



**FARMINGTON CITY
PLANNING COMMISSION**

April 10, 2025



FARMINGTON

MORE TIME FOR LIVING

PLANNING COMMISSION MEETING NOTICE AND AGENDA Thursday April 10, 2025

Notice is given that Farmington City Planning Commission will hold a regular meeting at City Hall 160 South Main, Farmington, Utah. A work session will be held at **6:30 PM** prior to the **regular session which will begin at 7:00 PM** in the Council Chambers. The link to listen to the regular meeting live and to comment electronically can be found on the Farmington City website at farmington.utah.gov. Any emailed comments for the listed public hearings, should be sent to crowe@farmington.utah.gov by 5 p.m. on the day listed above.

NOTE: There are no public hearings tonight – all items being seen have been previously seen and the public hearings are closed.

SPECIAL EXCEPTION APPLICATION

1. Richard Baggett – Applicant is requesting special exception for additional driveway width for access to a rear yard and/or access for more than three (3) properly designated parking spaces, for the property located at 217 S Glen Ave., in the LR (Large residential) zone. [M-1-24]

SITE PLAN APPLICATION

2. Jeremy Carver/Evergreen 1525 & Burke Land LLC – Applicant is requesting final site plan approval for The Trail project, located at 1674 W Burke Lane, on 10.21 acres of property, in the OMU (Office Mixed Use) zone. [SP-10-22]

OTHER BUSINESS

3. City Council Reports, Approval of Minutes, Upcoming Items & Trainings.
 - a. Planning Commission Minutes Approval from 03.20.2025
 - b. No City Council report – last meeting was March 18, 2025. Next is April 15, 2025.
 - c. Notice went out for the Western Sports Park Tour on April 24, 2025 beginning at 5:30 pm.
 - d. Discussion Item: Chapter 17 Zone Text Changes Proposal
 - e. Other

Please Note: Planning Commission applications may be tabled by the Commission if: 1. Additional information is needed in order to act on the item; OR 2. If the Planning Commission feels, there are unresolved issues that may need additional attention before the Commission is ready to make a motion. No agenda item will begin after 10:00 p.m. without a unanimous vote of the Commissioners. The Commission may carry over Agenda items, scheduled late in the evening and not heard to the next regularly scheduled meeting.

***CERTIFICATE OF POSTING** I hereby certify that the above notice and agenda were posted at Farmington City Hall, the State Public Notice website, the city website www.farmington.utah.gov, the Utah Public Notice website at www.utah.gov/pmn on April 04, 2025.
Carly Rowe, Planning Secretary*



Farmington City Supplemental Staff Report April 10, 2025

Item #1: SPECIAL EXCEPTION – DRIVEWAY WIDTH

Public Hearing:	Conducted on February 20, 2025
Type of Item:	Administrative – Special Exception
Application No:	M-1-25
Address:	217 South 25 West (Glen St)
Applicant:	Richard Baggett

Background Information

The Planning Commission considered Mr. Baggett’s application for special exception in installing a second driveway on February 20, 2025 and took public comment on the matter. The public hearing, which included submission of a petition signed by 39 neighbors, is now closed. The Commission solicited written arguments from the opponents of the application, the applicant, and the city. Scott and Lisa Cleghorn, who own the property immediately abutting the applicant’s property to the South, timely submitted their written argument against the application.

Staff have reviewed the Cleghorns’ argument as well as the response provided by the Baggetts, and maintains their recommendation that the Commission approve the special exception. An explanation of staff’s position follows.

Relevant Standards Related to Special Exception Applications

The Commission has authority to grant special exceptions for additional driveway width in section 11-32-060(A) of the Farmington Municipal Code. Special exceptions are not granted or denied as a legislative action.¹ Rather, they are governed by approval standards, *see* FMC §11-3-040(E), as a land use application. A land use application must be approved by a municipality if the application “conforms to the requirements of the applicable land use regulations, land use decisions, and development standards in effect when the applicant submits a complete application.” Utah Code Ann. § 10-9a-509(1)(a)(ii). In other words, an application that meets established requirements must

¹ Requests for amendments to land use regulations are legislative in nature, and include decisions like a zone map amendment, zone text change, or a modification of a rule governing the development of land. Utah Code Ann. § 10-9a-103(34). As this application does not seek such an amendment, but rather seeks to apply existing land use codes and regulations to a specific property, the application seeks a “land use decision” and is therefore administrative in nature. *Id.* § 10-9a-103(32). Unlike legislative decisions, which can take into account neighborhood sentiment, administrative decisions require a strict adherence to standards established in code.

be approved, irrespective of whether city officials agree with the wisdom of the application, or whether neighbors approve of it.²

A special exception must be approved if sufficient evidence is submitted to the Commission that the exception:

- a. Will not be detrimental to the health, safety or general welfare of persons residing or working in the vicinity, or injurious to the property or improvements in the vicinity;
- b. Will not create unreasonable traffic hazards; and
- c. Is located on a lot or parcel of sufficient size to accommodate the special exception.

In this case, there is no persuasive evidence that the second driveway will be injurious to property or improvements, nor imperil the health, safety or welfare of the neighborhood. Nor will it create unreasonable traffic hazards on the local road with which it will connect. There is sufficient lot size to fit the ten-foot driveway without encroaching on neighboring property. As such, it should be approved.

For points of argument

The Cleghorns raise four arguments against the application for special exception:

1. Stormwater risk and drainage concerns
2. Negative impact on curb appeal and property value
3. Baggett's history of poor property stewardship
4. Loss of privacy and negative impact on living conditions

Staff will address each argument.

#1 – Stormwater risk and drainage concerns

The Cleghorns argue that the additional impervious material creates a potential flooding risk to their property. They argue that the plans for stormwater runoff need to be designed and stamped by a licensed engineer.

The plans call for a ten-foot driveway and concrete pad of approximately sixty-two feet in length, resulting in six-hundred twenty square feet of additional impervious surface. The site plan calls for the driveway to slope toward the street, except the parking pad, where it would slope away from the Baggett home and toward the property line to the South (the Cleghorns' property).

Presumably, rain and stormwater running off of existing impervious surfaces have been infiltrating into the ground on the Baggett's side yard, and there has likely been nominal surface runoff into the Cleghorn's side yard during heavy rains. Increasing impervious surfaces will eliminate the infiltration below that surface, and so the need to mitigate the runoff concerns was identified by Mr. Baggett. In order to mitigate stormwater runoff concerns, the driveway to the West of the home will be sloped toward the street, and the parking pad on the South side will be bordered by one foot of gravel and

² In accordance with long-standing precedent, when a land use authority applies zoning code to a land use application, "provisions therein restricting property uses should be strictly construed, and provisions permitting property uses should be liberally construed in favor of the property owner." *Brown v. Sandy City Bd. of Adjustment*, 957 P.2d 207, 210 (Utah Ct. App. 1998) (emphasis added).

a four-inch perforated pipe, which will divert water to the Baggetts' backyard. The Commission may appropriately consider whether the measures proposed will mitigate the drainage concerns.

Staff does not agree that a licensed engineer is required to design and stamp plans related to the stormwater impact of the driveway:

- First, in section 11-7-060, the site plan only calls for storm water plans to be provided if site modifications have “a significant impact on the existing storm drainage system.” The City Engineer has determined that the driveway will not have a “significant” impact sufficient to require engineered drawings. *See* Letter from City Engineer Chad Boshell, which is attached.
- Second, a section of city code cited by opponents, FMC § 16-3-050, is inapplicable to this site. Chapter 16-3 only requires storm water pollution prevention plans when greater than one acre of ground is being disturbed in association with the project. Those are the “plans” referred to in section 16-3-050. As this project disturbs far less than one acre, section 16-3-050 is inapplicable. [Note: The property, lot 36 of Meadowbrook Plat “B” subdivision and parcel 07-045-0041, is approximately 0.35 acres in size.]
- Third, the requirement of drawings prepared by a licensed engineer only applies “when required by the city,” FMC § 11-7-060(C)(1). The city has not required applications for driveways outside of the foothills overlay district to be designed by engineers in the past, and it would not be appropriate to impose such a requirement on Mr. Baggett.

The Baggetts have also indicated in their response letter that they are willing to consider pervious or semi-pervious surface to further mitigate storm water concerns.

Staff's opinion is that the measures undertaken by Mr. Baggett will mitigate concerns with storm water runoff, and that he was not required to have a licensed engineer design his driveway.

#2 – Negative Curb Appeal and Property Values

The Cleghorns suggest that allowing a second driveway will negatively impact their home values. This is an argument that could be levied against a legislative application, but not an administrative one. The City zoning code specifically permits second or wider driveways, so long as certain parameters are met by an applicant. Alleged impacts on property values are not included as a factor for consideration. If a property owner wants a second driveway, then they are entitled to install one, subject to denial only if they fail to meet the criteria identified in code. Will the driveway be detrimental to health, injurious to property, or make traffic dangerous? If so, then the Commission may deny the application for special exception. If not, then the Commission is required to authorize the property owner's application.

The Baggetts point out that double driveways and wide driveways are in fact common in their neighborhood suggesting that the inclusion of a double driveway on their property would not negatively impact the curb appeal and property value of neighboring properties.

Staff's position is that the property value concern raised by the Cleghorns does not bear on the actual issue before the Planning Commission, and that it therefore lacks any persuasive value.

#3 – Poor Property Stewardship

The Cleghorns ask the Commission to deny Mr. Baggett's application because it will result in vehicular clutter, citing the presence of multiple vehicles, including “excessive RVs.”

The Planning Commission's decision should not be based upon whether a property owner will be an ideal steward of their property – it is a property owner's right to a second driveway if the property owner meet the standards in code.

Staff recommends that the Commission not speculate or assume that the second driveway will be used in a manner that reduces aesthetic and livability. It should apply the standards in the code to the application.

#4 – Loss of Privacy and Impact on Living Conditions

The Cleghorns indicate that their neighbor's use of his property for a driveway will impact their privacy due to the presence of headlights and noise.

City ordinances do not guarantee the privacy of residents; the code establishes certain parameters by which all residents are required to abide. For example, a neighbor might not want a side yard converted to a lighted basketball court, due to the noise of a bouncing ball, impacts with a backboard, light pollution in the evening, and the likely event that a stray ball will enter their property. But our ordinances do not prohibit basketball hoops in side or front yards, so the City does not take action to eliminate them.

The City has enacted ordinances designed to reasonably regulate the use of property. Setback requirements prohibit structures being erected within side, front, and back yards within a certain distance from the property line. They do not create a “no-use” zone between homes.³ As our code contemplates placement of wider or second driveways, the Commission should not impose additional setback restrictions due to a neighbor's desire for privacy.

The Cleghorns have the right to take measures to ensure their privacy by utilizing the setback area of their own property, such as installing vegetative screening or appropriately sized fence – all of which are permitted by city code.

Conclusion

As this is an administrative matter, the Commission is required to apply the ordinance to the application. Staff continues to recommend approval of the application for special exception because the applicant has met the requirements of ordinance.

The recommended motion and findings are found within the Planning Commission Staff Report dated February 20, 2025 included herein.

Attachments:

- Arguments from Cleghorns
- Arguments from Baggetts
- City Engineer assessment
- February 20, 2025 Planning Commission Staff Report and Attachments

³ The potential uses of the side yard which are beyond the City's ability to prevent, but which would similarly erode the privacy of the Cleghorns include occupying the area with people or animals, installing lights or sound devices, or installing a concrete pad with no driveway leading to it.

To: Farmington City Planning Commission

From: Scott and Lisa Cleghorn

Date: March 17, 2025

We, the residents and property owners of 241 South 25 West in Farmington (the “Cleghorns”), respectfully petition the Farmington City Planning Commission to **deny the special exception request** submitted by the property owners of **217 South 25 West** (the “Baggetts”) for the construction of a second driveway in the narrow space between their home and our property.

At the **February 20, 2025, Planning Commission Meeting**, both parties were instructed to engage in discussions to reach a possible compromise such as installing a sidewalk in place of the existing pavers. Despite our multiple attempts to arrange a discussion, the Baggetts **declined to participate in good faith**. This unwillingness to negotiate underscores a disregard for the collaborative process requested by the Commission. Given this refusal and the numerous concerns outlined below, we respectfully request that the application for a **special exception be DENIED**.

Concerns and Reasons for Opposition:

1. Stormwater Risk and Drainage Concerns

- The proposed driveway would significantly alter stormwater flow and increase runoff, creating **potential flooding risks to our property**.
- Farmington City Code requires proper site plans and water calculations to be performed and attested to by a **licensed professional engineer** to ensure compliance with drainage and stormwater management standards.
- The impact of additional impervious surfaces, including **roof downspouts, slope of the terrain from the curb, driveway slope, and water runoff**, must be thoroughly evaluated to prevent drainage issues and structural damage to our property.

2. Negative Impact on Curb Appeal and Property Value

- Homes zoned **Large Residential (LR)** and similar designations in Farmington do not have driveways on both sides, maintaining uniformity and aesthetic consistency.
- The introduction of a **second driveway would set a precedent** that detracts from the established character of our neighborhood and other Farmington LR neighborhoods.
- Real estate experts confirm that inconsistent paving patterns and excessive driveways negatively impact **curb appeal and home values**.
- All of the homes in our neighborhood have only one driveway, typically placed along one property line. City Staff cited this as justification for waiving the six-foot setback requirement for driveways from property lines. However, allowing a driveway on **both side property lines** would be inconsistent with every other home in our neighborhood and should not be permitted.
- We've attached an image of our neighborhood along with images from several other similarly zoned neighborhoods with this petition. **All of these homes have only one driveway.**

3. **Baggett's History of Poor Property Stewardship**

- The **existing driveway, garage, and parking pad areas have not been properly maintained**, as evidenced by the presence of junk vehicles, excessive RVs, and multiple parked cars that reduce the neighborhood's aesthetic and livability.
- The Baggett's have frequently parked their cars, truck and RVs at the Elementary School, the City Offices and in front of neighboring houses demonstrating that their existing driveway, garage and parking pad are not being effectively utilized.
- Allowing an additional driveway will likely lead to further **vehicle storage and clutter**, worsening the existing conditions rather than improving them.

4. **Loss of Privacy and Negative Impact on Living Conditions**

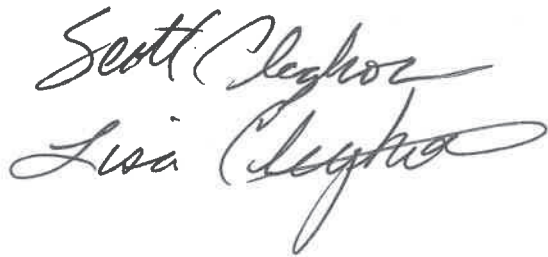
- The narrow space between our homes is only **22 feet wide**, and a 10-foot-wide driveway will significantly **encroach upon our privacy**.
- The proposed driveway would be located directly next to both our master bedroom and a downstairs bedroom, significantly increasing noise disturbances, light intrusion from headlights, and reducing privacy for spaces meant for rest and personal comfort.
- Noise, headlights, and increased activity in this confined area will directly impact our enjoyment of our home, creating an uncomfortable and intrusive living environment.
- This **violates the spirit of residential zoning**, which prioritizes adequate spacing between homes for privacy and quality of life.

Request for Action:

Given these substantial concerns, we respectfully urge the Farmington City Planning Commission to **DENY** this special exception request and uphold existing zoning regulations that preserve the safety, integrity, aesthetics, value and livability of our neighborhood. This petition is supported by **39 neighbors** who share these concerns (petition and signatures attached). We trust the Commission will recognize the overwhelming opposition from our community and take action accordingly.

We appreciate your consideration and commitment to maintaining the quality and character of Farmington's residential neighborhoods.

Signed,

The image shows two handwritten signatures in black ink. The top signature is "Scott Cleghorn" and the bottom signature is "Lisa Cleghorn". Both are written in a cursive, flowing style.

Scott and Lisa Cleghorn

Farmington City Information



Our Meadowbrook Neighborhood

Farmington City Information



Steed Creek Neighborhood

Farmington City Information



Woodland Neighborhood (above the cemetery)

Country Lane / Snowberry Lane Neighborhood

3/17/25, 9:16 AM

Farmington City Information

Farmington City Information



100ft

111902 10 10.140000

Farmington City Information



1525 West/Farm Rd. Neighborhood

To: Farmington City Planning Commission
From: Richard and Teresa Baggett
Date: March 27, 2025

We, the residents and property owners of 217 South 25 West in Farmington (the "Baggetts"), respectfully request the Farmington City Planning Commission approve the special exception and grant a waiver for an additional 4'10" of driveway width and to allow for a 10ft curb cut per our site plan in addition to our current driveway of 24'10" (for a total of 34'10").

At the February 20, 2025, Planning Commission Meeting, both parties were instructed to engage in discussions. We felt the petition presented to our neighbors was deceitful and went far outside of the notification area. We spoke personally with several of our nearest neighbors (Ian Peterson, Toni Assay, Caralee Solami, Jeannie Gates, Larry Sheppard – some had signed the petition), and after learning more about our proposed project expressed no concerns.

We planned to speak with the neighbors; however, the day after the meeting I was confronted by Mr. Smith on the city sidewalk running out of his house. He got 6 inches from my face, yelling and verbally assaulting me. I almost called 9-1-1. He said I needed his permission to be on the city sidewalk in front of his house – so, I do not feel safe talking for the time being. I did receive 2 texts from Mr. Cleghorn. The 1st thanking me for shoveling the snow off his sidewalk. The 2nd was an invitation to talk, to which I replied:

“Bro. Cleghorn, sorry I didn’t get to you earlier; I have been struggling on how to respond. Yes, I would very much like to talk. However, because of the hurtful description of us in the original appeal, hiring that attorney, the gossip, initiating such a divisive petition involving the entire neighborhood (and half of the ward), that horrific Planning Committee meeting – not to mention the subsequent verbal assault I experienced from Bro. Smith on the city sidewalk...I do not feel safe nor comfortable talking at this time.”

Addressing Concerns:

1. Stormwater Risk and Drainage Concerns

- We have met multiple times with the Farmington City Planning Dept, the Water Management Supervisor and Dept. of Public Works throughout the process of planning this project.
- We have considered the Cleghorn’s concerns relating to stormwater flow and potential flooding risks. We are considering various alternate permeable or semi permeable surfaces as a possible compromise as I proposed in the Planning Commission meeting.
- Our plan includes a french drain from the SW corner roof downspout to be directed towards the street. If saturation in that area is a problem, we request the Cleghorns disclose the location and direction of the drain from the roof down spout on the NW corner of their home which appears to flow directly toward our side yard, rather than toward the front of their house or toward the street (see attached photo).
- Code 16-3-050 requiring a “Licensed Professional Engineer” to prepare site plans refers to a “stormwater facility”, which is not applicable.

2. Impact on Curb Appeal and Property Value

- **9 of the 38 homes in our neighborhood currently have 2 driveways.** (also see photos)
- **28 of the 38 homes in our neighborhood have less than 6-foot setback from property lines.**
We would be conforming with the majority.
- **15 of the 38 homes in our neighborhood have driveways in excess of 30'.**
- We have attached the Cleghorn's image of our neighborhood (attachment #1) and highlighted it with examples of multiple driveways, red lines denote parking common to the property line (less than 6ft setback) and widths of driveways as determined by their attorney – [measured immediately upon the residential side of the sidewalk – see also attachment #2].
- Our driveways would be 51' apart, compliant with the 40' minimum cited in code 11-32-060.
- An additional driveway would improve the functionality and value of our property.

3. History of property stewardship -

- For many years part of my stewardship has been to use my ATVs and equipment on our parking pad to plow our property, as well as sidewalks throughout our neighborhood.
- We do not consider a small 24' motorhome excessive. RVing is what we choose to do as a family. All vehicles run. All but one (parked behind an opaque fence in a side yard) is currently licensed, registered and insured.
- Instead of parking on the street in front of homes, when shuffling vehicles or having family gatherings we do occasionally park at the Elementary School parking lot across the street (when school is not in session). We do this as a matter of **courtesy to our neighbors.**

4. Privacy and Living Conditions

- The Cleghorns gave a list of petty grievances. Lights and noise will be kept to a minimum.
- If privacy is the Cleghorn's concern, that is what "privacy" fences are for.
- Our neighborhood does **NOT** have an HOA nor CC&Rs. If their concerns are about living by HOA standards and CC&Rs – then perhaps the Cleghorns should consider relocating to a neighborhood with established HOA contracts with enforceable CC&Rs.
- The purpose of this driveway accommodation is for ground level accessibility to our backyard for maintenance and wheelchair accessibility to the rear entrance of our home.

Request for Action:

Given the examples of existing homes and driveways in our neighborhood, and our attempts to address concerns, **we respectfully ask the Farmington City Planning Commission to approve this special exception of the additional driveway allowance of 4'10" (for a 10ft curb cut). We respectfully ask the same special exception afforded other residents in Farmington City.**

We appreciate your time and consideration in this matter, and your commitment to maintaining the laws and property rights of Farmington residents.

Signed,

The image shows two handwritten signatures in blue ink. The top signature is 'Richard W. Baggett' and the bottom signature is 'Teresa Baggett'. Both are written in a cursive, flowing style.

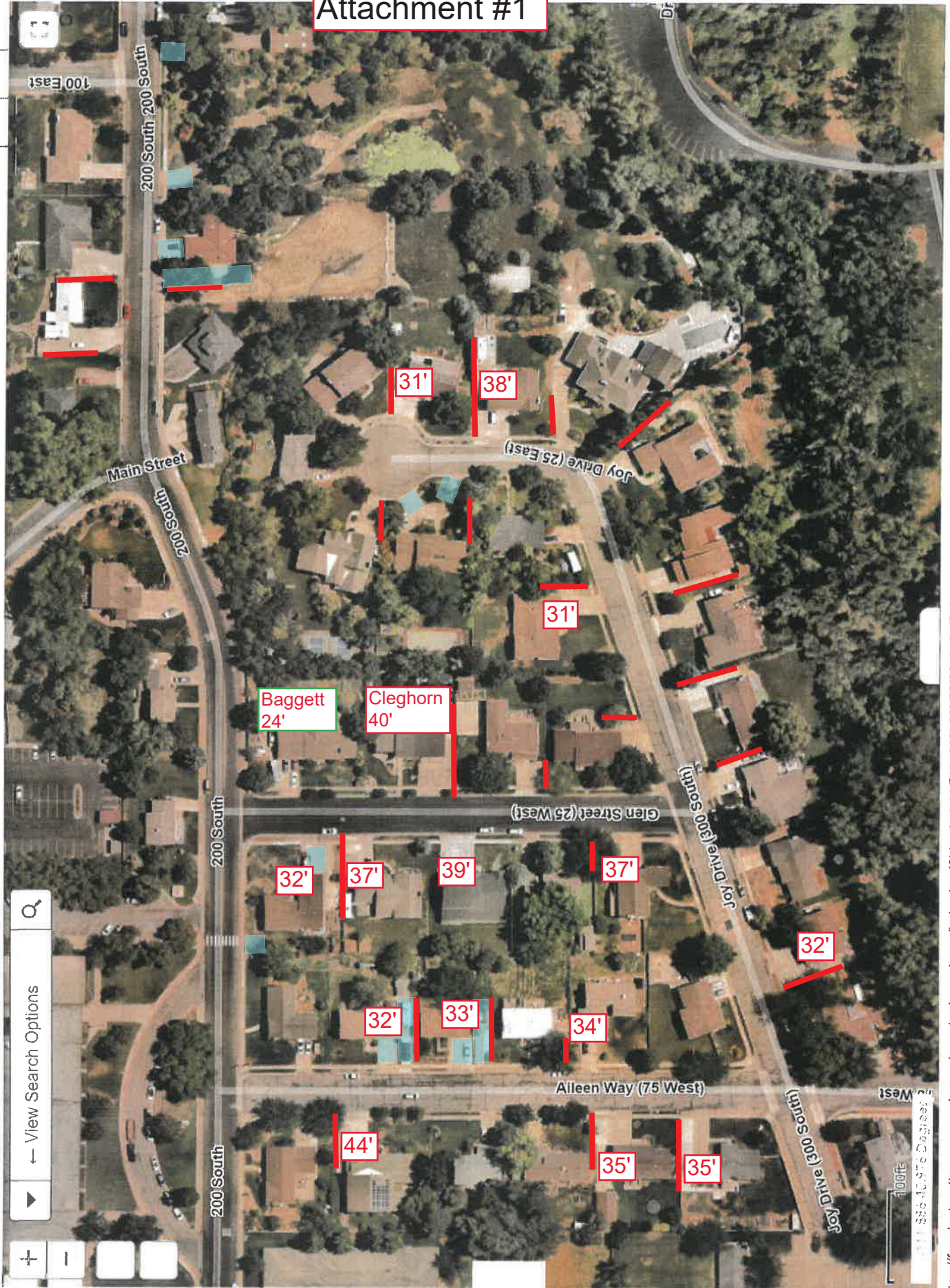
Richard and Teresa Baggett

Attachment #1

Farmington City Information

Farmington City Information

3/17/25, 9:29 AM



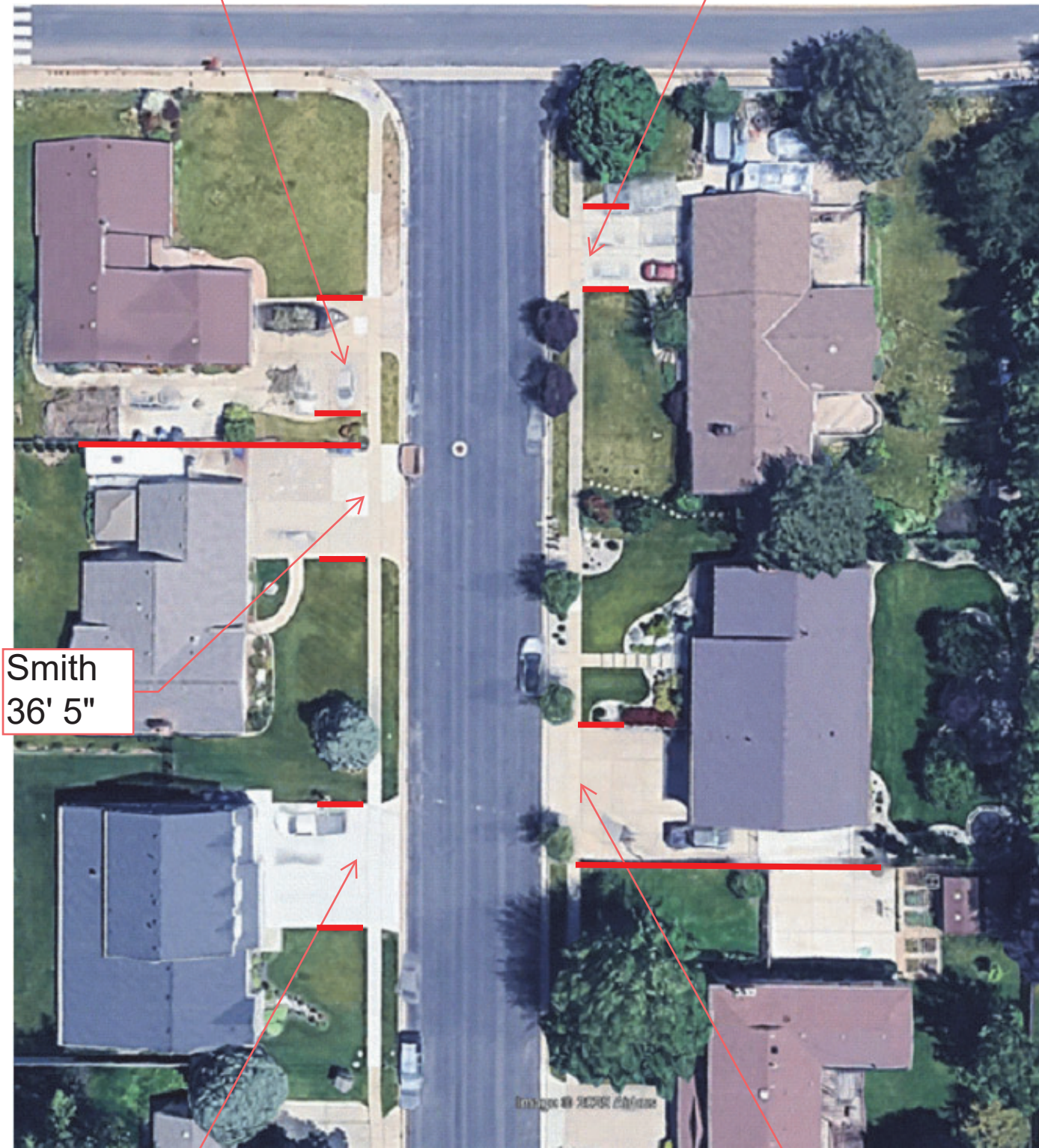
Legend

- Multiple Driveways
- <6' easement, Common to Prop Line
- Driveway width in feet

Peterson
31' 8"

Attachment #2

Baggett
24' 10"

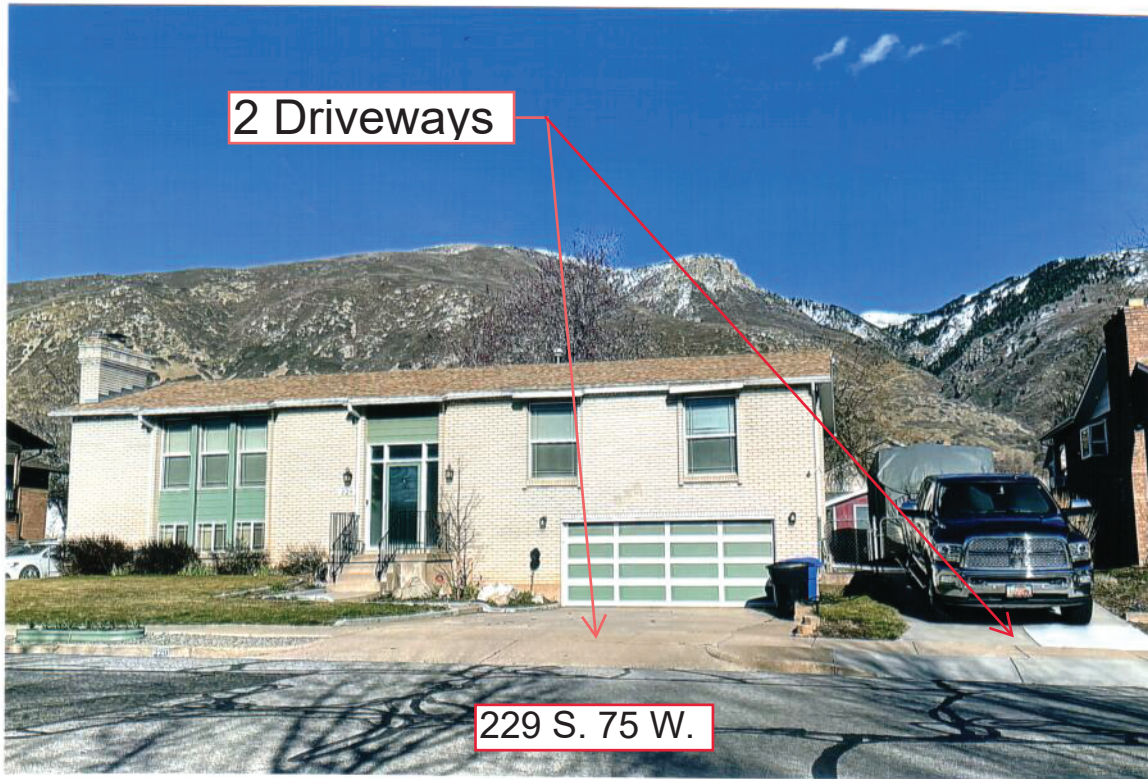


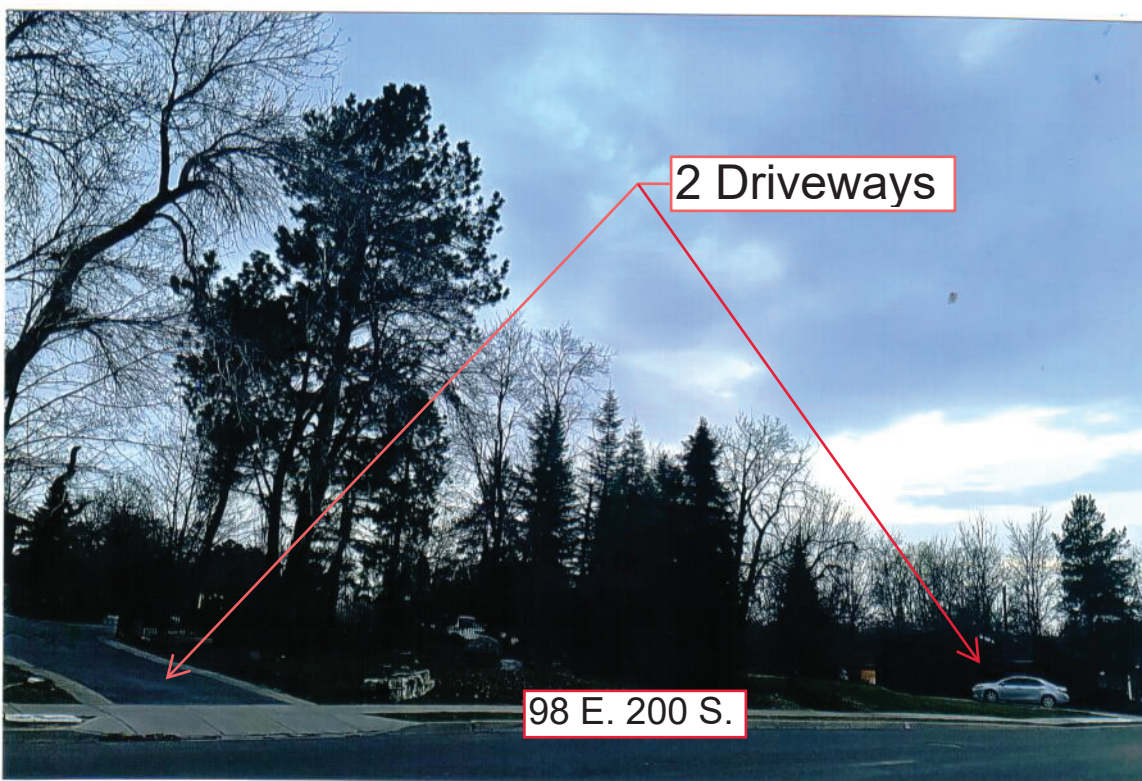
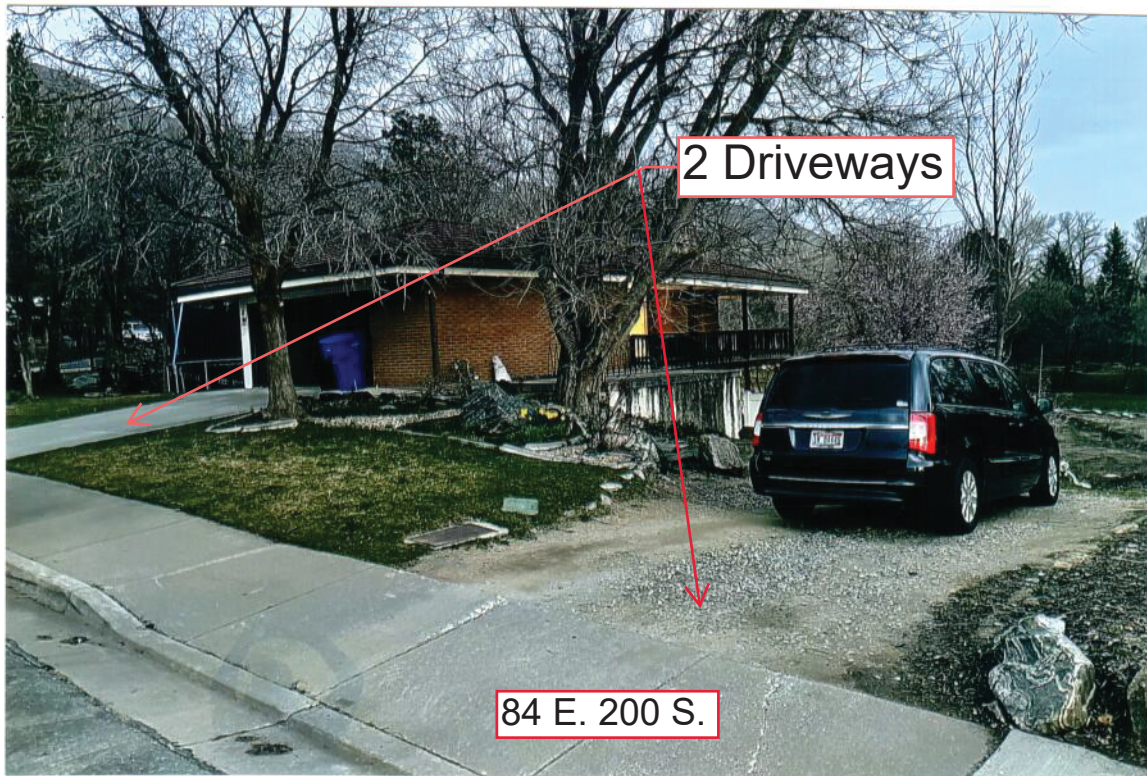
Smith
36' 5"

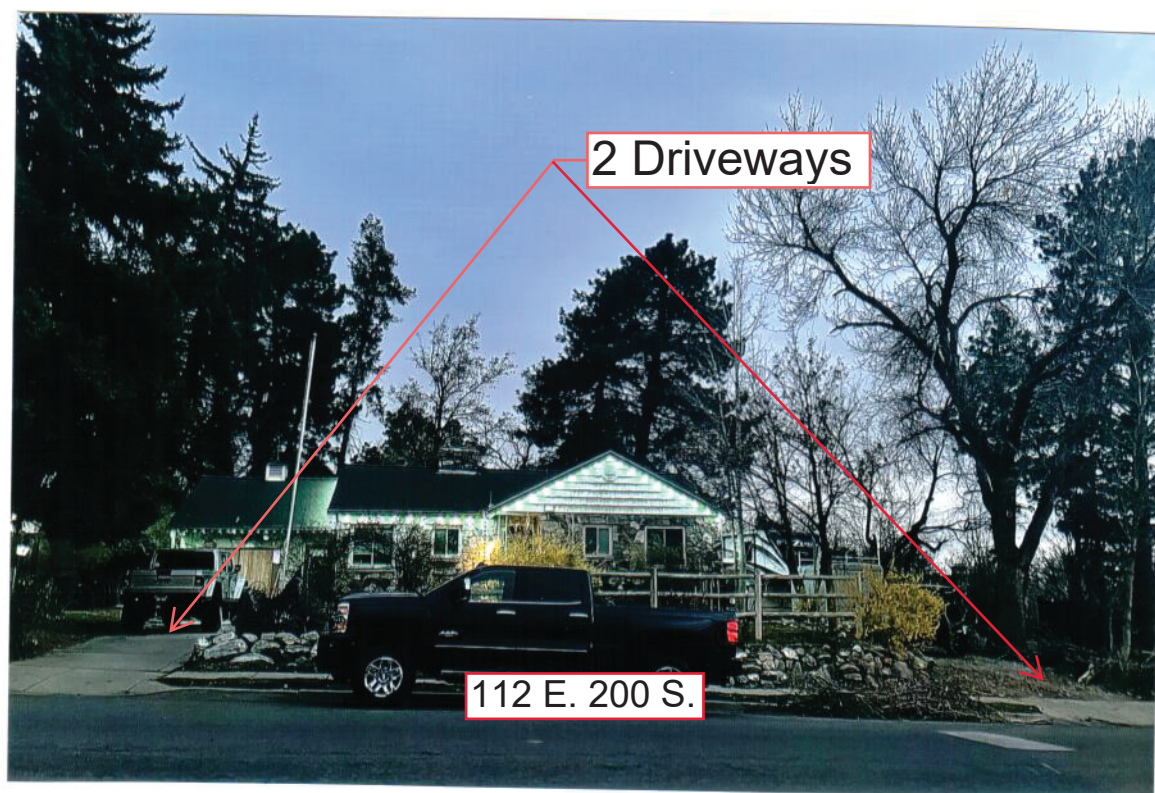
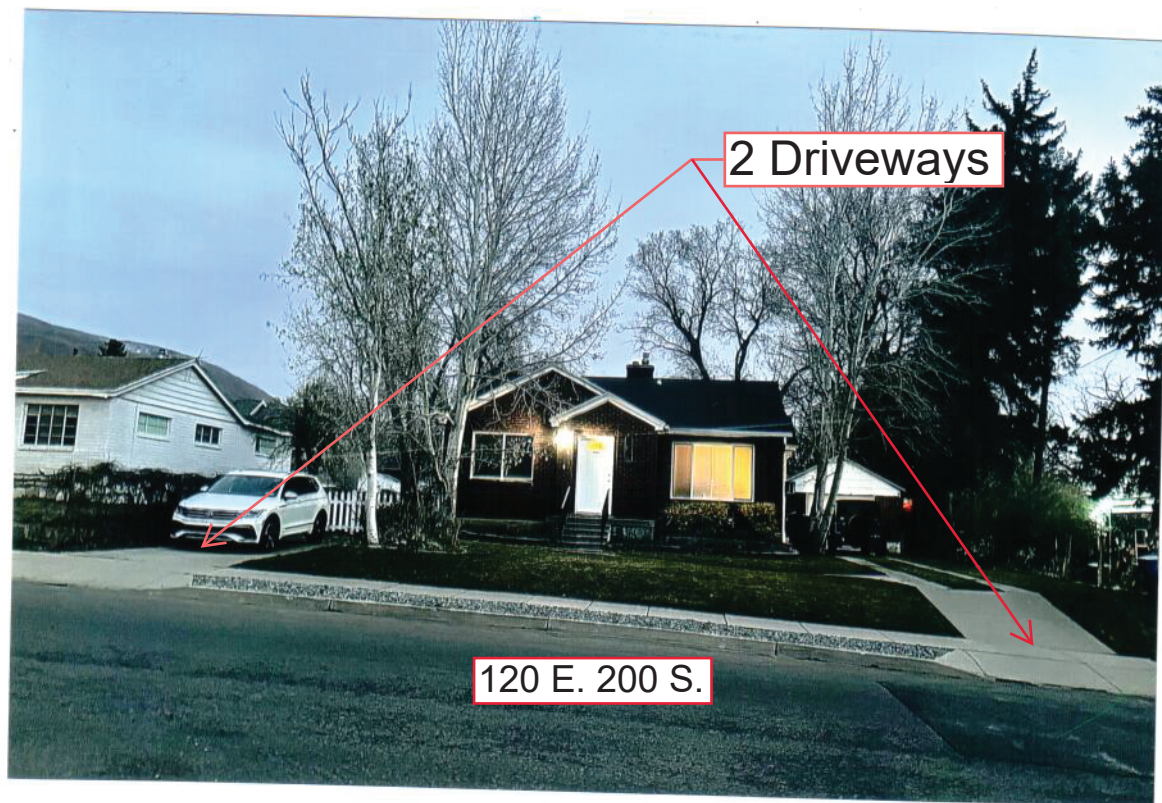
Jennings
38' 9"

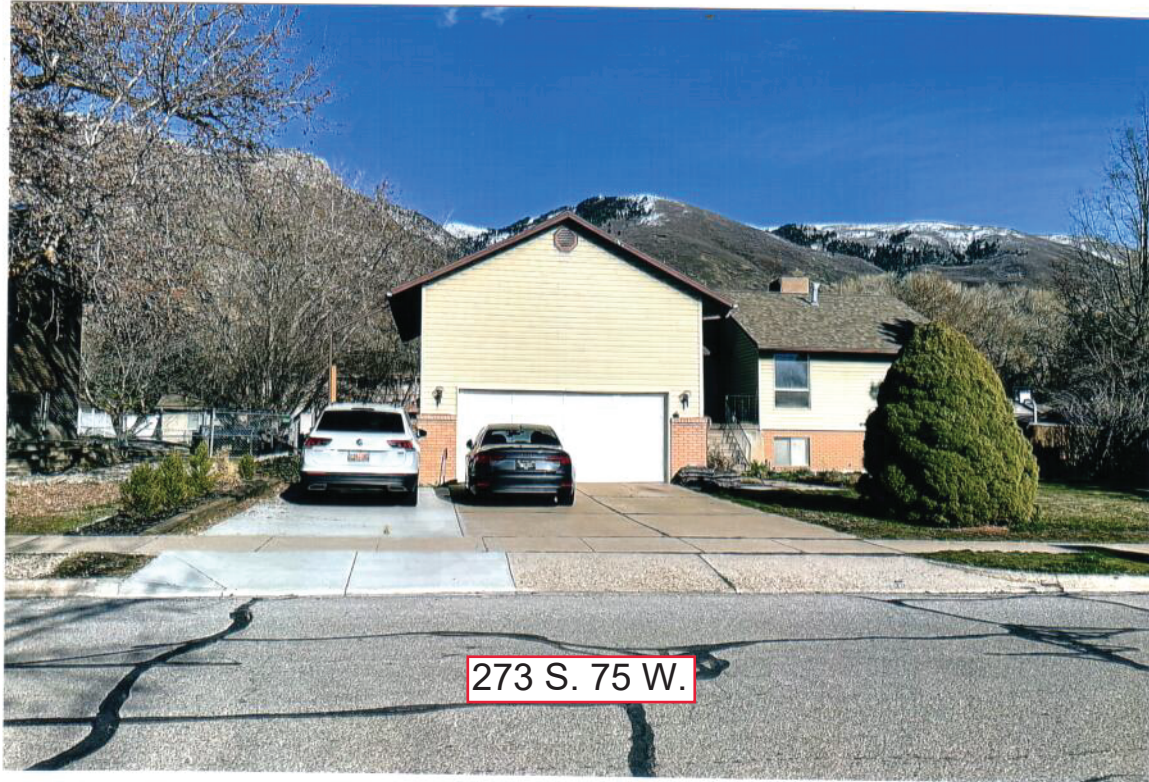
Driveway sizes of immediate neighbors
measurements as defined by the
Cleghorn's and their attorney - immediately
common to residential side of sidewalk

Cleghorn
39' 11"











223 S. 75 W.
(45 ft)



241 S. 25 W.
(40 ft)



The Baggett's proposed drain will flow toward the street and away from both side yards and the neighbors.

* If water is a concern in this area, we request the Cleghorns disclose the location and direction of the drain from their roof downspout at the NW corner of their home which appears to flow directly toward our side yard and house, rather than toward the front or the street.

Farmington City Planning Commission

Re: 217 South 75 West (Glen St) Driveway Improvements

Commissioners,

I have been asked to review the application and design for a proposed additional driveway at the Baggett property at the above referenced address. The purpose of my review is to determine whether the installation of the driveway will have a "significant impact on the existing storm drain system" In my professional opinion it will not. The grading and drainage will be reviewed further by the Storm Water Official to ensure that additional storm water flows to the street or is conveyed to the properties back yard.

The driveway is approximately 10 ft. x 62 ft. x or 620 sq. ft. of additional impervious surface. As designed, the driveway is intended to slope towards the road from the front of the house or towards a designed conveyance system on the south side of the parking pad where there is 1 ft. of gravel and a perforated pipe to direct storm water runoff away from the adjacent property.

Based on the amount of new impervious surface and the design of improvements, the driveway does not create a significant enough impact to warrant design by a licensed engineer.

Respectfully submitted,



Chad Boshell, PE
City Engineer



Farmington City Planning Commission Staff Report February 20, 2025

Item 1: Special Exception – Driveway Width

Public Hearing:	Yes
Application No.:	M-1-25
Property Address:	217 South 25 West (Glen St.)
General Plan Designation:	LDR (Low Density Residential)
Zoning Designation:	LR (Large Residential)
Acreage:	0.35
Property Owner / Applicant:	Richard Baggett

Request: *The applicants are seeking approval for a special exception to exceed the maximum driveway width of 30 feet in 11-32-060 A1.*

Background Information

The applicant is looking to create a 2nd drive access and driveway on the south side of the properties lot frontage along 25 West Street. Farmington City Municipal Code (FMC) 11-32-060 regulates how residential driveways as follows:

11-32-060 A

1 *Residential driveways shall be not more than twenty feet (20') in width when serving as access to two (2) properly designated spaces, or thirty feet (30') in width when serving as access to three (3) properly designated parking spaces as measured at the front or side corner property line. "Properly designated parking spaces" shall include spaces in a garage, carport or on a parking pad located to the side of a dwelling and not located within the front yard or required side corner yard. Tandem parking on a residential driveway leading to a properly designated parking space contributes to the number of parking spaces required for a single- or two-family dwelling. Additional driveway width for access to a rear yard, for more than three (3) properly designated parking spaces, or for multiple-family residential developments, or for a different location of a properly designated parking space than set forth herein, may be reviewed by the planning commission as a special exception. Residential driveways shall be designed at a width which is the minimum necessary to provide adequate access to designated parking spaces.*

2. *Not more than one driveway for each separate street frontage shall be permitted on lots occupied by a one-family or two-family dwelling, except under the following circumstances:*

a. *On lots with at least the minimum width required in the zone, one additional driveway may be permitted providing that the sum of the width of both driveways does not exceed the maximum widths specified in subsection A1 of this section;*

The property is located within the LR zoning district which per FMC 11-11-050 requires a lot width of 95 ft. for corner lots. The property meets and exceeds this width based on the property plat with approximately 125' qualifying it for consideration of a 2nd driveway so long as the sum of both driveways does not exceed the allowed width.

The applicant approached the city months ago to understand if a 2nd driveway was possible and then pursued an excavation permit in order to install the 2nd driveway and create a new curb cut or approach as required by the city.

Based on their understanding of the regulations, staff reviewed and approved a plan showing a new 10 ft. driveway in addition to an existing driveway understood to be 20 ft. in width. An excavation permit was issued by the city, but prior to construction of the driveway or cutting the curb, an appeal was filed which halted the project. The appeal was on the grounds that the proposal was not in compliance with the city's ordinances and that city staff did not have the authority to approve the request.

Farmington City contracts with an outside attorney who fills the role of the Administrative Hearing Officer which functions as the city's Appeal Authority for land use decisions. After holding a hearing and considering the details and process for the initial approval, the Hearing Officer concluded that the initial approval was in fact done in error. In summation, the Hearing Officer decided that there was not enough conclusive information to indicate whether the application actually met city code. A primary point being that the maximum allowed driveway width is 30 ft. as measured at the property line, if this driveway is wider than that it requires that the Planning Commission consider the request as a Special Exception.

In consideration of the concerns expressed by the appellant and following the decision of the Hearing Officer, the applicant has submitted plans with additional details to clarify the requested driveway width and to further detail the design of the driveway demonstrating how the potential impact from storm water is to be managed.

The dedicated street width on 25 West is 60 ft. according to the Meadowbrook Plat "B" Subdivision. Using this information, the property line is indicated partway through the sidewalk. On one-side of the sidewalk, the driveway is just under 20 ft. in width, where on the side of the sidewalk closest to the house the existing driveway is nearly 24'10" in width. While it has been the practice of staff to review the width of a drive where the approach meets the sidewalk, the ordinance indicate that is to be measured 'at the front or side corner property line.' The actual width of the driveway in this case is somewhat unknown being that it is under the sidewalk, but in the spirit of the requirements, it seems appropriate that the Planning Commission determine through the Special Exception process if the new driveway can be allowed.

If the existing driveway is determined to be 24'10" in width, then the additional driveway proposed at 10 ft. in width would make for a total of 34'10". The proposed new driveway would lead to a parking pad (properly designated parking space) on the south side of the home.

Concerns for storm water impacting the side yard and possibly the home on the adjacent lot have been considered under the driveway design. The applicant's plans have been reviewed by city staff and found to be able to mitigate any risks to adjacent property owners.

In considering the Special Exception, FMC 11-3-045 E identifies the standards of review:

11-3-045 E. Approval Standards: The following standards shall apply to the approval of a special exception:

1. Conditions may be imposed as necessary to prevent or minimize adverse effects upon other property or improvements in the vicinity of the special exception, upon the City as a whole, or upon public facilities and services. These conditions may include, but are not limited to, conditions concerning use, construction, character, location, landscaping, screening, parking and other matters relating to the purposes and objectives of this title. Such conditions shall be expressly set forth in the motion authorizing the special exception.

2. The Planning Commission shall not authorize a special exception unless the evidence presented establishes the proposed special exception:

- a. Will not be detrimental to the health, safety or general welfare of persons residing or working in the vicinity, or injurious to property or improvements in the vicinity;
- b. Will not create unreasonable traffic hazards;
- c. Is located on a lot or parcel of sufficient size to accommodate the special exception.

Suggested Motion

Move that the Planning Commission approve the special exception for a combined driveway width no to exceed 35 ft., subject to all applicable Farmington City development standards and ordinances.

Findings:

1. If the above conditions are followed, then:
 - a. The lot meets and exceeds the minimum lot size allowing for consideration of a 2nd driveway.
 - b. The distance between driveways meets and exceeds the 40 ft. separation requirement per ordinance.
 - c. A typical single car driveway width is 10 – 12 feet, therefore the proposed driveway is designed at a minimum width necessary to provide adequate access to the designated parking space.
 - d. The applicant has designed the driveway to avoid causing detrimental impacts to adjacent properties by managed impacts from storm water.
 - e. The property is of sufficient size to accommodate the special exception.
 - f. The proposed driveway will not create unreasonable traffic hazards per review of city staff.

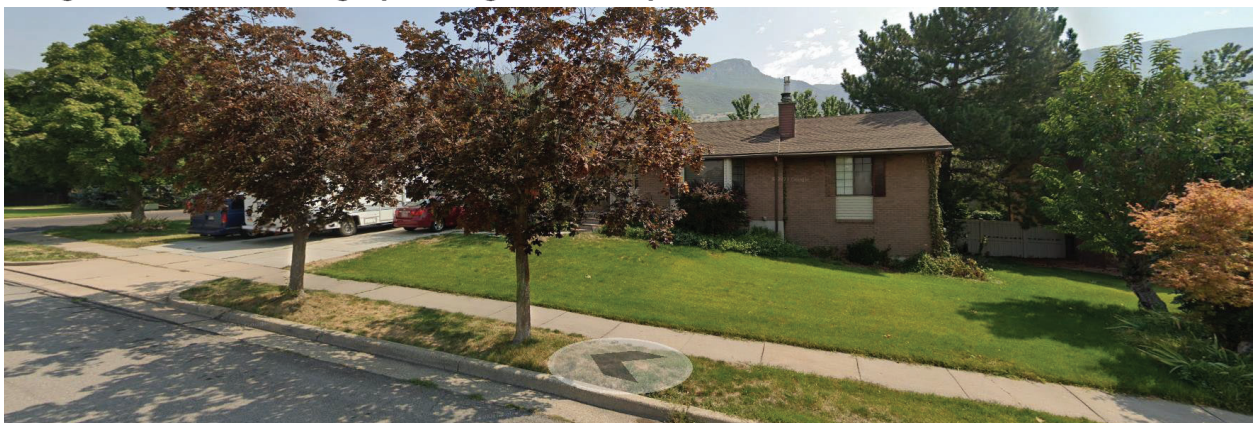
Supplemental Information

1. Vicinity map and Site Photos
2. Original Site Plan
3. Proposed Site Plan and Details

Vicinity Map



Google Street View Image (Looking Northeast)



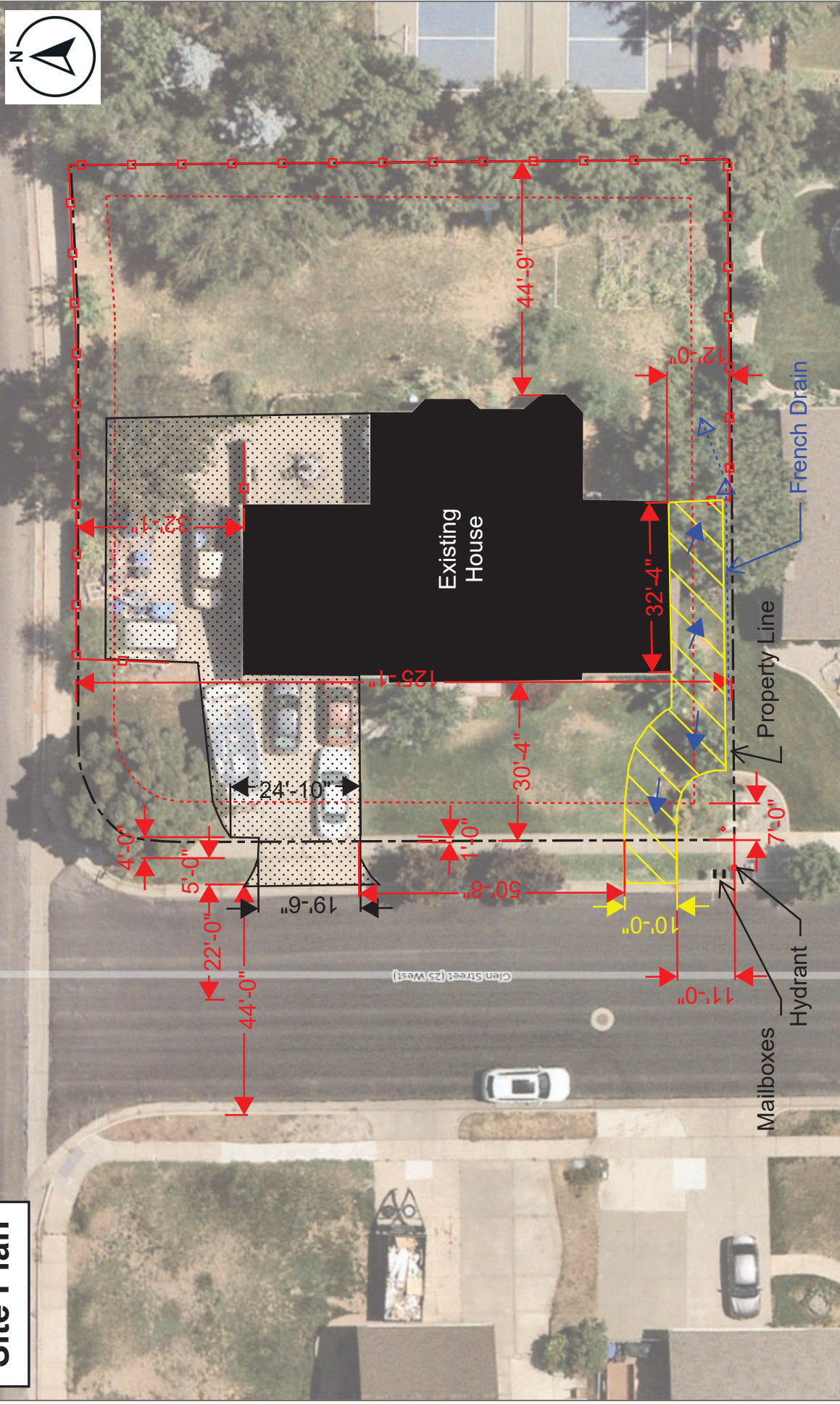
Original Site Plan

217 S. Glenn Dr
Farmington, Utah 84025

Application for Excavation Permit -- 10ft approach & aux parking area



Site Plan



Name: Rick Baggett - Address: 217 S. 25 W.

Subdivision Name: Meadowbrook Plat B - Lot # 36 - Tax ID #: 07-045-0041

Phone: 425-346-0580

27'-0"

Scale: 1 in. = 27 ft.



Existing Drive /
Flatwork



Proposed Drive
Expansion



Storm Water Flow
*See details page

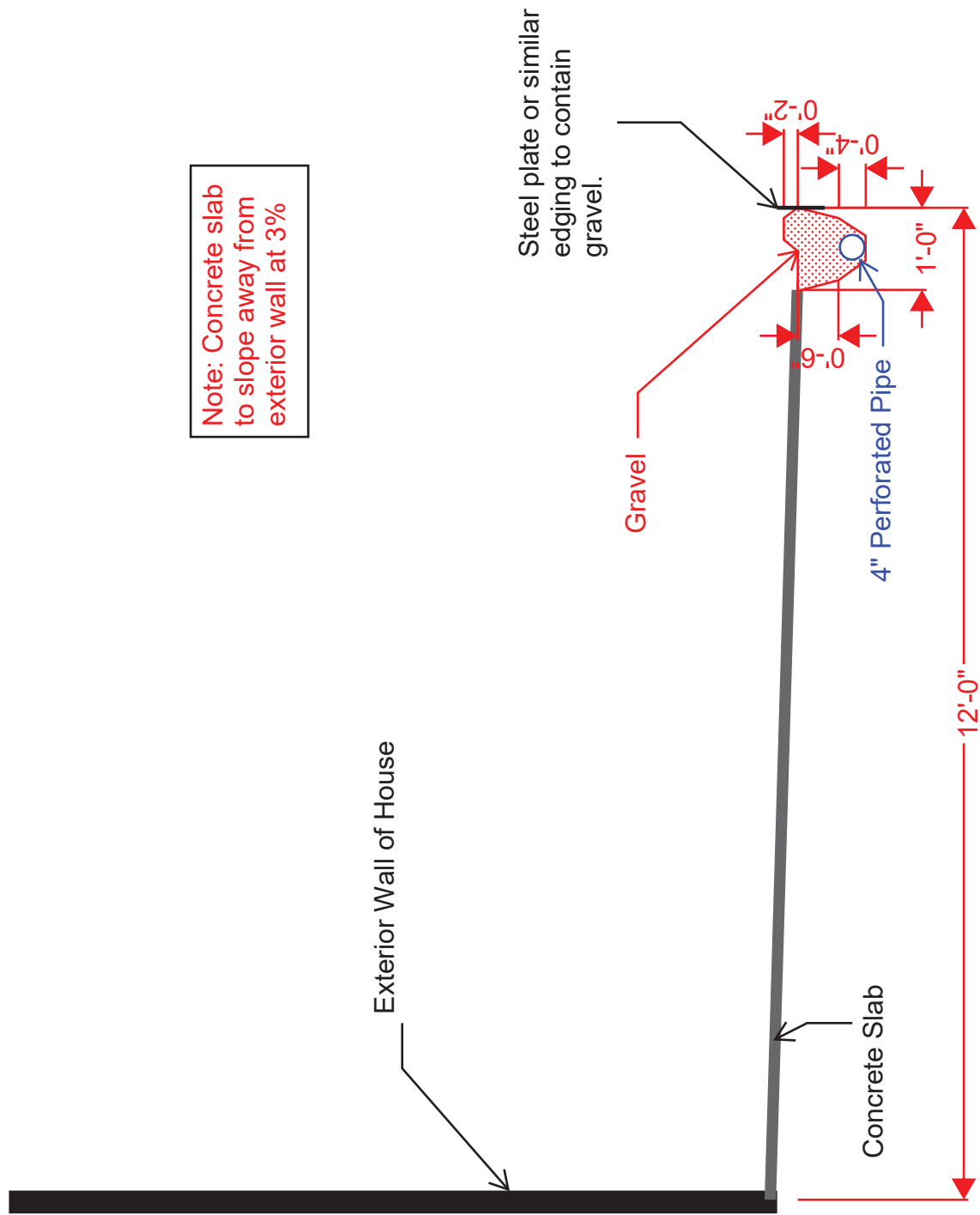


Existing Fencing

25 West is a 60 ft.
R.O.W.
P.U.E. = 7' Typ.

Prepared: 1/28/25

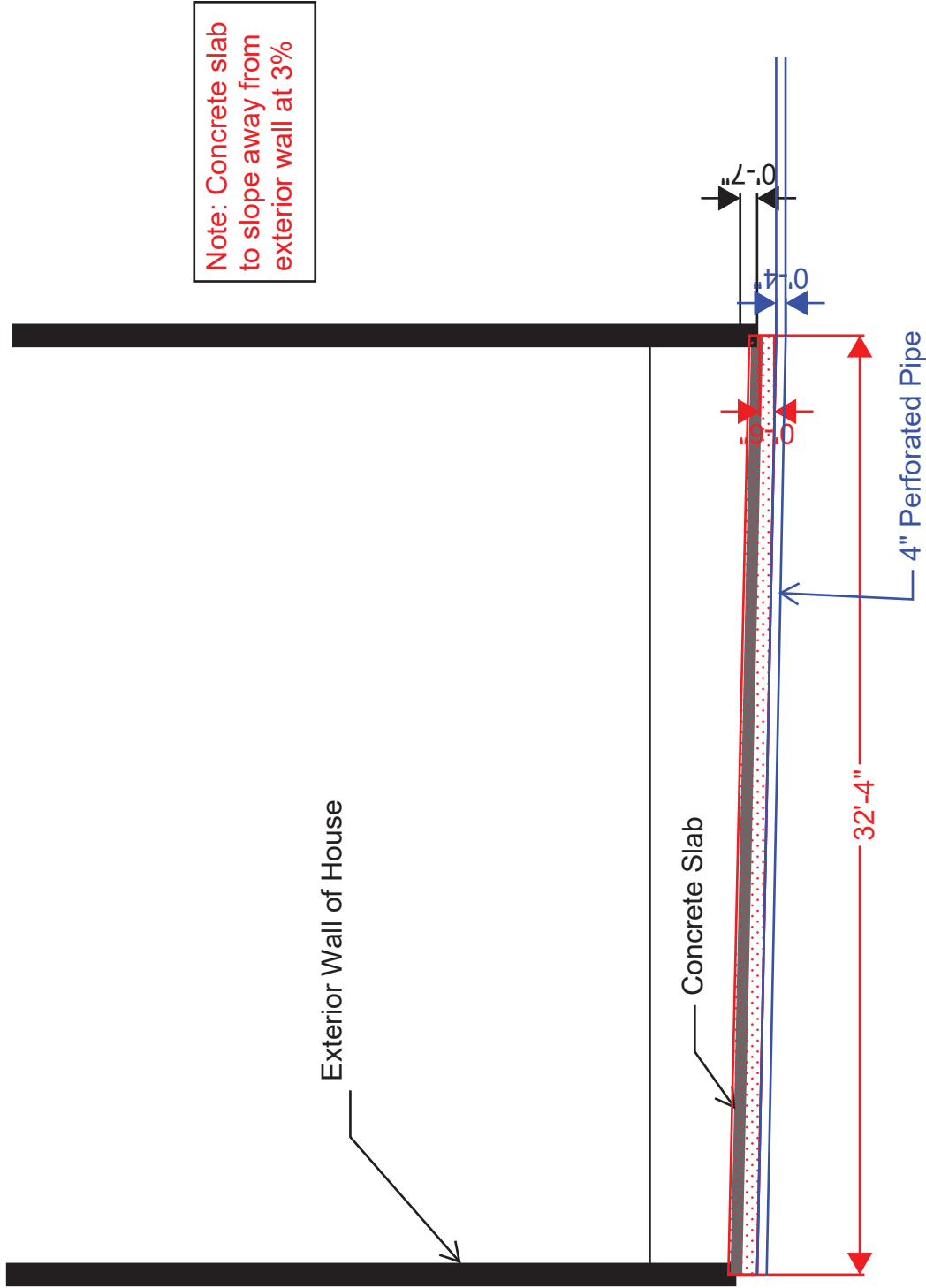
Detail



Note: Concrete slab to slope away from exterior wall at 3%

West Elevation

Detail



South Elevation



Farmington City Planning Commission Staff Report April 10, 2025

Item 2: The Trail – Final Site Plan

Public Hearing:	No
Application No.:	SP-10-22
Property Address:	1674 West Burke Lane
Zoning Designation:	OMU (Office Mixed Use)
Area:	10.2 Acres
Number of Lots:	1
Property Owner:	EVERGREEN-1525 & BURKE LAND LLC
Agent:	Jeremy Carver, Chris Jensen

Request: *Applicant is requesting approval of the final site plan for The Trail apartment building.*

Background Information

In October of 2023, the Planning Commission approved a final site plan for this project as it was designed at the time. Since that time the subdivision plat for the area has been recorded and the commercial/office component of the project has started construction. The original apartment building as it was designed contained nearly 400 apartments including units which wrapped around the parking structure on the south and west sides of a parking garage. Since that time the developer has further studied the building construction requirements, leasing, marketing, and financing capabilities of their project and has determined that the original design was not feasible. With this information the developer approached the city council about a modified version of the plan where the building would have less units. The city council approved an updated development agreement allowing for less units and a building design which didn't include units wrapping the parking structure on the south and west sides.

Upon receiving the approval of the council to pursue the updated concept, the developer has produced updated civil, architecture, and landscape drawings which have been reviewed by the city's development review committee.

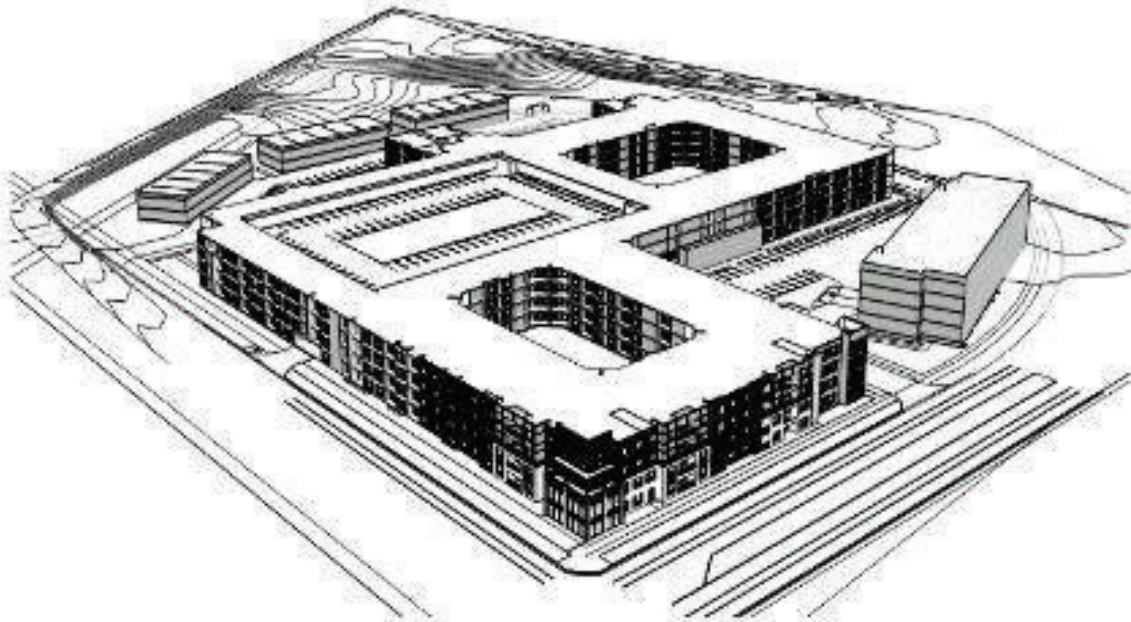
The site layout is similar to the original proposal and is consistent with the development agreement approved by the city council. Of note, the council approved a plan which included an 'Active Play Area' on the south face of the parking structure. The developer's final landscape plan includes a pickleball court and playground in this area, but they have noted that these particular elements may be done at a future date if at all. No matter the final improvement to this area, it would be landscaped to a finished state and provide screening of the garage structure.

The following images show the difference from the original design to the current proposal.

[illegible]

A detailed site plan for a property labeled 'L203'. The plan shows a large rectangular building footprint with internal courtyards and parking areas. A specific section on the left side of the main building is outlined with a red dashed line and labeled 'Townhome Development Area' in a red-bordered box. The plan also shows surrounding roads, including a curved road on the right, and various landscaping elements like trees and shrubs.

Original Building 3D Model



Modified Building 3D Model



Original Building Rendering (same as current):



Proposed Building Elevations:



MATERIAL LEGEND

Stone	Subsidiary
Wood	Primary
Brick	Secondary
Paint	Accent



The site meets required parking ratios and the developer has maintained robust landscaping originally requested by the Planning Commission.

A Final Site Plan consideration is an administrative act in which the Planning Commission is tasked with simply verifying whether or not the project has met the requirements previously determined by code or agreement with the council.

Suggested Motion

Move that the Planning Commission approve the final site plan for The Trail subject to all applicable standards and regulations with the condition that any remaining comments from the development review committee be addressed related to technical issues. This approval recognizes flexibility to improvements included or not within the active play area on the south side of the parking structure.

Supplemental Information

1. Vicinity Map
2. Applicable Development Agreement
3. Site Plan
4. Landscape Plan



08-709-0002

AMENDMENT #1 TO
THE SUPPLEMENTAL DEVELOPMENT AGREEMENT

FOR
THE TRAIL

E 3606201 B 8688 P 1231-1255
KELLY A. SILVESTER
DAVIS COUNTY, UTAH RECORDER
2/18/2025 4:10 PM
FEE 0.00 Pgs: 25
DEP AAM REC'D FOR FARMINGTON
CITY

RETURNED
FEB 18 2025

THIS AMENDMENT TO THE SUPPLEMENTAL DEVELOPMENT AGREEMENT FOR THE TRAIL (this "Addendum"), recorded at the Davis County Recorder's Office on December 15, 2022, is made and entered into as of the 7th day of February 2025, by and between **FARMINGTON CITY**, a Utah municipal corporation, hereinafter referred to as the "City," and **EVERGREEN DEVCO, INC.**, a California corporation, or nominee or assignee, hereinafter referred to as "Developer."

RECITALS:

- A. Developer owns 10.21 acres of land (the "Property"), within the original boundary identified in A Supplemental Development Agreement for The Trail entered into the 6th day of December, 2022, and recorded with the Davis County Recorder's Office on December 15, 2022 (The "Agreement"). The Agreement applies to the Property set forth in Exhibit "A" attached hereto and by this reference made a part hereof.
- B. Developer desires to modify details related to the development of the Property under the OMU zone, to be known as "THE TRAIL", as set forth in the Agreement.
- C. As set forth in the Agreement, on October 4, 2022, the City approved a project master plan (the "PMP") for the Property in accordance with Chapter 18 of the City's zoning ordinance. The PMP as approved on October 4, 2022, is attached to the Agreement. The Developer desires to amend the details of the original PMP attached to the Agreement by replacing it with a new PMP included herein as Exhibit "B" and incorporated herein by reference. The purposes of this updated PMP includes, among other things, changes to the building form.
- D. The Property is subject to the City's Laws, including without limitation Section 11-18-140 of the City's zoning ordinance, subject to any previously approved deviations from the City code under authorized development agreements, including, without limitation, the Agreement and this Addendum, it being the intent that the Agreement, this Addendum and the PMP attached to this Addendum shall supersede City Laws with respect to the matters set forth in the Agreement, this Addendum and the PMP attached to this Addendum, and that the Agreement, this Addendum and the PMP attached to this Addendum shall control in the event of any conflict with City Laws.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual covenants contained herein and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the City and Developer hereby agree to the following amendments to the Agreement:

1. **Incorporation of Recitals.** The above Recitals are hereby incorporated into this Amendment.
2. **Updated PMP.** The PMP identified as Exhibit B in The Agreement shall be replaced as follows:
 - a. Building form, elevations, architecture and siting as it relates to the Property shall be amended shall be consistent with the provisions of the PMP included herein as Exhibit "B". Elevations shall generally incorporate high quality materials and finishes as shown in the PMP.
 - b. Townhomes shown on the Agreement may be developed at a future date as shown in the Agreement or in a modified location within the Property so long as the addition of townhomes does not violate building height limitations, parking requirements, or other applicable regulations or standards.
 - c. Notwithstanding the omission of trail improvements in Exhibit B, this Addendum and the updated elements of Exhibit "B" do not override prior requirements for the installation of a trail on the south side of Spring Creek identified in the First Amendment to the Development Agreement for The Trail Apartments dated August 18, 2023. The trail improvements, as previously provided, must be included in the Trail's final site plan in order to receive approval from the City.
3. **Recordation.** This Amendment shall be recorded by the City against the Property in the office of the Davis County Recorder, State of Utah, as an Amendment to the Agreement, which is recorded as Entry 3511274, Book 8154, Pages 425-465.
4. **No other changes.** The Parties agree that all other terms of the Agreement remain in effect and are not modified by this Amendment.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment by and through their respective, duly authorized representatives as of the day and year first hereinabove written.

ATTEST:

Debra Carlile
City Recorder

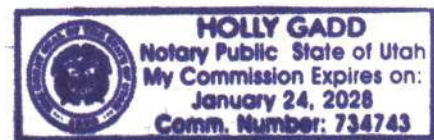
"CITY" - FARMINGTON CITY

Brett Anderson
Mayor Brett Anderson

STATE OF UTAH, COUNTY OF DAVIS, ss:

This instrument was acknowledged before me on this 18th day of February 2025 by Brett Anderson, on behalf of Farmington City Corporation.

Holly Gadd
Notary Public
My Commission Expires: 01/24/2028



"DEVELOPER"

Evergreen Devco, Inc.



STATE OF CO, COUNTY OF Denver, ss:

This instrument was acknowledged before me on this 3rd day of February, 2025 by
Tyler Carlson, on behalf of Evergreen Devco, Inc..



Notary Public

My Commission Expires: 4/15/2029

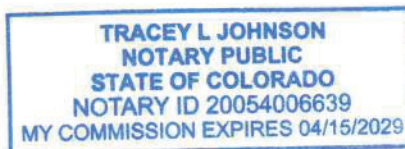
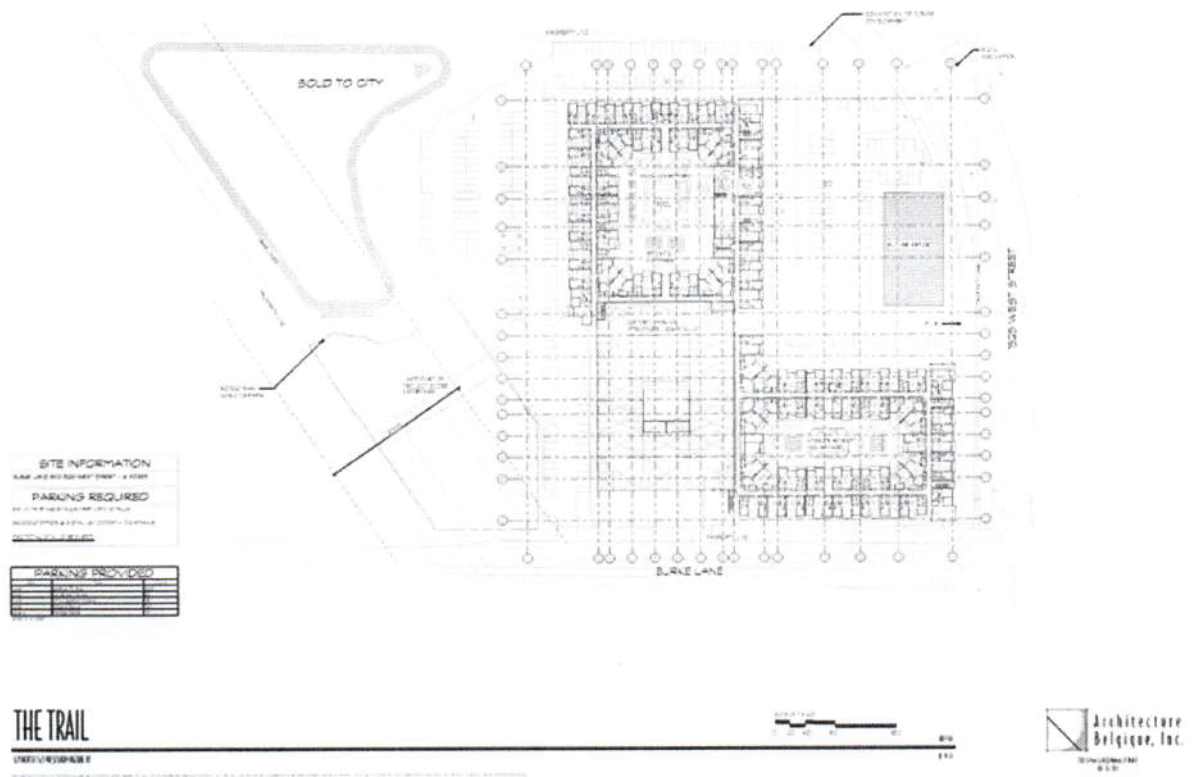


Exhibit B



Project Narrative

The Trail is an ultra-high end 394-unit wrap apartment community with 14 townhomes and a hotel or office building. The townhomes along the Western Rail Trail are 2-stories and the apartment height gradually increases to 4 stories along Commerce Drive (a future 5 lane road). The Trail has several large common areas with a wide variety of world class amenities including a pool and spa area, pickleball courts, fitness facility, BBQ and outdoor gathering areas. It is ideally situated along the Western Rail Trail with easy access to the to be built park. The 14.4-acre site will be subdivided into 4 parcels. Parcel 1 is 2.6 acres and is a critical area for the city to use for the water detention for the future Commerce Drive. It will be a park that will be used by trail users and nearby residents. It provides a transition buffer from the single-family homes to the higher density office to the north and east. Parcel 2 is 9.2 acres and will include the residential units. Parking will be hidden by residential units and landscaping. Parcel 3 is 2.2 acres and will most likely be a hotel or office use. Parcel 4 is 0.4 acres and will be dedicated to the city for the future construction of Commerce Avenue.

The Mixed-Use Districts Zoning Ordinance (Farmington City Zoning Regulations Chapter 18) from the Farmington City General Land Use Plan establishes development standards to provide a compatible mix of commercial and residential uses, that is consistent with the Farmington City General Plan. A mix of residential product types and floor plans is also expected. The site is well connected to the trail system, has active open space and tree lined streets. The commercial portion of the site seamlessly blends into the high-end residential units. The Trail is inline with the General Land Use Plan and the PMP Plan that was approved by City Council October 2022.

Chapter 32 of the City's Zoning Ordinance establishes the parking requirements for Farmington City. For greater than 5 units 1.6 stalls per unit and .25 guest stalls per unit is required. Most of the Trail's parking will be provided in the 4-story parking structure; the remainder will be surface parking stalls.

The utilities for the apartments and townhomes are expected to be in Burke Lane. The utilities for the hotel are expected to come from Commerce Drive.

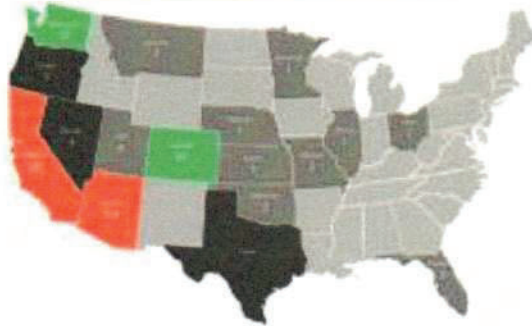


Development | Services | Investments



Evergreen Devco Information

Evergreen has completed more than 600 development projects in more than 200 municipalities in 27 states across the US



GROUND UP MULTIFAMILY ACTIVITY PER YEAR



Parc Midtown, Phoenix, AZ – 2017 – 305 units

Evergreen was founded in 1974 by Bruce Foreman and Andrew Skopel, and currently operates offices in Phoenix, Los Angeles, Denver, and Salt Lake. We are a fully diversified real estate company with vast experience in all aspects of retail and multifamily development, asset management and leasing.

Evergreen has evolved and expanded since its founding, but the foundation built upon relationships, a disciplined approach and a commitment to excellence have remained constant.



Outlook DTC, Denver, CO – 2017 – 250 units

Development | Services | Investments



Benefits to Farmington

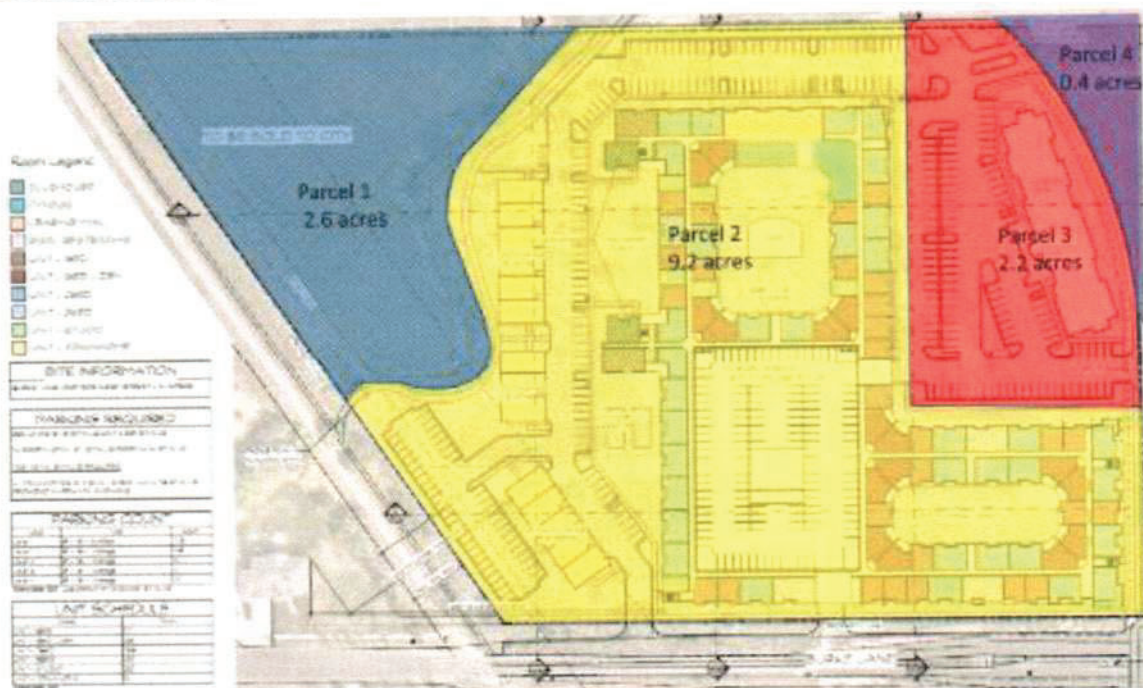
1. Public open space/playground/rest area along the trail that will never be built upon
2. A buffer between the 6-story office (90 feet tall) to the north and east and the single-family homes
3. Donate land necessary for Commerce Drive, provides a regional transportation solution
4. Water detention for Commerce Drive, provides a regional stormwater solution
5. OMU allows 6-story (90') office building with 20' setback, we propose 54' building with 200' setback
6. Creating 41 units of affordable housing



Development | Services | Investments



Subdivision



Development | Services | Investments





THE TRAIL

STREET SCENARIOS

Architectural rendering of a modern multi-story building with a mix of stone, wood, and glass facades, featuring balconies and a flat roof with exposed beams. The building is situated on a street corner with a landscaped sidewalk, trees, and a road with a bike lane and cars.

Architecture
Belgique, Inc.
1011 rue de la Loi
1010 101

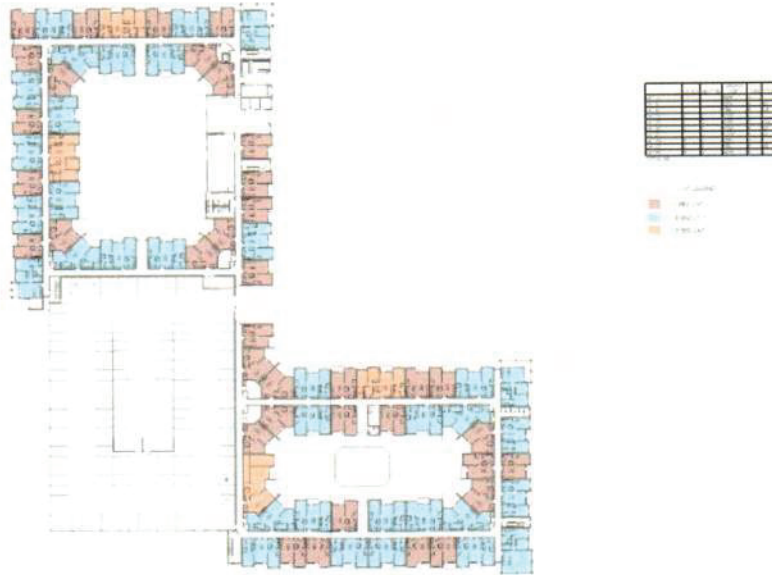


THE TRAIL

STATION 1.0000000000000000

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Architecture
Belique, Inc.
1000 North Highway 100
W. 100

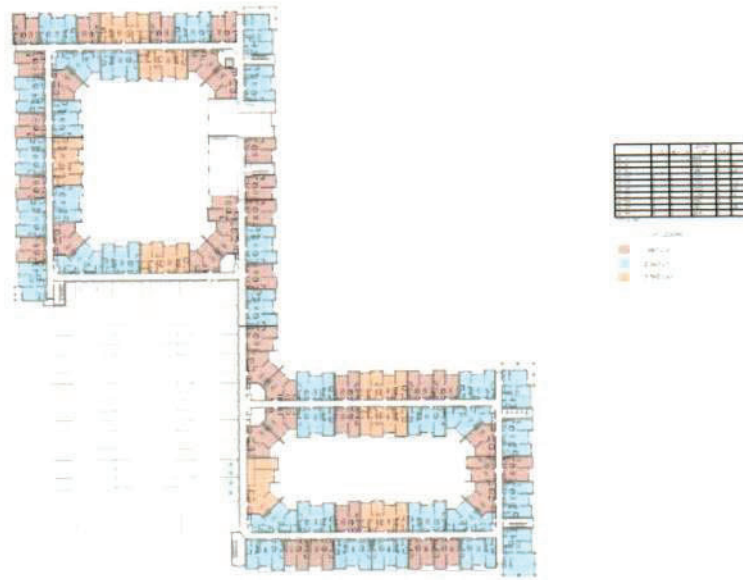


THE TRAIL

STAFF/STATION/PHONE

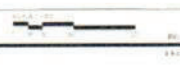


Architecture
Belgique, Inc.
1000 BELLEVILLE AVE.
SUITE 100
MONTREAL, QUEBEC H3T 1E6

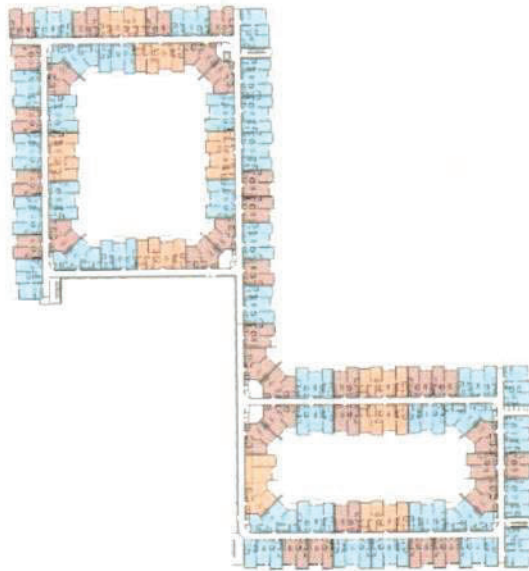


THE TRAIL

STAGE 1 CONCEPT



Architecture
Belgium, Inc.



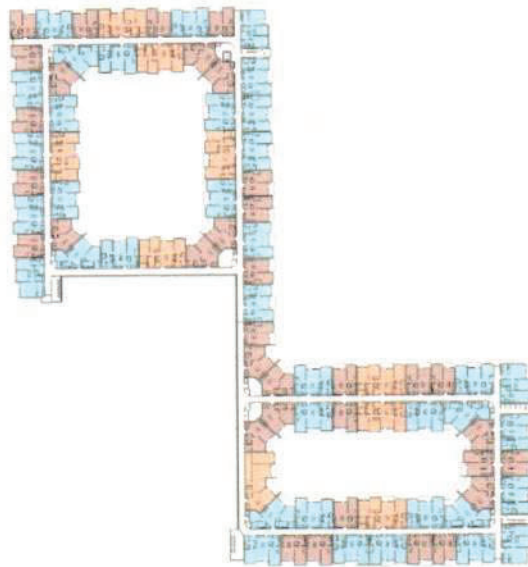
Unit	1st Floor	2nd Floor	3rd Floor
1	1	1	1
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6	1	1	1
7	1	1	1
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99	1	1	1
100	1	1	1

1st Floor
2nd Floor
3rd Floor

THE TRAIL
STREET/RECREATION



Architecture
Belgique, Inc.
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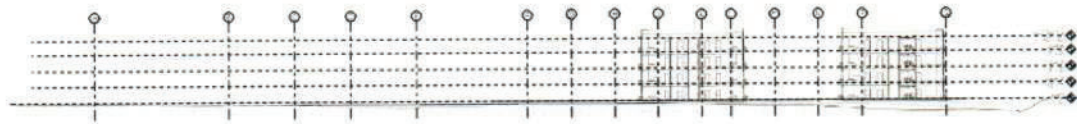
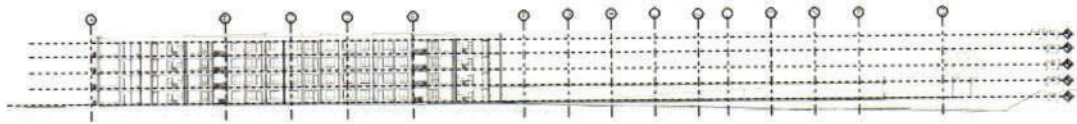
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1" = 100'

THE TRAIL

STREET SCENIC VIEW

Architecture
Belgique, Inc.
10000 Highway 100
Suite 100
Edmonton, Alberta T6E 4E1
Canada
Tel: (780) 443-1111
Fax: (780) 443-1112
www.architecturebelgique.com



THE TRAIL

STAFF COUNCIL BUILDING

SECTION
B-1





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NORTH ELEVATION



EAST ELEVATION

MATERIAL LEGEND

BRICK	CLAY TILE
CONCRETE	GLASS
PAINT	WOOD

THE TRAIL

STATION 1000





SO-S ELEVATION



WEST ELEVATION

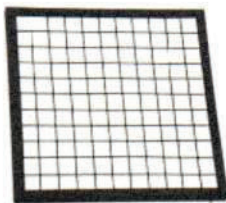
MATERIAL LEGEND

■	BRICK	CLAY TILE
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THE TRAIL

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Architecture
Belgique, Inc.
1000 Avenue 100
1000



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BRICK AT COLUMN

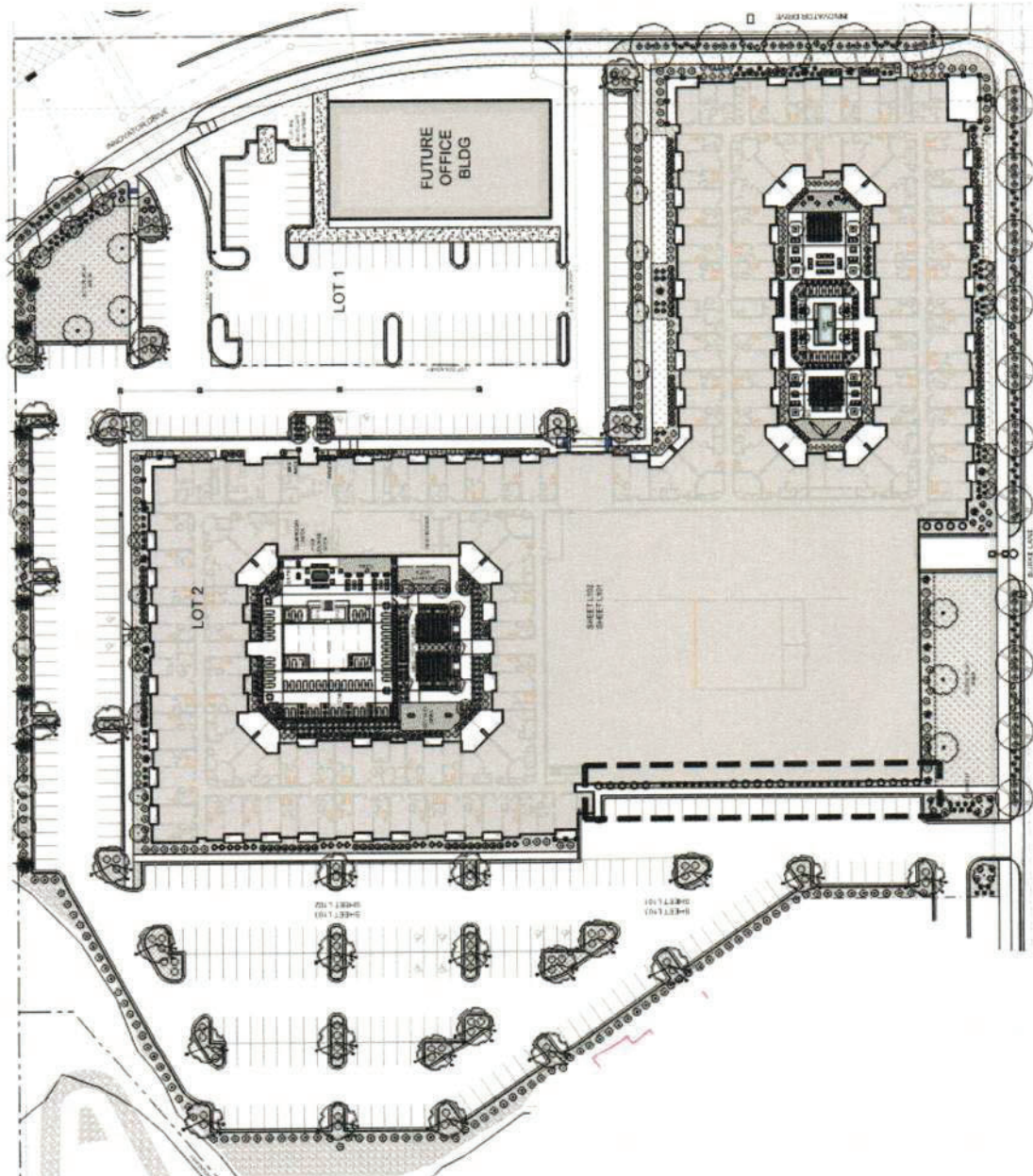
THE TRAIL

ARCHITECTURE BELGIQUE, INC.

STP
 LANDSCAPE ARCHITECT
 1000 N. 1000 E.
 SUITE 100
 OGDEN, UT 84401
 (435) 468-1234
 david.smith@stp.com

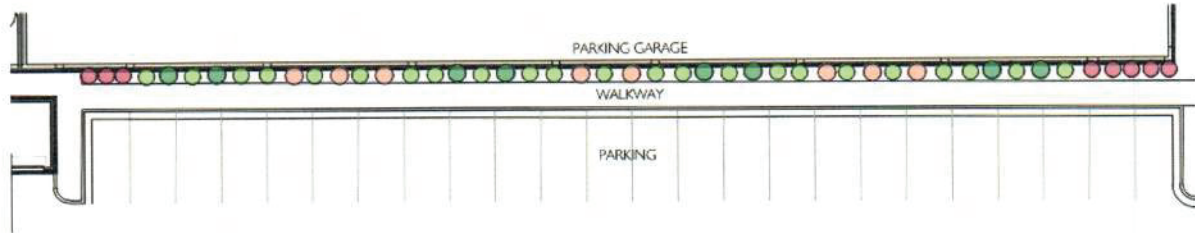
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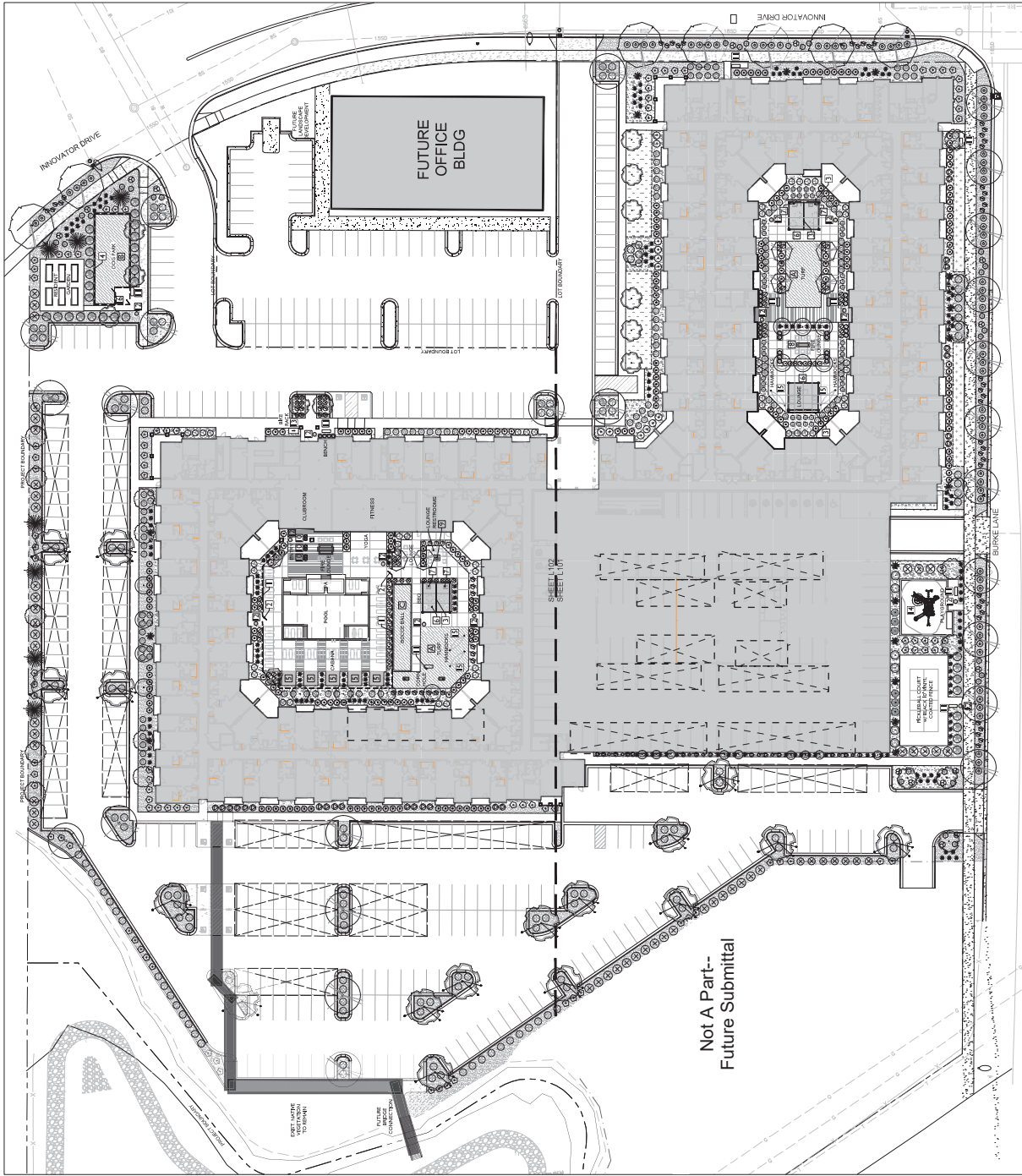


PARKING GARAGE - WEST SIDE ELEVATION
NOT TO SCALE NORTH



PARKING GARAGE - WEST SIDE LANDSCAPE PLAN
NOT TO SCALE NORTH

Active Play Areas
(Illustrative Only)
To be finalized
with planning staff



Not A Part--
Future Submittal

Active Play Areas
(Illustrative Only)
To be finalized
with planning staff

LANDSCAPE SCHEDULE

SYN	SYMBOL	PLANT NAME	CULTIVAR NAME	SIZE
1		Norway Spruce	Norway Spruce	4' x 4' C&L
2		Norway Spruce	Norway Spruce	4' x 4' C&L
3		Norway Spruce	Norway Spruce	4' x 4' C&L
4		Norway Spruce	Norway Spruce	4' x 4' C&L
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100		Norway Spruce	Norway Spruce	4' x 4' C&L

SITE INFORMATION

BURKE LANE AND 1525 WEST STREET - 14 ACRES

PARKING REQUIRED

315 UNITS @ 162 STALLS/UNIT = 574 STALLS

OFFICE = 78 STALLS

652 TOTAL STALLS REQUIRED

PARKING PROVIDED

Level	Type	Count
Level 1	Surface Parking	110
Level 1	Surface Carport Parking	34
Level 1	Car Street Parking	30
Level 1	Office Surface Parking	18
Level 1	Storage Parking	20
Level 2	Storage Parking	63
Level 2	Storage Carport Parking	52
Grand Total		655

UNIT MIX	
1 BED 1 BATH	101
2 BED 2B+1H	158
3 BED 2B+1H	258
TOTAL 515	

THE TRAIL
1525 West Burke Lane, Farmington Utah

No.	Description	Date
1	100% Submittal	3/25/2025
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4		
5		
6		
7		
8		
9		
10		

Sheet Title	Overall Plan

Sheet Number	L.O.O



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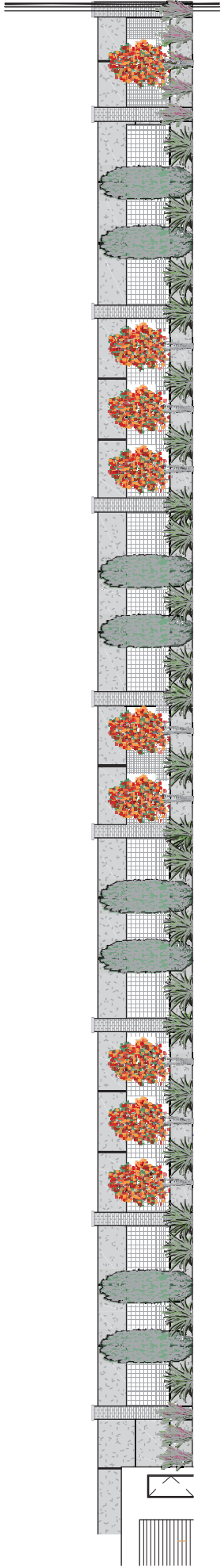
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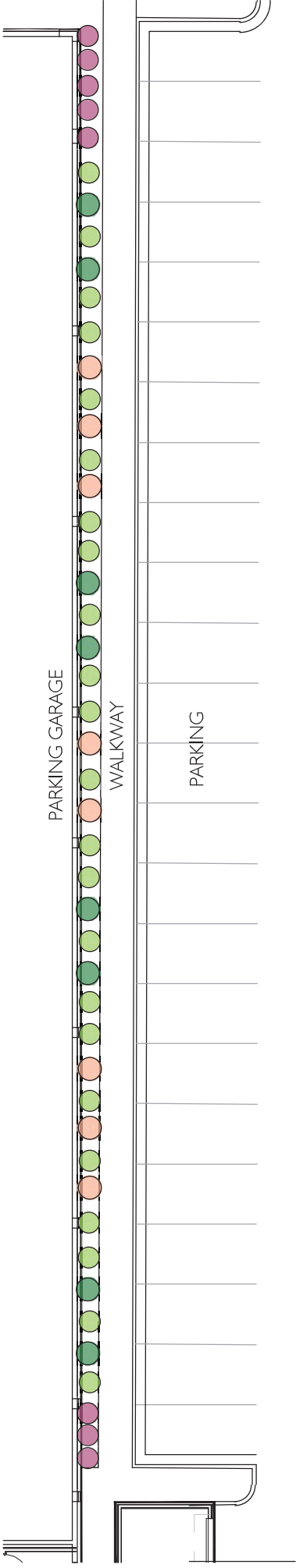
THE TRAIL
1525 West Burke Lane, Farmington Utah



GARAGE SOUTH ELEVATION



PARKING GARAGE - WEST SIDE ELEVATION
NOT TO SCALE NORTH



PARKING GARAGE - WEST SIDE LANDSCAPE PLAN
NOT TO SCALE NORTH



**FARMINGTON CITY
PLANNING COMMISSION**

March 20, 2025

WORK SESSION Present: Chair Frank Adams; Vice Chair Tyler Turner; Commissioners Joey Hansen, Kristen Sherlock, George “Tony” Kalakis, and Scott Behunin. **Staff:** Community Development Director David Petersen, Assistant Community Development Director/City Planner Lyle Gibson, City Planner/GIS Specialist Shannon Hansell, and Planning Secretary Carly Rowe. **Excused:** Commissioner Spencer Klein and Alternate Commissioner Brian Shepard.

Regarding Agenda Item #2, the existing building is proposed to have a dentist office on the ground floor, and event/conference space upstairs. Assistant Community Development Director/City Planner **Lyle Gibson** said the event use would necessitate a lot of parking. He said since it is not allowed in the current zoning, the Planning Commission has a lot of discretion. Staff suggests getting permission from neighbors for a shared parking arrangement. Chair **Frank Adams** said it could be detrimental to the landowners across the street. Commissioner **Scott Behunin** said it doesn't seem like a good fit. This is not a main street, so on-street parking may not be a problem.

Addressing Agenda Item #1, **Gibson** said he reached out to the City's traffic engineers, who aren't overly concerned with the traffic from seven lots. It is difficult to get in and out of the current driveway. The further west it could go, the better. **Joey Green** is under contract with the **Frodsham** family, and will be representing the applicant at tonight's meeting. **Green** is lifelong friends with **Frodshams**. Commissioner **Kristen Sherlock** is concerned that the lots won't have enough usable space. There are concerns about installing sidewalks on the State road.

Community Development Director **David Petersen** talked about the central greenway in the project (Agenda Item #3), and how the developer had to abandon the original Low-Income Housing Tax Credit (LIHTC) element. In earlier iterations they proposed stacked podium parking with commercial on the bottom floor, which the City Council approved in 2022. Staff has some concerns with the amount of townhomes on a single row as well as lack of variation for the urban design. The applicant reduced their proposal by 20 residential units. Wetland issues slowed down the proposed pace of development. Staff proposes to table the issue tonight to consider Housing and Transit Reinvestment Zone (HTRZ) ramifications.

REGULAR SESSION Present: Chair Frank Adams; Vice Chair Tyler Turner; Commissioners Joey Hansen, Kristen Sherlock, George “Tony” Kalakis, and Scott Behunin. **Staff:** Community Development Director David Petersen, Assistant Community Development Director/City Planner Lyle Gibson, City Planner/GIS Specialist Shannon Hansell, and Planning Secretary Carly Rowe. **Excused:** Commissioner Spencer Klein and Alternate Commissioner Brian Shepard.

Chair **Frank Adams** opened the meeting at 7:00 pm.

SUBDIVISION / REZONE / PROJECT MASTER PLAN APPLICATIONS – public hearings

Item #1: Joey Green – Applicant is requesting a consideration of rezone of 2.6 acres of property from A-F (Agriculture - Foothill) to the LR-F (Large Residential - Foothill) zoning district and Schematic Plat and Preliminary Planned Unit Development for the Frodsham Acres Subdivision at 230 E. 1700 S. and 1600 S. 200 E.

Assistant Community Development Director/City Planner **Lyle Gibson** presented this item. The subject property is just north of the Farmington/Centerville border. There is an existing home on one of the current lots. At the bend on Tuscany Cover Drive there are large buildings for pens or animal stables and vehicle storage. The proposed subdivision would remove the existing buildings from the property and redevelop it under the Large Residential (LR) district with single family homes on a new cul-de-sac with one home fronting 200 East street.

The property is surrounded by Large Residential (LR) zoning to the north and west with Suburban-Foothill (S-F) zoning to the east. The “-F” portion of the zoning designation indicates that it is subject to the Foothill Development Standards overlay zone. This designation would remain in place if the City determines to change the zoning from the Agriculture (A) district (a holding zone) to the LR district as requested. East of Interstate 15, most of the City is zoned LR, which is typically half an acre.

The applicant has also requested consideration of a Planned Unit Development (PUD) in order to allow for the potential of a private road, which may be needed based on the initial storm drain design concept. Storm water storage under private streets is being considered. The City may choose to allow additional flexibility or deviations from typical standards if it is found to be beneficial to the project. This may also be necessary to address lot frontage.

As proposed, the Frodsham Acres subdivision would include ¾ acre lots; more specifically they are sized at 10,000 square feet or larger. Conventional lots in the LR zoning district are 20,000 square feet in size or larger, but the City allows for lots of 10,000 square feet or larger as an alternative lot size if the applicant provides either open space or moderate-income housing.

The applicant has indicated interest in creating a Subordinate Single Family (SSF) lot from one of the eight proposed as an affordable home option. The plan as currently provided does not give the details of where this lot would be.

The Development Review Committee (DRC) has reviewed the current proposal and does have some questions related to technical matters in how sewer and storm water will work on the project. Storm water is a matter of coordination with Centerville City, and some coordination has already been started. The applicant will need to determine how to deal with wastewater/sewage on Lot 8, as there is no main sewer line in front of that lot in 200 East Street. These elements are normally worked out and verified with further engineering during the Preliminary Plat review process. Failure to solve these items could stall this project further along in the process.

Gibson said Staff recommends tabling the item and requesting additional details. City traffic engineers say the proposed layout is better than what is currently there now. Eliminating the existing buildings would provide better site distance. They said the number of lots wouldn't create a significant amount of traffic. The bend in the road would naturally slow traffic down, even with the slopes. Access further west would be preferred. The lot on the corner would be prohibited from installing fencing or landscaping that would obstruct the view of traffic. Staff feels the LR zone is consistent with the rest of East Farmington, and they are comfortable moving in that direction. They would like the moderate-income housing option for granting increased density.

Developers **Joey Green** and **Devon Loujan** addressed the Commission. **Green** said this project and feel could be the most cohesive proposal compared to other subdivisions in the area. They also plan to designate one lot as a Detached Accessory Dwelling Unit (DADU), more than likely Lot 1, which would have two options for access. It would take away from some of the frontage on 1700, but they can work with that. Lot 3 is another option due to its bigger size, but frontage is questionable. Their initial intention was to build out this subdivision.

Chair **Frank Adams** opened the public hearing at 7:20 pm.

Gary Woodring (1667 S. 200 E., Farmington, Utah) lives nearby and has a septic system easement, so he is curious about what will happen to the sewer lines. He is concerned about a septic riser. He also wanted clarification on the cement pads and stones with the property line between his home and the current property. **Adams** advised him to speak with the developers. **Gibson** said 200 East does not have a sewer line in it. Lot 8 may need to be on a septic tank as well. The impacts will need to be explored.

Jami Almeida is another neighbor in the Tuscany Cove subdivision. Since the white fence on the corner is already a blind spot, she wants to ensure it would be considered when developed. They also wanted to know about the red paint on the curbs because of the church across the street. In the nine years she has lived there, the red paint has faded. She would like the curb repainted. When the church parking lot is full, vehicles park there and make it impossible to get two vehicles down the street at the same time.

Chair **Frank Adams** closed the public hearing at 7:25 pm.

The Commission talked regarding the fence (which is out of compliance with the ordinance) and painting the curbs red in the area. **Green** said the white fence does not need to stay. He didn't realize it was an issue until it was brought up tonight. He will consider the Right of Way to the septic system, and will map it out in future studies. Community Development Director **David Petersen** said since it appears that the fence violates City ordinance, it will come down. **Gibson** said Staff will consider a repaint of the curbing.

Adams requested that the Development Agreement be in a signature-ready form. It needs to address the corner fence and the leech field.

MOTION

Kristen Sherlock made a motion that the Planning Commission **recommend approval of the request to rezone the subject property to the LR-F zoning district but table a decision on the PUD and Schematic Subdivision** in order for the applicant to provide more detail on their proposal in order to qualify for the use of the 10,000 square foot alternative Lot size.

Findings for Approval 1-2:

1. The requested zoning is consistent with surrounding zoning and compatible with the anticipated use of the property outlined in the City's General Plan.
2. Additional detail is needed to demonstrate that the project will qualify for the Alternative Lot size identified in the requested zone.

Supplemental Information 1-3:

1. Vicinity Map
2. Site Photos
3. Schematic Plan

Joey Hansen seconded the motion, which was unanimous.

Chair Frank Adams	X Aye ____ Nay
Vice Chair Tyler Turner	X Aye ____ Nay
Commissioner Kristen Sherlock	X Aye ____ Nay
Commissioner Joey Hansen	X Aye ____ Nay
Commissioner George "Tony" Kalakis	X Aye ____ Nay
Commissioner Scott Behunin	X Aye ____ Nay

Item #2: Brittany Smith – Applicant is requesting a consideration of rezone of 0.61 acres of property at 1169 W. 100 North (Clark Lane) from RMU (Residential Mixed Use) to the GMU (General Mixed Use) zoning district.

Lyle Gibson presented this item. In 2022, the Farmington Retail or Clark Lane Commercial subdivision property was rezoned from the GMU district to the RMU district, primarily to accommodate the property owner at the time and their desire to develop businesses with drive-thru windows, which are not allowed in the GMU district. Because of this, there is a mix of RMU and GMU zoning in the area as seen on the City's zoning map. After being subdivided, the individual properties have been sold and two of the lots now have restaurants with drive-thru windows. The final lot is the subject property of this request.

The subject property is currently under construction for an approved office building. This building is anticipated to house the owner's business, Station Park Dental, on the main floor. The owner is also in talks with other businesses for use of the second story of the building. At least one of the potential options would not be allowed in the existing RMU zoning district. Therefore, the applicant is interested in consideration of a rezone.

The RMU and GMU zoning district are both regulated by [Chapter 11-18](#) of the zoning ordinance. There are many similarities between the zones including building design criteria, but there are some differences in allowed uses as shown in Table 18.3 included with the Staff Report. Of course, not every conceivable use is included in the table of uses included in the zoning district; FMC 11-4-050 F indicates that the Zoning Administrator shall make determinations as to whether a use which is not specifically listed is permitted.

Based on information provided to Staff for a desired use at this location, it is the opinion of Staff that the desired business which would accommodate weddings, corporate gatherings, community workshops, and private celebrations is most similar to the listed "entertainment" use. Other zoning districts specifically identify this as a reception type use.

While the zoning district itself seems appropriate considering the history of the property and surrounding zoning, the desired use creates some concern for Planning Staff due to the anticipated parking demand. Should the rezone request be approved, the Planning Commission can determine what is the appropriate number of required parking spaces for the requested use per 11-32-040.

The building under construction was approved knowing that a dental user would be occupying space. It was permitted assuming a parking ration of 6 spaces per 1,000 square feet of floor area. In contrast, a use in the "auditorium, assembly hall, theater, church, or funeral home" category would require parking at 20 spaces per 1,000 square feet of floor area.

The Planning Commission has the ability to authorize a reduction in required parking. Similarly, the Commission may authorize the use of shared parking. This authority is outlined in 11-32-030 G and J included below:

G. Joint Use Parking Areas: When two (2) dissimilar uses are located adjacent to each other and the demand for parking in conjunction with those uses would not conflict, the Planning Commission may authorize the use of such combined facilities requiring the maximum number of parking spaces for the larger use. Joint use of parking areas for similar adjacent uses may be provided as long as the total off street parking spaces is equal to the minimum requirement for each individual use. If the common facilities are located on more than one (1) lot, a covenant for the preservation of the parking facilities must be filed with the City.

J. Variances: The Planning Commission may authorize, as part of the standard review of a site plan and/or conditional use permit application, a reduction in the required parking and loading spaces as described in this chapter upon a finding that in a specific case, the nature of the use or premises, would mitigate the need for the full parking requirement specified in this chapter. Availability of street parking would not be justification for reducing the requirement.

The building consists of approximately 8,000 square feet of floor area. Considering 4,000 square feet at 6 per 1,000 under the current requirement for dental, and 3 per 1,000 square feet for standard office, the building was approved

with 36 dedicated stalls. As part of the Clark Lane Commercial subdivision, the lot also has shared parking and cross access permission with Lots 1 and 2, which combined add offsite access to 27 more parking stalls.

36 (29+7) on Station Park Dental lot - **10** on Dutch Bros lot - **17** (21-4) on Chipotle lot = 63 total stalls to consider under shared parking

In the opinion of Staff, the existing users would accommodate a shared parking scenario where 10 stalls may be available at any given time for the proposed use, bringing the total availability of off-street parking to 46 stalls for all uses on the subject property.

Finally, according to FMC11-18-100 B (5), on-street parking located along the frontage of a lot may be credited toward meeting the parking requirements for that use. Not including the drive approach, this lot has about 80 feet of frontage, enough for 4 on-street parking spaces. Combining parking on site, shared parking, and on-street parking, there is a total of 50 stalls

Of note, considering recent trends in scheduling, the Planning office believes that a 6 / 1,000 parking ratio for dental offices is high. By chance after reviewing other situations in Farmington, a change is being proposed to the dental office parking requirement, which would reduce the minimum requirement to 3 / 1,000. This updated requirement would mean only 12 of the 36 on site stalls are required for the dentist, leaving 24 stalls (or 34 if sharing parking with the other lots) or 6 – 8.5 / 1,000 available for other uses. If we were to count the dental business's stalls for additional shared parking and the on-street parking towards the proposed use, that would provide a total of 50 stalls at a ratio of 12.5/1,000.

A simple calculation for a gross floor area of 4,000 square feet shows that 80 stalls would be required for assembly space. Considering the floor plan showing 2,600 square feet of space directly tied to meeting/assembly space, at 20/1,000, one could argue that only 52 stalls are required.

Each of the shared scenarios falls short of providing parking based on the City's parking requirements and even some scenarios for required parking provided by the proposed business.

The table of required parking spaces from [FMC 11-32-040](#) has been included with the Staff Report for reference, along with details specific to the proposed business.

Gibson said if the applicant can prove agreement with property to the west for additional parking, it would help with the required parking.

Applicant **Ryan Allen** owns Station Park Dental, which is located near Cabela's. He is moving from there because the neighbors play loud music in the gym and things are thrown against the wall. He would be a majority partner in the business going in on the second floor of the new building. When he purchased the land, he didn't understand the ramifications of the current zoning. The upstairs venue has 2,600 square feet of usable space, which would require 52 stalls. He has 65 stalls considering the standing shared parking arrangements. He doesn't want anything distracting to his dentist office during operating hours. Street parking would be on what is currently a dead-end road. The landowner to his west seems amenable to a shared parking arrangement, and that could bring another 100 to 150 stalls to the table. He expects him to sign the agreement shortly.

Gibson said the Chipotle parking may not be available to share at the same time the reception center would be needing parking. Dutch Bros patrons rarely use parking in the evening. This could mean there really is only 46 stalls available to the event center.

Chair **Frank Adams** opened and closed the public hearing at 7:47 pm due to no comment received.

Joey Hansen asked what shared parking agreements the applicant already has. Staff has the agreement between Dutch Bros, Chipotle, and Station Park Dental, so the applicant is only waiting on the signed agreement with Farmington Orthostar. **Allen** said the number of people at the event center at one time would be 150 at maximum.

Sherlock disclosed that **Allen** is her dentist, but that doesn't mean she can't vote here as there is no benefit to her. She supports fewer parking spaces so land is not wasted.

Turner said at the end of the day right now, there is not enough parking. However, with a signed agreement with the medical building, there would be enough. He suggests maybe a table until the shared parking document can be produced.

Behunin noted he wasn't feeling great about this in the beginning due to the parking situation, but if the document can be provided, he would likely have a change of heart.

Adams asked what the length is on the current shared parking agreements. **Gibson** said they are built in the Covenants, Conditions, and Restrictions (CC&Rs) of the subdivision. **Allen** doesn't believe the agreement with OrthoStar has a time limit on it. **Adams** said this could be tabled until the document is signed. Another option is to approve it subject to the signed, binding contract for shared parking being produced and reviewed by the City attorney. This would make it so that the applicant doesn't have to return to the Commission.

Hansen said to play devils-advocate, we've all been to receptions where there is inadequate parking but everyone makes it work. **Adams** said he wants to ensure the City takes every step possible to help the residents across the street somehow. **Gibson** said that tabling would take a while only because the Commission doesn't have another meeting for a month. **Allen** said he wants to get this going ideally because if denied, he wants to market it out soon in order to find a new tenant.

MOTION

Joey Hansen made a motion that the Planning Commission recommend an approval, subject to the applicant providing binding legal documents obligating the other tenants in the area to provide sufficient shared space meeting the City requirements and that those be sufficient length to satisfy the City attorney.

Findings for Denial:

1. Whether the zoning is changed or not, the proposed use requires a significant amount of parking that is not available on site even under a shared parking scenario.

Supplemental Information 1-5:

1. Floor Plan
2. Proposed Use
3. Table 18.3 – Allowable Land Uses
4. 11-32-040: Minimum Parking Spaces Required Table
5. Vicinity map

Tyler Turner seconded the motion, which was unanimous.

Chair Frank Adams	X Aye ____ Nay
Vice Chair Tyler Turner	X Aye ____ Nay
Commissioner Kristen Sherlock	X Aye ____ Nay
Commissioner Joey Hansen	X Aye ____ Nay
Commissioner George "Tony" Kalakis	X Aye ____ Nay
Commissioner Scott Behunin	X Aye ____ Nay

SPECIAL EXCEPTION APPLICATION – public hearing – the Commission chose to see item #4 before #3.

Item #4: Russell Johnson – Applicant is requesting consideration of a Special Exception approval to exceed 27 feet in height for a new building to be located at 817 S. 200 W. (Shirley Rae Drive)

City Planner/GIS Specialist **Shannon Hansell** presented this item. The parcel considered today was a Utah Department of Transportation (UDOT) surplus parcel that was acquired by the current property owner after the completion of the construction of the West Davis Corridor (WDC). The parcel is zoned A (Agricultural) and is west of the WDC. The property owner is proposing a largely agricultural use including a pasture and equipment storage. Accessory to that use is a private recreation space to be used by the property owner and their associates.

Today, the applicant is requesting a special exception to exceed the maximum building height of 27 feet for main buildings as specified by 11-10-050 A. In Farmington, building height is measured from the finished grade to the midpoint of the highest pitch, or gable (see diagram included in the Staff Report). At that point on the proposed building, the height is 29 feet tall. The Planning Commission may consider an increase in height up to 20% of the requirement.

Hansell said Staff recommends approval of this item because the parcel is of sufficient size to accommodate the request.

In considering the Special Exception, FCC 11-3-045 E identifies the standards of review:

11-3-045 E. Approval Standards: The following standards shall apply to the approval of a special exception:

1. Conditions may be imposed as necessary to prevent or minimize adverse effects upon other property or improvements in the vicinity of the special exception, upon the City as a whole, or upon public facilities and services. These conditions may include, but are not limited to, conditions concerning use, construction, character, location, landscaping, screening, parking and other matters relating to the purposes and objectives of this title. Such conditions shall be expressly set forth in the motion authorizing the special exception.

2. The Planning Commission shall not authorize a special exception unless the evidence presented establishes the proposed special exception:

- a. Will not be detrimental to the health, safety or general welfare of persons residing or working in the vicinity, or injurious to property or improvements in the vicinity;
- b. Will not create unreasonable traffic hazards;
- c. Is located on a lot or parcel of sufficient size to accommodate the special exception.

Property owner **Blake Flannery** said the way the steel building is built leads to the height difference. **Rusty Johnson**, participating online, is the applicant.

Chair **Frank Adams** opened the public hearing at 8:02 pm.

Johnathan Miller, who lives across the street, wanted to ask where the building would be placed on the property as well as how it may affect him. He pointed out that a similar request to exceed building height was denied for the tennis courts down the road. **Gibson** said it would be on the northwest side of the property against the corridor, toward the cul-de-sac. The roof pitch is shallow, and the building is shorter than other buildings in the district. He explained how building height is measured and essentially why they are asking for the exception. They are not going to gain anything really; the wall plate is 27 feet in height, but there is an extra 2 feet because of the pitch/construction. **Miller** said this additional discussion helped him.

Chair **Frank Adams** opened the public hearing at 8:09 pm.

Hansen said the purpose is still somewhat agricultural. **Sherlock** said this area has an interesting mix of uses.

MOTION

Tyler Turner made a motion that the Planning Commission **approve** the special exception for an increased building height of up to 29 feet for the Flannery Barn, subject to all applicable Farmington City development standards and ordinances.

Findings for Approval 1-3:

1. The building is located next to the West Davis Corridor.
2. As stated in the property owner affidavit, the building is for personal use, and in that case, would not reasonably be detrimental to the traffic or safety of the persons residing or working in the vicinity.
3. The project is located on a parcel of sufficient size to accommodate the special exception.

Supplemental Information 1-4:

1. Vicinity Map
2. Site plan
3. Building plans (shortened for clarity and length)
4. Clarification affidavit provided by applicant

Scott Behunin seconded the motion, which was unanimous.

Chair Frank Adams	X Aye ____Nay
Vice Chair Tyler Turner	X Aye ____Nay
Commissioner Kristen Sherlock	X Aye ____Nay
Commissioner Joey Hansen	X Aye ____Nay
Commissioner George "Tony" Kalakis	X Aye ____Nay
Commissioner Scott Behunin	X Aye ____Nay

SUBDIVISION / REZONE / PROJECT MASTER PLAN APPLICATIONS – public hearings

Item #3: Amendment to the PMP (Project Master Plan) / DA (Development Agreement) for the Canopy Square development on approximately 20 acres of property on the north side of Burke Lane at approximately 1400 West for applicant Wasatch Farmington Holdings, LLC. (PMP-3-21)

Petersen presented this item. Canopy Square is a 20-acre residential development on the north side of Burke Lane between the future Maker Way and "Commerce Drive" rights-of-way. The residential use of the area, despite the Office

Mixed Use (OMU) zoning, is permitted under the North Farmington Station PMP and DA approved in 2020. The latest proposal (March 20, 2025) consists of multifamily stacked flats, townhomes, and a small 10,000 square foot office building. The location of the development is important, as it borders the mixed-use office park proposed to the north, and other mixed-use products to the south. It sits roughly halfway between the City's future 14-acre park and the commercial/office center to the north. The project features a crucial location for not only housing for an emergent workforce in Farmington, but also contains a necessary circulation corridor for pedestrians and bicyclists consistent with a General Plan update prepared by GSBS and approved by the City in 2022. **Petersen** said the greenway was a significant addition.

The Planning Commission reviewed and recommended approval of the original PMP/DA for Canopy Square on January 20, 2022. One hallmark of this earlier proposal was a "wrapped" affordable housing project. However, the developer was unable to obtain approval for this tax credit proposal and reconfigured the plan. This reconfigured version of the PMP was approved by the City Council after receiving a recommendation from the Commission, on November 1, 2022. In the interim between November 1, 2022, and March 20, 2025, Wasatch has been working with the U.S. Army Corps of Engineers to resolve wetland issues.

The January 20, 2022, plan did not include any commercial, including commercial nodes at the southwest and southeast corners of the project; this omission is not consistent with the overarching North Farmington Station Master Plan. Subsequently, the Planning Commission recommended on January 20, 2025, as a condition of approval that the developer modify his plan to show the commercial nodes. In lieu of this condition, Wasatch proposed ground floor commercial next to Maker Way, which was later recommended by the Commission and approved by the City Council as mentioned previously.

Petersen said the greenway remained in the revised plans, but the podium parking did not. The new plans do not include L-shaped buildings, which Staff felt previously helped define the space and corners. Staff is concerned with the length of the proposed blocks of continuous townhomes. Amenity space provided by the clubhouse remained largely unchanged. The proposed units reduced since 2020. The northeast corner is in the Housing and Transit Reinvestment Zone (HTRZ) established in 2024.

Gibson said communities use tax increment financing to spur desirable development and eventual increased property values. The HTRZ is a form of that. In the right circumstances, cities can force other taxing entities into participation for a significant amount of time. In order to qualify, a certain amount of housing must be produced. If units are removed from the project area, they have to be made up somewhere else. Some of the project could be eligible for HTRZ funding. **Petersen** would like to further explain HTRZ options and funding to the developer. He thinks rooftop townhome elements are desirable, and he hopes some are retained in the new iteration.

Adam Lankford (620 S. State Street, Salt Lake City, Utah) with Wasatch Residential Group addressed the Commission. They are a development group, general contractor, and management company. They hold onto their projects long-term, which makes them different from other builder/developers. They went through three different consultants in order to figure out Army Corps wetland issues. Markets and demographics have significantly shifted over the last five years. Their application for Low-Income Housing Tax Credit (LIHTC) was turned down because Farmington is not considered an area focused on affordable housing. The number of units has decreased by 53. The four-story 58-plex has elevators on the back side, and the individual units are horizontal. The trail corridor is important to both the developer and City. The clubhouse and amenities are the focal point. The same square footages of the original nonresidential has now been combined into the newly proposed office building. Live/work units are proposed on Burke with its carved-out, on-street parking. The ends of each building will feature townhome rooftop decks. They are trying to break up the solid line of townhomes with three proposed townhome products. The corners will be dressed up, and four-bedroom options will be available. Two-car garages will be big enough to hold trucks.

Turner mentioned the loss of some green space. **Sherlock** said she looked at all three plans (January, November and March), and she likes the November one the best. She is saddened by the loss of greenspace, walkability, and interconnectedness with the redesign. She liked the flow of the November 2022 iteration. She liked the privacy offered for the outside roof elements in the March version. She said clients typically don't prefer west- and south-facing units, as they are in full sun. North- and east-facing are more preferable and appealing.

Lankford said they would have a property management staff of 15 on site as well as common space to host parties, cooking classes, etc. Night security will be also on hand. **Lankford** said this will not be a for-sale, Homeowner's Association (HOA) project. Instead, it will be leased and managed all under one company. Leasing townhomes is a new concept in Utah. **Adams** said stairs will not be desirable for older tenants, nor viable long-term. **Lankford** said there will be Americans with Disabilities Act (ADA)-compliant units available in the 58-plex.

Chair **Frank Adams** opened and closed the public hearing at 8:55 pm due to no comments received.

MOTION

Tyler Turner made a motion that the Planning Commission **table** consideration of the proposed March 20, 2025, amendment to the Canopy Square PMP/DA to allow time for the developer to address unanswered questions incorporated in the attachments to the Staff Report and any additional input/questions by the Commission and the public, and to prepare a DA based on the feedback received.

Supplemental Information 1-6:

1.Vicinity Map

2._A time line of attachments:

- b. North Farmington Station Land Uses Map
- c. Concept Plan, Jan. 20, 2022
- d. GSBS Farmington Station Small Area Plan
- e. Concept Plan, November 1, 2022
- f. Concept Plan, March 20, 2025

3.2022 and 2025 PMP Comparison Table

4.Street Illustrations

5.Construction Sequence Exhibits: November 1, 2022 and March 20, 2025

6.Proposed Project Master Plan update, March 20, 2025

Kristen Sherlock seconded the motion, which was unanimous.

Chair Frank Adams	X Aye ____Nay
Vice Chair Tyler Turner	X Aye ____Nay
Commissioner Kristen Sherlock	X Aye ____Nay
Commissioner Joey Hansen	X Aye ____Nay
Commissioner George "Tony" Kalakis	X Aye ____Nay
Commissioner Scott Behunin	X Aye ____Nay

ZONE TEXT AMENDMENT

Item #5 Farmington City – Applicant is requesting a consideration of amendments to Chapter 11-32, Off Street Parking, to modify the required parking for dental and medical clinics. (ZT-6-25)

Petersen presented this item. Applicant requests a zone text amendment to Section 11-39-070 of the Zoning ordinance, related to the parking standard for Dental and Medical Clinics. [Note: Even though only one number is proposed to change in this section (in the fourth row), the entire parking table is displayed below to provide overall context for the recommended amendment].

11-32-040: MINIMUM PARKING SPACES REQUIRED:

Required off street parking shall be provided for each land use as listed below. For any use not listed, the requirements for the most nearly similar use which is listed shall apply. The Planning Commission shall determine which listed use is most nearly similar. In special cases where it is determined that there is not a similar use, the Planning Commission, in consultation with the developer, shall establish the minimum parking space requirement:

Use	Parking Spaces Required
Auditoriums, assembly halls, theaters, churches, funeral homes	1 parking space for every 4 seats. Where there are no fixed seats, 1 space shall be provided for every 50 square feet of gross floor area.
Auto repair/body shop	3 spaces for each service bay (service bay itself shall not be counted as a parking space) plus 1 space for each vehicle customarily used in operation of the business.
Commercial recreation, such as golf course, bowling alley, etc.	Determined by the Planning Commission.
Dental and medical clinics	6 3 parking spaces per 1,000 square feet of floor area.
Drive-in facilities, required stacking space	There shall be sufficient distance in advance of a service window to store 4 cars, not including the vehicle at the window. In the case of a fast food restaurant, the distance between a menu board and the pickup window shall be sufficient to store 4 cars, not including the vehicles at the pickup window and menu board, and storage for at least 4 vehicles shall also be provided in advance of the menu board. A minimum of 20 feet per vehicle shall be provided. Such spaces

	shall be designed so as not to impede pedestrian or vehicular circulation on the site or on abutting streets.
Dwelling, multi-family (5+ units/building)	1.6 parking spaces per unit, plus 0.25 space per unit for visitors.
Dwelling, single-family to four-family	2 parking spaces per dwelling unit.
Elementary and junior high school	2 parking spaces per classroom.
Fast food or drive-in restaurant	20 parking spaces per 1,000 square feet of sales and eating area plus a minimum of 4 employee parking spaces.
Hospitals	1 parking space per each bed.
Hotel and motel	1 parking space per unit, plus specified requirements for restaurants, auditoriums, meeting rooms and other related facilities.
Intensive commercial business, retail stores and shops	4 parking spaces per 1,000 square feet of floor area.
Less intensive commercial businesses, including auto, lumber, appliance sales, etc.	1.5 parking spaces per 1,000 square feet of indoor and outdoor sales and display area.
Manufacturing uses, research and testing, wholesale	2 parking spaces per 1,000 square feet of gross floor area, plus 1 space for each company vehicle operating from the premises. 1 parking space per 1,000 square feet of gross floor area shall be provided for warehousing and/or space used exclusively for storage.
Nursing home	1 parking space per each bed.
Offices and personal services	3 parking spaces per 1,000 square feet of floor area.
Senior high schools	7 parking spaces per classroom.
Sit down restaurants and bars	12 parking spaces per 1,000 square feet of floor area.

Petersen said this will help Davis County and the Rock Hotel Dental negotiate while the dentist plans to buy a portion of the County's parking lot. He said the change from 4 to 6 parking spaces for clinics was approved shortly before he was employed by Farmington, and 6 is double what is needed.

Chair **Frank Adams** opened and closed the public hearing at 9:04 pm due to no comments received.

MOTION

Kristen Sherlock made a motion that the Planning Commission recommend the City Council approve the following zone text amendment to 11-32-040 MINIMUM PARKING SPACES REQUIRED, subject to all applicable Farmington City development standards and ordinances, changing the dental and medical clinic from 6 to 3 parking spaces, including Findings 1-6.

Findings for Approval 1-6:

1. In the 1994, the City increased its parking space standards for dental and medical clinics from 4 to 6 spaces per 1,000 square feet of floor area. The current office use standard is 3 spaces per 1,000 square feet of floor area, and has been so since, and before, 1994.
2. The Staff Report contains a table that shows a small sample of dental and medical clinic uses "Pre-1994" and "Post 1994." Except for uses 7 and 8, all of the post 1994 buildings were considered as office space first and dental and medical uses came after; meaning, the 3 spaces per 1,000 sq. ft. minimum is working for this type of tenant.
3. Clinics 7 and 8 on the table have too much parking for their use.
4. All of the "Post 1994" buildings exceed a 3 space per minimum, because it appears that office developers know their market and plan accordingly.
5. Past experience in Farmington shows that the 3-space minimum (per 1,000 square feet of floor area) is a workable starting threshold for the site plan review process which accommodates dental and medical tenants.
6. The preparation and implementation of building sites which do not result in "over parking" is good planning, better utilizes developable land (which is a limited resource), creates less impervious surface for over-taxed storm water systems—and may mean less parking related oils and fluids entering streams, ground water aquifers and the Great Sale Lake, makes for more walkable communities (buildings are closer together—better urban design and open space preservation) resulting with a possibility of less cars on the roads, which may enhance the physical and mental health of Farmington residents and visitors—and less impacts to roads providing long term construction and operation and maintenance cost savings of local public improvements, and is consistent with the Farmington City General Plan.

Supplemental Information 1:

1. Dental and Medical Parking Table, 3.13.25

Scott Behunin seconded the motion, which was unanimous.

Chair Frank Adams	X Aye ____ Nay
Vice Chair Tyler Turner	X Aye ____ Nay
Commissioner Kristen Sherlock	X Aye ____ Nay
Commissioner Joey Hansen	X Aye ____ Nay
Commissioner George "Tony" Kalakis	X Aye ____ Nay
Commissioner Scott Behunin	X Aye ____ Nay

OTHER BUSINESS

Item #6: City Council Reports, Approval of Minutes, Upcoming Items & Trainings

- a. **Planning Commission Minutes Approval from February 20, 2025**
 - **Joey Hansen** motioned to approve the minutes; **Scott Behunin** seconded the motion, which was unanimous.
- b. **City Council Report from March 18, 2025: Gibson** presented this item. The Council approved the modification to PUD text, adaptive reuse on 200 East, and proposed project next to the Hampton Inn on Park Lane. The Lifetime Fitness DA had a change from pickleball courts to parking, since the City's new park across the street will have pickleball courts. They plan to start construction early next year.
- c. **Hansen** motioned to move the April meeting from the 17th to the 10th. Seconded by **Behunin**.

Chair Frank Adams	X Aye ____ Nay
Vice Chair Tyler Turner	X Aye ____ Nay
Commissioner Kristen Sherlock	__ Aye __ X Nay
Commissioner Joey Hansen	X Aye ____ Nay
Commissioner George "Tony" Kalakis	X Aye ____ Nay
Commissioner Scott Behunin	X Aye ____ Nay

5 to 1 favor, motion passes.
- d. **Adams** asked about a site visit to Western Sports Park at the next meeting. **Gibson** is arranging that.
- e. Boyer Company hosted an open house for their Old Farm project that will be coming to the Commission soon, possibly in May.
- f. The Verizon cell tower near Lagoon was seen as an appeal recently. The hearing officer decided that the Commission was in the right for the decision made and the appeal was denied. **Adams** requested that the decision be forwarded to the Commission.
- g. **Behunin** brought up the open house next week (Tuesday and Thursday) in neighborhood areas regarding the General Plan. Tuesday will be at Knowlton Elementary while Thursday will be at City Hall, both at 6 pm. All are encouraged to attend.

ADJOURNMENT

Tyler Turner motioned to adjourn at 9:12 PM.

Chair Frank Adams	X Aye ____ Nay
Vice Chair Tyler Turner	X Aye ____ Nay
Commissioner Kristen Sherlock	X Aye ____ Nay
Commissioner Joey Hansen	X Aye ____ Nay
Commissioner George "Tony" Kalakis	X Aye ____ Nay
Commissioner Scott Behunin	X Aye ____ Nay

Frank Adams, Chair