

IN ATTENDANCE

Commissioners Present: Ralph Calder, Hunter Huffman, Tyler Patching,
and Mariah Hurst

Commissioners Excused: Brett Nelson, Pete Pratt and BJ Smith

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

City Council: Mindi Wright

CALL TO ORDER

Chair Huffman called the meeting to order at 7:05 p.m.

APPROVAL OF THE AGENDA

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

APPROVAL OF THE MINUTES

July 28, 2026

Commissioner Calder moved to approve the July 28, 2026 meeting minutes. Commissioner Hurst seconded the motion. The vote to approve the meeting minutes was unanimous.

CONSENT SESSION

- 1) Consideration of commercial site plan approval for Buc-ee's #84 located at 1388 N 2600 W in the RC-Regional Commercial Zone. This is an administrative land use decision applying existing City standards to a proposed development.*
- 2) Consideration of commercial site plan approval for Sunpro Springville Core 3 Project with Corporate Office located at 1817 S 1750 W in the Regional Retail Commercial Zone. This is an administrative land use decision applying existing City standards to a proposed development.*

With no comments from the Commissioners, items #1 and #2 pass.

ADMINISTRATIVE AGENDA

No Items

LEGISLATIVE SESSION:

- 3) Springville Rising proposes amendments to Title 11, Article 3, Section 402 Definitions and to add Historic Residential Re-use, to Title 11 Article 4, Section 301 Land Use Matrix to include Historic Residential Re-use as a conditional use in the R1-5 Zone, and to Title 11, Article 2, Section 205 Specific Criteria for Consideration of a Conditional Use Permit to add conditions for Historic Residential Re-use.*

Carla Wiese, City Planner, presented. This proposal has been in development for several years in collaboration with Springville Rising, a nonprofit organization, and the Clyde family, the original owners of the W.W. Clyde House.

Ms. Wiese explained that the amendment is intentionally narrow in scope. To qualify, a property must be eligible for the National Register of Historic Places and owned by a not-for-profit entity. The property must be located within the R1-5 zone inside the historic district overlay. The conditional use permit would include hours of operation limited to 8 a.m. to 10 p.m., a maximum indoor building occupancy of 49 persons, and a minimum of 20 off-street parking stalls. Outdoor activities would not be subject to an occupancy limit but would still be subject to the hours-of-operation restriction.

Staff supports the amendment, noting its narrow scope will prevent it from altering the residential character of the neighborhood.

Commissioner Calder raised concerns regarding protecting the integrity of historic homes if they are modified or delisted. Director Yost clarified that the National Register is honorary and has no regulatory provisions, but the city's historic register provides more enforcement.

Concerns about light and signs were raised, noting that nearby residents have historically complained when businesses move into residential areas. Director Yost clarified that properties receiving this conditional use permit remain subject to all underlying R1-5 residential zoning regulations, including the city's sign ordinance, and are not reclassified as commercial. This reassured the commission.

Chair Huffman raised questions about how the 49-person occupancy limit was determined, noting that building code is subject to change and that the number could become inconsistent with future code updates. Ms. Wiese explained that, in consultation with the city's chief building official, keeping the use below the assembly use threshold would not trigger fire suppression requirements. Director Yost clarified that 49 serves as an upper maximum only—a certificate of occupancy would ultimately govern actual occupancy based on code requirements at the time of application, and the conditional use permit requires a change-of-use process with full code analysis.

Adam Moss, development manager with Clyde Companies, confirmed the intended uses: community amenities for Springville residents (such as art displays in collaboration with the city's art museum), a small offsite meeting space for Clyde employees (with typical groups of 10-15 people), and occasional family events such as wedding receptions or recitals. He noted that meeting the 20-stall off-street parking requirement was difficult enough that Clyde Companies is purchasing an adjacent apartment complex to satisfy it, making it unlikely many other properties could easily qualify.

Chair Huffman opened the Public Hearing at 7:27 p.m. Seeing no speakers, Commissioner Calder moved to close the Public Hearing. Commissioner Hurst seconded. The public hearing was closed at 7:27 p.m.

Commissioners discussed potential issues regarding lighting, signage, and parking screening for neighbors. Director Yost mentioned that if the lighting is a concern, add it to the motion.

Commissioner Hurst moved to recommend adding the site photometric to the conditions listed. And recommend approval for this as listed. Commissioner Calder seconded the motion. The vote to approve the Legislative Session item was unanimous.

4) Lakeside Land Partners, LLC, proposes amendments to Springville City Code Title 11 Chapter 9, The Lakeside Landing Special District Overlay Zone and Pattern Book.

Josh Yost, Community Development Director, presented. Lakeside Landing is a nearly 200-acre compact, walkable, mixed-use development west of I-15, currently entitled for approximately 1,800 homes and 80,000 square feet of commercial space. Director Yost noted that the commission has reviewed amendments to this code on roughly an annual basis since its adoption in December 2021, with no homes yet built, though significant infrastructure progress has been made. This includes pressurized irrigation installation, completion of all public improvements in the LGI 15-acre section, and near-completion of design for a new lift station and force main.

The project is a 200-acre mixed-use district that has seen frequent amendments due to shifting market demands from multifamily to single-family attached products.

The current request includes amending the regulating plan for the northern portion to accommodate more single-family attached housing and reconfiguring alley locations. Staff introduced a new "market tier framework" to ensure long-term product diversity by establishing minimum and maximum percentages for different housing tiers across the entire district.

Key proposed amendments included:

Regulating Plan for the Northern Portion: The existing plan anticipated more multifamily and mixed-use product. Moving to primarily single-family attached product necessitates reconfiguring block layouts, inserting additional alleys, and redesignating some pedestrian green streets to common courts, which can be narrower than the 40-foot minimum required for a pedestrian green street. The unit yield would not increase above what is currently entitled.

Market Tier Framework: To address the Commission's and Staff's concern that builders were technically meeting product diversity requirements by using minimally differentiated unit types (e.g., all townhomes with one attached duplex that looks identical), the amendment proposes a market tier framework establishing minimum and maximum percentages for each market tier (affordable, mid-range, premium, luxury). Compliance is tracked cumulatively with each preliminary plat, so individual phases need not meet the exact mix, but the math must remain achievable by buildout.

Increased Floor Area Allowances: Maximum floor area caps are proposed to be adjusted for several lot types, with larger homes allowed only on wider lots. An exception applies to Lot Type 15 (compact three-story townhomes under 1,700 square feet), which may be placed on smaller lots, but only up to a maximum of 15% of total lots, and only in the T5-I zone.

Additional Parking Requirement for Compact Townhomes: Because compact townhomes generate a higher density of units per linear foot of street frontage, leaving insufficient on-street parking for visitors, a requirement of an additional 0.25 parking spaces per unit is proposed, to be distributed throughout each subdivision phase. Director Yost noted this aligns with the city's multifamily visitor parking standard.

Typographical Corrections and Reinstatement of Lost Green Street Setbacks: A previous amendment inadvertently removed reduced setback allowances for pedestrian green streets; these are to be reinstated. Minor typographical errors, correcting the garage setback language from six feet to five feet, are also included. Additionally, the minimum sidewalk width on pedestrian green streets is proposed to increase from five feet to six feet.

Administrative Alley Relocation: Lakeside Landing Partners requested that all alley relocations be permitted administratively, without requiring legislative approval through the Planning Commission and City Council. Currently, only minor alley relocations are allowed without a formal amendment process. Director Yost acknowledged this would reduce soft costs and timelines for developers but expressed concern that alley placement in the regulating plan serves an important, though not immediately visible, function: the varying half-block depths enforce product-type diversity by making certain lot types physically impossible on certain blocks.

The Commissioners had a significant discussion on administrative alley relocation. Chair Huffman expressed concern that removing this regulatory mechanism without equivalent replacement rules could undermine product diversity, as the market has consistently pushed toward maximizing return rather than delivering diverse housing. Commissioner Calder emphasized the value of Planning Commission oversight as a check and was reluctant to remove that ability. Chair Huffman noted that while he understood the burden this places on developers – particularly those unfamiliar with Lakeside Landing's form-based code – he was not comfortable giving blanket approval for administrative alley relocation without additional standards in place.

Director Yost confirmed that the current eastern T5-I portion under active development is already undergoing the amendment process, so not approving the administrative relocation provision would not block the immediate phase. He indicated that the applicant, if present, would likely prefer approval of all other items with this one held, rather than delay everything.

Chair Huffman opened the Public Hearing at 8:26 p.m. Seeing no speakers, Commissioner Patching moved to close the Public Hearing. Commissioner Calder seconded. The public hearing was closed at 8:26 p.m.

Commissioner Calder moved to recommend approval of the proposed amendments to the Lakeside Landing Special District Overlay and Pattern Book, including the staff recommended revisions identified in this report, and forward the recommendation to the City Council, with the exception of Section 11-9-901. Commissioner Hurst seconded the motion. The vote to approve the Legislative Session item was unanimous.

With nothing further to discuss, Commissioner Calder moved to adjourn the meeting. Commissioner Patching seconded the motion. Chair Huffman adjourned the meeting at 8:33 p.m.