

FARMINGTON CITY  
PLANNING COMMISSION

June 11, 2020

**ELECTRONIC AND IN PERSON MEETING**

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**STUDY SESSION**

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

**Item #5 Miscellaneous, Correspondence, Etc.**

**a. Open House Results**

- a. **Shannon Hansell** presented the feedback from the Open House that was on June 2 to discuss how Commerce Drive and Digital Drive will go through the City, which can be viewed on the City's website.

**b. One lot development proposal**

- a. **John Saltzgeber** who owns property on 1470 South wanted the Planning Commission's input regarding a tri-plex on this property. The Planning Commission looked at proposed ideas and there were no concerns at this time. His next steps will be filing for a Plat Amendment and Special Exception for a possible moderate-income housing unit.

**c. July Schedule**

- a. **Carly Rowe** informed the Planning Commission that we would switch our single meeting from July 16 to hold two meetings; July 9 and Wednesday July 22. We should have at least 5-6 commissioners here on those dates therefore we will have a quorum. **Inger Erickson** will be excused from both meetings and **Larry Steinhorst** will be excused from July 22.

**Item #2 Farmington Station Parkway Preliminary Plat Approval**

**Meagan Booth** said this project previously had a number of townhomes and now reduced to 50 per City Council recommendation. The townhomes will come in separately on a site plan; tonight the review is primarily for Lot 1 and parcel A, and subdividing that lot. After the review from staff, it is recommended to not have the 20-foot trail as emergency/secondary access. The road will be constructed to the property line and the utilities will be extended as well. There will have a fire turnaround and public works will have access for a turnaround as well. We will have to modify the motion to have an exception for secondary access added (#6). The developer worked with the property owner and the crash gate is up in the air. COVID-19 did affect this development, there were previously going to be two hotels and an office building. At this time, that is future development. **Dave Petersen** said Brighton Homes has over 24 units and they had that secondary access on the hotel side. **Greg Wall** asked if the hotel will go in eventually, **Meagan Booth** said the use is allowed but the zoning designation does help.

**Item #3 and #4 Project Master Plan for STACK Real Estate Development Agreement and Rezone of 36.5 acres.**

**Dave Petersen** gave a preview of this item and the location near the freeway. They are looking to rezone three of the parcels from A to OMU, which is consistent with our Master Plan. They are also asking for flexibility via section 140 in the event if they need to deviate from the standards.

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**REGULAR SESSION**

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

**Chairperson Roger Child opened the meeting at 7:03 PM.**

### **Item #1 City Council Report**

The three items discussed at the last Planning Commission; Meadows at City Park Phase 3, Farmington Station II and Farmington Station Center gained approval via recommendation from the Planning Commission. The Community Development Department also had two plat amendments and two cash bonds that went before the City Council in a Summary Action list. Lastly, the Mountain Bike trail "The Farm" received the grant that was applied for.

### **SUBDIVISION**

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

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

**Taylor Spendlove** (Brighton Homes) did not have anything to add to what staff presented. **Greg Wall** asked a question regarding the crash gate on this property; they have communicated with neighbors nearby and are still considering that as a possibility. There is an access easement on the west property boundary. In agreement with staff, the 20-foot trail would not work as an option. **Greg Wall** questioned what the timeframe is for a pioneer agreement; **Dave Petersen** replied that the times vary.

### **MOTION**

**Rulon Homer** made a motion to move that the Planning Commission approve the Preliminary Plat and exception for the Farmington Station Parkway Subdivision subject to all applicable Farmington City development standards and ordinances and the following conditions:

1. The developer will need to dedicate the right of way and all utilities will need to be stubbed to the west property line.
2. The developer must address the need for secondary access through a special exception or other means.
3. The developer will need to construct the road to the west property line, which may include an agreement with the city.
4. The applicant must obtain a flood control permit from the county.
5. All outstanding DRC Comments must be addressed.
6. The City Council must approve an exception to the City dead-end street standards to allow the developer to construct up to 50 dwelling units on the east to west street as shown on the preliminary plat.

**Russ Workman** seconded the motion, which was unanimously approved.

Findings for Approval:

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

**PROJECT MASTER PLAN/ZONE CHANGE APPLICATIONS**

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

**#4 STACK Real Estate (Public Hearing) – Applicant is requesting a recommendation for zoning map approval of approximately 36.5 acres of property in the vicinity of Spring Creek between 1525 West and I-15 from A (Agriculture) to OMU (Office Mixed Use) and OS (Open Space) (Z-2-20)**

Agenda items 3 and 4 are inter-related and it is proposed that staff present these items together and the Planning Commission account for the same in one public hearing. Moreover, the background information in this staff report, the findings, and the supplementary information are all relevant to each item; therefore, it is further proposed that the Commission consider the two requests in separate motions, but that the same findings are established for each item.

**Russ Workman** removed himself from the vote and discussion due to personal interest in the proposed development.

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

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

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

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

STACK Real Estate representatives **Andrew Bybee, Nathan Ricks and Trevor Evans** (2801 N Thanksgiving Way, Lehi UT) presented some previous work that they have done along the Wasatch front, indicating that they specialize in Class-A Urban buildings. **Andrew Bybee** mentioned that when they look for property to develop, they look for *SMART* communities, which includes Sustainable, Mixed Use, Attractive, Realistic and Transit-oriented development. They also want to ensure that the office is appealing to both tenants and the community. In Farmington along I-15, they have a blank canvas and have the chance to get the area just right. Depending on the office use, they can fit 4 to 8 office buildings in this area.

**Greg Wall** asked under section 140, if there is any provision that would require any commercial uses before residential. **Andrew Bybee** replied, with the uncertainty right now it is hard to make the decision but their hope is that offices come back sooner rather than later. He goes on to answer that the market will decide which comes first. **Alex Leeman** adds on in paragraph b, there is a ratio for office to residential. He understands that there is a possibility that changes. **Greg Wall** also asked if the buildout is projected through 2049, and if there is any expectation to have that done beforehand. **Andrew Bybee** answered that if the market is right then there is a possibility. The infrastructure build is about 12-24 months out at this point per **Andrew Bybee** and ready to market at that time.

**Greg Wall** questioned private roads and what/if any will be dedicated to the City. **Brigham Mellor** answered with results from the Commerce Drive open house, he indicated how much of a need this infrastructure is, if this road is not here, those getting off the West Davis Corridor, and the Shepard Interchange will go through the residential roads. Residents are concerned about the high school students but once WDC is in, it will also be traffic for holiday season to Station Park and for the new development. Typically, the City relies on developers to put those roads in and then they turn them over to the City as a dedicated road. **Roger Child** asked what the top projects would be on this, **Brigham Mellor** noted Digital Drive (2-lane/1 each way with on street parking) and Commerce Drive (4-lane/2 each way with on street parking), with Commerce Drive having the top priority for the City. **Greg Wall** questioned within the *SMART* concept that STACK applies, what the “sustainable” aspect would be for this, **Andrew Bybee** broke it down to sustainable construction and/or development, which includes mixed use and the transit portions of *SMART*. If they build a community where people can live, work, and play – it reduces emissions and reduces traffic on the roads in most cases. It saves water, landscape, utilities, sewer and power as well. On the remote shuttle to connect to Frontrunner, **Greg Wall** asked if any research has happened for this. **Andrew Bybee** along with staff has done research to know it is possible but not set at this point.

**Inger Erickson** brought up the issues where offices are not being used as much and work-at-home is becoming more of a normality, she asked what can we do as a City to make sure enough research is done before development happens? **Alex Leeman** said this is an interesting issue at this time; we cannot base what is going on in today’s world, what will happen in 3-4 years. He said the City has invested and we have only so much open space left; we have to encourage the right options in these areas. **Andrew Bybee** also replied that they do not take this development lightly, and they were supposed to meet with us in March, prior to COVID-19. He goes on to say that, this is a great location with a transit hub and that this is an ideal location. They also look at the economic asset of the residents in the area. **Alex Leeman** replies to **Inger Erickson** and said those are great issues and questions, however if you are uncertain about office, do not title it “office”. Our mind(s) should shift to want residential in the area. **Inger Erickson** asked why not residential in the area. **Alex Leeman** said financial and tax base is one item, commercial will help balance that for the City. The other item is the road infrastructure; no City has the type of road Commerce Drive will be, in their residential areas. **Alex Leeman** states that he remembers a few years ago with UDOT, saying they need to put another freeway in; people were upset about it. Having an office park here will allow more people to work in the area and then decrease those on the freeway. We have want a community where they are not solely half-acre homes; there is a need to have a diverse and sustainable community where businesses can succeed also. **Dave Petersen** stated that our population is projected going to double in the future and we are working towards building for our future citizens.

**Roger Child opened the Public Hearing at 8:29 PM.**

**(Zoom) Kyle Stowell** (1764 W Burke Lane) said that in 2011 when this area was rezoned that they would do tiered approach to building heights to transition from single-family homes, to medium density, to high density. He also mentioned that with previous earthquakes, the land has shifted. He asked if there could be a limit on building heights and questioned if, we should put this on hold until we hear the PMP West agenda item.

**(Zoom) Lori Conover** (469 Quail Run Road) asked if the residents and/or City officials would have a say in the final look of the buildings, since Farmington has a different “feel” to the community rather than the developer’s previous projects in Lehi. She stated that she is confident that most of Farmington does not want black glass buildings, rather some office buildings with Farmington Rock.

**(Zoom) Ben Rollins** (908 Lands’ End) lived in Lehi he stated, and is residing in Farmington now. He said we are missing a “Downtown Davis” community and missing a gravity to pull companies into the town to give those residents the option avoid commuting. He said in Lehi, he did not like driving around so much to go get lunch for example, he asked if this would be envisioned as a downtown Davis community and how can this project avoid multiple parking lots and have a more walk-able community?

**(Zoom and Email) Heidi Herron** (926 N 1875 W) asked what the minimal building height is, and does not want it to restrict on the residential. She had also emailed some concerns that will be included in the record.

**Roger Child closed the Public Hearing at 8:40 PM.**

**Dave Petersen** answered the questions as a whole. Why we are not doing the east and west as one is because this is a lot of land. In the PMP East, there are 93.40 acres, and in the PMP West, there is 49.4 acres that we are considering, the next PMP (west) agenda item will happen, on our next meeting. The developer has entitlements to do six stories in the OMU zone, as we looked along I-15, that the railroad abutment is so high that the appearance over the top of the freeway would look like 2 to 3 story buildings. The City will look at the buildings for final approval and we will review the building designs with SPARC (Site Plan and Architect Review Committee). The hope is to get a Farmington look, something that will be timeless to the City. **Dave Petersen** also replied to the Farmington slide earthquake question, he said it starts at Smiths and stretches to most of the Farmington Ranches, the Bay, and to 400 W in the east. It comes close to 2/3 of the community.

**Andrew Bybee** said he wanted to provide a balance of what the community wants to see and also what tenants want to lease; they want natural light and large windows because it will increase productivity and it is refreshing. He said that **Ben Rollins** nailed the “Downtown Davis County” concept; they want to apply a SMART development here in Farmington. Looking at development needs to be multiple components, not just retail, office or residential. Their goal is to have people love the area and want to be here. **Andrew Bybee** said the idea here is not to create a Lehi parking lot feel (drive-in and drive-out); it has to provide a walk-able community that includes scooters and bikes.

**Alex Leeman** said he has two concerns at this time; his first concern is that he expected to see this, as a whole instead of East and West. The long-standing concern was the transitioning from homes to office; he asked if there is only one residential developer on this project? He also asked how we could tie these together. Can we condition the approval on the approval of the PMP West? **Dave Petersen** said that is a great thought and that we could see the PMP West beforehand. **Brigham Mellor** spoke on the advantage for their request on residential, he said if the developer wants any residential, we still have the ability to leverage their request for any criteria that is requested. The City has the ability to do a trade-off. Any residential right now is non-existent. **Alex Leeman** said he has hardly any concern on the office-uses and the buildings near the freeway, but it is important to him, to have the western frontage protected. He wants to ensure that we have adequate trades to have the appropriate heights.

**Andrew Bybee** notes that on the West portion of the development, the height along the DRG&W is limited to 36 feet in height that would be the buffer zone. There will be an existing 50 feet no build zone with the natural gas easement,

**Doug Thimm** (architect) said, an additional 200 feet after the Rio Grande Trail. **Alex Leeman** said his second concern is he would like to see these two intertwined and under section 140 of our Development Agreements, it is supposed to include “*proposed uses and intensity of uses*”. In this case, the terminology of uses that are allowed, are not included in the PMP. **Dave Petersen** said we could consult with **Todd Godfrey**, City Attorney, on that paragraph that **Alex Leeman** is questioning. Lastly, **Greg Wall** asked **Dave Petersen** if there are plans for restaurants, and **Dave Petersen** replied yes, there is possibility for 135,000+ square feet of retail use such as restaurants, drive thru options and a possible grocer. **Roger Child** said that he thinks it is important to keep things moving because we cannot ignore the fact that this area will be developed. He said he was asked to participate in a survey over 20 years ago, that asked how they want West Farmington to look, and he applauds the City for always looking towards the future.

## MOTION

### Project Master Plan/Development Agreement

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

**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 and that the applicant shall incorporate any comments from the City’s Development Review Committee (DRC), Site Plan and Architectural Review Committee (SPARC), and the City Attorney. Subject to the condition that this approval is conditioned upon a subsequent PMP for the North Farmington Station West Project Master Plan.

**Larry Steinhorst** seconded the motion, which was unanimously approved.

### Zoning Map Amendment

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

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

**Larry Steinhorst** seconded the motion, which was unanimously approved.

### Findings for Approval:

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

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

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

10. The fine-grained mixture of uses proposed in the North Farmington Station East Project Master Plan creates an office park that is unique to the State of Utah and will create a vibrant employment base for Davis County that fosters a live/work/play environment.
11. The proposed North Farmington Station East Project Master Plan will help to diversify and balance the City's tax structure through expanding its commercial property tax base, instead of relying too heavily on residential property and commercial sales tax.
12. The proposed PMP, development agreement, and the zone change are 1) reasonably necessary, 2) in the public interest, and 3) consistent with the city general plan and in harmony with the objectives and purpose of the zoning ordinance.

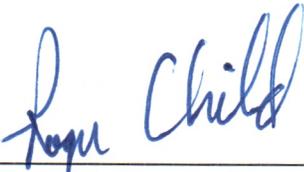
#### **OTHER BUSINESS**

##### **Item #5 Miscellaneous, Correspondence, Etc.**

1. This was discussed during the study session.

#### **ADJOURNMENT**

**Larry Steinhorst** made a motion to adjourn at 9:14 PM. **Alex Leeman** seconded the motion, which was unanimously approved.



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Roger Child, Planning Commission Chair



Discussion item b (2)





# Item 3+4



Carly Rowe <crowe@farmington.utah.gov>

## PMP For Stack Real Estate

2 messages

heidi herron <hjherron@yahoo.com>

Thu, Jun 11, 2020 at 11:40 AM

Reply-To: heidi herron <hjherron@yahoo.com>

To: "rchild@farmington.utah.gov" <rchild@farmington.utah.gov>, "aleeman@farmington.utah.gov" <aleeman@farmington.utah.gov>, "rhommer@farmington.utah.gov" <rhommer@farmington.utah.gov>, "rworkman@farmington.utah.gov" <rworkman@farmington.utah.gov>, "mplaizier@farmington.utah.gov" <mplaizier@farmington.utah.gov>, "gwall@farmington.utah.gov" <gwall@farmington.utah.gov>, "lsteinhorst@farmington.utah.gov" <lsteinhorst@farmington.utah.gov>, "ierickson@farmington.utah.gov" <ierickson@farmington.utah.gov>, "crowe@farmington.utah.gov" <crowe@farmington.utah.gov>

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

Dear Farmington Planning Commission:

I am hoping to attend the meeting tonight, but currently my schedule isn't allowing for it, so I wanted to send my comments and questions through e-mail in case I am not able to make it. Also, on your agenda it states it is an application and doesn't state it is a public hearing for agenda items 3&4, so I am not sure my comments would be heard anyway. (correct me if I am wrong on that)

On your agenda item #4, rezone of the Agricultural, while I, along with most residents would love to have open farms and fields, I am realistic enough to know that won't happen, and the agricultural zone they are discussing is boxed in by OMU and is the best place for the office buildings (closer to the freeway), so that rezone makes sense.

In regards to agenda item #3, the master plan. I am trying to determine what exactly is being asked for in this application. I understand they want approval of their PMP, but what exactly are you approving? They have OMU already, so are they asking for approval of the mixed/residential? If so, and you give it now, does that take away any discussion over heights, spacing, capacity, appearance...etc? Are we giving them residential and getting no concessions in return? Page 30 of their application appears as though it is addressing the Section 140 restrictions. Will approving this PMP application take away public comments and city approval for those Section 140 restrictions if this is approved?

With the Section 140 provisions it gives the city the ability to deviate from OMU and approve residential, but usually when that is done, it is with more specific definitions or a more specific proposal of what exactly is being built. On page 10 of their proposal it shows Mixed-Use Commercial/Residential as 3 stories minimum. If approving this application means that provision is approved then I am firmly opposed to this application. The class A offices being set at a minimum of 5 stories I feel is way too high and the Mixed-Use Commercial/Residential as 3 stories minimum is way too high (as minimums). Having a 5 story building by the freeway is livable, but requiring them to be **at least** that high is a lot. Same thing with the Mixed-Use Commercial/Residential as 3 stories minimum is really high and restricts the layout and appearance of these units. I don't see a need in the middle of this OMU area for a minimum height on any of the buildings. I understand the city wants taller buildings by the freeway, and the developer does too, so a minimum of 3 stories there is reasonable, but 5 stories is really high and might not be doable depending on the market. If 5 stories aren't a feasible option for the developer, the middle ground with 3 stories will become the more desirable place to build and we won't get our office buildings by the freeway anytime soon. The goal, as residents (I believe) is the same things we have been asking for since this was zoned OMU, a tiered approach with a buffer between single family homes and this business park.

In regards to that I don't see a problem with the overall map layout, it is the details that have me concerned (although I am curious what exactly hospitality consists of since the definition was broad ranging from hotels to storage units). I think overall the map/layout works towards the residents desires, but the details are where I feel it falls short.

Sorry that was somewhat long winded, essentially my objections to the specifics of the proposal are as follows:

Based on the Section 140 petition on page 30 of their proposal:

Residential Use as shown in the Mixed-Use Commercial/Residential area of the Land Use Plan : in general yes, but details on the actual development heights, density and appearance should be the ultimate determining factor/approver. Also we have enough large townhome buildings and there is nothing in this language (that I can see) that prevents another large townhome development being the only thing going in there and not any office buildings.

The Building Height requirements are to be as follows: • Interstate 15 Frontage/Class A Office – Minimum Height of 5 stories - Too tall as a minimum and you run the risk of it never getting developed or taking so long it undermines the intent of bringing them in. Without a market for these large office buildings there is nothing to prevent them building smaller ones in the other areas that have lower minimums. I would ask this be lowered to 3 stories.

• Mixed-Use Commercial/Residential – Minimum Height of 3 stories. - a lot of our developments, both existing and going in have a blend of 2 story and 3 story townhomes and they look good and fit the market/area. This eliminates the ability for that blend and leaves only 3 story townhomes/apartments. Density, and height should be discussed on a per project basis and no minimum for this area should be set. It isn't by the freeway and doesn't need to be visible to draw people in, so why have the minimum requirement at all? I would ask this be removed.

The Building Siting Requirements are to be as follows: • Interstate 15 Frontage will have NO REQUIREMENT for RBR • - I am not positive I understand what they mean by this. Are they talking billboards/signage? If so, we had a lot of discussion as a city/community regarding signage and billboards for Station Park, I feel the same discussions should be had in regards to this. A "No requirement" statement is REALLY broad and not something I feel should be included in this plan. Also, if it is signage is there anything that restricts signage without the buildings (will our view without the buildings being built be a row of billboards?). If I am misunderstanding this provision, I apologize.

The Open Space Requirements are to be as follows: • Interstate 15 Frontage will require 10% Open space, which includes the Legacy Trail/Bus shuttle lane width. - no issues with this.

Lastly, this proposal doesn't seem to address the land west of theirs, which is in between this proposal and the existing single family homes west of the DR&G trail. Does this proposal change that (which is currently just OMU I believe). Are there more defined plans for that area, or not at this time?

Thank you for your time.

Heidi Herron

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David Petersen <dpetersen@farmington.utah.gov>

Thu, Jun 11, 2020 at 1:52 PM

To: Meagan Booth <mbooth@farmington.utah.gov>, Shannon Hansell <shansell@farmington.utah.gov>, Carly Rowe <crowe@farmington.utah.gov>

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