SPRINGVILLE CITY COUNCIL AGENDA
WORK MEETING
TUESDAY, OCTOBER 20, 2026
110 South Main Street
Springville, Utah 84663

NO FORMAL ACTIONS ARE TAKEN IN A WORK MEETING

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

CALL TO ORDER

COUNCIL BUSINESS

1. Calendar
   - Oct 27-28 – ULCT Annual Conference – Salt Palace, Salt Lake City
   - Oct 30 – Downtown Trick or Treat 3:00 p.m. – 5:00 p.m. (Friday)
   - Nov 03 – Work Meeting 5:30 p.m., Regular Meeting 7:00 p.m.

2. **REVIEW OF THE 7:00 P.M. REGULAR COUNCIL MEETING AGENDA ITEMS**
   a) Invocation – Councilmember Ellingson
   b) Pledge of Allegiance – Councilmember Wright
   c) Consent Agenda
      2. Approval of the minutes for the September 08, 2026 Strategy Work Meeting and the October 06, 2026 Work and Regular Meetings
      3. Approval of the Mayor's appointments of Spencer Warren, Bill Gammell, Craig Jensen, and Robert Holt to the Board of Adjustment

3. **WORK MEETING DISCUSSIONS/PRESENTATIONS**
   a) Art Loops Evaluation Report – Emily Larsen, Museum of Art Director
   b) Legal Review and Training – John Penrod, Assistant City Administrator/City Attorney

MAYOR, COUNCIL, AND ADMINISTRATIVE REPORTS

ADJOURNMENT

CLOSED SESSION, IF NEEDED – TO BE ANNOUNCED IN MOTION

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

CERTIFICATE OF POSTING - THIS AGENDA IS SUBJECT TO CHANGE WITH A MINIMUM OF 24-HOURS NOTICE - POSTED 10/15/2026

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

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

s/s - Kim Crane, MMC, City Recorder

SPRINGVILLE CITY COUNCIL AGENDA
REGULAR MEETING
TUESDAY, OCTOBER 20, 2026
110 South Main Street
Springville, Utah 84663

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

CALL TO ORDER
INVOCATION
PLEDGE
APPROVAL OF THE MEETING'S AGENDA
MAYOR'S COMMENTS

CEREMONIAL

1. CERT Graduate Recognition – Lance Haight, Public Safety Director

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

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

2. Approval of the minutes for the September 08, 2026 Strategy Work Meeting and the October 06, 2026 Work and Regular Meetings
3. Approval of the Mayor's appointments of Spencer Warren, Bill Gammell, Craig Jensen, and Robert Holt to the Board of Adjustment

REGULAR AGENDA

4. Consideration of approving an applicant's written appeal, authorizing a reduction of the Stormwater Impact Fee from $309,090.60 to $77,272.65, and approving a refund of $231,817.95, in accordance with Ordinance 20-2024, Section 9 – Jonah Petersen, Chief Building Official
5. Consideration of a Resolution approving an Interlocal Cooperation Agreement with Provo City on Development – Troy Fitzgerald, City Administrator
6. Consideration of an Ordinance approving and adopting the Station Area Plan – Josh Yost, Community Development Director

MAYOR, COUNCIL, AND ADMINISTRATIVE REPORTS

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

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

CERTIFICATE OF POSTING - THIS AGENDA IS SUBJECT TO CHANGE WITH A MINIMUM OF 24-HOURS NOTICE – POSTED 10/15/2026

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

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

s/s - Kim Crane, MMC, City Recorder

MINUTES OF THE STRATEGY MEETING OF THE SPRINGVILLE CITY COUNCIL HELD ON TUESDAY, SEPTEMBER 08, 2026, AT 4:00 P.M. AT THE HOBBLE CREEK GOLF COURSE, 94 HOBBLE CREEK CANYON ROAD, SPRINGVILLE, UTAH.

Presiding and Conducting: Mayor Matt Packard

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

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

4:00 P.M.

GOLFING – Joel, Ryan, and Kyle

The Council participated in a golf course activity with golf course personnel, including Joel Grose, Golf Professional, and Ryan Romero and Kyle Snyder, Assistant Golf Professionals.

Dinner Break: The Council and staff took a dinner break from 5:00 p.m. to 5:45 p.m.

WELCOME AND INTRODUCTION

CALL TO ORDER – Attorney Penrod welcomed everyone and called the meeting to order at 5:45 P.M.

THE GOAL – John Penrod, Assistant City Administrator/City Attorney

Attorney Penrod reported that staff had completed most of the items identified by the Council during the previous budget strategy meeting and were working on the remaining items. He reviewed the City's budget book, which had received awards, and explained that it outlined the City's goals, mission, General Plan, and master plans. He noted that Council and staff had discussed service quality and sustainability, with a shared goal of making Springville a place residents were proud to call home. He offered to schedule a work session to review the City's goals and vision.

THE NEXT THREE YEARS – Matt Packard, Mayor

Mayor Packard expressed appreciation for the Council's ability to work together respectfully, even when members disagreed. He asked Councilmembers to identify priorities they wanted to accomplish over the next three years.

Councilmember Wright recommended a more proactive economic development program to address the backlog of businesses interested in locating in Springville. She suggested building relationships with landowners and businesses and having the City initiate outreach.

Councilmember Millsap emphasized the importance of preparing for large businesses in the development pipeline while continuing to support small and medium-sized businesses. He also recommended accelerating street improvements.

Councilmember Snelson discussed opportunities to better connect the north end of Springville to the rest of the City, including improved pedestrian access. He also recommended pursuing the forestry project land exchange and exploring the potential use of the canyon shooting range, which was owned by the Division of Wildlife Resources (DWR). He explained that shooting clubs helped maintain the property and used the range without paying fees. He suggested retaining the property as a shooting range rather than developing it, potentially providing a venue to replace the shooting range previously located at the Senior Center. Public Works Director Brad Stapley noted that the area could also be suitable for a pressurized irrigation pond.

Councilmember Ellingson recommended completing the Community Park with a comprehensive plan that built upon work initiated approximately 20 years earlier. She suggested considering relocating the rodeo grounds to the park and potentially adding baseball fields.

Director Patrick Monney stated that improving the City's communication capabilities would require a change in service levels and resources. Councilmember Wright recommended providing recaps of Council meetings through social media and updating the City website. Councilmember Ellingson noted that communication preferences varied by age group and that multiple platforms might be needed.

Museum Director Emily Larsen recommended developing a long-term solution for the Museum Campus.

Councilmember Millsap identified housing as another area needing attention.

Mayor Packard recommended enhancing the appearance of Dry Creek Parkway through landscaping and expanding active transportation trails to improve connectivity throughout the City.

Mayor Packard asked the Council to identify four or five priorities beyond essential services, emphasizing the need to maintain a sound financial foundation while pursuing additional improvements. He requested that staff develop two or three action items for each priority, with the goal of completing the projects or making significant progress within three years.

The Council identified the following priorities and assigned staff members to develop action items:

1. Proactive Economic Development – Troy Fitzgerald
2. Communication and Website Improvements – Patrick Monney
3. Museum Campus – Emily Larsen
4. Property Enhancements and Community Park Completion – Stacey Child
5. Active Transportation and Trails – Brad Stapley

Mayor Packard requested an update at an October work meeting to discuss progress and implementation strategies.

Recess: The Mayor and Council recessed from 6:54 p.m. to 7:07 p.m.

BUDGET/SERVICE LEVEL STRATEGIES – Troy Fitzgerald, City Administrator

City Administrator Fitzgerald asked the Council to consider the budget resources needed to support the five identified priorities. He discussed inflation, population growth, and the importance of maintaining consistent budget expectations. He also emphasized the need to review core services and current service levels.

Fitzgerald discussed the relationship between service fees and operating costs, noting that some services cost more to provide than the fees collected. He reported that the City's property tax revenue was below average, other tax revenues were average, utility fees were low, and other City fees were average. He explained that the General Fund needed approximately $5 million to $6 million in additional revenue.

Councilmember Millsap suggested evaluating property tax increases that would address more than inflation. Councilmember Wright recommended considering the sale of City-owned property as a potential revenue source.

Fitzgerald reviewed the City's reserve policies and funding practices. Enterprise funds were expected to maintain unrestricted operating reserves equal to 30% of operating costs, with capital reserves funded through sinking funds. The General Fund was intended to gradually reach a 35% reserve level. The City also contributed to vehicle and equipment reserves, while property sale proceeds were deposited into a growing property reserve fund. Facility maintenance reserves had been established without formal policies, and facility replacement reserves and policies had not yet been established. Parks maintenance reserves had also been started without a formal policy.

Fitzgerald discussed reconciling reserve balances, improving operational efficiencies, and strengthening long-range capital budgeting.

The Council expressed support for inflationary increases to fees and taxes and acknowledged that service levels needed to be balanced through increased revenues or reduced services. By consensus, the Council requested additional information about potential revenue options for further discussion and supported reconciling reserve balances.

Councilmember Wright suggested increasing utility fees while reducing the Transportation Utility Fee (TUF). Fitzgerald asked the Council to help prioritize the policies requiring further review.

WRAP-UP – Matt Packard, Mayor

Mayor Packard expressed hope that the discussion had been productive and thanked the department directors for their work.

ADJOURNMENT

Motion: Councilmember Millsap moved to adjourn the meeting at 8:37 p.m. **Councilmember Snelson seconded** the motion. **Vote: Yes:** Councilmember Ellingson, Councilmember Millsap, Councilmember Smith, Councilmember Snelson, and Councilmember Wright. The motion **Passed Unanimously, 5-0.**

CLOSED SESSION IF NEEDED – TO BE ANNOUNCED IN MOTION

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

There was none.

This document constitutes the official minutes for the Springville City Council Strategy Meeting held on Tuesday, September 08, 2026.

I, Kim Crane, do hereby certify that I am the duly appointed, qualified, and acting City Recorder for Springville City, Utah County, State of Utah. I do hereby certify that the foregoing minutes represent a true, accurate, and complete record of this meeting held on Tuesday, September 08, 2026.

*DATE APPROVED:*_____

_____

Kim Crane
City Recorder

MINUTES OF THE WORK/STUDY MEETING OF THE SPRINGVILLE CITY COUNCIL HELD ON TUESDAY, OCTOBER 06, 2026, AT 5:30 P.M. AT THE CIVIC CENTER, 110 SOUTH MAIN STREET, SPRINGVILLE, UTAH.

Presiding and Conducting: Mayor Matt Packard

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

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

CALL TO ORDER – Mayor Packard welcomed everyone and called the Work/Study meeting to order at 5:33 p.m.

COUNCIL BUSINESS

1. Calendar
   - Oct 20 – Work Meeting 5:30 p.m., Regular Meeting 7:00 p.m.
   - Oct 27-28 – ULCT Annual Conference – Salt Palace, Salt Lake City
   - Nov 03 – Work Meeting 5:30 p.m., Regular Meeting 7:00 p.m.

Mayor Packard asked whether there were any additions to the calendar. It was noted that Friday, October 30, would be the downtown Trick or Treat event from 3:00 p.m. to 5:00 p.m.

2. **DISCUSSION ON THIS EVENING'S REGULAR MEETING AGENDA ITEMS**
   a) Invocation – Councilmember Smith
   b) Pledge of Allegiance – Councilmember Wright
   c) Consent Agenda
      3. Approval of the minutes for the September 15, 2026 Work and Regular meetings

Mayor Packard asked whether there was any discussion regarding the Consent Agenda.
There was none.

DRAFT

3. WORK MEETING DISCUSSIONS/PRESENTATIONS

a) Discussion on Council Focus for 2027

City Administrator Fitzgerald reported on the continuation of discussions from the fall strategy meeting. He stated that Economic Development would pursue an update to the Economic Master Plan. The Community Board would review the plan after completing its review of the General Plan. The City website would also be updated with current Economic Development information.

Public Works Director Brad Stapley presented options for advancing the City's active transportation plan. He reviewed research on residents' comfort levels with bicycling, noting that approximately 51% to 56% were interested in bicycling but concerned about safety. He discussed how the City could reach more residents within available funding and reviewed future shared-use trail projects funded through the Utah Department of Transportation (UDOT) and the Mountainland Association of Governments (MAG). Potential connections along 1470 East, Center Street, and 1200 West were discussed, along with improved signage, visibility, a website campaign, and dedicated funding sources. Assistant Public Works Director Jeff Anderson provided an update on MAG projects in Springville. Stapley also reported that staff were exploring improvements to the shared-use trail on Center Street, west of the railroad tracks.

Museum Director Emily Larsen presented a preliminary design for the Museum Campus. The concept included an Education Center, an expanded sculpture garden, a new field trip entrance, an expanded historic gym with gallery space, an art archive, and a community center. She reported that fundraising efforts and partnerships were progressing and that the project was receiving community support. Larsen reviewed the preliminary campaign timeline and discussed the City's work with the school district to acquire the former school gym and include the associated parking lot. She noted that the school district wanted to retain use of the parking lot for student drop-off.

Parks and Recreation Director Stacey Child reported on plans to enhance existing parks and open spaces, with a goal of completing improvements at one park each year while maintaining projects within available staffing and budget resources. Staff would pursue outside funding through PAR funds, grants, and donations and would prepare for future enhancement opportunities. Child reviewed proposed playground and basketball/pickleball improvements at Hobble Creek Park. She stated that staff would continue developing a prioritized list of improvements with input from the Council, PAR Board, and citizen surveys. In response to Councilmember Wright's question about the Community Park, Child stated that it would be addressed in a future plan.

Director Patrick Monney presented the City's communication strategy. He explained that staff member Jen managed social media, newsletter, and podcasts, and noted the challenges of communicating through the many available platforms. The City would focus on a coordinated communications plan directing residents to official City communication channels, including the website, Facebook, Instagram, YouTube, podcasts, and the newsletter. The plan would emphasize consistent City branding and the use of these platforms for official information.

Mayor Packard noted that some communication platforms were not user-friendly and asked how they could be made easier for residents to navigate. Councilmember Wright suggested consulting a user experience (UX) designer, and Councilmember Millsap asked whether the City would increase the frequency of its posts.

Mayor Packard requested a progress report on the identified proposals within 90 days.

DRAFT

b) **City Communications Update, CIP Fund Reallocation, and Department Update – Patrick Monney, Director of Administrative Services**

Director Monney reported on a proposed $5,000 reallocation from the Administration Capital Improvement Project (CIP) fund. The funds would be transferred from the administration fleet vehicle awning project to the Municipal Courts for a customer-facing window upgrade similar to the one installed in the Police Department.

Director Monney also provided a departmental update covering Human Resources, Records, the City Recorder's Office, Municipal Courts, Passport Services, and Communications.

c) **Discussion regarding the Transportation Utility Fee (TUF) – Brad Stapley, Public Works Director**

Director Brad Stapley presented Public Works funding needs and a proposal to implement a Transportation Utility Fee (TUF). He recommended a $5 monthly fee, with annual increases tied to construction inflation, using a proposed 1% annual increase over the next 20 years. He explained that without construction inflation, a $5 monthly fee would increase to approximately $5.52 over ten years. He discussed conducting annual roadway assessments to prioritize maintenance and other TUF-related projects, with an emphasis on congestion reduction and pavement and concrete maintenance.

Councilmember Smith suggested installing signs identifying projects funded through the TUF. Jeff Anderson reported that Director Emily Larsen's team was developing a graphic for this purpose.

Councilmember Ellingson recommended that public messaging explain why existing funding was insufficient to cover the identified projects.

Councilmember Millsap asked whether implementing a $5 monthly TUF would shorten roadway lifespans. Stapley explained that Public Works was evaluating operational efficiencies and improved materials to extend road longevity.

Mayor Packard requested that Public Works report to the Council annually to provide accountability, verify the accuracy of the fee formula and calculations, and review the effects of favorable or adverse weather conditions on roadway maintenance.

Councilmember Wright expressed concern that TUF revenues might be saved for future projects rather than used for current needs. Anderson explained that the revenues would be maintained in a separate, designated fund and that savings could be necessary for larger projects. City Administrator Fitzgerald noted that new legislation could also affect the program.

Councilmember Ellingson emphasized the importance of clearly explaining the fee and its intended uses to the public. Finance Director Riddle stated that the Council could review and scrutinize the funds annually during the budget process.

MAYOR, COUNCIL, AND ADMINISTRATIVE REPORTS

Mayor Packard asked if there was further discussion. Administrator Fitzgerald reported on the Provo interlocal agreement that was in process. Provo adopted a revised version this evening, and he will present it to the council in two weeks.

ADJOURNMENT CLOSED SESSION IF NEEDED – TO BE ANNOUNCED IN MOTION

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

Motion: Councilmember Smith moved to adjourn the work meeting and adjourn to a Closed Meeting regarding property at 6:48 p.m. **Councilmember Millsap seconded** the motion. **Voting Yes:** Councilmember Ellingson, Councilmember Millsap, Councilmember Smith, Councilmember Snelson, and Councilmember Wright. The motion **Passed Unanimously, 5-0.**

This document constitutes the official minutes for the Springville City Council Work/Study Meeting held on Tuesday, October 06, 2026.

I, Kim Crane, do hereby certify that I am the duly appointed, qualified, and acting City Recorder for Springville City, Utah County, State of Utah. I do hereby certify that the foregoing minutes represent a true, accurate, and complete record of this meeting held on Tuesday, October 06, 2026.

DATE APPROVED: _____ _____

Kim Crane
City Recorder

DRAFT

MINUTES OF THE REGULAR MEETING OF THE SPRINGVILLE CITY COUNCIL HELD ON TUESDAY, OCTOBER 06, 2026, AT 7:00 P.M. AT THE CIVIC CENTER, 110 SOUTH MAIN STREET, SPRINGVILLE, UTAH.

Presiding and Conducting: Mayor Matt Packard

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

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

CALL TO ORDER

Mayor Packard called the meeting to order at 7:03 p.m.

INVOCATION AND PLEDGE

Councilmember Smith offered the invocation, and **Councilmember Snelson** led the Pledge of Allegiance.

APPROVAL OF THE MEETING'S AGENDA

Motion: Councilmember Ellingson moved to approve the agenda as written. **Councilmember Smith seconded** the motion. **Voting Yes:** Councilmember Ellingson, Councilmember Millsap, Councilmember Smith, Councilmember Snelson ABSENT, and Councilmember Wright. The motion **Passed Unanimously, 4-0 with 1 absent.**

MAYOR'S COMMENTS

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

CEREMONIAL

1. **Presentation from Miss Springville/Mapleton**

Miss Springville/Mapleton Laney Pace presented her service project, Moms and Minis, which focused on providing needed resources for mothers and children. She reported that fundraising efforts were underway, with donations from local businesses and a future tea party planned to raise additional funds. Mayor Packard recommended that she connect with Parks and Recreation Director Stacey Child. Pace also expressed her willingness to assist with community events.

2. **Presentation from the Utah Chiefs of Police Association recognizing the accreditation of the Springville Police Department**

Chief Haight introduced Chief Brad Bishop, President of the Utah Chiefs of Police Association. Chief Bishop recognized the Springville Police Department for achieving accreditation through the Utah Chiefs of Police Association. He acknowledged that Lieutenant Leonard had submitted more than 191 items to meet the accreditation requirements and congratulated the department on its accomplishment.

PUBLIC COMMENT

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

Spencer Terry, a Brigham Young University MPA student, introduced himself and stated he was in attendance to learn more. Mayor Packard said for him to reach out to the City Administrator Fitzgerald with any questions.

CONSENT AGENDA

3. Approval of the minutes for the September 15, 2026 Work and Regular meetings

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

Motion: Councilmember Millsap moved to approve the consent agenda as written. **Councilmember Wright seconded** the motion. **Voting Yes:** Councilmember Ellingson, Councilmember Millsap, Councilmember Smith, Councilmember Snelson ABSENT, and Councilmember Wright. The motion **Passed Unanimously, 4-0 with 1 absent.**

PUBLIC HEARING AGENDA

4. **Public Hearing for Consideration of a Resolution approving the sale of City owned property at 1200 West Center Street, Springville, Utah – Troy Fitzgerald, City Administrator**

Administrator Fitzgerald reported that Springville City proposed selling 1.357 acres near 1200 West and 100 North to HomeOwnership4U (H4U) for the Wood Springs Cottages project. The property was part of parcel 23-032-0046. The current appraisal valued the property at $550,000, which would serve as the purchase price.

Fitzgerald explained that H4U proposed developing 14 owner-occupied homes using a nonprofit development model. The City would finance the land purchase without interest and receive payments as individual homes were sold, with all remaining proceeds due by July 1, 2029. The proposed closing date was February 1, 2027.

Fitzgerald clarified that the property sale would not constitute zoning approval and that the applicant would still need to meet applicable zoning requirements. He reviewed the proposed mutual agreement and the process. Councilmember Wright asked whether Springville residents would be eligible to purchase the homes under the agreement. Fitzgerald confirmed that they would.

Mayor Packard opened the public hearing.

Curtis Koelling, a neighboring property owner, submitted a petition to the Council. He requested a thorough review of the proposed housing density, consideration of a lower-density alternative, and a pedestrian and safety analysis addressing nearby schools.

Melissa Kidder, a neighborhood resident, expressed concern about increased school traffic on Center Street resulting from the proposed 14 homes. She asked whether the General Plan would need to be amended. She supported efforts to reduce housing costs but questioned the number of homes proposed.

Joe Rogers, a neighboring property owner, expressed concerns about the proposed layout, traffic, parking, aesthetics, and trash bins near his property. He noted that the plan showed five homes adjacent to his property and raised concerns about traffic on 1200 West. He stated that a previous proposal approximately 18 months earlier had involved one home, which would have brought the total number of homes in the area to seven.

Nelson DeMeester, who lived north of the property, stated that the development should integrate with the existing neighborhood. He expressed concern that the proposed parking arrangement would separate the development from the surrounding neighborhood and requested a more cohesive design.

Hunter Huffman, who worked on affordable housing projects, expressed support for the proposal. He discussed the challenges of housing affordability in Utah and explained that smaller homes and detached parking could provide a more affordable path to homeownership and allow buyers to build equity.

Steve Bond, owner of the nonprofit HomeOwnership4U, acknowledged the concerns expressed by residents and explained that the organization's model focused exclusively on owner-occupied housing with professional management. He stated that reducing the number of homes would increase the cost of the development. Bond distributed informational handouts to attendees.

Alexis Culling, a resident, stated that the vacant property was an eyesore and expressed support for developing the site. However, she raised concerns about traffic on the smaller roads serving the area, particularly given the presence of three nearby schools. She also expressed concern that the proposed design did not fit with the character of the existing neighborhood.

Motion: Councilmember Smith motioned to close the public hearing. **Councilmember Wright seconded** the motion. **Voting Yes**: Councilmember Ellingson, Councilmember Millsap, Councilmember Smith, Councilmember Snelson ABSENT, and Councilmember Wright. The motion **Passed 4-0 with 1 absent.**

Councilmember Smith asked about traffic concerns related to the proposed development. Administrator Fitzgerald stated that the City Engineer would review the proposal to ensure it met applicable requirements and that a traffic study might be conducted.

Councilmember Millsap asked about the proposed parking lot separating the development from existing homes. Fitzgerald explained that the layout was conceptual and could change. He clarified that the resolution established the number of homes. Millsap expressed concern about the number of parking stalls and noted that the concept might show more than required. Fitzgerald stated that additional discussions with Engineering regarding off-site parking might be necessary.

Councilmember Ellingson asked how the proposed home sizes compared with homes in Brookside. Fitzgerald explained that the homes would range from under 1,000 square feet to approximately 1,850 square feet. He added that additional parking was being considered to reduce impacts on the surrounding neighborhood.

Mayor Packard confirmed that zoning would not be determined during the meeting. Fitzgerald reiterated that the resolution addressed a development of 14 homes.

Councilmember Ellingson asked whether the zoning process should be completed before entering into the property agreement. Fitzgerald explained that the developer would have no guarantee of acquiring the property if the agreement were delayed until after zoning approval.

Councilmember Millsap expressed support for the proposed 14 homes. Councilmember Wright stated that the purpose of the project was to provide affordable housing and that 14 homes would make a meaningful contribution toward that goal. Councilmember Ellingson agreed that 14 homes were necessary for the project to be viable.

Motion: Councilmember Wright motioned to approve **Resolution #2026-33** selecting Homeownership4U for Wood Springs Cottages and authorizing the mayor to execute a purchase and sale agreement consistent with the resolution, with the maximum senior financing amount set at $5,000,000. **Councilmember Millsap seconded** the motion. **Roll Call; Voting Yes:** Councilmember Ellingson, Councilmember Millsap, Councilmember Smith, Councilmember Snelson ABSENT, and Councilmember Wright. The motion **Passed 4-0 with 1 absent; Resolution #2026-33 adopted.**

Community Development Director Yost reported on the zoning process. He explained the Planning Commission would consider zoning in a public hearing and provide the city council with a recommendation.

5. **Consideration of an Ordinance and amendments to the Lakeside Landing Special District Overlay – Josh Yost, Community Development Director**

Director Yost reported that Lakeside Land Partners had requested amendments to adjust several lot types, establish housing market tiers, and align the regulating plan and thoroughfare maps with engineering requirements and the proposed block layout. Staff recommended approval of the amendments, with two modifications recommended by the Planning Commission: retaining the existing review standard for future alley relocations and limiting reduced Lot Type 15 common-court setbacks to situations where building fronts faced each other, or no building was directly opposite. These changes would preserve City Council review of modifications that could affect future block layouts and protect minimum common-court widths.

Yost reviewed the history of the amendments over the past several years and noted progress on approximately 150 attached and detached homes. He presented the proposed regulating plan amendments and housing market tier framework.

The proposed amendments included provisions for documenting changes to housing market tiers; establishing maximum floor area allowances for several lot types; allowing smaller lots for qualifying three-story townhomes; requiring additional park space for compact townhomes in T5-i areas; clarifying garage setbacks; reinstating green street setbacks; requiring six-foot sidewalks; and allowing administrative alley relocations while preserving access and block dimensions. The proposal also included reducing front setbacks for Lot Type 15 homes on common courts.

Councilmember Ellingson expressed concern that the reduced setbacks could limit porch space and diminish the open feel of the neighborhood. She indicated that she preferred not to include that portion of the proposal.

Councilmember Wright asked about the number of feet involved in the setback changes. Yost referred the question to staff for clarification of the recommendation.

Councilmember Ellingson asked whether additional improvements could be identified based on lessons learned from Westfield Central. Yost stated that the plan could be better codified and noted that the proposed setbacks were somewhat more generous.

Motion: Councilmember Smith motioned to approve **Ordinance #28-2026** amending the Lakeside Landing Special District Overlay and Pattern Book as shown in the ordinance exhibits and recommended by the Planning Commission. **Councilmember Wright seconded** the motion. **Roll Call; Voting Yes:**

Councilmember Ellingson, Councilmember Millsap, Councilmember Smith, Councilmember Snelson ABSENT, and Councilmember Wright. The motion **Passed 4-0 with 1 absent; Ordinance #28-2026 adopted.**

6. **Consideration of an Ordinance and amendments to the Westfields Central New Neighborhood Plan – Carla Wiese, Planner II/Economic Development**

Planner Wiese reported that the Westfields Central New Neighborhood Plan, which was adopted in 2021, codified architectural standards to be used throughout the development. The architectural standards, while focusing on aesthetics, included provisions that would enhance the environmental sustainability of the development, meaning that architectural design standards would contribute to energy efficiency. Specifically, the standards require solar shading for west and south facing windows. Other builders have expressed concern over the shading requirements, but none have presented a workable solution until now. It has been proposed that additional exceptions be allowed when the subject windows are alley-facing, and the alley is located on the southern or western exposure or where an adjacent structure provides adequate shading on the south or west elevation. Be part of architectural standards.

Motion: Councilmember Wright motioned to approve **Ordinance #29-2026** amending Springville City Code 11-5a-101; Westfields Central New Neighborhood Plan to include additional exceptions to the window shading requirements. **Councilmember Smith seconded** the motion. **Roll Call; Voting Yes:** Councilmember Ellingson, Councilmember Millsap, Councilmember Smith, Councilmember Snelson ABSENT, and Councilmember Wright. The motion **Passed 4-0 with 1 absent; Ordinance #29-2026 adopted.**

7. **Consideration of an Ordinance for a new conditional use for commercial uses of historic homes – Carla Wiese, Planner II/Economic Development**

Planner Wiese presented a proposed zoning amendment that would establish a definition for Historic Residential Re-use, identify the residential zones where it could be permitted as a conditional use, and specify the conditions the Planning Commission would apply when reviewing applications. Wiese explained that Springville Rising LLC had purchased the historic WW Clyde home at 195 East Center Street and proposed using the property for community events, including music recitals, art exhibits, and occasional gatherings and receptions. Staff had advised the owner that the existing zoning did not permit nonresidential uses of the home. Over approximately one year, Springville Rising and City staff collaborated on proposed language intended to accommodate the use within the Historic Center Neighborhood while preserving the residential character of the neighborhood, the historic integrity of the property, and its potential value as a community asset.

Councilmember Smith asked whether the proposal established a limit on the number of people permitted outdoors. Wiese stated that the Planning Commission had discussed the issue and that she had reviewed building assembly requirements for indoor and outdoor gatherings.

Councilmember Ellingson asked whether Public Safety had expressed concerns about occupancy limits. Wiese explained that the requirements referred to the applicable building code.

Councilmember Millsap asked whether the amendment was written specifically for the applicant or whether it could be available to other property owners. Wiese explained that the language was intended to narrowly define the use to protect the neighborhood. She added that the requirements would limit the types of activities permitted and the number of people allowed inside the building at one time.

Motion: Councilmember Smith motioned to approve **Ordinance #30-2026** amending Springville City Code Title 11-3-402 Definitions and to add Historic Residential Re-use to Title 11-4-301 Land Use

Matrix to include Historic Residential Re-use as a conditional use in the R1-5 Zone, and to Title 11-2-205 Specific Criteria for Consideration of a Conditional Use Permit to add conditions for Historic Residential Re-use. **Councilmember Ellingson seconded** the motion. **Roll Call; Voting Yes:** Councilmember Ellingson, Councilmember Millsap, Councilmember Smith, Councilmember Snelson ABSENT, and Councilmember Wright. The motion **Passed 4-0 with 1 absent; Ordinance #30-2026 adopted.**

MAYOR, COUNCIL, AND ADMINISTRATIVE REPORTS

Mayor Packard asked for further discussions or reports. There were none.

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

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

There was none.

ADJOURNMENT

Motion: **Councilmember Ellingson moved** to adjourn the meeting at 8:59 p.m. **Councilmember Millsap seconded** the motion. **Voting Yes:** Councilmember Ellingson, Councilmember Millsap, Councilmember Smith, Councilmember Snelson, and Councilmember Wright. The motion **Passed Unanimously, 5-0.**

This document constitutes the official minutes for the Springville City Council Regular Meeting held on Tuesday, October 06, 2026.

I, Kim Crane, do hereby certify that I am the duly appointed, qualified, and acting City Recorder for Springville City, Utah County, State of Utah. I do hereby certify that the foregoing minutes represent a true, accurate, and complete record of this meeting held on Tuesday, October 06, 2026.

DATE APPROVED: _____ _____

Kim Crane
City Recorder

DRAFT

STAFF REPORT

DATE: October 12, 2026

TO: Honorable Mayor and City Council

FROM: Jonah Petersen, Chief Building Official

SUBJECT: STORMWATER IMPACT FEE APPEAL 2303 W 500 N

Recommended Motion:
Move to approve the applicant's written appeal, authorize a reduction of the Stormwater Impact Fee from $309,090.60 to $77,272.65, and approve a refund of $231,817.95, in accordance with Ordinance 20-2024, Section 9.

Executive Summary:
The applicant for Spring Point Retail Center Plat L, 2303 W 500 N Springville, submitted an appeal requesting reconsideration of the stormwater impact fee paid under protest. Staff recommends the Stormwater impact fee be reduced to $77,272.65, and $231,817.95 be refunded to the applicant.

Focus of Action:
- Evaluate the applicant's stormwater impact fee appeal.
- Consider staff's recommendation to reduce the impact fee following the guidelines outlined in Section 9 of the Stormwater Fee Ordinance 20-2024
- Authorize the proposed refund of $231,817.95

Background:
On July 29, 2026, the applicant paid a stormwater impact fee of $309,090.60 for Spring Point Retail Center Plat L located at 2303 W 500 N Springville, UT to proceed with a building permit issuance. Following the payment, per City Code 14-5-409, a written appeal was submitted on September 14, 2026, citing that the site has a significantly lesser impact on the Springville City stormwater system than what the original impact fee reflected.

Discussion:

The applicant asserts that the project places a lesser burden on the City's stormwater infrastructure than what the original impact fee reflects, because all runoff is routed in a short run of city owned storm drainpipe prior to conveyance to the Packard Drain, a Springville Drainage District Facility. City staff agree that Spring Point Retail Center Plat L has a lesser impact on the Springville City stormwater system, and it is agreed that the impact is reduced.

The applicant filed the appeal in writing within the time frame outlined in City Code 14-5-409. City staff reviewed the appeal and recommended the Stormwater Impact Fee be reduced in accordance with the stormwater impact fee ordinance.

Stormwater Impact Fee Ordinance #20-2024, section 4, as required by Utah Code Annotated 11-36a-402(1)(d), states:

“The impact fee may be adjusted for a particular development based on studies or data provided by a developer after review by the City’s Impact Fee Administrator and approval by the City Council.”

This provision directly authorizes the adjustment after review by Bruce Riddle, Springville City Impact Fee Administrator. City Attorney, John Penrod, has had conversation with Bruce Riddle regarding this appeal. Bruce Riddle has reviewed and approved the recommendation to refund the applicant $231,817.95.

Alternatives:

- Deny the appeal and uphold the original fee
- Modify the refund amount based on Council Direction
- Task staff to look at it differently

Fiscal Impact:

Approving the staff recommendation for the appeal will result in a $231,817.95 refund from the Stormwater Impact Fund. This will have no immediate impact on the fund and is consistent with Stormwater Impact Fee Ordinance #20-2024.

Jonah Petersen

Jonah Petersen

City Council Report

Dominion Engineering Associates, L.C.
Engineering · Land Planning · Landscape Architecture · Surveying

September 25, 2026

VIA EMAIL

To: Springville City Council
Cc: Springville City Recorder, Springville City Engineer, Springville City Impact Fee Administrator
110 South Main Street
Springville, Utah 84663

Request for Stormwater Impact Fee Adjustment and Appeal

Project: HCC Springville Industrial/Spring Point Retail Center Subdivision Plat "L" (In process of recording)
Property: 2303 West 500 North, Springville, Utah
Permit: SPV260729317
Owner and Developer: HCC Springville LLC
Fee at issue: Stormwater impact fee of $309,090.60, paid July 29, 2026

Dear Mayor and Members of the City Council:

On behalf of HCC Springville LLC ("HCC"), I request a project-specific adjustment of the $309,090.60 stormwater impact fee assessed for the above-referenced development and, to the extent applicable, appeal that assessment under Springville City Code Section 14-5-409. I am the professional engineer of record for the project. This request is supported by the approved drainage design, detention calculations, outlet controls, and the limited route the site's discharge flows through City-owned infrastructure.

Requested Relief

HCC requests a 75 percent refund of the fee paid. This would leave an adjusted fee of $77,272.65 and result in a refund of $231,817.95. The requested adjustment recognizes that the project uses approximately 100 feet of City storm drain pipe, while accounting for the onsite detention, the restricted release rate, and the fact that the discharge then enters a drainage facility that is not owned or maintained by Springville City, but rather by Springville Irrigation & Drainage Group.

Procedural Basis for Project Specific Review

HCC paid the assessed fee on July 29, 2026, so the City could issue the building permit and the project could proceed. This submission invokes the City's authority to consider project-specific studies and data under Springville City Code Section 14-5-406(5) and Section 8 of Stormwater Impact Fee Ordinance 20-2024. It also requests review under Section 14-5-409 and challenges the amount of the fee under Utah Code Sections 11-36a-701 through 11-36a-703.

While Springville City Code Section 14-5-409 states an appeal shall be made within thirty (30) days, HCC only received necessary technical clarifications for the appeal from the City Engineering Department on September 14, 2026.

Project Specific Engineering Facts

The standard impervious-area calculation does not capture the project's actual demand on City-owned stormwater facilities. The project-specific facts are summarized below.

Item	Project Specific Information
Gross site area	13.67 acres
Impervious area	464,100 square feet, or approximately 10.65 acres
City assessment	$309,090.60, equal to $0.666 per square foot of impervious area
Onsite detention	Runoff from the full site, including the 100-year design storm event, is routed through onsite detention before release.
Restricted release rate	0.15 cfs per acre, equivalent to 2.05 cfs for the full 13.67-acre site
City-owned conveyance used	Approximately 80 linear feet of 15-inch City storm drain pipe followed by approximately 20 linear feet of 18-inch City storm drain pipe
Downstream receiving facility	Fourth South Drain, which is owned and maintained by Springville Irrigation & Drainage Group rather than Springville City
Downstream route	The Fourth South Drain conveys the restricted discharge north and west to the Packard Drain, and then to the Dry Creek Drain/Utah Lake

The onsite detention system, consisting of a detention pond and underground pipes, captures and restricts the runoff generated by the project's large impervious area. The controlled outlet limits the site's release to approximately 2.05 cfs via an orifice plate. The site detention system is capable of capturing the full 100-year design storm. The discharge then travels through only two short City storm drain pipe segments, totaling about 100 feet, before entering the Fourth South Drain.

HCC does not claim that the project has no impact on City facilities. The restricted flow does use the 15-inch and 18-inch City pipe segments. The engineering distinction is one of scale: the project provides its own detention, limits its discharge, and depends on the City's conveyance system for only a short connection to a non-City drain. A standard fee based solely on impervious square footage does not account for those limitations.

State Law Requires a Proportionate Project Specific Fee

Utah Code Section 11-36a-304(1)(a) through (e) requires an impact fee analysis to address the development's anticipated use of public-facility capacity, its effects on system improvements, the relationship between those effects and the development, and the development's proportionate share of related costs. For this project, that analysis should distinguish between the site's impervious area and the much narrower demand it places on City-owned storm drain facilities.

Utah Code Section 11-36a-402(1)(c) and (d) requires an impact fee enactment to allow adjustments for unusual circumstances and to consider studies and data submitted for a particular development. The approved drainage design creates such a circumstance here. The project provides its detention and outlet controls at the developer's cost, and the resulting discharge uses only a limited portion of the City conveyance system before entering the Fourth South Drain.

Impervious area remains relevant because it affects the volume generated onsite, but it is not the full measure of demand on City capital facilities. The City's standard calculation treats 464,100 square feet of impervious area as though the project relies on the broader City system in the ordinary manner. The project-specific evidence shows a different condition: the volume is detained onsite, the release is capped at 0.15 cfs per acre, and City conveyance ends after approximately 100 feet.

Utah Code Section 11-36a-701(3)(c) identifies the remedy for a successful challenge to the amount of an impact fee as a refund of the difference between the fee paid and the amount that should have been paid if the fee had been correctly calculated. The owner therefore requests a refund of the overpayment after the Council determines the proper project-specific fee.

Requested Adjustment and Refund

HCC requests a 75 percent refund and proposes that the City retain 25 percent of the assessed fee. The retained amount recognizes the two City pipe segments, the connection to the City system, and any shared capital cost the City can reasonably attribute to the project. The requested refund recognizes that HCC supplies the onsite detention function and that the restricted discharge leaves the City system after approximately 100 feet.

Calculation	Amount
Stormwater impact fee paid	$309,090.60
Requested adjusted fee retained by City, 25 percent	$77,272.65
Requested refund, 75 percent	**$231,817.95**

Requested City Council Action

The owner respectfully requests that the City Council approve a 75 percent refund, set the adjusted fee at $77,272.65, and refund $231,817.95 to HCC Springville LLC or the party legally entitled to receive the refund.

We are available to meet with City engineering staff and the Impact Fee Administrator to review.

Respectfully submitted,

Niko Hardman, P.E.
Utah Professional Engineer License No. 12280025
Dominion Engineering Associates, L.C.
Authorized representative for HCC Springville LLC

Enclosures

- Stormwater impact fee invoice and proof of July 29, 2026 payment
- Drainage route/ownership exhibit
- Proximity to Utah Lake exhibit
- Drainage plans
- Stormwater calculations
- Clarification emails with City Engineering Department

Springville City Building Permit

Permit #: SPV260729317
Issue Date: 07/29/2026

Application Accepted Date: 06/04/2026
Type of Improvement: Commercial - New Build
Description: Hamilton Partners - 192,000 SF SPEC industrial spa

Tenant / Project Name: HCC

Bldg. Address: 2303 W 500 N, Springville
City: Springville City State: UT Zip: 84663
Subdivision: Spring Point Retail Center - Plat L Phase:
Block: Lot #: Parcel ID #: 52:973:0002
Property Owner: George Arnold (Hamilton Partners) P:(847) 269-4768
City: Salt Lake City State: Utah Zip: 84111
Permit Contact: Jake Burris P:(314) 691-7275
Email: jburris@waremalcomb.com

CONTACT INFORMATION

Engineer of Record: Jake Dunn
Email: jdunn@dunn-se.com P: (801) 575-8877

Design Professional: Ware Malcomb
Contact Name: Jake Burris P: (314) 691-7275
City: Denver State: CO Zip: 80209
Email: jburris@waremalcomb.com

General Contractor: M.A. Mortenson Company
License #: 239596-5501 P: (303) 921-2698
Address: 324 S. State St. Ste. 100
City: Salt Lake City State: UT Zip: 84111
Email: alexa.tudor@mortenson.com

Electrical Contractor: Salmon Electrical Contractors
License #: 252200-5501 P: (801) 292-3444
Address: 1778 W 1180 S
City: Woods Cross State: UT Zip: 84087
Email: dave@salmonelectric.com

Plumbing Contractor: MKB Mechanical
License #: 362234-5501 P: (801) 266-9767
Address: 198 W 4860 S
City: Murray State: UT Zip: 84107
Email: brad@mkbmechanical.com

Mechanical Contractor: DB Mechanical
License #: 8401392-5501 P: (801) 355-5533
Address: 2140 N Redwood Rd, Ste 90
City: Salt Lake City State: UT Zip: 84116
Email: cprisock@dbmechanical.com

APPLICATION DETAILS

Main Floor:	4198 sq. ft.	IIB	B Business
Main Floor Unfin:	185994 sq. ft.	IIB	S-1 Storage, moderate.

# Stories: 1	Max Occupancy: 214
Fire Sprinkler: No	Const. Material: Tilt Up Concrete..
Water Line Size: 3"	Fire Line Size: 8"
Site Plan Approval?: Yes	

Valuation $ 25,339,484.00

PERMIT FEES

Building Permit Fee	310	$	94,456.00
Plan Check Fee	309	$	61,396.00
1% State Fee	311	$	945.00
Temporary Power	305	$	1,200.00
Power Impact [277/480 Three - 3000]	307	$	333,398.13
Electrical Meter [Three Phase]	308	$	18,560.00
Electrical Ext Labor	330	$	15,032.22
Electrical Ext Parts	331	$	54,779.34
Electrical Ext Equipment	332	$	3,180.00
Electrical Ext Transformers	333	$	82,945.80
Water Impact [3"]	303	$	12,560.00
Water Meter [3"]	304	$	4,140.60
Construction Water	329	$	65.00
Sewer Impact [3"]	302	$	28,112.00
Secondary Water Impact	324	$	29,039.91
Secondary Water Meter [1"]	328	$	431.57
P.I. Inspection Fee	2207	$	65.00
Public Safety Impact	321	$	64,665.00
Streets Impact [Warehouse]	320	$	61,456.00
Storm Water Impact	325	$	309,090.60
Land Disturbance	2208	$	280.00
Completion Bond *up to $2,000	312	$	2,000.00
Performance Bond	313	$	23,325.00
Sub Total:		**$**	**1,201,123.17**

Permit Total:	**$**	**1,201,123.17**
Amount Paid:	**$**	**1,201,123.17**
Remaining Due:	**$**	**0.00**

APPROVALS		DATE	INFO
Zoning Approved:	Yes		
Plan Review Finalized:	Yes	07/27/26	Hollie Gill

Setbacks	Front:	Rear:	Left:	Right:
Min.				
Actual:	139.5	257.1	37.3	29.5

Notes: Street Impact Fee: 4,198 sq ft Business use $9,400 + 185,994 sq Warehouse $52,056 = $61,456. hg --- Paid by Hamilton Partners, 300 Park Blvd, suite 201, Itasca, IL 60143 603-250-9700. --- issued by hgill This permit becomes null and void if work or construction authorized is not commenced within 180 days or if construction or work is suspended or abandoned for a period of 180 days at any time after work is commenced.

APPLICATION NUMBER: PEND26-257

By electronically signing, you certify that you have read and examined this application and know the same to be true and correct. All provisions of laws and ordinances governing this type of work will be compiled with whether specified herein or not the granting of a permit does not presume to give authority to violate or cancel the provisions of any other state or local law regulating construction or the performance of construction and that you make this statement under penalty of perjury.

Applicant Name: Jake Burris

Signature of Builder/Authorized Agent or Owner: Date:
Jake Burris 07/28/2026

Application Approved By: Date:
Hollie Gill 07/27/2026

Permit Issued By: Date:
Hollie Gill 07/29/2026

Receipt #:

SPRINGVILLE CITY CORPORATION
110 SOUTH MAIN
SPRINGVILLE UT 84663 801-489-2700

Receipt No: 5.000461111 Jul 29, 2026

HAMILTON PARTNERS 2303 W 500 N

Previous Balance:	.00
BUILDING AND ZONING Park Impact Fee 46-3600-500 PARK IMPACT FEES BUILDING AND ZONING	94,456.00
1% State Fee 10-3200-220 STATE SURCHARGE-BUILD PERMITS BUILDING AND ZONING	945.00
Temporary Power 53-3700-763 TEMPORARY POWER BUILDING AND ZONING	1,200.00
Electric Impact Fee 53-3700-761 ELECTRIC IMPACT FEES BUILDING AND ZONING	333,398.13
Electric Meter 53-3700-754 ELECTRIC CONNECTION FEES BUILDING AND ZONING	18,560.00
Electric Extension Labor 53-3700-771 ELECTRICAL EXTENSION-LABOR BUILDING AND ZONING	15,032.22
Electric Extension Parts 53-3700-773 ELECTRIC EXTENSION-PARTS BUILDING AND ZONING	54,779.34
Electric Extension Equipment 53-3700-772 ELECTRICAL EXTENSION-EQUIPMENT BUILDING AND ZONING	3,180.00
Electric Extension Transformer 53-3700-778 ELECTRICAL EXTENSION-TRANSFORM BUILDING AND ZONING	82,945.80
Water Impact Fee 51-3700-727 WATER IMPACT FEES BUILDING AND ZONING	12,560.00
Culinary Water Meter 51-3700-716 CULINARY WATER METER FEES BUILDING AND ZONING	4,140.60
Construction Water Use Fee 51-3700-743 CONSTRUCTION WATER USAGE FEE BUILDING AND ZONING	65.00
Sewer Impact Fee 52-3700-745 SEWER IMPACT FEES BUILDING AND ZONING	28,112.00
Secondary Water Impact Fee 51-3700-730 SECONDARY WATER IMPACT FEES BUILDING AND ZONING	29,039.91
P.I. Meter Fee 51-3700-718 P.I. METER FEES BUILDING AND ZONING	431.57
Public Saftey Impact Fee 46-3600-600 PUBLIC SAFETY IMPACT FEES BUILDING AND ZONING	64,665.00
Streets Impact Fee 43-3600-700 STREET IMPACT FEES BUILDING AND ZONING	61,456.00
Storm Water Impact Fee 55-3700-727 STORM DRAIN IMPACT FEES BUILDING AND ZONING	309,090.60
Completion Bond 10-2332000 CONSTRUCTION BONDS HELD BUILDING AND ZONING	2,000.00
Performance Bond 10-2332000 CONSTRUCTION BONDS HELD	23,325.00
Total:	1,139,382.17
Public Works P.I. Inspections 51-3700-742 P. I. INSPECTION FEES	65.00
Total:	65.00
Check Check No: 408196 Payor: HAMILTON PARTNERS 2303 W 500 N	1,139,447.17
Total Applied:	1,139,447.17
Change Tendered:	.00

Duplicate Copy
07/29/2026 11:32 AM

DATE:07/28/2026 CK#:408196 TOTAL:$1,139,447.17 BANK:HAMILTON PARTNERS INC AP DISBURSEMENT ACCT(.fhp)
PAYEE:SPRINGVILLE CITY CORPORATION(vsprcit)

Property Address - Code	Invoice - Date	Description	Amount
HCC Springville LLC - 16251	ck107822 - 07/22/2026	Building/Utility fees	1,139,447.17
			1,139,447.17

4TH SOUTH DRAIN (BLUE) – OWNED AND MAINTAINED BY SIDG

≈100 FEET OF CITY STORM DRAIN PIPE (RED) – OWNED AND MAINTAINED BY SPRINGVILLE CITY

SITE STORM DRAIN PIPE (PURPLE) – PRIVATELY OWNED AND MAINTAINED BY HCC SPRINGVILLE LLC

DETENTION POND FOR SITE (PURPLE) – PRIVATELY OWNED AND MAINTAINED BY HCC SPRINGVILLE LLC

500 NORTH
(Existing Public Right-of-Way)

2400 WEST
(Existing Public Right-of-Way)

2250 WEST
(Existing Public Right-of-Way)

INDUSTRIAL BUILDING
192,360 SF
FFE 4501.40

DETENTION POND

OWNERSHIP LEGEND

- PRIVATE – HCC SPRINGVILLE LLC
- SPRINGVILLE CITY
- PRIVATE – SIDG

N

0 40 80 120
Scale in Feet

CALL BEFORE YOU DIG!
IT'S THE LAW
BLUE STAKES 1 800 662 4111

© COPYRIGHT 2021
THIS DOCUMENT IS THE PROPERTY OF DOMINION ENGINEERING L.C. AND NO PART HEREIN SHALL BE USED EXCEPT FOR THIS SPECIFIC PROJECT WITHOUT PRIOR WRITTEN CONSENT OF DOMINION ENGINEERING.

NO.	REVISIONS	BY	DATE

DESIGNER: NKH
MANAGER: NKH
FILE NAME: STORMWATER APPEAL EXHIBIT.dwg

SEAL

EXHIBIT

FOR: HAMILTON PARTNERS

LOCATION: 2303 W 500 N SPRINGVILLE, UTAH

Dominion Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801-713-3000

PROJECT: HCC SPRINGVILLE INDUSTRIAL

SHEET: STORM DRAIN OWNERSHIP/ROUTING EXHIBIT

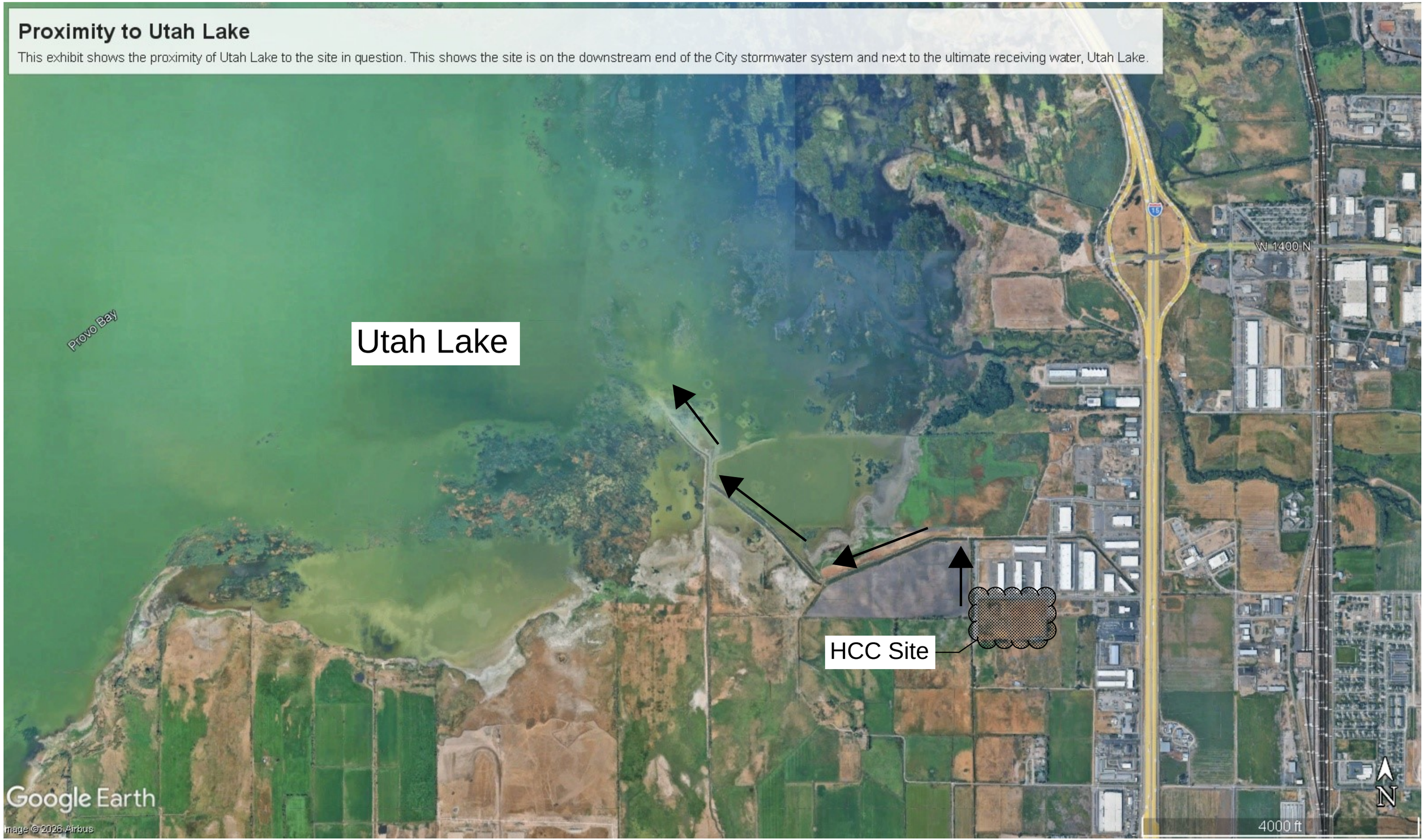
PROJECT NO. 4318

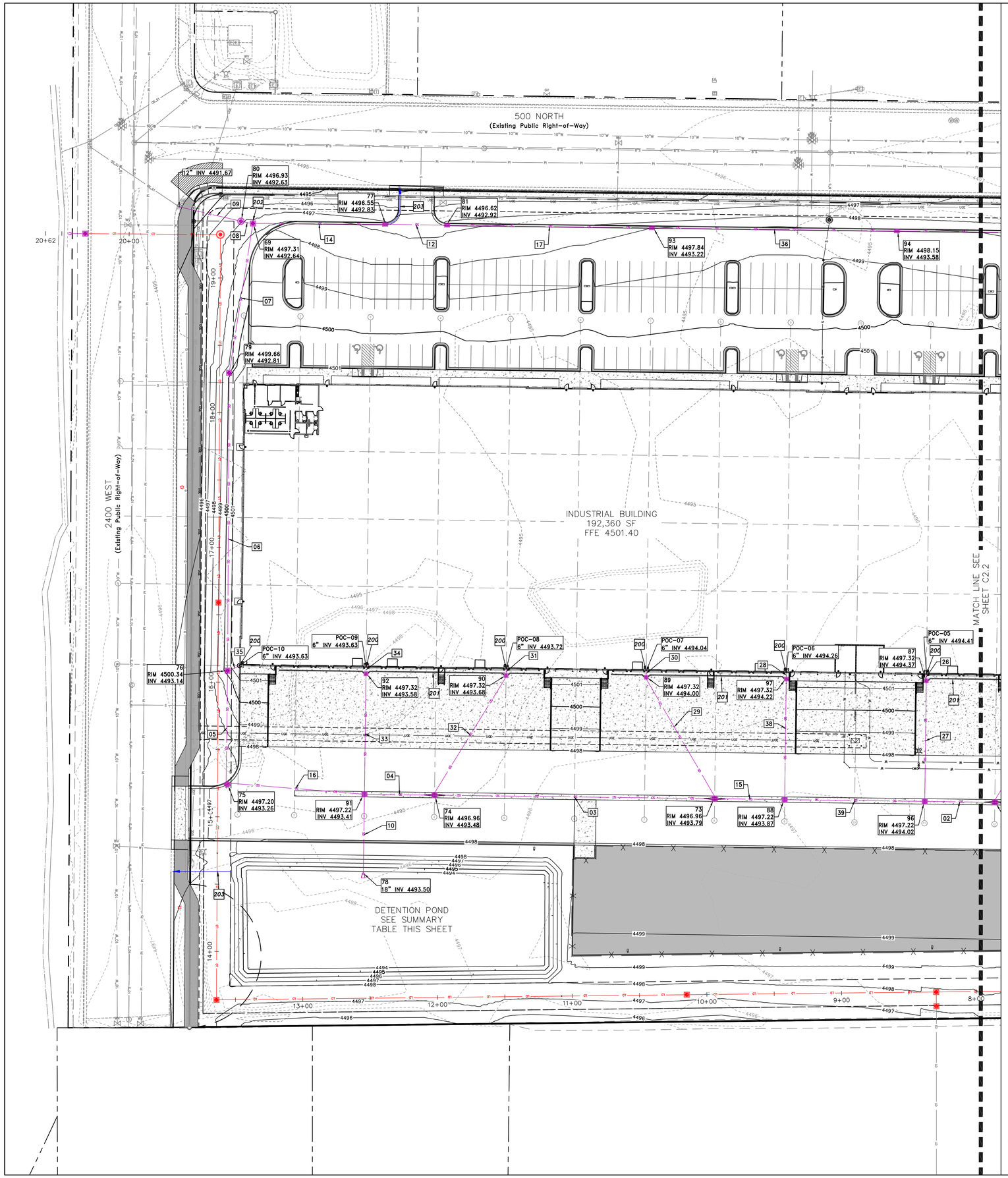
ISSUE DATE: 09.17.2026

SHEET NO. 1

Proximity to Utah Lake

This exhibit shows the proximity of Utah Lake to the site in question. This shows the site is on the downstream end of the City stormwater system and next to the ultimate receiving water, Utah Lake.





STORM DRAIN PIPE CALLOUTS

NOTE: CLASS III RCP MAY BE REPLACED WITH HP STORM ADS.

02 INSTALL 49.0 LF± OF 15" CLASS III RCP SLOPE AT 0.16%
03 INSTALL 205.0 LF± OF 15" CLASS III RCP SLOPE AT 0.15%
04 INSTALL 49.0 LF± OF 15" CLASS III RCP SLOPE AT 0.14%
05 INSTALL 81.6 LF± OF 15" CLASS III RCP SLOPE AT 0.15%
06 INSTALL 218.1 LF± OF 15" CLASS III RCP SLOPE AT 0.15%
07 INSTALL 109.3 LF± OF 15" CLASS III RCP SLOPE AT 0.15%
08 INSTALL 5.5 LF± OF 12" CLASS III RCP SLOPE AT 0.20%
09 INSTALL 45.2 LF± OF 12" CLASS III RCP SLOPE AT 2.12%
10 INSTALL 57.3 LF± OF 18" CLASS III RCP SLOPE AT 0.16%
12 INSTALL 43.0 LF± OF 12" CLASS III RCP SLOPE AT 0.20%
14 INSTALL 95.2 LF± OF 12" CLASS III RCP SLOPE AT 0.20%
15 INSTALL 49.0 LF± OF 15" CLASS III RCP SLOPE AT 0.15%
16 INSTALL 99.6 LF± OF 15" CLASS III RCP SLOPE AT 0.15%
17 INSTALL 148.9 LF± OF 12" CLASS III RCP SLOPE AT 0.20%
29 INSTALL 101.2 LF± OF 12" CLASS III RCP SLOPE AT 0.20%
32 INSTALL 101.3 LF± OF 12" CLASS III RCP SLOPE AT 0.20%
33 INSTALL 87.1 LF± OF 12" CLASS III RCP SLOPE AT 0.19%
36 INSTALL 178.8 LF± OF 12" CLASS III RCP SLOPE AT 0.20%
39 INSTALL 101.0 LF± OF 15" CLASS III RCP SLOPE AT 0.15%

STORM DRAIN PIPE CALLOUTS

26 INSTALL 3.8 LF± OF 6" SDR-35 PVC SLOPE AT 1.00%
27 INSTALL 87.0 LF± OF 8" SDR-35 PVC SLOPE AT 0.40%
28 INSTALL 3.8 LF± OF 6" SDR-35 PVC SLOPE AT 1.00%
30 INSTALL 3.8 LF± OF 6" SDR-35 PVC SLOPE AT 1.00%
31 INSTALL 3.8 LF± OF 6" SDR-35 PVC SLOPE AT 1.00%
34 INSTALL 3.8 LF± OF 6" SDR-35 PVC SLOPE AT 1.32%
35 INSTALL 8.2 LF± OF 6" SDR-35 PVC SLOPE AT 5.98%
38 INSTALL 87.0 LF± OF 8" SDR-35 PVC SLOPE AT 0.40%

STORM DRAIN STRUCTURE CALLOUTS

69 INSTALL 3'X3' CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND LID PER APWA STANDARDS
RIM 4497.31 : INV 4492.64

73 INSTALL 3'X3' CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
RIM 4496.96 : INV 4493.79

74 INSTALL 3'X3' CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
RIM 4496.96 : INV 4493.48

75 INSTALL 3'X3' CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
RIM 4497.20 : INV 4493.26

76 INSTALL 3'X3' CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND LID PER APWA STANDARDS
RIM 4500.34 : INV 4493.14

77 INSTALL 2'X3' CURB-INLET CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
RIM 4496.55 : INV 4492.83

78 INSTALL 18" RCP CLASS III FLARED END SECTION PER APWA STANDARDS
: INV 4493.50

79 INSTALL 3'X3' CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND LID PER APWA STANDARDS
RIM 4499.66 : INV 4492.81

80 INSTALL ADS AR4 ARCADIA PER MANUFACTURER'S SPECIFICATIONS – SEE DETAIL SHEET C6.6
RIM 4496.93 : INV 4492.63

81 INSTALL 2'X3' CURB-INLET CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
RIM 4496.62 : INV 4492.92

87 INSTALL 2'X2' CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
RIM 4497.32 : INV 4494.37

88 INSTALL 3'X3' CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
RIM 4497.22 : INV 4493.87

89 INSTALL 2'X2' CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
RIM 4497.32 : INV 4494.00

90 INSTALL 2'X2' CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
RIM 4497.32 : INV 4493.68

91 INSTALL 3'X3' CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
RIM 4497.22 : INV 4493.41

92 INSTALL 2'X2' CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
RIM 4497.32 : INV 4493.58

93 INSTALL 2'X3' CURB-INLET CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
RIM 4497.84 : INV 4493.22

94 INSTALL 2'X3' CURB-INLET CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
RIM 4498.15 : INV 4493.58

96 INSTALL 3'X3' CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
RIM 4497.22 : INV 4494.02

97 INSTALL 2'X2' CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
RIM 4497.32 : INV 4494.22

DETENTION POND SUMMARY

BOTTOM OF POND ELEV: 4493.50

25-YR HIGH WATER ELEV: 4495.60

EMERGENCY OVERFLOW ELEV: 4497.25

TOP OF POND ELEV: 4498.00

STORM DRAIN CALLOUTS

200 SEE MECHANICAL/PLUMBING PLANS FOR CONTINUATION OF ROOF DRAIN LINES.

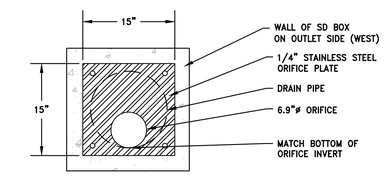
201 INSTALL ZURN Z886 TRENCH DRAIN WITH DUCTILE IRON H-20 RATED GRATES. CONNECT TO SD CATCH BASINS AS DEPICTED.

202 INSTALL 6.9" DIAMETER ORIFICE PLATE ON OUTLET OF BOX (WEST SIDE) TO RESTRICT FLOW – SEE DETAIL A THIS SHEET.

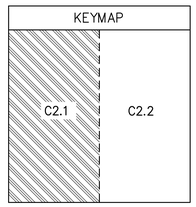
203 EMERGENCY OVERFLOW PATH (BLUE ARROW)

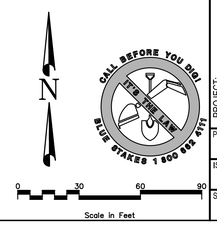
DRAINAGE PLAN NOTES

1. SEE UTILITY PLANS FOR UTILITY CROSSINGS.
2. EXISTING UTILITY INFORMATION SHOWN IS FOR INFORMATIONAL PURPOSES ONLY. IT IS DERIVED FROM RECORD DRAWINGS, AND ABOVE GROUND SURVEY. CONTRACTOR SHALL FIELD LOCATE ALL UTILITIES BEFORE BEGINNING CONSTRUCTION, AND NOTIFY ENGINEER WHEN UNEXPECTED UTILITIES ARE IDENTIFIED, OR WHEN SUBSTANTIAL DIFFERENCES IN UTILITY LOCATIONS ARE ENCOUNTERED.
3. CONTRACTOR IS TO COORDINATE ALL UTILITIES WITH MECHANICAL AND ELECTRICAL DRAWINGS.
4. CONSTRUCTION SHALL ADHERE TO SPRINGVILLE CITY STANDARDS AND SPECIFICATIONS AND APWA STANDARDS AND SPECIFICATIONS WHEN NOT PRESENT.
5. ALL PROPOSED AND EXISTING UTILITY STRUCTURES IN TRUCK PATHS TO HAVE H-20 RATED FRAMES AND LIDS/GRATES.



A ORIFICE PLATE DETAIL
SCALE: NTS





© COPYRIGHT 2021
THIS DOCUMENT IS THE PROPERTY OF DOMINION ENGINEERING L.C. AND NO PART HEREIN SHALL BE USED EXCEPT FOR THIS SPECIFIC PROJECT WITHOUT PRIOR WRITTEN CONSENT OF DOMINION ENGINEERING.

CITY PERMIT SET – NOT FOR CONSTRUCTION

NO.	REVISIONS	BY	DATE
1	SIDG RESPONSE 1	NKH	3.4.26
2	CITY RESPONSE 1	NKH	3.23.26
3	CITY RESPONSE 2	NKH	4.23.26
4	CITY RESPONSE 3	NKH	5.27.26

MANAGER: NKH
DESIGNER: NKH
FILE NAME: GRADING PLAN.dwg

SEAL
PROFESSIONAL ENGINEER
05.27.26
No. 12280025
NICKOLAS K. HARDMAN
STATE OF UTAH

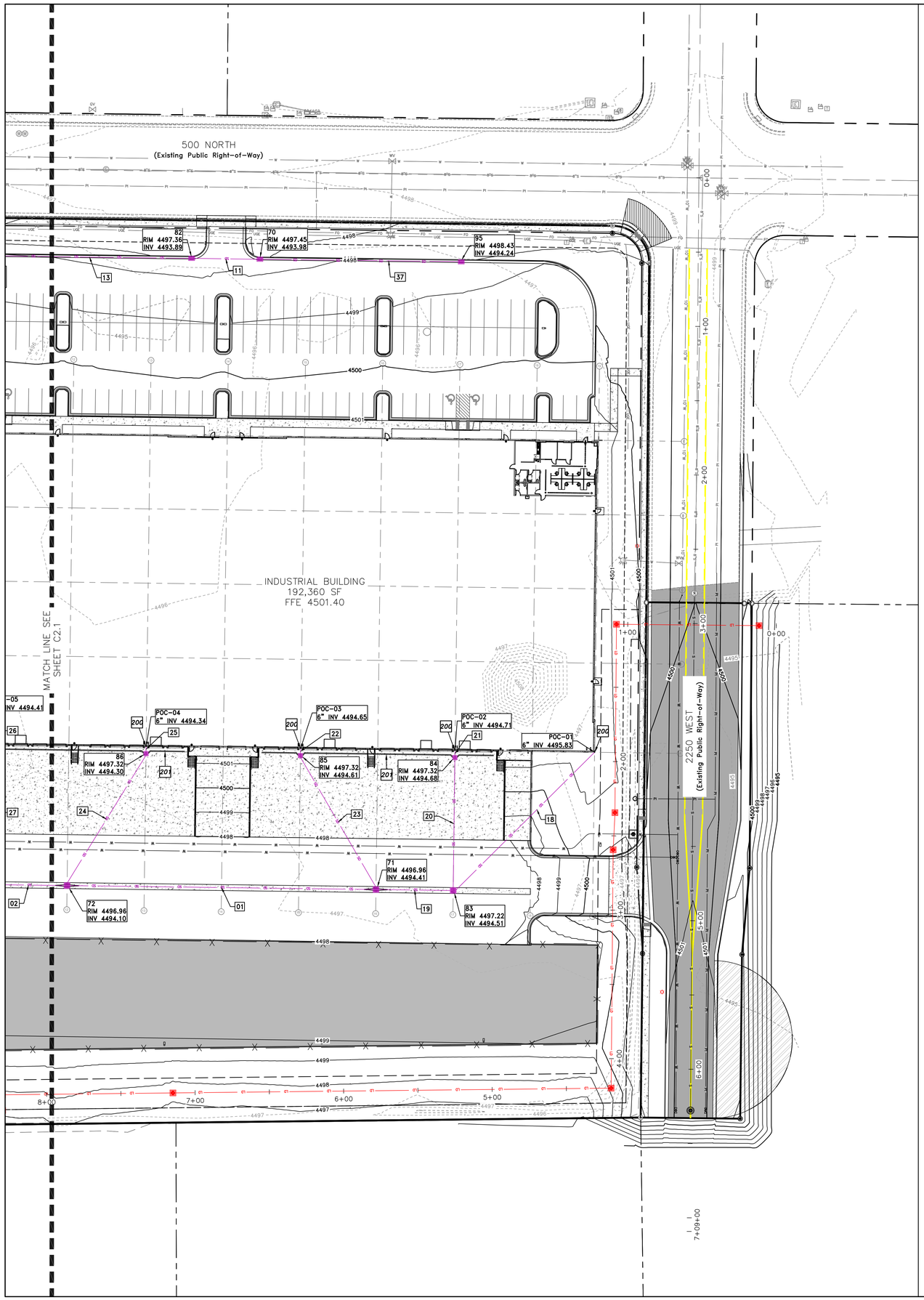
FOR: HAMILTON PARTNERS
LOCATION: 2303 W 500 N SPRINGVILLE, UTAH

DOMINION
Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801-713-3000

PROJECT: HCC SPRINGVILLE INDUSTRIAL
SHEET: DRAINAGE PLAN

PROJECT NO. 4318
ISSUE DATE: 05.27.2026
SHEET NO. C2.1

path: P:\HCC - SPRINGVILLE 13.8 AC 4318\DESIGN\CAD\SHEET FILES\
file name: GRADING PLAN.dwg | plot date: May 27, 2026 | plotted by: nko



STORM DRAIN PIPE CALLOUTS

NOTE: CLASS III RCP MAY BE REPLACED WITH HP STORM ADS.

- 01 INSTALL 205.0 LF± OF 15" CLASS III RCP SLOPE AT 0.15%
- 11 INSTALL 42.9 LF± OF 12" CLASS III RCP SLOPE AT 0.20%
- 13 INSTALL 153.5 LF± OF 12" CLASS III RCP SLOPE AT 0.20%
- 19 INSTALL 49.1 LF± OF 12" CLASS III RCP SLOPE AT 0.20%
- 20 INSTALL 87.1 LF± OF 12" CLASS III RCP SLOPE AT 0.20%
- 23 INSTALL 101.3 LF± OF 12" CLASS III RCP SLOPE AT 0.20%
- 24 INSTALL 101.3 LF± OF 12" CLASS III RCP SLOPE AT 0.20%
- 37 INSTALL 132.4 LF± OF 12" CLASS III RCP SLOPE AT 0.20%

STORM DRAIN PIPE CALLOUTS

- 18 INSTALL 132.1 LF± OF 6" SDR-35 PVC SLOPE AT 1.00%
- 21 INSTALL 3.2 LF± OF 6" SDR-35 PVC SLOPE AT 1.00%
- 22 INSTALL 3.9 LF± OF 6" SDR-35 PVC SLOPE AT 1.00%
- 25 INSTALL 3.8 LF± OF 6" SDR-35 PVC SLOPE AT 1.00%

STORM DRAIN STRUCTURE CALLOUTS

- 70 INSTALL 2'X3' CURB-INLET CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
  RIM 4497.45 : INV 4493.98
- 71 INSTALL 3'X3' CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
  RIM 4496.96 : INV 4494.41
- 72 INSTALL 3'X3' CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
  RIM 4496.96 : INV 4494.10
- 82 INSTALL 2'X3' CURB-INLET CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
  RIM 4497.36 : INV 4493.89
- 83 INSTALL 3'X3' CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
  RIM 4497.22 : INV 4494.51
- 84 INSTALL 2'X2' CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
  RIM 4497.32 : INV 4494.68
- 85 INSTALL 2'X2' CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
  RIM 4497.32 : INV 4494.61
- 86 INSTALL 2'X2' CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
  RIM 4497.32 : INV 4494.30
- 95 INSTALL 2'X3' CURB-INLET CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS
  RIM 4498.43 : INV 4494.24

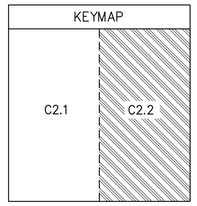
STORM DRAIN CALLOUTS

- 20d SEE MECHANICAL/PLUMBING PLANS FOR CONTINUATION OF ROOF DRAIN LINES.
- 20i INSTALL ZURN Z886 TRENCH DRAIN WITH DUCTILE IRON H-20 RATED GRATES. CONNECT TO SD CATCH BASINS AS DEPICTED.

DRAINAGE PLAN NOTES

1. SEE UTILITY PLANS FOR UTILITY CROSSINGS.
2. EXISTING UTILITY INFORMATION SHOWN IS FOR INFORMATIONAL PURPOSES ONLY. IT IS DERIVED FROM RECORD DRAWINGS, AND ABOVE GROUND SURVEY. CONTRACTOR SHALL FIELD LOCATE ALL UTILITIES BEFORE BEGINNING CONSTRUCTION, AND NOTIFY ENGINEER WHEN UNEXPECTED UTILITIES ARE IDENTIFIED, OR WHEN SUBSTANTIAL DIFFERENCES IN UTILITY LOCATIONS ARE ENCOUNTERED.
3. CONTRACTOR IS TO COORDINATE ALL UTILITIES WITH MECHANICAL AND ELECTRICAL DRAWINGS.
4. CONSTRUCTION SHALL ADHERE TO SPRINGVILLE CITY STANDARDS AND SPECIFICATIONS AND APWA STANDARDS AND SPECIFICATIONS WHEN NOT PRESENT.
5. ALL PROPOSED AND EXISTING UTILITY STRUCTURES IN TRUCK PATHS TO HAVE H-20 RATED FRAMES AND LIDS/GRATES.

KEYMAP



N

0 30 60 90
Scale in Feet

© COPYRIGHT 2021
THIS DOCUMENT IS THE PROPERTY OF DOMINION ENGINEERING L.C. AND NO PART HEREIN SHALL BE USED EXCEPT FOR THIS SPECIFIC PROJECT WITHOUT PRIOR WRITTEN CONSENT OF DOMINION ENGINEERING.

CITY PERMIT SET – NOT FOR CONSTRUCTION

NO.	REVISIONS	BY	DATE
1	SIDG RESPONSE 1	NKH	3.4.26
2	CITY RESPONSE 1	NKH	3.23.26
3	CITY RESPONSE 2	NKH	4.23.26

MANAGER: NKH
DESIGNER: NKH
FILE NAME: GRADING PLAN.dwg

SEAL

PROFESSIONAL ENGINEER
04.23.26
No. 12280025
NICKOLAS K. HARDMAN
STATE OF UTAH

FOR: HAMILTON PARTNERS

LOCATION: 2303 W 500 N SPRINGVILLE, UTAH

DOMINION
Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801-713-3000

PROJECT: HCC SPRINGVILLE INDUSTRIAL

SHEET: DRAINAGE PLAN

PROJECT NO. 4318

ISSUE DATE: 04.23.2026

SHEET NO. C2.2

CALL BEFORE YOU DIG! IT'S THE LAW BLUE STAKES 1 800 662 4111

path: P:\HCC - SPRINGVILLE 13.8 AC 4318\DESIGN\CAD\SHEET FILES\
file name: GRADING PLAN.dwg | plot date: April 23, 2026 | plotted by: nko

25-Year Design Storm Event Calculations

HCC Springville Industrial
Drainage Calculations
25 Year, 24 Hour Event
Proposed Detention Basin

Restriction Rate (cfs/ac)	0.15
Total Area (ac)	13.67
Total Area (sf)	595,540
Infiltration rate (in/hr)	0
Infiltration surface length (ft)	0.0
Length of Perf Pipe (ft)	0

Land Use	%	C	Area (sf)
Roof	32	0.9	192,360
Paved	46	0.9	271,740
Landscaped	22	0.2	131,440
		0.75	

Lapsed Time (min)	Rainfall Intensity (in/hr)	Accumulated Rainfall (in)	Accumulated Flow (cf)	Allowable Discharge (cf)	Infiltration Discharge (cf)	Required Storage (cf)
15	2.66	0.67	24,604	1,846	0	22,758
30	1.79	0.90	33,113	3,691	0	29,422
60	1.11	1.11	41,068	7,383	0	33,685
120	0.62	1.24	45,878	14,765	0	31,112
180	0.44	1.32	48,838	22,148	0	26,689
360	0.25	1.50	55,497	44,296	0	11,201
720	0.15	1.80	66,597	88,592	0	-21,996
1440	0.09	2.08	76,956	177,185	0	-100,229

Summary

Required detention storage (cf)	**33,685**	Total Pond Volume (cf)	**50,840**
Unit storage per acre (cf/ac)	2,464	Detention Volume in Pipes (cf)	**2,651**
Allowable release rate (cfs)	**2.05**	Total Detention Volume (cf)	**53,490**

Proposed Detention Pond Volume

Elevation (ft)	Area (ft^2)	Volume (ft^3)	Volume (ft^3)	Volume (ac-ft)	
4493.50	0	0	0	0	
4493.60	5,178	259	259	0.005943526	
4493.70	15,122	1,015	1,274	0.02924472	
4494.00	15,660	4,617	5,891	0.135243343	
4494.50	16,569	8,057	13,948	0.320212351	
4495.00	17,494	8,516	22,464	0.515707071	
4495.50	18,434	8,982	31,446	0.721905418	
4495.60	18,624	1,853	33,299	0.764442149	25-YR High Water
4495.70	18,815	1,872	35,171	0.807416208	
4496.00	19,390	5,731	40,902	0.938976125	
4496.50	20,362	9,938	50,840	1.167121212	

Detention Volume in Pipes

Pipe Diameter (in)	Area (ft^2)	Length (ft)	Volume (ft^3)
12.00	0.8	1423	1118
15.00	1.2	1167	1432
18.00	1.8	57	101
			2651

100-Year Design Storm Event Calculations

HCC Springville Industrial
Drainage Calculations
100 Year, 24 Hour Event
Proposed Detention Basin

Restriction Rate (cfs/ac)	0.15
Total Area (ac)	13.67
Total Area (sf)	595,540
Infiltration rate (in/hr)	0
Infiltration surface length (ft)	0.0
Length of Perf Pipe (ft)	0

Land Use	%	C	Area (sf)
Roof	32	0.9	192,360
Paved	46	0.9	271,740
Landscaped	22	0.2	131,440
		0.75	

Lapsed Time (min)	Rainfall Intensity (in/hr)	Accumulated Rainfall (in)	Accumulated Flow (cf)	Allowable Discharge (cf)	Infiltration Discharge (cf)	Required Storage (cf)
15	3.90	0.98	36,073	1,846	0	34,228
30	2.62	1.31	48,468	3,691	0	44,776
60	1.62	1.62	59,937	7,383	0	52,554
120	0.89	1.78	65,857	14,765	0	51,091
180	0.61	1.83	67,707	22,148	0	45,559
360	0.33	1.96	72,516	44,296	0	28,220
720	0.19	2.25	83,246	88,592	0	-5,346
1440	0.11	2.53	93,605	177,185	0	-83,579

Summary

Required detention storage (cf)	**52,554**	Total Pond Volume (cf)	**50,840**
Unit storage per acre (cf/ac)	3,844	Detention Volume in Pipes (cf)	**2,651**
Allowable release rate (cfs)	**2.05**	Total Detention Volume (cf)	**53,490**

Proposed Detention Pond Volume

Elevation (ft)	Area (ft^2)	Volume (ft^3)	Volume (ft^3)	Volume (ac-ft)
4493.50	0	0	0	0
4493.60	5,178	259	259	0.005943526
4493.70	15,122	1,015	1,274	0.02924472
4494.00	15,660	4,617	5,891	0.135243343
4494.50	16,569	8,057	13,948	0.320212351
4495.00	17,494	8,516	22,464	0.515707071
4495.50	18,434	8,982	31,446	0.721905418
4495.60	18,624	1,853	33,299	0.764442149
4495.70	18,815	1,872	35,171	0.807416208
4496.00	19,390	5,731	40,902	0.938976125
4496.50	20,362	9,938	50,840	1.167121212

Detention Volume in Pipes

Pipe Diameter (in)	Area (ft^2)	Length (ft)	Volume (ft^3)
12.00	0.8	1423	1118
15.00	1.2	1167	1432
18.00	1.8	57	101
			2651

Jesse Arnold

From: Chris Wilson <Cwilson@springvilleutah.gov>
Sent: Monday, September 14, 2026 4:18 PM
To: Jesse Arnold; Tana Uyema
Cc: Niko Hardman; Tim Stephens
Subject: Re: HCC Springville - 2303 W 500 N Stormwater Impact Fee Challenge

CAUTION - EXTERNAL EMAIL

Hey Jesse,
Dominion would be ok to represent you.
thanks,

CHRIS WILSON P.E.
City Engineer
cwilson@springvilleutah.gov
O 801.491.7863 C 801.592.3437
springvilleutah.gov

springville
ENGINEERING

From: Jesse Arnold <jarnold@hpre.com>
Sent: Monday, September 14, 2026 2:32 PM
To: Tana Uyema <tuyema@springvilleutah.gov>
Cc: Chris Wilson <Cwilson@springvilleutah.gov>; Niko Hardman <niko@dominioneng.net>; Tim Stephens <tstephens@hpre.com>
Subject: RE: HCC Springville - 2303 W 500 N Stormwater Impact Fee Challenge

Tana,

Following up for clarification here before we make any further progress.

Thanks,

Jesse Arnold

HAMILTON PARTNERS
C: 847-714-4138
111 E. Broadway Ste. 111 Salt Lake City UT 84111
jarnold@hpre.com | www.hpre.com

From: Jesse Arnold
Sent: Friday, September 11, 2026 9:13 AM
To: 'Tana Uyema' <tuyema@springvilleutah.gov>
Cc: Chris Wilson <Cwilson@springvilleutah.gov>; Niko Hardman <niko@dominioneng.net>; Tim Stephens <tstephens@hpre.com>
Subject: RE: HCC Springville - 2303 W 500 N Stormwater Impact Fee Challenge

Tana,

We looked into an appeal from earlier this year from Spring Point Lot 4 so we could better understand the process. I have attached that excerpt from City Council Agenda. We believe our case is similar to this project. This appeal was settled with a refund and the appeal came from the Engineer of record from the project (Dayton Law of CivilSolutions). In this appeal, there are no formal studies or calcs, rather just the city approved Drainage and Grading plans. If we were to follow a similar precedent, is Dominion disqualified from representing us?

Thanks,

Jesse Arnold

HAMILTON PARTNERS
C: 847-714-4138
111 E. Broadway Ste. 111 Salt Lake City UT 84111
jarnold@hpre.com | www.hpre.com

From: Tana Uyema <tuyema@springvilleutah.gov>
Sent: Friday, September 11, 2026 8:54 AM
To: Jesse Arnold <jarnold@hpre.com>
Cc: Chris Wilson <Cwilson@springvilleutah.gov>; Niko Hardman <niko@dominioneng.net>; Tim Stephens <tstephens@hpre.com>
Subject: RE: HCC Springville - 2303 W 500 N Stormwater Impact Fee Challenge

CAUTION - EXTERNAL EMAIL

Jesse,

Dominion Engineering would not qualify as a third party for this purpose because it is serving as the engineer of record for the project. Any study or report submitted in support of an appeal should be prepared by an independent, unaffiliated third-party professional and supported by relevant data.

The third-party analysis should address the applicable impact-fee methodology, relevant site-specific conditions, and the basis for concluding that the assessed fee is erroneous.

Thank you,

TANA UYEMA
Senior Civil Engineer
muyema@springvilleutah.gov
801.491.5782
springvilleutah.gov

springville
ENGINEERING

From: Jesse Arnold <jarnold@hpre.com>
Sent: Friday, September 11, 2026 8:43 AM
To: Tana Uyema <tuyema@springvilleutah.gov>
Cc: Chris Wilson <Cwilson@springvilleutah.gov>; Niko Hardman <niko@dominioneng.net>; Tim Stephens <tstephens@hpre.com>
Subject: Re: HCC Springville - 2303 W 500 N Stormwater Impact Fee Challenge

Thanks Tana. Can you clarify the extent of third party? Dominion Engineering qualifies as a third party in this case?

Jesse Arnold

HAMILTON PARTNERS
C: 847-714-4138
111 E. Broadway Ste. 111 Salt Lake City UT 84111
jarnold@hpre.com | www.hpre.com

From: Tana Uyema <tuyema@springvilleutah.gov>
Sent: Thursday, 10 September 2026 14:23:07
To: Jesse Arnold <jarnold@hpre.com>
Cc: Chris Wilson <Cwilson@springvilleutah.gov>; Niko Hardman <niko@dominioneng.net>; Tim Stephens <tstephens@hpre.com>
Subject: RE: HCC Springville - 2303 W 500 N Stormwater Impact Fee Challenge

CAUTION - EXTERNAL EMAIL

Jesse,

Any study or report will need to be completed by third party backed by data to support your case should you choose to go through the appeal process.

Thank you,

TANA UYEMA
Senior Civil Engineer
muyema@springvilleutah.gov
801.491.5782
springvilleutah.gov

springville
ENGINEERING

From: Tana Uyema
Sent: Wednesday, September 9, 2026 3:36 AM
To: Jesse Arnold <jarnold@hpre.com>
Cc: Chris Wilson <Cwilson@springvilleutah.gov>; Niko Hardman <niko@dominioneng.net>; Tim Stephens <tstephens@hpre.com>
Subject: RE: HCC Springville - 2303 W 500 N Stormwater Impact Fee Challenge

Jesse,

Attached are the ordinances adopting the storm drain impact fee rates. The rate was $0.162 per square foot in 2014 and was updated to $0.67 per square foot in 2024. For the 4,200-square-foot area at issue, the applicable fee is $2,794.00, calculated as 4,200 SF × $0.67/SF. This amount is based on the 2025 rate shown in Table 13.

Utah Code §11-36a-402(1)(c) provides a process for requesting an adjustment to an impact fee through prepayment review before the fee is assessed. Because the fee in this case has

already been assessed and paid, the applicable process is an appeal under City Code §14-5, Article 4, Impact Fee Procedures.

Under Section 406, impact fees are assigned and assessed using the methodology established in the City's adopted master plans and impact fee analyses. The City has refined this methodology over time by using lot-size categories, rather than broader generalized classifications, to help ensure that fees are assessed more proportionately based on anticipated impacts.

Under Section 409(2), the applicant has the burden of demonstrating that the assessed impact fee is erroneous.

Please let us know if you have any questions.

Thank you,

TANA UYEMA
Senior Civil Engineer
muyema@springvilleutah.gov
801.491.5782
springvilleutah.gov

springville
ENGINEERING

From: Tana Uyema
Sent: Thursday, August 20, 2026 5:15 PM
To: 'Jesse Arnold' <jarnold@hpre.com>
Cc: Chris Wilson <Cwilson@springvilleutah.gov>; Niko Hardman <niko@dominioneng.net>; Tim Stephens <tstephens@hpre.com>
Subject: RE: HCC Springville - 2303 W 500 N Stormwater Impact Fee Challenge

Jesse,

Apologies for the delayed response. Chris and I were attending a conference on Tuesday and Wednesday and are working through our emails.

I will forward your request to the appropriate staff and will follow up with you as soon as I have an update.

Thank you,

TANA UYEMA
Senior Civil Engineer
muyema@springvilleutah.gov
801.491.5782
springvilleutah.gov

springville
ENGINEERING

From: Jesse Arnold <jarnold@hpre.com>
Sent: Monday, August 17, 2026 12:59 PM

To: Tana Uyema <tuyema@springvilleutah.gov>
Cc: Chris Wilson <Cwilson@springvilleutah.gov>; Niko Hardman <niko@dominioneng.net>; Tim Stephens <tstephens@hpre.com>
Subject: HCC Springville - 2303 W 500 N Stormwater Impact Fee Challenge

Hey Tana,

Hope you had a nice weekend. Per Utah Code §11-36a-701(2)(a), this is a written request for information regarding the Storm Water Impact Fee assessed on permit PLAN26-257 ($309,090.60, calculated at $0.67/sf of impervious area).

The Impact Fee Analysis and Facilities Plan you previously sent lists $0.67/sf as the prior rate but doesn't establish it from the previous much lesser $0.162 rate. Can you provide us with the impact fee analysis and facilities plan that preceded the 4/20/2026 study and actually established the FY26 fee schedule (effective July 1, 2025)? This would help us understand the big jump from two FYs ago.

Separately, we'd also like to formally renew our request for an individualized impact fee review under Utah Code §11-36a-402(1)(c), given our site's on-site design. If you can let us know who handles that process and what the next steps are, that would be much appreciated. I believe we have 30 days to commence the appeal from when impact fees are paid, which was officially on 7/29/26.

Thanks,

Jesse Arnold

HAMILTON PARTNERS
C: 847-714-4138
111 E. Broadway Ste. 111 Salt Lake City UT 84111
jarnold@hpre.com | www.hpre.com

STAFF REPORT

DATE: October 9, 2026

TO: Honorable Mayor and City Council

FROM: Troy Fitzgerald, City Administrator

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

Recommended Motion:

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

Discussion:

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

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

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

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

The City Council considered an agreement to calculate a benefit that may flow to either City over the next 15 years. The two cities had jointly created a simple model to estimate the tax benefits received by the project using 2026 tax rates. The model has significant assumptions about sales generated per square foot and final value of condominiums and townhomes. Final values may be very different from the model if the success of retail establishments or the cost of the residential units vary from estimates.

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

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

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

When this agreement was presented to the Provo City Council, the Council balked. The Agreement was not approved, and Provo staff was directed to amend the agreement to a 50 year term and to add additional cost analysis to the Agreement.

Additional negotiations with the Provo City Council staff resulted in a compromise that reduces risk and allows the project to move forward. This compromise was to simplify the Agreement to a single payment from Springville to Provo of $100,000 once building permits are issued in each City on the acreage that is subject to the Agreement.

The midpoint of the analysis set forth above would place estimated payments to Provo at $235,000 in fifteen years and $783,000 in 50 years. $100,000 is the present value of $150,000 paid incrementally over 15 years.

This compromise gives Provo something and eliminates the risk administrative burden of calculating and paying these amounts over years or decades. It also allows the Provo Zone Change to move forward and construction on the project to commence in both cities.

Provo City unanimously approved the attached, amended Agreement on Tuesday, October 6, 2026.

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

Impact on Families

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

Fiscal Impact:

Springville City would pay Provo City $100,000 once a building permit is issued in Springville and Provo on the Springville Rising/Ironton Yards project on our northern border. This payment will likely happen in the fiscal year 2028 budget.

Troy Fitzgerald
Troy Fitzgerald

RESOLUTION #2026-___

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

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

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

WHEREAS, both cities desire to see the development happen;

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

WHEREAS, some changes have been made to the Agreement that was originally approved by the Springville City Council.

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

PART I:

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

END OF RESOLUTION.

PASSED AND APPROVED this _____ day of October, 2026.

_____
Matt Packard, Mayor

ATTEST:

_____
Kim Crane, City Recorder

EXHIBIT A

Interlocal Cooperation Agreement with Provo City Concerning Development

INTERLOCAL COOPERATION AGREEMENT
(Development)

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

RECITALS

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

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

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

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

Section 1. Purpose.

This Agreement has been established and entered into between Springville City and Provo City for the purpose of agreeing to the terms under which the parties will mutually share in future tax proceeds from a development along the shared border between the cities at a location west of State Route 89 and north of State Route 75. The area consists of approximately 30.19 acres, exclusive of dedicated streets and comprising the following parcel serial numbers:

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

Section 2. Effective Date and Duration.

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

b. The term of this Agreement shall be from January 1, 2027 to December 31, 2030 or sooner as set forth herein.

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

Section 3. Administration of Interlocal Cooperation Agreement.

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

Section 4. Revenue Sharing.

To avoid costly administration and tracking expenses, the parties agree to a one-time payment of $100,000 from Springville City to Provo City to balance the estimated tax benefits between the cities. This payment will be paid within 30 days after notice is given that, within the area described in Section 1, one parcel in Springville and one parcel in Provo each have a building permit paid for by Clyde Companies or their designee and issued by the respective City. Each City shall provide notice to the other of the issuance of a permit in their City within 30 days of the issuance.

Section 5. Termination

This Agreement shall terminate on December 31, 2030 or 30 days after the payment is made, whichever is sooner.

Section 6. Indemnification

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

Section 7. Filing of Agreement

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

Section 8. Notice of Default; Corrective Action

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

Section 9. Rights and Remedies

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

Section 10. Governing Law, Jurisdiction, and Venue

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

Section 11. Costs of Enforcement

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

Section 12. Notice

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

Section 13. Miscellaneous

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

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

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

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

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

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

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

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

- SIGNATURES ON FOLLOWING PAGE -

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

DATED this ____ day of _____, 2026.

SPRINGVILLE CITY

By:_____
MATT PACKARD, Mayor

ATTEST:

By:_____
KIM CRANE, City Recorder

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

_____
JOHN A. PENROD,
Springville City Attorney

DATED this _____ day of _____, 2026.

PROVO CITY

By:_____
MARSHA JUDKINS, Mayor

ATTEST:

By:_____
HEIDI ALLMAN, City Recorder

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

_____
BRIAN JONES
Attorney for Provo City

MEMORANDUM

To: Mayor and City Council
From: Josh Yost, Community Development Director
Date: October 12, 2026
Subject: Station Area Plan Update and Adoption

Following the July 13 staff report, the Council considered the Station Area Plan in July and August and continued discussion at the September 1 work meeting. Council discussion focused on the timing of development relative to future transit service and the adequacy of parking as the station area develops.

In response, I made two changes to the plan and presented them at the September work meeting:

- **Zoning implementation:** Added language stating that implementing zoning should be responsive to the arrival of transit. The plan recognizes uncertainty in the FrontRunner extension schedule and allows implementation to be phased with incremental transit investments, including increased local bus service and express bus connections to Provo FrontRunner and other regional destinations.
- **Parking:** Added a note stating that off-street parking requirements should be informed by local parking generation studies, projected non-vehicular travel, and the quality and frequency of transit service. The note emphasizes that parking must be sufficient for the long-term sustainability of the station area neighborhood.

These changes clarify implementation of the plan without changing its proposed land uses, densities, or overall development concept.

Staff supports adoption of the Station Area if that Council concerns have been addressed through these revisions. Adoption is the best way to clearly communicate the Council's updated vision for the station area, provide direction to property owners, and inform the ongoing zoning update efforts.

ORDINANCE #23-2026

AN ORDINANCE ADOPTING THE SPRINGVILLE STATION AREA PLAN

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

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

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

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

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

WHEREAS, the City Council finds that the Springville Station Area Plan will have a positive impact on family health, stability, and formation by providing convenient access to the necessities of daily living from a diverse range of new housing in proximity to high-quality regional transit.

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

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

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

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

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

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

PASSED, ADOPTED AND ORDERED POSTED by the Council of Springville City, Utah, this 20th day of October, 2026.

_____
MATT PACKARD, MAYOR

ATTEST:

_____
KIM CRANE, CITY RECORDER

EXHIBIT A

Springville Station Area Plan

STATION AREA PLAN

SPRINGVILLE

Prepared for Springville City and Utah Transit Authority
July 2025





SPRINGVILLE STATION AREA PLAN

Prepared for

Springville City
Utah Transit Authority

Prepared by

Design Workshop

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

All images by Design Workshop unless noted.

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

CONTENTS

1. INTRODUCTION 1
What is a Station Area Plan? 2
Why now? 2
Challenges 3
Opportunities 4

2. DISCOVERY 7
The Process 8
Area Conditions 10
Existing Conditions Mapping 12
Existing Plans 14

3. PREFERRED CONCEPT 27
Proposed Circulation 29
Proposed FrontRunner Station 31
Proposed Parks, Trails & Open Space 33
Proposed Village Core 35
Station Area Plan Summary 36

4. DESIGN STANDARDS 39
What are Design Standards? 40
How to use these Standards 40
Terms and Definitions 41
Proposed Land Use 43
Village Center Zoning District 48

APPENDIX A
Terms and Definitions

APPENDIX B
Existing Document Review Memo

APPENDIX B
Market Analysis Memo

1. INTRODUCTION



WHAT IS A STATION AREA PLAN?

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

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

WHY NOW?

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

Utah House Bill 462

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

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

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

TRANSIT-ORIENTED COMMUNITIES

UTA will build, own, and manage the future Springville FrontRunner station. They encourage design principles known colloquially as transit-oriented development (TOD), and referred to in this document as transit-oriented communities (TOC). These principles integrate transit into everyday life and emphasize walkability so that it is safe and enjoyable for everyone to walk and bike throughout the neighborhood.

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

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

CHALLENGES

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

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

Socio-cultural

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

Guiding Questions

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

Existing Plans and Zoning

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

GUIDING PRINCIPLES

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

OPPORTUNITIES

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

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

STATION AREA

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

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

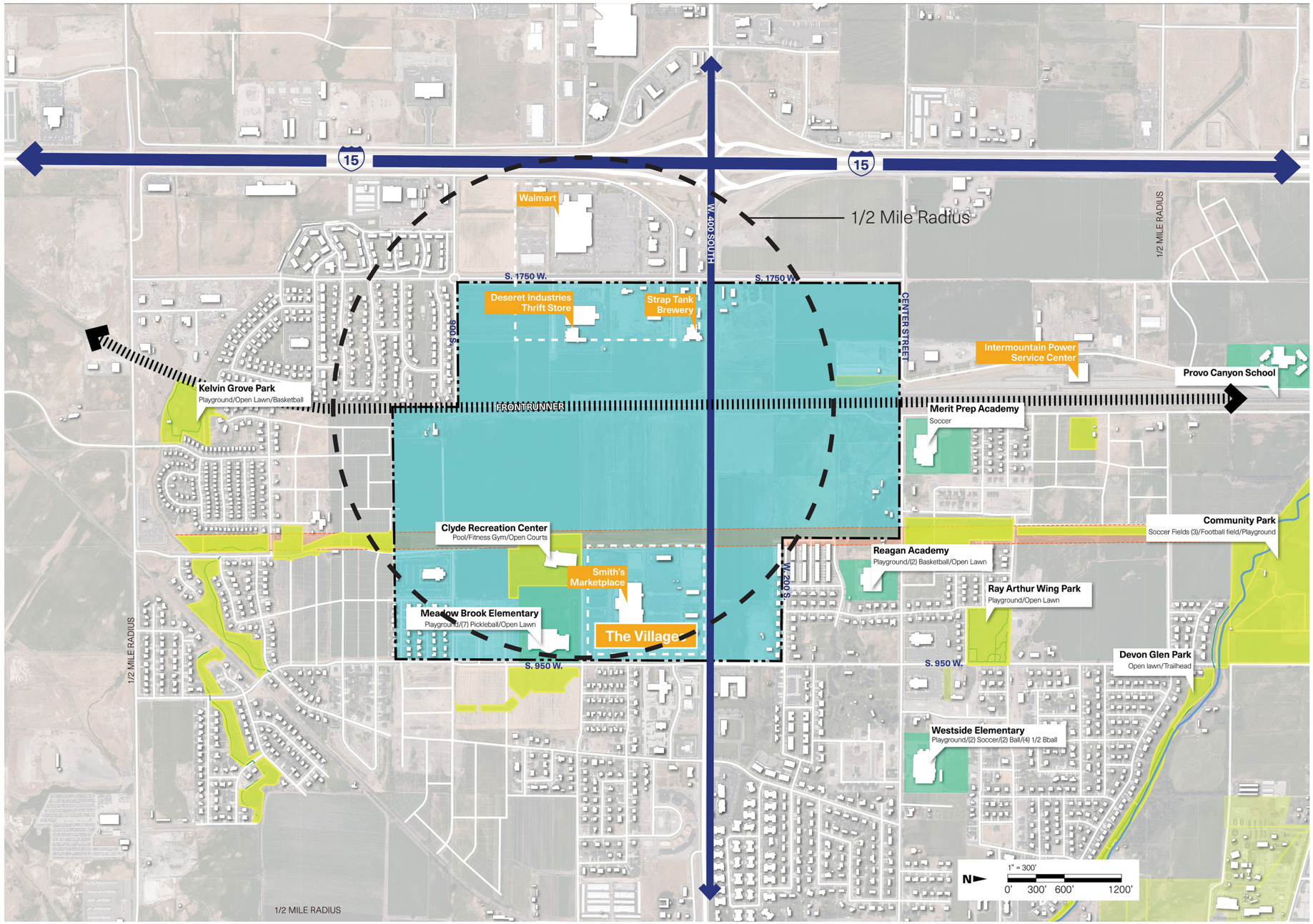


Figure 1: Existing Conditions Map, source: ESRI

2. DISCOVERY

THE PROCESS

TIMELINE

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

STAKEHOLDER ENGAGEMENT

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



Station Area Plan Community Focus Group

COMMUNITY ENGAGEMENT

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

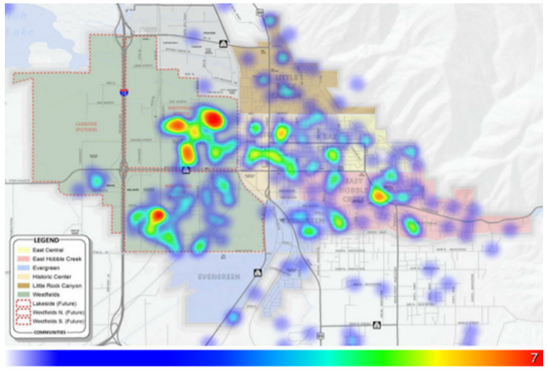


Figure 2: Heat map of where survey respondents live. The data show that a significant number of respondents live near the study area.

StoryMap

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

Survey

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

Top 3 Ranked Priorities

1. Safe streets for all users
2. Walking & biking connections
3. Local transit access

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

Focus Groups

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

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

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

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

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

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

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

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



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

AREA CONDITIONS

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

DEMOGRAPHICS, HOUSING AND REAL ESTATE

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

Growth

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

Moderate Income Housing:

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

DEMOGRAPHIC KEY TAKEAWAYS

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

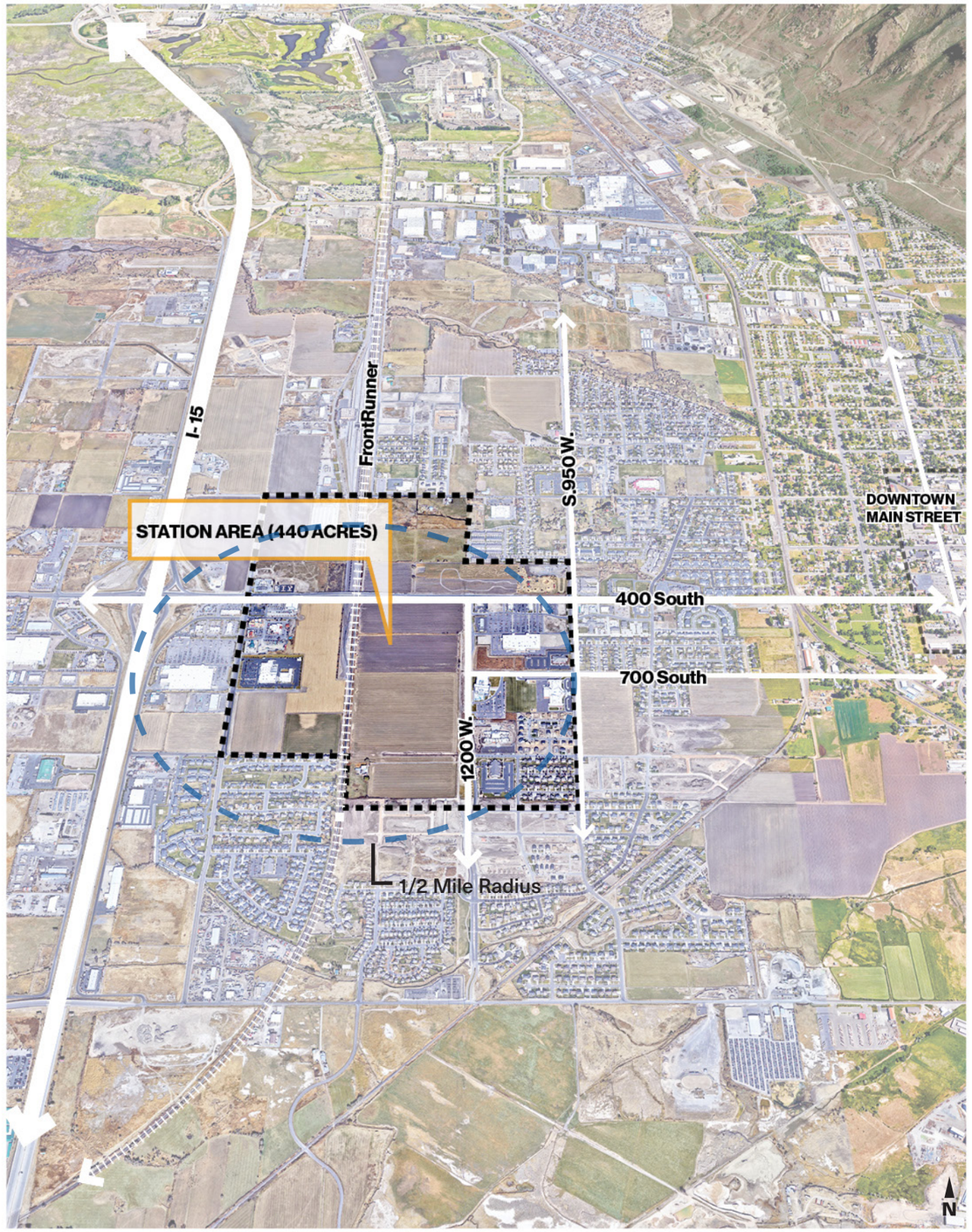


Figure 4: Station Area Map

EXISTING CONDITIONS MAPPING

Existing Zoning

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

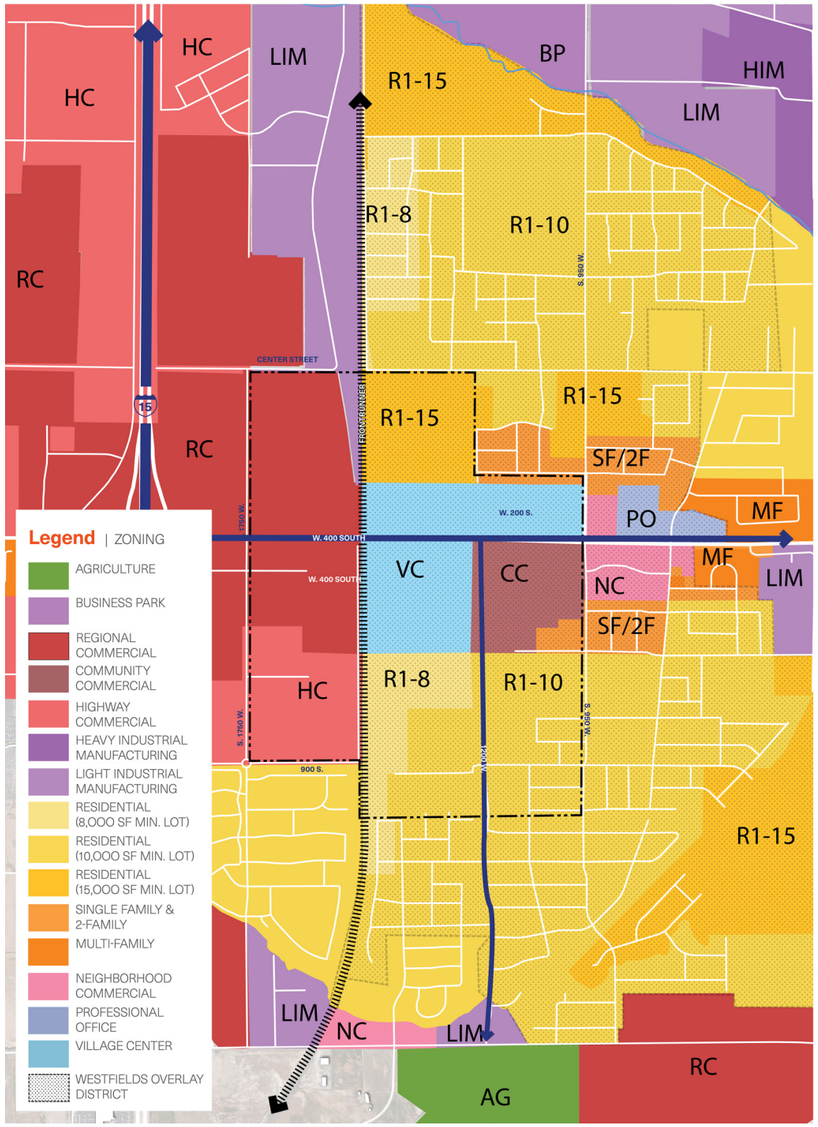


Figure 5: Existing Zoning Map

Existing Parks, Open Space, and Trails

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

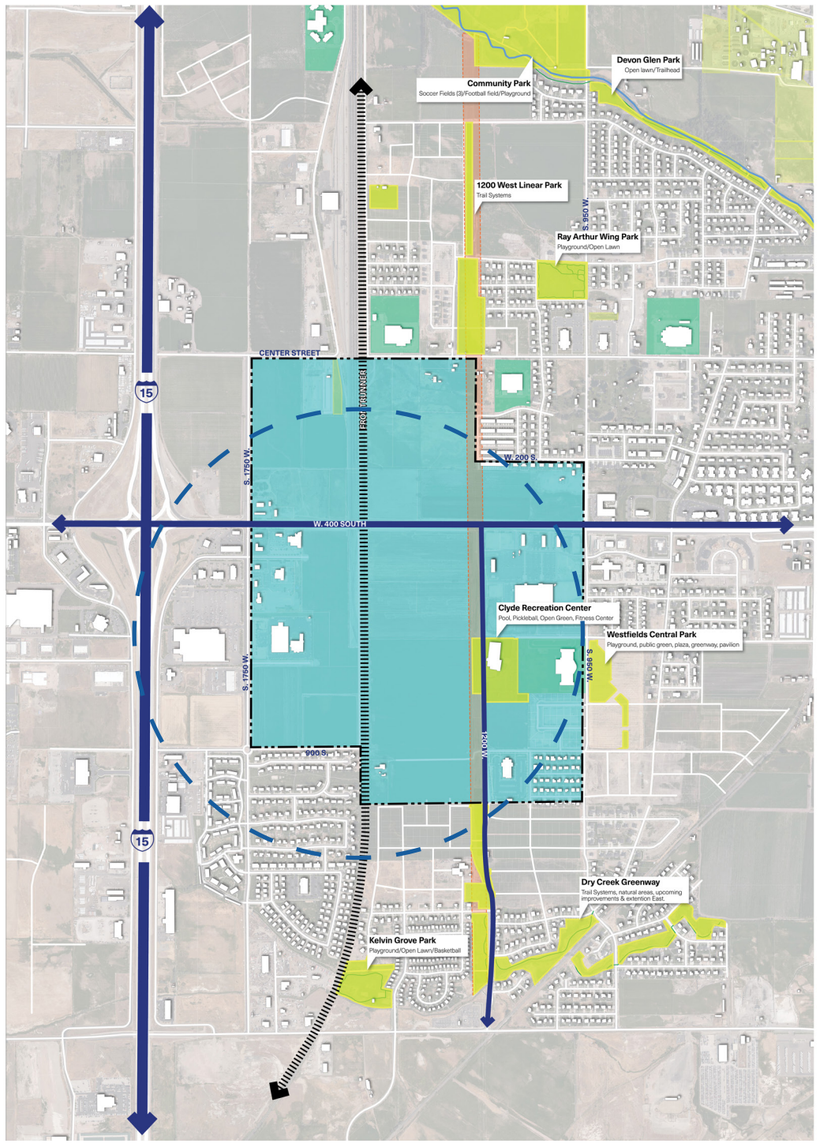


Figure 6: Existing Parks, Open Space, and Trails

Existing Land Ownership

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

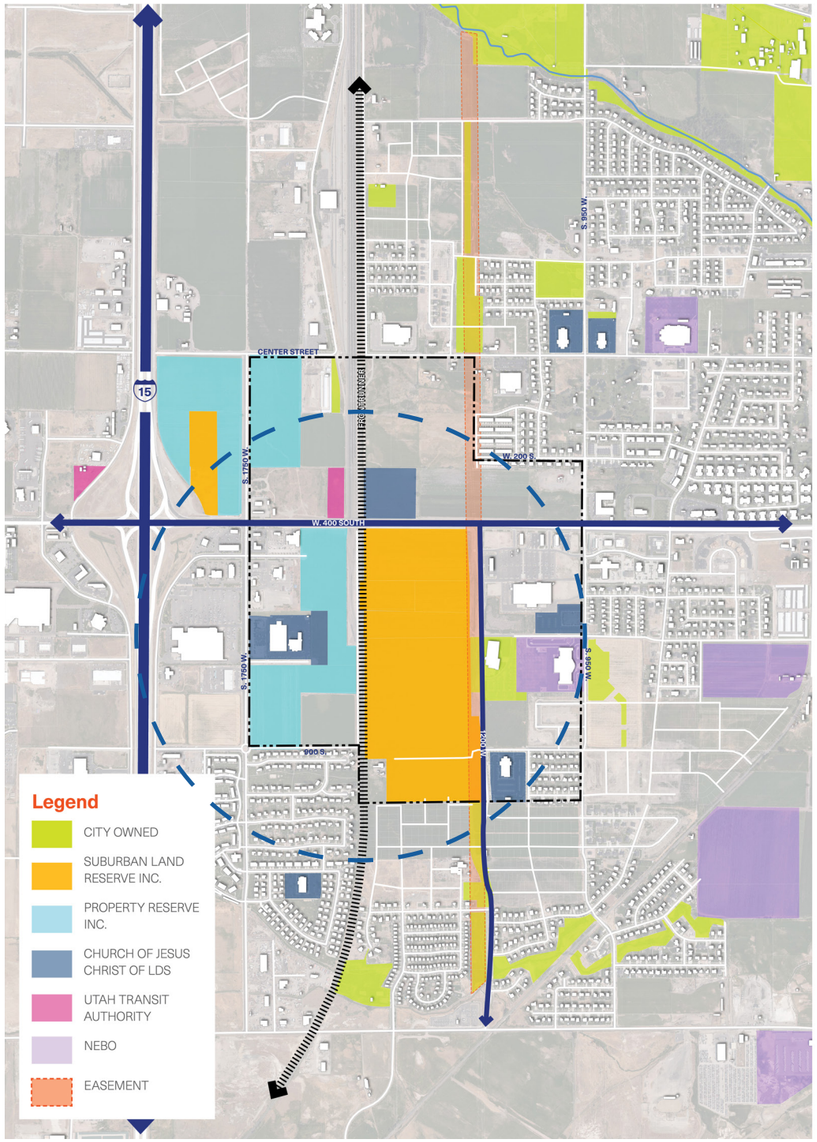


Figure 7: Existing Land Ownership Map

Existing Land Use

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

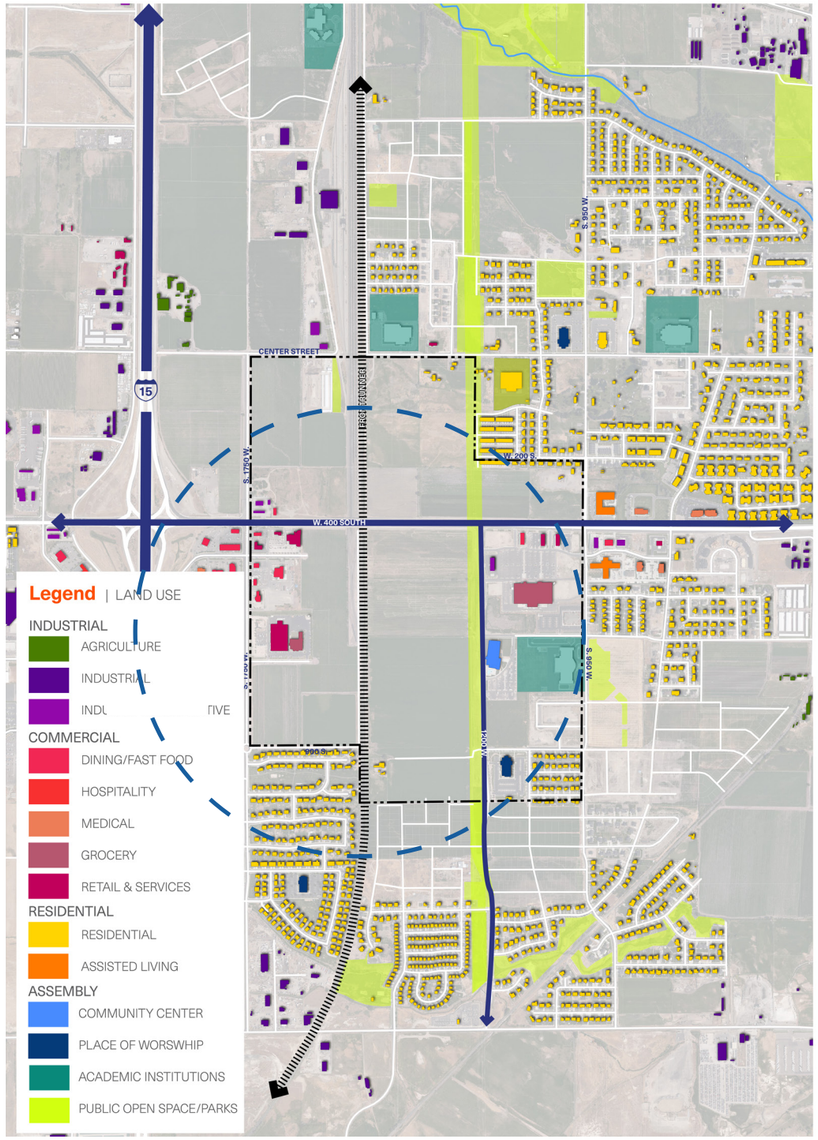


Figure 8: Existing Land Use Map

EXISTING PLANS

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

The Westfields Community Plan (2002)

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

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

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

Westfields Village Center (2011)

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



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

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

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

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

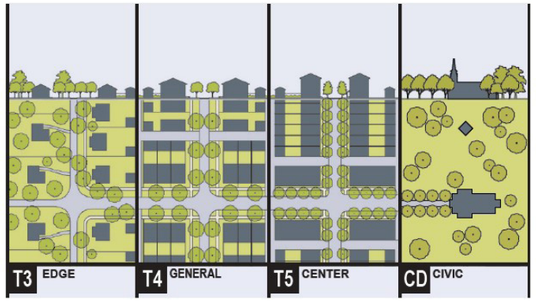


Figure 10: Sub-district transects. Source: Westfields Village Center Proposal (2011), Placemakers.

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

Westfield Central New Neighborhood Plan (2021)

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

KEY TAKEAWAYS FROM WESTFIELDS CENTRAL NEW NEIGHBORHOOD PLAN

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

Springville Zoning Code

Westfields Overlay District - Article 4

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

Westfields Overlay District - Article 5 (Village Center Zone)

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

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

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

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

Conclusion

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

ACTIVE TRANSPORTATION PLAN

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

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

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

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

SPRINGVILLE CITY TRANSPORTATION MASTER PLAN

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

MAG REGIONAL TRANSPORTATION PLAN (TRANSPLAN50)

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

The plan reiterates the interchange reconstruction at the southern edge of the study area. The 1600 S Interchange redevelopment is currently under design construction with an estimated completion date of 2027. Phase 2 projects (2031-2040) include 1600 S from SR-51 to US-89 (new 5-lane road) at an estimated $39.8 million.

UTA FIVE-YEAR SERVICE PLAN

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

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

SOUTH VALLEY TRANSIT STUDY

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

RECOMMENDED NETWORK

Springville Active Transportation Plan

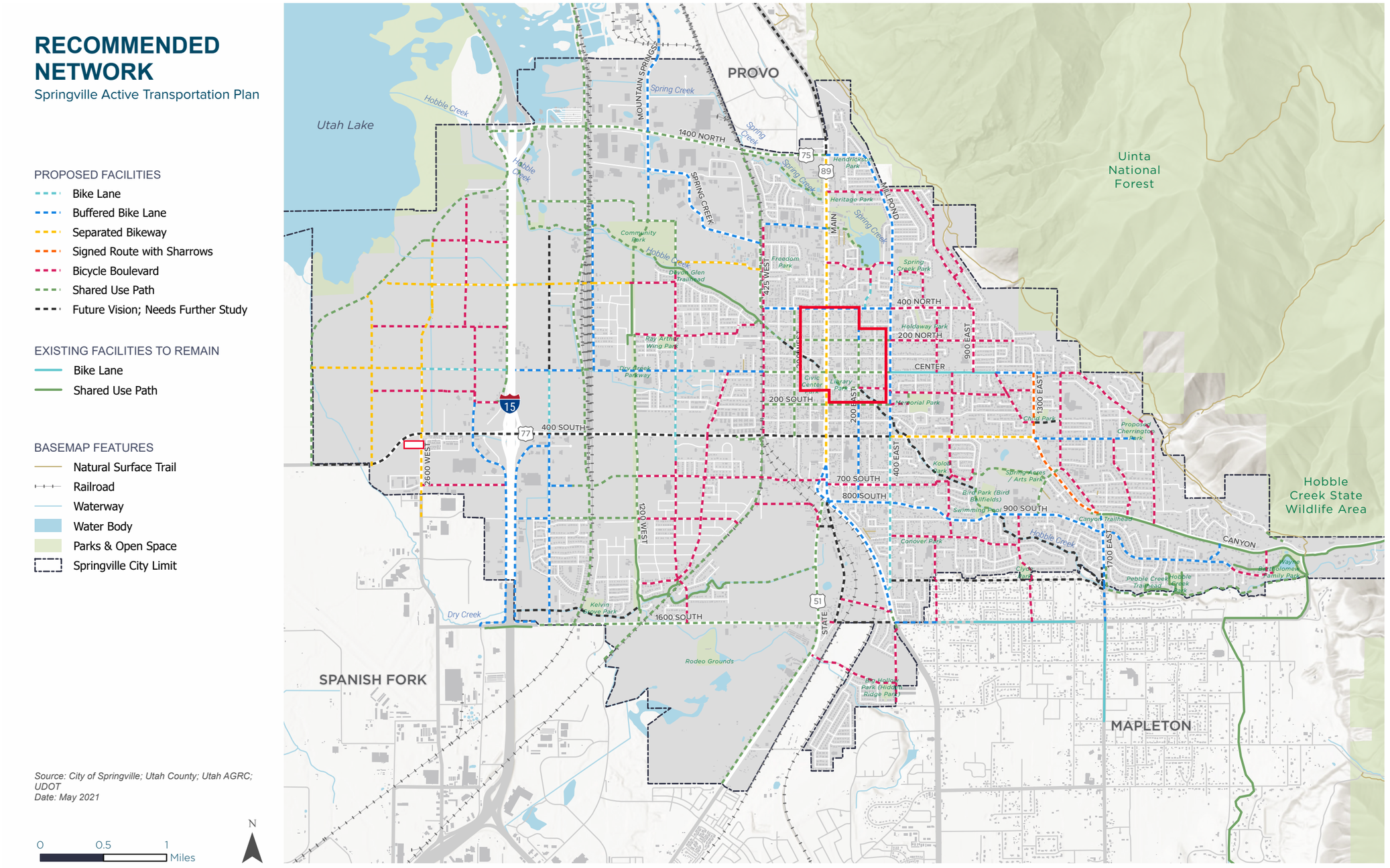


Figure 11: Recommended bicycle network, Springville Action Transportation Plan (draft 2022).
Source: Springville City.

UTA RIDERSHIP

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

South County/Provo Station (821)

- Average weekday ridership: 662
- Frequency: 30 minutes

South Utah County BYU/UVU Limited (822)

- Average weekday ridership: 157
- Frequency: 60 minutes



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



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

HTRZ FUNDING

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

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

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

If Springville wants to pursue HTRZ funding, it is important to understand the criteria that need to be met, especially regarding density and affordability. To meet affordability requirements, part of plan recommendations include what is feasible, including unit pricing and bedroom composition and recommendations for funding mechanisms, such as low-income housing tax credits (LIHTC), HTRZ, and other state and federal programs.

HTRZ REQUIREMENTS

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

FUNDING USES

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

TABLE 1: HTRZ REQUIREMENTS AND SPECIFICATIONS

	Commuter Rail	Light Rail, BRT	BRT
% affordable housing required on developable acres	10%*	10%*	10%*
Residential % of developable land	51%	51%	51%
# DUs per acre	>=50	>=50	39-49
Mixed-use development required	Yes	Yes	Yes
Reasonable % of DUs >1 bdrm required	Yes	Yes	Yes
Radius from station	<=1/3 mile**	<=1/4 mile**and***	<=1/4 mile
Maximum acres (noncontiguous)	125	100	100
Property tax Increment capture	80%, 25 yrs max per parcel, 45-yr period	80%, 15 yrs max per parcel, 30-yr period	60%, 15 yrs max per parcel, 30-yr period
Sales tax increment capture	15% to TTIF	15% to TTIF	15% to TTIF

*No housing requirement if municipality or public transit county meets HUD requirements of < 60% AMI
**For a city of the 1st class with a population >150,000, in a county of the 1st class, with commuter or light rail station located in an opportunity zone, radius can extend to ½ mile
***Radius extends to ½-mile in a master-planned development of >500 acres

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

3. PREFERRED CONCEPT

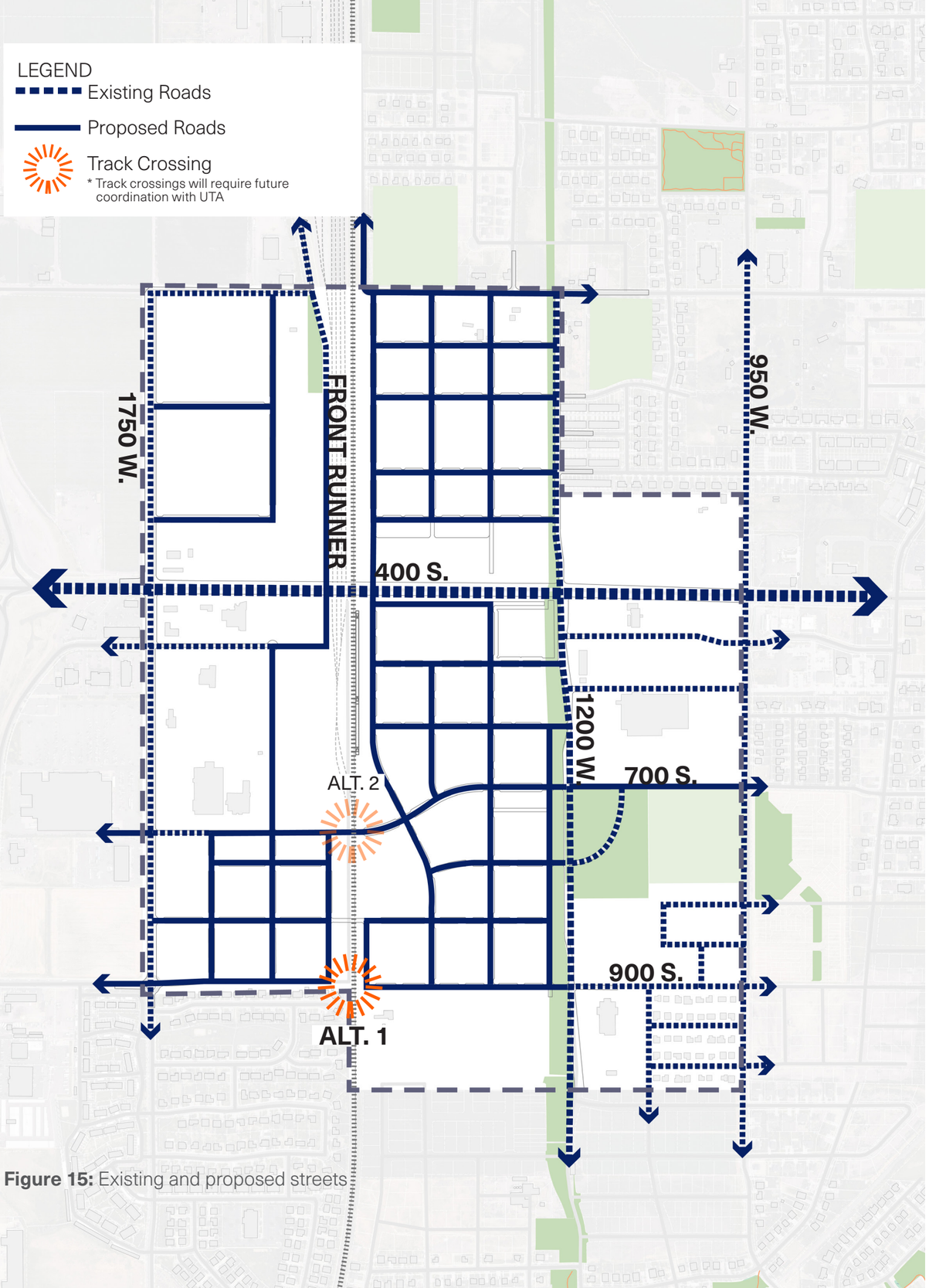


Figure 15: Existing and proposed streets

PROPOSED CIRCULATION

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

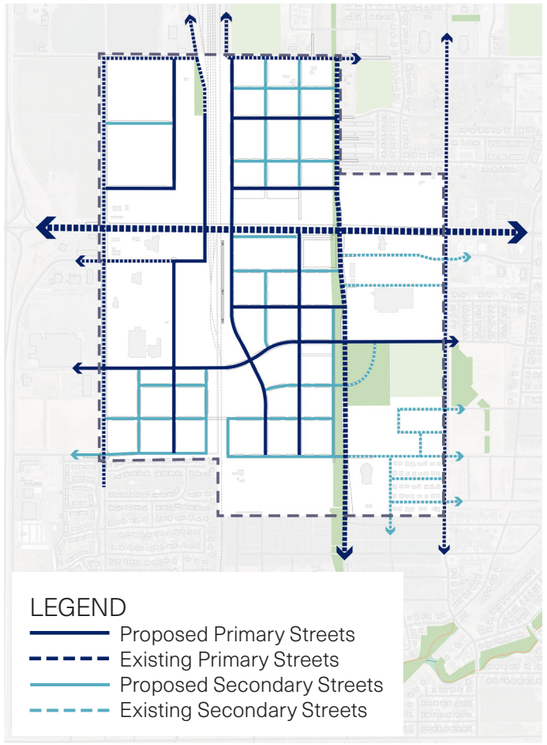


Figure 16: Primary & Secondary Streets



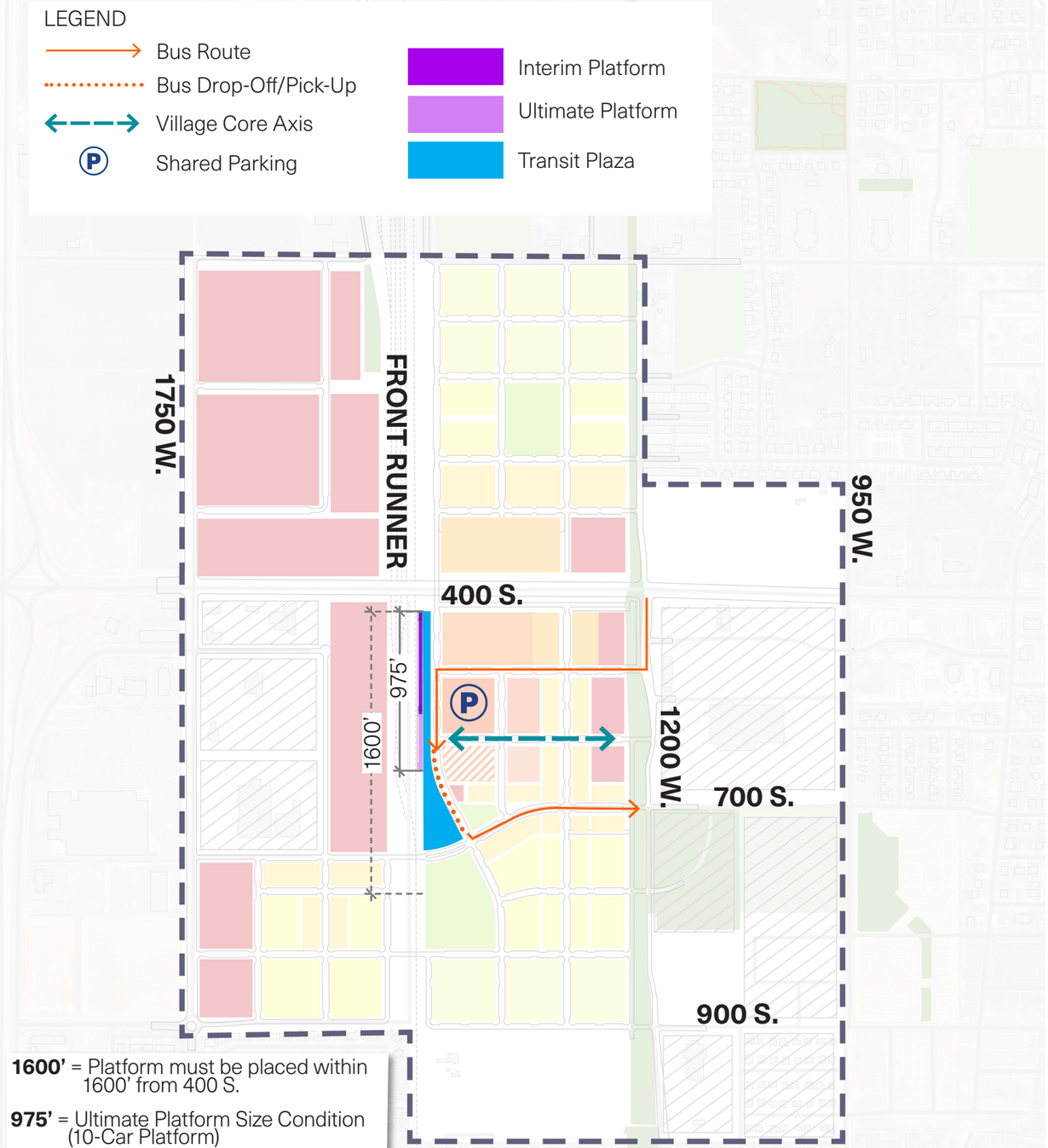


Figure 17: Front Runner Station

PROPOSED FRONTRUNNER STATION

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

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

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



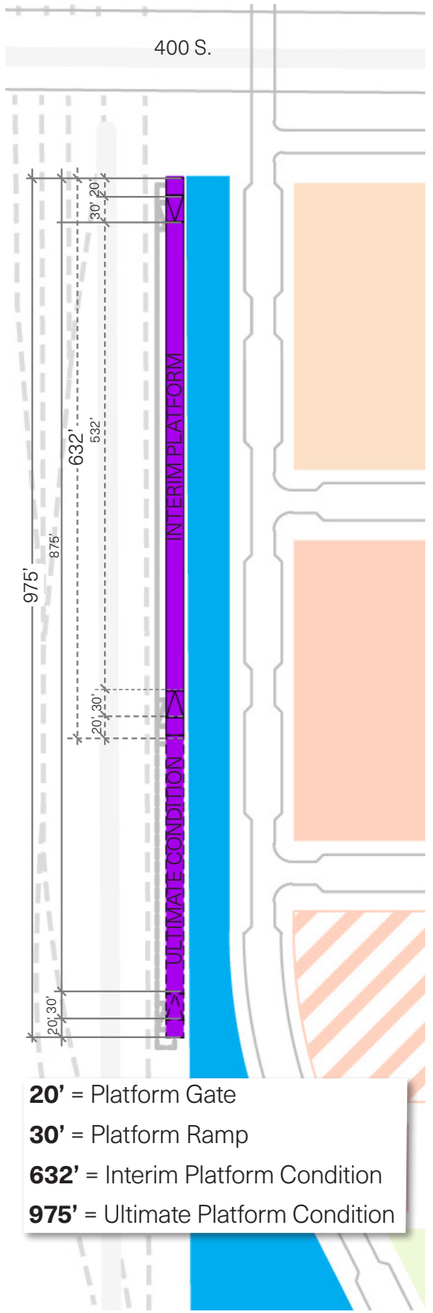


Figure 18: Recommended interim and ultimate platform build-out. Dimensions informed by UTA recommendations and standards.

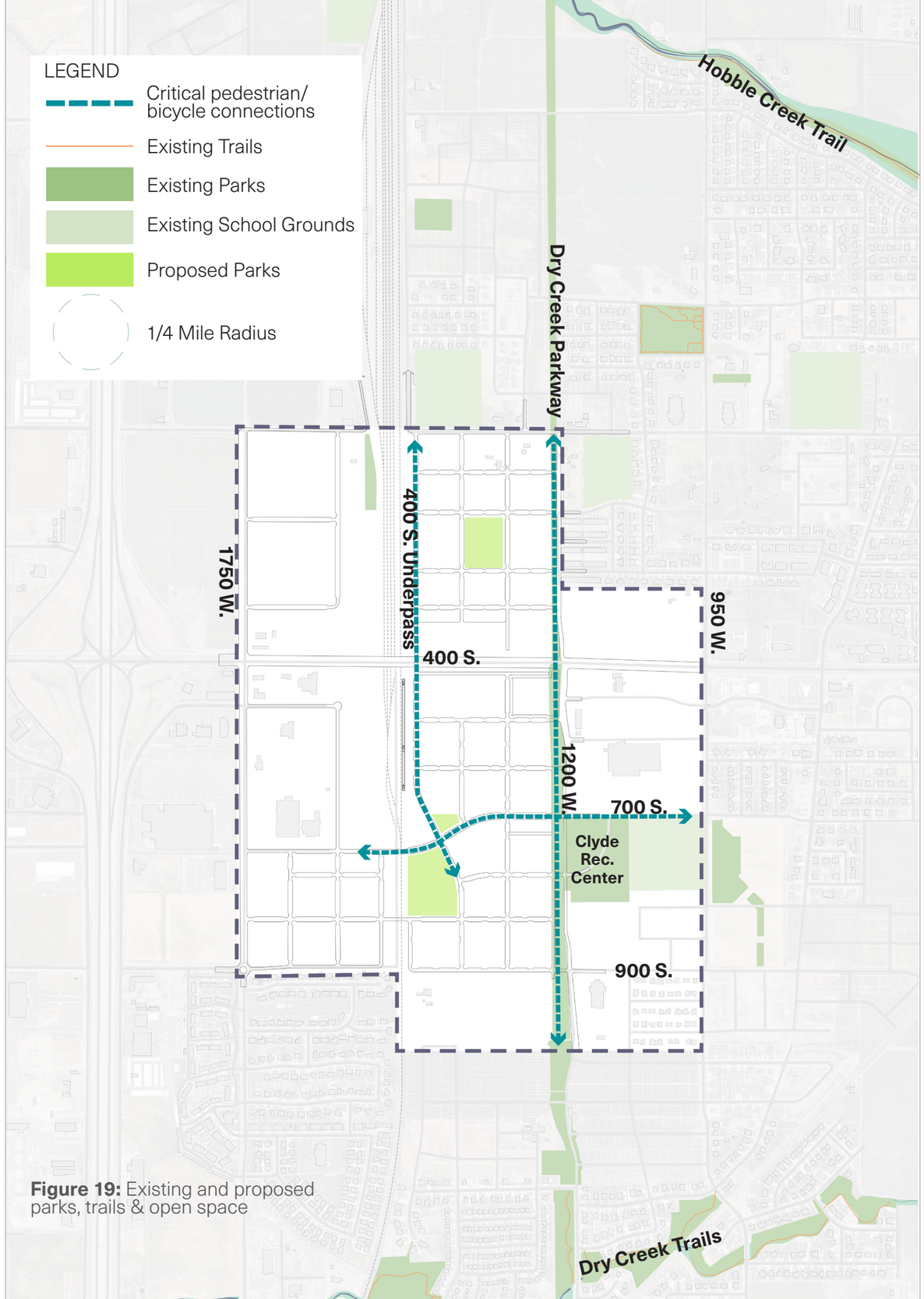


Figure 19: Existing and proposed parks, trails & open space

PROPOSED PARKS, TRAILS & OPEN SPACE

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

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



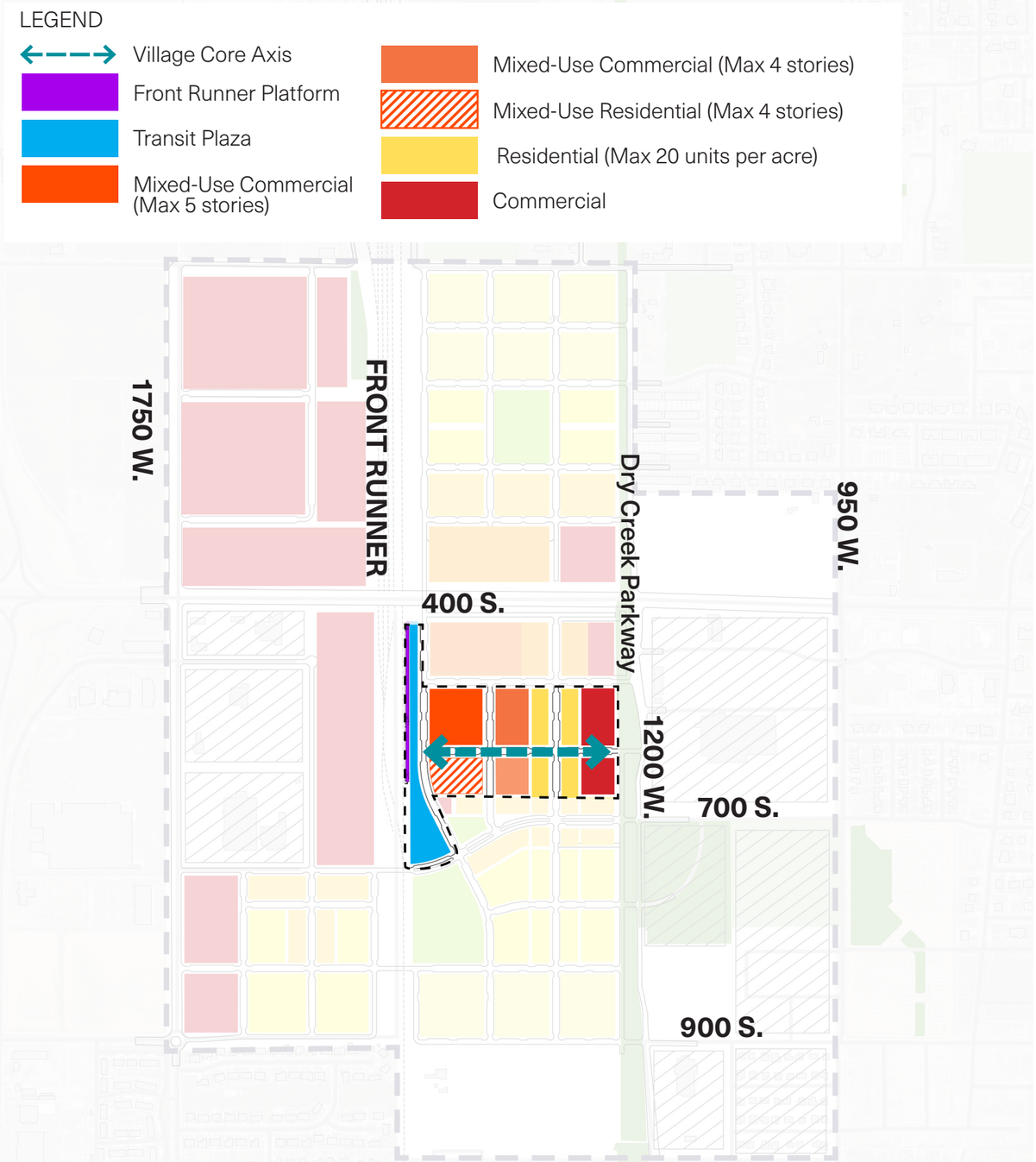


Figure 20: Village Core

PROPOSED VILLAGE CORE

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

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

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

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







STATION AREA PLAN SUMMARY

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

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

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

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

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

Zoning Implementation

Zoning to implement this plan should be responsive to the arrival of transit in the station area. While the timeline for the Frontrunner extension is uncertain, implementation of this plan may be phased with other incremental transit investments such as increased local bus service, and express bus service providing connections to the Provo Frontrunner station and other regional commuting destinations.

5-Year Implementation Plan

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

4. DESIGN STANDARDS

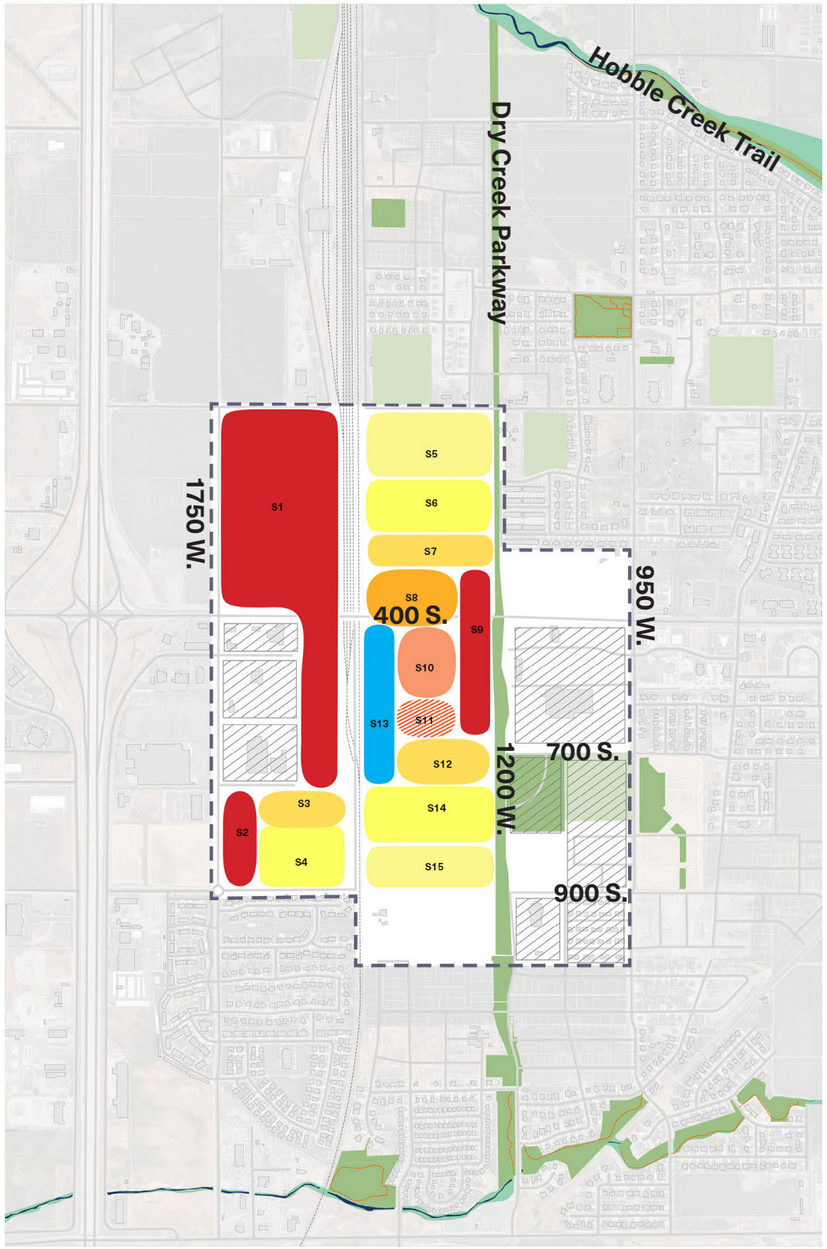


Figure 21: Land Use Overlay

WHAT ARE DESIGN STANDARDS?

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

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

HOW TO USE THESE STANDARDS

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

LAND USE CHARACTERISTICS

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

RES-10

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

RES-15

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

RES-20

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

RES-30

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

MU-RES-4

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

MU-COM-4 | MU-COM-3

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

COMM (COMMERCIAL)

- Encourage 2-3 story professional office users

PROPOSED LAND USE

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

PROPOSED LAND USE TYPE TABLE

LAND USE TYPE	Average DU/AC	Allowable Height (ft)	SF Detached	2-4 Plex	8-Plex	Cottage Comm'ty	Townhome	Stacked Flat	Condo	Apartment	Retail/ Restaurant		Office	Min Front Setback (ft)	Max Front Setback (ft)	Min/Max Lot Size (sf)	Max Lot Coverage (building)	Parking Req.[1]	Notes
RES-10	10	36	X	X		X	X							15	30	2250/8000	50%	2.0/du	Recommend mix of lot sizes to provide diversity in scale
RES-15	15	36	X	X	X	X	X	X						10	20	2250/NA	70%	2.0/du	Recommend mix of lot sizes to provide diversity in scale. Recommend Cottage Community Approach with common usable green space.
RES-20	20	30			X		X	X	X					8	8	n/a	90%	2.0/du	Recommend mix of lot sizes to provide diversity in scale
RES-30	30	52			X		X	X	X	X	X			0	0	n/a	100%	2.0/du	Recommend mix of lot sizes to provide diversity in scale
MU-RES-4	30	52		X	X		X	X	X	X	X		X	0	0	n/a	100%	2.0/du and 2.5/1000 sf	Require min. 60% active ground floor uses
MU-COM-3	n/a	42									X		X	0	0	n/a	100%	2.5/1000 sf	Require min. 60% active ground floor uses
MU-COM-4	n/a	52									X		X	0	0	n/a	100%	2.5/1000 sf	Require min. 60% active ground floor uses
COMM	n/a	35									X		X	10	20	n/a	50%	3/1000 sf	Encourage 2-story office users

1 Parking Note: Off street parking requirements should be based on local parking generation studies, consider projected non-vehicular mode share, and be responsive to the quality and frequency of transit service. In short, parking must be sufficient for the long term sustainability of the station area neighborhood.

Table 1: Proposed Land Use Type Table

* X = Allowable building type or use

Figure 22: Block Structure Map

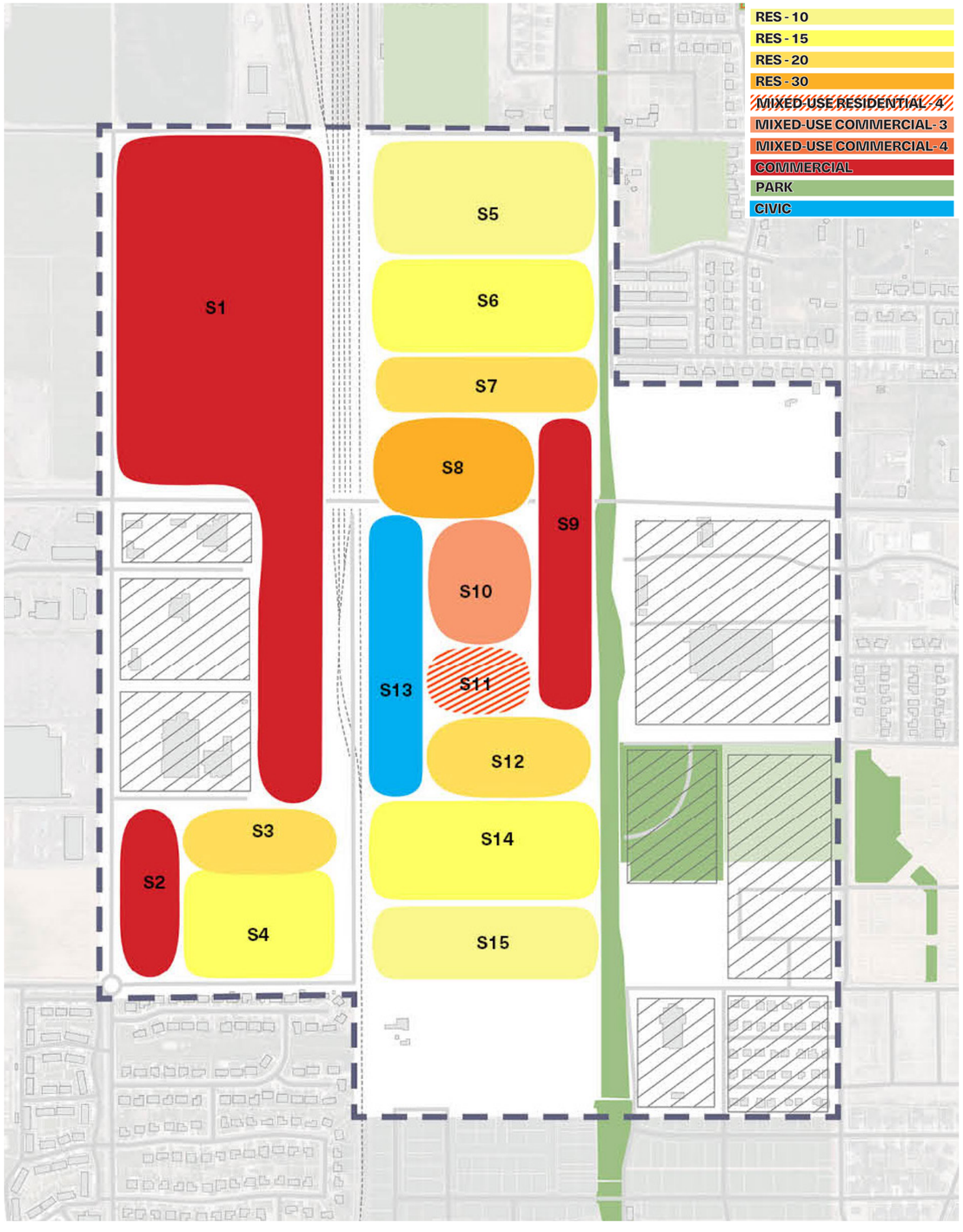


Table 3: Land Use Quantities Table

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

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

Table 2: Proposed Development Lot Coverage

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

Figure 23: Proposed Village Center Zoning District



VILLAGE CENTER ZONING DISTRICT

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

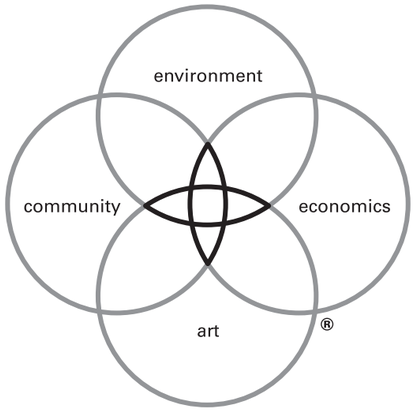
As shown in the proposed Land Use Diagram on page 42, uses in the proposed zoning area vary from residential-15, residential-20, residential-30, residential-60, mixed-use residential, mixed-use commercial and commercial.

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

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

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





DW LEGACY DESIGN®

Legacy Design is the defining element of our practice. It is our commitment to an elevated level of design inquiry to arrive at the optimal solutions for clients. The process ensures that our projects reflect the critical issues facing the built environment and that they deliver measurable benefit to clients and communities. It is the foundation of the firm's workshop culture and guides all projects.

DESIGNWORKSHOP
www.designworkshop.com

APPENDIX A

TERMS AND DEFINITIONS

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

2-4 Plex
A single building that houses multiple families in two, three, or four dwelling units. Also referred to as duplex, triplex, or four-plex.

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

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

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

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

Condo (Condominium)
A property complex comprised of individual dwelling units, each of which are owned separately.

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

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

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

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

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

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

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

Mixed-Use Commercial
A property that serves two or more commercial purposes.

Mixed-Use Residential
A property that serves both commercial and residential purposes.

Primary Facade
The primary facade of a building facing a public street.

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

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

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

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

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

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

Streetfront
The side of a building facing the street.

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

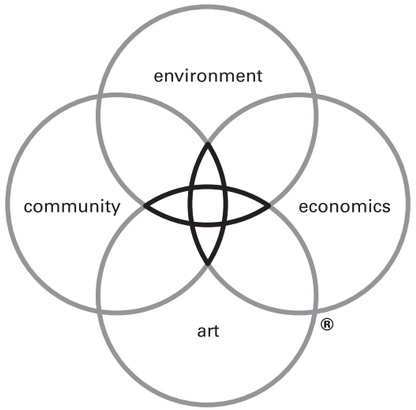
Townhome
A multi-floor home that shares one or two walls with adjacent properties and usually consists of one dwelling unit.

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

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

APPENDIX B

APPENDIX C



DW LEGACY DESIGN®

Legacy Design is the defining element of our practice. It is our commitment to an elevated level of design inquiry to arrive at the optimal solutions for clients. The process ensures that our projects reflect the critical issues facing the built environment and that they deliver measurable benefit to clients and communities. It is the foundation of the firm's workshop culture and guides all projects.

DESIGNWORKSHOP
www.designworkshop.com