

ELECTRONIC WORK SESSION: An electronic work session will be held at 6:00 p.m. in Farmington City Hall, 160 South Main Street. The public is welcome to attend electronically. The agenda for the work session will be as follows:

1. Discussion regarding Transfer of Paramedic Services
2. Questions or concerns the City Council may have on agenda items.

ELECTRONIC FARMINGTON CITY COUNCIL MEETING NOTICE AND AGENDA

Notice is hereby given that the City Council of **Farmington City** will hold a regular City Council meeting on **Tuesday, December 1, 2020, at 7:00 p.m.** The meeting will be held electronically through Zoom, Farmington, Utah.

Farmington City Council meetings, including this meeting, are open to the public. In consideration of the COVID-19 pandemic, members of the public wishing to attend this meeting are encouraged to listen to the meeting on line. The link to listen to the meeting live and to comment electronically can be found on the Farmington City website at www.farmington.utah.gov. If you wish to email a comment for any of the listed public hearings, you may do so at hbouck@farmington.utah.gov.

The agenda for the meeting shall be as follows:

CALL TO ORDER:

7:00 Roll Call (Opening Comments/Invocation) Pledge of Allegiance

PUBLIC HEARING:

7:05 East Brentwood Estates 2nd Amendment Plat Amendment – Lots 19 and 20

NEW BUSINESS:

7:15 Ordinance Establishing Dates, Time and Place for Holding Regular 2021 City Council Meetings

7:20 Historic Landmark Designation – Van Fleet/Richard’s Home

7:25 Approve Purchase of New “Ambuman Advanced” Manikin for EMS Advanced Life Support & COVID-19 Training

SUMMARY ACTION:

(Items listed are considered routine in nature and will be voted on in mass unless pulled for separate discussion)

7:30 Minute Motion Approving Summary Action List

1. Approval of Minutes for October 27th

GOVERNING BODY REPORTS:

7:35 City Manager Report

1. Fire Monthly Activity Report for
2. Building Activity Report for October

7:45 Mayor Talbot & City Council Reports

ADJOURN

CLOSED SESSION

Minute motion adjourning to closed session, if necessary, for reasons permitted by law.

***PLEASE NOTE:** Times listed for each agenda item are estimates only and should not be construed to be binding on the City Council.

In compliance with the Americans with Disabilities Act, individuals needing special accommodations due to a disability, please contact Heidi Bouck, Deputy City Recorder at 801-939-9209, at least 24 hours in advance of the meeting.

I hereby certify that I posted a copy of the foregoing Notice and Agenda and emailed copies to media representatives on November 24, 2020.

DATED this 24th day of November, 2020.

FARMINGTON CITY CORPORATION

By: _____
Heidi Bouck, City Recorder

WORK SESSION



FARMINGTON CITY

H. JAMES TALBOT
MAYOR

BRETT ANDERSON
SHAWN BEUS
SCOTT ISAACSON
AMY SHUMWAY
REBECCA WAYMENT
CITY COUNCIL

SHANE PACE
CITY MANAGER

CITY COUNCIL STAFF REPORT

To: Mayor and City Council
From: Shane Pace, City Manager
Date: November 23, 2020
Subject: Transfer of Paramedic Services

RECOMMENDATION(S)

Mayor and City Council consider the transfer of paramedic services from Davis County to Farmington City. This would include Davis County permanently removing its County wide certified tax rate for paramedic services and Farmington city increasing its certified tax rate to cover the cost of paramedic services in our City.

BACKGROUND

When I started with Farmington City in October of 2018 I was surprised to find out that the Davis County Sheriff's Office provided paramedic services to Farmington City. County Sheriffs, who are certified as paramedics, respond to calls throughout the County. Patients are still transported by our emergency medical technicians, with a paramedic in the ambulance, to the hospital. These paramedics can respond from anywhere in the County depending where they are at when the call comes in. I also found out these services were paid for with a County wide certified tax rate in addition to a charge we have to pay every time they go on one of our ambulances to the hospital. This is an old model instituted by rural counties to provide a basic service with smaller populations to pay for it. In fact, there are only two Counties in the nation who still run this model, Davis County and a rural county in Florida.

In investigating this more I found out that some cities started to provide their own paramedic services years ago. Layton City and the South Davis Metro Fire District provide their own paramedic services within their communities. South Davis Metro Fire District is made up of Bountiful, Woods Cross, North Salt Lake, West Bountiful and Centerville. In their case, they negotiated with Davis County to each receive 25% of the certified tax rate funds the County collected for paramedic services. This allowed them to keep their paramedics in their own communities unless needed for backup.

My initial reaction to all this was to consider talking with the Davis County Sheriff to negotiate our own deal to provide paramedic services in our community. However, after talking with some city managers in the County I found out there have been multiple attempts to move paramedic services to the Cities through the years. Most thought it was time to do a full Countywide transfer from the County to the Cities. The main reason is that inequities exist in the current model. If Farmington negotiated a deal with Davis County like Layton and South Davis Metro Fire District, those inequities would continue or get worse.

I requested a meeting with all the City Managers in the County and we started working towards a final resolution of this situation. We included Sheriff Sparks, Curtis Koch the County Auditor, the Fire Districts and all of the Fire Chiefs throughout the County. We developed a proposal for a transfer of the paramedic services from the County to the cities or fire districts that serve the cities. We shared this proposal with the County Commissioners individually who seem supportive of this transfer. Sheriff Sparks is supportive of this proposal preferring to move towards a more traditional County Sheriff's Office similar to other County Sheriff's Offices across the State.

The goal is for the County to stop providing services on December 31, 2022. In order for this to occur, the County would need to eliminate their certified tax rate in 2021 and the Cities and Fire Districts would increase property taxes in August of 2021. This would require a truth in taxation hearing by every entity who will provide paramedic services in the future. The Cities and District would contract with the County to provide paramedic services during 2022 until they were ready to start providing the service.

An interlocal agreement is drafted that would need to be signed by all the parties involved in the first quarter of 2021. I will present the details of this proposal during the December 1 Work Session and answer any questions you will have. This is a major decision that will take time to make. It is my hope that you will see the value of this proposal over the next few months, sign the proposed interlocal agreement, and move forward next year.

Respectfully submitted,



Shane Pace

City Manager

CITY COUNCIL AGENDA

For Council Meeting:
December 01, 2020

S U B J E C T: Roll Call (Opening Comments/Invocation) Pledge of Allegiance

It is requested that Councilmember Amy Shumway give the invocation to the meeting and it is requested that City Manager Shane Pace lead the audience in the Pledge of Allegiance.

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting.

CITY COUNCIL AGENDA

For Council Meeting:
December 01, 2020

PUBLIC HEARING: East Brentwood Estates 2nd Amendment Plat Amendment – Lots 19 and 20

ACTION TO BE CONSIDERED:

1. Hold Public Hearing.
2. Move that the City Council table the East Brentwood Estates 2nd Amendment Plat Amendment Lots 19 and 20 to allow time to determine the functional priority of the “No Build Area”, and determine the best course of action to ensure the slope integrity.

GENERAL INFORMATION:

See enclosed staff report prepared by Shannon Hansell, City Planner.

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting.



FARMINGTON CITY

H. JAMES TALBOT
MAYOR

BRETT ANDERSON
SHAWN BEUS
SCOTT ISAACSON
AMY SHUMWAY
REBECCA WAYMENT
CITY COUNCIL

SHANE PACE
CITY MANAGER

City Council Staff Report

To: Honorable Mayor and City Council

From: Shannon Hansell, City Planner

Date: December 1, 2020

SUBJECT: EAST BRENTWOOD ESTATES 2nd AMENDMENT PLAT AMENDMENT – LOTS 19 AND 20

RECOMMENDATION:

1. Hold a Public Hearing
2. Move that the City Council table the East Brentwood Estates 2nd Amendment Plat Amendment Lots 19 and 20 to allow time to determine the functional priority of the “No Build Area”, and determine the best course of action to ensure slope integrity.

BACKGROUND INFORMATION

The applicants, Casey and Nicole Harbertson, have purchased Lots 19 and 20 of the East Brentwood Estates 2nd Amendment Subdivision. They intend to combine these lots and build on Lot 19. As platted, there is a “No Build Area” on Lots 19 and 20, where both lots include an area of more than 30% slope. To build on the Lot 19, the applicant suggests building an approved, engineered retaining wall. However, upon DRC review, City staff have asked that the City Council table the item as stated in the recommended motion.

SUPPLEMENTARY INFORMATION:

1. Vicinity Map
2. Proposed changes to plat
3. Narrative from applicant

Respectfully Submitted

Shannon Hansell
City Planner

Review and Concur

Shane Pace
City Manager



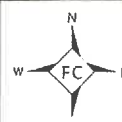
VICINITY MAP

1628 N 400 W

Map 10/10/20

0 25 50 75 100
Feet

0 10 20 30 40
Meters



Disclaimer: This map was produced by Farmington City GIS and is for reference only. The information contained on this map is believed to be accurate and suitable for limited uses. Farmington City makes no warranty as to the accuracy of the information contained for any other purposes.

East Brentwood Estates - 2nd Amendment

A Conservation Subdivision

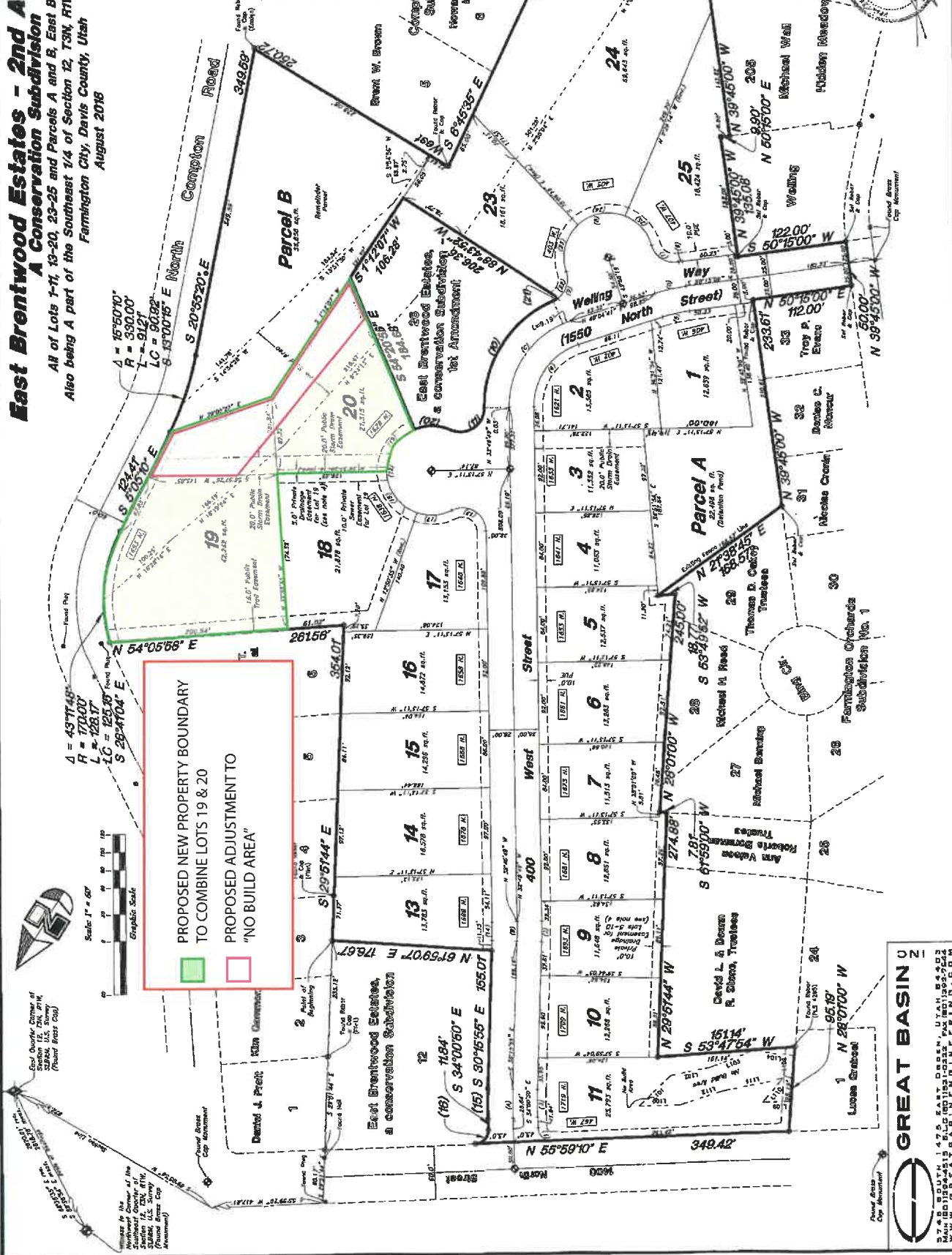
AB of Lots 1-11, 13-20, 23-25 and Parcels A and B, East Brentwood Estates
Also being A part of the Southeast 1/4 of Section 12, T3N, R1W, SLBEM, U.S. Survey
Farmington City, Davis County, Utah
August 2018

LEGEND

- Salt Well & Water
- Salt Pile & Crop
- Mud & Rock
- Movement to be Set
- Station Corner
- (Pit) Road Line
- Non-Record Line
- Davis County Survey
- E.C.C. (Established County Corner)
- Easement Line (Shaded for Designation)
- PUE (Public Utility Easement)
- No Build Area (Shaded Line)
- All Roads are Shaded
- Greater than 10' (Shaded)

NOTES:

1. 10' wide Public Utility Easement as indicated by the shaded area.
2. No storm water from impermeable surfaces, irrigation water, or foundation drains shall be allowed to seep property lines into adjacent lots.
3. Final soil report has been prepared and submitted to the City by the developer.
4. Private drainage channels will be constructed by the developer within the Private Drainage Subdivision. The channels will be designed to facilitate drainage from adjacent lots to streets and/or detention facilities.
5. Retaining Wall on the West Side of Lot 12, will be constructed by the developer and will be owned and maintained by the owner of Lot 12.



DAVIS COUNTY RECORDER
RECORDED 8-28-18
RECORD 2, 1-1-18
JUL 13, 2018 10:13 AM
RECORDING FEE: \$15.00
RECEIVED
Amanda M. Hildreth
DAVIS COUNTY RECORDER
8-28-18

GREAT BASIN
1400 S. 1300 E. SUITE 100
ST. GEORGE, UT 84790
WWW.GREATBASINUTAH.COM



Carly Rowe <crowe@farmington.utah.gov>

Re: Plat amendment petition East Brentwood Subdivision Lots 19 & 20

Casey Harbertson <casey@mntnops.com>

Thu, Oct 8, 2020 at 12:47 PM

To: David Petersen <dpetersen@farmington.utah.gov>

Cc: Carly Rowe <crowe@farmington.utah.gov>, Meagan Booth <mbooth@farmington.utah.gov>, Eric Miller <emiller@farmington.utah.gov>

David,

Thank you for the quick reply! Attached is the drawing showing the proposed combination of lots 19 and 20 as well as the adjustment to the "no build line". We will visit city hall today and get the application fees taken care of. Let me know if there is anything else you need from us.

Best,

On Oct 8, 2020, at 10:03 AM, David Petersen <dpetersen@farmington.utah.gov> wrote:

Casey,

We can consider your email as your petition to amend the plat, but we will need a drawing showing your proposal to combine lots 19 and 20 and your proposed adjustment to the "no build line". Also plat amendment applications should be accompanied by a fee: \$45.00 a lot, or in your case: \$90.00.

Dave



Dave Petersen, AICP
Community Development Director

Office: 801.939.9211 Cell: 801.381.3575

dpetersen@farmington.utah.gov

On Wed, Oct 7, 2020 at 11:42 AM Casey Harbertson <casey@mntnops.com> wrote:

Dear Mr. Petersen,

My wife Nicole Harbertson and I are the residents and property owners of 1628 North 400 West in the East Brentwood Subdivision (Lot 20) I am writing today to inform you that we have currently purchased Lot 19 of the East Brentwood Subdivision which is adjacent to our current property. We wish to petition the City of Farmington to amend the plat to define and allow approved engineered retaining walls in the "no build zone" in both lots 19 and 20. We would also like to join the two lots together to extend our yard and adjust the "no build line" on lot 20 to allow us to place a second structure on the new property. Thank you for your time. Let us know how you would like us involved in this process.

Best,

Casey Harbertson

CITY COUNCIL AGENDA

For Council Meeting:
December 01, 2020

**S U B J E C T: Ordinance Establishing Dates, Time and Place for Holding Regular 2021
City Council Meetings**

ACTION TO BE CONSIDERED:

1. Motion to approve the Ordinance establishing dates, time and place for 2021 City Council meetings.

GENERAL INFORMATION:

See enclosed staff report prepared by Heidi Bouck, City Recorder.

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting.



FARMINGTON CITY

H. JAMES TALBOT
MAYOR

BRETT ANDERSON
SHAWN BEUS
SCOTT ISAACSON
AMY SHUMWAY
REBECCA WAYMENT
CITY COUNCIL

SHANE PACE
CITY MANAGER

City Council Staff Report

To: Mayor and City Council

From: Heidi Bouck

Date: December 1, 2020

SUBJECT: **ORDINANCE ESTABLISHING DATES, TIME AND PLACE FOR
HOLDING REGULAR 2021 CITY COUNCIL MEETINGS**

RECOMMENDATION

Approve the attached Ordinance establishing dates, time and place for 2021 City Council meetings.

BACKGROUND

1. Pursuant to Utah Code Section 52-4-202, any public body which holds regular meetings that are scheduled in advance over the course of a year shall give notice at least once each year of its annual meeting schedule and shall specify the date, time, and place of such meetings. Special meetings can be added during the year when necessary. Regular meeting may also be cancelled if workload does not require a meeting.

Respectfully Submitted

Heidi Bouck
City Recorder

Review & Concur

Shane Pace
City Manager

ORDINANCE 2020-

**AN ORDINANCE ESTABLISHING DATES, TIME AND PLACE FRO HOLDING
REGULAR FARMIGNTON CITY COUNCIL MEETINGS**

BE IT ORDAINED BY THE CITY COUNCIL OF FARMINGTON, UTAH:

Section 1. Time and Place of Regular Council Meeting.

The Governing body shall generally conduct two regular meetings per month which shall be held on the first and third Tuesday of each month or as noted otherwise herein.

Meetings shall be held in the **City Council Room of the Farmington City Hall, 160 South Main Street, Farmington, Utah**, unless otherwise noticed. Each meeting shall begin promptly at 7:00 p.m. The schedule of meetings for 2021 shall be as follows:

January	5	&	19
February	2	&	16
March	2	&	16
April	6	&	20
May	4	&	18
June	1	&	15
July	6	&	20
August	3	&	17
September	7	&	21
October	5	&	19
November			16
December	7	&	21

Section 2. Effective Date. This ordinance shall take effect immediately upon posting after passage.

PASSED AND ORDERED POSTED BY 5 of 5 Council Members present at the regular meeting of the Farmington City Council held on this 1st day of December, 2020. Notice should be given as required by t he Utah Open Meetings Act.

FARMINGTON CITY CORPORATION

ATTEST:

By: _____
H. James Talbot
Mayor

Heidi Bouck, City Recorder

CITY COUNCIL AGENDA

For Council Meeting:
December 01, 2020

S U B J E C T: Historic Landmark Designation – Van Fleet/Richard’s Home

ACTION TO BE CONSIDERED:

1. Motion to approve the enclosed Ordinance designating the home at 463 North 100 East as a historic resource on the Farmington Historic Landmarks Register as set forth in the recommendation from the Farmington City Historic Preservation Commission.

GENERAL INFORMATION:

See enclosed staff report prepared by Meagan Booth, City Planner.

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting.



FARMINGTON CITY

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SHANE PACE
CITY MANAGER

City Council Staff Report

To: Honorable Mayor and City Council
From: Meagan Booth, City Planner
Date: December 1, 2020
SUBJECT: HISTORIC LANDMARK DESIGNATION- Van Fleet/Richards Home

RECOMMENDATION:

Approve the enclosed ordinance designating the home at 463 North 100 East as a historic resource on the Farmington Historic Landmarks Register as set forth in the recommendation from the Farmington City Historic Preservation Commission dated October 28, by David Barney (Current Chair of the Commission).

BACKGROUND INFORMATION

On Wednesday, October 28, 2020, the Farmington City Historic Preservation Commission voted to recommend placement of the home located at 463 N 100 E the city's historic landmark register. The Farmington City Council has the final say over such designations. The current property owners attached a memo detailing the request for the designation and the history of the home. The current owner is Jennifer Gunnell and her granddaughter, Amanda Riddle, made the request.



SUPPLEMENTARY INFORMATION:

1. Aerial view of the site
2. Photos
3. Minutes and Recommendation from David Barney (Farmington City Historic Preservation Commission Chair)
4. Email from Amanda Riddle (Property Owner)
5. Enabling Ordinance

Respectively Submitted

Meagan Booth
Meagan Booth
City Planner

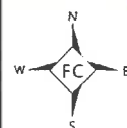
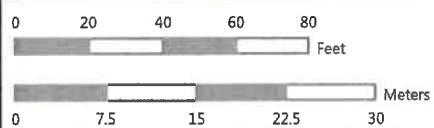
Review and Concurrence

Shane Pace
Shane Pace
City Manager



VICINITY MAP 463 N 100 E

Don Lippman



Disclaimer: This map was prepared by Farmington City GIS and is for reference only. The information contained on this map is believed to be accurate and suitable for limited uses. Farmington City makes no warranty as to the accuracy of the information contained for any other purposes.





typical in design for many Farmington homes, the Dan and Chris Sullivan home has a rock facade and wooden windows.

Actual age of Farmington home still a question mark

By SUE UTLEY

Standard Examiner correspondent

FARMINGTON — One thing for certain, the house at 463 N. 100 East is old. Exactly how old is still up in the air.

City records say it was built in 1870. Gordon Van Fleet, who lived in the home during his teenage years and until he married, says it was built by his great-grandfather, Willard Richards. Since Richards died in 1854, this would contradict the 1870 date.

Older city records have been incorrect in the past, so it's anyone's guess as to the actual age of the little rock house where Dan and Chris Sullivan now live.

Van Fleet said his grandparents, Elias and Mary Ann (Richards) Van Fleet, lived in the house long before he was born. "After Grandpa died, our family moved in with Grandma and took care of her," he said.

It was during those years that the original two-room house underwent its first remodeling. A bedroom, bath, kitchen and screened porch were added. Through the years the house was expanded from two rooms to seven rooms and two baths.

However, the new addition was kept separate from the original rooms. Mary Ann Van Fleet lived in one part and her son's family lived in the other half.

"It was awkward. We had to walk through my grandmother's rooms in order to get to ours," said Van Fleet.

Van Fleet can remember a lot of things about the old home like the



HISTORIC HOMES

outhouse in the back yard before indoor plumbing was installed; the Royal Oak stove in the parlor which heated the house with coal; and the dozen or so old portraits, framed in thick wood, hanging in his grandmother's bedroom.

"They were probably pictures of Willard Richards' wives," he said.

Richards had 14 wives. His last wife was Susan Boyliss. Van Fleet's great-grandmother, Van Fleet thinks the house was built for her. Several of the homes along 100 East were built by Willard Richards for his many wives.

When Van Fleet was a teenager back in the 1920s, he slept in the screened porch on the west side of the house both winter and summer.

"I can remember waking up on a cold morning with snow on my quilts," he said.

He also remembers a root cellar out back.

"There was a spinning wheel and butter churn in it, along with some brown jugs and blue glass bottles," said Van Fleet. "When the house was sold, we didn't think to take them with us."

After Van Fleet's grandmother died, his parents continued living there. His mother, Mary Ellen Blamires Van Fleet, remained in the house for several years after her husband died. The years between the Van Fleet's and the Sullivan's have seen several occupants in the

house — both renters and owners.

Most of the cosmetic interior changes were done by Diane Stevens, who sold the home to the Sullivan's last year. Stevens rented part of the house at first and later bought it. She continued renting out the back half for a few more years.

Eventually, Stevens knocked part of a wall down and created a doorway between the family room and front parlor, combining the two units.

While the outside of the home remains similar to what Van Fleet's ancestor's saw, the inside of the pioneer home has changed a lot.

Stevens added stain glass throughout the house as well as wood trim around the thick doorways and tall ceilings. She creatively used fabric to cover the walls in some rooms rather than ordinary wallpaper.

A decorative tin ceiling, reminiscent of an old dance hall, was put up in the family room. An ornate wooden bar sits in one corner of the front parlor and, rich wood cabinets line the walls in the modern kitchen.

When Dan the Sullivans drove along the Farmington street about 1½ years ago, they saw a "for sale" sign in Stevens' yard and stopped immediately. They had just come up from California to get married. Dan is originally from Bountiful.

"It was the furthest thing from my mind to live in Utah," said Chris Sullivan. "But, we loved the house, so we bought it. You can't find older homes in California."

Point won't raise building permit fees

Summary of Historic Preservation Commission Meeting October 28

The Commission approved David Barney as the new Chairman.

The Commission approved the nomination of the Jennifer Gunnell home at 463 North 100 East in Farmington to the Historic Landmarks Registry.

The county assessor's records state it was built in 1887 but other sources say it was built in 1870. The Actual age of the home is still in question.

The home meets the following requirements.

1. Located in Farmington
- 2) Currently listed on the 2005 reconnaissance level survey of Farmington that it is Eligible/Significant
- 3) It also meets criterion a, c and e of the historic resources section.

From: Amanda Riddle <amanda.riddle@gmail.com>

Sent: Monday, October 19, 2020 8:59 PM

To: David Barney <bossbarney@msn.com>

Subject: Re: Historic Eligibility

Dear Farmington City Historic Preservation Committee,

On behalf of my mother Jennifer Gunnell, I am inquiring to see if her home can be found eligible to be listed on the historic landmarks registry of Farmington. The home is located 463 n 100 E, Farmington. According to Cory Jensen of the Salt Lake Historic Preservation committee it is listed in their database from the 2005 reconnaissance level survey of Farmington that it is Eligible/Significant. This is based on age and integrity and not historical background. No additions or changes have been made to the house since that time.

As for historic background, it was the home of Mary Ann and Elias Van Fleet, built in 1870* .

Elias Van Fleet was lieutenant in the Black Hawk war, Senior president 74th quorum of the seventies and Deputy Sheriff of Davis county. His second wife Mary Ann Richards was one of Willard Richards daughters who was an apostle of the church of Jesus Christ of Latter-day saints, as well as a doctor.

In requirements it should meet criterion C for evaluation *(c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; and also possibly B.*

It should also meet a and e, possibly more for the sub criteria.

- a. *It is an easily identifiable visual feature of its neighborhood or the city because of its positioning, location, age, scale or style, and it contributes to the distinctive quality or identity of its area in such a way that its absence would negatively affect the area's sense of place;*
- e. *It illustrates an important architectural form, style or building technique, especially as an example of "local vernacular" (e.g., single- and two-story rock/adobe homes; simple brick Victorians) or as a singular example of form, style or technique within the city;*

*There are some contradictory claims of the actual age of the home. It is listed in the Farmington Historic Walking Tour #21 as the VanFleet/Elias Richards home 1870. In the book "How kids view Old and New Farmington" it's listed at #4 Elias and Mary Ann Richards home.

In "My Farmington" Pg.25 #1 It is listed as Gordon Van Fleets parents home built in 1887 by his father Heber John VanFleet(which doesn't add up his dad would have been 8yrs old)

Gordon Van Fleet also was interviewed in an article in 1991 stating his Great Grandfather Willard Richards built the home but Richards died in 1854. The article also states the county records show it was built in 1870.

The county assessor's records state it was built in 1887.

I have attached the article and photos of the home.

Thank you for your consideration.

Sincerely,

Amanda Riddle

801-336-6831

Jennifer Gunnell

801-540-2927

FARMINGTON, UTAH

ORDINANCE NO. 2020 -

AN ORDINANCE OF THE FARMINGTON CITY COUNCIL DESIGNATING THE VAN FLEET/RICHARDS HOME AS A HISTORIC RESOURCE ON THE FARMINGTON HISTORIC LANDMARKS REGISTER.

WHEREAS, the Farmington City Council recognizes that the historical heritage of the building and home located at 463 North 100 East as a valued and important community asset; and

WHEREAS, the designation of Historic Resources to the Farmington Historic Landmarks Register serves to protect the original settings and structures and to preserve Farmington's historical heritage; and

WHEREAS, the Farmington Historic Preservation Committee finds that the building and home of Mary Ann and Elias Van Fleet and his posterity to satisfy the criteria governing the designation of Historic Resources to the Farmington Historic Landmark Register and has recommended to the Farmington City Council that the home be so designated;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF FARMINGTON CITY, STATE OF UTAH, AS FOLLOWS:

Section 1. Designation. The home at 463 North 100 East (Davis County Tax I.D. 070230010), built in the 19th century by the Van Fleet/Richards family in Farmington City are hereby designated as a Historic Resource on the Farmington Historic Landmark Register.

Section 2. Notice of Listing. A Notice of Listing pertaining to the building and home shall be filed with the City Recorder and recorded in the office of the Davis County Recorder.

Section 3. Recordation. The Historic Preservation Commission shall record the ordinance with the City Records Office and the Davis County Recorder's Office.

Section 4. 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 5 Effective Date. This Ordinance shall become effective twenty (20) days after publication or posting, or thirty (30) days after passage, whichever occurs first.

PASSED AND ADOPTED BY THE CITY COUNCIL OF FARMINGTON CITY, STATE OF UTAH, THIS 1st DAY OF DECEMBER 2020.

DATED this 1st day of December 2020.

FARMINGTON CITY

ATTEST:

H. James Talbot
Mayor

Heidi Bouck
City Recorder

CITY COUNCIL AGENDA

For Council Meeting:
December 01, 2020

S U B J E C T: Purchase of new “Ambuman Advanced” Manikin for EMS Advanced Life Support & COVID-19 Training

ACTION TO BE CONSIDERED:

1. Move to approve the purchase of Advance Life Support Training Manikin capable of supporting Advance Life Support (ALS) training Curriculums using Ambulance Enterprise funds.

GENERAL INFORMATION:

See enclosed staff report prepared by Guido Smith, Fire Chief.

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting.

FARMINGTON CITY FIRE DEPARTMENT

82 North 100 East
P.O. Box 160
Farmington, Utah 84025
Tel. (801) 451-2842
Fax (801) 451-7865



Proud Protectors of Your Life and Property - Since 1907

CITY COUNCIL STAFF REPORT

To: Mayor and City Council

From: Guido Smith, Fire Chief

Date: November 19, 2020

Subject: APPROVE PURCHASE OF NEW "AMBUMAN ADVANCED" MANIKIN FOR EMS
ADVANCED LIFE SUPPORT & COVID-19 TRAINING.

RECOMMENDATION

Direct staff to purchase proposed Advanced Life Support training manikin capable of supporting Advanced Life Support (ALS) training curriculums. The *Ambulance Enterprise* fund shall be utilized for initial project funding with the possibility of reimbursing the same fund with future CARES Act funding.

BACKGROUND

Since the outbreak of COVID-19, FFD continues to utilize existing Basic Life Support (BLS) manikins for Advanced Life Support (ALS) training. Although not ideal, we have made this work by implementing makeshift practices that meet the "spirit" of critical care training standards. FFD recently received notification of a price reduction on a new ALS manikin capable of providing a superior training platform for EMS providers. Integrated hardware and electronic technology provide EMS personnel lifelike scenarios with real-time feedback on the accuracy and proficiency of treatment rendered. This training device can replicate various cardiac and respiratory scenarios (to include COVID-19) and complies with both national and local protocol standards. It should also mentioned that this training device qualifies for CARES Act reimbursement.

FUNDING

In an effort to meet the upcoming savings deadline of December 2020, it is proposed to move forward with the immediate acquisition of the training manikin at the reduce price of \$12,499.00. If approved, initial funding shall be applied from the *Ambulance Enterprise* fund with the intent of returning future CARES Act funding to the same account. The FY21 Ambulance budget shall also reflect these amendments.

ADDITIONAL NOTES:

- The Ambulance Enterprise fund is well established and supports proposed expenditure.
- This training device also meets training capabilities for existing and future Paramedics.
- Cost savings represent a total of \$1,863.06 (approximate 8.5% savings).

Please find attached documents.

Respectfully Submitted,

A handwritten signature in black ink, appearing to be 'G. Smith', with a large, sweeping horizontal stroke across the middle.

Guido Smith
Fire Chief

Reviewed & Concur

A handwritten signature in blue ink, appearing to be 'Shane Pace', written in a cursive style.

Shane Pace
City Manager

Ambu[®] Man Advanced



Key features

- State of the art integrated wireless technology
- Unique Ambu Manikin Management Module
- Robust and durable
- Customizable training scenarios
- Real time performance feedback of compressions and ventilations
- Advanced airway management



AmbuMan Advanced

The AmbuMan Advanced manikin is ideal for ALS and CPR training. It is equipped with the unique Ambu Manikin Management Module. The manikin software does not require a license and supports all network connection options. The unique Ambu Manikin Management Module provides control, documentation and monitoring capabilities while CPR parameters and training events are documented into a report for debriefing.

All scenarios can be easily programmed and customized by the instructor during training or in advance of the training course.

The robust stainless steel chest cage makes AmbuMan Advanced an ideal training option for mechanical CPR devices. The chest tension is adjustable for realistic CPR training scenarios. The manikin can be used for defibrillator training with shock capability up to 400 joules. A built-in waveform generator supplies over 40 EKG rhythms available for training along with the viewing of a 12 lead and a palpable carotid pulse.

Designed with an airway that opens only when the head is positioned correctly, training of advanced airway skills such as: direct laryngoscopy, video laryngoscopy, intubation, OPAs, laryngeal mask airways, King LTS-D, and Combitubes is possible. This manikin can also be used for training on transport ventilators.

AmbuMan Advanced comes with a standard IV training arm that features three veins and one artery and an IO leg.

During training, audible and visual feedback is available to the instructor and trainee. After the training, CPR parameters and training events are documented and included in the training report, making debriefing simple and logical.

Technical Data

Connectivity	✓	WLAN or LAN - Ambu Wireless Technology built on latest generation of Intel WLAN Modules
Ambu Manikin Management Module	✓	Operating system independent and browser-based control, programmable scenarios, individual documentation for up to 4 participants, parallel display and control of up to 6 manikins, parallel multiple access of various devices for visualization of the performance
Power supply	✓	AC adapter, Battery pack or PoE (optional, not included in packaging)
Airway-Management	✓	Training of airway management: laryngeal masks, laryngeal or tracheal tube. Bag-mask ventilation and use of the Guedel airway. Airways open only with correct hyperextension
Defibrillation	✓	Equipped with two electrodes (apex and sternum) that can be defibrillated with up to 400 joules. In addition to the use of manual, semi-automatic and auto-matic defibrillators, paddles can be used.
Transcutaneous pacing feature	✓	Possibility for transcutaneous pacing
ECG Simulation	✓	Conforms with the AHA 2015 Guidelines ECG is displayed physiologically correct and detected accordingly by an external defibrillator. 12 lead ECG display, ECG can be programmed manually.
Manual feedback display	✓	Extendable Ventilation volume, compression depth, hand position, stomach inflation
Training of injection techniques	✓	IV (Arm) + i.o. (Leg)

Specifications

Weight full body	13.3 kg
Weight full body with transport box	25.1 kg
Length full body	165 cm

Order information

Item number	Description
A284 407 000	AmbuMan Advanced Full body manikin incl. IV arm, i.o. leg (incl. 1 x Kit i.o. access), integrated Ambu Wireless Technology, Ambu Manikin Management Module, Transport box
A284 417 000	AmbuMan Advanced - without IV arm Full body manikin incl. i.o. leg (incl. 1 x Kit i.o. access), integrated Ambu Wireless Technology, Ambu Manikin Management Module, Transport box
Spare parts 234 000 077	Battery pack
284 000 520	Kit i.o. Access containing: 1 x Bone, 5 x Injection pads, 5 x Skin

Ambu Inc.
6230 Old Dobbin Lane
Columbia, MD 21045
Tel. 800 262 8462
Fax 800 262 8673
ambuUSA.com

CE **!** Contains FCC ID PD9-8260NG



Transport box



Accessories included in packaging



Ambu Manikin Management Module

CITY COUNCIL AGENDA

For Council Meeting:
December 01, 2020

SUBJECT: Minute Motion Approving Summary Action List

1. Approval of Minutes from October 27, 2020

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting.

FARMINGTON CITY – CITY COUNCIL MINUTES

OCTOBER 27, 2020

WORK SESSION

Present: Mayor Jim Talbot; City Manager Shane Pace; City Councilmembers Scott Isaacson, Shawn Beus, Amy Shumway, and Rebecca Wayment (by phone); City Deputy Recorder Heidi Bouck; Community Development Director Dave Petersen; Planning and GIS Specialist Shannon Hansell; Assistant City Manager/Economic Development Director Brigham Mellor; City Attorney Todd Godfrey; and Recording Secretary Deanne Chaston.

Mayor Jim Talbot called the meeting to order at 6:05 p.m. A roll call was conducted, with the following Councilmembers present: **Rebecca Wayment** (by phone), **Amy Shumway**, **Shawn Beus**, and **Scott Isaacson**. Councilman **Brett Anderson**, who was out of town, was excused.

CLOSED SESSION

Motion:

Councilman **Beus** made the motion to go into a closed meeting for the purpose of litigation. Councilwoman **Shumway** seconded the motion, which was unanimously approved.

Sworn Statement

I, **Jim Talbot**, Mayor of Farmington City, do hereby affirm that the items discussed in the closed meeting were as stated in the motion to go into closed session and that no other business was conducted while the council was so convened in a closed meeting.

Jim Talbot, Mayor

Motion:

Beus made a motion to reconvene to an open meeting. The motion was seconded by **Shumway**, which was unanimously approved.

The work session was held to discuss questions or concerns the City Council may have on agenda items. Assistant City Manager/Economic Development Director **Brigham Mellor** discussed the bike park, saying the applicant would like to do as much construction as possible before snow falls. They would like it in use by spring of 2021. A \$55,000 state grant would fund this, as well as in-kind work and another \$125,000 from the State. There were two providers considered: one national who wanted actual structures, and another local who focuses on trails and is familiar with the train, as he did a bike park in Fruit Heights.

Isaacson discouraged attaching the proposal to the contract because of conflict. City Attorney **Todd Godfrey** that does not apply in this case. **Isaacson** wanted clarification of a daily payment for liquidated damages if his payment is late, as an incentive to keep the payment on time. However, he should not lose all his profit if his payment is a week late. He suggested that 5 percent of \$100,000, or \$100 a day, would be realistic. City Manager **Shane Pace** said it is very appropriate. **Mayor Talbot** said they should be sure the daily payment is not too low so he will be motivated to finish it. He wants it done by April or May, but that doesn't include COVID setbacks. **Isaacson** wanted the record to show that he has made some suggestions on the contract. They are not substantial.

Community Development Director **Dave Petersen** said the Auto Spa car wash applicant is trying to come in under Section 140. The General Mixed Use (GMU) zone does not allow car washes, but using section 140, the applicant can get approval from the City Council. If the Council allows it, the applicant will need to go back to the Planning Commission to go through the site plan process. **Mayor Talbot** said the Planning Commission recommended denial of car washes at the October 8, 2020, meeting.

Assistant City Manager/Economic Development Director **Brigham Mellor** said there are three reasons to deny this. One is that the primary location is a problem. Section 140 lets the Council consider uses not compatible with the ordinance. Another reason is that sales tax on car washes is nonexistent while that area has the potential of generating a huge amount of sales tax. The third reason is that the sewer district is concerned with capacity to handle waste water from a car wash. The district is aware of the impact that would have on their treatment facility. At the Development Review Committee (DRC) when the topic was discussed, there was a significant amount of angst for uses already permitted in the area. There is not much that can be done to prohibit residential from coming in. He is not opposed to car washes in general, he just doesn't think this makes sense in this area. He would like to find another site for car washes that are permitted by ordinance. The applicant understood from the beginning that this was not a compatible use for the vision of that area.

Isaacson said he is generally concerned with how Section 140 is being used. He said the exception might be eating up the rule, and it gives applicants the basis to come in and ask for things not normally permitted. He asked why exceptions are granted. It should not be just because they ask for it, but because there is some extraordinary ordinance. **Mayor Talbot** said he would like a work session about Section 140 in the future.

Planning and GIS Specialist **Shannon Hansell** commented on the Everly Apartments located on the Evans parcel at Park Lane next to Commerce Drive and the Denver and Rio Grande Western Rail Trail (D&RGW Trail). When the applicant approached the Planning Commission, they asked if the City would allow three stories in that area, which they can't by ordinance in an Residential Mixed Use (RMU) zone (maximum two stories). The Planning Commission came up with a compromise that next to the Rail Trail it will be two stories, but the next row will be three stories. Anything further to the west can be up to four stories in height.

Mellor said the City budgeted \$4 million-\$5 million to buy Commerce Drive. He said tonight if the City acquiesces to the building height on the Every Apartments, in exchange the applicant

will turn over the Right of Way (ROW) and the City won't have to buy it. He said the benefit to the City is going to be higher if they can get the ROW without having to pay for the road width, and they can now proceed with completing Commerce Drive and Digital Drive.

Petersen said the City needs Commerce Drive. He said Everly Apartments developer is trying to get public comment early and will not move forward if they can't get three stories somehow.

Mayor Talbot asked that the developer giving the ROW be used as a condition as it goes forward. City Manager **Shane Pace** suggested putting it in the motion as an expectation.

Mellor said the competition between Boyer in Community Reinvestment Act (CRA) Tax Increment Area 3 and North Farmington Station will help both "one up each other on design" in ways the City couldn't ask for in ordinance or use tax increment for.

REGULAR SESSION

Present: Mayor Jim Talbot; City Manager Shane Pace; City Councilmembers Scott Isaacson, Shawn Beus, Amy Shumway, and Rebecca Wayment (by Zoom); City Deputy Recorder Heidi Bouck; Community Development Director Dave Petersen; Planning and GIS Specialist Shannon Hansell; Assistant City Manager/Economic Development Director Brigham Mellor; City Attorney Todd Godfrey; and Recording Secretary Deanne Chaston.

CALL TO ORDER:

Mayor **Jim Talbot** called the meeting to order at 7:06 p.m.

Roll Call (Opening Comments/Invocation/Pledge of Allegiance)

Talbot offered the invocation, and the Pledge of Allegiance was led by Councilwoman **Amy Shumway**.

Mayor Talbot excused Councilman **Brett Anderson** tonight and noted that Councilwoman **Rebecca Wayment** is participating electronically by Zoom.

PUBLIC HEARINGS:

Auto Spa Carwash Project Master Plan/Development Agreement and Schematic Plan

Planning and GIS Specialist **Shannon Hansell** presented this agenda item. She said the applicant has approached the Planning Commission previously about allowing the Auto Spa Carwash in the General Mixed Use (GMU) zone. After taking public comment, the Planning Commission did not want the applicant to come under Section 140 and have this as an allowed use, and they are worried about setting precedence. She said car washes cater to automobiles, not pedestrians, and nuisance lighting and noise were the public's biggest concerns. Staff recommendation is based on the Commission's to not allow car washes at this location. The Council is being asked for their input.

Applicant **Tana Besendorfer** (1725 E. Center Creek Drive, Heber City, Utah) said she felt strongly that the October 6, 2020, unofficial City Council vote on this item highly influenced the Planning Commission's October 8, 2020, decision. The comments received at the Commission meeting were positive and the Commission was impressed with the elevations. The Council's unofficial vote came before the applicant presented anything. This is a top-notch development, not a cheap generic-looking building. Their Heber City location has been a great addition there that has been very well received by the community. She noted that currently Farmington residents have to travel quite a way to get their car clean.

Considering the sales tax concern, she noted that most uses of that property would not produce sales tax, such as an office building or residences. Sales tax on car washes is always up for debate, and it may or may not change in the next five years. The property tax they would pay based on the value of their business being between \$5 million and \$6 million would be significant. She said they would be willing to give a piece of the property to the City for a road to come through in exchange for the tax disadvantage.

Besendorfer presented a letter from a resident who lives less than 30 feet from their Heber City car wash. The neighbor had been concerned about the noise, but after the applicant put a wall up, the neighbor now hears nothing from her house. The applicant is willing to consider further mitigation such as silencers on the dryers and setting the dryers 25 feet into the tunnel. The vacuum turbine can be put in the equipment room to further mitigate noise. This way, the noise issue could be resolved so the residences living across the street would not hear anything over the noise of the existing traffic.

Besendorfer presented said that the Evans own this property currently, and they have agreed that no more car washes would be placed on the other 64 acres of their property. The very nature of competition will limit itself, she said. If there is one big, nice car wash in the area, she feels another car wash would likely not choose to locate in the area. Therefore, this is not a precedence for future agreements. This is not a big corporation, but a small, family-owned business. She also presented a letter from the Heber City planner. While she appreciates the City trying to help them find an alternative location, she said she does not want to locate any further north than Park Lane, and there is not much land available.

Mayor Talbot opened the Public Hearing. He noted that a comment that came from **Jayna Powers** (34 N. 1100 West, Farmington, Utah) not in favor of the car wash would be added to the record. **Powers** also addressed the Council via Zoom.

Kyler Mahoney (473 W. Bourne Circle, Layton, Utah), who owns Muscle Works by the Farmington Chevron and grew up in Heber City, addressed the Council. Having a car wash next to his business has never been a problem for him. He is able to converse easily with his patients. He thinks this is a good space for a car wash.

David Michelson (964 W. 800 S., Farmington, Utah), who has worked in the car wash industry for over 15 years, addressed the Council. He said there is a strong need for a car wash like this in Farmington, and the proposed project is a high-end, nice facility. These are the perfect candidates and operators for this City, as they are not just investors.

Holly Abel (1163 W. Henry Avenue, Farmington, Utah), addressed the Council via Zoom. She is concerned about traffic getting in and out of the subdivision with this car wash close to the neighborhood. When she purchased her home, because of the way it and surrounding areas were zoned, she did not anticipate having a car wash in that area. She would like the area to reflect a calm pedestrian space.

Hillary Hallows (1190 W. Clark Lane, Farmington, Utah), who lives directly across from the site in question, addressed the Council via Zoom. She is concerned with the proposed 27 vacuum stalls and the noise that will come from them. It will be hard to mute those across the street. This is a high foot traffic area with the pedestrian and biking trails in the area. When they purchased their home, they were not under the impression they would be across from noise all day long.

Ray Seely (95 N. Rio Grand Avenue, and a home at 42 N. Jackson Avenue, Farmington, Utah) is very concerned with foot traffic on the trail and how it will interact with the car wash. It will

produce traffic and lighting at night. He would rather see something like a credit union that is open only during business hours and doesn't produce much traffic. A car wash is the opposite of that, and he is very much against it.

Brett Christensen (9962 S. Colton Spring Lane, South Jordan, Utah), works in Heber City and uses the car wash there a lot. He said the customer service offered there is second to none. It is a family-operated business that cares. It is one of the best car washes he has ever been through and he is happy with the quality.

Mayor Talbot closed the Public Hearing.

Councilman **Shawn Beus** said he lives half a mile from this location and he thinks the west side needs a car wash. However, he does not think a car wash is the highest and best use of that particular parcel. This is not the right location for it. He would like Staff to point out areas where car washes are currently a use so that perhaps the applicant can be redirected to another location in the City.

Community Development Director **Dave Petersen** said car washes are allowed in the General Commercial Highway zone, and there is nothing on Farmington's west side. However, he does not want to get involved in this current application as far as finding a new address. The uses allowed in GMU zones are: commercial, studios, offices, entertainment, financial institutions, recreational centers, hospitals, lodging, hair cutting, restaurants, retail and civic uses like day cares. Councilman **Scott Isaacson** asked if car washes were considered when the GMU Zone was created. **Petersen** said they were, as was auto repair. **Beus** said car washes look a lot better now than they did in 2008.

Economic Development Director **Brigham Mellor** said this area is being built for future sustainability, and millions of dollars from many sources are being spent on infrastructure. As such, the City needs to be more selective of what is located in this project area. If this was the "big yellow" car wash, the City would not even be considering the application.

Councilwoman **Rebecca Wayment** said this is a good looking car wash, and it would be nice to see another car wash in Farmington. However, the triangle piece of property that is a gateway to the business park and commercial area is not a good place for it. She would like to see a parcel more ideal for this located on the west side. If this doesn't pass tonight, she would like to see the applicant come back to the City with a proposal for a new location.

Petersen said there is limited space on the west side, especially considering there are two bona fide proposals for a car wash, and two more in the hopper. **Isaacson** said these decisions are not made in a vacuum or according to Councilmembers' own preferences. Ordinances guide them and exceptions are made only in extraordinary circumstances. The decision was made years ago not to include car washes in this zone.

Motion:

Shumway moved that the City Council not allow car washes at the site requested under Section 11-18-140 of the Zoning Ordinance, and/or in the GMU zone by the applicant to include findings 1-2.

Findings:

1. The proposed amendment was not reasonably necessary because the City permits car washes in other zones. Therefore, the proposal was not in the public interest because it would deviate from the permitted uses in the underlying GMU zone. The GMU, by definition, promotes higher density, mixed uses, which promote walkability and a diversity of economically sustainable uses. Car washes are not characteristically higher density, because they spread out across their site for use by automobiles, not pedestrians. Additionally, if car washes were to be allowed in the GMU, not one, but all, proposals would have the right to pursue space in the GMU zone. This does not promote a diverse, economically stable mixed use district.
2. The proposed amendment would not be consistent with the General Plan because the first and “most significant” goal of that plan states the overall goals for the community are healthy, attractive and pleasant living. The GMU zone currently promotes each of these through its variety of permitted uses. But as previously stated, the car wash use doesn’t promote healthy or attractive and pleasant community living. In public comment, citizens noted nuisance noise and lighting, not to mention lack of pedestrian accessibility from any side of the proposed car wash.

Isaacson seconded the motion. All Council members voted in favor, as there was no opposing vote.

The Everly Apartment Project Master Plan(PMP)/Development Agreement (DA) and Schematic Plan

Hansell presented this agenda item, which includes 352 units on the Evans parcel located along Park Lane adjacent to Commerce Drive. The existing Residential Mixed Use (RMU) does not currently allow three stories. The Planning Commission considered this two weeks ago and came to the conclusion they should allow three stories with the compromise that those along the Denver and Rio Grande Western Rail Trail (D&RGW Trail) are two stories, then heights can increase up to four stories.

Zach Hartman (395 Parleys Road, Park City, Utah), representing the Evans family, addressed the Council. He noted that the office buildings across the way are four to six stories high, so he feels this proposal is scalable.

Bryce Thurgood, representing the applicant, said an updated site plan was sent dropping the number of units to 340 units. They dropped 12 units in order to satisfy two stories on the west side as requested by the Planning Commission.

Mayor Talbot opened the Public Hearing.

Jerry Cochran (158 Longhorn Drive, Farmington, Utah) said he is representing other neighbors living across the way from the Everly complex. He said the collective question is “What is the benefit of having the additional height of the buildings for the City and the neighbors?” They see a lot of disadvantages, including significant increases to the magnitude of traffic.

Eric Scott (176 Longhorn Drive, Farmington, Utah) said he questions the validity of the Planning Commission’s findings about having three stories adjacent to the trail providing for a wider transition from homes. If the heights are being increased more rapidly, it seems to narrow the transition. Since he has lived there for 16 years, he thought the City Master Plan was to create a “gradual” transition from single-family lot densities to higher density apartments. He feels this is an abrupt transition.

Holly Abel addressed the Council over Zoom and asked if access is planned to the Rail Trail.

Petersen answered yes, but exact specifications are not required at this point in the process.

Abel said she is concerned with safety issues as pedestrians try to get from one side of the trail to the other.

Mayor Talbot closed the Public Hearing.

Mellor said what is up for debate are the heights, not the number of units. He said the benefit to the City is that the applicant has verbally agreed to give the Right of Way (ROW) to the City in order to build Commerce Drive. There is an abundance of traffic on Park Lane and 1525, and he knows this from personally living off Park Lane. The City cannot get Commerce Drive without the access being offered here. The DRG trail alignment should be treated like a local access road, heights should be lower there, and go to a higher product to the east.

Petersen said prior to 2008, the City rezoned this (Evans property) from Agriculture (A) to Mixed Use with height limits set to three stories. The developer at that time showed a suburb and did not address walkability, a proposal the City did not want. As the City was courting Farmington Station developer CenterCal at the time, they started amending the ordinance again. The City came back and zoned it the RMU and GMU that exists now, with only two stories allowed. In 2008, they were entitled to three stories. Staff is looking for a policy determination on number of stories, and the PMP process will continue on the Planning Commission level.

In this proposal, the three stories will not exceed 33 feet, which is a short three stories, **Petersen** said. At Commerce Drive, they have the entitlement to go to four stories. He mentioned there is a 9-foot gas line to work with there in addition to the 60 foot trail. Considering this, current residents will be a football field away from the two-story buildings. If the Council sticks to the Planning Commission’s recommendation, it would be fair. City Manager **Shane Pace** said they currently have zoning for two stories and four stories. The only exception would be giving three stories. **Mayor Talbot** said it appears to him that two stories are way more beneficial when considering line of site compared to three stories out where they have the ability to do that.

Isaacson said the middle ground of three stories is an exception to the RMU zone. He likes to follow the rules unless there is a good reason not to. In this situation, the owners agreed to

contribute a significant ROW to the City. However, it concerns him that that offer is not yet in writing. He would like to make that a condition of approval.

City Attorney **Todd Godfrey** said if the Council finds that there is enough reason to accept the height proposal, it seems to him that the motion should be the property immediate to the residential should be two stories, three stories not over 33 feet should be approved, and four stories should be approved, subject to a commitment in the Development Agreement that a ROW should be dedicated to the City. It should be sent to the Planning Commission, then come back to the City Council for final approval. The expectations should be set now. **Mayor Talbot** said there is a trade-off in this proposal. Four stories is already permitted, and it is OK to put conditions on the three stories.

Shumway said she would like to see the trail connection in the plan and a cleaner version that is easier to read when it comes back to the Council. She would like to see the number of stories and the ROW identified on the plan. She also is concerned about the trail crossing and high pedestrian use in the area, and would like the developer to plan for that.

She reminded the developer that the City is under obligation due to SB34 to consider affordable housing in Farmington. With the city-wide need for 220 additional affordable housing units, she would like to enter negotiations with the developer to include an affordable housing element in their proposal. As Farmington lacks affordable housing while housing prices and rents increase, his needs to be done quickly before all land is taken. **Beus** is most concerned that affordable housing is worked into this development. It makes sense to have affordable housing in that area for people who work in area restaurants and schools.

Thurgood said the plan would be professionally colored for the Council's next meeting so the number of stories and the trail will be easily identifiable. He said while affordable housing can be difficult to do in a mix, the developer will have that discussion with City Staff and get back to the Council at a later date.

Wayment asked if the Council should leave the 33-foot cap on so that it transitions appropriately. **Mayor Talbot** said this is a height issue, and he also would like affordable housing to be considered. It could be as simple as rent control. The City in general needs Commerce Drive to come through this project to help with traffic, and it is a win-win for everybody.

Motion:

Isaacson moved to allow three-story apartment buildings higher than 33 feet at the site proposed by the applicant, and table consideration of a PMP/DA and Schematic Plan by the Council, to allow time for the Planning Commission to prepare a recommendation regarding the PMP/DA and Schematic Plan subject to the following:

- a. The buildings adjacent to the D&RGW Trail must be no more than two stories in height.
- b. The next row (or tier) may be three stories, more than 33 feet.
- c. Buildings further to the east next to Commerce Drive are entitled to four stories in height.

- d. Subject to the applicant agreeing to dedicate ROW for the construction of Commerce Drive as part of the development plan.
- e. Also subject to the applicant discussing the option of affordable housing with City Staff.

Findings 1-5 include:

1. Generally, the maximum building height in the RMU zone is two stories. However, an increase in height to three stories for buildings not adjacent to the D&RGW Trail right of way is in the public interest because it provides a wider transition area from single-family homes on the west side of the trail to buildings taller than three stories in the GMU zone on the east side of the site next to the future Commerce Drive, identified as a principal road on the City's regulating plan.
2. The transition from shorter buildings to taller buildings is also consistent with the height exception standards set forth in the building height table in Section 11-18-060 B of the Zoning Ordinance.
3. The transition area is reasonably necessary because it allows increased flexibility for the developer and the City to work together to improve Commerce Drive, and provide a greater diversity of housing choices for future Farmington residents.
4. A decision to modify the standards of the RMU zone under Section 11-18-140 to allow a transition of building heights, shorter to taller, from west to east, is consistent with the overall goal of the City's General Plan to create "within the community a healthy, attractive, and pleasant living environment for its residents." This goal is the most significant element underlying the General Plan.
5. The afore-mentioned building height/transition area concepts shall only take effect if approved following the Project Master Plan/Development Agreement process set forth in section 11-18-140 of the Zoning Ordinance at the sole discretion of the City.

Additional finding:

6. The ROW is an important expectation and is beneficial to the community.

Beus seconded the motion. All Council members voted in favor, as there was no opposing vote.

Zone Text Amendment – Lot Width Standards in the OMU Zone (ZT-17-20)

Petersen addressed the Council about this item, which would affect land north of Shepard Creek and Cabela's. The Office Mixed Use (OMU) is no longer a pure office zone. The Planning Commission would like to stick with 200 feet instead of 300 feet for lot width standards in the OMU zone. It is recommended that the Planning Commission adopt this.

Mayor Talbot opened the Public Hearing. Nobody signed up in person or electronically to address the Council on the issue. **Mayor Talbot** closed the Public Hearing.

Motion:

Beus moved that the City Council approve the enabling ordinance modifying lot width standards to better encourage mixed use development in the OMU Zone.

Shumway seconded the motion. All Council members voted in favor, as there was no opposing vote.

OLD BUSINESS:

Park & Main Preliminary PUD Master Plan and Schematic Plan

Planning and GIS Specialist **Shannon Hansell** presented this agenda item. The items remaining include the office building elevations and the home behind the home. It is recommended that the Council approve this. One important condition is j, that the Council not enact the Planned Unit Development (PUD) overlay until the final master plan is approved. **Petersen** said the enabling ordinance would come back to the Council, and the end elevation is kind of bare on the office building.

Isaacson noted one mistake in number 7 at the top of the page. It should be “commercial” creep instead of “residential” creep. **Hansell** agreed with the change.

Shumway said she wants to see more elevations of the homes, especially side elevations. She also wants more detail on the landscaping around the building. **Wayment** said she would like to see more buffer and open space between the asphalt and the homes.

Applicant **Phil Holland** (82 Thatch Lane, Kaysville, Utah) said there have been substantial adjustments to the building, building size and wainscoting. They are fine with item j of the staff report, and they will go back to Site Plan and Architectural Review Committee (SPARC) for more input on the building.

Motion:

Isaacson moved that the City Council approve the Preliminary PUD Master Plan and approve the Schematic Plan for the Park and Main (PUD) subject to all applicable Farmington City ordinances and development standards, to include conditions A-J and Findings 1-8, with the correction in Number 7 as discussed.

Conditions:

- a. Utah Department of Transportation (UDOT) approval will be needed during future stages of development.
- b. A shared parking arrangement must be created between residential and office tenants.
- c. A mitigation plan for the hillside springs must be approved by the DRC.
- d. Storm water mitigation plan tailored to low-impact development standards must be submitted.
- e. The Preliminary PUD Master Plan must be updated to include all requirements from 11-27-060.
- f. All remaining Development Review Committee (DRC) comments must be addressed.
- g. The residential area be rezoned as Original Townsite Residential (OTR) following approval and recordation of the final plat.
- h. The office building is still subject to site plan requirements as per the Zoning Ordinance.

- i. All conditions of the Planning Commission motion of October 8, 2020.
- j. The City Council shall not enact the PUD overlay and adopt the enabling ordinance until the Final (PUD) Master Plan has been approved for the project.

Findings:

1. With adherence to DRC comment and UDOT approval, it is reasonable to assume that hazards will not be unreasonably increased in developing this area.
2. With adherence to DRC comment, the land in this PUD would be used more efficiently than that of the underlying zone.
3. In consideration of adjacent property, the development has chosen to create single-family dwellings fitting local character.
4. This project agrees with Farmington City's general Land Use Plan.
5. As compensation for increased density, this development ensures that the slope will be protected. Whereas in a traditional subdivision, there would be no assurance that the slope be sufficiently protected and stabilized.
6. Additional compensation for increased density (a singular additional lot) is provided by:
 - a. The mitigation of the natural hillside springs
 - b. Access point limited to just one, instead of four, potential access points off Main Street
 - c. Approved design guidelines
 - d. All improvements will be completed at one time, reducing inconvenience and aesthetic inconsistency on Main Street
 - e. Visitor parking for residents via shared parking agreement (Note: the parking lot for the office use consists of ~75 stalls and exceeds the three stalls per 1,000 square feet city standard for the proposed ~14,700 square feet office building.)
7. The residential area use on the north side of the site will help prevent commercial creep northward on Main Street.
8. The developer has met with, and applied solutions, from the joint Planning Commission-City Council-Site Plane and Architectural Review Committee (SPARC) committee concerning architecture.

Shumway seconded the motion. All Council members voted in favor, as there was no opposing vote.

Mayor Talbot asked the applicant to work with staff and expressed appreciation for the changes they recently made.

Preliminary PUD Master Plan, Subdivision Schematic Plan, and Zone Change – Fiore Townhomes (S-12-20 and Z-10-20)

Petersen presented this agenda item, noting changes from the previous modern elevations to the current more traditional one. The color pallet is much more conservative. While the garages are pretty plain, **Shumway** suggested putting windows in the garage doors. Other suggestions included a tot lot in the middle of the site plan, as well as room for guest parking. **Mayor Talbot** said he likes the current look more.

Applicant **Adam Nash** (2621 E. Providence Court, Holladay, Utah) said they are downzoning this property, which would represent their contribution. They could have 39 units, but they are instead getting 30 owner-occupied homes. These are not rental units. He is not sure how affordable housing would work on this project.

Jacob Ballstaedt (273 N. East Capitol Street), representing Garbett Homes, addressed the Council. He said he has met with Staff and made modifications to the playground, perimeter fencing, and park strip between the sidewalk and fence.

Beus said he would love to work with the applicant on an affordable housing element, as the City is behind in its inventory and is looking for partners. The City's procedures have not been formalized yet, but they are working on recommendations and options to increase affordable housing options in the City. He expects more state guidelines down the road to help cities like Farmington that are underserving their communities. While looking at the Planned Unit Development (PUD), the City should clearly define what "amenities" mean and if there are enough to justify approval. However, this is the most desirable plan the City has seen for this site. He lives a quarter of a mile away from this project, and prefers single-family homes even though the developers are entitled to commercial use rights. He believes this rezone is appropriate at this point in time.

Shumway reiterated what **Petersen** said earlier about windows in the garage door across the top. She would also like to see a landscape plan with this PUD. Since the meaning of "fiore" in Italian is "flower," she would like to see some flowers in the landscape plan. **Petersen** said a landscape plan was submitted, but not included in the Council's packet. He recommended that the Council not rezone the property to R-8 until they get one last look.

Beus noted his concern that 1525 West will likely be the feeder road to the freeway interchange and West Davis Corridor. As such, future tenants should be notified that the road behind them may be much busier in the coming 30 years. **Wayment** said that this property is an eyesore now, but the proposed project is a good fit for the neighborhood. **Isaacson** agreed, saying he appreciated the applicant's patience.

Motion:

Shumway moved the City Council:

- a. approve the Preliminary PUD Master Plan and Subdivision Schematic Plan for the Fiore Townhomes Planned Unit Development (PUD) subject to:
 - i. Establishing setbacks which result from the building placement as depicted on the proposed master plan; and
 - ii. The applicant must show to the satisfaction of the City Engineer prior to consideration by the City of a preliminary plat that storm water from the project may be detained on-site and/or discharged off site; and
- b. Not rezone the property from Agricultural Estates (AE) to R-8 or adopt the ordinance enabling the PUD overlay until the Final PUD Master Plan has been approved for the project.

Including Findings 1-5 (established by the Planning Commission on September 17, 2020, based on Section 11-27-060 of the Zoning Ordinance):

1. The layout will provide a more pleasant and attractive living environment than the conventional development (per the 1998 Development Agreement). Due to the residential nature of the surrounding area, the architectural design of the townhomes, landscaping and screening would be more integrated and cohesive with their surroundings than other possible commercial uses like convenience stores, storage unit sites, or small professional office site (as proposed in the original Development Agreement). Further architectural review for these townhomes will be considered in the SPARC with Planning Commissioners and City Council members.

Townhomes present an acceptable non-commercial use for the location because the 1998 development plan, which identified commercial uses on this corner, did not envision a major commercial complex just a few blocks east of the site. Now the possibility of a thriving business on the 2.65-acre property is more remote due to the market attraction of Station Park.

The townhomes will be “for sale” dwellings, which may result in a good niche/match for the local housing market.

2. In consideration of adjacent property, there may be no detriment to the surrounding residential area. The developer has proposed a use less intense than a commercial use in the form of residential townhome units. The reason for this being that although the Development Agreement (DA) was approved in 2000 to provide more convenient business uses to the surrounding sprouting subdivisions, there is no longer a need for such commercial usage with the advent of the nearby Station Park. In keeping with the singularly residential tone of the area, the developer proposes for-sale townhomes.

Furthermore, directly adjacent to the proposal site is Farmington Greens PUD Phase 2A. A portion of this phase specifically is defined by detached townhome style dwelling units, on an average of 0.10 acre per unit. Lot widths in this phase are no greater than 45 feet.

Additionally, the addition of just two proposed access points is far more beneficial to the area than the potential of multiple single-family dwellings with individual driveway access points on the busy 1525 West and Clark Lane intersection. This intersection is far busier than when the original development agreement was approved in 1998. This increase in traffic intensity is fueled by West Farmington residential proximity to business in Station Park and new schools east of this area. Potential professional office, convenience stores and similar business uses would only increase daytime traffic in this area, whereas townhomes may not significantly increase traffic more than other residential uses. The possibility of bright lighting, signage and a potential traffic light further supports development of the site as R-8 residential, rather than commercial. In

consideration of other uses, the developer has predicted that other commercial uses are no longer viable in this predominately residential area, and therefore proposes townhomes.

3. The efficiency of this proposal is more than that of a conventional development permitted in the AE zone and is similarly more efficient (in the context of the neighborhood) than other commercial uses like professional offices, storage units, convenience stores or the non-viable gas station use. This is because for-sale townhomes are a long-term use with the assurance of property upkeep, slower property turnover and the general predictability of a residential use. As previously mentioned, other commercial uses would prefer Station Park or other commercial hubs in Farmington closer to beneficial visibility near other businesses and traffic. It may not be efficient in the context of neighborhood traffic to introduce higher daytime traffic volume drawn to any business on this already busy corner. If the goal is to maintain a rural feel, placing something other than residential here would draw intensity further west.
4. As compensation for increased density on this site, the developer has entered into agreement with the city and submitted to Planning Commission and City Council oversight for better site design. The city gains input into development, and in turn, the public gains opportunity to input their opinion. This site provides a small amount of common open space.
5. It is reasonable to assume that hazards will not be increased by the addition of townhomes on this site. In previous findings, traffic hazards were discussed to potentially increase with individual driveway access points on one hand, and increased daytime traffic attracted by commercial uses on the other. With a townhome use, neither of these alternatives is necessary, and instead any increase in traffic would be added to the already residential traffic occurring. Walkability would suffer if a pedestrian or child had to compete with auto ingress and egress from single-family driveways or parking lots, or cars frequenting a storage unit site, gas station, convenience store or professional offices.

Isaacson seconded the motion. **Beus** voted “nay.” **Isaacson**, **Shumway**, and **Wayment** voted “aye.”

Agreement with Dan Black for Phase 1 of The Farm Bike Park Project

Mellor presented this agenda item. Some changes were proposed during the earlier work session. If this is approved today, they expect to start the project by the end of the week. **Shumway** asked if it would be possible to get a tot lot. **Mellor** said there would need to be more discussion about the funding possibilities of that, but welcomed Shumway’s help as the liaison to the Trails Committee. He is worried that it would need to be asphalted so it doesn’t become a muddy mess.

Motion:

Isaacson moved that the City Council approve the Agreement with **Dan Black** for Phase 1 of The Farm Bike Park Trail Construction, Design and Maintenance in the amount of \$103,600.

Beus seconded the motion. All Council members voted in favor, as there was no opposing vote.

Shumway said she is very excited about this. **Isaacson** said this is a great love note to the citizens.

SUMMARY ACTION:

Minute Motion Approving Summary Action List

The Council considered the Summary Action List including approval of minutes from September 1, 2020; Improvements Agreement with Updwell Development LLC – Sydney’s Corner Phase 2 development; Improvements Agreement with Craig North – North Cottonwood Creek PUD development; Improvements Agreement with Station Park Townhomes LLC – Cook Lane Right-of-Way; Burke Lane Agreement Changes; Agreement for Development of Land (ADL) with STACK Real Estate LLC.

Isaacson said he found some minor typographical errors that he will turn into Staff.

Motion:

Shumway moved to approve the Summary Action list items as noted in the staff report, items 1-6.

Beus seconded the motion. All Council members voted in favor, as there was no opposing vote.

GOVERNING BODY REPORTS:

City Manager Report

Pace said the crosswalk on Clark Lane has been painted. As soon as the flasher sign comes in, it will be installed. **Beus** asked if it could have both a bike crossing and pedestrian crossing marked there. **Pace** said it would. **Shumway** would like to draw attention to the new installation in a future edition of the newsletter. **Mayor Talbot** said he would rather the newsletter article wait until the flashing lights are installed. **Pace** said Park Lane will get a similar installation at the end of this year, and the rest of the crossings will be done by the end of 2021.

Pace said he received an email from UTOPIA, who recently restudied Farmington. It used to pencil at 40 percent, but things came in 12 percent lower, to 28 percent. UTOPIA has already invested in commercial areas in Farmington. **Pace** and **Mayor Talbot** said they will entertain another proposal from UTOPIA.

Pace also noted that in response to phone calls and social media inquiries, he doesn’t think that the City should get involved in directives about trick or treating on Halloween. **Wayment** said residents should take their health and safety into their own hands and not leave it to others.

Mayor Talbot and City Council Reports

Beus said he asked the Housing Committee to get back to him with policy recommendations.

Shumway updated the Council about the Farmington Crossing HOA parking issue. She said they have no intention of discontinuing the towing of cars, even though the Council believes it goes against conditions. **Pace** said he believes it is a violation of their zoning approvals to give guest parking stalls to residents for a charge.

Shumway shared a personal experience where a group of six teens shut power off to her house at the electric box in the middle of the night. Her neighbor's Ring doorbell capture footage of them. The Police Chief said this has been a problem in Kaysville as well. While she reported the incident to the police, she wants to encourage others similarly affected to make a report as well. This could be dangerous if a home's occupant was on oxygen, if the home was more susceptible to robbery due to the outage, or if someone responded with a gun.

ADJOURNMENT

Motion:

Beus made a motion to adjourn the meeting. **Shumway** seconded the motion, which was unanimously approved.

Holly Gadd, Recorder

CITY COUNCIL AGENDA

For Council Meeting:
December 01, 2020

S U B J E C T: City Manager Report

1. Building Activity Report for October

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting.

Month of October 2020	BUILDING ACTIVITY REPORT - JULY 2020 THRU JUNE 2021				
RESIDENTIAL	PERMITS THIS MONTH	DWELLING UNITS THIS MONTH	VALUATION	PERMITS YEAR TO DATE	DWELLING UNITS YEAR TO DATE
NEW CONSTRUCTION *****					
SINGLE FAMILY	3	3	\$840,948.00	44	44
DUPLEX	0	0	\$0.00	0	0
MULTIPLE DWELLING	0	0	\$0.00	0	0
CARPORT/GARAGE	0		\$0.00	6	
OTHER RESIDENTIAL	1	0	\$59,125.00	7	
SUB-TOTAL	4	3	\$900,073.00	57	44
REMODELS / ALTERATION / ADDITIONS *****					
BASEMENT FINISH	6		\$47,718.00	16	
ADDITIONS/REMODELS	3		\$110,207.36	9	
SWIMMING POOLS/SPAS	1		\$39,080.80	16	
OTHER	46		\$504,542.47	118	
SUB-TOTAL	56		\$701,548.63	159	
NON-RESIDENTIAL - NEW CONSTRUCTION *****					
COMMERCIAL	0		\$0.00	1	
PUBLIC/INSTITUTIONAL	0		\$0.00	0	
CHURCHES	0		\$0.00	0	
OTHER	0		\$0.00	3	
SUB-TOTAL	0		\$0.00	6	
REMODELS / ALTERATIONS / ADDITIONS - NON-RESIDENTIAL *****					
COMMERCIAL/INDUSTRIAL	5		\$197,843.00	7	
OFFICE	0		\$0.00	0	
PUBLIC/INSTITUTIONAL	0		\$0.00	0	
CHURCHES	0		\$0.00	0	
OTHER	0		\$0.00	3	
SUB-TOTAL	5		\$ 197,843.00	10	
MISCELLANEOUS - NON-RESIDENTIAL *****					
MISC.	0		\$0.00	2	
SUB-TOTAL	0		\$0.00	2	
TOTALS	65	0	\$1,799,464.63	223	44

CITY COUNCIL AGENDA

For Council Meeting:
December 01, 2020

S U B J E C T: Mayor Talbot & City Council Reports

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting.