**Wednesday, August 3, 2016**
**Planning Commission Meeting**

**Planning Commission Agenda**
**PUBLIC NOTICE is hereby given that the Planning Commission of Spanish Fork, Utah, will hold a regular public meeting in the Council Chambers in the City Office Building, 40 South Main Street, Spanish Fork, Utah, commencing at 6:00 p.m.**

**Planning Commissioners**

**Bruce Fallon**
**Treaci Tagg**
**Brad Tanner**
**Brad Wilkinson**
**Jens Nielson**
**Dave Oyler**

## 1. Preliminary Activities

| | |
|---|---|
| **Subject** | **A. Pledge of Allegiance** |
| Meeting | Aug 3, 2016 - Planning Commission Meeting |
| Category | 1. Preliminary Activities |
| Access | Public |
| Type | Procedural |

## 2. Zone Change (Public Hearing) and Preliminary Plat

| | |
|---|---|
| **Subject** | **A. Canyon Breeze Manor ZA and PP** |
| Meeting | Aug 3, 2016 - Planning Commission Meeting |
| Category | 2. Zone Change (Public Hearing) and Preliminary Plat |
| Access | Public |
| Type | Action, Discussion |

Applicant: F.J. Clark and Associates
General Plan: Medium Density Residential
Zoning: R-1-6 current; R-3 proposed
Location: 3200 East Canyon Road

File Attachments
Canyon Breeze Manor PP.pdf (1,131 KB)
Canyon Breeze Manor ZA.pdf (1,147 KB)
Canyon Breeze.pdf (1,342 KB)

| | |
|---|---|
| **Subject** | **B. Vincent Ridge Subdivision ZA and PP** |
| Meeting | Aug 3, 2016 - Planning Commission Meeting |
| Category | 2. Zone Change (Public Hearing) and Preliminary Plat |

Access Public

Type Action, Discussion

Applicant: Sean Smith
General Plan: Low Density Residential
Zoning: R-1-12 and R-R current; R-1-15 proposed
Location: 1700 East 1900 South

File Attachments
Vincent Ridge ZA.pdf (1,755 KB)
Vincent Ridge.pdf (1,654 KB)
Vincent Ridge PP.pdf (1,168 KB)

**Subject** **C. Walmart Preliminary Plat**

Meeting Aug 3, 2016 - Planning Commission Meeting

Category 2. Zone Change (Public Hearing) and Preliminary Plat

Access Public

Type Action, Discussion

Applicant: Galloway and Company
General Plan: Commercial
Zoning: C-2
Location: 2550 East Highway 6

File Attachments
Walmart PP.pdf (830 KB)
Walmart Preliminary Plat.pdf (170 KB)

## 3. Text Amendment (Public Hearing)

**Subject** **A. Medical/Dental Office Parking**

Meeting Aug 3, 2016 - Planning Commission Meeting

Category 3. Text Amendment (Public Hearing)

Access Public

Type Action, Discussion

Applicant: Blaine Hales
General Plan: City Wide
Zoning: City Wide
Location: City Wide

File Attachments
Medical Office ordinance change.pdf (877 KB)

## 4. General Plan Amendment (Public Hearing)

**Subject** **A. East Bench General Plan Amendment**

Meeting Aug 3, 2016 - Planning Commission Meeting

Category 4. General Plan Amendment (Public Hearing)

Access Public

Type Action, Discussion

Applicant: Merrillyn Hallam Clark
General Plan: Mixed Use, Low Density Residential, Agriculture current; Commercial proposed

Zoning: R-R
Location: 2550 East 700 South

File Attachments
East Bench GP.pdf (1,291 KB)
East Bench General Plan Amendment.pdf (536 KB)

| | |
|---|---|
| **Subject** | **B. General Plan Update** |
| Meeting | Aug 3, 2016 - Planning Commission Meeting |
| Category | 4. General Plan Amendment (Public Hearing) |
| Access | Public |
| Type | Action, Discussion |

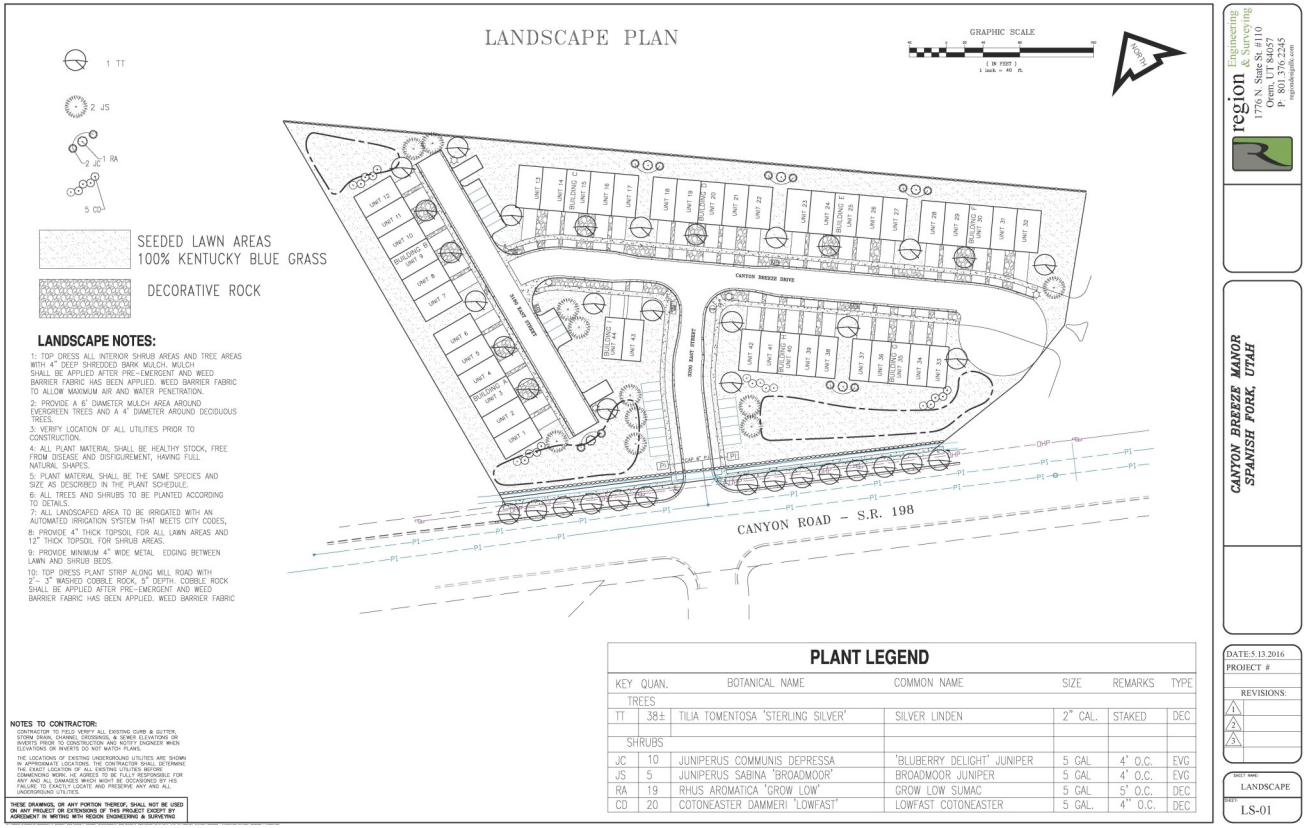
Applicant: Spanish Fork City
General Plan: City Wide
Zoning: City Wide
Location: City Wide

File Attachments
General Plan Update memo.pdf (56 KB)
General Plan Draft.pdf (228 KB)
General Plan Update Map.pdf (4,486 KB)

## 5. Other Business

## 6. Adjourn

# Canyon Breeze Manor Zone Change




File Name: Canyon Breeze Manor

Applicant: F. J. Clark and Associates

Number of Lots: 45

Address: 3200 East Canyon Road

Application Date: 04/19/2016

Zone Change

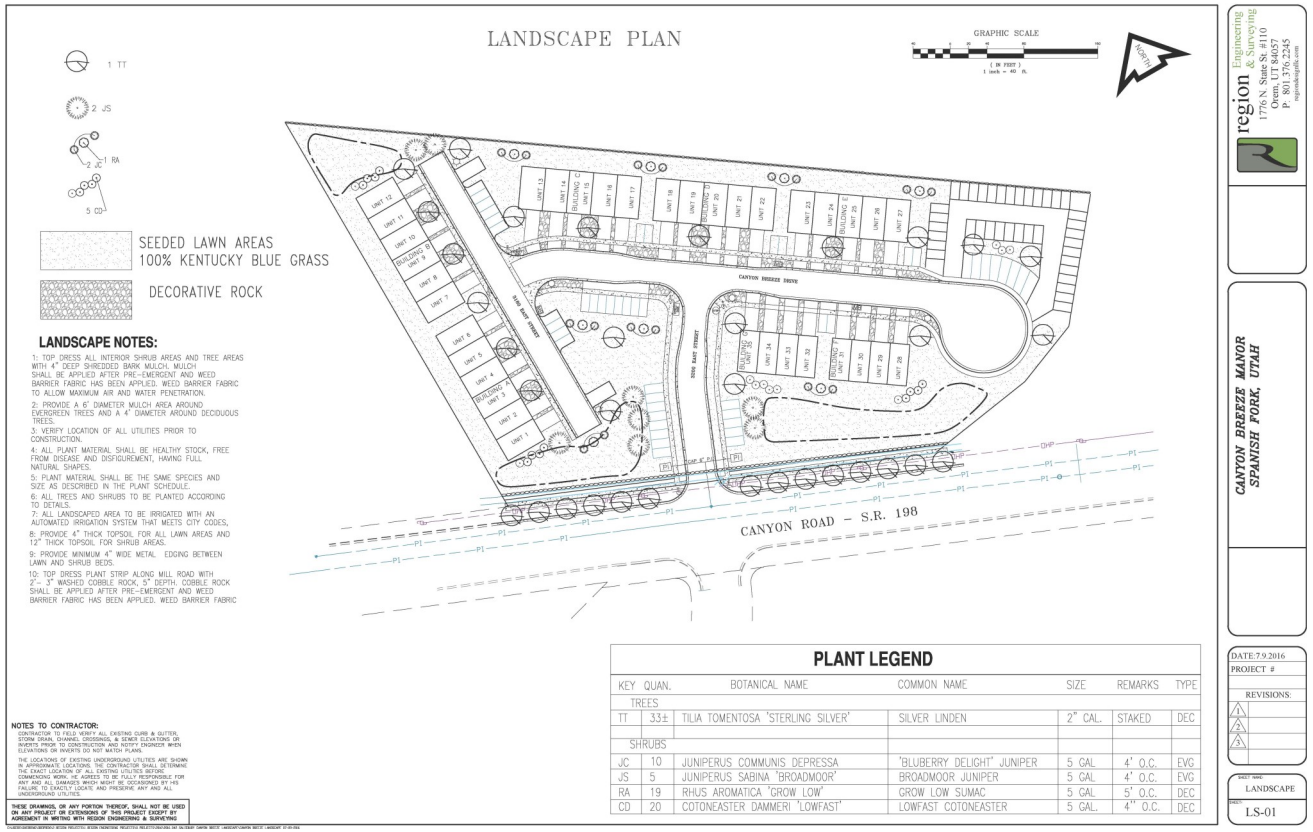
5.575 Acres

File #: 16-000069

Permit #: ZA16-000007

Application Approved: Pending

# Canyon Breeze Manor




File Name: Canyon Breeze Manor

Applicant: F. J. Clark and Associates

Number of Lots: 35

Address: 3200 East Canyon Road

Application Date: 01/25/2016

Preliminary Plat

5.575 Acres

File #: 16-000069

Permit #: PP16-000001

Application Approved: Pending

# ZONING MAP AMENDMENT AND PRELIMINARY PLAT

## REPORT TO THE PLANNING COMMISSION
## CANYON BREEZE ZONING MAP AMENDMENT AND PRELIMINARY PLAT

**Agenda Date:** August 3, 2016

**Staff Contacts:** Dave Anderson, Community Development Director.

**Reviewed By:** Development Review Committee.

**Request:** That the City's Zoning Map be amended and that a Preliminary Plat be approved. Per the request, the Zoning Map would be changed from Exclusive Agriculture to R-1-12.

**Zoning:** R-1-6 existing, R-3 proposed.

**General Plan:** Medium Density Residential.

**Project Size:** 5.58 acres.

**Number of lots:** 35.

**Location:** 1500 South 3200 East.

### Background Discussion

The applicant has proposed to develop a 35-unit Master Planned Development in the R-3 Zone. The subject property is currently zoned R-1-6.

Accompanying this report are exhibits that demonstrate what the applicant is proposing to develop. Should the zoning be changed to R-3, then the applicant would be able to have as many as 41 units developed on this site. However, due to several different factors, there is only one access available to the subject property and no more than 35 units are permitted in developments with just a single access.

### Development Review Committee

The Development Review Committee reviewed this request in their July 13, 2016 meeting and recommended that it be approved. Draft minutes from that meeting read as follows:

**Canyon Breeze Manor**
Applicant: F.J. Clark and Associates
General Plan: Medium Density Residential
Zoning: R-1-6 current; R-3 proposed
Location: 3200 East Canyon Road

Cory Pierce stated there are storage units located in the northeast portion of the property that only residents of the development will be able to utilize. As far as utilities are concerned, not much has changed from previous submittals.

Chris Thompson asked if a tot-lot should be shown on the plans.

Fred Clark stated if it is a condition of approval then they will put in on the plat.

Cory Pierce asked about the storage units. He stated it appears there are more storage units then building units.

Dave Olsen stated that is the way it laid out. The storage units are rented out to those who are renting a building unit. Dave Olsen stated that Rick Salisbury is planning on holding all the building units for now.

Dave Anderson wanted to make sure the storage units were not being run as a separate business.

Dave Anderson stated he would like a playground similar to Parkview Townhomes playground equipment and not Maple Mountain Townhomes playground equipment.

Dave Anderson **moved** to recommend approval to City Council of the Canyon Breeze Manor Zone Change and Preliminary Plat subject to the following conditions:

Conditions

1. That the applicant meet the City's current Construction Standards.
2. That the applicant include playground amenities on the Plat.
3. That the applicant meet the City's current landscape requirements.
4. That the applicant make sure all emergency turnarounds are adequately labeled.

## Budgetary Impact

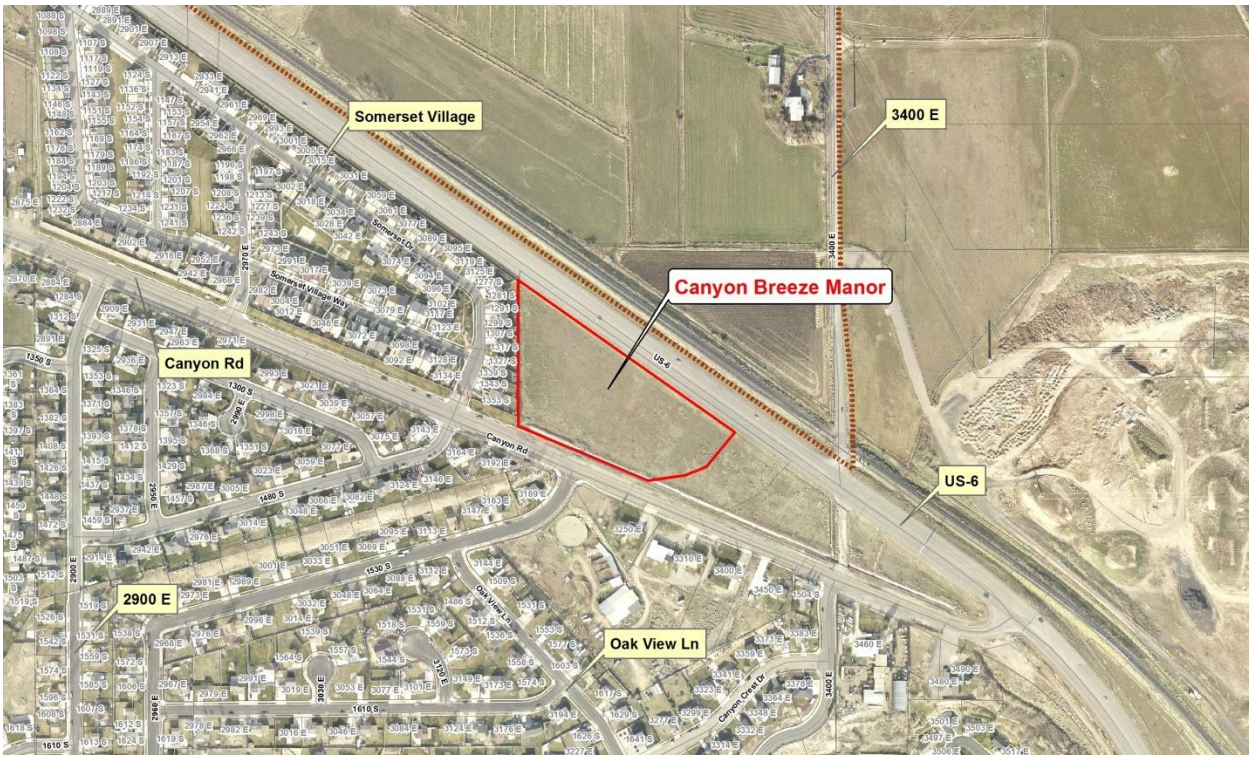
There is no immediate budgetary impact anticipated with the approval of this plat.

## Recommendation

Staff recommends that the proposed Zone Change and Preliminary Plat be approved subject to the following conditions:

### Conditions

1. That the applicant meet the City's current Construction Standards.
2. That the applicant include playground amenities on the Plat.
3. That the applicant meet the City's current landscape requirements.
4. That the applicant make sure all emergency turnarounds are adequately labeled.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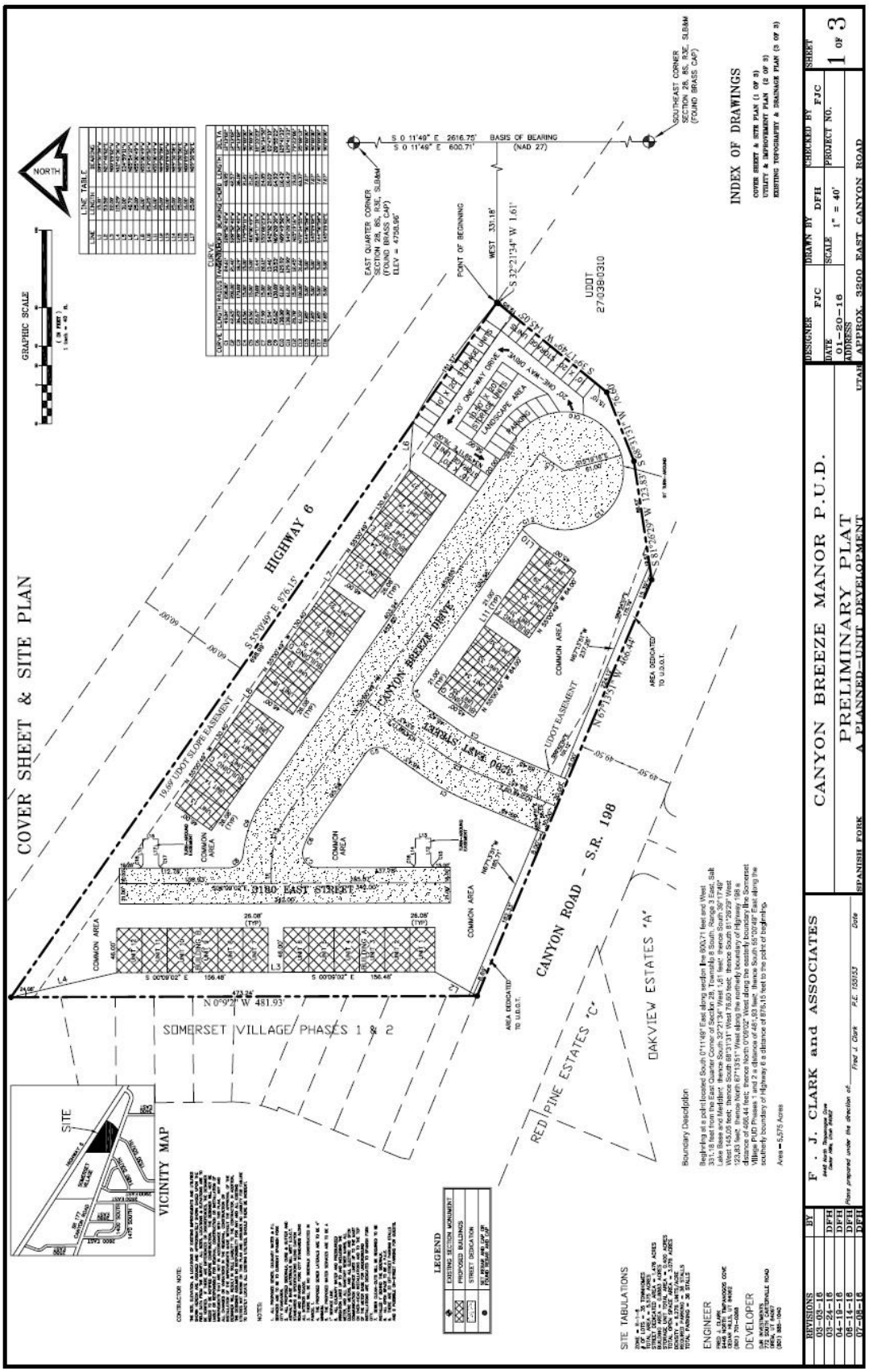
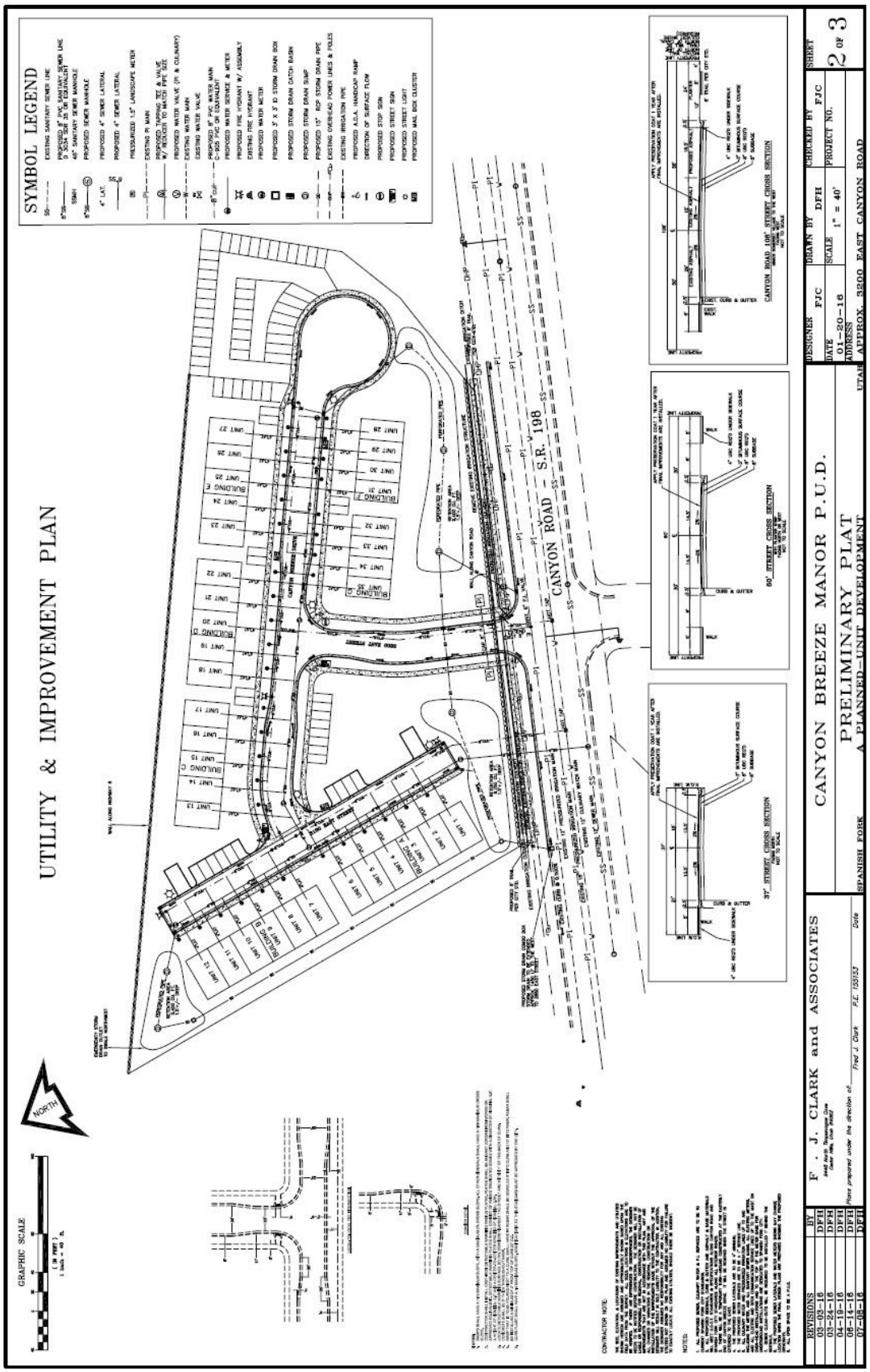
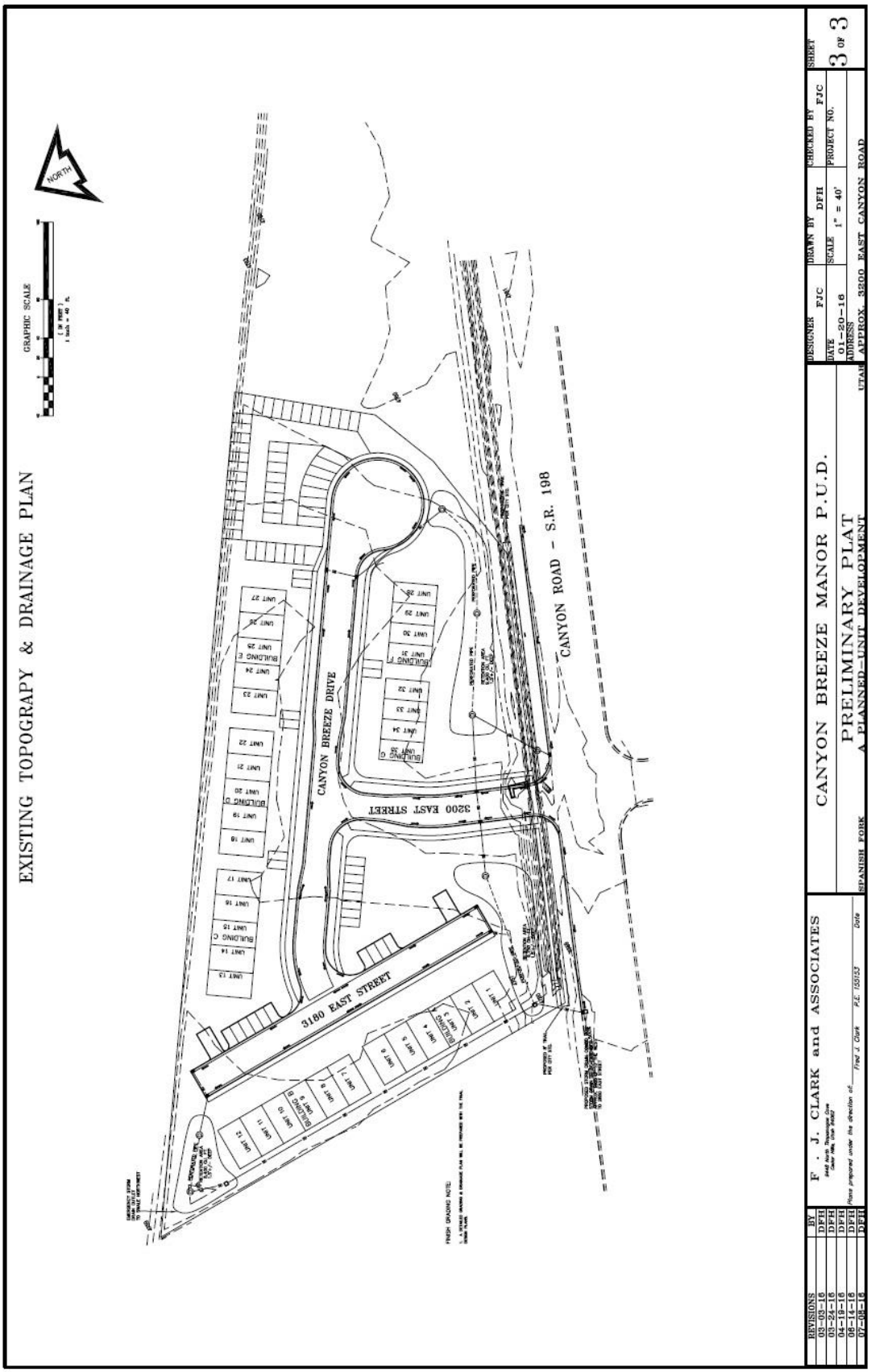
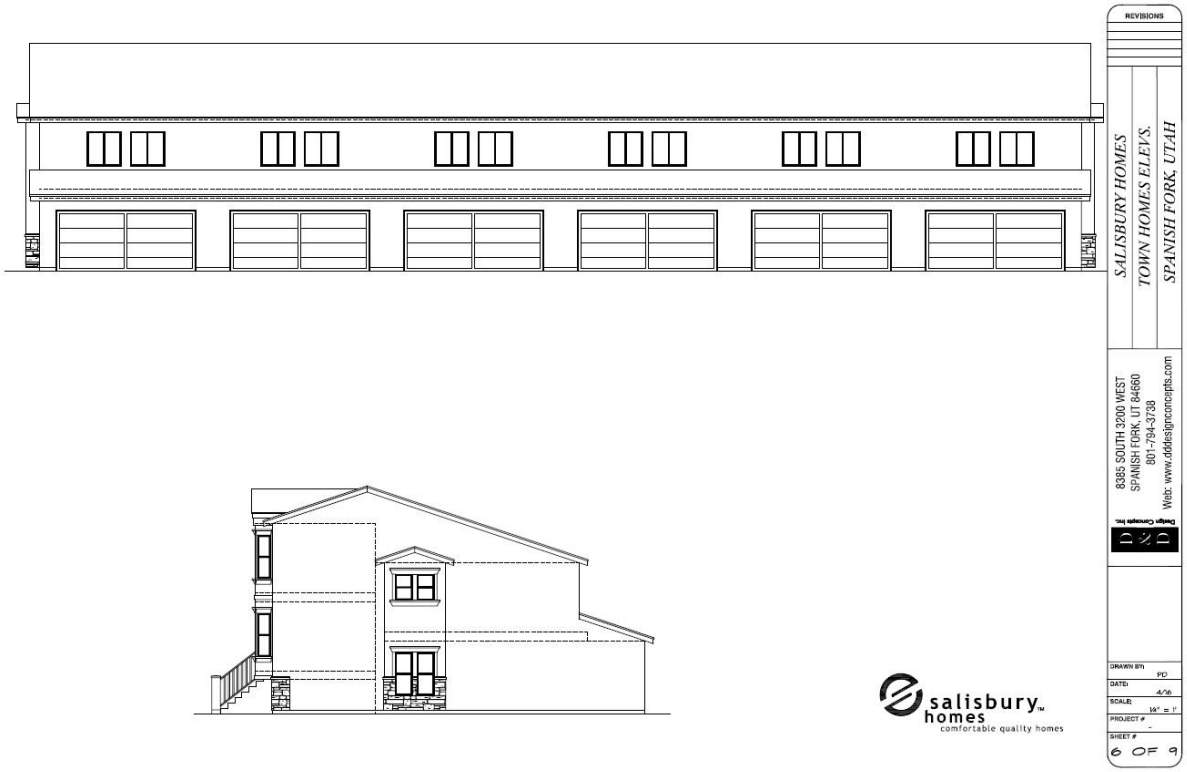
3400 E
Canyon Breeze Manor
Canyon Rd
US-6
2900 E
Oak View Ln


COVER SHEET & SITE PLAN
INDEX OF DRAWINGS
COVER SHEET & SITE PLAN (1 OF 3)
UTILITY & IMPROVEMENT PLAN (2 OF 3)
EXISTING TOPOGRAPHY & DRAINAGE PLAN (3 OF 3)
CANYON BREEZE MANOR P.U.D.
PRELIMINARY PLAT
A PLANNED-UNIT DEVELOPMENT
F. J. CLARK and ASSOCIATES
DESIGNER FJC
DRAWN BY DFH
CHECKED BY FJC
DATE 01-20-16
SCALE 1" = 40'
PROJECT NO.
SHEET 1 OF 3
ADDRESS APPROX. 3200 EAST CANYON ROAD
STANISH FORK UTAH
HIGHWAY 6
CANYON ROAD - S.R. 198
CANYON BREEZE DRIVE
3180 EAST STREET
3200 EAST STREET
SOMERSET VILLAGE PHASES 1 & 2
RED PINE ESTATES "C"
OAKVIEW ESTATES "A"
UDOT 27038-0310
SOUTHEAST CORNER SECTION 28, 8S, R3E, SLB&M (FOUND BRASS CAP)
EAST QUARTER CORNER SECTION 28, 8S, R3E, SLB&M (FOUND BRASS CAP) ELEV. = 4750.96'
S 0 11'49" E 2616.75' BASIS OF BEARING (NAD 27)
S 0 11'49" E 600.71'
POINT OF BEGINNING
GRAPHIC SCALE
NORTH
VICINITY MAP
SITE
LEGEND
EXISTING SECTION MONUMENT
PROPOSED BUILDINGS
STREET DEDICATION
SITE TABULATIONS
ENGINEER
DEVELOPER
Boundary Description
Area = 5.575 Acres
REVISIONS
03-03-16 DFH
03-24-16 DFH
04-19-16 DFH
06-14-16 DFH
07-06-16 DFH

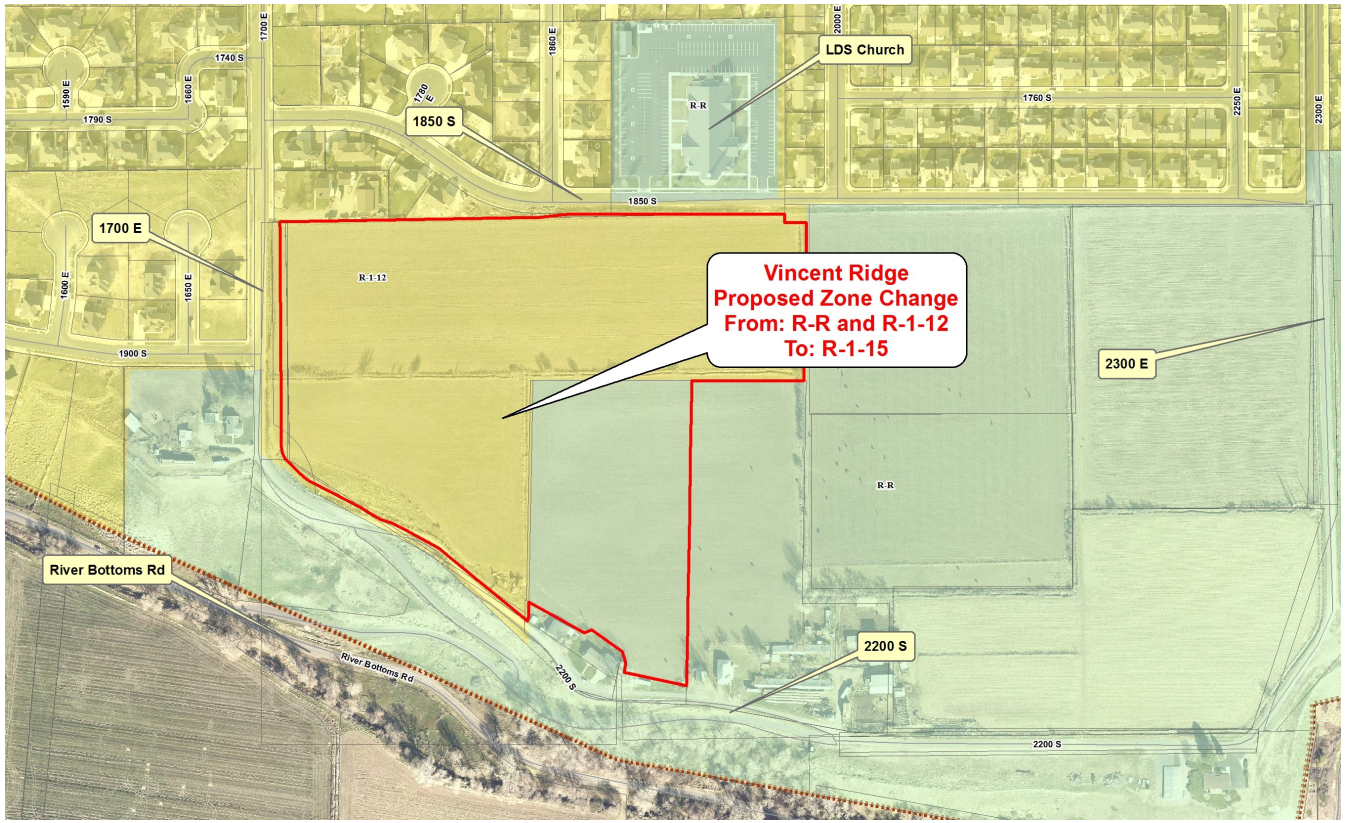

UTILITY & IMPROVEMENT PLAN
SYMBOL LEGEND
CANYON ROAD - S.R. 198
CANYON BREEZE MANOR P.U.D.
PRELIMINARY PLAT
A PLANNED-UNIT DEVELOPMENT
SPANISH FORK
UTAH
F. J. CLARK and ASSOCIATES
DESIGNED BY FJC
DRAWN BY DFH
CHECKED BY FJC
DATE 01-20-16
SCALE 1" = 40'
PROJECT NO.
ADDRESS APPROX. 3200 EAST CANYON ROAD
SHEET 2 OF 3
REVISIONS
03-03-16 DFH
03-24-16 DFH
04-19-16 DFH
06-16-16 DFH
07-08-16 DFH
GRAPHIC SCALE
NORTH
CONTRACTOR NOTE
NOTES:


EXISTING TOPOGRAPY & DRAINAGE PLAN
NORTH
GRAPHIC SCALE
CANYON ROAD - S.R. 198
CANYON BREEZE DRIVE
3200 EAST STREET
3180 EAST STREET
BUILDING A
BUILDING B
BUILDING C
BUILDING D
BUILDING E
BUILDING F
BUILDING G
FINISH GRADING NOTE:
REVISIONS
03-03-16 DFH
03-24-16 DFH
04-19-16 DFH
06-14-16 DFH
07-08-16 DFH
F. J. CLARK and ASSOCIATES
Plans prepared under the direction of Fred J. Clark P.E. 155157 Date
CANYON BREEZE MANOR P.U.D.
PRELIMINARY PLAT
A PLANNED-UNIT DEVELOPMENT
SPANISH FORK UTAH
DESIGNER FJC
DATE 01-20-16
ADDRESS APPROX. 3200 EAST CANYON ROAD
DRAWN BY DFH
SCALE 1" = 40'
CHECKED BY FJC
PROJECT NO.
SHEET 3 OF 3

REVISIONS
SALISBURY HOMES
TOWN HOMES ELEVS.
SPANISH FORK, UTAH
8385 SOUTH 3200 WEST
SPANISH FORK, UT 84660
801-794-3738
Web: www.dddesignconcepts.com
Design Concepts Inc.
DRAWN BY: PD
DATE: 4/16
SCALE: 1/4" = 1'
PROJECT #: -
SHEET #
5 OF 9
salisbury homes
comfortable quality homes


REVISIONS
SALISBURY HOMES
TOWN HOMES ELEVS.
SPANISH FORK, UTAH
8385 SOUTH 3200 WEST
SPANISH FORK, UT 84660
801-794-3738
Web: www.dddesignconcepts.com
Design Concepts Inc.
DRAWN BY: PD
DATE: 4/16
SCALE: 1/4" = 1'
PROJECT #: -
SHEET #
6 OF 9
salisbury homes
comfortable quality homes

# Vincent Ridge Zone Change




File Name: Vincent Ridge

Zone Change

Applicant: Sean Smith

24.83 Acres

Number of Lots: Not Applicable

File #: 16-000687

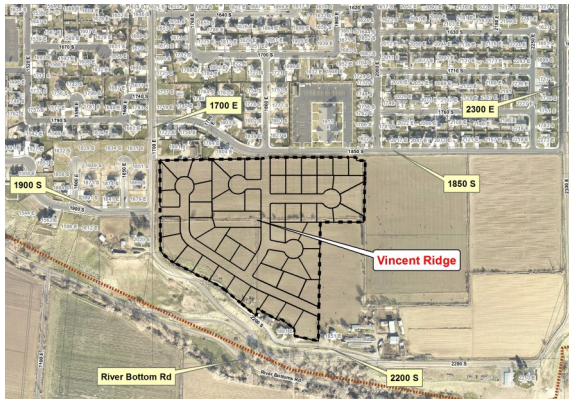
Address: 1700 East 1900 South

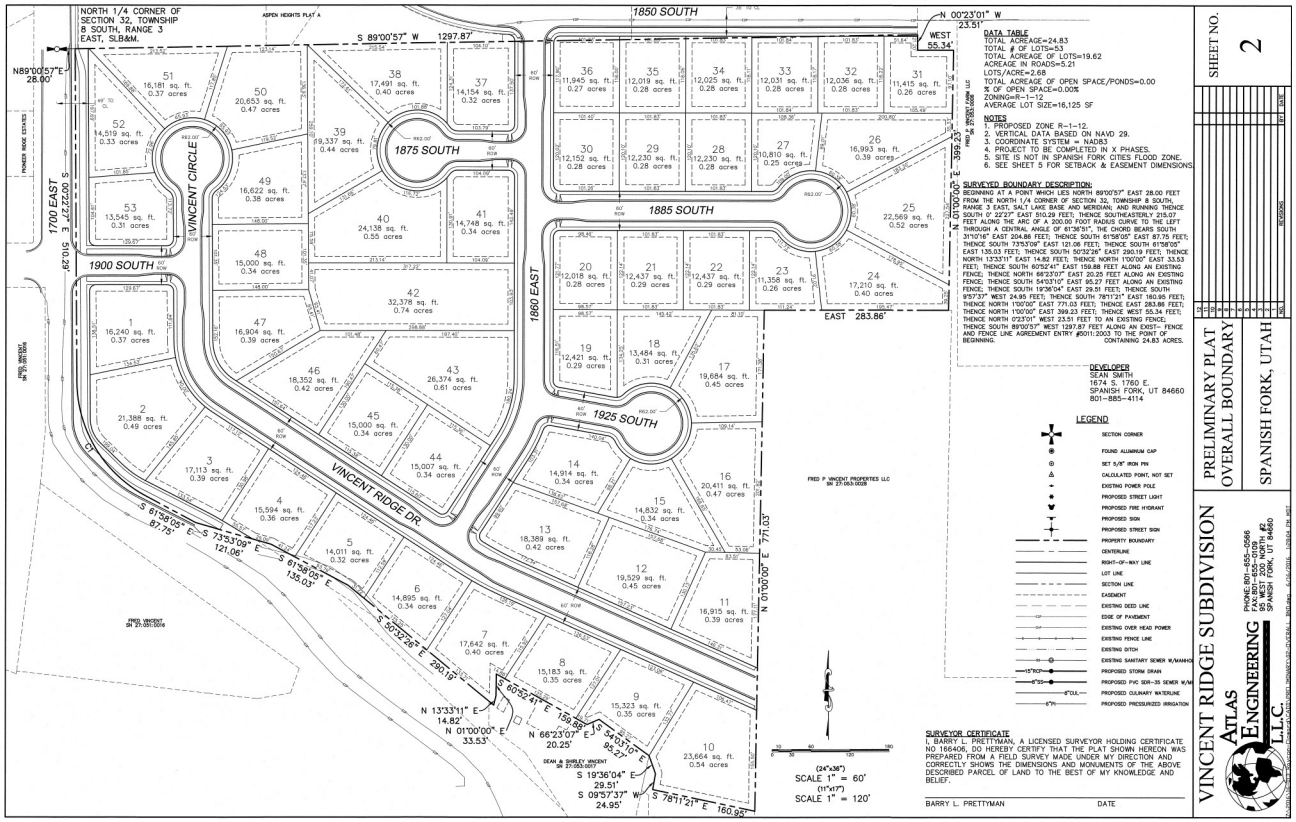
Permit #: ZA16-000014

Application Date: 07/21/2016

Application Approved: Pending

# Vincent Ridge Preliminary Plat




File Name: Vincent Ridge

Applicant: Sean Smith

Number of Lots: 53

Address: 1700 East 1900 South

Application Date: 06/17/2016

Preliminary Plat

19.62 Acres

File #: 16-000687

Permit #: PP16-000007

Application Approved: Pending

# ZONING MAP AMENDMENT AND PRELIMINARY PLAT

## REPORT TO THE PLANNING COMMISSION
## VINCENT RIDGE ZONING MAP AMENDMENT AND PRELIMINARY PLAT

**Agenda Date:** August 3, 2016.

**Staff Contacts:** Dave Anderson, Community Development Director.

**Reviewed By:** Development Review Committee.

**Request:** That the City's Zoning Map be amended and that a Preliminary Plat be approved. Per the request, the Zoning Map would be changed from R-1-12 and Rural Residential to R-1-15.

**Zoning:** R-1-12 and Rural Residential existing, R-1-15 proposed.

**General Plan:** Low Density Residential.

**Project Size:** 24.74 acres.

**Number of lots:** 52.

**Location:** 1850 South 1700 East.

### Background Discussion

This proposal involves both a Zone Change and Preliminary Plat approval. The Zone Change would allow for the development of a Master Planned Development with 52 lots.

The proposed development has an average lot size of just over 16,000 square feet. As such, staff believes it aligns well with discussions the Commission has recently held about encouraging developments with larger lots.

There was some discussion in the Development Review Committee meeting about providing access to a home on an adjacent property. Given the nature of that discussion staff believes the applicant will likely present a slightly modified plat for your consideration in your meeting.

### Development Review Committee

The Development Review Committee reviewed this request in their July 27, 2016 meeting and recommended that it be approved. Draft minutes from that meeting read as follows:

**Vincent Ridge Preliminary Plat**
Applicant: Sean Smith
General Plan: Medium Density Residential
Zoning: R-R and R-1-12 current, R-1-15 proposed
Location: 1700 East 1900 South

Dave Anderson stated there was a conversation held previously about improvements to the road on the south of the proposed project and access to the existing home.

Cory Pierce stated the City's preference is to see the driveway to the existing home coming perpendicular instead of at an angle.

Sean Smith stated the property owner has asked that there be an access for farming at this time, with the understanding that it will go away once the farming is no longer a use for the property. There will be a drive access from Vincent Ridge Drive, to the east of lot 9, which the home can use as an access once the farm access has been removed.

Dave Anderson suggested that the existing home be included in the Preliminary Plat.

Sean Smith stated he does not see an issue with that.

Seth Perrins stated he spoke with the applicant yesterday about connectivity from 1885 South or 1925 South. The applicant stated they do not have the distance needed to be able to connect to the intersection of 1850 South and 1860 East.

Dave Anderson stated that the distance running north and south is not long enough for him to have a significant concern regarding connectivity to the neighboring property as Vincent Ridge Drive shows it will connect to the east properties.

Seth Perrins stated the connectivity is his only concern about the layout of the subdivision.

Kelly Peterson stated he and Chris Thompson are working on building a new substation for this area. At this time there is only one way to feed the subdivision. Adding the additional load to the system could be an issue until the substation is built. This could potentially delay the development of the subdivision.

Junior Baker asked about a jog in the property on the north east side of the development.

Sean Smith stated they are looking into the origin of that jog and will work on squaring up the lot, if they can.

Dave Anderson asked for clarification of the landscape that would be completed along 1700 East.

Cory Pierce stated he is working with the applicant regarding the need for a retaining wall and building up the trail. Cory Pierce stated they are currently working with the grade of the road and widening the road.

Seth Perrins asked if the irrigation canals will be going away.

Scott Peterson stated that yes they would go away. Fred Vincent would be put on pressurized irrigation.

Jered Johnson stated the water is dedicated to the City each year, but Fred Vincent would not need to trade in his water shares.

Bart Morrill asked what the steepest grade of the trail would be.

Cory Pierce stated he was not sure, but said it will match the grade of the road.

Bart Morrill stated that he prefers 10% as a maximum grade.

Scott Peterson stated that there won't be a problem with having nothing steeper than 10%.

Seth Perrins asked about the ADA ramps at the three-way intersections.

Cory Pierce stated that typically they have just two ADA ramps, but the City can require more if that is what Seth Perrins wishes. The problem that developers run into are the ADA ramps will sometimes match up to a driveway on the opposing side of the street.

Junior Baker **moved** to recommend approval to City Council of the Vincent Ridge Zone Change from R-1-12 and R-R to R-1-15 and Preliminary Plat subject to the following conditions:

<u>Conditions</u>

1. That the applicant meet the City's current Development Standards.
2. That the applicant modify the turnaround on the southernmost road.
3. That the applicant address any redline comments as submitted in the review.

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

## Budgetary Impact

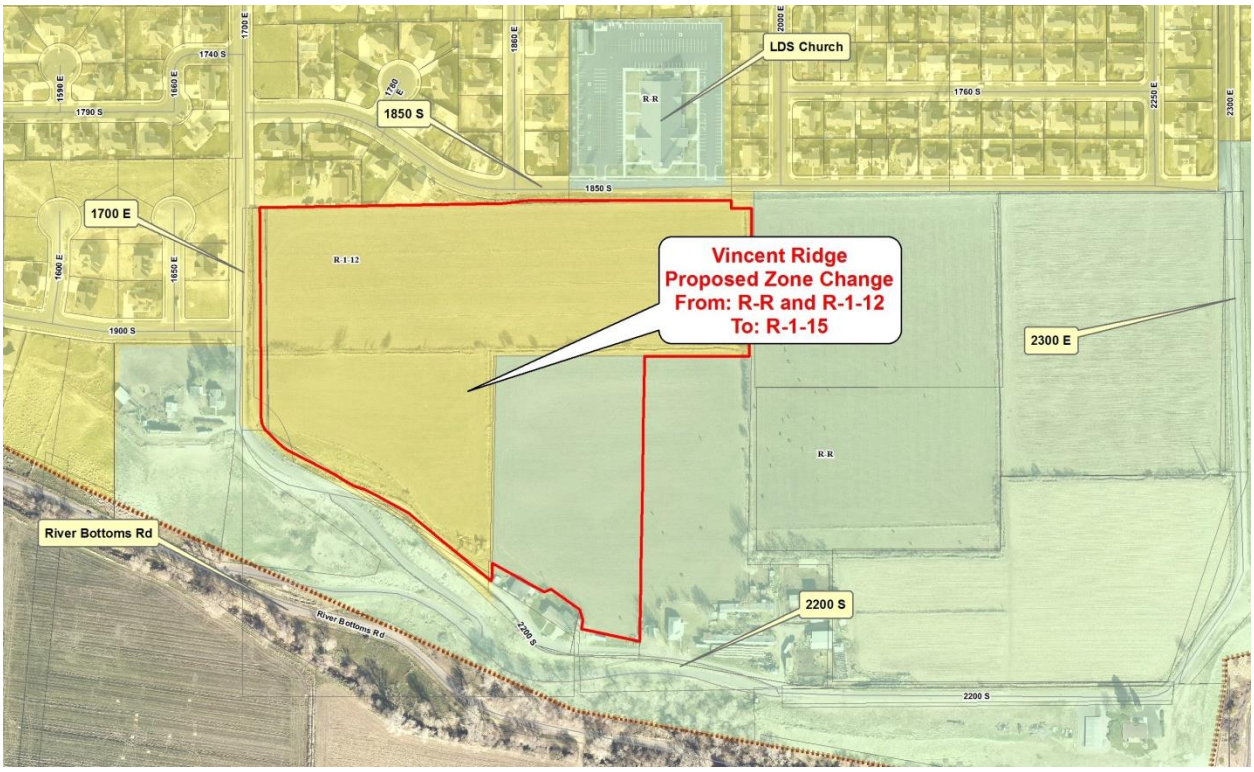
There is no immediate budgetary impact anticipated with the approval of this plat.

## Recommendation

Staff recommends that the proposed Zone Change and Preliminary Plat be approved subject to the following conditions:

## Conditions

1. That the applicant meet the City's current Development Standards.
2. That the applicant modify the turnaround on the southernmost road.
3. That the applicant address any redline comments as submitted in the review.


LDS Church
1850 S
1700 E
Vincent Ridge
Proposed Zone Change
From: R-R and R-1-12
To: R-1-15
2300 E
River Bottoms Rd
2200 S
R-1-12
R-R
1740 S
1790 S
1760 S
1850 S
1900 S
2200 S
1590 E
1660 E
1600 E
1650 E
1700 E
1860 E
2000 E
2250 E
2300 E

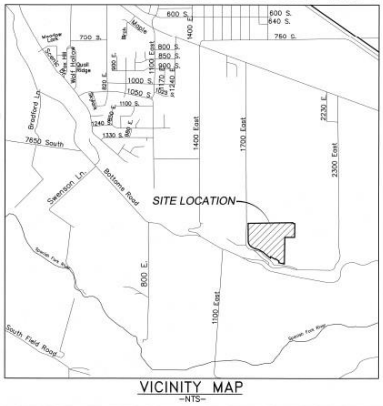
# VINCENT RIDGE SUBDIVISION

## A RESIDENTIAL SUBDIVISION
## SPANISH FORK, UTAH
## PRELIMINARY PLAN SET

### -SHEET INDEX-

| SHEET | SHEET NAME |
|---|---|
| 1 | COVER |
| 2 | OVERALL BOUNDARY |
| 3 | OVERALL SITE PLAN |
| 4 | EXISTING TOPOGRAPHY |
| 5A | DETAIL SHEET |
| 5B | DETAIL SHEET |
| 6 | DRAINAGE PLAN |
| 7 | 1700 EAST– 2200 SOUTH ROAD EXHIBIT |

GENERAL NOTES:
1. ALL CONSTRUCTION WILL CONFORM TO SPANISH FORK CITY STANDARDS.
2. ELECTRICAL SYSTEM TO BE INSTALLED AS PER SPANISH FORK CITY ELECTRICAL DESIGN AND STANDARDS. ANY ELECTRICAL DESIGNS AS PER ARCHITECT/DEVELOPER DRAWING SHALL BE SUPERSEDED BY CITY DESIGN.
3. ALL ELECTRICAL IMPROVEMENTS SHALL BE INSTALLED TO THE MOST CURRENT VERSION OF THE SPANISH FORK CITY CONSTRUCTION STANDARDS.
4. IF NEWER VERSION OF STANDARDS IS RELEASED DURING PROJECT THE PROJECT SHALL BE COMPLETED USING STANDARDS VERSION THAT WERE ISSUED AT PRE–CONSTRUCTION MEETING.
5. ANY EXISTING FACILITIES AFFECTED BY THE DEVELOPMENT WILL NEED TO BE BROUGHT TO CURRENT NEC, NESC, AND CITY STANDARDS AT DEVELOPERS EXPENSE INCLUDING BUT NOT LIMITED TO UPGRADING OF METER BASE, SERVICE CONDUITS, COMMUNICATIONS SERVICES, AND LANDSCAPING RESTORATION.
6. PROJECT TO BE COMPLETED IN ONE PHASE.



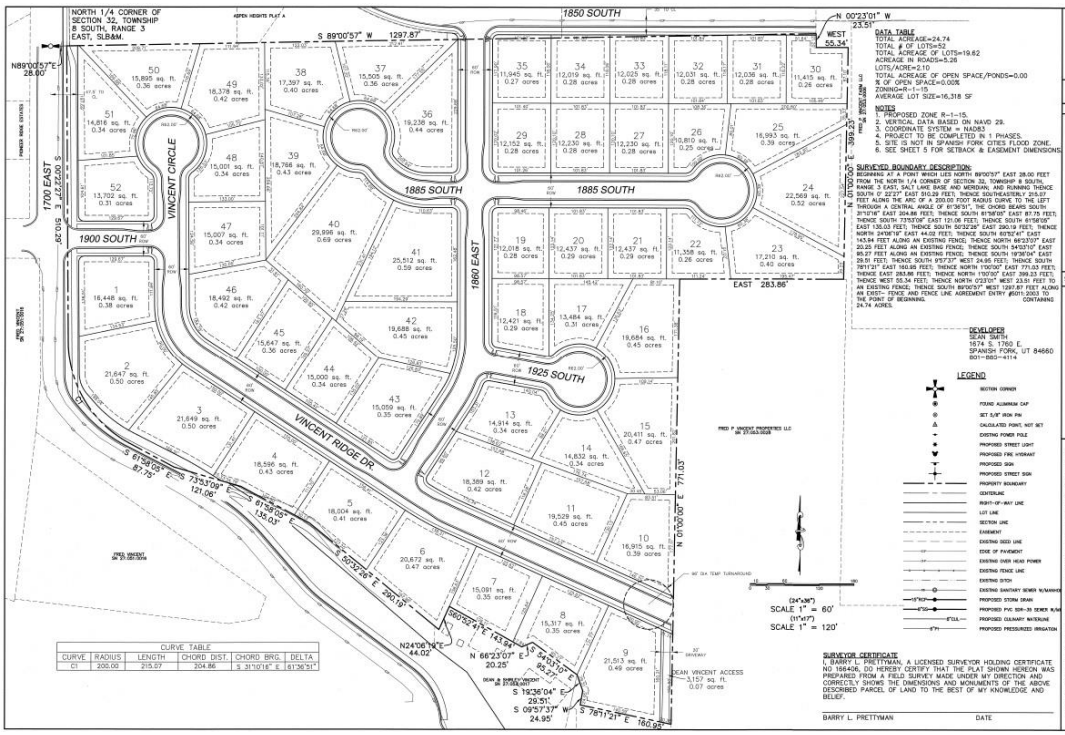

VICINITY MAP
–NTS–

DEVELOPER
SEAN SMITH
1674 S. 1760 E.
SPANISH FORK, UT 84660
801–885–4114

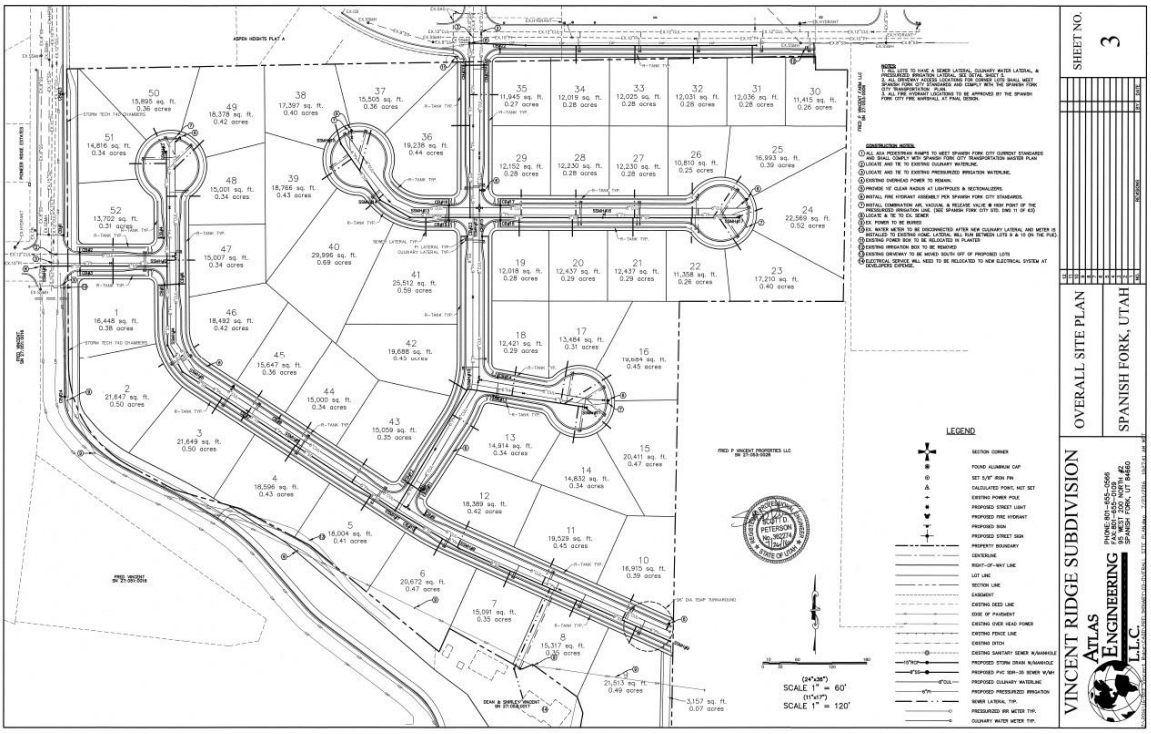
VINCENT RIDGE SUBDIVISION

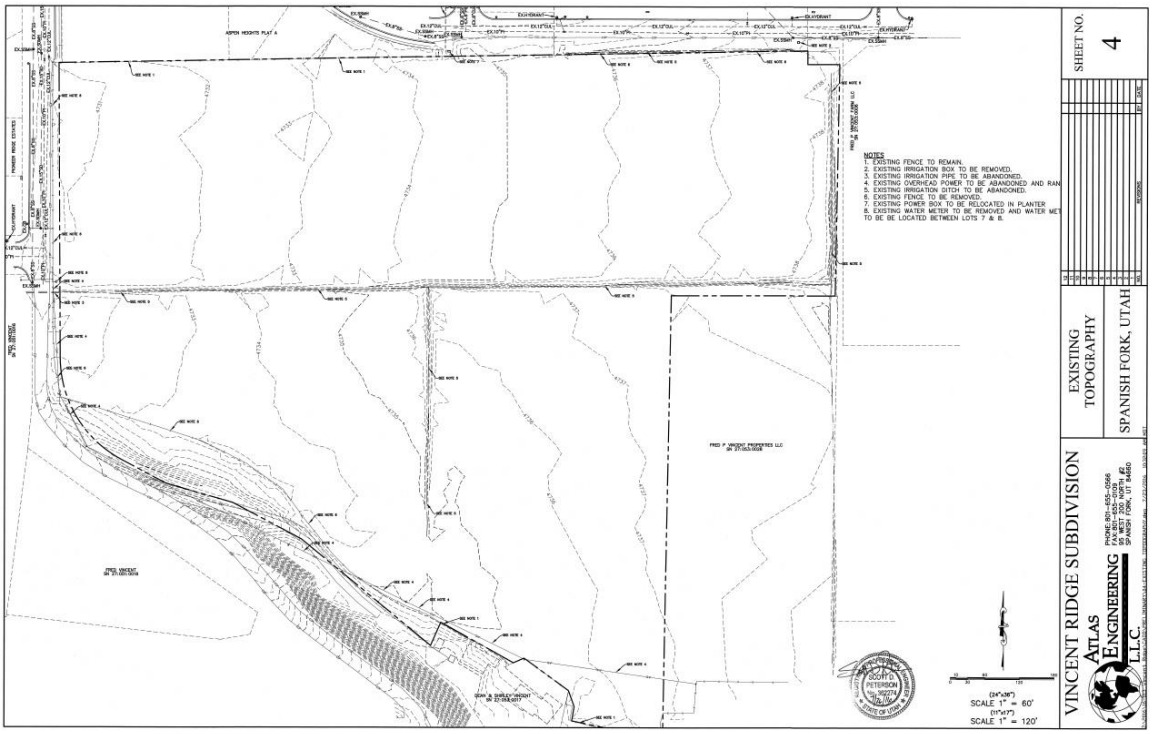
ATLAS ENGINEERING L.L.C.
PHONE:801–655–0566
FAX:801–655–0109
95 WEST 200 NORTH #2
SPANISH FORK, UT 84660

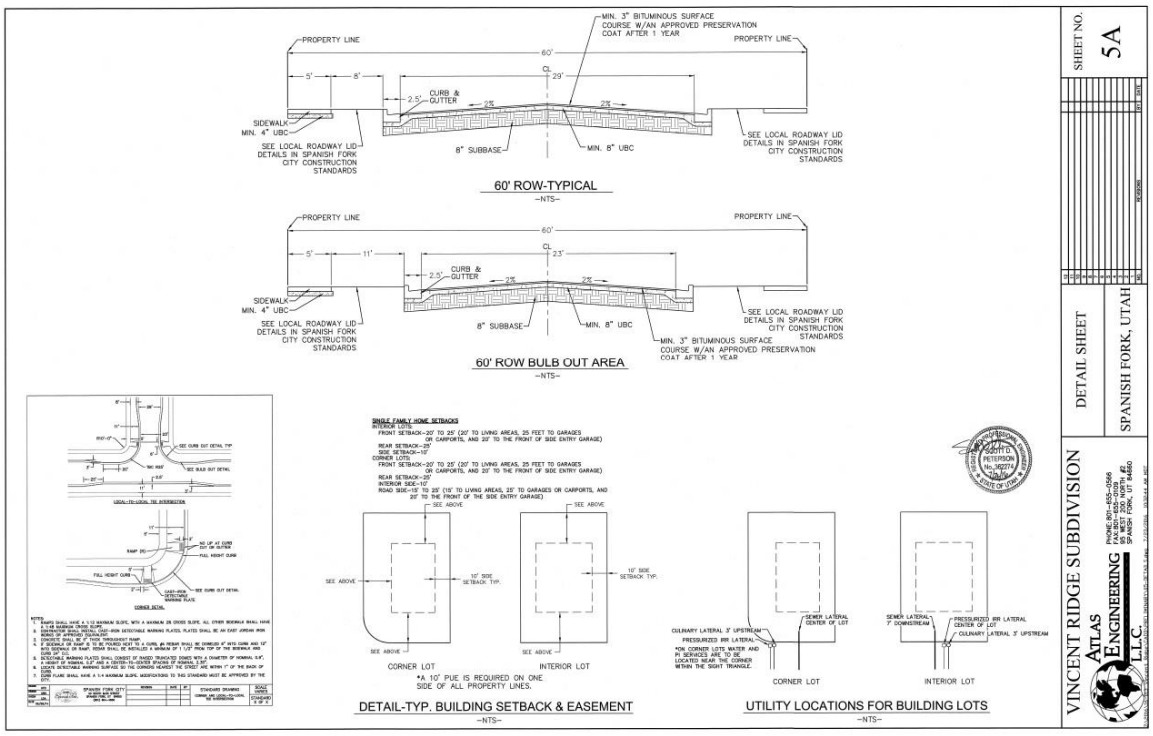
D:\2016\16-015 Vincent Ridge\CADD\PRELIMINARY\01-COVER.dwg 7/23/2016 10:41:02 AM MDT

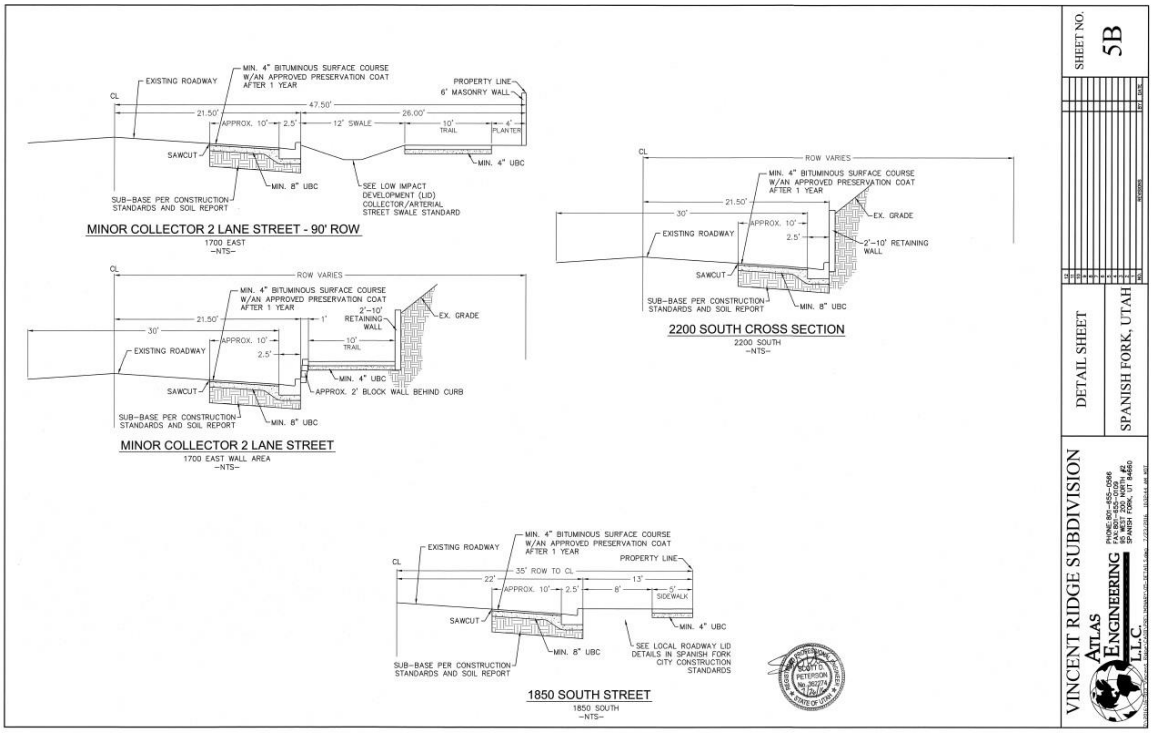


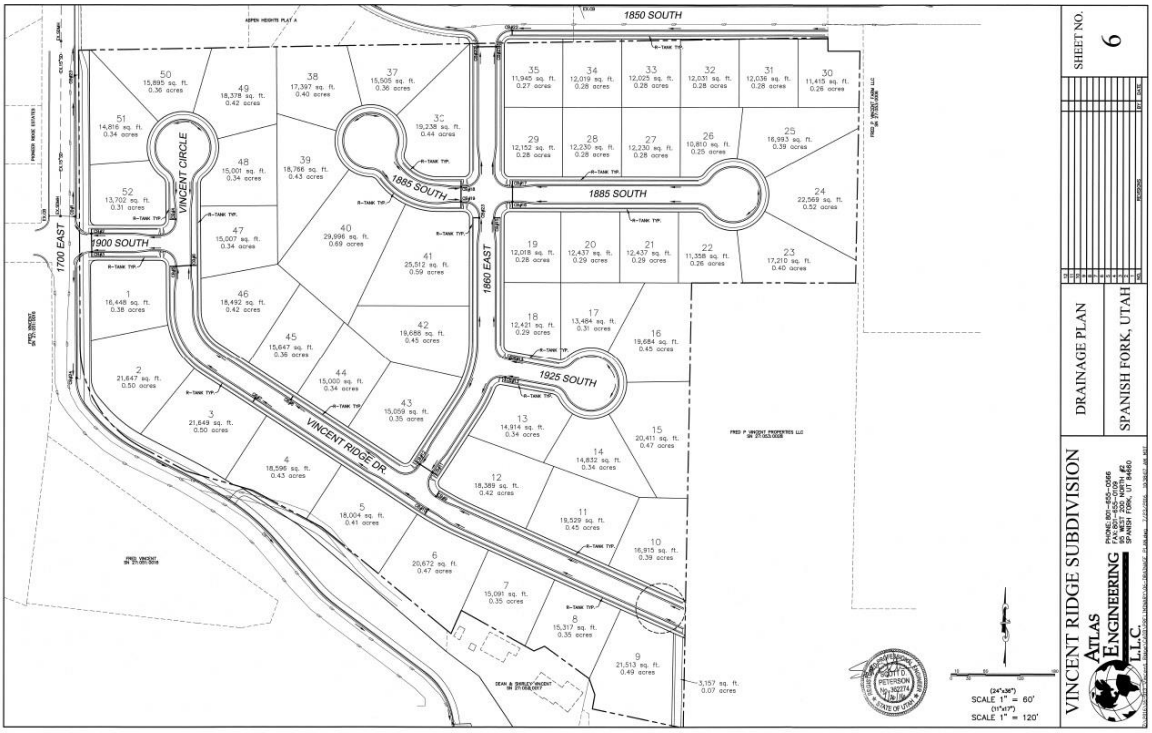

| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| CURVE | RADIUS | LENGTH | CHORD DIST. | CHORD BRG. | DELTA |
| C1 | 200.00 | 215.07 | 204.86 | S 31°07'16" E | 61°36'51" |

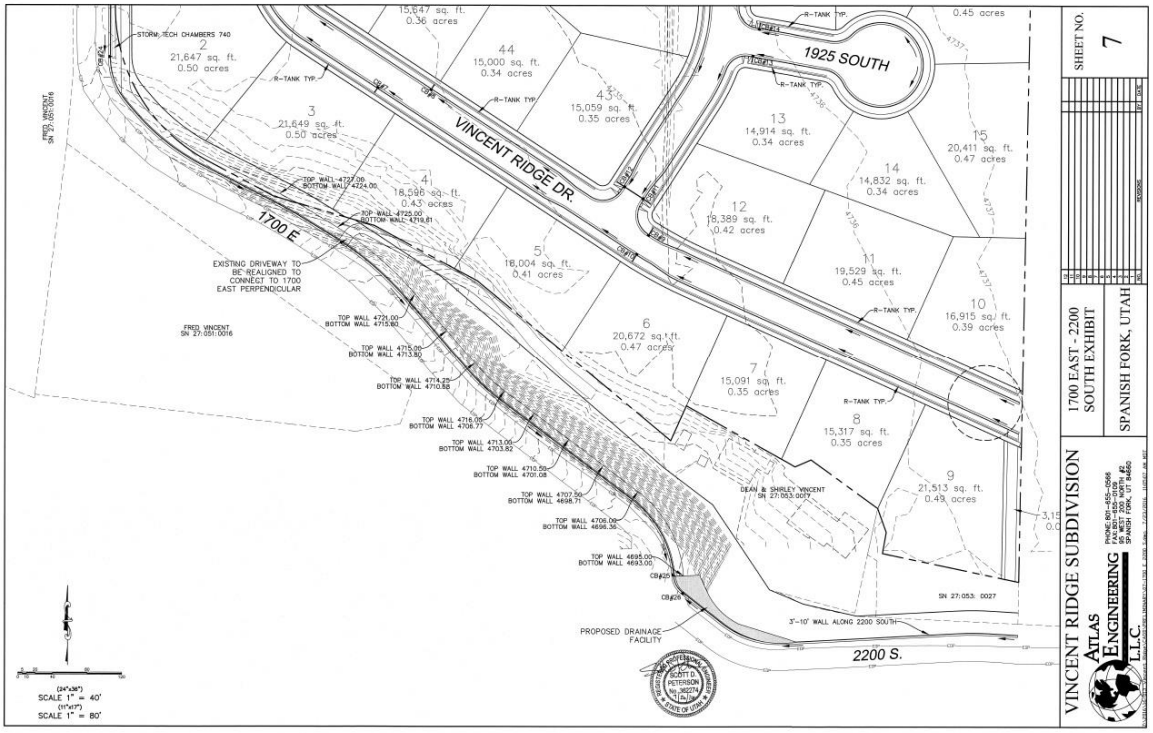

SHEET NO.
3
OVERALL SITE PLAN
SPANISH FORK, UTAH
VINCENT RIDGE SUBDIVISION
ATLAS ENGINEERING L.L.C.
LEGEND
SCALE 1" = 60'
SCALE 1" = 120'


SHEET NO.
4
EXISTING TOPOGRAPHY
SPANISH FORK, UTAH
VINCENT RIDGE SUBDIVISION
ATLAS ENGINEERING L.L.C.
SCALE 1" = 60'
SCALE 1" = 120'

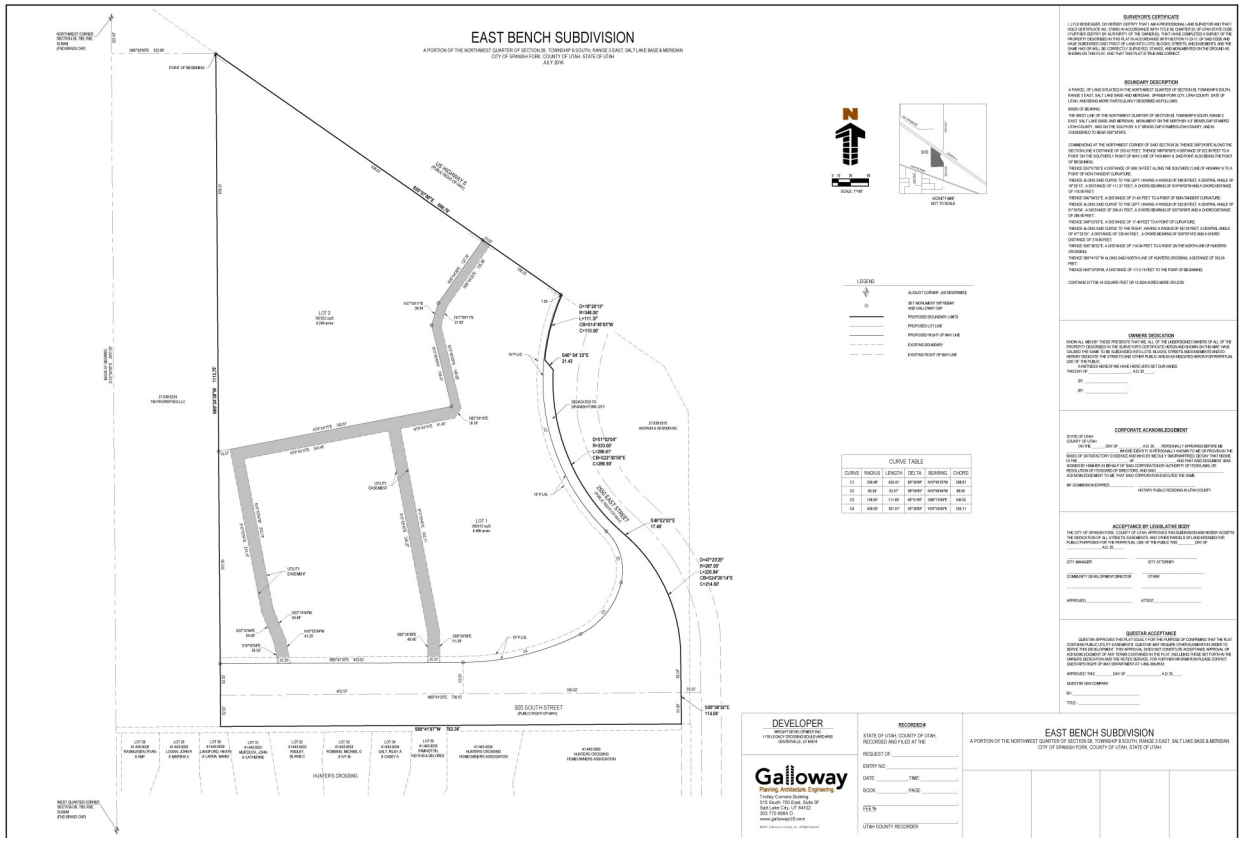

60' ROW-TYPICAL
60' ROW BULB OUT AREA
DETAIL-TYP. BUILDING SETBACK & EASEMENT
UTILITY LOCATIONS FOR BUILDING LOTS
CORNER LOT
INTERIOR LOT
SHEET NO. 5A
DETAIL SHEET
SPANISH FORK, UTAH
VINCENT RIDGE SUBDIVISION
ATLAS ENGINEERING L.L.C.


MINOR COLLECTOR 2 LANE STREET - 90' ROW
1700 EAST
MINOR COLLECTOR 2 LANE STREET
1700 EAST WALL AREA
2200 SOUTH CROSS SECTION
2200 SOUTH
1850 SOUTH STREET
1850 SOUTH
SHEET NO. 5B
DETAIL SHEET
SPANISH FORK, UTAH
VINCENT RIDGE SUBDIVISION
ATLAS ENGINEERING L.L.C.


1850 SOUTH
1885 SOUTH
1900 SOUTH
1925 SOUTH
1700 EAST
1800 EAST
VINCENT CIRCLE
VINCENT RIDGE DR.
SHEET NO.
6
DRAINAGE PLAN
SPANISH FORK, UTAH
VINCENT RIDGE SUBDIVISION
ATLAS ENGINEERING L.L.C.
SCALE 1" = 60'
SCALE 1" = 120'


1925 SOUTH
VINCENT RIDGE DR.
1700 E
2200 S.
STORM TECH CHAMBERS 740
EXISTING DRIVEWAY TO BE REALIGNED TO CONNECT TO 1700 EAST PERPENDICULAR
PROPOSED DRAINAGE FACILITY
3'-10" WALL ALONG 2200 SOUTH
SHEET NO.
7
1700 EAST - 2200 SOUTH EXHIBIT
SPANISH FORK, UTAH
VINCENT RIDGE SUBDIVISION
ATLAS ENGINEERING L.L.C.
SCALE 1" = 40'
SCALE 1" = 80'

# Walmart Preliminary Plat




File Name: Walmart Preliminary Plat

Applicant: Galloway and Company Inc.

Number of Lots: 2

Address: 2550 East Highway 6

Application Date: 07/14/2016

Preliminary Plat

13.26 Acres

File #: 16-000211

Permit #: PP16-000008

Application Approved: Pending

# PRELIMINARY PLAT

## REPORT TO THE PLANNING COMMISSION
## WAL-MART PRELIMINARY PLAT APPROVAL REQUEST

**Agenda Date:** August 3, 2016.

**Staff Contacts:** Dave Anderson, Community Development Director.

**Reviewed By:** Development Review Committee.

**Request:** Wal-Mart has proposed to subdivide a parcel into two separate lots.

**Zoning:** R-1-12.

**General Plan:** Low Density Residential.

**Project Size:** 13.26 acres.

**Number of lots:** 2.

**Location:** 2550 East and US Highway 6.

**Background Discussion**

The proposed Preliminary Plat is the first step in creating a lot that Wal-Mart would construct a Neighborhood Market on.

**Development Review Committee**

The Development Review Committee reviewed this request in their July 27, 2016 meeting and recommended that it be approved. Draft minutes from that meeting read as follows:

**Wal-Mart Preliminary Plat**
Applicant: Galloway and Company
General Plan: Commercial
Zoning: C-2
Location: 2550 East Highway 6

Dave Anderson stated the applicant has applied to separate the parcel into two lots.

Cory Pierce stated the Engineering Department is working through concerns of 2550 East and the potential need to widen the road.

Kelly Peterson stated he is still waiting for a dwg file. The Power Department will not start the electrical design until that file is uploaded.

Dave Anderson stated this is just a Minor Plat Amendment and a full construction drawing will be submitted with the Site Plan application and dwg files should be uploaded at that time.

Steve Adams noted for the record that at one point in time the fencing along the south side of a vinyl fence would be sufficient. In driving by the neighborhood yesterday he noticed the current vinyl fence is dilapidated and Steve Adams feels it would be wise to install a better fence.

Jered Johnson entered the meeting at 10:10 a.m.

Dave Anderson appreciates the feedback from Steve Adams and stated in a conversation he had with the applicant yesterday, the City would like to see a cross-section of where the ditch and fence would be constructed. Dave Anderson also

suggested the applicant maybe install some low vegetation along the fence.

Junior Baker **moved** to recommend approval to City Council of the Walmart Preliminary Plat subject to the following conditions:

Conditions

1. That the applicant meet all the conditions imposed when the Zone Change was approved.
2. That the applicant change the name of the plat to something that is not already recorded with the County.
3. That the applicant work with the Engineering Department with regard to the width of 2550 East.
4. That the applicant meet the City's current Construction Standards.

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

## Budgetary Impact

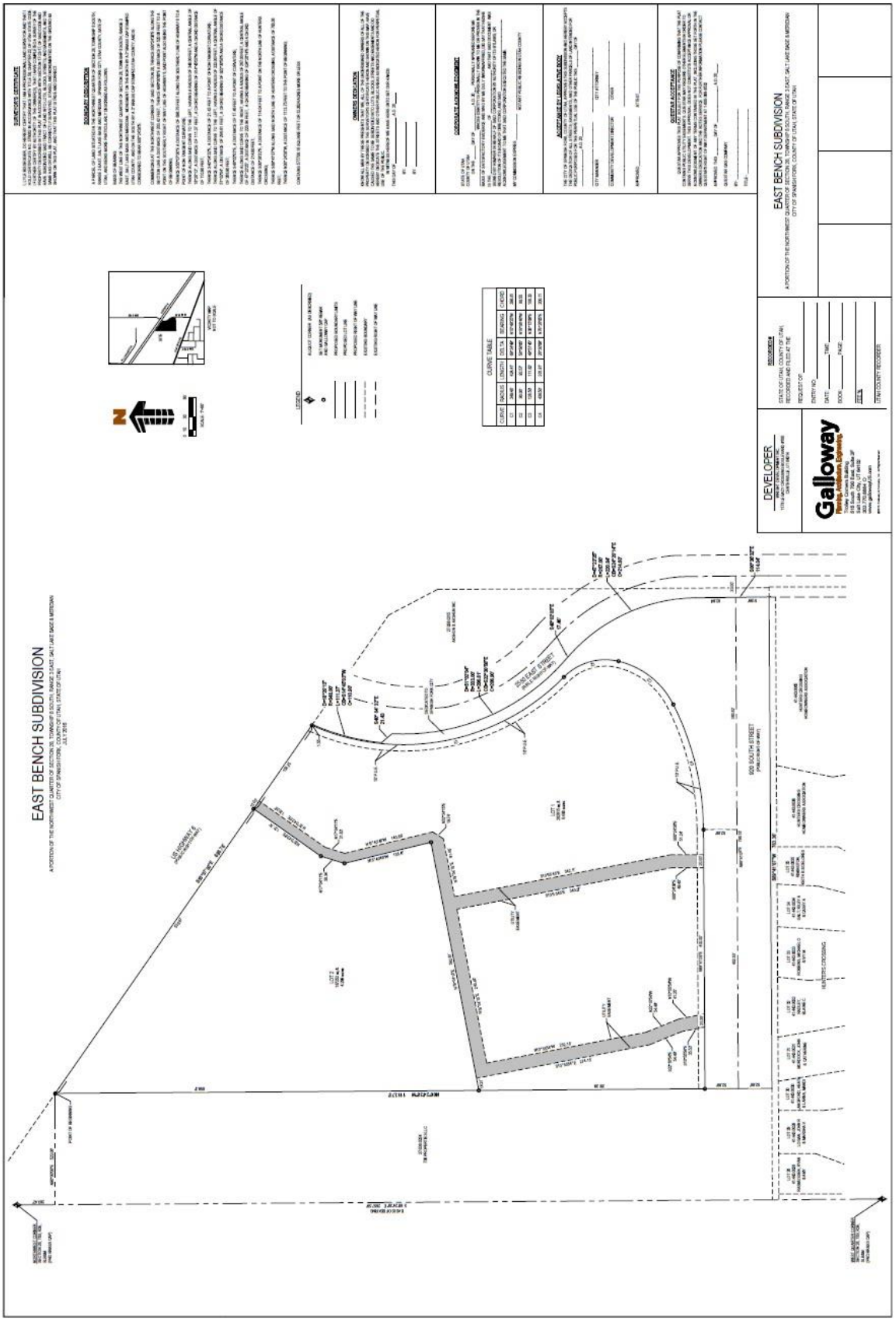
Staff anticipates no budgetary impact with either the approval or denial of this proposal.

## Recommendation

Staff recommends that the proposed Preliminary Plat be approved based on the following findings and subject to the following conditions:

### Conditions

1. That the applicant meet all the conditions imposed when the Zone Change was approved.
2. That the applicant change the name of the plat to something that is not already recorded with the County.
3. That the applicant work with the Engineering Department with regard to the width of 2550 East.
4. That the applicant meet the City's current Construction Standards.


EAST BENCH SUBDIVISION
A PORTION OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 3 SOUTH, RANGE 2 EAST, SALT LAKE BASE & MERIDIAN
CITY OF SPANISH FORK, COUNTY OF UTAH, STATE OF UTAH
JULY 2018
SURVEYOR'S CERTIFICATE
OWNERS DEDICATION
ACCEPTANCE BY LEGISLATIVE BODY
RECORDER
DEVELOPER
Galloway
CURVE TABLE
CURVE
RADIUS
LENGTH
DELTA
BEARING
CHORD
C1
C2
C3
C4
C5
C6
C7
C8
C9
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C14
C15
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C40

**TO:** Spanish Fork City Planning Commission

**FROM:** Dave Anderson, Community and Economic Development Director

**DATE:** August 3, 2016

**RE:** Proposed Modification of Parking Requirements for Medical Office Uses

Accompanying this memorandum is a request made by Blaine Hales to reduce the City's parking requirement for Medical Office Uses.

Mr. Hales has proposed to have the City's parking requirement reduced from a standard that requires 1 parking space for every 150 square feet of building space to a standard that would require 1 space for every 200 square feet of building space.

To provide an example of what this change may mean for a hypothetical development, let's say an applicant would like to build a doctor's office that has a total of 10,000 square feet of building space. In that case, the current requirement would require the applicant to provide a total of 67 parking spaces. Also using that case as an example for the proposed requirement, a total of 50 spaces would be required based on Mr. Hales' proposal.

Staff has reviewed Mr. Hales' proposal and believes a change is warranted. It just happens to be that staff has discussed this particular requirement in several different respects in recent months. Staff's research relative to the "industry standard" matches what Mr. Hales has presented. By changing to the standard Mr. Hales has proposed Spanish Fork would be closer to the average of what is required by communities in our area.

The Development Review Committee reviewed this plat in their July 27 meeting and recommended that it be approved. Draft minutes from that meeting read as followed:

> Medical/Dental Office text amendment
> Applicant: Blaine Hales
> General Plan: City Wide
> Zoning: City Wide
> Location: City Wide
>
> Dave Anderson stated just over 6 parking spaces per 1,000 square feet are required for medical office uses. The applicant has asked that the parking be reduced to 5 parking spaces per 1,000 square feet. The request of going from requiring one parking stall per 150 square feet to one parking stall per 200 square feet is reasonable.

Junior Baker asked what Provo does to allow for a reduced parking requirement.

Blaine Hales stated Provo only allows a reduced parking requirement in the central business district. He stated West Jordan has a reduced parking requirement based on the size of the building.

Junior Baker stated the City gets a lot of complaints about the lack of parking within the City.

Seth Perrins does not like the idea of conditional reduction. He sees the interest in and possible pressure to make a change to the ordinance as a whole.

Dave Anderson stated Taylor Billings has done some additional research of medical facilities within the City and the average is 1 parking space for just over every 200 square feet.

Junior Baker **moved** to recommend approval to City Council of the Medical/Dental Office text Amendment to allow one parking stall for every 200 square feet of building space with the following condition:

Conditions

1. That the applicant bring in more information with what Provo City allows in terms of parking requirement reductions.

Bart Morrill **seconded** and the motion **passed** all in favor.

Dave Anderson asked where he plans to build the office space and how large of a building he plans to build.

Blaine Hales stated he is looking to build a 9,000 to 12,000 square foot building. The site location is on the northeast corner of 700 East and 700 North.

attachments: Blaine Hales proposal and supporting documents.

May 26, 2016

Spanish Fork City

40 South Main Street

Spanish Fork, Utah 84660

Dear City Council,

I am requesting a change to the parking requirements for medical/dental office buildings as found in the city code. The current code (15.4.16.120 Off-Street Parking) requires 1 parking space for every 150 square feet of the building. This regulation should be changed because it places an unnecessary burden on the owners and operators of medical/dental office buildings. Studies have shown that medical/dental buildings do not need this much parking – even at peak demand. Most all of the larger cities in Utah County and southern Salt Lake County only require 1 parking space for every 200 feet of gross building area.

I have included (in this letter) a copy of a study prepared by John W. Dorsett, AICP and Mark J. Lukasick titled "Parking Requirements for Medical Office Buildings". This study was published in the Journal of Transportation of the Institute of Transportation Engineers (ITE Journal) in 2007. Research was conducted to identify medical office building (MOB) parking needs and compare them to the municipal code requirements for the buildings surveyed. Their findings conclude that providing 4.5 spaces per 1,000 gross square feet of building space (or 1 parking space per every 222 square feet of building space) is sufficient to meet medical office building peak-hour needs. Their analysis of 50 MOB's shows that the average accumulation for parking at peak times was only 3.23 spaces per 1,000 square feet of building space (or 1 space for every 309 SF of building space). The observed 85$^{th}$ percentile peak-hour parking accumulation rate was 4.21 parked cars per 1000 GSF (238 SF per space).

This study provides real-world data to help determine the requirements for adequate parking at medical/dental office buildings. My own experience supports this study. I am the owner of two medical office buildings. One is located in Payson and the other is located in Saratoga Springs. Both cities required me to provide 1 parking space for every 200 SF of building space. I cannot remember a single time that either one of these lots were full to capacity. In fact, most of the time, there is ample parking available.

I made a parking survey of all of the cities in Utah County and southern Salt Lake County with a population of 20,000 or more. I compiled the parking requirements for medical/dental office space in each of those cities. My survey follows:

## Zoning Survey
## Parking Requirements for Medical Office Buildings

**Utah County (cities of 20,000 Population or more)**

| City Name | SF of Bldg per parking Space |
|---|---|
| Payson | 200 |
| Springville | 150 |
| Provo* | 150 |
| Orem | 250 |
| American Fork | 200 |
| Lehi | 250 |
| Saratoga Springs | 200 |
| Pleasant Grove | 200 |
| Eagle Mountain | 300 |
| Average | 211 |

**Southern Salt Lake County (cities over 20,000 Population)**

| City Name | SF of Bldg per parking Space |
|---|---|
| Sandy | 200 |
| West Jordan** | 200 |
| South Jordan | 200 |
| Draper | 250 |
| Riverton | 200 |
| Average | 210 |

* Provo allows a conditional reduction in parking requirements in the CBD up to 50%
** West Jordan has 3 different sizes: 150, 200, and 250 SF (depending on bldg size)

Of the 14 cities, only 2 required 1 space per 150 SF of building space. The other 12 required 1 space for every 200 SF or more (Orem, Lehi, and Draper are 250 SF/space and Eagle Mountain is 300 SF/space). The average zoning requirement was 210 SF/space in Utah County and 211 SF/space in south Salt Lake County. These averages are significant because they mirror the results of the study reported in the ITE Journal. The published parking study suggests a parking requirement of 1 space per 222 SF which is very close to the average requirement of the cities in Utah (210) and Salt Lake County (211).

The current parking requirement creates an unreasonable cost (and burden) for the construction and operation of these important facilities. Extra land must be purchased for parking spaces that are not needed. Land is a limited resource and should not be wasted unnecessarily. Larger sites require more landscaping and water usage. The costs incurred acquiring extra land, constructing more landscaping, and using more irrigation water add significantly to the cost of a medical/dental building. These extra costs are passed on from the owner to the tenant by way of increased rent. Increased rent drives up medical costs and impacts all of the citizens of Spanish Fork.

The study from the ITE Journal and the experience from almost all of our neighboring cities indicate that 1 parking space for every 200 SF of building space is more than adequate for medical/dental office buildings. I respectfully request that you approve my request to make this text change in the city code for the benefit of those who own, lease, and use medical/dental office buildings.

The proposed Text change and the ITE Journal article are attached below.

Thank you

Blaine Hales

1731 S 1440 E

Spanish Fork UT  84660

## Proposed Text Amendment



improvements shall be completed and within what time frame. Ten (10) days after written notice of the failure to complete improvements is given, the City may proceed to have the improvements completed and may execute upon the security posted in order to pay for the same.

(Ord. No. 15-14, Amended 10/07/2014)

**15.4.16.100 Conflict of Interest**

No employee or agent of the City shall work for or be employed by any contractor or subdivider for the purpose of installing any plumbing or sewer fixture, pipes or connections, or for the purpose of installing or supervising the installation of any curb, gutter, street or sidewalk, or for the purpose of surveying any portion of the subdivision or proposed subdivision, or for the purpose of installing or supervising the installation of any electrical wiring, connections, apparatus or fixture, provided that this section shall not apply to independent engineering contractors employed by the City.

**15.4.16.110 Security for Improvements Required**

The owners and/or developers of property shall deposit security with the City to guarantee proper installation of all required improvements in accordance with the plans, specifications, time limitations, and conditions relating thereto as meets with the approval of the Council or such personnel as the Council shall designate. The amount of the security shall be 110% of the City's estimated costs of the improvements. Security shall be in form of cash in the minimum amount of ten percent (10%) of the City's bond amount. The balance of the security shall be in the form of cash, an irrevocable letter of credit or an escrow bond.

Irrevocable letters of credit or escrow bonds shall be executed by financial institutions acceptable to the City and authorized to conduct business in the State of Utah, and must be in the form approved by the City. The bond or letter of credit, as required by this section, must be posted prior to recording of the plat. Upon completion, inspection, approval, and acceptance of the improvements, the security, less ten percent (10%), shall be released to the developer. Ten percent (10%) of the security amount shall be held for a period of one (1) year following final inspection and acceptance to warrant improvements for this time period.

The ten percent (10%) retained for the warranty period shall be in cash. The cash amount may be released one (1) year after installation, final inspection, and acceptance by City, if no repairs or replacement are required to the infrastructure installed.

(Ord. No. 09-13, Amended 06/18/2013)
(Ord. No. 04-14, Amended 04/01/2014)

**15.4.16.120 Off-Street Parking**

A. Purpose: To provide adequate, but not excessive, parking to meet the needs of residents, employees, and business patrons, in a manner this is functional, safe, and aesthetically pleasing.

B. General Requirements:
   1. Off-street parking is not required for permitted uses in the Downtown Commercial (C-D) district, except for residential uses, which must meet the requirements that are otherwise prescribed in subparagraph C.
   2. Each parking space shall be at least nine (9) feet wide and eighteen (18) feet deep (See parking design standards in the Construction and Development Standards for

details on aisle widths, maneuvering areas, and fire lanes).

3. Tandem parking (front to rear) shall not be permitted.
4. All parking spaces and driveway areas serving such parking spaces shall be surfaced with concrete, asphalt, or paving blocks except that portions of driveway areas located farther than 200 feet from a public road and which service a single residence dwelling in the R-R or A-E zoning districts may be constructed and surfaced to an all-weather standard as approved by the City Engineer. Such surfacing may include gravel, slag, or similar materials.
5. Required parking shall be provided on-site or on contiguous lots.
6. Backing and maneuvering areas shall be provided on-site for all uses other than single family, twin homes, and duplexes.
7. For the purpose of identifying required parking, square feet shall mean the gross floor area of the building.
8. No part of any vehicle may overhang onto a public sidewalk or within five (5) feet of a street curb where no sidewalk exists.
9. All parked vehicles must comply with the City's clear vision area requirements.
10. Parking of commercial vehicles in residential districts is limited to one (1) commercial vehicle with a one ton chassis, having a capacity of not more than 10,000 pounds gross vehicle weight rating (GVWR).
11. Landscaping and screening of parking lots shall be in accordance with the requirements of ' 15.4.16.130, Landscaping, Buffering, Walls, and Fences.

C. Parking Requirements by Use:

| USE | MINIMUM # OF SPACES |
|---|---|
| Auditorium, Stadium, Public Assembly, Private Clubs, Health Clubs, Theaters | 1:100 sq. ft. or 1:5 seats |
| Auto Repair, Major<br>Auto Repair, Minor | 1:100 sq. ft.<br>1:300 sq. ft. |
| Automobile Service Station | 1:200 sq. ft. |
| Banks, Financial Institutions | 1:250 sq. ft. |
| Barber Shop or Beauty Shop | 1:100 sq. ft. |
| Churches | 1:5 seats or 90 lineal inches per pew |
| Child Care Center | 1:employee, plus 1:10 children |
| Home Furnishings, Major Appliances | 1:500 sq. ft. |
| Hospitals | 1:bed |
| Manufacturing/Assembly/ Wholesale/Warehouse | 1:employee on the highest shift |
| Mixed Uses or Unlisted Uses | To be determined by Community Development Director |
| Motels/Hotels<br>Restaurants<br>Banquet/Meeting Rooms | 1:room<br>1:200 sq. ft.<br>1:200 sq. ft. |
| Office:<br>General/Professional<br>Medical/Dental | <br>1:300 sq. ft.<br>~~1:150 sq. ft.~~ 1:200 sq. ft. |
| Indoor Recreation Facility:<br>Amusement Center/Arcades<br>Bowling Alley | <br>1:100 sq. ft.<br>4:lane |
| Outdoor Recreation Facility:<br>Golf Course | <br>6:hole |

| | |
|---|---|
| Miniature Golf Course<br>Batting Cages<br>Water Park, Theme Parks | 2:hole<br>1:cage<br>To be determined by Planning Director |
| Residential Single-family | A garage with space for at least one vehicle and additional space so that a minimum of two parking spaces per unit are provided. |
| Residential Multi-family | A garage with space for at least one vehicle and additional space so that a minimum of two parking spaces per unit are provided.<br>In addition, one guest parking space is required for every three dwelling units. |
| Restaurant - freestanding | 1:100 sq. ft. |
| Retail/Shopping Center (including up to 10% restaurant, health club, beauty shops; additional percentages calculated at rate for each use) | 1:250 sq. ft. |
| Retirement/Senior Housing/Nursing Home | 1:employee on highest shift plus<br>0.4:unit |
| Schools:<br>Elementary<br>Middle or Junior High<br>High School<br>College<br>Vocational/Technical | <br>2:classroom<br>3:classroom<br>7:classroom<br>10:classroom<br>1:2 students |
| Storage Building/Space | 0.5 per 1,000 sq. ft. of storage space |

(Ord. No. 04-14, Amended 04/01/2014)
(Ord. No. 11-15, Amended 06/16/2015)

### 15.4.16.130 Landscaping, Buffering, Walls and Fences

A. Purpose: The purpose of these requirements is to enhance, conserve, and stabilize property values by encouraging pleasant and attractive surroundings and to provide proper separations between uses. Landscaping should also contribute to the reduction of heat and glare through the proper placement of plants and trees.

B. Residential Uses:
   1. Multi-family Uses:
      a. Minimum of thirty percent (30%) on-site landscaping as a percentage of total site area.
      b. Parking lots shall include planter areas within the parking lot, with a minimum of 108 square feet of planter area for every ten (10) parking spaces. Required planter areas shall be individual islands of landscaping and shall be at least six (6) feet wide. Required planter areas shall include parking lot trees, as identified on the City's approved list of Parking Lot Trees, with a maximum spacing of thirty (30) feet.
      c. Minimum of fifteen (15) foot wide planter area adjacent to all public streets, which shall include trees with a maximum spacing of thirty (30) feet. The planter area may be partially or completely within the street right-of-way area. The specific trees used shall be selected from the City's approved Street Tree list. On streets included in the Street Tree Master Plan, the trees selected shall include the mix of trees as prescribed by the Plan. Street trees must be planted

# Parking Requirements for Medical Office Buildings

**RESEARCH WAS CONDUCTED WITH THE FOLLOWING KEY OBJECTIVES: COLLECT PRIMARY AND SECONDARY DATA DESCRIBING MEDICAL OFFICE BUILDING PARKING NEEDS; IDENTIFY MUNICIPAL CODE REQUIREMENTS FOR THOSE BUILDINGS SURVEYED; AND SUMMARIZE FINDINGS BY MEAN AND 85TH-PERCENTILE VALUES. PROVIDING 4.5 SPACES PER 1,000 GROSS SQUARE FEET OF BUILDING SPACE IS GENERALLY SUFFICIENT TO MEET MEDICAL OFFICE BUILDING PEAK-HOUR NEEDS.**

BY JOHN W. DORSETT, AICP AND MARK J. LUKASICK

FIFTY MEDICAL OFFICE BUILDINGS (MOBs) located throughout the United States were studied to determine their parking requirements. Following is a summary of key findings and conclusions:

- A total of 4.5 parking spaces per 1,000 gross square feet (GSF) of building area should be provided for MOBs. This recommendation includes an effective supply cushion of spaces; this cushion is equal to about 10 percent of the supply and is necessary for a number of reasons, including but not limited to user convenience and to compensate for the temporary loss of spaces due to construction, maintenance and snow removal.
- The number of cars parked at MOBs during the 11 a.m. peak hour typically falls short of both the parking supplies and the number of parking spaces required by zoning ordinances.
  - This suggests that most zoning ordinances require more parking spaces than most MOBs need.
  - Ninety-two percent of this study's MOBs are legally required to provide more parking spaces than were occupied during the peak hour.
  - Sixty percent of this study's MOBs must comply with zoning ordinances that exceed this study's recommended parking capacity.
- The observed mean peak-hour parking accumulation rate for 50 MOBs is 3.23 spaces per 1,000 GSF of occupied building area. This is lower than the 3.53 spaces reported in the Institute of Transportation Engineers' (ITE) *Parking Generation, 3rd Edition* and the 4.11 spaces reported in ITE's *Parking Generation, 2nd Edition*.[1,2]
- The observed 85th-percentile peak-hour parking accumulation rate for 50 MOBs is 4.21 parked cars per 1,000 GSF of occupied building area.

## STUDY PURPOSE

The development of MOBs continues in response to the aging population and consequent increases in demands for health care. One particular challenge for planners is to properly determine the number of parking spaces needed for MOBs. In response to this challenge, a study was conducted to document the parking requirements of MOBs. A major component of this study included new primary research.

Most municipal zoning ordinances base MOB parking requirements on the amount of GSF rather than the number of physicians, employees, or patients/visitors. This study gathers data from various MOBs, calculates parking demand ratios per 1,000 GSF and provides a database that can be used for project planning purposes. This research project had the following objectives:

- To identify and reference historical MOB peak-hour parking demand ratios;
- To create a database of MOB peak-hour parking demand ratios that employ the number of parking spaces needed per 1,000 GSF, the variable most commonly referenced by municipal codes;
- To compile a comparative list of municipal code requirements for those MOBs surveyed; and
- To summarize findings by mean and 85th-percentile values.

Meeting these objectives provides information useful to planners who project MOB parking demand.

## METHODOLOGY

Prior to beginning primary research, secondary sources of data were researched. The second and third editions of *Parking Generation* contained a summary of several MOB parking demand studies. To complete the primary research, the following steps were performed:

- A sample of 50 stand-alone MOBs located throughout the United States was selected.
- The following variables were researched for each MOB:
  - city and state;
  - number of floors;
  - building GSF;
  - building occupancy rate;
  - number of suites;
  - municipal code parking requirements (number of spaces per 1,000 GSF); and
  - parking space supply.
- The number of parking spaces required by zoning ordinance was calculated.
- The supply of parking spaces was inventoried and the number of spaces provided per 1,000 GSF was calculated.
- The number of parked vehicles during the peak time of the day was counted.
- The number of spaces per 1,000 GSF was determined based on the occupied building GSF and the numbers of vehicles counted at the peak accumulation or occupancy.
- The mean and 85th percentile, by spaces per 1,000 GSF of occupied building space, were summarized for the following:
  - code requirements;
  - parking space supply; and
  - observed peak-hour parking occupancy.

## ITE PARKING GENERATION RATES

ITE updated its *Parking Generation* publication in 2004. Table 1 provides a comparison between these published data and the primary data collected for this study.

## DATA COLLECTION RESULTS

*Number of Buildings by State*

Fifty free-standing MBOs were surveyed on Mondays and Wednesdays from March through August, during what was believed to represent typical activity levels for MOBs. Suburban locations were selected to allow a clean computation of the parking demand ratio, without the influence of adjacent land uses present in an urban environment and without the influence of mass transit.

A convenience sample was drawn based on geographic proximity of individuals collecting the data to the MOBs. Twenty of the MOBs surveyed were located in Illinois. The remaining 30 properties surveyed were located in the following states: California (6), Florida (3), Georgia (3), Indiana (9), Massachusetts (3), Minnesota (3) and Pennsylvania (3).

The average number of parking spaces per 1,000 GSF ranged from 2.78 for the three Georgia MOBs studied to 5.60 for the three Pennsylvania MOBs surveyed. Following is the supply of parking spaces per 1,000 GSF, by state:

- Illinois: 4.47
- Florida: 5.24
- Indiana: 5.36
- Minnesota: 4.39
- California: 3.20
- Pennsylvania: 5.60
- Georgia: 2.78
- Massachusetts: 4.69

*Number of Buildings by Size*

The MOBs identified then were compared on the basis of occupied GSF. As shown in Figure 1, about three-fourths of the buildings surveyed were 70,000 GSF or less.

*Municipal Code Requirements*

Thirty-one locations, or 62 percent of those MOBs surveyed were required by code to provide 4.01 or more parking spaces per 1,000 GSF. Table 2 illustrates the number of parking spaces required by municipal zoning ordinances.

*Parking Supply*

Each individual MOB's parking supply was inventoried. Out of the 50 MOBs surveyed, 27 facilities, or approximately 54 percent, supplied 4.01 or more parking spaces (rounded to nearest whole number) per 1,000 GSF.

Figure 2 illustrates the number of parking spaces supplied per 1,000 GSF. Most of the facilities surveyed provided or nearly provided the number of code-required spaces. In some cases, the parking space supply fell short of the code requirement.

**Table 1. Parking ratio comparison.**

| | Walker data collection | ITE *Parking Generation, 3rd Edition* |
|---|---|---|
| Peak period | 10:00 a.m.–12:00 p.m. | 10:00 a.m.–12:00 p.m.<br>2:00 p.m.–5:00 p.m. |
| Number of study sites | 50 | 18 |
| Average size of study sites (GFA) | 62,427 | 43,000 |
| Average peak-period parking demand | 3.23 spaces per 1,000 sf | 3.53 spaces per 1,000 sf |
| 85th-percentile parking demand | 4.21 spaces per 1,000 sf | 4.30 spaces per 1,000 sf |
| Range of rates | 1.38–8.90 spaces per 1,000 sf | 2.34–5.35 spaces per 1,000 sf |
| Note: Peak occurred mid-week. | | |

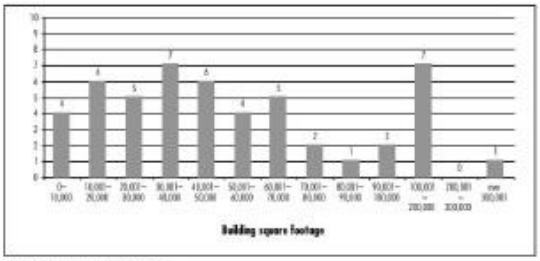


**Figure 1. Number of MOBs by size.**

*Parking Demand*

Parking occupancy counts were taken for the MOB parking spaces to determine parking utilization during the 11 a.m. peak hour. These counts were compared to the occupied GSF of the building. The peak hour was determined based on the consultants' experience with hundreds of studies over the last 30 years. A majority of the facilities surveyed had peak-hour parking occupancies of 4.0 or fewer spaces per 1,000 GSF. This statistic fell significantly below both the legally required number of parking spaces and the observed parking supplies.

The following shows the total number of parking facilities surveyed (at the peak hour) by range of occupied parking spaces per 1,000 GSF:

| Spaces per 1,000 GSF | Number of Facilities |
|---|---|
| 1.00 to 2.00 | 7 |
| 2.01 to 3.00 | 18 |
| 3.01 to 4.00 | 14 |
| 4.01 to 5.00 | 9 |
| 5.01 to 6.00 | 0 |
| 6.01 to 7.00 | 1 |
| 7.01 to 8.00 | 0 |
| 8.01 to 9.00 | 1 |

Figure 3 shows each parking facility's parking demand in descending order. Observed peak-hour parking demand for the sample ranged from 1.38 to 8.90 spaces per 1,000 GSF. The observed mean and median peak-hour parking demand rates were 3.23 and 3.03, respectively. The 85th-percentile rate was 4.21 spaces per 1,000 GSF.

**Table 2. Municipal code requirements for MOBs.**

| Number of parking spaces required by code | Number of facilities | |
|---|---|---|
| 1.00 to 2.00 / 1,000 sf | 1 | 2 percent |
| 2.01 to 3.00 / 1,000 sf | 6 | 12 percent |
| 3.01 to 4.00 / 1,000 sf | 12 | 24 percent |
| 4.01 to 5.00 / 1,000 sf | 20 | 40 percent |
| 5.01 to 6.00 / 1,000 sf | 6 | 12 percent |
| 6.01 to 7.00 / 1,000 sf | 1 | 2 percent |
| 7.01 to 8.00 / 1,000 sf | 2 | 4 percent |
| 8.01 to 9.00 / 1,000 sf | 1 | 2 percent |
| 9.01 to 10.00 / 1,000 sf | 1 | 2 percent |
| | 50 | 100 percent |

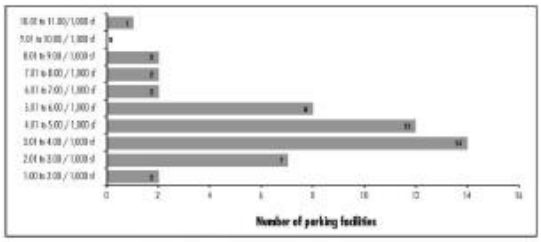


**Figure 2. Parking supply provided by MOBs.**

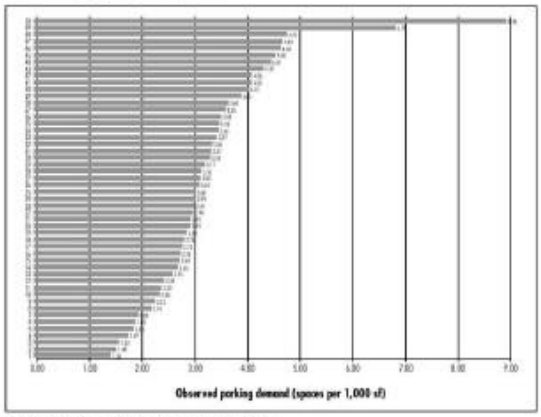


**Figure 3. Observed peak-hour parking demand by MOB.**

## CONCLUSIONS

Fifty MOBs were surveyed as part of this research. Following is a summary of findings:

- The most common code requirement for the MOBs surveyed was 5.0 parking spaces per 1,000 GSF. Nineteen MOBs, or 38 percent of the sample, were required to provide 5.0 parking spaces per 1,000 GSF.
- The mean and median number of parking spaces provided per 1,000 GSF was 4.50 and 4.39, respectively.
- ITE calculated a mean demand of 3.53 parking spaces per 1,000 GSF (*Parking Generation, 3rd Edition*) compared to 3.23 parking spaces per 1,000 GSF found in this study.
- ITE's 85th-percentile demand of 4.30 parking spaces per 1,000 GSF (*Parking Generation, 3rd Edition*) is comparable to the 85th-percentile peak-hour

| MEDICAL OFFICE | | | | |
|---|---|---|---|---|
| Peak-hour parking spaces occupied vs. 1,000 GSF | | | | |
| Occupied building area on a weekday between 10 a.m. and 12 noon | | | | |
| **PARKING GENERATION RATES** | | | | |
| **Average rate** | **Range of rates** | **Standard deviation** | **Number of studies** | **Average 1,000 GSF occupied building area** |
| 3.23 | 1.38–8.90 | 1.27 | 50 | 62,427 |

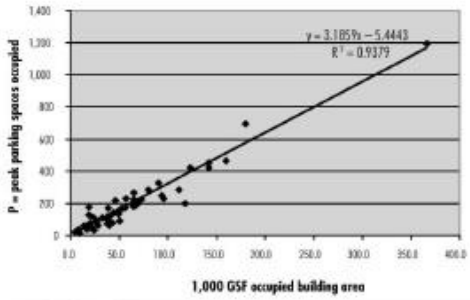


**Figure 4. Data plot and statistical summary.**

observation of 4.21 parking spaces per 1,000 GSF found in this study.

- Based on these findings, designing parking facilities to accommodate 4.5 spaces per 1,000 GSF of building space should be sufficient to meet the peak-hour parking demands of most medical office buildings. This recommendation is an 85th-percentile recommendation, which is consistent with other recognized and published industry standards, including the landmark November 2005 *Shared Parking* publication issued by the Urban Land Institute and the International Council of Shopping Centers. Sixty percent, or 30 of the 50 MOBs, are located in municipalities that now require more parking than the recommended 4.5 spaces per 1,000 GSF. ■


*References*

1. *Parking Generation, 3rd Edition.* Washington, DC, USA: Institute of Transportation Engineers (ITE), 2004.

2. *Parking Generation, 2nd Edition.* Washington, DC: ITE, 1987.

**JOHN W. DORSETT,** *AICP, is a senior vice president and shareholder of Walker Parking Consultants. He directs the firm's Consulting Resources Group, which specializes in parking-related engagements including access and revenue control systems, airport landside planning, financial, functional design planning, operations and traffic engineering.*

**MARK J. LUKASICK** *is a parking consultant with Walker Parking Consultants. He has more than 20 years of experience in hands-on parking operations and parking consulting. He may be contacted at mark.lukasick@walkerparking.com with any questions pertaining to this article.*


** Note: Opinions expressed herein are those of the authors and do not reflect official* ITE Journal *policy unless so stated.*

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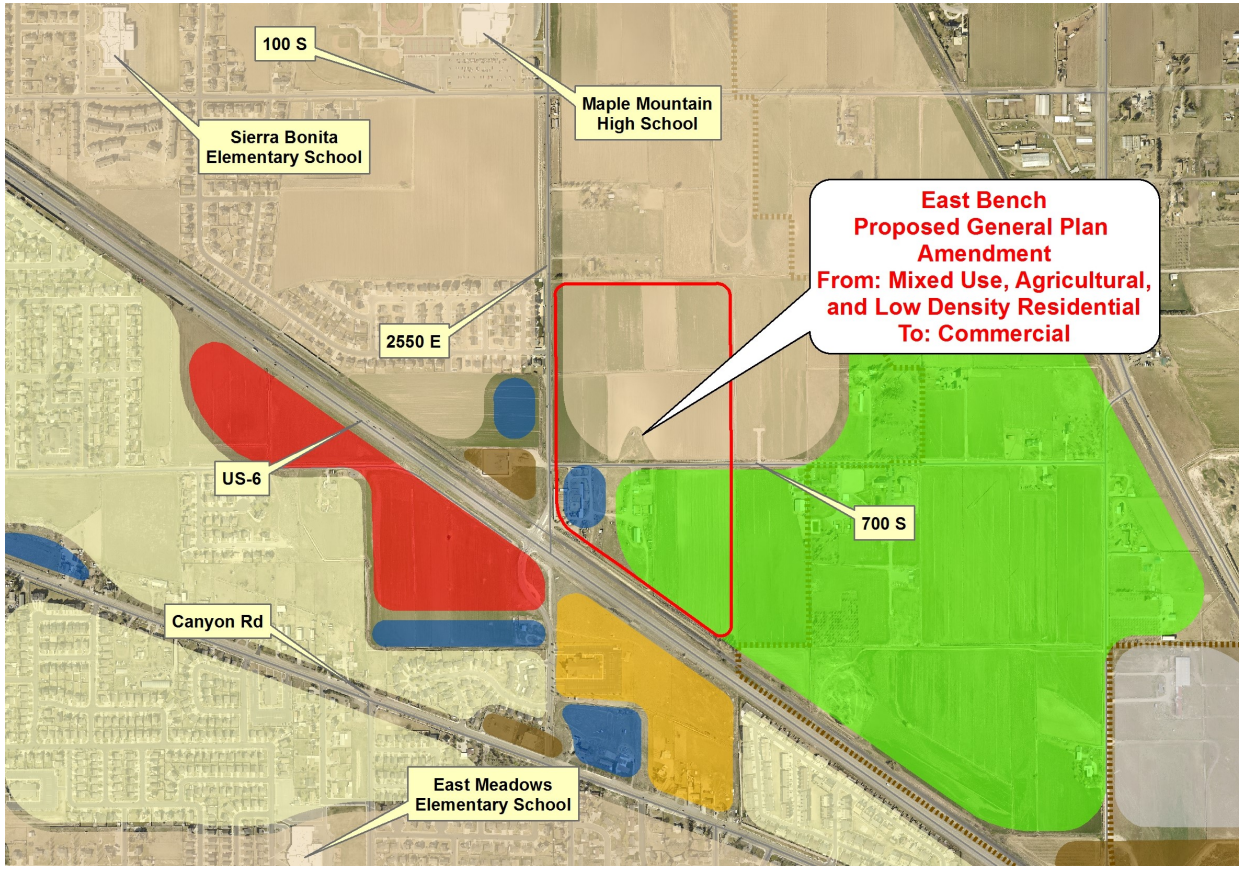
# East Bench General Plan Amendment




File Name: East Bench General Plan Amendment

Applicant: Merrillyn Hallam Clark

Number of Lots: Not Applicable

Address: 2550 East 700 South

Application Date: 06/23/2016

General Plan Amendment

66 Acres

File #: 16-000718

Permit #: GP16-000002

Application Approved: Pending

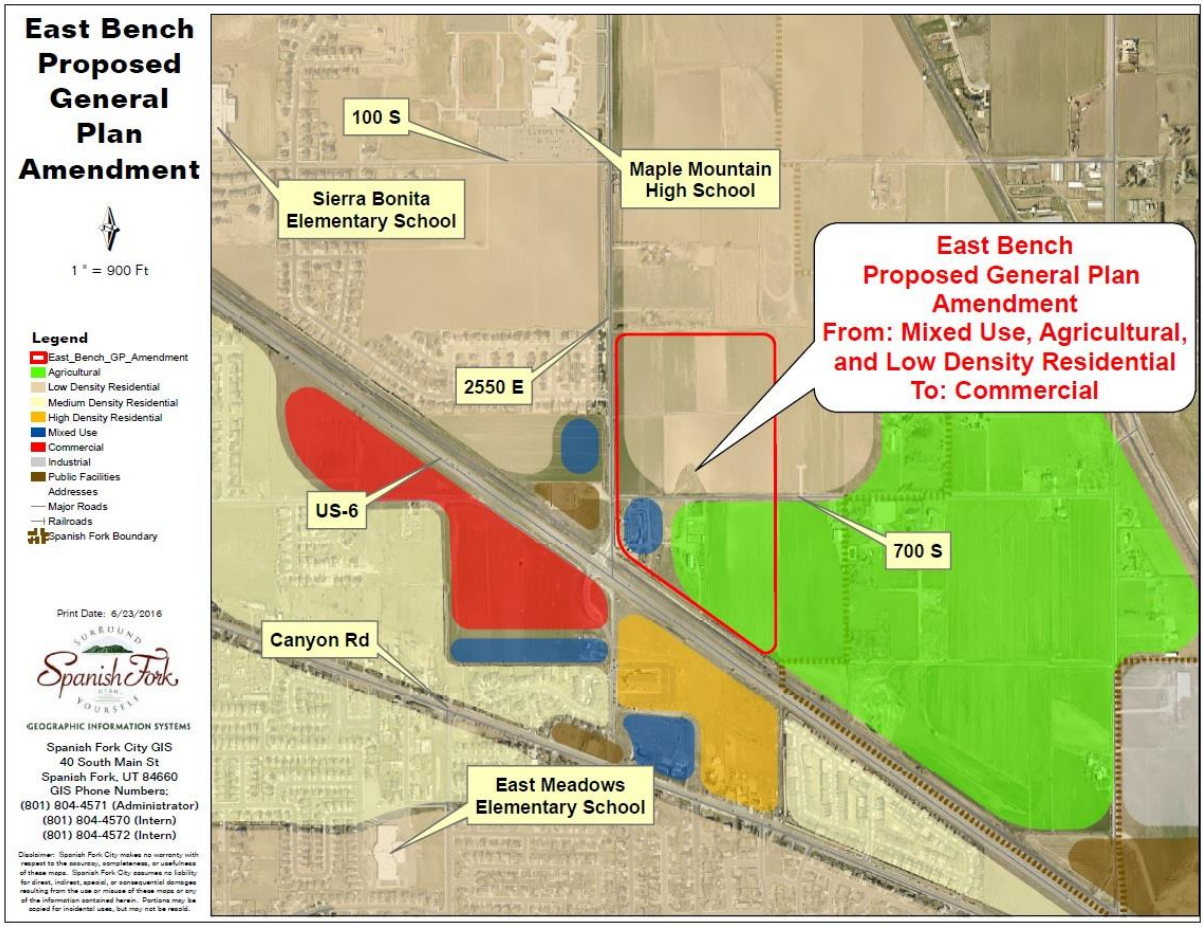
TO: Spanish Fork City Planning Commission

FROM: Dave Anderson, Community and Economic Development Director

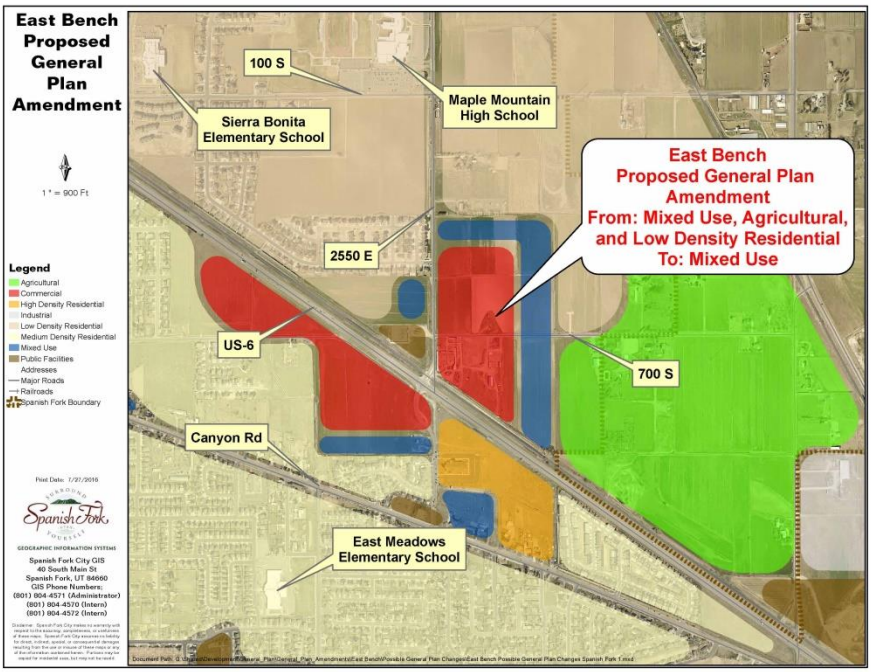
DATE: July 29, 2016

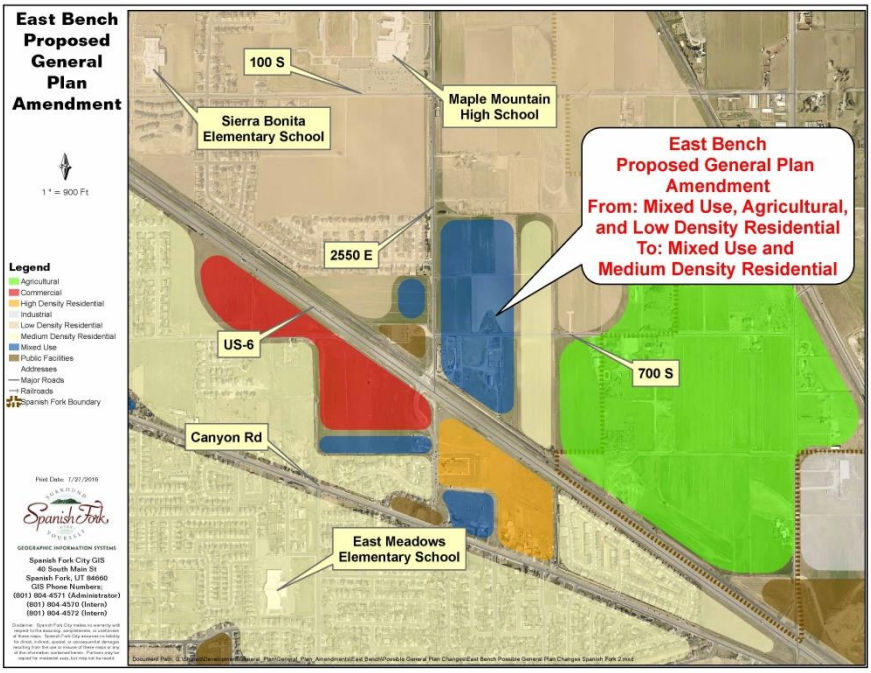
RE: Proposed General Plan Update

Merrillyn Hallam Clark has proposed to change the General Plan designation for property located on the northeast corner of 2550 East and US Highway 6 as is described on the following image:



Staff has reviewed the request and supports the concept of having nonresidential uses at intersections like 2550 East and US Highway 6. Staff also acknowledges there are several ways to represent this concept on the General Plan Map and offers the following exhibits as examples of other options that the Commission may wish to consider:




The Development Review Committee reviewed this proposal in their July 27, 2016 meeting and recommended that it be approved, draft minutes from that meeting read as follows:

East Bench General Plan Amendment
Applicant: Merrillyn Hallam Clark
General Plan: Mixed Use, Medium Density Residential, Agricultural current, Commercial proposed.
Zoning: R-R and R-1-15
Location: 2550 East 700 South

Dave Anderson stated the proposal is pretty straight forward. On the northeast side of 2550 East and Highway 6, the applicant is proposing to amend the General Plan from Mixed Use, Low Density Residential and Agricultural to Commercial Use.

Dave Anderson suggested modifying the proposed General Plan Amendment to accommodate Commercial Use with a border of Mixed Use as a buffer. Another suggestion for designation is Mixed Use with High Density Residential to the east. Dave Anderson stated there are approximately 70 acres involved. To relate that to another project and understand the size of the proposal he stated the Canyon Creek Commercial development is about that size.

Seth Perrins stated residents are not well served to have commercial and retail segregated and only in certain areas. It will serve the residents well to have the commercial uses spread throughout the community. The sheer size of the proposal is a little large but he likes the idea of having some mixed uses in that area of town.

Junior Baker **moved** to recommend approval to the City Council of the East Bench General Plan Amendment from Mixed Use, Low Density Residential and Agricultural to Commercial Use with a border of Mixed Use as a buffer.

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

TO: Spanish Fork City Planning Commission

FROM: Dave Anderson, Community and Economic Development Director

DATE: July 29, 2016

RE: Proposed General Plan Update

Accompanying this memorandum is a draft map and narrative that contain changes to the City's General Plan that staff would like to discuss with the Commission. In fact, a public hearing has been scheduled for this proposal for the Commission's August 3 meeting.

Please feel free to contact me if you would like to discuss any of the changes represented in this proposal before your August 3 meeting.

attachments: proposed 2016 draft General Plan text and map

# Spanish Fork City Land Use Element of the General Plan

DRAFT

2016

Adopted

# 2011 Land Use Element

Work on this edition of the Land Use Element started in January of 2010 and ended with the Plan's adoption in April of 2011. Spanish Fork City extends it's thanks to the following individuals for their effort in preparing this document:

Elected Officials
Mayor G. Wayne Andersen
Councilman Steve Leifson
Councilman Rod Dart
Councilman Richard Davis
Councilman Jens Nielson
Councilman Kier Scoubes

Appointed Officials
Chairman Michael Christiansen
Commissioner Del Robins
Commissioner Shane Marshall
Commissioner Dave Stroud
Commissioner Rick Evans
Commissioner Tyler Cope
Commissioner Brad Gonzales

Staff
City Manager Dave Oyler
Community Development Director Dave Anderson
Assistant City Engineer Trapper Burdick
City Surveyor Jered Johnson
Assistant City Attorney Jason Sant
Planning Department Secretary Shelley Hendrickson
Planning Department Intern Dave Munson

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## I. Introduction

The Land Use Element of the General Plan is a state-mandated document that represents the long-range vision for the development of the City. It can also be said that the Land Use Element is an official collection of the City's major policies concerning future physical development. The Element states the City's objectives in terms of goals and policies. The policies outlined in the document are expressly designed to achieve the plan's goals.

The Element is more than a colored map indicating what is to be done with each parcel of land; it is an outline of the goals and policies that the citizens and government officials want for their community. When evaluating proposals, decision makers refer to the Element to measure whether the proposal achieves the goals prescribed therein. The document is forward looking in that it projects the vision for the community at buildout. As Spanish Fork City may not achieve buildout for many decades, the document must be periodically updated to reflect the City's current vision for its future.

This version of the General Plan was prepared throughout 2010 and was adopted by the City Council in 2011. It is anticipated that the program described in this document will be pursued through 2016 when the document will be updated again. More specifically, it is expected that the following policies will be implemented between 2011 and 2016:

- Develop an area plan to promote the development of a transit oriented development surrounding the planned Center Street I-15 Interchange.
- Create an area plan to promote development in the vicinity of the Salem/Benjamin I-15 Interchange.
- Develop a comprehensive strategy for City improvements so as to develop a recognizable character and identity throughout the City.
- Adopt standards for hillside development or properties that otherwise have steep slopes.
- Adopt maximum block length requirements, guidelines for phasing and other standards to require new development to create a network of local streets that ensures a high level of connectivity.
- Develop a comprehensive code enforcement program to address nuisances and other zoning violations in the City's neighborhoods.
- Implement form based zoning to more effectively integrate commercial uses in close proximity to residential areas.
- Adopt a set of design standards for non-residential development in Spanish Fork.
- Develop a corridor access management plan for State Road 164 in the vicinity of the Salem/Benjamin I-15 Interchange.
- Provide more detailed provisions in the City's Transportation Element to promote the development of trails and other routes for non-motorized vehicles.
- Collaborate with the Chamber of Commerce to develop specific goals and policies to incorporate into a Main Street area plan.
- Adopt design standards to ensure that development at the Airport is compatible with the City's long term vision for that facility.
- Adopt an area plan for the River Bottoms area.

The accompanying Land Use Map is intended to serve as a visual depiction of the land use patterns and land use arrangement that the City envisions for the community at buildout. It is understood that the City will not reach buildout for many decades and that it is not immediately appropriate to zone all properties in conformity to the Land Use Map. The vision portrayed by the map will be implemented incrementally over time. As opportunities to zone various areas of the City arise, current conditions will be evaluated to determine whether zoning should conform to the Land Use Map at that time.

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## II. Land Use Policies

### A. Growth Management Policies

**Goal A.1: To provide for an orderly and efficient expansion of Spanish Fork.**

Policies:

A.1.1 Allow urban residential and industrial land uses only within the adopted Growth Management Boundary.
A.1.2 The Growth Management Boundary should be evaluated based on the amount of land within the Boundary, the City's ability to provide services outside the Boundary and the cost of providing those services outside the Boundary.
A.1.3 Review the Boundary each January to determine if changes are warranted based upon recent growth trends.
A.1.4 Allow new annexations of properties within the Growth Management Boundary where all urban services can readily be provided.
A.1.5 Deny proposed annexations on properties outside the Growth Management Boundary except in cases where environmental, open space or safety concerns can better be managed if the property is within the City limits.
A.1.6 Entertain proposed changes to the Land Use Element biannually, each January and July.
A.1.7 When reviewing and designing potential developments, consider the impact they may have on the character of the surrounding area.
A.1.8 Require that all implementing ordinances (i.e., zoning and subdivision regulations) be consistent with the General Plan.
A.1.9 Allow development to occur only in areas where adequate streets, public facilities and services exist or where the developer will provide them. Do not approve developments that would be served by localized sewer lift stations.
A.1.10 Collect Impact Fees to ensure that growth is not being subsidized by tax payers.
A.1.11 Develop an area plan to promote the development of a transit oriented development surrounding the planned Center Street I-15 Interchange.
A.1.12 Create an area plan to promote development in the vicinity of the Salem/Benjamin I-15 Interchange.
A.1.13 Develop a comprehensive strategy for City improvements so as to develop a recognizable character and identity throughout the City.

**Goal A.2: To manage development which is compatible with certain environmental limitations in the area.**

Policies:

A.2.1 Severely restrict development within the Zones A and X of the Spanish Fork River and any other open channels to minimize potential damage and loss should a flood occur.
A.2.2 Require soils tests prior to any development.
A.2.3 Adopt standards for hillside development or properties that otherwise have steep slopes.

**Goal A.3: To provide high quality, stable residential neighborhoods.**

Policies:

A.3.1 Protect residential neighborhoods from commercial and most other non-residential uses through the uses of walls, landscaping, and setbacks appropriate to the use.

A.3.2 Design local streets in residential areas with discontinuous, but well connected, patterns to discourage through traffic.

A.3.3 Adopt maximum block length requirements, guidelines for phasing and other standards to require new development to create a network of local streets that ensures a high level of connectivity.

A.3.4 Develop a comprehensive code enforcement program to address nuisances and other zoning violations in the City's neighborhoods.

A.3.5 Designate areas for the development of residential neighborhoods with single-family homes on lots that are 15,000 square feet and larger.

A.3.6 Designate areas for the development of contemporary apartment complexes.

**Goal A.4: To provide a range of housing types and price levels in the City.**

Policies:

A.4.1 Allow a variety of lot sizes and housing types throughout the City.

A.4.2 Allow residential development projects that provide superior design features and amenities to be developed at the high end of the density ranges as shown on the General Plan Map.

A.4.3 Improve the diversity of the City's housing inventory by increasing the number of both low density and apartment developments.

**Goal A.5: To ensure that adequate open space, buffering, and landscaped areas are provided in new developments.**

Policies:

A.5.1 Follow the City's Parks and Recreation Element when planning and designing new developments.

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## B. Commercial Goals and Policies

**Goal B.1: To provide conveniently located commercial areas to serve the residents of Spanish Fork and to expand the City's sales tax base.**

Policies:

B.1.1 Plan for a hierarchy of commercial areas within the City to meet neighborhood, community and regional needs.
B.1.2 Plan for new commercial areas as nodes or centers, and not as a series of unrelated, freestanding businesses.
B.1.3 Limit points of access onto streets in commercial areas in accordance with the City's Transportation Element of the General Plan.
B.1.4 Plan for secondary vehicular and pedestrian access from commercial to residential areas where practical to do so.
B.1.5 Require sidewalks at the time of new construction or expansion of existing commercial uses for the full frontage of the parcel.
B.1.6 Restrict the size of neighborhood commercial areas to minimize the impact on the residential character of the area.
B.1.7 Preserve locations for community level commercial areas at major intersections.
B.1.8 Require community level and regional level commercial centers to be developed as integrated projects with shared parking, common architectural styling, landscaping, and signage.
B.1.10 Allow a mixture of General Commercial and Light Industrial uses to locate in the North Main Street area between Interstate 15 and 1600 North.
B.1.11 Adopt design standards that require non-residential buildings to orient to public rights-of-way or require other measures to ensure that right-of-way facing elevations are visually interesting and appealing.

**Goal B.2: To provide opportunities and locations for small commercial operations and offices which are compatible with residential uses.**

Policies:

B.2.1 Allow small office complexes to develop in similar locations as neighborhood commercial areas.
B.2.2 Allow home occupations in all residential areas if they have no exterior evidence of their existence and the use is compatible with the residential environment.
B.2.3 Implement form based zoning to more effectively integrate commercial uses in close proximity to residential areas.

**Goal B.3: To develop visually attractive commercial centers that help create a distinct sense of place in Spanish Fork.**

Policies:

B.3.1 Adopt a set of design standards for non-residential development in Spanish Fork.

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## C. Industrial/Employment Policies

**Goal C.1: To provide a variety of employment opportunities for the residents of Spanish Fork and the surrounding area.**

Policies:

C.1.1 Continue to develop the northern part of the community with Light Industrial uses. Prohibit residential development in these areas.

C.1.2 Attempt to maintain an adequate supply of industrial land in appropriate areas.

C.1.3 Allow industrial development in urban areas on sites where sanitary sewer, storm water management, water, and police and fire protection are available and adequate prior to or concurrent with development.

C.1.4 Require that industrial developments have good access, adequate public facilities and services, suitable topography and soils and minimal impact on surrounding areas.

C.1.5 Minimize the impact of industrial developments on adjacent non-industrial land uses through appropriate landscaping, screening, buffer strips, graduated land use intensity and similar methods.

C.1.6 Encourage master planning for industrial area, including the inclusion of such features as open space, landscaping, signage, traffic control and uniform maintenance through covenants or other property management techniques.

C.1.7 Locate and design new industrial sites and improve existing ones to facilitate access and circulation by transit, car and van pools, pedestrians, bicyclists and other alternative transportation modes.

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## D. Transportation Goals

### Goal D.1: Provide a safe, convenient and efficient system for transporting both people and goods.

Policies:

D.1.1 Follow the provisions provided in the City's Transportation Element.
D.1.2 Develop a corridor access management plan for State Road 164 in the vicinity of the Salem/Benjamin I-15 Interchange.

### Goal D.2: Provide pleasant, safe, and functional non-motorized transportation routes.

Policies:

D.2.1 Follow the provisions provided in the City's Transportation Element.
D.2.2 Provide more detailed provisions in the City's Transportation Element to promote the development of trails and other routes for non-motorized vehicles.

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## E. Main Street Goals and Policies

### Goal E.1: Develop a plan to increase commercial activity through the Main Street corridor.

Policies:

E.1.1 Collaborate with the Chamber of Commerce to develop specific goals and policies to incorporate into a Main Street area plan.

E.1.2 Assign one Planning Commissioner to serve as a liaison to the Chamber of Commerce when developing a Main Street area plan.

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## F. Airport Goals and Policies

### Goal F.1: Protect the Airports ability to operate and expand.

Policies:

F.1.1 Maintain appropriate zoning controls to prevent development on surrounding properties that is not compatible with the operation on the Airport.

F.1.2 Adopt design standards to ensure that development at the Airport is compatible with the City's long term vision for that facility.

F.1.3 Take appropriate steps to annex lands that now surround, or that may surround the airport at some future date.

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## G. River Bottoms Goals and Policies

**Goal G.1: Plan for a variety of land uses in the River Bottoms, including agricultural uses, which will be arranged to maintain the areas character and beauty.**

Policies:

G.1.1 Adopt an area plan for the River Bottoms area.

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## III. Land Use Map Designations

| General Plan Designation | Corresponding Zones |
|---|---|
| | |
| Flood Plain | Overlay |
| Hillsides/Geologic Hazards | Overlay |
| | |
| Agricultural | Exclusive Agriculture |
| | Rural Residential |
| | |
| Estate Density Residential | ~~R-1-80~~ |
| | ~~R-1-60~~ |
| | R-1-40 |
| | R-1-20 |
| | R-1-15 |
| | |
| Low Density Residential | R-1-12 |
| | |
| Medium Density Residential | R-1-9 |
| | R-1-8 |
| | R-1-6 |
| | R-5 |
| | Infill Overlay |
| | |
| High Density Residential | R-3 |
| | R-4 |
| | R-5 |
| | Infill Overlay |
| | |
| Urban Density Residential | R-4 |
| | R-5 |
| | |
| Mixed Use | R-3 |
| | R-4 |
| | R-5 |
| | Urban Village |
| | Residential Office |
| | Commercial Office |
| | Commercial 1 |
| | |
| Commercial | Residential Office |
| | Commercial Office |
| | Commercial 1 |
| | Commercial 2 |
| | Shopping Center |
| | |
| Industrial | Business Park |
| | Light Industrial |
| | Medium Industrial |
| | Heavy Industrial. |
| | |
| Public Facilities | Public Facilities |
| | |

### A. Environmentally Sensitive Uses

1. **Flood Plain.** Those areas along the Spanish Fork River within the 100-year Flood Pain have limited development potential because of the hazards associated with flooding. This designation will be "overlaid" upon the base land use designation with development allowed only in accordance with State and Federal standards.



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2. **Hillsides/Geologic Hazards.** The steeper hillside areas in the extreme southeastern part of Spanish Fork have special limitations due to unstable soils, erosion and landslide potential, and proximity to an earthquake fault line. These areas will require careful site review, special construction standards, and should have reduced density of development because of the higher risk of natural disasters. This designation will be "overlaid" upon the base land use designation.

## B. Residential Land Uses

1. **Agriculture: 1 to 40+ acre parcels.** These are areas where the predominant character is agricultural production, ranchettes, hobby farms, or large lots to accommodate upscale residential units. Streets will be paved, but curb, gutter and sidewalk will not be required. Community water systems and sewer will sometimes be available.

2. **Estate Density Residential: 1 to 2.5 dwelling units per acre**. These are areas that have been designated for the express purpose of creating neighborhoods for single-family detached units at densities that are less than what is found elsewhere in the community. Developments with have full urban services and lots should typically be no less than 100 feet wide.

3. **Low Density Residential: 2.5 ~~1.5~~ to 3.5 dwelling units per acre.** These are areas with predominately single-family detached units. Developments will have full urban services.

4. **Medium Density Residential: 3.5 to 8 dwelling units per acre.** These are areas with mostly single-family detached units and some areas with multi-family units. These areas will usually have somewhat smaller single-family lots, and/or a slightly higher percentage of attached units than are found in the Low Density Residential areas. Developments will have full urban services.

5. **High Density Residential: 9 to 12 dwelling units per acre.** These areas are a mix of single-family detached units and attached dwelling units. The mix of multi-family buildings will be higher in this area than in the Low and Medium areas. Developments will have full urban services.

6. **Urban Density Residential: 12 to 18 units per acre.** These areas are identified specifically for the purpose of accommodating contemporary apartment complexes. These areas will typically be situated to create a transition between non-residential land uses and lower density residential neighborhoods. Areas designated for apartment development should be large enough to allow for the creation of neighborhoods with a broad range of amenities. While areas designated Urban Density Residential may be located outside urban environments, the form of these neighborhoods should have attributes commonly found in urban settings.

## C. Commercial Land Uses

1. **Mixed Use:** These areas provide for a mix of limited residential, retail, personal services, business services and office uses. Residential uses may be permitted when integrated into developments that also contain non-residential uses or at locations where the City has determined it is unfeasible to operate non-residential uses. Mixed Use developments typically serve as a transition between more intense commercial areas and residential land uses. They can also be used in certain areas to allow residential conversions to office use, subject to site and architectural review criteria. Parts are intended to promote and maintain the character of a pedestrian-oriented retail district. Building orientation should strongly encourage pedestrian use by having buildings close to the street. The architectural style of new or remodeled buildings shall be consistent with the area.

2. **Commercial:** These areas provide a wide range of commercial uses designed to serve neighborhood, community, and regional needs. Uses may be freestanding or integrated in a center.

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## D. Industrial Uses

1. **Industrial:** These areas accommodate employment related uses including large scale campus style development, administrative and research companies, offices, laboratories, manufacturing, assembling, warehousing, and wholesale activities. Associated office and support commercial uses are allowed. Uses that emit moderate amounts of air, water or noise pollution may be considered as conditional uses. Residential uses are not allowed.

## E. Other Uses

1. **Public Facilities:** Public facilities are properties and structures that are owned, leased or operated by a governmental entity for the purpose of providing governmental services to the community. Some of these services are necessary for the efficient functioning of the local community, and others are desired services which contribute to the community's cultural or educational enrichment. In either case, public properties and buildings represent important components of the community's quality of life.

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## IV. Moderate Income Housing Element

### A. Introduction

Moderate income housing has become a state-wide concern in Utah. To address this concern, the state has directed municipalities to adopt plans for "housing occupied or reserved for occupancy by households with a gross household income equal to or less than eighty percent (80%) of the median gross income for households of the same size in the county in which the city is located." These plans are required to include:

1. an estimate of the existing supply of moderate income housing located within the city;
2. an estimate of the need for moderate income housing located within the city;
3. an estimate of the need for moderate income housing in the city for the next five years as revised biennially;
4. a survey of total residential land use;
5. an evaluation of how existing land uses and zones affect opportunities for moderate income housing; and
6. a description of the city's program to encourage an adequate supply of moderate income housing (Utah Code 10-9a-103).

These requirements are shown below. With the Utah County median annual income being $65,100 (HUD), the eighty percent (80%) baseline would be set at $52,080 annually. Using this and the Affordable Housing Model from Mountainland Association of Governments, we will determine the need for and availability of moderate income housing in Spanish Fork City.

| Figure 1 – Affordable Housing Supply & Affordability Gap by HUD AMI – Spanish Fork (May 2010) | | Affordable Shelter Cost | | | Number of Households (2010) | Number of DU (2010) | Affordable Housing Supply | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Owned | | Rent | | | Current (2010) | 5 Years (2015) | 10 Years (2010) |
| | | Single-family | Multi-family | | | | | | |
| 30% of Median | Up to $19,530 | $77,000 | $54,000 | $488 | 1,112 | 5 | (1,107) | (1,318) | (1.541) |
| fifty percent (50%) of Median | Between $19530 and $32,550 | $131,000 | $108,000 | $814 | 940 | 417 | (523) | (669) | (823) |
| sixty percent (60%) of Median | Between $32,550 and $39,060 | $159,000 | $136,000 | $977 | 490 | 989 | 499 | 482 | 466 |
| eighty percent (80%) of Median | Between $39,060 and $52,080 | $213,000 | $190,000 | $1,302 | 1,051 | 2,722 | 1,671 | 1,682 | 1,697 |
| Median | Between $52,080 and $65,100 (median) | $268,000 | $245,000 | $1,628 | 1,037 | 2,386 | 1,349 | 1,337 | 1,327 |
| 120% of Median | Between $65,100 and $78,120 | $322,000 | $299,000 | $1,953 | 906 | 784 | (122) | (233) | (350) |

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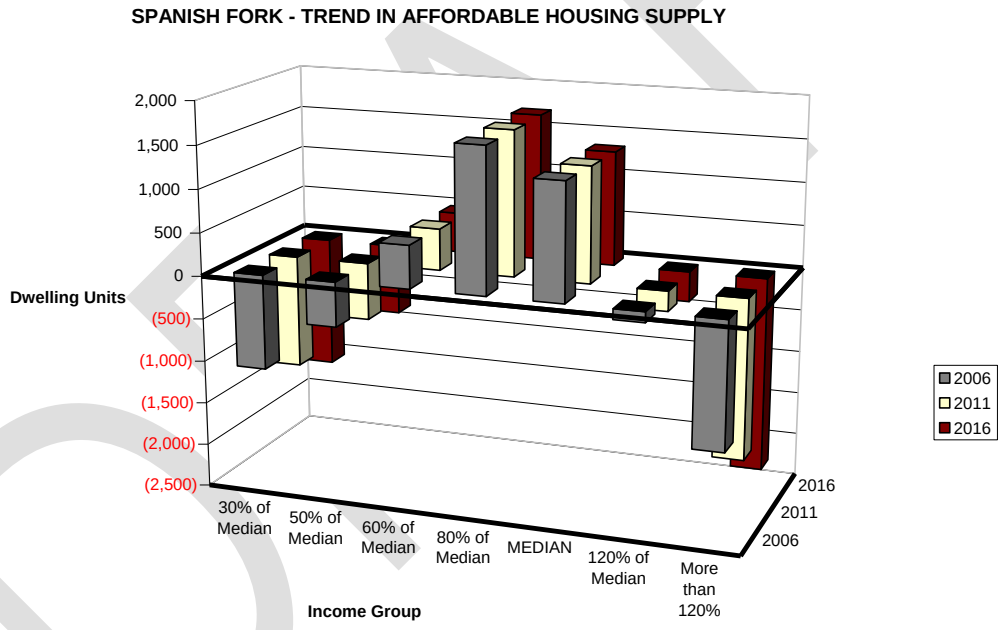
| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **More than 120%** | More than $78,120 | | | | 2,451 | 982 | (1,469) | (1,858) | (2,269) |
| **Total** | | | | | 7,988 | 8,285 | 297 | (577) | (1,494) |

## B. Estimate of Existing Supply

According to our Model, using 2007 data from the County Assessor's Office and 2006 data from the Utah State Tax Commission, Spanish Fork City has 1,501 families earning between sixty-one percent (61%) and eighty percent (80%) of median gross income, and 2,722 dwelling units in their price range, for a surplus of 1,671 units. The City also has a surplus of 499 units for those earning sixty percent (60%) of median gross income, for a total surplus of 2,170 affordable units or 26% of the existing units in the City (see Fig. 1).

The Model shows a bell-shaped trend, where those with both the highest and the lowest incomes have a deficit of housing and those in the middle have a surplus (see Fig. 2). The model shows these trends becoming more pronounced in the future.

Figure 2




| | 30% of Median | 50% of Median | 60% of Median | 80% of Median | MEDIAN | 120% of Median | More than 120% |
|---|---|---|---|---|---|---|---|
| 2006 | (1,107) | (523) | 499 | 1,671 | 1,349 | (122) | (1,469) |
| 2011 | (1,318) | (669) | 482 | 1,682 | 1,337 | (233) | (1,858) |
| 2016 | (1,541) | (823) | 466 | 1,697 | 1,327 | (350) | (2,269) |

## C. Estimate of the Need for Moderate Income Housing for the Next Five Years

Spanish Fork City has experienced unprecedented growth during the last decade. That growth is expected to continue as development and annexation allow more people to move into the City. As this growth continues, the City anticipates taking steps to ensure that people of all income groups will have the ability to live in Spanish Fork City.

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The Model shows that housing for those earning eighty percent (80%) of median gross income is the City's largest group, and it is expected to continue to grow over the next five years. The surplus for those earning sixty percent (60%) of median gross income is expected to shrink, but will still remain in five years.

However, as mentioned above, the predictions of the model show current trends becoming more pronounced, in that the deficits of housing for the lowest income groups will become more pronounced, as will the deficits for those in the highest income groups.

## D. Survey of Residential Land Uses

Spanish Fork City has thirteen residential land use districts, one residential overlay district, and two commercial districts which allow residential uses.

The Exclusive Agriculture (A-E) and Rural Residential (R-R) zones are intended for single-family homes on large lots with animal rights that are generally used for farming. While the A-E zone is intended for the areas with soils most conducive to farming and areas that may have limitations on other types of development such as floodplain issues, the R-R zone also functions as a holding zone for areas that may be developable in the future.

The R-1-80, R-1-60, R-1-40 and R-1-30 zones are intended for large-lot, single-family homes that are in a rural atmosphere and may have animal rights.

The R-1-20, R-1-15 and R-1-12 zones are for low-density single-family neighborhoods with a suburban feel. Though the lots on these properties are still fairly large, they do not qualify for animal rights.

The R-1-9 and R-1-8 zones provide for a medium-density, single-family suburban atmosphere.

The R-1-6 zone provides for a medium-high density, single-family atmosphere. In certain situations, more than one single-family home can be allowed per lot, as will be explained below. Most of the original plat of the City is zoned R-1-6.

The R-3 zone is the highest density zone in the City, and allows for single-family development. In certain situations, more than one single-family home or multi-family housing can be allowed on a lot, as will be explained below. The R-3 zone is mostly located within the blocks surrounding the commercial areas along Main Street and a few other areas in the City.

The Residential Office (R-O) zone is a mixed-use zone that allows for both residential and office uses. In this zone, single-family homes (including more than one home per lot) and duplexes are allowed.

The In-Fill Overlay (I-F) zone can be applied to projects in the R-1-6 and R-3 zones. In the R-1-6 it will allow for more than one home per lot, while in the R-3 zone it allows for twin homes, duplexes, triplexes and fourplexes. The I-F zone requires that developments conform in materials and style to the surrounding neighborhood.

The Commercial Downtown (C-D) zone allows for residences above the first floor of a commercial building.

The Urban Village (C-UV) zone allows for multi-family housing along with commercial and other uses. It is intended to create areas that have mixed uses and where people would be able to walk for their daily needs instead of driving.

In addition, the City has a Master Planned Development ordinance that allows developers to develop at a higher density and with a greater mix of residential types in return for various amenities including "design features, architectural style, open space (including parks and trails), conservation elements, landscaping features, and recreational facilities." Master Planned Developments are a Conditional Use (meaning that they must apply for a

Conditional Use Permit) in all residential zones except for the A-E, R-R and R-O zones, where they are not permitted.

## E. Evaluation of How Existing Land Uses Affect Opportunities for Moderate Income Housing

Spanish Fork City's land use regulations permit diverse land uses that include single-family, multi-family, and rental units at a wide range of prices throughout the City. The Model indicates that the City has a surplus of affordable units that fit all of these categories. Although there are not many options for those earning less than fifty percent (50%) of median gross income, Spanish Fork City staff does not believe that this is due to zoning; there are a number of developable properties in all zones, including those that would be most conducive to moderate income housing. The lack of development in these areas is due to market conditions and is beyond the control of the City.

## F. The City's Program to Encourage an Adequate Supply of Moderate Income Housing

Spanish Fork City has pursued a number of routes to provide moderate income housing. The I-F zone is a recent effort to allow for higher-density, more affordable housing that will blend into neighborhoods, preserving property values and removing the negative stigma of affordable housing. The City has worked with Habitat for Humanity, which has been building in the area. Spanish Fork City also is home to 70 rent-subsidized units scattered throughout the City, where the Housing Authority of Utah County helps needy citizens to pay their rent. The City is also currently discussing the viability of accessory apartments in various parts of the City. Through these and other efforts, Spanish Fork City has provided a surplus of moderate income housing units, a surplus which has grown since our last General Plan was adopted. The City will continue to follow these practices in order to provide affordable housing for its citizens.

## G. Goals and Policies for Moderate Income Housing

### Goal G.1: Continue to encourage affordable housing in Spanish Fork City.

Policies:

G.1.1 Encourage the use of Master Planned Developments to provide a mix of lot and home sizes and home types (townhomes, twin homes, accessory apartments and single-family detached homes) in residential zoning districts.
G.1.2 Continue to provide HOME funds to the Housing Authority of Utah County to encourage 30-fifty percent (50%) AMI housing and removing barriers that block affordable housing.
G.1.3 Continue to allow manufactured homes in all residential zones throughout the City.
G.1.4 Continue to allow accessory apartments (basement, mother-in-law) in the R-3 and R-1-6 zoning districts.

### Goal G.2: Encourage developments that target special groups like the elderly, disabled persons, and others people with special needs.

Policies:

G.2.1 Provide HOME funds to the Housing Authority of Utah County encouraging them to fund 30-fifty percent (50%) AMI housing and removing barriers that block affordable housing for all individuals.

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## V. Land Use Map

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# Spanish Fork General Plan 2016

1 " = 3,400 Ft

## Legend

- Agricultural
- Commercial
- Floodplain (FLOODWAY)
- Industrial
- Estate Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Urban Density Residential
- Mixed Use
- Public Facilities
- I-15
- Other Roads
- Major Roads
- Spanish Fork Boundary

Print Date: 7/29/2016

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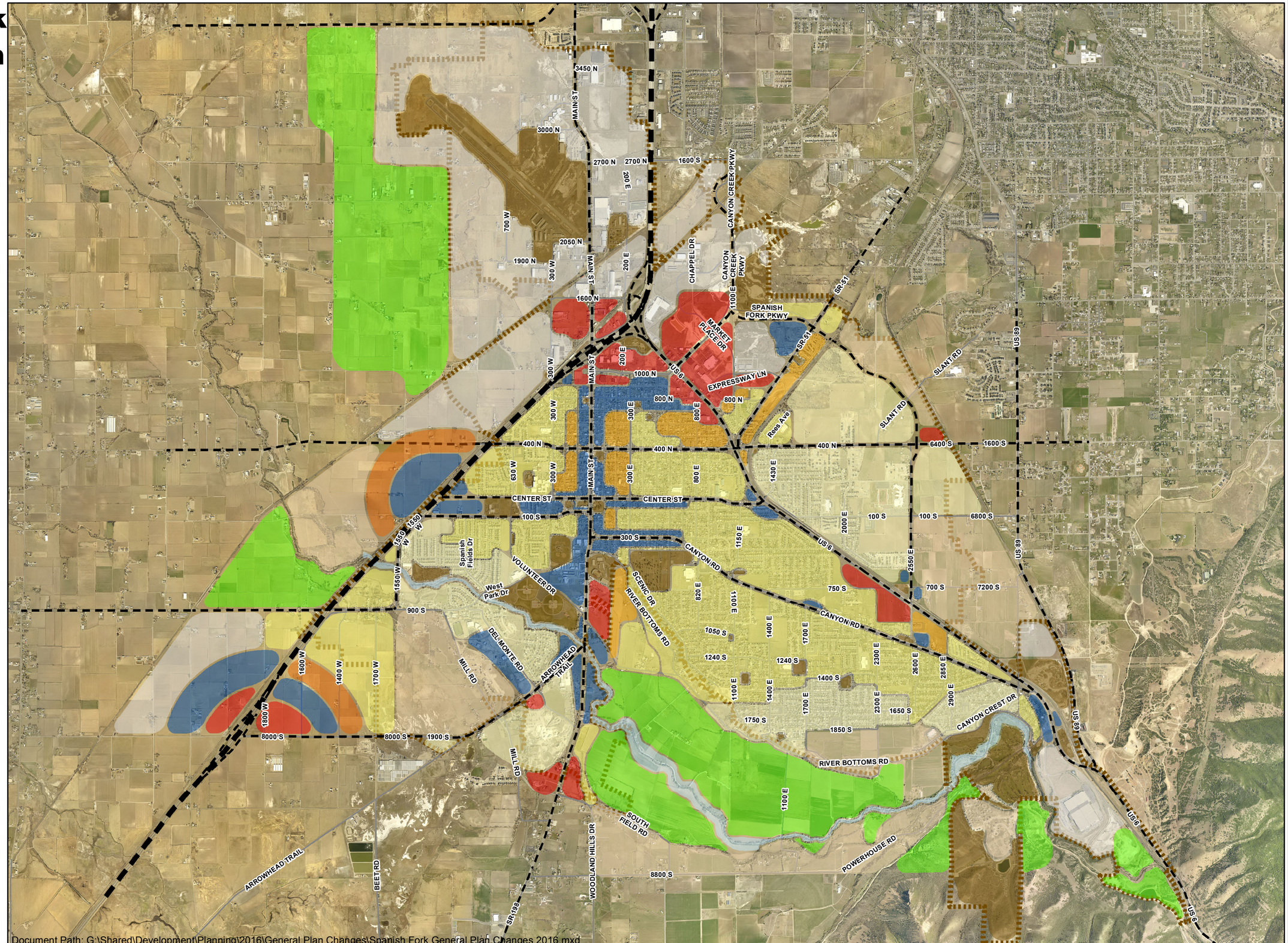


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