a variety of densities of both for-sale and for-rent products.

The Springville Station Area Plan promotes sustainable environmental conditions by creating a mixed-use neighborhood consisting of housing, retail, commercial and civic uses in the immediate vicinity of the proposed future FrontRunner platform and adjacent to existing destination retail, recreation and civic uses. This will encourage people to stay local, reducing the need for auto trips in favor of transit use and on-foot trips.

The Springville Station Area Plan enhances access to opportunities by creating a neighborhood that provides a range of housing choices for entry-level residents, growing families, and those choosing to downsize as children leave the home. This variety of housing choice provides a diversity not common in the existing Springville housing stock.

The Springville Station Area Plan increases transportation choices and connections by creating a multi-modal transit station serving local bus service, future FrontRunner



service, and transit parking. In addition, BRT service could be accommodated within the plan should it be considered in the future.

Without more certainty regarding the construction of the FrontRunner extension, the required 5-Year Implementation Plan is limited to zoning adopting and construction of related city infrastructure projects.

Action	Responsible Party(ies)
Prepare and adopt code updates as required to allow for development as described in Station Area Plan	Springville City Property Owners
Complete Station Area location planning and environmental review	UTA
Complete 1200 W road construction	Springville City

Relationship to Past Planning and Existing Policy

The proposed Station Area Plan builds directly on more than two decades of planning for a transit-oriented community center in the Westfields. The fundamental land-use concept, mixed commercial and residential development organized around a transit station, with walkable streets, public spaces, and transitions to surrounding neighborhoods, was established in the 2002 Westfields Community Plan and subsequently reinforced by the Springville General Plan and other adopted City plans.

The Westfields Community Plan designated a community core near 400 South and 1200 West and called for a transit-oriented Village Center west of 1200 West, neighborhood commercial development to the east, and an intermodal transit center associated with the railroad corridor. The plan's stated strategies included locating shopping, housing, and employment near one another and creating a community where residents could shop, recreate, dine, live, and work within a walkable environment. It also called for the highest residential intensities near the community core, with densities and building scales decreasing toward surrounding neighborhoods.

The Station Area Plan carries these policies forward in a more detailed, station-specific form. It places a mixed-use Village Core and Transit Plaza immediately adjacent to the FrontRunner station, with commercial, civic, residential, and transit functions concentrated around that center. The proposed land-use pattern generally places the



highest residential intensity near the station and transitions through progressively lower-intensity residential categories toward existing single-family neighborhoods. The plan's land-use categories accommodate a broad range of housing forms, including detached homes, cottages, duplexes and fourplexes, townhomes, stacked flats, condominiums, and apartments. These provisions implement the Westfields Community Plan's direction for a mixed-use center, housing diversity, and compatible transitions rather than replacing that original vision.

The Springville General Plan provides an additional and explicit policy foundation. Its land-use element identifies the Village Center near approximately 1500 West and 400 South as the location of a future FrontRunner station and reserves the surrounding area for master-planned mixed-use commercial and higher-density residential development. The Station Area Plan converts that broad General Plan designation into a more usable framework by identifying the general arrangement of the transit center, mixed-use core, commercial areas, residential transitions, parks, and principal transportation connections.

The plan also implements the General Plan's housing policies. The Housing Element calls for a variety of housing types that can serve residents at different stages of life while maintaining neighborhood quality. The City's Moderate-Income Housing Plan more specifically directs the City to allow higher-density and moderate-income housing opportunities in mixed-use areas near major transit investments, commercial centers, and employment centers. The Station Area Plan responds by providing capacity for approximately 1,311 dwelling units in a variety of building and ownership types near transit, employment, commercial services, and existing infrastructure. The plan therefore expands the range and potential attainability of housing in a location identified by City policy as appropriate for additional residential intensity. The proposed density and unit count is in line with the 2002 plan.



	Westfields Community Plan (2002)	Station Area Plan (2025)	Difference
Max Residential Units	1,352	1,311	-41
Acreage	113.8	126.1	12.3
Units/Acre	11.9	10.4	-1.5
Parks	7 acres	9.16 acres	2.16

The Station Area Plan similarly advances established transportation policy. The Westfields Community Plan called for an interconnected system of streets, trails, and pedestrian routes; a balance among motorists, pedestrians, bicyclists, and transit users; manageable block sizes; and a principal north-south connection along 1200 West. It also directed the City to work with UTA toward an intermodal transit hub along the railroad corridor. The General Plan and Transportation Master Plan continue this policy emphasis by supporting commuter rail, convenient transit access, complete streets, bicycle circulation, transfers between transportation modes, and improved east-west and north-south connectivity in the Westfields.

The proposed plan implements those policies through a connected, fine-grained circulation framework organized around 400 South, 700 South, 900 South, 1200 West, and 1750 West. It provides for a FrontRunner platform, Transit Plaza, bus loading and transfer facilities, shared station parking, and compatibility with future bus or bus rapid transit service. Proposed pedestrian and bicycle improvements include the 1200 West multi-use corridor, an east-west connection along 900 South, a grade-separated pedestrian connection near 400 South, and connections to the Dry Creek and Hobble Creek trail systems. The precise alignment and design of individual streets and crossings will be determined through later transportation, environmental, zoning, and development processes, but the Station Area Plan establishes the land-use and connectivity framework needed to support those investments.



The plan also builds on adopted policies for parks, public space, and community identity. The Westfields Community Plan called for neighborhood parks, interconnected open-space corridors, and trails linking residential areas with community destinations. The General Plan calls for an integrated trail network serving both transportation and recreation and encourages the City to express its “Art City” identity through the design of public spaces and the built environment. The Station Area Plan provides approximately 9.2 acres of parks and open space, seeks to place residences within an approximately five-minute walk of a park, connects local open spaces to larger trail corridors, and makes the Transit Plaza a principal public gathering space and gateway into Springville. Its recommendations for building form, street orientation, active ground-floor uses, landscaping, and future design standards provide the basis for creating a recognizable Springville character rather than an isolated or generic development. More specific architectural and public-realm standards will be established through the subsequent zoning and design-guideline process.

The proposed implementation approach is also consistent with the City’s experience in the Westfields Central New Neighborhood Plan, which applied the original Westfields principles through connected streets, smaller blocks, alleys and rear-loaded parking, civic open space, compatible development at neighborhood edges, and detailed design standards. The Station Area Plan applies similar planning principles at a smaller scale and anticipates that they will ultimately be implemented through new zoning, design guidelines, a regulating plan, subdivision review, and building permits.

The Station Area Plan does not resolve every project-level issue. The General Plan recognizes environmental constraints in western Springville, including high groundwater, wetlands, soils, drainage, noise, and other potential development impacts. The Station Area Plan establishes the appropriate land-use and transportation vision, but it does not replace the environmental review of the FrontRunner project or the geotechnical, drainage, utility, and engineering analyses required as individual properties develop. Those matters will be evaluated through the applicable UTA, zoning, subdivision, site-plan, and infrastructure-review processes.

In summary, the Station Area Plan is consistent with and advances existing Springville policy. It retains the transit-oriented Village Center envisioned in 2002; implements the General Plan’s designation of the area for a future FrontRunner station, mixed-use development, and higher-density housing; advances adopted housing, transportation,



parks, trails, and community-design policies; and provides a contemporary framework for translating those longstanding policies into zoning and future development decisions.

Compatibility With Adopted Capital Facility Master Plans

The Springville Station Area Plan adheres to the adopted capital facility master plans by first following the street alignments and classifications established by the Transportation Master Plan. The SAP also reflects the physical location of water, wastewater, stormwater, and power infrastructure identified in each master plan.

The SAP is consistent with the development intensity originally planned for the area in the Westfields Community Plan. This means the development envisioned by the SAP fits the infrastructure capacity that has been planned and constructed over the last 25 years.

The Springville Station Area Plan establishes a long-range vision and policy framework for development within approximately one-half mile of the future FrontRunner station.

Planning Commission Review

The Planning Commission reviewed the plan over multiple meetings, including a public hearing on October 14, 2025, a work session on October 28, 2025, and a continued public hearing and action on February 10, 2026. During this process, the Commission's primary concern was that the draft plan appeared overly specific—particularly the future land use map—which could be interpreted as a fixed development layout rather than a policy framework. In response, staff and the consultant team revised the plan to replace detailed block and street diagrams with a more conceptual “bubble diagram” while maintaining the same land use distribution, densities, and overall vision.

The Planning Commission held a public hearing on October 14, 2025, and reopened the hearing on February 10, 2026, to receive additional public input. Multiple residents provided comments across both hearings, expressing a range of concerns as well as support for the Station Area Plan.

A significant portion of the public comment focused on transportation impacts, particularly the proposed 900 South overpass. Residents questioned the location, lack of clearly defined alternatives, and potential impacts on adjacent neighborhoods, including noise, visual impacts, and proximity to existing homes. Several speakers expressed concern that mitigation measures were not clearly defined and requested additional evaluation of alternative alignments.



Another major theme was groundwater and geotechnical conditions in the Westfields area. Multiple residents described existing issues with high water tables, including flooding and structural impacts to homes, and expressed concern that additional development could exacerbate these conditions. Commenters requested further study, clearer engineering solutions, and acknowledgment of potential risks to both existing and future residents.

Residents also raised concerns about traffic congestion and circulation, particularly along 400 South and connections to I-15. Some questioned the assumptions and conclusions of the traffic analysis and expressed concern that the proposed development intensity could worsen existing congestion.

Several comments addressed land use compatibility, including building height, density, and transitions between new development and existing single-family neighborhoods. Residents requested reduced density near existing homes, increased buffering (such as parks or open space), and careful consideration of visual and privacy impacts.

Additional concerns included school capacity, construction timing and phasing, and the need for clearer information about implementation of the plan.

In addition to concerns, several members of the public expressed support for the plan and the FrontRunner station, citing benefits such as improved regional connectivity, increased walkability, expanded housing options, and more efficient use of existing infrastructure. Some commenters noted that concentrating development near existing infrastructure is a more efficient and sustainable growth pattern and aligns with long-term planning efforts.

Overall, public input reflected a mix of concern about localized impacts and support for the broader vision of transit-oriented development and improved mobility options in the community.

In response to public concerns, the plan was revised to include additional language committing the City to coordinate with UTA to minimize the impacts of any future grade-separated crossing. Staff also clarified that detailed issues such as site design, buffering, building form, and infrastructure will be addressed during subsequent implementation steps, including zoning, design guidelines, and regulating plans.

Following consideration of the revised plan and public input, the Planning Commission voted 4-1 to recommend approval of the Station Area Plan to the City Council.



Alternatives:

Continue discussion of the Springville Station Area Plan
Deny adopted of the Springville Station Area Plan

Attachments:

1. Draft Station Area Plan
2. Planning Commission Staff Reports
 - a. October 14, 2025
 - b. February 10, 2026
3. Planning Commission Minutes
 - a. October 14, 2025
 - b. October 28, 2025
 - c. February 10, 2026
4. Public Hearing Comment Summary

ORDINANCE #__-2026

AN ORDINANCE ADOPTING THE SPRINGVILLE STATION AREA PLAN

WHEREAS, Utah Code § 63N-23-104 requires a municipality with a fixed guideway public transit station within its boundaries to develop and adopt a station area plan for the applicable station area and to adopt appropriate land use regulations to implement the station area plan; and

WHEREAS, the Springville Station Area Plan establishes a vision and implementation actions for land within the station area and is intended to satisfy the requirements of Utah Code § 63N-23-104; and

WHEREAS, the City has developed the Springville Station Area Plan with public outreach and community engagement involving relevant stakeholders, including residents, business owners, property owners, the applicable metropolitan planning organization, the applicable public transit district, and other affected agencies; and

WHEREAS, the City Council finds that the Springville Station Area Plan promotes the statutory objectives of increasing the availability and affordability of housing, including moderate income housing; promoting sustainable environmental conditions; enhancing access to opportunities; and increasing transportation choices and connections; and

WHEREAS, the City Council finds that the Springville Station Area Plan includes the required station area vision, station area mapping, implementation actions, responsible parties, and explanation of how the plan promotes the statutory station area planning objectives.

NOW, THEREFORE, BE IT ORDAINED by the City Council of Springville, Utah:

SECTION 1. ADOPTION. The City Council hereby adopts the Springville Station Area Plan, attached as Exhibit A, as the City's station area plan for the applicable station area pursuant to Utah Code § 63N-23-104.

SECTION 2. CERTIFICATION SUBMITTAL. City staff are authorized and directed to submit the adopted Springville Station Area Plan, this ordinance, and any supporting documentation required for certification to the Mountainland Association of Governments and the applicable public transit district in accordance with Utah Code § 63N-23-104.

SECTION 3. IMPLEMENTATION. City staff are authorized and directed to proceed with the implementation actions identified in the Station Area Plan, including preparation of any future land use regulation amendments, infrastructure planning, funding strategies, design standards, or other actions requiring subsequent City approval.

SECTION 4. REPORTING. Upon certification, City staff shall include the certification in the City's applicable moderate income housing report and shall track future station area plan reporting obligations required by Utah Code § 63N-23-104.

SECTION 5. EFFECTIVE DATE. This Ordinance shall take effect upon publication or posting as required by law.

PASSED, ADOPTED AND ORDERED POSTED by the Council of Springville City, Utah
this 21st day of July, 2026.

MAYOR MATT PACKARD

ATTEST:

KIM CRANE, CITY RECORDER



Attachment 1: Draft Station Area Plan

STATION AREA PLAN **SPRINGVILLE**



Prepared for Springville City and Utah Transit Authority
July 2025





SPRINGVILLE STATION AREA PLAN

Prepared for

Springville City
Utah Transit Authority

Prepared by

Design Workshop

Chris Geddes, Principal-in-Charge
Kimberly Case, Project Manager
Carolyn Levine, Planner
Alex Zarookian, Strategic Services Specialist



All images by Design Workshop unless noted.

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1. INTRODUCTION



WHAT IS A STATION AREA PLAN?

A station area plan (SAP) is a plan for the land surrounding a fixed guideway transit station. It takes into account the needs for housing, business and industry, transportation, and public life. The goal is to create a neighborhood where residents can access all the things they need for daily living within walking distance—a pharmacy, fresh produce and pantry staples, parks and playgrounds, and more.

Springville’s SAP was developed in partnership with the city and Utah Transit Authority (UTA). It establishes a vision that is optimal and appropriate for the local context. The vision was influenced by community input, and takes into consideration the existing station area context, conditions, and importantly, market realities.

WHY NOW?

Utah, especially the region along the Wasatch Front, is experiencing unprecedented population growth. This, combined with national economic trends, has resulted in a housing supply and affordability crisis. The prevalence of car-oriented development has resulted in some of the nation’s most extreme air pollution and traffic congestion. Together, these factors have made it imperative for Utahns to embrace creative patterns of development that center transit and walkability.

Utah House Bill 462

Recent legislation, HB 462 (titled Housing Affordability Amendments) was passed and signed into law during the 2022 state legislative session. It requires cities and towns with a fixed-guideway public transit station (rail or bus rapid transit) to develop a Station Area Plan for that station and update its general plan and zoning to implement the SAP.

Per the legislation, an SAP is intended to promote shared objectives such as housing availability and affordability, access to opportunities, sustainable environmental conditions, and transportation choices and connections. Ideally, it:

- Increases the availability and affordability of housing, including moderate income housing
- Promotes sustainable environmental conditions
- Enhances access to opportunities
- Increases transportation choices and connections
- Is adopted by Springville City and the Mountainland Association of Governments.

TRANSIT-ORIENTED COMMUNITIES

UTA will build, own, and manage the future Springville FrontRunner station. They encourage design principles known colloquially as transit-oriented development (TOD), and referred to in

this document as transit-oriented communities (TOC). These principles integrate transit into everyday life and emphasize walkability so that it is safe and enjoyable for everyone to walk and bike throughout the neighborhood.

Transit (buses and trains) are prioritized to reduce traffic congestion and combat air pollution, significant regional issues along the Wasatch Front. Cars are welcome in some spaces, at a speed that is safe for people walking and biking.

This timely plan addresses the requirements laid out in HB 462 and aligns with UTA’s TOC guidelines.

CHALLENGES

Springville is an evolving city in a region heavily dependent on cars. Mountainland Association of Governments’ (MAG) *TransPlan50* projected Utah County’s population will nearly double by 2050. UTA is improving commuter transit infrastructure to offset traffic volumes, and cities like Springville have begun planning for growth.

The proposed FrontRunner station in Springville will provide community members and commuters with alternative modes of transportation. This improves drivers’ commutes by reducing the number of cars on the road and provides choices for people who can’t or don’t want to drive.

Socio-cultural

While the concept of a SAP holds substantial value to the economic and social vibrancy of Springville, community values and concerns must be integrated into the overall design. For a suburban community like Springville, there may be questions or fears about how a mixed-use neighborhood will affect the small-town character. The following guiding questions were top of mind for the planning team throughout the process and influenced the framing of the plan.

Guiding Questions

1. How do we design for a constituency that doesn’t yet live in the station area?
2. How do we create an economically sustaining retail core without competing with other Springville retail cores?
3. How do we integrate community values and tradition into a new mixed-use development?
4. How do we create a sense of place in a mostly undeveloped area?

Existing Plans and Zoning

The SAP is also informed by several existing plans and mandates including the South Valley Transit Study, Zoning & Overlay Codes and SAP Requirements. Much of the station area falls within the Westfield Overlay Zone. Zoning codes provide allowances and limitations related to development, such as building heights, allowed density, parking, and land uses. Specific constraints are outlined in Chapter 2: Discovery.

GUIDING PRINCIPLES

1. Streets designed for all users while prioritizing pedestrian comfort and bicycle safety.
2. Integrate residential options, such as condos, apartments, or townhouses to create a multi-generational and accessible community.
3. Create great public spaces that encourage planned and spontaneous social gatherings.
4. Capture the value of transit.
5. Physically connect the community, internally and externally.
6. Visually harness Springville’s values through building form and style.



OPPORTUNITIES

The station area is accessible from I-15 and 400 South, and is bordered by single-family residential neighborhoods and commercial centers to the east and west. The future rail line will run through the site making east and west connections crucial. Key opportunities within or adjacent to the station area include:

- Expand single family and multi-family residential housing
- Create a mixed-use core that responds to market demand
- Expand multi-use trail connections
- Create public gathering spaces and access to open space
- Increase transit infrastructure and ridership
- Create a sense of place that reflects Springville's values, identity, and history

STATION AREA

The station area is bounded by Center Street to the north, 1750 West, 950 West, and 900 South. This plan covers the area roughly within a half-mile radius of the proposed Springville FrontRunner Station.

Presently, the station area is mostly undeveloped with significant community assets on or near the edges of the boundary, including Clyde Recreation Center, Smith's Marketplace, and Meadow Brook Elementary.

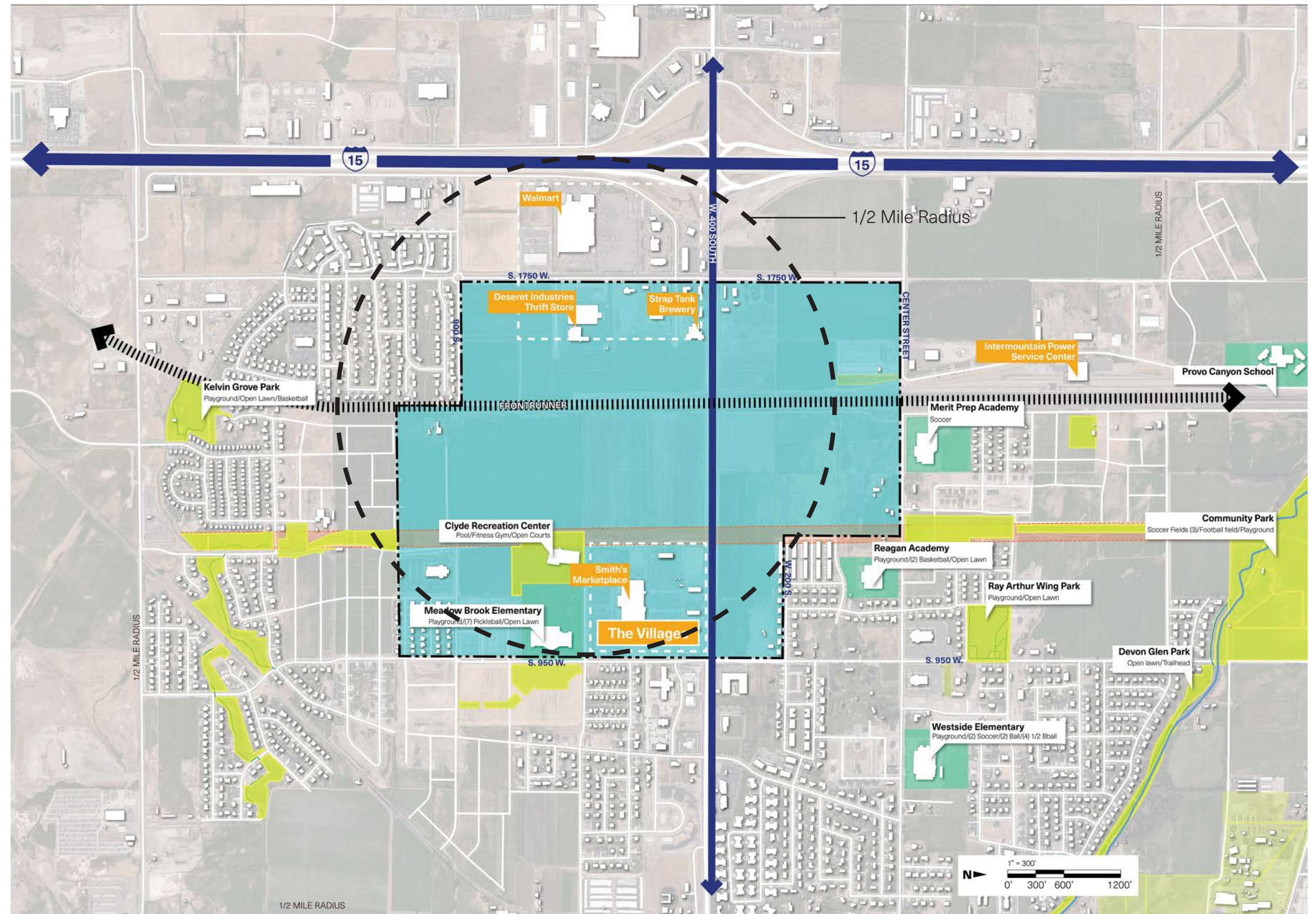


Figure 1: Existing Conditions Map, source: ESRI

2. DISCOVERY

THE PROCESS

TIMELINE

The project kicked off in early November 2022 with a project team consisting of staff from Springville City, UTA, and Design Workshop. The project team agreed on mutual goals and vision of the Station Area Plan. Key milestones and touch points with stakeholders and the public were selected to ensure transparency.

STAKEHOLDER ENGAGEMENT

Stakeholders included city staff and elected officials, and representatives from UTA and property owners in the station area. Those with significant political or financial interest in the plan's outcome were included in the process at key milestones and provided feedback on everything from the development of survey questions to conceptual design.

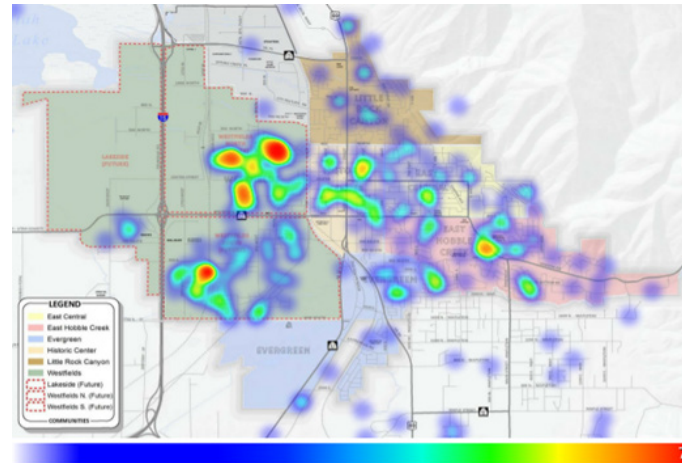


Figure 2: Heat map of where survey respondents live. The data show that a significant number of respondents live near the study area.

StoryMap

The project website was an easy-to-navigate StoryMap hosted by ArcGIS which launched in December 2022. It covered what a station area plan is, considerations and constraints specific to Springville, an overview of the planning process, and included a link to a survey.

Survey

Survey results indicated that 65% of respondents were aware of the project and many live near the station area (Figure 2). Respondents prioritized which elements play an important role in the SAP. The three concepts that rose to the top were:

Top 3 Ranked Priorities



1. Safe streets for all users



2. Walking & biking connections



3. Local transit access



Station Area Plan Community Focus Group

COMMUNITY ENGAGEMENT

The development of the Springville station area will effect all residents, not just those who live nearby. To understand residents' vision and goals, the project team developed a website, a survey, and hosted focus groups. Participants were enthusiastic about the potential for change, and especially by the opportunity for new housing typologies in Springville.

Respondents indicated they would consider moving to the station area neighborhood if it meant they could easily get on FrontRunner to commute to work or other destinations, safely ride their bike or take a bus to work/school, and if the neighborhood had affordable housing. It was important to respondents that the future neighborhood have park space and safe pedestrian and bicycle connections to downtown.

Focus Groups

A pair of focus groups was held to encourage in-depth conversations with stakeholders and residents. The first focus group (Group A) included elected officials from City Council, Planning Commission, the Community Board, and the Parks, Arts, and Recreation Board. Springville City staff and representatives of station area property owners were present for both focus groups.

A presentation on the project history and scope was followed by robust discussion and an interactive survey via Mentimeter. The discussion centered on prevailing opinions among constituents about the value of growth. Some fear the project will take 50 years to come to fruition, while others hope that it does take 50 years.

When asked to rank what should be the top three priorities of the new neighborhood, Group A voted:

1. Safe connections for all
2. Housing for young families
3. Multi-family housing

The second focus group (Group B) included community members. It was a mostly self-selected group of people who live near the station area or are generally invested in civic issues. Many attendees responded to the survey at the outset of the project and requested to stay informed on progress. They were invited to participate.

Group B received the same presentation and survey questions, and the ensuing discussion contrasted the earlier conversation with the elected official focus group. Namely, residents were decidedly pro-growth. They understand that for young people to stay in Springville (or come back after college), there need to be more affordable housing options. Group B was excited about the prospect of new housing typologies like condos and apartments that are in walkable neighborhoods with nearby amenities. Group B's top three priorities of the new neighborhood were:

1. Safe connections for all
2. Shops & restaurants
3. Housing for young families

A common sentiment among both focus groups was preserving the “small town feel” that Springville residents hold dear, though often cannot define. Participants in both groups were concerned about NIMBY opposition. While Group A was concerned about traffic congestion, Group B was more concerned with multi-modal connectivity to ensure that the station was accessible to everyone in Springville, not just those who live in the station area.



Figure 3: Word cloud generated by focus group participants, who were asked about their vision for the future station area.

AREA CONDITIONS

The future station area, at more than 400 acres, presents a rare greenfield development opportunity. It is currently zoned for a variety of uses including commercial, single family and multi-family residential, and village center. Existing zoning and land uses are described in detail later in this chapter.

DEMOGRAPHICS, HOUSING AND REAL ESTATE

In addition to the environmental and social implications of the plan, an in-depth analysis was completed to understand the realities of demographics, housing and real estate. This summary provides a high level overview and the full report is available in Appendix C.

Growth

Like many communities along the Wasatch Front, Springville has experienced unprecedented growth since 2010. Growth within Springville is projected to continue and will require a thoughtful and strategic approach to provide suitable housing and amenities to support a growing population.

Moderate Income Housing:

- » Springville’s housing stock is dominated by single family homes.
- » There is a lack of one- and two-bedroom dwelling units in Springville. The lack of smaller units may prevent one or two person households from relocating to Springville.
- » There is a significant need for price appropriate housing for households making 30% of AMI. In total approximately 2,500 units are needed to satisfy demand from households within these AMI categories
- » There is a significant need for for-rent multi-family development in Springville. With low

vacancy rates and rental prices that are in alignment with monthly housing allowances for moderate income households, multi-family development is an ideal land use for the station area.

DEMOGRAPHIC KEY TAKEAWAYS

- » Forecasts from MAG project Springville’s population to grow to 48,562 by 2030. ESRI Business Analyst reports indicate that there are 11,188 housing units in Springville as of 2023. Based on the projected population growth and assumed household size, it is forecasted that Springville will likely need 14,716 housing units by 2030 to accommodate this growth. Springville has had an average housing unit vacancy of 3% since 2000 according to the US Census. Assuming these vacant units are filled with the increase in population, Springville will likely need 3,422 housing units to accommodate the population growth by 2030.
- » There is a significant need for price appropriate housing for households making 30% of AMI. In total approximately 2,500 units are needed to satisfy demand from households within these AMI categories.
- » Springville’s median age of 28.5, in combination with the city’s high rate of family households (81.85%) and large household size (3.36) can be interpreted to mean that Springville is currently home to a significant population of large households with multiple children. For the station area, these numbers are higher.
- » More than half (64.46%) of Springville’s households earn below the Provo-Orem AMI of \$96,700 per year.

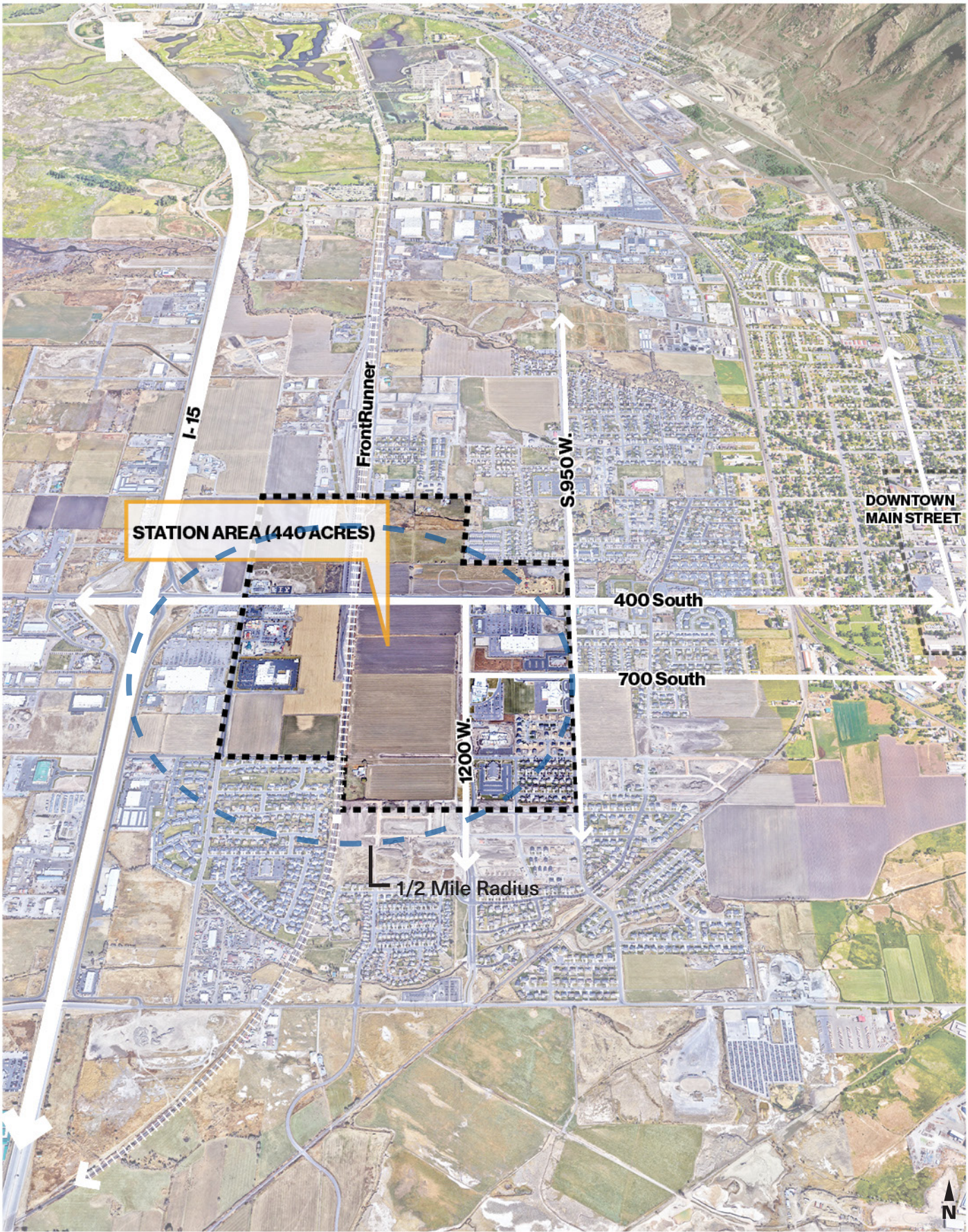


Figure 4: Station Area Map

EXISTING CONDITIONS MAPPING



Existing Zoning

The more than 400 acre station area is currently zoned commercial, industrial, residential, and village center. Village Center (VC) zoning is intended to provide a setting for a mix of commercial, office, public, and residential uses to serve the needs to nearby residents. The VC is intended to be pedestrian-oriented, while accommodating motorists.

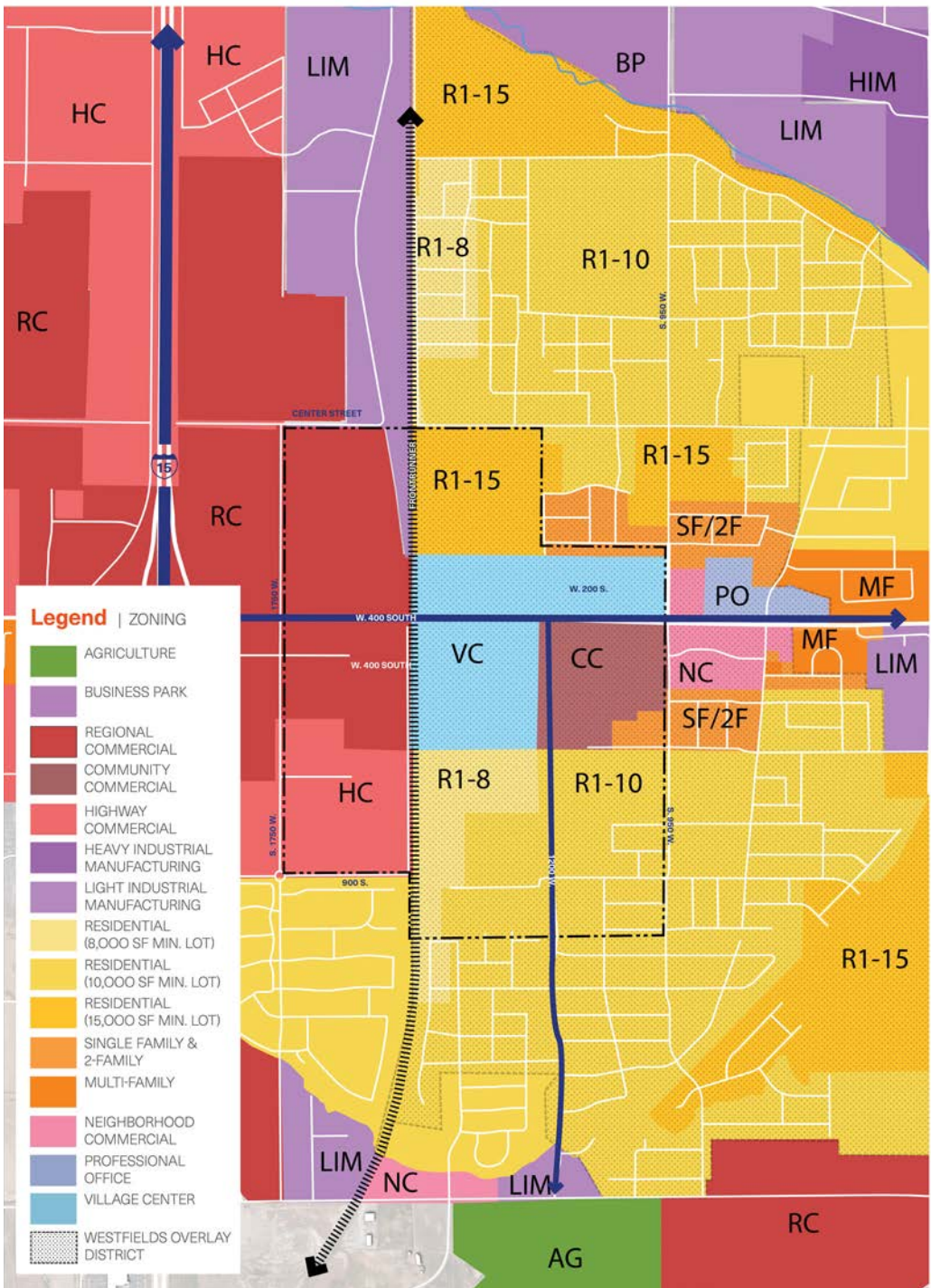


Figure 5: Existing Zoning Map

Existing Parks, Open Space, and Trails

There is limited existing park and open space in the station area and no existing trails or greenways. This means there is an opportunity to develop new park and civic spaces with connected greenways and trails.

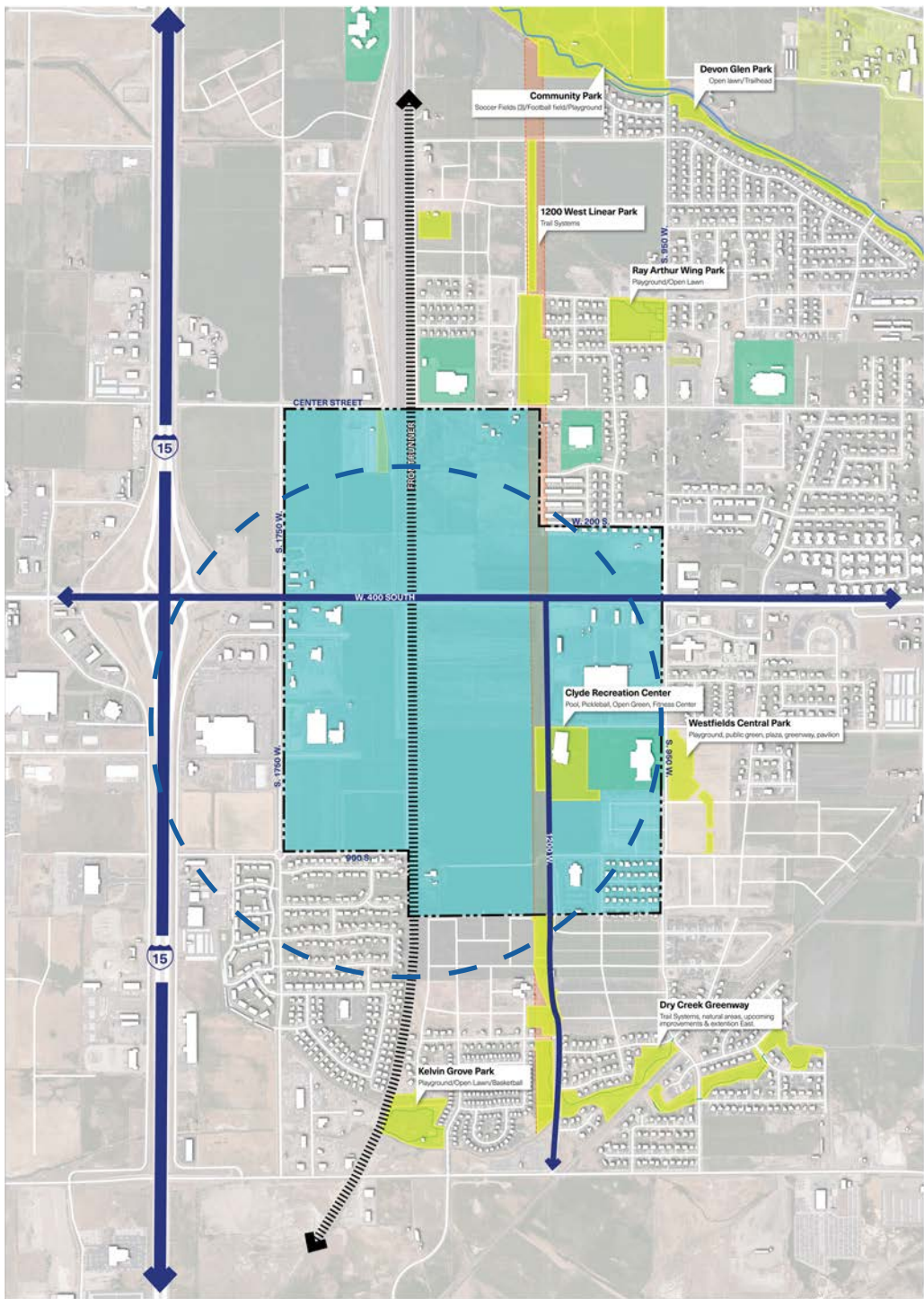


Figure 6: Existing Parks, Open Space, and Trails



Existing Land Ownership

The majority of the land within the station area boundary is privately owned. Minimal land is publicly owned with Springville City owning under 11 acres, UTA owning just 2.7, and NEBO school district owning 11.5 acres.

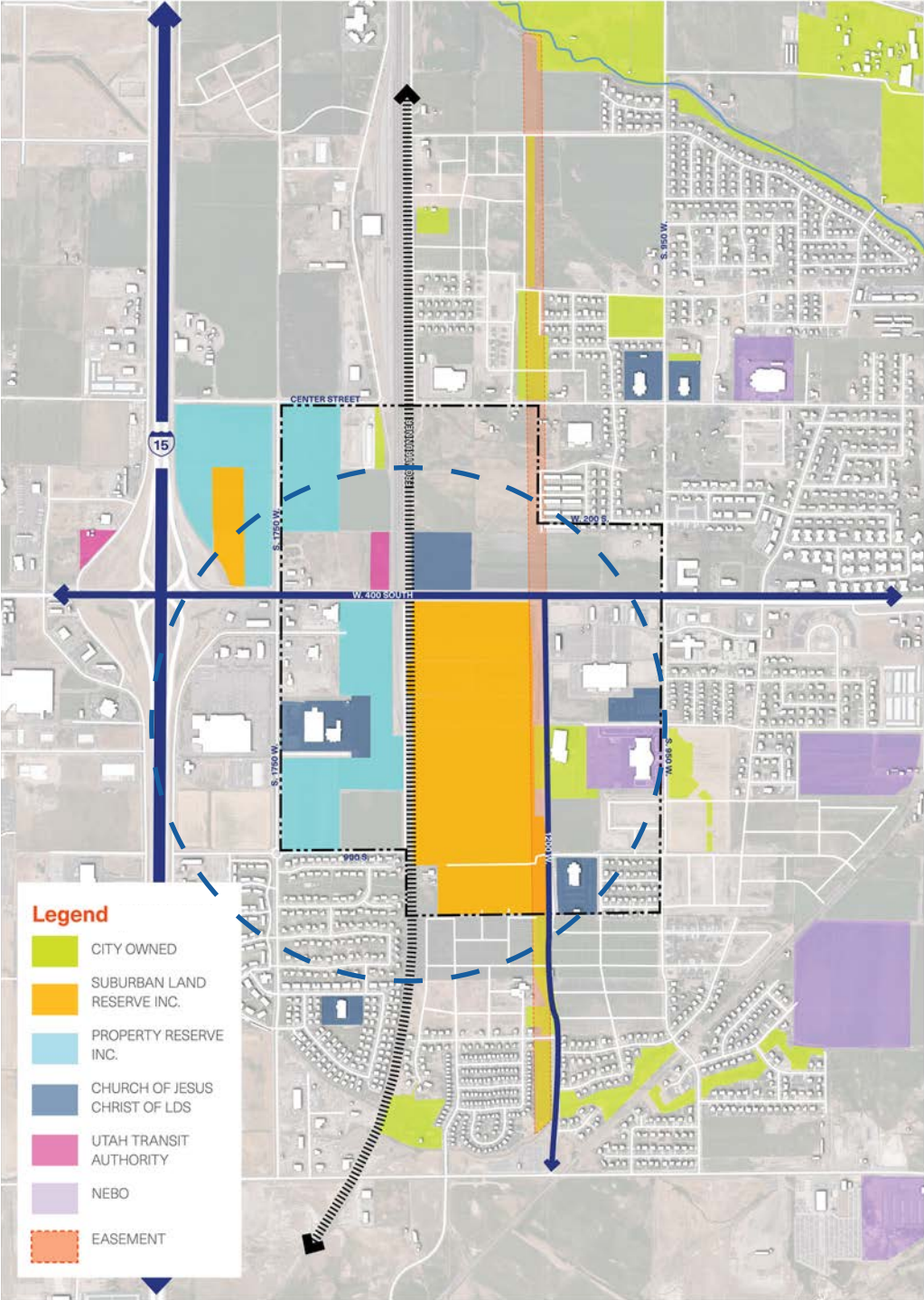


Figure 7: Existing Land Ownership Map

Existing Land Use

The station area is mostly undeveloped, although there is existing commercial development near the station area edges. Existing assets to the east include a Smith's grocery store, Clyde Recreation Center, and Meadow Brook Elementary School. Development to the west is primarily highway commercial and includes fast food, large box stores, and services.

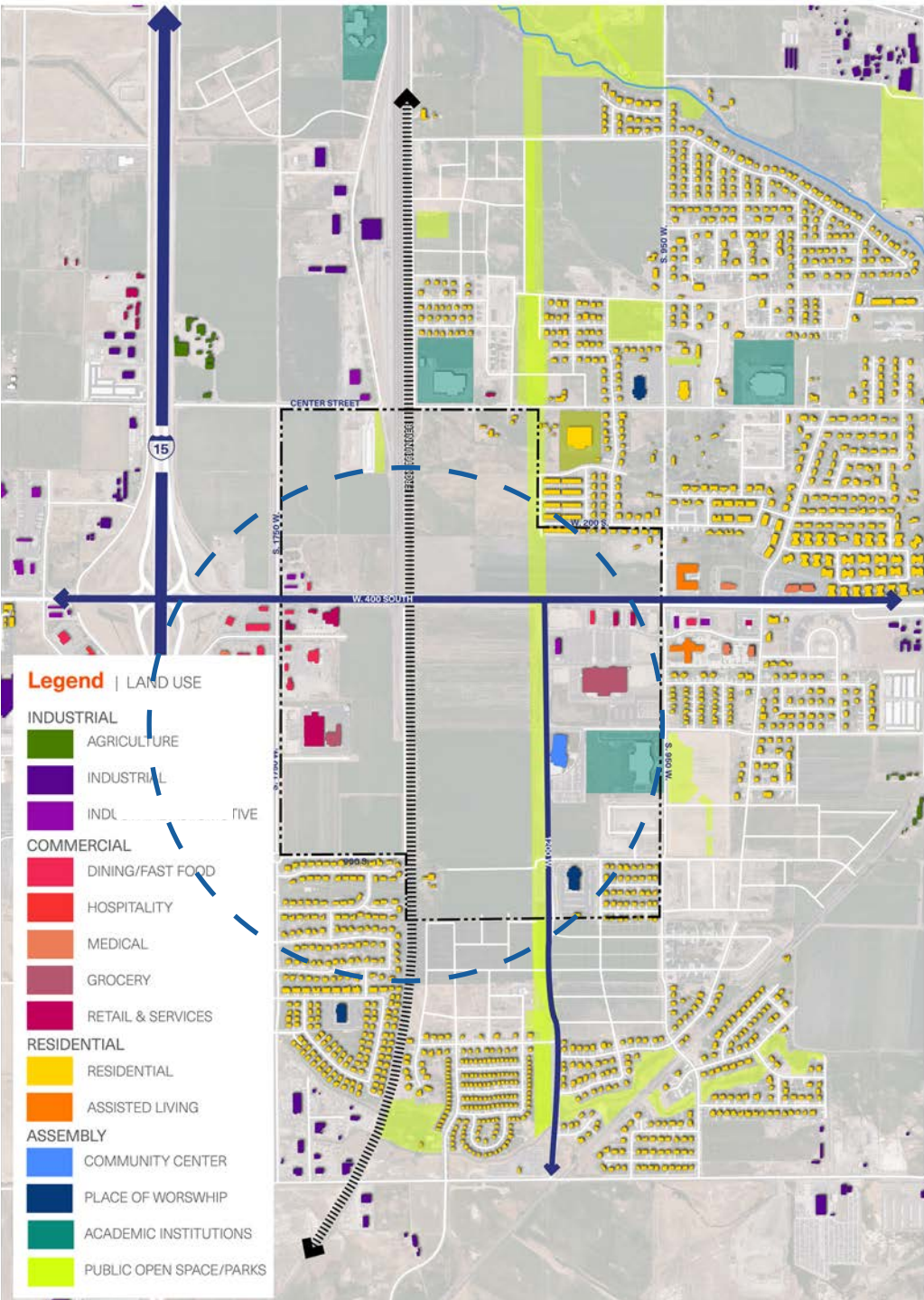


Figure 8: Existing Land Use Map



EXISTING PLANS

Springville City and its partners have been planning for this expansion for decades. To ensure the next iteration of process aligns with existing city priorities, a review of previous plans was completed. An analysis of conceptual plans, zoning proposals, and regional transportation plans influenced the development of concepts (Figure 9).

The Westfields Community Plan (2002)

The Westfields was an unincorporated agricultural area of 1,594 acres west of Springville. In 2000, it was annexed by Springville City and the Westfields Community Plan was created to study the area and develop a vision. A four-month visioning process resulted in the following visions for the Westfields:

- » A gateway to Springville
- » A transportation network
- » Quality development
- » A village made up of neighborhoods
- » Preserved open space
- » A community core
- » Conservation of resources
- » Walkable community

The resulting plan should not be seen as a blueprint for development but rather as a framework for decision-making that represents a collective vision for the area. The plan includes goals, objectives and strategies to achieve said vision as well as land use, circulation, community facilities and other illustrative maps, drawings, photos and charts.

Westfields Village Center (2011)

This document was not codified but includes proposed draft code for Article 5 – Village Center Overlay District. This proposed plan was



Figure 9: A review of previous plans and studies informed the concept development.

reviewed to help the project team understand what was not politically viable in 2011. Though it was not passed, it provided context for previously proposed frameworks to inform today's plan.

The stated purpose of the overlay district was to provide development regulations that “permit the creation of a walkable, mixed use village center in Springville City.” It was a form-based code proposal, emphasizing the relationship of private property to the public realm. The overlay district code was intended to implement the existing Westfields Village Center goals and the policies/principles of the Springville City General Plan. The district would have supported higher density residential, high intensity employment/office, civic entertainment, institutional uses, and some retail in a pedestrian friendly village.

The overlay district would apply to land area(s) designated as Village Center (VC) on the Springville City Zoning Map and take precedence over existing zoning regulations. The “T” designation represents each Sub-District’s relative place on a continuum of low intensity to high intensity known as the Rural-to-Urban Transect, with the character and associated regulations of “T5” being more urban than those of “T4” (Figure 10). Convenient access to rail transit is encouraged and lots within 660 feet of the transit station are to be designated T5 – Center.

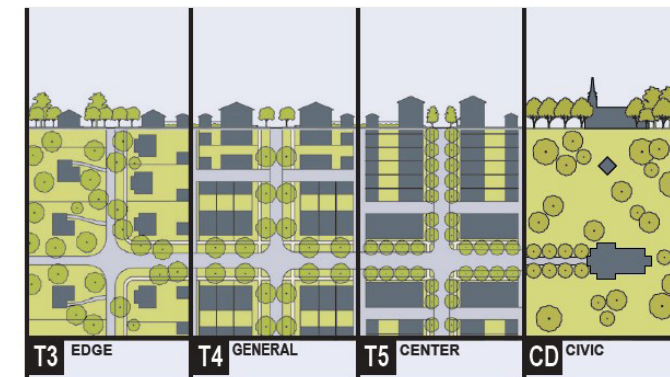


Figure 10: Sub-district transects. Source: Westfields Village Center Proposal (2011), Placemakers.

- » Lots within 660 ft. of transit station were designated T5 – Center
- » Within 660 ft. of transit station, a minimum of 10k sq. ft. of lot area was proposed as dedicated retail
- » Within 100 ft. of transit station was designated as CD – Civic, and developed as a square, plaza or commercial plaza
- » The plan designated at least one Main Civic Sub-District within 800 ft of the geographic center of the overlay district to be developed as a green, square, or plaza
- » Lots within 600 ft. of the transit station were permitted to reduce the minimum parking space by 30%.

Westfield Central New Neighborhood Plan (2021)

The Westfield Central New Neighborhood Plan created a new overlay within the Westfields Community Plan area. It did not update the plan or the underlying zoning. The Westfield Central New Neighborhood Plan uses Transect Zones as the organizing framework, ranging from T5 (Urban Center/Strolling District) to T3 (Neighborhood Residential) with civic green spaces throughout. It provides standards and guidelines for building typology, lot size, setbacks, and height. The guidelines are intended to direct the overall character of the community and fulfill Westfield Central’s vision. General standards for walls, elements (porches, galleries, railings, HVAC equipment), roofs, openings, and green spaces are included in the documents.

KEY TAKEAWAYS FROM WESTFIELDS CENTRAL NEW NEIGHBORHOOD PLAN

- » All building types shall provide parking from rear alleys screened from frontages on lots, and on-street parking along frontages
- » Each block shall include a minimum of 3 building types (except parcel G)
- » A minimum of 9 building types shall be used for the entire project
- » All thoroughfares and each civic space shall be defined by walks and continuous perimeter shade trees
- » The maximum density is 11 du/gross acre
- » Rear alleys remove driveways from the street, increasing walkability and safety



Springville Zoning Code

Westfields Overlay District - Article 4

Article 4 of Chapter 5: Overlay District Regulations, lays out the purpose, intent, and regulations for the Westfields and Lakeside Overlay Zones in Springville City’s code. The purpose and intent of the overlay zone is to “carry out the adopted policies of Springville City concerning the Westfields and Lakeside communities.” The goal is to create an attractive, diverse neighborhood with a variety of housing, shopping, and services within walking distance of most residents. Westfields should have a network of connected streets and paths for pedestrians and vehicles and encourage a “less auto-dependent community.” Housing in the community will range from suburban style single-family houses to urban apartments and town homes. Open space, including formal parks and squares as well as a network of trails, will be provided throughout the district.

Westfields Overlay District - Article 5 (Village Center Zone)

The Village Center (VC) of the Westfields Overlay zone is intended to create a mixed-use town center to serve the Westfields community and other neighborhoods in the area. The VC is designed for pedestrians while accommodating motorists and should be designed with features characteristic of an urban village. There are three mix standards in the VC: Mixed-Use, Civic and Multi-Family Residential.

Mixed-Use Section: At least 75% of the block along the primary street shall include buildings at the property line.

Multi-Family Section: At least 75% of the block along the primary street shall including building façade located no more than 20’ from the property line.

To ensure construction of the Mixed-Use area in Village Center developments, no more than fifty percent (50%) of the multi-family residential area may be built prior to beginning construction of the mixed-use portion of the Village Center. At the time fifty percent (50%) of mixed-use portion is under construction, submission may be made for the next twenty-five percent (25%) of multi-family development. At the time the remainder of the mixed-use portion is complete, the remaining twenty-five percent (25%) of multi-family residential development may be considered for approval.

Conclusion

Two decades of work refining Springville’s code and planning documents laid the foundation for this station area plan. The existing density, entitlement, and development standards are already transit focused, making the additional recommendations herein possible. Previous planning processes created momentum and influenced political will to make today’s plans feasible.

ACTIVE TRANSPORTATION PLAN

The Springville Active Transportation Plan (ATP) reviews the city’s existing infrastructure for active transportation compatibility. It also highlights a new recommended AT network and a series of spot improvements for Springville. This plan has yet to be adopted by the city council.

Within the study area, there are two bicycle proposed facilities (Figure 11):

- 1. Shared use path (700 S, 800 S, 1200 West and 1500 West adjacent to railroad)
- 2. Buffered bike lane (S 1750 W)

The plan recommends further study along 400 South for bike infrastructure. The plan also includes recommendations for spot improvements within the study area. Enhanced intersections are recommended at 1200 West and both 700 South and 800 South.

SPRINGVILLE CITY TRANSPORTATION MASTER PLAN

This plan was developed in 2016 to align the transportation goals of Springville City with the surrounding communities and presiding jurisdictional bodies including UTA, MAG, and the Utah Department of Transportation (UDOT). It considers the current conditions affecting the area and outlines areas of needed or planned change.

MAG REGIONAL TRANSPORTATION PLAN (TRANSPLAN50)

The MAG TransPlan50 was developed to outline their transportation goals and needs out to 2050. This document focuses primarily on regional transport needs for both automotive and transit-based modes.

The plan reiterates the interchange reconstruction at the southern edge of the study area. The 1600 S Interchange redevelopment

is currently under design construction with an estimated completion date of 2027. Phase 2 projects (2031-2040) include 1600 S from SR-51 to US-89 (new 5-lane road) at an estimated \$39.8 million.

UTA FIVE-YEAR SERVICE PLAN

The UTA Five-Year Service Plan details the agency’s anticipated service changes. The plan is updated biannually, with recent updates in 2021 and early 2023. The routes described are subject to change and should be considered conceptual until further analysis is completed.

The plan shows the elimination of Routes 821 and 822, which currently serve Springville, in favor of a new route (823) between the Provo FrontRunner Station and the Walmart area of 400 S. The alignment of the proposed Route 823 essentially follows the existing alignment of Routes 821 & 822 from Provo until the Main Street 400 South intersection in Springville, at which point the proposed route continues west on 400 S where the existing services turns south on Main Street. The change would essentially trade the existing transit connection to Spanish Fork and points south for access to the 400 South corridor west of Main Street.

SOUTH VALLEY TRANSIT STUDY

This plan studied the transit service options between Provo and Santaquin. Current commuter rail service terminates at Provo. The study reviewed projected transportation needs to 2050 and how they may be serviced by commuter rail, light rail, BRT, and express bus routes. The locally preferred alternative includes an extension of commuter rail from Provo to Payson, with a stop in Springville south of 400 S between the Walmart and Smith’s shopping areas (Figure 12).



RECOMMENDED NETWORK

Springville Active Transportation Plan

PROPOSED FACILITIES

- Bike Lane
- Buffered Bike Lane
- Separated Bikeway
- Signed Route with Sharrows
- Bicycle Boulevard
- Shared Use Path
- Future Vision; Needs Further Study

EXISTING FACILITIES TO REMAIN

- Bike Lane
- Shared Use Path

BASEMAP FEATURES

- Natural Surface Trail
- Railroad
- Waterway
- Water Body
- Parks & Open Space
- Springville City Limit

Source: City of Springville; Utah County; Utah AGRC; UDOT
Date: May 2021

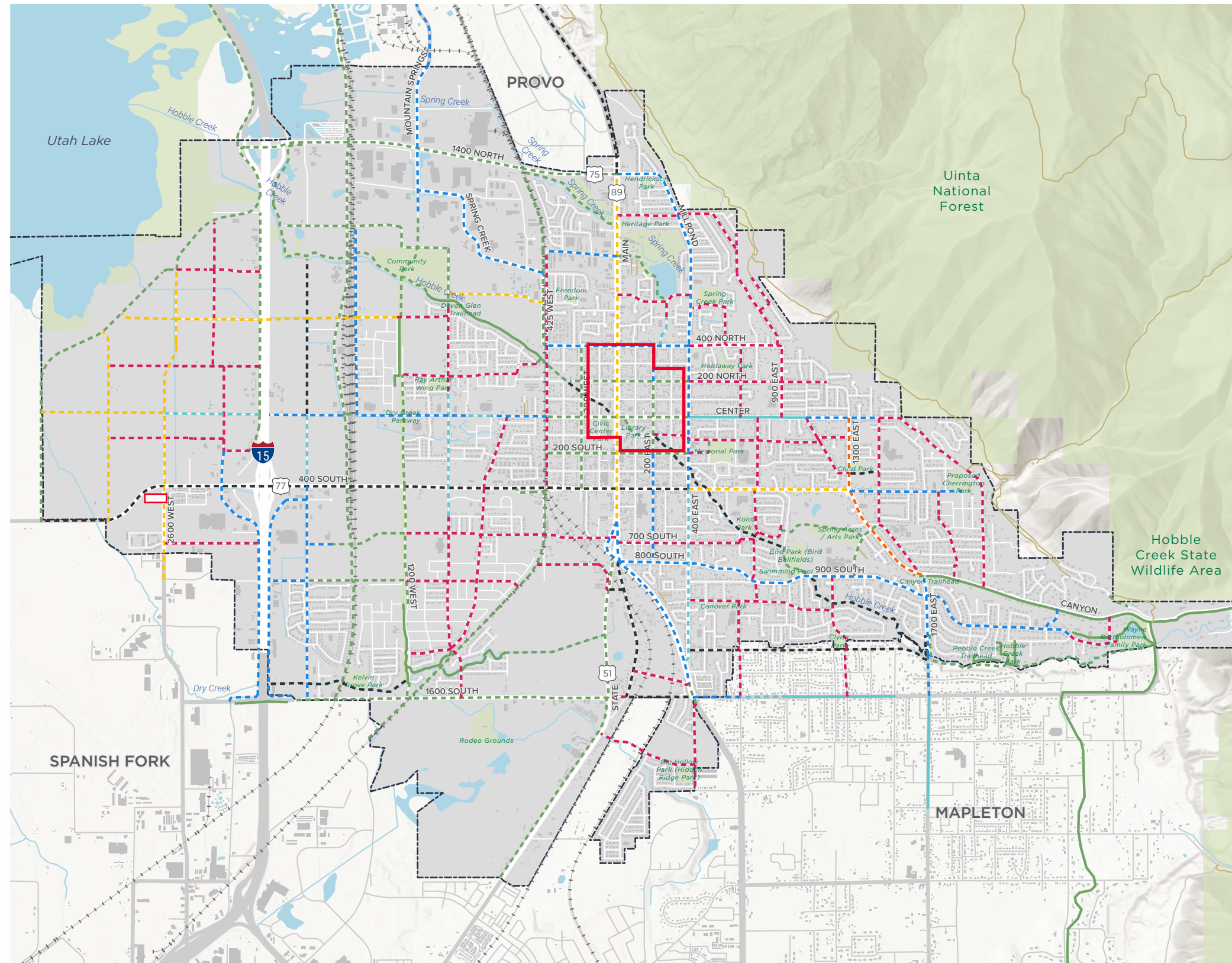


Figure 11: Recommended bicycle network, Springville Action Transportation Plan (draft 2022).
Source: Springville City.



UTA RIDERSHIP

Baseline data does not exist for FrontRunner ridership as there is not a platform in Springville today. However, two bus lines, South County/Provo Station (821) and South Utah County BYU/UVU Limited (822), travel north-south through Springville along Main Street (Route 89), with a diversion east of the Historic District.

South County/Provo Station (821)

- Average weekday ridership: 662
- Frequency: 30 minutes

South Utah County BYU/UVU Limited (822)

- Average weekday ridership: 157
- Frequency: 60 minutes



Figure 12: The preferred alternative from the South Valley Transit Study includes an extension of commuter rail from Provo to Payson, with a stop in Springville.



Figure 13: Springville is currently served by bus but not by rail. Source: UTA.

HTRZ FUNDING

HB 462, the Housing and Transit Reinvestment Zone Act (HTRZ) was passed in 2022 with the intention to mitigate the housing affordability crisis along the Wasatch Front by creating a new development tool to facilitate mixed-use, multi-family and affordable housing development within a 1/2 mile radius of FrontRunner stations, up to 125 acres. It enables a portion of incremental tax revenue growth to be captured over time to support costs of development.

HTRZ requires that development be at least 51% residential, average 50 housing units/acre, and include at least 10% affordable housing ($\leq 80\%$ AMI). This landmark legislation has the potential to create density and affordability currently lacking in Springville. It presents the opportunity for Springville to be on the forefront of state and national planning policy and design. As the Wasatch Front grows, so will the need for attainable housing, public transportation, and walkable neighborhoods.

HTRZ applications include a gap analysis and formation of a committee. If the HTRZ is approved, then tax increment is captured pursuant to the proposal (participation from local taxing entities is required), funds are administered by an agency created by the municipality where the HTRZ is located, up to 80% of incremental local property tax revenue growth from cities, counties, school districts, etc., is to be captured over a period of time (maximum 25 consecutive years) as needed to support costs of developing the area, and 15% of incremental state sales tax revenue growth in the HTRZ is transferred to the state TIFF.

If Springville wants to pursue HTRZ funding, it is important to understand the criteria that need to be met, especially regarding density and affordability. To meet affordability requirements, part of plan recommendations include what is feasible, including unit pricing and bedroom

composition and recommendations for funding mechanisms, such as low-income housing tax credits (LIHTC), HTRZ, and other state and federal programs.

HTRZ REQUIREMENTS

- » 1/2 mile radius of station
- » Maximum 125 acres
- » 50 units/acre (average)
- » Mixed-use
- » 51% residential (minimum)
- » At least 10% affordable ($\leq 80\%$ AMI)

FUNDING USES

- » Income-targeted housing costs
- » Structured parking within the HTRZ
- » Enhanced development costs
- » Horizontal and vertical constrictor costs
- » Pay costs of bonds issued by municipality
- » Costs of municipality to administer HTRZ



TABLE 1: HTRZ REQUIREMENTS AND SPECIFICATIONS

	Commuter Rail	Light Rail, BRT	BRT
% affordable housing required on developable acres	10%*	10%*	10%*
Residential % of developable land	51%	51%	51%
# DUs per acre	>=50	>=50	39-49
Mixed-use development required	Yes	Yes	Yes
Reasonable % of DUs >1 bdrm required	Yes	Yes	Yes
Radius from station	<=1/3 mile**	<=1/4 mile**and***	<=1/4 mile
Maximum acres (noncontiguous)	125	100	100
Property tax Increment capture	80%, 25 yrs max per parcel, 45-yr period	80%, 15 yrs max per parcel, 30-yr period	60%, 15 yrs max per parcel, 30-yr period
Sales tax increment capture	15% to TTIF	15% to TTIF	15% to TTIF
*No housing requirement if municipality or public transit county meets HUD requirements of < 60% AMI			
**For a city of the 1 st class with a population >150,000, in a county of the 1 st class, with commuter or light rail station located in an opportunity zone, radius can extend to ½ mile			
***Radius extends to ½-mile in a master-planned development of >500 acres			

Figure 14: HTRZ Requirements prepared by Wasatch Front Regional Council and Zions Public Finance, Inc.

3. PREFERRED CONCEPT



- LEGEND**
- Existing Roads
 - Proposed Roads
 - Track Crossing
* Track crossings will require future coordination with UTA

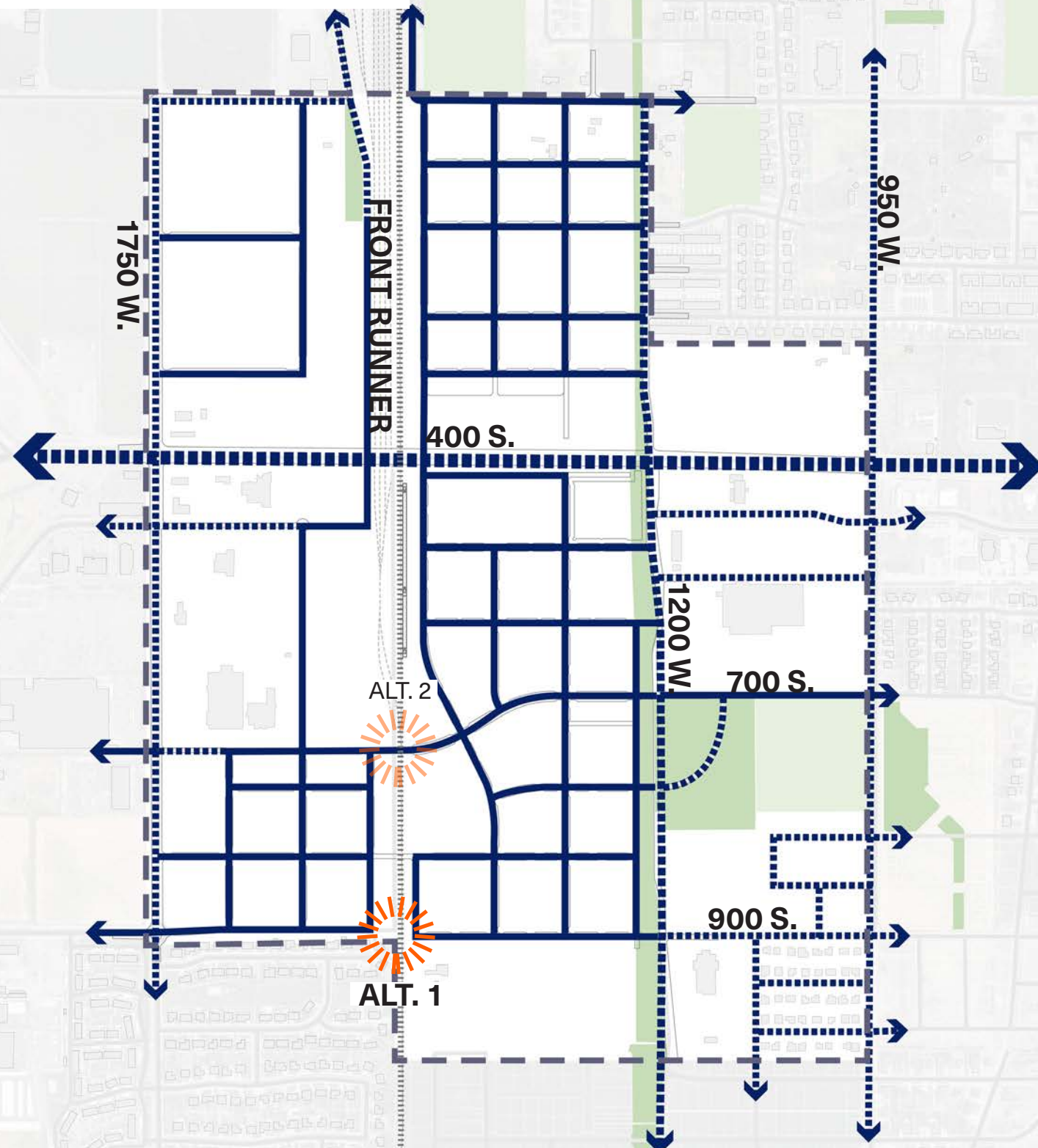


Figure 15: Existing and proposed streets

PROPOSED CIRCULATION

Existing street infrastructure and the existing Union Pacific rail line help to drive the framework of the Station Area Plan. 400 South is the existing collector road separating the proposed community into north and south sides and in addition to 700 South are the primary east and west access points connecting the Station Area Plan to Downtown Springville and the existing commercial uses to the west. 700 South is a vital vehicular and pedestrian connection linking the east and west sides of the proposed neighborhoods. Coordination with UTA and the Union Pacific Railway is required to implement an at-grade crossing (It should be noted that UTA has preference for an elevated crossing due to FrontRunner interactions with streets). Springville will work with UTA to minimize the impacts of any future elevated crossing on existing neighborhoods and other development. 1200 West must be a strong connection linking the north and south sides of the community. Reinforcing the existing multi-use trail connections along 1200 West will ensure safe pedestrian and bicycle access.

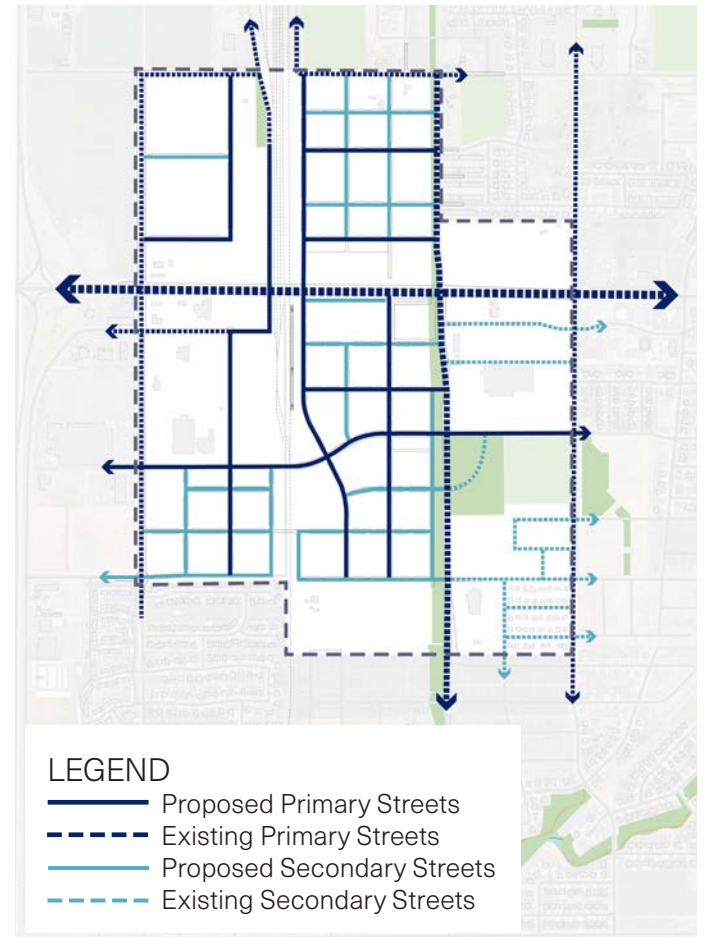


Figure 16: Primary & Secondary Streets





LEGEND

- Bus Route
- Bus Drop-Off/Pick-Up
- Village Core Axis
- Shared Parking
- Interim Platform
- Ultimate Platform
- Transit Plaza

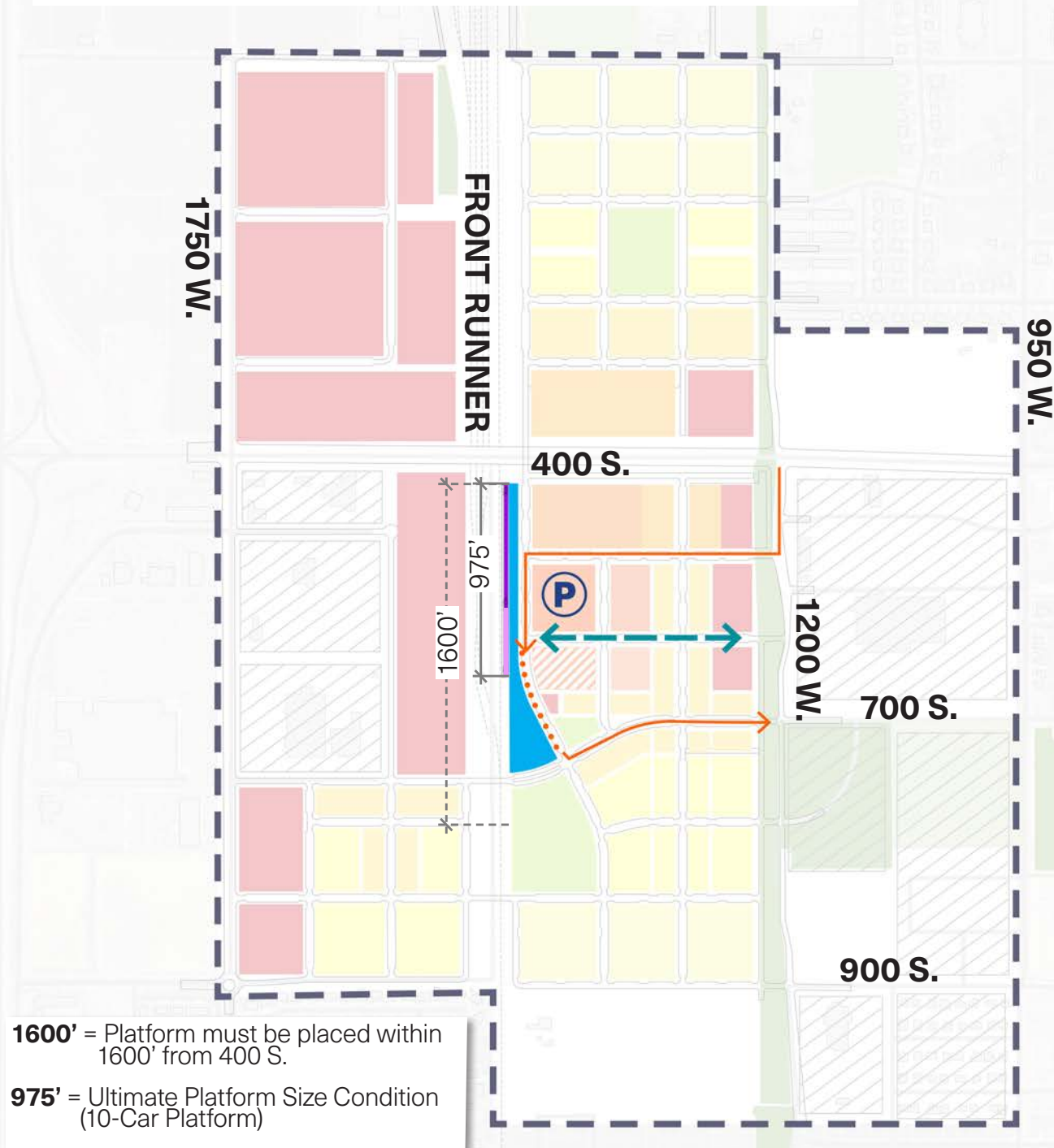


Figure 17: Front Runner Station

PROPOSED FRONTRUNNER STATION

The Front Runner Station has the opportunity to catalyze a vibrant community for both local residents and as a destination for employees, shoppers and diners. For many, arriving by train to the Station Area will be their first impression of the neighborhood. A proposed Transit Plaza will serve as a strong gateway and opportunity to create a 'sense of place' to the community. Not only will the Transit Plaza be a collection point for those boarding the FrontRunner and bus routes, but will also serve as a vibrant community gathering place.

The primary mixed-use core is centered on the Transit Plaza encouraging the economic and social vibrancy of the retail core and Transit Plaza.

Alternative modes of transportation, such as public bus transportation, are worked into the plan. A bus loading terminal is located on the east side of the transit plaza and shared parking will be present in the mixed-use village core.

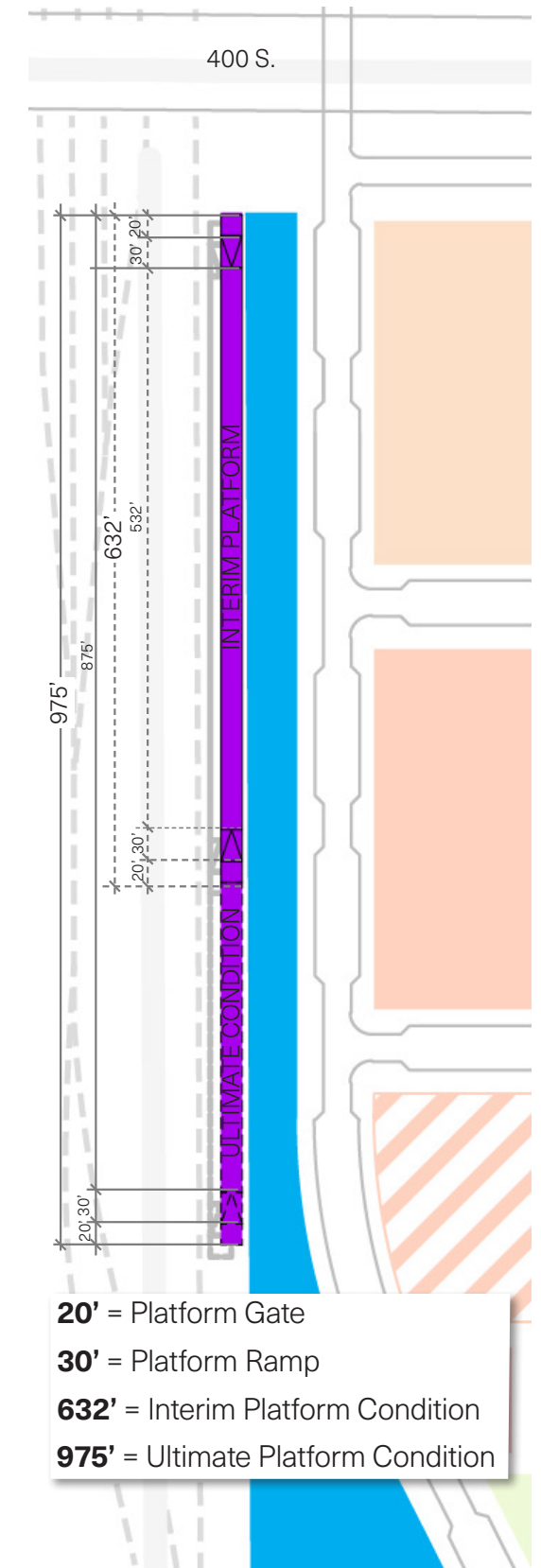
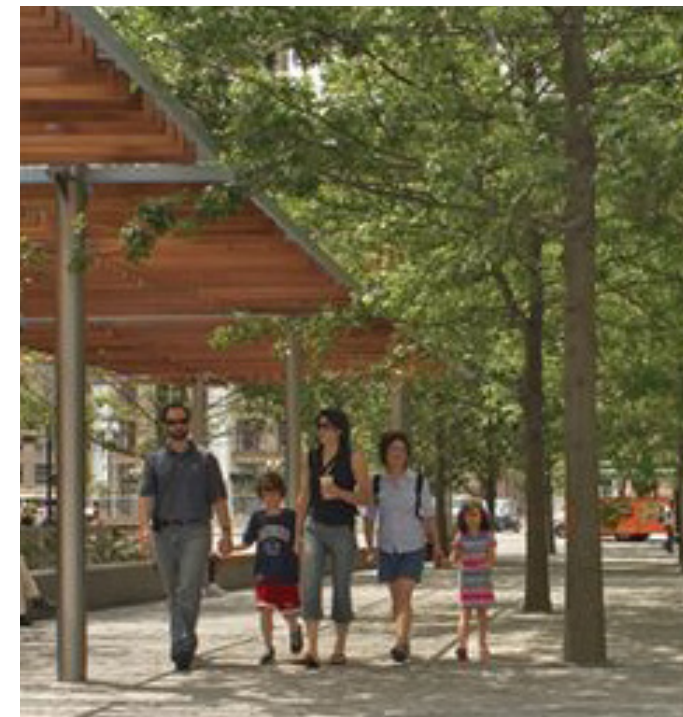
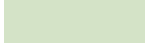


Figure 18: Recommended interim and ultimate platform build-out. Dimensions informed by UTA recommendations and standards.



LEGEND

-  Critical pedestrian/bicycle connections
-  Existing Trails
-  Existing Parks
-  Existing School Grounds
-  Proposed Parks
-  1/4 Mile Radius

1750 W.

400 S. Underpass

400 S.

Dry Creek Parkway

950 W.

1200 W.

700 S.

Clyde Rec. Center

900 S.

Hobble Creek Trail

Dry Creek Trails

Figure 19: Existing and proposed parks, trails & open space

PROPOSED PARKS, TRAILS & OPEN SPACE

The Station Area is positioned among existing parks, schoolyards and multi-purpose trail connections. Leveraging the existing and future Dry Creek Parkway has the potential to connect the community north to the Hobble Creek Trail (and several parks along its path) and south to the Dry Creek Trail. Creating a strong pedestrian & bicycle connection beneath the 400 South bridge will ensure a safe connection that avoids crossing 400 South. Equally as critical will be creating strong pedestrian and bicycle paths along 700 South connecting the east and west sides of the community and linking to the existing Clyde Recreation Center, nearby school, market, and adjacent neighborhoods.

Proposed parks have been situated internal to the Station Area neighborhoods to ensure that every household has access to an amenitized park within a 5 minute walk.



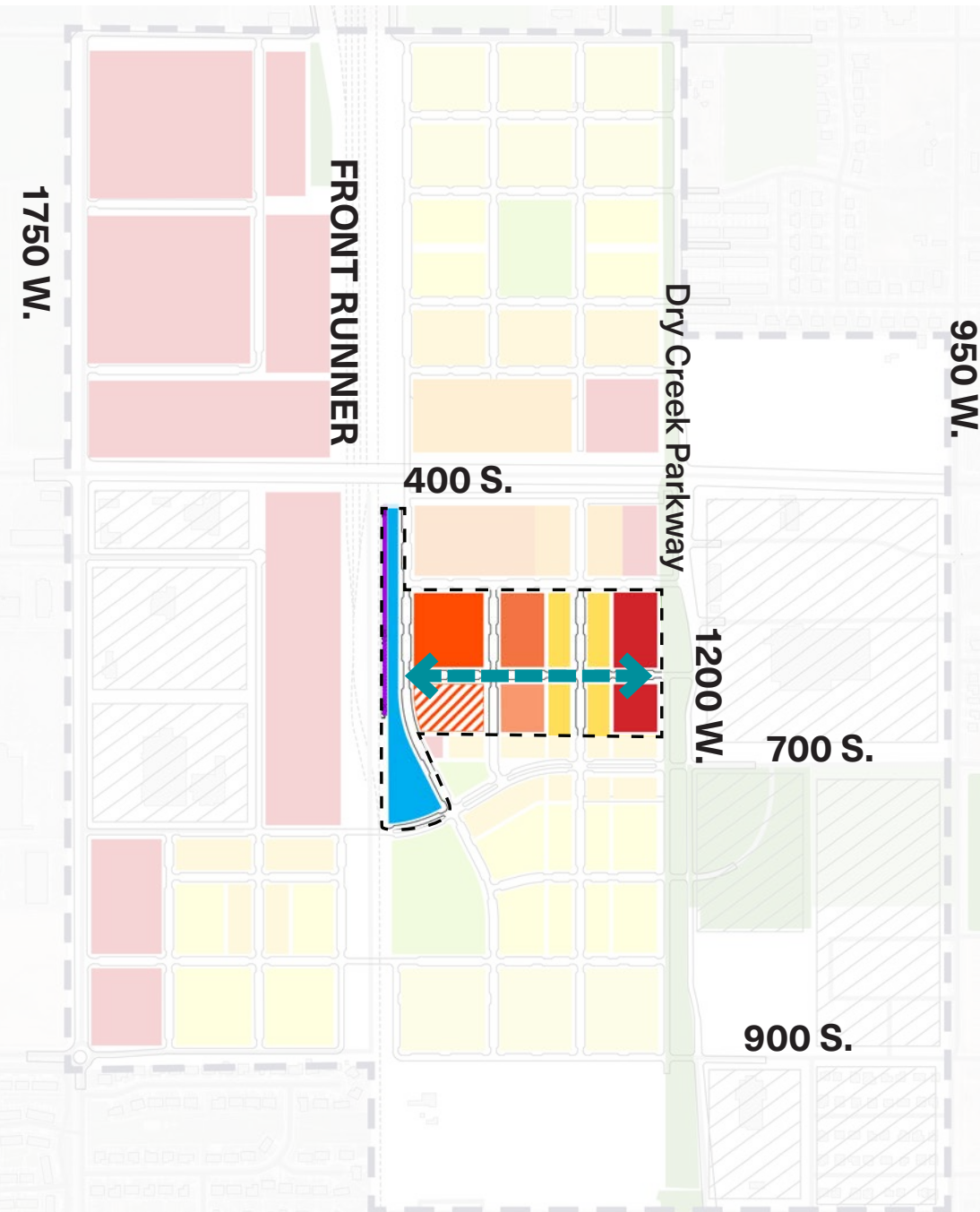
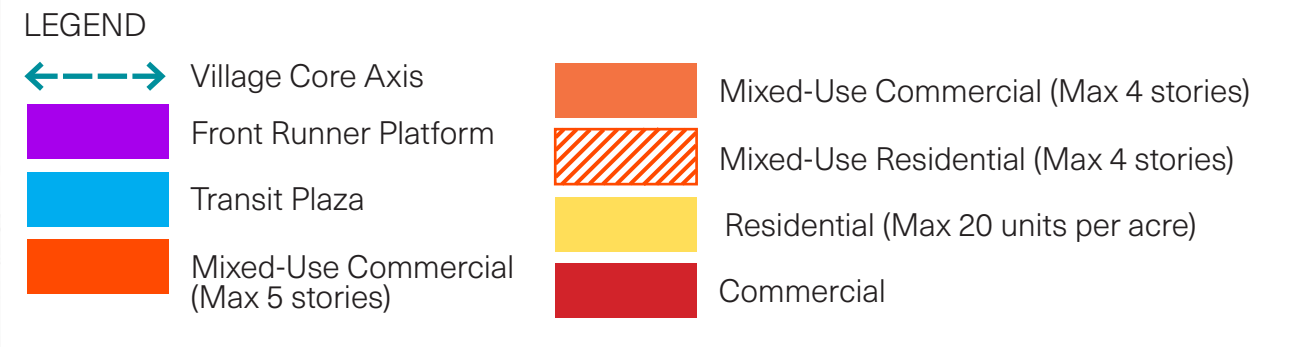


Figure 20: Village Core

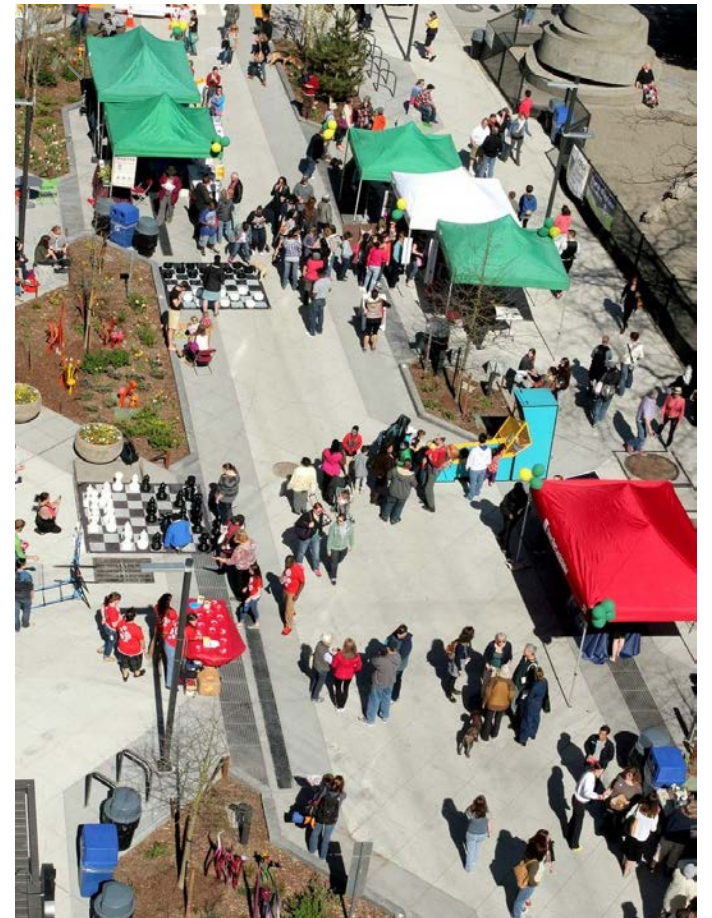
PROPOSED VILLAGE CORE

The Village Core is a proposed new mixed-use district providing the Station Area community with a social hub rich with amenities and services to amplify residents and visitors with vibrant and memorable experiences.

The Village Core is designed on axis with the Transit Plaza and existing commercial development on the east and west sides of the proposed community. Its positioning leads to the visual, physical, and cultural focal point of the neighborhood.

The Transit Plaza is positioned to catch the attention of local and regional visitors. Opportunities for programming and events at the Village Core and Transit Plaza are vast. It is recommended that the Village Core street section be designed with this in mind. Festival streets designed to be flexible for pedestrian use during events would reinforce the vibrancy of the area.

Access to the Village Core will be from the Front Runner Station, 700 South, 1200 West, or the Dry Creek Parkway and 400 South overpass pedestrian path.





STATION AREA PLAN SUMMARY

The following is a response to the certification requirements for station area plans as defined by Utah House Bill 462.

The Springville Station Area Plan promoted an increase in the availability and affordability of housing by entitling a broad mix of housing options, including small-lot single family, multi-plex, town-home, and multi-family at a variety of densities of both for-sale and for-rent products.

The Springville Station Area Plan promotes sustainable environmental conditions by creating a mixed-use neighborhood consisting of housing, retail, commercial and civic uses in the immediate vicinity of the proposed future FrontRunner platform and adjacent to existing destination retail, recreation and civic uses. This will encourage people to stay local, reducing the need for auto trips in favor of transit use and on-foot trips.

The Springville Station Area Plan enhances access to opportunities by creating a neighborhood that provides a range of housing choices for entry-level residents, growing families, and those choosing to downsize as children leave the home. This variety of housing choice provides a diversity not common in the existing Springville housing stock.

The Springville Station Area Plan increases transportation choices and connections by creating a multi-modal transit station serving local bus service, future FrontRunner service, and transit parking. In addition, BRT service could be accommodated within the plan should it be considered in the future.

5-Year Implementation Plan

Action	Responsible Party(ies)	Timeframe
Prepare and adopt code updates as required to allow for development as described in Station Area Plan	Springville City Property Owners	Fall 2026
Complete Station environmental review	UTA	
Complete Frontrunner Station preliminary design	UTA	
Complete 1200 W road construction	Springville City	2028

4. DESIGN STANDARDS

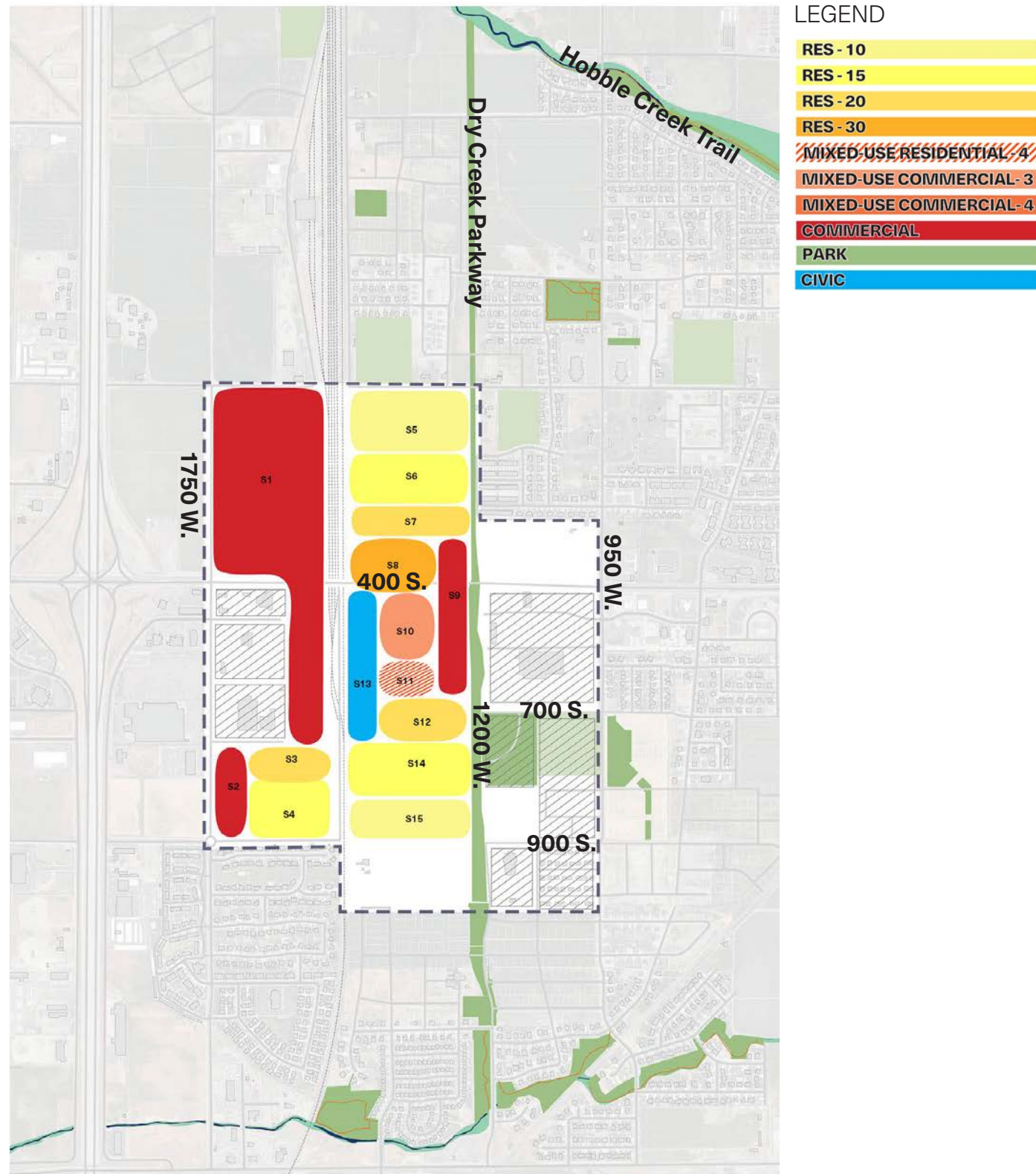


Figure 21: Land Use Overlay

WHAT ARE DESIGN STANDARDS?

Design Standards are a tool used to ensure that development aligns with the intended land use patterns, densities, and urban form necessary for a successful and well-functioning community. They offer clear guidance for shaping neighborhoods, establishing expectations for the quality and character of public spaces, and managing how buildings relate to their surroundings and to one another. Most importantly, Design Standards help protect community investment and contribute to a cohesive and enduring sense of place.

In Springville's Station Area, Design Standards are especially important. They support the implementation of a mix of land use types and appropriate densities to create a walkable, vibrant, and transit-supportive environment. When consistently applied, these standards preserve and enhance the qualities that make Springville attractive to both residents and visitors. They help ensure new development contributes positively to the area, reinforces long-term planning goals, and prevents incompatible or poorly integrated land uses.

HOW TO USE THESE STANDARDS

These standards are guided by the Land Use Plan (shown to the left). They are organized by land use categories and outline specific building types and setback characteristics that define the intended character of each area. In addition, a Village Center zoning district overlay provides further guidance to encourage walkability and vibrant activity near the Station Area.

LAND USE CHARACTERISTICS

Land use types or zone district types refer to the function or use of the land and represents the economic and cultural uses as well as the built form.

RES-10

- Residential - 10 dwelling units per acre
- Recommend mix of lot sizes to provide diversity in scale

RES-15

- Residential - 15 dwelling units per acre
- Recommend cottage community approach with common open space

RES-20

- Residential - 20 dwelling units per acre
- 8-plex and townhomes
- Tuck-under, surface or garage parking

RES-30

- Residential - 30 dwelling units per acre
- Multi-family, multi-story residential
- Structured or surface parking

MU-RES-4

- Mixed-Use Residential - 4 stories max
- Minimum 60% active ground floor uses
- Vertically mixed-use with residential above

MU-COM-4 | MU-COM-3

- Mixed-Use Commercial - 3, 4, or 5 stories max
- Minimum 60% active ground floor uses
- Vertical or horizontal mixed-use
- Allowable uses include retail/restaurant, office, residential

COMM (COMMERCIAL)

- Encourage 2-3 story professional office users

PROPOSED LAND USE

The proposed land use type table defines the building types, density, building heights, frontage setbacks, lot coverage and recommended parking requirements to help guide design standards.

PROPOSED LAND USE TYPE TABLE																			
LAND USE TYPE	Average DU/AC	Allowable Height (ft)	SF Detached	2-4 Plex	8-Plex	Cottage Comm'ty	Townhome	Stacked Flat	Condo	Apartment	Retail/ Restaurant		Office	Min Front Setback (ft)	Max Front Setback (ft)	Min/Max Lot Size (sf)	Max Lot Coverage (building)	Parking Req.	Notes
RES-10	10	36	X	X		X	X							15	30	2250/8000	50%	2.0/du	Recommend mix of lot sizes to provide diversity in scale
RES-15	15	36	X	X	X	X	X	X						10	20	2250/NA	70%	2.0/du	Recommend mix of lot sizes to provide diversity in scale. Recommend Cottage Community Approach with common usable green space.
RES-20	20	30			X		X	X	X					8	8	n/a	90%	2.0/du	Recommend mix of lot sizes to provide diversity in scale
RES-30	30	52			X		X	X	X	X	X			0	0	n/a	100%	2.0/du	Recommend mix of lot sizes to provide diversity in scale
MU-RES-4	30	52		X	X		X	X	X	X	X		X	0	0	n/a	100%	2.0/du and 2.5/1000 sf	Require min. 60% active ground floor uses
MU-COM-3	n/a	42									X		X	0	0	n/a	100%	2.5/1000 sf	Require min. 60% active ground floor uses
MU-COM-4	n/a	52									X		X	0	0	n/a	100%	2.5/1000 sf	Require min. 60% active ground floor uses
COMM	n/a	35									X		X	10	20	n/a	50%	3/1000 sf	Encourage 2-story office users

Table 1: Proposed Land Use Type Table

* X = Allowable building type or use



Figure 22: Block Structure Map

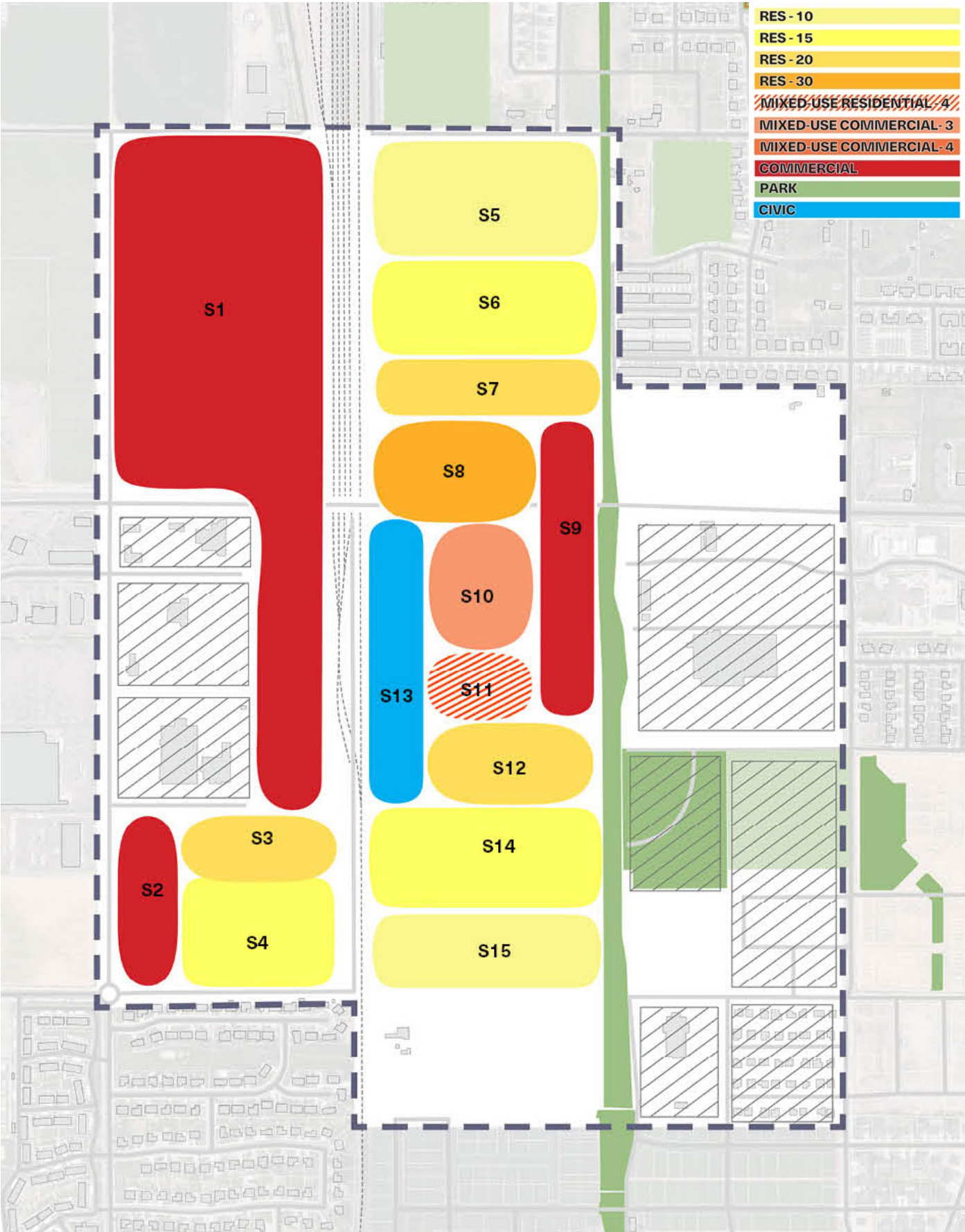


Table 3: Land Use Quantities Table

Sub Area	Overlay	Acres	Total Units
S1	COMM	55.9	-
S2	COMM	6.62	-
S3	RES-20	3.76	73
S4	RES-15	8.49	125
S5	RES-10	13.14	126
S6	RES-15	6.08	88
S7	RES-20	5.85	117
S8	RES-30	12.29	367
S9	COMM	6.35	-
S10 ¹	MU-COM-4	4.06	-
	MU-COM-3	1.01	-
S11 ²	MU-RES-4	1.54	46
	COMM	0.15	-
S12	RES-20	6.06	123
S14	RES-15	9.01	131
S15	RES-10	9.23	91
NET TOTAL		149.5	1,278
Open Space	6% total acreage	9.2	-

¹ Integrate transit parking
² Retail/restaurant use
Net total exclusionary of rights-of-ways.

Table 2: Proposed Development Lot Coverage

	RES-30	RES-20	RES-15	RES-10	MU-RES-4	MU-COM-4	MU-COM-3	COMM	TOTALS
Coverage (Ac)	12.28	16.04	23.58	22.18	1.54	4.06	1.01	69.02	158.91
% Coverage	8%	10%	15%	14%	1%	3%	1%	43%	
Dwelling Units	368	321	354	222	46				1,311

Figure 23: Proposed Village Center Zoning District



**VILLAGE CENTER
ZONING DISTRICT**

The center of the Station Area, shown below, is envisioned to be a walkable, mixed-use neighborhood with a variation in scale, land use and density. In order to achieve this vision, it is proposed to update the zoning of the area to an updated Village Center zone. Updates to the Village Center zone include buildings of three to five stories in height that line the street right-of-way and include human-scaled placemaking elements in building form and urban design elements.

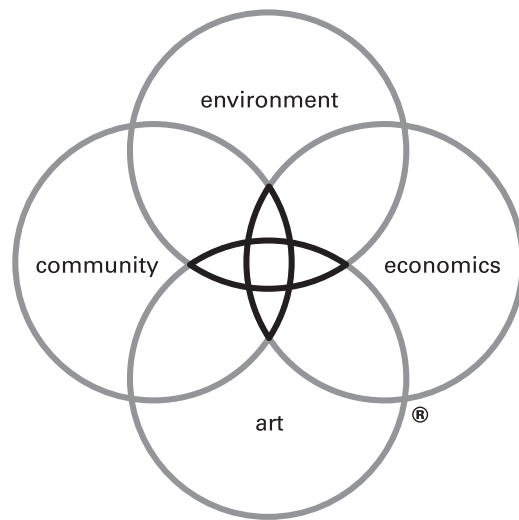
As shown in the proposed Land Use Diagram on page 42, uses in the proposed zoning area vary from residential-15, residential-20, residential-30, residential-60, mixed-use residential, mixed-use commercial and commercial.

The code will require a regulation plan that establishes the street types and street grid layout, land-use and block types.

Residential-10 will serve as a transition from the Village Center to the single-family neighborhoods adjacent to the plan boundary.

The Village Center zoning criteria ensures that despite the proposed land-use and density, this area of the transit-oriented community is walkable and has variation in scale and density.





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APPENDIX A



TERMS AND DEFINITIONS

The alphabetized list below includes key terms relevant to zone districts, land uses, and design standards.

2-4 Plex

A single building that houses multiple families in two, three, or four dwelling units. Also referred to as duplex, triplex, or four-plex.

8 Plex

A single building (apartment or house) that houses multiple families or eight dwelling units.

Active Ground Floor Use

Active ground floor uses include uses and activities that will encourage and attract pedestrian movement and activate the ground floor of buildings. Examples include retail establishments, restaurants, galleries, gyms, and other similar uses and activities.

Amenity Zone

A portion of the public right of way, adjacent to the sidewalk, but outside of the pedestrian walking area, which includes streetscape elements, street furniture, landscaping and/ or trees.

Apartment

A single, multi-story building containing multiple residential dwelling units for rent.

Condo (Condominium)

A property complex comprised of individual dwelling units, each of which are owned separately.

Cottage Community

A cottage community consists of four to twelve single-family detached dwelling units located on a commonly owned piece of land with units no larger than 1,200 square feet.

Façade

A building façade is a vertical bulk building plane. Variations to the building façade may include vertical and horizontal fenestration, exposed columns, building entries, unenclosed canopies, cornices, balconies, etc.

Fenestration

Fenestration is defined as the combination of windows, storefront and entry doors.

Floor Area Ration (FAR)

The ratio of total building area to total parcel area. A 30,000 sf building on a 30,000 sf lot yields an FAR of 1.0.

Front Lot Line

The front lot line is defined as the full lot frontage along a primary street.

Horizontal Setback

The horizontal setback is the offset of a building façade from a lot line.

HTRZ

A Housing and Transit Reinvestment Zone (HTRZ) enables a portion of incremental tax revenue growth in an area around a transit station to be captured over a period of time to support costs of development in the area. HTRZs are designed to help Utah tackle its housing crisis by facilitating mixed-use, multi-family and affordable housing development within a given radius of light rail, bus rapid transit, or commuter rail stations.

Mixed-Use Commercial

A property that serves two or more commercial purposes.

Mixed-Use Residential

A property that serves both commercial and residential purposes.

Primary Facade

The primary facade of a building facing a public street.

Public Realm

The public realm is defined as the space between the private property line (or outer limits of public right-of-way (ROW) and the back of the curb.

Rear Lot Line

The rear lot line is defined as the full lot frontage opposite the front lot line.

Side Lot Line

The side lot line is defined as the two full lot frontages perpendicular to the front and rear lot lines.

Sidewalk Zone

A portion of the public right-of-way that is intended to be unencumbered by fixed objects to allow for clear pedestrian movement.

Single Family Detached

Also referred to a single-family residence or single-family home, a single-family detached home is a free-standing residential unit consisting of one dwelling unit usually occupied by one household or family.

Stacked Flat

Dwelling units constructed in a stack of two or more attached units where each dwelling unit is located either above of below an adjacent unit within a single building.

Streetfront

The side of a building facing the street.

Storefront

A storefront is the façade and entryway at the ground or second floor of a commercial building, typically with one or more display windows.

Townhome

A multi-floor home that shares one or two walls with adjacent properties and usually consists of one dwelling unit.

Transition Zone

The transition zone addresses the area directly adjacent to the building. This zone provides a buffer and a refuge where window shoppers, restaurant patrons and lingering pedestrians can escape the flow of pedestrian traffic in the sidewalk zone.

Vertical Setback

A vertical setback is the offset of upper floors from the vertical plane of the building façade at the ground floor.

APPENDIX B

Landscape Architecture

Planning

Urban Design

Strategic Services

120 East Main Street

Aspen, Colorado 81611

970.925.8354

To: Springville City, Utah Transit Authority

From: Design Workshop

Date: November 9, 2022

Project Name: Springville Station Area Plan

Project #: 6983

Subject: Existing Plans Summary Memo

This memo provides a summary of existing documents relevant to the Springville station area planning team, including the Westfields Central New Neighborhood Plan and PRI concept plans for Springville TOD.

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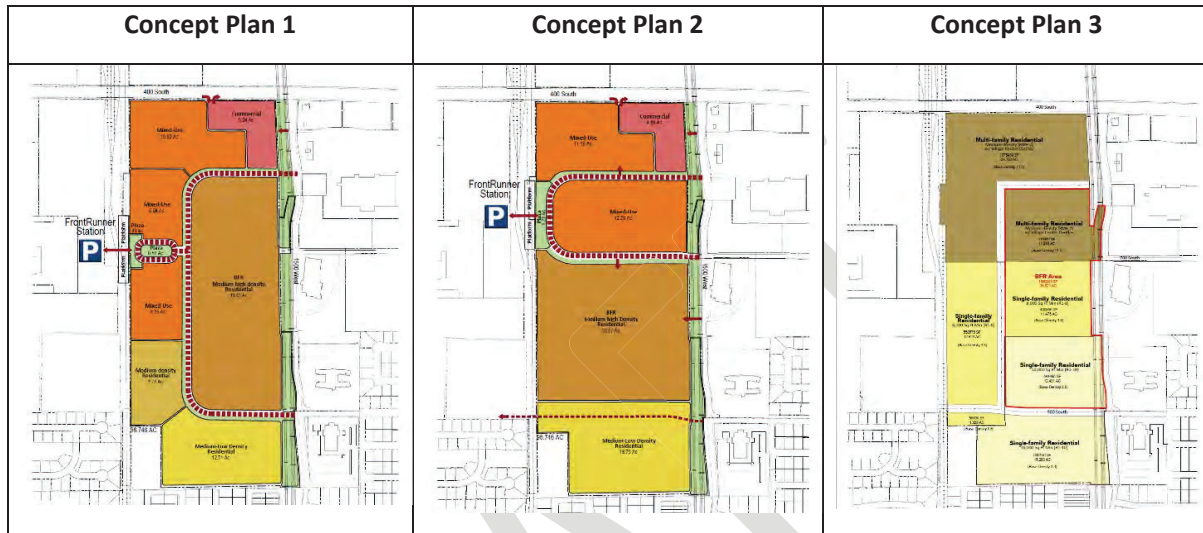
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Springville TOD Concept Plans

PRI

Summary:

PRI has developed 3 concept plans for the Springville station area/TOD. They are listed below for side-by-side comparison. Full page versions of the concept plans are available at the end of this document.



Article 4 – Westfields Overlay Regulations

Springville City Zoning Code

Source: <https://www.codepublishing.com/UT/Springville/html/Springville11/Springville115.html#11-5-401>

Summary:

Article 4 of Chapter 5: Overlay District Regulations, lays out the purpose, intent, and regulations for the Westfields and Lakeside Overlay Zones in Springville City 's code. The purpose and intent of the overlay zone is to “carry out the adopted policies of Springville City concerning the Westfields and Lakeside communities.” The goal is to create attractive, diverse neighborhood with a variety of housing, shopping, and services within walking distance of most residents. Westfields should have a network of connected streets and paths for pedestrians and vehicles and encourage a “less auto-dependent community.” Housing in the community will range from suburban style single-family houses to urban apartments and townhomes. Open space, including formal parks and squares as well as a network of trails, will be provided throughout the district.

11-5-403 Density

The following table outlines baseline densities for each residential zone:

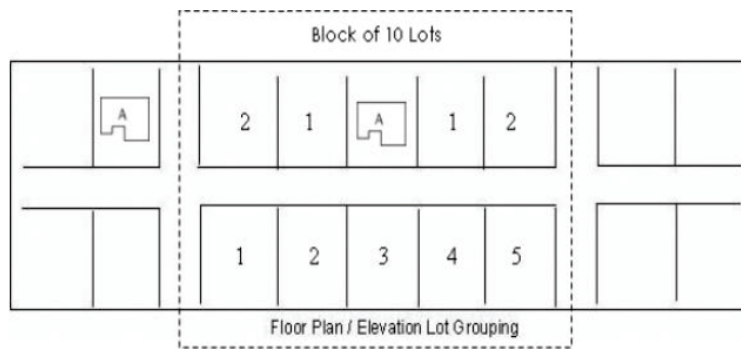
Zoning District	Baseline Units/Acre
R-1-15	2.0
R-1-10	3.0
R-1-8	3.8
R-2	6.0
RMF-1	7.7
RMF-2	11.5

11-5-404 Minimum Performance Standards

For single-family detached dwellings, twin homes or duplexes, the following standards apply:

Note: not all regulations are included, only those relevant to this plan

1. The same elevation can't be used on the adjacent 2 lots on either side of the property or the 5 lots across the street from the property



- Any lots with street frontage of 60' or less that includes a carriageway, all required parking will be accessed from the carriageway.

Minimum standards for multi-family residential:

- All parking shall be located behind the principal building.
- At least 50% of the block length shall have building facades within 30' of the front property line.

11-5-405 Bonuses for Maximum Density

Densities in excess of the baseline density for the underlying zone may be considered for developments which comply with the density bonus program requirements up to a maximum of forty percent (40%) for developments in the Westfields Overlay.

Zoning District	Baseline Density (Units/Acre)	Maximum Density with 40% Bonus (Westfields Overlay)	Maximum Density with 50% Bonus (Lakeside Overlay)
R1-15	2.0	2.8	3
R1-10	3.0	4.2	4.5
R1-8	3.8	5.3	5.7
R2	6.0	8.4	9

(Ord. No. 16-2016 § 1, 07/05/2016)

11-5-406 Housing Mix Requirements

A range of housing densities and types is an objective of the Westfields community. The following requirements are meant to ensure this mix occurs.

Zone	The % of land that must be developed at Base Zoning Designation	Additional % of land that must be developed as single-family detached dwellings	Maximum % of land that may be developed as duplexes or twin homes	Maximum % of land that may be developed under RMF-1 Development Standards	Maximum % of land that may be developed under RMF-2 Development Standards
R1-15	25%	45%	15%	30%	
R1-10	25%	45%	15%	30%	
R1-8	25%	45%	15%		30%
R2	25%				75%
R2/Lakeside Overlay	15%	25%			60%

(Ord. No. 16-2016 § 1, 07/05/2016; Ord. No. 03-2017 § 5, 03/21/2017; Ord. No. 15-2019 § 4, 07/02/2019)

11-5-407 Density Bonuses

Developers requesting densities greater than the baseline density must comply with 2 or more of the requirements including at least 1 of the requirements in the "Parks, Open Space and Other Public Lands" and "Building Materials" categories. In order to achieve the maximum density bonus allowed in the zone, the development shall have received density bonus points from at least one (1) component in at least three (3) of the following categories: (a) Parks, Open Space and Other Public Lands; (b) Building Materials; (c) Design Features; (d) Building Mix; and (e) Recreational Vehicle Storage.

Springville Station Area Plan – Exiting Document Review Summary

Parks, Open Space and Other Public Lands	
Density Bonus Improvement	Requirements and Bonuses
Park land and improvement donated to Springville City	1.2% density bonus for each 1% of developed park land within the development up to a 12% density bonus (the park will become the property of Springville City). Minimum 5 acres.
Linear open space and trails along waterways and the power line corridor	0.7% density bonus for each 1% of land developed for a linear trail system within the development up to a 7% density bonus (the trail will become the property of Springville City).
Fees in lieu of park land and improvements	For parcels that are too small for a development of a minimum 5 acre park
Public property dedications	0.5% density bonus for each 1% of land identified by the City for a public purpose and deeded to the City

Building Mix	
Density Bonus Improvement	Requirements and Bonuses
Row houses	3% density bonus for developments where over 50% of MF dwellings are row houses
Variation in front elevations on row house developments	5% density bonus for row house developments that include 5 significant elevation variations per block length

Article 5 – Westfields Overlay – Village Center Zone

Springville City Zoning Code

Source: <https://www.codepublishing.com/UT/Springville/html/Springville11/Springville115.html#11-5-401>

Summary:

The Village Center (VC) of the Westfields Overlay zone is intended to create a mixed-use town center to serve the Westfields community and others in the area. There are 3 sections in the VC: Mixed-Use, Civic and Multi-Family Residential. The VC will be designed for pedestrians while accommodating motorists. It should be designed with features characteristic of an urban village.

- Mixed-Use Section: At least 75% of the block along the primary street shall include buildings at the property line
- Multi-Family Section: At least 75% of the block along the primary street shall including building façade located no more than 20' from the property line

Parking

Off-street parking requirements shall meet the requirements of Section 11-6-113 of the Zoning Code. Parking is required for all buildings, structures, and improvements. In the VC, all parking must be behind the building. For multi-family buildings, parking must be behind the building or 20' behind the front setback of a building within an interior side yard. Shared parking is allowed by approval from the Planning Commission.

Applicants can apply for parking reductions if they can clearly demonstrate that the require number of parking stalls is unnecessary for the proposed use and any possible future use of the building. Any request that lowers the amount of parking stalls by more than 20% will not be approved.

Parking Spaces Required by Use	
Use	Minimum Spaces Required
MF Residential	2.25 spaces per unit
Elderly/assisted living facility	1 space per 2 beds + 1 space per employee
Business Office	1 space per 300 SF of floor area
Medical/professional Office/clinic	1 space per 150 SF of floor area 1 space per 225 SF of floor area when part of a mixed-use/shopping center
Commercial/Retail	1 space per 300 SF of floor area
Restaurant	1 space per 4 seats or 1 space per 100 SF of gross floor area, including outside seating, whichever is greater
Personal Services/Barbers/Beauty/Travel	1 space per 200 SF of floor area

11-5-503 Mix Standards

The mix for net developable area (excluding rights-of-way) is:

High Density Residential Area	up to 60%
Mixed-Use Area	up to 30%
Civic Use Area	up to 10%

In order to ensure construction of the Mixed-Use area in Village Center developments, no more than fifty percent (50%) of the multi-family residential area may be built in the development prior to beginning construction of the mixed-use portion of the Village Center. At the time fifty percent (50%) of mixed-use portion is under construction, submission may be made for the next twenty-five percent (25%) of multi-family development. At the time the remainder of the mixed-use portion is complete, the remaining twenty-five percent (25%) of multi-family residential development may be considered for approval.

11-5-504 Design Standards for Mixed-Use Sections of the VC

At least 5% of the total floor area in the Mixed-Use section shall include a plaza or square with seating provided at a rate of 1 sitting space per 250 SF, at least 30" wide and 16" high.

11-5-506 Density Standards for Mixed-Use Section of the VC

Residential density allows for 2 residential units for every 1,000 SF of commercial space on the first floor. No residential units may be less than 600 SF and must be located above the first floor.

11-5-508 Design Standards for the Multi-Family Section of the VC

Lot area per dwelling unit is 1 DU per 800 SF of land area. Minimum parking requirement shall be 1.5 stalls per unit. Buildings cannot exceed 35' height.

The Westfields Community Plan (2002)

By MGB & A and the Planning Center for Springville City

File name: Westfields-Community-Plan.pdf

Summary:

The Westfields was an unincorporated agricultural area of 1,594 acres west of Springville. In 2000, it was annexed by Springville City and this plan was created to study the area and develop a vision. A 4-month visioning process resulted in the following visions for the Westfields:

- A gateway to Springville
- A transportation network
- Quality development
- A village made up of neighborhoods
- Preserved open space
- A community core
- Conservation of resources
- Walkable community

The resulting plan should not be seen as a blueprint for development but as a framework for decision making that represents a collective vision for the area. The plan includes goals, objectives and strategies to achieve said vision as well as land use, circulation, community facilities and other illustrative maps, drawings, photos and charts. A high-level summary of each category is below.

LAND USE PLAN

Goal: Create a community in the Westfields that includes a community core surrounded by residential neighborhoods that include a mix of housing types, open spaces, parks and public buildings such as churches and schools.

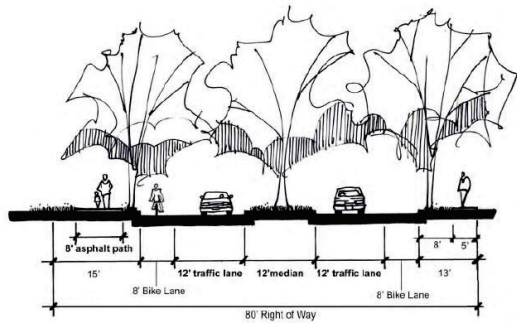
A community core, located around the intersection of 1200 West and 400 South is the central organizing feature of The Westfields. It will be surrounded by residential neighborhoods with higher densities near the core and densities decreasing towards the edges. The community core will be a mixed-use *village center* with a multimodal transit center with access to commuter rail. Transit-oriented development principles are appropriate for this district such as designing for walkability with wide sidewalks and parking in the rear of buildings. A *neighborhood commercial center* would be located east of 1200 West and include conventional commercial development.

The residential neighborhoods of the Westfields would range from multi-family in and around the community core to low density developments to the north and south. Schools, churches and parks will be important focal points in each neighborhood. It is important that the street system be attached, and the area functions as a community rather than a collection of subdivisions. This means limiting cul-de-sacs and loop streets to areas where they are necessary because of a natural feature such as a stream.

1600 South is identified as an arterial street in Springville's General Plan (1997) and it is anticipated that the majority of the area will be commercially developed and function as a transition area. Open space and parks, including open space linear corridors Hobbie Creek and a community park of up to 50-75 acres should be considered for the area abutting hobbie Creek. Neighborhood parks of at least 5 acres should be centrally located to accommodate neighborhood residents throughout the Westfields.

TRANSPORTATION – ROADS AND TRAILS

Goal: Provide transportation network and facilities that balance the needs of motorists, pedestrians, bicyclists, and transit-users that is safe, efficient, environmentally-responsible and attractive, while providing excellent internal circulation within the community and appropriate connection to the surrounding region.



The plan includes recommendations on roadway segments by typology (major arterial, major collector, minor collector, local road) with number of lanes and recommended right of way. Street sections are provided for each typology. See Major Collector example left.

- Major Arterial: 5 lanes, 120 ft ROW
- US 89 (Main Street): 5 lanes, 96 ft ROW
- Major Collector: 3 lanes, 80 ft ROW
- Minor Collector: 2 lanes, 66 ft ROW (w/bike lanes)
- Local Road: 2 lanes, 60 ft ROW

TRANSPORTATION – PUBLIC TRANSIT

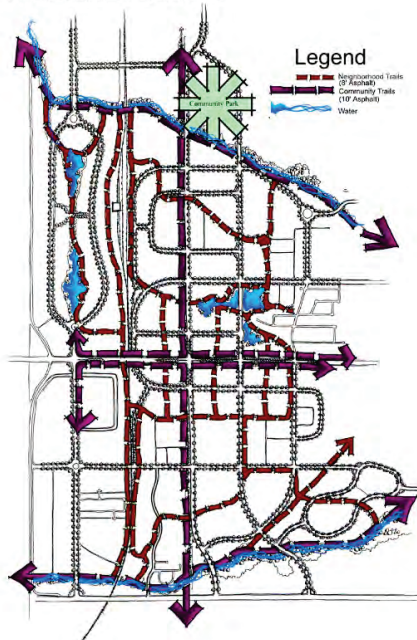
The Westfields is envisioned as a transit-oriented development with appropriate facilities to accommodate transit within the community, including a multimodal transit station for FrontRunner riders and bus stops on collector and arterial streets (within one-quarter mile of all residences)



OPEN SPACE PLAN – TRAILS

Goal: Create an open space network to provide passive and active recreational opportunities while accommodating pedestrian circulation, agricultural uses, drainage and wildlife habitat concerns.

Figure 7: Conceptual Map of Multi-Purpose Open Space



In line with Springville's General Plan (1997), which identified a trail system along Hobble Creek, the Westfields requires 100' easements from the center of the Creek. The linear park is anticipated to be developed as residential and commercial development occurs. The spaces can range in width from 20-50 feet depending on topography and environmental concerns, with typical trail widths of 6-10 feet.

OPEN SPACE PLAN – PARKS

At the time of the report (2002), the City's level of service for parks was 2.19 acres per 1,000 residents. In the Westfields, parks should be located ¼-1/2 miles from residential areas. Per the National Recreation and Parks Association, a community park is typically 20-50 acres with a 2-mile user area radius. The Westfields presents the last opportunity to develop a park of this scale in Springville. Further analysis is required to help determine if a community park is appropriate in the Westfields.

ENVIRONMENT PLAN

Goal: Provide a community that recognizes the unique natural environment in which it is situated and works to balance development with preservation of the environment.

The Westfields is a wetland, which is monitored by the Army Corp of Engineers. The plan recommends developing a comprehensive wetland plan to address the issues of development in the Westfields instead of reviewing individual sites as it will help define and resolve issues more easily and be less costly. Additional strategies include considering methods to incorporate defined wetlands into open space, establish a wetland bank, preserve wide life corridors and enhance native vegetation to preserve and promote wildlife habitat.

CULINARY AND SECONDARY WATER PLAN

Goal: Develop, install, upgrade and maintain culinary and secondary water systems, storm water, sanitary sewer and land drain systems, and municipal power adequate to meet the needs of the Westfields Community and Springville City.

The plan notes that adequate water service is an issue for any city experiencing growth like Springville and is a costly endeavor. The City currently uses impact fees to cover the cost of developing water resources and the delivery system. Recommended strategies include determining whether a growth control policy needs to be established, consider including low water, drought-resistant plant materials as a means of water conservation, encourage water conservation, and prepare a secondary water system master plan and require infrastructure be installed as development progresses.

STORM WATER/LAND DRAIN/SANITARY SEWER

A storm water system will need to be developed into the Westfields and the plan recommends developing a Storm Water Master Plan and a Land Drain Master Plan. The existing Sanitary Sewer Master Plan will

need to be revised to address the proposed development in the Westfields. The plan also encourages utilizing parks and open space for storm water detention.

MUNICIPAL POWER

To ensure municipal power facilities are protected and planned for as the Westfields is developed, the distribution substation site should be preserved.

PUBLIC SPACES

Goal: Promote an attractive Westfields community where attention is given to those design issues that will continue to contribute to the economic, social and physical longevity of the area for generations to come.

The plan notes that established norms may need to be reconsidered to meet the objectives, such as decreasing street pavement widths for local streets. Strategies for achieving quality public spaces include developing ordinance language that requires the installation of appropriate species and sizes of trees, developing planted medians, encouraging connectivity of streets and providing incentives for developers to provide quality public space.

ARCHITECTURE AND SITE DESIGN

The Westfields has been perceived as the place in Springville where affordable housing will be built, which is generally associated with poor quality and design. The Westfields needs to be developed as a community of neighborhoods including a range of housing types. Neighborhoods should be pedestrian-oriented with garage doors and driveways with side or rear access where possible. For smaller lots, garage setbacks and detached garages should be considered.

Westfield Central New Neighborhood Plan (2021)

By Civic by Design for Springville City

File name: Westfields Central New Neighborhood Plan Amended FinalR.pdf

Summary:

Westfields Central is a new neighborhood planned on 20 vacant acres adjacent to Meadowbrook Elementary School at 700 S and 950 West. This 21-page document provides design guidelines and architectural standards for the proposed Westfield neighborhood. It shows the location of private property, public tracts, surface infrastructure, and conceptual designs of parks, other neighborhood amenities, and the ideal build-out of the site. It was used as the basis for the Regulating Plan. The plan uses Transect Zones as the organizing framework, ranging from T5 (Urban Center/Strolling District) to T3 (Neighborhood Residential) with civic green spaces throughout the parcel. Building types are assigned by transect zone and a definition and example images are provided for each building typology as well as standards including lot size, setbacks, and height. See Key Images section below for reference.

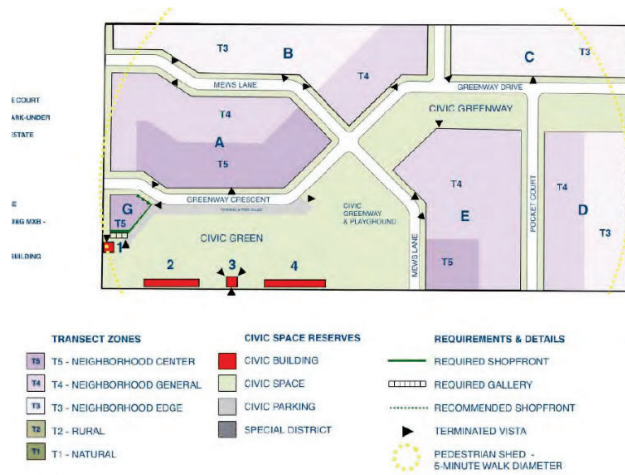
The guidelines are intended to direct the overall character of the community and fulfill Westfield Central's vision. General standards for walls, elements (porches, galleries, railings, HVAC equipment), roofs, openings, and green spaces are included in the documents.

Key data/metrics:

- All building types shall provide parking from rear alleys screened from frontages on lots, and on-street parking along frontages
- Each block shall include a minimum of 3 building types (except parcel G)
- Each block shall have either a minimum of 18% of each building type for three building types, or a minimum of 15% of each building type for four building types
- A minimum of 9 building types shall be used for the entire project
- All thoroughfares and each civic space shall be defined by walks and continuous perimeter shade trees
- The maximum density is 11 du/gross acre
- Rear alleys remove driveways from the street, increasing walkability and safety

Key Images:

1. Westfield Central Plan by Transect Zone



2. Pair House Standards and Examples

PAIR HOUSE

PH

T3

T4

T5

PAIR HOUSE

A Pair House is a single-family residence that shares a party wall with one other of the same type, each on their own lot. Garages, ADUs and/or parking is provided from the rear lane while the primary front faces a street or public greenway.

Lot width x depth 30' min. x 65' min. (A)

Setbacks

Front	15' min. (B)
Front Corner	10' min. (C)
Side	6' min. (D)
Rear	30' min. (E)
Parking and Waste from Front Façade	35' min. (F)
Accessory Buildings from Front	40' min. (G)
Accessory Buildings Side	Align (H)
Accessory Buildings Rear	0' min. (I)
Building Frontage at Setback	20' min. (J)
Building Front Encroachments	12' max. (K)
Building Side Encroachments	6' max. (L)
Building Back Wing	15' max. (M)

Height

Principle Building	2.5 Stories max.
First Floor Above Grade	1.5' min.
Outbuilding	2 Stories max.

PAIR HOUSE EXAMPLES



Westfields Village Center (2011)

By Placemakers for Springville City

File name: UT-Springville – SmartCode draft (10-02-11).pdf

Summary:

This document was **not codified** but includes proposed draft code for ARTICLE 5 – Village Center Overlay District. The stated purpose of the overlay district is to provide development regulations that “permit the creation of a walkable, mixed use village center in Springville City.” It is a form-based code, emphasizing the relationship of private property to the public realm. The overlay district code is intended to implement the existing Westfields Village Center goals and the policies/principles of the Springville City General Plan. The district will support higher density residential, high intensity employment/office, civic entertainment, institutional uses, and some retail in a pedestrian friendly village.

The overlay district applies to land area(s) designated as Village Center (VC) on the Springville City Zoning Map. It takes precedence over existing zoning regulations. The code utilizes the Transect Zone framework to establish sub-districts ranging from T3 (Edge) to CD (Civic) with the following assigned percentages of its area allocated to the established sub-districts:

- | | | |
|------|--------------|---------|
| i. | T3 – Edge | 5-20% |
| ii. | T4 – General | 25-75% |
| iii. | T5 – Center | 10-50% |
| iv. | CD – Civic | 5% min. |

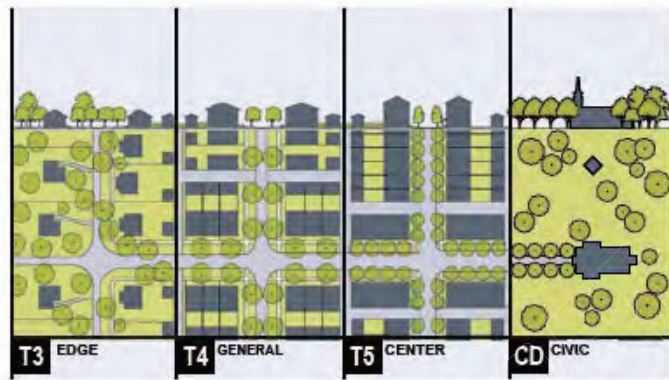
Convenient access to rail transit is encouraged and lots within 660 feet of the transit station are to be designated T5 – Center. See Key Image #5 for standards by transect for lot occupation, setbacks, building heights, encroachments, and parking location.

Key data/metrics:

- Lots within 660 ft. of transit station are designated T5 – Center
- Within 660 ft. of transit station, a minimum of 10k sq. ft. of lot area to be dedicated to Retail
- Within 100 ft. of transit station will be designated as CD – Civic, and developed as a square, plaza or commercial plaza
- The plan will designate at least one Main Civic Sub-District within 800 ft of the geographic center of the overlay district and shall be developed as a green, square, or plaza
- Parking requirements and occupancy rates are listed below (Key Images #3 and #4). **Lots within 600 ft. of the transit station are permitted to reduce the minimum parking space by 30%.**

Key Images:

1. Sub-districts Transect



2. Building Use by Transect

TABLE 16. SPECIFIC BUILDING USE				
TRANSECT SUB-DISTRICT	T3	T4	T5	CD
RESIDENTIAL				
Accessory Unit	■	■	■	
Single Unit	■	■	■	
Multi-Unit		■	■	
RETAIL				
Home Business	■	■		
Newsstand		■	■	
Convenience Store		■	■	
Coffee Shop / Cafe / Bakery		■	■	
Barber / Hairdresser		■	■	
Laundromat / Dry Cleaner		■	■	
Specialty Retail		■	■	
Hardware		■	■	
Pharmacy		■	■	
Supermarket / Grocery		■	■	
Personal Services (ie. Tailor)		■	■	
Full Service Restaurant		■	■	
Fast Food			■	
Bookstore			■	
General Retail (Department Store)			■	
Tavern / Bar			■	
Live Theater			■	
Movie Theater			■	
Dance Hall			□	
Animal Clinic w/o Outdoor Pens			■	
Bank			■	
Medical / Dental Clinic		□	■	
Reception Hall			□	
Gasoline			□	
TRANSECT SUB-DISTRICTS	T3	T4	T5	CD
CIVIC				
Religious Institution	■	■	■	■
Library		■	■	■
Parking Structure			■	■
Surface Parking Lot			□	■
Bus Station			■	■
Community Center and Facilities			■	■
Outdoor Auditorium	■		■	
LODGING				
Bed & Breakfast (up to 5 rooms)		■	■	
Inn (up to 12 rooms)		■	■	
Hotel (no room limit)			■	
OFFICE				
Single Unit		■	■	
Multi-Unit			■	
CIVIL SUPPORT				
Fire Station	■	■	■	■
Police Station		■	■	■
Post Office			■	■
Funeral Home		■	■	
EDUCATION				
Pre, Elementary or Middle School	□	■	■	■
Day Care / Childcare Center	■	■	■	■

■ BY RIGHT

□ BY EXCEPTION

3. Required Parking

TABLE 18. REQUIRED PARKING			
	T3	T4	T5
RESIDENTIAL			
Principal Building	2.0 / dwelling	1.5 / dwelling	1.0 / dwelling
Accessory Building	1.0 / dwelling	1.0 / dwelling	1.0 / dwelling
LODGING	n/a	1.0 / bedroom	1.0 / bedroom
OFFICE	n/a	3.0 / 1000 sq. ft.	2.0 / 1000 sq. ft.
RETAIL	n/a	4.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.
CIVIC	1.0 / 10 seats of assembly use		
OTHER	To be determined by Exception		

4. Parking Occupancy Rates

TABLE 19. PARKING OCCUPANCY RATES						
USES	M - F	M - F	M - F	SAT & SUN	SAT & SUN	SAT & SUN
	8 AM - 6 PM	6 PM - 12 AM	12 AM - 8 AM	8 AM - 6 PM	6 PM - 12 AM	12 AM - 8 AM
RESIDENTIAL	60%	100%	100%	80%	100%	100%
LODGING	70%	100%	100%	70%	100%	100%
OFFICE	100%	20%	5%	5%	5%	5%
RETAIL (general)	90%	80%	5%	100%	70%	5%
Restaurant	70%	100%	100%	70%	100%	100%
Movie Theater	40%	80%	10%	80%	100%	10%
Entertainment	40%	100%	10%	80%	100%	50%
CONFERENCE	100%	100%	5%	100%	100%	5%
CIVIC (non-Church)	100%	20%	5%	10%	10%	5%
CIVIC (Church)	20%	20%	5%	100%	50%	5%

5. Building Standards by Transect Zone

TRANSECT ZONE	T3	T4	T5
A. LOT OCCUPATION			
Lot Coverage	n/a	70% max.	80% max.
Facade Buildout at Setback	n/a	60% min.	80% min.
B. PRINCIPAL BUILDING SETBACKS			
Primary Front Setback	n/a	10 ft. min. 15 ft max.	2 ft. min 15 ft. max.
Secondary Front Setback	n/a	10 ft. min 15 ft max.	2 ft. min. 15 ft. max.
Side Setback	n/a	0 ft. min.	0 ft. min 24 ft. max.
Rear Setback	n/a	3 ft. min.	3 ft. min.
C. OUTBUILDING SETBACKS			
Front Setback	n/a	setback + 20 ft min.	40 ft. max. from rear
Side Setback	n/a	0 ft. or 3 ft. at corner	0 ft. or 3 ft. at corner
Rear Setback	n/a	3 ft. min.	3 ft. min.
D. BUILDING HEIGHT (stories)			
Principal Building	n/a	3 max	5 max.
Outbuilding	n/a	2 max.	2 max.
E. ENCROACHMENTS			
i. Setback Encroachments			
Open Porch	n/a	80% max.	n/a
Balcony and/or Bay Window	n/a	50% max.	100% max.
Stoop, Lightwell, Terrace or Dooryard	n/a	100% max.	100% max.
ii. Sidewalk Encroachments			
Awning, Gallery, or Arcade	n/a	to within 2 ft. of curb	to within 2 ft. of curb
iii. Encroachment Depths			
Porch	n/a	8 ft. min.	n/a
Gallery	n/a	10 ft. min.	10 ft. min.
Arcade	n/a	n/a	12 ft. min.
F. PARKING LOCATION			
2nd Layer	n/a	not permitted	not permitted
3rd Layer	n/a	permitted	permitted

UTA Ridership Data

Utah Transit Authority Open Data ArcGIS

Source: <https://data-rideuta.opendata.arcgis.com/>

Summary:

Baseline data does not exist for FrontRunner ridership as there is not a platform in Springville today. However, two bus lines, South County/Provo Station (821) and South Utah County BYU/UVU Limited (822), travel north-south through Springville along Main Street (Route 89), with a diversion east of the Historic District.

Key Metrics:

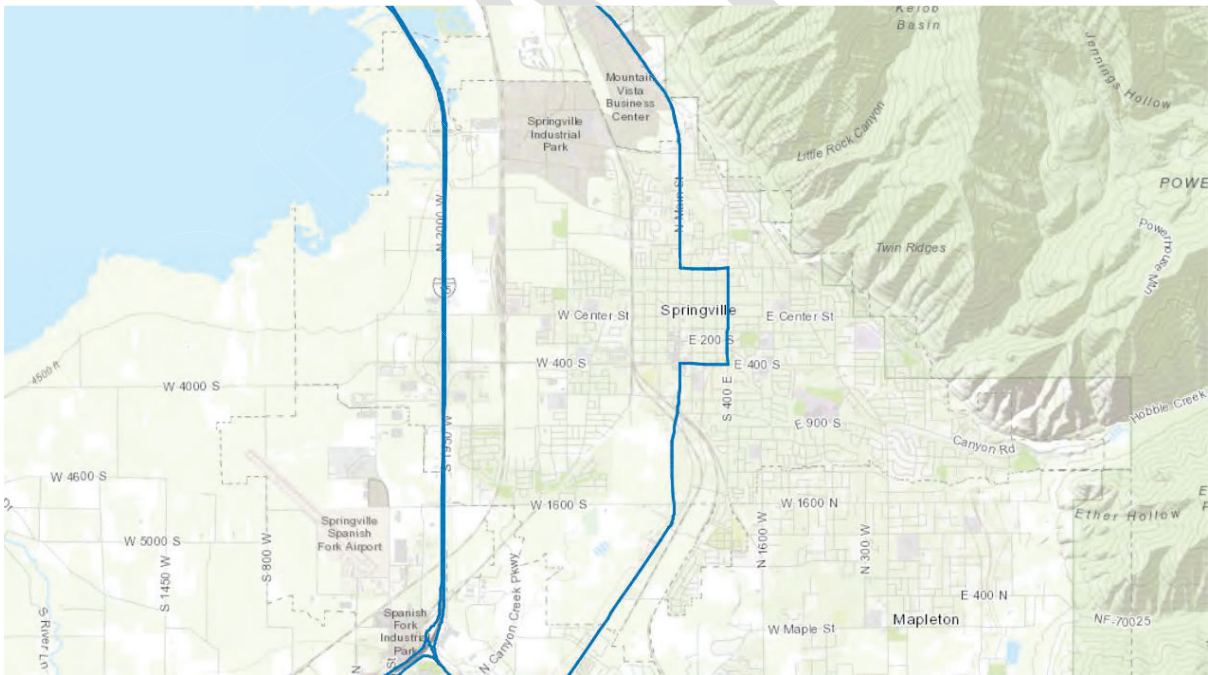
South County/Provo Station (821)

- Average weekday ridership: 662
- Frequency: 30 minutes

South Utah County BYU/UVU Limited (822)

- Average weekday ridership: 157
- Frequency: 60 minutes

Key Images:



Existing Transportation Plan Summary (2022)

By Fehr & Peers for this project,

File name: Existing Transportation Plan Summary_220902.pdf

Summary:

Fehr & Peers provided a summary of existing transportation plans. It is copied below in full, with additions from Design Workshop.

INTRODUCTION

The purpose of this memorandum is to summarize the results of the literature review conducted by Fehr & Peers to identify planned projects affecting the study area in Springville, Utah. The following documents were reviewed.

1. Springville City Active Transportation Plan
2. Springville City Transportation Master Plan
3. Block 5 Preliminary Development Plans
4. Mountainland Association of Governments (MAG) Regional Transportation Plan
5. Utah Transit Authority (UTA) Five Year Service Plan
6. UTA's South Valley Transit Study

LITERATURE REVIEW

Springville City Active Transportation Plan

Plan Summary: The proposed draft of the Springville Active Transportation (AT) Plan reviews the city's existing infrastructure for active transportation compatibility. It also highlights a new recommended AT network and a series of spot improvements for Springville. This plan has yet to be adopted by the city council.

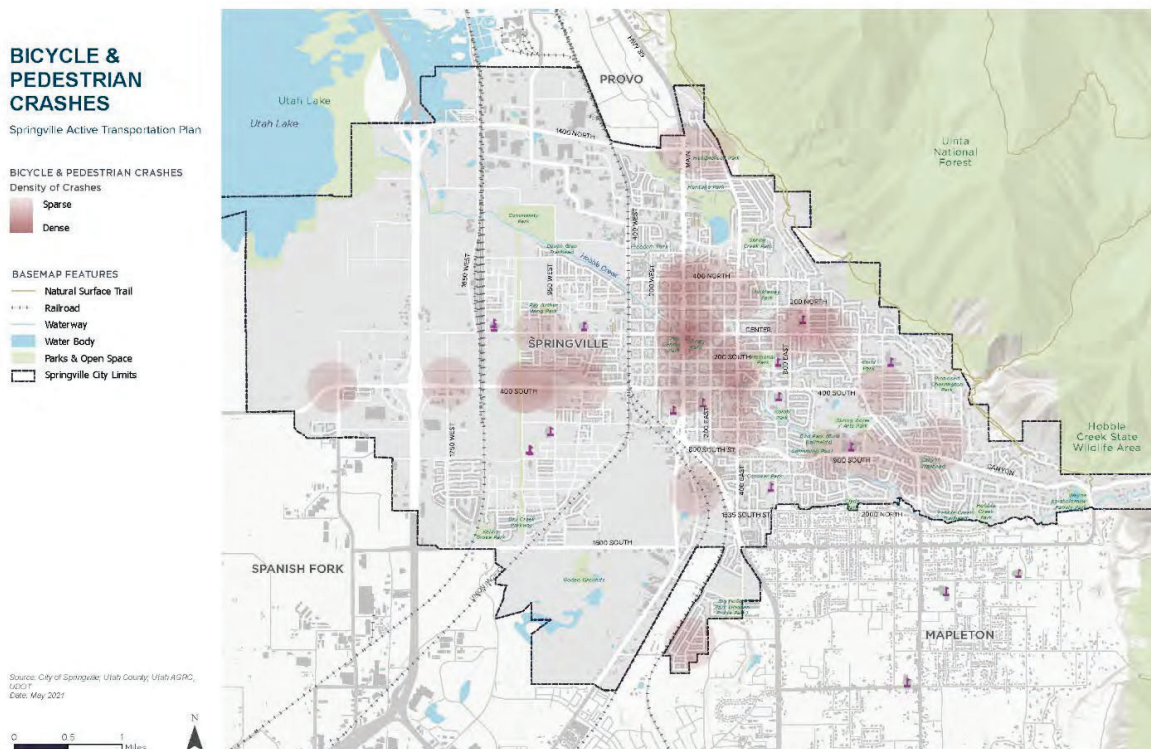
Relevant projects:

1. A separated bikeway is proposed along Main Street through the entire project area, transitioning to a buffered bike lane near the interchange at 800 S. This is considered the highest priority project in the AT plan.
2. Shared use paths are recommended along 200 N, Center, and 200 S.
3. A buffered bike lane is recommended along 400 N.
4. Further study is needed for AT infrastructure on 400 S. This corridor is identified as a major barrier for active transportation crossing with a high level of traffic stress. Furthermore, the intersection of 400 S and Main Street is identified as a major hotspot for active transportation crashes. However, the feasibility for bikeway improvements on this corridor is considered low. The AT plan calls for coordination with UDOT when the road is eventually reconstructed.
5. A trail is proposed along Hobble Creek, running diagonally through the study area. The feasibility of this project is considered low with existing land use and ownership, but it is considered the third-highest priority project in the plan. For this reason, further study is needed.
6. A bike boulevard is proposed along 700 S, between 1200 W and 700 E. This would include aggressive traffic calming measures (e.g., traffic circles or diverters, pinch points, bulbouts, etc.)
7. 7 of the top 10 priority projects identified in the plan are within the study area, including:
 1. Main Street separated bikeway
 2. Center Street Shared Use/Sidepath (1500 W to Main Street)
 3. Hobble Creek Trail

4. 200 North Shared Use Path/ Sidepath
 5. 400 South Bikeway
 6. Center Street Shared Use/Sidepath (Main Street to 400 E)
 7. 10. 700 S Bicycle Boulevard
8. Enhanced intersections are proposed at 400 N, 200 N, Center, 200 S, and 800 S along Main Street. This would include:
- 400 N: Curb bulbouts at all four corners.
 - 200 N: Toucan crossing, beacons, curb bulbouts
 - Center St: Protected intersection
 - 200 S: Curb bulbouts
 - 800 S: No specific recommendation is given.
9. A new crossing of Main Street at 700 S is also recommended in conjunction with proposed 700 S Bike Boulevard.

Key Images:

MAP 2.5

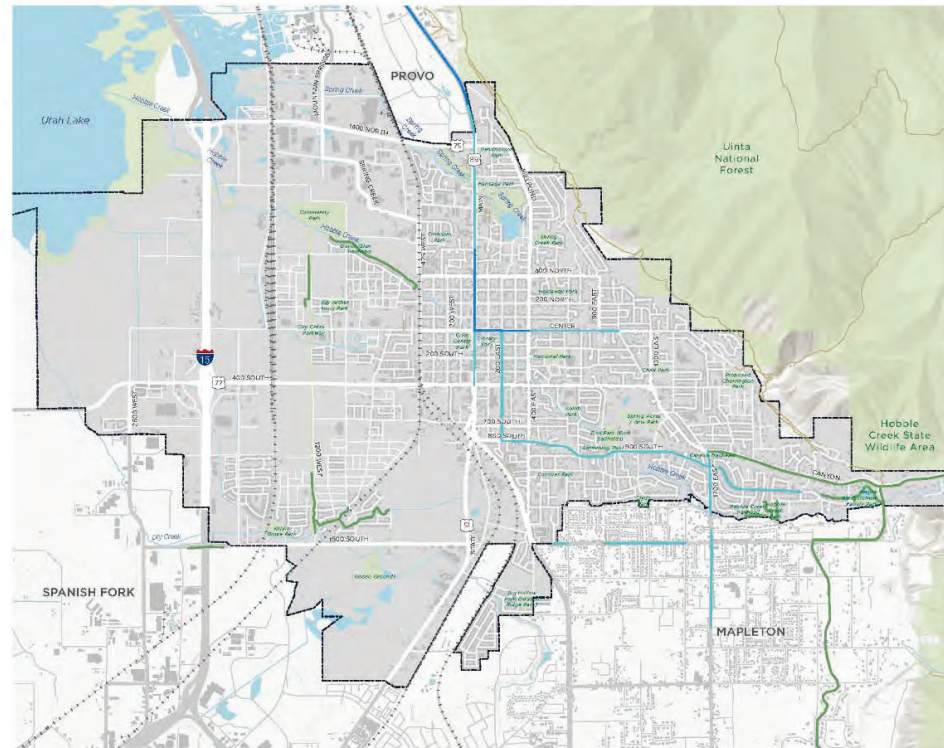


EXISTING TRAILS & BIKEWAYS

Springville Active Transportation Plan

- EXISTING FACILITIES**
- Bike Lane
 - Buffered Bike Lane
 - Shared Use Path
- BASEMAP FEATURES**
- Natural Surface Trail
 - Railroad
 - Waterway
 - Water Body
 - Parks & Open Space
 - Springville City Limits

Source: City of Springville, Utah County, Utah AGRC,
6001
Date: May 2021



THE PROPOSED NETWORK

Figure 4.1 Recommended facilities by type and additional mileage

2.8
Miles



Bike Lanes are typically 4-7 feet in width and designate space for bicyclists with 6" white striping

17.2
Miles



Buffered Bike Lanes are similar to bike lanes, but also include an additional striped buffer to provide more visual separation.

28.3
Miles



Shared Use Paths, or trails, are paved off-street pathways, completely separated from roadways and are designed to accommodate two-way, non-motorized travel.

8
Miles



* **Separated Bikeways** include a physical barrier between bicyclists and adjacent vehicular travel lanes. These can be located at street level or sidewalk level (raised bike lanes).

25.1
Miles



* **Bicycle Boulevards** are quiet neighborhood streets that have low vehicle volumes and speeds. Bicyclists are prioritized by managing vehicle speeds and volumes through the use of curb bulbouts, chicanes, pinch points, traffic circles, and other traffic calming elements. Signage and pavement markings are also incorporated.

8.3
Miles



Routes that **Need Further Study** are important routes for the overall bike network, but need further study to determine appropriate facility type.

* Facility types new to Springville

Springville City Transportation Master Plan

Plan Summary: This plan was developed in 2016 to align the transportation goals of Springville City with the surrounding communities and presiding jurisdictional bodies including UTA, MAG, and the Utah Department of Transportation (UDOT). It considers the current conditions affecting the area and outlines areas of needed or planned change.

Relevant Items:

- Anticipated traffic growth in the study area: from 26-28,000 annual average daily traffic (AADT) in 2016 to 30-32,000 ADT in 2040.
 - Approximately 15% growth in ADT, or approximately .6% per year. This is not a very high growth rate. For comparison, the Spanish Fork transportation master plan is projecting over 3% annual growth in AADT on portions of Spanish Fork's Main Street. Segments of University Avenue in Provo are projected to increase AADT approximately 1.5% per year in Provo's transportation master plan.
- The interchange between Main Street, US 89, and SR-51 will be rebuilt. No suggestions or concepts are provided for the redesign.

Block 5 Preliminary Development Plans

Plan Summary: Block 5, the former home of Allen's grocery store, is ripe for redevelopment. Current plans show a combination of commercial space, multi-family housing and parking lots filling the center of the block. The plans do not include changes to the roadway cross section.

MAG Regional Transportation Plan (TransPlan50)

Relevant Projects: The MAG TransPlan50 was developed to outline their transportation goals and needs out to 2050. This document focuses primarily on regional transport needs for both automotive and transit-based modes.

Relevant Projects: Reiterated the interchange reconstruction at the southern edge of the study area. The estimated cost for the I-15/Springville 1600 S Interchange is \$50M and it's included in Phase 1 projects (2019-2030). Phase 2 projects (2031-2040) include 1600 S from SR-51 to US-89 (new 5-lane road) at an estimated \$39.8 million.

UTA Five-Year Service Plan

Plan Summary: The UTA Five-Year Service Plan details anticipated upcoming service changes expected by the agency. This plan is updated biannually, with the last update in February 2021. UTA will release a new Five-Year Service Plan in early 2023. The routes described are subject to change and should be considered a concept until further analysis is done.

Relevant Projects: The plan shows the elimination of Routes 821 and 822, which currently serve Springville, in favor of a new route (823) between the Provo Frontrunner Station and the Walmart area of 400 S. The alignment of the proposed Route 823 essentially follows the existing alignment of Routes 821 & 822 from Provo until the Main Street 400 South intersection in Springville, at which point the proposed route continues west on 400 S where the existing services turns south on Main Street. The change would essentially trade the existing transit connection to Spanish Fork and points south for access to the 400 South corridors west of Main Street.

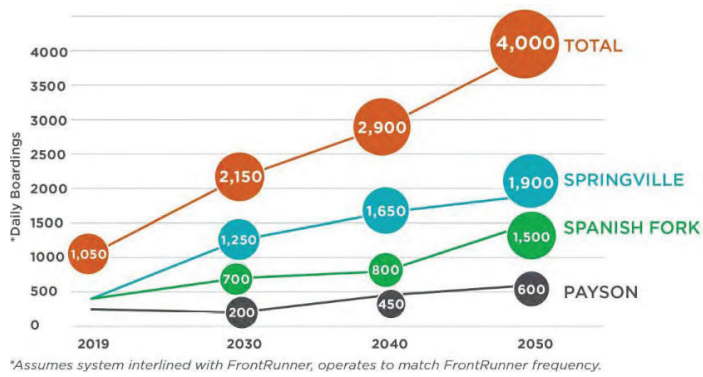
South Valley Transit Study

Plan Summary: The South Valley Transit Study was developed to study transit service options between Provo and Santaquin, beyond where current commuter rail service ends. This study reviewed projected transportation needs to 2050 and how they may be serviced by commuter rail, light rail, BRT, and express bus routes. The locally preferred alternative includes an extension of commuter rail from Provo to Payson, with a stop in Springville south of 400 S between the Walmart and Smith's shopping areas (Figure 1). The projected commuter rail ridership is shown below in Figure 2.

Figure 1: Preferred Alternative



Figure 2: Projected Rail Ridership for Extended FrontRunner Service



Source: South Valley Transit Study, Parametrix, January 2022

HB 462 Housing Affordability Amendments

Utah State

Source: <https://www.utah.gov/pmn/files/840443.pdf>

Summary:

House Bill 462 is intended to help Utah address the significant challenges on housing availability and affordability. The law went into effect on June 1, 2022. The sections that are particularly relevant to the station area plan are summarized below.

Moderate Income Housing Planning Changes

HB 472 made changes to the criteria for moderate income housing plans (MIHP), the highlights of which are outlined below.

- Modifies and expands the menu items and requires that municipalities review their moderate income housing plans and update items with implementation elements by October 1, 2022. The December reporting period no longer applies.
- Reporting forms will change and the reporting period will be tied to the municipal fiscal year with subsequent reports due by October 1.
- Implementation elements must include a timeline that has specific benchmarks for each chosen strategy, but provides flexibility for the municipality to make adjustments.
- Increases the number of menu strategies from which municipalities may select, including creating an HTRZ, creating a station area plan, creating a program for transfer of development rights, eliminating certain ADU impact fees, promoting “missing middle” housing, etc..
- Menu items remain at 3 for cities without fixed guideway transit and 5 for those with fixed guideway transit (one of which is required to be the adoption of Station Area Plan). If a city selects 5 (or 6 for fixed rail cities), then those cities would qualify for enhanced prioritization of state TIF/TTIF and ARPA local match program funds. 3.5.22 Summary of HB462 prepared by ULCT and WFRC 1
- The Department of Workforce Services shall be responsible for creating a moderate income housing database and be responsible for providing housing data to municipalities, metro townships and counties. DWS is hiring a new staffer to manage the database and will work with ULCT on building a new form for reporting and other specifics.

Station Area Planning Requirements (lines 820-1052)

Objective: Advance shared goals by maximizing development potential in appropriate areas through a collaborative city-led planning approach, allowing cities to determine how best to meet shared objectives without mandating a specific approach or zoning.

Overview:

- Station area plans are intended to promote shared objectives such as housing availability and affordability, access to opportunities, sustainable environmental conditions, and transportation choices and connections. Plans are reviewed by the relevant Metropolitan Planning Organization (MPO), and are incorporated into the MIHP review architecture.
- Adopting a Station Area Plan is one of the actions a municipality may take to qualify for enhanced prioritization for state transportation and local match program funding. Funding from the state Industrial Assistance Account through the Governor’s Office of

Economic Opportunity (GOEO) will be provided to Metropolitan Planning Organizations to provide technical assistance to assist cities in developing their plans.

- Zoning changes within the Station Area will have increased referendum thresholds.

Plan Objectives

Station Area Plans shall promote the following objectives:

1. Increasing the **availability and affordability** of housing, including moderate income housing
2. Promoting **sustainable environmental conditions** such as water conservation through efficient land use, improving air quality by reducing fuel consumption and motor vehicle trips
3. Enhancing **access to opportunities** through mixed-use development, encouraging enhanced broadband connectivity
4. Increasing **transportation choices and connections** by supporting investment in infrastructure for all modes of transportation, increasing utilization of public transit, encouraging safe streets and aligning the SAP with the MPO-adopted regional transportation plan

Plan Requirements

1. Required to plan ½ mile radius around rail station
2. SAPs shall include the following:
 - a. A **Station Area Vision** that is consistent with the station area plan objectives (above) and which includes:
 - i. Constraints and opportunities for the development of land given existing conditions
 - ii. The city's objectives, and description for the future transportation systems, land uses, public and open spaces, and the use and development of land in the station area
 - b. A **Station Area Map**
 - c. An **Implementation Plan** that identifies and describes actions of the next five years the city intends to take, and action needed by others, needed to implement the station area plan including:
 - i. modifying land use regulations;
 - ii. making infrastructure and public space improvements;
 - iii. modifying deeds or other relevant legal documents;
 - iv. securing funding or developing funding strategies;
 - v. applying applicable design standards for development; or
 - vi. providing environmental remediation.
 - d. A **statement of how the Station Area Plan promotes the plan objectives** (see above)
3. Development of a SAP must include public outreach and community engagements, and involve relevant stakeholders, including impacted landowners, other impacted

communities, MPOs, UDOT, UTA, residents and business owners. (1029-1037)

4. The requirements to develop a station area plan and appropriate zoning can also be
5. satisfied if the municipality adopts a resolution demonstrating that (869-887, 1024-1028):
 - a. Fulfilling some or all of the SAP objectives or required components are ***impracticable***, due to conditions including existing development, entitlements, land ownership, land uses that make opportunities for new development and long-term redevelopment infeasible, environmental limitations, market readiness, development impediment conditions, or other similar conditions.
 - b. The city has already satisfied the Station Area Plan requirements – in whole or in part – based on ***prior actions*** taken before June 1, 2022, such as prior public and stakeholder engagement processes, market assessments, visioning, planning, implementation activities, capital programs, or adopted land use regulations or other actions.

APPENDIX C

DESIGNWORKSHOP

Landscape Architecture
Planning
Urban Design
Strategic Services

120 East Main Street
Aspen, Colorado 81611
970.925.8354
designworkshop.com

MEMORANDUM

To: Springville City, UTA
From: Design Workshop
Date: January 10, 2023
Project Name: Springville UTA Station Area Plan
Project #: 6983
Subject: Demographics, Housing and Real Estate Existing Conditions

Introduction

This memorandum provides an overview of House Bill 462 (HB462) and funding through the Housing and Transit Reinvestment Zone (HRTZ) Act. It also analyzes the baseline assessment and future trends for housing conditions of Springville City, Utah County, the State of Utah, and the Springville UTA Station project area.

House Bill 462 Housing and Transit Reinvestment Zone (HRTZ) Act Funding Opportunities

As Utah's housing need continues to grow, it faces the dilemma of not having enough housing supply, especially at an affordable price. In February 2022, House Bill 462 was introduced as an amendment to Utah's existing housing affordability legislation. HB462 will use more than \$100 million in funding to fulfill the housing demand. The bill allocates \$50 million for gap financing for tax credit projects and \$50 million for the rural housing fund for loans. The goal of HB462 is not to buy more housing, but rather provide opportunities for private industries to create more housing in both urban and rural communities. This bill will help maximize development potential through a collaborative city-led approach and create open dialogue for residents to give effective input.

HB462 limits the construction of high-income housing in replacement of moderate-income housing. It also promotes high-density and affordable housing along transit lines through Station Area Plans. The objective of this amendment is to maximize the use of land around transit stations to meet housing needs, transportation connectivity, sustainability, and access to opportunity. As per HB462, municipalities with FrontRunner, BRT, or TRAX/Streetcar stations are required to develop a Station Area Plan. Municipalities must submit their plans to the Metropolitan Planning Organization for certification. In addition to the MPO certification, cities must adopt any needed land use regulations to implement the Station Area Plan.

Station Area Plans per HB462 must fulfill the following objectives:

- Increase availability and affordability of housing, including moderate income housing. Examining necessary densities is essential for the development of moderate income housing.
- Promote sustainable environmental conditions through effective land use and open space.
- Enhance access to opportunities via improved connections and encourage mixed-use development.
- Increase transportation choices and connections.

Because it is mandatory for municipalities to develop a Station Area Plan, it is important to understand the criteria that must be met. Those criteria from the HB462 include:

- Plan for an area within a 1/2-mile radius of station. Radius is calculated from the center of the transit station platform.

- Submit a Station Area Vision that will provide the constraints and opportunities for the development on its existing conditions.
- Submit a Station Area Map that displays the areas of the plan and actions needed to implement the plan.
- Submit an Implementation Plan of actions the city must take over the next 5 years.
- Submit a statement of how the Station Area Plan will promote the plan objectives.

Public outreach and community engagement during this process is essential and must involve all stakeholders.

Municipalities with Station Area Plans may receive prioritization for state transportation and local match program funding, which will provide technical assistance to cities developing station area plans. One of these funding mechanisms is the SB 217 Housing and Transit Reinvestment Zone (HTRZ) Act. HTRZ facilitates mixed-use, multi-family and affordable housing development within a 1/3-mile radius of FrontRunner stations, up to 125 acres. HTRZ funding enables a portion of incremental tax revenue growth to be captured over time (25 consecutive years) to support costs of development. As Springville grows, the need for affordable housing, public transportation, and walkable neighborhoods will continue to grow.

Funds can be used within or for the direct benefit of the zone and include:

- Income-targeted housing costs
- Structured parking within the HTRZ
- Enhanced development costs
- Horizontal and vertical constriction costs
- Pay costs of bonds issued by municipality
- Costs of municipality to administer HTRZ

HTRZ applications include a gap analysis and formation of a committee. If the HTRZ is approved, then tax increment is captured pursuant to the proposal (participation from local taxing entities is required), funds are administered by an agency created by the municipality where the HTRZ is located, up to 80% of incremental local property tax revenue growth from cities, counties, school districts, etc., is to be captured over a period of time (max. 25 consecutive years) as needed to support costs of developing the area, and 15% of incremental state sales tax revenue growth in the HTRZ is transferred to the state TIFF.

If the City wants to pursue HTRZ funding, it is important to understand the criteria that need to be met, especially regarding density and affordability. With the amendments from HB462, the updated criteria include:

- 1/3-mile radius of station, max. 125 acres
- 40 units/acre (average)
- Mixed-use
- 51% residential (minimum)
- At least 10% affordable ($\leq$ 80% AMI)
- Plans must be submitted by the updated deadline of October 1 (previously was December 1). HB462 will give municipalities the opportunity to correct any deficiencies in their plan in a 90-day period.

To meet the requirements listed above, part of our recommendations will include what is feasible, including unit pricing and bedroom composition and recommendations for funding mechanisms. The station area is only 0.69 square miles, and the majority of the area is undeveloped. Because of these conditions, the analysis in the following sections examines the existing conditions of Springville City to see what future needs the station area can fulfill.

Household & Growth Projections

Between 2010 and 2020 the number of households within Springville City increased by 1.88%, growing from 8,644 to 10,418 households. Springville has a moderate annual growth rate when compared to the county and state. Household growth within Springville is forecasted to grow at a rate of 0.91% annually over the next five years, which is slightly slower than household growth projections for the county (1.87%) and state (1.16%). Family households account for 81.28% of all households in Springville, with an average family size of 3.36 people.

Households	Station Area	Springville City	Utah County	Utah State
2010 Households	61	8,644	140,611	877,692
2020 Households	91	10,418	184,558	1,057,252
2010-2020 Annual Growth Rate (%)	4.92%	1.88%	2.76%	1.88%
2022 Households	120	10,919	196,821	1,103,520
2020-2022 Annual Growth Rate (%)	15.93%	2.11%	2.90%	1.92%
2022 Family Households	54	81.85%	80.42%	74.32%
2027 Households	125	11,423	215,930	1,168,995
2027 Family Households	106	81.28%	80.17%	74.10%
2022-2027 Annual Growth Rate (%)	0.80%	0.91%	1.87%	1.16%
2010 Average Household Size	4.02	3.42	3.57	3.10
2020 Average Household Size	3.9	3.36	3.49	3.04
2022 Average Household Size	4.12	3.36	3.48	3.04
2027 Average Household Size	4.11	3.35	3.47	3.03

Table 1. Household Historic and Future Growth. Source: ESRI.

While the station area is only 0.69 square miles, it has shown significant growth. Between 2010 and 2020 the number of households within the station area increased at higher rates compared to the city, county, and state, at 4.92%. Household growth within the station area though is forecasted to stay below projections for the city, county, and state over the next five years at 0.80%. Family households account for 84.8% of the households in the station area.

Age

In Springville, the median age is 28.5, which is slightly older than the county (26.8) and slightly younger than the state (31.4). The largest age groups in Springville are 0-9-year-old (21.61%), 10-19-year-old (16.38%), and 30-39-year-old (16.23%) of the population. Based on this analysis, the composition of age demographics in Springville City are most likely residents with multiple young children.

Age	Station Area	Springville City	Utah County	Utah State
2022 Median Age	24.4	28.5	26.8	31.4
2027 Median Age	24.7	28.6	26.9	31.8
Age 0-9	27.00%	21.61%	20.05%	17.39%
Age 10-19	18.00%	16.38%	17.12%	15.43%
Age 20-29	11.40%	14.23%	18.31%	14.88%
Age 30-39	17.00%	16.23%	15.50%	15.60%
Age 40-49	12.10%	10.87%	10.43%	11.61%
Age 50-59	5.60%	7.87%	7.31%	9.14%
Age 60-69	4.00%	6.60%	5.88%	8.28%
Age 70-79	3.20%	4.25%	3.65%	5.12%
Age 80+	1.20%	1.96%	1.75%	2.56%

Table 2. Median Age and 2022 Age Distribution (% of Population). Source: ESRI.

In the station area, the median age is 24.4, which is younger when compared to the city, county, and state. Based on this composition of age demographics, these areas are most likely residents with multiple young children.

Moderate Income Housing

What is Moderate Income Housing

Moderate income households are considered by the State of Utah to be those making less than 80% of the area median income (AMI). AMI is determined by the county in which the city is located. Other targeted income groups are defined as those making less than 50% and 30% of AMI. According to the U.S. Department of Housing and Urban Development (HUD), the affordable monthly housing payment for either mortgage or rent should be no more than 30% of gross monthly income (GMI) and should include utilities and housing costs such as mortgage, property taxes, and hazard insurance. To calculate affordability in relation to household size, HUD estimates median family income (MFI) annually for each metropolitan area and non-metropolitan county.

It is not clearly stated in the Utah Code whether those of moderate income must be able to purchase a home, so the allowance is applied to both rental rates and mortgages. Affordable housing is considered to be any housing option that accommodates the targeted income groups and meet the payment requirements.

Area Median Income

The area median income (AMI) is the midpoint of a region's income distribution - half of the households in the region earn more and half earn less. AMI is important because each year HUD calculates the median income for every metropolitan region in the country and this statistic is used to determine whether families are eligible for certain affordable housing programs.

HUD focuses on the entire region, not just the city, because families searching for housing are likely to look beyond the city itself to find a place to live. AMI is typically distinguished between three types of households. Households earning less than 80% of the AMI are considered low-income households by HUD. Very low-income households earn less than 50% of the AMI and extremely low-income households earn less than 30% of the AMI. The City of Springville falls within the Provo-Orem MSA, as defined by HUD. The AMI for Springville is \$96,700 per year. While these numbers are often used to determine eligibility for certain government sponsored housing assistance programs, they can also be used to calculate a household's projected expenditures on rent and/or mortgage payments.

HUD Area Median Income Limits

Table 3 illustrates the approximate distribution of households in Springville by AMI threshold. Because AMI thresholds established by HUD do not exactly match the distribution of households by income bracket as recorded by the U.S. Census Bureau, the estimated number of households within each income level are matched as closely as possible with their corresponding income bracket. However, because it is not an exact match by census income bracket the number of households within each AMI threshold should be considered an approximation.

Income Level	Income Classification	AMI Threshold for a Family of Four	Estimated Households	Percentage
<30% of AMI	Extremely Low Income	\$28,100	911	8.34%
30% to 50% of AMI	Low Income	\$28,100 - \$46,800	1961	17.96%
50% to 80% of AMI	Moderate Income	\$46,800 - \$74,900	2124	19.45%
80% to 100% of AMI	N/A	\$74,900 - \$96,000	2043	18.71%
100% to 120% of AMI	N/A	\$96,000 - \$115,200	952	8.72%
>120% of AMI	N/A	>\$115,200	2927	26.81%

Table 3. Distribution of Households by AMI. Source: ESRI, HUD.

The distribution of households within Table 3 is below the Provo-Orem MSA's area median income, with approximately 64.46% of households falling below the 100% AMI threshold. The distribution of households below AMI can also be interpreted to mean that Springville is attracting lower to moderate income households, potentially because of suitable housing and/or employment opportunities. Approximately 35.53% of households are above the 100% AMI threshold.

Affordability Monthly Allowance for Rental and For-sale Products

Using HUD's defined AMI for the Provo-Orem MSA, we can calculate an affordable monthly allowance for households making 30% to 120% of the AMI. This monthly allowance can be used to gauge affordable monthly rent and mortgage payment levels for households at different income levels. For example, a family of four living in the Provo-Orem MSA at the median income could afford \$2,340 per month for housing (Table 4).

Income Category	Persons in Household							
	1	2	3	4	5	6	7	8
Extremely Low Income (30%)	\$ 493	\$ 563	\$ 633	\$ 703	\$ 759	\$ 815	\$ 871	\$ 928
Very Low Income (50%)	\$ 820	\$ 936	\$1,054	\$1,170	\$1,264	\$1,358	\$1,451	\$1,545
Low Income (80%)	\$1,311	\$1,499	\$1,686	\$1,873	\$2,023	\$2,173	\$2,323	\$2,473
Median Family Income (100%)	\$1,640	\$1,873	\$2,108	\$2,340	\$2,528	\$2,715	\$2,903	\$3,090
Above Median Income (120%)	\$1,968	\$2,247	\$2,529	\$2,808	\$3,033	\$3,258	\$3,483	\$3,708

Table 4. Monthly Housing Allowance by Household Size. Source: HUD.

To translate these affordability levels into home values, we assume mortgage rates of 4%, 5% and 6%, with a 30-year term, current property tax rates, insurance costs, a 10% down payment, and a monthly utility expenditure of \$275 per month. Table 5 lists the range of home prices that are attainable at varying AMI thresholds and mortgage rates. For example, a family of four living in the Provo-Orem MSA at the median income would need an average income of \$93,600 to afford a home.

Household Income Range			Home Price Range for a Family of Four					
			4% Mortgage		5% Mortgage		6% Mortgage	
AMI Category	Income Range - Low	Income Range - High	Low	High	Low	High	Low	High
<30% of AMI	\$ -	\$ 28,100	\$ -	\$ 69,459	\$ -	\$ 61,773	\$ -	\$ 55,309
30% to 50% of AMI	\$ 28,100	\$ 46,800	\$ 69,459	\$158,785	\$ 61,773	\$141,214	\$ 55,309	\$126,439
50% to 80% of AMI	\$ 46,800	\$ 74,900	\$158,785	\$301,917	\$141,214	\$268,506	\$126,439	\$240,413
80% to 100% of AMI	\$ 74,900	\$ 93,600	\$301,917	\$390,149	\$268,506	\$346,974	\$240,413	\$310,671
100% to 120% of AMI	\$ 93,600	\$ 112,320	\$390,149	\$478,570	\$346,974	\$425,610	\$310,671	\$381,080

Table 5. Home Affordability by AMI Threshold.

To calculate affordability levels into price appropriate rental rates, it was assumed that households would pay rental costs no larger than 30% of their monthly income and that rent would be paid on a monthly basis. Table 6 illustrates rental price ranges that are attainable to households at the varying AMI thresholds.

Household Income Range			Rental Price Range	
AMI Category	Income Range - Low	Income Range - High	Low	High
<30% of AMI	\$ -	\$ 28,080	\$ -	\$ 702
30% to 50% of AMI	\$ 28,080	\$ 46,800	\$ 702	\$ 1,170
50% to 80% of AMI	\$ 46,800	\$ 74,880	\$ 1,170	\$ 1,872
80% to 100% of AMI	\$ 74,900	\$ 93,600	\$ 1,873	\$ 2,340
100% to 120% of AMI	\$ 93,600	\$ 112,320	\$ 2,340	\$ 2,808

Table 6. Supportable Monthly Rent by AMI Threshold.

Housing Stock Existing Conditions

Single vs. Multi-family Housing

Based on the 2021 ESRI data, Springville has a total of 11,273 housing units. Table 12 breaks these units down into three categories: single-family units, multi-family units and mobile homes. A strong majority (78.77%) of Springville's housing stock is classified as single-family homes, 17.51% is classified as multi-family housing, and 3.72% is classified as mobile homes. The station area is significantly higher, at 93.90% single-family homes, 6.20% multi-family, and 0% mobile homes.

Single family homes are defined by the U.S. census bureau as "fully detached, semi-detached, semi-attached, side-by-side, row houses, and townhouses." At 78.77%, nearly all of Springville's housing stock is comprised of single-family homes. This is only slightly higher than the county and state, in which single-family homes comprise approximately 75% of all housing.

Multi-family homes are defined by the U.S. census bureau as "residential buildings containing units built one on top of another and those built side-by-side which do not have a ground-to-roof wall and/or have common facilities (i.e., attic, basement, heating plant, plumbing, etc.)." At 17.51%, Springville has fewer multifamily units as proportion of total housing than both the county and state.

Housing Type	Station Area	Springville City	Utah County	Utah State
Total Single Family Units	93.90%	78.77%	74.88%	75.24%
Detached Unit in Structure	74.10%	67.48%	65.74%	68.55%
Attached Unit in Structure	19.80%	11.29%	9.14%	6.69%
Multi-Family (2-4 Units in Structure)	3.70%	8.20%	8.37%	6.73%
Multi-Family (5+ Units in Structure)	2.50%	9.31%	15.38%	14.88%
Mobile Homes	0.00%	3.72%	1.34%	3.12%
Boat/RV/Van/etc.	0.00%	0.00%	0.01%	0.05%

Table 7. Housing by Type (2020). Source: ESRI.

Based on the following analysis, multi-family housing has the highest need. As the planning process continues, it is important to look at surrounding developments and compare their housing supplies. The 2002 Westfields Community Plan, located in West Springville, caters to similar demographics. Figures 1 and 2 displays the community plan parcel map and statistics of density and unit count for each parcel.

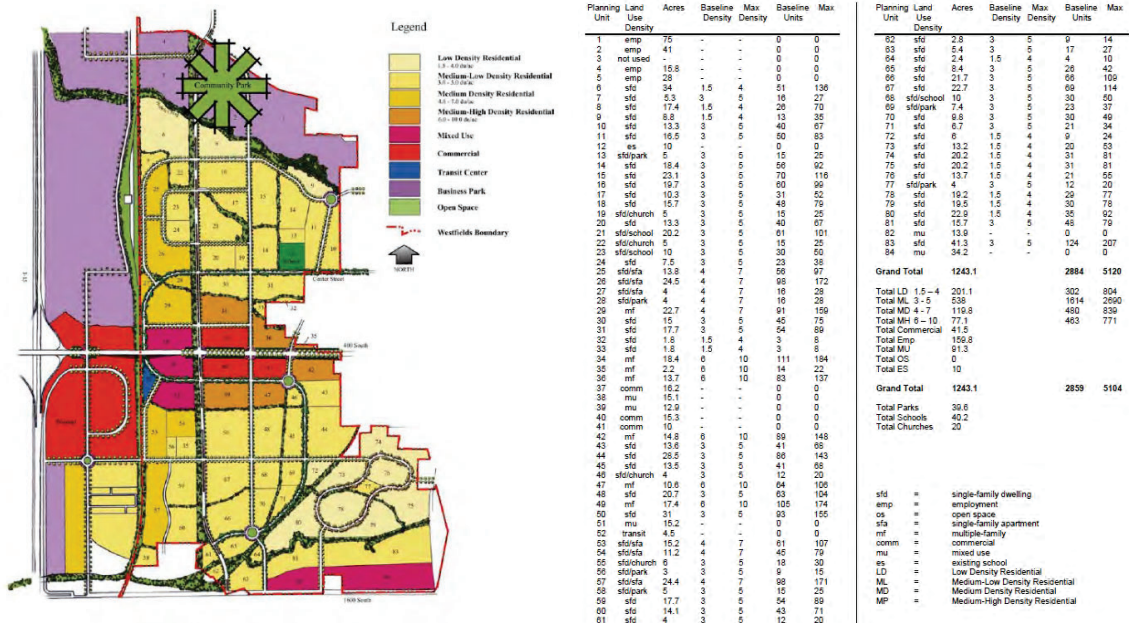


Figure 1. The Westfields Community Plan Parcel Map. Source: Westfields Community Plan.

Figure 2. The Westfields Community Plan Statistical Summary. Source: Westfields Community Plan.

Using the Westfields Community Plan Statistical Summary, the multifamily housing supply can be calculated. For reference, in this community plan, the parcels are classified as “multiple-family”. To calculate the supply and overall percentage of the community plan dedicated to multi-family housing, the median derived from the baseline units and max units from the selected parcels was needed. The median number for multiple-family was then compared to the rest of the parcel uses as a whole to get the final percentage. Based on these calculations, 18.66% of the Westfields Community Plan contains multi-family housing, which is below the State and County averages.

Total Occupied Units and Housing Tenure

Out of Springville's 11,273 housing units, 96.86%, or 10,919 units are occupied. This is consistent with the county's occupancy rate of 95.34% but higher than the state's occupancy rate of 91.67%. Springville's high occupancy rate can be interpreted to mean that housing units are being absorbed by the market as they become vacant or are built.

Springville has a slightly higher proportion of owner-occupied units, and a slightly lower proportion of renter occupied units than both the county and state (Table 13). Based on 2022 ESRI data, 71.14% of Springville's housing units are owner occupied, compared to the county (67%) and the state (64.78%). Inversely, Springville has a lower renter population than both the county and the state, possibly due to the lower number of for-rent multi-family units within the city. As of 2022, 25.72% of Springville's housing units are renter occupied, lower than renter occupied units within the county (28.35%) and the state (26.89%).

Owned, Rented, & Vacant Units	Station Area	Springville City	Utah County	Utah State
2010 Total Housing Units	66	9,045	148,361	979,709
2010 Owner Occupied Housing Units	78.80%	69.99%	64.74%	63.09%
2010 Renter Occupied Housing Units	13.60%	25.57%	30.03%	26.49%
2010 Vacant Housing Units	7.60%	4.43%	5.22%	10.41%
2022 Total Housing Units	124	11,273	206,434	1,203,799
2022 Owner Occupied Housing Units	85.50%	71.14%	67.00%	64.78%
2022 Renter Occupied Housing Units	10.50%	25.72%	28.35%	26.89%
2022 Vacant Housing Units	3.20%	3.14%	4.66%	8.33%
<i>2022 Total Occupied Units (%)</i>	<i>96.00%</i>	<i>96.86%</i>	<i>95.34%</i>	<i>91.67%</i>
<i>2022 Total Occupied Units</i>	<i>119</i>	<i>10,919</i>	<i>196,821</i>	<i>1,103,520</i>
2027 Total Housing Units	130	11,915	228,681	1,284,368
2027 Owner Occupied Housing Units	86.20%	71.93%	68.27%	65.25%
2027 Renter Occupied Housing Units	10.00%	23.94%	26.15%	25.77%
2027 Vacant Housing Units	3.80%	4.13%	5.58%	8.98%

Table 8. Ownership Status (% of Total Housing Units). Source: ESRI.

Out of the station area's 124 housing units, 96% (or 119 units) are occupied. This is consistent with the city's occupancy rate but is higher than the county and state occupancy rates. Similar to the city, the high occupancy rate can be interpreted to mean that housing units are being absorbed by the market as they become vacant or are built.

The station area also has a lower proportion of renter-occupied units and a higher proportion of owner-occupied units. Based on 2022 ESRI data though, only 10.50% of the station area's housing units are renter-occupied while the city (25.72%), county (28.35%) and the state (26.89%) are significantly higher. The low proportion of renter-occupied units indicates that the station area does not have enough supply of rental properties. As of 2022, 85.50% of the station area's housing units are owner-occupied; higher than those in the city (71.14%), county (67%), and state (64.78%).

Housing Units by Number of Bedrooms

The number of available bedrooms within an area's housing stock is important to accommodate living situations such as multi-generational households and larger families. At 80%, Springville has more three-, four- and five plus-bedroom units than both the County (77%) and State (72%). Springville's high number of three plus bedroom dwelling units is likely a result of the city's high contention of single-family homes and large family size. While large dwelling units are common in Springville, one- and two-bedroom units are more limited, with only 19% of housing units having one and two bedrooms. With too few one-and-two-bedroom units available, smaller households may be forced to look elsewhere to find size appropriate housing options.

Number of Bedrooms	Springville City	Utah County	Utah State
No bedroom	1.20%	1.40%	1.90%
1 bedroom	1.90%	4.90%	6.90%
2 bedrooms	16.80%	17.00%	19.20%
3 bedrooms	33.40%	27.50%	29.20%
4 bedrooms	23.70%	21.30%	22.10%
5 or more bedrooms	23.00%	27.80%	20.60%

Table9. Number of Bedrooms by Structure. Source: American Community Survey Five-year Estimates (2016-2020).

Anticipated Need for Moderate Income Housing

The Utah Housing and Community Development Division provides a calculator to Utah's local government jurisdictions to provide technical assistance in estimating moderate-income housing needs over the next five-year period. Table 15 shows the deficit in available rental units for households at all HUD defined AMI levels.

Using the State's calculator, predictions for Springville show that growth over the next several years will create a demand for 200 additional units to be available to moderate-income families at the 80% HAMFI level. The model also predicted that the demand for additional units at the 50% HAMFI level will be 1,795 additional units, and 1,820 additional units will be needed for those making 30% of the HAMFI. Projections anticipating the needs for owner-occupied housing units for households at HUD defined AMI levels are not available in this report.

PROGRESS	Renter Households	Affordable Rental Units	Available Rental Units	Affordable Units - Renter Households	Available Units - Renter Households
≤ 80% HAMFI	9,655	14,375	9,455	4,720	-200
≤ 50% HAMFI	4,780	6,525	2,985	1,745	-1,795
≤ 30% HAMFI	2,250	1,545	430	-705	-1,820

Table 10. Estimated Progress of Providing Moderate-Income Housing in Springville City. Source: Utah Housing and Community Development Division, Five-Year Moderate-Income Housing Need Projection Calculator. *HAMFI is the HUD Area Median Family Income.

Observations & Recommendations

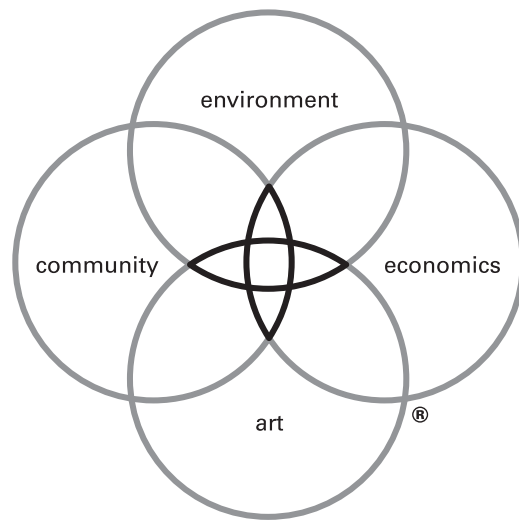
Like many communities along the Wasatch Front, Springville has experienced unprecedented growth since 2010. Growth within Springville is projected to continue and will require a thoughtful and strategic approach to provide suitable housing and amenities to support a growing population. The following section summarizes observations and provides recommendations for how Springville may respond to demographic shifts and housing needs when planning the station area.

Demographics:

- Springville's households are projected to continue growing, increasing by approximately 500 by 2027 to reach a total of 11,423.
- Springville's median age of 28.5, combination with the city's high rate of family household (81.85%) and high household size (3.36) can be interpreted to mean that Springville is currently home to a significant population of large households with multiple children. For the station area, these numbers are higher.
- More than half (64.46%) of Springville's households earn below the Provo-Orem AMI of \$96,700 per year.
- The Springville station area provides a significant opportunity to house future growth and incoming families.

Moderate Income Housing:

- Springville's housing stock is dominated by single family homes.
- There is a lack of one- and two-bedroom dwelling units in Springville. The lack of smaller units may prevent one or two person households from relocating to Springville.
- There is a significant need for price appropriate housing for households making 30% of AMI. In total approximately 2,500 units are needed to satisfy demand from households within these AMI categories.
- There is a significant need for for-rent multi-family development in Springville. With low vacancy rates and rental prices that are in alignment with monthly housing allowances for moderate income households, multi-family development is an ideal land use for the UTA site.



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Attachment 2: Planning Commission Staff Reports

October 8, 2025

TO: Planning Commission Members

FROM: Josh Yost - Community Development Director

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

Petitioner: Josh Yost - Director, Springville Community Development

Summary of Issues

- Does the proposed Station Area Plan meet the requirements of HB 462 (2022)?
- How does the proposed Station Area Plan relate to past planning efforts and existing planning policy, including the Westfields Community Plan and the Springville General Plan?
- Is the proposed Station Area Plan compatible with the adopted capital facility master plans?

Background

In 2002, Springville adopted the Westfields Community Plan, which included a future transit station on the east side of the 1500 West railroad immediately south of 400 South. This community plan was implemented through the adoption of the Westfields Overlay, which includes the transit-focused Village Center Zone. 20 years later, the Village Center remained largely undeveloped and became a focus of the staff's efforts to reform the planning and zoning for key areas.

In 2022, the Utah Legislature adopted House Bill 462, which added Utah Code § 10-9a-403.1, requiring municipalities with a fixed guideway public transit station to prepare and adopt a station area plan. The purpose of this requirement is to encourage coordinated, transit-supportive development within approximately a ½-mile radius of each station.

Under the statute, each city must establish a vision for land use, housing, access, and infrastructure around the station and adopt zoning or land use regulations to implement that vision. The plan must be developed with stakeholder involvement and certified by the region's metropolitan planning organization (MPO)—for Springville, the Mountainland Association of Governments (MAG).

In 2022, with the dual purpose of updating city plans and complying with the new state code, Springville partnered with UTA to undertake a Station Area Plan. Springville selected the consultant team and managed the project while UTA provided funding and handled procurement. The City's draft Station Area Plan fulfills this state mandate and positions Springville to guide future growth, mobility, and housing opportunities consistent with state law.

Analysis

Compliance with Utah State Code

This section begins with a review of the Utah State Code requirements for a Station Area Plan. A detailed memo is included in the plan as Appendix C.

- If your city or town has (or plans to have) a rail transit station, you are required to plan for how the land around that station will develop in a coordinated, transit-friendly way.
- The “station area” is a defined buffer: about a ½ mile radius for rail stations.
- The plan must articulate a vision (what the area should become) and concrete actions to reach that vision (zoning, infrastructure, streets, etc.).
- The municipality must adopt the plan and also change its zoning or land use rules to align with (implement) the plan.
- After adoption, the plan must be certified by the regional Metropolitan Planning Organization to be formally recognized.
- Also, for transit districts and other public bodies to assist in development or land holdings around stations, the station area planning requirement must be met first.
- Finally, the statute is integrated with the state’s policies on moderate income housing, general plans, and the city’s obligations under HB 462 to provide for housing at different income levels.

Springville plans to have a rail transit station and has defined a station planning area that meets the area requirements (figures 4 and 5 in the plan). The planning vision is articulated with concrete actions in Chapters 3 and 4. Your review and the public hearing are both key steps in adopting the plan and moving the process forward to adopting updated zoning.

Planning Process and Public Engagement

The project kicked off in early November 2022 with a project team consisting of staff from Springville City, UTA, and Design Workshop. The project team agreed on mutual goals and vision of the Station Area Plan. These guiding principles are listed below.

1. Streets designed for all users while prioritizing pedestrian comfort and bicycle safety.
2. Integrate residential options, such as condos, apartments, or townhouses to create a multi-generational and accessible community.
3. Create great public spaces that encourage planned and spontaneous social gatherings.
4. Capture the value of transit.
5. Physically connect the community, internally and externally.
6. Visually harness Springville’s values through building form and style.

Key milestones and touch points with stakeholders and the public were selected to ensure transparency. The planning and engagement process is described in Chapter 2. Springville additionally held a public open house in September to provide another opportunity for informal

discussion and community engagement. Postcards were sent to all residents within the Westfields Area and over 40 people attended the meeting.

Stakeholders included city staff and elected officials, and representatives from UTA and property owners in the station area. Those with significant political or financial interest in the plan's outcome were included in the process at key milestones and provided feedback on everything from the development of survey questions to conceptual design.

Key Recommendations

The Station Area Plan recommends a well-connected neighborhood with many different residential housing types, commercial amenities, and open spaces, connected with a fine grid of streets, pedestrian ways, and active transportation amenities.

A Village Core is at the center of the neighborhood. It is a proposed new mixed-use district providing the Station Area community with a social hub rich with amenities and services to provide residents and visitors with vibrant and memorable experiences. The Village Core is designed on axis with the Transit Plaza and existing commercial development on the east and west sides of the proposed community. Its positioning leads to the visual, physical, and cultural focal point of the neighborhood.

The plan anticipates an upper limit of 1,311 new dwelling units and nearly 70 acres of new commercial development within the station area. Across the 158 acres of vacant land within the planning area, this yields a net residential density (total residential units/developable acreage (total acreage minus roads, parks, and transit facilities)) of 8.25 units per acre.

The Station Area Plan aligns well with previous planning for the area. The Westfields Community Plan proposed similar average residential densities, but did not include recommendations for residential development west of the Frontrunner line north of 900 South as is proposed in the Station Area Plan.

The plan likewise aligns with current capital facility master plans. Because this new plan aligns with previous planning, and the Westfields Community as a whole has developed at densities lower than the maximum anticipated, existing infrastructure is sufficient to provide utility service to the station area.

The plan recommends adopting zoning that includes design standards, focusing on building, street, and open space forms and types. Land uses will be regulated to ensure incompatible uses are not permitted in the station area. The plan further recommends regulating building form to be compatible with existing development where the station area borders on established neighborhoods.

DEVELOPMENT REVIEW COMMITTEE (DRC)

The Development Review Committee reviewed the proposed plan throughout the planning process, with a final review concluding at the DRC meeting on September 19. The reviewing departments did not make any requests for changes during the final review.

Staff Recommendation

Staff finds the following:

- The proposed Station Area Plan meets the requirements of HB 462 (2022); and
- is aligned with past planning efforts and existing planning policy, including the Westfields Community Plan and the Springville General Plan; and
- is compatible with the adopted capital facility master plans.

Recommended Motion

Move to recommend adoption of the Springville Station Area Plan.



TO: Springville Planning Commission

FROM: Josh Yost, Community Development Director

DATE: January 23, 2026

SUBJECT: Station Area Plan Adoption

On October 14, the Planning Commission considered Springville Community Development's request for review and recommendation of the Springville Station Area Plan.

The Planning Commission expressed concern about the apparent specificity of the proposed land use plan. The commission stated that the amount of detail in the plan, including clear blocks, streets, and other design features, could create the perception that this is the intended final block and street layout. Staff communicated that the plan was intended to be illustrative and its primary purpose is to show which land use types were to be applied in each general area. The city's consultant team addressed this concern by redesigning the future land use map to be much more diagrammatic, without any specific block or street layouts. Only pages 38-43 were affected. Other maps in the document retain these specifics to help convey the City's policy intent for block structure and the transportation network. Staff believes these new maps address the Commission's concern without sacrificing any clarity. Although the map looks very different, the planned land uses, product types, and densities are unchanged from the previous draft.

Second, the potential elevated crossing of 900 South over the proposed Frontrunner rail line was cited by many residents as a primary concern. Staff recognizes this concern and has added the underlined sentence to the plan's proposed circulation section on page 29, reproduced below.

Existing street infrastructure and the existing Union Pacific rail line help to drive the framework of the Station Area Plan. 400 South is the existing collector road separating the proposed community into north and south sides and in addition to 700 South are the primary east and west access points connecting the Station Area Plan to Downtown Springville and the existing commercial uses to the west. 900 South is a vital vehicular and pedestrian connection linking the east and west sides of the proposed neighborhoods. Coordination with UTA and the Union Pacific Railway is required to implement an at-grade crossing (It should be noted that UTA has preference for an elevated crossing due to Front Runner interactions with streets). Springville will work with UTA to minimize the impacts of any future elevated crossing on existing development. 1200 West must be a strong



connection linking the north and south sides of the community. Reinforcing the existing multi-use trail connections along 1200 West will ensure safe pedestrian and bicycle access.

Staff proposes one additional change to the document. This is to broaden the housing types recommended for each land use category. This does not change the recommended density or maximum height for any of the land use types; it aligns the plan with the framework of the Westfields Overlay, where multiple housing types, from single-family detached to multi-family units, are permitted across all zones, but subject to each zone's maximum density. This enables the desired diversity of housing types while maintaining the planned density. The altered portion of the Proposed Land Use Table is copied below, with an underlined X for each expanded unit type.

PROPOSED LAND USE

The proposed land use type table defines the building types, density, building heights, frontage setbacks, lot coverage and recommended parking requirements to help guide design standards.

PROPOSED LAND USE TYPE TABLE												
LAND USE TYPE	Average DU/AC	Height in Stories	SF Detached	2-4 Plex	8-Plex	Cottage Comm'ty	Townhome	Stacked Flat	Condo	Apartment	Retail/ Restaurant	
RES-10	10	2.5	X	X		<u>X</u>	X					
RES-15	15	3	X	X	X	X	<u>X</u>	<u>X</u>				
RES-20	20	3			X		X	<u>X</u>	<u>X</u>			
RES-30	30	4			<u>X</u>		<u>X</u>	<u>X</u>	X	X	X	
MU-RES-4	30	4		<u>X</u>	<u>X</u>		<u>X</u>	<u>X</u>	X	X	X	
MU-COM-3	n/a	3									X	
MU-COM-4	n/a	4									X	
COMM	n/a	3									X	

Staff recommends that the Planning Commission issue a recommendation for approval to the City Council.



Attachment 3: Planning Commission Minutes

IN ATTENDANCE

Commissioners Present: Genevieve Baker, Ralph Calder, Brett Nelson, Hunter Huffman, Ann Anderson and Tyler Patching
Commissioners Excused: Peter Pratt
City Staff: Josh Yost, Community Development Director
Carla Wiese, Planner II
Heather Goins, Executive Assistant

CALL TO ORDER

Vice Chair Huffman called the meeting to order at 7:00 p.m.

APPROVAL OF THE AGENDA

The Commissioners agreed to move items 2 and 3 to items 1 and 2. Commissioner Anderson moved to approve the agenda as revised. Commissioner Nelson seconded the motion. The vote to approve the revised agenda was unanimous.

APPROVAL OF THE MINUTES

September 9, 2025

Commissioner Patching moved to approve the September 9, 2025, meeting minutes. Commissioner Calder seconded the motion. The vote to approve the meeting minutes was unanimous.

ADMINISTRATIVE SESSION

No Items

Chair Baker arrived at 7:02 p.m.

LEGISLATIVE SESSION:

- 1) Peter and Jillian Fife request an amendment to the General Plan Land Use Map to change the land use designation from Industrial Manufacturing to Low Density Residential for the entirety of parcel 26:026:0046, consisting of approximately 9.3 acres located at approximately 1350 S Main Street.***

Carla Wiese, City Planner, presented. This property combines two parcels and is split in the General Plan between industrial and low-density residential. Before any zone amendment, the land use designation must be updated, as it defines intended use—not zoning—and must be amended first.

Commissioner Calder requests a zoomed-out view of the property's location within the city. Commissioner Huffman asked about maximum density. Director Yost said it isn't specific, but generally, R1-15 is low density.

Chair Baker invited the applicant, Peter Fife, to speak. He explained the current use is agriculture. There is low density housing on three sides of the property. They bought the

property so they could have a farm for their kids to work. There is no access from the highway. There are no structures on the property now.

Commissioner Calder asked if it is wetlands. The property is wetlands on a portion of the north side. He has spoken with the US Army Corp of Engineers, and they are OK with agricultural use there.

Chair Baker opened the Public Hearing at 7:11 p.m. Seeing no speakers, Commissioner Nelson moved to close the Public Hearing. Commissioner Anderson seconded. The public hearing was closed at 7:12 p.m.

Commissioner Calder asked if there is any problem with the wetland designation changing it to residential. Director Yost said the city isn't part of the regulatory structure on wetlands. The Army Corp of Engineers is only concerned when development changes the property.

Commissioner Huffman asked if this needs a Geotech study. Director Yost said for reasons particular to this property, other than the potential wetlands, there is probably a warranted Geotech study. He and Mr. Fife have discussed it.

Commissioner Nelson moved to recommend approval of the amendment to the Springville General Plan Land Use Map to designate parcel 26:026:0046 as low-density residential. Commissioner Patching seconded the motion. The vote to approve the Legislative Session item was unanimous.

2) Peter and Jillian Fife request an amendment to the Official Zoning Map to apply the R1-15 Zone to the entirety of parcel 26:026:0046, consisting of approximately 9.3 acres located at approximately 1350 S Main Street.

Carla Wiese, City Planner, presented. They want to build a single-family home, therefore the zoning would have to be changed from LIM to R1-15. It gets into the designation of the low density in the R1-15. Chair Baker asked if this configuration allows them to make it into a flag lot. Ms. Wiese said there is enough property here that it could be a flag lot, if desired. Director Yost said you could develop a number of lots on this property. That is not an outcome that is worry for us, and why we are comfortable with this.

Chair Baker opened the Public Hearing at 7:22 p.m. Seeing no speakers, Commissioner Calder moved to close the Public Hearing. Commissioner Anderson seconded. The public hearing was closed at 7:22 p.m.

Commissioner Huffman moved to recommend approval of proposed amendment to the Zoning Map of Springville City to designate the entirety of parcel 26:026:0046, consisting of approximately 9.3 acres located at approximately 1350 S Main Street as R1-15. Commissioner Nelson seconded the motion. The vote to approve the Legislative Session item was unanimous.

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

Josh Yost, Community Development Director, presented. The Station Area is the area west of 1200 West and east of 1750 West in between 900 S and Center Street.

The plan includes a mix of commercial, office, and residential uses, anticipating the construction of the FrontRunner commuter rail station. It aims to create a transit-oriented development with a focus on walkability and mixed-use buildings. The plan includes recommendations for street networks, open spaces, and public gathering spaces.

Guiding questions were used which included considerations such as designing for people who do not yet live there, creating retail that doesn't compete with existing retail, integrating community values and tradition into new mixed-use development and creating a sense of place in a mostly undeveloped area.

Director Yost explained the principles guiding the station area plan, including designing streets for all users and prioritizing pedestrian comfort. There are recommendations for residential options, public spaces, and capturing the value of the transit investment. The land use type map shows the range of housing types and commercial uses anticipated in the area. The plan aims to create a sense of place that reflects Springville's values and identity.

Director Yost showed the land use type map. It depicts blocks and assigns land use types to those blocks. It introduces residential on the west side of the rail.

Director Yost explained the outcomes. There will be 1,311 units, with 69 acres for commercial use. The area has 158 total acres with a net residential density of 8.3 units per acre. This is within the range of residential yield that we had planned in the Westfields Plan. The utilities and infrastructure are in place.

Director Yost outlined the next steps, including the adoption of the station area plan by the City Council and the Mountainland Association of Governments (MAG). The zoning process will follow, including public meetings and a public hearing. Design guidelines will be developed to ensure the architectural expression of the buildings reflects Springville's values.

Commissioner Huffman asked about the impact of the Station Area Plan on property taxes. Director Yost explained the development wouldn't need to increase property taxes for existing level of service. We put a lot of infrastructure in at our expense. We don't feel we need to increase everyone's tax burden with any development we put in the city.

Commissioner Huffman asked about services and if there is a greater burden on them. Director Yost said utilities are less expensive to provide when we have more customers. For recreation, that is hard to measure. For Public Safety, it is easier to serve them on this side of the freeway. The data doesn't show a big difference on Fire and EMS in developments like this. This is within the range we had anticipated 20 years ago. We have enough sewer, water and power as well as the transportation infrastructure.

Commissioner Nelson emphasized the importance of learning from past experiences and ensuring the plan is consistent with Springville's values.

Director Yost said they will work to make transitions from current homes to the new development make sense.

Commissioner Calder asked about impact fees. Director Yost said that new development pays for impact fees. They are not charged to current businesses.

We are not an end of the line station. FrontRunner will go to Payson.

Commissioner Nelson mentioned that he wants Public Safety to be involved in keeping things safe. Director Yost assured him they are already involved.

Chair Baker clarified what we are focusing on. Director Yost explained it is everything at a high level. We are thinking of things in general principles, not regulatory rules at this point.

Commissioner Patching asked what the greatest friction point has been point with the project. Director Yost said difference in what they thought would be built there, worries about high density residential, how it will affect their property and how their life will change. There are always traffic concerns.

Commissioner Anderson asked about the total homes. Director Yost said we have to make provisions to show that we have a range of housing. He talked about moderate income housing.

Commissioner Nelson questioned if the city can regulate rentals. Director Yost clarified that the city cannot regulate the form of ownership, such as rentals, apartments, or condos.

Commissioner Anderson inquired about the formula used to determine the number of residences and homes. Director Yost explained he doesn't start with number of units because it is abstract and depends on the type of housing desired, not the number itself.

Commissioner Anderson raised concerns about traffic in and out of the station, especially during peak times. Director Yost explained that the traffic study doesn't account for detailed movements, but UTA has modeled ridership and access. UTA has preliminary designs for the area, including bus service and kiss and ride loops. Director Yost mentioned that UTA models ridership and accommodates facilities based on different modes of transportation.

Commissioner Huffman questioned the smaller lot sizes and their impact on housing affordability. Director Yost acknowledged the strategy of providing different types of housing for various life stages. He discussed the correlation between increased density and affordability, noting that Utah has some of the most expensive homes on small lots. Commissioner Huffman suggested regulating maximum building footprints and living square footage to address affordability. Director Yost explained that increased density does not necessarily lead to increased affordability.

Commissioner Huffman emphasized the need for regulations to ensure attainable housing. Director Yost mentioned that the current plan includes a mix of housing types, addressing affordability concerns. Commissioner Huffman highlighted the demographic shift towards smaller households, which the plan aims to accommodate.

Commissioner Anderson questioned the impact of new developments on traffic, particularly on 400 South. Director Yost explained that 1200 West is a five-lane road to handle regional traffic and connect smaller neighborhood streets.

Chair Baker opened the Public Hearing at 8:40 p.m.

Bill Forbes, resident.

He appreciated the comment about taking care of the current residents. He said when he bought his home eight years ago, he was told nothing was planned for this property but feels misled since plans have existed since 2002. He expressed concerns about the proposed bridge, potential water table impacts, and lack of accountability if homes are damaged. He questioned why the bridge isn't located at 700 S, where it would affect fewer residents. He also raised concerns about privacy, light pollution, traffic hazards, and requested a buffer between the street and nearby homes for noise protection.

Christine Kidder, resident

She is glad that there is an impact bucket. Schools have not been addressed. She has three at Merit and one at Reagan. She doesn't know about the others. She asked how this will impact schools, and which schools will be impacted.

Steven Stolle, resident

He said the new road connecting 400 S through northern and southern Springville to Spanish Fork and Provo will greatly impact them, turning it into a "mini State Street." He bought his home in 2015 and feels the plan was suddenly introduced without notice. He's concerned about loss of privacy, noise pollution, and speeding, and wants traffic-calming measures beyond simple bump-outs to ensure drivers slow down.

Jeanette McLeroy, resident

Her backyard borders 900 S. The bridge won't directly affect her property. She's saddened by how much Springville has changed. She feels the Council promised slow growth but isn't delivering. Her main concerns are traffic, flooding, and density. She cited the General Plan and MAG data showing high accident rates along 400 S and nearby intersections, saying traffic is already overwhelming and 1,300 new units could add 2,600 more residents. She also noted recurring basement flooding in her area and said the city has treated the Camelot neighborhood unfairly. She asked that the number of units be reduced, and the proposed bridge be relocated farther from existing homes.

Jeff Hill, resident

He would not like to have the overpass. He reiterated the 400 S issues. That is the main access for majority of Springville people. It is overcrowded now. He doesn't see new and improved traffic plans to deal with more drivers. He would like to see the traffic survey. He thanked the Commissioners for the questions about overcrowding. He asked them to please look at fewer units. It will affect us. He also reiterated groundwater concerns.

Teresa Valdez, resident

She appreciates that we want to blend in new developments but is concerned about the commercial that is shown on the map at the back of Renaissance. Most of the homes are one story. Please consider having a buffer zone between homes and commercial. She is concerned about losing her view. She asked why there has to be a bridge and can't it be that people access it from 1750 W and from 1200 W instead.

Carlyn Thompson, resident

For the FrontRunner station, put in the plan for access and parking on both sides of the railroad tracks. Now it looks like it is mostly on the east side. On both sides, it can make it more community focused.

Kurt Boucher, resident

He said he worked on the city's Active Transportation Master Plan, which aimed to create a safe, city-wide network for all ages and abilities, whether driving or not. This current plan aligns with that vision, integrating FrontRunner, buses, biking, walking, and other non-car transportation. While traffic concerns are valid—especially given the design flaws of 750 West—this multi-modal network should help alleviate congestion once implemented. He fully supports the plan as presented.

Nicole Hill, resident

She asked the Commissioners to vote, knowing this is real to them. It will change their lifestyle and the love of their home. They are going to see every side of the overpass. She heard that there wouldn't be an actual roundabout. That is one of the benefits of putting the overpass in that area. If it isn't, move it by DI and keep our homes like they are now. None of the people in our neighborhood were naïve enough to think there wouldn't be development around us. Think of this as if it were your home too.

Chad Kidder, resident

He is disappointed that the plan doesn't show 1200 fully built out. We have concerns with kids crossing 1200 to get to school. Every year, multiple kids are hit on Center Street. We are being told the roundabout that is supposed to go in will make it safer. He asked that it be made safe for all kids in the new and old neighborhood. At 1200 and Center Street, it is unusable during pick up some days. This is an opportunity to fix this. Don't just separate the transit from the zoning. It is an integral part of it and right now, the focus seems to be on the zoning.

Jeanette McLeroy, resident, stood again and spoke of MAG plan that recommends 60 specific policy and project actions for Springville. Including teen driving education, speed limit enforcing and red light running enforcement, etc. The plan notes the feasibility and implementation of

these projects need further study detailed design and public engagement. She asked them to think about and ask Mr. Yost how these issues are being addressed and rectified.

Sue Helfrich, resident

She used to live on Renaissance. She is sad about her former neighbors having to put up with this once this is built. She asked if there was a soil study done on these lots. The 3-4 story buildings will need to be dug deeply to sustain weight, and she is worried about the soils. She asked if there are any plans with 400 S where it is already very busy. She said schools have been mentioned but she is wondering how that will be addressed. Will more schools be built? Also, people will have dogs and there is a need for a dog park.

Amy Carlin, resident

She feels there are needs for lots of connections as there is more traffic. The infrastructure can support that so that the large arterials are not as congested. She thinks Center Street will become a larger east west corridor and the train crossing on the east tracks is very bumpy. She would like to see a plan in the future that can address that train crossing.

Commissioner Anderson moved to close the Public Hearing. Commissioner Nelson seconded. The public hearing was closed at 9:21 p.m.

Commissioner Huffman asked Director Yost about the concerns of crossing at 900. Why did UTA not allow a crossing at 700. Director Yost explained that an overpass is required because Union Pacific will not allow another at-grade crossing, as they are unsafe. The only feasible east-west connection is at 900 S; 700 S is reserved for the station. While he prefers an at-grade crossing and acknowledges the overpass is costly and intrusive, it's unavoidable due to safety rules, railroad closures, and complex negotiations. The bridge at 900 S will proceed regardless of whether the Station Area Plan is adopted. The bridge will be part of the environmental study for the FrontRunner project, allowing for public comment. This is the best venue to express concerns about the bridge placement.

Commissioner Patching and Huffman expressed the need to move the bridge as far north as possible to help the residents. Commissioner Patching asked how hard it is to change the zoning. Director Yost explained the zoning doesn't affect where the bridge goes. The plan on the ground will respond to where the bridge is placed. He reiterated that the city has no say in where the bridge goes, due to this being a UTA project.

Commissioner Huffman and Director Yost discussed the potential for traffic calming measures, such as bump-outs, to improve safety and reduce speed.

Commissioner Nelson questioned the plan's impact on traffic and the need for additional lanes. Director Yost explained the plan aims to reduce traffic by providing more internal trips and reducing trips to and from the freeway. The plan includes additional north-south connections to alleviate traffic on 400 South. Director Yost emphasized the importance of balancing safety, throughput, and multimodal access in traffic management.

Commissioner Nelson asked about coordination with the school district regarding new developments. Director Yost confirmed regular meetings with the school district to address safety and infrastructure needs. The plan includes Safe Routes to School committees and coordination with the school district's land purchases.

Commissioner Anderson is still concerned about 400 S traffic. It is already very congested. With this development and Allen's block, it is going to make it worse. Director Yost explained that the plan aims to reduce traffic by providing more internal trips and reducing trips to and from the freeway. The plan includes additional north-south connections to alleviate traffic on 400 South. He emphasized the importance of balancing safety, throughput, and multimodal access in traffic

management. The traffic model data shows that most traffic on 400 S is not Springville residents.

Commissioner Calder asked about the increase in housing units. Director Yost said the total is slightly higher, but density remains similar, emphasizing the need to balance growth with infrastructure and safety. Exact numbers are hard to estimate due to mixed-use areas and Westfields zoning. Commissioner Calder noted this isn't adding thousands of new homes but accommodating growth within existing plans.

Director Yost gave updates on the final design phase of the 1200 West Public Works project, emphasizing the importance of public engagement and traffic calming measures. He mentioned the goal of starting construction on the 1200 West section next summer.

Commissioner Huffman highlighted the need for more specific details on the number of stories and massing of buildings to ensure contextual fit with the surrounding area. He questioned the impact of adding 200 units to the plan, suggesting it might not significantly affect the overall plan.

Commissioner Anderson questioned why more housing is needed as the 2002 plan is updated. Director Yost explained that the Westfields produced fewer units than expected, so consolidating housing near services makes sense. He said additional homes are needed to meet market demand and address Utah's housing shortage, with higher density supporting affordability.

Commissioner Patching mentioned parking. Director Yost explained the ongoing negotiations with UTA regarding the placement of parking and bus loops. They want it all on the east side of the rail. Director Yost does not want that. Discussions continue on how to best place the commuter parking.

Chair Baker expressed the need for further discussion and potential amendments. Commissioner Nelson expressed discomfort with approving the current plan without more clarity on its long-term impact. Commissioner Huffman suggested making the plan more flexible and less specific now, so details can be clarified as the process moves forward. Chair Baker and Commissioner Calder agree to continue the discussion to a future date to allow for more input and clarification.

Commissioner Calder moved to continue this action on the Springville Station Area Plan to a future date. Commissioner Nelson seconded the motion. The vote to continue the Legislative Session item was unanimous.

Director Yost sought more clarification on what is wanted to bring back to the Commissioners. They suggest a work session. Director Yost agreed to schedule a work session to address the concerns and provide more detailed feedback.

With nothing further to discuss, Commissioner Huffman moved to adjourn the meeting. Commissioner Anderson seconded the motion. Chair Baker adjourned the meeting at 10:23 p.m.



MINUTES

Planning Commission
Regular Session
Tuesday, October 28, 2025

IN ATTENDANCE

Commissioners Present: Genevieve Baker, Ann Anderson, Ralph Calder, Brett Nelson, Hunter Huffman, and Peter Pratt

Commissioners Excused: Tyler Patching

City Staff: Josh Yost, Community Development Director
Heather Goins, Executive Assistant

CALL TO ORDER

Chair Baker called the meeting to order at 7:00 p.m.

APPROVAL OF THE AGENDA

Commissioner Nelson moved to approve the agenda as written. Commissioner Pratt seconded the motion. The vote to approve the agenda was unanimous.

APPROVAL OF THE MINUTES

October 14, 2025

Chair Baker mentioned fixing the Commissioner/Chair titles to be consistent. Commissioner Calder moved to approve the October 14, 2025, meeting minutes. Commissioner Anderson seconded the motion. The vote to approve the meeting minutes was unanimous.

LEGISLATIVE SESSION:

1- Springville City is seeking to amend Springville City Code Title 11 Chapter 6, Section 213 General Fence Requirements.

Josh Yost, Community Development Director, presented. Heather Goins, Executive Assistant, took on this assignment to amend the fencing code. The changes include defining corner side yards, clarifying elevation changes, and organizing the code for easier understanding.

Commissioner Calder asked for a summary. Director Yost said we added a section for alley fencing rules, clarified elevation changes and reordered items for easier understanding.

Commissioner Calder and Commissioner Baker ask questions about enforcement and transparency requirements for fences over six feet.

Chair Baker opened the Public Hearing at 7:12 p.m. Seeing no speakers, Commissioner Anderson moved to close the Public Hearing. Commissioner Pratt seconded. The public hearing was closed at 7:12 p.m.

Commissioner Nelson moved to recommend approval of the amended fence code as written to the City Council. Commissioner Calder seconded the motion. The vote to approve the Legislative Session item was unanimous.

ADMINISTRATIVE SESSION

2- Work Session - Station Area Plan Discussion

Josh Yost, Community Development Director, presented. He detailed what the Station Area Plan is and what it is not. He explained the entities that are involved with various parts of the project: grade separated and at grade crossings and locations, 1200 West design, Sharp/Tintic realignment, land use, housing, commercial areas, parks/open space, internal transportation, Frontrunner platform location, commuter parking location and amount, and bus loops/ transit connections.

Director Yost presented the differences between the 2002 Westfields Community Plan and the current station area plan, highlighting the changes in residential yield and park acreage. There are 41 fewer units with the Station Area Plan vs. the Westfields Plan. Also, there are 12.3 more acres with 1.5 less units per acre. There will be an additional 2.16 acres of parks space with the Station Area Plan.

Chair Baker asked if there is a density bonus in the Station Area Plan. Director Yost said no.

Director Yost explained the current height allowances and compared them to the Station Area Plan allowances. Director Yost is moving away from height and going toward using the building code definition of stories.

Commissioner Huffman was contacted by a resident that claimed that the overpass location is still in flux and we have a lot of say in where that goes. Director Yost responded that he was not in that meeting and didn't hear what the engineering representative may have said. An application has already been submitted to the federal government to begin the environmental clearance process. We would have to back out of that and then resubmit the impacts of the overpass in a different location.

Director Yost explains the decision to place the overpass at 900 South is based on transportation planning and engineering requirements.

Commissioner Huffman asked about the State deadline for a Station Area Plan. Director Yost said we are not getting pushed by that. We undertook this because we needed to and the passage of State law gave UTA the opportunity to reengage. They had funds and were able to collaborate early in the process.

The Commissioners and Director Yost discussed a comparison with other overpasses in the area, such as those on 400 South and 1600 West.

Commissioners brought up density, how it affects affordability, and if high density should be reduced.

The Commissioners discussed how to make housing more affordable. Commissioner Calder said that it comes down to cost of building materials and land. Commissioner Huffman pointed out that when lot sizes are smaller, it makes homes more attainable.

91 Commissioner Huffman suggests making the plan more flexible by reducing the
92 specificity of block shapes and focusing on land use types.

93 Director Yost asked for guidance about what staff needs to do to answer the Planning
94 Commissioners' questions, address concerns, and if possible, iterate on this plan to the
95 point where they feel comfortable making a recommendation to the City Council.

96 Commissioner Calder asked if there is criteria that UTA uses to place overpasses.
97 Director Yost said it comes down to 2 issues: 1) Where is it going to connect and 2) how
98 much it can actually move to the North. This is based on complicated engineering.

99 The recommended ideas are to bring an illustrative diagram showing block types
100 including block length, perimeters, area block configurations that show potential. And
101 show the traffic study.

102 Commissioner Baker and Director Yost discuss the next steps, including making the
103 plan more flexible and providing additional clarification to the City Council.

104 Director Yost agrees to revise the plan based on the feedback and bring it back for
105 consideration as soon as possible.

106 With nothing further to discuss, Commissioner Calder moved to adjourn the meeting.
107 Commissioner Anderson seconded the motion. Chair Baker adjourned the meeting at
108 8:13 p.m.

IN ATTENDANCE

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

Commissioners Excused: Ralph Calder and Brett Nelson

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

City Council: Jake Smith

CALL TO ORDER

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

APPROVAL OF THE AGENDA

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

APPROVAL OF THE MINUTES

January 13, 2026

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

ADMINISTRATIVE SESSION

No Items

LEGISLATIVE SESSION:

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

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

Chair Baker arrived at 7:05 p.m.

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

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

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

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

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

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

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

The Commissioners agreed that the rezone makes sense.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Pratt - Yes

Anderson - Yes

Huffman - Yes

Patching - No

Baker - Yes

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

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

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

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



Attachment 4: Public Hearing Comments Summary

October 14, 2025 Public Hearing

Bill Forbes

- Questioned the validity of the traffic study and anticipated congestion, particularly on 400 South and I-15.
- Requested reconsideration of the proposed unit count (approximately 1,300 units).
- Raised concerns about groundwater and potential impacts to existing homes.

Teresa Valdez

- Requested stronger buffering between existing single-family homes and proposed higher-density/commercial areas.
- Expressed concern about building heights and loss of views.
- Questioned the necessity of the proposed overpass and suggested alternative access options.

Carlyn Thompson

- Requested that station access and parking be provided on both sides of the rail line to avoid concentrating activity on one side.
- Emphasized the importance of maintaining a community-oriented station area, rather than a commuter parking hub.

Nicole Hill

- Expressed concern that the project would increase traffic congestion and contribute to overcrowding.
- Questioned why additional growth is being pursued.

Chad Kidder

- Expressed concern about the northward extension of 1200 West and its impacts on pedestrian safety.

Christine Kidder



- Raised concerns about impacts on schools and lack of clarity regarding school capacity and boundaries.

Susan Helfrich

- Empathized with residents of Renaissance Way as a previous resident.
- Questioned soil analysis of future building lots.
- Expressed concerns about increase in traffic.

Steven Stolle

- Expressed concern that new road connections could function like a “mini State Street.”
- Noted concerns regarding speeding, noise, and loss of privacy.
- Requested stronger traffic-calming measures.

Jeanette McLeroy

- Raised concerns regarding:
 - Traffic and density increases
 - Existing flooding and groundwater issues in the area
 - Perceived inconsistency with prior commitments to slower growth
- Requested reduced density and relocation of the proposed bridge away from existing homes.

Jeff Hill

- Opposed the overpass and raised concerns about congestion on 400 South.
- Requested review of traffic analysis and reduction in unit count.
- Reiterated groundwater concerns.

Kurt Boucher

- Expressed support for the plan.
- Noted that the project aligns with prior active transportation planning efforts.
- Supported the integration of multi-modal transportation to reduce long-term congestion.

February 10, 2026 Public Hearing (Reopened)



Bill Forbes

- Stated that prior concerns remain unresolved.
- Key issues:
 - Lack of clarity or commitment regarding overpass alternatives or mitigation
 - No defined plan to address groundwater impacts or required studies

Shari Dickerson

- Raised concerns about:
 - Train noise and the relationship between crossings and horn use
 - Need for clarity on construction timing and phasing
- Noted that an overpass may be necessary to reduce noise impacts.

Natalie Marvin

- Expressed strong support for the FrontRunner station.
- Highlighted benefits including:
 - Reduced congestion
 - Improved mobility, including for cyclists
- Acknowledged impacts to nearby residents but supported the project overall.

Jeanette McLeroy

- Reiterated concerns about:
 - Impacts to existing homes
 - Groundwater and flooding risks
 - Safety and long-term liability
- Emphasized that affected neighborhoods feel overlooked in the process.

Juan Guarido

- Spoke in support of the plan based on professional experience with city utilities.
- Acknowledged groundwater conditions but stated that modern engineering solutions are effective.
- Supported the location and concept of development near existing infrastructure.

Kurt Boucher

- Expressed support for the plan and its lifestyle benefits.
- Highlighted:
 - Opportunity for walkable living



- Ability to downsize and remain in the community
- Increased housing diversity

Teresa Valdez

- Reiterated concerns about:
 - Impacts to adjacent neighborhoods
 - Proximity of commercial uses
 - Need for buffering and transition to single-family areas
- Requested lower density near existing homes and additional open space.

Jonathan Duncan

- Expressed support for transit access as a commuter.
- Highlighted benefits of reduced reliance on personal vehicles.



STAFF REPORT

DATE: July 14, 2026

TO: Honorable Mayor and City Council

FROM: Carla Wiese, Planner/Econ Dev Spec.

SUBJECT: CONSIDERATION OF AN ORDINANCE REPEALING SPRINGVILLE
CITY CODE TITLE 11 CHAPTER 5 ARTICLE 7 MATERIALS
PROCESSING AND STORAGE OVERLAY REGULATIONS

CONSIDERATION OF AN ORDINANCE AMENDING SPRINGVILLE CITY
CODE TITLE 7 BUSINESS REGULATIONS AND LICENSING CHAPTER
9 MATERIALS PROCESSING AND STORAGE BUSINESSES

Recommended Motion:

Motion to repeal Springville City Code Title 11 Chapter 5 Article 7 Materials Processing and Storage Overlay and to amend Title 7, Chapter 9 Materials Processing and Storage Businesses.

Executive Summary:

This action involves two sections of City Code, Title 11 Land Development and Title 7 Business Licensing. The most significant action is the repeal of the Materials Processing Overlay in Title 11. Due to state preemption regarding activities that have been deemed “Critical Infrastructure Materials Operation”, the action by the City will only prevent the expansion of materials processing by other landowners. The proposed amendments to Title 7 will maintain consistency in the city code and allow the City to exercise some control over material processing activities in the interest of surrounding homes and businesses and the community as a whole.

Focus of Actions:

1. Is the proposed repeal of the Materials Processing Overlay consistent with the intent and goals of the General Plan?
2. Do the amendments to Title 7 Business Regulations and Licensing support consistency in the city code?

**Background:**

In December of 2019, the City Council adopted the Materials Processing and Storage Overlay. The overlay was created to address business activities being conducted in violation of the Springville Development Code. The overlay was intended to allow the materials processing activities to continue while limiting any expansion. Since the initial application of the overlay, other property owners in the area have expressed interest in it; however, as stated previously, the City created the overlay to limit activities and has not approved its application to any other property in Springville.

The decision to repeal the overlay is directly related to the actions of the Utah State Legislature. During the 2025 Session, the state passed HB 355 Mining and Critical Infrastructure Materials Amendments. This legislation removed municipalities' local control over materials processing. The legislation made materials processing a vested right and established a process for existing materials processing activities to continue and to expand, regardless of any municipal ordinances.

Discussion:

The Springville City General Plan 2011 identifies the economic development goal of "...encouraging development that will focus on future growth while benefiting present and future residents; through an increased revenue base, employment opportunities, and business diversity."

It also outlines the land use goal of creating "...a safe, functional, and attractive community that preserves the best of our past and shapes our future development in a way that benefits all people of our community."

Materials Processing and Storage (MPS) is an intensive land-use activity that generates significant dust and noise. It is also a critical part of the construction industry. The original intent of the MPS Overlay was to work with the property and business owner to allow the activity to continue while limiting expansion. The Mayor and City Council have denied requests from other property owners in the area to apply the MPS Overlay and have enforced land-use and business licensing regulations on activities conducted in violation of these regulations.

It is the staff's view that Springville carefully crafted an original solution that considered Western Paving's business concerns, the concerns of adjacent property owners, and the



community as a whole in line with the goals of the General Plan, and that the actions before you continue in this vein, in light of state actions to pre-empt municipal discretion on the subject of materials processing and storage.

HB 355 was adopted in 2025 and is codified as part of Utah State Code Title 10, Chapter 20, Municipal Land Use, Development, and Management Act, Part 7, Vested Critical Infrastructure Materials Operations (LUDMA). Under this legislation, existing MPS operations may expand on property owned by a materials processing entity as of May 7, 2025, including parcels on which materials processing activities were not conducted.

Repealing the Materials Processing Overlay will not affect existing material processing activities, even without action by the Utah State Legislature; the use would be considered a legal non-conforming use (grandfathered) and would be allowed to continue, but not expand. This action, before the Mayor and Council, will prevent other property owners from conducting such activities in areas zoned Light Industrial Manufacturing (LIM) and is consistent with the original intent of the overlay, considering state pre-emption.

The Springville City Planning Commission considered the amendment to Title 11 in a duly noticed public hearing held on March 10, 2026. Public comments favored the repeal of the overlay.

<u>Planning Commission Vote</u>	<u>YES</u>	<u>NO</u>	<u>EXCUSED</u>
Genevieve Baker	X		
Brett Nelson	X		
Hunter Huffman	X		
Peter Pratt	X		
Tyler Patching	X		
Ann Anderson			X
Ralph Calder			X



Alternatives:

Motion to not adopt the proposed amendments to Springville City Code Title 11 Chapter 5 Article 7 Materials Processing and Storage Overlay and Title 7, Chapter 9 Materials Processing and Storage Businesses.

Motion to continue discussion of the amendments to Springville City Code Title 11 Chapter 5 Article 7 Materials Processing and Storage Overlay and to amend Title 7, Chapter 9 Materials Processing and Storage Businesses.

Regulatory Impact on Families:

In making this decision, the staff encourages the Mayor and Council to consider the regulatory impact on families of this action.

Carla Wiese
Carla Wiese



Exhibits:

Exhibit A: Proposed amendments to Title 11, Chapter 5, Article 7, and Title 7, Chapter 9

Exhibit B: Title 10 Utah Municipal Code, Chapter 20 Land Use Development and Management Act, Part 7 Vested Critical Infrastructure Materials Operations.

ORDINANCE NO. ____-2026

AN ORDINANCE AMENDING TITLE 11, CHAPTER 5, ARTICLE 7, MATERIALS PROCESSING AND STORAGE OVERLAY REGULATIONS AND TITLE 7 BUSINESS REGULATIONS AND LICENSING, CHAPTER 9 MATERIALS PROCESSING AND STORAGE BUSINESSES

WHEREAS, Springville City Development Code governs land use within Springville City in fulfillment of the recommendations of the General Plan, as well as the future vision of the City as established by the Mayor and City Council; and

WHEREAS, Springville City Business Regulations and Licensing governs business operations within Springville City in fulfillment of the recommendations of the General Plan, as well as the future vision of the City as established by the Mayor and City Council; and

WHEREAS, the City is interested in limiting the expansion of Materials Processing and Storage activities within the areas currently zoned for Light Industrial Manufacturing and Heavy Industrial Manufacturing; and

WHEREAS, Springville City's Business and Licensing Regulations provide further limitations on the practice of Materials Processing and Storage, which codify restrictions on the business practice beyond the land use regulations; and

WHEREAS, it is in the interest of the community to curtail the enlargement of materials processing activities within Springville City;

WHEREAS, the Springville City Planning Commission held a duly noticed Public Hearing on March 19, 2026, and recommended the repeal of Title 11 Chapter 5 Article 7; and

WHEREAS, in accordance with Utah State Code 10-3-702.1, the Mayor and City Council have considered the impact the proposed ordinance may have on family health, stability, and formation; and

Be it ordained by the City Council of Springville, Utah:

SECTION 1: Title 11 Chapter 5 Article 7 Materials Processing and Storage Overlay Regulations and Title 7 Chapter 9 Materials Processing and Storage Businesses of Springville City Code is hereby amended as shown in Exhibit A, attached:

SECTION 2: This ordinance will become effective one day after publication hereof in the manner required by law.

SECTION 3: This ordinance shall become effective upon adoption by the Springville City Council and publication as required by law.

ADOPTED by the City Council of Springville, Utah, this **21st** day of **July**, 2026.

Matt Packard, Mayor

ATTEST:

City Recorder



Exhibit A:
Proposed amendments to Title 11, Chapter 5, Article 7, and Title 7, Chapter 9

Attachment 1: Proposed language-Title 11 Chapter 5 Article 7 Materials Processing and Storage

Article 7 – MATERIALS PROCESSING AND STORAGE OVERLAY REGULATIONS

11-5-701 Purpose and Intent.

The purpose of the Materials Processing and Storage (MPS) Overlay Zone is to accommodate the processing and storage of bulk materials in the underlying Light Industrial Manufacturing (LIM) Zone while minimizing potential adverse effects of the outside use to adjacent property owners and the surrounding community, and paying special attention to the visual aesthetics associated with the use.

(Ord. 26-2019 § 1, 12/10/2019)

11-5-701(a) Repeal of MPS Overlay Zone.

The MPS Overlay Zone is no longer available for application to any additional properties within Springville City. Notwithstanding the foregoing, the MPS Overlay Zone regulations shall remain in effect and continue to govern:

- (1) All properties to which the overlay was lawfully applied prior to March 17, 2026; and
- (2) Any properties on which the Materials Processing and Storage use is legally expanded as a vested critical infrastructure materials use pursuant to Utah Code Sections 10-20-701, et seq.

11-5-702 Effect of Overlay.

(1) The uses permitted and regulations established prior to March 17, 2026, within a lawful ~~by the~~ Materials Processing and Storage Overlay shall be in addition to those uses permitted and regulations established in the underlying LIM Zone.

(2) Where conflicts exist between the provisions of ~~the Sections 11-5-701, et. seq., Materials Processing and Storage Overlay~~ and the underlying Light Industrial Manufacturing Zone, the land use regulations of ~~the Sections 11-5-701, et. seq., Materials Processing and Storage Overlay~~ shall supersede the requirements of the underlying LIM Zone.

(Ord. 26-2019 § 1, 12/10/2019)

11-5-703 Permitted Uses.

- (1) Storage of sand, gravel, earth or stone.
- (2) Recycling of concrete, wood and paving materials.

(Ord. 26-2019 § 1, 12/10/2019)

11-5-704 Location Requirements. Repealed.

~~(1) The MPS Overlay Zone may only be applied to the LIM Zone located east of 950 West, South of 1600 South, and West of SR 51.~~

~~(2) The procedure for applying the MPS Overlay Zone to a property shall be the same procedure for amending the zoning map as set forth in Section [11-7-102](#).~~

~~(3) Each parcel within the MPS Overlay Zone shall have frontage on and direct access to a major arterial road.~~

~~(Ord. 26-2019 § 1, 12/10/2019)~~

11-5-705 Screening.

(1) Each property that continues with the Materials Processing and Storage use to which this as a lawful nonconforming use under a prior MPS Overlay Zone ~~overlay is applied~~ shall install and maintain a minimum street frontage landscape border width of twenty feet (20').

(2) One (1) large evergreen tree (or deciduous, dense-canopied tree with the approval of the Director of Buildings and Grounds), every twenty linear feet (20') with a minimum mature height of thirty feet (30'). Other shrubbery and plantings shall also be included in the buffer area with a minimum of five (5) shrubs per twenty linear feet (20').

(3) Six-foot-tall (6') solid fencing shall be installed to the rear of the street frontage landscape border.

(Ord. 26-2019 § 1, 12/10/2019)

11-5-706 Business License Regulations.

Each materials processing and storage operation shall obtain a business license and operate in compliance with any current and future business license regulations applicable to materials processing and storage businesses. Where conflicts exist between the provisions of any materials processing and storage overlay regulations in this Chapter and any current or future business license regulations applicable to materials processing and storage business activities, the business license regulations shall supersede the provisions of the materials processing and storage overlay regulations. The City reserves its right to regulate material processing and storage overlay business operations in the future, which includes changing operational regulations as part of the business licensing process. Nothing in this Article shall vest an applicant in operational regulations, including, but not limited to, height and volume of storage material, recycling locations, hours of operation, and roadway operations.

(Ord. 26-2019 § 1, 12/10/2019)

11-5-707 Operational Regulations.

(1) Material Storage Requirements. A legal nonconforming Materials ~~p~~P~~rocessing and s~~Storage use that was established under a prior legal MPS ~~in the~~ Overlay Zone shall operate as follows:

- (a) Storage or stockpiles of materials shall not exceed twenty feet (20') in height.
- (b) Volume of materials on any lot or parcel shall not exceed two thousand five hundred (2,500) cubic yards multiplied by the number of acres in the lot or parcel.
- (c) Stored material shall not emit any dust, particles, fumes, dirt, vapors or odors beyond the business's property boundaries.

(2) Material Recycling Requirements.

- (a) When processing and recycling material, including, but not limited to, concrete, wood, asphalt and other paving materials, a licensee shall not emit any dust, fumes, dirt, particles, vapors, odors, waste, or noise above sixty (60) decibels beyond the business's property boundaries.
- (b) No material recycling activities shall take place within one thousand (1,000) feet of a residence.
- (c) As part of the site plan approval, an applicant shall provide an operational plan for how the applicant is going to ensure the applicant's recycling operations will comply with the requirements in subsection (1) of this Section and this subsection. Applicant shall follow the operation plan approved as part of the site plan approval process, unless the operational plan conflicts with a future business license regulation.
- (d) All State, Federal and local laws and regulations for recycling materials shall be followed.

(3) Hours of Operation. A legal nonconforming Materials ~~p~~P~~rocessing and s~~Storage use that was established under a prior legal MPS ~~businesses within the~~ Overlay Zone shall only operate within the hours of 7:00 a.m. to 7:00 p.m.

(4) Roadways.

- (a) Materials processing and storage businesses ~~within the Overlay Zone~~ shall only use major arterial roadways as haulage routes within the limits of the City.

(b) Trucks shall not disturb the operation of roadways while entering or exiting the site. As part of site plan approval, an applicant shall provide a written operational plan showing how an applicant's trucks and other vehicles will not disrupt or disturb in any way the operation of roadways. The submitted roadway operational plan must be based on a traffic engineering study approved by the City Engineer before the applicant receives final site plan approval. The City Engineer will rely on traffic engineering standards in determining whether the roadway operational plan should be approved.

(Ord. 26-2019 § 1, 12/10/2019)

CHAPTER 9 MATERIAL PROCESSING AND STORAGE BUSINESSES

§ 7-9-101. Definitions.

For the purposes of this Chapter, the following terms, phrases, and words shall have the meaning given herein:

"License" shall mean a license issued by the Community Development Department for a materials processing and storage business operation in the Overlay Zone.

"Licensee" shall mean a business with a materials processing and storage operation that is operating pursuant to a lawfully issued license under this Chapter.

"Overlay Zone Property" shall mean any property that was once zoned within -the Materials Processing and Storage Overlay Zone as set forth in Title 11, Chapter 5, Article 7, which overlay has been repealed.

§ 7-9-102. License Required.

(1) The Materials Processing and Storage use is a prohibited use in every zone, except for the Heavy Industrial Manufacturing (HIM) Zone, and the Materials Processing and Storage use on an Overlay Zone Property is only allowed as long as it is determined to be a lawful nonconforming use.

~~(1)~~(2) It shall be unlawful for any person or entity to operate, maintain, or engage in the business of a materials processing and storage business in the Overlay Zone Property without first obtaining a business license from the City. A materials processing and storage business shall follow all regulations in this Chapter.

~~(2)~~(3) The fee for a materials processing and storage business license shall be in an amount set by resolution of the City Council, ~~which shall be in addition to any business license fee required by Chapter 1 of this Title.~~

~~(3)~~(4) The business license regulations and provisions in Chapter 1 of this Title shall govern the procedure for obtaining and renewing material processing and storage business licenses.

~~(4)~~(5) Where any provision of the regulations of this Chapter are in conflict with the regulations or provisions of Chapter 1 of this Title, the provisions and regulations of this Chapter shall control.

§ 7-9-103. Site Improvements.

Every licensee of such premises shall install and maintain the site improvements specified for and required ~~in the Overlay Zone.~~ Title 11 Chapter 4 Article 5 of the Springville City Code

§ 7-9-104. Material Storage Requirements.

Materials processing and storage businesses ~~in the Overlay Zone~~ shall operate as follows:

- (1) Storage or stockpiles of materials shall not exceed twenty-five (25) feet in height.
- (2) Volume of materials on any lot or parcel shall not exceed seven thousand five hundred (7,500) cubic-yards multiplied by the number of acres in the lot or parcel.
- (3) Stored material shall not emit any dust, fumes, vapors, or odors beyond the business's property boundaries.

§ 7-9-105. Material Recycling Requirements.

- (1) When processing and recycling material, including, but not limited to, concrete, wood, asphalt and other paving materials, a licensee shall not emit any dust, fumes, vapors, odors, waste, or noise above seventy-five (75) decibels beyond the business's property boundaries.
- (2) No material recycling activities shall take place within six hundred (600) feet of a residence.
- (3) As part of a licensee's business application process, a licensee shall provide an operational plan for how the licensee is going to ensure the licensee's recycling operations will comply with the requirements in subsections (1) and (2) of this Section. Licensee shall follow the operation plan approved through the business license process.
- (4) A licensee shall follow all State, Federal and local laws and regulations in recycling materials and shall not exceed requirements imposed by permits issued by a state agency, such an air quality permit.-

§ 7-9-106. Hours of Operation.

Materials processing and storage businesses ~~within the Overlay Zone~~ shall only operate within the hours of 7:00 a.m. to 7:00 p.m.

§ 7-9-107. Roadways.

Materials processing and storage businesses ~~within the Overlay Zone~~ shall only use major arterial roadways as haulage routes within the limits of the City. Licensee trucks shall not disturb the operation of roadways while entering or exiting the site. As part of business licensing approval, an applicant shall provide a written operational plan showing how an applicant's trucks and other vehicles will not disrupt or disturb in any way the operation of roadways. The submitted roadway operational plan must be based on a current traffic engineering study approved by the City Engineer before the applicant receives business license approval. The City Engineer will rely on engineering traffic standards in determining whether the roadway operational plan should be approved.

§ 7-9-108. SWPPP.

Each licensee shall have an approved stormwater pollution protection plan and continually maintain approved protection measures and display a copy of the approved plan on site.

§ 7-9-109. Inspection and Renewal.

- (1) Each licensee shall submit to inspection for compliance with these standards with a twenty-four (24) hour notice.
- (2) A license shall not be renewed if the licensee is not in compliance with all business license standards as determined by an annual inspection.

§ 7-9-110. Revocation.

- (1) Violation of any of the provisions of this Chapter shall be grounds for denial of a license in any year subsequent to the license year in which the violations occurred.
- (2) The Community Development Director may suspend or revoke any license at any time following the provisions of Sections 7-1-302 and 7-1-303.
- (3) The Community Development Director after notice and a hearing may revoke a license at any time if the licensee is operating in such a way as to constitute a breach of the peace, a nuisance, or a menace to the health, safety, or general welfare of the public. Notice of the hearing for revocation of a license under this subsection shall be given in writing, setting forth specifically the grounds of complaint and the time and place of hearing. Such notice shall be mailed, postage prepaid, to the licensee at the licensee's last known address at least five (5) days prior to the date set for hearing.

§ 7-9-111. Appeal.

- (1) Any person or entity aggrieved by any decision of the Community Development Director under this Chapter shall have the right to appeal to the City Administrator by filing a written appeal within ten (10) days following the effective date of the Community Development Director's decision. Such appeal shall set out a copy of the order or decision appealed from and shall include a statement of the reasons why the Community Development Director's decision should be overturned.
- (2) The City Administrator shall fix a time and place for hearing the appeal and shall give notice to the appellant thereof. The findings of the City Administrator shall be final and conclusive.

§ 7-9-112. Penalty.

- (1) Violation of any provision of this Chapter shall subject the licensee to a Class B misdemeanor and, upon conviction thereof, shall be liable to punishment by a fine

in an amount not to exceed \$1,000.00, or by imprisonment for a term not to exceed six (6) months, or by both such fine and imprisonment.

- (2) The City may still revoke or deny a business license of a person or entity charged with a Class B misdemeanor under this Section.



**PLANNING COMMISSION
STAFF REPORT**

Agenda Item #1
March 10, 2026

March 3, 2026

TO: Planning Commission Members

FROM: Carla Wiese, Planner/Econ Dev Spec

RE: **Springville City requests a repeal of Title 11 Chapter 5
Article 7 Materials Processing and Storage Overlay
Regulations**

Petitioner: Springville City Community Development

Summary of Issues

Is repealing the Materials Processing and Storage Overlay consistent with the intent and guidance of the General Plan and aligned with the goals of Springville City as articulated in the Dry Creek Corridor Plan?

Repeal of the Materials Processing and Storage Overlay will create a legal non-conforming use where it is currently applied to the site of Western Paving at 2120 South SR 51, and the current operations will be allowed to continue.

Background

The Materials Processing and Storage Overlay was adopted in December 2019 to address unpermitted operations that were being conducted along the south end of SR 51. At that time, Community Development proposed the creation of the Materials Processing and Storage Overlay to provide regulations that would mitigate negative impacts and strictly limit the geographical area of the use, while still allowing the operation to be legalized as it is an integral part of the construction industry in Springville.

Other businesses in the area have expressed interest in having the overlay applied and the City has been reluctant to do so as it is not compatible with the Dry Creek Corridor plan, which was adopted by the City Council in 2024. Additionally, citizens have requested that the overlay be repealed from city code to remove the possibility of it being applied to additional properties.

Analysis

The 2011 General Plan Chapter 8 Community Identity states, "it is important the existing ordinances and standards be reviewed to insure (sic) their relevance and contribution to the long-term well-being and appearance of Springville." The primary land use goal outlined in the General Plan is "to create a safe, functional, and attractive community that preserves the best of our past and shapes our future development in a way that benefits all people of our community."

Since the adoption of the overlay in 2019, the City Council has adopted the Dry Creek Community Plan which includes goals and policies for the area to develop in a manner that is more conducive to residential mixed-use development and lighter industrial uses. By repealing the Materials Processing and Storage Overlay, the City is aligning land use regulations to align with current plans for future growth.

Repeal of the Materials Processing and Storage Overlay will create a legal non-conforming use where it is currently applied to the site of Western Paving at 2120 South SR 51, and the current operations will be allowed to continue, subject to Springville Code Title 11 Chapter 3 Article 2 - Nonconforming Buildings, Lots and Uses, and subject to any applicable provisions of Utah Code.

Staff Recommendation

Staff finds that repeal of the Materials Processing and Storage Overlay is consistent with the policies of the General Plan and the Dry Creek Corridor Plan.

Recommended Motion

Move to recommend the repeal of Title 11 Chapter 5 Article 7 Materials Processing and Storage Overlay Regulations.

Alternate Motions

Move to recommend denial of the repeal of Title 11 Chapter 5 Article 7 Materials Processing and Storage Overlay Regulations.

Move to continue discussion of the repeal of Title 11 Chapter 5 Article 7 Materials Processing and Storage Overlay Regulations.

Attachments

Attachment 1: Proposed language-Title 11 Chapter 5 Article 7 Materials Processing and Storage
Attachment 2: Aerial images of Materials Processing and Storage Overlay

Attachment 2: Aerial images of Materials Processing and Storage Overlay



IN ATTENDANCE

Commissioners Present: Genevieve Baker, Brett Nelson, Hunter Huffman, Peter Pratt, and Tyler Patching

Commissioners Excused: Ann Anderson, Ralph Calder

City Staff: Josh Yost, Community Development Director
Carla Wiese, Planner II

City Council: Heather Goins, Executive Assistant
Jake Smith and Mindi Wright

CALL TO ORDER

Vice Chair Huffman called the meeting to order at 7:00 p.m.

APPROVAL OF THE AGENDA

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

APPROVAL OF THE MINUTES

February 24, 2026

Commissioner Pratt moved to approve the February 24, 2026 meeting minutes.

Commissioner Nelson seconded the motion. The vote to approve the meeting minutes was unanimous.

LEGISLATIVE SESSION:

Springville City requests a repeal of Title 11 Chapter 5 Article 7 Materials Processing and Storage Overlay Regulations.

Carla Wiese, City Planner, presented.

Chair Baker arrived at 7:02 p.m.

The overlay was adopted in December 2019 to regulate an existing materials processing operation that had been operating without clear standards. The overlay has only ever been applied to a single parcel. Staff noted that the proposed repeal is consistent with the 2024 Dry Creek Corridor Plan, which envisions different types of development in the area and does not support materials processing uses.

It was clarified that repealing the overlay would not terminate the existing operation, which would continue as a legal nonconforming use. The operation could continue as it currently exists but would not be allowed to expand under local regulations, though

recent state law may allow expansion onto contiguous properties under certain conditions.

Chair Baker opened the Public Hearing at 7:17 p.m.

Tim Parker

He lives closest to the Western Paving operation. He has stated prior opposition to the overlay, including a petition signed by approximately 60-70 residents. He expressed strong concern about ongoing dust impacts, noting visible plumes and a lack of consistent enforcement. He is opposed to any expansion or additional concrete crushing operations in the area. He asked for clarification on how legal nonconforming status applies, particularly whether the use would continue if ownership changes. He also raised concerns about when the setback reductions went from 1,000 feet to 600 feet from residences. The operation is close enough and impacts his property. He acknowledged recent mitigation efforts but indicated they were previously lacking. He expressed support for the Dry Creek Corridor Plan and its vision for the area.

Phil Hansen

Mr. Hansen is business owner in the area. He expressed concern about the materials processing operations. He noted that prior opposition included health and contamination concerns and questioned whether sufficient research has been conducted on dust and air quality impacts. He raised concerns about potential negative effects on property values and referenced past presentations highlighting impacts from similar operations. Mr. Hansen questioned the consistency of the City's authority, stating that previous discussions indicated local control, while recent comments suggest state law may allow expansion beyond City jurisdiction. He referenced past instances where operations expanded beyond approved areas and were later brought back into compliance. He expressed concern about fairness and potential legal implications if similar uses are allowed for one property but denied for others. He requested that the Commission take additional time to review the full history, applicable state law, and potential health impacts before making a decision.

Commissioner Nelson moved to close the Public Hearing. Commissioner Pratt seconded. The public hearing was closed at 7:27 p.m.

The Planning Commission discussed whether a nonconforming use would continue after a property transfer and confirmed that such uses run with the land, not the owner. The use can only be terminated if abandoned, typically defined as discontinued for over one year, though interpretations vary. Amortization was noted as a rare and complex method to phase out a use. The Commissioners also acknowledged that state law may limit local control, particularly allowing expansion onto contiguous or nearby properties under certain conditions tied to ownership dates.

The discussion continued about whether any air quality or contamination testing had been conducted; staff was unaware of any city-led or state-led off-site monitoring, though prior presentations included general, non-site-specific studies. The Commissioners noted that any future testing or health-related analysis would likely occur if an expansion were proposed and would involve state agencies and legal guidance.

The primary purpose of repealing the overlay zone was clarified as preventing new concrete processing operations from being established elsewhere in the area, rather than restricting the existing operation, which is largely governed by state law. The Commissioners emphasized that the decision should align with the City's General Plan, particularly the 2024 Dry Creek Corridor Plan, which envisions residential, commercial, and mixed-use development incompatible with concrete processing. It was noted that heavy industrial uses are already accommodated in designated HIM-zoned areas elsewhere in the city.

Clarification was also made regarding state law timelines, indicating that expansion onto newly acquired land is limited to property obtained by January 1, 2026. The Commissioners concluded that their role was to determine whether to recommend retaining or repealing the overlay based on consistency with long-term planning goals, rather than addressing the existing operation or potential expansions governed by state law.

Commissioner Nelson moved to recommend the repeal of Title 11, Chapter 5, Article 7, Materials Processing and Storage Overlay regulations. Commissioner Huffman seconded the motion.

Roll Call Vote:

Pratt - aye
Huffman - aye
Nelson - aye
Patching - aye
Baker - aye

The vote to approve the Legislative Session item was unanimous.

7:45 pm

Springville Community Development requests an amendment to the Springville Code Title 11 Development Code to adjust commercial site development and landscaping standards.

Josh Yost, Community Development Director, presented a proposed amendment to the Highway Commercial (HC) zone to allow reduced front and street side setbacks from 25 and 20 feet to 5 feet when specific design criteria are met. This includes ground-floor transparency, a street-facing primary entrance, and at least 50% of the building façade located within the reduced setback area. The intent is to encourage buildings to engage the street, rather than being set back behind parking, while maintaining flexibility and not imposing new requirements.

Staff explained that the five-foot setback still maintains adequate distance from the curb due to existing park strip and sidewalk standards and does not alter other zoning regulations such as building size or height. The amendment is optional and allows property owners to choose these reduced setbacks if desired.

The Commissioners discussed how the change could improve walkability and pedestrian comfort by bringing buildings closer to the street, while still allowing space for

features like outdoor seating if buildings are set back further. It was noted that similar pedestrian-oriented environments often result from design features such as bulb-outs and plazas.

Chair Baker opened the public hearing at 7:57 p.m. Seeing no speakers, Commissioner Huffman moved to close the public hearing. Commissioner Nelson seconded. The vote to close the public hearing was unanimous.

The Planning Commissioners expressed support for the amendment, citing increased flexibility and alignment with pedestrian-oriented development goals.

Commissioner Huffman moved to forward recommendation of approval to the City Council for the proposed text amendment to the Highway Commercial zone. Commissioner Pratt seconded. The vote to approve the legislative item was unanimous.

With nothing further to discuss, Commissioner Nelson moved to adjourn the meeting. Commissioner Huffman seconded the motion. Chair Baker adjourned the meeting at 8:00 p.m.



Exhibit B:
Title 10 Utah Municipal Code, Chapter 20 Land Use Development and Management
Act, Part 7 Vested Critical Infrastructure Materials Operations.

Effective 11/6/2025

Part 7

Vested Critical Infrastructure Materials Operations

10-20-701 Definitions.

As used in this part:

- (1) "Commercial quantities," for purposes of this section, means critical infrastructure materials:
 - (a) extracted or processed by a commercial enterprise in the ordinary course of business; and
 - (b) in a sufficient amount that the critical infrastructure materials introduction into commerce would create a reasonable expectation of profit.
- (2) "Contiguous land" means surface or subsurface land that shares a common boundary and is not separated by a highway as defined in Section 41-6a-102.
- (3) "Critical infrastructure materials" means sand, gravel, or rock aggregate.
- (4) "Critical infrastructure materials use" means the extraction, excavation, processing, or reprocessing of critical infrastructure materials.
- (5) "Critical infrastructure materials operator" means a natural person, corporation, association, partnership, receiver, trustee, executor, administrator, guardian, fiduciary, agent, or other organization or representative, either public or private, including a successor, assign, affiliate, subsidiary, and related parent company, that:
 - (a) owns, controls, or manages a critical infrastructure materials use; and
 - (b) has produced commercial quantities of critical infrastructure materials from the critical infrastructure materials use.
- (6) "Existing legal use" means a critical infrastructure materials use that has operated in accordance with:
 - (a) a legal nonconforming use that has not been abandoned for more than 24 consecutive months; or
 - (b) a permit issued by the applicable political subdivision.
- (7) "New land" means surface or subsurface land that a critical infrastructure materials operator gains ownership or control of on or before January 1, 2026, regardless of whether that land is included in any applicable permit issued by a political subdivision or a legal nonconforming use.
- (8) "Vested critical infrastructure materials use" means a critical infrastructure materials use by a critical infrastructure materials operator that is an existing legal use.

Renumbered and Amended by Chapter 15, 2025 Special Session 1

10-20-702 Vested critical infrastructure materials use -- Presumption.

- (1)
 - (a) A critical infrastructure materials use is presumed to be a vested critical infrastructure materials use if the critical infrastructure materials use meets the definition of vested critical infrastructure materials use in Section 10-20-701.
 - (b) A person claiming that a vested critical infrastructure materials use has not been established has the burden of proof to show by the preponderance of the evidence that the vested critical infrastructure materials use has not been established.
- (2) A vested critical infrastructure materials use:
 - (a) runs with the land; and
 - (b) may be changed to another critical infrastructure materials use without losing its status as a vested critical infrastructure materials use.

- (3) The present or future boundary of the critical infrastructure materials use of a critical infrastructure materials operator with a vested critical infrastructure materials use does not limit:
 - (a) the scope of rights of a critical infrastructure materials operator with a vested critical infrastructure material use; or
 - (b) the protection for a critical infrastructure materials protection area.
- (4)
 - (a) A critical infrastructure operator with a vested critical infrastructure materials use shall file a declaration for recording in the office of the recorder of the county in which the vested critical infrastructure materials use is located.
 - (b) A declaration under Subsection (4)(a) shall:
 - (i) contain a legal description of the land included within the vested critical infrastructure materials use; and
 - (ii) provide notice of the vested critical infrastructure materials use.

Renumbered and Amended by Chapter 15, 2025 Special Session 1

10-20-703 Rights of a critical infrastructure materials operator with a vested critical infrastructure materials use.

- (1) Notwithstanding a political subdivision's prohibition, restriction, or other limitation on a critical infrastructure materials use adopted after the establishment of the critical infrastructure materials use, the rights of a critical infrastructure materials operator with a vested critical infrastructure materials use include with respect to that existing legal use the right to:
 - (a) progress, extend, enlarge, grow, or expand the vested critical infrastructure materials use to any contiguous land that the critical infrastructure materials operator owns or controls before May 7, 2025;
 - (b) expand the vested critical infrastructure materials use to new land that is contiguous land to the surface or subsurface land on which the critical infrastructure materials operator has a vested critical infrastructure materials use, including the surface or subsurface land under Subsection (1)(a);
 - (c) use, operate, construct, reconstruct, restore, extend, expand, maintain, repair, alter, substitute, modernize, upgrade, and replace equipment, processes, facilities, and buildings on any surface or subsurface land that the critical infrastructure materials operator owns or controls before May 7, 2025;
 - (d) on any surface or subsurface land that the critical infrastructure materials operator owns or controls before May 7, 2025:
 - (i) increase production or volume;
 - (ii) alter the method of extracting or processing, including with respect to the vested use, the right to stockpile or hold in reserve critical infrastructure materials, to recycle, and to batch and mix concrete and asphalt; and
 - (iii) extract or process a different or additional critical infrastructure material than previously extracted or processed on the surface or subsurface land; and
 - (e) discontinue, suspend, terminate, deactivate, or continue and reactivate, temporarily or permanently, all or any part of the critical infrastructure materials use.
- (2)
 - (a) As used in this Subsection (2), "applicable legislative body" means the legislative body of each:
 - (i) county in whose unincorporated area the new land to be included in the vested critical infrastructure materials use is located; or

- (ii) municipality in which the new land to be included in the critical infrastructure materials use is located.
- (b) A critical infrastructure materials operator with a vested critical infrastructure materials use is presumed to have a right to expand the vested critical infrastructure materials use to new land.
- (c) Before expanding a vested critical infrastructure materials use to new land, a critical infrastructure materials operator shall provide written notice:
 - (i) of the critical infrastructure materials operator's intent to expand the vested critical infrastructure materials use; and
 - (ii) to each applicable legislative body.
- (d)
 - (i) An applicable legislative body shall:
 - (A) hold a public meeting or hearing at the applicable legislative body's next available meeting that is no later than 30 days after receiving the notice under Subsection (2)(c); and
 - (B) provide reasonable, advance, written notice of the intended expansion of the vested critical infrastructure materials use and the public meeting or hearing to each owner of the surface estate of the new land.
 - (ii) A public meeting or hearing under Subsection (2)(d)(i) serves to provide sufficient public notice of the critical infrastructure materials operator's intent to expand the vested critical infrastructure materials use to the new land.
- (e)
 - (i) After the public meeting or hearing under Subsection (2)(d)(i), a critical infrastructure materials operator may expand a vested critical infrastructure materials use to new land without any action by an applicable legislative body, unless the applicable legislative body finds by the preponderance of the evidence on the record that the expansion to new land will endanger the public health, safety, and welfare.
 - (ii) If the applicable legislative body makes the finding of endangerment described in Subsection (2)(e)(i), Subsection (4) applies.
- (3) If a critical infrastructure materials operator expands a vested critical infrastructure materials use to new land, as authorized under this section:
 - (a) the critical infrastructure materials operator's rights under the vested critical infrastructure materials use with respect to land on which the vested critical infrastructure materials use occurs apply with equal force after the expansion to the new land; and
 - (b) the critical infrastructure materials protection area that includes land on which the vested critical infrastructure materials use occurs is expanded to include the new land.
- (4)
 - (a) If the applicable legislative body makes the finding of endangerment described in Subsection (2)(e)(i):
 - (i) the critical infrastructure materials operator shall submit to the applicable legislative body the critical infrastructure materials operator's plan for expansion under this section;
 - (ii) by no later than 90 days after receipt of the plan for expansion described in Subsection (4)(a)(i), the applicable legislative body shall notify the operator of:
 - (A) evidence that the expansion to new land will endanger the public health, safety, and welfare; and
 - (B) proposed measures to mitigate the endangerment of the public health, safety, and welfare; and

- (iii) the applicable legislative body shall hold a public hearing by no later than 30 days after the date the applicable legislative body complies with Subsection (4)(a)(ii) to present mitigation measures proposed under Subsection (4)(a)(ii).
- (b) The applicable legislative body may impose mitigation measures under this Subsection (4) that are reasonable and do not exceed requirements imposed by permits issued by a state agency such as an air quality permit.
- (c) A political subdivision may not prohibit the expansion of a vested critical infrastructure materials use if the critical infrastructure materials operator agrees to comply with the mitigation measures described in Subsection (4)(b).
- (d) The process under this Subsection (4) is not a land use application or conditional use application under this chapter.

Renumbered and Amended by Chapter 15, 2025 Special Session 1

10-20-704 Abandonment of a vested critical infrastructure materials use.

- (1) A critical infrastructure materials operator may abandon some or all of a vested critical infrastructure materials use only as provided in this section.
- (2) To abandon some or all of a vested critical infrastructure materials use, a critical infrastructure materials operator shall record a written declaration of abandonment with the recorder of the county in which the vested critical infrastructure materials use being abandoned is located.
- (3) The written declaration of abandonment under Subsection (2) shall specify the vested critical infrastructure materials use or the portion of the vested critical infrastructure materials use being abandoned.

Renumbered and Amended by Chapter 15, 2025 Special Session 1