

CHAPTER 4

GOALS AND POLICIES

In conjunction with development of the previous General Plan, the City established citizen committees to evaluate and define a set of policies (identified as "value statements") and recommendations to provide direction for the City in dealing with future growth and development. Following is a summary of those policies:

1. Maintain Farmington as a peaceful, family-oriented, pastoral community through enforcing strict Zoning Ordinances and covenants, architectural standards, and density restrictions.
2. Recognize and preserve Farmington's heritage of pioneer buildings and traditions for the enrichment of its present and future citizens.
3. Plan growth carefully to preserve an open, uncongested City whose buildings blend with and enhance the historical buildings and the natural beauty of the land and Lake.
4. Promote public safety and community security.
5. Improve and broaden the City's economic base, reducing to some extent the heavy dependency on property taxes while preserving fiscal integrity, avoiding waste, and supporting the non-economic values of the community.
6. Attract quality commercial and light manufacturing enterprises to pre-selected sites to maximize the economic benefits possible while minimizing congestion, noise, and unsightliness.
7. Broaden recreational opportunities and programs for all citizens.
8. Foster cooperation and mutual understanding between citizens, business/commercial, and other entities in the City.
9. Spur citizen participation in City government and on City committees, encouraging principled volunteer leadership and service and maintaining and improving a dedicated municipal staff.

The Values Committee also established specific goals with recommendations for various courses of action to achieve these goals. Since 1986 these goals have been further revised and supplemented by input from citizens received at public hearings and through public opinion surveys and have been further refined through many hours of study by the Farmington Planning Commission and City Council.

The General Plan's statement of goals is intended to be a comprehensive policy-setting document. It attempts to form a clear picture of what the City should look like in the future and suggests methods which might be used to attain the goals identified. The intent is to continue the work done by the Values Committee to set a direction for the City. These goals should be reviewed on a periodic basis to evaluate any changes in economic conditions or public opinion as

they may affect priorities or problems.

GENERAL GOALS

1. The Farmington City General Plan is based on the overall goal of creating within the community a healthy, attractive, and pleasant living environment for its residents. This goal is the most significant element underlying the General Plan.
2. Maintain Farmington as a community with a rural atmosphere, preserving its historic heritage, and the beauty of the surrounding countryside.
3. Provide for harmonious, coordinated, and controlled development within the City so as to avoid undue impact on public facilities, public services, and the physical environment.
4. Maintain Farmington as a cohesive community.
5. Recognizing that with growth, there is an inherent increase in challenges to the public order and personal security, the City should be prepared to strengthen each of those agencies charged with the responsibilities of assuring public safety and encourage public safety education and prevention programs to involve the public.

PUBLIC FACILITIES AND SERVICES GOALS AND POLICIES

1. Continue to develop and refine the City's Storm Drainage Master Plan.
 - a. Correct existing problem areas to protect public and private property.
 - b. Determine the feasibility of using small detention ponds in subdivisions as neighborhood parks after assessing health and safety concerns.
 - c. Encourage the use of large detention ponds, incorporated into park designs, to eliminate the need for numerous small ponds.
2. Continue to upgrade equipment and monitor manpower needs of the public safety departments to keep pace with development and population growth.
3. Develop an Emergency Management Plan for the City to be used during National, regional, or local emergencies. This plan should address all natural and man-made disasters including earthquake, flood, fire, chemical spills, power outages, etc.
4. Participate in County-wide solid waste disposal plans.
 - a. Support cost effective power generation from garbage to reduce landfill needs and increase potential for long term reclamation.
 - b. Continue to encourage evaluation of a City-wide recycling program.
5. Develop energy conserving management techniques for public buildings, City vehicles, and street lights.
 - a. Make all new public facilities as energy efficient as possible using renewable energy design principles.

- b. Evaluate all street lighting, traffic signals, and security lighting for conservation and efficiency.

6. Take advantage of Federal and State funding sources, in the form of grants and subsidies, to help offset the cost of public improvements.

PARKS, RECREATION, AND OPEN SPACE GOALS AND POLICIES

1. Continue to develop a park system and coordinated recreation program for the City based on recognized National standards. The park system may include:

- a. neighborhood parks, 1/2 to 5 acres in size, provided at the ratio of two acres per 1000 people with a service area consisting of a 1/4 to 1/2 mile radius;
- b. community parks, 5 to 25 acres in size, provided at the ratio of six acres per 1000 people with a service area of 1 to 2 miles.
- c. special use parks, provided at a ratio of two acres per 1000 people, which may be combined with neighborhood and community parks, such as golf courses, swimming pools, etc., which would be fiscally self-sufficient.

2. Parks should be designed for low maintenance and vandal resistance.

3. Develop a trails system in the City which includes bike paths, jogging/hiking trails, and equestrian trails which will provide links between parks, service centers, and foothill access points. Where possible, utilize existing utility corridors, natural drainage corridors, and other non-vehicular rights-of-way for the trail system.

4. Provide cultural activities at defined activity centers on a regular basis that would be financially self-supporting.

5. Encourage cooperation with the school district to use public school playgrounds as neighborhood parks.

6. Explore the potential of preserving open space and greenbelt areas for recreation purposes and for use as buffer zones in developed areas where appropriate and cost efficient.

- a. Encourage the maintenance of farmland and other open lands if they are historically or environmentally unique.
- b. Encourage park land donations.
- c. Consider planned unit development concepts to preserve open space.
- d. Establish, by ordinance, requirements for payment in lieu of, or outright dedication of park property in new developments.

7. The acquisition and development of open space and park property should be a priority of the Capital Improvement Program.

8. In order to preserve the ecological balance of the foothills maintain their natural beauty, designate the foothills as open space and establish an elevation above which only limited development will be permitted.

9. Continue to conserve conservation and open space land including those areas containing unique or natural features such as meadows, grasslands, tree stands, streams, streams corridors, flood walls, berms, watercourses, farmland, wildlife corridors and/or habitat, historical buildings and/or archeological sites, and green space by setting them aside from development.

10. Continue a cooperative effort with Lagoon to develop public recreation facilities and preservation of open space in the vicinity of Farmington Creek on the east side of the amusement park to act as a buffer between the park and residences near Main Street.

11. Develop a city-wide Street Tree Ordinance for the City in order to preserve and expand the City's urban forest through standards for planting, maintenance, and removal of trees in the public streets, parkways, and other municipal-owned property;

TRANSPORTATION GOALS AND POLICIES

1. The Master Transportation Plan prepared by Horrocks Engineers dated March 4, 1998, shall be an element of the General Plan, and the recommendations in particular shall be used for planning transportation improvements in the City.

2. Improve the availability, condition, and appearance of streets within the City by:

- a. increasing sidewalks along major streets and primary pedestrian routes;
- b. considering an annual program for improving pavement conditions, based on pavement needs;
- c. establishing a street tree planting program throughout the City as discussed in the residential goals section;
- d. encouraging UDOT to keep State roads within the City maintained and in good repair;
- e. working with and encouraging UDOT to landscape and maintain in an attractive manner state right-of-way and state owned property encompassing or adjacent to state transportation facilities including but not limited to freeway and major arterial interchanges and overpasses.

3. Improve the safety of streets by removing obstructions to sight distances at intersection, reducing speed limits where appropriate, and evaluating intersection design.

4. Assess the traffic impacts of major developments in the City prior to approval in order to minimize interfering traffic on major streets and minimize increased traffic on local streets in residential areas.

5. Coordinate with the Utah Transit Authority (UTA) to provide more extensive service to Farmington. Explore with UTA the possibility of establishing "park and ride" lots in Farmington.

6. Continue an open dialogue with UDOT in an effort to select an alternative for the

development of Highway 89 which minimizes impacts on adjacent land uses and preserves the integrity of commercial development at Shepard Lane.

7. Encourage noise buffering along the major arterials in the City.
8. Encourage UDOT to construct and maintain east/west collectors over I-15, Legacy Highway, and Highway 89.
9. The Master Transportation Plan and all goals and policies listed in this plan, shall be reviewed periodically and updated and amended where appropriate.
10. Establish an internal transportation system within the City to service the commercial centers, make access to Lagoon and the commercial centers over the freeway systems more convenient, and minimize future congestion.
11. Locate an area that will accommodate light manufacturing and related uses yet minimize truck, employee, vendor, and customer traffic through adjacent residential neighborhoods.
12. Establish, by ordinance, truck routes for heavy vehicles to best implement the goals and policies of the General Plan.

AGRICULTURAL GOALS AND POLICIES

1. Foster an environment within the City in which agriculture can co-exist in urbanized areas.
2. Explore alternatives for preservation of agricultural lands as open space through purchase, lease, conservation easements, or otherwise.
3. Protect agricultural lands from storm runoff generated from adjacent developed areas.

RESIDENTIAL GOALS AND POLICIES

1. Maintain Farmington as a predominately low density residential community.
 - a. Evaluate from time to time lot sizes in single family residential zones.
 - b. Protect the integrity of existing neighborhoods which have been developed as single-family residential areas (one dwelling unit per lot) but are zoned for multiple-family residential use.
2. Maintain and improve the appearance of residential areas in Farmington by:
 - a. developing a street tree planting program in subdivisions using tree selections which need minimum maintenance, will not buckle curbs or heave pavement, and will not foul utility lines;
 - b. increasing enforcement of the City's weed control ordinance through:
 - i. increasing citizen awareness and involvement;
 - ii. providing support for voluntary clean-up efforts by groups in the City;
 - iii. encouraging the planting and maintenance of grass and street trees

along property frontages.

- c. encouraging the use of underground utility lines;
- d. constructing curb, gutter, and sidewalks in areas where potential safety problems could occur or where high pedestrian traffic exists. Utilize State sidewalk funds, CDBG program funds, and/or special improvement districts wherever possible;
- e. encourage site development of new lots which does not necessitate long term parking of vehicles within the minimum setbacks from public streets;
- f. encouraging additional street lighting to be installed by developers of new subdivisions or through special improvement districts.

3. Limit multiple-family residential development to those areas where it will serve as a transition from commercial or industrial uses to low density, single-family residential uses:

- a. In evaluating multi-family proposals, give preference to condominium or planned unit development projects where owner occupied dwellings are proposed as opposed to rental units;
- b. Consider limiting the size of multiple unit dwelling structures for rental purposes in order to maintain an architectural mass and scale which is compatible with surrounding development;
- c. Continue to emphasize high quality in landscaping and architectural design for multiple family developments.

4. In general, as residential development occurs it should pay for itself and should occur in the most logical and reasonable progression:

- a. Utilize present utility infrastructure to its maximum capacity before extending additional utilities to undeveloped land;
- b. New developments should pay all costs directly attributable to the development even if distant from existing infrastructure except where regional infrastructure needs, as recommended by the City's Utility Master Plans, exceed those facilities which are necessary to serve the development. Impact fees may be used to pay a portion of these costs;
- c. Scattered developments which necessitate high service costs should be avoided;

5. Encourage proper maintenance and/or rehabilitation of existing housing through:

- a. enforcement of building codes;
- b. rehabilitation of structurally sound housing and preservation of identified historic sites;
- c. promotion of "clean it up, fix it up" campaigns in neighborhoods.

COMMERCIAL AND INDUSTRIAL GOALS AND POLICIES

1. To improve the function and desirability of the downtown area, Farmington City should work in cooperation with Davis County, the Davis County School District, and downtown business owners to plan, and redevelop the downtown.
2. Consider developing a master plan for downtown Farmington which will detail some of the alternatives for growth and expansion, improved circulation, and general improvement of that area. Downtown could serve as a focal point for the City by:
 - a. emphasizing a variety of service uses;
 - b. Integrating leisure spaces within the commercial areas;
 - c. developing a theme or image through the promotion of consistent architecture, landscaping, and/or emphasis on the City's historic heritage;
 - d. establishing the area as the center for the City's cultural and social activities;
 - e. promoting the area to attract businesses appropriate to a service/cultural center.
3. Consider other zoning designations for the downtown area which would more clearly reflect the nature of the area.
4. Promote retail commercial development at limited locations in planned, compact, and well designed centers.
5. Promote clean light industrial development in an aesthetically pleasing environment at limited locations, removed from residential development, and in close proximity to the freeway system. A light-manufacturing zone could serve as a location for a variety of light industrial, building, storage, and other uses typically found in most communities.
6. Maintain and improve the appearance of both commercial and industrial development through additional standards for landscaping along street frontages, and other buffer areas, and encouraging a high level of architectural design through master planned developments with covenants, restrictions, service agreements and governing controls of the project area.
7. Encourage appropriate buffering between all residential and non-residential uses to help mitigate undesirable impacts such as excessive noise, traffic, light pollution, inappropriate signage, incompatible parking areas, etc.
8. Encourage new commercial and industrial developments to incorporate into their designs elements of "Farmington Rock".
9. Encourage existing business to improve general maintenance and appearance.
10. Encourage the elimination or relocation of industrial businesses which are located in residential areas.
11. Improve the appearance and function of business signs by eliminating nonconforming

signs or encouraging the redesign of existing signs to bring them into conformity with the current Sign Ordinance.

12. Amend the Sign Ordinance to develop a consistent appearance for all monument, pole, and ground business signs with special consideration given to materials used to construct signs and lighting.

13. Design traffic circulation to promote access out to major roads and freeways, discouraging traffic in downtown or residential sections of the City.

ANNEXATION POLICIES

It has been established that the ultimate east and west City limits of Farmington will be the Wasatch National Forest and the Great Salt Lake respectively. The City's Master Annexation Policy Declaration has also indicated an ultimate boundary with Kaysville on the north and with Centerville on the south. However, property in the northwest portion of Farmington's annexation policy area was annexed into Kaysville in 1986 and discussions were initiated in 1991 concerning adjustments to the boundary with Centerville.

1. The City should coordinate with Kaysville in encouraging annexation in the northern part of the City to comply with an annexation boundary agreed to by the two Cities.

2. The City should discuss with Centerville the merits of adjusting the current annexation boundary, established at Lund Lane, either north or south so that property on both sides of Lund lane is either entirely in Farmington or entirely in Centerville.

3. The following are policy guidelines for the eventual annexation of additional property into Farmington:

- a. Unincorporated property should only be annexed upon the request of the property owners, or to control the development of the property with uses consistent with Farmington's General Plan.
- b. As far as is practical, property should only be annexed if costs for extending municipal services are paid for by the annexing property owners.
- c. Small individual properties may be considered for annexation, as long as development of those properties is coordinated with surrounding properties.
- d. As property is annexed into the City, it should be classified with the zoning designation "A", unless the owners request another zone designation. Such requests may be reviewed by the Planning Commission and City Council, at the time of annexation, and should be handled as a rezone request.