



**ADOPTED MINUTES
CITY COUNCIL MEETING
October 6-7, 2026, at 4:30 p.m.
80 South Main Street
Spanish Fork, UT 84660**

Mayor and Councilmember Present:

Mike Mendenhall, Mayor
Jesse Cardon, Councilman
Kevin Oyler, Councilman

Stacy Beck, Councilwoman
Landon Tooke, Councilman
Shane Marshall, Councilman

Staff Members Present:

Jordan Hales, Finance Director
Tara Silver, City Recorder
Seth Perrins, City Manager
Tyler Jacobson, Asst. City Manager
Dave Anderson, Community Development Director

Matt Johnson, Police Chief
Bronco Hunter, Parks and Recreation Director
Cory Pierce, Public Works Director
Eddie Hales, Fire and EMS Chief
Vaughn Pickell, City Attorney

Visitors Present:**Name**

Darrin Mellor
Brayden D. Barney
Clint Muhlestein
Karen Muhlestein
Naleta Mellor
Eric Ost
Matt Stapley
Chloe Whiting
John Henderson
Dillon Muirbrook
Dean Ingram
Rebecca Marks
Carla Shade
Leah Fuhriman
Owen Young
Jacoy Baird

Name

Harley Rowbury
Heidi Rowbury
Blake Bennett
Felix Gillespie
Telyn Carter
Ella Biggs
Kevin Baadsgaard
Wayne Anderson
Scott Peterson
Travis Marks
David Isaac
Kaylee Grange
Mckinley Ryskamp
Mason Fillmore
Gabby Flores

Name

Vinn Swaidan
Zayzia Cema
Jethro Gillespie
Sawyer Hamilton
Abigail McCCasey
Taylor Kivett
Robert Clark
Dan Davis
Kim Pierce
Janet Pierce
Jackie Larson
Annabelle Nelson
Kathleen Leavitt
Savannah Harper

4:30 p.m. WORK SESSION - No formal actions are taken

Present: Mayor Mike Mendenhall, Councilwoman Stacy Beck, Councilman Jesse Cardon, Chief of Police Matt Johnson, Councilman Kevin Oyler, Vaughn Pickell, Tara Silver, Seth Perrins, Eddie Hales, Fire and EMS Chief , Jordan Hales, Bronco Hunter, Kim Hall, Tyler Jacobson, Councilman Landon Tooke, Councilman Shane Marshall, Dave Anderson, Jared Bartel, Jack Urquhart

The Mayor started the meeting at 4:37 p.m.

1.1 Communications Intern

The staff discussed a proposal to add a communications intern position to complement the existing management intern. Jack Urquhart explained the need for a communications intern with strong writing and editing skills, preferably a college student studying public administration or communications. The intern would work 40 hours per week during the summer and 15 hours per week during the school year. Responsibilities would include producing newsletters, updating the City's website, developing communication strategies, and managing community engagement programs such as Yard of the Week.

The position was budgeted between \$6,000 and \$11,000 annually, depending on whether the start date was January 1 or May 1. Recruitment was underway, with an emphasis on finding candidates who could strengthen the City's communication strategy and media presence. The position would complement the team's existing photography and video capabilities while providing additional support for seasonal events and projects. Staff expressed support for the proposal and recognized the value of expanding the City's communication capabilities.

1.2 Budget Revisions & Fee Changes started at 4:43 p.m.

Staff discussed the City's successful award of the Staffing for Adequate Fire and Emergency Response (SAFER) grant following four years of applications. The grant would provide funding for 12 additional firefighters, consisting of four firefighters per shift across three shifts. Federal funding would cover 75 percent of salaries and benefits during the first two years and 35 percent during the third year, with the City assuming full financial responsibility beginning in the fourth year. The initial funding arrangement would result in approximately two-thirds of the costs being covered by federal funds and one-third by the City. The additional firefighters would increase staffing from 13 to 19 firefighters per 48-hour shift, allowing the department to meet recommended National Fire Protection Association staffing levels and improve emergency response capabilities.

Staff reviewed the grant's hiring requirements and financial implications. The grant was awarded in October 2026, and the City would be required to onboard the additional firefighters by April 1 to maximize the funding benefits. However, discussions were underway with federal agencies to determine whether the hiring deadline could be extended to October 2027 due to operational readiness and facility limitations. The City was required to accept or reject the grant by the end of October 2026. No funding for the additional firefighters had been included in the current budget.

Staff discussed the anticipated financial impact of accepting the grant. Initial costs were projected at approximately \$300,000 during the first full year, increasing to approximately \$1.2 million annually by the fourth year as federal funding decreased. Ambulance billing revenue had increased from \$2.5 million in 2024 to \$3.4 million in 2026, representing an average annual increase of approximately \$450,000. This additional revenue could potentially cover approximately half of the anticipated firefighter costs. The City discussed setting aside \$300,000 annually to help distribute the financial impact over the next four years. Any surplus funds during the intervening years could potentially be used for one-time projects.

Staff emphasized the importance of continued discussions regarding the City's long-term financial obligations, including the possibility of future property tax increases to support ongoing public safety services. Small, incremental property tax adjustments of approximately one to two percent were suggested as a potential approach to maintaining financial stability and avoiding substantial increases in future years. The discussion also included historical financial trends showing that City revenue had increased by approximately \$600,000 annually while expenses had increased by approximately \$1.15 million. Staff recognized the need to balance the City's growth, increasing service demands, and available financial resources.

Staff discussed how the additional firefighters would affect department operations. The proposed staffing model would allow key engine and squad units to transition to full-time staffing, while certain ambulance units would continue operating with part-time personnel.

Increasing emergency call volumes and workload demands had made the existing part-time staffing model increasingly difficult to sustain. Additional full-time firefighters would improve the department's ability to respond to simultaneous emergencies and maintain adequate coverage throughout the City. Leadership emphasized that the new positions would be limited to frontline firefighters rather than additional management positions, allowing the department to maintain its existing leadership structure and operational culture.

The discussion also addressed previous leadership transitions within the Fire Department and the challenges associated with changes to a workforce that had traditionally relied heavily on part-time personnel. Eddie Hales was recognized for his efforts in stabilizing department operations and improving overall effectiveness. Although leadership presence at the station had decreased since 2022, operational stability had improved. The proposed staffing expansion would build upon the existing leadership structure while addressing increasing service demands and employee workload concerns.

Staff reviewed financing options for Fire Station 61 and the Public Works shop. The proposed bond financing totaled approximately \$60 million, with \$15 million allocated to Fire Station 61 and \$45 million allocated to the Public Works shop. Construction bids for the Public Works shop were approximately \$42 million, excluding architectural expenses and furniture, fixtures, and equipment, which were expected to bring the total project cost closer to \$45 million. Demolition and site preparation were anticipated to begin in early 2027. The City planned to coordinate the purchase and installation of furniture, fixtures, and equipment with contractors to help streamline construction and project completion.

Staff considered a 20-year direct placement loan with a 4.5 percent interest rate, compared with traditional market rates of approximately 4.8 to 4.9 percent. The proposed financing structure was expected to save approximately \$1.6 million over the loan term. The loan included a balloon payment after 10 years, which would require refinancing at that time. The City would have the option to refinance without penalty between years six and ten, with decreasing prepayment penalties during the first five years. Zions Bank would monitor market conditions and provide recommendations regarding potential refinancing opportunities. Staff expressed comfort with the financing structure and acknowledged that the anticipated savings justified the manageable refinancing risk. The financing documents would require signatures from the Mayor and one Council member.

Staff also discussed the relationship between the proposed bond financing, the SAFER grant, and future budget revisions. While the current budget did not include funding for the additional firefighters, future revisions would need to address the City's financial commitments associated with accepting the grant. Increased ambulance billing revenue could help offset some of the additional expenses, although continued financial planning would be necessary to ensure long-term sustainability. Staff emphasized the importance of reviewing revenue trends, monitoring expenditures, and maintaining transparent discussions regarding potential funding adjustments.

Staff reviewed upcoming deadlines and anticipated project schedules. The City was required to make a decision regarding acceptance of the SAFER grant by the end of October 2026. Discussions with federal agencies would continue regarding the possibility of extending the

firefighter hiring deadline to October 2027. If an extension was not approved, the City would need to consider earlier hiring and temporary accommodations within existing fire station facilities. Demolition and site preparation for the Public Works shop were anticipated to begin in early 2027, with design and bid preparations continuing. The financing documents would be finalized following the required signatures from the Mayor and one Council member.

The Mayor and City Council recognized that continued financial planning would be necessary as the City moved forward with the proposed staffing expansion and major capital projects. Future budget discussions would address the financial impact of the SAFER grant, bond obligations, increasing service demands, and projected revenue growth. The Mayor and City Council emphasized the importance of maintaining financial stability while ensuring the City could continue providing essential public safety services and completing necessary infrastructure improvements.

Councilman Tooke ▾ Moved to Adjourn the Work Session

Councilman Cardon ▾ **Seconded** and the motion **Passed**, with a roll call vote, 5:31 p.m.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Yes

Councilman Cardon ▾ Moved to go into **Closed Meeting for strategy session to discuss pending or reasonably imminent litigation in the Explorer Room.**

Councilman Oyler ▾ **Seconded** and the motion **Passed**, with a roll call vote, 5:32 p.m.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Yes

CLOSED MEETING

Councilman Cardon ▾ Moved to go out of **Closed Meeting**

Councilwoman Beck ▾ **Seconded** and the motion **Passed**, with a roll call vote, 5:48 p.m.

Kevin Oyler	Yes
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Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Yes

CITY COUNCIL

6:00 p.m. CALL TO ORDER, PLEDGE, OPENING CEREMONY:

Mayor Mike Mendenhall welcomed those attending in person and online to the Spanish Fork City Council meeting held on Tuesday, October 6, 2026, at 6:01 p.m. in the City Council Chambers. He thanked everyone for attending and expressed his appreciation for their involvement in the City. Mayor Mendenhall stated that the meeting would begin with a prayer or spiritual thought, followed by the Pledge of Allegiance. He then invited Councilman Shane Marshall to introduce the spiritual thought.

Councilman Shane Marshall thanked Mayor Mendenhall and announced that he had asked Sawyer Hamilton to provide both the spiritual thought and the prayer.

Sawyer Hamilton said the invocation and then proceeded with the inspirational thought.

Sawyer Hamilton expressed his appreciation for being back in Spanish Fork and shared that it had been over a year since he had attended a City Council meeting. He explained that he had taken a different job that required him to leave the area for a time but had since returned to work locally. He stated that he was happy to be back in Spanish Fork. Sawyer Hamilton reflected on the different experiences he had while away and how those experiences had broadened his perspective.

He explained that although people were often raised to think and act in certain ways, new experiences provided opportunities to learn, grow, and develop greater love and respect for others. He emphasized the importance of appreciating different people, perspectives, and experiences. As Spanish Fork continued to grow and change, he encouraged everyone to remain open to new ideas and new people. He acknowledged that his message was simple but hoped it would be meaningful and that everyone would have a productive meeting.

Councilman Jesse Cardon led the Pledge of Allegiance.

Mayor Mike Mendenhall introduced the next agenda item, the administration of the oath of office for the Spanish Fork Youth City Council. He expressed his appreciation for the opportunity to recognize the youth serving in these positions and invited Councilman Jesse Cardon, who served as the City Council liaison to the Youth City Council, to introduce the item.

4. YOUTH CITY COUNCIL OFFICERS OATH OF OFFICE:

Councilman Jesse Cardon invited the Youth City Council leaders to come forward and asked them to explain the purpose of the Youth City Council, the activities in which its members participated, and the responsibilities and commitments of the executive board members being sworn into office.

Heidi Rowbury explained that the Youth City Council participated in numerous service opportunities throughout the community. Members assisted with Fiesta Days, Trick or Treat on Main, Wings and Wheels, Harvest Moon Hurrah, children's fairs, and activities at the library. She noted that Trick or Treat on Main was an upcoming event in which the youth would participate. She explained that the Youth City Council held monthly meetings that included activities, presentations from speakers who were often City representatives, and opportunities to participate in mock legislative bills. She stated that the executive board members attending the meeting were responsible for planning, organizing, and conducting many of the Youth City Council's activities.

Jacoy Baird added that the Youth City Council was structured similarly to the Spanish Fork City Council, with leadership positions that mirrored those of the City's elected officials and staff.

Heidi Rowbury explained that the organization included a youth mayor, mayor pro tem, and planning commission officer. She jokingly suggested that if the Mayor and City Council members were ever unable to attend a meeting, the Youth City Council members could step in and run the City.

Councilman Kevin Oyler and other Council members responded humorously to the suggestion, expressing their support for the youth and their willingness to serve.

Councilman Jesse Cardon thanked the leaders for their explanation and invited Heidi Rowbury to introduce the Youth City Council executive board members.

Heidi Rowbury introduced the Youth City Council executive board and identified the members and their responsibilities. She introduced Mckinley Ryskamp as the youth mayor and Blake Bennett as the youth city manager. She explained that the city manager position was new to the Youth City Council that year and helped the organization stay on schedule and complete its responsibilities. She introduced Harley Rowbury as mayor pro tem and identified Taylor Tooke as the youth recorder, although she was unable to attend the meeting. She also introduced Annabelle Nelson as the planning commission officer, Leah Fuhrman and Kaylee Grange as public information officers, and Savannah Harper as the outreach officer. She identified Owen Young as the service officer and Emma Tooke as the activities committee leader, noting that neither was in attendance. Ella Biggs and Gabby Flores were introduced as members of the activities committee. Heidi Rowbury stated that approximately 72 youth were participating in the Youth City Council that year.

Councilman Kevin Oyler expressed his surprise and appreciation upon learning that 72 youth were involved in the program and commended the organization for its participation.

Councilman Jesse Cardon stated that one of the most enjoyable aspects of working with the Youth City Council was observing members debate real-life issues through their mock legislative bills. He explained that the activities encouraged youth to consider different perspectives and occasionally defend positions with which they might not personally agree or feel comfortable. He expressed his appreciation for the experience the program provided and informed Mayor Mendenhall that the executive board members were ready to take their oath of office.

Mayor Mike Mendenhall invited the Youth City Council executive board members to gather for the oath of office and photographs. He explained the process, instructed the members to raise their right hands, and asked each member to state their name before repeating the oath together. Mayor Mendenhall administered the oath, during which the members solemnly swore to serve the people of Spanish Fork City to the best of their ability and with the highest level of integrity. Following the oath, he congratulated the members and invited them to greet the Mayor, City Council, and City staff. Photographs were taken to commemorate the occasion.

Mayor Mike Mendenhall thanked the Youth City Council members and invited those in attendance to recognize them with another round of applause. He reflected on the many ways the youth contributed to the community, particularly through their involvement in service projects. He specifically mentioned the annual Valentine's Day activities, during which Youth City Council members helped prepare and distribute Valentine's materials to local schools. He explained that although the youth attended different schools, they worked together to engage their fellow students and school student councils in community service. He expressed his appreciation for their leadership, willingness to serve, and involvement in Spanish Fork. He stated that the City's future was bright because of young people like those serving on the Youth City Council.

Councilman Jesse Cardon shared an additional observation regarding Annabelle, the Youth City Council's planning commission officer. He explained that she had attended numerous City Council meetings, including meetings involving the data center discussions, and had recently emailed him to ask how she could be more involved and helpful during City Council meetings. He commended her initiative and encouraged the Council to consider opportunities for youth members to participate more actively in local government meetings. He then invited Annabelle to the microphone to share her thoughts.

Annabelle Nelson explained that she had originally understood that her position required her to attend all City Council meetings. However, she had recently learned that her responsibilities actually involved attending Planning Commission meetings rather than City Council meetings. She clarified that she would begin attending Planning Commission meetings as part of her Youth City Council responsibilities.

Councilman Jesse Cardon acknowledged the clarification and jokingly stated that his earlier suggestion could be disregarded, although he emphasized that he had followed up on Annabelle's email. He noted that she would now have opportunities to work with those involved in the Planning Commission.

Councilwoman Stacy Beck informed Annabelle that both City Council and Planning Commission meetings were available on YouTube. She suggested that Annabelle consult with her Youth City Council leaders to determine whether attending meetings in person was necessary or whether viewing the recordings would satisfy her responsibilities.

Annabelle Nelson acknowledged the suggestion and reiterated that she had been directed to attend Planning Commission meetings.

Councilman Jesse Cardon jokingly suggested that watching the recordings at double speed could help make the process more efficient.

Mayor Mike Mendenhall expressed that the City was always happy to have youth attend its meetings and thanked Annabelle for her interest and involvement. He again recognized the Youth City Council leaders and members for their service and positive contributions to the community.

Mayor Mike Mendenhall then moved to the public comment portion of the agenda. He explained that members of the public were welcome to address the Mayor and City Council with general questions or comments. He asked speakers to limit their remarks to approximately three minutes to respect everyone's time and explained that a timer was available to assist with the time limit. He clarified that the general public comment period was separate from the public hearings scheduled later on the agenda and that comments relating specifically to those public hearing items should be reserved for the appropriate hearing. Mayor Mendenhall invited anyone wishing to speak to approach the microphone and state their name for the official record, which would be maintained by City Recorder Tara Silver.

5. PUBLIC COMMENTS:

Telyn Carter addressed the Mayor and City Council and expressed concerns regarding the data center being developed in Spanish Fork, particularly its potential physical, environmental, financial, and health impacts on residents. Telyn Carter stated that data centers could generate significant noise, vibrations, and excessive lighting. Citing a USA Today article, Telyn Carter referenced a data center in Georgia that was reportedly involved in a lawsuit alleging contamination of the water sources serving four families, along with complaints of constant noise, vibrations, and excessive lighting. Telyn Carter stated that, according to comments made during a press conference by Representative Alexandria Ocasio-Cortez, affected residents had become heavily dependent on bottled water for drinking and preparing meals. Telyn Carter also expressed concern that nearby residents could experience water bill increases of approximately 33%.

Mayor Mike Mendenhall briefly interrupted to request the speaker's name for the official record. The speaker identified themselves as Telyn Carter, and Mayor Mendenhall thanked her before allowing the comments to continue.

Telyn Carter discussed concerns regarding the use of per- and polyfluoroalkyl substances (PFAS), commonly referred to as forever chemicals, and their potential connection to data center cooling systems. Telyn explained that PFAS were manufactured chemicals that resisted breaking down in the environment and living organisms. Citing information attributed to Yale, Telyn stated that PFAS contamination had been linked to various health concerns, including testicular, kidney, and liver cancers, as well as increasing rates of early-onset colon and liver cancers among younger populations. Telyn further stated that PFAS exposure had been associated with reproductive and pregnancy-related complications, including low birth weight, infertility, and pregnancy-induced hypertension. Additional health concerns identified included obesity, Type 2 diabetes, cardiovascular disease, reduced kidney function, high cholesterol, and colitis. Telyn expressed concern that potential chemical contamination could affect local food supplies, livestock, agricultural land, water resources, and the health of Spanish Fork residents.

Telyn Carter also raised concerns regarding the financial impacts of data centers on communities and utility customers. Citing information attributed to the University of Michigan, Telyn stated that data centers could increase local electricity rates by creating additional energy demand, placing strain on electrical grids, and requiring utilities to make costly infrastructure improvements. Telyn expressed concern that these expenses could ultimately be passed on to residential customers through higher utility rates. Telyn further stated that long-term power agreements secured by data centers could reduce available electricity supplies and contribute to higher costs for other consumers. Referencing an article from Futurism, Telyn discussed Henrico County, Virginia, which reportedly hosted 37 data centers and was anticipating electricity rate increases of approximately 25% by July. Telyn also stated that the energy demands associated with data centers had reportedly resulted in requests for public schools to conserve electricity, including reducing or turning off air conditioning during periods of extreme heat.

Telyn Carter expressed particular concern about the potential effects of data center development on younger generations and public education. Telyn stated that students deserved comfortable learning environments and expressed opposition to the possibility that the energy demands of data centers could take priority over the needs of schools and students. Telyn believed that a data center in Spanish Fork could negatively affect local school systems, educational opportunities, and household expenses. Telyn concluded by expressing broader concerns regarding artificial intelligence and its potential societal impacts, including the unauthorized use of creative works and reported connections to serious mental health consequences. Telyn emphasized the belief that the development and expansion of artificial intelligence and data centers could have significant negative consequences for current and future generations.

Mayor Mike Mendenhall thanked Telyn for the comments.

Mayor Mike Mendenhall addressed those in attendance before the next public comment and requested that audience members refrain from applause, clapping, negative reactions, or other expressions of approval or disapproval during the public comment period. He emphasized the importance of allowing everyone the opportunity to address their elected

officials without feeling that they were being judged or associated with one side of an issue. He stated that the purpose of public comments was to provide residents with an opportunity to speak directly to their elected representatives and asked everyone to be respectful of those sharing their concerns. He then invited the next speaker to proceed.

Felix Gillespie introduced herself and expressed strong opposition to the proposed data center in Spanish Fork. She stated that she believed the majority of Spanish Fork residents did not want a data center and emphasized that her concern was not simply about relocating the proposed facility but preventing its development altogether. Felix stated that data centers presented significant environmental risks that could negatively affect the community. She explained that although many people were familiar with the substantial water requirements associated with cooling computer servers, which she estimated could range from 300,000 to 5 million gallons per day, she believed the environmental consequences extended beyond water consumption. She identified carbon emissions, electronic waste, increased electricity consumption, and habitat loss as additional concerns.

Felix Gillespie discussed the carbon footprint associated with data center operations, explaining that many facilities relied on electrical grids powered by fossil fuels, including coal and natural gas, which contributed to carbon dioxide emissions. Citing a study attributed to East Carolina University, she stated that training artificial intelligence software alone could generate approximately 620,000 pounds of carbon dioxide, which she compared to nearly five times the lifetime emissions of an average vehicle. She further explained that the manufacturing of computer hardware and construction of large data center facilities created substantial carbon emissions. Felix stated that constructing a large data center could generate hundreds of thousands of metric tons of carbon dioxide and claimed that facilities ranging from approximately 10,000 to 1 million square feet could produce several thousand metric tons of emissions daily. She expressed particular concern about the scale of the proposed Spanish Fork facility, which she characterized as a hyperscale data center.

Felix Gillespie also raised concerns about the electronic waste generated by data centers and the electricity required to manufacture and operate their equipment. She stated that processing computer chips, manufacturing infrastructure, and operating artificial intelligence systems required significant amounts of electricity, which she believed could contribute to higher utility rates for Spanish Fork residents. Referencing research attributed to scientists at the University of California, Felix stated that training OpenAI's GPT-3 model was estimated to require approximately 128,000 megawatt-hours of electricity, which she compared to the annual electricity consumption of 120 American homes. She emphasized that this energy consumption was associated with training the software rather than its continued operation. Felix further stated that newer artificial intelligence models, including GPT-6, were projected to require even greater amounts of energy. She also claimed that asking a question through an artificial intelligence system consumed approximately five times more energy than conducting a traditional Google search.

Felix Gillespie discussed the proposed data center's potential impact on land use and future development in Spanish Fork. She stated that the proposed facility would occupy approximately 440,000 square feet of land that could otherwise be available for agricultural

operations, residential development, or future businesses. She noted that Spanish Fork had experienced considerable residential growth and expressed concern that land currently available for housing or commercial opportunities could instead be committed to data center development. She also believed that noise and pollution associated with the facility could discourage residents and businesses from locating nearby.

Felix Gillespie shared that she had lived in Spanish Fork for nearly her entire life and understood the importance of agriculture to the City's economy, history, and cultural identity. She described agriculture as a fundamental part of the community and expressed concern that continued development of data centers could diminish that heritage. Felix stated that she did not believe environmentally friendly data centers were possible and argued that the proposed development could negatively affect Utah's limited water resources, increase pollution, displace agricultural opportunities, and diminish the natural beauty of the state. She emphasized that younger generations would experience the long-term consequences of these decisions and expressed frustration that future opportunities could be sacrificed for anticipated financial benefits that she believed were uncertain. Felix concluded by reminding the Mayor and City Council that they had been elected to represent the residents of Spanish Fork and urged them to listen to the concerns being expressed. She reiterated her opposition to the development of artificial intelligence data centers in Spanish Fork and throughout Utah and thanked the Council for its time.

Taylor Kivett introduced herself and stated that she had lived in Spanish Fork for most of her life, as had multiple generations of her family. She explained that Spanish Fork residents had long valued the City's scenic views, close-knit community, and clean valley air. She expressed concern that recent changes to City policy could permanently alter those characteristics and negatively affect the community's future.

Taylor Kivett stated that she believed local government was moving too quickly to accommodate corporate interests rather than prioritizing the protection and well-being of residents. She referenced the citizen referendum application filed in response to the amendment to Title 15 of the Spanish Fork City Code and described the referendum as an effort by residents to challenge the City's decision regarding data center development. She stated that the amendment would facilitate Volition's proposed 225-megawatt artificial intelligence data center, which she described as being powered entirely by on-site natural gas generation. She expressed concern that land proposed for the facility could otherwise be used for parks, community gathering spaces, or businesses that would provide local employment opportunities. Taylor Kivett characterized the City's actions as prioritizing anticipated corporate tax revenue and developer profits over the long-term interests of the community. She further expressed her belief that amending municipal regulations to accommodate a large corporation demonstrated a willingness to change local laws for corporate development.

Taylor Kivett continued by stating that many residents viewed the proposed development as an example of accelerated growth without sufficient consideration of its long-term consequences. She expressed concern that City officials might be influenced by immediate financial benefits, including building permit fees and anticipated revenue, without fully

evaluating the potential future costs to residents. She stated that the community should not be responsible for the consequences of decisions that she believed had not been adequately evaluated. Taylor Kivett argued that the proposed project would primarily benefit corporate interests while potentially affecting Utah's air quality, public safety, and available land. She also raised concerns about the use of on-site power generation technology, which she characterized as experimental, and expressed opposition to Spanish Fork residents bearing the risks associated with its implementation.

Taylor Kivett emphasized that her concerns extended beyond artificial intelligence and reflected broader questions about growth, development, and the preservation of Spanish Fork's community identity. She stated that residents needed to establish limits on development they believed threatened the City's character and quality of life. She described the debate surrounding the data center as a larger struggle over the future of Spanish Fork and expressed opposition to exchanging clean air, public safety, and valuable community land for anticipated corporate revenue and development commitments.

Taylor Kivett referenced the filing of the citizen referendum as evidence that residents were organizing to exercise their rights and participate in decisions affecting their community. She emphasized her belief that governmental authority ultimately rested with the people rather than outside developers. She stated that residents intended to continue attending City Council meetings, gathering referendum signatures throughout Spanish Fork neighborhoods, organizing, and participating in public demonstrations until the proposed data center development was stopped. Taylor Kivett concluded by reiterating her opposition to the project and thanking the Mayor and City Council for their time.

Vinn Swaidan introduced herself and stated that she was speaking without prepared remarks to express her opposition to the proposed data center in Spanish Fork. She began by addressing the Mayor and City Council directly, expressing frustration that some Council members appeared not to be looking at the individuals providing public comments. She clarified that she did not intend to be disrespectful but felt that the lack of eye contact gave the impression that the concerns being expressed were not receiving the attention they deserved. Vinn questioned how residents could be expected to listen to and respect their elected officials if those officials appeared unwilling to give residents their full attention during the three minutes allotted for public comment.

Vinn emphasized that she and several of the other speakers were teenagers who were concerned about their futures and the long-term consequences of decisions being made by the City. She stated that young people deserved a future and had a right to clean water and a peaceful living environment. She expressed particular concern about noise pollution associated with data centers and asked the Council to imagine living in a home where a constant buzzing sound could be heard throughout the day and night. She described how persistent noise could interfere with ordinary activities, including showering, relaxing at home, and sleeping. She believed that residents should not be expected to tolerate those conditions in their own homes.

Vinn also discussed concerns about water consumption and potential contamination associated with data center operations. She expressed disbelief at the possibility that

residents could become dependent on bottled water for everyday activities, including bathing and household chores. She questioned whether the convenience of using artificial intelligence justified the potential environmental consequences, comparing the importance of having clean drinking water and sufficient water for laundry with the ability to send messages to ChatGPT. She emphasized that access to clean water and the ability to perform basic household activities should take priority over the development and operation of artificial intelligence facilities.

Vinn reiterated her opposition to the proposed data center and acknowledged that only a relatively small number of young people were present to express their concerns. However, she believed that significantly more residents would oppose the development if they were fully aware of the proposal and its potential impacts. She stated that she had heard that a meeting or vote concerning the data center had taken place on the first day of school, which she believed could have limited students' ability to attend and participate. She acknowledged that she had not independently verified that information but expressed concern about opportunities for younger residents to be involved in decisions affecting their future.

Vinn concluded by asking the Mayor and City Council to consider whether they would personally want to live near a data center or have their families exposed to the potential noise, water contamination, and chemical pollution she feared could result from the development. She questioned whether Council members would support the project if their own families were directly affected by those conditions. She also expressed concern about how future generations might view the decisions being made. Vinn urged the Council not to proceed with the proposed data center and again emphasized that she and the other young residents speaking that evening strongly opposed the project. She thanked the Mayor and City Council for their time.

Mayor Mike Mendenhall thanked Vinn for her comments and invited anyone else wishing to address the Council to come forward.

Travis Marks introduced himself as a Spanish Fork resident and explained that although he had not originally planned to speak about the proposed data center, he wanted to share his professional experience working in information technology for approximately 18 years. He stated that his career had included spending time in server rooms, although on a much smaller scale than the artificial intelligence data centers being discussed. Travis Marks explained that one of the most noticeable characteristics of server rooms was the constant noise generated by computer equipment, cooling fans, and air-handling systems. He confirmed that the concerns raised by previous speakers regarding noise were legitimate based on his personal experience. He described situations in which the equipment was so loud that it was difficult to hear someone speaking while standing directly beside them in the same room.

Travis Marks further explained that server rooms and data centers were unusual environments because they typically operated with very few people present. He stated that despite the large amount of equipment housed in these facilities, they were often empty except for a small number of maintenance personnel, who might only visit occasionally. He noted that data centers generally did not require substantial numbers of employees to

operate their equipment. He also discussed the economics of maintaining large-scale computer infrastructure, explaining that in some circumstances it was more cost-effective for operators to allow equipment to fail and remain out of service rather than immediately repair or replace it. He clarified that this was not always the case but stated that such decisions were often influenced by the economies of scale associated with operating large amounts of computer equipment.

Travis Marks expressed appreciation for the concerns shared by earlier speakers and stated that he wanted to provide additional perspective based on his professional experience. He acknowledged that data centers served a purpose and provided necessary technological functions, but emphasized that their operation also came with costs and consequences. He cautioned that the benefits these facilities provided to a community did not always match the level of return residents or local governments might anticipate. Travis Marks concluded by thanking the Mayor and City Council for the opportunity to share his observations.

Mayor Mike Mendenhall thanked Travis Marks for his comments and invited anyone else wishing to address the Council to come forward.

John Henderson introduced himself and stated that he had not originally intended to speak about the proposed data center but wanted to raise a question regarding the long-term use of the property. He clarified that he was not necessarily in favor of or opposed to the development. He expressed concern that communities sometimes adopted a "not in my backyard" mentality when considering development proposals and emphasized the importance of evaluating projects based on the greater good rather than solely on their immediate impacts.

John Henderson questioned what alternative uses might be available for the land proposed for the data center and whether those alternatives could provide greater long-term benefits to Spanish Fork. He asked what types of businesses, economic activity, or additional development might be attracted to the area as a result of a data center. He acknowledged that the facility would likely provide some employment opportunities and generate limited economic activity through employees patronizing nearby restaurants and businesses. However, he questioned what additional benefits the development would bring to the community compared to other potential commercial, industrial, or alternative uses of the property. He emphasized the importance of considering the long-term economic and community benefits associated with different land uses and asked whether the proposed data center represented the most beneficial use of the property. John Henderson concluded by stating that these were the questions he wanted the Mayor and City Council to consider and thanked them for their time.

Mayor Mike Mendenhall thanked John Henderson for his comments and invited anyone else wishing to address the Council to come forward.

Mason Fillmore introduced herself and stated that she had lived in Spanish Fork her entire life. She explained that although she had not originally planned to speak, she had attended the meeting because of the proposed data center and wanted to share her concerns. Mason Fillmore stated that, as a lifelong resident, she did not believe the community needed a data

center and questioned whether the potential benefits justified the associated costs. She expressed concern that the proposed development did not align with Spanish Fork's longstanding culture, values, and community identity. She characterized the proposal as an effort to keep up with development trends in other communities rather than a project that addressed a specific need in Spanish Fork. She emphasized that the costs associated with the facility extended beyond financial considerations, including taxes and utility expenses, and could directly affect residents living on or near the property. She believed the development would have lasting impacts on the surrounding land, environment, and community.

Mason Fillmore also raised concerns regarding the consumption of resources and the disposal of electronic equipment associated with data center operations. Referring to comments made by an earlier speaker, she stated that data center operators sometimes allowed computer servers and other equipment to deteriorate until they were no longer usable rather than continually repairing or upgrading them. She expressed concern that this practice could generate substantial amounts of electronic waste, with equipment ultimately being discarded rather than reused or repurposed. She described the potential accumulation of discarded equipment as contributing to landfills and questioned the environmental sustainability of that approach. Mason Fillmore concluded that she did not believe the proposed data center would provide meaningful long-term benefits to Spanish Fork and thanked the Mayor and City Council for their time.

Mayor Mike Mendenhall thanked Mason Fillmore for her comments and invited anyone else wishing to address the Council to come forward. After receiving no additional requests to speak, he closed the public comment period and thanked everyone who had participated.

Mayor Mendenhall acknowledged that several questions had been raised during public comments and explained that there might be opportunities to address some of those questions at a later time. He noted that additional discussions regarding the proposed data center, including potential development agreements and related matters, could appear on future City Council agendas. He indicated that those discussions might provide opportunities to address questions concerning the project. Before proceeding to Council comments, Mayor Mendenhall asked whether any Council members had questions.

Hearing none, Mayor Mike Mendenhall moved to the Council comments portion of the agenda and invited Councilwoman Stacy Beck to begin by reporting on her Council assignments, activities, and responsibilities over the previous two weeks since the last City Council meeting. He explained that the reports would continue with Councilman Shane Marshall and proceed through the remaining Council members, concluding with Councilman Kevin Oyler.

6. COUNCIL COMMENTS:

Councilwoman Stacy Beck

Councilwoman Stacy Beck began her report by sharing information provided by the Spanish Fork Library Director. She explained that although much of the information had been included in the Council's memorandum, she wanted to share the library's accomplishments

with the public. Councilwoman Beck announced that the Spanish Fork Library had received the Quality Library designation for the fourth consecutive year. She highlighted several programs and services that contributed to the recognition, including the creation of a Memory Lab to assist residents with digitizing older media formats, the development of a 3D printing lab, STEAM programming for tweens and teenagers, and outreach services provided to Tabitha's Way and multiple care facilities throughout the City. She stated that the designation reflected the dedication and accomplishments of the library staff, who continued to provide innovative programs and services to the community. Councilwoman Beck also reported that the library had participated in Governor Spencer Cox and First Lady Abby Cox's statewide readathon the previous Friday by hosting a pajama party and read-in at the library. She informed residents that the library would be closed on Monday, October 12, 2026.

Councilwoman Stacy Beck reported that she had attended the first annual Senior Gala a couple of weeks earlier and described it as an enjoyable event. She also mentioned the Wings and Wheels event and noted that the previous several weeks had been busy and filled with community activities. She anticipated that other Council members would provide additional reports regarding those events.

Councilwoman Stacy Beck then addressed concerns raised during the public comment period regarding the proposed data center, particularly the perception that Council members were not paying attention to speakers. She explained that if Council members appeared not to be looking directly at those speaking, it was likely because they were taking notes or typing comments as residents addressed the Council. She stated that she could observe what the other Council members were doing and wanted the public to understand that their comments were being heard and documented.

Councilwoman Stacy Beck further explained that the City had held three public hearings and three educational classes concerning the data center during the previous two months. She emphasized that each Council member had dedicated substantial time to studying the issues associated with the proposal, in addition to the significant amount of time City staff had invested. She encouraged residents to visit the City's YouTube channel to review the previous meetings, listen to public comments, and hear the questions and responses provided throughout the discussions.

Councilwoman Stacy Beck also encouraged residents to carefully review the amendments to Title 15 of the Spanish Fork Municipal Code that had been approved by the City Council. She explained that the proposed amendments had originally consisted of approximately one and a half pages but had expanded to nearly ten pages as additional information, requirements, and protections were incorporated. She stated that the expanded provisions addressed many of the concerns raised during public comments, including water usage, emissions, and per- and polyfluoroalkyl substances (PFAS). She emphasized that she was not dismissing the concerns expressed by residents but believed reviewing the adopted ordinance would provide a better understanding of the safeguards and regulatory requirements the Council had worked to establish. She noted that additional protections could potentially be considered as the process continued. Councilwoman Beck concluded by thanking those who had participated and encouraged residents to become familiar with the ordinance and the

information presented during previous meetings.

Mayor Mike Mendenhall thanked Councilwoman Beck for her report and invited Councilman Shane Marshall to provide his comments.

Councilman Shane Marshall

Councilman Shane Marshall expressed agreement with Councilwoman Beck's remarks and began by thanking everyone who had attended the meeting and participated in the public comment period. He acknowledged that speaking before the Mayor and City Council could be difficult, particularly when individuals were limited to three minutes to communicate their concerns. He complimented the speakers for their willingness to participate and stated that they had done a good job presenting their perspectives.

Councilman Shane Marshall reiterated Councilwoman Beck's encouragement for residents to obtain and carefully review the adopted Title 15 ordinance. He invited anyone with additional questions or concerns regarding specific provisions of the ordinance to contact the Council by email. He stated that Council members welcomed continued communication and dialogue with residents and noted that they had received and were working to respond to hundreds of emails concerning the data center, estimating that the number was somewhere between 200 and 300 or more.

Councilman Shane Marshall emphasized that the Council had worked to develop a comprehensive ordinance intended to protect residents and future generations from potential harmful effects associated with data center development. He stated that the Council believed it had done a thorough job establishing regulatory protections but remained open to identifying concerns or issues that might not have been adequately addressed. He encouraged residents to review the ordinance closely and provide feedback if they believed additional provisions or protections were necessary. He explained that receiving constructive feedback helped Council members improve their work and make better decisions on behalf of the community.

Councilman Shane Marshall concluded by stating that he had no additional Council assignment updates to report that evening and turned the discussion over to Councilman Landon Tooke.

Mayor Mike Mendenhall thanked Councilman Marshall for his comments and invited Councilman Landon Tooke to provide his report.

Councilman Landon Tooke

Councilman Landon Tooke thanked Mayor Mendenhall and welcomed everyone attending the meeting. He began his report by inviting Kathleen Leavitt, President of the Spanish Fork Salem Area Chamber of Commerce, to provide an update on upcoming events and activities within the local business community.

Kathleen Leavitt thanked the Council for the opportunity to speak and shared several

upcoming events sponsored by the Chamber of Commerce. She announced that a luncheon with the mayors would be held on Thursday, October 8, 2026, providing members of the business community an opportunity to participate in an open discussion with Spanish Fork Mayor Mike Mendenhall and the Mayor of Salem. She explained that the luncheon would be hosted by Texas Roadhouse and expressed appreciation for the restaurant's willingness to support the event. Kathleen Leavitt stated that the Chamber was looking forward to providing local business owners with an opportunity to engage directly with their community leaders.

Kathleen Leavitt announced that the Chamber's next networking luncheon would be held on Thursday, October 15, 2026, at 12:00 p.m. at the Hampton Inn. She explained that the luncheon would feature a presentation by Lemonhead Design focused on helping businesses understand how to increase their visibility and improve the likelihood of being recommended through ChatGPT. She stated that the presentation would address the technical aspects of making businesses more discoverable when individuals used artificial intelligence to search for products, services, and recommendations. She also announced that lunch for the event would be sponsored by the Spanish Fork Chick-fil-A.

Kathleen Leavitt recognized Poppies Books and Gifts as the Chamber's Business of the Month. She described the bookstore, located at 56 West 200 North in Spanish Fork, as a charming and valuable addition to the local business community. She encouraged residents who were unfamiliar with the business to visit and support it. She also noted that a video highlighting the business and its recognition was available through Spanish Fork's social media platforms.

Kathleen Leavitt provided information regarding the upcoming Trick or Treat on Main Street event, scheduled for Saturday, October 24, 2026, from 1:00 p.m. to 3:00 p.m. She explained that numerous local businesses had already registered to participate by distributing candy to children and families along Main Street. She expressed enthusiasm for the event and anticipated strong participation from businesses and residents.

Kathleen Leavitt also reported that the Spanish Fork Farmers Market would continue operating every Saturday through the end of October, with the final market scheduled for October 31, 2026. She stated that the market would be open from 8:00 a.m. to 1:00 p.m. throughout the remainder of the season. She then announced that Raising Cane's would celebrate its grand opening in Spanish Fork on November 3, 2026, at 8:45 a.m. She explained that the restaurant had planned a large celebration to mark its opening and encouraged residents to attend.

Kathleen Leavitt concluded her announcements by sharing that the Winter Lights Parade would be held on Saturday, November 28, 2026, at 6:00 p.m., the Saturday following Thanksgiving. She encouraged residents and business owners to visit the Chamber's newly launched website, spanishforksaalemchamber.com, for event details, updates, and registration information. She noted that additional information was also available through the Chamber's social media accounts. Kathleen Leavitt thanked the Mayor and City Council for allowing her to share the announcements.

Mayor Mike Mendenhall thanked Kathleen Leavitt for her report.

Councilman Landon Tooke also thanked Kathleen Leavitt and commented on the many positive developments occurring within the Spanish Fork business community. He specifically mentioned the upcoming Raising Cane's opening and expressed confidence that the restaurant would be successful, despite the number of other chicken restaurants already operating in the area. He encouraged residents who had not previously visited Raising Cane's to try the restaurant once it opened.

Councilman Landon Tooke then discussed the Chamber of Commerce's recent annual Business Summit, which had been held at the fairgrounds. He reported that Mayor Mendenhall, Councilwoman Beck, other City representatives, and numerous members of the local business community had attended. He described the event as well attended and highlighted the variety of informational booths and presentations available to participants. He specifically mentioned attending a presentation on artificial intelligence that he found particularly impressive. He encouraged individuals interested in becoming more involved with the local business community to reach out to him for information about opportunities to participate in Chamber activities.

Councilman Landon Tooke continued his report by expanding on Councilwoman Beck's earlier comments regarding the first annual FitCity Golden Gala, which had recently been held at the FitCity Center. He thanked Bronco Hunter and the staff involved in organizing and hosting the event. He described the gala as an enjoyable and successful gathering that included entertainment from a barbershop quartet and other activities designed for the City's senior population. He expressed appreciation for the effort that had gone into planning the event and stated that he looked forward to seeing how the Golden Gala would continue to develop in future years. He emphasized the importance of supporting Spanish Fork's senior community and asked Bronco Hunter to extend his appreciation to the staff members who had contributed to the event's success.

Councilman Landon Tooke concluded his report by discussing the recent Wings and Wheels event held at the Spanish Fork Airport. He stated that he continued to be impressed by the event's growth and improvement each year and described it as an enjoyable experience for the community. Bronco Hunter reported that approximately 11,250 people had attended the event that year, which he considered an impressive turnout.

Councilman Landon Tooke stated that one of the most notable aspects of the event was the level of coordination and collaboration among City departments. He specifically recognized the efforts of Parks and Recreation, airport personnel, first responders, Public Works, and other City staff who had worked together to make the event successful. He explained that organizing an event of that size required considerable planning, communication, and teamwork. He described the coordination among departments as a well-organized operation and stated that the event's success demonstrated the dedication and professionalism of City employees.

Councilman Landon Tooke expressed his appreciation to everyone involved in planning and conducting Wings and Wheels. He stated that the event was becoming one of Spanish Fork's

signature community celebrations and an important source of pride for the City. He concluded by thanking those who had contributed to its success and informed Mayor Mendenhall that he had no additional items to report.

Mayor Mike Mendenhall thanked Councilman Tooke for his report and invited Councilman Jesse Cardon to provide his Council comments.

Councilman Jesse Cardon

Councilman Jesse Cardon thanked Mayor Mendenhall and continued the discussion regarding the recent Wings and Wheels event at the Spanish Fork Airport. He described the event as an outstanding community activity that required a tremendous amount of volunteer support and coordination. He recognized the Airport Board members, who had spent much of the week preparing for and assisting with the event. He specifically mentioned Matt Taylor, who had reportedly spent the entire week at the airport helping Christian with preparations. Councilman Cardon also recognized the efforts of the Parks and Recreation Department, Public Works Department, and numerous other City employees and volunteers. He noted that members of the Youth City Council had contributed many hours of service and expressed appreciation to everyone who had dedicated their time and effort to making the event successful.

Councilman Jesse Cardon reported that attendance at Wings and Wheels had approached 12,000 people. He jokingly commented that Bronco Hunter was careful not to inflate attendance figures, but he was willing to round the number up. He highlighted the impressive variety of aircraft that participated in the event, including historic World War II aircraft. He specifically mentioned a reenactment involving a Japanese aircraft and an Allied aircraft pursuing one another, which he described as an exciting demonstration for attendees. He also noted that the event featured parachutists and other aviation activities. Councilman Cardon encouraged residents who had not attended Wings and Wheels to make plans to participate in the future. He stated that the event was traditionally held on the last Saturday in September and encouraged residents to mark their calendars. He humorously observed that no one appeared to be taking out their phones to save the date but assured everyone that reminders would be provided. After confirming with Bronco Hunter that the event was expected to remain on the same weekend, he reiterated that residents could look forward to attending again the following year.

Councilman Jesse Cardon then provided an update regarding Canyon View Park. He announced that the park had been closed to vehicle access as preparations began for the City's Festival of Lights display. He initially referred to the Winter Lights Parade but corrected himself after Bronco Hunter clarified that the preparations at Canyon View Park were for the Festival of Lights rather than the parade. Councilman Cardon asked whether volunteers were still needed to assist with preparing the display and mentioned that Emily had previously shared information seeking additional help.

Bronco Hunter confirmed that volunteers were welcome to assist with the Festival of Lights preparations. He explained that the project involved thousands of light bulbs and decorations that required attention, maintenance, and preparation before the display could open. He

noted that assistance had previously been provided through the county jail and expressed appreciation for that support. He stated that the City would welcome additional volunteers to help with the substantial amount of work involved in preparing the annual display.

Councilman Jesse Cardon encouraged residents interested in volunteering to contact the Parks and Recreation Department. He acknowledged the significant effort required to prepare the Festival of Lights and expressed appreciation for the employees and volunteers working on the project. He reiterated that Canyon View Park was closed to vehicles but asked whether residents could continue using the walking trail through the park.

Bronco Hunter confirmed that the trail remained accessible to pedestrians despite the closure of the park to vehicles. He also advised that construction activities were expected to begin in the area within the next couple of weeks and encouraged trail users to exercise caution while those activities were underway.

Councilman Jesse Cardon thanked Bronco Hunter for the clarification and concluded his report.

Mayor Mike Mendenhall thanked Councilman Cardon for his comments and invited Councilman Kevin Oyler to provide his report.

Councilman Kevin Oyler

Councilman Kevin Oyler thanked Mayor Mendenhall and stated that he did not have a lengthy report to provide. He began by expressing appreciation to everyone who had attended the City Council meeting. He noted that there were many occasions when Council meetings had only a small number of individuals in attendance and stated that he appreciated seeing residents take an interest in City government and participate in the public process.

Councilman Kevin Oyler specifically thanked those who had spoken during the public comment period regarding the proposed data center. He acknowledged their willingness to attend the meeting and share their concerns with the Mayor and City Council. He explained that the City had provided numerous opportunities for public participation and discussion concerning the data center, including City Council meetings, Planning Commission meetings, and open houses hosted by the applicant. He stated that these meetings and events collectively represented more than 30 hours of public meetings and discussions specifically related to the proposed development.

Councilman Kevin Oyler noted that much of the information presented during those meetings was available through the City's YouTube channel, allowing residents to review previous discussions, presentations, and public comments. He encouraged those interested in learning more about the proposed data center to review those recordings and become familiar with the information that had already been presented.

Councilman Kevin Oyler also acknowledged that Council members continued to receive emails from residents regarding the data center and the recently approved amendments to

Title 15 of the Spanish Fork Municipal Code. He encouraged anyone with specific questions or concerns about the ordinance to contact Council members directly by email, telephone, or text message. He also invited residents to continue attending public meetings, sharing their concerns, and asking questions. He emphasized that Council members welcomed communication from the public and wanted residents to feel comfortable reaching out regarding issues affecting the community.

Councilman Kevin Oyler concluded by thanking those in attendance once again and informed Mayor Mendenhall that he had no additional items to report.

Mayor Mike Mendenhall

Mayor Mike Mendenhall thanked Councilman Kevin Oyler for his comments and reiterated the importance of reviewing the previous public meetings and the adopted amendments to Title 15 of the Spanish Fork Municipal Code. He explained that residents who reviewed those materials would find that many of the concerns raised during the public comment period had already been discussed. He acknowledged that the discussions and provisions included in the ordinance might not address every concern to the satisfaction of all residents. However, he emphasized that nearly all of the issues mentioned during the meeting had been addressed in previous public discussions and would continue to be considered as the process moved forward. Mayor Mendenhall encouraged residents to continue communicating with Council members through email or other available channels and to provide any additional information they believed would be helpful.

Mayor Mike Mendenhall reported that he had visited Spanish Fork High School earlier that day to speak with students about finance. He humorously acknowledged that finance was not always the most exciting subject for high school students. During an exchange with students attending the meeting, he clarified that he had spoken to Ms. Allen's class. He commented that one of the most frequently discussed topics during his visit, aside from finance, had been the upcoming opening of Raising Cane's. He stated that the students appeared particularly excited about the new restaurant and thanked Kathleen Leavitt for her work with the business community. He expressed his anticipation of participating in the restaurant's ribbon-cutting celebration.

Mayor Mike Mendenhall also shared additional observations from the recent Wings and Wheels event. He mentioned that one of the highlights for Jagger had been an opportunity to sit in a military Jeep and handle a weapon under the supervision of military personnel. He clarified that the weapon had been unloaded and checked for safety. Mayor Mendenhall then complimented the event organizers on improvements to the layout and pedestrian circulation. He specifically recognized the seating arrangement near the front railing, which helped separate seated spectators from individuals walking through the area. He explained that the arrangement made it easier for attendees to identify appropriate seating areas and walking routes, improving the overall flow of pedestrian traffic. He also noted that the layout provided convenient access to the food trucks. During the discussion, he acknowledged Cory Pierce for the improvement.

Mayor Mike Mendenhall further reported that while traveling to the transfer station during

the City's fall cleanup activities, he had observed individuals gathered along surrounding roads to watch the aircraft demonstrations. He stated that the interest in the event extended beyond those attending at the airport and reflected the community's enthusiasm for Wings and Wheels. He complimented the talented individuals involved in the event and again expressed appreciation for the volunteers and City employees whose efforts made it possible.

Mayor Mike Mendenhall then discussed the City's annual employee appreciation gathering, which had taken place the previous week. He explained that the event provided an opportunity for City employees to attend with a guest and for the City to recognize their contributions and years of service. He noted that attendance had continued to grow over the years and that the gathering was now held at the tennis courts to accommodate the number of participants. He recalled that the event had been considerably smaller in previous years and estimated that more than 300 people had attended the recent gathering.

Mayor Mike Mendenhall described the employee appreciation event as a meaningful opportunity to spend time with the dedicated individuals who served Spanish Fork City. He particularly appreciated the recognition of employees reaching significant service milestones. He stated that he had been impressed by the number of service certificates displayed and the many decades of combined service they represented. He explained that recognizing employees in the presence of their spouses, guests, and coworkers made the occasion especially meaningful. He expressed appreciation for the opportunity to personally thank employees and recognize the contributions of those responsible for the City's daily operations. Mayor Mendenhall then invited City Manager Seth Perrins to provide any additional observations regarding the event.

City Manager Seth Perrins agreed with Mayor Mendenhall and stated that the employee recognition ceremony had been a humbling experience. He emphasized the exceptional dedication and loyalty demonstrated by Spanish Fork City employees. He explained that while several employees had reached their five-year service anniversaries, a significant number had also reached milestones of 10, 15, 20, 25, and even 30 years of service. He stated that this level of long-term commitment was particularly meaningful because it reflected employees' loyalty to the community and allowed the City to retain valuable institutional knowledge and professional experience. He emphasized that the expertise developed through years of service directly benefited the organization and the residents it served.

Mayor Mike Mendenhall added that residents could be confident that Spanish Fork City employees genuinely cared about their community. He explained that many employees viewed their positions as careers rather than simply jobs and had invested years in education, professional training, and practical experience to develop expertise in their respective fields. He emphasized that employees demonstrated a personal commitment to the City and its residents, noting that the longevity of employment within Spanish Fork was something he greatly appreciated. On behalf of the Mayor and City Council, he thanked City employees for their dedication and extended appreciation to their spouses and families for the support they provided. He stated that the commitment of City employees contributed directly to the City's success.

Mayor Mike Mendenhall asked whether any Council members had additional comments or

reports they had forgotten to mention. Receiving no further comments, he transitioned to staff reports and invited City Manager Seth Perrins to proceed.

7. STAFF REPORTS:

City Manager Seth Perrins stated that he had several items to report but first invited Bronco Hunter to provide any additional information regarding Wings and Wheels.

Bronco Hunter stated that the event had been thoroughly discussed but wanted to personally recognize the cooperation and support provided by the various City departments. Speaking on behalf of Parks and Recreation, he expressed appreciation for the assistance received from Public Works, Public Safety, and the Youth City Council. He explained that he had been involved with the event for many years, including when it was originally known as Trains, Planes, and Automobiles, and had witnessed significant improvements in its organization and operation. He stated that the event had developed into a well-coordinated operation capable of accommodating large crowds effectively.

Bronco Hunter clarified that attendance at the recent Wings and Wheels event had been approximately 11,250 people. He emphasized that successfully managing an event of that size while maintaining a safe environment for participants was a significant accomplishment. He credited the collaboration among City departments and volunteers for making the event successful. He also commented that Wings and Wheels provided an enjoyable opportunity for employees from different departments to work together in ways they did not always experience during their regular responsibilities.

City Manager Seth Perrins thanked Bronco Hunter and began his staff report by providing updates on several matters that had previously been discussed during City Council work sessions. He explained that he wanted to share the information during the regular meeting so that the public would also be aware of the progress being made.

City Manager Seth Perrins first discussed financing for the reconstruction of Fire Station 61. He reminded the Council that several months earlier, staff had presented financing options for the project during public work sessions. Based on the direction provided by the Council, the City had pursued bond financing and secured an interest rate of approximately 4.5 percent. He explained that the rate was particularly favorable given the direction of the bond market at the time. Although he characterized 4.5 percent as generally within the historical range of borrowing rates, and potentially toward the higher end of that range, he stated that the timing had been advantageous because interest rates increased by nearly half a percentage point within days of the City identifying and temporarily locking in its rate. He expressed satisfaction with the financing arrangement and anticipated that the transaction would be finalized within the next couple of weeks.

City Manager Seth Perrins then announced that Spanish Fork City had received a federal Staffing for Adequate Fire and Emergency Response (SAFER) grant. He explained that the grant was intended to help communities increase fire department staffing and that Spanish Fork had applied for the funding for four consecutive years as part of its ongoing efforts to transition the Fire and EMS Department from part-time to full-time staffing.

City Manager Seth Perrins reported that the City had been awarded approximately \$2 million in federal funding to be used over a three-year period. He explained that the funding would assist the City in adding four firefighter positions, which, because of the department's around-the-clock staffing requirements, translated into approximately 12 individual firefighters. He stated that the City would contribute approximately \$1 million in matching funds, allowing the department to benefit from a combined investment of approximately \$3 million over the grant period. He described the award as an exciting opportunity to strengthen fire and emergency medical services and support the City's staffing transition. He clarified that staff was still reviewing the grant's requirements and conducting due diligence to ensure the City understood the conditions associated with accepting and using the funding.

City Manager Seth Perrins next provided an update on a planning study requested by the Council following the adoption of the City's General Plan. He explained that the Council had directed staff to investigate opportunities for studying land uses in the area generally surrounding Canyon Creek Parkway and extending toward Dry Creek Parkway. The purpose of the study was to evaluate potential development opportunities and determine whether different land use designations might be appropriate within the corridor. He acknowledged that staff had encountered difficulties identifying a qualified consultant to conduct the analysis and invited Dave Anderson to explain the work completed and the challenges encountered.

Dave Anderson explained that the proposed study involved evaluating the feasibility and potential value of restricting certain properties along the Canyon Creek corridor to nonresidential uses, such as retail, office, and other commercial development. He noted that the concept had been raised during the General Plan review process and would involve considering whether properties currently designated for residential development might be more appropriately reserved for commercial uses. He stated that he had contacted several individuals and organizations to determine whether they would be interested in providing consulting services and professional guidance for the analysis. However, none of those contacted had agreed to undertake the project.

Dave Anderson explained that he had been reluctant to approach larger national consulting firms because he anticipated that their services would cost many tens of thousands of dollars. He stated that while those firms would likely be willing to conduct the study, the expense could be substantial. He also reported that he had one additional contact he intended to speak with the following day in hopes of identifying a qualified local consultant or obtaining another recommendation.

Dave Anderson asked the Council to consider how much additional effort and financial investment it believed would be appropriate for the study. He explained that his department included funding in its annual budget for consulting assistance on various projects, but the amount currently available was not sufficient to cover the anticipated cost of engaging the larger firms he had identified. He acknowledged that staff had not yet been successful in locating an appropriate consultant and apologized for the lack of progress. He stated that he did not believe an immediate decision was necessary but wanted the Council to understand

the challenges and potential costs associated with moving forward.

City Manager Seth Perrins thanked Dave Anderson for the update and clarified that he was not necessarily seeking direction from the Council that evening. Rather, he wanted to provide an update on a matter that had been identified as a priority following the General Plan's adoption. He explained that he and Dave Anderson had continued discussing the study regularly, approximately every week or two, but had not yet found an appropriate consultant. He stated that staff had hoped to engage consultants who had previously worked with the City and were familiar with the community and its planning efforts. Although those efforts had not yet been successful, he emphasized that the project had not been abandoned and that staff would continue looking for a suitable approach to completing the requested analysis.

City Manager Seth Perrins then addressed another assignment resulting from the Council's recent action on the data center amendments to Title 15. He explained that the Council had directed staff to investigate the possibility of establishing an overlay district or similar land use mechanism related to data center development. He reported that he and Dave Anderson intended to begin meeting more extensively to evaluate the concept, identify the necessary steps, and develop a preliminary timeline for bringing the matter forward.

City Manager Seth Perrins explained that staff had been occupied with several other matters arising from the previous Council meeting but intended to begin the overlay district analysis. He noted that the process involved several considerations, including public procedures and timing requirements that would need to be carefully evaluated. He anticipated providing additional information and a proposed timeline at a future Council meeting, possibly within the next two meetings.

Councilman Shane Marshall commented that although the Council wanted to move forward with studying the overlay district, there might be value in allowing additional time for the development process to unfold. He suggested that if the data center applicant began taking further steps toward development, the City could learn additional information that might be useful in evaluating the overlay concept. He also expressed his belief that the existing ordinance provided protections in the meantime.

City Manager Seth Perrins agreed that timing was an important consideration and explained that one potential step in establishing an overlay district could involve repealing the recently adopted Title 15 amendments. He stated that repealing the ordinance could affect the referendum process currently underway and potentially eliminate the subject of that referendum. He emphasized that staff wanted to be mindful of the referendum and allow the process to proceed without unnecessary interference before considering actions that could affect it.

Councilman Shane Marshall expressed concern that repealing the ordinance while the referendum process was underway could create an unfavorable public perception. He suggested that the City should avoid taking action that might appear to interfere with that process.

City Manager Seth Perrins responded that he did not necessarily believe such an action would be inappropriate, particularly because the Council had previously discussed the potential process and the steps that might be involved. However, he agreed that the City should carefully consider the circumstances and remain respectful of the ongoing public process. He stated that the current ordinance was in a good position and provided the regulatory framework the Council had intended to establish. He believed the City had sufficient time to study the overlay district and proceed in a thoughtful manner that accounted for both the planning considerations and the referendum process.

Councilwoman Stacy Beck asked to pose a question as the discussion continued.

Mayor Mike Mendenhall acknowledged Councilwoman Stacy Beck and invited her to ask her question.

Councilwoman Stacy Beck asked for clarification regarding the City's approach to future development proposals in the Canyon Creek area. She questioned whether it made sense for developers to request meetings with the City Council to present their visions for the area when the Council was still evaluating its own long-term development goals. She acknowledged that the City had recently adopted its General Plan but noted that the Council had also expressed an interest in further studying potential land uses within the corridor. She expressed concern that developers were moving forward with their own proposals while the City had not yet determined whether it wanted to pursue a different development approach. She described the situation as an uncomfortable position for the Council because it was being asked to consider development concepts before completing the additional analysis it had requested.

City Manager Seth Perrins acknowledged that the situation presented a significant challenge. He explained that City staff had met with developers interested in the corridor approximately two weeks earlier. During those discussions, the developers had expressed frustration because they wanted an opportunity to meet directly with the City Council to better understand what the Council wanted for the area. He stated that staff had explained that the recently adopted General Plan established the City's current land use direction, while the Council had also requested additional study of certain development possibilities. He suggested that a more appropriate question for developers might be whether the Council supported their specific proposals rather than asking the Council to develop a project concept for them.

City Manager Seth Perrins reported that one or two development projects within the corridor were actively seeking opportunities to appear before the Council. He explained that the developers were eager to receive clear direction regarding whether their proposals were generally acceptable or whether the Council was not yet prepared to consider them. He stated that the developers appeared frustrated because they perceived City staff as creating obstacles to their progress. He emphasized that staff was attempting to respect the direction received from the Council and communicate that direction to developers in a clear and understandable manner. He acknowledged that uncertainty surrounding the City's expectations had created legitimate confusion for those interested in developing property within the corridor.

Councilman Shane Marshall suggested that meeting with developers and reviewing their proposals could help the Council better understand what it wanted for the area. He explained that the Council might not be able to identify its preferred development approach until it had an opportunity to see specific concepts and discuss their potential impacts. He noted that because staff had experienced difficulty finding a consultant to conduct the requested study, conversations with developers might provide another avenue for gathering information and evaluating possible land uses. He acknowledged that he did not yet have a clear vision for the corridor but believed continued dialogue could help the Council develop one.

Councilwoman Stacy Beck acknowledged the explanation.

City Manager Seth Perrins then shared additional information that had recently emerged regarding transportation infrastructure and property ownership in the Canyon Creek area. He explained that land had been acquired between two railroad tracks adjacent to Interstate 15, creating the possibility of realigning a railroad track for several transportation-related purposes. He stated that the Utah Transit Authority (UTA) and the Utah Department of Transportation (UDOT) had recently indicated that the property between the railroad tracks might be considered for rail-related operations, potentially including facilities used to service and maintain trains.

City Manager Seth Perrins explained that this information had come to the City's attention approximately two or three weeks earlier and represented a significant new consideration in evaluating future development within the corridor. He noted that the possibility of locating a rail maintenance facility near properties being considered for residential development could affect whether residential uses were appropriate in that location. He questioned whether placing homes immediately across the railroad tracks from a potential UTA maintenance facility would be desirable. He acknowledged that introducing this possibility during discussions with developers could be frustrating because it created the perception that the City's expectations or development considerations were continuing to change.

Councilman Kevin Oyler asked whether UTA already owned the property needed for the potential rail maintenance facility or whether additional property acquisitions would be necessary.

City Manager Seth Perrins explained that UTA and UDOT collectively owned all or nearly all of the property located between the railroad tracks, with much of the land under UDOT ownership. He stated that the existing public ownership appeared sufficient to accommodate the type of rail-related facility being discussed.

Councilman Kevin Oyler asked for confirmation that the agencies would not need to purchase additional property to proceed with the potential facility.

City Manager Seth Perrins confirmed his understanding and emphasized that the property was owned by the state. He explained that the City's ability to regulate the use of state-owned property through municipal zoning was limited. He also noted that the property was located within Utah County rather than within Spanish Fork City limits, although he believed state ownership was the more significant consideration. He stated that the City would not have the

same authority to dictate the use of that property as it would over privately owned land within municipal boundaries.

Councilman Kevin Oyler asked how the City could obtain additional information regarding the potential rail facility.

City Manager Seth Perrins responded that staff had been working to gather more information from representatives of UTA and UDOT but had not yet received sufficiently clear details regarding the agencies' plans. He humorously recounted that a representative from one of the agencies had asked City staff to stop calling because of the number of questions being asked. He emphasized that staff was actively attempting to understand the proposed uses and their potential implications for the surrounding area.

Councilman Kevin Oyler asked whether there were other locations where UTA or UDOT currently operated similar facilities. He stated that he would be interested in visiting or reviewing an existing facility to better understand what such an operation might look like and how it could affect neighboring properties.

City Manager Seth Perrins stated that staff had not yet identified comparable facilities because its initial efforts had focused on obtaining basic information about the agencies' intentions. He anticipated that reviewing similar facilities could become part of the City's evaluation once additional details were available.

Councilman Kevin Oyler commented that understanding the nature of the potential rail facility would be an important consideration in determining how the surrounding properties should develop.

City Manager Seth Perrins also reported that there was increasing confidence that the existing rail line in the area would eventually be abandoned. However, he emphasized that no definitive timeline had been established and that funding for the anticipated changes had not yet been secured. He explained that several significant questions remained unresolved regarding the railroad, transportation improvements, and future development opportunities. He characterized these outstanding issues as additional uncertainties that would need to be addressed before the City could fully evaluate the corridor's long-term development potential.

Councilwoman Stacy Beck thanked City Manager Perrins and staff for providing the updates and additional information.

Mayor Mike Mendenhall provided geographic context for the discussion to help residents understand the area being referenced. He explained that the Canyon Creek and Dry Creek corridor was located in the northeastern portion of Spanish Fork and that additional discussions regarding development in that area were anticipated. He noted that residents traveling north from the eastern portions of Spanish Fork, Mapleton, and surrounding areas were likely familiar with the newer freeway interchange near Dry Creek.

Mayor Mike Mendenhall recalled the City's efforts to secure approximately \$240 million in

funding for the transportation improvements during a previous legislative session. He explained that the interchange and related improvements had helped traffic move more efficiently between Mapleton, eastern Spanish Fork, Springville, and Interstate 15. He stated that he wanted to provide the geographic explanation so residents could better understand the location being discussed. He jokingly referenced Councilman Shane Marshall's previous requests for maps during similar discussions.

Councilman Shane Marshall humorously responded that he had only requested a map once, and Mayor Mendenhall acknowledged that Councilman Marshall was familiar with the area.

Mayor Mike Mendenhall then asked City Manager Seth Perrins whether there were any additional staff reports. With no further items presented, he concluded the staff reports portion of the meeting and transitioned to the Spanish Fork 101 segment of the agenda. He announced that the next presentation would address the City's fall cleanup program.

8. SPANISH FORK 101:

8.1 Fall Clean-up

Cory Pierce introduced Adam Pullan from the Fleet and Garbage Services Division to provide the Spanish Fork 101 presentation regarding the City's 2026 Fall Cleanup Program.

Mayor Mike Mendenhall welcomed Adam Pullan and thanked him for providing the presentation.

Adam Pullan introduced himself as an employee of the City's Fleet and Garbage Services Division and provided an overview of the 2026 Spanish Fork Fall Cleanup Program. He explained that the program offered residents an opportunity to dispose of unwanted household items and waste while helping maintain the appearance and cleanliness of the community. He also noted that the program provided an opportunity for residents to become familiar with the City's new transfer station, which he described as a significant improvement over the previous facility. Adam Pullan reported that approximately 1,300 residents had participated in the spring cleanup program and stated that participation continued to grow.

Adam Pullan explained that the fall cleanup was being conducted at the new transfer station located near the Utah County Jail on the north end of Spanish Fork. He announced that the program was scheduled to run from October 3 through October 30, 2026, and was already underway. He described the new facility as clean, well organized, and convenient for residents. He explained that transfer station employees were available to direct residents to the appropriate disposal areas and assist them with navigating the facility.

Adam Pullan demonstrated how residents could obtain cleanup vouchers through the City's updated website. He explained that the Fall Cleanup information was prominently displayed near the top of the website and included step-by-step instructions for accessing and printing the vouchers. Residents were required to enter their utility account number and last name to obtain their vouchers. He stated that each eligible utility account could print up to three vouchers for use during the cleanup period.

Adam Pullan emphasized that residents needed to print physical copies of their vouchers before arriving at the transfer station because electronic or paperless vouchers would not be accepted. He also explained that residents could find information regarding acceptable disposal items on the transfer station's website. During the presentation, he displayed an example of the voucher and humorously acknowledged that his photograph appeared on it.

Adam Pullan explained that each voucher covered up to \$12 in waste disposal fees. Residents could use their vouchers individually for separate trips or combine multiple vouchers when disposing of larger quantities of waste. He encouraged residents to take advantage of the program and reiterated that it provided a convenient opportunity to remove unwanted materials from their homes and properties.

Councilwoman Stacy Beck complimented the Fall Cleanup Program and thanked Adam Pullan for the presentation.

Mayor Mike Mendenhall confirmed that the program was currently underway and asked whether residents could immediately print their vouchers and take them to the transfer station.

Adam Pullan confirmed that residents could access and print their vouchers and begin using them at the transfer station immediately.

Mayor Mike Mendenhall asked whether Council members had any additional questions for Adam Pullan. No further questions were raised, and Council members thanked him for the information.

Mayor Mike Mendenhall expressed appreciation for the presentation and asked whether there were any additional Spanish Fork 101 items to discuss. With no additional items presented, he moved to the consent agenda.

Mayor Mendenhall initially announced four consent items but corrected the number to three and invited Council members to ask any questions or raise concerns regarding those items. He stated that if there were no questions, he would entertain a motion to approve the consent agenda.

9. CONSENT ITEMS:

9.1 Minutes of City Council for Spanish Fork City - 09-21-2026

9.2 Creekside Developers - 1300 S REPC - Addendum 3

9.3 Franchise Agreement for Zayo Group

Hearing none, Mayor Mike Mendenhall requested a motion.

Councilwoman Beck ▾ Moved to Approve ▾ the Consent Items

Councilman Tooke ▾ **Seconded** and the motion **Passed**, with a roll call vote, 7:09 p.m.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Yes

Mayor Mike Mendenhall announced that the Consent Items were approved.

Mayor Mike Mendenhall proceeded to the public hearing regarding the Oak Village Zone Change and Preliminary Plat.

10. PUBLIC HEARING:

10.1 Ordinance for the Public Hearing on Oak Village Zone Change and Preliminary Plat

Dave Anderson introduced the Oak Village development proposal and explained that two related applications were before the City Council for consideration: a zone change and a preliminary subdivision plat. He noted that it was customary for these applications to be considered together. Dave Anderson stated that he would provide an overview of the project, including the existing zoning, proposed zoning changes, and recommendations from the Development Review Committee and Planning Commission. He explained that the applicants had prepared a detailed presentation and that, following his remarks, Matthew Stapley with Land Reserve and Eric Ost with Urban Design Associates would provide additional information regarding the proposed development.

Dave Anderson explained that the Oak Village property was located at the southwest corner of Spanish Fork Parkway and 170 South, immediately south of Maple Mountain High School. He stated that the overall project area consisted of approximately 45 acres. He reviewed the property's zoning history and explained that, in 2002, most of the property had been rezoned R-1-12 in response to a development proposal submitted by Ivory Homes. He noted that two properties occupied by existing churches had remained zoned Rural Residential and had not been included in that earlier zoning change. Dave Anderson explained that the current application provided an opportunity to address those zoning inconsistencies, even though the proposed changes to the existing church properties were not directly related to the residential development being considered.

Dave Anderson reviewed the City's existing zoning map and General Plan land use map. He explained that the entire subject property, along with the surrounding area in the southwest quadrant of the Spanish Fork Parkway intersection, was designated Low Density Residential in the General Plan. He stated that the proposed development would have a density of slightly more than three homes per acre, which staff believed was consistent with the description and intent of the Low Density Residential designation. He referred to the

applicable language in the land use element of the General Plan and explained that staff had evaluated the proposed development against those provisions.

Dave Anderson then reviewed the proposed zoning map and explained that the application involved several distinct zoning changes. He identified the central portion of the property, shown in yellow on the presentation, as the area proposed to be rezoned R-1-9 for residential development. He explained that the property immediately east of that area, which was planned for construction of a temple by The Church of Jesus Christ of Latter-day Saints, would be rezoned R-1-12. He stated that an existing church property to the south would also be rezoned R-1-12, replacing its current Rural Residential designation. Another existing church property would be rezoned R-1-9 to provide consistency with the surrounding residential zoning. Dave Anderson also identified a City-owned detention basin, shown in blue on the map, that would be designated Public Facilities, consistent with the City's typical zoning practices for publicly owned infrastructure. He emphasized that although the application involved several zoning adjustments, the General Plan designated the entire area for low-density residential uses.

Dave Anderson reviewed an illustration of the proposed Oak Village subdivision and reported that the project included 110 single-family homes. He explained that the proposed neighborhood design differed from the conventional suburban subdivision pattern typically seen in Spanish Fork. He noted that while this type of development was becoming more common in other communities, it remained less typical locally. He stated that the applicants would provide additional information regarding the layout, architectural concepts, and overall design of the proposed neighborhood.

Dave Anderson then addressed a particular street segment proposed between the future temple property and the existing church property to the south. He explained that the applicants had requested approval for this portion of the roadway to remain privately owned and maintained rather than being dedicated as a public street. He stated that the proposed private street had been the subject of considerable discussion during the development review process and at the Planning Commission meeting.

Dave Anderson explained that the primary concern regarding private ownership of the roadway was the possibility that public access could be restricted or eliminated in the future. Because the roadway would not be owned by the City and might not otherwise be subject to a public access easement, neighboring residents had questioned whether the property owners could eventually close the road. He noted that residents living south of the proposed development were particularly concerned that a future closure could redirect additional traffic through their neighborhoods.

Dave Anderson stated that the applicants had been cooperative and accommodating in working with City staff to address the concerns regarding public access. He reviewed conceptual illustrations showing the proposed street design, including parking along the north side of the roadway and improvements intended to create a pedestrian-friendly environment. He explained that the design emphasized pedestrian access and circulation while accommodating vehicle traffic and parking associated with the adjacent properties.

Dave Anderson reported that the applicants had committed to keeping the private street open for public use throughout the year, with the exception of one 24-hour period annually. He explained that, as he understood it, the annual closure was intended to prevent the public from acquiring a legal right of access through continued use of the privately owned roadway. He stated that temporary street closures for various purposes were not uncommon and believed that a single annual closure could be accommodated without creating significant impacts on surrounding neighborhoods or adjacent uses.

Dave Anderson explained that staff recommended including a note on the subdivision plat during a later stage of the development process to document the access arrangement. The proposed note would establish the expectation that the private roadway remain open for public access 364 days each year, in perpetuity. He stated that documenting this commitment on the plat would help address concerns raised by neighboring residents and provide greater assurance regarding the long-term availability of the connection.

Dave Anderson acknowledged that additional issues had been discussed during the Planning Commission's review of the project and anticipated that the applicants would address some of those matters during their presentation. He explained that he wanted to avoid duplicating information that would be covered in greater detail by the development team.

Dave Anderson reported that both the Development Review Committee and the Planning Commission had reviewed the proposed zone change and preliminary plat. He stated that both bodies had recommended approval of the applications. He reviewed the recommended motions presented to the Council, explaining that the zone change recommendation included findings and a condition of approval. He also noted that the preliminary plat recommendation included findings and conditions associated with the proposed development. He stated that the Council could return to the recommended motions and conditions following the applicants' presentation and any additional discussion.

Dave Anderson concluded by emphasizing that the Oak Village zone change and preliminary plat applications had received recommendations for approval from both the Development Review Committee and Planning Commission. He asked whether Council members had any questions regarding his overview before the applicants presented their additional information.

Mayor Mike Mendenhall invited Council members to ask Dave Anderson any questions before proceeding with the applicants' presentation. With no questions raised at that time, Mayor Mendenhall thanked Dave Anderson and invited Matthew Stapley to begin the applicant's presentation.

Eric Ost said he would be providing the presentation and apologized for the initial confusion regarding the order of presenters.

Eric Ost introduced himself as a representative of Urban Design Associates (UDA), an urban design firm based in Pittsburgh, Pennsylvania. He explained that the firm had been working on projects in Utah since approximately 2005 and had collaborated with Land Reserve on the

Oak Village development for the previous several years. He thanked the Mayor and City Council for the opportunity to present the project and expressed appreciation for the opportunity to work in Spanish Fork.

Eric Ost explained that one of the firm's primary design principles was ensuring that new developments reflected the character and identity of the communities in which they were located. He stated that when the firm worked in communities throughout the country, including Alabama, Virginia, Arizona, and Utah, it sought to create developments that felt appropriate to their surroundings rather than applying the same design approach everywhere. He compared the differences between communities to regional accents, explaining that although people might speak the same language, each community had its own distinct character. He emphasized that the design team had spent considerable time studying Spanish Fork and the surrounding area to determine an appropriate approach for Oak Village.

Eric Ost began reviewing the project's regional context and explained that the design team had drawn inspiration from both historic Spanish Fork to the west and the mountains to the east. He stated that these two defining characteristics had influenced the proposed neighborhood's layout, architecture, and open spaces. He identified State Route 6 to the south and Maple Mountain High School to the north and noted that the project was situated in a distinctive area that would include two significant civic or religious buildings. He also explained that the property's irregular shape presented design challenges and required the team to carefully consider how the development could fit into the surrounding community.

Eric Ost described the team's study of historic residential architecture in Spanish Fork. He explained that one of the most noticeable characteristics of older homes was the variety of architectural styles, shapes, and details. He observed that historic neighborhoods generally did not consist of identical homes and that automobiles and garages were less prominent in the appearance of the houses. Instead, the homes themselves, including their front porches, yards, and architectural features, formed the primary visual connection with the street. He stated that the design team wanted to incorporate those characteristics into Oak Village by emphasizing the relationship between homes and the public streetscape while providing architectural variety throughout the development.

Eric Ost reviewed an aerial image of the project site and explained that the team had worked to develop a neighborhood that would fit naturally into the surrounding area while connecting the existing churches, future temple, and nearby high school. He stated that views of the surrounding mountains were an important consideration in establishing the neighborhood's layout. He explained that the team had studied the orientation of streets and open spaces to preserve meaningful views and create visual connections throughout the development.

Eric Ost then discussed the proposed location of the temple for The Church of Jesus Christ of Latter-day Saints. He explained that the design team had evaluated several potential locations before determining that the prominent corner of the property was the most appropriate setting. He stated that the intersection provided an opportunity to establish a distinctive entrance and create a significant visual feature within the community. He

described the team's desire to incorporate a green corridor and landscaped setting that would complement the temple and provide a meaningful connection between the building and the surrounding neighborhood.

Eric Ost explained that prominent public and civic buildings in traditional American communities were often surrounded by landscaped open spaces that distinguished them from commercial buildings. He contrasted this approach with commercial properties, where buildings were frequently positioned close to sidewalks and property boundaries to maximize business visibility and usable space. He stated that temples traditionally incorporated extensive landscaping and park-like grounds, making the proposed corner location particularly appropriate. He believed that positioning the temple in that location would create a memorable and recognizable feature for Spanish Fork.

Eric Ost reported that the design team had worked with LEI to incorporate a roundabout near the temple property. He explained that the roundabout was intended to slow vehicle traffic while also identifying the intersection as a special location within the development. He then introduced Whiting Street, which would extend along the temple property and feature some of the largest homes proposed within Oak Village. He explained that the homes along Whiting Street would have a prominent relationship with the temple grounds and would incorporate a variety of architectural styles. He reviewed a rendering looking toward Maple Mountain High School that illustrated the proposed homes and their relationship to the temple property.

Eric Ost next introduced Oak Boulevard, which he described as one of the defining features of the neighborhood. He explained that the boulevard would provide a visual and physical connection across the development toward the temple. The design was intended to extend the visual prominence of the temple into the residential neighborhood, allowing residents to recognize its location from other portions of the development. He stated that the boulevard would function as a signature street and would connect the temple area with Acorn Circle Park, a smaller neighborhood park located near the opposite end of the property.

Eric Ost reviewed an aerial rendering of Oak Boulevard and explained how the street, homes, landscaping, and open spaces would work together to establish a cohesive neighborhood environment. He clarified that the renderings had been prepared before the final temple architecture was completed and therefore represented an approximation of the temple's appearance. He directed those interested in the actual temple design to the official renderings available through the Church's website.

Eric Ost presented a street-level rendering of Oak Boulevard that illustrated the relationship between the homes, front yards, sidewalks, and landscaped boulevard. He explained that the design was intended to encourage walking and provide convenient pedestrian connections throughout the neighborhood. He described Acorn Circle Park as a gathering place for nearby residents that would also provide views of the surrounding mountains. He noted that the park and boulevard had been positioned to create a long visual connection through the neighborhood toward the temple.

Eric Ost then introduced Wildflower Trail, a pedestrian-oriented corridor designed to extend

generally perpendicular to Oak Boulevard. He explained that Wildflower Trail would provide a different experience from the boulevard because it would be a landscaped, meandering pathway reserved for pedestrians rather than vehicles. He stated that the trail would contain substantial green space and would allow families and children to walk comfortably between homes, visit neighbors, and access other community amenities without encountering vehicle traffic along the trail itself. He explained that the trail would also connect residents to a park near the existing meetinghouse.

Eric Ost reviewed a rendering of Wildflower Trail showing the landscaped areas, front yards, and pedestrian connections between homes. He explained that the design team had made walkability a central consideration throughout Oak Village and wanted residents to be able to move conveniently between different portions of the neighborhood. He stated that additional pedestrian connections would extend from Wildflower Trail into the surrounding residential streets, providing multiple routes to homes, parks, and other destinations.

Eric Ost described the neighborhood streets as supporting elements of the overall design. He explained that these streets had been modeled after traditional streets found in Spanish Fork and were intended to complement Oak Boulevard and Wildflower Trail. He presented an illustration of Elm Way, showing the proposed relationship between homes, streets, landscaping, and pedestrian areas. He stated that the neighborhood streets would help establish the residential character of Oak Village while maintaining convenient connections to the development's primary streets and pedestrian corridors.

Eric Ost then presented the illustrative master plan for the entire Oak Village development. He highlighted the variety of lot sizes and configurations and explained that the layout had been designed to accommodate different types of homes while maintaining an interconnected system of open spaces. He emphasized that the parks, landscaped corridors, sidewalks, and pedestrian pathways were fundamental elements of the design rather than features added after the residential lots had been established.

Eric Ost explained that the open-space framework was intended to provide residents with convenient access to parks, green spaces, the temple, and nearby church properties. He also discussed the importance of connecting Oak Village's internal pedestrian pathways to the larger Spanish Fork trail system. He stated that the design team had carefully considered how sidewalks and neighborhood trails could connect with existing and future trails, allowing residents to walk beyond the development and access other portions of the City.

Eric Ost returned to the architectural character of the proposed homes and presented examples of historic houses in Spanish Fork that had influenced the design. He identified one home located near the meeting location and explained that its proportions and overall shape had helped inform the architectural concepts proposed for Oak Village. He also reviewed another historic home and discussed how its front porch, yard, fence, and relationship to the sidewalk had influenced the proposed streetscape. He stated that these traditional architectural features would help create a neighborhood that reflected the established character of Spanish Fork.

Eric Ost explained that the architectural concepts and design requirements would be

documented in an Oak Village pattern book. He reported that Urban Design Associates had developed more than 200 pattern books for projects throughout the United States. He stated that the Oak Village pattern book would provide builders with architectural guidelines and design tools intended to promote a variety of home styles while maintaining consistent quality throughout the development.

Eric Ost explained that the pattern book would address architectural details, building materials, and requirements intended to prevent excessive repetition of similar homes. He emphasized that the goal was to establish a high-quality neighborhood with individual architectural character rather than a development consisting of nearly identical houses. He stated that the design standards would help guide builders in creating homes that complemented one another while contributing to a cohesive neighborhood appearance.

Eric Ost reported that Oak Village would accommodate a variety of housing types and lot sizes, ranging from smaller cottage-style homes to larger homes on estate-sized lots. He explained that the range of options was intended to appeal to different homebuyers while maintaining the overall design character of the neighborhood. He stated that the proposed development density was approximately 3.03 dwelling units per acre, which he believed was consistent with the middle of the density range contemplated by the City's General Plan.

Eric Ost also reported that the average lot size throughout Oak Village would be approximately 8,500 square feet. He stated that this average was larger than the lot sizes found in some of the surrounding existing neighborhoods. He explained that the proposed combination of lot sizes, housing types, and open spaces was intended to create a neighborhood that offered variety while remaining consistent with the City's low-density residential land use designation.

Eric Ost concluded by discussing the requested zoning changes. He explained that when the design team initially evaluated the property, it determined that the existing zoning would not provide the flexibility necessary to achieve the desired combination of architectural variety, lot configurations, and high-quality open spaces. He stated that the proposed zoning adjustments were intended to allow the development to be constructed according to the master plan presented to the Council. He emphasized that the zoning request was closely connected to the neighborhood design and the team's goal of creating a distinctive, pedestrian-friendly residential community.

Eric Ost thanked the Mayor and City Council for the opportunity to present the Oak Village development and explain the design process. He expressed appreciation for the City's consideration of the proposal and offered to answer any questions regarding the project.

Mayor Mike Mendenhall invited Council members to ask Eric Ost any questions before proceeding to the public hearing for the Oak Village application. Councilman Kevin Oyler indicated that he preferred to wait until after the public hearing to ask any questions regarding the Oak Village development proposal.

Mayor Mike Mendenhall acknowledged Councilman Oyler's preference and informed Eric Ost that the Council might ask him additional questions following the public hearing. He thanked

Eric Ost for his presentation.

Eric Ost thanked the Mayor and City Council for the opportunity to present the proposed development.

Mayor Mike Mendenhall asked Matthew Stapley whether he had any additional information to present before the public hearing. With no additional comments offered, Mayor Mendenhall requested a motion to open the public hearing for Agenda Item 10.

Councilman Oyler ▾ Moved to go into a Public Hearing.

Councilman Tooke ▾ **Seconded** and the motion **Passed**, all in favor, 7:28 p.m.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Yes

Mayor Mike Mendenhall announced that the City Council was in the public hearing for Agenda Item 10.1, the Oak Village Zone Change. He explained that the hearing would follow the same procedures as the earlier public comment period. He asked individuals wishing to speak to provide their names to City Recorder Tara Silver to ensure their comments could be accurately documented in the official meeting minutes. Mayor Mendenhall advised that speakers would be allowed approximately three minutes and would be notified as they approached the time limit. He then invited members of the public to present their questions or comments regarding the proposed Oak Village zone change.

PUBLIC HEARING:

Robert Clark stated that he lived in the area adjacent to the proposed Oak Village development and that his property backed up to the field where the subdivision would be constructed. He explained that he had previously submitted written comments to the City Council and hoped Council members had an opportunity to review them. He clarified that he was not opposed to the proposed zoning changes or development but had significant concerns regarding the potential impacts on traffic circulation, roadway safety, and parking in the surrounding neighborhoods.

Robert Clark identified traffic along Spanish Fork Parkway and 100 South as his primary concern. He explained that portions of the roadway were currently limited to two lanes and that walking along those sections could be dangerous. He acknowledged that future development might eventually result in roadway improvements but questioned how the City intended to accommodate increased traffic in the meantime. He estimated that the proposed subdivision could generate an additional 200 to 300 vehicles and expressed concern that the existing roadway infrastructure might not adequately accommodate the additional traffic.

Robert Clark acknowledged that the proposed roundabout could help improve traffic circulation but noted that congestion was already a concern during the morning and afternoon hours when students were arriving at and leaving school. He stated that traffic frequently backed up during those periods and questioned how the additional vehicles associated with the development would affect those conditions.

Robert Clark also expressed concern regarding parking conditions along 100 South near Sierra Bonita, particularly in the area of the existing townhomes. He explained that residents frequently parked vehicles along both sides of the street, leaving limited room for two vehicles to pass one another. He questioned how the roadway would accommodate additional traffic if the proposed subdivision increased the number of vehicles traveling through the area.

Robert Clark raised additional concerns regarding pedestrian and child safety in the surrounding residential neighborhoods. He explained that children frequently played in the streets near his home because of the nearby green space and that he regularly drove slowly through the area to avoid potential accidents. He reported having to brake suddenly on several occasions to avoid striking children who were playing in or near the roadway. He expressed concern that additional traffic could increase the risk to children and other pedestrians.

Robert Clark also asked how on-street parking would be accommodated within the proposed Oak Village subdivision. He questioned whether residents would be permitted to park along the streets or whether designated parking areas would be provided elsewhere. He explained that in his experience, some residents did not consistently use their garages or driveways for vehicle parking, resulting in multiple vehicles being parked along residential streets. He expressed concern that similar parking patterns within the proposed subdivision could create additional congestion and safety issues.

Robert Clark concluded by reiterating that he had provided additional concerns in his written comments and did not intend to repeat all of them during the hearing. He emphasized that traffic circulation, roadway capacity, pedestrian safety, and residential parking were his principal concerns regarding the proposed development. He thanked the Mayor and City Council for the opportunity to comment.

Mayor Mike Mendenhall thanked Robert Clark for his comments.

Kim Pierce stated that he had been responsible for annexing the subject property into Spanish Fork City approximately 37 years earlier. He explained that he had always anticipated the property would eventually be developed and clarified that he was not opposed to development. However, he strongly opposed changing the existing R-1-12 zoning to allow smaller residential lots and additional homes. He stated that retaining the original zoning would result in fewer homes and less traffic, which he believed was particularly important given the existing roadway conditions in the area.

Kim Pierce agreed with the concerns expressed by Robert Clark regarding traffic and parking along 100 South. He explained that he lived along the roadway and believed that traffic

conditions had become increasingly dangerous, particularly near the existing townhome development. He stated that vehicles parked along the street created congestion and reduced visibility, increasing the potential for accidents involving pedestrians and children. He expressed particular concern about the possibility of a child entering the roadway unexpectedly and being struck by a vehicle. He believed that the City needed to address the existing parking problems before allowing additional residential density in the area.

Kim Pierce stated that adding 110 homes to the proposed development, particularly if residents were permitted to park along the streets, would worsen the existing conditions. He expressed his belief that parking restrictions associated with the townhome development should have been enforced from the beginning and suggested that enforcement of the original fencing requirements could have prevented some of the existing on-street parking problems.

Kim Pierce discussed the history of residential development in the surrounding area. He recalled that when Ivory Homes proposed development across from his property, neighboring residents had supported the project because it was originally intended to comply with R-1-12 zoning. He stated that economic conditions had subsequently changed and that smaller homes had been permitted instead. He expressed frustration that the original zoning expectations had not been maintained and emphasized that he believed the Oak Village property should remain zoned R-1-12.

Kim Pierce acknowledged that the applicant had presented an attractive development concept but questioned whether the completed neighborhood would resemble the landscaped and carefully designed renderings shown during the presentation. He characterized the illustrations as an idealized vision and expressed concern that the actual development would experience the same parking and traffic difficulties as nearby neighborhoods. He stated that he had lived in the area for approximately 36 years and still owned seven acres of property that he intended to retain. He emphasized that existing residents already enjoyed mountain views and the character of the area and did not believe additional density was necessary to create an attractive neighborhood.

Kim Pierce also questioned the financial motivation for the proposed zoning change. He estimated that rezoning the property from R-1-12 to R-1-9 would allow approximately 23 additional homes and suggested that those additional lots could generate approximately \$4.5 million in additional revenue for the developer at current property prices. He emphasized that these figures were his estimates and expressed concern that the financial benefits of increased density were being prioritized over the impacts on existing residents.

Kim Pierce concluded by urging the City Council to retain the R-1-12 zoning and allow the property to develop under the existing standards. He reiterated that he understood development would occur but believed that smaller lots and increased residential density would create unnecessary traffic and parking problems. He questioned where the additional vehicles associated with the development would be parked and asked that the Council carefully consider those impacts before approving the requested zone change.

Mayor Mike Mendenhall thanked Kim Pierce for his comments and invited additional

members of the public to speak.

Travis Marks introduced himself and stated that he also lived in the neighborhood surrounding the proposed Oak Village development. He expressed appreciation that the proposed development appeared to be generally consistent with the character of the existing neighborhoods. He noted that some previous developments had not maintained lot sizes comparable to surrounding properties and appreciated the applicant's efforts to consider the neighborhood's existing character.

Travis Marks stated that although he appreciated aspects of the proposed design, he shared the concerns raised by previous speakers regarding traffic and parking. He identified the existing townhome development immediately west of the proposed project as an example of the parking problems experienced in the area. He explained that vehicles were frequently parked along 100 South and throughout the nearby neighborhood. He also reported that vehicles were regularly parked in the adjacent Spanish Fork park and green space, including during overnight hours when parking was not permitted. He stated that these conditions had become an ongoing concern for nearby residents.

Travis Marks emphasized that traffic associated with Maple Mountain High School was already a significant issue and that additional residential development could place further demands on the surrounding roadways. He expressed support for the proposed roundabout at 100 South and Spanish Fork Parkway and suggested that improvements at the intersection near 130 North should also be considered. He believed that roundabouts at these locations were overdue and could help improve traffic circulation.

Travis Marks concluded with a specific request regarding the timing of future road construction. He asked that if Spanish Fork Parkway needed to be closed to construct the proposed roundabouts, the City scheduled those closures when school was not in session. He explained that avoiding construction-related road closures during the school year would significantly reduce inconvenience and traffic congestion for students, parents, and surrounding residents. He thanked the Council for considering his comments.

Brayden Barney introduced himself as a student at Maple Mountain High School and stated that he supported the proposed Oak Village development. He believed the project would be a positive addition to the community and provide an attractive place for residents to live. However, he expressed concerns regarding existing traffic conditions near the high school and encouraged the City to use the development as an opportunity to improve the surrounding transportation infrastructure.

Braden Barney explained that he and other Maple Mountain High School students experienced substantial traffic congestion when leaving school each afternoon. He reported that on a typical school day, it took approximately 10 to 15 minutes to exit the school's south parking lot and travel beyond the stop sign at 100 South and Spanish Fork Parkway. He humorously acknowledged that waiting in traffic might help students develop patience but emphasized that the delays were frustrating and represented a significant amount of time spent attempting to leave the school.

Braden Barney identified the south parking lot exit as one of the primary causes of congestion. He explained that many students attempted to turn left onto 100 South, but a steady stream of approaching vehicles made it difficult to complete the turn. He stated that the resulting backups affected students attempting to leave the parking lot and reported that several vehicle accidents had occurred in connection with the left-turn movement during the previous three years.

Braden Barney suggested that the City consider installing a roundabout near the intersection of Whiting Street and the south parking lot entrance. He believed that a roundabout at that location could help students exit the parking lot more efficiently, reduce delays, and improve traffic safety. He also explained that congestion at the existing stop sign on 100 South frequently extended beyond both school parking lot exits. Although he believed the proposed roundabout at Spanish Fork Parkway would improve conditions, he did not think it would completely resolve the traffic problems.

Braden Barney recommended evaluating additional roadway capacity along 100 South to accommodate more vehicles and reduce the length of traffic backups. He also suggested that the City consider modifying the roundabout at 130 South and Spanish Fork Parkway, either by replacing it with a traffic signal or expanding it to a two-lane roundabout. He believed those improvements could make it easier for vehicles to enter and exit the area. He thanked the Council for its time and consideration of his suggestions.

Mayor Mike Mendenhall also thanked Braden Barney and expressed support for Maple Mountain High School by saying, "Go Eagles."

Rebecca Marks introduced herself and thanked the Mayor and City Council for their service to the community. She acknowledged the difficulty of listening to differing public opinions and expressed appreciation for the time Council members devoted to their responsibilities. She explained that she was Travis Marks's wife and shared many of the traffic concerns previously discussed. Rather than repeating those comments, she chose to address the potential impact of additional outdoor lighting and light pollution associated with the proposed development.

Rebecca Marks expressed concern that continued development throughout Spanish Fork was diminishing residents' ability to enjoy the night sky. She described the surrounding mountains as one of the community's most beautiful features but stated that increasing artificial lighting had made it difficult to see the stars. She explained that she was originally from Wyoming, where expansive views of the night sky were common, and that preserving those views was personally important to her.

Rebecca Marks described the impact of lighting from the nearby high school football stadium on her property. She stated that changes to the stadium lighting approximately two years earlier had resulted in additional light shining into her backyard and had significantly reduced her enjoyment of her outdoor living space. She expressed concern that additional development could create similar impacts for surrounding homeowners.

Rebecca Marks stated that she was excited about the religious significance of the proposed temple for The Church of Jesus Christ of Latter-day Saints. However, she questioned how

lighting associated with the large building and its surrounding grounds might affect nearby residences during nighttime hours. She encouraged the developer and City Council to consider the cumulative effects of lighting from the temple, residential streets, and other improvements within the development.

Rebecca Marks suggested incorporating dark-sky lighting principles into the design of Oak Village. She explained that examples of dark-sky development existed throughout the country and encouraged the use of streetlights and other outdoor lighting fixtures designed to minimize unnecessary illumination of the night sky. She believed that thoughtful lighting design could help preserve views of the stars without requiring substantial changes to project costs or overall design. She encouraged the City to consider light pollution more broadly as development continued and thanked the Council for the opportunity to comment.

Janet Pierce introduced herself as a fifth-generation Spanish Fork resident who had lived in the area for many years. She acknowledged that growth and development were inevitable but expressed concern about the increased residential density proposed for Oak Village. She stated that she believed the existing R-1-12 zoning should be maintained to preserve the character of the neighborhood and reduce potential traffic and parking impacts.

Janet Pierce discussed the planning efforts that had previously been undertaken for the area. She explained that considerable time and money had been invested in developing the original plans and zoning expectations. She questioned the value of hiring planning professionals and preparing long-term development plans if their recommendations were subsequently changed or disregarded. She acknowledged that conditions and community needs could change over time but believed that the original planning principles remained important.

Janet Pierce expressed concern regarding the proposed lot widths and the ability of future homeowners to accommodate their vehicles. She referred to lots with approximately 55-foot and 65-foot frontages and questioned whether those properties would provide sufficient space for parking. She stated that even larger lots with approximately 85 feet of frontage might accommodate only a two-car garage, leaving additional household vehicles to be parked along the streets. She believed that increased on-street parking would contribute to congestion and detract from the appearance of the neighborhood.

Janet Pierce questioned whether the landscaping and tree-lined streets shown in the applicant's presentation would achieve the intended visual effect if numerous vehicles were parked along the roadways. She recalled that property owners in the area had previously been encouraged to plant trees and provide landscaping to beautify the community. She expressed concern that the appearance of parked vehicles could overshadow those improvements and reduce the neighborhood's visual appeal.

Janet Pierce also expressed concern about the combined traffic impacts of the proposed residential development and the future temple. She stated that the temple would attract additional visitors traveling to and from the area and that the traffic generated by those visitors would be added to the traffic associated with the proposed homes. She believed that maintaining R-1-12 zoning would help limit the number of residences and reduce some of

those impacts.

Janet Pierce questioned whether the architectural examples presented by the applicant accurately reflected the types of homes that would ultimately be constructed. She acknowledged the attractiveness of the historic homes shown during the presentation but noted that many of those homes had been built decades earlier. She expressed skepticism about suggestions that larger homes or lots would be difficult to sell because of affordability concerns. She referenced residential neighborhoods in Mapleton where larger homes were being constructed and sold and suggested that a similar approach could be successful in Spanish Fork.

Janet Pierce reiterated that she wanted the Oak Village property to develop into an attractive neighborhood but believed that larger lots and lower density would better accomplish that goal. She acknowledged the proposed green spaces but questioned whether they would adequately address the traffic and parking issues that could result from the development.

Janet Pierce also described the difficulties residents currently experienced when attempting to walk or ride bicycles along nearby streets. She stated that traffic and roadway conditions made it difficult to safely access existing bicycle trails and that those conditions had worsened over time. She emphasized that she had chosen to live in the area because of its peaceful surroundings, natural beauty, and mountain views and did not want to leave her home because of increasing congestion or changes to the neighborhood's character.

Janet Pierce concluded by asking the Council to consider preserving the qualities that made the area desirable to existing residents. She expressed her hope that future development would complement the natural beauty of Spanish Fork and provide an attractive environment for both current and future residents.

Mayor Mike Mendenhall thanked Janet Pierce for her comments.

Carla Shade requested that the development map be displayed so she could identify the specific areas she wished to address. Mayor Mike Mendenhall asked whether an aerial image of the development site would be helpful, and Carla Shade indicated that it would. She introduced herself and stated that she lived approximately four houses south of the proposed development on 280 South. She explained that she had two primary concerns regarding the proposal: the preservation of existing pedestrian and bicycle connections and the requested change from R-1-12 to R-1-9 zoning.

Carla Shade first addressed the concept of desired paths, explaining that the existing park adjacent to the stake center provided an important pedestrian connection for surrounding residents. Referring to the development map, she identified the park along the west side of the stake center and the southern portion of the park where three residential lots were proposed. She explained that residents had used this area for more than a decade as a walking route to the stake center and Maple Mountain High School. She also noted that an existing bicycle path extended along the west side of the park but terminated at 280 South.

Carla Shade expressed concern that the proposed development would eliminate the

established pedestrian route and require residents to use neighborhood streets or a less direct pathway. She acknowledged that the applicant's presentation included a proposed pedestrian connection but questioned whether its configuration would adequately serve existing residents. She described the proposed route as winding between houses and through the park rather than providing a straightforward connection. She believed that the indirect alignment would be less convenient for pedestrians and bicyclists and would not reflect the routes residents naturally preferred to use.

Carla Shade requested that the developer consider eliminating the three proposed residential lots along the southern portion of the park and extending the park to 280 South. She explained that this adjustment would preserve the existing pedestrian connection and provide a more direct route for residents traveling to the stake center and high school. She stated that her preferred alternative would be to extend the park and pedestrian connection all the way to Rio Grande, allowing the existing bicycle path to connect directly with the pathway through the park.

Carla Shade recalled participating in the inaugural Spanish Fork University program with several City Council members. She stated that during the program, the Parks and Recreation Director at the time had emphasized the importance of connecting different areas of the City through bicycle and pedestrian pathways. She believed that preserving a direct, continuous route through the proposed development would be consistent with that objective. She expressed concern that requiring pedestrians and bicyclists, particularly children, to travel along surface streets would expose them to unnecessary traffic hazards. She emphasized that a direct pathway would improve safety and maintain convenient access to the stake center, nearby schools, and existing public green space.

Carla Shade also distinguished between the proposed landscaped grounds surrounding the future temple and public recreational open space. She acknowledged that the temple landscaping would be attractive but stated that it should not be considered equivalent to public park space available for neighborhood recreation and pedestrian connections.

Carla Shade then addressed her second concern regarding the proposed rezoning from R-1-12 to R-1-9. She recalled that Ivory Homes had previously proposed a residential development on the property that she believed included approximately 80 homes under the existing R-1-12 zoning. She noted that the earlier proposal had not included the temple on the site. She contrasted that proposal with the current plan for approximately 110 homes and expressed concern about the increase in residential density despite the additional land being allocated for the temple. She requested that the City retain the R-1-12 zoning, which she believed was more consistent with the surrounding residential neighborhoods.

Carla Shade agreed with previous speakers that traffic congestion was already a significant concern in the area, particularly during certain times of the day. She identified the nearby elementary school, Maple Mountain High School, two stake centers, and the future temple as facilities that would contribute to traffic throughout the day. She stated that although she generally supported roundabouts as a traffic management tool, she questioned whether the proposed roundabout would adequately address the combined traffic generated by the schools, religious facilities, and additional residences.

Carla Shade expressed concern that increased traffic along 100 South and Spanish Fork Parkway would make entering and exiting the proposed subdivision more difficult. She also identified existing parking problems along 100 South near the baseball fields. She explained that during baseball games, vehicles frequently parked along both sides of the roadway, reducing the available travel space and making it difficult for two vehicles to safely pass one another. She believed that additional traffic associated with Oak Village would further complicate those conditions.

Carla Shade explained that her family had specifically chosen to live in the neighborhood because they could safely walk to school and church. She expressed concern that the proposed increase in residential density, combined with traffic associated with the future temple and the potential loss of established pedestrian connections, would diminish that benefit. She emphasized that a development without direct pedestrian and bicycle pathways and usable green space that reflected existing travel patterns would result in a neighborhood that was less walkable, less safe, and less desirable. She encouraged the City Council and developer to consider the needs of existing residents when evaluating the proposed zoning and subdivision layout. She thanked the Council for the opportunity to provide her comments.

Councilman Shane Marshall thanked Carla Shade for her comments.

Mayor Mike Mendenhall asked whether anyone else wished to speak during the public hearing for Agenda Item 10.1. With no additional speakers coming forward, he requested a motion to close the public hearing.

Councilwoman Beck ▾ Moved to go out of a Public Hearing

Councilman Cardon ▾ **Seconded** and the motion **Passed**, all in favor, 7:48 p.m.

Kevin Oyler	Yes on
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Yes

Mayor Mike Mendenhall announced that the public hearing had concluded and returned the discussion to the City Council. He noted that several questions and concerns had been raised during public testimony and invited Council members to discuss those issues or direct questions to the applicant.

Councilwoman Stacy Beck stated that she had received emails from residents who were unable to attend the meeting and wanted to include their concerns in the discussion. She explained that Nora Newmiller had expressed concerns regarding traffic and the proposed placement of residential lots 208 and 209. Nora Newmiller believed those lots should not be developed as residential properties. Councilwoman Beck asked whether those were the same lots identified during the public hearing as potentially interfering with the existing pedestrian

connection. Kim Pierce confirmed that they were in the same area.

Councilwoman Stacy Beck stated that another concern raised in the correspondence involved the availability of neighborhood parks. She asked staff to explain the City's park service standards and whether the surrounding neighborhood had adequate access to public park facilities. She specifically questioned whether existing facilities near Maple Mountain High School and Sierra Bonita satisfied the City's park planning expectations.

Bronco Hunter explained that the City's park planning standard generally contemplated access to a park within approximately one-half mile or a 10-minute walk. In response to questions about existing facilities, he identified Railside Park as a nearby park area but clarified that it primarily consisted of grass and did not contain recreational amenities. He acknowledged that not every home in the surrounding neighborhood was located within a 10-minute walk of an adequately developed park.

Councilman Kevin Oyler noted that a small park was located southwest of the proposed development. Bronco Hunter confirmed the existence of the park but reiterated that it lacked recreational amenities.

Councilman Jesse Cardon referenced the park discussed earlier during public comments where residents had reported vehicles parking overnight.

Councilwoman Beck explained that the resident who had contacted her wanted the City to consider providing a larger neighborhood park, potentially by using a portion of the Oak Village property for additional park space rather than developing all of the proposed residential lots.

Mayor Mike Mendenhall asked whether the request for additional park space had come from someone living in the existing neighborhood, and Councilwoman Beck confirmed that it had. Mayor Mendenhall observed that the request involved constructing a new park on property that was currently undeveloped farmland. He also identified Sierra Park, located north of Sierra Bonita, as an existing neighborhood park with substantial recreational space. He recalled that when he lived in the area, residents from the surrounding neighborhoods frequently used Sierra Park and its playground.

Councilman Jesse Cardon stated that he had exchanged emails with Nora Newmiller regarding the availability of neighborhood parks. He explained that one of her concerns was that residents did not have access to a park within the City's preferred walking distance. He reported that he and Bronco Hunter had discussed the issue extensively throughout the day. He acknowledged that Railside Park provided green space south of the development but emphasized that it did not contain recreational amenities and primarily functioned as an open grass area.

Councilman Jesse Cardon disclosed that he lived on Rio Grande and that his front door faced the street and area being discussed. He explained that he was personally familiar with the neighborhood and had participated in numerous conversations with residents regarding the proposed development. He indicated that he had several questions he intended to raise as

the Council continued reviewing the application.

Councilwoman Stacy Beck stated that she also wanted to convey a concern submitted by Ruth Tweed. She explained that Ruth Tweed had asked whether the proposed green spaces within Oak Village would be accessible to the general public. Councilwoman Beck indicated that she had assumed the spaces would be publicly accessible but wanted to raise the question for clarification. She thanked the Council for allowing her to present the residents' concerns.

Mayor Mike Mendenhall thanked Councilwoman Beck for sharing the correspondence and concerns from residents who were unable to attend.

Councilman Jesse Cardon requested that the Council discuss the proposed parks and trail system before moving to other issues. He asked that the development's illustrative plan be displayed so the Council could examine the proposed green spaces and pedestrian connections. Referring to the plan, he identified two green spaces near the southern portion of the property, an additional landscaped corridor extending through the development, and the proposed trail system. He asked whether the parks and green spaces would be owned and maintained by the homeowners association and whether their use would therefore be associated with the HOA rather than the City.

Matt Stapley introduced himself as a representative of Land Reserve and confirmed that the proposed neighborhood parks and green spaces would be owned and maintained by the homeowners association.

Councilman Jesse Cardon stated that the ownership arrangement related directly to concerns raised by Carla Shade during the public hearing. He referred to the existing stormwater facility west of the stake center and asked staff to clarify whether it was a retention or detention basin. Bronco Hunter identified it as a detention basin.

Councilman Jesse Cardon explained that an existing walking trail extended along the west side of the detention basin and connected to an informal pedestrian route through the park. He described the route as a naturally established trail that included a small bridge crossing an irrigation ditch. He stated that his family regularly used the pathway during Sunday walks and that other neighborhood residents used it to access the stake center and surrounding areas. He questioned whether the proposed development would preserve that connection, particularly if portions of the trail were located on privately owned HOA property.

Councilman Jesse Cardon asked whether the City should be comfortable relying on a privately owned trail that connected into the detention basin and served as an established pedestrian route for surrounding residents. The discussion included a lighthearted question about whether the applicant intended to close or fence off the trail and prevent Councilman Cardon and his family from using it to walk to church.

Eric Ost clarified that the applicant did not intend to close the trail or prevent residents from using it. He explained that portions of the trail extending through the neighborhood park would technically be owned by the homeowners association, while other portions would be

dedicated to the City.

Matt Stapley further explained that the proposed trail connections would become part of the City's overall trail master plan. He stated that the existing trail along the west side of the detention basin would continue along the park and connect with the trail system near Rio Grande. He emphasized that the development was intended to connect with the larger network of trails throughout Spanish Fork rather than function as an isolated neighborhood.

Matt Stapley explained that the trail alignment had been intentionally designed to bring pedestrians and bicyclists into landscaped open spaces rather than routing them between the rear property lines of adjacent homes. He stated that trails located between backyard fences could feel isolated and unsafe and were often less appealing to users. By placing the trail within visible green spaces, the design would provide natural observation from surrounding homes and create a more comfortable environment for pedestrians and bicyclists. He added that the proposed alignment would provide views through the landscaped corridor toward the temple rather than views of fences and backyards. He emphasized that these considerations had influenced the proposed trail layout.

Councilman Jesse Cardon asked whether the applicant would consider modifying the placement of the pedestrian connection near lot 208. He explained that he was not necessarily requesting the removal of the lot but wondered whether the proposed green-space corridor could be shifted west to better align with the existing trail and the pedestrian route used by residents. He stated that the suggested adjustment was intended to address Carla Shade's concern about maintaining a convenient and direct route to the stake center.

Matt Stapley indicated that he did not fully understand the proposed adjustment and asked Councilman Cardon to explain it using the displayed plan.

Councilman Jesse Cardon identified lot 208 on the plan and pointed to the common area located between the proposed residential lots. He explained that shifting the pedestrian corridor farther west, closer to the existing homes, could provide a more direct connection to the established trail. He referenced the location indicated by the presentation pointer and explained that the change could better align the new pedestrian connection with the existing pathway.

Matt Stapley responded that the proposed pathway was already intended to connect with the existing trail and that the various segments would function as one continuous trail system. He indicated that he might not fully understand the distinction Councilman Cardon was making.

Mayor Mike Mendenhall clarified that Councilman Cardon was asking whether the trail connection could be shifted one lot farther west, placing it between a different pair of homes rather than at the location shown on the current plan.

Matt Stapley acknowledged the clarification and stated that the applicant could consider that adjustment.

Councilman Shane Marshall observed that the revised alignment would still place the pedestrian connection between residential homes. Councilman Cardon acknowledged that point but explained that his concern was the location of the connection relative to the existing neighborhood and established trail rather than simply whether the pathway passed between houses.

Councilman Jesse Cardon further explained that the development documents appeared to show different information regarding the trail connection. He stated that one illustration included a line showing the proposed connection, while the residential lot plan with numbered lots appeared to show the pathway ending without connecting to the existing trail. He explained that the apparent inconsistency between the drawings was the reason for his questions and emphasized the importance of ensuring that the proposed pedestrian network provided a continuous and functional connection to the existing neighborhood trail system.

Eric Ost acknowledged Councilman Jesse Cardon's questions regarding the proposed trail connection and apologized for any inconsistencies or omissions in the development drawings. He explained that the design team had spent considerable time evaluating the trail alignment to create a comfortable and continuous pedestrian and bicycle route. He stated that the intention was to provide smooth transitions between trail segments rather than requiring users to make abrupt right-angle turns. Referring to the displayed plan, he explained that the proposed alignment had been designed with cyclists in mind while also accommodating pedestrians.

Eric Ost further explained that the design team wanted to bring the trail into the interior of the development and connect it with the proposed neighborhood park. He stated that routing the trail through visible, landscaped open space would encourage residents from surrounding neighborhoods to use the park and provide a more enjoyable experience. He contrasted that approach with placing a trail behind residential properties, where fences and limited visibility could create a less inviting environment. He emphasized that the proposed design was intended to make the trail an integral part of the neighborhood's open-space system.

Councilman Jesse Cardon stated that the explanation addressed concerns he had received from residents in the existing development to the west. He explained that some residents, including himself, had interpreted the residential lot drawings as showing the trail ending without connecting to the existing pathway. He appreciated the clarification that the proposed trail would remain connected.

Councilman Kevin Oyler asked whether Councilman Cardon's understanding had been that the trail terminated at the proposed residential lots and that three homes would block access to the existing trail. Councilman Cardon confirmed that the drawings had appeared to show the trail ending at that location.

Eric Ost reiterated that the design team strongly supported connecting Oak Village to the larger pedestrian and bicycle trail network. He emphasized that the intent was to provide continuous connections rather than isolate the development from surrounding

neighborhoods.

Councilman Jesse Cardon thanked Eric Ost for the clarification and indicated that the explanation was helpful.

Eric Ost then addressed the broader concerns regarding traffic and parking raised during the public hearing. He acknowledged that traffic and parking were common concerns when new residential developments were proposed and stated that the design team took those issues seriously. He explained that one of the objectives of the Oak Village plan was to reduce residents' dependence on automobiles by providing convenient pedestrian connections to schools, churches, parks, and other neighborhood destinations. He believed that encouraging residents to walk to nearby facilities whenever possible could help reduce the number of vehicle trips generated within the neighborhood.

Eric Ost explained that the park on the eastern side of the development was included in the first phase of construction and was intended to be completed at the beginning of the project. He emphasized that residents would not have to wait until later development phases to have access to neighborhood open space. He stated that providing parks within walking distance of homes would reduce the need for residents to drive to recreational facilities elsewhere in the City. He also explained that the street layout and overall design were intended to encourage lower vehicle speeds within the development.

Councilman Jesse Cardon thanked Eric Ost and asked Bronco Hunter to provide additional information regarding Railside Park and the City's plans for improving recreational opportunities in the surrounding area. He explained that although the developer should not necessarily be expected to resolve all existing park deficiencies, residents should understand what improvements the City might be considering for nearby facilities.

Bronco Hunter explained that Railside Park currently consisted primarily of a grass surface without developed recreational amenities. He stated that opportunities existed to add improvements such as playground equipment and other park amenities. He also reported that the City was exploring the possibility of leasing property from Rocky Mountain Power for an additional park a short distance from the existing facility. He indicated that these possibilities could help provide additional recreational opportunities for residents in the area.

Councilman Jesse Cardon thanked Bronco Hunter for the information.

Mayor Mike Mendenhall asked Dave Anderson to provide additional background regarding the previously proposed Ivory Homes development on the property. He recalled that an earlier subdivision proposal had been considered before the temple was included in the development plans. He specifically asked how many homes had been proposed and whether the earlier development included parks, trails, or other open-space amenities. Mayor Mendenhall stated that although the current applicant was not responsible for resolving all of the City's existing park needs, the proposed Oak Village development would provide neighborhood parks, walking trails, and other amenities that could benefit the surrounding area. He believed it was important to compare those improvements with what had been proposed under the earlier development plan.

Dave Anderson confirmed that the previous Ivory Homes proposal consisted of 119 single-family residential lots. He stated that the earlier plan did not include parks, trails, or comparable recreational amenities.

Councilman Jesse Cardon then returned to the parking concerns raised during the public hearing. He explained that parking had been discussed extensively during the Planning Commission's review of the project and asked Eric Ost to describe how the proposed alleyways, residential lots, and parking arrangements were intended to function.

Eric Ost acknowledged that parking was an important consideration in residential development and stated that the design team had worked to address it throughout the Oak Village planning process. He explained that the architectural pattern book and builder guidelines would provide options for accommodating up to four parking spaces on each residential lot. He stated that the proposed street sections would also permit on-street parking, but the intention was for most residents to accommodate their vehicles on their individual properties.

Eric Ost reiterated that the average lot size in Oak Village would be larger than the average lot sizes in some surrounding neighborhoods. He explained that the design team had visited nearby residential developments where parking problems had been identified and had observed physical design characteristics that contributed to those issues. He stated that the proposed arrangement of homes, alleyways, garages, and on-lot parking was intended to avoid similar problems in Oak Village. He expressed confidence that the development's design would provide adequate opportunities for residents to park their vehicles without relying excessively on the public streets.

Councilman Jesse Cardon thanked Eric Ost for the explanation.

Councilman Kevin Oyler asked for additional clarification regarding the proposed rear-loaded homes and alleyways. He questioned whether the alleyways serving the rear of the residential properties would be private roads owned by the homeowners association.

Eric Ost confirmed that the alleyways would be owned by the homeowners association.

Councilman Kevin Oyler asked whether the homeowners association would therefore be responsible for snow removal within the private alleyways. He expressed concern about how snow would be managed because the proposed design did not appear to include designated areas for snow storage. He explained that in other developments with rear-loaded homes and private alleyways, parking areas or other spaces were sometimes provided at the ends of the alleyways where plowed snow could be deposited. He asked how the applicant intended to address snow removal under the proposed layout.

Eric Ost explained that Urban Design Associates had worked on numerous communities with similar alley-loaded residential designs, including developments in regions that experienced winter weather. He stated that snow removal had been successfully managed in those communities through homeowners association maintenance arrangements. He acknowledged that snow would need to be removed from the alleyways rather than

accumulated in designated storage areas within them. He indicated that the homeowners association's snow removal contractors would be responsible for managing those conditions and stated that the firm had not experienced significant difficulties with similar arrangements in other developments.

Mayor Mike Mendenhall observed that the eastern portion of Spanish Fork experienced unique winter weather conditions, including drifting snow and significant accumulation during certain storms. He explained that although recent winters had produced relatively little snow, the area could experience substantial snowfall and that the proposed development would need to account for those conditions.

Councilman Jesse Cardon jokingly suggested that Acorn Circle Park might become Acorn Hill if snow accumulated in the area and that the neighborhood could have a sledding hill. Mayor Mendenhall responded humorously that some snowdrifts could become large enough for residents to slide from second-story windows.

Councilman Kevin Oyler continued his questions regarding snow removal and asked Cory Pierce to explain how the City would address snow pushed from private alleyways onto public streets. He acknowledged that the City would be responsible for clearing snow from public roadways within the subdivision and asked whether the homeowners association could legally push accumulated snow from the private alleyways into those streets.

Cory Pierce explained that the homeowners association would not be permitted to push or pile snow into public streets in a manner that obstructed traffic. He anticipated that snow removal contractors would use plows with angled blades to move snow toward the sides of the alleyways, similar to the City's approach when clearing public roads. He explained that the alleyways would include some shoulder space along their edges where snow could potentially be placed, although the available space would be limited.

Cory Pierce noted that portions of the alleyway shoulders would also be used for utility meters and related infrastructure. He acknowledged that he could not definitively state whether the available space would be sufficient to accommodate snow from a major storm. However, he emphasized that the homeowners association could not use public streets as snow storage areas or create obstructions to public traffic.

Councilman Kevin Oyler asked whether the alleyways would include sidewalks in addition to the proposed utility areas.

Cory Pierce confirmed that sidewalks were not proposed within the private alleyways.

Councilman Kevin Oyler then asked how utilities would be accommodated and whether the utility infrastructure would be located within the alleyways or on the adjoining residential properties.

Cory Pierce explained that the current proposal contemplated placing utilities within the alleyway corridors. He stated that staff and the applicant were continuing to evaluate the necessary spacing and how the various utilities would fit within the available area. He

described a typical configuration consisting of an asphalt driving surface with shoulder areas along each side that could accommodate utility meters, landscaping, and other improvements. He also noted that the development drawings appeared to provide some separation between the edge of the alleyway pavement and the garages or other structures, although he did not recall the exact distance. He explained that those areas could provide additional space for utilities and related improvements.

Councilman Kevin Oyler asked whether the proposed alleyways were subject to minimum width and access requirements for fire apparatus.

Cory Pierce confirmed that fire access requirements applied to the alleyways.

Councilman Kevin Oyler then asked whether the proposed alleyway design had satisfied those requirements.

Cory Pierce explained that the development would be required to comply with the applicable fire code. He stated that the proposed turning radius appeared to satisfy the published fire code standards but that staff had also requested a more detailed vehicle maneuvering analysis. He explained that the analysis would evaluate whether fire trucks and garbage trucks could safely enter, navigate, turn within, and exit the proposed alleyways.

Councilman Kevin Oyler asked whether the requested vehicle maneuvering analysis had been submitted and reviewed.

Cory Pierce stated that he did not believe staff had received the completed analysis. He explained that although the proposed turning radius appeared to meet the published standards, a detailed review could identify locations where corner radii would need to be enlarged to accommodate larger vehicles. He indicated that the applicant was working on the requested analysis and that the City would need to review those details to confirm adequate access for emergency and service vehicles.

Mayor Mike Mendenhall then directed a question to Cory Pierce regarding the broader transportation impacts of the proposed Oak Village development. He asked Cory Pierce to provide a traffic engineering perspective on how development of the property could contribute to improvements along 100 South and Spanish Fork Parkway, particularly regarding traffic circulation and roadway safety. He invited Cory Pierce to explain the significance of the proposed development in relation to needed transportation improvements in the surrounding area.

Cory Pierce explained that 100 South was designated in the City's transportation master plan as a minor collector road with two travel lanes and shoulders. He stated that the roadway improvements proposed along the frontage of Oak Village would be consistent with the improved sections of 100 South located farther west. He explained that completing the full roadway cross-section would provide additional width and improve roadway conditions, but the number of travel lanes would remain the same under the current transportation plan.

Cory Pierce identified the intersection of Highway 6 and Spanish Fork Parkway as one of the

major traffic bottlenecks affecting the entire area. He explained that congestion at that intersection frequently extended back through the roundabout at 700 South, creating significant backups and interfering with traffic circulation along Spanish Fork Parkway. He reported that the City had received grant funding through the Mountainland Association of Governments (MAG) and was pursuing design improvements in coordination with the railroad to widen the intersection. He stated that the City was making progress toward identifying solutions and anticipated that those improvements would be completed before the Oak Village development was fully constructed.

Cory Pierce acknowledged that traffic congestion was already a concern, particularly during the periods when students arrived at and departed from Maple Mountain High School. He explained that the traffic study submitted for Oak Village projected approximately 102 additional vehicle trips during the afternoon peak hour from the proposed single-family homes. He acknowledged that those trips would have an impact on surrounding roads but noted that the existing roadways already carried substantially more traffic during peak periods. He emphasized that the City's transportation master plan had anticipated residential development on the property for many years and had accounted for a development of approximately this size.

Councilman Kevin Oyler asked whether roadway improvements implemented elsewhere in Spanish Fork could provide examples of potential solutions for 100 South. He referenced improvements completed near Spanish Fork High School along 630 West, where a three-lane roadway with a center turn lane had been constructed. He also mentioned improvements along 1150 East near Larsen Elementary School that had helped traffic circulation. He questioned whether similar improvements could be considered along 100 South, particularly near the proposed roundabout. He suggested evaluating an additional approach lane or a designated right-turn lane for eastbound traffic entering the roundabout.

Cory Pierce stated that staff had not completed a specific traffic study evaluating those alternatives along 100 South but indicated that the City could examine them. He explained that one possibility would be to restrict on-street parking along portions of the roadway to provide space for a center turn lane. He noted that such an improvement would require balancing the available shoulder width against the space needed for additional travel or turning lanes. He stated that staff could review the existing pavement width and evaluate how those changes might affect traffic circulation.

Mayor Mike Mendenhall agreed that roadway improvements were an important consideration and discussed the City's previous efforts to acquire right-of-way along the east side of Spanish Fork Parkway. He explained that the City had used public funds to purchase property when it became available so that future roadway improvements could be accommodated. He stated that the additional right-of-way allowed the proposed roundabout to be positioned and designed appropriately and emphasized that the acquisition had been part of the City's efforts to plan for future growth and transportation needs.

Councilman Shane Marshall questioned whether the roundabout shown on the development plan accurately represented the final design. He expressed concern that the illustrated configuration appeared unusual and might not function properly.

Cory Pierce clarified that the roundabout had not been fully depicted on the drawing and suggested that the incomplete illustration might be related to ongoing coordination with adjacent property owners. He assured the Council that the roundabout would be constructed with an appropriate circular configuration.

Councilman Shane Marshall humorously expressed his hope that the completed roundabout would be round. He also observed that several residents who spoke during the public hearing had expressed support for roundabouts. He jokingly suggested that the City should preserve those comments because public support for roundabouts was not always expressed during transportation discussions.

Councilman Jesse Cardon noted that one speaker had suggested constructing two roundabouts in succession. The Council briefly acknowledged the comments regarding roundabouts before returning to questions about the proposed development.

Councilman Shane Marshall asked the applicant to identify the approximate acreage of the proposed temple property, which he understood to be located on the northeastern portion of the development.

Eric Ost responded that the temple property consisted of approximately nine acres, although he did not have the exact acreage available.

Councilman Shane Marshall asked how many residential lots could potentially be developed on nine acres under R-1-12 zoning. He estimated that the property could accommodate approximately 22 or 23 homes. He reasoned that if the temple property had instead been included in a conventional residential subdivision under R-1-12 zoning, the overall property could potentially accommodate approximately 120 residential lots. He compared that estimate with the 110 homes proposed under the Oak Village plan.

Councilman Shane Marshall explained that he was attempting to address the concerns raised by Kim and Janet Pierce regarding residential density. He suggested that the underlying concern appeared to be less about the numerical density of the development and more about the additional traffic and parking impacts associated with new homes.

Kim Pierce reiterated his concern that residents would park vehicles along the streets rather than consistently using their garages and driveways. He referenced the parking problems at nearby townhomes and expressed skepticism that similar conditions would be prevented in the proposed development.

Janet Pierce also raised concerns about conditions at the existing townhome development, including what she described as criminal activity in that area.

Councilman Shane Marshall returned the discussion to the Council and apologized for the interruption. He acknowledged that the proposed Oak Village layout would generate fewer residential lots and associated vehicle trips than some alternative development scenarios. However, he emphasized that the existing conditions along 100 South were a significant concern regardless of whether Oak Village was developed under R-1-9 or R-1-12 zoning.

Councilman Shane Marshall stated that adding traffic to an already congested roadway was not an ideal solution and suggested that the City should consider ways to encourage residents to use Spanish Fork Parkway instead of relying heavily on 100 South. He explained that the City might need to invest in improvements that would make Spanish Fork Parkway a more attractive and efficient route for motorists. He also noted that the Council would likely encounter similar transportation questions during the next agenda item involving Mill Road, where portions of the roadway were developed while others remained unimproved.

Councilman Shane Marshall expressed concern that improving traffic circulation at the western end of 100 South could unintentionally encourage additional drivers to use that roadway. He believed the City needed to consider traffic circulation throughout the entire corridor rather than focusing only on individual intersections. He suggested that improvements to Spanish Fork Parkway could help direct traffic away from existing residential streets.

Councilman Shane Marshall then questioned the design of the proposed access from Spanish Fork Parkway into Oak Village. He observed that the access appeared more like a private driveway than a conventional street intersection. He asked whether the entrance could be redesigned to function as a more recognizable intersection and whether the private access arrangement could be relocated or modified to improve circulation through Whiting Street.

Eric Ost clarified that Councilman Marshall was referring to the private lane located near the temple and adjacent meetinghouse. He explained that the access had been designed in coordination with the intended relationship between the temple and the nearby church building. He stated that the two facilities were expected to share parking areas and that the private lane arrangement was intended to accommodate pedestrian movement between them.

Eric Ost acknowledged the Council's traffic concerns and explained that, from a neighborhood planning perspective, the design team preferred to maintain a connection to Spanish Fork Parkway that would be available for regular use. He agreed that encouraging traffic to use Spanish Fork Parkway rather than 100 South was desirable.

Eric Ost explained that an earlier version of the temple site plan had not included a connection to Spanish Fork Parkway. He stated that the plan had subsequently been modified substantially after the City and design team expressed concerns about the lack of access. He emphasized that the revised plan reflected an effort to address those concerns while accommodating the operational needs of the temple and adjacent meetinghouse.

Eric Ost explained that the location of the meetinghouse and the proposed shared parking arrangement limited the ability to redesign the private lane as a conventional public street. He stated that pedestrian safety was an important consideration because individuals would be walking between the parking areas and temple. He explained that maintaining the lane as private would allow the property owners to manage access if safety or operational concerns arose. He added that the applicant and City would need to work together if future issues developed.

Councilman Jesse Cardon expressed concern that the private entrance from Spanish Fork Parkway appeared narrower than a typical subdivision entrance. He questioned whether the design would encourage residents to use that access, particularly during the periods when traffic near Maple Mountain High School was congested. He suggested that motorists might find the entrance less convenient and instead choose to travel through the existing neighborhood along Rio Grande and other residential streets.

Councilman Jesse Cardon emphasized that increased traffic through the existing neighborhood was a concern because of the number of children living in the area, including children with special needs. He referenced the earlier public comments about children playing near the roadway and noted that his own family could be affected by increased traffic. He stated that he had previously discussed the concern with Dave Anderson and reiterated that the narrow private entrance did not appear inviting to motorists. He believed that improving the entrance could encourage residents to use Spanish Fork Parkway, which he considered the more appropriate route for additional traffic.

Mayor Mike Mendenhall asked Councilman Cardon to consider the number of access points already proposed for the subdivision. He stated that the development appeared to include six access points, including the private entrance from Spanish Fork Parkway, and questioned whether a conventional residential subdivision without the temple would ordinarily be required to provide six connections rather than five.

Councilman Shane Marshall clarified that he did not believe Councilman Cardon was requesting an additional access point. Instead, he understood the concern to be that the existing proposed entrance should look and function more like a street intersection rather than a private driveway.

Councilman Jesse Cardon confirmed that this was his concern.

Mayor Mike Mendenhall acknowledged the clarification but reiterated that the private entrance had been designed to address the safety and parking needs of temple patrons and the adjacent meetinghouse.

Councilman Shane Marshall stated that he understood those considerations but wanted to distinguish between adding another access point and improving the functionality of the one already proposed. He indicated that he would be comfortable considering the elimination of an access point onto 100 South if doing so would discourage traffic from traveling through the existing neighborhood and encourage greater use of Spanish Fork Parkway. He acknowledged that reducing the number of access points would involve tradeoffs, particularly near the high school, where traffic conditions already made certain turning movements difficult.

Mayor Mike Mendenhall observed that traffic congestion around schools was a recurring challenge throughout Spanish Fork. He referenced the comments made earlier by the Maple Mountain High School student and acknowledged that school-related congestion would continue to occur during arrival and dismissal periods as long as the high school operated at that location.

Mayor Mike Mendenhall also discussed the potential for additional residential development on property east of the proposed Oak Village subdivision. He explained that the adjacent property was being marketed for development and could eventually accommodate another neighborhood of a similar size. He stated that the proposed Oak Village development would add approximately 110 homes and that future development farther east could add approximately another 110 homes. He emphasized that these anticipated increases in traffic were among the reasons 100 South and Spanish Fork Parkway were designated as collector roads in the City's transportation planning documents. He explained that those roadways were intended to accommodate additional vehicles as the surrounding area continued to develop.

Seth Perrins stated that one of the challenges in evaluating development in an area such as Oak Village was understanding how the existing roadways would look and function once all planned improvements were completed. He explained that the current condition of the roads did not necessarily reflect their ultimate design. He referenced the improved roadway east of Maple Mountain High School, which included two travel lanes, a center turn lane, and shoulder space. He stated that the completed roadway width provided a useful example of what residents could expect along the surrounding corridors as development occurred. He emphasized that new development could help complete those planned roadway improvements.

Seth Perrins asked the applicant to clarify whether the Oak Village project would contribute to widening Spanish Fork Parkway. He noted that the City had previously acquired right-of-way along the east side of Spanish Fork Parkway but that additional property remained to be acquired. He questioned whether the proposed development, or another nearby project, would provide the improvements necessary to complete the roadway to its planned curb alignment. He explained that completing that section could provide a continuous improved roadway between the stake center to the south and the roundabout to the north.

Eric Ost confirmed that the applicant had been communicating with the adjoining property owner regarding the acquisition of the remaining property needed to complete the roadway width.

Seth Perrins stated that completing the right-of-way acquisition and roadway improvements would be significant for traffic circulation along Spanish Fork Parkway. He explained that the improvements would create a more complete roadway section extending from the church property south of the development through the roundabout and toward Maple Mountain High School. He also referenced a separate roadway improvement project previously discussed by the City Council that would extend Spanish Fork Parkway from approximately 130 North to 400 North. He stated that once the improvements associated with Oak Village and the northern roadway project were completed, Spanish Fork Parkway could have a continuous improved section extending to 400 North. He believed that the additional roadway capacity and completed street improvements would provide substantial benefits for traffic associated with Maple Mountain High School.

Seth Perrins observed that when Maple Mountain High School was originally constructed

approximately 20 years earlier, the surrounding area had not yet been fully developed. He explained that the City had inherited transportation challenges because the school was constructed before the surrounding roadway network was complete. He stated that continued development and the passage of time would allow the City to complete planned infrastructure improvements and address some of those longstanding traffic concerns. He thanked the applicant for working toward the completion of Spanish Fork Parkway.

Seth Perrins also acknowledged the concerns raised regarding traffic along 100 South. He explained that he lived in the surrounding area and was familiar with the traffic patterns associated with Maple Mountain High School and Sierra Bonita Elementary School, where he had children attending school.

Councilman Landon Tooke expressed concern about the existing roadway conditions along 100 South, particularly near Sierra Bonita Elementary School. He described how vehicles traveling west along the road were frequently required to maneuver around cars parked along the street. He stated that the resulting roadway conditions were dangerous and expressed concern that a pedestrian, particularly a child, could eventually be struck by a vehicle. He emphasized that the existing parking configuration created a significant safety problem.

Councilman Landon Tooke clarified that he was not necessarily concerned that the proposed Oak Village street design would create the same parking problems. However, he believed that the additional homes proposed for the area, together with other anticipated development, would inevitably increase traffic along 100 South. He expressed concern that additional vehicles traveling west toward Sierra Bonita would increase the risks associated with the existing roadway conditions and on-street parking.

Councilman Landon Tooke acknowledged that development of the Oak Village property would result in improvements along its frontage, including sidewalks, curbs, gutters, and other pedestrian infrastructure. He stated that those improvements would provide much-needed facilities for residents to walk and ride bicycles more safely. Nevertheless, he emphasized that the existing traffic volumes and roadway conditions made the area particularly challenging. He encouraged continued consideration of how increased traffic would affect the safety of the surrounding neighborhood.

Councilman Kevin Oyler asked the applicant to explain the orange-colored areas shown on the development plan at several street intersections and near the pavilion associated with the stake center. He wanted to understand whether those areas represented special roadway treatments or pedestrian improvements.

Mayor Mike Mendenhall observed that the highlighted areas appeared to represent pedestrian-oriented features intended to make the streets more walkable and encourage motorists to slow down.

Eric Ost explained that the orange areas represented locations where special or textured paving materials were proposed. He stated that the purpose of those treatments was to distinguish important intersections and pedestrian areas within the development. He

explained that the design team wanted the streets to have the appearance and character of a high-quality neighborhood while also encouraging drivers to reduce their speed and exercise greater caution around pedestrians. He emphasized that the paving treatments were intended to create a more comfortable pedestrian environment and reinforce the neighborhood's design character.

Eric Ost stated that the development's landscape architect was also present at the meeting and had participated in designing those features. He invited the landscape architect to provide additional information if needed. He reiterated that the highlighted intersections were intended to be recognized as special locations within the neighborhood.

Councilman Kevin Oyler asked whether the textured paving areas would be raised above the surrounding roadway surface.

Eric Ost clarified that the proposed improvements consisted of textured paving rather than raised intersections or crosswalks.

Councilman Kevin Oyler asked whether the absence of raised surfaces would prevent problems associated with snowplows striking or damaging the improvements during winter maintenance.

Eric Ost confirmed that the paving treatments were not intended to create raised obstructions that would interfere with snow removal.

Councilman Kevin Oyler then asked about a similar highlighted area shown near the pavilion on the east side of the meetinghouse property. He questioned whether that area was also intended to function as a pedestrian crossing.

Eric Ost explained that the highlighted area near the pavilion was located on the meetinghouse property and did not represent a raised crosswalk. He stated that it was associated with the pavilion and surrounding outdoor gathering space, where picnic tables and similar amenities might be located. He clarified that the illustration indicated a change in pavement texture rather than a raised roadway feature.

Councilman Kevin Oyler asked whether the parking lot adjacent to the pavilion and meetinghouse was intended to provide overflow parking for the proposed temple.

Eric Ost explained that the meetinghouse and temple had been located near one another in part to allow their parking areas to serve complementary purposes. He stated that the additional parking would increase the available spaces for meetinghouse activities while also providing overflow parking for temple events and other periods of increased demand. He acknowledged that Matt Stapley could provide more detailed information regarding the parking arrangements.

Councilman Kevin Oyler stated that he had watched the Planning Commission's discussion of the proposed development and understood that the temple representatives had evaluated their anticipated parking requirements. He acknowledged that the applicant's development

team was separate from the temple organization but understood from the earlier presentation that consideration had been given to the number of parking spaces needed for temple operations.

Councilman Kevin Oyler explained that he had reviewed the parking arrangements at other recently constructed temples, including the Lindon Temple, and observed that the proposed Spanish Fork temple appeared to have fewer parking spaces. He expressed concern that some temple patrons might choose to park in the Maple Mountain High School parking lot across Spanish Fork Parkway because portions of that lot appeared to be as close to the temple as some of the proposed on-site parking areas.

Councilman Kevin Oyler emphasized that if temple patrons used the high school parking lot, they would need to cross Spanish Fork Parkway on foot. He directed his concern to the City's Public Works Department and requested that adequate pedestrian crossings be considered in that area. He stated that well-designed and clearly marked crosswalks would be important to ensure that people walking between the high school parking lot and the temple could cross the roadway safely.

Councilman Jesse Cardon asked Cory Pierce to explain the City's standards for street lighting in new developments, specifically regarding the concerns raised during the public hearing about dark skies and light pollution.

Cory Pierce explained that all streetlights installed by Spanish Fork City were required to comply with dark-sky lighting standards. He stated that although developers were responsible for purchasing and paying for the streetlights, the City supplied the lighting fixtures and poles to ensure compliance with its established standards. He clarified that lighting associated with the proposed temple would be evaluated separately and suggested that questions regarding temple lighting could be addressed with the applicant or during the future review of the temple's site plan.

Dave Anderson added that parking lot lighting would also be subject to applicable standards regarding light spillover onto adjacent properties and other lighting impacts.

Councilman Kevin Oyler referred to information in the Council packet regarding diagonal on-street parking and asked where that parking was proposed within the development.

Councilman Jesse Cardon indicated that the diagonal parking was associated with the private access area previously discussed. Cory Pierce clarified that the parking was proposed between the meetinghouse parking lot and the temple parking lot. Using the displayed development plan, he identified the area immediately north of the gate between the two properties.

Councilman Kevin Oyler confirmed the location of the proposed diagonal parking area.

Dave Anderson explained that the diagonal parking arrangement was one of the reasons the access could not qualify as a public street under the City's standards. He stated that the proposed parking configuration was associated with the private nature of that roadway.

Mayor Mike Mendenhall asked Matt Stapley whether he had concerns regarding the amount of parking proposed for the temple.

Matt Stapley explained that the temple was a separate project from the residential development, although his team had worked closely with those involved in its planning. He stated that temple representatives used a detailed and systematic approach to determining parking requirements based on anticipated temple operations. He acknowledged that he could not provide the specific calculations or methodology used, noting that temple parking requirements differed from conventional commercial parking standards based on building square footage.

Matt Stapley explained that the anticipated parking needs were one reason the temple and meetinghouse parking areas had been designed to function together. He stated that the temple representatives believed the combined parking arrangement would provide sufficient capacity and that their calculations included some additional parking capacity beyond the anticipated need. He emphasized that the temple would eventually submit its own development application, at which time the City Council and staff would have an opportunity to review and ask detailed questions regarding parking and other site-specific requirements.

Councilman Kevin Oyler thanked Matt Stapley for the explanation.

Councilman Shane Marshall asked whether Kim Pierce or Janet Pierce would return to the discussion so he could ask additional questions regarding the concerns they had raised during the public hearing. Mayor Mike Mendenhall permitted the additional discussion.

Janet Pierce asked for clarification regarding the proposed arrangement of the rear-loaded homes. She wanted to confirm that the landscaped areas and trees shown along the streets represented the fronts of the homes and that vehicle access and residential parking would be located in the alleyways behind the houses.

Councilman Shane Marshall confirmed that her understanding was correct.

Janet Pierce then asked where visitors would park when coming to those homes. Council members explained that visitors would generally park along the public streets in front of the residences rather than within the private alleyways. Councilman Kevin Oyler clarified that the alleyways would not be wide enough to accommodate on-street parking. Mayor Mike Mendenhall also referenced the proposed diagonal parking areas and explained that guests could park along the streets in front of the homes, similar to parking arrangements in other single-family neighborhoods.

Janet Pierce acknowledged the explanation and then offered a suggestion regarding the existing parking problems along 100 South near Sierra Bonita Elementary School and the nearby townhomes. She recommended that the City consider painting the curbs red to prohibit parking along the portions of the roadway where parked vehicles created unsafe driving conditions. She also suggested that an existing grassy area behind the townhomes, which she believed was rarely used for recreation, could potentially be converted into additional parking to accommodate residents and visitors.

Janet Pierce stated that she had previously discussed the parking issue with Brandon Gordon and had suggested improvements to address the problem. She believed that parking restrictions and additional off-street parking could be implemented before further development occurred and could provide immediate safety benefits.

Mayor Mike Mendenhall responded with a lighthearted comment about parking near Maple Mountain High School to watch games during cold weather. Janet Pierce clarified that her concern involved the area near Sierra Bonita Elementary School rather than parking associated with the high school. She explained that motorists frequently entered or turned around in her driveway and yard, creating problems for her property.

Janet Pierce described difficulties caused by drivers attempting to turn around on the narrow roadway near her home. She stated that vehicles had repeatedly driven over the curb and damaged the family's sprinkler system. She explained that Kim Pierce had placed a large boulder near the property to discourage motorists from driving onto the landscaped area. She expressed frustration that some drivers attempted to turn around in limited spaces rather than continuing around the block.

Mayor Mike Mendenhall observed that motorists could avoid those difficult turning movements by continuing around the neighborhood streets instead of attempting to make abrupt turns in confined areas.

Janet Pierce returned to her concerns about parking restrictions within homeowners association developments. She explained that some HOAs prohibited parking along private streets and that visitors to nearby townhomes had experienced difficulties finding legal parking. She stated that vehicles had been towed even during brief visits. She questioned whether the proposed Oak Village development might experience similar parking problems, particularly where homes were accessed from private alleyways.

Councilman Shane Marshall clarified that the streets being discussed within Oak Village would be public streets where parking would generally be permitted. He then asked Kim Pierce to return to the discussion so he could better understand whether his primary parking concerns involved 100 South or the internal streets of the proposed development.

Kim Pierce stated emphatically that his primary concern was 100 South.

Councilman Shane Marshall acknowledged the clarification and invited Kim Pierce to explain his concerns further.

Kim Pierce stated that when the nearby townhome development had originally been approved, a fence should have been required along the property frontage adjacent to 100 South. He believed that installing a fence would discourage townhome residents and visitors from parking along 100 South and walking directly to their homes. He emphasized that although the fence had not been installed during the original development, the City could still consider requiring or constructing one to address the existing problem.

Councilman Kevin Oyler examined the area on the displayed map and asked Kim Pierce to

clarify where the fence should be located in relation to the existing trail and townhomes.

Kim Pierce explained that he wanted a fence along the north side of 100 South, separating the roadway from the townhome development and its pedestrian access. He believed that the barrier would discourage residents from using 100 South as a convenient parking area.

Councilman Kevin Oyler clarified that the purpose of the fence would be to prevent individuals from parking along the roadway and walking directly into the townhome development. Kim Pierce confirmed that this was his intention.

Kim Pierce referenced another townhome development near property associated with Monty Bingham and constructed by Rick Salisbury. He stated that a fence had been required at that development and believed it had successfully discouraged residents from parking along the adjacent roadway. He contrasted that situation with the parking problems along 100 South and suggested that similar fencing could improve conditions near Sierra Bonita.

Kim Pierce also supported Janet Pierce's suggestion to use existing space behind the townhomes for additional parking. He believed that adequate parking opportunities were already available within or near the development and that residents should not need to park along 100 South. He reiterated his concern that allowing vehicles to continue parking along the roadway created significant safety hazards and increased the possibility of a serious accident.

Councilman Shane Marshall acknowledged Kim Pierce's concern regarding roadway safety.

Kim Pierce continued to emphasize that the lack of a physical barrier between the townhomes and 100 South contributed to the parking problem. He believed that constructing a fence would be an effective way to discourage parking along the roadway.

Councilman Kevin Oyler asked whether Kim Pierce's principal concern about on-street parking was the safety of pedestrians crossing 100 South.

Kim Pierce confirmed that pedestrian safety was a major concern. He explained that traffic volumes made it extremely difficult to cross 100 South, even during midmorning hours. He stated that he had personally experienced difficulty crossing the roadway and questioned whether the existing pedestrian crossings provided adequate protection.

Councilman Kevin Oyler identified an existing crosswalk on 100 South near Sierra Bonita Elementary School and asked whether that was the location Kim Pierce was referencing.

Kim Pierce acknowledged the location but maintained that the existing crossing did not adequately address the difficulty of crossing the roadway because of traffic conditions.

Councilman Kevin Oyler asked whether an enhanced pedestrian crossing equipped with flashing warning lights might improve safety at that location. He referred to the type of crossing where pedestrians activated flashing lights by pressing a button.

Cory Pierce identified the pedestrian safety device as a rectangular rapid-flashing beacon,

commonly referred to as an RRFB.

Councilman Shane Marshall then returned to Kim Pierce's broader concerns and acknowledged that he was particularly passionate about the traffic and parking conditions along 100 South.

Kim Pierce responded that he was also strongly concerned about the proposed residential density and reiterated his preference for approximately 23 fewer lots within the Oak Village development.

Councilman Shane Marshall acknowledged Kim Pierce's concerns regarding residential density and traffic safety. He explained that although he understood the preference for fewer residential lots, the proposed development included a substantial religious facility that reduced the amount of land available for residential construction. He believed the overall number of residential lots was lower than what might otherwise have been developed on the property. He acknowledged that he and Kim Pierce could disagree about the appropriate density but emphasized that additional residential development was also anticipated on properties farther east.

Councilman Shane Marshall stated that the City needed to address the existing conditions along 100 South regardless of whether the Oak Village development was approved. He suggested that the City consider prohibiting parking along the portion of 100 South adjacent to the proposed development by designating it as a no-parking area with red curbs. He also recommended that the City's traffic engineering staff evaluate the entire 100 South corridor to identify improvements that could increase safety for existing and future residents.

Kim Pierce asked when those improvements would actually occur.

Councilman Shane Marshall acknowledged that the timing was an important question. He referenced previous roadway improvements completed along 1150 East, where the City had responded to concerns about an excessively wide roadway by adding bicycle lanes and narrowing the travel lanes. He stated that those changes had substantially improved the character and function of the roadway. He believed similar opportunities might exist along 100 South and expressed interest in directing staff to evaluate traffic-calming measures between the proposed development and Highway 6. He emphasized that the City should not place the entire responsibility for existing traffic problems on the Oak Village applicant because additional development and traffic would occur in the area regardless of the outcome of the current application. He reiterated that the City needed to address the safety of 100 South whether or not Oak Village proceeded.

Kim Pierce clarified that he was not opposed to the developers personally but strongly disagreed with the development they were proposing. He expressed concern that the proposed neighborhood design would create additional parking and pedestrian safety problems. He questioned whether the expectation that residents would walk throughout the neighborhood was realistic when vehicles would still be parked along the streets and motorists would continue traveling through the development. He believed that pedestrians would be required to navigate around parked vehicles and moving traffic, creating potentially

hazardous conditions.

Mayor Mike Mendenhall asked whether Kim Pierce was referring specifically to parking along 100 South.

Kim Pierce clarified that his concerns also extended to the internal streets of the proposed Oak Village development.

Mayor Mike Mendenhall explained that Oak Village was different from a conventional residential subdivision because it was being planned in conjunction with a temple that he believed would become one of Spanish Fork's significant landmarks. He anticipated that the temple would attract visitors from throughout Utah and potentially from outside the state. He acknowledged that the development involved tradeoffs and that the City needed to consider both the residential component and the anticipated activity associated with the temple.

Mayor Mike Mendenhall stated that the development would generate traffic from residents traveling to work, school, and other destinations, but the temple would also create a separate pattern of vehicle activity. He anticipated that the temple parking areas would experience activity throughout much of the day and evening on the days the temple operated. He explained that the City needed to account for those additional trips while recognizing the broader significance of the proposed facility.

Mayor Mike Mendenhall discussed the challenges associated with partially developed roadways. He explained that streets frequently remained incomplete until adjoining properties were developed and the necessary frontage improvements were constructed. He stated that some existing problems along 100 South resulted from roadway shoulders that had remained unimproved for many years. He expressed appreciation that the proposed Oak Village development would provide completed roadway improvements, including paved surfaces and other infrastructure, along its frontage.

Mayor Mike Mendenhall acknowledged that significant concerns remained farther west along 100 South near Sierra Bonita Elementary School and the existing townhomes. He explained that he was familiar with those concerns and had discussed traffic safety in the area with both the current and former principals of Sierra Bonita Elementary School.

Mayor Mike Mendenhall also discussed the relationship between on-street parking and traffic calming. He explained that in his own residential neighborhood, vehicles parked on both sides of the street sometimes required approaching motorists to slow down or wait for another vehicle to pass. He stated that narrowing the available driving space could have a traffic-calming effect because drivers were required to proceed more cautiously. He suggested that this type of roadway condition could provide motorists with additional time to react if a child or an object unexpectedly entered the street. He clarified that he was not making a determination about whether the existing townhome development had been designed appropriately, but rather explaining how certain roadway configurations could influence vehicle speeds.

Mayor Mike Mendenhall stated that he did not believe it was entirely appropriate to attribute

all existing traffic and parking problems along 100 South to the proposed Oak Village development. He believed the project would enhance the surrounding area by completing infrastructure, adding neighborhood amenities, and connecting the existing neighborhood with a new residential community. He noted that approximately 110 new families would eventually become part of the neighborhood.

Kim Pierce reiterated that the number of proposed homes could be reduced by approximately 23 if the property retained R-1-12 zoning rather than allowing the proposed smaller residential lots.

Councilman Kevin Oyler asked the applicant to clarify the minimum and average residential lot sizes proposed for Oak Village. During the discussion, Mayor Mendenhall referenced an average lot size of approximately 8,500 square feet, and Councilman Shane Marshall identified a figure of approximately 9,300 square feet.

Councilman Kevin Oyler examined the surrounding residential parcels using the City's parcel map. He stated that many of the existing residential lots in the adjacent neighborhoods were smaller than 9,000 square feet, with relatively few exceeding that size. Based on his review, he believed the proposed Oak Village lot sizes would be generally consistent with the existing residential development in the area. He acknowledged the R-1-12 zoning designation but suggested that the actual lot sizes in surrounding subdivisions were not necessarily equivalent to 12,000-square-foot lots.

Kim Pierce responded that the existing single-family homes in the surrounding neighborhoods had garages accessed directly from the street. He emphasized that the proposed Oak Village development included homes with garages accessed from private alleyways behind the residences and believed that arrangement created a different parking situation.

Councilman Shane Marshall and Councilman Kevin Oyler explained that the proposed homes would still include garages and residential parking spaces. They clarified that the primary difference was the location of vehicle access, with some garages accessed from the rear of the property rather than from the front street.

Kim Pierce maintained that requiring residents to travel through an alleyway to reach their garages was materially different from the traditional front-loaded garage arrangement. He remained concerned that the design could create parking and circulation hazards.

Councilman Shane Marshall explained that the homes would still provide garage parking and that the rear-loaded configuration simply changed the direction from which vehicles entered the garage. Mayor Mike Mendenhall also referenced the proposed driveways and garage spaces as part of the residential parking arrangements.

Kim Pierce stated that he continued to view the proposed parking configuration as a safety hazard rather than an adequate solution to the neighborhood's parking needs. He acknowledged that he and the Council members disagreed on that issue.

Councilman Shane Marshall acknowledged Kim Pierce's position and brought that portion of the discussion to a close.

Councilwoman Stacy Beck asked whether the City Council could commit to having staff examine the existing conditions along 100 South as a separate matter from the Oak Village development application. She wanted to ensure that the concerns raised by residents would receive additional attention as the City considered future roadway improvements.

Seth Perrins explained that the Council could request that staff review the matter.

Councilwoman Stacy Beck then directly requested that City staff examine the traffic and safety concerns along 100 South.

Councilman Kevin Oyler asked for clarification regarding the five-foot setback associated with the proposed rear-loaded garages. Councilwoman Stacy Beck reiterated her request for City staff, including the traffic engineering team, to evaluate the safety concerns along 100 South.

Eric Ost clarified the proposed parking arrangements for homes with rear-loaded garages. He explained that the development team was aware of parking problems in nearby communities and had incorporated specific design requirements into the Oak Village pattern book to avoid similar conditions. He stated that the area between a garage and the alleyway would either be limited to five feet, which would not accommodate a parked vehicle, or provide a minimum of 18 feet to accommodate a full vehicle in the driveway. He explained that the 18-foot minimum would provide sufficient space for a vehicle to park outside the garage without obstructing the alleyway.

Eric Ost further explained that the proposed lot configurations could accommodate additional parking beside the garages, depending on the home design. He stated that some homes could provide parking arrangements accommodating two, three, or potentially four vehicles. He emphasized that the pattern book included options for builders to provide up to four on-lot parking spaces. He stated that the design team wanted residents to have adequate parking on their own properties while keeping vehicles out of the alleyways, particularly because unobstructed access was important for emergency vehicles and fire safety.

Councilman Kevin Oyler asked how the proposed parking capacity compared with the City's typical parking standard, which he understood to be approximately 2.5 spaces per residential unit.

Dave Anderson explained that every residential lot would provide parking for at least three vehicles.

Councilman Kevin Oyler confirmed that the development would therefore provide a minimum of three parking spaces per lot, exceeding the 2.5-space standard he had referenced. Councilman Shane Marshall asked whether those three spaces were located on the individual residential lots and did not include parking available along the public streets.

Dave Anderson confirmed that the three parking spaces per lot did not include on-street parking.

Councilman Kevin Oyler acknowledged that the development would provide more parking than he had initially understood and noted that the three on-lot spaces were in addition to available street parking and other parking areas within the development.

Councilman Shane Marshall stated that the rear-loaded design had initially reminded him of townhome developments where parking was often constrained by narrow lots and limited driveway space. He explained that the clarification helped him understand that the proposed Oak Village homes would have full driveways and garages, with vehicle access simply located at the rear rather than the front of the homes.

Dave Anderson elaborated on the differences between typical townhome parking arrangements and the proposed single-family residential lots. He explained that townhomes often had widths of approximately 22 feet because of their attached, wall-to-wall construction. A typical townhome might have a 16-foot garage door with only a few feet remaining on either side, significantly limiting the available space for additional parking.

Dave Anderson contrasted that arrangement with the proposed Oak Village lots, which he estimated would average approximately 50 to 55 feet in width. He explained that the wider lots would allow for two-car garages and, in some cases, opportunities for three-car garages. He stated that the additional lot width could also provide space for vehicles to park beside the garages. He emphasized that the amount of space available for vehicles on the proposed single-family lots would be substantially different from the parking arrangements commonly found in townhome developments.

Councilman Shane Marshall thanked Dave Anderson for the additional explanation.

Kim Pierce returned to the discussion and asked how many of the proposed homes would have two-car garages and how many would have three-car garages.

Seth Perrins explained that the individual home designs had not yet been determined. Mayor Mike Mendenhall and Councilman Shane Marshall confirmed that the specific number of two-car and three-car garages was not yet known.

Seth Perrins explained that future homebuyers would have some ability to select the type of home and garage configuration constructed on their lots, subject to the applicable lot dimensions and development standards. He stated that the lot sizes and setbacks would influence the available options but that the proposed development standards allowed for two-car and three-car garages, together with additional parking opportunities. He emphasized that those decisions would be made as individual lots were purchased and homes were designed.

Seth Perrins also discussed the benefits of rear-loaded garages for the appearance and function of residential streets. He explained that when garages and driveways were located behind the homes, the front of each property could provide a more continuous area for

landscaping and on-street parking. He contrasted that arrangement with conventional front-loaded homes, where driveway entrances interrupted the available curb space. He stated that rear-loaded homes could provide additional street parking because driveways would not occupy the frontage of the residential lots.

Seth Perrins stated that he considered on-street parking a normal part of residential neighborhoods and believed it could contribute to slower vehicle speeds. He explained that residents would still have garages and designated parking spaces on their properties, regardless of whether vehicle access was provided from the front or rear. He acknowledged that some homeowners might use portions of their garages for storage but believed the proposed lot configurations provided adequate opportunities for residents to park their vehicles.

Mayor Mike Mendenhall acknowledged that some aspects of the future development remained theoretical because the individual homes had not yet been constructed. He explained that residents did not have to accept every representation made by the developer without question, but based on his review of the proposed plan, he believed Oak Village had the potential to become one of the most attractive residential subdivisions in Spanish Fork.

Mayor Mike Mendenhall stated that the proposed architectural design, landscaping, open spaces, and homeowners association requirements could contribute to a well-maintained neighborhood. He believed that having a homeowners association oversee certain design and maintenance responsibilities was appropriate given the development's proximity to the proposed temple. He anticipated that the homes would be constructed to a high standard and that the development could become a distinctive addition to the City.

Mayor Mike Mendenhall also acknowledged Kim Pierce's experience with masonry construction and complimented the quality of his home. He suggested that although the new homes might not incorporate the same level of masonry work, he believed the overall quality of the proposed neighborhood would be high and would complement the temple.

Kim Pierce stated that he disagreed with Mayor Mendenhall's assessment and specifically requested that his disagreement be reflected in the record.

Mayor Mike Mendenhall acknowledged Kim Pierce's disagreement and continued discussing his expectations for the development. He referenced other residential areas surrounding temples and stated that those developments often included high-quality homes and amenities. He acknowledged that he was not a homebuilder but believed there would be demand for attractive homes in the proposed location. He also contrasted the current proposal with the previously considered Ivory Homes subdivision, which would have developed the property without the temple and the additional neighborhood amenities now being proposed.

Kim Pierce expressed concern that changing economic conditions could eventually lead the developer or a future property owner to request a different type of residential development. He questioned whether an economic downturn might result in proposals to replace the planned single-family homes with townhomes or other higher-density housing.

Mayor Mike Mendenhall explained that any future proposal to change the approved residential development in a manner requiring additional land-use approval would be subject to the applicable public review process. He stated that a future proposal involving townhomes would require a public hearing, at which residents would have an opportunity to express their concerns.

Kim Pierce reiterated his concern that a developer might eventually seek approval to construct townhomes on the property.

Mayor Mike Mendenhall repeated that such a proposal would be considered through a public hearing process. He emphasized that the application currently before the Council proposed residential lots that were generally consistent in size and character with those in the surrounding neighborhoods.

Kim Pierce then asked for explicit confirmation that the current Oak Village proposal consisted of single-family residential lots rather than townhomes.

Councilman Shane Marshall confirmed that all the proposed homes would be single-family residences. Mayor Mike Mendenhall and Councilman Jesse Cardon also confirmed that every home in the proposed development would be single-family.

Kim Pierce expressed concern that R-1-9 zoning could eventually allow townhomes to be constructed on the property. Mayor Mike Mendenhall explained that a different development proposal would require additional approval. Councilman Jesse Cardon noted that townhomes were generally associated with R-1-6 zoning.

Kim Pierce reiterated his concerns about fencing and suggested that fences should be included in the development. Councilman Kevin Oyler commented that fences made good neighbors. Mayor Mike Mendenhall acknowledged the suggestion and complimented Kim Pierce on the masonry fence surrounding his property.

Mayor Mike Mendenhall asked whether the Council had any additional questions for the applicant or staff regarding the proposed Oak Village zone change and preliminary plat, including the accompanying findings. He also asked whether Councilwoman Stacy Beck's earlier request regarding traffic safety along 100 South required additional action.

Councilwoman Stacy Beck reiterated her interest in having staff evaluate the roadway. Seth Perrins confirmed that staff would study the concerns raised regarding 100 South. Mayor Mike Mendenhall acknowledged the commitment.

Councilman Jesse Cardon thanked the applicant for responding to concerns raised during the Planning Commission meeting regarding the placement of homes and windows. He explained that neighboring residents had expressed concerns about large rear-facing windows looking directly into adjacent homes. He appreciated that the applicant had adjusted the positioning of certain homes to offset the windows and provide greater privacy between neighboring properties.

Mayor Mike Mendenhall asked whether there were any further questions for the applicant or staff. Hearing none, he entertained a motion on Agenda Item 10.1.

Councilman Oyler ▾ **Moved to Approve the Ordinance on Oak Village Zone Change based on the findings and conditions in the staff report.**

Findings

- 1. That the proposal conforms to the density range of the City's General Plan Designation of Low Density Residential.**
- 2. That the proposal meets the findings and intent of the Master Planned Development Overlay.**
- 3. That the proposal brings a unique housing plan to the area utilizing the R-1-9 designation in a way that we generally don't see in our community.**
- 4. That the proposal has a number of community benefitting amenities.**

Condition

- 1. That the Applicant enters into a development agreement with the City to memorialize the details of the project's approval.**

Councilman Cardon ▾ **Seconded** and the motion **Passed**, roll call, 8:46 p.m.

Mayor Mike Mendenhall confirmed that the motion had been made by Councilman Kevin Oyler and seconded by Councilman Jesse Cardon. He referenced the earlier discussion regarding staff's commitment to evaluate traffic and safety concerns along 100 South and asked whether that understanding would be included as a friendly addition to the motion.

Councilman Oyler ▾ **Amended the motion to approve the Ordinance Public Hearing on Oak Village Zone Change based on the findings and conditions in the staff report adding Condition 2: Staff's commitment to evaluate traffic and safety concerns along 100 South**

Findings

- 1. That the proposal conforms to the density range of the City's General Plan Designation of Low Density Residential.**
- 2. That the proposal meets the findings and intent of the Master Planned Development Overlay.**
- 3. That the proposal brings a unique housing plan to the area utilizing the R-1-9 designation in a way that we generally don't see in our community.**
- 4. That the proposal has a number of community benefitting amenities.**

Condition

- 1. That the Applicant enters into a development agreement with the City to memorialize the details of the project's approval.**
- 2. Staff's commitment to evaluate traffic and safety concerns along 100 South.**

Councilman Cardon ▾ **seconded the amended motion Passed**, roll call, 8:47 p.m.

Roll call vote

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Yes

Mayor Mike Mendenhall announced that Agenda Item 10.1, the Oak Village Zone Change and Preliminary Plat, had been approved. He thanked the Council members for their discussion and questions and expressed appreciation to the applicant for providing additional information. He then introduced Agenda Item 10.2, the Leland Meadows Zone Change and Preliminary Plat, which would also require a public hearing. He noted that two additional public hearings related to the budget were scheduled later in the meeting. He indicated that Dave Anderson would begin the presentation and asked whether Council members needed a short break before proceeding.

Councilman Jesse Cardon commented that the meeting was running ahead of schedule, and Councilwoman Stacy Beck agreed.

Tara Silver, City Recorder, asked before the Council proceeded to the next agenda item if a separate motion was needed for the Oak Village Preliminary Plat.

Councilman Kevin Oyler asked for clarification regarding whether two separate motions were required.

Mayor Mike Mendenhall explained that the Council needed a separate motion approving the preliminary plat following the motion approving the zone change.

Councilman Tooke moved to **approve the proposed Oak Village subdivision. Preliminary plat based on the following findings and subject to the following conditions**

I move to approve the proposed Oak Village Subdivision Preliminary Plat based on the following findings and subject to the following conditions:

Findings

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

Conditions

1. That the Applicant meets the City's development and construction standards, zoning requirements and other applicable City ordinances.
2. That the Applicant addresses all red-line review comments.
3. That the Preliminary Plat approval is contingent upon the City Council approving of the associated zoning map amendment.
4. That the private road from Whiting Street to Spanish Fork Parkway, when the road is closed, that it is closed for the minimum amount of time and at the least disruptive time.

Councilman Oyler ▾ **Seconded** and the motion **Passed**, roll call, 8:49 p.m.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Yes

Mayor Mike Mendenhall confirmed that the Oak Village Preliminary Plat associated with Agenda Item 10.1 had been approved.

Councilman Kevin Oyler thanked Tara Silver, City Recorder, for identifying the need for a separate motion on the preliminary plat.

Councilman Oyler ▾ **move that we take a five-minute recess**

Councilman Cardon ▾ **Seconded** and the motion **Passed**, roll call, 8:51 p.m.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Yes

Mayor Mike Mendenhall indicated that Travis, who was managing the meeting from behind the glass, had confirmed that everything was ready to proceed. He jokingly referred to Travis as the real Mayor because he helped keep the meeting running. Mayor Mendenhall welcomed everyone back to the Spanish Fork City Council meeting following the recess and announced that the Council would proceed with Agenda Item 10.2, the Leland Meadows Zone Change and Preliminary Plat. He then acknowledged that a motion to reconvene the City Council meeting was needed before continuing.

Councilman Oyler ▾ **Moved that we Reconvene City Council Meeting**

Councilman Tooke ▾ **Seconded** and the motion **Passed**, roll call, 9:01 p.m.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes

10.2 Ordinance Public Hearing on Leland Meadows Zone Change and Preliminary Plat

Dave Anderson introduced Agenda Item 10.2, the Leland Meadows Zone Change and Preliminary Plat. He explained that the application involved two separate approvals, similar to the previous Oak Village application. He stated that he would provide an overview of the proposed development, followed by additional information from Cory Pierce and Dillon Muirbrook regarding concerns raised during the Planning Commission meeting. Dean Ingram, representing Arrive Homes, would then provide a more detailed presentation of the proposed development.

Dave Anderson stated that the Planning Commission had conducted a productive discussion and received substantial public comment regarding the Leland Meadows proposal. He noted that approximately two months had passed between the Planning Commission public hearing and the City Council hearing, which was longer than usual. He believed City staff and the applicant had used that additional time effectively to investigate concerns, obtain supporting information, and address questions raised during the earlier proceedings.

Dave Anderson explained that the proposed Leland Meadows development was located in the Leland area, west of Mill Road and south of 900 South, generally southwest of American Leadership Academy. He stated that the development involved several separate parcels. Using the displayed maps, he explained that the entire subject property was currently zoned Rural Residential.

Dave Anderson reviewed the City's General Plan land-use designations for the property. He explained that the eastern portion was designated Estate Density Residential, which represented one of the lowest residential densities commonly proposed for development in Spanish Fork. He stated that this designation typically corresponded with R-1-15 zoning and residential lots of approximately 15,000 square feet. He identified the western portion as Medium Density Residential, located along both sides of a planned north-south roadway that was expected to carry substantial traffic as the area developed. He explained that the General Plan anticipated somewhat higher residential density along that future transportation corridor.

Dave Anderson addressed a concern raised by a Planning Commissioner regarding the relationship between the proposed development layout and the General Plan land-use boundaries. He explained that the boundary separating the Estate Density Residential and Medium Density Residential designations followed a straight north-south alignment on the General Plan map. The proposed development did not follow that boundary precisely. He stated that, in his opinion, the General Plan boundaries were not necessarily intended to be applied as exact development boundaries. However, he acknowledged that if the City Council shared the Planning Commission's concern, staff had discussed potential adjustments that could better align the proposed development with the General Plan.

Dave Anderson stated that the proposed development encompassed approximately 72.74 acres and included 206 residential units. He explained that most of the homes would be constructed on smaller single-family lots referred to by the applicant as garden lots. These homes would use a shared driveway arrangement, which the applicant would explain in greater detail. The remaining homes would be constructed on more traditional, larger residential lots of approximately 15,000 square feet, consistent with the lower-density residential development occurring in other areas of the City.

Dave Anderson explained that another significant component of the proposal involved a potential land exchange with the Nebo School District. He stated that the City and School District had discussed the possibility of exchanging property for several years. He reported that he had spoken with Reed Park of the Nebo School District the previous day and that the District remained receptive to the proposed exchange. He explained that District representatives had not identified significant concerns about proceeding with the transaction but had acknowledged that the exchange would require a formal approval process.

Dave Anderson stated that the School District did not intend to initiate its approval process until Spanish Fork City had taken action on the proposed development. He emphasized that the land exchange was not yet finalized and that the District was waiting for the City to determine how it would proceed with the Leland Meadows application.

Councilwoman Stacy Beck asked Dave Anderson to clarify exactly which properties were involved in the proposed land exchange. She questioned whether the exchange involved the proposed school property and the area identified for townhomes to the north.

Dave Anderson used the displayed development plan to identify the properties involved and confirmed that Councilwoman Beck's understanding was correct. He explained that the exchange would involve School District property and the area identified for townhome development. Councilwoman Beck thanked him for clarifying the proposed arrangement.

Dave Anderson reiterated that the land exchange remained contingent on the required approval processes and was not a completed agreement. He then reported that both the Development Review Committee and Planning Commission had recommended approval of the proposed zone change and preliminary plat. He clarified that the Planning Commission's recommendation was not unanimous, with four members voting in favor and two voting against. He then invited Cory Pierce to discuss the technical concerns identified during the Planning Commission review.

Cory Pierce explained that City staff had asked Byron Haslam and Josh Wagstaff to review the comments and questions raised during the Planning Commission meeting and coordinate with the applicant to obtain responses. He stated that the Council packet included a memorandum prepared by Byron Haslam, along with supporting information from the applicant, geotechnical engineers, and other professionals associated with the project. He explained that he would summarize the principal issues and that the applicant could provide additional technical details where necessary.

Cory Pierce first addressed irrigation infrastructure and irrigation piping. He explained that irrigation companies generally preferred to review final engineering plans before issuing formal approvals. Consequently, staff did not always receive detailed comments or final authorization from irrigation companies during the preliminary plat stage. However, he confirmed that communication had occurred between the irrigation company and the project's engineer. He stated that the process was underway and that no significant concerns had been identified at that point, although additional details would be required before final approval.

Cory Pierce discussed questions regarding groundwater conditions and potential impacts on neighboring properties. He explained that the applicant's geotechnical engineer had provided written responses addressing groundwater concerns and the suitability of the property for residential construction. He stated that homes proposed in areas with wet soil conditions would be constructed without basements and would instead use slab-on-grade foundations. He explained that the geotechnical engineer had identified recommended construction practices intended to address those conditions. He noted that the applicant and its technical consultants could provide more detailed information.

Cory Pierce acknowledged the existing traffic concerns at the intersection of Mill Road and Arrowhead Trail. He stated that the intersection already experienced congestion and operational difficulties, particularly during school-related peak traffic periods. He explained that Dillon Muirbrook had studied the intersection and would provide information regarding existing conditions, anticipated development impacts, and possible improvements.

Cory Pierce addressed questions regarding pressurized irrigation service to the Albert property included in the development. He explained that the necessary pressurized irrigation infrastructure would be installed as the property developed.

Cory Pierce also discussed questions concerning sewer and storm drain easements. He stated that Atlas Engineering and its surveyor had filed an affidavit intended to correct certain recorded information. He indicated that the applicant could provide further clarification regarding those corrections. He also explained that errors involving parcel names and roadway labels near the Larson property had been identified on earlier plans and that he believed those errors had been corrected.

Cory Pierce stated that the applicant had retained a water rights specialist to review existing water rights associated with the property. He explained that several water rights connected to the Charles Albert property had been identified and would need to be addressed as the development proceeded.

Cory Pierce then discussed drainage concerns raised by a neighboring property owner along Mill Road. He explained that the existing development on the east side of Mill Road included an early form of low-impact stormwater management infrastructure designed to capture runoff through curb openings. He acknowledged that the system had not functioned as effectively as intended because stormwater traveling downhill had difficulty making the sharp turn into the drainage openings. Vegetation growing near the inlets had further restricted the flow of water, allowing runoff to bypass the drainage system and continue

downhill toward neighboring properties.

Cory Pierce explained that City street maintenance crews had been directed to inspect and clean the drainage facilities. He stated that staff also intended to install concrete improvements leading to the inlet boxes to prevent vegetation from obstructing runoff and to help direct water into the storm drainage system. He reported that the work had not yet been scheduled but that staff anticipated completing the improvements during the fall.

Cory Pierce addressed concerns regarding fencing along the existing feedlot adjacent to the proposed development. He stated that the applicant had submitted a fencing plan that appeared to propose a six-foot vinyl fence along the affected property boundary. He concluded his summary by noting that additional technical details were available in the Council packet and invited questions before turning the discussion over to Dillon Muirbrook.

Dillon Muirbrook explained that the City had extensively studied traffic conditions throughout the Leland area over the preceding three to four years. He stated that the intersection of Mill Road and Arrowhead Trail had been evaluated in detail, including its current operations and the anticipated effects of traffic generated by the Leland Meadows development.

Dillon Muirbrook explained that the intersection already experienced significant delays, particularly during the afternoon school dismissal period. He stated that when the intersection was originally constructed by the Utah Department of Transportation, dedicated turning lanes were not included on the north and south approaches. As a result, a single lane accommodated multiple turning and through movements, creating delays when vehicles waited to proceed through the intersection.

Dillon Muirbrook stated that the proposed subdivision was expected to add approximately 100 to 150 vehicle trips through the intersection during the period evaluated. He acknowledged that the additional traffic would reduce the intersection's level of service to some degree but explained that the development was not expected to fundamentally change the nature of the existing congestion.

Councilman Kevin Oyler asked Dillon Muirbrook to clarify what he meant when he stated that the additional traffic would not significantly disrupt the overall transportation system.

Dillon Muirbrook explained that although new residential development generated additional trips, those trips would be distributed over time rather than occurring simultaneously. He stated that the traffic analysis did not indicate that the development would cause vehicle queues to extend all the way to the roundabout near American Leadership Academy on 1100 South or north to 900 South. He acknowledged that traffic occasionally backed up into the Old Mill subdivision under existing conditions, particularly during the afternoon school peak, and that those problems required mitigation. However, he explained that the proposed development was not expected to substantially worsen those existing conditions.

Councilwoman Stacy Beck asked whether Dillon Muirbrook was indicating that the subdivision would not cause major changes in the way the intersection operated.

Dillon Muirbrook confirmed that the analysis did not anticipate significant changes in overall intersection performance. He emphasized that the intersection already had operational problems and that additional traffic would increase delays to some extent. However, he did not expect the increase to be so substantial that motorists would experience a dramatic difference from current conditions.

Cory Pierce asked Dillon Muirbrook to explain the potential improvements staff had evaluated, including estimated costs and how the improvements might be incorporated into the City's capital planning process. He emphasized that the intersection needed attention regardless of whether the Leland Meadows development was approved.

Dillon Muirbrook explained that the primary problem involved the single southbound approach lane on Mill Road at Arrowhead Trail, also known as State Route 164. He stated that vehicles traveling straight or making turns were required to share the same lane, resulting in queues and delays. He explained that the preferred improvement would be to widen the approach to provide three separate lanes: a dedicated left-turn lane, a through lane, and a dedicated right-turn lane.

Dillon Muirbrook stated that providing the three lanes would substantially address the existing operational problems at the intersection. He clarified that the improvement would not eliminate every possible delay but would resolve the principal deficiencies identified in the traffic study. He estimated that the project would cost approximately \$200,000.

Dillon Muirbrook explained that the intersection improvement was not currently included as a funded project in the City's capital facilities plan. He stated that staff was considering adding the project as part of the ongoing transportation master plan update, but no funding had been identified at that time.

Councilman Shane Marshall asked whether the Mill Road intersection improvement might qualify for funding through the Mountainland Association of Governments.

Dillon Muirbrook explained that MAG funding was theoretically possible but that it might be difficult to demonstrate the regional significance of improvements to the north approach of the intersection. He noted that the southern approach, associated with Woodland Hills Drive, served a more regional transportation function and was a county facility. He stated that staff could explore potential funding eligibility but did not indicate that MAG funding was assured.

Seth Perrins observed that an estimated \$200,000 improvement was relatively modest compared with many other municipal capital projects. He asked whether the conceptual design could be constructed largely within the existing public right-of-way, avoiding the need for substantial property acquisition.

Dillon Muirbrook confirmed that most of the proposed improvements appeared capable of being constructed within the existing right-of-way.

Seth Perrins stated that the traffic study had provided useful information and believed the intersection improvement could potentially be implemented sooner rather than later. He

acknowledged that the project was not included in the current budget but suggested that the relatively limited scope and cost could make it feasible in the near future.

Councilwoman Stacy Beck asked whether the improvement would involve restriping the existing roadway or whether physical widening would be necessary.

Seth Perrins clarified that the roadway would need to be widened to accommodate the additional lanes.

Councilwoman Stacy Beck asked whether the widening could be accomplished without acquiring additional property.

Dillon Muirbrook explained that staff believed the necessary travel lanes could likely be accommodated within the existing right-of-way, subject to further design review.

Seth Perrins clarified that the proposed intersection improvement would not complete the full planned roadway width or necessarily include all future curb and gutter improvements. However, he stated that it would provide the additional travel lanes needed to improve intersection operations.

Councilman Shane Marshall asked how far the widening would extend along Mill Road and whether it would involve a substantial section of roadway.

Dillon Muirbrook explained that the proposed improvement would be limited primarily to the intersection approach, extending approximately 200 feet rather than several hundred feet along the entire roadway. Councilman Shane Marshall confirmed that the project would address the intersection itself rather than reconstructing the remainder of Mill Road.

Councilwoman Stacy Beck asked whether staff had identified a potential timeline for completing the intersection improvements.

Cory Pierce explained that the primary next step would be to refine the design, obtain a more accurate cost estimate, and determine whether the improvements could be completed within the existing right-of-way. He stated that if no significant right-of-way acquisition issues were identified, staff could potentially propose the project for inclusion in the following year's budget. He emphasized that property acquisition could sometimes delay roadway projects but that the relatively limited scope of the proposed improvement could allow it to proceed quickly once funding was available.

Councilwoman Stacy Beck stated that it was important for residents to understand that the City was considering improvements to the intersection regardless of the Council's decision on the Leland Meadows development. She expressed appreciation that the project could potentially be considered during the next budget cycle.

Cory Pierce explained that the City had to evaluate roadway needs throughout Spanish Fork and prioritize transportation improvements based on available funding. He noted that staff conducted traffic studies regularly and that residents in many neighborhoods could identify

intersections or roadways they believed required immediate attention. He explained that the Mill Road and Arrowhead Trail intersection had not previously risen to the top of the City's capital improvement priorities because other significant transportation projects, including Spanish Fork Parkway and railroad crossing improvements, had required attention and funding.

Cory Pierce acknowledged that the Mill Road intersection was becoming a more significant concern as the surrounding area continued to develop. He stated that if the City Council approved additional residential development in the Leland area, the need for improvements would become a higher priority because staff wanted to address transportation deficiencies before they became more severe.

Mayor Mike Mendenhall suggested that the Mill Road and Arrowhead Trail intersection improvements might qualify for regional transportation funding through the Mountainland Association of Governments (MAG) because of the traffic generated by American Leadership Academy (ALA). He explained that ALA attracted students and families from throughout Utah Valley and even outside Utah County, resulting in significant traffic entering Spanish Fork from surrounding communities. Although Mill Road itself might not be classified as a regional roadway, he believed its connection to a school serving a regional population could strengthen the City's argument for MAG funding. He noted that much of the traffic congestion experienced by residents in that area resulted from motorists traveling into the community from elsewhere.

Cory Pierce observed that many of the traffic concerns discussed during the meeting involved schools. He explained that school-related congestion was often concentrated within a 15- to 20-minute period as students arrived and departed. He noted that traffic problems might not exist when a school was originally constructed but could develop over time as enrollment and surrounding development increased, making those problems more difficult to address.

Mayor Mike Mendenhall made a lighthearted comment about listening to a podcast while waiting through school-related traffic congestion.

Councilman Shane Marshall explained that he had asked about MAG funding because the organization had recently approved funding for another roadway project west of the Leland area, with construction anticipated several years in the future. He observed that the funded roadway currently carried little traffic, while Mill Road already served a substantial number of residents and had experienced traffic concerns since surrounding developments were constructed. He questioned whether regional transportation funding could be directed toward existing roads with demonstrated traffic needs rather than projects serving areas that had not yet developed.

Cory Pierce explained that MAG funding opportunities followed established application and project selection cycles. He stated that the most recent prioritization process had already occurred and that the next opportunity could be approximately two years away. He suggested that the City might be able to make meaningful improvements to the Mill Road intersection sooner through a smaller project, even if those improvements did not include full

roadway reconstruction, curb, and gutter.

Councilman Shane Marshall stated that while the immediate intersection improvements would be helpful, he believed Mill Road ultimately needed to be completed with full curb and gutter along its entire length. He agreed that Woodland Hills Drive, south of the intersection, served a regional transportation function and suggested that the City could make a similar argument for extending regional improvements north along Mill Road toward State Route 115. He explained that the roadway could provide a connection between state highways and believed that regional connectivity presented a funding argument the City should pursue.

Cory Pierce agreed that the City could explore regional funding for the larger roadway improvements while pursuing a phased approach that initially addressed the intersection using resources available to the City.

Councilman Shane Marshall encouraged staff to advocate for MAG funding, noting that if regional funding could be secured for a roadway west of the area that was not yet heavily traveled, he believed a reasonable argument could also be made for improvements to Mill Road, where existing traffic demands were already evident.

Cory Pierce acknowledged the suggestion and indicated that staff could advocate for the project.

Mayor Mike Mendenhall made a lighthearted comment about transportation funding for roads that did not yet serve substantial traffic.

Councilman Shane Marshall reiterated that the previously funded roadway was similar to Mill Road and located just west of the proposed development. Cory Pierce agreed with the comparison, and Councilman Marshall thanked staff for the discussion.

Councilwoman Stacy Beck thanked Dillon Muirbrook for his research and analysis of the intersection.

Cory Pierce also thanked Dillon Muirbrook and asked whether the Council had any additional questions regarding the technical issues discussed.

Councilman Kevin Oyler requested clarification regarding the roadway configuration shown on the proposed Leland Meadows development plan. He asked Cory Pierce to identify Mill Road and the existing roadways in relation to the proposed development. He noted that the plan showed a curved roadway along the western portion of the property that did not currently exist and asked how it related to the existing alignment of 1700 East.

Cory Pierce explained that 1700 East currently followed a straight alignment, but the City's transportation master plan anticipated realigning a portion of the roadway to curve through the proposed development and ultimately connect with the existing roadway alignment. He confirmed that completing the future roadway connection would involve additional property owners.

Councilman Kevin Oyler expressed concern about the number of access points available to the development during construction. He asked whether the project would initially have only one access point and how many homes could be constructed before additional roadway connections were required.

Cory Pierce explained that the City's access standards generally allowed a maximum of 35 homes on a permanent single-access roadway, while a temporary single-access arrangement could serve up to 50 homes during phased construction. He stated that if the developer began construction from the Mill Road side, approximately 50 homes could potentially be constructed before an additional access connection would be required. He explained that the applicant's proposed phasing appeared to involve beginning construction from both ends of the development and progressing toward the center until the internal roadway connections were completed.

Councilman Kevin Oyler asked how the higher-density portion on the western side of the development would be constructed in relation to the existing straight roadway and the proposed curved alignment. He questioned whether the existing roadway would remain in place while the new alignment was constructed.

Cory Pierce explained that the proposed roadway would extend north, curve through the development, and connect to the existing roadway through a new intersection. He stated that a portion of the existing straight roadway alignment would eventually be abandoned as the new configuration was completed. He clarified that motorists would travel through the new intersection rather than continuing along the existing straight alignment.

Councilman Kevin Oyler then asked whether the western portion of the development would also have access limitations and whether the proposed northern connection would qualify as an additional access point.

Cory Pierce identified the proposed access locations on the development plan and explained that the project could be constructed from separate access points, with the roadways eventually connecting as development progressed. He noted that Dean Ingram, representing the applicant, would be better positioned to explain the proposed construction phasing in greater detail.

Councilman Kevin Oyler stated that he would like to understand how the applicant intended to phase construction while maintaining the required number of access points throughout the development.

Cory Pierce explained that the preliminary plat had been reviewed against the City's access requirements and construction standards and that the proposed layout met those requirements. However, he emphasized that staff would carefully review and enforce the construction phasing boundaries to ensure that the required access connections were provided as development proceeded. He reiterated that the intended approach was to construct portions of the development from both ends and connect the roadways as the project progressed.

Mayor Mike Mendenhall asked whether Council members had any additional questions for Cory Pierce or Dillon Muirbrook before proceeding with the presentation.

Dean Ingram, representing Arrive Homes, introduced himself and provided background on the company. He explained that Arrive Homes was a Utah County homebuilder primarily developing residential neighborhoods in southern Utah County, including Salem, Spanish Fork, and Mapleton. He stated that he had previously been an owner of Edge Homes and that Arrive Homes focused on providing customizable homes at prices between traditional production-built homes and fully custom construction.

Dean Ingram explained that Arrive Homes maintained a portfolio of approximately 50 home plans that buyers could modify to meet their individual needs. He stated that purchasers could customize both interior and exterior features, including room sizes, floor plans, decks, and other architectural elements. He explained that the company's design team and architect worked with buyers to incorporate these changes while maintaining a more predictable starting price than traditional custom construction. He believed this approach created neighborhoods with greater architectural variety because homes were not repeatedly constructed using identical designs.

Dean Ingram explained that the larger estate residential portion of the proposed Leland Meadows development would have a density of approximately 1.69 homes per acre. He stated that the lots would generally be at least 100 feet wide, providing room for larger homes, spacious yards, and substantial off-street parking. He indicated that approximately 90 percent of the company's semi-custom homes included three-car garages. He emphasized that the wider lots allowed garage doors to be separated and provided additional space for vehicles to park in front of and inside the garages.

Dean Ingram discussed the company's efforts to provide different housing opportunities for buyers at various stages of homeownership. He explained that Arrive Homes also developed townhomes and other more affordable residential products because rising construction costs, land prices, and interest rates had made traditional single-family homes increasingly difficult for first-time buyers to purchase. He shared that three of his children had initially purchased townhomes before eventually moving into larger single-family homes. He believed that providing entry-level housing opportunities allowed residents to build equity and eventually purchase more expensive homes.

Dean Ingram identified several residential developments Arrive Homes had completed in the area, including Renaissance, Del Monte, Juniper, and Bronco. He explained that Renaissance was a townhome development near Center Street and that Del Monte had been constructed on property previously used as an asphalt batch plant. He noted that the Del Monte property presented unusual construction challenges, including areas containing substantial deposits of concrete that had to be addressed during development.

Dean Ingram expressed satisfaction with the Juniper development and the nearby three-acre Bronco Park. He complimented the City's efforts to provide neighborhood parks and accessible recreational spaces within residential areas.

Councilwoman Stacy Beck explained that the City's goal was to provide parks within approximately a 10-minute walk of residential neighborhoods, although some locations were farther away.

Dean Ingram stated that Arrive Homes designed its townhome products with wider units and additional garage storage space to help reduce the need for residents to park vehicles outside. He explained that the company was introducing a new detached residential product within the Leland Meadows development intended to provide an intermediate housing option between townhomes and larger traditional single-family homes. He stated that these homes would provide individual yards that could be fenced, allowing families with children or pets to have private outdoor space. He noted that the price of many larger single-family homes had approached \$1 million, making additional housing options increasingly important.

Dean Ingram introduced a video presentation showing a conceptual rendering of the proposed neighborhood. He explained that the homes depicted in the presentation were based on actual floor plans constructed by Arrive Homes rather than hypothetical designs.

Councilman Shane Marshall asked whether the portion of the development shown in the video represented the proposed R-1-15 residential area.

Dean Ingram confirmed that the video was showing the estate residential portion of the development. He pointed out the larger yards, wide lots, separated garages, and available driveway parking. He emphasized that the layout provided substantial space for vehicles to be parked both inside garages and on private driveways.

Mayor Mike Mendenhall made a lighthearted comment that some homeowners might use the third garage bay for a golf simulator rather than vehicle parking.

Dean Ingram continued reviewing the video and identified the area adjoining the property involved in the proposed land exchange with the Nebo School District. He explained that the development included a minor collector roadway with a masonry wall and trail, with the proposed school property located across the roadway.

Councilman Kevin Oyler asked whether the homes shown in the next portion of the presentation were the proposed cottage homes.

Dean Ingram explained that the cottage-style homes were designed to provide two-car garages and an additional assigned parking space, resulting in three designated off-street parking spaces per residence. He contrasted the design with traditional townhome developments, where numerous individual driveways occupied much of the street frontage and limited available on-street parking. He explained that the proposed layout consolidated driveway access, creating longer uninterrupted sections of street frontage where vehicles could park without blocking residential driveways.

Dean Ingram stated that the cottage-home design also positioned garages away from the primary street frontage, creating a more attractive streetscape. He explained that some homes would have traditional street frontage while others would use shared access

arrangements. He emphasized that many of the homes would include reasonably sized private yards that could be fully fenced, providing outdoor space for families and pets. He noted that rear-loaded residential designs sometimes made it difficult to provide functional private yards, whereas the proposed cottage-home arrangement was intended to address that concern.

Dean Ingram provided background on the development, explaining that planning for the property had begun approximately seven or eight years earlier. He stated that Arrive Homes had previously developed several neighborhoods in the surrounding area, including Mule Estates, Academy Park, and Del Monte. He explained that those developments had initially received sewer service through Salem under an agreement allowing approximately 400 homes to connect to Salem's sewer system. He believed fewer than 100 of those connections had been used.

Dean Ingram stated that Arrive Homes had purchased the Leland Meadows property with the intention of proceeding under the existing sewer arrangement. However, Spanish Fork City requested that the developer delay the project while the City pursued a sewer lift station that would allow residents to receive sewer service through Spanish Fork rather than Salem. He explained that the City wanted to avoid having Spanish Fork residents receive sewer utility bills from another municipality. Arrive Homes agreed to postpone development while the lift station was designed and the necessary infrastructure arrangements were addressed.

Dean Ingram explained that the Nebo School District approached Arrive Homes during the extended planning period regarding a potential property exchange. He stated that the District owned approximately 12 acres near the young single adult stake center that had previously been identified for a future school. However, the property was located too close to Riverview Elementary School to meet the District's anticipated school location needs. He explained that the District was evaluating future population growth and requested an exchange involving property that would better accommodate a future school.

Dean Ingram stated that Arrive Homes had previously participated in a land exchange with the School District and that the parties had worked together to identify a suitable location within the Leland Meadows development. He explained that the proposed exchange would provide the District with property better positioned to serve future residential growth while allowing Arrive Homes to develop property the District no longer anticipated using for a school.

Dean Ingram explained that changes to the City's planned collector roadway alignment further affected the location of the proposed school property. He stated that the original transportation concept contemplated extending the roadway north in a relatively straight alignment, potentially affecting existing homes and connecting farther north near the freeway. Following additional transportation studies, the preferred alignment was changed to connect with an existing roadway, reducing the anticipated impacts on established residential properties.

Dean Ingram stated that the revised collector roadway alignment crossed the School District's previously identified property, making that site less suitable for construction of a

school. He also explained that the roadway was anticipated to become a significant transportation corridor, potentially consisting of five lanes. Although the School District wanted adequate roadway access to its facilities, it also had concerns about locating schools immediately adjacent to heavily traveled roads.

Dean Ingram described his previous experience coordinating residential development around future school sites in Elk Ridge. He explained that the School District had expressed a preference for schools to be surrounded by public streets rather than directly adjoining residential backyards. He stated that homes backing onto school property could create conflicts involving students, fences, and recreational activities, including balls entering neighboring yards. He explained that, on the Elk Ridge project, he had modified the layout by relocating six residential lots to provide streets along the school boundaries.

Dean Ingram stated that the proposed Leland Meadows school site had been designed with similar considerations. He explained that Arrive Homes had coordinated with the Nebo School District to provide roadway access and circulation patterns that would accommodate school traffic while reducing potential conflicts with neighboring residential properties. He noted that the proposed minor collector road would serve school-related traffic and that the development plan anticipated streets along the other sides of the future school property as surrounding areas developed.

Dean Ingram explained that the proposed roadway alignment west of the school property was intended to accommodate a possible future street connection if adjacent property were eventually developed. He clarified that such development was not guaranteed but that the layout preserved the opportunity for future connectivity. He stated that School District representatives had appreciated being involved in the design process before surrounding development was constructed, rather than having to accommodate an existing neighborhood layout that did not meet the District's operational needs.

Dean Ingram then addressed concerns raised during the Planning Commission meeting regarding water rights. He acknowledged that an issue had been identified involving water rights associated with the Charles Albert property. He explained that a required change application had not previously been completed, leaving the status of those rights unresolved. He stated that Arrive Homes was willing to assist in resolving the matter and had retained water rights professionals, including Logan Riley and Jim Riley, to evaluate the situation. He indicated that the remaining water rights questions had been reviewed and that the applicant believed those matters had been adequately addressed.

Dean Ingram addressed concerns regarding groundwater and soil conditions throughout portions of the proposed development. He acknowledged that some areas contained wet soils and challenging subsurface conditions that would require additional engineering and construction measures. He emphasized that Arrive Homes did not intend to take shortcuts in preparing residential building sites and that each home excavation would be evaluated through soil testing and engineering review.

Dean Ingram explained that the company had experience constructing homes on properties with difficult soil conditions, including projects in River Point, Moonlight in Salem, and later

phases of Salem Park. He stated that these developments required specialized site preparation, including overexcavation and other improvements recommended by geotechnical and structural engineers.

Dean Ingram acknowledged that the Leland Meadows property did not have ideal soil conditions and that preparing certain areas for construction would be more expensive than building on naturally stable ground. However, he stated that the company would follow the recommendations of its geotechnical and structural engineers to ensure that building sites were properly prepared. He explained that the applicant had consulted with multiple soils engineers and its structural engineer regarding the proposed development.

Dean Ingram stated that Arrive Homes used local excavation contractors Arlen Alt and Jason Alt for its residential excavation work. He explained that the company selected experienced contractors who specialized in properly preparing difficult building sites, even when their services were more expensive. He emphasized that the company's priority was to prevent future structural problems by completing all required excavation, soil stabilization, and foundation preparation work.

Dean Ingram expressed confidence that the identified groundwater and soil conditions could be addressed through appropriate engineering and construction practices. He stated that the company would follow the recommendations of its technical consultants and comply with applicable construction requirements. He concluded by inviting additional questions from the City Council and acknowledged that members of the public might also have concerns they wished to address.

Mayor Mike Mendenhall asked whether Council members had any questions for the applicant before opening the public hearing.

Councilman Kevin Oyler asked Dean Ingram whether Arrive Homes owned all the property included in the proposed Leland Meadows development.

Dean Ingram explained that Arrive Homes owned a portion of the property and that one of the company's partners owned the remaining portion.

Councilman Kevin Oyler asked whether all the property necessary to complete the proposed development had been secured.

Dean Ingram confirmed that the necessary property was secured.

Dean Ingram explained that Arrive Homes had developed more than a dozen subdivisions in Spanish Fork and that the company served as both the developer and the builder of every home within those subdivisions. He emphasized that this approach provided consistency because the company maintained control over both the development and home construction. He noted that other developers sometimes sold lots to different builders, which could result in homes or neighborhoods that did not meet the City's original expectations. He stated that the Council could evaluate Arrive Homes' previous developments to understand the quality and type of homes proposed for Leland Meadows. He assured the Council that the

company would stand behind its work.

Mayor Mike Mendenhall asked whether Council members had any additional questions for the applicant before proceeding to the public hearing.

Councilman Shane Marshall indicated that he was ready to proceed with the public hearing.

Mayor Mike Mendenhall thanked Dean Ingram for his presentation and invited a motion to enter the public hearing for Agenda Item 10.2, the Leland Meadows Zone Change and Preliminary Plat.

Councilwoman Beck ▾ Moved to go into a Public Hearing at p.m.

Councilman Oyler ▾ **Seconded** and the motion **Passed**, all in favor, 9:48 p.m.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Yes

Mayor Mike Mendenhall opened the public hearing for Agenda Item 10.2, the Leland Meadows Zone Change and Preliminary Plat. He reminded those wishing to speak to provide their names to City Recorder Tara Silver and explained that speakers would be notified when they were approaching the three-minute time limit.

PUBLIC HEARING:

John Henderson stated that he lived diagonally across from the northeastern portion of the proposed development. He expressed appreciation that some of the existing traffic concerns had been acknowledged and that the City was considering improvements in the near future. However, he encouraged the Council to consider the long-term effects of continued growth rather than focusing only on immediate development impacts. He emphasized that even when a roadway or development issue affected only a small number of residents, the consequences for those individuals could be significant.

John Henderson encouraged the City to address existing transportation problems independently of future development because additional projects might not occur for 10 or 20 years, if at all. He referenced concerns raised during the earlier Oak Village discussion and suggested that the City should consider improvements to roads with existing safety problems rather than waiting for nearby development to provide those improvements.

John Henderson expressed concern about the width and safety of Mill Road, noting that large commercial trucks, including semitrucks approximately 60 to 70 feet long, regularly traveled the roadway. He stated that traffic associated with the Old Mill area and nearby businesses contributed to congestion and that even modest roadway widening could improve safety by

providing additional space for vehicles to pass. He also cautioned that designated safe routes to schools did not necessarily mean students would follow those routes, particularly when a shorter alternative was available. He encouraged the Council to consider actual pedestrian behavior when evaluating school-related safety.

John Henderson stated that traffic impacts in the area extended beyond American Leadership Academy, a potential elementary school, and the approximately 200 proposed homes. He noted that the Old Mill area and Old Mill Landscape generated traffic throughout the week and on Saturdays, including significant truck traffic. He thanked the Council for considering his concerns.

Mayor Mike Mendenhall thanked John Henderson for his comments, and Councilman

Dan Davis addressed the Council and stated that he did not believe the developer should be solely responsible for correcting existing traffic problems. He then expressed significant concerns about developing the low-lying portions of the property where groundwater and surface water had historically accumulated. He explained that he had lived in the area for many years and remembered ice skating on substantial amounts of standing water in the proposed development area during his childhood.

Dan Davis suggested that the City consider obtaining funding to preserve the low-lying portion of the property as a public park rather than developing it for residential use. He envisioned a landscaped open space with walking paths, water features, and wildlife habitat similar to recreational areas elsewhere in Spanish Fork. He acknowledged that creating a park could eliminate approximately one-third of the proposed estate residential lots but questioned whether available funding sources could make such a project feasible without requiring the City to bear the entire cost. He believed preserving the naturally wet area could provide a long-term recreational benefit while avoiding some of the challenges associated with constructing homes on the property.

Dan Davis also raised concerns about stormwater runoff from the hillside near the existing cattle feedlot. He explained that during significant rainstorms, including storms producing approximately two inches of precipitation, water flowed rapidly downhill and carried substantial amounts of sediment. He described observing areas that had been clean before a storm becoming covered in mud and debris afterward. He cautioned that recent dry conditions could create a misleading impression of the property's drainage characteristics and that wetter years could reveal more serious problems.

Dan Davis encouraged the City and developer to carefully evaluate the geotechnical and drainage conditions before allowing construction. He mentioned forecasts suggesting the possibility of a particularly wet weather cycle and stated that substantial rainfall could provide a clearer indication of the area's natural drainage patterns. He emphasized the importance of completing appropriate geotechnical studies and ensuring that proposed mitigation measures would function during significant storm events.

Dan Davis complimented the proposed garden-home layout, particularly the arrangement of streets and residential access. He encouraged the applicant to ensure that the design

functioned effectively and reiterated his concerns regarding existing traffic congestion. He thanked the Council for the opportunity to comment.

Mayor Mike Mendenhall thanked Dan Davis and made a lighthearted comment acknowledging his repeated concerns about traffic conditions.

David Isaac addressed the Council and requested clarification regarding the roadway improvements associated with the proposed development. He asked whether the developer would be required to install curb and gutter along the frontage of the Charles Albert property and whether the City might eventually continue roadway improvements south toward the Mill Road and Arrowhead Trail intersection. He expressed hope that future improvements would include enclosing existing irrigation canals and widening the roadway to eliminate narrow sections where vehicles had difficulty passing, particularly when garbage containers were placed along the road on collection days.

David Isaac also asked whether an existing dairy barn, older home, and other structures near the northern portion of the property would be removed as part of the proposed development.

Dean Ingram indicated that the area containing those structures was included in the proposed development layout.

David Isaac stated that the area near the existing structures was one of the narrowest and most problematic sections of Mill Road. He believed widening the roadway in that location would improve traffic conditions and safety for residents on both sides of the street.

David Isaac then asked whether the proposed roadway extending in front of the future school property and terminating near the existing feedlot would eventually connect to the unfinished leg of a nearby roundabout.

Cory Pierce confirmed that the roadway was planned to extend through the feedlot property as surrounding properties developed and would ultimately connect to the roundabout. David Isaac thanked staff for clarifying the proposed future roadway connection.

Mayor Mike Mendenhall thanked David Isaac and invited additional public comments.

Wayne Anderson addressed the Council and acknowledged that continued growth in Spanish Fork and Utah County was inevitable because the area was an attractive place to live. However, he expressed concerns about the proposed development's proximity to his existing livestock feed yard along the northern boundary of the property. He stated that he intended to continue operating the feed yard and did not anticipate discontinuing livestock operations in the foreseeable future.

Wayne Anderson emphasized that a substantial fence would be necessary between the proposed residential development and the existing feed yard. He stated that a vinyl fence would not provide adequate separation or protection for the livestock operation and urged the Council and developer to consider a more durable fencing solution.

Councilman Kevin Oyler asked Wayne Anderson whether cattle were the livestock being fed at the property. Wayne Anderson confirmed that the feed yard was used for cattle.

Wayne Anderson also expressed concerns about groundwater and standing water on the proposed development property. He stated that Utah had experienced relatively dry conditions for approximately 25 years, yet portions of the property continued to retain standing water. He questioned whether proposed engineering measures would adequately address the conditions if the area returned to a wetter weather cycle. He noted that ducks regularly used the standing water during the fall, further illustrating the property's longstanding wet conditions.

Wayne Anderson questioned the status of the proposed land exchange with the Nebo School District. He stated that, to his knowledge, the District had not yet transferred the property to the developer. He also indicated that conversations he had with School District representatives suggested the District intended to retain property for a future school. He expressed concern about proceeding with the development before the status of the proposed land exchange was resolved.

Mayor Mike Mendenhall thanked Wayne Anderson for his comments and invited the next speaker.

Kevin Baadsgaard addressed the Council regarding fencing adjacent to the existing feedlot. He agreed that a vinyl fence would not provide sufficient separation between residential properties and livestock operations. He suggested that an eight-foot masonry fence would be a more appropriate and durable solution for the shared property boundary.

Mayor Mike Mendenhall thanked Kevin Baadsgaard for his comments.

Clint Muhlstein addressed the Council and requested clarification regarding the extent of the proposed Mill Road improvements. He stated that he understood the developer would be responsible for improving the roadway along the Charles Albert property frontage but that the development would not result in widening the entire length of Mill Road. He explained that additional improvements farther south, including potential intersection widening, would depend on future City projects or development of other properties.

Clint Muhlstein stated that he wanted residents and Council members to understand that the proposed development would not resolve all existing deficiencies along Mill Road. He complimented the proposed residential layout and stated that the development appeared attractive. However, he emphasized that his principal concern was the continued inadequacy of Mill Road to accommodate existing and future traffic.

Clint Muhlstein explained that residents had experienced traffic and roadway safety problems since American Leadership Academy began operating in the Leland area in approximately 2005. He expressed frustration that the roadway had remained narrow and insufficient for many years despite continued development and increased traffic. He described Mill Road as dangerous and urged the City to make meaningful improvements rather than continuing to postpone the work.

Clint Muhlstein referenced earlier comments regarding garbage containers being struck by passing vehicles and stated that his own garbage container had been affected. He explained that City crews had previously placed additional material along the roadway, widening a narrow section by approximately three feet and providing some relief for passing motorists. He stated that vehicles had previously traveled so close to adjacent properties that mirrors and other vehicle parts could extend into neighboring yards. He thanked the crews for the temporary improvement but emphasized that a more permanent roadway solution was needed. He again urged the City to address the safety concerns along Mill Road.

Mayor Mike Mendenhall thanked Clint Muhlstein and asked whether anyone else wished to speak.

Councilman Shane Marshall stated that Council members had received an email from Ms. Larson concerning the proposed development. He indicated that he did not believe she would be speaking during the public hearing and requested that her written correspondence be entered into the public hearing record as comments received.

Mayor Mike Mendenhall directed that the correspondence be forwarded to City Recorder Tara Silver for inclusion in the record. Councilman Shane Marshall indicated that he would forward the email.

Council Members,

I am submitting these comments regarding the Leland Meadows Zone Change and Preliminary Plat agenda item for the proposed development at 1200 West 1400 South. The proposal would change the zoning from Rural Residential to R-1-6 and R-1-15 with a Master Planned Development Overlay.

I am writing on my own behalf and in my authorized capacity for the affected Larson properties. I hold power of attorney to act for Larson Cattle Company, LLC, and for Gary and Suzan Larson concerning the property, utility, water, irrigation, easement, and all related land use matters addressed here.

I respectfully request that the Council deny the proposed zone change, including the requested R-1-6 and R-1-15 zoning and Master Planned Development Overlay, and deny the accompanying preliminary plat in its present form.

My request is based on significant inaccuracies and unresolved issues in the application, rather than opposition to all development of this property. I want to clarify how the preliminary plat plans depict our property in relation to this development.

Although shown in two parts, this is one continuous development adjoining our property on three sides. My concerns are as follows:

Incomplete utility easement and unresolved boundary

We granted Arive a 35-foot-wide utility easement across our property at no cost to accommodate this development. Its authorization is limited to its boundaries and terms.

For nearly a year, we have worked to resolve our property's legal boundary description. Approximately 25 feet remain between the current taxing parcel boundary and our historic fence and occupation line. The utility easement ends at the taxing parcel boundary, leaving a gap that the proposed sewer and storm drain facilities still need to cross.

The Council should not assume that additional easement rights will become available after approval.

Undocumented utility and water-right commitments

In exchange for granting the easement, the agreement was that municipal water and power would be brought to our property with this development at the specific, agreed upon locations. City staff also committed that we could connect without forfeiting existing water rights or shares or changing our irrigation practices.

These commitments are not documented in the plans, and the preliminary plat does not depict these utilities at the agreed-upon locations on our property. Until the boundary is legally resolved, these commitments by the City are confirmed in writing, and until the plans accurately show these agreed-upon utilities and their locations, I will not grant the additional easement needed across the remaining portion of our property.

Road width and rights-of-way

Our property borders Street 10 and Street 11. The developer committed to accommodating the full road widths on the development property, but the plat appears to show only half of those roads.

The plans should clearly show the complete road cross-sections, rights-of-way, and associated improvements relative to the actual property boundary and demonstrate that the full road widths remain on the development property.

Inaccurate fencing assumptions

The plat identifies our existing fence as remaining, and the developer represented that we did not want it improved. That is incorrect. We requested an 8 foot masonry wall between our property and the development.

The fencing plan should accurately address this request and identify the proposed wall's location and construction responsibilities before approval.

Incomplete irrigation ditch depiction and piping requirements

The plans for the development north of our property misrepresent or omit our ownership, fencing, and much of our private irrigation ditch.

This continuous, unlined ditch delivers water solely to the Larson property. It runs north to south through the development property, just inside the fence, then crosses onto our property, turns 90 degrees east, and continues approximately 500 feet along the shared boundary, entirely on our land. The plat depicts only a short portion of that eastward stretch.

Spanish Fork Municipal Code addresses existing irrigation ditches within the development and within 10 feet of an adjacent property boundary. Based on its location, this provision applies to this irrigation ditch and the approximately 500 foot stretch along our shared boundary, even though the ditch is on our property. The plans should show the entire affected ditch and explain how the development will comply, including any approved alternative to piping.

We could accept an adequate, properly authorized piping design covering the entire affected ditch. Piping only the portion within the development would leave the adjoining stretch unresolved.

Proposed ditch alterations, capacity, and owner authorization

The plat depicts the ditch alignment shifting roughly 30 feet, with multiple irrigation boxes, including one on our property. This would change our delivery

point and, based on our understanding of the prescriptive easement, move the ditch outside its lawful location. We also question the proposed pipe's capacity and request engineering calculations demonstrating that it will meet our irrigation needs.

Staff condition 9 requires "approval from the irrigation company." This is a private facility owned by the Larsons, and irrigation company approval does not substitute for the necessary authorization concerning our ditch, property, and easement rights.

I am responsible for reviewing these matters on the Larsons' behalf. We have not approved the depicted relocation, piping, boxes, delivery point changes, or encroachments. Our existing utility easement and willingness to consider piping should not be treated as consent to those changes.

Ditch setbacks and easement protection

The corrected plans should identify the location and extent of the prescriptive irrigation easement, necessary maintenance access, and applicable setbacks and separation requirements. Distances to proposed roads, sidewalks, utilities, walls, fences, and other improvements should be clearly dimensioned.

Piping does not resolve easement or access concerns by itself. The design must preserve irrigation delivery and our ability to operate, inspect, maintain, and repair the facility. Disputed easement boundaries and proposed changes should be resolved rather than assumed.

Proposed sanitary sewer along the ditch bank

The plat shows a sanitary sewer along our ditch bank near Street 11. The plans should establish whether the sewer trench, manholes, or construction activities would occupy the bank, enter our property, or interfere with our irrigation easement and maintenance access.

The applicant should demonstrate that the work falls within the boundaries and terms of this easement, including where the existing utility easement ends before the unresolved boundary area.

Excavation could undermine the ditch bank, alter grades, cause settlement or leakage, and interrupt irrigation. The plans should show trench limits, pipe depths, manhole locations, and applicable horizontal and vertical separations from the ditch and any proposed irrigation pipe. They should also explain how construction and future sewer maintenance will protect irrigation facilities and access.

These conflicts cannot be adequately evaluated while most of the adjoining ditch is omitted.

Existing farm access and proposed intersection

We access our property from 1700 West through an existing 20 foot gate located approximately 15 feet from the fence corner. The proposed roadway realignment connecting 1700 West to 1550 West, together with intersecting Street 11, raises concerns about how we will safely enter and exit this access to our property.

The preliminary plat should accurately show the gate and its relationship to the proposed intersection, right-of-way, curbs, sidewalks, grading, and drainage improvements. The design should demonstrate that sufficient clearance and turning space will remain for farm equipment, trucks, and trailers to enter and leave our property safely.

This is an existing access point necessary for our agricultural operation. Before approval, the Council should require the applicant to demonstrate how the proposed roadway configuration will preserve usable access and avoid creating conflicts between farm movements and traffic at the intersection. Without that information, the Council does not have a complete basis to evaluate the proposal's effects on the safety and continued use of our adjoining property.

I respectfully ask the Council to deny the proposed zone change, Master Planned Development Overlay, and accompanying preliminary plat in their present form. The inaccuracies and unresolved issues described above prevent a clear understanding of whether the proposed development and infrastructure can be built within authorized easements while preserving our irrigation delivery, maintenance access, and safe use of our property.

These concerns should be addressed through corrected plans and documented

agreements before approval. Leaving them to future revisions or approvals would leave essential questions about the development's feasibility and impacts unanswered.

We remain willing to work toward a proposal that addresses these concerns and respects our existing property and irrigation rights. Thank you for your time and thoughtful consideration.

Jackie Larson

Mayor Mike Mendenhall asked whether there were any additional public comments. Hearing none, he entertained a motion to close the public hearing for Agenda Item 10.2.

Councilwoman Beck ▾ Moved to go out of a Public Hearing

Councilman Tooke ▾ **Seconded** and the motion **Passed**, all in favor, 10:02 p.m.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Yes

Mayor Mike Mendenhall announced that the public hearing for Agenda Item 10.2, the Leland Meadows Zone Change and Preliminary Plat, had concluded and invited Council members to ask additional questions of the applicant or City staff.

Councilman Shane Marshall asked for clarification regarding the proposed construction of Street 11, the east-west roadway located along the frontage of the future elementary school property. He questioned whether the developer intended to construct the roadway to its full planned width.

Dean Ingram explained that the roadway would be constructed according to the City's half-street improvement standard, which required construction of one-half of the ultimate roadway width plus an additional 10 feet of pavement and a three-foot shoulder.

Councilman Shane Marshall confirmed that the developer would not be constructing the roadway to its full curb-to-curb width along the future school frontage.

Seth Perrins and Dean Ingram confirmed that the roadway would not initially be constructed to its full width.

Councilman Shane Marshall asked whether the Nebo School District would be responsible for constructing the remaining roadway improvements when the school property was

developed.

Cory Pierce confirmed that the remaining improvements would be associated with future school development and clarified that the School District would have roadway frontage improvements on both sides of the school property.

Councilman Shane Marshall explained that he had requested clarification because some of the roadway cross sections in the development plans appeared to show full-width construction, while others illustrated the half-street improvement standard. He wanted to ensure that the Council understood the actual extent of the roadway improvements being proposed.

Mayor Mike Mendenhall directed attention to approximately page 15 of the development plans, which appeared to illustrate the roadway configuration more accurately.

Cory Pierce explained that a small section of roadway near the proposed park and roadway stub would be constructed to the full roadway width. He clarified that the full-width cross section shown in the plans applied to that particular section rather than the entire length of Street 11.

Councilman Shane Marshall acknowledged the clarification and then raised concerns regarding an existing utility easement through property owned by the Larson family west of the proposed development. He explained that the Larsons had questioned the western extent of the easement and asked staff to explain how the boundary issue had been addressed, including the use of a recorded affidavit.

Scott Peterson explained that the original easement had been established with the intent of allowing sewer and storm drain infrastructure to extend through the property toward 1700 East. He stated that subsequent property boundary adjustments had created questions regarding the easement's location and that an affidavit had been recorded with Utah County to clarify the easement while preserving its original purpose. He indicated that Gary Larson had also been notified of the action.

Seth Perrins asked when the affidavit had been recorded.

Scott Peterson stated that the affidavit had been recorded approximately one month earlier but that he did not recall the exact date.

Cory Pierce reviewed the available online records and identified August 13 as the recording date.

Councilman Shane Marshall asked whether Gary Larson had been made aware of the affidavit and the clarification of the easement.

Scott Peterson confirmed that a letter had been sent to Gary Larson to notify him of the recorded affidavit and ensure transparency regarding the action.

Councilman Shane Marshall then asked Dean Ingram about previous discussions involving

utility connections for Gary Larson's property. He recalled that the City had participated in discussions regarding access to water and other utilities and wanted to confirm that the requested connections were included in the current development plans.

Dean Ingram explained that Gary Larson had initially requested a water connection because he currently hauled water to the property for livestock. He stated that Arrive Homes had agreed to provide the water connection. He further explained that Mr. Larson had subsequently requested an electrical connection to support cattle branding and other agricultural activities without needing to operate a generator.

Dean Ingram confirmed that both the water and electrical connections were included in the development plans submitted to the City.

Councilman Shane Marshall asked whether the electrical connection had been added to the most recent version of the plans, noting that he did not recall seeing it in an earlier version.

Cory Pierce and Dean Ingram clarified that the electrical connection had been incorporated into the plans and was included in the materials available for review. Councilman Marshall thanked the applicant and staff for addressing the concern.

Dean Ingram made a lighthearted comment that answering questions before the City Council could be nerve-racking regardless of a person's age or experience. Council members and the Mayor exchanged brief remarks about the length of the meeting before returning to the discussion.

Councilman Kevin Oyler asked Dean Ingram to clarify the status of the proposed land exchange between Arrive Homes and the Nebo School District. He noted that public comments had raised questions about whether the exchange had been finalized.

Dean Ingram explained that both Arrive Homes and the Nebo School District had agreed that the proposed exchange would benefit their respective interests. However, both parties wanted to wait until the City Council had acted on the proposed zoning and development plans before formally completing the exchange. He explained that the collector roadway alignment and access arrangements were important considerations and that completing the exchange before knowing whether the proposed development could proceed would create unnecessary complications.

Councilman Kevin Oyler asked whether the exchange involved parcels of equivalent size.

Dean Ingram confirmed that the properties involved approximately equal acreage. He clarified that Arrive Homes would lose some usable acreage to the planned collector roadway but that the company was willing to accept that arrangement.

Councilman Kevin Oyler asked which representatives of the Nebo School District had been involved in discussions regarding the exchange.

Dean Ingram stated that he had primarily worked with Reed and had also communicated

with the superintendent, Rick.

Seth Perrins confirmed that City representatives had participated in similar discussions with School District officials, including Reed, and that additional conversations had occurred recently.

Councilman Kevin Oyler asked whether the School District was waiting for the City to approve the proposed development before proceeding with its decision regarding the land exchange.

Scott Peterson confirmed that the School District was waiting for the City's action before proceeding with the exchange process.

Councilman Kevin Oyler asked whether the final decision would require approval by the Nebo School Board or whether the superintendent could authorize the exchange.

Seth Perrins explained that he anticipated the School District would follow its customary property disposal procedures. He stated that, under his understanding of state law, the City had an initial opportunity to purchase property the School District intended to dispose of before the District could proceed with another transaction. He referenced the School District's earlier disposition of property near the young single adult stake center, explaining that the District had contacted Spanish Fork City to determine whether it wanted to purchase the property. After reviewing the opportunity, the City declined, allowing the District to proceed with its proposed transaction. He noted that he had not been directly involved in the subsequent exchange process and could not provide all of its procedural details.

Councilman Kevin Oyler asked whether the applicant or City staff had discussed with the Nebo School District what circumstances would trigger construction of a future elementary school on the proposed property.

Dean Ingram explained that school construction decisions were primarily based on student enrollment and projected growth. He referenced a similar school site in Elk Ridge that had been planned approximately 12 years earlier but had not yet been developed because enrollment numbers had not justified construction. He noted that changes in grade configurations and school boundaries could also create additional capacity within existing schools, delaying the need for new facilities.

Councilman Jesse Cardon stated that the Nebo School District superintendent had attended a Rotary meeting earlier that day and reported that district enrollment had declined by approximately 130 students over the preceding two years.

Seth Perrins confirmed that the District was experiencing declining enrollment. He stated that he did not anticipate construction of a school on the proposed Leland Meadows property within the next few years. He explained that discussions with School District officials indicated that most schools serving Spanish Fork were not approaching capacity, with perhaps only one school nearing its enrollment limit. He noted that the District had opportunities to accommodate additional students through existing school capacity and potential boundary adjustments.

Seth Perrins acknowledged that future residential growth could change enrollment projections and accelerate the need for another school. However, based on current enrollment and available capacity, he believed construction of a school at the proposed location remained several years away.

Dave Anderson noted that school construction decisions also depended on the District's capital planning and funding processes, including potential bond elections. He explained that the District typically evaluated anticipated school construction needs in conjunction with future funding opportunities.

Dean Ingram agreed that the School District generally planned several years in advance when determining whether to include a new school in a bond proposal. He reiterated that construction of a school at the Leland Meadows location was not expected in the immediate future.

Mayor Mike Mendenhall observed that without additional residential development in the area, the need for a new school would likely be delayed even further.

Dean Ingram agreed and then returned to the discussion of existing traffic conditions. He expressed appreciation for the City's efforts and acknowledged the concerns raised by residents regarding traffic associated with American Leadership Academy. He explained that the roadway system near ALA had changed significantly over time. He recalled that the school initially accessed a dead-end roadway that did not connect directly to Mill Road, but subsequent roadway connections had altered traffic patterns and contributed to congestion.

Dean Ingram explained that Arrive Homes had participated in several transportation improvements as surrounding neighborhoods were developed. He referenced additional street connections associated with the Del Monte development, improvements that provided dedicated turning lanes, and the construction of trails. He also stated that Arrive Homes had contributed funding toward the nearby roundabout to accelerate its construction.

Dean Ingram acknowledged that those improvements had helped address some traffic concerns but that additional work was still needed. He expressed support for installing turning lanes at the Mill Road intersection and indicated that Arrive Homes would be willing to discuss contributing toward improvements that would benefit both the proposed development and existing residents. He stated that the previously discussed estimated cost did not appear unreasonable and that he would welcome an opportunity to help address the longstanding traffic concerns in the area.

Seth Perrins asked Dean Ingram whether Arrive Homes would be willing to contribute 50 percent toward the proposed intersection improvements. Councilman Jesse Cardon responded humorously that Dean had offered to provide whatever assistance was needed, suggesting a 100 percent contribution. Councilwoman Stacy Beck commented that it would be beneficial to complete the improvements before the next school year, possibly during Christmas break. Council members and staff exchanged lighthearted remarks regarding the potential timing and funding of the improvements.

Seth Perrins noted that some of the costs associated with infrastructure improvements could be addressed through development impact fees.

Dean Ingram responded to the earlier public comments regarding parks and recreational facilities. He explained that Arrive Homes had paid substantial park impact fees through its previous developments, helping fund parks throughout the eastern portion of Spanish Fork. He expressed support for providing additional parks on the western side of the City and noted that Arrive Homes had helped provide a park near the Juniper development. He stated that the company would continue paying the applicable park impact fees to support future recreational improvements.

Mayor Mike Mendenhall discussed the importance of roadway connectivity throughout the Leland area. He acknowledged that Mill Road had significant traffic challenges that would likely continue for some time. He expressed support for evaluating turning lanes and other improvements that could provide near-term relief. He also emphasized that connecting surrounding subdivisions through additional roadways was an important part of the City's transportation planning. He explained that residents already used connections through the Del Monte area to avoid congestion on Mill Road and access other neighborhoods and intersections. He believed additional connections could provide alternative routes and distribute traffic more effectively throughout the area.

Dean Ingram agreed that the proposed Leland Meadows development would provide additional roadway connections and alternative routes for motorists. He explained that the intent was to give residents multiple options for traveling through the area rather than concentrating all traffic on Mill Road. He acknowledged that schools would continue to generate periods of congestion, particularly American Leadership Academy, which attracted students from a broad geographic area. He noted that other schools, including River Bend and Riverview, also experienced significant traffic during student arrival and dismissal periods. He explained that Arrive Homes had coordinated with the Nebo School District to design the proposed future school site and surrounding roadways to accommodate traffic as effectively as possible before the school was constructed.

Councilman Kevin Oyler referred to Dean Ingram's earlier comments that school districts preferred not to have residential backyards directly adjacent to school property. He asked whether the Nebo School District had expressed similar concerns about locating the future school next to an existing cattle feedlot, particularly regarding potential interactions between students and livestock.

Dean Ingram stated that the School District had not expressed concerns regarding the adjacent feedlot.

Councilman Kevin Oyler then asked Dean Ingram to explain the proposed construction phasing for Leland Meadows. He questioned whether Arrive Homes intended to construct all the internal roadways before beginning residential construction.

Dean Ingram explained that constructing the entire roadway network at once would require a substantial financial investment. Instead, Arrive Homes intended to begin construction

from both the western and eastern portions of the development simultaneously. He stated that the proposed phasing plan alternated between the two sides of the property, with phases numbered one through six. He explained that the company intended to construct Phases 1 and 2, followed by Phases 3 and 4, to establish a connection between the two sides of the development.

Councilman Kevin Oyler asked whether completing those initial phases would establish the roadway connectivity necessary to allow the remainder of the development to proceed.

Dean Ingram confirmed that the phasing plan was designed to establish the required connections before the number of homes served by a single access point exceeded the City's limits. He stated that the development would not exceed the allowable number of homes on a single-access roadway before the internal roadways were connected and the required secondary access was provided.

Councilman Kevin Oyler acknowledged the explanation and invited Councilman Shane Marshall to continue with his questions.

Councilman Shane Marshall directed attention to Sheet 2B of the development plans, specifically Irrigation Box 5 near the lower-left corner of the drawing. He asked Scott Peterson and the applicant to clarify the location of an existing irrigation ditch and the proposed utility and roadway improvements. He explained that an irrigation line extended north and south along 1700 East and that portions of the ditch would be piped where the proposed roadway crossed or occupied the existing alignment.

Councilman Shane Marshall questioned whether the proposed Street 11 improvements, including the additional pavement and shoulder required under the City's half-street standard, would extend too close to the southern property boundary. He expressed concern that the proposed storm drain facilities, sanitary sewer infrastructure, or roadway improvements might interfere with the existing irrigation ditch on the neighboring property.

Cory Pierce clarified that the ditch was located on the opposite side of the property boundary.

Bronco Hunter confirmed that the ditch was not located within the applicant's property.

Councilman Shane Marshall asked whether all proposed improvements would remain within the development property and whether sufficient separation would be maintained to allow the neighboring property owner to continue accessing and maintaining the irrigation ditch.

Dean Ingram confirmed that the improvements would remain within the applicant's property and would not encroach on the adjoining property or interfere with the existing ditch.

Councilman Shane Marshall explained that the overlapping lines on the engineering drawings made the precise location of the improvements difficult to distinguish. He emphasized the importance of preserving access for maintenance of the irrigation ditch used by Gary Larson.

Councilman Shane Marshall then asked about the irrigation ditch extending along 1700 East that was proposed to be enclosed in a pipe. He noted that although staff had discussed coordinating with irrigation companies, Gary Larson was an individual water user whose interests also needed to be addressed. He asked whether the applicant intended to consult with Mr. Larson before modifying the ditch.

Scott Peterson explained that Franson Engineering had identified the ditch as potentially belonging to an irrigation company. He acknowledged that the ownership and operation of the ditch needed to be confirmed and stated that the applicant would coordinate with Gary Larson regarding the proposed improvements.

Councilman Shane Marshall emphasized that the applicant needed to work with Gary Larson and his representatives to ensure that the proposed piping and irrigation improvements would continue delivering water to the appropriate locations. He noted that Mr. Larson was experiencing health limitations and that Jackie might be acting under a power of attorney on his behalf. He encouraged the applicant to communicate with the appropriate representatives and ensure that the engineering design protected Mr. Larson's continued agricultural operations. He stated that the City wanted Mr. Larson to be able to continue farming his property for as long as he wished.

Councilman Kevin Oyler asked Scott Peterson and City staff to address concerns regarding standing water, groundwater, and geotechnical conditions on the proposed development property. He asked when the required geotechnical investigations were completed and whether the City had received sufficient information to be comfortable allowing the development to proceed.

Cory Pierce explained that the City had received the geotechnical information required at the current stage of development review. He acknowledged that the investigations had occurred during a relatively dry period and that the groundwater conditions observed during testing might not represent the highest levels experienced during wetter years. He noted that residents familiar with the property had expressed concerns about historically higher groundwater levels.

Councilman Kevin Oyler asked how close groundwater was to the surface under the current dry conditions.

Cory Pierce explained that groundwater was visible at the surface in some areas, while in other locations it was encountered several feet below ground. He stated that natural springs existed within portions of the proposed development, particularly near the planned park area. He explained that the development plans included collection boxes and drainage systems intended to capture spring water and convey it through the storm drain system.

Councilman Kevin Oyler asked where the collected water would ultimately be discharged.

Cory Pierce explained that the collected water would be conveyed through the proposed storm drain infrastructure along its established drainage path, crossing the highway and eventually traveling through Salem to Beer Creek. He stated that the City had requested that

the groundwater collection and drainage improvements be constructed early in the development process, even where they served future construction phases. He explained that installing those systems in advance would allow staff to observe and evaluate their performance before homes were constructed in the affected areas.

Councilman Kevin Oyler asked whether installing storm drain infrastructure could change groundwater conditions on adjoining properties. He explained that without drainage improvements, surface water could accumulate, infiltrate the ground, and eventually follow natural subsurface drainage paths. He questioned whether collecting and redirecting water through a storm drain system might affect nearby properties that did not have similar drainage infrastructure.

Cory Pierce explained that groundwater movement in the area was complicated by heavy clay soils. He stated that some groundwater was perched above relatively impermeable soil layers, while other water moved through the subsurface. He described an experience during construction of the City's sewer lift station, when a hole approximately 30 feet deep was excavated without encountering the groundwater conditions he had expected. He explained that the clay soils were sufficiently dense that water did not readily flow into the excavation, even though groundwater was present in nearby areas.

Cory Pierce explained that constructing underground utilities could alter groundwater movement because utility trenches were typically backfilled with gravel or other materials that allowed water to travel more easily than the surrounding clay soils. He stated that water could move along water and sewer utility trenches and that the City had observed similar conditions in other neighborhoods. He acknowledged that utility construction could change localized groundwater flow patterns.

Councilman Kevin Oyler stated that similar conditions had occurred in his neighborhood, where groundwater traveled through utility trenches and followed service lines toward homes, resulting in water entering residential basements. He asked what measures would be taken to mitigate or prevent similar problems within the proposed Leland Meadows development.

Cory Pierce explained that the City commonly installed clay dams within utility trenches to prevent groundwater from traveling through the gravel bedding surrounding underground pipes. He stated that the clay barriers were placed at intervals to interrupt the movement of water along the trenches. He noted that similar measures had been used during construction of the City's sewer lift station and associated utility lines. He reported that the City had not observed significant groundwater infiltration into the lift station and indicated that clay dams had been effective in managing groundwater movement in that area.

Councilman Kevin Oyler asked Dean Ingram and Scott Peterson whether the proposed development would require importing fill material to raise the elevation of the property.

Cory Pierce confirmed that fill material would be required.

Scott Peterson explained that the existing soils were not suitable for use as structural fill. He

stated that the proposed roadways would likely be raised approximately two feet using imported structural materials, including road base and asphalt. He explained that residential lots would also be raised slightly to accommodate construction and drainage requirements. He noted that the property was relatively flat and that imported material would likely be necessary for utility trenches as well as roadway construction.

Councilman Kevin Oyler asked whether the proposed homes would be constructed without basements because of the groundwater conditions.

Dean Ingram explained that homes in the lower portions of the development would not have basements because of the shallow groundwater. He stated that groundwater conditions would continue to be evaluated in the higher portions of the property, where the water table was substantially deeper. He indicated that basements might be feasible in certain areas closer to Mill Road, where the ground elevation increased.

Councilman Kevin Oyler asked for clarification regarding which estate residential lots might accommodate basements and whether homes near the proposed park would be constructed differently from those on higher ground.

Dean Ingram explained that the eastern portion of the property rose in elevation toward Mill Road and that basement construction would depend on the groundwater and soil conditions encountered in each location. He emphasized that the company would continue evaluating individual building sites before determining whether basements could be constructed.

Councilman Kevin Oyler asked about the foundation requirements for homes that would not have basements, including how deeply foundations would extend below the finished grade.

Dean Ingram explained that building footings were required to extend approximately 30 inches below grade to meet frost protection requirements. He stated that foundations would be supported by appropriate structural fill where necessary and that much of the development would require several feet of imported structural material to provide suitable building conditions. He emphasized that Arrive Homes conducted soil testing for each excavation and followed geotechnical recommendations to ensure that foundations were properly supported and would not experience unacceptable movement.

Councilman Kevin Oyler expressed concern that raising roadways and residential lots approximately two feet could affect the natural movement of stormwater from the surrounding hillsides. He questioned whether the additional fill might create barriers to existing drainage patterns and cause water to accumulate or flow onto adjacent properties.

Dean Ingram explained that an existing ditch along the property boundary currently conveyed some of the runoff from the hillside. He anticipated that the proposed grading and drainage improvements would continue directing water toward that drainage corridor and ultimately into the proposed park area, which would also function as a stormwater detention basin. He stated that collected water would be released through the planned drainage system and eventually follow the established drainage route toward Beer Creek. He identified the park near the future school property as an important collection area for stormwater.

Councilman Kevin Oyler asked whether engineering studies had confirmed that runoff from the hillside would be directed to the proposed collection areas and whether the drainage system would adequately accommodate those flows.

Scott Peterson explained that final grading plans had not yet been completed but that the development team had evaluated the drainage conditions and would address hillside runoff through the final engineering design.

Cory Pierce confirmed that studies had been completed to quantify the anticipated stormwater flows.

Scott Peterson explained that stormwater infrastructure was designed to accommodate specified storm events, including 25-year and 100-year storms. He stated that the grading and drainage plans also needed to account for more extreme flooding conditions. He emphasized that even when runoff exceeded the design capacity of the storm drain system, the development should be graded so that excess water flowed around homes rather than into them.

Dean Ingram added that the intent was to direct excess stormwater into streets, parks, and detention facilities where it could be temporarily collected and managed.

Scott Peterson confirmed that the final grading design would identify and preserve appropriate overland flood routes to ensure that water could safely move through the development during major storm events.

Councilman Jesse Cardon asked Dean Ingram to address concerns raised during the public hearing regarding fencing between the proposed residential development and the existing cattle feedlots. He specifically referenced comments from Wayne Anderson and other property owners who believed that vinyl fencing would not provide adequate separation from livestock operations.

Dean Ingram explained that the applicant had proposed installing vinyl fencing along the feedlot boundary following discussions during the Planning Commission review. He stated that Arrive Homes typically allowed individual homeowners to install their own fencing in single-family neighborhoods but intended to provide fencing where residential backyards would be adjacent to the existing feedlot.

Dean Ingram acknowledged the concerns about livestock damaging a vinyl fence and stated that the company would consider setting its fence farther back from the existing livestock fence to provide additional separation. He also indicated that alternative materials, including masonry or SimTek fencing, could be considered if necessary to provide a more durable barrier. He explained that the intent was to retain the existing livestock fence and establish a separate barrier on the development side.

Mayor Mike Mendenhall asked whether the applicant intended to place the new fence some distance away from the existing fence that currently contained the cattle.

Dean Ingram confirmed that additional separation was one option and reiterated that a more substantial fence material could also be considered.

Councilman Kevin Oyler asked whether Arrive Homes would install the fencing before residents occupied the adjacent homes.

Dean Ingram confirmed that the company would install the fencing as part of the development and home construction process.

Councilman Kevin Oyler asked whether the single-family homes along the northern boundary would be part of a homeowners association and whether fencing elsewhere in the subdivision would be the responsibility of individual homeowners.

Dean Ingram explained that the single-family homes along the northern portion of the development would not be part of a homeowners association. He stated that individual homeowners would generally be responsible for installing their own fences unless their properties were adjacent to the existing feedlot. In those locations, Arrive Homes intended to install the necessary fencing before the homes were occupied.

Councilman Kevin Oyler emphasized the importance of establishing clear responsibility for the fencing because the City had experienced problems in other developments where fencing obligations had not been adequately addressed. He stated that he wanted to ensure that the applicant's commitment was understood before the project proceeded.

Councilman Shane Marshall asked for clarification regarding the location and extent of the existing feedlot relative to the proposed development.

Dean Ingram referenced the development map and explained that the feedlot was located near the northern cul-de-sac and extended along portions of the adjoining property boundary. He indicated that the primary concern involved locations where residential backyards would directly adjoin the livestock operation. He stated that Arrive Homes intended to provide appropriate fencing in those locations to prevent livestock from damaging residential fences or creating conflicts with homeowners.

Dean Ingram noted that portions of the adjoining area were designated for park use rather than residential lots. He stated that fencing requirements adjacent to the park would need to be coordinated with the City's Parks Department.

Councilman Kevin Oyler asked whether the proposed fencing would be set back sufficiently to allow the neighboring livestock owners to maintain their existing fence.

Dean Ingram confirmed that the fencing arrangement would preserve sufficient access for maintenance of the existing livestock fence.

Mayor Mike Mendenhall noted that the development would also be required to comply with applicable City fencing standards.

Councilman Kevin Oyler then asked about fencing for the proposed garden homes with

shared driveways, particularly those with rear yards adjacent to the larger collector roads. He expressed concern that homes located near street intersections might have restrictions on fencing because of required traffic visibility and sight-distance standards.

Dean Ingram explained that the garden-home areas adjoining the collector road in front of the future school and the other major collector roadway would have masonry walls. He stated that those homes would be part of a homeowners association and that the masonry walls would be installed as part of the development improvements.

Dean Ingram confirmed that fencing and walls near intersections would be designed with appropriate angles and setbacks to comply with the City's sight-distance requirements. He explained that Arrive Homes would also provide fencing throughout the garden-home portions of the development and would ensure that any vinyl fencing along roadways complied with the required clear-vision triangles and other applicable City standards.

Mayor Mike Mendenhall asked whether Council members had any additional questions for the applicant.

Councilwoman Stacy Beck stated that she had three questions and began by asking about the proposed zoning boundaries and residential density. She observed that a portion of the area designated for higher-density residential development appeared to extend into land that was otherwise identified for larger estate residential lots. She questioned why the proposal appeared to approximately double the higher-density area compared with the existing land-use designation.

Councilwoman Stacy Beck asked Dean Ingram and Dave Anderson to explain the reasoning behind the proposed density distribution. As the development map was reviewed, she identified the area where the land-use colors changed along a vertical boundary and requested clarification regarding the proposed zoning arrangement.

Dave Anderson explained that the existing General Plan land-use boundaries generally followed north-south alignments. He noted that the proposed collector roadway had shifted farther east from its originally anticipated alignment, creating an opportunity to reconsider how the residential zoning boundaries should follow the roadway. He stated that staff had evaluated the proposed zoning configuration based on the revised road alignment and the depth of development on either side of the roadway. He emphasized that the ultimate decision regarding the appropriate zoning boundaries rested with the City Council. He also explained that if the Council was uncomfortable with the proposed zone change, the City could consider a General Plan map amendment to address the land-use designations differently.

Councilwoman Stacy Beck stated that the explanation regarding the roadway alignment helped her better understand the proposed zoning boundaries.

Dave Anderson further explained that the proposed zoning configuration was intended to follow the collector roadway while providing appropriate development depth on both sides. He noted that the western portion of the development offered some flexibility depending on

how the Council wanted the zoning boundaries established.

Mayor Mike Mendenhall observed that the width of the proposed collector roadway was another important consideration in evaluating the development layout. He asked how the width compared with other streets in the subdivision.

Dean Ingram stated that the major collector roadway was approximately 120 feet wide.

Dave Anderson explained that standard local residential streets were generally 60 feet wide, while minor collector roadways were approximately 90 feet wide.

Councilwoman Stacy Beck indicated that understanding the roadway widths and alignment helped explain the proposed distribution of residential densities.

Dean Ingram explained that Arrive Homes had intentionally designed the subdivision to provide a consistent roadway corridor with appropriate landscaping, trails, masonry walls, and residential access. He stated that the proposed minor collector roadway would include a masonry wall and trail, and that maintaining a consistent residential layout along the corridor would allow the roadway and surrounding homes to function more effectively. He explained that the garden-home layout was designed to provide access from the opposite side of the homes rather than directly from the collector roadway. He believed the proposed arrangement provided a more appropriate transition between residential densities and avoided some of the concerns associated with higher-density housing developments.

Councilwoman Stacy Beck addressed Dan Davis and thanked him for the detailed emails he had submitted regarding groundwater, soil conditions, and potential development impacts. She acknowledged that Councilman Kevin Oyler had raised several questions based on those concerns and asked whether the information presented during the meeting had adequately addressed his questions. She wanted to know whether he felt more comfortable with the proposed development moving forward.

Dan Davis stated that although he understood development would occur and that engineering solutions could address some concerns, he remained apprehensive about the geotechnical conditions of the property. He referenced a 1958 United States Geological Survey photograph that he believed demonstrated that portions of the low-lying property had historically remained unfarmed because of persistently wet ground conditions. He explained that the area had been used for pasture rather than cultivated agriculture and that groundwater had been present for decades.

Dan Davis stated that underground drainage infrastructure could help manage water but questioned whether it could adequately address the conditions during particularly wet years. He recalled that significant runoff from the surrounding hillside had deposited several feet of sediment in portions of the property. He also described walking across areas as a child where the saturated soil was extremely soft and unstable. He believed these historical conditions demonstrated the importance of carefully evaluating the property before construction.

Dan Davis expressed concern about expansive soils and the potential for soil movement as

moisture conditions changed. He referenced information in the geotechnical materials indicating that some soils could experience expansion of approximately 11 to 12 percent depending on saturation. He questioned whether importing a limited amount of structural fill would be sufficient and suggested that deeper excavation and replacement of unsuitable soils might be necessary to provide adequate support for homes. He cautioned that repeated wetting and drying cycles could damage foundations, roadways, and sidewalks, potentially resulting in cracking and uneven pavement.

Dan Davis reiterated his earlier recommendation that the City consider preserving the wettest portion of the property as a park rather than developing it for residential use. He stated that he had provided information regarding potential funding sources that could be investigated for that purpose. He encouraged the Council to respect the natural drainage and soil characteristics of the area, emphasizing that engineering improvements needed to account for longstanding environmental conditions.

Councilwoman thanked Dan Davis for his comments and acknowledged the substantial investment the developer would be making in the property. She then asked Dean Ingram whether Arrive Homes would be willing to contribute 50 percent toward the proposed turning-lane improvements discussed earlier in the meeting, with the goal of completing the improvements within the following year.

Seth Perrins stated that staff would need to confirm whether the proposed contribution could be addressed through transportation impact fee reimbursement.

Cory Pierce confirmed that the affected roadways and intersections were included in the City's transportation master plan and that the improvements would qualify for impact fee reimbursement.

Councilwoman Stacy Beck asked whether the developer would agree to including participation in the intersection improvements as a condition of approval. She emphasized that the City had been discussing the need for improvements for many years and that existing traffic impacts were significant. She stated that if the Council moved forward with approval, she wanted the developer's participation included as a condition.

Councilman Kevin Oyler asked whether the condition needed to identify the specific improvements being requested.

Dillon Muirbrook suggested establishing a financial limit on the developer's contribution, and Councilman Shane Marshall agreed that a maximum amount should be specified.

Councilwoman Stacy Beck proposed that Arrive Homes contribute 50 percent toward the improvements at the 900 South and Arrowhead Trail area. Referring to Dillon Muirbrook's earlier estimate of approximately \$200,000, she suggested limiting the developer's contribution to \$100,000.

Seth Perrins stated that Dillon Muirbrook's report identified the proposed intersection improvements and could be used to define the scope of the requested work.

Mayor Mike Mendenhall suggested using the improvements identified in the report as the basis for the condition.

Dean Ingram acknowledged the proposed arrangement, and Councilwoman Stacy Beck thanked him for his willingness to participate.

Mayor Mike Mendenhall discussed Arrive Homes' previous development experience in areas with challenging soil and groundwater conditions. He referenced the Moonlight Village development in Salem, which he believed had topographical and drainage characteristics similar to the proposed Leland Meadows property. He noted that the development process involved significant financial investment, engineering studies, environmental evaluations, and regulatory requirements before construction could proceed. He stated that these requirements provided additional safeguards beyond the City's development standards.

Mayor Mike Mendenhall explained that he had visited homes in the Moonlight Village development and believed Arrive Homes had successfully created an attractive residential neighborhood despite the presence of wet ground and challenging site conditions. He distinguished between generally wet property and formally designated wetlands.

Dean Ingram clarified that the Moonlight Village development included wetlands.

Mayor Mike Mendenhall acknowledged the clarification and noted that the development also supported wildlife, including ducks. He stated that the Salem development provided a useful example of the applicant's experience constructing residential neighborhoods in areas with groundwater and wetland considerations.

Dean Ingram added that the nearby Salem Park development also had similar conditions and bordered the Moonlight Village area.

Councilman Shane Marshall then asked Cory Pierce about the proposed alignment of 1550 West and its connection to 1700 East. He stated that he understood the long-term plan to curve 1550 West toward the intersection of 900 South and State Route 115 and believed that the ultimate roadway alignment made sense. However, he expressed concern about how the proposed roadway would connect to the existing 1700 East roadway during the interim period before additional development occurred.

Cory Pierce acknowledged that the proposed interim roadway configuration would present challenges.

Councilman Shane Marshall explained that the proposed design would transition from a full-width roadway through a curve and then narrow back to an existing farm road. He believed this would create an awkward and potentially confusing traffic pattern for motorists traveling along 1700 East.

Councilman Shane Marshall suggested modifying the interim design by extending 1550 West to a right-angle intersection with 1700 East, creating a traditional T-intersection. He proposed allowing 1700 East to remain the continuous north-south roadway until future development

made it possible to complete the planned curved connection. He stated that this approach would not require additional property or prevent the ultimate roadway alignment from being constructed. He believed it would provide a safer and more logical interim traffic pattern by avoiding a configuration that required motorists traveling along 1700 East to leave the existing roadway and then reconnect to it.

Cory Pierce explained that the proposed roadway alignment had been designed to allow the developer to complete the required improvements along the development frontage. He stated that changing the alignment could leave portions of the roadway unfinished and potentially shift the financial responsibility for those improvements to the City. He emphasized that staff was attempting to balance the immediate transportation needs with the long-term roadway plan and the City's financial obligations.

Councilman Shane Marshall acknowledged the reasoning but reiterated his concern that the proposed interim roadway configuration would create an awkward traffic pattern. He questioned whether motorists traveling along 1700 East would be directed onto 1550 West and then encounter an unexpected roadway termination or transition.

Cory Pierce acknowledged Councilman Marshall's concerns and explained that the roadway design also needed to accommodate the future connection of Street 12. He noted that modifying one portion of the intersection could create additional challenges for other planned roadway connections.

Councilman Shane Marshall stated that Street 12 would likely carry relatively little traffic in the near term. He remained concerned that motorists traveling north on 1700 East would be directed onto 1550 West without a clear continuation of the roadway. He suggested that the proposed configuration could create confusion, particularly for drivers unfamiliar with the area.

Councilman Kevin Oyler asked whether the developer could construct the planned roadway while temporarily keeping the existing 1700 East alignment open. He suggested that temporary barriers or other traffic-control measures might allow the City to maintain a more practical roadway configuration until the ultimate connection could be completed.

Councilman Shane Marshall discussed the possibility of creating a temporary T-intersection or otherwise separating the roadways to establish a clearer traffic pattern. He maintained that a better interim solution should be considered.

Seth Perrins explained that changing the roadway configuration could create additional geometric and operational challenges because of the angles and connections involved. He acknowledged the concerns and stated that staff could work with the developer to evaluate alternative arrangements. He suggested that accepting a fee in lieu of constructing certain improvements might be an option if the City determined that delaying construction would provide a better long-term result.

Councilman Kevin Oyler asked whether John Henderson, who had previously spoken during the public hearing, wished to provide an additional comment.

Mayor Mike Mendenhall recognized John Henderson and allowed him to address the Council.

John Henderson expressed appreciation for the discussion regarding the proposed roadway alignment. He stated that he believed the City should encourage traffic to remain on 1700 East whenever practical rather than directing vehicles through residential neighborhoods. He expressed concern that large commercial trucks could follow the proposed roadway alignment into a residential area before realizing that the route did not provide the expected connection.

John Henderson suggested that the City consider alternatives such as a roundabout or traffic-calming measures to discourage unnecessary through traffic in residential neighborhoods. Although he acknowledged that he generally disliked speed humps, he questioned whether they might be appropriate in certain locations to encourage motorists to use more suitable routes. He reiterated his preference for maintaining a direct roadway alignment and providing clear alternatives that would help distribute traffic without creating additional conflicts within neighborhoods.

Mayor Mike Mendenhall thanked John Henderson for his comments and acknowledged the importance of considering the surrounding agricultural properties when designing transportation improvements. He noted that several nearby property owners intended to continue farming and operating livestock-related businesses. He stated that cattle operations and Leland Mill generated substantial truck traffic and that he expected those activities to continue for many years. He emphasized the importance of designing roads that could safely accommodate agricultural and commercial vehicles while protecting residential neighborhoods and maintaining reasonable traffic circulation.

Councilman Shane Marshall returned to the proposed construction of Street 11 and questioned the immediate value of constructing a substantial section of roadway before the surrounding properties were developed. He explained that the roadway would initially serve little traffic but would create an ongoing maintenance obligation for the City. He acknowledged, however, that delaying construction could result in the City having to pay for the improvements in the future if the current developer was no longer responsible for completing them.

Cory Pierce explained that staff could evaluate accepting a payment in lieu of immediate roadway construction. He cautioned that determining an appropriate payment amount could be difficult because construction costs might increase substantially before the roadway was ultimately needed. He also noted that delaying construction could complicate future improvements, including the installation of masonry walls and other required infrastructure. He stated that staff could explore alternatives and develop options for the Council's consideration.

Mayor Mike Mendenhall suggested that completing certain permanent improvements, such as masonry walls along the collector roadway, might provide a reasonable compromise if some roadway construction was delayed.

Councilman Shane Marshall acknowledged that constructing portions of the collector

roadway and associated improvements could provide long-term benefits. He noted that the development would include a completed section of 1550 West, even though other portions of the planned transportation network would remain unfinished until future development occurred.

Councilwoman Stacy Beck asked whether the concerns regarding Street 11 would be resolved by the proposed land exchange with the Nebo School District. She questioned whether the future school location would change the need for the roadway improvements.

Dean Ingram clarified that the proposed development plans already reflected the anticipated land exchange and the intended location of the future school.

Mayor Mike Mendenhall explained that the future school property would be located south of Street 11.

Councilwoman Stacy Beck acknowledged the clarification.

Councilman Kevin Oyler asked for additional clarification regarding the proposed masonry wall along Street 11. He questioned whether the wall would be located along the rear property lines of the residential lots on the north side of the roadway, separating the homes from the street.

Dean Ingram confirmed that the proposed masonry wall would be installed along the rear yards of the homes adjacent to Street 11.

Councilman Kevin Oyler acknowledged the proposed configuration.

Dean Ingram questioned whether the School District would also be required to construct a masonry wall along its frontage when the school property was developed. He indicated that he was uncertain how the City's wall requirements applied to school properties.

Mayor Mike Mendenhall noted that school frontages were often designed to remain open, although configurations varied depending on the location and surrounding development. He referenced the area near Maple Mountain High School as an example.

Mayor Mike Mendenhall asked whether Council members had any additional questions before proceeding with a motion.

Jackie Larson requested permission to address a statement made earlier in the discussion regarding the utility easement and recorded correction affidavit affecting the Larson property.

Mayor Mike Mendenhall recognized Jackie Larson and asked her to provide her name for the City Recorder.

Jackie Larson explained that she wanted to clarify the extent of the utility easement previously granted by Gary Larson. She stated that the easement Gary had agreed to and signed extended only to the existing parcel boundary and did not authorize an extension

across the remainder of the Larson property. She indicated that she had confirmed the original easement boundary through a telephone conversation.

Jackie Larson stated that the family intended to dispute the use of the recorded correction affidavit to expand the easement beyond the area originally granted. She explained that the family had not authorized an extension of the easement and was working to resolve the property boundary discrepancy. She requested that the City and developer not rely on the correction affidavit as authorization to extend sewer, storm drain, or other utilities across the Larson property until the matter was resolved.

Jackie Larson thanked the Council for allowing her to clarify the family's position.

Mayor Mike Mendenhall invited Dave Anderson to address the Council before proceeding with action on the Leland Meadows Zone Change and Preliminary Plat.

Dave Anderson explained that, following the discussion regarding fencing adjacent to existing agricultural operations, he had drafted an additional condition of approval for the preliminary plat. He stated that the proposed Condition 10 would require the applicant, before receiving a certificate of occupancy for lots sharing a boundary with feedlots, to install fencing along those boundaries that was more durable and substantial than vinyl fencing. He acknowledged that the wording could be refined and that masonry fencing was one possible option. He emphasized the importance of establishing a clear, enforceable requirement that would address the concerns raised by Wayne Anderson, Kevin Baadsgaard, and other neighboring agricultural property owners.

Dave Anderson clarified that the proposed condition applied to the preliminary plat approval. He also reminded the Council that the proposed zone change and preliminary plat required separate actions and recommended that the Council consider the zone change before acting on the preliminary plat.

Councilman Kevin Oyler asked Dean Ingram whether he had any concerns regarding the proposed fencing condition.

Dean Ingram requested that the condition provide flexibility to install either a more substantial fence or a fence set back far enough from the existing livestock fence to prevent cattle from damaging it. He explained that some future homeowners might prefer consistent vinyl fencing around their yards and that adequate separation from the livestock operation could provide an alternative to requiring masonry fencing in every location.

Councilman Kevin Oyler confirmed that the existing agricultural properties already had fencing to contain livestock. He explained that the concern was that cattle could rub against a vinyl fence installed immediately next to the existing livestock fence and cause damage.

Dean Ingram agreed and stated that the developer could either install more substantial fencing where the two fences would be close together or provide sufficient separation to allow maintenance of the existing agricultural fence and prevent contact between livestock and the new residential fence.

Mayor Mike Mendenhall emphasized the importance of respecting the existing agricultural property owners and their fencing. He stated that the developer should not remove or interfere with existing livestock fences and that adequate space should be maintained for farmers to repair fencing, tighten wire, and perform necessary maintenance.

Councilman Shane Marshall asked whether a roadway was proposed along the northern boundary of the park adjacent to the existing agricultural property.

Dean Ingram clarified that the area along the sloped property boundary was designated as open space rather than a roadway.

Councilman Shane Marshall expressed concern that children using the park or open space could attempt to cross existing barbed-wire fencing and enter areas containing livestock. He recommended that a substantial fence be installed along the entire boundary separating the public open space from the agricultural property.

Councilman Kevin Oyler observed that the proposed fencing condition was intended to address boundaries adjacent to feedlots and suggested that the language could be clarified to include those areas.

Jackie Larson asked whether the Larson agricultural property would be included within the definition of a feedlot for purposes of the proposed condition.

Councilman Kevin Oyler acknowledged that the Larson property presented a somewhat different situation because portions of the property were separated from the proposed residential development by a roadway.

Jackie Larson asked Dean Ingram whether Arrive Homes intended to provide the previously discussed masonry wall and full-width roadway improvements along the boundaries of the Larson property. She stated that those improvements had been part of earlier discussions with Gary Larson and were important to the family's acceptance of residential development next to its agricultural operations.

Dean Ingram explained that the proposed roadway improvements would follow the City's half-street construction standard, including the additional pavement and shoulder. He indicated that the applicant would ensure adequate fencing where necessary but that a masonry wall on the opposite side of an incomplete roadway was not currently contemplated in the same manner as walls along other portions of the development.

Jackie Larson stated that Gary Larson had specifically requested an eight-foot masonry wall along development boundaries adjoining the family's property. She also expressed concern about assumptions that the family would eventually develop its agricultural land. She emphasized that the family intended to continue its agricultural operations and did not want future roadway improvements to depend on development of its property. She reiterated that full-width roadway improvements and masonry walls had been discussed as important buffers between the proposed subdivision and the existing agricultural uses.

Wayne Anderson addressed the Council and strongly encouraged the installation of a substantial masonry fence or comparable barrier between the residential development and the adjoining feedlots. He explained that cattle could behave unpredictably, particularly when being moved or handled, and that vinyl or wire fencing might not provide sufficient protection. He expressed concern that inadequate fencing could allow livestock to enter residential backyards and create conflicts with homeowners.

Mayor Mike Mendenhall thanked Wayne Anderson and acknowledged the importance of providing appropriate separation between residential and agricultural properties.

Councilman Shane Marshall asked Dave Anderson to clarify whether the proposed zone change included a master planned development overlay in addition to the preliminary plat.

Dave Anderson confirmed that the proposed zoning action would change the property from Rural Residential zoning to R-1-6 and R-1-15 zoning with a Master Planned Development Overlay.

Councilman Shane Marshall explained that a master planned development overlay typically provided flexibility for increased residential density in exchange for amenities or improvements benefiting the development and surrounding community. He asked what additional amenities or protections the City would receive in consideration of the proposed density.

Councilman Kevin Oyler agreed that the Council should evaluate the benefits being provided in exchange for the increased density.

Councilman Shane Marshall explained that he and Councilman Jesse Cardon had previously visited the Larson property and met with members of the surrounding agricultural community. He stated that the concerns extended beyond individual property owners and involved the potential for conflicts between ongoing farming operations and new residential development. He noted that livestock could escape agricultural properties and enter developed neighborhoods, creating safety and property damage concerns.

Councilman Shane Marshall suggested expanding Condition 10 to require substantial fencing along the development boundaries adjoining agricultural land, rather than limiting the requirement to residential lots directly adjacent to feedlots. He stated that a more comprehensive fencing requirement could provide a clear separation between existing agricultural operations and the proposed subdivision.

Mayor Mike Mendenhall referenced the Circle V agricultural operation in Salem, where residential homes were located near an active livestock operation. He noted that residents in those neighborhoods lived adjacent to agricultural uses and maintained individual fences. He acknowledged the importance of preventing livestock from entering residential yards and preventing children from accessing feedlots but encouraged the Council to consider applicable City standards and reasonable fencing requirements.

Mayor Mike Mendenhall also emphasized that the developer's proposed participation in the

900 South and Arrowhead Trail intersection improvements represented a significant public benefit. He stated that accelerating improvements to address longstanding traffic concerns along Mill Road could be an important consideration when evaluating the amenities and improvements associated with the Master Planned Development Overlay.

Wayne Anderson provided additional examples of livestock escaping from agricultural properties in the area. He recalled an incident involving approximately 40 to 50 cattle that had entered neighboring property through damaged fencing. He described another incident involving approximately 20 to 30 cattle escaping from a different direction. He also noted that horses had escaped from nearby properties and entered Mill Road.

Wayne Anderson explained that temporary or poorly maintained agricultural fences could fail, allowing livestock to enter residential neighborhoods. He expressed concern that escaped animals could damage lawns, sprinkler systems, landscaping, and other private property. He encouraged the Council to require substantial fencing before residential development occurred next to existing livestock operations.

Cory Pierce acknowledged that livestock had escaped from agricultural properties in the area on multiple occasions and agreed that the concerns were valid.

Wayne Anderson referenced a former livestock holding area near Mill Road where cattle had been kept adjacent to residential properties. He explained that animals had occasionally escaped from that facility and emphasized that agricultural activities, livestock, and associated truck traffic would remain part of the surrounding area during the transition to additional residential development.

Wayne Anderson reiterated that livestock could escape even from well-maintained agricultural facilities. He asked the City to consider protections for existing agricultural operators against potential liability or legal disputes if animals entered the proposed subdivision. He emphasized that the agricultural operations were already established and that the residential development would be moving into an existing farming area.

Mayor Mike Mendenhall acknowledged the concern and thanked Wayne Anderson for his comments.

Councilman Kevin Oyler returned to the proposed Condition 10 and asked whether the Council wanted to revise the language to address a broader range of agricultural properties.

Councilman Shane Marshall recommended replacing the reference to feedlots with language addressing boundaries shared with agricultural property. He stated that the condition should not be limited to feedyards because other agricultural operations could also create conflicts with adjacent residential development.

Councilman Kevin Oyler asked whether the condition should refer to land designated for agriculture in the General Plan or to properties currently being used for agricultural purposes, particularly where adjoining properties were located outside City limits.

Councilman Shane Marshall suggested that the language could refer to agricultural protection areas or existing agricultural uses, depending on the intent of the condition.

Councilman Jesse Cardon observed that the revised language being discussed appeared to include specific references to the Anderson property and adjoining feedlots.

Councilman Kevin Oyler continued reviewing the proposed wording to determine whether it adequately addressed the agricultural properties surrounding the development.

Councilman Shane Marshall suggested that the proposed fencing condition specifically identify the Anderson and Baadsgaard properties, as well as properties within agricultural protection areas. He believed this would provide additional protection for existing agricultural operations surrounding the development.

Seth Perrins requested clarification regarding the intended scope of the condition. He noted that some agricultural properties were separated from the proposed residential lots by roadways rather than directly sharing a property boundary. He wanted to ensure that any condition adopted by the Council clearly identified the required improvements and could be consistently enforced.

Councilman Kevin Oyler asked whether the applicant was already planning to construct a masonry wall along the north side of Street 11.

Councilman Jesse Cardon clarified that the primary concern involved Road 10 and its relationship to the adjoining Larson property.

Dean Ingram stated that he intended to speak with Gary Larson regarding the proposed improvements. He explained that where agricultural property was separated from the subdivision by a roadway, the fencing solution might differ from the masonry walls proposed immediately behind residential lots. He indicated that improvements could be made to strengthen existing livestock fencing but that a masonry wall might not be appropriate in every location.

Councilman Shane Marshall suggested adding a condition requiring the applicant to meet with the Larson family and address the outstanding concerns regarding irrigation piping, fencing, and the utility easement. He explained that the purpose would be to ensure that the applicant worked directly with the neighboring agricultural property owners to resolve issues associated with the proposed development.

Councilman Kevin Oyler asked what would happen if the applicant and the Larson family were unable to reach an agreement.

Councilman Shane Marshall acknowledged that the Council could not resolve all the outstanding property issues during the meeting. He stated that the applicant had an existing relationship with Gary Larson and was familiar with the family's concerns. He believed that continued communication could help resolve the disagreements. He also noted that the proposed conditions already required coordination with irrigation companies and suggested

that a similar requirement could address the Larson property's irrigation and infrastructure concerns.

Councilman Kevin Oyler asked Councilman Marshall to clarify whether he was proposing a condition requiring the developer to construct a full-width roadway and masonry wall along the Larson property.

Councilman Shane Marshall explained that he was not proposing a specific fencing material or roadway configuration. Instead, he wanted the applicant to meet with Gary Larson and discuss potential solutions to the outstanding concerns.

Councilman Kevin Oyler questioned whether the proposed condition would require only communication or an actual resolution. He expressed concern that a condition requiring the parties to reach an agreement could become difficult to administer if they were unable to agree.

Councilman Shane Marshall acknowledged the concern and stated that he did not have a definitive answer regarding how the City should proceed if the parties could not reach an agreement. He expressed hope that the applicant and property owners could work together toward a reasonable solution.

Councilman Shane Marshall suggested proceeding with a motion so the Council could consider any necessary amendments rather than continuing the discussion indefinitely.

Mayor Mike Mendenhall invited a motion on Agenda Item 10.2, the Leland Meadows Zone Change and Preliminary Plat.

Councilwoman Stacy Beck offered to make the motion and asked for confirmation that she was using the appropriate findings.

Councilwoman Stacy Beck moved to approve the proposed Leland Meadows Zone Change based on the following findings: first, that the proposal was consistent with the City's General Plan designations of Medium Density Residential and Estate Density Residential; and second, that the proposal met the intent and findings of the Master Planned Development Overlay zoning district.

Councilwoman Stacy Beck initially began to add a third provision requiring Dean Ingram or Arrive Homes to contribute 50 percent toward the previously discussed intersection improvements.

Mayor Mike Mendenhall suggested that the financial contribution would be more appropriately included as a condition of the preliminary plat approval rather than the zone change.

Seth Perrins agreed that the preliminary plat was the more appropriate place for that condition.

Councilwoman Stacy Beck agreed and completed her motion for approval of the zone

change based on the two stated findings, without including the proposed intersection improvement contribution.

Councilwoman Beck ▾ Moved to Approve the **Ordinance Public Hearing on Leland Meadows Zone Change**

That the proposed Leland Meadows Preliminary Plat be approved based on the following findings and subject to the following conditions:

Findings

1. That the proposal is consistent with the City's General Plan Designations of Medium Density Residential and Estate Density Residential.

2. That the proposal meets the intent of the Master Planned Development Overlay Zoning District.

Councilman Oyler ▾ **Seconded** and the motion **Passed**, roll call, 11:08 p.m.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Yes

Councilman Kevin Oyler indicated that the Council was ready to proceed with consideration of the Leland Meadows Preliminary Plat following the motion on the zone change.

Mayor Mike Mendenhall invited a Council member to make the next motion.

Councilman Jesse Cardon encouraged Councilman Shane Marshall to present the motion for the preliminary plat approval.

Councilman Shane Marshall initially expressed reluctance to read the lengthy proposed motion and its accompanying conditions. After a brief exchange with the other Council members and staff, he agreed to locate the appropriate language and prepare to present the motion.

Councilman Marshall ▾ Moved to **Approve the proposed Leland Meadows Subdivision Preliminary Plat based on the two findings presented by staff and subject to the ten listed conditions of approval, with amendments to Conditions 9 and 10. He proposed amending Condition 9 to require approval from the applicable irrigation company or irrigation owner. He also proposed expanding Condition 10 to include shared boundaries with agricultural protection areas and the Anderson and Baadsgaard feedlots.**

Mayor Mike Mendenhall clarified that the amendment to Condition 9 was intended to recognize that irrigation facilities might be owned or operated by an individual property

owner rather than an established irrigation company. Councilman Shane Marshall confirmed that this was the intent of his amendment.

Councilman Kevin Oyler requested clarification regarding the proposed amendment to Condition 10. He acknowledged that the Anderson and Baadsgaard properties directly adjoined portions of the development but questioned how the requirement would apply to agricultural protection areas separated from the proposed subdivision by a roadway. He noted that the developer was generally responsible for constructing only a portion of the ultimate roadway width and asked where the required fencing would be installed.

Councilman Shane Marshall explained that the fencing could be installed along the applicable property boundary, even where a future roadway was planned. He stated that if the adjoining agricultural property were developed in the future, the fence could be removed as necessary to complete the roadway improvements. He emphasized that the condition did not require masonry fencing in every location and that an appropriate livestock fence could satisfy the requirement.

Councilman Kevin Oyler continued questioning whether the proposed fencing would be located along the property line adjacent to an incomplete roadway. He wanted to ensure that the requirement was practical and would not create conflicts with future roadway construction.

Councilman Shane Marshall clarified that his primary concern was establishing an adequate physical barrier between the subdivision and existing agricultural operations. He stated that he was not requiring a masonry wall along the agricultural protection area and believed the developer could work with Gary Larson to determine an appropriate fencing solution.

Dean Ingram suggested that a substantial livestock fence might be more appropriate than a masonry wall in certain locations. He indicated that he intended to speak with Gary Larson regarding the fencing and believed a fence designed specifically for livestock containment could provide a practical solution.

Councilman Shane Marshall agreed and reiterated that the proposed condition required fencing that was more durable and substantial than vinyl fencing. He stated that the exact fencing material could be determined through discussions with the adjoining agricultural property owners, provided the resulting fence adequately addressed the concerns.

Dave Anderson explained that the City had previously used the term field fence to describe substantial agricultural fencing consisting of heavy wooden posts, wire mesh, and, in some cases, barbed wire. He suggested that this terminology might help clarify the type of fencing being discussed.

Councilwoman Stacy Beck questioned whether that type of fencing would provide adequate protection along the agricultural protection area, particularly where livestock were present.

Seth Perrins clarified that the proposed requirement was not intended to replace existing agricultural fencing but to provide additional separation and protection where the subdivision adjoined agricultural uses.

Councilman Shane Marshall reiterated that his motion contained only two amendments to the staff's proposed conditions. The first expanded Condition 9 to recognize irrigation owners as well as irrigation companies. The second expanded Condition 10 to include agricultural protection areas and the Anderson and Baadsgaard properties. He emphasized that he had not proposed changing the existing language requiring fencing to be more durable and substantial than vinyl fencing.

Mayor Mike Mendenhall asked additional questions regarding the type of fencing being proposed and whether comparable fencing had been used along other agricultural properties in the area. He referenced livestock operations along Loafer Mountain Parkway and stated that he wanted to ensure the proposed requirement was consistent with practical fencing standards for active agricultural operations.

Councilman Shane Marshall maintained that the specific fencing design could be addressed during implementation and that his motion was intended to establish the additional boundary protection requirement. He requested that the Council proceed with consideration of the motion.

Mayor Mike Mendenhall confirmed that Councilman Marshall had made a motion and called for a second.

Councilman Oyler ▾ **Seconded** and the motion **Passed**, roll call, 11:08 p.m.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Yes

Councilwoman Stacy Beck reminded the Council that the preliminary plat approval needed to include the developer's previously discussed contribution toward the intersection improvements. She requested that the financial commitment be added to the motion as an additional condition of approval.

Mayor Mike Mendenhall suggested incorporating the additional requirement through a friendly amendment to Councilman Shane Marshall's motion.

Dave Anderson explained that he had already added the financial contribution as Condition 10 in the updated staff document, which moved the previously discussed fencing requirement to Condition 11.

Councilwoman Stacy Beck clarified that the applicant's contribution would be 50 percent of the cost of the intersection improvements, not to exceed \$100,000. Councilmans Jesse Cardon and Kevin Oyler confirmed that this reflected the amount previously discussed.

Councilman Shane Marshall acknowledged that the updated conditions now totaled eleven and confirmed his understanding of the proposed financial contribution.

Councilman Kevin Oyler, who had seconded the original motion, requested that the motion be amended to incorporate the updated conditions.

Mayor Mike Mendenhall asked Councilman Shane Marshall whether he accepted the friendly amendment.

Councilman Marshall indicated his acceptance of the updated eleven conditions as presented by Dave Anderson.

Findings

- 1. That the proposal is consistent with the City's General Plan Designations of Medium Density Residential and Estate Density Residential.**
- 2. That the proposal meets the intent of the Master Planned Development Overlay Zoning District.**

Conditions

- 1. That the Applicant meets the City's development and construction standards, zoning requirements and other applicable City ordinances.**
- 2. That the Applicant addresses any red-line review comments.**
- 3. That the Preliminary Plat approval is contingent upon the City Council approving the associated zoning map amendment.**
- 4. That the Nebo School District approves the proposed land swap to accommodate the proposed development.**
- 5. That the road cross section for Mill Road be finalized and referenced in the plans.**
- 6. That the Applicant bonds for the future street improvements for proposed Lot 83.**
- 7. That the Applicant provides additional details of the proposed housing products.**
- 8. That the Applicant provides an updated street tree plan, detailed landscaping plan, fencing plan, and specific details for other improvements in the development.**
- 9. That the Applicant obtains approval from the irrigation company or irrigation owner.**
- 10. That the applicant pay 50%, up to \$100,000, of the improvement costs for the**

described Mill Road/Arrowhead Trail intersection improvements.

11. That prior to a Certificate of Occupancy is issued for lots that share a boundary with Agriculture Protection Areas and the Andersen and Baadsgaard feedlots, the Applicant install fencing that is more durable and substantial than vinyl fencing along that boundary.

Councilman Oyler ▾ **Seconded and confirmed his agreement with the friendly amendment, including the revisions to Conditions 9, 10, and 11.** and the motion **Passed**, roll call, 11:08 p.m.

Mayor Mike Mendenhall confirmed that the friendly amendment to the motion had been accepted. He asked whether there was any further discussion regarding the amended motion. Hearing none, he called for a roll call vote on the Leland Meadows Subdivision Preliminary Plat.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Yes

Mayor Mike Mendenhall announced that the Council had approved the Leland Meadows Subdivision Preliminary Plat with the accompanying findings and conditions of approval. He thanked the applicant and members of the public for their participation, comments, and patience throughout the public hearing and Council discussion.

Mayor Mike Mendenhall transitioned to the next agenda item and asked Jordan Hales to assist with the upcoming fiscal discussions.

Jordan Hales, Seth Perrins, and Jesse Cardon helped clarify the next item on the agenda, which concerned fiscal year 2027 salaries.

Mayor Mike Mendenhall confirmed the agenda sequence and prepared to proceed with the fiscal year 2027 salary discussion.

10.3 Fiscal Year 2027 Salary Schedule

Tyler Jacobson expressed appreciation to the Mayor and City Council for their continued support of City employees. He stated that the City's employee retention and low turnover reflected a positive work environment and the City's efforts to remain a competitive employer.

Tyler Jacobson explained that the fiscal year 2027 budget included a 5.5 percent allocation for

employee salary adjustments. He reported that, following the completion of the market salary review and merit adjustments, the total proposed salary adjustments for City employees were below the budgeted amount.

Tyler Jacobson explained that changes in state law required the City to conduct a separate public hearing regarding employee salary ranges. He stated that the proposed salary schedule was being presented as a separate agenda item to ensure compliance with the statutory requirements. He acknowledged that some of the information would overlap with the budget presentation scheduled to follow.

Tyler Jacobson reviewed the proposed employee pay grades and salary ranges. He explained that several new pay grades had been added to the salary schedule to create more consistent differences between the compensation levels of consecutive grades. He noted that the proposed changes were intended to improve the overall structure and consistency of the City's compensation system.

Tyler Jacobson also reviewed the updated pay grades for part-time employees, explaining that the salary study included both benefited and part-time positions.

Tyler Jacobson presented the proposed stipends for elected officials. He explained that the City Council had previously voted to review and update elected officials' stipends annually as part of the City's salary study. The proposed stipend ranges were included in the compensation information presented for consideration.

Mayor Mike Mendenhall asked whether the Council had any questions regarding the proposed salary ranges or elected officials' stipends. He noted that the Council had previously reviewed the same information during a work session and that no changes had been made since the presentation by Human Resources Director Kim Hall the previous week.

Mayor Mike Mendenhall thanked Tyler Jacobson for his presentation. Hearing no additional questions, he invited a motion to open the public hearing for Agenda Item 10.3, concerning the proposed fiscal year 2027 salary ranges and compensation schedule.

Councilman Cardon ▾ Moved to go into a Public Hearing

Councilman Tooke ▾ **Seconded** and the motion **Passed**, all in favor, 11:19 p.m.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Yes

PUBLIC HEARING:

No member of the public came forward to comment.

Mayor Mendenhall requested a motion to close the public hearing.

Councilman Oyler ▾ Moved to go out of a Public Hearing

Councilman Tooke ▾ **Seconded** and the motion **Passed**, all in favor, 11:19 p.m.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Yes

Mayor Mike Mendenhall returned the discussion to the City Council and asked whether there were any additional questions regarding the fiscal year 2027 salary study. He then invited a motion regarding the proposed fiscal year 2027 salaries.

Councilman Jesse Cardon asked whether a separate motion was required to approve the fiscal year 2027 salary schedule.

Seth Perrins explained that the salary schedule would be considered as part of the fiscal year 2027 budget ordinance and that a separate motion was not necessary at that time.

Mayor Mike Mendenhall sought clarification regarding the statutory requirement for a separate public hearing on employee compensation.

Vaughn Pickell explained that state law required the City to conduct a public hearing before adopting a budget that included the applicable compensation increases and pay ranges.

Mayor Mike Mendenhall clarified that although a separate public hearing was required for the salary schedule, the Council did not need to take separate action on that agenda item because the proposed compensation adjustments would be included in the budget ordinance.

Vaughn Pickell acknowledged that the salary discussion and public hearing were separate from the subsequent budget consideration.

Mayor Mike Mendenhall confirmed the procedure and invited Jordan Hales to proceed with Agenda Item 10.4, concerning the fiscal year 2027 budget.

10.4 Ordinance approving Fiscal Year 2027 Budget Revision 1

Jordan Hales presented the proposed Fiscal Year 2027 Budget Revision 1. He explained that no changes were proposed to the Redevelopment Agency (RDA) or Local Building Authority (LBA) budgets and that the revision applied only to the City budget. Although the City was only three months into the fiscal year, he explained that the primary purpose of the revision was to carry forward funding for projects budgeted during the previous fiscal year that had

not yet been completed. He stated that unspent funds from those projects needed to be appropriated again before they could be expended during the current fiscal year.

Jordan Hales explained that the budget revision also incorporated the employee salary adjustments previously presented by Tyler Jacobson. He clarified that approval of the budget ordinance would include approval of the proposed salary ranges. He then reviewed several proposed amendments to the City's fee schedule, all of which involved Parks and Recreation services.

Jordan Hales presented proposed fee adjustments for The Oaks at Spanish Fork Golf Course, including changes to green fees, season passes, and punch passes. He also introduced a new advance reservation booking fee.

Bronco Hunter confirmed that the advance reservation booking fee would be new to The Oaks but explained that similar fees were already common at other golf courses.

Jordan Hales reviewed proposed recreation program fee adjustments for soccer, youth football, adult softball, and tennis. He then discussed proposed park pavilion rental fees, explaining that the rental fee for all pavilions, except the North Park barn, would increase from \$50 to \$60.

Jordan Hales explained a proposed cemetery plot transfer fee intended to address situations in which a resident purchased a cemetery plot at the discounted resident rate and subsequently transferred ownership to a nonresident. He stated that the proposed \$3,600 transfer fee would be equivalent to the nonresident surcharge that would otherwise apply to the purchase. He explained that the purpose was to prevent individuals from circumventing the nonresident rate structure. He noted that Spanish Fork residents contributed property taxes toward cemetery maintenance, while nonresidents did not provide the same tax support.

Jordan Hales reviewed proposed fee adjustments at the FitCity Center, including changes to outdoor pool and pavilion rentals. He explained that the rental schedule would be simplified from two available time blocks to one.

Bronco Hunter confirmed that the proposed rental schedule change had previously been discussed during a City Council work session.

Jordan Hales also presented proposed swimming lesson fee adjustments and increases of approximately 2 percent to monthly, quarterly, and annual FitCity Center memberships.

Councilman Jesse Cardon asked whether the proposed membership increases applied only to members who had not enrolled under the original founding membership program.

Bronco Hunter confirmed that founding members' rates were locked in for approximately four more years and would not be affected by the proposed increases. He also explained that the proposed increase for nonresident membership rates was 4 percent.

Jordan Hales stated that these represented all the fee schedule changes included in the current budget revision. He noted that additional Parks and Recreation fee adjustments might be presented to the Council within the next month or two.

Jordan Hales then reviewed the overall budget adjustments. He explained that the General Fund budget remained relatively unchanged, while the enterprise and capital funds reflected more substantial adjustments, primarily because of project carryovers. He identified the sewer treatment plant and recreation center construction projects as significant examples. Although both facilities had been completed more than nine months earlier, he explained that outstanding construction punch-list items and final payments required the remaining appropriations to be carried forward.

Jordan Hales reported that General Fund revenue was projected to increase by approximately \$22,000, while budgeted expenditures and transfers remained unchanged. He stated that the General Fund was budgeted to generate approximately \$127,000 more in revenue than expenditures. He explained that state law required the General Fund balance to remain between 5 and 35 percent of revenue. The City ended the previous fiscal year with a fund balance of approximately 25 percent and projected a balance of approximately 24 percent at the end of the current fiscal year. He noted that actual financial performance had historically exceeded budget projections and that the ending fund balance could be higher than anticipated.

Jordan Hales reviewed the overall General Fund financial summary, which reflected total revenues approaching \$58 million and budgeted expenditures slightly exceeding \$54 million. He explained that the remaining difference included transfers to other funds, primarily reflecting the City's practice of setting aside approximately 20 percent of sales tax revenue.

Jordan Hales explained that the Land Acquisition and Capital Building Fund included approximately \$320,000 in carryover funding for a proposed parks maintenance shop near The Oaks Golf Course in Canyon View Park. He also reported an anticipated \$1.5 million land sale that had originally been expected during the previous fiscal year but had not yet occurred. The anticipated revenue was therefore included in the revised budget.

Jordan Hales stated that approximately \$1.5 million was being carried forward for remaining recreation center construction expenses and final payments.

Jordan Hales explained that the Water Fund included approximately \$2.6 million in carryover funding, along with a proposed \$500,000 change order that would be considered later in the meeting. He stated that the project involved lining the Cold Spring pipeline extending into the canyon. He also explained that a \$2 million state grant was being shifted to support the project.

Jordan Hales reported that the Sewer Collection Fund included approximately \$1.5 million in carryover funding for sewer infrastructure improvements. These projects included lining the Mapleton Upper Trunk Line and another sewer line extending from 900 North along 200 East to Williams Lane and beneath Interstate 15. He also identified approximately \$2.3 million in carryover funding for final payments associated with the City's new wastewater treatment

plant.

Jordan Hales explained that the Power and Light Fund included approximately \$1.44 million in carryover funding for the Argyle Substation reconstruction project. He stated that the existing substation, located on the block immediately west of City Hall near the former Senior Center, would be relocated to the southwest corner of the block. He noted that a new fire station was also planned for the same block.

Councilman Kevin Oyler asked whether the Argyle Substation project involved improvements beyond simply relocating the existing equipment.

Cory Pierce confirmed that the substation was already in need of upgrades and explained that the project would provide a new, improved facility in a more suitable location.

Councilman Jesse Cardon thanked Jordan Hales for the clarity and transparency of the budget presentation. He stated that the explanations of the proposed adjustments and carryover projects made the financial information easier to understand.

Jordan Hales stated that the revised budget would be posted on the City's website the following day.

Councilman Shane Marshall thanked Jordan Hales for his presentation.

Councilman Landon Tooke expressed appreciation for the additional emails and financial information Jordan Hales had provided to the Council leading up to the meeting. He stated that the background information and explanations had been helpful in understanding the proposed budget changes.

Mayor Mike Mendenhall also thanked Jordan Hales for presenting the financial information in a clear and visually understandable format. He asked whether the Council had any additional questions regarding Agenda Item 10.4, Fiscal Year 2027 Budget Revision 1.

Mayor Mike Mendenhall invited a motion to open the public hearing.

Councilman Cardon ▾ Moved to go into a Public Hearing

Councilman Tooke ▾ **Seconded** and the motion **Passed**, all in favor, 11:29 p.m.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Yes

PUBLIC HEARING:

No member of the public came forward to comment.

Mayor Mendenhall requested a motion to close the public hearing.

Councilman Tooke ▾ Moved to go out of a Public Hearing

Councilwoman Beck ▾ **Seconded** and the motion **Passed**, all in favor, 11:29 p.m.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Yes

Mayor Mike Mendenhall returned the discussion to the City Council and asked whether there were any additional questions regarding the proposed Fiscal Year 2027 Budget Revision 1 ordinance.

City Manager Seth Perrins provided two clarifications regarding items that were not included in the proposed budget revision. He explained that although the revision incorporated all the adjustments presented by Jordan Hales, it did not include funding associated with the SAFER grant or debt service payments for the bonds financing Fire Station 61 and the Public Works Shop.

City Manager Seth Perrins reported that the City had received a proposed bond debt service schedule at approximately 3:30 p.m. that afternoon. He explained that the schedule had not yet been finalized, although he did not anticipate significant changes. He emphasized that the proposed bond payments remained consistent with the City's overall financial planning and would not exceed what had been anticipated. However, the timing of certain payments could be moved forward, requiring adjustments to the budgeted payment schedule.

City Manager Seth Perrins asked whether the Council preferred to incorporate the preliminary bond repayment amounts into the current budget revision or wait until the debt service schedule was finalized and address the payments through a subsequent budget amendment. He offered to provide the Council with the proposed figures and additional information as needed.

City Manager Seth Perrins also explained that the City was not yet prepared to determine the financial implications of the SAFER grant. He stated that additional discussions and decisions would be necessary before the City could identify the appropriate funding amounts and incorporate them into the budget. He assured the Council that those decisions would be brought forward for consideration at a future public meeting and that any necessary appropriations could be included in a subsequent budget revision.

City Manager Seth Perrins indicated that he was comfortable proceeding with the current budget revision without including either the bond debt service adjustments or the SAFER

grant funding. He explained that waiting would allow staff to finalize the financial details and present more accurate figures for Council consideration. The discussion reflected agreement with addressing both items in a future budget revision.

Councilman Jesse Cardon stated that having clear and accurate financial figures would be helpful as staff continued working through the bond repayment schedule and SAFER grant considerations.

City Manager Seth Perrins agreed and stated that staff would keep the Council informed as additional financial information became available.

Mayor Mike Mendenhall asked whether the Council had any further questions for City Manager Seth Perrins or Jordan Hales regarding the proposed budget revision. Hearing none, he invited a motion

Councilman Cardon ▾ Moved to Approve the Ordinance Approving Fiscal Year 2027 Budget Revision 1

Councilwoman Beck ▾ **Seconded** and the motion **Passed**, by a roll call vote, 11:32 p.m.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Yes

Mayor Mike Mendenhall confirmed that the fiscal year 2027 salary study was included as an attachment to the budget ordinance and that approval of the budget also included approval of the proposed salary ranges.

Mayor Mike Mendenhall then moved to Agenda Item 11, New Business, and called upon City Recorder Tara Silver to present the next item.

11. NEW BUSINESS:

11.1 Ordinance Adopting Amended Voter Participation Areas for Spanish Fork City Based on Current Voting Precinct Boundaries

City Recorder Tara Silver explained that the City had received a referendum application concerning the recently adopted amendments to Title 15 of the Spanish Fork Municipal Code. She stated that Utah law established separate signature requirements for a land use referendum, including a citywide signature threshold based on the number of active registered voters and a requirement involving voter participation areas. She explained that the City had obtained the active voter information from Utah County and provided that information to the referendum sponsors.

City Recorder Tara Silver explained that Spanish Fork, as a third-class city, was required to have four voter participation areas. She presented a map showing the City's four participation areas and explained that the previously established boundaries did not account for recent residential growth and changes to voting precincts. She stated that the proposed ordinance would update the participation areas to incorporate the new precincts and provide current information for administering the referendum process.

City Recorder Tara Silver explained that, for the land use referendum, sponsors were required to obtain signatures equal to 27.5 percent of active voters in at least three of the City's four voter participation areas. She emphasized that updating the participation areas would help establish the applicable voter totals and provide the sponsors with the information necessary to determine the statutory signature requirements.

Councilwoman Stacy Beck asked for clarification regarding the number of signatures required in each participation area.

City Recorder Tara Silver explained that she was maintaining a neutral and impartial role as the City's election officer and was cautious about providing calculated signature totals that could potentially be incorrect or relied upon as an official determination. She emphasized the importance of using the applicable statutory percentages and verified voter information.

Councilwoman Stacy Beck asked whether the required percentage was 27 percent.

Tara Silver clarified that the requirement was 27.5 percent in at least three of the four voter participation areas.

Cory Pierce confirmed that understanding of the requirement.

Mayor Mike Mendenhall asked for clarification regarding the numbers displayed beneath the precinct labels on the proposed participation area map.

City Recorder Tara Silver initially explained that the map identified the active voter information associated with the participation areas.

City Manager Seth Perrins clarified that the individual numbers displayed on the map represented the number of active registered voters within each respective voting precinct. He explained that the map legend provided the combined total of active voters for each of the four voter participation areas.

Mayor Mike Mendenhall acknowledged the clarification.

City Recorder Tara Silver asked whether the Council had any additional questions regarding the proposed voter participation area amendments.

Mayor Mike Mendenhall thanked City Recorder Tara Silver for her presentation and asked whether the Council had any further questions. He clarified that the proposed ordinance did not require a public hearing and, hearing no additional questions, invited a motion regarding the ordinance amending the City's voter participation areas.

Councilman Cardon ▾ made a motion to approve the Ordinance Adopting Amended Voter Participation Areas for Spanish Fork City Based on Current Voting Precinct Boundaries

Councilman Marshall ▾ **Seconded** and the motion **Passed** with a roll call vote, at 11:36 p.m.

Kevin Oyler	Yes
Jesse Cardon	No
Stacy Beck	Yes
Landon Tooke	No
Shane Marshall	Yes

Mayor Mike Mendenhall announced that Agenda Item 11.1 had passed and proceeded to Agenda Item 11.2, the Cold Springs Pipeline Rehabilitation Project change order. He asked whether the project had been included in the earlier budget discussion.

11.2 Cold Springs Pipeline Rehabilitation Phase 2 change Order

Cory Pierce confirmed that the project had been addressed during Jordan Hales' budget presentation. He provided additional background regarding the pipeline rehabilitation and the circumstances that resulted in the requested change order. He explained that the Cold Springs water transmission system carried spring water down the canyon to the City. The lower section of the pipeline had previously been rehabilitated under Phase 1, and Phases 2 and 3 had been combined following the receipt of a \$2 million grant. He reported that the contractor anticipated completing the remaining pipeline work within approximately ten days.

Cory Pierce explained that coordinating construction activities with the railroad had presented significant challenges. He stated that the railroad had approved the project plans on November 14 and that the City had entered into agreements outlining the required construction procedures. Based on those approved plans and agreements, the original project bid included approximately \$300,000 for railroad flagging and observation services. However, once construction began, the railroad's contracted oversight company imposed additional requirements that increased project costs.

Cory Pierce explained that one change involved an existing pipeline segment that needed to be abandoned beneath the railroad. The original plan called for sealing both ends of the abandoned pipe with concrete to prevent soil from entering. However, the railroad subsequently required the entire abandoned section to be filled with flowable concrete. He acknowledged that the additional requirement provided a safety benefit because an empty, deteriorating pipeline beneath the railroad could eventually collapse and create potential liability. He also explained that a valve had been added to facilitate draining the pipeline and performing future maintenance. Together, these modifications accounted for approximately \$144,000 in additional costs.

Cory Pierce stated that the remaining estimated increase of approximately \$376,000 was associated primarily with additional railroad flagging and observation requirements imposed by RailPros. He explained that additional flaggers were required when construction occurred within 15 feet of the railroad tracks. Railroad representatives had also expressed concerns about excavations remaining open over weekends and initially required continuous, 24-hour observation of certain work areas. Although the City successfully negotiated some reductions in those requirements, the additional oversight significantly increased project costs.

Cory Pierce explained that the contractor, Whitaker, had adjusted its construction schedule to five 12-hour workdays per week to accelerate completion and reduce the overall duration of railroad observation services. However, the extended workdays also resulted in additional overtime charges for railroad flaggers. He stated that the \$376,000 estimate represented a conservative projection based on the possibility that railroad oversight would continue through the end of the month. He anticipated that the actual costs could be lower if the contractor completed the work sooner.

Cory Pierce explained that staff had authorized the contractor to continue working while preparing the change order for Council consideration. He emphasized that the Cold Springs system consisted of two transmission pipelines that provided redundancy for the City's water supply. Because one pipeline had been out of service for rehabilitation throughout the summer, completing the project promptly was important to restoring full system reliability. He also noted that suspending construction to resolve disagreements with the railroad would not necessarily eliminate the additional costs because railroad observation personnel could still be required while work was delayed.

Cory Pierce recommended approval of the proposed change order to allow the project to proceed toward completion.

Councilman Landon Tooke asked how the City's water supply was managed while one of the two Cold Springs transmission pipelines was being rehabilitated.

Cory Pierce explained that both pipelines carried water down the canyon and were designed to provide redundancy. During construction, the pipeline undergoing rehabilitation had been taken out of service, and the City's water supply was being conveyed through the remaining operational pipeline. He stated that the rehabilitation generally involved installing a new pipe within the existing pipeline. He emphasized that having only one operational transmission line created additional risk because a failure of that line could interrupt the water supply. Restoring both pipelines to service was therefore an important priority for the Water Department.

Councilman Landon Tooke acknowledged the explanation.

Mayor Mike Mendenhall asked whether the Council had any additional questions regarding the Cold Springs Pipeline Rehabilitation Project. Hearing none, he invited a motion.

Councilman Oyler ▾ made a motion to approve the **\$519,902.28 change order for the Cold Springs Pipeline Rehabilitation Phase 2 Project.**

Councilman Marshall ▾ **Seconded** and the motion **Passed** with a roll call vote, at 11:42 p.m.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Yes

Mayor Mike Mendenhall announced that Agenda Item 11.2 had been approved and proceeded to Agenda Item 11.3, the Storm Drain Master Plan Update.

11.3 Resolution for the Storm Drain Master Plan Update 2026

Cory Pierce presented the proposed Storm Drain Master Plan Update. He explained that the City's last comprehensive storm drain master plan had been completed in approximately 2012. Since that time, the City had conducted numerous smaller drainage studies associated with development and infrastructure improvements. The updated master plan consolidated those studies into a comprehensive planning document to guide future storm drain infrastructure decisions.

Cory Pierce explained that the primary purposes of the master plan were to determine appropriate storm drain pipe sizes for future development, evaluate the capacity of existing infrastructure, and identify deficiencies that could contribute to flooding. He stated that the plan would assist staff in determining which infrastructure improvements were necessary to accommodate future stormwater flows.

Cory Pierce identified several existing deficiencies documented in the plan. He explained that some older neighborhoods relied on underground gravel sumps rather than interconnected storm drain pipes. Although these systems had functioned for many years, sediment accumulation had reduced their effectiveness, resulting in localized flooding in certain areas. He stated that the master plan identified opportunities to connect existing sumps to storm drain piping and convey stormwater to more appropriate discharge locations.

Cory Pierce also explained that some existing storm drain trunk lines lacked sufficient capacity to accommodate anticipated flows and would eventually need to be enlarged. He identified additional locations where stormwater collected at low points without adequate downstream drainage facilities.

Cory Pierce highlighted Spanish Fork Parkway near the Legacy Farms development as an example of a potential future drainage concern. He explained that the roadway's low point was located near the railroad crossing, where the existing drainage pipe did not have sufficient capacity to accommodate all anticipated future development flows. Although the system currently functioned adequately with existing low-impact development measures, additional improvements could become necessary as development continued.

Cory Pierce reviewed a map identifying areas of existing drainage deficiencies and potential capacity concerns. He explained that the areas highlighted in red represented locations requiring particular attention and would be incorporated into future capital improvement planning by Rick and his staff. Other highlighted areas represented locations where stormwater modeling suggested potential concerns that staff would continue to monitor to prevent localized flooding.

Cory Pierce discussed three areas where the City had completed more detailed drainage studies: the South Airport area, the West Airport area, and the Leland area. He explained that these studies established stormwater discharge limits for new development based on the capacity of existing drainage systems and downstream facilities.

Cory Pierce explained that the South Airport drainage study included infrastructure associated with the GLH development, including storm drain piping installed beneath the airport and across county facilities. He stated that development within the designated drainage area would be subject to a strict discharge limit of zero cubic feet per second per acre, requiring stormwater to be retained on-site rather than discharged into downstream facilities.

Cory Pierce explained that a separate drainage study had been completed for the West Airport area as development occurred near the VRC properties. That study established a discharge limit of 0.05 cubic feet per second per acre to account for existing drainage conditions and the capacity of Dry Creek and other downstream facilities.

Cory Pierce stated that the Leland drainage study had involved coordination among Spanish Fork City, Salem City, Payson City, and Utah County. He explained that much of the stormwater originating in the Leland area drained south and southwest through facilities located in neighboring jurisdictions before ultimately reaching Beer Creek. He noted that culverts beneath Interstate 15 created significant restrictions on the amount of water that could be conveyed downstream. As a result, different portions of the Leland area were assigned specific discharge limits based on available drainage capacity and agreements among the affected jurisdictions.

Cory Pierce reviewed the master plan's stormwater discharge map and explained that the various colors represented different allowable discharge rates. He noted that certain areas had more restrictive requirements because of downstream capacity limitations, while other locations required full on-site retention. He identified the gravel pit area in Quiet Valley as a location where existing low-impact development and infiltration facilities were expected to accommodate the required 100-year stormwater retention.

Cory Pierce explained that the updated master plan would serve as a technical resource for evaluating future development applications and City infrastructure projects. He stated that the document included detailed hydrologic modeling, drainage calculations, and proposed pipe sizes based on anticipated flows and assumed slopes. Individual developments would still be required to submit site-specific storm drain plans demonstrating compliance with the City's requirements.

Councilman Shane Marshall asked about the ultimate discharge location for a storm drain conveyance system shown along 164 and referenced a 24-inch pipe extending west from the project area. He stated that the master plan map did not appear to identify where the stormwater ultimately discharged.

Cory Pierce explained that the existing drainage system conveyed water through the Olson Greenhouse area toward Bear Creek. He stated that Salem City was working on a joint drainage pipe project that would convey stormwater farther south before discharging into Bear Creek.

Councilman Shane Marshall asked whether the master plan identified only the drainage facilities within Spanish Fork City's jurisdiction rather than showing the complete downstream system.

Cory Pierce confirmed that the map primarily identified Spanish Fork City's discharge locations and the capacities the City had agreed to maintain. He explained that the 24-inch pipe being discussed was subject to a discharge limit of approximately nine cubic feet per second, or 0.09 cubic feet per second per acre.

Councilman Shane Marshall explained that his primary concern was understanding where the water ultimately traveled after leaving Spanish Fork City's drainage system. He asked whether stormwater would remain detained within the development area until a north-south drainage connection became available.

Cory Pierce explained that existing drainage patterns, highway crossing capacities, and downstream infrastructure limitations had been evaluated when establishing the discharge restrictions. He stated that staff had coordinated with neighboring communities to determine how much stormwater could safely be conveyed through their systems. He clarified that the supporting drainage studies included the downstream facilities even though the summary map focused primarily on infrastructure within Spanish Fork City.

Cory Pierce further explained that some existing drainage facilities in Salem had insufficient capacity because portions of the system had not been constructed correctly. He stated that Salem was evaluating alternative drainage routes rather than reconstructing certain existing facilities. He also identified another drainage area where Spanish Fork had coordinated with Payson regarding a proposed pipeline extending through Payson and beneath Interstate 15.

Mayor Mike Mendenhall asked for clarification regarding the term outfall.

Cory Pierce explained that an outfall generally referred to the location where stormwater exited a drainage pipe or system. He stated that, for purposes of the City's master plan, an outfall could refer to the point where stormwater left Spanish Fork City's system and entered Salem City's drainage facilities. He noted that the stormwater ultimately flowed through the natural drainage system toward Utah Lake.

Cory Pierce emphasized that the limited capacity of drainage crossings beneath Interstate 15 was a significant factor in establishing stormwater discharge restrictions. He explained that

future developments in certain areas would likely require larger detention ponds to temporarily store stormwater and release it at a slower rate. These requirements were intended to prevent flooding in neighboring communities and protect downstream infrastructure.

Mayor Mike Mendenhall added that controlling stormwater flows was also important to prevent flooding along Interstate 15.

Mayor Mike Mendenhall asked whether the Council had any additional questions regarding the Storm Drain Master Plan Update. Hearing none, he thanked Cory Pierce for his presentation and invited a motion regarding Agenda Item 11.3.

Councilman Tooke made a motion to continue the Resolution for the Storm Drain Master Plan Update 2026

Councilman Cardon **Seconded** and the motion **Passed** with a roll call vote, at 11:55 p.m.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Yes

Mayor Mike Mendenhall announced that Agenda Item 11.3, the Storm Drain Master Plan Update, had been approved. He then proceeded to the discussion regarding a proposed Transportation Utility Fee (TUF).

12. DISCUSSION:

12.1 Transportation Utility Fee

Cory Pierce explained that the City had been discussing the possibility of implementing a Transportation Utility Fee for approximately two to three years, including during midyear work sessions and a recent City Council work session. He stated that staff wanted to present the proposal publicly, explain the need for the fee, and receive Council feedback before moving forward with the formal consideration process.

Cory Pierce explained that a Transportation Utility Fee was a dedicated funding mechanism intended to support the maintenance and improvement of public streets. He stated that other communities had begun implementing similar fees to supplement traditional transportation funding sources, including gasoline taxes and county transportation revenues. He explained that those revenue sources had not kept pace with inflation, increasing construction costs, and the growing demand for roadway maintenance.

Cory Pierce stated that transportation continued to be one of the City's most significant infrastructure challenges and a frequent concern expressed by residents. He explained that roadway improvements, such as widening streets, adding pavement, and repairing existing infrastructure, were often delayed because available funding had to be prioritized among competing needs. He emphasized that the City's roadway network represented one of its most valuable public assets and that maintaining its condition required consistent long-term investment.

Cory Pierce explained that the City's maintenance responsibilities continued to increase as new streets were constructed through development. He stated that the Council had historically supported maintaining high-quality roads, but that sustaining those standards was becoming increasingly difficult under the existing funding structure.

Cory Pierce explained that the City had delayed implementing a Transportation Utility Fee while awaiting additional legislative guidance. He referenced House Bill 425, which established requirements and procedures for implementing transportation utility fees. He stated that the legislation provided guidelines intended to ensure that fees were established through a transparent public process and allocated fairly among users.

Cory Pierce reviewed the City's existing roadway funding practices. He explained that a portion of street maintenance funding had historically come from transfers from other City utility funds, including water, power, and sewer. He acknowledged that utility contributions were appropriate to some extent because utility maintenance activities frequently required excavation and repairs within public roadways. However, he stated that using utility transfers to fund general transportation maintenance did not necessarily distribute costs according to the transportation demands created by different properties.

Cory Pierce explained that the proposed Transportation Utility Fee would initially replace existing transfers from other utility funds rather than create an immediate increase in overall City revenue. He stated that the goal was to establish a dedicated transportation funding source while reducing the amount transferred from other utilities. This would allow future utility rate adjustments to be lower than they otherwise might be because those utilities would no longer be responsible for the same level of street maintenance funding.

Cory Pierce reviewed the current funding distribution and explained that approximately \$543,000 in transfers had historically been associated with the water and power utilities, including approximately \$400,000 from water and \$135,000 from power. He stated that approximately 71 percent of the revenue supporting those utilities came from residential customers, while approximately 29 percent came from nonresidential customers.

Cory Pierce contrasted that distribution with the results of the City's transportation study, which estimated that residential properties generated approximately 53 percent of the transportation burden. He explained that the existing utility transfer method placed a disproportionately large share of roadway funding responsibility on residential utility customers compared with the traffic they generated. He stated that a Transportation Utility Fee would allow the City to distribute roadway maintenance costs more closely according to actual transportation demand.

Cory Pierce reported that the City's current annual budget for roadway maintenance activities, including pavement repairs, seal coats, and concrete improvements, was approximately \$2.5 million. He stated that approximately \$950,000 in funding was being provided through transfers from other City utilities.

Cory Pierce outlined a proposed three-year implementation schedule. For 2027, staff proposed establishing a Transportation Utility Fee that would generate approximately \$600,000 annually, replacing transfers previously supported by the water and power utilities. In 2028, the proposed fee would increase to generate approximately \$950,000, replacing the remaining utility transfers. By 2029, staff proposed increasing the annual revenue target to approximately \$1.5 million, adding roughly \$500,000 to address inflation, system growth, and additional roadway maintenance needs.

Cory Pierce explained that the proposed fee structure would divide properties into residential and nonresidential categories. Residential properties would include single-family and multifamily housing. Nonresidential properties would be assigned to categories based on estimated average daily traffic (ADT) generated by the property's use.

Cory Pierce reviewed examples of the proposed nonresidential classifications. He explained that businesses generating fewer than 100 average daily trips might include small professional offices, insurance agencies, and dental offices. Properties generating between 100 and 300 daily trips could include churches, larger office buildings, banks, certain car washes, and government offices. Properties generating between 300 and 600 daily trips might include larger car washes, smaller restaurants, hotels, and similar businesses. The highest category, consisting of properties generating more than 600 daily trips, could include schools, large retail stores, Costco, and other high-traffic commercial uses.

Cory Pierce explained that the proposed 2027 fee would be approximately \$2 per month, or \$24 annually, for residential properties. Larger nonresidential properties in the highest traffic category could pay approximately \$163 per month, or just under \$2,000 annually. He stated that the proposed rates were calculated to generate approximately \$600,000 in annual revenue.

Cory Pierce further explained that the proposed 2028 fee would increase to approximately \$3 per month for residential properties, with smaller businesses paying approximately \$6 per month and the highest traffic category paying approximately \$258 per month. By 2029, the proposed residential fee would increase to approximately \$5 per month, or \$60 annually, to support the anticipated \$1.5 million annual funding target.

Cory Pierce emphasized that the fee amounts were preliminary and would be evaluated annually based on actual revenues, updated property information, and transportation needs. He explained that state law included reporting requirements involving the State Auditor and that staff would review the program regularly to ensure that revenues and charges remained consistent with the established methodology.

Cory Pierce also explained that the proposed Transportation Utility Fee would change how City utility departments contributed to street maintenance. Under the existing system,

outside utility companies and private developers were charged road-cut fees when they excavated within public streets, with higher charges applying to newer roads. City utility departments had generally contributed through transfers rather than paying those same road-cut fees. Under the proposed system, City utilities would be charged for roadway excavations using the same methodology applied to other entities, providing a more consistent and transparent allocation of roadway repair costs.

Cory Pierce presented the proposed public outreach and implementation schedule. He stated that staff intended to provide information about the Transportation Utility Fee in the November utility newsletter and through additional public communication efforts. A formal public hearing notice would be published near the end of November, with a proposed public hearing scheduled for December 8, 2026. If the fee were subsequently approved, staff proposed an effective date of January 1, 2027, with the first charges appearing on utility bills issued in February.

Cory Pierce explained that state law required the City to establish an appeals process for property owners who disagreed with their assigned Transportation Utility Fee classification. He anticipated that some initial appeals could result from incorrect property information, inaccurate geographic information system data, or misunderstandings about the traffic generated by particular businesses.

Cory Pierce stated that staff intended to provide an online appeal application. Property owners requesting a different classification would be responsible for providing supporting information demonstrating that the assigned category was incorrect. He explained that the City could evaluate traffic studies and other relevant documentation to determine whether an adjustment was warranted.

Cory Pierce explained that the City would also need to designate an appeals body authorized to make final determinations. He stated that the City Council could serve in that capacity, although establishing a separate appeals board might be more efficient if a substantial number of appeals were received. He requested Council input regarding the preferred approach.

Cory Pierce noted that the City's existing utility procedures allowed certain billing corrections to be applied retroactively for approximately two years. He suggested that a similar approach could be considered for Transportation Utility Fee errors, while acknowledging that correcting charges beyond that period could become more complicated.

Cory Pierce stated that staff was preparing additional public information and anticipated considerable community discussion before the proposed fee was considered for adoption. He emphasized that the objective was to establish a sustainable and equitable funding mechanism that would help the City maintain its transportation infrastructure.

Councilman Shane Marshall expressed support for the proposed process.

Councilman Jesse Cardon expressed appreciation that staff was presenting the proposal well in advance of the anticipated December public hearing. He stated that providing information

early would allow residents and businesses time to understand the proposed fee and ask questions before the Council considered taking action.

Cory Pierce agreed and stated that the additional time would allow staff to receive public feedback, evaluate concerns, and provide clarification regarding the proposed methodology.

City Manager Seth Perrins explained that staff would begin distributing information through the City's website, other media platforms, and the November utility newsletter. He stated that the City intended to begin its public communication efforts immediately to ensure residents and businesses had sufficient notice of the proposal.

Mayor Mike Mendenhall expressed support for examining a more equitable method of distributing roadway maintenance costs. He noted that as Spanish Fork continued to grow, an increasing number of properties and organizations contributed to transportation demand without necessarily supporting roadway maintenance through the same property tax mechanisms as other users. He stated that the proposed Transportation Utility Fee could provide a means for a broader range of transportation users to contribute toward maintaining City streets.

City Manager Seth Perrins discussed the City's history of investing in roadway maintenance. He recalled that Spanish Fork began making significant, sustained investments in roadway improvements around 2008 and that previous City leadership had emphasized the importance of consistent, long-term funding. He stated that those investments had contributed to the condition of the City's current roadway network.

City Manager Seth Perrins acknowledged that transfers from the City's utility funds had helped finance those improvements over the years. However, he stated that the proposed Transportation Utility Fee would provide a more appropriate and transparent funding structure by allocating transportation costs directly to the transportation system rather than indirectly through other utilities.

City Manager Seth Perrins emphasized that the initial implementation could be structured to remain revenue-neutral to the City. Once the dedicated funding source was established, future adjustments could be evaluated based on actual transportation maintenance needs.

Councilman Jesse Cardon stated that public education would be particularly important because residents might initially interpret the Transportation Utility Fee as simply another charge being added to their utility bills. He explained that staff would need to communicate that the fee was intended to replace existing utility-funded roadway transfers and could reduce the need for future increases in other utility rates. He emphasized that the purpose was to allocate existing costs more appropriately rather than add fees without justification.

City Manager Seth Perrins agreed but clarified that although the initial proposal was intended to be revenue-neutral for the City as a whole, it would not necessarily be financially neutral for every individual customer. He explained that the transportation study identified an imbalance in the current funding structure, with residential utility customers carrying a larger portion of roadway costs than their estimated share of transportation demand. He stated that

correcting that imbalance was an important consideration in evaluating the proposal.

Cory Pierce added that transportation infrastructure served both residents and individuals traveling into Spanish Fork from surrounding communities. He explained that traditional transportation funding mechanisms, such as gasoline taxes, helped distribute some roadway costs among drivers regardless of residency. However, assigning higher Transportation Utility Fees to businesses generating significant traffic could also help account for roadway use associated with customers traveling into the City from other areas.

Cory Pierce used large retail businesses as an example, explaining that establishments attracting substantial numbers of customers from surrounding communities generated transportation demand beyond that created by local residents. He stated that allocating costs according to traffic generation would provide a more equitable method of distributing the financial burden associated with roadway maintenance.

Mayor Mike Mendenhall observed that existing gasoline tax revenues were insufficient to fully support the City's transportation needs.

Cory Pierce explained that although transportation revenues had increased over time, improvements in vehicle fuel efficiency and the growing number of electric vehicles had made traditional fuel-tax funding less effective at keeping pace with roadway maintenance costs. He noted that electric vehicle registration fees were intended to help offset the gasoline taxes those vehicles did not generate.

Mayor Mike Mendenhall thanked Cory Pierce for the presentation and stated that additional discussions and public hearings regarding the Transportation Utility Fee would occur at future City Council meetings.

Jordan Hales provided additional context regarding the potential impact of the proposed fee on residential utility bills. He explained that when staff presented the City's utility rate adjustments during the earlier budget process, the projected overall increase was approximately 3 percent and included an anticipated Transportation Utility Fee. He stated that the average monthly utility bill was projected to increase from approximately \$208 to \$214, an increase of about \$6 per month. He explained that the earlier projection included approximately \$2.50 associated with the proposed Transportation Utility Fee.

City Manager Seth Perrins clarified that the Transportation Utility Fee had not yet been enacted and that the previously approved utility rate adjustments were only beginning to appear on customer bills.

Mayor Mike Mendenhall asked whether the average monthly utility bill figures included all City utility services.

Jordan Hales confirmed that the figures represented the average combined utility bill, while City Manager Seth Perrins clarified that the calculation did not include Spanish Fork Community Network (SFCN) services.

Mayor Mike Mendenhall acknowledged the clarification and thanked Jordan Hales for providing the additional financial context.

Mayor Mike Mendenhall asked whether there was any further discussion regarding the proposed Transportation Utility Fee or any additional business requiring Council consideration. He then indicated that the Council had no closed session scheduled and invited a motion to adjourn the meeting.

Councilman Cardon ▾ made a motion to Adjourn the meeting.

Councilman Tooke ▾ **Seconded** and the motion **Passed** with a roll call vote, at 12:14 a.m. on October 7, 2026

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Yes

Attest: October 6-7, 2026

I, Tara Silver, City Recorder of Spanish Fork City, hereby certify that the foregoing minutes represent a true, accurate, and complete record of the meeting held on October 6-7, 2026. This document constitutes the official minutes of the City Council meeting.



TARA SILVER, CITY RECORDER