SPRINGVILLE CITY COUNCIL AGENDA
WORK MEETING
TUESDAY, AUGUST 04, 2026
110 South Main Street
Springville, Utah 84663

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
   - Aug 18 – Truth in Taxation Meeting 7:00 p.m.
   - Sep 01 – Work Meeting 5:30 p.m., Regular Meeting 7:00 p.m.
   - Sep 07 – Observation of the Labor Day Holiday (Civic Center Closed-Monday)

2. **REVIEW OF THE 7:00 P.M. REGULAR COUNCIL MEETING AGENDA ITEMS**
   a) Invocation – Councilmember Ellingson
   b) Pledge of Allegiance – Councilmember Wright
   c) Consent Agenda
      1. Approval of the minutes for the July 21, 2026 Work Meeting and Regular Meeting
      2. Approval of the disposition or sale of confiscated or unclaimed property from the Springville Police Department – Lance Haight, Public Safety Director
      3. Approval of an Ordinance amending Springville City Code Title 11 and Title 14 to reflect the renumbering of the Utah State Code Land Use Development and Management Act Title 10 Chapter 20 UCA – Carla Wiese, Planner/Economic Development
      4. Approval of a Resolution authorizing the City Council to determine whether to implement fuel factor surcharges on customer power bills – Jason Miller, Power Director

3. **WORK MEETING DISCUSSIONS/PRESENTATIONS**
   a) Presentation regarding Roundabout Art and Landscape Standards – Chris Wilson, City Engineer; Stacey Child, Parks and Recreation Director; and Emily Larsen, Museum of Art Director
   b) Discussion regarding the Fuel Factor electricity surcharge – Jason Miller, Power Director

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.

SPRINGVILLE CITY COUNCIL AGENDA
REGULAR MEETING
TUESDAY, AUGUST 04, 2026
110 South Main Street
Springville, Utah 84663

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 21, 2026 Work Meeting and Regular Meeting
2. Approval of the disposition or sale of confiscated or unclaimed property from the Springville Police Department – Lance Haight, Public Safety Director
3. Approval of an Ordinance amending Springville City Code Title 11 and Title 14 to reflect the renumbering of the Utah State Code Land Use Development and Management Act Title 10 Chapter 20 UCA – Carla Wiese, Planner/Economic Development
4. Approval of a Resolution authorizing the City Council to determine whether to implement fuel factor surcharges on customer power bills – Jason Miller, Power Director

PUBLIC HEARING AGENDA

5. Public Hearing for consideration of the Notice of Expansion of Vested Critical Infrastructure Materials Use filed by Dan Sumsion, Western Paving Inc. in accordance with UCA 10-20-703(2)(C) – Carla Wiese, Planner/Economic Development

REGULAR AGENDA

6. Consideration of an Ordinance adopting the Springville Station Area Plan – Josh Yost, Community Development Director (Continued from July 21, 2026)
7. Consideration of an interlocal agreement with Provo wherein we share property and sales tax generated from the Clyde Development on the NW corner of 1400 North Main – Troy Fitzgerald, City Administrator
8. Consideration 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) – Jeff Anderson, Assistant Public Works Director

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 07/30/2026

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 OF THE WORK/STUDY MEETING OF THE SPRINGVILLE CITY COUNCIL HELD ON TUESDAY, JULY 21, 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 Sensanbaugher, Library Director Dan Mickelson, 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 welcomed everyone and called the Work/Study meeting to order at 5:34 p.m.

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 – Truth in Taxation Regular Meeting 7:00 p.m.

   Mayor Packard asked if there were any additions to the calendar.

2. **DISCUSSION ON THIS EVENING'S REGULAR 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

   Mayor Packard asked if there was any discussion on the consent agenda. It was noted on the regular agenda item #2, consideration of an ordinance adopting the Springville Station Area Plan would need to be postponed.

DRAFT

3. WORK MEETING DISCUSSIONS/PRESENTATIONS

a) Discussion regarding an Interlocal Agreement with Provo City – Troy Fitzgerald, City Administrator

Administrator Troy Fitzgerald reported on a proposed interlocal agreement with Provo City regarding property near the Springville boundary at 1400 North. He explained that Clyde Companies is interested in developing a Provo parcel adjacent to Springville and that discussions with Provo have focused on sharing certain property and sales tax revenues because Provo believes Springville will receive greater economic benefits from the development. He stated he had been working with Provo's Economic Development Director for several months and noted that the Provo Planning Commission voted on July 8, 2026, to support a density change. He said the Provo City Council would consider the matter the following week and that additional information would likely be available in the coming months based on Provo's action and the Springville City Council's feedback.

Mr. Fitzgerald explained that the proposed agreement would apply only to future development, with neither city receiving credit for existing or past development. He stated that discussions had included sharing property and sales tax revenues on specific properties, addressing certain expenses, and establishing an agreement effective through 2042, with negotiable terms. He noted that the anticipated land uses differed, with Springville expected to include food and beverage uses while Provo may include mixed residential development.

In response to questions, Mr. Fitzgerald stated that any boundary adjustments would require approval from both cities and were considered unlikely. He said utilities had been discussed and the developer believed they could remain separate. He also explained that the proposed agreement would include provisions for resolving future disagreements and would be presented to the City Council for review before approval. He stated that while he did not believe the agreement was materially necessary for Springville, Provo considered it important. He added that the arrangement could reduce risk for both cities and allow the developer to move forward. When asked about potential shared expenses, he identified public safety as Springville's highest anticipated cost.

Councilmember Karen Ellingson asked whether the proposal involved moving municipal boundaries. She also inquired about utility considerations if boundaries were adjusted.

Councilmember Wright asked whether the agreement would involve annual exchanges of shared revenues between the cities and how future disagreements would be handled. She also asked what types of expenses, including roads and snow removal, might be included in the agreement.

Mayor Matt Packard commended Mr. Fitzgerald for initiating discussions with Provo City and working collaboratively to develop a proposed interlocal agreement.

b) Dog Training and Boarding Business License – John Penrod, Assistant City Administrator/City Attorney; Carla Wiese, Planner/Economic Development

City Attorney John Penrod reviewed the current city ordinance limiting residential properties to two dogs and presented information on how other municipalities regulate residential kennels. He explained that some cities allow residential kennel permits for up to four dogs and permit services such as boarding, pet sitting, grooming, and dog training. He asked the City Council whether it wished to consider amending the ordinance to allow additional dogs in residential areas.

Mr. Penrod clarified that service animals are regulated under separate laws and are not subject to the city's dog limit. He presented the staff recommendation to retain the current two-dog limit while allowing up to four dogs through a residential kennel permit. He added that if the Council wished to allow more than four dogs, staff recommended requiring an excess dog residential kennel permit with a maximum of eight dogs.

DRAFT

Councilmember Karen Ellingson asked whether service animals were included in the ordinance and later expressed concerns about enforcement. She questioned whether the City had the resources to respond to complaints and asked whether temporary situations could be accommodated. She requested input from the Police Department regarding enforcement.

Mayor Matt Packard questioned the appropriateness of allowing business activities in residential neighborhoods when similar businesses could operate in commercial zones. He later asked the Council whether additional information should be gathered before proceeding.

Councilmember Snelson asked what prompted the discussion. After learning it originated from a citizen request that staff had researched over several years, he stated he was not opposed to some commercial activity in residential areas but did not support expanding the number of dogs because of potential noise and nuisance concerns. He indicated a preference for keeping the current ordinance.

Councilmember Wright stated she supported leaving the current ordinance unchanged.

Councilmember Millsap said he did not object to allowing limited commercial activity in residential areas if it operated under a permit process without reducing existing standards.

Police Chief Haight stated that the Police Department would respond to complaints as they were received and emphasized that any ordinance should be clear and enforceable, noting that the issue can be emotional.

Councilmember Smith asked whether there had been significant public interest in increasing the dog limit. After staff confirmed there had been a citizen request, he expressed support for allowing up to four dogs under stricter standards.

Administrator Troy Fitzgerald confirmed that the discussion stemmed from a citizen request.

At the conclusion of the discussion, City Attorney Penrod stated he would conduct additional research and return to the Council with more information for consideration.

MAYOR, COUNCIL, AND ADMINISTRATIVE REPORTS

Mayor Matt Packard invited additional discussion from the Council. He later asked Police Chief Haight to report on the State Forester's recommendations regarding fireworks. Following the discussion on transportation improvements, he expressed concern that traffic conditions could become congested at the new high school if the nearby roundabout and traffic signal were not completed before school began. During discussion of the HomeOwnership4U project, he commented that it could become the first project of its kind in the state.

Councilmember Smith asked for clarification regarding the materials processing overlay item on the regular meeting agenda. During discussion of license plate reader technology, he also asked about the vendor's access to third-party information.

City Attorney John Penrod explained that the proposed ordinance would remove the materials processing overlay from the city code while allowing the existing overlay for WPI to remain in place under current state law. He noted that removing the overlay would avoid potential issues if state law changed and the City sought to apply the overlay to additional properties. In response to questions about Flock license plate reader technology, he stated staff would review the vendor's data practices and determine what information the company could and could not access.

Councilmember Snelson asked why the materials processing overlay was being removed from the code. He also requested an update on the traffic signal at 400 South near the new high school and later asked about the use of Flock license plate reader cameras after receiving questions from a resident. At the conclusion of the discussion, he asked about safety concerns at the intersection of 1500 West and 1000 North.

Police Chief Haight reported that the State Forester had returned to using municipal fireworks restriction maps and recommended that Springville follow the state's guidance. He also described Flock

license plate reader technology, explaining that it captures images of vehicle license plates and vehicle descriptions without photographing occupants. He stated the system has assisted law enforcement in solving thefts and locating homicide suspects, allows participating Utah County agencies to share information, requires a case number to access data, and is covered under a multi-year agreement that locks in pricing. He expressed support for the technology as a valuable investigative tool.

Public Works Director Brad Stapley reported that installation of the traffic signal near the new high school was awaiting action by UDOT and that the foundations and conduit work had already been completed. In response to concerns about visibility at the 620 South intersection, he stated staff had reviewed the required sight distance and found the wall to be compliant but would conduct another review. He also said the Streets Department would evaluate the intersection at 1500 West and 1000 North to determine whether any needed improvements were on City or private property.

Councilmember Millsap asked about the wall affecting visibility at the 620 South intersection and requested an update on the HomeOwnership4U project.

Administrator Troy Fitzgerald reported that the HomeOwnership4U project was continuing through the review process and that a formal review was anticipated in August.

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 Ellingson moved to adjourn the work meeting at 6:48 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 21, 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 21, 2026.

*DATE APPROVED:*_____

_____

Kim Crane
City Recorder

DRAFT

MINUTES OF THE REGULAR MEETING OF THE SPRINGVILLE CITY COUNCIL HELD ON TUESDAY, JULY 21, 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, 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 Smith offered the invocation, and **Councilmember Snelson** led the Pledge of Allegiance.

APPROVAL OF THE MEETING'S AGENDA

Motion: Councilmember Wright moved to approve the agenda with the deletion of item #2. **Councilmember Smith seconded** the motion. **Voting Yes:** Councilmember Ellingson, Councilmember Millsap, Councilmember Smith, Councilmember Snelson, and Councilmember Wright. The motion **Passed Unanimously, 5-0.**

MAYOR'S COMMENTS

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

PUBLIC COMMENT

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

Chris Pool addressed the council. He expressed concerns about privacy, data ownership, and the potential for federal access to city-gathered license plate and facial recognition data.

DRAFT

Mayor Packard asked the Police Chief to address some of the concerns. Chief Haight explained their cameras are used only for license plate reading and capturing still images of vehicle rear-ends. The Chief stated that the city maintains ownership of the data. The city does not use the "Condor" camera product, which is capable of live video recording and person tracking. The council and the city attorney committed to reviewing the original agreement to ensure the company remains in compliance with data privacy expectations

CONSENT AGENDA

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

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

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

REGULAR AGENDA

2. **Consideration of an Ordinance adopting the Springville Station Area Plan – Josh Yost, Community Development Director**
   Postponed to a future meeting.

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**

Carla provided a background of the decision to amend the overlay, which 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. 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.

Carla reported the city is merging land use requirements from Title 11 and business regulations from Title 7 into a single ordinance for administrative simplification. The original overlay was established in 2019 to permit specific activities on one specific property in a light industrial area.

The council and staff clarified that this action is not about aligning with state law but rather acknowledging that the city's previous limitations have been preempted, and this move serves to prevent further expansion of the use.

Motion: Councilmember Snelson motioned to approve **Ordinance #24-2026** amending 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. **Councilmember Millsap seconded** the motion. **Roll Call Vote Yes:** Councilmember Ellingson, Councilmember Millsap, Councilmember Smith, Councilmember Snelson, and Councilmember Wright. The motion **Passed Unanimously, 5-0.**

MAYOR, COUNCIL, AND ADMINISTRATIVE REPORTS

Mayor Packard asked for further discussions or reports. Councilmember Millsap reported on the fire at the transfer station. He thanked the Springville Fire Department and the CERT Rehab Team for their response.

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 Ellingson moved** to adjourn at 7:15 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

DRAFT

STAFF REPORT

DATE: 7/21/2026

TO: Honorable Mayor & City Council

FROM: Chief Lance Haight

SUBJECT: Evidence and Found Property for Disposal or Sale

RECOMMENDATION

Approve and accept this list of items to dispose of or sell from the Springville City Police Department Evidence Room.

COMPLIANCE STATEMENT

It is of utmost importance that all actions related to this matter are conducted in strict accordance with state law regarding ethics, evidence handling, disposal, and sale, as well as all applicable city and departmental policies. No bias or preferential treatment will be shown to any individual or business.

DISCUSSION

Each year Springville City Police Department comes into possession of thousands of items of property by way of criminal cases, found property or property seized in connection with a case that cannot be returned to its owner. We cannot return the items to the original owner for several reasons:

1. They may not legally possess the item.
2. The person we seized the property from was not the rightful owner and we cannot find the rightful owner.
3. The property was found and the rightful owner cannot be located.

All property on the provided list(s), if it was involved in a criminal case, was released for disposal by the City Attorney or Utah County Attorney's Office and/or the case officer. We have complied with all reporting and public listing to try and find the rightful owners of the property.

Items from the Springville Police Department Property and Evidence Room that cannot be returned to the owner for one of the reasons listed above are disposed of in one of the following manners as permitted by Utah State law (77-11a-d):

1. The item is auctioned and the proceeds are returned to Springville City.
2. The item may be donated to a non-profit organization.
3. The item is deemed to have no monetary value and is disposed of.
4. The item may contain private information, and the release may expose a citizen to risk.
5. The item is destroyed by an appropriate recycler. (These are usually computers, tablets and cellphones, other electronic devices or biohazards.)

6. The item may be released to Springville City use.
7. In the case of firearms, we get competitive bids from at least three reputable firearms dealers and sell the guns to the highest bidder. We do not sell firearms through a regular auction house.

ALTERNATIVES

1. Do not dispose of any items. This option will overcrowd our evidence room.
2. The council has the option to not auction, donate, or dispose of any or all items as they see fit.

FISCAL IMPACT

The money obtained the sales of this property will be deposited in the Police Department's Miscellaneous Police Revenue GL.

ATTACHMENTS

List of firearms, unclaimed currency, general items (2 lists) and bicycles.

PROPOSED ACTION

It is requested that the unclaimed currency be absorbed into Misc. Police Revenue GL
For auctions, we plan to continue to use Public Surplus for all items of value, excluding firearms.

We have an item that the council previously approved for disposition – SV0392777, 18SV06102 – HP Pavilion 15 Laptop (SN 5CD8247LYL) that we are requesting to absorb. If approved, this item will be used in evidence and will be a great help for annual inventory and quarterly audits of all evidence rooms.

Name: Lance Haight
Title: Director of Public Safety/Chief of Police

Name: Samantha Morgan
Title: Evidence Technician

COUNCIL COMMENTS

_____
_____
_____
_____

_____ _____
Approved by the City Council Date

CASE	PROPERTY	AMOUNT
SVFSAFE		
19SV01740	SV040951	$9.00
18SV05538	SV038996	$2.00
22SV05252	SV051042	$32.00
23SV00057	SV052423	$6.00
22SV05133	SV051004	$30.00
24SV08839	SV057440	$5.00
21SV08530	SV057032	$1.00
22SV05881	SV051220	$1.00
22SV09303	SV052388	$70.00
22SV02240	SV057026	$4.57
22SV03946	SV050729	$140.00
24SV04039	SV056442	$3.00
22SV02001	SV057024	$1.96
24SV01053	SV057021	$3.70
22SV06944	SV051541	$27.00
22SV02605	SV050208	$2.02
22SV02572	SV050193	$0.32
23SV02964	SV057022	$1.00
23SV02676	SV057035	$2.00
21SV08530	SV057034	$1.00
20SV03670	SV044663	$29.00
20SV05603	SV045346	$20.00
20SV08765	SV046163	$240.00
22SV02240	SV057023	$0.61
21SV05373	SV048173	$6.00
21SV05894	SV048292	$10.00
21SV07038	SV048659	$20.00
21SV07816	SV048917	$100.00
22SV02240	SV057033	$53.47
22SV08205	SV051980	$0.05
22SV02523	SV050171	$2.00
23SV05864	SV054203	$4.47
24SV04561	SV056540	$3.00
22SV02425	SV050127	$19.00
22SV08351	SV051969	$40.00
16SV03934	SV032785	$0.08
23SV06034	SV054269	$14.25
22SV07084	SV051600	$7.00
22SV05481	SV051110	$24.61
22SV00132	SV049432	$1.00
19SV10238	SV043289	$3.00
19SV03904	SV041388	$5.65

23SV02804	SV057020	$4.90
22SV06132	SV057598	$2.63
20SV04696	SV044986	$30.00
23SV00863	SV052822	$103.15
23SV01380	SV053021	$0.25
25SV00168	SV058724	$1.05
24SV04603	SV058725	$0.55
24SV03788	SV059122	$3.00
20SV07953	SV045974	$100.00
21SV08530	SV057025	$1.83
21SV02375	SV047396	$2.00
20SV00502	SV043668	$5.00
22SV05594	SV051154	$3.36
22SV09226	SV052342	$20.00
22SV00051	SV049510	$35.00
23SV02628	SV053279	$79.00
23SV02964	SV053411	$276.00
23SV03674	SV053603	$7.65
23SV05081	SV054058	$45.00
23SV06976	SV054522	$440.00
24SV05229	SV058682	$1.93
25SV04468	SV058681	$6.06
25SV05439	SV058944	$0.88
21SV07010	SV048645	$291.00
25SV04468	SV059533	$15.00
22SV00132	SV49432	$1.00
23SV06235	SV054338	$776.49
24SV06926	SV060886	$41.00
21SV07816	SV060170	$0.25
11SV00531	SV015963	$5.06
26SV00817	SV060035	$0.12
22SV05594	SV051156	$2.00
18SV09586	SV040056	$3.61
18SV09586	SV059545	$4.92
26SV00352	SV059895	$2.00
24SV03565	SV056318	$1,008.00
23SV00999	SV052832	$130.00
25SV07835	SV059352	$136.00
21SV02832	SV047519	$3,651.00
	TOTAL	$8,182.45

SVCASHACCT

CASE	PROPERTY	AMOUNT

10SV11515	SV015185	$524.00
16SV08391	SV033943	$80.00
17SV00823	SV034751	$11.00
18SV09586	SV040055	$466.50
18SV09586	SV040106	$2,702.00
19SV05025	SV041699	$364.00
19SV05277	SV041774	$147.00
19SV10523	SV043418	$1,482.00
19SV10523	SV043422	$1,129.00
20SV03331	SV044557	$456.00
20SV05660	SV045282	$980.00
20SV08924	SV046286	$2,690.00
20SV09810	SV046560	$540.00
21SV02441	SV047439	$280.00
21SV06690	SV048517	$2,143.00
22SV04489	SV050870	$725.00
22SV08021	SV051864	$1,407.00
	TOTAL	$16,126.50
	GRAND TOTAL	$24,308.95

BICYCLES

CASE NUMBER	PROPERTY NUMBER	TAG NUMBER	DESCRIPTION
25SV08974	SV059672	121200	Yel/blk Spalding
25SV08567	SV059552	121136	Black specialized
25SV08345	SV059513	121119	Axum DP
25SV08102	SV059452	121183	Mongoose
25SV08120	SV059448	121173	Schwinn
25SV08120	SV059449	121172	Kids camo
24SV07217	SV057047	No Tag	Scooter
24SV09086	SV057498	121032	Kids pink/purp
26SV05140	SV061090	119330	Orange hook
25SV07845	SV059366	121309	White infinity
25SV07336	SV059262	121379	Pink
25SV07539	SV059321	119311	Red/gry power x
SVPD	SVPD	120973	specialized
25SV03676	SV058610	119308	Black infinity
25SV03675	SV058609	119307	Blue red line
25SV04067	SV058615	119305	Blue gauntlet
25SV01377	SV057766	121332	Rock creek
25SV06080	SV059015	121373	Blu/wht BCA
25SV03286	SV058499	119310	Red trek
26SV05140	SV061091	**No Tag**	Green Major Damage, kids
25SV06381	SV059217	121232	White/black ambush
25SV02227	SV058069	121333	Teal dynacraft
25SV03531	SV058498	121372	Blk/blu rocker 20
25SV04789	SV058747	119306	Blu aluminum
26SV00969	SV060063	121033	Blk huffy
26SV00312	SV059890	119320	Blu max
26SV03076	SV060564	120916	Blu huffy
26SV02191	SV060297	121194	Blk genesis
25SV08763	SV059625	121118	Green huffy
25SV08380	SV059521	119321	Amyet blk/bro E-bike
25SV07994	SV059404	121181	Blk Jamis
26SV00907	SV060055	100498	Blk E-bike 1 wheel gone
26SV03904	SV060821	119312	Orange diamond back
26SV05140	SV061092	121199	Bike stroller

FIREARM MAKE	FIREARM MODEL	FIREARM TYPE	SERIAL NUMBER	SVPD Case Number	SVPD Prop Number
Iver Johnson	50	Revolver	E13333	06SV03577	SV000543
Talon	T100	Pistol	2430	12SV07454	SV021808
Magnum Research	Desert Eagle	Pistol	99305301	13SV08510	SV025271
American Arms	PUG	Revolver	PG11258	13SV04979	SV024383
Hi-Point	JCP	Pistol	7180841	13SV05590	SV024602
Glock	22.0000	Pistol	YZX331	17SV08781	SV036656
Taurus	Millennium	Pistol	TJU47174	17SV10684	SV037143
Smith & Wesson	SD40VE	Pistol	HFA0266	19SV01740	SV040946
Taurus	85	Revolver	KR42549	19SV07134	SV042225
Hi-Point	C9	Pistol	P167110	19SV06264	SV042014
Cobra	Denali	Pistol	K19174	19SV06264	SV042015
Taurus	G2c	Pistol	TMA10657	19SV09372	SV043005
Kel-Tec	PF9	Pistol	RVF09	19SV05277	SV041772
Glock	22	Pistol	HUP629	19SV09151	SV042864
Maverick	88	Shotgun	MV69904L	19SV09151	SV042861
Marlin	917V	Rifle	93691282	19SV09151	SV042863
Savage	0.223	Rifle	J995382	19SV10132	SV043243
Benelli	Nova	Shotgun	Z2112987	20SV02359	SV044313
Ruger	M77 MKII	Rifle	789-27206	20SV02359	SV044314
Smith & Wesson	M&P .40	Pistol	HKL5761	20SV04859	SV045018
Rock Island	0.38	Pistol	RIA1848812	20SV05526	SV045233
KSA	Cricket 22	Rifle	463544	20SV06279	SV045523
Ruger	10-22	Rifle	241-33684	20SV06393	SV045536
Ruger	LCP	Pistol	375-40388	20SV07271	SV045784
Canik	TP9SFx	Pistol	17BC21640	20SV09374	SV046349
Hi-Point	C	Pistol	P083692	21SV00445	SV046780
RIA Imports	Traditional 410	Shotgun	R069341	21SV05766	SV048274
AR-7 Industries	Explorer	Rifle	D010727	21SV05264	SV048165
Charter Arms	Lavender Lady	Revolver	1427385	22SV03729	SV050626
Taurus	G3	Pistol	ACM621866	22SV08406	SV051985
P80	P80	Pistol	1776L	22SV04489	SV050865
Remmington	840	Shotgun	CC04272E	22SV04821	SV050940
Hi-Point	JC .40	Pistol	117104	22SV04559	SV050894
Heritage MFG	Rough Rider	Revolver	E20024	22SV04994	SV050975
Raven	P25	Pistol	188701	22SV05695	SV051185
North American	.22 Magnum	Revolver	E457444	22SV05100	SV050993
Remmington	721	Rifle	370650	22SV05225	SV051034
RIA Imports	Tradition	Shotgun	R165635	22SV09227	SV052339
Glock	21 Gen 4	Pistol	AGFC802	22SV09044	SV052276
Pavona	Witness	Pistol	MT01046	22SV01434	SV049840
Husqvarna	VAPENFABRIKS	Rifle	208393	22SV08443	SV052021

Birmingham	Trademarks BSA	Rifle	33835	22SV08443	SV052022
Winchester	WinMag	Rifle	294616	22SV08443	SV052019
Smith & Wesson	645	Pistol	TKB3532	22SV08443	SV052016
Ithica	700	Shotgun	S5703513	22SV08443	SV052018
Ruger	10-22	Rifle	232-10368	22SV08443	SV052017
Wheatherby	Mark V	Rifle	H113203	22SV08443	SV052020
Sig Sauer	1911-22	Pistol	F254009	22SV07839	SV051800
Sig Sauer	P365	Pistol	66B101107	22SV08032	SV051876
Taurus	Ultra Lite 85	Revolver	F079277	22SV00898	SV049677
Ruger	LCR	Revolver	1540-26096	22SV05018	SV050984
Ruger	SR45	Pistol	380-65684	23SV03868	SV053698
Taurus	G2C	Pistol	1C24067	23SV07576	SV054740
Glock	23	Pistol	ZVB090	23SV06258	SV054345
Maverick Arms	Eagle Pass 88	Shotgun	MV0389058	23SV00067	SV052425
Llama	Especial	Pistol	985572	24SV02616	SV056111
Hi-Point	C	Pistol	828103	24SV06178	SV056858
Smith & Wesson	SD9 VE	Pistol	FDF6632	25SV00002	SV057524
Mossberg	Maverick 88	Shotgun	MV0145196	25SV01934	SV057986
Quadlock	CPX-3	Pistol	A031107	25SV00876	SV057660
Browning	Maxus	Shotgun	115ZM17299	25SV05190	SV058846
Mossberg	Maverick	Shotgun	MV96482K	25SV05190	SV058844
RomArm	GP WASR 10/63	Rifle	FH3796	25SV05190	SV058842
Savage	17 HR	Rifle	1880074	25SV05190	SV058841
Centery Arms	RAS47	Rifle	RAS47094686	25SV05190	SV058845
Centery Arms	RAS47	Rifle	RAS47013917	25SV05190	SV058843
Beretta	M9	Pistol	BER112732Z	25SV05190	SV058847
Taurus	TS9	Pistol	AEL813769	25SV07369	SV059270

CASE 23SV00298

Number	Description
SV052523	clothing
SV052524	clothing
SV052525	clothing
SV052526	clothing
SV052528	clothing
SV052529	toy
SV052531	knife
SV052532	printer
SV052533	game
SV052534	tool
SV052537	stools
SV052538	makeup
SV052539	water bottles
SV052540	tool
SV052541	clothing
SV052547	bulbs
SV052549	pickleball
SV052551	Shoes
SV052552	Shoes
SV052553	Jewelry
SV052554	Magnifying Glass
SV052555	Ring
SV052556	Beads
SV052557	Breast Pump
SV052558	Shoes
SV052559	Shower Curtin
SV052560	Rug
SV052561	pants
SV052562	Dish Rack
SV052564	Dishes
SV052565	Wreath Storage
SV052566	Hiking Gear
SV052567	Shoes
SV052568	Lodge
SV052570	Hangers
SV052571	Book
SV052572	Tool
SV052574	Christmas Tree
SV052578	Tablet Case
SV052579	Humidifier

SV052580	Gloves
SV052581	Pet Comb
SV052582	Watch
SV052583	Candles
SV052584	Wig
SV052586	Beanie
SV052587	Decor
SV052588	Coffee Pod
SV052590	Waffle Maker
SV052592	Computer Mouse
SV052594	Shoes
SV052595	Microwave
SV052596	shredder
SV052597	exercise bands
SV052599	camera
SV052600	speaker
SV052602	TV
SV052603	foam
SV052605	misc
SV052606	wooden top

CASE NUMBER	PROPERTY NUMBER	DESCRIPTION
22SV05178	SV051044	Refridgerator
22SV05178	SV051058	New Door
23SV00359	SV052666, SV052664, SV052663, SV052661, SV052660, SV052659, SV052658; SV052665, SV052656, SV052655, SV052654, SV052653, SV052652, SV052657, SV052651, SV052650	Clothing, BYU merch, wallet, cooler, magnets, bottle opener
25SV05811	SV0587987	Ipad

MEMORANDUM

TO: Honorable Mayor and City Council

FROM: Carla Wiese, Planner/Econ Dev Specialist

DATE: July 27, 2026

SUBJECT: **Springville City Community Development requests Zone Text amendments to Springville Development Code Title 11 and Springville Subdivision Regulations Title 14 to reflect recodification of Utah State Code Land Use Development and Management Act Title 10 Chapter 20 UCA.**

Mayor and City Council,

Before you is a housekeeping item that includes no substantive changes to either the Springville City Code or Utah State Code. This action updates references in Title 11 (Development Code) and Title 14 (Subdivision Regulations) to reflect the 2025 recodification of the Land Use, Development, and Management Act.

The item is a ministerial action, meaning it brings the city land use ordinances into compliance with state law or adopts a non-substantive, clerical text amendment to an existing land use ordinance; however, it is still considered a land use ordinance and treated as a legislative item. A duly noticed Public Hearing was held by the Planning Commission on June 23, 2026. There was minimal discussion and no public comment. The Planning Commission voted unanimously to recommend approval of the amendment.

	YES	NO	EXCUSED
Ralph Calder	X		
Hunter Huffman	X		
Mariah Hurst	X		
Brett Nelson			X
Tyler Patching	X		
Peter Pratt	X		
BJ Smith	X		

Recommended Motion:

Motion to approve the Zone Text amendments to Springville Development Code Title 11 and Springville Subdivision Regulations Title 14 to reflect recodification of Utah State Code Land Use Development and Management Act Title 10 Chapter 20, UCA.

Alternative Motions:

Motion to deny the Zone Text amendments to Springville Development Code Title 11 and Springville Subdivision Regulations Title 14 to reflect recodification of Utah State Code Land Use Development and Management Act Title 10 Chapter 20, UCA.

Motion to continue discussion of Zone Text amendments to Springville Development Code Title 11 and Springville Subdivision Regulations Title 14 to reflect recodification of Utah State Code Land Use Development and Management Act Title 10 Chapter 20, UCA.

Exhibit A-Redlines for Titles 11 and 14
Exhibit B- Amended sections Summary Table
Exhibit C-Planning Commission Staff Report and Approved Minutes

Exhibit A-Redlines for Titles 11 and 14

ORDINANCE #___-2026

AN ORDINANCE AMENDING SPRINGVILLE DEVELOPMENT CODE TITLE 11 AND SUBDIVISION REGULATIONS AND TITLE 14 TO REFLECT RECODIFICATION OF UTAH STATE CODE LAND USE AND DEVELOPMENT MANAGEMENT ACT TITLE 10 CHAPTER 20, UCA.

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

WHEREAS, Springville City may amend such provisions of City Code to comply with changes in the Utah State Code and to ensure consistency between the City Code and Utah State Code; and

WHEREAS, the State of Utah recodified the Land Use Development and Management Act, known as LUDMA, in 2025; and

WHEREAS, LUDMA governs land use, development, and subdivision regulations for municipalities in the State of Utah; and

WHEREAS, Titles 11 and 14 of Springville City Code make reference to code sections of LUDMA; 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;

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

SECTION 1: Titles 11 and 14 of Springville City Code are hereby amended to read as shown in Exhibit A

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 4th day of August, 2026.

_____
Matt Packard, Mayor

ATTEST:

_____
Kim Crane, City Recorder

Exhibit A

Title 11

DEVELOPMENT CODE

CHAPTER 2

MUNICIPAL PLANNING

Article 1 – GENERAL PLAN AND STREET MAP

11-2-101 General Plan.
In order to accomplish the purposes set forth in this Title and in accordance with the Utah State Municipal Land Use, Development, and Management Act, Section ~~10-9a-4,~~ 10-20-4 Utah Code Annotated 1953, the City shall prepare and adopt a comprehensive, long-range General Plan.

Article 3 – BOARD OF ADJUSTMENT AS THE ADMINISTRATIVE LAND USE APPEAL AUTHORITY

11-2-305 Appeals to the Board.
(1) Appeal may be made to the Board of Adjustment by any applicant, other person or entity adversely affected by a decision administering or interpreting the Zoning Ordinance.

(a) The appeal shall be made within ten (10) business days of the action of decision being appealed from by filing a written notice of appeal to the Board of Adjustment with the Community Development Department. The notice shall be submitted with an application or other completed forms provided by the City, and the appellant shall pay a fee in an amount established by resolution of the City Council.

(b) If an appeal is not filed within ten (10) business days, the applicant waives their right to appeal.

(c) Any officer, department, board, or bureau of the City affected by the grant or refusal of a building permit or by any other decisions of the administrative officer in the administration or interpretation of the Zoning Ordinance may appeal any decision of the Board of Adjustment.

(d) The notice of appeal shall specify the grounds for the appeal and associated circumstances. The notice shall allege that there is error in any order, requirements, decision or determination made by an official or officials in the administration or interpretation of the Zoning Ordinance.

(e) The person or entity making the appeal shall have the burden of proving that an error has been made.

(f) All papers constituting the record upon which the action appealed from was made shall be transmitted to the Board of Adjustment.

(g) The Board of Adjustment shall set a hearing of the appeal within a reasonable time from the date the appeal is received. Public notice of the hearing shall be given and the applicant shall be noticed by first class mail at least five (5) days prior to the date of the hearing.

(h) After hearing the appeal, the Board of Adjustment may reverse or affirm, wholly or partly, or may modify the order, requirement, decision or determination appealed from and may make such order, requirement, decision or determination as the Board determines is correct.

(i) The filing of an appeal shall stay all proceedings and actions in furtherance of the matter appealed, pending a decision of the Board of Adjustment. Said stay shall exist unless the Planning Commission or Community Development Director certifies to the Board of Adjustment, after the notice of appeal shall have been filed, that by reason of facts stated in the certificate, the stay would cause imminent peril to life or

property. In such case proceedings shall not be stayed otherwise than by restraining order which may be granted by the Board of Adjustment or by District Court on application, notice and due cause shown.

(2) Limitations of Board's Powers – The Board of Adjustment may only make decisions applying the Springville City Zoning Ordinance, requests for variances from the term of land use ordinances and appeals from a fee charged by the City in accordance with Section ~~10-9a-510~~ 10-20-910, Utah Code Annotated 1953. Appeals may not be made and the Board of Adjustment may not consider any Zoning Ordinance amendments, nor any waiver or modifications to the terms or requirements of the Zoning Ordinance.

CHAPTER 5

OVERLAY DISTRICT REGULATIONS

Article 8 – TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND) OVERLAY ZONE

11-5-803 TND Overlay Zone Application.

(1) Development Agreement. When a property is zoned with the TND Overlay Zone, the TND Overlay Zone shall not change the underlying zone and become effective until the property owner and City have entered into a development agreement that outlines how the requirements of the TND Overlay Zone apply within the special planning area. The development agreement must include, without limitation, the following:

(a) An adopted new neighborhood plan;

(b) A term that does not exceed five (5) years or the minimum number of years allowed by the Utah Municipal Land Use, Development and Management Act, whichever number is lower;

(c) A provision that allows both parties to choose in writing whether to continue the initial term of the agreement and allow the new neighborhood plan to continue;

(d) A statement that the developer is not vested in the neighborhood plan and the City Council may change the neighborhood plan at any time after its adoption in order to make appropriate changes to meet the interests of the City as development happens;

(e) A statement that all Springville City land use regulations apply to the special planning area that are not revised by the new neighborhood plan; and

(f) An agreement by the developer to abide by all design standards, as required by Section ~~10-9a-534~~ 10-20-618, Utah Code Annotated 1953, and any other Utah Code sections; and

(g) A timeline for when the developer shall construct and install the civic space, along with penalties for not installing the civic space in accordance with the timeline.

(2) Minimum Area of Zone. The TND Overlay Zone may be applied to any size of development areas.

(3) New Neighborhood Plan.

(a) No development entitlement exists under the TND Overlay Zone until the adoption of a new neighborhood plan that meets the requirements of this Article.

(b) The new neighborhood plan shall include those regulations for the development that supplement Springville City's land use regulations for the special planning area.

(c) All of Springville City's land use regulations that are not revised by the new neighborhood plan shall remain in effect for the special planning area.

(d) A developer is not vested indefinitely in the new neighborhood plan once it is adopted. The City Council may still revise the new neighborhood plan to meet the interests of the City, and the developer shall be required to follow any revisions of the new neighborhood plan.

CHAPTER 6

SUPPLEMENTARY REGULATIONS

Article 1 – PROVISIONS APPLYING TO ALL DISTRICTS

11-6-131 Residential Facilities for Persons with a Disability.

(1) Applicability. This Section shall govern any facility, residence, or other circumstance that constitutes a residential facility for persons with a disability as defined in this Title. The requirements of this Section shall govern and control any contrary provisions of this Code.

(2) Purpose. The purpose of this Chapter is to comply with Sections ~~10-9a-516~~ 10-20-610 ~~and 10-9a-520,~~ Utah Code Annotated 1953, and avoid discrimination in housing against persons with disabilities as provided in the Utah Fair Housing Act and the Federal Fair Housing Act, as amended, as interpreted by the courts having jurisdiction over Springville City.

(3) Requirements. Subject to the provisions of this Section, and notwithstanding any contrary provision of this Title, a residential facility for persons with a disability shall be a permitted use in any zone where similar residential dwellings that are not residential facilities for persons with a disability are allowed. Each residential facility for persons with a disability shall conform to the following requirements:

(a) The facility shall comply with all applicable building, safety and health regulations, the Americans with Disabilities Act, fire regulations, and all applicable State core standards and licensing requirements, and any standards set forth in any applicable contract with a State agency. The facility shall also comply with the City's land use ordinances applicable to single-family dwellings for the zone in which it is to be located, except as may be modified pursuant to this Chapter.

(b) The following site development standards and parking standards shall be applicable:

(i) Each facility shall be subject to the same minimum site development standards applicable to a dwelling unit in the zone in which the facility is located;

(ii) The minimum number of parking spaces required for the facility shall be the same as the number required for a dwelling with similar occupancy density in the same zone.

(c) No facility shall be made available to an individual whose tenancy would constitute a direct threat or health or safety of other individuals or whose tenancy would result in substantial physical damage to the property of others unless the threat or risk to property can be eliminated or significantly reduced by reasonable accommodation.

(d) Prior to occupancy of the facility, the person or entity licensed or certified by the Utah Department of Human Services or the Utah Department of Health to establish and operate the facility shall:

(i) Provide a certified copy of all such required licenses to the City Recorder;

(ii) Obtain a City business license, if required under applicable provisions of this Code;

(iii) Certify, in a sworn affidavit, compliance with the Americans with Disabilities Act; and

(iv) Certify, in a sworn affidavit submitted with the application, that no person will be placed or remain in the facility whose prior or current behavior, actions and/or criminal incidents or convictions have

demonstrated that such person is or may be a substantial risk or direct threat to the health or safety of other individuals, or whose said behavior, actions and/or incidents or convictions have resulted in or may result in substantial physical damage to the property of others. Such affidavit shall be supplemented and updated not less than one hundred fifty (150) days nor more than one hundred ninety (190) days after the date of issuance or renewal of the business license, and at the time of the application for renewal of the business license.

(e) The use permitted by this Section is nontransferable and shall terminate if:

(i) A facility is devoted to or used as other than a residential facility for persons with a disability;

(ii) The license or certification issued by the Utah Department of Human Services, Utah Department of Health or any other applicable agency terminates or is revoked; or

(iii) The facility fails to comply with the conditions set forth in this Section.

(f) No residential facility for persons with a disability shall exceed eight (8) residents.

(g) Each residential facility for persons with a disability shall obtain permits that verify compliance with the same building, safety, and health regulations as are applicable in the same zoning area to similar uses that are not residential facilities for persons with a disability.

(4) "Reasonable accommodation" means a change in any rule, policy, practice, or service necessary to afford a person with a disability an equal opportunity to use and enjoy a dwelling. The following words have the following definitions:

(a) "Reasonable" means that a requested accommodation will not undermine the legitimate purpose of existing zoning regulations notwithstanding the benefit that the accommodation will provide to a person with a disability.

(b) "Necessary" means that the applicant must show that, but for the accommodation, one (1) or more persons with a disability likely will be denied an equal opportunity to enjoy the housing of their choice.

(c) "Equal opportunity" means achieving equal results as between a person with a disability and a nondisabled person.

(5) Request for Accommodation. None of the requirements of this Section shall be interpreted to limit any reasonable accommodation necessary to allow the establishment or occupancy of a residential facility for persons with a disability; provided, however, that an accommodation cannot be granted to waive a material zoning requirement (such as lot coverage, parking, setback or height standards), as reasonably determined by the Community Development Director.

(a) Any person or entity wanting a reasonable accommodation shall make application therefor to the Community Development Director. Such application shall specifically articulate, in writing, the following:

(i) The name, mailing address, and phone number of the applicant;

(ii) The nature and extent of the disability;

(iii) An exact statement of the ordinance or policy from which the applicant needs a reasonable accommodation;

(iv) The applicant's proposed reasonable accommodation;

(v) A statement detailing why such reasonable accommodation is necessary; and

(vi) The physical address of the property where the applicant requests the reasonable accommodation.

(b) When considering whether or not to grant a reasonable accommodation, the Community Development Director shall, as applicable, in consultation with the City Administrator and the City Attorney, consider the following factors, among others deemed appropriate and applicable:

(i) The zoning ordinance applicable to the property;

(ii) The anticipated parking, traffic, and noise impact on the neighborhood if the reasonable accommodation is granted;

(iii) The extent to which the accommodation will or will not benefit the persons with a disability;

(iv) Whether or not the applicant has demonstrated that the accommodation will affirmatively enhance the users' lives or ameliorate the effects of the users' disability(ies);

(v) Whether or not, without the accommodation, similar housing is available in the City for the applicant or group of applicants;

(vi) The anticipated impact of the requested accommodation on the immediate neighborhood; and

(vii) The requirements of applicable Federal and State laws and regulations.

(c) A written decision shall be sent to the applicant within sixty (60) days after the application.

(6) Appeal. If a request for a reasonable accommodation is denied, such decision may be appealed to the Board of Adjustment within ten (10) days after such denial.

Article 3 – SIGN REGULATIONS

11-6-314 Nonconforming Signs.

(1) Purpose and Intent – In order to minimize confusion and unfair competitive disadvantage to those businesses which are required to satisfy current standards of this Chapter, the City intends to apply firm regulation of existing nonconforming signs with a view to their eventual elimination. This goal shall be achieved by strictly construing limits on change, expansion, alteration, abandonment and restoration of nonconforming signs.

(2) Alterations – Excluding normal maintenance and minor repair, a nonconforming sign shall not be reconstructed, raised, moved, replaced, extended, altered or enlarged unless the changes are specifically in accordance with sections of State law that supersede this Article.

(3) Exemptions – The following alterations shall be exempt from the provisions of this subsection:

(a) Face changes in a nonconforming sign;

(b) Copy changes in a nonconforming permanent sign which was originally approved to accommodate changeable copy features; and

(c) Maintaining or lessening height, width or sign area of a nonconforming sign.

(4) Billboards – The provisions of this Section shall not apply to billboards; however, existing, nonconforming billboards located in Sign District E may be raised to a maximum height of thirty-five feet (35') and changed to electronic message signs. Billboards in all other sign districts shall not be raised in height nor changed to electronic message signs. If State law allows billboard owners to make changes to their billboards differently than what is allowed in this subsection, State law will be followed. Nonconforming billboards shall be terminated in accordance with the provisions of Section ~~10-9a-512~~ 10-20-607, Utah Code Annotated 1953, as amended. In the event that such provisions are repealed, nonconforming billboards shall be subject to the provisions of this Article.

(5) Special Exceptions – Upon application by the sign or business owner, the Board of Adjustment may grant a special exception to allow retention or relocation on the property of a nonconforming sign; provided, that the Board determines that:

(a) The proposed change to the nonconforming sign is determined to be an acceptable and appropriate alternative to the current standards and ordinances;

(b) The action will not impose a burden on other property in the City beyond that posed by a conforming sign;

(c) Approval will provide a forum for free expression or other benefits to the public; and

(d) Signs located on buildings listed on the National Register of Historic Places are significant to the character of the building.

Unfair competitive disadvantage of businesses in the City whose signs do comply with this Article is not to be construed as a burden to be considered by the Board of Adjustment. Purely economic factors, such as expense of removing or altering a nonconforming sign or of purchasing a conforming sign shall not be considered as a reason for granting a special exception by the Board. The Board may impose reasonable requirements with which the petitioner must comply as a condition of approval of a special exception.

Article 6 – FLOOD DAMAGE PREVENTION ORDINANCE

11-6-625 Appeals and Variances.
(1) The Board of Adjustments shall hear and render a decision on appeals after a floodplain development permit has been denied and on requests for variances from the requirements of this Article.

(2) Appeals. The Board of Adjustment shall hear and render judgement on an appeal only when it is alleged there is an error in any requirement, decision, or determination made by the Floodplain Administrator in the enforcement of administration of this Article. All appeals of a decision made by the Floodplain Administrator shall follow the Board of Adjustment appeal process found in Section 11-2-305.

(3) Variances.

(a) Variances may be issued by the Board of Adjustment for new construction, substantial improvements and for other development necessary for the conduct of functionally dependent uses; provided, that:

(i) The criteria outlined in this Section are met; and

(ii) The structure or other development is protected by methods that minimize flood damages during the base flood and create no additional threats to public safety.

(b) General Variance Provisions.

(i) Variances shall not be issued to reduce the freeboard requirements in this Article for residential and nonresidential structures.

(ii) Variances may be issued for new construction and substantial improvements to be erected on a lot of one-half (1/2) acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood level, providing the development meets the listed requirements for a variance. As the lot size increases beyond the one-half (1/2) acre, the technical justification required for issuing the variance increases.

(iii) Variances shall not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.

(iv) Variances may be issued for the repair or rehabilitation of historic structures upon a determination that the proposed repair or rehabilitation will not preclude the structure's continued designation as a historic structure and the variance is the minimum necessary to preserve the historic character and design of the structure. The term "substantial improvement" does not include any alteration of a structure or facility listed on the National Register of Historic Places or a State Inventory of Historic Places.

(c) Requirements for a Variance to Be Granted.

(i) All variances must meet the requirements for a variance listed under Section ~~10-9a-702~~ 10-20-1102 of the Utah Code Annotated.

(ii) In addition to the requirements under Section ~~10-9a-702~~ 10-20-1102 of the Utah Code Annotated, variances shall only be issued upon a determination that:

(A) A determination that failure to grant the variance would result in "unreasonable hardship" to the applicant, as that term is defined under Section ~~10-9a-702~~10-20-1102 of the Utah Code Annotated;

(B) The variance is the minimum necessary, considering the flood hazard, to afford relief; and

(C) A determination that the granting of a variance will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances, cause fraud on or victimization of the public, conflict with existing local laws or ordinances, considers the need of ingress and egress during times of floods, and does not jeopardize first responders' health and welfare.

(d) Any applicant to whom a variance is granted shall be given written notice that the structure will be permitted to be built with the lowest floor elevation below the BFE, and that the cost of flood insurance will be commensurate with the increased risk resulting from the reduced lowest floor elevation.

(e) Upon consideration of the factors noted above and the intent of this Article, the Board of Adjustment may attach such conditions to the granting of variances as it deems necessary to further the purpose and objectives of this Article.

(4) Records. The Floodplain Administrator shall maintain a record of all actions involving an appeal and shall report variances to FEMA and the Utah Division of Water Rights – Stream Alteration Program or any other applicable State agency upon issuing a variance.

(5) Any person or persons aggrieved by the decision of the Board of Adjustment may appeal such decision to the District Court as allowed under Section ~~10-9a-801~~ 10-20-1109 of the Utah Code Annotated.

CHAPTER 7

ADMINISTRATION

Article 1 – AMENDMENTS TO TITLE AND ZONE MAP

11-7-102 Procedure for Amendments.

(1) All proposed amendments to Title 11 or to the Official Zone Map shall be submitted first to the Planning Commission for its recommendations, which recommendations shall be submitted to the City Council for its consideration.

(2) Any person seeking an amendment to those Chapters or to the Official Zone Map shall submit to the Planning Commission a written petition designating the change desired and the reasons therefor and shall pay a filing fee in the amount set forth by a resolution of the City Council. All petitions for a zoning change shall include a vicinity map, drawn to scale and showing the names and addresses of the owners of adjacent property, and a legal

description of the property for which the change is sought. The fee required herein shall not be returned to the applicant. The Planning Commission may also initiate amendments to this Title or to the Official Zone Map by recommendation of such amendments to the City Council.

(3) Upon receipt of the completed petition, the Planning Commission shall schedule and hold a public hearing to consider the request and shall certify its recommendation to the City Council with respect thereto.

(a) The Planning Commission shall provide reasonable notice of the public hearing in accordance with Section ~~10-9a-205~~, 10-20-205 Utah Code Annotated 1953, as amended.

(4) The City Council shall consider the recommendation of the Planning Commission and any written objection filed in accordance with Section ~~10-9a-205(4)~~, 10-20-205 (4) Utah Code Annotated 1953, as amended, of the proposed amendments to Title 11 or the Official Zone Map after providing notice for a public meeting. The City Council may:

(a) Adopt the proposed amendment to Title 11 or the Official Zone Map;

(b) Amend and adopt the proposed amendment to Title 11 or the Official Zone Map; or

(c) Reject the proposed amendment to Title 11 or the Official Zone Map.

TITLE 14

SUBDIVISION REGULATIONS

CHAPTER 1
GENERAL PROVISIONS

Article 1 GENERAL PROVISIONS

14-1-105 Authority.
In accordance with Section ~~10-9a-108,~~ 10-20-801 Utah Code Annotated 1953 and by authority of the Springville City Code, the City Council exercises the power and authority to establish subdivision regulations.

14-1-106 Jurisdiction.
(1) These regulations apply to all subdivision of land or subdivision of real property as defined in Section 14-1-202 located within any portion of the corporate limits of Springville City as provided by Section ~~10-9a-801(1)(a),~~ 10-20-801(1)(a) Utah Code Annotated 1953.

(2) No real property, whether wholly or partially within the corporate limits of Springville City, shall be considered legally subdivided unless and until the applicant has completed the procedure for subdivision approval as defined in Chapters 2 and 3 of this Title. This includes preliminary plan approval, and final plat approval and recordation and filing of the plat with the Utah County Recorder's Office.

(3) No owner or agent of any parcel of land may transfer, sell or otherwise exchange any subdivided real property unless and until the proposed subdivision has been approved by the City Council and filed in the Office of the Utah County Recorder. The subdivision of any lot or parcel of land by the use of metes and bounds descriptions for the purpose of sale, transfer or lease with the intent of evading these regulations shall not be permitted. The City may approve metes and bounds descriptions for the purposes of minor subdivisions, lot line adjustments and resolving conflicting boundary descriptions.

(4) All lots, parcels, sites, plots, units or other divisions of real property created by subdivision shall comply with the City's lot size, lot width and buildable area requirements and shall abut on a public street.

(5) A building permit or certificate of occupancy may only be issued for real property which was legally subdivided or existed as a lot of record prior to the adoption of subdivision regulations.

(6) The excavation of land or construction of any public or private improvements must conform to the applicable City regulations.

(7) A proposed subdivision that makes an existing structure illegal as to current setback and other relevant City ordinances shall not be allowed.

CHAPTER 2

SUBDIVISION APPLICATION AND APPROVAL PROCESS FOR SINGLE-FAMILY, TWO (2) FAMILY AND TOWNHOME DWELLINGS ONLY

Article 1 GENERAL SUBDIVISION APPLICATION PROCEDURE AND APPROVAL PROCESS FOR SINGLE-FAMILY, TWO (2) FAMILY AND TOWNHOME DWELLINGS ONLY

14-2-108 Specific Review Cycle Process for Review of Preliminary and Final Applications.
Springville City requires the following review cycles with no more than four (4) in total permitted for final application:

(1) Preliminary Plan.

(a) Purpose and Application. The purpose of the preliminary plan is to prepare a complete and detailed set of subdivision plans that meets the requirements detailed in the Residential Subdivision Preliminary Plan Checklist and Application as adopted by the City Council.

(b) Submission and Determination of Completeness. The Community Development Department shall review the preliminary plan to determine the completeness of the application. All information required in the application along with all required application fees shall be provided prior to scheduling the item for the Development Review Committee (DRC).

(c) Determination of Completeness. The preliminary plan shall be reviewed by the Community Development Department to determine the completeness of the application. An incomplete application shall not be accepted. Completed applications shall be forwarded to members of the Development Review Committee.

(d) DRC Review. The DRC shall review all applications to determine conformance with all applicable City ordinances and standards. If the preliminary plan is determined to meet City ordinances and standards, the DRC will forward the application to the administrative land use authority. Otherwise, the application will be returned to the applicant for appropriate modification. The application should not proceed to the administrative land use authority if it does not meet the requirements of City ordinances and standards as listed in the Subdivision Preliminary Plan Checklist as adopted by the City Council. However, the DRC may forward applications to the Planning Commission subject to variances, waivers, modifications or amendments being made by the appropriate body.

(e) Upon review by the DRC and determination that the item shall be considered by the administrative land use authority, the item shall be noticed in compliance with Title 52, Chapter 4, Part 102, Utah Code Annotated 1953.

(2) Subject to subsection (2)(a) of this Section, unless the change or correction is necessitated by the applicant's adjustment to a plan set or an update to a phasing plan that adjusts infrastructure needed for the specific development, a change or correction not addressed or referenced in plan review is waived.

(a) A modification or correction necessary to protect public health and safety or to enforce a state of federal law may not be waived.

(3) If an applicant makes a material change to a plan set, the City has the discretion to restart the review process at the first review of the final application, but only with respect to the portion of the plan set that the material changes substantively effects.

(4) If an applicant does not submit a revised plan within twenty (20) business days after the notice of a required modification or correction, the City shall have an additional twenty (20) business days to respond to the plans.

(5) After the applicant has responded to the final review cycle, and the applicant has complied with each modification requested in the City's previous review cycle, the City may not require additional revisions if the

applicant has not materially changed the plan, other than changes that were in response to requested modifications or corrections.

(6) (a) In addition to the revised plans, an applicant shall provide a written explanation in response to the City's review comments, identifying and explaining the applicant's revisions and reasons or declining to make revisions, if any.

(b) The applicant's written explanation shall be comprehensive and specific including citations to applicable standards and ordinances for the design and an index of requested revisions or additions for each required correction.

(c) If an applicant fails to address a review comment in the response, the review cycle is not complete and the subsequent review cycle by the City may not begin until all comments are addressed.

(7) If on the fourth or final review the City fails to respond within twenty (20) business days, the City shall, upon request of the property owner, and within ten (10) business days after the day on which the request is received:

(a) For a dispute arising from the subdivision improvement plans, assemble an appeal panel in accordance with Section ~~10-9a-508(5)(d)~~ 10-20-911(5)(d) et seq., Utah Code Annotated 1953, to review and approve or deny the final revised set of plans. Unless otherwise agreed by the applicant and the City, the panel shall consist of the following three (3) experts:

(i) One (1) licensed engineer designated by the City;

(ii) One (1) licensed engineer designated by the land use applicant; and

(iii) One (1) licensed engineer, agreed upon and designated by the two (2) designated engineers as appointed in subsections (7)(a)(i) and (7)(a)(ii) of this Section;

(b) A member of the panel assembled by the City under subsection (7)(a) of this Section may not have an interest in the application that is the subject of the appeal;

(c) The land use applicant shall pay:

(i) Fifty percent (50%) of the cost of the panel; and

(ii) The City-published appeal fee; or

(d) For a dispute arising from the residential subdivision ordinance review, advise the applicant, in writing, of the deficiency in the application and of the right to appeal the determination to the Board of Adjustment.

(8) Amendments to Preliminary Plans. At any time after preliminary plan approval and before submission of a final plat, the applicant may request that an amendment be made in the approval of the preliminary plat. The Community Development Department may agree to proposed amendments. Consideration of amendments will be limited to the proposed amendment. The administrative land use authority may approve or disapprove the proposed amendment and may make any modifications in the terms and conditions of preliminary plan approval reasonably related to the proposed amendment. If the applicant is unwilling to accept the proposed amendment under the terms and conditions required by the administrative land use authority, the applicant may withdraw the proposed amendment. No more than two (2) amended plans, whether major or minor, may be proposed for any approved preliminary plan.

(9) Effective Period of Preliminary Approval.

(a) Nonphased Subdivisions. The approval of a preliminary plan application shall be effective for a period of one (1) year from the time that approval is granted. The effective period of preliminary approval may be extended for more than a year when a final plat for the subdivision is submitted prior to one (1) year, but only for the amount of time that the final plat is under review. If a final plat is not approved or if the approval of the

final plat expires prior to recording the subdivision, the preliminary plan also expires, unless the preliminary plan approval was less than one (1) year prior to the action on the final plat.

(b) Phased Subdivisions. The approval of a preliminary plan application shall be effective for a period of one (1) year from the time that approval is granted.

First Phase. The effective period of preliminary approval may be extended for more than a year when a final plat for the first phase of the subdivision is submitted prior to one (1) year from the original preliminary plan approval, but only for the amount of time that the final plat is under review. If the final plat for the first phase is not approved or if the approval of the final plat expires prior to recording the subdivision, the preliminary plan also expires, unless the preliminary plan approval was less than one (1) year prior to the action on the final plat for the first phase.

Subsequent Phases (After the First Phase). The effective period of preliminary approval may further be extended when a final plat for any subsequent phase of the subdivision is submitted prior to one (1) year of the recording of the most previous phase of the subdivision and for the time that the final plat of the most recent phase is under consideration. If the final plat for the most recent phase is not approved or if the approval of the final plat expires prior to recording the most recent phase of the subdivision, the preliminary plan for the remainder of the unrecorded portion of the subdivision also expires, unless recording of the previous phase was less than one (1) year prior to the action on the final plat for the most recent phase.

(10) Preliminary plan approval does not result in any vested right to develop the property.

CHAPTER 7
PLAT AMENDMENTS, ALTERATIONS AND VACATIONS

Article 1 GENERAL REQUIREMENTS

14-7-101 Plat Amendments, Alterations and Vacations.

(1) The City Council is designated and authorized, on its own motion, or pursuant to a petition, to consider at a public hearing, any proposed vacation, alteration, or amendment of a public street in accordance with Section ~~10-9a-609.5~~10-20-813, Utah Code Annotated 1953. If the City Council is satisfied that neither the public nor any person will be materially injured by the proposed vacation, alteration or amendment and there is good cause for such action, the City Council may vacate, alter, or amend the plat, any portion of the plat, or any street or lot.

(2) The Land Use Authority may, upon petition, consider and approve a subdivision plat amendment, lot line adjustment, or a lot combination, under the provisions of this chapter and in accordance with Sections ~~10-9a-608~~ 10-20-811 and 10~~-9a-609~~ 10-20-812, Utah Code Annotated 1953.

Exhibit B

AMENDED SECTIONS OF SPRINGVILLE CITY CODE TITLES 11 AND 14 TO COMPLY WITH TITLE 10 UTAH MUNICIPAL CODE, CHAPTER 20 MUNICIPAL LAND USE DEVELOPMENT, AND MANAGEMENT ACT

Title 11 Development Code	Title 14 Subdivision Regulations
11-2-101 General Plan	14-1-105 Authority
11-2-305(2) Appeals to the Board	14-1-106(1) Jurisdiction
11-5-803(1)(f)TND Overlay Zone Application.	14-2-108(7)(a) Specific Review Cycle Process for Review of Preliminary and Final Applications.
11-6-131(2) Residential Facilities for Persons with a Disability	14-7-101(1) Plat Amendments, Alterations and Vacation
11-6-314(4) Nonconforming Signs.	14-7-101(2) Plat Amendments, Alterations and Vacation
11-6-625(3)(c)(i) Appeals and Variances.	
11-6-625(3)(c)(ii)(A) Appeals and Variances.	
11-6-625(5) Appeals and Variances.	
11-7-102(3)(a) Procedure for Amendments.	
11-7-102(4) Procedure for Amendments.	

Exhibit C-Planning Commission Staff Report and Approved Minutes

To: Planning Commission

From: Carla Wiese, Planner/Econ Dev

Date: June 18, 2026

Re: **Springville City Community Development requests Zone Text amendments to Springville Development Code Title 11 and Springville Subdivision Regulations Title 14 to reflect recodification of Utah State Code Land Use Development and Management Act Title 10 Chapter 20 UCA.**

Planning Commission Members,

During the 2025 Legislative Session, the state legislature recodified the Municipal Land Use Development and Management Act (LUDMA). Prior to this, the Act was found in Title 10, Chapter 9a. With the recodification, LUDMA is now in Title 10, Chapter 20.

Springville City Development Code (Title 11) and Subdivision Regulations (Title 14) have numerous references to LUDMA, and with the recodification, those references need to be updated.

Utah State Code states that a proposed land use ordinance is **ministerial** in nature if;

- the proposed ordinance brings the municipality's land use ordinance into compliance with state or federal law;
- adopts a land use update that affects an entire zoning district or multiple zoning districts;
- Adopts non-substantive, clerical text amendment to an existing land use ordinance;
- Recodifies the municipality's existing land use ordinances; or
- Designates or defines an affected area for the purpose of boundary adjustment or annexation.

Ministerial actions still need to go through the legislative process to amend a land use, which is why this item is before you. The difference in how ministerial actions are treated lies only in the notice requirements for public hearings and meetings. Noticing requirements are complicated and are beyond the scope of the Planning Commission.

Recommended Motion:

Motion to recommend approval of Zone Text amendments to Springville Development Code Title 11 and Springville Subdivision Regulations Title 14 to reflect recodification of Utah State Code Land Use Development and Management Act Title 10 Chapter 20, UCA.

Alternative Motions:

Motion to recommend denial of Zone Text amendments to Springville Development Code Title 11 and Springville Subdivision Regulations Title 14 to reflect recodification of Utah State Code Land Use Development and Management Act Title 10 Chapter 20, UCA.

Motion to continue discussion of Zone Text amendments to Springville Development Code Title 11 and Springville Subdivision Regulations Title 14 to reflect recodification of Utah State Code Land Use Development and Management Act Title 10 Chapter 20, UCA.

Attachments:

Attachment 1: AMENDED SECTIONS OF SPRINGVILLE CITY CODE TITLES 11 AND 14 TO COMPLY WITH TITLE 10 UTAH MUNICIPAL CODE, CHAPTER 20 MUNICIPAL LAND USE DEVELOPMENT, AND MANAGEMENT ACT

ATTACHMENT A

AMENDED SECTIONS OF SPRINGVILLE CITY CODE TITLES 11 AND 14 TO COMPLY WITH TITLE 10 UTAH MUNICIPAL CODE, CHAPTER 20 MUNICIPAL LAND USE DEVELOPMENT, AND MANAGEMENT ACT

Title 11 Development Code	Title 14 Subdivision Regulations
11-2-101 General Plan	14-1-105 Authority
11-2-305(2) Appeals to the Board	14-1-106(1) Jurisdiction
11-5-803(1)(f)TND Overlay Zone Application.	14-2-108(7)(a) Specific Review Cycle Process for Review of Preliminary and Final Applications.
11-6-131(2) Residential Facilities for Persons with a Disability	14-7-101(1) Plat Amendments, Alterations and Vacation
11-6-314(4) Nonconforming Signs.	14-7-101(2) Plat Amendments, Alterations and Vacation
11-6-625(3)(c)(i) Appeals and Variances.	
11-6-625(3)(c)(ii)(A) Appeals and Variances.	
11-6-625(5) Appeals and Variances.	
11-7-102(3)(a) Procedure for Amendments.	
11-7-102(4) Procedure for Amendments.	

MINUTES

Planning Commission
Regular Session
Tuesday, June 23, 2026

IN ATTENDANCE

Commissioners Present:	Ralph Calder, Hunter Huffman, Tyler Patching, Peter Pratt, Mariah Hurst and BJ Smith
Commissioners Excused:	Brett Nelson
City Staff:	Josh Yost, Community Development Director Carla Wiese, Planner II Jed Neilsen, Building Inspector Heather Goins, Executive Assistant
City Council:	Jake Smith, Mindi Wright

CALL TO ORDER

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

APPROVAL OF THE AGENDA

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

APPROVAL OF THE MINUTES

May 12, 2026

Commissioner Patching moved to approve the May 12, 2026 meeting minutes. Commissioner Calder seconded the motion. The vote to approve the meeting minutes was unanimous.

ADMINISTRATIVE SESSION

No Items

LEGISLATIVE SESSION:

1) *Springville City Community Development requests Zone Text amendments to Springville Development Code Title 11 and Springville Subdivision Regulations Title 14 to reflect recodification of Utah State Code Land Use Development and Management Act Title 10 Chapter 20 UCA.*

Carla Wiese, City Planner, presented. She explained that the Utah State Legislature had recodified its Land Use Development and Management Act (LUDMA) from Title 10A into Title 10, Chapter 20 of the Utah Code. The proposed amendment to Springville's Development Code, Title 11, and Subdivision Regulations, Title 14, is considered a ministerial change, as it brings our land use ordinance into compliance with state law.

Ms. Wiese emphasized that there are no substantive changes to city code. The amendment solely updates internal references to reflect the new State code section numbers.

Commissioner Calder asked specifically about the provisions for moderate income housing. Ms. Wiese explained that the state simply pulled all housing-related provisions into a new consolidated section without adding any new requirements. The city has been complying with

moderate income housing plan requirements since approximately 2021, and this is purely a reorganization on the state's part.

Ms. Wiese also offered to provide commissioners with a reference document prepared by the Office of Legislative Research and Council, which maps all old code sections to their new locations.

Chair Huffman opened the Public Hearing at 7:05 p.m. Seeing no speakers, Commissioner Patching moved to close the public hearing. Commissioner Calder seconded. The public hearing was closed at 7:06 p.m.

Commissioner Hurst moved to recommend approval of Zone Text amendments to Springville Development Code Title 11 and Springville Subdivision Regulations Title 14 to reflect recodification of Utah State Code Land Use Development and Management Act Title 10 Chapter 20, UCA. Commissioner Pratt seconded the motion. The vote to approve the Legislative Session item was unanimous.

2) *Springville Community Development requests an amendment to Springville Code 11-6-120(2), to remove the performance guarantee fee amount from the code.*

Jed Neilsen, Building Inspector, presented. When reviewing the Springville City impact fee schedule to update fee to current standards, it was discovered that the Performance Bond fee was listed within City code. All fees should be in the city's adopted fee schedule, rather than having fees scattered throughout city code. They can easily become outdated or inconsistent with the fee schedule. No actual fee amounts are being changed at this time; the goal is simply to remove the fee language from the code and redirect any reference to the adopted fee schedule.

Commissioners asked whether this was standard practice, and Mr. Neilsen confirmed that keeping fees in a single, council-approved fee schedule is preferable to having them embedded in city code, where discrepancies can be overlooked.

Chair Huffman opened the Public Hearing at 7:09 p.m. Seeing no speakers, Commissioner Calder moved to close the Public Hearing. Commissioner Patching seconded. The public hearing was closed at 7:10 p.m.

Commissioner Smith arrived at 7:10 p.m.

Commissioner Calder moved to forward a recommendation of approval to the City Council for the proposed amendment to City Code section 11-6-120 (2). Commissioner Hurst seconded the motion. The vote to approve the Legislative Session item was unanimous.

Director Yost reminded the Commissioners of the APA Fall Conference and encouraged them to attend.

Councilwoman Wright arrived at 7:13 p.m.

With nothing further to discuss, Commissioner Calder moved to adjourn the meeting. Commissioner Pratt seconded the motion. Chair Huffman adjourned the meeting at 7:15 p.m.

STAFF REPORT

DATE: July 30, 2026

TO: Honorable Mayor and City Council

FROM: Jason Miller, Power Department Director

SUBJECT: RESOLUTION AUTHORIZING CITY COUNCIL TO DETERMINE WHETHER TO IMPLEMENT FUEL FACTOR SURCHARGES ON CUSTOMER POWER BILLS

Recommended Motion:
Recommend Springville City approve a new resolution giving City Council the ability to decide whether to implement Fuel Factor surcharges on customer power bills.

Executive Summary:
Resolution 2007-02 provides and establishes rates and charges for electric power and energy sold and delivered through the Springville City Municipal Electric Power System. Sections 7 through 12 describe a Fuel Factor which provides for the semi-annual adjustment of the rates for electric service charged by the City of Springville to recover the actual costs incurred by the City in purchasing (a) electric power and energy for delivery to the City's electric distribution system and (b) natural gas and other fuel supplies for delivery to the City's Whitehead Power Plant.
Section 12 states: "This resolution will become effective immediately upon adoption hereof by the City Council and shall be applied to the next utility bill and for all bills thereafter until changed by future resolution." Therefore, Fuel Factor surcharges must be implemented once triggered unless a new resolution changes the requirement. The proposed resolution allows City Council to decide whether to implement a Fuel Factor surcharge once triggered.

Fuel Factor:
The Fuel Factor was introduced by resolution in Springville in 2007. It is conceptually similar to a Power Cost Adjustment (PCA) used by most electric utilities. Springville acquires most of its power through UAMPS. Each year, costs for these outside power and fuel (natural gas) purchases are budgeted. Gas is effectively hedged, but wholesale power purchases are not.

The Fuel Factor is determined formulaically when the actual costs exceed the budgeted cost by an amount exceeding .002¢ / kWh. As currently written in Resolution 2007-02, any loss beyond the .002¢ must be applied as a surcharge to all power rates for the subsequent six-month period.
The proposed resolution will make implementation of any Fuel Factor surcharge optional, allowing City Council to determine whether the surcharge is appropriate or warranted.

Alternative:
Decline to adopt the proposed resolution. This action will continue to require that Fuel Factor surcharges be implemented if triggered.

Fiscal Impact:
There is no direct fiscal impact. Budgetary impacts will be driven by whether a Fuel Factor surcharge is implemented or not.

Jason Miller, Power Department Director

RESOLUTION #2026-___

A RESOLUTION ALLOWING CITY COUNCIL TO DETERMINE WHETHER TO IMPLEMENT FUEL FACTOR SURCHARGES.

WHEREAS, in 2007 the City Council enacted Resolution 2007-02 providing and establishing rates and charges for electric power and energy sold and delivered through the Springville City Municipal Electric Power; and

WHEREAS, Sections 7 through 12 of Resolution 2007-02 describe a Fuel Factor for the semi-annual adjustment of rates for electric service charged by the City of Springville and requires that a surcharge be applied to customer power rates when average purchased energy costs exceed the annual budgeted figure; and

WHEREAS, Section 12 states the Resolution shall be applied to the next utility bill and for all bills thereafter until changed by future resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE SPRINGVILLE CITY COUNCIL:

SECTION 1. City Council Vote. Prior to any Fuel Factor surcharge being added to customer billings, City Council will determine whether to implement or not implement the surcharge.

SECTION 2. Effective Date. This resolution shall become effective immediately upon passage.

PASSED AND APPROVED this 4th day of August, 2026.

_____
Matt Packard, Mayor

Attest:

_____
Kim Crane, City Recorder

Exhibit

Resolution #2007-02

RESOLUTION NUMBER: **#2007- 02**

SHORT TITLE: A Resolution by the City Council of Springville City, Utah providing and establishing rates and charges for electric power and energy sold and delivered through the Springville City Municipal Electric Power System

PASSAGE BY CITY COUNCIL OF SPRINGVILLE CITY
ROLL CALL

NAME	MOTION	SECOND	FOR	AGAINST	OTHER
Phillip Bird		X	X		
Rodney Burt	X		X		
Benjamin Jolley			X		
Mark Packard			X		
J. Niel Strong			X		
	TOTALS		5	0	0

This resolution was passed by the City Council of Springville, Utah on the 30th day of January, 2007, on a roll call vote as described above.

Approved and signed by me this 30th day of January, 2007

Gene R. Mangum, Mayor

ATTEST:

Venla Gubler, City Recorder

RESOLUTION NO. #2007-02

A RESOLUTION PROVIDING AND ESTABLISHING RATES AND CHARGES FOR ELECTRIC POWER AND ENERGY SOLD AND DELIVERED THROUGH THE SPRINGVILLE CITY MUNICIPAL ELECTRIC POWER SYSTEM.

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

Section 1: (a) For the purposes of this section a *residential* customer shall be any customer that has power delivered to a residence or to a zoning lot being used as a residence including two-family and multi-family dwellings. The rate for electric energy delivered to all residential customers shall be as follows:

Kilo-watt hours (used in a meter reading period)	Charge per Kilo-watt hour
0 - 400	$0.077
401	$1.000
402 - 1,000	$0.094
1,001	$3.000
1,002 and above	$0.116

(b) In addition to the energy charge in subsection (a), each residential customer shall pay a monthly service charge of $11.00.

Section 2: (a) For purposes of this section, a small commercial customer shall be any customer whose peak demand during any month does not exceed 35 kilowatts.

(b) The rate for electric energy delivered to *small commercial* customers shall be as follows:

(i) $0.11772 per kilowatt-hour for the first 500 kilowatt-hours used by a customer each month;

(ii) $0.0911 per kilowatt-hour for kilowatt-hours more than 500, but not more than 10,000 kilowatt-hours used by a customer each month;

(iii) $0.0608 per kilowatt-hour for kilowatt-hours more than 10,000 kilowatt-hours used by a customer each month.

(c) In addition to the energy charge provided by subsection (b) above, each small commercial customer whose maximum power demand during the month is greater than five (5) kilowatts shall pay a demand charge of $6.20 per kilowatt of maximum demand during the month; provided however, there shall be no charge for the first (5) kilowatts of demand.

(d) In addition to the energy in demand charges provided by subsections (b) and (c)

above, each small commercial customer shall pay a monthly service charge of $25.00.

Section 3: (a) For purposes of this section, a *large commercial* customer shall be a customer whose peak demand during a month is greater than 35 kilowatts.

(b) The rate for electric energy for large commercial customers shall be as follows:

(i) $0.1161 per kilowatt-hour for the first 10,000 kilowatt-hours used by a customer each month;

(ii) $0.0783 per kilowatt-hour more than 10,000 but not more than 100,000 kilowatt-hours used by a customer each month;

(iii) $0.0707 per kilowatt-hour for kilowatt-hours in excess of 100,000 kilowatt-hours used by a customer each month.

(c) In addition to the energy charge provided by subsection (b) above, each large commercial customer whose maximum power demand during the month is greater than 5 kilowatts shall pay a demand charge of $6.90 per kilowatt of maximum demand during the month; provided however, there shall be no charge for the first 5 kilowatts of demand.

(d) In addition to the energy in demand charges provided by subsections (b) and (c) above, each large commercial customer shall pay a monthly service charge of $35.00.

Section 4: (a) The rate for interruptible electric energy for large commercial customers shall be the same as set forth in section 3 above with the exception that no demand amounts will be charged for loads under 1800 Kilowatts. However, a full demand charge will be leveled anytime an interruptible customer exceeds a load of 1800 Kilowatts outside the bounds of the time of use requirements in a given billing cycle.

(b) A customer shall be charged for electric energy at the rate specified in this section only upon specific application therefore and upon approval of that application by the Director of the Power Department, or authorized agent. The Director shall approve such application only if the customer meets all of the following requirements:

(i) The customer shall have an alternate source of electricity with sufficient capacity to meet the reasonably foreseeable demand of the customer for electricity;

(ii) The customer shall sign a statement which shall be delivered to the Director setting forth the customer's acknowledgment that the City may at any time temporarily interrupt service to the customer as provided in this section. Such statement shall also include a completed release of Springville City from any and all liability which may arise from such interruption.

(iii) The interconnection between the City electric system, the customer's electric system and the alternate source of electricity shall be constructed and maintained in accordance with prudent engineering practices so as to protect the integrity of the City electric system and to allow interruption of service to the customer as provided herein. The interconnection shall include such equipment as the Director of the Electric Department may require;

(iv) The design and construction of the interconnection shall be approved in writing by the Director of the Electric Department.

(v) An interruptible customer will not be charged the demand rate set forth in Section 3 paragraph (c) if the customer meets the requirements below.

(A) Customer must agree and abide by time of use requirements set forth by Springville City Power.

(B) Customer must not exceed 1200 Kilowatts demand from Springville City Power system during high load hours.

(C) Customer must agree to allow Springville Power Department personnel reasonable access to switch gear and electrical system for the installation of remote telemetry to be monitored at the Whitehead Power Plant facility.

(c) If a customer at any time fails or ceases to meet the standards set forth in this section, that customer shall, at the City's option, no longer qualify for the rates specified in this section and shall thereafter be charged for electric power and energy at the rates set forth in Sections 3 and 4 above.

(d) The Director of the Electric Department, or his authorized agent, may at any time temporarily interrupt or discontinue service to any customer being served with electricity at the rate specified in this section. It is anticipated that such an interruption shall occur only during peak power-use times when continuing to supply electricity to the customer would require the City to purchase capacity from a third party. The Director or his agent may, however, temporarily interrupt or discontinue the service to the customer for any reason if he or his agent determines that such interruption will be in the best interest of the City.

Section 5: (a) For purposes of this section, a *large industrial* customer shall be a customer whose peak demand during a month is greater than 10,000 kilowatts.

(b) The rate for electric energy for large industrial customers shall be $0.0621 for all kilowatt-hours used.

(c) In addition to the energy charge provided by subsection (b) above, each large industrial customer whose maximum power demand during the month is greater than 5 kilowatts

shall pay a demand charge of $9.95 per kilowatt of maximum demand during the month; provided however, there shall be no charge for the first 5 kilowatts of demand.

(d) In addition to the energy in demand charges provided by subsections (b) and (c) above, each large industrial customer shall pay a monthly service charge of $55.00.

(e) All large industrial customers are expected to maintain a power factor of 95% lagging, or higher. If the average power factor is found to be less than 95% lagging, the monthly kilowatt-hour consumption, as recorded by meter, will be increased ¾ of 1% for every 1% that the Power factor is less than 95%. Billing is based upon the regular demand rate.

Section 6: Demand is determined on a 15-minute period of the customer's greatest use during any reading period and is rounded to the nearest kilowatt.

Section 7: A Fuel Factor provides for the semi-annual adjustment of the rates for electric service charged by the City of Springville (the "City") to recover the actual costs incurred by the City in purchasing (a) electric power and energy for delivery to the City's electric distribution system and (b) natural gas and other fuel supplies for delivery to the City's Whitehead Power Plant (the "Facility").

Section 8: The applicable adjustment shall be made to the energy rate in each rate classification for a six month period.

Section 9: The base for any six month period will be calculated by dividing the total amount budgeted for natural gas and outside power purchases by the total amount of kilowatt hours budgeted to be sold for the six month period.

Section 10: At the end of every six month period, the actual amounts spent to purchase natural gas and outside power will be divided by the actual number of kilowatt hours sold, including outside power sales. The figure for the actual amount will be subtracted from the budgeted amount to obtain the difference.

Section 11: All amounts less than -$0.002 / kwhr will be added to the energy rate on all rate classification for the next six months.

Section 12: This resolution will become effective immediately upon adoption hereof by the City Council and shall be applied to the next utility bill and for all bills thereafter until changed by future resolution.

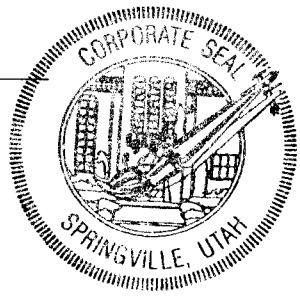
Section 13: This resolution is adopted pursuant to Section 4-1-105 of Springville City Code.

ADOPTED by the City Council of Springville, Utah, this 30th day of January, 2007.

Gene R. Mangum, Mayor

ATTEST:

Venla Gubler, City Recorder



MEMORANDUM

TO: Honorable Mayor and City Council

FROM: Carla Wiese, Planner/Econ Dev Specialist

DATE: July 28, 2026

SUBJECT: **Notice of intent to expand vested critical infrastructure materials use**

Mayor and City Council,

In 2025, the Utah State Legislature passed HB355 Mining and Critical Infrastructure Materials Amendments. This legislation effectively took away cities' power to regulate or limit the expansion of operations that use “critical infrastructure materials.” These operations are defined in state law as “ the extraction, excavation, processing, or reprocessing of critical infrastructure materials (sand, gravel, or rock aggregate)[1].

DR Sumsion dba as Western Paving, Inc (DR Sumsion/WPI) filed a Notice of Intent to expand vested critical infrastructure materials use in accordance with State Code[2] on July 22, 2026. The City has thirty (30) days to hold a public hearing. Unless the Council finds by a **preponderance of the evidence** that the expansion to new land of critical infrastructure materials use will “endanger the public health, safety, and welfare,” DR Sumsion/WPI has a vested right to expand the materials processing use without any further action from the City Council. [3]

In the event that the City Council finds that expansion would endanger public health, safety, and welfare, it has ninety (90) days to notify the DR Sumsion/WPI with evidence of the endangerment and propose measures to mitigate the danger. The City Council then holds another public hearing within 30 days to present the proposed mitigation measures to DR Sumsion/WPI. The City Council may not impose any mitigation measures or restrictions that “exceed requirements imposed by permits issued by a state agency” [4]

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[1] UCA 10-20-701
[2] UCA 10-20-703(2)(c)
[3] UCA 10-20-703(2)(d)(e)
[4] UCA 10-20-703(4)

According to Springville Public Safety, there have been two code enforcement complaints since 2021, when the Materials Processing Overlay was implemented. One in 2023 involved a storage pile located too close to a property line; WPI moved the pile to address the concern. The second complaint came in on July 23, 2026, and involved dust blowing off the site. This complaint is still under investigation by Code Enforcement. It should be noted that weather information for July 23, 2026, indicates winds were calm in the morning with sustained winds of 25 mph and gusts reaching 36 mph during the afternoon.

Western Paving, Inc.
2120 S. State Street
Springville, Utah 84663
July 29, 2026

Springville City Council
c/o Kim Crane (City Recorder)
110 South Main Street
Springville, Utah 84663

RE: Support of Notice of Expansion- Vested Critical Infrastructure Materials Use - Western Paving, Inc., (Public Hearing, August 4, 2026 - Utah Code Ann. § 10-20-703(2)(c))

Dear Members of the City Council:

This letter is submitted on behalf of Western Paving, Inc. ("Western Paving") in connection with the Notice of Expansion of Vested Critical Infrastructure Materials Use filed by D.R. Sumsion, dba Western Paving, Inc., for the facility located at 2120 S. State Street, Springville, Utah, and scheduled for public hearing before the City Council on Tuesday, August 4, 2026. The purpose of this submission is to provide the Council and staff with information demonstrating that Western Paving's operations at this facility, including concrete and asphalt receiving, processing, and recycling, are conducted in compliance with applicable stormwater and air quality regulations, and to respond to concerns that have been raised by a neighboring property owner regarding this application.

1. Background

Western Paving operates a 22-acre concrete and asphalt receiving and recycling facility at 2120 S. State Street. The facility accepts concrete, asphalt, reinforced concrete, brick and masonry, and clean excavation material from regional contractors and developers, and processes a portion of that material into recycled aggregate (crushed concrete/roadbase and recycled asphalt) for resale and reuse. Western Paving has operated a materials-receiving and processing use at this location for a period sufficient to establish a vested critical infrastructure materials use, under Utah Code Ann. § 10-20-701 et seq.

2. Legal Standard for This Hearing

Utah Code Ann. § 10-20-703 governs the rights of a critical infrastructure materials operator with a vested critical infrastructure materials use, including the process for expanding such a use. Under this framework, an operator that already holds a vested critical infrastructure materials use retains the statutory right to expand that use so long as the operator provides the required notice to the municipality, consistent with the procedure the City has noticed for this hearing under § 10-20-703(2)(c). ***The purpose of the August 4, 2026 hearing is limited to the City's consideration of that notice of expansion; it is not a proceeding to revoke, condition, or deny the underlying vested use on grounds unrelated to the statutory notice requirements. Concerns about neighboring land uses, aesthetics, or general nuisance, while understandably important to nearby residents, are addressed through the City's separate code enforcement, nuisance, and environmental-permitting processes, not through denial of a statutorily protected notice of expansion.***

3. Stormwater Compliance

Western Paving maintains a facility-specific Stormwater Pollution Prevention Plan (SWPP) consistent with the Utah Pollutant Discharge Elimination System (UPDES) Multi-Sector General Permit (MSGP) for industrial stormwater discharges, administered by the Utah Division of Water Quality (DWQ), a division of the Utah Department of Environmental Quality (DEQ).

The SWPPP addresses the facility's regulated activities under two MSGP sectors: Sector E (Glass, Clay, Cement, Concrete, and Gypsum Product Manufacturing) for the concrete block production area, and Sector J (Mineral Mining and Processing) for the rock crushing area, and identifies TSS, pH, dust, turbidity, and fines as the relevant pollutant sources. The facility's stormwater program includes:

- Earthen perimeter berms enclosing the facility boundary, designed to contain on-site stormwater flow and prevent off-site discharge; the SWPPP site map documents no anticipated off-site discharge point under normal conditions.
- Stabilized exit measures at the site entrance onto SR-51, swept daily, with a storm drain inlet to a buried retention basin serving the developed portion of the site.
- A dedicated concrete washout area near the crushing/processing zone, where washout water is allowed to evaporate and solids are salvaged for crushing rather than discharged.
- Dust and erosion controls for the crushing area, including perimeter berms and stockpile management, addressing dust, turbidity, and fines generated by rock crushing operations.
- A spill prevention and response plan requiring response within 24 hours, contacts for the Utah DWQ 24-hour Environmental Incident Line and the National Response Center, and double-lined tank storage for materials with spill potential.

4. Air Quality Compliance: Portable Processing Equipment

This equipment operates at the Western Paving site under Utah Department of Environmental Quality, Division of Air Quality (UDAQ) Approval Order (AO) DAQE-AN161240001-23. Key compliance requirements under this AO include:

- Opacity limits on crushers (12%), screens (7%), conveyor transfer points (7%), conveyor drop points (20%), concrete batch plant equipment (7%), and hot mix asphalt baghouses/dust collectors (10%), consistent with 40 CFR 60 Subpart OOO and UAC R307.
- Mandatory water sprays on all crushers, screens, and conveyor transfer/drop points, with monthly inspections of spray nozzles and logged corrective action within 24 hours of any deficiency.
- Restricted hours of operation (6:00 a.m. to 10:00 p.m.), a 180-working-day / 365-consecutive-day limit on relocation at any single site, and recordkeeping of production, operating hours, and emissions for Director review.

Jurisdiction over the air quality performance of this equipment rests with the State of Utah, not the City. UDAQ, not Springville City, is the governing authority responsible for monitoring, inspecting, and, if warranted, enforcing against this equipment should any air quality concern arise. Since the equipment began operating at this location, the facility has not been the subject of any notice of violation, compliance order, or other enforcement action by UDAQ under Approval Order DAQE-AN161240001-23. Because oversight and enforcement authority for this equipment resides with the State, and no infractions have been recorded during the period of operation, air quality compliance is not an outstanding issue for the City's consideration in connection with this Notice of Expansion.

5. Safety and Compliance: MSHA Oversight

The portable crushing, screening, and processing equipment operating at this facility is also regulated as a surface mine/mill operation under the federal Mine Safety and Health Act and is subject to oversight by the U.S. Department of Labor's Mine Safety and Health Administration (MSHA), not the City. MSHA has approved a Part 48 Training Plan (Subpart B, Surface) for this operation under Contractor ID C3366, approved April 5, 2022. The approved plan documents the site's safety training program, including:

- A designated person responsible for health and safety training (Sy Harrison, President) and an MSHA-approved instructor (MIIN M41466153) qualified to teach all applicable course codes.

6. Response to Neighbor Concerns

Staff have indicated that a neighboring property owner has raised concerns in connection with this application. Western Paving takes these concerns seriously and is prepared to discuss site-specific measures (such as perimeter screening, dust control, or hours of operation for receiving activity) directly with the affected neighbor and with City staff. However, Western Paving respectfully notes that the scope of the August 4 hearing is the statutory notice of expansion under § 10-20-703(2)(c), and that the facility's environmental compliance record, summarized above, supports a finding that the expansion can proceed consistent with the City's stormwater and environmental obligations.

7. Requested Action

Western Paving respectfully requests that the City Council acknowledge the Notice of Expansion of Vested Critical Infrastructure Materials Use as filed, consistent with Utah Code Ann. § 10-20-703(2)(c), and confirms its willingness to work cooperatively with City staff and neighboring property owners on any reasonable operational conditions that do not conflict with its vested statutory rights.

Respectfully submitted,

D.R. Sumsion

Western Paving, Inc.

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.

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 is 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 is authorized and directed to proceed with the implementation actions identified in the Station Area Plan, including the 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.

END OF ORDINANCE

PASSED, ADOPTED AND ORDERED POSTED by the Council of Springville City, Utah, this 04th day of August, 2026.

_____
MAYOR MATT PACKARD

ATTEST:

_____
KIM CRANE, CITY RECORDER

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

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.

Prepared by
DESIGNWORKSHOP
1390 LAWRENCE STREET, SUITE 100
DENVER, COLORADO 80204
303.623.5186

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Market Analysis Memo

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.

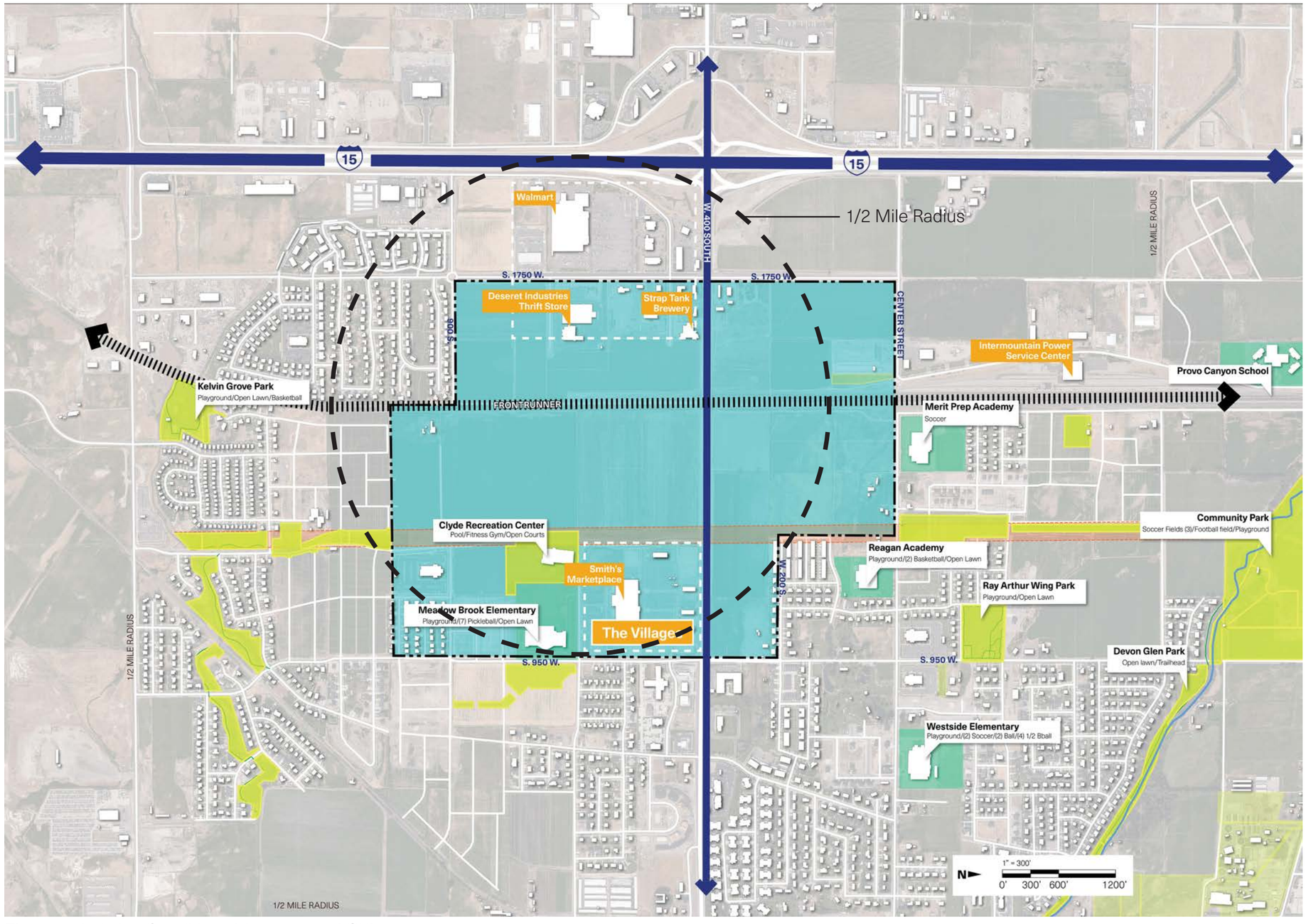


Figure 1: Existing Conditions Map, source: ESRI

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.



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.

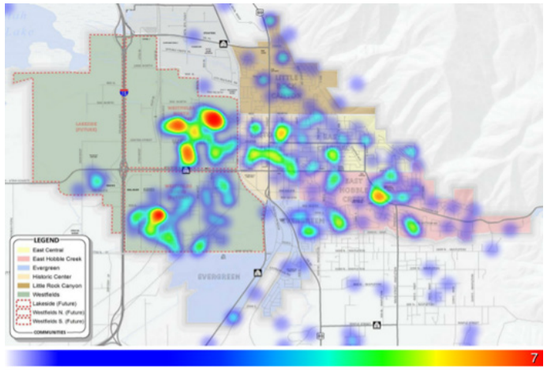


Figure 2: Heat map of where survey respondents live. The data show that a significant number of respondents live near the study area.

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

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.

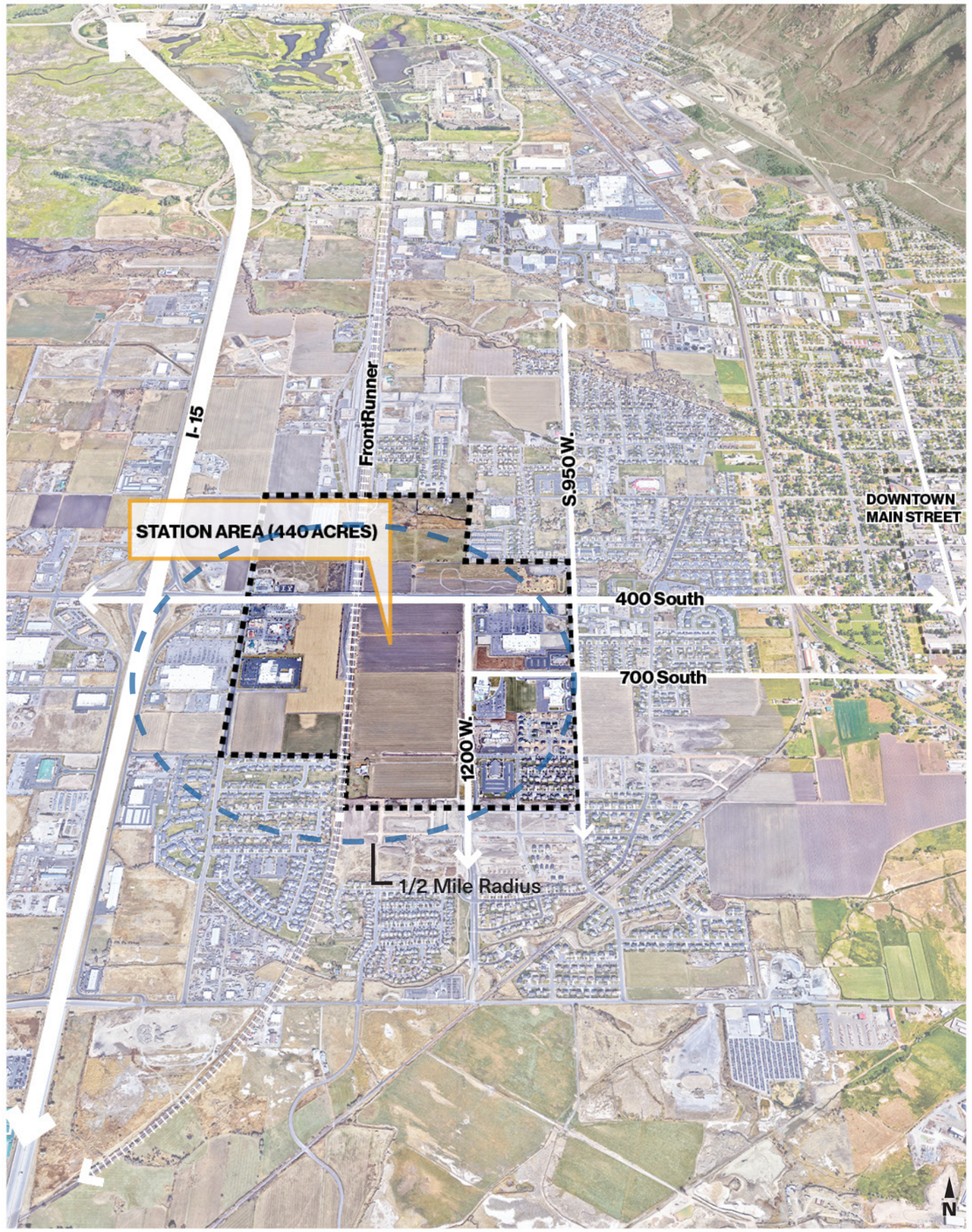


Figure 4: Station Area Map

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.

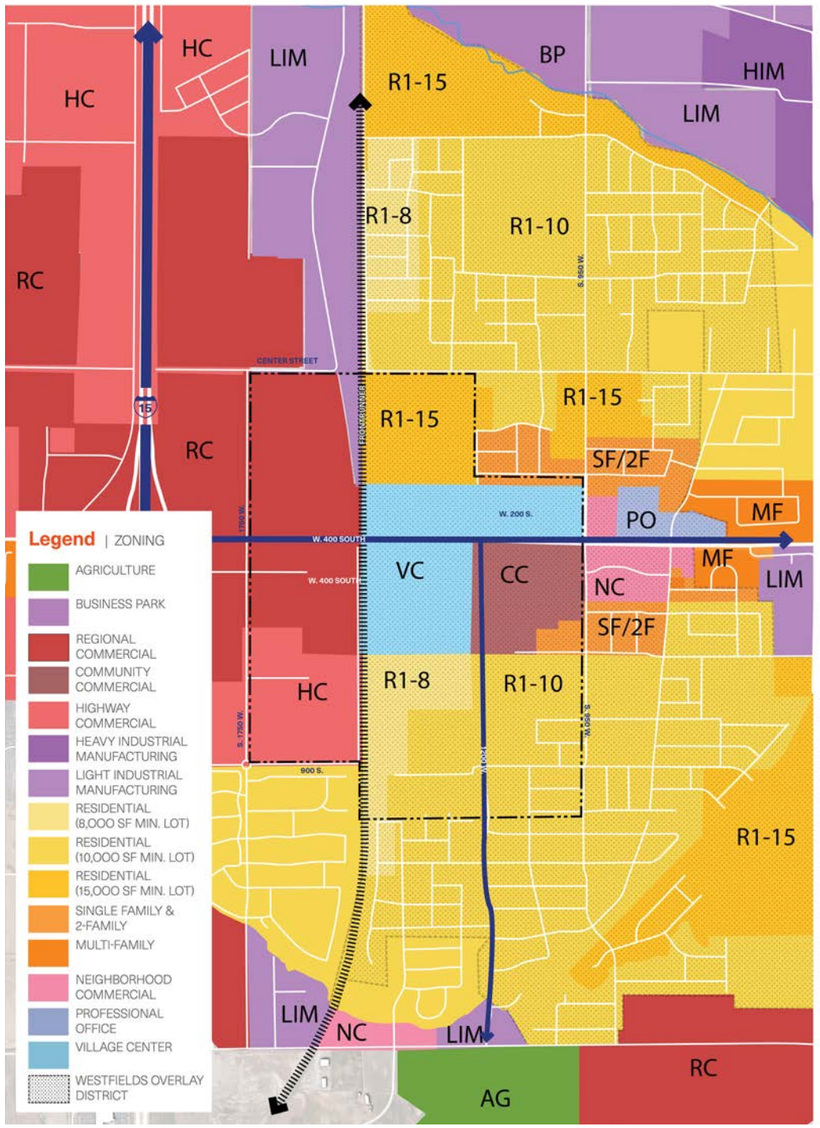


Figure 5: Existing Zoning Map

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.

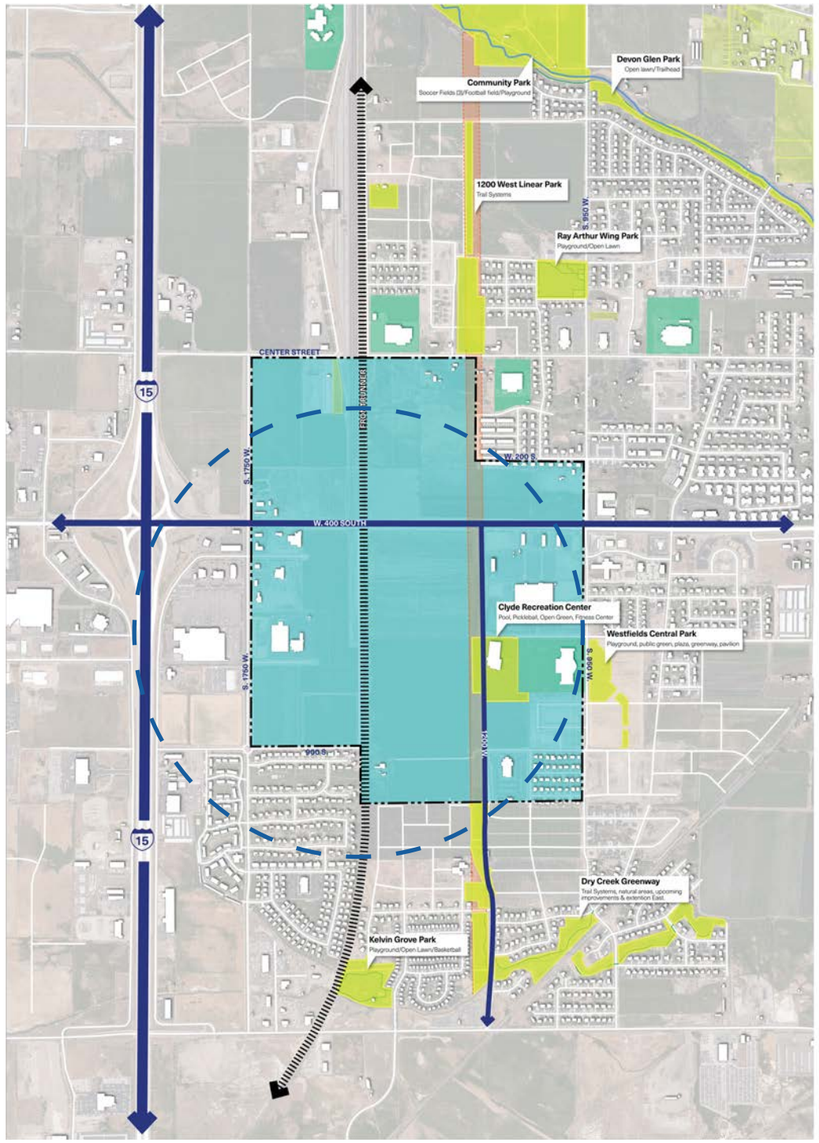


Figure 6: Existing Parks, Open Space, and Trails

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.

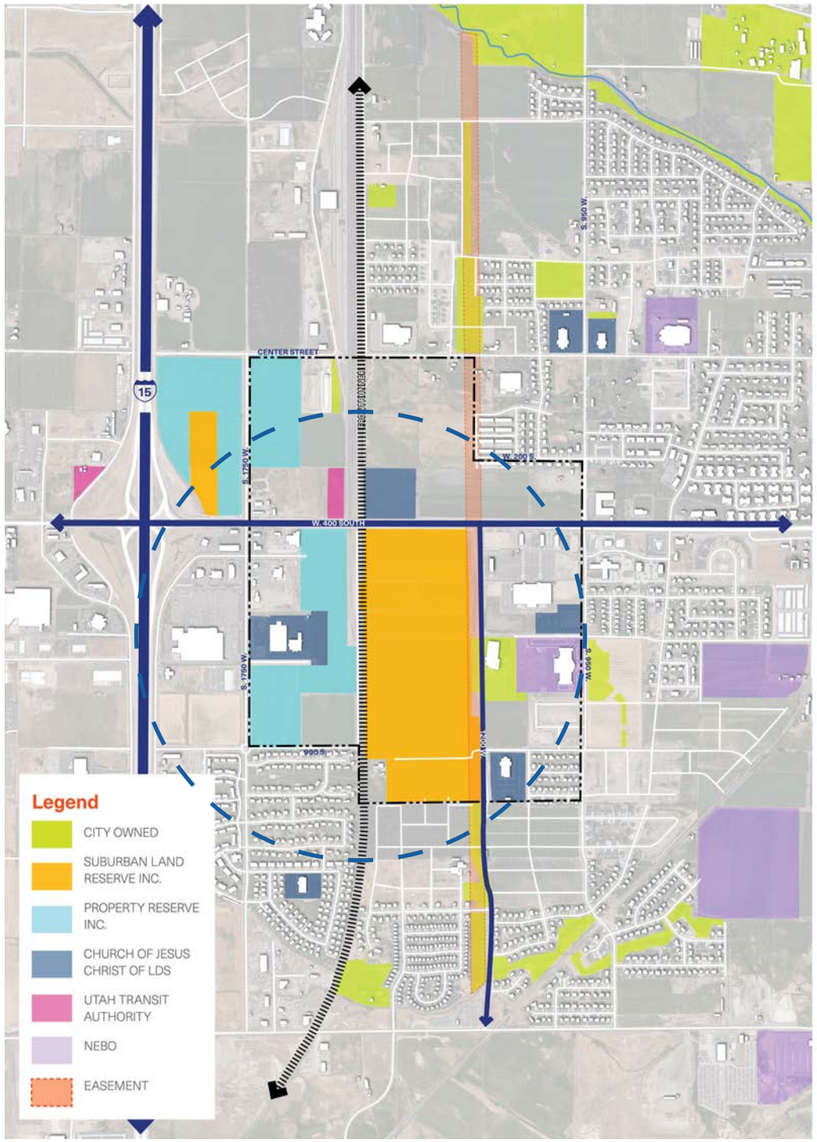


Figure 7: Existing Land Ownership Map

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.

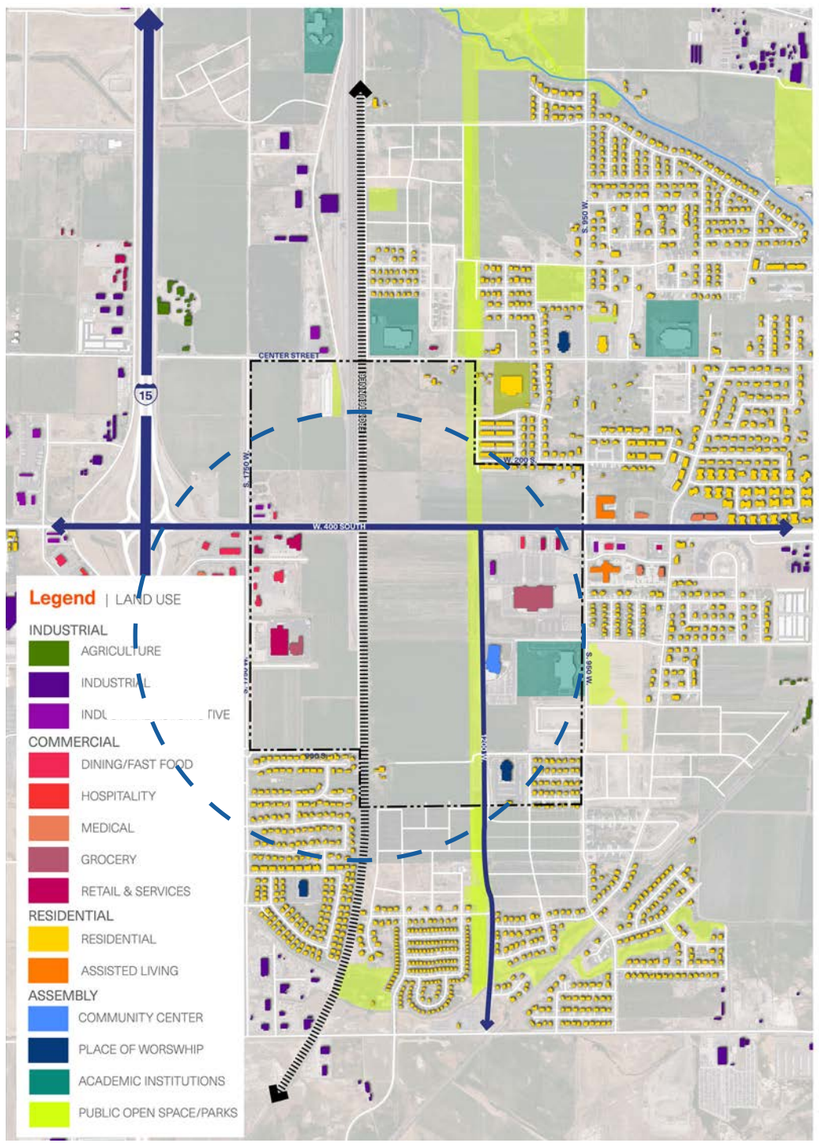


Figure 8: Existing Land Use Map

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.

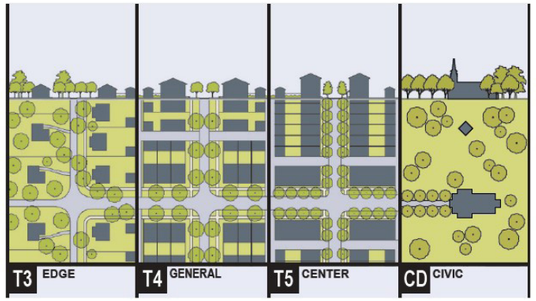


Figure 10: Sub-district transects. Source: Westfields Village Center Proposal (2011), Placemakers.

- 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 Plane 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

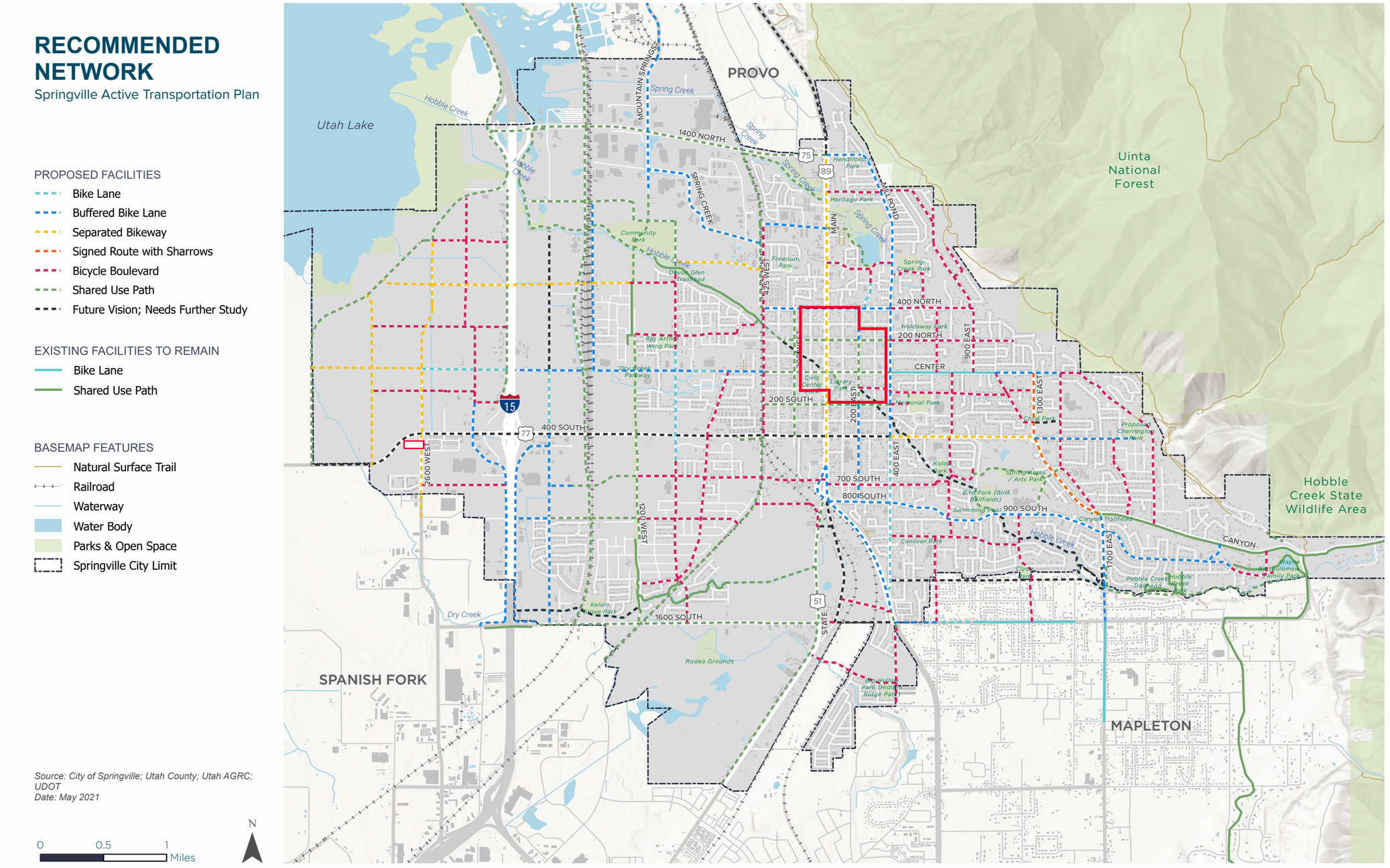


Figure 11: Recommended bicycle network, Springville Action Transportation Plan (draft 2022).
Source: Springville City.

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 (<= 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 (<= 80% AMI)

FUNDING USES

- 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

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 1st class with a population >150,000, in a county of the 1st 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

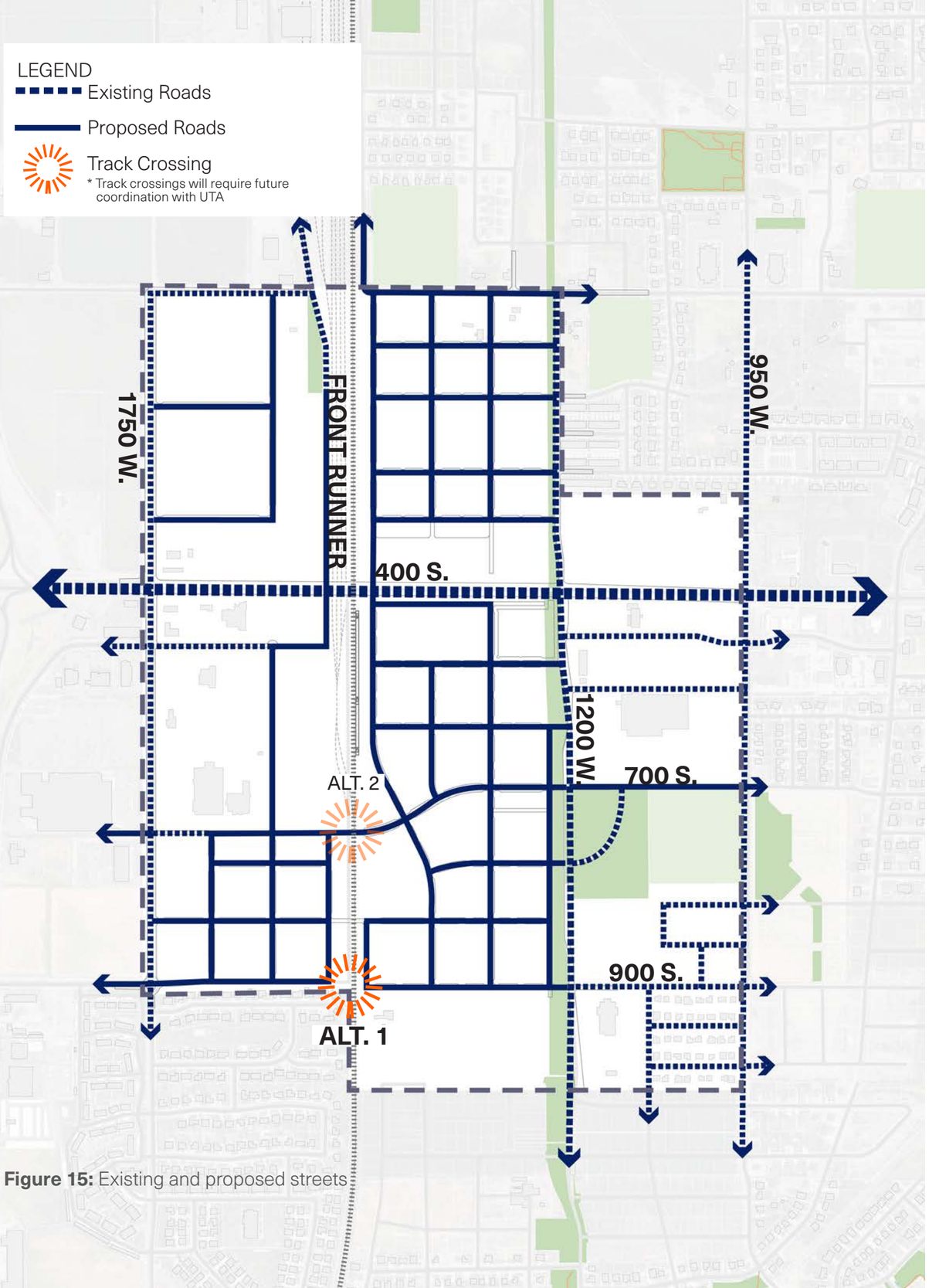


Figure 15: Existing and proposed streets

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.

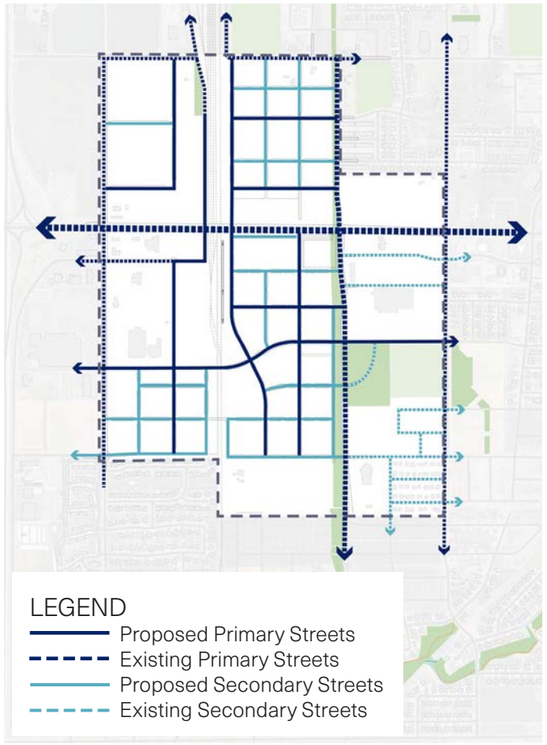


Figure 16: Primary & Secondary Streets



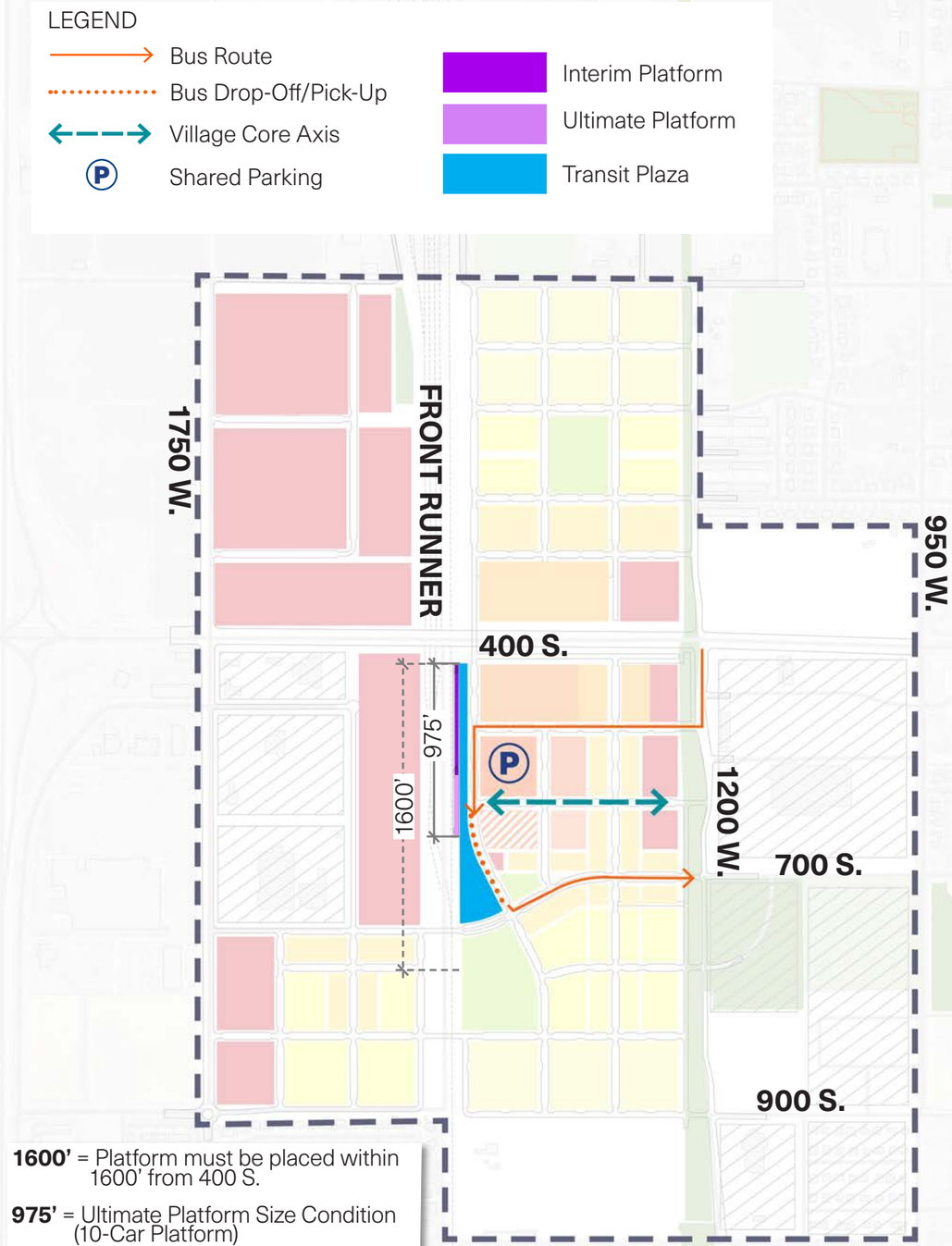


Figure 17: Front Runner Station

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.



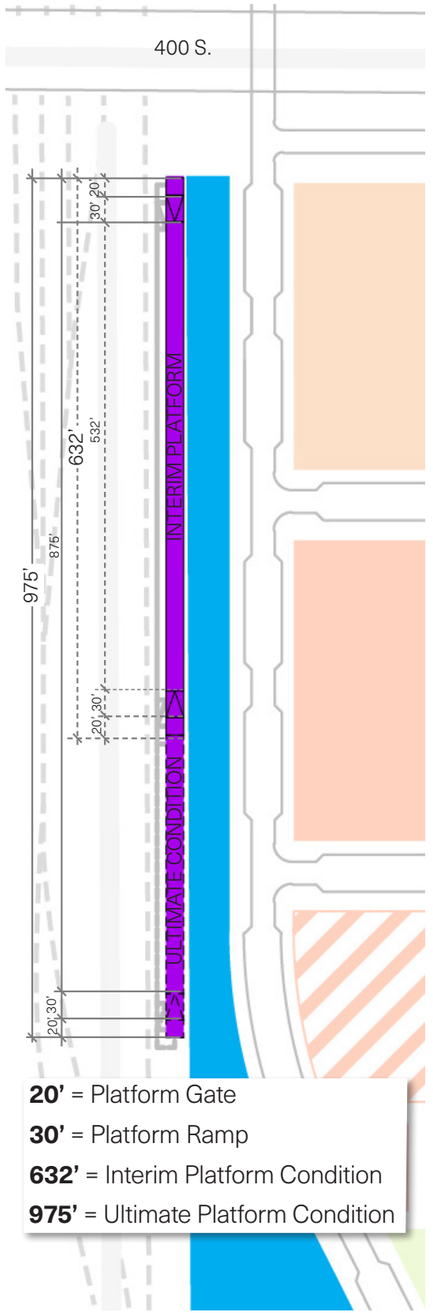


Figure 18: Recommended interim and ultimate platform build-out. Dimensions informed by UTA recommendations and standards.

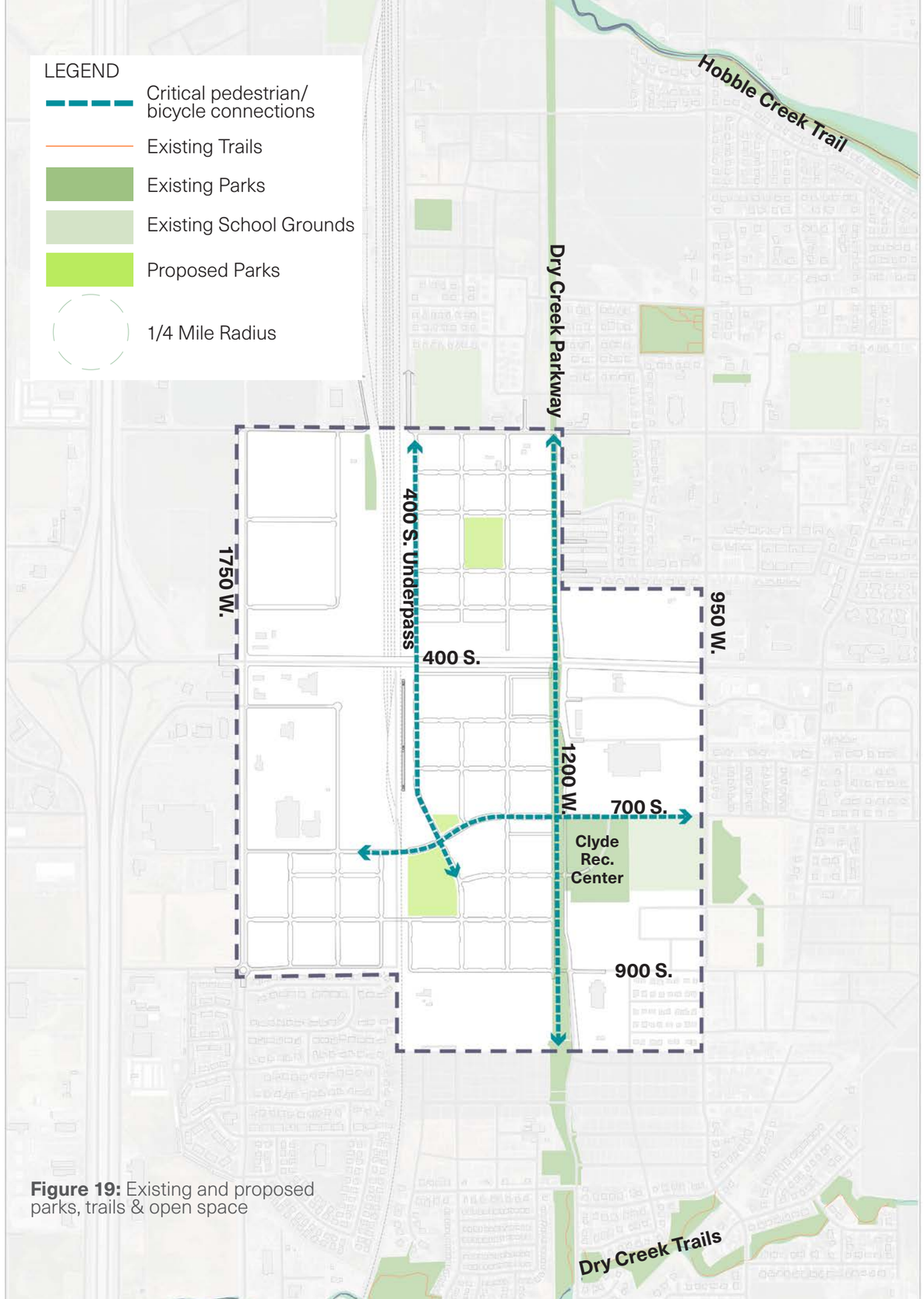


Figure 19: Existing and proposed parks, trails & open space

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.



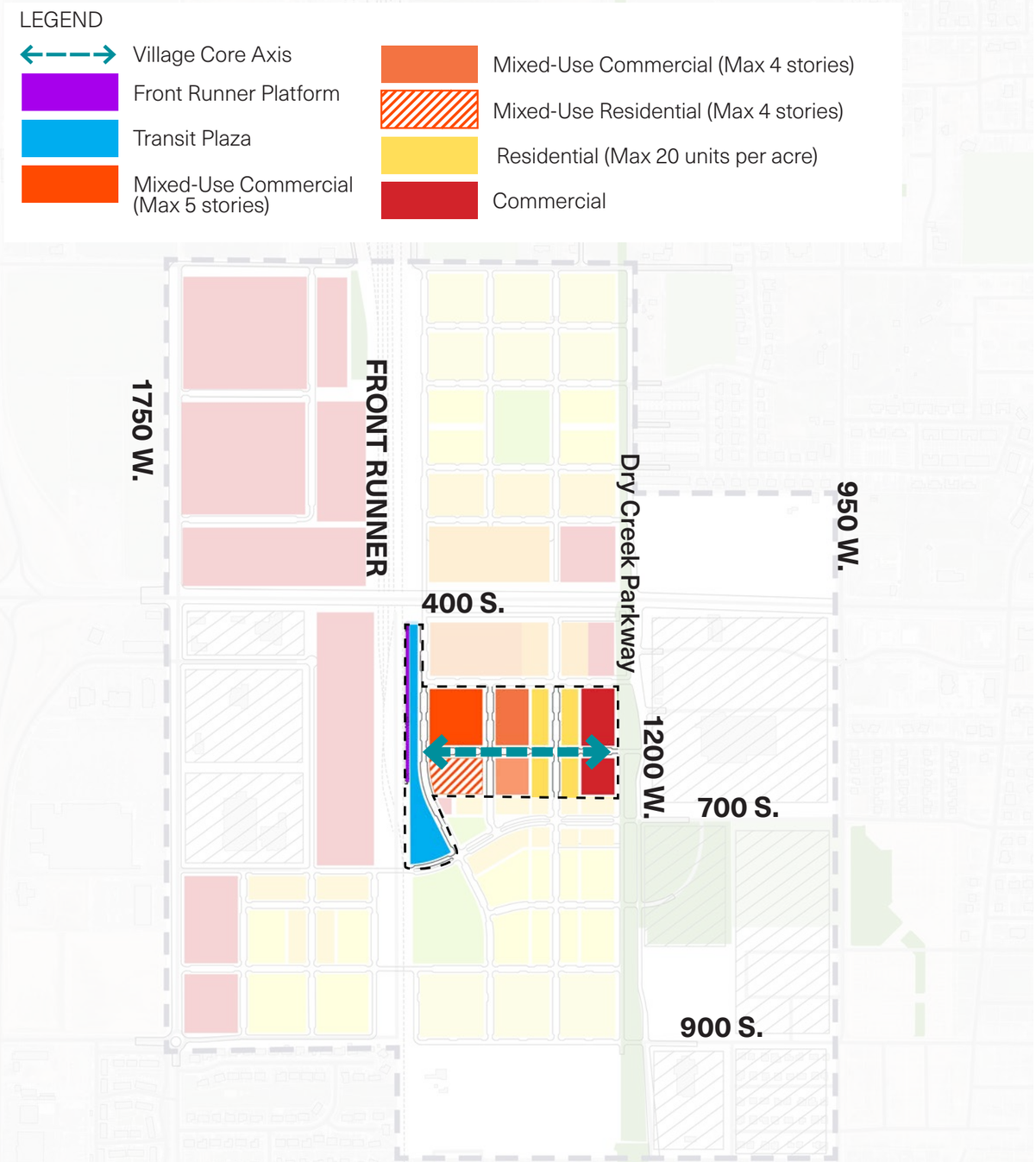


Figure 20: Village Core

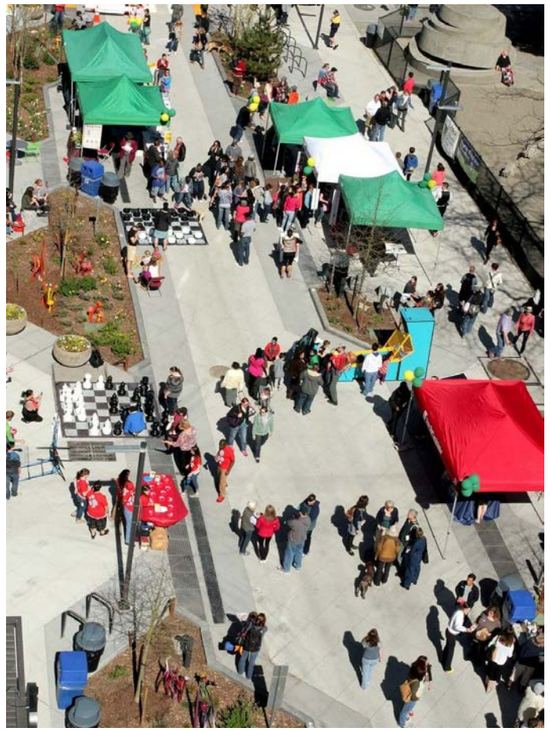
PROPOSED VILLAGE CORE

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.

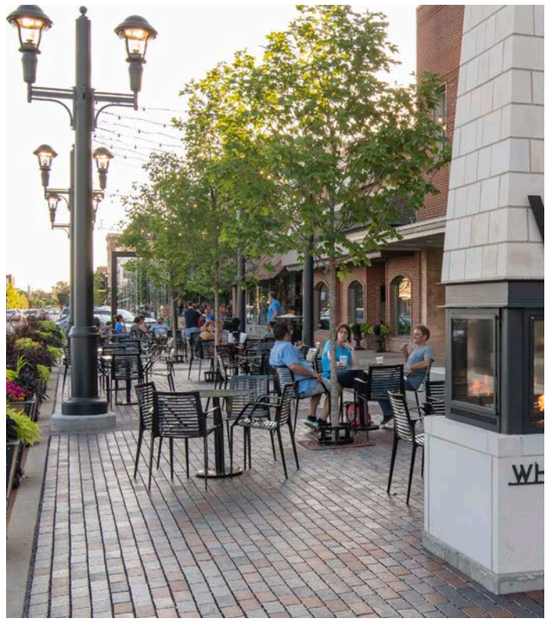
The Village Core is designed on axis with the Transit Plaza and existing commercial development on the east and west sides of the proposed community. Its positioning leads to the visual, physical, and cultural focal point of the neighborhood.

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, 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.

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

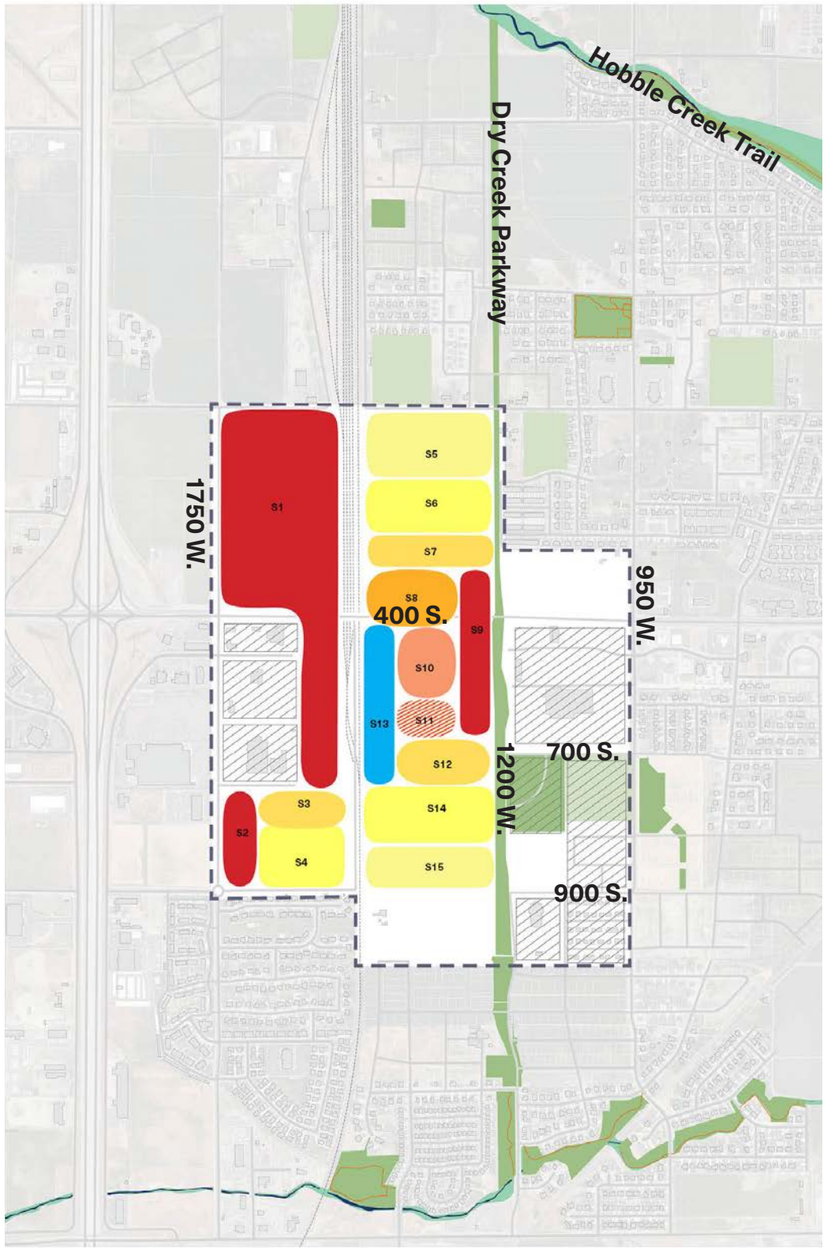


Figure 21: Land Use Overlay

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

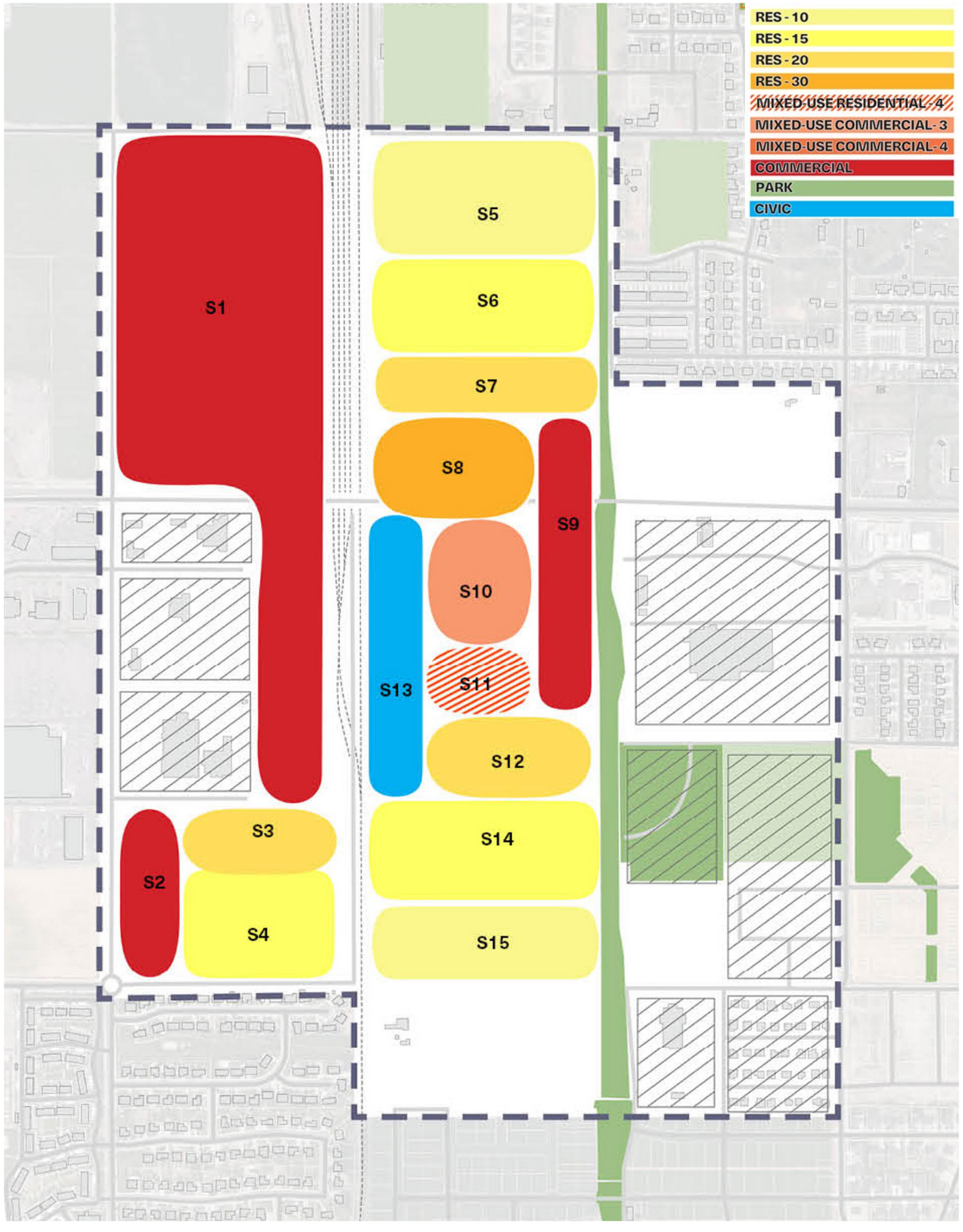


Table 3: Land Use Quantities Table

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.

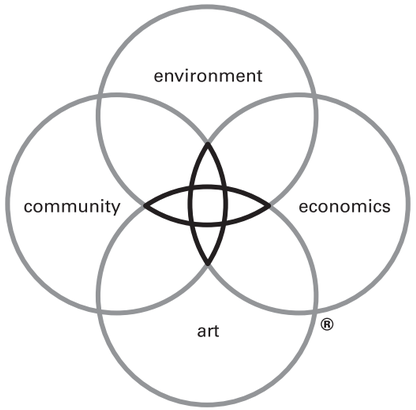
As shown in the proposed Land Use Diagram on page 42, uses in the proposed zoning area vary from residential-15, residential-20, residential-30, residential-60, mixed-use residential, mixed-use commercial and commercial.

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

DESIGNWORKSHOP

Landscape Architecture

Planning

Urban Design

Strategic Services

120 East Main Street

Aspen, Colorado 81611

970.925.8354

MEMORANDUM

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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Westfields Village Center (2011) 14

UTA Ridership Data 18

Existing Transportation Plan Summary (2022) 19

HB 462 Housing Affordability Amendments 25

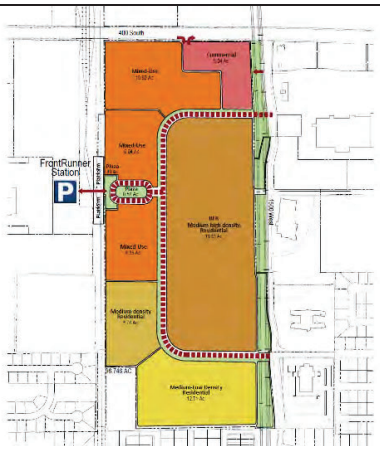
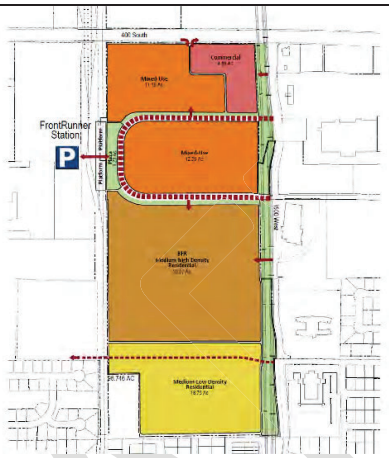
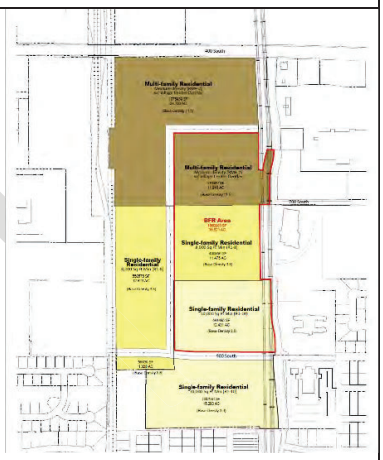
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Springville TOD Concept Plans

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.

Concept Plan 1	Concept Plan 2	Concept Plan 3
		

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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

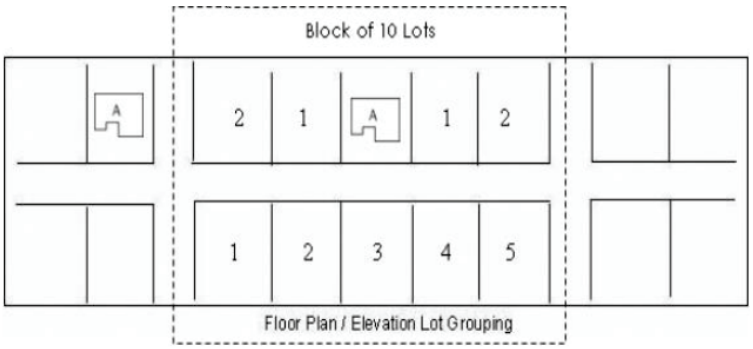
The following table outlines baseline densities for each residential zone:

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



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2. 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:

1. All parking shall be located behind the principal building.
2. 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.

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

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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

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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.

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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.

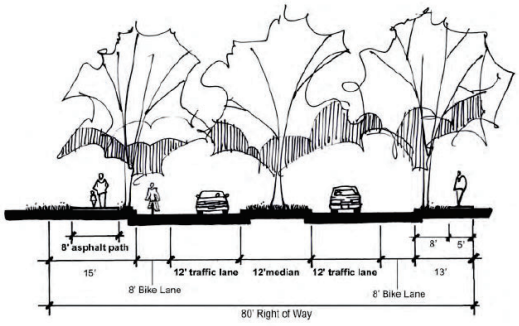
The residential neighborhoods of the Westfields would range from multi-family in and around the community core to low density developments to the north and south. Schools, churches and parks will be important focal points in each neighborhood. It is important that the street system be attached, and the 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 Hobble Creek and a community park of up to 50-75 acres should be considered for the area abutting hobble Creek. Neighborhood parks of at least 5 acres should be centrally located to accommodate neighborhood residents throughout the Westfields.

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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.

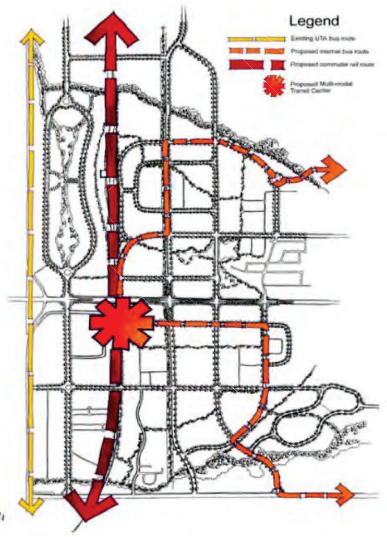


The plan includes recommendations on roadway segments by typology (major arterial, major collector, minor collector, local road) with number of lanes and recommended right of way. Street sections are provided for each typology. See Major Collector example left.

- 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)



Figu

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.

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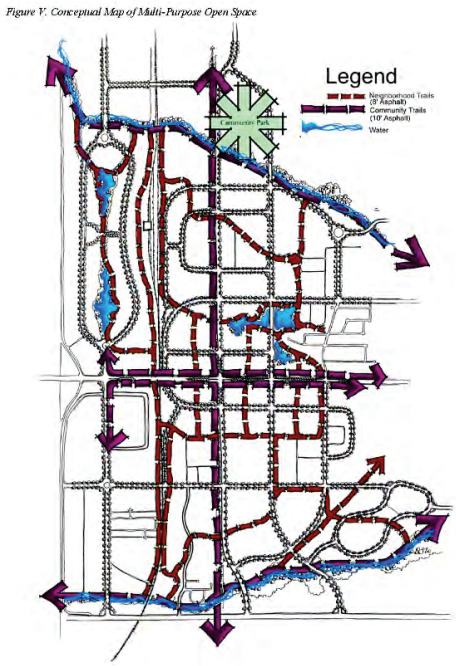


Figure V. Conceptual Map of Multi-Purpose Open Space

In line with Springville's General Plan (1997), which identified a trail system along Hobble Creek, the Westfields requires 100' easements from the center o 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 pa 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 sewar 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

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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.

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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.

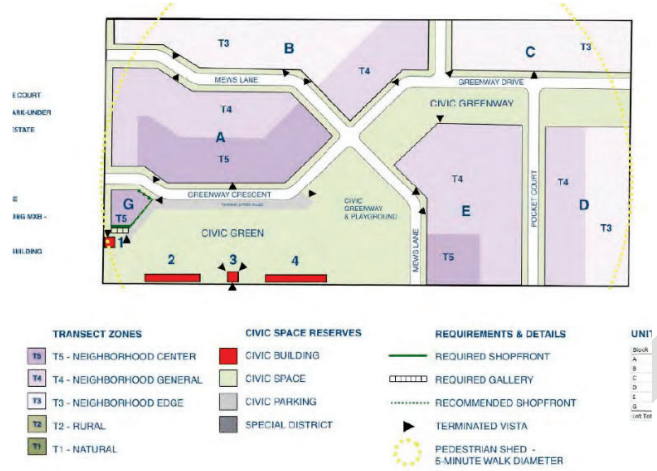
Key data/metrics:

- 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:

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1. Westfield Central Plan by Transect Zone



2. Pair House Standards and 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.

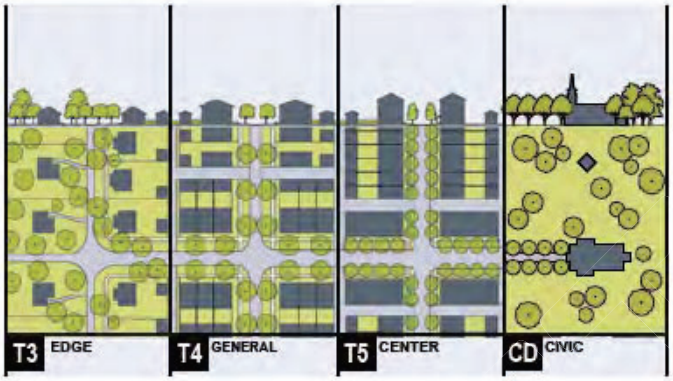
Key data/metrics:

- 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%.**

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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%

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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:

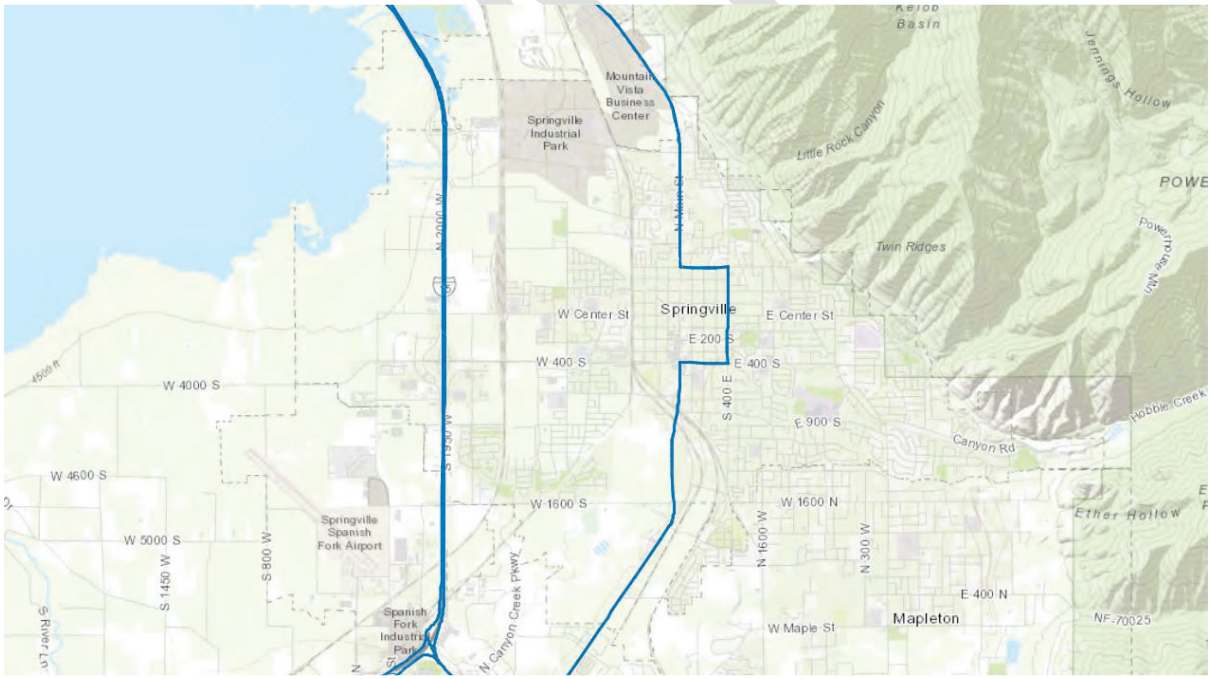
South County/Provo Station (821)

- 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

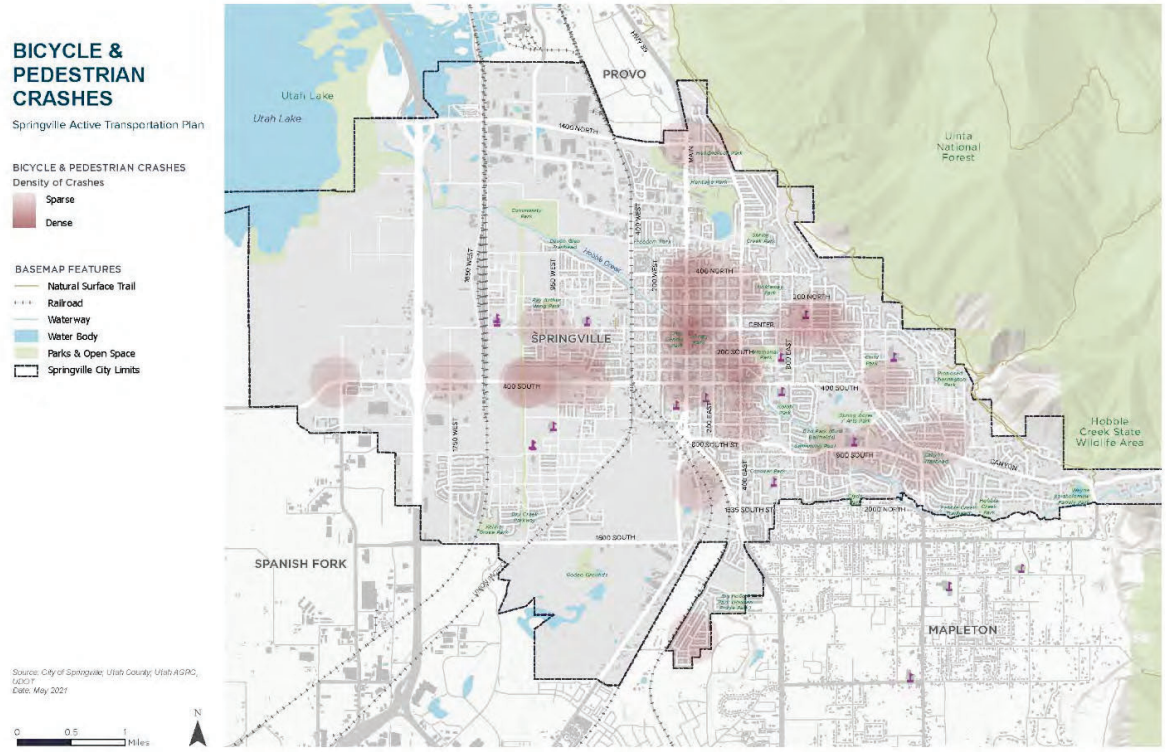
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4. 200 North Shared Use Path/ Sidepath
5. 400 South Bikeway
6. Center Street Shared Use/Sidepath (Main Street to 400 E)
7. 10. 700 S Bicycle Boulevard

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.

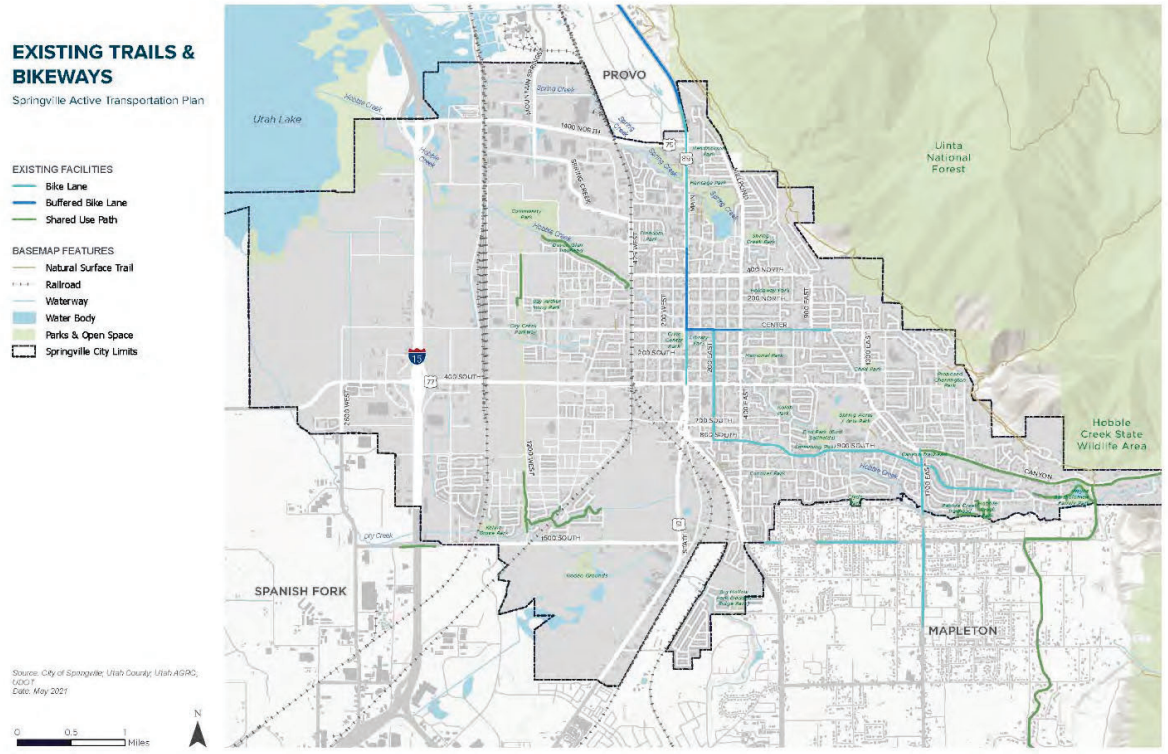
Key Images:

MAP 2.5

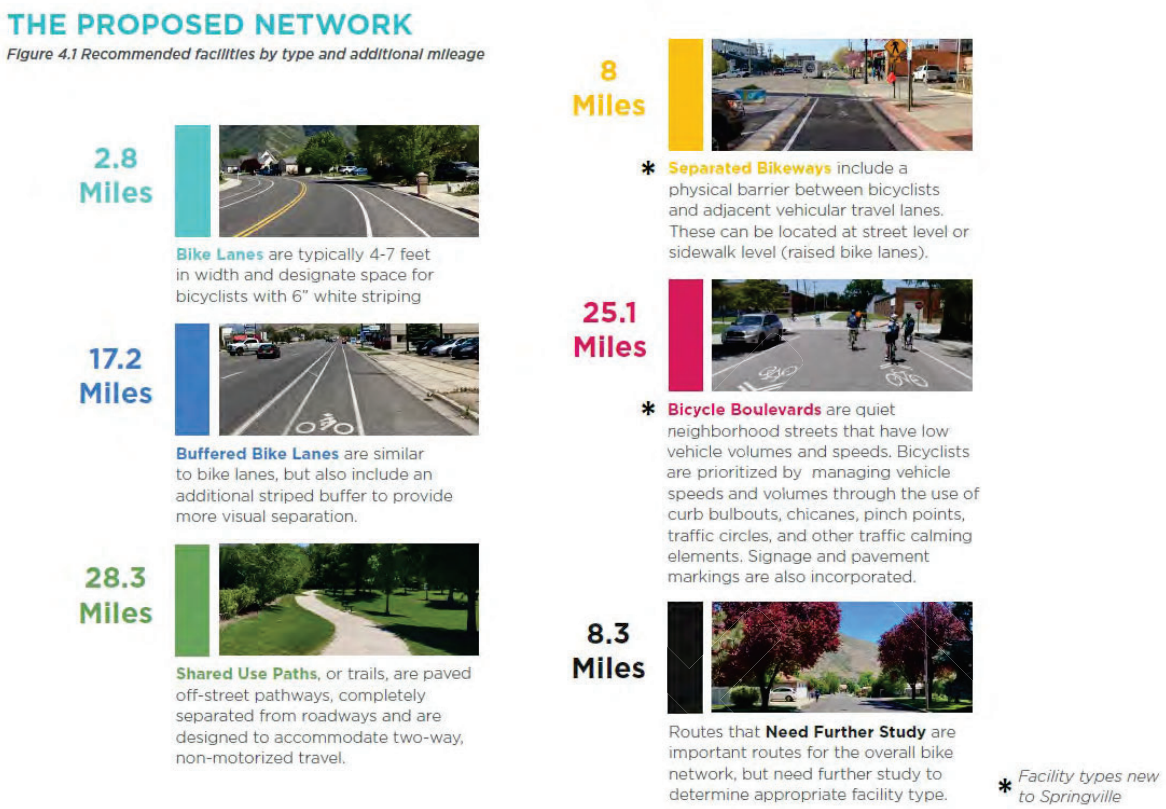


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MAP 2.1


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; UDOT
Date: May 2021
0
0.5
1
Miles
N
Utah Lake
PROVO
Uinta National Forest
Hobble Creek State Wildlife Area
SPANISH FORK
MAPLETON

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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

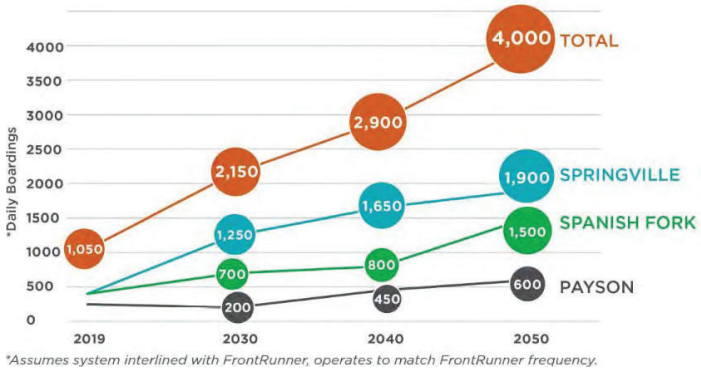
Plan Summary: The South Valley Transit Study was developed to study transit service options between Provo and Santaquin, beyond where current commuter rail service ends. This study reviewed projected transportation needs to 2050 and how they may be serviced by commuter rail, light rail, BRT, and express 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



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Figure 2: Projected Rail Ridership for Extended FrontRunner Service



Source: South Valley Transit Study, Parametrix, January 2022

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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

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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 rea
    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

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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.

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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-incoming 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. HRTZ 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 (<= 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.

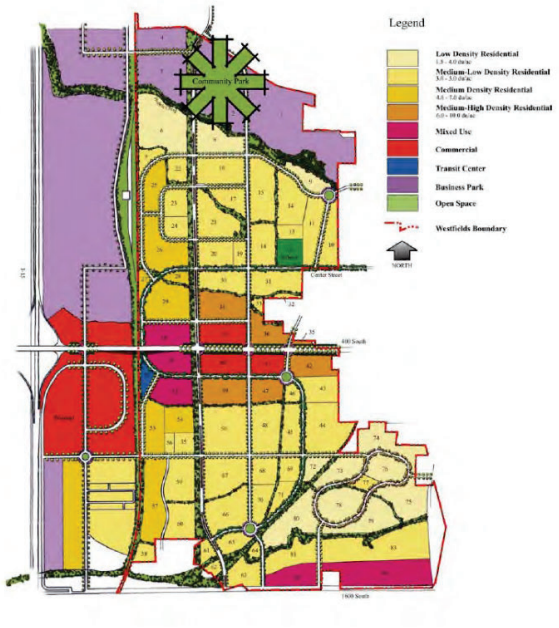
Single family homes are defined by the U.S. census bureau as "fully detached, semi-detached, semi-attached, side-by-side, row houses, and townhouses." At 78.77%, nearly all of Springville's housing stock is comprised of single-family homes. This is only slightly higher than the county and state, in which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



Planning Unit	Land Use Density	Acres	Baseline Density	Max Density	Baseline Units	Max Units
1	emp	75	-	-	0	0
2	emp	41	-	-	0	0
3	not used	-	-	-	0	0
4	emp	15.8	-	-	0	0
5	emp	28	-	-	0	0
6	sfd	34	1.5	4	51	136
7	sfd	8.3	3	5	16	27
8	sfd	17.4	1.5	4	26	70
9	sfd	8.8	1.5	4	13	35
10	sfd	13.3	3	5	40	67
11	sfd	16.5	3	5	50	83
12	es	10	-	-	0	0
13	sfd/park	5	3	5	15	25
14	sfd	18.4	3	5	56	92
15	sfd	23.1	3	5	70	116
16	sfd	19.7	3	5	60	99
17	sfd	10.3	3	5	31	52
18	sfd	15.7	3	5	48	79
19	sfd/church	5	3	5	15	25
20	sfd	13.3	3	5	40	67
21	sfd/school	20.2	3	5	61	101
22	sfd/church	5	3	5	15	25
23	sfd/school	10	3	5	30	50
24	sfd	7.5	3	5	23	38
25	sfd/sfa	13.8	4	7	56	97
26	sfd/sfa	24.5	4	7	98	172
27	sfd/sfa	4	4	7	16	28
28	sfd/park	4	4	7	16	28
29	mf	22.7	4	7	91	159
30	sfd	15	3	5	45	75
31	sfd	17.7	3	5	54	89
32	sfd	1.8	1.5	4	3	8
33	sfd	1.8	1.5	4	3	8
34	mf	18.4	6	10	111	184
35	mf	2.2	6	10	14	22
36	mf	13.7	6	10	83	137
37	comm	16.2	-	-	0	0
38	mu	15.1	-	-	0	0
39	mu	12.9	-	-	0	0
40	comm	15.3	-	-	0	0
41	comm	10	-	-	0	0
42	mf	14.8	6	10	89	148
43	sfd	13.6	3	5	41	68
44	sfd	28.5	3	5	86	143
45	sfd	13.5	3	5	41	68
46	sfd/church	4	3	5	12	20
47	mf	10.6	6	10	64	106
48	sfd	20.7	3	5	63	104
49	mf	17.4	6	10	105	174
50	sfd	31	3	5	93	155
51	mu	15.2	-	-	0	0
52	transit	4.5	-	-	0	0
53	sfd/sfa	15.2	4	7	61	107
54	sfd/sfa	11.2	4	7	45	79
55	sfd/church	6	3	5	18	30
56	sfd/park	3	3	5	9	15
57	sfd/sfa	24.4	4	7	98	171
58	sfd/park	5	3	5	15	25
59	sfd	17.7	3	5	54	89
60	sfd	14.1	3	5	43	71
61	sfd	4	3	5	12	20

Planning Unit	Land Use Density	Acres	Baseline Density	Max Density	Baseline Units	Max Units
62	sfd	2.8	3	5	9	14
63	sfd	5.4	3	5	17	27
64	sfd	2.4	1.5	4	4	10
65	sfd	8.4	3	5	26	42
66	sfd	21.7	3	5	66	109
67	sfd	22.7	3	5	69	114
68	sfd/school	10	3	5	30	50
69	sfd/park	7.4	3	5	23	37
70	sfd	9.8	3	5	30	49
71	sfd	6.7	3	5	21	34
72	sfd	6	1.5	4	9	24
73	sfd	13.2	1.5	4	20	53
74	sfd	20.2	1.5	4	31	81
75	sfd	20.2	1.5	4	31	81
76	sfd	13.7	1.5	4	21	55
77	sfd/park	4	3	5	12	20
78	sfd	19.2	1.5	4	29	77
79	sfd	19.5	1.5	4	30	78
80	sfd	22.9	1.5	4	35	92
81	sfd	15.7	3	5	48	79
82	mu	13.9	-	-	0	0
83	sfd	41.3	3	5	124	207
84	mu	34.2	-	-	0	0
Grand Total		**1243.1**			**2884**	**5120**
Total LD 1.5 – 4		201.1			302	804
Total ML 3 - 5		538			1614	2690
Total MD 4 - 7		119.8			480	839
Total MH 8 – 10		77.1			463	771
Total Commercial		41.5				
Total Emp		159.8				
Total MU		91.3				
Total OS		0				
Total ES		10				
Grand Total		**1243.1**			**2859**	**5104**
Total Parks		39.6				
Total Schools		40.2				
Total Churches		20				

sfd	=	single-family dwelling
emp	=	employment
os	=	open space
sfa	=	single-family apartment
mf	=	multiple-family
comm	=	commercial
mu	=	mixed use
es	=	existing school
LD	=	Low Density Residential
ML	=	Medium-Low Density Residential
MD	=	Medium Density Residential
MP	=	Medium-High Density Residential

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%
2022 Total Occupied Units (%)	96.00%	*96.86%*	*95.34%*	*91.67%*
2022 Total Occupied Units	*119*	*10,919*	*196,821*	*1,103,520*
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

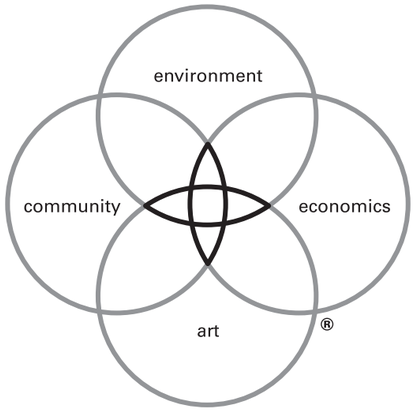
Like many communities along the Wasatch Front, Springville has experienced unprecedented growth since 2010. Growth within Springville is projected to continue and will require a thoughtful and strategic approach to provide suitable housing and amenities to support a growing population. The following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

PLANNING COMMISSION STAFF REPORT

Agenda Item # 1
October 14, 2025

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). <u>Springville will work with UTA to minimize the impacts of any future elevated crossing on existing development.</u> 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		X	X					
RES-15	15	3	X	X	X	X	X	X				
RES-20	20	3			X		X	X	X			
RES-30	30	4			X		X	X	X	X	X	
MU-RES-4	30	4		X	X		X	X	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

MINUTES

Planning Commission
Regular Session
Tuesday, October 14, 2025

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 depcits 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.

Kurtt 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.

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

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

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

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

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

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

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

MINUTES

Planning Commission
Regular Session
Tuesday, February 10, 2026

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 it 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 2002expresses 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 27, 2026

TO: Honorable Mayor and City Council

FROM: Troy Fitzgerald, City Administrator

SUBJECT: CONSIDERATION OF AN INTERLOCAL AGREEMENT WITH PROVO CITY REGARDING DEVELOPMENT ON OUR RESPECTIVE BORDERS

Recommended Motion:

A motion to APPROVE RESOLUTION _____ Approving an Interlocal Cooperation Agreement with Provo City on Development.

Discussion:

Springville Rising LLC has acquired substantial property holdings in north Springville and south Provo. According to Clydeinc.com's community information page, "initial concepts are emerging of a mixed-use development on the land we have purchased surrounding our new corporate headquarters location. Plans are still being finalized, but so far it will feature exciting new food & beverage options, community gathering spaces, and residential housing."

Springville Rising, Provo City and Springville City have held meetings to discuss the development concept since the development spans across the city borders. One concept that has gained traction is to enter into an interlocal cooperation agreement between the cities to share potential tax revenues associated with the development. Both cities are unaware of this method being used in the past.

One shared concern is that one city could benefit significantly from development while the other is left behind. To design and develop the best overall plan, the two cities are suggesting sharing in tax revenues for the first 15 years of the development. This

eliminates the need for either city to demand certain components of the development be located in either city.

The proposed Interlocal Agreement does just this. Property and Sales Tax receipts from the entire development will be added and divided in half. Both cities would receive an equal share of the proceeds through 2042. That is the agreement.

The agreement is limited to 30.17 acres of developable property defined in the agreement by parcel numbers. It is possibly and, perhaps likely, that Springville Rising will expand development in both Springville and Provo. For example, Springville Rising currently owns land north and east of the Chevron/McDonald's across the street. This possible development would not be part of this agreement.

Impact on Families

This development and associated Interlocal Agreement will likely have a significantly positive impact on local families. A stated intent of the development is to provide significant amounts of owner-occupied residential units with walkable access to outstanding, family-focused amenities. While final plans are not complete, the units will certainly be marketed below the average price of a home in Springville or Provo.

Fiscal Impact:

Concept plans have continued to evolve. Commercial, retail and residentials components continue to shift around on the entire 30 acres of development. The latest plans have the bulk of the retail stores on Springville property and most of the residential development on Provo's side.

The two cities jointly created a simple model to estimate the tax benefits received by the project using 2026 tax rates. The model has significant assumptions about sales generated per square foot and final value of condominiums and townhomes. Final values may be very different from the model if the success of retail establishments or the cost of the residential units vary from estimates.

The current analysis shows that the likeliest outcomes are very close to neutral. The latest low and high estimate produced by the model is shown below. This would be a combination of property and sales tax receipts.

		Low	High
Provo		$ 76,172	$ 87,317
Springville		$ 75,261	$ 150,871
		$ 455	$ (31,777)

Assuming these results held consistent over the entire 15 years of the agreement and that the average payment is in the middle of the range, Springville City would receive $1,695,990 in tax revenues. Out of those revenues, Springville would send Provo $225,000 to equalize the tax benefits.

Troy Fitzgerald
Troy Fitzgerald

RESOLUTION #2026-___

A RESOLUTION APPROVING AN INTERLOCAL COOPERATION AGREEMENT WITH PROVO CITY CONCNERING DEVELOPMENT

WHEREAS, Springville City and Provo City share a common border;

WHEREAS, a local developer desires to create and build a large scale commercial and residential development that spans into both cities;

WHEREAS, both cities desire to see the development happen; and,

WHEREAS, both cities desire to share in the development tax proceeds equally.

NOW, THEREFORE, be it resolved by the City Council of Springville, Utah as follows:

PART I:

The Mayor is hereby authorized and directed to execute the Interlocal Cooperation Agreement (Development) attached in Exhibit A.

END OF RESOLUTION.

PASSED AND APPROVED this _____ day of August, 2026.

_____
Matt Packard, Mayor

ATTEST:

_____
Kim Crane, City Recorder

EXHIBIT A

Interlocal Cooperation Agreement with Provo City

INTERLOCAL COOPERATION AGREEMENT
(Development)

THIS INTERLOCAL COOPERATION AGREEMENT (the "Agreement") is made and entered into by and between SPRINGVILLE CITY, a political subdivision of the State of Utah, with an address at 110 South Main Street, Springville, Utah 84663, and PROVO CITY, a political subdivision of the State of Utah, with an address at 445 W Center Street, Provo, Utah 84601.

RECITALS

A. Pursuant to the provisions of the Utah Interlocal Cooperation Act, Utah Code Annotated, Section 11-13-101, et seq., public agencies, including cities of the State of Utah as defined therein, are authorized to enter into mutually advantageous agreements for joint or cooperative action and to exchange services that they are each authorized by statute to provide.

B. Provo and Springville want to jointly encourage commercial and residential development along their mutual borders and desire to reduce risk for both cities by sharing in the tax proceeds generated from the development.

C. The governing bodies of Springville City and Mapleton City have by resolution agreed to adopt this Agreement.

NOW, THEREFORE, be it mutually covenanted and agreed as follows, each of the parties accepting as consideration for this Agreement the mutual promises and agreements of the other:

Section 1. Purpose.

This Agreement has been established and entered into between Springville City and Provo City for the purpose of agreeing to the terms under which the parties will mutually share in future tax proceeds from a development along the shared border between the cities at a location west of State Route 89 and north of State Route 77. The area consists of approximately 30.17 acres, exclusive of dedicated streets and comprising the following parcel serial numbers:

Provo	23:002:0041, 47:358:0003, 23:014:0013
Springville	23:015:0042, 23:015:0043, 23:015:0041, 40:465:0002, 40:465:0001 23:015:0044, 47:417:0006

Section 2. Effective Date and Duration.

a. The governing body of each party shall approve this Agreement as required by the Interlocal Cooperation Act. This Agreement shall become effective on the date that both parties approve, execute, and file it with the person who keeps the records of each party.

b. The term of this Agreement shall be from January 1, 2027 to December 31, 2042 ("Initial Term").

c. This Agreement shall be reviewed as to proper form and compliance with applicable law by an attorney for each of the parties.

Section 3. Administration of Interlocal Cooperation Agreement.

The parties to this Agreement do not contemplate nor intend to establish a separate legal or administrative entity under the terms of this Agreement. The parties agree that, pursuant to Section 11-13-207 of the Utah Code Annotated, Springville City's City Administrator, or his or her designee, shall act as the administrator responsible for the administration of this Agreement and shall have all powers provided by Springville City rule, ordinance, or practice, as is necessary to administer and carry out this Agreement. The parties further agree that this Agreement does not anticipate nor provide for any organizational change in the parties.

Section 4. Revenue Sharing.

Within 60 days following the receipt of sales tax information for December of the preceding year, each party shall calculate the sales and local property tax collected on the subject parcels. The difference shall be split equally between the parties, with the city receiving more tax revenues remitting payment for half the value to the other city within 30 days after the 60-day reporting period.

Section 5. Definitions.

Sales Tax shall be calculated as the locally retained point of sale number. The formula shall be local sales tax collected on named parcels times 50%.

Property Tax shall be the sales tax collected under the respective city's total local property taxes for any given year. For the year 2025, the number is 0.001678 for Provo and 0.001079 for Springville.

Section 6. Termination

This Agreement shall terminate on December 31, 2042, but the parties expressly agree to make a final revenue sharing payment for calendar year 2042 in 2043.

Section 7. Indemnification

The parties to this Agreement are both governmental entities subject to the Governmental Immunity Act. Each party agrees to defend, indemnify and save harmless the other party for damages, claims, suits, and actions arising out of the negligent acts of its own officers or agents in connection with this Agreement. The obligation to indemnify is limited to the damage cap amounts set forth in the Governmental Immunity Act. This paragraph shall not be construed as a waiver of the rights, immunities, defenses or protections of the Governmental Immunity Act, including limitation of judgments.

Section 8. Filing of Agreement

A copy of this Agreement shall be placed on file in the Office of the City Recorder of each party and shall remain on file for public inspection during the term of this Agreement.

Section 9. Notice of Default; Corrective Action

The failure of either party to comply with each and every term and condition of this Agreement shall constitute a breach of this Agreement. Either party shall have thirty (30) days after receipt of written notice from the other of any breach to correct the conditions specified in the notice, or if the corrections cannot be made within the thirty (30) day period, within a reasonable time if corrective action is commenced within ten (10) days after receipt of the notice.

Section 10. Rights and Remedies

In the event of any breach hereunder and after the lapse of the cure period as per Section 9 of this Agreement, the non-breaching party shall have all the rights and remedies available under the laws of the State of Utah in effect. The rights and remedies of the parties hereto shall not be mutually exclusive but shall be cumulative in all effects. The respective rights and obligations of the parties hereunder shall be enforceable in equity as well as at law or otherwise.

Section 11. Governing Law, Jurisdiction, and Venue

All questions with respect to the construction of this Agreement and all rights and liability of the parties hereto shall be governed by the laws of the State of Utah. Jurisdiction and venue for the enforcement of this Agreement shall be found in the courts of Utah County, State of Utah.

Section 12. Costs of Enforcement

In the event of a breach of this Agreement, the non-breaching party shall be entitled to recover from the breaching party all of the non-breaching party's costs (including, but not limited to, court fees and expert witness costs) and attorneys' fees associated with the enforcement of this Agreement.

Section 13. Notice

Any written notice which must or may be given relating to this Agreement shall be sufficient if mailed postage prepaid, registered or certified mail, in the United States mail addressed to a party at the address given above. Notice shall be mailed to the attention of each City's Administrator at the above addresses. Either party may notify the other to designate a different address for mailing.

Section 14. Miscellaneous

A. Severability. In the event that any condition, covenant, or other provision herein contained is held to be invalid or void by any court of competent jurisdiction, the same shall be deemed severable from the remainder of this Agreement and shall in no way affect any other covenant or condition herein contained, unless the severance of such condition, covenant, or other provision defeats the essential purposes of this Agreement, in which case this Agreement shall be considered invalid or void in its entirety. If such condition, covenant, or other provision shall be deemed invalid due to its scope or breadth, such provision shall be deemed valid to the extent of the scope or breadth permitted by law.

B. Entire Agreement. This Agreement contains the entire agreement between the parties. No promise, representation, warranty, or covenant not included in this Agreement has been or is relied upon by the parties. All prior understandings, negotiations, or agreements are merged herein and superseded hereby.

C. Amendments. This Agreement may be modified only by a writing signed by each of the parties hereto.

D. Not Assignable. This Agreement is specific to the parties hereto and is therefore not assignable.

E. Captions. The captions to the various Sections of this Agreement are for convenience and ease of reference only and do not define, limit, augment, or describe the scope, content, or intent of this Agreement or any part or parts of this Agreement.

F. Counterparts. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument.

G. **Gender and Number.** The singular number includes the plural whenever the context so indicates. The neuter gender includes the feminine and masculine, the masculine includes the feminine and neuter, and the feminine includes the masculine and neuter, and each includes corporation, limited liability company, partnership, or other legal entity when the context so requires.

H. **Waiver or Forbearance.** No delay or omission in the exercise of any right or remedy by any party hereto shall impair such right or remedy or be construed as a waiver. Any waiver of any breach must be in writing and shall not be a waiver of any other breach concerning the same or any other provision of this Agreement.

- SIGNATURES ON FOLLOWING PAGE -

IN WITNESS WHEREOF, the parties have signed and executed this Agreement, after resolutions duly and lawfully passed, on the dates listed below.

DATED this ____ day of _____, 2026.

SPRINGVILLE CITY

By:_____
MATT PACKARD, Mayor

ATTEST:

By:_____
KIM CRANE, City Recorder

APPROVED AS TO FORM AND COMPATIBILITY WITH THE LAWS OF THE STATE OF UTAH:

_____
JOHN A. PENROD,
Springville City Attorney

DATED this _____ day of _____, 2026.

PROVO CITY

By:_____
***, Mayor**

ATTEST:

By:_____
***, City Recorder**

APPROVED AS TO FORM AND COMPATIBILITY WITH THE LAWS OF THE STATE OF UTAH:

_____
***
Attorney for Provo City

STAFF REPORT

DATE: June 24, 2026

TO: Honorable Mayor and City Council

FROM: Jeffrey L. Anderson, Asst Public Works Director

SUBJECT: **AMENDMENT OF TITLE 11, CHAPTER 6 – FLOOD DAMAGE PREVENTION ORDINANCE AND ADOPTION OF NEW FLOOD INSURANCE STUDY (FIS) AND FLOOD INSURANCE RATE MAPS (FIRMS) FOR UTAH COUNTY AND INCORPORATED AREAS.**

Recommended Motion:

I move to adopt Ordinance No. _____, an ordinance amending Title 11, Chapter 6 of the Springville City Code (Flood Damage Prevention Ordinance) 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, effective June 23, 2026, as presented.

Executive Summary:

In 2018, FEMA commissioned a comprehensive update of the Flood Insurance Rate Map (FIRM) and Flood Insurance Study (FIS) report for Utah County and Incorporated Areas, including Springville City. The update primarily addresses floodplain conditions associated with Utah Lake and affects properties located west of Interstate 15 within Springville City limits.

FEMA issued a Letter of Final Determination (LFD) dated December 23, 2025, declaring that the flood hazard determinations for Springville are FINAL and that the updated FIS report and FIRMs became effective on June 23, 2026. As a condition of continued eligibility in the National Flood Insurance Program (NFIP), Springville City must formally adopt the updated FIS and FIRMs and adopt floodplain management regulations that meet or exceed the minimum standards of 44 CFR Part 60.3(d) no later than August 27, 2026.

City staff coordinated with McKenzie Ranney (Goodenough), CFM, State Floodplain Management Planner with the Utah Department of Public Safety, Division of Emergency Management, to conduct a gap analysis of Springville's current Flood Damage Prevention Ordinance against the updated federal standards. Three sections of Title 11, Chapter 6 required amendment or addition. The proposed ordinance reflects those targeted changes and, if adopted, will bring Springville into full compliance well ahead of the August 27, 2026 deadline.

Focus of Action:

The City Council is asked to take the following actions:

- Formally adopt the updated Flood Insurance Study (FIS) report and Flood Insurance Rate Maps (FIRMs) for Utah County and Incorporated Areas, dated June 23, 2026 (FIRM panels 534, 542, and 545 for Springville City).
- Adopt Ordinance No. _____, which amends three provisions within Title 11, Chapter 6 of the Springville City Code (Flood Damage Prevention Ordinance) to meet or exceed the minimum standards of 44 CFR Part 60.3(d) of the NFIP regulations.
- Authorize the Mayor to execute the Certification attached to the ordinance as Exhibit B, affirming the immediate need for the ordinance to preserve public peace, health, and safety.

Background:

FEMA administers the NFIP under the authority of the National Flood Insurance Act of 1968 (P.L. 90-448, as amended). The NFIP is a voluntary program that provides federally-backed flood insurance to property owners, renters, and businesses in participating communities. In exchange for that coverage, participating communities are required to adopt and enforce floodplain management ordinances that meet or exceed the minimum federal standards set forth in 44 CFR Part 60.

Springville City has long participated in the NFIP. The City's floodplain management program covers Hobble Creek, Spring Creek, Dry Creek, portions of Utah Lake, and various other waterways within the municipal boundaries. The Floodplain Administrator is charged with administering the City's Flood Damage Prevention Ordinance (Title 11, Chapter 6) and ensuring ongoing compliance with NFIP requirements.

FEMA initiated the Utah County remapping project in 2018. The updated study incorporated new topographic data, hydrologic and hydraulic analyses, and revised flood hazard delineations, with a focus on the floodplain associated with Utah Lake. The geographic scope of the changes as they relate to Springville City is generally limited to properties situated west of Interstate 15.

On December 23, 2025, FEMA issued a Letter of Final Determination (LFD) to Springville City. The LFD:

- Declared the flood hazard determinations for Springville City to be FINAL.
- Established an effective date of June 23, 2026 for the updated FIS report and associated FIRMs.
- Required Springville City, as a condition of continued NFIP eligibility, to adopt the updated FIS and FIRMs and to adopt or demonstrate evidence of adoption of floodplain management regulations meeting or exceeding 44 CFR Part 60.3(d) no later than August 27, 2026.

City staff worked closely with McKenzie Ranney (Goodenough), CFM, State Floodplain Management Planner at the Utah Department of Public Safety, Division of Emergency Management, to systematically compare Springville's existing Flood Damage Prevention Ordinance against the updated requirements of 44 CFR Part 60.3(d). The gap analysis identified

three sections requiring amendment or addition. No other provisions of the existing ordinance were found to be deficient.

Discussion:

Section 1 – Amendment to Section 11-6-605: Basis for Establishing the Areas of Special Flood Hazard

This section is amended to update the date of the controlling Flood Insurance Study from June 19, 2020 to June 23, 2026. This change ensures the ordinance formally references the current, FEMA-approved FIS report. All FIS documents and accompanying FIRMs continue to be automatically adopted by reference and made part of the ordinance.

Section 2 – Amendment to Section 11-6-610(4): Requirement to Submit New Technical Data

This section is amended to add a critical standard required under 44 CFR Part 60.3(d): when a regulatory floodway has not been designated, no new construction, substantial improvements, or other development (including fill) shall be permitted within Zones A1-30, AE, and AH on the FIRM unless it can be demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than 1.00 foot. This "no-rise" standard is a foundational requirement of the NFIP and was the primary gap identified during the state-coordinated review.

Section 3 – Addition of Section 11-6-627: Severability

A severability clause is added to the ordinance. This standard provision clarifies that if any section, provision, or portion of the ordinance is adjudged unconstitutional or invalid by a court, the remainder of the ordinance shall not be affected. This clause strengthens the ordinance's legal durability and is consistent with best practices in municipal code drafting.

Adoption of Updated FIS and FIRMs

In addition to the three code amendments, the ordinance formally adopts the new FIS report and the associated FIRM panels (534, 542, and 545) for Springville City, effective June 23, 2026. The FIS and FIRMs are incorporated as Exhibit A to the ordinance. The Mayor is also authorized to execute the Certification (Exhibit B), which declares an emergency finding to ensure the ordinance takes immediate effect, consistent with the FEMA compliance deadline.

Compliance Timeline:

- **December 23, 2025 -** FEMA issues Letter of Final Determination (LFD) to Springville City
- **June 23, 2026** - Updated FIS report and FIRMs become effective
- **July 7, 2026** - City Council adoption of ordinance amendments and FIS/FIRM
- **August 27, 2026 -** FEMA-mandated deadline for ordinance compliance

Alternatives:

The Council may consider the following alternatives:

- Adopt the ordinance as presented. This is the recommended action and ensures full compliance with NFIP requirements by August 27, 2026. **(Staff Recommendation)**

- Decline to adopt. Failure to adopt the updated FIS/FIRMs and compliant ordinance amendments by August 27, 2026 would place Springville City's participation in the NFIP in jeopardy. Loss of NFIP eligibility would mean that property owners within Springville would lose access to federally-backed flood insurance, which could have significant consequences for property transactions requiring federally-backed mortgage financing in Special Flood Hazard Areas. This alternative is not recommended.

Fiscal Impact:
There is no direct fiscal impact associated with adopting the ordinance amendments or formally adopting the updated FIS and FIRMs. The gap analysis and ordinance review were completed through coordination with the Utah Division of Emergency Management at no cost to the City.

Continued participation in the NFIP is fiscally beneficial to Springville City and its residents. NFIP eligibility allows property owners with federally-backed mortgages in Special Flood Hazard Areas to obtain flood insurance. Loss of NFIP eligibility could negatively affect property values and real estate transactions in affected areas of the City, particularly properties west of I-15 where the updated FIRM delineations apply.

Potential future fiscal considerations related to the updated FIRM delineations may arise as property owners in newly mapped areas seek guidance on permitting, development standards, and potential flood insurance requirements. These activities fall within the existing scope of the Floodplain Administrator's duties and are not expected to require additional appropriations at this time.

Respectfully submitted,

Jeffrey L. Anderson
Jeff L. Anderson, PE, CFM
Assistant Public Works Director

EXHIBIT A

PROPOSED ORDINANCE
Ordinance No. _____

ORDINANCE #__-2026

AN ORDINANCE REVISING TITLE 11 CHAPTER 6 - FLOOD DAMAGE PREVENTION ORDINANCE TO MEET THE MINIMUM REQUIREMENTS OF THE NATIONAL FLOOD INSURANCE PROGRAM REGULATIONS, IN 44 CFR PART 60.3(d) and ADOPT THE NEW FIS AND FIRM FOR UTAH COUNTY AND INCORPORATED AREAS.

WHEREAS, Springville City has Hobble Creek, Spring Creek, Dry Creek and portions of Utah Lake, along with other waterways, within its boundaries; and

WHEREAS, given the many waterways within Springville, protecting against flooding hazards has always been a priority for the City; and

WHEREAS, Section 10-9a-505 of the Utah Code allows a municipality to "enact an ordinance regulating land use and development in a flood plain . . . to protect life and prevent" substantial loss or damage to property; and

WHEREAS, the Federal Emergency Management Administration ("FEMA"), under the U.S. Department of Homeland Security, manages the National Flood Insurance Program (NFIP), which is a voluntary program that provides flood insurance, helps improve floodplain management and develops maps of flood hazard zones; and

WHEREAS, Springville has elected to join the program, participate, and enforce this Flood Damage Prevention Ordinance and the requirements and regulations of the NFIP and the National Flood Insurance Act of
1968 (P.L. 90-488, as amended); and

WHEREAS, the NFIP provides that areas of the City having a special flood hazard be identified by FEMA, and that floodplain management measures be applied in such flood hazard areas; and

WHEREAS, FEMA has commissioned an update of the Flood Insurance Rate Map (FIRM) and Flood Insurance Study (FIS) report for Utah County and Incorporated Areas; and

WHEREAS, FEMA recently sent Springville City a Letter of Final Determination (LFD), dated December 23, 2025 stating that the flood hazard determinations for our community are considered FINAL and the FIS report and FIRM will become effective on June 23, 2026; and

WHEREAS, Springville City, as a condition of eligibility in the NFIP, must adopt the current effective FIS report and FIRM and adopt or show evidence of adoption of floodplain management regulations that meet or exceed the minimum standards of 44 CFR Part 60.3(d) of the NFIP regulations by August 27, 2026; and

WHEREAS, the City Council adopts this update to the Flood Damage Prevention Ordinance to promote and protect the public health, safety and general welfare of the City and to minimize public and private losses due to flood conditions in specific areas of Springville City.

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

SECTION 1: ADOPTION: SECTION AMENDED. Section 11-6-605 of the Springville City Code is hereby amended and adopted to read and provide as follows:

11-6-605 Basis for Establishing the Areas of Special Flood Hazard.

The areas of special flood hazard are those areas identified by FEMA in a scientific and engineering report entitled, "The Flood Insurance Study for Utah County, Utah and Incorporated Areas," dated ~~June 19, 2020~~ June 23, 2026, and on the accompanying FIRMs, and any revisions thereto. All of these described documents are hereby automatically adopted by reference and declared to be a part of this ordinance.

SECTION 2: ADOPTION: SECTION AMENDED. Section 11-6-610 of the Springville City Code is hereby amended and adopted to read and provide as follows:

11-6-610 Requirement to Submit New Technical Data.

(1) The property owner or developer shall notify FEMA by submittal of a LOMR within six months of project completion when an applicant had obtained a CLOMR from FEMA or when development altered a watercourse, modified floodplain boundaries, or modified BFE.

(2) The property owner or developer shall be responsible for preparing technical data to support the CLOMR or LOMR application and paying any processing or application fees to FEMA. The property owner or developer is responsible for submitting the CLOMR and LOMR to FEMA and shall provide all necessary data to FEMA if requested during the review process to ensure the CLOMR or LOMR is issued.

(3) The Floodplain Administrator shall be under no obligation to sign the Community Acknowledgement Form, which is part of the CLOMR/LOMR application, until the applicant demonstrates that the project will or has met the requirements of this ordinance and all applicable state federal, and local laws.

(4) When a regulatory floodway has not been designated, no new construction, substantial improvements, or other development (including fill) shall be permitted within Zones A1-30, AE, and AH on the FIRM, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than 1.00* feet.

SECTION 3. SECTION ADOPTED: Section 11-6-627 of the Springville City Code is hereby adopted to read and provide as follows:

11–6-627 Severability.

If any section, provision, or portion of this ordinance is adjudged unconstitutional or invalid by a court, the remainder of the ordinance shall not be affected.

SECTION 4. FIS and FIRM ADOPTED: The scientific and engineering report entitled, "The Flood Insurance Study for Utah County, Utah and Incorporated Areas," and the associated FIRMs (panels 534, 542 and 545) for Springville City dated June 23, 2026, is adopted. The FIS and FIRMs are attached as Exhibit A.

SECTION 5. CERTIFICATION: The Mayor is authorized to execute the Certification attached to this Ordinance as Exhibit B.

SECTION 6. SEVERABILITY: If any section, provision, or portion of this ordinance is adjudged unconstitutional or invalid by a court, the remainder of the ordinance shall not be affected.

SECTION 7. EFFECTIVE DATE. This Ordinance shall take effect upon first publication.

PASSED, ADOPTED AND ORDERED POSTED by the Council of Springville City, Utah this 7th day of July, 2026.

_____
MAYOR Matt Packard

ATTEST:

_____
KIM CRANE, CITY RECORDER

Exhibit A

(CERTIFICATION)

CERTIFICATION

It is hereby found and declared by Springville City that: severe flooding has occurred in the past within its jurisdiction and will certainly occur within the future; that flooding is likely to result in infliction of serious personal injury or death, and is likely to result in substantial injury or destruction of property within its jurisdiction; in order to effectively comply with minimum standards for coverage under the NFIP; and in order to effectively remedy the situation described herein, it is necessary that this ordinance become effective immediately.

Therefore, an emergency is hereby declared to exist, and this ordinance, being necessary for the immediate preservation of the public peace, health and safety, shall be in full force and effect from and after its passage and approval.

APPROVED: _____
Mayor Matt Packard

PASSED: July 07, 2026

I, the undersigned, Kim Crane, do hereby certify that the above is a true and correct copy of an ordinance duly adopted by the Springville City Council. at a regular meeting duly convened on July 7, 2026.

_____
Kim Crane, Springville City Recorder
(SEAL)

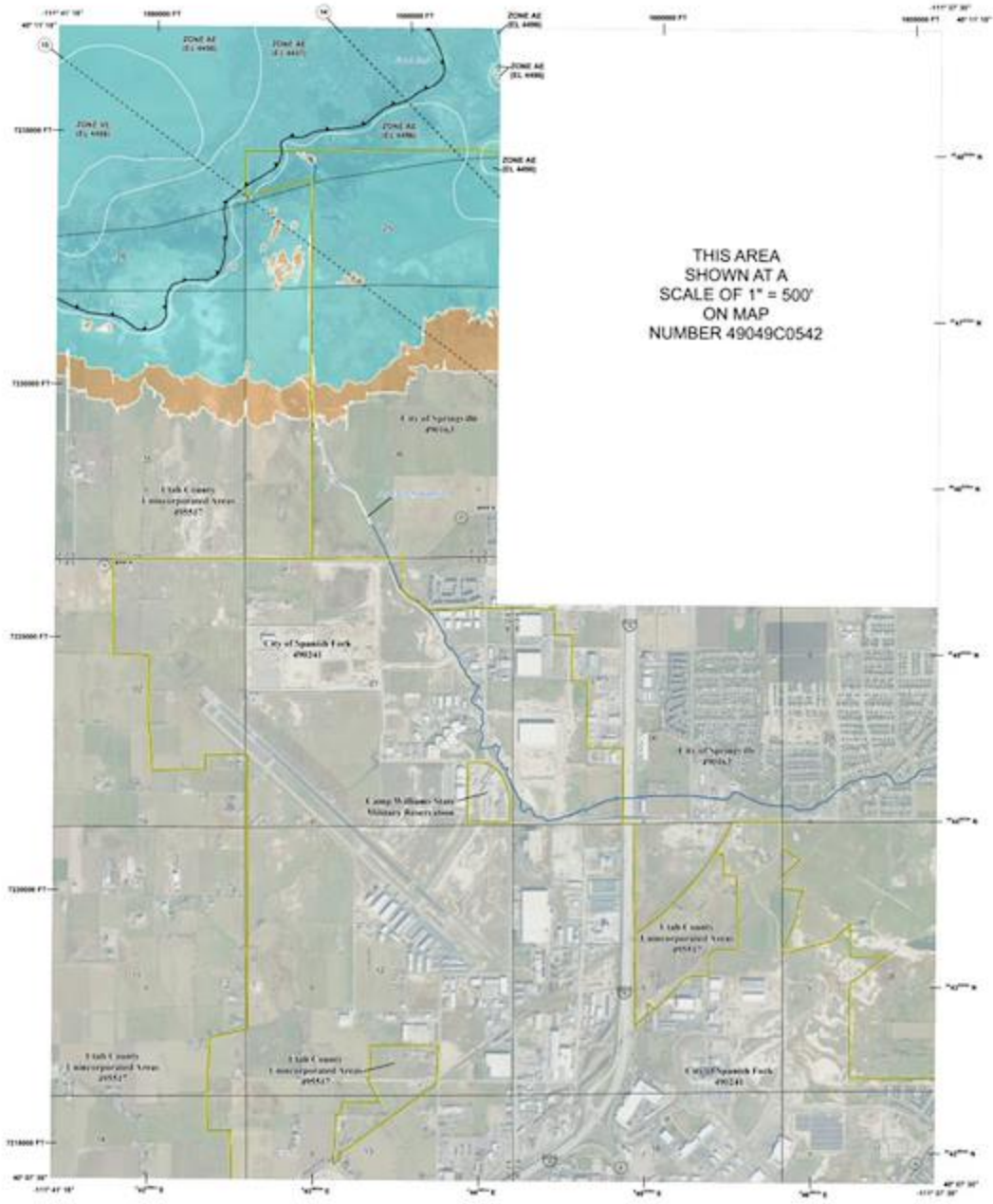
EFFECTIVE: July 07, 2026

Attest:

_____
Kim Crane, City Recorder

Exhibit B

(Springville City FIRM)



FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT

HTTPS://MSC.FEMA.GOV

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) Zone A, V, A99
- With BFE or Depth Zone AE, AO, AH, VE, AR
- Regulatory Floodway
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
- Future Conditions 1% Annual Chance Flood Hazard Zone X
- Area with Reduced Flood Risk due to Levee See Notes. Zone X

OTHER AREAS OF FLOOD HAZARD
- Area with Flood Risk due to Levee Zone D

OTHER AREAS
- Area of Minimal Flood Hazard Zone X
- Area of Undetermined Flood Hazard Zone D

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary

NOTES TO USERS

For information and questions about this Flood Insurance Rate Map (FIRM), available products associated with this FIRM, including historic versions this current map date for each FIRM panel, how to order products, or the National Flood Insurance Program (NFIP) in general, please call the FEMA Map Information eXchange at 1-877-FEMA MAP (1-877-336-2627) or visit the FEMA Flood Map Service Center website at https://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM Index. These may be ordered directly from the Flood Map Service Center at the number listed above.

For community and countywide map dates refer to the Flood Insurance Study Report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

Base map information shown on this FIRM was derived from multiple sources. Multiple/Other county boundary and road information were provided by the Utah Geospatial Resource Center (UGRC), dated 2021. Hydrographic information was provided by the UGRC, dated 2021. Transportation data were provided by the UGRC, dated 2021. Water lines were sourced from the previous effective FIRM, dated 2009. Aerial Imagery was provided by the US Department of Agriculture - Farm Service Agency, dated 2021.

Limit of Moderate Wave Action (LiMWA)

SCALE

1 inch = 1,000 feet 1:12,000

0 1,000 2,000 4,000 feet

0 250 500 1,000 meters

PANEL LOCATOR

* PANEL NOT PRINTED.

FEMA

National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM

FLOOD INSURANCE RATE MAP

UTAH COUNTY, UTAH

and Incorporated Areas

PANEL 545 OF 1450

FEMA

COMMUNITY	NUMBER	PANEL	SUFFIX
SPRINGVILLE, CITY OF	490263	0545	G
SPANISH FORK, CITY OF	490241	0545	G
UTAH COUNTY	490547	0545	G

VERSION NUMBER
2.6.5.6

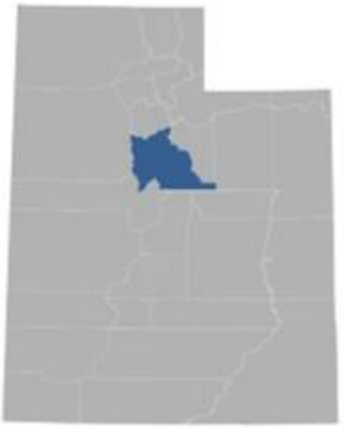
MAP NUMBER
49049C0545G

MAP REVISED
June 23, 2020

FLOOD INSURANCE STUDY

FEDERAL EMERGENCY MANAGEMENT AGENCY

VOLUME 1 OF 3



UTAH COUNTY, UTAH

AND INCORPORATED AREAS

COMMUNITY NAME	NUMBER	COMMUNITY NAME	NUMBER
ALPINE, CITY OF	490228	MAPLETON, CITY OF	490156
AMERICAN FORK, CITY OF	490152	OREM, CITY OF	490216
BLUFFDALE, CITY OF	490247	PAYSON, CITY OF	490157
CEDAR FORT, TOWN OF*	490153	PLEASANT GROVE CITY, CITY OF*	490235
CEDAR HILLS, CITY OF	490204	PROVO, CITY OF	490159
DRAPER, CITY OF	490244	SALEM, CITY OF	490160
EAGLE MOUNTAIN, CITY OF*	490258	SANTAQUIN, CITY OF*	490227
ELK RIDGE, CITY OF*	490259	SARATOGA SPRINGS, CITY OF	490250
FAIRFIELD, TOWN OF*	490260	SPANISH FORK, CITY OF	490241
GENOLA, TOWN OF	490154	SPRINGVILLE, CITY OF	490163
GOSHEN, TOWN OF*	490155	UTAH COUNTY, UNINCORPORATED AREAS	495517
HIGHLAND, CITY OF	490254	VINEYARD, CITY OF	490261
LEHI, CITY OF	490209	WOODLAND HILLS, CITY OF*	490262
LINDON, CITY OF	490210		

*No Special Flood Hazard Areas Identified

REVISED:

June 23, 2026

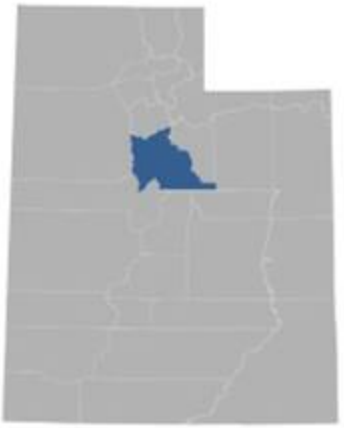
FLOOD INSURANCE STUDY NUMBER
49049CV001B
Version Number 2.8.5.6

FEMA

FLOOD INSURANCE STUDY

FEDERAL EMERGENCY MANAGEMENT AGENCY

VOLUME 2 OF 3



UTAH COUNTY, UTAH

AND INCORPORATED AREAS

COMMUNITY NAME	NUMBER	COMMUNITY NAME	NUMBER
ALPINE, CITY OF	490228	MAPLETON, CITY OF	490156
AMERICAN FORK, CITY OF	490152	OREM, CITY OF	490216
BLUFFDALE, CITY OF	490247	PAYSON, CITY OF	490157
CEDAR FORT, TOWN OF*	490153	PLEASANT GROVE CITY, CITY OF*	490235
CEDAR HILLS, CITY OF	490204	PROVO, CITY OF	490159
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FAIRFIELD, TOWN OF*	490260	SPANISH FORK, CITY OF	490241
GENOLA, TOWN OF	490154	SPRINGVILLE, CITY OF	490163
GOSHEN, TOWN OF*	490155	UTAH COUNTY, UNINCORPORATED AREAS	495517
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LEHI, CITY OF	490209	WOODLAND HILLS, CITY OF*	490262
LINDON, CITY OF	490210		

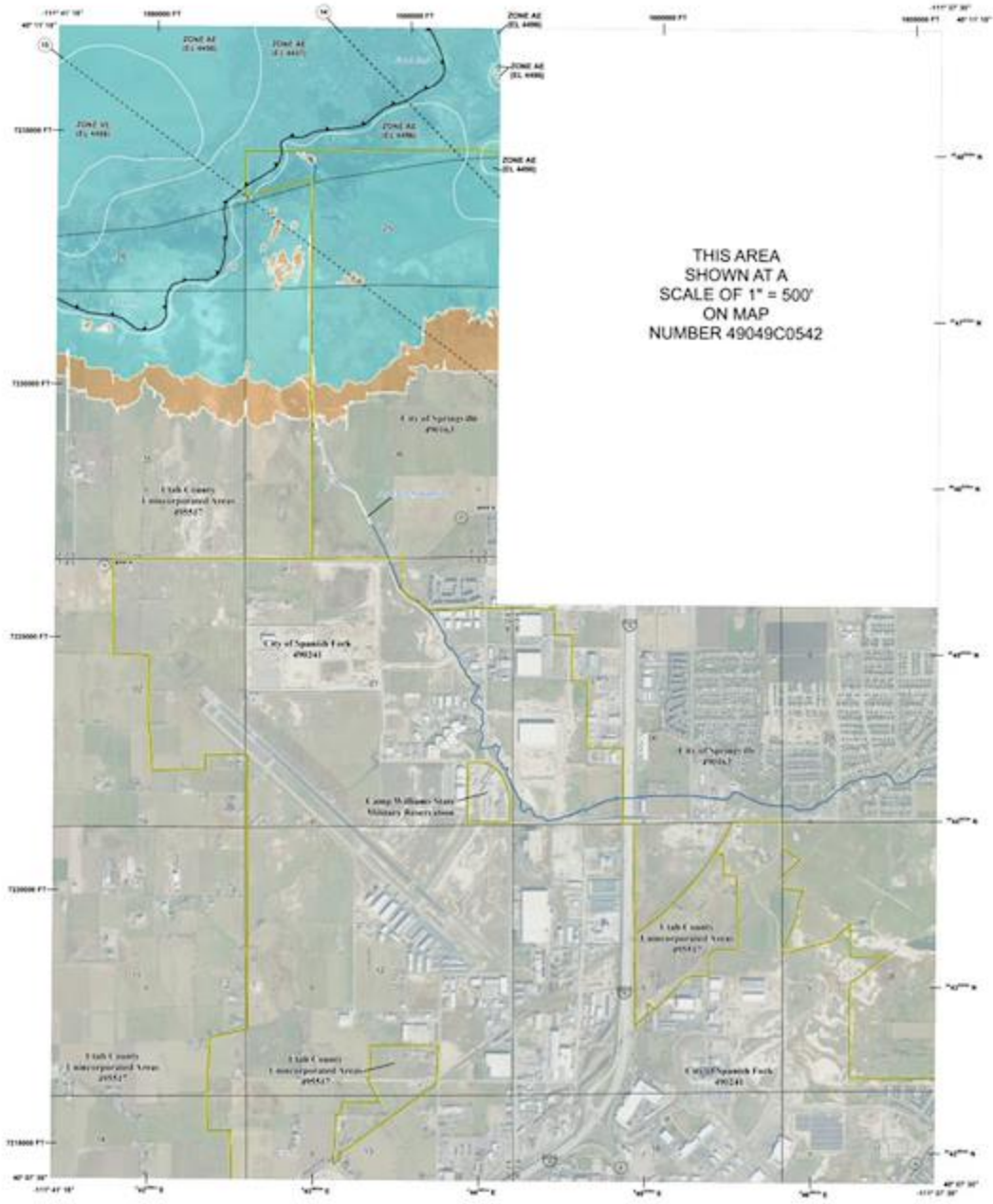
*No Special Flood Hazard Areas Identified

REVISED:

June 23, 2026

FLOOD INSURANCE STUDY NUMBER
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Version Number 2.8.5.6

FEMA



FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT

HTTPS://MSC.FEMA.GOV

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) Zone A, V, A99
- With BFE or Depth Zone AE, AO, AH, VE, AR
- Regulatory Floodway
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
- Future Conditions 1% Annual Chance Flood Hazard Zone X
- Area with Reduced Flood Risk due to Levee See Notes. Zone X

OTHER AREAS OF FLOOD HAZARD
- Area with Flood Risk due to Levee Zone D

OTHER AREAS
- Area of Minimal Flood Hazard Zone X
- Area of Undetermined Flood Hazard Zone D

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary

NOTES TO USERS

For information and questions about this Flood Insurance Rate Map (FIRM), available products associated with this FIRM, including historic versions this current map date for each FIRM panel, how to order products, or the National Flood Insurance Program (NFIP) in general, please call the FEMA Map Information eXchange at 1-877-FEMA MAP (1-877-336-2627) or visit the FEMA Flood Map Service Center website at https://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM Index. These may be ordered directly from the Flood Map Service Center at the number listed above.

For community and countywide map dates refer to the Flood Insurance Study Report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

Base map information shown on this FIRM was derived from multiple sources. Multiple/Other county boundary and road information were provided by the Utah Geospatial Resource Center (UGRC), dated 2021. Hydrographic information was provided by the UGRC, dated 2021. Transportation data were provided by the UGRC, dated 2021. Water lines were sourced from the previous effective FIRM, dated 2009. Aerial Imagery was provided by the US Department of Agriculture - Farm Service Agency, dated 2021.

Limit of Moderate Wave Action (LiMWA)

SCALE

1 inch = 1,000 feet 1:12,000

0 1,000 2,000 4,000 feet

0 250 500 1,000 meters

PANEL LOCATOR

* PANEL NOT PRINTED.

FEMA

National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM

FLOOD INSURANCE RATE MAP

UTAH COUNTY, UTAH

and Incorporated Areas

PANEL 545 OF 1450

FEMA

COMMUNITY	NUMBER	PANEL	SUFFIX
SPRINGVILLE, CITY OF	490263	0545	G
SPANISH FORK, CITY OF	490241	0545	G
UTAH COUNTY	490547	0545	G

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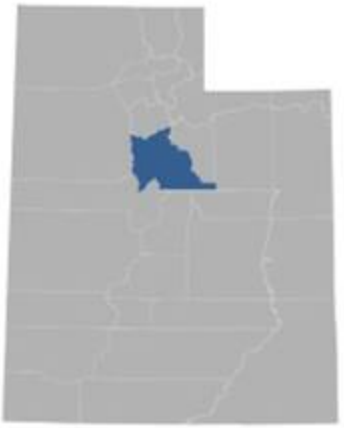
MAP NUMBER
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MAP REVISED
June 23, 2020

FLOOD INSURANCE STUDY

FEDERAL EMERGENCY MANAGEMENT AGENCY

VOLUME 3 OF 3



UTAH COUNTY, UTAH

AND INCORPORATED AREAS

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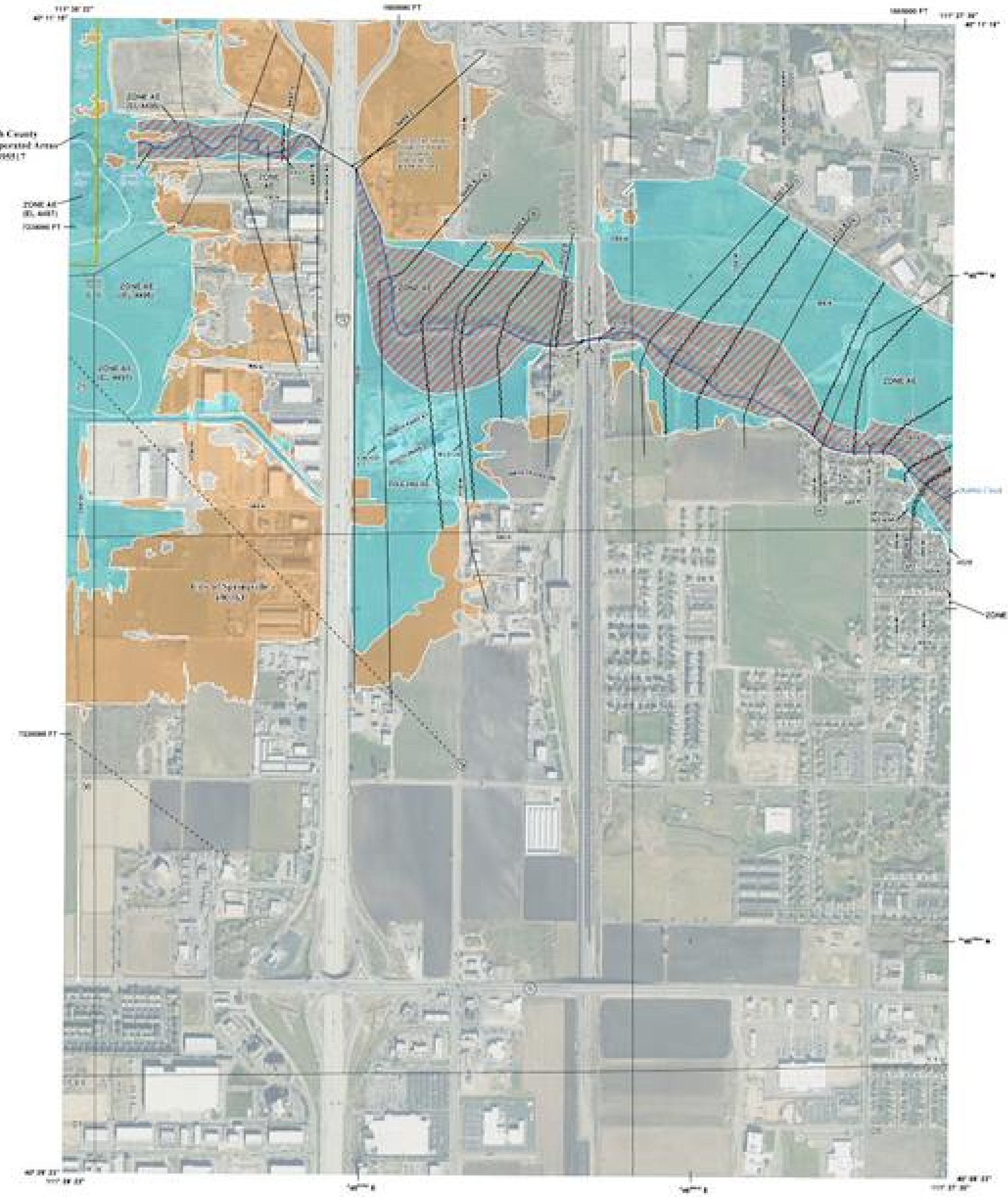
*No Special Flood Hazard Areas Identified

REVISED:

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FLOOD INSURANCE STUDY NUMBER
49049CV001B
Version Number 2.8.5.6

FEMA



FLOOD HAZARD INFORMATION

THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT HTTPS://MSC.FEMA.GOV

SPECIAL FLOOD HAZARD AREAS	Without Base Flood Elevation (BFE)
	With BFE or Depth
	Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile
	Future Conditions 1% Annual Chance Flood Hazard
	Area with Reduced Flood Risk due to Levee See Notes.
	Area with Flood Risk due to Levee
OTHER AREAS	Area of Minimal Flood Hazard
	Area of Undetermined Flood Hazard
GENERAL STRUCTURES	Channel, Culvert, or Storm Sewer
	Levee, Dike, or Floodwall
	Cross Sections with 1% Annual Chance Water Surface Elevation
	Coastal Transect
	Coastal Transect Baseline
	Profile Baseline
	Hydrographic Feature
	Base Flood Elevation Line (BFE)
OTHER FEATURES	Limit of Study
	Jurisdiction Boundary

NOTES TO USERS

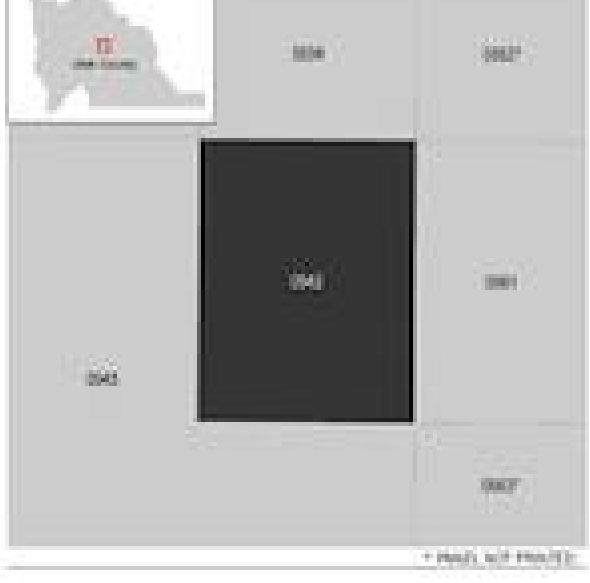
SCALE

1 inch = 500 feet 1:6,000

0 500 1,000 2,000 feet

0 125 250 500 meters

PANEL LOCATOR



FEMA

National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

UTAH COUNTY, UTAH

PANEL 542 OF 1450

VERSION NUMBER
2.6.6.6

MAP NUMBER
49049C0542G

MAP REVISED
June 23, 2026