



HISTORIC BEGINNINGS • 1847

**Farmington City Planning Commission**

**April 14, 2022**



# FARMINGTON CITY

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CITY COUNCIL

SHANE PACE  
CITY MANAGER

Thursday April 14, 2022

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

Study Session: 6:00 p.m. Horrocks Engineering/UDOT

Regular Session: 7:00 p.m.

*Farmington City Planning Commission meetings, including this meeting, are open to the public. If you wish to view the regular session online, the link to the live hearings and to comment electronically can be found on the Farmington City website at [www.farmington.utah.gov](http://www.farmington.utah.gov). If you wish to email a comment for any of the listed public hearings, you may do so at [crowe@farmington.utah.gov](mailto:crowe@farmington.utah.gov) by 5 p.m. on the day listed above.*

## SUMMARY ACTION

1. Approval of 03.17.2022 Minutes
2. Amber Shepherd & Steven Frostad (*Public Hearing*) – Applicant is requesting a special exception approval to exceed the driveway approach maximum on the property located at 1403 S 35 E. on 0.26 acres in the R-2 zone. (M-5-22)
3. Lonnie Bullard (*Public Hearing*) – Applicant is requesting a special exception approval to exceed the building height requirement for an accessory building located on the property at 539 W Oakwood Pl. on 0.79 acres in the LR-F (Large Residential Foothill) zone. (M-6-22)
4. Redevelopment Agency of Farmington City (*Public Hearing*) – Applicant is requesting a recommendation for a zone change from A (Agriculture) to OMU (Office Mixed Use) on the property located at 580 N 1525 W. (2.02 acres) (Z-2-22)

## CONDITIONAL USE APPLICATION

5. Scott Group LLC/Solomon Weaver (*Public Hearing*) – Applicant is requesting a conditional use permit approval for an addition of storage units on the property located at 1052 S 325 W (0.95 acres) in the AE (Agricultural Estates) zone. (C-6-22)

## SUBDIVISION, SITE PLAN, PROJECT MASTER PLAN, AND ZONING APPLICATIONS

6. Farmington City – Applicant is requesting a recommendation of a request to adopt a small area master plan for the Farmington Station Area which is west of I-15 and east of the D&RGW Rail Trail sitting roughly between Haight Creek and Farmington Creek (Approximately 548 acres), as an element of the Farmington City General Plan. (MP-1-22)
7. Vernon Lee Maxwell (*Public Hearing*) – Applicant is requesting recommendation for a schematic subdivision approval for the proposed Steed Creek Phase 3 subdivision, on 3.27 acres of property, at approximately 397 S 10 W in the LR (Large Residential) zone and approval for a special exception related to driveway access. (S-5-22)
8. TFC Clark Lane, LLC/Terra Form Companies, LLC (*Public Hearing*) – Applicant is requesting recommendation for a schematic subdivision approval for the proposed Farmington Retail subdivision on 1.75 acres of property, at approximately 1100 W Clark Lane; in addition, the applicant is requesting a schematic concept site plan approval, special exception approval for a drive-up window, and a recommendation for a zone change from GMU (General Mixed Use) to RMU (Residential Mixed Use) (S-8-22, SP-3-22, M-7-22, Z-5-22)
9. Travis Tanner (*Public Hearing*) – Applicant is requesting a recommendation for a zone change from OTR (Original Townsite Residential) to BR (Business Residential), on the back half of the property (approx. 6,750 sq. ft.), located at 174 E State Street (0.31 acres). (Z-3-22)
10. Ace Athletics Holding LLC (*Public Hearing*) – Applicant is requesting a recommendation for a zone change from A (Agriculture) to C (Commercial) on the property located at 874 Shirley Rae Dr. (2.17 acres) (Z-6-22)

## OTHER BUSINESS

11. Miscellaneous, correspondence, etc.
  - a. City Council Report
  - b. 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.*

**FARMINGTON CITY  
PLANNING COMMISSION**

March 17, 2022

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**WORK SESSION**

**Present:** Chair Rulon Homer; Vice Chair Erin Christensen (via Zoom); Commissioners Larry Steinhorst, John David Mortensen, Mike Plaizier, Samuel Barlow and Tyler Turner. **Staff:** Community Development Director David Petersen, Assistant Community Development Director Lyle Gibson, City Planner/GIS Specialist Shannon Hansell, and Planning Secretary Carly Rowe.

Community Development Director **David Petersen** spoke about the Wasatch Farmington Holdings LLC greenway concept proposal for the Canopy Square mixed-use project. In January, the idea of a greenway concept came in after the Planning Commission already approved Canopy Square. Staff would like to have a local street going through the middle of the project with a pedestrian crossing. Wasatch has not embraced the idea of that local street, and **Petersen** is not sure why. It would seem to be more problematic for Stack than for Wasatch.

Assistant Community Development Director **Lyle Gibson** spoke about a portable classroom on the south side of the Challenger School. He doesn't have a problem with them going three years, although the Commission can decide on any time frame they want. Notice was sent to 150 neighbors, and the Planning Office has not heard back from any of them.

Regarding Lagoon's new entrance, **Gibson** said there would be some construction on Park Lane. They will keep the existing park entrance and add a second entrance to accommodate traffic coming from the north. The Utah Department of Transportation (UDOT) and Staff are both excited about this alternate entrance. The City traffic engineer looked at it and gave his blessing. This is on a State Right of Way (ROW), and UDOT still has to give the final approval on this. This is just a second entrance, not an exit. There is an exit close to the Highway Patrol building. Staff wants them to put in a sidewalk on the south side of Park Lane. Lagoon wants this new entrance to be only for vehicles, not pedestrians.

Regarding Item 8a Ronald and Karen Rigby in Miller Meadows, and 8b Nancy Leavitt, City Planner/GIS Specialist **Shannon Hansell** said they are both special exceptions for building heights. The building height in the AE zone is 25 feet for an accessory building, but you have to be 5 to 10 feet away from the property line to get that height. In both of these cases, the applicants want to get closer to the property line than that, which would make it the Large Residential (LR) height of 15 feet for an accessory building. They are both about 22 feet tall. The accessory buildings have to be subordinate in height and area to the home. With the Leavitt application, there is a weird triangular shaped lot without a rear yard. They have a lot of side yard and 287 feet of frontage. They also want to exceed the 16 foot curb cut when making their second curb cut on their frontage. For 8a, they need to record Miller Meadows Phases 7 and 8 before they can get a building permit. Their site plan is based off Lot 701, which hasn't been recorded yet. The final plat was approved last year, but the plat hasn't been approved by the County yet, so it hasn't been recorded.

**REGULAR SESSION**

**Present:** Chair Rulon Homer; Vice Chair Erin Christensen (via Zoom); Commissioners Larry Steinhorst, John David Mortensen, Mike Plaizier, Samuel Barlow and Tyler Turner. **Staff:** Community Development Director David Petersen, Assistant Community Development Director Lyle Gibson, City Planner/GIS Specialist Shannon Hansell, and Planning Secretary Carly Rowe.

**Rulon Homer** opened the meeting at 6:33 PM.

Planning Secretary **Carly Rowe** administered the Oath of Office to the new commissioner, **Tyler Turner**. **Turner** has lived in Farmington since 2008 and Davis County his whole life. He has a wife and two children. He has been employed at Mountain America Credit Union for 18 years and recently ran for City Council.

**Item #1 Approval of Minutes**

Commissioner **Mike Plaizier** made a motion to approve the minutes from March 3, 2022. **Tyler Turner** seconded the motion, which was unanimously approved.

**Item #2 City Council Report**

Assistant Community Development Director **Lyle Gibson** reported on the March 15, 2022, City Council meeting. The City Council spent some time deliberating on colors for the West Davis Corridor overpass. They did approve the Juniper Estates lots across the street from the regional park. This included a Transfer of Development Rights (TDR) concept and Accessory Dwelling Unit (ADU).

The Council took the recommendation of the Planning Commission, although the details still need to be worked out for the affordable housing unit. That will come back before the Commission in the Planned Unit Development (PUD) process.

The Council also ratified the water efficient landscaping ordinance. As of Tuesday, as new development comes in, there will be less grass. This will make existing residents and businesses eligible for rebates to retrofit park strips. The Council had a few questions to verify before they passed it in a similar manner to how the Commission recommended it. The Council also ratified the Commission policy and procedures bylaws, including updating the ordinances.

## **MOTION**

\***Mike Plaizier** made a motion to move items 6, 8a and 8b to be discussed after item 3. **Tyler Turner** seconded the motion, which was unanimously approved.\*

## **SUBDIVISION, MASTER PLAN, AND ZONING APPLICATIONS**

### **Item #3 Farmington City – (Public Hearing) – Applicant is requesting a recommendation of a request to adopt a small area master plan for the Farmington Station Area, which is west of I-15 and east of the D&RGW Rail Trail sitting roughly between Haight Creek and Farmington Creek (Approximately 548 acres), as an element of the Farmington City General Plan. (MP-1-22)**

**Gibson** presented this agenda item. The City was successful in receiving grant funding through the Wasatch Front Regional Council (WFRC) to hire a consultant to create this small area plan. Simply put, the small area plan creates a more detailed vision for a specific section of the City to be included as part of the City's general plan, which is a vision for the City at large. GSBS was selected several months ago as the consultant group to facilitate and create a small area plan for the area around the FrontRunner Station/Station Park and the North Farmington Station Business Park Area. The purpose of this plan is to build upon past planning efforts to better understand and direct the growth and development in this area where significant and rapid growth is expected and supported by major community investments in infrastructure.

Throughout the process many stakeholders have been involved including WFRC, Utah Transportation Authority (UTA), Davis County, Northern Utah Economic Alliance EDC Utah, property owners, and Farmington City.

This plan further details the type of growth the market will support; identifies where different land uses belong; plans for auto, pedestrian, bike, and transit transportation networks; and coordinates recreation areas. Neighborhoods are established between the creeks, which each have a different feel or focus. This plan meets the requirements by the State for a small area plan around the FrontRunner Station and places important infrastructure improvements on plan that would better place the City in a position to receive outside funding to implement.

The Planning Commission is tasked tonight with making a recommendation to the City Council as to whether or not to approve the proposed plan with or without any changes. The City Council will be the ones to officially adopt this area plan.

**Christine Richman** with GSBS Consulting addressed the Commission, introducing the team with her: **Reid Cleeter** with GSBS Consulting; **Jason Claunch** with Catalyst Commercial, who specializes in real estate market and economic analysis; and **Katherine Skollingsberg** with Fehr and Peers, who did the traffic engineering transit analysis.

**Richman** said the study area was 550 acres, with Station Park, the FrontRunner platform and UTA parking lot on the south, extending all the way up to where the new interchange will be at Shepard Lane. On the east is Interstate 15 and its associated trails, with the Denver and Rio Grande Western (D&RGW) Rail Trail on the west. About 57% of the area, or 317 acres, is undeveloped, although there are several proposals. This analysis is subject to prior planning efforts, the regulating plan, Community Reinvestment Act (CRA) plans, and active development proposals the Commission has been considering.

The prior plan completed a few years ago laid out a land use diagram and circulation systems, but things have changed since developers have come in and landownership has consolidated and changed. The road network is different than originally envisioned. Things needed to be updated to current expectations. Key issues considered fragmented ownership and vision as people contemplated different plans and different levels of development activity. This needed to be calibrated with current market opportunities after a lot of regional growth. A lot of infrastructure needed to be identified and coordinated. Adding on to prior plans included additional goals such as: preserving the view corridors from North Station to the Wasatch Range on the east; enhancing vibrancy through increased connectivity and an appropriate mix of uses; and incorporating green space and Farmington's "Tree City" identity into the streetscapes and parks to enhance livability and expand the City's urban forest. Views of the mountains are immediate and compelling. As new development occurs, view corridors between buildings will allow continued visual connection to the range.

This is quite a distance from north to south, and they tried to find ways to unify the areas so they could connect together. The creeks that run east-to-west could be used as greenway areas to connect the trails on the east to the west, creating a trail loop. The greenway identifies a spine, connecting the office and business activities on the north with Station Park on the south. The greenway is intended for bikers, walkers, and rollers, but there are limited opportunities for cars in a low speed environment on the north. The road alignment as shown may be a little off, so the next version will be corrected with CRS.

The transportation has some looping elements. Transit includes the FrontRunner station on the south and a proposed people-mover running along the eastern boundary to connect to the office park on the north. A transit circulator concept has been added to allow people to move within the entire area in a counter clockwise motion. The City has applied for another WFRC grant to more fully study both the circulator system and people mover as they would interact before implementation. A block system has been laid over the entire area, which allows for phasing of developments responding to market demands. It allows a nice pedestrian-friendly rhythm. It will be smaller blocks than those found in downtown Salt Lake City, which will make it easier to get around and easier for fire trucks to reach buildings.

Land uses are organized in a mixed manner, with office in between the commercial on either end (north and south), which creates a “barbell” of commercial. Most of the new retail development in the area is ground floor retail in areas with planned new residential and office development. There is also new highway-served retail planned for north of the future Shepard Lane interchange. Residential areas include both lower density townhome neighborhoods and higher density multifamily developments of up to six stories. A new six-story residential development with retail on the ground floor is proposed for the existing Park and Ride lot at the FrontRunner Station. All of the residential areas end up near greenways or greenspace to enhance overall livability. Mixed-use areas are planned throughout the study area to support increased intensity of uses like restaurants, shops and fitness studios in an urban environment. These mixed-use developments are intended to maximize relationships with adjacent uses, as well as the transportation network. They will be retail on the ground floor with residential above.

**Claunch** said his study considered market opportunities across different segments. Overall, there is capacity for 8,209,800 square feet of office; 531,000 square feet of retail; 7,909 multifamily residential units; and 350 townhome residential units. The demand/market study conducted checks with the proposed program.

**Richman** said this is a large area with many different types of development contemplated. The three distinct neighborhoods within the North Station Area are: family activity neighborhood, recreation neighborhood, and mixed-use neighborhood on the north. In order to create a sense of place and make it feel special, building off the Station Park reputation of high-level urban design, unifying elements need to be employed. These elements include the greenway system, circulating trolley, autonomous people mover, wayfinding and signage, street trees, and street lighting. Distinguishing elements would include building materials and street furniture such as bike racks, benches and trash receptacles.

In the family activity neighborhood centered around Station Park, there is capacity for about 1.7 million square feet of office; 76,500 square feet of retail; and 2,408 multifamily residential units. A lot of residential is proposed to take place on the UTA parking lot.

In the recreation neighborhood (with two streams, trail system, and larger park), there is capacity for 3.988 million square feet of office, 299,500 square feet of retail, and 3,997 units of multifamily residential. This is in the center of the area plan and would include a greenway system; open space buffering Spring Creek and Shepard Creek; an 18-acre park; a circulating trolley; and employment, mixed-use, and residential developments. A pretty dense multifamily area is contemplated here. A lot more trail-oriented development is occurring throughout the country lately.

The mixed-use neighborhood on the north (with the office park anchor and Shepard Lane interchange) has capacity for 2,341,800 square feet of office; 406,900 square feet of retail; and 1,504 units of multifamily residential. This includes the northern autonomous people mover stop, northern greenway terminus, circulating trolley, Center Street redesign, and employment center.

**Skollingsberg** said the parking analyses addressed how much Park and Ride parking was needed, as well as how much parking is needed for the proposed infill development. Pre-COVID numbers were analyzed, as well as in-person parking counts. The weekly peak parking demand ranged from 264 and 368 stalls of demand pre-COVID. For recent parking demand, it was more like a demand for 156 stalls. Demand for UTA has decreased since the pandemic and has yet to scale back up to previous levels. Due to its proximity to public transit, proposed infill development would produce a demand for 665 stalls. Increased demand is possible to the tune of 834 stalls for infill development. All total, that is about 929 stalls in total parking demand for both Park and Ride and infill.

At 41%, the Farmington Park and Ride lot has one of the lower parking utilization rates among the four lots studied including Clearfield, Woods Cross, and Layton. Clearfield’s utilization was lower than Farmington’s. From highest to lowest, the average ridership share is: FrontRunner, Route 667 Lagoon/Station Park Shuttle, Route 473 SLC-Ogden Highway 89 Express, and Route 455 University of Utah/Davis County/Weber State University. This does not account for transfers. FrontRunner will be the transit hub

connecting all transportation including the greenway, people mover, and transit circulator system. A test fit identified a six-story office building, a 25,000 square foot building footprint, a six-story parking structure, and a five-story residential development, resulting in 450 parking stalls needed.

A 20-year implementation period of the plan is contemplated, with the first two years being the development of the commercial area north of Shepard Lane when the new interchange opens. In less than five years, development of the office use in the north end and mixed-use neighborhood is contemplated. The multifamily housing immediately south of Spring Creek, as well as the townhomes near Spring Creek and along the D&RGW Rail Trail, is poised to occur in the next few years. In five to 10 years, redevelopment of the FrontRunner Park and Ride lot is planned. Housing and office development near the new park in the Recreational Neighborhood and housing and additional office development in the north mixed-use neighborhood will also occur. In the next 20 years, remaining developable areas throughout the North Station area will develop in response to market demand.

In terms of Farmington's existing regulating plan, there are several updates recommended including the greenway system, identifying the opportunity to make some of the greenway system to allow cars for a multi-modal experience; regularizing the urban block network; and allowing for a circulating trolley. Zoning updates are also recommended including aligning zoning boundaries with proposed developments; updating criteria for development approval, including design standards for signage, streetscape, street lighting, and street furniture; and considering revisions to the standards relating to automobile-oriented uses.

**Mike Plaizier** asked how many on the list of stakeholders were Farmington residents. **Richman** answered when they met with the management team, they reviewed the stakeholder outreach process. Considering the changes contemplated in this plan and the general plan, it was felt the public outreach utilized accommodated the vision and recommendations. Some of the property owners were Farmington residents, but not many stakeholders were Farmington residents. **Plaizier** said that is a concern to him for this large of an area. There is a real gem there and he wonders how large, big buildings feel like Farmington. **Richman** said a series of internal stakeholder meetings included Commissioner **Homer**, the mayor, and a few City Councilmembers. Those meetings emphasized the feel of Farmington, including trees.

Community Development Director **David Petersen** spoke as well on the importance of this new plan. This isn't the first planning exercise that has been conducted for this area. Much of the big picture vision has already been established. Much of the needed zoning is already in place which has been through public process and several projects have been through at least part of the public process already. He mentioned the Evans property, which is 62 acres that has had multiple public hearings on the Project Master Plan (PMP) submitted in 2020. The City obtained the land for a park, and how it will be finished is now being contemplated. Stack has 124 acres, and they have a PMP that has been through public scrutiny. In the center is McCandless, who has also been through public hearings. City Manager **Shane Pace** asked for a consultant to focus less on involvement from residents when the City obtained the WFRC grant.

There are a number of reasons why this area plan is needed even considering all these applications. The Station Park plan went through a number of iterations because of the individual needs of tenants as they came in. Stack wants I-15 frontage for their office buildings. Each property will want a different deal in the PMP. This area plan zips everything together and gives the City leverage to seek the idea of a remote hub for commuter rail users to get off and go straight to the source: the mixed-use area. When the City asks for federal and UTA funding in the future, the first thing they will ask is if the City has a general plan in place. Another reason is because UTA came to require that every commuter rail stop have a station area master plan. This will allow UTA to redevelop their site. Another big reason is because it is already a retail and restaurant hub. Being constrained between two railroad tracks and having no interconnectivity to the east and little the west means this mixed use area needs more shopping and dining options. Internal capture is very important, which is why the shuttle is important. A key element is pedestrian and bicycle access across the "Grand Canyon" that is Park Lane. To get funding, a master plan is needed. Another reason is UDOT is putting an interchange at Shepard Lane in 2024. A trail is planned to connect the two interchanges and three regional trails stretching from Weber County to Utah County. Nowhere else on the Wasatch Front are the three systems so close together than in Farmington. In order to connect everything together, a master plan is needed. The last reason is the County would like to do something different with their site, and they also want connectivity. This County item will be made public soon. On the surface, it may not look like the public has had much of a chance to comment on this area plan, but they have considering all the developers' individual plans involved in various public hearings. This plan has updated numbers compared to the 2016 plan. Catalyst's marketing numbers are very good for the City for impact fee updates. These numbers will be used to update the City Capital Facilities Plan. There will be tweaks to the this plan, as already it is known that Commerce needs to shifted. The connection to the County property would be nice to show on the new plan.

**John David Mortensen** commented that GSBS was hired by the City, and there are at least eight good reasons that this area plan was needed so that the final frontier of Farmington will be developed properly. It is good to see the entire thing at once time. When the individual developers have come forward with their separate plans, it was difficult to envision the entire area. This

provides context and the big picture. He wants to get this into the hands of the other stakeholders, namely the Farmington residents. This is only from a developer and City perspective.

**Richman** said the current zone for this area has height minimums and maximums, which are not proposed to be changed. The numbers in the plan are carrying capacity, or a projection that may not be realized in the future. **Petersen** said there are between 7,500 to 7,800 households currently in Farmington, and at build out, there is only room for another 3,500 households. **Mortensen** said that it would be nice to get this information into the hands of Farmington residents. He suggested adding numbers to the “implementation” slide so there is a better picture consumable to the regular resident. **Richman** said it would be worth meeting about this in the future.

**Rulon Homer** opened the public hearing at 7:37 PM.

**Lori Conover** (169 Quail Run Road, Farmington, Utah) addressed the Commission via Zoom. She doesn’t feel like the residents’ voices have been heard. She wants more public comment. She feels a majority of residents would not be in favor of tall buildings and increased density.

**Stuart Reeder** (1534 W. Spring Meadow Lane, Farmington, Utah) addressed the Commission via Zoom. While he appreciates the time that has gone into the plan, he agrees with **Conover** about public input. He is concerned with how the infrastructure doesn’t support the proposed density. He would like to keep the identity of Farmington, which six-story buildings may detract from. He wants open space.

**Adam Lankford** (620 S. State Street, Salt Lake City, Utah) of Wasatch Residential Group addressed the Commission. He owns the 20 acres in the middle of this project. He is in support of good planning and urban design, but stated his firm had not been involved in this effort. They have an application in, and he wants to know how it interacts with this plan. The various roads present maintenance challenges for the City. There are a lot of experienced developers with land in the boundaries of this plan including the Boyer group, Wasatch, and Stack. They know market realities for this part of Farmington. They would like to be more involved in this process going forward.

**Trevor Evans** (2801 N. Thanksgiving Way, Lehi, Utah) of Stack Real Estate said he echoes what Lankford just said. He is in support of connecting this whole area and working together to do so. In terms of market realities, there are underlying constraints. Expectations are different than capacities. His property is over 100 acres of this project, and Stack’s proposed densities are lower than what the plan pointed out. He loves the proposed neighborhoods. The narratives are a bit misleading with what the visuals are showing. He would like the flexibility to have a greenway extending to the center of the mixed-use area in the North. The block sizing at 264 feet is great, but he doesn’t feel Farmington is there yet. He does not want to be held to the proposed block sizes.

**Michael Flanders** (1717 W. 600 N., Farmington, Utah) wanted to express his concern over the proposed heights of the future buildings. It will obstruct the views for him and his neighbors. His family is one of the oldest West Farmington residents. The plan shows 1525 West taking out his family home, and that adjustment should be noted. The conceptual map shows the 16-acre train park as part of the green area, but only 4 acres is deemed green space. He would like to see the train park last forever, but he is not sure if his family has the capacity to take care of it as greenspace forever into the future.

**Rulon Homer** closed the public hearing at 7:52 PM.

**Mike Plaizier** said he couldn’t see the photos in the packet he got electronically. He just got the binder today and those look fine. He would like to see the eight reasons **Petersen** mentioned written out. This is a great piece of property and he hopes to do it right. He likes the work that has been done and how it has been put together, but he needs more time to look at the details before approving it. He wants to have a better feel of what the changes will be compared to what it is now and what it is planned to be in the future.

**Dave Petersen** said he noted these requests. He said he thought the City had met with every major property owner within the boundaries of this area plan to get their input. Catalyst numbers show the market capacity, not the boots on the ground, which is far less. Motives of the plan could be expressed much better. Prior to 2007 and Station Park, there was no hope for adequate fire department or police force because of lack of tax base. It has surprised everyone how well Station Park has done, but it needs to be preserved. A good office park north of there could help preserve it, but office development is changing. It needs to be surrounded by mixed use to be successful. Farmington is the narrowest neck of the County. Stack is providing integrated office projects supplemented with multifamily units.

**Tyler Turner** commented that he wants things more simplified for public consumption.

## **MOTION**

**John David Mortensen** made a motion that the Planning Commission recommend that the City Council amend the General Plan adopting the enclosed Farmington Station Area Plan as an element of the General Plan subject to all applicable Farmington City ordinances with a Condition to include a discussion or study on how to better engage and inform residents on the long term collective development plan for the Farmington Station Area Plan including:

- a) expected occupancy vs. total possible capacity
- b) list of the motives or benefits

There was no second, so the motion failed.

### **MOTION**

**John David Mortensen** made a motion that the Planning Commission **table** the amendment to the General Plan to allow the City and GSBS to further discuss.

**Tyler Turner** seconded the motion, which was unanimously approved.

### **CONDITIONAL USE PERMIT APPLICATION**

#### **Item #6 Babb Investments/Challenger School (Public Hearing) – Applicant is requesting consideration of a conditional use permit for a temporary building on the property located at 1089 N. Shepard Creek Parkway, in the R-4 (Multiple Family Residential) zone. (C-5-22)**

The applicant is requesting conditional use approval to expand on the existing Challenger School by placing a small portable classroom on their lot. The school is planning to add an addition to accommodate growth in the next few years, but until the permanent addition is complete, they need additional classroom space that will be provided by this temporary building.

In Section 11-28-120 of the Zoning Ordinance, which regulates temporary uses, the ordinance does not discuss trailers for schools or educational institutions. When Davis School District wants to put up a trailer at one of their schools, they are able to do it without asking for special permission following State Statute. However, Challenger is a non-profit private school, and so is not subject to the same kind of approval processes as that of Davis School District. Therefore Challenger School wanted to ensure that they were going through the proper channels of approval with the City before undergoing any expansion to their existing school.

Although portable and temporary school structures are not covered in the ordinance, Staff interpreted this portable classroom as an accessory structure to the main school building. They felt that it should go through a conditional use permit process just to be transparent and give the citizens a chance to speak, and the school itself is a conditional use. Additionally, Staff felt it important that the Planning Commission have a chance to review this application and add some reasonable conditions for approval.

Applicant **Matt Cooper** (9424 S. 300 W., Sandy, Utah) addressed the Commission. Challenger School is looking for permission to place a single, two-classroom portable at 1089 N. Shepard Creek Parkway. He agrees with the three-year term, and has already hired an architectural firm and civil engineer to move full-steam ahead on architectural plans for a multi-purpose room and two-story elementary classroom wing with 10 classrooms. They hope to get in the ground later this fall to open in August for the 2023-2024 school year. The new construction will take time, even an elevator will take 12 to 18 months to get in. The portable will be in between two playgrounds on a cement slab, 50 to 60 feet away from either roadway. In 2018, the school was at 260 students kindergarten through eighth grade. It is 392 now. The new wing could make way for another 200 students.

**Rulon Homer** opened and closed the public hearing at 8:12 PM due to no comment.

### **MOTION**

**Tyler Turner** made a motion that the Planning Commission approve the conditional use permit subject to all applicable Farmington City ordinances and development standards, and the following Conditions 1-4 and Findings for Approval 1-7.

#### **Conditions 1-4:**

1. Lighting shall be designed, located and directed so as to eliminate glare and minimize reflection of light to neighboring properties;
2. Any signs proposed for the project must comply with the Farmington City Sign Ordinance. The sign plan shall indicate the location, height, and appearance of the signs upon the site and the effects upon parking, ingress/egress, and adjacent properties. Such signs shall be compatible with the character of the neighborhood;

3. The applicant must obtain all other applicable permits for the operation of the conditional use including but not limited to a building permit;
4. The conditional use permit is temporary, and shall expire in three years from the date of approval.

#### Findings for Approval 1-7:

1. The proposed use of the particular location is desirable and provides a service which contributes to the general well-being of the community.
2. The proposed use complies with all regulations and conditions in the Farmington City Zoning Ordinance for this particular use.
3. The proposed use conforms to the goals, policies, and principles of the Comprehensive General Plan.
4. The proposed use is compatible with the character of the site, adjacent properties, surrounding neighborhoods and other existing neighborhoods.
5. The location provides or will provide adequate utilities, transportation access, drainage, parking and loading space, lighting, screening, landscaping and open space, fire protection, and safe and convenient pedestrian and vehicular circulation.
6. The proposed use is not detrimental to the health, safety, and general welfare of persons residing or working in the vicinity.
7. All improvements are already installed for this site, and the applicant has been operating the existing school for several years and has proven to be a compatible fit for the neighborhood.

**Mike Plaizier** seconded the motion, which was unanimously approved.

#### OTHER BUSINESS

##### Item #8 Miscellaneous, correspondence, etc.

- a. **Ronald and Karen Rigby (Public Hearing) – Applicant is requesting consideration for an approval of a special exception for a pole barn building height, at the property located at 523 S. 650 W. in the AE (Agriculture Estates) zone. (M-3-22).**

City Planner/GIS Specialist **Shannon Hansell** presented this agenda item. The applicant is requesting a special exception to exceed the 15-foot building height:

1. The AE zone allows accessory buildings up to 25 feet in height. However, the zone also specifies that said buildings “shall be located in the rear yard” (11-10-040 H).
2. The AE zone also specifies that accessory buildings may follow those standards set forth in Chapter 11 – Single Family Residential Zones, which includes the ability to ask for a special exception. The standards for accessory buildings located in single family residential zones are that they may be in the side corner yard, at least one foot from the side property line – providing that the building does not exceed 15 feet in height (11-11-070 B 1, 2).
3. Therefore, the applicant is requesting a special exception to exceed 15 feet, provided that the accessory building is still subordinate in height and area to the main building with no exception allowed (11-11-070-B 3).

In processing the application, it is clear that the accessory building site plan is placed on Lot 711 of Miller Meadows Subdivision Phase 7, which has not been recorded with Davis County. The final plat for Miller Meadows was approved by the Planning Commission on January 6, 2022, and is still in review with the Development Review Committee (DRC). The barn will be in their side corner yard. The AE zone doesn’t allow building in a side yard, but the LR zone does allow it. The LR zone also has the 15 height restriction. The proposed peak roof height is 23 feet, 5 feet higher than the zone allows, and the eave is at 18 feet.

Applicant **Ronald Rigby** (523 S. 650 W., Farmington, Utah) said this will be his woodshop. It is 17.5 feet from the roadways and the white barn faces west.

**Rulon Homer** opened and closed the public hearing at 8:23 PM due to no comment.

#### MOTION

**Larry Steinhorst** made a motion that the Planning Commission approve the special exception request for the accessory building located at 523 South 650 West, subject to all applicable Farmington City development standards and ordinances, and the following condition:

1. Miller Meadows Phase 7 must be recorded prior to approval and issuance of a site plan and building permit.

Finding for Approval: The exception for accessory building height is permitted as such by the zoning ordinance.

**Mike Plaizier** seconded the motion, which was unanimously approved.

**b. Nancy Leavitt (Pubic Hearing) – Applicant is requesting consideration for an approval of a special exception for the height of an accessory building, lot coverage and to exceed a driveway curb cut limitation, at the property located at 1996 W. Ranch Rd. in the AE (Agriculture Estates) zone (M-4-22)**

**Hansell** presented this agenda item. This is an application for two special exceptions: a building height and curb cut. There is a significant amount of frontage on this strangely shaped lot. The total height at the peak of the proposed building is 24 feet and 16 feet to the eave. **Gibson** said there is a utility easement for an irrigation ditch directly next door to this property.

The applicant is requesting two special exceptions:

1. Exceedance of 15-foot maximum accessory building height
  1. The AE zone allows accessory buildings up to 25 feet in height. However, the zone also specifies that said buildings “shall be located in the rear yard” (11-10-040 H); the nature of the applicant’s lot is such that there is limited rear yard space.
  2. The AE zone also specifies that accessory buildings may follow those standards set forth in Chapter 11 – Single Family Residential Zones which includes the ability to ask for a special exception. The standards for accessory buildings located in single family residential zones are that they may be in the side yard, at least one foot from the side property line – providing that the building does not exceed 15 feet in height (11-11-070 B 1, 2).
  3. Therefore, the applicant is requesting a special exception to exceed 15 feet, provided that the accessory building is still subordinate in height and area to the main building with no exception allowed (11-11-070-B 3).
2. Exceedance of 16-foot secondary driveway curb cut on lots greater than 50 feet in excess of minimum lot frontage.
  1. The applicant is requesting this exceedance because their lot is 287.5 feet in length and they wish to access the accessory building from the frontage.
  2. The minimum lot frontage is 75 feet for a conservation subdivision in the AE zone.
  3. Chapter 11-32-060 2. B states that a lot having at least 50 feet in excess of the minimum frontage may place up to one additional driveway, not exceeding 16 feet at the curb cut.
  4. 11-32-060 A. 1 states that additional driveway width may be considered by the Planning Commission as a special exception.

Owner **Nancy Leavitt** answered questions regarding the property next to hers, which is owned by a Homeowner’s Association (HOA). She would prefer to push the accessory building back by purchasing some of that HOA property, but she would have to get signatures from 67% of the 500 homes in the HOA before doing so. Then, it would still come with a conservation easement. She has decided not to go that route. There is a 10 foot utility easement along the diagonal on that property, and she has final approval from all utilities. She said across the road from her frontage is three separate residences, just to show perspective of how much frontage she has. She put down a deposit in 2020 with Roper Barns to build the barn, but another builder may be doing it to match the home.

**Gibson** said the proposed plan showed a 50-foot wide curb cut, but 30 feet is the maximum that could be allowed. The applicant was informed of this, and is O.K. with having a 30-foot curb cut to access the new accessory building. There are two separate items, but they can be lumped together in one motion. **Larry Steinhorst** asked about the maximum curb cut width, which is 30 feet.

**Rulon Homer** opened and closed the public hearing at 8:35 PM due to no comment.

**MOTION**

**Larry Steinhorst** made a motion that the Planning Commission approve both special exception requests for the accessory building located at 1996 W. Ranch Road, subject to all applicable Farmington City development standards and ordinances, and the following Conditions 1-2:

1. The 10-foot public utility easement on the southeast edge of the property must be abandoned, or permission granted by those utilities **(obtained and will provide at time of building permit/site plan)**.
2. The accessory building must remain at least one foot from the side property line.

Findings for Approval 1-3:

1. All of the exceptions under consideration are permitted as such by the zoning ordinance.
2. The applicant faces hardships not self-imposed such as their lot shape, transmission line, drainage, and conservations easements.
3. The applicant has stated that the use of the accessory building will be consistent with those of the agricultural zone.

**Mike Plaizier** seconded the motion, which was unanimously approved.

**Item #4 Wright Development (Public Hearing) – Applicant is requesting recommendation for a schematic subdivision approval for the proposed Hess Farms subdivision, on 10 acres of property, at approximately 900 N. (north of Lagoon Dr.); in addition, the applicant is also requesting recommendation to rezone the property from A (Agriculture) to CMU (Commercial Mixed Use). (S-3-22 / Z-1-22)**

**Hansell** presented this agenda item, which is a request for both a schematic subdivision plan and zone change. This is the first step in the subdivision process and is a very conceptual decision. Hess Farms Subdivision is located at approximately 900 N. Highway 89 on Parcel 08-052-0262. The 10-acre parcel is zoned A (Agricultural), but the General Plan designates it as CMU (Commercial Mixed Use). The entire parcel is part of the East Park Lane Small Area Master Plan that was approved by the City Council on April 17, 2018. Prior to the approval of the Master Plan, the General Plan was amended to its current designation on July 7, 2004. In the same year, on December 1, 2004, the City Council approved the Commercial Mixed-Use zone. As specified in that text, all development must be considered as a Planned Unit Development (PUD) or planned center development.

The schematic plan proposes a commercial area to the west of 700 West, a future connection between the school and Lagoon Drive. Townhomes are on the northeast side of Lagoon Drive and 700 West. Staff is recommending tabling both decisions tonight because if they were to get the CMU zone, this plan doesn't follow the form-based code for the CMU zone.

Since the East Park Lane Small Area Master Plan's approval, several mixed-use developments have been recorded or approved:

East Park Lane Phase II [and III] Rezone and Schematic Plan (Z-10-18 and S-26-18)	<ul style="list-style-type: none"><li>o East side of Lagoon Dr rezoned to R</li><li>o West side of Lagoon Dr rezoned to CMU</li><li>o Land adjacent to SR 106 remains LR</li><li>o Arrange a TDR to transfer residential density from the west to the east</li><li>o Schematic Plan Approved</li></ul>	PC CC	Rec. 1/10/19 Approved 2/5/19
East Park Lane Phase II Subdivision (S-26-18)	<ul style="list-style-type: none"><li>o Preliminary Plat Approved for 2 lots W of Lagoon Dr</li><li>o Final Plat Approved for 2 lots W of Lagoon Dr</li></ul>	PC PC	4/18/19 2/20/20
The Rose PUD (S-12-20)	<ul style="list-style-type: none"><li>o Final Plat for 49 single-family lots approved by the PC</li></ul>	PC	05/06/21

The Hess Farms Subdivision can be compared to these developments as it preserves the west side of the future Lagoon Drive – 700 West connection as commercial, and proposes residential on the east. The current site plan shows a commercial building that does not meet the standards of the CMU zone. The plan does not meet the required build to range (RBR) and the front yard off-street parking standards in section 11-19-080 B. 2, which states:

*Front Yard: Measured from property line or abutting public street or private street edge, no front yard setback is required on local or important local streets. **For yards that front on streets with a functional classification equal to or greater than minor collector, the required build to range (RBR) is zero feet (0') minimum to twenty feet (20') maximum.** The minimum building street frontage percentage and the minimum percent of building within the front RBR for local and important local streets is fifty percent (50%) and seventy-five percent (75%) and for collector and arterial roads is sixty percent (60%) and seventy-five percent (75%) respectively. Any building located adjacent to, or across a street from, a residential zone shall have the same front yard setback as that required in the residential zone.*

**Off street parking for vehicles shall not occupy any space located between the building and the primary street, and the secondary street where applicable for a corner lot. Parking areas located to the side of structures shall be located a minimum of ten feet (10') back from the back of the adjacent sidewalk.**

**Logan Johnson** (1178 W. Legacy Crossing Blvd, Centerville, Utah) of Wright Development addressed the Commission. The applicant can comply with the Staff requests. They are looking for additional comments from the Commission, especially on the residential side. In a previous application, Wright used a Transfer of Development Right (TDR) to get 14 units per acre. Code calls for pitched roofs, and their building elevations are flat. The road will help with Lagoon unloading. They are platting the townhomes all individually for the option of owner occupation. On the commercial side, the applicant will want to retain ownership. There is a driveway in front of each unit for two cars, plus a two-car garage. The attached townhome units are three stories with a garage and office space on the ground floor, the main living on the second story, and two or three bedrooms on the top floor. He would like to start construction as soon as possible.

**Rulon Homer** opened the public hearing at 8:45 PM.

**Stuart Reeder** (1534 W. Spring Meadow Lane, Farmington, Utah) prefers that the Planning Commission suggest more of an ownership concept. Single-family units allow owners to create equity.

**Lori Conover** (469 Quail Run Road, Farmington, Utah) likes the single-family ownership concept but suggested affordable housing in it. She would like to see as low density as possible in the City.

**Rulon Homer** closed the public hearing at 8:48 PM.

**Larry Steinhorst** questioned what the trade-off would be for increased density, and wanted to know if the applicant had considered affordable housing. **Johnson** responded that he hasn't contemplated subsidized housing. The tradeoff is that CMU allows residential use, but the applicant will not be exercising residential on the west side that is proposed commercial, and proposed to transfer those residential rights to the east side. They will record that the west side will not be allowed residential use.

#### **MOTION**

**John David Mortensen** made a motion that the Planning Commission **table** the Hess Farms schematic subdivision plan and zone change to allow time for the developer to prepare a concept plan which meets City standards.

**Tyler Turner** seconded the motion, which was unanimously approved.

#### **Item #5 Wasatch Farmington Holdings LLC greenway concept proposal for the Canopy Square mixed-use project (about 20 acres) at approx. 1400 W. Burke Lane in the OMU (Office Mixed-Use) zone. (S-17-21, PMP-3-21, SP-6-21, ZT-21-21)**

**Petersen** presented this agenda item. Canopy Square is a 20-acre development on Burke Lane between the future Maker Way and Commerce Drive Right of Way (ROW). On January 20, 2022, the Planning Commission recommended that the City Council approve a Schematic Subdivision Plan, Project Master Plan (PMP)/Development Agreement (DA), and a Zone Text Amendment to the City's Regulating Plan for the project, and approved a schematic site plan related thereto. The proposed plan, dated 1.20.22, is illustrative of all the plans in the documents previously reviewed by the Planning Commission.

As part of the process to prepare the Farmington Station Area Master Plan, a pedestrian greenway concept was proposed to link the mixed-use area north of the Wasatch property south to the City's future park next to Shepard Creek. In recent discussion items with both the Planning Commission and the City Council, the greenway concept was well received.

The City Council has not yet reviewed the Canopy Square project and as a prelude to this, the developer elected to update his plan to accommodate the greenway concept. However, the City Attorney advised that the proposed greenway represents a significant change and should be considered by the Planning Commission before City Council review. The City Council has not seen it yet.

**Petersen** said it is an overall good plan, but there are a few problems with this concept. First, a traffic report says traffic can work for their development without four-way intersections. However, looking at the area as a whole, the City traffic engineer says the four-way intersections are needed a certain distance from Burke and Commerce. Right-in and right-out is also O.K. and for better circulation for the vicinity as a whole, there needs to be connectivity between the two four-way intersections. The plan being presented today does not provide connectivity between the two four-way intersections.

This plan violates City ordinances in two regards. A dead-end street limitation for public safety reasons allows for only 24 dwelling units unless there is a second way out. There is not a second way out for two areas. Site plan ordinances say that between sites there needs to be access like what was required recently for Ortho Star. There is not vehicle connectivity between this site and the site next to it. Another problem is lack of a local access way required by the first developer (pioneer) in. Stack is willing to take on the local access way. It lacks intuitive north-to-south pedestrian access. He does not want valuable connectivity compromised. He noted Sugarhouse's park and the S-Line Trail, where there have been attempts to tweak the connection around existing development. He wants to make sure Farmington's connections are intuitive for pedestrians.

**Adam Lankford** (620 S. State Street, Salt Lake City, Utah) with Wasatch Residential Group addressed the Commission. He likes pushing the vehicles to the outside and allowing the pedestrians to access the center landscaped portion. They are on board with the area plan presented tonight. Regarding the alignment, they are flexible. They would like to get in front of the City Council to discuss this project. They submitted their plan in August or September of 2021. They have spent over half a million dollars so far on just in the design of the wrap building that is affordable housing in the northeast corner. In order to qualify with the State, they had to submit their plans along with the ground it sits on. Therefore, that building is there and shifting things would leave a remnant. He thinks the east-west connection can be worked out with Stack. He is not looking for something smaller than a public road connection, but still wants a vehicular connection on Stack's property. Their wrap building location is set in stone because of their application with the State. They hired a landscape architect to help with the landscaping and amenities. He envisions walking trails, bikes, and townhomes with front porches and balconies facing the green corridors. They have been working with Stack, their neighbors to the north. The trails can't be shifted too far to the east. Instead of having it tabled, they would rather be allowed to go to the City Council to get a vote on it just the way it is.

**Trevor Evans** with Stack Real Estate addressed the Commission. They are O.K. with the crossing. Traffic will be using the arterial roads, and they want to discourage the cut-through traffic from the office. There needs to be some study to get Staff comfortable. Their plans are very conceptual at this point, and this phase will not be built any time soon. However, they want to be part of the ongoing plans. He supports Wasatch moving forward. He envisions a raised speed bump at the crossing to ensure vehicles are stopping for pedestrians.

**Adam Lankford** said they have hired a transportation engineer to look at things, and the level of service is adequate to serve their development.

**Rulon Homer** asked if the applicant would like to go forward to City Council without making any of the suggested changes. **Adam Lankford** answered that they have hired a landscape architect to look at some of the issues, but he wasn't ready for tonight. He understood the alignment was not going to be voted on tonight, but just the road going to a green corridor. He would like to move on to the City Council and get the alignment worked on before then. He feels he is at a stand-still with Staff at this point. Staff wants more of a straight-shot trail, and he feels they can't because of that wrap building. **Homer** said the chances of success with the City Council would be better if changes were made first showing the connecting trail. **Lankford** wants more specific recommendations from the Commission. **Homer** would like it tabled and worked out first in order to get it to the best possible place before sending it on to the City Council for approval.

**Dave Petersen** said it is highly recommended that pedestrians have the right of way over the vehicle, so pedestrians don't have to stop. He likes the idea of a raised median and an access way 24 feet wide so vehicles could get both east and west. In April there will only be one City Council meeting because of spring break and a Utah League of Cities and Towns conference. There is only one Planning Commission meeting in April, so there will be a four to five week break. If Wasatch and Staff get together and come up with a plan, maybe the Commission could hold a meeting March 31. The digital sign presentation could be on that agenda as well for the new commissioners **Tyler Turner** and **Sam Barlow**. Important applications are coming down the pipe. There have been four iterations of Wasatch's plans, and this has the most proposed greenspace.

**Erin Christensen** said she appreciates the position of the developer, who got a prior approval and is having to come back now that the greenway plans have changed. She is glad they are willing to work on it, and is willing to help expedite the process. She likes the idea of a pedestrian underpass instead of a crossing.

**John David Mortensen** said it sounds like most can meet on March 31 to keep this thing moving. It seems both groups are willing to discuss the east-west road. Vehicular access and local road are very different. The differences need to be articulated and the City needs to know what they would be getting. Traffic congestion is not desired. The two violations of City ordinances should be addressed. **Petersen** said there seems to be a meeting of the minds with the vehicular access. The sticking point seems to be the path for the greenway.

**Trevor Evans** said there are no other major sticking points. Having a landscape architect do a more fine-grain dimension plan will help to understand the widths. An expert getting on board would be helpful for all parties involved. He wants an intuitive path

going through his site. **Adam Lankford** questioned when he would need documents from the landscape architect. **Petersen** said it would be fine if the documents were in hand for the public meeting, allowing for 24 hours' notice prior.

**John David Mortensen** wants the landscape architect to be available for the meeting, as well as **Tim Taylor**, the City traffic engineer. A road and a trail will take careful planning.

## **MOTION**

**Larry Steinhorst** made a motion that the Planning Commission table consideration of the recommendation to allow time for the developer to make changes to the proposed greenway concept plan to include input and review by both the landscape architect and City traffic engineer, with a note that the Planning Commission will plan to review that on March 31, 2022.

**Tyler Turner** seconded the motion, which was unanimously approved.

## **SITE PLAN APPLICATION**

### **Item #7 Davkris Investments/Lagoon Park (Public Hearing) – Applicant is requesting a Site Plan approval for a proposed north entrance to the parking lot on the property located at 375 N. Lagoon Dr., in the C-R (Commercial Recreation) zone. (SP-1-22)**

**Gibson** presented this agenda item. The applicant is requesting site plan approval for a new entrance into Lagoon from Park Lane. This project is something that the City and UDOT are very interested in seeing happen, as it will help alleviate significant traffic congestion along Lagoon Drive by providing an alternate location for entering the park catering primarily to those coming to Lagoon from parts north.

While this does not add a new use to the property, because of the scale of the project it falls under the purview of the Planning Commission for the site plan review per FCC 11-7-040 (F): "Planning Commission: ... The Planning Commission shall also review all applications for ... commercial recreation... permitted uses, which are subject to the requirements of this chapter if the application meets one of the following conditions: ... 2) the application includes a development area in excess of 5 acres in size. The Planning Commission may, at its discretion, delegate such review to the Planning Department. After adequate review, an application may be approved, approved with conditions, continued for further study or disapproved for the use and/or site plan." While the amount of improvements is under 5 acres, the affected area is nearly 13 acres in size.

The entrance is located on the South side of Park Lane near Main Street and the Lagoon Annex. The proposed plan will create a dedicated turn lane into a large queuing area which widens to 10 lanes, where a group of ticket kiosks will be able to process parking passes/tickets. Lagoon expects to be able to process approximately 400 cars an hour through this entrance, which has a queuing capacity large enough to hold approximately 120 cars at a time. As designed the Park Lane entrance will be able to accept turn movements from east and westbound traffic. The westbound left turn movement causes some concern with Staff but is something that has been discussed with UDOT, whose traffic engineers believe that it can work. While UDOT is eager to see this project as it will alleviate congestion on their system, they are yet to complete their approvals. However, initial conversations are in support of the current design along the roadway and an agreement is in the works where if there is a need to restrict west bound left hand turns into the park, that Lagoon would need to install a raised median curb to prohibit this movement.

This new entrance funnels into existing roadways that ultimately lead to the existing main parking area and the actual park entrance. Together with the improved roads and entrance is a new exit onto Lagoon Drive. This location has been verified as acceptable by the City's traffic engineer. It will be an exit only with signage to support this function as well as a barrier and gate to prevent traffic from trying to enter at this point from Lagoon Drive.

Together with the street improvements, Staff has asked that sidewalk be installed along Park Lane per FCC 11-7-080 A. While Lagoon has expressed concern with creating a conflict between pedestrians and cars at this new entrance from a safety and efficiency standpoint, it is still the opinion of Staff that this sidewalk does more good than harm. The added conflict has been reviewed by the traffic engineer, who believes that the sidewalk will not create unacceptable delay or safety issues.

The main queuing area near Park Lane will be enhanced with new landscaping including a variety of trees to beautify and screen the area. A repurposed sign will arch over the entryway where cars pull off of Park Lane. Lighting is proposed along the new surface to enhance visibility. The City's ordinances require that 15% of a commercial site be landscaped. While only about 30,000 square feet (5%) of this site is receiving new landscape improvements, over 75% of the subject area is left in open space; this section under consideration is only a small section of the overall Lagoon property, which easily maintains 15% landscaping.

This type of approval is an administrative action where the Planning Commission is looking to see if the applicant meets requirements. Staff can finish up the site plan reviews with the Commission's blessing.

**Dustin Allen** (517 N. 200 W., Farmington, Utah) representing Lagoon addressed the Commission. A right hand turn lane will come off Park Lane, then expand into three lanes, which will further expand into 10 lanes/parking ticket booths. Direct from that area vehicles will be directed south into the main parking lot. They are also looking for an exit onto Lagoon Drive for efficiency during peak days. Traffic stacks onto roads during peak hours, and this will alleviate that. It will help double the capacity and eliminate an unsafe left-hand turn for traffic heading south. A right hand turn pocket lane will be added. Lagoon requests that sidewalks are not required, as they would encourage pedestrian use while some 400 vehicles come through there per hour. This would be a vehicle-only access, and pedestrians are not encouraged to enter through this new entrance.

**Rulon Homer** opened the public hearing at 10:03 PM.

**Stuart Reeder** (1534 W. Spring Meadow Lane, Farmington, Utah) likes the proposal and requests the Planning Commission require a sidewalk. When the liquor store came in, some sidewalk was installed. He does not want pedestrians being put in a dangerous situation.

**Rulon Homer** closed the public hearing at 10:05 PM.

**Gibson** said there is a stretch on the south side of Park Lane without a sidewalk. Pedestrians already walk there to access the bus stop. The traffic engineer is O.K. with a sidewalk being there in an area with many cars entering Lagoon. **Hansell** said having to stop for pedestrians there adds another obstacle for motorists trying to get into Lagoon. **Petersen** said it doesn't make sense for the taxpayers to pay to put the sidewalk in, the new development should be responsible. Pedestrians use the north side of Park Lane now because there are sidewalks there and there is need along the south side of Park Lane.

**Adam Leishman** (254 E. 200 S., Farmington, Utah) with Lagoon said the bus stop is for UTA as well as the trolley service that leads directly to the drop off for Lagoon. The need for the sidewalk is mitigated by the trolley, which is subsidized by the City. He prefers to not have a sidewalk there to lead to a safer environment.

**Larry Steinhorst** asked if the motion allows delegation of final review and approval to City Staff. **Gibson** said yes. They would check for storm water and verifying UDOT's final sign off. Staff is comfortable with this.

#### **MOTION**

**Larry Steinhorst** made a motion that the Planning Commission delegate the final review and approval for the Lagoon North Entrance to City Staff subject to all applicable Farmington City ordinances and development standards. Staff shall verify that UDOT has given a final approval of the Park Lane improvements prior to final City approval, including Conditions 1-2:

1. All other DRC comments must be addressed.
2. Sidewalks will be added on the south side of Park Lane.

#### **Finding for Approval 1-4:**

1. The proposed entrance will greatly alleviate existing congestion from traffic heading to Lagoon by dispersing traffic and creating additional capacity to process more cars more quickly into the parking area.
2. With the assurance of UDOT's approval for improvements along Park Lane and an agreement to block or limit westbound left turn movements if necessary in the future, the proposed project will safely serve its intended function.
3. While the primary element of consideration is impact to traffic, the proposed plan adequately addresses landscaping, lighting, fencing, signage, and is capable with some corrections to address storm water requirements.
4. Subject to limited refinement to address comments by the Development Review Committee, the project meets applicable Farmington City Standards, Codes, and Ordinances.

**Mike Plaizier** seconded the motion, which was unanimously approved.

#### **ADJOURNMENT**

**Mike Plaizier** made a motion to adjourn the meeting at 10:18 PM. **Tyler Turner** seconded the motion, which was unanimously approved.



## Planning Commission Staff Report April 14, 2022

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### Item 2: Subdivision and Special Exception Request

Public Hearing:	Yes
Application No.:	M-5-22
Property Address:	1403 S. 35 E.
General Plan Designation:	LDR (Low Density Residential)
Zoning Designation:	R-2 (Multiple Family Residential)
Area:	0.26 Acres
Property Owner:	Steven Frostad

*Applicant is requesting special exception to allow for a combined driveway width exceeding 30 ft.*

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#### **Background Information**

The subject property is a corner lot with a driveway access already established along each frontage. The applicant is working on installing a second driveway on the northwest portion of his property for access to a parking pad on the side of the dwelling. As the property meets the minimum width required for the zone an additional drive approach is permitted as long as the combined driveway widths meets 30 feet or a greater number as approved by special exception of the planning commission.

The existing driveway on the east side is 16 feet in width, the new driveway is proposed to also be 16 ft. in width on the provided plan. As staff has met on site with the applicant who has staked the property, the new drive pour would be slightly wider. The combined driveway width on the property would be approximately 34 ft. thus the applicant is seeking a special exception for an additional 4 ft. of width for driveways.

The lot is 117 ft. in length against 35 East Street and across the street from a property with multiple drive approaches with a total length exceeding 30 ft.

Applicable Ordinances.

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

- A. Ingress And Egress: Adequate ingress and egress to all uses shall be provided as follows:
1. Residential driveways shall be not more than twenty feet (20') in width when serving as access to two (2) properly designated spaces, or thirty feet (30') in width when serving as access to three (3) properly designated parking spaces as measured at the front or side corner property line.

“Properly designated parking spaces” shall include spaces in a garage, carport or on a parking pad located to the side of a dwelling and not located within the minimum front yard setback. Additional driveway width for access to a rear yard, for more than three (3) properly designated parking spaces, or for multiple-family residential developments, may be reviewed by the planning commission as a special exception. Residential driveways shall be designed at a width which is the minimum necessary to provide adequate access to designated parking spaces.

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

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

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

### **11-3-045: SPECIAL EXCEPTIONS:**

E. Approval Standards: The following standards shall apply to the approval of a special exception:

1. Conditions may be imposed as necessary to prevent or minimize adverse effects upon other property or improvements in the vicinity of the special exception, upon the City as a whole, or upon public facilities and services. These conditions may include, but are not limited to, conditions concerning use, construction, character, location, landscaping, screening, parking and other matters relating to the purposes and objectives of this title. Such conditions shall be expressly set forth in the motion authorizing the special exception.

2. The Planning Commission shall not authorize a special exception unless the evidence presented establishes the proposed special exception:

a. Will not be detrimental to the health, safety or general welfare of persons residing or working in the vicinity, or injurious to property or improvements in the vicinity;

b. Will not create unreasonable traffic hazards;

c. Is located on a lot or parcel of sufficient size to accommodate the special exception.

### **Suggested Motion**

A. Move that the Planning Commission approve the special exception allowing an additional 5 ft. of width to the total allowed driveway width on the western property line of the property at 1403 S. 35 E.

### **Findings:**

1. The proposal meets the standards for consideration of a special exception in that it:

a. Will not be detrimental to the health, safety or general welfare of persons residing or working in the vicinity, or injurious to property or improvements in the vicinity;

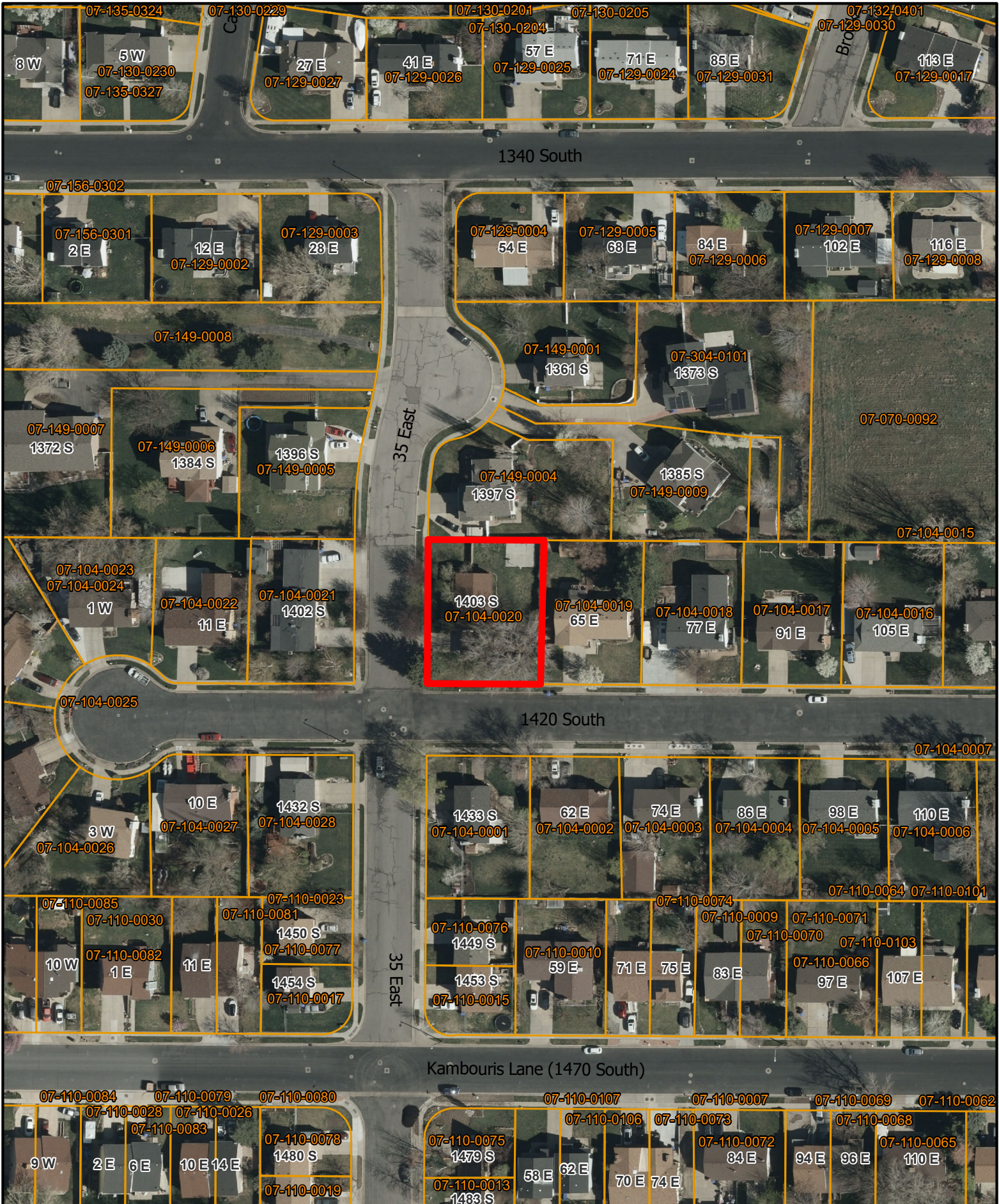
b. Will not create unreasonable traffic hazards (as a standard driveway separation of 12 ft. will remain in place).

c. Is located on a lot or parcel of sufficient size to accommodate the special exception.

### **Supplementary Information**

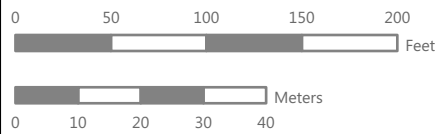
1. Vicinity Map

2. Site Plan

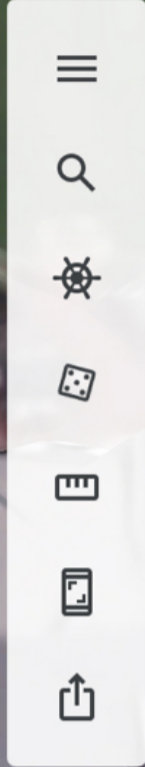


# VICINITY MAP

1403 South 35 East




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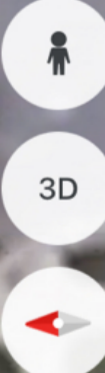
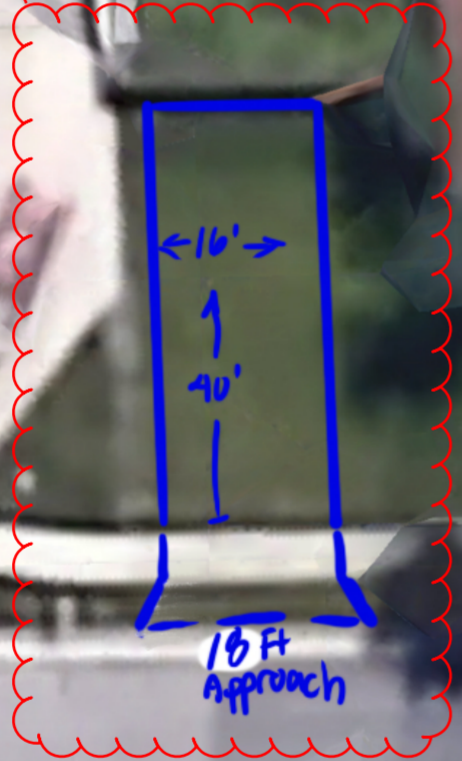
Driveway that requires a special exception.

Existing Driveways

1403 S 35 E Building



1403 S 35 E





## Planning Commission Staff Report April 14, 2022

---

### Item 3: Special Exception Request

Public Hearing:	Yes
Application No.:	M-6-22
Property Address:	539 West Oakwood Place
General Plan Designation:	LDR (Low Density Residential)
Zoning Designation:	LR-F (Large Residential – Foothill)
Area:	1.58 Acres
Property Owner:	Lonnie Bullard

*Applicant is requesting special exception to allow an accessory building in the LR-F zone to exceed 15 feet in height.*

---

### **Background Information**

The applicant is requesting a special exception for an accessory building height for an proposed pole barn. The LR-F zone specifies that accessory buildings shall not exceed 15 feet in height. This proposed building is approximately 18 feet in height.

### **Suggested Motion**

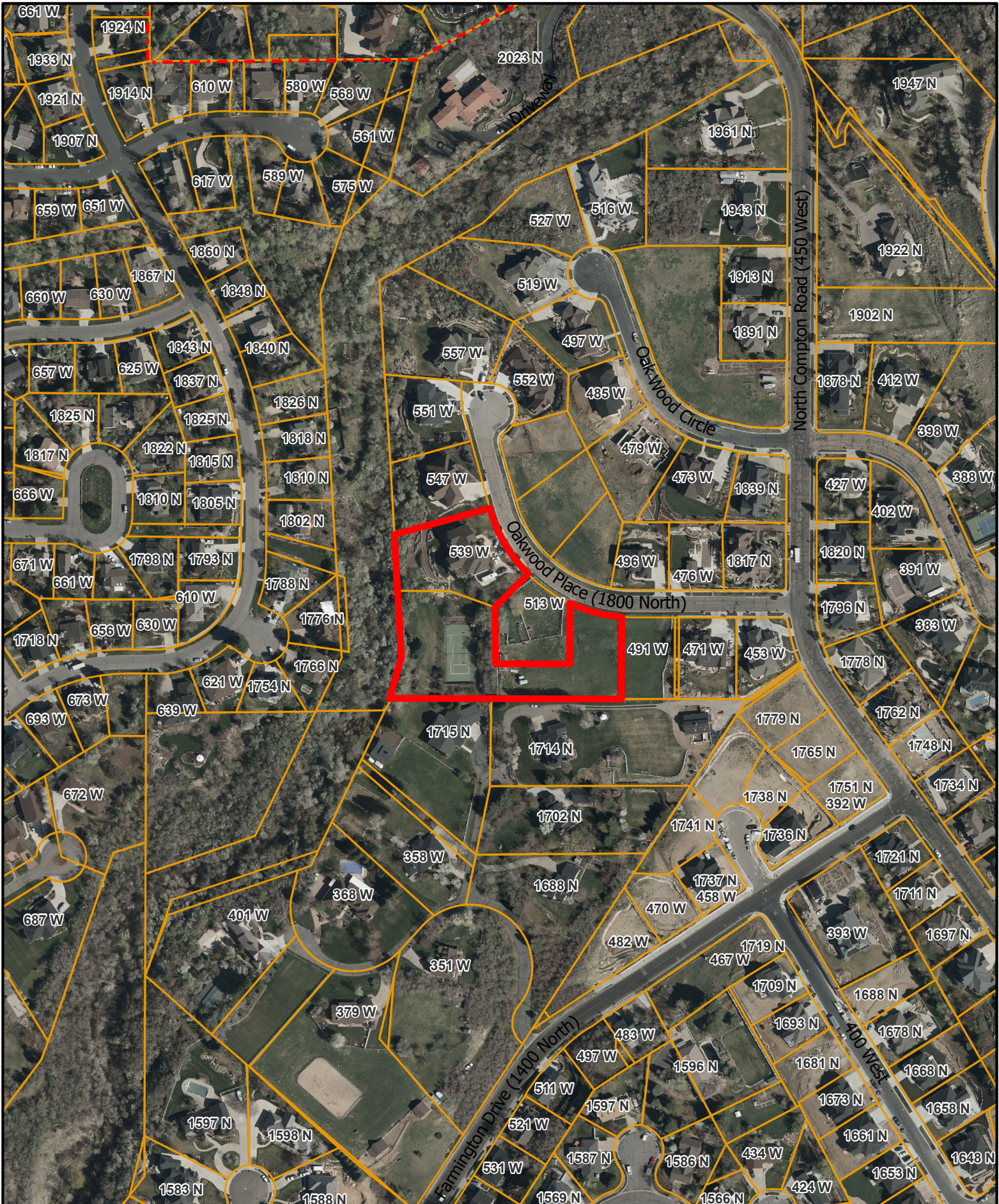
Move that the Planning Commission approve the special exception allowing the accessory building at 539 West Oakwood Place to exceed the maximum of 15 feet in the zone, subject to all applicable Farmington City standards and ordinances.

#### Findings for Approval:

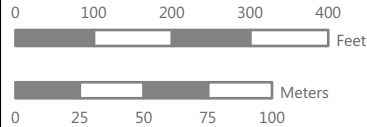
1. Additional building height is compatible with the use of the property
2. The additional building height would not be detrimental to the health and safety of neighboring properties.
3. The building will not create unreasonable traffic hazards.
4. The building is located on a parcel of sufficient size to accommodate the special exception.

### **Supplementary Information**

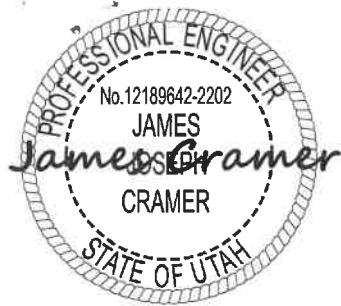
1. Vicinity Map
2. Elevations



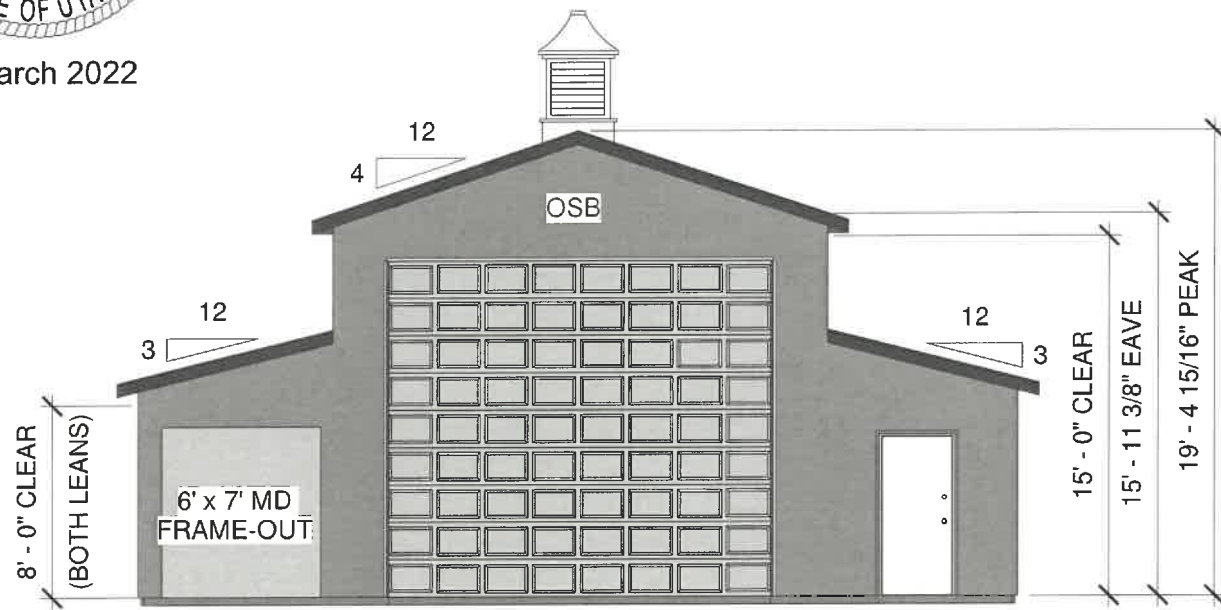
**VICINITY MAP**  
**539 West Oakwood Place**



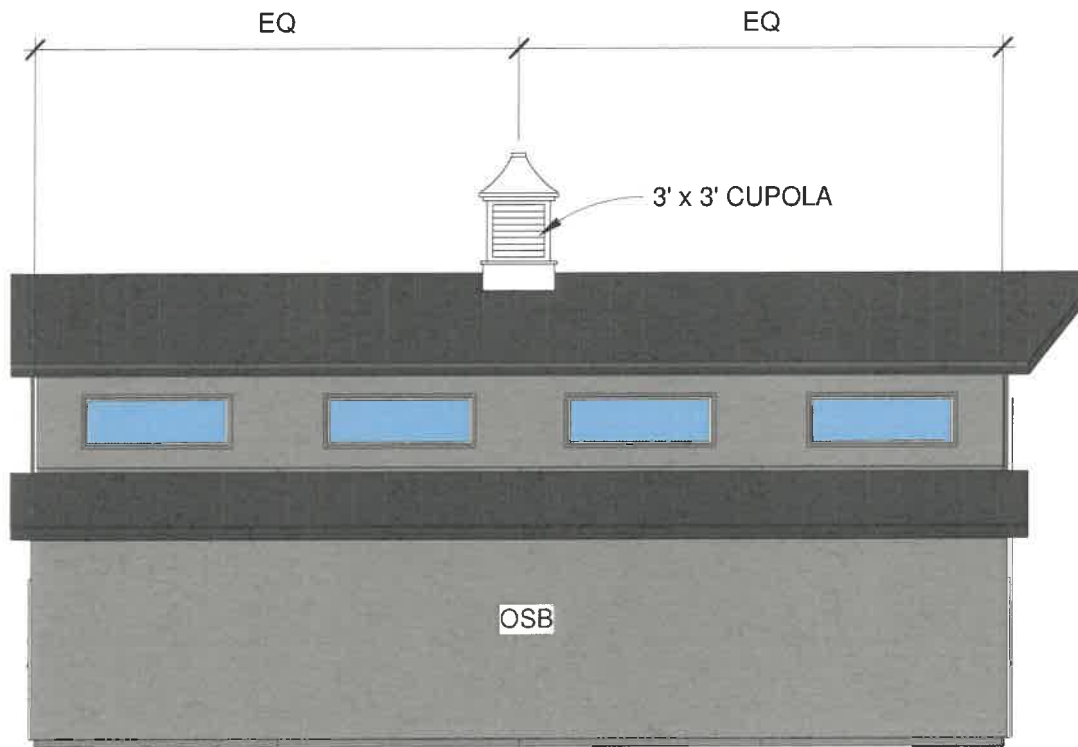
Disclaimer: This map was produced by Farmington City GIS and is for reference only. The information contained on this map is believed to be accurate and suitable for limited uses. Farmington City makes no warranty as to the accuracy of the information contained for any other purposes.



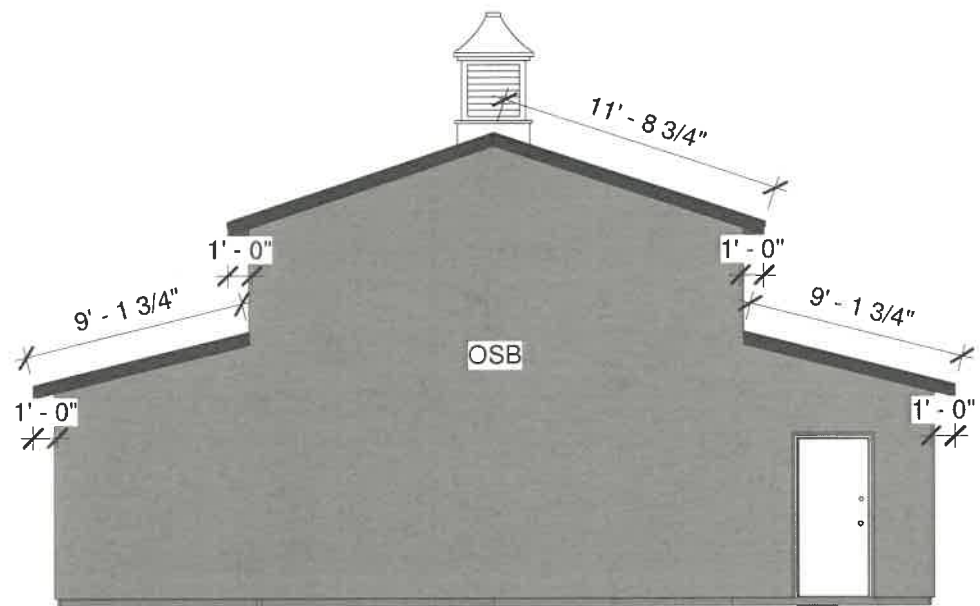
9 March 2022



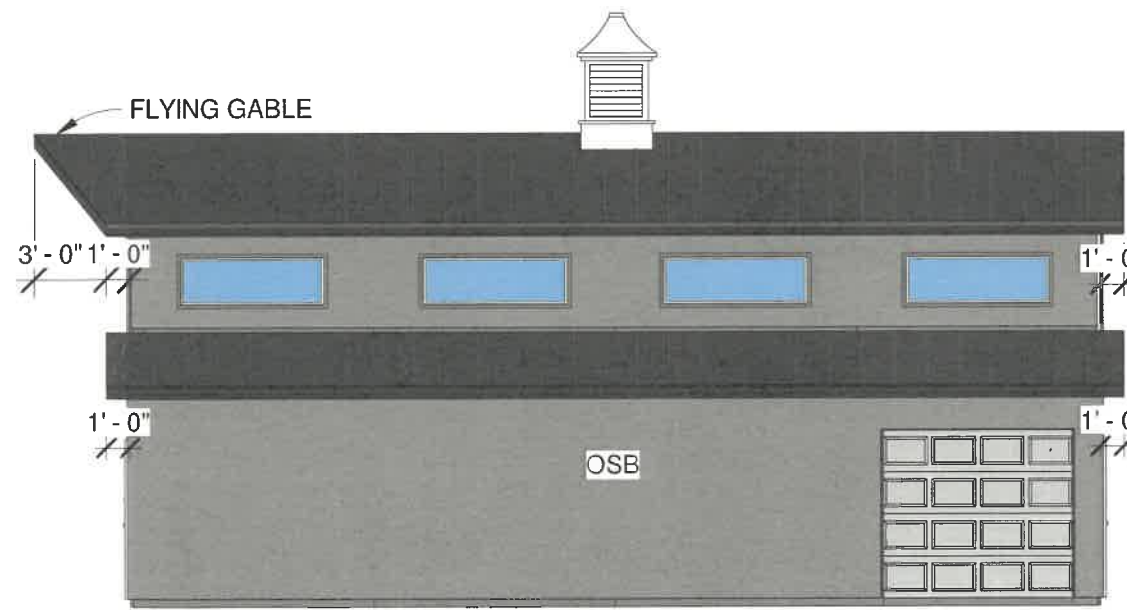
1 EAST ELEVATION  
1/8" = 1'-0"



2 SOUTH ELEVATION  
1/8" = 1'-0"



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



4 NORTH ELEVATION  
1/8" = 1'-0"

DMLP RESOURCES/  
ROPER BUILDINGS

(801) 540-5586

Lonnie Bullard Bldg.

539 West Oakwood Place  
Farmington, UT 84025

Date: 01/31/2022

Scale: 1/8" = 1'-0"

Drawn by: CBC

Job: BULLARD

Elevations

A5



## Planning Commission Staff Report April 14, 2022

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### Item 4: Rezone of Farmington City RDA Property from A (Agricultural) to OMU (Office Mixed Use)

Public Hearing:	Yes
Application No.:	Z-2-22
Property Address:	572 and 588 N 1525 W (Parcels 08-060-0016 and 08-060-0018)
General Plan Designation:	CA/BP (Class A Business Park)
Zoning Designation:	A (Agricultural)
Area:	2 Acres
Number of Lots:	2
Property Owner:	Redevelopment Agency of Farmington City / Farmington City
Agent:	City Staff

Request: *Farmington City Staff is seeking a recommendation from the Planning Commission to rezone property controlled by the city to the OMU district to match surrounding zoning and to clean up the zoning boundary for pending development.*

---

#### **Background Information**

The Planning Commission and Farmington City Council have previously approved a Project Master Plan and Preliminary Plat for the Farmington Station Townhomes on the South Side of Burk Lane just east of 1525 West. As part of the review of this project, the City has already entered into an agreement with the developer FSC Development to exchange properties to enhance both the park to the south and the development itself.

As the approvals move forward for the townhome development, the property that that city has agreed to trade to the developer needs to be zoned appropriately for the intended use.

The existing Agriculture zoning designation is effectively a holding zone. The proposed OMU matches the surrounding properties to the north and east, matches the general plan designation, and will appropriately accommodate the anticipated development.

The OMU zoning district is regulated by Farmington City [Code 11-18 – Mixed Use Districts](#) and in the case of this property is regulated by an existing development agreement under 11-18-140.

From Project Master Plan:



## Townhomes – Overview

DRAFT 05.04.21



Rendering of anticipated development. This has received preliminary approvals.



## Land Exchange Concept Map



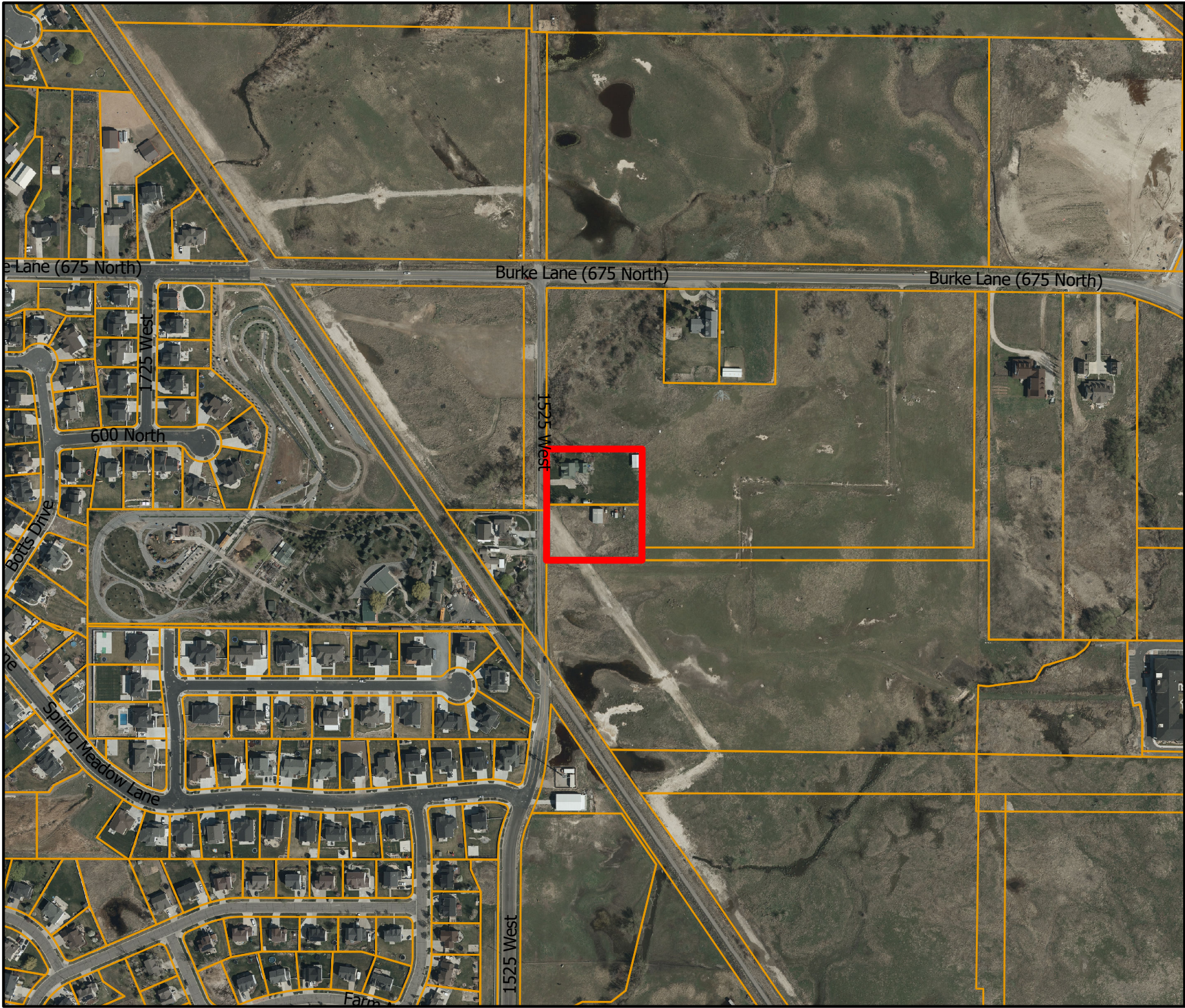
Subject city property in yellow being exchanged for developer property in green.

**Suggested Motions**

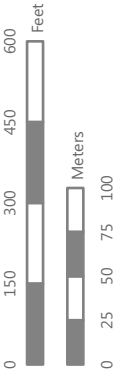
- A. Move that the Planning Commission forward a favorable recommendation to the City Council to approve the rezone of the subject property from the A to the OMU zoning district.

**Supplemental Information**

- 1. Vicinity Map
- 2. Zoning Map
- 3. Enabling Ordinance



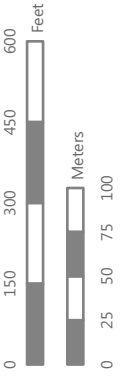
Disclaimer: This map was produced by Farmington City GIS and is for reference only. The information contained on this map is believed to be accurate and suitable for limited uses. Farmington City makes no warranty as to the accuracy of the information contained for any other purposes.



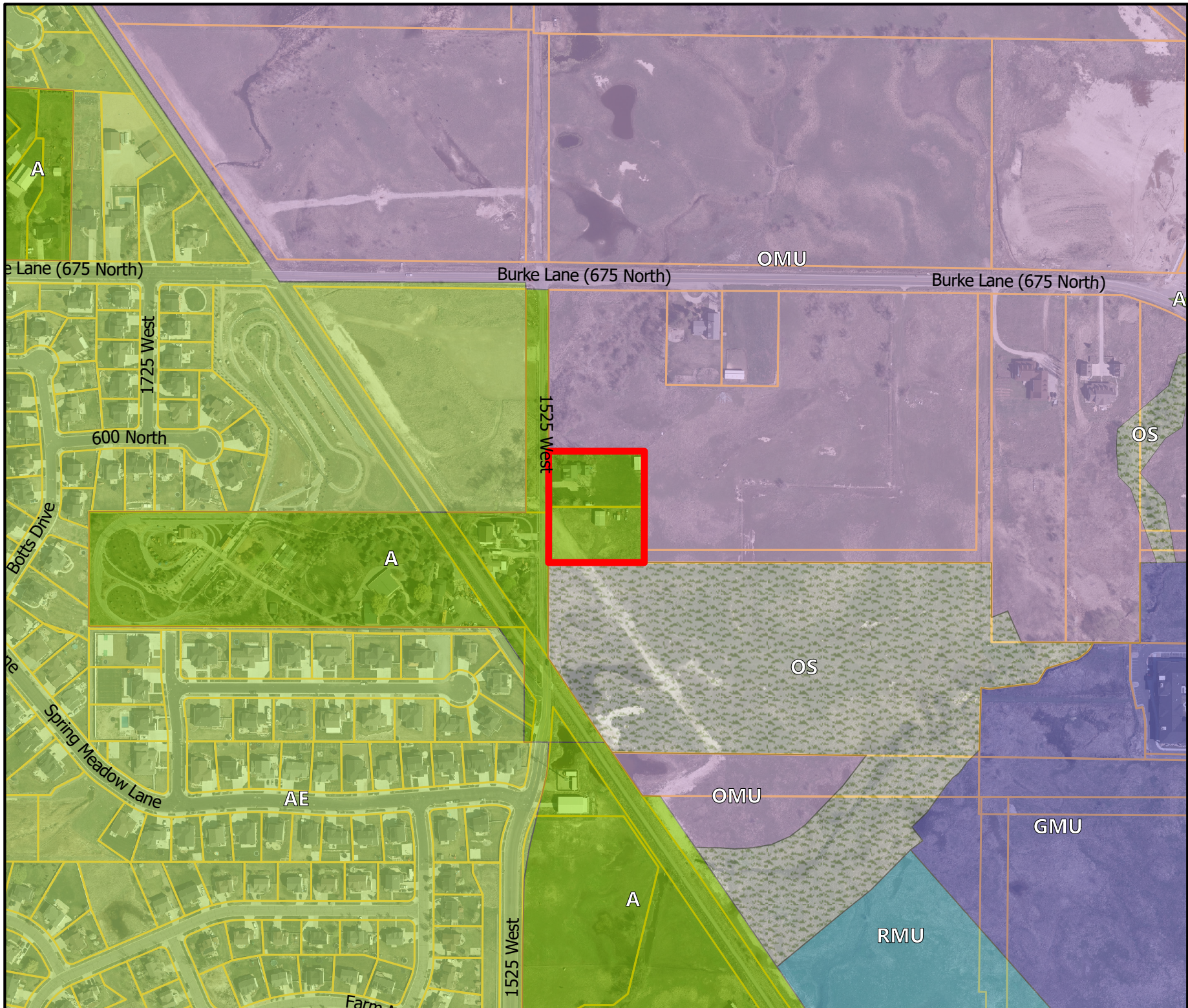
**VICINITY MAP**  
572 - 588 N 1525 W



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.



**VICINITY MAP**  
Zoning 572-588 N1525 W



**FARMINGTON, UTAH**

**ORDINANCE NO. 2022 -**

**AN ORDINANCE AMENDING THE ZONING MAP TO SHOW  
A CHANGE OF ZONE FOR PROPERTY LOCATED AT  
572 AND 588 NORTH 1525 WEST FROM A TO OMU.**

**WHEREAS**, the Farmington City Planning Commission has reviewed and made a recommendation to the City Council concerning the proposed zone change pursuant to the Farmington City Zoning Ordinance and has found it to be consistent with the City's General Plan; and

**WHEREAS**, a public hearing before the City Council of Farmington City was held after being duly advertised as required by law; and

**WHEREAS**, on May 3, 2022, the City Council of Farmington City found that such zoning change should be made;

**NOW, THEREFORE, BE IT ORDAINED** by the City Council of Farmington City, Utah:

**Section 1. Zone Change.** The property described in Application #Z-2-22, within the City, at 572 and 588 N 1525 W, identified by parcel numbers 08-060-0016 and 08-060-0018, and being approximately 2.02 acres in size, is hereby reclassified from zone A to zone OMU, said property being more particularly described/illustrated as set forth in Exhibit A attached hereto and by the referenced made a part hereof.

**Section 2. Zoning Map Amendment.** The Farmington City Zoning Map shall be amended to show the change.

**Section 3. Effective Date.** This ordinance shall take effect immediately upon final passage by the City Council.

**DATED** this 3<sup>rd</sup> day of May, 2022.

**FARMINGTON CITY**

---

Brett Anderson  
Mayor

**ATTEST:**

---

DeAnn Carlile  
City Recorder

**Exhibit "A"**

**All of parcel ID #08-060-0018**

**Address:**

572 N 1525 WEST – FARMINGTON, UT 84025

**Legal Description:**

BEG ON THE E LINE OF A RD AT A PT N 00°20'03" W 830.21 FT ALG THE 1/4 SEC LINE FR THE S 1/4 COR OF SEC 14-T3N-R1W, SLM; & RUN TH N 89°39'57" E 275.0 FT; TH S 00°20'03" E 160.0 FT; TH S 89°39'57" W 275.0 FT TO SD E LINE; TH N 00°20'03" W 160.0 FT ALG SD E LINE TO THE POB. CONT. 1.01 ACRES

**AND**

**All of parcel ID #08-060-0016**

**Address:**

588 N 1525 WEST – FARMINGTON, UT 84025

**Legal Description:**

BEG ON E LINE OF A RD AT A PT N 00°20'03" W 990.21 FT ALG 1/4 SEC LINE FR S 1/4 COR OF SEC-14-T3N-R1W, SLM; & RUN TH N 89°39'57" E 275.0 FT; TH S 00°20'03" E 160.0 FT; TH S 89°39'57" W 275.0 FT TO SD E LINE; TH N 00°20'03" W ALG SD E LINE TO POB. CONT. 1.01 ACRES



## Planning Commission Staff Report April 14, 2022

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### Item 5: Conditional Use – Amendment to original conditional use to expand a self-storage facility – Stock N’ Lock Storage

Public Hearing: Yes  
Application No.: C-6-22  
Property Address: 1052 S. 325 W.  
General Plan Designation: AG (Agricultural Preservation Very Low Density)  
Zoning Designation: LM&B (Light Manufacturing and Business)  
Area: 0.95 acres

Property Owner: Scott Group, LLC  
Agent: Solomon Weaver

Request: *The applicant is seeking approval to amend the conditional use permit at the subject property to add additional storage units.*

---

#### **Background Information**

The Stock N’ Lock Storage units currently on site were approved in 2005 and have been built in accordance with the original approvals. The applicant owns additional property directly adjacent to the existing units to the north where they desire to expand their operation by adding additional storage units. The property is already zoned LM&B which allows for self-storage by conditional use. While the use has previously been approved **FCC 11-8-060** states that a conditional use shall not be enlarged, changed, extended, increased in intensity or relocated unless a new conditional use application is made and approved by the Planning Commission.

The proposed expansion would include units along the west and north property line with additional units on the interior. The new units are proposed to be of the same construction style as the existing units to match the materials and colors currently found on site. While the use of property to the north and west includes existing dwellings, the zoning of the surrounding properties is Agricultural (AE) and Light Manufacturing (LM&B). Per FCC 11-26-070, there are no yard requirements unless abutting residential zone boundary. While FCC 11-7-070 includes screening and separation requirements between residential property lines and parking areas or roads, it is the opinion of staff in reading the code and based partly on the existing storage unit layout, that this proposal follows required screening provisions. While a final site plan review to be completed by staff is pending the direction of the Planning Commission, initial reviews indicate that the proposal meets the minimum requirements allowed in the applicable zoning district.

The height of the storage units on the submitted plans is 10 feet except for the western most units which are 14 feet in height. While the total height limit permitted in the zone is 40 feet, the Planning Commission may

consider a reduction of the taller units to 10 feet in height to match the existing units along the western property line based on the standard of compatibility.

In consideration of the conditional use permit, the Planning Commission should look at the proposal as it relates to the city's conditional use standards as follows:

**11-8-050: CONDITIONAL USE STANDARDS:**

Conditional use applications shall be reviewed in accordance with, and shall conform to, all of the following standards:

A. Necessity: The proposed use of the particular location is necessary or desirable to provide a service or facility which will contribute to the general well being of the community;

B. Compliance: The proposed use shall comply with the regulations and conditions in this title for such use;

C. Comprehensive Plan: The proposed use shall conform to the goals, policies and governing principles of the comprehensive plan for Farmington City;

D. Compatibility: The proposed use shall be compatible with the character of the site, adjacent properties, surrounding neighborhoods and other existing and proposed development;

E. Adequate Improvements: Adequate utilities, transportation access, drainage, parking and loading space, lighting, screening, landscaping and open space, fire protection, and safe and convenient pedestrian and vehicular circulation are available or may be provided; and

F. Use Not Detrimental: Such use shall not, under the circumstances of the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity, or injurious to property or improvements in the vicinity. A proposed use shall be considered detrimental:

1. If it will cause unreasonable risks to the safety of persons or property because of vehicular traffic or parking, large gatherings of people, or other causes;

2. If it will unreasonably interfere with the lawful use of surrounding property; or

3. If it will create a need for essential municipal services which cannot be reasonably met.

Additional ordinances of note:

**11-7-070: STANDARDS FOR CONSTRUCTION OF MULTIPLE-FAMILY RESIDENTIAL, COMMERCIAL, COMMERCIAL RECREATION OR INDUSTRIAL CONDITIONAL USES, OR PERMITTED USES ON AN UNDEVELOPED SITE:**

G. Screening: Screening shall be provided in the following situations and according to the following standards:

1. The site plans shall indicate the location, height, design and materials of walls, fences, hedges and other buffers. These features shall be used to screen or conceal storage areas (including refuse containers), service yards, utility installations or other unsightly features, to minimize any negative impacts on adjacent property, and to create a harmonious streetscape, as determined by the planning commission at that time when a site plan application is reviewed.

2. A six foot (6') high masonry fence and a ten foot (10') buffer zone with sufficient plantings of trees and shrubs to provide adequate suppression of sound and light, as approved by the city planner, shall be constructed between a residential property line or zone boundary and any parking area, road or driveway of a proposed use determined to be of a commercial, office or institutional nature. All fences shall be engineered to withstand wind loads up to one hundred fifty (150) miles per hour and shall be approved by the city engineer. The planning commission may consider an alternative fence on its own initiative or upon petition by affected property owners.

3. An eight foot (8') masonry fence and a thirty foot (30') buffer zone with sufficient plantings of trees and shrubs to provide adequate suppression of sound and light, as approved by the city planner, shall be constructed between a residential property line or zone boundary and any parking area, road or driveway of a proposed use determined to be of an industrial nature. All fences shall be engineered to withstand wind loads up to one hundred fifty (150) miles per hour and shall be approved by the city engineer. The planning

commission may consider an alternative fence on its own initiative or upon petition by affected property owners.

**11-7-080: OFF SITE IMPROVEMENTS AND PUBLIC STREETS:**

A. Requirements: The developer of a site requiring site plan approval shall dedicate to the city and improve all streets within or adjacent to the proposed development which are necessary to serve the vehicular and pedestrian needs of that development. Minimum improvements shall include high back curb, gutter and sidewalk along the entire property line which abuts any public street. These off site improvements shall comply with the minimum requirements for construction of public improvements as established by the city.

B. Adjustments: Where, because of topographical or other conditions peculiar to the site, a departure may be made from the requirements of this section without destroying the intent of such requirements, and after receiving a recommendation from the city engineer and the planning commission, the city council may approve an adjustment in street cross section standards, street width and right of way side treatment standards, or may waive the requirement for sidewalks herein and elsewhere in this title as set forth in section [12-8-100](#) of this code.

**11-26-070: YARD AND LOT REGULATIONS:**

A. Lot Size: No minimum.

B. Lot Width: No minimum, except each lot shall have a minimum frontage of thirty five feet (35') on a public street.

C. Front Yard: Ten feet (10').

D. Side Yards: No minimum, except that thirty feet (30') shall be provided where the lot line is coterminous with any residential zone boundary.

E. Side Yard Corner: Minimum side yard on corner lot shall be ten feet (10') on the side adjacent to the street.

F. Rear Yard: No minimum, except that thirty feet (30') shall be provided where the lot line is coterminous with any residential zone boundary.

G. Accessory Buildings: Accessory buildings shall be subject to the yard requirements cited above. Accessory buildings shall not be located in front of the main building.

H. Building Height: Maximum building height shall be forty feet (40') (except for towers, chimneys and other structures with no human habitation).

I. Lot Coverage: Maximum lot coverage for all buildings is seventy percent (70%). The requirements for landscaping, off street parking and yard setbacks may result in less than a seventy percent (70%) lot coverage.

**11-26-080: OTHER REGULATIONS:**

C. Outside Storage: Outside storage shall be completely screened, by landscaping or opaque fencing, from view from any public street or abutting properties.

D. Adjacent Residential Zone: A decorative wall or opaque fence or hedge at least six feet (6') in height shall be erected along all property lines which are adjacent to a residential zone.

G. Architectural Compatibility: Buildings within a development shall incorporate predominant architectural features, materials and colors to create a theme or characteristic of the development.

**Suggested Motion**

Move the Planning Commission approve the conditional use permit for the additional storage units at the subject address with the following conditions:

1. The height of buildings shall be reduced to match the existing height of units along the western property line being 10 feet. The height of the storage units may increase up to 15 ft. in height within 200 feet of the eastern property line (roughly the front half of the property) being the 325 west right of way.

2. Sidewalk shall be installed along the 325 west right of way in front of the existing and newly added units.
3. Installed Landscaping shall be done in compliance with Farmington City's Water Wise Landscaping ordinance approved 3/15/2022.
4. A final site plan review and approval shall be completed by staff wherein compliance with the conditions set forth by the Planning Commission and all other applicable standards, ordinances, and regulations shall be verified and approved prior to construction.

**Findings for Approval:**

1. The zoning in place for the applicable property allows for the requested use.
2. The orientation and design of the proposed storage units are compatible with the existing storage units and create screening at the property line of the sites operation and lighting impacts.
3. With the proposed condition to limit height on the western portion of the site, compatibility with surrounding properties and uses is achieved.
4. The condition to have the sidewalk installed will meet the requirements of FCC 11-7-080 and start creating connectivity along the 325 west right-of-way with the trail network to be installed with the upcoming West Davis Corridor trail that will run immediately south of Stock N' Lock Storage.

**Supplemental Information**

1. Vicinity Map
2. Site Plans, Elevations, Lighting, and Landscaping details.



Grovers Lane (925 South)

Grovers Lane (925 South)

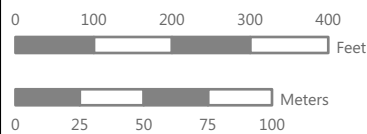
Hardys Hollow (325 West)

Legacy Parkway Southbound (Highway 67)

Legacy Parkway Northbound (Highway 67)



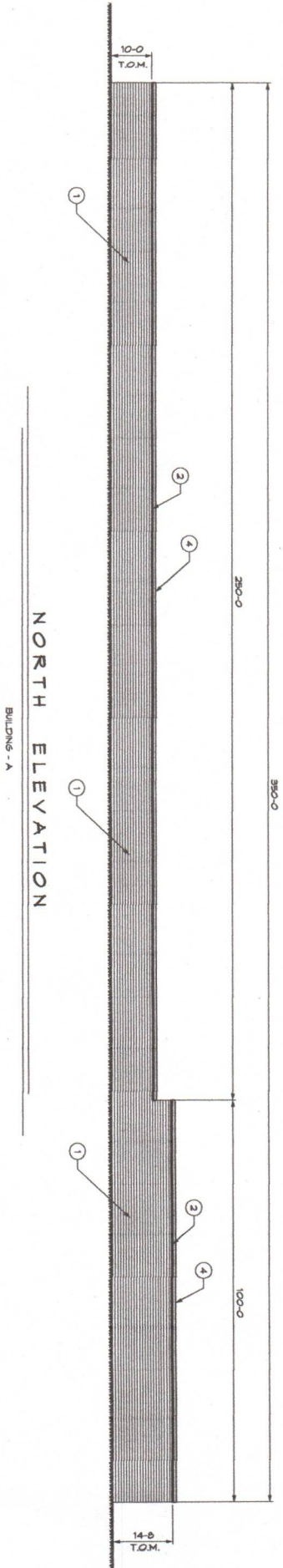
**VICINITY MAP**  
1052 South 325 West



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REV	DESCRIPTION	DATE	APPROVAL	CD
1	STORAGE LAYOUT PROPOSAL	1/14/19	BARNETT TYN	
2	REVISED DESIGN TO QUOTE	1/17/22	BARNETT TYN	
3	UPDATE PER MEETING	2/17/22	BARNETT TYN	
4	UPDATE PER MEETINGS	2/22/22	BARNETT TYN	

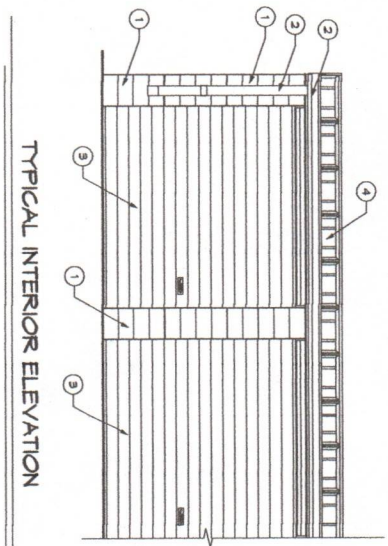


NORTH ELEVATION

BUILDING - A

NOTE: ALL COLORS TO MATCH EXISTING FACILITY.  
(FIELD VERIFY)

- MATERIAL / FINISH COLOR**
- ① SMOOTH 8" CWL / GRAY
  - ② METAL FLASHING TRIM / LIGHT GRAY
  - ③ EXTERIOR METAL ROLL-UP DOORS / WHITE
  - ④ STANDING SEAM ROOF 24 GA. / GALV
- DOOR LATCH TYPE / STANDARD



TYPICAL INTERIOR ELEVATION

**BARNETT STRUCTURES, LLC**

DRAWN BY: JAYNE WELSH  
 CHECKED: TROY NEUBER  
 PERMITTED: [blank]  
 ADDRESS: P.O. BOX 1348  
 DENTONVILLE, UT  
 PHONE: (801) 294-2800  
 FAX: (801) 294-2800  
 DO NOT SCALE DRAWING

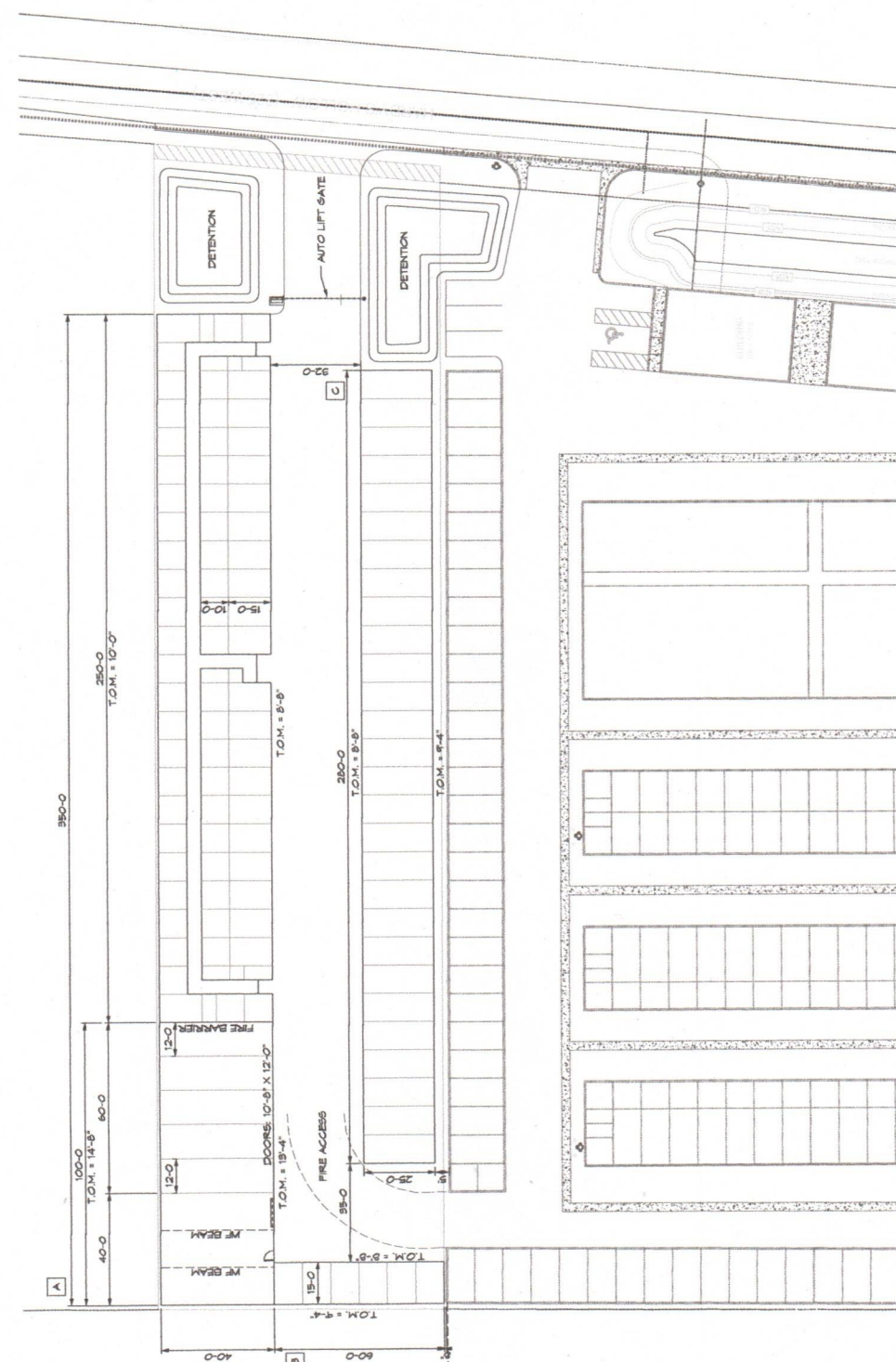
**STOCK N LOCK - PHASE II**  
**SCOTT SMOOT**  
**FARMINGTON, UTAH**  
**ELEVATIONS**

SCALE: DATE: 11/21/22 SHEET: 1 OF 1 PROJECT: 2201 DRAWING: ELE REV: 4

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REV	DESCRIPTION	DATE	APPROVAL CAD
1	STORAGE LAYOUT PROPOSAL	7/19/19	BARNETT TMN
2	REVISED DESIGN TO QUOTE	1/17/22	BARNETT TROY
3	UPDATE PER MEETINGS	2/1/22	BARNETT TMN
4	UPDATE PER REDLINES	2/22/22	BARNETT TMN



STORAGE LAYOUT

A	14,000
B	400
C	1,000

TOTAL - 21,400 SQ. FT.

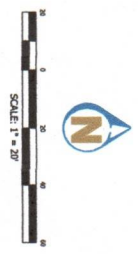
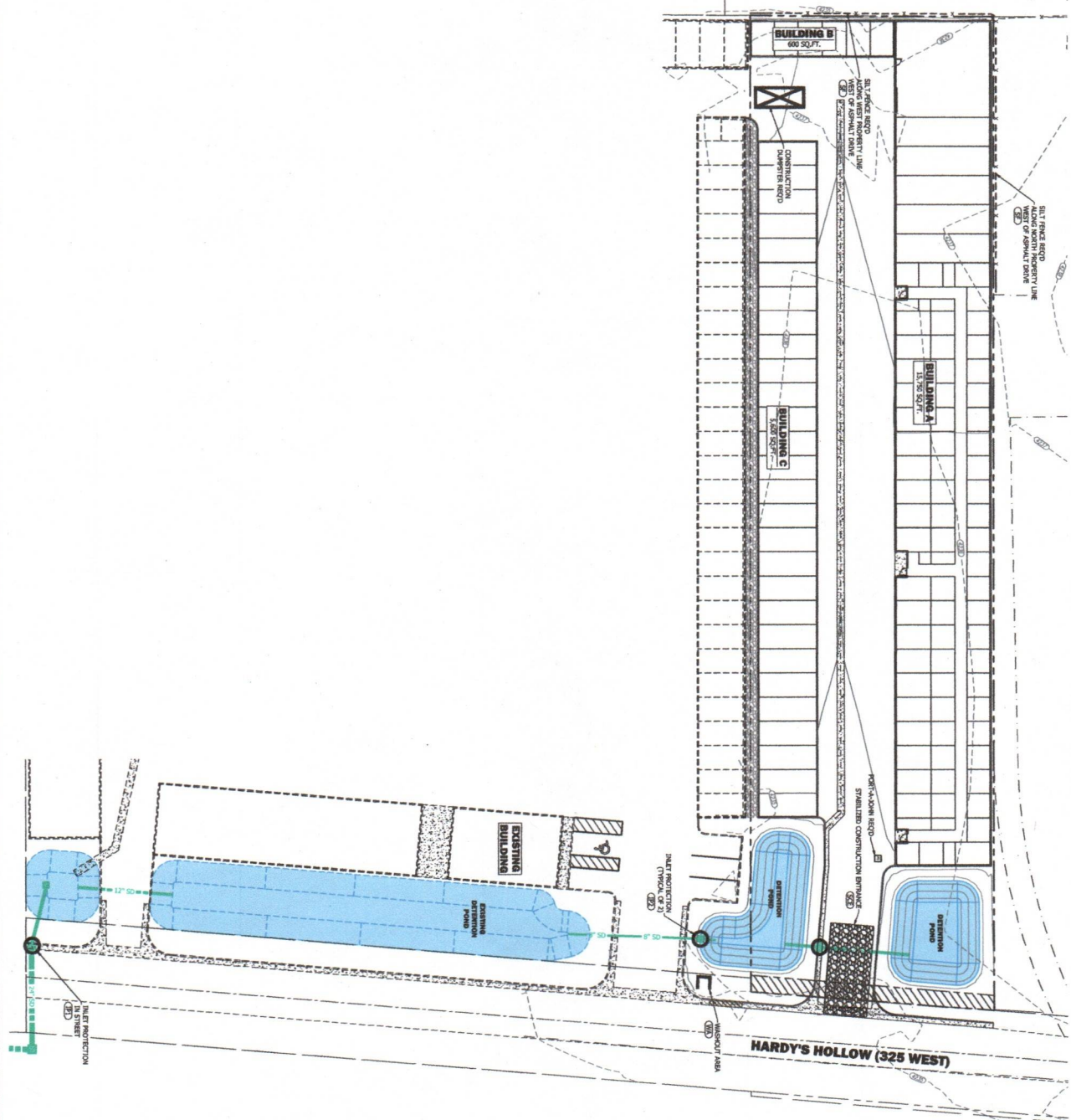


DESIGN BY: TATE WELSH  
 CHECKED: [ ]  
 DRAWN BY: LYN BARNETT  
 ADDRESS: 1745 S. MAIN ST. #204  
 SALT LAKE CITY, UT 84119  
 PHONE: (801) 241-2800  
 FAX: (801) 241-2898  
 DO NOT SCALE DRAWING

**STOCK N LOCK - PHASE II**  
**SCOTT SMOOT**  
**FARMINGTON, UTAH**  
**STORAGE LAYOUT**

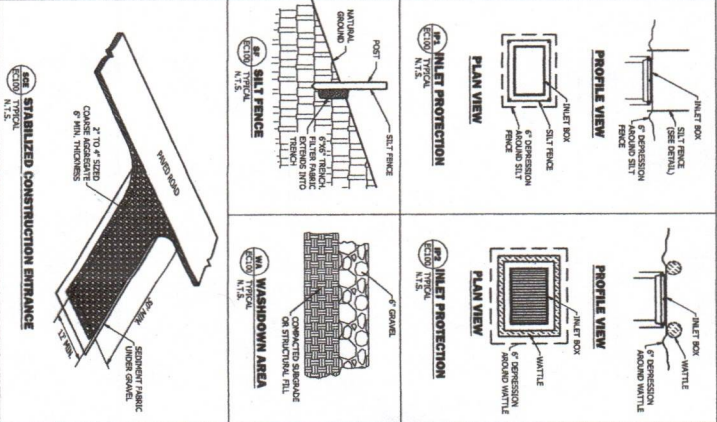
SCALE: 1" = 20'  
 SHEET: D 1 OF 1  
 PROJECT #: 2201  
 DRAWING: 5L  
 REV: 4





**CONSTRUCTION NOTES**

1. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY LOCAL, STATE, AND FEDERAL PERMITS PRIOR TO COMMENCING CONSTRUCTION.
2. CONTRACTOR TO MAINTAIN A COPY OF THE SWPPP ON SITE.
3. CONTRACTOR TO INSURE SITE TO ENSURE THE SWPPP IMPLEMENTATIONS ARE IN PLACE AND FUNCTIONAL.
4. CONTRACTOR TO MAINTAIN TEMPORARY EROSION AND SEDIMENT CONTROLS AND HOUSEKEEPING RESPONSE.
5. ALL SOLID WASTE SHALL BE STORED IN A SECURELY LINED METAL CONTAINER. THE CONTAINER SHALL BE COVERED WITH A TIGHTLY FITTING LID. ALL WASTE SHALL BE REMOVED FROM THE WORK AREA.
6. ALL HAZARDOUS WASTE SHALL BE STORED IN THE MANNER AS SPECIFIED BY THE MANUFACTURER AND STATE AND LOCAL REGULATIONS.
7. A WAREHOUSE SHALL BE CONSTRUCTED FOR THE TEMPORARY COLLECTION OF EXCESS CONCRETE AND MORTAR FROM FORMWORKS FROM VERTICAL WALLS. THE CONCRETE WILL BE TRUCKED TO THE CITY LANDFILL WITHIN 1 WEEK OF PLACING IN THE WAREHOUSE.
8. A STABILIZED CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED TO PROTECT THE CONSTRUCTION SITE FROM EXCESS SEDIMENT AND TO PREVENT THE FLOW OF SEDIMENT TO THE SITE. THE ENTRANCE SHALL BE SWEEP DAILY TO REMOVE EXCESS DIRT.
9. INSPECTION SHALL BE MADE MONTHLY AND WITHIN 24 HOURS AFTER A RAINFALL EVENT OF 0.5 INCHES OR GREATER. ALL MUDSTAIN WATERS FLOWS SHALL BE DIRECTED TOWARD THE MUDSTAIN WATERS COLLECTION BASIN. THE SWPPP SHALL BE REVISED AS SITE CONSTRUCTION AND MUDSTAIN WATERS COLLECTION BASIN.
10. CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING AND SWEEPING PUBLIC STREETS ON A DAILY BASIS, OR MORE IF NECESSARY.
11. CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE ADEQUATE DUST CONTROL THROUGHOUT THE COURSE OF THE PROJECT.



**REVISIONS**

NO.	DATE	DESCRIPTION

**STOCK-N-LOCK FARMINGTON**

1052 S 325 WEST  
 LOCATED IN THE SE 1/4 OF SECTION 25, T.3N., R.1W., S.L.B.#M.  
 FARMINGTON CITY, DAVIS COUNTY, UTAH

**DEVELOPER**

**STOCK-N-LOCK SELF STORAGE**

3052 S. 325 WEST  
 FARMINGTON, UT 84405  
 stocknlock.net

CONTACT: Scott Smoot  
 801-626-1024  
 smoot@stocknlock.com



**Entellus**

1470 South 600 West  
 Woods Cross, UT 84010  
 Phone 801.298.2236  
 www.Entellus.com

**EC100**

DESIGN CONTROL PLAN



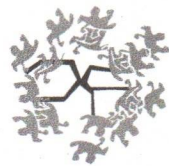
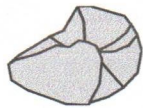
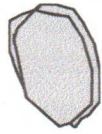
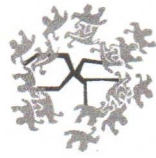
# Landscaping Plans

## Currently Landscaped Area



Site to be Landscaped





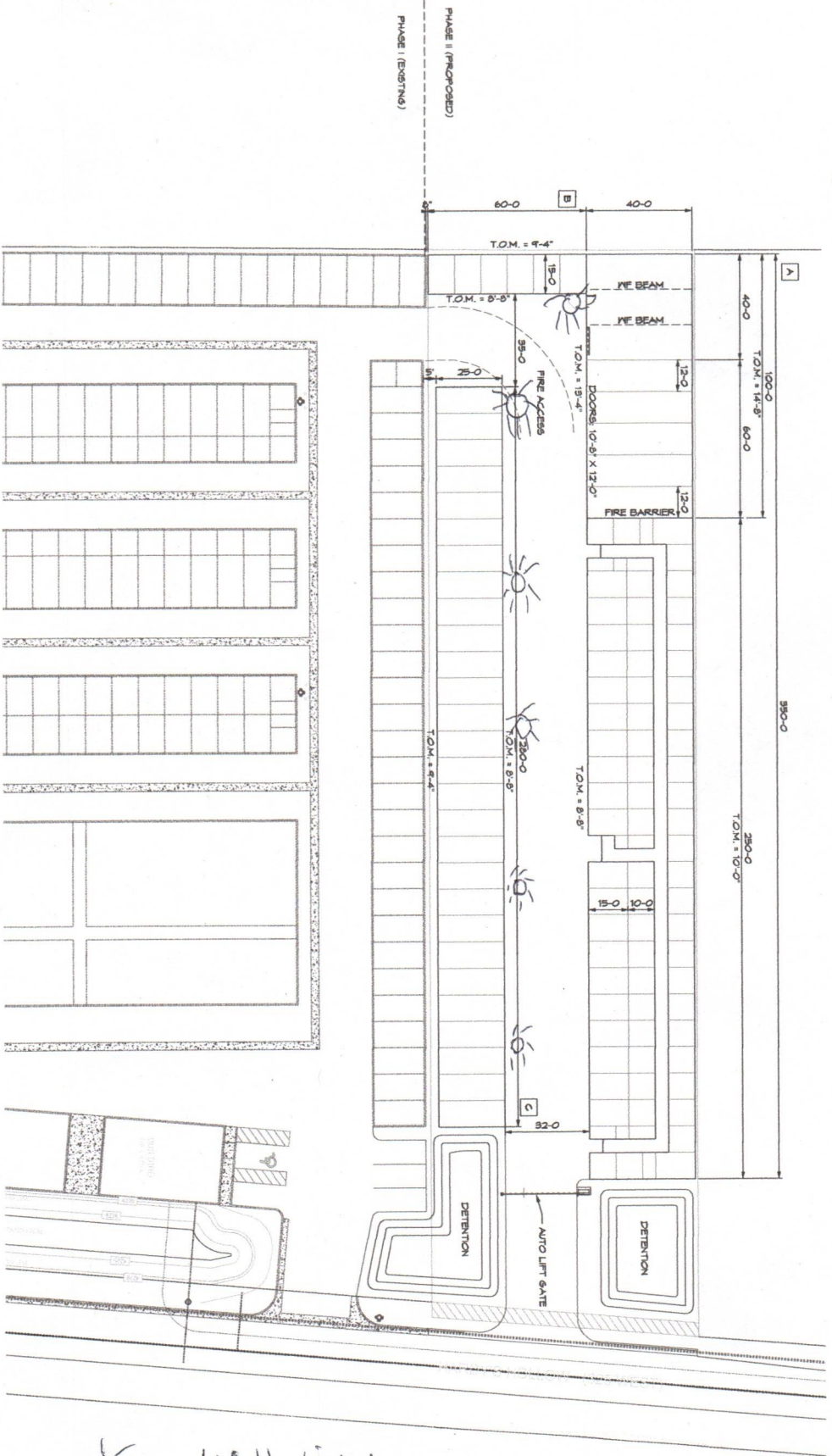
## Lighting Plans

All Lighting in Phase II will match the lighting in Phase I





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☀️ - Wall Light  
 Lights approx. every 60'

STORAGE LAYOUT

A	- 14,000
B	- 400
C	- 1,000
TOTAL - 21,400 SQ. FT.	



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REV	DESCRIPTION	DATE	APPROVAL	DES
1	STORAGE LAYOUT PROPOSAL	7/19/22	BARNETT TNA	TNA
2	REVISED DESIGN TO OROTE	1/17/23	BARNETT TNA	TNA
3	UPDATE FIRE BEAMS	2/1/23	BARNETT TNA	TNA
4	UPDATE FIRE BEAMS	2/22/23	BARNETT TNA	TNA

**BARNETT STRUCTURES, LLC**

DESIGNED BY: TNA TNA  
 CHECKED BY: LINA BARNETT  
 DRAWN BY: TNA BARNETT  
 APPROVED BY: TNA BARNETT  
 PROJECT: STOCK N LOCK - PHASE II  
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 DO NOT SCALE DRAWING

**STOCK N LOCK - PHASE II**

SCOTT SMOOT  
 FARMINGTON, UTAH

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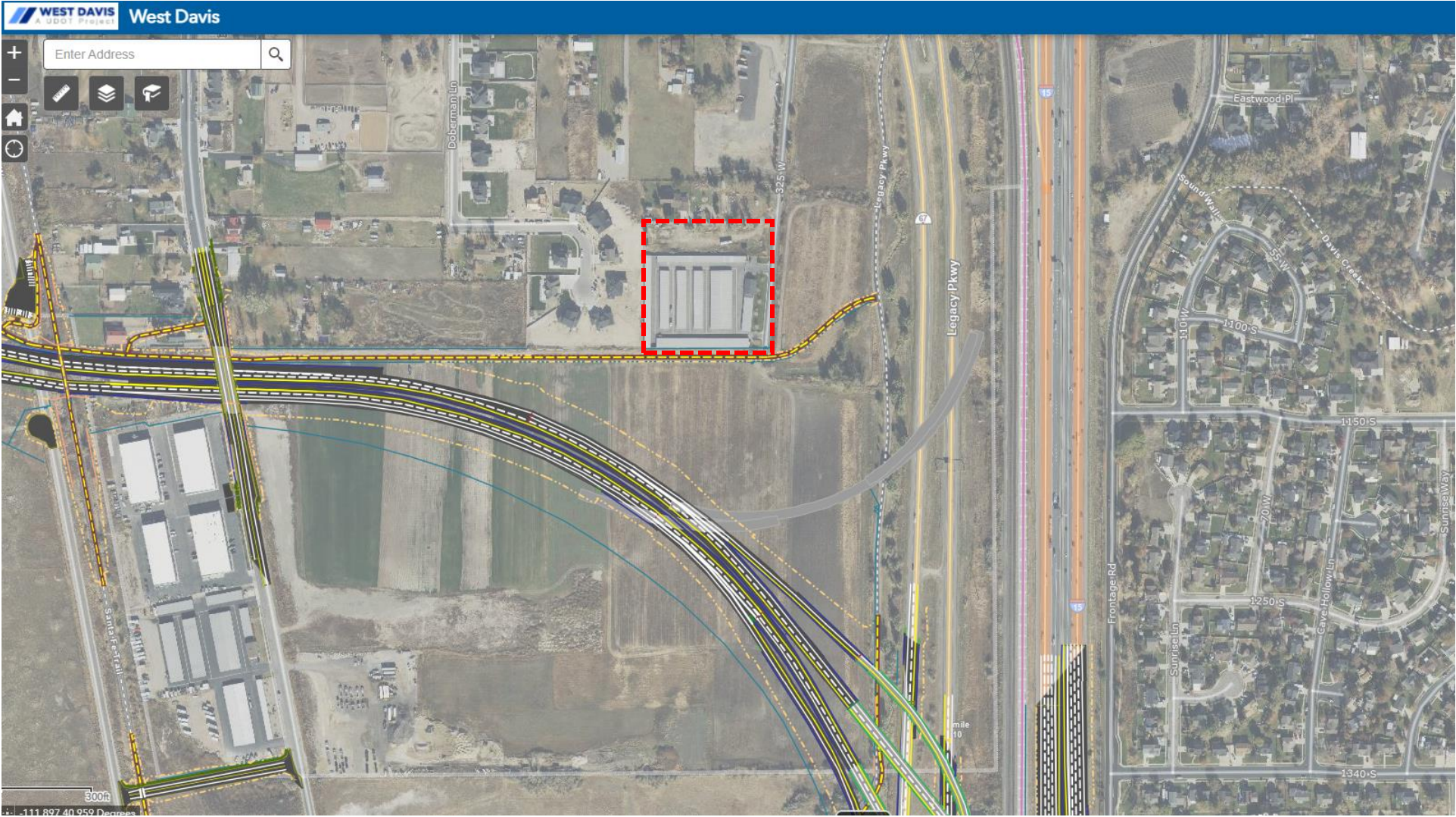
SCALE: 1" = 20'

SHEET: D 1 of 1

PROJECT #: 2201

DRAWING: 5L

REV: 4



West Davis Corridor Trail and Stock N' Lock Storage location.



## Planning Commission Staff Report April 14, 2022

---

### Item 6: Farmington Station Area Plan Adoption

Public Hearing: Yes  
Application No.: MP-1-22  
Property Address: Approximately 548 acres between Haight Creek and Farmington Creek East of the D&RGW Rail Trail and west of I-15.  
Agent: GSBS / Farmington City

Request: *Recommendation for General Plan Amendment adopting the Farmington Station Small Area Master Plan.*

---

#### **Background Information**

After holding a public hearing, the Planning Commission considered the above referenced General Plan Amendment on March 17, 2022. A motion was made to approve the request with the condition “to include a discussion or study on how to better engage and inform residents on the long-term collective development plan for the Farmington Station Area Plan including:

- a) expected occupancy vs. total possible capacity;
- b) list of the motives or benefits.”

However, the motion died for lack of second. Thereafter, a motion was approved to “table the amendment to the General Plan to allow the City and GSBS [the City’s consultant] to further discuss”

The City and GSBS are prepared to lead a discussion as per the Commission’s motion; moreover, enclosed in an outline on nine additional points which help clarify the purpose and intent of the plan. This list is now included as part of an Executive Summary on page 5 of the document. Also enclosed our updates to Table 1 – 4 which compare market study capacity to actual proposed development, some of which is entitled, and remaining vacant land with no such proposals. These table are incorporated on pages 12, 19, 20, and 21 of the plan.

#### **Background Information from the March 17, Staff Report:**

The city was successful in receiving grant funding through the Wasatch Front Regional Council (WFRC) to hire a consultant to create this small area plan. Simply put, the small area plan gives creates a more detailed vision for a specific section of the city to be included as part of the city’s general plan which is a vision for the city at large. GSBS was selected several months ago as the consultant group to facilitate and create a small area plan for the area around the Fronrunner Station/Station Park and the North Farmington Station Business Park Area. This purpose of this plan is to build upon past planning efforts to

better understand and direct the growth and development in this area where significant and rapid growth is expected supported by major community investments in infrastructure.

Throughout the process many stakeholders have been involved including WFRC, UTA, Davis County, Northern Utah Economic Alliance EDC Utah, Property Owners, and Farmington City.

This plan further details the type of growth the market will support, identifies where different land uses make belong, plans for auto, pedestrian, bike, and transit transportation networks, and coordinates recreation areas. Neighborhoods are established between the creeks which each have a different feel or focus. This plan meets the requirements by the state for a small area plan around the Frontrunner Station and places important infrastructure improvements on plan that would better place the city in a position to receive outside funding to implement.

The Planning Commission is tasked with making a recommendation to the City Council as to whether or not to approve the proposed plan with or without any changes.

### **Suggested Motion**

Move that the Planning Commission recommend that the City Council amend the General Plan adopting the enclosed Farmington Station Area Plan as an element of the General Plan, subject to all applicable Farmington City ordinances.

### **Findings for Approval**

1. The Farmington Station Area Plan was completed with involvement of several stakeholders.
2. The proposed Farmington Station Area Plan is consistent with the stated intent and purpose of the Farmington City General Plan and Zoning Ordinance for this district; including a fine grained mix of uses such as office, retail, and residential, an emphasis on bringing activity to the street and enhancing walkability, creating public spaces and nodes, enhancing open space and connectivity, providing a live/work/play environment, etc.
3. The proposed Farmington Station Area Plan has a good balance of residential and retail proven viable through a market analysis that will support the primary office use, which is the overarching intent of the OMU zone.
4. The Farmington Station Area Plan maintains a similar pattern of development identified by previous plans within a larger context which enables the addition of new ideas such as a new UTA connector node.
5. The fine grained mixture of uses proposed in the Farmington Station Area Plan creates an office park that is unique to the State of Utah and will create a vibrant employment center for Davis County that fosters a live/work/play environment.
6. The proposed North Station Small Area Master Plan will help to diversify and balance the City's tax structure through expanding its commercial property tax base, instead of relying too heavily on residential property and commercial sales tax.

### **Supplemental Information**

1. Additional Purpose and Intent Items
2. Farmington Station Are Plan Land Use Table
3. Farmington Station Are Plan: Program—Neighborhood Tables
4. Farmington Station Area Plan (see on-line)

## **Additional Purpose and Intent Items Added to the Farmington Station Area Plan Executive Summary**

April 14, 2022

Farmington City previously approved many entitlements, but not all, for most of the properties within the west Farmington mixed use areas north of Park Lane, west of the UP Tracks/I-15, east of the D&RGW Trail right-of-way, and south of Shepard Lane. Each entitlement, which consists of such things as zone (and zone text) changes, Project Master Plan (PMP) approvals, agreements, etc., was subject to an extensive public process---including but not limited to public hearings and meetings. One purpose of the Farmington Station Plan is not to reconsider land-use decisions already entitled, but to incorporate all previous and existing efforts, and to establish objectives and goals for the future into an area-wide comprehensive plan with a more singular vision, but at the same time establishing/showing development concepts and distinct neighborhood identities as part of the whole.

Additionally, the plan also provides, among many other things, the following:

1. Update to 2016 North Station Master Plan. The scope of this earlier, and now out-of-date plan, is limited to an area north of Shepard Creek, approximately half the size of the Farmington Station Plan. It is an excellent plan, but the market and other conditions have since changed.
2. Remote Hub. The Farmington Station Area Plan introduces/memorializes a remote hub concept which will provide a direct un-interrupted connection for commuter rail users to the mixed-use area north of Shepard Creek. The plan enables the City to leverage local monies by seeking regional, State, Federal, and UTA funds in the future to confirm that the remote hub becomes a reality. It is imperative that this concept becomes a part of the City's General Plan.
3. Station Area Master Plan. UTA regulations require the preparation of a station area master plan for the areas abutting, and in close proximity to, fixed rail stops before it allows its properties within these areas to develop. The Farmington Station Plan meets these requirements for the Farmington Front Runner station and will enable UTA to develop its adjacent property in the near future.
4. HB 462. The State of Utah recently passed legislation which apply to City's with fixed rail stops to prepare as part of their General Plan, small area master plans which address such items as housing and transportation goals (HB 462). This plan will meet State requirements.
5. Shuttle Expansion. For several years, UTA and the City (and other partners), have operated the successful "Lagoon Shuttle" which links the commuter rail stop to Lagoon, Station Park, and other destinations in east and west Farmington. The City now desires to provide a shuttle type of improvement connecting destinations in the mixed-use areas from Shepard Lane to Park Lane (and vice versa). The Farmington Station Plan qualifies Farmington City/UTA and others to pursue funding for a shuttle or something similar.
6. Internal Capture--Pedestrian and Bicycle Improvements. It is extremely beneficial and necessary that Station Park develop a more robust day-time population, but expected forecasts for this population may be compromised in the event the local street grid reaches capacity prematurely if personal vehicles/shuttles are the only form of internal circulation/capture. Park Lane itself serves as a barrier to direct north to south pedestrian and bicycle movement. It is anticipated that the City will seek funding for such improvements as bike lanes, trails, box-culverts, etc. to resolve this impasse. The Plan points to solutions and will be used to incorporated these improvements.

7. East/West Regional Trail. Farmington west side mixed use areas are located at or near the confluence of three major north to south regional trails: 1) Legacy Parkway Trail, 2) the D&RGW Trail, and 3, the soon to be constructed West Davis Corridor Trail. Major east/east regional trail alignments are rare along the Wasatch Front; however, this area is ideally situated for such connectivity, but these connections must be shown on plans, such as the Farmington Station Plan, as part of the improvement process as major interchanges like the Shepard Lane/I-15 interchange begin construction.

8. Legacy Events Center. Davis County is preparing plans to “re-tool” its fairgrounds and the Farmington Station Plan will help better coordinate connectivity from the Station area to their property. This will also benefit the City’s existing regional park.

9. Commerce Drive and Maker Way. The Plan helps memorialize significant infrastructure improvements now under design, with construction pending, to accommodate traffic from areas north of Farmington to destinations in south Farmington and beyond. These improvements will help reduce “cut-through” traffic in west side residential neighborhoods. The plan also shows land uses proposed along these routes in their entirety and not in fragments.

# Farmington Station Area Plan Land Use Table

April 14, 2022

Table 1: Farmington Station Area Land Uses,  
Page 12

	Acres	Sq. Ft.	Units	Sq. Ft.	Units
Built as of 2021	233				
Roadways	90				
Open Space & Trails	61				
New Development	166				
		Market Study Additional Capacity		Actual Proposals to Date (some of which are entitled)	
Commercial					
Office		8,029,800		2,053,000	
Retail		531,000		356,400	
Residential					
Townhomes			350		
Multi-family dwelling units			7,909		3,242
<b>TOTAL</b>	550	8,560,800	8,259	2,409,400	3,242

# Farmington Station Area Plan: Program—Neighborhood Tables

April 14, 2022

Table 2: Mixed-use Neighborhood Development Program—**122 Acres** \*

Page 19

	Office Sq. Ft.	Retail/Other Sq. Ft.	Multi-family Dwelling Units & Townhomes
Market Study Capacity	2,341,800	406,900	1,679
Proposed (some of which is entitled) Remaining vacant acres: 3	720,000	346,000	1,464
* Note: the figures in this table do not include existing commercial square footages, dwelling units, or townhomes, nor do they preclude the possibility of in-fill of existing and pending occupied land in the future.			

Table 3: Recreation Neighborhood Development Program—**150 Acres** \*

Page 20

	Office Sq. Ft.	Retail/Other Sq. Ft.	Multi-family Dwelling Units & Townhomes
Market Study Additional Capacity	3,988,800	47,600	4,172
Proposed (some of which is entitled) Remaining vacant acres: 50	765,000	2,000	973
* Note: the figures in this table do not include existing commercial square footages, dwelling units, or townhomes, nor do they preclude the possibility of in-fill of existing and pending occupied land in the future.			

Table 4: Recreation Neighborhood Development Program---**278 Acres** \*

Page 21

	Office Sq. Ft.	Retail/Other Sq. Ft.	Multi-family Dwelling Units & Townhomes
Market Study Additional Capacity	1,699,200	76,500	2,408
Proposed (some of which is entitled) Remaining vacant acres: 46	568,000	8,400	805
* Note: the figures in this table do not include existing commercial square footages, dwelling units, or townhomes, nor do they preclude the possibility of in-fill of existing and pending occupied land in the future.			



FARMINGTON STATION AREA PLAN  
PLANNING COMMISSION DRAFT | APRIL 14, 2022



## ACKNOWLEDGEMENTS

### STAKEHOLDERS

Trevor Evans - STACK Real Estate  
Andrew Bybee - STACK Real Estate  
Chris Roybal - Northern Utah Economic Alliance EDCUtah  
Rob Sant - Davis County  
Chris McCandless - CW Management Corporation  
Zach Hartman - Land Advisors Organization  
Rashel Day - Land Advisors Organization  
Bryce Thurgood - Castle Creek Homes  
Ryan Simmons - Boyer Company  
Lance Evans - Rocky Mountain Home Care  
Rich Haws - Red Barn Farms  
Adam Lankford - Wasatch Properties  
Eric Winters - Wasatch Residential Group  
Jeff Nielson - Wasatch Residential Group

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Alex Leeman - Planning Commission and City Council  
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Lyle Gibson - Planner  
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Kathrine Skollingsberg - Fehr & Peers  
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Jason Claunch - Catalyst Commercial

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## EXECUTIVE SUMMARY

The North Station area in Farmington is experiencing significant new development interest. To help guide growth in this area the city previously adopted a small area plan and Community Reinvestment Area Plan. Farmington City also previously approved many private development plans that “entitle” new housing, retail, and office buildings on most, but not all, of the properties within the west Farmington mixed use areas north of Park Lane, west of the UP Tracks/I-15, east of the D&RGW Trail right-of-way, and south of Shepard Lane. Each entitlement, which consists of such things as zone (and zone text) changes, Project Master Plan (PMP) approvals, agreements, etc., was subject to an extensive public commenting process, including but not limited to public hearings and meetings.

One purpose of the Farmington Station Area Plan is to incorporate all previous and existing efforts into a cohesive vision, and to establish objectives and goals for the future into an area-wide comprehensive plan. The plan does not reconsider past land use decisions on already entitled properties. This Farmington Station Area Plan seeks to facilitate a more singular vision, but at the same time demonstrate and show development concepts and distinct neighborhood identities as part of the whole.

Additionally, the plan also provides, among many other things, the following:

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# INTRODUCTION

## BACKGROUND & PURPOSE

The City of Farmington, the Wasatch Front Regional Council (WFRC), and the Utah Transit Authority (UTA) commissioned this plan to update and consolidate past planning efforts for the 550 acre Farmington Station planning area. This also includes identifying and understanding development opportunities based upon emerging market-based strategies. The update to the plan aims to create a more cohesive plan for connectivity and transit along with incorporating urban design that provides a sense of place for the community.

The City of Farmington is experiencing significant growth throughout the community and within the station area itself. This plan is meant to be a tool to understand the depth of opportunity for growth, and to provide guidance on accommodating new development in a way that is sustainable and healthy for the community at large. The plan supports and provides guidance for decision making for all stakeholders in the area to create a vibrant, livable place that is connected to the rest of the city and the region.

## PLANNING AREA DESCRIPTION

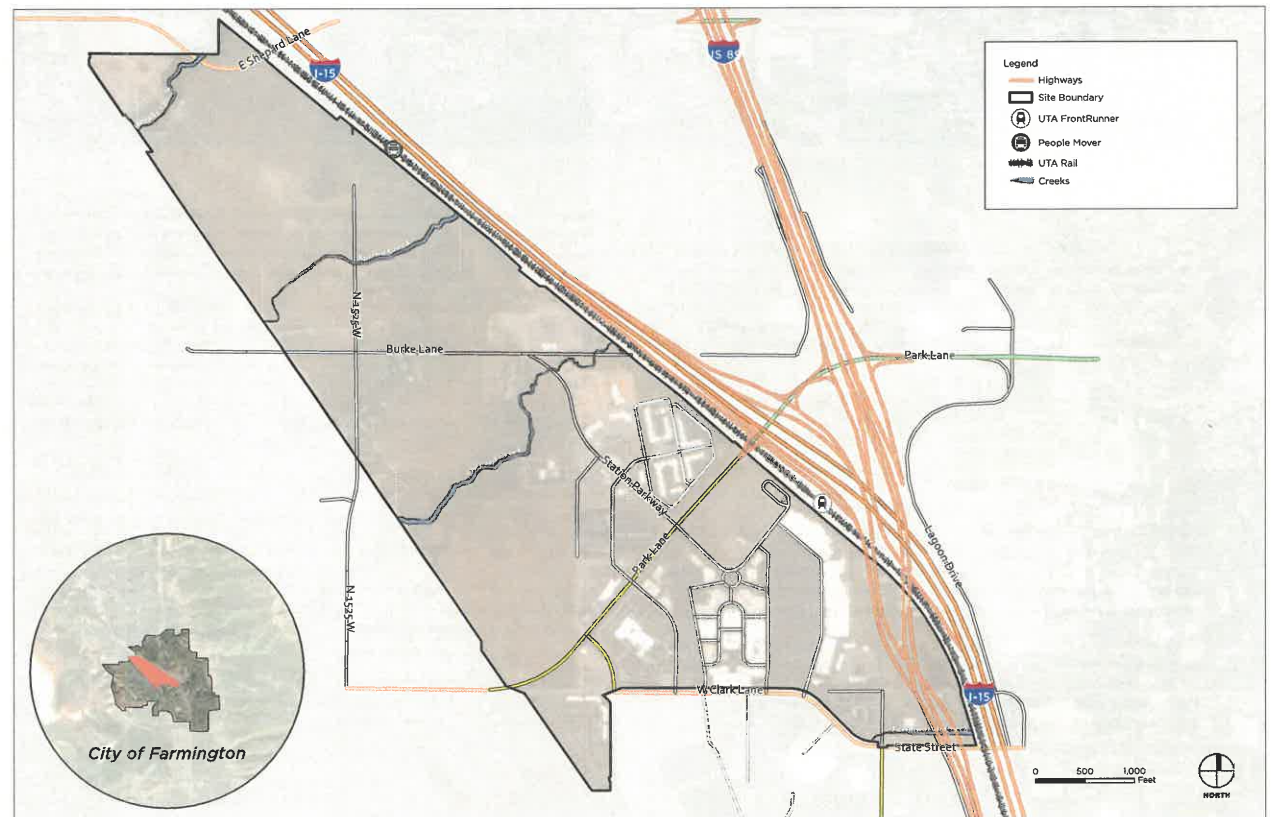
The subject planning area lies between the Wasatch Mountains on the east and the Great Salt Lake on the west. The area has significant transportation, transit, and trail connectivity as well as housing, shopping, and family amusement opportunities. The study area boundaries are State Street on the south, Shepard Lane on the north, Legacy Parkway Trail on the east and the Denver and Rio Grande Western Trail on the west. The area is served by the Farmington FrontRunner Station which connects Farmington to northern Weber County in the north and Payson City in the south through the heart of the Salt Lake City metropolitan area.

The subject planning area is comprised of two sub areas – the Station Park area south of Park Lane and the North Station Area north of Park Lane. The total planning area includes 550 acres. Of the total acreage, 233 are already developed with housing, retail, office, and similar uses. This leaves a total of 317 acres for future development. This Station Area Plan includes both sub areas as reflected in Figure 1.

The city, county, state, and transit district have made significant investment in and around the study area including a regional rail stop, the Legacy Parkway highway and trail, Burke Lane, and a planned new interchange at Shepard Lane. Additional infrastructure investments are planned in the area including additional roads, transit, and the Denver and Rio Grande Western Rail Trail (D&RGW Rail Trail).

The City of Farmington was founded in 1847 as the county seat of the newly created Davis County. Farmington is centrally located between Salt Lake City and Ogden, making it the midpoint of Davis County and the north Wasatch Front metropolitan area. Early in Farmington's history, Simon Bambrugger opened the Lagoon amusement park to generate ridership on the "Bambrugger" rail line between Salt Lake City and Ogden. The Park, at its present location, which opened in 1896 with "bowling, elegant dancing pavilion, fine music, a shady bowery and good restaurants." The Park, now owned by Lagoon Corporation, is still in operation and attracts hundreds of thousands of visitors from throughout the intermountain region each year.

Figure 1 - North Farmington Station Planning Area Map



In addition to Lagoon, Farmington had a Main Street downtown area to serve area residents. Most of the area developed stable low-density neighborhoods that surround the confluence of major transportation corridors that serve the planning area. Because of the presence of major, regional roadways, rail, and trail connectivity this central area of Farmington has undergone a transformation over the past 20 years and driven growth in population, employment, and retail-based development in the area.

This transformation was catalyzed by the development of Station Park, an open-air retail area adjacent to the FrontRunner Station at the southern end of the planning area. Station Park added almost 1 million square feet of retail, a community gathering place, office, and hotel uses to an area of the region that had experienced limited commercial investment to that point. The investment by CenterCal Properties, LLC spurred additional investment and development in the area, including significant interest in development of the North Station area.

### PLAN BASIS

The current plan builds on prior planning efforts, the City of Farmington's existing zoning, regulating plan, and market demand. Prior plans were reviewed and updated to reflect changes in policy, regulations, property ownership, and the overall real estate market.

### PRIOR PLANS

In 2016 the City of Farmington completed two planning studies:

- North Station Mixed-Use Site Market Feasibility Analysis, by Kimley-Horn
- North Station Small Area Master Plan, by Urban Design Associates

### NORTH STATION MIXED-USE SITE MARKET FEASIBILITY ANALYSIS

The North Station Mixed-use Site Market Feasibility Analysis evaluated Davis County demand for office, retail, hospitality, and multi-family development. Based

on the analysis, Kimley-Horn estimated the 10-year demand projection (2026) for the North Station area.

The analysis estimated that the North Station planning area could capture as much as 60 percent of Davis County office demand and 50 percent of Davis County multi-family demand. The analysis assumed the following:

- Construction of the Shepard Lane interchange
- West Davis Corridor alignment starting at Glovers Lane

### NORTH STATION SMALL AREA MASTER PLAN

The City of Farmington teamed with Chartwell Capital Partners and other neighborhood stakeholders to commission the North Station Small Area Master Plan for the planning area. The study, completed by Urban Design Associates, identified the following Design Principles:

- Create a great place
- Create a live/work/play environment through a rich mix of uses
- Provide a connected, complementary experience to Station Park
- Respect existing ownership patterns
- Minimize and manage traffic within North Station
- Buffer adjacent residential neighborhoods
- Develop a district that feels like Farmington



Example of transit-oriented development. Rhode Island Station, Washington, DC. (<https://www.liifund.org/>)



A transit-oriented development called Aspen Place is being planned by Detroit Shoreway Community Organization nonprofit on the 6000 block of Lorain Avenue in Cleveland (Cleveland City Planning Commission / <https://www.noaca.org/>).

**DEVELOPMENT PROPOSALS**

There are 21 different property owners of the approximately 312 developable acres in the planning area. Some property owners have initiated the development entitlement process and others have yet to respond to market-based opportunities. Figure 2 is a map of current property ownership in the planning area.

**ANALYSIS & PROCESS**

The planning process included an update to the technical analyses used in prior studies, charrettes and visioning sessions with internal stakeholders, and a series of meetings with external stakeholders including property owners and developers to revise and update the vision and urban design elements of the plan.

**ANALYSIS**

The following technical studies were updated, the complete reports can be found in the Appendix.

- 2021 Highest and Best Use Analysis
- Transportation/Connectivity Existing Conditions Review
- Station Area Parking Analysis

**CHARETTES**

The following charrettes and visioning sessions were held with internal stakeholders. The complete presentation materials for each of these meetings can be found in the Appendix.

- **June 2021** | Attended by city leaders including staff, Mayor, two City Council Members, and two Planning Commission Members
  - + Purpose:
    - Review analysis to date
    - Reaffirm guiding vision
    - Identify priorities and values
    - Learn about the tools and approaches to achieve the vision
- **September 2021** | Attended by city leaders including staff, Mayor, two City Council Members, and two Planning Commission Members
  - + Purpose:
    - Review market opportunity analysis
    - Discuss desired level of development for planning area based on priorities and values
    - Identify a preferred approach to the public realm in the planning area

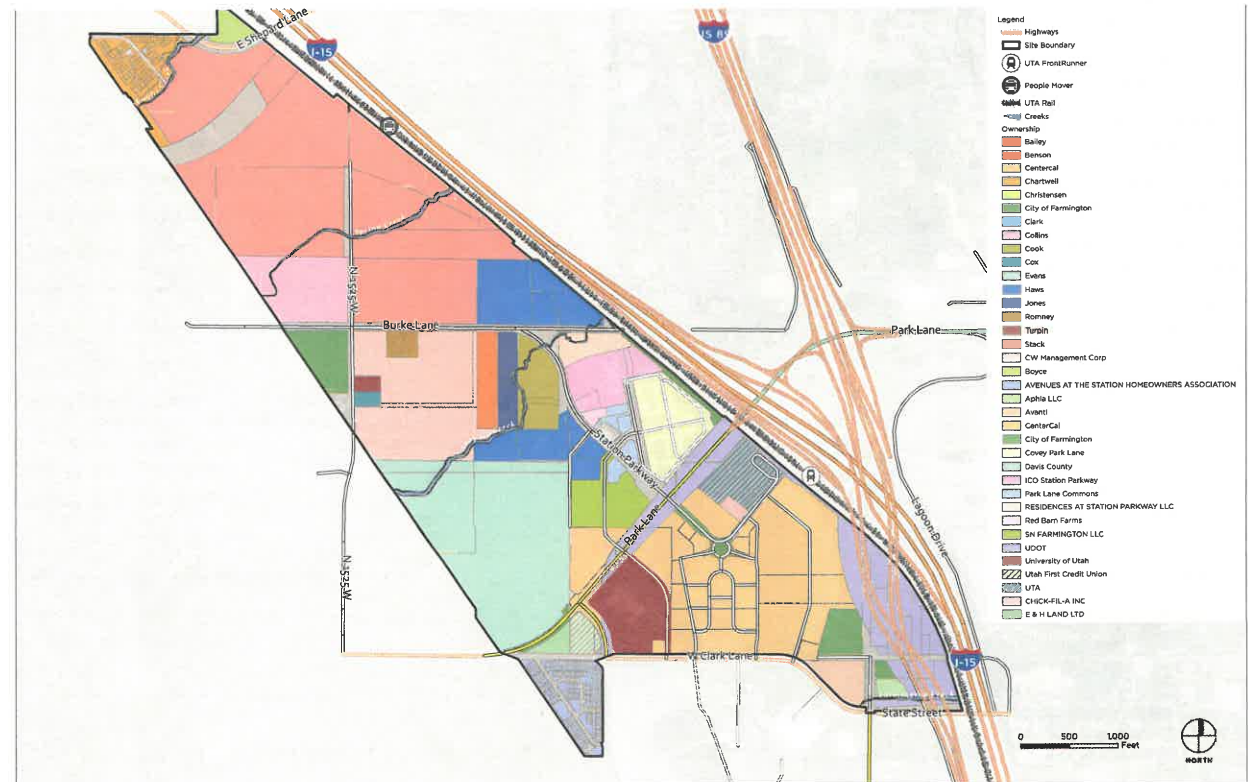
**STAKEHOLDER MEETINGS**

The planning team met several times with stakeholders within the planning area. Stakeholders were defined as property owners, development teams, Utah Transit Authority, and City of Farmington staff. The meetings focused on:

- Vision and priorities
- Opportunities and constraints
- Key measures of future success

In some cases, draft development proposals were reviewed through the stakeholder meetings which resulted in the identification of possible amendments to individual developments. The incorporation of the identified amendments would better accommodate the entire planning area goals and vision.

Figure 2 - North Farmington Station Property Ownership Map



## THE VISION & PLAN

The 2016 North Station Small Area Master Plan identified seven Design Principles. This plan incorporates and builds on these principles by adding specificity and implementation steps. The seven principles and a summary of the recommendation of this plan are:

### CREATE A GREAT PLACE

The Farmington Station Area Plan creates a greenway system, transit connectivity, and neighborhood character areas that create a sense of place specific to the Station Area but also unique to and rooted in Farmington's past as an agricultural area.

### CREATE A LIVE/WORK/PLAY ENVIRONMENT THROUGH A RICH MIX OF USES

The Farmington Station Area Plan incorporates the city's mixed-use zone district approach to create a fine-grained approach to the mix of uses. Office, retail, and residential development areas are mixed throughout the planning area with unique characteristics in each of the character areas.

### PROVIDE A CONNECTED, COMPLEMENTARY EXPERIENCE TO STATION PARK

The Farmington Station Area Plan identifies a series of connected "loops" that will allow Station Area residents, employees, and visitors to access the current amenities of Station Park and the planned amenities of the mixed-use neighborhood planned as the northern anchor of the planning area.

### RESPECT EXISTING OWNERSHIP PATTERNS

The planning team worked closely with current property owners to incorporate their goals, strategies and plans into the planning framework as much as possible. The plan is flexible to respond to real estate market opportunities and align with Farmington's vision for the area.

### MINIMIZE AND MANAGE TRAFFIC WITHIN NORTH STATION

The North Station area is at the confluence of several highways, transit facilities and trails that serve Farmington and the broader region. There are new roadway and transit investments planned in the area that will add traffic and opportunity. A critical strategy to manage traffic within the North Station Area is to enhance multi-modal opportunities and overall connectivity encouraging people to park once and use transit, bikes, scooters, and pedestrian facilities to get around within the area. This will minimize congestion on existing and planned roadways.

### BUFFER ADJACENT RESIDENTIAL NEIGHBORHOODS

There are existing, stable, single-family neighborhoods to the west of the North Station area. The boundary between the planning area and existing neighborhoods is the Denver and Rio Grande Western Trail. The North Station plan includes medium density residential development along the trail to buffer the existing residential development from high density residential, office and commercial development at the core of the planning area and along the Legacy Parkway Trail and I-15 freeway corridor.

### DEVELOP A DISTRICT THAT FEELS LIKE FARMINGTON

The North Station Plan builds on existing, successful development and amenities to create three distinct neighborhoods. Urban design tools, including building massing, street scape, and signage are used to create a distinct feel and focus for each neighborhood that are clearly part of the North Station area whole and clearly Farmington. In internal stakeholder meetings the importance of Farmington's agricultural roots led to a focus on parks, greenspace and a looping trail system throughout the planning area that is connected to the rest of Farmington and the region. This greenway system is a key element in creating a connectivity structure that creates continuity throughout the area and is critical to implementing the overall plan.



*Urban feel within the proposed North Farmington Station Mixed-Use Area*



Figure 3 - North Farmington Station Greenway System

Figure 4 - North Farmington Station Open Space System

## VISION FOR 2022

The vision was further developed to incorporate the vision and goals of the 2016 process and add implementation considerations. Added goals are:

- Preserve view corridors from the North Station Area to the Wasatch Range on the east. Views of the mountains are immediate and compelling. As new development occurs, view corridors between buildings will allow continued visual connection to the range.
- Incorporate Farmington's "Tree City" identity into streetscapes and parks to enhance livability and expand Farmington's urban forest.

### CONNECTIVITY

To fully take advantage of the increased density planned for the North Station Area, and to provide alternatives to automobiles, the existing FrontRunner Station becomes an intermodal hub. There are several layers of connectivity built into the plan. The four connectivity systems are:

### GREENWAY SYSTEM

The Greenway System creates a series of trail loops using the existing Legacy Parkway Trail on the east and the Denver and Rio Grande Western Trail on the west and trail connections along the three creeks that transect the area. These existing connections are enhanced by the creation of a new north/south trail that lines the new mixed-use center on the north with the existing mixed-use Station Park center on the south. The Greenway System provides easy walking, riding, and rolling access to the planned park and other green spaces in the North Station area. Similarly, in

some instances the Greenway System functions as a buffer between differentiated land uses, while providing a seamless and aesthetic transition. In other cases, the Greenway System will serve as primary modes of pedestrian connectivity, including west into the existing neighborhoods, and north of the planning area across I-15 into existing neighborhoods.

### OPEN SPACE SYSTEM

The plan includes several new pocket parks connected by the greenway system and within easy walking, riding, and rolling distance of planned multi-family housing and new office development creating a livable environment for new residents and workers as well as new amenities for existing residents. The proposed parks and open space will serve as gathering places that foster interaction among the community. By leveraging the existing greenway system, it allows the non-developable area to serve as an amenity by serving the public with little-to-no additional costs.

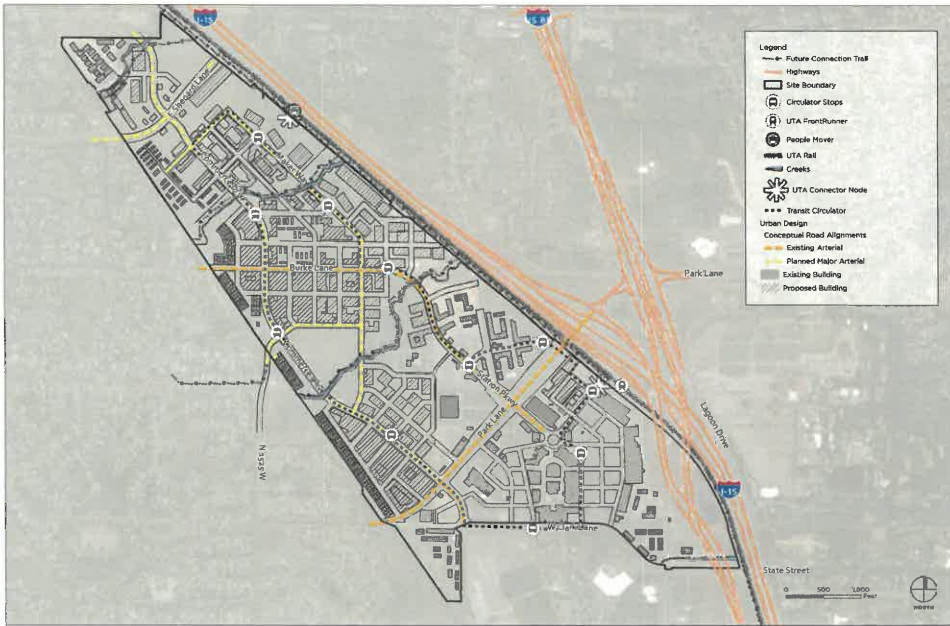


Figure 5 - North Farmington Station Transit System

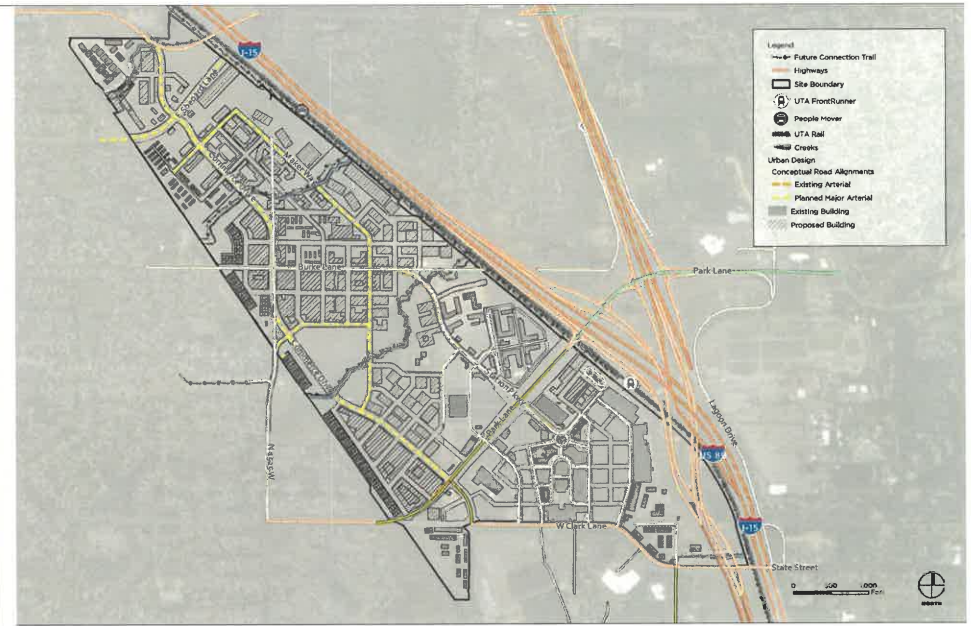


Figure 6 - North Farmington Station Roadway System

**TRANSIT SYSTEM**

The existing FrontRunner Station becomes the hub for the greenway system and planned transit improvements including an “autonomous people mover” that connects the New Mixed-Use Center on the north to the existing station on the south and a looping trolley system to serve all neighborhoods in the North Station Area and create additional connections north to south. The autonomous people mover is designed to follow a predetermined route at Station Park between the FrontRunner station and the shopping center. The intent is to increase public-transit use by closing gaps of a mile or more between transit stops and riders’ final destinations.

**ROADWAY SYSTEM**

The area currently experiences high morning and evening traffic counts as people travel through the area to access the highways that form its eastern boundary. Mixed-use development in the North Station area will provide an opportunity to park once and use the trail system to move between locations and activities. The North Station plan will also encourage higher transit use. Appendix 2 includes a complete analysis of projected FrontRunner ridership after implementation of the plan. The connectivity systems included in this plan, combined with a proactive approach to Traffic Demand Management and parking management strategies will reduce overall impact on the roadway system as the area develops.

The roadway system within the North Station Area builds on existing and planned investments in collectors and arterials streets by creating a porous block system to enhance walkability and provide alternative routes within the area. The plan assumes a 264’ block face structure that creates a pedestrian friendly environment and encourages development of buildings with structured parking. While the envisioned block structure is highly desirable, variations may be considered with specific development proposals which continue to foster the desired outcomes of this vision as permitted by City Ordinance.

**LAND USE AND DENSITY**

One of the design principles guiding the North Station Area plan is minimizing and managing traffic. The connectivity systems create the structure for facilitating the flow of people (regardless of transportation mode of choice) throughout the planning area. Another critical concept for successful implementation of the plan is to take advantage of regional development opportunities identified in the market analysis to create a mixed-use environment with enough choices and opportunities to keep people in the area and reduce the number of trips needed to fulfill daily needs.

Table 1 is an overview of the land uses and development intensity envisioned in the plan.

Table 1: North Station Area Land Uses

	ACRES	MARKET STUDY ADDITIONAL CAPACITY		ACTUAL PROPOSALS TO DATE (SOME OF WHICH ARE ENTITLED)	
		SQ. FT.	UNITS	SQ. FT.	UNITS
<b>Built as of 2021</b>	223				
<b>Roadways</b>	90				
<b>Open space and trails</b>	61				
<b>New development</b>	166				
<b>Commercial</b>					
Office		8,029,800		2,053,000	
Retail		531,000		356,400	
<b>Residential</b>					
Town homes			350		3,242
Multi-family residential			7,909		
<b>TOTAL</b>	<b>550</b>	<b>8,560,800</b>	<b>8,259</b>	<b>2,409,400</b>	<b>3,242</b>

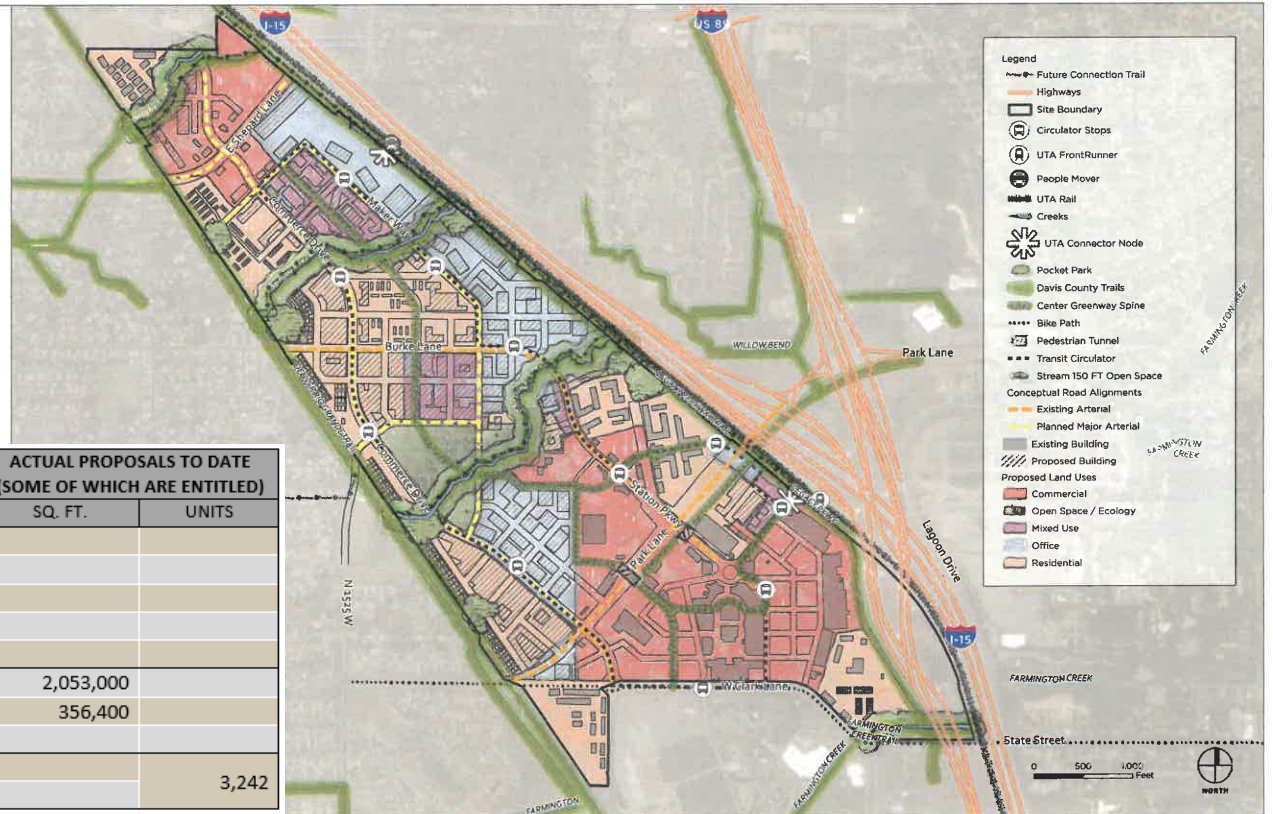


Figure 7 - North Farmington Station Land Use Areas\*

\*Conceptual drawing showing the proposed size and layout of block patterns that may vary from those in the regulating plan.



Figure 8 - North Farmington Station Office Development Areas



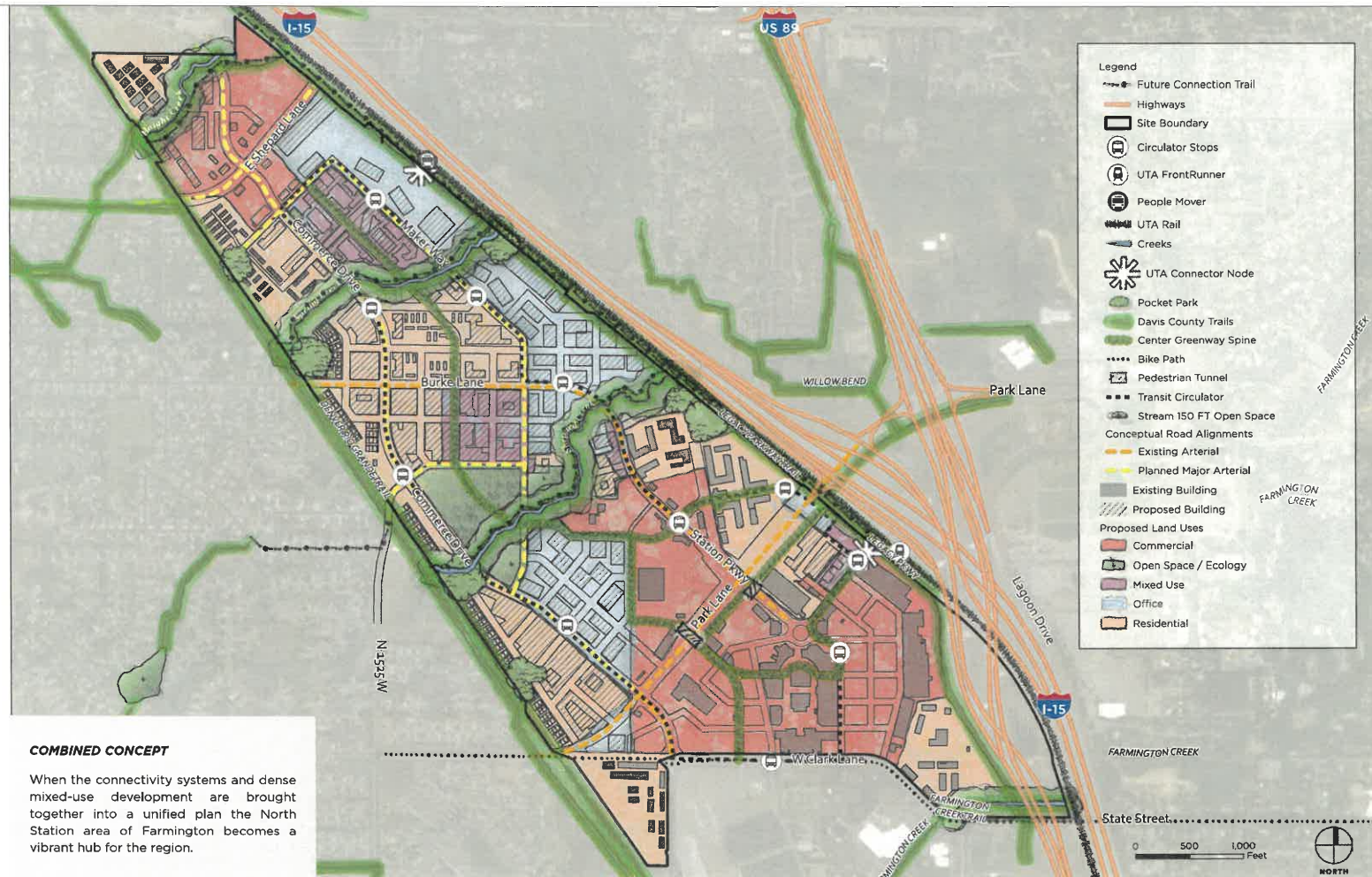
Figure 9 - North Farmington Station Retail/General Commercial Development Areas



Figure 10- North Farmington Station Retail/General Commercial Development Areas



Figure 11 - North Farmington Station Residential Development Area



**COMBINED CONCEPT**

When the connectivity systems and dense mixed-use development are brought together into a unified plan the North Station area of Farmington becomes a vibrant hub for the region.

Figure 12 - North Farmington Station Combined Concept

## NEIGHBORHOODS & URBAN DESIGN

### OVERALL URBAN DESIGN CONCEPT

The North Station is a large area with an opportunity to unify the potential development area on the north with the successful mixed-use area on the south while creating distinct neighborhoods within the more than 500-acre planning area. A hierarchy of signage, wayfinding, massing and building design elements, and streetscape combine to let residents and visitors know that they are in the North Station Area but also in a distinct neighborhood.

### MIXED-USE NEIGHBORHOOD

The Mixed-Use Neighborhood is the northern most neighborhood. This area includes the new Shepard Lane interchange with I-15 as well as the autonomous people mover stop, the northern terminus of the Greenway, the northern loop of the proposed circulating trolley, an employment center, and a multi-modal street to include outdoor dining and other service retail.

The proposed development program is identified in Table 2.

The mixed-use neighborhood is an area with the necessary intensity of uses to support restaurants, shops, and fitness studios in an interesting and exciting urban environment. Center Street is a key urban element in this neighborhood that serves as the northern terminus of the Greenway and, similar to other segments of the Greenway, serves as the primary pedestrian connection to other areas of the Station Area.

Figure 13 – North Farmington Station Mixed-Use Neighborhood

#### NORTH STATION UNIFYING ELEMENTS:

- Greenway System
- Circulating Trolley
- Autonomous People Mover
- Wayfinding & Signage
- Street Trees
- Street Lighting

#### NEIGHBORHOOD DISTINGUISHING ELEMENTS:

- Height & massing of buildings
- Building Materials
- Street furniture
  - + Bike racks
  - + Benches
  - + Trash receptacles

#### THE THREE NEIGHBORHOODS WITHIN THE NORTH STATION AREA ARE:

- Mixed-use Neighborhood
- Recreational Neighborhood
- Family Entertainment Neighborhood



All streets within the neighborhood are pedestrian friendly and encourage walking, biking and rolling.

The neighborhood is also the terminus of the autonomous people mover that will connect the FrontRunner Station with the office park on the eastern edge of the neighborhood.

Table 2: Mixed-use Neighborhood Development Program -122 Acres \*

	OFFICE SQ.FT.	RETAIL/OTHER SQ. FT.	MULTI-FAMILY DWELLING UNITS & TOWNHOMES
<b>Market Study Capacity</b>	2,341,800	406,900	1,679
<b>Proposed (some of which is entitled)</b>	720,000	346,000	1,464
<b>Remaining vacant acres: 3</b>			

\*Note: the figures in this table do not include existing commercial square footages, dwelling units, or townhomes.

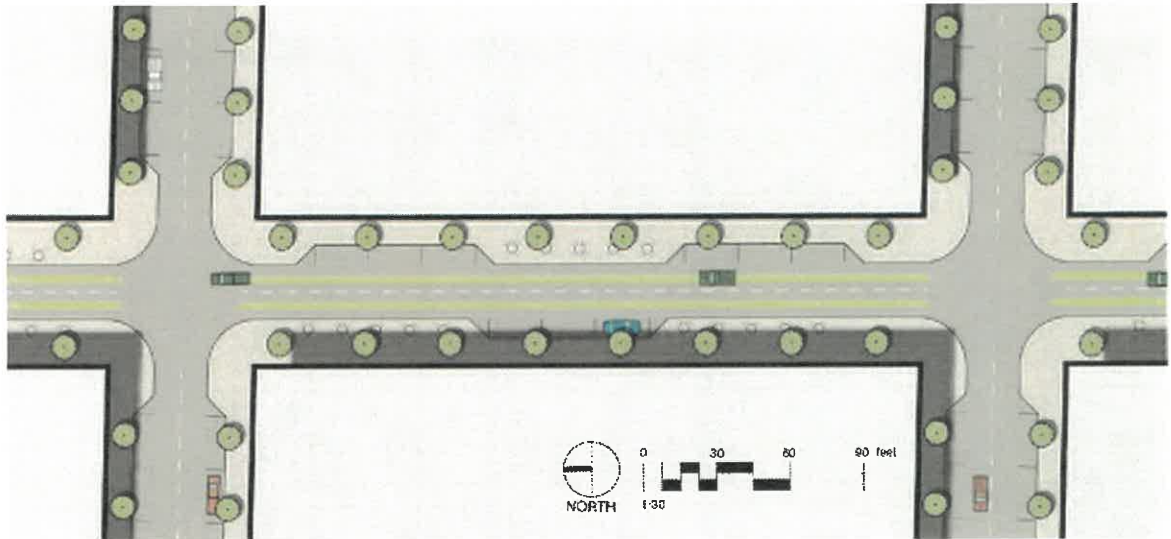


Figure 14 - North Farmington Station Center Street Concept



Figure 15 - North Farmington Station Mixed-Use Area Streetscape Concept



Figure 16 - North Farmington Station Mixed-Use Area People Mover Access Concept

**RECREATION NEIGHBORHOOD**

The Recreation Neighborhood includes the new public park. This 13-acre amenity is a key feature of the Greenway system creating an intersection of the north south greenway with the Spring Creek Trail. This neighborhood is ideally situated to take advantage of the trail network that connects the North Station area with the regional system.

Development in the area should take advantage of the recreational and open space assets that form the centerpiece of the whole area. Existing development in the area includes several multi-family residential developments as well as Cabela's. The Cabela's fits with the recreation, outdoor theme of the neighborhood.



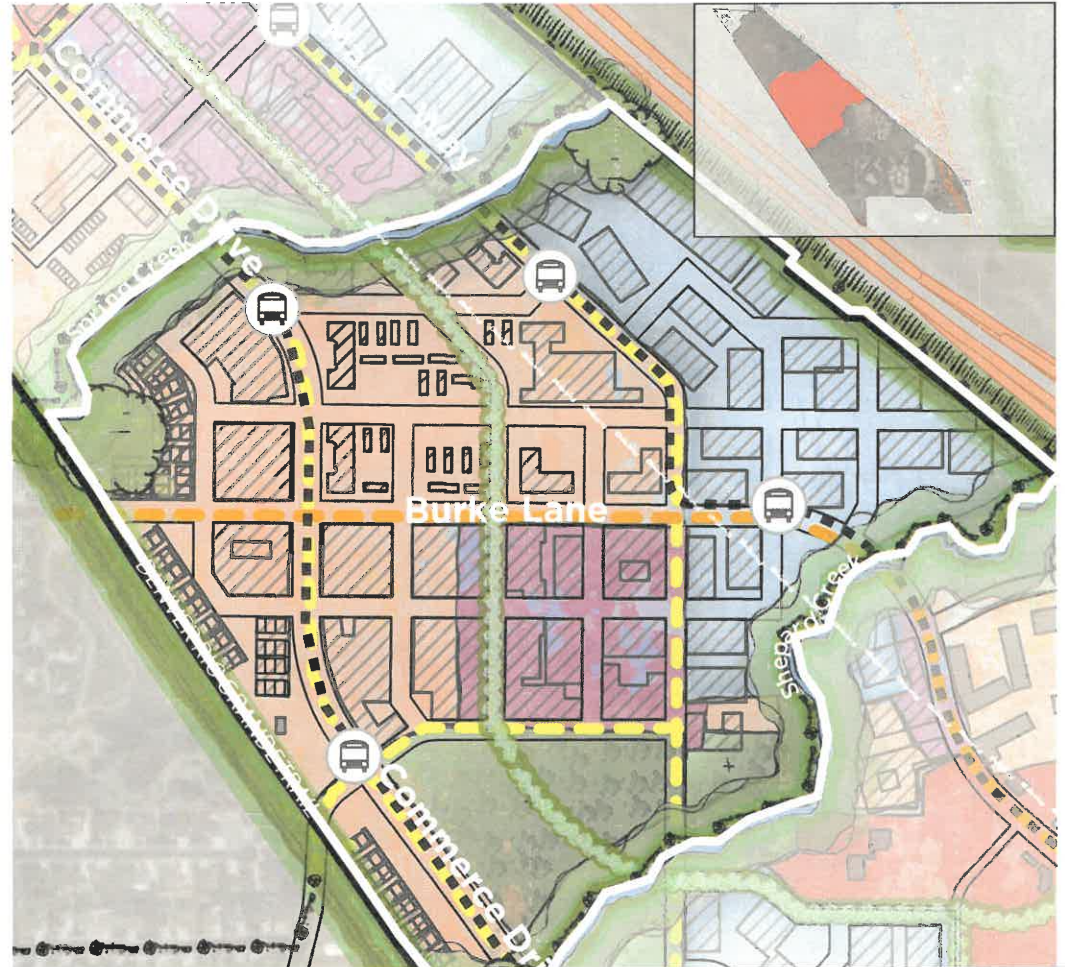
Figure 18 - North Farmington Station Recreation Neighborhood Design Concept

There are several property owners in the Recreation Neighborhood planning a mix of office, retail, and residential development. Table 3 is the planning-based development program for the neighborhood. The square footages and units represent new developments and do not include the existing multi-family or retail assets in the area.

Table 3: Recreation Neighborhood Development Program -150 Acres \*

	OFFICE SQ.FT.	RETAIL/OTHER SQ. FT.	MULTI-FAMILY DWELLING UNITS & TOWNHOMES
<b>Market Study Capacity</b>	3,988,800	47,600	4,172
<b>Proposed (some of which is entitled)</b>	765,000	2,000	973
<b>Remaining vacant acres: 50</b>			
*Note: the figures in this table do not include existing commercial square footages, dwelling units, or townhomes.			

Figure 17 - North Farmington Station Recreation Neighborhood



**FAMILY ACTIVITY NEIGHBORHOOD**

This neighborhood is characterized by proximity to Lagoon on the east side of the freeway, the planned recreational amenities at the Davis County Fairgrounds, and the amenities of Station Park. Station Park includes restaurants and shops, a movie theater, hotel, and a public gathering space with a splash pad. New development in the area should take advantage of the amenities already in place.

The neighborhood is also the location of the FrontRunner Station which will become an important multi-modal hub bringing together the Greenway, Autonomous People Mover, and Circulating Trolley systems. Currently the station is served by a park and ride lot and a trolley that links the station to Lagoon.



Figure 20 - North Farmington Station Family Activity Neighborhood Design Concept

There is limited vacant property for development in the Family Entertainment Neighborhood. Most new development will occur by converting existing surface parking lots. The plan recommends that the current park and ride lot be redeveloped as multi-family housing with ground floor office and retail.

Table 4: Family Entertainment Neighborhood Development Program  
-278 Acres \*

	OFFICE SQ.FT.	RETAIL/OTHER SQ. FT.	MULTI-FAMILY DWELLING UNITS & TOWNHOMES
<b>Market Study Capacity</b>	1,699,200	76,500	2,408
<b>Proposed (some of which is entitled)</b>	568,000	8,400	805
<b>Remaining vacant acres: 46</b>			

\*Note: the figures in this table do not include existing commercial square footages, dwelling units, or townhomes.

There is additional opportunity in the Family Entertainment Neighborhood when the owners of Station Park choose to redevelop existing surface parking lots into more intense uses. The block size and road network utilized in implementing development of the Mixed-Use and Recreational Neighborhoods north of Park Lane are appropriate for redevelopment of the current Station Park surface parking lots. Care should be taken to create a pleasant pedestrian environment connecting the FrontRunner Station to Station Park by providing a 10-foot pedestrian way, activating the street level, and providing street furniture and amenities.

To estimate the ridership impacts and future park and ride needs, a parking and ridership analysis was completed by Fehr & Peers and subsequently utilized to determine the total parking needed to service the proposed development within the Family Entertainment Neighborhood development program and park-n-ride.

Table 5: FrontRunner Station Parking Program

	SQ. FT.	UNITS	REQ. PARKING WITHIN 1/8 MI. OF STATION
Office	151,200		227
Retail	36,000		72
Multi-family Residential	329,550	330	366
<b>Total Required Parking for Development Program</b>			<b>665</b>
Approx. Total Required Parking for Park-n-Ride (156-368 stalls)			264
<b>Total Required Parking (To Service Development Program and Park-and-Ride)</b>			<b>930</b>

Figure 19 - North Farmington Station Family Activity Neighborhood



According to Farmington City code of ordinances, parking requirements for any use in the mixed-use districts may be reduced by up to twenty five percent (25%) through the project master plan process, while parking within 1/8th mile of the rail station qualifies for the following reductions:

Table 6: Off Street Parking Reductions

OFF STREET PARKING REDUCTIONS	WITHIN 1/8 MI. OF A RAIL STATION
Office	50%
Retail/commercial	50%
Residential	40%
Civic/public	50%

*Off Street Parking Reductions within 1/8 mile of Rail Station per Farmington Code of Ordinances (11-18-100 Off Street Parking Space Standards)*

To accommodate the proposed development at the front runner station site, the proposed parking totals are included below as part of the development program:

Table 7: Family Entertainment Neighborhood Parking Totals

PROPOSED PARKING TYPOLOGY	PROPOSED PARKING TOTALS (STALLS)
Surface Parking	180
Structured Parking	760
<b>Total Provided Parking</b>	<b>940</b>

**KEY TAKEAWAYS FROM THE PARKING DEMAND ANALYSIS**

Fehr & Peers reviewed historical aerial imagery and measured in-person parking utilization to better understand the existing parking demand at the Farmington FrontRunner Station park-n-ride parking lot. Historical aerial imagery shows that weekday peak parking demand ranged between 264 and 368 stalls of demand during the years leading up to the COVID-19 pandemic, but recent parking demand counts showed only 156 stalls of demand in 2021. Due to social distancing measures, UTA transit demand has decreased since 2020 and has yet to scale back up to pre-pandemic levels.

Fehr & Peers also performed several parking analyses to assess the likely parking demand of a proposed infill development in the Farmington Station park-n-ride. The shared parking analysis indicated that the development would experience between 677 and 834 stalls of demand on weekdays and between 443 and 557 stalls of demand on weekends, though Farmington only requires 665 total spaces due to the development’s proximity to rail transit.

While the current park-and-ride demand is currently much lower than it was before the ongoing COVID-19 pandemic, UTA has indicated that ridership, and therefore park-and-ride demand, is anticipated to return to pre-2020 levels. Therefore, Fehr & Peers recommends meeting parking requirements from Farmington City by providing 665 spaces for the proposed infill development and providing an additional 264 spaces to meet the pre-COVID park-and-ride demand at the transit station; that equates to approximately 930 parking stalls of demand at this location. Development of the FrontRunner park and ride lot as well as other potential development within the area is reflected in Table 4 of Appendix X.

**KEY TAKEAWAYS FROM THE TRANSIT PARKING UTILIZATION AND RIDERSHIP SPLIT ANALYSES**

Since at least 2017, the average parking utilization at the Farmington FrontRunner Station park-and-ride lot is on average less than half the total stall count. The average parking utilization is approximately 37%. As a result, the Farmington park-and-ride lot has approximately 63% of its stalls that could be repurposed for other uses. The park-and-ride lot typically has a lower overall average utilization than the park-and-ride lots at the Clearfield, Layton, and Woods Cross FrontRunner Stations. The occupancy volume and total capacity show that Farmington has one of the lowest pre-COVID average utilization of all the evaluated park-and-ride lots. However, of the four lots evaluated, it was more than double the area size of the Layton and Woods Cross park-n-ride lots and, therefore, is not useful as a direct comparison.

Between 2019 and 2021, FrontRunner had the highest proportion of ridership share, often more than half of the total riders. Route 667 Lagoon / Station Park Shuttle typically had the second-highest proportion of riders, and route 473 SLC - Ogden Hwy 89 Express had the third-highest proportion of riders. Some of these boardings will be accounted for by transfers. For instance, there is likely a high amount of transferring between route 667 and FrontRunner. However, UTA currently has no available data on transfers, and UTA’s boardings data doesn’t account for them. As a result, riders may be counted twice.

**Note on Situational Impacts:** Travel patterns and transit ridership in Utah have been impacted by the ongoing COVID-19 pandemic. Transit ridership has declined across heavy rail, light rail, and bus. As of the date of this plan, it remains to be seen how much or how long impacts may persist. For information regarding UTA’s COVID-19 Safety and Recovery plan, visit <https://arcg.is/1yOK4i>.



Denver and Rio Grande Western Rail Trail located along the western boundary of the planning area.

## IMPLEMENTATION & PHASING

The development program that underlies the plan assumes a 20-year implementation period. The infrastructure, amenities, and regulatory tools needed to successfully implement the plan should be planned for in advance and put in place as development of the area progresses.

PHASING THROUGH 20-YEAR IMPLEMENTATION PERIOD				
2 YEARS	LESS THAN 5 YEARS	5 YEARS	10 YEARS	20 YEARS
The commercial area north of Shepard Lane will develop when the new interchange opens in approximately two years.	In the short term, office development in the Mixed-Use neighborhood, multi-family housing immediately south of Spring Creek and townhome development near Spring Creek and along the Denver and Rio Grande Western Trail will occur in the next few years.	Redevelopment of the FrontRunner Park and Ride lot, housing and office development near the new park in the Recreational Neighborhood, and housing and additional office development in the Mixed-Use Neighborhood will occur in the 5- to 10-year range.		Remaining developable areas throughout the North Station area will develop in response to market demand.

## REGULATING PLAN

### CURRENT REGULATING PLAN

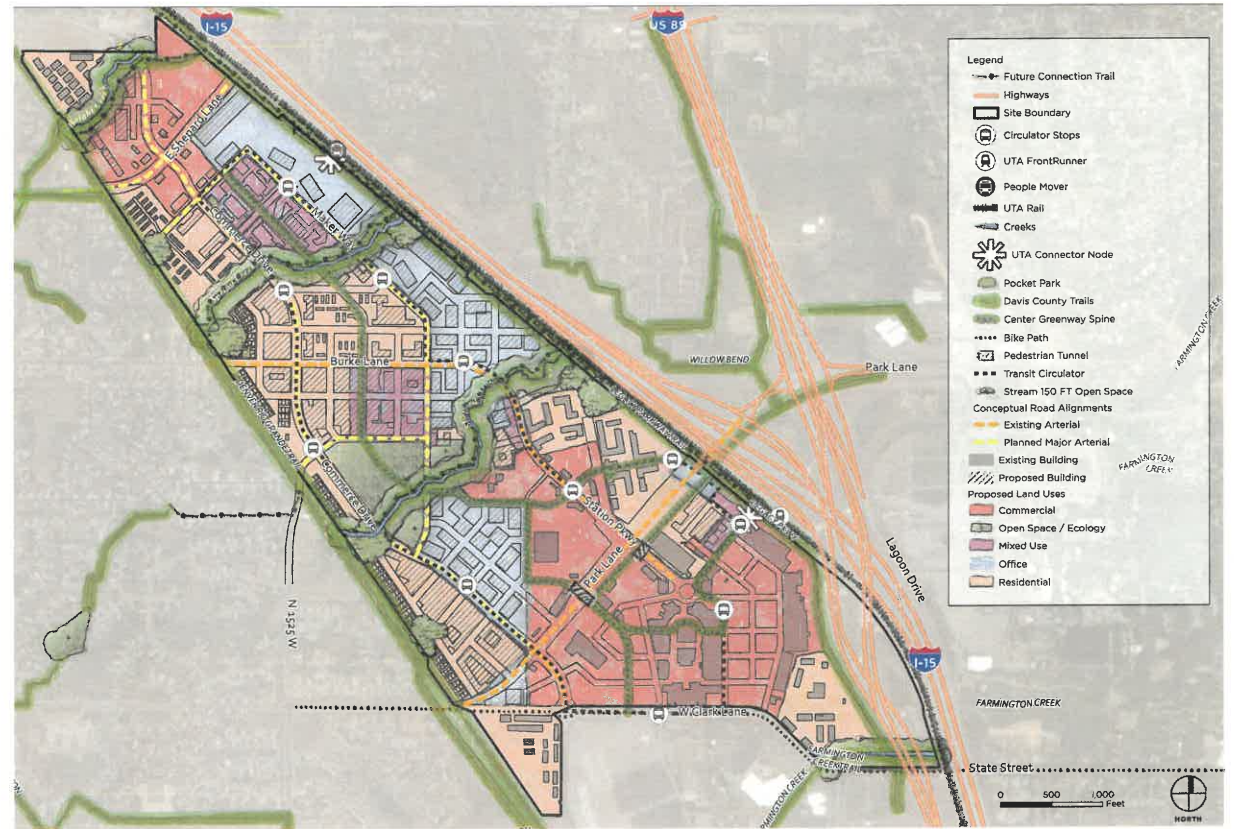
Based on the findings and concepts included in the two plans completed in 2016, the city adopted a regulating plan that identified the roadway and block network to support the contemplated development. The regulating plan has been amended to reflect decisions relating to major infrastructure investments, market changes, and updated development goals of the city and area property owners. Figure 21 is the most current version of the regulating plan and reflects the planned alignment of the backbone infrastructure for the area and an urban block network.

### PROPOSED REGULATING PLAN

The following updates are recommended for the regulating plan:

- **Center Street** – a northern extension and the terminus of the Greenway System, Center Street may function as a shared use street with sidewalk dining, on street parking, and a shared lane that is a key element to enhancing pedestrian connectivity within the mixed-use neighborhood.
- **Greenway System** – a north south element connecting Station Park on the south with Center Street on the north and linking the trails and parks found throughout the North Station area. The Greenway is a key connectivity element in the plan. It provides opportunity to walk, bike, or roll to the neighborhoods and amenities throughout the area.
- **Circulating Trolley** – a transit element linking all current and proposed development areas with the FrontRunner Station.
- **Urban Block Network** – The plan proposes 264' block lengths to provide a flexible framework allowing a phased approach to implementation of proposed land uses. The smaller block network enhances the pedestrian environment and allows for efficient circulation of people and vehicles.

Figure 21 - North Farmington Area Regulating Plan 04/2022



# ZONING UPDATES

## CURRENT ZONING

The planning area is divided into several mixed-use zoning districts. The provisions of the mixed-use districts provide a broad range of uses in order to encourage the development of diverse, interesting neighborhoods. All uses and structures will be sited and designed to be compatible with one another. Figure 22 is the current zoning.

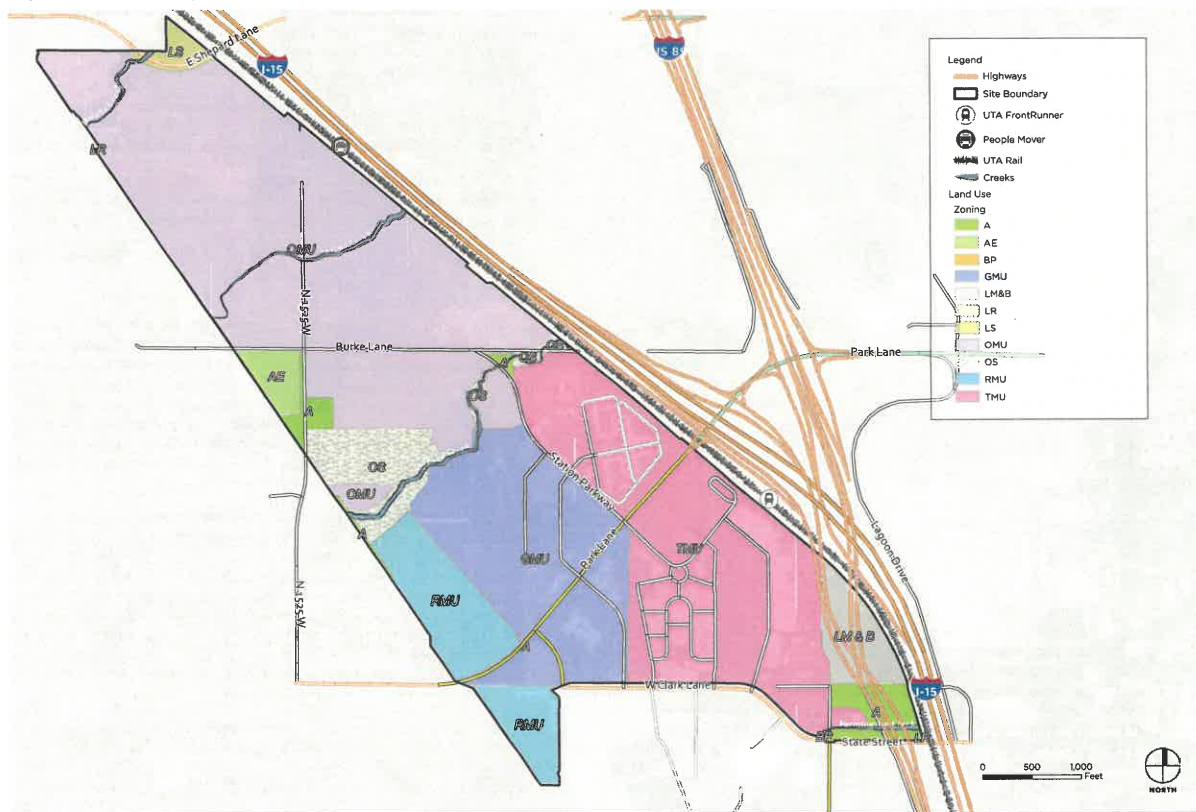
The majority of the North Station sub area is zoned **Office Mixed-use** ("OMU"). The OMU district is intended to be primarily office and commercial, with multiple-unit dwellings allowed as a secondary use. It includes commercial uses appropriate for high visibility locations such as general office, campus uses, and employment centers near collector or arterial streets. The purpose of the district is to encourage office uses in general, allow for a higher intensity of commercial uses than in residentially focused areas, create definition along street frontages, 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. Detached, single-family dwellings are also not allowed.

The next largest zoning district in the planning area is the **Transit Mixed Zone** ("TMZ") that includes most of the Station Area sub area and the developed area north of Park Lane. The TMZ district consists of the approved station park regional retail and mixed-use project and other land within proximity to the transit station. TMZ district projects promote walkability and enhance the desirability of transit use, allowing residents, workers, and shoppers to walk to transit and other destinations within the district. Retail uses in addition to station park are allowed; provided, that they can be designed without compromising walkability within the district. This district promotes the highest intensity of use due to its proximity to mass transit.

A significant percentage of the planning area is currently zoned **General Mixed-use** ("GMU"). The GMU district provides for a mix of commercial, office, retail and multiple unit and attached residential uses of a higher density along or near arterials or major and minor collectors. Developments in the GMU district are required to include site and building design that enhances the character of the streets. A wide range of commercial and residential uses are allowed, including regional scale retail; provided, that it is compatible with the overall sustainable character of the area by fitting into an interconnected street network and conforms to block size, connectivity and other the development standards.

Areas along the western boundary of the planning area are currently zoned **Residential Mixed-use** ("RMU"). The RMU district is primarily residential, allowing single-, two- or multiple-family dwellings. Along collector or arterial streets, development may be either residential or mixed-use, combining residential with

Figure 22 – North Farmington Station Area Zoning – January 2022



neighborhood serving retail, office or service uses. Commercial uses should be located on collector or arterial streets or in areas that already have commercial uses. No maximum residential density is prescribed; instead, the scale of buildings is determined by building form, site envelope and open space standards, and parking ratios. The intent is to encourage a full range of housing types, including affordable housing options.

There are also areas of **Open Space** ("OS") in the planning area. The OS district is intended for publicly and privately owned parks, open space, natural habitats, trails, and a limited range of other uses. OS uses are intended to occur throughout the mixed-use districts to enhance the use and enjoyment of open space, especially the Shepard Creek corridor.

Current densities in all zones are constrained by height, building form, and parking regulations that relate to the type of road. Table 8 identifies the current height requirements.

Table 8: Current Mixed-use Zone District Height Requirements

ZONE	LOCAL ROAD	LOCAL PRIMARY	COLLECTOR/ ARTERIAL	I-15 TRANSITION AREA
RMU *	2		3	
GMU	3		4	
OMU **	4	3	6	5
TMU **	6		8	5
OS ***	1		1	1

\* In addition to the number of stories, the RMU zone district includes building height limitations in feet.

\*\* The I-15 Transition Area requirement is a height minimum for the OMU & TMU zone districts.

\*\*\* In addition to the number of stories, the OS zone district includes building height limits in feet.

Farmington's Project Master Plan (PMP) process is intended to establish the framework for development of large or phased projects, and an approved PMP constitutes an approved master plan for guiding all future development within the defined area. The PMP process seeks to proactively address topics surrounding transportation, mobility, connectivity, water management and quality, drainage and grading, utilities, open space and wetlands allocations, and land use areas through submittal of a conceptual plan.

A PMP is required if any part of a development is within the TMU district, or if a proposed development in the RMU, GMU, or OMU zones anticipate any resulting change in the regulating plan, establish or cause change in water drainage, or anticipate changes in the amount of open space pursuant to section 11-18-106. Design guidelines and development standards shall be required for development in the mixed-use districts, which will be reviewed by SPARC and may be approved as part of the PMP process. However, the PMP process allows for flexibility with regards to development standards and design guidelines as the PMP may be approved without development standards and design guidelines prior to the development plan approval.

An approved PMP may be amended at any time using the process, and may be amended simultaneously with the processing of a site plan application or a site plan amendment. The City Planner/Zoning Administrator shall determine the significance of the amendment and may seek a recommendation by SPARC to make such a determination. Major amendments may include modification of allowable height, mix of uses, or density; the changes to the amount of land dedicated to parks, trails, open space, etc.; significant changes to the location of land uses, or any other aspect of the PMP that would significantly change its character.

**PROPOSED ZONING**

Current zoning allows for implementation of the North Station Area plan with some minor adjustments. Some of the boundaries of the various zone districts may need to be adjusted to more closely align with proposed development type.

In addition, design standards for signage, streetscape, street lighting and street furniture should be added to criteria for development approval in order to create and maintain an identifiable urban environment.

Other zoning provisions to be considered include standards relating to automobile-oriented uses such as drive throughs and gas stations. Generally, these types of uses are discouraged in mixed-use areas and gas stations should be minimized in the North Station area. However, the pandemic has blurred the line between fast-food

and fast-casual food service. Where, before March 2020, the distinctions included real estate choices and dine-in vs dine-away options, both types of food service are now emphasizing dine-away options and, increasingly, fast casual restaurants are looking at stand alone or end cap options to facilitate curb side food pick up. Zoning provisions for the North Station neighborhoods should recognize this trend and facilitate the inclusion of restaurants throughout the area. Restaurant uses requesting dine-away focus should be required to include online ordering and timed curb side pickup. This will eliminate the need for an ordering speaker and car stacking space on site. These two elements – speakers and stacking – have a negative impact on mixed-use areas by disrupting the pedestrian environment and creating noise issues for adjacent residents.

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## APPENDIX A



# Farmington Station Area Market Study

Prepared by: Catalyst Commercial  
Date: January 2022



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## Purpose

The North Farmington Station Transit-Oriented District (TOD) functions as the northern gateway to the greater Salt Lake metropolitan area due to its location at the apex of Interstate 15 and Highway 89. Being sandwiched between The Great Salt Lake and the Wasatch Mountains creates a unique benefit; all consumers entering and existing to the north must pass through Farmington. The North Farmington Station also serves Farmington and greater Davis County commuters with a light rail station that provides connection to the greater Salt Lake region via the Frontrunner Rail and additional stations to the north serve Layton, Clearfield, Roy, and Ogden. The North Farmington Station Transit Oriented District includes approximately 300 acres of undeveloped land, one of the largest TOD development sites on the system. This area is also anchored by Station Park, an award-winning<sup>1</sup> regional mixed-use development with national retail, restaurants, office, and residential. These concerted assets create a recipe for economic growth and prosperity, which must be planned and guided to ensure the district vision and potential is reached.

A Masterplan was completed in 2016 with the Utah Transit Authority (UTA) and the City of Farmington for this area, however since 2016 The North Farmington Station Area has undergone dynamic changes. During this period, ownership has changed, most of whom have consolidated with mixed-use developers or have formed partnerships with developers to take advantage of the location and development potential. In addition, the market has shifted, and each of these proposed developments has uncoordinated programs and unresolved infrastructure issues. In response, the city amended the regulating plan, addressing block structure and infrastructure to accommodate a new planned interchange and development patterns.

Going forward the city must make significant investment to align the area. Future City investment must be aligned with development opportunities to ensure that future development is sustainable and fiscally responsible. Coordinating these efforts will maximize fiscal impact and quality of life for all residents, attract a greater share of the corporate opportunities, and ensure balanced land uses. Therefore, UTA has provided funding to update the Masterplan to align development to take advantage of corporate potential, coordinate multi-modal trails and connections to rail, harness quality development along limited interstate frontage, and leverage future opportunities to create high-quality amenities to increase the quality of life for Farmington residents and increase economic development.

<sup>1</sup> <https://www.randoco.com/2013/station-park-receives-most-outstanding-project-award/>



## Benefits of Mixed-Use TOD's

Farmington is an established community with a diverse distribution of land uses, but there is still significant opportunity to bolster sustainability by taking advantage of first-class, mixed-use development, especially within the TOD context. Mixed-use environments generate much greater operational efficiencies than traditional suburban development and can leverage existing infrastructure to enhance a vibrant, mixed-use destination for the community at large.

According to the American Planning Association (APA), mixed-use districts, including TOD's, create greater value because they can create increased livability. To achieve increased levels of livability, developments should encourage walkability, integrate multi-modal transportation options, increase public and open spaces, create active/programmed places (street dining, pop-up shopping, food trucks, etc.), optimize development potential, and provide a context-sensitive housing mix to support residents of various life stages.

By optimizing land use and accessibility, TODs decrease traffic congestion, improve air quality and public health, lower the cost of living, and make opportunities more accessible (tod.org). Beyond that, successful TODs are destinations designed for people that reflect the core values and priorities of the community. They occur within the existing urban context and compliment the surrounding area. Streets, paths, buildings, open space, and other aspects of the environment are organized to optimize access to and from public transit, making it convenient for people to get where they want to be.

According to Robert Grow, CEO of Envision Utah, "TODs may become economic generators for their communities because of their variety and intensity of land use." Additionally, research shows that thirty-seven percent of new office buildings are around TOD's. This activity can be attributed to places that are situated on or near rail stations.

This Market Assessment will enable the planning team to create a market-based development program, understand timing of and capacity for phasing purposes, and accommodate phased development of various ownership parcels within one cohesive development that will maximize values for the property owners, the City, and future occupants within the district.

## Executive Summary

**Retail Demand** - The existing retail at Station Park, connectivity via interstate and rail, as well as synergy with the Lagoon has allowed the site to establish itself as a significant regional retail destination. As a result, the retail trade area serves a significant geographic area with a population of 387,731. The result of the large regional population is significant purchasing power, and ultimately a need for a significant variety of retail goods and services. The site is ideally positioned to capitalize on the significant amount of retail demand, with the ability to support 483,183 square feet of unmet demand.



**Corporate Demand** - With strong regional talent, connectivity to the greater region, and market fundamentals to support development, the study area is positioned to capture a significant amount of office development. A corporate campus of ~250,000 square feet could be absorbed on an annual basis, assuming appropriate planning and context are integrated into the larger development (housing, goods and services, infrastructure, etc.)

**Residential Demand** - Based on current and anticipated home ownership and rental rates, there is demand for 900 rental units and 708 owner-occupied housing units that the North Farmington Station TOD area can capture on an annual basis. The total demand for units is broken down further by income-qualified rent and home prices by age groups. The analysis assumes a moderate capture rate of the regional demand, designed to reflect the study area's potential portion of capture.

## Emerging Objectives:

Based upon planned developments and input from stakeholders and staff, the following economic development-oriented objectives have been outlined as critical steps to achieving the envisioned first-class development:

- Balanced and purposeful integration of mixed-use - Creating high-quality mixed-use developments through thoughtful merchandising with the appropriate scale and density. The integration and utilization of well-defined development principles will be critical to maximize economic development opportunities. These developments should be mindful of the existing uses throughout the community and seek to leverage the existing and desired character set forth while creating a unique feel.
- Create sustainable development that continues to increase in value over time - Creating high-density districts with first-class amenities will help create the context to attract a wide range of choice talent and corporate users. Developments should relate to both the built and natural environments to maximize the value of the human experience. As properties are developed, they should relate to adjacent commercial development and incorporate appropriate transitions so that as the district develops future projects are thoughtful of adjacent uses.
- Create a phased approach that minimizes risk and maximizes returns for the city and its neighbors - Future development should be balanced so that it does not diminish the value of existing development but scales with density to achieve the greatest amount of economic impact. Quality development generally develops over time across multiple economic cycles; therefore, having strong standards in place will allow for incremental growth over time that increases in value.



- Encourage development that maximizes the tax benefits for the City of Farmington - Quality development requires substantial public and private infrastructure. These include roads, sewer, water, drainage, parks, open space, and cost to provide public services. In addition, these facilities must be maintained and eventually replaced. Future growth, therefore, must accommodate revenues that service the public investment. Quality development will create opportunities to attract additional businesses, grow a vibrant population, and provide exciting destinations for the community; however, the city should encourage quality developments that ensure long-term growth of the tax base and quality of life to maintain fiscal sustainability and resiliency.

- Preserve natural areas and protect open space. - Open space can include public and private property. It can be active, passive, recreational, or nonrecreational. Open space has proven not only a valued amenity for human psychology, but study after study has shown that developments that integrate open space demand greater returns.



## Market Demand

### Residential

To understand residential demand for the Farmington Station Area, Catalyst calculated residential demand for the competing region, defined as Davis County. The resulting regional demand was calibrated based upon Farmington Station Area’s potential capture rate to arrive at a realistic absorption rate on an annual basis. The capture rate used to inform Farmington Station Area’s potential capture of regional demand was informed through the utilization of historical building permits and future household projections. Demand for residential units within the Farmington Station Area is a function of projected growth across the greater region, meaning the station area will compete to capture these households amongst other communities, as well as other locations within Farmington.

To configure and better understand the potential demand, it was broken down not only by income categories, but also by age groups. This level of analysis allows for a significantly greater understanding of the potential product types in demand as the associated groupings tend to represent different preferences in terms of home typologies.

Our analysis indicates that the region is projected to gain over 1,850 total new households on an annual basis over the next five years due to net migration and natural increase (residents entering the homebuying life stage). The annual household growth is anticipated to generate potential demand for 1,195 new households based on the number of qualified earners coupled with the existing ownership propensity throughout the region. However, potential demand for new households is also significantly influenced by potential capture of those in turnover; represented by both existing owner (3,524) and renter-occupied (3,525) households who anticipate purchasing a new household upon moving. The total potential demand for new households in the region is anticipated to exceed 4,700 on an annual basis for the region. The tables below represent the relationship of qualified household income to attainable home value/affordable monthly rental rate.

Owner-Occupied	
Qualifying Household Income	Home Value
Less than \$35,000	Less than \$100,000
\$35,000 - \$50,000	\$100,000 - \$150,000
\$50,000 - \$75,000	\$150,000 - \$200,000
\$75,000 - \$100,000	\$200,000 - \$250,000
\$100,000 - \$150,000	\$250,000 - \$350,000



\$150,000 - \$200,000	\$350,000 - \$450,000
Greater than \$200,000	Greater than \$450,000

Renter-Occupied	
Qualifying Household Income	Monthly Rent
Less than \$35,000	\$500 - 750
\$35,000 - \$50,000	\$750 - \$1,000
\$50,000 - \$75,000	\$1,000 - \$1,500
\$75,000 - \$100,000	\$1,500 - \$2,000
Greater than \$100,000	Greater than \$2,000

The Farmington Station Area is positioned to capture a sizable portion of potential future development based on existing gravity, access to jobs/population, transportation, and a variety of other factors. Limiting factors include physical constraints, zoning, drainage and floodplain, and ownership goals.

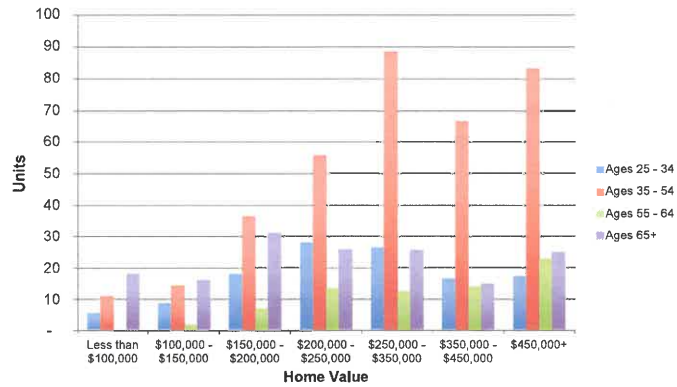
### Owner-Occupied Demand

With regards to owner-occupied demand, across all income categories, our projections show that the Farmington Station Area has the potential to capture more than 700 new owner-occupied units annually based on a conservative capture rate (15% of regional demand), of which, there is demand for over 59% of total new homes valued above \$250,000. To better understand, the owner-occupied residential demand was broken down not only by income categories, but also by age groups.

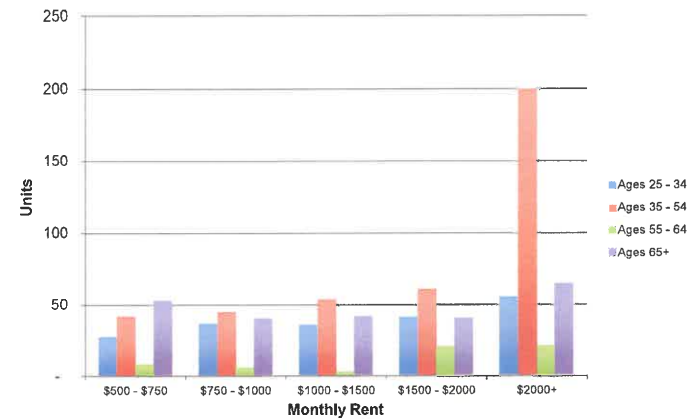
Most of the potential demand is anticipated to be generated by the 35 – 54-year-old age group (51%), while there is also moderate demand (22%) for the age 65+ group and 25-34 age group (17%). The consumer preferences between age groups illustrate a desire and ability for the station area to offer a variety of home typologies and product types, based on context and location among other factors. The chart below illustrates the potential annual demand for owner-occupied housing by age group within the station area.



**Farmington Station Area Annual Owner-Occupied Demand**



**Farmington Annual Renter-Occupied Demand**



**Renter-Occupied Demand**

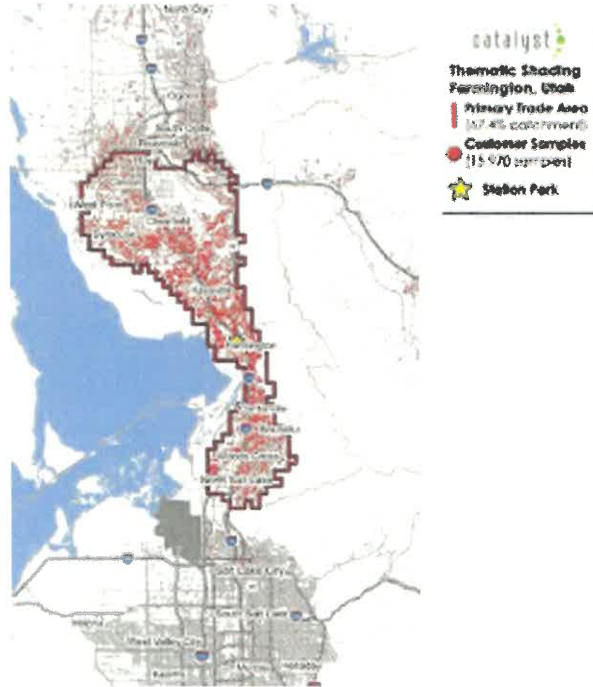
The analysis of renter-occupied demand shows most of the total 900/annual unit demand (56%) is anticipated to accommodate units that support the market rate of \$1,500 + monthly rent. The age group anticipated to generate the most demand is the 35 – 54-year-old age group (45%). The second largest amount of renter-occupied demand is generated by the 65+ age group (27%). The product typology for each of these age groups and price points can vary based on context.

According to Robert Grow, "Since 2010, 43% of all new multifamily units built in the Wasatch Front have been built within half a mile of a rail station, which is about a thousand steps. So that means we're building lots of housing which is transit-oriented development where people can have housing right near the station and be able to use the transit system and avoid using a car and lower the cost."



**Retail**

In February 2021, Catalyst conducted a customer intercept study that included nearly 16,000 unique samples. These samples were collected from the Farmington Station using Common Evening Locations (C.E.L). These samples were geocoded to statistically construct the PTA. Catalyst utilized a conservative 67.4% capture rate of the total samples to define the Primary Trade Area. Due to the regionality and gravity of Station Park, the resulting trade area is reflective of a large destination-based population served by an area covering much of the metro area. The population of the PTA is greater than 387,731 residents.



**Trade Area Summary**

- Population – 378,731
- Households – 116,661
  - Owner-occupied – 75%
  - Renter-occupied – 22%
  - Vacant – 4%
- Median Household Income - \$85,544
- Average Household Income - \$101,242
- Median Home Value - \$316,218
- Per Capita Income - \$31,215
- Median Age – 31
- % Population 18+ - 68%

To calculate potential demand in square footage, Catalyst analyzed leakage within the PTA (potential demand in dollars less the existing supply in dollars). The result is retail gap or "leakage", the amount of dollars being spent on retail categories outside of the community. To calculate demand in square footage, Catalyst analyzed retail leakage within the PTA including the estimated individual demand generated from the regional student population, local workforce, commuter traffic, visitor, and residential drivers, and converted the amounts to square footage based on extensive industry knowledge and experience.

Population growth and the resulting household growth is generally the largest driver of retail demand for communities, especially in communities that are not served by disproportionate amounts of employees (major employment centers, central business districts, etc.). The residential component of the community often provides up to 80% of total retail demand in each market. Purchasing power represents the ability of a specified geography to purchase goods and services based upon the relationship of population and median household income. Research conducted by the International Council of Shopping Centers (ICSC) indicates that individuals spend 24% of their income on retail goods and services. The resulting retail goods and services purchasing power for the PTA is nearly \$2.4 Billion, which equals out to 6,000,000 square feet of supportable retail goods and services (assuming \$400/square foot). While the amount of retail leakage within the PTA indicates oversaturation in several categories, the undersupplied categories accrue a total 422,799 square feet of potential unmet retail demand. This potential demand accounts for categories that are currently underserved, although some oversaturate categories prove to be more resilient towards market factors and oversaturation, inducing additional demand.

With connectivity to the rest of the region via I-15, and FrontRunner rail, the site is uniquely positioned to funnel and capture destination retail gravity along these transportation routes. According to the UTA, roughly 157 people on average board the FrontRunner at Farmington Station. According to the Utah Department of Transportation (UDOT), nearly 125,000 vehicles pass by the site along I-15 daily. The resulting demand generated by commuters totals just shy



of 15,000 square feet of demand. Gateway features and a pronounced street edge can be an integral part of attracting potential visitors and can help establish and define boundaries and celebrate an identity. The perception of a development and its ability to attract and retain interest is often shaped by the quality and experience-related key thoroughfares.

Workforce generated demand represents a strong opportunity and existing component of the overall retail demand, especially with regards to daytime population and goods and services that facilitate the workers' life. Increased corporate presence will allow the study area to remain active throughout the day, supporting goods and services, while creating partnerships between the community and employer. Typical goods and services that are driven by workforce and commuters generally include: grocery stores, health and beauty stores, gas stations, general merchandise stores, office supply stores, sporting goods stores, and restaurants and eating establishments. Workforce generated demand accounts for more than 42,000 square feet of the total potential demand for the station area.

While existing demand may be satiated by future development, future population and household growth within the PTA will continue to generate additional demand for goods and services. For example, households with a median income of \$100,000 are anticipated to generate an additional \$24,000 in purchasing power. At a 70% capture, each additional household making \$100,000 can be estimated to generate 42 square feet of demand for retail goods and services. If the PTA adds an additional 1,000 households, this will generate demand for 4,200 square feet of retail development. Similarly, increased regional employment and traffic volumes will only increase demand as well.

According to the Urban Land Institute's (ULI) Emerging Trends in Real Estate (2021), several thousand interviewees and survey respondents indicated that "one of the most oft-mentioned themes that we heard was that COVID-19 did not create new trends but accelerated those that were already underway." To continue growing and thriving, cities will be tasked with creative adaptation. While there is no prescribed response, it's mentioned numerous times by professionals and industry experts that additional green space and outdoor activities should continue to improve livability for existing residents while retaining and attracting residents who continue to value an urban lifestyle.

The role of mixed-use, pedestrian-focused developments in cities continues to evolve from the historical perspective as a community's retail shopping hub to a cultural and entertainment destination providing a variety of uses and cultural events within a walkable context. Building upon and enhancing a walkable urban environment within Farmington will enhance and fortify its long-term well-being and sustainability. Both the immediate context and character of these environments are characterized by a street grid pattern with walkable blocks, and a variety of land uses.



Potential Supportable Retail Square Footage by Retail Category					
Category	NAICS	Workforce	Commuter	Residential	Total
Auto Parts, Accessories & Tire Stores	4413	-	457	-	457
Furniture Stores	4421	-	-	23,715	23,715
Home Furnishings Stores	4422	-	-	12,876	12,876
Electronics & Appliance Stores	4431	1,762	575	686	3,023
Bldg. Material & Supplies Dealers	4441	-	-	54,829	54,829
Lawn & Garden Equip & Supply Stores	4442	-	-	818	818
Grocery Stores	4451	3,684	1,635	94,885	100,246
Specialty Food Stores	4452	-	-	26,350	26,350
Beer, Wine & Liquor Stores	4453	-	-	1,463	1,463
Health & Personal Care Stores	446,4461	7,109	575	92	7,798
Gasoline Stations	447,4471	-	7,513	8,414	16,028
Clothing Stores	4481	1,326	628	142	2,119
Shoe Stores	4482	1,823	1,150	-	3,016
Jewelry, Luggage & Leather Goods Stores	4483	1,389	548	8,949	10,907
Sporting Goods/Hobby/Musical Instr. Stores	4511	790	575	-	1,365
Book, Periodical & Music Stores	4512	-	-	7,441	7,441
Department Stores Excluding Leased Depts.	4521	2,370	575	-	2,945
Other General Merchandise Stores	4529	10,937	863	37,271	49,071
Florists	4531	-	-	1,545	1,545
Office Supplies, Stationery & Gift Stores	4532	2,674	575	1,402	4,651
Used Merchandise Stores	4533	-	-	-	-
Other Miscellaneous Store Retailers	4539	-	-	46,363	46,363
Full-Service Restaurants	7221	3,474	967	77,791	82,279
Limited-Service Eating Places	7222	4,679	1,370	-	6,114
Special Food Services	7223	-	-	7,165	7,165
Drinking Places - Alcoholic Beverages	7224	-	-	10,602	10,602
<b>Total Demand (SF)</b>		<b>42,016</b>	<b>18,107</b>	<b>422,799</b>	<b>483,183</b>



**Office**

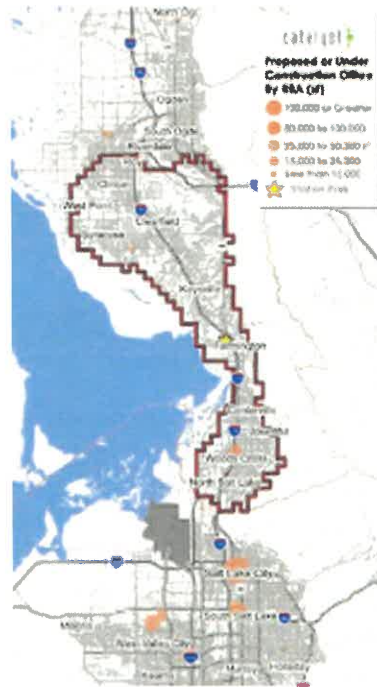
Utah's thriving tech sector is driving much of the state's economic success, sourcing from its deep talent pool and relative affordability, especially compared with other growing tech hubs of the west coast. Examples of this phenomenon can be seen through a variety of developments, but perhaps none more pronounced than the Silicon Slopes, the hub of Utah's startup and tech community, and the University of Utah Research Park, also known as Bionic Valley, a bioengineering epicenter on the campus of the University of Utah in Salt Lake City.

Site Selection Magazine discusses how the success of mixed-use developments has changed the relationship between major employment and retail in an urban area, stating that "the once-discrete markets of office and retail" now share an "interwoven nature of value" in context of planning and development, meaning it is important to strike a balance between attracting new major employers and establishing new retail hubs.

**Regional Characteristics**

According to the Davis County Community & Economic Development department, nearly 1 in 4 jobs in the county are in government. Most of those jobs are a result of Hill Air Force Base, which constitutes over 20,000 jobs related to military, civil services, and private contracting. There are several other large regional employers located in Davis County. Davis County is home to a total of 99,735 employees, of which Farmington constitutes roughly 9.5% of total employment. A breakdown of local employment by industry is in the Appendix.

The acronym "STEM" (Science, Technology, Engineering, and Mathematics) is widely used in discussions across government, academia, and business, to characterize employment with an increased emphasis on innovation and its implications for the economy and labor market. Another



implication of STEM employment is the utilization of office space, as these employment categories tend to rely on office employment to carry out daily activities. Of the total employment in Davis County, an estimated 39% fall within the STEM category (Information, Finance & Insurance, Real Estate Rental & Leasing, Professional, Scientific & Tech Services, Management of Companies & Enterprises, Educational Services, Health Care & Social Assistance, and Arts, Entertainment & Recreation) compared to more than 51% in Farmington. According to the Utah STEM Action Center, 10% of Utah's \$150 billion economic activity is directly related to STEM activities. Concerted efforts throughout the state provide opportunities for kids to learn the necessary skills and develop them into viable employment opportunities. Regional partnerships and opportunities related to STEM make the state a premier destination for tech start-ups and local employers invested in the community. Local employers that have previously supported the STEM Awareness Campaign included Comcast, Merit Medical, Nelson Labs, IMFlash, L3, NuSkin, and ATK.

Analyzing existing employment in Farmington reveals a pattern of commuter-oriented employment. According to the U.S. Census Bureau, over 90% of people who work in Farmington live outside of the community, leaving less than 10% of the City's workforce as both residents and workers. Opportunities exist to create employment that serves the highly-educated, white-collar workforce that exists in Farmington. A table of the existing workforce characteristics in Farmington is found in the Appendix.

**Corporate Attraction Factors**

Corporate attraction requires satisfactory access to workforce characteristics. Some key characteristics that help inform the (re)location of corporate campus' are characterized below:

- Access to talent
- Distance to airports
- Access to a variety of transportation networks (multimodal)
- Synergies with the existing or similar industry employment (clustering)
- Availability of infrastructure (water, sewer, fiber, rail, etc.)
- Physical design and features
- Housing that supports the workforce
- Entertainment / community components

**Access to Talent:**

Under most circumstances, within 20 minutes of Farmington you can be at Weber State University, Hill Air Force Base, Downtown Ogden, Downtown Salt Lake City, or University of Utah.

**Distance to Airport:**



Farmington is only 20 minutes away from Salt Lake International Airport via car and due to the Farmington Station, commuters can access the airport via the Green Line and Front Runner within 1 hour.

**Access to multi-modal transportation:**

With regards to prospective development, transportation was top of mind for most of the developers and corporate end users interviewed in the 2020 Gensler US Workforce study. Almost all participants were involved in local or regional initiatives to reduce the friction for their employees to travel and to get to work daily. Examples of efforts to improve transportation connectivity ranged from integration of high-speed rail to more direct flights, to shuttle services, to transportation as a service. Farmington is ideally positioned to support a variety of transportation methods including auto, commuter rail, and pedestrian (walking/biking).

**Capturing a regional office market**

The greater Ogden office market is home to over 14 million total square feet of office space product, distributed across 981 buildings. Of the total office space in the market, only 9.3% (1,308,126 square feet) is Class A.

Since 2005 Farmington has absorbed 250,777 square feet of office space compared to 2,934,223 absorbed throughout the entire Ogden market. All of Farmington’s Class A office (2 buildings) has been absorbed since 2017. Alternatively, just under 60,000 square feet of the office space in Farmington is Class A.

Currently, 7.4% of the total office space in the market is vacant, compared to 11% of the Class A. While the average absorption for the Ogden market has registered at just under 175,000 square feet since 2005, nearly 45,000 of that has been Class A. The current gross direct rent of \$24.77 in Farmington is significantly higher than the \$18.87 in the market.

The adjacent map shows office under construction or planned in the greater Farmington region.

Given the historical rate of absorption, lack of Class A product, and established regional context, it’s feasible to believe that a corporate campus of ~250,000 square feet could be absorbed on an annual basis.



## Program Justification

New experiential and entertainment uses centered on one-of-a-kind activities such as art, amusements, or food, are continuing to push the boundaries of what is supportable in shopping centers. Noticeable increases in food uses across retail venues can be observed, including food halls, which now seem ubiquitous in some areas.

	Owner-Occupied Residential	Renter-Occupied Residential	Retail	Office
Demand	High	High	Moderate	High

Opportunities	Owner-Occupied Residential	Renter-Occupied Residential	Retail	Office
	Mixed-use / Planned Development. Strong population growth and regional job market create high demand for quality housing. White-collar residents can serve the local workforce. Existing neighborhoods have set precedence for high-quality development.	Mixed-use / Planned Development. High-quality product that connects and accentuates the existing neighborhood fabric. Connectivity and open space are highly desirable amenities.	Mixed-use. Access to a largely regional population, as well as neighborhood. Growing population and incomes will create demand for additional retail. Leverage existing retail gravity from Center Park.	Corporate Campus. Access to a high-quality local population that can provide an employment pool. Multimodal transportation allows for draws from the entire region. Interstate frontage. Few owners make development more plausible. Access to vast trail network and regional interstate with corporate visibility



<b>Challenges</b>	Providing wide range of housing to accommodate local workforce without creating adjacency issues.	Creating balanced neighborhoods and placement of strategic higher density product to activate developments and above commercial to maximize yield	Competing with area planned centers and second-generation space (if available)	Location is a greater distance from the SLC urban core. The Salt Lake region is a secondary market in the US.
<b>Target</b>	Market rate. Moderate rate. High-density	Mixed- high density product	Regional retail, entertainment, restaurants, local service, and daily needs	Class A corporate campus, co-working, regional satellite office space to cater to suburban population.
<b>Target Market Values</b>	\$250K + home values. Mix of market with affordable mix.	\$2 +/-SF rental rate	\$20+/-SF rental rate	+/- \$30/SF rental rate in market
<b>Absorption</b>	Demand for 708 units annually	Demand for 900 units annually	Demand for over 480,000 SF across all categories	Demand for +/- 250,000 SF annually



## Fiscal Summary

The proposed concept plan includes over 8M square feet of commercial/office, approximately 531,000 square feet of retail, and more than 8.25M square feet of residential product supporting 8,259 residential units including 350 townhomes. In addition, there are 49 additional parking facilities to accommodate the proposed program. The remainder is proposed for parks, open space, and public facilities and amenities.

Proposed Building Square Footage/Units	SF/Units	Unit Size	SF
Commercial Office	8,029,800		
Retail (1 level)	531,000		
Residential Multi Family Sq. Ft.	8,259,000		
Residential Units (1 DU / 1k sf)	8,259	2,500.0	17,238,000
Townhomes Units (west-side buffer)	264	1,800.0	475,200
Townhomes - Wasatch Properties (9.41 acres)	86	1,800.0	154,800
Apartments - Wasatch Properties (7.67 acres)	459	800.0	367,200

The proposed program creates over \$5.6B in net new proposed development, and \$349M in additional parking facilities. The total project value at build-out is estimated at nearly \$6B.

Based upon local tax rates, the project would generate over \$75M in annual net new fiscal benefits to the City of Farmington, Davis County, and local taxing entities.

PROPERTY TAXES:	Tax Rate	Annual Taxes
<b>Total Property Tax</b>	<i>Effective Rate:</i> 0.012537	\$75,085,333

In addition, the additional commercial would create an estimated \$106M in additional commercial revenue that would equate to an additional \$7.7M in additional property taxes.

Estimated Gross Sales		\$106,200,000
Utah	4.85%	\$5,150,700
Davis Co	1.80%	\$1,911,600
City of Farmington	0.10%	\$106,200
Davis Co Tr	0.50%	\$531,500
<b>Total</b>	<b>7.25%</b>	<b>\$7,699,500</b>

*Note: Assumptions are based upon similar projects and current tax rates. Results are subject to change and limited to the amount of actual future development that occurs. Future development could be affected by changing market conditions, entitlement, availability of infrastructure, and other uncontrollable or unforeseen events.*

## APPENDIX B



# Memorandum

**Date:** January 21, 2022  
**To:** Christine Richman, GSBS, Jordan Swain, UTA, and Farmington City staff  
**From:** Kathrine Skollingsberg, Fehr & Peers and Christopher Bender, Fehr & Peers  
**Subject:** Farmington FrontRunner Park-and-ride Parking Comparison; Farmington Station Transit Ridership Split Analysis

UT21-2264

## Introduction

Areas surrounding the Farmington FrontRunner Station have undergone numerous planning efforts over the past ten years and are now experiencing tremendous growth. The area directly adjacent to Farmington Station is currently controlled by UTA and is being used as a park-and-ride. UTA would like to consolidate the car storage involved in this park-and-ride, making a substantial portion available for transit-oriented development. To better understand how much space can be used to build new transit-oriented land uses, Farmington City requested that Fehr & Peers approximate the peak parking demand in the park-and-ride.

The City of Farmington is also overseeing the development of a station area plan for the Farmington FrontRunner station. As part of this plan, the City wants the following questions answered:

- How many parking stalls are needed to support transit ridership at the FrontRunner station, and how many existing parking stalls could be repurposed for another use?
  - How does parking utilization at the Farmington FrontRunner Station park-and-ride lot compare to other park-and-ride lots at the Clearfield, Layton, and Woods Cross FrontRunner Stations?
- At the Farmington station, approximately how many riders parking in the park-and-ride lot are using FrontRunner versus the express bus or the shuttle?

## Key Takeaways from the Parking Demand Analysis

Fehr & Peers reviewed historical aerial imagery and measured in-person parking utilization to better understand the existing parking demand at the Farmington FrontRunner Station park-n-ride parking lot. Historical aerial imagery shows that weekday peak parking demand ranged between 264 and 368 stalls of demand during the years leading up to the COVID-19 pandemic, but recent parking demand counts showed only 156 stalls of demand in 2021. Due to social distancing measures, UTA transit demand has decreased since 2020 and has yet to scale back up to pre-pandemic levels.

Fehr & Peers also performed several parking analyses to assess the likely parking demand of a proposed infill development in the Farmington Station park-n-ride. The shared parking analysis indicated that the development would experience between 677 and 834 stalls of demand on weekdays and between 443 and 557 stalls of demand on weekends, though Farmington only requires 665 total spaces due to the development's proximity to rail transit.

2180 South 1300 East | Suite 220 | Salt Lake City, UT 84106 | (801) 463-7600  
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While the current park-and-ride demand is currently much lower than it was before the ongoing COVID-19 pandemic, UTA has indicated that ridership, and therefore park-and-ride demand, is anticipated to return to pre-2020 levels. Therefore, Fehr & Peers recommends meeting parking requirements from Farmington City by providing 665 spaces for the proposed infill development and providing an additional 264 spaces to meet the pre-COVID park-and-ride demand at the transit station; that equates to approximately 929 parking stalls of demand at this location.

## Key Takeaways from the Transit Parking Utilization and Ridership Split Analyses

Since at least 2017, the average parking utilization at the Farmington FrontRunner Station park-and-ride lot is on average less than half the total stall count. The average parking utilization is approximately 37%. As a result, the Farmington park-and-ride lot has approximately 63% of its stalls that could be repurposed for other uses. The park-and-ride lot typically has a lower overall average utilization than the park-and-ride lots at the Clearfield, Layton, and Woods Cross FrontRunner Stations. The occupancy volume and total capacity show that Farmington has one of the lowest pre-COVID average utilization of all the evaluated park-and-ride lots. However, of the four lots evaluated, it was more than double the area size of the Layton and Woods Cross park-n-ride lots and, therefore, is not useful as a direct comparison.

Between 2019 and 2021, FrontRunner had the highest proportion of ridership share, often more than half of the total riders. Route 667 Lagoon / Station Park Shuttle typically had the second-highest proportion of riders, and route 473 SLC - Ogden Hwy 89 Express had the third-highest proportion of riders. Some of these boardings will be accounted for by transfers. For instance, there is likely a high amount of transferring between route 667 and FrontRunner. However, UTA currently has no available data on transfers, and UTA's boardings data doesn't account for them. As a result, riders may be counted twice.

**Note on Situational Impacts:** Travel patterns and transit ridership in Utah have been impacted by the ongoing COVID-19 pandemic. Transit ridership has declined across heavy rail, light rail, and bus<sup>1</sup>. As of the date of this memo, it remains to be seen how much or how long impacts may persist. For information regarding UTA's COVID-19 Safety and Recovery plan, visit <https://arcq.is/1yOK4>.

## Study Site

The Farmington FrontRunner station is located just north of the Station Park shopping center in Farmington, Utah, just south of the Park Lane/I-15 interchange. The park-n-ride facility provides 872 total parking stalls, with 853 stalls currently usable<sup>2</sup>. The park-and-ride is primarily used by commuters who drive their passenger vehicles to the parking lot and then commute to other locations via FrontRunner.

A Chic-Fil-A fast food restaurant is located within the same parcel and provides 33 of its own parking stalls.

During the COVID-19 pandemic, transit ridership was observed to decline, so the park-and-ride was studied to understand the ongoing effects of the pandemic and the likely future parking demand at the station.

<sup>1</sup> Source: UTA Ridership Portal <https://rideuta.maps.arcgis.com/apps/dashboards/43fc692872714c418a83343f481c2e99>

<sup>2</sup> As of the date of this memo, approximately 19 stalls were occupied by construction equipment. 853 stalls is the number that is used in the utilization analysis memo.

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## Park-and-Ride Parking Demand

### Historical Aerial Imagery Parking Occupancy Counts

Fehr & Peers reviewed pre-COVID-19 aerial imagery from Google Earth and counted the occupied parked vehicles.

- 6/4/2013: 368
- 6/16/2015: 298
- 9/10/2018: 328
- 7/18/2019: 264

The peak parking demand of 368 occupied stalls was observed on June 4, 2013; approximately 43% of total capacity.

### In-Person Parking Occupancy Counts

Fehr & Peers visited the Farmington FrontRunner station on the afternoon of November 10<sup>th</sup> to observe parking occupancy at the park-and-ride. We visited the park-and-ride lot during the afternoon to observe the assumed commuter peak parking demand – after the morning commuters had all departed for work and before they had returned from work. Approximately 156 occupied parking stalls were observed in the park-and-ride facility. However, it should be noted that 38 of those parked vehicles appeared to be parked to work at the construction site to the south of the park-and-ride. Even including the construction-related parking demand, parking occupancy was observed to be less than half of the peak parking demand observed in the pre-COVID-19 aerial imagery counts.

While the park-and-ride demand is currently much lower than it was before 2020, UTA has indicated that ridership, and therefore park-and-ride demand, is anticipated to return to pre-COVID-19 levels. Therefore, Fehr & Peers recommends preserving approximately 264 park-and-ride stalls for transit users, which represents the low-end of the samples from before 2020, but over 100 stalls more than the 2021 sample.

### Infill Development Parking Analysis

Since a large portion of the parking space in the Farmington Station park-and-ride remains unused all year long, UTA intends to redevelop a portion of the area into a transit-oriented development. The goal of this development is to activate and energize the area with housing, retail, and job opportunities while increasing transit ridership at the nearby commuter rail and express bus station.

The infill development is proposed to include the following land uses:

- General office space: 151,200 square feet
- Retail space: 36,000 square feet
- Mid-rise multifamily housing: 330 units

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### Literature Review

To understand the parking demand of the proposed infill redevelopment, Fehr & Peers reviewed and compared parking rates from the following sources to calculate the required number of parking spaces for the project site:

- Farmington, UT Code of Ordinances, 11-12-040, *Minimum Parking Spaces Required*
- Institute of Transportation Engineers (ITE) *Parking Generation Manual, 5<sup>th</sup> Edition*
- Urban Land Institute (ULI) *Shared Parking, 3<sup>rd</sup> Edition*

Farmington’s minimum parking space requirements were reviewed to provide local context for the level of parking that would typically be expected of a development of this nature within the City. The ITE and ULI manuals were also reviewed to provide national-level context.

The most recent edition of ITE’s *Parking Generation Manual* also includes standardized parking generation rates for 121 different land uses and differentiates the levels of parking demand observed at rural, general urban/suburban, dense multi-use urban, and center city core sites based on nation-wide data collected between 1980 and 2017.

*Shared Parking* is the result of a collaboration between ULI, the National Parking Association (NPA), and the International Council of Shopping Centers (ICSC) to publish national guidelines for estimating, planning, and implementing parking for mixed-use developments. The most recent *Shared Parking* edition was published in 2020 and provides parking reduction recommendations for 32 different land uses in mixed-use developments. The manual also includes recommendations for parking reductions based on time-of-day, month-of-year, non-captive ratio (parking at a single space for multiple purposes), and mode shift (drivers shifting to walk/bike/transit) factors.

Due to the large, consistently updated bodies of data in both ITE’s *Parking Generation Manual* and in ULI’s *Shared Parking*, both documents are considered national state-of-the-practice resources when performing parking studies and were reviewed to provide additional insight into the potential parking demands of the development.

**Table 1** shows the parking requirement rates from each source listed above for the proposed future land uses.

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**Table 1: Parking Requirement Rates**

Source	Land Use	Units	Required Parking Rates	
			Weekday	Saturday
<b>Farmington<sup>1</sup></b>	Studio	Dwelling Unit	1.85	1.85
	1 Bedroom	Dwelling Unit	1.85	1.85
	2 Bedroom	Dwelling Unit	1.85	1.85
	3+ Bedroom	Dwelling Unit	1.85	1.85
	Office	ksf (1,000 sq ft)	3	3
<b>ITE<sup>2</sup></b>	Retail	ksf (1,000 sq ft)	4	4
	Studio	Dwelling Unit	1.31	1.22
	1 Bedroom	Dwelling Unit	1.31	1.22
	2 Bedroom	Dwelling Unit	1.31	1.22
	3+ Bedroom	Dwelling Unit	1.31	1.22
<b>ULI<sup>3</sup></b>	Office	ksf (1,000 sq ft)	2.39	0.28
	Retail	ksf (1,000 sq ft)	3.77	4.58
	Studio	Dwelling Unit	0.95	1
	1 Bedroom	Dwelling Unit	1	1.05
	2 Bedroom	Dwelling Unit	1.75	1.8
	3+ Bedroom	Dwelling Unit	2.6	2.65
	Office	ksf (1,000 sq ft)	3.32	0.34
	Retail	ksf (1,000 sq ft)	3.6	4

1. Parking ratio requirements from Farmington, UT Code of Ordinances, 11-32-040, *Minimum Parking Spaces Required*.
2. ITE Parking rates from the *ITE Parking Generation, 5th Edition, 2019*, for multifamily housing (mid-rise) (land use 221), general office building (land use 710), and shopping center (land use 820).
3. ULI parking rates from *Shared Parking, 3rd Edition, 2020*, for residential (studio efficiency, 1 bedroom, 2 bedrooms, and 3+ bedrooms), office (100 to 500 ksf), and retail (<400 ksf).

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The required number of parking stalls for the proposed land uses was calculated using parking rates displayed in **Table 1**. The calculated required parking spaces for the different sources are shown in **Table 2**. It should be noted that the Farmington Code of Ordinances, Title 11-18-100, includes a table with off-street parking reductions for developments near rail stations. The required parking spaces per the Farmington requirements are listed in the table, both with and without the reduction.

**Table 2: Required Parking Spaces**

Source	Land Use	Unit Quantity	Required Parking Spaces	
			Weekday	Saturday
<b>Farmington</b>	Multifamily Housing	330 Dwelling Units	611	611
	Office	151.2 ksf	454	454
	Retail	36 ksf	144	144
	<b>Total</b>		<b>1209</b>	<b>1209</b>
<b>Farmington<sup>1</sup></b>	Multifamily Housing	330 Dwelling Units	366	366
	Office	151.2 ksf	227	227
	Retail	36 ksf	72	72
	<b>Total</b>		<b>665</b>	<b>665</b>
<b>ITE</b>	Multifamily Housing	330 Dwelling Units	107	100
	Office	151.2 ksf	361	42
	Retail	36 ksf	136	165
	<b>Total</b>		<b>929</b>	<b>610</b>
<b>ULI</b>	Studio	82 Dwelling Units	78	82
	1 Bedroom	82 Dwelling Units	82	86
	2 Bedroom	83 Dwelling Units	145	149
	3+ Bedroom	83 Dwelling Units	216	220
	Office	151.2 ksf	502	51
	Retail	36 ksf	130	144
	<b>Total</b>		<b>1153</b>	<b>732</b>

1. Farmington, UT Code 11-18-100 Table 18.4 includes recommendations to reduce residential parking by 40%, retail parking by 50%, and office parking by 50% for developments within 1/8 miles of a rail transit station.

This literature review was performed to summarize parking supply recommendations from various sources before any reductions. As shown in the table, the Farmington Code of Ordinances includes recommendations to reduce residential parking by 40%, retail parking by 50%, and office parking by 50% for developments within 1/8 miles of a rail transit station, so Farmington would only require the infill development to provide 665 total parking stalls due to its proximity to the UTA transit station.

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### Shared Parking Analysis

Since the proposed infill development includes multiple uses, Fehr & Peers also performed a shared parking analysis using the methodology outlined in ULI's *Shared Parking, Third Edition* manual. *Shared Parking* contains guidelines that are considered the national state-of-the-practice for determining shared parking reductions. The methodology in *Shared Parking* "provides a systematic way to apply appropriate adjustments to parking ratios for each use in a mixed-use development" (ULI, 2020) based on nationally collected data. The shared parking analysis accounts for the following factors:

- the unit count of each proposed land use,
- traffic shifting to walk/bike/transit modes,
- trips captured internally to the development site,
- changing parking patterns by time of day,
- changing parking patterns by month of the year,
- differing patterns between employees, visitors, and residents.

The primary benefits of sharing parking are that multiple land uses can use the same parking space during different times of the day. For example, residential and office uses typically have very little overlap in parking demand (people typically are parked at home or at work, but not both), so sharing parking between the two uses reduces the need for excess parking stalls. Therefore, this analysis assumes that all parking is shared between the residential, office, and retail land uses since reserving parking for any particular land use significantly reduces the benefits of shared parking and inflates the amount of parking required by the development.

The ULI methodology requires a base parking rate and uses various reduction factors to determine the likely demand during weekday and weekend peak parking periods. To provide a range in parking demand estimates based on local and national parking demand projections, Fehr & Peers performed the analysis using the parking rates listed previously in **Table 1** from ULI's *Shared Parking* manual, Farmington's parking code, and ITE's *Parking Generation*.

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### Shared Parking Analysis – ULI Parking Rates

**Table 3** outlines the results of the parking analysis that was performed using parking rates from ULI's *Shared Parking* manual. The "Driving Adjustment" and "Non-Captive Ratio" columns in the table show the modifications made to the base parking assumptions to account for people walking, biking, or taking transit to work, as well as parking demand captured internally within the site. **Figure 1** and **Figure 2** show the peak month daily parking demand by hour for weekdays and weekends, respectively.

As shown in **Table 3**, the shared parking analysis using ULI's parking rates indicates that, after shared parking adjustments are accounted for, the proposed land use plan for the infill development in Farmington Station's park-and-ride would result in 834 stalls of demand during weekday peak parking periods and 505 stalls of demand during weekend peak parking periods.

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Project: Farmington Small Area Plan  
 Description: Shared Parking Analysis: No Reserved Residential

Table 3: Shared Parking Demand Summary – ULI Parking Rates

Land Use	Type	Area (sq ft)	ULI Multi-Parking Demand Formula				ULI Multi-Parking Demand Formula				ULI Multi-Parking Demand Formula				Total	Total	Total	Total	
			ULI Multi-Parking Demand Formula	ULI Multi-Parking Demand Formula	ULI Multi-Parking Demand Formula	ULI Multi-Parking Demand Formula	ULI Multi-Parking Demand Formula	ULI Multi-Parking Demand Formula	ULI Multi-Parking Demand Formula	ULI Multi-Parking Demand Formula									
Retail																			
Retail (600 sq ft)		36,000	if GFA	2.90	95%	97%	2.67	if GFA	3.10	95%	98%	3.00	if GFA	35%	100%	33	100%	100%	109
Employee				0.10	85%	86%	0.80		0.80	85%	86%	0.70				18	100%	100%	26
Food and Beverage																			
Entertainment and Institutions																			
Home and Residential																			
Residential, Urban																			0%
Studio Efficiency	82	units		0.83	95%	100%	0.81	unit	0.85	95%	100%	0.81	unit	60%	100%	40	64%	100%	43
1 Bedroom	82	units		0.80	95%	100%	0.80	unit	0.90	95%	100%	0.86	unit	60%	100%	42	64%	100%	48
2 Bedrooms	83	units		1.65	95%	100%	1.57	unit	1.65	95%	100%	1.57	unit	60%	100%	78	64%	100%	89
3+ Bedrooms	83	units		3.30	95%	100%	3.14	unit	3.30	95%	100%	3.14	unit	60%	100%	119	64%	100%	134
Reserved			reserved	0.00	95%	100%	0.00	unit	0.00	95%	100%	0.00	unit	100%	100%	-	100%	100%	-
Visitor	830	units		0.10	85%	100%	0.10	unit	0.15	95%	100%	0.14	unit	20%	100%	6	20%	100%	10
Office																			
Office 100 to 500 sq ft	151,200	if GFA		0.24	95%	100%	0.23	if GFA	0.08	95%	100%	0.08	if GFA	100%	100%	33	90%	100%	4
Reserved		emp		0.00	95%	100%	0.00		0.00	95%	100%	0.00		100%	100%	-	100%	100%	-
Employee				3.08	95%	100%	2.99		0.31	95%	100%	0.29		100%	100%	483	90%	100%	40
Additional Land Use																			
Customer/Visitor																94			113
Employee/Resident																739			582
Reserved																-			Reserved
Total																834			505
Shared Parking Reduction																			
																28%			31%

Figure 1: Weekday Peak Month Daily Parking Demand by Hour (ULI Rates)

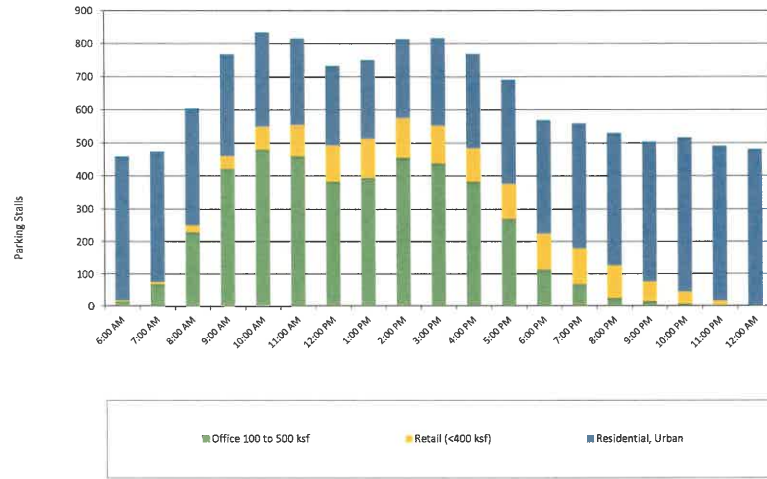
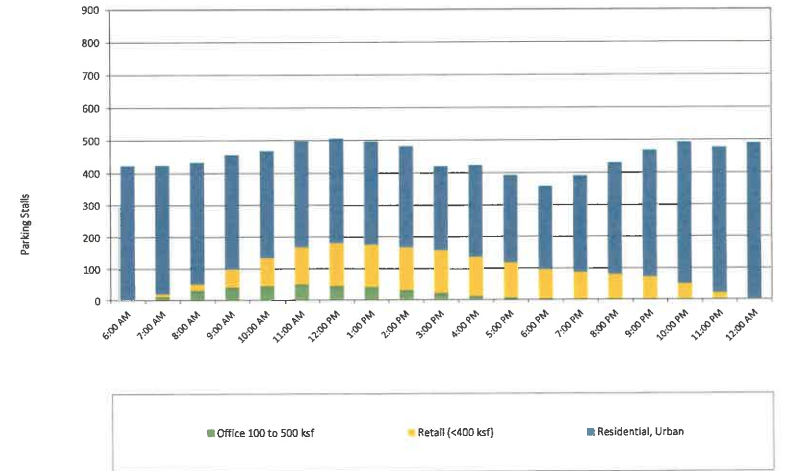


Figure 2: Weekend Peak Month Daily Parking Demand by Hour (ULI Rates)



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*Shared Parking Analysis – Farmington City Parking Rates*

**Table 4** outlines the results of the parking analysis that was performed using Farmington City's minimum parking requirements as the parking rates. It should be noted that these rates did not include any of Farmington's reductions for proximity to rail transit to avoid "double counting" any reductions. **Figure 3** and **Figure 4** show the peak month daily parking demand by hour for weekdays and weekends, respectively.

As shown in **Table 4**, the shared parking analysis using Farmington's parking rates indicates that, after shared parking adjustments are accounted for, the proposed land use plan for the infill development in Farmington Station's park-and-ride would result in 829 stalls of demand during weekday peak parking periods and 557 stalls of demand during weekend peak parking periods.

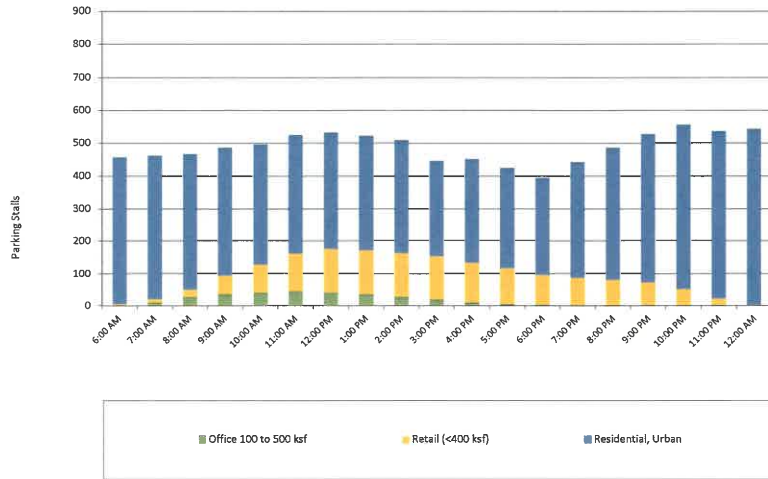
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**Table 4: Shared Parking Demand Summary – Farmington City Parking Rates**



Figure 4: Weekend Peak Month Daily Parking Demand by Hour (Farmington Rates)



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*Shared Parking Analysis – ITE Parking Rates*

**Table 5** outlines the results of the parking analysis that was performed using parking rates from ITE’s *Parking Generation* manual. **Figure 5** and **Figure 6** show the peak month daily parking demand by hour for weekdays and weekends, respectively.

As shown in **Table 5**, the shared parking analysis using Farmington’s parking rates indicates that, after shared parking adjustments are accounted for, the proposed land use plan for the infill development in Farmington Station’s park-and-ride would result in 677 stalls of demand during weekday peak parking periods and 433 stalls of demand during weekend peak parking periods.

DRAFT

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Project: Farmington Small Area Plan  
 Description: Shared Parking Analysis: ITE Rates, No Reserved Residential

Table 5: Shared Parking Demand Summary – ITE Parking Rates

Category	Quantity	Unit	Land Use Categories															
			Food and Beverage	Entertainment and Institutions	Hotel and Residential	Office	Additional Land Uses	Customer/Visitor	Employee/Resident	Reserved	Total	Customer/Visitor	Employee/Resident	Reserved	Total			
Rate (400 sq ft)	16,000	sq ft	3.60	95%	96%	3.44	sq ft	3.66	95%	99%	3.43	sq ft	95%	100%	118	100%	100%	124
Employee			0.83	95%	96%	0.83		0.92	95%	96%	0.83		100%	100%	81	100%	100%	81
Food and Beverage																		
Entertainment and Institutions																		
Hotel and Residential																		
Residential, Urban																		0%
Studio Efficiency	82	units	1.17	95%	100%	1.11	unit	1.11	95%	100%	1.06	unit	55%	100%	51	68%	100%	59
1 Bedroom	82	units	1.18	95%	100%	1.12	unit	1.12	95%	100%	1.07	unit	55%	100%	51	68%	100%	60
2 Bedrooms	82	units	1.24	95%	100%	1.17	unit	1.20	95%	100%	1.14	unit	55%	100%	54	68%	100%	63
3+ Bedrooms	83	units	1.26	95%	100%	1.20	unit	1.24	95%	100%	1.17	unit	55%	100%	55	68%	100%	67
Reserved		res spaces	0.00	95%	100%	0.00	unit	0.00	95%	100%	0.00	unit	100%	100%	-	100%	100%	-
Visitor	330	units	0.25	95%	100%	0.25	unit	0.27	95%	100%	0.27	unit	50%	100%	3	70%	100%	3
Office																		
Office 100 to 500 sq ft	131,700	sq ft	0.18	95%	100%	0.17	sq ft	0.22	95%	100%	0.22	sq ft	45%	100%	12	90%	100%	3
Reserved			0.00	95%	100%	0.00		0.00	95%	100%	0.00		100%	100%	-	100%	100%	-
Employees		emp	2.21	95%	100%	2.10		2.22	95%	100%	2.21		95%	100%	133	90%	100%	23
Additional Land Uses																		
															133			133
															545			545
															677			677
																		443
Shared Parking Reduction																		
															2%			2%

Figure 5: Weekday Peak Month Daily Parking Demand by Hour (ITE Rates)

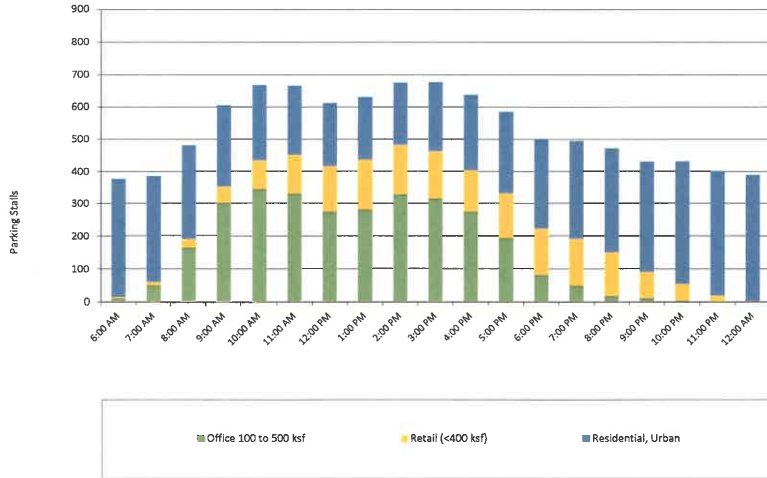
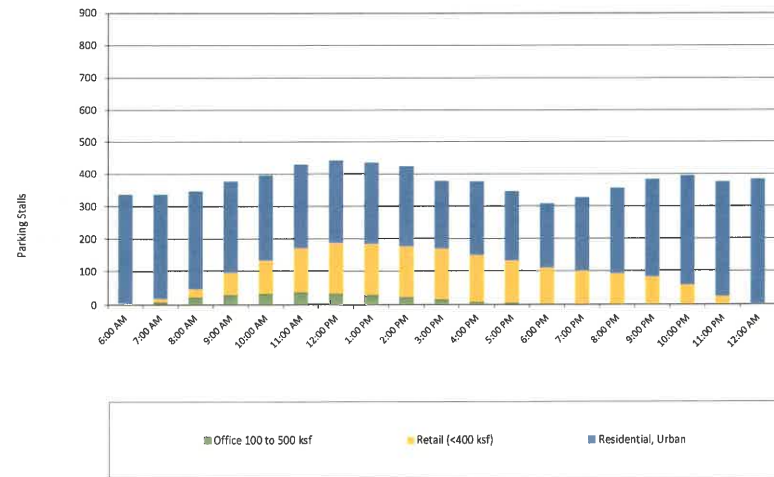


Figure 6: Weekend Peak Month Daily Parking Demand by Hour (ITE Rates)



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**Shared Parking Analysis – Summary**

Using ULI, Farmington, and ITE parking requirement rates, as well as reductions for non-captive ratio, mode shift, month of year, and time-of-day, the shared parking analyses indicated that the development would experience between 677 and 834 stalls of demand on weekdays and between 443 and 557 stalls of demand on weekends. The Farmington and ULI analysis results were fairly close due to their similar parking rates, whereas the ITE analysis provided the lowest results of the three due to their lower parking generation rates for residential and office uses.

**Parking Recommendation**

The previous park-and-ride demand counts indicated that parking demand for the transit station ranged from 156 to 368 parking stalls. While the park-and-ride demand is currently much lower than it was before 2020, UTA has indicated that ridership, and therefore park-and-ride demand, is anticipated to return to pre-COVID-19 levels. Therefore, Fehr & Peers recommends preserving approximately 264 park-and-ride stalls for transit users, which represents the low-end of the samples from before 2020, but over 100 stalls more than the 2021 sample.

Due to its close proximity to a rail transit station, the Farmington Code of Ordinances specifies that parking requirements for the proposed infill development would be reduced, so the infill development would only be required to provide 665 total parking stalls. Therefore, Fehr & Peers recommends meeting parking requirements from Farmington City by providing 665 spaces for the proposed infill development and providing an additional 264 spaces to meet the pre-COVID park-and-ride demand at the transit station; that equates to approximately 929 parking stalls of demand at this location.

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## Comparison of Parking Utilization at Four FrontRunner Station Park-and-ride Lots

For this analysis, four parking lots at FrontRunner stations in Davis County, Utah, were evaluated: Farmington, Clearfield, Layton, and Woods Cross. Park-n-ride lots in this context are rail-adjacent, primarily used by commuters who drive their passenger vehicles to the parking lot and then commute to other locations via FrontRunner or bus. A summary of these lots is provided in **Table 6**.



**Farmington**



**Clearfield**



**Layton**



**Woods Cross**

Imagery source: Google Earth. Image date August 28, 2021

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- The **Farmington FrontRunner station** is located at 450 N. 800 W., just north of the Station Park shopping center in Farmington, Utah, just south of the Park Lane I-15 interchange. The park-n-ride facility provides 872 total parking stalls, with 853 stalls currently usable<sup>3</sup>.
- The **Clearfield FrontRunner station**, located at 1250 S. State St., is west of the Freeport Center. The park-n-ride facility provides 890 total parking stalls<sup>4</sup>.
- The **Layton FrontRunner station**, at 150 S. Main St., is located south of the Kays Crossing Apartment complex, just north of the Layton Parkway I-15 interchange. The park-n-ride facility provides 391 total parking stalls<sup>4</sup>.
- The **Woods Cross FrontRunner station** is located at 750 S. 800 W., southwest of the 500 South I-15 interchange. The park-n-ride facility provides 233 total parking stalls<sup>4</sup>.

**Table 6. Parking Inventory**

FrontRunner Station	Address	Parking Lot Type	Parking Stalls		
			Regular Stalls	Handicap Stalls	Total Stalls
<b>Farmington</b>	450 N. 800 W., Farmington 84025	Park-and-ride lot with extended parking	854	18	<b>872</b>
<b>Clearfield</b>	1250 S. State St., Clearfield 84015	Park-and-ride lot with extended parking	870	20	<b>890</b>
<b>Layton</b>	150 S. Main St., Layton 84041	Park-and-ride shared lot with free day parking only	379	12	<b>391</b>
<b>Woods Cross</b>	750 S. 800 W., Woods Cross 84087	Park-and-ride lot with extended parking	219	14	<b>233</b>

Source: UTA, Google Earth, and Fehr & Peers.

### Parking Occupancy Counts

Fehr & Peers conducted parking occupancy counts via two methods: reviewing aerial satellite imagery from Google Earth and analyzing park-and-ride lot count and utilization data collected by UTA.

#### Historical Aerial Imagery Parking Occupancy Counts

Fehr & Peers reviewed aerial imagery from Google Earth and calculated the occupied parking stalls to help determine pre-pandemic parking utilization. The dates of the aerial imagery reviewed were chosen because they are weekdays and were taken during the daytime. The results are in **Table 7**.

<sup>3</sup> As of the date of this memo, approximately 19 stalls were occupied by construction equipment. 853 stalls is the number that is used in the utilization analysis memo.

<sup>4</sup> Data source: UTA

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**Table 7. Historical Parking Occupancy Counts**

Date	Station			
	FARMINGTON	CLEARFIELD	LAYTON	WOODS CROSS
	# of vehicle-occupied stalls	# of vehicle-occupied stalls	# of vehicle-occupied stalls	# of vehicle-occupied stalls
<b>Tuesday, June 4, 2013</b>	368	318	317	155
<b>Tuesday, June 16, 2015</b>	298	397	306	118
<b>Monday, September 10, 2018</b>	328	461	345	210
<b>Thursday, July 18, 2019</b>	264	308	267	111

Source: Google Earth, and Fehr & Peers.

#### UTA-Collected Parking Occupancy Counts and Utilization Data

Typically, rail conductors take UTA's monthly park-and-ride lot count and utilization data midweek and on Saturdays after approximately 10:00 am at FrontRunner stations. These are close approximations as it is not always possible for conductors to count every passenger vehicle. Therefore, they may not accurately reflect the exact parking occupancy. For the purpose of this analysis, 2017 through 2021 weekday occupancy counts were used.

The results are in **Table 8**, with peak parking demands at each lot in bold.

**Table 8. UTA Weekday Parking Occupancy Counts**

Date	Station			
	FARMINGTON	CLEARFIELD	LAYTON	WOODS CROSS
	# of vehicle-occupied stalls	# of vehicle-occupied stalls	# of vehicle-occupied stalls	# of vehicle-occupied stalls
<b>2017</b>				
Wednesday, January 4, 2017	341	<b>462</b>	401	216
Wednesday, February 8, 2017	336	454	394	229
Wednesday, March 8, 2017	331	455	378	210
Wednesday, April 5, 2017	339	436	381	228
Wednesday, May 3, 2017	331	402	391	228
Wednesday, June 7, 2017	329	394	381	227
Tuesday, July 11, 2017	437	318	410	227
Wednesday, August 2, 2017	350	391	337	176
Tuesday, August 8, 2017	437	318	410	227
Wednesday, September 6, 2017	341	402	399	221
Wednesday, October 11, 2017	392	315	410	184
Wednesday, November 1, 2017	415	402	401	206
Wednesday, December 6, 2017	403	317	415	289
<b>2018</b>				
Wednesday, January 3, 2018	438	349	<b>425</b>	291
Wednesday, February 7, 2018	425	338	394	288
Wednesday, March 7, 2018	402	359	394	187
Wednesday, April 4, 2018	402	334	413	177
Wednesday, May 2, 2018	415	306	394	206
Wednesday, June 6, 2018	446	297	401	193
Wednesday, September 5, 2018	395	334	416	219

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Wednesday, October 3, 2018	388	429	412	306
Wednesday, November 7, 2018	391	411	409	299
<b>2019</b>				
Tuesday, February 5, 2019	383	410	417	280
Tuesday, March 5, 2019	411	419	416	299
Wednesday, April 3, 2019	441	439	410	229
Wednesday, May 1, 2019	497	415	350	196
Wednesday, June 5, 2019	503	302	401	199
Wednesday, July 10, 2019	499	285	390	203
Wednesday, August 7, 2019	481	324	410	227
Wednesday, September 4, 2019	511	339	411	301
Wednesday, October 2, 2019	503	340	409	294
Wednesday, November 6, 2019	503	340	409	294
Wednesday, December 4, 2019	497	330	417	302
<b>2020</b>				
Wednesday, January 8, 2020	419	419	403	207
Wednesday, March 4, 2020	409	355	399	302
Wednesday, April 1, 2020	60	26	51	28
Wednesday, May 6, 2020	49	31	59	19
Wednesday, June 3, 2020	39	37	47	23
Wednesday, July 1, 2020	54	50	66	19
Thursday, September 3, 2020	70	63	92	44
Wednesday, November 4, 2020	130	62	158	78
Wednesday, December 2, 2020	182	130	158	84
<b>2021</b>				
Wednesday, January 6, 2021	70	54	81	35
Wednesday, February 3, 2021	77	65	89	41
Wednesday, March 3, 2021	75	49	82	31
Wednesday, April 7, 2021	71	75	101	42
Wednesday, May 5, 2021	95	45	109	41
Wednesday, June 2, 2021	72	34	29	31
Thursday, July 8, 2021	77	35	22	33
Wednesday, August 4, 2021	113	110	135	69
Wednesday, September 1, 2021	97	37	83	17
Wednesday, October 13, 2021	221	135	141	121
Wednesday, November 3, 2021	196	156	137	90
Thursday, December 9, 2021	122	141	161	98

Source: UTA

### Parking Occupancy Utilization Counts

Parking occupancy utilization was calculated by dividing the total number of vehicle-occupied stalls observed in the parking occupancy counts by the total capacity in the same parking lot.

At the Farmington FrontRunner station, the peak parking demand of occupied stalls was observed on June 4, 2013, with 368 vehicle-occupied stalls, approximately 42% of the total capacity<sup>2</sup>. That same day, for Clearfield, Layton, and Woods Cross FrontRunner Stations, the total parking demand was 41%, 81%, and 67% of their total capacities, respectively.

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The peak parking demand for Clearfield, Layton, and Woods Cross FrontRunner Stations, was observed on September 10, 2018, with an approximate total parking demand that day of 52%, 88%, and 90%, respectively. **Table 9** gives an overview of the capacity and utilization results.

**Table 9. Occupancy Volume and Total Capacity**

FrontRunner Station	Total Stalls	2013	2015	2016	2017	2018	2019	2020	2021	Average Parking Utilization
		% of Total Capacity	% of Total Capacity	% of Total Capacity	% of Total Capacity	% of Total Capacity	% of Total Capacity	% of Total Capacity	% of Total Capacity	
Farmington	872	42%	45%	45%	42%	46%	52%	15%	12%	37%
Clearfield	890	41%	45%	49%	44%	41%	40%	12%	9%	35%
Layton	391	81%	78%	98%	96%	88%	86%	18%	25%	71%
Woods Cross	233	67%	78%	83%	92%	85%	83%	22%	23%	67%

Source: UTA, Google Earth, and Fehr & Peers

As noted in this memo's park-n-ride parking demand section, Fehr & Peers conducted in-person parking occupancy counts at the Farmington FrontRunner station park-n-ride on the afternoon of November 10, 2021. Approximately 156 occupied parking stalls<sup>5</sup> were observed in the park-and-ride facility. Parking occupancy was observed to be less than half of the peak parking demand observed in the pre-COVID-19 aerial imagery counts.

The Farmington FrontRunner Station park-and-ride lot typically has a lower overall average utilization than the park-and-ride lots at the Clearfield, Layton, and Woods Cross FrontRunner Stations. The occupancy volume and total capacity show that Farmington has one of the lowest pre-COVID average utilization of all the evaluated park-and-ride lots. However, of the four lots evaluated, it was more than double the area size of Layton and Woods Cross park-n-ride lots and, therefore, is not necessarily useful as a direct comparison. However, the average parking utilization for the Farmington FrontRunner Station park-and-ride lot is approximately 37%. As a result, the Farmington park-and-ride lot has approximately 63% of its stalls that could be repurposed for other uses.

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## Transit Ridership Split Analysis

### Background

At the Farmington FrontRunner station, the City wants to know approximately how many riders who park in the park-and-ride lot ride FrontRunner versus the other modes of transit that serve the station.

### Stops and Routes that Serve the Farmington FrontRunner Station

As of December 2021, four transit stops serve the Farmington FrontRunner station. Three are bus stops, and one is a heavy rail stop.

- » **BB301055:** Farmington Station (Bay D)
- » **BB301056:** Farmington Station (Bay E)
- » **BB301057:** Farmington Station (Bay F)
- » **FR301084:** Farmington FrontRunner (Heavy Rail)

These stops and the routes they serve are listed in **Table 11**.

**Table 11. Stops and Routes served at the Farmington FrontRunner Station**

Stop Name	Stop ID	Routes Served	Route Line Name	Route Type	Mode
<b>Farmington Station (Bay D)</b>	BB301055	667	Lagoon / Station Park Shuttle	Local	Bus
<b>Farmington Station (Bay E)</b>	BB301056	455	U of U/Davis County/WSU	Local	Bus
<b>Farmington Station (Bay F)<sup>7</sup></b>	BB301057	473	SLC - Ogden Hwy 89 Express	Express	Bus
<b>Farmington FrontRunner</b>	FR301084	750	FrontRunner	Heavy Rail	Rail

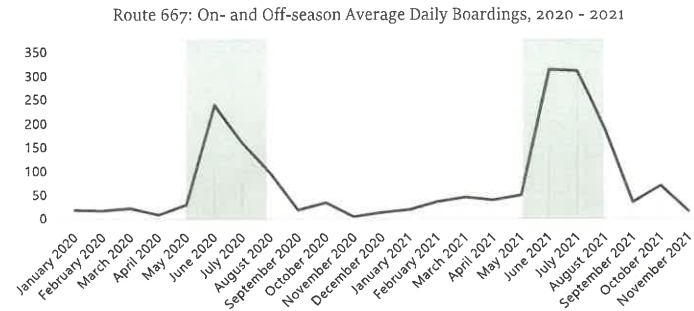
Source: UTA.

#### Note Regarding Route 667

Route 667 runs year-round with additional late-evening service during the summer for Lagoon summer hours, as shown in **Figure 7**. Because UTA's stop-level data is not broken down by hour, it cannot be determined precisely how many riders are taking 667 in the extended summer hours compared to the rest of the day. Thus, an approximation was made for this analysis based on the previous data.

<sup>7</sup> On weekdays until the route's suspension in July 2020, Farmington Station (Bay F) stop BB301057 served route 456 Ogden-Unisys-Rocky Mountain Express, with an average daily weekday boarding of 47 riders between January 2020 to July 2020. As there currently is no ridership data available prior to January 2020, this route was omitted from the analysis.

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**Figure 7: On- and off-season average daily boardings for 2020-2021. Peak on-season is highlighted in green. Source: UTA**

### Methodology

Fehr & Peers compiled and evaluated the average daily weekday boardings at all four stops from 2017 to 2021. Then, using the parking occupancy utilization counts from the first part of this memo, Fehr & Peers developed an estimated proportion of people riding each transit type. The details of which are outlined in the following sections.

It is important to note that this analysis doesn't account for transfer activity, accounting for some boardings between different routes. For instance, there is likely a high amount of transferring occurring between route 667 and FrontRunner. However, UTA currently has no available data on transfers, and UTA's boardings data doesn't account for them. As a result, riders may be counted twice in this portion of the analysis.

### Average Daily Weekday Ridership

The average daily weekday ridership is a key metric to help determine ridership split. In the UTA system, passengers are counted via automated passenger counters. The most recent data is made accessible via the Utah Transit Authority Data Portal<sup>8</sup>.

What data is available has been pulled from the UTA Transit Portal and from data provided by UTA staff. There exists gaps in the pre-pandemic stop-level boarding data for the bus. For the purpose of this analysis, the 2017 through 2021 data is used for **Tables 12, 13, and 14**.

<sup>8</sup> <https://data-ride.uta.opendata.arcgis.com/>

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**Table 12. Average Annual Weekday Boardings at the Farmington FrontRunner Station**

Stop ID	Rte #	Route Line Name	Average Weekday Boardings				
			2017	2018	2019	2020	2021
<i>Farmington Station (Bay D)</i> BB301055	667	Lagoon / Station Park Shuttle	248	284	113	77	102
<i>Farmington Station (Bay E)</i> BB301056	455	U of U/Davis County/WSU	57	86	45	20	27
<i>Farmington Station (Bay F)</i> BB301057	473	SLC - Ogden Hwy 89 Express	363	475	218	24	31
<i>Farmington FrontRunner</i> FR301084	750	FrontRunner	447	567	564	245	247

Source: UTA.

**Transit Ridership Split**

From **Table 9**, the Farmington FrontRunner station park-and-ride lot has an average number of passenger-vehicle-occupied stalls at approximately 37% or 315 stalls. However, there is not enough data at this point to consider this a usable number for determining ridership split. Hence, the data is broken down into individual years in **Table 13**.

Fehr & Peers looked at the average daily boardings for each route and each year and divided it over the total average daily boardings for all routes to determine ridership split. The ridership split for 2017 through 2021 was calculated based on data provided by UTA, as seen in **Table 13**.

**Table 13. Farmington FrontRunner Station Occupancy Volume and Ridership Split**

Stop ID	Route #	2017		2018		2019		2020		2021	
		Avg Daily Boardings	Boarding as a % of total riders	Avg Daily Boardings	Boarding as a % of total riders	Avg Daily Boardings	Boarding as a % of total riders	Avg Daily Boardings	Boarding as a % of total riders	Avg Daily Boardings	Boarding as a % of total riders
<i>(Bay D) B301055</i>	667	248	22%	284	20%	133	14%	77	21%	102	25%
<i>(Bay E) B301056</i>	455	57	5%	86	6%	45	5%	20	5%	27	7%
<i>(Bay F) B301057</i>	473	363	33%	475	34%	218	23%	24	7%	31	8%
<i>Farmington FrontRunner FR301084</i>	750	447	40%	567	40%	564	59%	245	67%	247	61%
<b>TOTAL RIDERS:</b>		1,115		1,412		960		366		407	

Source: UTA.

By looking at the stop-level average daily boardings for the available data, Fehr & Peers determined the ratio of riders for each route. On average, FrontRunner has the highest number of riders. Route 667 Lagoon / Station Park Shuttle typically has the second-highest proportion of riders. The SLC – Ogden Hwy 89 Express, route 473, has the third-highest proportion of riders. The 455 - U of U/Davis County/WSU bus typically has the lowest proportion of riders. The details of this are included in **Table 14**.

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**Table 14. Farmington FrontRunner Station Percentages of Ridership Split**

Stop ID	Route #	Boarding as a % of Total Riders				
		2017	2018	2019	2020	2021
<i>Farmington FrontRunner FR301084</i>	750	40%	40%	59%	67%	61%
<i>Farmington Station (Bay D) B301055</i>	667	22%	20%	14%	21%	25%
<i>Farmington Station (Bay F) B301057</i>	473	33%	34%	23%	7%	8%
<i>Farmington Station (Bay E) B301056</i>	455	5%	6%	5%	5%	7%

Source: UTA.

Due to the limits of available data, this analysis assumes that each type of transit would generate parking demand at the same rate, which is not representative of reality. Transfers account for some boardings. However, UTA currently has no available data on transfers. As a result, riders may be counted twice. In addition, local routes, such as the 455 U of U/Davis County/WSU, don't typically generate levels of park-and-ride activity on par with express routes or heavy rail. Local bus routes typically have stops close enough together that people can walk to the stops rather than using a park-and-ride. Therefore, it isn't possible to accurately determine the number of riders who park in the park-n-ride lot who then board FrontRunner, the express bus, or the shuttle. However, based on data contained in this memo's analysis, the best estimate is that FrontRunner has the highest proportion of ridership share, route 667 is typically the second-highest, and route 473 typically has the third-highest proportion of riders.

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### Farmington Station Ridership

The Farmington STACK development is directly adjacent to the Farmington FrontRunner Station to encourage transit ridership. To approximate the potential impact that the full development would have on the ridership at Farmington Station, we utilized the UTA Direct Ridership Model that Fehr & Peers previously developed in collaboration with UTA.

#### Direct Ridership Model

Fehr & Peers worked with UTA to develop regression-based ridership and parking models for the TRAX and FrontRunner systems. The purpose of these models is to provide tools to explore the impacts of land use and parking decisions made at UTA stations.

Multivariate regression analyses were used to examine the relationship between several dependent and independent variables. For example, in a ridership regression analysis, total ridership at each station was considered the dependent variable, whereas factors such as population, employment, and other station area variables serve as the independent variables. The results show the strength of the relationship between the independent variables and the dependent variable.

Data from the 2015 UTA on-board survey data was used to establish daily boardings at each UTA transit station. The conclusion of the analysis found that boardings at the Farmington station were most directly impacted by the following independent variables:

1. Number of non-retail/non-industrial jobs within ½ mile of the station,
2. Residential space (sq ft) within ½ mile of the station,
3. Typical drive time (in minutes) to downtown Salt Lake City.

The baseline direct ridership model showed that 110 active transportation riders and 266 drive-park riders were boarding at the Farmington Station for a total of 376 boardings per day.

GSBS provided Fehr & Peers with the proposed unit counts for the STACK development within a ½ mile of the Farmington station, which Fehr & Peers used to estimate the following values for the aforementioned independent variables.

- |   |                     |
|---|---------------------|
| 1. Number of non-retail/non-industrial jobs within ½ mile of the station: | 7,815 total jobs    |
| 2. Residential space (sq ft) within ½ mile of the station:                | 534,171 total sq ft |
| 3. Typical drive time (in minutes) to downtown Salt Lake City:            | 25 minutes          |

The Direct Ridership Model analysis estimated that, following the STACK development opening, 515 active transportation riders and 295 drive-park riders would board the FrontRunner at the Farmington Station for a total of 810 boardings per day. **Figure 8** below shows a screenshot of the Direct Ridership Model tool used for the analysis.

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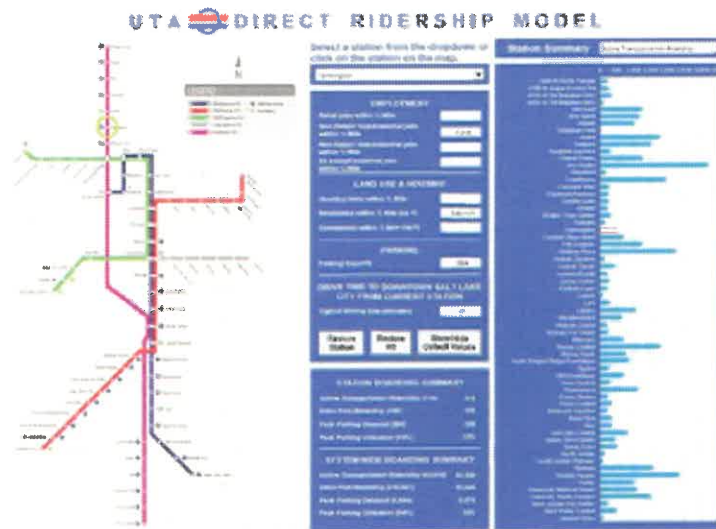


Figure 8: Stack development Farmington Station Direct Ridership Model

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# APPENDIX C

**Meeting Notes**  
**Farmington Small Area Station Plan**  
**Internal Stakeholder Meeting #2**  
**June 09, 2021**  
**1:30 – 3:30 PM**

#	Time	Description	Responsible
1	1:30 – 1:45	Intro	Christine Richman
2	1:45 – 1:55	Purpose	Christine Richman
3	1:55 – 2:05	Existing Conditions Review	Jason Claunch
4	2:05 – 2:15	Market Review	Jason Claunch
5	2:15 – 2:25	Visioning	Jason Claunch
6	2:25 – 2:35	Priorities/Values	Jason Claunch
7	2:35 – 2:45	Challenges	Jason Claunch
8	2:45 – 3:00	Regulatory Tools	Jason Claunch / Christine Richman
9	3:00 – 3:20	Mapping Exercise	All
10	3:20 – 3:30	Closing remarks/comments	All
	3:30	Adjourn	

ATTENDEES

- Alex Leeman, Head of Planning Commission
- Shannon Hansell – Planning / GIS Specialist
- Meagan Booth – Associate planner
- Rebecca Wayment – City Council
- Shane Pace – City Manager
- Jim Talbot – Mayor
- David Peterson – Community Development Director
- Larry Steinhorst – Planning Commission
- John David Mortensen – Planning Commission
- Scott Isaacson – City Council
- Chad Boshell – City Engineer
- Brigham Mellor – Assistant City Manager (online first half)
- Jordan Swain, UTA (online)
- Christy Dahlberg, WFRC (online)
- Christine Richman, GSBS
- Jason Claunch, Catalyst Commercial

- Paulo Aguilera, GSBS
- Ladd Schiess, GSBS
- Kathrine Skollingsburg, Fehr & Peers
- Purpose – Understand overarching vision from City to focus on tools to ensure development success.
- Reviewed Myths: addresses perspective on density and balancing adjacencies.
- Market Review
  - One opportunity to create a thriving and efficient market, it can't be replicated

Lightning Round – One-word answers in response to following topics.

- Vision:
  - Infrastructure (Chad Boshell)
  - Jobs / Reason to Stay (Scott Isaacson)
  - Tax revenue (Jon David Mortensen)
  - Close by living, Live near work, variety of res. (Larry Steinhorst)
  - Housing / Mixed-use integrated (not thanksgiving point) (David Petersen)
  - Ease of access – Well performing road network (Jim Talbot)
  - Gathering place (Shane Pace)
  - Beauty
  - Programming – day and night
  - Sustainability- take advantage of tech & knowledge of 2021 (Shannon Hansell)
  - Tied together w/ ribbons of greenway and urban park (not soccer park) and trees
  - Re-use (not tear down or build disposable)
- Challenges
  - Making sure development comes together as a unified vision
  - Connections- "get over busy streets"
  - How to pay for it?
  - Connection across railroads
  - Do not become like Hill Field Rd @ Layton
    - Spread out traffic
  - Timing – 'we are already designing roads and facing applications'
  - Rely on developers to implement plan – Urban Design Standards
  - Be unique; keep Farmington unique and pride
  - Design standard – lights landscape, signage
- Values/Brand
  - Identity/pride/awareness
  - First-class
  - Trees- connected to nature -- trails, Sycamore trees

SUSTAINABILITY · PLANNING & ECONOMICS · HEALTHCARE & MEDICAL EDUCATION



- Lagoon
- Tools: Set standard and stick to it
- Discussion on question: "Who's the competition regionally?"
  - Competition is national.

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## Purpose



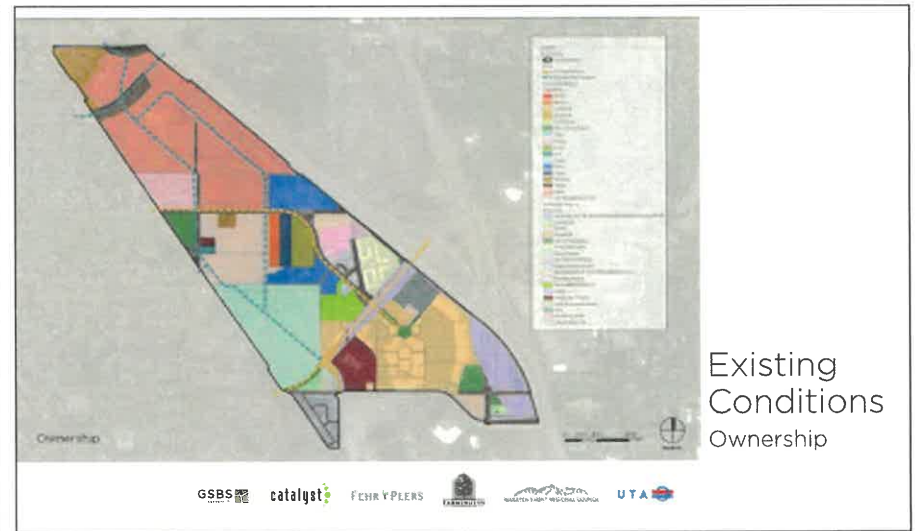
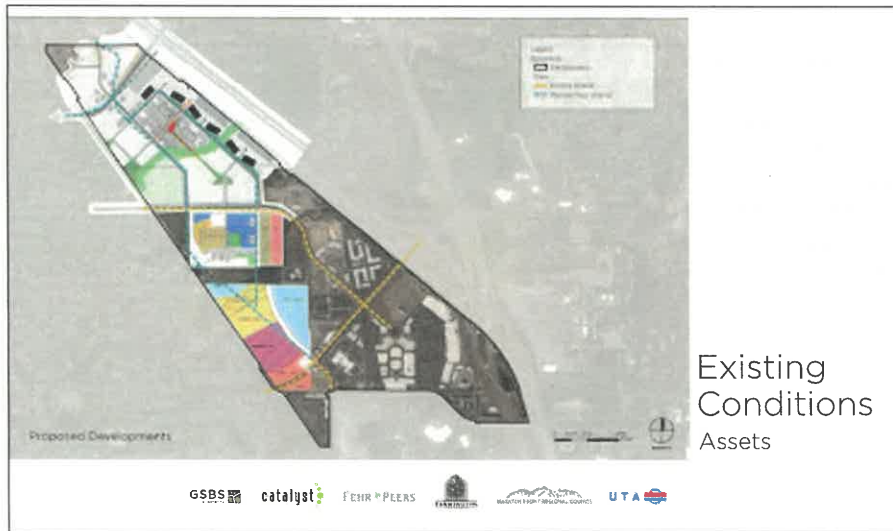
## Assets

- Transportation/Transit/Trail Network
- Community Redevelopment Area
- Interested and Engaged City
- Interested and Engaged Developers
- Consolidating Land Ownership
- Market Demand



Existing  
Conditions  
Assets





## Existing Conditions

### Myths -

- Density / Adjacency
- Traffic / Congestion
- No Market
  - Post - Covid
  - Retail
  - Hospitality
  - Office

## Market

# Vision



# Priority / Values



# Challenges



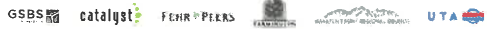
# Tools

Protecting the Vision

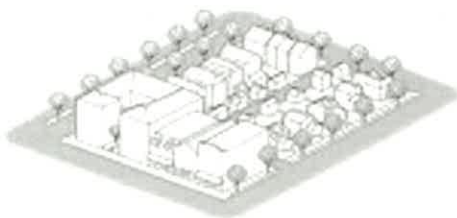
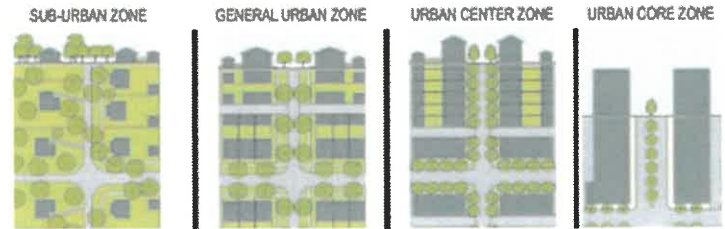


# Tools

## Form & Configuration



# Rural to Urban

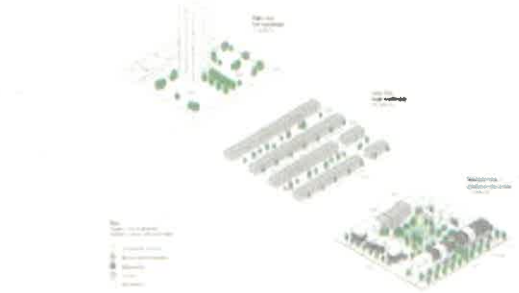


# FLOOR AREA RATIO

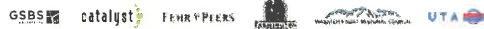


# Tools

## Density



Densities & Building Typologies



Unit Size and Mix



**24 units**

- 188 units (135 1-BD, 53 2-BD)
- 315 spaces required
- Parking: 1.5/1-BD, 2.5/2-BD

**28 units**

- 192 units (135 1-BD, 57 2-BD)
- 264 spaces required
- Parking: 1/1-BD, 3/2-BD

**Parking Ratios**

GSBS catalyst FEHR + PEERS FARMINGTON NORTHERN PLANNING COUNCIL UTA

## Accommodating Density

- Invisible Densities
- Visible Densities

GSBS catalyst FEHR + PEERS FARMINGTON NORTHERN PLANNING COUNCIL UTA

## Invisible Densities

- Blends with neighborhood character
- Best for integration within existing neighborhoods

GSBS catalyst FEHR + PEERS FARMINGTON NORTHERN PLANNING COUNCIL UTA

Attached ADU Detached ADU

**Invisible Densities: Accessory Dwelling Units**

GSBS catalyst FEHR + PEERS FARMINGTON NORTHERN PLANNING COUNCIL UTA



Invisible Densities: "Big Home" Concept



## Visible Densities

- Highly visible intervention
- Should be located adjacent to services and transit
- Careful attention to edges and transitions to surrounding context



Location & Adjacency

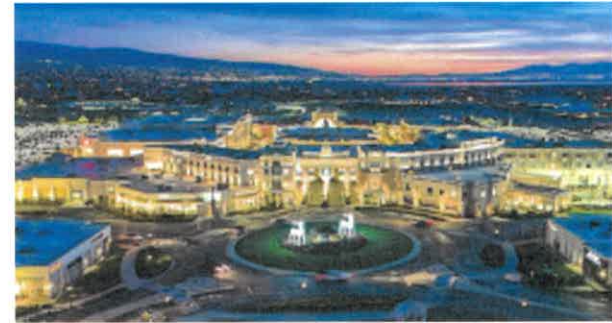


Location & Adjacency



# Tools

Public Realm / Civic Places



# Tools

## Connectivity

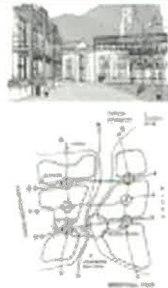
- Pedestrian
- Streets
- Parking Medians





# Tools

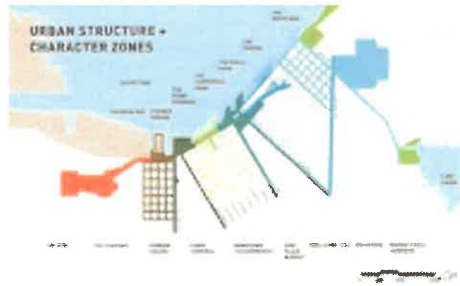
## Character Zones



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### Corridor Character Zones





# Tools

## Uses



# Mapping Exercise



# Closing / Next Steps





**Meeting Notes**  
**Farmington Small Area Station Plan**  
**Charrette**  
**September 01, 2021**  
**1:30 – 2:30 PM**

#	Time	Description	Responsible
1	1:30-1:35	Introduction to Meeting Objectives <ul style="list-style-type: none"> <li>Understand desires for site cohesion</li> <li>Understand priorities for mobility / circulation</li> <li>Finding the right mix of uses</li> </ul>	
2	1:35 – 1:50	Charrette / Market Overview Recap – Review previous efforts & market-based projections to full build out	Paulo / Reid / Jason
3	1:50 – 2:15	Discussion Key Consolidations <ul style="list-style-type: none"> <li>Review latest block map + urban design considerations</li> <li>Discuss:                             <ul style="list-style-type: none"> <li>How we can capture market opportunities through neighborhood nodes that complement Station Park retail</li> <li>Local / regional examples of similar development opportunities</li> <li>Finding Right mix of uses</li> </ul> </li> </ul>	Ladd / Jason / Christine
4	2:15 – 3:00	Mapping Exercise <ul style="list-style-type: none"> <li>Identify desired mix of uses (retail, residential, office, open space)</li> </ul>	All
5	2:30 – 3:00	Wrap up <ul style="list-style-type: none"> <li>Review exercise material</li> <li>Next Steps - prepare for the follow up meetings with stakeholders</li> </ul>	All
6	3:00	Adjourn	

**In attendance:**

- Christine Richman, Paulo Agullera, Ladd Schiess – GSBS
- Jason Claunch, Reid Cleeter – Catalyst Commercial
- Kathrine Skollingsberg – Fehr & Peers
- Jordan Swain – UTA
- Christy Dahlberg – WFRC
- Brigham Mellor, David Petersen, Shannon Hansell, Jim Talbot, Rebecca Wayment, Shane Pace, Scott Isaacson, Larry Steinhorst – Farmington

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Charrette and Market Recap

- Paulo presented a recap of the June (06/09) Farmington staff charrette meeting which included a compiled map of all sketches and comments (pictured below). This gave a preliminary look into how the city is thinking collectively in terms of future (20 years) development.



- Paulo presented a 20-year projection market overview of the site. City understands that there is large market opportunity for the area in residential (up to 58 million sf), office (up to 8 million sf), and retail (up to 1.2 million sf) categories.
  - Question for the City is what percent market growth do they want to capture?
  - Rebecca mentioned that office and retail projections look good, however residential opportunity seems too high realistically within this site.
  - Note - important to clarify that projections refer to total capacity as opposed to "target" development – it will take far less to satisfy vision, needs, and goals of station park
    - What are the regional opportunities opposed to just station area?
    - What is the right balance?

GSBS clarified that all project growth cannot occur in this site. A sense of place requires more than just growth – it requires elements of design, rhythm, streetscape, double-fronted streets, safe pedestrian experience, etc.

- Paulo presented two development scenarios (current and full build out) with the UrbanFootprint tool.
  - Demonstrated that site (at full buildout) has capacity to infill all projected retail and office growth, and up to 50% of projected residential growth.
  - The current development scenario depicts that current slated development will contribute to capturing some, but not all market opportunity across retail, office, and residential product types.
  - Next step is understanding the right balance of capturing market growth and developing a unique and vibrant place for work, live, and play.

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#### Sense of Place Discussion

- Mayor Tim – envisions a station park that is pleasing, unique, gathering, and fun – not so much focused on the product type. He referred to Station Park as a place that emphasizes architecture of buildings, maturity of landscape, and a comfortable nature.
- Dave – expressed the need to understand the form – current station is not cutting edge.
- Urban design considerations were a big focus here as opposed to the discussion of actual product mix.
- City prioritizes placemaking and creating the walkable context to enable good experiences.
- Mix and # or SF of product is not as important as the “feel” – needs to work for local residents, workers, and visitors/shoppers”.

#### Development Examples

GSBS presented different development examples to compare scale and urban design.

- Soda Row – Daybreak, UT
  - Note – “Crowded/busy streets could hamper the pedestrian experience here”
- Holladay Town Center – Holladay, UT
  - Scott – the grocery store is the strongest element
  - Food Truck area – is a good center for “energy concentration”
  - Farmington staff asked about drive-through considerations.
    - Dave – we do not want to take away from pedestrian experience, by allowing drive-throughs.
  - Location and pedestrian experience are important to consider in station park
  - Post-COVID drive through trend? - Need to make sure that the built environment reflects desired pedestrian experience.
    - Curb management for sans drive-thru developments
  - Scott | talks about Buenos Aires pre-automobile development – is it possible as a cultural shift to not develop with automobile influence?
- City Creek – SLC, UT
  - 5000 parking spaces
  - Scott compliments that vast access, mobility points, underground parking City Creek offers
- The Forge – Vineyard, UT
- Cityline, TX – has a similar framework / regional position / land use mix / scale / good analog for Farmington Station Park
- Central Park Station – Denver, UT
- redevelopment from brownfield remediation – FBI building – lower density – similar alignment of current development patterns in the Farmington SAP

#### Mapping Exercise

GSBS asked city staff to think of the following as they participated in the mapping exercise:

- Think about station park and how we can build on that.
- Stack development configuration – is it the best way to go about it?
  - How can north end complement Station Park?


#### Action Items

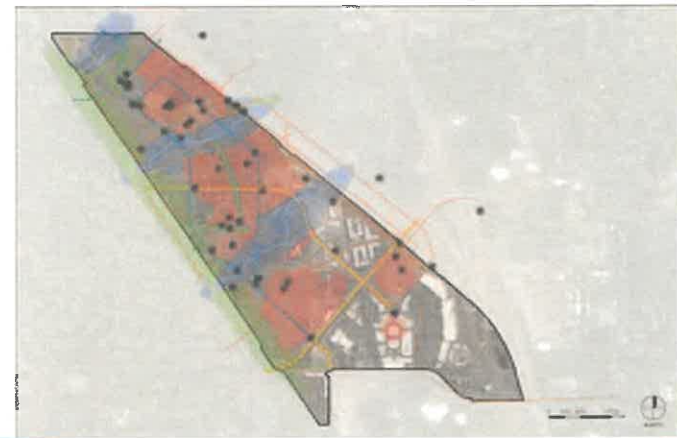
- September 22, 2021 – return with mapped charrette material and two design options for the site.

# Farmington Station Area Plan

Charrette Recap and Market Scenario Overview



- 1  Protection/Preserve
- 2  Transitional Area
- 3  Urban Core
- 4  Connection Nodes
- 5  Connections Paths
- 6 Name your Districts!







### Urban footprint



www.gsb.com/online-portal/

GSBS | FERRIS PERRY | saligo

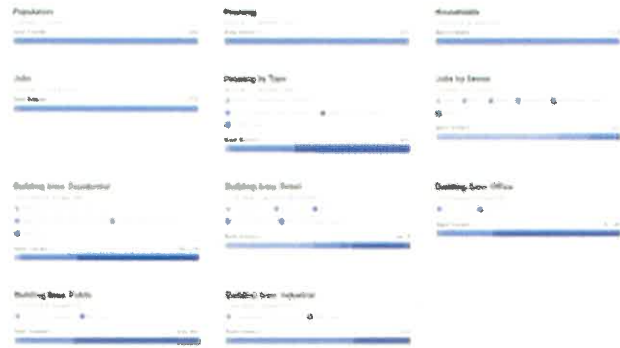
### Base Scenario



www.gsb.com/online-portal/

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www.gsb.com/online-portal/

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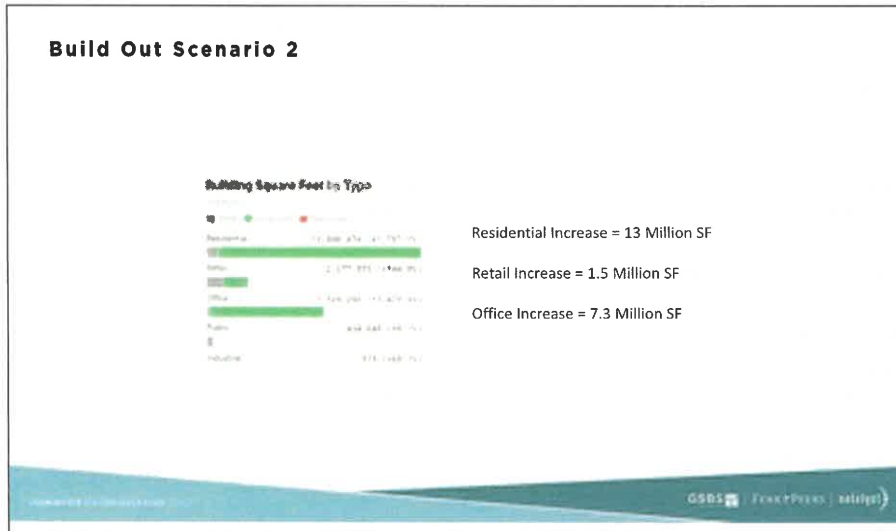
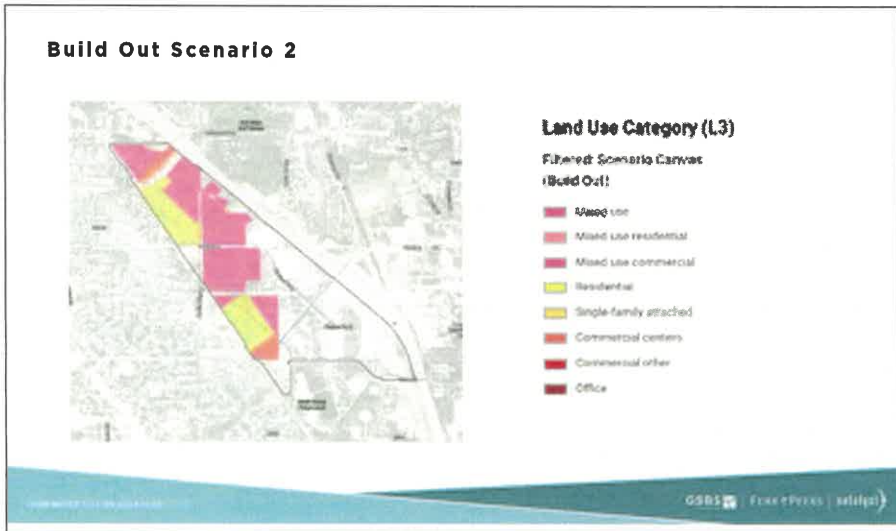
### Proposed Development Scenario 1



www.gsb.com/online-portal/

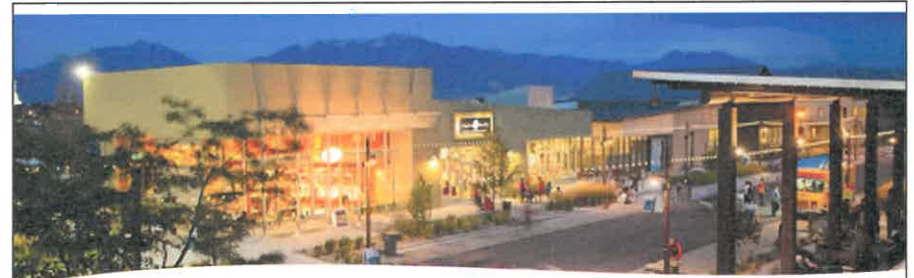
GSBS | FERRIS PERRY | saligo



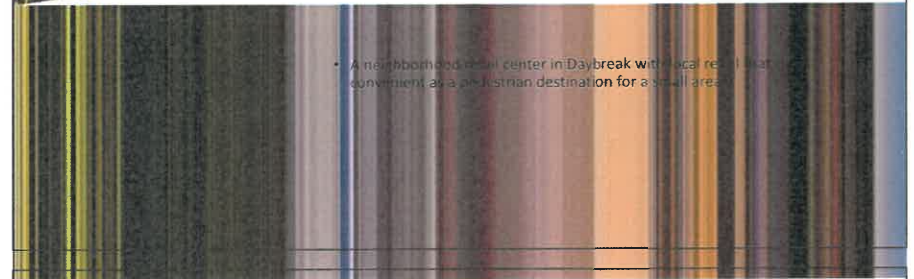


### Development Examples

- Following examples are for the group to think about scale
- Any urban design considerations that you like, feel free to share with us.



• A neighborhood retail center in Daybreak with local retail that is convenient as a pedestrian destination for a small area.



### Soda Row Daybreak, UT

- 7.71 Acres
- Represents 2.4% of our Unbuilt Area
- Represents 1.4% of our Total Area



### Holladay Town Center Holladay, UT

- A neighborhood retail center in Holladay with local retail that is convenient as a pedestrian destination for a small area.



### Holladay Town Center Holladay, UT

- 12.17 Acres
- Represents 3.9% of our Unbuilt Area
- Represents 2.2% of our Total Area



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GSD&S | FERRIS PIVERO | BALSIGLI

### City Creek Center, Salt Lake City, UT

- A mixed-use urban regional center on large 660' square blocks with regional retail, large office buildings, and apartment buildings. The comfortable pedestrian experience drawn inward to the blocks rather than on the street frontage.



### City Creek Center, Salt Lake City, UT

- 29.09 Acres
- Represents 9.2% of our Unbuilt Area
- Represents 5.3% of our Total Area



www.mccormick.com

GSD&S | FERRIS PIVERO | BALSIGLI

### The Forge Vineyard, UT

- A mixed-use community center with about 400' square blocks with neighborhood and community amenities. A local destination that includes office and residential as well as retail.



### The Forge Vineyard, UT


- 34.64 Acres
- Represents 10.99% of our Unbuilt Area
- Represents 6.32% of our Total Area




GSBS | FERRIPRESS | SATELITE

### Cityline, Richardson TX

- Connection via Dallas Area Rapid Transit (DART) light rail
- CityLine is a premier mixed-use destination for those seeking a variety of options outside the urban core.
- The convenient proximity to CityLine's surrounding office and apartment buildings enhance visitor access to an array of restaurants, a select service hotel, and a beautifully landscaped plaza and city parks – all complemented by CityLine's unique social events and lively outdoor atmosphere.



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### Cityline Richardson TX


- 186 acres
- 12,800 on-site employees across more than 2.5 Million SF of office
- 3,925 Urban Residential Units (single-family, multifamily, condo/townhome, etc.)
- 230,000 square feet of retail, restaurant and entertainment space
- 148-room select service Aloft Hotel
- A main focal point of CityLine is CityLine Plaza, a one-acre, centrally located urban plaza as well as:
  - 17-acre Fox Creek Park and
  - 3.5-acre CityLine Park




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### National Development – Cityline, Richardson TX

- 317 Acres
- Represents 100.7% of our Unbuilt Area
- Represents 57.9% of our Total Area



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### Central Park Station, Denver, CO

- The former Stapleton International Airport has undergone significant redevelopment over the last decade. Stapleton, bounded on the west by Quebec Street, north by 64th Avenue, east by Havana Street and south by Montview Boulevard, encompasses 4,700 acres
- The station is located at a convenient location approximately halfway between DIA and Downtown Denver on the East Commuter Rail Line.
- Strong cooperation from partners – RTD and Forest City – both committed to the long-term vision of a walkable, mixed-use neighborhood near Central Park Station.



### Central Park Station Denver, CO

- The Federal Bureau of Investigation moved into a new 220,000 square foot office building at 35th Avenue and Ulster Street in 2010, the first major office tenant in the station area.
- Addition of over 4,600 homes within the Stapleton Development Area
- Development of Quebec Square within the station area, as well as Northfield Shopping Center and the 29th Street Town Center, bringing over 2 million square feet of retail to Stapleton and adjacent neighborhoods, areas that were previously underserved for basic goods and services.
- There is an identified need in Stapleton for higher density multi-family housing.



### Central Park Station, Denver, CO

- 109.48 Acres
- Represents 20% of our Unbuilt Area
- Represents 34.7% of our Total Area



### Mapping Exercise

- 1 Office / Commercial
- 2 Open Space
- 3 Residential
- 4 Retail
- 5 Connection Nodes
- 6 Connection Paths

## APPENDIX D

### STAKEHOLDER TIMELINE

The planning team met several times with stakeholders within the planning area. Stakeholders were defined as property owners, development teams, Utah Transit Authority, and City of Farmington staff.

The meetings focused on:

- + Vision and priorities
- + Opportunities and constraints
- + Key measures of future success

To the extent possible, the plan incorporates the vision and proprieties of the stakeholders identified. In some cases, draft development proposals were reviewed and potential changes or adjustments to better meet planning area-wide goals and vision identified and incorporated into the plan



June 2021 internal charette

2021

FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
<p><b>STAKEHOLDER INTERVIEW</b> Boyer and Castlecreek Homes <i>February 23, 2021</i></p> <p><b>STAKEHOLDER INTERVIEW</b> EDC &amp; Davis County <i>February 24, 2021</i></p>	<p><b>STAKEHOLDER INTERVIEW</b> City Staff <i>March 4, 2021</i></p> <p><b>STAKEHOLDER INTERVIEW</b> CW <i>March 5, 2021</i></p> <p><b>STAKEHOLDER INTERVIEW</b> STACK Real Estate <i>March 10, 2021</i></p>			<p><b>INTERNAL CHARETTE</b> Attended by city leaders including staff, Mayor, two City Council Members, and two Planning Commission Members</p> <p><b>Purpose:</b></p> <ul style="list-style-type: none"> <li>• Review analysis to date</li> <li>• Reaffirm guiding vision</li> <li>• Identify priorities and values</li> <li>• Learn about the tools and approaches to achieve the vision</li> </ul>			<p><b>INTERNAL CHARETTE</b> Attended by city leaders including staff, Mayor, two City Council Members, and two Planning Commission Members</p> <p><b>Purpose:</b></p> <ul style="list-style-type: none"> <li>• Review market opportunity analysis</li> <li>• Discuss desired level of development for planning area based on priorities and values</li> <li>• Identify a preferred approach to the public realm in the planning area</li> </ul> <p><b>STAKEHOLDER INTERVIEW</b> Stack Estate, Wasatch Residential Group, Wasatch Group <i>September 28, 2021</i></p>

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## Planning Commission Staff Report April 14, 2022

### Item 7: Steed Creek Estates Phase III Schematic Subdivision Plan/Plat Amendment, and Special Exception Related to Driveway Access

Public Hearing: Yes  
 Application No.: S-5-22  
 Property Address: 397 South 10 West  
 General Plan Designation: LDR (Low Density Residential)  
 Zoning Designation: LR (Large Residential)  
 Area: 3.27 Acres  
 Number of Lots/Parcels: 1 new, 5 existing  
 Property Owners: Quayle, Cameron & Amanda – Trustees; Maxwell, Vernon L & Carolyn B – Trustees; and Maxwell, Bryce B & Karmen K.  
 Agent: Vernon Lee Maxwell

Request: *The applicant is seeking a recommendation from the Planning Commission for schematic subdivision/plat amendment approval for the proposed Steed Creek Phase 3 Subdivision, and approval for a special exception related to driveway access.*

#### **Background Information**

##### Subdivision

The enclosed vicinity map and Steed Creek Estates Phase III schematic plan show that the applicant is seeking approval for one additional lot, a flag lot, but at the same time adjusting the boundaries of 5 existing Lots/Parcels---in four steps. A summary of the request is set forth in the table below:

	Lots/Parcels	Action
New Lot		
1.	Lot 301, Steed Creek Estates Phase 3	Create a flag lot
Existing		
1.	Lot 201, Steed Creek Estates Phase 2, 394 South 10 West	Adjust east boundary with Lot 6, Steed Creek Estates, 397 S. 10 W.
2.	Parcel 07-046-0035	Adjust boundary resulting in Parcel A, Steed Creek Estates Phase 3
3.	Parcel 07-034-0110	Adjust Boundary with Lot 6, Steed Creek Estates, and create Parcel B, Steed Creek Estates Phase 3
4.	Lot 5 Steed Creek Estates, 407 S. 10 W.	Adjust east boundary with Lot 6, Steed Creek Estates, 397 S. 10 W.

City ordinances allow staff to review and approve boundary adjustments, but not flag lots---which must be recommended by the Planning Commission and considered for approval by the City Council.

#### Plat Amendment

As illustrated in the previous table, the applicant's request consists of many parts; subsequently, he is proposing a plat amendment to show and implement every proposed change in one document, which document will be recorded in the office of the Davis County Recorder.

#### Driveway Access

Rather than providing two driveways side by side, the applicant is requesting a special exception to allow the owners of the flag lot (if approved) to share an existing driveway on the proposed Lot 303. Section 11-32-060 A. 5. States:

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

#### Flag Lot Dimensions

The length and width of the flag lot stem do not meet City ordinances. The Planning Commission may resolve this, if it chooses to do so, by approving one of the two alternative motions below. Section 12-7-030 J.

Flag Lots: Flag lots may be approved by the planning commission and the city council and are prohibited except to reasonably utilize an irregularly shaped parcel, to reasonably utilize land with severe topography, to provide for the protection of significant natural or environmentally sensitive areas, or to allow a property owner reasonable use and benefit of a parcel of land not otherwise developable. (Ord. 2016-07, 2-16-2016)

1. General Requirements: The creation of a flag lot is a subdivision, therefore all applicable subdivision ordinances, standards and regulations apply. Flag lots are for single-family residential dwellings only and are prohibited if the proposed flag lot will increase the number of access points onto a major thoroughfare. (Ord. 2016-23, 2-16-2016)

2. Design Requirements: The design requirements for a flag lot are as follows:
  - a. A flag lot shall be comprised of a stem portion and a flag portion.
  - b. The stem portion must be contiguous to a dedicated public street.

- c. All buildings can be placed on the flag portion only.
- d. The front yard shall be considered one of the two (2) sides of the flag portion that adjoins the stem and all buildings must face the front yard.
- e. A flag lot must comply with all requirements, standards and ordinances as determined by the underlying zone district in which it is located. This includes setbacks, building height, accessory buildings, minimum lot size, etc.
- f. Minimum lot size calculations exclude the stem and only take the flag portion of the lot into consideration.
- g. The stem shall be at least twenty-eight feet (28') wide and no longer than one hundred fifty feet (150') long.
- h. The stem shall service one lot only.
- i. No more than two (2) flag lots shall be allowed in a subdivision.
- j. For back to back flag lots, a reduction of each stem to twenty feet (20') wide is permitted where the stems abut one another.
- k. The access drive shall be at least twenty feet (20') wide and no greater than a fifteen percent (15%) grade. The drive shall be paved with a hard surface, such as asphalt or concrete, and conform to all applicable fire code regulations, including access to fire hydrants, emergency access and turnarounds.
- l. The access drive must have a minimum of four feet (4') wide landscaped yard along both sides.
- m. All utilities and related services (including easements) shall be provided to the flag lot in accordance with the applicable regulations and ordinances adopted by the city. (Ord. 2016-07, 2-16-2016)

**Suggested Alternative Motions:**

- A. Move that the Planning Commission recommend the City Council approve the Steed Creek Estates Phase 3 subdivision schematic plan/plat amendment, including the flag lot, and that the Commission approve a special exception allowing access to Lot 302 across Lot 303 as shown on the schematic plan, subject to all applicable Farmington City ordinances and development standards and the following:
  - 1. The special exception for the driveway shall not become effective until such time as the City Council approves the schematic subdivision plan/plat amendment (including the flag lot), and approval of the final plat by the Planning Commission.
  - 2. Staff must prepare a text amendment to the Subdivision Ordinance enabling a special exception to allow flag dimensions different than required by ordinance, and if such an amendment is approved by the City, the Planning Commission shall consider the special exception prior to or concurrent with its review of the final plat for the subdivision.
  - 3. The applicant must meet all requirements of the City's DRC (Development Review Committee), including the Fire Department.

4. The applicant must prepare a reciprocal access and maintenance agreement, acceptable to the City, and record the same, for the shared driveway access for Lots 302 and 303.

Findings:

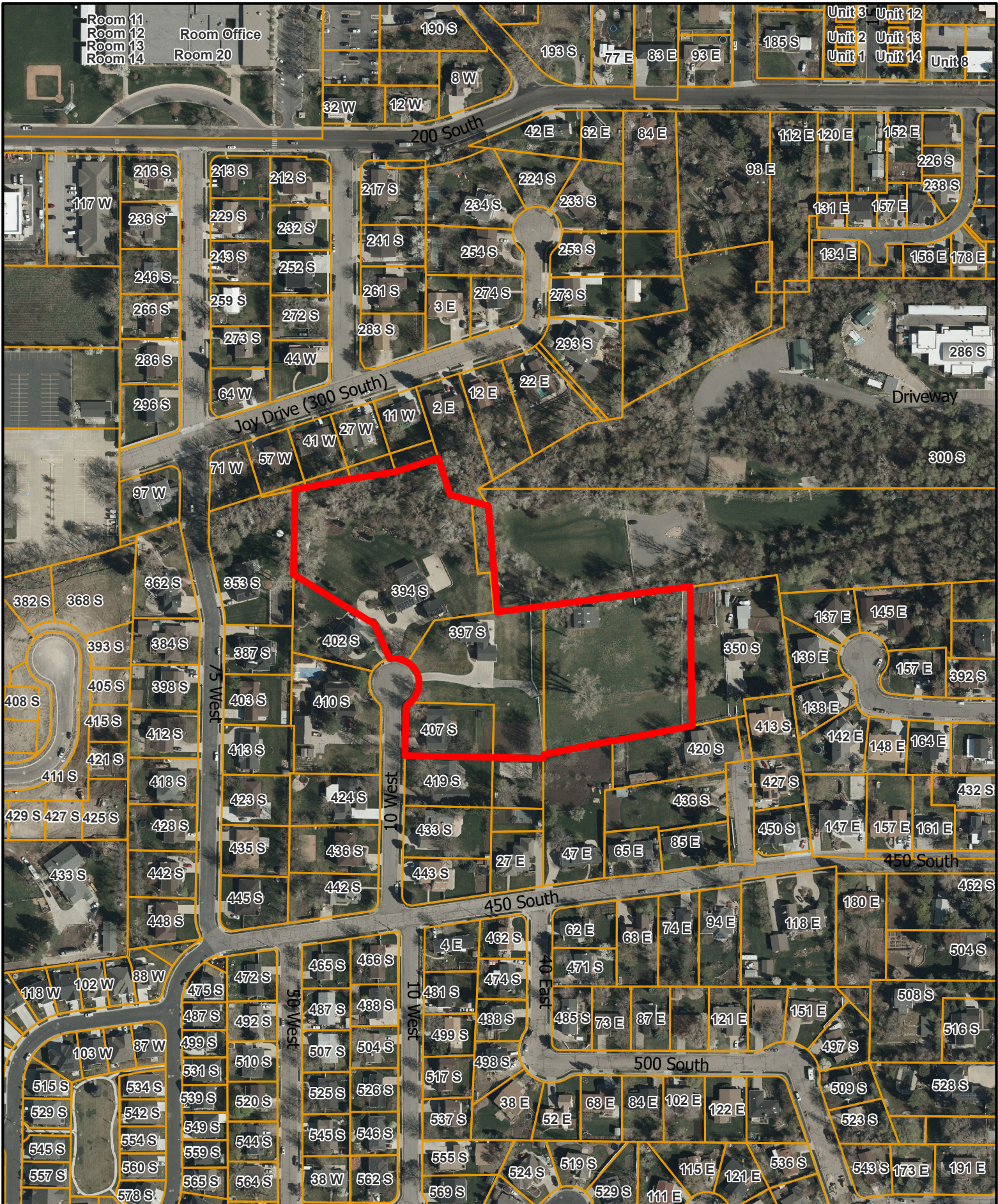
1. Due to the number of boundary adjustments the recordation of an amended plat is a good method to provide a cleaner subdivision of record, which contains all the necessary easements, notes, etc. for the benefit and of existing and future property owners.
2. Incorporating an existing un-platted parcel (07-034-0110) as a platted parcel aids other property owner within the proposed Steed Creek Subdivision Phase 3 because any development of a possible future dwelling on either Parcels A or B is subject to a public process and cannot occur without approval of another plat amendment by the City and input from owners, which amended plat must show access and identify these areas as “Lots” not “Parcels”.
3. A special exception for the shared driveway access is warranted because two long driveways in close proximity to each other may detract from the ambiance of the pastoral setting of this subdivision near Steed Creek and Woodland Park. Moreover, the long flag lot stem provides for a larger Lot 301 which is consistent with the lot sizes characterized by this area.
4. Oversight by the DRC, including the Fire Department, ensures acceptable implementation of necessary improvements and increased public safety.

- OR -

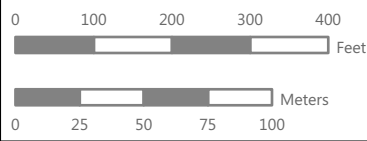
- B. Same motion and findings as above, but approve a substitute paragraph 2 as follows:
  2. Section 12-7-030 B. of the Subdivision Ordinance states in part “Private streets shall not be permitted unless the planning commission finds that the most logical development of the land requires that lots be created which are served by a private street or other means of access, and makes such findings in writing with the reasons stated therein.” The Planning Commission finds that the longer (248 feet vs. 150 feet) and narrower (20 feet vs. 28 feet) flag lot stem is an acceptable “other means of access” as supported by the findings.

**Supplemental Information**

1. Vicinity Map
2. Schematic Subdivision Plan
3. Letters from the applicant



**VICINITY MAP**  
397 South 10 West



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.

LEGEND	
	Section Monument
	Property Corner
	Fire Hydrant
	Reference/Witness Monument
	Break Line
	Sanitary Sewer Manhole
	Property Line
	Section Line
	Center Line
	Easement Line
	Edge of Asphalt
	Curb & Gutter
	Curb Wall
	Fence Line

# SCHEMATIC SUBDIVISION PLAN FOR STEED CREEK ESTATES PHASE 3

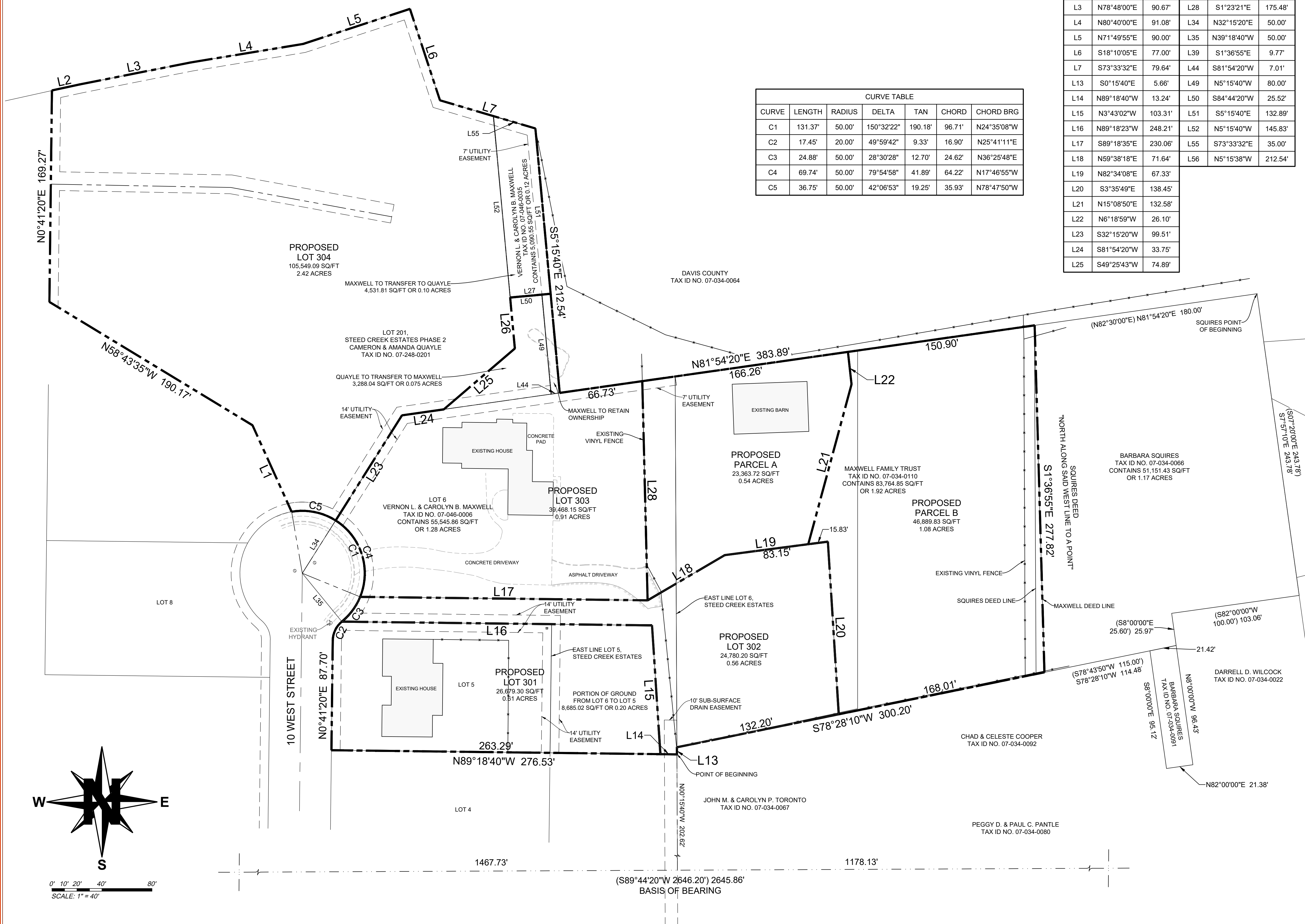
BEING LOCATED IN THE SOUTHWEST QUARTER, SECTION 19,  
TOWNSHIP 3 NORTH, RANGE 1 WEST,  
SALT LAKE BASE AND MERIDIAN  
FARMINGTON CITY, DAVIS COUNTY, UTAH

## BASIS OF BEARINGS

THE BASIS OF BEARING FOR THIS SURVEY WAS ESTABLISHED USING FOUND DAVIS COUNTY SURVEYOR MONUMENTS LOCATED AT THE SOUTHWEST CORNER AND THE SOUTH QUARTER CORNER, SECTION 19, TOWNSHIP 3 NORTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN AS SHOWN ON THIS SURVEY PLAT.

Line Table			Line Table		
Line #	Bearing	Distance	Line #	Bearing	Distance
L1	N24°20'15"W	75.97'	L26	S5°15'40"E	41.00'
L2	N77°42'45"E	22.70'	L27	N84°44'20"E	32.52'
L3	N78°48'00"E	90.67'	L28	S1°23'21"E	175.48'
L4	N80°40'00"E	91.08'	L34	N32°15'20"E	50.00'
L5	N71°49'55"E	90.00'	L35	N39°18'40"W	50.00'
L6	S18°10'05"E	77.00'	L39	S1°36'55"E	9.77'
L7	S73°33'32"E	79.64'	L44	S81°54'20"W	7.01'
L13	S0°15'40"E	5.66'	L49	N5°15'40"W	80.00'
L14	N89°18'40"W	13.24'	L50	S84°44'20"W	25.52'
L15	N3°43'02"W	103.31'	L51	S5°15'40"E	132.89'
L16	N89°18'23"W	248.21'	L52	N5°15'40"W	145.83'
L17	S89°18'35"E	230.06'	L55	S73°33'32"E	35.00'
L18	N59°38'18"E	71.64'	L56	N5°15'38"W	212.54'
L19	N82°34'08"E	67.33'			
L20	S3°35'49"E	138.45'			
L21	N15°08'50"E	132.58'			
L22	N6°18'59"W	26.10'			
L23	S32°15'20"W	99.51'			
L24	S81°54'20"W	33.75'			
L25	S49°25'43"W	74.89'			

CURVE TABLE						
CURVE	LENGTH	RADIUS	DELTA	TAN	CHORD	CHORD BRG
C1	131.37'	50.00'	150°32'22"	190.18'	96.71'	N24°35'08"W
C2	17.45'	20.00'	49°59'42"	9.33'	16.90'	N25°41'11"E
C3	24.88'	50.00'	28°30'28"	12.70'	24.62'	N36°25'48"E
C4	69.74'	50.00'	79°54'58"	41.89'	64.22'	N17°46'55"W
C5	36.75'	50.00'	42°06'53"	19.25'	35.93'	N78°47'50"W



## SURVEYOR'S CERTIFICATE

I, MICHAEL L. WANGEMANN, SYRACUSE, UTAH, DO HEREBY CERTIFY THAT I AM A LICENSED LAND SURVEYOR AND THAT I HOLD LICENSE NO. 6431156 AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH AND THAT I HAVE MADE A SURVEY OF THE BOUNDARIES OF THE FOLLOWING DESCRIBED PROPERTY:

(SEE BELOW)

I FURTHER CERTIFY THAT THIS PLAT CORRECTLY SHOWS THE TRUE DIMENSIONS OF THE BOUNDARIES SURVEYED AND OF THE VISIBLE IMPROVEMENTS EFFECTING THE BOUNDARIES AND THEIR POSITION IN RELATIONSHIP TO SAID BOUNDARIES; THAT NONE OF THE VISIBLE IMPROVEMENTS ON THE ABOVE DESCRIBED PROPERTY ENCOACH UPON ADJOINING PROPERTIES; AND THAT NO VISIBLE IMPROVEMENTS, FENCES OR EAVES OF ADJOINING PROPERTIES ENCOACH UPON THE SUBJECT PROPERTY EXCEPT AS SHOWN.

I ALSO FURTHER CERTIFY THAT THIS PLAT DOES NOT PURPORT TO DISCLOSE OVERLAPS, GAPS, OR BOUNDARY LINE DISPUTES OF THE PROPERTY SURVEYED WHICH WOULD BE DISCLOSED BY AN ACCURATE SURVEY OF THE ADJOINING PROPERTIES, NOR DOES IT PURPORT TO DISCLOSE OWNERSHIP OF OR CLAIMS OF EASEMENTS OR ENCUMBRANCES UPON THE PROPERTY SURVEYED.



Michael L. Wangemann, PLS

Date of Plat or Map: February 16, 2022

PLS# 6431156-2201

## LEGAL DESCRIPTION

BEGINNING AT A POINT ON THE EAST LINE OF STEED CREEK ESTATES AS RECORDED JUNE 22, 1979 AS ENTRY NO. 536021 IN BOOK 776 AT PAGE 413 IN THE DAVIS COUNTY RECORDER'S OFFICE, SAID POINT BEING SOUTH 89°44'20" WEST ALONG THE SECTION LINE 1178.13 FEET AND NORTH 00°15'40" WEST 202.62 FEET FROM THE SOUTH QUARTER CORNER OF SECTION 19, TOWNSHIP 3 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN; AND RUNNING THENCE NORTH 89°18'40" WEST ALONG THE NORTH LINE OF LOT 4, SAID STEED CREEK ESTATES 276.53 FEET TO THE NORTHWEST CORNER OF SAID LOT 4; THENCE ALONG THE EAST RIGHT-OF-WAY LINE OF 10 WEST STREET THE FOLLOWING THREE COURSES: NORTH 00°41'20" EAST 87.70 FEET TO A POINT ON 20.00 FOOT RADIUS CURVE; THENCE NORTHEASTERLY 17.45 FEET ALONG THE ARC OF SAID CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 49°59'42" (WHICH LONG CHORD BEARS NORTH 25°41'11" EAST 16.90 FEET) TO A POINT ON A 50.00 FOOT RADIUS REVERSE CURVE; THENCE NORTHERLY 131.37 FEET ALONG THE ARC OF SAID REVERSE CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 150°32'22" (WHICH LONG CHORD BEARS NORTH 24°35'08" WEST 96.71 FEET); THENCE NORTH 24°20'15" WEST 75.97 FEET; THENCE NORTH 58°43'35" WEST 190.17 FEET; THENCE NORTH 00°41'20" EAST 169.27 FEET; THENCE NORTH 77°42'45" EAST 22.70 FEET; THENCE NORTH 78°48'00" EAST 90.67 FEET; THENCE NORTH 80°40'00" EAST 91.08 FEET; THENCE NORTH 71°49'55" EAST 90.00 FEET; THENCE SOUTH 18°10'05" EAST 77.00 FEET; THENCE SOUTH 73°33'32" EAST 79.64 FEET; THENCE SOUTH 05°15'40" EAST 212.54 FEET; THENCE NORTH 81°54'20" EAST 383.89 FEET; THENCE SOUTH 01°36'55" EAST 277.82 FEET; THENCE SOUTH 78°28'10" WEST 300.20 FEET; THENCE SOUTH 00°15'40" EAST 5.66 FEET TO THE POINT OF BEGINNING. (NAD83 ROTATION IS 00°11'19" CLOCKWISE)

CONTAINS 266,730.02 SQ/FT OR 6.12 ACRES

UTILITY NOTE: THE UTILITY INFORMATION SHOWN ON THIS PLAT IS BASED ON ABOVE-GROUND EXISTING STRUCTURES AS OBSERVED AND LOCATED BY THE SURVEYOR IN THE FIELD AS WELL AS INFORMATION PROVIDED TO THE SURVEYOR. NO FURTHER INVESTIGATION OF EXISTING UTILITIES WERE PERFORMED FOR THIS SURVEY. THEREFORE THE SURVEYOR IS NOT RESPONSIBLE FOR THE REPRESENTATION OR OMISSION OR SUCH INFORMATION ON THIS PLAT. CONTACT BLUE STAKES BEFORE ANY DIGGING, EXCAVATION OR CONSTRUCTION IS TO TAKE PLACE.

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

## GENERAL NOTES

- ALL COURSES SHOWN IN PARENTHESIS ARE RECORD INFORMATION TAKEN FROM DEED DESCRIPTION OR OFFICIAL MAPS OR PLATS OF RECORD. ALL OTHER COURSES ARE THE RESULT OF ACTUAL FIELD MEASUREMENTS.
- ALL PROPERTY CORNERS ARE SET WITH 5/8" REBAR AND PLASTIC CAP STAMPED "UTAH LAND SURVEYING" OR OTHER PERMANENT MARKERS OR AS OTHERWISE STATED.

## SHEET TITLE

SCHEMATIC SUBDIVISION PLAN  
PREPARED FOR LEE MAXWELL  
397 SOUTH 10 WEST  
FARMINGTON, UT 84025  
LOCATION SOUTHWEST 1/4, SEC 19, T3N, R1E, SLB&M

REV	DATE	DESCRIPTION	DATE:	02/16/2022
1			SCALE:	1" = 40'
2			DRAWN:	MLW
3			CHECKED:	MLW
4				
5				

UTAH LAND SURVEYING, LLC  
A PROFESSIONAL LICENSED LAND SURVEYING COMPANY

1359 FAIRWAY CIR  
FARMINGTON, UT 84025  
PHONE 801.725.8395  
FAX 801.820.7775  
www.utahlandsurveying.com

JOB NUMBER  
1860-21  
SHEET  
1 OF 1

21 February 2022

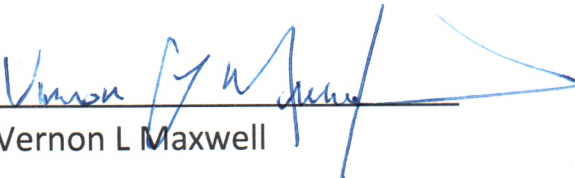
Farmington City  
Mayor Anderson and City Council  
160 South Main  
Farmington, Ut 84025

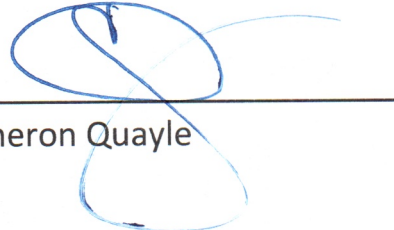
Dear Mayor Anderson and City Council,

We, Vernon L. Maxwell and Carolyn B. Maxwell (residing at 397 South 10 West), and Cameron and Amanda Quayle (residing at 394 South 10 West), hereby petition the City for permission to modify the property lines of Lot 6, Steed Creek Estates, and Lot 201, Steed Creek Estates Phase 2, and to create a new Lot 302 within the boundaries of Lot 6, Steed Creek Estates, per the attached 'Schematic Subdivision Plan'.

This new Lot 302 would also include some portions of property adjacent to and east of Lot 6, which is currently owned by 'The Maxwell Family Trust' (Tax ID No. 07-034-0110). The trustees of the 'The Maxwell Family Trust' are Vernon L. Maxwell and Carolyn B. Maxwell.

Thank you for your consideration,

  
Vernon L Maxwell

  
Cameron Quayle

Written explanation of information requested in 'Schematic Subdivision Plan'

Item B-5:

All culinary and irrigation water systems currently exist in 10 West street. No additional public water systems are required. Culinary and irrigation water service to proposed lot 302 will be installed on the private land of proposed lot 302 and connected to existing utilities in 10 West Street.

Existing lot 6 in Steed Creek Estates (owned by Maxwell) and the pasture adjacent to lot 6 (owned by Maxwell) currently have irrigation water service with Benchland Water District. Portions of this water will be shared with proposed lot 302. No new additional irrigation water will be needed.

Item B-6:

Sanitary sewer currently exists in 10 West Street. Proposed Lot 302 will simply connect to the existing sewer line.

Subsurface drainage water will be directed into the existing subsurface drain located in the '10' Sub-surface Drain Easement' currently existing in the southwest corner of proposed lot 302 (Sub-surface drain easement is shown on the schematic plan). This sub-surface drain was installed with the original Steed Creek Estate Subdivision improvements.

Item B-7:

A small portion of the northern edge of proposed Lot 304 may be in the flood plain (this is inside the currently existing dike along the edge of Steed Creek).

Item B-8:

Total Acreage is 6.12 acres.

B-9:

There are no proposed zoning changes.

21 February 2022

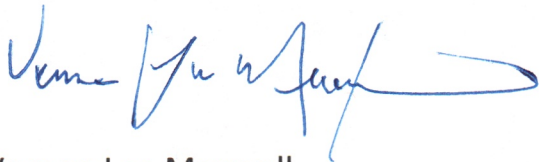
Farmington City  
C/O David Petersen  
Community Development Director

RE: Request to allow Farmington City to change the fixed dimensions of the  
Flag Lot ordinance.

Dear Mr. Petersen,

The current City ordinance does not allow the City to adjust or change the fixed dimensions of flag lots. I am requesting that this be revised to allow the City to be able to adjust or change the fixed dimensions of Flag Lots.

Sincerely,

A handwritten signature in blue ink, appearing to read "Vernon Lee Maxwell", with a long horizontal flourish extending to the right.

Vernon Lee Maxwell  
397 South 10 West  
Farmington, Ut 84025



**Planning Commission Staff Report**  
**April 14, 2022**

---

**Item 8: Farmington Retail - Schematic Subdivision, Special Exception (Drive-Up Window), and Zone Change**

Public Hearing: Yes  
Application No.: SP-3-22, S-8-22, Z-5-22, M-7-22  
Property Address: 1100 West Clark Lane  
General Plan Designation: TMU (Transportation Mixed Use)  
Zoning Designation: GMU (General Mixed Use)  
Area: 1.75 Acres  
Property Owner: TFC Clark Lane LLC  
Agent: Elliott Smith

*Applicant is requesting a recommendation for a zone change from General Mixed Use to Residential Mixed (RMU), as well as a recommendation for a subdivision schematic plan, and an approval for a special exception related to drive-up windows.*

---

**Background Information**

The applicant is proposing a three building retail subdivision on the northwest corner of the Clark Lane and 100 West roundabout. The GMU zone has a wide variety of uses, including dining, but it prohibits the installation of drive-up windows for said dining. As it stands, the site plan currently has drive-up windows located on Lot 1 and 2. The applicant is requesting a zone change to Residential Mixed Use, which allows drive-up windows, subject to a special exception review by the Planning Commission (11-18-050). With advice from the City the applicant is requesting a zone change, rather than a text amendment, to preserve the mixed use permitted uses as they are, thereby preserving the nature of the mixed use district as a whole.

If the zone change is approved and enabled by the City Council, the drive-up window special exception, if approved by the Planning Commission, will be enacted as well. If the City Council does not approve the zone change, the special exception, if approved by the Planning Commission, will not apply.

The applicant may still pursue the subdivision of the parcel into three lots regardless of the zone change. The three lot subdivision shares access with the surrounding parcels.

### **Suggested Motion**

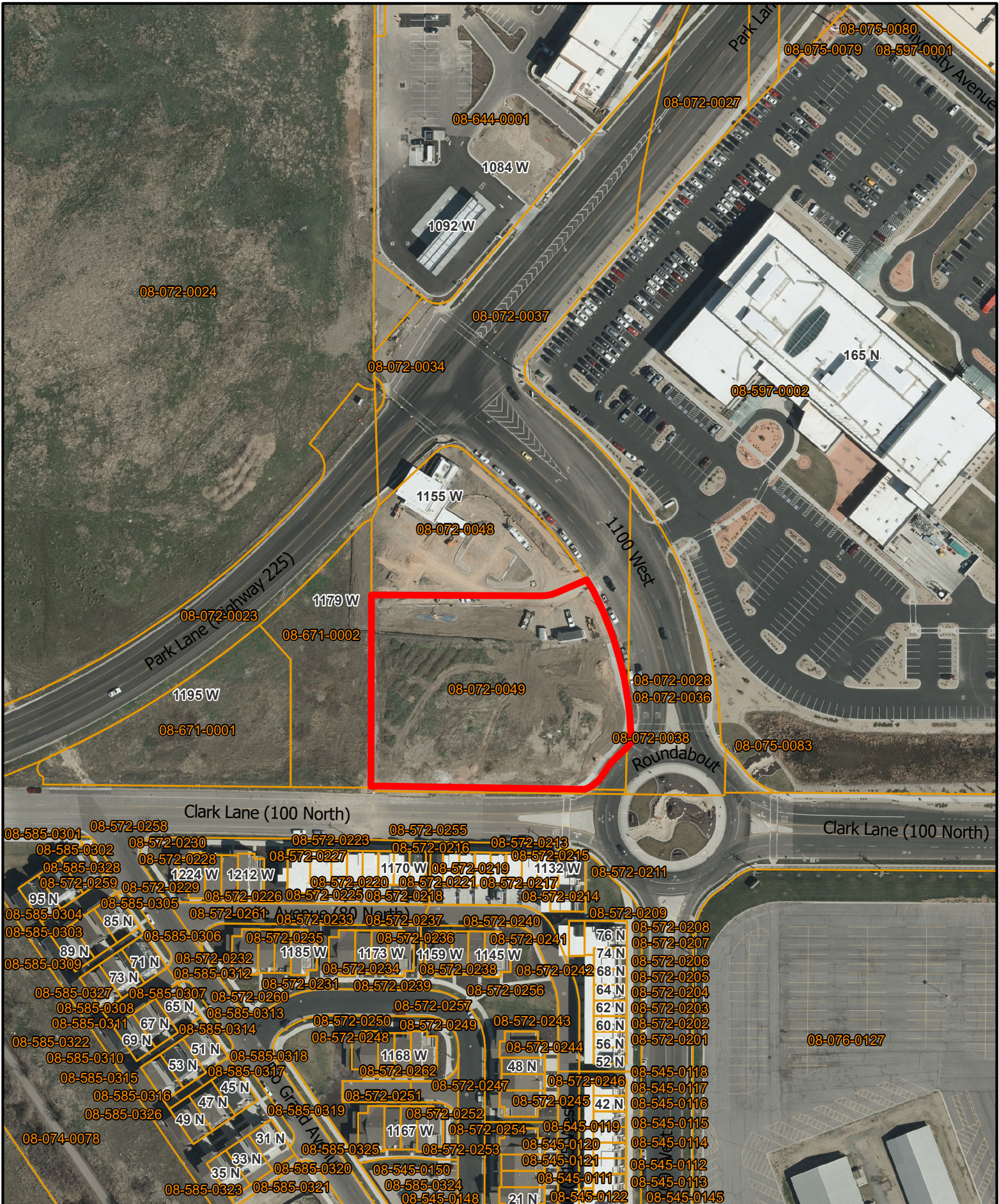
Move that the Planning Commission approve the special exception allowing drive-up windows as part of the Farmington Retail site plan; as well as recommend the schematic subdivision plan and zone change from GMU to RMU to the City Council for approval; all subject to any applicable Farmington City development standards and ordinances.

#### **Findings:**

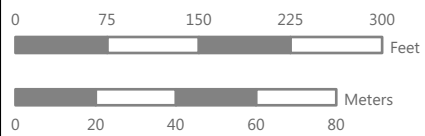
1. The RMU zone is characteristic of, and compatible with the surrounding areas.
2. The zone change does not change create any substantive change to the zoning ordinance, and preserves the intent of the GMU zone.
3. The applicant may pursue a restaurant use regardless of the RMU or GMU designation of the site, but only the RMU zone allows, with exception, drive-up windows.
4. The subdivision schematic plan allows for the site plan to follow the mixed use form-based code, as shown on the site plan.
5. The uses proposed would bring dining opportunities to events on the County Fairgrounds.

### **Supplementary Information**

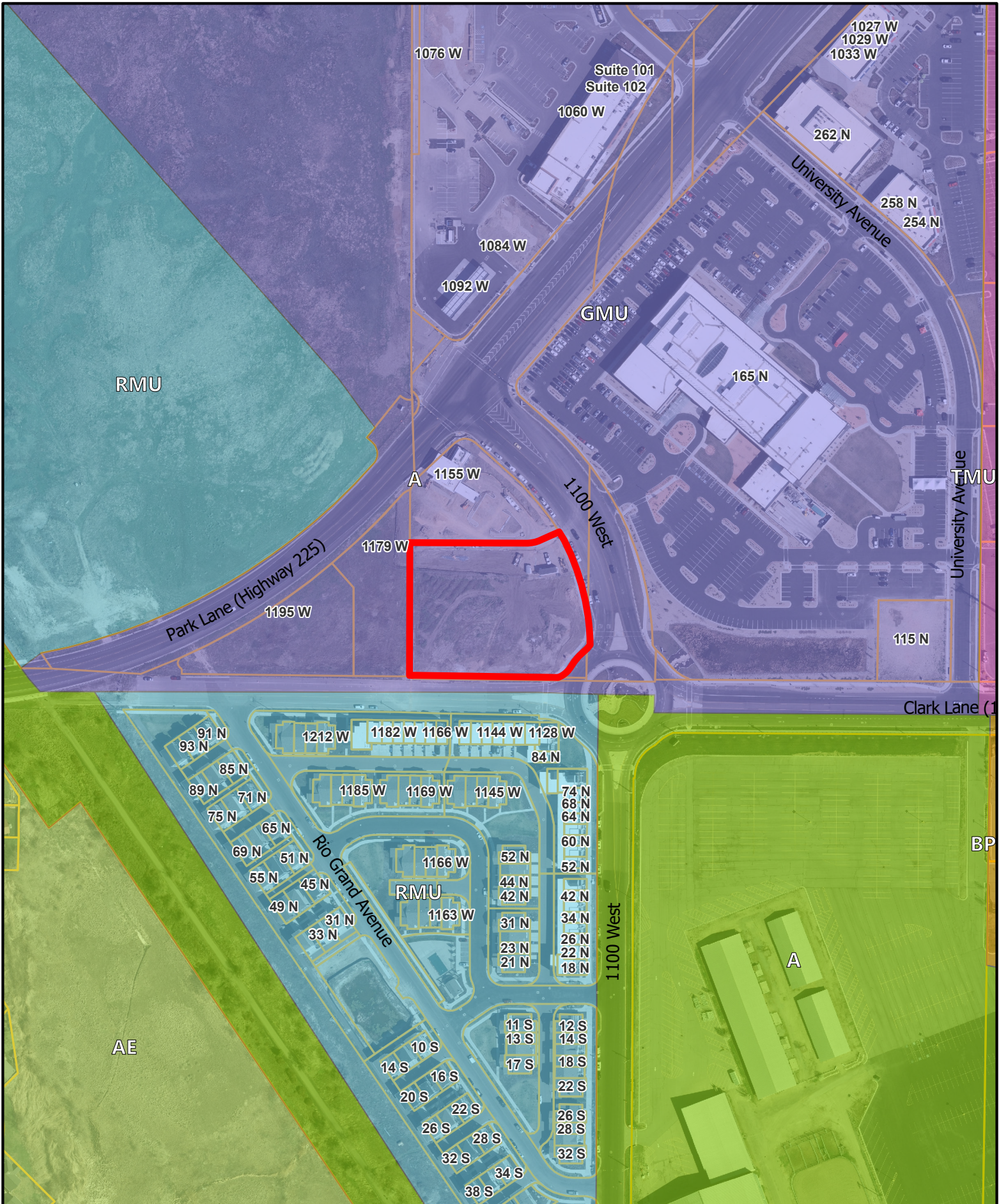
1. Vicinity Map
2. Current Zoning
3. Schematic Site Plan
4. Elevations



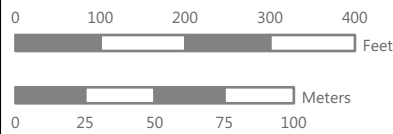
**VICINITY MAP**  
1100 West Clark Lane



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.



**VICINITY MAP**  
1100 West Clark Lane



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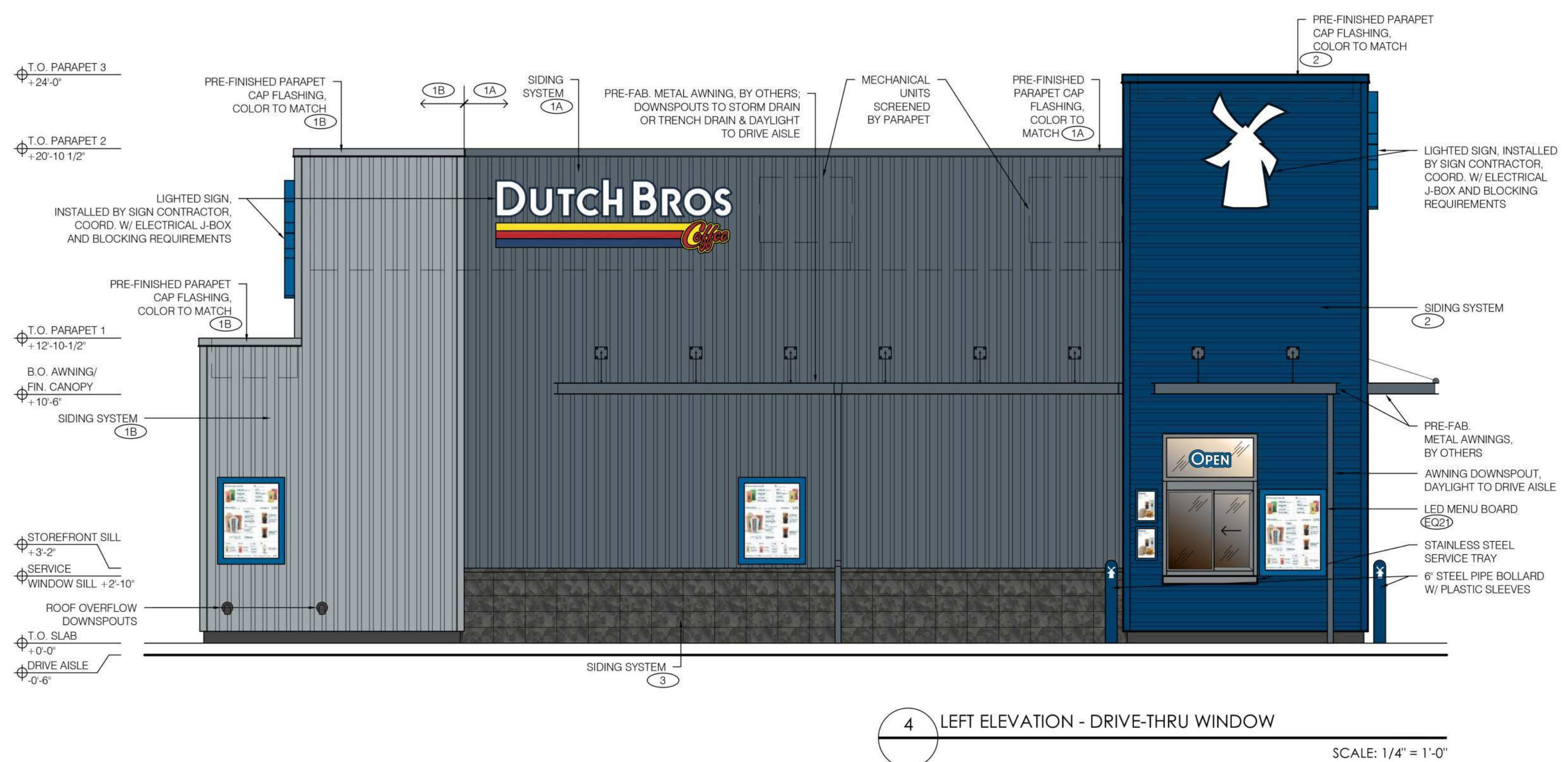




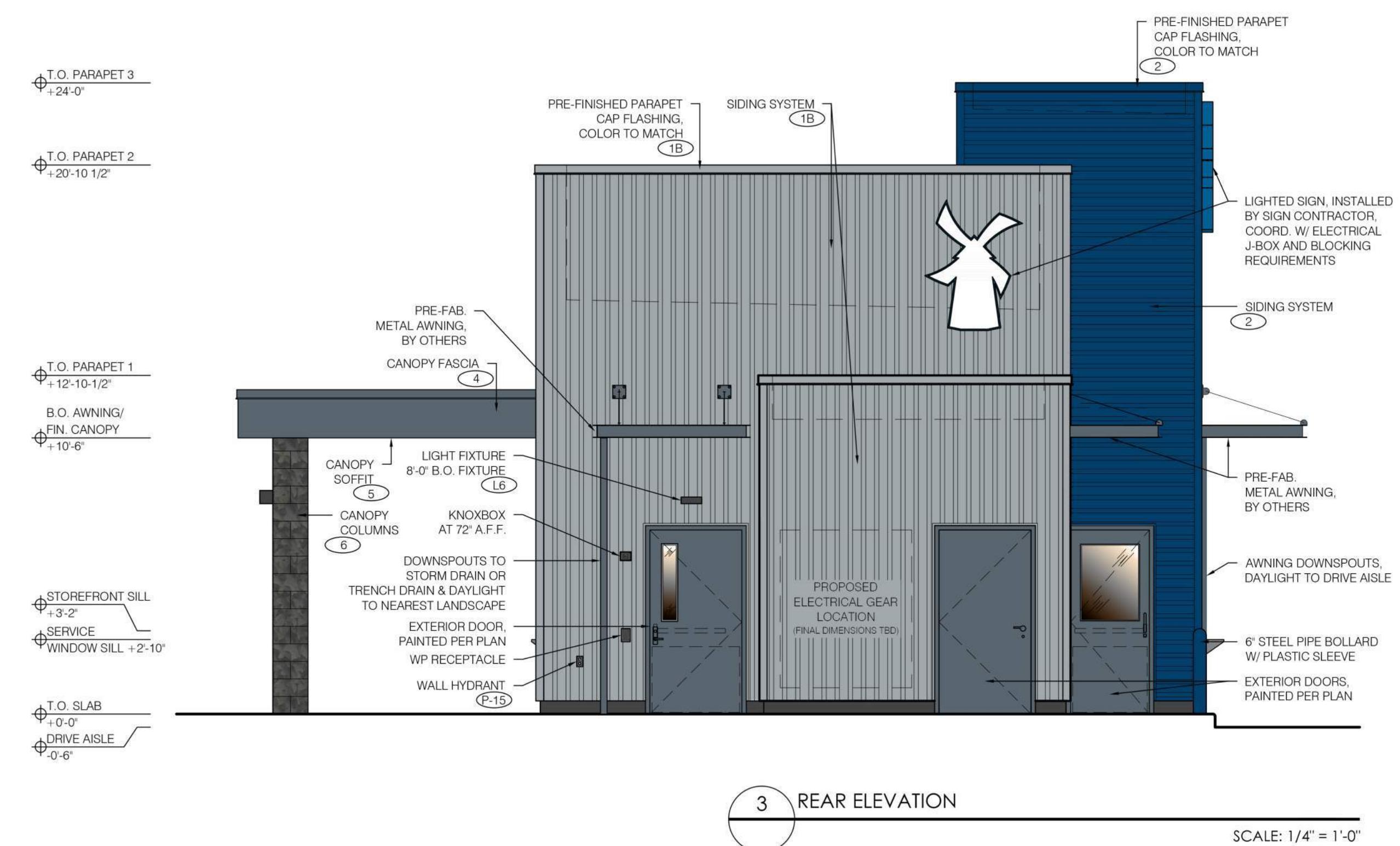
The name DUTCH BROS. and all associated logos, distinctive designs, content, information, and other materials featured, contained herein, and made available by Dutch Bros., including but not limited to, the "look and feel" of the establishments and products, all text, images, colors, configurations, graphics, designs, illustrations, photographs, and pictures (collectively, the "Materials") are owned by and/or licensed by DB Franchising USA, LLC and are protected by copyright, trademark, trade dress, patent, and/or other intellectual property rights and similar competition laws under the United States and foreign laws.

EXTERIOR FINISH SCHEDULE - PROTOTYPICAL w/ CANOPY				
ID TAG	MATERIAL	MANUFACTURER	MODEL	REMARKS
ZONE 1 (BODY)				
1A	METAL PANEL	WESTERN STATES METAL ROOFING	WESTERN WAVE, 24 ga.	ORIENTATION: VERTICAL; COLOR: BLDG DB DARK GRAY
1B	METAL PANEL	WESTERN STATES METAL ROOFING	WESTERN WAVE, 24 ga.	ORIENTATION: VERTICAL COLOR: BLDG DB LIGHT GRAY
ZONE 2 (TOWER)				
2	METAL PANEL	WESTERN STATES METAL ROOFING	WESTERN WAVE, 24 ga.	ORIENTATION: HORIZONTAL; COLOR: BLDG DB BLUE
ZONE 3 (BASE)				
3	CMU VENEER AND SILL	WILLAMETTE GRAYSTONE	4-8-16, SPLIT FACE	COLOR: CHARCOAL - REVIEW FINAL COLOR SELECTION W/ DBC
ZONE 4 (FRAMED CANOPY)				
4	FASCIA	WESTERN STATES METAL ROOFING	T-GROOVE, 10"	3 SIDES; COLOR: BLDG DB DARK GRAY
5	SOFFIT	HEWN ELEMENTS	NATURAL NORTHWESTERN SPRUCE	1x6, T&G, 1/8" REVEAL, SEALED
6	COLUMNS	WILLAMETTE GRAYSTONE	8-8-16, SPLIT FACE, 3-SIDES	COLOR: CHARCOAL - REVIEW FINAL COLOR SELECTION W/ DB

NOTE: PROVIDE 3"x2" SMOOTH DOWNSPOUTS, AND ALL NECESSARY ADAPTORS, AT AWNING AND CANOPY LOCATIONS; COLOR: BLDG DB DARK GRAY



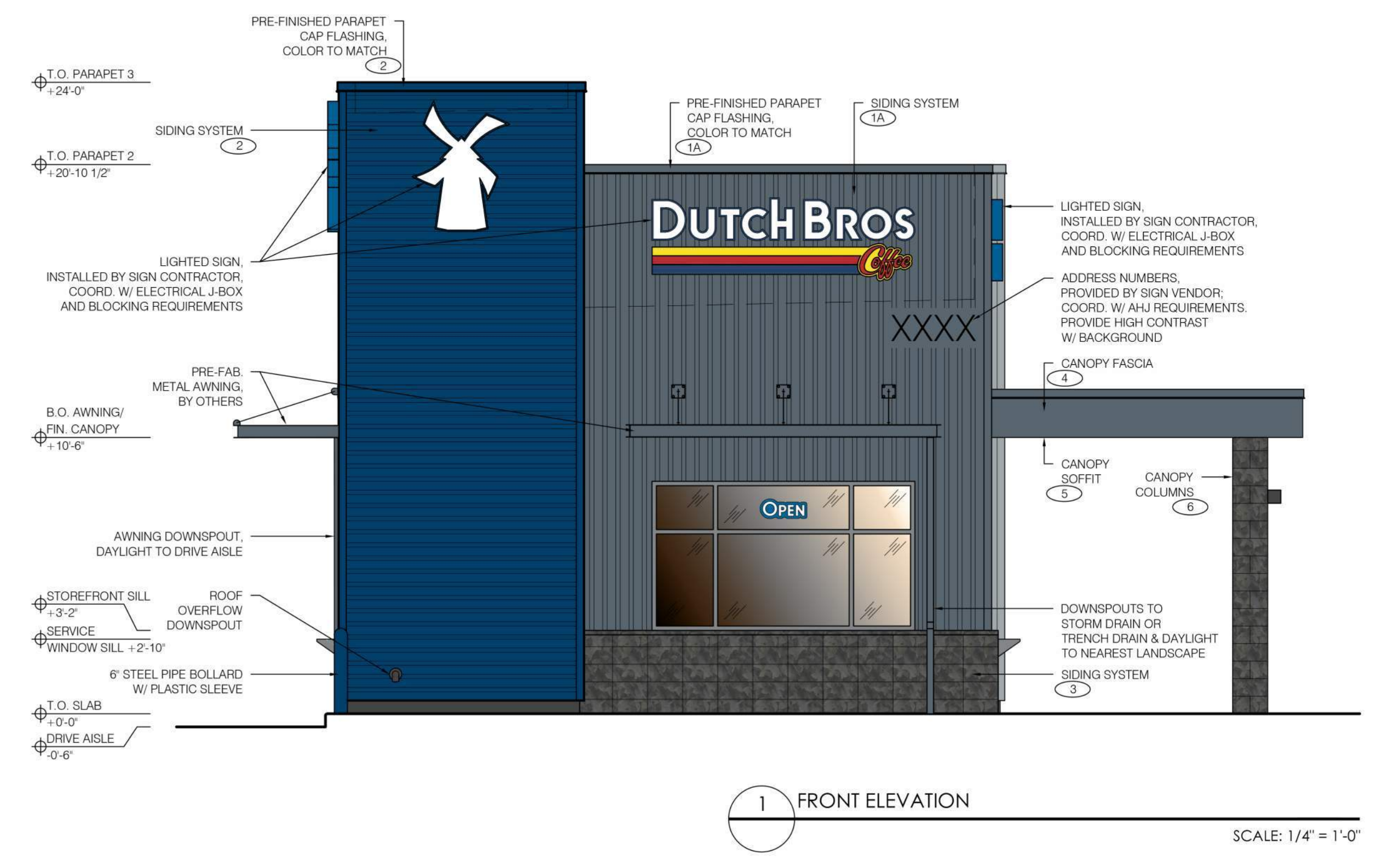
4 LEFT ELEVATION - DRIVE-THRU WINDOW SCALE: 1/4" = 1'-0"



3 REAR ELEVATION SCALE: 1/4" = 1'-0"



2 RIGHT ELEVATION - WALK-UP WINDOW SCALE: 1/4" = 1'-0"



1 FRONT ELEVATION SCALE: 1/4" = 1'-0"



1001 SE SANDY BLVD, SUITE 100  
 PORTLAND, OR 97214  
 V. 503.552.9079  
 F. 503.241.7055  
 WWW.GNICHARCH.COM

Project No: UT0704  
 Dutch Bros Coffee - New Free-standing Store  
 1155 UT-225  
 Farmington, UT 84025  
 For: Dutch Bros Coffee  
 110 SW 4th Street  
 Grants Pass, OR 97526

ISSUED FOR DESIGN REVIEW: 02.24.2022

REV#	DATE	DESCRIPTION

SHEET NAME:  
 BUILDING ELEVATIONS  
 SHEET NUMBER:

A6.1



## Planning Commission Staff Report April 14, 2022

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### Item 9: Rezone of a lot from the OTR (Original Townsite Residential) to the BR (Business/Residential) Zone.

Public Hearing:	Yes
Application No.:	Z-3-22
Property Address:	174 East State Street (Parcel 07-031-0105)
General Plan Designation:	MU/B (Mixed Use – Business, Med Density Residential, Light Commercial)
Zoning Designation:	OTR (Original Townsite Residential)
Area:	0.31 Acres
Number of Lots:	1
Property Owner:	Travis Tanner

Request: *The property owner is seeking a recommendation from the Planning Commission to rezone the back portion of their property to the BR zoning district to eventually be subdivided from the existing home.*

---

#### **Background Information**

The subject property is the deepest lot along the south side of State Street between Highway 106 as it bends south and 200 East Street.

The owners are ultimately interested in dividing their property such that the existing home along State Street remains on a smaller lot while the back portion of the property could be sold at some point for future development. Based on the existing lot width and available access the most likely scenario for development of this property would be to have adjacent property owners to the east or west combine it with their property.

While the requested rezone seems to be consistent with a gap in the boundary of the BR zoning district in this area, there are some nuances to understand in consideration of the rezone.

The applicant's property contains a total of 13,503 sq. ft. The existing OTR zone has a minimum lot size of 10,000 sq. ft., and the requested zone has a minimum lot size for a single family home of 8,000 sq. ft. While the subdivision of the property is not currently being requested, understanding how this may happen in the future is relevant. The city would either be setting the grounds for a non-conforming lot or is assuming that only 3,500 – 5,500 sq. ft. of property will be absorbed into another property for future development as it cannot develop on its own.

Modifying the zone boundary at this point in time would simply put multiple zones over the subject property creating challenges in administration of zoning regulations as it cannot develop further on its own as requested. It is unknown how the request may benefit future development as it is not known if there is need or interest to absorb any portion of this property, let alone how much property or in what configuration.

The regulations of the OTR zoning district which this property is currently part of can be found in [FCC 11-17](#). It primarily permits single family residential and agricultural uses.

The regulations of the requested BR zoning district can be found in [FCC 11-15](#). This zone allows for some limited commercial and residential uses.

A rezone request is a legislative matter to which the Planning Commission provides a recommendation to the City Council.

**Suggested Motion:**

Table the requested rezone or allow the applicant to withdraw the application until a more detailed development proposal is brought before the city council that demonstrates future use of the desired subdivided property that meets city ordinances.

**Alternate Motion:**

Recommend denial of the requested rezone from OTR to the BR zoning district.

Finding:

1. Without a development plan by adjacent properties to utilize the land under consideration, the requested rezone does not lend to development or redevelopment of the property that follows current city ordinances.

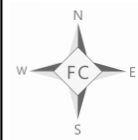
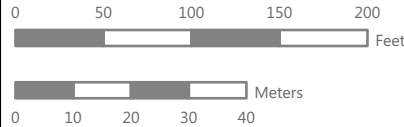
\*Per [FCC 11-6-060](#): Disapproval of an application to amend this title or zoning map shall preclude the filing of another application to amend such ordinances or map regarding the same property, or any portion thereof, to the same zone classification within one year of the date of the final disapproval of the application by the city council, unless the planning commission determines that there has been a substantial change in the circumstances to merit consideration of a second application prior to the expiration of such time.

**Supplemental Information**

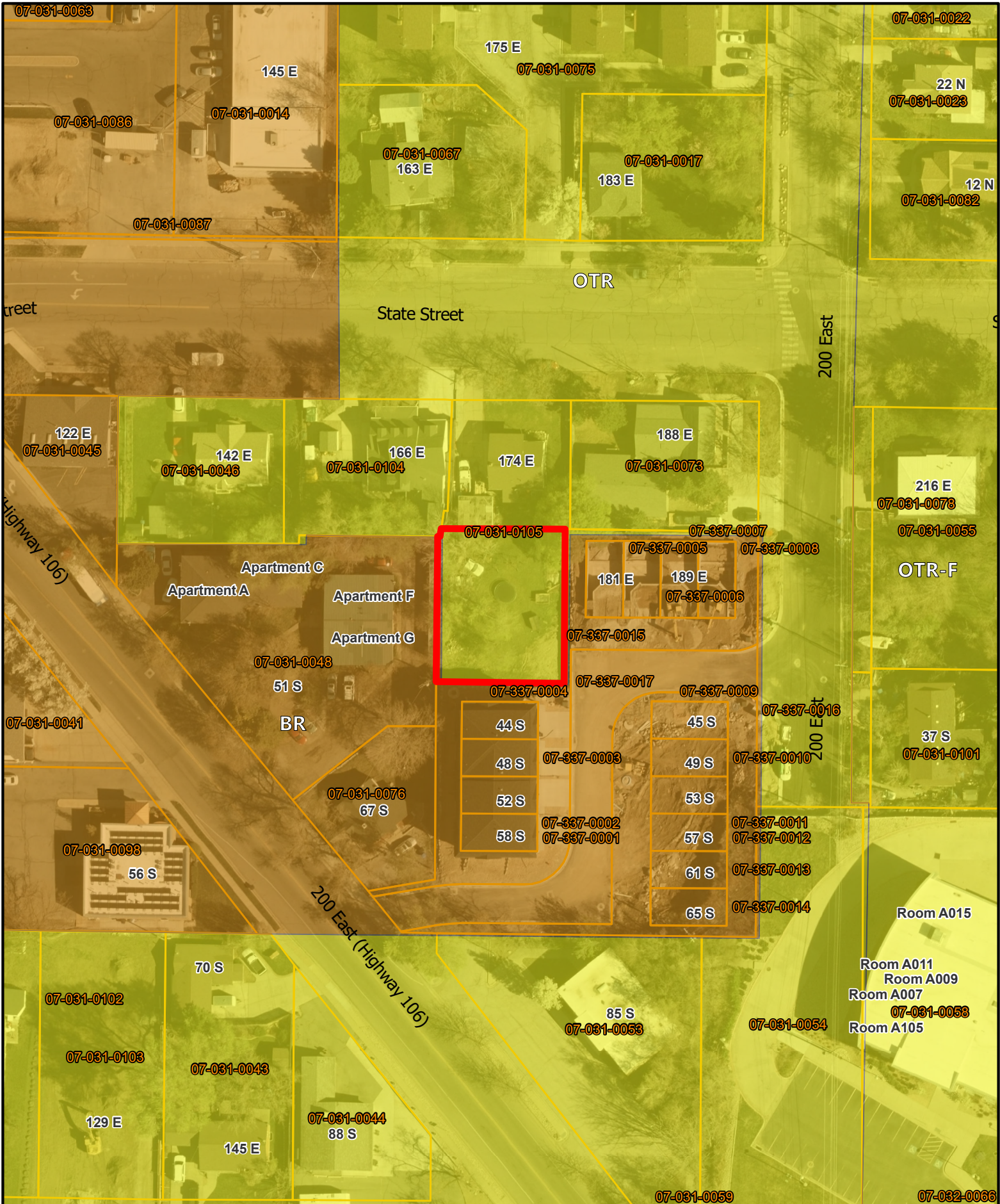
1. Vicinity Map
2. Zoning Map
3. Request Letter From Applicant



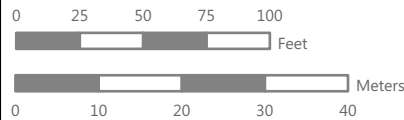
**VICINITY MAP**  
174 East State Street



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**VICINITY MAP**  
174 East State Street



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Travis Tanner

Nickole Tanner

174 E. State St.

Farmington Utah 84025

07-031-0105

I am looking to change my zoning from OTR to Business-residential

I want the face of State St. to stay the same.

Lot with the house

The lot in the back will be,

- 1) Building lot
- 2) Proposed lot sold and join the brownstone PUD
- 3) Sell to the developer that develops the old Sidwell property
- 4) Keep it and sit on it for a while

Thank you

Travis and Nickole Tanner



**Planning Commission Staff Report**  
**April 14, 2022**

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**Item 10: Ace Athletics - Zone Change**

Public Hearing: Yes  
Application No.: Z-6-22  
Property Address: 874 Shirley Rae Drive  
General Plan Designation: DR (Develop Restrictions, VL Dens &/Or Agr Open Space)  
Zoning Designation: A (Agricultural)  
Area: 2.17 Acres  
Property Owner: Ace Athletics Holding  
Agent: Scott Adamson

*Applicant is requesting a recommendation for a zone change from A (Agricultural) to C (Commercial) for a 2.17 acre property located at 874 Shirley Rae Drive.*

---

**Background Information**

The applicant is proposing a zone change for 2.17 acres from A to C at 874 Shirley Rae Drive. The applicant is requesting this zone change because the current zoning does not allow main buildings, accessory buildings, and other structures to cover more than 25% of the total lot area (11-10-040 C). The current parcel contains an indoor tennis facility, and the owner would like to create additional outdoor courts, with the option to cover these courts with a bubble in the winter months. Additional outdoor courts do not contribute to the lot coverage standards as they are defined in 11-10-040 C, but the proposed bubble would, as it is a structure.

Another reason the applicant is requesting a zone change is due to the maximum building height in the agricultural zones being 27 feet. The requested commercial zone has a maximum building height of 40 feet.

The applicant has suggested that they may be willing to enter into an agreement with the City to restrict any development on the site to uses which are recreational in nature, specifically tennis, so as to prevent any other uses permitted by the Commercial zone, if the City Council approves and enables the zone change.

### **Suggested Motion**

Move that the Planning Commission recommend the City Council deny the application for zone change from A to C.

#### **Findings:**

1. The proposed zone does not align with the City's General Land Use Plan, which designates this area as Development Restricted.
2. The C zone has many permitted uses which are not compatible with the General Plan designation for the area, as well as the surrounding properties, which maintain a rural and agricultural atmosphere.
3. The proposed zone sits south of the City's development restriction elevation (4218 ft).
4. The proposed zone is south of the West Davis Corridor, but does not sit near any interchanges.

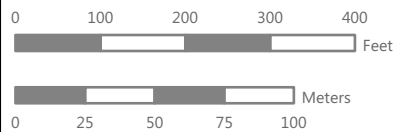
### **Supplementary Information**

1. Vicinity Map
2. Current Zoning
3. Pages 6 and 7 of application including applicant's arguments and written request
4. Possible Site Plan
5. Elevations
6. West Davis Corridor alignment (April 8, 2022)



# VICINITY MAP

874 Shirley Rae Drive



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.



## Full Legal Description

ALL OF PARCEL 5, KNIGHTON SUB. CONT. 2.173 ACRES

### EXPLANATION OF WHY WE ARE REQUESTING CHANGE

Ace Athletics has provided a premium tennis learning center for the past 4 years. We are now facing the problem of not enough courts for the demand, every session has a waiting list. We could do what other academies are doing – increasing the number of students in each class – but that dilutes the product and gives the students an inferior product. We prefer to build more courts and keep a high quality product. We also have the uncertainty of the Lagoon courts that we rent. We never know from one year to the next what will be available. We want to invest in the community to make it better. We have enough space on our current lot to put in 3 more courts with a seasonal bubble, but we can't get a building permit because of the way it is zoned. We are only allowed to have structures on 25% of the land. That renders the remaining half of our lot virtually useless. If the zoning is changed to a "C" zone we would be able to build on 50% and that is sufficient to add the 3 additional courts. This would make our facility highly efficient while using the lot for its existing purpose that has already been approved by Farmington City.

Farmington City's General Plan under Goals & Policies states:

#### #7. Broaden recreational opportunities and programs

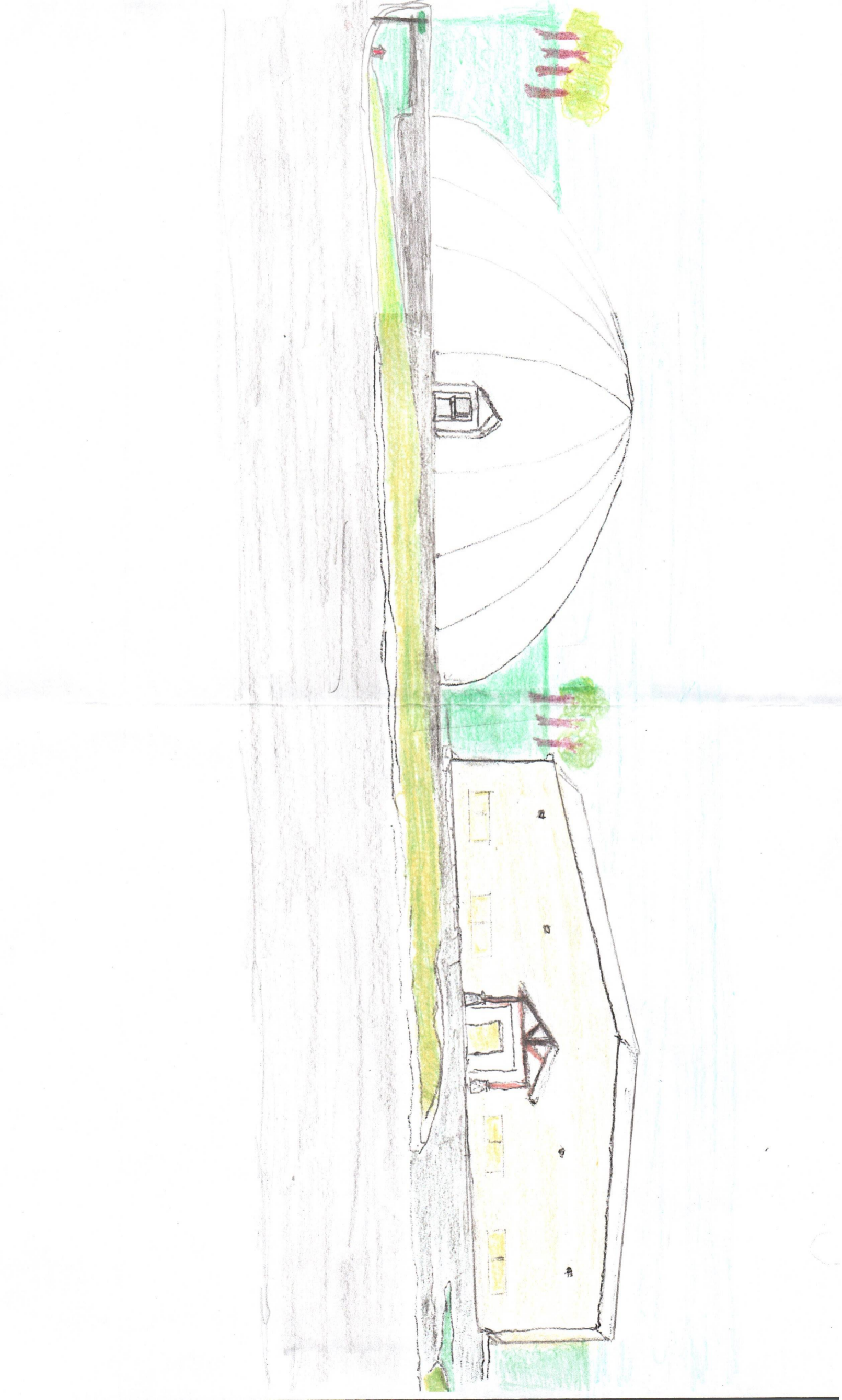
create efficient and cost effective delivery of services

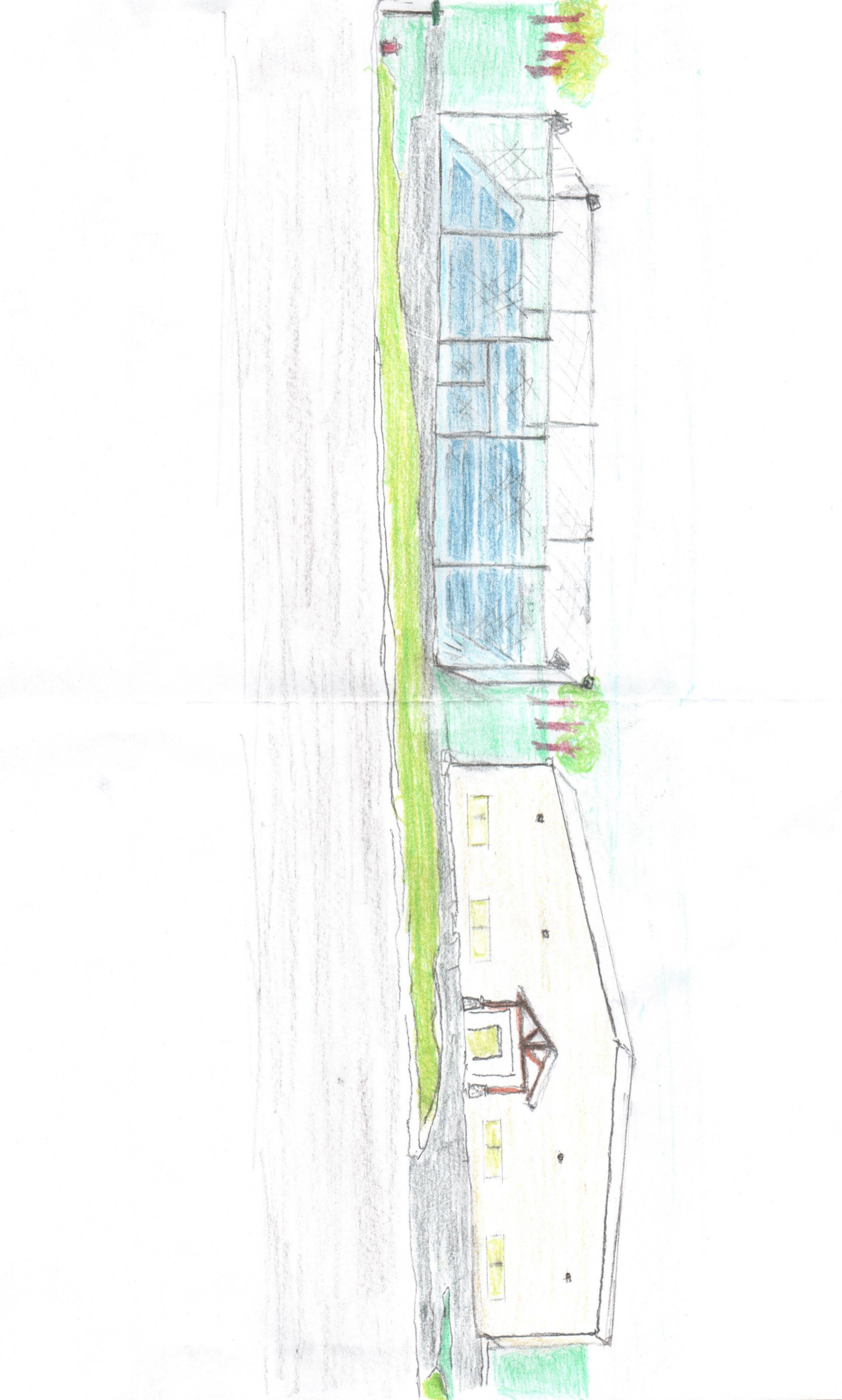
maintain compatibility with current land use

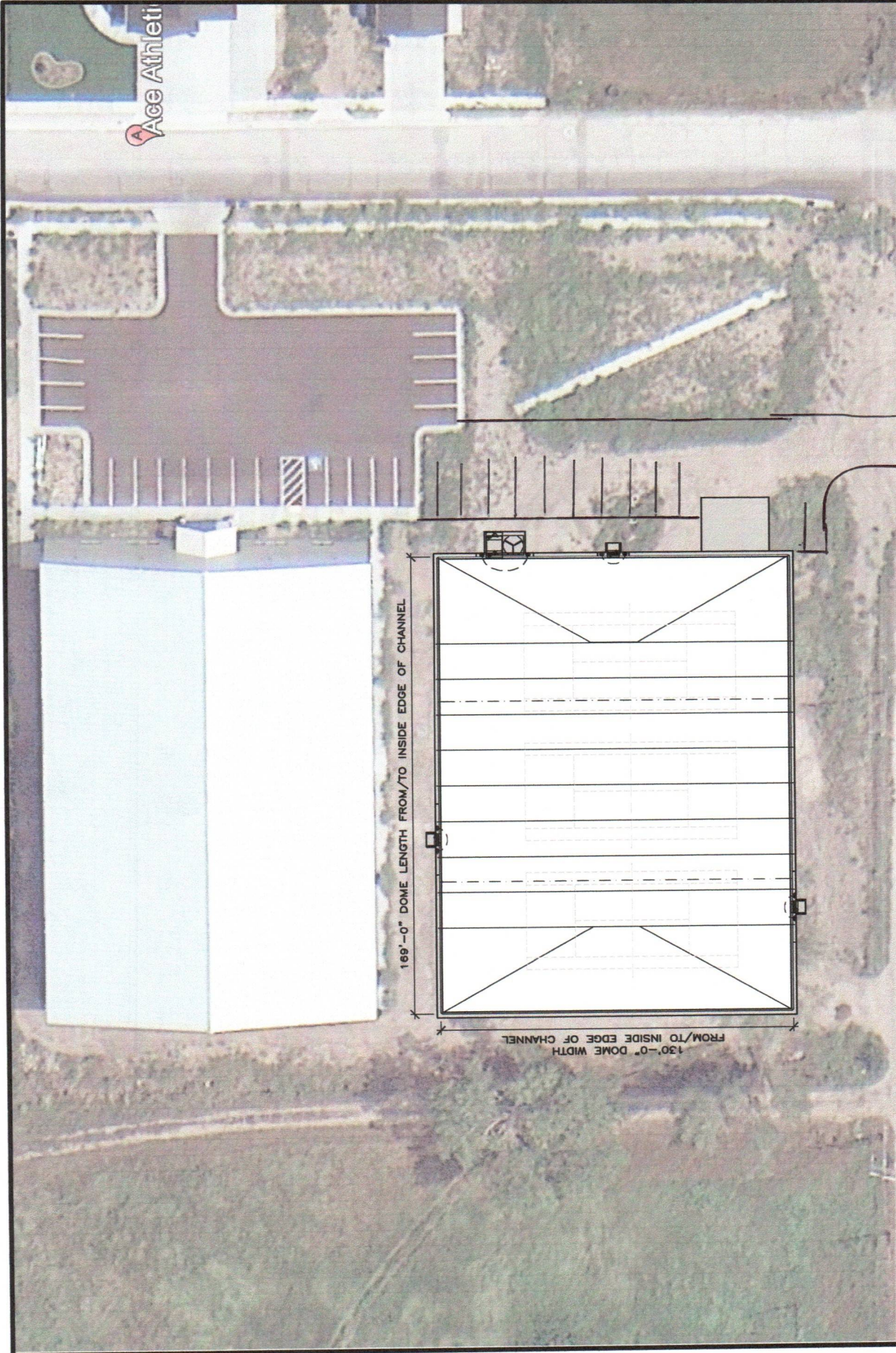
This request fulfills all of these goals. We believe our application should be approved because:

1. We aren't changing use of the property
2. We will sign a covenant not to use the lot for any other purpose

3. It benefits the community and is something the residents want
4. We aren't competing against Lagoon because we don't rent out courts
5. Makes our business stronger so we are guaranteed to stay in Farmington
6. All the other major cities in Utah have tennis bubbles
7. We hire past students to be coaches. Most of them live right here in Farmington
8. West Davis Corridor goes one block from us and there is a tall overpass that blocks our facility from view so it won't even be seen from the East or North.
9. Bubble like structures are common in agricultural areas as farms cover their hay stacks with plastic (see attached image)
10. Our neighbors have been contacted and they have no problem with this request







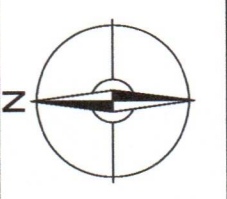
**Ace Athleti**

**YEADON.**  
 875 8th St. E., Suite 50, Minneapolis MN, 55414  
 128 Woolwich St., Suite 201, Guelph Ont. N1H 3V2

SCALE: \_\_\_\_\_  
 DATE: **29/DEC/21**

DWG. NO: **SK-1**

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PROJECT: **ACE ATHLETICS ACADEMY  
 TENNIS DOME**

LOCATION: **FARMINGTON CITY, UT.**

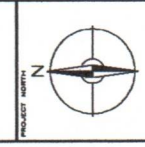
PROJECT NO.: \_\_\_\_\_

DRAWING: **PRELIMINARY  
 DOME SIZING PLAN**

#	DESCRIPTION	DATE

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NO.	DESCRIPTION	DATE



SCALE: 1/16"=1'-0"

DATE: 30/DEC/21

DESIGNED BY: H.K.B.K.

DRAWN BY: D.A.L.

PROJECT NO.: AS-1

PROJECT: ACE ATHLETICS ACADEMY TENNIS DOME

PROJECT LOCATION: FARMINGTON CITY, UT.

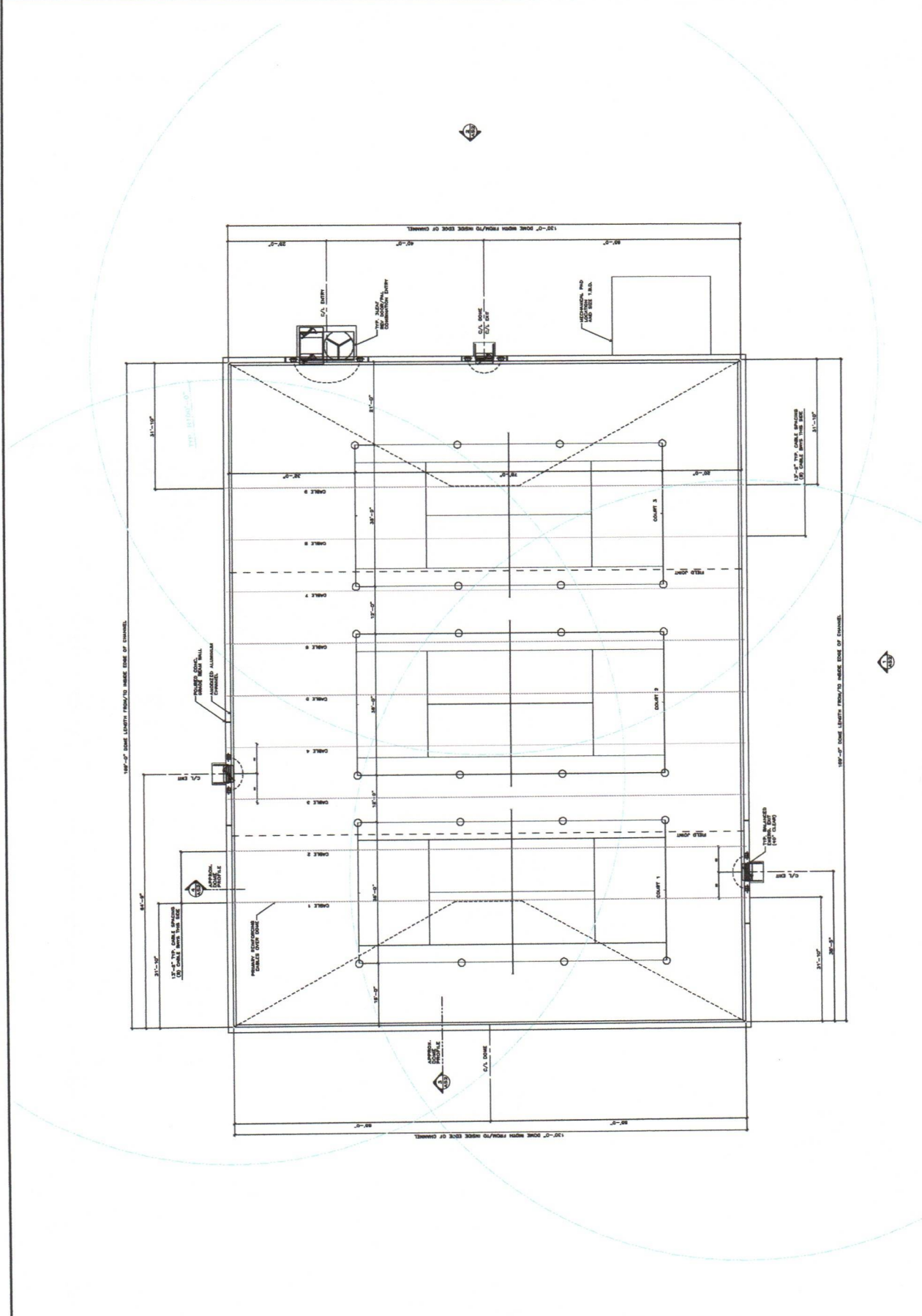
DATE: 30/DEC/21

SCALE: 1/16"=1'-0"

DESIGNED BY: H.K.B.K.

DRAWN BY: D.A.L.

PROJECT NO.: AS-1



CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.

NO. DESCRIPTION	DATE

SCALE: 1/8" = 1'-0"

PRELIMINARY  
 NOT FOR CONSTRUCTION

PROJECT: ACE ATHLETICS ACADEMY TENNIS DOME

PROJECT LOCATION: FARMINGTON CITY, UT.

DRAWING: ELEVATIONS GEN. NOTES

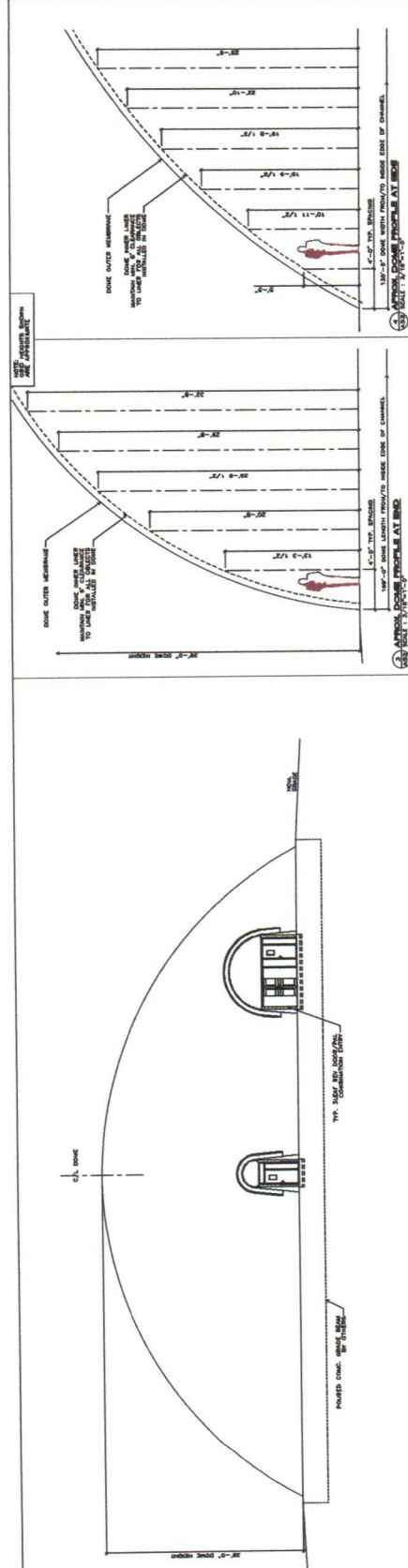
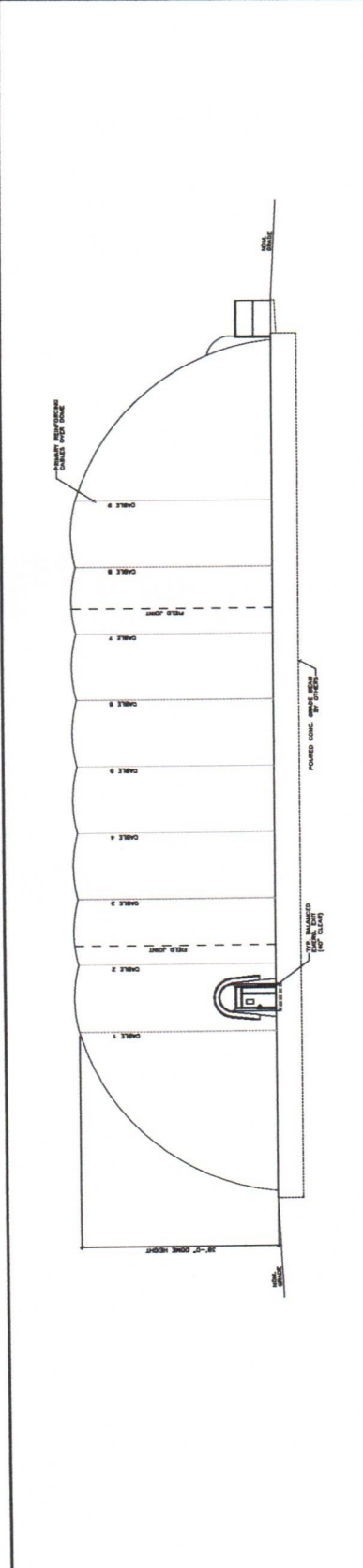
SCALE: AS NOTED

DATE: 30/DEC/21

DRAWN BY: [Name]

PROJECT NO.: [Number]

AS-2



**1. DESIGN LOADS:** DESIGNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.

**2. STRUCTURAL:** ALL STRUCTURAL MEMBERS SHALL BE DESIGNED TO SUPPORT ALL APPLICABLE LOADS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.

**3. EXCAVATION AND BACKFILL:** ALL EXCAVATION SHALL BE DONE TO THE PROPER DEPTH AND BACKFILLED WITH COMPACTED FILL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.

**4. CONCRETE:** ALL CONCRETE SHALL BE PLACED AND CURED IN ACCORDANCE WITH THE SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.

**5. ELECTRICAL NOTES:** ALL ELECTRICAL WORK SHALL BE DONE IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.

**6. MECHANICAL EQUIPMENT:** ALL MECHANICAL EQUIPMENT SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.

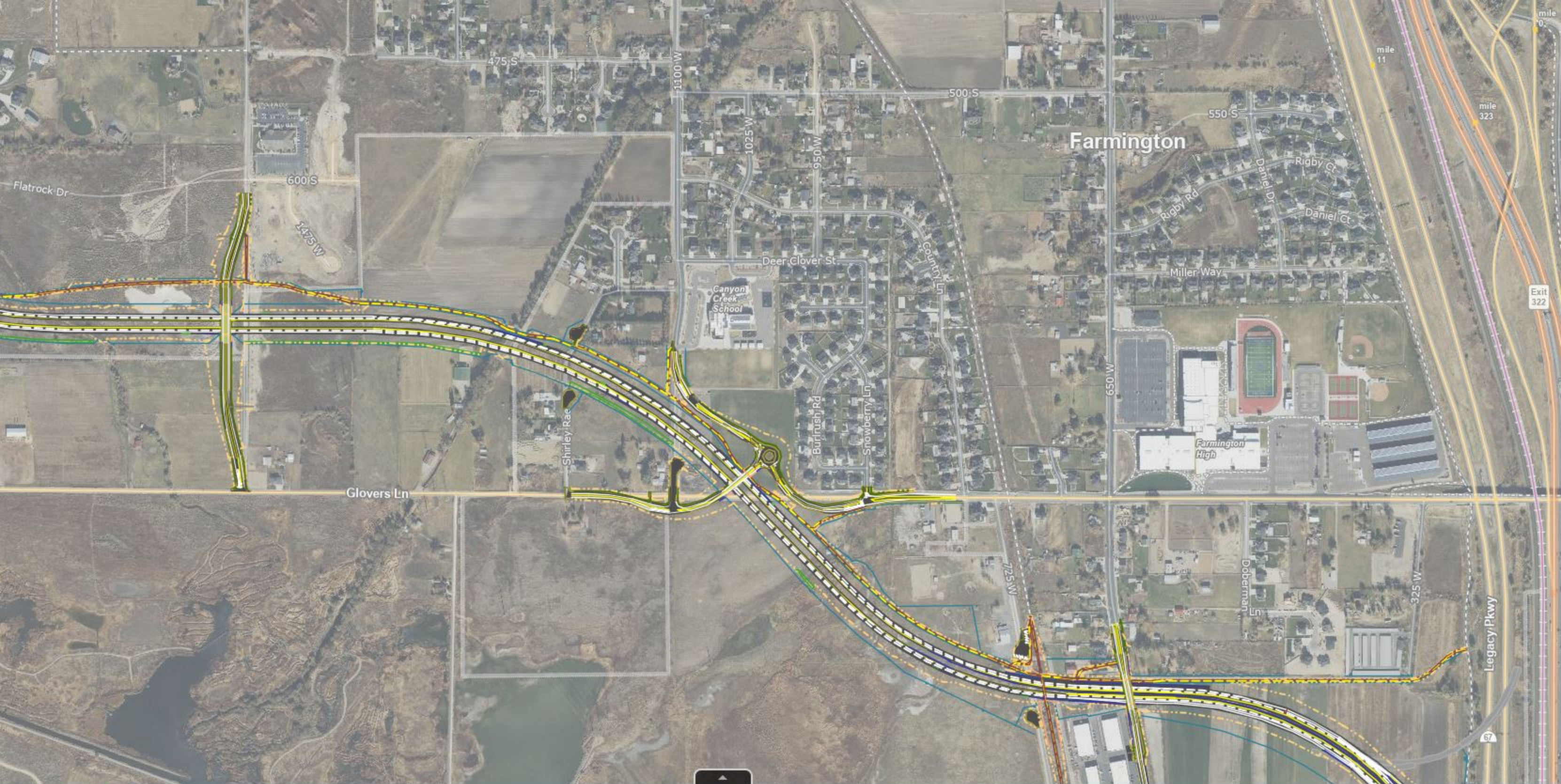
**7. FABRIC SPECIFICATIONS:** THE FABRIC SHALL BE MADE OF HIGH-QUALITY POLYESTER WITH A TENSILE STRENGTH OF AT LEAST 100 LBS PER SQUARE INCH. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.



Common covered haystack



Similar bubble structure to what we are requesting



# Farmington

Flatrock Dr

600 S

1475 W

475 S

1100 W

1025 W

950 W

500 S

550 S

Deer Clover St

Canyon Creek School

Country Ln

Miller Way

Rigby Rd

Daniel Ct

Daniel Ct

Rigby Ct

mile 11

mile 323

Exit 322

Grovers Ln

Shirley Rae

Burrush Rd

Snowberry Ln

Farmington High

650 W

725 W

Doberman St

325 W

Legacy Pkwy



## CITY COUNCIL MEETING NOTICE AND AGENDA

Notice is given that the City Council of the City of Farmington will hold a regular meeting on **Tuesday, April 12<sup>th</sup> 2022** 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 meeting live and to comment electronically can be found on the Farmington City website at [www.farmington.utah.gov](http://www.farmington.utah.gov). If you wish to email a comment for any of the listed public hearings, you may do so at [dcarlile@farmington.utah.gov](mailto:dcarlile@farmington.utah.gov)

### **CITY COUNCIL PICTURES – 5:00 p.m.**

#### **WORK SESSION – 6:00 p.m.**

- UDOT I-15 Environmental Impact Statement Study, Farmington to Salt Lake – Shane Marshall & Siobhan Locker

#### **REGULAR SESSION – 7:00 p.m.**

#### **CALL TO ORDER:**

- Invocation- Councilmember Roger Child,
- Pledge of Allegiance – Mayor Anderson

#### **PRESENTATION:**

- Medal of Honor Presentation to Dane Hanson and Craig Youngberg

#### **PUBLIC HEARING:**

- Budget Amendment 2 of fiscal year 2021-2022

#### **BUSINESS:**

- Resolution appointing new Fire Chief and Oath of Office
- Plat Amendment for Rice Farms – Bob Aamodt
- Amendment to Fireworks Restriction Area
- Ordinance adopting Parks, Recreation, Arts and Trails Advisory Board (PRAT).

#### **SUMMARY ACTION:**

- Arbor Day Proclamation
- Resolution amending Personnel Policies to Declare June 19<sup>th</sup> a paid holiday - Juneteenth National Freedom Day
- Interlocal Cooperation Agreement with Davis County Dispatch
- City Council Minutes approval March 1, 2022 and March 15, 2022

#### **GOVERNING BODY REPORTS:**

- City Manager Report
- Mayor Anderson & City Council Reports

#### **ADJOURN**

#### **CLOSED SESSION**

Minute motion adjourning to closed session, if necessary, 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.

#### **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](http://www.farmington.utah.gov), and emailed to media representatives on April 7<sup>th</sup>, 2022***

DeAnn Carlile  
Farmington City Recorder