

**FARMINGTON CITY
PLANNING COMMISSION**

July 13, 2023

WORK SESSION

Present: Chair Erin Christensen; Vice Chair John David Mortensen; Commissioners Larry Steinhorst, Samuel Barlow, Tyler Turner, Mike Plaizier and Alan Monson. Staff: Community Development Director David Petersen, City Planner/GIS Specialist Shannon Hansell and Planning Secretary Carly Rowe. Excused: Planning Director Lyle Gibson, Commissioners Frank Adams, and Alternate Clay Monroe.

Community Development Director **David Petersen** addressed the Planning Commission regarding the Regulating Plan. A consultant from Denver was hired in 2003-2004 and said commercial would be a big hit in Farmington's future. Station Park came in years later. A commuter rail stop was contemplated early on. The transportation-oriented development ordinance was a Utah Transit Authority (UTA) template that many cities have used. Tenants rule and will dictate the overall layout in the end. The Apple Store's 1,300 square feet in Station Park produced more sales tax than Lagoon in their first few years. The goal was to be pedestrian-friendly. Farmington didn't want development like Riverpark in South Jordan in its North Station.

Petersen said Farmington has to constantly be on their toes so Layton and Bountiful don't reinvent themselves and outdo Farmington's retail offerings. An architect consulting with Farmington years ago suggested the City do a Regulating Plan to plot out streets, etc. This was to be followed like a zoning ordinance. Rectangles are the most efficient way to develop property rather than squares, as can be seen in examples from Washington D.C.; Manhattan, New York; London, England; and Philadelphia, Pennsylvania. Street patterns have staying power over the centuries.

Farmington's regulating plan has set block sizes and brings the buildings forward to the street. This can be seen in other developments on the Wasatch Front. Building height is based on the class of street (collector, principal, etc.). Other elements include build-to-lines, off-street parking, and siding requirements. Cabela's is a big property tax producer for Farmington. The Regulating Plan is more about the form, or what it looks like, not about the unit per acre count.

There is an amendment process in the Regulating Plan. Stack purchased 129 acres, initially planning to line Interstate 15 with office buildings. Chair **Erin Christensen** said the new City park and the Evergreen, both of which are on tonight's agenda, will require an amendment to the Regulating Plan. **Petersen** said since the Regulating Plan is part of the City's zoning code, amending the plan is a legislative act. It can be used as a tool to direct future development. The pedestrian greenway going through multiple developments will necessitate an amendment as well, so it can be memorialized in the Regulating Plan.

REGULAR SESSION

Present: Chair Erin Christensen; Vice Chair John David Mortensen; Commissioners Larry Steinhorst, Samuel Barlow, Tyler Turner, Mike Plaizier and Alan Monson. Staff: Community Development Director David Petersen, City Planner/GIS Specialist Shannon Hansell and Planning Secretary Carly Rowe. Excused: Planning Director Lyle Gibson, Commissioners Frank Adams and Alternate Clay Monroe.

Chair **Erin Christensen** opened the meeting at 7:06 PM.

SPECIAL EXCEPTION APPLICATION – public hearing

Item #1 US Bank – Applicant is requesting a special exception approval to determine the appropriate stacking ratio for the proposed US Bank stand-alone drive up ATM at the property located at approx. 164 N. University Ave. (M-7-23)

City Planner/GIS Specialist **Shannon Hansell** presented this agenda item. US Bank is nearing the end of the site plan process for a planned bank at 115 N. University Ave, on the corner of Clark Lane and University Avenue. US Bank would like to build an offsite ATM just up the street at approximately 164 N. University Avenue. This would remove approximately 11 spaces from the CenterCal Station Park Area. The drive-up ATM would be able to accommodate three cars stacked and two queued.

11-32-040 includes the requirement for stacking spaces for a drive-in facility stating that drive-in facilities are required to have sufficient stacking space to store four cars, not including the vehicle at the pick-up window. This section also states that the Planning Commission may establish a minimum parking space requirement if the proposed use is not most nearly similar. In this case, the most similar use is drive-in facilities with service windows. The proposed use does not require any employees and will not have service windows. Because of this, Staff believes it is appropriate for the Planning Commission to determine the required stacking ratio for this use.

The applicant has provided a memorandum and traffic study, which provides evidence that three stacked vehicle spaces and two vehicles in queue is sufficient for the use they have proposed. There are approximately 3,500 stalls within the CenterCal project area (Station Park) with an additional 900 stalls on the Utah Transit Authority (UTA) park and ride property nearby.

Representing the applicant, **Janice Sedita** (1310 Pine Chase Drive, Houston, Texas) with FLITE Banking Centers said there is a difference between stacked and queued. She said the queue includes cars utilizing or waiting to utilize the ATM, and any cars behind that would be stacked. **Sedita** said studies and uses across the country have shown there are never more than three cars in line waiting to use an ATM at one time. The ATM in question would dispense cash as well as take deposits. Commissioners said that location may end up queuing more, which could cause traffic to spill out onto the street to the north. This ATM would be 200 feet from the branch. **Sedita** said the drive-up ATM would help mitigate any traffic concerns of the bank being built on the corner. Commissioners said that between 4 to 7 p.m. on Friday and Saturdays, when the ATM would get the most use, parking is already overflowing into the University of Utah medical center parking lot. These are key times for Station Park patrons. There should be an ATM at the branch as well. **Sedita** said US Bank is not going to want to take up any more parking spaces than the 11 proposed.

Scott Arrington (322 W 1250 N., Centerville, Utah) with Station Park addressed the Commission. He said there is a petroleum easement (fuel lines from North Salt Lake) near the area. CenterCal feels the ATM is a good amenity for customers, but it needs to fit between easements. Commissioners asked if they would give more parking spots in order to move the concrete-based aisle over, which would allow a wider turn-in for cars approaching the ATM. **Arrington** said he is not the decision-maker, but he would consider it. Efforts were coordinated between US Bank and CenterCal in order to arrive at the proposed plan.

Christensen said she is still unclear how many transactions are expected to take place during peak hours. She would like clarifications on data provided in the memorandum. It is hard to use mathematical averages when considering locations as diverse as Redwood Road in Salt Lake and Montpelier, Idaho. Commissioners are worried about cars queued to use an ATM blocking Station Park patron parking.

Michael Villarreal (8955 Katy Freeway, Houston, Texas) with Flite Banking Centers, the development company handling the design and engineering for the drive-up ATM, addressed the Commission. They have developed and property managed over 200 ATMs in 23 different states. He said evening transactions tend to be quick 2.5-minute cash transactions, not long, drawn-out ones. The line moves very quickly. In high-traffic locations, they rarely see more than three cars stacking. He said the memo data would be 16 transactions per hour per location.

Erin Christensen opened and closed the public hearing at 7:38 PM due to no comments received.

Commissioners want more clarification on the transaction data provided in the memo. They are worried about the size of the queue, and whether the ATM is sufficiently necessary to justify the reduction in parking spaces, but otherwise some commissioners expressed that they like the proposal. **Villarreal** said US Bank is building a full branch across the street, and that branch will have additional ATMs. Therefore this will not be an unsupported ATM. Customer preference and visibility are elements to be considered as well, and banks hesitate to put out ATM usage data for competition purposes. It is hard to capture this data. He expects it to be less busy than the average remote ATM because it will be an ancillary use.

John David Mortensen wants to hear from someone involved in the branch construction across the street. **Barlow** said he is for the exception and wants the footprint as small as possible. Parking in that area is usually complicated and packed, although CenterCal seems to be fine with it. He said a drive-in ATM was recently installed in the parking area of the Kaysville Vasa, and it has created some parking issues.

MOTION

Tyler Turner made a motion that the Planning Commission **TABLE** the proposed stacking and queuing layout for the proposed offsite US Bank drive up to get additional information on estimates of how many transactions, or more data specific to this location.

Alan Monson seconded the motion, which was unanimously approved.

Chair Erin Christensen
 Vice Chair John David Mortensen
 Commissioner Samuel Barlow

X Aye ___ Nay
 X Aye ___ Nay
 X Aye ___ Nay

Commissioner Larry Steinhorst
 Commissioner Tyler Turner
 Commissioner Alan Monson
 Commissioner Mike Plaizier

X Aye _____ Nay
 X Aye _____ Nay
 X Aye _____ Nay
 X Aye _____ Nay

SITE PLAN APPLICATION – public hearing

Item #2 Farmington City and Blu Line Design – Applicants are requesting consideration to recommend approval for Schematic Site Plan and Regulating Plan amendment for the proposed 10-acre City Park located at the property at approximately 1400 W. Burke Lane. (SP-3-23)

David Petersen presented this agenda item. There was a park with playing fields south of Canyon Creek Elementary. However, West Davis Corridor necessitated a trade with the Utah Department of Transportation (UDOT), which is how this new park came to be. The City acquired 10+ acres in 2018, and set it aside for a future public park. One of the goals of this park was to function as a detention basin for Innovator Drive and Maker Way, the major north-south collector streets that are to connect Shepard Lane to Park Lane. The other was to provide a gathering space for future and present residents of Farmington including office, retail and residential users of the mixed-use North Station Area Development.

The Parks and Recreation Staff began working with Blu Line Design to design the park earlier this year. Input from key stakeholders in the area included the Parks Recreation Arts and Trail (PRAT) Committee and nearby residential and office developers. On June 20, 2023, the City Council reviewed the park design and moved that the site plan should be reviewed by the Planning Commission. The proposed park is intended as both an active and passive use park, with amenities ranging from splash pads and water features, to pedestrian trails and wetland boardwalks. Additionally, the park will function as a meaningful terminus to the greenway that starts north of Spring Creek and continues through the heart of the mixed-use area south.

Parking for the park is provided onsite with street parking available along Innovator Drive. Parking will also be provided by a shared parking agreement in the Life Time Athletic Resort parking area just across the future 550 North. The shared parking includes approximately 184 stalls provided for park users. A specific parking ratio for a park is not established by City ordinance; rather, the Planning Commission may determine what is appropriate.

Staff is proposing a Regulating Plan amendment as the park configuration deviates from the streetscape that is provided in 11-18-040. The Regulating Plan is meant to plan out the future streetscape of the North Station Area. However, in 2022, the City Council approved an update to the North Station Area Master Plan that shows the correct alignment of Innovator Drive and Maker Way. The Regulating Plan in the ordinance does not show these changes. Thus, a Regulating Plan amendment must be completed with the approval of the park in order to update the ordinance. The park otherwise complies with the applicable standards of Chapter 11-18 including block size, block face, and building placement requirements. As a park, all landscaping requirements have easily been met.

Representing Blu Line Design, Brent Potter (8719 S. Sandy Parkway, Sandy, Utah) addressed the Commission. The park is designed for unprogrammed recreation, as it does not have ball fields. An iconic monumental structure is proposed on the northwest corner. The plan includes bouldering walls, lounging/hang out area with hammocking poles, bistro lighting, benches, nine-square, ping pong tables, space for food truck vendors, basketball courts, pickle ball courts, playground equipment, interactive water feature, wetland boardwalks, detention basin lawn, water-wise landscaping, flowering tree orchard, perennial gardens, kinetic shade installation, central pavilion, 6- to 10-foot wide half-mile walking loop, and sports court lighting. The detention basin is 3 to 4 feet in depth. The next step is design development and then construction documents. He welcomed the Commission’s input.

Barlow suggested bike parking stalls, especially considering the nearby Legacy Parkway Trail. Potter said there were 110 parking stalls, but two were removed to accommodate for trash and recycling facilities. The City Council requested a stage area. Potter mentioned the ice ribbon park in Bountiful. City Staff has agreed to do an experimental kinetic shade installation to test durability, etc. Christensen mentioned an architectural mesh material that may be an option. Power and wifi accessibility were also discussed. Restroom facilities aren’t yet finalized, but there may be two separate buildings. Construction time would be six to eight months, opening late summer or early fall 2024. Other proposed features of the park were also discussed. Commissioner Mortensen suggested that additional Farmington resident input be solicited, perhaps during the upcoming Farmington Festival Days activities.

Erin Christensen opened and closed the public hearing at 8:35 PM due to no comments received.

Christensen said the Commission is the approving body on the schematic site plan item, and it will not be going on to the City Council. However, the City Council will consider the regulating plan on a future agenda. The regulating plan would amend the map.

MOTION

Tyler Turner made a motion that the Planning Commission **approve** the schematic site plan and **recommend** approval of the Regulating Plan amendment for the proposed City Park, subject to all applicable Farmington City development standards and ordinances and the **condition**:

1. All remaining Development Review Committee comments be addressed.

Findings 1-3:

1. The site plan for the park shows an inclusive park tailored to the goals of the business park and mixed-use zones.
2. The site plan has been designed by Blu Line Design with input from various key stakeholders including City Staff, members of the Parks, Recreation, Arts and Trails (PRAT) Committee, and developers of the surrounding business park area.
3. The park functions as a key element in the North Station Area Master Plan, including the greenway design that begins in the north at Spring Creek and ends with the Park.

Supplemental Information 1-3:

1. Vicinity Map
2. Park Package, provided by Blu Line Design
 - a. Site plan
 - b. Example imagery
 - c. Amenity details
3. Regulating Plan 11-18-040

Samuel Barlow seconded the motion, which was unanimously approved.

Chair Erin Christensen	X Aye _____ Nay
Vice Chair John David Mortensen	X Aye _____ Nay
Commissioner Samuel Barlow	X Aye _____ Nay
Commissioner Larry Steinhorst	X Aye _____ Nay
Commissioner Tyler Turner	X Aye _____ Nay
Commissioner Alan Monson	X Aye _____ Nay
Commissioner Mike Plaizier	X Aye _____ Nay

SITE PLAN / SUBDIVISION APPLICATION

Item #3 Evergreen Development – Applicant is requesting final site plan approval for The Trail residential development and final plat approval for The Trail – Evergreen Subdivision including three lots located at approximately 1550 W. Burke Lane in the Office Mixed Use (OMU) zone (SP-10-22 and S-18-22).

Hansell presented this agenda item. The Trail is a multi-family residential project located at the corner of Burke Lane and Innovator Drive. This is just up the street from the park. The Project Master Plan and Development Agreement were approved by the City Council on December 6, 2022. The Planning Commission approved the preliminary plat for the project on February 23, 2023. The proposal includes 408 units with a mixture of studio to three-bedroom apartments, as well as townhomes. The project also features a commercial pad on Lot 1, which is anticipated to be developed as a future office use (the site plan and details of the commercial component will be reviewed at a later date). Today, the final plat and final site plan for the residential lot are under consideration. This is the last step for the Planning Commission review of both site plan and subdivision steps. The biggest difference from the current proposal and the one considered in February is the trail on Spring Creek which used to go all the way to the Denver and Rio Grande Western (D&RGW) Rail Trail.

Below is a summary of the site plan/final plat details:

Parking: Both of the uses have sufficient parking: Residential parking ratios are 1.85-2 per unit, which exceed the City requirement of 1.6 per unit. For the office use, the parking ratio is 3 per 1000 square feet, which meets the City requirement.

Refuse Collection: The final site plan includes a 242 square foot garbage/recycling enclosure on the northwest corner of Lot 2. The office development garbage and refuse collection will be decided when that lot develops.

Trail along Spring Creek: The planned trail on Lot 2, along Spring Creek, has been modified slightly in coordination with City Staff in consideration of trail improvements on Lot 3 on the north side of the creek. This will require a Development Agreement amendment to be considered by the City Council in the coming weeks. Lot 3 will still have a trail along the length of Spring Creek, which will connect to the Denver and Rio Grande Western (D&RGW) Rail Trail. Trails on Lot 2 and Lot 3 will be connected by a pedestrian bridge across the creek.

Easements: According to the Development Agreement, cross access easements may need to be added to the final plat. Other easements, if not shown on the final plat already, will be added at the request of the Development Review Committee (DRC) according to the conditions from preliminary plat approval.

Sidewalks and side treatments: Sidewalks have been added at 8 feet wide, a requirement of the Mixed-Use zoning ordinance for Innovator Drive and Burke Lane. These are within a 16-foot-wide public utility and pedestrian access easement.

Below is list of information that is included in the approved Development Agreement:

Unit Count: The plan includes a 394-unit apartment building with a wrapped parking structure and 14 townhomes, for a total of 408 residential units. These residential units are located on what is identified as Parcel 2, which covers 9.2 acres. The unit count includes 29 studio units, 185 one-bedroom units, 159 two-bedroom units, 20 three-bedroom units, and 14 townhomes. **(Within maximum allowed by existing DA.)**

Use: The plan also includes Parcel 1, which is being created to be sold to Farmington City for use as a detention facility/recreation area and a 2.2-acre commercial pad identified as Parcel 3 for commercial development. The applicant is also showing with the schematic subdivision plan Parcel 4, which is to be dedicated as right-of-way. **(Consistent with terms of existing DA.)**

Height: The applicant has provided plans showing a two-story townhome product and the apartment building with a brief step from three stories to the main height of four stories. The four-story element of the building is more than 350 feet from the closest existing home. As proposed, the townhomes are two stories in height. While a specific height is not identified in the Project Master Plan (PMP), it is anticipated that the architecture will comply with the 27-foot height limitation within 200 feet of the western right-of-way line for the D&RGW Rail Trail and no four-story components of the apartment building is within this 200 feet specified in the original agreement. The closest point of the four-story apartment building is 270 feet to the western line of the D&RGW right-of-way. **(Complies with existing DA.)**

Regulating Plan: The OMU District indicates that the perimeter of an average block is 900 feet with a maximum of 1,056 feet. Each block face should be 264 feet in length or less. The proposed layout creates a block with a 990-foot perimeter around the commercial site, and another block of 2,500 feet around the apartment building, and blocks with perimeters of 534 feet and 1,200 feet around the townhomes. This makes for an average block size of 1,305 feet. There are a variety of block face lengths including the largest stretch of 630 feet on the west side of the apartment building and another significant deviation at 588 feet along Burke Lane. **(Requires amendment to regulating plan allowing larger blocks and longer frontages.)** Existing agreements commit the City to amending the regulating plan to address the larger block size and block face lengths.

Subdivision: The proposed lots each meet the minimum frontage and size requirements for the zone, but exceed the maximum lot width of 200 feet for both the commercial and residential lot. **(Allowed per the approved DA.)**

Siting: The buildings address the street as desired in the Mixed-Use Districts and contain buildings covering at least 60 of the block frontages as required and the buildings are sited within the 0 to 20 feet RBR (Required Build to Range) per the percentages required in the OMU district. (Complies with OMU.)

Open Space: Without including the open space that the detention/recreation area provides in Lot 1, each lot meets or exceeds the required 10% open space for the OMU district. The development includes amenities such as a swimming pool, pickleball courts, and lounge areas. (Complies.)

Christensen questioned including firm building heights in the conditions. **Petersen** said it is already in the Project Master Plan. Cross access easements being added to the final plat would be part of the DRC conditions.

Applicant **Jeremy Carver** (12747 Whisper Grove Circle, Draper, Utah), civil engineer **Jeff Randall** (2010 N. Redwood Road, Salt Lake City, Utah), and architect **Alex Stoddard** (223 E. Flicker Drive, Sandy, Utah). **Carver** said they have received a lot of input, and they were excited to see progress on the park and West Davis Corridor. This will be a great area of Utah. The walking path will include a pedestrian bridge. **Stoddard** said the building will have two amenity courtyards including lounge and gathering spaces, dog park, resort-style pool, and outdoor barbecue areas. There will be indoor fitness facilities as well as an outdoor tot lot, bike storage/rental, pickle ball court, trails, and outdoor water-wise landscaping. **Carver** said he is drafting an agreement with an office developer to start construction before the residential component.

MOTION

Tyler Turner made a motion that the Planning Commission **approve** the Final Subdivision and **approve** the Final Site Plan for The Trail, subject to all applicable Farmington City development standards and ordinances, and all Development Review Committee (DRC) comments, with the terms set forth in the previously approved DA and the following Conditions 1-2.

1. The recommendation is subject to the final approval of an amendment to the City’s regulating plan allowing for the proposed block sizes.
2. The applicant shall receive approval of a modified development agreement with the City Council approving the reduced trail length and proposed trail configuration on Lot 2 consistent with the final site plan.

Findings 1-7:

1. The use and overall layout is consistent with the previously approved PMP and Development Agreement.
2. The site layout, number of units, and building height follow the existing Development Agreement and the underlying zoning district as applicable.
3. The proposed residential building with a wrapped parking structure promotes a more secure environment for residents and enables the majority of parking in the project to be hidden from view consistent with the objectives of the mixed-use areas, fostering a more pedestrian-friendly environment and better streetscapes.
4. The unit types within the residential development and proximity to trails and anticipated transit systems justify a small reduction in off-street parking availability.
5. The project is consistent with the recently adopted Station Area Plan.
6. The Subdivision Plat and proposed lots are compliant with ordinances, regulations, and standards as applicable in Farmington City Municipal Code and the previously approved Development Agreement.
7. The Site Plan and supporting drawings meet all applicable standards, codes, and regulations with a few minor technical corrections to be verified and approved by the DRC prior to stamping drawings to allow for construction and site improvements.

Samuel Barlow seconded the motion, which was unanimously approved.

Chair Erin Christensen	X Aye _____ Nay
Vice Chair John David Mortensen	X Aye _____ Nay
Commissioner Samuel Barlow	X Aye _____ Nay
Commissioner Larry Steinhorst	X Aye _____ Nay

Commissioner Tyler Turner
 Commissioner Alan Monson
 Commissioner Mike Plaizier

X Aye _____ Nay
 X Aye _____ Nay
 X Aye _____ Nay

OTHER BUSINESS

Item #4 Miscellaneous, correspondence, etc.

a. Shane Smoot – Mountain View Phase 2 extension request on one condition of final plat approval (S-3-21)

Petersen presented this agenda item. This is across the street from the City regional park and Ascent Academy Charter School, near three tennis courts. The Planning Commission considered and approved the Final Plat for the Mountain View Phase 2 subdivision on June 3, 2021 (see 6.3.21 PC Staff Report and accompanying information in Staff Report). Previously, the City Council, after receiving a recommendation from the Commission, approved a Preliminary PUD Master Plan/Schematic Plan for the project on April 6, 2021. As an integral part of providing open space, the Master Plan/Schematic Plan shows land off-site set aside for an improved future trail head/turn-around area at the east end of 250 South Street next to the Legacy Parkway Trail.

The developer is responsible for arranging for UDOT to convey the trail head site to the City; however, UDOT still owns the 0.41-acre property, which consists of two parcels: 08-087-0119 (0.25 acres) and 08-087-0165 (0.16 acres). As conditions, among others, of Final Plat approval, the Commission established the following:

5. In the event that the UDOT parcel is not acquired by the applicant and conveyed to Farmington City within 24 months from the recordation of the affidavit, the developer shall develop lots 101 and 102 as a park with landscaping maintained by the subdivision HOA.
6. Should the applicant be unable to acquire the UDOT land, the applicant can request an extension from the Planning Commission, and the Commission shall have the discretion whether to grant that extension.

[Note: Prior to consideration of Phase 2, the developer recorded a restriction, acceptable to the City, on Lots 101 and 102 of Phase 1 of the Mountain View subdivision to ensure that these lots remain vacant until he completes all requirements related to the trail head property on 250 South].

Applicant **Shane Smoot** (152 Sunset View Drive, Centerville, Utah) addressed the Commission. UDOT had given the developer rights through the rectangular piece to access their development, so there is ingress/egress access there. There were concerns with the residents on 250 South, so he agreed not to pursue that and instead develop it differently. They proposed to relinquish their easement to pursue getting UDOT to deed the land to the City, and the developer would pay for the turn-around and landscaping. UDOT said they are ready to deed the rectangular piece, but inadvertently dropped the triangular piece. The rectangular piece goes a long way in fulfilling the developer’s green space requirement, but the turn-around is impossible without the triangular piece. There is a deed restriction on those two lots until this is concluded.

Christensen said she knows the residents there are anxious to get the green space. However, the City allowed an extension because it is largely outside the purview of the applicant. She wondered if the developer could smooth out the two lots to provide some kind of a play area in the meantime. **Smoot** said they originally proposed 45 lots, and it ended up being 33 lots. One had been originally allocated for a play area, but when larger lots were planned, that play area was conceded. The regional park across the street makes blading the two lots unnecessary. However, he could blade the dirt in the meantime, although he doesn’t know how attractive it will be.

MOTION

Tyler Turner made a motion that the Planning Commission approve a one-year extension to allow time for the applicant to complete Condition 5 of final plat approval for the Mountain View Subdivision Phase 2.

Findings 1-3:

1. During the last two years, the applicant diligently worked to finalize his trail head/open space commitments, especially involving UDOT, and providing City Staff periodic updates as to his progress.
2. A few months ago, UDOT was prepared to convey Parcel 08-087-0119 to the City; however, despite the developer’s best efforts, UDOT inadvertently left Parcel 08-087-0165 out of the process.
3. A deadline of one year is reasonable (not another two), because the applicant has already accomplished most of the groundwork for the entire property conveyance.

Supplemental Information 1-3:

1. Mountain View at Farmington Phase 2 Schematic Plan, April 6, 2021
2. Planning Commission Staff Report—June 3, 2021
3. Planning Commission Minutes—June 3, 2021

Samuel Barlow seconded the motion, which was unanimously approved.

Chair Erin Christensen	X Aye ____ Nay
Vice Chair John David Mortensen	X Aye ____ Nay
Commissioner Samuel Barlow	X Aye ____ Nay
Commissioner Larry Steinhorst	X Aye ____ Nay
Commissioner Tyler Turner	X Aye ____ Nay
Commissioner Alan Monson	X Aye ____ Nay
Commissioner Mike Plaizier	X Aye ____ Nay

b. Minutes Approval 06.08.2023 and 06.22.2023

Mike Plaizier made a motion to approve the minutes from June 8 and June 22, 2023. **Tyler Turner** seconded the motion, which was unanimously approved.

Chair Erin Christensen	X Aye ____ Nay
Vice Chair John David Mortensen	X Aye ____ Nay
Commissioner Samuel Barlow	X Aye ____ Nay
Commissioner Larry Steinhorst	X Aye ____ Nay
Commissioner Tyler Turner	X Aye ____ Nay
Commissioner Alan Monson	X Aye ____ Nay
Commissioner Mike Plaizier	X Aye ____ Nay

ADJOURNMENT

Tyler Turner made a motion to adjourn at 9:11 PM.

Chair Erin Christensen	X Aye ____ Nay
Vice Chair John David Mortensen	X Aye ____ Nay
Commissioner Samuel Barlow	X Aye ____ Nay
Commissioner Larry Steinhorst	X Aye ____ Nay
Commissioner Tyler Turner	X Aye ____ Nay
Commissioner Alan Monson	X Aye ____ Nay
Commissioner Mike Plaizier	X Aye ____ Nay


Erin Christensen, Chair