



Staff Report

To: Francis City Council

From: Katie Henneuse

Report Date: February 23, 2022

Meeting Date: March 10, 2022

Title: City Code Updates

Type of Item: Code Text Amendment

Executive Summary:

The purpose of this amendment is to make the following updates, revisions, and clarifications to the City's codes, as summarized below:

- 2.20.080 #2: Delete Planning Commission tie vote protocol to remove an inconsistency with another section of code (2.20.020 3j), "The Chair may vote on all issues before the Commission." As currently written, democratic principles of one person, one vote are called into question.
- 2.20.080 #4: Correct spelling and grammar.
- 12.10: Add new section to regulate non-motorized trail use. The purpose is to protect existing trails as well as trails planned in several newly approved subdivisions.
- 17.25.070, 18.15.030, 18.35.040, 18.40.040, 18.45.60, 18.50.050, 18.55.050, 18.100.060: Allow frontage on public or private streets. Per 17.25.070, private streets will need to meet the same standards as public streets. The purpose of this change is to allow for private streets so that the City's responsibility for street maintenance is reduced.
- 17.60.025: Clarify conditions for townhomes in conservation subdivisions.
- 18.15.140: For the purpose of animal regulations, update the definition of a platted subdivision to include R-C and M-F zones and conservation subdivisions.
- 18.15.200: Update front yard setback requirements for decks to consider front setbacks for the R-C zone (25 feet) and conservation subdivisions (20 feet).
- 18.40.020: Remove requirement that single-family dwellings in the R-C zone must be owner occupied. The city attorney has said that the current code is unreasonable and unenforceable.
- 18.40.060 and 18.58.060: Change accessory building setbacks in R-C and M-F zones from 3 ft to 5 ft to be consistent with public utility easements.
- 18.40.060: Correct incomplete sentence.

- 18.59.020: Add requirement that planned development overlay may only be applied to projects that are at least 10 acres. Recent applications show that the overlay is best suited to larger developments.
- 18.65.030: Remove requirement that 5 sets of a CUP application be submitted. This is outdated now that the Planning Commission uses iPads and Dropbox.
- 18.100.100: Delete reference to SLU as it does not appear anywhere else in code.
- 18.100.100: Delete conflicting code for the area of parking spaces. 18.100.060 says the minimum size of a parking space is 9 feet by 20 feet.

Planning Commission Recommendation:

The Planning Commission reviewed this code text amendment at their February 2022 meeting. They recommended some changes (which have been implemented) and are forwarding this to the City Council with a unanimous positive recommendation.

Staff Recommendation:

Review the amended code, suggest changes if needed, and approve Ordinance 2022-01 if amendments are agreeable to the City Council.

Community Review:

A public hearing is required for this item. Adequate notice of the public hearing was given.

Exhibit A Ordinance 2022-01

2.20.080 Procedures – Voting.

1. Changing a Vote. No member shall be permitted to change his/her vote after the decision is announced by the Chair.

~~2. Tie Votes. Tie votes shall be broken by the Chair casting a vote.~~

32. Conflict of Interest/Disqualification. Any member declaring a conflict of interest shall be disqualified and not participate in the discussion and vote pertaining to the particular matter.

43. Abstention. Any member abstaining ~~from~~ from a vote may remain seated at the table and participate in the discussion. Reasons for abstention must be stated at the time of the abstention and such reason shall not be considered a conflict of interest.

12.10 Non-Motorized Trail Use

12.10.010 Definitions

1. "Natural Surface Trail" means a public way or route with a surface other than concrete or asphalt, which serves the primary purpose of passive recreational use, such as walking, hiking, mountain biking, snowshoeing, cross-country skiing and equestrian activities.
2. "Power Driven Mobility Device" means any mobility device powered by batteries, fuel, or other engines, that is used by individuals with mobility disabilities for the purpose of locomotion, including electric personal assistive mobility devices, electric-assisted bicycles, electric-powered foot scooters, tracked mobility chairs or tricycles that are designed to transport a single individual with a disability.
3. "Class I Electric Assisted Bicycles" means bicycles with a motor less than 750 W that require pedal assistance to engage the motor and have an assisted speed up to 20 mph.

12.10.020 Prohibition

It is unlawful to operate any motor vehicle, motor driven cycle, motorcycle, mini motorcycle, motor scooter, motor bikes, snowmobiles, full sized all-terrain vehicle, all-terrain vehicle, off highway vehicle, low speed vehicle, moped, electric assisted bicycle or golf cart on a Natural Surface Trail with the following exceptions:

1. This shall not apply to persons with mobility disabilities who choose to use a Power-Driven Mobility Device, which is designed to transport a single individual with a disability as a substitute for walking and or biking unless prohibited by a designated traffic control device.
2. This prohibition shall not apply to Class I Electric Assisted Bicycles.
3. This prohibition shall not apply to motorized or self-propelled equipment, including electric assisted bicycles, used for maintenance or events as designated by the City. Emergency vehicles are also exempt from this provision.

17.25.070 Grading and improvement plan.

~~At present, it is the intention of the City for all subdivision streets to be dedicated public streets.~~ However, if private streets are approved, they must be constructed to meet all requirements of public streets in case the City is required to maintain the streets in the future. Any private streets approved as part of a subdivision must be accompanied by a maintenance plan by which the homeowners association (HOA) will operate. The developer shall be responsible for maintenance and snow plowing the private road(s) until such time that more than 75 percent of the lots have been built upon, at which point the HOA will assume full responsibility of the maintenance.

18.15.030 Lot standards.

Except as otherwise provided in this title and FCC Title 17, no building permit shall be issued for a lot unless the lot has the area, width, and depth required by the regulations for the zone in which it is located, and frontage on a street shown as a City street on the streets master plan, land use map, official zoning maps or on private easements connecting the lot to a street as shown on the above-mentioned plans or maps.

18.35.040 Lot frontage.

Each lot or parcel of land located in the R-H zone shall abut along the right-of-way line of a public or private street for a minimum distance of 100 feet; lots on a cul-de-sac shall abut the right-of-way for a minimum of 35 feet at the property line.

18.40.040 Lot frontage.

Each lot or parcel of land located in the R-C zone shall abut along the right-of-way of a public or private street for a minimum distance of 70 feet; lots on a cul-de-sac shall abut the right-of-way for a minimum distance of 25 feet at the property line.

18.45.060 Lot frontage.

Each lot or parcel of land in the C-1 zone shall have frontage on a public or private street for a minimum distance of 35 feet.

18.50.050 Lot frontage.

Each lot or parcel of land in the P-F zone shall abut along the right-of-way line of a public or private street a minimum distance of 50 feet.

18.55.050 Lot frontage.

Each lot or parcel of land in the LI-1 zone shall have frontage on a public or private street for a minimum distance of 35 feet.

18.100.060 Area of spaces.

For the purpose of this section, a space of not less than nine feet by 20 feet of lot area with access to public or private streets by standard-sized automobiles shall be deemed to be parking space for one vehicle.

17.60.025 Dimensional standards.

~~As an incentive to provide moderate income housing per Chapter 17.55 FCC, multifamily housing townhomes will be allowed at 25 percent of the total development.~~

Townhomes will be allowed at up to 25 percent of the total number of units shown on the approved concept plan.

For each townhome approved within the conservation subdivision, a unit in the development must be deed-restricted to provide moderate income housing per Chapter 17.55 FCC.

18.15.140 Household pets and domesticated farm animals.

Domesticated farm animals include horses, cattle, sheep, llamas, pigs, chickens, goats and donkeys. Household animals include dogs and cats. Platted subdivisions are defined as any division of a tract of land or parcel of land into more than four lots for the purpose of development and zoned R-H, R-C, or M-F, or a Conservation Subdivision.

18.15.200 Decks.

Residential decks are to be built per International Residential Code R507 Exterior Decks.

Commercial decks are to be built per International Building Code 1604.8.3.

All decks must be permitted and inspected, except those less than or equal to 200 square feet, less than or equal to 30 inches above grade, not attached to dwelling, and not serving required exit door.

The following yard setback requirements shall apply on all lots in all zones:

1. Front Yard Setback. The minimum front yard for all decks shall be 25 feet, except in the R-C zone and in Conservation Subdivisions the minimum front yard for all decks shall be 20 feet.
2. Side Yard Setback. The minimum side yard for all decks on interior lots shall be 10 feet.
3. Rear Yard Setback. The minimum rear yard for all decks shall be 10 feet.

All decks require a building permit.

18.40.020 Permitted and conditional uses.

| Type: R-C Use | Allowed | Conditional Use Permit | Business License |
|--|---------|------------------------|------------------|
| Single-family dwelling, owner occupied | ✓ | | |

18.40.060 Setback for accessory buildings.

1. An accessory building, allowed by this title and FCC Title 17, shall be located no closer than ~~three-five~~ feet from the side and rear property lines. Accessory buildings shall not be permitted in the required front or side street yard areas required for main buildings. Roof drainage shall be required to be retained on site for all accessory buildings.
2. Accessory buildings greater than 12 feet in height shall not be permitted ~~on single-family~~.

18.58.060 Accessory structure requirements.

1. An accessory building allowed by this title and FCC Title 17 shall be located no closer than ~~three-five~~ feet from the side and rear property lines. Accessory buildings shall not be permitted in the required front or side street yard areas required for main buildings. Roof drainage shall be required to be retained on site for all accessory buildings.

18.59.020 Requirements.

The planned development overlay shall only be applied to a project area of at least 10 acres.
The planned development zone may be used in combination with any zone set forth in this title. However, it may not be overlayed on an individual flag lot. The provisions of the planned development zone shall be supplementary to the provisions of the zone with which it is combined and shall not be applied to any land area as an independent zone.

18.65.030 The application.

A conditional use application shall be filed on a form prepared by the City, and shall be supported and accompanied by the following information ~~(five sets are required along with an electronic copy):~~

18.100.100 Specific requirements by use.

Minimum on-site and off-street parking spaces for individual or similar uses shall be provided for in accordance with Table 1 as follows and as interpreted by the Planning Commission for uses not specific to those listed in the following table. ~~Note that SLU means Standard Land Use Codes.~~

| Uses | Parking Requirement |
|-------------------------|---|
| Dwelling, Single-Family | 3 spaces per dwelling unit (minimum 162 square feet per space) |
| Dwelling, Two-Family | 3 spaces per dwelling unit (minimum 162 square feet per space) |
| Dwelling, Multifamily | 3 spaces per dwelling unit (minimum 162 square feet per space) |



FRANCIS CITY

ORDINANCE NO. 2022-01

AN ORDINANCE OF THE FRANCIS CITY COUNCIL AMENDING SECTIONS OF THE CITY CODE RELATING TO: 2.20 (PLANNING COMMISSION), 12.10 (NON-MOTORIZED TRAIL USE), 17 (SUBDIVISIONS) AND 18 (ZONING)

WHEREAS, the Francis City Council finds that it is in the public interest to amend provisions of the Francis City Code relating to the Planning Commission, Non-Motorized Trail Use, Subdivisions, and Zoning.

NOW, THEREFORE, BE IT ORDAINED by the Francis City Council as follows:

Section 1. Amendment. Section of the Francis City Code is hereby amended to read in its entirety as set forth in Exhibit A, attached hereto and incorporated herein by reference.

Section 2. Severability. If any section, part, or provision of this Ordinance is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Ordinance, and all sections parts and provisions of this Ordinance shall be severable.

Section 3. Effective Date. This Ordinance shall take effect upon publication or posting or (30) days after passage, whichever occurs first.

PASSED AND ADOPTED by the Francis City Council the 10th, day of March 2022.

Aye Nay

Mayor Jan Brussel
Councilmember Crittenden
Councilmember Forman
Councilmember Fryer
Councilmember Querry

APPROVED:

ATTEST:

Mayor Jan Brussel

City Recorder Suzanne Gillett

City Seal



Public Notice

The Francis City Council will hold a public hearing on March 10th, 2022, at 6:00 p.m. at the Francis City Community Center, located at 2319 So. Spring Hollow Rd. The purpose of the hearing is to review and increase employee wages and receive public comments regarding the wage increase. The public is welcome to attend in person and make comment. Comments may also be submitted in writing to Suzanne Gillett, Francis City Recorder prior to 3:00 p.m. on the day of the public hearing or by email to comments@francisutah.org. The public may also view the meeting via the zoom link below or by calling 1-346-248-7799. You will not be allowed to make public comment via zoom, you must attend in person.

<https://us02web.zoom.us/j/87811573128?pwd=VWI3OGFTMFBTcXg2T2E4NDkwbIVjZz09>
Meeting ID: 878 1157 3128 Password: 715816

In compliance with the American with Disabilities Act, Individuals needing special accommodations for this meeting should notify Suzanne Gillett at 435-783-6236 at least 3 days prior to this meeting.



Public Notice

The Francis City Council will hold a public hearing on March 10th, 2022, at 6:00 p.m. at the Francis City Community Center, located at 2319 So. Spring Hollow Rd. The purpose of the hearing is to receive public comments regarding code text amendments affecting 2.20 (Planning Commission), 12.10 (Non-Motorized Trail Use), 17 (Subdivisions), and 18 (Zoning). The public is welcome to attend in person and make comment. Comments may also be submitted in writing to Suzanne Gillett, Francis City Recorder prior to 3:00 p.m. on the day of the public hearing or by email to comments@francisutah.org. The public may also view the meeting via the zoom link below or by calling 1-346-248-7799. You will not be allowed to make public comment via zoom, you must attend in person.

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Francis City 2317 South Spring Hollow Road, Francis, Utah 84036

Website: www.francisutah.org

Email: sgillett@francisutah.org or mandy.c@francisutah.org

Phone 435-783-6236 Fax 435-783-6186



Public Notice

The Francis City Council will hold a public hearing on March 10th, 2022, at 6:00 p.m. at the Francis City Community Center, located at 2319 So. Spring Hollow Rd. The purpose of the hearing is to receive public comments regarding an amendment to Hart Crossing Plat A. The public is welcome to attend in person and make comment. Comments may also be submitted in writing to Suzanne Gillett, Francis City Recorder prior to 3:00 p.m. on the day of the public hearing or by email to comments@francisutah.org. The public may also view the meeting via the zoom link below or by calling 1-346-248-7799. You will not be allowed to make public comment via zoom, you must attend in person.

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Website: www.francisutah.org

Email: sgillett@francisutah.org or mandy.c@francisutah.org

Phone 435-783-6236 Fax 435-783-6186



Francis City

Resolution No. 2022-02

A RESOLUTION SETTING COMPENSATION FOR FRANCIS CITY EMPLOYEES

WHEREAS, the Mayor and City Council find it in the public interest to fairly and adequately compensate employees of Francis City; and

WHEREAS, Utah State Code Section 10-3-818 authorizes municipalities to fix the compensation of elective and statutory officers by Resolution following a public hearing; and

WHEREAS, the Mayor and City Council believe it is appropriate to officially adopt a 7.5% increase for the Francis City employees; and

WHEREAS, the Francis City Council held a duly-advertised public hearing on the proposed wages on March 10th, 2022, at which hearing public comment was allowed.

NOW THEREFORE, be it hereby ordained by the Francis City Council as follows:

Section 1: Except as provided in section 2 below, the wage increase of Francis City employees is set at 7.5%.

Section 2: The wages set by this Resolution shall take effect immediately and shall remain in effect until modified by subsequent Resolution.

PASSED AND ADOPTED by the Francis City Council the 10th, day of March 2022.

Aye

Nay

Mayor Jan Brussel
Councilmember Matt Crittenden
Councilmember Jeremie Forman
Councilmember Shana Fryer
Councilmember Clayton Query

FRANCIS CITY:

ATTEST:

Mayor Jan Brussel

City Recorder Suzanne Gillett

City Seal



Staff Report

To: Francis City Council
From: Katie Henneuse
Report Date: March 2, 2022
Meeting Date: March 10, 2022
Title: Francis Commons Phase 1
Type of Item: Final Plat Approval

Executive Summary:

Francis Commons is located at the intersection of SR 32 and Scenic Heights Road. The zoning of the property is City Center (CC) along SR 32, Multi-Family (R-M) across the middle of the development, and Residential Cottage (R-C) at the back of the development, near the River Bluffs neighborhood. Ivory Development was granted Preliminary Plan approval for the Francis Commons subdivision in October 2021 with the condition that road section A be extended the entire length of Scenic Heights Road. Originally Ivory was planning to complete the subdivision in one phase, but they have opted to phase out the development. They applied for final plat approval for Phase 1, which is for 30 single-family lots in the R-C zone.

Plat Review:

Staff reviewed the Phase 1 plat considering City Code sections 17.35 (Final Plat) and 18.40 (R-C Residential Cottage Zone). The developer met the zoning and final plat requirements for Phase 1 with one outstanding item:

- Finalize the address tables after addresses are obtained from Summit County.

Planning Commission Recommendation:

The Planning Commission reviewed the Phase 1 final plat at their meeting on February 17, 2022. They are forwarding this to the City Council with a unanimous positive recommendation with the condition that the staff recommendations be implemented.

Staff Recommendation:

Approve the Francis Commons Phase 1 final plat with the condition that the address table be completed before recording the plat.

Community Review:

A public hearing is not required for this item. Public hearings were held for preliminary subdivision approval and the zone map amendment.

March 10, 2022

Mayor and City Council
Francis City
2317 South Spring Hollow Road
Francis, Utah 84036

Subject: Francis Commons Phase 1 Final Approval

Dear Mayor and City Council:

Horrocks Engineers has reviewed the submitted construction plans for the Francis Commons Phase 1 Subdivision located at the intersection of Scenic Heights Drive and HWY 32 for final approval. Phase 1 consists of 30 single family lots.

General Comments

- Work with UDOT to determine if any additional improvements need to be made to the intersection with HWY 32 as part of phase 2 and phase 3.
- Correct redline comments.

Water

- The development will connect to the existing 10" water line in Scenic Heights Drive.
- The developer has a credit of 30 ac-ft of water for all phases of the subdivision. This will cover the water requirements for phase 1.
- The developer will be required to turn in additional water shares as required in the Development Agreement to provide water for the future phases of the development at the time the plats are recorded.

Sewer

- The development will connect to sewer main in Scenic Heights Drive.

Roads

- The developer has proposed to use a three different local street cross sections in the development.
 - Road Section A – 30' of asphalt. Includes curb and gutter and sidewalk
 - Road Section B – 30' of asphalt. Includes sidewalk on one side of the road
 - Road Section C – Private - 24' asphalt
- Temporary turnarounds have been provided.

Storm Drain

- The developer has proposed to detain the storm water within storm drain ponds and discharge into an existing ditch. The developer will need to get approval from the irrigation company to discharge into the existing ditch.

We appreciate working with you in this matter. Please call our office with any questions.

Sincerely,

HORROCKS ENGINEERS

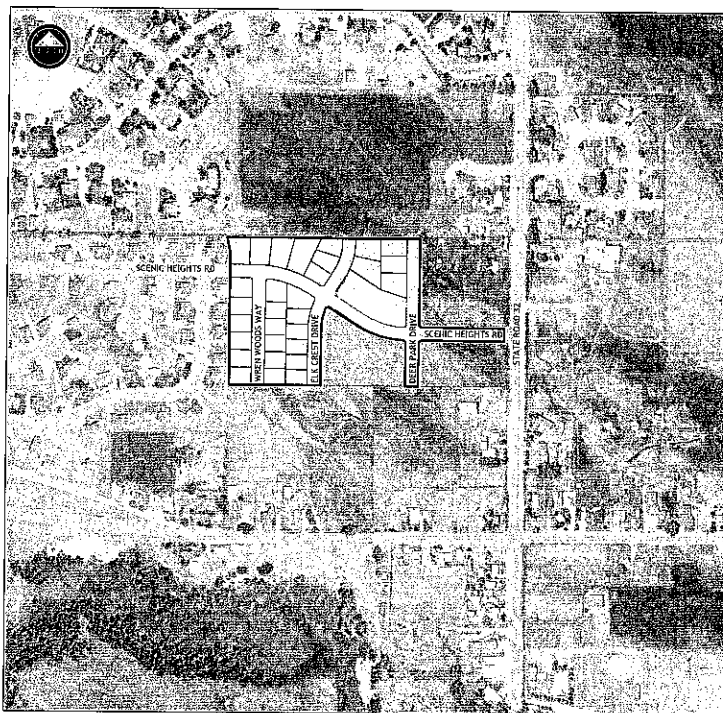


Scott Kettle, P.E.
City Engineer

CC: Nick Mango, EDM Partners
file

FRANCIS CITY, UTAH

IMPROVEMENT PLANS



VICINITY MAP
1" = 200'

GEOTECHNICAL STUDY

A SITE SPECIFIC GEOTECHNICAL STUDY HAS BEEN PREPARED FOR THIS PROJECT BY AGES. THE REPORT IS DATED MAY 20, 2021, AND WAS PREPARED BY JUSTIN WHITNER, PE. IT IS IDENTIFIED BY IGES PROJECT NUMBER 22050-151. THE REQUIREMENTS OUTLINED IN THIS STUDY SHALL BE FOLLOWED ON THIS PROJECT.

| WHEAT INDEX | | LEGEND | |
|-------------|----------------------------------|--------|-------------------------------------|
| O-1 | TITLE SHEET | | TOP AIR SURVEY SOURCE |
| O-2 TO O-3 | CONVERSION PLAN | | SOUTHERN SURVEY SOURCE |
| O-4 | SITE PLAN | | SOUTHERN SURVEY SOURCE |
| O-5 | OVERALL UTILITY PLAN | | 1/4" = 1' WATER LINE |
| O-6 | OVERALL LAGOON AND DRAINAGE PLAN | | 1/4" = 1' GAS LINE |
| PP-1 | SCIENCE HEIGHTS PLAN & PROFILE | | 1/4" = 1' WATER MAIN, TELEPHONE |
| PP-2 | SCIENCE HEIGHTS PLAN & PROFILE | | 1/4" = 1' WATER MAIN |
| PP-3 | SCIENCE HEIGHTS PLAN & PROFILE | | 1/4" = 1' GAS, WATER LINE |
| PP-4 | WREN WOODS WYCK PLAN & PROFILE | | 1/4" = 1' TELEPHONE |
| PP-5 | DEER PARK DRIVE PLAN & PROFILE | | 1/4" = 1' WATER MAIN, 1/4" = 1' GAS |
| PP-6 | DEER PARK DRIVE PLAN & PROFILE | | 1/4" = 1' WATER MAIN |
| PP-7 | CLAY CREST DRIVE PLAN & PROFILE | | 1/4" = 1' GAS, TELEPHONE |
| PP-8 | CLAY CREST DRIVE PLAN & PROFILE | | 1/4" = 1' GAS, TELEPHONE |
| PP-9 | NORTH ALLEY SEVEN PLAN & PROFILE | | 1/4" = 1' GAS, 1/4" = 1' GAS |
| PP-10 | NORTH ALLEY SEVEN PLAN & PROFILE | | 1/4" = 1' WATER MAIN |
| PP-11 | SOUTH ALLEY SEVEN PLAN & PROFILE | | 1/4" = 1' GAS, TELEPHONE |
| PP-12 | SOUTH ALLEY SEVEN PLAN & PROFILE | | 1/4" = 1' GAS, TELEPHONE |
| PP-13 | IRVINGTON PLAN & PROFILE | | 1/4" = 1' GAS, TELEPHONE |
| PP-14 | IRVINGTON PLAN & PROFILE | | 1/4" = 1' GAS, TELEPHONE |
| PP-15 | IRVINGTON PLAN & PROFILE | | 1/4" = 1' GAS, TELEPHONE |
| PP-16 | IRVINGTON PLAN & PROFILE | | 1/4" = 1' GAS, TELEPHONE |
| DT-1 | DETAILS | | |

BENCHMARK

THE PROJECT BENCHMARK IS A BRASS CAP MARKING THE SOUTHEAST QUARTER CORNER OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 6 EAST, SALT LAKE BASIN & MERIDIAN. THE BENCHMARK IS LOCATED AT THE INTERSECTION OF STATE ROAD 32 AND SPRING HOLLOW ROAD APPROXIMATELY 550 FEET SOUTH OF SCENIC HEIGHTS ROAD. ELEVATION = 6163.62



OWNER:
Irene Deringham
978 East Woodbrook Lane
Salt Lake City, UT 84117
801.747.1000

IVORYHOMES

NOTES:

1. All literary news improvements shall conform with the standards and specifications of Francis City.
2. All literary news improvements shall conform with the standards and specifications of Francis City.
3. All improvements in the public light of any shall conform with the standards and specifications of Francis City.
4. All literary news improvements shall conform with the standards and specifications of Francis City.

PROCESSTIME

| | |
|--------------------------|-----------------|
| TOTAL AREA = | 19.83 AC |
| SINGLE FAMILY LOTS = | 30 |
| DENSITY = | 2.6 HOU/AC |
| SINGLE FAMILY LUF AREA = | 4.23 AC (54.4%) |
| FUTURE TOWNHOME AREA = | 1.33 AC (16.9%) |
| STREET AREA = | 4.27 AC (36.7%) |



Francis Commons
Phase 1
Title Sheet

| | |
|--------------|-----------|
| PROJECT: | |
| DRAWN BY: | KMF |
| REVIEWED BY: | NMM |
| REVISIONS: | |
| No. DATE | REVISIONS |













DATE: February 21, 2020

FEBRUARY
SUNNY AND WARM.

O-1

PARCEL FT-53-A
LYING WITHIN THE SOUTHEAST QUARTER (SE 1/4) OF
SECTION 29, TOWNSHIP 2 SOUTH, RANGE 6 EAST, SALT LAKE BASE AND MERIDIAN
FRANCIS CITY, SUMMIT COUNTY, UTAH



- LEGEND**
- | | |
|---|---------------------------------------|
|  | BUILDING LINE |
|  | LOT LINE |
|  | SECTION LINE |
|  | CENTERLINE / ADJUTMENT LINE |
|  | ADJACENT PROPERTY LINE |
|  | SURVEY THE LINE |
|  | RIGHT-OF-WAY LINE |
|  | EASEMENT LINE |
|  | SECTION CORNER POINT |
|  | CALCULATED SECTION CORNER (NOT FOUND) |
|  | ROAD ADJUTMENT |
|  | MOVEMENT TO BE SET |

NOTES

- [illegible]

LYING WITHIN THE SOUTHEAST QUARTER (SE 1/4) OF
SECTION 29, TOWNSHIP 2 SOUTH, RANGE 6 EAST,
SALT LAKE BASE AND MERIDIAN
FRANCIS CITY, SUMMIT COUNTY, UTAH

SHEET 2 OF 2

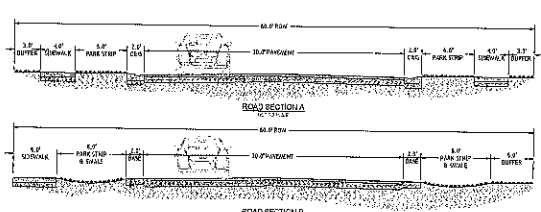
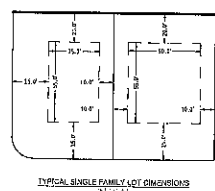
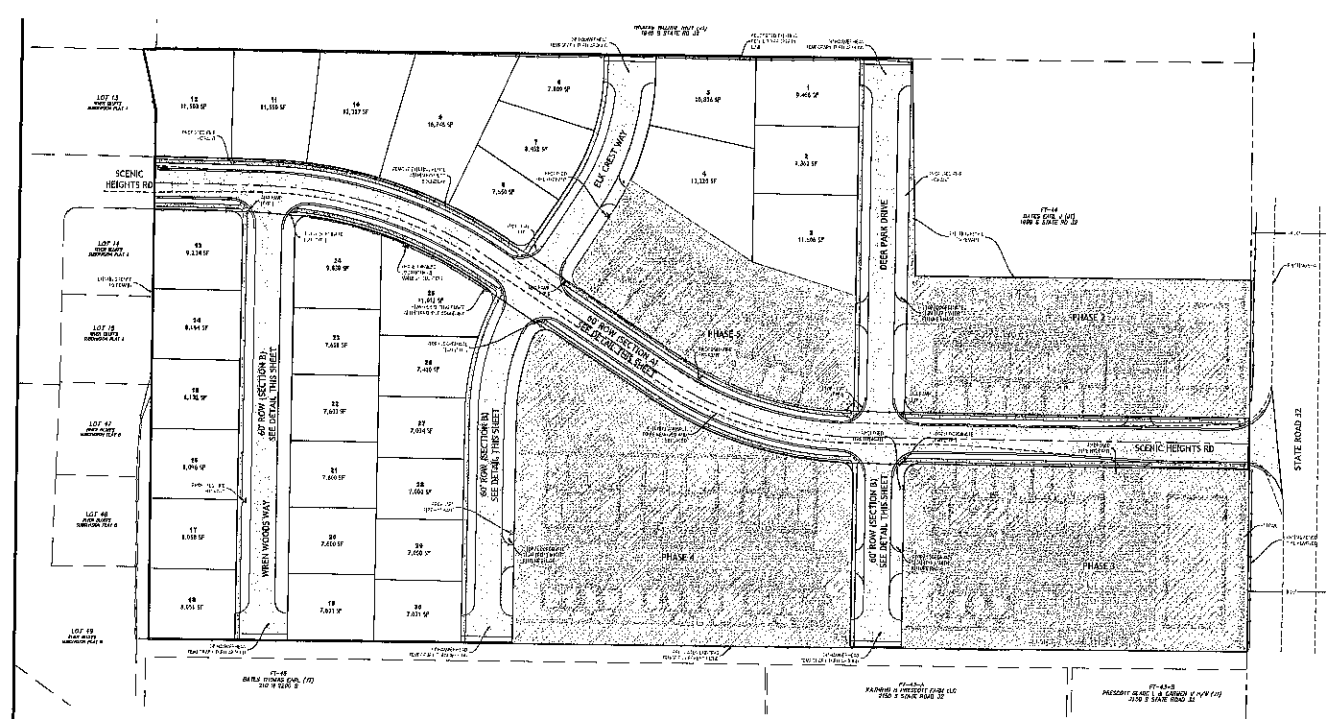
DEVELOPER

BOOBY DEVELOPMENT, LLC
978 EAST WOODBROOK LANE
SALT LAKE CITY, UTAH 84117



2015 East 400 North, Salt Lake City, UT 84103
(801) 393-1674 www.education.com

RECORDED & INDEXED
STATE OF UTAH, COUNTY OF WASATCH, RECORDED AND FILED AT THE REQUEST
OF:
DATE: _____ TIME: _____ BOOK: _____ PAGE: _____
FEE _____ SUMMIT COUNTY RECORDER



2865 East Main Street, Salt Lake City, UT 84111
(801) 385-4500 www.edmpartners.com

OWNER:
Ivy Development
978 East Woodhull Lane
Salt Lake City, UT 84117
801-742-7000

IVORY HOMES
Utah's Nearest Quality Homebuilder

NOTES:

1. All dimensions shown are approximate and are not to be used for construction purposes.
2. All dimensions shown are approximate and are not to be used for construction purposes.
3. All dimensions shown are approximate and are not to be used for construction purposes.
4. All dimensions shown are approximate and are not to be used for construction purposes.
5. All dimensions shown are approximate and are not to be used for construction purposes.

Francis Commons
Phase 1
Site Plan

PROJECT: _____
DRAWN BY: _____
CHECKED BY: _____
REVIEWED BY: _____
DATE: _____

DATE: February 23, 2022
SHEET NO. 0-4

FRANCIS CITY GENERAL PLAN



2017 – 2022

Acknowledgments

Francis City

FRANCIS CITY COUNCIL

R. LEE SNELGROVE, MAYOR
MATT CRITTENDEN, COUNCILMEMBER
SHANA FRYER, COUNCILMEMBER

BYRON AMES, COUNCILMEMBER
JEREMIE FORMAN, COUNCILMEMBER

PLANNING COMMISSION

CASEY VORWALLER, CHAIR
TRENT HANDSAKER, CO-CHAIR
JASON AVERETT

MARK LITTLEFORD
AMY MORTELL

STAFF

BRAD CHRISTOPHERSON, CITY ATTORNEY
LUKE THOMAS, CITY PUBLIC WORKS
TRENT LOTT, CITY PUBLIC WORKS
SCOTT KETTLE, CITY ENGINEER
SUZANNE GILLET, CITY RECORDER
SUSAN MOSES, CITY TREASURER
MARCY BURRELL, CITY PLANNER

PROJECT STAFF

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Introduction

The General Plan is intended as a guide for the look, feel and layout of Francis City. The General Plan encourages economic growth without adversely impacting the overall character of the community. As a guide, it is important that the recommendations contained in this document are considered by the policy and decision-making organizations since land use decisions are made on a case by case basis and each decision relates to our community's goals, objectives, and guidelines, as well as impacting adjoining properties.

Long-range stability requires a continuous effort by the City, property owners and residents to maintain and improve all elements of the City. The City must assume responsibility for maintaining the public infrastructure such as streets, water and sewer lines. Residents and business owners must assume responsibility for maintaining private property. Property maintenance is a significant factor in evaluating the quality and desirability of a community.

LEGISLATIVE AUTHORITY

The City of Francis, in accordance with Title 10 Cities and Towns, Chapter 9 Municipal Land Use Development and Management, Part 3 General Plan of the Utah Code Annotated, has legally prepared and adopted the following General Plan for Francis.

MISSION STATEMENT

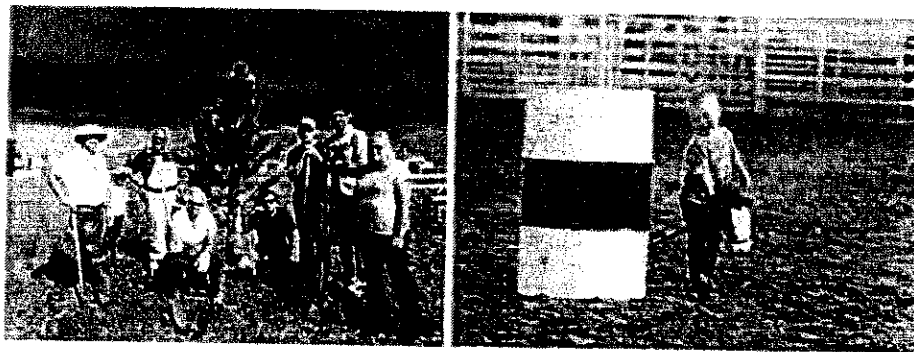
To provide the highest quality of life in a rural atmosphere through essential infrastructure, public safety and recreation by allowing responsible growth within the constraints of fiscally responsible government.

The General Plan contains ten main elements:



Dynamics of the General Plan

The General Plan is not intended to be an idle document. It is to be used as a guide to identify where certain types and densities of land use should be located. Within five (5) years, this plan should be reviewed and may require some updating or amending.

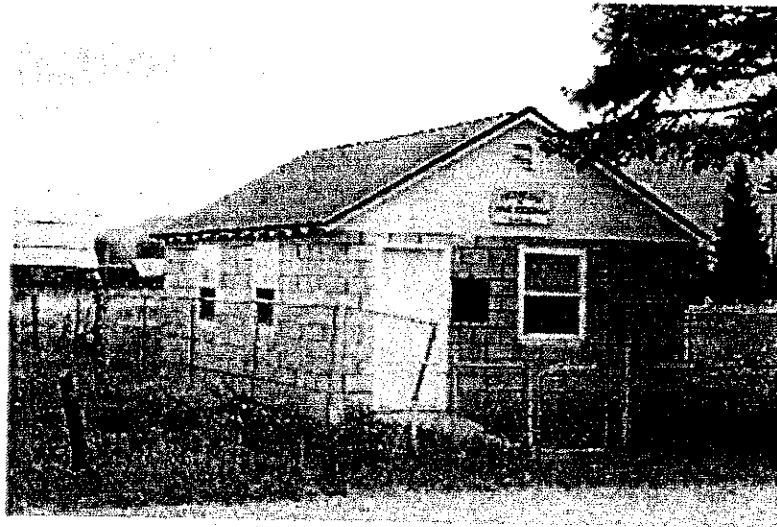


THE HISTORY OF FRANCIS

Francis is located two miles south of Kamas City and was originally settled in 1865 by members of the Eskelson family. It is believed that except for a few springs, there was no water available for irrigation. In 1865, on the Tommy Davis homestead, a well was dug 110 feet deep but never hit water. The South Francis Irrigation Company was organized and the first canal constructed. Irrigation water started to flow on the bench from the Provo River on August 7, 1873.

In addition to sheep and cattle ranching, logging was a major source of income and several sawmills were located in the foothills east of the City. A creamery also flourished and the butter was marketed to Park City and Salt Lake City.

The first school was held in one room of John Richardson's home, and from 1888-1889 school was held in a small log cabin. The first school house was built in 1892 on land donated by the Eskelsons. (Summit County Historical Society) The Daughters of Utah Pioneers has a cabin in Francis, located on SR 32.



Daughters of Utah Pioneers Museum

By the time President Grover Cleveland's administration came to an end, most of Francis had been homesteaded. On November 11, 1899, Francis M. Lyman, a member of the LDS Church Council of Twelve Apostles, was sent to the area from Salt Lake City to organize a ward of the LDS Church. The ward was named Francis after Francis M. Lyman.



Francis M. Lyman

On Labor Day in 1983, a small rodeo was held at the Francis City Park. From those humble beginnings, Francis Frontier Days has grown to a celebration that attracts crowds from all over the State. Frontier Days is held each Labor Day weekend and includes a RMPRA Rodeo Saturday night, a Patriotic Ceremony honoring Veterans, Live Entertainment and Dutch Oven Cookoff. Barebacks, Saddle Brone and Bull riding is held Monday, along with a 5K race, Kids Scrambles, Jr. Rodeo and Sky Divers! The celebration is growing each year, but still affords a great time for the whole family with a western down-home atmosphere.



COMMUNITY VISION

The most important part of the Francis general planning process is the Community Vision that indicates what direction the community would like to take for the future and to provide a framework for specific recommendations regarding the General Plan. To aid in the formulation of the Community Vision, goals, objectives and policies, the Francis City Council created a community survey. The results of the survey and a community visioning session with the Planning Commission and City Council were incorporated into this General Plan.

Future Growth

Francis remains a beautiful rural community. However, growth is occurring and the purpose of the Plan and this Vision section is to identify what is important to the community to guide future growth in a way that will maintain and advance that identity.

Population Projections

| | 2010 | 2020 | 2030 | 2040 | 2050 | 2060 |
|---------------|--------|--------|--------|--------|--------|---------|
| Summit County | 36,324 | 45,491 | 56,890 | 71,433 | 88,334 | 107,671 |
| Francis City | 1,077 | 1,624 | 2,415 | 3,546 | 5,925 | 8,260 |

1. Remain a beautiful and rural community

To retain the natural beauty and keep the rural community character in Francis City, a clean and family friendly atmosphere needs to prevail. This is achieved by keeping neighborhoods connected, hosting community events and having a central gathering place. Through proper planning for growth by staying consistent with our zoning map and utilizing a detailed subdivision process and roads master plan, neighborhoods can be connected and allow for a clean and family friendly environment. Francis City hosts a Frontier Days Celebration each year to celebrate our heritage and gather residents in a central location. The Community Center and Francis City Park is made available to residents to reserve for private and community events.

2. Develop a quaint Main Street

Economic Development is crucial in a small city to bring order and balance. A cross section streetscape master plan, permitted business use table, a description and pictures of building typology that fit the "Frontier" theme of Francis, and signage will provide a basis for the City to create a quaint Main Street. In an organized fashion, the building setbacks and parking areas can

develop a sense of clean space. With a quaint Main Street, the amenities to our citizens will flourish.

The Goals of the Community Vision element are:

- ❖ **To provide an organized, well-maintained, peaceful community.**
 - Goal 1 Channel future growth and development into areas that can be efficiently and effectively served by public infrastructure and facilities.
 - Goal 2 Set an example for the community by assuring that all City or publicly owned property is well maintained.
 - Goal 3 Encourage property owners to keep their property clean and free of weeds and debris.
 - Goal 4 Encourage managed growth and well-planned developments within the City.
 - Goal 5 Encourage Commercial projects to locate in proposed Commercial areas.
 - Goal 6 Development should be permitted only to the degree that the City has capacity to provide the necessary public services.
 - Goal 7 Determine appropriate locations for future parks, trails, access points and other recreational facilities and preserve them.
- ❖ **To enhance the historical and rural atmosphere of Francis.**
 - Goal 1 Encourage the preservation of existing agricultural uses and maintain zoning regulations which facilitate the ownership of animals for recreation and family food production.
 - Goal 2 Encourage the preservation of the Daughters of Utah Pioneer's Home, the historic cemetery as well as historic markers throughout the community.
 - Goal 3 Work with the Summit County Historical Society to identify further historical sites to be preserved and maintained.
 - Goal 4 Encourage rural and country themes in architecture and site design.

❖ **To provide a tourism gateway to Wolf Creek Pass, the Uinta National Forest and Jordanelle State Park.**

- Goal 1 Allow for tourism-related businesses that benefit the entire community on a year-round basis.
- Goal 2 Cooperate with the State and Federal Agencies in promoting Francis as a gateway community to these attractions.
- Goal 3 Support and promote Jordanelle Reservoir and Rock Cliff State Park as tourist destinations.

LAND USE

Francis was originally settled as an agricultural community with agriculture-related land uses including ranching, grazing, timber and lumber industries. Francis City is located at the southern end of the Kamas Valley. Francis is the gateway to Wolf Creek Canyon, the Uinta and Wasatch National Forests, and Jordanelle State Park. Surrounded by mountains, the valley is a scenic getaway that is growing, but still has a rural atmosphere. Hunting, fishing, camping and hiking in the surrounding area makes Francis a great destination.

Francis City was incorporated in December, 1939, and continues to grow. The forming and construction of the Jordanelle Dam and reservoir, resulting in a better highway and more direct route to Salt Lake City, contributed to a lot of growth. Francis is now only 45 minutes driving time from Salt Lake City. The population of Francis City as set by the 2010 census was 1,077. This population upgraded Francis Town to a City. The population continues to grow each year.

Annexation Policy

1. Development should be encouraged to occur within the existing City boundaries as a first priority.
2. Annexations should only be approved based upon an overwhelming benefit to the community as a whole.

Land Use Categories

The Land Use element of the Francis General Plan encourages the orderly and efficient distribution of land uses in the City. A full range and mix of land uses including an agricultural buffer, residential, commercial, and light industrial areas are provided within the City.

The intensities shown are based upon the gross acreage of development. Although the intensity of development in residential designations is defined by density ranges, the maximum densities indicated in each range are achievable with sound site planning. Proposed developments should be in substantial harmony with the General Plan.

Land Use Guidelines

The following land use guidelines shall apply Citywide:

- Guideline 1 The identity of Francis should be strengthened by land uses which contribute to the unique character of the community.
- Guideline 2 The relationship of planned land uses should reflect consideration of existing development, historic preservation, environmental conditions, service and transportation needs, and fiscal impacts.
- Guideline 3 Developed areas should be protected and revitalized by promoting new development and the adaptive reuse of existing community resources.
- Guideline 4 The Land Use Plan should provide for a full range and mix of land uses including agricultural, residential, cottage, commercial, light industrial, and special use areas.
- Guideline 5 A variety of quality housing types should be provided where appropriate, and innovative development patterns and building methods will result in more affordable housing and should be encouraged.
- Guideline 6 Transitions between different land uses and intensities should be made gradually with compatible uses, particularly where natural or manmade buffers are not available.
- Guideline 7 Growth should be guided to locations contiguous to existing development or on in-fill properties to provide City services and transportation in a cost-effective and efficient manner.
- Guideline 8 Development approval throughout the community should be tied to the construction of primary culinary water, sewer, storm drainage, and transportation systems.
- Guideline 9 Density increases should be considered only upon demonstration of adequate infrastructure, resource availability and benefit.
- Guideline 10 An interconnecting open space system which is accessible to the public should be provided including pedestrian linkages, recreational areas, natural areas, and drainage-ways.
- Guideline 11 Commercial and Light Industrial uses should be highly accessible, clustered near the center of their service areas, and developed compatibly with the uses and character of surrounding districts.
- Guideline 12 Land use patterns should be encouraged that reduce travel distances for employment and essential services, allow for alternative modes of transportation, and conserve energy.

Residential Land Uses

Residential Land Uses include a range of residential classifications including very-low and low density, moderate density, and high-density development. Density is expressed in dwelling units per acre (DU/AC). Zoning regulations may allow a limited number of nonresidential uses, such as places of worship, neighborhood parks, schools, home occupations, governmental buildings (except correctional facilities), etc. in residential areas. Special care should be taken to provide adequate transitions between various land uses.

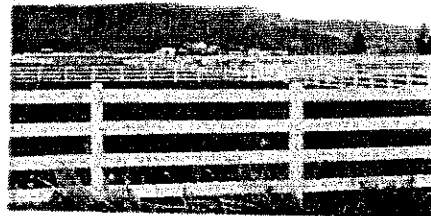
AG-2 Agriculture - Very Low Density 1 DU/2 AC:

This category will provide areas yet to be annexed on the outer fringes of Francis City, where residential uses may be harmoniously integrated with agricultural pursuits. This zone is intended to allow the keeping of farm animals in conjunction with single-family dwelling units, yet retain land in parcels large enough to provide efficient and attractive development or as clustered developments to encourage natural or agricultural open spaces.



AG-1 Agriculture - Low Density 1 DU/1 AC:

This category provides for a rural lifestyle where homeowners are able to raise and maintain livestock with small barns and other outbuildings. It recognizes the equestrian nature of the City and provides an appropriate zone for such activities.



R-H Residential Half –Medium Density 1 DU/ ½ AC:

This category provides areas to encourage and promote an environment for family life which is characterized by attractively landscaped single family Residential lots and open space. The R-H zone is not intended to be an agricultural zone although limited animal rights are preserved and development is intended to occur at relatively low densities.



R-C Residential Cottage – Medium to High Density

This category provides for smaller, single-family lots which may be used for affordable housing. (Minimum lot size 7,000 sq. ft.) The R-C zone is not intended to be an agricultural zone and development is intended to occur at medium densities.

*** ADD SECTION FOR THE NEW PUD ZONE**

The Goals of the Agricultural and Residential Land Use areas of Francis are:

❖ To provide for residential areas in Francis that support and complement the unique historical and rural quality and character of the City, and meet the existing needs of the community.

- Goal 1 Encourage creative approaches to housing developments that maintain and protect natural resources and environmental features.
- Goal 2 Maintain and enhance the pleasing appearance and environmental quality of existing residential neighborhoods.
- Goal 3 Priority should be extended to existing agricultural uses, including animal ownership, versus new residential developments.
- Goal 4 Encourage residential development that is complementary to the existing historic structures in the community.

❖ To promote and encourage high quality, well planned residential development and subdivision designs that provide for new or preserve open spaces in the City.

- Goal 1 Develop and implement standards and policies that promote attractive and well-planned residential subdivisions in areas where there are existing public services.
- Goal 2 Develop and use a minor subdivision process to allow minor subdivisions of four homes or less for residential purposes.
- Goal 3 Allow the development of cluster subdivisions or other conservation subdivisions which provide for open space.
- Goal 4 Enforce ordinances which require land owners to keep their property free of weeds, junk vehicles, equipment, unsightly buildings, trash and other debris.
- Goal 5 Discourage subdivision of land that results in areas of residential development too small or too isolated to be adequately, economically and conveniently served by City services.

Commercial Land Uses

* ADD CITY CENTER ZONE

The commercial areas provide appropriate locations where a combination of business, commercial, entertainment, and related activities may be established and maintained offering a variety of goods and services to the people who visit, live, and work in Francis. Commercial use areas should be located along major arterial streets for high visibility and traffic volumes.

Whenever commercial uses are adjacent to established or future residential areas, special care must be taken to ensure privacy and to protect personal property. Methods of protecting residential areas by providing transitions and buffers between residential and commercial areas include, but are not limited to: increased setbacks, landscaping, restricted land uses, diversion of traffic, controlled noise or light, height limitations, hours of operation and transitional land uses such as minor offices or high density residential uses.

C-1 General Commercial

This category includes areas set aside primarily for the accommodation of retail commercial uses. This designation is generally located close to major arterial streets, providing convenient access for major traffic volumes without hazard and without traversing through

residential areas. This designation should not be applied to internal areas of residential neighborhoods. This zone should be overlaid over existing residential areas along major rights-of-way, so that older homes may be converted to businesses which preserve the visual heritage and historic buildings along State Road 32. It should in no way force out the current residential uses along these streets, but new residential developments are no longer allowed within the C-1 zone.

The Goal of the Commercial Zone Land Use areas of Francis are:

❖ To encourage the establishment of a central business district with low impact businesses, which will enhance the City's sales and property tax revenues and provide the highest quality goods and services for local residents.

- Goal 1 Expand the range of retail and commercial goods and services available within the community.
- Goal 2 Provide for adequate access, parking, traffic circulation, noise buffering, and other operational conditions within commercial areas.
- Goal 3 Improve the image and appearance of commercial corridors, especially along State Road 32.
- Goal 4 Carefully limit any negative impacts of commercial facilities on neighboring land-use areas, particularly residential development.
- Goal 5 Formulate thoughtful commercial site design and development standards, including guidelines for landscaping and signage, to express the desired overall image and identity as outlined in the Community Vision Statement.
- Goal 6 Encourage safe and convenient pedestrian access to shopping and service areas.
- Goal 7 Encourage building design that fits the Frontier feel of Francis which will enhance the gateway entrances to the City. Encourage attractive landscaping which will improve the highway corridor. Building design should be aesthetically pleasing. *Signage? Architectural Reviews?*

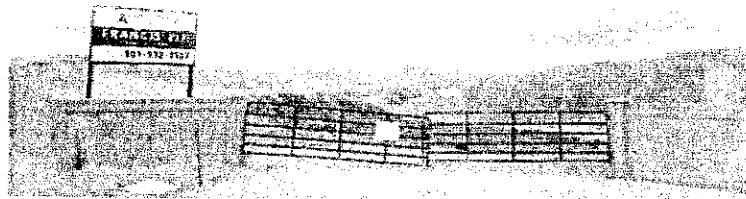
Light Industrial Land Uses

The purpose of the light industrial zone is to provide locations and establishment of mining sites and light industrial operations, which because of their nature of operation are not appropriate near residential areas.

Light Industrial

BUSINESS PARK?

This category is designated for areas where manufacturing firms can engage in processing, assembling, manufacturing, warehousing, and storage; and for incidental service facilities and public facilities to serve the manufacturing area. This designation is intended to encourage sound development, by providing and protecting an environment for such development, subject to regulations necessary to assure the orderly growth of the City of Francis, and the protection of residential and commercial land uses from noise and other disturbances. Much of the property zoned for light industrial development is suitable for transitional uses such as mining and construction related activities. Properties used for gravel mining will be highly suitable for light industrial uses once the property is properly mined and reclaimed.



The goal of the Light Industrial Zone Land Use areas of Francis are:

❖ To promote quality businesses and environmentally clean light industrial development which will provide a diversified economic base and will complement local retail, commercial, and light industrial establishments in harmony with the community's overall rural and modern image and identity as reflected in the Community Vision Statement.

- Goal 1 Promote the preparation of master planned areas to discourage small lot or piece-meal site development and encourage better access to properties.
- Goal 2 Encourage high quality, aesthetically pleasing development in the light industrial areas which should include incorporating major landscape features.
- Goal 3 Identify those areas most appropriate for light industrial development in future growth areas.
- Goal 4 Establish and enforce standards with respect to noise, air quality, odor, visual and other forms of environmental concerns.
- Goal 5 Provide space for manufacturing and processing uses within the City in appropriate locations and discourage uses from locating within the light industrial district which may thwart the use of the land for light industrial purposes.

- Goal 6 Encourage industries that broaden the tax base and improve the economic base of the community.
- Goal 7 Discourage the undesirable mixture of incompatible commercial, light industrial and residential uses.
- Goal 8 Develop and encourage standards for rehabilitation and mining of natural resources, which protect the residents of Francis City and future economic development of light industrial land.

Special Use Areas

Special use areas include land use classifications that are distinct from the other three major groups. These uses include public and quasi-public uses.

In some cases, the City does not control the location of special uses, such as schools or major transmission lines, and the State and Federal Government can preempt local land use authority. However, the City can work with other jurisdictions and agencies on decisions regarding land use. Any negative impacts, including visual impacts, should be mitigated whenever possible.

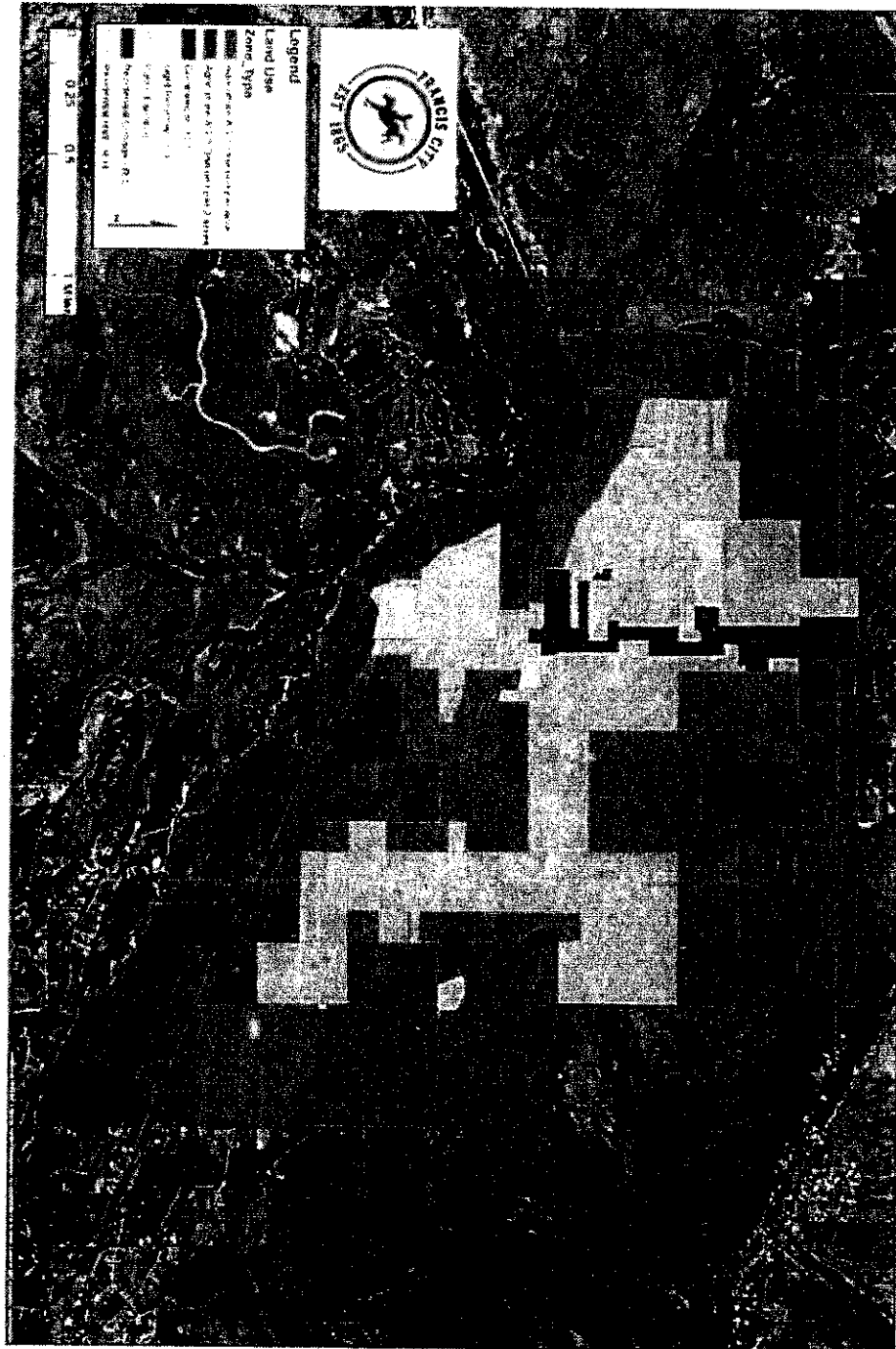
Sensitive Lands & WILDLIFE MIGRATION CORRIDORS

The sensitive lands category is an overlay district where environmentally sensitive areas such as watersheds, wetlands, natural springs, aquifers, recharge zones, wildlife habitat, or steep slopes may be protected. The purpose of the district is to protect sensitive areas, to minimize soil and slope instability, erosion, downstream siltation and to preserve the character of the hillsides and the Provo River.

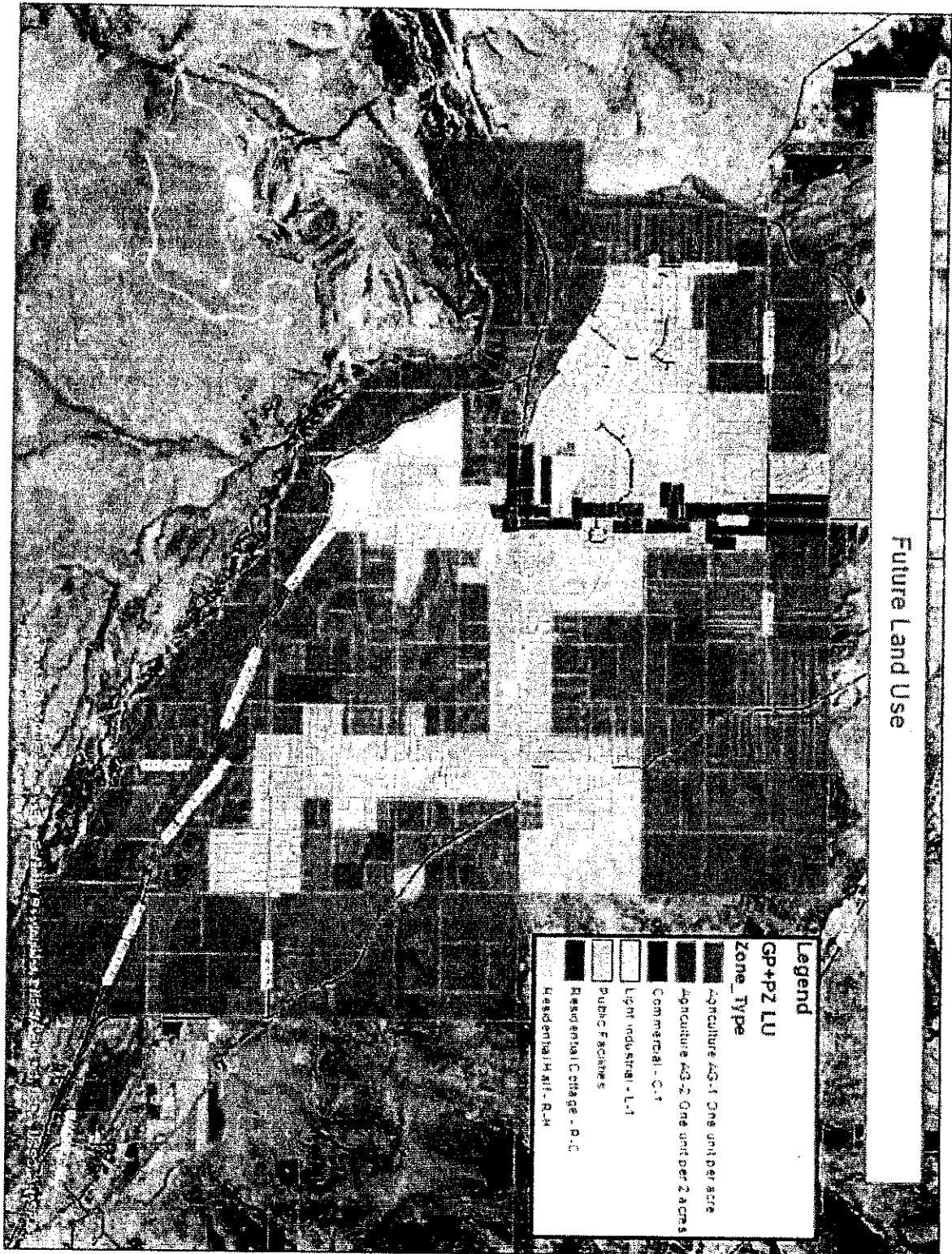
Public Facilities

The Public Facilities designation is for land uses that have a public or quasi-public nature such as parks or schools.

Current Land Use Map 2017 *update*



Update



TRANSPORTATION ELEMENT

Introduction

The Transportation Element of the Francis General Plan is designed to provide for the safe and efficient movement of people and goods in the City. Its primary purpose is to balance current and future demands generated by projected future growth with roadway improvements.

In order to meet the mobility needs of future residents, employees and visitors, Francis City must maintain, improve, and expand the existing transportation system. Movement in Francis City should be a balance between the movement of goods and people with automobiles, pedestrian facilities, bicycles and other non-motorized means, while being sensitive to the built and natural environment.

Roadway Classification System

The City has three road classifications, each playing a part to move people and goods to and from homes and business within the City. Each of the following classifications represents a different type of roadway and a short description of typical characteristics. The classifications represent a local definition and description and are not intended to reflect any County, State or Federal definitions.

| Class | ROW | Access Policy |
|-----------------|---------|----------------------------------|
| Arterial | 72+ ft. | Intersections |
| Minor Collector | 66 ft | Intersections and some driveways |
| Local | 60 ft | Driveways |

Arterial

An arterial is a major roadway or street which serves the transportation needs not only of residents of Francis City, but also for travelers moving through the community and on to other destinations. Access should be strictly limited on arterial facilities in order to preserve the best possible traffic flow and safety. UDOT currently owns and maintains the arterial roads in Francis.

Because these facilities are designed for traffic with higher speeds, pedestrian facilities such as sidewalks, trails and paths should be separated from the traffic flow through the use of planter strips, detached sidewalks and/or landscaping.

Minor Collector

A minor collector is the backbone of a local street pattern. These corridors carry traffic from the local neighborhoods to arterials. Although minor collectors are meant to service mainly residential development, they also serve to provide transportation to residential support uses such as parks, churches and schools. Access is not limited on minor collectors but traffic flow and safety are important considerations.

Pedestrian access is an important part of the minor collector system. All pedestrian facilities should be designed to be appropriate with regard to the minor collector road. The facilities should link to other sidewalks, trails or paths to make all services in the community accessible to pedestrians.

Local Street

A local street is a street which typically serves local residents. The facility is designed for slow traffic and safety is the key concern. These roads should be designed to discourage through traffic with the use of traffic signs or other appropriate means.

New Transportation Facility Review Criteria

As new transportation facilities are planned or constructed within Francis City, they will be reviewed for compatibility with the following key issues. In addition to addressing these issues, all new transportation facilities must satisfy the requirements found in the Subdivision Ordinance, Zoning Ordinance, Francis City Standard Construction Document, and all other relevant laws.

1. Compatibility with Built Form

As plans for transportation facilities are developed, efforts should be made to ensure that the facility and the desired future land use pattern are mutually supportive. The facility should reflect the desired future development pattern.

2. Integration into Neighborhoods

New transportation facilities should be designed to improve the mobility and transportation in existing neighborhoods. Smooth transitions, functional intersections, and safety will be given special consideration. All facilities should be completed in compatibility with the Master Street Plan and with future development patterns in mind so that development intended to use the same facilities will adequately handle the increased demand when approved.

3. Protection of Natural Environment

While construction of any transportation facility will inevitably impact the adjacent natural environment, it is a goal of Francis City to minimize these impacts. Noise, air pollution, cuts and

fills, and run off of oils and other pollutants are all concerns related to protection of the natural environment.

4. Safety

Transportation facilities should enhance safety in the community. Transportation, simplicity, and maintenance should be addressed with safety in mind. The transportation system should provide each neighborhood with adequate access to police, fire and medical services. The transportation system should be designed so that visitors and other users unfamiliar with the City can easily find their desired locations. Finally, proper signage should be placed throughout the community to control traffic and guide users.

5. Planning and Priority of Facilities

All major construction and maintenance of transportation facilities should be included in the Capital Facilities Program of Francis City and planned to increase the effectiveness of each transportation dollar. This Element and the Master Street Plan should be regularly updated to reflect current development patterns, changes in transportation needs, and projected funding levels.

6. Maintenance Responsibilities

Some of the streets in Francis City are under the jurisdiction of other public entities such as the State of Utah and Summit County. It is a goal of the City to coordinate and cooperate with such entities for the ongoing maintenance of these facilities.

7. Transportation Corridors and Circulation

Important to the success of the Francis City transportation system is the need for an effective and complete hierarchy of roadways with transportation corridors and nodes which reflect access management strategies and alternatives to corridor access.

8. Right-of-way Protection and Acquisition

Francis City is a growing community surrounded by undeveloped land. As the community continues to expand, new transportation facilities will need to be constructed in order to maintain an efficient and effective transportation system. Development approval without considering long term effects will prove costly to the community. The Master Street Plan should be reviewed prior to any development approval.

The Master Street Plan should also identify future transportation corridors and determine the functional class of each facility. The City can then effectively plan for the preservation or acquisition of critical transportation corridors. Once identified, the City can use a number

of methods for the future financing and construction of the facilities including exactions, impact fees, capital improvements programming, Summit County Corridor Preservation funds and cooperation with other appropriate government entities such as the Utah Department of Transportation and Summit County.

Transportation Plan Guidelines

The primary purpose of the transportation plan is to balance future demands generated by the Land Use Element with future roadway improvements, thereby developing a long-range transportation system plan which would efficiently support future land development.

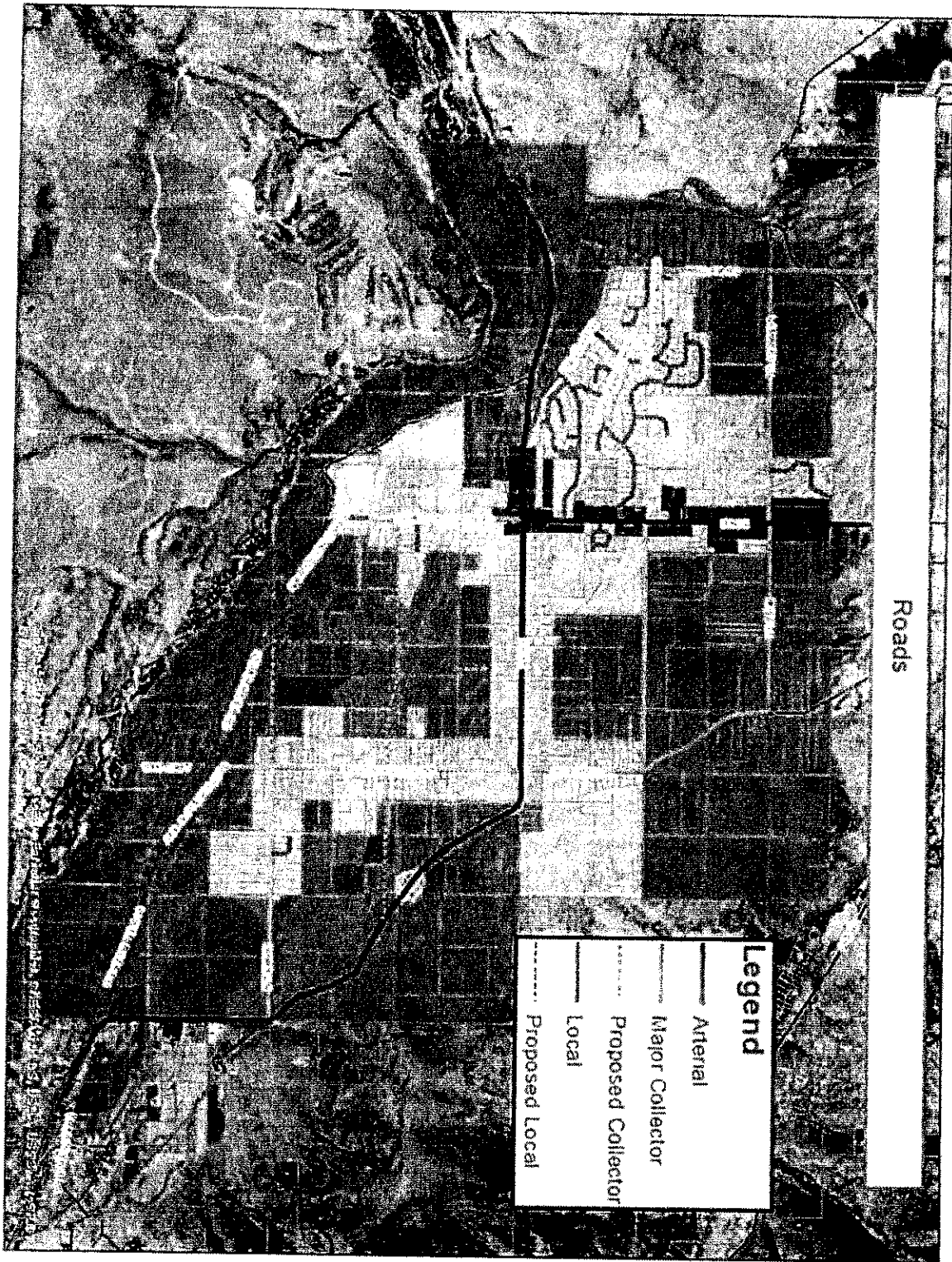
Transportation Plan Goals:

❖ To have a balanced transportation system which provides for safe and efficient movement of vehicles and pedestrians, which reinforces surrounding land development patterns, and enhances regional transportation facilities.

- Goal 1 Ensure that decisions regarding future land development and roadway construction are closely coordinated and mutually supportive.
- Goal 2 Private development participates in major street system improvements through street dedication of land, construction of facilities and impact fees.
- Goal 3 Private roads are discouraged in the City.
- Goal 4 Coordinate land-use and transportation planning to maximize the land development opportunities created by major transportation routes within and around Francis. *Should this stay in?*
- Goal 5 Design an adequate thoroughfare system within future growth areas and designate sufficient rights-of-way prior to land development or through the plan approval process.
- Goal 6 Ensure adequate access to and transportation around commercial and light industrial areas, public facilities, and other activity centers.
- Goal 7 Improve the overall design and appearance of roadways within the community.
- Goal 8 Ensure that transportation facilities are designed and developed in harmony with the natural environment and adjacent land uses.
- Goal 9 Minimize non-local and commercial traffic within residential neighborhoods.
- Goal 10 Utilize proper parking standards for all land use applications.
- Goal 11 Provide for safe and convenient bicycle and pedestrian movement.

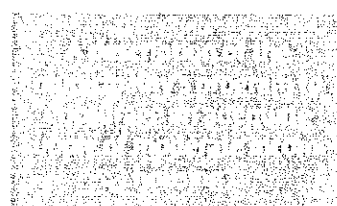
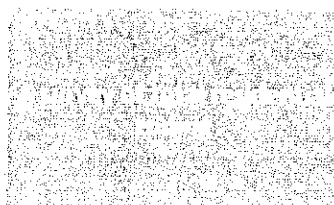
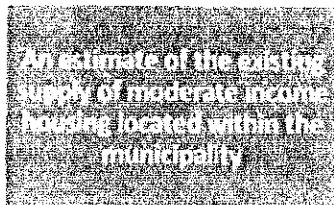
- Goal 12 Cooperate appropriately with other public and private agencies in the provision of convenient public transportation services within Francis, and between Francis and other nearby destinations.
- Goal 13 All facilities will be built to adopted City standards.
- Goal 14 Coordinate with Summit County and UDOT over the design and location of the major street system within future growth areas.
- Goal 15 Provide for the safe and efficient movement of trucks and service vehicles within the community in a manner that does not adversely affect nearby land-uses.
- Goal 16 Streets in developing areas should provide for the free flow of traffic when the construction is complete.
- Goal 17 Existing streets should be upgraded to minimize congestion. Where congestion can be attributed to new construction or expanded uses, needed improvements should be the responsibility of the developer.
- Goal 18 Street classification should be determined by projected traffic volumes, desired operation speeds, projected traffic types, projected construction phasing, and location.
- Goal 19 Intersections should be located at intervals which maximize street capacities, and provide necessary access. Warranted traffic signals should be installed as needed.
- Goal 20 Minimize localized traffic congestion and operational problems by creating connectivity.
- Goal 21 New streets need to be organized to follow the existing grid system.
- Goal 22 Protect arterial streets from encroachment resulting from improper access to adjacent land-uses.

Update



MODERATE INCOME HOUSING

The availability of moderate income housing has become a statewide concern. In 1996, the Utah State Legislature adopted §10-9-307 of the Utah Code dealing with "Plans for Moderate Income Housing." This section of the code requires that every municipality adopt a plan for moderate income housing within the community. The plan must address the following five issues:



Moderate income housing as defined by the Utah State Code § 10-9-307 (2) (a) is: "...housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income of the county for households of the same size." In 2017 the median income for Summit County is \$74,000.

The Summit County moderate income level is recommended by the State to be used by Francis City in determining whether or not housing is affordable.

Estimate of Existing Supply

According to the Utah State Affordable Housing Model, Francis currently has 0 units for households making 80% of the Metropolitan Statistical Area Median Income (MSAMI).

Estimate of the Need for Next Five years

The majority of the need for moderate income housing within Francis will be to serve the City's own growth. Or in other words, to house existing residents and more particularly their children as they grow up and move out of their parents' homes.

Francis City anticipates the need for 15 additional units to moderate income families according to the Utah State Affordable Housing Model, which indicates population growth in Francis between 2010 and 2020 (i.e. 80% MSAMI).

Survey of Residential Zoning

Francis City has four zoning districts that are designated for residential living:

AG-2 Agriculture (two-acre zone)

This zone is intended to allow the keeping of farm animals in conjunction with single-family dwelling units, yet retain land in parcels large enough to provide efficient and attractive development or as clustered developments to encourage natural or agricultural open spaces.

The AG-1 Agriculture (one-acre zone)

This zone is intended to allow the keeping of farm animals in conjunction with single-family dwelling units. The AG-1 zone is also intended to accommodate equestrian-oriented residential developments, allowing a design which could contain noncommercial stables, training areas and equestrian or pedestrian trails as an integral part of the development.

The R-H Residential (half-acre zone)

This zone is established to provide a residential environment within the City which is characterized by attractively landscaped single-family residential lots and open space. The R-H zone is not intended to be an agricultural zone although limited animal rights are preserved and development is intended to occur at relatively low densities.

The R-C Residential (cottage zone)

This zone is established to provide a residential environment within the City which is characterized by attractively landscaped single-family residential lots, cottage-type homes, and open space. The R-C zone is not intended to be an agricultural zone and development is intended to occur at medium densities. The minimum lot size is 7,000 sq. feet

Evaluation of Zoning's Effect on Housing Opportunities

The Francis City Planning Commission and City Council hold one of the most important keys to providing housing opportunities for persons of moderate income. The key the City holds

is zoning. However, many other factors contribute to the affordability of housing that cannot be controlled by the City. Land prices, supply of homes for sale, construction material, interest rates and other financing costs can significantly influence housing costs. By working cooperatively with State and County Agencies, Francis can assure affordable housing to its citizenry.

Is the County really working with us?

Moderate income households making 50% of the median income, which will typically be renters, may be affected by zoning, but may also be impacted by market conditions beyond the control of the City. Households making 30% of the MSAMI will more than likely need government rental assistance in addition to any zoning assistance from the City. Both of these categories are beyond the scope of this plan and State planning code requirements.

Program to Encourage Moderate Income Housing

The City of Francis has taken the following steps to ensure housing is available to a wide variety of households:

- ❖ Allow some cottage housing
- ❖ Reasonable lot sizes
- ❖ Reasonable development fees and costs
- ❖ Available land zoned for development
- ❖ Multiple self-help housing projects that are directed specifically to create moderate income housing.

This entire section feels like we are supposed to allow high density.

↙ MAG has stopped their projects and is now selling lots for profit.

Public Facilities Element

Public facilities represent the public's investment in the development of the complex, urban infrastructure that is necessary to support the physical operation of the City. The Public Facilities Element is a plan for municipal utilities, public structures, properties, and measures required to meet the needs of the community. It is an important part of the General Plan, and must be reviewed and updated within the context of all other plan elements and against the broader context of changing economic, social, and political standards of the City.

Francis's investments in public facilities are designed to respond to the identified needs of both the existing population and projected population growth as outlined in the capital facilities plan.

A Capital Facility Plan is a detailed evaluation of a community's infrastructure and future utility needs. The evaluation includes an analysis of the existing system to ensure adequate capacity and a detailed projection of improvements that will be required to meet the projected growth. Included in Francis City's Capital Facility Plan are analyses of the water, sewer, transportation and parks. The Capital Facility Plan is to be updated at least every five years or as directed by the City Council.

Culinary Water System

Francis City is committed to providing for the safe and efficient delivery of water to the community. The City of Francis encourages water conservation as described in the Francis City Water Conservation Plan. Private development will provide and construct all necessary infrastructure and transfer of water shares necessary to serve the development. No private culinary water systems will be allowed within the City limits.

Sewer System

Francis City provides and maintains a municipal sewer collection and treatment system. Private development will provide and construct all necessary infrastructure and transfer of water shares necessary to serve the development.

Storm Drain

Francis City incorporates detention and retention basins, irrigation ditches and storm drain facilities throughout the City. As development occurs, the development is required to provide

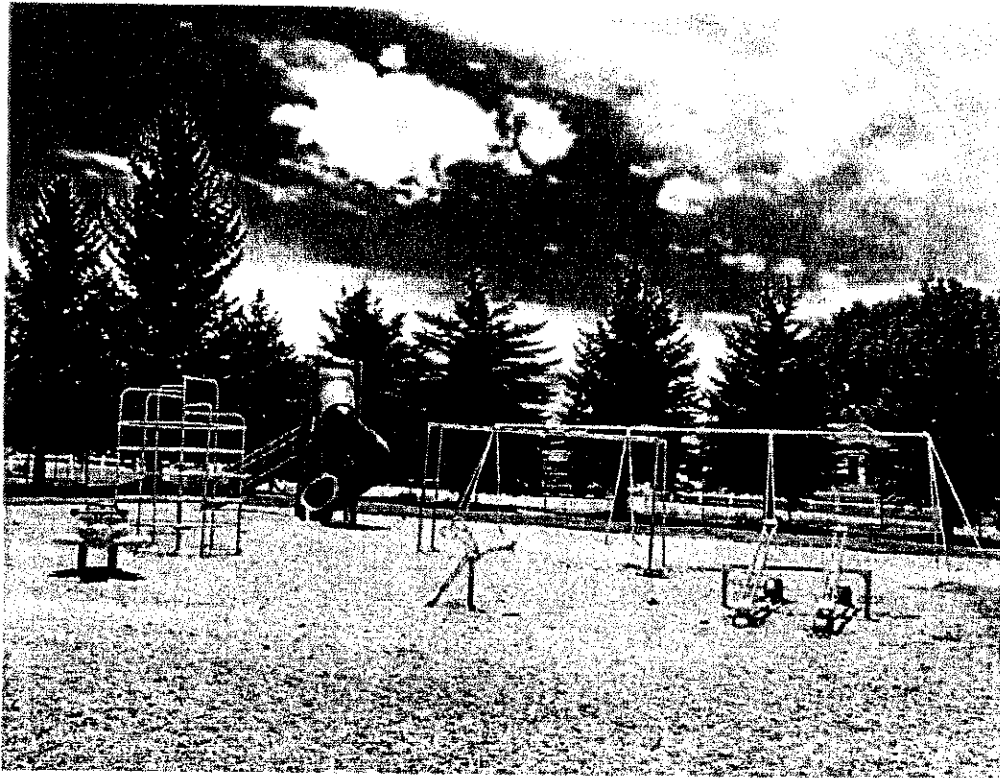
storm drain facilities for the development. The storm drain facilities should be easily maintained and operable

Parks

Francis City currently has approximately 5 acres of existing developed park land and 10.92 acres of potential, unimproved park open space. The park will be built and maintained per the capital facilities plan.

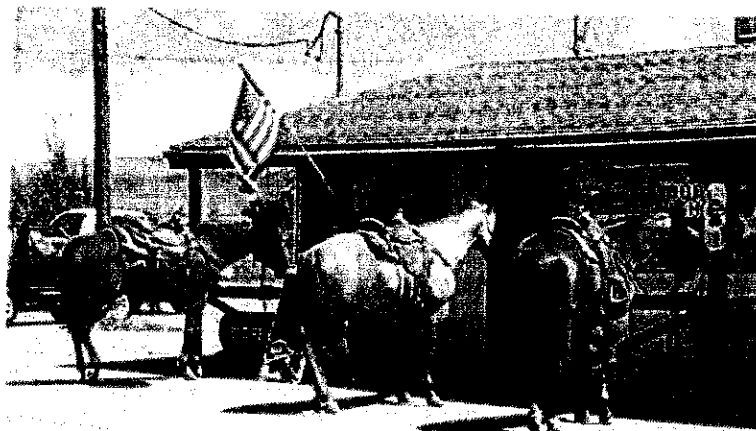
The City has set a park ratio of 3.00 acres of park per 1,000 people.

Francis City Park:



ECONOMIC ELEMENT

Economic development brings in new capital from outside the area into the community to improve the lifestyle of local citizens. In order to keep pace with the projected growth in Francis due to new residential development, economic development becomes a critical element of the City. Since residential development does not provide enough tax revenue to cover the associated cost of essential governmental services, for a community to be fiscally responsible and viable there must be a source of increased revenues not associated with residential development. A fiscally responsible community needs to provide economic opportunities that encourage retail and business services expansion, job growth and associated retail and services development. In keeping with Francis's general plan vision, the focus on expanding retail opportunities along the commercial corridor is an appropriate goal.



Frontier Café - photo by Byron Ames

Economic Needs

Commercial jobs, defined as retail, service and professional, are important for local citizens. Most current Francis residents travel to other communities to meet their commercial purchase needs and to work. Francis needs to create commercial business and job opportunities. Given the location and size of Francis, the service industry has the greatest potential for job development.

Maximizing returns on commercial and manufacturing space should be a City goal. After all, this is the investment which the City makes to earn returns which help to keep taxes on residents as low as possible, while providing necessary City and school services.

Francis City would like to retain the feel of a rural community, which would include no "big box" retail stores and more locally owned shops. Commercial development is needed to provide tax base for the City and quality of life for residents.

The Goal of the Economic Element is:

- Goal 1 To promote and encourage commercial and other economic endeavors to strengthen and improve the City's tax base and quality of life.
- Goal 2 Coordinate closely with private, County, State and other economic development organizations.
- Goal 3 Promote a positive environment for the growth and development of economic activities which will enhance the City's quality of life.
- Goal 4 Encourage the creation of additional local jobs to create the opportunity for more residents to work within the community rather than commuting to adjacent areas.
- Goal 5 Provide adequate infrastructure to support the anticipated needs of Commercial, Light Industrial and Residential development.
- Goal 6 Make Francis a more self-contained community by providing retail opportunities to obtain basic necessities and other commercial/retail services within the community.
- Goal 7 Encourage businesses to locate along State Road 32 in existing commercial zones.
- Goal 8 Work with businesses and UDOT to provide access to these businesses in the City.

ENVIRONMENTAL ELEMENT

Francis is located in the south east portion of Summit County approximately 45 minutes from Salt Lake City and Provo. The elevation of the City is approximately 6,500' above mean sea level.

Climate and Vegetation

The climate in Francis is semi-arid, characterized by higher summer temperatures, low humidity, wide temperature ranges, and low seasonal precipitation. The mean maximum high and low temperatures for January and July are shown in Table I.

TABLE I

The closest meteorological station (Station 424467) is located in Francis.

| Season | Mean Maximum Temperature | Precipitation |
|--------|--------------------------------|---------------|
| Winter | 36.6° F | 4.31" |
| Spring | 56.2° F | 4.78" |
| Summer | 82.1° F | 3.06" |
| Fall | 60.4° F | 4.74" |

Source: Western Regional Climate Center, Utah State University

Days are generally sunny, except during periods of winter storms or afternoon thunderstorms in the summer. Since the area normally has very little cloud cover, the temperature falls rapidly at night, resulting in a high daily temperature range.

Precipitation is mostly orographic in origin and averages 18 inches per year. Precipitation occurs evenly throughout the year with a variance of about 3/4 of an inch between April, the wettest month (1.84") and June, the driest month (1.06").

Environmental Issues and Hazards

HAZARDS TO DEVELOPMENT

- Flooding
- High Water Table
- Wetlands
- Wildfire
- Steep Slopes
- Debris flow/
Landslides

Due to the varied occurrence of one or more of the mentioned hazards to development, development throughout Francis should consider each development individually to determine the appropriate studies that need to be completed as part of the approval process.

Environment Goals and Guidelines

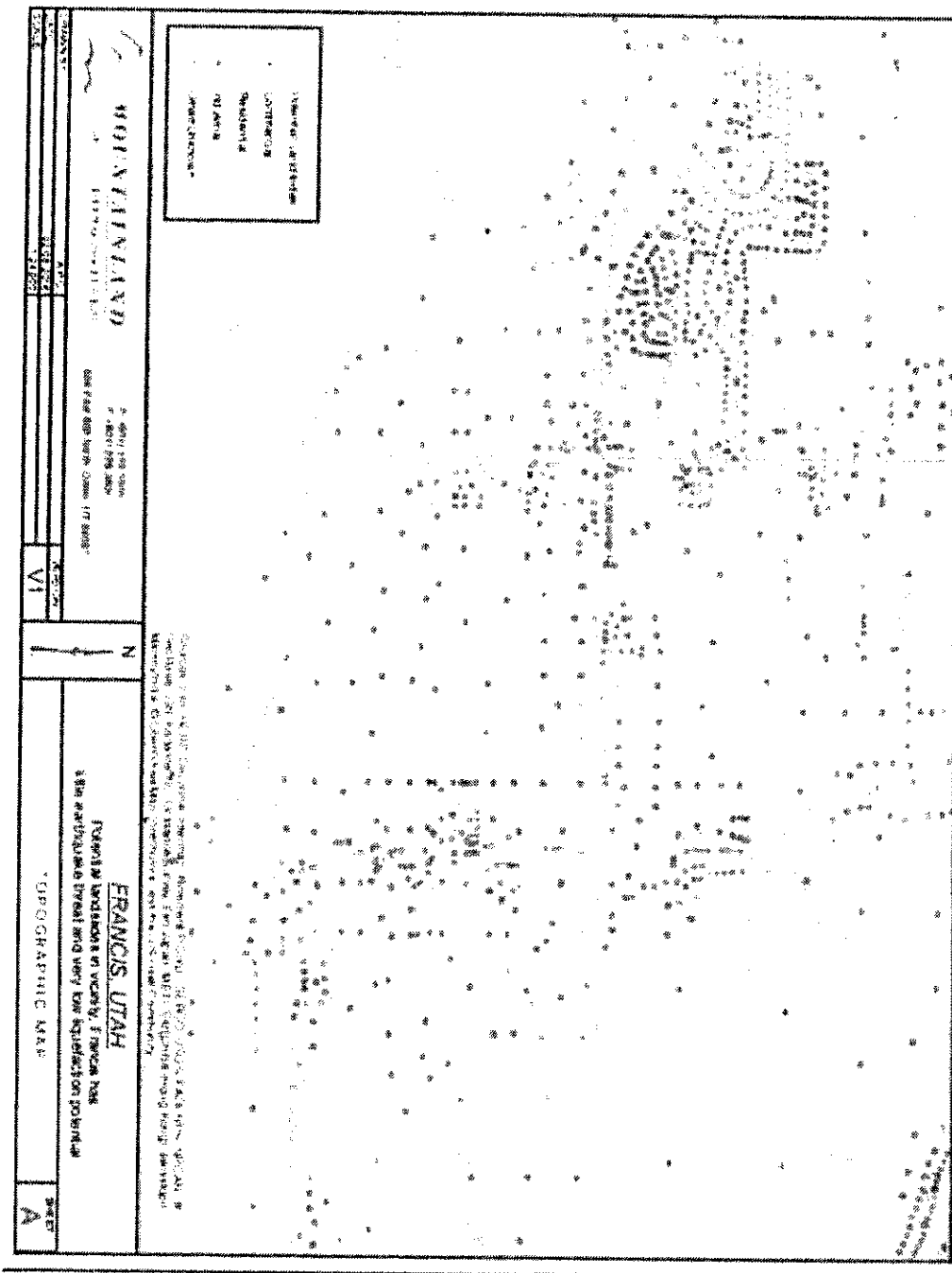
Goal: Environmental resources of the City should be protected including water quality, air quality, wildlife habitat, scenic quality, hillsides, prime agricultural land, open space, soils, vegetation, wetlands, riparian corridors and flood plains.

Objective: Protect all of the environmental and natural resources of the City by requiring development to occur in a manner and location which respects sensitive environmental lands: wetlands, flood plains and natural drainage patterns, steep slopes, productive agricultural lands, geologically unstable areas, and critical wildlife areas.

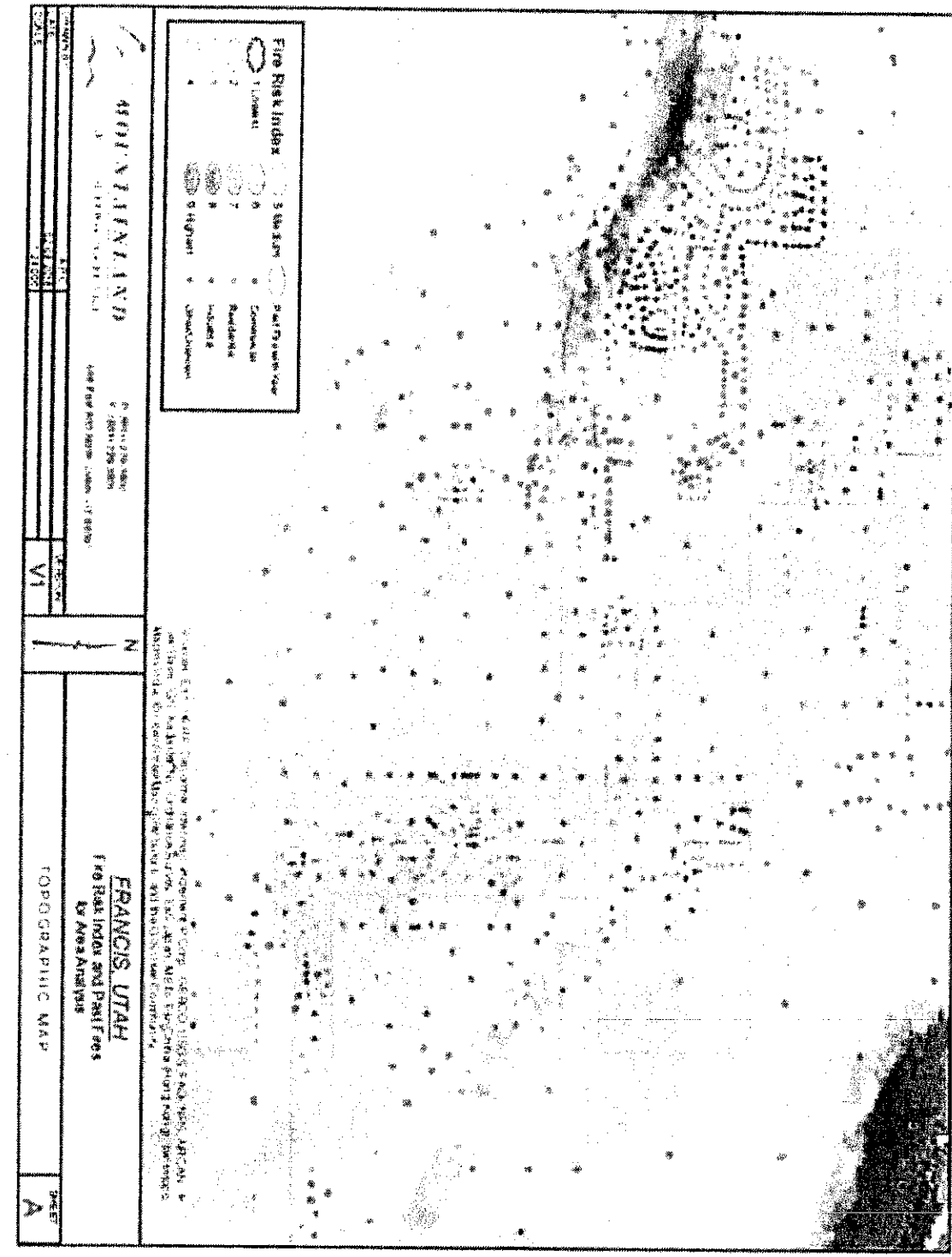
Guideline: Prohibit any development in wetlands, unless appropriate mitigation is approved by the jurisdictional governmental agencies.

Guideline: Prohibit development or construction below any historic high-water line of all streams and rivers whenever it will significantly alter the natural drainage patterns of the land. Development in a flood plain is strongly discouraged and if occurs shall specifically comply with all applicable Federal Emergency Management Agency regulations.

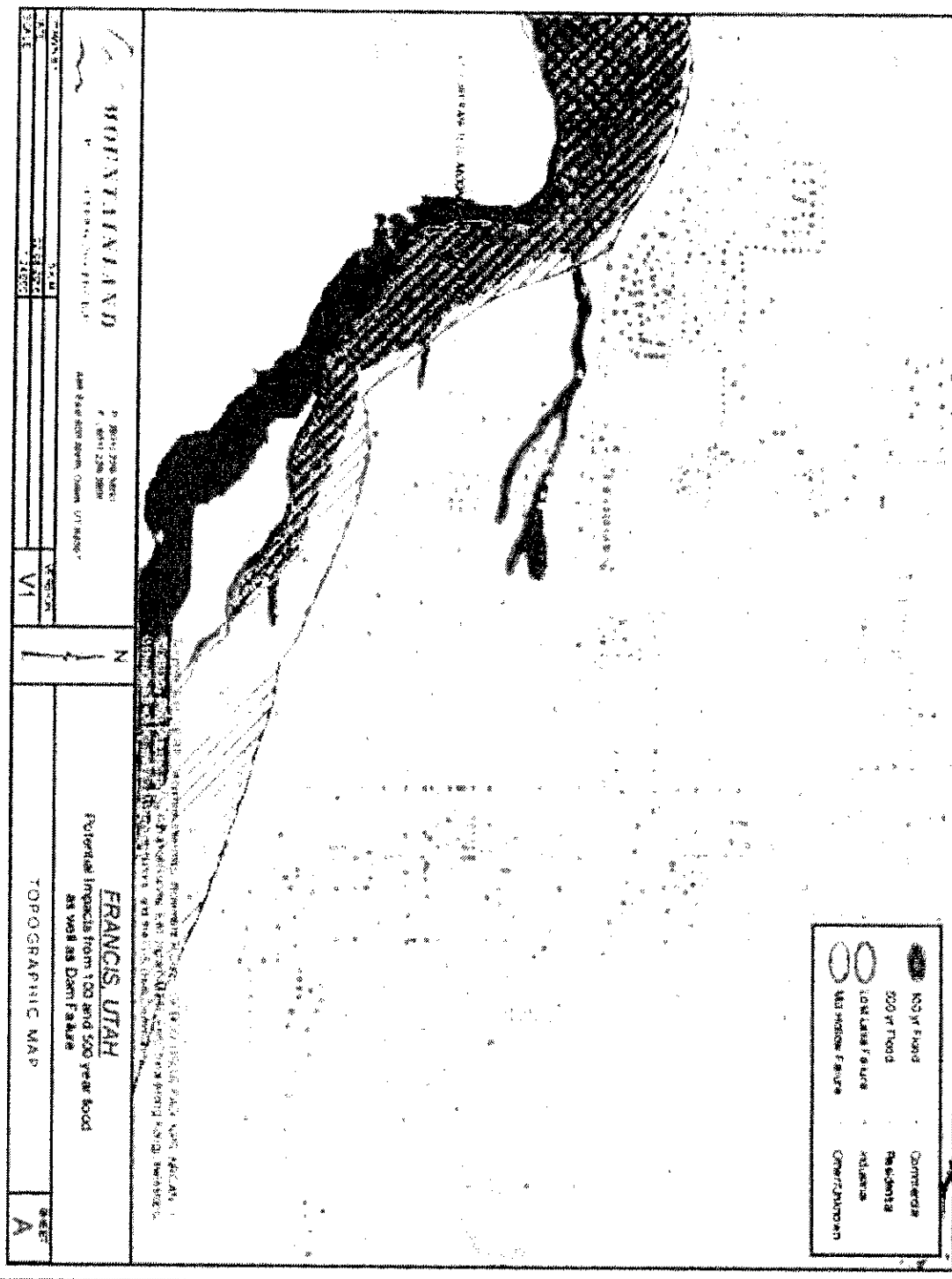
EARTHQUAKE MAP



FIRE MAP



FLOOD MAP



Annexation

Annexation Policy

1. Development should be encouraged to occur within the existing City boundaries as a first priority.
2. Annexations should only be approved based upon an over-whelming benefit to the community as a whole.

Francis City Annexation Policy:

The annexation requirements specified in this element are intended to protect the general interests and character of the Francis City municipal community ("City" or "Francis City") by assuring the orderly growth and development through: coordinating and planning utilities and public services; preserving open space, enhancing parks and trails; ensuring environmental quality; protecting entry corridors, view sheds and environmentally sensitive lands; preserving historic and cultural resources; creating buffer areas; protecting public health, safety, and welfare; and ensuring that annexations are approved consistent with the Francis City general plan, the Francis City vision and applicable laws of the state of Utah

In meeting the goals of Francis City's annexation policy plan, contained herein, the City Planning Department, Planning Commission, Mayor and City Council shall strive to avoid gaps between or overlaps with the expansion areas of other municipalities; consider the population growth projections for Francis City and adjoining areas for the next 20 years; consider current and projected costs of infrastructure, urban services, and necessary public facilities; facilitate full development of areas within Francis City; expand infrastructure, services, and facilities into the area being considered for inclusion in the expansion area when practical and feasible; consider, in conjunction with Francis City's general plan, the need over the next 20 years for additional land suitable for residential, commercial, and industrial development; consider the reasons for including agricultural lands, forests, recreation areas, and wildlife management areas in Francis City; and be guided by the principles enumerated below.

If practical and feasible, the boundaries of an area proposed for annexation shall be drawn to:

1. Eliminate islands and peninsulas of territory that are not receiving municipal type services;

2. Facilitate the consolidation of overlapping functions of local government, and
3. Promote the efficient delivery of services.

It is the intent of this element to ensure that property annexed to the City will contribute to the attractiveness of the community and will enhance the rural image which is critical to the economic viability of the community, and that the potential fiscal effect of an annexation does not impose an unreasonable burden upon City resources and tax base.

This chapter hereby incorporates by reference all applicable provisions Utah Code Annotated.

General requirements

The following specific requirements are hereby established for annexation to Francis City:

1. Property under consideration for annexation must be considered a logical extension of the City boundaries.
2. Annexation of property to the City must be consistent with the intent and purpose of this chapter and the Francis City General Plan, in addition to the master plan for water, sewer, and roads.
3. Every annexation shall include the greatest amount of contiguous property area, which is also contiguous to the City's municipal boundaries.
4. Piecemeal annexation of individual small properties shall be discouraged if larger contiguous parcels are available for annexation within a reasonable time frame in order to avoid repetitious annexations.
5. Islands of county jurisdiction shall not be left or created as a result of the annexation and peninsulas and irregular boundaries shall be strongly discouraged.
6. In addition to services provided by existing districts, such as sewer, fire protection, and public schools, the following urban level services, consistent with those normally provided in the rest of the incorporated boundaries will be provided to annexed areas:
 - a. Law enforcement protection;
 - b. Snow removal on public streets, subject to standard City snow removal policies;

c. Maintenance of existing public streets, provided that such streets have been constructed or reconstructed to City street standards or are acceptable to the City Engineer and City Council.

d. Planning, zoning, and municipal code enforcement;

e. Access to municipal sponsored parks and recreational activities and cultural events and facilities;

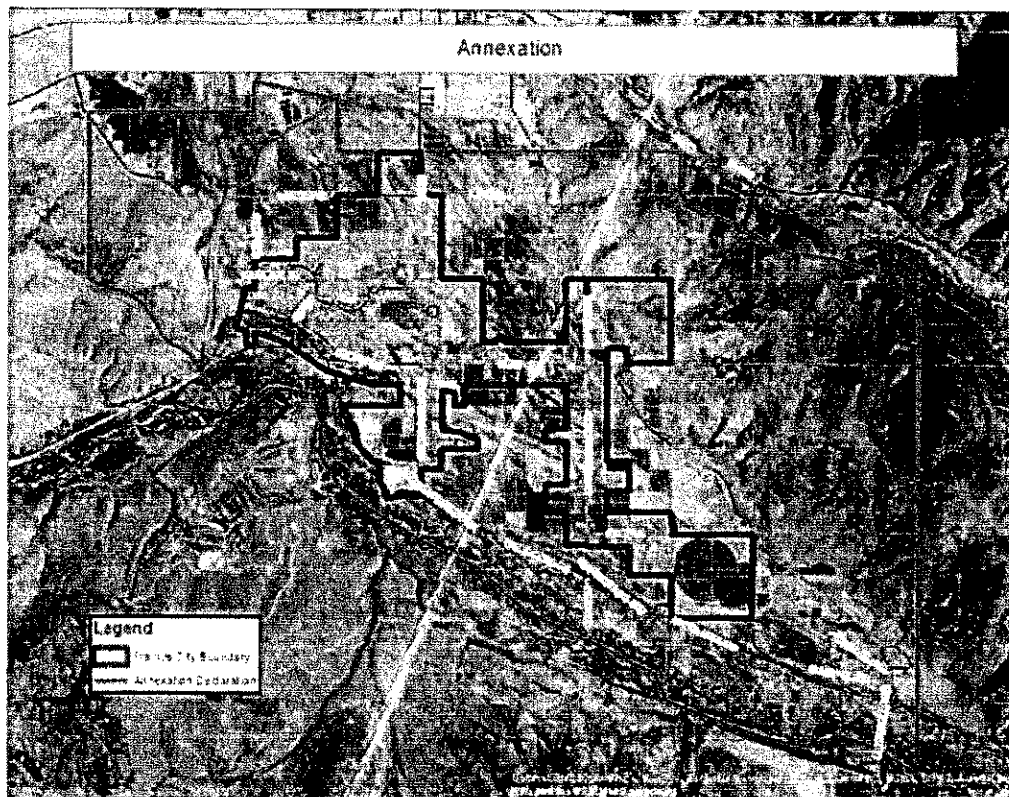
f. Water and sewage waste disposal services as the area is developed. Existing facilities for water treatment, storage and delivery, and or for sewage removal and treatment may be inadequate to provide water and sewer services to a proposed annexation area. The City shall determine the timing of and necessary capacity for the extension of water and sewer service to a proposed annexation area. New development in an annexation area shall pay the cost of improvements necessary for the extension and connection of new developments to City water and sewer lines and systems, as well as contribute to the cost of additional capital improvements, including, but not limited to, storage and distribution facilities as necessary for safe, reliable, and efficient water flows and waste removal.

7. Before considering requests for annexation, the City shall carefully analyze the impacts of annexation of the area proposed by taking into consideration whether the area will create negative impacts on the City and considering whether the City can economically provide services to the annexed area. Community issues such as location and adequacy of schools and community facilities, traffic, fire protection, particularly in wildfire wildland interface areas, usable open space and recreation areas, protection of sensitive lands, conservation of natural resource, protection of view corridors, protection and preservation of historic resources, affordable housing, balance of housing types and ownership, adequate water and sewer capacity to serve the future needs of the proposed annexation area shall be considered.
8. Where it is in the public interest to preserve certain lands from development in flood plains, where geologic hazards exist, where slopes are severe, or where the need for preservation of community open space and/or agricultural lands is consistent with the general plan annexations may be used as a means to retain those lands in a natural state.

9. Francis City shall consider annexation of unincorporated areas of Summit County that are within the annexation declaration area on its own initiative in order to promote the policies set forth in FCC 17.10.010.
10. In general, the annexation of unincorporated territory which should be located within another municipality is not favored, nor the annexation of unincorporated territory solely for the purpose of acquiring municipal revenues, nor for retarding the capacity of another municipality to annex. (Ord. 2007-12 § 2, 2007.)

| |
|--|
| Francis City Property Tax Rate .009633 |
| Summit County Dist. 23 Property Tax Rate .007944 |

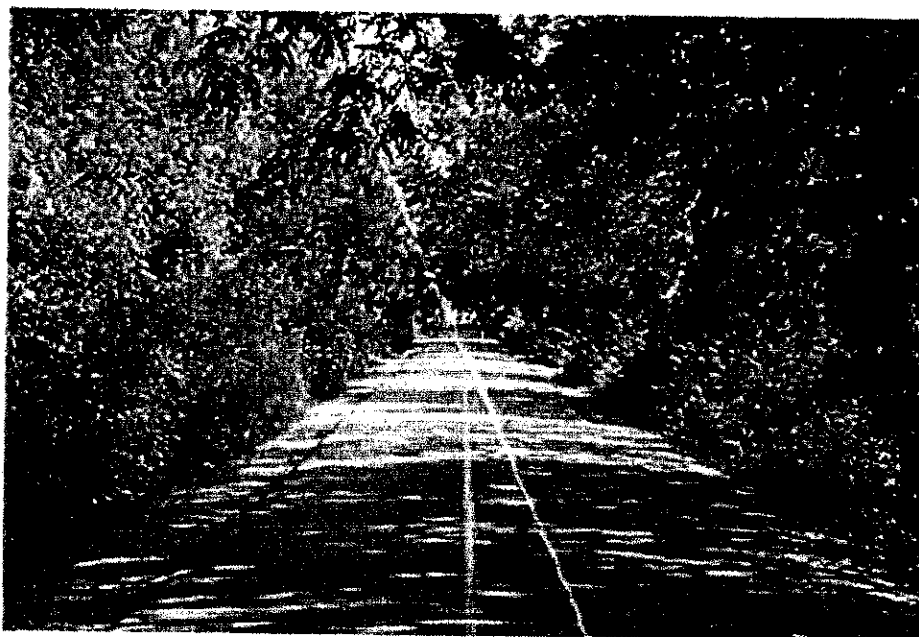
Exhibit A: Annexation Declaration Map - *Update*



Trails

The purpose of this portion of the general plan is to begin the development of a community-wide trails plan. By providing information to decision makers and advisory boards, such as the Planning Commission, City Council, Mayor, Planning Departments, trail-oriented groups and the public, this plan will help coordinate the development of a trail system that is a valuable asset while remaining economically responsible.

As a rural community, Francis has few dedicated pedestrian pathways through newly planned subdivisions. Citizens have typically taken advantage of the wide gravel shoulders to get around the City. However, as the community develops and the popularity of non-motorized transportation increases, demand for safer facilities has increased. This plan attempts to balance the rural characteristics of the City while providing a safe place for residents to walk, jog or ride.



what trail is this?

System Benefits

Safe Routes to School: Trails provide excellent means for allowing kids to walk or ride safely to and from bus stops.



Transportation: Trails can increase the transportation mode split of bicycling and walking trips, and also improve safety and increase access.

Mobility for All Residents: Trails provide safe, comfortable routes for those who either are unable or choose not to drive: children, the elderly, disabled, and certain economically disadvantaged persons need the independence and choice afforded by a good non-motorized network.

Recreation: Trails provide an easily accessible outdoor resource for many forms of recreation, most notably bicycling and walking. Trails greatly increase community access to physical activity and fitness opportunities by providing more miles of safe, attractive bicycling, walking, and hiking facilities.

Reduction of Pedestrian/Bicycle/Auto Accidents: A good non-motorized system targets and eliminates key behaviors that cause accidents.

Economic: Walkable communities can increase the value of real estate, and generate income from tourists, special events, and other users. Improved walking conditions improve the quality of life by making an area more attractive for business relocations and in-migration. Costs of developing and maintaining the road access infrastructure are also lessened as motor vehicle trips are reduced.



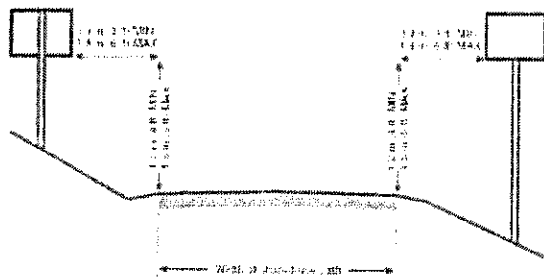
Land Use Planning: Trails and other green way corridors promote park and recreation development, wet land preservation, and buffered environmental protection. Trails preserve undeveloped lands in urban areas and serve to separate and buffer contradicting land uses.

Environment: Possible environmental benefits include wildlife preservation, water quality protection, storm water management, preservation of vegetation, and other benefits, such as firebreaks. They also reduce noise and visual pollution.

Quality of Life: Increases in the quality of life associated with non-motorized trails are realized through expressions of community character and pride, aesthetics of the local environment, economic revitalization of the community, access to the outdoors, opportunities for casual socialization, and easy increase of mobility.

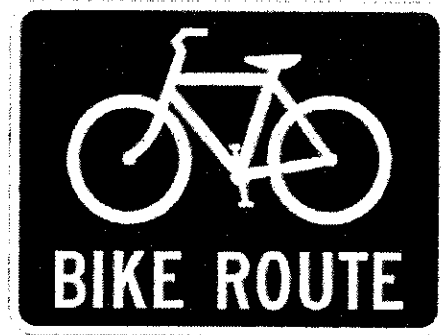
Trail Types and Uses

Francis has identified two separate trail types that appear on the Trail Plan map and are described below.



Non-Motorized: Non-Motorized trails are a dedicated asphalt path designed to be used by walkers, joggers and recreational bikers at slower speeds. They typically serve recreational users and are located in many areas of the community but not along every street. Separated from traffic and higher speed bikers, users enjoy a much safer and

more enjoyable experience. Development of these more expensive trails will likely occur through development, grants and other funding sources as they become available.



Bike Lane: Bike lanes are designed to allow bike users to cover larger distances at greater speeds and are therefore located primarily along arterial and collector roads within the City. A widened shoulder with specific striping separates riders from traffic and pedestrians which will increase safety and comfort for all users and vehicles. Development and maintenance are relatively inexpensive and usually occurs with road development and maintenance projects.



Funding

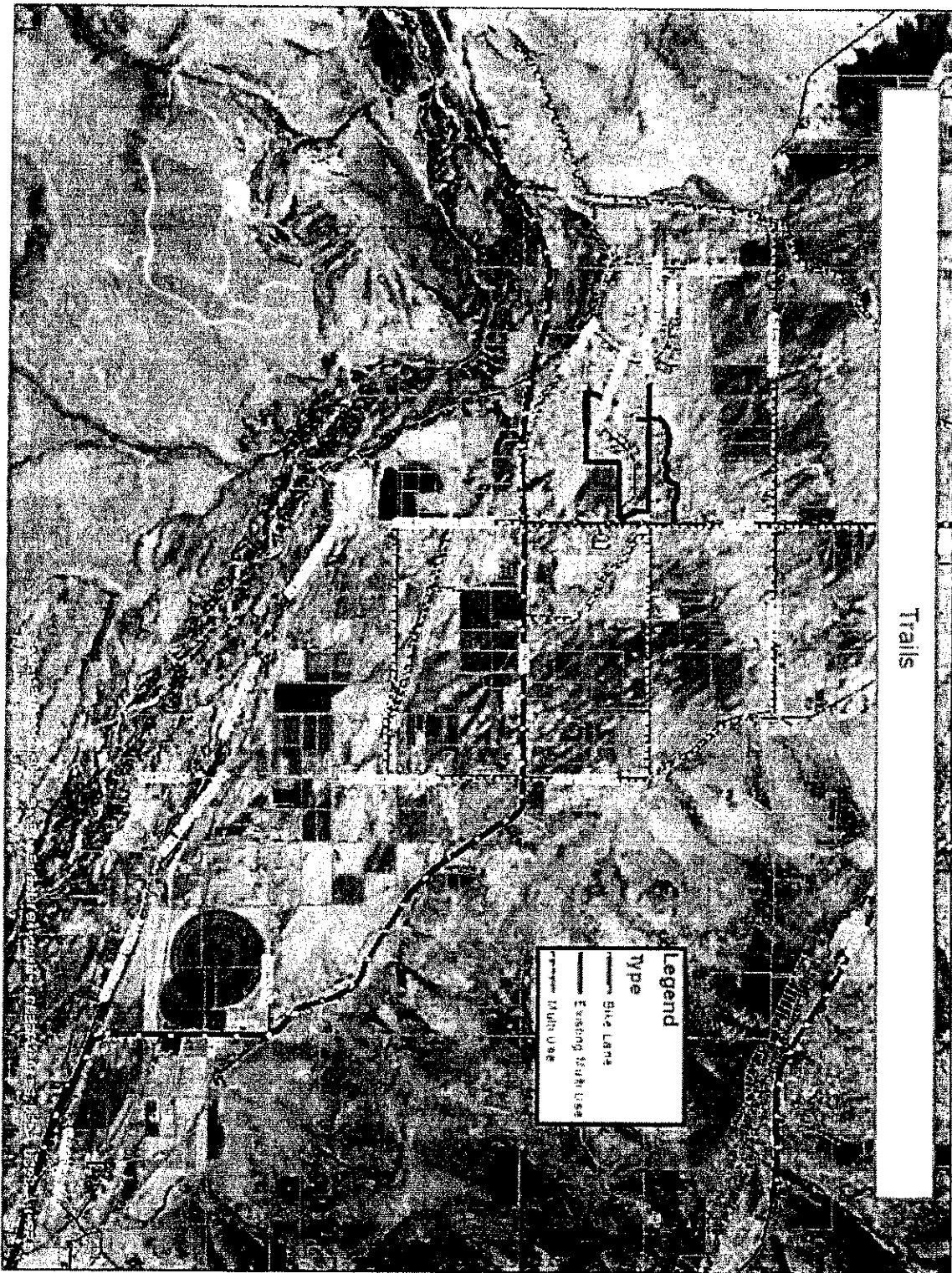
Funding will likely become one of the more difficult aspects of creating the Francis City trail system. When viewed as a whole system, the costs of construction and acquisition can seem overwhelming. Therefore, the City should strive to build smaller sections as opportunity and funding becomes available through development exactions, grants, and road maintenance. As time continues these small sections will be connected and become a well-developed system.

Trail Project Priorities

| Name | Type | Description |
|------------|------------------|---|
| UDOT Roads | Stripe Bike Lane | Stripe bike lane along SR 32 & SR 35 |
| SR 32 | Non-Motorized | Continue trail along SR 32 from Marion to Francis |



These are UDOT roads



Implementation Element

It should be recognized that a general plan is never really finished. Rather, a general plan should become a repository for new and improved ideas which can be assimilated and made part of an on-going program. As better solutions to problems become known, or as changes and unforeseen conditions arise, corresponding changes should be made in the plans. However, what may appear to be a better solution to one problem, may lead to other changes. Changes should therefore, be made in the Plan only after the total effects have been taken into account.

How often should review **Implementation**

This plan is to be used as a guide for the decision-making process and should remain flexible enough to allow decisions to be made that are in the best interest of Francis. The Plan encourages economic growth without adversely impacting the overall character of the community. As a guide, it is important that the recommendations contained in this document are followed by the policy and decision-making organizations.

Although this information is general, it represents an important perspective that will help direct future planning decisions. Land use decisions must be made on a case-by-case basis. These decisions must carefully consider how each use relates to the community's goals, objectives, and policies, as well as the Land Use Plan and its overall impact on adjoining properties. As better solutions to problems become known, or as changes and unforeseen conditions arise, corresponding changes should be made in the plan. However, what may appear to be a better solution to one problem, may call for other changes to be made which, in total, become unacceptable. Changes should, therefore, be made in the plan only after the total effects have been taken into account.

Implementation Measures Needed — *This needs to be redone so it doesn't support changes that encourage development*

The following are measures which should be taken to implement the General Plan:

1. Preparation and adoption of a revised Zoning Ordinance designed to implement the Land Use Element of the General Plan.
2. Preparation and adoption of revised subdivision regulations designed to implement the Transportation Element of the General Plan.

3. Preparation and adoption of policies covering extension to water and sewer lines and other public utilities as a means of encouraging development to take place in accordance with the plan.
4. Preparation and adoption of a long-range Capital Improvement Program (CIP) showing public facilities listed according to priority of need and indicating the approximate amount and source of funds.
5. Adoption of impact fee ordinances to fund the improvements required by new development and growth.

General Plan Review

Francis City's General Plan should be reviewed every five (5) years or as determined by the Planning Commission or the City Council.



Staff Report

To: Francis City Council
From: Katie Henneuse
Report Date: March 2, 2022
Meeting Date: March 10, 2022
Title: Hart Crossing
Type of Item: Plat A Amendment

Executive Summary:

Hart Crossing Plat A was recorded in July 2021. Per the development agreement, a 1-acre building envelope was designated for Farm Lot 1. An ADU was illegally constructed outside of the building envelope in the conservation easement area. Rusty and Gary Webster are requesting to amend Plat A to change the location of the building envelope for Farm Lot 1 so that the ADU is within the building envelope and so that they can apply for a building permit for the ADU. The building envelope will remain 1-acre.

City Code:

17.05.080 Vacation, alteration or amendment of subdivision plats

Staff Recommendation:

Review the letter submitted by applicant and the amended plat. If no concerns arise, approve the plat amendment.

Community Review:

A public hearing is required for this item. The public hearing was noticed more than ten days before this meeting in accordance with State law and City code.

February 10, 2022

Re: 925 W. Lambert Lane
Francis, UT 84036

Dear Francis City Mayor, Council Members, and Staff,

We are writing this letter to address the situation we created at the above address and to apologize for not following protocol. The intent for the existing structure was to be used as a tack room with a bathroom that could be used while working cattle, etc. A situation occurred with a very valued friend and employee and an apartment was created to accommodate them and their growing family. There was absolutely never an intent for financial gain.

We acknowledge that we violated the Francis building code and understand we need to do whatever council decides in order to comply.

In acknowledging the concerns regarding the conservation easement, we admit that we did not remember that this portion of the existing building was not in the building pad. We do believe, however, that Plat Note 6 gives us the opportunity to submit a new site plan to rectify this problem. At the time of recording, there were still decisions to be made regarding building pad layout on Farm Lot 1 and Farm Lot 2. Our intent of Plat Note 6 being added was so that owners could administratively re-configure their one acre building pad as they see fit.

We don't want Francis to endure any costs associated with this, we expect to pay any legal fees and staff costs that have been or will be incurred.

Again, we truly apologize for this situation.

Sincerely,

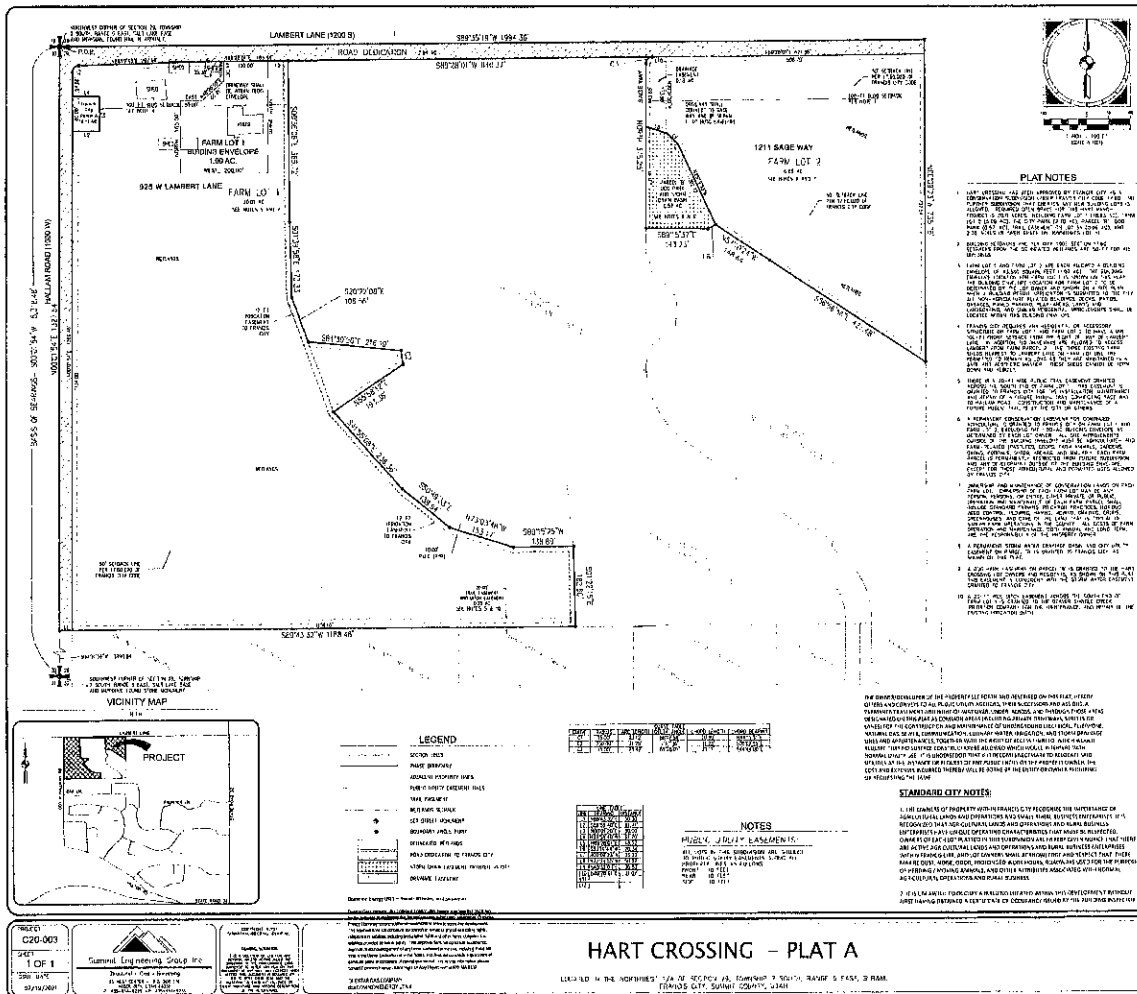
The Webster Family



LOCATED IN THE NORTHWEST 1/4 OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 6 EAST, SLSBM
FRANCIS CITY, SUMMIT COUNTY, UTAH

[illegible]

NEW SERIAL #'S HCS-A-LOT #

[illegible]



Staff Report

To: Francis City Council
From: Katie Henneuse
Report Date: March 2, 2022
Meeting Date: March 10, 2022
Title: Route 32 Commercial Development
Type of Item: Subdivision Concept Plan

Executive Summary:

Wes Harwood is under contract to purchase parcels FT-28 and FT-28-1, located on the southeast corner of SR 32 and Page Lane. The combined parcel acreage is 6.61 acres and is zoned C-1 Commercial. The applicant's commercial development concept plan was approved by the City Council in August 2021. Now the applicant is considering subdividing the parcels into 8 commercial lots and has submitted a concept plan. The applicant is awaiting approval to permanently remove all designated wetlands from the property. The site plan may be slightly modified once approval is granted.

Analysis – City Code:

Per 18.45 (C-1 Commercial Zone), "There is no minimum lot area in the C-1 zone except as may be dictated by off-street parking requirements, adequate circulation, and property size utilization. Lot area requirements are determined by the Planning Commission and City Council."

Each lot in the C-1 zone is required to have a minimum of 35 feet of frontage. The applicant is planning a 60-foot private right-of-way through the center of the development to fulfill this requirement.

Planning Commission Recommendation:

The Planning Commission reviewed this concept plan at their February 17th, 2022 meeting. They are forwarding this to the City Council with a unanimous positive recommendation.

Staff Recommendation:

Discuss the proposed subdivision plans with the applicant and address any concerns. Advise on whether curb, gutter, and sidewalk need to be added to the right-of-way. If the concept plan is satisfactory to the Council, approve the plan.

Community Review:

A public hearing is not required for this item.



Staff Report

To: Francis City Council
From: Katie Henneuse
Report Date: March 2, 2022
Meeting Date: March 10, 2022
Title: Town Center Mixed-Use Development
Type of Item: Concept Plan

Executive Summary

Russ Witt, the owner of parcels FT-92 and FT-99, submitted a concept plan application for a mixed-use development. The parcels are located on the southeast corner of the SR 32 and SR 35 intersection. They are zoned CC (City Center) and are 2.48 acres combined. Architectural renderings and two site plan concepts were submitted with the application.

Analysis – City Code

Section 18.57.020 sets permitted and conditional uses in the CC zone. The proposed use of the structures is for small retail spaces and residential mixed use, which are allowed uses in the CC Zone.

Section 18.57.060 (Architectural Review) says, "Proposed developments shall undergo an architectural review by the Planning Commission and City Council. The review will determine if the developer has effectively incorporated a mountain aesthetic with neutral colors that is in harmony with the surrounding landscape and structures. Structures are limited to three stories. The maximum building coverage shall be 55 percent of the lot area." The City Council should discuss whether the architectural renderings meet the intent of Code. The building is limited to three stories and the site plan shows that the building footprint is less than 55 percent of the lot area.

Section 18.57.070 regulates residential mixed-use development in the CC Zone. The maximum allowed density is eight units per acre, or up to 12 units with deed-restricted housing incorporated. Two site plan options were submitted: one with no street parking and one with street parking. The owner is planning 16 residential units for the no street parking option and 18 residential units for the street parking option. Both densities are less than the maximum allowed by code for these 2.48-acre parcels.

Review the site plans with the following sections of code in mind that govern parking specifically for City Center and Mixed-Use Projects:

18.57.050 Parking

"Parking shall not occur adjacent to any public street except when:

1. It has been established that such a location is needed or justified by other site conditions or building entrance orientation.
2. The use is restricted to visitors, key employees, or residents.”

18.100.070 Mixed or combined parking uses.

“In the case of mixed uses on the same site the amount of off-street parking spaces required shall be the sum of the parking required under this chapter for the principal use together with a reasonable amount for all accessory uses. A reasonable amount shall be determined in light of the uses, location and circumstances of the building or structure and in consideration of the provisions of this title.”

The minimum number of parking spaces are set by the Off-Street Parking code (18.100). Four spaces per 1,000 square feet are required for retail space. Three spaces are required per dwelling unit. The table below lists the required and planned parking stalls for each site plan.

| Site Plan | Retail Sq. Footage | Retail Stalls | Residential Units | Residential Stalls | Total Stalls Required | Total Stalls Planned |
|-------------------|--------------------|---------------|-------------------|--------------------|-----------------------|----------------------|
| No Street Parking | 17,000 | 68 | 16 | 48 | 116 | 119 |
| Street Parking | 22,400 | 90 | 18 | 54 | 144 | 112 |

The City Council may want to further discuss whether the number of required spaces can be reduced because of the mixed-use nature of the project and whether the city should initiate a code text amendment to reduce the number parking spaces required for studio, 1-bedroom, and 2-bedroom apartments. The Council may also want to discuss a shared parking agreement with this development for the purpose of maximizing the retail square footage.

Planning Commission Recommendation:

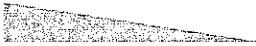
The Planning Commission reviewed this application with the no street parking site plan at their February 17th, 2022 meeting. They are forwarding it to the City Council with a unanimous positive recommendation. The Planning Commission said it would consider a code text amendment to reduce the number of required parking spaces for some smaller apartments and was open to the idea of the City sharing parking with this development.

Staff Recommendation:

Discuss the project with the applicant and review the architectural renderings and site plans. Discuss the advantages and disadvantages of each site plan, specifically in regard to parking. Answer any questions that the applicant may have. Approve the architectural renderings and a site plan concept if they are satisfactory to the City Council.

Community Review:

A public hearing is not required for this item. Neighbors of this project should be consulted to get their views and concerns.

[illegible]

