

# Land Use Element



*The Land Use Element is an outline of the goals and policies that the citizens and government officials want for their community.*

## Introduction

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

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

This version of the General Plan was prepared throughout 2010 and was adopted by the City Council in 2011. It is anticipated that the program described in this document will be pursued through 2021 when the document will be updated again. More specifically, it is expected that the following policies will be implemented between 2021 and 2030:

- Develop an area plan to promote the development of a transit-oriented development surrounding the planned Center Street I-15 Interchange.

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

The accompanying Land Use Map is intended to serve as a visual depiction of the land use patterns and land use arrangement that the City envisions for the community at build-out. It is understood that the City will not reach build-out for many decades and that it is not immediately appropriate to zone all properties in conformity to the Land Use Map. The vision portrayed by

the map will be implemented incrementally over time. As opportunities to zone various areas of the City arise, current conditions will be evaluated to determine whether zoning should conform to the Land Use Map at that time.

## Land Use Policies

### A. Growth Management Policies

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

#### Policies

- A.1.1 Allow urban residential and industrial land uses only within the adopted Growth Management Boundary.
- A.1.2 The Growth Management Boundary should be evaluated based on the amount of land within the Boundary, the City's ability to provide services outside the Boundary and the cost of providing those services outside the Boundary.
- A.1.3 Review the Boundary each January to determine if changes are warranted based upon recent growth trends.
- A.1.4 Allow new annexations of properties within the Growth Management Boundary where all urban services can readily be provided.
- A.1.5 Deny proposed annexations on properties outside the Growth Management Boundary except in cases where environmental, open space or safety concerns can better be managed if the property is within the City limits.
- A.1.6 Entertain proposed changes to the Land Use Element biannually, each January and July.
- A.1.7 When reviewing and designing potential developments, consider the impact they may have on the character of the surrounding area.
- A.1.8 Require that all implementing ordinances (i.e., zoning and subdivision regulations) be consistent with the General Plan.

- A.1.9 Allow development to occur only in areas where adequate streets, public facilities and services exist or where the developer will provide them. Do not approve developments that would be served by localized sewer lift stations.
- A.1.10 Collect Impact Fees to ensure that growth is not being subsidized by tax payers.
- A.1.11 Develop an area plan to promote the development of a transit-oriented development surrounding the planned Center Street I-15 Interchange.
- A.1.12 Create an area plan to promote development in the vicinity of the Salem/Benjamin I-15 Interchange.
- A.1.13 Develop a comprehensive strategy for City improvements so as to develop a recognizable character and identity throughout the City.

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

#### Policies

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

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

#### Policies

- A.3.1 Protect residential neighborhoods from commercial and most other non-residential uses through the uses of walls, landscaping, and setbacks appropriate to the use.
- A.3.2 Design local streets in residential areas with discontinuous, but well connected, patterns to discourage through traffic.
- A.3.3 Adopt maximum block length requirements, guidelines for phasing and other standards to require new development to create a network of local streets that ensures a high level of connectivity.

- A.3.4 Develop a comprehensive code enforcement program to address nuisances and other zoning violations in the City's neighborhoods.
- A.3.5 Designate areas for the development of residential neighborhoods with single-family homes on lots that are 15,000 square feet and larger.
- A.3.6 Designate areas for the development of contemporary apartment complexes.

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

**Policies**

- A.4.1 Allow a variety of lot sizes and housing types throughout the City.
- A.4.2 Allow residential development projects that provide superior design features and amenities to be developed at the high end of the density ranges as shown on the General Plan Map.
- A.4.3 Improve the diversity of the City's housing inventory by increasing the number of both low density and apartment developments.

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

**Policies**

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

- B.1.2 Plan for new commercial areas as nodes or centers, and not as a series of unrelated, freestanding businesses.
- B.1.3 Limit points of access onto streets in commercial areas in accordance with the City's Transportation Element of the General Plan.
- B.1.4 Plan for secondary vehicular and pedestrian access from commercial to residential areas where practical to do so.
- B.1.5 Require sidewalks at the time of new construction or expansion of existing commercial uses for the full frontage of the parcel.
- B.1.6 Restrict the size of neighborhood commercial areas to minimize the impact on the residential character of the area.
- B.1.7 Preserve locations for community level commercial areas at major intersections.
- B.1.8 Require community level and regional level commercial centers to be developed as integrated projects with shared parking, common architectural styling, landscaping, and signage.
- B.1.9 Allow a mixture of General Commercial and Light Industrial uses to locate in the North Main Street area between Interstate 15 and 1600 North.
- B.1.10 Adopt design standards that require non-residential buildings to orient to public rights-of-way or require other measures to ensure that right-of-way facing elevations are visually interesting and appealing.

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

**Policies**

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

**B. Commercial Goals and Policies**

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

**Policies**

- B.1.1 Plan for a hierarchy of commercial areas within the City to meet neighborhood, community and regional needs.

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

**Policies**

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

**C. Industrial/Employment Policies**

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

**Policies**

- C.1.1** Continue to develop the northern part of the community with Light Industrial uses. Prohibit residential development in these areas.
- C.1.2** Attempt to maintain an adequate supply of industrial land in appropriate areas.
- C.1.3** Allow industrial development in urban areas on sites where sanitary sewer, storm water management, water, and police and fire protection are available and adequate prior to or concurrent with development.
- C.1.4** Require that industrial developments have good access, adequate public facilities and services, suitable topography and soils and minimal impact on surrounding areas.
- C.1.5** Minimize the impact of industrial developments on adjacent non-industrial land uses through appropriate landscaping, screening, buffer strips, graduated land use intensity and similar methods.
- C.1.6** Encourage master planning for industrial area, including the inclusion of such features as open space, landscaping, signage, traffic control and uniform maintenance through covenants or other property management techniques.
- C.1.7** Locate and design new industrial sites and improve existing ones to facilitate access and circulation by transit, car and van pools, pedestrians, bicyclists and other alternative transportation modes.

**D. Transportation Goals**

**Goal D.1:** To provide a safe, convenient and efficient system for transporting both people and goods.

**Policies**

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

**Goal D.2:** To provide pleasant, safe and functional non-motorized transportation routes.

**Policies**

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

**E. Main Street Goals and Policies**

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

**Policies**

- E.1.1** Collaborate with the Chamber of Commerce to develop specific goals and policies to incorporate into a Main Street area plan.
- E.1.2** Assign one Planning Commissioner to serve as a liaison to the Chamber of Commerce when developing a Main Street area plan.

### ***F. Airport Goals and Policies***

**Goal F.1:** Protect the Airport’s ability to operate and expand.

#### ***Policies***

- F.1.1** Maintain appropriate zoning controls to prevent development on surrounding properties that is not compatible with the operation on the Airport.
- F.1.2** Adopt design standards to ensure that development at the Airport is compatible with the City’s long-term vision for that facility.
- F.1.2** Take appropriate steps to annex lands that now surround, or that may surround the airport at some future date.

### ***G. River Bottoms Goals and Policies***

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

#### ***Policies***

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

## Land Use Map Designations

General Plan Designation	Corresponding Zones
Flood Plain	Overlay
Hillsides/Geologic Hazards	Overlay
Agricultural	Exclusive Agriculture Rural Residential
Estate Density Residential - 1 to 2.5 homes per acre	R-1-40 R-1-20 R-1-15
Low Density Residential - 2.5 to 3.5 homes per acre	R-1-12
Medium Density Residential - 3.5 to 8 homes per acre	R-3 R-1-6 R-1-9 R-1-8 Infill Overlay
High Density Residential - 8 to 12 homes per acre	R-3 R-4 R-5 Infill Overlay
Urban Density Residential - 12 to 20 homes per acre	R-4 R-5
Mixed Use - 5 to 12 homes per acre	R-1-6 R-3 R-4 R-5 Urban Village Residential Office Commercial Office Commercial 1
Commercial	Residential Office Commercial Office Commercial 1 Commercial 2 Shopping Center
Business Park	Business Park
Industrial	Light Industrial Medium Industrial Heavy Industrial
Public Facilities	Public Facilities

## A. Environmentally Sensitive Areas

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

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

## B. Residential Land Uses

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

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

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

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

**High Density Residential.** 8 to 12 dwelling units per acre. These areas are a mix of single-family detached units and attached dwelling units. The mix of multi-family buildings will be higher in this area than in the Low and Medium areas. Developments will have full urban services.

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

### C. Commercial Land Uses

**Mixed Use.** These areas provide for a mix of limited residential, retail, personal services, business services and office uses. Residential uses may be permitted when integrated into developments that also contain non-residential uses or at locations where the City has determined it is unfeasible to operate non-residential uses. The residential density of projects in these areas should range from 5 to 12 homes per acre. Mixed Use developments typically serve as a transition between more intense commercial areas and residential land uses. They can also be used in certain areas to allow residential conversions to office use, subject to site and architectural review criteria. Parts are intended to promote and maintain the character of a pedestrian-oriented retail district. Building orientation should strongly encourage pedestrian use by having buildings close to the street. The architectural style of new or remodeled buildings shall be consistent with the area.

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

### D. Business Park

**Business Park.** These areas provide for a very specific type of development that should predominately contain professional office uses but might also contain a variety of other uses such as retail or professional services. The development form in Business Park areas should have campus-like characteristics and be somewhat self-contained with a number of services that cater to area companies and their employees.

### E. Industrial Uses

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

### F. Other Uses

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