

LAND USE ELEMENT



SPANISH FORK
PRIDE & PROGRESS



TODAY'S PROGRESS
Tomorrow's Pride



*“We strive to build and maintain
a vibrant City through personable
community interactions and
innovative local government
services.”*

Spanish Fork Mission Statement

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*“Growth should strengthen
what we already love about
Spanish Fork, not replace it.”*

*Spanish Fork Resident
General Plan Survey*



INTRODUCTION

The Land Use Element is the city's long-range guide for how land is used, developed, and preserved. It represents the physical expression of Spanish Fork City's vision, shaping where people live, work, and gather while maintaining the qualities that make the community distinctive.

The document's guiding theme, "**Today's Progress, Tomorrow's Pride**," reflects the intent of this element. It embodies a commitment to making thoughtful, incremental decisions today that support a strong, resilient city for future generations. Every land use designation and policy is built around these two ideas:

Today's Progress — making practical, forward-looking choices that support sustainable growth and opportunity;

Tomorrow's Pride — ensuring that growth enhances community character, preserves natural beauty, and strengthens the sense of place that defines Spanish Fork.

PURPOSE AND ROLE OF THE LAND USE ELEMENT

The Land Use Element forms the foundation of Spanish Fork's General Plan. It describes how land within the Annexation Policy Boundary should develop over time and establishes the geographic and policy structure that guides every other element of the plan.

Specifically, the Land Use Element:

- **Defines the city's physical form.** It identifies the intended pattern of growth and how different land uses fit together.
- **Guides zoning and development decisions.** It provides the policy basis for zoning, subdivisions, annexations, and capital improvements.
- **Coordinates with other elements.** Land use planning frames decisions related to transportation, moderate-income housing, infrastructure, and environmental stewardship.
- **Reflects community values.** Public input emphasized preserving Established Neighborhoods, focusing new growth in identified centers, and protecting sensitive lands such as the River Bottoms.

A LIVING VISION

The Land Use Element is both visionary and practical. It outlines community aspirations while guiding daily decision-making. It identifies where uses currently exist so that future uses can be distributed effectively. As Spanish Fork grows and conditions evolve, the document will be updated to ensure policies remain aligned with the city's needs and values.

Future updates will continue to safeguard the qualities that make Spanish Fork a desirable place to live, work, and play.

TODAY'S PROGRESS



TODAY'S PROGRESS
Tomorrow's Pride

*“Change is inevitable, but I’m glad
the city asks residents what matters
most as we plan for the future.”*

*Spanish Fork Resident
General Plan Survey*



ROLE OF PLANNING

INTEGRATION WITHIN THE GENERAL PLAN

Utah Code §10-20-404(2) requires every municipality to adopt a General Plan that includes the following core elements:

- **Land Use Element**
- **Transportation Element**
- **Moderate Income Housing Element**
- **Water Use and Preservation Element**

While each element addresses a distinct topic, they operate together as a unified framework for planning and development in Spanish Fork.

Land use serves as the organizing structure for the General Plan. The Land Use Map identifies where and how future growth should occur. The Transportation Element ensures those areas are accessible and supported by roadway, trail, and transit systems. Residential designations in the Land Use Element establish locations for diverse housing types and support the goals of the Moderate Income Housing Element.

The Water Use and Preservation Element evaluates how development patterns affect long-term water demand and infrastructure capacity. Integrating land use and water planning helps ensure growth remains resilient in Utah's semi-arid climate.

Because Spanish Fork is anticipated to receive future FrontRunner service, the General Plan may also include a Station Area Plan. This element, required by state law for cities with a transit station, coordinates land use, mobility, and infrastructure within the half-mile area surrounding the station.

Together, these elements create a coordinated strategy for accommodating growth and maintaining community quality.

COORDINATION WITH OTHER CITY PLANS

The Land Use Element also provides the

geographic context for several specialized master plans that guide city services and infrastructure. These plans rely on the Land Use Map to anticipate where different types of development will occur and where facilities and investments are needed.

Recreation and Parks Master Plan: Aligns park, trail, and open space investments with residential growth areas and sensitive lands.

Public Utilities and Infrastructure Plans: Coordinates water, sewer, storm drainage, and power systems with development patterns to ensure reliable and efficient service.

Airport Master Plan: Supports compatible land uses around the Spanish Fork Municipal Airport, balancing economic development, aviation safety, and access improvements.

Downtown and Economic Development Plans: Reinforces the role of Main Street, employment centers, and community services within the land use framework.

Together, these plans support a unified approach to managing growth, protecting resources, and sustaining quality of life in Spanish Fork.

KEY TERMS

Adaptive Reuse: The repurposing of an existing building for a new use while retaining much of its structure and reducing demolition and construction waste.

Annexation: The legal process by which land outside city limits is incorporated into the city and becomes subject to city regulations and services.

Build-Out: The point at which land designated for development is fully developed according to adopted plans, zoning, and infrastructure capacity.

Capital Improvements: Major public investments in infrastructure or facilities, such as roads, utilities, parks, public buildings, and related systems.

Density Bonus: An incentive that allows a developer to build more housing units than normally permitted in exchange for providing defined public benefits.

Easement: A legal right that allows a person, utility, or agency to use a portion of private property for a specific purpose while ownership remains with the property owner.

Eminent Domain: The legal authority of a government to acquire private property for public use, with fair compensation, as provided under state and federal law.

Floodplain: Land adjacent to rivers or streams that is subject to flooding during major storm events, as identified by federal, state, or local mapping.

Growth Rate: The percentage change in population, housing, or development over a specific period of time, typically measured annually or over multiple years.

High Transit-Ridership Zone (HTRZ): An area designated under Utah state law within walking distance of a major transit station where higher-density development is allowed or encouraged to support transit use and reduce reliance on automobiles.

Impact Fees: Fees paid as part of a new development to help fund public infrastructure needed to serve that development, such as roads, parks, or utilities, as authorized by state law.

Incremental Growth: Gradual development that occurs over time through smaller projects rather than large, single-phase development.

Infill Development: New development on vacant or underutilized land within already developed

areas of the city, using existing streets and utilities and designed to fit with surrounding uses.

Missing Middle Housing: The range of housing types between single-family homes and large apartment buildings, such as duplexes, townhomes, cottage courts, and small multi-family buildings. These housing types are typically not as prevalent in most modern-day developments.

Nuisance: A use, activity, or condition that unreasonably interferes with the use, enjoyment, health, or safety of nearby property, based on established legal standards rather than personal preference or inconvenience.

Overlay District: A regulatory area applied over underlying zoning that adds or modifies development standards without changing the base zoning designation.

Request for Proposal (RFP): A formal process used by a public agency to solicit proposals for a specific project or service, including requirements, evaluation criteria, and selection procedures.

Riparian: Land located along rivers or streams that supports natural vegetation and provides important ecological and water-quality functions.

Shovel-ready: A site that is ready for development because zoning, infrastructure access, and required approvals are already in place or nearly complete.

Transfer of Development Rights (TDR): A planning tool that allows development potential to be transferred from one property to another in order to protect sensitive, agricultural, or environmentally important land.

Wildland Urban Interface (WUI): Areas where homes and development are located near or adjacent to undeveloped wildland areas, increasing wildfire risk and requiring special building and vegetation management standards.

Zone: A designated area of land regulated by the zoning code that establishes allowed land uses and development standards.

GROWTH IN CONTEXT

POPULATION TRENDS

Spanish Fork's growth story reflects both its strong community identity and its position within one of the fastest-growing counties in the nation. Over the past 50 years, the city has added population steadily each decade, growing from a small agricultural community into a thriving regional city. Long-term projections show this trend continuing, with steady increases expected through 2060. This consistent growth highlights the need for careful planning to ensure that infrastructure, services, and public facilities keep pace with community needs.

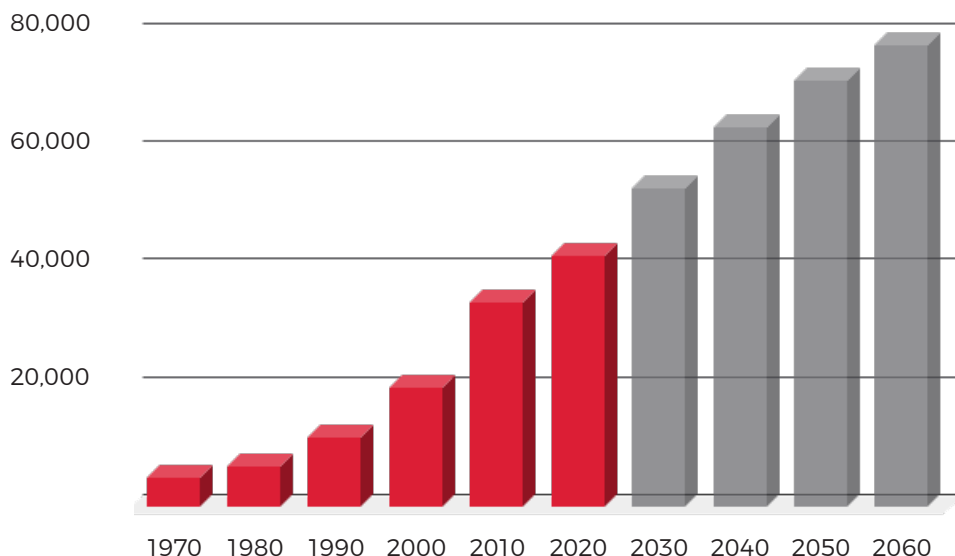
The age distribution of the community reinforces this picture. Spanish Fork has a notably young population, with large groups of children, teenagers, and young adults. This is especially visible in the graph on page 7, where the biggest age ranges fall between 5 and 19. These strong youth and family groupings shape daily life in the city and influence demand for schools, parks, recreation amenities, and family-oriented services. At the same time, adults and older residents continue to make up an important share of the population, which will guide future planning for diverse housing choices, transportation options, and long-term services as the population ages.

Spanish Fork's growth has also consistently outpaced both Utah County and the statewide average. The comparative growth rate chart shows periods where the city expanded rapidly, especially during the 1990s and early 2000s, as new neighborhoods and employment areas developed. While future growth is expected to be more moderate than these peak years, long-term projections indicate that Spanish Fork will continue to grow faster than the region overall. This reinforces the importance of aligning land use decisions with transportation planning, utility capacity, and investment in public services.

Together, these trends illustrate why long-range planning is essential. A steady population increase, a strong base of young families, and a higher-than-average growth rate all signal the need for strategic decisions about where new homes should go, how roads and utilities should expand, and how the city can continue offering high-quality services as it grows. This broader context informs the policies, designations, and growth strategies outlined throughout the Land Use Element.

Sources: U.S. Census Bureau, Decennial Census (1970–2020); Spanish Fork City Demographics (2030–2060 projections), based on Utah County long-term population projections from the Kem C. Gardner Policy Institute (2023).

Spanish Fork Population Trends and Projections (1970–2060)

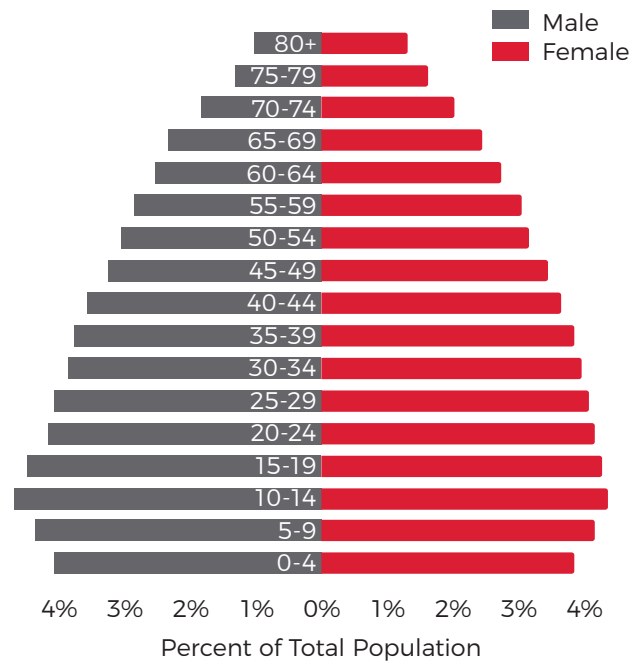


Key Takeaways:

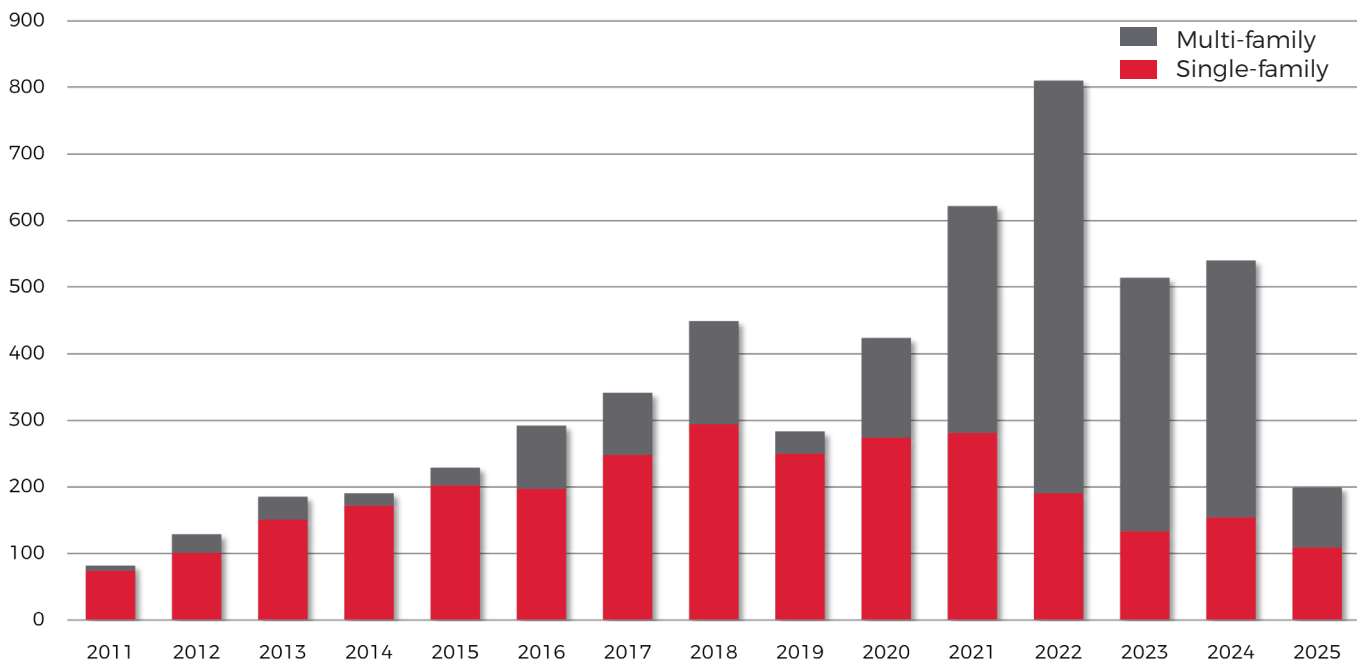
- Spanish Fork has grown steadily for decades and is projected to keep growing through 2060.
- The city has a young population, with large age groups between 5 and 19.
- Growth continues to outpace Utah County and statewide averages.
- These trends highlight the need for coordinated planning for housing, transportation, and public services.

Sources: U.S. Census Bureau, American Community Survey 5-Year Estimates (2018-2022), Table S0101 - Age and Sex; Decennial Census (1970-2020); population projections from Kem C. Gardner Policy Institute, Utah Long-Term Planning Projections (2023).

Age Distribution of Spanish Fork (2020)



Single and Multi-family Residential Building Permits (2011-2025)



JOBS & COMMUTING PATTERNS

Spanish Fork is part of a regional economy, with daily travel patterns that extend well beyond city boundaries. Visualizations of inbound and outbound commuting flows show how residents and workers move throughout Utah County—whether traveling to employment centers in Provo, Orem, and northern Utah County, or commuting into Spanish Fork’s industrial, commercial, and business park areas.

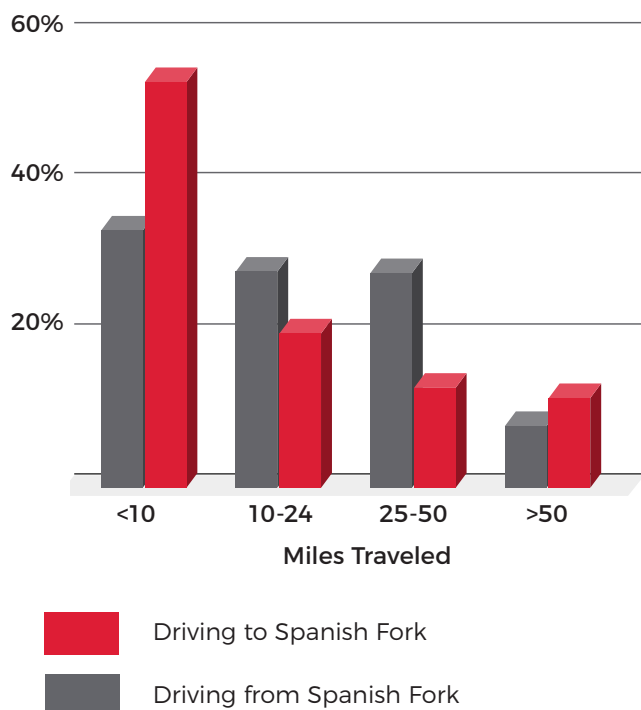
Understanding where people live and work helps ensure that transportation investments, employment areas, and housing options remain aligned with actual travel behavior.

Key Takeaways:

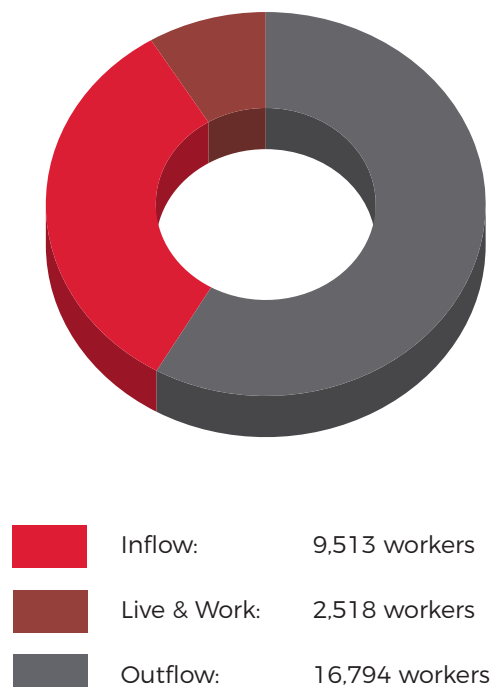
- Many Spanish Fork residents commute to jobs elsewhere in the region.
- A significant number of workers travel into Spanish Fork for jobs in industrial, retail, and service sectors.
- These patterns emphasize the importance of coordinated land use and transportation planning, including employment centers and the potential future FrontRunner station.

Source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics (LEHD), OnTheMap Application, 2022. Inflow/Outflow Analysis and Distance/Direction Reports for Spanish Fork City, UT.

Distance Traveled to and from Spanish Fork for Work



People Living and/or Working in Spanish Fork



STRENGTHENING & SHAPING

Spanish Fork City's land use framework is built on a clear principle: strengthen the places that define the city today while intentionally shaping where growth occurs in the future. This approach allows the city to protect Established Neighborhoods (existing residential, commercial, and agricultural uses) while directing large-scale development to locations best suited to accommodate it. Infill development can then fill in the gaps, thus providing a clear, predictable structure for growth.

ESTABLISHED NEIGHBORHOODS

Established Neighborhoods form the foundation of Spanish Fork's community identity. These areas include long-standing residential neighborhoods with mature street networks, schools, parks, and local services that residents rely on daily. The shopping district along Main Street reflects the city's architectural history and local business community along a major transportation corridor. Working farms on the city's fringe represent the agricultural heritage that has existed since Spanish Fork was established. Planning within these neighborhoods prioritizes stability, reinvestment, and compatibility. The goal is not to freeze these areas in time, but to ensure they remain functional, desirable, and resilient as the city grows around them.

Key Priorities:

- Maintaining neighborhood character through compatible infill development and reinvestment.
- Supporting public infrastructure upgrades such as utilities, roads, and parks.
- Ensuring compatible and well-designed transitions between foundational areas and future commercial or mixed use districts.

FOCUSED STUDY AREAS

The city's primary growth areas, where new housing, employment, and commercial developments will be best served, are located at key access points adjacent to I-15. These areas surrounding existing or future interchanges would benefit from a more detailed study of future land

uses, infrastructure needs, and development timing. This level of study is beyond the scope of this Land Use Element, but will aid the continued evaluation of land use designations over time.

Dry Creek Parkway

A northern entry point with opportunities for mixed-use development, higher-density housing, and regional retail near the new Dry Creek Parkway I-15 interchange.

Center Street

A future transit-supported district, anchored by an anticipated FrontRunner station and planned Center Street interchange, that would offer walkable, mixed-use development and multimodal connections.

Southwest Valley

A southern entry point anchored by an existing I-15 interchange, with opportunities for a variety of housing types (including "missing middle" housing), supporting commercial uses, and improved regional access as future interchange upgrades are completed.

A COORDINATED FRAMEWORK

Development of small-area plans based on these key transportation nodes will provide more detailed direction that can help land owners and potential developers. Partnering with the Planning Commission and City Council, as well as other city departments, will create a land use system that:

- protects existing neighborhoods and sensitive lands when development occurs.
- strengthens regional connections and long-term economic opportunity.
- aligns land use with transportation, utilities, and public facilities.

This process will form the basis for a continually improving Land Use Map, regulations, and policies.

CULTIVATING GROWTH

Spanish Fork's landscape has long been shaped by agriculture, and that heritage continues to influence how the city approaches growth today. Rather than expanding without direction, the city takes the same thoughtful approach farmers use with their land: observing conditions, preparing carefully, and investing in long-term productivity. These principles form the foundation of a growth strategy that respects the past and present land uses while planning responsibly for the future.

ROOTED IN STEWARDSHIP

Agriculture remains a defining feature of Spanish Fork's identity and economy. The open fields and pastures surrounding the city reflect community values of hard work, conservation, and self-reliance. Recognizing this, the city incorporates agricultural preservation and open space considerations directly into its land use planning.

Spanish Fork City supports Agriculture Protection Areas (APAs). These areas, established voluntarily by landowners under state law (Utah Code §17-81), help ensure that agricultural operations can continue even as the city grows. Cities that have APAs "shall encourage the continuity, development, and viability of agriculture use" within the APA. State law also requires the planning commission to "identify and consider" each APA and avoid proposing inconsistent or detrimental land use designations when preparing the Land Use Element. A map comparing locations of APAs with land use designations can be found on page

KNOWING THE LAND

A successful farmer understands the ground before making decisions. Similarly, Spanish Fork City studies its landscape to guide responsible growth. The city identifies environmentally sensitive areas, APAs, maps the floodway and floodplain, and establishes a Growth Management Boundary—its tool for focusing development where infrastructure can support it.

This boundary helps maintain a clear transition between Established Neighborhoods and agricultural landscapes, protecting productive farmland while directing urban investment inward.

TARGETED INVESTMENT

Much like tending established fields while preparing new ground, the city balances reinvestment in long-developed areas with strategic planning in growth areas. Infrastructure maintenance, rehabilitation, and infill development keep existing neighborhoods strong. Meanwhile, new development in Focused Study Areas is phased alongside transportation and utility improvements to ensure orderly, efficient growth.

STEWARDSHIP FOR THE FUTURE

Spanish Fork's approach to land use planning is grounded in long-term stewardship. Regular plan updates, infrastructure assessments, and community input ensure that decisions remain aligned with real-world conditions and community priorities.

By focusing development where it can be supported, preserving agricultural land where appropriate, and planning proactively for future growth, Spanish Fork City cultivates a strong, resilient foundation for the next generation.

Purpose of Agriculture Protection Areas (APA):

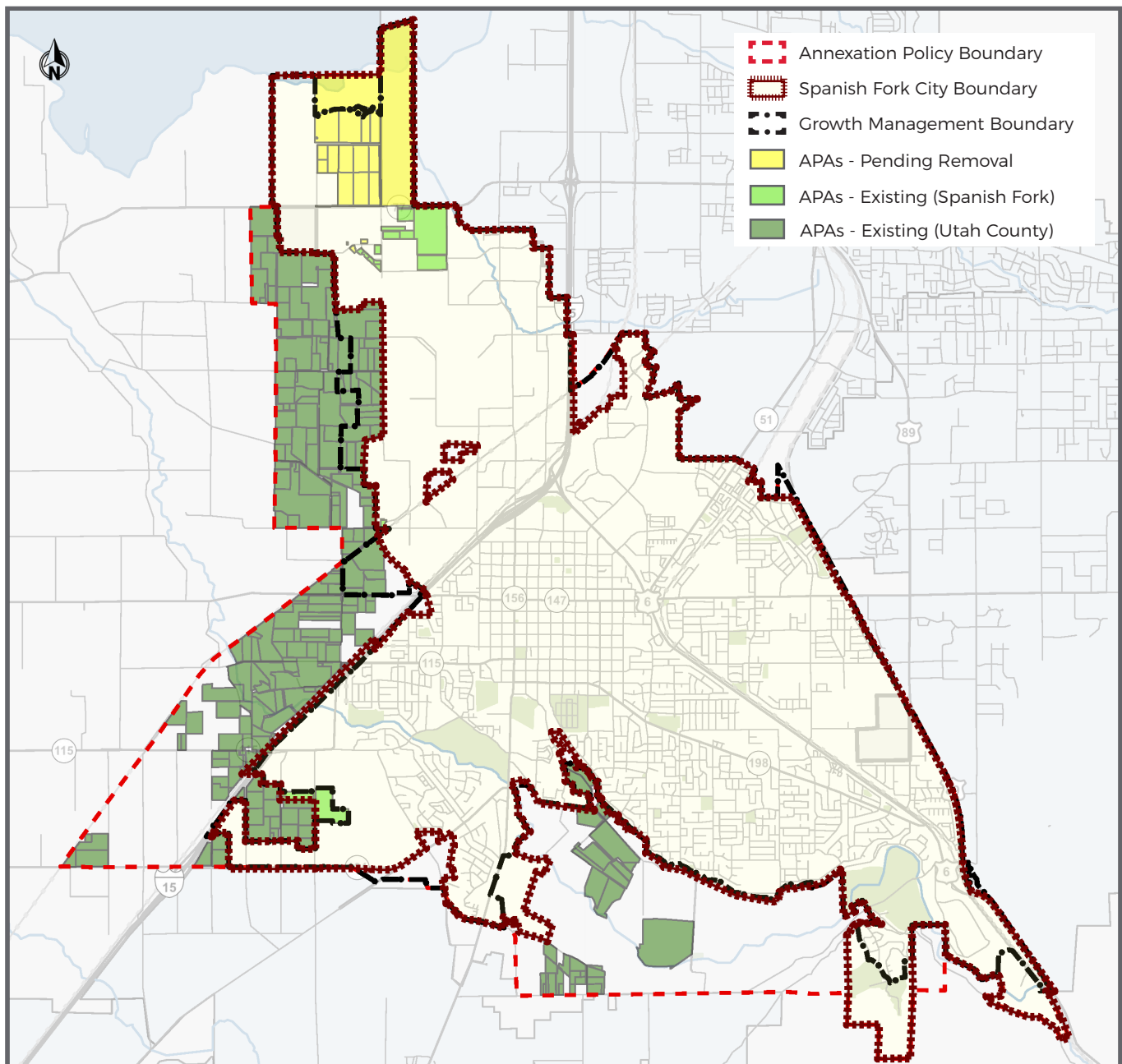
- Protects agricultural land uses and activities from nuisance complaints.
- Requires a note on subdivision plats within 300 feet of a property in an APA, notifying residents of protected agricultural practices nearby.
- Limits ability for government entities to exercise eminent domain powers on agricultural operations.

DEFINING THE EDGES

Managing development intensity and location is a common challenge many growing cities face, including Spanish Fork. Clear boundaries help the city grow in a deliberate and orderly way. By identifying where urban development should occur—and where agricultural and open lands should remain—the city can better coordinate infrastructure, protect community character, and avoid scattered or premature development. These boundaries provide a clear framework for managing growth today while planning responsibly for the future.

ANNEXATION POLICY BOUNDARY

The Annexation Policy Boundary represents the city's long-range planning area and aligns with Utah's requirements for identifying where municipalities may eventually extend services and consider annexation. It establishes the broad extent of where Spanish Fork could grow over coming decades, based on regional context, land availability, and potential future service feasibility. The Annexation Policy Boundary does not obligate the city to develop or serve these areas; rather,



it sets a long-term planning horizon that helps coordinate with Utah County, neighboring cities, and regional transportation and utility agencies.

GROWTH MANAGEMENT BOUNDARY

The Growth Management Boundary (GMB) identifies the area where Spanish Fork anticipates near-term development, generally within the next three to five years. It reflects where the city is prepared to extend water, sewer, roads, parks, public safety services, and other programmed capital improvements based on existing infrastructure capacity and adopted funding plans. Within this boundary, the city expects coordinated neighborhood expansion and targeted public investment.

To ensure the boundary remains aligned with real conditions and city priorities, it will be evaluated every two years. This review will consider development activity, infrastructure readiness, fiscal impacts, regional coordination, and the status of Agriculture Protection Areas (APAs). A proposed amendment to the GMB would be reviewed by staff, recommended by the Planning Commission, and ultimately approved by the City Council. Areas outside the Growth Management Boundary are expected to remain rural or agricultural in the foreseeable future, helping maintain clear community edges and avoid scattered or premature development.

The Growth Management Boundary also functions as a policy tool to align land use implementation with state law requirements regarding APAs. In drafting this Land Use Element, the city identified and considered all APAs within the Annexation Policy Boundary. Where land is in an active APA and is designated for future residential, commercial, or mixed-use development on the Land Use Map, it is excluded from the GMB.

This approach signals to property owners and the development community that agricultural operations will likely continue for the time being. Lands within an active APA remain available for agricultural use unless and until the property owner voluntarily withdraws from APA status in accordance with state law. Upon lawful withdrawal, future inclusion within the Growth

Management Boundary may be considered through legislative action, subject to infrastructure capacity and compatibility findings.

In some instances, infrastructure and roads may be constructed outside the GMB in preparation for future inclusion within the boundary. This can aid the City Council in their considerations for expanding the Growth Management Boundary.

Together, the Growth Management Boundary and the Annexation Policy Boundary serve complementary purposes. The Annexation Policy Boundary looks decades ahead to identify the city's long-range planning area, while the Growth Management Boundary guides responsible, infrastructure-supported development in the near term.

Key Takeaways:

- The Annexation Policy Boundary identifies the city's long-range planning area.
- The Growth Management Boundary guides near-term development and infrastructure investment.
- Agriculture Protection Areas are identified and considered in Growth Management Boundary amendments.
- Regular review keeps the Growth Management Boundary responsive to changing conditions.

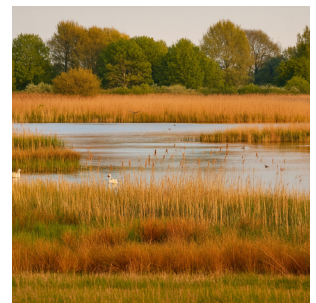
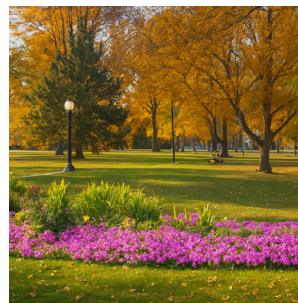
GREEN SPACE & NATURAL SYSTEMS

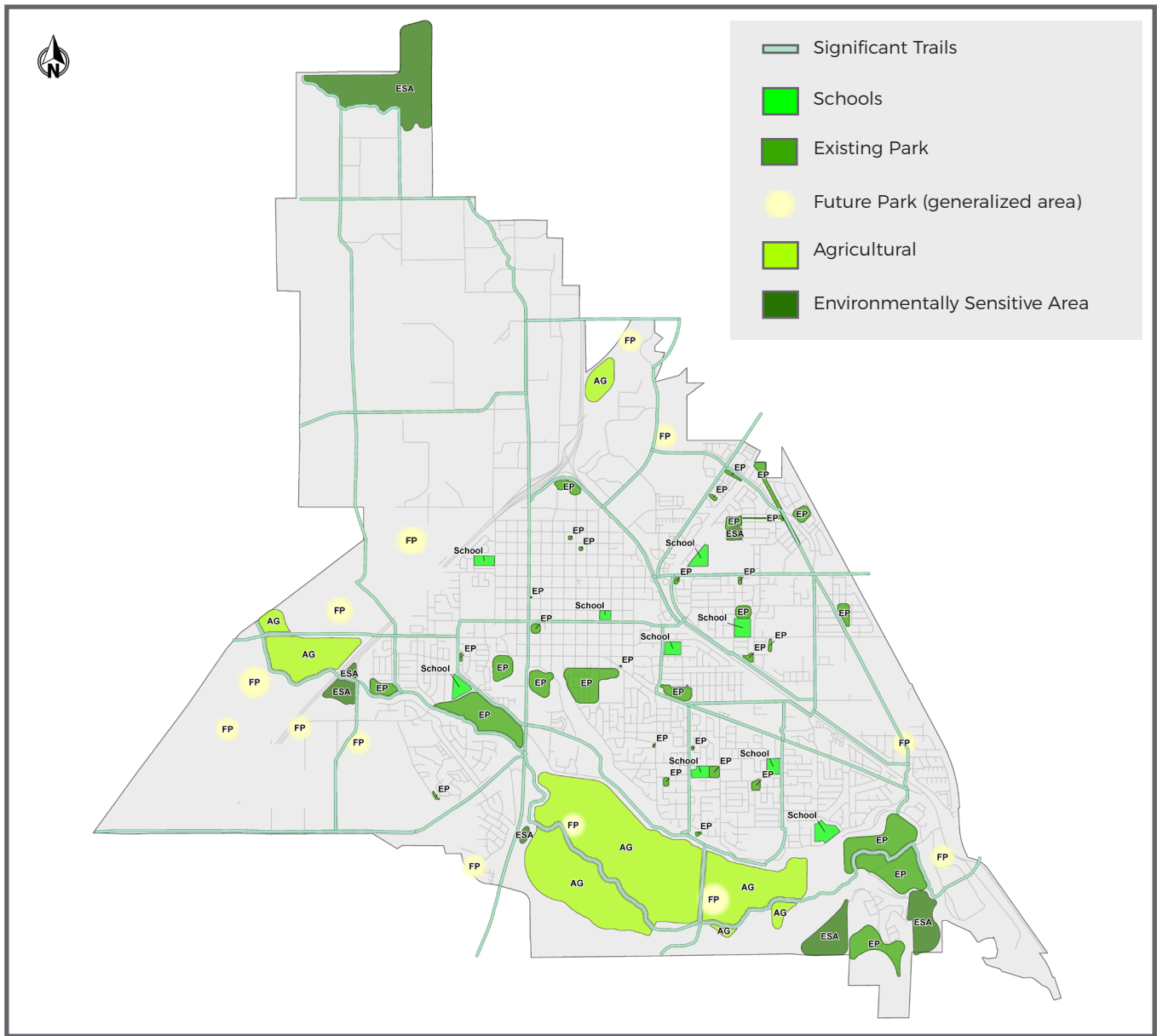
Green space is a defining part of Spanish Fork's character. These areas include public parks, hillsides, riparian corridors, wetlands, and agricultural fields that preserve the community's rural setting. Together, they provide environmental, recreational, and visual benefits that enrich daily life. Protecting these spaces for the safety and enjoyment of the community is a key priority in long-range planning.

The Spanish Fork River corridor (shown on the map below) is one of the community's most significant natural features. Its floodway and surrounding farmland function as an ecological system, supporting active agriculture while offering opportunities for trails, habitat, and recreation. Public parks and other shared spaces, such as school grounds and cemeteries, further strengthen the city's green space network by providing places for both active and passive use.

These areas form a connected open space framework that enhances neighborhood identity, supports wildlife, and improves quality of life. Trails often link these spaces, creating important active transportation routes across the city.

Green space also plays a practical role in shaping growth. Flood-prone areas, steep slopes, and other sensitive lands limit development and help direct investment toward locations within Focused Study Areas and Established Neighborhoods. Understanding where open space is permanent or environmentally significant ensures that infrastructure planning, transportation improvements, and new development occur in the right places and at the right scale.





GREEN SPACE MAP

This map illustrates the citywide green space system that defines Spanish Fork today and identifies opportunities for expansion as the community grows. It depicts land use designations related to agriculture, environmentally sensitive areas, and public facilities where parks and open spaces are located.

The map also shows the network of existing and planned trails that provide recreational and active transportation connections throughout the city. Elementary schools are included because

of the role their playfields and open spaces play in serving surrounding neighborhoods outside of school hours. While not shown on the map, existing agriculture uses also play a vital role in the extensive green space system.

Potential locations for future parks are identified throughout the community. Meeting the city's target LOS (Level of Service) requires providing 4.75 acres of park space for every 1,000 residents. The size, distribution, and timing of these future parks will be guided by the park service standards established in the Recreation and Parks Master Plan.

STATION STUDY AREA

PURPOSE AND REGIONAL CONTEXT

Spanish Fork City has identified a Station Area on the Land Use Map in response to long-range regional planning for a potential extension of FrontRunner commuter rail service south of Provo. The South Valley Transit Study identified this extension, including a potential station in Spanish Fork, as the Locally Preferred Alternative to address future mobility needs in southern Utah County.

The FrontRunner South extension is currently in the planning and environmental review phase. Advancement of the project will depend on future federal, state, and regional funding decisions, as well as continued coordination among partner agencies.

STATION AREA DESIGNATION

Identifying the Station Area (ST) on the Land Use Map allows the city to plan responsibly for infrastructure, transportation, and public investment patterns. This Land Use Element does not include a draft of a Station Area Plan, but creates a geographic placeholder. This designation is intended to preserve flexibility, prevent incompatible development near a potential station, and ensure that future decisions remain coordinated with regional transportation planning efforts.

The Station Area designation does not imply impending development or zoning entitlements. Existing zoning and development standards remain in effect unless amended through a separate public process after performing further study.

STATE REQUIREMENTS AND REGIONAL COORDINATION

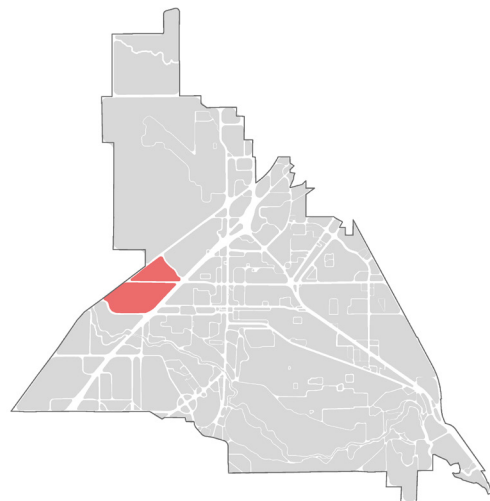
Utah state law requires communities with operating commuter rail stations to adopt a Station Area Plan that meets certification standards established in state code. Certification ensures coordination between local land use planning and regional transit investments and helps maintain eligibility for future transportation funding.

Spanish Fork's Station Area Plan was being developed with funding support from the Mountainland Association of Governments (MAG) and the Utah Transit Authority (UTA). MAG has encouraged Springville, Spanish Fork, and Payson to complete and seek certification of their Station Area Plans within the same general timeframe.

The Station Area designation represents a key planning area, not a development commitment. It signals the area's potential future role if commuter rail service is extended to Spanish Fork, while maintaining full city discretion over timing, intensity, and implementation. Detailed land use, zoning, and design standards for the station area will be investigated through the Focused Study Area process and future legislative actions, if and when the project advances.

Key Takeaways:

- The FrontRunner South extension is a long-term regional project and is currently in planning and environmental review.
- The Station Area (ST) designation is shown on the Land Use Map to support long-range planning coordination.
- State law requires a certified Station Area Plan for existing commuter rail stations; Spanish Fork has begun the planning process with MAG and UTA funding in coordination with neighboring cities.

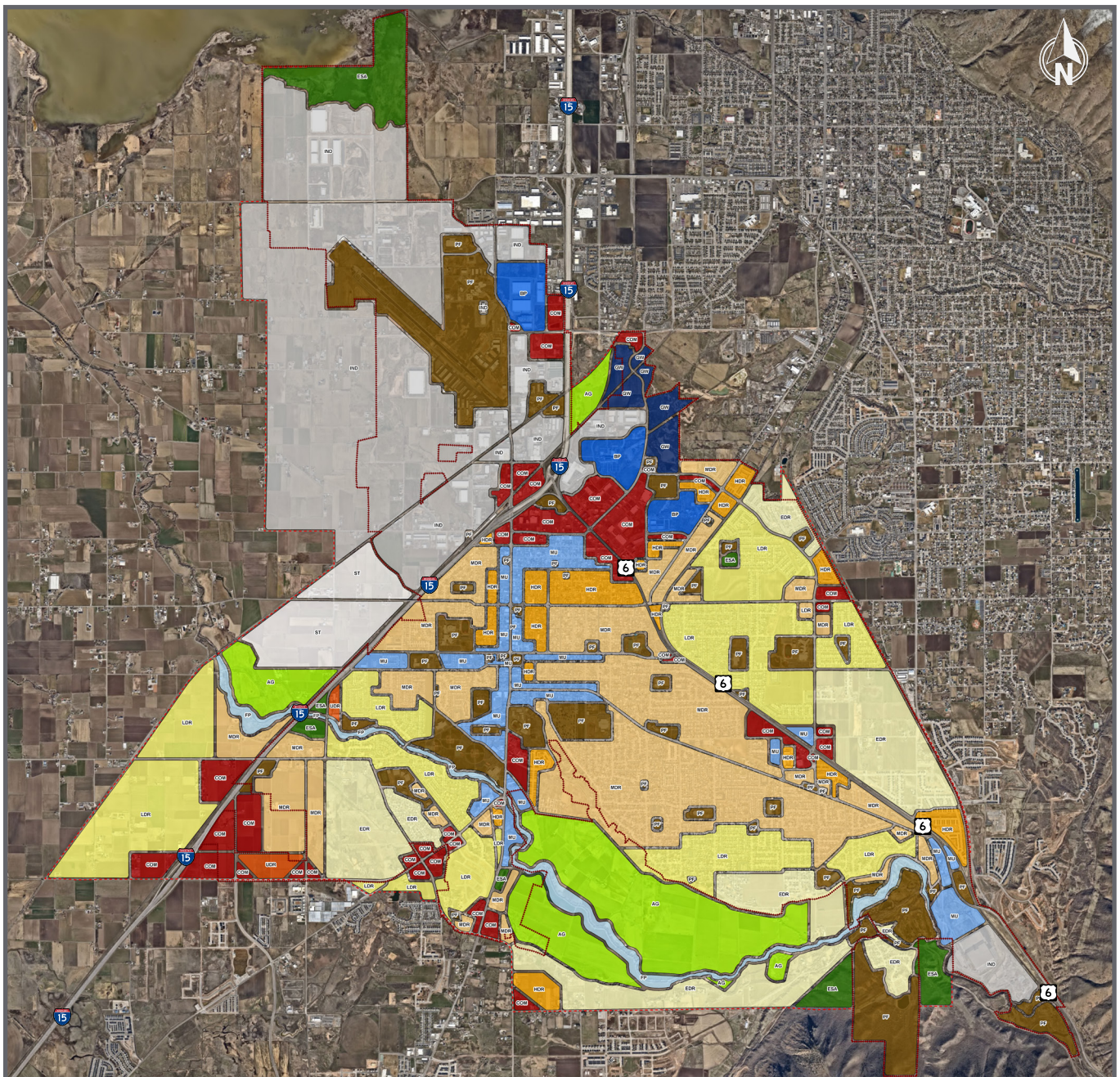


LAND USE MAP

The Land Use Map shows how Spanish Fork has developed and is expected to grow and develop over time. It identifies general areas where certain types of uses are most appropriate based on location, access, environmental conditions, and community needs. The map also highlights the Spanish Fork River floodway, the area needed to safely convey floodwaters during major storm events.

The map is not drawn to property lines and does not determine zoning for individual parcels.

Instead, it provides a big-picture guide for how land uses should relate to one another as the city grows. This helps Spanish Fork plan for new neighborhoods, protect sensitive lands, and make strategic investments so growth continues to support the community's long-term vision.



LAND USE DESIGNATIONS



ENVIRONMENTALLY SENSITIVE AREAS (ESA)

Lands with steep slopes, floodplains, or other hazards where development is limited to protect life, property, and natural systems.



AGRICULTURAL (AG)

Areas dedicated to crop production, livestock, and rural living, where farming remains the primary land use and municipal infrastructure is minimal.



ESTATE DENSITY RESIDENTIAL (EDR)

Neighborhoods of large single-family lots providing spacious, low-density living with full urban services.



LOW DENSITY RESIDENTIAL (LDR)

Traditional suburban neighborhoods of detached homes that preserve Spanish Fork's established residential character.



MEDIUM DENSITY RESIDENTIAL (MDR)

Mixed single- and multi-family neighborhoods that offer diverse housing types and infill opportunities.



HIGH DENSITY RESIDENTIAL (HDR)

Compact neighborhoods emphasizing townhomes, apartments, and condos with strong urban design and amenities.



URBAN DENSITY RESIDENTIAL (UDR)

High-intensity residential areas supporting apartment complexes and transit-oriented development near major corridors.



GATEWAY (GW)

Mixed use centers along major corridors combining high-density housing with retail and commercial uses to create vibrant, transit-accessible districts.



MIXED USE (MU)

Walkable, small scale districts integrating residential, office, and retail uses that promote community interaction and pedestrian activity.



COMMERCIAL (COM)

Hubs for retail, dining, offices, and services that provide economic vitality and community convenience through accessible, well-designed development.



BUSINESS PARK (BP)

These areas may include convenience retail, hospitality, or light manufacturing uses that support the business community in a campus-style layout.



INDUSTRIAL (IND)

Areas for manufacturing, research, warehousing, and related support services that provide jobs while ensuring compatibility with adjacent uses.



PUBLIC FACILITIES (PF)

Sites for essential government, educational, cultural, and recreational services that support community infrastructure and quality of life.



STATION AREA (ST)

Areas surrounding a potential future FrontRunner station reserved for higher-intensity, transit-oriented development with a mix of residential, commercial, and open space uses.

LAND USE DESIGNATIONS

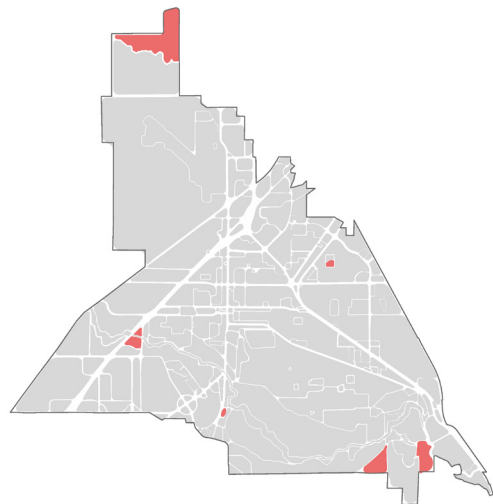
ENVIRONMENTALLY SENSITIVE AREAS

Most of Spanish Fork is free from development constraints related to geological or other hazards. However, certain areas within the community are subject to unique development restrictions due to the presence of steep slopes, floodplains, faults, or other known hazards. Studies, such as floodplain delineation and environmental impact reports, can identify what land is developable and what is not feasible to develop.

Floodplains, typically found adjacent to lakes and rivers, are subject to periodic excess water from rain or melting snow-pack. The Federal Emergency Management Administration (FEMA) maintains maps illustrating various types of floodplains, categorizing different areas based on their likelihood of flooding in any given year. In Spanish Fork, floodplains are primarily situated along the Spanish Fork River, with other areas found along creeks and Utah Lake. The Land Use Map specifically identifies the Floodway (in light blue), a critical type of floodplain encompassing the channel and adjacent over-bank areas essential for conveying floodwaters effectively.

The potential for flooding poses a risk to life, property, and infrastructure. Consequently, development activity within floodplains is significantly restricted. Agricultural uses are generally resilient to the impacts of flooding. Floodplains will most often be designated as Agricultural or Environmentally Sensitive Areas on the Land Use Map.

Steeper hillside areas in Spanish Fork may have special limitations due to unstable soils, erosion, and the potential for landslides. These areas will require careful site review, special construction standards, and should have reduced land use intensity due to the higher risk of natural disasters. The municipal code contains regulations for areas where steep slopes are identified in order to mitigate potential damage. Hillside areas subject to unique development restrictions may be identified as Environmentally Sensitive Areas on the Land Use Map.





AGRICULTURAL

The Agricultural designation identifies some of the remaining farm and open land areas as the defining landscapes of Spanish Fork. These areas include parcels primarily engaged in crop production, grazing, and other agricultural activities that contribute to the city's rural character and economy. Parcel sizes typically range from one to forty acres or more, allowing space for farming operations, ranchettes, and large-lot homes compatible with agricultural use.

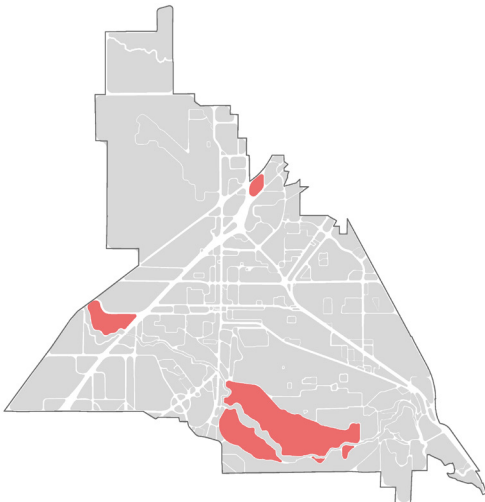
Development in areas with the Agricultural designation is intentionally limited. While paved streets may be provided, curb, gutter, and sidewalk improvements are not required, and municipal water and sewer service are generally unavailable. Homes and accessory buildings rely on individual wells and septic systems, maintaining the rural, low-intensity nature of these areas.



Agricultural lands often coincide with floodplains, wetlands, and riparian corridors along the Spanish Fork River and Utah Lake. Because these landscapes also serve important environmental and drainage functions, maintaining them in agricultural use helps preserve open space, reduce flood risk, and sustain the city's scenic qualities.

Spanish Fork City supports the continued operation of family farms, whether designated with an agricultural land use or not. According to Utah law regarding Agriculture Protection Areas, the city will identify and consider each APA within the Annexation Policy Boundary when making land-use decisions. This will help avoid allowing uses that are inconsistent or detrimental to agricultural operations.

Together, these lands form a lasting connection between the community's agricultural heritage and its future growth, providing a visual and cultural reminder of the city's origins while accommodating limited rural living opportunities.

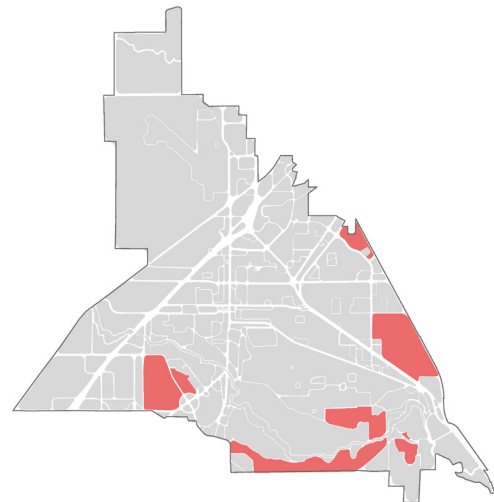


ESTATE DENSITY RESIDENTIAL

The Estate Density Residential designation is specifically intended to foster neighborhoods with single-family detached homes at densities ranging from 1 to 2.5 homes per acre. This designation offers a spacious living environment with full urban services and utilities. Lot sizes are typically large, starting at 1/3 acre, with a minimum lot width of 100 feet. This size supports the intended character of estate density neighborhoods by providing ample space for homes, yards, and landscaping while preserving a sense of openness and privacy.

The primary land use in these areas is single-family residential, with detached homes maintaining a consistent and cohesive neighborhood aesthetic. Multi-family structures may only be permitted on a limited scale within areas designated Estate Density Residential. In such instances, the multi-family structures should be designed to resemble large single-family homes.

These large-lot neighborhoods are ideal for families seeking a quieter, more expansive living environment while still enjoying the benefits of urban amenities and services. Policies for these areas emphasize maintaining their low-density character and ensuring high-quality development standards.

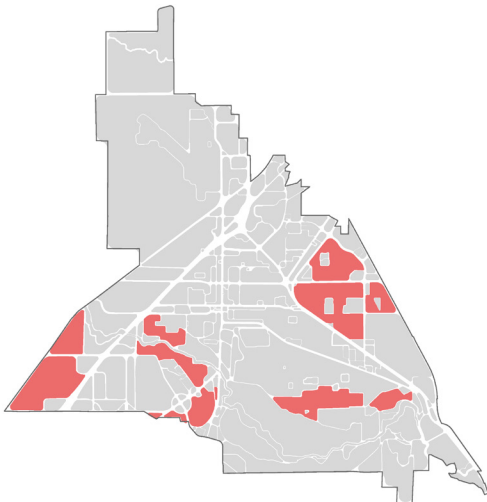




LOW DENSITY RESIDENTIAL

The Low Density Residential designation seeks to accommodate neighborhoods primarily consisting of single-family detached homes at a density of 2.5 to 3.5 homes per acre. These areas balance the need for housing with a spacious and open neighborhood character, offering slightly larger lots than most other residential areas. Areas designated Low Density Residential represent the historic suburban character of many Spanish Fork neighborhoods.

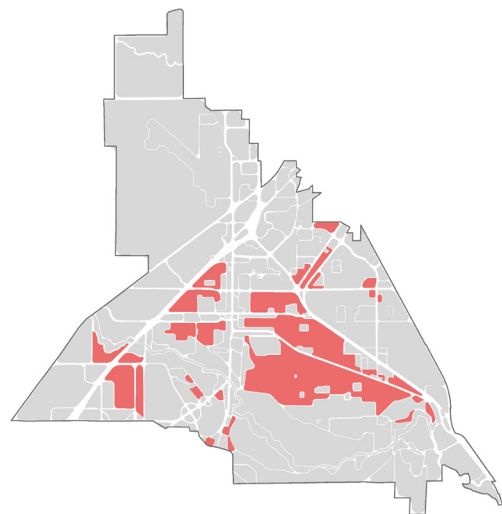
The primary land use in these areas is single-family residential, with a focus on maintaining a cohesive neighborhood feel and fostering a sense of community. As in areas designated Estate Density Residential, multi-family structures may only be permitted on a limited scale in areas with this designation. In such instances, the multi-family structures should be designed to resemble large single-family homes. Policies for this designation aim to support sustainable growth while preserving the suburban charm that defines these neighborhoods.



MEDIUM DENSITY RESIDENTIAL

The Medium Density Residential designation supports a mix of housing options, with densities ranging from 4 to 8 homes per acre. These neighborhoods primarily consist of single-family detached homes but also include multi-family homes, providing a diverse range of housing types to accommodate various community needs. As much of the area designated Medium Density Residential has already been developed, infill development on remaining parcels is encouraged.

These areas are intended to provide a balanced mix of housing options, fostering vibrant, inclusive neighborhoods that meet the evolving needs of the community. This will be achieved by encouraging smaller lots or multi-family housing types to optimize land use while maintaining the character of Established Neighborhoods.

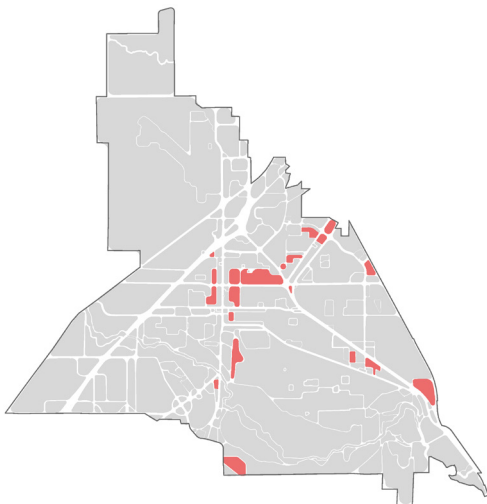




HIGH DENSITY RESIDENTIAL

The High Density Residential designation accommodates a variety of housing types with densities ranging from 8 to 12 homes per acre. These neighborhoods feature a mix of housing options with the focus being multi-family homes including townhouses, duplexes, apartments, and condominiums. The use of this designation helps create vibrant comfortable neighborhoods that provide diverse housing options for a wide range of families. New developments in this designation should be designed to include multiple amenities and help make the neighborhood an attractive, recognizable place.

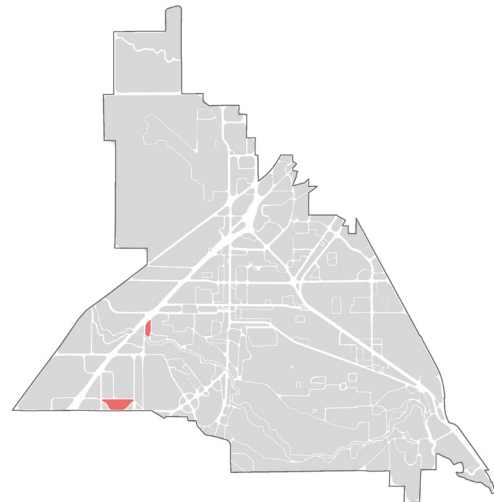
Compared to other residential neighborhoods, the High Density Residential areas will accommodate much more intense residential development. Structures will be larger, setbacks may be lessened, and greater traffic will be generated. Due to the anticipated impacts of development in this designation, it is assigned to areas with distinct characteristics. Areas designated High Density Residential should be primarily accessed via significant roadways or transit and should often be located adjacent to non-residential uses. By providing residents proximity to other types of uses and large transportation facilities, this designation can create opportunities for new types of housing in Spanish Fork while minimizing development impact on the city as a whole.



URBAN DENSITY RESIDENTIAL

The Urban Density Residential designation supports high-density housing, with densities of up to 20 homes per acre. These areas are tailored to accommodate contemporary apartment complexes and other multi-family residential housing options, including townhouses and condominiums, while promoting efficient land use and vibrant community design. Typically located to serve as transitions between non-residential land uses and lower-density residential neighborhoods, these areas play a key role in integrating diverse urban environments. The location of Urban Density Residential areas next to regional transportation facilities, such as I-15 and a future FrontRunner stop, accommodates the traffic generated without impacting other neighborhoods.

Urban density residential locations may be strategically positioned to qualify for an HTRZ (High Transit-Ridership Zone) within the designated Station Area, aligning housing density with transit-oriented development goals. Developments in these areas are expected to include a broad range of amenities, such as parks, recreational facilities, mixed-use elements and community spaces.

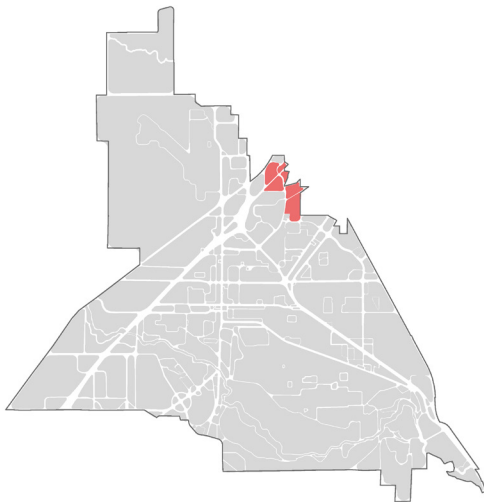




GATEWAY

The Gateway designation combines high-density housing with commercial uses to create vibrant, mixed use neighborhoods that mark a key northern entrance to the city. Unlike the Mixed Use designation, properties with this designation can accommodate taller buildings and greater residential intensity. Residential densities in this Focused Study Area should range from 20 to 50 homes per acre, with an emphasis on modern, integrated mixed use development. This area is strategically positioned along a new major transportation corridor that will provide more accessibility.

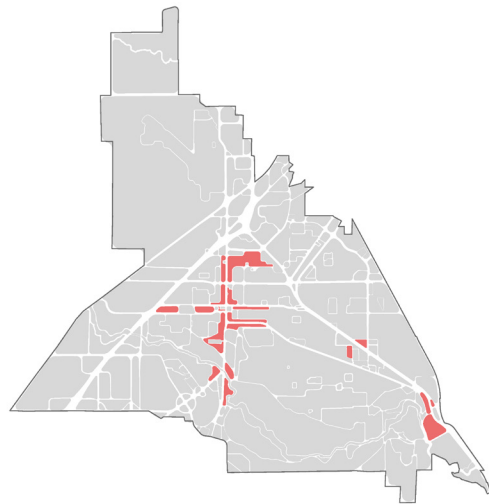
Developments are envisioned as mixed use projects, often featuring retail or commercial spaces on the ground floor with high-density residential units above. This arrangement promotes walkability, encourages active streetscapes, and supports a live-work-play lifestyle. This designated land use accommodates future growth by prioritizing urban-designed development to create dynamic, attractive spaces that integrate housing, shopping, dining, and personal services.



MIXED USE

The Mixed Use designation fosters vibrant, pedestrian-friendly neighborhoods that blend residential, office, and commercial/retail uses in a cohesive, mixed use environment. This designation may be applied to properties in a variety of states, ranging from vacant land to fully developed neighborhoods. Unlike the Gateway designation, the scale of development will be less intense and primarily infill. Mixed use development may occur vertically, with housing above ground-floor businesses, or horizontally, with residential and commercial uses located side by side in a walkable setting. As such, development proposals in this area must consider opportunities to reinforce and improve upon the positive characteristics of surrounding development.

These areas support a density of up to 12 homes per acre, with a focus on creating active neighborhoods where people can live, work, and shop in close proximity. The primary land uses in these areas include different types of homes, offices, and retail establishments. This mix encourages a balanced, active streetscape that integrates housing with a variety of services and businesses. Residential units may be located above commercial spaces or within walking distance of local shops, restaurants, and office spaces. This promotes a sense of community and improved convenience for neighborhood residents.





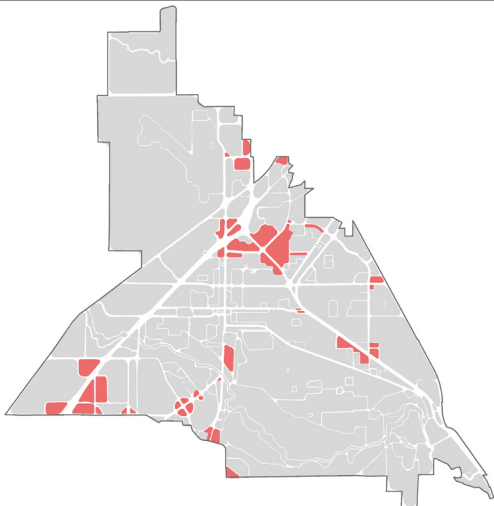
COMMERCIAL

The Commercial designation accommodates a wide range of business and service-oriented uses that support daily needs, employment, and the local economy. Typical uses include retail, dining, offices, personal services, and hospitality. Developments may take the form of freestanding businesses or be part of larger, integrated commercial centers.

Commercial land is highly location-sensitive, with success often depending on visibility, access, and proximity to major transportation corridors and population centers. Because suitable sites for commercial activity are limited, preserving these locations for commercial use is critical to sustaining the city's economic base and ensuring convenient access to goods and services for residents.



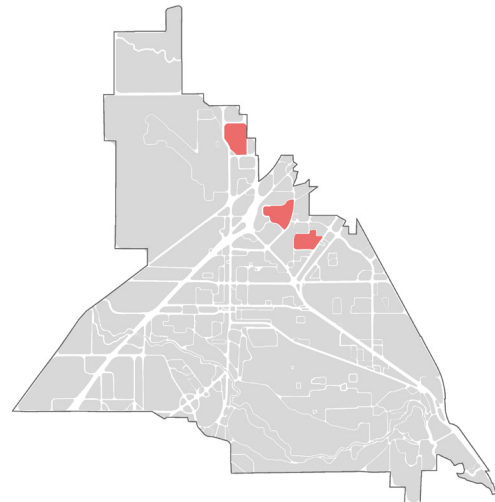
Future development in Commercial areas should emphasize accessibility, efficient circulation, and high-quality design. Projects should provide adequate parking, pedestrian connections, and links to public transit, while ensuring compatibility with adjacent land uses. Thoughtful site design will help maintain the vitality, attractiveness, and long-term viability of Spanish Fork's commercial areas.



BUSINESS PARK

The Business Park designation creates environments that are conducive to business operations, with a focus on professional offices and commercial spaces that cater to the needs of local businesses and their employees.

This land use may have campus-like characteristics, with landscaped grounds, modern office buildings, and amenities such as cafes, fitness centers, and meeting spaces to support both work and well-being. While the primary focus is on office uses, these areas may also incorporate other uses that support the business community, such as retail outlets, convenience services, hospitality, or light manufacturing.

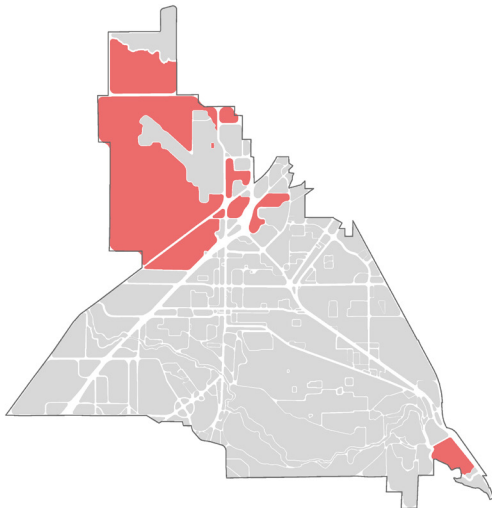




INDUSTRIAL

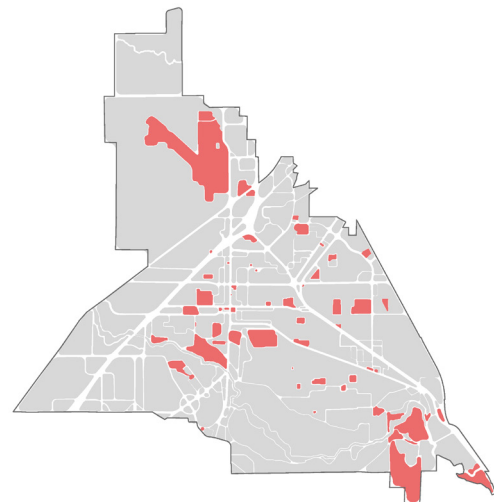
The Industrial designation accommodates a wide range of employment-related activities, including large-scale campus-style developments, administrative and research companies, offices, laboratories, and various forms of manufacturing, assembly and warehousing. This may also include office spaces and commercial services that support the industrial base, such as supply companies or maintenance services. While residential uses are strictly prohibited in Industrial zones, other commercial uses that cater to the industrial workforce or business operations are allowed.

Certain industrial activities that emit moderate amounts of air, water, or noise pollution may be considered conditional uses, subject to additional review, and regulations to mitigate potential impacts on surrounding areas. The goal is to create functional, well-planned industrial areas that prioritize business needs while maintaining compatibility with nearby land uses.



PUBLIC FACILITIES

The Public Facilities designation encompasses properties and structures that are owned, leased, or operated by government entities. Some of the sites house uses that provide essential services to the community. These services can range from critical infrastructure and utilities necessary for the efficient functioning of the community to cultural, educational, and recreational services that enrich the community's quality of life. This may include institutional uses such as schools, libraries, and government offices, as well as recreational facilities like parks, sports complexes, and community centers.



LAND USE DATA

LAND USE COMPOSITION

The Land Use Composition chart shows how land within the Annexation Policy Boundary is labeled with the various land use designations. It illustrates the proportion of land allocated to each use, including both land already developed or that has potential for future development.

RESIDENTIAL CAPACITY

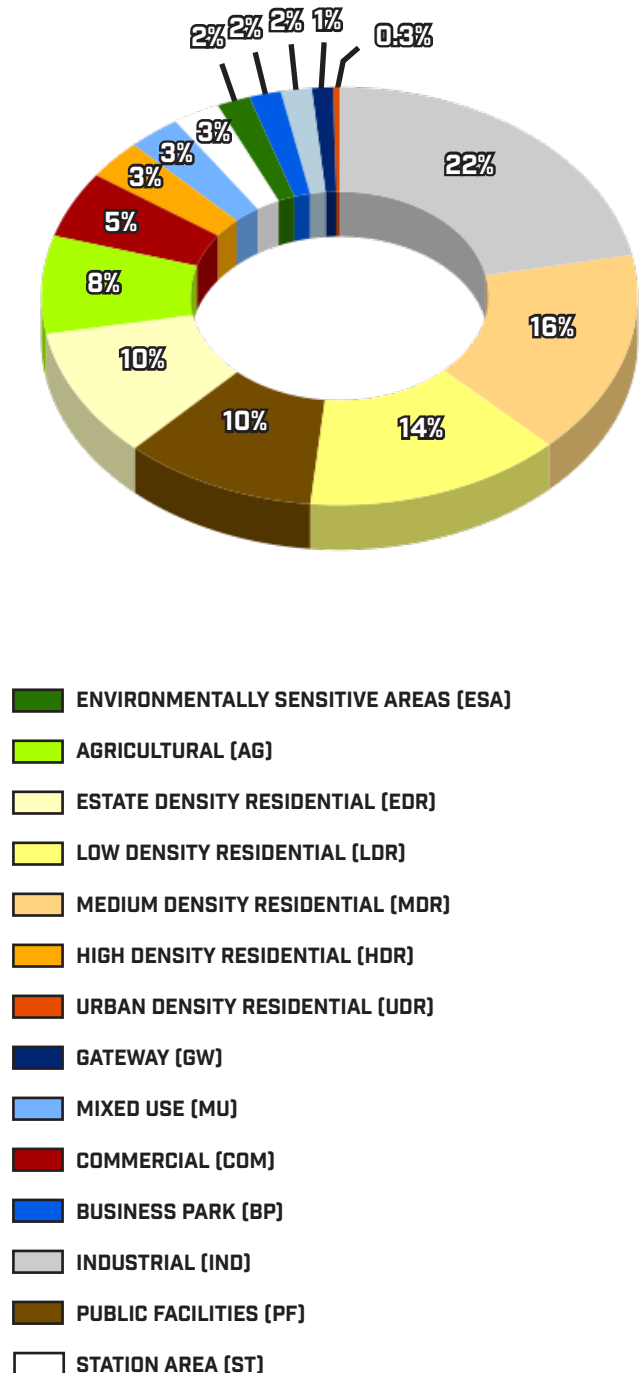
Different types of neighborhoods, from rural farms to apartments, make up the residential fabric of the city. The Residential Land Use Designations chart shows how much area each category of housing occupies today. This helps explain the overall mix of neighborhoods that currently exist across Spanish Fork.

Not all residential land is available for new development. To understand how many future residential neighborhoods could be built, the city looked at the remaining vacant land in each residential designation. Each type of neighborhood has different development patterns, and every new area needs streets, utilities, parks, and open space. Because not every acre becomes residential lots, the city used a realistic average for how many homes typically fit in each type of residential land use.

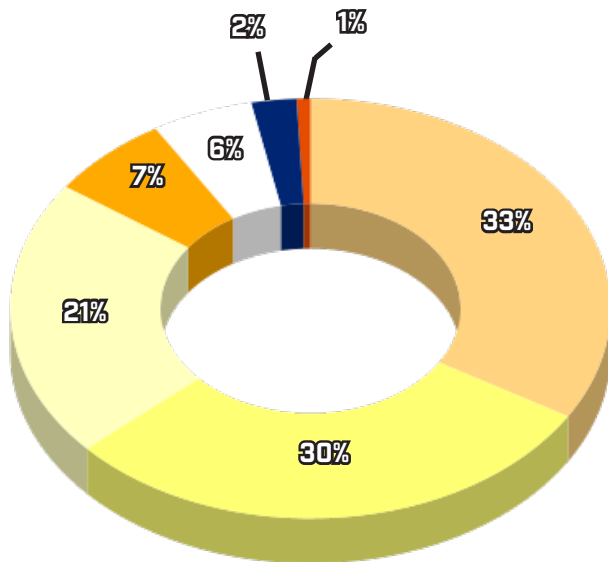
The Vacant Land Build-Out Estimate table on the next page shows how these factors come together. By combining the amount of vacant land with typical development patterns, the city can estimate how many additional homes each designation could be built in the future. This provides a clearer picture of where new neighborhoods may form and how much overall residential growth the city can accommodate within its current boundaries.

Together, the chart and table illustrate both the makeup of today's residential areas and the potential for tomorrow's neighborhoods, helping guide land use decisions, infrastructure planning, and long-range investments as Spanish Fork continues to grow.

Land Use Composition



Residential Land Use Designations



- ESTATE DENSITY RESIDENTIAL (EDR)
- LOW DENSITY RESIDENTIAL (LDR)
- MEDIUM DENSITY RESIDENTIAL (MDR)
- HIGH DENSITY RESIDENTIAL (HDR)
- URBAN DENSITY RESIDENTIAL (UDR)
- GATEWAY (GW)
- STATION AREA (ST)

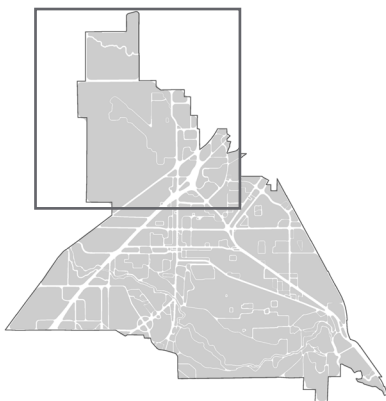
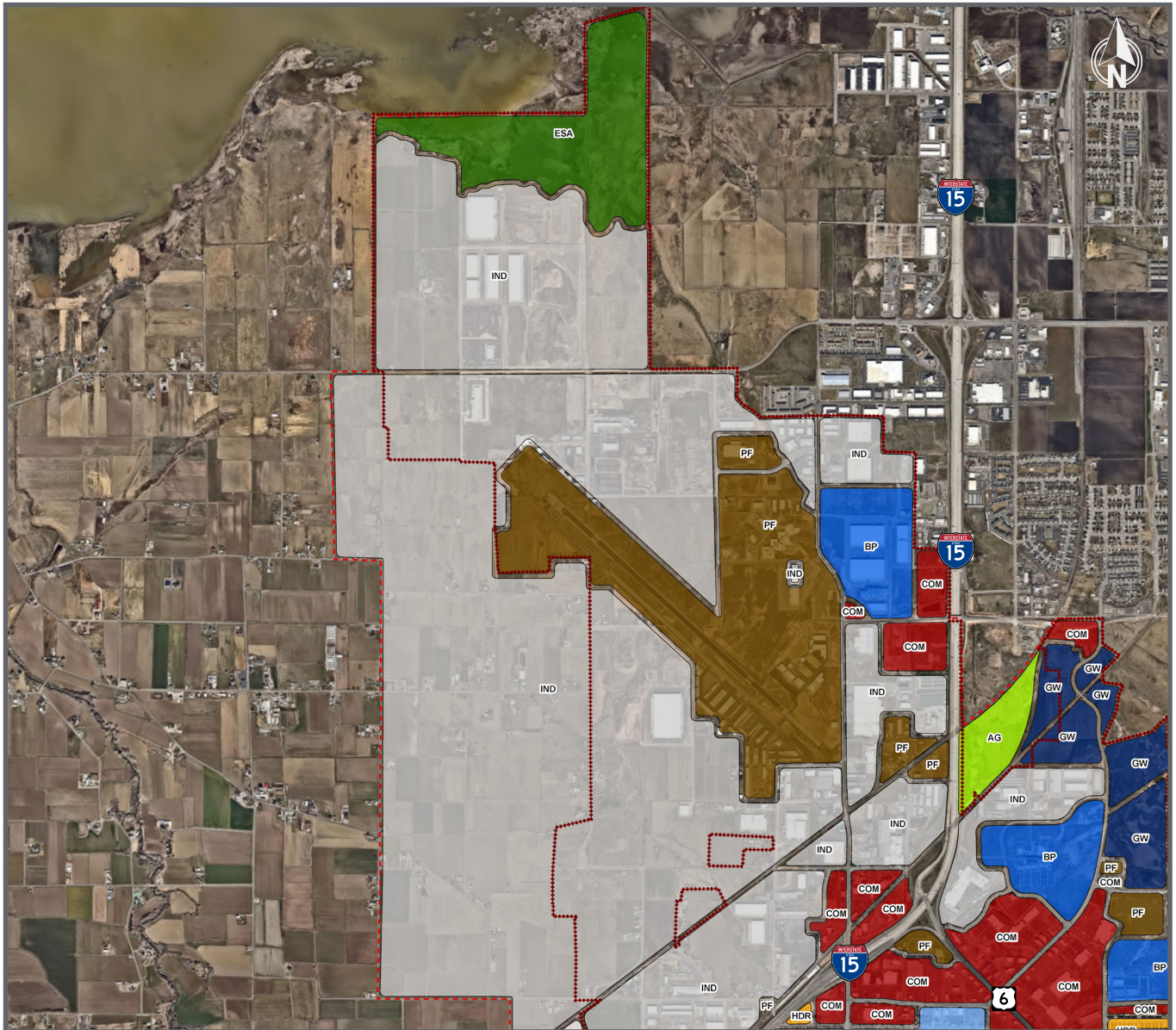
These estimates help the city understand:

- how much land is reserved for different types of neighborhoods.
- where most future homes will be located.
- what areas will need new roads, utilities, parks, and services.

Vacant Land Build-Out Estimate

Land Use Designation	Vacant Land	Density Range	Density Estimate	Future Residential Units
Estate	926 acres	1 to 2.5 u/ac	1.26 u/ac	1,167
Low	769 acres	2.5 to 3.5 u/ac	2.1 u/ac	1,614
Medium	459 acres	3.5 to 8 u/ac	4.2 u/ac	1,927
High	114 acres	8 to 12 u/ac	7 u/ac	795
Urban	36 acres	12 to 20 u/ac	11.2 u/ac	408
Mixed Use	81 acres	8 to 12 u/ac	2.8 u/ac	226
Station	329 acres	12 to 20 u/ac	5.6 u/ac	1,842
Gateway	108 acres	24 u/ac	12.6 u/ac	1,363
Total				9,342

AIRPORT



- | | |
|---|--|
|  ENVIRONMENTALLY SENSITIVE AREAS (ESA) |  GATEWAY (GW) |
|  AGRICULTURAL (AG) |  MIXED USE (MU) |
|  ESTATE DENSITY RESIDENTIAL (EDR) |  COMMERCIAL (COM) |
|  LOW DENSITY RESIDENTIAL (LDR) |  BUSINESS PARK (BP) |
|  MEDIUM DENSITY RESIDENTIAL (MDR) |  INDUSTRIAL (IND) |
|  HIGH DENSITY RESIDENTIAL (HDR) |  PUBLIC FACILITIES (PF) |
|  URBAN DENSITY RESIDENTIAL (UDR) |  STATION AREA (ST) |

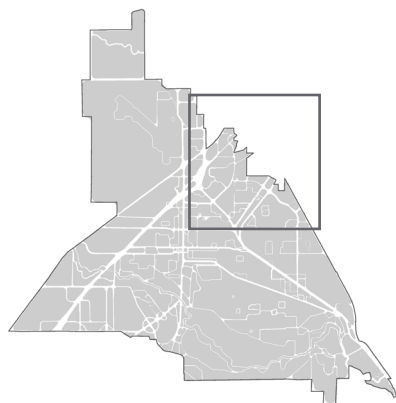
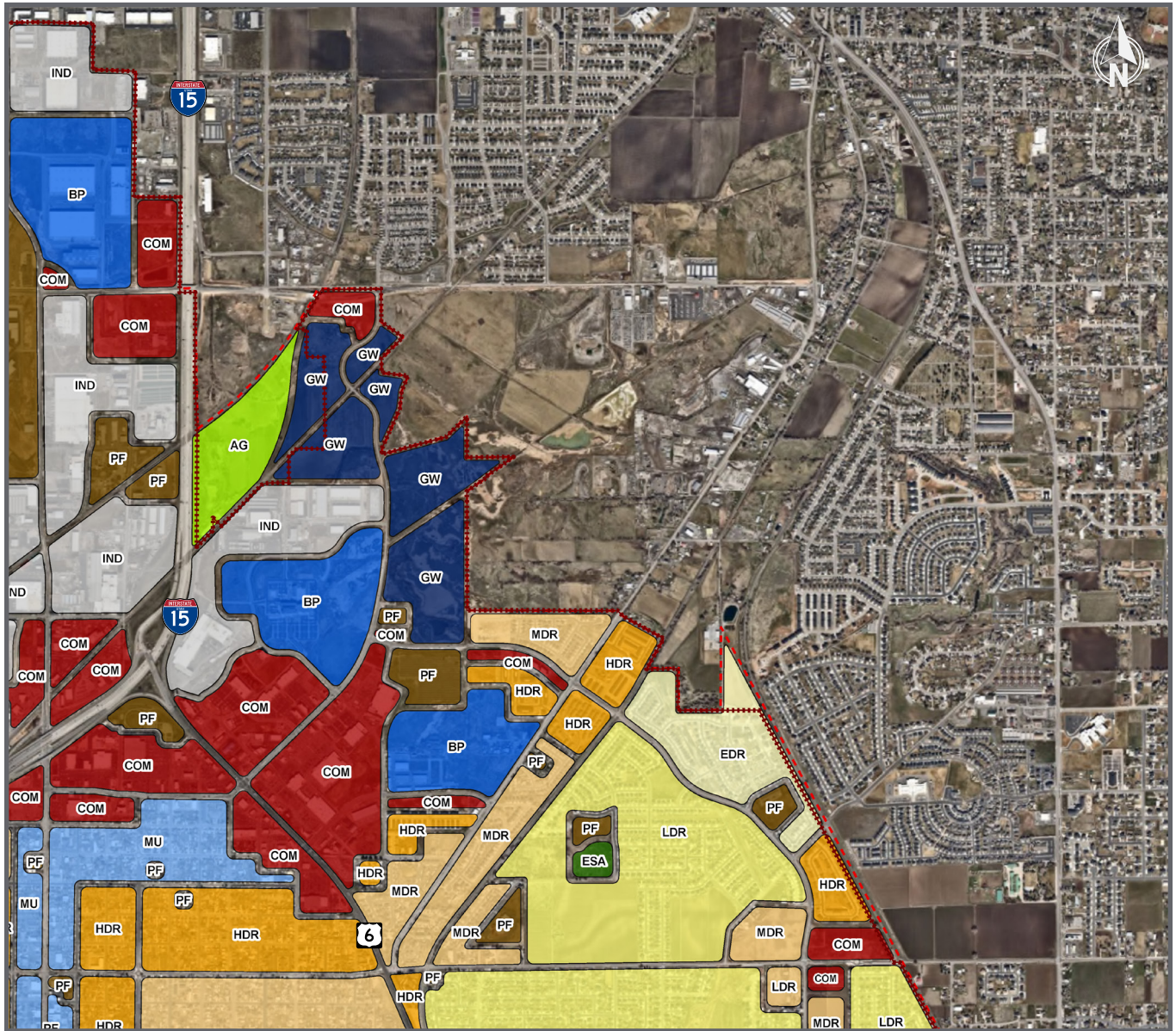


The Airport area is Spanish Fork's primary employment and industrial center, anchored by the Spanish Fork Municipal Airport and strong access to I-15 and SR-77. The area supports light industrial, logistics, aviation, and business park uses while maintaining compatibility with airport operations.

This quadrant includes the Verk Industrial Project Area, a partnership with the Utah Inland Port Authority focused on advanced manufacturing, warehousing, and trade logistics that strengthen

the regional economy. The new Dry Creek interchange at 2700 North will improve access to this key business district. Future planning in the Airport area emphasizes job creation, freight mobility, and infrastructure coordination, ensuring development remains compatible with airport safety and environmental standards.

CANYON CREEK



- | | | | |
|---|---------------------------------------|---|------------------------|
|  | ENVIRONMENTALLY SENSITIVE AREAS (ESA) |  | GATEWAY (GW) |
|  | AGRICULTURAL (AG) |  | MIXED USE (MU) |
|  | ESTATE DENSITY RESIDENTIAL (EDR) |  | COMMERCIAL (COM) |
|  | LOW DENSITY RESIDENTIAL (LDR) |  | BUSINESS PARK (BP) |
|  | MEDIUM DENSITY RESIDENTIAL (MDR) |  | INDUSTRIAL (IND) |
|  | HIGH DENSITY RESIDENTIAL (HDR) |  | PUBLIC FACILITIES (PF) |
|  | URBAN DENSITY RESIDENTIAL (UDR) |  | STATION AREA (ST) |

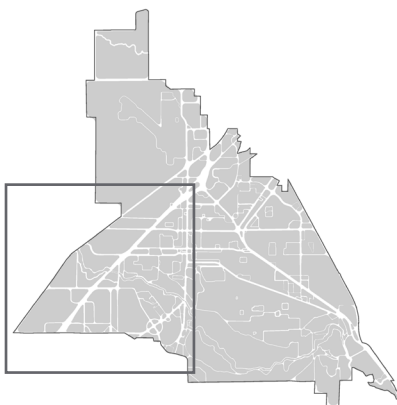
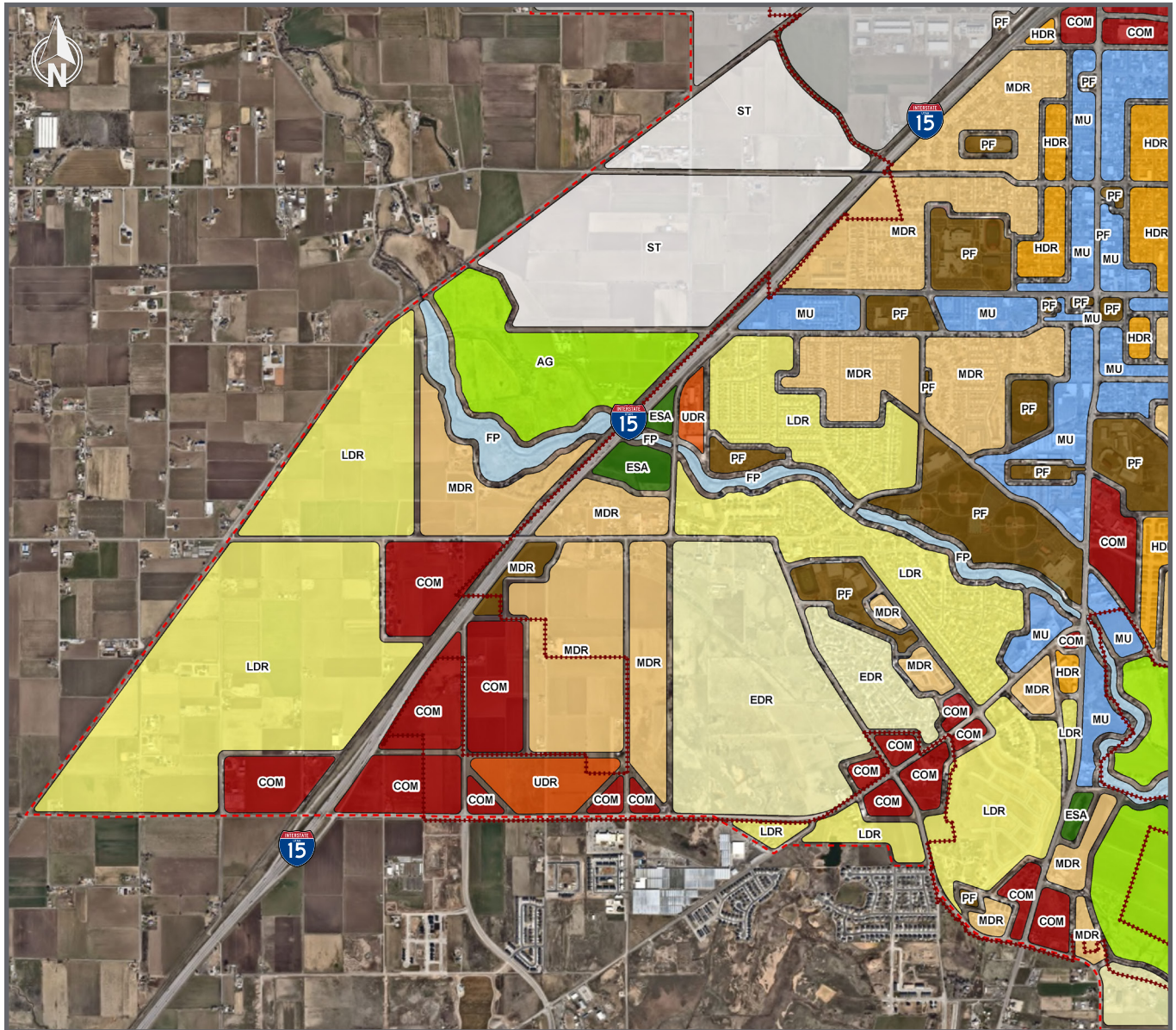


The Canyon Creek area is positioned along the I-15 corridor near the Dry Creek Parkway Interchange and serves as a key entrance to Spanish Fork. Envisioned as a mixed-use growth area, it will accommodate higher-density housing, retail, and employment opportunities supported by regional transportation access.

Future development will establish a distinct growth center identity, encourage quality design, and integrate new streets, trails, and utilities with the surrounding neighborhoods. Careful planning

through a Focused Study Area process will ensure this quadrant grows with a cohesive urban form, strengthening Spanish Fork's connection to the region while reflecting the city's vision.

SOUTHWEST VALLEY



	ENVIRONMENTALLY SENSITIVE AREAS (ESA)		GATEWAY (GW)
	AGRICULTURAL (AG)		MIXED USE (MU)
	ESTATE DENSITY RESIDENTIAL (EDR)		COMMERCIAL (COM)
	LOW DENSITY RESIDENTIAL (LDR)		BUSINESS PARK (BP)
	MEDIUM DENSITY RESIDENTIAL (MDR)		INDUSTRIAL (IND)
	HIGH DENSITY RESIDENTIAL (HDR)		PUBLIC FACILITIES (PF)
	URBAN DENSITY RESIDENTIAL (UDR)		STATION AREA (ST)



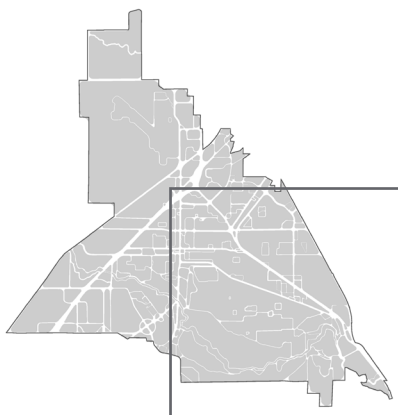
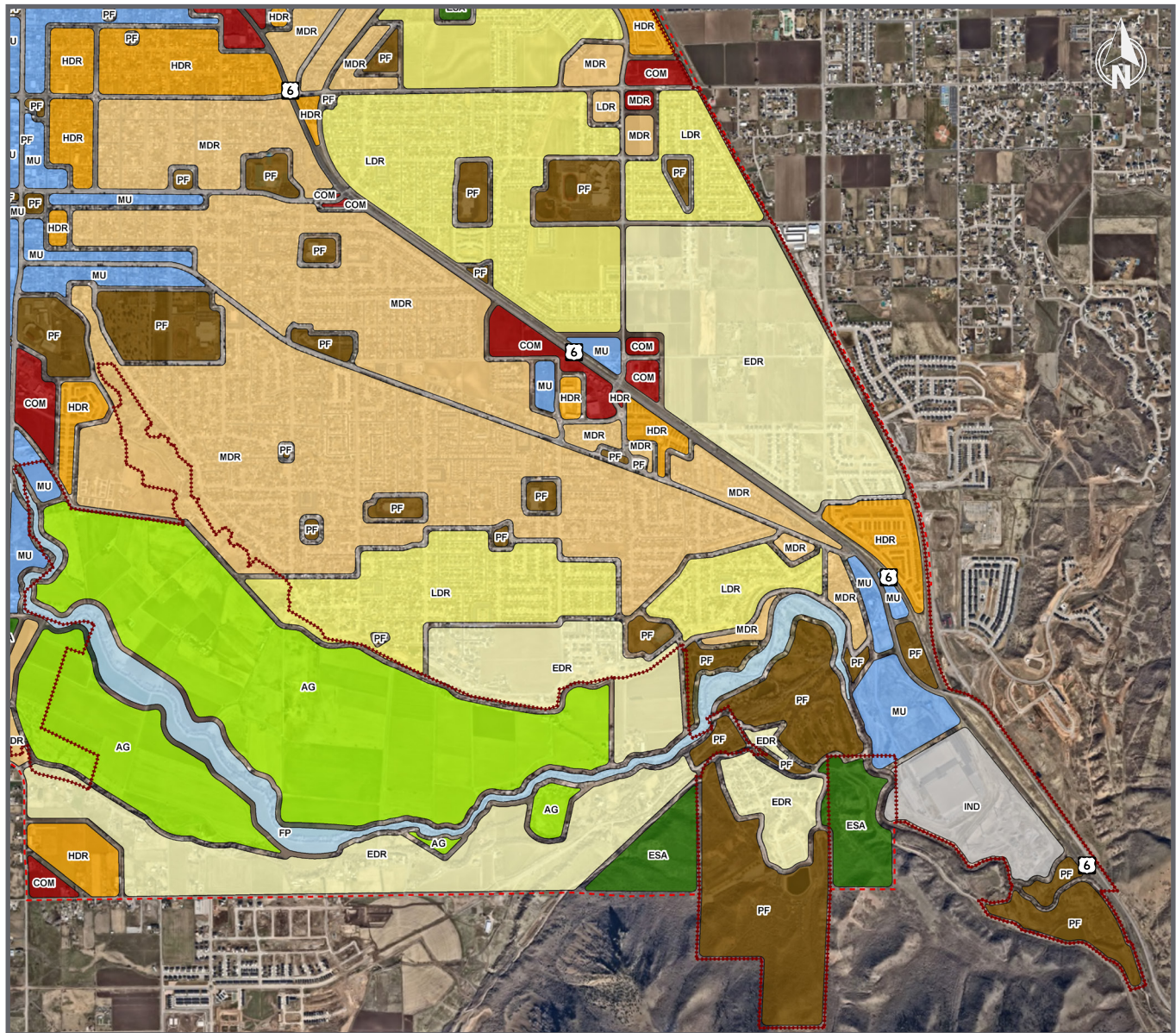
The Southwest Valley area serves as a primary southern entrance and a key transition between the area's agricultural landscape and future urban growth. Portions of the quadrant remain in agricultural protection areas outside the city limits, where current property owners seek to preserve productive farmland.

Commercial uses are focused near the existing freeway access, where visibility and regional connectivity support long-term economic viability. The Station Area designation on the Land Use

Map identifies the potential location for a future FrontRunner station. If finalized and funded, a required Station Area Plan would establish transit-oriented land uses, development intensity, and design standards. A new transit station and I-15 interchange at Center Street would signal a major shift in land use west of the freeway.

With both active farming production and future commercial potential, the Southwest Valley area is planned to accommodate future growth while protecting the stewardship of the city's rural edge.

EAST BENCH



	ENVIRONMENTALLY SENSITIVE AREAS (ESA)		GATEWAY (GW)
	AGRICULTURAL (AG)		MIXED USE (MU)
	ESTATE DENSITY RESIDENTIAL (EDR)		COMMERCIAL (COM)
	LOW DENSITY RESIDENTIAL (LDR)		BUSINESS PARK (BP)
	MEDIUM DENSITY RESIDENTIAL (MDR)		INDUSTRIAL (IND)
	HIGH DENSITY RESIDENTIAL (HDR)		PUBLIC FACILITIES (PF)
	URBAN DENSITY RESIDENTIAL (UDR)		STATION AREA (ST)

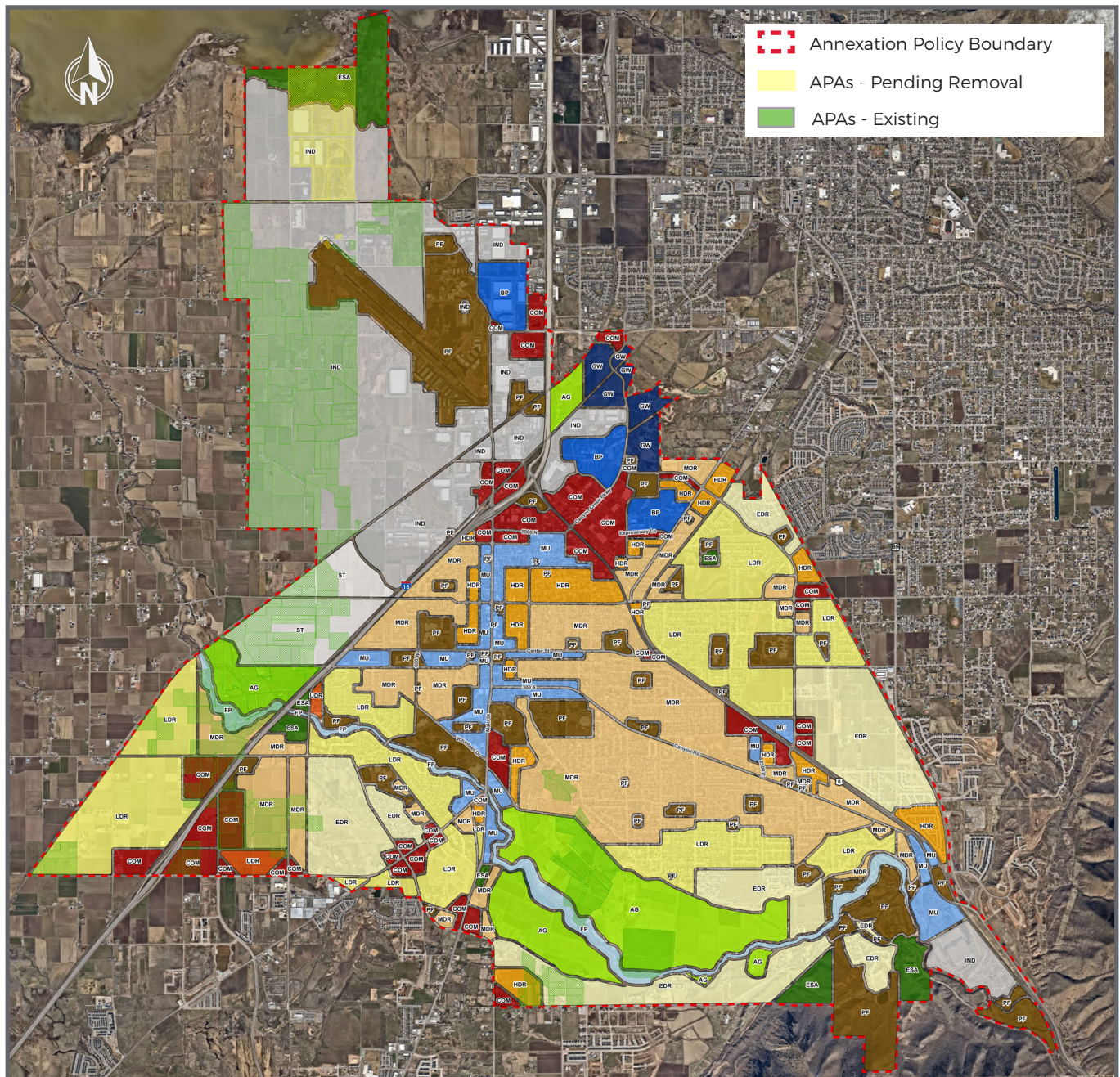


The East Bench, including the Spanish Fork River corridor, preserves one of the city's most scenic and environmentally sensitive areas. This area maintains the community's agricultural heritage, open space character, and spacious single-family homes while allowing compatible rural and recreational uses.

Land use planning in and around the River Bottoms focuses on floodplain protection, open space connectivity, and sensitive development standards that safeguard the area's ecological and visual integrity. This quadrant embodies the

community's pride in the natural landscape, ensuring that today's stewardship preserves tomorrow's natural beauty.

LAND USE AND AGRICULTURE



This map shows the relationship between the designations on the Land Use Map and active Agriculture Protection Areas within the Annexation Policy Boundary at the time the Land Use Element is adopted.

TOMORROW'S PRIDE



TODAY'S PROGRESS
Tomorrow's Pride

*“When people have a goal...they
achieve great things.”*

*Jesse Cardon
Spanish Fork City Council*



USER GUIDE

The Land Use Element establishes Spanish Fork City's long-range direction for physical growth and development. It serves as an action framework for decisions related to zoning, annexation, infrastructure, and future development review.

This section provides clear, actionable steps that help Spanish Fork City staff, Planning Commission, City Council, and community members understand how growth and land use decisions support the city's vision.

HOW THIS SECTION IS ORGANIZED

The following policies are organized using a consistent Goal → Objective → Strategy format to make each topic easy to reference and apply in planning and development decisions.

Goal: Broad, long-term statements that express the community's desired future condition. Goals aim to guide decision-making and set direction but are not inherently measurable.

Objective: More specific, measurable outcomes that define what the community aims to accomplish. Objectives translate broad goals into practical targets.

Strategy: Concrete means of achieving objectives and goals. Strategies describe the policies, tools, or actions that will be undertaken to implement the plan.

HOW TO REFERENCE POLICIES

Each strategy is assigned a reference code so it can be cited directly in staff reports, annexation evaluations, and other city documents. To ensure consistency across city operations and plans, each strategy reference can be used in this format:

"This proposal aligns with Strategy 2.4.2 in the Land Use Element of the General Plan, which directs the city to coordinate with UDOT, UTA, and MAG on infrastructure development for transit and mobility."

LIST OF ACRONYMS AND PARTNER AGENCIES

DRC: Development Review Committee

FEMA: Federal Emergency Management Agency

GIS: Geographic Information System

GOEO: Governor's Office of Economic Opportunity

MAG: Mountainland Association of Governments

MTECH: Mountainland Technical College

RFP: Request for Proposal

SFSACC: Spanish Fork Salem Area Chamber of Commerce

SHPO: State Historic Preservation Office

TDR: Transfer of Development Rights

TIP: Transportation Improvement Program

UDAF: Utah Department of Agriculture and Food

UDOT: Utah Department of Transportation

UIPA: Utah Inland Port Authority

USACE: U.S. Army Corps of Engineers

USGS: U.S. Geological Survey

UTA: Utah Transit Authority

UVCVB: Utah Valley Convention and Visitors Bureau

UVU: Utah Valley University

WTC Utah: World Trade Center of Utah

A directory of these various agencies, with contact information and explanations of their responsibilities can be found on the city's website.

GOAL: GROWTH MANAGEMENT

Spanish Fork City embraces well-planned, balanced growth that strengthens neighborhoods, supports the economy, and sustains a high quality of life. The city manages expansion through the Growth Management Boundary when considering development proposals or potential annexations. The city will also take an active role in planning and directing where and how growth occurs, using tools such as city-issued RFPs, strategic incentives, and public-private partnerships to attract desired land uses in priority locations. These efforts, combined with boundary reviews every two years and coordination with transportation investments, will guide orderly, fiscally responsible growth consistent with the community's long-term vision.

GOAL 1

Guide future growth in an orderly, efficient, and fiscally responsible manner.

Objective 1.1 — Focus new development within areas that can be efficiently served by infrastructure and public services.

Strategies

1.1.1 Conduct reviews of the Growth Management Boundary every two years to assess land supply, APAs, and service capacity.

1.1.2 Approve annexations only within the adopted Growth Management Boundary.

1.1.3 Coordinate boundary expansions with completion of key transportation investments (Center Street interchange, FrontRunner station).

1.1.4 Expand the Growth Boundary west of I-15 when major transportation and park infrastructure projects are complete or underway.

Objective 1.2 — Align growth decisions with fiscal sustainability.

Strategies

1.2.1 Require developers to fund or construct all local infrastructure required for their projects.

1.2.2 Maintain an up-to-date impact fee program to ensure that growth covers its infrastructure costs.

1.2.3 Evaluate development proposals for long-term service and maintenance impacts before amending the Zoning Map.

1.2.4 Consider future infrastructure needs when evaluating proposed annexations to avoid inefficient spending of public funds.



Objective 1.3 — Direct development away from sensitive and hazard-prone lands.

Objective 1.4 — Maintain transparent and efficient development review processes.

Strategies

1.3.1 Restrict development in Flood Zones A and X and other high-risk areas.

1.3.2 Require soils and geotechnical analysis for all proposed developments.

1.3.3 Update and maintain hillside and floodplain standards to manage risk and protect natural systems.

1.3.4 Adopt and enforce Wildland Urban Interface standards to reduce wildfire risk in hillside and fringe areas through fire-resistant construction, defensible space, and coordinated vegetation management.

Strategies

1.4.1 Use the DRC to ensure compliance with city codes and best development practices.

1.4.2 Facilitate pre-application meetings and concept reviews to identify challenges early in the development review process.

1.4.3 Provide opportunities for public information and engagement on significant development proposals.

1.4.4 Provide annual training for staff, Planning Commission, and City Council members on General Plan policies and implementation procedures.

GOAL: HOUSING & NEIGHBORHOODS

Spanish Fork's neighborhoods form the foundation of the community's identity and quality of life. As the city continues to grow, maintaining the integrity of Established Neighborhoods while accommodating new, well-designed residential areas is essential. This goal focuses on preserving neighborhood character, broadening housing choices, and promoting thoughtful design that enhances connectivity, walkability, and visual appeal. Through updated zoning tools and overlay districts, Spanish Fork City aims to foster vibrant, complete neighborhoods that offer a range of housing opportunities for all residents.

GOAL 2

Maintain high-quality, connected, and attractive residential neighborhoods.

Objective 2.1 — Preserve the character and stability of Established Neighborhoods.

Strategies

- 2.1.1 Maintain consistent zoning and buffering standards to prevent incompatible development.
- 2.1.2 Implement proactive code enforcement to sustain property maintenance and neighborhood appeal.
- 2.1.3 Encourage reinvestment and compatible infill that strengthens existing residential areas.

Objective 2.2 — Expand housing variety and affordability through diverse building types.

Strategies

- 2.2.1 Use zoning overlays to allow a mix of housing types and lot sizes in large-scale developments.
- 2.2.2 Encourage "missing middle" housing such as duplexes, cottage courts, and small multiplexes that fit within neighborhood scale.
- 2.2.3 Reserve land for single-family neighborhoods with 15,000 square foot lots.
- 2.2.4 Promote accessory dwelling units through outreach and zoning incentives.
- 2.2.5 Continue implementing the Moderate Income Housing Element of the General Plan.



Objective 2.3 — Promote neighborhood design that enhances walkability and public life.

Objective 2.4 — Plan for growth and urban housing in the Focused Study Areas.

Strategies

- 2.3.1 Update development standards to ensure connected street networks and short block lengths.
- 2.3.2 Establish design expectations for architecture, streets, and public spaces to ensure cohesive, human-scaled environments.
- 2.3.3 Integrate parks, trails, and community gathering spaces into all residential developments when feasible.
- 2.3.4 Review and update the Infill Overlay Zoning District to identify ways to facilitate improved project designs.
- 2.3.5 Support transitions between densities through thoughtful site design, landscaping, and street connections.
- 2.3.6 Evaluate undeveloped residential project areas over ten acres as strategic neighborhood-building opportunities to establish housing variety, connectivity, open space, and infrastructure efficiency.

Strategies

- 2.4.1 Update utility, transportation, parks, and other master plans to designated growth centers.
- 2.4.2 Coordinate with UDOT, UTA, and MAG on infrastructure development for transit and mobility.
- 2.4.3 Create incentives for development in Focused Study Areas using density bonuses and flexible design standards.

GOAL: TRANSIT-ORIENTED DEVELOPMENT

Spanish Fork's potential location for a FrontRunner station and surrounding station area would serve as a focal point for future growth. This goal supports the creation of vibrant, walkable, mixed-use districts that link housing, employment, and recreation with regional transportation. Aligning with UTA's TOD guidance, the city will coordinate land use, infrastructure, and urban design to support transit investment and high-quality mobility options.

GOAL 3

Create compact, mixed use centers connected to regional transit.

Objective 3.1 — Establish development patterns and types that support transit.

Strategies

3.1.1 Complete a Station Area Plan for the area west of I-15 at Center Street.

3.1.2 Create a transit-oriented development overlay district with design standards that promote mixed-use, higher-density development within walking distance of a future station.

3.1.3 Ensure that new infrastructure, including utilities and stormwater systems, is designed to serve long-term station area build-out.

3.1.4 Promote the development of high-density, pedestrian-friendly, mixed use development at transit-oriented locations.

Objective 3.2 — Enhance transit service in the community.

Strategies

3.2.1 Prioritize projects for the Regional Transportation Plan that would enhance improved transit service in Spanish Fork.

3.2.2 Collaborate with UTA and UDOT to develop the extension of commuter rail service to Spanish Fork.

3.2.3 Collaborate with MAG and UTA to promote projects to construct new infrastructure to support transit service.

3.2.4 Coordinate efforts to improve transit service with representatives serving in the State Legislature.



GOAL: MIXED USE DEVELOPMENT

Mixed use development is a key strategy for fostering vibrant, walkable places that support local businesses, housing diversity, and community life. By integrating residential, commercial, and civic uses in thoughtfully designed environments, Spanish Fork can create activity centers that strengthen the local economy and enhance quality of life. This goal promotes updated zoning and design standards that encourage compact, connected development patterns, adaptive reuse of existing structures, and high-quality urban design that reinforces the city's character and sense of place.

GOAL 4

Encourage mixed use developments that enhance community vitality.

Objective 4.1 — Update zoning and design standards to facilitate mixed use development.

Objective 4.2 — Promote high-quality urban design and adaptive reuse.

Strategies

- 4.1.1 Update Title 15 to create a mixed use zoning district.
- 4.1.2 Require walkable, connected designs that activate ground-floor uses in mixed use developments.
- 4.1.3 Develop a comprehensive parking management strategy tailored to mixed-use and high-intensity areas, balancing on-site parking with shared, district, and transit-access solutions.

Strategies

- 4.2.1 Adopt design standards emphasizing pedestrian orientation and the creation of public spaces that promote pedestrian activity.
- 4.2.2 Collaborate with the Utah State Historic Preservation Office (SHPO) to create and maintain a Historic District.



GOAL: RETAIL & OFFICE DEVELOPMENT

A strong local economy relies on well-located, high-quality commercial and office areas. Spanish Fork aims to create vibrant business centers that serve residents, attract investment, and strengthen the city's role as a regional hub for commerce and employment. This goal supports reinvestment in existing corridors and promotes the development in Focused Study Areas that emphasize design quality, connectivity, and long-term sustainability.

GOAL 5

Strengthen the local economy through well-located, well-designed commercial and office development that supports community growth and identity.

Objective 5.1 — Concentrate retail and office activity in designated commercial nodes and Focused Study Areas.

Strategies

5.1.1 Focus new large-scale retail and office growth in designated growth centers along major transportation corridors, where visibility and access are optimal.

5.1.2 Encourage integrated commercial centers rather than linear or strip-style developments, promoting shared access, internal circulation, and coordinated site design.

5.1.3 Adopt and maintain commercial design standards that promote cohesive architecture, pedestrian activity, high-quality landscaping, and context-sensitive signage.

5.1.4 Preserve key sites at major intersections and arterial corridors for future commercial uses.

5.1.5 Collaborate with property owners and developers to incorporate mixed use elements, such as upper-story offices or residential units, where appropriate in commercial districts.

5.1.6 Coordinate with UDOT and MAG on access management and traffic circulation improvements that support safety and commercial mobility.

Objective 5.2 — Ensure that new commercial and office developments contribute to the city's visual quality and long-term sustainability.

Strategies

5.2.1 Implement comprehensive design guidelines for all new commercial development.

5.2.2 Encourage shared parking facilities, interconnected driveways, and pedestrian linkages between adjacent developments to improve access and reduce congestion.

5.2.3 Require streetscape enhancements such as trees, lighting, benches, and crosswalks in major commercial areas to improve the public realm.

5.2.4 Support public art and placemaking features in developments within Focused Study Areas to strengthen community identity and improve visual appeal.



Objective 5.3 — Support small businesses, entrepreneurship, and neighborhood-scale commercial activity.

Strategies

- 5.3.1 Allow small office and neighborhood commercial uses in locations that are compatible with surrounding residential areas, providing convenient services while maintaining neighborhood character.
- 5.3.2 Support home-based and live/work businesses that operate within residential areas while adhering to performance standards that protect neighborhood quality.
- 5.3.3 Streamline permitting and provide business resources to encourage local entrepreneurship and small-scale commercial reinvestment.
- 5.3.4 Explore opportunities for neighborhood commercial development that combine local retail and professional offices.
- 5.3.5 Partner with the Spanish Fork Salem Area Chamber of Commerce (SFSACC) to provide small businesses with support, marketing, and visibility.

Objective 5.4 — Encourage reinvestment and redevelopment in existing commercial areas.

Strategies

- 5.4.1 Identify and prioritize underutilized commercial sites for redevelopment through public-private partnerships or economic incentive programs.
- 5.4.2 Encourage adaptive reuse of vacant buildings and the revitalization of aging commercial corridors using facade improvement grants or zoning flexibility.
- 5.4.3 Coordinate infrastructure upgrades in older commercial areas to attract reinvestment and improve accessibility.
- 5.4.4 Promote infill development that strengthens existing centers and integrates them into surrounding neighborhoods.

GOAL: INDUSTRIAL DEVELOPMENT

Spanish Fork's industrial areas anchor the city's economic strength and provide diverse jobs. Building on the success of the Verk Industrial Project Area, the city aims to attract advanced industries, expand regional partnerships, and maintain a consistent supply of industrial land. Collaboration with UIPA, WTC Utah, and other partners will focus on infrastructure, freight mobility, and high-value job creation. By emphasizing modernization and workforce development, the city will support a resilient industrial economy that strengthens both local prosperity and regional competitiveness.

GOAL 6

Expand economic opportunity through industrial investment, innovation, and collaboration.

Objective 6.1 — Maintain a sufficient, shovel-ready supply of industrial land.

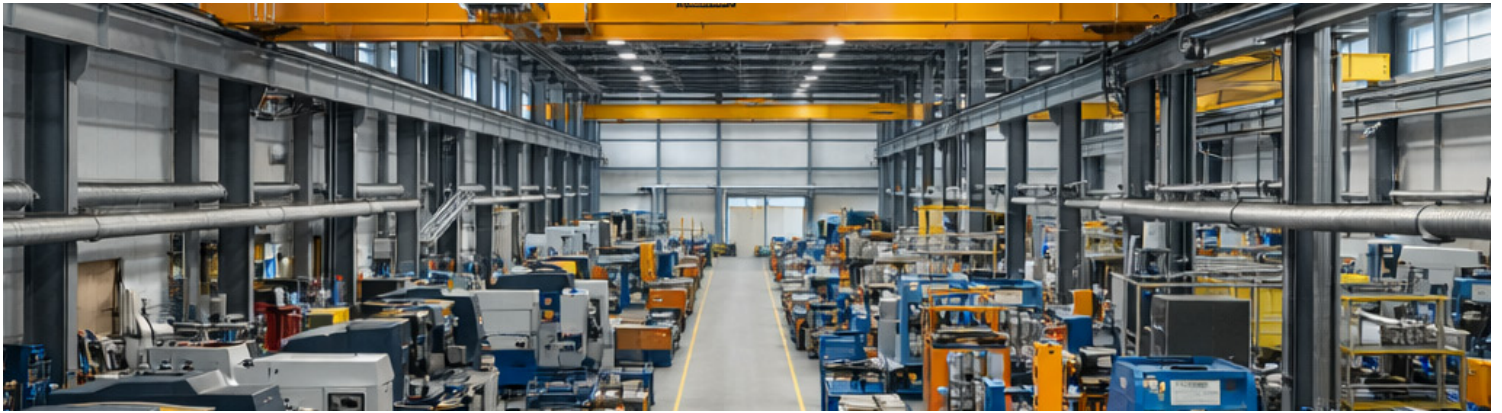
Strategies

- 6.1.1 Preserve existing industrial zones north and west of I-15 for employment-generating uses.
- 6.1.2 Partner with property owners, developers, and UIPA to extend regional infrastructure (water, sewer, power, and broadband) into designated industrial areas.
- 6.1.3 Maintain the Industrial and Business Park land use designations identified on the Land Use Map to ensure an adequate supply of land is available for development.
- 6.1.4 Coordinate utility planning, access management, and roadway improvements with the Transportation Element and Growth Management Boundary to ensure readiness for private investment.
- 6.1.5 Implement an Industrial Infrastructure Priority List to track and fund improvements needed to bring undeveloped parcels to shovel-ready status.

Objective 6.2 — Attract new industrial investment and strengthen Spanish Fork's position in the regional economy.

Strategies

- 6.2.1 Collaborate with UIPA to promote the Verk Industrial Project Area and identify opportunities for logistics, manufacturing, and technology companies.
- 6.2.2 Partner with the WTC Utah and GOEO to leverage Foreign Trade Zone benefits for qualifying businesses.
- 6.2.3 Coordinate with MAG and UDOT on freight studies and corridor improvements that enhance truck and rail access to industrial areas.
- 6.2.4 Develop targeted marketing and incentive strategies highlighting Spanish Fork's proximity to I-15, the FrontRunner corridor, Spanish Fork Municipal Airport, and Provo Regional Airport.
- 6.2.5 Collaborate with UIPA and GOEO to promote clean and advanced manufacturing that supports innovation, high-wage jobs, and environmental responsibility.



Objective 6.3 — Support and retain existing industrial employers through collaboration and infrastructure investment.

Strategies

6.3.1 Establish a Business Retention and Expansion program to maintain regular communication with local employers and address workforce, infrastructure, and permitting needs.

6.3.2 Coordinate with local utilities, fiber providers, and transportation agencies to ensure reliable and scalable service delivery to existing industrial operations.

6.3.3 Facilitate expansion opportunities for established companies through flexible zoning, streamlined permitting, and public-private infrastructure partnerships.

6.3.4 Encourage modernization of existing industrial facilities, including energy efficiency upgrades and site enhancements.

6.3.5 Collaborate with UDOT to provide enhanced opportunities for air travel via the Provo Regional Airport.

6.3.6 Collaborate with UTA to develop transit connections from Spanish Fork to the Provo Regional Airport.

6.3.7 Support workforce development partnerships with MTECH, UVU, and the Nebo School District to align training programs with employer needs.

GOAL: AGRICULTURAL PRESERVATION

Spanish Fork values its agricultural heritage, open lands, and rural landscapes as core to its identity and economy. Agriculture supports local jobs, contributes environmental and scenic benefits, and reinforces the city's blend of urban and rural character. The city views farmland as both productive ground and a cultural resource. Going forward, planning efforts will balance growth with long-term agricultural viability by protecting prime farmland, supporting agri-business innovation, and preserving open space systems—especially in the River Bottoms.

GOAL 7

Protect agricultural and open space areas as integral parts of Spanish Fork's landscape and economy.

Objective 7.1 — Conserve productive agricultural lands and the scenic character of the River Bottoms.

Strategies

7.1.1 Identify and map key agricultural lands in the River Bottoms and west of I-15 that should be prioritized for long-term preservation through zoning, open space corridors, or conservation tools.

7.1.2 Support voluntary conservation easements and Agricultural Protection Areas to safeguard active farming operations.

7.1.3 Integrate agricultural preservation goals into annexation reviews and Growth Management Boundary updates to ensure agricultural areas are not urbanized prematurely.

7.1.4 Maintain Agricultural designations for working farms in floodplain areas where development intensity should remain very low.

Objective 7.2 — Strengthen the economic viability of agriculture through innovation, diversification, and public engagement.

Strategies

7.2.1 Promote agritourism and farm-based enterprises, such as u-pick operations, farm markets, seasonal festivals, and educational programs to diversify income sources for local producers.

7.2.2 Partner with the Utah Department of Agriculture and Food (UDAF) and Utah Valley Convention and Visitors Bureau (UVCVB) to market Spanish Fork's agricultural economy as a regional attraction.

7.2.3 Encourage small-scale processing, distribution, and local food ventures within agricultural areas to strengthen farm-to-market linkages.

7.2.4 Explore opportunities for public-private partnerships that maintain working farms (e.g., community-supported agriculture, farm parks).



Objective 7.3 — Ensure that new development complements and protects ongoing agricultural activity.

Strategies

7.3.1 Require new development adjacent to working farms to provide right-to-farm disclosures and physical improvements to reduce potential land use conflicts.

7.3.2 Coordinate street, trail, and utility design to avoid disrupting existing farm operations and access routes.

7.3.3 Include irrigation and drainage infrastructure in development review to ensure continuity of agricultural water and drainage systems.

7.3.4 Collaborate with irrigation companies, water districts, and farmers to preserve water rights and maintain ditch systems utilized by farming operations.

7.3.5 Annually coordinate with the UDAF to ensure GIS layers and information reflects an accurate picture of the current agricultural status within the city.

GOAL: TRANSPORTATION EFFICIENCY

Spanish Fork's transportation network is vital to accessibility, safety, and long-term prosperity. As the city grows, coordinated land use and transportation planning will ensure mobility for all users—drivers, pedestrians, cyclists, and transit riders. The goal is to create a multimodal system that connects neighborhoods to jobs, recreation, and regional destinations while promoting sustainability and efficiency. Through partnerships with UDOT, UTA, and MAG, the city will continue investing in infrastructure that enhances connectivity, reduces congestion, and improves quality of life.

GOAL 8

Build and maintain a safe, efficient, and connected transportation system that supports Spanish Fork's growth and quality of life.

Objective 8.1 — Align transportation planning with land use, growth, and community design goals.

Strategies

8.1.1 Coordinate the Transportation Element with the Land Use Element, ensuring roadway improvements and capacity expansions match planned growth in Focused Study Areas.

8.1.2 Update the Transportation Element regularly to reflect changes in population, land use, and regional travel patterns.

8.1.3 Integrate transportation modeling and data analysis into development review to anticipate long-term travel demand.

8.1.4 Evaluate the transportation impacts of annexations and proposed developments to ensure appropriate infrastructure and connectivity.

8.1.5 Encourage development patterns that reduce vehicle trips and promote compact, walkable neighborhoods near major corridors and future transit hubs.

Objective 8.2 — Create a multimodal network that supports walking, biking, transit, and automobile travel.

Strategies

8.2.1 Design complete streets that safely accommodate all users, including pedestrians, cyclists, transit riders, and motorists.

8.2.2 Expand trail and active transportation networks linking neighborhoods, schools, parks, and commercial areas.

8.2.3 Incorporate bike lanes, crosswalks, and sidewalks into all new development and major roadway reconstruction projects.

8.2.4 Support the development of a local transit network connecting residential areas to commercial and employment centers, and to future regional transit stations.

8.2.5 Implement wayfinding signage and street design elements that promote intuitive, safe, and efficient travel for all modes.



Objective 8.3 — Strengthen coordination with regional partners to support long-term connectivity and investment.

Strategies

- 8.3.1 Collaborate with UDOT on state roadway improvements, access management, and interchange design.
- 8.3.2 Partner with UTA and MAG to plan for the future FrontRunner station and related transit infrastructure.
- 8.3.3 Participate in regional studies for freight mobility, access management, and transit-oriented development.
- 8.3.4 Pursue regional funding opportunities for transportation projects through MAG TIP, UDOT Corridor Preservation, and federal transportation grants.
- 8.3.5 Coordinate the city's transportation investments with those of neighboring cities to improve regional connectivity and reduce congestion.

Objective 8.4 — Integrate non-motorized transportation and green infrastructure into citywide mobility planning.

Strategies

- 8.4.1 Incorporate trail systems, bicycle routes, and pedestrian corridors identified in the Transportation Element into new development projects.
- 8.4.2 Link non-motorized transportation routes to parks, open spaces, and environmentally sensitive areas to promote recreation and conservation goals.
- 8.4.3 Use natural stormwater systems, landscaping, and street trees to enhance the visual appeal and environmental function of transportation corridors.
- 8.4.4 Implement safe routes to schools and community destinations through crosswalk improvements, lighting, and sidewalk connectivity.
- 8.4.5 Partner with the Parks & Recreation Department to maintain shared-use paths and trailheads as part of the city's mobility network.

GOAL: PROTECT SENSITIVE LANDS

Spanish Fork's natural landscape includes river corridors, floodplains, steep slopes, and wetlands that contribute to the community's beauty, identity, and ecological health. As growth continues, these environmentally sensitive lands require thoughtful planning to prevent hazards, protect natural systems, and enhance community resilience. This goal focuses on identifying, protecting, and managing these areas through proactive planning, data-driven decision-making, and sustainable design practices that balance development with long-term environmental stewardship.

GOAL 9

Identify, protect, and manage environmentally sensitive lands through proactive planning and design.

Objective 9.1 — Identify and maintain accurate data on environmentally sensitive lands.

Strategies

9.1.1 Maintain an up-to-date GIS-based inventory of sensitive lands, including floodplains, slopes, wetlands, and known geologic hazards.

9.1.2 Incorporate data from FEMA, USACE, and the USGS into the city's planning database and public information tools.

9.1.3 Coordinate environmental mapping updates with MAG and Utah County GIS to maintain data accuracy.

Objective 9.2 — Integrate sensitive lands into development review and zoning processes.

Strategies

9.2.1 Require site-specific slope analyses and geotechnical studies as part of development review to identify hazards and appropriate mitigation measures.

9.2.2 Develop a Sensitive Lands Inventory to ensure these areas are addressed early in the development process.

9.2.3 Guide development away from high-risk floodplain areas and incorporate open space, trails, and stormwater management features in lower-risk areas.



Objective 9.3 — Apply sustainable design practices to protect natural systems and reduce risk.

Strategies

9.3.1 Require developers to use low-impact development techniques such as bioswales, permeable pavement, and detention basins to manage runoff near sensitive lands.

9.3.2 Update and maintain hillside development standards that minimize grading, preserve natural contours, and use vegetation for erosion control and slope stabilization.

9.3.3 Protect wetlands and riparian buffers by requiring setback distances consistent with federal and state environmental standards.

9.3.4 Encourage use of TDR or clustering to shift density away from sensitive areas while maintaining overall development potential.

LOOKING AHEAD

The Land Use Element is intended to evolve alongside Spanish Fork itself. As the city grows, new opportunities and challenges will emerge—requiring policies, maps, and strategies to adapt in response. This document is not a static plan, but a living framework that reflects community priorities and guides decision-making in a dynamic environment.

Each update will build upon the city's progress, incorporating lessons learned through implementation and feedback from residents, developers, and partner agencies. Periodic reviews will ensure that goals remain relevant, zoning and infrastructure plans remain aligned, and the vision of balanced, sustainable growth continues to guide the city's future.

By maintaining this commitment to continuous improvement, Spanish Fork City can ensure that every decision—large or small—strengthens the community's foundations, enhances quality of life, and upholds the principles that define its character.





*“We strive to build and maintain
a vibrant City through personable
community interactions and
innovative local government
services.”*

Spanish Fork Mission Statement

