

# **SPECIAL FARMINGTON CITY COUNCIL MEETING**

Tuesday, May 8, 2007

5:00 p.m.

Farmington City Hall, 130 North Main Street

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**PRESENT:** Mayor Scott C. Harbertson, Council Members Richard Dutson, David Hale, Larry W. Haugen, Paula A. Alder, Sidney C. Young, City Manager Max Forbush, City Finance Director Keith Johnson and City Recorder Margy Lomax.

Mayor Harbertson called the meeting to order at 5:05 p.m. in the kitchen area of the City Hall. Keith Johnson offered an invocation to the meeting. Dinner was served immediately following the invocation.

## **FARMINGTON RANCHES SUBDIVISION**

Discussion was held during dinner regarding the Conservation Easement in the Farmington Ranches Subdivision. There are approximately 600 homes in this subdivision. The City Manager reported on a conversation he had with Lisa Romney from the City Attorney's office. Some of the homeowners in the subdivision have been building and planting within the conservation easement areas. It was pointed out that some of the conservation areas have native grasses and not weeds.

## **THE VILLAGE AT OLD FARM DEVELOPMENT**

Discussion was held regarding The Village at Old Farm development. The plans had changed slightly from the previous ones shown to the Council. Two town homes had been removed from the plans which had been located along Main Street and replaced with four single-family homes. The number of units within the development remained the same.

Two issues were discussed. The first issue dealt with storm drainage. The master plan calls for a detention basin of 6 acre feet. It is planned this will be located right next to the housing. The detention basin will need to be able to hold the drainage from the Somerset Farms area. The Old Farm developers are limited on the amount of space for the detention basin. It may need to be a lineal basin. It was brought up that there are other ways to handle drainage, possibly using the parking areas.

**David Hale** stated that drainage is a major concern. He said the City needs to be very clear about detention and drainage.

The second issue dealt with the width of streets planned for the development. Discussion was held on whether they should be public streets. One street in the development is 27' and one, which is a one-way street, is 20'. A standard City street is 27'.

**David Hale** said staff should make sure the Fire Chief is okay with the street widths.

It was felt snow removal would be a problem with sidewalks located next to the curb. Discussion was held on how this might be accommodated, possibly having sidewalk on only one side of the street or a smaller sidewalk with park strips. It was pointed out that there would be a homeowners association and that snow removal could be handled by them. The real issue with snow removal is where to put the snow.

The developer has planned for a “rolled curb”. The Council felt the straight-back curb would be a safer option and preferred it.

Travel patterns of future residents was discussed. The 900 West Street will be opened and continued into the development. Residents along 900 West have been concerned regarding increased traffic flow down their street. It was felt the traffic patterns will evolve over the years and will go with whatever route is the fastest.

**David Hale** wants to make sure the developer follows the instructions of the City Engineer through all the planning and construction phases.

### **BUDGET WORK SESSION**

At 5:45 p.m. a budget work session was then held with Keith Johnson, Finance Director, leading the discussion. Information packets were given to each member of the Governing Body for them to follow along as Mr. Johnson pointed out the changes from the previous work session. The budget for fiscal year 2007-2008 includes:

- A projected General Fund balance for FY 2008 of \$252,069.00.
- The hiring of a new Police Officer and a full-time Parks Maintenance Worker in April 2008.
- The purchase of a portable building to be placed next to the City Hall for additional office space until a new City Hall is built.
- Construction of a new Police Station.
- Replacement of playground equipment at Mountain View Park.
- Construction of a new park in the Farmington Ranches area.
- Purchase of additional land for a future park in west Farmington.
- Completion of the Buffalo Ranches Trail.

- Expenditure of \$253,793 for overlays on City streets.
- Completion of trail tunnel at 400 West and State Street.
- Revision of Downtown Master Plan.
- A detention Basin at East Glover’s Lane.
- New water lines along Compton Bench for better fire protection.
- Purchase of new ambulance to replace old one.

At 8:30 p.m. discussion concluded on the budget and a public hearing was held in the Multi-Purpose Room on The Village at Old Farm.

**PRESENT:** Mayor Scott C. Harbertson, Council Members Richard Dutson, David Hale, Larry W. Haugen, Paula A. Alder, Sidney C. Young, City Manager Max Forbush, City Planner David Petersen, City Recorder Margy Lomax, and Jill Hedberg, Recording Secretary.

**Mayor Harbertson** called the meeting to order at 8:30 P.M.

**PUBLIC HEARING: CONSIDERATION OF PRELIMINARY MASTER PLAN, OR PRELIMINARY (PUD) MASTER PLAN APPROVAL FOR THE DEVELOPMENT KNOWN AS THE VILLAGE AT OLD FARM LOCATED WEST OF MAIN STREET, EAST OF U.S. 89, SOUTH OF THE CHERRY HILL INTERCHANGE, AND NORTH OF THE OLD SHEPARD CREEK ESTATES AND OLD SHEPARD COMMONS SUBDIVISIONS**

**David Petersen** reminded the City Council that the NMU zone designation for the property which encompasses the proposed development known as the Village at Old Farm, will be repealed on July 25, 2007, if the City fails to adopt a final project master plan for the area. He reviewed the Planning Commission Staff Report dated April 26, 2007, including the “Background Information” and the “Possible Motion”. He informed the City Council that the Planning Commission voted to recommend approval to the City Council for the Preliminary Master Plan and/or Preliminary (PUD) Master Plan for the Village at Old Farm, and that the Planning Commission approved the Preliminary Plat for the residential portion of the development. The Planning Commission made their recommendation subject to the six conditions which were included in the “Possible Motion”. The following condition was added:

7. *The entire project should be under one unified control and meet the planned center development requirements, as set forth in the NMU zone text.*

**Mr. Petersen** reviewed the following information:

**Detention Basin:** The City Engineer has requested that the developer provide a detention basin that is capable of handling the water from the Village at Old Farm as well as the deficiency from the Somerset area. The engineers for The Gardner Company are exploring additional ways to accommodate the drainage such as providing drainage areas in the parking lots and providing a lineal basin that can hold a large amount of water. Both the City and the developer are confident the developer will be able to provide 6 acre feet detention that is being requested by the City Engineer.

**Impact Analysis:** The Impact Analysis indicates there will be less traffic in the area than was originally anticipated since the size of the commercial area has decreased. The City prefers that the road be designed context sensitive which will allow the road to be functional yet aesthetically pleasing.

**Mr. Petersen** reviewed the minutes of the January 25, 2006, City Council meeting. The City Council approved the preliminary development plan for application #Z-7-05 for a Planned Center Development. He reviewed the conditions that were given by the City Council at that time since some of the conditions still apply to this application.

**Mr. Petersen** informed the City Council members that the Public Works Department and Benchland Irrigation recommend that the roads in the development be public streets. It is also recommended that the City be responsible for snow removal on Fox Glove. The developer will be responsible for the interior roads. The developer is willing to accept high back curb if that is the City's preference. The developer is also willing to eliminate the sidewalk on one side of the street. He said the applicant has yet to determine whether the one-way oval street will meet the requirements of the Fire Chief and the utility companies. The island will act as a traffic calming device which will reduce motorists speed on 900 West.

**David Hale** asked if the City crews would have difficulty plowing the snow on the interior streets.

**David Petersen** said the width of the sidewalks or park strips would need to be wider to provide a place for the snow to be stored. It has been suggested that the street only have one sidewalk with a park strip.

**David Hale** asked if the developer plans to decrease the residential density as was discussed at a previous City Council meeting.

**David Petersen** said he does not recall that discussion but the density has not decreased. The developer is proposing 4.74 units per acre but is allowed up to 9 units per acre.

### **Public Hearing**

**Mayor Harbertson** opened the meeting to a public hearing and invited the applicant to address the Council.

**Dave Dixon** (1047 North 100 West) pointed out the changes that have been made to their proposal in response to the input that was received at the last meeting. Single family homes will now be located along Main Street instead of twin homes. They also eliminated the twin home on the corner property and replaced it with two single family homes. Although the density did not decrease, the project will be more attractive from Main Street. He addressed the following issues:

***Oval Shaped One-way Street:*** They have a utility layout for this street which seems acceptable. The Fire Chief requested that the cul-de-sacs include an 88 foot radius but he did not express concern regarding this particular street. The developer is willing to widen the road if the City requires that they provide an extra two feet.

***Historic Home:*** The developer plans to have a structural engineer evaluate the home. They are in favor of preserving the home so long as it is truly historic. It will be a challenge to find a use for the home if it is restored. They may need a variance from the City if they are to find an acceptable use for the home, such as a boutique, a restaurant, etc.

**Tim Taylor** (Traffic Engineer for The Gardner Company) said the traffic report was updated to include the amendments to the plan. The study indicates that during the daily traffic periods, the overall traffic will be reduced by 23%. During the p.m. peak hour, the traffic will be reduced by approximately 30%.

As requested by **Sid Young**, **Rulon Gardner** reported that he met with **Cory Pope** (UDOT Region One Director), **Max Forbush** and **David Peterson** several weeks ago. Access on the frontage road is permitted and developer has applied for this access. The road was built with federal funds so their UDOT approval has a condition that they need to meet federal mandates as well. They have submit their clarifications and are waiting for a response from the Federal Transportation Department. **Cory Pope** indicated that they should not have a problem receiving approval since they have made the necessary adjustments to meet the federal mandate. He has a letter from UDOT stating that this access is a permitted use.

**Rick Dutson** said although the commercial portion of the project has reduced in size, the type of traffic has changed. He asked if the traffic study focused on the intersection that will have the greatest impact from the residential portion of the project.

**Tim Taylor** said the traffic report did study that intersection. During the p.m. peak hour, the residential area will generate 39 trips. Under the worst case scenario, the intersection will still function. He discussed the findings of the report with the City's traffic engineer who also felt comfortable with how the traffic will flow at that intersection.

**Drew Neil** (1454 North 900 West) said he measured 900 West from one side of the asphalt to the other and found that it is 29' wide. He also measured Fox Glove and found that it is 37' wide. He said he is not asking that 900 West be closed but he is asking that the traffic from the high density

area be directed to Fox Glove since it can accommodate two lanes of travel, as well as street parking. He informed the City Council that the City snow plow does not plow 900 West may create a safety hazard for that street.

**Matt Poulsen** (1732 North Main) said in 1978, the City allowed the developer of Somerset Farms to construct a sub-par storm sewer system and streets. The City is now responsible to maintain those streets and resolve the issues relating to the inadequate storm system. The City Council needs to verify that this project is done right. A resident in the area informed him that she is concerned about adding traffic where Creek Lane intersects with Main Street.

**John Patterson** (1432 North 900 West) said he is not comfortable with drainage system that is being proposed since there is a significant amount of water that travels down 900 West. He has installed a sump pump in his basement to accommodate the water on his property. He suggested that a public easement be placed across the sidewalk so it will remain a walkable area.

**Carlie Neil** (1454 North 900 West) said she is opposed to the residential portion being considered separately from the commercial portion since the area is zoned to promote a neighborhood mixed use. She asked that the City verify that the drainage issues are addressed. She suggested that the City require the developer to provide a traffic study to focus on 900 West since it is expected to accommodate the traffic from the project.

**Sharon Treu** (931 West Northridge Road) asked that the City clarify what is being considered at this time.

**Mayor Harbertson** said the applicant submit a new application so they were required to start over the development process. They have received Schematic Plan approval and are now applying for Preliminary (PUD) Master Plan approval.

**Sharon Treu** said she has been told that if the applicant receives Preliminary (PUD) Master Plan approval, it can be considered the final approval.

**David Petersen** said as the approval process moves forward, it is the responsibility of the Planning Commission and City Council to verify that the applicant meets the City standards as well as the conditions that have previously been set.

**Sharon Treu** asked who is responsible to pay for the roads and improvements. She said the residents in the area have the following concerns:

- They want to be assured that the entrance to the City is created the way the City envisioned it would be.
- They are concerned that a bottleneck may be created at the south end of the development as a result of the added traffic. A situation should not be created where

- the City is forced to enlarge the road in the future.
- Is the applicant still being required to obtain approval from UDOT for access to the commercial area?
- They are concerned about how the snow removal will be handled and where the snow will be stored.
- They hope the developer is providing areas to accommodate cyclists and pedestrians.
- The developer has not eliminated five homes from the plan, as requested by the Mayor at the last City Council meeting.
- The developer has been asked to accommodate the drainage from Somerset Farms. The current plan does not provide for the additional drainage. Detention drains and parking drains are a poor replacement for good drainage.
- The vacant homes are creating a hazard in the area. She asked that the City accommodate the developer who is willing to demolish the Pilcher home.

### **Public Hearing Closed**

With no further comments, **Mayor Harbertson** closed the public hearing and invited the applicant to comment on the public comment that was received.

**Dave Dixon** explained that the drainage in the parking area will only be used as a back-up system. He stated that although the Somerset streets were not built to meet the City standard, the streets in their project will. The two traffic signals will provide a break in the traffic which will help the residents on Main Street exit their driveways.

**David Petersen** explained that the developer is responsible to provide the improvements such as lights, curb and gutter, etc. Municipalities do not build public improvements, they only maintain them.

As requested by **Rick Dutson**, **Max Forbush** addressed the deficiencies in the storm system. In this particular area, there is a need for a 6 acre detention basin. One-third of the basin is needed to provide for the existing deficiencies. The deficiencies and traffic signals may need to be addressed in a Reimbursement Agreement.

**Dave Dixon** pointed out where the signage and curbed monuments will be located. He explained how the signage will be viewed from Main Street.

**Mayor Harbertson:** addressed the following concerns that were given by the public:

**900 West:** This street is actually two feet wider than the City standard. It would not be wise to widen the road since narrower streets provide traffic calming.

**Snow Removal:** City staff will find out why 900 West is not being plowed. The City is not concerned about snow removal in this development since the roads meet the City standard. Staff is concerned about placing the sidewalk against the curb since it may be an inconvenience to the homeowners. During the City Council work session, it was suggested that the developer provide a 4' park strip and sidewalk on one side of the street.

**David Dixon** said they are not opposed to the Mayor's suggestion but the roads and sidewalks will be maintained by the HOA so the residents will not have to deal with the snow.

**Mayor Harbertson** continued to review the comments that were given by the residents during the public hearing:

- The Fire Chief will determine whether the road should be 20 feet or 29 feet.
- The City will carefully review the landscaping plans to ensure that the project provides an attractive gateway to the north end of the City.
- The developer will be required to obtain approval from the State and Federal Transportation Departments.
- The City Council will discuss the future of the vacant homes.

**David Petersen** said the open space areas will be landscaped. If the City Council wants trails located in the rear yards, they may want to wait to determine where they are needed.

**Dave Dixon** said they are willing to consider providing an additional trail if it is requested by the City.

**Rick Dutson** referred to the walkway area which is meant to be an "experience" rather than a place for kids to congregate. He asked who will be responsible to lock the gate at night.

**Dave Dixon** said it is their intent to provide a push pad on the gate. The residents will have the code. He displayed a rendering for the walkway between the residential and commercial areas.

The City Council discussed the old Potter home. The City has not yet received a recommendation from the Historic Preservation Commission. Since the home was located in the area that underwent UDOT construction, it was suggested that the developer contact the State Historic Preservation Office to determine the structural stability of the home, the usability and the historic value. The Council agreed that the City's historic preservation architect should evaluate the old home and discuss his findings with the developer's structural engineer.

**Paula Alder** said this area is supposed to be a walkable community so she is concerned that it is proposed that sidewalks only be located on side of the street. She is also concerned about the rolled curb since it will allow cars to be closer to the sidewalk.

**Mayor Harbertson** asked if there will be room to provide street parking since the homes are located close together.

**Dave Dixon** said there will be enough room to park two cars in-between the homes, as well as in the driveway.

**Rick Dutson** said at the last meeting, it was recommended that the developer eliminate five units from the plan. He assumed that the developer was working with City staff to determine if that would be possible. With this proposal, the configuration is different but the density is the same.

**Mayor Harbertson** asked if the developer would be willing to compromise by eliminating a home on Shepard Circle so there would be additional parking space.

**Dave Dixon** said the cul-de-sac only includes four driveways. He could have proposed twin homes which would have allowed for more parking areas but they chose to offer single family homes.

**David Petersen** said the cul-de-sac will be wider than the standard since the Fire Chief is requiring an 88' turn around. This extra space will contribute to the green space.

**Dave Dixon** said he would be willing to reduce the asphalt area by five feet and add a park strip.

**David Hale** said he is accepting of the developer's proposal since they are only proposing 4.7 units per acre when they could apply for 9 units per acre. He suggested that the developer provide a park strip in the cul-de-sac so the area is more attractive.

### **Motion**

**David Hale** moved that the City Council grant Preliminary Master Plan, or Preliminary (PUD) Master Plan approval for the development known as The Village at Old Farm located west of Main Street, east of U.S. 89, south of the Cherry Hill Interchange, and north of the Old Shepard Creek Estates and Old Shepard Commons subdivisions subject to the following conditions:

1. The applicant must adequately address the issue of drainage for the property and provide a detention basin that is capable of handling 6 acre feet of water.
2. The applicant must adequately address any recommendations from the City's traffic engineer after a thorough review of the updated impact analysis;
3. The applicant must address the right-in, right-out question with UDOT and have a final layout available for final approvals;

4. The applicants should address the site amenities (open spaces, plaza and pedestrian walkway connection through from residential to commercial) in greater detail for Final Master Plan approvals;
5. The applicant must also comply with all conditions of the previous Preliminary Master Plan approval granted by the City Council in January 2006, with the exception of Conditions #4 and #7.
6. The applicants should assure that the historic preservation of the Potter house is finalized and memorialized as part of the Final Master Plan Approval.
7. The entire project should be under one unified control and meet the planned center development requirements, as set forth in the NMU zone text.
8. The developer must work closely with City staff to resolve the following issues: park strips, sidewalks, snow removal, curbs, etc.
9. The Fire Chief must review and approve the plan.
10. The roads in the development will be public streets.
11. The developer must receive approval from the State and Federal Transportation Departments to access the project from the frontage road prior to the non-residential phases being approved.

**Larry Haugen** seconded the motion.

The motion passed by unanimous vote.

### **ADJOURNMENT**

**Rick Dutson** moved that the meeting adjourn at 10:35 P.M.

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Margy Lomax, City Recorder  
Farmington City