



HISTORIC BEGINNINGS • 1847

**Farmington City Planning Commission**

**June 11, 2020**



# FARMINGTON CITY

H. JAMES TALBOT  
MAYOR

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

SHANE PACE  
CITY MANAGER

## AGENDA PLANNING COMMISSION MEETING

June 11, 2020

Public Meeting at the Farmington City Hall, 160 S. Main Street, Farmington, Utah

Study Session: 6:00 p.m.

**Regular Session: 7:00 p.m.**

*Farmington City Planning Commission meetings, including this meeting, are open to the public. In consideration of the COVID-19 pandemic, if necessary, members of the public wishing to attend this meeting are encouraged to view the meeting online. In the event this occurs, the link to view the hearings live and to comment electronically can be found on the Farmington City website at [www.farmington.utah.gov](http://www.farmington.utah.gov). In-person attendance is also an alternative, but any in-person attendance/gathering will meet the latest governmental restrictions related to the COVID-19 virus. If you wish to email a comment for any of the listed public hearings, you may do so at [crowe@farmington.utah.gov](mailto:crowe@farmington.utah.gov).*

7:00 1. City Council Report

### SUBDIVISION

7:05 2. Taylor Spendlove/ Brighton Homes - Applicant is requesting preliminary plat approval for the Farmington Station Parkway Subdivision on 8.41 acres of property located west of Station Parkway and east of Shepard Creek. (S-21-19)

### PROJECT MASTER PLAN/ZONE CHANGE APPLICATIONS

- 7:15 3. STACK Real Estate (Public Hearing) – Applicant is requesting a recommendation for approval for the North Farmington Station East Project Master Plan (PMP), and accompanying development agreement, a mixed-use development encompassing approximately 104 acres next to the west side of I-15, north of Burke Lane, east of the general vicinity of 1525 west street and north towards the Shepard Lane area (PMP-2-20)
4. STACK Real Estate (Public Hearing) – Applicant is requesting a recommendation for zoning map approval of approximately 36.5 acres of property in the vicinity of Spring Creek between 1525 West and I-15 from A (Agriculture) to OMU (Office Mixed Use) and OS (Open Space) (Z-2-20)

### OTHER BUSINESS

- 7:45 5. Miscellaneous, correspondence, etc.
- Open House Results
  - One lot development proposal
  - July Schedule
  - Other

*Please Note: Planning Commission applications may be tabled by the Commission if: 1. Additional information is needed in order to take action on the item; OR 2. If the Planning Commission feels, there are unresolved issues that may need additional attention before the Commission is ready to make a motion. No agenda item will begin after 10:00 p.m. without a unanimous vote of the Commissioners. The Commission may carry over Agenda items, scheduled late in the evening and not heard to the next regularly scheduled meeting.*

Posted June 5, 2020

Meagan Booth  
City Planner



## Planning Commission Staff Report June 11, 2020

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### Item 2: Farmington Station Parkway Preliminary Plat

Public Hearing: No  
Application No.: S-21-19  
Parcel #: 084860118  
General Plan Designation: TMU (Transportation Mixed Use)  
Zoning Designation: A (Agriculture)  
Area: 8.41 acres  
Property Owner: C LIMITED PARTNERSHIP  
Applicant: Taylor Spendlove/ Brighton Homes

Request: *Applicant is requesting Preliminary Plat approval.*

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#### **Background Information**

Brighton Homes requests a subdivision of 8.41 acres of property, creating 1 lot, known as the Farmington Station Parkway Subdivision. The Planning Commission approved the Schematic Subdivision Plan on December 12, 2019 and the Schematic (Concept) Design plan on March 5, 2020. The developer is proposing 50 townhomes for this site, which is consistent with the recommended amount from the City Council. The subject parcel was zoned GMU (General Mixed Use) by the City Council on April 14, 2020. The northern remainder parcel, Parcel A, is zoned OMU (Office Mixed Use) and will be developed later. The OS (Open Space) zone next to Shepard Creek will remain. The applicant at this time is seeking approval to subdivide the property, which requires approval of the preliminary plat by the Planning Commission.

#### **Suggested Motion:**

Move that the Planning Commission approve the Preliminary Plat for the Farmington Station Parkway Subdivision subject to all applicable Farmington City development standards and ordinances and the following conditions:

1. The developer will need to dedicate the right of way and all utilities will need to be stubbed to the west property line.
2. The developer must address the need for secondary access through a special exception or other means.
3. The developer will need to construct the road to the west property line, which may include an agreement with the city.
4. The applicant must obtain a flood control permit from the county.

5. All outstanding DRC Comments must be addressed.

#### Findings

1. The preliminary plat is consistent with the schematic plan.
2. The motion is consistent with the goals and purposes of the General Plan and Zoning Ordinance, including, but not limited to, the City's Regulating plan for the area.
3. The character of the site will be maintained as the OMU zoning designation ensures a greater mix of uses for the area, which is consistent with the General Plan.
4. The right of way is set and the open space boundary is established.

#### **Supplemental Information**

1. Vicinity Map
2. Preliminary Plat

#### **Applicable Ordinances**

1. Title 11, Chapter 18 – Mixed Use District
2. Title 12, Chapter 6 – Major Subdivisions
3. Title 12, Chapter 7 – General Requirements for all Subdivisions



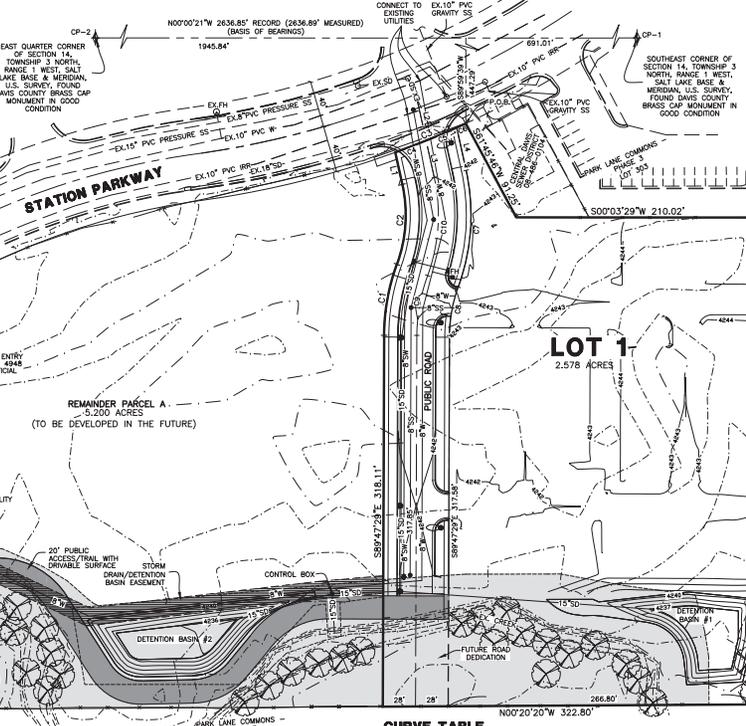
# FARMINGTON STATION PARKWAY 'PRELIMINARY PLAT - NOT TO BE RECORDED'

PART OF THE SOUTHEAST QUARTER OF SECTION 14, TOWNSHIP 3 NORTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN, U.S. SURVEY  
FARMINGTON CITY, DAVIS COUNTY, UTAH  
APRIL, 2020

- LEGEND**
- - - - - SECTION CORNER
  - - - - - BOUNDARY LINE
  - - - - - ADJOINING PROPERTY
  - - - - - ROAD CENTERLINE
  - - - - - EX. CONTOURS
  - - - - - SECTION TIE LINE
  - - - - - PROPOSED CONTOURS
  - - - - - EXISTING FENCELINE
  - - - - - SS - PROPOSED SANITARY SHARITARY SEWER LINE
  - - - - - EX-SS - EXISTING SANITARY SEWER LINE
  - - - - - SW - PROPOSED SECONDARY WATER LINE
  - - - - - EX-IRR - EXISTING IRRIGATION LINE
  - - - - - W - PROPOSED CULINARY WATER LINE
  - - - - - EX-W - EXISTING CULINARY WATER LINE
  - - - - - SD - PROPOSED STORM DRAIN
  - - - - - EX-SD - EXISTING STORM DRAIN
  - - - - - EX-FH - EXISTING FIRE HYDRANT
  - - - - - FH - FIRE HYDRANT
  - - - - - WM - WATER METER
  - - - - - SLL - PROPOSED STREET LIGHT
  - - - - - M - PROPOSED 55/50 MANHOLE
  - - - - - EX-M - EXISTING 55/50 MANHOLE
  - - - - - A - PROPOSED FIRE HYDRANT
  - - - - - EX-A - EXISTING FIRE HYDRANT
  - - - - - C - PROPOSED CATCH BASIN
  - - - - - EX-C - EXISTING CATCH BASIN
  - - - - - B - PLUG W/ 2" BLOW-OFF
  - - - - - PUBLIC ACCESS EASEMENT
  - - - - - PUBLIC ROAD DEDICATION
  - - - - - SLOPE EASEMENT
  - - - - - STORM DRAIN/RETENTION BASIN EASEMENT
  - - - - - PUBLIC EASEMENT
  - - - - - PUBLIC UTILITY EASEMENT
  - - - - - TREES TO BE PRESERVED

**LOT 1 BOUNDARY DESCRIPTION**

PART OF THE SOUTHEAST QUARTER OF SECTION 14, TOWNSHIP 3 NORTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN, U.S. SURVEY, DESCRIBED AS FOLLOWS:  
BEGINNING AT A POINT ON THE WESTERLY RIGHT OF WAY LINE OF STATION PARKWAY SAID POINT BEING N00°02'21"W 691.01 FEET AND S89°59'50"W 447.29 FEET FROM THE SOUTHEAST CORNER OF SAID SECTION 14; THENCE S81°45'47"E ALONG THE NORTHERLY LINE OF PARCEL 08-108-0104, 81.25 FEET TO THE NORTHWEST CORNER OF SAID PARCEL; THENCE S00°03'29"W ALONG THE WESTERLY LINE OF SAID PARCEL AND THE NORTHERLY LINE OF LOT 303 OF PARK LANE COMMONS - PHASE 3, 210.02 FEET; THENCE S89°47'29"W ALONG THE NORTHERLY LINE OF LOT 303 OF PARK LANE COMMONS - PHASE 3, 17.01 FEET; THENCE N00°20'20"W ALONG AN EXISTING FENCE, 322.80 FEET; THENCE S89°47'29", 318.11 FEET; THENCE ALONG A NON-TANGENT CURVE TURNING TO THE RIGHT WITH A RADIUS OF 179.00 FEET, AN ARC LENGTH OF 62.07 FEET, A DELTA ANGLE OF 11°58'50", A CHORD BEARING OF S79°49'04"E, AND A CHORD LENGTH OF 61.76 FEET; THENCE ALONG A REVERSE CURVE TURNING TO THE LEFT WITH A RADIUS OF 122.00 FEET, AN ARC LENGTH OF 69.52 FEET, A DELTA ANGLE OF 32°30'0", A CHORD BEARING OF S88°09'0"E, AND A CHORD LENGTH OF 68.58 FEET; THENCE N77°32'21"E TO THE WEST RIGHT-OF-WAY LINE OF STATION PARKWAY, 28.09 FEET; THENCE ALONG SAID WEST RIGHT-OF-WAY, A NON-TANGENT CURVE TURNING TO THE LEFT WITH A RADIUS OF 810.00 FEET, AN ARC LENGTH OF 65.36 FEET, A DELTA ANGLE OF 04°37'24", A CHORD BEARING OF S22°16'18"E, AND A CHORD LENGTH OF 65.34 FEET TO THE POINT OF BEGINNING.  
CONTAINING 139,629 S.F. SQUARE FEET OR 3.205 ACRES MORE OR LESS

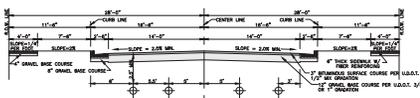


**NOTES**

1. FLOOD ZONE DESIGNATION "7" PER FEMA FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 480100101 DATED JUNE 18, 2007.
2. PROPERTY IS CURRENTLY UNDEVELOPED GROUND.
3. ZONE 05 WILL BE AN ACCESS EASEMENT.
4. CULINARY WATER WILL CONNECT TO THE EXISTING 10" LINE IN STATION PARKWAY.
5. SANITARY WILL CONNECT TO THE EXISTING CENTRAL JAVIS SERRER DISTRICT DRAINAGE LINE IN STATION PARKWAY.
6. STORM WATER WILL BE DETAINED ON SITE WITH DETENTION BASINS AND WILL OUTLET INTO THE EXISTING CREEK.
7. A STORM DRAIN EASEMENT WILL BE IN FAVOR OF LOT 1.
8. 8' PATHWAYS WILL BE PUBLIC.
9. ZONE 05 WILL BE AN ACCESS EASEMENT.
10. THE EXTENSION WILL BE CONSTRUCTED WHEN THE CONNECTION IS REQUIRED FOR FUTURE DEVELOPMENT.
11. CONTOURS ARE BASED ON DAVIS COUNTY DATUM.
12. CONTOURS ARE SHOWN IN ONE FOOT INTERVALS.
13. THE OWNER AND/OR HIS AGENT SHALL REMOVE THE TREE PLAN AND PRESERVE AS MANY OF ITS SPECIFIED TREES AS POSSIBLE OR REPLACE WITH NEW TREES THAT HAVE BEEN REMOVED.

**Storm Runoff Calculations**  
Farmington Station Parkway Parcel 1

Area	Runoff Coefficient	Area (Acres)	Runoff (CFS)
Lot 1	0.30	2.578	1.00
Lot 303	0.30	0.50	0.20
Remainder Parcel A	0.30	5.200	2.00
<b>Total</b>		<b>8.278</b>	<b>3.20</b>



**LINE TABLE**

LINE NUMBER	START STATION	END STATION	LENGTH
1	1+00.00	1+12.50	12.50
2	1+12.50	1+25.00	12.50
3	1+25.00	1+37.50	12.50
4	1+37.50	1+50.00	12.50
5	1+50.00	1+62.50	12.50
6	1+62.50	1+75.00	12.50
7	1+75.00	1+87.50	12.50
8	1+87.50	1+100.00	12.50

**CURVE TABLE**

STATION	LENGTH	STARTING POINT	ENDING POINT	ANGLE
1+00.00	12.50	1+00.00	1+12.50	115.86
1+12.50	12.50	1+12.50	1+25.00	115.86
1+25.00	12.50	1+25.00	1+37.50	115.86
1+37.50	12.50	1+37.50	1+50.00	115.86
1+50.00	12.50	1+50.00	1+62.50	115.86
1+62.50	12.50	1+62.50	1+75.00	115.86
1+75.00	12.50	1+75.00	1+87.50	115.86
1+87.50	12.50	1+87.50	1+100.00	115.86

**SURVEY MONUMENT DATA**

POINT	DESCRIPTION	NORTHING	EASTING	ELEVATION
CP-1	BCM	155721.49	107543.05	4236.90
CP-2	BCM	158358.34	107542.78	4251.27

**PROJECT INFORMATION**  
 Surveyor: T. HATCH  
 Designer: E. ROCHE  
 Begin Date: 4-22-20  
 Project Name: FARMINGTON STATION PARKWAY  
 Number: 8460-16  
 Scale: 1"=50'  
 Sheet: 1 OF 1



**DAVIS COUNTY RECORDER**  
 ENTRY NO. \_\_\_\_\_ FILED FOR RECORD  
 AND RECORDED \_\_\_\_\_ AT  
 \_\_\_\_\_ IN BOOK \_\_\_\_\_ OF  
 THE OFFICIAL RECORDS, PAGE \_\_\_\_\_  
 RECORDED FOR:

DAVIS COUNTY RECORDER  
 \_\_\_\_\_  
 DEPUTY



## Planning Commission Staff Report June 11, 2020

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### Items 3) North Farmington Station East Project Master Plan (PMP) and Development Agreement; and 4) Zoning Map Amendment (36.5 Acres)

Public Hearing:	Yes
Application No's.:	PMP-2-20; Z-2-20
Property Address:	Area next to the west side of 1-15, north of Burke Lane, east of the general vicinity of 1525 West street and north towards the Shepard Lane area
General Plan Designation:	CA/BP (Class A Business Park)
Zoning Designation:	OMU (Office Mixed Use)
Area:	Approximately 104 Acres
Number of Lots:	n/a
Property Owner:	Multiple Property Owners
Applicants:	STACK Real Estate

Request: *Recommendation for approval of a project master plan and development agreement; and one zone map amendment*

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Agenda items 4 and 5 are inter-related and it is proposed that staff present these items together and the Planning Commission account for the same in one public hearing. Moreover, the background information in this staff report, the findings, and the supplementary information are all relevant to each item; therefore, it is further proposed that the Commission consider the two requests in separate motions, but that the same findings are established for each item.

#### **Background Information**

In November of 2016, Chartwell Capital and the City contracted with Urban Design Associates (UDA) to conduct a planning charrette which produced a conceptual master plan for the 220+ acres of property north of Shepard Creek, west of the UP tracks, east of the D&RGW trail, and south of Shepard Lane. The charrette process involved receiving input from a number of stakeholders, including 13 property owners within and adjacent to the project area, city staff, local elected officials, and representatives from Chartwell Capital. The end result was a master plan document, or sub-area master plan to the City's General Plan, intended to guide and inform the development of a future mixed-use office park.

The above referenced applicant, STACK Real Estate, is now proposing a more specific Project Master Plan (PMP) encompassing some 104 + acres of the UDA master plan area for the reasons set forth in the findings below.

On Tuesday, June 2, 2020, Farmington City held an open house to receive citizen input regarding a proposed realignment to “Commerce Drive”, which is the major north to south street intended to connect 950 North to Park Lane. The UDA plan shows the corridor for this principle street close to I-15 and the U.P. tracks. The proposed alignment is located further west at 1525 West. The North Farmington Station East PMP places the Commerce drive corridor in an alignment consistent with the information presented at the open house, and the enclosed PMP also shows a new principle street, “Digital Drive” between “Commerce Drive” and I-15 which is also consistent with plans displayed at the open house.

An issue remains regarding the development agreement---that is, the proposed office to residential ratio set forth in paragraph 5.b. of the enclosed development agreement. Although the applicant is in favor of such a ratio, he maintains that due to the present uncertain office market he cannot fulfill this commitment right now. This topic will be discussed in further detail at the meeting.

### **Suggested Motion(s)**

#### **Project Master Plan/Development Agreement**

3. *STACK Real Estate – Applicant is requesting a recommendation for approval of the North Farmington Station East Project Master Plan (PMP), and accompanying development agreement, a mixed-use development encompassing approximately 104 acres next to the west side of I-15, north of Burke Lane, east of the general vicinity of 1525 West Street, and north towards the Shepard Lane area. (PMP-2-20)*

Move that the Planning Commission recommend that the City Council approve the enclosed PMP, and accompanying development agreement subject to all applicable Farmington City development standards and ordinances and that the applicant shall incorporate any comments from the City’s Development Review Committee (DRC), Site Plan and Architectural Review Committee (SPARC), and the City Attorney.

#### **Zoning Map Amendment**

5. *STACK Real Estate – Applicant is requesting a recommendation for Zoning Map Amendment approval of approximately 36.5 Acres of property in the vicinity of Spring Creek between 1525 West and I-15 from A (Agriculture) to OMU (Office Mixed Use) and OS (Open Space). (Z-2-20)*

Move that the Planning Commission recommend that the City Council approve the zone change for the 36.5 acres of property as requested with the following condition: The applicant must stake the proposed location of the trail(s) adjacent to Spring Creek from the UP tracks to the D&RGW Trail and thereafter upon a favorable site visit and inspection by staff, the City Council shall rezone an acceptable amount of property abutting the center line of Spring Creek to OS (Open Space).

## Findings for approval

1. The developer desires to leverage proximity to I-15 by proposing office buildings visible from the freeway. This may also significantly increase the viability of the office park thereby enhancing the community's likelihood of providing a daytime population for its retail areas and at the same time shoring up Farmington's property tax base creating a more stable and diversified local economy for the future.

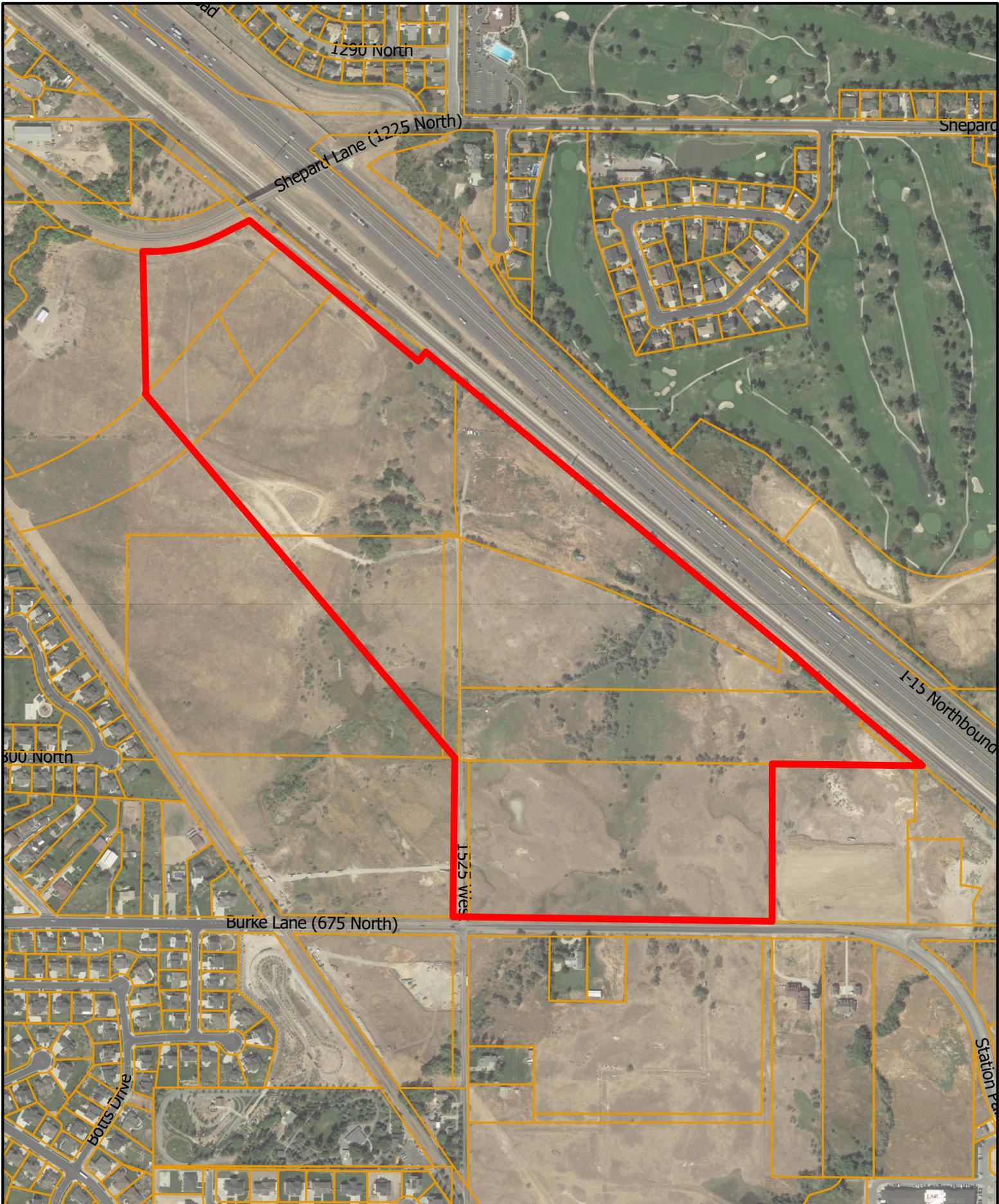
Moreover, the project will provide more employment opportunities here in Davis County which may result in less congested modes of transportation and cleaner air for its residents.

2. The Union Pacific and Frontrunner embankments significantly block the ability to see the project area by the freeway passerby on I-15. The developer is asking that the City allow the possibility of taller buildings next to the interstate, and the City concurs that such buildings should be visible from the freeway and substantial enough to accommodate a good employment population.
3. Transit is a key element to ensure the mixed-use office park's success. The North Farmington Station concept mirrors similar and existing successful projects across the country by providing a "front door/fixed transit stop" for its employees working and living in the area. The recommended PMP contemplates a one stop shuttle directly linking the Front Runner station to a remote transit hub in the heart of the proposed mixed-use development.
4. To implement the vision in Findings 1, 2, and 3 above, the location of the principal five lane north to south street ("Commerce Drive") illustrated in the UDA plan, which street provides the necessary connectivity between the Park Lane Interchange area and the future Shepard Lane Interchange to ensure that the Park Lane interchange does not fail, must move further to the west to allow space for said office buildings. The shift causes a realignment, or ripple effect, to all streets in the area and provides causation for the City to consider an amendment to the regulating plan consistent with the PMP. The alignment is also consistent with plans presented at an open house by the City on June 2, 2020.
5. The UDA plan recommends that the City locate Commerce Drive to the east or west of the mixed-use area (one side or the other), so as not to limit the walkability, human scale and vibrant, interactive, central magnet part of the mixed-use district. A western shift in Commerce Drive just enough to allow space for the office building next to the freeway places it too close to the center of the district compromising the mixed-use/pedestrian core. Therefore, the proposed PMP places Commerce Drive further to the west away from the middle.
6. The more successful office parks now nationwide provide a considerable/major residential component for their employees; furthermore, such workers list housing and commercial uses integrated with, or in close proximity to office uses as a significant reason to work for any given employer. The applicant's plan offers strong residential alternatives in the very core of their development within walking distance of work, transit, restaurant and recreation opportunities. [Note: STACK proposes to expand the Legacy Trail, a regional facility, north to the Haight Creek Trail, and a cross-project trail adjacent to Spring Creek (which east to west system includes a village green/gathering area) connecting the two north to south regional trails---the Legacy Trail and the existing D&RGW Trail.

7. The PMP/Development Agreement caps the amount of possible residential acreage within the project to ensure that residential uses will only mix with part of the site thereby not limiting the potential for office uses poised to occur in this prime real estate area between two freeway interchanges.
8. The proposed North Farmington Station East Project Master Plan and Development Agreement is consistent with the stated intent and purpose of the Farmington City General Plan and Zoning Ordinance for this district: including a fine grained mix of uses such as office, retail, and residential, an emphasis on bringing activity to the street and enhancing walkability, placing parking to the rear of buildings, creating public spaces and nodes, enhancing open space and connectivity and providing a live/work/play environment, etc.
9. The proposed North Farmington Station East Project Master Plan balances residential and retail, supporting the primary office use, which is the overarching intent of the OMU zone.
10. The fine-grained mixture of uses proposed in the North Farmington Station East Project Master Plan creates an office park that is unique to the State of Utah and will create a vibrant employment base for Davis County that fosters a live/work/play environment.
11. The proposed North Farmington Station East Project Master Plan will help to diversify and balance the City's tax structure through expanding its commercial property tax base, instead of relying too heavily on residential property and commercial sales tax.
12. The proposed PMP, development agreement, and the zone change are 1) reasonably necessary, 2) in the public interest, and 3) consistent with the city general plan and in harmony with the objectives and purpose of the zoning ordinance.

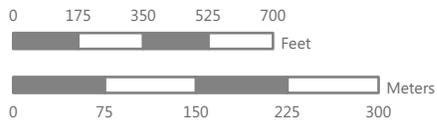
**Supplemental Information**

1. Vicinity Map
2. UDA Master Plan
3. Existing Regulating Plan
4. North Farmington Station East Development Agreement
5. North Farmington Station East Project Master Plan (PMP)



# VICINITY MAP

Stack Real Estate Area

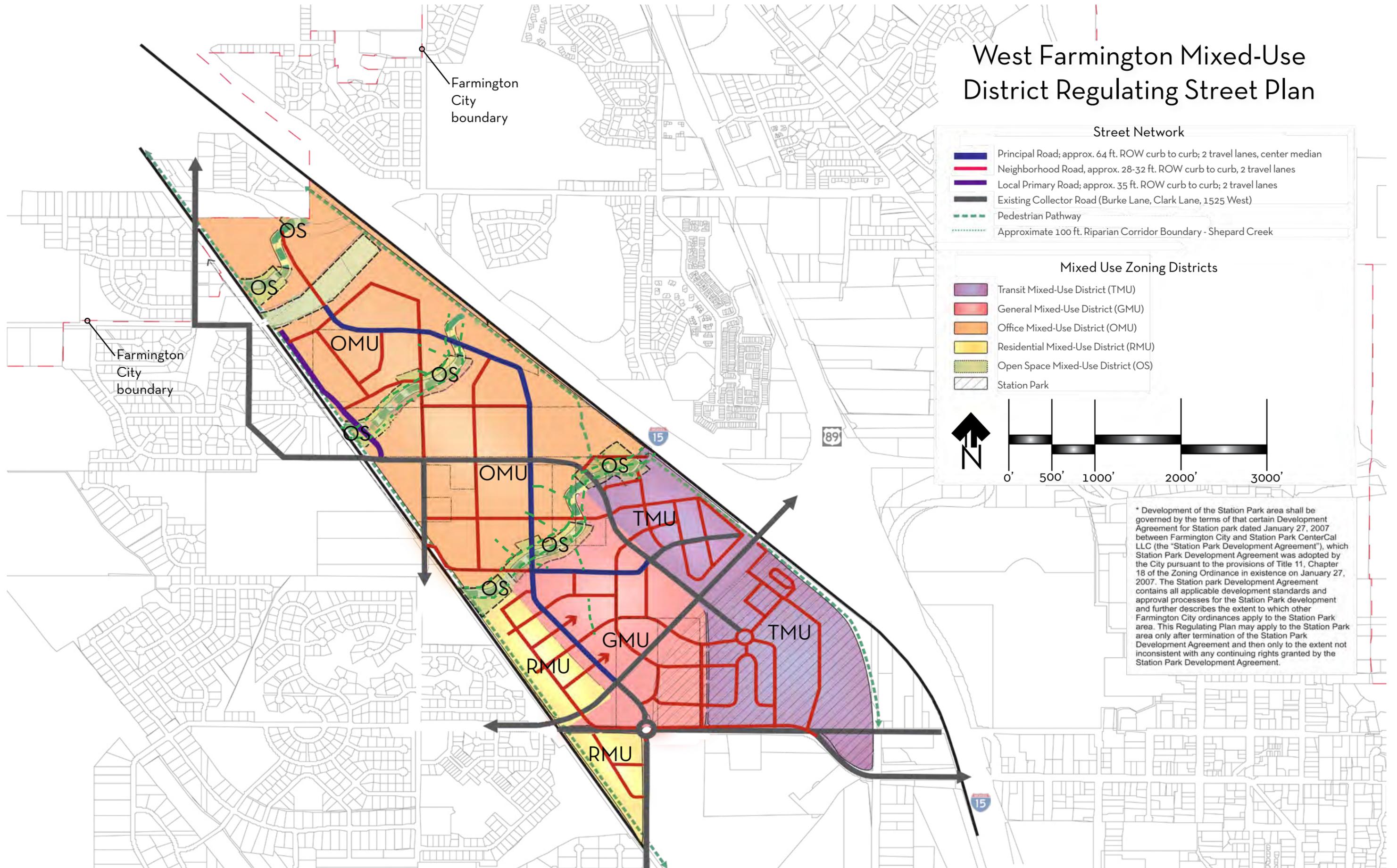


Disclaimer: This map was produced by Farmington City GIS and is for reference only. The information contained on this map is believed to be accurate and suitable for limited uses. Farmington City makes no warranty as to the accuracy of the information contained for any other purposes.



# ILLUSTRATIVE PLAN

# West Farmington Mixed-Use District Regulating Street Plan



### Street Network

- Principal Road; approx. 64 ft. ROW curb to curb; 2 travel lanes, center median
- Neighborhood Road, approx. 28-32 ft. ROW curb to curb, 2 travel lanes
- Local Primary Road; approx. 35 ft. ROW curb to curb; 2 travel lanes
- Existing Collector Road (Burke Lane, Clark Lane, 1525 West)
- Pedestrian Pathway
- Approximate 100 ft. Riparian Corridor Boundary - Shepard Creek

### Mixed Use Zoning Districts

- Transit Mixed-Use District (TMU)
- General Mixed-Use District (GMU)
- Office Mixed-Use District (OMU)
- Residential Mixed-Use District (RMU)
- Open Space Mixed-Use District (OS)
- Station Park

North Arrow

Scale: 0' 500' 1000' 2000' 3000'

\* Development of the Station Park area shall be governed by the terms of that certain Development Agreement for Station park dated January 27, 2007 between Farmington City and Station Park CenterCal LLC (the "Station Park Development Agreement"), which Station Park Development Agreement was adopted by the City pursuant to the provisions of Title 11, Chapter 18 of the Zoning Ordinance in existence on January 27, 2007. The Station park Development Agreement contains all applicable development standards and approval processes for the Station Park development and further describes the extent to which other Farmington City ordinances apply to the Station Park area. This Regulating Plan may apply to the Station Park area only after termination of the Station Park Development Agreement and then only to the extent not inconsistent with any continuing rights granted by the Station Park Development Agreement.

**DEVELOPMENT AGREEMENT**  
**FOR**  
**NORTH FARMINGTON STATION EAST**

**THIS DEVELOPMENT AGREEMENT** (this “Agreement”) is made and entered into as of the \_\_\_\_ day of \_\_\_\_\_ 2020 by and between **FARMINGTON CITY**, a Utah municipal corporation, hereinafter referred to as the “City,” and **STACK REAL ESTATE, LLC**, a Utah limited liability company, hereinafter referred to, collectively with its assignees, as “Developer.”

**RECITALS:**

A. Developer has the right to acquire approximately 92 acres of land, and the City and others own the remaining land, within the boundary set forth in **Exhibit “A”** attached hereto and by this reference made a part hereof (the “Property”), Developer desires to develop the Property under the OMU zone, to be known as “North Farmington Station East”.

B. On \_\_\_\_\_, 2020, the City approved a project master plan (the “PMP”) for the Property in accordance with Chapter 18 of the City’s zoning ordinance. The approved PMP is attached hereto as **Exhibit “B”** and incorporated herein by reference. The purposes of the PMP includes, among other things, the establishment of uses and minimum building heights applicable to the respective areas of the Property, as set forth in the PMP, although the PMP is not intended to enable future development of the Property without final subdivision and site plan approval with respect to each phase.

C. The Property is subject to the City’s Laws, including without limitation Section 11-18-140 of the City’s zoning ordinance, pursuant to which this Agreement shall supersede the City’s Laws with respect to the matters set forth herein.

D. Persons and entities hereafter developing the Property or any portions of the Property shall accomplish such development in accordance with the City’s Laws and the provisions set forth in this Agreement.

E. The City also recognizes that the development of North Farmington Station East, and any future phase thereof, may result in tangible benefits to the City through the stimulation of development in the area, including a possible increase of the City’s tax base and the development of amenities that may enhance further economic development efforts in the vicinity of the Property, and is therefore willing to enter into this Agreement, subject to the terms and conditions set forth herein.

**AGREEMENT**

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

1. **Incorporation of Recitals.** The above Recitals are hereby incorporated into this Agreement.

2. **Definitions.** In addition to the other capitalized terms defined elsewhere in this Agreement, the following terms shall have the respective meanings indicated below:

a. “City’s Laws” means, collectively, all City ordinances, rules and regulations, including the provisions of the City’s General Plan, the City’s zoning ordinances, the City’s engineering development standards and specifications, and any permits issued by the City pursuant to the foregoing ordinances and regulations.

b. “Effective Date” has the meaning set forth in Section 3.

3. **Effectiveness.** This Agreement, including the PMP, shall become effective for the respective parcel on the date that Developer acquires fee title to the following parcels (as identified pursuant to a Davis County Assessor property search): Parcel ID 08-058-0020, 08-058-0016, 08-060-0026, 08-060-0003, 08-057-0015, 08-057-0053, 08-057-0046, 08-057-0064 (the “Effective Date”).

4. **Alternative Approval Process.** The City has held all public hearings necessary for, and has approved the PMP. Such approval of the City council shall remain in full force and effect from the date hereof until the termination of this Agreement. Developer and/or Developer’s successors and assigns may from time to time apply to develop any phase of North Farmington Station East greater than two and half (2.5) acres in size in accordance with an alternative approval process as set forth in section of 11-18-140 of the City’s zoning ordinance. Developer shall be entitled to bring such future applications under section 11-18-140 of the City’s zoning ordinance, even if a future phase is less than 25 acres in size. Such future applications may deviate from the PMP approved hereunder at the discretion of the City and shall be considered according to the procedures and standards for approval set forth in section 11-18-140 of the City’s zoning ordinance.

5. **Uses of the Property.** The uses of the Property and the respective areas of the Property designated for each such use shall be as set forth in the PMP.

a. **Building Height Limits.** Minimum building heights shall be regulated per the PMP – Exhibit B.

b. **Office to Residential Acreage Ratio.** Office to residential acreage ratio shall be regulated per the PMP – Exhibit B as follows: i) There shall be no Residential Use Structures constructed until the first Office Building has commenced construction in the Class A Office Land Use Area; at which point residential construction shall not exceed the ratio of 1 acre of Office to 3 acres of Residential Use; and ii) The ratio of Office Use to Residential Use shall not apply after the commencement of construction of a third office building.

c. **Zoning Ordinance Sections as of Effective Date.** Throughout the term of this Agreement, the Property shall be regulated per Title 11, Chapter 18, specifically Section 11-



11. **No Third-Party Rights.** The obligations of Developer set forth herein shall not create any rights in and/or obligations to any persons or parties other than the City. The parties hereto alone shall be entitled to enforce or waive any provisions of this Agreement.

12. **Recordation.** This Agreement shall be recorded by the City against the Property in the office of the Davis County Recorder, State of Utah.

13. **Relationship.** Nothing in this Agreement shall be construed to create any partnership, joint venture or fiduciary relationship between the parties hereto.

14. **Term.** This Agreement shall become effective upon the Effective Date and shall continue in full force and effect from such date until the date that is thirty (30) years after the City's completion of construction of the arterial and principal roads shown in the PMP, unless terminated earlier pursuant to Section 15 below.

15. **Termination.** Notwithstanding the foregoing, if Developer has not commenced development activities on the Property within five (5) years after the principal roads are completed, the City may request Developer to provide the City with reasonable plans and assurances that Developer will develop the Property in accordance with this Agreement. In such event, Developer shall have 120 days after receiving such request from the City to provide the City with such information. If Developer fails to respond to such request within such time period, or responds within such time period with plans and assurances that are unacceptable to the City in the City's reasonable discretion, the City may terminate this Agreement by giving written notice to Developer within sixty (60) days following the termination of the 120-day response period described above.

16. **Severability.** If any portion of this Agreement is held to be unenforceable or invalid for any reason by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

17. **Amendment.** This Agreement may be amended only in writing signed by the parties hereto. The parties acknowledge that Developer intends to acquire additional parcels of real property located adjacent to or near the Property, and the parties desire that Developer develop such additional parcels of Property pursuant to this Agreement to facilitate the consistency of the development of the Property and such additional parcels. Accordingly, the parties agree to amend this Agreement to include within the scope and definition of the "Property" hereunder any additional parcels of real property acquired by Developer or its affiliate within area of the City bounded by Shepard Lane on the north/northwest, Interstate 15 on the northeast, Park Lane on the southeast, and the Denver and Rio Grande Western Rail Trail on the southwest.

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

**“CITY”**

**FARMINGTON CITY**

ATTEST:

\_\_\_\_\_  
City Recorder

By: \_\_\_\_\_  
Mayor

**“DEVELOPER”**

**STACK REAL ESTATE, LLC**

By: \_\_\_\_\_  
Andrew Bybee, Manager

**CITY ACKNOWLEDGMENT**

STATE OF UTAH            )  
                                      :SS.  
COUNTY OF DAVIS        )

On the \_\_\_\_\_ day of \_\_\_\_\_, 2020, personally appeared before me H. James Talbot, who being duly sworn, did say that he is the Mayor of **FARMINGTON CITY**, a municipal corporation of the State of Utah, and that the foregoing instrument was signed in behalf of the City by authority of its governing body and said H. James Talbot acknowledged to me that the City executed the same.

\_\_\_\_\_  
Notary Public

**DEVELOPER ACKNOWLEDGMENT**

STATE OF UTAH    )  
                                  :ss.  
COUNTY OF DAVIS    )

On the \_\_\_\_\_ day of \_\_\_\_\_, 2020, personally appeared before me Andrew Bybee, who being by me duly sworn did say that he is a manager of STACK **Real Estate, LLC**, and that the foregoing instrument was signed in behalf of said limited liability company by virtue of the authority granted to such manager under the operating agreement of said limited liability company, and he acknowledged to me that said limited liability company executed the same.

\_\_\_\_\_  
Notary Public

**ATTACHED EXHIBITS:**

- EXHIBIT “A” – LEGAL DESCRIPTION OF THE PROPERTY
- EXHIBIT “B” – PMP (PROJECT MASTER PLAN)
- EXHIBIT “C” – SECTION 11-18-050 AND SECTION 11-18-060 OF FARMINGTON CITY ZONING ORDINANCE

**STACK**  
REAL ESTATE



**P S O M A S**

# **NORTH FARMINGTON STATION**

## **Project Master Plan (PMP) East Area**

MAY 29, 2020

May 29, 2020

**To the Farmington City Mayor, City Council, Planning Commission**

In Care of Mr. David Peterson, Community Development Director  
Farmington City Hall  
160 South Main Street  
Farmington City, Utah 84025

**Re: North Farmington Station - East Area  
STACK Real Estate Project Master Plan Submittal**

We are pleased to submit our Project Master Plan (PMP) for the North Farmington Station to Farmington City. Accompanying this, you will find our complete PMP Submission along with our Petitions for Rezoning and Alternative to the Approval Process (Section 140). We are excited to be partnering with Farmington City in taking the next steps forward in bringing the long-envisioned North Farmington Transit Oriented Development to fruition. We believe that this Project Master Plan is possible due to the foresight of the City to recognize the importance of this district and to bring forth the tools needed to bring it to pass in terms of City Planning and City Engineering and City Vision.

We have assembled a Development Team to work with Farmington City that is absolutely invested in the same long-term Vision:

STACK Real Estate has developed millions of square feet of Transit Oriented property all along the Wasatch Front including the Thanksgiving Point Lehi Transit Station District and the South Jordan Transit Station District, along with ongoing future developments all along the state's transit corridor.

Architectural Nexus has been involved with the Farmington City team in establishing the roots of what the district is growing into with their planning and design work at Station Park along with continuing planning and design work with TOD sites through-out the region.

We had the opportunity to visit Transit Oriented Development, along with Farmington City Officials, in Denver as a Public & Private Team to see some examples of what is happening along Denver's transit corridor, particularly at the Transit Stations. We were able to draw comparisons between what we had seen in Colorado and the many examples of Transit Oriented Development around the country. That said, we were also able to discuss the unique attributes of the North Farmington Station District and the applications that will make this a truly exceptional place. We are pleased that Farmington City has captured the vision and truly understands the importance of creating Transit Oriented Development that embraces the idea of creating an unquestionably spectacular place.

In order to do all of this, we have been genuinely fortunate to have been able to capture control of enough property to really do this right – that is over 130 acres. Our PMP brings with it the ability to completely ignore the “historic” property lines and to take the majority of the remaining area in the Mixed-Use District and to develop it in partnership with Farmington City into the fulfillment of an extraordinary vision. That is bringing Transit Oriented Development to the level that it should be. This PMP brings the intensity of a Class A Tech Office/Employment Center with one million square feet of office use along with a sustainably connected and walkable neighborhood of residential development that is the proven next step in capturing the essence of what North Farmington Station should be. All of this, includes bringing the street and trail network completely thru the area and developing a permanent connection to the UTA station that is already established.

We would be remiss if we did not mention our appreciation to the many Members of the City's team who have worked with us to this point and look forward to a long and rewarding experience together. And, we are genuinely appreciative of you and your efforts in working with us and pledge to do our utmost to continue the cooperative teaming relationship that we have established.

Sincerely,



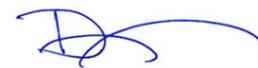
Nathan Ricks  
Owner  
STACK Real Estate



Andrew Bybee  
Owner  
STACK Real Estate



Trevor Evans  
VP, Development  
STACK Real Estate



Doug Thimm, AIA  
Senior Principal  
Arch|Nexus



David Abraham, AIA  
Principal  
Arch|Nexus

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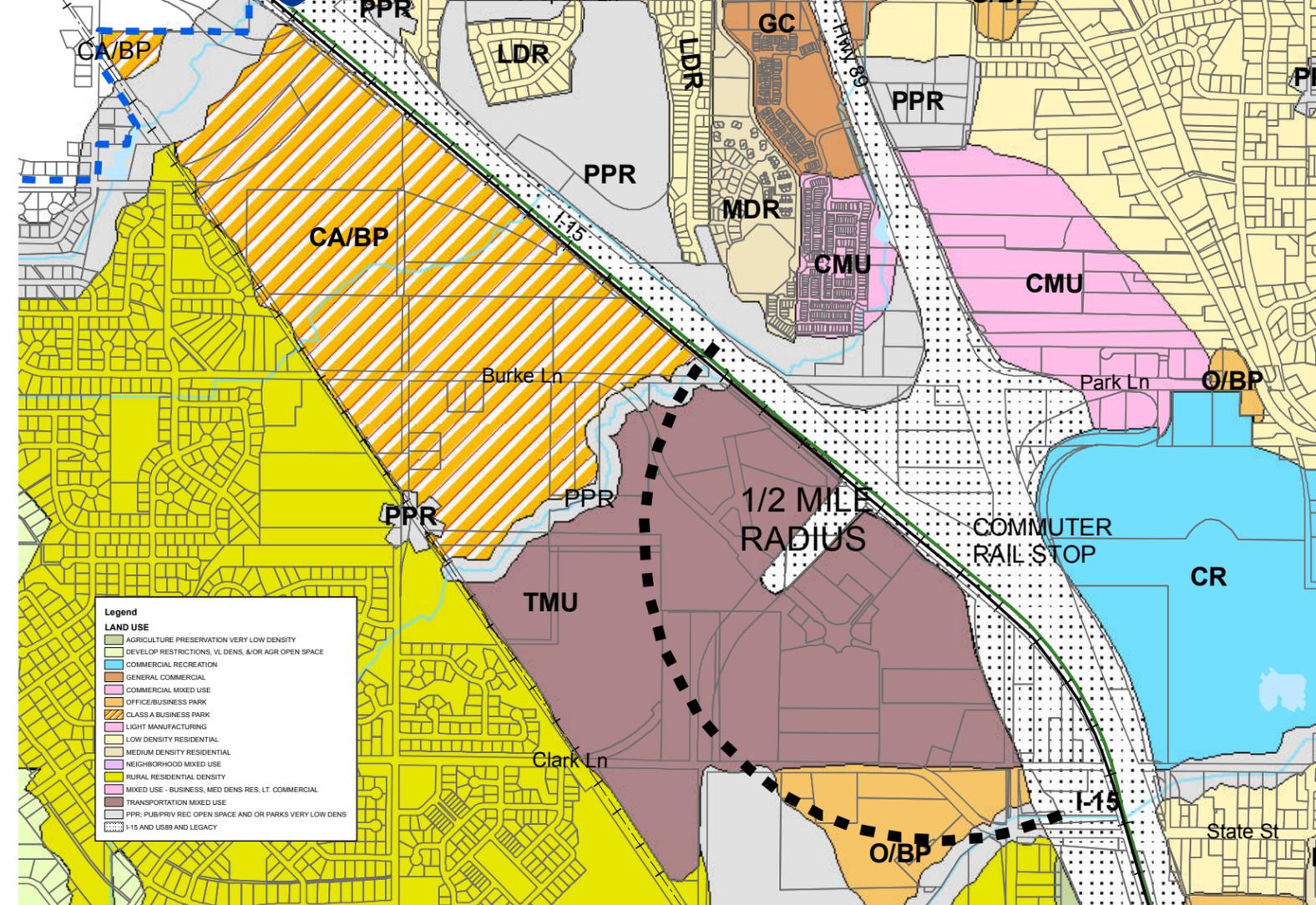
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**GENERAL LAND USE PLAN**  
FARMINGTON CITY



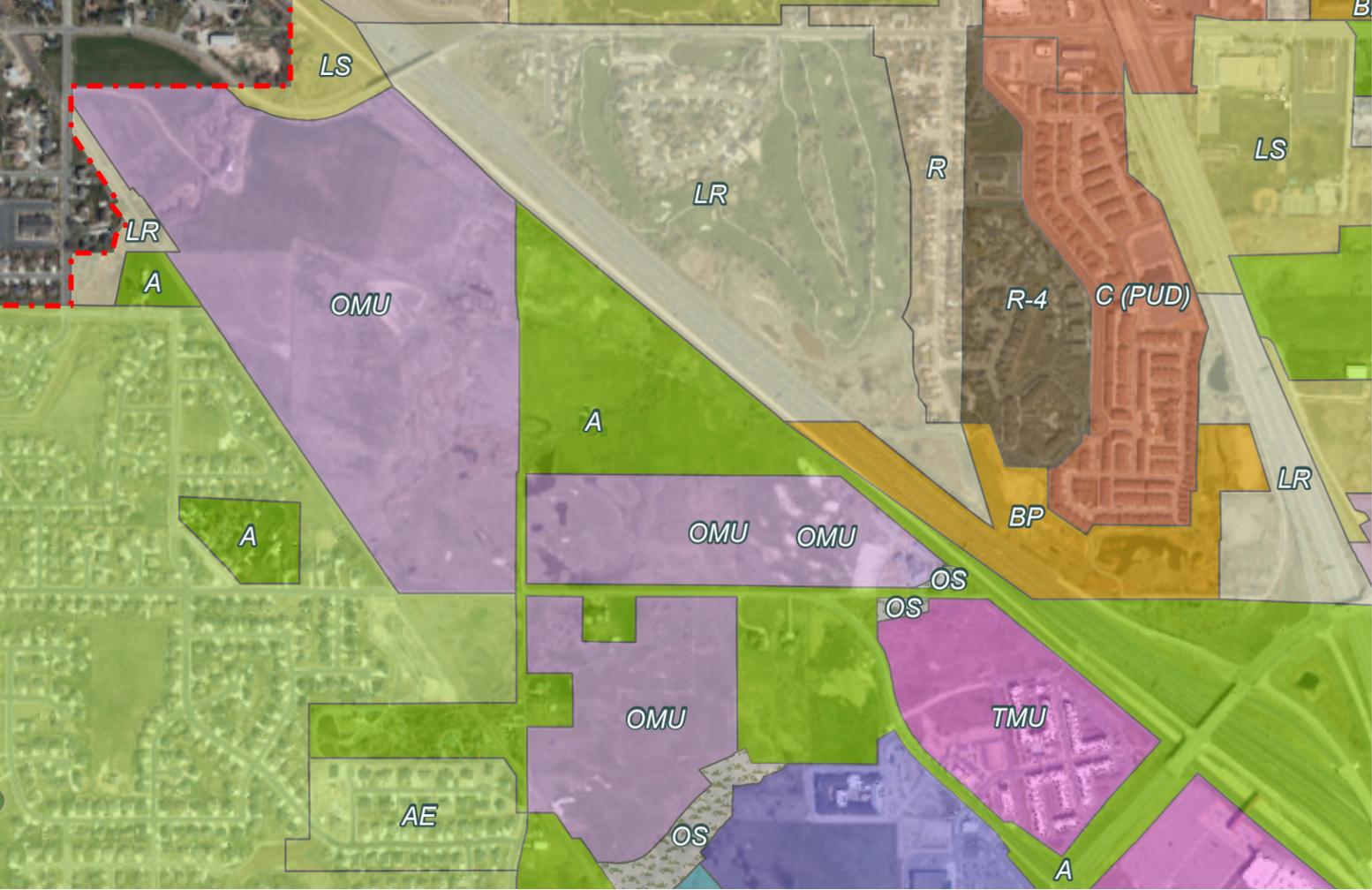
**PROJECT MASTER PLAN NARRATIVE**

**PURPOSE**

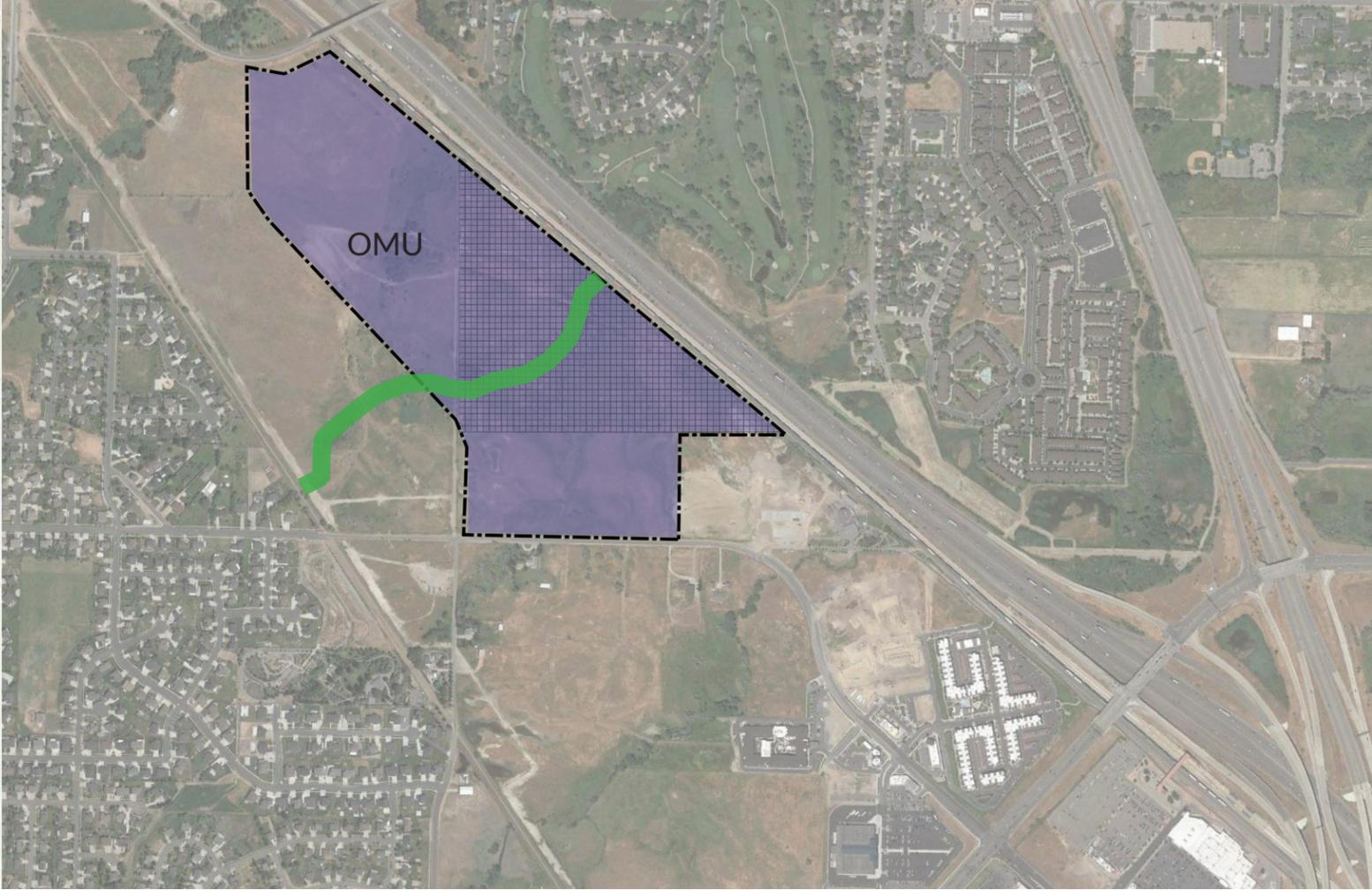
The Mixed-Use Districts Zoning Ordinance (Farmington City Zoning Regulations Chapter 18) establishes development standards and guidelines that are enacted to provide and encourage a compatible mix of uses, rather than a separation of uses, that is consistent with the objectives of the Farmington City General Plan. Flexibility in design and the uses allowed is provided to encourage a diversity of uses that can respond to market forces while being consistent with a design that promotes a transit and pedestrian oriented pattern of development.

The Farmington City General Plan establishes this as a “Class A Business Park”.

We agree with this and are supportive of the City's intent to bring the OMU Zoning to this area, along with developing this as a true Transit Oriented District:



FARMINGTON ZONING MAP



PROPOSED REZONE MAP

-  PROPERTY TO BE REZONED BY DEVELOPER
-  OS ZONE - 50'-0" EACH SIDE OF CENTERLINE OF CREEK. AS COORDINATED B FARMINGTON CITY.
-  OMU Zone

The intent of this PMP is to petition for OMU Zoning for the entirety of the area included within the PMP, which is not now already zoned as OMU:

**Office Mixed Use District (OMU):** The OMU district is intended to be primarily office and commercial, with multiple-unit dwellings allowed as a secondary use. It includes commercial uses appropriate for high visibility locations such as general office, campus uses, and employment centers near collector or arterial streets. The purpose of the district is to encourage office uses in general, allow for a higher intensity of commercial uses than in the RMU, spatially define streets, encourage higher site and building standards, and create an attractive pedestrian environment. Uses that are incompatible with this purpose, including auto related uses, such as repair shops, and industrial uses are not allowed.

**REZONE PETITION**

The majority of the property has already been rezoned as OMU with the remainder to be rezoned to OMU and OS (Open Space) as indicated in the Proposed Rezone Map, from the existing Agricultural (A) Zoning.

## OBJECTIVES OF THIS TRANSIT ORIENTED PMP:

The objectives of this PMP is to align with the Vision and Purpose of Farmington City and the Development team. This is a TOD site and with that goes the ability to bring forth the precepts of successful Transit Oriented Development:

### A. Create an exciting destination

This PMP is all about creating an exciting destination. And, actually this District has already established itself as a Regional Destination. The land area of this PMP fosters the continuance of a vital TOD Site. Care is being taken to create a vibrant and well-connected community featuring employment opportunities for people along with the necessary residential units to support this type of development; as well as providing usable open space environments and commercial venues intended to draw people from other areas.

### B. Create a complete community

This Mixed-Use Transit Oriented PMP fosters a healthy, walkable and sustainable district, which knits into the community neighborhood fabric providing commerce (restaurant and retail opportunities) along with public open space for both passive and active use.

### C. Provide community assets

This PMP embraces the community with open space amenities along with setting aside land for natural Creekside areas and trail systems including Transit Connections and access to other site amenities intended for the use of residents and visitors.

### D. Promote quality urban design

Our vision is that of continuing the development of a "Great Place" with a sensitive urban solution to land use, integrating complete streets and a pedestrian/bike network including generous landscaping based on an indigenous planting material pallet along with high quality and sustainable architecture. The plan incorporates a town square plaza and park areas as part of the urban core providing a visible and convenient place for gatherings and activities.

### E. Connect the site to the city and region

This PMP intentionally establishes a safe and healthy solution for residents and office users to circulate thru-out the district via an urban street network and connecting pedestrian/bike pathways. The connectiveness of the urban plan provides for accommodation for transit users connecting to the FrontRunner and bus transit options via a direct shuttle between Remote Transit Station at the Village Core and UTA FrontRunner Station.

### F. Promote the City's heritage

The architectural language of the project is intended to be composition of buildings expressing the heritage of Farmington including materiality and proportion of building size and scale as provided for in the precedent imagery, while also being composed of sustainable contemporary elements. Of course, there will be different scales of development throughout the site that will serve to establish a contextual randomness of character. The materials will include Farmington Rock, brick, concrete, metal panel, weathering steel, wood, along with limited amounts of stucco and cement siding. The buildings themselves will be designed with the traditional elements of defined bottom/middle/top elements of composition.

The employment center office area will be amenitized by active and passive areas and uses that support the workforce that will live, work, and play at North Farmington Station. Open space and connections will be included connecting the office areas to the rest of the site.

## DESCRIPTION OF LAND USE CONCEPTS

The Land Uses included within this Project Master Plan (PMP) are thoughtfully planned with the intention of continued growth of the Transit Oriented Development (TOD) that began with Station Park and has continued to this point. The Land Uses are compatible with both the Farmington City General Plan and the OMU District. The uses include:

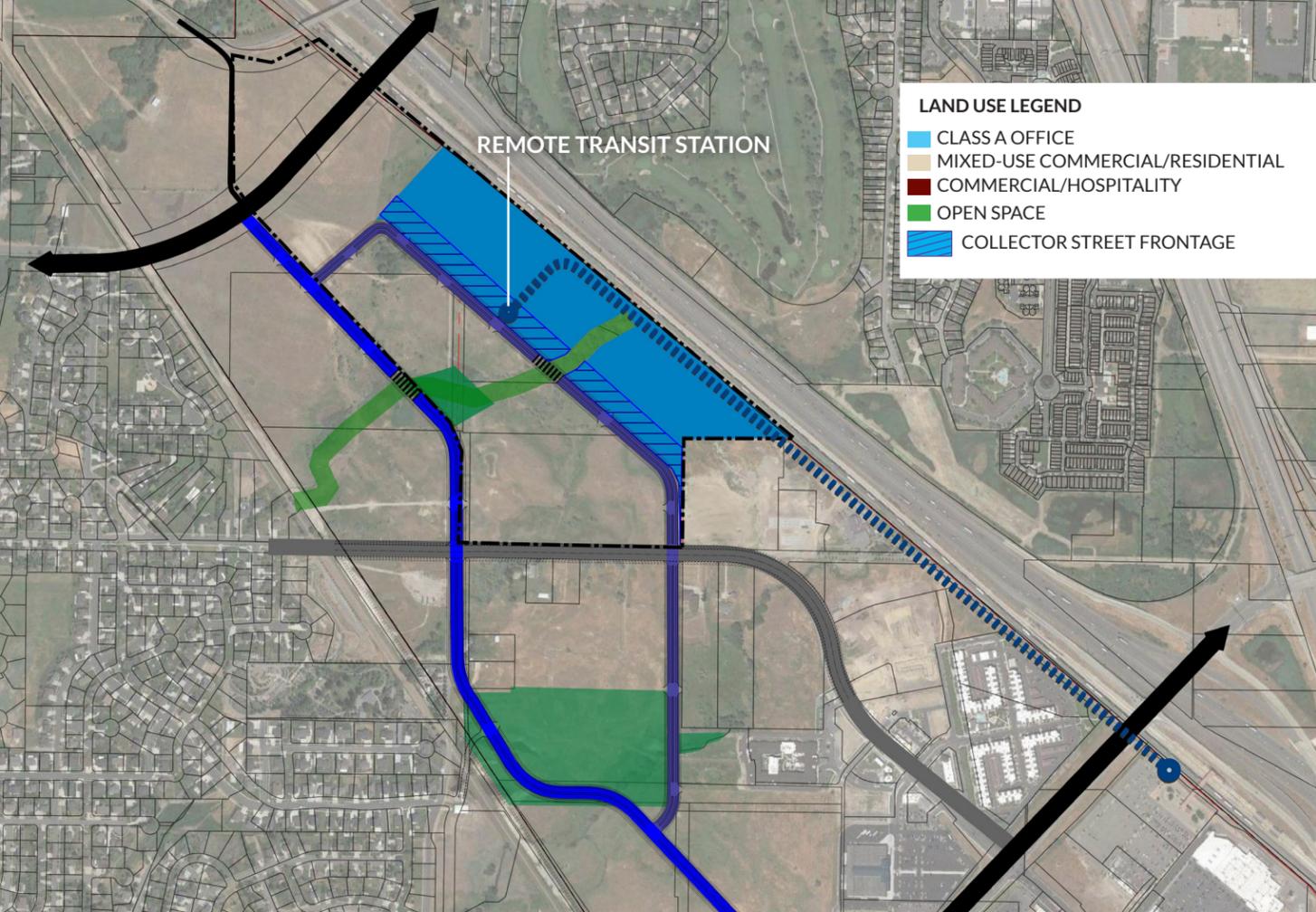
- *Class A Office*
- *Commercial/Hospitality*
- *Mixed-Use Commercial/Residential*
- *Open Space*

NORTH FARMINGTON STATION EAST CONCEPTUAL LAND USE AREA TAKE OFFS	
May 29, 2020	
Use	Approx. Acres
Class A Office	29
Commercial/Hospitality	15
Subtotal Class A Office & Commercial/Hospitality	44
Mixed-Use Commercial/Residential	33
Subtotal Mixed-Use & Residential Use Area	33
<b>Total</b>	<b>77</b>

Note: Conceptual Land Use Areas are approximate and subject confirm based on an ALTA survey

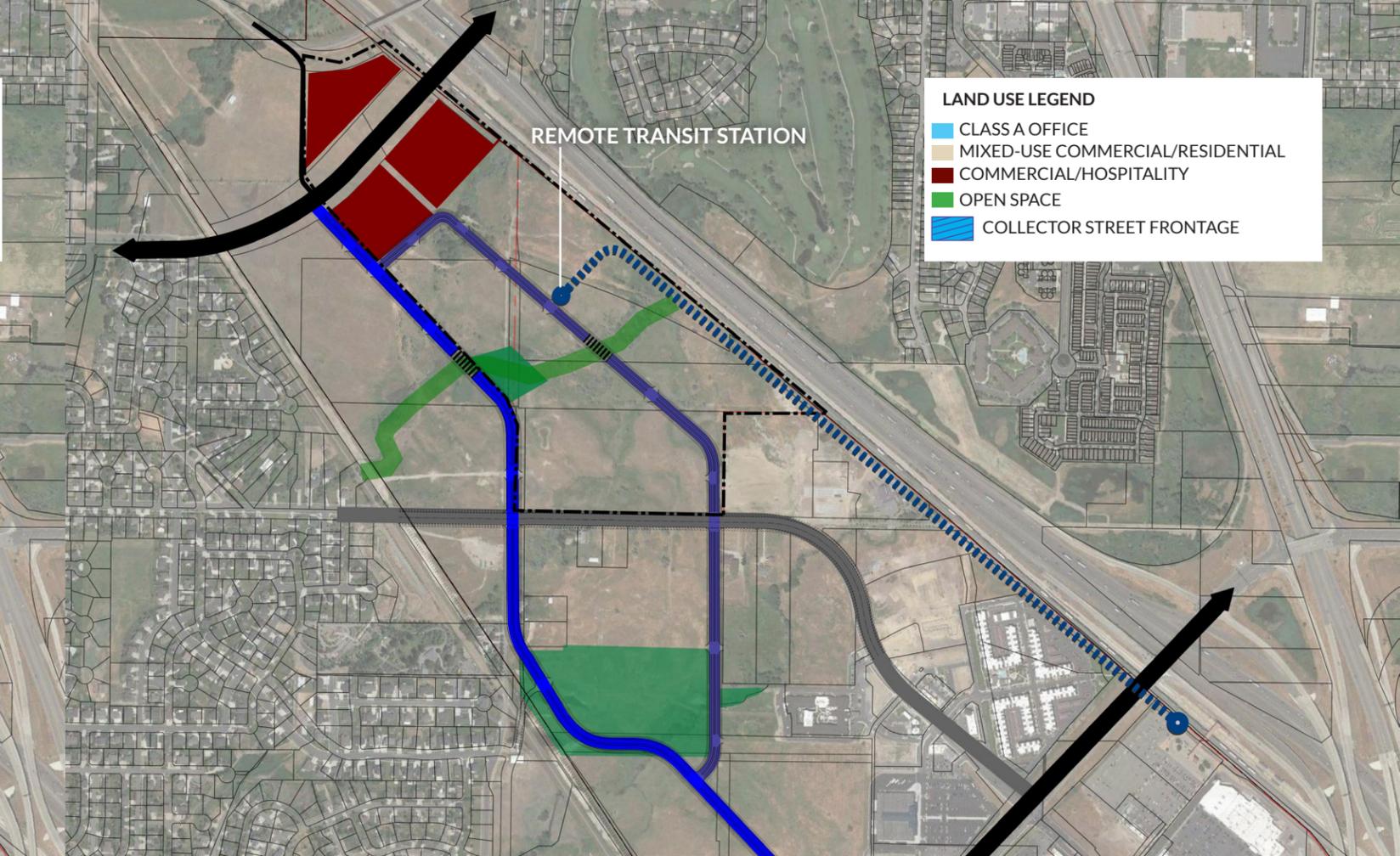
<b>Roads</b>	<b>15</b>
<b>Open Space</b>	OPEN SPACE WILL BE COMPLIANT WITH OMU ZONING (sec 11-18-060) <i>This includes 5 acres of creekside open space</i>

The Planned Uses are intended to create a healthy and walkable continuation of the District in development of continuity and purpose of placement, in developing a fabric of synergistic elements. The master planning has worked within the framework of Farmington City's Mixed-Use Districts Zoning Ordinance and the City's General Plan. The basic premise is creating a holistic solution in proximate development of:



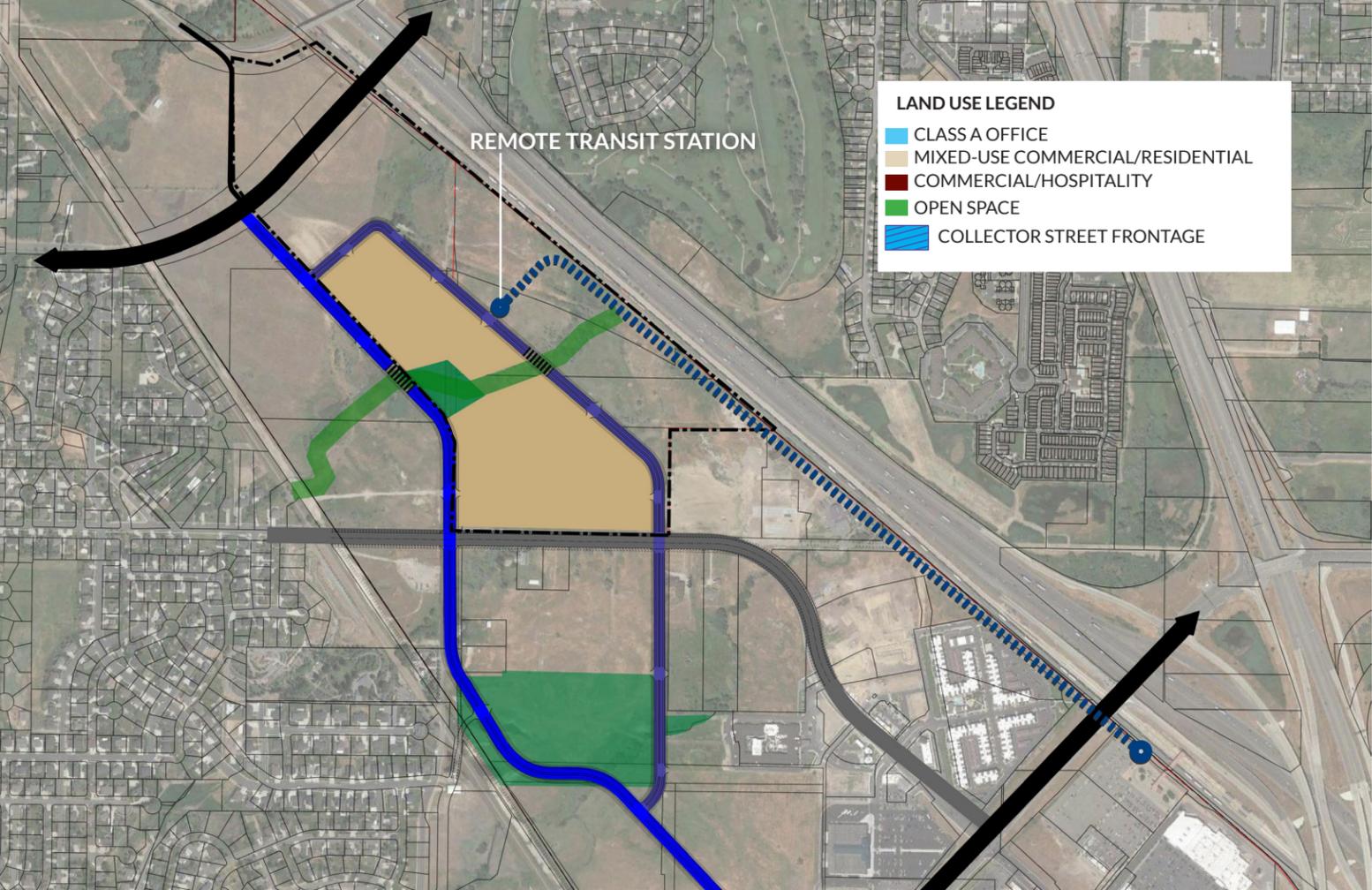
**CLASS A OFFICE**

**Class A Office** Employment Opportunities that are, by visual necessity, located along the Interstate 15 frontage and take advantage of a new Remote Transit Station that is intended to extend Farmington UTA FrontRunner Station's reach into the core of a Class A "Tech Centered" Office Development. Situating this at a transportation station will cause vitality and will provide Farmington City with a sustainable district for decades to come.



**COMMERCIAL/HOSPITALITY**

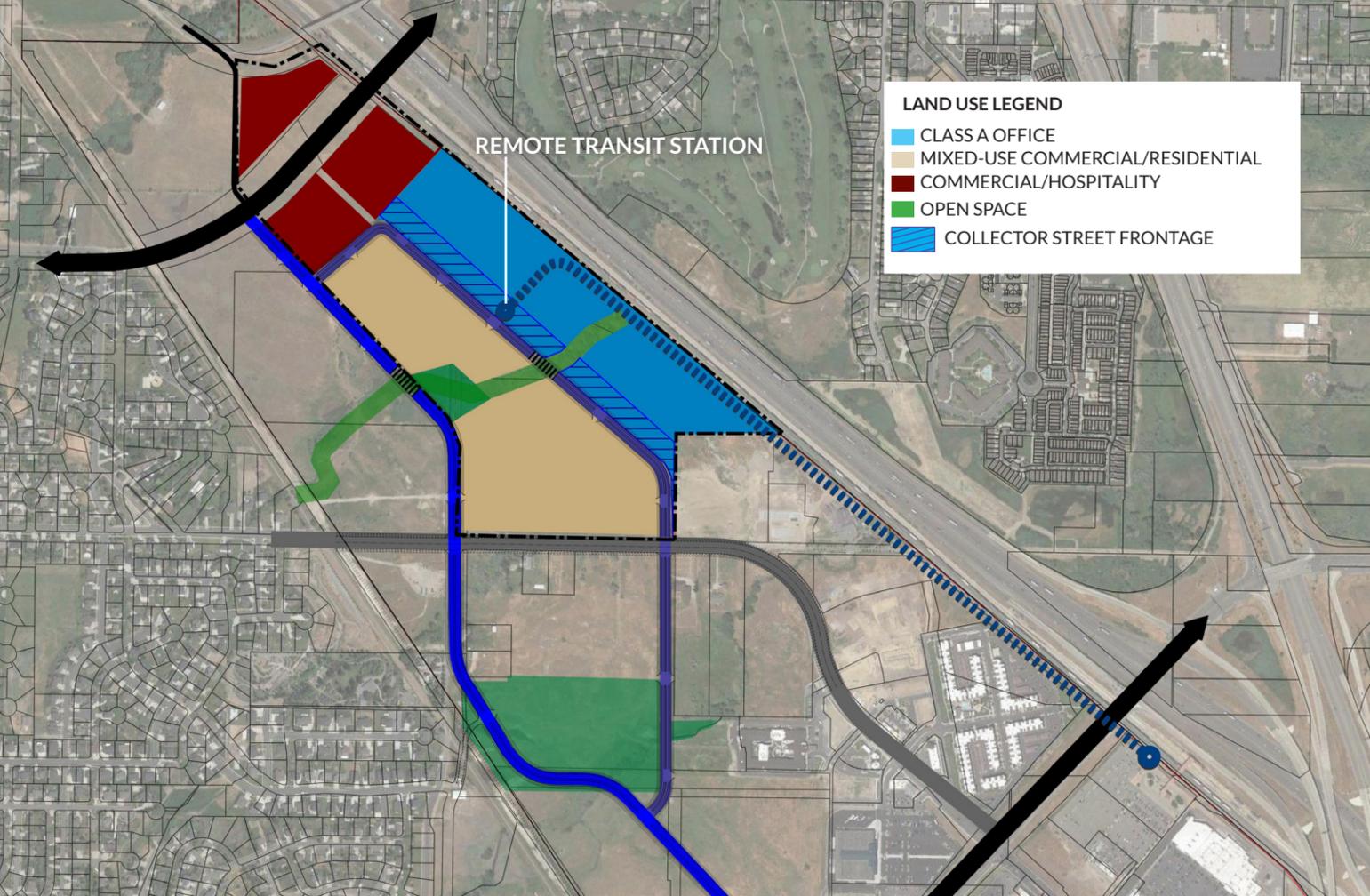
**Commercial/Hospitality** is a logical extension of Transit Oriented Development. Miscellaneous support commercial uses provide for the establishment of the services and needs that are essential to the district. Of specific note with respect to the business of doing business in a Class A Office environment is the establishment of hotel accommodations, professional office opportunities, multi-story self-storage, neighborhood services, and the like.



**MIXED-USE COMMERCIAL/RESIDENTIAL**

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**Mixed Use Commercial/Residential** is an absolute necessity to the sustainability and viability of the district. The infusion of housing within a TOD is what brings the neighborhood vitality. This must be more than a “9-t0-5 office park”. To thrive, it must be a 24-7 community with real places for people to live. It will be important to provide for a variety of housing types that will appeal to people of differing needs and income levels. Commercial development is intended to enliven this part of the district and create a walkable complement to the regional draw of Station Park. The idea is to create the energy and and life that results form having restaurants, shops, and services in close proximity to Class A Office and complementary to residential development



**LAND-USE PLAN**

**LAND USE DEVELOPMENT PARAMETERS**

1. The Class A Office Land Use area will be limited to office and parking structure uses only with the exception of the Principal Road Collector Street Frontage which may include Mixed Use Commercial/ Residential to screen structures or to create a Mixed-Use environment as indicated by the Land Use Plan.
2. Building Heights by Land Use Area:
  - *Class A Office: 5-Stories minimum*
  - *Commercial/Hospitality*
  - *Mixed-Use Commercial/Residential: 3-Stories minimum.*

**PARKING STRATEGY**

The City's Zoning Ordinance establishes the parking basis for Farmington City in Chapter 32. The minimum parking requirements are based on the Uses served:

- *Office: 3 parking stalls per 1,000 sf of floor area*
- *Multifamily: 1.6 stalls per unit and .25 guest stalls per unit*
- *Commercial: 4 stalls per 1,000 sf of floor area*
- *Restaurants: 12 stalls per 1,000 sf of floor area*

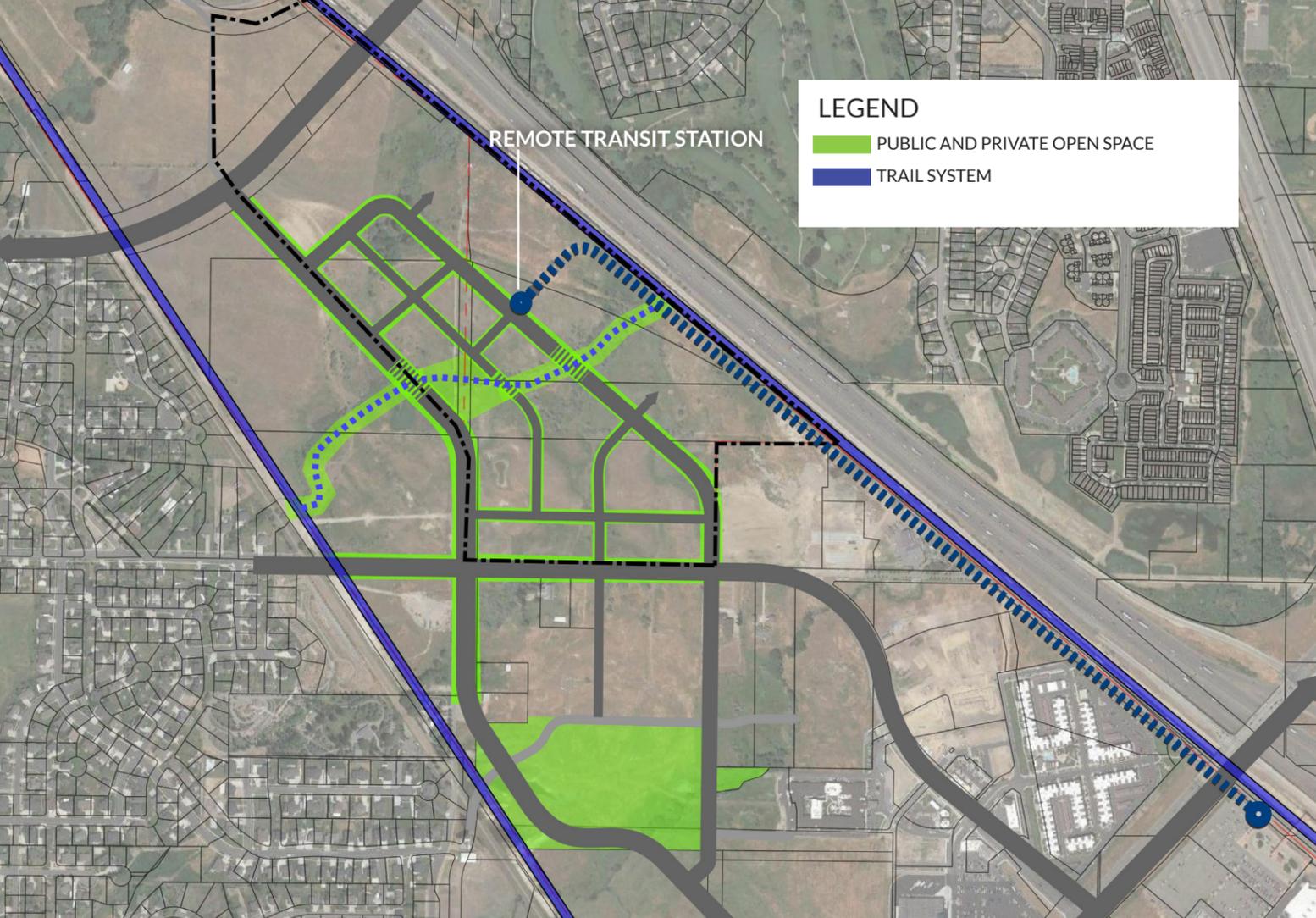
The City's Mixed-Use Ordinance Chapter 18 further defines the parking requirements for Transit Oriented Development, and minimizes the parking rate Transit Oriented Development based on proximity to the Transit Station. With the inclusion of the proposed location of the Remote Transit Station on this site, the minimum parking ratios are significantly reduced:

	Within 1/8 Mile Of Transit Station	Within 1/4 Mile Of Transit Station	Within 1/2 Mile Of Transit Station
Office	50%	40%	25%
Retail/commercial	50%	40%	25%
Residential	40%	25%	15%
Civic/public	50%	40%	25%

It is important to have the right amount of parking for the uses within the PMP. Proper planning should preclude both not enough parking as well as too much parking. The Zoning Ordinance provides for reductions based on shared parking analysis that may be implemented in order to take advantage of complementary uses for further reduction. The fulfillment of this PMP will include a parking study and shared parking analysis if any further reduction to the required parking is to be implemented on a project specific basis. The actual parking that will be provided will be within these parameters as a minimum, with the caveat that the market and the needs of the particular user will drive the final number of stalls provided.

**EXISTING CONDITIONS AND NARRATIVE**

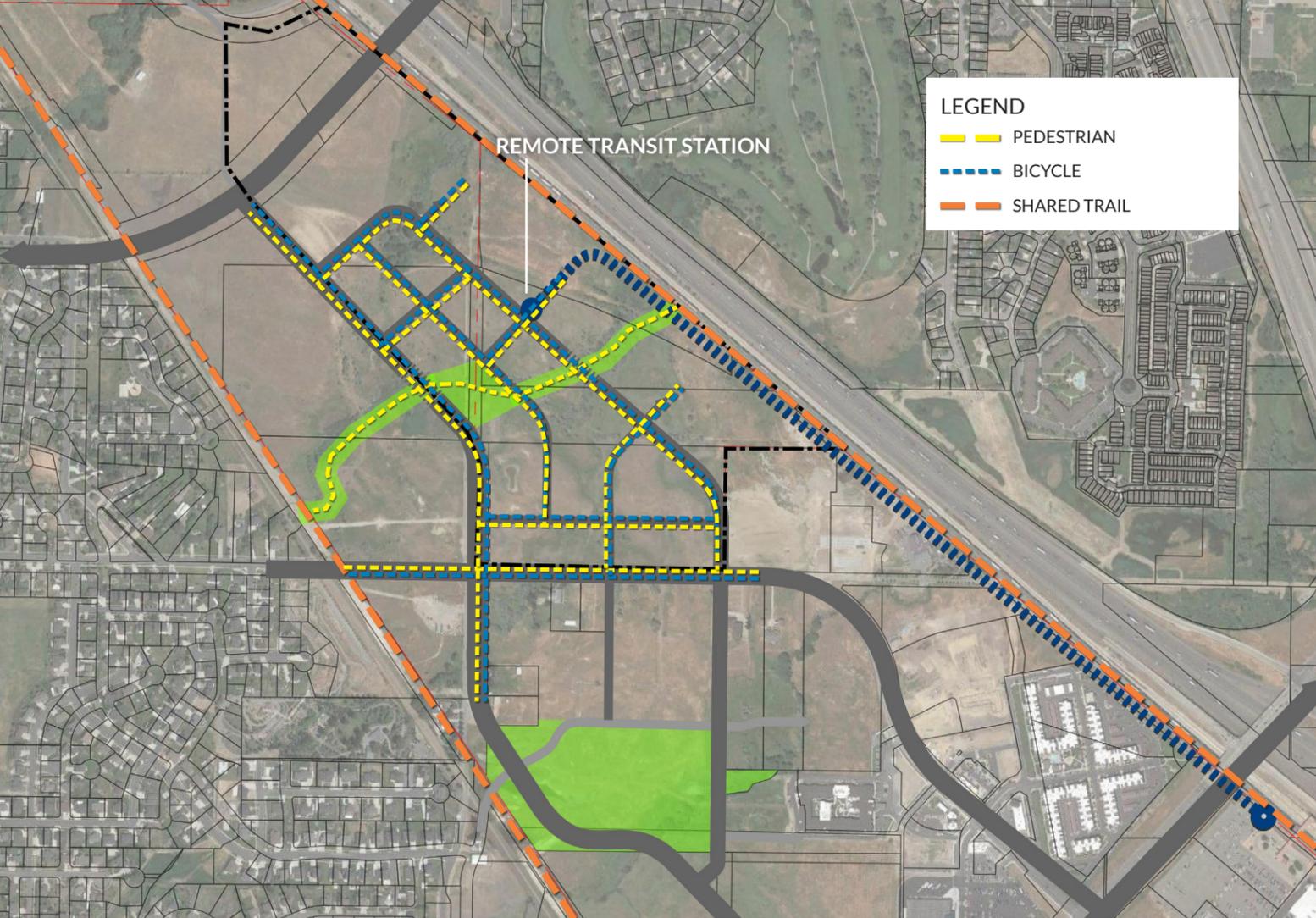
The existing conditions of the PMP area are primarily that of properties that have been under the ownership of multiple owners over the years. The property is now vacant; however, in years past, the usable portions have been utilized for both farming and pasturing. In addition to the "usable land", Shepard Creek passes thru the land from east to west and there are some associated wetlands that have been identified throughout the property. Also, there are some underground utilities in areas of the property and overhead power lines occur along the Interstate 15 frontage area. As development becomes imminent, the property will be fully surveyed and wetlands will be delineated in a proper fashion.



PUBLIC AND PRIVATE OPEN SPACE CONCEPT PLAN



ON-SITE AUTOMOBILE CIRCULATION



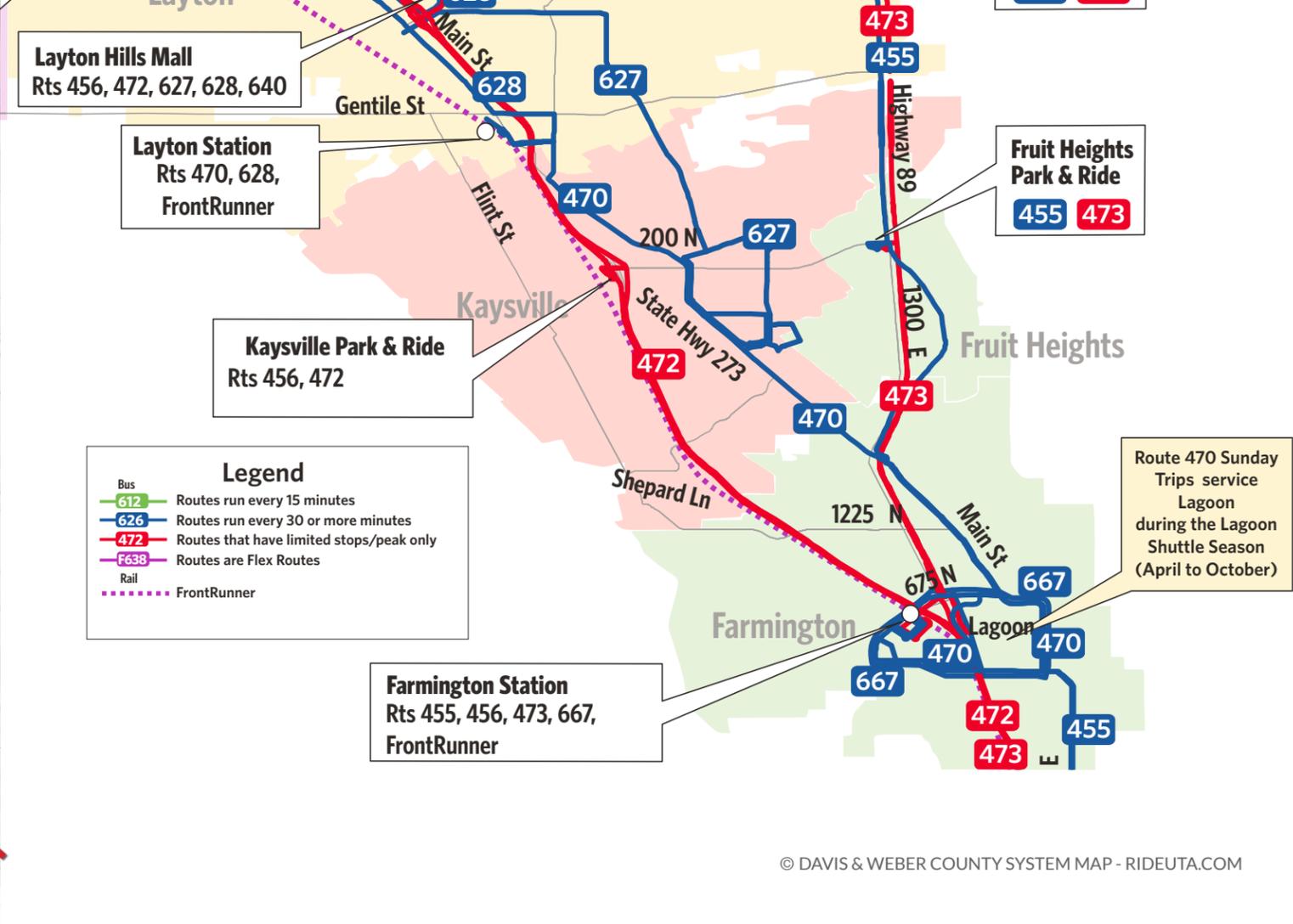
PEDESTRIAN AND BICYCLE CIRCULATION

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TRANSIT CONNECTIONS



TRANSIT CONNECTIONS



**EXISTING CONDITIONS**

**INCORPORATION OF EXISTING STRUCTURES**

The PMP area is essentially vacant and has been so for a number of years. There are a few outbuildings on the property that appear to have no significant historic value and have outlived their usefulness. As the property is developed, these structures will be removed in accordance with the requirements of the Farmington City Building Department.

**DEVELOPMENT STANDARDS AT EDGE OF THE PMP AREA**

The 77-acre PMP area extends from Haight Creek and the existing Shepard Creek right-of-way bounded by primarily Haight Creek at the north, Interstate 15 on the east, Burke Lane on the south and future Commerce Drive on the west. The uses proposed by this PMP are compatible with the uses on the adjacent properties

**NORTH EDGE**

The north boundary of the PMP area is defined by Haight Creek and the existing Shepard Lane Right of Way. It is anticipated that Haight Creek will be left in its natural state and will ultimately be zoned as Open Space as depicted by the General Plan. The area to the north of Haight Creek and Shepard lane is largely open space and greenbelt at this time, but does include the Water District Building along with another barn-like structure. The proposed uses at this edge of the PMP area include Commercial/ Hospitality which will be buffered from any use that occurs further to the north by the Haight Creek Open Space Area.

**EAST EDGE**

The east boundary of the PMP is defined by the Interstate 15 corridor along with major Rocky Mountain Power transmission lines. The transportation plan for the area makes provision for an extension of the Legacy Trail system that borders the Interstate 15 right of way. The proposed uses at this edge include expansion of the trail system to include a dedicated bus shuttle from the new Remote Transit station in the PMP, while maintaining the pedestrian/bike connectivity of the Legacy Trail extension. The proposed development at this edge of the PMP area is 5-story and higher Office Building and associated parking structures.

**SOUTH EDGE**

The south boundary of the PMP is defined primarily by Burke Lane. The existing development to the south of Burke Lane includes a few single-family dwellings on large lots that are well set back from Burke Lane and the Red Barn Development. The City's General Plan calls for this area to ultimately be rezoned to OMU zoning (part of which has already happened) with a development pattern that is consistent with that which is proposed by this PMP.

**WEST EDGE**

The west boundary of the PMP is defined by the future arterial roadway known as Commerce Drive. The area to the west is zoned as OMU with a development pattern that is consistent with that which is proposed by this PMP.

## SEQUENCE AND TIMING

The sequence of development actually begins with municipal improvements, some of which are underway and others, which are planned to start in the near (within 12 month) term. These include:

- *Construction of Rights of Way including Burke Lane – now under construction.*
- *Development of the City's regional detention facility. This includes the placement of new storm water pipes extending to the north, which will serve (in part) the area of this PMP.*
- *Extension of the Central Davis sanitary sewer system, which will serve (in part) the area of this PMP*
- *Public roadway construction*
- *Etc*

The full development of the PMP will be a process that plays out over many years in multiple phases. Some of the work will begin and occur concurrently with the municipal improvements and some of which depend on municipal improvements to be completed, including::

- *Property survey of the PMP area*
- *Delineation of any wetlands within the PMP area*
- *Subdivision plats including Right of Way dedications for city roads and utilities*

The construction timeline of commercial and residential will be market driven. Once there is a sufficient mass of people and buildings for day-time traffic (office) and evening traffic (residential), restaurants and other supporting retail services would be introduced.

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## MEMORANDUM

Date: May 28, 2020  
To: Farmington City  
From: Hales Engineering  
Subject: **Farmington Stack TOD TIS**



UT19-1601

This memorandum discusses the regulating plan submittal completed for the Farmington Stack TOD project. Included in this document is an analysis of the anticipated trips generated by the development, reductions to traffic based on internal capture, transit, and active transportation, and an analysis of the proposed roadway network.

### Project Description

The proposed development is anticipated to contain the following land uses:

- Residential buildings
- Retail space
- Hospitality
- Gym/fitness center
- Grocery store
- Convenience market
- Office buildings
- Flex office space

These land uses were taken into consideration when estimating the number of trips that would be generated by the site.

### Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 10<sup>th</sup> Edition, 2017, and were modified with the adopted EPA methodology.

The trip generation for the proposed development by 2050 is as follows:

- Daily trips: 25,626
- Morning peak hour trips: 1,902
- Evening peak hour trips: 2,317

### Mode Split

Because the project is a transit-oriented development, it was assumed that some conservative reductions could be made to reduce the number of trips generated by the site. A 7 percent transit reduction was made based on the development's proximity to the nearby FrontRunner station. This reduction was limited, however, by the fact that the project is located greater than a quarter of a mile away; however, the project is planning to provide a circulator shuttle to move people between the FrontRunner Station and the office buildings.

An alternative transportation mode reduction was also made because many trips will likely be made by people walking, biking, riding a scooter, etc. between the office buildings and the residential components etc. An estimate of 16 percent was utilized based on the EPA methodology.

### Internal Capture

The mixed-use nature of the development also allows for reductions to trip generation. Because retail and office spaces are located in close proximity to denser housing, it is likely that many people will choose to walk within the development to work or to shop. A 16 percent internal capture reduction was made to the daily trips and an 18 percent reduction was made for peak hour trips, based on the EPA internal capture methodologies.

### Roadway Network

Following completion and preliminary approval of the trip generation from the City, Hales Engineering will distribute trips from the project to the proposed roadway network, see Figure 1.

If you have any questions, please feel free to reach out to us.

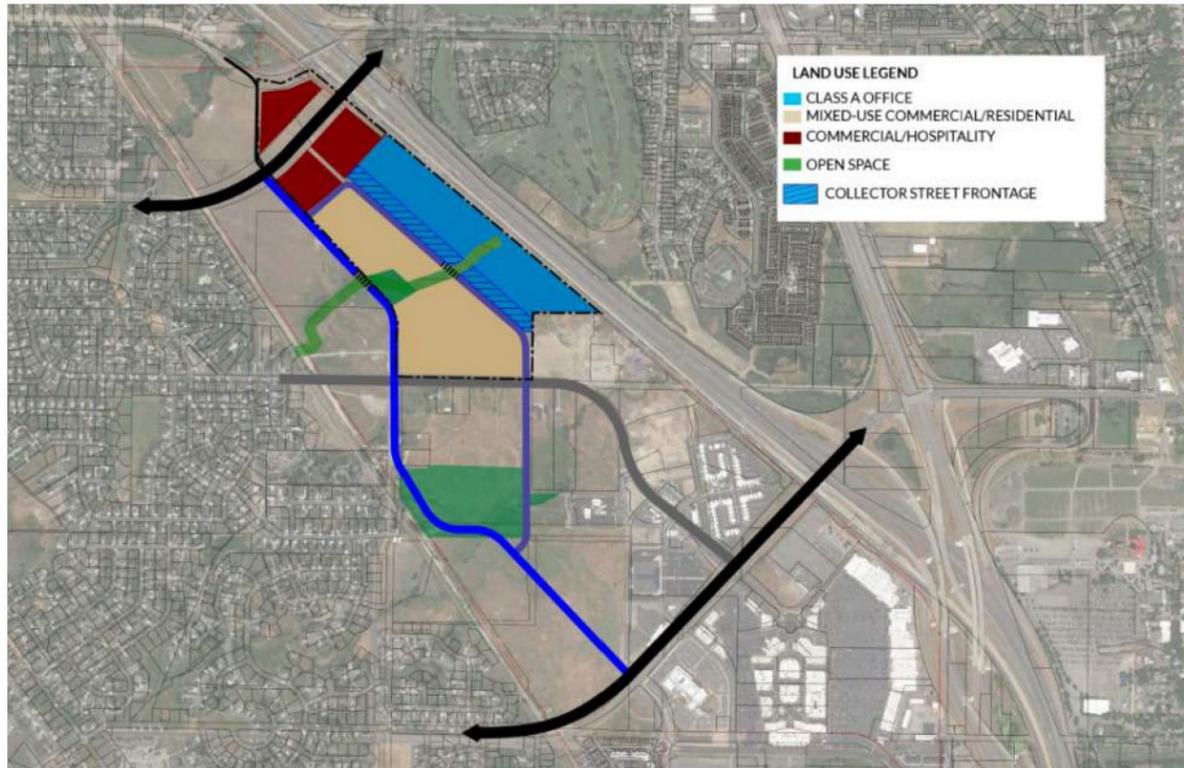
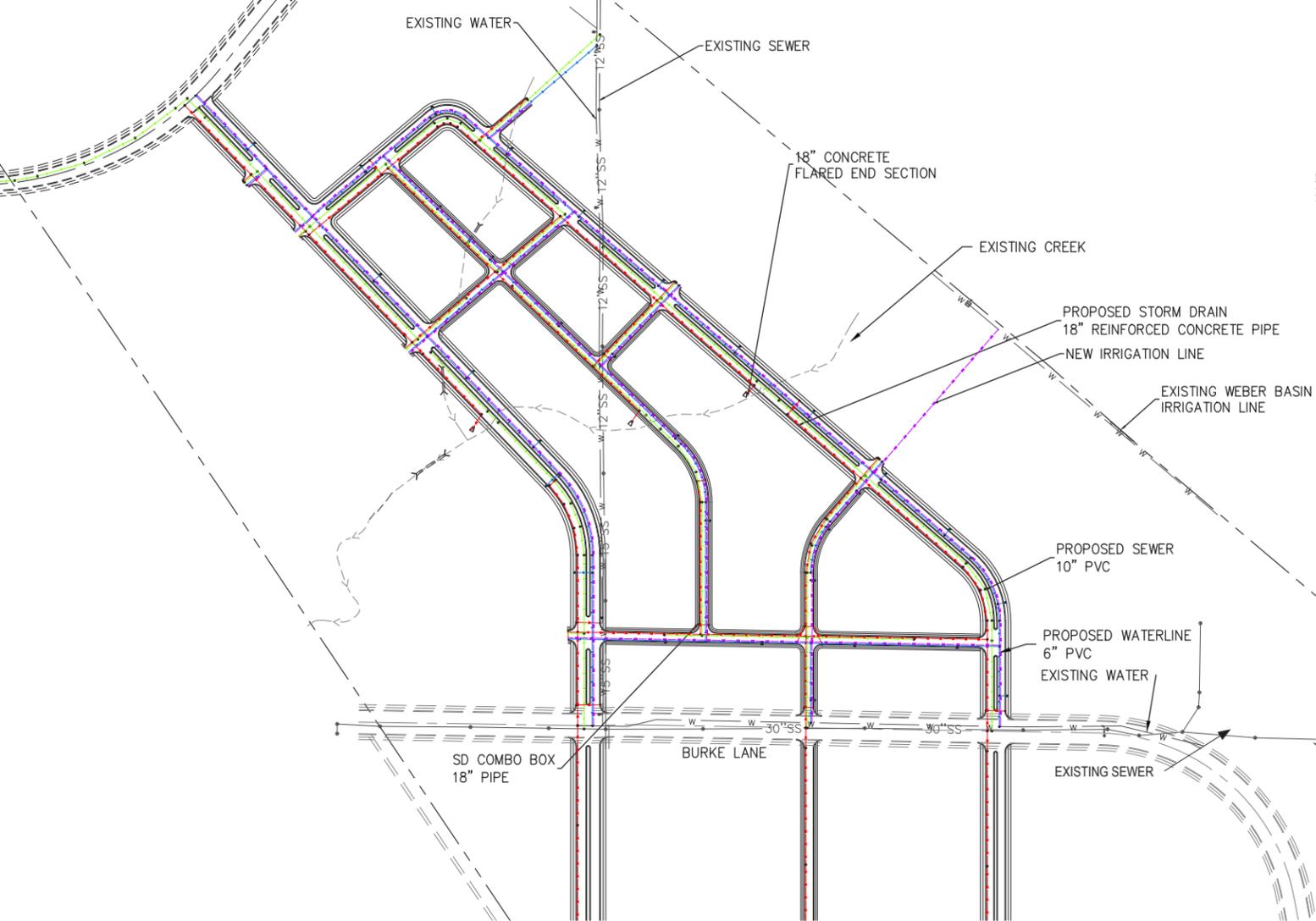


Figure 1: Proposed Roadway Layout

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PRELIMINARY TRANSPORTATION ANALYSIS



LEGEND	
	PROPOSED WATER
	PROPOSED SEWER
	PROPOSED STORM DRAIN
	EXISTING WATER
	EXISTING SEWER
	EXISTING CREEK
	PROPOSED CURB & GUTTER

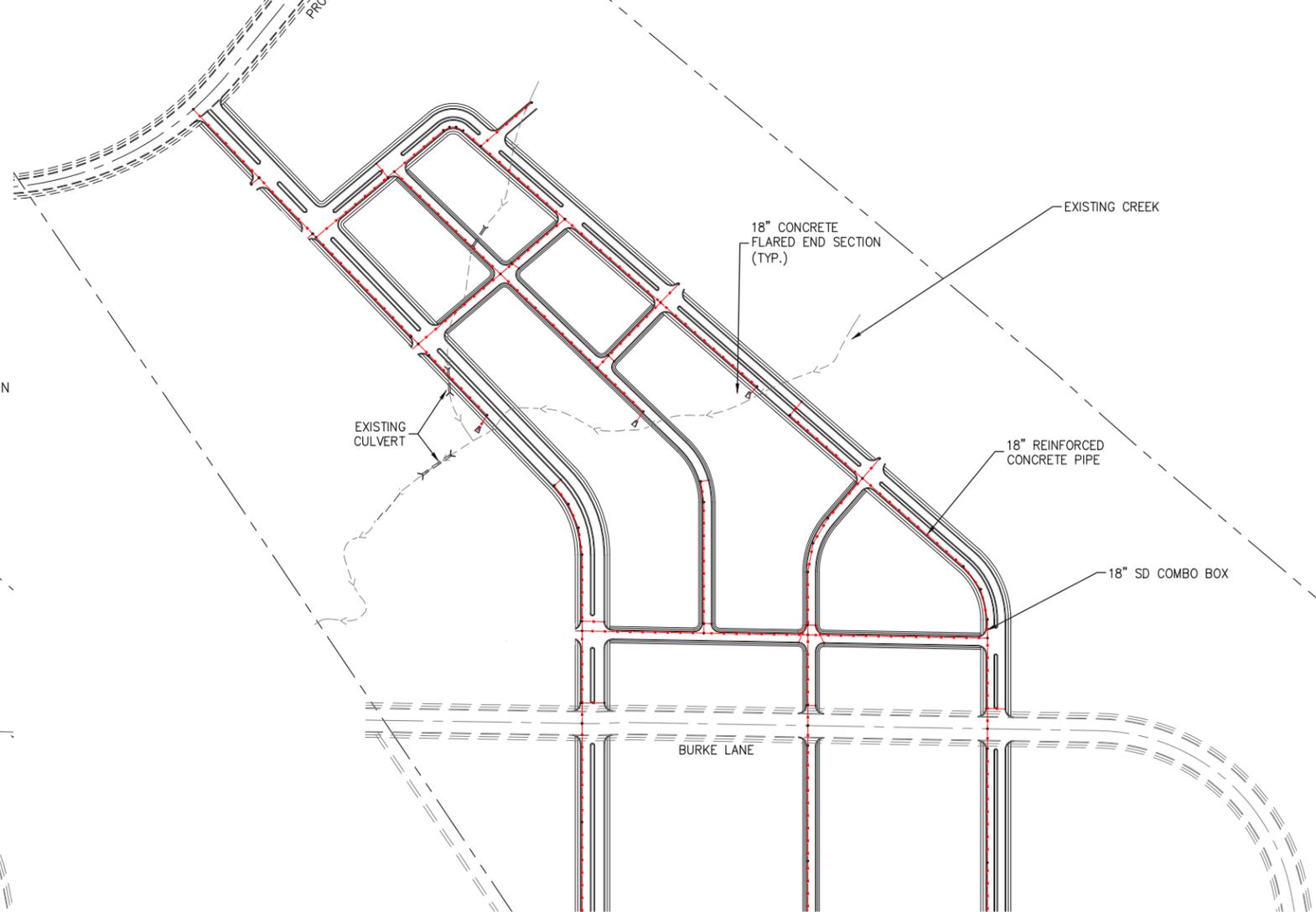
**COMBINED UTILITIES**

**UTILITIES AND INFRASTRUCTURE**

The following is a brief description of the existing and proposed infrastructure that will serve the new Farmington Station development. Detail will be provided on the culinary water system, irrigation water systems as well as sanitary sewer and storm drain. Also, a brief discussion of the dry utilities to serve the site is provided below.

**DRY UTILITIES:**

Dry utilities for the project are available in the area and are being coordinated with the various providers including Dominion Gas, Rocky Mountain Power, Utopia, Comcast and several others. Dominion Gas has a high-pressure line that exists in an easement along the rail/trail corridor. Other utilities are present to the south and will be extended to the project to provide service.



**STORM DRAIN**

**STORM WATER:**

Stormwater for the project will be separated into 3 distinct and separate individual areas. Each area will be detained and routed to separate discharge locations located throughout the project per discussions with Chad Boshell, City Engineer for the City of Farmington.

The first drainage basin is located to the North of Sheppard Lane as shown on. Drainage from this parcel will be required to detain on site flows and released at 0.2 CFS per acre. Water will be discharged into an existing culvert located along the rail/trail corridor on the West edge of the property. Stormwater will be required to be treated to remove pollutants prior to being discharged into the city system.

The second drainage basin will be for the property located South of Sheppard Lane and North of the existing Creek running through the project. These flows will be required to detain at 0.2 CFS per acre release rate and then discharged into the existing Creek after being treated for pollutants. The 3rd drainage basin is for the property located South of the existing Creek and North of Burke Lane. These properties will be required to detain at 0.4 CFS per acre. Post detention flows from this basin will be routed to Burke Lane where they will connect to new 30" pipelines to be constructed by Farmington City that route the flows to the new detention pond and park facility planned for the area. System layout is shown on Figure U4.

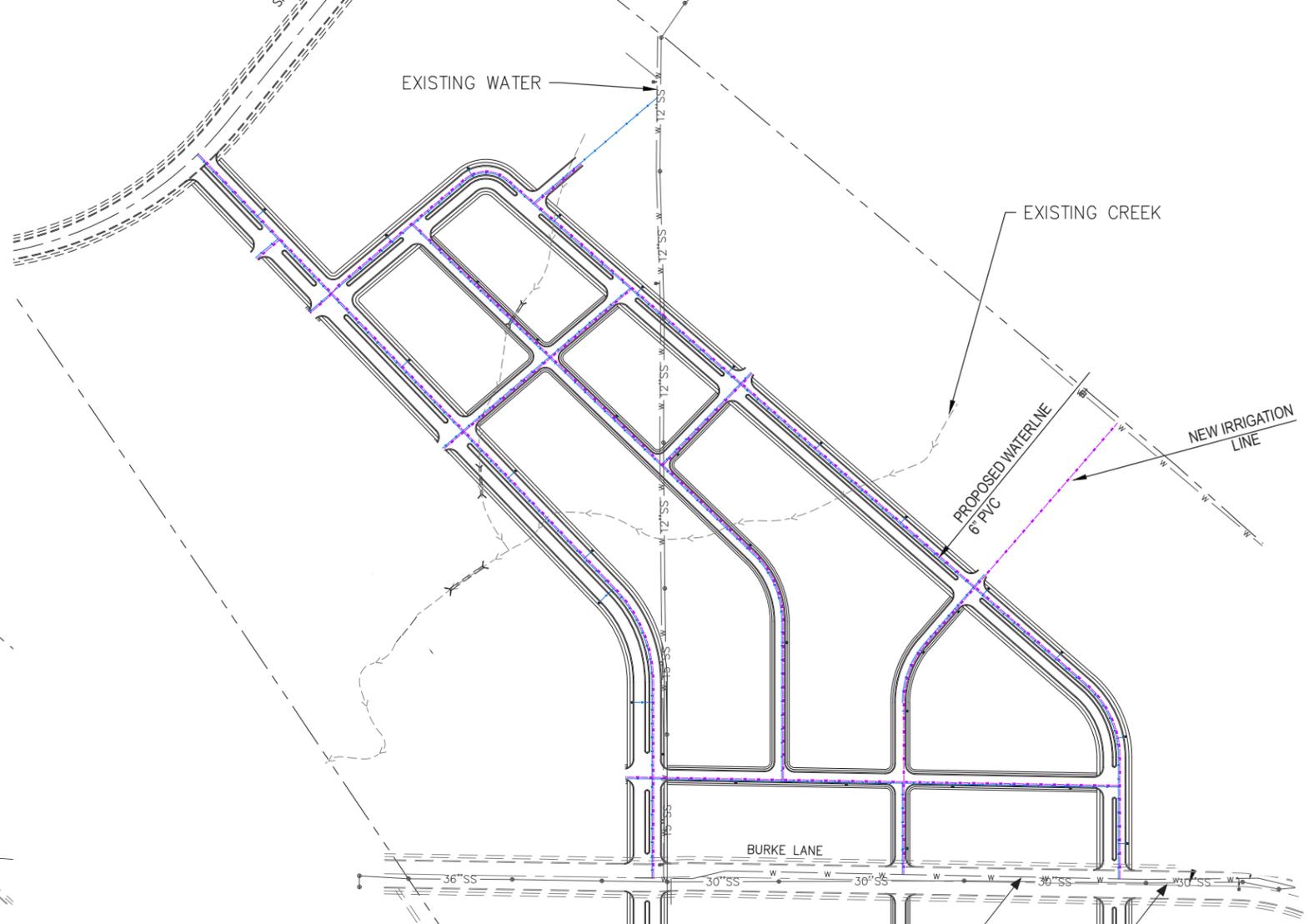


**SANITARY SEWER**



**SANITARY SEWER:**

Sanitary sewer for the project will be provided by Central Davis Sewer District. The District currently has sewer lines located in both 1525 W and in Burke Lane. The existing line located in 1525 W is a 12-inch diameter PVC sewer that connects to the 30-inch line located in Burke Lane. Both of these lines are currently flowing at capacity and are restricted in accepting new sewer flows. The district plans to run a new collector line from the treatment facility to the edge of the rail/trail corridor at the new Shepard Lane ROW where it will terminate. It will be necessary to connect this new pipeline to the existing outfall at the North End of 1525 W in order to divert flows from the North part of Farmington City to the new collector to be constructed by Central Davis. Once the new connection is made and the outfall line is functional, capacity will be freed up in the existing sewer lines running through the project. The new development will route the bulk of the flow for the project down to the existing 30-inch line in Burke Lane. A portion of the development located on the North section of the property will be routed into the new collector line being constructed as part of this project and as part of the Central Davis new collector project.



**CULINARY WATER**



**CULINARY WATER:**

Culinary water lines exist in both 1525 W St and Burke Lane and are controlled by Farmington City. The project will connect to both of these existing water lines and provide a new culinary water loop throughout the development to provide fire flow and domestic service to the proposed development (see overall utility map for water system map). The existing pipelines for this city are both 10 and 12 inch in diameter and should be ample to supply the proposed development for fire flow and for domestic service. A looped water system will be installed to provide redundancy for the development.

**SECONDARY WATER:**

Irrigation water for the project will be provided by the Weber Basin Water Conservancy District through their existing line located on the East side of the property running from the South to the edge of the existing Creek. All parcels within a development will be required to use Weber Basin water for their irrigation needs. The development will connect to the existing Weber Basin line and provide a loop system throughout to provide the irrigation needs for the development. The system will be designed using purple PVC C 900 pipe for the delivery of the irrigation water. Detailed layout of the system will be done during the design phase.

## SECTION 140 PETITION

Alternative Approval Process; Development Agreements (Section 11-18-140) Petition

The Farmington City Zoning Ordinance makes provision for an Alternative Approval Process; Development Agreements (Section 11-18-140). This makes provision for refinements to Chapter 18 of the Zoning Ordinance in conjunction with a Development Agreement as outlined by Section 11-18-140:

“Consideration and Approval Of Development Agreement: The development agreement shall be considered at the same time as the PMP and following the same approval process described in section 11-18-080 of this chapter. The criteria for review of a PMP and development agreement application by the Planning Commission and City Council shall consist of the following criteria in lieu of the criteria set forth in subsection 11-18-080I of this chapter:

1. Consistency with the Farmington City General Plan;
2. Compliance with applicable City codes, rules, regulations and standards applicable to the proposed PMP, except that uses and development standards specifically included in the development agreement may be different from those contained in the Farmington City ordinances;
3. Consistency with any development standards determined by the City to be applicable to all development within the TOD Mixed Use Districts;
4. Establishment of a mix of uses in locations that will promote and encourage the goals of the TOD Mixed Use Districts and be consistent with the objectives of section 11-18-050, “Uses”, of this chapter; and
5. Establishment of circulation and transportation features sufficient to meet the requirements of section 11-18-040, “Regulating Plan”, of this chapter, to coordinate with anticipated off site circulation and transportation features and to further any applicable community wide transportation objectives.”

The following items are included in this petition:

- The Permitted Uses for this PMP area are to include:
  - Residential Use as shown in the Mixed-Use Commercial/Residential area of the Land Use Plan
- The Building Height requirements are to be as follows:
  - Interstate 15 Frontage/Class A Office – Minimum Height of 5 - stories
  - Mixed-Use Commercial/Residential – Minimum Height of 3 stories.
- The Building Siting Requirements are to be as follows:
  - Interstate 15 Frontage will have NO REQUIREMENT for RBR
- The Open Space Requirements are to be as follows:
  - Interstate 15 Frontage will require 10% Open space, which includes the Legacy Trail/Bus shuttle lane width.
- Regulating Plan Modification.

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