

**FARMINGTON CITY
PLANNING COMMISSION
JULY 13, 2020
SPECIAL ELECTRONIC MEETING**

Present: Commissioners, Vice Chairman Alex Leeman, Rulon Homer, Larry Steinhorst, Greg Wall, and Mike Plaizier. Staff: Community Development Director David Petersen, Mayor Talbot, City Manager Shane Pace, City Attorney Todd Godfrey, Associate City Planner Meagan Booth, City Engineer/Asst. City Manager Chad Boshell, and Economic Director/Asst. City Manager Brigham Mellor. Excused: Commissioners, Chairman Roger Child, Russ Workman and Inger Erickson. Staff: Planning/GIS Specialist Shannon Hansell.

Vice Chairman Alex Leeman opened the meeting at 5:33 PM.

PROJECT MASTER PLAN APPLICATION

1. STACK Real Estate – Applicant is requesting a recommendation for approval for the North Farmington Station Project Master Plan (PMP) a mixed-use development, and accompanying development agreement, encompassing approximately 142.79 acres north of the vicinity of Burke Lane, west of I-15, east of the D.&R.G.W., and south of Haight Creek (PMP-2-20)

David Petersen explained how the Planning Commission's suggestions were able fit into the Development Agreement. First, he explained that this type of agreement is to include that it is effective on the date that the developer acquires title on the parcels, since the developer does not own it yet, and is valid for 30 years from that date. Concerning building height, maximum building height to be regulated per the zoning ordinance and the PMP (i.e. the maximum building height along I-15 is to be 5 stories and in some residential areas, 3 stories and/or 36-foot-high). Lastly, to build to an Energy Star and ASHRAE standard. **Greg Wall** asked about three-acre to one-acre ratio (business to residential); **David Petersen** said our control is on the entitlement when they obtain the residential. **David Petersen** included that we will want to add three conditions adding language for in field, modify from triple-net to full-service and let **Brigham Mellor**, Economic Director decide which sub-market best matches our City. **Alex Leeman** said if the developer were to put in an office in when the market is in the same demand as they were in the first quarter of this year; then it would be okay to use that rate, per the Collier's Report; since COVID-19 took a toll on office markets for a large portion of 2020. He would prefer to tie it to a specific quarter instead of indicating a dollar amount.

MOTION

Greg Wall 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 1) incorporate any comments from the City's Development Review Committee (DRC), Site Plan and Architectural Review Committee (SPARC), and the City Attorney; and 2) the City Council shall rezone an acceptable amount of property abutting the center line of Spring Creek to OS (Open Space). 3) The Development Agreement shall be amended as set forth in the modified documents, with findings as listed.

Rulon Homer seconded the motion, which was unanimously approved.

Findings for approval (no particular order)

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 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 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.
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 mixed-use development begins with taller buildings next to I-15, then the height of the buildings steps down to lower density development near the D&RGW Trail—creating a lesser impact on single-family residential areas to the west.
7. 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.
8. 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.
9. 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.
10. The proposed North Farmington Station 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.
11. The proposed North Farmington Station Project Master Plan balances residential and retail, supporting the primary office use, which is the overarching intent of the OMU zone.
12. The fine-grained mixture of uses proposed in the North Farmington Station 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.
13. The proposed North Farmington Station 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

13. The proposed North Farmington Station 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.
14. 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.

OTHER BUSINESS

- a. The July 22, 2020 meeting will be cancelled and the Commission will resume meetings on August 6, 2020.

ADJOURNMENT

Rulon Homer made a motion to adjourn at 6:10 PM; **Greg Wall** seconded the motion, which was unanimously approved.



Alex Leeman, Planning Commission Vice Chairman