



Development Review Committee Agenda

Wednesday, August 26, 2026

80 S. Main Street in the Council Chambers at Library Hall

PUBLIC NOTICE is hereby given that the Development Review Committee of Spanish Fork, Utah, will hold a meeting in the City Council Chambers at Library Hall, on the second floor, 80 S. Main Street, Spanish Fork, Utah, commencing at 10 a.m. on August 26, 2026.

SPANISH FORK CITY does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in the employment or the provision of services. The public is invited to participate in all Spanish Fork City Development Review Committee. Meetings located at the City Council Chambers at Library Hall, 80 S. Main Street, Spanish Fork. If you need special accommodation to participate in the meeting, please contact the Community Development Office at 801-804-4580. This meeting is not available to attend virtually.

	Page
1. Approval of Minutes	
1.1 August 12, 2026 minutes.drc.8-12-2026.pdf 	3
1.2 August 19, 2026 minutes.drc.8-19-2026.pdf 	11
2. Zone Change	
2.1 Oak Village Zone Change This proposal involves a request to change the zoning of a property from R-R and R-1-12 to R-1-9 and R-1-12 with the Master Planned Development Overlay. The property is located at approximately 100 South Spanish Fork Parkway. report.drc.oakvillagezonechange.8-26-2026.pdf 	22
3. Preliminary Plat	
3.1 Oak Village Subdivision This proposal involves approval of a Preliminary Plat with a Master Planned Development Overlay for 110 single-family lots located at approximately 100 South Spanish Fork Parkway. report.drc.oakvillagesubdivisionpreliminaryplat.8-26-2026.pdf 	27

4. Site Plan

- 4.1 Bank of Utah 47
This proposal involves the development of a commercial pad located at 1351 North Canyon Creek Parkway. [report.drc.bankofutah.8-26-2026.pdf](#) 
- 4.2 Utah County Jail - Medical and Patrol Parking Lot Additions 52
This proposal involves the expansion of parking at the Utah County Jail located at 3075 North Main Street. [report.drc.utahcountyjailparkingexpansion.8-26-2026.pdf](#) 

5. Concept Review

- 5.1 Hidden Groves Concept 61
[plan.hiddengrovesconcept.8-5-2026.pdf](#) 
- 5.2 Hallam Property Concept 62
[plan.hallampropertyconcept.8-11-2026.pdf](#) 

6. ADJOURNMENT

Draft Minutes
Spanish Fork City Development Review Committee
80 South Main Street
Spanish Fork, Utah
August 12, 2026

Staff Members Present: Cory Pierce, Public Works Director; Seth Perrins, City Manager; Dave Anderson, Community Development Director; Brandon Snyder, Senior Planner; David Mann, Senior Planner; Vaughn Pickell, City Attorney; Joshua Nielsen, Assistant City Attorney; John Little, Chief Building Official; Byron Haslam, Assistant City Engineer; Josh Wagstaff, Assistant City Engineer; Marcie Clark, Engineering Department Secretary; Jered Johnson, Engineering Division Manager; Jared Bartel, Information Systems Director Kevin Taylor, Senior Power Utility Planner; Jake Theurer, Power and Light Superintendent; Bart Morrill, Parks Maintenance Supervisor; Bryton Shepherd, Landscape Architect; Jason Turner, Fire Marshall.

Citizens Present: David Nicolson, Todd Dudley, Gordon Livingston.

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

MINUTES

August 5, 2026

Dave Anderson moved to approve the minutes of August 5, 2026.

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

FINAL PLAT

NICOLSON INDUSTRIAL PLAT A

David Mann began by stating that the Preliminary Plat was recently approved by the Planning Commission in July, and the final plat has now been submitted to staff for review. The property is located within an industrial zoning district and has an industrial land use designation. The proposed development appears to be part of a three-phase plan, with the

applicant intending to construct the phases in sequence. The associated Site Plan was also included on the agenda. Staff identified no major concerns and recommended moving the final plat forward for approval and recording.

Josh Wagstaff confirmed that the application does have UDOT approval to move the access.

Vaughn Pickell **moved** to approve the proposed Nicolson Industrial Plat A Final Plat based on the following finding and subject to the following findings and conditions:

Findings:

1. That the proposal conforms to the City's General Plan Designation and Zoning Map.
2. That a Preliminary Plat was approved by the Planning Commission on July 1, 2026.

Conditions:

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

Jered Johnson **seconded** and the motion **passed** all in favor.

SITE PLAN

NICOLSON INDUSTRIAL PARK

David Mann stated that the proposed development consists of three structures, each containing four units, with landscaping to be completed in phases. The Site Plan includes a trail and access to the UDOT roadway to the north, with a single site access and internal driveways providing circulation throughout the development. The proposed building elevations are consistent with the surrounding area. Staff identified no major concerns and recommended approval of the Site Plan.

John Little asked whether the applicant would complete Lot 1 and its associated frontage improvements first.

Dave Nicholson explained that the applicant intends to complete the public and overall site improvements for the entire subdivision before constructing the individual buildings.

The first building, planned as part of Phase One, will accommodate a manufacturing operation relocating from Lindon to Spanish Fork and will initially be occupied by a single tenant. The second building is intended for a new manufacturing product and is anticipated to be leased in its entirety by Seek International. Phase Three may accommodate up to four tenants. Mr. Nicholson stated that the development is structured in this manner to allow the individual buildings to be sold separately.

Vaughn Pickell clarified that the development technically constitutes a single subdivision, with the references to phases relating to the timing of building construction rather than separate subdivisions. The public infrastructure will be completed as part of the overall subdivision.

Dave Anderson **moved** to approve the proposed Nicholson Industrial Park Site Plan based on the following finding and subject to the following findings and conditions:

Findings:

1. That the proposal conforms to the City's General Plan Designation and Zoning Map.
2. That a Preliminary Plat was approved by the Planning Commission on July 1, 2026.
3. That access to 3800 North was approved by UDOT on April 15, 2026.

Conditions:

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

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

PRELIMINARY PLAT

MEADOW SUBDIVISION PLAT A

David Mann presented the proposed subdivision located off State Route 51 near the Meadow Ridge subdivision. He noted that the property is zoned R-1-6 and is significantly impacted by a large power corridor along the northern portion of the site. The proposed building footprints are concentrated toward the southern portion of the property, resulting in deeper front yards. Mr. Mann explained that R-1-6 zoning requirements limit impervious surfaces within front yards to 60%, requiring substantial landscaping on each lot.

Mr. Mann noted that two lots have frontage along State Route 51 and recommended including a note on the plat prohibiting direct access to the roadway. He also discussed potential frontage improvements along State Route 51, coordination with UDOT, and existing utility infrastructure near the site. The applicant acknowledged the applicable requirements, and staff recommended approval based on the proposal's compliance with the R-1-6 zoning standards.

Seth Perrins asked whether the unusually deep front yards warranted consideration of alternative fencing standards. Mr. Mann clarified that, as a standard subdivision, the development would be subject to the City's existing fencing requirements. Any request for alternative standards could be considered through a future application; however, because the development is a standard subdivision, the current application does not provide flexibility for unique fencing standards.

Dave Anderson asked whether Lot 2 would have access to State Route 51. Mr. Mann confirmed that direct access would not be permitted and stated that the city would not support such access. Mr. Mann also noted that staff had not received a clear explanation for the irregular lot configuration or the intended use of the larger lot. Mr. Anderson discussed the lot sizes and configurations, noting that Lot 4 appeared to be the most constrained. Mr. Mann stated that the lot has a building envelope of approximately 1,100 square feet and meets the applicable minimum requirements, although its shape is irregular.

Mr. Anderson further noted that Lot 2 does not meet the City's definition of a flag lot and would therefore be permitted under the applicable standards. He also discussed fencing and frontage improvement requirements, noting that frontage improvements would be required along State Route 51 and that much of the interior frontage work has already been completed.

Cory Pierce clarified that fencing requirements would apply to the development.

Mr. Anderson noted that the existing power corridor is a significant factor influencing the placement of the building pads and stated that the proposal is somewhat unique because it does not involve a zoning change.

Seth Perrins asked about the flag-lot configuration behind Lot 1 and invited the applicant to address the Committee. Gordon Livingston explained that the irregular configuration was not intentional and appeared to have been created by the project designer, potentially to provide additional backyard space. He stated that there was no intent to alter or remove property along State Route 51 and indicated a preference for returning the lot line to a straight configuration, provided the lot continued to meet the applicable minimum

area requirements. Mr. Livingston acknowledged that the existing home may have influenced the configuration.

Vaughn Pickell questioned whether Lot 2 met the minimum lot area, noting that it appeared narrower than the adjacent lots. It was clarified that the minimum lot size in the area is 6,000 square feet. Mr. Livingston explained that the layout was prepared by the project designer, Matt Brown, and had undergone several revisions. He stated that neither he nor his brother, who is partnering with him on the project, specifically requested the current configuration and that they would prefer a different layout.

Mr. Perrins encouraged the applicants to work with their engineer to review the lot configuration. Mr. Livingston agreed but expressed concern about delaying the project timeline. Mr. Perrins acknowledged the challenges presented by the existing power corridor but stated that he supported the overall concept and viewed the proposal as an opportunity to provide additional housing options.

Mr. Anderson stated that, regardless of staff's preference for the proposed configuration, the subdivision meets the City's applicable zoning criteria. He explained that the Development Review Committee serves in a recommending capacity for standard subdivisions and suggested that staff provide a recommendation at this meeting so the project could proceed to the September Planning Commission agenda. He noted that the applicant would have additional time to revise the plat and adjust the configuration between the lots prior to Planning Commission consideration.

Vaughn Pickell **moved** to recommend approval of the proposed Meadow Subdivision Plat A Preliminary Plat based on the following finding and subject to the following conditions:

Finding:

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

Conditions:

1. That the Applicant meets the City's development and construction standards and other applicable City ordinances.
2. That any remaining redlines are addressed prior to the plat being recorded and building permits being issued.
3. That the boundary line between lots 1 & 2 be adjusted so that it's straight.

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

MASTER PLAN UPDATE

STORM DRAIN MASTER PLAN UPDATE

Cory Pierce initiated discussion regarding the process for updating the Stormwater Master Plan and asked whether Planning Commission review would be required, given that the plan is separate from the General Plan. Vaughn Pickell explained that the updated plan would require approval by the City Council through a resolution. Byron Haslam clarified that the process does not require a public meeting and could proceed directly to the City Council for final approval.

Mr. Haslam explained that the Stormwater Master Plan had not been updated for several years and that significant growth had occurred in areas that were not previously planned in sufficient detail. The comprehensive update incorporates recent studies and updated information to better address current and anticipated development and infrastructure needs.

Mr. Pierce asked whether low-impact development (LID) practices and piped stormwater systems were incorporated into the update. Mr. Haslam stated that the plan continues to support LID in the east bench area, consistent with the previous plan. He noted that aging stormwater sumps in older areas of the city have been incorporated into the Capital Improvement Plan for future improvements. In most areas west of the freeway, soil conditions are not suitable for LID, so stormwater management will primarily rely on detention and piped systems.

Mr. Haslam highlighted the City-owned property near Spanish Fork Parkway and Canyon Creek Parkway, explaining that the Master Plan identifies a significant detention facility for the area. The required detention has increased because UDOT improvements to Dry Creek Parkway reduced the downstream pipe capacity from 54 inches to 36 inches. He explained that the primary need is to establish a defined detention pond and outlet structure to regulate stormwater flows, as no formal detention facility currently exists on the property. A significant portion of the area east of the site, including Legacy Farms, drains toward the property, making adequate detention and flow restrictions necessary as surrounding development occurs.

Mr. Anderson asked whether other areas of the city may experience similar challenges in providing storm drain service, particularly near the Benjamin interchange. Mr. Haslam stated that the area has been incorporated into the updated Master Plan and generally follows the anticipated future road network. He noted that significant development in the area would require additional review, but the Master Plan provides a general framework for

addressing future stormwater needs. Additional discussion followed regarding the Benjamin interchange and Dry Creek areas.

Vaughn Pickell raised a concern regarding the use of the term “existing deficiencies” in Section 4 of the Master Plan, noting that the term has a specific meaning under the Impact Fees Act and could affect the City’s ability to fund those improvements through impact fees. Mr. Haslam stated that the terminology was likely intentional but clarified that the identified deficiencies would not be included in the impact fee calculations. He noted that the data tables in the Master Plan and impact fee documentation should be consistent and suggested cross-checking the information for accuracy. Mr. Pierce agreed that an additional review would be beneficial.

David Mann asked why the Money Property Annexation was not included in the Master Plan. Mr. Haslam explained that no master-planned stormwater line or regional pipe is proposed through that property. Mr. Pierce suggested updating the dashed line representing the city boundary, and Mr. Haslam confirmed that the requested revisions could be made before the plan is finalized and published.

Jered Johnson **moved** to recommend approval of the proposed Storm Drain Master Plan Update as discussed, including instructions that the city staff look at the boundaries more closely to make sure that the city is not including something that is not coming through our town.

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

DISCUSSION

NORTHEAST BENCH SEWER LINE

Staff briefly discussed sewer access requirements associated with a proposed development. Staff reiterated that the applicant must obtain an easement through the property to the north to provide a sewer connection to 100 South before the City would process a requested zoning change. Staff noted that this requirement has been communicated to the applicant for several months and that, without a legal route and authorization to construct the sewer line, the proposed development could not be adequately served.

Staff discussed whether the application could instead be processed and formally denied based on the lack of sewer service, rather than being held pending an easement. Staff indicated that Mr. Nielsen had requested reconsideration of the easement requirement based on the possibility that the adjacent property may be acquired by another developer.

Staff maintained that a dedicated sewer route would still be necessary and that the City could not rely on a future transaction to resolve the applicant's current infrastructure needs. Staff agreed that the sewer access requirement should remain in place.

The discussion concluded, and the Committee moved to adjourn the meeting.

Seth Perrins moved to adjourn the meeting at 10:43 a.m.

Adopted:

Kasey Woodard
Community Development Division
Secretary

Draft Minutes
Spanish Fork City Development Review Committee
80 South Main Street
Spanish Fork, Utah
August 19, 2026

Staff Members Present: Seth Perrins, City Manager; Dave Anderson, Community Development Director; Brandon Snyder, Senior Planner; David Mann, Senior Planner; Kasey Woodard, Community Development Secretary; Vaughn Pickell, City Attorney; Joshua Nielsen, Assistant City Attorney; John Little, Chief Building Official; Byron Haslam, Assistant City Engineer; Josh Wagstaff, Assistant City Engineer; Marcie Clark, Engineering Department Secretary; Jered Johnson, Engineering Division Manager; Kevin Taylor, Senior Power Utility Planner; Jake Theurer, Power and Light Superintendent; Bryton Shepherd, Landscape Architect; Jason Turner, Fire Marshal; Dillon Muirbrook, Traffic Engineer.

Citizens Present: Tate Holmes, Alan Williams, Lisa Walburger, Brennen Chrisholm, Caleb Christen, Tate Murphey, Austin Pritchett, Corey Anderson.

Dave Anderson called the meeting to order at 10:00 a.m.

MINUTES

August 12, 2026

Seth Perrins moved to Continue the minutes of August 12, 2026.

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

PRELIMINARY PLAT

SOUTH VALLEY VILLAGE (FORMERLY NORTH LAKES)

The meeting began with Dave Anderson noting that the applicants had recently resubmitted plans for the Preliminary Plat applications, which had not yet been reviewed by staff. He explained that the item was anticipated to be placed on the September

Planning Commission agenda and that public notices would need to be posted the following day.

Tate Murphey provided an overview of the resubmittal, explaining that it primarily included minor building elevation revisions and responses to previous redline comments. Brandon Snyder added that the resubmittal also included updated civil plans.

Mr. Anderson invited the applicant to discuss the proposal and noted that the project includes several unique elements that differ from the City's typical development applications.

Mr. Murphey, representing Elevate Development, explained that following discussions with the City Council, the project had been divided into two separate applications. The east portion, consisting of condominiums, limited commercial uses, and townhomes, does not fully comply with the existing R-4 zoning standards. Specifically, the proposal provides 2.25 parking spaces per unit rather than the required 2.5 spaces and does not provide garages for the required 60 percent of units. The development team requested that these deviations be addressed through a development agreement, which the City Council had indicated support for. The west portion, consisting of townhomes, apartments, and commercial uses, complies with the current R-4 zoning requirements. Although the two applications are part of the overall development concept, they were submitted separately to allow the compliant portion to proceed independently if the development agreement for the east portion requires additional time.

Mr. Anderson clarified the distinction between the two phases and two applications and expressed concern regarding differing understandings resulting from the development team's prior discussions with individual City Council members. He emphasized the importance of addressing the proposal through open, public discussion and formal meetings to ensure a consistent understanding among all parties.

Brandon Snyder requested additional information regarding the prior City Council discussion of the development agreement, and Mr. Murphey offered to provide him with this information.

Discussion then turned to the railroad crossing. Mr. Anderson stated that, based on an internal review, the crossing was expected to remain in place permanently and requested clarification regarding the purpose and findings of the diagnostic that had been conducted.

Byron Haslam explained that the diagnostic concluded that no railroad improvements were required.

Jered Johnson clarified that the railroad has indicated the crossing is anticipated to be removed in 2029, consistent with information identified in the original 2013 diagnostic and reaffirmed through a subsequent 2022 diagnostic. He explained that the determination that no improvements were required applied specifically to railroad improvements, such as upgrading the crossing to current standards or installing gates, due to the anticipated removal. However, Mr. Johnson noted that improvements to the crossing may still be necessary to address current traffic and safety needs.

Mr. Murphey explained that, based on discussions with Jered approximately eight to nine months earlier, the proposed approach was to maintain the railroad crossing in its current location during Phase One while narrowing or restricting the crossing. As the anticipated 2029 railroad abandonment approaches, the crossing would then be fully improved once the rail is officially abandoned, allowing the improvements to proceed without the additional requirements associated with an active railroad crossing.

Mr. Anderson clarified that his primary concern was addressing the improvements that may be necessary at the railroad crossing if it remains in place. He asked whether those improvements would be incorporated into the current development project or addressed separately through a future process.

Mr. Johnson commented that the railroad will be going away.

Mr. Haslam noted that questions remain regarding the future of the railroad corridor when the Tintic Line is relocated adjacent to the Sharp Line. He indicated that UTA should be included in further discussions to clarify what will happen to the existing track and corridor, as this issue was not addressed during the previous diagnostic meeting. Mr. Haslam also noted that the existing crossing signage and improvements were reviewed and that no additional improvements were currently identified as necessary for the proposed development.

Mr. Anderson emphasized the need to separate the issues related to the railroad tracks and the crossing. He noted that the railroad has indicated the tracks are expected to be relocated or abandoned around 2029, although that timeline remains based on the information currently available. He acknowledged that the crossing is expected to remain and that additional questions remain regarding whether, when, and how it should be improved. Mr. Anderson also recognized the development team's efforts to coordinate meetings with railroad representatives and other parties to address these issues.

Mr. Murphey stated that the railroad had advised the development team not to incorporate the railroad property into the proposed development. Instead, the railroad indicated that the corridor could potentially serve as a future trail or open-space amenity for the community following removal of the rail line. He also noted that Springville is planning for

the future use of the corridor. Mr. Anderson commented that he has not heard this same information. Mr. Murphey offered to coordinate a meeting between Spanish Fork City and Springville City.

Mr. Perrins clarified that his primary concern regarding the railroad was understanding the long-term configuration of the tracks. He noted that while the tracks may terminate at a certain point, there is a concern that a portion of the existing rail line could remain extending north and east as a siding or storage area for railroad cars. He indicated that understanding whether the tracks would remain in that location is an important consideration for the development.

Mr. Murphey stated that additional land was purchased from them for the storage of the cars. Mr. Perrins requested that the railroad provide written confirmation of the anticipated long-term configuration of the tracks and crossing. He noted that the information currently being communicated suggests that some railroad tracks and a crossing may remain at the site. He emphasized that obtaining clear documentation regarding the future use of the abandoned rail line is important, particularly because the potential configuration could affect the availability and location of future railroad crossings.

Mr. Anderson identified several key concerns regarding the proposed development. He emphasized the need for greater certainty from the railroad and UTA regarding the future of the remaining rail line, noting that the outcome could significantly affect access and the proposed location of public space. If the rail line cannot be confirmed for removal within a reliable timeframe, he indicated that the site's access and park configuration may need to be reconsidered.

He also raised concerns regarding the number of residential units proposed on a single cul-de-sac access, parking levels below current code requirements, and conflicts between the amenities, landscaping, and civil plans that will need to be resolved. Mr. Anderson acknowledged the area as an appropriate location for increased residential density but noted that the proposed development is relatively concentrated and that the Planning Commission and City Council should understand how the density and housing configuration would affect the character and livability of the neighborhood.

Mr. Anderson noted that revisions to the commercial component appeared to better align with prior City Council feedback. Finally, he questioned whether the two Preliminary Plat applications could be considered together for purposes of satisfying R-4 zoning requirements. He indicated that a determination would be needed as to whether the proposal is intended to function as two independent projects or as a single development.

Mr. Murphey stated that the development team is comfortable with the two applications proceeding as separate, standalone projects. He explained that they were submitted

concurrently because the City Council had expressed interest in reviewing the overall development concept collectively. The intent was to provide the city with a complete view of the proposed development while allowing the two projects to proceed independently if necessary.

Mr. Anderson clarified that the development team's understanding of the City Council's direction differs from the direction provided to staff and the requirements of the applicable code. He noted that the project may need to proceed without a positive staff recommendation and acknowledged that the development team has the right to pursue that course. However, he stated that staff could not recommend approval of a proposal that remains substantially inconsistent with the current zoning requirements.

Austin Pritchett explained that the project has been in development for approximately four years, with the General Plan and numerous site considerations contributing to the extended timeline. He noted that the proposal has evolved into a complex, multi-phase development involving several interconnected components, including railroad changes, park and open-space considerations, parking requirements, and various housing types.

Mr. Pritchett stated that the two applications were submitted separately because one portion of the project complies with the current zoning requirements and could potentially move forward while the remaining portion requires additional adjustments, particularly related to parking. He explained that the intent was to allow the compliant portion to proceed without further delaying the overall project while continuing to work through the outstanding issues associated with the other phases.

He emphasized that the development team's goal is to make progress on the project in a cohesive manner while recognizing that individual components may require additional review or adjustment. He noted that changes associated with the railroad, including the proposed crossing configuration, can affect multiple aspects of the development. Mr. Pritchett stated that the team's approach was based on discussions with City Council members and an effort to determine how to move the project forward while addressing the various complexities involved.

Mr. Anderson acknowledged that the project involves a complex collection of sites with numerous factors to address. However, he emphasized that the City's zoning code remains the governing standard unless the City Council provides direction to modify or otherwise deviate from those requirements. He noted that staff has not received such direction from the City Council.

Mr. Anderson explained that staff's intent in raising these concerns is to ensure the development team is aware of the issues before the project proceeds to the Planning

Commission and City Council. He stated that the goal is to provide transparency regarding staff's concerns and avoid unexpected issues or recommendations when the project is formally presented for consideration.

Mr. Pritchett acknowledged that determining the appropriate path forward has been challenging given the number of components involved and the ongoing changes to the project. He noted that the new railroad alignment has provided greater clarity regarding one of the major outstanding issues and expressed hope that this will allow the development team and City to make progress toward a cohesive approach for the overall project.

Alan Williams, the property owner working with the development team, questioned the preferred location for the proposed park. He asked staff to identify where a park would be more appropriately situated within the overall development area, noting the surrounding constraints, including industrial uses and an irrigation canal to the south, a narrow roadway and slough to the east, and a four-lane highway to the north.

Mr. Anderson restated that in his opinion, it should be placed towards the middle of the development as best as it can and not located near the train tracks. The land was discussed and the challenges were acknowledged.

Mr. Perrins expressed concern that the property appears constrained on multiple sides. He noted that the project could be a suitable location if the railroad removed at the proposed point and the area functioned as a trail; however, he emphasized that several key factors remain uncertain. He stated that the railroad has been under discussion for several years and that the information presented regarding its future alignment was new to the Commission. Mr. Perrins emphasized the importance of verifying the information and confirming the railroad alignment before proceeding, noting that a confirmed termination point and trail connection could significantly improve the suitability of the site.

Mr. Perrins continued by expressing his concern regarding the property's constraints, particularly the uncertainty surrounding the proposed railroad alignment. He noted that the site could be suitable if the railroad terminates as indicated and the remaining area is developed as a trail, but emphasized that the information should be verified given the railroad's long-standing presence in the discussion.

Jered Johnson explained that Springville is actively working on the Canyon Creek Parkway alignment and has been coordinating with Public Works regarding the proposed development. He noted that the existing railroad crossing would need to be eliminated because the road design standards do not allow a four-way intersection at the railroad. He

further stated that the roadway project is funded and that Springville intends to coordinate with the City regarding the proposed alignment and related improvements.

Mr. Murphey stated that staff met with Springville's consultant earlier in the week regarding the proposed crossing. He explained that the required permit from the U.S. Army Corps of Engineers has already been obtained, and Springville indicated that the crossing would likely remain in its current location rather than require a new permitting process. Staff is continuing to coordinate with Springville regarding the matter.

Mr. Murphey continued by explaining that a jurisdictional wetland exists along the property boundary, which is why the current alignment was designed to minimize impacts. He noted that the city has an approved wetland delineation and the necessary permits, and changing the alignment would likely require significant additional permitting and mitigation. He stated that staff intends to follow the established delineation and permits while continuing to coordinate with Springville as the various issues are resolved.

Mr. Anderson stated that the utility issues appear to be largely resolved. He noted that neighboring developers are discussing an agreement for construction of a lift station and that the parties appear to be cooperating. Staff was comfortable with the current utility arrangements.

Mr. Wagstaff explained that the lift station design would be finalized once the proposed development density and final plans are established. A preliminary design has been completed, with final sizing to be based on the approved density to avoid overdesign. In response to Mr. Pickell's question, Mr. Wagstaff clarified that the lift station location is identified, although the specific alignment is not yet finalized. Mr. Johnson added that sufficient preliminary utility information is available to proceed with design and that utility plans can be adjusted if the development changes. He noted that the preliminary study confirms the lift station will function as proposed, with final sizing dependent on the approved density.

Mr. Anderson stated that staff is continuing its detailed review of the latest submittal and has identified several outstanding concerns, including incomplete building elevations and other design details. He expressed hesitation about scheduling the project for the Planning Commission before staff has completed its review and the applicant has had an opportunity to address the comments. He noted that, while the applicant could proceed, staff would prefer to resolve as many outstanding issues as possible, particularly those related to the railroad alignment and timing, before the project proceeds to a public hearing.

Mr. Murphey identified coordination with UTA regarding the railroad as the most significant outstanding issue affecting the development. He preferred to proceed with public noticing while attempting to schedule a meeting with UTA, with the understanding that the Planning Commission meeting could be postponed if sufficient information is not available by the deadline. He stated that the remaining staff comments could likely be addressed as the project progresses and expressed a desire to ultimately present the requested deviations from existing code requirements to the City Council for formal consideration.

Mr. Snyder expressed concern that portions of the proposed development, particularly the townhome areas, include densities of approximately 10 to 11 units per acre. He noted that the City Council has identified the Gateway area as appropriate for higher-density development, with potential densities of 20 to 50 units per acre, and questioned whether the existing zoning districts, which generally cap density at 20 units per acre, are consistent with the City's vision for the Gateway area.

Mr. Pritchett explained that the development team has explored higher-density options, including stacked housing, but has found limited interest from potential developers. He noted that while some City Council members have expressed support for greater density, others have emphasized a mixed and cohesive neighborhood character. Given current parking requirements, market conditions, and available housing products, he stated that the proposed plan represents a balance between these objectives, with the higher-density components reflecting what is currently feasible.

Mr. Murphey emphasized that, at approximately 60 acres, the project is among the higher-density developments of its scale in Utah County outside of the university areas. He noted that while smaller apartment developments may achieve greater densities, the proposed project is unusually dense for a development of this acreage, with a significant portion consisting of townhomes.

Mr. Anderson acknowledged the unusual nature of the current development market and noted that financing considerations are also a factor. He stated that determining whether the proposed density is consistent with the General Plan is ultimately a policy decision for the City Council.

Mr. Perrins noted concerns regarding the project's consistency with the General Plan and stated that the proposal could be viewed as either insufficiently dense or overly dense depending on how the development is configured. He explained that higher-density, stacked housing could provide more open space, while the proposed townhome component is already among the denser townhome developments considered for the area.

Mr. Murphey responded that the townhome portion provides more green space and parking than the apartment portion and noted that the design creates a more open appearance.

Mr. Perrins stated that the project presents a challenge in balancing density, open space, and overall site design. He explained that greater density and building height could create opportunities for additional open space, while a lower-density development would require more separation between buildings to achieve a similar sense of openness. He noted that, depending on the approach, the current proposal could be viewed as either too dense or not dense enough.

Vaughn Pickell asked whether the applicants had prepared a draft development agreement. Mr. Murphey confirmed that a draft was available and could be provided to staff for review. Mr. Pickell stated that the agreement should clearly identify each instance where the proposal deviates from existing ordinance standards. He recommended that these deviations be addressed concurrently with the Zone Change and associated public hearing process, as changes to established standards would require legislative consideration by the Planning Commission and City Council.

Mr. Perrins requested that staff provide the City Council with a comprehensive list of all aspects of the proposal that do not comply with existing ordinances, prioritized from the most significant to the least significant. He recommended incorporating the list into the development agreement and emphasized that any requested deviations from the City's adopted standards should be clearly identified and formally considered by the City Council.

Mr. Anderson expressed concern that there may not be sufficient time to complete staff's review, address outstanding issues, and prepare materials for the upcoming Planning Commission meeting. While he was willing to proceed with the required public notice, he emphasized the uncertainty surrounding the railroad alignment and whether the applicant's design team would have adequate time to make necessary adjustments. He also noted that the Development Review Committee should ideally provide a recommendation before the Planning Commission meeting and questioned whether sufficient progress could be made within the following week. Mr. Anderson clarified that the notice would primarily address the proposed Zone Change for the Master Planned Development and related zoning amendments, while the development agreement would require additional review that may not be completed within the available timeframe.

Assistant City Attorney Joshua Nielsen reminded the group that the Planning Commission had previously expressed frustration when a development agreement remained in draft form during consideration of a related Zone Change. He noted that the prior agreement was substantially simpler than the agreement proposed for this project and emphasized

the importance of providing the Planning Commission with a substantially complete Development Agreement for review.

Mr. Anderson thanked Mr. Nielsen for the reminder and stated that he would follow up with Mr. Murphey regarding the outstanding issues. He suggested continuing the item to allow staff additional time to review the proposal and coordinate with the applicant. Mr. Anderson also directed Mr. Snyder to conduct additional review of the proposal regarding the General Plan.

Staff subsequently agreed to continue the item for further discussion and review.

Vaughn Pickell **moved** to Continue the proposed South Valley Village Preliminary Plat until staff can review the Development Agreement draft and get clarity on the railroad concerns.

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

SOUTH VALLEY VILLAGE (ANDERSON)

See discussion with the South Valley Village Preliminary Plat.

Vaughn Pickell **moved** to Continue the proposed South Valley Village Preliminary Plat until staff can review the Development Agreement draft and get clarity on the railroad concerns.

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

ZONE CHANGE

SOUTH VALLEY VILLAGE

See discussion with the South Valley Village Preliminary Plat.

Vaughn Pickell **moved** to Continue the proposed South Valley Village Preliminary Plat until staff can review the Development Agreement draft and get clarity on the railroad concerns.

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

GENERAL PLAN AMENDMENTS

874 WEST ARROWHEAD TRAIL

The Applicant requested that this item be continued to a later date.

Dave Anderson **moved** to Continue the proposed General Plan Amendments to a later date at the request of the applicant.

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

Jered Johnson moved to adjourn the meeting at 10:52 a.m.

Adopted:

Kasey Woodard
Community Development Division
Secretary



Oak Village
 Zone Change
 100 South Spanish Fork Parkway
 Approximately 46.70 acres
 R-1-12, P-F and the R-1-9 with MPD Overlay
 Low Density Residential
 General Plan Designation



PROPOSAL

This proposal involves a request to change the zoning of multiple properties from R-R and R-1-12 to P-F, R-1-12 and the R-1-9 with the Master Planned Development (MPD) Overlay. The MPD Overlay would only apply to the residential portion which is proposed to have a base zoning of R-1-9. The property is located at approximately 100 South Spanish Fork Parkway. This site and areas to the south and west are in the Low Density Residential General Plan Designation. The Low Density Residential designation seeks to accommodate neighborhoods primarily consisting of single-family detached homes at a density of 2.5 to 3.5 homes per acre.

The Applicant has also submitted for Preliminary Plat approval. The proposed subdivision would include 110 residential lots with a proposed density of 3.03 residential units per acre. The average lot size is 9,358 square feet. The Applicant is proposing a walkable and well-connected neighborhood that would connect with existing stub streets and trail connections. The Applicant's request to apply the MPD Overlay, would allow the Applicant to propose multiple housing layout and access configurations. The MPD also allows for a mix of housing setbacks, lot dimensions and lot sizes while maintaining an average lot size consistent with the R-1-9 base zone. (Municipal Code(s) 15.3.16.170 Development Standards, Table 1 Residential; and 15.3.20.080 Master Planned Development Overlay District.)

The recently updated Land Use Element of the Spanish Fork City General Plan indicates the following: The Low Density Residential designation seeks to accommodate neighborhoods primarily consisting of single-family detached homes at a density of 2.5 to 3.5 homes per acre. These areas balance the need for housing with a spacious and open neighborhood character, offering slightly larger lots than most other residential areas. Areas designated Low Density Residential represent the historic suburban character of many Spanish Fork neighborhoods. The primary land use in these areas is single-family residential, with a focus on maintaining a cohesive neighborhood feel and fostering a sense of community.

STAFF RECOMMENDATION

That the proposed Oak Village Zone Change be recommended for approval based on the following findings:

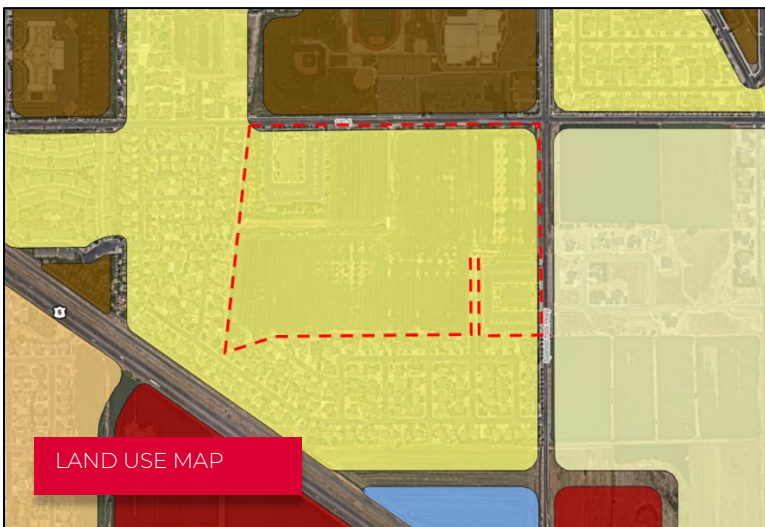
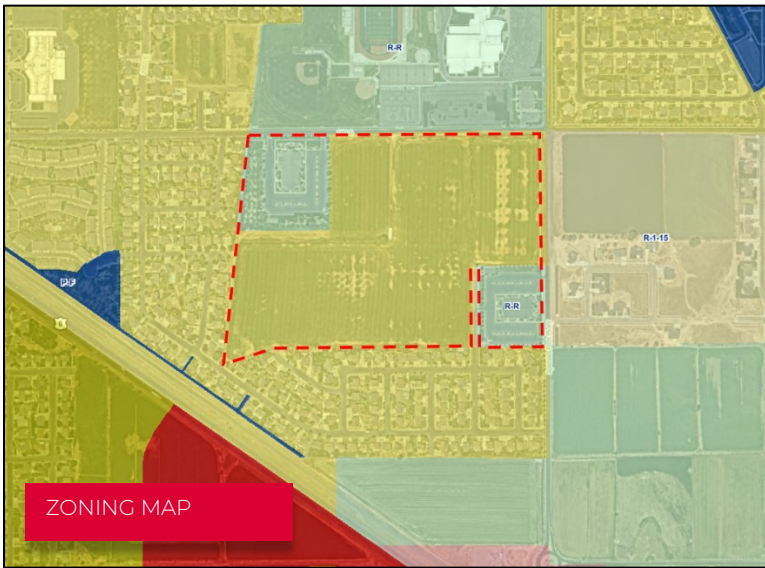
Findings

1. That the proposal conforms to the density range of the City's General Plan Designation of Low Density Residential.
2. That the proposal meets the findings and intent of the Master Planned Development Overlay.

EXHIBITS

1. Area Maps
2. Applicant's Request
3. Preliminary Plat

EXHIBIT 1





11 August 2026

City Council & Planning Commission of Spanish Fork City
40 S Main Street
Spanish Fork, UT 84660

Re: Recommendation for Rezoning

Dear Members of City Council & Planning Commission:

On behalf of Land Reserve, we are honored to have the opportunity to design a master plan for a new neighborhood in Spanish Fork City. The proposed plan is designed to create a walkable, connected neighborhood with a range of house sizes and a strong relationship to the important civic and institutional uses that surround the site. With these components in mind, we recommend rezoning this property to R-1-9.

The master plan has been designed as a true neighborhood. The plan includes a range of home sizes and lot configurations to provide housing choices arranged on streets, paseos, and parks, creating a unique character. The increased density allowed by the R-1-9 designation will help support this mix of housing while making it possible to create a more connected and walkable public realm.

A defining feature of the plan is its relationship to the new Spanish Fork Temple. The neighborhood is oriented toward the Temple both in its physical form and through a network of walkable pathways that connect homes to this important community destination. The site's location also provides an outstanding opportunity to place homes within convenient walking distance of Maple Mountain High School and two existing LDS meeting houses.

The master plan also recognizes the importance of integrating the new neighborhood with the existing community around it. Larger residential lots are intentionally located adjacent to existing neighborhood homes of lot sizes of around 7,500 to 8,500 square feet, providing an appropriate transition in scale and helping the new development fit seamlessly into its surroundings. At the same time, the two existing meeting houses are incorporated into the overall plan as part of a cohesive ensemble of community uses rather than treated as isolated projects.

For these reasons, we believe the R-1-9 zoning designation is appropriate for this location and, importantly, necessary to achieve the vision established by the master plan. We respectfully recommend approval of this new rezoning as a means of allowing this property to develop as a connected, walkable neighborhood that contributes positively to the broader community.

Sincerely,
 Eric Osth, AIA
 Principal & Chairman

URBAN DESIGN ASSOCIATES, LTD.

URBAN DESIGNERS PLANNERS ARCHITECTS

URBANDESIGNASSOCIATES.COM

3 PPG PLACE / 3RD FLOOR / PITTSBURGH, PA 15222

T 412.263.5200 F 844.270.8374

PRINCIPALS & ASSOCIATES

Gail Armstrong, SDA

David Csont, ASAI

Barry Long, AIA, LEED AP

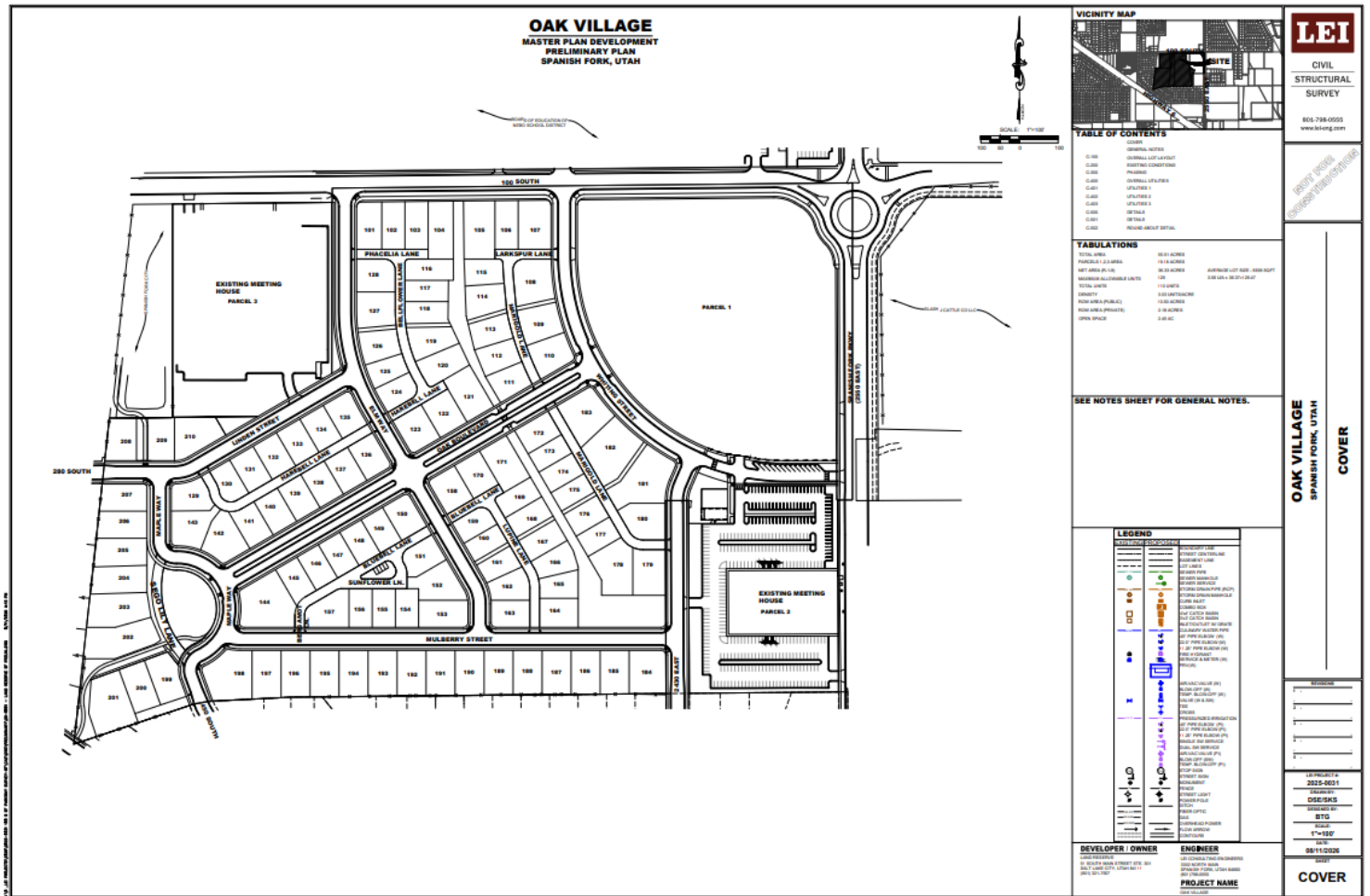
Megan O'Hara, AICP, LEED AP

Eric Osth, AIA, LEED AP

Jeffrey Schwaiger, ASAI



EXHIBIT 3





Oak Village Subdivision
Preliminary Plat
100 South Spanish Fork Parkway
Approximately 36 acres
R-1-12, P-F and the R-1-9 with MPD Overlay
Low Density Residential
General Plan Designation



PROPOSAL

This proposal involves approval of a Preliminary Plat with the Master Planned Development Overlay for 110 single-family residential lots to be located at approximately 100 South Spanish Fork Parkway. Parcels 1, 2 and 3 are for existing and future church buildings that are not included in the residential density calculations. The Applicant has also applied for a Zoning Map Amendment. The MPD Overlay would only apply to the residential portion which is proposed to have a base zoning of R-1-9.

The proposed subdivision would include 110 residential lots with a proposed density of 3.03 residential units per acre. The proposed R-1-9 Zone allows for up to a maximum base density of 3.56 units per acre. The average lot size is 9,358 square feet with a range of lot sizes from 5,500-16,870 square feet. The Applicant is proposing a walkable and well-connected neighborhood that would connect with existing stub streets and trail connections. The Applicant's request to apply the MPD Overlay, would allow the Applicant to propose multiple housing layout and access configurations. The MPD also allows for a mix of housing setbacks, lot dimensions and lot sizes while maintaining an average lot size consistent with the R-1-9 base zone. (Municipal Code(s) 15.3.16.170 Development Standards, Table 1 Residential; and 15.3.20.080 Master Planned Development Overlay District.) The MPD Overlay is necessary due to some of the proposed lot sizes, setbacks and lot dimensions being below the minimum requirements for a standard subdivision in the R-1-9 Zone.

Some of the key issues to consider are: parking, improvements, landscaping, utilities, lot sizes, access, fencing and walls.

STAFF RECOMMENDATION

That the proposed Oak Village Subdivision Preliminary Plat be recommended for approval based on the following findings and subject to the following conditions:

Findings

1. That the proposal conforms to the density range of the City's General Plan Designation of Low Density Residential.
2. That the proposal meets the findings and intent of the Master Planned Development Overlay.

Conditions

1. That the Applicant meets the City's development and construction standards, zoning requirements and other applicable City ordinances.
2. That the Applicant addresses all red-line review comments.

EXHIBITS

1. Area Maps
2. Preliminary Plat
3. Neighborhood Pattern Book
4. Preliminary Landscaping Plan

EXHIBIT 1

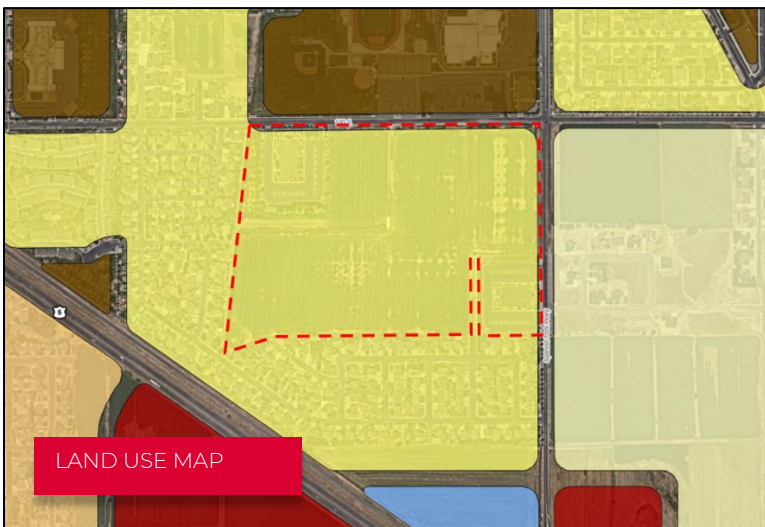
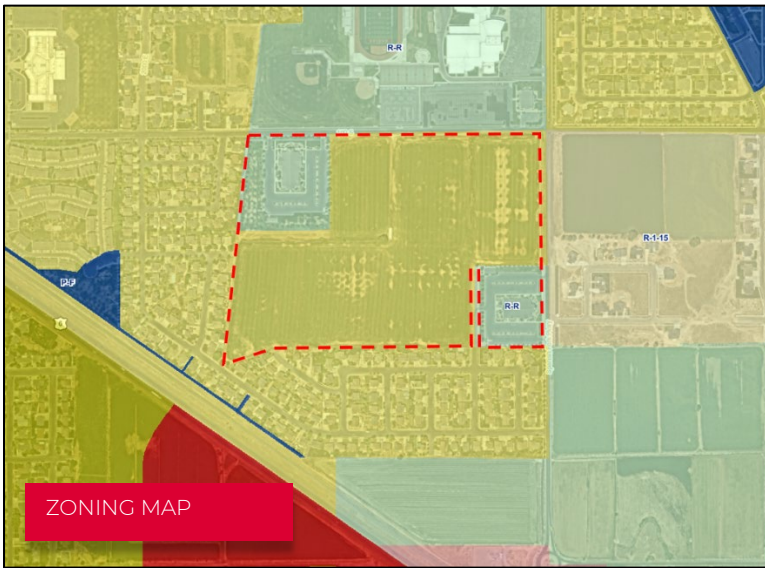
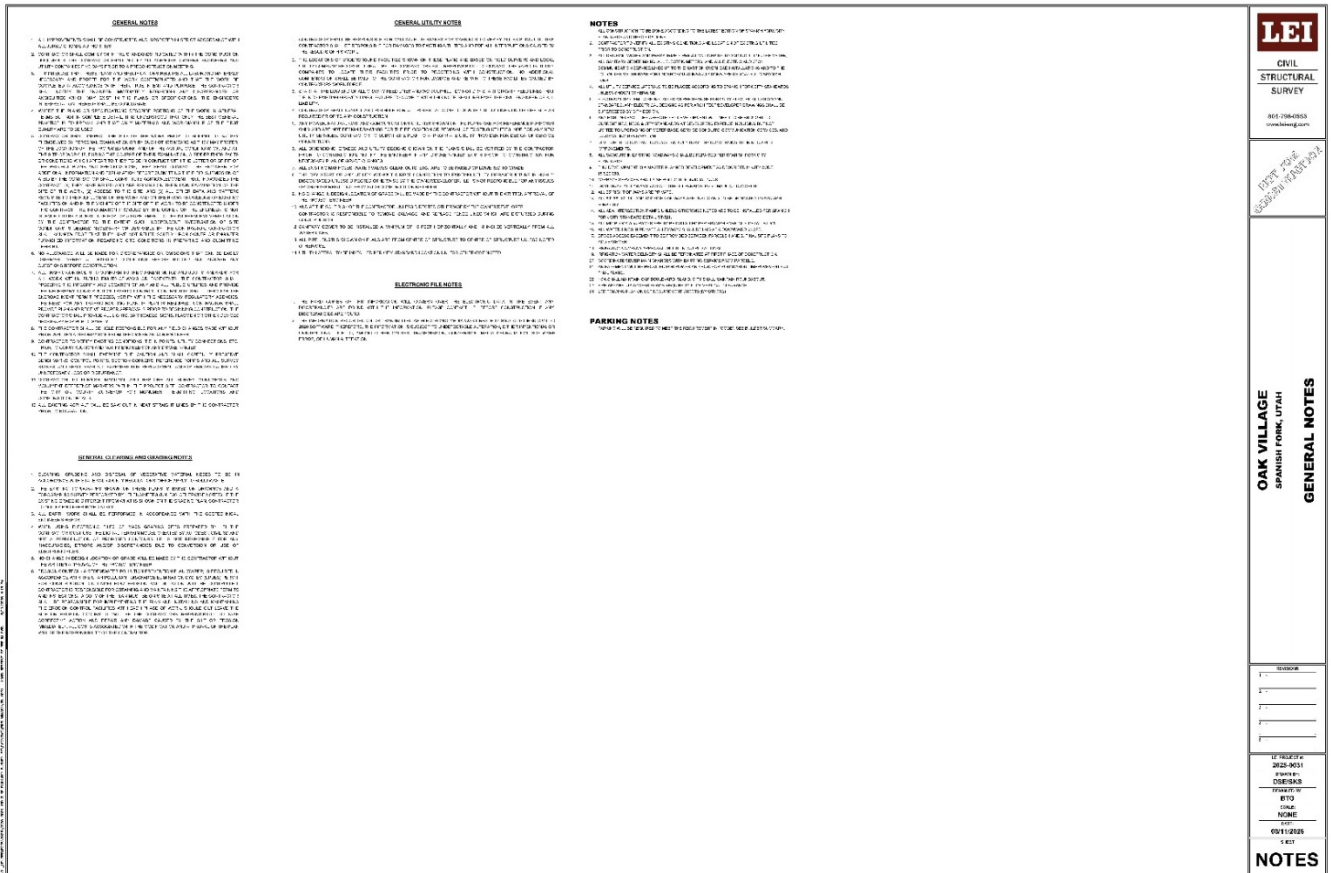
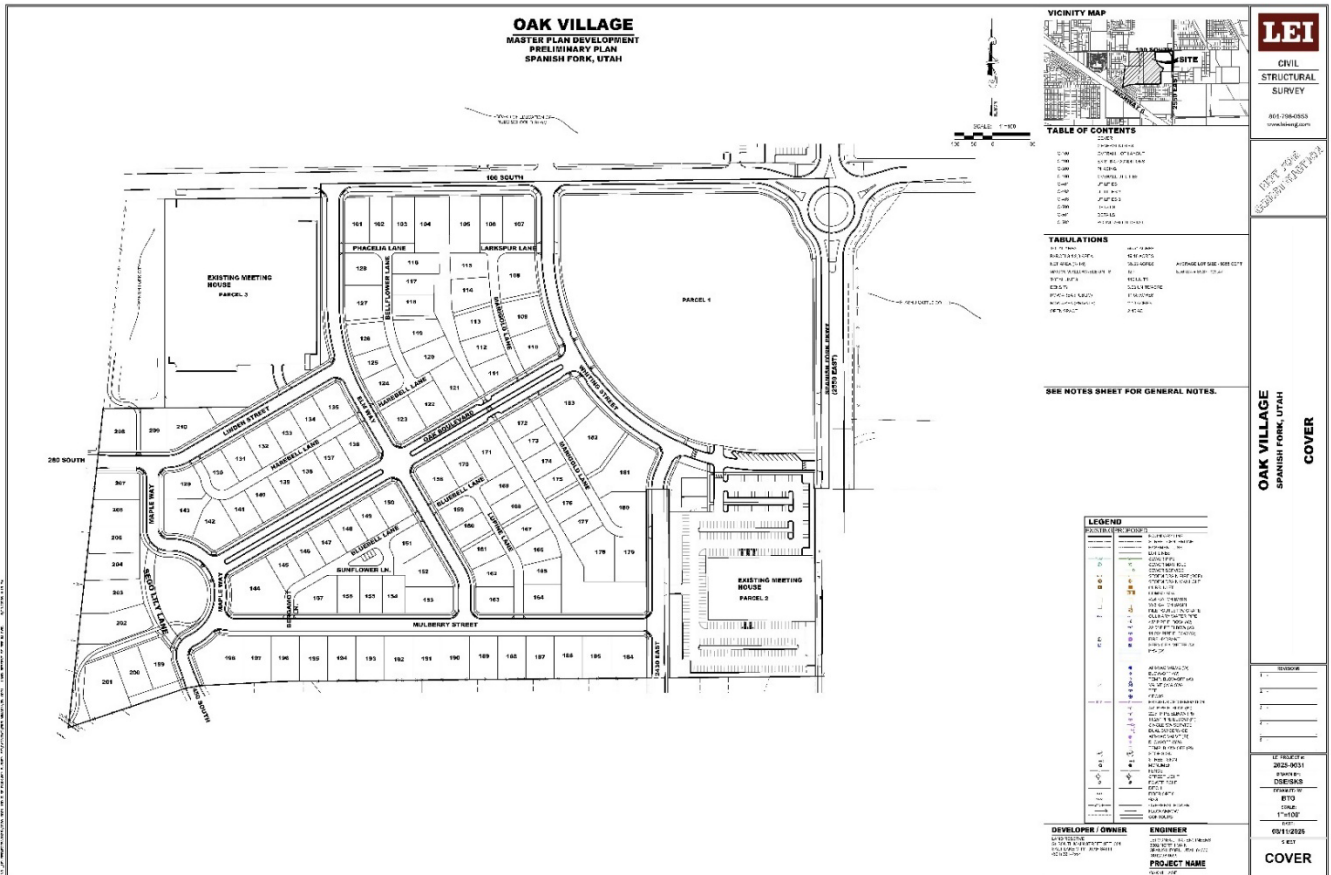
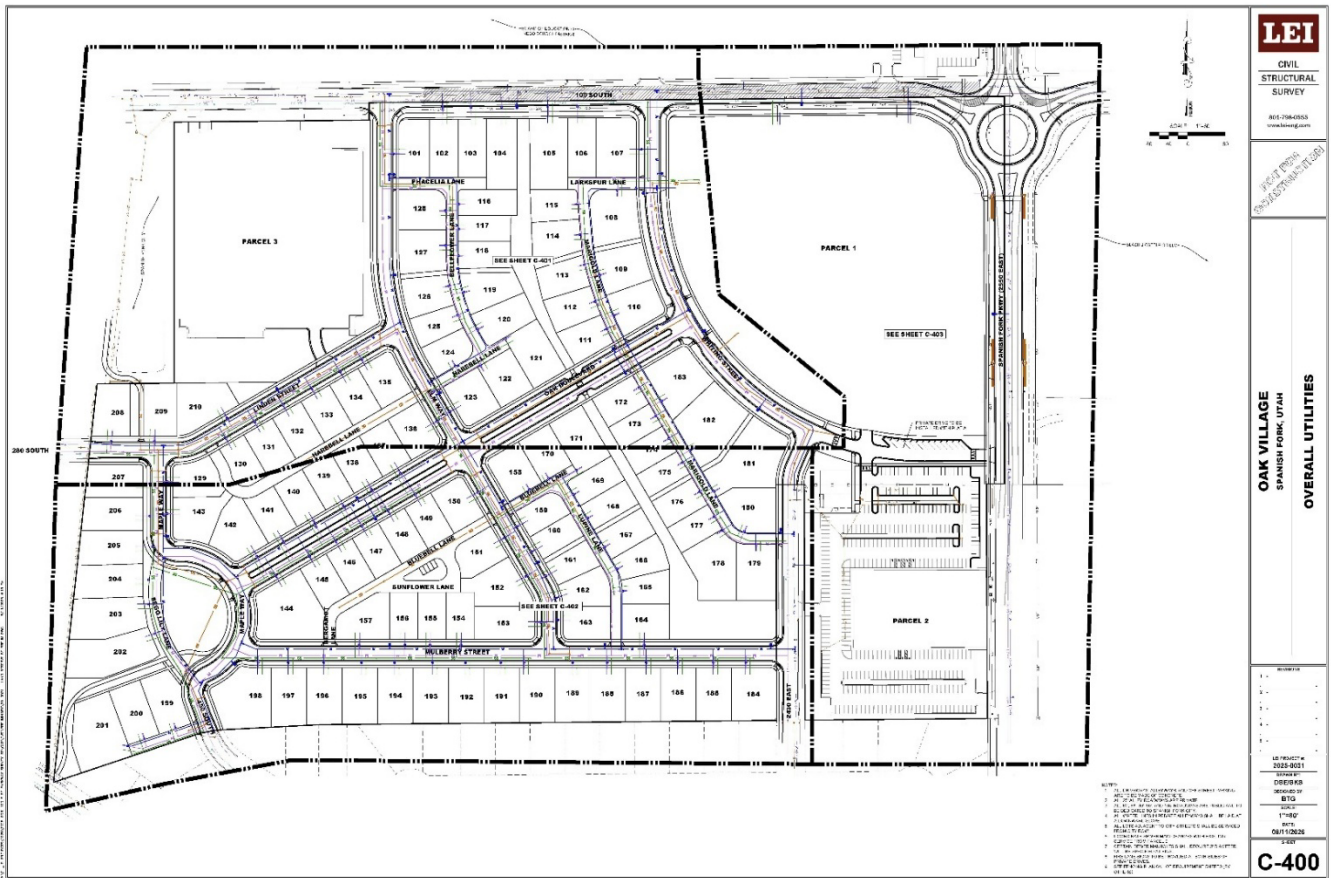
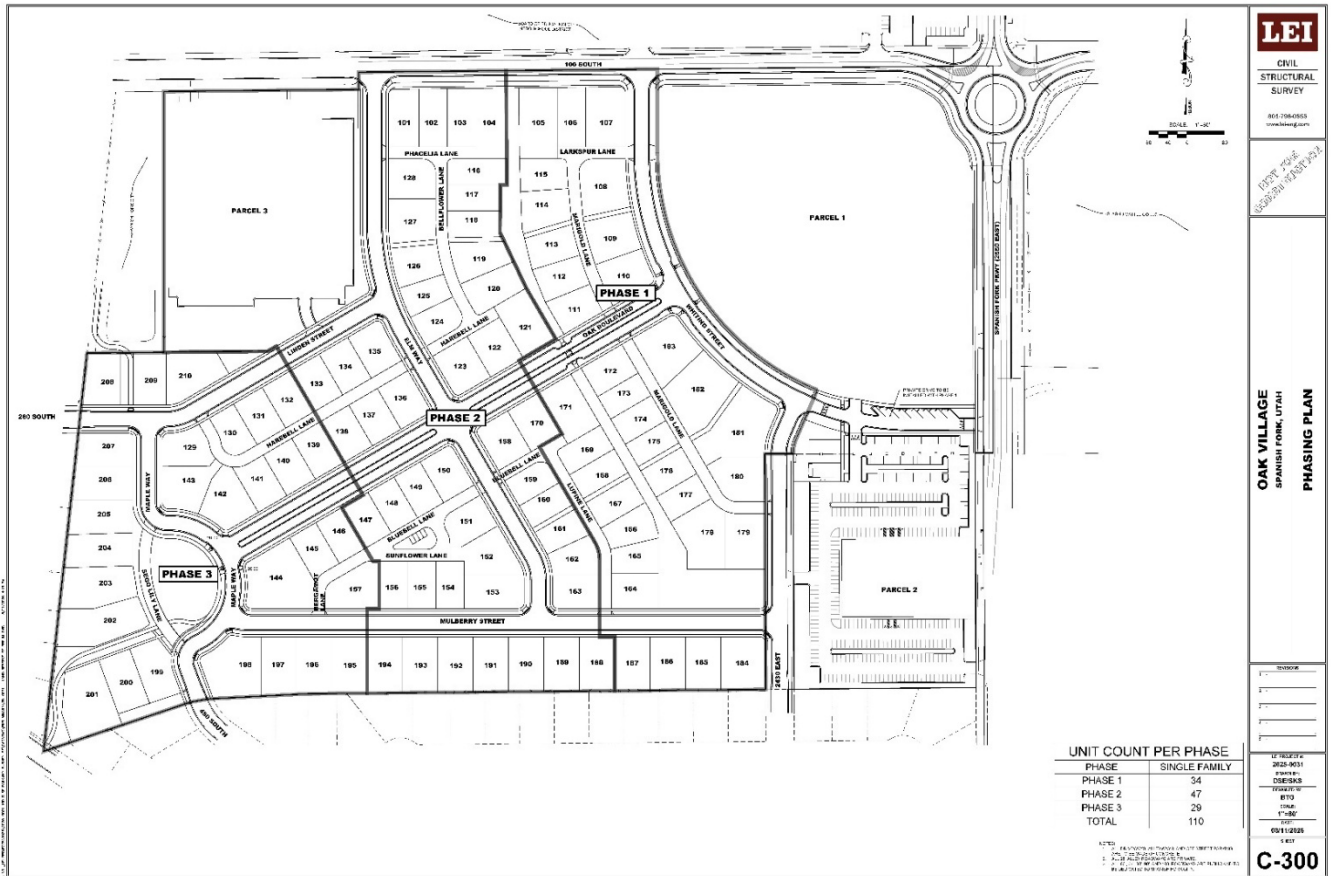
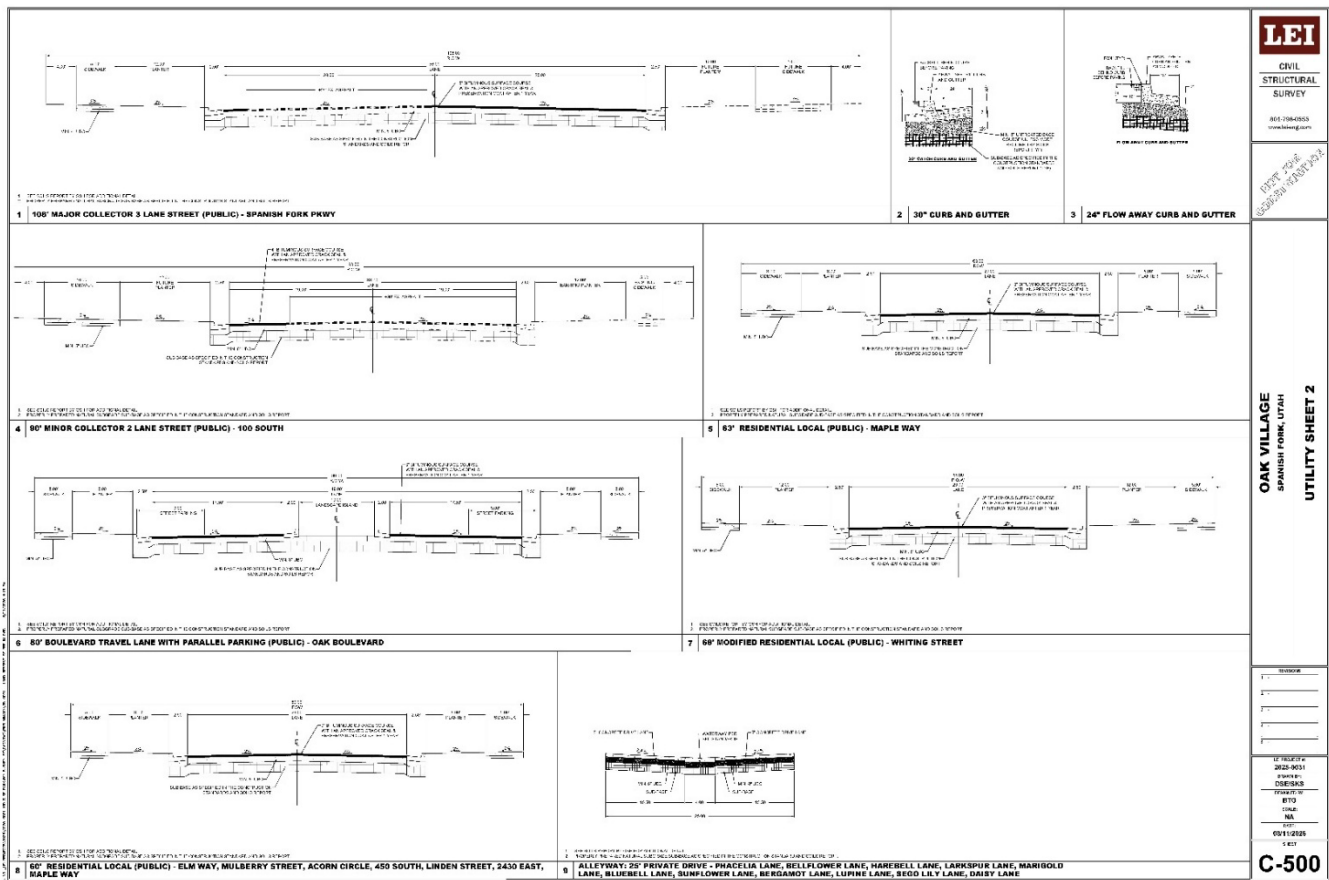
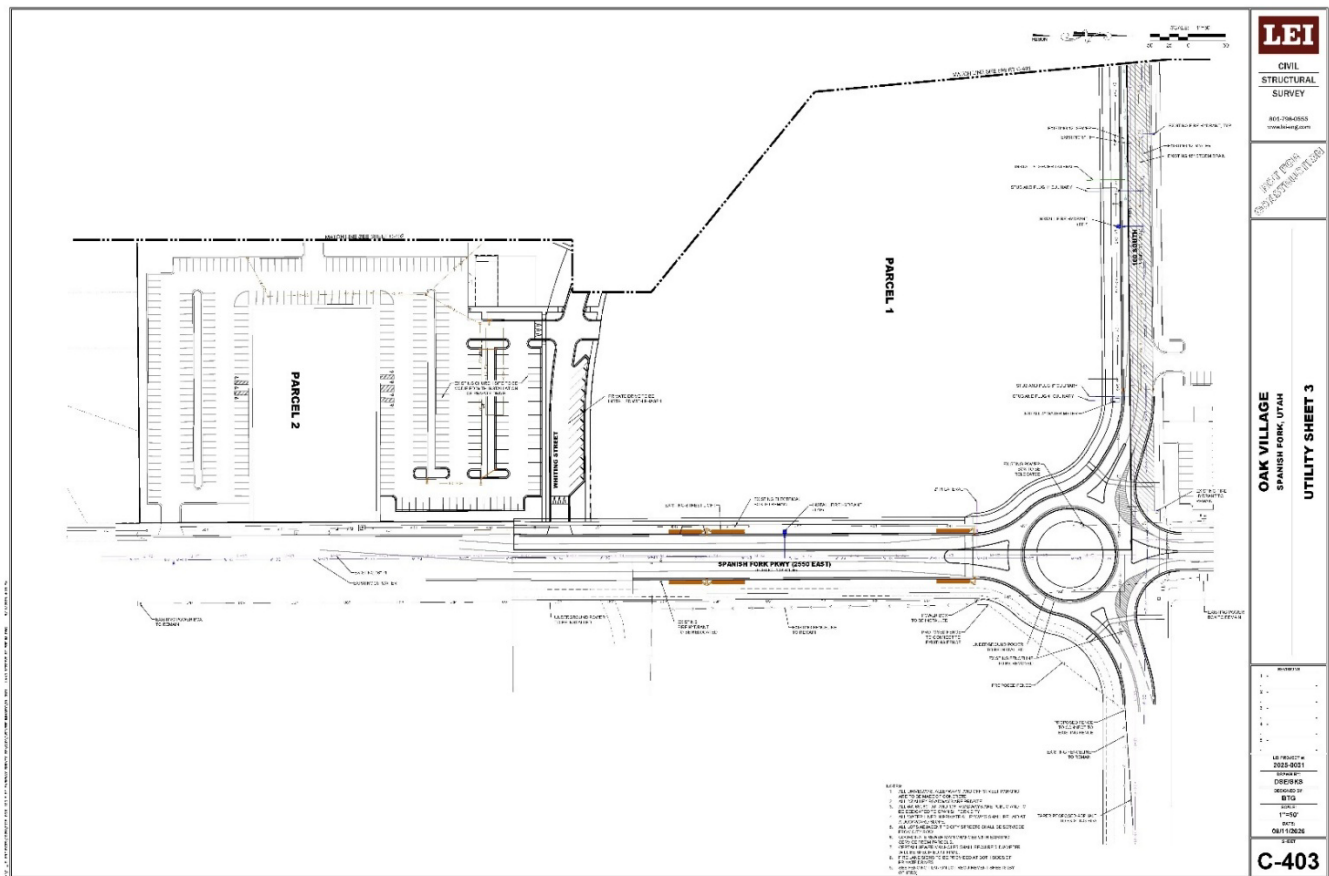
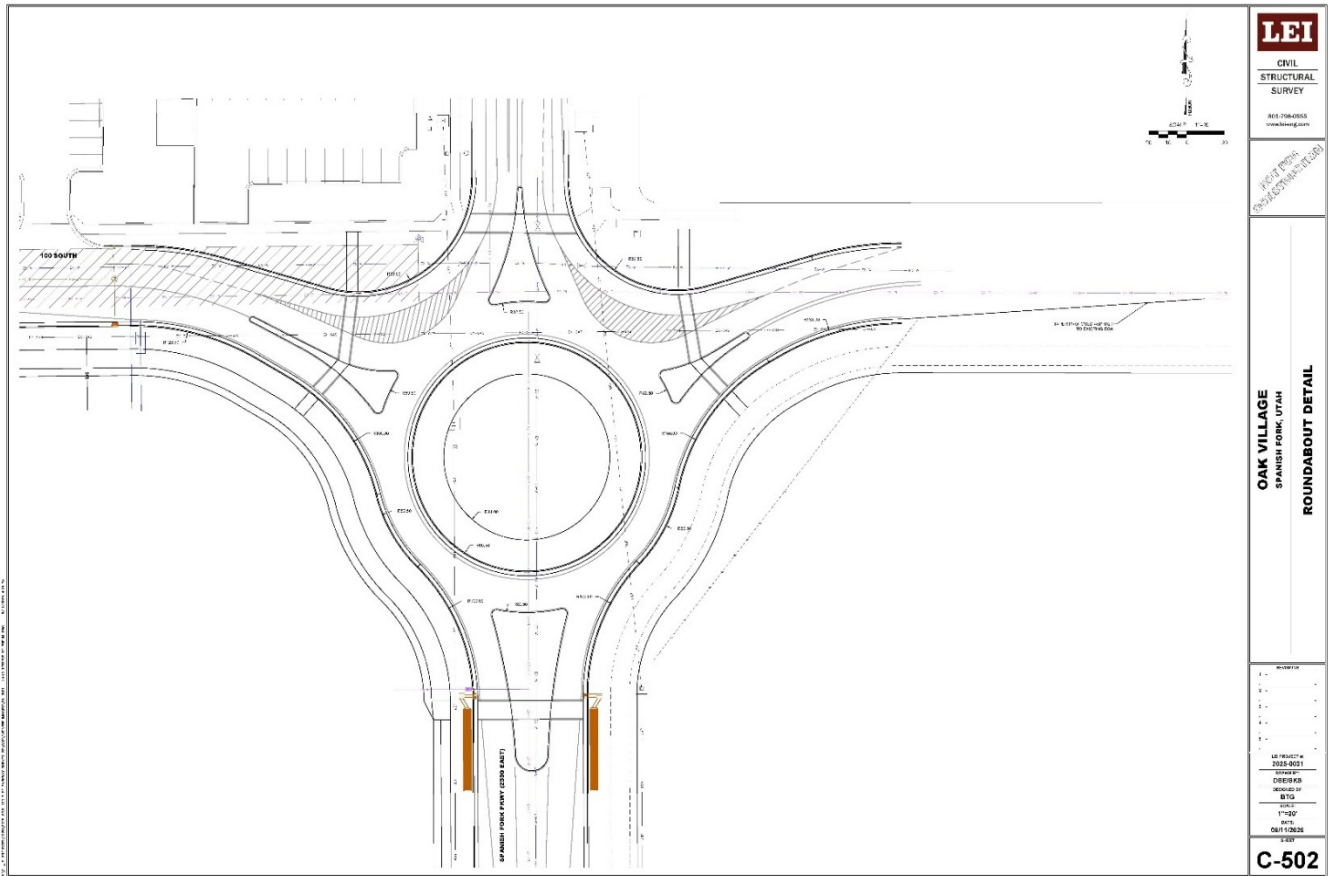
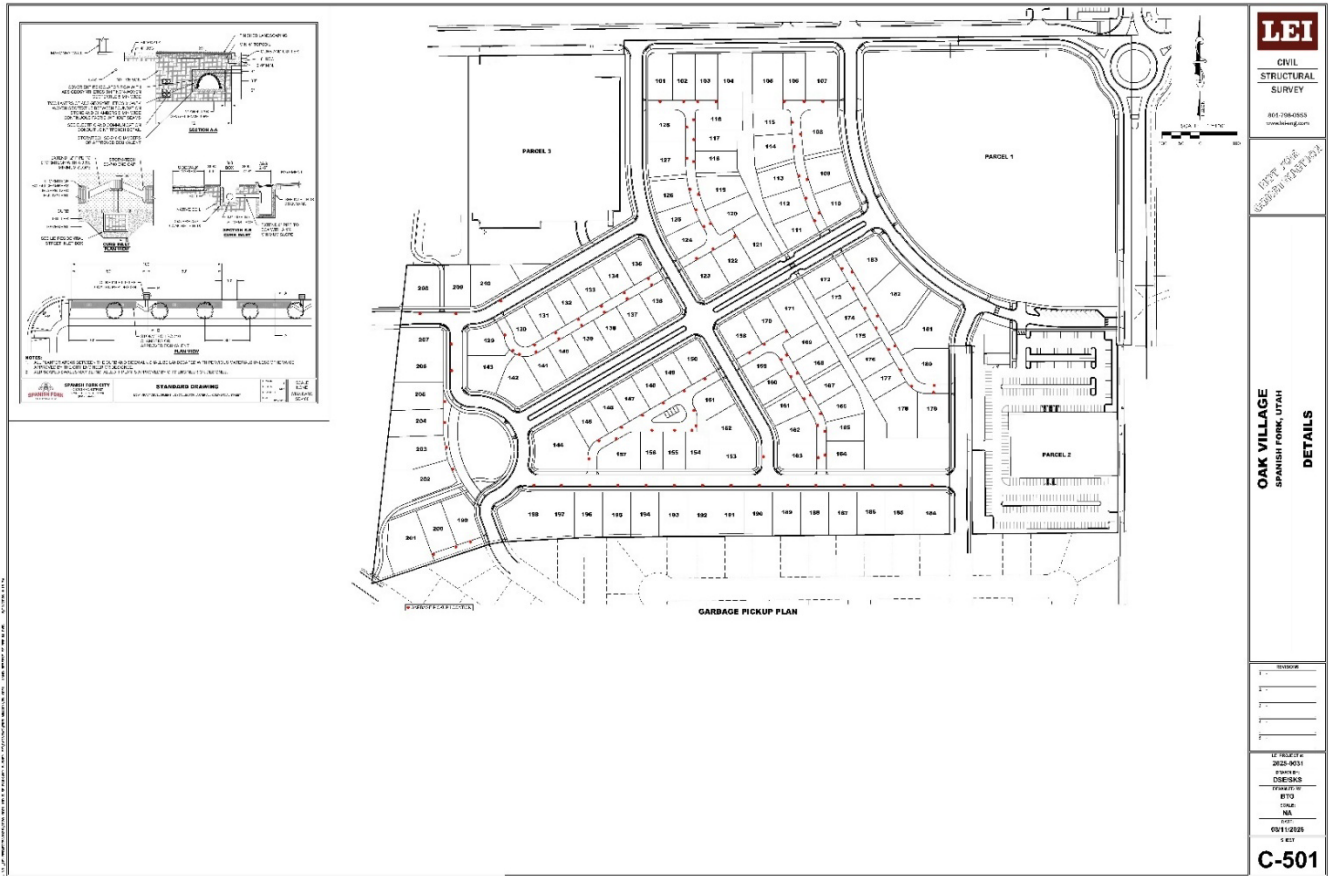


EXHIBIT 2









AUGUST 2026

OAK VILLAGE

Spanish Fork · Utah



Builder Summary

Pattern Book for a New Residential Neighborhood



11 August 2026

A



INTRODUCTION



OAK VILLAGE

Nestled in Utah County, the City of Spanish Fork has deep roots as a historic agricultural community. As the region has expanded with automobile-oriented growth, Oak Village reimagines a more traditional pattern of neighborhood life, one where the temple, meeting houses, schools, and parks once again serve as the heart of daily experience.

Spanning more than 100 acres, Oak Village is located near historic downtown Spanish Fork, the I-15 corridor, and directly across from Maple Mountain High School. The neighborhood is designed to support everyday life within walking distance, linking homes to parks, schools, places of worship, and civic spaces.

The neighborhood is organized around the Spanish Fork Temple, set against the dramatic backdrop of the Wasatch Mountains. A network of boulevards, streets, greens, parks, and paseos creates a connected public realm that encourages walking, fosters interaction, and supports a strong sense of community.

A diverse mix of single-family housing types accommodates a range of households and life stages, making the neighborhood well-suited for multi-generational living. Whether families choose to live close together or residents seek a home that evolves with their needs over time, Oak Village provides flexibility within a cohesive setting.

Homes are designed to engage the public realm. Living spaces and porches are oriented toward the street and trails, creating natural opportunities for connection while enhancing safety and visibility. Garages are set back to prioritize architecture, front doors, and streetscape character. Each street is intentionally varied, with a mix of architectural styles that create a distinctive and memorable neighborhood experience.

Sustainability is integral to the community's design. Homes incorporate both passive and active strategies to improve energy performance, comfort, and long-term affordability, supporting a healthier environment for residents and a more resilient future.



Oak Village Master Plan



Oak Village Site Location

Overview of the Master Plan

OAK VILLAGE PATTERN BOOK [BUILDER SUMMARY]

-2-

Introduction

11 August 2026



Oak Boulevard & the Wasatch Mountains



Oak Boulevard



Whiting Street, Fronting the Spanish Fork Temple



Elm Way



Wildflower Trail



Neighborhood Paseo

Views within the Community

OAK VILLAGE PATTERN BOOK [BUILDER SUMMARY]

-3-

Introduction

Across this country, in small towns, large cities, villages, and hamlets, one will find remarkably beautiful traditional neighborhoods. Spanish Fork is no exception. These collections of houses were designed and grouped together to create a series of neighborhood streets and spaces of remarkable charm and character. Each house is uniquely charming and follows consistently high design standards, but the way in which each individual house and public building relates to its neighbors is what makes it feel like a true cohesive place.

Initially, houses and towns were built on the frontier of the wilderness, often far removed from civilization. The country's rapid growth in the nineteenth and twentieth centuries resulted in a series of building booms, in which thousands of houses were built each decade in each community. And yet, the results of this mass production were carefully crafted houses in a variety of architectural styles, all with superb proportions and ornamentation. Windows, doors, roof forms, and porches followed complex and sophisticated design principles and patterns.

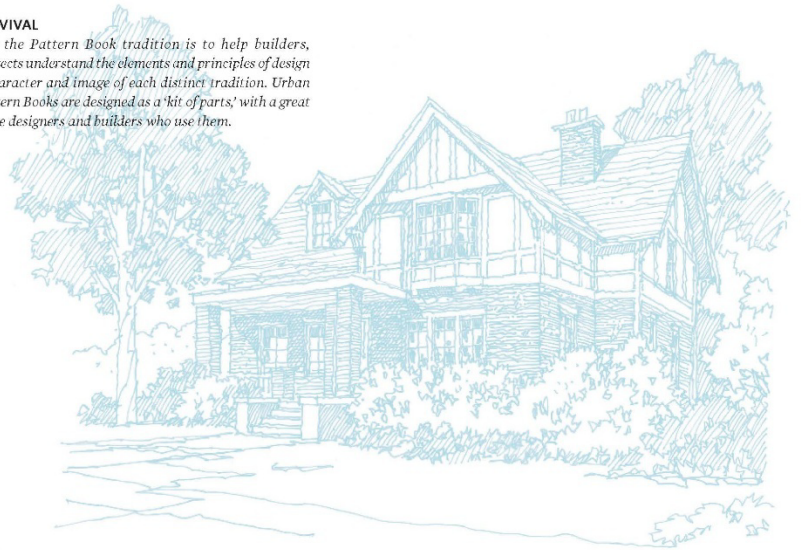
How was such a sophisticated level of design maintained across so wide a geographic area and for nearly 150 years? There were certainly not enough architects to design each of the houses. Architects did, however, contribute designs and principles to the building industry in a series of builders' handbooks known as Pattern Books. These books contained the principles and key details for a variety of architectural styles. They were the direct descendants of books created since Roman times, the means by which architects have passed along their knowledge of design to builders in remote places. From Vitruvius, to Palladio, to Asher Benjamin, to William Ware, architects provided helpful guides for the building industry.

In the second half of the nineteenth century, Pattern Books became part of builders' marketing programs. These attractively designed books were easy to understand. Their pages combined realistic drawings of houses along with floor plans and important details. There were many choices regarding floor plans and arrangements of architectural elements, but all used the details and proportions of the style.

Pattern Books set the rules, but each builder found ways of interpreting them, elaborating on them, or even bending them. The result is the much-admired balance between individual expression and unity found in traditional neighborhoods. The patterns and elements of style were expressed differently in each region and, often, elements were "cross-bred" across different styles. They represented a consensus among architects, builders, realtors, and home buyers on the way to design buildings and communities. Later on in the early and mid portions of the twentieth century, mail-order houses were enormously popular. Companies such as Sears, Aladdin, Standard Homes Company, and others created volumes of varied house designs available directly to consumers.

A PATTERN BOOK REVIVAL

Our goal in reviving the Pattern Book tradition is to help builders, homeowners and architects understand the elements and principles of design that help create the character and image of each distinct tradition. Urban Design Associates' Pattern Books are designed as a 'kit of parts,' with a great deal of flexibility for the designers and builders who use them.



A History of Pattern Books

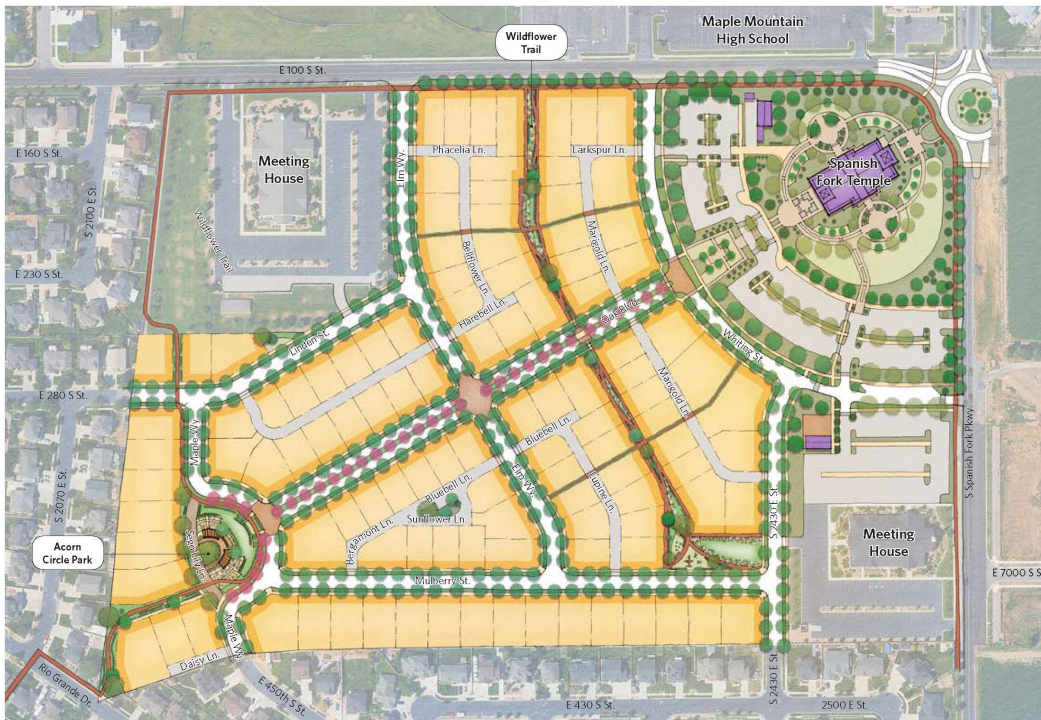
OAK VILLAGE PATTERN BOOK [BUILDER SUMMARY]

- 4 -

Introduction

B | MASTER PLAN





Example of a Cottage Home in Oak Village



Example of a Garden Home in Oak Village



Example of an Estate Home in Oak Village

Illustrative Plan

OAK VILLAGE PATTERN BOOK [BUILDER SUMMARY]

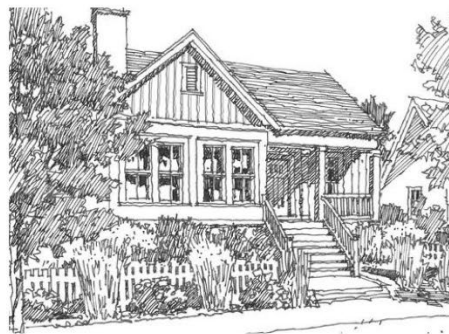
- 7 -

Master Plan

Oak Village draws on specific architectural styles common to this region and to many of its memorable, historic neighborhoods. Each style has been successfully executed in today's production building context. When coordinated with buyer options and colors, a rich variety of architecture can create streets and public spaces that will be unique and unmistakably part of Oak Village.

This approach to developing a home is the same regardless of architectural style, but there are three key elements that differentiate the critical components of architectural style:

- » **Roof Slope and Shape:** The shape and character of a roof on a home's main body and wings are the most iconic elements of architectural style. The steep pitch of a Country Victorian home directly contrasts with the lower pitch of an Arts & Crafts home.
- » **Porch Design:** Porches are a key contributor to the creation of great American neighborhoods. The design and location of a porch can share characteristics, but each style is generally unique. Porch sizes and styles should vary to help the unique character of each home create a compelling streetscape.
- » **Architectural Details:** Many of the styles presented in the Pattern Book have shared details, but the style pages indicate what is most common to each style.



Country Victorian [CV]



Arts & Crafts [AC]



Colonial Revival [CR]



Tudor Revival [TR]

Architectural Character of Oak Village

OAK VILLAGE PATTERN BOOK [BUILDER SUMMARY]

- 17 -

Master Plan

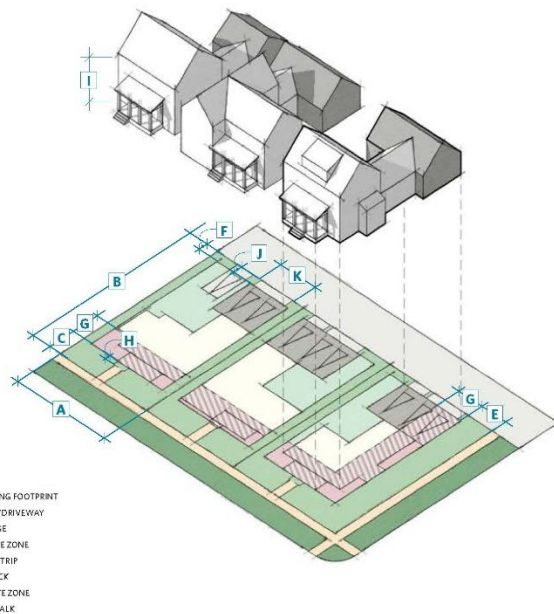
C | HOME TYPES & LOTS



11 August 2026



Lot Size	
A Width	55-65 feet (approx.)
B Depth	100 feet (approx.)
Setbacks	
C Front	15 feet
D Side	5 feet
E Corner Side	15 feet
F Rear	5 feet
Facade Zone	
G 15 feet	
Facade Percentage	
75% of overall, see additional notes.	
Setback Encroachments	
H Porch Steps	4 feet
Balcony	4 feet
Bay	3 feet
Chimney	2 feet
Building Height	
I 1-2 Floors	
Garage Setback	
J See additional notes.	
Max. Driveway Cut Width	
K 20 feet	



ADDITIONAL NOTES SPECIFIC TO COTTAGE HOMES | LANE-LOADED

Facade Zone

- » 75% of the facade zone must include a public facade.

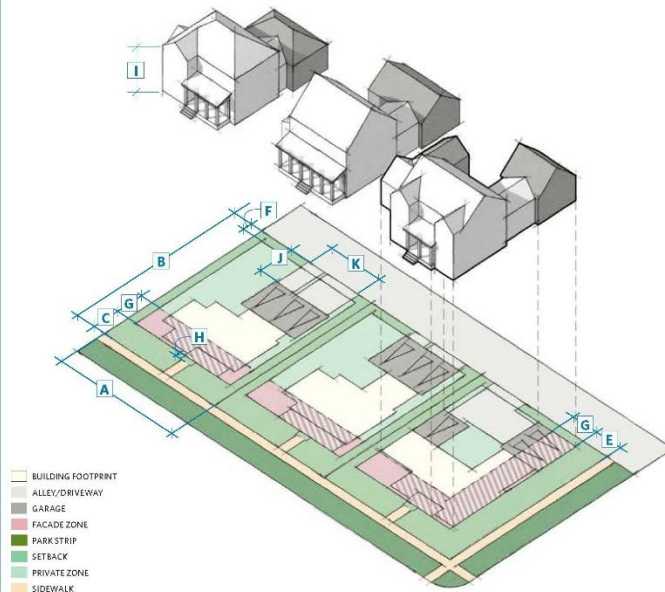
Garage/Parking

- » Garages and surface parking must be located in the back 50% of the lot. Single-car garages may be granted an exception.
- » Up-to three garage parking spaces are permitted.
- » Up-to two surface spaces are permitted.
- » A minimum of three on-lot spaces are required for homes facing greens.
- » Lane oriented garage doors must be set back at 5 feet, or a minimum of 18 feet, from the rear property line.
- » Parking is not allowed in the front yard or the corner side yard setbacks.

Cottage Homes | Lane-Loaded



Lot Size	
A Width	70-80 feet (approx.)
B Depth	100 feet (approx.)
Setbacks	
C Front	15 feet
D Side	5 feet
E Corner Side	15 feet
F Rear	5 feet
Facade Zone	
G	15 feet
Facade Percentage	
65% of overall, see additional notes.	
Setback Encroachments	
H Porch Steps	4 feet
Balcony	4 feet
Bay	3 feet
Chimney	2 feet
Building Height	
I	1-2 Floors
Garage Setback	
J	See additional notes.
Max. Driveway Cut Width	
K	20 feet



ADDITIONAL NOTES SPECIFIC TO GARDEN HOMES | LANE-LOADED

Facade Zone

- » 65% of the facade zone must include a public facade.

Garage/Parking

- » Garages and surface parking must be located in the back 50% of the lot. Single-car garages may be granted an exception.
- » Up-to three garage parking spaces are permitted.
- » Up-to two surface spaces are permitted.
- » A minimum of three on-lot spaces are required for homes facing greens.
- » Lane oriented garage doors must be set back at 5 feet, or a minimum of 18 feet, from the rear property line.
- » Parking is not allowed in the front yard or the corner side yard setbacks.

Garden Homes | Lane-Loaded

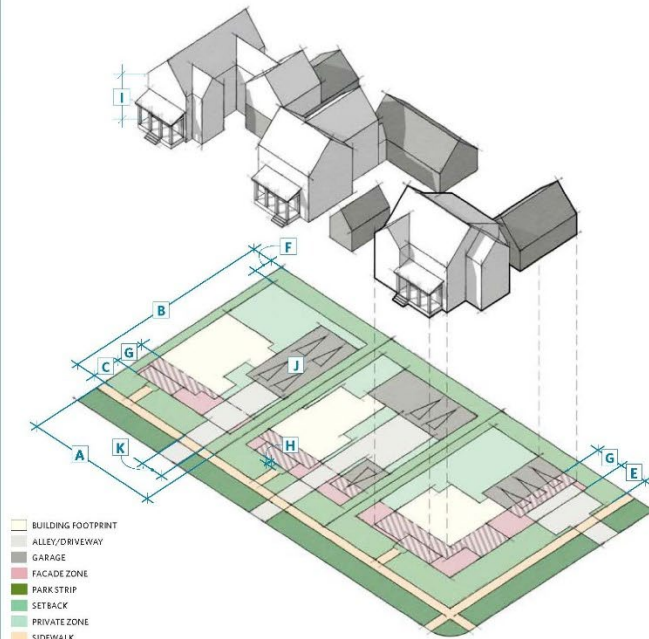
OAK VILLAGE PATTERN BOOK [BUILDER SUMMARY]

- 21 -

Home Types & Lots



Lot Size	
A Width	70-80 feet (approx.)
B Depth	112.5 feet (approx.)
Setbacks	
C Front	15 feet
D Side	5 feet
E Corner Side	15 feet
F Rear	10 feet
Facade Zone	
G	15 feet
Facade Percentage	
55% of overall, see additional notes.	
Setback Encroachments	
H Porch Steps	4 feet
Balcony	4 feet
Bay	3 feet
Chimney	2 feet
Building Height	
I	1-2 stories
Garage Setback	
J	See additional notes.
Max. Driveway Cut Width	
K	12 feet



ADDITIONAL NOTES SPECIFIC TO GARDEN HOMES | STREET-LOADED

Facade Zone

- » 55% of the facade zone must include a public facade.

Garage/Parking

- » Garages and surface parking must be located in the back 50% of the lot from the primary street. Single-car garages may be granted an exception.
- » Up-to four garage parking spaces are permitted.
- » Additional surface parking spaces may only be located immediately in front of the garage spaces.
- » Parking is not allowed in the front yard or corner side yard setbacks.

Garden Homes | Street-Loaded

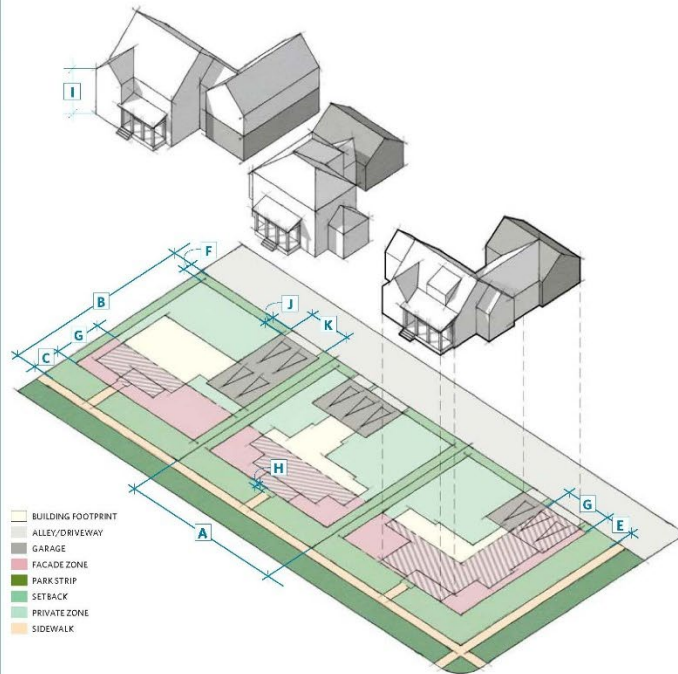
OAK VILLAGE PATTERN BOOK [BUILDER SUMMARY]

- 22 -

Home Types & Lots



Lot Size	
A Width	85-95 feet (approx.)
B Depth	100 feet (approx.)
Setbacks	
C Front	15 feet
D Side	5 feet
E Corner Side	15 feet
F Rear	5 feet
Facade Zone	
G	25 feet
Facade Percentage	
45% of overall, see additional notes.	
Setback Encroachments	
H Porch Steps	4 feet
Balcony	4 feet
Bay	3 feet
Chimney	2 feet
Building Height	
I	1-2 stories
Garage Setback	
J	See additional notes.
Max. Driveway Cut Width	
K	20 feet



ADDITIONAL NOTES SPECIFIC TO ESTATE HOMES | LANE-LOADED

Facade Zone

- » 45% of the facade zone must include a public facade.

Garage/Parking

- » Garages and surface parking must be located in the back 50% of the lot. Single-car garages may be granted an exception.
- » Lane oriented garage doors must be set back at 5 feet, or a minimum of 18 feet, from the rear property line.
- » A minimum of three on-lot spaces are required for homes for homes facing greens.
- » Parking is not allowed in the front yard or the corner side yard setbacks.

Estate Homes | Lane-Loaded

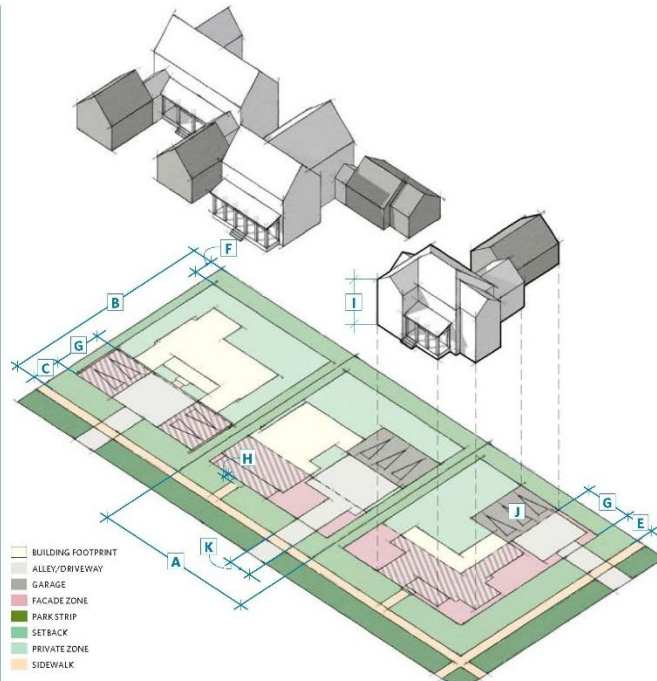
OAK VILLAGE PATTERN BOOK [BUILDER SUMMARY]

- 23 -

Home Types & Lots



Lot Size	
A Width	85-95 feet (approx.)
B Depth	112.5 feet (approx.)
Setbacks	
C Front	15 feet
D Side	5 feet
E Corner Side	15 feet
F Rear	10 feet
Facade Zone	
G	25 feet
Facade Percentage	
45% of overall, see additional notes.	
Setback Encroachments	
H Porch Steps	4 feet
Balcony	4 feet
Bay	3 feet
Chimney	2 feet
Building Height	
I	1-2 stories
Garage Setback	
J	See additional notes.
Max. Driveway Cut Width	
K	12 feet



ADDITIONAL NOTES SPECIFIC TO ESTATE HOMES | STREET-LOADED

Facade Zone

- » 45% of the facade zone must include a public facade.

Garage/Parking

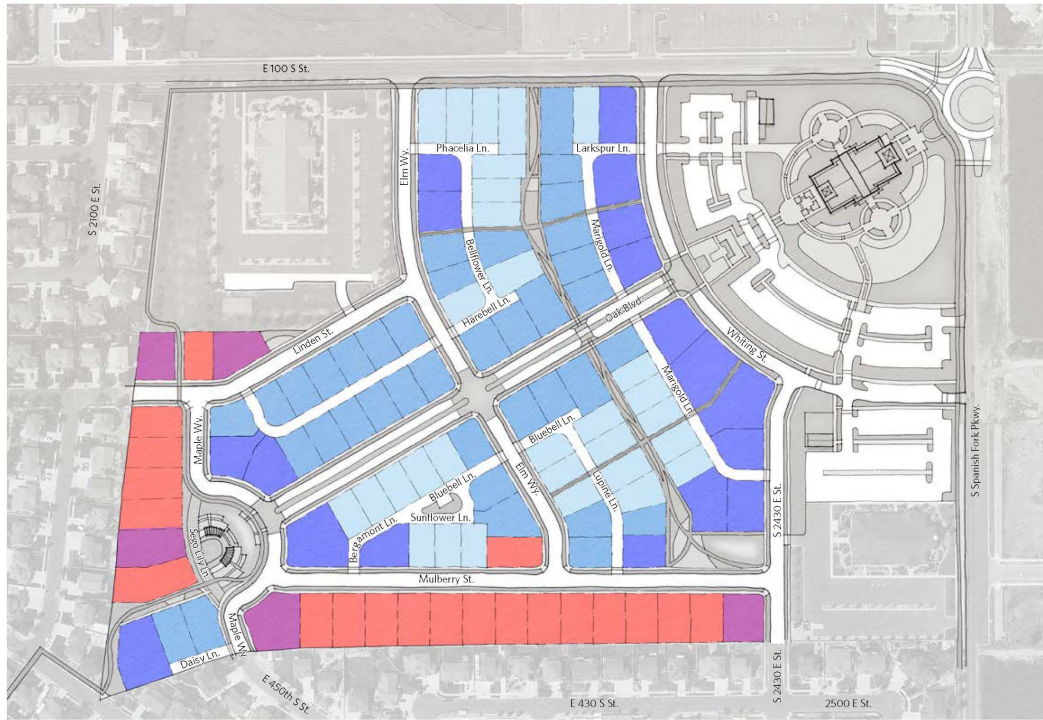
- » Garages and surface parking must be located in the back 50% of the lot from the primary street. Motor Court and single-car garages will be granted an exception. Atypical lot configurations will be granted an exception if the spirit of these requirements is incorporated.
- » Up to four garage parking spaces are permitted. However, no more than three garage parking spaces are permitted in the same wing/massing element.
- » Motor Court configurations (see example) are permitted, with no more than two cars per garage.
- » Additional surface parking spaces may only be located immediately in front of the garage doors, if applicable.
- » Parking is not allowed in the front yard or the corner side yard setbacks.

Estate Homes | Street-Loaded

OAK VILLAGE PATTERN BOOK [BUILDER SUMMARY]

- 24 -

Home Types & Lots



PLAN KEY	
COTTAGE LOTS LANE-LOADED	30
GARDEN LOTS LANE-LOADED	37
GARDEN LOTS STREET-LOADED	20
ESTATE LOTS LANE-LOADED	18
ESTATE LOTS STREET-LOADED	5

Lot Types

OAK VILLAGE PATTERN BOOK [BUILDER SUMMARY]

-25-

Home Types & Lots

D | ARCHITECTURAL PATTERNS



Overview



UNDERSTANDING THE STYLE

The Country Victorian Style emphasizes verticality and simplified ornamentation. It is a simplified version of a variety of styles that fall under the Victorian umbrella and can be found throughout the Salt Lake Valley. Tall windows, doors, and steeply pitched gable roofs are typical of the style. The massing of Country Victorian homes is focused around tall volumes, often organized asymmetrically with front-facing gable roofs. Wrapped porches, mixed materials, and bright colors are encouraged.

REGIONAL INSPIRATION



Country Victorian

OAK VILLAGE PATTERN BOOK [BUILDER SUMMARY]

- 37 -

Architectural Patterns

Overview



UNDERSTANDING THE STYLE

In the first half of the 20th century, the Colonial Revival Style emerged as a recognized "American-born" architectural style in the United States. Colonial Revival Style houses were derived from East Coast colonial precedents, which also incorporated unique interpretations of classical details on a simple house shape. The style is known for straightforward window compositions and simple color palettes.

REGIONAL INSPIRATION



Colonial Revival

OAK VILLAGE PATTERN BOOK [BUILDER SUMMARY]

- 38 -

Architectural Patterns

Overview



UNDERSTANDING THE STYLE

Based on the English Arts & Crafts Movement, the Arts & Crafts Style (commonly called Craftsman) became popular in the early 20th century in America. Low-pitched roofs, deep overhangs, and sweeping porches and interiors are some of the most recognizable features of this style, along with the use of rich, earthy colors and contrasting or complementary trim.

REGIONAL INSPIRATION



Arts & Crafts

OAK VILLAGE PATTERN BOOK [BUILDER SUMMARY]

- 39 -

Architectural Patterns

Overview



UNDERSTANDING THE STYLE

Tudor Revival is inspired by homes of the English countryside, but includes distinctly American elements. The style developed at the same time as Arts & Crafts and was used extensively in the 1920s and 1930s in America.

The style is characterized by steeply pitched roofs, cross-gabled roof lines, decorative half-timbering, decorative masonry, archways, casement windows, and the use of stucco and brick.

REGIONAL INSPIRATION



Tudor Revival

OAK VILLAGE PATTERN BOOK [BUILDER SUMMARY]

- 40 -

Architectural Patterns

		Soffit			Fascia		Gutters & Downspouts			Cladding & Details			Exposed Foundations		Chimneys		Architectural Trim		Porch & Terrace Floors			Porch Columns, Rails, & Details					Roof			Windows		Shutters								
		Aluminum	T-111 Smooth, fiber-cement Tongue and groove			Aluminum Smooth, fiber-cement	PVC	Aluminum Ogee profile gutters with round or rectangular downspouts Half-round with round downspouts in Galvalume finish or copper		T-111 Vinyl	Stucco, smooth sand finish, burnished or troweled details Aluminum Lap Wood Fiber-cement Brick, smooth finish			Concrete, unfinished Concrete board formwork finish Stucco Adhesive Brick Brick	Siding Stucco, smooth sand finish, burnished or troweled details Galvalume Adhesive Brick Brick	Composite material Polymer millwork Fiber-cement Hardwood	Concrete Composite decking PT wood decking Hardwood decking Brick/Pavers	Paneling, profile boards Exposed rafter with profiled decking Fiberglass columns Polymer columns Wood columns Metal columns Metal railings and/or solid or wire balusters Wood balusters Fypion brackets Composite brackets Wood brackets	Dimensioned architectural grade asphalt shingles					Slate Synthetic slate Metal, narrow standing seam Metal, 5-V panels Vinyl Fiberglass Aluminum, or metal window Wood, or clad window																
COUNTRY VICTORIAN	S	S	L	L	S	L	*	S	L	*	*	S	*	L	L	L	*	S	S	S	L	S	L	*	S	S	S	L	L	S	L	L	L	L	L	L				
COLONIAL REVIVAL	S	S	L	L	S	L	*	S	L	*	*	S	*	L	L	L	*	S	S	S	L	S	L	*	S	S	S	L	L	S	L	L	L	L	S	S	*	L	L	L
ARTS & CRAFTS	S	S	L	L	S	L	*	S	L	*	*	S	*	L	L	L	*	S	S	S	L	S	L	*	S	S	S	L	L	S	L	L	L	L	S	S	*	L	L	L
TUDOR REVIVAL	S	S	L	L	S	L	*	S	L	*	*	S	*	L	L	L	*	S	S	S	L	S	L	*	S	S	S	L	L	S	L	L	L	L	S	S	*	L	L	L

S: Standard — Base materials for standard lots

L: Landmark — Required materials for landmark lots

*: Prohibited

Note: All landmark materials can be used on standard lots. Standard materials cannot be used on Landmark Lots.

Material Palette

OAK VILLAGE PATTERN BOOK [BUILDER SUMMARY]

- 41 -

Architectural Patterns

11 August 2026



Fences delineate yard edges, provide privacy, and enhance the overall character of Oak Village. They are some of the most visible and impactful landscape components that shape the transition from the private realm of the home to the public realm of the street.

When layered with good landscape design, fences can create outdoor rooms that function as a new zone between the public and the private. These outdoor rooms further inform the architectural and urban character of the public realm. Fences should therefore be consistent with the home's architectural style and the yard's landscape style. All fences must comply with these design standards to shape a complementary neighborhood environment.

FENCE REQUIREMENTS

- » All fencing shall be approved by the Design Review Committee.
- » Fencing is permitted for all lots; however, some lots may have specific fence type, height, and location requirements.
- » Garden fences (3 feet maximum) are permitted around front and side yards, along streets or public open spaces.
- » Semi-private fences (3 feet maximum) may face public ways. The top 18 to 24 inches must be a minimum of 60% open.
- » All fences should step with grade between fence posts. Sloping tops are not permitted.
- » Fences should be set back at least one foot from the corner of a structure such as a house, garage, or a neighboring fence.
- » Fences may not terminate at a porch or deck.
- » Additional landscaping may be required at certain fence locations.
- » Front Street: 2 feet from the property line for garden fences; other fences prohibited
- » Side Street: 2 feet from the property line for garden fences; Other fences are prohibited between the house and property line.
- » Side Yard: 5 feet from front facade of house (porch excluded); on property line where applicable.
- » Rear Yard: 2 feet from the property line; 4 feet from a paved lane.

MINIMUM SETBACKS

- » Front Street: 2 feet from the property line for garden fences; other fences prohibited
- » Side Street: 2 feet from the property line for garden fences; Other fences are prohibited between the house and property line.
- » Side Yard: 5 feet from front facade of house (porch excluded); on property line where applicable.
- » Rear Yard: 2 feet from the property line; 4 feet from a paved lane.



PLAN KEY

- PRIVATE YARD
- PUBLIC YARD
- ALLEY
- 3-FOOT WOOD GARDEN FENCE
- 6-FOOT SEMI-PRIVATE FENCE

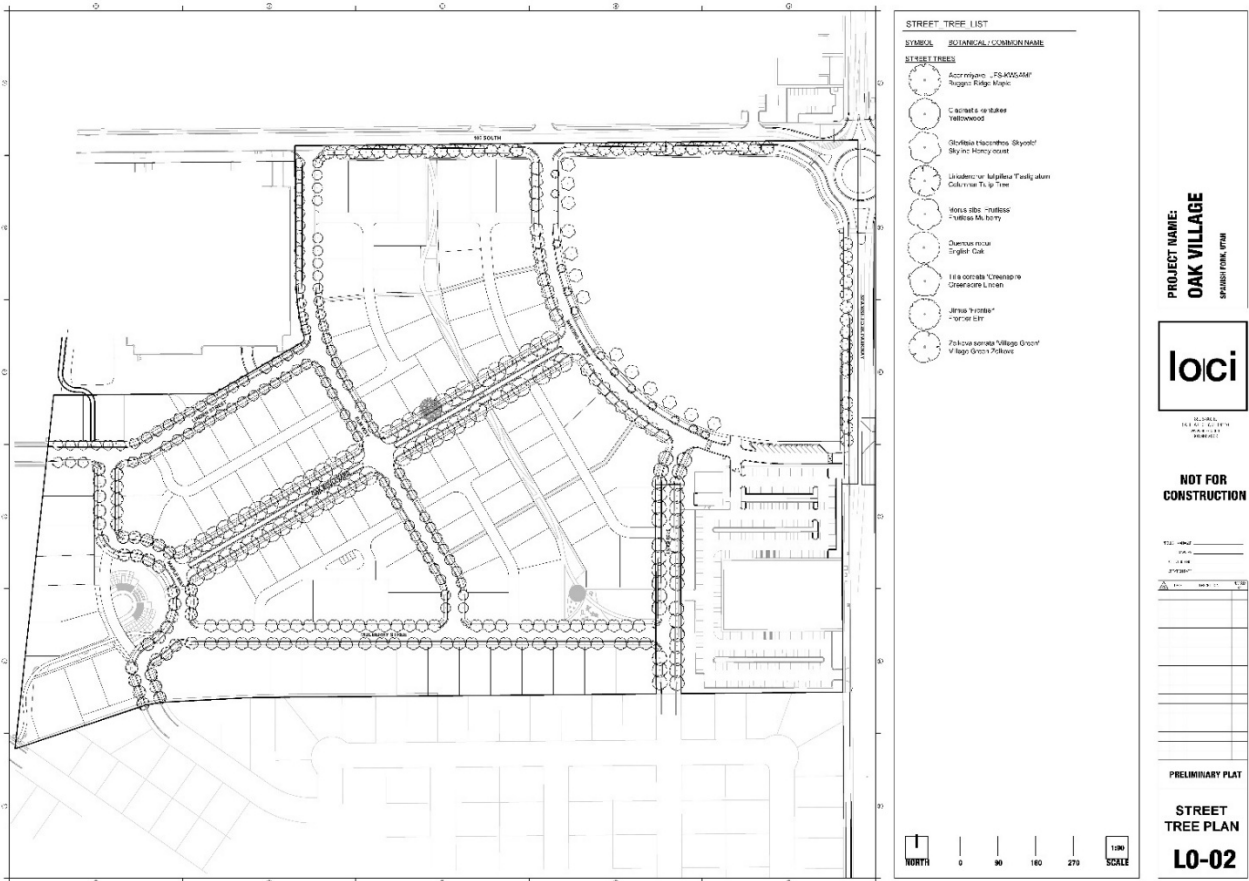
Fencing Requirements

OAK VILLAGE PATTERN BOOK [BUILDER SUMMARY]

- 43 -

Landscape Patterns

EXHIBIT 4





Bank of Utah
Site Plan
1351 North Market Place Drive
0.9 acres
C-2 Zone
Commercial General Plan Designation



PROPOSAL

The Applicant applied for Site Plan approval to construct a financial institution on the subject property. Financial Institutions are listed as a permitted use in the C-2 Zone. The site will be accessed from internal connections within the shared parking areas and drive aisles in the shopping center.

The proposed building meets the required setbacks in the C-2 Zone. The building height is shown on the elevations to be approximately 20 feet. The plans show 7 additional parking stalls will be constructed for a total of 41 parking stalls on-site, which meets the minimum requirement for financial institutions. A drive through with two lanes are shown on the south side of the building. The landscape plans show the project will meet the area and tree quantity landscaping requirements for a commercial use.

STAFF RECOMMENDATION

That the proposed Bank of Utah Site Plan be approved based on the following finding and subject to the following conditions:

Finding

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

Conditions

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

EXHIBITS

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

EXHIBIT 1

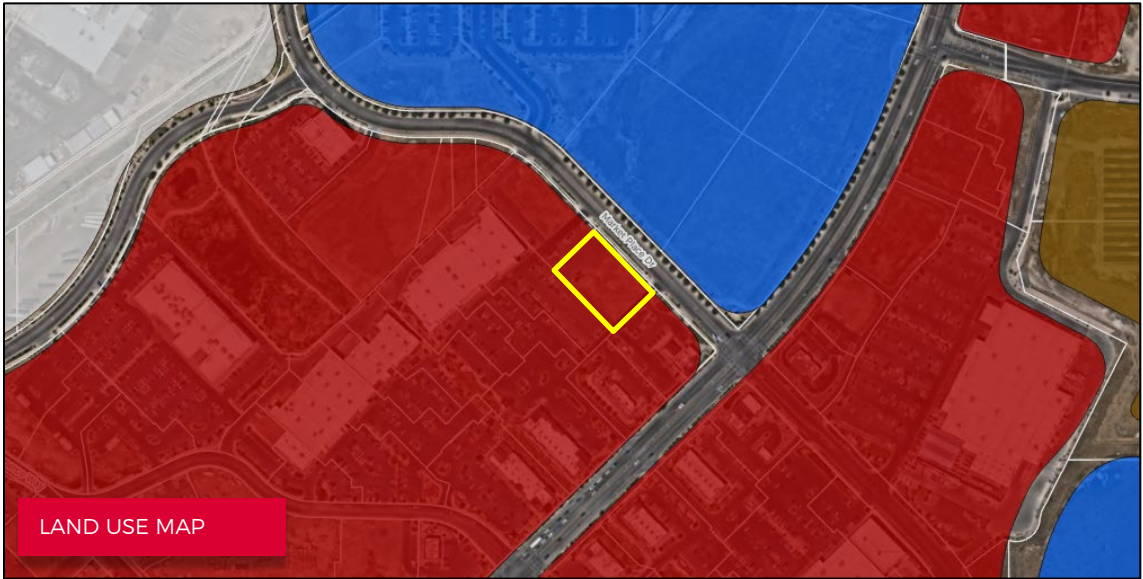


EXHIBIT 2

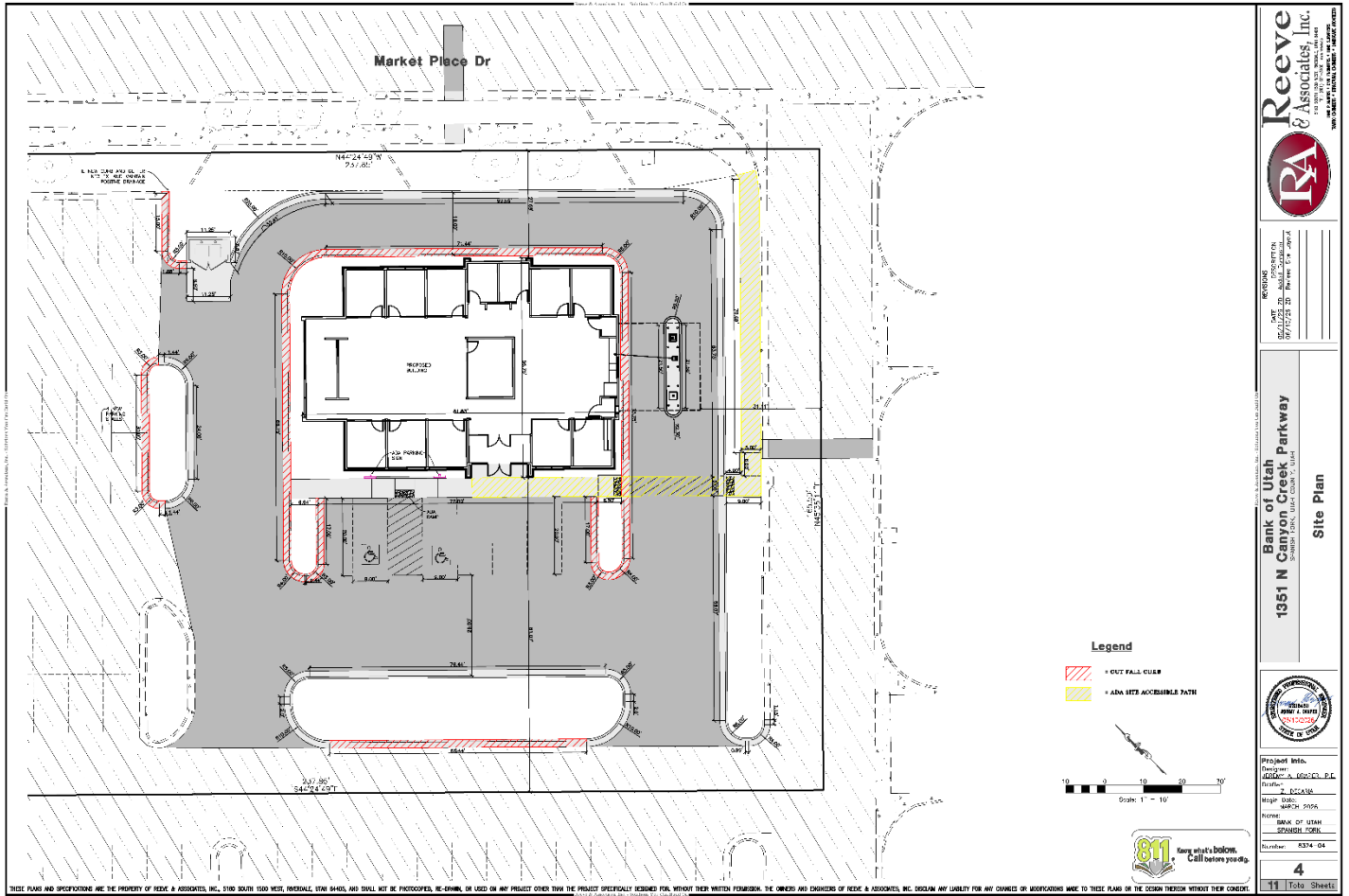


EXHIBIT 3

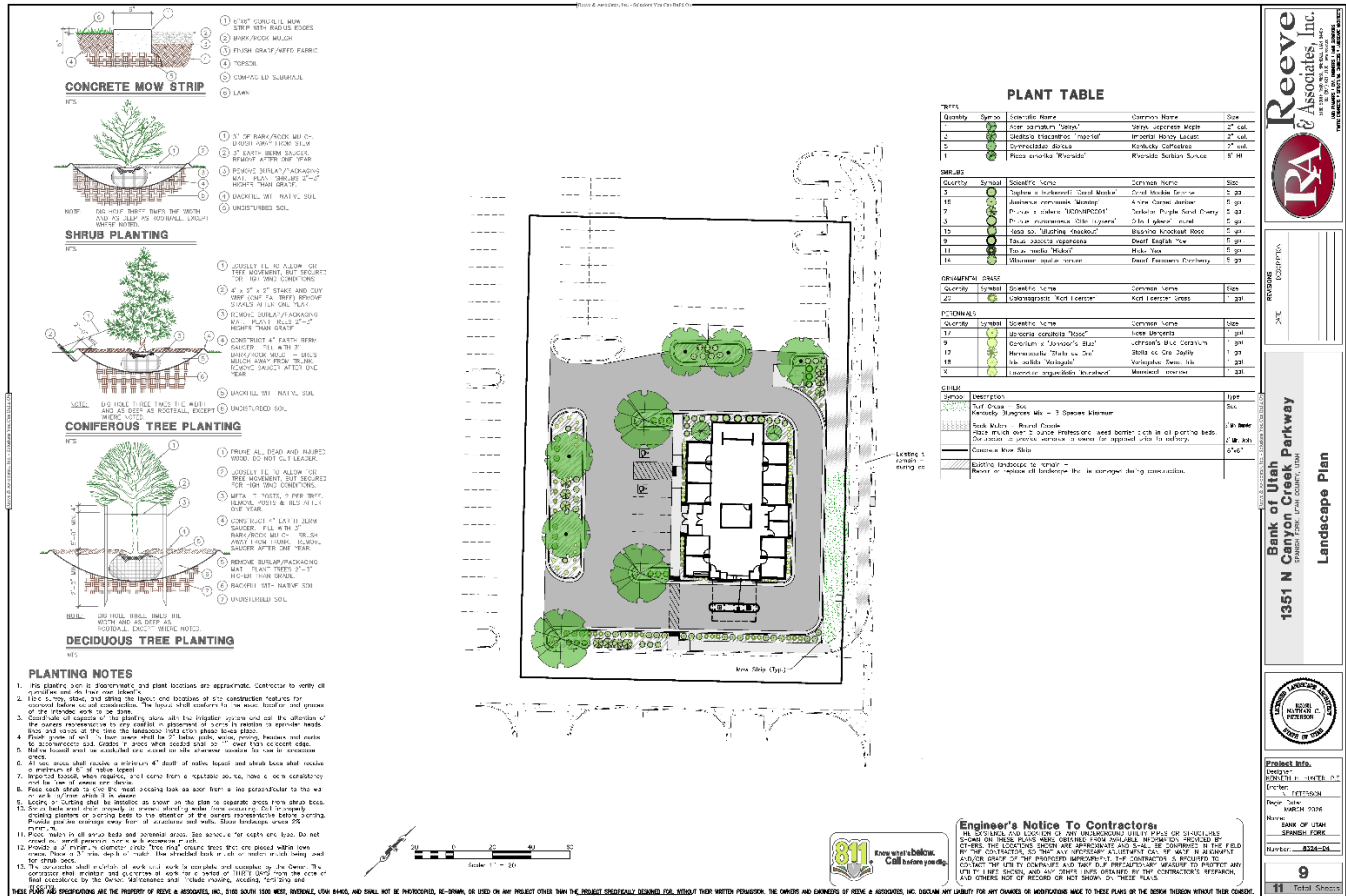
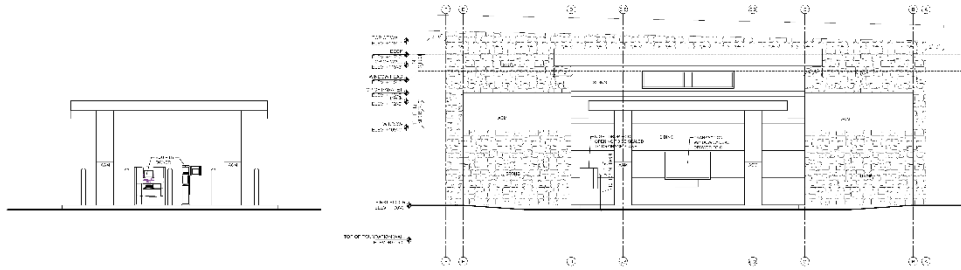
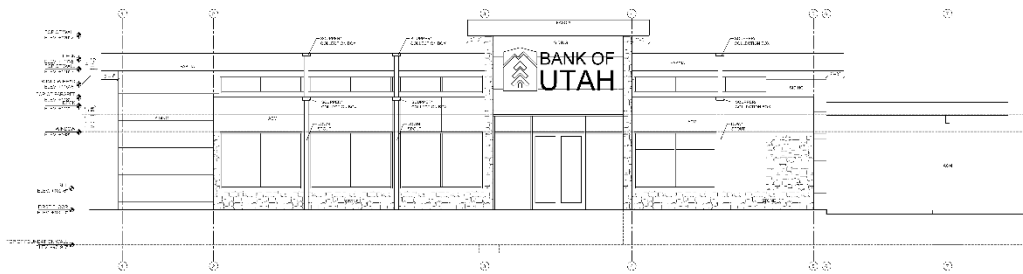


EXHIBIT 4



3 ELEVATIONS @ CANOPY
1/4" = 1'-0"

2 EAST ELEVATIONS
1/4" = 1'-0"



1 SOUTH ELEVATIONS
1/4" = 1'-0"

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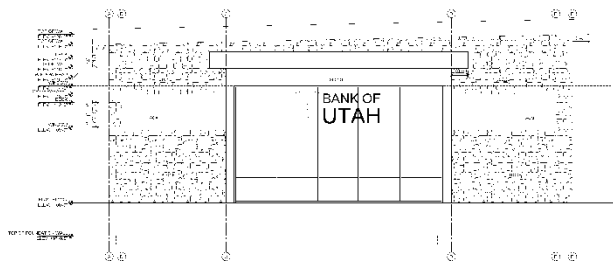
tjs architects

**BANK OF UTAH
PERMIT SET
1351 NORTH CANYON CREEK PKWY
SPANISH FORK, UT**

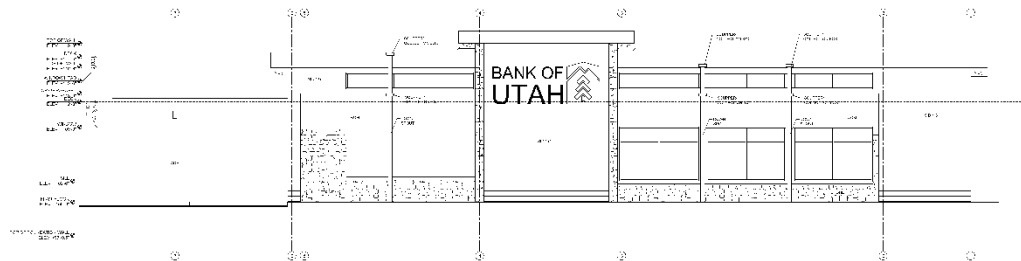
SEAL:

ISSUANCES:
PERMIT SET 0.25

PROJECT:
NO. 2002 0502
DATE 03.20
SHEET:
A301



2 WEST ELEVATIONS
1/4" = 1'-0"



1 NORTH ELEVATIONS
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**BANK OF UTAH
PERMIT SET
1351 NORTH CANYON CREEK PKWY
SPANISH FORK, UT**

SEAL:

ISSUANCES:
PERMIT SET 0.25

PROJECT:
NO. 2002 0502
DATE 03.20
SHEET:
A302



Utah County Jail Site Plan
Medical and Patrol Parking
Lot Additions
3075 North Main Street
0.75 acres
I-1 Zone
General Plan Designation
Public Facilities



PROPOSAL

The Applicant has applied for Site Plan approval for the expansion of parking at the Utah County Jail located at 3075 North Main Street. The Applicant proposes 31 parking stalls to the north of the Patrol building and 52 parking stalls to the south of the Medical building. The Medical building addition was previously approved by the DRC without the proposed parking lot in July 2023. The Patrol building addition was previously approved by the DRC with a smaller parking lot in July 2023.

The Applicant has provided landscaping, irrigation and planting plans for the proposed Patrol parking lot expansion. However, the Applicant has not provided similar landscaping, irrigation and planting plans for the proposed Medical parking lot addition. The Applicant has asked that the landscaping be waived for the Medical parking lot addition. Staff has asked that the required landscaping be provided per code or provided somewhere else on the existing site to meet the requirements and intent of the landscaping codes. (Refer to Municipal Code 15.4.16.130 Landscaping, Buffering Walls, and Fences.) The Applicant will also need to pay all applicable application and project fees. These items and requests have been given to the Applicant as red-line review comments and discussed over the phone.

Some of the key issues to consider are: fees and landscaping.

STAFF RECOMMENDATION

That the proposed Utah County Jail – Medical and Patrol Parking Lot Additions Site Plan be approved based on the following finding and subject to the following conditions:

Finding

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

Conditions

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

EXHIBITS

1. Area Maps
2. Site Plan – Medical and Patrol
3. Landscape Plan – Patrol

EXHIBIT 1

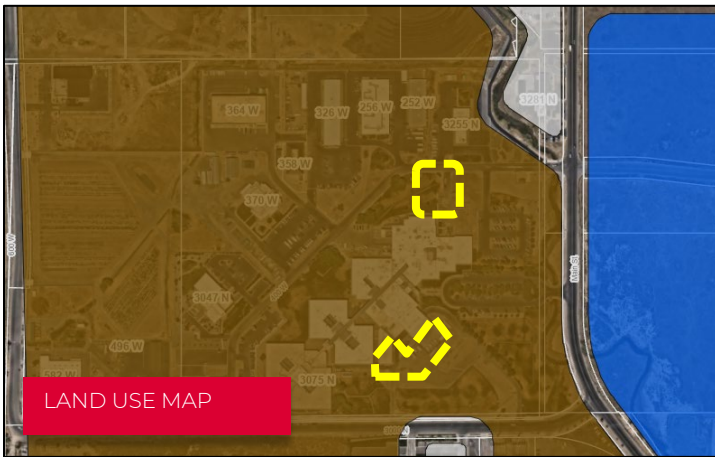
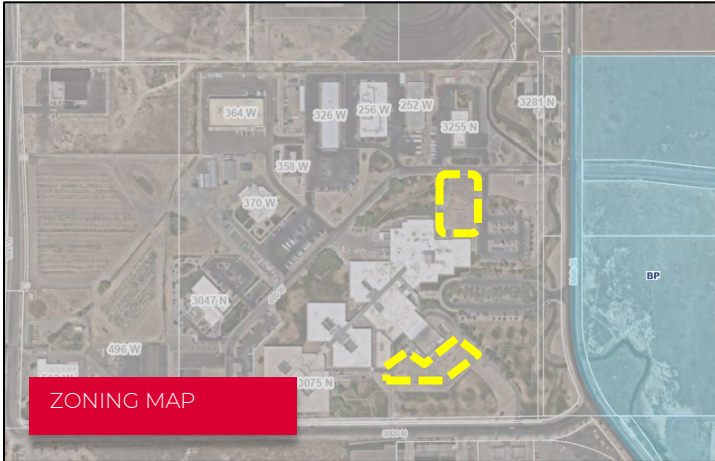
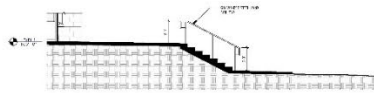
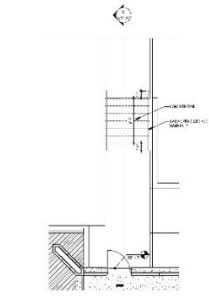


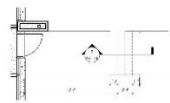
EXHIBIT 2



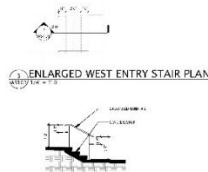
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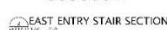
ENLARGED STAIR PLAN



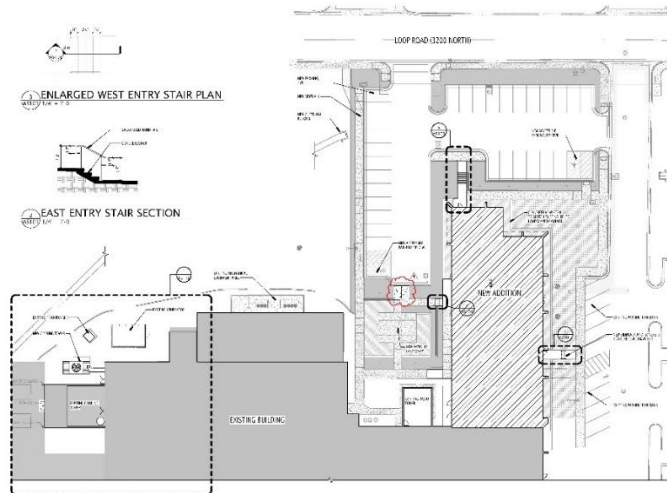
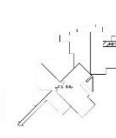
4 ENLARGED EAST ENTRY STAIR PLAN
AS SHOWN 1/4" = 1'-0"



5 ENLARGED WEST ENTRY STAIR PLAN



 EAST ENTRY STAIR SECTION

ARCHITECTURAL SITE PLAN
DATE: 10/1/12

KEYPLAN



1. **THEORY**
 2. **EXPERIMENT**
 3. **CONCLUSION**
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CONSTRUCTION
DOCUMENTS

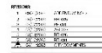
UTAH CO. JAIL
PATROL
EXPANSION

UTAH COUNTY JAIL



ARCHITECTURAL SITE PLAN

AS101 "

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GENERAL NOTES

1. ALL APPLICANTS MUST HAVE A MINIMUM OF TWO YEARS OF RELEVANT WORK EXPERIENCE.
2. THE APPLICANT MUST BE A U.S. CITIZEN OR A PERMANENT RESIDENT OF THE UNITED STATES.
3. ALL APPLICANTS MUST HAVE A MINIMUM OF A BACHELOR'S DEGREE IN A RELEVANT FIELD.
4. ALL APPLICANTS MUST HAVE A MINIMUM OF A 3.0 GPA IN THEIR UNDERGRADUATE DEGREE PROGRAM.
5. ALL APPLICANTS MUST HAVE A MINIMUM OF A 2.5 GPA IN THEIR GRADUATE PROGRAM.
6. ALL APPLICANTS MUST HAVE A MINIMUM OF A 2.5 GPA IN THEIR RESEARCH PROJECT.
7. ALL APPLICANTS MUST HAVE A MINIMUM OF A 2.5 GPA IN THEIR THESIS PROJECT.

SCOPE OF WORK

The applicant must be able to demonstrate the ability to perform the following tasks:

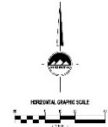
- 1. Conduct research in the field of [REDACTED]
- 2. Analyze data and results from experiments
- 3. Write reports and papers on research findings
- 4. Present research findings at conferences and seminars
- 5. Collaborate with other researchers in the field
- 6. Manage a research project from start to finish
- 7. Obtain funding for research projects
- 8. Publish research findings in peer-reviewed journals
- 9. Supervise and mentor graduate students
- 10. Develop and implement research plans
- 11. Maintain accurate records of research activities
- 12. Communicate research findings to the public
- 13. Participate in professional development activities
- 14. Stay current in the field of research
- 15. Develop and maintain a strong professional network
- 16. Manage a budget for research projects
- 17. Obtain and maintain necessary permits and licenses
- 18. Ensure compliance with all applicable laws and regulations
- 19. Maintain a safe and secure research environment
- 20. Develop and implement quality control measures
- 21. Participate in peer review of research papers
- 22. Develop and maintain a strong reputation in the field
- 23. Collaborate with industry partners
- 24. Develop and implement research plans that are innovative and impactful
- 25. Obtain funding for research projects from a variety of sources
- 26. Publish research findings in a timely and effective manner
- 27. Supervise and mentor graduate students in a supportive and challenging environment
- 28. Develop and implement research plans that are based on the latest scientific knowledge
- 29. Maintain accurate records of research activities in a clear and concise manner
- 30. Communicate research findings to the public in a clear and engaging manner
- 31. Participate in professional development activities that are relevant to the field
- 32. Stay current in the field of research through ongoing education and training
- 33. Develop and maintain a strong professional network that is supportive and collaborative
- 34. Manage a budget for research projects in a responsible and effective manner
- 35. Obtain and maintain necessary permits and licenses in a timely and effective manner
- 36. Ensure compliance with all applicable laws and regulations in a thorough and effective manner
- 37. Maintain a safe and secure research environment at all times
- 38. Develop and implement quality control measures that are effective and efficient
- 39. Participate in peer review of research papers in a constructive and helpful manner
- 40. Develop and maintain a strong reputation in the field through ongoing research and publication
- 41. Collaborate with industry partners in a mutually beneficial manner
- 42. Develop and implement research plans that are innovative and impactful in a timely and effective manner
- 43. Obtain funding for research projects from a variety of sources in a timely and effective manner
- 44. Publish research findings in a timely and effective manner in a clear and concise manner
- 45. Supervise and mentor graduate students in a supportive and challenging environment in a timely and effective manner
- 46. Develop and implement research plans that are based on the latest scientific knowledge in a timely and effective manner
- 47. Maintain accurate records of research activities in a clear and concise manner in a timely and effective manner
- 48. Communicate research findings to the public in a clear and engaging manner in a timely and effective manner
- 49. Participate in professional development activities that are relevant to the field in a timely and effective manner
- 50. Stay current in the field of research through ongoing education and training in a timely and effective manner
- 51. Develop and maintain a strong professional network that is supportive and collaborative in a timely and effective manner
- 52. Manage a budget for research projects in a responsible and effective manner in a timely and effective manner
- 53. Obtain and maintain necessary permits and licenses in a timely and effective manner in a timely and effective manner
- 54. Ensure compliance with all applicable laws and regulations in a thorough and effective manner in a timely and effective manner
- 55. Maintain a safe and secure research environment at all times in a timely and effective manner
- 56. Develop and implement quality control measures that are effective and efficient in a timely and effective manner
- 57. Participate in peer review of research papers in a constructive and helpful manner in a timely and effective manner
- 58. Develop and maintain a strong reputation in the field through ongoing research and publication in a timely and effective manner
- 59. Collaborate with industry partners in a mutually beneficial manner in a timely and effective manner
- 60. Develop and implement research plans that are innovative and impactful in a timely and effective manner in a timely and effective manner

- ① 在图中， $\triangle ABC$ 与 $\triangle A'B'C'$ 有什么关系？ $\triangle ABC$ 与 $\triangle A''B''C''$ 呢？
- ② 在图中， $\triangle ABC$ 与 $\triangle A'B'C'$ 有什么关系？ $\triangle ABC$ 与 $\triangle A''B''C''$ 呢？
- ③ 在图中， $\triangle ABC$ 与 $\triangle A'B'C'$ 有什么关系？ $\triangle ABC$ 与 $\triangle A''B''C''$ 呢？
- ④ 在图中， $\triangle ABC$ 与 $\triangle A'B'C'$ 有什么关系？ $\triangle ABC$ 与 $\triangle A''B''C''$ 呢？
- ⑤ 在图中， $\triangle ABC$ 与 $\triangle A'B'C'$ 有什么关系？ $\triangle ABC$ 与 $\triangle A''B''C''$ 呢？
- ⑥ 在图中， $\triangle ABC$ 与 $\triangle A'B'C'$ 有什么关系？ $\triangle ABC$ 与 $\triangle A''B''C''$ 呢？
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- ⑧ 在图中， $\triangle ABC$ 与 $\triangle A'B'C'$ 有什么关系？ $\triangle ABC$ 与 $\triangle A''B''C''$ 呢？
- ⑨ 在图中， $\triangle ABC$ 与 $\triangle A'B'C'$ 有什么关系？ $\triangle ABC$ 与 $\triangle A''B''C''$ 呢？
- ⑩ 在图中， $\triangle ABC$ 与 $\triangle A'B'C'$ 有什么关系？ $\triangle ABC$ 与 $\triangle A''B''C''$ 呢？

DEMOLITION PLAN

The site plan shows a proposed building expansion (shaded gray) and an existing building (outlined in black). The parking lot is divided into several sections, with spaces numbered 1 through 24. The plan also shows surrounding roads: DOD ROAD (220 NORTH) to the north, and a road labeled 'EXISTING BUILDING' to the south. The plan includes various symbols for trees, landscaping, and building footprints. A north arrow is located in the upper right corner of the plan.

SITE PLAN



BID SET
UTAH CO. JAIL
PATROL
EXPANSION

LITAH COUNTY JAIL

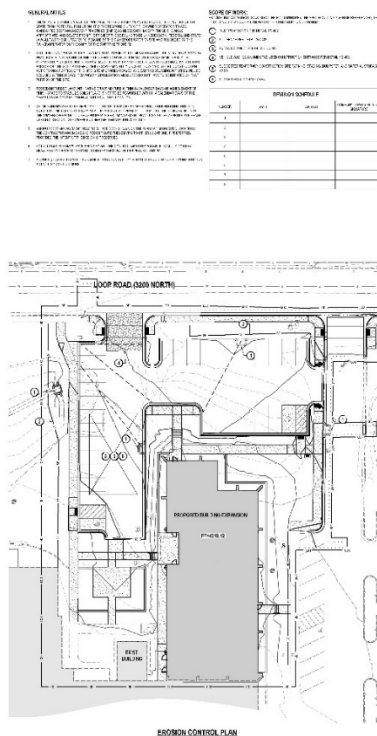
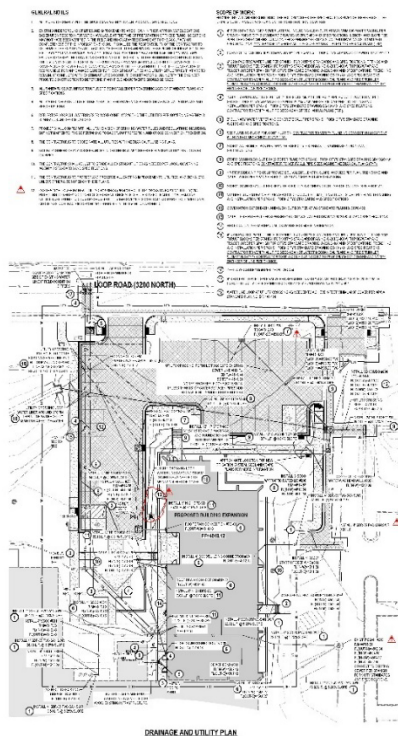


BID SET
UTAH CO. JAIL
PATROL
EXPANSION

LITAH COUNTY JAIL



C-1001"



GSBS
ARCHITECTS

1000 WEST 1000 SOUTH
SALT LAKE CITY, UT 84119
PHONE: 313.209.9999
WWW.GSBSARCHITECTS.COM

EN SIGN
THE FOUNDATION DESIGN

SALT LAKE CITY
1000 WEST 1000 SOUTH
PHONE: 313.209.9999
WWW.ENSIGNDESIGN.COM

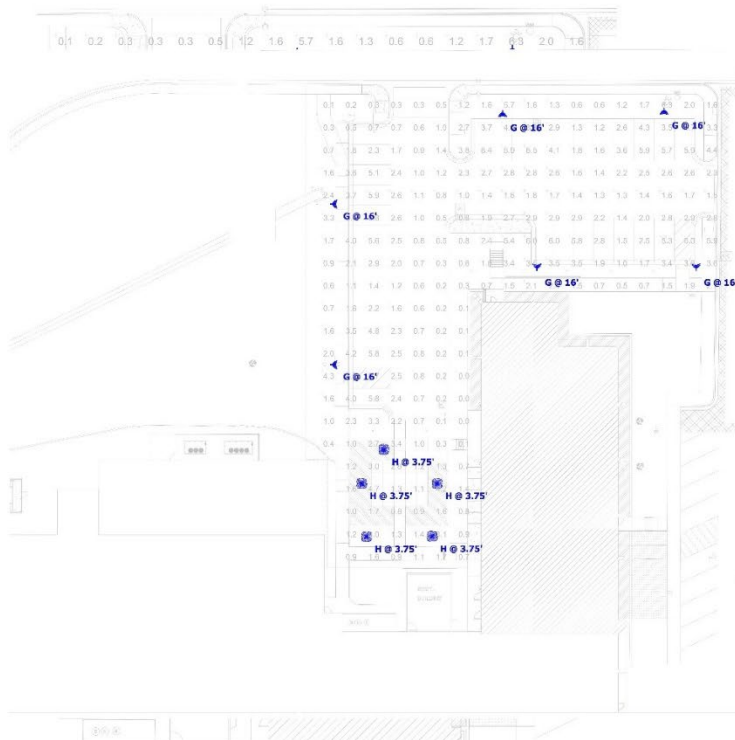
80 SET
UTAH CO. JAIL
PATROL
EXPANSION

8000 SOUTH MAIN STREET, SALT LAKE CITY, UT 84119
UTAH COUNTY JAIL

8000 SOUTH MAIN STREET, SALT LAKE CITY, UT 84119
UTAH COUNTY JAIL
UTILITY AND DRAINAGE PLAN
AND EROSION CONTROL PLAN
C-3001

GSBS
ARCHITECTS

1000 WEST 1000 SOUTH
SALT LAKE CITY, UT 84119
PHONE: 313.209.9999
WWW.GSBSARCHITECTS.COM

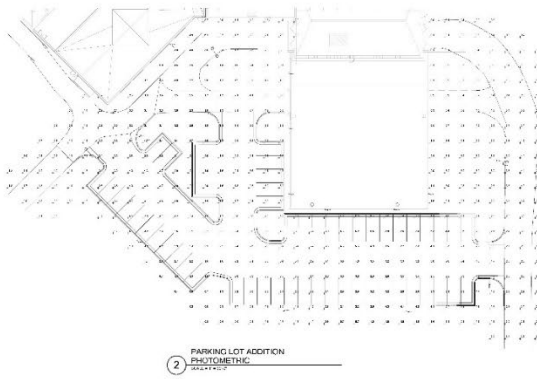


CONSTRUCTION
DOCUMENTS
UTAH CO. JAIL
PATROL
EXPANSION

8000 SOUTH MAIN STREET, SALT LAKE CITY, UT 84119
UTAH COUNTY JAIL

Utah County
SEAL OF UTAH

8000 SOUTH MAIN STREET, SALT LAKE CITY, UT 84119
UTAH COUNTY JAIL
SITE PHOTOMETRIC PLAN
ES100

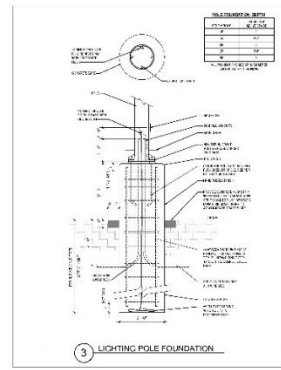
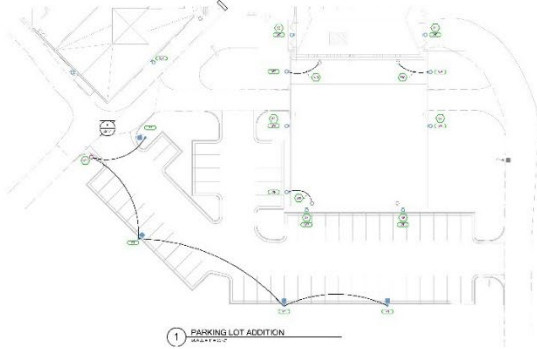


LIGHT FIXTURE SCHEDULE

NO.	DESCRIPTION	MANUFACTURER	MODEL	WATTAGE	BEAM ANGLE	FOOT COUNTS	QUANTITY
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2	RECESSED CAN DOWN LIGHT	OSRAM	MR16	35W	30°	100	10
3	RECESSED CAN DOWN LIGHT	OSRAM	MR16	35W	30°	100	10
4	RECESSED CAN DOWN LIGHT	OSRAM	MR16	35W	30°	100	10
5	RECESSED CAN DOWN LIGHT	OSRAM	MR16	35W	30°	100	10
6	RECESSED CAN DOWN LIGHT	OSRAM	MR16	35W	30°	100	10
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98	RECESSED CAN DOWN LIGHT	OSRAM	MR16	35W	30°	100	10
99	RECESSED CAN DOWN LIGHT	OSRAM	MR16	35W	30°	100	10
100	RECESSED CAN DOWN LIGHT	OSRAM	MR16	35W	30°	100	10

SHEET KEYNOTES

- ALL LIGHT FIXTURES SHALL BE INSTALLED IN ACCORDANCE WITH THE ILLUMINANCE REQUIREMENTS SPECIFIED IN THE SCHEDULE.
- ALL LIGHT FIXTURES SHALL BE INSTALLED IN ACCORDANCE WITH THE ILLUMINANCE REQUIREMENTS SPECIFIED IN THE SCHEDULE.
- ALL LIGHT FIXTURES SHALL BE INSTALLED IN ACCORDANCE WITH THE ILLUMINANCE REQUIREMENTS SPECIFIED IN THE SCHEDULE.
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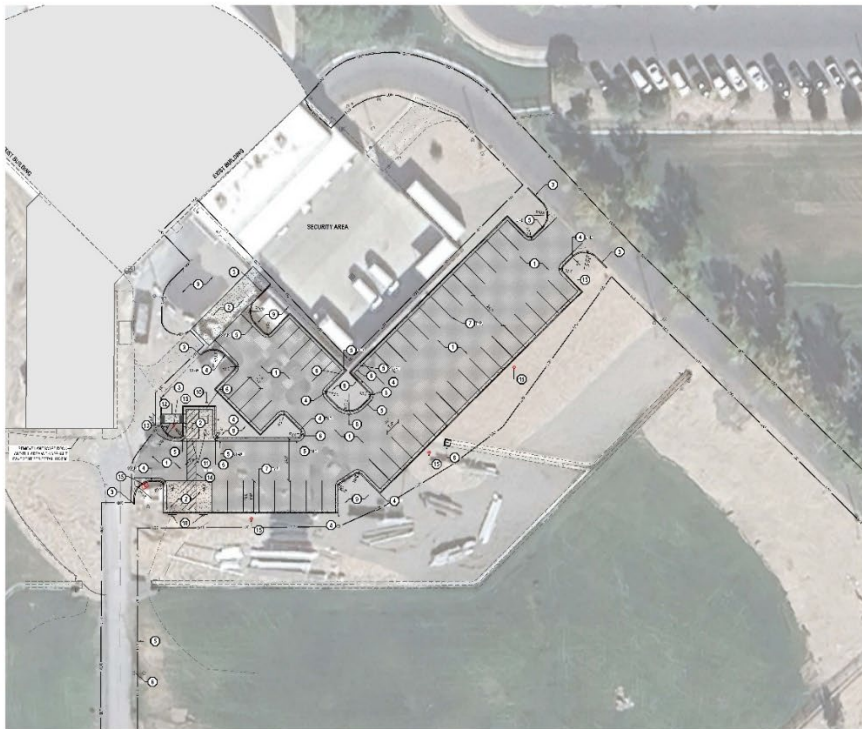


PROJECT
MNH REMODEL & EXPANSION

CLIENT
UTAH COUNTY

DESIGNER
SALLY HORN PARKING

EG101



GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE UTAH CONSTRUCTION SPECIFICATIONS AND THE UTAH STANDARD SPECIFICATIONS FOR HIGHWAYS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND PUBLIC ROADS AT ALL TIMES.
4. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.
5. THE CONTRACTOR SHALL MAINTAIN ADEQUATE LIGHTING AND SAFETY MEASURES THROUGHOUT THE PROJECT.
6. THE CONTRACTOR SHALL MAINTAIN ADEQUATE SECURITY MEASURES THROUGHOUT THE PROJECT.
7. THE CONTRACTOR SHALL MAINTAIN ADEQUATE RECORDING AND AS-BUILT RECORDS THROUGHOUT THE PROJECT.
8. THE CONTRACTOR SHALL MAINTAIN ADEQUATE COMMUNICATIONS THROUGHOUT THE PROJECT.
9. THE CONTRACTOR SHALL MAINTAIN ADEQUATE RECORDING AND AS-BUILT RECORDS THROUGHOUT THE PROJECT.
10. THE CONTRACTOR SHALL MAINTAIN ADEQUATE COMMUNICATIONS THROUGHOUT THE PROJECT.

SITE DEVELOPMENT TABLE			
EXISTING LOT AREA	4,787 S.F.	EXISTING LOT AREA	8,475
EXISTING LOT AREA	4,787 S.F.	EXISTING LOT AREA	8,475
EXISTING LOT AREA	4,787 S.F.	EXISTING LOT AREA	8,475
EXISTING LOT AREA	4,787 S.F.	EXISTING LOT AREA	8,475

PARKING STALL COUNT	
EXISTING	40
PROPOSED	22
TOTAL	62

GRAPHIC SCALE
1" = 20'

ENGIN
ENGINEERING, INC.
SALT LAKE CITY
UTAH
12345
WWW.ENGIN.COM

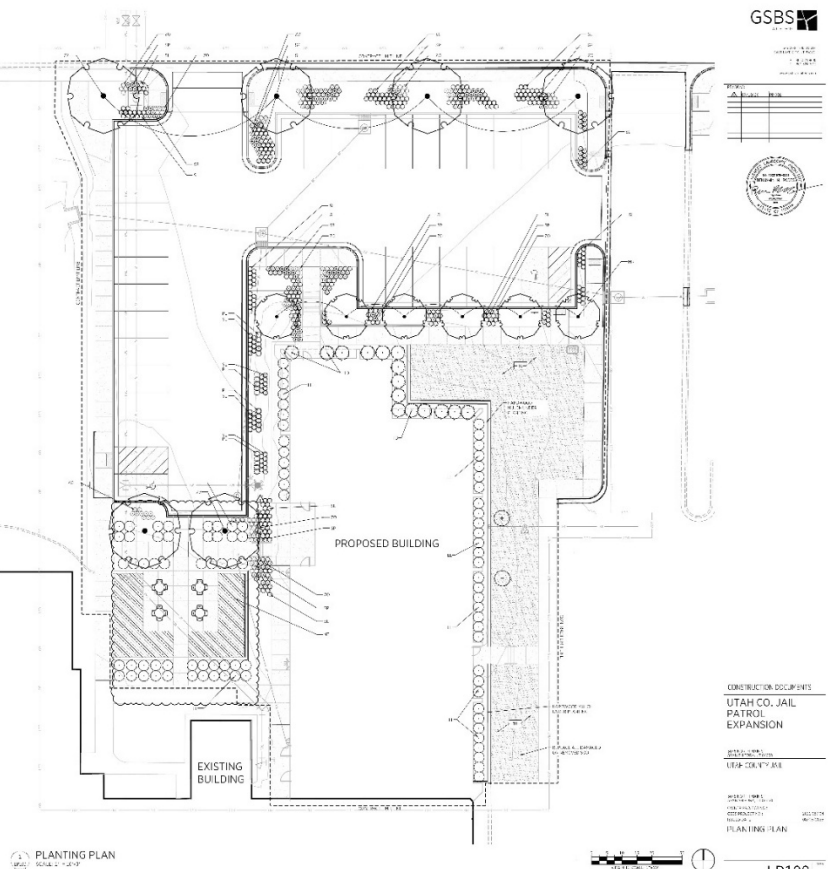
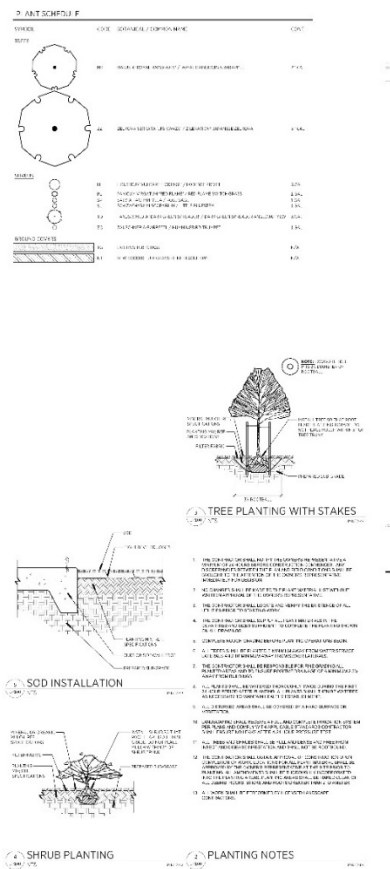
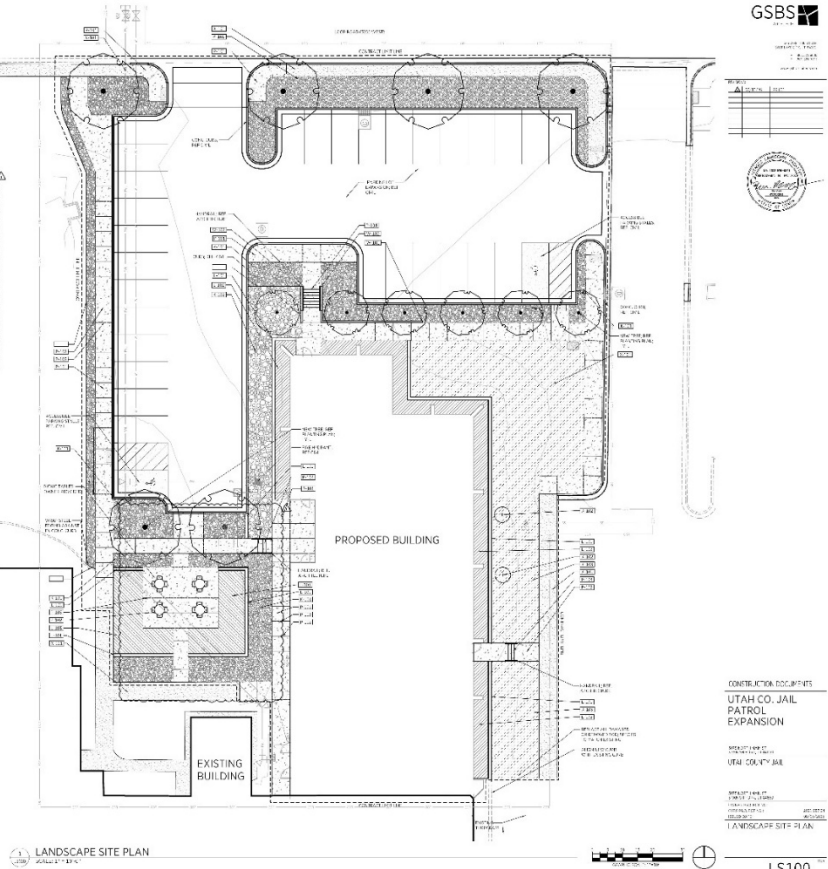
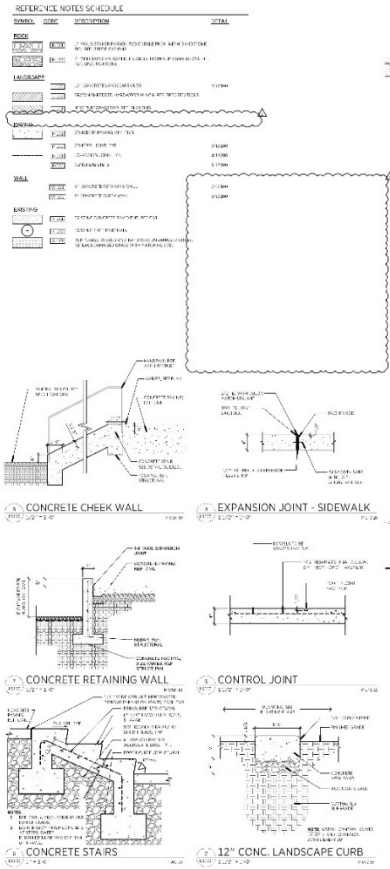
MM-PARKING
EXPANSION

2024.5, 2024.5, 2024.5
LAH COUNTY

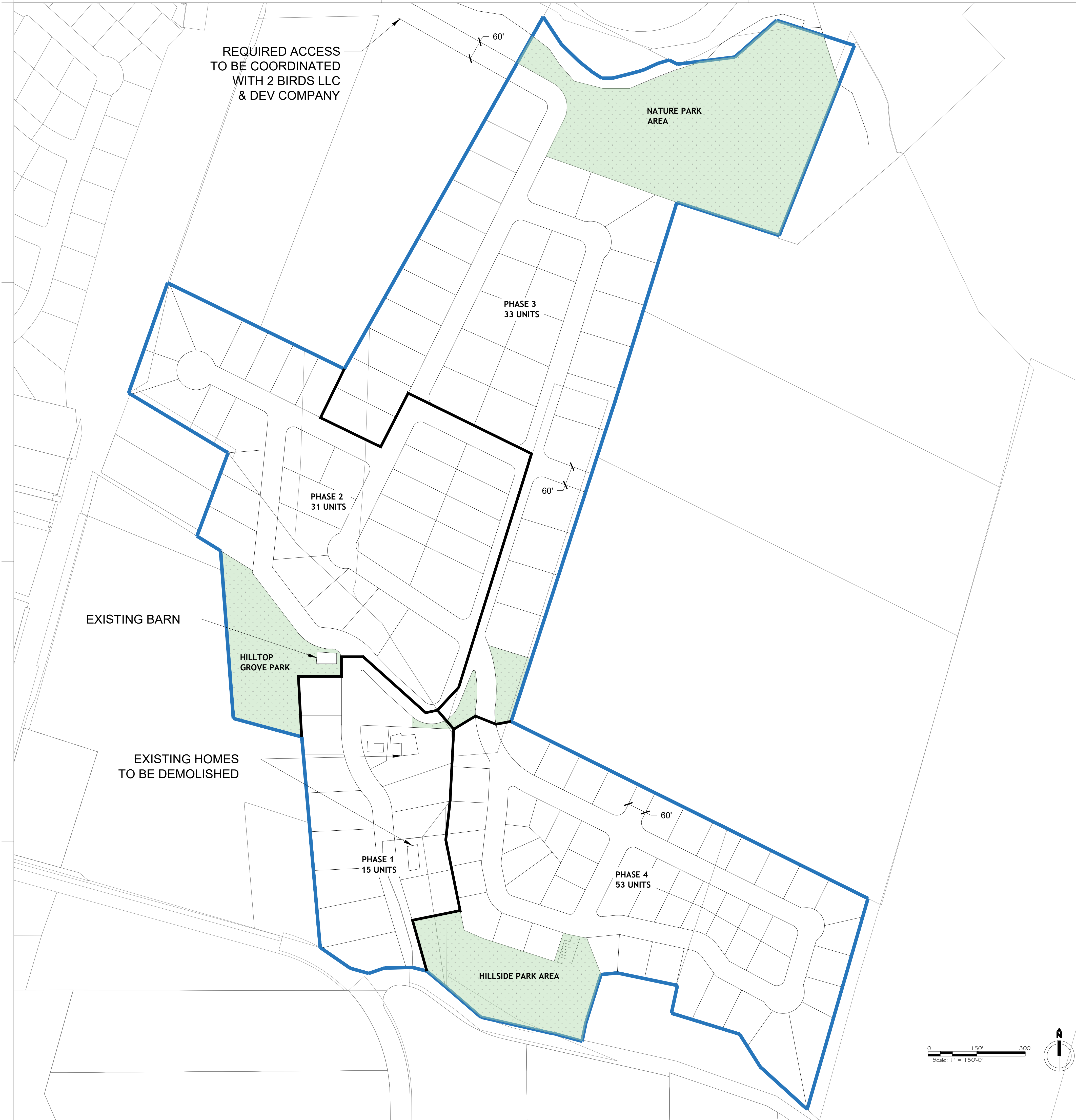
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CHECKED BY: [Name]
DATE: 01/15/2024

C-200

EXHIBIT 3



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300 S 1350 E, FLR 2 LEHI, UT 84043

CONSULTANT

PROJECT
HIDDEN GROVES
SPANISH FORK, UT

SEAL

PRELIMINARY
PLANS
NOT FOR
CONSTRUCTION

call #11 or visit www.bluestakes.org before you dig to have all utilities located and marked

CLIENT

ISSUE

MARK	DATE	DESCRIPTION

PROJECT INFO

DATE: 07/31/2026
DRAWN BY: LUKE
JOB NO:
SET TITLE
CONCEPTUAL DESIGN SET

SHEET TITLE

**CONCEPT DESIGN
PLAN**

SHEET NO.

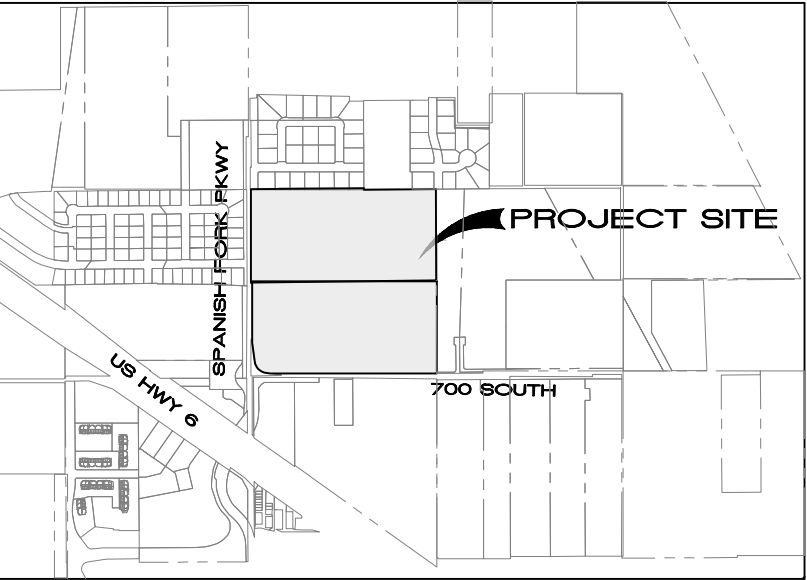
CD-101

TABULATION
PHASE 1: 15 (avg. lot size 19000 SF)
PHASE 2: 31 (avg. lot size 18000 SF)
PHASE 3: 33 (avg. lot size 18000 SF)
PHASE 4: 53 (avg. lot size 9000 SF)
TOTAL: 132
ESTIMATES:
SEWER EXTENSION: 3500 LF
OPEN SPACE: 14.2 ACRES (17.8%)
TOTAL ACRES: 76.33 ACRES

SPANISH FORK PKWY



700 SOUTH



VICINITY MAP
NTS

LAND USE:	
OVERALL AREA	40.0 ACRES
AREA FOR RESIDENTIAL	37.55 ACRES
ROADWAY DEDICATION	2.45 ACRES
SINGLE FAMILY LOTS	83 LOTS
OVERALL DENSITY	2.0 UNITS/ACRE

REVISIONS				DESIGNED BY:	
NO.	DATE	DESCRIPTION	BY	TGT	TT
1					
2					
3					
4					
				CHECK BY:	
				DATE:	
				7/10/26	
				COGO FILE:	

TRANE ENGINEERING, P.C.
CONSULTING ENGINEERS AND LAND SURVEYORS
27 EAST MAIN LEHI, UTAH 84043 (801) 768-4544

SPANISH FORK,
UTAH

HALLAM PROPERTY
A RESIDENTIAL SUBDIVISION

CONCEPT

JOB
AC-SALEM