



Wednesday, May 5, 2021
Development Review Committee

DEVELOPMENT REVIEW COMMITTEE AGENDA

PUBLIC NOTICE is hereby given that the Development Review Committee of Spanish Fork, Utah, will hold a regular meeting in the City Council Chamber at the Spanish Fork City Office Building, 40 South Main Street, Spanish Fork, Utah, commencing at 10:00 a.m. This meeting is not available to attend virtually.

1. Approval of Minutes

Subject **A. March 31, 2021**

Meeting May 5, 2021 - Development Review Committee

Category 1. Approval of Minutes

Access Public

Type Action, Minutes

File Attachments
[draftminutes.drc.3-31-2021.pdf \(1,169 KB\)](#)

Subject **B. April 21, 2021**

Meeting May 5, 2021 - Development Review Committee

Category 1. Approval of Minutes

Access Public

Type Action, Minutes

File Attachments
[draftminutes.drc.4-21-2021.pdf \(434 KB\)](#)

2. Site Plan

Subject **A. RRBC PLAT A LOT 3. The proposal involves commercial development of one lot with two buildings of the RRBC Commercial Subdivision located at approximately 709 East 800 North.**

Meeting May 5, 2021 - Development Review Committee

Category 2. Site Plan

Access Public

Type Action, Discussion

File Attachments
[report.rbcplatalot3.5-5-2021.pdf \(2,662 KB\)](#)

Subject **B. SR-51 SPANISH FORK PARKWAY ROAD WIDENING. The proposal involves widening of State Road 51 at the Spanish Fork Parkway intersection.**

Meeting May 5, 2021 - Development Review Committee

Category 2. Site Plan

Access Public

Type Action, Discussion

File Attachments
[plans.sr-51spanishforkparkway.4-14-2021.pdf \(10,857 KB\)](#)

3. Title 15 Amendments

Subject **A. TITLE 15 AMENDMENTS.**

Meeting May 5, 2021 - Development Review Committee

Category 3. Title 15 Amendments

Access Public

Type Action, Discussion

File Attachments
[memo.adu.4-28-2021.pdf \(693 KB\)](#)

4. Adjourn

Draft Minutes
Spanish Fork City Development Review Committee
March 31, 2021

Staff Members Present: Chris Thompson, Public Works Director; Seth Perrins, City Manager; Dave Anderson, Community Development Director; Brandon Snyder, City Planner; Walter Bird, Assistant City Attorney; Jake Theurer, Electric Superintendent; Tom Cooper, Electric Utility Planner; Michael Clark, Staff Engineering; Jered Johnson, Engineering Division Manager; Bart Morrill, Parks Maintenance Supervisor; John Little, Chief Building Official; Shelley Hendrickson, Engineering Division Secretary; Kimberly Brenneman, Community Development Secretary; Jessica Burdick, Building Inspection Division Secretary.

Citizens Present:

Chris Thompson called the meeting to order at 10:00 a.m.

GENERAL PLAN AMENDMENT

I-15 West General Plan

Dave Anderson noted the proposal is to amend the General Plan in the I-15 West area to Low Density Residential. It's not currently annexed into the City yet, but it's a big area with a lot of property owners.

Dave Anderson **moved** to recommend the proposed I-15 West General Plan Amendment be approved.

John Little **seconded** the motion. The motion **passed** with one nay. Seth Perrins stated this is the first he's seen of this proposal and he is hesitant to vote on it.

2700 North Interchange General Plan

Dave Anderson stated this proposed amendment came up because of the new I-15 Interchange. Currently the area is designated Industrial and the proposal is to amend the General Plan for this area to Mixed Use.

Seth Perrins stated he is comfortable with this amendment as he has seen it, and discussed it already.

Andy Spencer from Woodbury addressed the DRC and noted that Woodbury, Springville and Spanish Fork City are working together in this area for some different projects and uses. Woodbury would like to make sure this General Plan Amendment won't cause their desired use to be unwanted or not allowed.

Dave Anderson stated that nothing we're talking about today will stop them in the future.

Seth Perrins agreed that this should not be a cause for concern. This is just a proactive move as described, to limit and eliminate the Industrial uses that the City won't want in that area. Seth added that he likes this idea and this is a good move.

Jered Johnson suggested adding a Public Facilities designation at the new sewer treatment plant location.

Seth Perrins **moved** to recommend approval of the 2700 North Interchange General Plan Amendment with the additions that the area of land owned by Spanish Fork City, slated for the sewer plant, located south and west of the pole yard, and the substation across the street from the sewer plant, be zoned Public Facilities.

Dave Anderson **seconded** the motion. The motion **passed with** all in favor.

ZONE CHANGE

2700 N Interchange Zoning

Dave Anderson stated this Zone Amendment is to change the area for the new 2700 North Interchange zone from I-1 to a combination of Business Park and Commercial 2, with the understanding that the Business Park designation is a sort of holding pattern for now.

There was discussion regarding the area and the future need for more professional office space in the City, and the fact that the BP zone could be changed in the future, but it's a good designation now, so we don't miss out on anything in the future.

Chris Thompson said the sewer treatment plant and substation should be zoned PF and included in this motion as well.

Seth Perrins stated that we can't add those into this motion because this was a noticed agenda item and those not included on the notice. We can't act if it wasn't noticed for.

Walter Bird said he agrees, it should be done separately.

Seth Perrins moved to recommend the 2700 North Interchange Zone Amendment, from I-1 to BP and C2 designations, as shown on the map, be approved.

Jered Johnson seconded and the motion passed all in favor.

Johnson 400 East

Brandon Snyder stated this Zone Amendment is for the area by Quick Quack Car Wash. The proposal is to go from R-1-6 to C2. Brandon explained that Quick Quack want to expand to the south. He discussed the concern of some boundary line issues. The residence at 375 East is not included in this proposal, but staff have recommended the applicant reach out to them to see if they can add their property to this proposal.

Seth Perrins asked what the residence at 375 East will do with their backyard. The applicant explained that they are purchasing the Johnson property, located at 391 East. The entire property north of the two homes is the Johnson's property, the Davies have just been using the land as their backyard. They will still be able to use the backyard when Quick Quack owns it. And he added that he is willing to talk with the Davies about adding their property to this proposal.

Dave Anderson agrees that the applicant should talk to the Davies, but the property is not officially the Davies'.

The applicant then discussed their plan of extending the car wash tunnel 10 feet beyond the vacuums so sound will be further limited. He stated they're trying to be proactive. It's a win-win because the car wash will have better access, and it will be quieter.

There was discussion regarding the history of the property, and the sound issues being lessened with this project.

Brandon Snyder feels the property could be zoned C1 or C2. And Dave Anderson feels C1 would be less intense, but would this use fit?

The applicant noted that they were hoping for C2 zoning for the property with the car wash, but the parcel south of that should allow for options for the future owner.

Dave Anderson noted the southern parcel should be C1 and the northern parcel should be C2.

There was discussion as to whether the proposed new access will work and whether there needs to be a cross-access agreement.

The applicant noted the house at 391 East might stay a residence.

Dave Anderson stated that the owner of Quick Quack Car Wash must provide the right of a future developer of the southern parcel to have access off of 400 East.

Seth Perrins asked about the 10-foot sound wall and whether it will still be required.

Dave Anderson said the ordinance requires a wall on the property, however, maybe not a 10-foot wall. But we should do whatever we can to not impact the neighborhood with sound.

Seth Perrins **moved** to recommend approval of the Johnson 400 East Zone Change with the findings that it allows for the Quick Quack use and provides for some continued use of the property until they change.

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

MTECH

Dave Anderson noted the proposal is to go from BP to PF. He added this Zone Amendment came up with Del Monte Townhomes and the concerns from residents as to what could happen with the MTECH property in the future if MTECH leaves. Dave suggests zoning the property PF. That would allow MTECH to do what they want, and also send a signal to the neighborhood that there will be an educational use on that property into the future. And, if those uses change, there would be a process we'd have to go through.

Jered Johnson disclosed he lives in this area. He added that he supports this Zone Amendment.

Seth Perrins feels this is a good move.

Seth Perrins **moved** to recommend approval of the MTECH Zone Change, from BP to PF, with the findings that the zone allows for its current use, and it clearly delineates how we

see the property will be used for a long time, and that it creates a public process for any future changes.

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

Fritzi

Dave Anderson stated this zone amendment is straight forward. Currently the area from the old Del Monte cannery property to the current Sunroc site is zoned Light Industrial. The proposal is to zone the entire area as RR, which is another holding zone. We want to take the possibility of having industrial uses off of the table.

There was discussion regarding the current uses and how this amendment will affect that. Dave Anderson stated Walt and Vaughn will need to give input. The use has been static for 10 years and if the agreement in place with the current user doesn't give them some special consideration, then they're limited to the use that is there now and cannot expand.

Seth Perrins noted we're just recommending, but this does send the right direction that the industrial use in this area is going away. It's not intended to be industrial. Seth agrees that the use has been there for decades and we're at a stalemate even though there's a development agreement. Nothing significant has happened there for at least 5 years. Seth is fine with this and realizes the land owner will have some opinions, and the City could entertain a different zoning rather than RR.

Dave Anderson then discussed the area of the IFA property and its zoning. It is currently Industrial and we could change that zoning as well so that this entire area could become a suburban residential neighborhood.

Seth Perrins agreed. He loves the IFA site and what they do, but feels the zoning is not correct. He feels we should move toward something on that.

Jered Johnson **moved** to recommend approval of the Fritzi Zone Amendment to RR.

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

SITE PLAN

1400 East Storm Drain Improvements

Jered Johnson discussed this project. It ties the storm drain on 1400 East into the storm drain line.

Jered Johnson **moved** to approve the 1400 East Storm Drain Improvements Site Plan.

Jake Theurer **seconded** and the motion **passed** all in favor.

Powerhouse Road Signal

Jake Theurer **moved** to table the Powerhouse Road Signal Site Plan.

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

CONCEPT REVIEW

Old Dominion Freight Line Trucking

Lindsey Bishop was present and discussed the site on screen.

Chris Thompson discussed the pioneering agreements and the fact that there is one here. The applicant will pay for half the water line and the neighbor will pay for the other half. Any upside for regional needs is paid through impact fees. That applies for half the road plus 13 feet, but the applicant will have to do curb and gutter.

There was further discussion regarding the site, ditch, trail, fencing, lighting, nature of the business, storm drain, and utility improvements.

OTHER BUSINESS

Black Horse Drive HOA

Dave Anderson discussed the HOA space near Black Horse Drive. The HOA can't take care of the HOA space, the ponds etc. They want someone to take it over. He asked what could be done.

Seth Perrins stated the project was approved with the open space.

Bart Morrill said this has come up before and the City wasn't interested in the property before it was developed.

Dave Anderson explained that the City abandoned a utility easement 10 years ago, but not the trail easement. He asked if there is anything the City can do to make it easier for the entire neighborhood to be able to access the space from that easement so it doesn't feel like only one residence owns the entire area. There was no further discussion on this matter.

Power and the Airport Runway Extension

Chris Thompson discussed power in the area of the new Sunroc site and the proposed Old Dominion site, as well as running power in the runway protection zone. He stated we're working on all of that to plan it and how the properties in the area will be serviced.

Dave Anderson noted we might need a navigation easement to stop development where the runway will extend. He didn't anticipate this would be an issue for a while but it probably is something we need to work though. There was discussion.

DR Horton Project

Dave Anderson discussed the DR Horton project at the East of the City. He asked whether we should require a masonry wall where the topography is different.

Mike Clark feels we should enforce the standard, which is anywhere next to a railroad or highway, there has to be a 6' masonry wall.

There was discussion.

Transportation Master Plan

Chris Thompson discussed the realignment of 1600 N and 650 W. He noted the best arterial road heading West would be 1900 North. The Transportation Master Plan will be changed to show this.

There was discussion regarding the roads in the area, their future, and the suggested changes using the site on screen.

Jered Johnson **moved** to adjourn the meeting at 11:49 a.m. All in favor.

Adopted:

Jessica Burdick
Building Inspection Division Secretary

Draft Minutes
Spanish Fork City Development Review Committee
April 21, 2021

Staff Members Present: Chris Thompson, Public Works Director; Dave Anderson, Community Development Director; Brandon Snyder, City Planner; Jake Theurer, Electric Superintendent; Tom Cooper, Electric Utility Planner; Vaughn Pickell, City Attorney; Michael Clark, Staff Engineering; Jered Johnson, Engineering Division Manager; Bart Morrill, Parks Maintenance Supervisor; Dale Robinson, Parks and Recreation Director; John Little, Chief Building Official; Shelley Hendrickson, Engineering Division Secretary; Kimberly Brenneman, Community Development Secretary; Jessica Burdick, Building Inspection Division Secretary.

Citizens Present:

Chris Thompson called the meeting to order at 10:01 a.m.

MINUTES

February 24, 2021

March 3, 2021

March 17, 2021

Dave Anderson **moved** to approve the minutes from February 24, 2021; March 3, 2021 and March 17, 2021; subject to any needed corrections being made.

Vaughn Pickell **seconded** and the motion **passed** all in favor.

FINAL PLAT

Canyon Creek Business Park

Brandon Snyder noted this was previously continued by the City Council so that an agreement could be finalized. Today we can include that agreement as part of the approval. The proposal is a two-lot subdivision off of Canyon Creek Parkway.

Mike Clark agreed that as long as the agreement is in place, he's fine with this.

Vaughn Pickell noted the phasing agreement has an issue and asked whether the phasing can be non-sequential. If so, the agreement would be a bit more difficult to write.

Chris Thompson said it can be non-sequential. So, they could do phase 4 or 5 first.

Mike Clark said that in that case they'd have to do all of the frontage improvements on Canyon Creek Parkway.

There was discussion as to what frontage improvements should be done with which phase, and where is the trigger point.

Vaughn Pickell understood and stated he'll get the agreement finalized.

Dave Anderson **moved** to approve the Canyon Creek Business Park Final Plat based on the findings and subject to the conditions in the staff report.

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

SITE PLAN

North Industrial Water Line

Jered Johnson discussed the project. This will bring PI service to this area and is being done because of all the future development coming to the area.

There was discussion about the project.

Jered Johnson noted Corey Pierce might add a large forced sewer main with this project too.

Jered Johnson **moved** to approve the North Industrial Water Line Site Plan.

Vaughn Pickell **seconded** and the motion **passed** all in favor.

OTHER BUSINESS

Quite Valley

Representatives from DR Horton were present today thinking their project was on the agenda. However, they were mistaken.

Trails Master Plan

There was discussion regarding the Trails Master Plan and the trail system. Potential sites were displayed on a screen. The debate was where we should place the paved trail in the south of the City, near the Annie's Acres development.

There was discussion about the site on screen, with several possibilities discussed.

Dave Anderson would like the trail at the south end of the City to go along Main Street and be a part of a beautification project. He emphasized that it would be a long-term plan.

Chris Thompson and Dale Robinson also like the idea of placing it there as part of a long-term beautification plan. Chris Thompson noted we can draw it on the Master Plan, and could also draw in a trail east of Main Street near the Annie's Acres development.

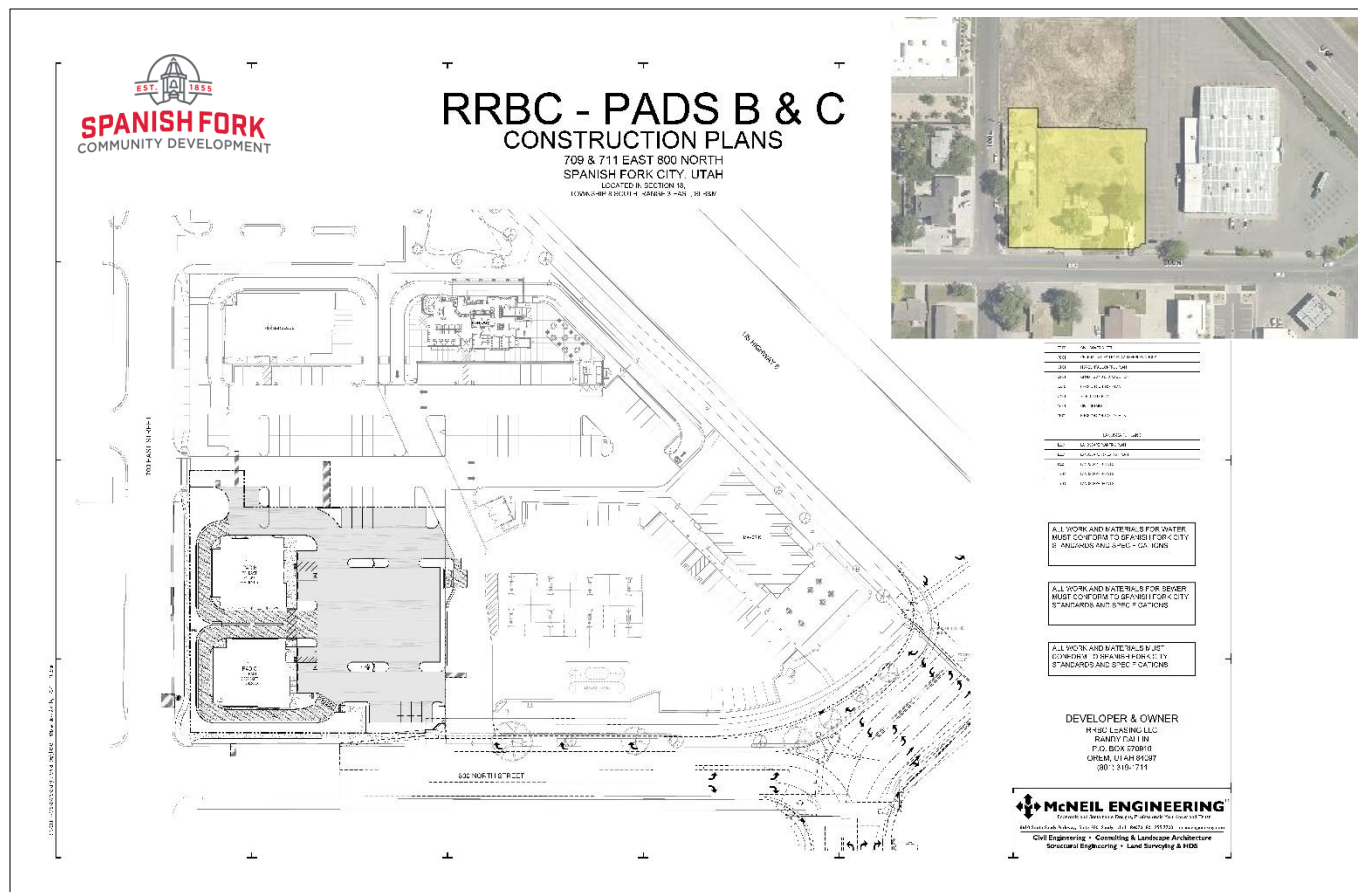
There was then discussion regarding a trail near the old Shopko and where that trail should go. There will be a residential development just west of the old Shopko and Dale Robinson suggested putting a trail between the residential and the old Shopko building. He isn't sure the trail should go along 9th North and then Main Street. There was further discussion regarding possible Trails Master Plan amendments and additions.

Chris Thompson told Mike Clark to show the trail along 9th North, but also an alternate behind the old Shopko.

Dave Anderson **moved** to adjourn the meeting at 11:02 a.m. All in favor.

Adopted:

Jessica Burdick
Building Inspection Division Secretary



RRBC Commercial Subdivision Plat A Lot 3 Site Plan Approval Request

May 5, 2021, Development Review Committee.

Located at 709 East 800 North, including 1.02 acres.

The subject property is zoned C-2.

The applicant has requested that a Site Plan be approved for a development with two retail buildings.

Key Issues

1. Access
2. Building Use

Recommendation

That the proposed Site Plan be approved based on the following finding and subject to the following condition:

Finding

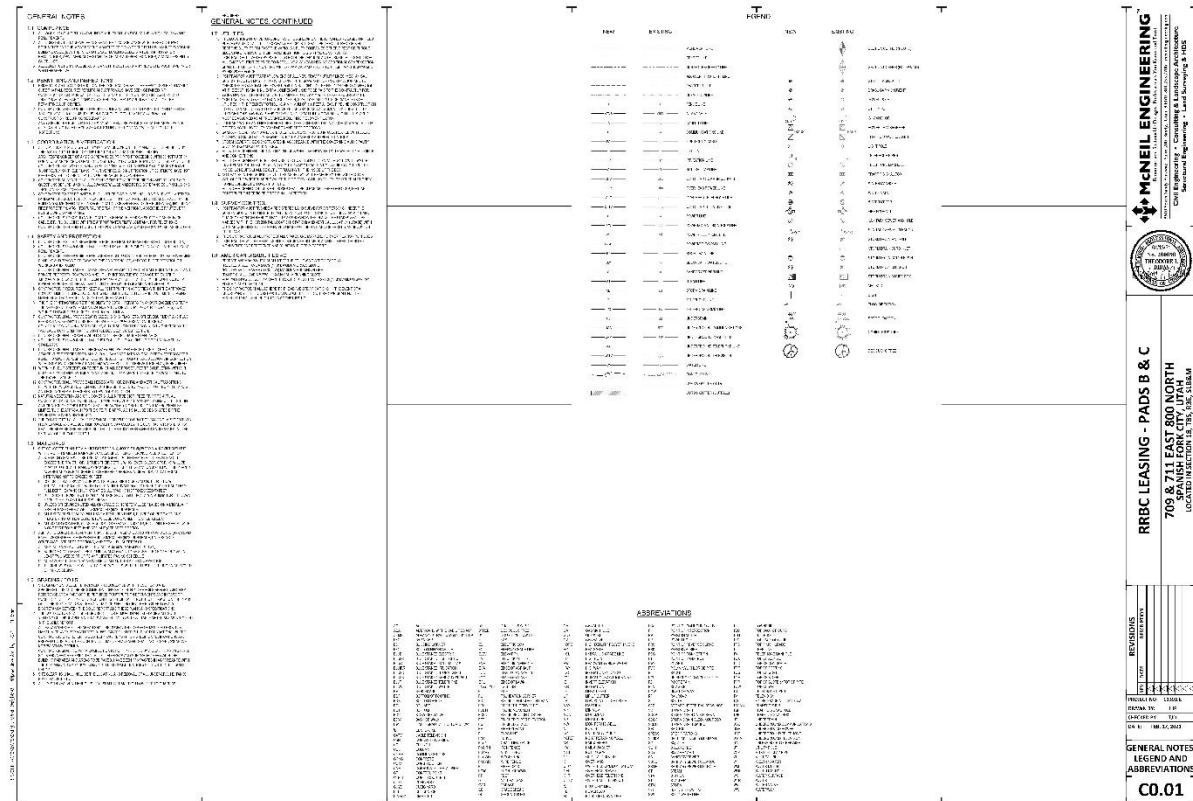
1. That the application conforms to the City's General Plan and Zoning Map.

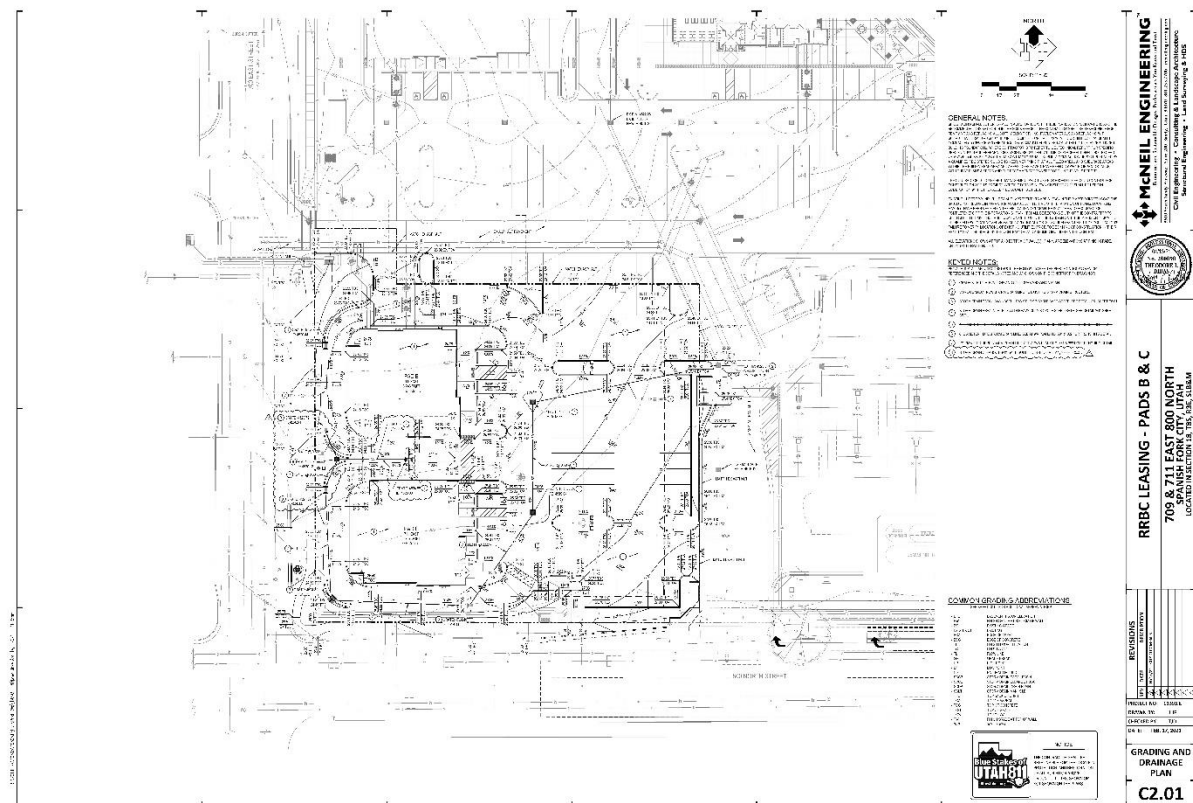
Condition

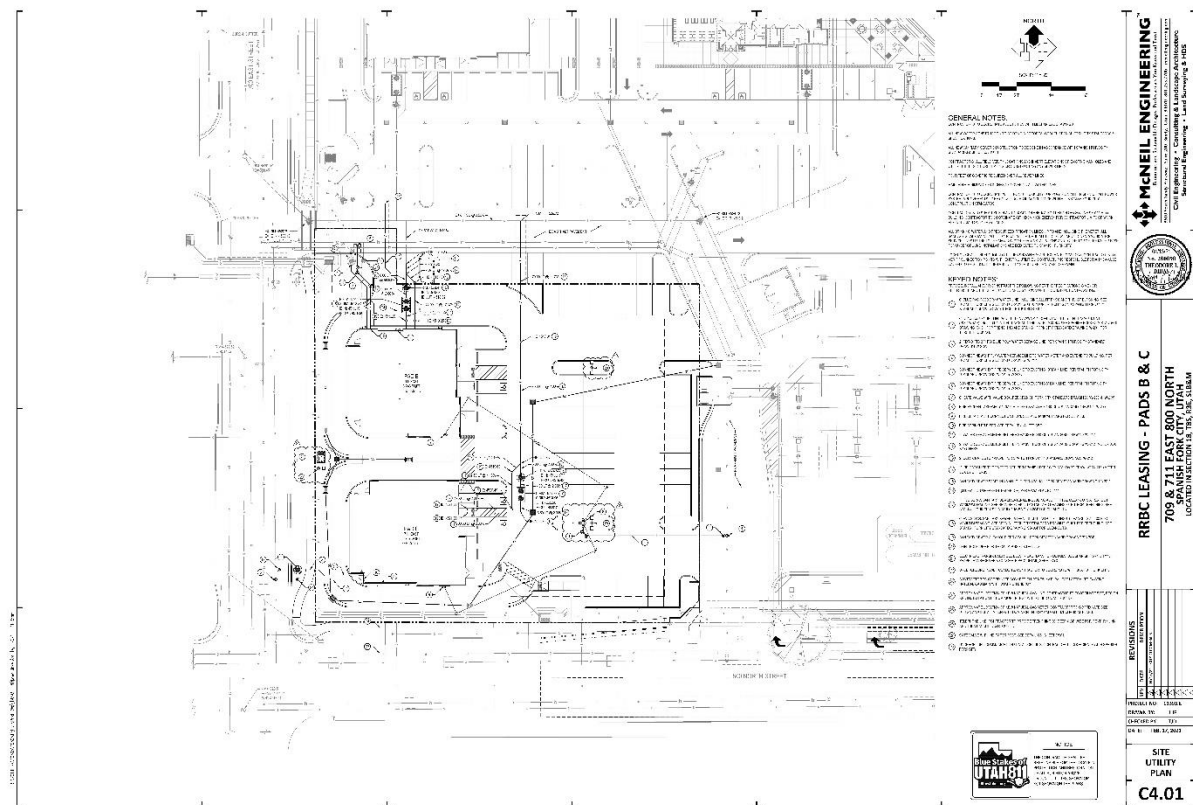
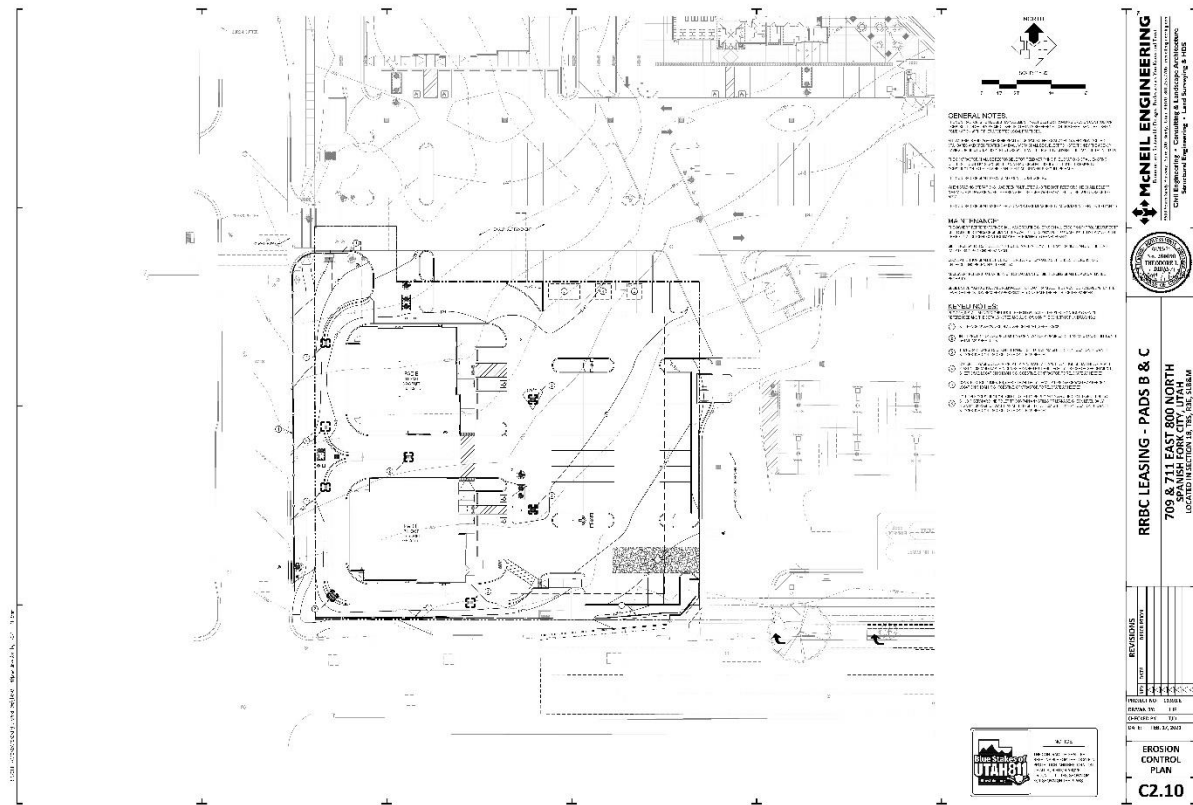
1. That the applicant meet the City's Zoning requirements and Construction Standards.
2. That the applicant address any redlines.

Exhibits

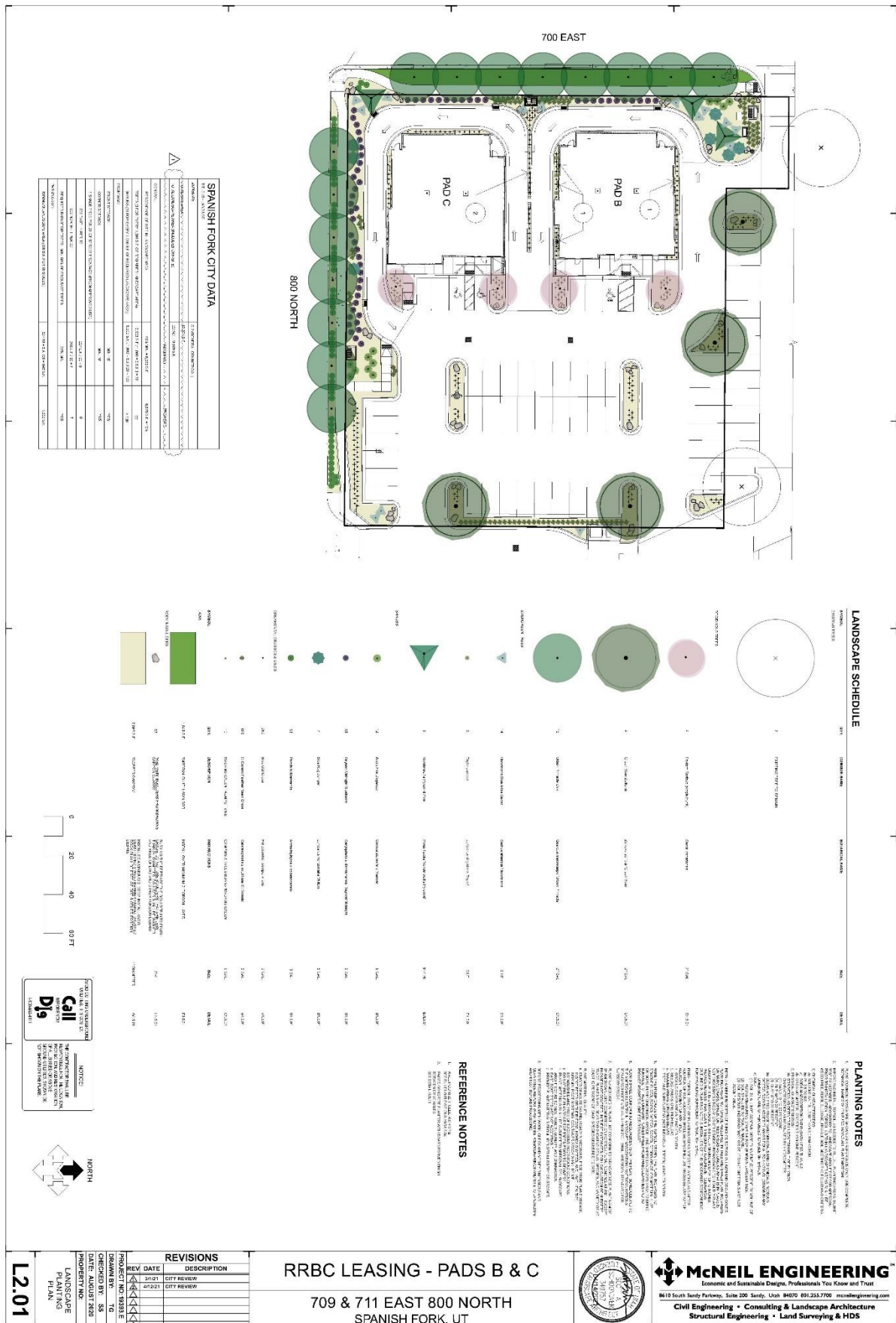
1. Plans
2. Landscaping Plan
3. Building Elevations

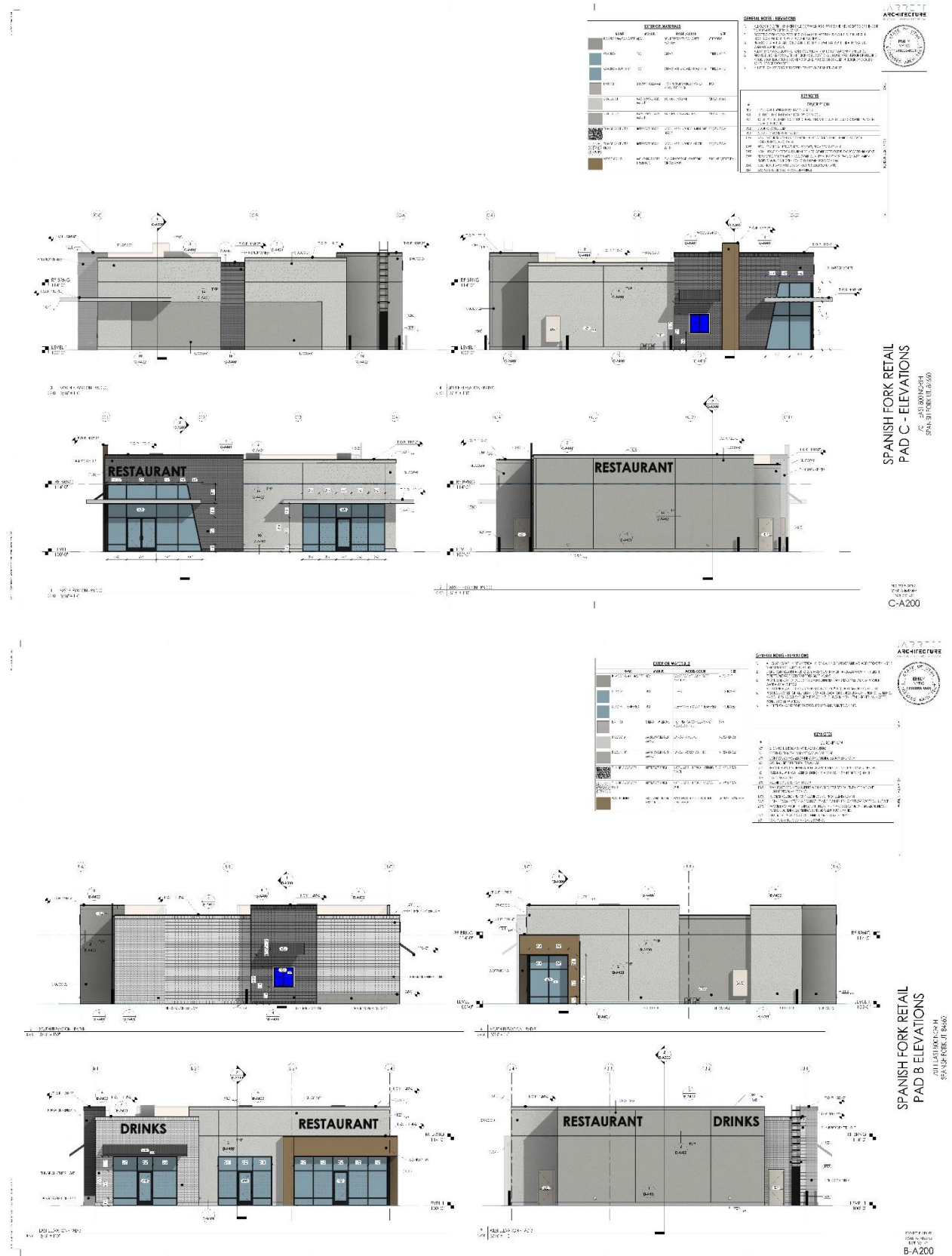










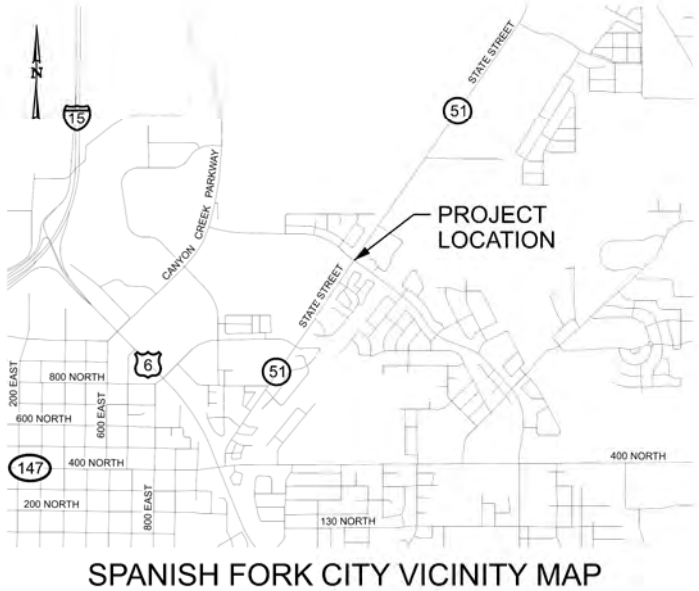


SPANISH FORK CITY

STATE ROAD 51 AND SPANISH FORK PARKWAY

ROADWAY WIDENING

SPANISH FORK, UTAH



INDEX OF SHEETS	
SHEET	DESCRIPTION
G100	TITLE SHEET & INDEX OF SHEETS
G101	SURVEY CONTROL SHEET
TS101	TYPICAL SECTIONS
DT101	DETAILS
DT102	DETAILS
RD101	ROADWAY PLAN
RD201	ROADWAY PLAN
SP101	STRIPING
SP102	STRIPING

SPANISH FORK CITY COUNCIL

STEVE LEIFSON	MAYOR
CHAD ARGYLE	COUNCIL MEMBER
STACY BECK	COUNCIL MEMBER
BRANDON GORDON	COUNCIL MEMBER
MIKE MENDENHALL	COUNCIL MEMBER
KEIR SCOUBES	COUNCIL MEMBER

2-APR-2021 DSN File: L:\2020\006 SR-51 Spanish Fork Parkway Traffic Signal Design\CAD\Sheet Files\Roadway Plans City\202005_006_G100_TITLE.dgn

RB&G
ENGINEERING, INC.

1435 WEST 820 NORTH
PROVO, UTAH 84601-1343
801 374-5771
801 521-5771
PROVO
SALT LAKE CITY

PRELIMINARY
NOT FOR CONSTRUCTION

DESIGNED BY: M. SMITH
DRAWN BY: B. GILKINS
CHECKED BY: S. HENDRICKS
SCALE: HORIZ.
VERT.
DATE: 2-APR-2021

SPANISH FORK, UTAH

STATE ROAD 51 AND
SPANISH FORK PARKWAY
ROADWAY WIDENING

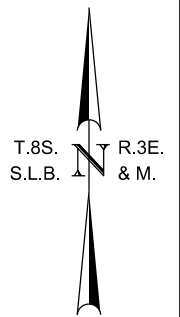
TITLE SHEET
AND
INDEX OF SHEETS

PROJECT NO.
202005-006
DRAWING NO.
G100
SHEET 1 OF 9

SURVEY REFERENCE SHEET

- FOR INFORMATION ONLY -

SURVEY REFERENCE SHOWN IS CONSISTENT WITH
ADJACENT DEVELOPMENT PROJECT CONTROL.



HORIZONTAL AND CONTROL SUMMARY

BASIS OF BEARING IS FROM THE NORTHEAST CORNER OF SECTION 17, TOWNSHIP 8 SOUTH, RANGE 3 EAST, SALT LAKE BASE AND MERIDIAN TO THE EAST QUARTER CORNER OF SECTION 17, TOWNSHIP 8 SOUTH, RANGE 3 EAST, SALT LAKE BASE AND MERIDIAN WHICH BEARS SOUTH 00°16'11" EAST 2682.56 FEET.

CONTROL LINE DATA - SR-51

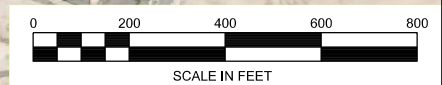
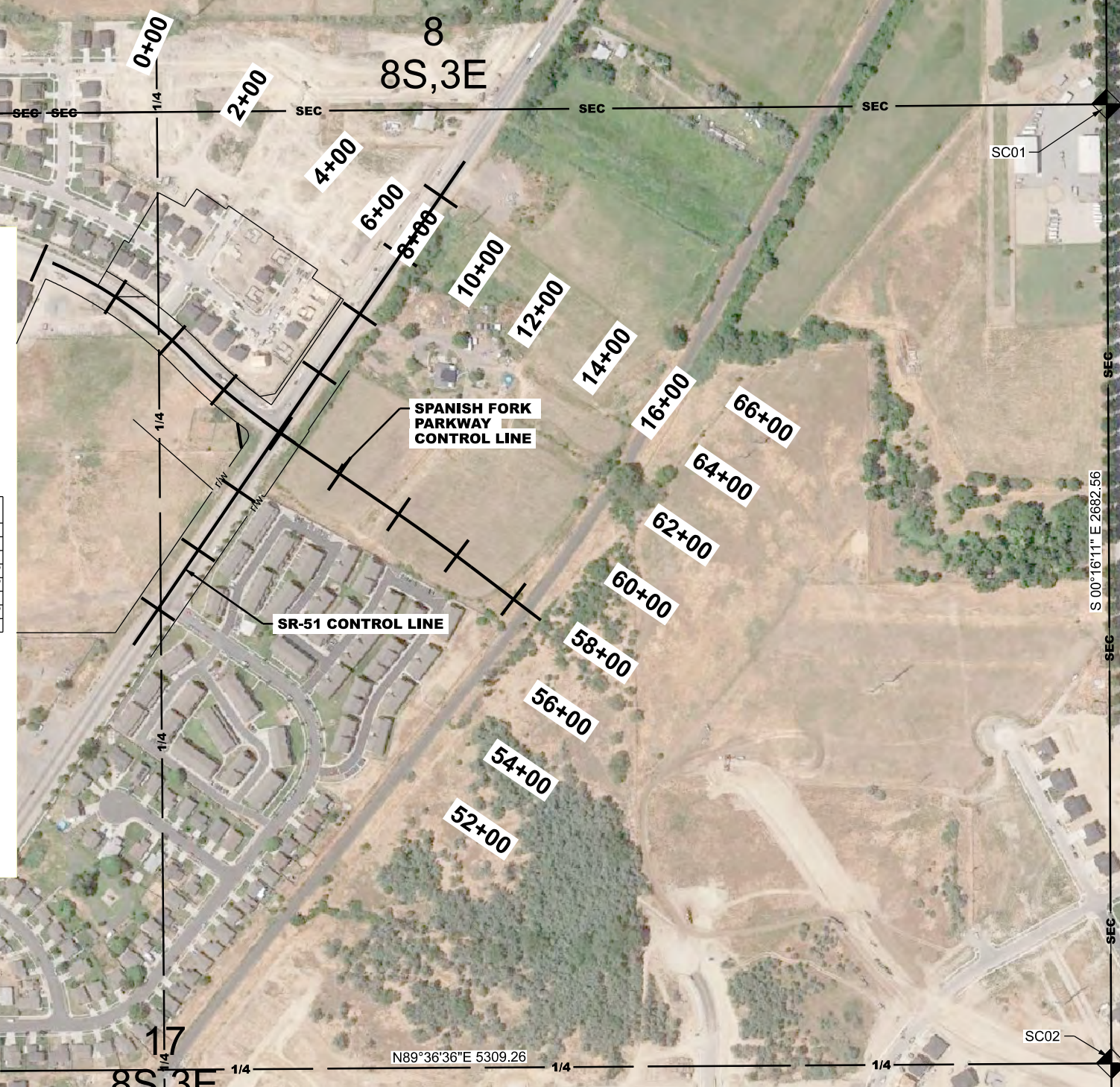
POINT ID	BEARING	DISTANCE (FEET)	NORTHING (Y)	EASTING (X)	PC	PI	PT	DELTA	R	L	T
	N34°18'22.366"E	721.87	56493.51	47240.29		50+78.14					
	N34°27'25.728"E	918.10	57089.8	47647.15		58+00.01					
			57846.82	48166.6		67+18.11					

CONTROL LINE DATA - SPANISH FORK PARKWAY

POINT ID	BEARING	DISTANCE (FEET)	NORTHING (Y)	EASTING (X)	PC	PI	PT	DELTA	R	L	T
	S66°12'52"E	0.00	57561.94	47014.33		0+00.00					
	S43°57'00"E	246.07	57462.7	47239.5	0+00.00		4+85.93	22.26°	1250.50	485.93	246.07
	S53°18'56"E	206.19	57212.04	47481.13	4+85.93		6+89.66	9.37°	-1246.37	203.73	102.09
	S55°34'32"E	393.41	57088.86	47646.49		7+93.76					
	S52°35'23"E	377.73	56792.09	48079.52	11+87.17		14+50.23	2.99°	5048.00	263.05	131.56
			56562.61	48379.55		16+96.40					

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
SC 01	49962.511	58005.848	4680.89	SECTION CORNER: NORTHEAST SEC. 17
SC 02	55323.313	49975.134	4714.46	SECTION CORNER: EAST QUARTER SEC. 17
SC 03	55287.185	44666.005	4583.04	SECTION CORNER: WEST QUARTER SEC. 17

LEGEND



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1435 WEST 820 NORTH
PROVO, UTAH 84601-1343
801 374-5771
801 521-5771
PROVO
SALT LAKE CITY

**PRELIMINARY
NOT FOR CONSTRUCTION**

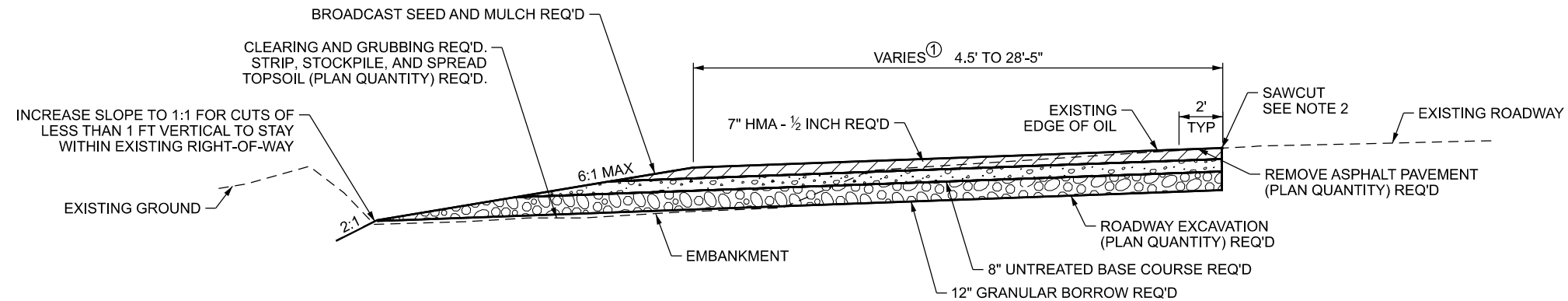
DESIGNED BY M. SMITH
DRAWN BY B. GOLDING
CHECKED BY S. HENDRICKS
SCALE HORIZ.
VERT. VERT.
DATE 2-APR-2021

SPANISH FORK, UTAH

**STATE ROAD 51 AND
SPANISH FORK PARKWAY
ROADWAY WIDENING**

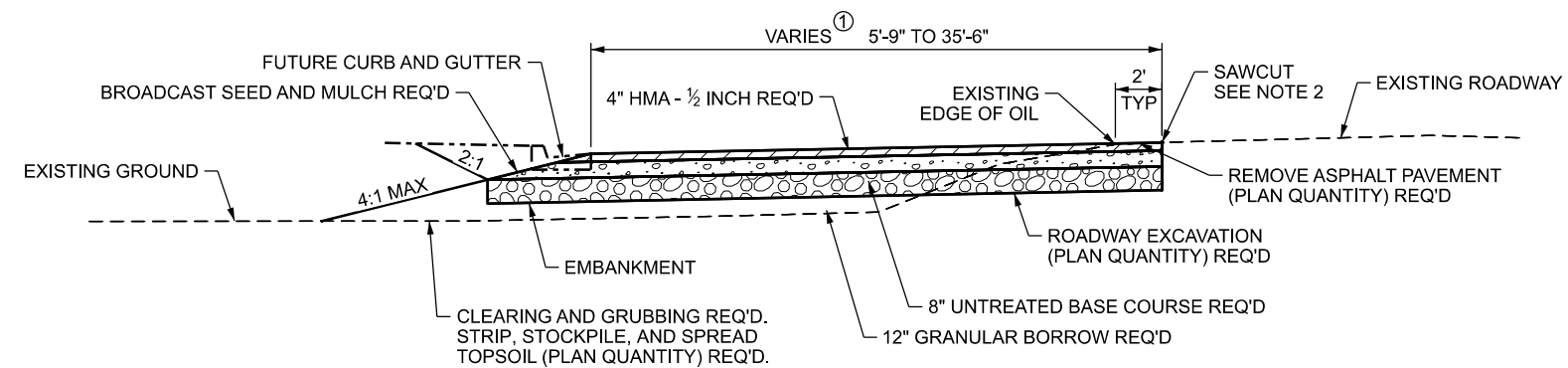
SURVEY REFERENCE SHEET

PROJECT NO.
202005-006
DRAWING NO.
G101
SHEET 2 OF 9



- NOTES:
 1. WIDTH VARIES, SEE ROADWAY PLAN
 2. PROTECT SAWCUT EDGE FROM RAVELLING OR BREAKING.
 3. ALL WORK WITHIN THE UDOT ROW MUST CONFORM TO UDOT 2020 STANDARD SPECIFICATIONS AND STANDARD DRAWINGS.

TYPICAL SECTION 1
SR-51 WIDENING

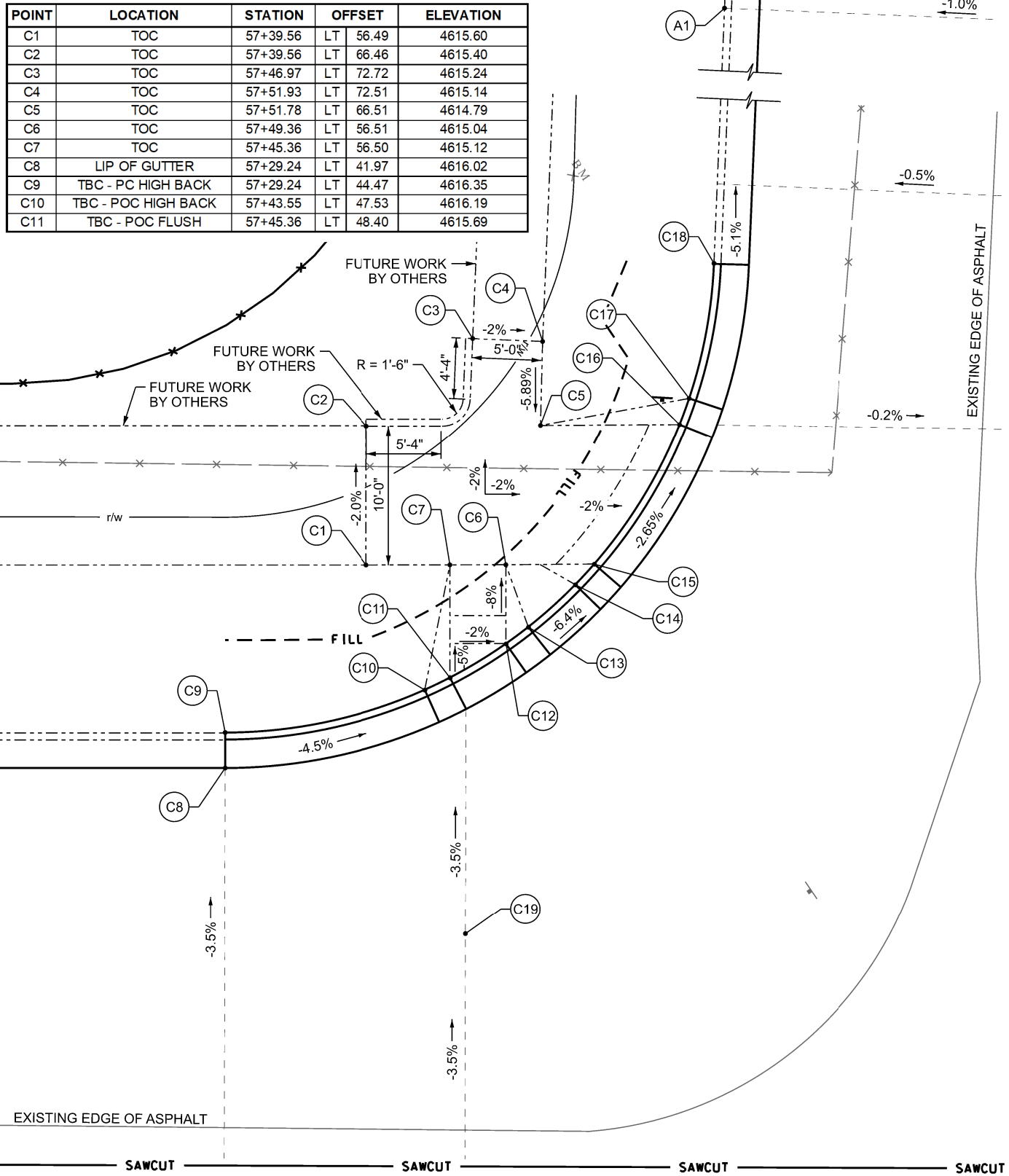


- NOTES:
 1. WIDTH VARIES, SEE ROADWAY PLAN
 2. PROTECT SAWCUT EDGE FROM RAVELLING OR BREAKING.

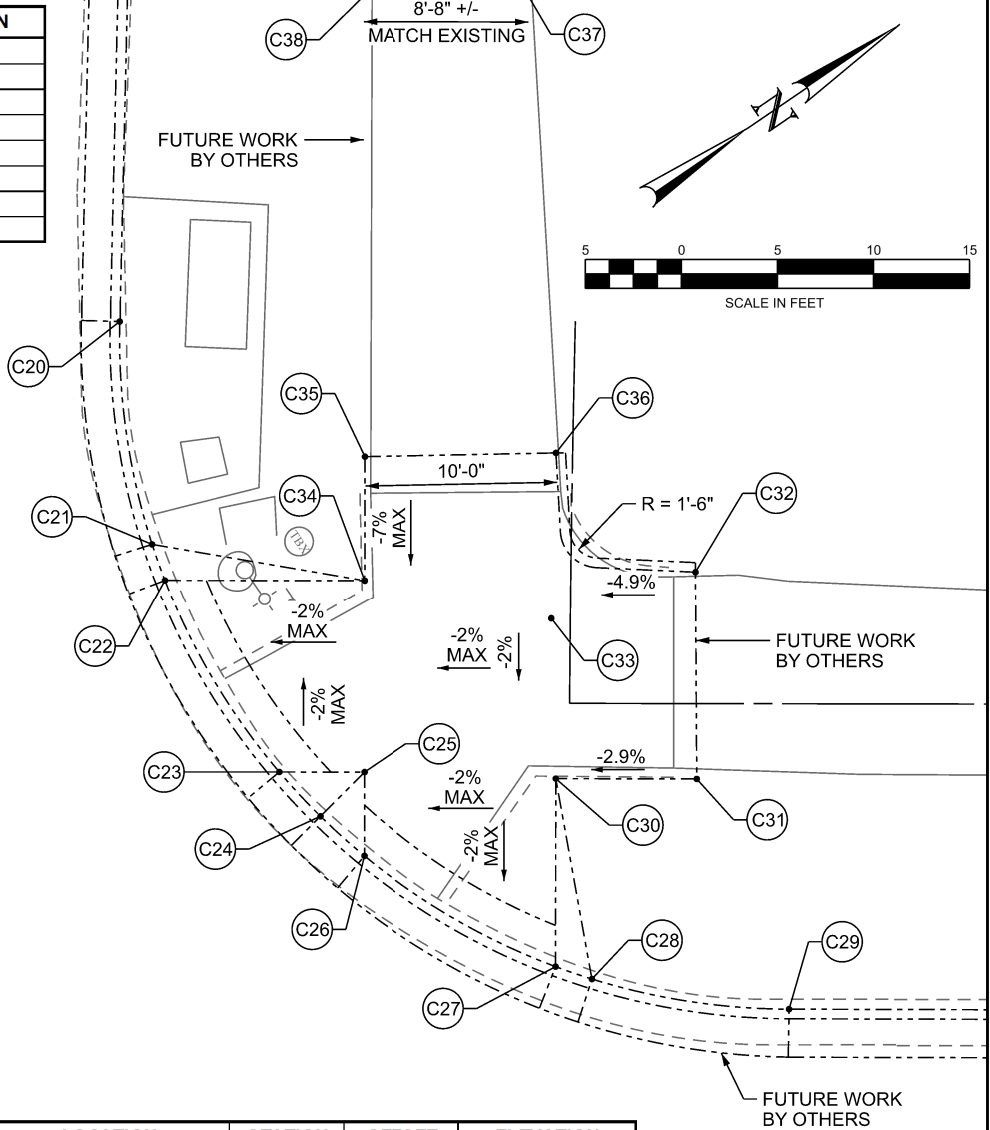
TYPICAL SECTION 2
SPANISH FORK PARKWAY WIDENING

2-APR-2021 2:49 PM D:\N File: L:\2020\006 SR-51 Spanish Fork Parkway Traffic Signal Design\CAD\Sheet Files\Roadway Plans\City\202005_006_DT101.dgn

POINT	LOCATION	STATION	OFFSET	ELEVATION
C1	TOC	57+39.56	LT 56.49	4615.60
C2	TOC	57+39.56	LT 66.46	4615.40
C3	TOC	57+46.97	LT 72.72	4615.24
C4	TOC	57+51.93	LT 72.51	4615.14
C5	TOC	57+51.78	LT 66.51	4614.79
C6	TOC	57+49.36	LT 56.51	4615.04
C7	TOC	57+45.36	LT 56.50	4615.12
C8	LIP OF GUTTER	57+29.24	LT 41.97	4616.02
C9	TBC - PC HIGH BACK	57+29.24	LT 44.47	4616.35
C10	TBC - POC HIGH BACK	57+43.55	LT 47.53	4616.19
C11	TBC - POC FLUSH	57+45.36	LT 48.40	4615.69



POINT	LOCATION	STATION	OFFSET	ELEVATION
C12	TBC - POC FLUSH	57+49.36	LT 50.83	4615.49
C13	TBC - POC HIGH BACK	57+50.96	LT 52.02	4615.86
C14	TBC - POC HIGH BACK	57+54.31	LT 55.05	4615.41
C15	TBC - POC FLUSH	57+55.67	LT 56.52	4614.91
C16	TBC - POC FLUSH	57+61.76	LT 66.54	4614.60
C17	TBC - POC HIGH BACK	57+62.45	LT 68.42	4614.99
C18	TBC - PT HIGH BACK	57+64.21	LT 78.01	4614.45
C19	TOA	57+46.45	LT 30.12	4616.23



POINT	LOCATION	STATION	OFFSET	ELEVATION
C20	TBC - PC HIGH BACK	58+27.08	LT 76.47	4613.90 +/- MATCH EXISTING
C21	TBC - POC HIGH BACK	58+28.68	LT 68.65	4614.31
C22	TBC - POC FLUSH	58+29.35	LT 66.77	4613.98
C23	TBC - POC FLUSH	58+35.33	LT 56.78	4614.14
C24	TBC - POC HIGH BACK	58+37.48	LT 54.48	4614.64
C25	TOC	58+39.92	LT 56.78	4614.26
C26	TBC - POC FLUSH	58+39.78	LT 52.42	4614.23
C27	TBC - POC FLUSH	58+49.79	LT 46.68	4614.35
C28	TBC - POC HIGH BACK	58+51.68	LT 46.04	4614.85
C29	TBC - PT HIGH BACK	58+61.95	LT 44.50	4614.87 +/- MATCH EXISTING
C30	TOC	58+49.92	LT 56.47	4614.53
C31	TOC	58+57.26	LT 56.47	4614.77 +/- MATCH EXISTING
C32	TOC	58+57.19	LT 67.28	4614.74 +/- MATCH EXISTING
C33	TOC	58+49.68	LT 64.83	4614.37
C34	TOC	58+39.93	LT 66.78	4614.17
C35	TOC	58+39.94	LT 73.24	4614.62 +/- MATCH EXISTING
C36	TOC	58+49.93	LT 73.46	4614.80 +/- MATCH EXISTING
C37	TOC	58+48.51	LT 97.18	4614.87 +/- MATCH EXISTING
C38	TOC	58+29.85	LT 97.17	4614.87 +/- MATCH EXISTING
A1	TOA	57+67.85	LT 105.42	4612.22
A2	TOA	57+99.00	0.00	4616.68 +/- MATCH EXISTING

CURB AND GUTTER GRADES

RB&G
ENGINEERING, INC.

1436 WEST 820 NORTH
PROVO, UTAH 84601-1343
801 374-5771
801 521-5771

**PRELIMINARY
NOT FOR CONSTRUCTION**

DESIGNED BY: M. SMITH
DRAWN BY: B. GOLDING
CHECKED BY: S. HENDRICKS
SCALE: HORIZ. VERT.
DATE: 2-APR-2021

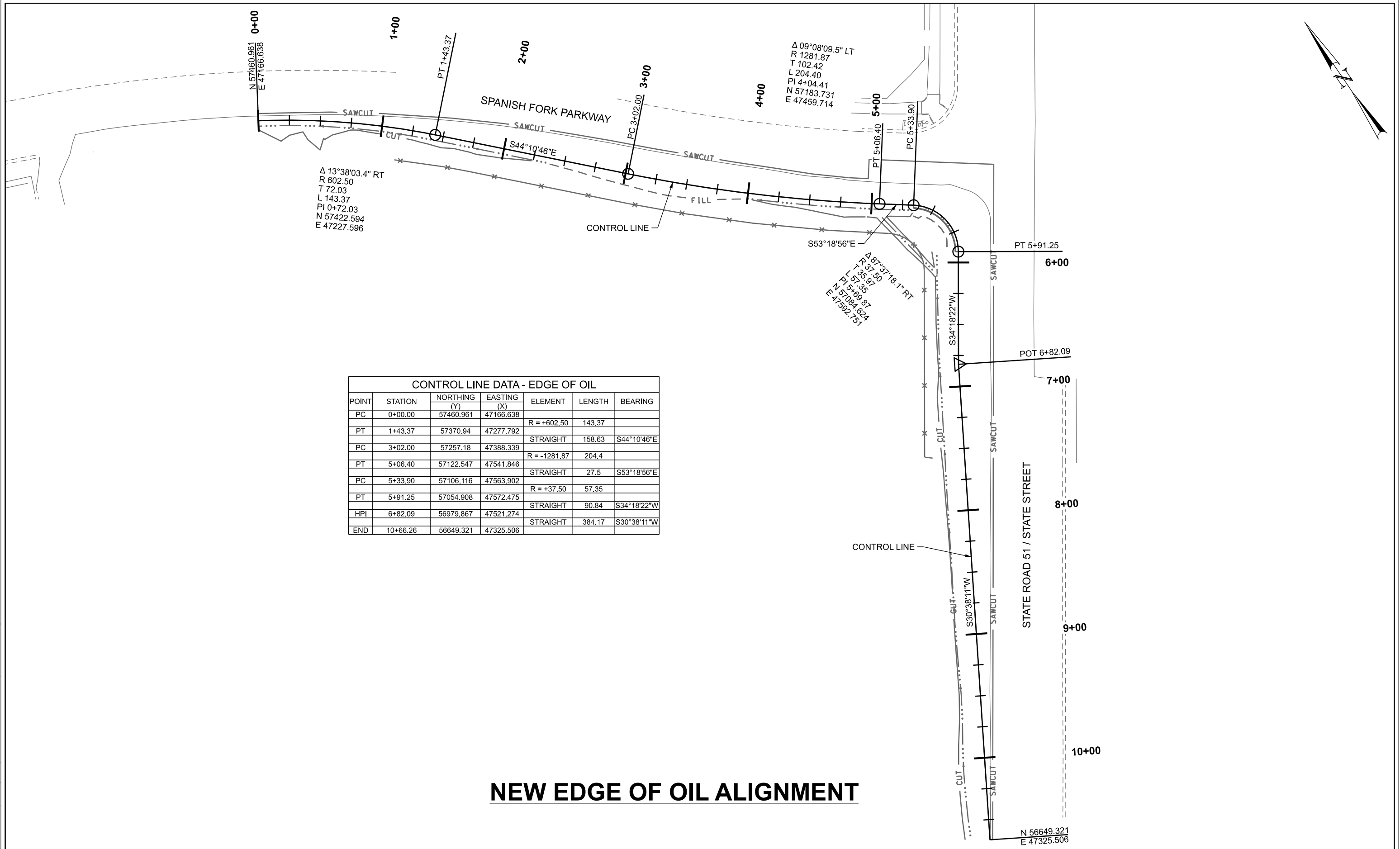
SPANISH FORK, UTAH

**STATE ROAD 51 AND
SPANISH FORK PARKWAY
ROADWAY WIDENING**

DETAIL

PROJECT NO.
202005-006
DRAWING NO.
DT101
SHEET ____ OF 9

2-APR-2021
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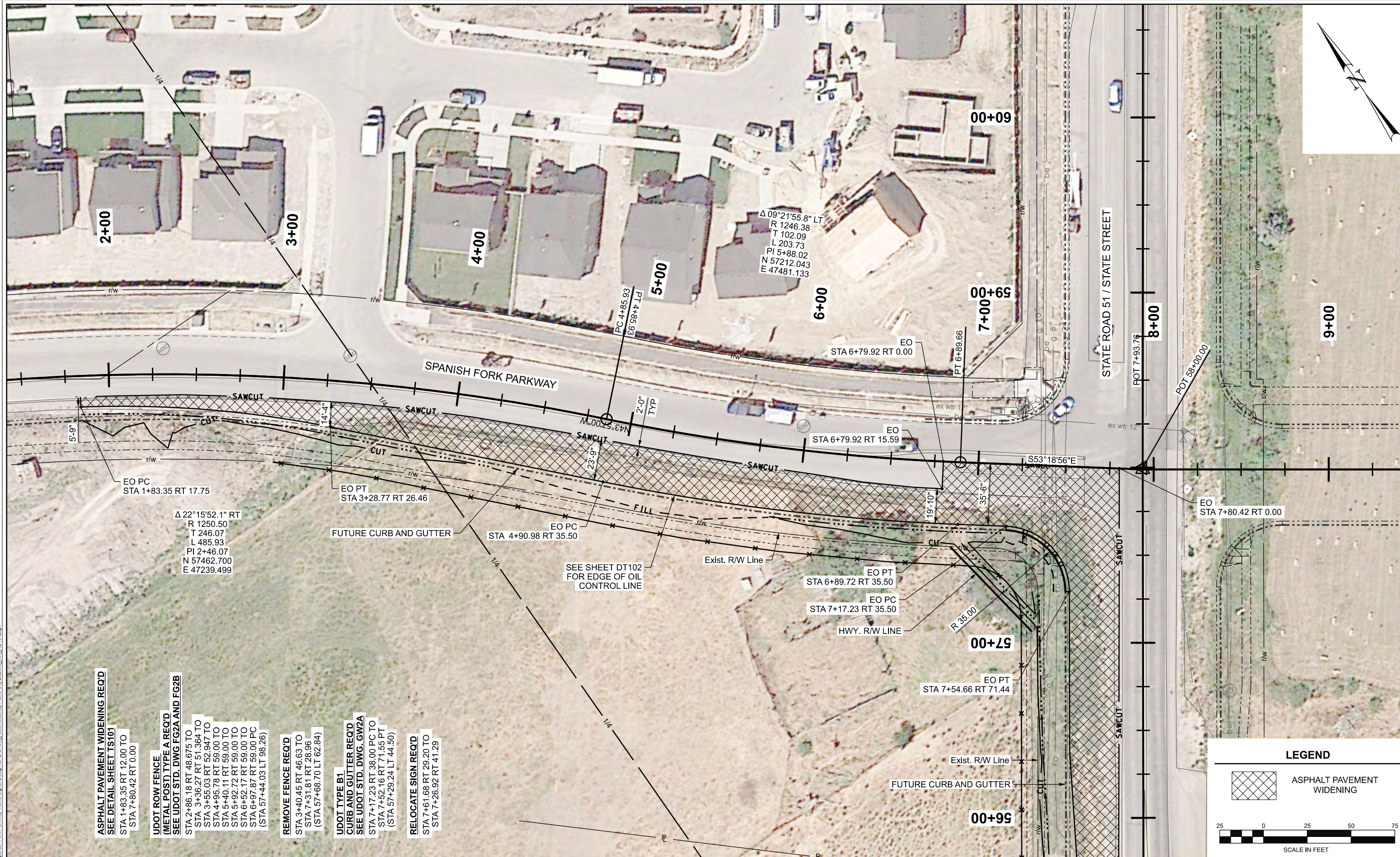
SPANISH FORK, UTAH

**STATE ROAD 51 AND
SPANISH FORK PARKWAY
ROADWAY WIDENING**

DETAIL

PROJECT NO.
202005-006
DRAWING NO.
DT102
SHEET 5 OF 9

2-APR-2021
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ASPHALT PAVEMENT WIDENING REQ'D
SEE DETAIL SHEET TS101
STA 1+83.35 RT 12.00 TO
STA 7+80.42 RT 0.00

UDOT ROW FENCE
(METAL POST) TYPE A REQ'D
SEE UDOT STD. DWG FG2A AND FG2B
STA 2+86.18 RT 48.675 TO
STA 3+36.27 RT 51.364 TO
STA 3+55.03 RT 52.947 TO
STA 4+95.78 RT 59.00 TO
STA 5+40.11 RT 59.00 TO
STA 5+92.72 RT 59.00 TO
STA 6+52.17 RT 59.00 TO
STA 6+97.87 RT 59.00 PC
(STA 57+44.03 LT 98.26)

REMOVE FENCE REQ'D
STA 3+40.45 RT 46.63 TO
STA 7+31.81 RT 28.96
(STA 57+68.70 LT 62.84)

UDOT TYPE B1
CURB AND GUTTER REQ'D
SEE UDOT STD. DWG. GW2A
STA 7+17.23 RT 38.00 PC TO
STA 7+52.16 RT 71.55 PT
(STA 57+29.24 LT 44.50)

RELOCATE SIGN REQ'D
STA 7+61.68 RT 29.20 TO
STA 7+26.92 RT 41.29

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PROVO
SALT LAKE CITY

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CHECKED BY S. HENDRICKS
HORIZ.
SCALE VERT.
DATE 2-APR-2021

SPANISH FORK, UTAH

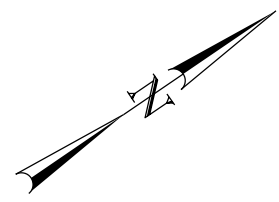
**STATE ROAD 51 AND
SPANISH FORK PARKWAY
ROADWAY WIDENING**

**SPANISH FORK PARKWAY
ROADWAY PLAN**

PROJECT NO.
202005-006
DRAWING NO.
RD101
SHEET 6 OF 9

NOTES:

1. THE TIMING OF THE RIDGELINE PARKWAY DEVELOPMENT IS UNCERTAIN. IF IT HAS NOT CONSTRUCTED PRIOR TO MOBILIZATION CONSTRUCT WIDENING PER PLAN. IF IT HAS BEEN CONSTRUCTED, MORPH WIDENING TO MATCH TO THEIR IMPROVEMENTS FROM STA. 55+60.15 TO STA. 56+38.39



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SCALE HORIZ.
VERT. VERT.
DATE 7-APR-2021

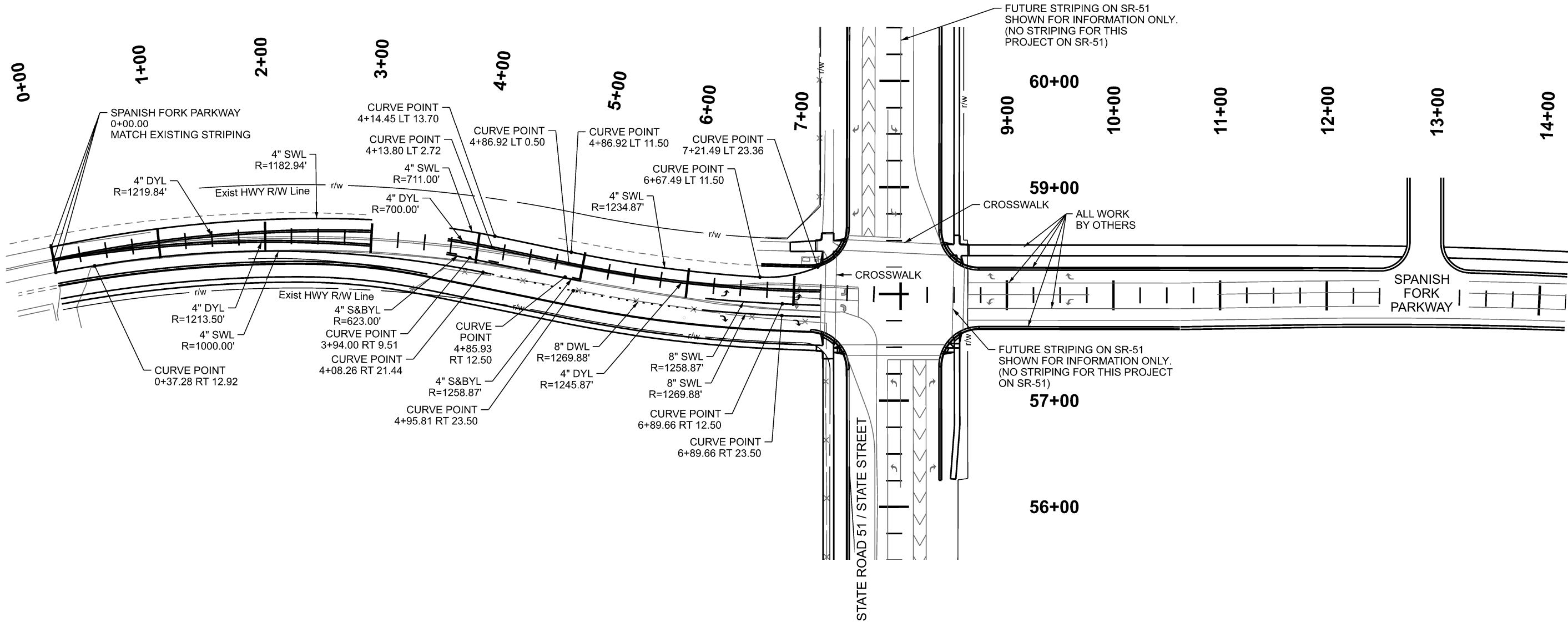
SPANISH FORK, UTAH

**STATE ROAD 51 AND
SPANISH FORK PARKWAY
ROADWAY WIDENING**

**SR-51
ROADWAY PLAN**

PROJECT NO.
202005-006
DRAWING NO.
RD201
SHEET 7 OF 9

8-APR-2021 DSN File: L:\2020\006 SR-51 Spanish Fork Parkway Traffic Signal Design\CAD\Sheet Files\Roadway Plans\City\202005_006_SP101.dgn



**REMOVE
PAVEMENT MARKINGS PAINT REQ'D**
SPANISH FORK PARKWAY
0+00.00 RT TO 7+61.27 RT

PAVEMENT MARKING PAINT REQ'D
SPANISH FORK PARKWAY
(4" DYL)
0+00.00 RT 0.99 TO
2+99.87 RT 6.50

(4" SWL)
0+00.00 RT 12.81 TO
0+37.28 RT 12.92 TO
4+08.26 RT 21.44 TO
4+16.55 RT 21.88
(4" S&BYL)
3+71.61 RT 8.16 TO
3+94.00 RT 9.51 TO
4+85.93 RT 12.50 TO
4+99.07 RT 12.50

(8" DWL)
4+16.55 RT 21.88 TO
4+95.81 RT 23.50 TO
6+17.93 RT 23.50
6+17.93 RT 12.50 TO
6+89.66 RT 12.50 TO
7+25.73 RT 12.50

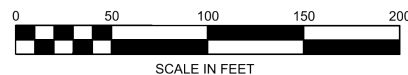
(8" SWL)
6+17.93 RT 12.50 TO
6+89.66 RT 12.50 TO
7+25.73 RT 12.50
6+17.93 RT 23.50 TO
6+89.66 RT 23.50 TO
7+26.00 RT 23.50

PAVEMENT MESSAGE REQ'D
SPANISH FORK PARKWAY
(LEFT TURN ARROW)
6+35.89 RT 7.23
7+03.74 RT 7.10

(RIGHT TURN ARROW)
6+36.46 RT 28.46
7+04.13 RT 28.39

STRIPING KEY:

- SWL - SOLID WHITE LINE
- SYL - SOLID YELLOW LINE
- DYL - DOUBLE YELLOW LINE
- BWL - BROKEN WHITE LINE
- BYL - BROKEN YELLOW LINE
- DWL - DOTTED WHITE LINE
- LDL - LANE DROP LINE
- S&BYL - SOLID AND BROKEN YELLOW LINE
- SL - STOP LINE



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PROVO
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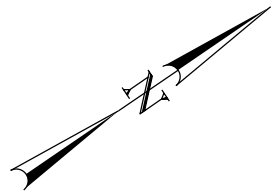
DESIGNED BY: M. SMITH
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CHECKED BY: S. HENDRICKS
SCALE: HORIZ.
VERT.:
DATE: 8-APR-2021

SPANISH FORK, UTAH

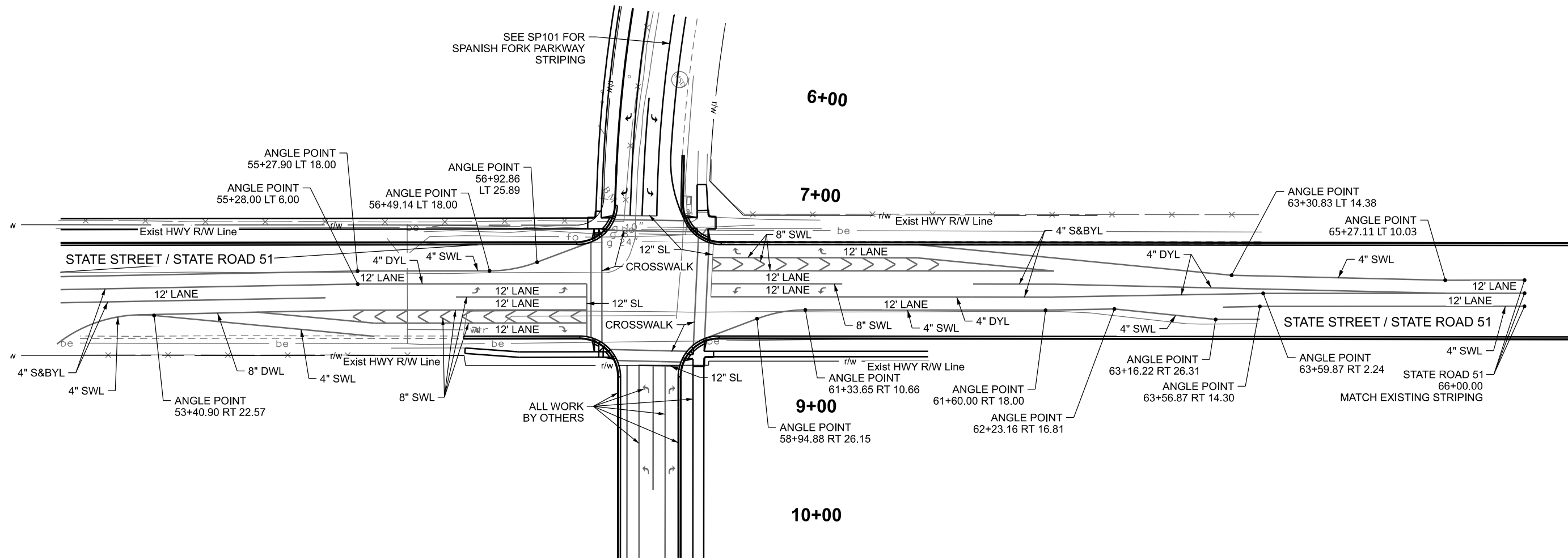
**STATE ROAD 51 AND
SPANISH FORK PARKWAY
ROADWAY WIDENING**

STRIPING

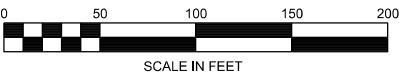
PROJECT NO.
202005-006
DRAWING NO.
SP101
SHEET 8 OF 9



FUTURE PAVEMENT MARKINGS ON SR-51
SHOWN FOR INFORMATION ONLY



- STRIPING KEY:**
- SWL - SOLID WHITE LINE
 - SYL - SOLID YELLOW LINE
 - DYL - DOUBLE YELLOW LINE
 - BWL - BROKEN WHITE LINE
 - BYL - BROKEN YELLOW LINE
 - DWL - DOTTED WHITE LINE
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 - SL - STOP LINE



2-APR-2021
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SPANISH FORK, UTAH

**STATE ROAD 51 AND
SPANISH FORK PARKWAY
ROADWAY WIDENING**

STRIPING

PROJECT NO.
202005-006
DRAWING NO.
SP102
SHEET 9 OF 9

TO: file

FROM: Dave Anderson, AICP

DATE: April 16, 2021

RE: Proposed Change to ADU Requirements

15.3.24.090 Supplementary Regulations

Accessory Buildings, Structures, or Satellite Earth Stations.

Swimming Pools

Yard/Garage Sales

Irregular Lots

Accessory (basement, mother-in-law) Apartments

Awnings, Carports or Covered Decks

Animals

Wind Turbines (WT)

Outdoor Storage Areas

Public Rights-of-Way

Temporary Uses

1. Accessory Structures:

1. All accessory structures must meet the following requirements:

- a. All accessory structures are required to obtain a building permit. Permits for structures that are less than 200 square feet or are otherwise exempt from the adopted Building Code, as set forth in §14.04.010, are free of charge.
- b. All detached accessory structures must be located behind the front wall plane of the principal structure.
- c. Where property abuts against Interstate 15 or U.S. Highway 6, accessory structures have no required set back from the Interstate 15 or Highway 6 right-of-ways.
- d. The combined square footage of all detached accessory structures shall not exceed 15% of the total lot area if the structure is entirely within the setbacks for the principal structure, or 10% of the total lot area if the structure is located elsewhere on the lot.
- e. If any accessory structure must be removed, relocated, or otherwise modified in any manner in order to access public utilities, the property owner shall bear the full expense of such removal, relocation or modification, together with all costs of restoration.

- f. Accessory structures located on a corner lot shall meet the same front, rear, and side setbacks as required for accessory structures on an interior lot. Accessory structures located behind the front plane of the house and within 20 feet a public right-of-way shall be architecturally compatible with the primary structure on the lot. The second clear vision area as addressed in §15.4.16.150 needs to be maintained at all times.
 - g. The minimum front setback for detached accessory structures shall conform to the minimum front setback for the existing principal structure and shall be set at least five (5) feet, measured from eave to eave, from all structures on the property.
 - h. Accessory structures that meet the setback requirement for the principal building may be allowed to meet the maximum height allowed in that zone.
 - i. The maximum height for detached accessory structures shall be 20 feet to the peak of the roof measured from the finish grade (measured 5-feet from the proposed structure). Any structures taller than 15 feet shall have a roof pitch of no less than 2/12.
 - j. Properties over one-half acre in size can increase the maximum height to 24 feet by having the rear and side setbacks the same as the building height.
 - k. The structure must be constructed so all water runoff from the accessory structure does not flow onto adjoining properties.
 - l. Accessory Structures that house Accessory Apartments shall be architecturally compatible with the Primary Structure on the lot and shall maintain setbacks of no less than five (5) feet from all property lines and other structures.
2. Structures that are 200 square feet and less in area and are less than five (5) feet from the property line must meet the following additional requirements:
 - a. Structures with a wall height of eight (8) feet or less and a maximum peak height of 12 feet may be constructed with no side or rear setback from property lines. In no case may any portion of a structure extend beyond the property line.
 3. Structures larger than 200 square feet in area must meet the following additional requirements:
 - a. Meet all adopted Building Code regulations as set forth in §14.04.010.
 - b. Must maintain a minimum setback of five (5) feet to the side or rear property line.
 - c. Be anchored to concrete footings as outlined in the adopted Building Code as set forth in §14.04.010.
 - d. Accessory structures over 200 square feet in size that are located between the front and back planes of the house must be architecturally compatible with the principal structure.

2. Accessory Apartments:

1. This sub-section is established to provide regulations for Accessory Apartments.
2. Requirements for Approval. A building permit may only be issued for Accessory Apartments provided that the following requirements are met:

- a. The property must be located in the R-3, R-1-6, R-1-8, R-1-9, R-1-12 or R-1-15, R-1-20, R-1-30, R-1-40, R-1-60, R-1-80 or R-R zones.
- b. The owner of the property must reside on the property. Exceptions shall be permitted if the property owner applies to have the occupancy requirement suspended, if the owner has resided on the property for at least one (1) year and if any of the following situations exist:
 - 1. The owner has a bona fide, temporary absence of three (3) years or less for activities such as temporary job assignments, sabbaticals, or voluntary service (indefinite periods of absence from the dwelling shall not qualify for this suspension).
 - 2. The owner is placed in a hospital, nursing home, assisted living facility or other similar facility.
- c. Only one apartment shall be created on a parcel. The Accessory Apartment may only be located within a single-family dwelling or in an Accessory Structure. Accessory Structures that house Accessory Apartments shall be constructed as permanent structures.
- d. Accessory Apartments are only permitted on lots 7,800 square feet or larger.
- e. In the R-3 and R-1-6 zones, the property must have a total of four (4) parking spaces which meet the criteria provided in section 15.4.16.120. In the R-1-8, R-1-9, R-1-12, R-1-15, R-1-20, R-1-30, R-1-40, R-1-60, R-1-80 or R-R zones properties must have a total of four (4) parking spaces which meet the criteria provided in section 15.4.16.120 unless those spaces are provided in tandem. If spaces are provided in a tandem arrangement in the R-1-8, R-1-9, R-1-12 R-1-15, R-1-20, R-1-30, R-1-40, R-1-60, R-1-80 or R-R zones, then an additional parking space that meets the criteria provided in section 15.4.16.120 must be provided for a total of five (5) spaces.
- f. The Accessory Apartment must be registered with the City Community Development Department. Any fees required for registration shall be defined in the City's Annual Budget.
- g. The Accessory Apartment shall meet all applicable building and fire codes **and shall not have more than 1,000 square feet of habitable space.**