



HISTORIC BEGINNINGS • 1847

Farmington City Planning Commission

June 25, 2020



FARMINGTON CITY

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REBECCA WAYMENT
CITY COUNCIL

SHANE PACE
CITY MANAGER

AGENDA PLANNING COMMISSION MEETING

June 25, 2020

Public Meeting at the Farmington City Hall, 160 S. Main Street, Farmington, Utah
Study Session: 6:30 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. 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.

- 7:00 1. Minutes
2. City Council Report

SUBDIVISION

- 7:10 3. Steve and Tammy Thomas (Public Hearing) – Applicant is requesting approval of a metes and bounds subdivision (lot split) of 0.55 acres of property located at 41 West State Street in the R-4 (Multiple Family Residential) zone.

PROJECT MASTER PLAN APPLICATION

- 7:20 4. STACK Real Estate (Public Hearing) – Applicant is requesting a recommendation for approval for the North Farmington Station West Project Master Plan (PMP), and accompanying development agreement, a mixed-use development, encompassing approximately 35 acres west of 1525 West Street, south of Haight Creek, and east of D.R.G.&W. trail (PMP-2-20).

OTHER BUSINESS

- 7:35 5. Miscellaneous, correspondence, etc.
a. Tim and Jenny Pace (Public Hearing) – Applicant is requesting a special exception to exceed the minimum driveway width for a proposed circular driveway at their home, located at 141 S Bonanza Rd in an AE (Agriculture Estates) zone. (M-4-20)
b. 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 19, 2020

Meagan Booth
City Planner

FARMINGTON CITY
PLANNING COMMISSION

May 21, 2020

ELECTRONIC AND IN PERSON MEETING

STUDY SESSION

Present: Chairman Roger Child, Vice Chairman Alex Leeman, Rulon Homer, Larry Steinhorst, Greg Wall, Mike Plaizier and Alternate Commissioner Inger Erickson. **Staff:** Community Development Director David Petersen, City Planner Meagan Booth, Recording Secretary Carly Rowe and Planning/GIS Specialist Shannon Hansell. Russ Workman was excused.

Item #3 Meadows at City Park LLC requesting 6 lots on 91 S 200 W. Pete Smith, from Meadows at City Park LLC is proposing phase three of this project which includes six units, next to phase one and two. The developer has met the open space requirement and will have to do a boundary adjustment between phase two and phase three. Concerning DRC comments, the fire marshal has approved the turn around, and public works questioned garbage pickup. Residents will have to take their garbage cans to 200 west however; the HOA has the option to contract their own garbage pickup if residents have concerns. The City did receive one comment from a resident that will be included with the record.

Item #4 Project Master Plan for 62 acres near Cabela's. Farmington Station II Project Master Plan (PMP) is the property near Cabela's and East of the Denver Rio Grande Tracks. The area is Master Planned for Mixed Use and the area North of Shepard Creek is Master Planned for a Class A business park. The property owner already has most of their entitlements, which include RMU (Residential Mixed Use) and GMU (General Mixed Use), including OS and OMU (Open Space and Office Mixed Use). We do not have applications for buildings at this time; this is just for the flexibility on this property. Alex Leeman has noted the updated development agreement and the new language is in the regular session agenda item.

Item #5, #6 and #7 Project Master Plan and Rezone of 32 acres on Burke Lane. Alex Leeman clarified to the Commission that this item and the previous are not discussions about possible future apartments, streets, landscaping, etc. since those items are not in front of us right now, this is solely the rezoning and that it's important to stay on track tonight and not talk about what "could be" there. The property owners here have joined to get their 25 minimum acre requirement. The City has received one email on this item that will be in the record as well. The above development agreement language will also apply to the item/application that is mentioned in item #4. Dave Petersen mentioned that we are trying to keep Davis County residents in Davis County for work. He also noted that the area along the creek needs to be rezoned OS (Open Space) in the Motion.

Item #8 Davis County Memorial Courthouse Conditional Use Permit. The Davis County Memorial Courthouse will be putting in a pedestrian plaza on the south end of the building, what is currently located in that area is going to be demolished. Greg Wall inquired about what departments are on that side and/if they are going to remain in Farmington, Meagan Booth replied that they are not aware of how the county is going to house and lay out their departments, and a representative will be able to answer questions during the regular session.

Item #9 Ben Butterfield Driveway Special Exception. The applicant is requesting a driveway special exception for his home in the Chestnut Farms subdivision. Per HOA rules, residents must keep recreation trailers behind fences. Currently, there is no driveway adjacent to his and this property is on a dead-end street. Greg Wall questioned the photo where there is a utility box, Meagan Booth replied that they would have to speak with the utility provider on that to move it and/or work around it.

REGULAR SESSION

Present: Chairman Roger Child, Vice Chairman Alex Leeman, Rulon Homer, Larry Steinhorst, Greg Wall, Mike Plaizier and Alternate Commissioner Inger Erickson. **Staff:** Community Development Director David Petersen, City Planner Meagan Booth, Recording Secretary Carly Rowe and Planning/GIS Specialist Shannon Hansell. Russ Workman was excused.

Item #1 Minutes

Rulon Homer made a motion to approve the minutes from the May 7, 2020 Planning Commission meeting. **Alex Leeman** seconded the motion, which was unanimously approved.

Item #2 City Council Report

The meeting on May 19, 2020 was in discussion of the budget session where the City will adopt a preliminary budget on the June 9 meeting per state law. In addition, the mixed-use sign ordinance was approved. **Dave Petersen** also discussed the agreement with **Ken Stuart** regarding his property on 950 N 350 E in Kaysville, he previously did a lot split and the remainder of the parcel that consists of wetlands is located within Farmington. He is dedicating to the City on Haight Creek trail.

SUBDIVISION/PLANNED UNIT DEVELOPMENT APPLICATION

Item #3 Pete Smith/ Meadows at City Park LLC (Public Hearing) – Applicant is requesting a recommendation for approval for the Preliminary PUD Master Plan and Subdivision Schematic Plan for the Meadows at City Park Phase 3 Subdivision consisting of 6 lots on .619 acres located at approximately 91 South 200 West in an R-4 zone. (S-20-19)

The applicant, Pete Smith, is seeking a recommendation for Schematic Plan and Preliminary PUD Master Plan approval for the Meadows at City Park Phase 3 Subdivision located at 91 South 200 West. The proposed subdivision has 6 townhomes consisting of 2 triplexes. The Final PUD Master Plan for Phase 1 and 2 was approved by the City Council, however, this parcel was not included as part of the originally approved PUD therefore it is subject to review and conditions by the Planning Commission. The 3rd Phase of the development will have a similar look and aesthetic to Phase 1 and 2 and is demonstrated in the attached elevations and landscaping plan. With a boundary adjustment between Phase 2 and 3, the application meets the density and open space standards required by the ordinance.

The applicant is requesting the units be accessed via a Private street. The DRC has reviewed the private road with the Fire Department and Public Works and the conditions mentioned in the staff report address their concerns at this time.

Pete Smith (47 E Crestwood Rd. Ste 1. Kaysville) said this is the third phase been a long time coming, as Meadows at City Park LLC purchased this property 7 years ago. The architecture, site plan(s) and floor plan(s) are the same as in previous phases. In response to questions asked, **Pete Smith** said that there will be two different surfaces, one will be asphalt and the other will be concrete. To avoid any drainage issues, **Pete Smith** said that they have posted bonds with the City and had fenced off the property to avoid any issues with neighbors. **Greg Wall** asked if there was a sidewalk, **Pete Smith** replied that the previous phases beforehand sidewalk was not required, as they are limited in space and this is a private drive. **Greg Wall** also asked about where the garbage cans will need to be located for pick up; **Pete Smith** replied that the current plan after speaking with DRC is to have the residents take their cans to 200 west. He wanted to clarify that he is aware of the email received and is working with the resident to address any concerns.

Roger Child opened the Public Hearing at 7:18 PM.

(Zoom) Connie Deianni (1269 Alice Lane) questioned how close the driveway is to the crosswalk that extends over 200 West, leading to Farmington Jr. High. She also said that when she drives in the area, the crosswalk is busy and wanted to ensure a safety is priority and hopes there is no vision issue(s) while trying to exit the private drive. **Meagan Booth** said that she could bring that up to the DRC before Preliminary Plat and verify the information on that. **Pete Smith** said it is 550 feet away, to confirm the distance between the drive way and the crosswalk.

Greg Wall questioned why there is no sidewalk in the area, if it has previously been required with other development. **Meagan Booth** replied that when a PUD is developed, it deviates from the underlying standards of that specific zone; the sidewalk is a deviation in this case. **Greg Wall** brings up the concern of no sidewalk once more before closing the

item and asks if staff is comfortable with this. **Dave Petersen** said that staff is comfortable with this (for all phases) because they had success with the Farmington Station subdivision on 200 South, and they have no sidewalk there either. In order to make that driveway work, they could not do the sidewalk. The City has multiple other subdivisions that have no sidewalk that have been successful. The applicant had the option to do fourplex with a higher density and went with the owner occupied units. **Alex Leeman** said that while this is not in the OTR zone, it is close enough on the East end of Farmington and most OTR does not have sidewalk.

(Email) Brandon and Tess Dye (32 S 100 W) emailed comments in prior to the meeting that will be included with the record. **Pete Smith**, the Developer, did address how they are rectifying the issues brought up via email and that he has been in contact with the neighboring residents.

Roger closed the Public Hearing at 7:21 PM.

MOTION

Rulon Homer made a motion to move that the Planning Commission recommend the City Council approve the subdivision schematic plan and Preliminary PUD Master Plan for the Meadows at City Park Phase 3 Planned Unit Development subject to all applicable Farmington City ordinances, development standards, and the following conditions:

1. The applicant must amend the Meadows at City Park Phase 2 Subdivision Plat to adjust the boundary between Phase 2 and 3 and all land use table calculations thereto.
2. The applicant shall amend the development agreement memorializing the approved master plan prior to or concurrent with preliminary plat;
3. All outstanding DRC comments for schematic plan shall be addressed on preliminary plat including notes/easements for garbage collection, road maintenance and snow storage.
4. All streets in planned unit developments whether private or dedicated public streets shall conform to the minimum improvement requirements of the subdivision standards or as approved by the City Engineer.

Larry Steinhorst seconded the motion, which was unanimously approved.

Findings for Approval:

1. The proposed plans meet the requirements of the subdivision and zoning ordinances.
2. The proposed development is an in-fill project and allows the property owner the highest and best use of his property.
3. The HOA is intended to maintain the common areas of the project.
4. The proposed plans are consistent with the General Plan.

PROJECT MASTER PLAN/ZONE CHANGE APPLICATIONS

Item #4 Wade Budge/ E&H Land LTD (Public Hearing) – Applicant is requesting a recommendation for approval regarding a Project Master Plan (PMP), and accompanying development agreement, for Farmington Station II, a mixed-use development, encompassing approximately 62 acres north of Clark Lane, west of Cabela’s, east of the D.& R.G.W. trail, and generally south of the Shepard Creek (PMP-1-20).

The subject property, which is owned by the Evans family, may accommodate a variety of uses and allows a developer to submit a development plan and/or subdivision now, for consideration by the City, as dictated by the existing zone designations referenced above. Nevertheless, the applicant is seeking for increased flexibility to handle unforeseen scenarios, which may occur as property develops in the future. In the event, for example, if one standard of an underlying zone works for interior local streets---but not Park Lane, a mechanism is in place as set forth in Section 11-18-140 of the City’s Zoning Ordinance which allows a developer to deviate from the standards of the underlying zone, but at

the sole discretion of the City. However, an applicant must own 25 acres or more to make a request under this Section. The Evans property meets this threshold, but it is very likely that the property will develop in smaller increments than 25 acres. The enclosed development agreement permits an applicant to request flexibility under Section 140 for land encompassing 2.5 acres, or greater in size, within the greater 62+ acre PMP.

After **Dave Petersen** presented the above agenda item, he allowed **Alex Leeman** explain why we are striking out a portion of the *Alternative Approval Process* within the Development Agreement and replacing it with what is stated in the Motion. With direction from staff, the altered language is located in paragraph four (4) of the development agreement (section 140) and will be altered on the agreement before signage and recordation. Furthermore, under section 140, the developer is required to submit a Project Master Plan as well as a Development Agreement that must be followed as that area is developed. Typically, they must comply with the Project Master Plan, whereas, tonight is different because there is no detailed PMP in front of the Commission. **Alex Leeman** went on to clarify that the City wants to hear what the public is saying concerning his or her wants for the area, however there is no specific project or development going on at this time to consider. What is being considered tonight is solely a mechanism for approving these projects in phases for the future. The proposal(s) in front of us tonight are to come in, in phases, and when they do come in, that is when they will have a review of what they want to develop and where. Under section 140, the City has left discretion in the future to approve or disapprove those types of applications as they come in.

Zach Hartman, (395 Parley's Rd. Park City) represents the Evan's family, who is the applicant for this PMP. **Zach Hartman** said that he is open to answer any questions and that they are keeping the map right now as general as they can so he can answer questions appropriately as applications come in.

Roger Child opened the Public Hearing at 7:46 PM.

Mike Flanders (1717 W 600 N) started by stating that this project will affect all of Farmington, not just those surrounding parcels. He said by adding new Commerce Drive road that will be a connector, he fears it will increase traffic into Station Park and Park Lane and cause congestion. **Mike Flanders** then questions if we will need to add additional elementary schools in the area to accommodate more residents in the area. **Alex Leeman** clarified the above; the developers are not changing any master plan, general plan, road plan and/or the zoning. The City is viewing the application that would allow the developer to bring future projects, in phases instead of 25 acres at once. He stated that this is not for review at this time. **Alex Leeman** suggested following when applications come in and go to Public Hearings, so that both Planning Commission and City Council hear concerns of the neighbors and residents.

Gerald Cochran (158 N Longhorn Dr.) stated that he does echo some concerns that **Mike Flanders** brought up, but his main concern is keeping track of smaller plans as they come before the City. He stated that smaller plans are not as clear and further asked if the builder would come in with each small plan then adhere to a larger Master Plan. **Alex Leeman** responded yes and no, they do need to adhere but under section 140, they can create their own plan and development.

**For example: a chunk of this is residential mixed-use. Without section 140, they would have to comply with the RMU standards. If they come in under 140, they can propose to set their own underlying standards for the particular phase they are developing. Under the same token, the City has discretion on modifying and/or changes. It also means that those kind of things come in phase-by-phase.*

Pete Smith (1789 W Spring Meadow Lane) expressed support as the City grows and changes over the next decade. He said he would like to see the City put preference towards Commerce Drive. He continued to say that his street currently is a funnel for high school students and that his kids will walk out of the door to cross the street, to a constant line of traffic driving down Spring Meadow Lane. It has an impact but it is a desperate need and he would like to see traffic off the residential street. He is hoping that this will take congestion off Park Lane, especially with the Shepard interchange as well.

Roger closed the Public Hearing at 8:00 PM.

Alex Leeman addressed the public's concerns with having to track and monitor the process of what will be going into the large areas of land. For example, he said the Ranches was another area that was similar to this where at the intersection of Clark Lane and 1525 W there is a piece of land to the South East that is empty, where 20 years ago, it was proposed there be a small neighborhood grocer put into the area. 20 years forward, Station Park is now in West Farmington, many commercial buildings, including Harmons and now the public is not in favor for commercial in the area. Per the Development Agreement, the City has zero authority to deny commercial property in that area. Therefore, while it creates a burden for the residents, development can happen quickly and/or decades; having the flexibility to take it piece by piece is an advantage.

Dave Petersen said the ordinance in most Cities, including Farmington, requires Public Hearings – saying that this is a Public Process. The Evans' have had their zoning and entitlements for ten plus years and Commerce Drive plans were set in the early 2000's. These are important elements in our City's Master Plan. Staff is more than happy to answer any questions or give information as we receive it.

MOTION

Alex Leeman made a motion to 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. In addition, to amend the Development Agreement to read the following in paragraph 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 Farmington Station II greater than two and a half (2.5) acres in size in accordance with an alternative approval process as set forth in section 11-18-140 of the City's zoning ordinance, ~~and, provided that such application complies with this Agreement and the PMP, such application shall be approved administratively.~~ 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.

Rulon Homer seconded the motion, which was unanimously approved.

Findings for Approval:

1. The agreement allows an applicant to request greater development flexibility, at the sole discretion of the City, for property under 25 acres in size.
2. Greater flexibility may result in better development for the community and provide a finer grain and/or mix of uses as per the proposed project master plan.
3. The proposed Farmington Station II 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 area.
4. The proposed Farmington Station II Project Master Plan balances residential, commercial/retail, and office uses to the benefit of the City.

Item #5, #6, and #7

5. Chris McCandless/CW Management Corp (Public Hearing) – Applicant is requesting a recommendation for approval regarding a Project Master Plan (PMP), and accompanying development agreement, for Farmington Station Center,

a mixed-use development, encompassing approximately 30 acres west of Shepard Creek, south of Burke Lane, and east of 1525 West Street (PMP-3-20).

6. CW Management Corp (Public Hearing) – Applicant is requesting a recommendation for Zoning Map Amendment approval to rezone approximately 2 acres of property at 1451 West Burke Lane from A (Agriculture) to OMU (Office Mixed Use) (Z-5-20).

7. Chris McCandless/ CW Management Corp (Public Hearing) – Applicant is requesting a recommendation for Zoning Map Amendment approval to rezone approximately 9.69 acres of property at 1293 West Burke Lane from A (Agriculture) to OMU (Office Mixed Use) (Z-6-20).

Agenda, Items 5, 6, and 7 are so inter-related 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 all requests in one motion, or separately as the circumstances dictate, but that the same findings are established for each of the three items.

Alex Leeman made a motion to hear item 5, 6 and 7 together as one agenda item as noted above. **Greg Wall** seconded the motion, which was unanimously approved.

The subject property, which is owned by Amenti, Inc., Benson, Jones, L.L.C., and Romney, may accommodate a variety of uses and allows a developer to submit a development plan and/or subdivision now, for consideration by the City, as dictated by the existing zone designations referenced above. Nevertheless, the applicant is seeking for increased flexibility to handle unforeseen scenarios, which may occur as property develops in the future. In the event, for example, if one standard of an underlying zone works for straight portions of Burke Lane---but not the portion of Burke Lane which bends to the southeast, a mechanism is in place as set forth in Section 11-18-140 of the City's Zoning Ordinance which allows a developer to deviate from the standards of the underlying zone, but at the sole discretion of the City. However, an applicant must own 25 acres or more to make a request under this Section. The above four properties together meet this threshold, but because the entire site is owned by four different owners, it is very likely that it will develop in smaller increments than 25 acres. The enclosed development agreement permits an applicant to request flexibility under Section 140 for land encompassing 2.5 acres, or greater in size, within the greater 30 acre PMP. Three of the four properties are zoned A (Agriculture) where Section 140 does not apply and must be rezoned to OMU (Office Mixed Use) to have the opportunity to obtain the flexibility desired.

Chris McCandless, agent, of CW Management (9067 1300 W Ste 105. West Jordan) introduced himself and gave a brief description of his past work, and noted that he and his partner in company have been in business together since 1981. He said they are excited to help enhance the community and asks if the Commission has any questions for him.

Roger Child opened the Public Hearing at 8:42 PM.

Mike Romney (1451 Burke Ln.) thanked the Commission for their time tonight; he is one of the property owners on this item that will be having their property rezoned and wanted to provide some history on his property. In 1981, he bought one acre and bought the second a few years after. He said he used to be one to object anything commercial in West Farmington, however he's come to the realization that with time things progress and he's now on board with the new development. Because of this, he has been stuck and waiting for an opportunity. One thing that is imperative to him, he stated, is that he gets to fall under section 140, where the 2.5 acres could include the City's right of way in front of his home. Without that right of way agreement, that acreage needs to be lowered to 2 acres (without the right of way) and he could possibly not qualify for the 2.5 requirement.

Mike Flanders (577 N 1525 W) echoed his concerns from the previous agenda item, he added that this is a lot of land and changing the zoning without a Master Plan, opens up West Farmington to unlimited possibilities. He went on to

question the maximum height of apartment complexes in the area. The next question he asked if all development would have the 25% requirement for open space that the remainder of Farmington has had to uphold. Lastly, he inquired about where Commerce Drive will be located exactly.

Gerald Cochran (158 N Longhorn Dr.) said it seems like the OMU designation sounds like more apartments, and it is an important consideration that it will change the dynamic of the hometown feel. If it were both office and apartments, that would change the face of Farmington. He also brought up the burden once more that this could have on the public to follow the meetings.

(Email) Sue Miller (No address record on email) emailed comments in prior to the meeting that will be included on the record.

Roger Child closed the Public Hearing at 8:52 PM.

Dave Petersen replied to the questions that the public hearing commenters raised collectively; for mixed-use areas, they will have to meet an open space requirement but it is different from the residential requirement of 25%. Concerning office mixed use, the number of stories is dictated by what is in the underlying zone. For this specific property, the Amenti family has had the entitlements for a number of years. In OMU, they can have zero apartments, as it is not permitted. He said he was unsure where **Sue Miller** got this information regarding a six-story apartment building, as it has not been proposed. As for the road alignment, the road pattern is placed on a grid through the area. **Alex Leeman** clarified the height of possible apartments in the area, per **Mike Flanders'** question. Apartment buildings are not a permitted use in the area. As for office buildings in the area, the height is dependent on the type of road they are built on, ranging from three stories to a maximum of six stories. Per section 140, it allows the developer to deviate from the underlying standards at the discretion of the City and City Council. He said he can anticipate there will be some residential in the area, not guaranteed, but we have to see what is proposed and what is approved. **Alex Leeman** asked **Dave Petersen** about **Mike Romney's** concern regarding the right of way being included in the 2.5 calculation. **Alex Leeman** noted that in the development agreement, we could include (including right of way) in the language, so that it is consistent with what has been allowed in the past.

MOTION

Project Master Plan/Development Agreement

5. *Chris McCandless/CW Management Corp (Public Hearing) – Applicant is requesting a recommendation for approval regarding a Project Master Plan (PMP), and accompanying development agreement, for Farmington Station Center, a mixed-use development, encompassing approximately 30 acres west of Shepard Creek, south of Burke Lane, and east of 1525 West Street (PMP-3-20).*

Rulon Homer made a motion to 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 properties owned by Romney, Benson, and Jones, LLC within the PMP area are rezoned from A to OMU and OS along with the amendment of Section 140 verbiage (below), and the right of way included in the 2.5 acre requirement calculation.

- **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 Farmington Station II greater than two and a half (2.5) acres in size in accordance with an alternative approval process as set forth in section 11-18-140 of the City's zoning ordinance, and, provided that such application complies with this Agreement and the PMP, such application shall be approved administratively. 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.

Alex Leeman seconded the motion, which was unanimously approved.

Zoning Map Amendments

6. *CW Management Corp (Public Hearing) – Applicant is requesting a recommendation for Zoning Map Amendment approval to rezone approximately 2 acres of property at 1451 West Burke Lane from A (Agriculture) to OMU (Office Mixed Use) (Z-5-20)*

AND

7. *Chris McCandless/ CW Management Corp (Public Hearing) – Applicant is requesting a recommendation for Zoning Map Amendment approval to rezone approximately 9.69 acres of property at 1293 West Burke Lane from A (Agriculture) to OMU (Office Mixed Use) (Z-6-20).*

Rulon Homer made a motion to move that the Planning Commission recommend that the City Council approve the zone change for the 11.69 acres of property as requested.

Alex Leeman seconded the motion, which was unanimously approved.

Findings for approval for all three items:

1. The agreement allows an applicant to request greater development flexibility, at the sole discretion of the City, for property under 25 acres in size.
2. Greater flexibility may result in better development for the community and provide a finer grain and/or mix of uses as per the proposed project master plan.
3. The proposed Farmington Station Center 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 area.
4. The proposed Farmington Station Center Project Master Plan balances residential, commercial, and office uses to the benefit of the City.
5. The zone changes from **A to OMU** and **OS** are necessary to implement Section 11-18-140 of the Zoning Ordinance and 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.
6. Open Space (OS) along the creek.

CONDITIONAL USE/SITE PLAN APPLICATION

Item #8 Davis County (Public Hearing) – Applicant is requesting a conditional use/site plan approval to modify/restore the Memorial Courthouse building and establish a pedestrian plaza between the Courthouse and Davis County Administrative Office, located at 28 E State Street, in the BR (Business Residential) zone. (C-1-20)

The 1930's northern portion of the Memorial Courthouse is a designated landmark on the Farmington Historic Landmarks Register. Davis County is requesting a conditional use permit and site plan approval to establish a pedestrian plaza between the Memorial Courthouse and the Davis County Administrative Building. As part of the project, the County proposes to demolish the 1958 and 1979 portions of the courthouse. The landmark section will be preserved and brought up to current accessibility and seismic standards. (See attached Architectural Narrative and Schematic Design Narrative)

Davis County Commissioner, **Randy Elliott** (1012 S 650 W) said that the County is excited for the fountain to be replaced out front, said it was there in 1920's and the architectural features on the 2nd floor will be original from the original

courthouse. Housed in that area, the basement will be the investigators; main floor will be defense council, and pre-trial services. Second story will be risk management, American legion, and they are going to restore the original courthouse for a meeting area. Some areas will not have any offices for the time being. **Greg Wall** questioned if this is a restoration to make it look as original as possible, **Randy Elliott** replied that yes that is the idea behind this. There will be no courthouse here but since the Justice Center is located on State Street. **Greg Wall** asked what was in the part that is being removed; **Randy Elliott** replied that what was there is now in the Administrative building (recorder, clerk, auditor, etc.) and there is no need for that part to be restored.

Roger Child opened the Public Hearing at 9:22 PM.

Bradley Bornemeier (54 S Main St) added that he likes what is going on here; his only concern was street parking. He stated that since County and City buildings have been built, traffic has increased. He questioned how that could be regulated since he said that the Police indicated that they have no teeth to enforce it. His other concern was lighting, he said that the lighting did come straight into his home and wants to mitigate that. Lastly, he wants to encourage meetings with the close homeowners to have them be involved to know how things would be handled.

Roger Child closed the Public Hearing at 9:27 PM.

Alex Leeman confirmed that there would be no additional parking in the area, **Randy Elliott** and **Lane Rose** confirmed.

Lane Rose, Davis County Director of Facilities Management (306 N 1500 E. Layton) answered to the lighting concern, he said they do try to put shielding on those lights to ensure that there are none that effect the neighbors. As far as the parking lot lighting, there is no plan for a change. He said he would like to meet with **Bradley Bornemeier** to go over any concerns and address them. He did state that they have Rockmont Industries under contract for hazardous abatement for the asbestos in the building and the building would be on lockdown while this happens.

MOTION

Rulon Homer made a motion to move that the Planning Commission approve a conditional use permit and site plan for the Davis County Memorial Courthouse/plaza application subject to all applicable codes, development standards and ordinances and that the county must meet all recommendations and requirements established by the City's Development Review Committee (DRC).

Larry Steinhorst seconded the motion, which was unanimously approved.

Findings for Approval:

1. The renovated building and plaza will enrich the community, as the County will preserve an important historical landmark within the City. The approval of the conditional use permit and site plan will contribute to the well-being of the community.
2. The renovation must meet the requirements of any applicable building codes subject to review by the Farmington City Building Official.
3. The proposed use conforms to the goals, policies and governing principles of the comprehensive plan for Farmington City.
4. The use is compatible with the Davis County Administration Building, Davis County Library, Farmington City Hall, Forbush Park, Farmington Elementary School and other properties near the site.
5. The plaza enhances the pedestrian experience of downtown Farmington. The county has provided plans displaying adequate utilities, transportation access, drainage, and parking and loading space, lighting, screening, landscaping and open space, fire protection, with safe and convenient pedestrian and vehicular circulation.

OTHER BUSINESS

Miscellaneous, correspondence, etc.

a. **Item #9 Ben Butterfield (Public Hearing) – Applicant is requesting a special exception to exceed the minimum driveway width on .39 acres of property located at 1432 West 350 South in an AE (Agriculture Estates) zone. (M-3-20)**

The applicant is requesting a special exception to widen a driveway by 11 feet and to construct the associated curb cut. The City's off-street parking standards ordinance states that the maximum width of a residential driveway serving a three-car garage is 30 feet. There is a fire hydrant, power box and grade change that limits access to the existing parking space as demonstrated in the attached narrative and photos. A property owner may request a larger driveway if the proposed addition is for a properly designated parking space.

Sections 11-3-045(4) (b) (4) and 11-3-045(5) (b) of the Zoning Ordinance states:

“Purpose: A special exception is an activity or use incidental to or in addition to a principal use permitted in a zoning district; or an adjustment to a fixed dimension standard permitted as an exception to the requirements of this title; or a transfer of development right (TDR), or rights, established because of blight which results in an additional lot, or lots, or a dwelling unit, or units; or an adaptive reuse of a building or structure eligible, or that may be eligible, for the National Register of Historic Places so long as the adaptive reuse does not compromise such eligibility. A special exception has less potential impact than a conditional use but still requires careful review of such factors as location, design, configuration and/or impacts to determine the desirability of authorizing its establishment on any given site. This section sets forth procedures for considering and approving special exceptions to the provisions of this title.”

A major concern with widening a driveway is pedestrian safety: the wider the driveway the longer distance a pedestrian has to traverse, creating a larger conflict area between an automobile backing out and a pedestrian. In this case, the driveway on the adjacent lot is on the opposite side of the lot creating a significant refuge between driveways. Another significant concern is largely aesthetic. Single-family residential neighborhoods typically have roadway side treatments that include curb, gutter, sidewalk and park strip. If larger driveways become too pervasive, the character of the neighborhood often changes. In this case, there is ample park strip not only on this lot but in the surrounding neighborhood as well.

(Zoom) Ben Butterfield (1432 W 350 S) indicated that his HOA does require that any trailer/RV be behind a fence, given the elevation the builder decided on the retaining wall, it makes it difficult to back in the trailer with the curb, wall and the utility box.

Roger Child opened the Public Hearing at 9:37 PM.

No comments were received.

Roger Child closed the Public Hearing at 9:37 PM.

Greg questioned the utility box; as noted in the study session, **Ben Butterfield** needs to work with the utility company on this and he has already had some bids that would be able to work around it. **Ben Butterfield** said that it is Rocky Mountain Power who owns the box. **Roger Child** indicated that the City is not concerned with the easement if someone else owns it.

MOTION

Larry Steinhorst made a motion to move that the Planning Commission approve a special exception allowing an extension of an existing driveway and associated curb cut up to an additional eleven (11) feet, subject to all applicable Farmington City ordinances and development standards and the following condition: the applicant shall obtain a Farmington City Excavation Permit prior to construction.

Alex Leeman seconded the motion, which was unanimously approved.

Findings for Approval:

1. The proposed driveway extension is leading to a properly designated parking space.
2. The proposed driveway extension does not significantly increase safety issues.
3. There are not driveways directly adjacent to the proposed driveway extension and therefore a significant refuge is available for pedestrians between the driveways along this street.
4. Park strips are present in this neighborhood and the proposed extension would not significantly affect the current roadway side treatments.
5. The house currently sits on a dead end street.
6. There is a significant elevation change between the driveway and the parking pad.

b. Other

ADJOURNMENT

Rulon Homer made a motion to adjourn at 9:44 PM. **Larry Steinhorst** seconded the motion, which was unanimously approved.

Roger Child, Planning Commission Chair

Item 3



Carly Rowe <crowe@farmington.utah.gov>

Re: Request for PUD Master Plan and Schematic Plan Approval (Application #S-20-19)

Brandon Dye <huntordye@hotmail.com>
To: "crowe@farmington.utah.gov" <crowe@farmington.utah.gov>

Tue, May 19, 2020 at 1:03 PM

Hello Meagan,

I am reaching out to you, and whoever else is a stake holder in the plans for 91 South 100 West. I live at 32 S 100 W, and have owned my home here for going on 5 years later this year. I received a letter in the mail regarding a public hearing on Thursday May 21, at 7 PM, but i will be out of town for memorial day weekend at this time, so i will be unable to attend in person.

I do have concerns with how construction is occurring all over 100 West over the past 4 years, and now it is disheartening to learn that more construction is coming our way. The construction part is inevitable, and i understand the need for Farmington to grow, and i know there are many good things that come with that growth. Some of my concerns are with the construction crews that have been working here and those that are to come. What controls are in place to prevent these construction crews from damaging adjacent properties, or from blocking resident driveways? we have been dealing with construction crews damaging our property as a result of the new town homes on 50 West, and have had no luck in getting them to repair the damage they have done. Examples of the damage are: 1. they drove on our property and ran over our rose bushes, 2) they increased the elevation of the town home lots by about 2 feet above my lot, which allows the town homes to drain water onto my property 3) they removed my rocks from the side of my home and didn't replace them with anything useful but actually just dumped dirt in place of my rocks which turned into a weed patch. It isn't worthy my time to pursue a law suit or anything extreme, but it is frustrating when you feel like Farmington City isn't monitoring or controlling how construction crews are impacting residents.

Another concern with the proposed plan is that 6 lots will be squeezed into .619 acres. This to me is excessive. We already have extremely tall town homes squeezed onto a 50 West, and this street is overpopulated. Now adding 6 more lots on .619 acres will likely look the same. I feel that Farmington is losing it's small town feel on 100 West, and it is very sad to see this.

Lastly, how tall will the new buildings be that are going in on 91 S 100 W? As you may notice, the town homes on 50 West are extremely tall and tower over all other homes in the area. They can see into my back yard and have caused permanent shade in certain areas of my back yard preventing growth of a garden in the summer time, and preventing snow to melt in the winter. They are far too close to our home and being so tall makes the situation that much harder to deal with.

I just wanted to express my concerns via email since i will be unable to attend the public hearing in person.

i do appreciate how you are trying to do what is best for residents and Farmington. Overall i am so happy with Farmington City and i don't want to ever leave. I know a lot of that is due to how it is managed by you and others in your office. So, thank you for that!

Best,
Brandon and Tess Dye

Items 5,6,7



Carly Rowe <crowe@farmington.utah.gov>

Public hearing

1 message

Sue Miller <s72par@msn.com>

To: "crowe@farmington.utah.gov" <crowe@farmington.utah.gov>

Thu, May 21, 2020 at 10:23 AM

Although my husband and I will more than likely view the meeting online, we just wanted to put our two cents in ... NO on a 6 story apartment complex please!! We are still looking for a nice sit down restaurant that serves a full breakfast plus other meals. Single family homes, perhaps one level homes for seniors, would be ok as well but definitely no 6 story apartment complex. We need more places for our seniors to live.

Thank you,
Tim and Sue Miller

Get Outlook for iOS

WORK SESSION: A work session will be held at 6:00 p.m. in Conference Room #3, Second Floor, of the Farmington City Hall, 160 South Main Street. The public is welcome to attend. The agenda for the work session will be as follows:

1. Questions or concerns the City Council may have on agenda items.
2. Budget discussion

FARMINGTON CITY COUNCIL MEETING NOTICE AND AGENDA

Notice is hereby given that the City Council of **Farmington City** will hold a regular City Council meeting on **Tuesday, June 23, 2020, at 7:00 p.m.** The meeting will be held at the Farmington City Hall, 160 South Main Street, Farmington, Utah.

Meetings of the City Council of Farmington City may be conducted via electronic means pursuant to Utah Code Ann. § 52-4-207, as amended. In such circumstances, contact will be established and maintained via electronic means and the meeting will be conducted pursuant to the Electronic Meetings Policy established by the City Council for electronic meetings.

The agenda for the meeting shall be as follows:

CALL TO ORDER:

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

PUBLIC HEARINGS:

7:05 Chestnut Farms Phase 3 Subdivision Plat Amendment – Steve Van Otten

7:15 North Farmington Station East Project Master Plan (PMP)/Development Agreement and Zone Change – STACK Real Estate

NEW BUSINESS:

7:35 Exception to Dead End Street Standard – Second Point of Independent Access-Brighton Homes

7:45 Resolution Amending the Annual Budget for Fiscal Year ending June 30, 2020; and Adopting the Annual Budget for Fiscal Year ending June 30, 2021

7:55 Purchase of Home and Portion of Lot located at 588 North 1525 West

SUMMARY ACTION:

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

8:10 Minute Motion Approving Summary Action List

1. First Amended and Restated Interlocal Agreement – Utah Risk Management Agency (URMA)

GOVERNING BODY REPORTS:

8:15 City Manager Report

1. Fraud Risk Assessment

8:20 Mayor Talbot & City Council Reports

Minute motion adjourning to the Redevelopment Agency meeting.
(See RDA Agenda)

ADJOURN

CLOSED SESSION

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

DATED this 18th day of June, 2020.

FARMINGTON CITY CORPORATION

By: 
Holly Gadd, City Recorder

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

In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during this meeting, should notify Holly Gadd, City Recorder, 451-2383 x 205, at least 24 hours prior to the meeting.

Posted 06/18/2020



Planning Commission Staff Report June 25, 2020

Item 3: Subdivision by Metes and Bounds (Lot Split) – Thomas Property

Public Hearing:	Yes
Application No.:	S-11-20
Property Address:	41 West State Street
General Plan Designation:	MU/B (Mixed Use – Business, Medium Density Residential, Light Commercial)
Zoning Designation:	R-4 (Multiple Family Residential)
Area:	0.55
Number of Lots:	1
Property Owners:	Stephen and Tamara Thomas

Request: *Applicant is requesting approval for a metes and bounds subdivision.*

Background Information

The property owner desires to subdivide his property at 41 West State Street. The property is .55 acres (23,958 square feet). The minimum lot size in the R-4 zone is 10,000 square feet for each single-family or two-family dwelling, plus 4,000 square feet for each additional dwelling unit to a maximum of 4 dwelling units per building per lot.

The applicant is requesting approval to build a second single family home to the south of the existing single family home and create a separate lot for each dwelling. However in doing so, the proposed lot for the existing single-family home (Parcel A) is 8,593 square feet or 1,407 square feet less than the minimum lot size of 10,000 square feet. Therefore, the applicant is seeking a seeking a special exception of this fixed dimension as per section 11-3-045 of the Zoning Ordinance.

Moreover, the southern lot (or Parcel B) will be a land locked parcel with no actual street frontage in violation the city ordinances unless the Planning Commission determines otherwise as per section 12-7-050 B which states in part, "Private streets shall not be permitted unless the Planning Commission finds that the most logical development of the land requires that lots be created which are served by a private street or other means of access, and makes such findings in writing with the reasons stated therein." Staff is recommending that the commission require an easement through Lot A in order to access Lot B to establish a buildable lot.

Suggested Motion:

Move that the Planning Commission approve the proposed lot split at 41 West State Street and a special exception for the smaller lot size for Parcel A, subject to all applicable Farmington City development standards and ordinances, and the following conditions:

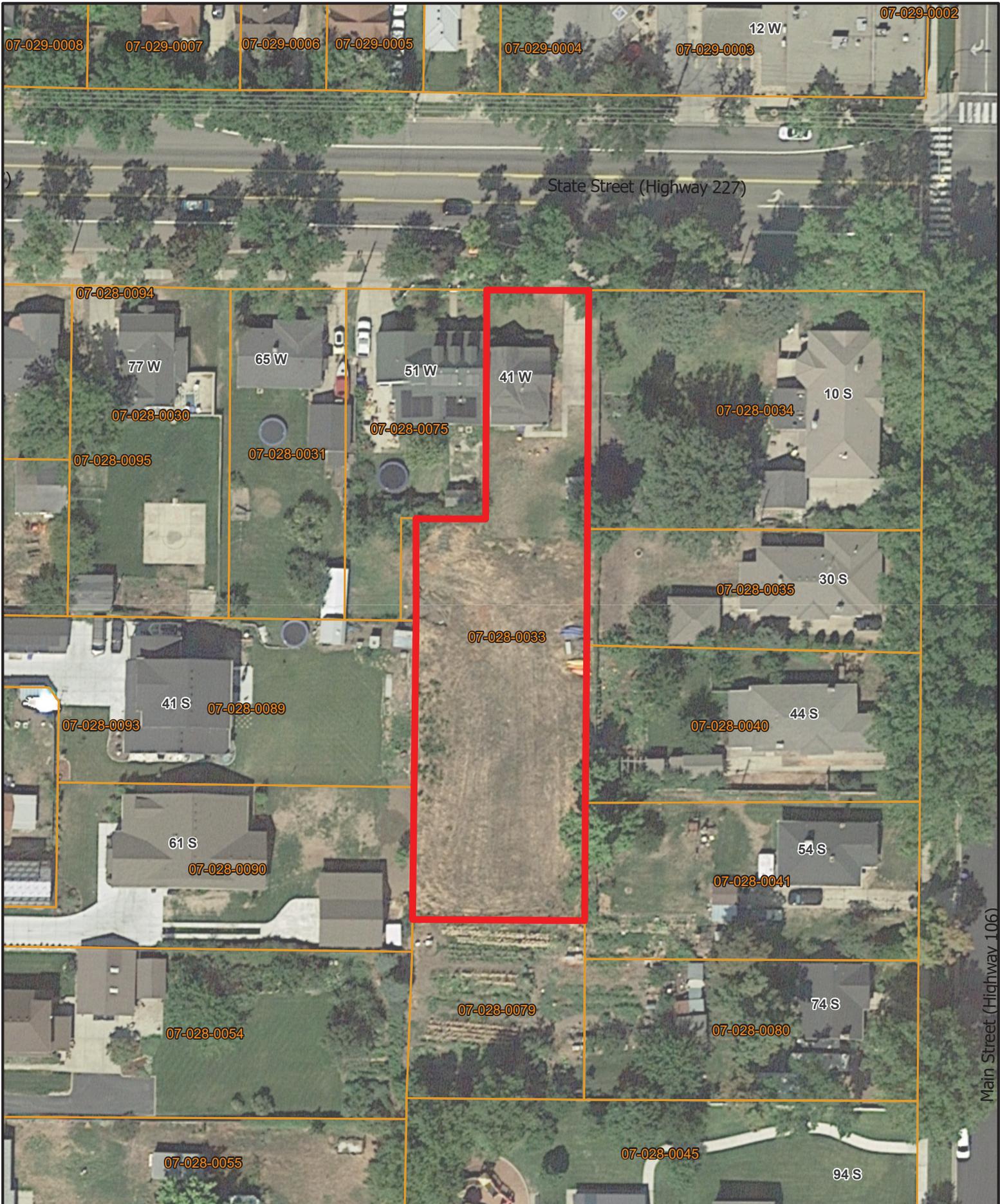
1. The property owner will dedicate an access easement acceptable to the city for access to Lot B through Lot A as well as obtain UDOT approval.
2. The property owner will provide a survey from a licensed surveyor demonstrating all easements necessary for utilities, fire department access, including turnaround access if required, etc.
3. The applicant shall submit a site plan providing all utility locations and appropriate storm drainage facilities for the new lot.
4. The applicant must address all DRC Comments.
5. The Findlay parcel (Davis County Tax ID #07-028-0075) adjacent to the west boundary line of the lot split is 8,712 square feet in size, less than the minimum lot size for the R-4 zone. The applicant's subdivision plans shows a boundary adjustment with this property. Any such boundary adjustment shall not result in a land area less than the existing parcel size for the Findlay lot.

Findings for Approval:

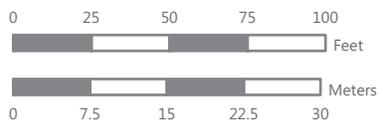
1. The property is zoned R-4 and the parcel is being divided for the purposes of building a single family home. This will match the character of the surrounding residences. Furthermore, the historic home built in 1898 on the property will be preserved.
2. The lot split is in accordance with the Farmington City General Land Use Plan and Zoning Ordinances.
3. No undevelopable remnant parcels will remain in the lot split.
4. The existing lot widths of both parcels do not conform to the lot width standards in the R-4 zone. However, the proposed subdivision will not increase the extent of the non-conforming widths

Supplementary Information

1. Vicinity Map
2. Proposed Lot Split



VICINITY MAP
41 W State Street



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.

Main Street (Highway 106)



Planning Commission Staff Report June 25, 2020

Item 4) --North Farmington Station West Project Master Plan (PMP) and Development Agreement

Public Hearing:	Yes
Application No's.:	PMP-2-20
Property Address:	Area west of 1525 West, south of Haight Creek, and east of D.R.G.&W. trail
General Plan Designation:	CA/BP (Class A Business Park)
Zoning Designation:	OMU (Office Mixed Use)
Area:	Approximately 35 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*

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 35 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 West PMP places the Commerce drive corridor in an alignment consistent with the information presented at the open house.

As referenced above, the property is zoned OMU, which zone does not allow residential uses. However, as per Section 11-18-140 of the Zoning Ordinance residential uses are possible in this zone.

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

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 1) incorporate any comments from the City's Development Review Committee (DRC), Site Plan and Architectural Review Committee (SPARC), and the City Attorney; 2) the City Council shall rezone an acceptable amount of property abutting the center line of Spring Creek to OS (Open Space); and 3) the City Council shall review and consider the North Farmington Station PMPs West and East at the same time as one PMP.

Findings for approval

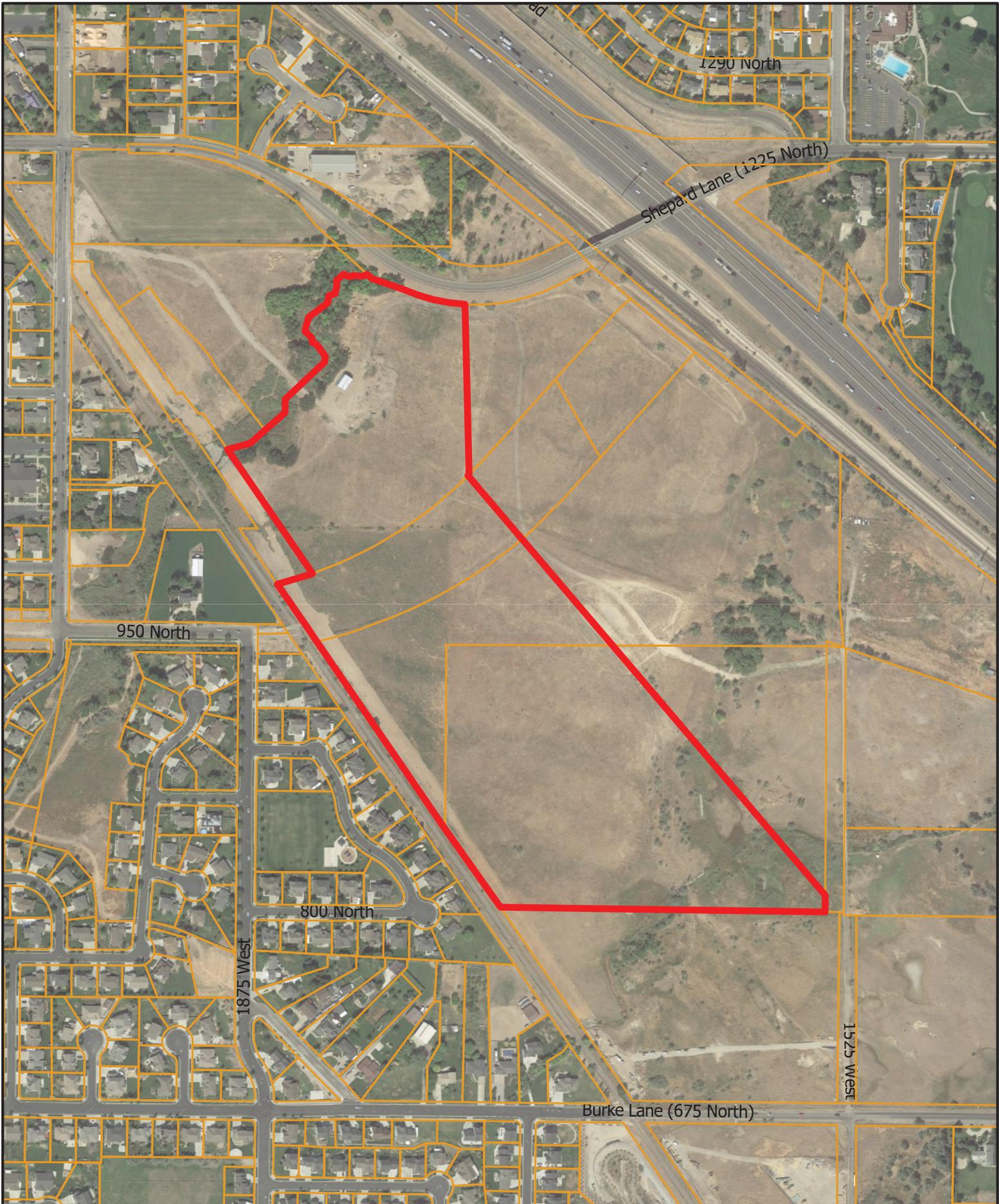
1. To provide for more intense development next to I-15 east of the PMP, the location of the principal five lane north to south street ("Commerce Drive") illustrated in the UDA plan, which street provides the necessary connectivity between the Park Lane Interchange area and the future Shepard Lane Interchange to ensure that the Park Lane interchange does not fail, must move further to the west to allow space for office buildings, etc. 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.
2. 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.
3. 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 near the proposed office development within walking distance of work, transit, restaurant and recreation opportunities.
4. The subject PMP proposes residential uses closest to the D.R.G.&W. trail as a transition area between less dense single-family residential neighborhoods to the west and more intense mixed-use development to the east of the PMP, and residential uses in this transition area shall not exceed 36 feet in height to the ridge line of the roof. As a point of reference, many single-family homes elsewhere in Farmington exceed this height, and the existing underlying zone

without the requirements of this PMP allow for 3 story buildings which would likely surpass the 36-foot height threshold.

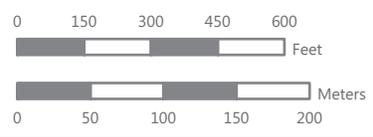
5. The PMP/Development Agreement caps the amount of possible residential acreage within the project to ensure that residential uses will only mix with part of the site thereby not limiting the potential for non-residential uses poised to occur elsewhere in the project area.
6. The proposed North Farmington Station West 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.
7. The proposed North Farmington Station West Project Master Plan balances residential and retail, supporting the primary office use, which is the overarching intent of the OMU zone.
8. The proposed North Farmington Station West 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.
9. The proposed PMP and development agreement 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 West Development Agreement
5. North Farmington Station West Project Master Plan (PMP)



VICINITY MAP
 North Farmington Station PMP West



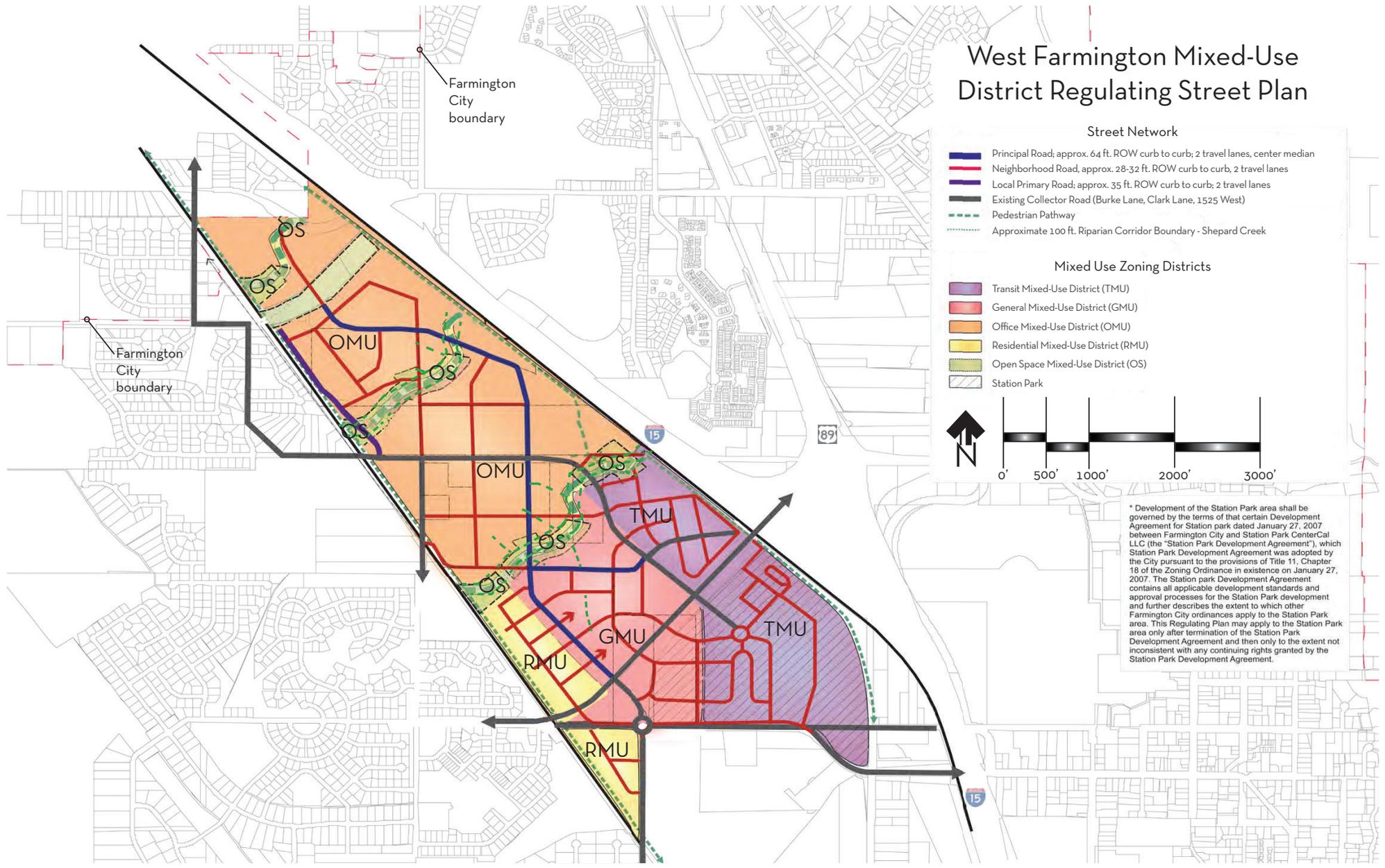
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ILLUSTRATIVE PLAN

1 DECEMBER 2016
NORTH STATION MASTER PLAN | FARMINGTON, UTAH

West Farmington Mixed-Use District Regulating Street Plan

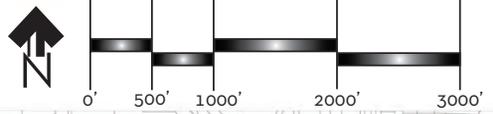


Street Network

- 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



* 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 Center/Cal 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 WEST

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 30.3 acres of land, and the City owns 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 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 08-057-0015, 08-057-0053, 08-057-0055, 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 11-18-050 and Section 11-18-060 attached hereto as **Exhibit “C”** of Farmington City’s code, as such

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) West Area

June 12, 2020



June 12, 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 - West 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 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 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

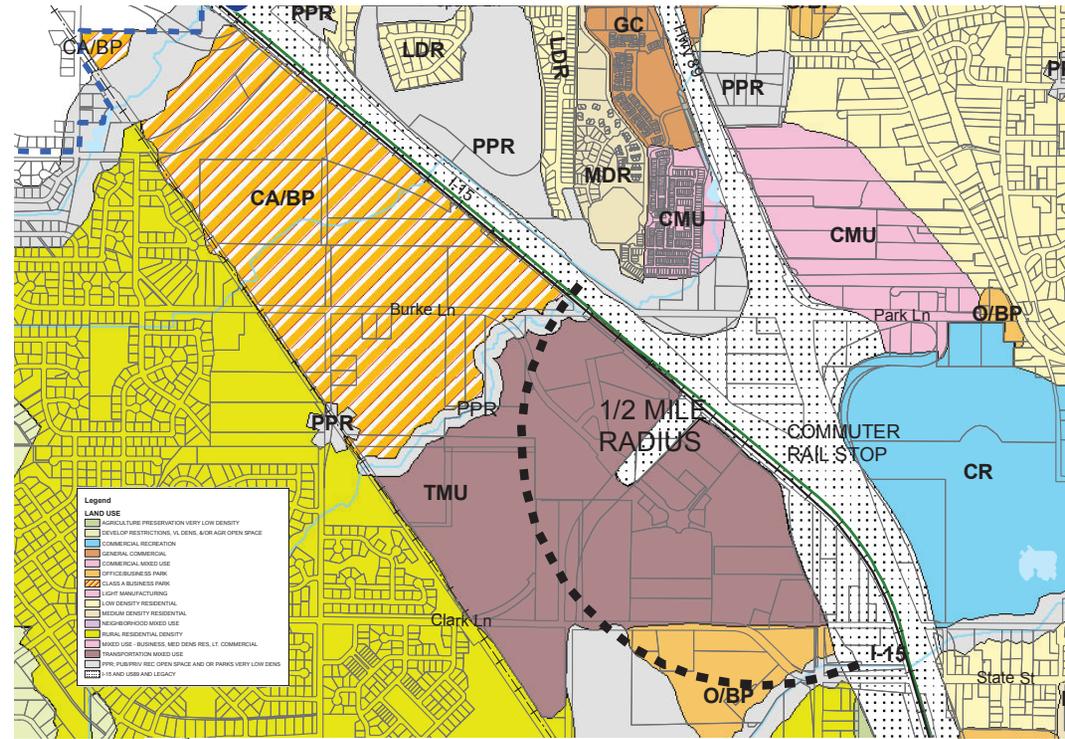
Trevor Evans
VP, Development
STACK Real Estate

Doug Thimm, AIA
Senior Principal
Arch|Nexus

David Abraham, AIA
Principal
Arch|Nexus

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GENERAL LAND USE PLAN
 FARMINGTON CITY

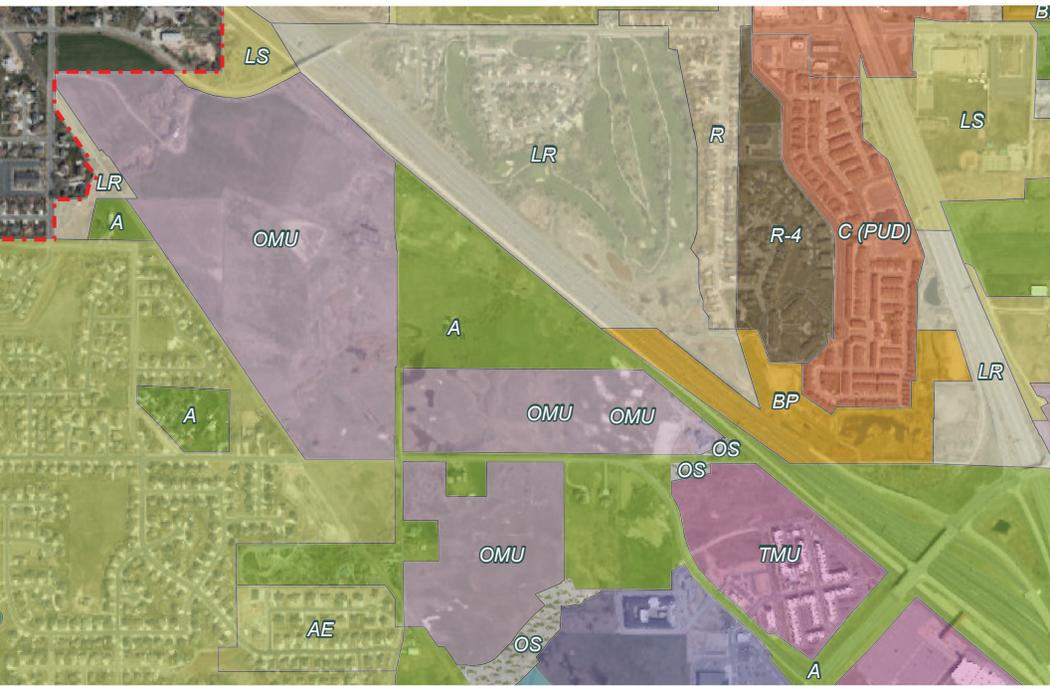
PROJECT MASTER PLAN NARRATIVE

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

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Office Mixed Use District (OMU):

The OMU district is intended to be primarily office and commercial. 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.

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 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.

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 through 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:

- *Commercial/Hospitality*
- *Mixed-Use Commercial/Residential*
- *Residential (36' Maximum Height)*
- *Open Space*

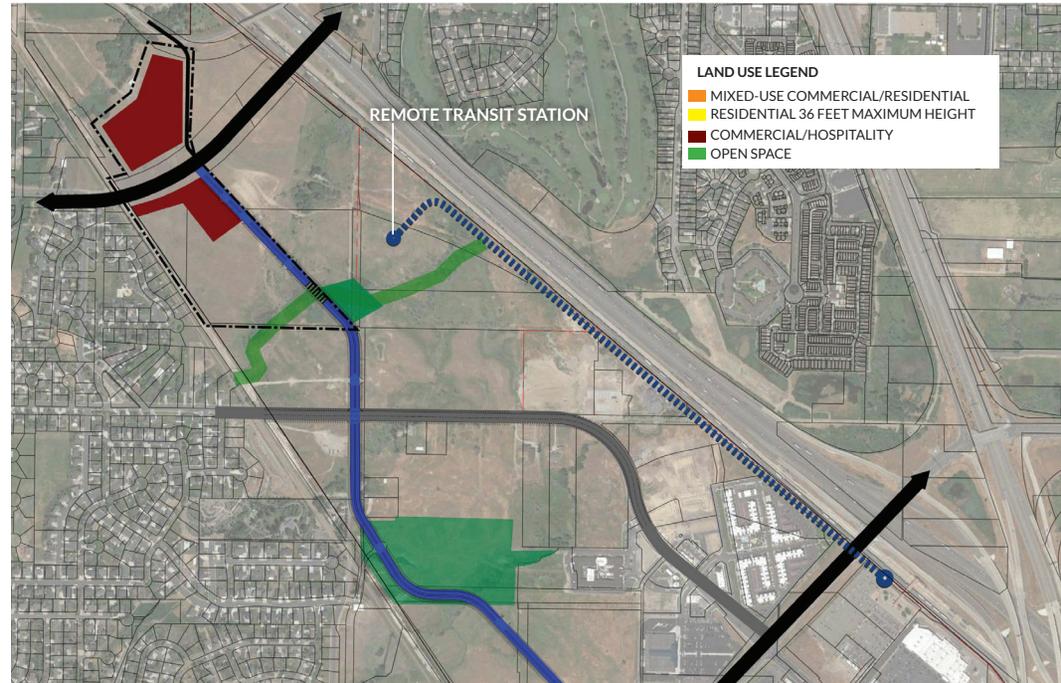
NORTH FARMINGTON STATION WEST CONCEPTUAL LAND USE AREA TAKE OFFS	
June 12, 2020	
Use	Approx. Acres
Commercial/Hospitality	12
Subtotal Mixed Use & Non Residential Use Area	12
Mixed-Use Commercial/Residential	8
Residential 36' Maximum Height	9
Subtotal Mixed-Use & Residential Use Area	17
Total	29

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

Roads	6
Open Space	OPEN SPACE WILL BE COMPLIANT WITH OMU ZONING (sec 11-18-060) <i>This includes 1 acre of creekside open space</i>

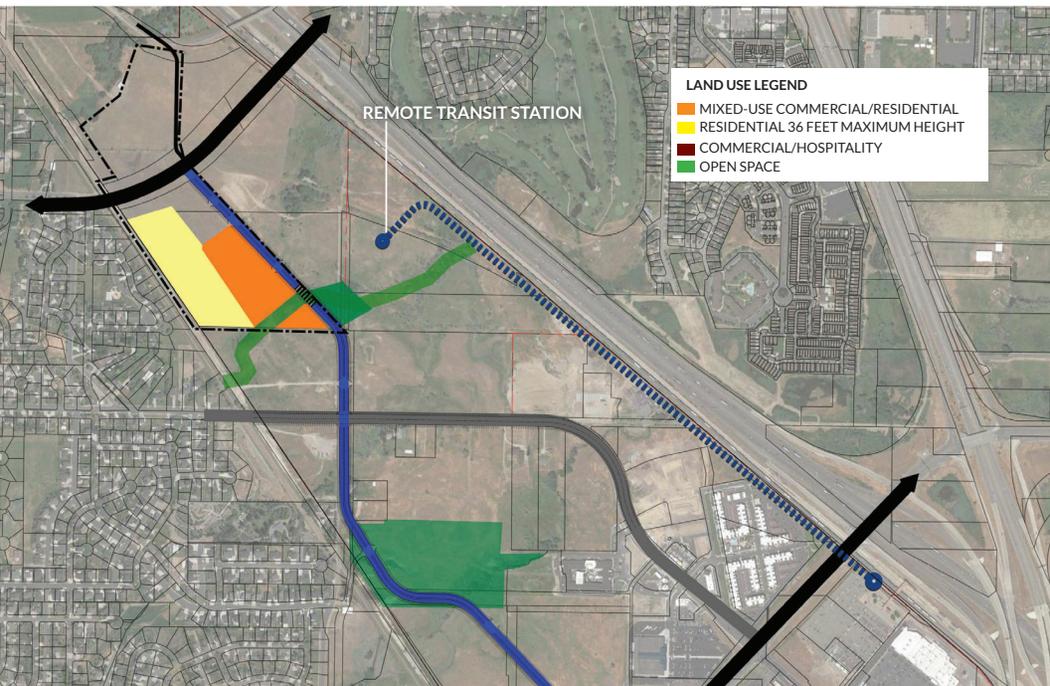
The Planned Uses are intended to create a healthy and walkable continuation of the District in development of continuity and purpose of placement, in developing a fabric of synergistic elements. The master planning has worked within the framework of Farmington City's Mixed-Use Districts Zoning Ordinance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

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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.

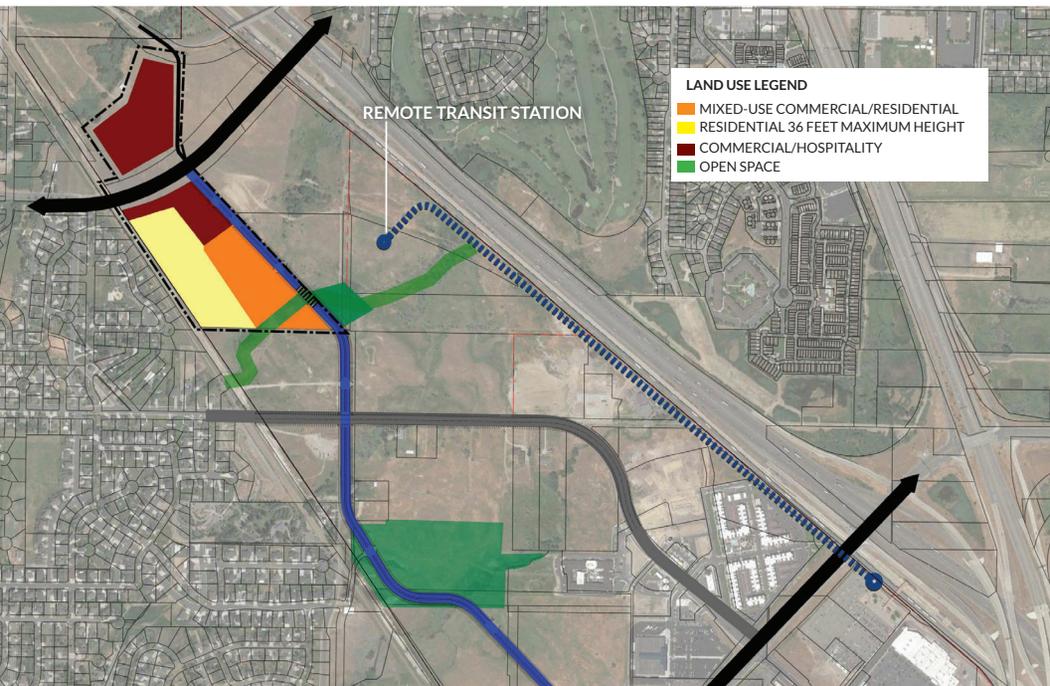


MIXED-USE COMMERCIAL/RESIDENTIAL

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-to-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 life that results from having restaurants, shops, and services in close proximity to Class A Office and complementary to residential development

Residential 36 Feet Maximum Height is intended to establish a buffer adjacent to the D&RG Western Rail Trail and the single family residence properties to the west. Creating a transitional Residential offering maintains a proportionate scale to the existing neighborhood while adding additional long-term residents to the District.

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LAND-USE PLAN

LAND USE DEVELOPMENT PARAMETERS

1. Building Heights by Land Use Area:

- Commercial/Hospitality: Per Farmington Zoning, Title 11, Chapter 18
- Mixed-Use Commercial/Residential: Per Farmington Zoning, Title 11, Chapter 18
- Residential (Townhome/Condominium): 36 feet maximum height

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:

- Residential 36' Maximum Height: 1.6 parking stalls per unit and .25 guest stalls per unit
- 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

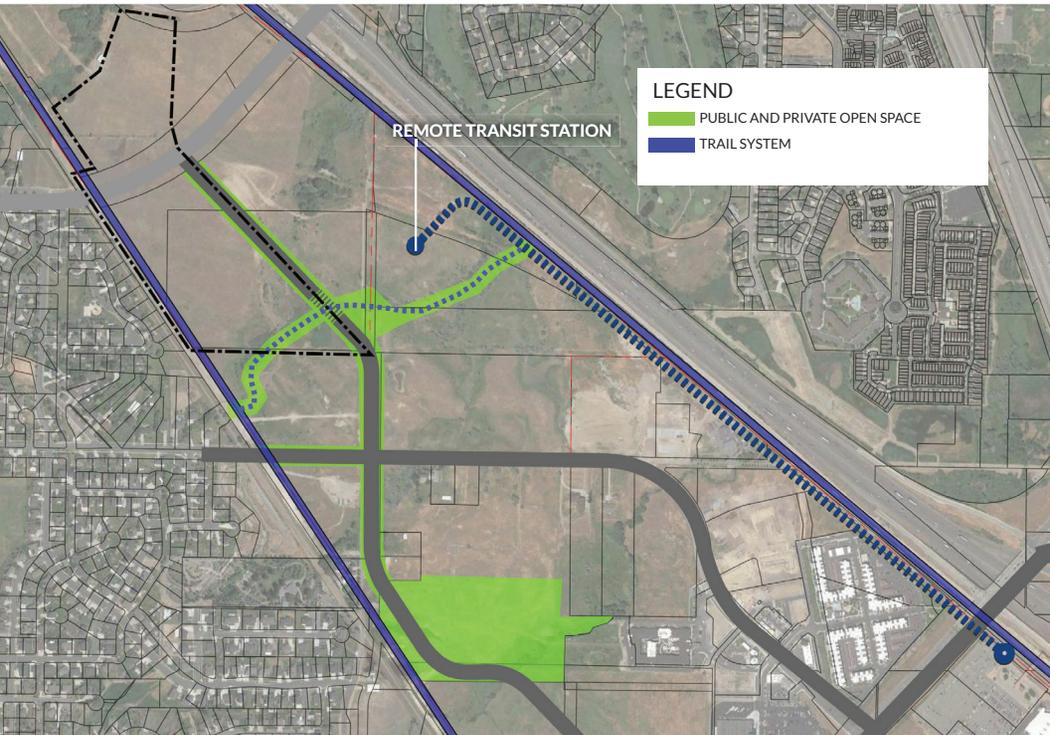
The City's Mixed-Use Ordinance Chapter 18 further defines the parking requirements for Transit Oriented Development, and minimizes the parking rate Transit Oriented Development based on proximity to the Transit Station. With the inclusion of the proposed location of the Remote Transit Station on this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

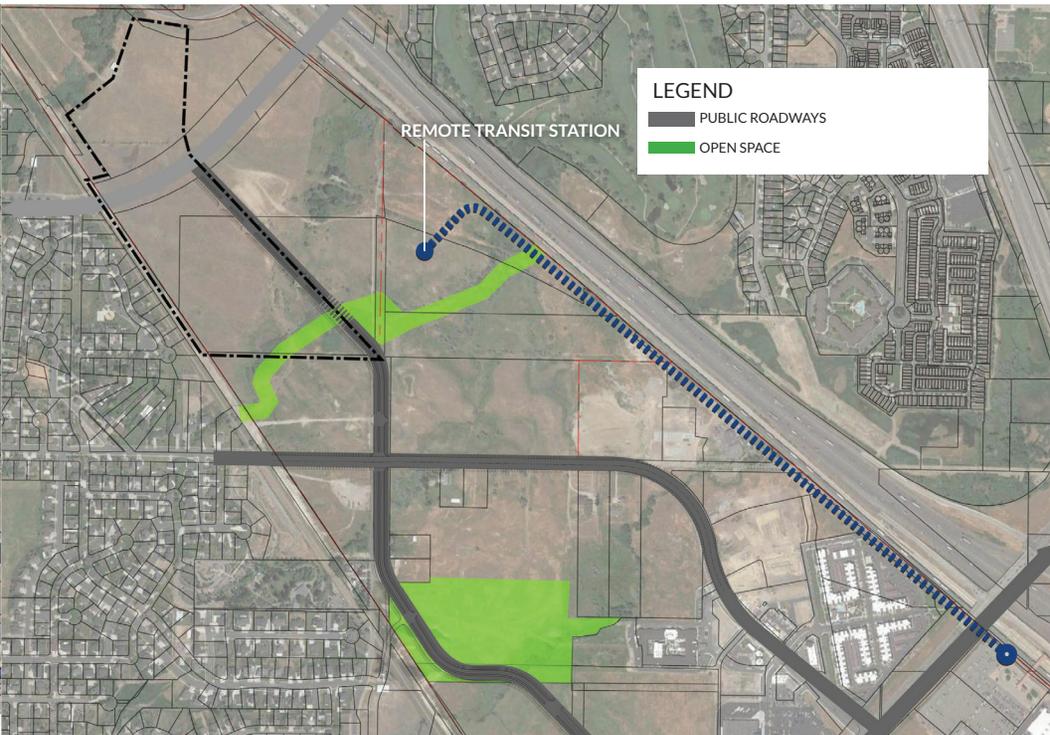
It is important to have the right amount of parking for the uses within the PMP. Proper planning should preclude both not enough parking as well as too much parking. The Zoning Ordinance provides for reductions based on shared parking analysis that may be implemented in order to take advantage of complementary 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

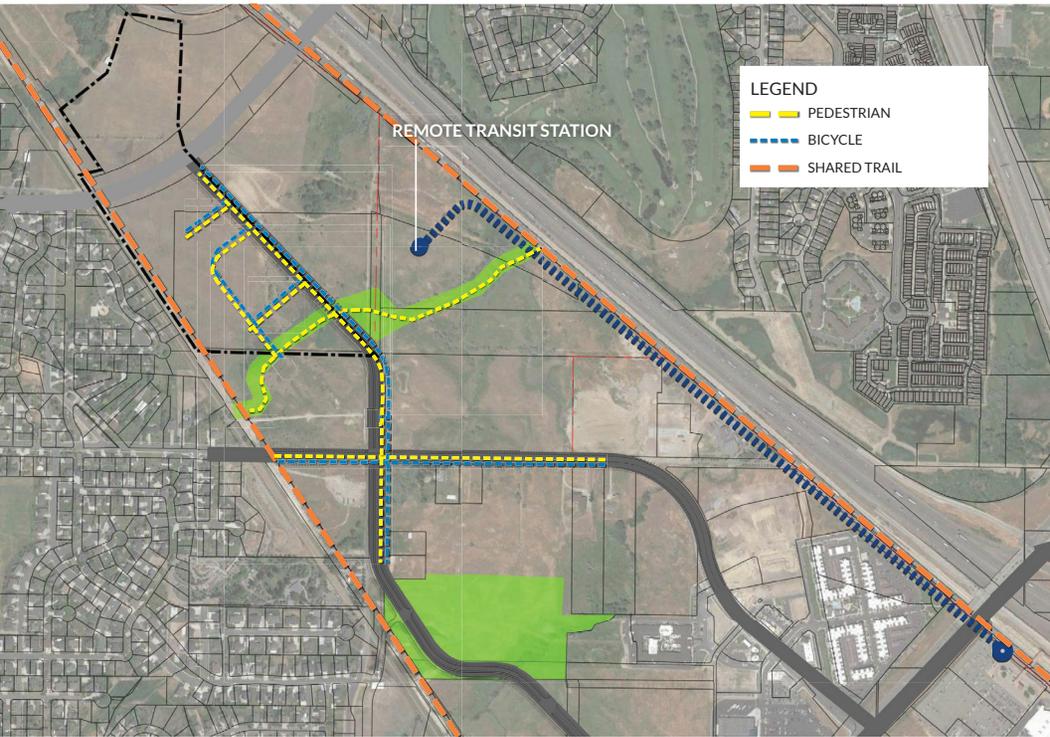
The existing conditions of the PMP area are primarily that of properties that have been under the ownership of multiple owners over the years. The property is now vacant; however, in years past, the usable portions have been utilized for both farming and pasturing. In addition to the "usable land", Shepard 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. 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



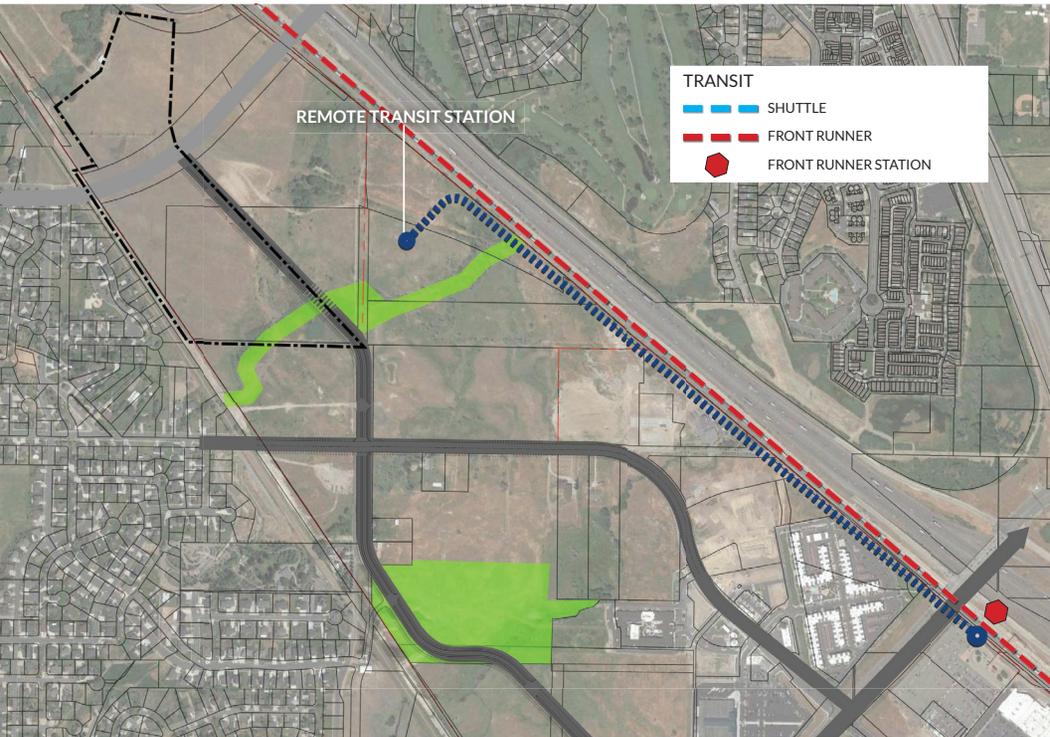
ON-SITE AUTOMOBILE CIRCULATION



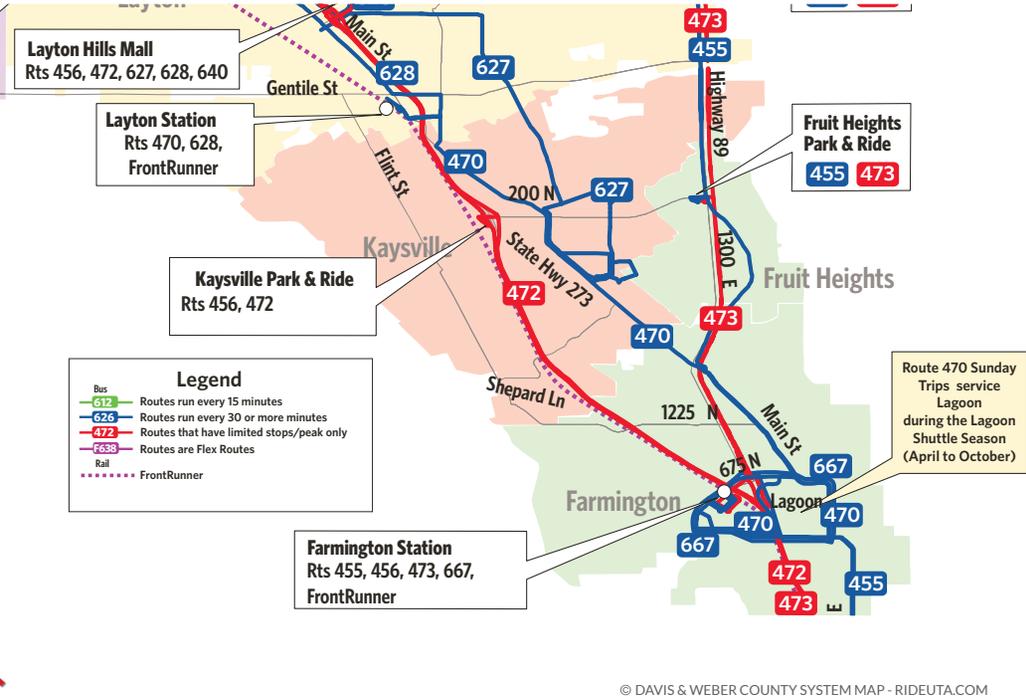
PEDESTRIAN AND BICYCLE CIRCULATION

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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 29-acre PMP area extends from Haight Creek and the existing Shepard Creek right-of-way bounded by primarily Haight Creek at the north, the future Commerce Drive on the east, OMU zoned property to the south, and the Denver & Rio Grande Western Trail to 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 property that has been rezoned as OMU and allowing the implementation of a development pattern that is consistent with the direction of Farmington City's General Plan, along with open space adjacent to Haight Creek and Shepard Lane which is largely open space and greenbelt.

EAST EDGE

The east boundary of the PMP is defined by the future arterial road currently known as Commerce Drive. The property to the east of Commerce Drive has been rezoned as OMU and allowing the implementation of a development pattern that is consistent with the direction of Farmington City's General Plan.

SOUTH EDGE

The south boundary of the PMP is contiguous with vacant property owned by Millennium Real Estates Holdings LLC which zoned as OMU.

WEST EDGE

The West boundary of the PMP is defined by the Denver & Rio Grande Western Rail trail along with developed single-family homes to the west of the trail. In order to establish compatibility with this neighborhood, a scaled development buffer consisting of residential (36 maximum height) development and open space provides a transition between the existing single-family neighborhood to the west and the mixed-use commercial/residential uses to the east.

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 may serve (in part) the area of this PMP.*
- *Extension of the Central Davis sanitary sewer system, which may 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.

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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*, 10th 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.

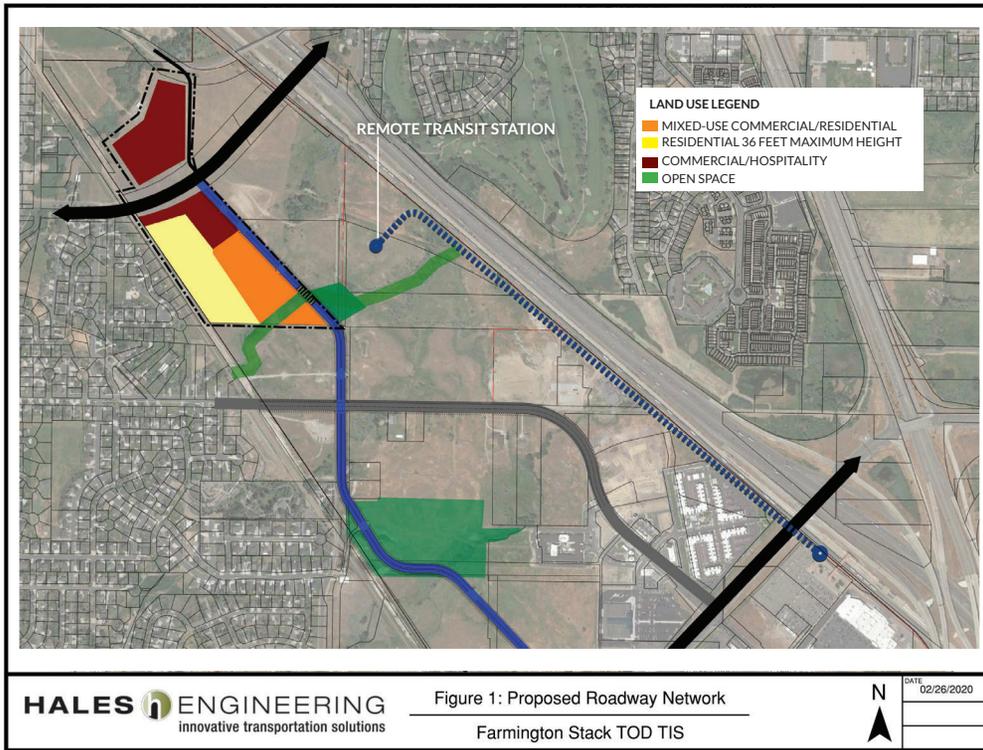
Internal Capture

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.



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PRELIMINARY TRANSPORTATION ANALYSIS



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.

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



STORM DRAIN

STORM WATER:

Stormwater for the project will be separated into 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 overall drainage area 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.

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 and Residential 36 Feet Maximum areas of the Land Use Plan
- The Building Height requirements are to be as follows:
 - Residential - Maximum height 36 feet
 - Mixed-Use Commercial/Residential – Per Farmington Zoning, Title 11, Chapter 18
- Regulating Plan Modification.

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Planning Commission Staff Report June 25, 2020

Item 5a: Pace Driveway Width Special Exception

Public Hearing:	Yes
Application No.:	M-4-20
Property Address:	141 S Bonanza Rd
General Plan Designation:	RRD (Rural Residential Density)
Zoning Designation:	AE (Agricultural Estates)
Area:	0.93 acre
Number of Lots:	1
Property Owner:	Tim and Jenny Pace

Request: *Applicant is requesting to exceed the minimum driveway width allowed by 11-32-060 for a circular driveway at their home.*

Background Information

The applicant requests two curb cuts for a circular driveway totaling 41 feet 4 inches (20 feet 8 inches each). The City's ordinance states, "On lots with at least the minimum width required in the zone, one additional driveway may be permitted providing that the sum of the width of both driveways does not exceed the maximum widths specified in subsection A1 of this section". The parcel width is 106 feet which allows one additional driveway per the ordinance. However, the sum of both driveways exceeds 30 feet, therefore the applicant requests a special exception, to increase the width by 10 feet.

A major concern with widening a driveway is pedestrian safety: the wider the driveway the longer distance a pedestrian has to traverse, creating a larger conflict area between an automobile backing out and a pedestrian. In this case, the two driveways are separated by 49 feet creating a significant refuge between the two driveways. Another significant concern is largely aesthetic. Single-family residential neighborhoods typically have roadway side treatments that include curb, gutter, sidewalk and park strip. If larger driveways become too pervasive, the character of the neighborhood often changes. In this case, there is ample park strip not only on this lot but in the surrounding neighborhood as well.

Regarding the Special Exception, the 11-3-045 states; "Purpose: A special exception is an activity or use incidental to or in addition to a principal use permitted in a zoning district; or an adjustment to a fixed dimension standard permitted as an exception to the requirements of this title; or a transfer of development right (TDR), or rights, established because of blight which results in an additional lot, or lots, or a dwelling unit, or units; or an adaptive reuse of a building or structure eligible, or that may be

eligible, for the National Register of Historic Places so long as the adaptive reuse does not compromise such eligibility. A special exception has less potential impact than a conditional use but still requires careful review of such factors as location, design, configuration and/or impacts to determine the desirability of authorizing its establishment on any given site. This section sets forth procedures for considering and approving special exceptions to the provisions of this title.”

Suggested Motion:

Move that the Planning Commission approve a special exception allowing an extension of an existing driveway and associated curb cut up to an additional eleven (11) feet, subject to all applicable Farmington City ordinances and development standards and the following conditions

1. The applicant shall obtain a Farmington City Excavation Permit prior to construction.
2. The circular driveway shall be no less than six feet from any side property line and demonstrate this requirement on the site plan.

Findings for approval:

1. The proposed driveway extension does not significantly increase safety issues.
2. There is a driveway adjacent to the proposed driveway however; there will be a significant refuge available for pedestrians between the driveways along this street.
3. Park strips are present in this neighborhood and the proposed extension would not significantly affect the current roadway side treatments.
4. The house currently sits on a dead end street allowing the circular driveway will be beneficial as a turn around.

Supplemental Information

1. Vicinity Map
2. Applicants Narrative
3. Site Plan
4. 11-32-060

Applicable Ordinances

1. Title 11, Chapter 10 – Agriculture Zones
2. Title 11, Chapter 32 – Off-street Parking, Loading and Access



Bonanza Road (1690 West)

Bonanza Road (1690 West)

Ranch Road (100 South)

Ranch Road (100 South)

VICINITY MAP

141 S Bonanza Rd



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.



Farmington City

We are applying for a special exception for a larger driveway access.

We would like to pour a circular driveway. Plans and sketches included.

1. When the home was built, the driveway needed to be extra wide and poured deeper to accommodate a fire truck turnaround. The cost to cut and up and repour the curb and driveway to meet current code would add a substantial cost to the landscape project.
2. Our driveway is 140 feet in length. Our current width for the entrance is 20 feet. Backing out vehicles has been a challenge. We have children that play on our dead-end street. We would be adding additional element of safety by adding a circular driveway.
3. The neighbor to the South currently has an access of 56 ½ feet and the neighbor across the street to the West has an access of 32 Feet.
4. We are trying to lower our overall water usage during the summer. Our current plans include elements of xeriscape and adding the driveway would substantially lower our water usage.

We appreciate your time and considerations on this manner.

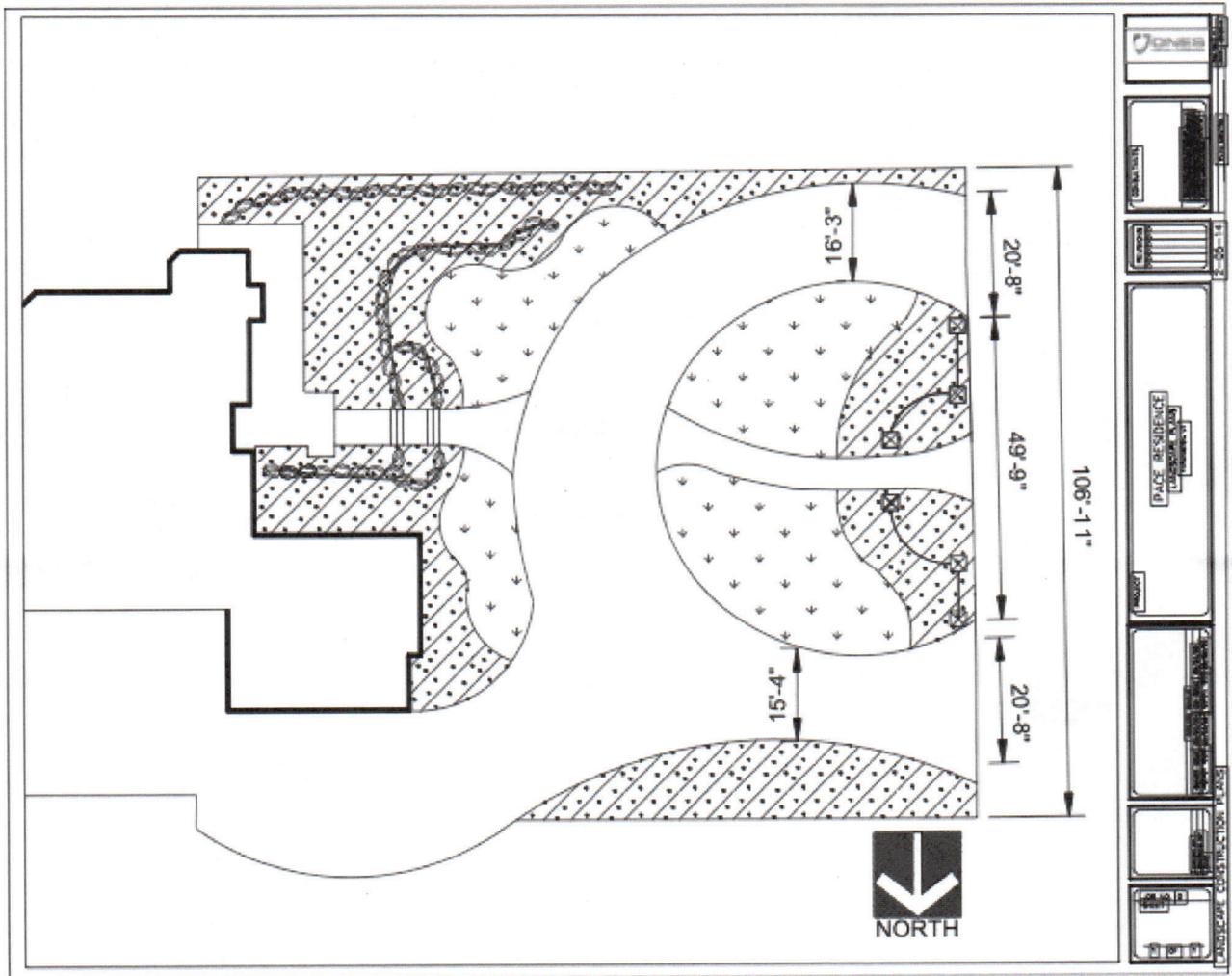
Tim & Jenny Pace.

From: jones custom landscape jlandscape6@gmail.com
Subject: driveway dims
Date: June 10, 2020 at 10:47 AM
To: Jenny Pace Jenny@jennypace.com



Here ya go

Kory Jones
Jones Custom Landscapes
801-866-2359



11-32-060: ACCESS TO OFF STREET PARKING AND LOADING SPACES:

1. Residential driveways shall be not more than twenty feet (20') in width when serving as access to two (2) properly designated spaces, or thirty feet (30') in width when serving as access to three (3) properly designated parking spaces as measured at the front or side corner property line. "Properly designated parking spaces" shall include spaces in a garage, carport or on a parking pad located to the side of a dwelling and not located within the minimum front yard setback. Additional driveway width for access to a rear yard, for more than three (3) properly designated parking spaces, or for multiple-family residential developments, may be reviewed by the planning commission as a conditional use (no fee shall be required). Residential driveways shall be designed at a width which is the minimum necessary to provide adequate access to designated parking spaces. (Ord. 2011-10, 5-17-2011)

2. Not more than one driveway for each separate street frontage shall be permitted on lots occupied by a one-family or two-family dwelling, except under the following circumstances:

a. On lots with at least the minimum width required in the zone, one additional driveway may be permitted providing that the sum of the width of both driveways does not exceed the maximum widths specified in subsection A1 of this section;

b. For lots having at least fifty feet (50') of width in excess of the minimum required width, one additional driveway, not exceeding sixteen feet (16') in width, may be permitted.

3. A maximum of one driveway for each one hundred feet (100') of public street frontage shall be allowed for commercial and industrial uses. Said driveways shall be not more than thirty six feet (36') in width. Minimum widths of driveways shall be not less than sixteen feet (16') for one-way traffic or twenty four feet (24') for two-way traffic. Planter strips designed to separate one-way entering and exiting traffic, which are not less than four feet (4') or more than twelve feet (12') in width, shall not be included in computing the total width of driveways and do not constitute a separation of driveways as regulated by subsection B of this section.

4. Driveways shall not exceed a slope of fourteen percent (14%). (Ord. 2005-51, 10-19-2005)

5. Driveways shall have direct access to a public street for a building lot. Subject to satisfaction of the provisions of section [11-3-045](#) of this title and the grant of a special exception, direct access for a building lot may include access over one adjacent building lot, provided both building lots have full frontage on a public street, an access easement has been recorded acceptable to the city, and the full face of any dwelling unit located on both building lots fronts or is fully exposed to the public street. (Ord. 2014-07, 3-4-2014)

B. Driveway Spacing:

1. Individual driveways or circular driveways on residential lots shall be spaced not less than forty feet (40') apart on the same lot and shall be not less than six feet (6') from side property lines unless otherwise approved by the zoning administrator. (Ord. 2005-11, 4-6-2005)

2. Individual driveways on commercial or industrial developments shall be spaced not less than forty feet (40') apart on the same lot and shall be not less than fifteen feet (15') from side property lines except under the following circumstances:

a. A common driveway serves adjacent land uses;

b. Driveways cannot meet separation standards due to narrow lot frontage;

c. Driveways cannot meet separation standards due to location of existing driveways on adjacent lots; or

d. A professional traffic engineer, after preparing a traffic study, recommends that driveways be located closer to interior lot lines in order to maintain a safe distance from street intersections.

C. Distance From Intersections: No residential driveway shall be located closer than thirty feet (30') to the intersection of two (2) streets. This measurement shall be made from the intersection of the right of way lines of such streets. For commercial uses, industrial uses and apartments with seventeen (17) or more parking spaces, the driveway shall be no closer than forty feet (40') to the intersection of two (2) streets. (Ord. 1994-26, 6-15-1994)