

AGENDA

Francis City Council Meeting
Thursday, April 10th, 2025, 6:00 p.m.
2317 So. Spring Hollow Rd. Francis, Utah

The meeting will be streamed via Francis City YouTube channel
<https://www.youtube.com/channel/UC-9wahpEELShvGQZShXGIXg> **You**
can also comment by email to comments@francisutah.gov

1. Welcome, Call to Order and Pledge of Allegiance
2. Consent Agenda---Approval of Invoice Register dated April 10th, 2025, and possible Minutes from March 27th, 2025
3. Public Comment
Comments will be taken on any item not scheduled for a public hearing, as well as on any other City business. Comments are limited to two minutes per speaker. The Council cannot act on items not listed on the agenda, and therefore, the Council may or may not respond to non-agenda issues brought up under Public Comment. Those wishing to comment should state their full name and address, whom they represent and the subject matter to be addressed. No person shall interrupt legislative proceedings. Total time allocated to public comments will be no more than 10 minutes.
4. Public Hearings
 - A. Town Center Hotel CUP
5. Discussion, Updates and Approval on Potential Action Items
 - A. Hotel Shared Parking Agreement
 - B. Town Center Drive Thru 1
 - C. Town Center Drive Thru 2
 - D. Town Center Commercial Development
 - E. Budget
 - F. Frontier Days
6. Council Business
 - A. Council Reports
 - B. Planner Reports
 - C. Engineer Reports
 - D. Mayor Reports
7. (As Needed) Closed Executive Session to Discuss Pending or Reasonably Imminent Litigation, Purchase, Exchange, or Lease of Property and/or the Character, Professional Competence or Physical or Mental Health of an Individual.
8. Adjournment

I certify that this notice has been posted in three (3) public places and on the Utah State Public Notice Website. Attested by Suzanne Gillett City Recorder. **In Compliance with the American Disabilities Act, individuals needing special accommodations during this hearing should notify Suzanne Gillett at (435) 7836236 at least three days prior to the hearing.**



Staff Report

To: Francis City Council

From: Katie Henneuse, City Planner and Brad Christopherson, City Attorney

Report Date: March 28, 2025

Meeting Date: April 10, 2025

Title: Town Center Commercial Development and CUPs

Type of Item: Administrative

Location:

This site of the proposed Town Center commercial development is located on the southeast corner of State Road 35 and Spring Hollow Road. It is adjacent to and directly north of the new Francis City Hall. Town Center will be built on parcels FT-90, FT-92, and FT-99. The combined parcel acreage is 3.49 acres. The parcels are in the City Center (CC) Zone.



Update:

The City Council reviewed portions of the Commercial Development application and the restaurant CUPs at their meeting on March 27th, 2025. The site plan, outdoor lighting plan, and CUP for a restaurant with alcohol service were approved. The parking plan and CUPs for the drive-through restaurants were tabled.

Background:

Commercial Development plans for the Town Center project were approved in the fall of 2022. Two mixed-use commercial and residential structures on parcels FT-99 and FT-92 were approved at the time. Russ Witt was the applicant. The Town Center property was purchased by Rusty Webster in 2024. Webster also became the owner of the neighboring property, FT-90 in 2024.

Executive Summary:

The applicant, Rusty Webster, submitted five applications that will be considered in this report:

- Commercial Development architectural and parking plans
- Conditional Use Permit for drive through 1
- Conditional Use Permit for drive through 2
- Conditional Use Permit for a hotel

The applicant also submitted a subdivision application that will be reviewed separately.

Webster is updating the commercial development plans to expand the Town Center project onto parcel FT-90, add a hotel, and add a building with a drive-through restaurant space, a retail space, and three apartments. The Town Center plans now include the following:

- Hotel with up to 55 rooms, a 1,400 sq ft conference room, a convenience store, two hot tubs, a possible fitness center, business center, and a shared courtyard with a gas fireplace.
- Restaurant that offers full-service sit-down dining and alcohol service.
- Two drive-through restaurants.
- Retail space for up to 9 businesses - 14,000 sq ft
- Residential – Up to 21 apartments (2-bedroom and 3-bedroom)

General Plan Guidance:

Mission Statement: The City of Francis has a core mission 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.

Land Use Vision: Francis will continue to be a rural and family friendly community. Preservation of our agricultural heritage, dark skies, scenic views, and open spaces are our priority. Growth will be sustainable, well-planned, and consistent with the zoning map and General Plan.

Land Use Policy 2E: Condition development approval on construction of adequate culinary water, sewer, storm drainage, and transportation systems.

Land Use Policy 2F: Commercial uses should be highly accessible and provide adequate access and parking.

Economic Development Goal 1: The rate of commercial growth will be higher than the rate of residential growth.

Economic Development Policy 1A: Promote a positive environment for businesses to strengthen and improve the City's tax base and quality of life.

Economic Development Policy 2A: Improve, diversify, and increase the tax base. Seek revenue growth from economic development activities to mitigate residential property tax increases.

Economic Development Policy 2C: Buffer commercial and industrial uses from existing single family residential areas.

City Code Guidance – Establishment of the City Center Zone (18.57.010):

The City Center zone, hereinafter also referred to as the CC zone, is established to:

1. Create a strong commercial identity at the heart of Francis City.
2. Encourage private and public investment, attract shoppers and visitors, and appeal to existing and new residents.
3. Promote a diverse mix of residential, business, commercial, office and institutional, educational, cultural and entertainment activities for employees, visitors, and residents.
4. Encourage pedestrian-oriented development within walking distance.
5. Create a place that represents a unique, attractive, and memorable destination for visitors and residents.
6. Enhance the community's character through the promotion of high-quality urban design.
7. To provide opportunities to increase the city sales tax base, thereby helping to fund public improvements and public services.

Analysis – Commercial Development:

All requirements pertaining to the commercial (C-1) zone are applicable in the CC zone, excepting a few provisions unique to the CC Zone.

Parking - 18.45.160, 18.57.050, 18.100.100

“Parking is strongly encouraged to be located on the side and to the rear of any proposed structures, with minimum parking between the front of the building and the street. Parking shall not occur adjacent to any public street except when it has been established that such a location is needed or justified by other site conditions or building entrance location and the use is restricted to visitors/key employees.”

On-street parking on Spring Hollow was previously approved for the Town Center project and was used in front of Francis City Hall with the intention of blending with the Town Center project. Most of the Town Center parking is planned behind the structures.

During the business license approval process, the City will check that the applicant has adequate parking for each business use. The Planning Commission may authorize a reciprocal use reduction of up to 25% of nonresidential parking after the applicant demonstrates that they have overlapping daytime and nighttime uses.

The applicant is proposing two development options:

Option 1 – Shared Parking

Nine of the apartments are converted to hotel suites with the possibility that the hotel could lease the suites as apartments, most likely for workforce housing. Under this option, the applicant will provide three parking stalls for each of these units under Section 18.100.100 of the Francis Code. A parking agreement with the City is needed for this option (see Option 1 Site and Parking Plan). The applicant prefers this option because it is the most responsive to public concerns about parking and provides the most synergy with the adjoining City property. It also gives the project the most flexibility with respect to the potential parking demands of its retail tenants and provides a workforce housing option for the hotel. Option 1 includes truck and trailer parking.

Option 1 Parking Tabulation	
Hotel – 46 rooms (1 stall per room)	46 stalls
Restaurants – 198 seats (1 stall per 3 seats)	66 stalls
Retail – 14,000 ft ² (4 stalls per 1,000 ft ²)	56 stalls
Residential – 21 units (3 stalls per unit)	63 stalls
Total Stalls Required w/out Reciprocal or Shared	231 stalls
Total Non-Residential Stalls (46+66+56)	168 stalls
25% Reciprocal Reduction (168 x 0.25)	42 stalls
Total Stalls Required with Reciprocal (231-42)	189 stalls
Shared Stalls on City Property	36 stalls
Total Stalls Required with Recip & Shared (189-36)	153 stalls
Total Stalls Provided at Town Center	170 stalls

It is estimated that 189 parking stalls will be required after the applicant qualifies for the 25% reciprocal reduction. They applicant is planning 170 stalls on their property and is seeking a shared parking agreement with the City for 36 stalls on City property including 10 trailer/truck stalls (see parking tabulation above and Shared Parking Agreement Exhibit A). Approval of the parking plan with Option 1 should be contingent upon the applicant reaching a shared parking agreement with Francis City for at least 19 stalls on City property.

Option 2 – No Shared Parking

Nine of the apartments are converted to dedicated hotel suites. Because the suites will not be leased out as apartments, the applicant only needs to provide one parking stall for each of these units under Section 18.100.100 of the Francis Code. A shared parking agreement with the City is not required (see Option 2 Site and Parking Plan). The shared parking stalls located on City property are not constructed by the applicant, access between the properties is closed off, and the ADA stalls for City Hall that the applicant will construct under the parking agreement are removed. Option 2 does not include truck and trailer parking. This is not the applicant’s preferred option for the reasons noted above, but this option is acceptable to the applicant if the City is not inclined to execute the parking agreement.

Option 2 Parking Tabulation	
Hotel – 55 rooms (1 stall per room)	55 stalls
Restaurants – 198 seats (1 stall per 3 seats)	66 stalls
Retail – 14,000 ft ² (4 stalls per 1,000 ft ²)	56 stalls
Residential – 12 units (3 stalls per unit)	36 stalls
Total Stalls Required w/out Reciprocal	213 stalls
Total Non-Residential Stalls (55+66+56)	177 stalls
25% Reciprocal Reduction (177 x 0.25)	44 stalls
Total Stalls Required with Reciprocal (213-44)	169 stalls
Total Stalls Provided at Town Center	170 stalls

It is estimated that 169 parking stalls will be required after the applicant qualifies for the 25% reciprocal reduction. They applicant is planning 170 stalls. No trailer/truck stalls are planned. Option 2 complies with City Code.

Architectural Design and Materials -18.57.060

“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. Buildings in the CC zone shall not exceed 45 feet in height.”

The applicant originally proposed a four-story hotel to the Planning Commission. At the time the City was considering a code amendment to increase the maximum number of stories in the City Center zone from three to four. The code amendment was not approved. Structures in the City Center zone must be three stories or less to be compliant with code. The applicant submitted updated plans for a three-story building. There were no changes to the exterior of the building. On the interior, the fourth floor became unfinished attic space, and the number of rooms was reduced from 67 to 46. The applicant has taken the position that by not finishing the fourth floor as hotel rooms and instead converting the space to an unfinished attic removes it from the definition of a "story" (see attached letter from Nathan Bracken).

The International Code Council defines an attic as the space between the ceiling framing of the top story and the underside of the roof. Francis City consulted their Building Official and confirmed that the 4th level can be considered an attic if it does not have a finished floor surface and has a ceiling height less than 6 ft 8 in. Attic areas with a clear height over 30 in require an opening that is at least 20 in x 30 in. Space that is accessed by stairs and not a ceiling opening may be considered a "story". This has been discussed with the applicant and the applicant has stated that they will comply with applicable building codes.

The applicant has considered and explored the possibility of removing the attic from the building. They have opted to keep it as an attic space because they feel that architectural differentiation of the hotel space is important. They want the hotel to look and feel like a different and separate part of the overall project. They have done this through height. No other portions of the project are as tall as the proposed hotel.

The applicant has assured staff that they will not exceed 45 ft height limit and the attic will comply with code. This will be further verified and ensured at the building permit stage of this project.

The applicant is planning to convert nine apartment units to either flexible hotel suite /apartments (Option 1) or hotel suites (Option 2). The converted units are located on the second and third floors of the commercial development separate from the main hotel footprint. They are contiguous to the main hotel footprint through a walkway on the second floor (see attached plans showing which apartments will be converted).

The other buildings in this development are three stories. The design of the other buildings in the development was previously approved. All the buildings are less than 45 feet tall and comply with the height requirement. The building coverage is less than 55 percent of the lot area and is compliant with code.

The applicant is utilizing a mountain design theme. The City Council should discuss whether the architectural plans effectively incorporate a mountain aesthetic with neutral colors that is in harmony with the surrounding landscape and structures and is limited to three stories.

Residential Density - Section 18.57.070

"The maximum number of dwelling units allowed is eight units per acre."

Up to 28 units are allowed without deed restrictions on these parcels totaling 3.49 acres. Up to 21 units are planned (14 2-bedroom and 7 3-bedroom units). The number of dwellings complies with the code.

Analysis – Conditional Use Permits:

State Code - 10-9a-507 Conditional Uses

- (1) (a) A municipality may adopt a land use ordinance that includes conditional uses and provisions for conditional uses that require compliance with objective standards set forth in an applicable ordinance.
- (b) A municipality may not impose a requirement or standard on a conditional use that conflicts with a provision of this chapter or other state or federal law.
- (2) (a) (i) A land use authority shall approve a conditional use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards.
- (ii) The requirement described in Subsection (2)(a)(i) to reasonably mitigate anticipated detrimental effects of the proposed conditional use does not require elimination of the detrimental effects.
- (b) If a land use authority proposes reasonable conditions on a proposed conditional use, the land use authority shall ensure that the conditions are stated on the record and reasonably relate to mitigating the anticipated detrimental effects of the proposed use.
- (2) (c) If the reasonably anticipated detrimental effects of a proposed conditional use cannot be substantially mitigated by the proposal or the imposition of reasonable conditions to achieve compliance with applicable standards, the land use authority may deny the conditional use.

Note: The City planning and legal staff are in the process of revising the city code to bring it into compliance with recent changes from the State Legislature. When State Law and City Code conflict, State Law prevails because of the correlating supremacy clause in the Utah States Constitution.

City Code – 18.65.090 Standards for Review

The city shall review each of the following items when considering a conditional use permit and proposing or imposing conditions on the permit:

1. Size and location of the site.
2. Traffic considerations including capacity of the existing streets in the area, location and amount of off-street parking, and internal traffic circulation.
3. Utility capacity.

4. Emergency vehicle access and control of delivery and service vehicles, loading and unloading zones, and screening of trash pick-up or waste storage areas.
5. Fencing, screening, and landscaping to separate the use from adjoining uses.
6. Design, architectural detailing, building mass, bulk, orientation, and the location of buildings on the site including orientation to buildings on adjoining lots.
7. Usable and permanent open space considerations.
8. Signage and lighting.
9. Noise, vibration, pollution, odors, steam, or other mechanical factors that might affect people and property off site.
10. Potential for discharge into the air, ground water, surface and subsurface water, or soil.
11. Potential adverse impact on the ability of those who live or own property in the vicinity, including adverse effects to property values and the right to use and enjoy their property.
12. Other technical review matters as may be advised by the City.

Standards #1, 4, and 6 were reviewed as part of the commercial development portion of this report but should be considered as part of each CUP review as well. The city engineer will review standards #2, 3, and 4 in his staff report.

Staff have identified the following reasonably anticipated detrimental effects of the proposed conditional uses to adjoining residential properties: disruption of privacy, additional noise, outdoor lighting, additional traffic, decreased property value, and decreased enjoyment of property. These detrimental effects will be reviewed in relation to Review Standards #5, 8, 9, and 11 from Section 18.65.090. The measures proposed by the applicant and conditions proposed by the city to mitigate these effects are examined in the sections below. The city engineer will review the traffic impact study in his report.

The proposed development is on a corner of the main intersection at the heart of Francis City. There are several residential properties across the street from the proposed development on Spring Hollow Road and State Road 35. Additional noise and outdoor lighting from the project are not anticipated to significantly impact the residents living across State Road 35 because of the ambient levels of light and noise that already exist in this area from traffic. The residents that live across the street from the proposed development on Spring Hollow Road will be minimally impacted by noise and outdoor lighting because the main parking and loading/unloading areas will be behind the building. Very minimal wall lighting is planned on the front of the buildings. The on-street parking is about 100 feet from the residences. It is anticipated that noise impacts will be lessened by this distance by about 10 dB and will be in compliance with code. Therefore, the standards will be primarily viewed in relation to their impact on the adjoining existing residence.

Standard #5 – Fencing, Screening, Landscaping Buffers

In Section 18.45.150 regarding buffers, fences, and walls, city code says, “The intent in having special buffer, fence, and wall requirements is to provide quality separation between incompatible commercial uses, and to provide physical and visual protection between commercial and residential uses.”

“Buffer treatment may be required whenever a change occurs between residential and nonresidential uses. Additional landscaping and screening may be required at the discretion of the Planning Commission and City Council within the setback which separates the uses. Fences or walls will be reviewed for their effectiveness in screening a view, and for their color and texture in relationship to building materials.”

“Where differing uses are to be developed adjacent to existing residential areas, special consideration shall be made to protect the privacy of residents and requirements shall be at the discretion of the Planning Commission and City Council. As a minimum, the negative effects of noise and artificial lighting shall be minimized to protect existing residents.”

For a buffer between the commercial property and the adjoining residential property, the applicant is proposing an evergreen tree buffer in front of an 8 ft precast decorative concrete wall. A rock retaining wall is planned along the back portion of the eastern property boundary. An 8 ft vinyl fence in an earth tone is proposed along the southern and eastern boundary with the City.

The buffer planned will mitigate the detrimental effect of disruption of privacy, additional noise, and outdoor lighting from the parking lot, building lights, and vehicle lights.

“Facilities that require late-night customers and activities shall be located away from residential areas to reasonably prevent disruption of privacy.”

The phrase “away from” in this section of code is subjective and can be interpreted differently by different people. Staff are working on an update to make it objective and bring it into compliance with State Law. Although staff do not recommend denying the CUP because of this section as currently written, they do recommend setting a condition that there be a distance buffer of 50 feet between the hotel structure and the residential property line.

Standard #8 – Signage and Lighting

18.105.150 “One monument sign less than six feet in height and 60 square feet measured from the farthest extent of the sign to form a rectangle is allowed per commercial project. If a commercial project includes more than five potential businesses the Planning Department may approve a sign up to 10 feet in height and 100 square feet measured from the farthest extent of the sign to form a rectangle. Application for additional monuments signs in a commercial project will be considered a conditional use. The applicant must demonstrate to the Planning Department that the additional sign(s) are necessary.”

“One wall sign not to exceed 30 square feet measured from the farthest extent of the sign to form a rectangle is allowed on the wall facing the primary entrance to the commercial project. Except as otherwise provided in this section, every wall sign and painted wall sign in a commercial zone shall comply with the following requirements:

- a. No part of any sign shall extend above the wall upon which it is situated.
- b. No sign, including any light box or structural part, shall project more than 12 inches from the face of the pan of the building to which it is attached.”

The applicant is planning a marquee sign for the development on the corner of Spring Hollow Road and State Road 35. They noted on the site plan, "Each business sign to meet Francis City signage code requirements. Any sign proposed not meeting Francis City signage code must be submitted for a conditional use review."

The signage plans comply with the code and do not increase or change the detrimental effects listed.

18.45.150 "Outdoor lighting shall be designed to prevent exposure of light source to the view of residents."

18.118 "The applicant in nonresidential zones must also provide a plan on how outdoor lighting will minimize impacts on adjacent properties."

"All outdoor lighting must be full cut-off directing the light downward. The bulb or lighting source cannot be visible from the property line. Outdoor lighting cannot be directed towards any adjacent neighboring properties."

In each CUP application, the applicant states that they "do not anticipate any abnormal ... lighting change ... associated" with the use.

The outdoor lighting plan was approved. The city code allows up to 349,000 lumens of outdoor lighting for this development. The outdoor lighting planned totals 178,990 lumens – just over half of the allowed limit. All fixtures appear to be full cut-off. Lighting may not be directed at neighboring properties to be compliant with code. Outdoor lighting for this development will be reduced by 50% after 11:00 pm.

Vehicle lights will be an additional source of light at night. The detrimental effects of outdoor lighting and vehicle lights on the adjoining residence can be mitigated with the proposed 8 ft concrete wall and tree buffer.

The Vehicle Headlight Study conducted by City Staff (see attached) concludes that headlights will have a minimal impact on residential properties across the street from the development on SR 35. The access point and drive-through lanes along SR 35 align with existing driveways and unoccupied spaces. The applicant is proposing pine tree clusters aligned with the drive-through lanes to help mitigate vehicle light concerns. Vehicle headlights will have the most impact on the residential property across from the Spring Hollow Road exit. This access cannot be moved and was previously approved. The applicant will work with the property owner to add a landscape buffer, if desired by the owner.

Standard #9 – Noise or Odors

8.10.0020 "The following sounds are prohibited pursuant to this chapter:

1. A sound measuring 70 decibels or more between the hours of 7:00 a.m. and 10:00 p.m. Monday through Saturday, or between the hours of 9:00 a.m. and 10:00 p.m. on Sunday.

2. A sound measuring 55 decibels or more between the hours of 10:00 p.m. and 7:00 a.m. Monday through Saturday, or between the hours of 10:00 p.m. Saturday and 9:00 a.m. on Sunday.”

In each CUP application, the applicant states that they “do not anticipate any abnormal odors ... or noise issues associated” with the use.

The Noise Disturbance Study performed by City Staff (see attached) concludes that the detrimental effects of additional noise can be mitigated with the planned buffer on the adjoining residential property line, restricting delivery hours to the daytime Monday – Saturday, and requiring that mechanical equipment for building 3 (drive-through 2) be placed as far from the adjacent existing residence as possible and be enclosed.

Standard #11 – Property Values and Property Use of Adjoining Owners

The City has no specific evidence of property value changes associated with this project.

The new City Hall is directly south of this development along with other City buildings and the soccer field.

A review of literature on the impacts of commercial development on nearby residential is inconclusive.

There is one residential property that borders the project on the east. The site plan has mitigation with fencing and landscaping to reduce noise and lighting impacts and staff has recommended additional conditions, so the impact complies with the City Code.

Other residential properties exist across Spring Hollow and State Road 35. The residential homes are all at least 100 feet from the hotel and restaurants. This project is at the intersection of State Road 35 and Spring Hollow Road – which is the largest and most traveled intersection in the City. It is also located in the City Center zone, which was created to encourage development and begin to create a commercial center and bring commercial activity to the City. It is not unreasonable that development would arrive at this intersection. There are also commercial properties across the street to the west of this project. There are no Commercial or City Center zones that are not abutting, adjacent, or across the street from residential areas.

This proposed project will not prevent any of the uses currently surrounding the project but will bring increased traffic, noise, and lighting. These anticipated increases can be mitigated with measures taken by the applicant and the conditions proposed by staff.

Drive-Through Restaurants 1 and 2

Drive-through restaurants are a conditional use in the City Center Zone. (18.57.020)

The applicants’ stated hours of operation for the drive-through restaurants will be between 5:30 am and 11:00 pm.

These items were tabled at the March 27th City Council meeting to investigate the impact of pollution from idling cars in the drive-through on the adjacent residence. Staff reviewed several scientific studies on this matter. Multiple studies exist on this and they vary in their conclusions. Many of them are from outside the United States – there are some from China and from the European Union that were identified. It is difficult to come to a consensus due to the many variables that were highly controlled in the studies. Some stated that heavier than air particulate matter dissipates within 1 – 2 feet (0.3-0.6) meters of the source of the pollution (at idle). This can change based on wind speed and the number of cars idling. Walls can also impact the distance that exhaust gases and particles can travel from the point of creation. In a study conducted at the University of Utah, there was a higher concentration of air pollution within the sound walls of interstates in the Salt Lake Valley as compared to the concentration of air pollution outside of the sound walls. It was noted that these walls are higher than those proposed by the applicant. However, the velocity of the exhaust gases and the sheer amount of vehicles is far fewer than what is found of interstates in the Salt Lake Valley.

Francis City Code allows for the consideration of air pollution, however, the City Code does not currently regulate air pollution, nor does it have an idle free ordinance. In discussions with the applicant, they have agreed to post no-idling signage at the drive throughs, encouraging patrons to turn off their vehicles if they are idling for more than 1 minute.

Drive-through restaurant 2 will be one of the closest businesses in the development to the adjoining residential property owner. The detrimental effects of decreased privacy, additional noise, and lighting caused by the drive-through restaurants can be mitigated with the planned buffer on the adjoining residential property line. Noise disturbances can be further mitigated by allowing deliveries and trash pickup only between the hours of 9:00 am and 7:00 pm.

Hotel

Hotels are a conditional use in the City Center Zone. (18.57.020)

The hours of operation of the hotel are 24 hours a day, 7 days a week.

The detrimental effects of decreased privacy, additional noise, and lighting caused by the hotel can be mitigated with the proposed tree buffer on the adjoining residential property line. Noise disturbances can be further mitigated by allowing deliveries and trash pickup only between the hours of 9:00 am and 7:00 pm.

The adjoining residential property will be visible from the upper floor of the hotel and apartments converted to hotel suites even with a 12 ft tree buffer. The adjoining residential property is more than 400 ft from the hotel suites. The impact of decreased privacy from the hotel will also be mitigated by this distance.

Crime and safety concerns can be mitigated by setting conditions for training, security, and a safety and security plan.

Planning Commission Recommendation:

The Planning Commission reviewed these items at their January 16th and March 5th, 2025, meetings.

Commercial Development

Parking – Positive Recommendation 3-2. The assenting Commissioners felt the parking plan met the code requirements. The dissenting Commissioners expressed concerns about the reciprocal and shared parking not being finalized.

Architectural Design – Positive Recommendation 3-2 contingent upon approval of Ordinance 2025-01. The assenting Commissioners felt the architectural plans met the code requirements pending approval of the ordinance to increase the number of allowed building stories. The dissenting Commissioners expressed concerns that the hotel plans did not comply with the current code requirement limiting the number of building stories to three.

Conditional Use Permits

Drive-Through Restaurant 1 – Positive Recommendation 4-0 with their conditions included in Staff recommended conditions.

Drive-Through Restaurant 2 – Positive Recommendation 3-1 with their conditions included in Staff recommended conditions. The assenting Commissioners felt the conditions mitigated the reasonably anticipated detrimental effects. The dissenting Commissioner expressed a concern that there would be too much happening in the parking lot with two drive-through restaurants and a hotel. The Commissioners discussed possibly removing or changing the parking orientation of the islands to create better traffic flow.

Hotel – Negative Recommendation 3-2. The assenting Commissioners felt that the hotel hours do not comply with Section 18.45.150 and that this section controlled over other sections of code and State Law. One Commissioner claimed that someone from the Office of the Property Rights Ombudsman gave direction that the use must be denied based on this code. *Note: This claim was refuted by the Ombudsman's Office (see attached email between Nathan Bracken and Marcie Jones). The code section referenced should be read in context and in conjunction with the zone-specific land use tables. Hotels are listed as conditional uses in the City Center and C-1 zones. Conditional uses are not ways to prevent the use, but they are ways to place conditions on reasonably anticipated detrimental effects.* One of the assenting Commissioners also felt that there should be a written agreement signed by the applicant that he will work with the homeowner directly across from the Spring Hollow access point to mitigate the detrimental effect of headlights by providing mature trees and landscaping if so desired by the homeowner. The dissenting Commissioners felt the recommended conditions mitigated the reasonably anticipated detrimental effects.

Staff Recommendation:

Commercial Development

Parking – Discuss development Options 1 and 2 and decide which option is best for the City. If Option 1 is selected, approve the parking plan contingent upon the applicant reaching a shared parking agreement with the City for at least 19 stalls on City property. If Option 2 is selected, approve.

Architectural Design – Approve or deny. The City Council should discuss whether the architectural plans effectively incorporate a mountain aesthetic with neutral colors that is in harmony with the surrounding landscape and structures and is limited to three stories.

Conditional Use Permits

Drive-Through Restaurant 1 – Approve with the following conditions:

1. Build and maintain an 8 ft precast decorative concrete wall on the east property line adjoining the existing residence.
2. Plant and maintain an evergreen tree buffer as shown on landscape plan on the east property line adjoining the existing residence.
3. Deliveries and trash pickup are only allowed between the hours of 9:00 am and 7:00 pm.
4. Hours of operation are between 5:30 am and 11:00 pm.
5. Outdoor lighting be reduced by 50% after 11:00 pm.
6. Plant and maintain an evergreen tree that reaches at least 6 ft in height at maturity on the drive through turning radius.
7. Install signage asking patrons to turn off their cars voluntarily if they idle for more than one (1) minute.

Drive-Through Restaurant 2 – Approve with the following conditions:

1. Build and maintain an 8 ft precast decorative concrete wall on the east property line adjoining the existing residence.
2. Plant and maintain an evergreen tree buffer as shown on landscape plan on the east property line adjoining the existing residence.
3. Deliveries and trash pickup are only allowed between the hours of 9:00 am and 7:00 pm.
4. Hours of operation are between 5:30 am and 11:00 pm.
5. Outdoor lighting be reduced by 50% after 11:00 pm.
6. Plant and maintain an evergreen tree that reaches at least 6 ft in height at maturity on the drive through turning radius.
7. Install signage asking patrons to turn off their cars voluntarily if they idle for more than one (1) minute.
8. Mechanical equipment for this building be placed as far from the adjacent existing residence as possible and be enclosed.

Hotel – Approve with the following conditions:

1. Build and maintain an 8 ft precast decorative concrete wall on the east property line adjoining the existing residence.
2. Plant and maintain an evergreen tree buffer as shown on landscape plan on the east property line adjoining the existing residence.
3. Deliveries and trash pickup are only allowed between the hours of 9:00 am and 7:00 pm.
4. Sign a shared parking agreement with the City for at least 19 stalls on City property, including 10 truck/trailer stalls (18 ft x 50 ft).
5. Distance buffer of 50 feet between the hotel structure and residential property lines.
6. Safety measures to include 24-hour front desk staff, security and camera system, sex-trafficking training, and controlled access at a minimum.
7. Safety and security plan in place to be reviewed with crime data concurrent with business license renewal.
8. Additional conditions as recommended by City Engineer.

Community Review:

A public hearing will be held for hotel CUP. The public hearing was noticed in accordance with State and local law. Public hearings were held for the drive-through restaurant CUPs at the March 27, 2025, City Council meeting. A public hearing is not required for the Commercial Development application.

SIGNAGE NOTES:

EACH BUSINESS SIGN TO MEET FRANCIS CITY SIGNAGE CODE REQUIREMENTS.
 ANY SIGN PROPOSED NOT MEETING FRANCIS CITY SIGNAGE CODE MUST BE SUBMITTED FOR A CONDITIONAL USE REVIEW.



LOT LINES (PROPERTY)	---
EXISTING CURB AND GUTTER	====
PROPOSED CURB AND GUTTER	=====
SETBACK LINE	- - - - -
EXISTING FENCE	- - - - -X-
LANDSCAPE AREA	[Pattern]
CONCRETE AREA	[Pattern]
ASPHALT AREA	[Pattern]
REVERSE PAN CURB	[Pattern]

SITE DATA

LOT AREA:	152,092 SF (3.49 ACRES)
BUILDING AREA:	36,285 SF± 23.9%
PAVEMENT AREA:	95,061 SF± 62.5%
LANDSCAPE AREA:	20,746 SF± 13.6%

BUILDING DATA

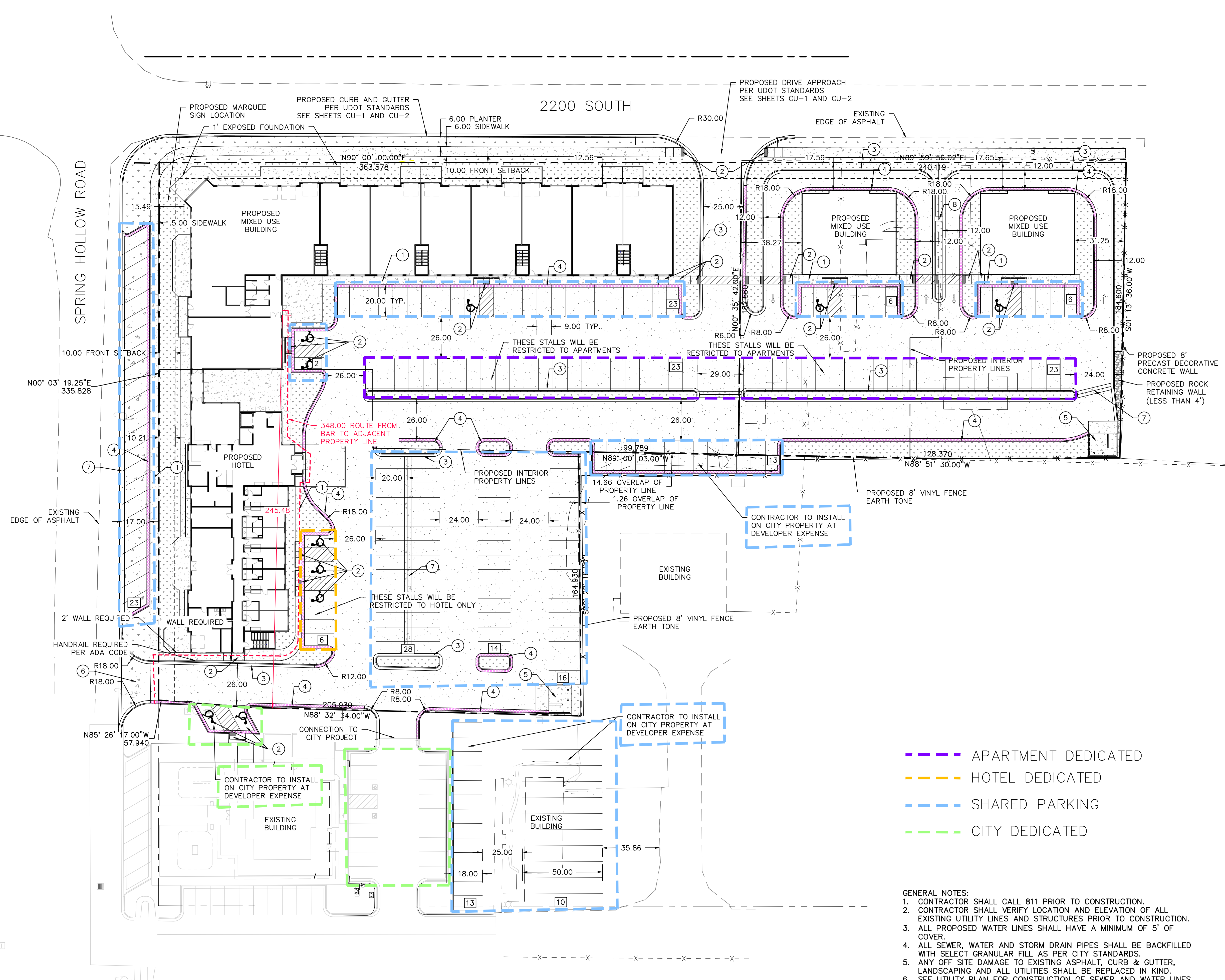
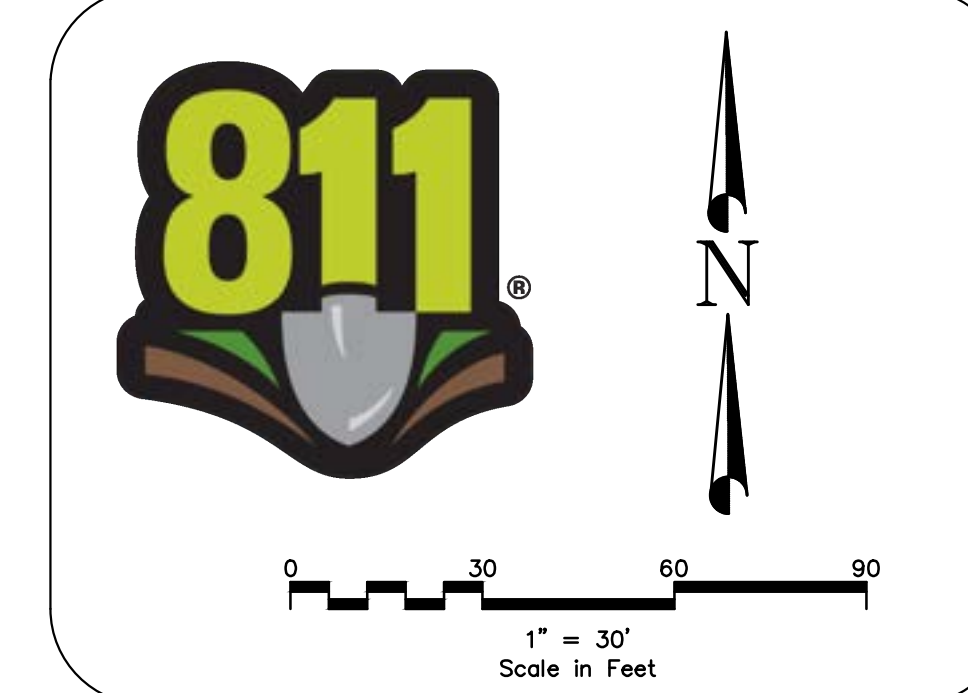
ZONE: CC (CITY CENTER)
 SETBACKS:
 FRONT YARD: 10'
 SIDE YARD: 0'
 REAR YARD: 0'

PARKING TABULATION

REQUIRED: RETAIL = 4 PER 1,000 SF
 RESTAURANT = 1 PER 3 SEATS OR 1 PER 100 SF
 HOTEL = 1 PER ROOM
 RESIDENTIAL = 3 PER DWELLING UNIT
 REDUCTION: 25% RETAIL REDUCTION FOR RECIPROCAL USES
 REQUIRED: RETAIL = 56 STALLS (14,000 SF)
 RESTAURANT = 66 STALLS (198 SEATS)
 HOTEL = 70 STALLS (70 ROOMS)
 RESIDENTIAL = 63 STALLS (21 UNITS)
 REQUIRED: 255 STALLS
 REDUCTION: 191 STALLS
 PROVIDED: 160 STALLS ON-SITE + 23 STALLS ON-STREET
 8 ADA STALLS
 SEEKING SHARED PARKING WITH CITY OF 36 STALLS.

SITE DESIGN NOTES:

- PROPOSED SIDEWALK PER APWA PLAN 231. SEE SHEET C-4 FOR DETAILS.
- ALL ADA STALLS AND RAMPS TO BE INSTALLED PER ADA STANDARDS AND CITY STANDARD STREETS-5. SEE SHEET C-4 FOR DETAILS.
- PROPOSED CURB & GUTTER PER APWA PLAN 205 TYPE E. SEE SHEET C-4 FOR DETAILS.
- PROPOSED REVERSE PAN CURB AND GUTTER PER DETAIL 1. SEE SHEET C-4 FOR DETAILS.
- PROPOSED DUMPSTER LOCATION. SEE ARCHITECTURAL PLANS FOR DETAILS.
- COMMERCIAL DRIVE APPROACH PER CITY STANDARD STREETS-7. SEE SHEET C-4 FOR DETAILS.
- PROPOSED 4' WATERWAY PER APWA PLAN 211. SEE SHEET C-4 FOR DETAILS.
- PROPOSED CURB CUT. SEE SHEET C-4 FOR DETAILS.



- - - - - APARTMENT DEDICATED
- - - - - HOTEL DEDICATED
- - - - - SHARED PARKING
- - - - - CITY DEDICATED

- GENERAL NOTES:**
- CONTRACTOR SHALL CALL 811 PRIOR TO CONSTRUCTION.
 - CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF ALL EXISTING UTILITY LINES AND STRUCTURES PRIOR TO CONSTRUCTION.
 - ALL PROPOSED WATER LINES SHALL HAVE A MINIMUM OF 5' OF COVER.
 - ALL SEWER, WATER AND STORM DRAIN PIPES SHALL BE BACKFILLED WITH SELECT GRANULAR FILL AS PER CITY STANDARDS.
 - ANY OFF SITE DAMAGE TO EXISTING ASPHALT, CURB & GUTTER, LANDSCAPING AND ALL UTILITIES SHALL BE REPLACED IN KIND.
 - SEE UTILITY PLAN FOR CONSTRUCTION OF SEWER AND WATER LINES.
 - SITE LIGHTING SHOWN FOR REFERENCE ONLY. SEE SITE ELECTRICAL PLANS FOR LOCATION.
 - ALL WORK SHALL BE ACCORDING TO CITY STANDARDS.

NO.	REVISIONS	BY	DATE

LEGEND ENGINEERING
 52 WEST 100 NORTH
 HERRER CITY, UT 84032
 PHONE: 435-654-4828
 www.legendengineering.com

FRANCIS TOWN CENTER
 SITE PLAN
 2217 S SPRING HOLLOW ROAD, FRANCIS, UTAH 84036

SHEET: **C-1**
 DATE: 3/20/2025

SIGNAGE NOTES:

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LANDSCAPE AREA	[Pattern]
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BUILDING DATA

ZONE:	CC (CITY CENTER)
SETBACKS:	
FRONT YARD:	10'
SIDE YARD:	0'
REAR YARD:	0'

PARKING TABULATION

REQUIRED:	RETAIL = 4 PER 1,000 SF
	RESTAURANT = 1 PER 3 SEATS OR 1 PER 100 SF
	HOTEL = 1 PER ROOM
REDUCTION:	RESIDENTIAL = 3 PER DWELLING UNIT
REQUIRED:	25% RETAIL REDUCTION FOR RECIPROCAL USES
	RETAIL = 56 STALLS (14,000 SF)
	RESTAURANT = 66 STALLS (198 SEATS)
	HOTEL = 55 STALLS (55 ROOMS)
	RESIDENTIAL = 36 STALLS (12 UNITS)
NON-RESIDENTIAL REQUIRED:	177 STALLS
25% REDUCTION:	44 STALL REDUCTION
TOTAL STALLS REQUIRED:	169 STALLS
PROVIDED:	170 TOTAL STALLS
	147 STALLS ON-SITE + 23 STALLS ON-STREET
	8 ADA STALLS

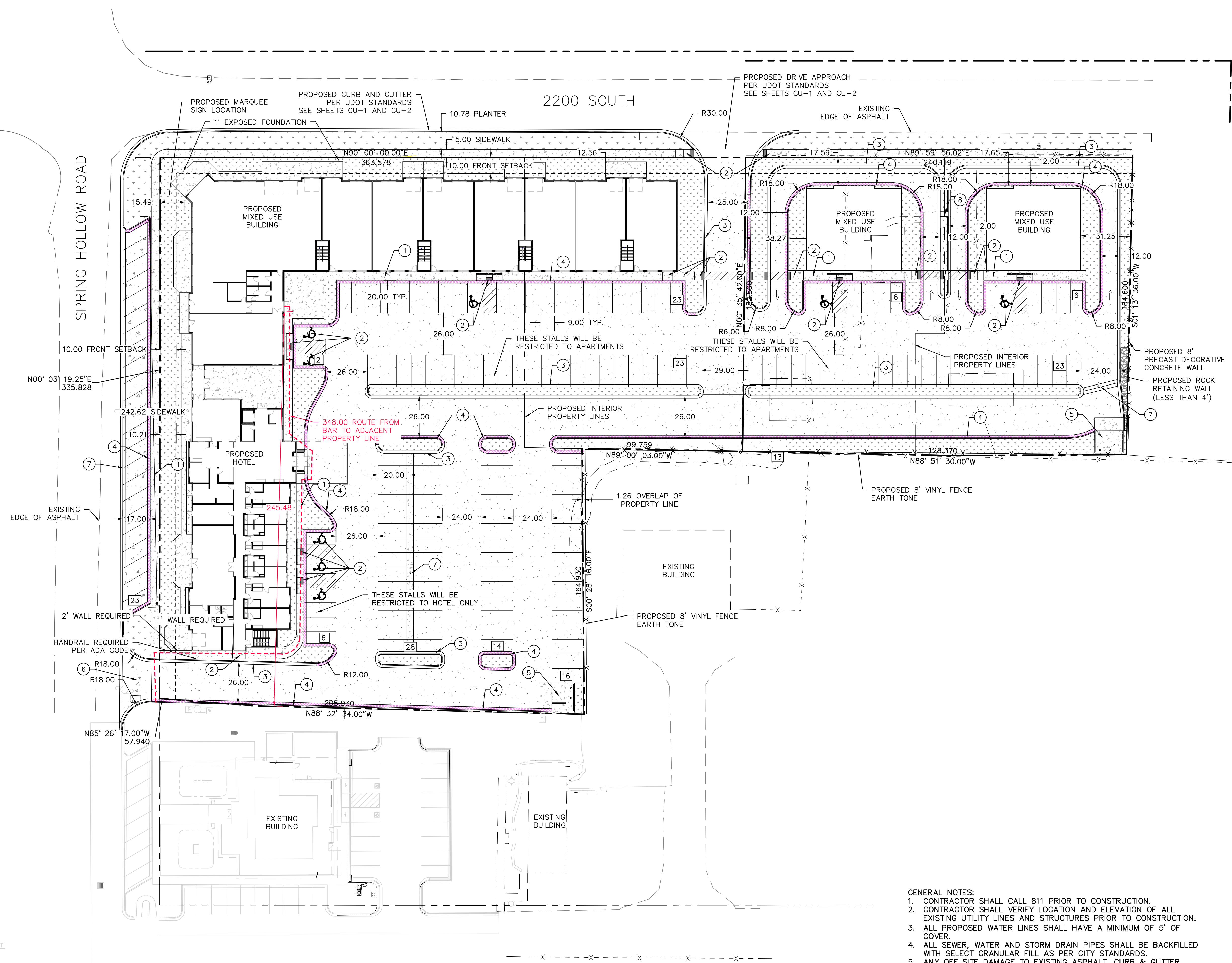
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- ALL WORK SHALL BE ACCORDING TO CITY STANDARDS.

Scale in Feet: 1" = 30'



NO.	REVISIONS	BY	DATE

LEGEND ENGINEERING
 52 WEST 100 NORTH
 HERRON CITY, UT 84032
 PHONE: 435-654-4828
 www.legendengineering.com

FRANCIS TOWN CENTER
 SITE PLAN
 2217 S SPRING HOLLOW ROAD, FRANCIS, UTAH 84036







RAN IS TO N OMMONS HOTEL



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- A-11 EXTERIOR RENDERINGS

KAMAS, UTAH
84036

A-1

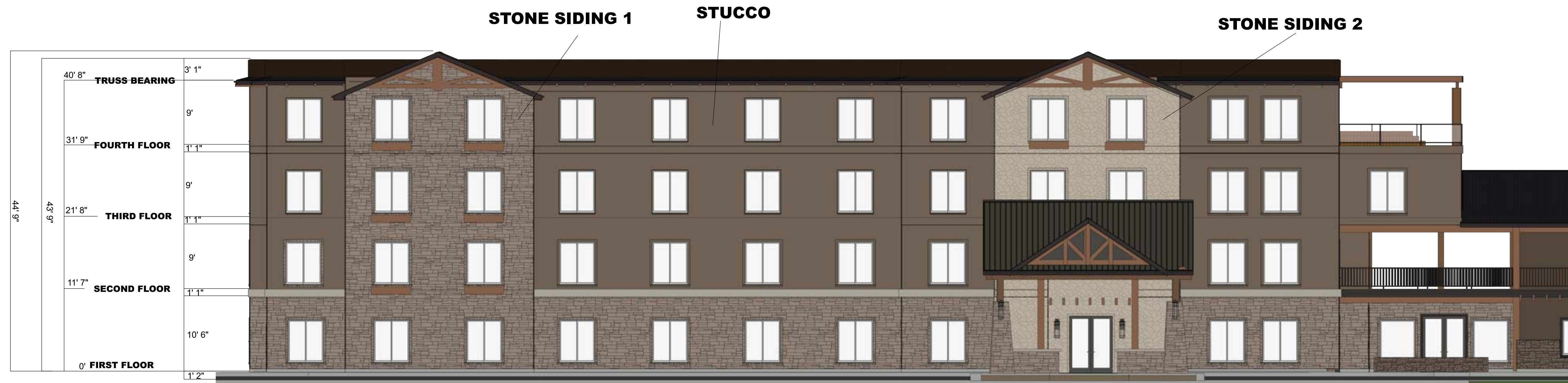




HOTEL ROOM RENDERINGS



LOBBY RENDERING

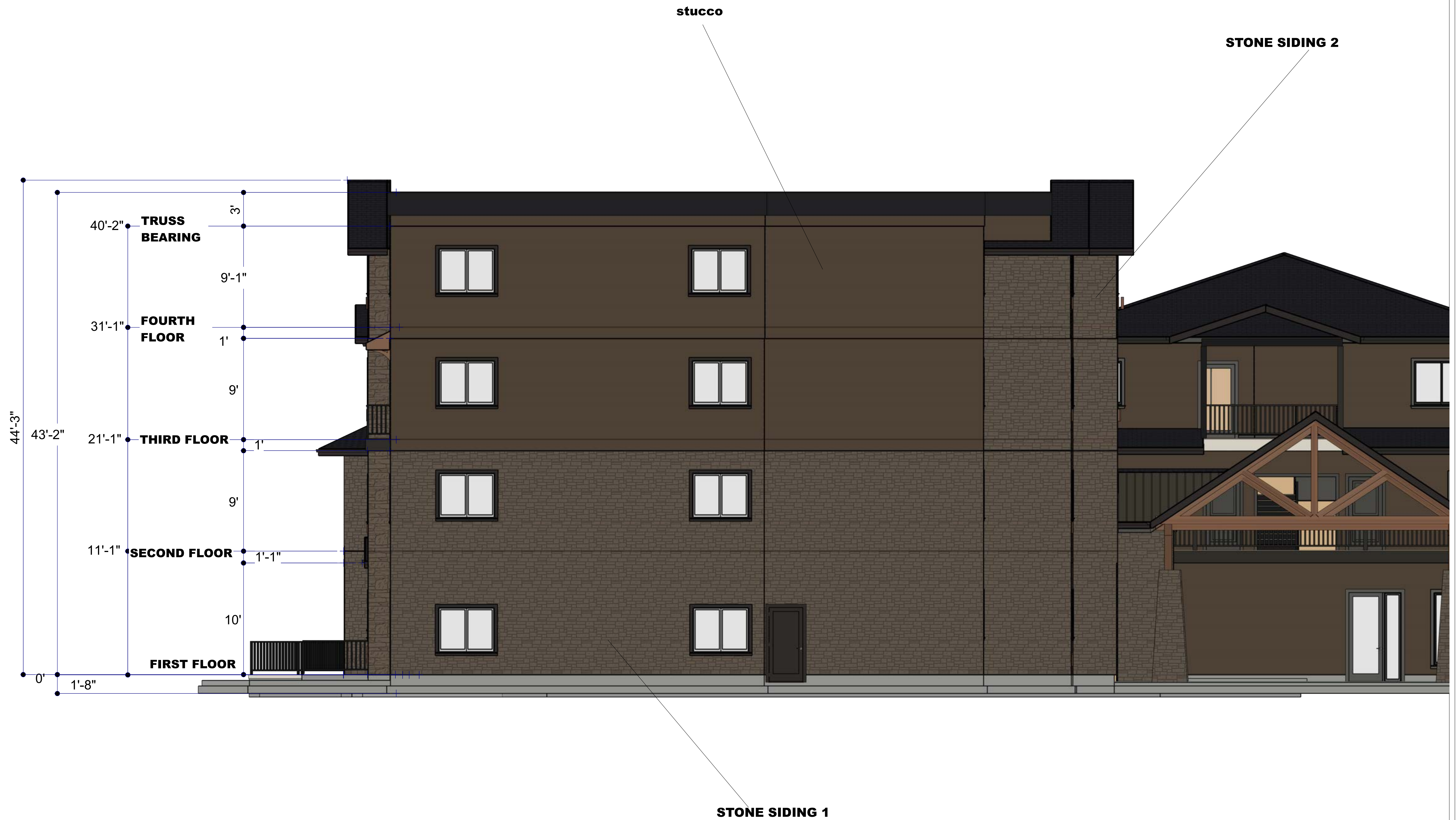


FRONT ELEVATIONS: 1/8" = 1'



BACK ELEVATIONS: 1/8" = 1'

STONE SIDING 1



SIDE ELEVATIONS: 1/8" = 1'

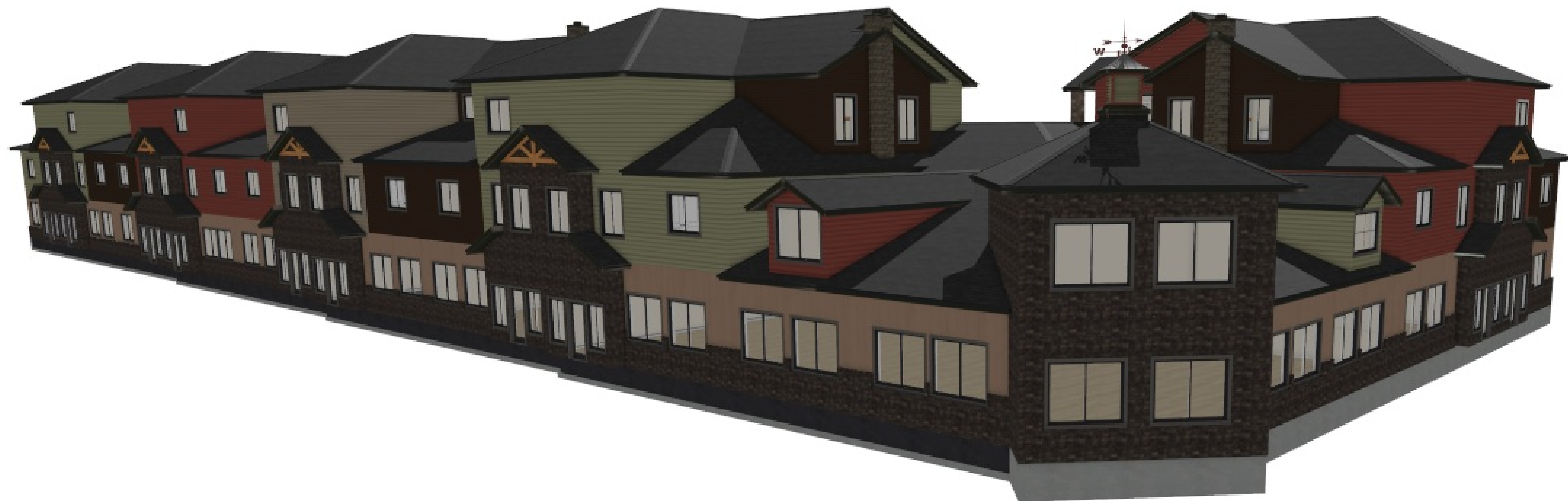
KAMAS, UTAH
84036

A-10



EXTERIOR RENDERINGS

FRANCIS TOWN COMMONS ILLINOIS 2



FRANCIS TOWN
COMMON



FRONT ELEVATION VIEW 1/8"=1'-0"



REAR ELEVATION VIEW 1/8"=1'-0"

**FRANCIS TOWN
COMMON**



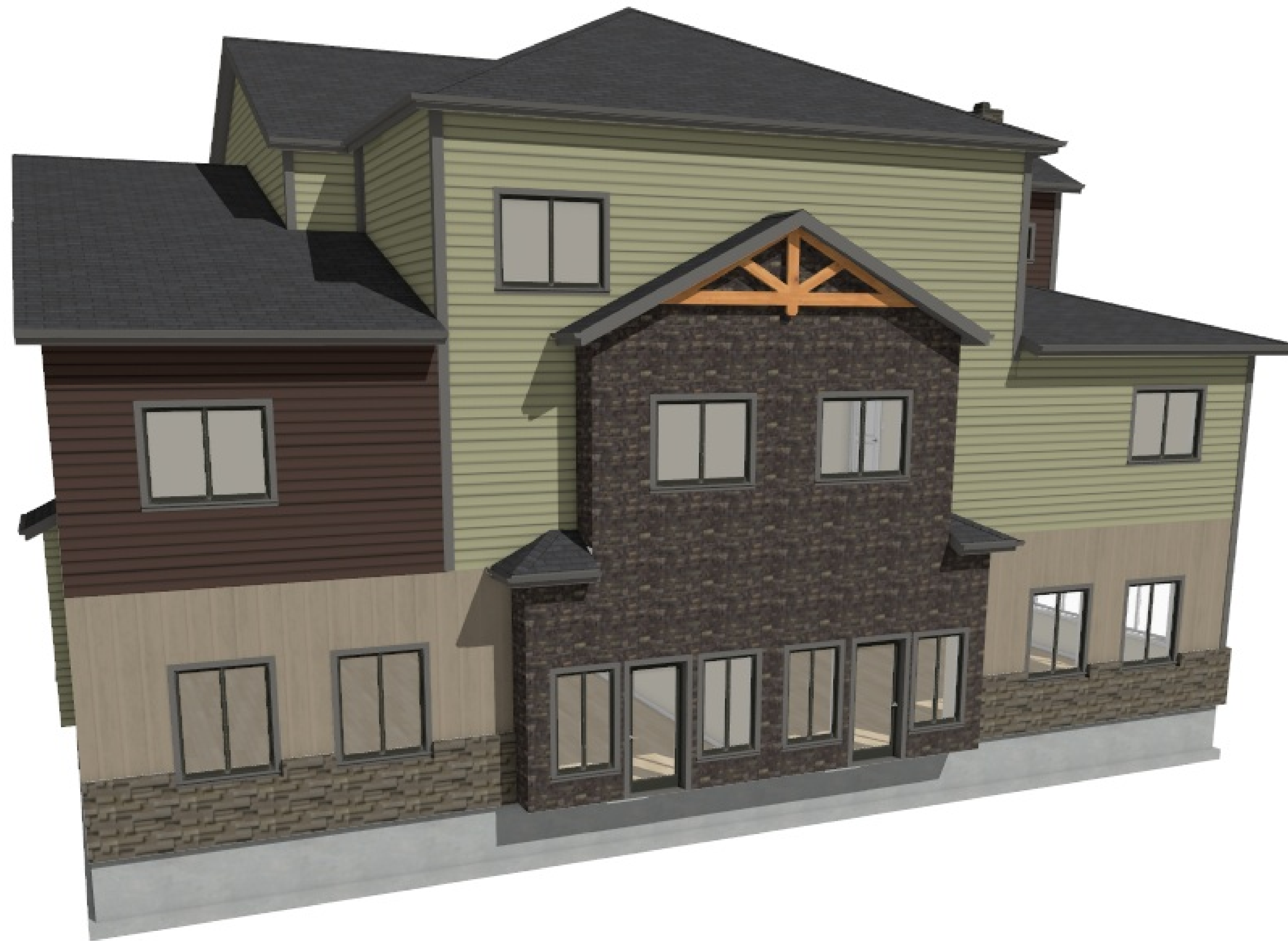
RIGHT ELEVATION VIEW 1/8"=1'-0"



LEFT ELEVATION VIEW 1/8"=1'-0"

**FRANCIS TOWN
COMMON**

FRANCIS TOWN COMMONS ILLINOIS 1



FRANCIS TOWN
COMMON



FRONT ELEVATION VIEW 3/16"=1'-0"



REAR ELEVATION VIEW 3/16"=1'-0"

FRANCIS TOWN
COMMON



RIGHT ELEVATION VIEW 3/16"=1'-0"



LEFT ELEVATION VIEW 3/16"=1'-0"

FRANCIS TOWN COMMONS

ILLINOIS 3



FRANCIS TOWN
COMMON



FRONT ELEVATION VIEW 3/16"=1'-0"



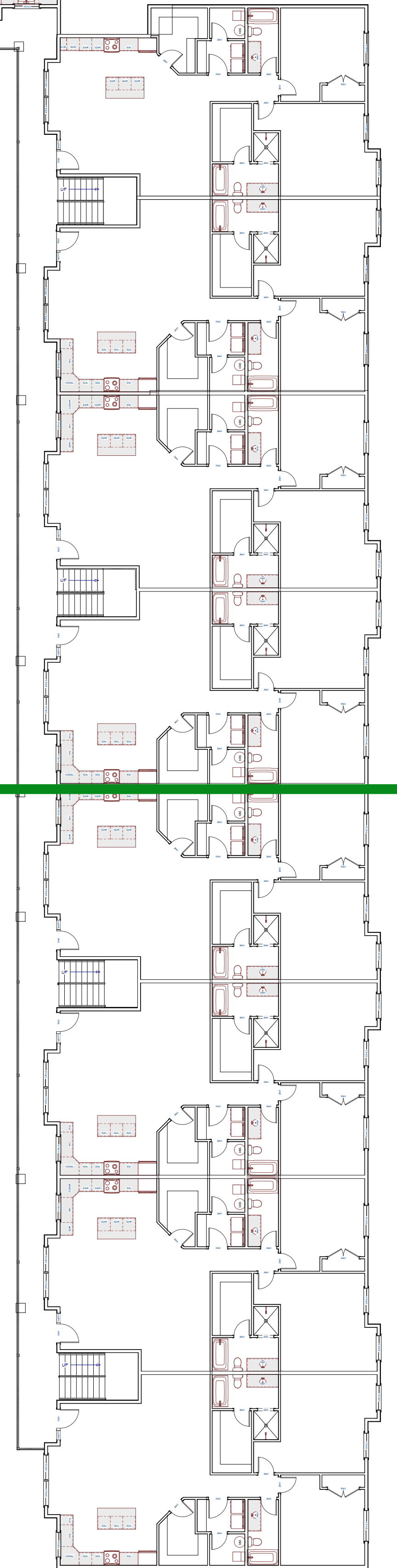
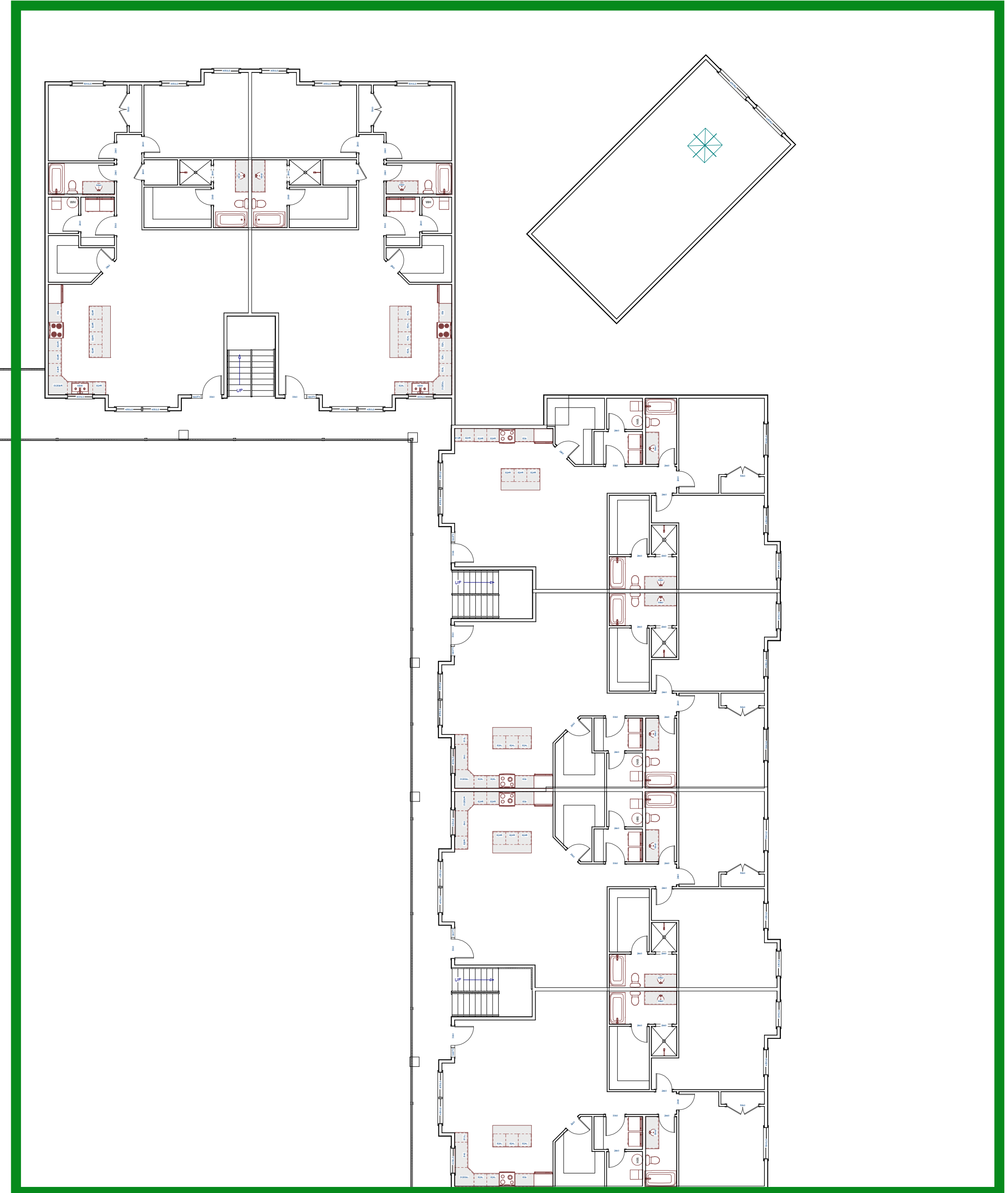
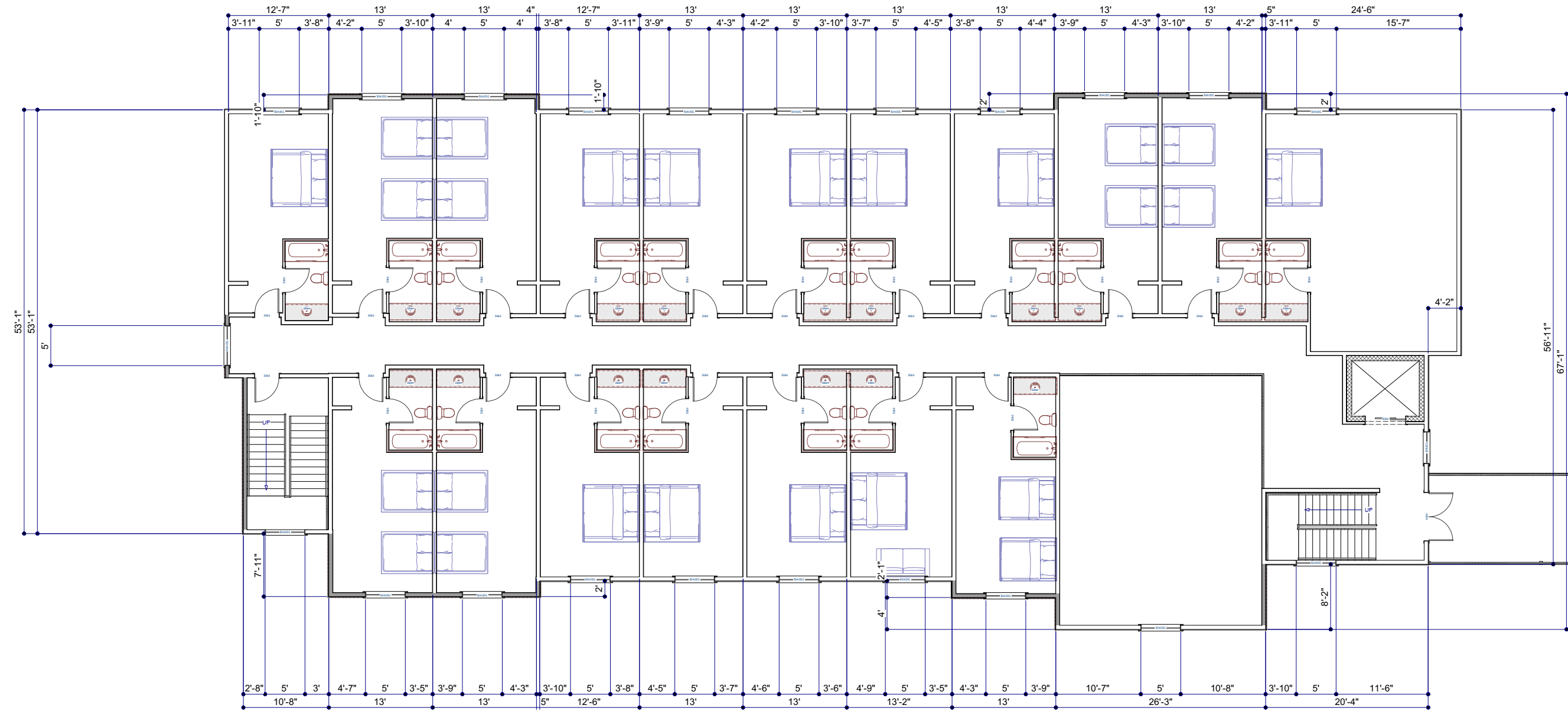
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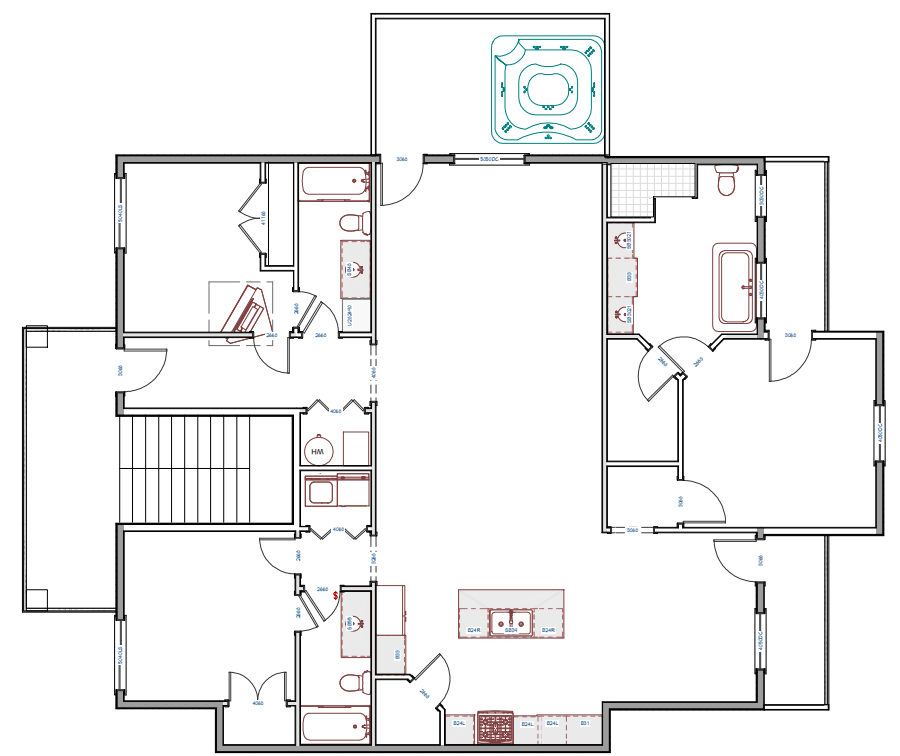
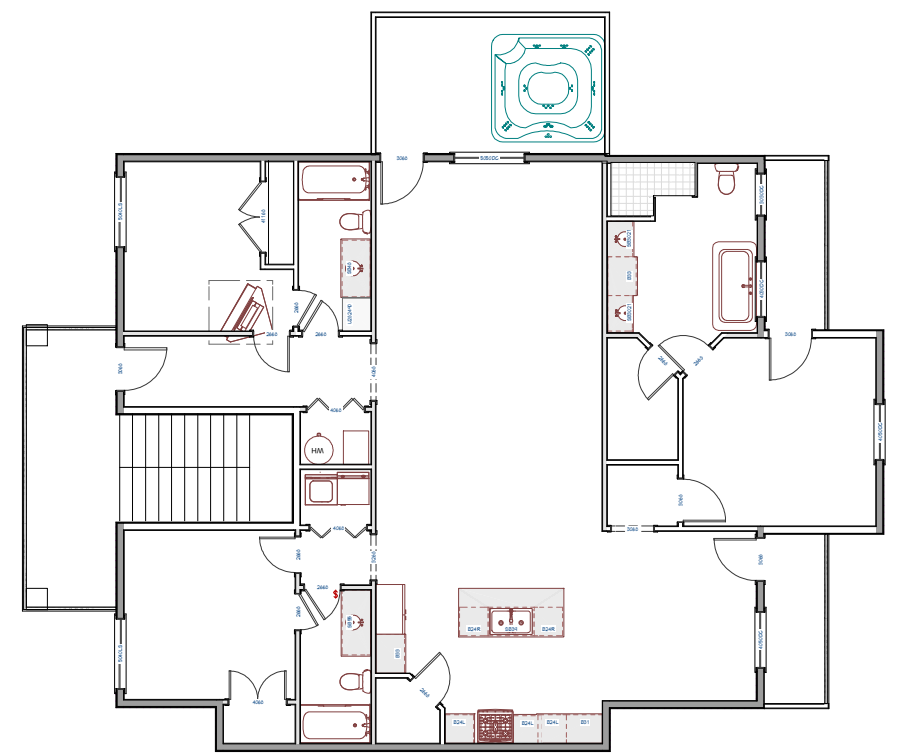
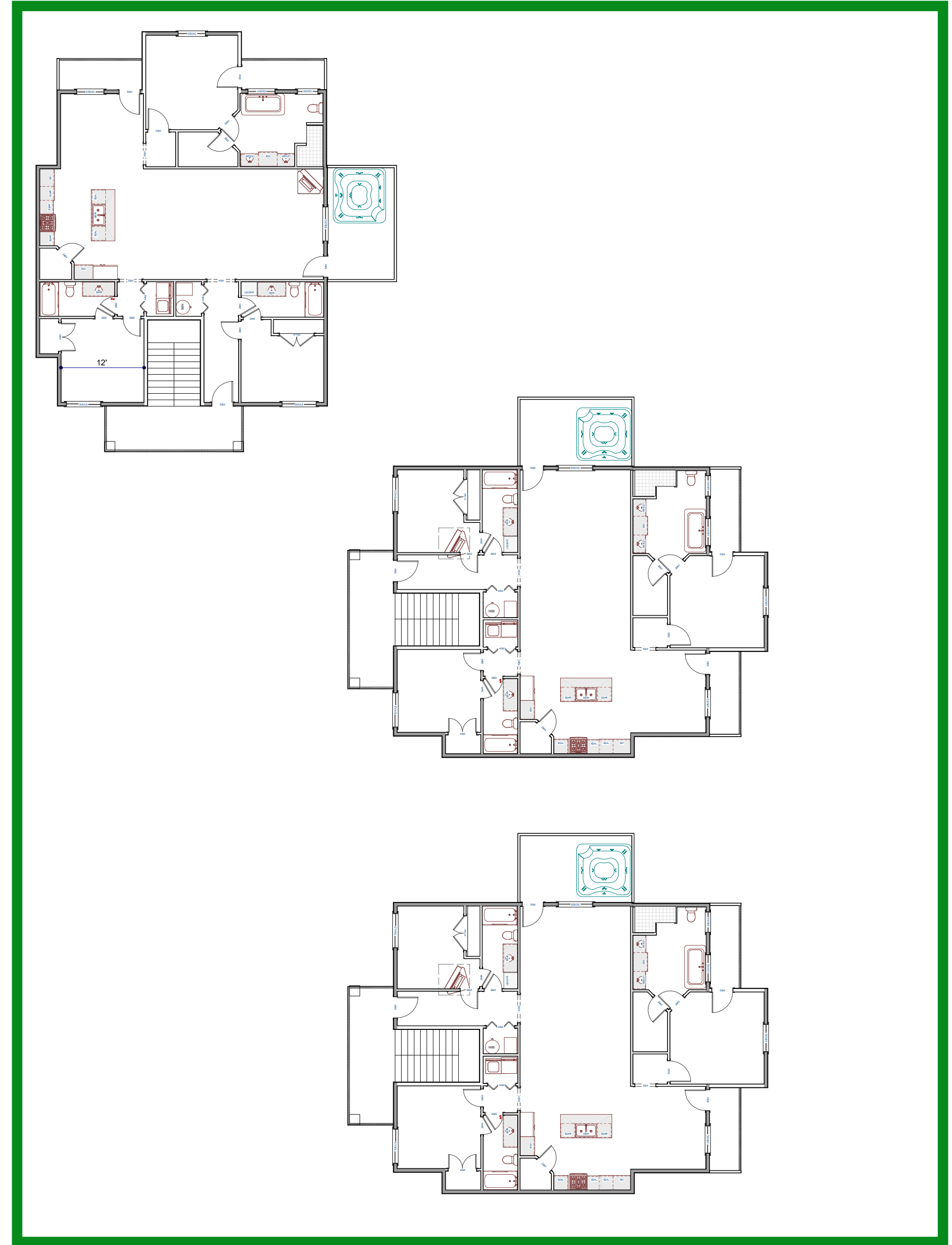
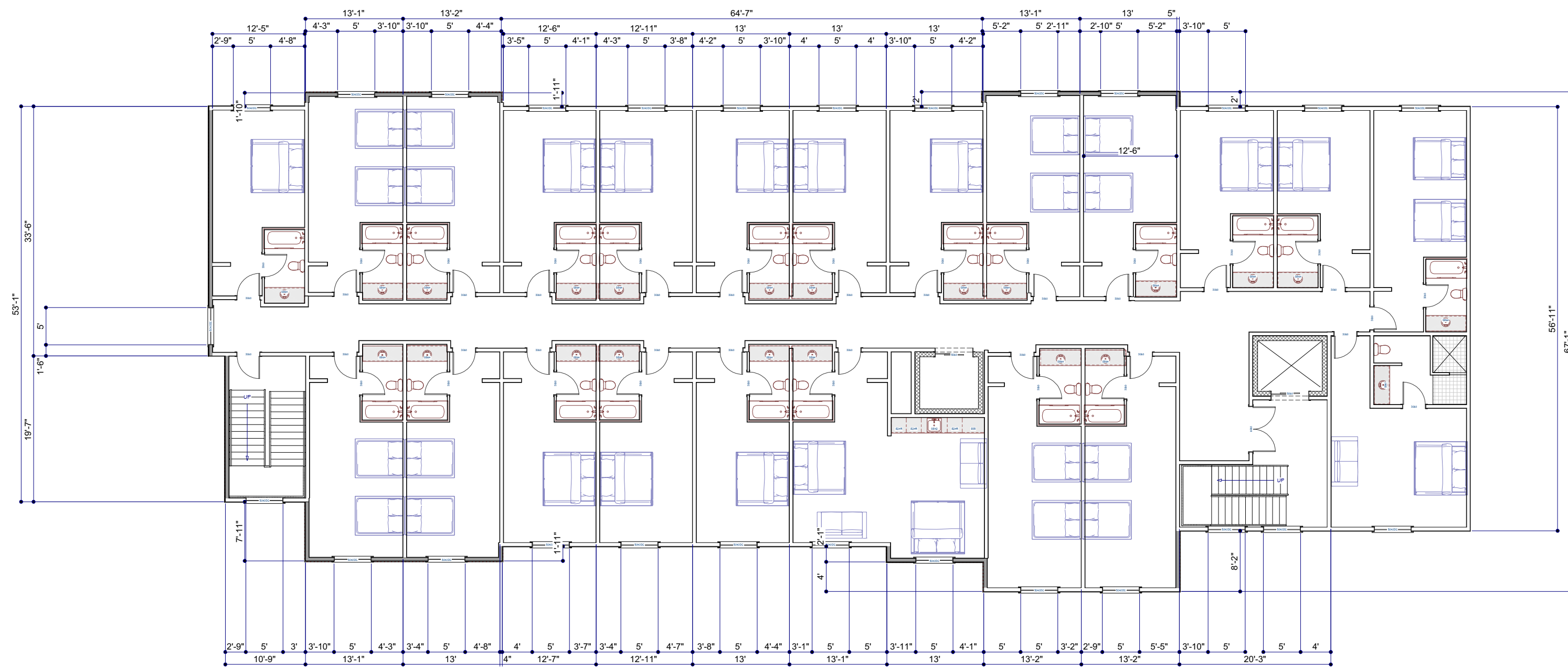


RIGHT ELEVATION VIEW 3/16"=1'-0"



LEFT ELEVATION VIEW 3/16"=1'-0"







April 1, 2025

Nathan S. Bracken
nbracken@shutah.law

Francis City Council
c/o Brad Christopherson
2317 South Spring Hollow Road
Francis, UT 84306

Via Email: bchris@hgblaw.net

Re: International Building Code Requirements – Francis Town Center Attic

Dear Brad:

My client, Rusty Webster with the Kamas Valley Investment Group, LLC is developing the Francis Town Center development in the City of Francis's City Center zone. In light of the City Council's decision not to allow four story structures in the City Center zone, my client intends to convert the previously planned fourth story of the hotel into an unfinished and uninhabitable attic. My client will use the attic for storage and utility purposes and to maintain a visual distinction between the hotel and the other structures included in the development. Based on our discussions, I understand the City may have some questions about the attic and the related rooftop deck. As discussed below, the three-story limitation found in Francis City Code 18.57.060 does not apply to the attic and deck, which are allowed under State law.

The Francis City Code itself does not define the terms "story," "stories," or "attic." Instead, Section 15.10.010 of the Francis Code incorporates the "most recent state approved International Building Code [IBC] standards," which are found in the 2021 edition of the IBC. Moreover, all land use authorities in Utah, including Francis, are required to follow the IBC pursuant to Section 15A-2-103(1)(a) of the State Construction Code.

Section 202 of the IBC defines "attic" as the space between the ceiling framing of the top story and the underside of the roof," meaning that attics and stories are not the same (emphasis added). In turn, Section 202 of the IBC defines a "story" as:

“[t]hat portion of a building included between the upper surface of a floor and the upper surface of the floor or roof next above. A story is measured as the vertical distance from top to top of two successive tiers of beams or finished floor surfaces

257 EAST 200 SOUTH SUITE 500 SALT LAKE CITY, UTAH 84111
TELEPHONE 801-413-1600 TOLL FREE 877-825-2064 FACSIMILE 801-413-1620
WWW.SMITHHARTVIGSEN.COM

LAND WATER LIFE

and, for the topmost story, from the top of the floor finish to the top of the ceiling joists or, where there is not a ceiling, to the top of the roof rafters” (emphasis added).

In other words, for a space to be a “story” under the IBC, there must be an “upper surface of a floor” beneath one’s feet and an “upper surface of the floor or roof” above one’s head. In addition, the “topmost story” must have a finished floor.

Section 202 of the IBC also defines “habitable space” as a place “for living, sleeping, eating, or cooking,” and expressly states that “storage or utility spaces and similar areas are not considered habitable spaces” (emphasis added). The fact that the IBC distinguishes a habitable story from an un-habitable attic is further illustrated by Chapter 1200 of the IBC, which includes separate requirements for attics than for finished floors.

Here, the unfinished space above the habitable third story of the Project is an attic, not a story, because it will be used for storage and utility purposes and contains neither a finished floor nor a ceiling. A person standing in the attic will have only the ceiling framing of the third floor beneath their feet and the underside of the roof above his head. The attic will also lack insulation, HVAC, plumbing, and the other infrastructure needed for it to qualify as a habitable space under the IBC.

Similarly, the rooftop deck proposed for the hotel does not qualify as a “story” under the IBC because it doesn’t have an upper surface, ceiling, or floor. Instead, Section 202 defines “rooftop structure” as a “structure erected on top of the roof deck or on top of any part of a building” (emphasis added). The term “roof deck” is further defined as the “flat or sloped surface constructed on top of the exterior walls of a building or other supports for the purpose of enclosing the story below...” (emphasis added).

Given these provisions, we are unaware of any section of the Francis Code that would prohibit the attic and deck if they comply with the 45-foot height limit for buildings in the City Center zone under Section 18.57.080. The hotel satisfies this requirement as currently designed.

While the IBC is clear on these points, if there is any ambiguity regarding these questions, Utah courts have long held that that such ambiguities must be “liberally construed in favor of the property owner,” and that “provisions permitting property uses should be liberally construed in favor of the property owner.” See *Patterson v. Utah County Bd. Of Adjustment*, 893 P.2d 602, 606 (Utah App. 1995) quoting *Sammons v. Village of Batavia*, 53 Ohio App. 3d 87, 557 N.E.2d 1246, 1249 (Ohio App. 1988). See also 83 Am. Jur. 2d *Zoning & Planning* § 977 (1992) and Utah Property Rights Ombudsman Advisory Opinion 250.

To my knowledge, the City has also not identified any reasonably anticipated detrimental effects (RADEs) that pertain to the attic or deck. Absent such RADEs, Utah Code § 10-9a-507, which governs conditional uses, does not authorize the City to modify the proposed attic and the deck. More importantly, because the attic and deck are authorized under the IBC, which is part of the State Construction Code, Utah Code § 10-9a-507(1)(b) is clear that a “municipality may not

impose a requirement or standard on a conditional use that conflicts with a provision of this chapter or other state or federal law.”

Even if RADEs for the attic and deck are identified, Utah courts are clear that a decision to require modifications to the proposed design of the hotel or to deny the conditional use permit must be supported by “substantial evidence.” *McElhaney v. City of Moab*, 2017 UT 65, ¶ 31; Ombudsman Advisory Opinion 139 (Jorgensen). Utah courts have also been clear that adverse public comment does not qualify as “substantial evidence,” and therefore does not justify a denial of a conditional use permit or the imposition of conditions. *Ralph Wadsworth Const. Inc. v. West Jordan City*, 2000 UT App 49, ¶ 17.

For the above reasons, my clients respectfully request that the City Council approve the conditional use permit, including the attic and deck, as proposed. Please also include this letter in the record and file for the hotel conditional use permit.

Thank you for considering our perspective on this issue.

Sincerely,

SMITH HARTVIGSEN, PLLC

A handwritten signature in black ink, appearing to read "Nathan S. Bracken". The signature is fluid and cursive, written in a professional style.

Nathan S. Bracken

Cc: Rusty Webster, Kamas Valley Investment Group, LLC

From: Marcie Jones <marciejones@utah.gov>
Sent: Tuesday, March 11, 2025 4:25 PM
To: Nathan Bracken <nbracken@shutah.law>
Cc: Cyndy Nelson <cwnelson@utah.gov>
Subject: Re: Francis City Planning Commission Video

****External Message****
Nathan,

Thank you for giving me the opportunity to weigh in. I agree with your analysis.

These general legal principles come to mind:

- **Local ordinances may not contain provisions which conflict with state or federal law.** Any provisions in local ordinances which conflict with state or federal law are unenforceable. See, e.g., Utah Code Section 10-9a-507(1)(b) which reads "A municipality may not impose a requirement or standard on a conditional use that conflicts with a provision of this chapter or other state or federal law."
- **Conditional Use Permit must be approved (in most instances).** State law provides that "a land use authority SHALL approve a conditional use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standard." Utah Code Section 10-9a-507(2)(a)(i) (emphasis added). This does not give the city discretion to decide if it likes or wants the proposed use. State law dictates that the city MUST approve the conditional use if the anticipated detrimental effects could be lessened by proposed conditions. Note that the conditions don't need to eliminate the effects. Conditional use permits are discussed on our website [here](#).
- **"Away from" is not an enforceable standard.** As long as the ordinances do not define "away from" or give some sort of an articulated, measurable standard, it may only be enforced in the least intrusive manner. Utah Code Section 10-9a-509(1)(a)(ii) reads "An applicant is entitled to approval of a land use application [such as a site plan or conditional use permit] if the application conforms to the requirements of the applicable land use regulations, land use decisions, and development standards in effect when the applicant submits a complete application and pays application fees . . ." The term "away from" does not include a clear regulation or standard to apply, and therefore cannot be made a condition of approval. This is informed by the following principle.
- **Ordinances interpreted in favor of allowing the proposed use.** Any ambiguity or lack of clarity in local ordinances must be interpreted in favor of allowing the proposed use. "Provisions therein restricting property uses should be strictly construed, and provisions permitting property uses should be liberally construed in favor of the property owner." *Patterson v. Utah County Bd. Of Adjustment*, 893 P.2d 602 (Utah Ct. of App. 1995). Because "away from" has not been defined, it must be interpreted in favor of the property owner. As an example, "away from" could be interpreted as on the far side of the lot in question. Or, could be interpreted as across the street. Or could be the standard setback distance away. Certainly, there is nothing to suggest that "550 feet away from" is not sufficient.

In short, state law dictates that the conditional use permit must be approved as long as conditions can be imposed to lessen any anticipated detrimental effects. The requirement that "late-night customers and activities be located away from residential areas" appears to be fulfilled by the hotel being across the street and 550' away.

I'm happy to discuss these principles with you, with city officials, and city staff, including a follow up call from Ms. Lawson. You're welcome to forward this email on to interested parties.

Marcie

On Tue, Mar 11, 2025 at 11:53 AM Nathan Bracken <nbracken@shutah.law> wrote:

Hi Marci:

As I mentioned, Kimberly Lawson on the Francis Planning Commission made some representations about a conversation she had with you regarding a development that my client, the Kamas Valley Investment Group, is seeking to build in Francis. Namely, Ms. Lawson said that based on her conversation with you and a training the Ombudsman's Office provided previously, that "from the training we had, we have to vote no....we should be sticking with the original city code that we don't allow a 24-hour business near residential."

The hotel is part of a larger project that will involve some apartment buildings, retail units, and two fast foot restaurants. Section [18.57.020](#) of the City Code lists hotels as a conditional use within the City Center Zone. However, Section [18.45.150](#) of the City Code, which is part of the City Code regarding the C-1 zone but also applies to the City Center Zone, states that "[f]acilities that require late-night customers and activities shall be located away from residential areas to reasonably prevent disruption of privacy" (emphasis added). This section, however, doesn't describe how a commercial development is to be sited "away" from residential areas and doesn't include specific distance limitations. All the residential areas near this project are located across the street from the proposed hotel and are also part of the City Center zone. The nearest adjoining residential property is 550 feet in a straight line from the hotel (see page 12 of the attached staff report)

Even though the staff report determined that the RADEs associated with this project could be mitigated and recommended approval for the hotel, the Planning Commission voted to make a negative recommendation to the City Council because three of the commissioners felt the Section 18.45.150 controlled.

A video of the planning commission meeting is available here and the relevant discussion begins at minute 53:50: https://www.youtube.com/watch?v=Xt_ZW3eGfag&t=3199s.

As I tried to explain at the meeting, my perspective is that once a City designates a use as a conditional use, UCA 10-9a-507 applies, meaning that the City "shall approve" the use if reasonable condition are or can be imposed to mitigate the RADEs. This doesn't mean that the conditional use overrides other City codes, including Section 18.45.105, but it does mean that the conditional use needs to be approved if the RADEs can be mitigated, particularly if the conflicting city code provision is vague and undefined and the impacts it seeks to prevent (disruption of privacy) can be reasonably mitigated.

Please let me know if I am missing anything.

Thanks,



Town Center Commercial Development Noise Disturbance Study

Date: Updated February 26, 2025

Prepared By: Katie Henneuse, City Planner and Code Enforcement Officer

Introduction

The Town Center project proposes the construction of a hotel with up to 67 rooms, three restaurants including two drive-throughs, 14,000 square feet of retail space for up to 9 businesses, and 21 apartments. The development will be constructed on a vacant lot on the southeast corner of State Road 35 and Spring Hollow Road.

This report evaluates the proposed project's potential to generate noise in excess of standards established in the Francis City Code, Section 8.10.020:

"The following sounds are prohibited pursuant to this chapter:

1. A sound measuring 70 decibels or more between the hours of 7:00 a.m. and 10:00 p.m. Monday through Saturday, or between the hours of 9:00 a.m. and 10:00 p.m. on Sunday.
2. A sound measuring 55 decibels or more between the hours of 10:00 p.m. and 7:00 a.m. Monday through Saturday, or between the hours of 10:00 p.m. Saturday and 9:00 a.m. on Sunday."

Sound level was measured in decibels (dBA) using an Extech Type 2 Sound Level Meter.

Existing Noise Environment

Base level measurements were observed at different times during the day for a period of about three minutes. The low and high measurements were recorded. The noise level mode was also recorded (level of noise most frequent). The measurements were taken on-site at the proposed development, approximately 50 feet from the intersection.

The noise created by the intersection traffic had the most impact on the base level of noise. No other noise disturbances were noted on the day that measurements were recorded.

Time	Low	High	Mode	Site Activity Description
8:55 AM	48 dBA	72 dBA	55 dBA	Average traffic patterns for this time during the day. Several vehicles and some commercial trucks passing.
12:20 PM	45 dBA	71 dBA	54 dBA	Average traffic patterns for this time during the day. Several vehicles and a few large commercial trucks passing.
4:05 PM	48 dBA	66 dBA	55 dBA	Average traffic patterns for this time during the day. Several vehicles and some large commercial trucks passing.
8:00 PM	40 dBA	57 dBA	48 dBA	Average traffic patterns for this time during the day. A few vehicles and no large commercial trucks passing.

Expected Noise Disturbances from Development

The sound level of typical loud outdoor noises expected from the development were measured on-site about 20 ft from the source (correlating with the minimum distance from the development to the adjoining residential property). Measurements were recorded when there was base level of sound amplification of about 54 dBA.

Noise Source	Total Sound Level Measurement (Sound + Base)
Large diesel truck	71 dBA
Loud talking – 2 people	58 dBA
Truck door slamming	68 dBA

Mechanical HVAC equipment was not measured on-site, but typically generates a sound level between 50-60 dBA from a distance of 30 ft. (Source: Camino Real Hotel Noise and Vibration Assessment, 2021).

Note on sound measurement math – Decibel levels are based on logarithms. When you have multiple sources of sound in an environment, the sound levels do not add together. For example, one vacuum creates a sound of 80 dB, but the sound created by two vacuums is just 83 dBA.

Conclusion

The reasonable noise disturbances created by the Town Center project from a distance of 20 feet may exceed the levels allowed by the Francis City Code during the 70 dB (daytime) and 50 dB (nighttime) periods. The following mitigation measures are recommended for this project so that the noise disturbances are reduced for nearby residential property owners and comply with Francis City Code.

1. 8 ft concrete wall in locations adjoining existing residence.
2. Tree landscape buffer in locations adjoining existing residence.
3. Deliveries allowed during daytime hours only Monday to Saturday.
4. Mechanical equipment for building 3 placed as far from existing residence as possible and enclosed.



Town Center Commercial Development Access and Drive-Through Vehicle Headlight Impact Study

Date: January 28, 2025

Prepared By: Katie Henneuse, City Planner and Code Enforcement Officer

Introduction

This report was written in response to the Planning Commission's concern that vehicle headlights will have a detrimental effect on residential property owners across from the Town Center development. The Planning Commission asked the applicant to identify the locations of vehicle travel in the proposed development (specifically the exit points and north-traveling drive-through lanes) and evaluate the impact of vehicle lights on nearby residential properties. Vehicle headlights may have a detrimental effect on nearby residences if it is shown that vehicle lights align with homes. Two potential mitigation measures were identified in the January 2025 meeting. The first is to add a landscape buffer aligned with the drive-through lanes and the second is to consider moving the location of an access or drive-through to align with driveways and roads opposite the development.

The Town Center project proposes the construction of a hotel with up to 67 rooms, three restaurants including two drive-throughs, 14,000 square feet of retail space for up to 9 businesses, and 21 apartments. The development will be constructed on a vacant lot on the southeast corner of State Road 35 and Spring Hollow Road.

Two access points are planned for the Town Center development – one on Spring Hollow Road and another on State Road 35. Each access point will allow vehicles to enter and exit the development. Two drive-through restaurant lanes are also planned. The drive-through lanes are one-directional. Survey markers were placed in the ground to identify the locations of each of these access points or drive-through lanes, with survey markers placed for the drive-throughs where vehicles travel north (see attached plan and map of survey markers for reference).

Spring Hollow Road Access

The Spring Hollow Road access survey markers at the driveway centerline are labeled 1000 - 1002.



Survey Marker 1002
Centerline of Spring Hollow Access



Aerial View of Town Center and
Properties Across the Road

This access point aligns with a home. The residents will likely be impacted by vehicle headlights. This type of detrimental effect can be mitigated in other locations by moving the access point so it aligns with a driveway or road opposite the development. Homes line the west side of Spring Hollow Road and there are no other locations to move the access point that do not impact a residential home. Additionally, in the opinion of the city engineer, the access point was placed at the best location because it is as far from the intersection as possible. This access point was previously approved during the site plan review for the first Town Center proposal. The applicant has agreed to discuss mitigation measures with the property owner and offer to pay for a landscape buffer on the residential property.

State Road 35 Access

The State Road 35 access survey markers at the driveway centerline are labeled 1007 - 1009.



Survey Marker 1008
Center of SR 35 Access



Survey Markers 1007 – 1009
Edge of Road View

No mitigation measures are recommended for this access point because the location already aligns with a driveway for a commercial business.

Drive-Through 1

The drive-through 1 survey markers are labeled 1012 - 1018. The photographs below were taken at the centerline of the travel lane.



Survey Marker 1012
Center of Drive-Through 1



Survey Marker 1012
Edge of Road View

No mitigation measures are recommended for drive-through 1 because the location of the drive-through already aligns with a secondary driveway and side yard of the property across the street. The applicant added three evergreen trees to the landscape plan at the turn radius to help mitigate vehicle headlight concerns.

Drive-Through 2

The drive-through 2 survey markers are labeled 1019 - 1025. The photographs below were taken at the centerline of the travel lane.



Survey Markers 1020-1025
Center of Drive-Through 2

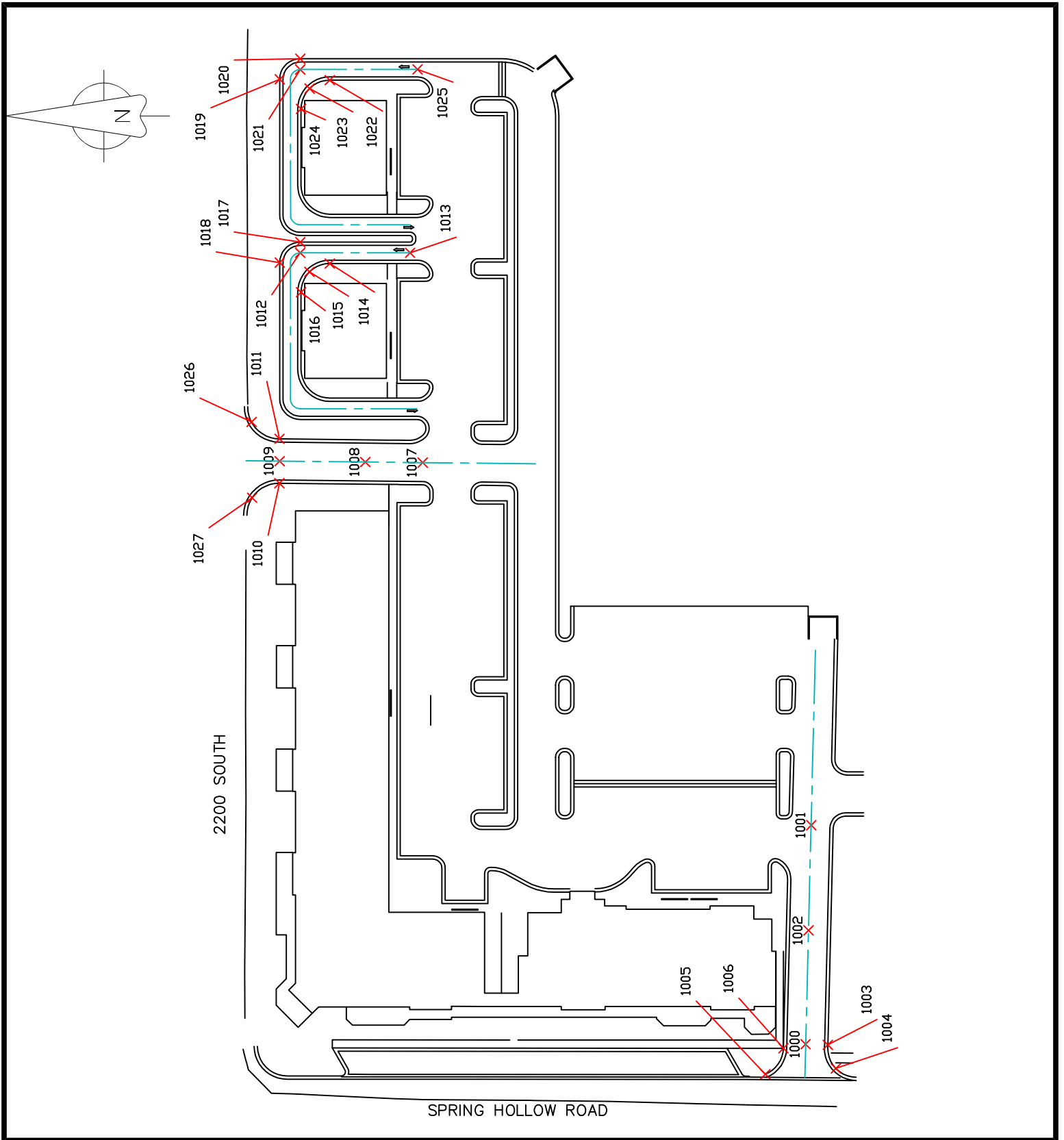



Survey Markers 1021
Edge of Road View

No mitigation measures are recommended for drive-through 2 because the location of the drive-through already aligns with a driveway, barn and garage of the property across the street. The applicant added three evergreen trees to the landscape plan at the turn radius to help mitigate vehicle headlight concerns.

Conclusion

Vehicle headlights will have a minimal impact on residential homes opposite the Town Center development on SR 35. No mitigation measures are recommended. The access points and north-traveling drive-through lanes are planned in locations across from driveways and accessory buildings. The applicant added clusters of evergreen trees at the drive-through turn radii to help mitigate vehicle headlight concerns. Vehicle headlights will impact the residential property across from the Spring Hollow Road exit. This access cannot be moved and was previously approved. The applicant will work with the property owner to add a landscape buffer if desired.



<p>PROJECT T25-006</p>	<p>DATE: 01/28/2025</p>	<p>PROJECT: FRANCIS PRELIMINARY LAYOUT</p>	 <p>983 E. 270 N. HEBER CITY, UT 84032 435-671-0392</p>
<p>DRAWN BY: BRM</p>	<p>SHEET 1 OF 1</p>	<p>PREPARED FOR: WEBSTER CONSTRUCTION</p>	

3/21/2025

Attention: Webster Construction, LLC
Address: P.O. Box 1061
City, State, Zip Code: Kamas, UT, 84036

It has come to our attention there may be concerns about our room count recommendations for future hotel developments in the community of Francis, Utah.

In June 2024, your company contracted with Core Distinction Group, LLC to conduct a Comprehensive Hotel Market Feasibility Study for an Upper Midscale Hotel, on a specific site in the community of Francis, Utah. Our research concluded that an Upper Midscale Hotel Project between 80 and 100 rooms would make the most business sense for the site. This determination was made by studying the data, community, and overall supporting areas around Francis. Following the completion of our work, you made the determination that you would like to build an Upper Upscale Hotel Project. Due to site restrictions, this Hotel would only be 67 rooms. Although the costs associated with this change would increase, we determined this would be a good fit for the area due to the data supporting the need for 80 to 90 new, Upper Upscale Hotel rooms. Additionally, Core Distinction Group, LLC always recommends a conservative approach to new hotel development.

In September of 2024, Core Distinction Group, LLC was contracted to conduct an additional Comprehensive Hotel Market Feasibility Study to determine if an Upper Midscale Hotel, on a specific site, would also be feasible. Taking into account the number of rooms you decided to build (less than we recommended), the differences between the two potential projects (Upper Midscale and Upper Upscale), we recommended between 70 and 90 new Upper Midscale Hotel rooms. Although we cannot share any data from our work in September 2024 with you, reviewing your own data in June of 2024 should help you understand the extreme rate, size, and demand differences between an Upper Midscale Hotel and an Upper Upscale Hotel.

In conclusion, Core Distinction Group, LLC and its representatives carefully considered all relevant projects when formulating our recommendations. Although the hotel industry can be affected by many factors, based on the data provided at the time of completing each study, we stand by our recommendations. We take pride in our commitment to protecting our clients' interests—whether they are investors, developers, landowners, or financial institutions—and we always strive for recommendations that are both prudent and strategically sound.

Sincerely,
Jessica Junker



Managing Partner
Core Distinction Group, LLC

ECONOMIC IMPACT SUMMARY

In this section of the report, Core Distinction Group has compiled a summary of what the potential direct and indirect economic impact could be for the proposed hotel development. This projection offers revenue and job creation information based on this hotel's recommendations stated throughout this report, as well as the occupancy and average rate projected.

- Direct Economic Impact
 - City Sales Tax Revenue
 - Lodging/Bed Tax Revenue
 - Real Estate Tax Revenue
- Indirect Economic Impact
 - Rooms Sold
 - Average Indirect Food Revenue and Jobs Needed
 - Average Indirect Entertainment/Activities Revenue and Jobs Needed
 - Average Indirect Alcoholic Beverages Revenue and Jobs Needed

Direct Economic Impact

When considering the potential Direct Economic Impact of a new hotel in the community, you look at the direct tax revenue the community is gaining from the project. This takes into consideration Lodging/Bed Taxes when applicable, Sales Taxes and Real Estate Taxes. Below you will find the estimated tax revenue of this project broken down in each category:

Sales Tax Revenue Per Year	
Year	Sales Tax
Year One	\$239,682
Year Two	\$254,058
Year Three	\$269,303
Year Four	\$282,698
Year Five	\$293,962
First Five Years Total:	\$1,339,704

Based on the minimum combined 2024 sales tax rate for Francis, Utah is 7.15%. This is the total of state, county, and city tax rates.

Lodging/Bed Tax Revenue Per Year	
Year	Lodging/Bed Tax
Year One	\$340,531
Year Two	\$361,269
Year Three	\$383,271
Year Four	\$402,664
Year Five	\$418,932
First Five Years Total:	\$1,906,667

Based on a current 10.47% Average Transient Lodging Tax in Francis, UT.

Real Estate Tax Revenue Per Year (Based on Estimates)	
Year	Real Estate Tax
Year One	\$71,872
Year Two	\$71,872
Year Three	\$71,872
Year Four	\$71,872
Year Five	\$71,872
First Five Years Total:	\$359,358

This information does not account for the collateral economic impact as well. There are many collateral economic impacts that can be accounted for. Additional revenue (and usage) from your sewer, water, trash disposal, utilities and so on all noted in the Pro Forma. The construction period can also promote additional economic growth. All of these add up and vary.

Indirect Economic Impact Estimates

When considering the potential Indirect Economic Impact of a new hotel in the community, you look at the spending of the guest within the community. For the purpose of this summary, we have identified the potential spending on food/dining. This does not take into consideration any taxes increased by said purchases. Below you will find the average rooms sold each year for the potential hotel project:

Rooms Sold Per Year Average		
Year	Occupancy	Rooms Sold
Year One	72.0%	18,136
Year Two	74.2%	18,680
Year Three	76.4%	19,241
Year Four	77.9%	19,625
Year Five	79.5%	20,018

Taking this into consideration, the estimates of rooms sold each day can be found below:

Average Rooms Per Night Sold	
Year One	50
Year Two	51
Year Three	53
Year Four	54
Year Five	55

Indirect Economic Impact Estimates (continued)

The average cost of food in the United States of America is \$58 per day. Based on the spending habits of previous travelers, when dining out an average meal in the United States of America should cost around \$23 per person. Breakfast prices are usually a little cheaper than lunch or dinner. The price of food in sit-down restaurants in the United States of America is often higher than fast food prices or street food prices. The total estimated indirect food revenue in your community is estimated* to be around:

Average Indirect Food Revenue Per Day	
Year One	\$2,882
Year Two	\$2,968
Year Three	\$3,057
Year Four	\$3,119
Year Five	\$3,181

Average Indirect Food Revenue Per Year	
Year One	\$1,051,896
Year Two	\$1,083,453
Year Three	\$1,115,956
Year Four	\$1,138,275
Year Five	\$1,161,041
First Five Years Total:	\$5,550,621

* Based on the assumption of one person per room night sold.

Based on this information, it can be assumed this additional revenue will also create indirect food service jobs. When considering the additional food revenue into your community, industry standards states that around 30% of revenue goes towards labor. Based on the amount of additional revenue, this would bring in the following amount of full-time equivalent jobs*:

Average Indirect Food Service Jobs Needed	
Year One	14.6
Year Two	15.0
Year Three	15.5
Year Four	15.8
Year Five	16.1

* Based on 32 hours a week and the median average base hourly rate of Food Service Workers of \$13 per hour, at the time of this report according to www.payscale.com.

Indirect Economic Impact Estimates (continued)

Entertainment and activities in the United States of America typically cost an average of \$55 per person, per day. This includes fees paid for admission tickets to museums and attractions, day tours, and other sightseeing expense.

Average Indirect Entertainment/Activities Revenue Per Day	
Year One	\$2,733
Year Two	\$2,815
Year Three	\$2,899
Year Four	\$2,957
Year Five	\$3,016

Average Indirect Entertainment/Activities Revenue Per Year	
Year One	\$997,487
Year Two	\$1,027,412
Year Three	\$1,058,234
Year Four	\$1,079,399
Year Five	\$1,100,987
First Five Years Total:	\$5,263,520

** Based on the assumption of one person per room night sold.*

Based on this information, it can be assumed this additional revenue will also create indirect tour guide or tourism industry jobs. When considering the additional food revenue into your community, industry standards states that around 25% of revenue goes towards labor. Based on the amount of additional revenue, this would bring in the following amount of full-time equivalent jobs*:

Average Indirect Entertainment/Activities Jobs Needed	
Year One	7.2
Year Two	7.4
Year Three	7.6
Year Four	7.8
Year Five	7.9

** Based on 32 hours a week and the median average base hourly rate of Tour Guide of \$20.89 per hour, at the time of this report according to www.salary.com.*

Indirect Economic Impact Estimates (continued)

The average person spends about \$27 on alcoholic beverages in the United States of America per day.

Average Indirect Alcoholic Beverages Revenue Per Day	
Year One	\$1,342
Year Two	\$1,382
Year Three	\$1,423
Year Four	\$1,452
Year Five	\$1,481

Average Indirect Alcoholic Beverages Revenue Per Year	
Year One	\$489,676
Year Two	\$504,366
Year Three	\$519,497
Year Four	\$529,887
Year Five	\$540,485
First Five Years Total:	\$2,583,910

** Based on the assumption of one person per room night sold.*

Based on this information, it can be assumed this additional revenue will also create indirect bartender jobs. When considering the additional alcoholic beverage revenue into your community, industry standards states that around 30% of revenue goes towards labor. Based on the amount of additional revenue, this would bring in the following amount of full-time equivalent jobs*:

Average Indirect Bartender Jobs Needed	
Year One	7.0
Year Two	7.2
Year Three	7.5
Year Four	7.6
Year Five	7.8

** Based on 32 hours a week and the median average base hourly rate of a bartender of \$12.55 per hour, at the time of this report according to www.salary.com.*

Indirect Economic Impact Estimates (continued)

The average price for Tips and Handouts in the United States of America is \$33 per day. The usual amount for a tip in the United States of America is 10% - 20%.

Average Indirect Tips/Handouts Revenue Per Day	
Year One	\$1,640
Year Two	\$1,689
Year Three	\$1,740
Year Four	\$1,774
Year Five	\$1,810

Average Indirect Tips/Handouts Revenue Per Year	
Year One	\$598,492
Year Two	\$616,447
Year Three	\$634,941
Year Four	\$647,639
Year Five	\$660,592
First Five Years Total:	\$3,158,112

* Based on the assumption of one person per room night sold.

Based on this additional revenue being paid, the increase in both food, beverage, and entertainment/activity, service worker's hourly wage would increase substantially in the market.

Source: BudgetYourTravel.com

SHARED PARKING AGREEMENT

KAMAS VALLEY INVESTMENT GROUP, L.L.C., a Utah limited liability company, (the “Developer”) and **FRANCIS CITY**, a Utah municipal corporation (the “City”), hereby enter into this Shared Parking Agreement (“Agreement”) as of this ____ day of March 2025.

RECITALS:

WHEREAS, the City has made certain entitlement approvals to properties located in the city center zone, bringing certain developments, bringing vitality and enhancement to the property and to neighboring properties within the City; and

WHEREAS, one of the specific purposes of the development is to facilitate commerce within the City, the need for parking in the immediate vicinity of the development to support the businesses located there and to enhance the fiscal integrity of the City; and

WHEREAS, the parties are willing to grant reciprocal benefits to each other for shared parking near City Hall, subject to the terms and conditions outlined herein;

TERMS

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby agree as follows:

1. **Incorporation of Recitals.** The foregoing Recitals are hereby incorporated into the terms of this Agreement.
2. **Shared Parking Permit.** Developer grants to the City and the City grants Developer a license for the public to use the parking shown on Exhibit A, while the City grants the use of the parking designated on Exhibit A. This Agreement does not preclude the Developer from posting signs, on its property, designating its parking lot as parking for customers only during normal business hours. In addition, the Developer hereby agrees to take no action to restrict or limit parking by the public on City Property. The City shall also have the right to post signs prohibiting customers from using certain stalls reserved for City Hall visitors, designated on Exhibit A. Both parties shall comply with all applicable laws, regulations, and ordinances when using the parking designated on Exhibit A. Developer shall reimburse the City for the costs of the signs to be posted around east parking lot adjacent to City Hall.
3. **Revocation.** Developer may revoke its authorization for the City to use the parking shown or designated on Exhibit A if the City breaches the terms of this Agreement or violates applicable laws or ordinances. The City may revoke Developer’s license to use the parking shown on Exhibit A if Developer breaches the terms of this Agreement or violates applicable laws or ordinances. Both parties shall comply with the default provisions in Section 11 before a revocation may become final.

3. **Developer Obligations.** Developer shall, at its sole cost, modify the parking stalls on Exhibit C and convert them to ADA parking stalls. Developer shall also construct the parking lot, more specifically described on Exhibit A, located on City property. Developer, their successors and assigns, agree to maintain the parking lot on Exhibit A in a reasonable state of repair consistent with City standards.
4. **Construction.** This Agreement shall be construed as subordinate to any lender's trust deed or mortgage now or hereafter filed of record against the Developer's property.
5. **Maintenance.** This Agreement shall not be construed to create or imply any obligation of the City relating to maintenance of the property, nor shall the Agreement be construed to require any obligation on the part of the Developer to maintain its facilities for the benefit of the City other than those portions specified in this Agreement. Each party to this Agreement shall be responsible for its own acts and its own negligence.
6. **Binding Agreement.** This Agreement shall be deemed to run with the development Property and shall be binding on the parties' successors and assigns.
7. **Applicable Law.** This Agreement and the interpretation, validity, effect and performance hereof shall be governed by the laws of the state of Utah, without regard to conflict of law principles.
8. **Authority.** The individuals who execute this Agreement represent and warrant that they are duly authorized to execute this Agreement on behalf of their respective entities and that the parties named are all the necessary and proper parties and that no other signature, act or authorization is necessary to bind such Parties to the provisions of this Agreement.
9. **No Third Party Rights.** This Agreement confers no rights to any third party and shall not be the basis for any cause of action against either party by any third party including, but not limited to, any member of the public referenced in paragraph 2, above.
10. **Defaults.** Any failure by either Party to perform any term or provision of this Agreement, which failure continues uncured for a period of thirty (30) days following written notice of such failure from the other Party, unless such period is extended by written mutual consent, will constitute a default under this Agreement. Any notice given pursuant to the preceding sentence will specify the nature of the alleged failure and, where appropriate, the manner in which said failure satisfactorily may be cured. If the nature of the alleged failure is such that it cannot reasonably be cured within such 30-day period, then the commencement of the cure within such time period, and the diligent prosecution to completion of the cure thereafter, will be deemed to be a cure within such 30-day period. Upon the occurrence of an uncured default under this Agreement, the non-defaulting Party may institute legal proceedings to enforce the terms of this Agreement or, in the event of a material default, terminate this Agreement. If the default is cured, then no default will exist and the noticing Party will take no further action.

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

“CITY”

FRANCIS CITY

ATTEST:

Suzanne Gillett
City Recorder

Jeremie Forman, Mayor

“DEVELOPER”

**KAMAS VALLEY INVESTMENT GROUP,
L.L.C.**

By: Rusty Webster,
Its: Managing Member

CITY ACKNOWLEDGMENT

STATE OF UTAH)

:ss.

COUNTY OF SALT LAKE)

On the ____ day of March, 2025, personally appeared before me Jeremie Forman who being by me duly sworn did say that he is the Mayor of **FRANCIS CITY** and that the foregoing instrument was signed in behalf of said City by authority of a resolution of the City Council and they acknowledged to me that said City executed the same.

My Commission Expires:

Notary Public
Residing at:

DEVELOPER ACKNOWLEDGMENT

STATE OF UTAH)

:ss.

COUNTY OF SALT LAKE)

On the ____ day of March, 2025, personally appeared before me Rusty Webster who being by me duly sworn did say that he is the managing member of **KAMAS VALLEY INVESTMENT GROUP, L.L.C.**, a Utah limited liability company, and that the within and foregoing instrument was signed on behalf of said limited liability company by authority of its Articles of Organization and duly acknowledged to me that said limited liability company executed the same.

My Commission Expires:

Notary Public
Residing at:

SIGNAGE NOTES:

EACH BUSINESS SIGN TO MEET FRANCIS CITY SIGNAGE CODE REQUIREMENTS.
 ANY SIGN PROPOSED NOT MEETING FRANCIS CITY SIGNAGE CODE MUST BE SUBMITTED FOR A CONDITIONAL USE REVIEW.



LOT LINES (PROPERTY)	---
EXISTING CURB AND GUTTER	====
PROPOSED CURB AND GUTTER	=====
SETBACK LINE	- - - - -
EXISTING FENCE	- - - - -X- - - - -
LANDSCAPE AREA	[Pattern]
CONCRETE AREA	[Pattern]
ASPHALT AREA	[Pattern]
REVERSE PAN CURB	[Pattern]

SITE DATA

LOT AREA:	152,092 SF (3.49 ACRES)
BUILDING AREA:	36,285 SF± 23.9%
PAVEMENT AREA:	95,061 SF± 62.5%
LANDSCAPE AREA:	20,746 SF± 13.6%

BUILDING DATA

ZONE: CC (CITY CENTER)
 SETBACKS:
 FRONT YARD: 10'
 SIDE YARD: 0'
 REAR YARD: 0'

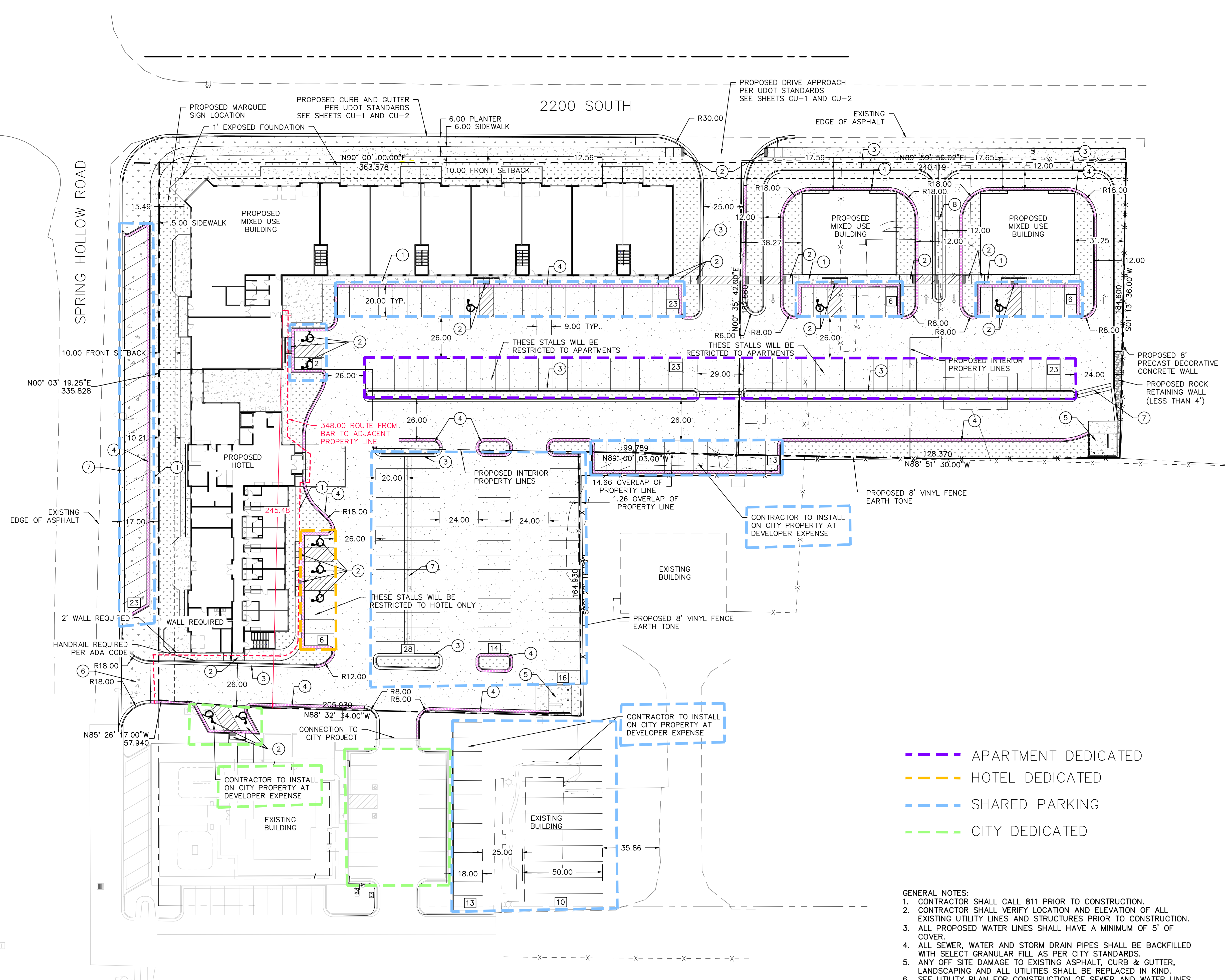
PARKING TABULATION

REQUIRED: RETAIL = 4 PER 1,000 SF
 RESTAURANT = 1 PER 3 SEATS OR 1 PER 100 SF
 HOTEL = 1 PER ROOM
 RESIDENTIAL = 3 PER DWELLING UNIT
 REDUCTION: 25% RETAIL REDUCTION FOR RECIPROCAL USES
 REQUIRED: RETAIL = 56 STALLS (14,000 SF)
 RESTAURANT = 66 STALLS (198 SEATS)
 HOTEL = 70 STALLS (70 ROOMS)
 RESIDENTIAL = 63 STALLS (21 UNITS)
 REQUIRED: 255 STALLS
 REDUCTION: 191 STALLS
 PROVIDED: 160 STALLS ON-SITE + 23 STALLS ON-STREET
 8 ADA STALLS
 SEEKING SHARED PARKING WITH CITY OF 36 STALLS.

SITE DESIGN NOTES:

- PROPOSED SIDEWALK PER APWA PLAN 231. SEE SHEET C-4 FOR DETAILS.
- ALL ADA STALLS AND RAMPS TO BE INSTALLED PER ADA STANDARDS AND CITY STANDARD STREETS-5. SEE SHEET C-4 FOR DETAILS.
- PROPOSED CURB & GUTTER PER APWA PLAN 205 TYPE E. SEE SHEET C-4 FOR DETAILS.
- PROPOSED REVERSE PAN CURB AND GUTTER PER DETAIL 1. SEE SHEET C-4 FOR DETAILS.
- PROPOSED DUMPSTER LOCATION. SEE ARCHITECTURAL PLANS FOR DETAILS.
- COMMERCIAL DRIVE APPROACH PER CITY STANDARD STREETS-7. SEE SHEET C-4 FOR DETAILS.
- PROPOSED 4' WATERWAY PER APWA PLAN 211. SEE SHEET C-4 FOR DETAILS.
- PROPOSED CURB CUT. SEE SHEET C-4 FOR DETAILS.

1" = 30'
 Scale in Feet



- - - - - APARTMENT DEDICATED
- - - - - HOTEL DEDICATED
- - - - - SHARED PARKING
- - - - - CITY DEDICATED

- GENERAL NOTES:**
- CONTRACTOR SHALL CALL 811 PRIOR TO CONSTRUCTION.
 - CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF ALL EXISTING UTILITY LINES AND STRUCTURES PRIOR TO CONSTRUCTION.
 - ALL PROPOSED WATER LINES SHALL HAVE A MINIMUM OF 5' OF COVER.
 - ALL SEWER, WATER AND STORM DRAIN PIPES SHALL BE BACKFILLED WITH SELECT GRANULAR FILL AS PER CITY STANDARDS.
 - ANY OFF SITE DAMAGE TO EXISTING ASPHALT, CURB & GUTTER, LANDSCAPING AND ALL UTILITIES SHALL BE REPLACED IN KIND.
 - SEE UTILITY PLAN FOR CONSTRUCTION OF SEWER AND WATER LINES.
 - SITE LIGHTING SHOWN FOR REFERENCE ONLY. SEE SITE ELECTRICAL PLANS FOR LOCATION.
 - ALL WORK SHALL BE ACCORDING TO CITY STANDARDS.

NO.	REVISIONS	BY	DATE

LEGEND ENGINEERING
 52 WEST 100 NORTH
 HERRER CITY, UT 84032
 PHONE: 435-654-4828
 www.legendengineering.com

FRANCIS TOWN CENTER
 SITE PLAN
 2217 S SPRING HOLLOW ROAD, FRANCIS, UTAH 84036

SHEET: **C-1**
 DATE: 3/20/2025



2025 FRANCIS FRONTIER DAYS

2317 South Spring Hollow Road, Francis, UT 84036



Tuesday-Thursday, August 26th – 28th

9:00 am - 4:00 pm Horse Clinic

Friday, August 29th

8:00 am Trail Horse Competition
(8:00 am signup, 9:00 am walkthrough, 9:30 am start)

5:00 pm – 10:00 pm Concessions

5:30 pm – 7:00 pm Cowboy Concert featuring Brenn Hill & Andy Nelson

7:30 – 10:00 pm RMPRA Rodeo plus Hometown Events (Rescue Relay and Hide Race)
(Gates open at 6:30 pm, signup for Hometown Events before Aug 15th.
Hometown preference available. Must enter through RMPRA.)

Saturday, August 30th

8:00 am - 11:00 am Breakfast

9:00 am Slack
Barrel Racing Jackpot (immediately following Slack)

? Hike

10:00 am - 6:00 pm Kamas Valley Lions Club Money Shoot

11:00 am - 9:30 pm Concessions

noon - 3:00 pm **Car Show?**

noon - 7:00 pm Vendor Booths

3:00 - 6:30 pm Live Music

7:00 - 9:30 pm RMPRA Rodeo plus Hometown Events (Rescue Relay and Hide Race)
(Gates open at 6:00 pm, signup for Hometown Events before Aug 15th.
Hometown preference available. Must enter through RMPRA.)

Sunday, August 31st

9:00 am - 1:00 pm Kamas Valley Lions Club Money Shoot

dusk (8:00 pm) Movie Night featuring ? (limited concessions)

Monday, September 1st

8:00 am - 11:00 am Breakfast

8:00 am Junior Rodeo (8:00 am signup, 9:00 am start)
Kids Activities (immediately following Junior Rodeo)

10:00 am Horse Games in the Rodeo Arena
(9:00 am signup, 10:00 am start)

8:00 am - noon Bounce Houses

10:30 am - noon Talent Show

Visit francisutah.gov/frontier-days/ for more information.
Grant support was received from the Summit County Restaurant Tax.

PURCHASE RODEO
TICKETS ONLINE

