

FARMINGTON CITY
PLANNING COMMISSION

October 29, 2024

PLANNING COMMISSION MEETING NOTICE AND AGENDA
TUESDAY October 29, 2024

Notice is given that Farmington City Planning Commission will hold a regular meeting at City Hall 160 South Main, Farmington, Utah. A work session will be held at **6:30 PM** prior to the **regular session which will begin at 7:00 PM** in the Council Chambers. The link to listen to the regular meeting live and to comment electronically can be found on the Farmington City website at farmington.utah.gov. Any emailed comments for the listed public hearings, should be sent to crowe@farmington.utah.gov by 5 p.m. on the day listed above.

SUBDIVISION / ZONING APPLICATIONS – *public hearings: 1-4*

1. CW Urban – The applicant is requesting a recommendation for a rezone of approximately 15.5 acres of property at approximately 675 South 1525 West from the A and AA zoning districts to the AE (Agriculture Estates) zone together with a recommendation for a Schematic Subdivision Plan and Preliminary PUD (Planned Unit Development) Master Plan for the Farmstead Subdivision consisting of 30 lots.

Items 2 – 4 will likely be discussed as one item, as they are all within the same development, just different aspects.

2. STACK Development – The applicant is requesting a recommendation to consider a Supplemental Development Agreement and Project Master Plan Amendment with Stack Development for property located north of Burke Lane between I-15 and the D&RGW Rail Trail covering approximately 150 acres for Stack Farmington Land, LLC and Wasatch Farmington Holdings, LLC. (PMP-1-24)

3. STACK Development – The applicant is requesting a recommendation to consider a Schematic Subdivision, Project Master Plan, and Concept Site Plan for the Stack R1 subdivision which covers approximately 9 acres at approximately 900 North and Innovator Drive. (S-6-24)

4. STACK Development – The applicant is requesting a recommendation to consider a Schematic Subdivision, Project Master Plan, and Concept Site Plan for the Stack Commercial subdivision which covers approximately 35 acres at approximately 950 North and Innovator Drive. (S-14-24)

OTHER BUSINESS

5. Miscellaneous, correspondence, etc.
    a. Miller Meadows Phase 9 Concept Discussion
    b. Lyon Meadows Development Agreement and Deed Restriction Recommendation
    c. Planning Commission Minutes Approval – 10.03.2024
    d. City Council Report – 10.15.2024
    e. Other

Please Note: Planning Commission applications may be tabled by the Commission if: 1. Additional information is needed in order to act 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.

CERTIFICATE OF POSTING I hereby certify that the above notice and agenda were posted at Farmington City Hall, the State Public Notice website, the city website www.farmington.utah.gov, the Utah Public Notice website at www.utah.gov/pmn on October 24, 2024. Carly Rowe, Planning Secretary

Farmington City
Planning Commission Staff Report
October 29, 2024

Item 1: Zone Change, Schematic Subdivision Plan and Preliminary Planned Unit Development Master Plan - Farmstead

Public Hearing:	Yes
Application No.:	S-13-24
Property Address:	Approximately 675 S 1525 W
General Plan Designation:	RRD (Rural Residential Density) and DR (Develop Restrictions, VL Dens)
Zoning Designation:	AA and A (Agriculture Very Low Density and Agricultural)
Area:	15.50 acres
Lots:	30
Property Owner/Applicant:	CW Group/CW Land – Chase Freebairn

Request: *The applicant is requesting a recommendation for a rezone of approximately 15.5 acres of property at approximately 675 South 1525 West from the A and AA zoning districts to the AE (Agriculture Estates) zone together with a recommendation for a Schematic Subdivision Plan and Preliminary PUD (Planned Unit Development) Master Plan for the Farmstead Subdivision consisting of 30 lots.*

Background Information

The subject property consists of 15.5 acres accessed from 1525 West just north of the West Davis Corridor. It is adjacent to Flatrock Ranch and would be connected to that subdivision by Bareback Way on the west and a new road connection on the east. The property is a remnant from the UDOT construction of the West Davis Corridor, and remains zoned AA and A, which have conventional lot sizes of 10 and 2 acres. The applicant is requesting a zone change to AE, which has a conventional lot size of 1 acre, and alternative lot size of 0.5 acre. The surrounding area is primarily residential with lot sizes averaging around 0.5 to 1 acre. The proposal currently includes 30 lots ranging in size from 0.27 to 0.7 acres.

The schematic subdivision plan and PUD proposal are based on the requested zone of AE. Under the AE lot size of 1 acre and lot width of 100 feet, the conventional yield would be less than 15 lots, while the alternative lot size 0.5 acre and lot width of 100' would yield 24 lots. The applicant is requesting a PUD - which allows up to 20% bonus density - to gain flexibility regarding lot size, width, and setbacks. In exchange for the bonus, the applicant has suggested moderate income housing within a minimum of three residential buildings, another option would be for 2 lots via Transfer of Development Rights (TDR). Prior to review by the City Council, the applicant will need a draft agreement for those options.

According to the Subdivision Ordinance, this project requires rezone approval from the City Council, as well as Council approval for the Preliminary PUD Plan and Schematic Plan.

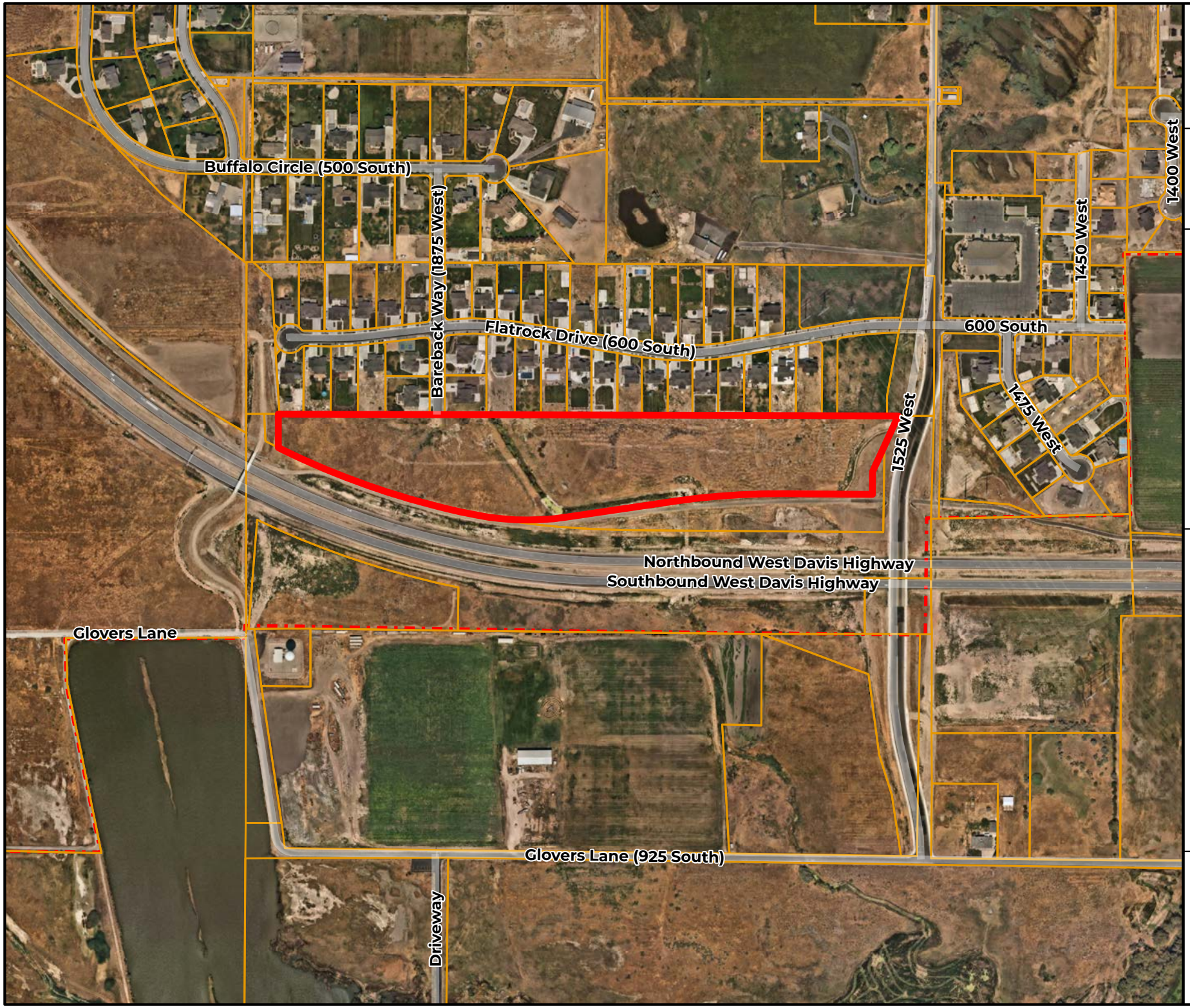
Suggested Motion

Move that the Planning Commission recommend approval to the City Council to rezone 15.5 acres from AA and A to AE; as well as recommend that the Council approves the Preliminary PUD Master Plan and Schematic Subdivision Plan, subject to all applicable Farmington City development standards and ordinances, and the following condition:

1. The applicant will provide a plan detailing their strategy to compensate for bonus density provided by the PUD process, including Moderate Income Housing.

Supplemental Information

1. Vicinity map
2. Vicinity Map with existing zoning
3. Alternative Lot Size yield plan
4. Subdivision Schematic Plan
5. Example Elevations
6. UDOT Sound Wall Options



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.

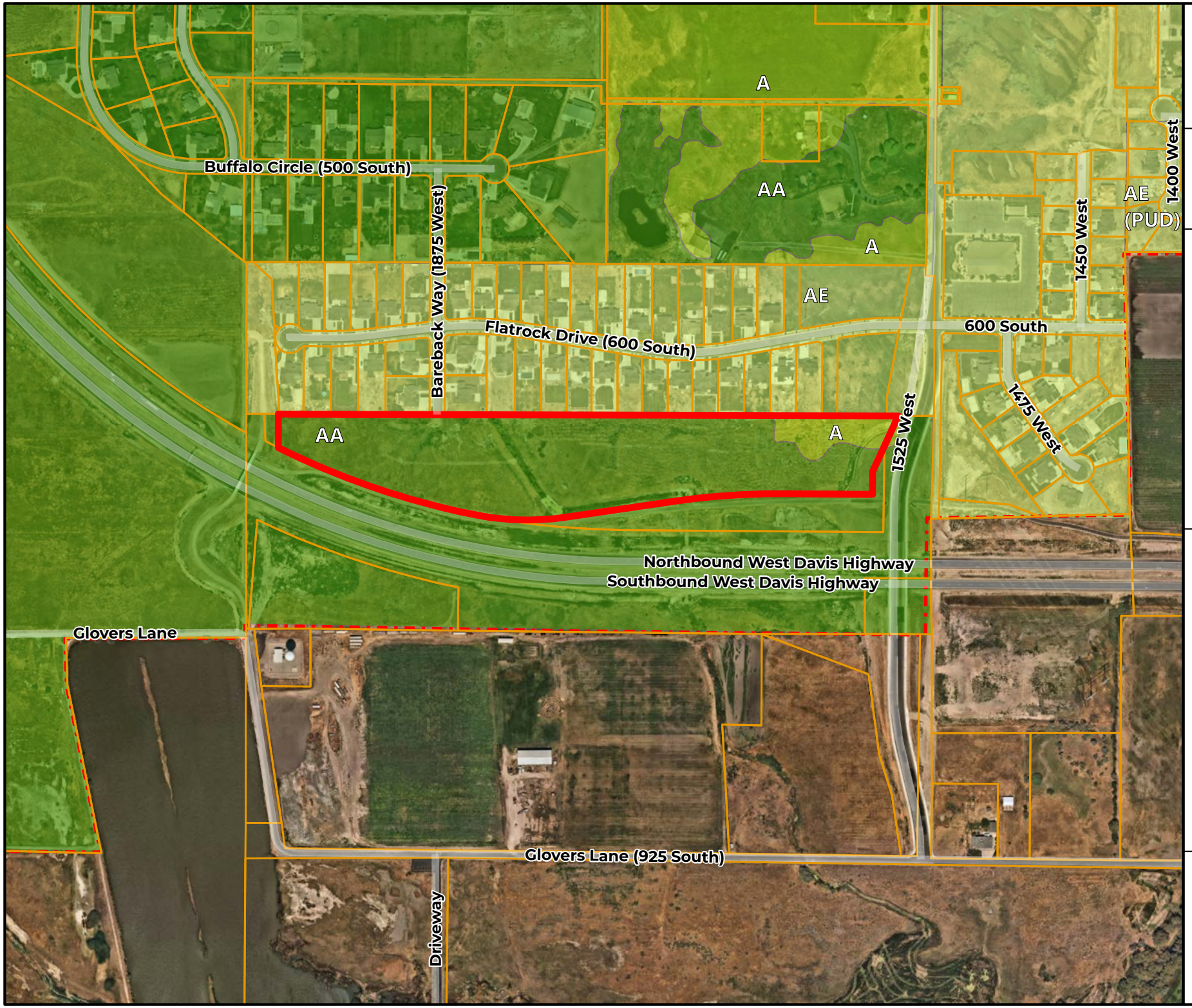
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Feet: 0, 225, 450, 675, 900
Meters: 0, 50, 100, 150, 200

VICINITY MAP

Farmstead PUD

FARMINGTON
MORE TIME FOR LIVING



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.

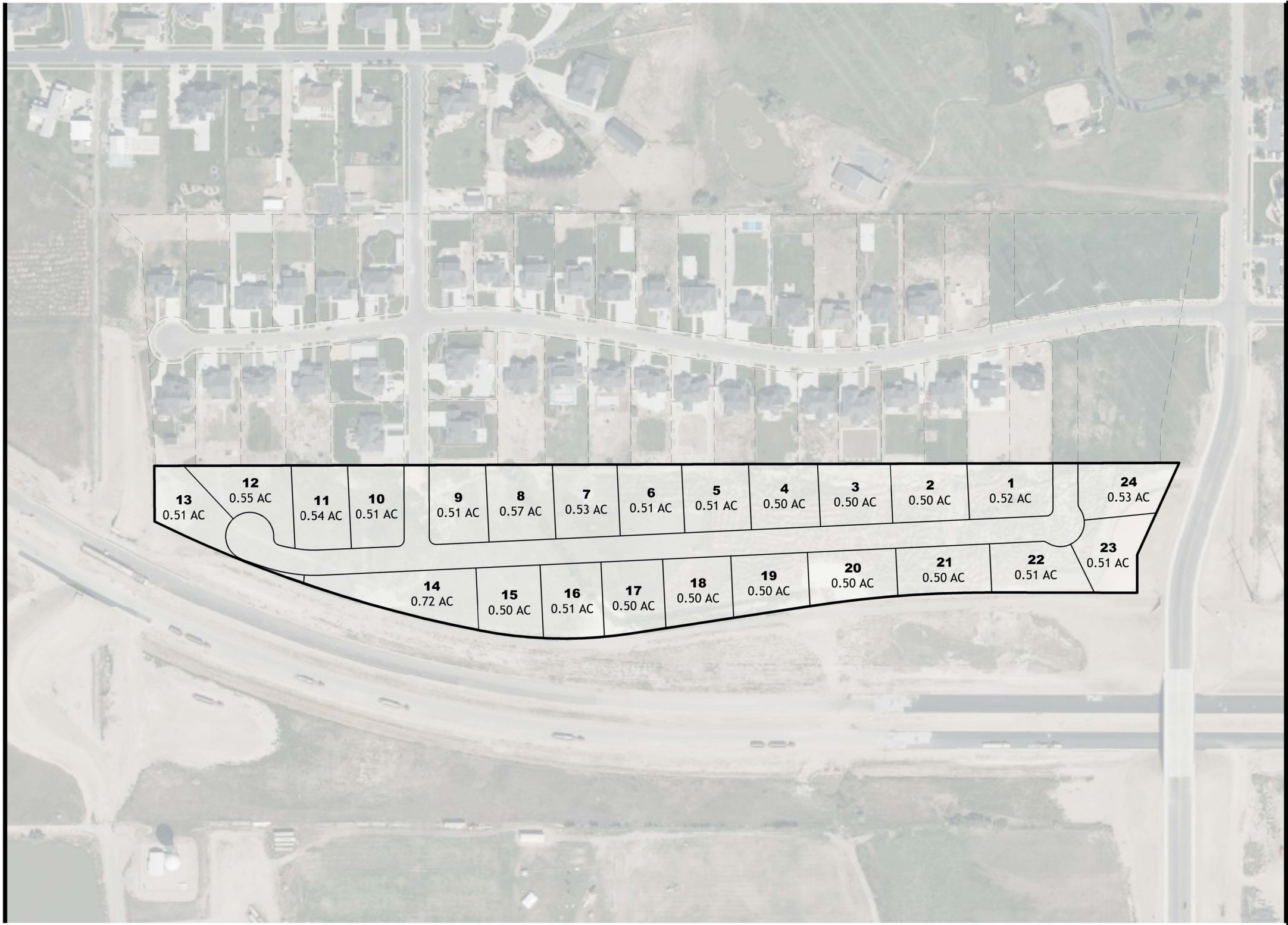
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Feet: 0, 225, 450, 675, 900
Meters: 0, 50, 100, 150, 200

VICINITY MAP

Farmstead PUD

FARMINGTON
MORE TIME FOR LIVING



EDM Partners
2815 East 3300 South
Salt Lake City, UT 84109
(801) 305-4670
www.edmpartners.com

NORTH

SCALE: 1" = 200'

0 100 200

HOME
BY C.W. URBAN

STATISTICS

TOTAL AREA	15.49 ACRES
SINGLE FAMILY LOTS	24
DENSITY	1.55 DU/AC

DISCLAIMER:

ARTIST RENDERING ONLY. PLAN MAY BE ALTERED, OR CHANGED AT ANY TIME. IT IS FURNISHED MERELY AS A CONVENIENCE TO AID YOU IN LOCATING THE LAND INDICATED HEREON WITH REFERENCES TO STREETS AND OTHER LAND. NO LIABILITY IS ASSUMED BY REASON OF ANY RELIANCE HEREON.

INFORMATION SHOWN ON THIS PLAN IS CREATED FROM GIS DATA PROVIDED BY UTAH AGRC. IT IS NOT CREATED FROM LAND SURVEY INFORMATION AND IS USED TO IDENTIFY THE GENERAL LOCATION OF THE FEATURES SHOWN.

Farmington UDOT Parcel

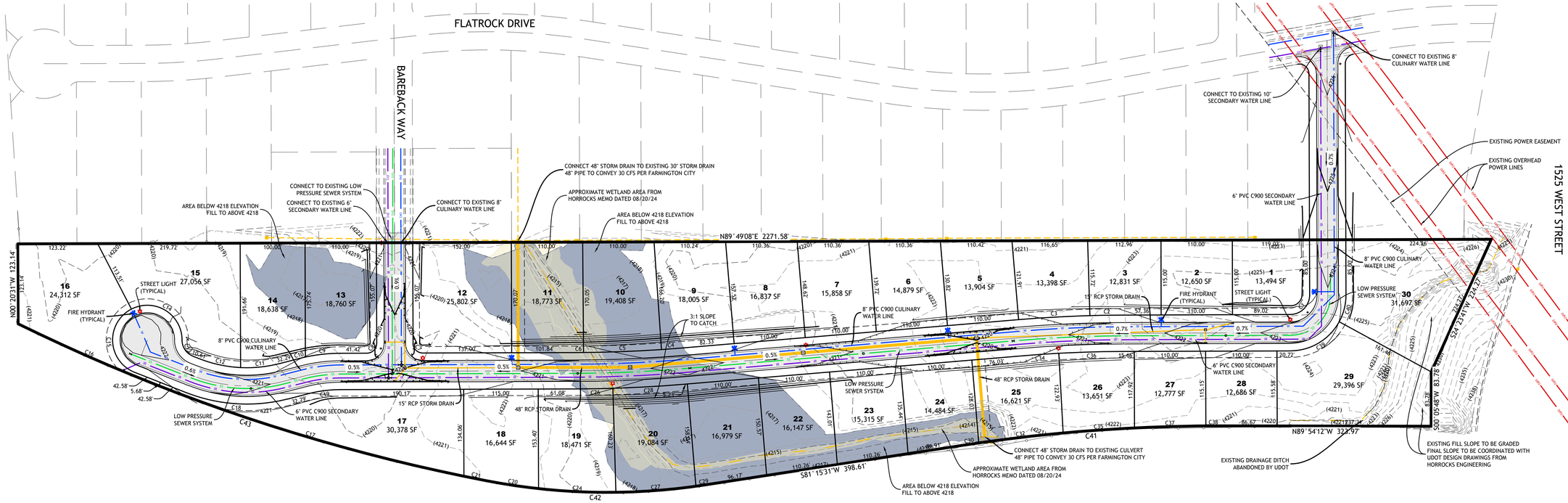
AE Zone Yield Plan

DATE: 07/16/24

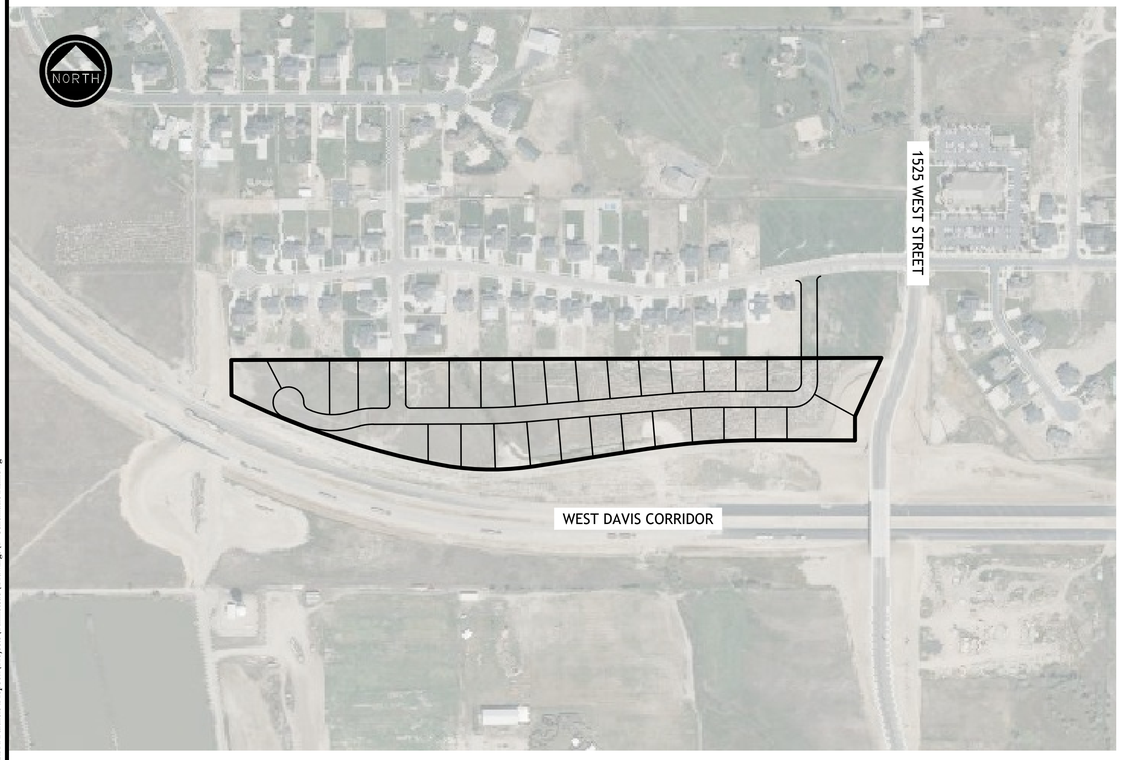
SHEET NUMBER:

C-1

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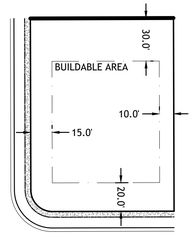


CURVE TABLE				
CURVE	ARC LENGTH	RADIUS	CHORD DIRECTION	CHORD LENGTH
C1	47.12	30.00	S44°49'08"W	42.43
C2	52.61	2028.00	S89°04'32"W	52.61
C3	110.05	2028.00	S86°46'40"W	110.04
C4	30.08	1972.00	S85°37'48"W	30.08
C5	120.20	1972.00	S87°48'47"W	120.18
C6	8.93	1972.00	S89°41'21"W	8.93
C7	23.56	15.00	N45°10'52"W	21.21
C8	23.56	15.00	S44°49'08"W	21.21
C9	53.98	256.00	S83°46'41"W	53.88
C10	9.48	256.00	S76°40'34"W	9.48
C11	59.98	200.00	S84°12'22"W	59.75
C12	65.29	200.00	N77°51'03"W	65.00
C13	31.80	26.50	N34°07'34"W	29.92
C14	109.77	53.50	N58°31'52"W	91.50
C15	122.50	53.50	S2°54'15"E	97.44
C16	237.22	2874.99	N66°14'29"W	237.15
C17	490.84	2874.99	N73°29'46"W	490.24
C18	160.34	256.00	S86°26'31"E	157.73
C19	49.58	200.00	N82°43'01"E	49.45
C20	81.24	987.50	N81°27'18"W	81.22
C21	35.43	2874.99	N78°44'24"W	35.43
C24	119.47	987.50	N87°16'39"W	119.39
C26	53.90	2028.00	N89°03'27"E	53.90
C27	123.77	987.50	S85°39'58"W	123.68
C28	109.83	2028.00	N86°44'40"E	109.81
C29	14.08	987.50	S81°40'02"W	14.08
C30	28.34	2612.50	S81°34'09"W	28.34
C32	131.01	2612.50	S83°19'00"W	131.00
C34	58.56	1972.00	N86°02'37"E	58.55
C35	110.26	2612.50	S85°57'45"W	110.25
C36	100.65	1972.00	N88°21'24"E	100.64
C37	110.04	2612.50	S88°22'41"W	110.03
C38	23.33	2612.50	S89°50'27"W	23.33
C39	91.96	86.00	N59°11'05"E	87.64
C40	43.13	86.00	N14°11'05"E	42.68
C41	402.98	2612.50	S85°40'40"W	402.58
C42	338.56	987.50	N88°55'11"W	336.90
C43	763.48	2874.99	N71°29'07"W	761.24



VICINITY MAP
1" = 250'

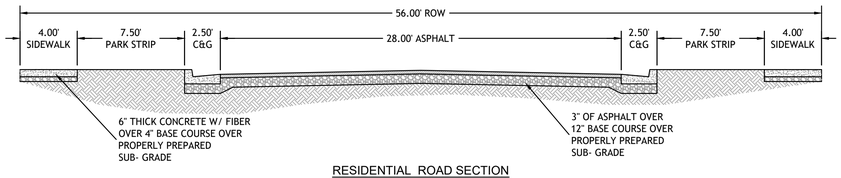
FOR REVIEW
NOT FOR CONSTRUCTION



TYPICAL LOT SETBACKS
NOT TO SCALE

LEGEND

- 8" SDR 35 SANITARY SEWER
- EXISTING SANITARY SEWER
- SANITARY SEWER MANHOLE
- 8" PVC C-900 WATER LINE
- EXISTING WATER LINE
- WATER VALVE, TEE & BEND
- FIRE HYDRANT
- EXISTING FIRE HYDRANT
- 8" PVC C-900 IRRIG. LINE
- EXISTING SEC. WATER LINE
- IRRIG. VALVE, TEE & BEND
- PROPOSED STREET LIGHT
- RCP CL III STORM DRAIN
- EXISTING STORM DRAIN
- SD COMBOBOX, CB & CO
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR



RESIDENTIAL ROAD SECTION
NOT TO SCALE

EDM Partners
2815 East 3300 South, Salt Lake City, UT 84109
(801) 305-4670 www.edmpartners.com

NORTH

SCALE: 1" = 80'
0 40 80 160 240

OWNER:
Cole West
610 North 800 West
Centerville, UT 84014
866-744-2489

COLE WEST

NOTES:

1. All sanitary sewer improvements shall conform with the standards and specifications of Central Davis Sewer District.
2. All culinary water improvements shall conform with the standards and specifications of Farmington City.
3. All secondary water improvements shall conform with the standards and specifications of Weber Basin Water Conservancy District.
4. All improvements in the public right of way shall conform with the standards and specifications of Farmington City.
5. All private improvements shall conform to APWA standards and specifications.
6. Contractor to field locate and verify the horizontal and vertical location of all utilities prior to beginning work.
7. Secondary water has been allocated to parcels based on an anticipated landscape area (including park strip) of no more than 64% of the gross parcel size and that 2/3 of the landscape area is planted in turf and 1/3 of the landscaped area is planted in low water use plants. Larger total landscape areas, higher percentage turf areas, inefficient design of irrigation system, or inefficient operation of irrigation system may result in homeowner incurring additional billing charges and/or secondary water service being shut off.
8. Included with this subdivision application is a request for a zone change to AE.
9. This project is depicted on fema firm number 49011F0381F, dated September 15, 2022. the project area is located within Zone X, areas determined to be outside the 0.2% annual chance flood.

STATISTICS:

TOTAL AREA	15.50 ACRES
SINGLE FAMILY LOTS	30
DENSITY	1.94 DU/AC

APPROVED FOR CONSTRUCTION

By:_____ Date:_____
Farmington City Engineer

LICENSED PROFESSIONAL ENGINEER
No. 388611
NICHOLAS M. MINGO
08/23/2024
STATE OF UTAH

Farmstead

Schematic Plan

PROJECT:
DRAWN BY: NMM
REVIEWED BY: PMD
REVISIONS:

No.	DATE	REMARKS

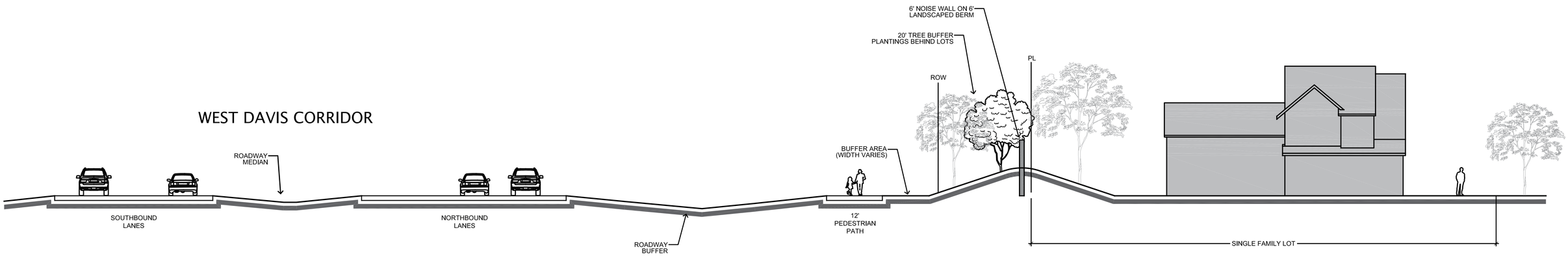
DATE: August 23, 2024

SHEET NUMBER: O-1

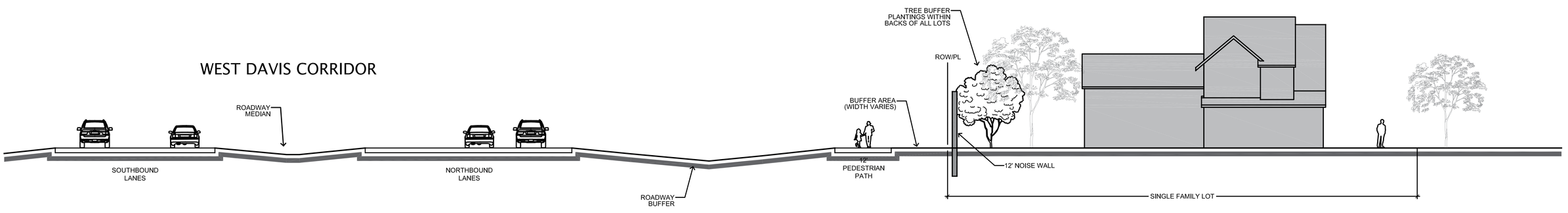
C:\Users\nick\EDM Partners Dropbox\Projects\Farmstead\Drawings\1 - Schematic Plan.dwg

FARMSTEAD
WEST DAVIS CORRIDORSOUND WALL OPTIONS

COLE WEST



SOUND WALL/BERM BUFFER ALTERNATIVE



SOUND WALL BUFFER ALTERNATIVE

EST. 2006 LDG SALT LAKE CITY LANDSCAPE ARCHITECTURE

Farmington City
Planning Commission Staff Report
October 29, 2024

Items 2-4: First Amendment to North Farmington Station PMP/DA, STACK R1 – Schematic Subdivision, Project Master Plan and Concept Site Plan, STACK Commercial – Schematic Subdivision, Project Master Plan and Concept Site Plan

Public Hearing:	Yes
Application No.:	PMP-1-24, S-6-24, S-14-24
Property Address:	App. 950 N Innovator Drive
General Plan Designation:	CA/BP (Class A Business Park)
Zoning Designation:	OMU (Office Mixed Use)
Approximate Area:	Master Plan: 150 acres, R-1: 9 acres, Commercial: 18 acres
Number of Lots:	32 parcels (master), 98 lots (R-1), 8 lots (commercial)
Property Owner:	STACK Farmington Land / Wasatch Properties
Applicant:	Trevor Evans/STACK

Request: *The applicant and staff are looking to introduce the R1 subdivision and Stack Commercial Subdivision as they relate to requested changes in the North Farmington Station PMP/DA. Input from the public hearing and commission will help direct the documentation brought back at a future meeting for consideration.*

Background Information

The Planning Commission was introduced to the Master Plan and R1 development in May of this year. Since that time, some changes have occurred which require consideration of additional modification to the North Farmington Station PMP/DA. Additionally, as work on the Shepard Lane interchange at I-15 progresses, Stack has begun receiving more interest on the commercial portion of the property so they want to start looking at the high-level details relating to that development.

With that, this report addresses 3 separate agenda items under consideration by the Planning Commission as they all belong to the same applicant and relate to one another as part of the North Farmington Station plan.

PROJECT MASTER PLAN AND DEVELOPMENT AGREEMENT

In 2020, STACK Real Estate entered into a development agreement with the City, planning approximately 143 acres in the North Farmington Station Project Master Plan (PMP-2-20). This original agreement is included with this report for reference. The agreement set some high-level expectations as to how the property would develop, granting certain assurances for both the developer and Farmington City.
Among other items, the agreement specifically grants the property owner the right to develop residential uses with the OMU zoning district. To ensure residential doesn't overtake other desired elements of the vision for the area, specific areas were set aside where residential may be included and the agreement outlines that residential development may only proceed at a ratio of 3 acres for every 1 acre of office. However, the yellow area on the attached PMP Land Use Map is entitled to start residential development at any time (this is the R1 project area). Similarly, the orange mixed-use property furthest south between Maker Way, Innovator Drive, and fronting Burke Lane is allowed to

construct residential units at any time. In 2021-2022, the Commission and Council reviewed and approved Canopy Square by Wasatch Development on this orange area. It is worth noting that part of the proposed changes to the PMP/DA related to the Wasatch property (RW) are to make the North Farmington Station PMP consistent with the approvals given for that site.

With the Wasatch piece having received its initial entitlements for residential development, if R1 receives approval and begins construction, the 3:1 ratio will then come into effect for future projects and, according to the unamended DA, at least 1-acre of office use must have a building permit application prior to any more residential development.

While the R-1 and Stack Commercial Subdivision or generally consistent with the existing entitlements and agreements in place with the city, there are clarifying details related to how those areas may be developed. Similarly, there are elements requested for consideration throughout the North Farmington Station Area to consider.

While the planning of this area has been ongoing for many years and many hearings have previously taken place, as it has been several months since this has been before the commission. As such, staff is suggesting that the Planning Commission consider the changes requested by the applicant and table a formal recommendation on the application while providing staff direction to implement ideas and direction from the public hearing and planning commission discussion in the form of an amended development agreement for further consideration at a future meeting.

Like a new agreement, amendments to an agreement are a legislative function and grant the city discretion as to whether or not to approve any changes. Both parties need to be okay with any changes before the amended agreement would take effect.

Following is a list of key topics the applicant is seeking to be addressed.
- timing of residential vs non-residential uses
- size of office allowed south of the creek (similar total amount of office spread over smaller buildings)
- allowance of drive through windows on some of the retail sites.
- amount of retail required in mixed use area.
- R1 option for townhomes (for sale) or apartments … different height allowances

The applicants proposed amendments to the DA are detailed in the table as part of Supplemental Information #3. In summary, the changes regard sections related to:

1. Replacement of existing land use tables shown currently in Exhibit “B” shall be replaced with Exhibit “D”, Exhibit E, and Exhibit F (Supplemental Information #s 4, 5, and 6).
2. Building heights – Section 5a – Clarifies the height limit for the R1 area granting an option Maintaining 200 ft. of 2 story buildings to the west before transitioning to higher structures if rental units are pursued, with an option of increasing in height faster if for sale townhome units are built instead. Other height limits are clarified as they relate to specific parcels from Exhibit “D” where notably additional height is proposed in the core area to ensure the ability to meet minimum density requirements for this area due to the HTRZ status of the property. The proposed changes would also allow offices south of the creek to be shorter. The intent of the reduced office height is to allow smaller buildings but a similar total square footage of office.
3. Updating land uses – Section 5b – This section would amend the PMP/DA to include specific development parcels and their allowed uses including a required minimum amount of commercial square footage. The requirement to have a commercial building permit in place has been restored in this version.
4. Office/Residential Ratio – Section 5c – this section effectively replaces the ratio language in the original agreement with the land use map in SI #4, also known as Exhibit “D”. Combined with the building height updates, this change also allows for the consideration of smaller office buildings on parcels O5 through O10.
5. Allowance of Drive Through use – With additional detail as to how the retail/commercial lots may develop, specific lots or pads have been identified where the ability to include a drive through window are being requested. Actual design of these sites would come at a future time.
6. Parcel dedication – new section 5I – Parcel A3 on Exhibit “D” will be dedicated to the City for stormwater detention and public use as. The City shall dedicate the same acreage to R1 for a more efficient project area.

MASTER PLAN/PLAT

The North Station Master Plat and accompanying land uses total 113 acres: 62 non-residential (55%) and 51 residential (45%) The remaining acreage in the area is included in roadways or public space.

The breakdown of parcels found in the Master Plat is as follows

- There are 12 commercial parcels ranging from 1.2 acres to 8.4 acres in size.
- There are 10 office parcels ranging from 1.0 acre to 9.5 acres
- There are 10 residential/mixed use parcels ranging from 0.9 acres to 18.4 acres (RW is the Wasatch Development Canopy Square Project).

The Master Plat merely established Parcels, not buildable lots. When each parcel is ready for development in the future, it will require a new plat and specific project review. Example: The Master Plat creates the R1 parcel, the R1 Subdivision plat deals with the project specifics. Similarly, some of the commercial parcels are being looked at more specifically with the Stack Commercial Subdivision.

The idea of recording a Master Plat for the large area is very beneficial moving forward to ensure survey work in the area is consistent. This will enable the clean up of right of way and make future development less susceptible to error with property boundaries.

R1 SUBDIVISION

When brought before the Planning Commission in May, the site plan for parcel R1 showed 135 apartment units and 33 townhome units. In this concept, a pair of 2-story apartment buildings were closest to the trail. The current agreement simply states that development in the yellow area must have a 2-story element near the trail. The original R1 proposal mimics what was approved for The Trail, the project to the south which has a 200 ft. buffer distance where height is restricted.

Based on interest from the Planning Commission in seeing more for sale housing, the developer is currently proposing an alternative option which would include 197 townhomes units and one 50-unit apartment building. This includes a single row of 2 story townhomes near the trail and 3 story structures begin sooner in the form of 3 story townhomes.

In both scenarios, the townhome units are broken down into individual parcels which may allow for owner occupancy. There are 20 less units in the heavier townhome scenario.

Apart from interest in owner occupancy, the Planning Commission had expressed concerns at the previous meeting about 3 story elements near the trail. The live/work units along North Station Lane (950 North) remain as originally proposed, however the southernmost townhomes are planned as 2 story buildings. The live/work units are part of the red area from the original agreement so are not currently limited in height like the yellow area. The Commission should indicate whether or not it feels the live work satisfies the commercial desire of the original agreement or recommend the changes proposed in the amended agreement which accommodate this use.

The applicant has provided an exhibit to speak to other items previously mentioned by the Planning Commission during the hearing in May. (See Supplemental Items #12.)

If not addressed by the proposed amendments to the development agreement listed in the previous section – more could be added to said agreement or a separate or supplemental DA could be considered by the City Council to include certain deviations to Title 11, Chapter 18 Mixed Use Zones.

STACK COMMERCIAL SUBDIVISION

This is the first look the Commission has had at the commercial subdivision. This is the northern area of Stack's property nearest the new interchange at Shepard Lane and I-15. While Exhibit "E" shows a fair amount of detail, it has been created to help understand how stores would likely situate on each property. The applicant is in talks with a number of interested parties, but specifics would come at a

future date with site plan reviews as to how each will actually develop. A summary of the applicant's vision for this area is to include some more auto-oriented and suburban type uses north of 950 North with the more urban and pedestrian-oriented uses south of 950 north street.

For now, because of the large demand for drive through windows on stores, particularly for food users, the applicant is showing where they would like to have permission to propose a drive through. This is identified within the proposed language for the Amendment to the Development Agreement. Consideration of the subdivision may require some flexibility to the Regulating Plan for the area with deals with block size and road patterns.

Suggested Motion

Move that the Planning Commission table a decision on the PMP/DA, Master Plat, R1 Subdivision, and Stack Commercial Subdivision allowing staff and the applicant to bring an Amended Development Agreement in a complete form addressing taking into consideration comments from the Planning Commission and public received at this meeting.

Supplemental Information

1. Vicinity Map
2. Master Context Plan
3. Farmington Station PMP Land Use Map (existing)
4. Exhibit "D" – proposed Land Use Map for PMP/DA
5. North Farmington Station Development Agreement (existing)
6. Exhibit "B", including North Farmington Station PMP Land Use Map (existing)
7. Proposed amendments to North Farmington Station Development Agreement
8. North Station Master Plat
9. Exhibit "E" – Commercial Phase 1
10. Commercial Plat
11. Exhibit "F" – R1 Height Options
12. Summary of R1 Subdivision Updates
13. Previous R1 concept
14. R1 Schematic Site Plan including elevations and landscape plan



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.

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S

Feet: 0, 320, 640, 960, 1,280
Meters: 0, 50, 100, 150, 200

VICINITY MAP

STACK PMP AREA

FARMINGTON
MORE TIME FOR LIVING



A1 SCOPE MASTER SITE PLAN

method studio
360 west aspen avenue
salt lake city, utah 84101
801 532 4422

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project:

NORTH STATION R1 - DEVELOPMENT

project#: 22.0555
date: 03/22/2024

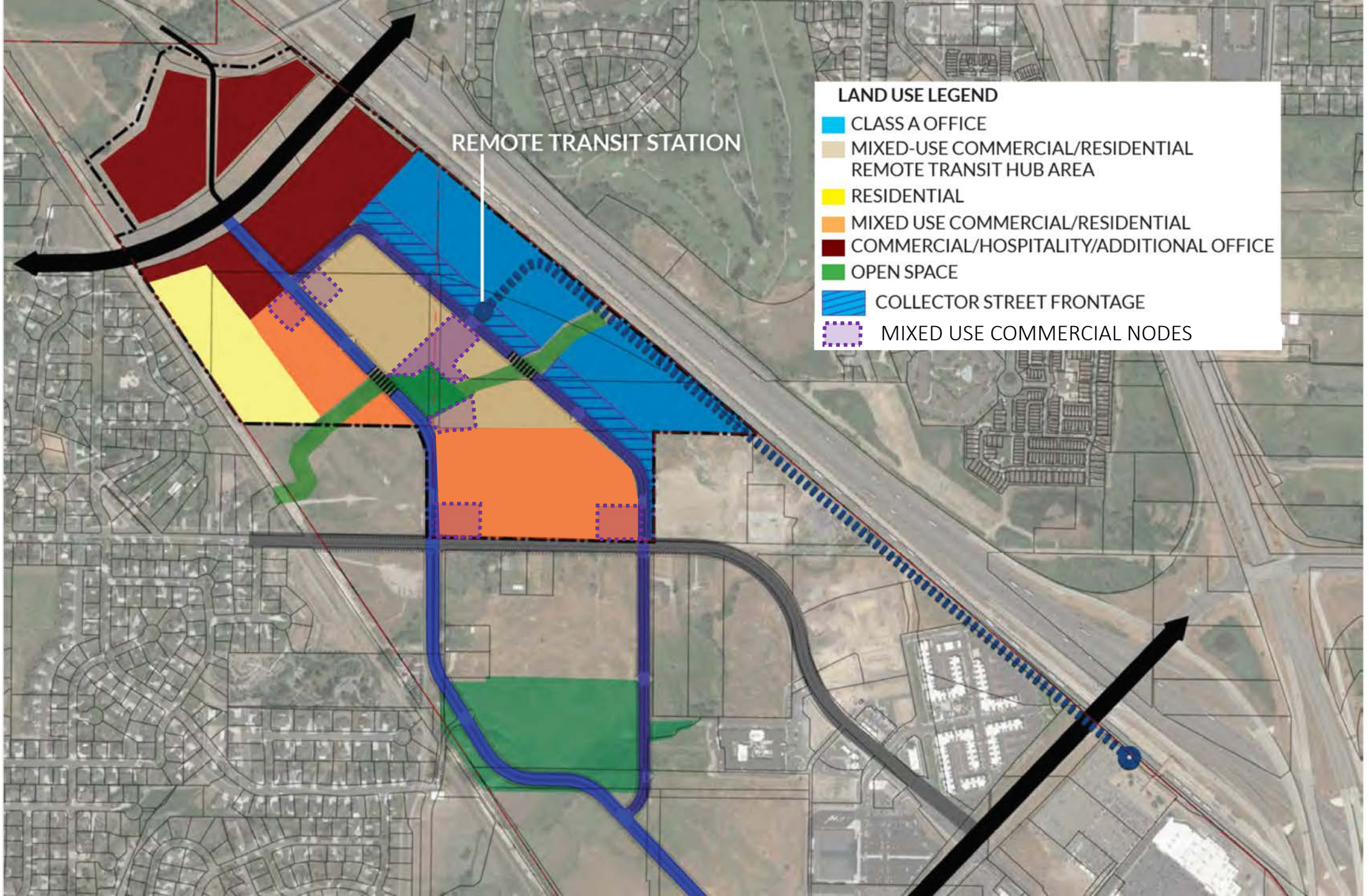
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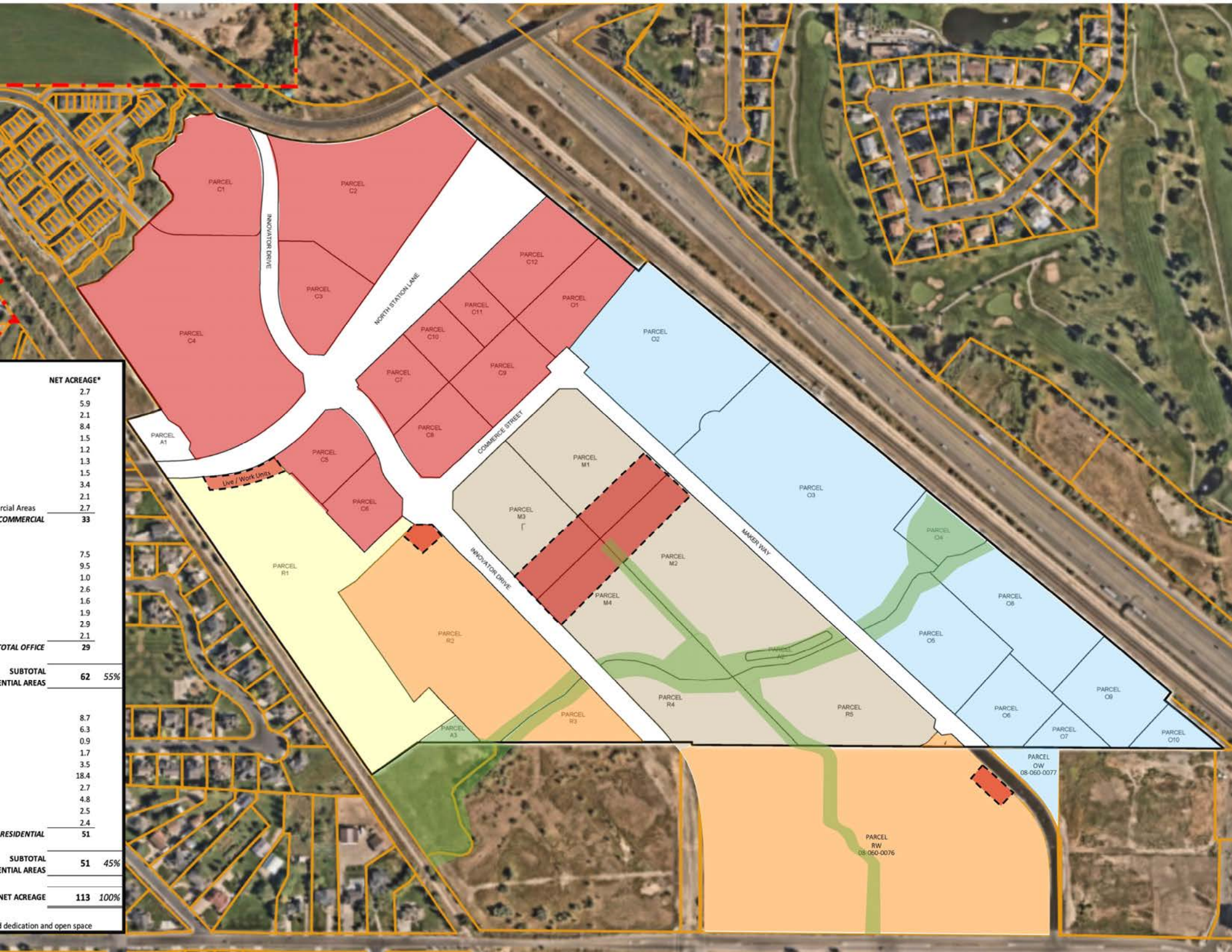
title:

Master Context Plan

sheet:

SK-02.0


REMOTE TRANSIT STATION
LAND USE LEGEND
CLASS A OFFICE
MIXED-USE COMMERCIAL/RESIDENTIAL
REMOTE TRANSIT HUB AREA
RESIDENTIAL
MIXED USE COMMERCIAL/RESIDENTIAL
COMMERCIAL/HOSPITALITY/ADDITIONAL OFFICE
OPEN SPACE
COLLECTOR STREET FRONTAGE
MIXED USE COMMERCIAL NODES



	NET ACREAGE*	
	2.7	
	5.9	
	2.1	
	8.4	
	1.5	
	1.2	
	1.3	
	1.5	
	3.4	
	2.1	
rcial Areas	2.7	
COMMERCIAL	**33**	
	7.5	
	9.5	
	1.0	
	2.6	
	1.6	
	1.9	
	2.9	
	2.1	
TOTAL OFFICE	**29**	
SUBTOTAL	**62**	*55%*
NTIAL AREAS		
	8.7	
	6.3	
	0.9	
	1.7	
	3.5	
	18.4	
	2.7	
	4.8	
	2.5	
	2.4	
RESIDENTIAL	**51**	
SUBTOTAL	**51**	*45%*
NTIAL AREAS		
NET ACREAGE	**113**	*100%*

d dedication and open space

DEVELOPMENT AGREEMENT
FOR
NORTH FARMINGTON STATION

THIS DEVELOPMENT AGREEMENT (this "Agreement") is made and entered into as of the 4th day of December 2020 by and between **FARMINGTON CITY**, a Utah municipal corporation, hereinafter referred to as the "City," and **STACK FARMINGTON LAND, LLC**, a Utah limited liability company and **WASATCH FARMINGTON HOLDINGS, LLC**, a Utah limited liability company hereinafter referred to, collectively with their respective assignees, as "Developer."

RECITALS:

A. Developer owns or has the right to acquire approximately 128 acres of land, and the City and others own the remaining land, within the boundary set forth in **Exhibit "A"** attached hereto and by this reference made a part hereof (the "Property"). Developer desires to develop the Property pursuant to the City's Land Use Master Plan and the City's Ordinances, as a Class A office park and S.M.A.R.T (Sustainable, Mixed Use, Attractive, Realistic, Transit-Oriented) community including office, multi-family apartments, and supporting retail and complementary uses, to be known as "North Farmington Station". The parties desire to create an office park which utilizes high quality fixtures and amenities consistent with other projects built by Developer in the local market, with commercial and residential development of the same standard.

B. The Developer has pursued two separate applications before the Planning Commission for the Property represented as North Farmington Station East and North Farmington Station West. The two PMP applications have been combined for consideration by the City Council in one application for approval of North Farmington Station.

C. On October 20, 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 include, among other things, the establishment of uses and minimum building heights applicable to the respective areas of the Property, as set forth in the PMP, although the PMP is not intended to enable future development of the Property without final subdivision and site plan approval with respect to each phase.

D. 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 may control over certain provisions of the City's Laws with respect to the matters set forth herein.

E. 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.

F. The City also recognizes that the development of North Farmington Station, 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 and subdivision 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" means the latter of (i) the date of this Agreement set forth in the introductory paragraph hereof, or (ii) the first date that the Developer acquires fee title to the parcels of real property listed in Section 3.

i. Notwithstanding the foregoing, this Agreement shall be effective as a contract between the parties on the date of execution of the last party to sign. Provisions relating to development at the Property shall become effective per Section 3 and Section 2 (b) (ii) as herein defined.

3. **Effectiveness.** This Agreement, including the PMP, shall apply to and govern the development of the Property, which consists of the following respective parcels (as identified pursuant to a Davis County Assessor property search): Parcel ID 08-058-0020, 08-058-0016, 08-060-0026, 08-060-0003, 08-057-0015, 08-057-0053, and 08-057-0064. If Developer fails to acquire fee title to all of the foregoing parcels, this Agreement become null and void and all provisions governing future development of the Property shall be of no effect. It is anticipated Developer will acquire a portion or remnant of parcel number 08-057-0046, which shall also be included in the Property. The anticipated acquisition of this parcel is not a condition precedent to this Agreement. However, in the event the remnant is not acquired by Developer, the approved PMP and this Agreement will require amendment as this parcel is within the PMP. The Parties acknowledge that a corresponding amendment has not been approved and that the City cannot commit to approve such an amendment.

4. **Alternative Approval Process.** The City has held all public hearings necessary for, and has approved the PMP. Developer and/or Developer's successors and assigns may from time to time apply to develop any phase of North Farmington Station greater than two and a 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

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. Specific development standards and processing requirements shall be as follows:

a. Building Height Limits. Building heights shall be regulated per the PMP , except that the maximum building height is four stories in that part of the orange area as shown in the PMP (Mixed Use Commercial/Residential) abutting Commerce Drive, which orange area is by Spring Creek, and those buildings in the yellow (Residential) area as shown in the PMP shall have a two-story element next and/or closest to the UTA DRG&W trail right-of-way, and those buildings in the tan (Mixed-Use Commercial/Residential Remote Transit HUB) areas north of Spring Creek shall have a maximum building height of seven stories, and as referenced in paragraph c., below.

b. Residential Uses. Residential uses may be allowed in the tan (Mixed-Use Commercial/Residential Remote Transit HUB), yellow and orange areas as shown in the PMP upon review and City approval of conforming land use applications. prepared by the Developer, which shall include building elevations, as part of the City's normal Development Plan Review Process. Residential uses shall be prohibited in the red (Mixed Use Commercial/Additional Office) and blue (Class A Office) areas as shown in the PMP, except as may otherwise be provided in an amended PMP.

c. Office to Residential Acreage Ratio. In the event the Developer receives approval by the City as set forth in paragraph 5.b above, Developer shall be permitted to proceed with construction upon final approval for the multi-family residential product, shown in orange in the PMP and located along Burke Lane, and, as shown in Yellow in the PMP. The residential uses in yellow shall be subject to maximum height limitation of 36 feet. The remainder of the residential development in the PMP will not be considered for approval until the first office building is under construction in the blue or red area. Once the first office building is under construction in the blue or red area, the remaining residential, if approved, shall be permitted at a ratio of 3 acres of residential (in the orange and/or tan areas) for every 1 acre of office. The Developer shall submit plans for, and process to completion a building permit application for the first office building on or before December 31, 2023; notwithstanding this, the Developer must obtain site plan and building permit approval and commence construction of the first office building in the blue area, with floor plans no less than a 25,000 square foot footprint, no later than one month after the latter of (i) signing a lease or aggregate of leases of 50% or more of the square footage of the first office building and (ii) receiving construction financing.

d. Energy Efficiency. All office buildings in the Property will be constructed in a manner generally consistent with LEED Silver standards, Energy Star standards, and

ASHRAE standards, as in effect on the building permit application date, but such certifications shall not be required.

e. Spring Creek Trail. The Spring Creek Trail system as shown in the PMP shall be sequentially completed as the abutting properties develop unless otherwise required as part of the subdivision/site plan review process.

f. Infrastructure Requirements. All public infrastructure shall be constructed in strict accordance with the City's Standards and Specifications for Public Improvements and the City's Laws.

g. CAMP. Common Area Management Plans for the Property shall be approved by the City at the time final site plans are approved for portions of the Property. Those plans shall include, at a minimum, provisions for the maintenance and upkeep of private streets and common areas, snow removal and location, use and maintenance of common and/or shared access points.

h. Amenities. All amenities associated with the residential development and all architectural materials utilized throughout the project shall be of a quality and standard fitting for a Class A Office and a top quality mixed use development.

i. Vesting. 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 Chapter reads as of the Effective Date and is incorporated herein by this reference; provided that, without limiting Developer's right to submit petitions or applications under Section 11-18-140 of the City's zoning ordinance, the provisions of this Agreement and the PMP shall control in the case of any conflict with such Chapter.

j. Regulating Plan Amendment. The City agrees to process to completion an amendment to the Regulating Plan for all Principal Streets as shown on the PMP, which amendment shall be effective no later than the date that is ninety days after the Effective Date. The Amendment of the Regulating Plan relating to non-principal streets will be considered by the City as part of the further development plan review process for site plans or subdivisions.

k. Office Park Design. Class A Office site plans within the blue area of the PMP shall be designed and approved in such a way to accommodate infill buildings and/or parking structures in the future.

6. **Assignment.** Developer shall not assign this Agreement or any rights or interests herein without giving prior written notice to the City. Any future assignee shall consent in writing to be bound by the terms of this Agreement as a condition precedent to the assignment.

7. **Notices.** Any notices, requests and demands required or desired to be given hereunder shall be in writing and shall be served personally upon the party for whom intended,

or if mailed, by certified mail, return receipt requested, postage prepaid, to such party at its address shown below:

To Developer:	STACK Real Estate, LLC Attn: Andrew Bybee or Trevor Evans 2801 North Thanksgiving Way, Ste. 100 Lehi, Utah 84043
To the City:	Farmington City Attn: City Manager 160 South Main Street Farmington, Utah 84025-0160

8. **Entire Agreement.** This Agreement together with the Exhibits attached thereto and the documents referenced herein, and all regulatory approvals given by the City for the Property, contain the entire agreement of the parties and supersede any prior promises, representations, warranties or understandings between the parties with respect to the subject matter hereof which are not contained in this Agreement and the regulatory approvals for the Property, including any related conditions.

9. **Construction.** Words in any gender are deemed to include the other genders. The singular is deemed to include the plural and vice versa, as the context may require. The headings contained in this Agreement are intended for convenience only and are in no way to be used to construe or limit the text herein. Use of the word "including" shall mean "including but not limited to", "including without limitation", or words of similar import.

10. **Non-Liability of City Officials, Employees and Others.** No officer, representative, agent, or employee of the City shall be personally liable to Developer, or any successor-in-interest or assignee of Developer in the event of any default or breach by the City or for any amount which may become due Developer, or its successors or assigns, for any obligation arising under the terms of this Agreement, unless it is established that the officer, representative, agent or employee acted or failed to act due to fraud or malice.

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 Major Public Streets, as defined in the Agreement for the Development of Land between the parties to this Agreement and the Redevelopment Agency of Farmington City 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.

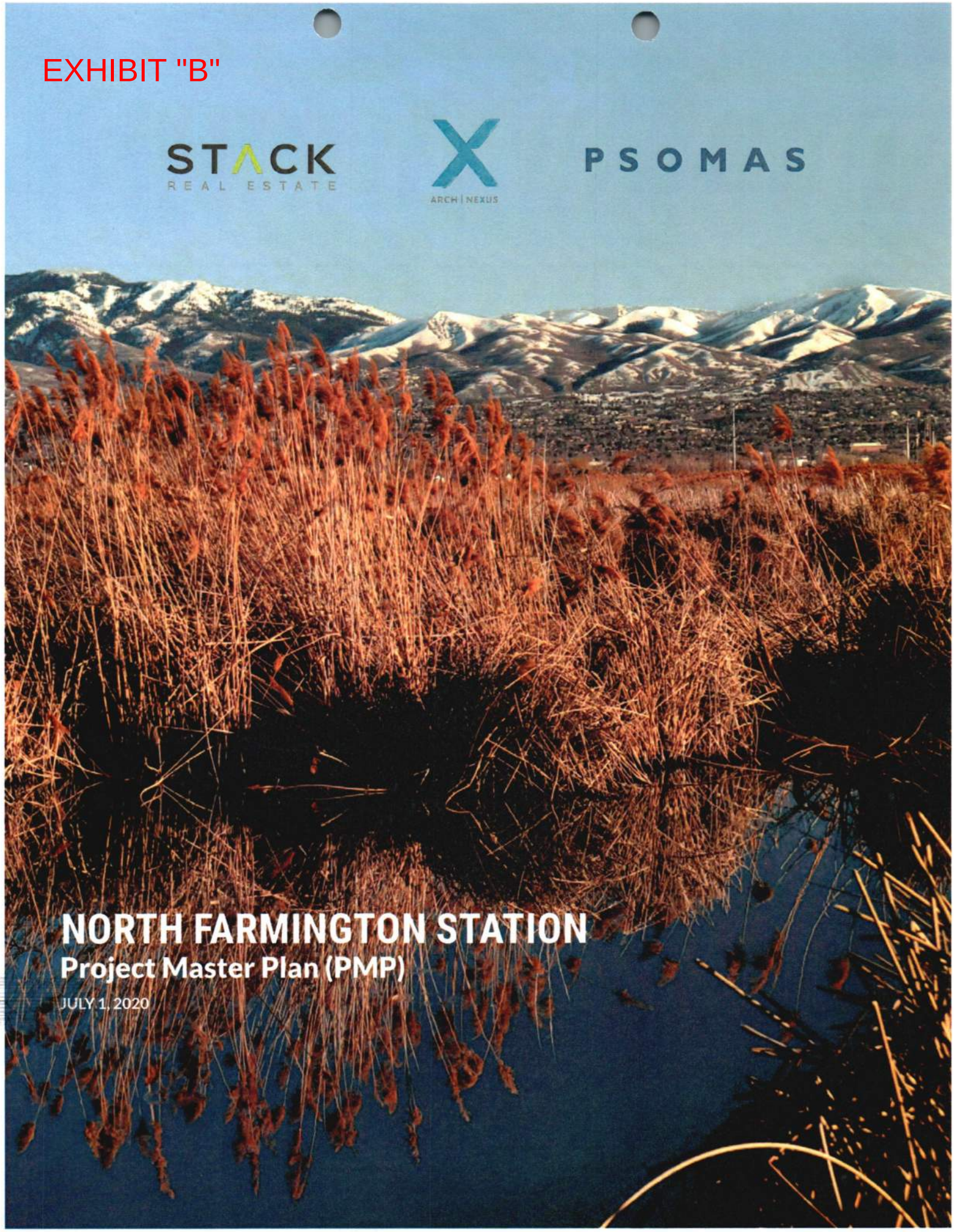
17. **Amendment.** This Agreement may be amended only in writing signed by the parties hereto. The parties acknowledge that Developer intends to acquire additional parcels of real property located adjacent to or near the Property, and the parties desire that Developer develop such additional parcels of Property pursuant to this Agreement to facilitate the consistency of the development of the Property and such additional parcels. Accordingly, and subject to any required PMP approvals which may be required, 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 affiliates within the 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.

EXHIBIT "B"

STACK REAL ESTATE

ARCH | NEXUS

PSOMAS



NORTH FARMINGTON STATION

Project Master Plan (PMP)

JULY 1, 2020

STACK
REAL ESTATE

ARCH | NEXUS

July 1, 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
STACK Real Estate Project Master Plan Submittal

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

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

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

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

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

In order to do all of this, we have been genuinely fortunate to have been able to capture control of enough property to really do this right – that is over 120 acres. Our PMP brings with it the ability to completely ignore the "historic" property lines and to take the majority of the remaining area in the Mixed-Use District and to develop it in partnership with Farmington City into the fulfillment of an extraordinary vision. That is bringing Transit Oriented Development to the level that it should be. This PMP brings the intensity of a Class A Tech Office/Employment Center with one million square feet of office use along with a sustainably connected and walkable neighborhood residential development that is the proven next step in capturing the essence of what North Farmington Station should be. All of this, includes bringing the street and trail network completely thru the area and developing a permanent connection to the UTA station that is already established.

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

Sincerely,

Nathan Ricks
Owner
STACK Real Estate

Andrew Bybee
Owner
STACK Real Estate

Trevor Evans
VP, Development
STACK Real Estate

Doug Thimm, AIA
Senior Principal
Arch|Nexus

David Abraham, AIA
Principal
Arch|Nexus

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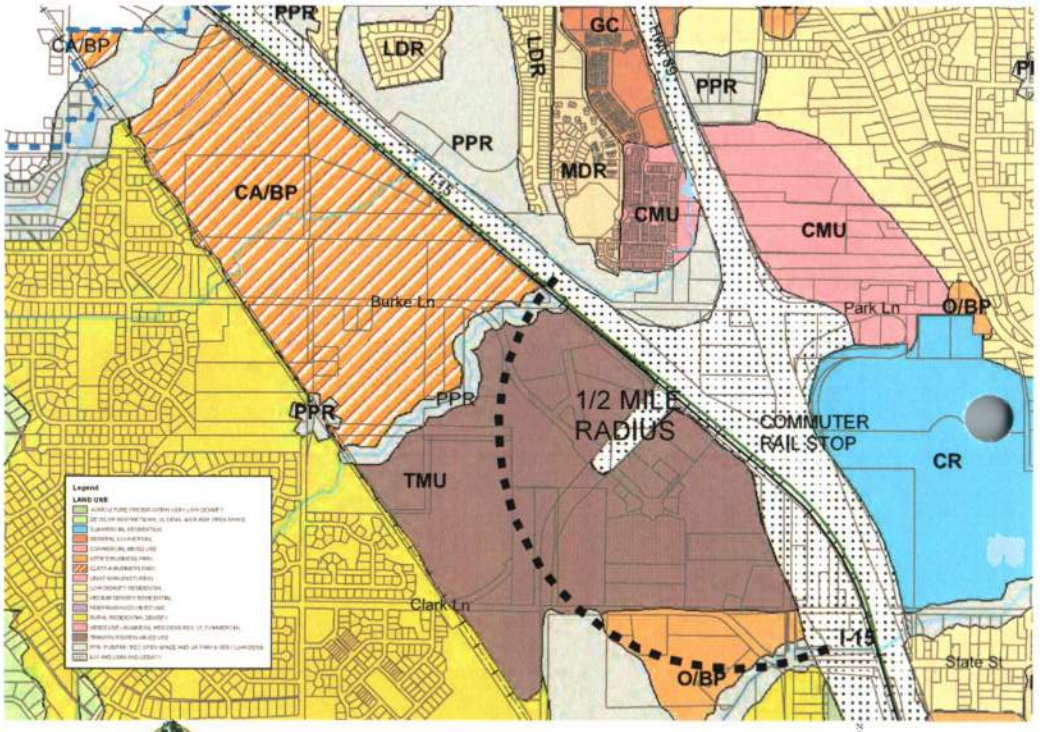
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GENERAL LAND USE PLAN
FARMINGTON CITY

PROJECT MASTER PLAN NARRATIVE

PURPOSE

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

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

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



FARMINGTON ZONING MAP



PROPOSED REZONE MAP

PROPERTY TO BE REZONED BY DEVELOPER

OS ZONE - 50'-0" EACH SIDE OF CENTERLINE OF CREEK. AS COORDINATED BY FARMINGTON CITY.

OMU Zone

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

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

REZONE PETITION

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

OBJECTIVES OF THIS TRANSIT ORIENTED PMP:

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

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

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

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

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

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

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

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

DESCRIPTION OF LAND USE CONCEPTS

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

- *Class A Office*
- *Commercial/Hospitality/Additional Office*
- *Mixed-Use Commercial/Residential*
- *Mixed-Use Commercial/Residential Remote Transit Hub Area*
- *Residential*
- *Open Space*

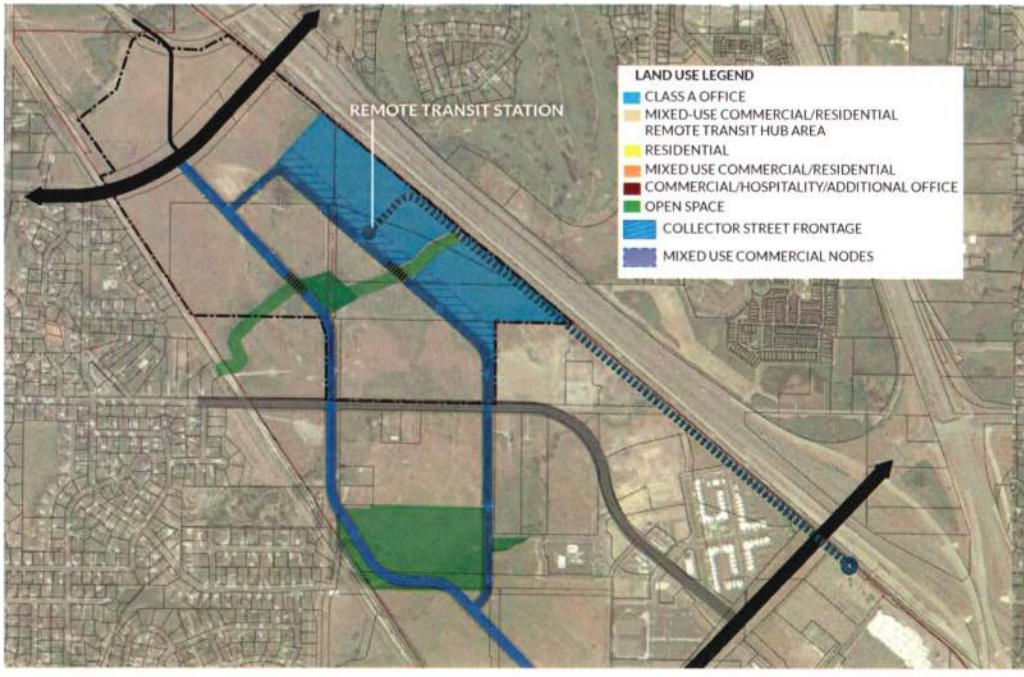
NORTH FARMINGTON STATION CONCEPTUAL LAND USE AREA TAKE OFFS
July 1, 2020

Use	Approx. Acres
Class A Office	31
Commercial/Hospitality/Additional Office	32
Subtotal Mixed Use & Non Residential Use Area	63
Mixed-Use Commercial/Residential	25
Mixed-Use Commercial/Residential Remote Transit Hub Area	15
Residential	10
Subtotal Mixed-Use & Residential Use Area	50
Total	**113**

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

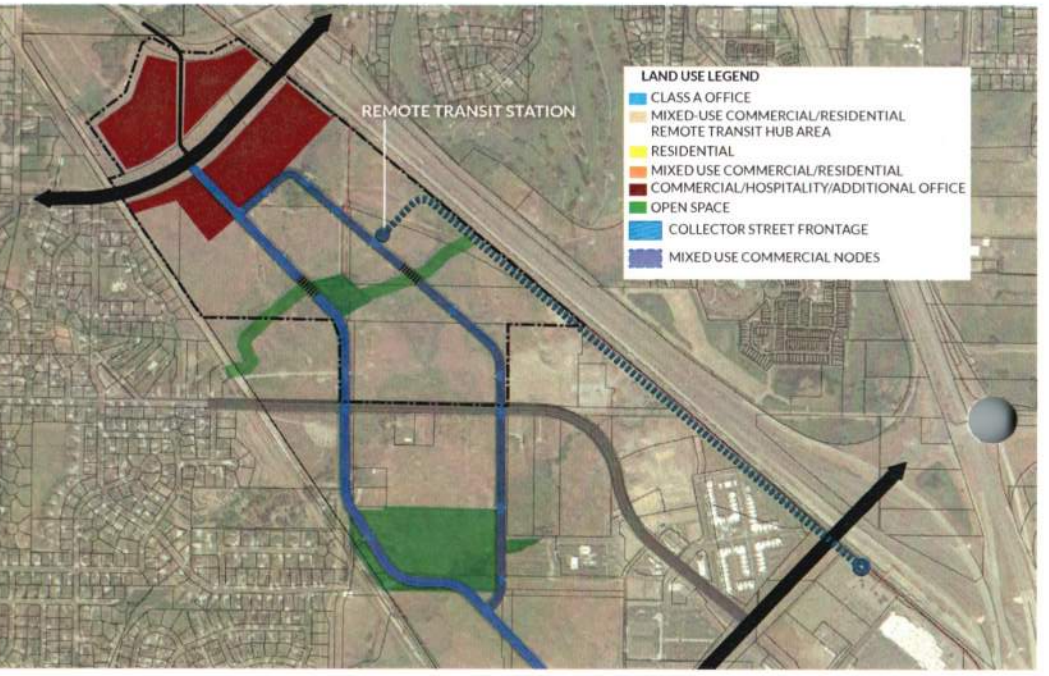
Roads	**9**
Open Space	OPEN SPACE WILL BE COMPLIANT WITH OMU ZONING (sec 11-18-060) *This includes 6 acres of creekside open space*

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



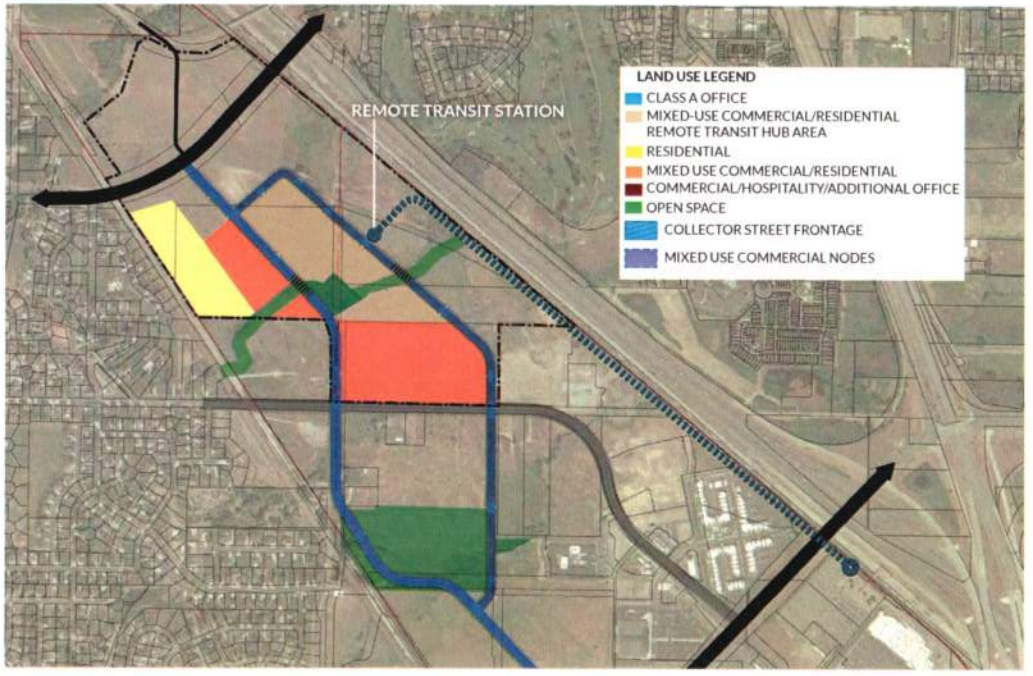
CLASS A OFFICE

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



COMMERCIAL/HOSPITALITY/ADDITIONAL OFFICE

Commercial/Hospitality/Additional Office 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 additional Class A office per market demand.

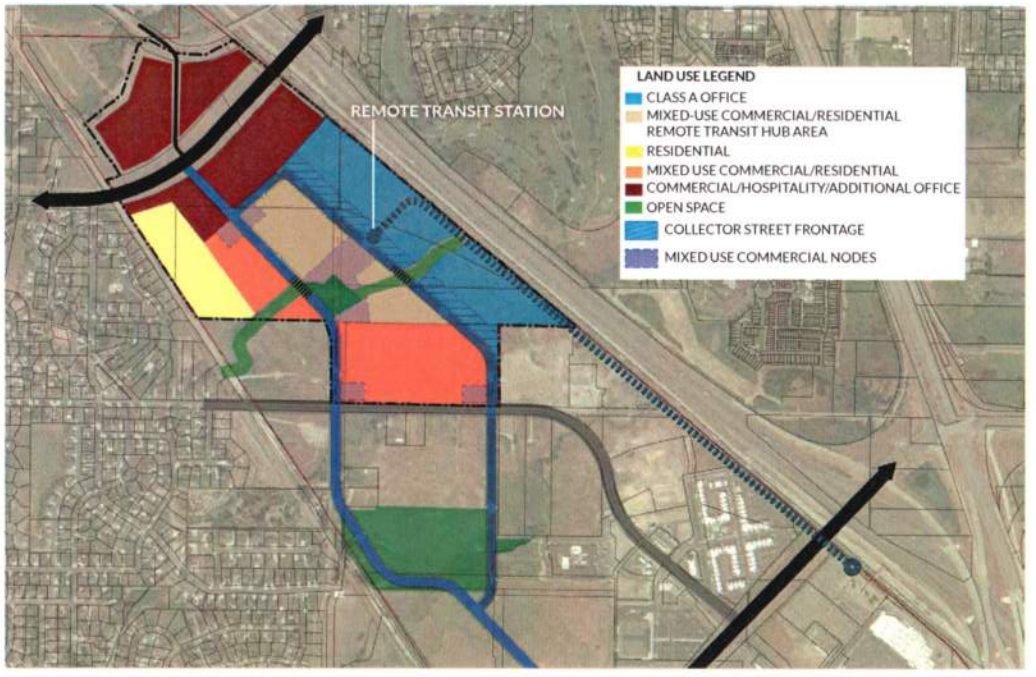


MIXED-USE COMMERCIAL/RESIDENTIAL AND RESIDENTIAL

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 form having restaurants, shops, and services in close proximity to Class A Office and complementary to residential development. With this in mind, the residential offerings include:

- *Mixed-Use Commercial/Residential Remote Transit Hub Area*
- *Mixed Use Commercial/Residential*
- *Residential*

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LAND-USE PLAN

LAND USE DEVELOPMENT PARAMETERS

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

2. Building Heights by Land Use Area:
- *Class A Office: 5-Stories minimum*
- *Mixed Use Commercial/Residential Remote Transit Hub Area: 3 Stories Minimum*
- *Mixed Use Residential: 3 Stories Minimum*
- *Commercial/Hospitality/Additional Office: Per Farmington Zoning, Title 11, Chapter 18*
- *Residential: 36 feet maximum*

PARKING STRATEGY

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

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

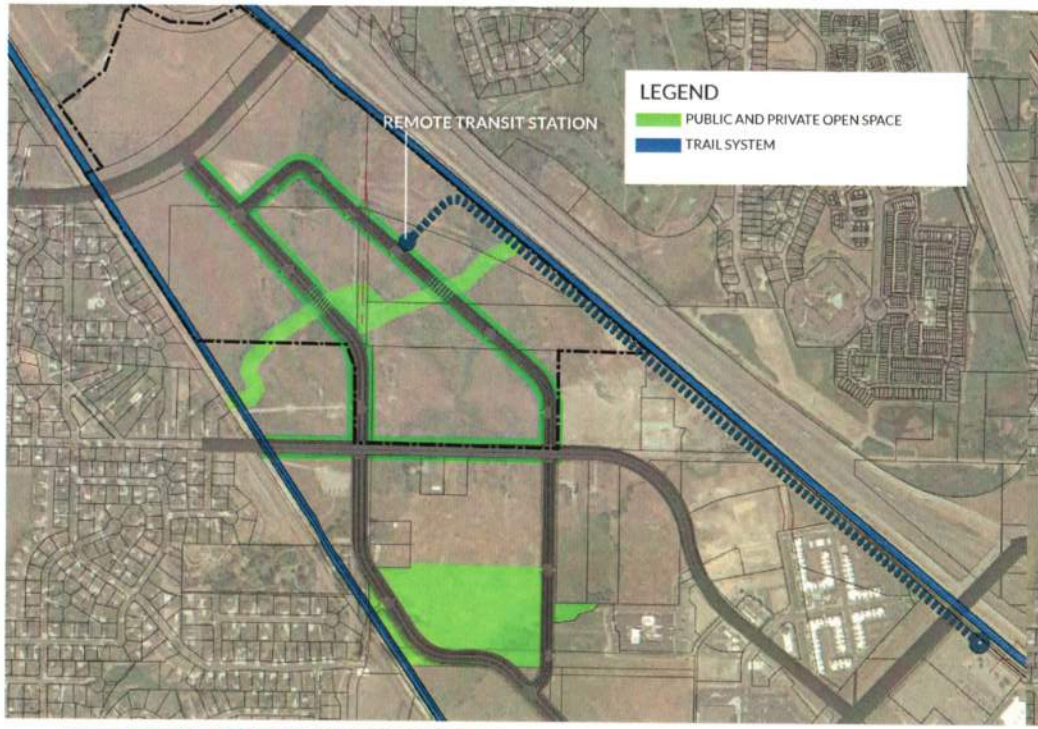
The City's Mixed-Use Ordinance Chapter 18 further defines the parking requirements for Transit Oriented Development, and minimizes the parking rate Transit Oriented Development based on proximity to the Transit Station. With the inclusion of the proposed location of the Remote Transit Station on this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

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

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

EXISTING CONDITIONS AND NARRATIVE

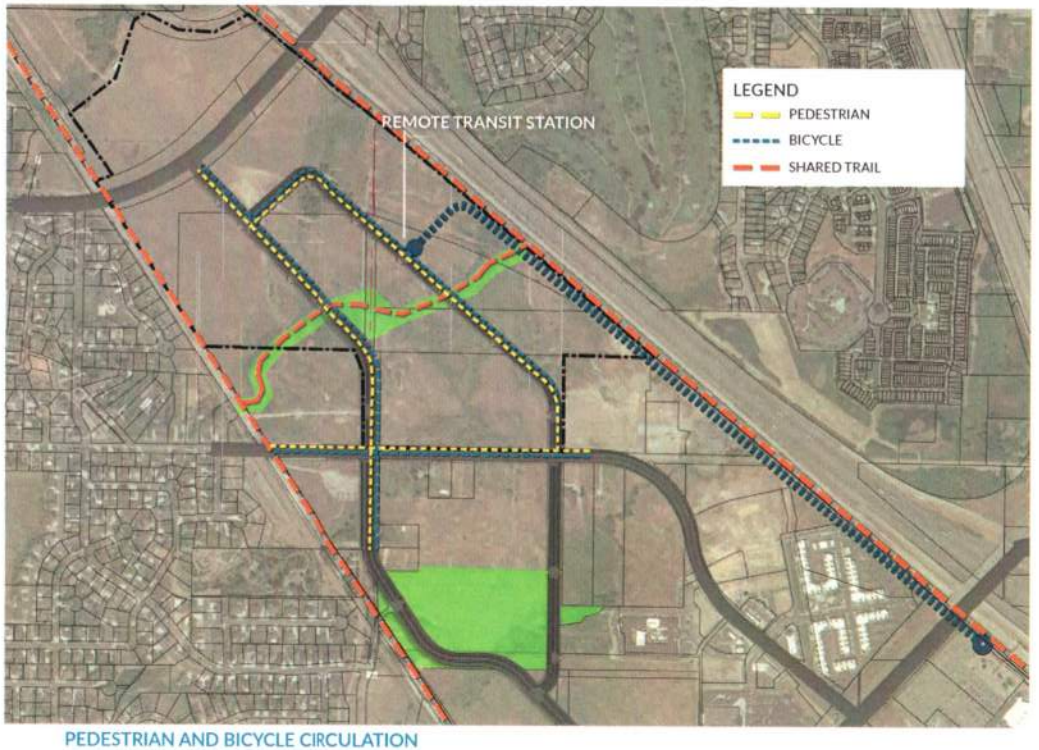
The existing conditions of the PMP area are primarily that of properties that have been under the ownership of multiple owners over the years. The property is now vacant; however, in years past, the usable portions have been utilized for both farming and pasturing. In addition to the "usable land", Spring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



PUBLIC AND PRIVATE OPEN SPACE CONCEPT PLAN



ON-SITE AUTOMOBILE CIRCULATION

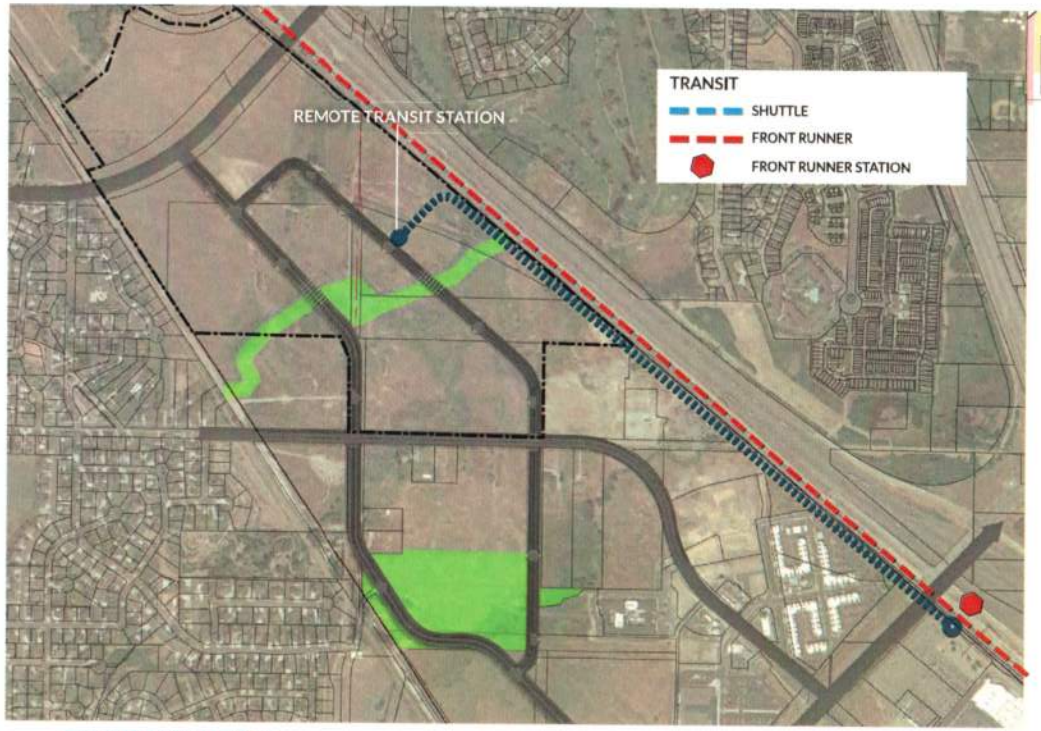


PEDESTRIAN AND BICYCLE CIRCULATION

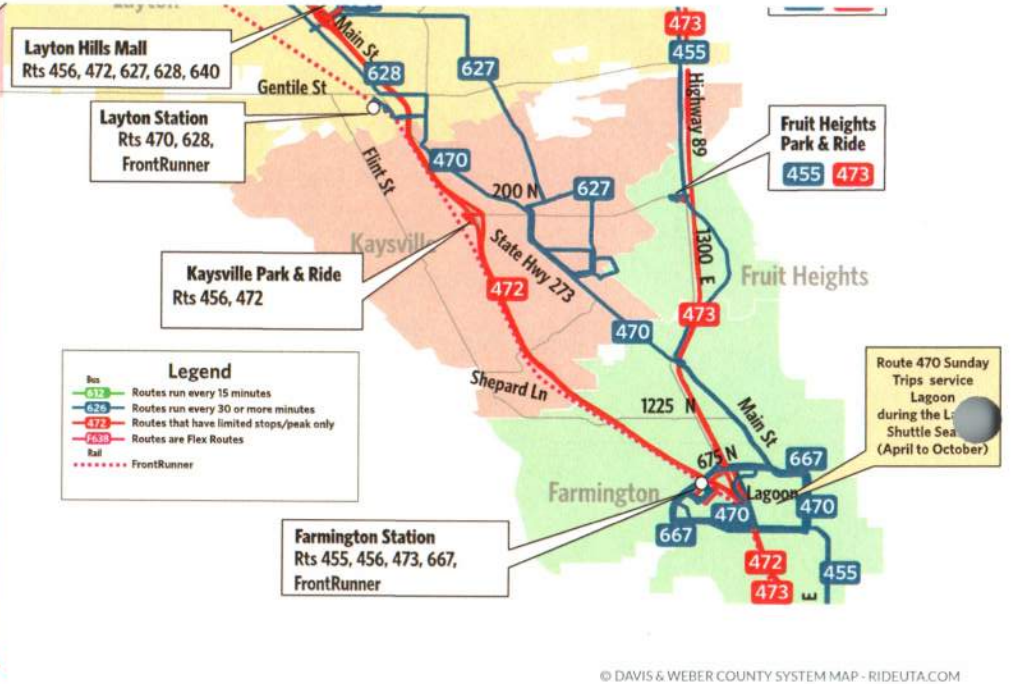


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TRANSIT CONNECTIONS



© DAVIS & WEBER COUNTY SYSTEM MAP - RIDEUTA.COM

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 127-acre PMP area extends from Haight Creek and the existing Shepard Lane right-of-way bounded by primarily Haight Creek at the north, Interstate 15 on the east, Burke Lane on the south and the Denver and Rio Grande Western Rail Trail on the west. The uses proposed by this PMP are compatible with the uses on the adjacent properties

NORTH EDGE

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

EAST EDGE

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

SOUTH EDGE

The south boundary of the PMP is defined primarily by Burke Lane for the easterly 2/3's of the area towards the west and developable land to the east. The existing development to the south of Burke Lane includes a few single-family dwellings on large lots that are well set back from Burke Lane and the Red Barn Development. The City's General Plan calls for this area to ultimately be rezoned to OMU zoning (part of which has already happened) with a development pattern that is consistent with that which is proposed by this PMP. For the near future, prior to rezoning and redevelopment, the existing homes are well setback from Burke Lane affording a generous buffer from the development that is planned by this PMP, which is Mixed-Use Commercial/Residential to the west and Class A Office to the east.

WEST EDGE

The west boundary of the PMP is defined by the Denver and Rio Grande Western Rail Trail and a utility easement. The existing development to the west of the Rail Trail is comprised of lower density single family development. The City's General Plan calls for this area to be rezoned to OMU zoning (which has already occurred for most of the property) with a development pattern that is consistent with that which is proposed by this PMP. The development that is planned by this PMP provides for Low Density Residential Mixed-Use (36 feet maximum height) use directly adjacent to the Rail Trail and observing a utility easement on the east side of the Rail Trail. The Low-Density Residential use proposed by this PMP has been thoughtfully placed as a transition between the Low-Density neighborhood and more intensity of use 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*

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MEMORANDUM

Date: May 28, 2020

To: Farmington City

From: Hales Engineering

LICENSED PROFESSIONAL ENGINEER
NO. 295699
RYAN R.
HALES
05/28/2020
STATE OF UTAH

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.

HALES ENGINEERING
innovative transportation solutions

Page 3 of 3

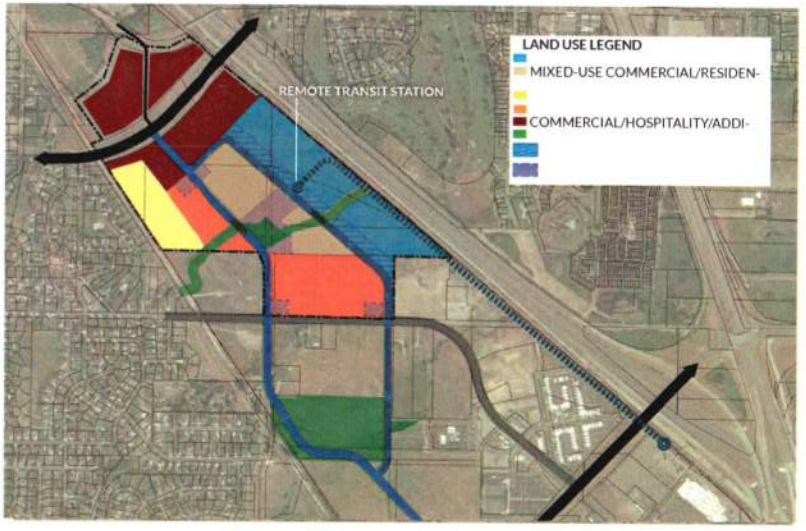
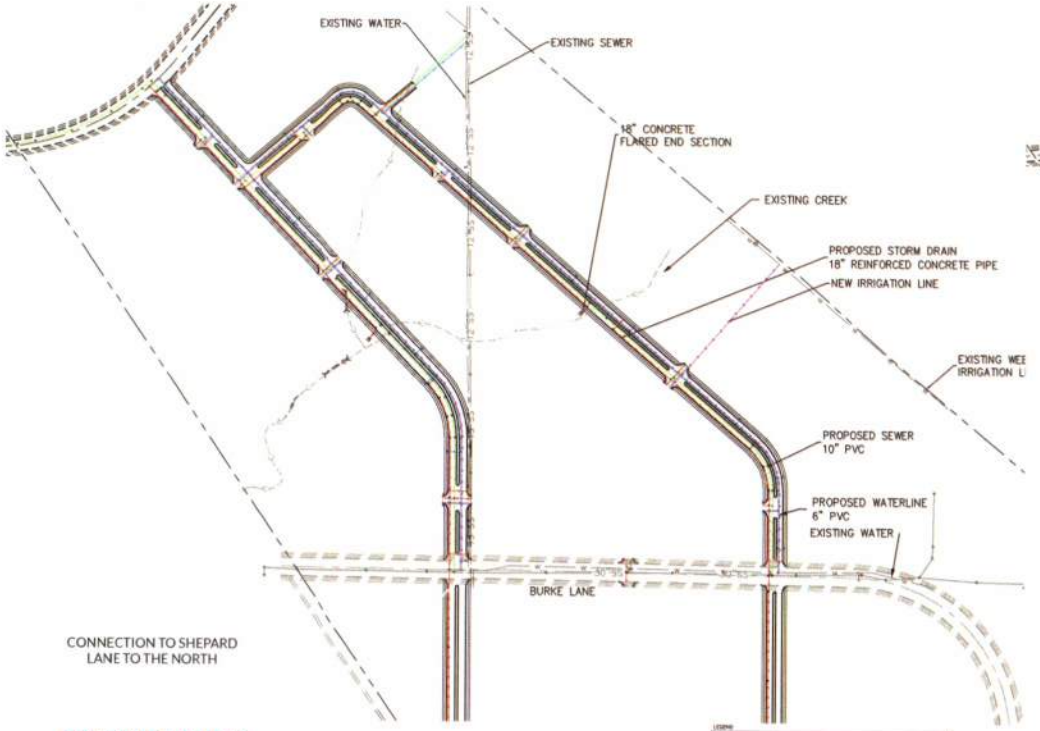


Figure 1: Proposed Roadway Layout

1220 North 500 West, Ste. 202 Lehi, UT 84043 p 801.766.4343
www.halesengineering.com

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COMBINED UTILITIES

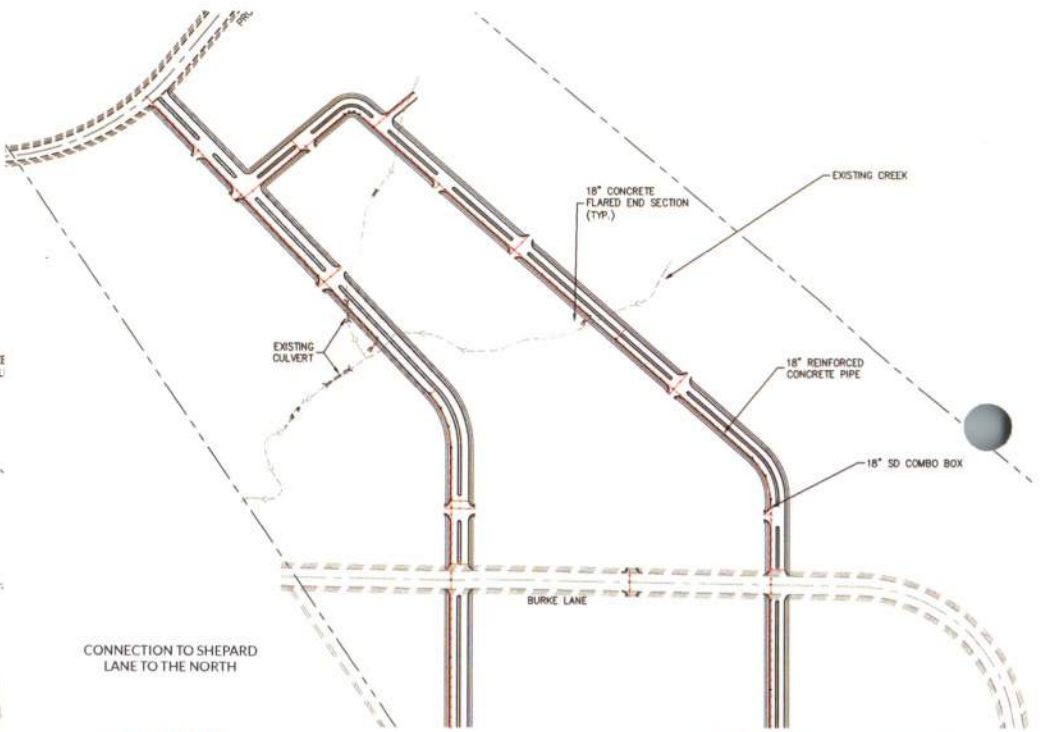


UTILITIES AND INFRASTRUCTURE

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

DRY UTILITIES:

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



STORM DRAIN

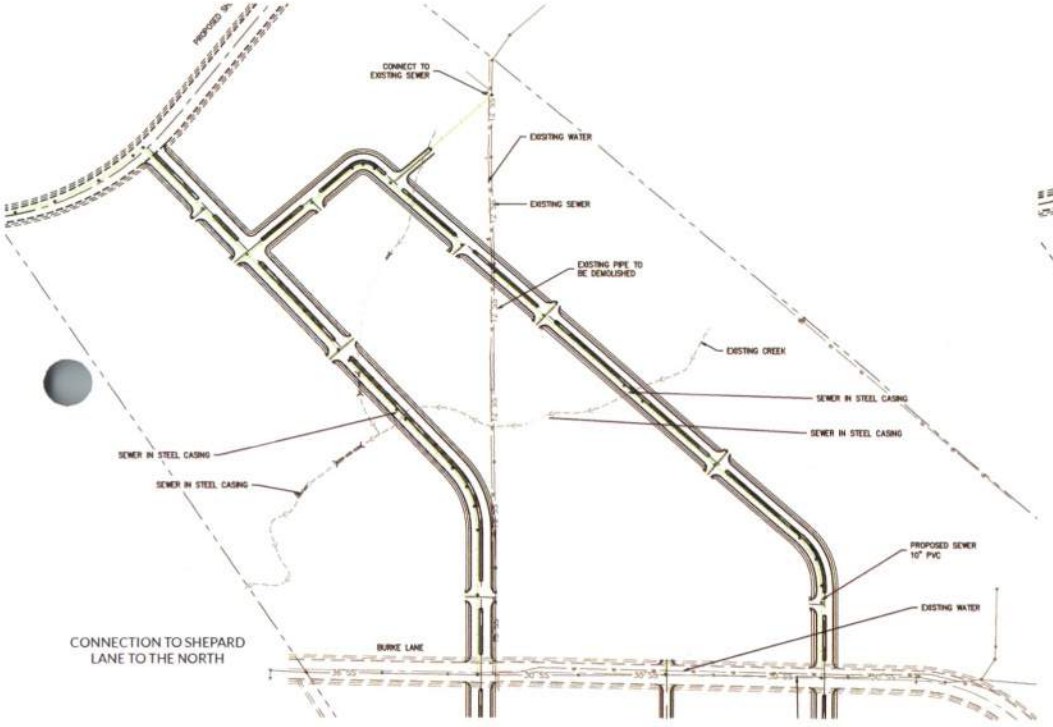
STORM WATER:

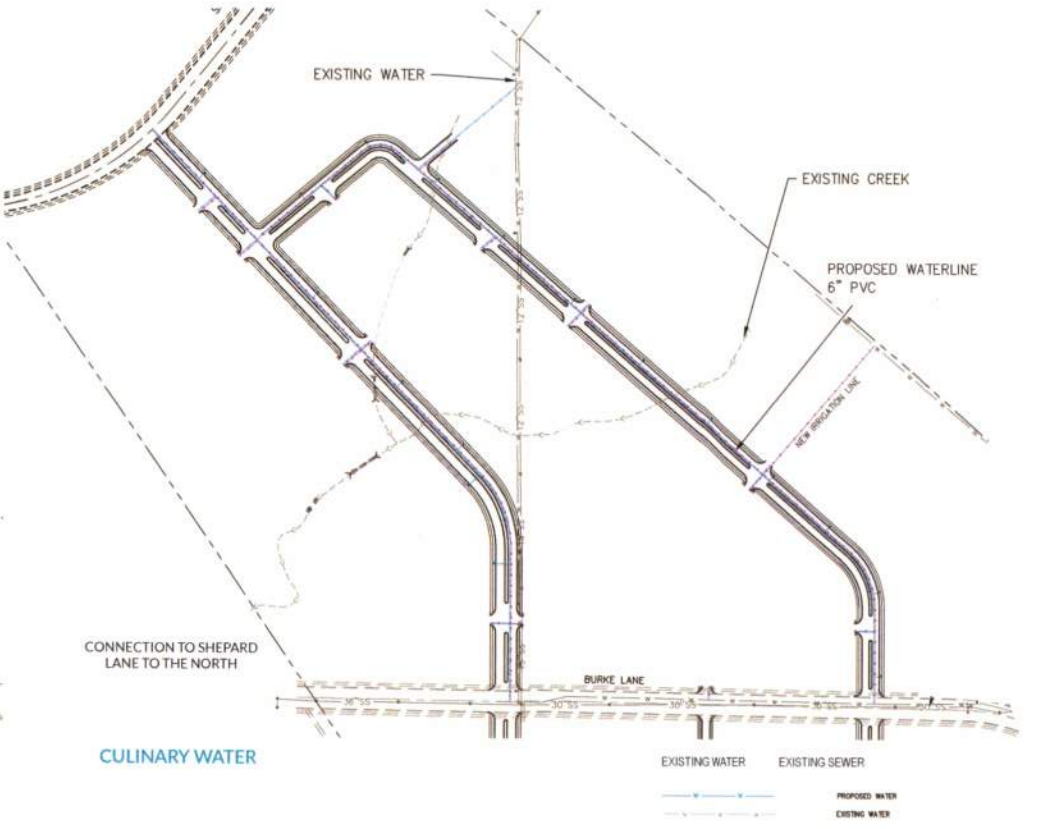
Stormwater for the project will be separated into 3 distinct and separate individual areas. Each area will be detained and routed to separate discharge locations located throughout the project per discussions with Chad Boshell, City Engineer for the City of Farmington.

The first drainage basin is located to the North of the 950 North/Connector Rd as shown on diagrams above. Drainage from this parcel will be required to detain on site flows and released at 0.2 CFS per acre. Water will be discharged into an existing culvert located along the rail/trail corridor on the West edge of the property. Stormwater will be required to be treated to remove pollutants prior to being discharged into the city system.

The second drainage basin will be for the property located South of 950 North/Connector Rd and North of the existing Creek running through the project. These flows will be required to detain at 0.2 CFS per acre release rate and then discharged into the existing Creek after being treated for pollutants.

The third drainage basin is for the property located South of the existing Creek and North of Burke Lane. These properties will be required to detain at 0.4 CFS per acre. Post detention flows from this basin will be routed to Burke Lane where they will connect to new 30" pipelines to be constructed by Farmington City that route the flows to the new detention pond and park facility planned for the area. System layout is shown on the figure above.





SANITARY SEWER:

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

CULINARY WATER:

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

SECONDARY WATER:

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

SECTION 140 PETITION

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

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

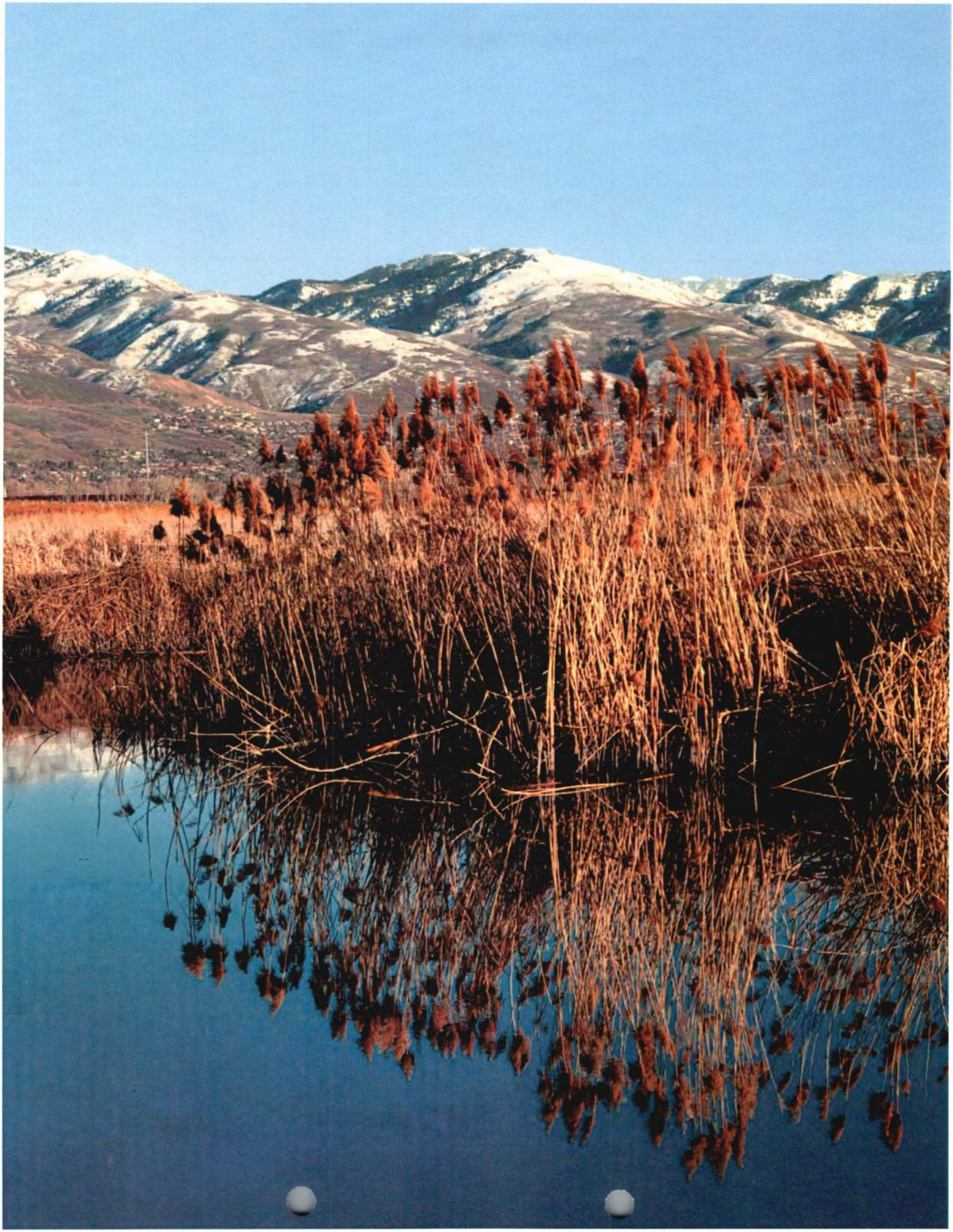
"Consideration and Approval Of Development Agreement: The development agreement shall be considered at the same time as the PMP and following the same approval process described in section 11-18-080 of this chapter. The criteria for review of a PMP and development agreement application by the Planning Commission and City Council shall consist of the following criteria in lieu of the criteria set forth in subsection 11-18-080 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 Residential Uses for this PMP as outlined in the Land Use Plan are to include:
  - Mixed-Use Commercial/Residential
  - Residential
- The Building Height requirements are to be as follows:
  - Interstate 15 Frontage/Class A Office – Minimum Height of 5 stories
  - Mixed-Use Commercial/Residential Remote Transit Hub Area – Minimum Height of 3 stories
  - Mixed-Use Commercial/Residential – Minimum Height of 3 stories
  - Residential - Maximum Height 36 feet
- The Building Siting Requirements are to be as follows:
  - Interstate 15 Frontage will have NO REQUIREMENT for RBR
- The Open Space Requirements are to be as follows:
  - Interstate 15 Frontage will require 10% Open space, which includes the Legacy Trail/Bus shuttle lane width.
- Regulating Plan Modification.

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In order to do all of this, we have been genuinely fortunate to have been able to capture control of enough property to really do this right – that is over 130 acres. Our PMP brings with it the ability to completely ignore the "historic" property lines and to take the majority of the remaining area in the Mixed-Use District and to develop it in partnership with Farmington City into the fulfillment of an extraordinary vision. That is bringing Transit Oriented Development to the level that it should be. This PMP brings the intensity of a Class A Tech Office/Employment Center with one million square feet of office use along with a sustainably connected and walkable neighborhood 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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Arch|Nexus

COVER LETTER - TYPO July October

NORTH FARMINGTON STATION CONCEPTUAL LAND USE AREA TAKE OFFS
July 1, 2020

Use	Approx. Acres
Class A Office	29
Commercial/Hospitality/Additional Office	27
Subtotal Mixed Use & Non Residential Use Area	56
Mixed-Use Commercial/Residential	14
Mixed-Use Commercial/Residential Remote Transit Hub Area	27
Residential	9
Subtotal Mixed-Use & Residential Use Area	50
Total	**106**

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

Roads	**21**
Open Space	OPEN SPACE WILL BE COMPLIANT WITH OMU ZONING (sec 11-18-060) *This includes 6 acres of creekside open space*

NORTH FARMINGTON STATION CONCEPTUAL LAND USE AREA TAKE OFFS
July 1, 2020

Use	Approx. Acres
Class A Office	31
Commercial/Hospitality/Additional Office	32
Subtotal Mixed Use & Non Residential Use Area	63
Mixed-Use Commercial/Residential	25
Mixed-Use Commercial/Residential Remote Transit Hub Area	15
Residential	10
Subtotal Mixed-Use & Residential Use Area	50
Total	**113**

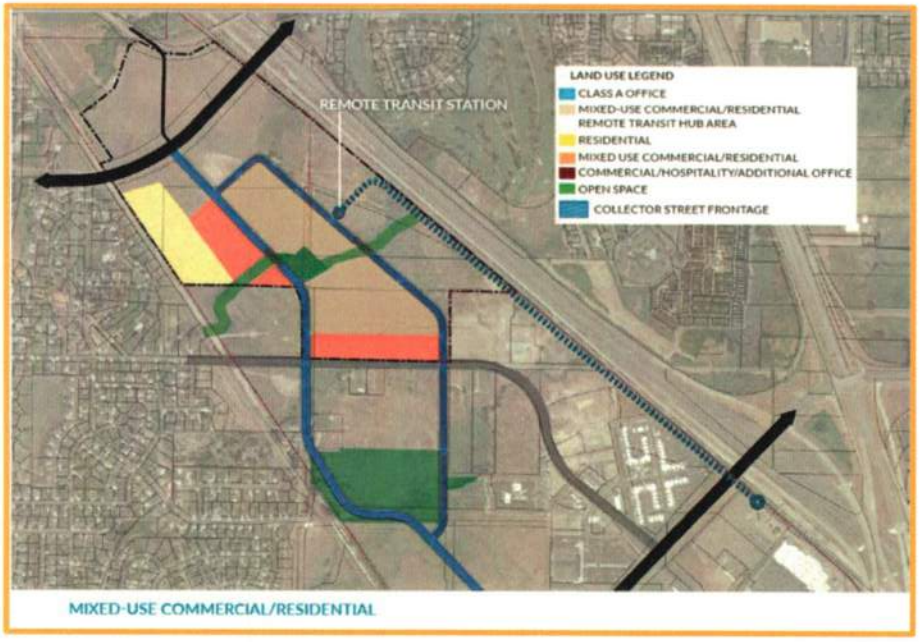
Note: Conceptual Land Use Areas are approximate and subject confirm based on an ALTA survey

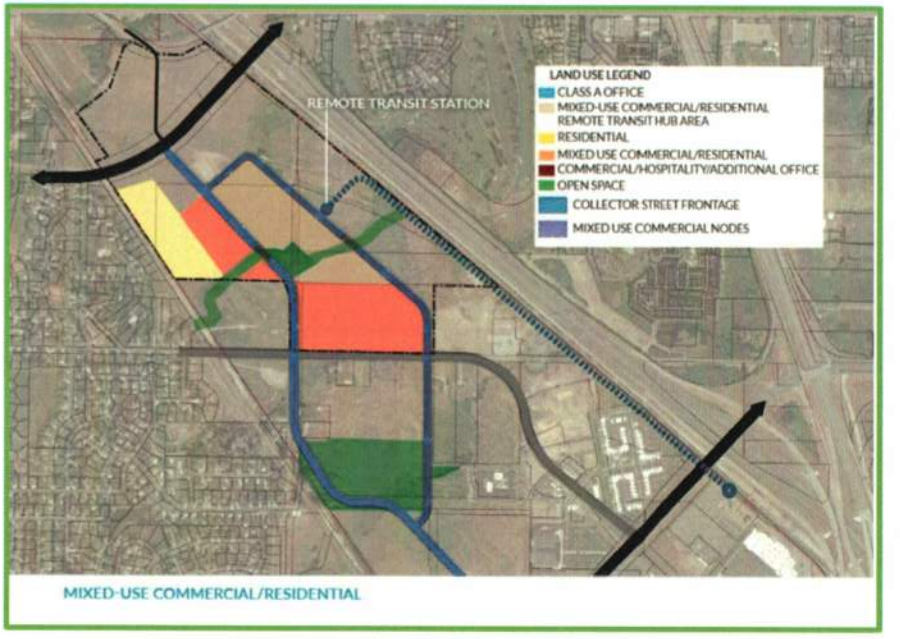
Roads	**9**
Open Space	OPEN SPACE WILL BE COMPLIANT WITH OMU ZONING (sec 11-18-060) *This includes 6 acres of creekside open space*

- Adjusted land use area take off per the adjustments and corrections included in the following pages

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July | October

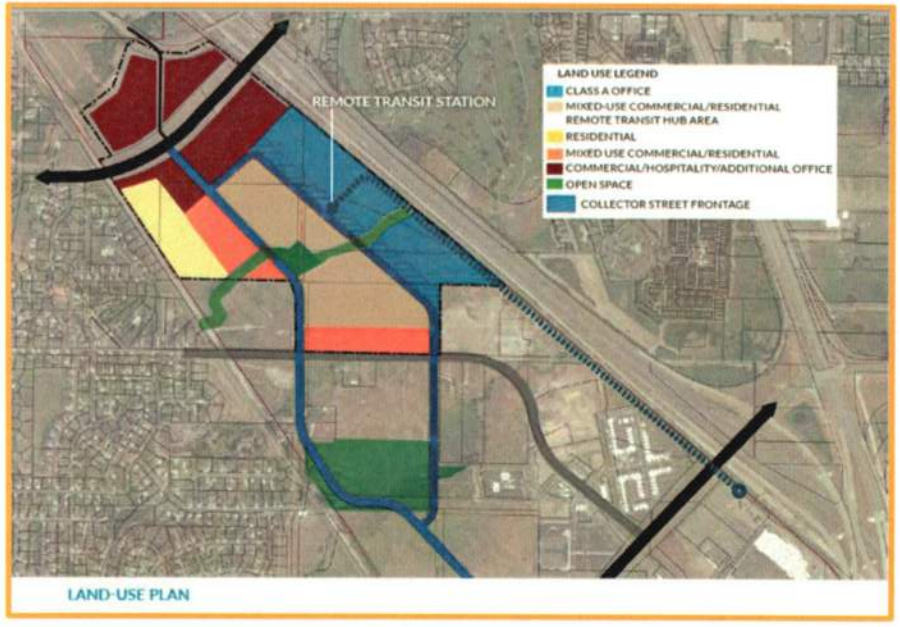


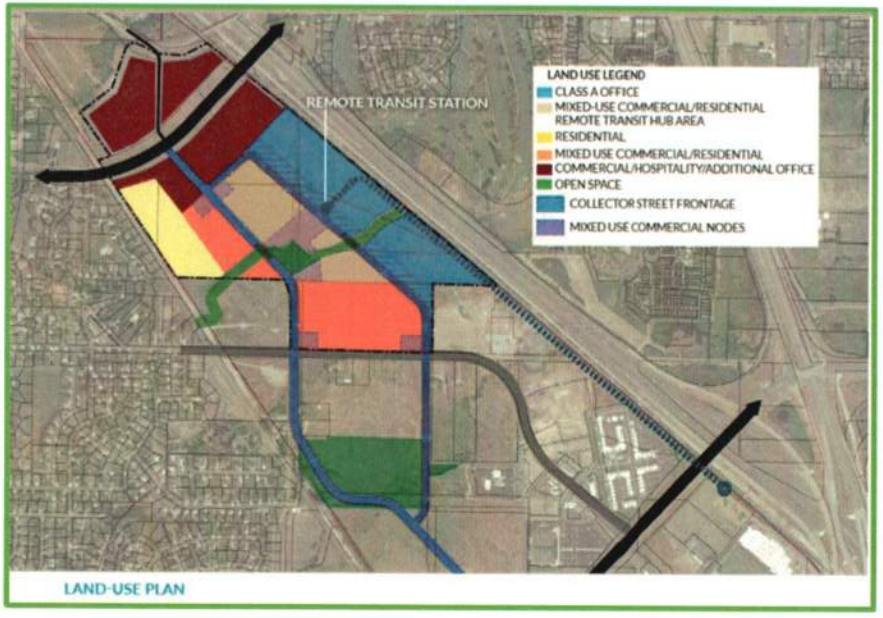


- Shrunk the higher intensity Mixed-Use Commercial/Residential Remote Transit Hub Area

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- Added context of conceptual mixed-use commercial nodes within the Mixed Use Commercial/Residential Areas

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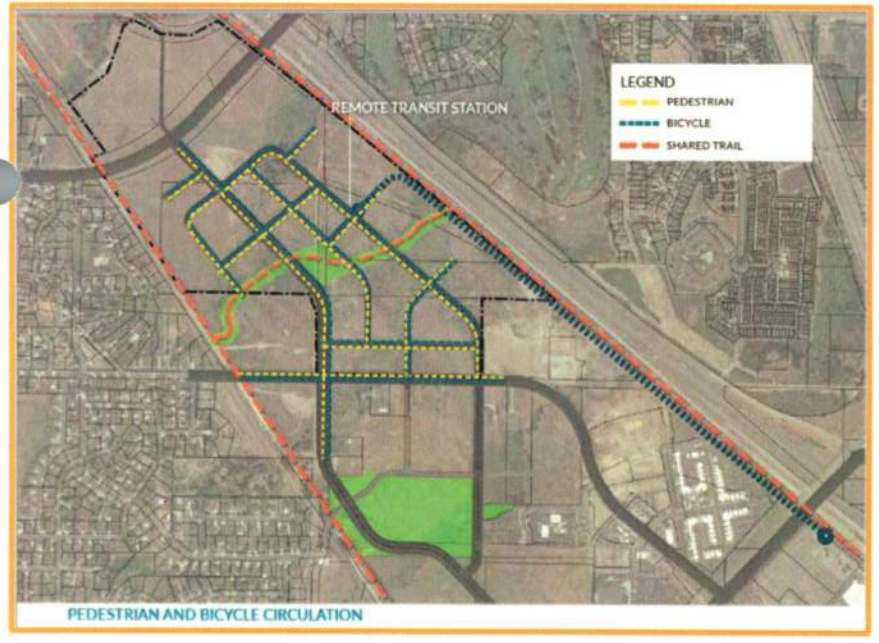


- Removed neighborhood roads to align with Development Agreement Section 5 (k)

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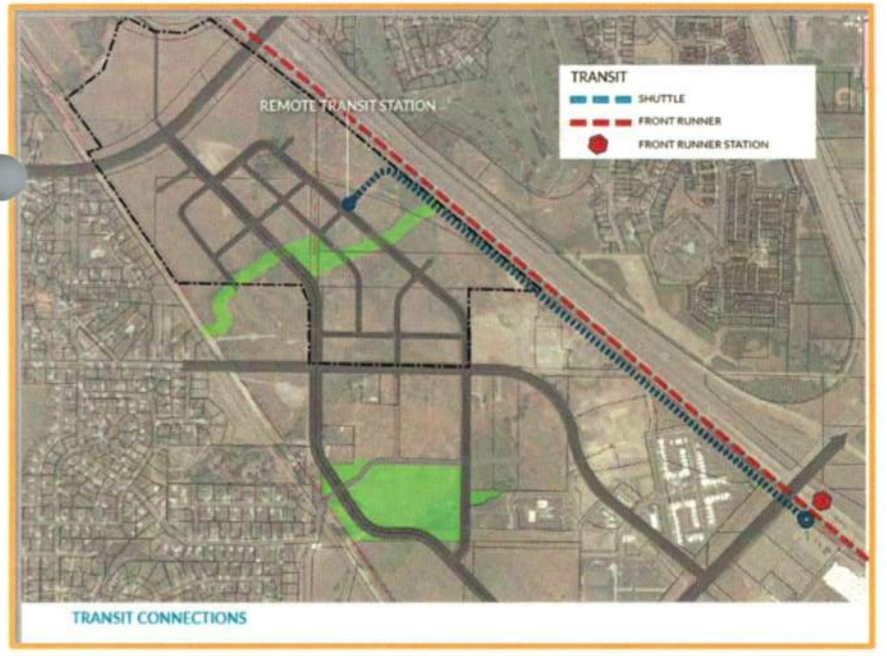


- Removed neighborhood roads to align with Development Agreement Section 5 (k)

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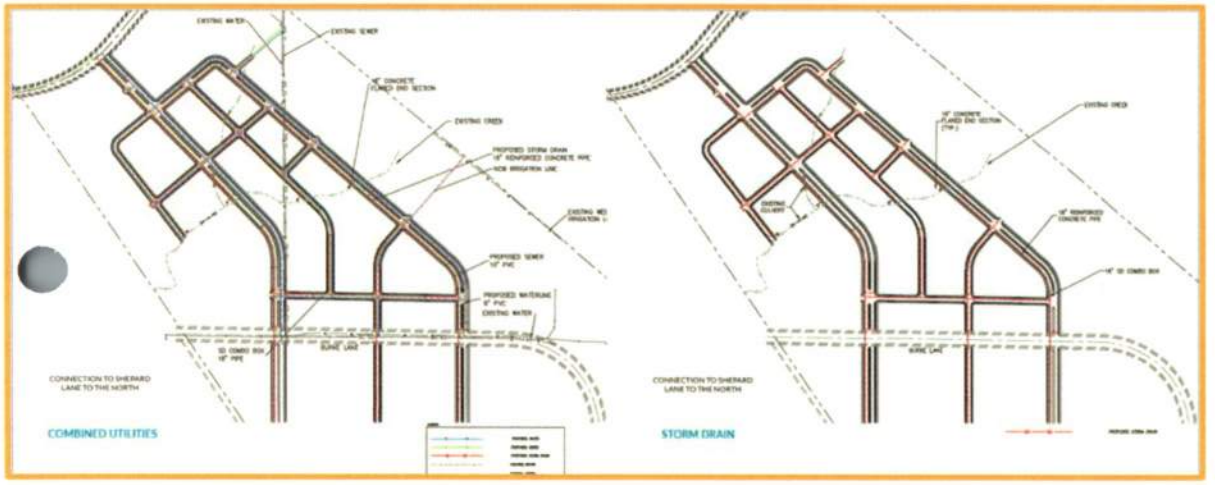




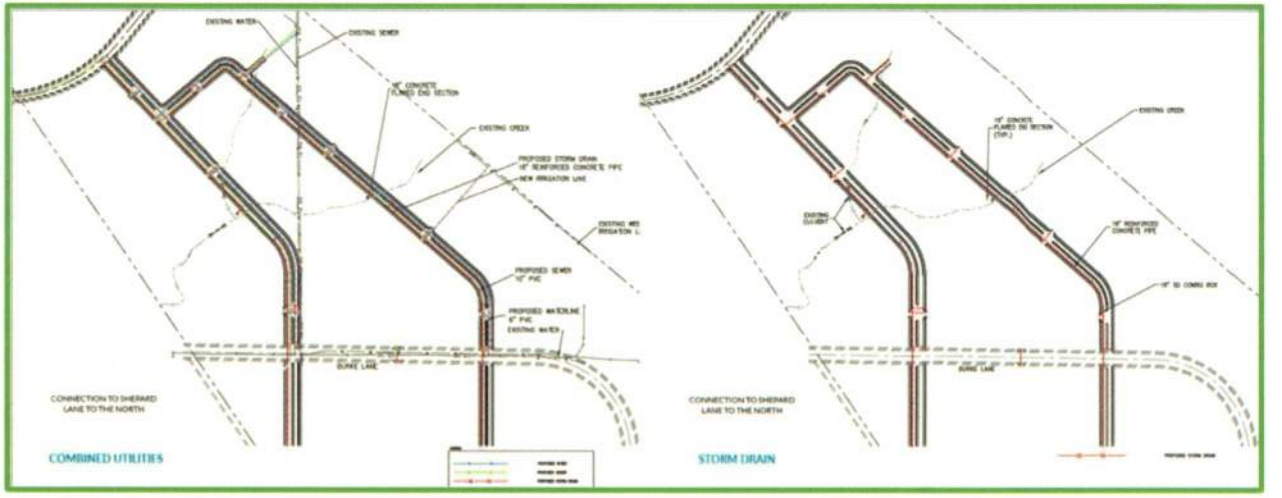
- Removed neighborhood roads to align with Development Agreement Section 5 (k)

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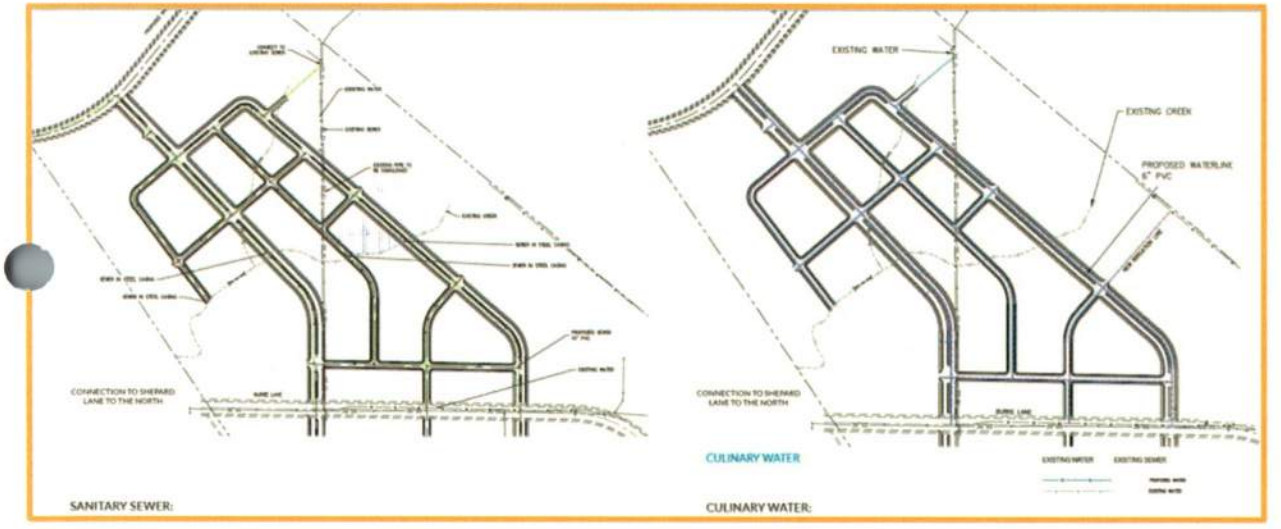
- Removed neighborhood roads to align with Development Agreement Section 5 (k)

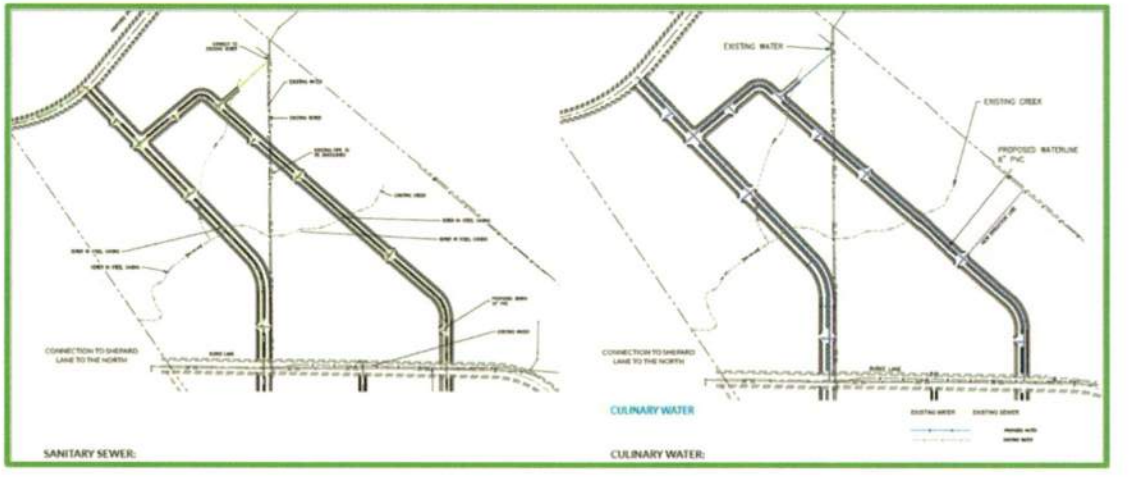


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- Removed neighborhood roads to align with Development Agreement Section 5 (k)

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11-18-050: **USES:**

A. Uses allowed in the TOD area are identified in table 18.3, "Allowable Land Uses", of this section. A development parcel may have more than one main building or dwelling, however each main building shall have its own zone lot.

B. More than one permitted use may be located on a development parcel and within a building (refer to "mixed use" and "development parcel", as defined herein).

11-18-050

TABLE 18.3
ALLOWABLE LAND USES

Key to allowable uses:
P - Permitted
N - Not permitted

	Mixed Use Districts				
	OS	RMU	OMU	GMU	TMU
Residential:					
Low density residential - single-family detached minimum of 5,000 square feet lot size	N	P	N	N	N
Medium density residential - single-family small lots and attached units or townhomes/condominiums limited to duplexes, triplexes, fourplexes, fiveplexes, or sixplexes	N	P	N	P	P
High density residential - condominium and apartment style	N	N	N	P	P
Live/work residential	N	P	N	P	P
Residential facilities for people with disabilities	N	P	P	P	P
Assisted living facilities	N	P	P	P	P
Residential facilities for the elderly	N	P	P	P	P
Commercial:					
Accessory buildings that do not in aggregate have a footprint greater than 25 percent of the main building(s) on a development parcel	N	P	P	P	P
Art studio	N	P	P	P	P
Business, professional offices, outpatient medical facilities	N	P	P	P	P
Entertainment	N	N	N	P	P
Financial institutions (with the exception of nondepository institutions)	N	N	P[1]	P[1]	P
Fitness and recreation facilities	N	P	P	P	P

11-18-050

	Mixed Use Districts				
	OS	RMU	OMU	GMU	TMU
Hospitals, inpatient medical facilities	N	N	P	P	P
Lodging - bed and breakfast	N	P	N	P	P
Lodging, limited to hotel, motel	N	N	P	P	P
Neighborhood service establishments[3]	N	P[1]	P[1]	P	P[1]
Parking structure	N	N	P	P	P
Restaurant - fast food	N	P[1]	P	P	P[1]
Restaurant - traditional sit down	N	P	P	P	P
Retail and wholesale sales individual tenant use:					
Up to 5,000 square feet	N	P	P	P	P
Greater than 5,000 square feet and up to 20,000 square feet	N	N	P	P	P
Vehicle service/convenience store (including gasoline sales but no auto repair)	N	N	P	P	P
Civic uses:					
Government - no point of service; no offices dealing directly or on a limited basis with the public (e.g., public works yards, etc.)	N	N	N	N	N
Parks and open space	P	P	P	P	P
Schools:					
Preschool, daycare	N	P[1]	P	P	P
Primary, secondary, colleges, and vocational	N	P	P	P	P
Service and fraternal clubs and organizations, and religious institutions	N	P	P	P	P
Transit and related transportation facilities (not including benches and bus stop signs)	N	N	P[2]	P[2]	P[2]

Restrictions:

1. Drive up window/drop off lane allowed only with special exception review by the Planning Commission as set forth in section 11-3-045 of this title, as to use only, and not fixed dimensional standards. For any use not listed as P[1], drive-up windows are expressly prohibited. No additional curb cut shall be added to accommodate the drive up/drop off lane.
2. Benches and bus stops are permitted, with development standards as noted in section 11-18-110 of this chapter.
3. Neighborhood service establishments: Low impact retail and personal service uses such as bakery, bookstore, dry cleaning, hairstyling, pharmacy, art supply/gallery, craft store, photocopy center, corner market (with no gas pumps).

(Ord. 2017-13, 5-16-2017)

11-18-060: **BUILDING FORM AND SITE ENVELOPE STANDARDS:** The following regulations and standards establish the parameters that guide the form of building within the mixed use districts of this chapter, including the site envelope for building placement. They direct and control the building envelope and site in regard to configuration, orientation, function and features that define and shape the public realm. The technique of the standards is to use private buildings to define and shape the public space in a manner that promotes walkability and provides functional connections between the public space and the private buildings. The standards are designed to use a minimum level of control to meet this goal.

The regulating plan identifies six (6) street types, including pedestrian walkways. Alleys are not identified on the regulating plan. The building form and site envelope standards are identified for each mixed use district and the street types within. Standards for street types shall apply to all lots that front that street. Lots may be either a recorded "building lot" or a "zone lot", as defined in section 11-18-030 of this chapter. A development parcel may have more than one zone lot. Standards will apply to the primary building on each zone lot. Lots that front more than one street shall follow the standards for the primary street, as determined by the street hierarchy. Standards for the arterial roads shall only apply to lots that directly abut Park Lane at grade and shall not apply to those portions of Park Lane and its access streets that are raised on an embankment. Lots that are adjacent to an embankment shall also have frontage on another street and will conform to the standards of the next nearest street type. These standards shall address building height, siting of the building on the lot and other elements. Character examples may be provided to depict the context of the type and form of desirable development only, and not the actual design or architectural style of buildings. Exceptions to the standards of this section

for large footprint commercial buildings over twenty thousand (20,000) square feet are detailed in section 11-18-070 of this chapter.

A. Height:

1. The height of the principal building is measured in stories, with the maximum height indicated in feet for the RMU and OS Districts.

2. Maximum height shall be measured to the midpoint of the roof (if a sloped roof is used) following guidelines, as defined in "building or structure height" in section 11-2-020 of this title. On flat roofs, additional parapet may be added above the maximum height for decoration and/or screening of rooftop equipment, and shall not exceed five feet (5') in height. Decorative parapet treatments in excess of five feet (5') may be approved through the development plan review process.

3. Street wall, fencing or landscaping heights are relative to the adjacent sidewalk, or the ground elevation when not fronting a sidewalk.

B. Siting:

1. Buildings shall occupy the specified area of the lot, as indicated on the site envelope standards in relation to the required building range and other applicable setbacks. The required building range (RBR) shall be measured from back of sidewalk.

2. Lot frontage percentages for corner lots shall apply to both the primary and secondary street(s). A reduction in the lot frontage percentage on the secondary street may be approved through the site plan review process.

3. Off street parking for vehicles shall not occupy any space located between the building and the primary street on each zone or building lot, and the secondary street where applicable for a corner lot. Parking areas located to the side of structures shall meet all building form and site envelope standards for the lot and be located a minimum of ten feet (10') back from the back of the adjacent sidewalk.

4. For each zone lot that has a building associated with it, said building shall meet the lot requirements of this section. Flag lots or lots without street frontage are not permitted.

11-18-060

	Building Height Maximum In Stories (And Feet)		
	Local Roads	Local Primary	Collector/ Arterial Roads
RMU	2 (27 feet)[1]	n/a	3 (40 feet)
GMU	3	n/a	4
OMU	4	3	6
TMU	6	n/a	8
OS	1 (25 feet)	n/a	1 (25 feet)

Note:

1. If a transition area is created buffering rural residential density areas from mixed use areas as follows: a) a distance of at least 300 feet must be established between housing in a rural residential site and the mixed use site; b) additional landscaping shall be provided on the mixed use site, including medium to large size trees every 20 feet along the entire length of the buffer; c) at least 3 different housing types (i.e., detached single-family, townhomes, live/work units, etc.) shall be provided in the mixed use site for every 15 acres of development; and d) the proposed uses in the mixed use area shall be compatible with the character of the site, adjacent properties, surrounding neighborhoods, and other existing and proposed development; then at its sole discretion, the City may, or may not, increase the building height on local roads in the RMU Zone to a maximum of 3 stories, not to exceed 33 feet adjacent to existing rural residential development, or areas contemplated for such development on the General Plan.

	Lot Width (In Feet)			
	Local Roads		Collector/Arterial Roads	
	Minimum	Maximum	Minimum	Maximum
RMU	32	120	32	200 (300 for nonresidential)
GMU	25	150 (250 for nonresidential)	50	200 (300 for nonresidential)
OMU	25	200	25	200
TMU	25	200	25	300
OS	25	No maximum	25	No maximum

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	Front Required Build To Range (RBR) (In Feet)			
	Local Roads		Collector/Arterial Roads	
	Minimum	Maximum	Minimum	Maximum
RMU	5 (10 for residential)	25	5	15
GMU	0	20	0	20
OMU	0	20	0	20
TMU	0	10	0	10
OS	5	None	5	None

	Minimum Side And Rear Setbacks (In Feet)			
	Local Roads		Collector/Arterial Roads	
	Side	Rear	Side	Rear
RMU	5	15	0 (5 for residential)	15
GMU	0	10	0	10
OMU	5	10	0	10
TMU	0	5	0	0
OS	5	15	5	15

	Building Siting			
	Local Roads		Collector/Arterial Roads	
	Minimum Lot Frontage Percent	Minimum Percent Of Building Within Front RBR	Minimum Lot Frontage Percent	Minimum Percent Of Building Within Front RBR
RMU	50	60	60	60
GMU	50	75	60	75
OMU	50	75	60	75
TMU	75	75	80	75
OS	n/a	n/a	n/a	n/a

	Open Space Percent Requirements (For Zone Lots)	
	Local Roads	Collector/Arterial Roads
RMU	35	30
GMU	20	10
OMU	20	10
TMU	10	10
OS	n/a	n/a

Notes:

1. Multiple-unit residential buildings that have a ground floor commercial use may have the open space requirement reduced by 10 percent in any district.
2. Open space requirements for a planned development area or an aggregation of multiple zone lots may be reduced by up to 5 percent in the TMU and 10 percent in the other districts if the open space is aggregated in 1 or more areas and is entirely usable open space. The aggregated open space must enhance the connection to transit facilities, plazas, or streets, or enhance the pedestrian environment, or enhance or create a public space, and remain publicly accessible. Aggregated open space must be shown and approved on a Project Master Plan (PMP).
3. All building form and site envelope standards for local roads as set forth in this section shall apply to local primary roads with the exception of building height maximum in stories (and feet).

(Ord. 2018-06, 2-6-2018)

C. Public Parks And Open Space: Public parks and other public open spaces will be provided in the mixed use districts as set forth in the City's Park Master Plan or capital facilities plan. In the event a property owner works with the City to provide such public places, a credit may be received on the open space requirements as set forth herein. (Ord. 2008-61, 12-9-2008)

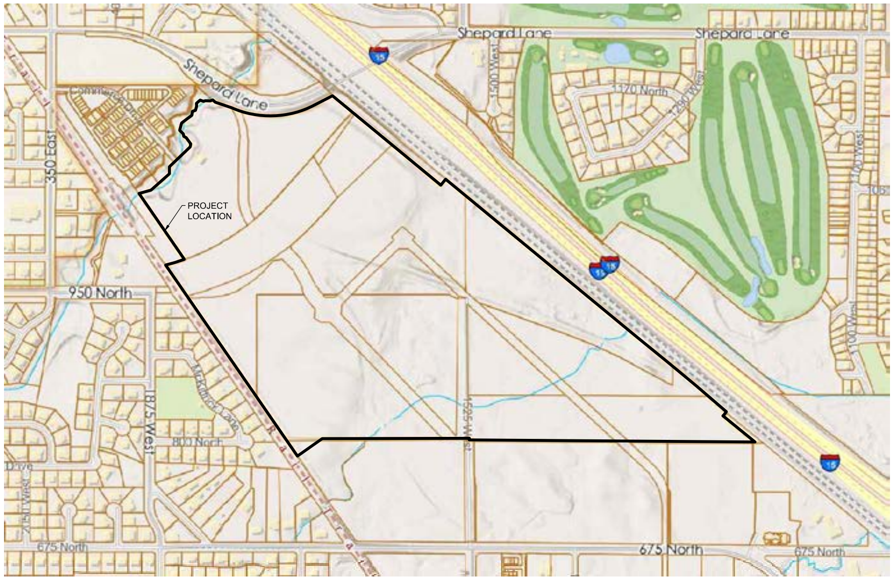
11-18-070: DEVELOPMENT PLAN REVIEW:

A. Applicability: In the OS, RMU, OMU, GMU and TMU Districts, the review procedures, standards and criteria set forth in this section shall be applied during the development plan review process.

	Reference	Current	Proposed May 2024 Amend & Replace	**UPDATED** Amend & Replace
	******THIS WOULD BE AN AMENDMENT TO EXISTING DA******			
AMENDMENT TO DEVELOPMENT AGREEMENT	Recitals		Add amendment recitals	
			The land use tables found throughout Exhibit B – Project Master Plan shall be amended and replaced with Exhibit D – North Station Master Plat & Wasatch Parcels attached herein. All other provisions and details of Exhibit B – Project Master Plan shall remain unchanged except as modified by this Amendment.	The land use tables found throughout Exhibit B – Project Master Plan shall be amended and replaced with Exhibit D – North Station Master Plat & Wasatch Parcels attached herein. All other provisions and details of Exhibit B – Project Master Plan shall remain unchanged except as modified by this Amendment. Exhibit E - North Station Commercial Concept and Exhibit F - DRG Restriction Area shall be added to the Development Agreement.
	Section 5 a.	Building Height Limits. Building heights shall be regulated per the PMP , except that the maximum building height is four stories in that part of the orange area as shown in the PMP (Mixed Use Commercial/Residential) abutting Commerce Drive, which orange area is by Spring Creek, and those buildings in the yellow (Residential) area as shown in the PMP shall have a two-story element next and/or closest to the UTA DRG&W trail right-of-way, and those buildings in the tan (Mixed-Use Commercial/Residential Remote Transit HUB) areas north of Spring Creek shall have a maximum building height of seven stories, and as referenced in paragraph c., below.	Building Height Limits. Building heights shall be regulated per the PMP, except that pursuant to Exhibit D those buildings in Residential Parcel R1 that are within 200 feet from the western boundary of the Denver & Rio Grande Western right-of-way shall not exceed two stories or twenty-seven feet (27') in height, except where residential dwelling units are townhomes along the north, east, and south boundary of R1 the height shall not exceed thirty-six feet (36') to the top of roof or parapet or fourty-four feet (44') including a rooftop patio and bonus room on a fourth level; and those buildings in Residential Parcels R2 and R3 shall have a maximum building height of four stories; and those buildings in Residential Parcels M1, M2, M3, M4, M5, R4, and R5 shall have a maximum building height of seven stories; and those buildings in Office Parcels O5, O6, O7, O8, O9, O10, and OW shall have a minimum height of two stories; those buildings in Commercial Parcels C2, C12, or O1 shall have no minimum height. All heights not mentioned in this section 5 a. shall be governed by the underlying zoning code.	Building Height Limits. Building heights shall be regulated per the PMP, except that pursuant to Exhibit D those buildings in: i) Residential Parcel R1, pursuant to Exhibit F - DRG Restriction Area, that are a) within 200 feet from the western boundary of the Denver & Rio Grande Western right-of-way ("200 ft DRG Restriction Area"), and *are apartment homes*, shall not exceed two stories or twenty-seven feet (27') in height, except where residential dwelling units are townhomes and contain a live/work component along the north ~~east and south~~ boundary of R1 the height shall not exceed thirty-six feet (36') to the top of roof or parapet or fourty-four feet (44') including a rooftop patio and bonus room on a fourth level; all other buildings within R1 but outside of the DRG Restriction Area shall have a maximum building height of four (4) stories OR b) within the DRG Restriction Area, and *are separately platted townhomes*, shall not exceed two stories or twenty-seven feet (27') in height for townhome buildings closest to the DRG trail right-of-way, except where residential dwelling units are townhomes and contain a live/work component along the north of R1 the height shall not exceed thirty-six feet (36') to the top of roof or parapet or fourty-four feet (44') including a rooftop patio and bonus room on a fourth level; all other buildings within R1 but outside of the DRG Restriction Area shall have a maximum building height of four (4) stories; ii) Residential Parcels R2 and R3 shall have a maximum building height of four stories; iii) Residential Parcels M1, M2, M3, M4, M5, R4, and R5 shall have a maximum building height of eight stories; iv) Office Parcels O5, O6, O7, O8, O9, O10, and OW shall have a minimum height of two stories; v) Commercial Parcels C2, C12, or O1 shall have no minimum height. vi) All heights not mentioned in this section 5 a. shall be governed by the underlying zoning code.
	Section 5 b.	Residential Land Use. Residential uses may be allowed in the tan (Mixed-Use Commercial/Residential Remote Transit HUB), yellow and orange areas as shown in the PMP upon review and City approval of conforming land use applications. prepared by the Developer, which shall include building elevations, as part of the City's normal Development Plan Review Process. Residential uses shall be prohibited in the red (Mixed Use Commercial/Additional Office) and blue (Class A Office) areas as shown in the PMP, except as may otherwise be provided in an amended PMP	Residential Land Use. Pursuant to Exhibit D attached hereto and subject to the City's normal Development Plan Review process and approval, residential uses may be allowed in Parcels R1, R2, R3, R4, R5, M1, M2, M3, M4 and RW, and all subdivisions thereof. Parcels R2, M1, M2, M3, M4, and RW shall have a ground floor commercial component as generally shown in Exhibit D of at least 15,000 square feet in aggregate across the aforementioned Parcels. Residential uses shall be prohibited in all other Parcels not mentioned in this section 5 b. At any time, Parcels R1 and RW may proceed with construction upon final City approval, subject to the City's normal Development Plan Review process and approval. All remaining residential parcels may proceed with construction at a ratio of 3 acres of residential acreage for every 1 acre of either office or commercial acreage that commences construction by the Developer, the measurement of acres shall exclude future open space and road right of way dedications ("Residential Release Ratio"). For those parcels where a ground lease or a sale of a Developer Parcel occurs to an unaffiliated third-party for office or commercial use, such third-party must receive Final Site Plan approval on the subject Parcel in order for such Parcel to count toward the Residential Release Ratio.	Residential Land Use. Pursuant to Exhibit D attached hereto and subject to the City's normal Development Plan Review process and approval, residential uses may be allowed in Parcels R1, R2, R3, R4, R5, M1, M2, M3, M4 and RW, and all subdivisions thereof. Parcels R2, M1, M2, M3, M4, and RW shall have a ground floor commercial component as generally shown in Exhibit D of at least 20,000 square feet in aggregate across the aforementioned Parcels, with no more than 3,000 square feet required on Parcel RW. Residential uses shall be prohibited in all other parcels not mentioned in this section 5 b. At any time, Parcels R1 and RW may proceed with construction upon final City approval, subject to the City's normal Development Plan Review process and approval. All remaining residential parcels may proceed with construction at a ratio of 3 acres of residential acreage for every 1 acre of either office or commercial acreage that commences construction by the Developer, the measurement of acres shall exclude future open space and road right of way dedications ("Residential Release Ratio"). For those parcels where a ground lease or a sale of a Developer Parcel occurs to an unaffiliated third-party for office or commercial use, such third-party must receive a Building Permit approval on the subject Parcel in order for such Parcel to count toward the Residential Release Ratio.
	Section 5 c.	Office to Residential Acreage Ratio. In the event the Developer receives approval by the City as set forth in paragraph 5.b above, Developer shall be permitted to proceed with construction upon final approval for the multi-family residential product, shown in orange in the PMP and located along Burke Lane, and, as shown in Yellow in the PMP. The residential uses in yellow shall be subject to maximum height limitation of 36 feet. The remainder of the residential development in the PMP will not be considered for approval until the first office building is under construction in the blue or red area. Once the first office building is under construction in the blue or red area, the remaining residential, if approved, shall be permitted at a ratio of 3 acres of residential (in the orange and/or tan areas) for every 1 acre of office. The Developer shall submit plans for, and process to completion a building permit application for the first office building on or before December 31, 2023; notwithstanding this, the Developer must obtain site plan and building permit approval and commence construction of the first office building in the blue area, with floor plans no less than a 25,000 square foot footprint, no later than one month after the latter of (i) signing a lease or aggregate of leases of 50% or more of the square footage of the first office building and (ii) receiving construction financing.	Office/Commercial Land Use. Land uses shall be regulated per Exhibit D which aligns with the Farmington Station Area Plan approved by the City in July 2022. The City desires to maintain the Non-Residential and Residential acreages found in Exhibit D throughout the course of the project.	Office/Commercial Land Use. Land uses shall be regulated per Exhibit D which aligns with the Farmington Station Area Plan approved by the City in July 2022. The City shall maintain the Non-Residential and Residential acreages found in Exhibit D throughout the course of the project.
	Section 5 k.	Office Park Design. Class A Office site plans within the blue area of the PMP shall be designed and approved in such a way to accommodate infill buildings and/or parking structures in the future.	Office Park Design. Class A Office site plans within Office Parcels O1, O2, O3, O4, O5, O6, O7, O8, O9, O1O, and OW of Exhibit D shall be designed and approved in such a way to accommodate infill buildings and/or parking structures in the future.	Office Park Design. Class A Office site plans within Office Parcels O1, O2, O3, O4, O5, O6, O7, O8, O9, O1O, and OW of Exhibit D shall be designed and approved in such a way to accommodate infill buildings and/or parking structures in the future.
	Section 5 l.	n/a	Parcel Exchange. Pursuant to Exhibit D, Developer shall dedicate Parcel A3 to Farmington City and Farmington City shall dedicate the southwest corner of R1, a triangle area encumbered by a Dominion Energy gas easement. The useable acreage outside of the gas easement within the R1 triangle measures less than Parcel A3. The parcel exchange will allow Developer to complete it's proposed development more efficiently. All earthwork to re-shape the detention pond shall be completed by Developer.	Future Parcel Exchange. Pursuant to Exhibit D, at the time Parcel R1 plat amendment is recorded, Developer shall dedicate Parcel A3 to Farmington City and Farmington City shall dedicate the southwest corner of R1, a triangle area encumbered by a Dominion Energy gas easement. The useable acreage outside of the gas easement within the R1 triangle measures less than Parcel A3. The land exchange will allow Developer to complete it's proposed development for R1 more efficiently. All earthwork to re-shape the detention pond shall be completed by Developer.
	Section 5			Commercial Design and Drive Thrus. Pursuant to Exhibit E, Commercial Parcels C6, C10, C11, and Subparcels C3.1, C4.1, C4.5, C4.6, C4.7 shall be permitted to have a drive thru, subject to the City's standard site plan and design approval process.

NORTH STATION
MASTER PLAT

LOCATED IN THE NORTHEAST, SOUTHEAST, SOUTHWEST,
AND NORTHWEST QUARTER, OF SECTION 14,
TOWNSHIP 3 NORTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN
FARMINGTON CITY, DAVIS COUNTY, UTAH
SEPTEMBER 2024



VICINITY MAP
NOT TO SCALE

NOTES
1. (ELECTRICAL GEAR MARKER): ELECTRICAL VAULT FOOTPRINTS UP TO 8'X13' AND ASSOCIATED ELECTRICAL GEAR SHALL EXTEND BEYOND THE TYPICAL 16' PUE.

SURVEYOR'S NARRATIVE

THE PURPOSE OF THIS PLAT IS TO DEFINE NEW PARCEL BOUNDARIES WITHIN THE OVERALL SUBDIVISION BOUNDARY. THE OVERALL SUBDIVISION BOUNDARY CONTAINED MULTIPLE PARCELS OF LAND OWNED BY STACK FARMINGTON LAND, LLC, AND FARMINGTON CITY.

THE BASIS OF BEARING FOR THIS SURVEY IS S.00°14'39"E. BETWEEN THE DAVIS COUNTY SURVEY MONUMENTS MARKING THE CENTER QUARTER CORNER AND THE SOUTH QUARTER CORNER OF SECTION 14, TOWNSHIP 3 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN.

NO PROPERTY CORNERS WERE SET IN RELATION TO THIS PLAT. IT IS ANTICIPATED THAT PROPERTY CORNERS WILL BE SET WITH FUTURE FINAL SUBDIVISION PLATTING.

BOUNDARY DESCRIPTION

A TRACT OF LAND LOCATED IN THE NORTHEAST, SOUTHEAST, SOUTHWEST, AND NORTHWEST QUARTER OF SECTION 14, TOWNSHIP 3 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, DAVIS COUNTY, UTAH, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 449.10 FEET S.00°14'39"E. ALONG THE QUARTER SECTION LINE AND 29.76 FEET N.89°35'34"W FROM THE CENTER QUARTER CORNER OF SAID SECTION 14 AND RUNNING THENCE N.00°11'08"E. 9.95 FEET; THENCE S.89°55'48"W. 968.15 FEET; THENCE S.54°37'51"W. 199.15 FEET TO THE EASTERLY LINE OF DENVER AND RIO GRANDE WESTERN RAILROAD; THENCE ALONG SAID EASTERLY LINE N.34°36'25"W. 1,526.09 FEET TO A 1430.00 FOOT RADIUS NON TANGENT CURVE TO THE LEFT; THENCE EASTERLY 128.11 FEET ALONG SAID CURVE (NOTE: CHORD TO SAID CURVE BEARS N.73°06'45"E. 128.07 FEET); THENCE N.34°36'25"W. 525.99 FEET TO THE SOUTHERLY LINE OF ARROWGATE PHASE 1 SUBDIVISION, RECORDED AS ENTRY NUMBER 3263392 IN THE OFFICE OF THE DAVIS COUNTY RECORDER; THENCE ALONG SAID SOUTHERLY LINE, WHICH LINE IS ALSO THE CENTERLINE OF HAIGHT CREEK, THE FOLLOWING TWENTY (20) COURSES: 1) N.74°31'07"E. 82.39 FEET, 2) THENCE N.48°19'35"E. 161.59 FEET, 3) THENCE N.00°25'01"E. 46.41 FEET, 4) THENCE N.46°29'20"E. 189.60 FEET, 5) THENCE N.07°31'00"E. 19.77 FEET, 6) THENCE N.35°53'27"W. 50.64 FEET, 7) THENCE N.62°53'39"W. 18.56 FEET, 8) THENCE N.06°32'54"W. 15.75 FEET, 9) THENCE N.45°30'22"W. 34.24 FEET, 10) THENCE N.14°58'37"E. 49.64 FEET, 11) THENCE N.52°53'15"E. 83.69 FEET, 12) THENCE N.10°18'38"E. 26.24 FEET, 13) THENCE N.72°37'41"E. 21.42 FEET, 14) THENCE N.14°18'07"E. 27.78 FEET, 15) THENCE N.04°58'30"W. 19.33 FEET, 16) THENCE N.48°28'14"E. 33.00 FEET, 17) THENCE S.69°06'19"E. 24.15 FEET, 18) THENCE N.66°30'00"E. 11.62 FEET, 19) THENCE S.86°20'51"E. 33.86 FEET, AND 20) THENCE N.67°35'14"E. 17.46 FEET TO THE SOUTHERLY LINE OF SHEPARD LANE; THENCE ALONG SAID SOUTHERLY LINE THE FOLLOWING FOUR (4) COURSES: 1) S.47°06'40"E. 21.90 FEET, 2) THENCE S.71°24'02"E. 113.83 FEET TO A 632.96 FOOT RADIUS NON TANGENT CURVE TO THE LEFT, 3) THENCE EASTERLY 563.43 FEET ALONG SAID CURVE (NOTE: CHORD TO SAID CURVE BEARS N.88°10'42"E. 545.01 FEET), AND 4) THENCE N.62°40'39"E. 133.38 FEET TO THE SOUTHWESTERLY LINE OF OREGON SHORT LINE RAILROAD; THENCE ALONG SAID SOUTHWESTERLY LINE S.50°30'13"E. 922.74 FEET; THENCE N.39°29'47"E. 50.00 FEET TO THE SOUTHWESTERLY LINE OF UNION PACIFIC RAILROAD; THENCE ALONG SAID SOUTHWESTERLY LINE THE FOLLOWING TWO (2) COURSES: 1) S.50°30'13"E. 1,630.98 FEET TO A 19,537.31 FOOT RADIUS NON TANGENT CURVE TO THE RIGHT, AND 2) THENCE SOUTHEASTERLY 766.27 FEET ALONG SAID CURVE (NOTE: CHORD TO SAID CURVE BEARS S.50°11'58"E. 766.22 FEET); THENCE S.39°13'03"W. 35.10 FEET; THENCE S.50°47'25"E. 271.40 FEET; THENCE N.89°34'35"W. 567.47 FEET; THENCE N.89°35'34"W. 1,311.34 FEET TO THE POINT OF BEGINNING.

CONTAINING 5,141,214 SQUARE FEET OR 118.026 ACRES, MORE OR LESS. 36 PARCELS.

NOTE: ROTATE THE ABOVE BEARINGS CLOCKWISE 0°14'50" TO MATCH STATE PLANE COORDINATE SYSTEM BEARINGS.

RECORD OF SURVEY

A SURVEY THAT INCLUDES THE EXTERIOR BOUNDARIES OF THIS SUBDIVISION PLAT HAS BEEN FILED IN THE OFFICE OF THE DAVIS COUNTY SURVEYOR AND ASSIGNED FILE NUMBER

SURVEYOR'S CERTIFICATE

I, DEVRON J. ANDERSEN, DO HEREBY CERTIFY THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH AND THAT I HOLD LICENSE NUMBER 7897281 IN ACCORDANCE WITH THE PROFESSIONAL ENGINEERS AND LAND SURVEYORS ACT, TITLE 58, CHAPTER 22, OF UTAH CODE; I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH TITLE 17, CHAPTER 23, SECTION 17, OF UTAH CODE, HAVE VERIFIED ALL MEASUREMENTS, AND HAVE HEREBY SUBDIVIDED SAID PROPERTY INTO PARCELS AND STREETS, TOGETHER WITH EASEMENTS, HEREAFTER TO BE KNOWN AS

NORTH STATION MASTER PLAT

PROFESSIONAL LAND SURVEYOR
09/17/2024
No 7897281
Devron J. Andersen
STATE OF UTAH
FOR REVIEW DO NOT RECORD

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED ARE THE OWNERS OF THE HEREON DESCRIBED TRACT OF LAND, AND HEREBY CAUSE THE SAME TO BE DIVIDED INTO PARCELS AND STREETS, TOGETHER WITH EASEMENTS AS SET FORTH TO BE HEREAFTER KNOWN AS

NORTH STATION MASTER PLAT

AND DO HEREBY DEDICATE FOR THE PERPETUAL USE OF THE PUBLIC ALL ROADS AND OTHER AREAS SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE. THE UNDERSIGNED OWNERS HEREBY CONVEY TO ANY AND ALL PUBLIC UTILITY COMPANIES A PERPETUAL, NONEXCLUSIVE EASEMENT OVER THE PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT, THE SAME TO BE USED FOR THE INSTALLATION, MAINTENANCE AND OPERATION OF UTILITY LINES AND FACILITIES. THE UNDERSIGNED OWNERS ALSO HEREBY CONVEY ANY OTHER EASEMENTS AS SHOWN AND/OR NOTED ON THIS PLAT TO THE PARTIES INDICATED AND FOR THE PURPOSES SHOWN AND/OR NOTED HEREON.

DATED THIS ________ DAY OF______________ 2024.

STACK FARMINGTON LAND, LLC
A UTAH LIMITED LIABILITY COMPANY
BY: ______________________
NAME: ______________________
ITS: ______________________

FARMINGTON CITY
BY: ______________________
NAME: ______________________
ITS: ______________________

ACKNOWLEDGEMENT

STATE OF ___________

COUNTY OF ___________

ON THIS ________ DAY OF _________________, 2024, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, THE SIGNERS OF THE ABOVE OWNER'S DEDICATION, _____ IN NUMBER, WHO DULY ACKNOWLEDGED TO ME THEY SIGNED IT FREELY AND VOLUNTARILY AND FOR THE PURPOSES THEREIN MENTIONED.

A NOTARY PUBLIC COMMISSIONED IN UTAH
NOTARY PUBLIC NAME:
COMMISSION NUMBER:
MY COMMISSION EXPIRES:

ACKNOWLEDGEMENT

STATE OF ___________

COUNTY OF ___________

ON THIS ________ DAY OF _________________, 2024, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, THE SIGNERS OF THE ABOVE OWNER'S DEDICATION, _____ IN NUMBER, WHO DULY ACKNOWLEDGED TO ME THEY SIGNED IT FREELY AND VOLUNTARILY AND FOR THE PURPOSES THEREIN MENTIONED.

A NOTARY PUBLIC COMMISSIONED IN UTAH
NOTARY PUBLIC NAME:
COMMISSION NUMBER:
MY COMMISSION EXPIRES:

BENCHLAND WATER DISTRICT

APPROVED THIS __________DAY OF ________________________, 2024, BY THE BENCHLAND WATER DISTRICT.

BENCHLAND WATER DISTRICT MANAGER

WEBER BASIN WATER DISTRICT

APPROVED THIS __________DAY OF ________________________, 2024, BY THE WEBER BASIN WATER CONSERVANCY DISTRICT.

WEBER BASIN WATER DISTRICT MANAGER

CENTRAL DAVIS SEWER DISTRICT

APPROVED THIS __________DAY OF ________________________, 2024, BY THE CENTRAL DAVIS SEWER DISTRICT.

CENTRAL DAVIS SEWER DISTRICT MANAGER

PROJECT NUMBER 23-355
DESIGNED BY KWT
DRAWN BY KWT
CHECKED BY DRW DATE 11/17/2023

WALL CONSULTANT GROUP
2139 SOUTH 1260 WEST
SALT LAKE CITY, UT 84119
PHONE: 801-449-1173

NORTH STATION
MASTER PLAT

LOCATED IN THE NORTHEAST, SOUTHEAST, SOUTHWEST,
AND NORTHWEST QUARTER, OF SECTION 14,
TOWNSHIP 3 NORTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN
DAVIS COUNTY, UTAH

PLANNING COMMISSION APPROVAL

APPROVED THIS __________DAY OF ________________________, 2024, BY THE FARMINGTON CITY PLANNING COMMISSION.

FARMINGTON CITY PLANNING COMMISSION CHAIRMAN

CITY ATTORNEY'S APPROVAL

APPROVED THIS __________DAY OF ________________________, 2024, BY THE FARMINGTON CITY ATTORNEY.

FARMINGTON CITY ATTORNEY

FARMINGTON CITY ENGINEER

APPROVED THIS __________DAY OF ________________________, 2024, BY THE FARMINGTON CITY ENGINEER.

DATE FARMINGTON CITY ENGINEER

CITY COUNCIL APPROVAL

APPROVED THIS __________DAY OF ________________________, 2024, BY THE FARMINGTON CITY COUNCIL.

CITY RECORDER CITY MAYOR

DAVIS COUNTY RECORDER

RECORDED # ______________
STATE OF UTAH, COUNTY OF DAVIS, RECORDED AND FILED AT THE REQUEST OF

DATE ____________ TIME ________ BOOK ________ PAGE ________

FEE DAVIS COUNTY RECORDER

File Path G:\Shared drives\2023 Projects\23-355 Farmington North - Stack Development\09_Data\Right of Way-Boundary\23355_Farmington_Master Plat.dwg Sep 17, 2024 - 3:32pm

COMMERCIAL LANDSCAPE ZONES



A



PUBLIC STREET PARKSTRIP - SYNTHETIC TURF w/ PARKSTRIP TREES (30' o.c.)

B



DRIVE-THRU SERVICE LANDSCAPE AREAS - MAX. 6' TALL PLANT MATERIALS TO SCREENVEHICLES FROM ADJACENT STREETS

C



PARKING LOT LANDSCAPE AREAS - LANDSCAPE SCREENING OF LOTS FROM ADJACENT PUBLIC STREETS, SHADE TREES AND LOW-WATER USE PLANT MATERIALS

D



RETAIL BUILDING PERIMETER LANDSCAPE AREAS - SEASONAL LANDSCAPE INTEREST, SCREEN UTILITY AREAS

E



PROJECT PERIMETER LANDSCAPE AREAS - SCREEN ADJACENT LAND USES THROUGH THE USE OF EVERGREEN AND DECIDUOUS TREES, GROUND-PLANE TREATMENT THROUGH THE USE OF LOW-WATER USAGE PLANT MATERIALS

STB DESIGN
LANDSCAPE ARCHITECTURE & LAND PLANNING

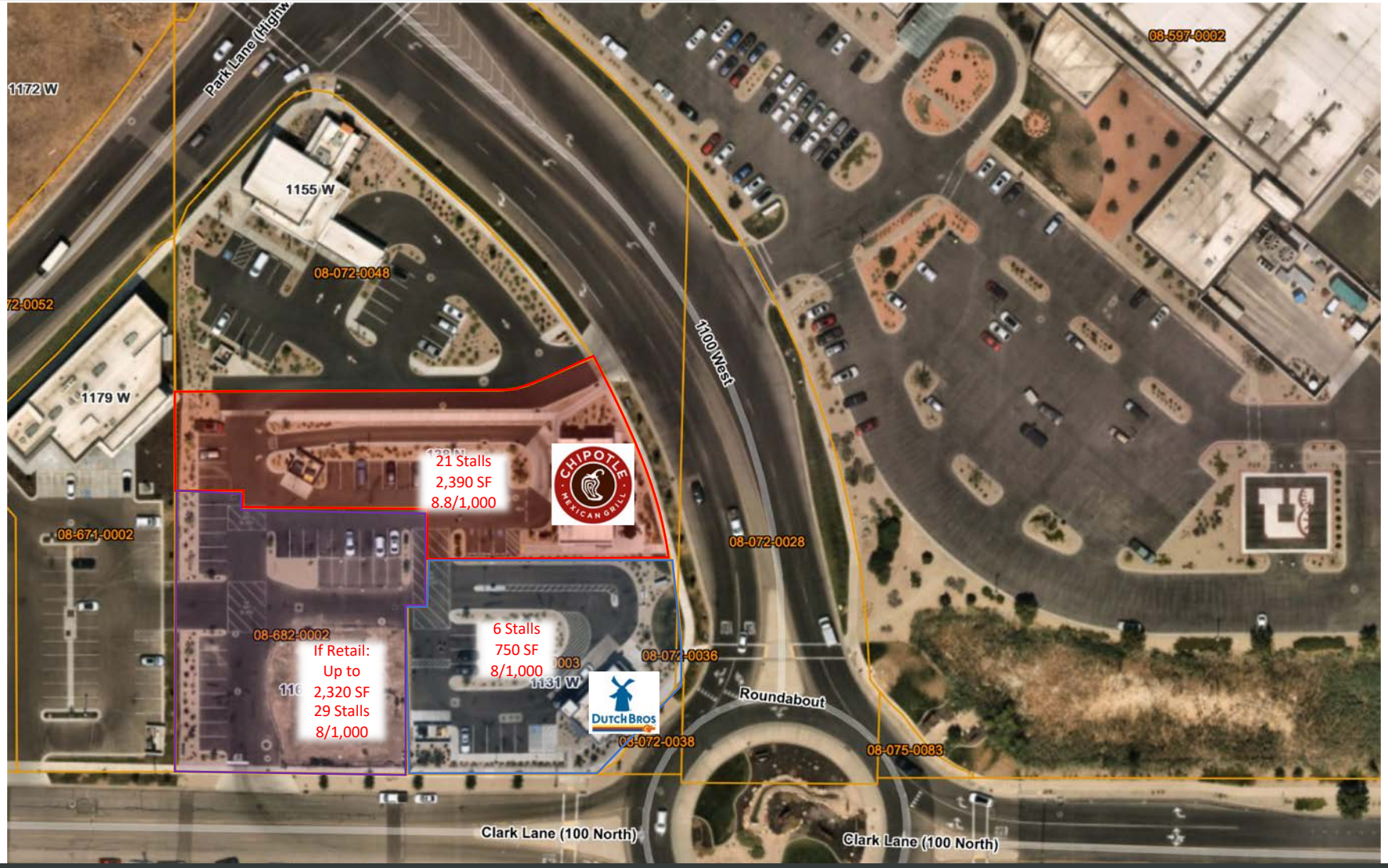
NORTH STATION COMMERCIAL - PHASE 1

FARMINGTON, UTAH

LANDSCAPE MASTER PLAN

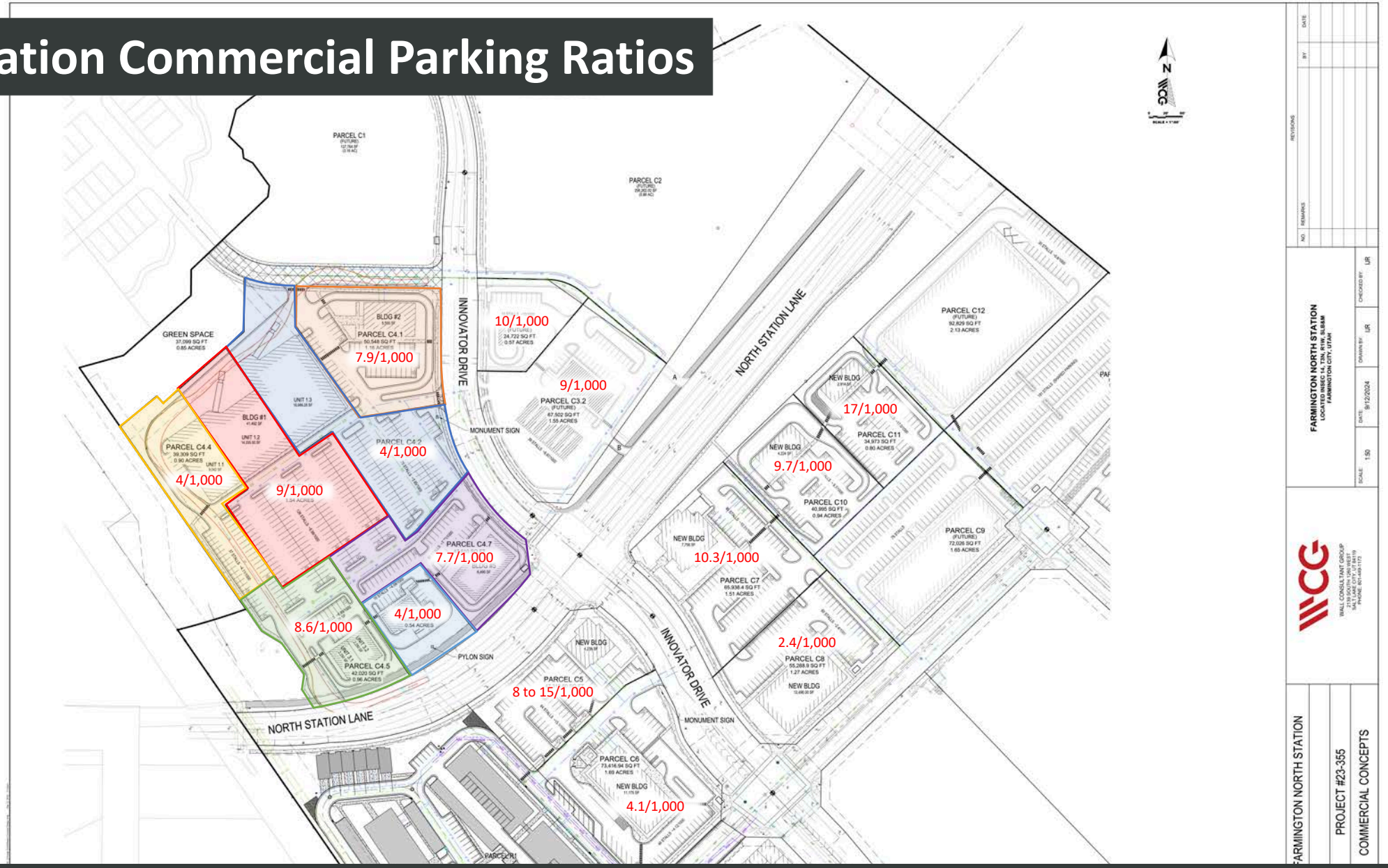
SCALE: 1"=60'-0" NORTH
09/18/2024

Clark Lane Commercial Parking Ratios



STACK
REAL ESTATE

North Station Commercial Parking Ratios



STACK REAL ESTATE

REVISIONS			
NO.	REMARKS	BY	DATE

FARMINGTON NORTH STATION
LOCATED IN SEC 14, T3N, R1W, SLB&M
FARMINGTON CITY, UTAH

SCALE: 1:50 | DATE: 9/12/2024 | DRAWN BY: JJR | CHECKED BY: JJR

WALL CONSULTANT GROUP
2139 SOUTH 1260 WEST
SALT LAKE CITY, UT 84119
PHONE: 801-449-1173

FARMINGTON NORTH STATION

COMMERCIAL CONCEPTS

PROJECT #23-355

PROJECT NO. 23-355

SHEET NO. EXHIBIT

N

0 30' 60'
SCALE: 1" = 1'-0"

PARCEL C12
(FUTURE)
92,829 SQ FT
2.13 ACRES

PARCEL C11
34,973 SQ FT
0.80 ACRES

PARCEL C10
40,995 SQ FT
0.94 ACRES

PARCEL C9
(FUTURE)
72,005 SQ FT
1.65 ACRES

PARCEL C8
55,283 SQ FT
1.27 ACRES

PARCEL C7
65,938.4 SQ FT
1.51 ACRES

PARCEL C6
73,416.84 SQ FT
1.69 ACRES

PARCEL C5
47,313.60 SQ FT
1.09 ACRES

PARCEL C4.7
47,697 SQ FT
1.095 ACRES

PARCEL C4.6
23,529 SQ FT
0.54 ACRES

PARCEL C4.5
42,000 SQ FT
0.96 ACRES

PARCEL C4.3
67,058 SQ FT
1.54 ACRES

PARCEL C4.2
68,902 SQ FT
1.58 ACRES

PARCEL C4.1
50,548 SQ FT
1.16 ACRES

PARCEL C4.4
39,309 SQ FT
0.90 ACRES

PARCEL C3.2
(FUTURE)
67,502 SQ FT
1.55 ACRES

PARCEL C3.1
(FUTURE)
24,772 SQ FT
0.57 ACRES

PARCEL C2
(FUTURE)
266,400 SF
(6.88 AC)

PARCEL C1
(FUTURE)
137,847 SF
(3.16 AC)

GREEN SPACE
37,099 SQ FT
0.85 ACRES

NEW BLDG
4,224 SF

NEW BLDG
7,756 SF

NEW BLDG
12,456.00 SF

NEW BLDG
4,554 SF

NEW BLDG
11,175 SF

BLDG #1
41,462 SF

BLDG #2
5,998 SF

BLDG #5
6,463 SF

UNIT 1.1
9,042 SF

UNIT 1.2
14,845.36 SF

UNIT 1.3
16,966.28 SF

UNIT 3.1
7,200 SF

UNIT 3.2
7,200 SF

NORTH STATION LANE

INNOVATOR DRIVE

MONUMENT SIGN

PYLON SIGN

PARCEL B1

PARCEL B2

A

B

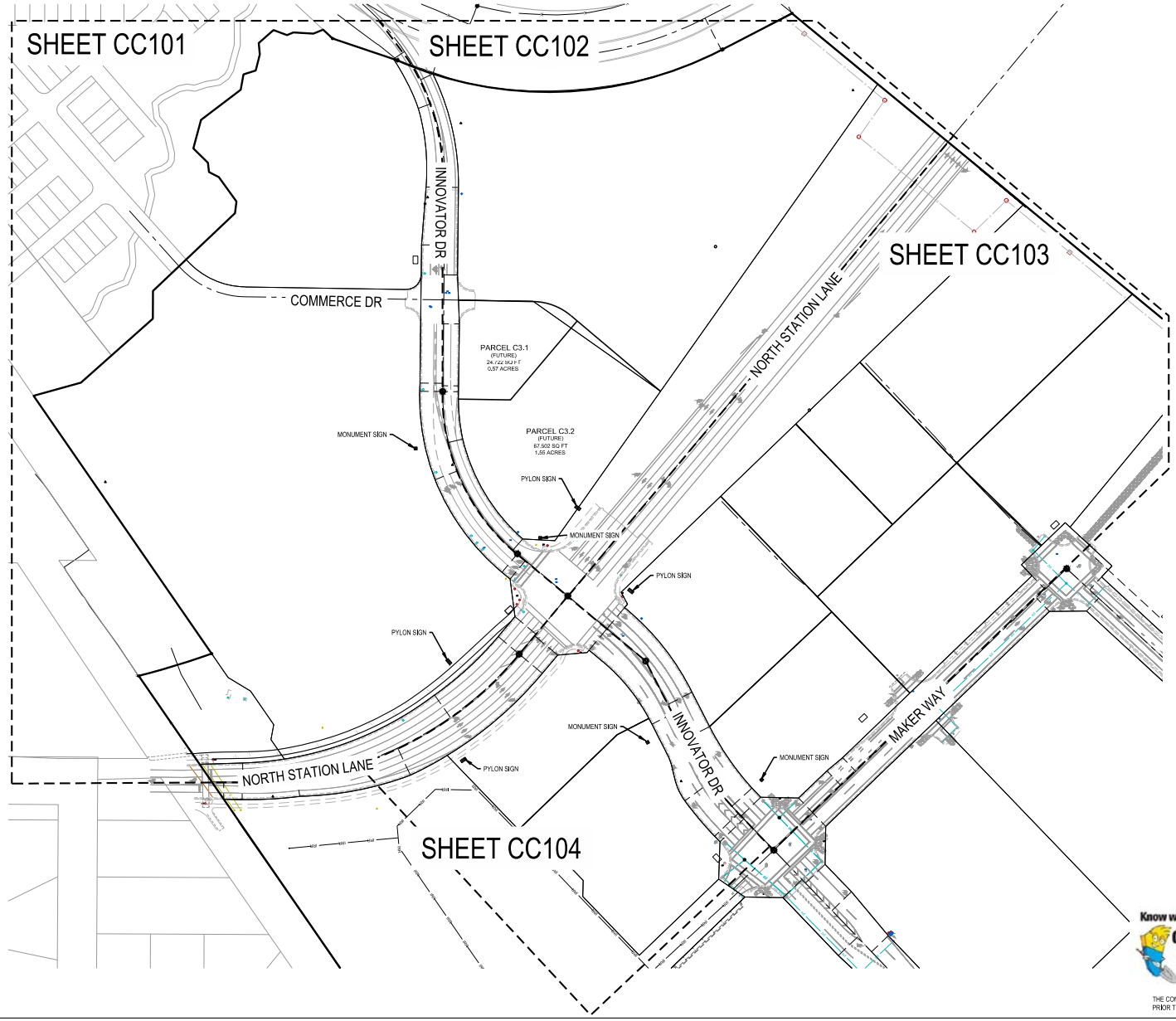
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NORTH STATION COMMERCIAL CONCEPTS

1600 WEST 950 NORTH
FARMINGTON CITY, UTAH 84025

LOCATED IN THE NORTHEAST, SOUTHEAST,
SOUTHWEST, AND NORTHWEST QUARTER OF SECTION 14,
TOWNSHIP 3 NORTH, RANGE 3 WEST,
SALT LAKE BASE & MERIDIAN, DAVIS COUNTY, UTAH

FARMINGTON CITY, UTAH



CAUTION: NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS. IF A CONFLICT IS IDENTIFIED, THE ENGINEER OF RECORD SHOULD BE CONTACTED IMMEDIATELY, PRIOR TO ANY FURTHER WORK BEING DONE RELATED TO THE ISSUE. CONTRACTOR IS TO BEGIN CONSTRUCTION AT LOW SIDE OF ALL GRAVITY LINES.

Know what's below. 811
Call 811 before you dig.
BLUE STAKES OF UTAH
UTILITY NOTIFICATION CENTER, INC.
www.bluestakes.org
1-800-662-4111

THE CONTRACTOR IS TO CALL BLUE STAKES PRIOR TO ANY CONSTRUCTION.

REVISIONS

NO.	REMARKS	BY	DATE

FARMINGTON NORTH STATION
LOCATED INSEC 14, T3N, R3W, SLB&M
FARMINGTON CITY, UTAH

SCALE: 1:70
DATE: 9/18/2024
DRAWN BY: MR
CHECKED BY: MR

WALL CONSULTANT GROUP
2139 SOUTH 1300 WEST
SALT LAKE CITY / UT 84119
PHONE: 801-487-1170

FARMINGTON NORTH STATION

PROJECT #23-355

OVERALL COMMERCIAL CONCEPT DESIGN

PROJECT NO. 23-355

SHEET NO. CC100

EXHIBIT F – 200 ft DRG Restriction Area

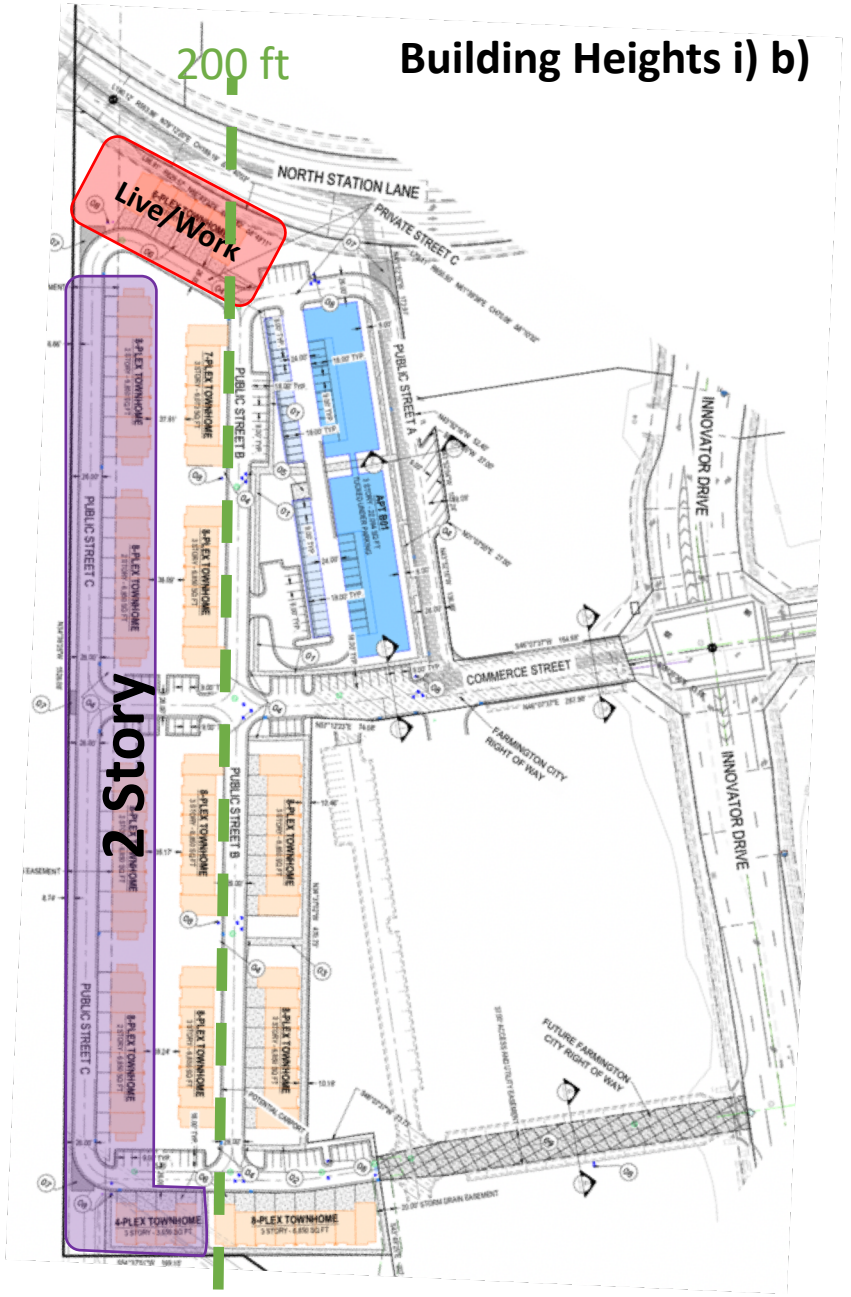
Building Heights i) a)



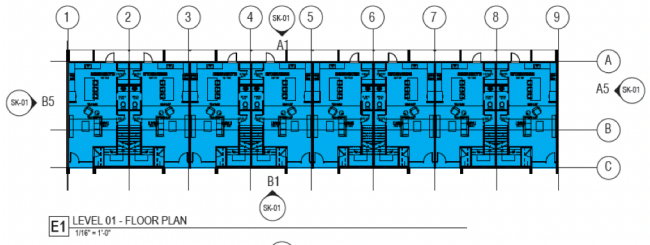
APARTMENTS

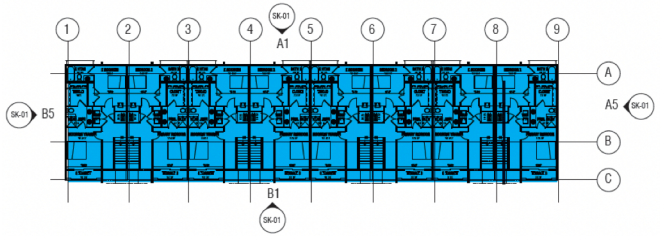
TOWNHOMES

Building Heights i) b)



R1 Updates – Removed apartment building 2 & 3, replaced with individually platted townhomes





UNIT INFO

32 2 STORY - WEST 2WE

2WE 1,585 SQFT

LVL 1 - 751 SQFT
LVL 2 - 834 SQFT









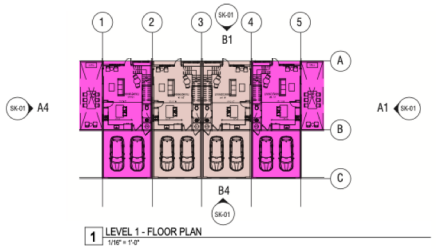




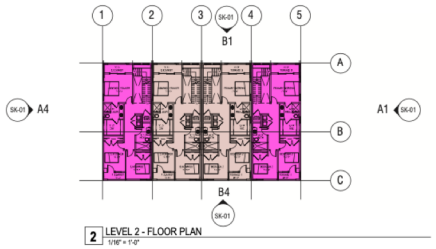


STACK REAL ESTATE

R1 Updates – Reduce SW Townhomes to 2 Story



1 LEVEL 1 - FLOOR PLAN
1/16" = 1'-0"



2 LEVEL 2 - FLOOR PLAN
1/16" = 1'-0"

UNIT INFO

2	2 STORY - MIDDLE	2M
2	2 STORY - END	2E

4 units on site

2M 2,280 SQFT

LVL 1 - 1,140 SQFT
LVL 2 - 1,140 SQFT

2E 2,280 SQFT

LVL 1 - 1,140 SQFT
LVL 2 - 1,140 SQFT



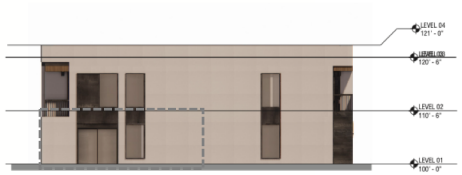
B1 ENTRANCE ELEVATION
1/8" = 1'-0"



B4 GARAGE ELEVATION
1/8" = 1'-0"



A1 SIDE ELEVATION
1/8" = 1'-0"

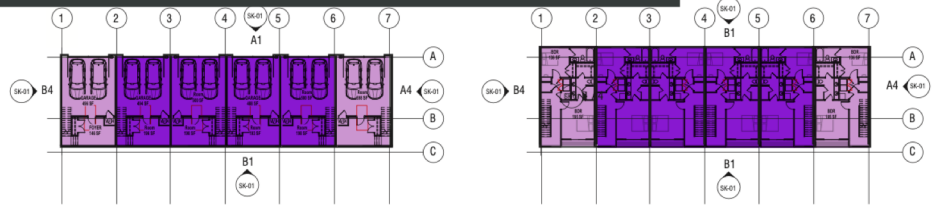


A4 SIDE ELEVATION
1/8" = 1'-0"



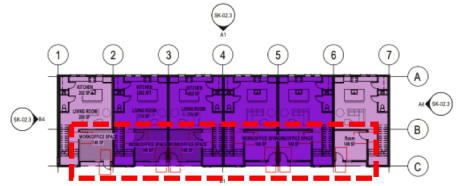
STACK REAL ESTATE

R1 Updates – Live / Work

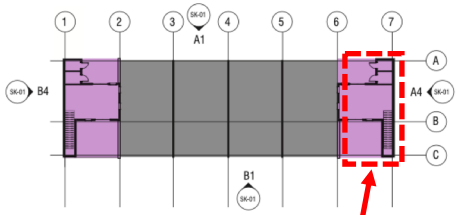


E1 LEVEL 01 - FLOOR PLAN - OPTION 01

E3 LEVEL 03 - FLOOR PLAN - OPTION 01



Separate Work Units



D1 LEVEL 02 - FLOOR PLAN - OPTION 01

D3 LEVEL 04 - FLOOR PLAN - OPTION 01

UNIT INFO

4	3 STORY NORTH - MIDDLE	3N
2	3 STORY NORTH - END	3NE

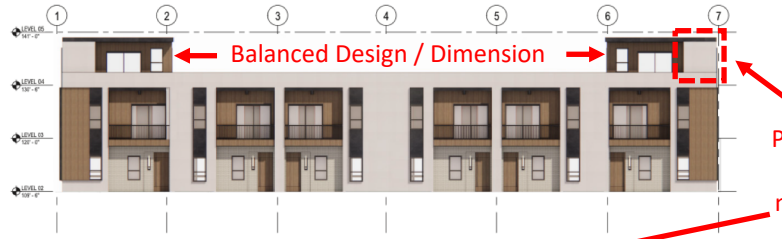
3N 2,413 SQFT

LVL 1 -	788 SQFT
LVL 2 -	788 SQFT
LVL 3 -	837 SQFT

3NE 2,413 SQFT

LVL 1 -	788 SQFT
LVL 2 -	788 SQFT
LVL 3 -	837 SQFT
ROOF	849 SQFT

3-Story Required to include Separate Work Units



Balanced Design / Dimension

Privacy for west neighbors



B1 ENTRANCE ELEVATION



B4 WEST ELEVATION



A1 GARAGE ELEVATION

A4 EAST ELEVATION



STACK REAL ESTATE

R1 Updates – Tree Screen

- Enbridge Gas (Dominion) will not permit any planted trees within the high pressure gas line easement. No exceptions on any species, including shallow root trees. Shrubs and other plantings are okay.

- R1 design team will explore the possibility of planting trees within UTA D&RG property as we move past the schematic design process by receiving a recommendation of approval on current schematic design.



STACK
REAL ESTATE

NORTH STATION FARMINGTON - SUBMITTAL NARRATIVE

North Station R1 is the first residential phase within the North Station master plan. It brings a range of housing options with row homes and apartment homes ranging from 1 bedroom to 3 bedrooms. Parking is designed at 1.9 stalls per apartment unit and 2 stalls per row house unit. Additionally, there is over 0.2 stalls per unit for guest parking. Vehicle entry points are located on Commerce Street and Spring Street, which will be constructed as part of the second phase west of Innovator Drive.

We have created safe pedestrian circulation throughout the site with an emphasis on making connections to the City pocket park to the south and the D&RG Trail.

North Station R2 will be a second phase forthcoming in a future application and will have the core shared amenity area for R1 and R2.

SITE PLAN - UNIT MAPPING

ROW-HOUSES

4	3 STORY NORTH - MIDDLE	3N
2	3 STORY NORTH - END	3NE
11	3 STORY - MIDDLE	3M
8	3 STORY - MIDDLE +	3M+
8	3 STORY - END	3E

33 TOTAL

APARTMENT BUILDING 01 - 3 STORY

9	2 STORY SPLIT LVL
17	2BDR
23	1BDR

50 TOTAL

APARTMENT BUILDING 02 - 2 STORY

2	2 STORY SPLIT LVL
20	2BDR
18	1BDR

40 TOTAL

APARTMENT BUILDING 03 - 2 STORY

2	2 STORY SPLIT LVL
24	2BDR
19	1BDR

45 TOTAL

135 TOTAL UNITS FOR ALL 3 BUILDINGS

PARKING ALLOCATION	298 STALLS
APT BL01 - 79 STREET + 18 BUILDING	97 STALLS
APT BL02	75 STALLS
APT BL03	86 STALLS
VISITOR	40 STALLS



A2 RENDERED UNIT ALLOCATION PLAN

N

method studio
360 west aspen avenue
salt lake city, utah 84101
801 532 4422

UNLESS A PROFESSIONAL SEAL WITH SIGNATURE AND DATE IS AFFIXED, THIS DOCUMENT IS PRELIMINARY AND IS NOT INTENDED FOR CONSTRUCTION, RECORDING PURPOSES, OR IMPLEMENTATION

NOT FOR CONSTRUCTION

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project:
NORTH STATION R1 - DEVELOPMENT

project#: 22.0555
date: 03/22/2024
revisions :

title:
Master Context Plan

sheet:
SK-02.1

NORTH STATION FARMINGTON - SUBMITTAL NARRATIVE

North Station R1 is the first residential phase within the North Station master plan. It brings a range of housing options with row homes and apartment homes ranging from 1 bedroom to 3 bedrooms. Parking is designed at 1.9 stalls per apartment unit and 2 stalls per row house unit. Additionally, there is over 0.2 stalls per unit for guest parking. Vehicle entry points are located on Commerce Street and Spring Street, which will be constructed as part of the second phase west of Innovator Drive.

We have created safe pedestrian circulation throughout the site with an emphasis on making connections to the City pocket park to the south and the D&RG Trail.

North Station R2 will be a second phase forthcoming in a future application and will have the core shared amenity area for R1 and R2.

SITE PLAN - UNIT MAPPING

ROW-HOUSES

4	3 STORY NORTH - MIDDLE	3N
2	3 STORY NORTH - END	3NE
27	3 STORY - MIDDLE	3M
14	3 STORY - MIDDLE +	3M+
14	3 STORY - END	3E
2	2 STORY - MIDDLE +	2M
2	2 STORY - END	2E
32	2 STORY - WEST	2WE

97 TOTAL

APARTMENT BUILDING 01 - 3 STORY

9	2 STORY SPLIT LVL
17	2BDR
23	1BDR

50 TOTAL



A2 RENDERED UNIT ALLOCATION PLAN

PARKING ALLOCATION	137 STALLS
APT BL01 - 79 STREET + 18 BUILDING	97 STALLS
VISITOR	40 STALLS

method studio
360 west aspen avenue
salt lake city, utah 84101
801 532 4422

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NOT FOR CONSTRUCTION

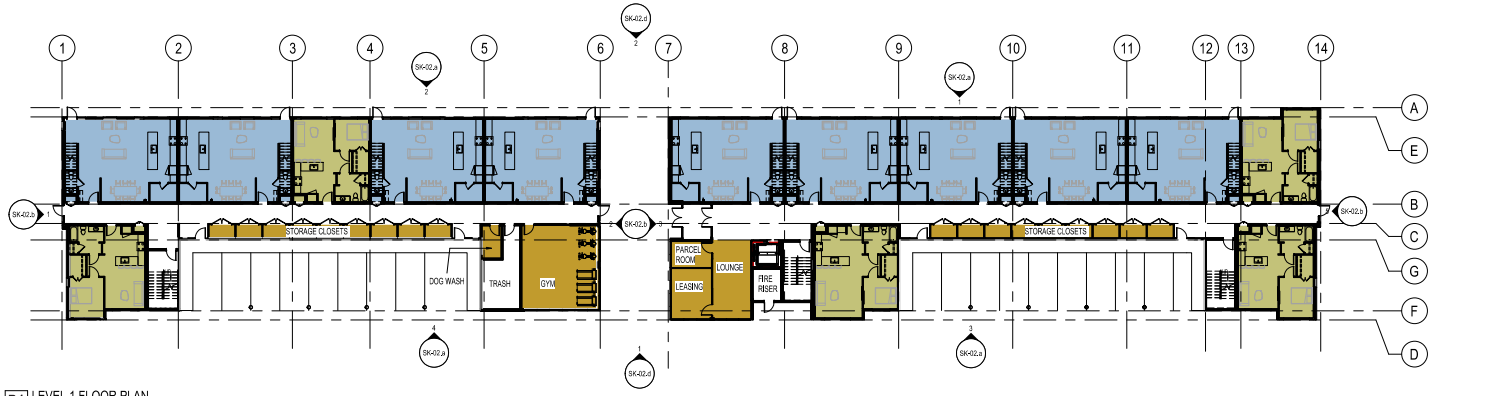
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project:
NORTH STATION R1 - DEVELOPMENT

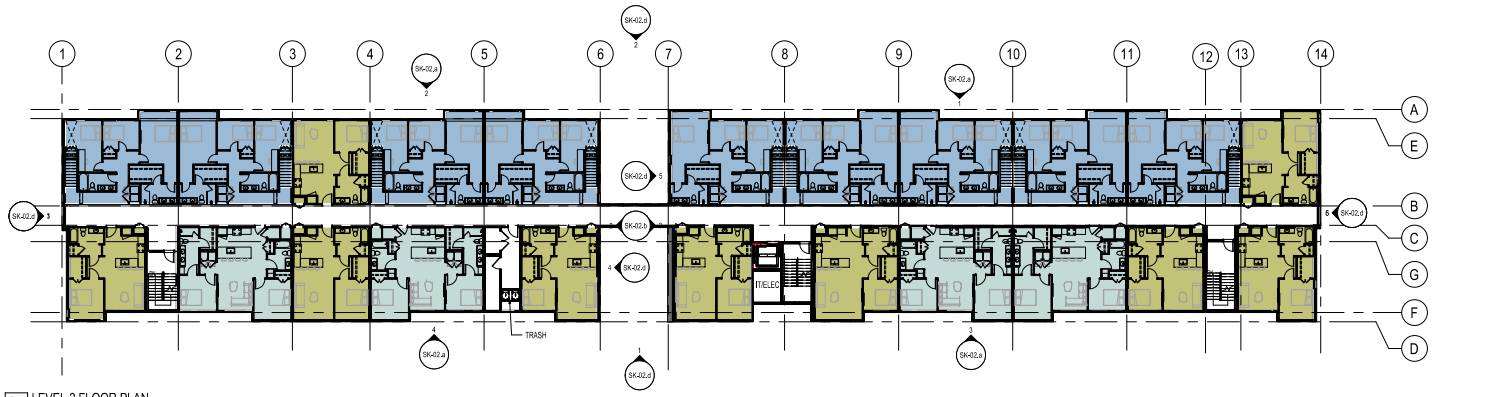
project#: 22.0555
date: 03/22/2024
revisions :

title:
Master Context Plan

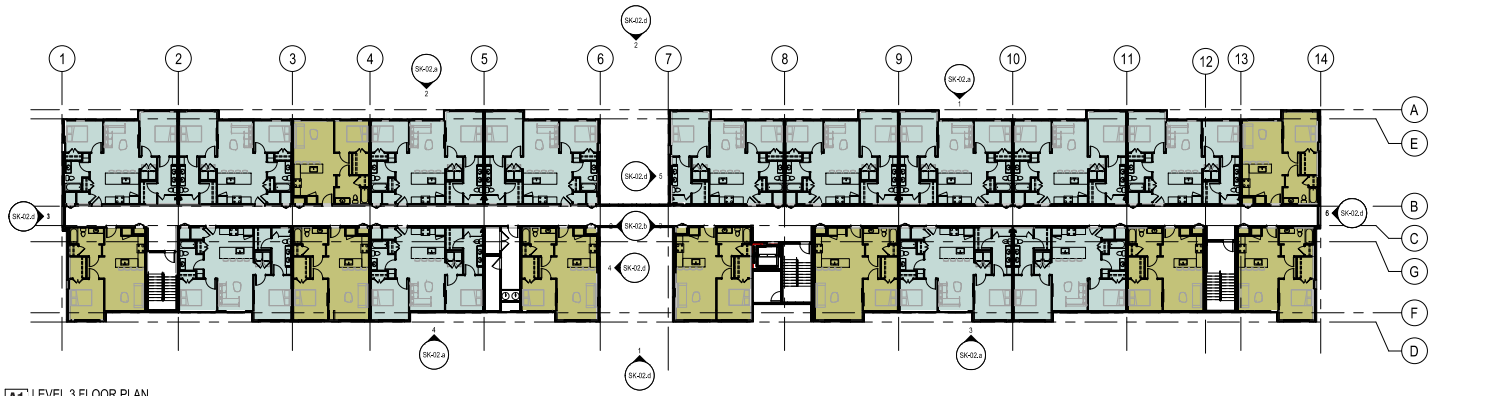
sheet:
SK-02.1



D1 LEVEL 1 FLOOR PLAN
1/16" = 1'-0"



C1 LEVEL 2 FLOOR PLAN
1/16" = 1'-0"



A1 LEVEL 3 FLOOR PLAN
1/16" = 1'-0"

APARTMENT BUILDING 01

9	2 STORY SPLIT LVL	(1,863 SQFT)
17	2BDR	(900 SQFT)
23	1BDR	(600+ SQFT)
	Amenities	

50 UNITS TOTAL

NORTH BUILDING

LVL 1 -	7,900 SQFT
LVL 2 -	10,200 SQFT
LVL 3 -	10,000 SQFT

28,100 SQFT

SOUTH BUILDING

LVL 1 -	10,100 SQFT
LVL 2 -	12,200 SQFT
LVL 3 -	12,000 SQFT

34,300 SQFT

TOTAL BUILDING SQFT
62,400 SQFT

PARKING ALLOCATION WITHIN BUILDING

REGULAR -	16 STALLS
ADA	1 STALL
VAN	1 STALL
	18

ON SITE

REGULAR -	61 STALLS

TOTAL PARKING
79 STALLS

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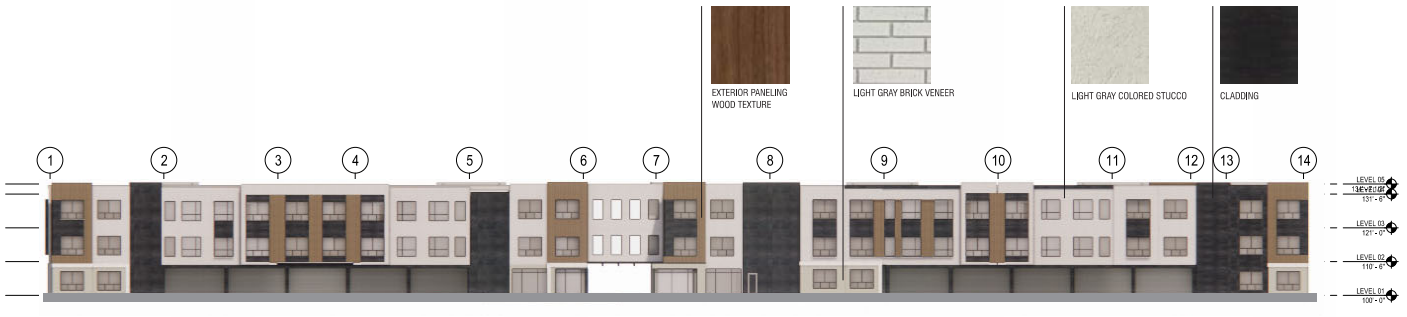
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project:
NORTH STATION R1 - DEVELOPMENT

project#: 22.0555
date: 03/22/2024
revisions :

title:
Building 1 - Plans WIP

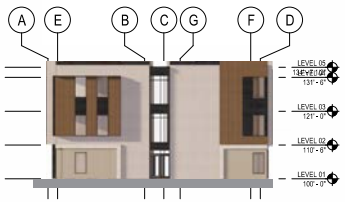
sheet:
SK-02



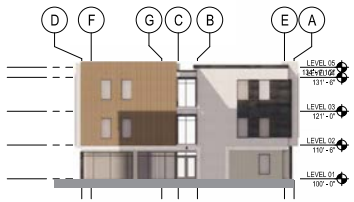
1 Elevation 3 - a
1/16" = 1'-0"



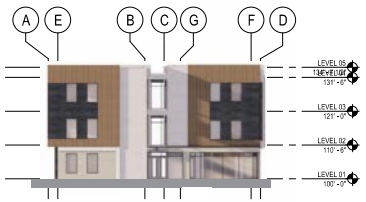
2 Elevation 2 - a
1/16" = 1'-0"



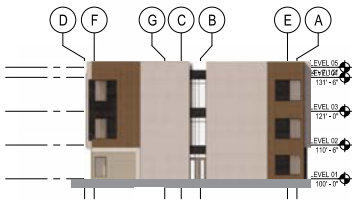
3 North 1 Elevation Copy 1
1/16" = 1'-0"



4 North 2 Elevation Copy 1
1/16" = 1'-0"



5 South 1 Elevation Copy 1
1/16" = 1'-0"



6 South 2 Elevation Copy 1
1/16" = 1'-0"

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project:
NORTH STATION R1 - DEVELOPMENT

project#: 22.0555
date: 03/22/2024
revisions :

title:
Building 1 - Overall Elevations

sheet:
SK-02.d



1 SE Elevation
1/8" = 1'-0"



2 NE Elevation
1/8" = 1'-0"



3 SW Elevation
1/8" = 1'-0"



4 NW Elevation
1/8" = 1'-0"

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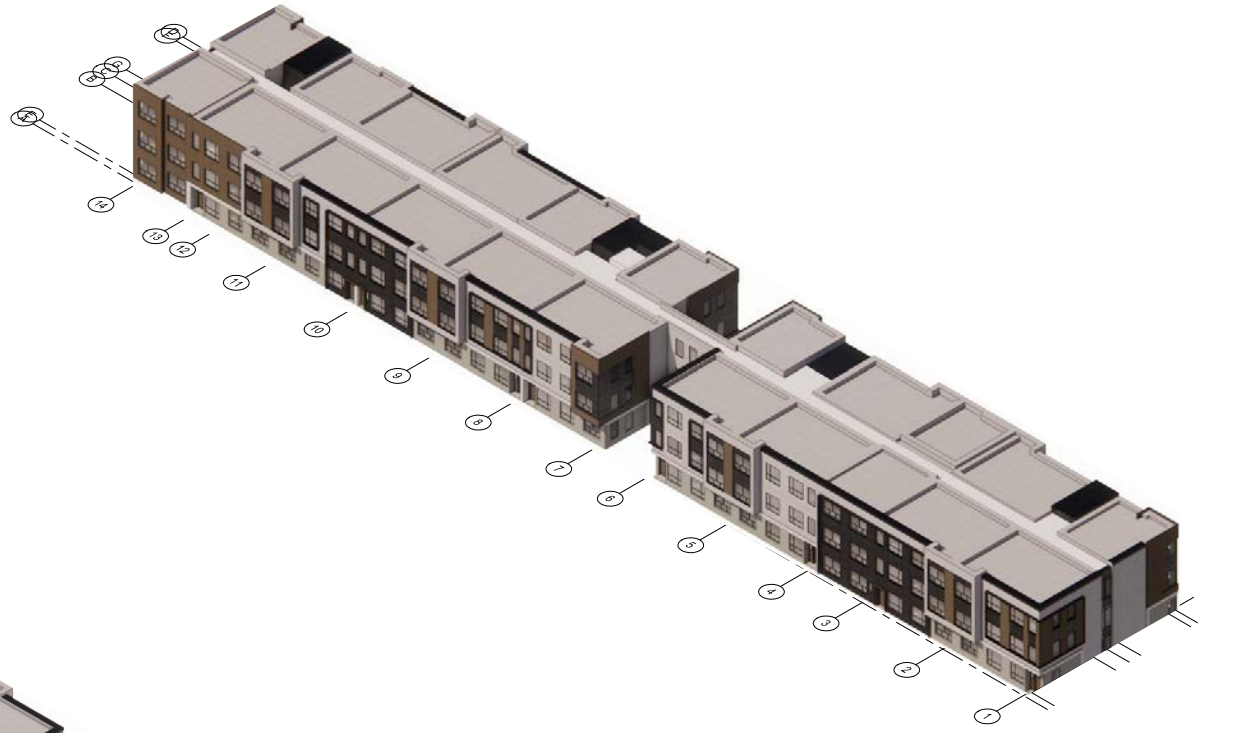
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project:
NORTH STATION R1 - DEVELOPMENT

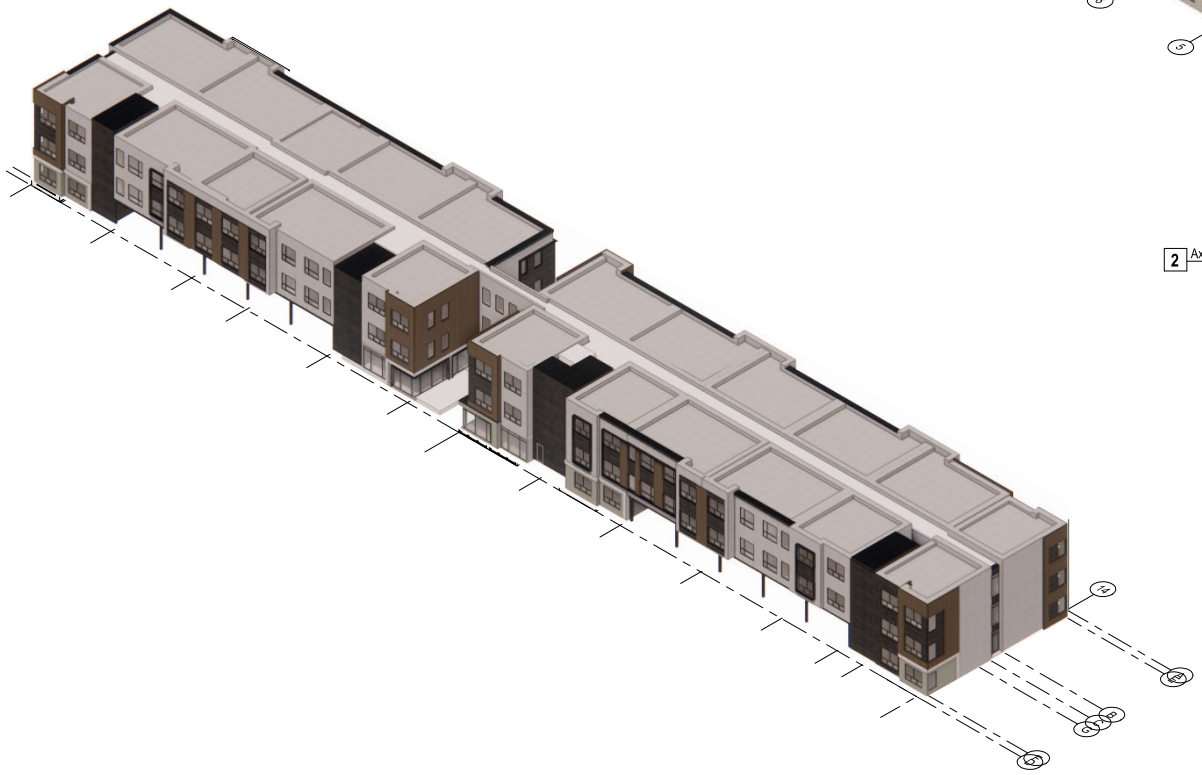
project#: 22.0555
date: 03/22/2024
revisions :

title:
Building 1 - Elevations

sheet:
SK-02.a



2 Axon 2



1 Axon 1

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project:
NORTH STATION R1 - DEVELOPMENT

project#: 22.0555
date: 03/22/2024
revisions :

title:
Building 1 - Axons

sheet:
SK-02.c







A1 PERSPECTIVE RENDERINGS

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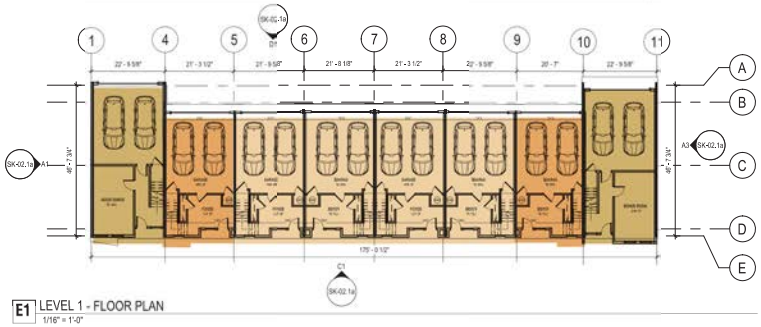
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project:
NORTH STATION R1 - DEVELOPMENT

project#: 22.0555
date: 03/22/2024
revisions :

title:
Building 1 - Renderings

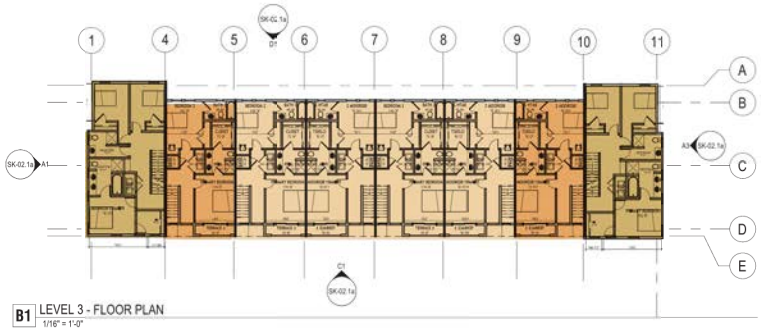
sheet:
SK-02.d



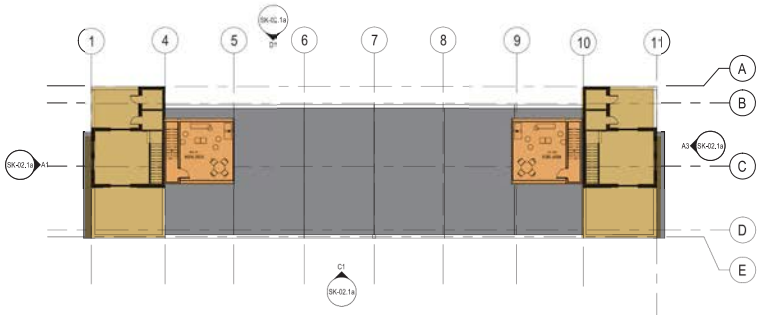
E1 LEVEL 1 - FLOOR PLAN
1/16" = 1'-0"



C1 LEVEL 2 - FLOOR PLAN
1/16" = 1'-0"



B1 LEVEL 3 - FLOOR PLAN
1/16" = 1'-0"



A1 LEVEL 4 - FLOOR PLAN
1/16" = 1'-0"

UNIT INFO

11	3 STORY - MIDDLE	3M
6	3 STORY - MIDDLE +	3M+
6	3 STORY - END	3E

23 units on site

3M 2,322 SQFT

LVL 1 - 778 SQFT
LVL 2 - 778 SQFT
LVL 3 - 766 SQFT

3M+ 2,708 SQFT

LVL 1 - 778 SQFT
LVL 2 - 778 SQFT
LVL 3 - 766 SQFT
ROOF - 386 SQFT

3E 3,812 SQFT

LVL 1 - 923 SQFT
LVL 2 - 963 SQFT
LVL 3 - 963 SQFT
ROOF - 963 SQFT

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project:
NORTH STATION R1 - DEVELOPMENT

project#: 22.0555
date: 03/22/2024
revisions :

title:
3M-3E TownhouseS (Eight Pack) - Plans

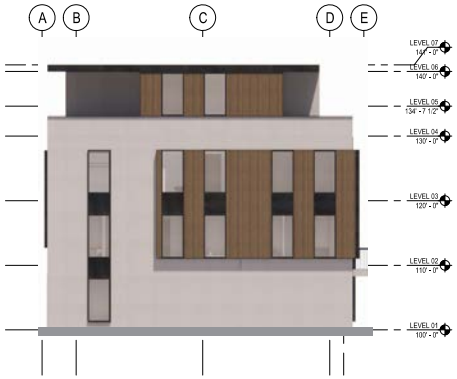
sheet:
SK-05.1



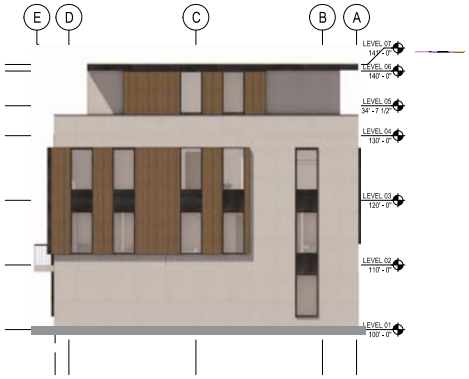
D1 ELEVATION - GARAGE ENTRANCE
1/8" = 1'-0"



C1 ELEVTAION - FRONT ENTRANCE
1/8" = 1'-0"



A1 Elevation 6 - a
1/8" = 1'-0"



A3 Elevation 4 - a
1/8" = 1'-0"

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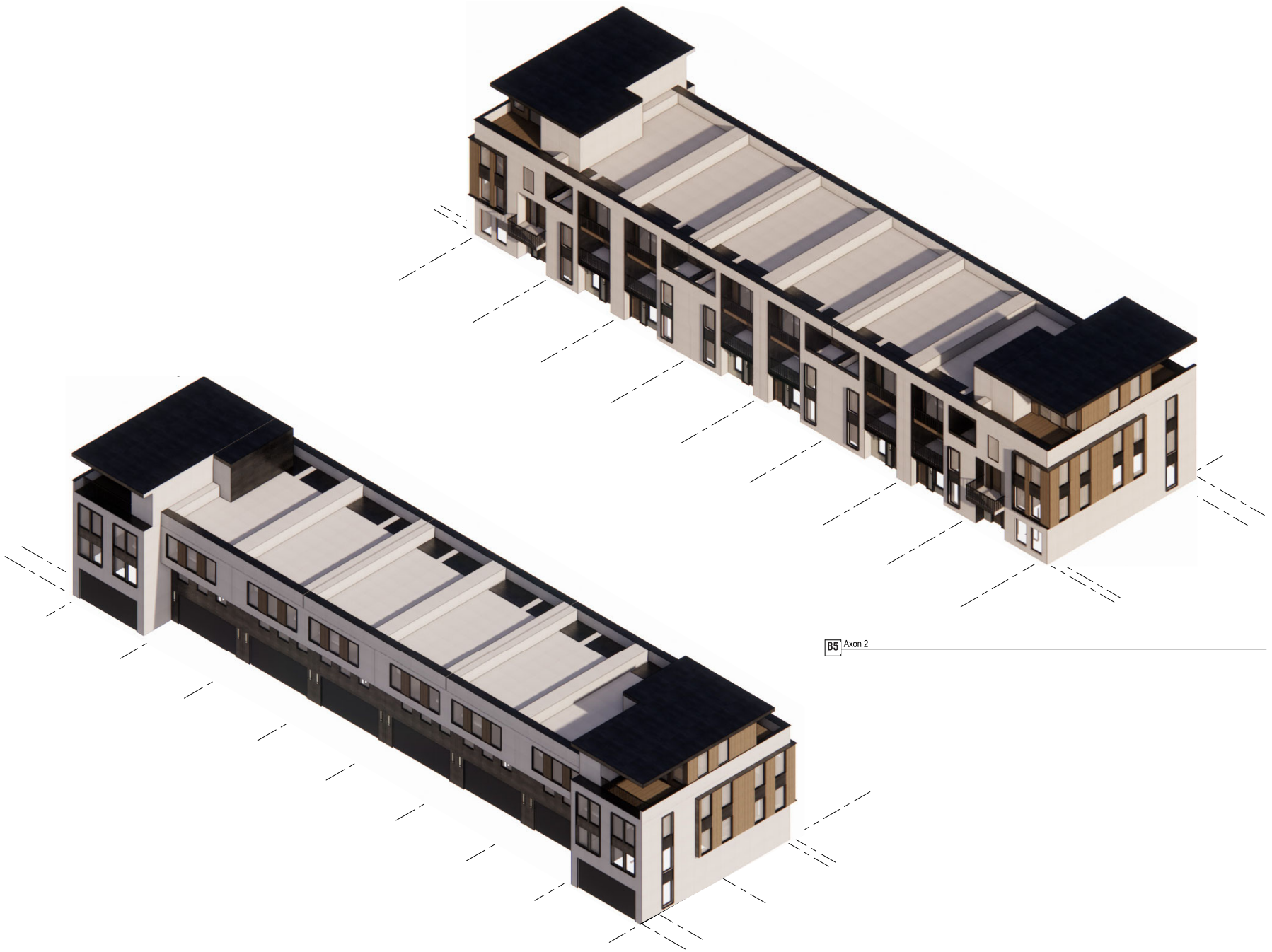
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project:
NORTH STATION R1 - DEVELOPMENT

project#: 22.0555
date: 03/22/2024
revisions :

title:
3M-3E Townhouses (Eight Pack) - Elevations

sheet:
SK-05.1a



B5 Axon 2

A1 Axon 1

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project:
NORTH STATION R1 - DEVELOPMENT

project#: 22.0555
date: 03/22/2024
revisions :

title:
3M-3E Townhouses (Six Pack) - Axons

sheet:
SK-05.1b







A1 PERSPECTIVE RENDERINGS

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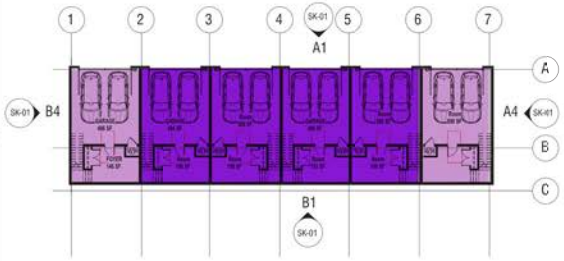
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project:
NORTH STATION R1 - DEVELOPMENT

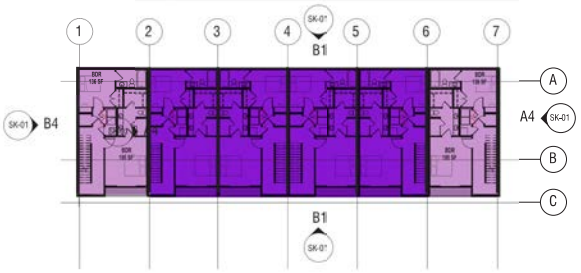
project#: 22.0555
date: 03/22/2024
revisions :

title:
Townhouse - Renderings

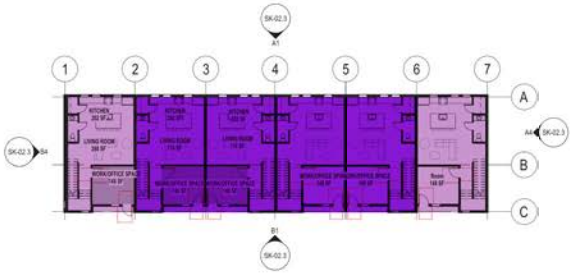
sheet:
SK-05.c



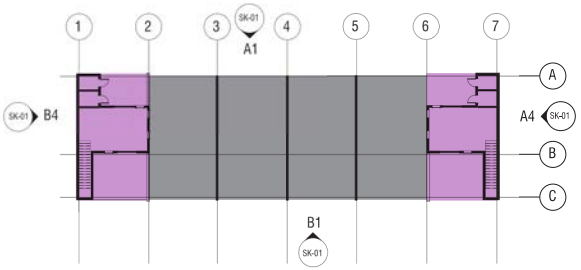
E1 LEVEL 01 - FLOOR PLAN - OPTION 01
1/16" = 1'-0"



E3 LEVEL 03 - FLOOR PLAN - OPTION 01
1/16" = 1'-0"



D1 LEVEL 02 - FLOOR PLAN - OPTION 01
1/16" = 1'-0"



D3 LEVEL 04 - FLOOR PLAN - OPTION 01
1/16" = 1'-0"

UNIT INFO

4	3 STORY NORTH - MIDDLE	3N
2	3 STORY NORTH - END	3NE

3N 2,413 SQFT

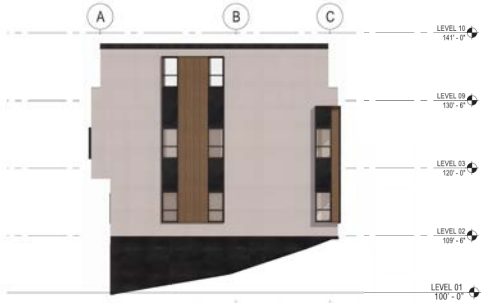
LVL 1 - 788 SQFT
LVL 2 - 788 SQFT
LVL 3 - 837 SQFT

3NE 2,413 SQFT

LVL 1 - 788 SQFT
LVL 2 - 788 SQFT
LVL 3 - 837 SQFT
ROOF 849 SQFT



B1 ENTRANCE ELEVATION
1/8" = 1'-0"



B4 WEST ELEVATION
1/8" = 1'-0"



A1 GARAGE ELEVATION
1/8" = 1'-0"



A4 EAST ELEVATION
1/8" = 1'-0"

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NORTH STATION R1 - DEVELOPMENT

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project # : [SET PROJECT INFO NUMBER PARAMETER]
date:
revisions :

title:
3M-3E Townhouses 6PLEX - PLAN OPTION 1

sheet:
SK-02.3



B5 Axon 2



A1 Axon 1

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project:
NORTH STATION R1 - DEVELOPMENT

project#: 22.0555
date: 03/22/2024
revisions :

title:
3M-3E Townhouses (Six Pack) - Axons

sheet:
SK-05.1b







A1 PERSPECTIVE RENDERINGS

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project:

NORTH STATION R1 - DEVELOPMENT

project#: 22.0555
date: 03/22/2024

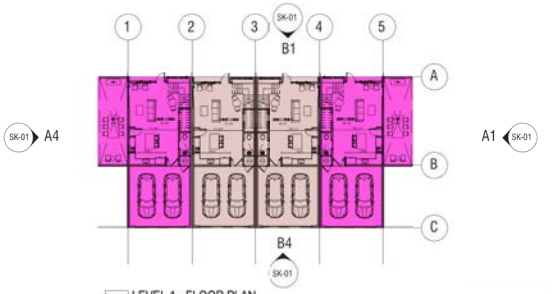
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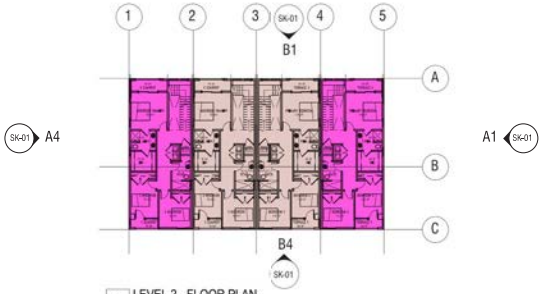
Townhouse - Renderings

sheet:

SK-05.c



1 LEVEL 1 - FLOOR PLAN
1/16" = 1'-0"



2 LEVEL 2 - FLOOR PLAN
1/16" = 1'-0"

UNIT INFO

2	2 STORY - MIDDLE	2M
2	2 STORY - END	2E

4 uits on site

2M 2,280 SQFT

LVL 1 - 1,140 SQFT
LVL 2 - 1,140 SQFT

2E 2,280 SQFT

LVL 1 - 1,140 SQFT
LVL 2 - 1,140 SQFT



B1 ENTRANCE ELEVATION
1/8" = 1'-0"



B4 GARAGE ELEVATION
1/8" = 1'-0"



A1 SIDE ELEVATION
1/8" = 1'-0"



A4 SIDE ELEVATION
1/8" = 1'-0"

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project:

NORTH STATION R1 - DEVELOPMENT

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project#: [SET PROJECT INFO NUMBER PARAMETER]
date:

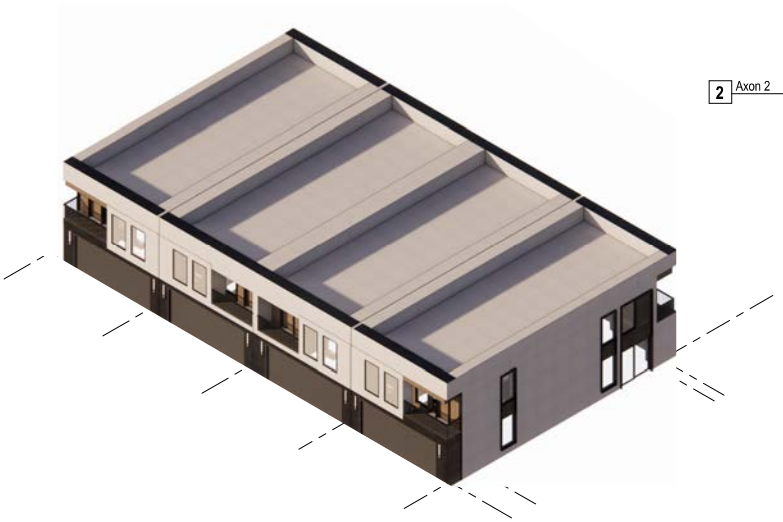
revisions :

title:

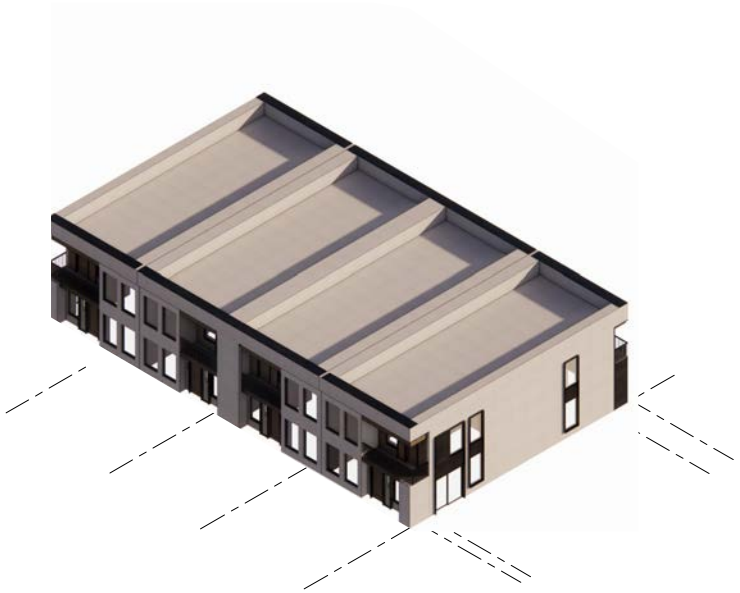
3M-3E TownhouseS (Eight Pack) - Plans

sheet:

SK-02.1



1 Axon 1



2 Axon 2

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project:

NORTH STATION R1 - DEVELOPMENT

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project#: [SET PROJECT INFO NUMBER PARAMETER]
date:

revisions :

title:

3M-3E Townhouses (Six Pack) - Axons

sheet:

SK-02.1b







A1 PERSPECTIVE RENDERINGS

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project:

NORTH STATION R1 - DEVELOPMENT

[SET PROJECT INFORMATION ADDRESS TEXT FIELD AND SET LOCATION UNDER ENERGY SETTINGS IF APPLICABLE]

project#: [SET PROJECT INFO NUMBER PARAMETER]
date:

revisions :

title:

Renderings

sheet:

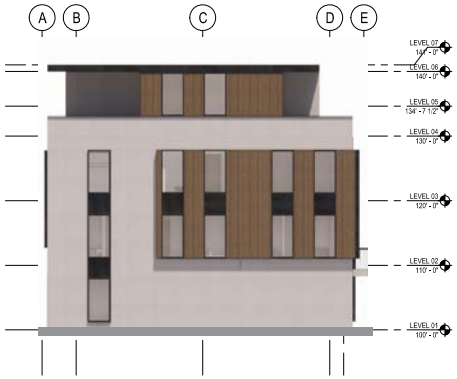
SK-02.c



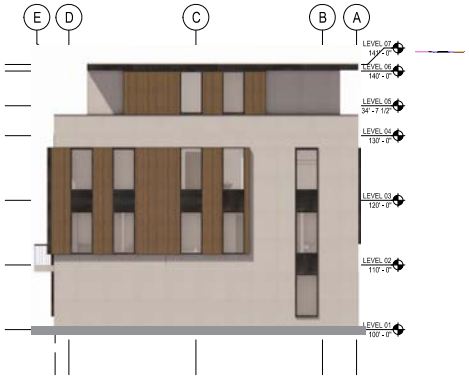
D1 ELEVATION - GARAGE ENTRANCE
1/8" = 1'-0"



C1 ELEVTAION - FRONT ENTRANCE
1/8" = 1'-0"



A1 Elevation 6 - a
1/8" = 1'-0"



A3 Elevation 4 - a
1/8" = 1'-0"

method studio
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salt lake city, utah 84101
801 532 4422

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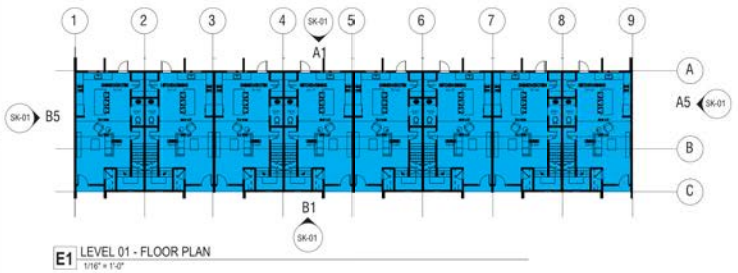
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project:
NORTH STATION R1 - DEVELOPMENT

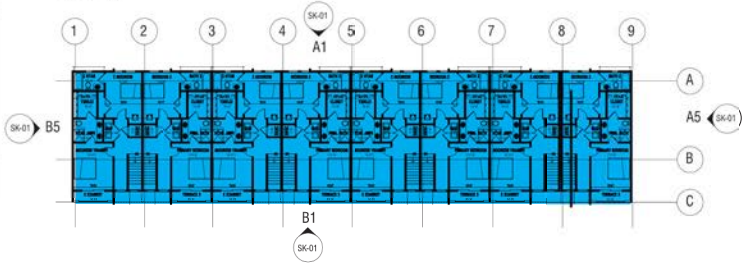
project#: 22.0555
date: 03/22/2024
revisions :

title:
3M-3E Townhouses (Eight Pack) - Elevations

sheet:
SK-05.1a



E1 LEVEL 01 - FLOOR PLAN
1/16" = 1'-0"



D2 LEVEL 02 - FLOOR PLAN
1/16" = 1'-0"

UNIT INFO

32 2 STORY - WEST **2WE**

2WE 1,585 SQFT

LVL 1 - 751 SQFT
LVL 2 - 834 SQFT



CLADDING



LIGHT GRAY COLORED STUCCO



EXTERIOR PANELING
WOOD TEXTURE



B1 ENTRANCE ELEVATION
1/8" = 1'-0"



B5 SIDE ELEVATION
1/8" = 1'-0"



A1 GARAGE ELEVATION
1/8" = 1'-0"



A5 SIDE ELEVATION
1/8" = 1'-0"

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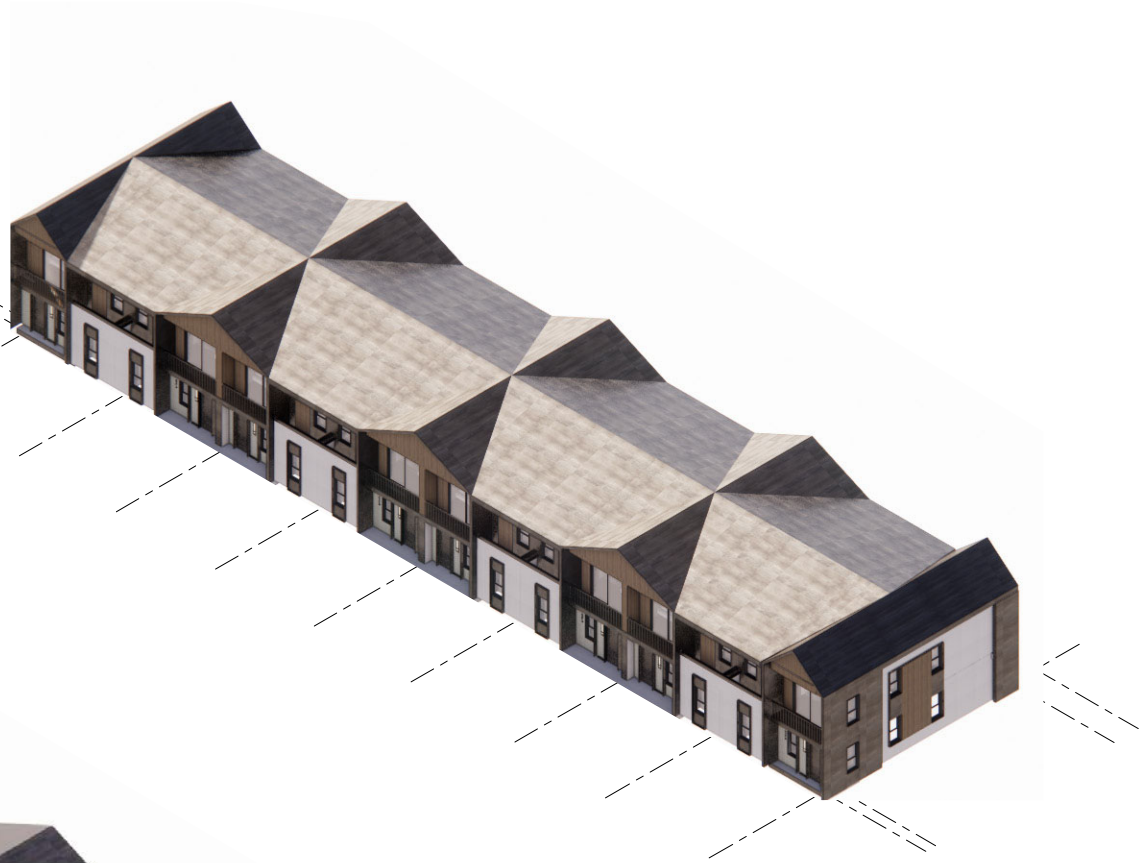
NORTH STATION R1 - DEVELOPMENT

[SET PROJECT INFORMATION ADDRESS TEXT FIELD AND SET LOCATION UNDER ENERGY SETTINGS IF APPLICABLE]

project# : [SET PROJECT INFO NUMBER PARAMETER]
date:
revisions :

title:
2WE
Townhouses
8PLEX
PLAN

sheet:
SK-02.4



B5 Axon 2



A1 Axon 1

method studio
360 west aspen avenue
salt lake city, utah 84101
801 532 4422

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project:
NORTH STATION R1 - DEVELOPMENT

project#: 22.0555
date: 03/22/2024
revisions :

title:
2WE
Townhouses
8PLEX
Axons

sheet:
SK-05.1b







A1 PERSPECTIVE RENDERINGS

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salt lake city, utah 84101
801 532 4422

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project:
NORTH STATION R1 - DEVELOPMENT

project#: 22.0555
date: 03/22/2024
revisions :

title:
Townhouse - Renderings

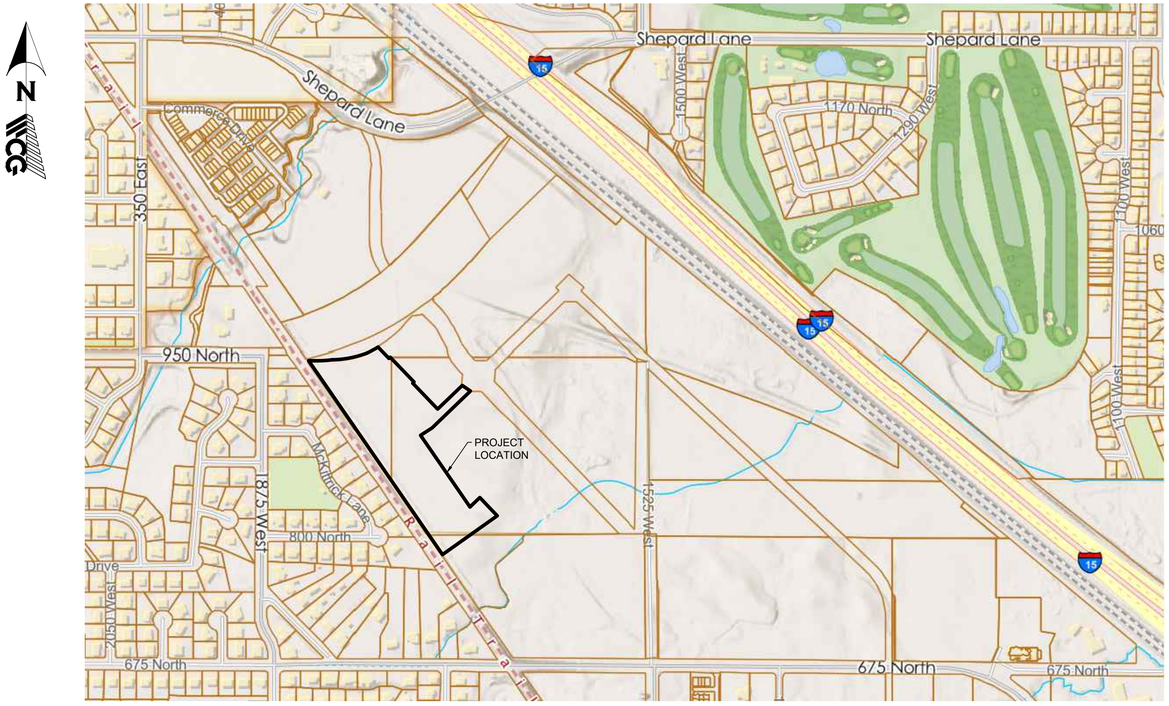
sheet:
SK-05.c

NORTH STATION R1 - DEVELOPMENT

FARMINGTON CITY, DAVIS COUNTY, UTAH

SEPTEMBER 2024

PRELIMINARY PLAT



VICINITY MAP

NOT TO SCALE

CURVE TABLE				
CURVE #	LENGTH	RADIUS	CH BEARING	CH LENGTH
C1	96.91'	629.57'	N86°49'32"E	96.82'
C2	190.12'	553.86'	N79°12'20"E	189.19'
C3	70.11'	650.50'	N61°39'38"E	70.08'
C4	5.10'	210.00'	N46°49'23"E	5.10'
C5	40.40'	250.00'	N50°45'24"E	40.36'
C6	54.98'	35.00'	S79°36'37"E	49.50'
C7	72.75'	35.00'	S24°56'17"W	60.34'
C8	64.40'	41.00'	N88°52'16"W	57.98'
C9	128.29'	795.00'	N50°44'59"E	128.15'

LINE TABLE		
LINE #	BEARING	LENGTH
L1	S43°27'34"E	60.32'
L2	S43°49'25"E	76.12'
L3	S88°49'38"E	31.05'
L4	N01°07'56"E	27.00'
L5	S01°07'56"W	27.00'
L6	S55°35'36"E	53.55'
L7	S57°12'23"W	74.08'
L8	N46°07'37"E	68.62'
L12	S43°27'34"E	13.50'
L13	S43°27'34"E	13.50'

NOTES

1. ANY EASEMENT PERTAINING TO OR REQUIRED FOR THE DEVELOPMENT OF NORTH STATION MASTER PLAT PARCEL R2, PARCEL C5, OR PARCEL C6 IS HEREBY GRANTED TO DEVELOPER.

BOUNDARY DESCRIPTION

ALL OF PARCEL R1, NORTH STATION MASTER PLAT, ACCORDING TO THE OFFICIAL PLAT THEREOF, RECORDED AS ENTRY NUMBER IN THE DAVIS COUNTY RECORDER'S OFFICE.

SURVEYOR'S CERTIFICATE

I, DEVRON JAY ANDERSEN, DO HEREBY CERTIFY THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH AND THAT I HOLD LICENSE NUMBER 7897281 IN ACCORDANCE WITH THE PROFESSIONAL ENGINEERS AND LAND SURVEYORS ACT, TITLE 58, CHAPTER 22, OF UTAH CODE; I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH TITLE 17, CHAPTER 23, SECTION 17, OF UTAH CODE; AND HAVE HEREBY SUBDIVIDED SAID PROPERTY INTO (?) PARCELS, KNOWN HEREAFTER AS

NORTH STATION R1 - DEVELOPMENT

AND THAT THE SAME HAS BEEN CORRECTLY MONUMENTED ON THE GROUND AS SHOWN ON THIS PLAT.

FOR REVIEW
DO NOT RECORD

PROFESSIONAL LAND SURVEYOR
10/18/2024
No. 7897281
Devron J. Andersen
STATE OF UTAH

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED ARE THE OWNERS OF THE HEREON DESCRIBED TRACT OF LAND, AND HEREBY CAUSE THE SAME TO BE DIVIDED INTO PARCELS TOGETHER WITH EASEMENTS AS SET FORTH TO BE HEREAFTER KNOWN AS

NORTH STATION R1 - DEVELOPMENT

AND DO HEREBY DEDICATE FOR THE PERPETUAL USE OF THE PUBLIC ALL ROADS AND OTHER AREAS SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE. THE UNDERSIGNED OWNERS HEREBY CONVEY TO ANY AND ALL PUBLIC UTILITY COMPANIES A PERPETUAL, NONEXCLUSIVE EASEMENT OVER THE PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT, THE SAME TO BE USED FOR THE INSTALLATION, MAINTENANCE AND OPERATION OF UTILITY LINES AND FACILITIES.

DATED THIS _____ DAY OF_____ 2024.

BY: _____

STACK FARMINGTON LAND, LLC
A UTAH LIMITED LIABILITY COMPANY

NAME: _____

ITS: _____

ACKNOWLEDGEMENT

STATE OF _____

COUNTY OF _____

ON THIS _____ DAY OF _____, 2024, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, THE SIGNERS OF THE ABOVE OWNER'S DEDICATION, _____ IN NUMBER, WHO DULY ACKNOWLEDGED TO ME THEY SIGNED IT FREELY AND VOLUNTARILY AND FOR THE PURPOSES THEREIN MENTIONED.

_____ _____

MY COMMISSION EXPIRES NOTARY PUBLIC

SHEET 1 of 2

BENCHLAND WATER DISTRICT

APPROVED THIS _____DAY OF _____,

2024, BY THE BENCHLAND WATER DISTRICT.

_____

BENCHLAND WATER DISTRICT MANAGER

WEBER BASIN WATER DISTRICT

APPROVED THIS _____DAY OF _____,

2024, BY THE WEBER BASIN WATER CONSERVANCY DISTRICT.

_____

WEBER BASIN WATER DISTRICT MANAGER

CENTRAL DAVIS SEWER DISTRICT

APPROVED THIS _____DAY OF _____,

2024, BY THE CENTRAL DAVIS SEWER DISTRICT.

_____

CENTRAL DAVIS SEWER DISTRICT MANAGER

PROJECT NUMBER 23-355
DESIGNED BY KWT
DRAWN BY KWT
CHECKED BY DRW DATE -

WALL CONSULTANT GROUP
2139 SOUTH 1260 WEST
SALT LAKE CITY, UT 84119
PHONE: 801-449-1173

NORTH STATION R1 - DEVELOPMENT

LOCATED IN THE SOUTHWEST AND NORTHWEST QUARTER, OF SECTION 14, TOWNSHIP 3 NORTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN
DAVIS COUNTY, UTAH

PLANNING COMMISSION APPROVAL

APPROVED THIS _____DAY OF _____,

2024, BY THE FARMINGTON CITY PLANNING COMMISSION.

_____

FARMINGTON CITY PLANNING COMMISSION CHAIRMAN

CITY ATTORNEY'S APPROVAL

APPROVED THIS _____DAY OF _____,

2024, BY THE FARMINGTON CITY ATTORNEY.

_____

FARMINGTON CITY ATTORNEY

FARMINGTON CITY ENGINEER

APPROVED THIS _____DAY OF _____,

2024, BY THE FARMINGTON CITY ENGINEER.

_____ _____

DATE FARMINGTON CITY ENGINEER

CITY COUNCIL APPROVAL

APPROVED THIS _____DAY OF _____, 2024, BY THE FARMINGTON CITY COUNCIL.

_____ _____

CITY RECORDER CITY MAYOR

DAVIS COUNTY RECORDER

RECORDED #_____

STATE OF UTAH, COUNTY OF DAVIS, RECORDED AND FILED AT THE REQUEST OF

_____

DATE _____ TIME_____ BOOK_____ PAGE _____

_____ _____

FEE DAVIS COUNTY RECORDER

File Path:G:\Shared drives\2023 Projects\23-355 Farmington North - Stack Development\09_Data\Right of Way-Boundary\23355_Farmington_Plat Base_R1_Final.dwg Oct 18, 2024 - 10:11am

WEST QUARTER CORNER SECTION 14
TOWNSHIP 3 NORTH, RANGE 1 WEST
SALT LAKE BASE AND MERIDIAN
FOUND NAIL IN CONCRETE
2" ABOVE GROUND

DENVER AND RIO GRANDE WESTERN RAILROAD

EXISTING 50.00' QUESTAR GAS COMPANY GAS EASEMENT ENTRY NO. 3091396

EXISTING 40.00' QUESTAR GAS COMPANY GAS EASEMENT ENTRY NO. 3358541

N34°36'25"W 1274.64'

PARCEL D (OPEN SPACE)

S34°36'25"E 489.77'
STREET A (HEREBY DEDICATED FOR PUBLIC USE)

S34°36'25"E 481.09'
STREET A (HEREBY DEDICATED FOR PUBLIC USE)

PARCEL D (OPEN SPACE)

PARCEL B (OPEN SPACE)

PARCEL C (OPEN SPACE)

PRIVATE STREET 'C'
S84°29'00"W 132.33'

SPRING STREET (HEREBY DEDICATED FOR PUBLIC USE)

N55°23'10"E 132.83'

N55°22'21"E 167.74'

S54°37'51"W 363.09'

FARMINGTON CITY CORPORATION
TAX ID: 08-059-0069
ENTRY NO. 3539860

N34°37'02"W 524.81'
STREET B (HEREBY DEDICATED FOR PUBLIC USE)

N34°37'02"W 447.28'
STREET B (HEREBY DEDICATED FOR PUBLIC USE)

S34°37'02"E 470.66'

PARCEL A (OPEN SPACE)

LOT 1

S46°07'44"W 118.55'

NORTH STATION MASTER PLAT PARCEL A3

POINT OF BEGINNING

PRIVATE STREET C (HEREBY DEDICATED FOR PUBLIC USE)
N43°52'16"W 416.79'

S43°52'16"E 225.20'

S43°52'16"E 136.91'

S43°52'16"E 103.23'

PARCEL E (OPEN SPACE)

EXISTING 20.00' STORM DRAIN EASEMENT NORTH STATION MASTER PLAT

N43°27'34"W 26.00'

S50°21'08"W 74.65'

N41°53'00"E 74.32'

SOUTH 245.36' (TIE)

FUTURE DEVELOPMENT

S89°55'50"W 2641.78'
BASIS OF BEARING

EXISTING 30.00' FARMINGTON CITY SEWER EASEMENT ENTRY NO. 3485838

EXISTING 16.00' PUBLIC UTILITY & PUBLIC ACCESS EASEMENT NORTH STATION MASTER PLAT

EXISTING FARMINGTON CITY ACCESS EASEMENT ENTRY NO. 3497258

EXISTING CURB AND GUTTER

NORTH STATION LANE (PUBLIC STREET)

EXISTING 30.00' FARMINGTON CITY UTILITY EASEMENT ENTRY NO. 3485838

EXISTING TEMPORARY ACCESS EASEMENT AND PERMANENT PUBLIC UTILITY EASEMENT NORTH STATION MASTER PLAT

NORTH STATION MASTER PLAT PARCEL R2

S89°55'50"W 956.48' (TIE)

S46°07'37"W 338.87'
413.22'
N46°07'37"E 452.22'
N46°07'37"E 339.01'

18.50'
18.50'

S43°51'34"E 37.00'

S43°51'34"E 1128.37'
MON TO MON

INNOVATOR DRIVE
(PUBLIC STREET)

S43°51'34"E 513.62'

39.00'
44.43'
44.23'

S46°07'37"W 287.88'
COMMERCE STREET
(HEREBY DEDICATED FOR PUBLIC USE)
N46°07'37"E 204.24'

N46°07'37"E 184.68'

23.76'
29.80'

FUTURE DEVELOPMENT

NORTH STATION MASTER PLAT PARCEL C6

NORTH STATION MASTER PLAT PARCEL C5

N46°07'37"E 94.31'

EXISTING CURB AND GUTTER

55.50'
55.50'
55.50'
39.00'

INNOVATOR DRIVE
(PUBLIC STREET)

COMMERCE STREET
(PUBLIC STREET)

50.50'
50.50'
50.50'

29.71'
29.15'
30.47'

CENTER QUARTER CORNER SECTION 14
TOWNSHIP 3 NORTH, RANGE 1 WEST
SALT LAKE BASE AND MERIDIAN
FOUND 3" DAVIS COUNTY SURVEY
BRASS CAP FLUSH WITH GROUND

AREAS		
LOT/PARCEL	AREA SQ. FT.	AREA ACRES
OVERALL BOUNDARY	408,312	9.374
PUBLIC STREETS	104,845	2.407
PARCEL A	14,570	0.334
PARCEL B	33,216	0.763
PARCEL C	27,311	0.627
PARCEL D	33,335	0.765
PARCEL E	1,971	0.045
1	71,976	1.652
101	1,637	0.038
102	1,557	0.036
103	1,476	0.034
104	1,408	0.032
105	1,379	0.032
106 - 108	1,376	0.032
109 - 112	1,365	0.031
113 - 120	1,246	0.029
121 - 128	1,033	0.024
129 - 136	1,365	0.031
137 - 144	1,246	0.029
145 - 152	1,033	0.024
153 - 160	1,365	0.031
161 - 168	1,380	0.032
169 - 176	1,033	0.024
177 - 184	1,380	0.032
185 - 191	1,033	0.024
192	1,462	0.034
193	1,343	0.031
194 - 197	1,340	0.031

LEGEND

- SECTION CORNER
- STREET MONUMENT
- SUBDIVISION BOUNDARY LINE
- SECTION LINE
- PARCEL LINE
- RIGHT OF WAY LINE
- CENTER LINE
- EASEMENT LINE

SHEET 2 of 2

WALL CONSULTANT GROUP
2139 SOUTH 1260 WEST
SALT LAKE CITY, UT 84119
PHONE: 801-449-1173

NORTH STATION R1 - DEVELOPMENT

LOCATED IN THE SOUTHWEST AND NORTHWEST QUARTER,
OF SECTION 14, TOWNSHIP 3 NORTH, RANGE 1 WEST,
SALT LAKE BASE & MERIDIAN
FARMINGTON CITY, DAVIS COUNTY, UTAH

File Path:G:\Shared drives\2023 Projects\23-355 Farmington North - Stack Development\09_Data\Right of Way-Boundary\23355_Farmington_Plat Base_R1_Final.dwg Oct 18, 2024 - 10:10am

Farmington City
Planning Commission Staff Report
October 29, 2024

Item 5b: Lyon Meadows Development Agreement and Deed Restriction Recommendation

Public Hearing:	No
Application No.:	S-9-24
Property Address:	1502 North Frontage Road
General Plan Designation:	LDR (Low Density Residential)
Zoning Designation:	LR (Large Residential)
Area:	5.7 acres
Number of Lots:	17
Property Owner/Applicant:	Lyon Family Trust/Stephen Lyon

Request: *The applicant is requesting a recommendation for the enclosed Development Agreement and Deed Restriction for the Lyon Meadows Subdivision.*

Background Information

On September 19th the Planning Commission recommended that the City Council approve the Schematic subdivision plan and Preliminary PUD Master Plan for the Lyon Meadows Subdivision subject to, among other things, the following condition:

> The City approve a moderate-income housing proposal, including fully executed and recordable documents, prior to the applicant receiving approval of a Preliminary Plat or Final PUD Master Plan.

The City Council approved the recommendation of the Planning Commission October 1st 2024, with an additional condition:

> The City Council will consider adopting an enabling ordinance enacting the PUD overlay prior to or concurrent with approval of the moderate-income housing proposal with accompanying documents.

Subsequently, this staff report includes Development Agreement and Deed Restriction for Planning Commission consideration.

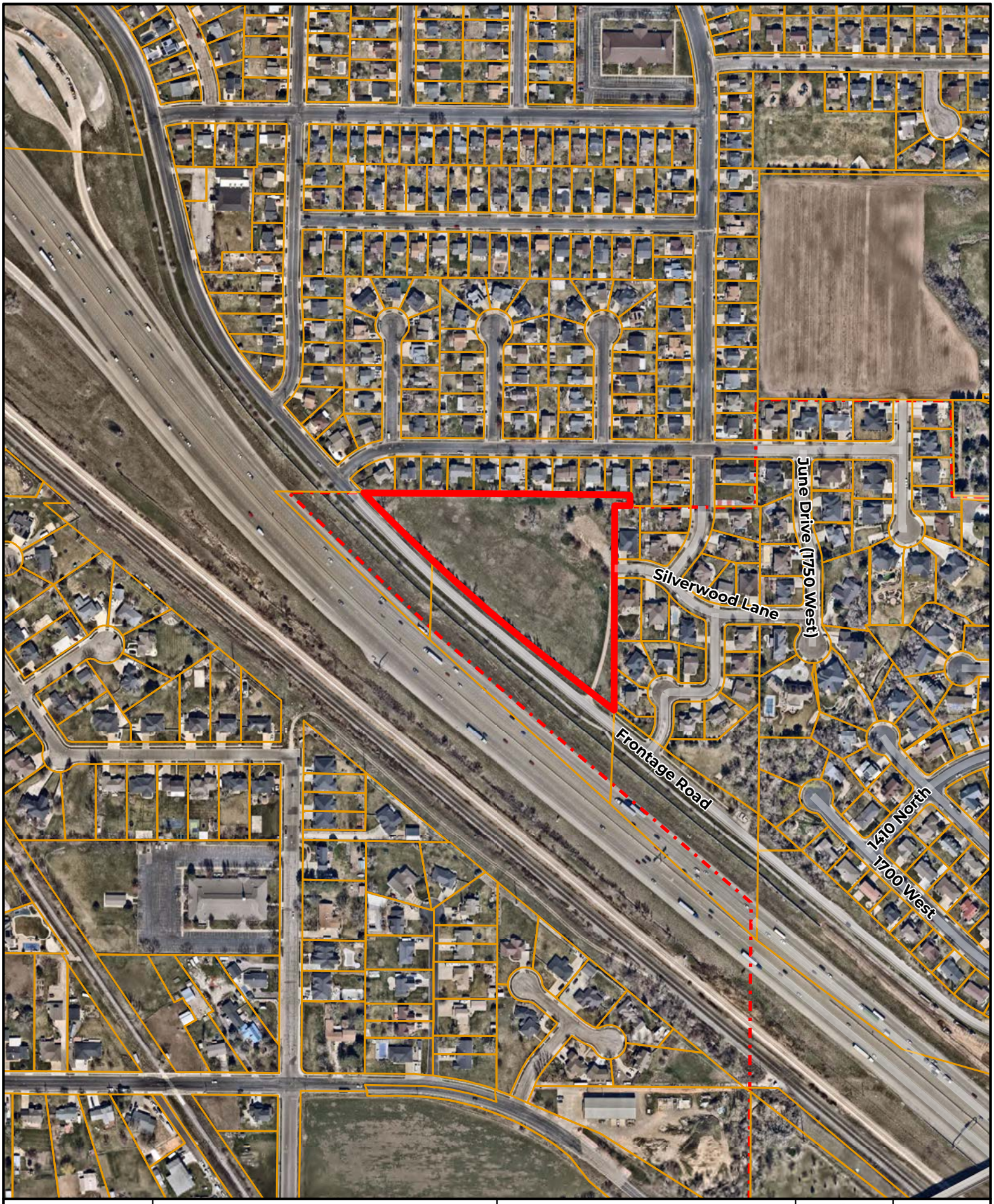
Suggested Motion

Move that the Planning Commission recommend that the City Council approve the enclosed Development Agreement and Deed Restriction for the Lyon Meadows PUD subdivision.

> Finding: The proposed Agreement and Deed Restriction meets one of the conditions of Preliminary PUD Master Plan Approval.

Supplemental Information

1. Vicinity Map
2. Lyon Meadows Schematic Subdivision Plan / Preliminary PUD Master Plan, 9.19.24
3. Development Agreement
4. Deed Restriction



FARMINGTON
MORE TIME FOR LIVING

VICINITY MAP

Lyon Meadows PUD

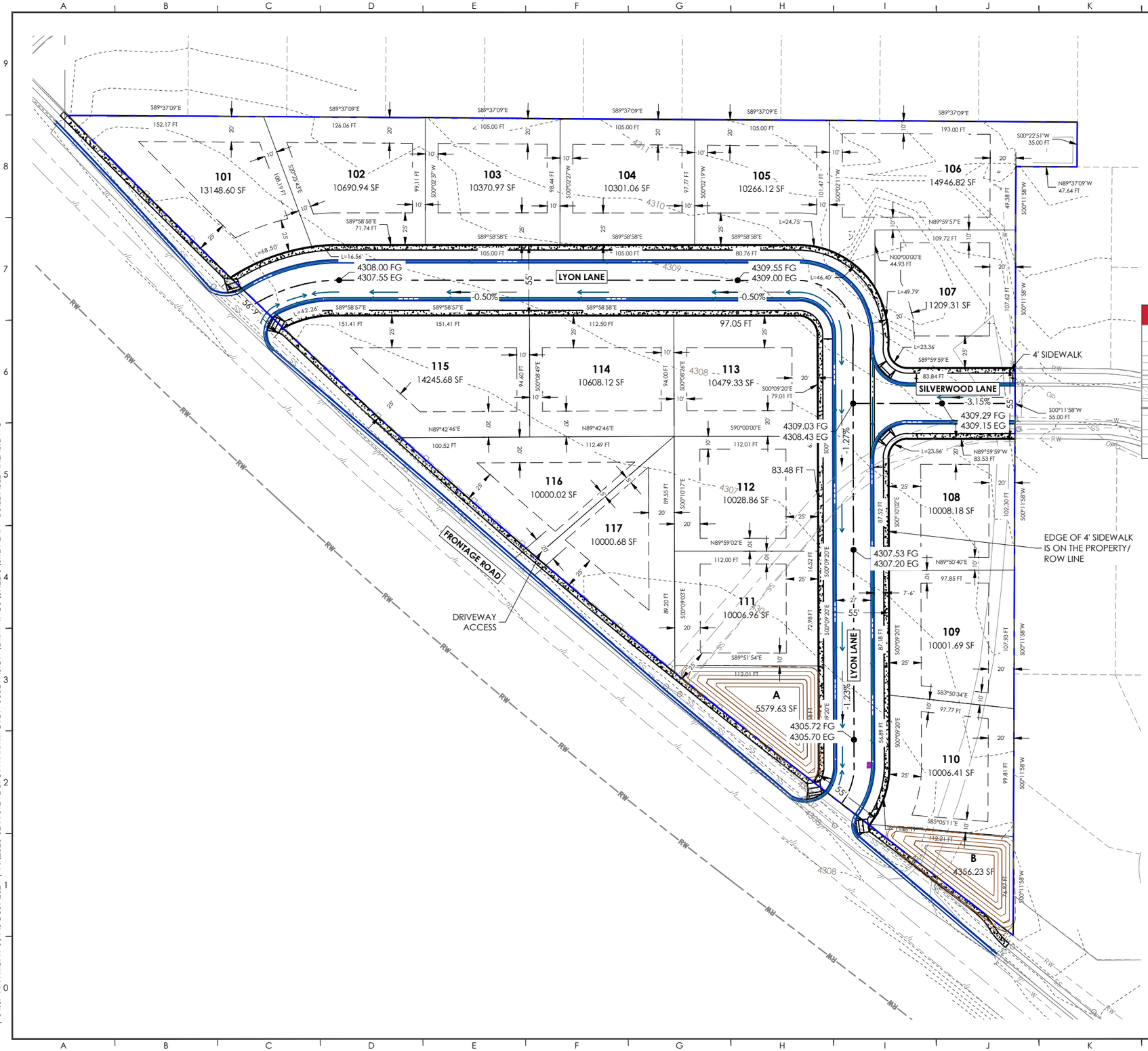
Date: 7/1/2024

0 150 300 450 600 Feet

0 50 100 150 200 Meters

N W FC E S

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.



SITE PLAN LEGEND

EXISTING	PROPOSED
	SIGN
	FENCE-DECORATIVE
	COLLECTING CURB & GUTTER
	CONCRETE PAVEMENT
	PROPERTY LINES
	BUILDABLE AREA
	CENTERLINE
	FLOW DIRECTION

CONTACT INFORMATION

Answers to Infrastructure®
ENGINEERING & SURVEYING

4246 S RIVERBOAT RD., STE 200
SALT LAKE CITY, UT 84123
P: 801.359.5565

REVISIONS

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DESIGN

PRELIMINARY DRAWINGS NOT FOR CONSTRUCTION

PRINCIPAL : M. HIRST
MANAGER: P. HIRST
REVIEWER : P. HIRST
DRAFTER : I. HOPPE

PROJECT

2023-0244
30 AUGUST 2024

LYON MEADOWS SUBDIVISION - PUD

1502 N. FRONTAGE RD.
FARMINGTON, UT 84025

BUILDABLE AREAS EXHIBIT

6 OF 11

CP102

FARMINGTON CITY
PLANNING COMMISSION
October 03, 2024

NO WORK SESSION

REGULAR SESSION Present: Chair John David Mortensen; Vice Chair Frank Adams; Commissioners Joey Hansen, Tyler Turner, and George "Tony" Kalakis. *Staff*: Assistant Director/City Planner Lyle Gibson, City Planner/GIS Specialist Shannon Hansell and Planning Secretary Carly Rowe. **Excused**: Commissioners Kristen Sherlock and Sam Barlow; and Alternate Commissioners Spencer Klein and Brian Shepard. Community Development Director David Petersen.

Chair **John David Mortensen** opened the meeting at 7:02 pm.

ZONE TEXT AMENDMENTS

Item #1: Farmington City – Applicant is requesting a recommendation for an amendment to Section 11-28-050, SUPPLEMENTARY YARD REGULATIONS of Title 11, ZONING REGULATIONS. The amendment is proposed to allow rear yard averaging on all residential lots. This is currently allowed only for lots which are not rectangular in shape. (ZT-14-24) *public hearing*

City Planner/GIS Specialist **Shannon Hansell** presented this agenda item. Rear yard averaging is a tool that may be used by the Zoning Administrator which allows the rear setback for a main building to be determined using distances of multiple points along the building measured to the rear property line. The concept is used mostly for cul-de-sac lots, or other oddly shaped lots which would otherwise have a difficult time complying with the required rear setback.

The exact zone text for Rear Yard Averaging reads: *Rear Yard Averaging In Residential: The zoning administrator may approve a variation in the required rear yard on residential lots that are not rectangular as follows: The average distance between the main structure and rear property line (measured from the rear corners of the main structure) shall be equal to the required rear yard (setback) in the zone in which the main structure is located, except that the distance measured at either corner shall not be less than twenty feet (20').*

The applicant has requested the consideration of the zone text amendment because they are in the process of obtaining a building permit for a deck. The proposed deck is approximately 10 feet wide and at its closest point, about 20 feet from the rear property line. This does not meet the required rear setback of 30 feet in the R (Residential) zone. One possible solution Staff looks at for such situations is rear yard averaging. However, the ordinance states that it may only be used on "non-rectangular" lots. Therefore, we could not apply the average rear setback to their proposed deck site plan. There are not options for variances allowing for 25%. The hearing officer route would not work, since it does not meet the state's requirement for a variance. The deck is more than 3 feet off the ground.

Staff's recommendation, at the request of the applicant, is to amend the text to the following:

D. Rear Yard Averaging In Residential: The zoning administrator may approve a variation in the required rear yard on residential lots ~~that are not rectangular~~ as follows: The average distance between the main structure and rear property line (measured from the rear corners of the main structure) shall be equal to the required rear yard (setback) in the zone in which the main structure is located, except that the distance measured at either corner shall not be less than twenty feet (20').

Applicants **Brian and Ashley Thompson** (2 E. 1340 S., Farmington, Utah) were present online. She said there was a 10 foot deck there when they moved into the home; they just want to lengthen it the length of the home, which requires a permit. They do not want to increase its width. He said the deck is 4 to 5 feet high. There is a walking path to a park and road between their home and the next neighbor behind them. There are many homes along there that have decks that extend past 8 feet.

John David Mortensen opened and closed the public hearing at 7:11 pm due to no comments.

Assistant Director/City Planner **Lyle Gibson** said this could apply broadly City-wide. If it makes sense with this application, it may make sense to apply in other areas.

Commissioner **Frank Adams** asked if this makes the setback 20 feet on all lots. **Gibson** said a true setback is all portions of a building could go 20 feet from the property line; in this case, sections of the building still have to be set back 30 feet according to code. **Adams** thinks this one should go through, but it may need to be a special exception. He doesn't want a developer to come in and do his whole development at 20 feet. **Hansell** said the special exception ordinance does not allow the consideration of setbacks. A zone text amendment may be needed for the special exception chapter. **Adams** wondered if it could be written so the Zoning Administrator could approve this for a single lot, rather than

multiple lots at a time. Commissioner **Tyler Turner** said he agrees with **Adams.** He has no problems approving this particular application, but doesn't want a developer to use it across the board in the future.

Gibson said this is one of the few times that the lot in question is a perfect rectangle. Already, rear yard averaging is applicable to a majority of existing lots in Farmington. **Mortensen** said if it is a non-rectangular lot, it still goes to 30-foot setback through averaging. This feels like it would change it to a 20-foot setback. The way it is written, it would make the square lot a little more lenient than other lots that meet the 30-foot average. He would rather approve it through a special exception. **Turner** said this application is a no-brainer, but changing zone text applies more broadly. He would rather make an amendment to special exceptions. **Adams** said there are two ways to do the same thing. Tonight this could be approved for a single lot only, or the City could go back and amend the special exception ordinance to allow them to do the same thing. **Hansell** said an additional hearing would need to be held in order to change the special exception ordinance. **Gibson** said this still needs to go through to the City Council.

MOTION
Frank Adams made a motion that the Planning Commission recommend the City Council approve the zone text amendment to 11-28-050 D Rear Yard Averaging in Residential, subject to all applicable Farmington City development standards and ordinances, with additional verbiage under subsection D as follows:

D. Rear Yard Averaging In Residential: The zoning administrator may approve a variation in the required rear yard on a single residential lot~~that are not rectangular~~ as follows: The average distance between the main structure and rear property line (measured from the rear corners of the main structure) shall be equal to the required rear yard (setback) in the zone in which the main structure is located, except that the distance measured at either corner shall not be less than twenty feet (20').

Findings:
The proposed amendment allows for a reasonable amount of flexibility already allotted to many properties within the City.

Tyler Turner seconded the motion, which was unanimously approved.

Chair John David Mortensen	**X** Aye _____Nay
Vice Chair Frank Adams	**X** Aye _____Nay
Commissioner George Kalakis	**X** Aye _____Nay
Commissioner Tyler Turner	**X** Aye _____Nay
Commissioner Joey Hansen	**X** Aye _____Nay

Item #2 Farmington City – Applicant is requesting an amendment to Chapter 11-2, DEFINITIONS of Title 11, ZONING REGULATIONS. The amendment is to include a new definition for "Live/Work Residential," which is an existing use identified in creatine zoning districts. (ZT-12-24) *no public hearing: tabled Sept. 19, 2024*

Gibson presented this agenda item. A definition for "live/work residential" is needed for several reasons, including how to handle licensing of businesses using these kinds of spaces.

Staff has prepared a draft definition to consider: "A dwelling unit which combines residential and non-residential uses allowed in the underlying zone where the proprietor of the business is also the resident of the same dwelling unit. The non-residential use of the dwelling unit may be licensed as either a Home Occupation which complies with the standards of Chapter 11-35 or a commercial business if the impact exceeds the standards for a home occupation including use of signs as allowed in 15-5-070 (C) with the ability to hold open office or store hours rather than accepting customers by appointment only. Non-residential use of the unit shall be limited to uses permitted in the applicable zoning district. The business operation of a life/work residential unit shall be limited to the main floor of a building. No additional off-street parking is required beyond what the ordinance requires for a residential unit."

Update from Sept. 19, 2024 meeting: The Planning Commission asked if it might be possible to allow the work or shop space on the main floor to be operated by an individual or entity other than the resident of the residential unit above it. Appearance-wise to the public, it would seem to be the same. In reviewing this concept, Staff has determined that this type of space or use is possible within the zoning district, but it is different than live/work space.

Per building code, a space occupied by a different entity or individual separate from the home would be constructed differently. Separation requirements change and it is actually built as a commercial space under a residential space, whereas a live/work space is its own category.

In effect, if the City is okay with a business that isn't connected to the resident of the adjoining dwelling; they simply need to approve a space as such. When space is approved as live/work space, it is now defined as to how that works.

Update from August 22, 2024 meeting: Staff was asked to further research how signage would be different on a live/work unit than a typical commercial building. Updates to the City's sign ordinance have been included and the item has been re-noticed for a public hearing as additional sections of code are being included.

Background: The City's mixed-use zoning districts currently include an allowed use called "Live/Work Residential." The City has even approved multiple projects yet to be constructed which include units with ground floor store/shop space. Buildings which include this type of space could be available for purchase or rent by early 2025. Staff is looking to define what this means in order to prepare to manage and license the types of businesses that may fill these spaces.

Gibson said separation of the commercial and residential spaces must be considered for building code purposes. If there are two different entities without connection (other than a lease), then firewall, HVAC, and utility separations must be addressed. The idea still has some merit and may be do-able in mixed-use areas. However, it would no longer be considered "live/work" space, and the City would approve the main floor business as a commercial business instead.

For signage, 9 square feet was selected as a limitation for blade signs, but Commissioners are welcome to adjust that. The sign must not extend beyond 3 feet from the main façade. **Gibson** said language could be added that signage shall not extend above the ceiling of the ground-floor level, or 14 feet, which would be pedestrian height. Fourteen feet is fairly common in commercial spaces. Signs should be below the windows of the second floor. **Mortensen** said there could be some ambiguity about "main floor" signage that could use more definition. He is a fan of the "live/work" concept. **Turner** said he loves it. Commissioner **Joey Hansen** appreciates the Staff's work on this.

MOTION

Frank Adams made a motion that the Planning Commission recommend that the City Council approve the proposed changes to Chapter 11-2 and 15-5 of the City ordinances, with amendment to the language under Part C i. to read: "to not be placed above the ceiling of the commercial floor of the building."

Finding:

1. The proposed changes provide clarity to an already allowed use which has not yet been defined.

Supplemental Information 1-2:

1. Proposed definition and additional text for the zoning ordinance.
2. Example Live/Work Unit

Joey Hansen seconded the motion, which was unanimously approved.

Chair John David Mortensen	**X** Aye _____Nay
Vice Chair Frank Adams	**X** Aye _____Nay
Commissioner George Kalakis	**X** Aye _____Nay
Commissioner Tyler Turner	**X** Aye _____Nay
Commissioner Joey Hansen	**X** Aye _____Nay

OTHER BUSINESS

Item #3 – Miscellaneous, Correspondence, etc.

a) Planning Commission minutes from September 19, 2024: Joey Hansen made a motion to approve the minutes from the date above; **Tony Kalakis** seconded the motion, which was unanimously approved.

Chair John David Mortensen	Abstained
Vice Chair Frank Adams	**X** Aye _____Nay
Commissioner George Kalakis	**X** Aye _____Nay
Commissioner Tyler Turner	**X** Aye _____Nay
Commissioner Joey Hansen	**X** Aye _____Nay

b) City Council Report from October 1, 2024. Gibson provided this report. The City Council approved the Lyon Meadows Schematic Subdivision, which will return to the Commission for preliminary approvals. The Council approved the layout, but kicked the moderate-income housing details, deed restrictions, and development agreements back to the Commission. The Council also approved the 200 East Street Vacation.

c) Review of second October meeting date. The 17th as originally scheduled conflicts with the Davis School District's fall break, and most commission members will be out of town. Therefore, we will hold our second

October meeting on Tuesday, October 29. November 7, 2024, would be the next following Commission meeting.

ADJOURNMENT

Tyler Turner motioned to adjourn at 7:48 PM.

Chair John David Mortensen	**X** Aye _____Nay
Vice Chair Frank Adams	**X** Aye _____Nay
Commissioner George Kalakis	**X** Aye _____Nay
Commissioner Tyler Turner	**X** Aye _____Nay
Commissioner Joey Hansen	**X** Aye _____Nay

_____

Frank Adams, Vice Chair

160 SOUTH MAIN
FARMINGTON, UT 84025
FARMINGTON.UTAH.GOV

CITY COUNCIL MEETING NOTICE AND AGENDA

Notice is given that the Farmington City Council will hold a regular meeting on **Tuesday, October 15, 2024** at City Hall 160 South Main, Farmington, Utah. A work session will be held at 6:00 pm in Conference Room 3 followed by the regular session at 7:00 pm.in the Council Chambers. The link to listen to the regular meeting live and to comment electronically can be found on the Farmington City website www.farmington.utah.gov. If you wish to email a comment for any of the listed public hearings, you may do so to dcarlile@farmington.utah.gov

WORK SESSION – 6:00 p.m.

- Fire Station funding discussion
- Rock Hotel Dental and County Complex parking

REGULAR SESSION – 7:00 p.m.

CALL TO ORDER:

- Invocation – Scott Isaacson, Councilmember
- Pledge of Allegiance – Brett Anderson, Mayor

PRESENTATIONS:

- Recognition of Sarah Miller as Student of the Month
- Presentation to the Children's Justice Center

BUSINESS:

- Consider approval of SIRQ Construction to be the Construction Manager / General Contractor for the Ivy Acres Park Project.
- RAP Tax Ballot Issue - presentation of arguments
- Public Comment on RAP Tax Ballot Issue
- Consideration of a Rezone and Development Agreement for an RV resort at approximately 650 W Lagoon Drive
- Zone Text change allowing Rear Yard Averaging on all residential lots
- Zone Text change to include a new definition for 'Live / Work Residential'
- Sale of Lupine Park, Parcel ID 08-098-0023

SUMMARY ACTION:

1. Public Works Surplus Property
2. Monthly Financial Report
3. Correcting an ordinance vacating street right-of way commonly known as Lagoon Lane

GOVERNING BODY REPORTS:

- City Manager Report
- Mayor Anderson & City Council Reports

ADJOURN

CLOSED SESSION – Minute motion adjourning to closed session, for reasons permitted by law.

In compliance with the Americans with Disabilities Act, individuals needing special accommodations due to a disability, please contact DeAnn Carlile, City recorder at 801-939-9206 at least 24 hours in advance of the meeting.

I hereby certify that I posted a copy of the foregoing Notice and Agenda at Farmington City Hall, Farmington City website www.farmington.utah.gov and the Utah Public Notice website at www.utah.gov/pmn. Posted on October 10, 2024