



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, July 19th 2022** at City Hall 160 South Main, Farmington, Utah. A combined work session with the Planning Commission will be held at 5:00 pm touring projects in the City followed by the regular session at 7:00 pm in the Council Chambers. The link to listen to the regular session meeting live and to comment electronically can be found on the Farmington City website at 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

COMBINED CITY COUNCIL AND PLANNING COMMISSION WORK SESSION – 5:00 p.m.

- Tour of City Projects

REGULAR SESSION – 7:00 p.m.

CALL TO ORDER:

- Invocation – Melissa Layton, Councilmember
- Pledge of Allegiance – Amy Shumway, Councilmember

PUBLIC HEARING:

- Schematic Subdivision Approval and Rezone of property from A (Agricultural) to AE (Agricultural Estates) at 182 South 1525 West.
- Rezone back half of the properties located at 1085, 1067, 1037, and 1033 Compton Road from AF (Agriculture-Foothill to LR-F (Large Residential-Foothill)

BUSINESS:

- Adoption of the Farmington Station Area Plan as an element of the General Plan
- Approval of City Council Minutes for 6/7/22 and 6/21/22

GOVERNING BODY REPORTS:

- City Manager Report
 - Pedestrian Bridge Agreement
- 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, and emailed to media representatives on July 14th, 2022

DeAnn Carlile

DeAnn Carlile, Farmington City Recorder

CITY COUNCIL AGENDA

For Council Meeting:
July 19, 2022

PUBLIC HEARING: Request to rezone property at 182 S 1525 W on 3 acres from A (Agricultural to AE (Agricultural Estates) and Schematic Plan

ACTION TO BE CONSIDERED:

1. Hold a Public Hearing

2. Move that the City Council approve the Schematic Subdivision Plat and Enabling Ordinance to rezone the subject property and approve the schematic subdivision plat

Findings for Approval:

- a. The AE zoning district is consistent with the surrounding zoning and follows the city's future land use designation and general plan.
- b. The proposed subdivision creates large lots in line with those immediately to the north of the proposed property.
- c. The benefit of dedicating right of way ahead of future improvements to allow access and development potential for multiple property owners is a significant enough public benefit to allow for the lots which are slightly smaller than 1 acre in size.
- d. The applicant must satisfy the development review committee's findings before receiving final plat approval and recording the subdivision.

GENERAL INFORMATION:

See Staff Report prepared by Lyle Gibson, Assistant Community Development Director

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting.



FARMINGTON CITY

BRETT ANDERSON
MAYOR

ROGER CHILD
SCOTT ISAACSON
MELISSA LAYTON
ALEX LEEMAN
AMY SHUMWAY
CITY COUNCIL

SHANE PACE
CITY MANAGER

City Council Staff Report

To: Honorable Mayor and City Council

From: Lyle Gibson, Assistant Community Development Director

Date: July 19, 2022

SUBJECT: **Request for Schematic Subdivision Approval and Rezone of property from A (Agricultural) to AE (Agricultural Estates) at 182 S. 1525 W.**

Property Owners: Clark and Nancy Olsen

RECOMMENDATION

1. Hold a Public Hearing
2. Move that the City Council approve the Schematic Subdivision Plat and Enabling Ordinance to rezone the subject property and approve the schematic subdivision plat

Findings for Approval:

- a. The AE zoning district is consistent with the surrounding zoning and follows the city's future land use designation and general plan.
- b. The proposed subdivision creates large lots in line with those immediately to the north of the proposed property.
- c. The benefit of dedicating right of way ahead of future improvements to allow access and development potential for multiple property owners is a significant enough public benefit to allow for the lots which are slightly smaller than 1 acre in size.
- d. The applicant must satisfy the development review committee's findings before receiving final plat approval and recording the subdivision.

BACKGROUND

Background Information

The applicants are looking to divide their property in order to create 3 separate parcels. The existing home which fronts 1525 West Street would remain on a lot of 0.95 acres in size. The remainder of the property would be divided by an extension of the Bonanza Road right-of-way (1690 West). The new parcels currently identified as 'Future Lot 1' and 'Future Lot 2' would not be improved or considered buildable lots at this time. The applicant anticipates that these new parcels would be ready for development within a few years, but not so soon that they are ready to do improvements.

As the applicant has a primary interest of being able to sell the existing home separate from the rest of the property staff believes that it is prudent to get the right of way for the extension of Bonanza Road dedicated to set the stage for the potential development of not only 'Future Lot 1' and 'Future Lot 2', but the property adjacent to this subdivision on the south.

When the properties abutting this proposed right of way dedication are ready to build, they would then need to come back with engineered drawings to extend the street and utilities and account for items such as storm water at that time. While actual improvements would be at a future date, staff is recommending that easements be platted at this time in addition to the right-of-way dedication that would account for the anticipated improvements.

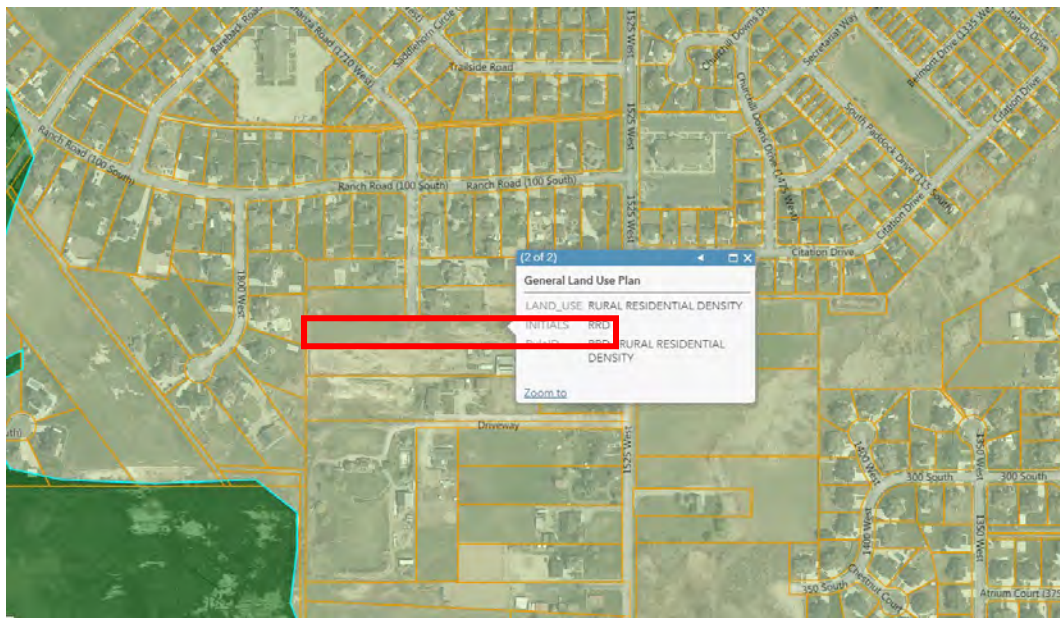
The typical lot size in the AE zone is an acre, per 11-10-040 B, a development may benefit from an alternate lot size down to ½ acre if there is a public benefit provided by the development. For such a small subdivision which in effect would only eventually create as many as 2 additional lots, it is the feeling of staff that the 1525 improvements and right of way dedication are sufficient to merit the 0.9 acre and larger lots.

Existing Zoning:



General Land Use Plan Map:

Designation RRD – Rural Residential Density



Supplemental Information

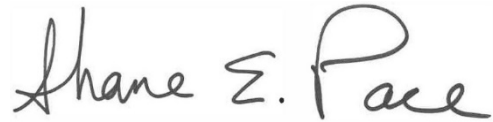
1. Vicinity Map
2. Schematic Subdivision Plat
3. Site Plan
4. Enabling Ordinance

Respectfully Submitted

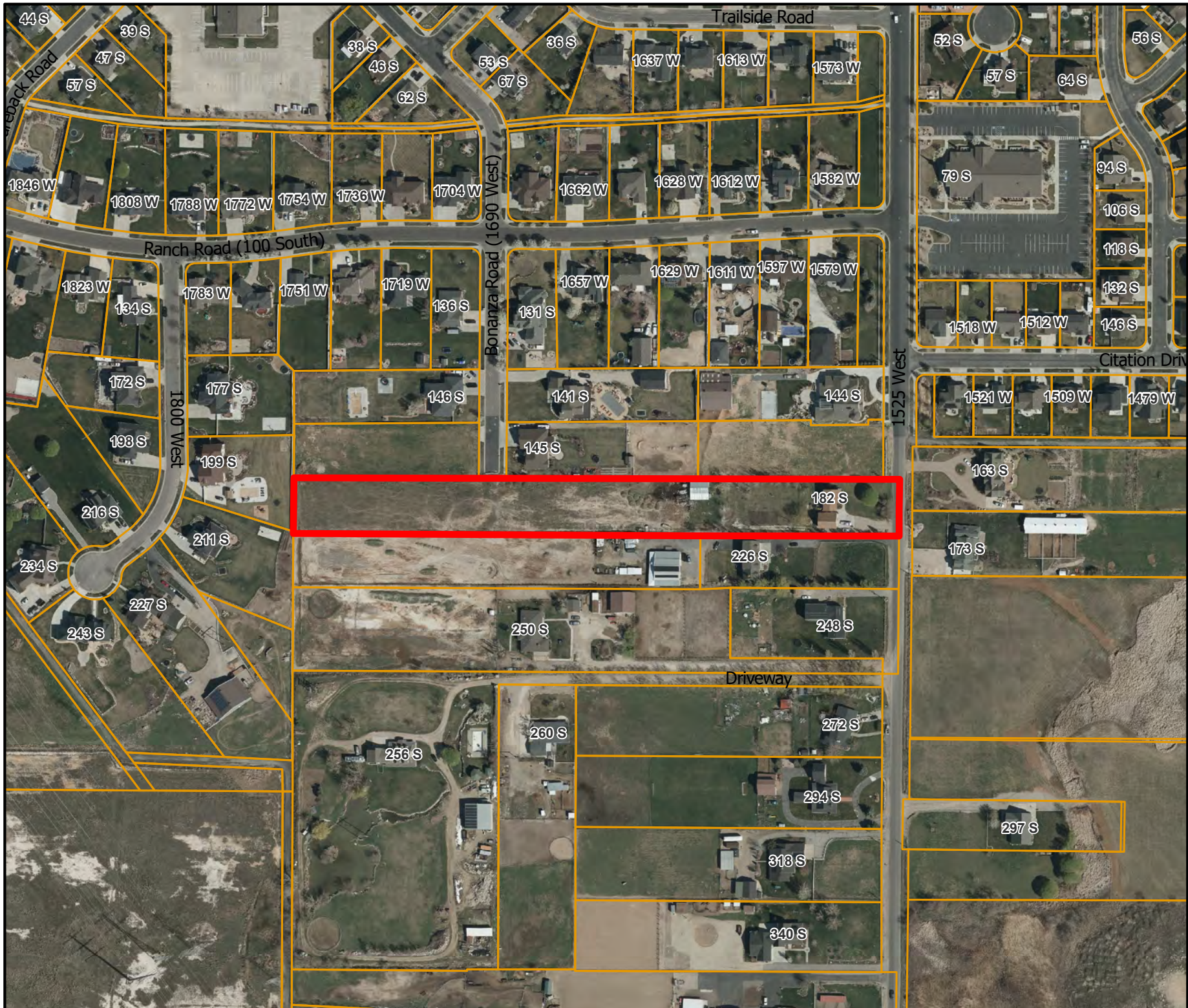
A handwritten signature in blue ink, appearing to read "Lyle Gibson", with a long horizontal flourish extending to the right.

Lyle Gibson
Assistant Community Development Director

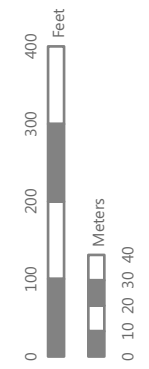
Concur

A handwritten signature in black ink that reads "Shane E. Pace" in a cursive style.

Shane Pace
City Manager



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.

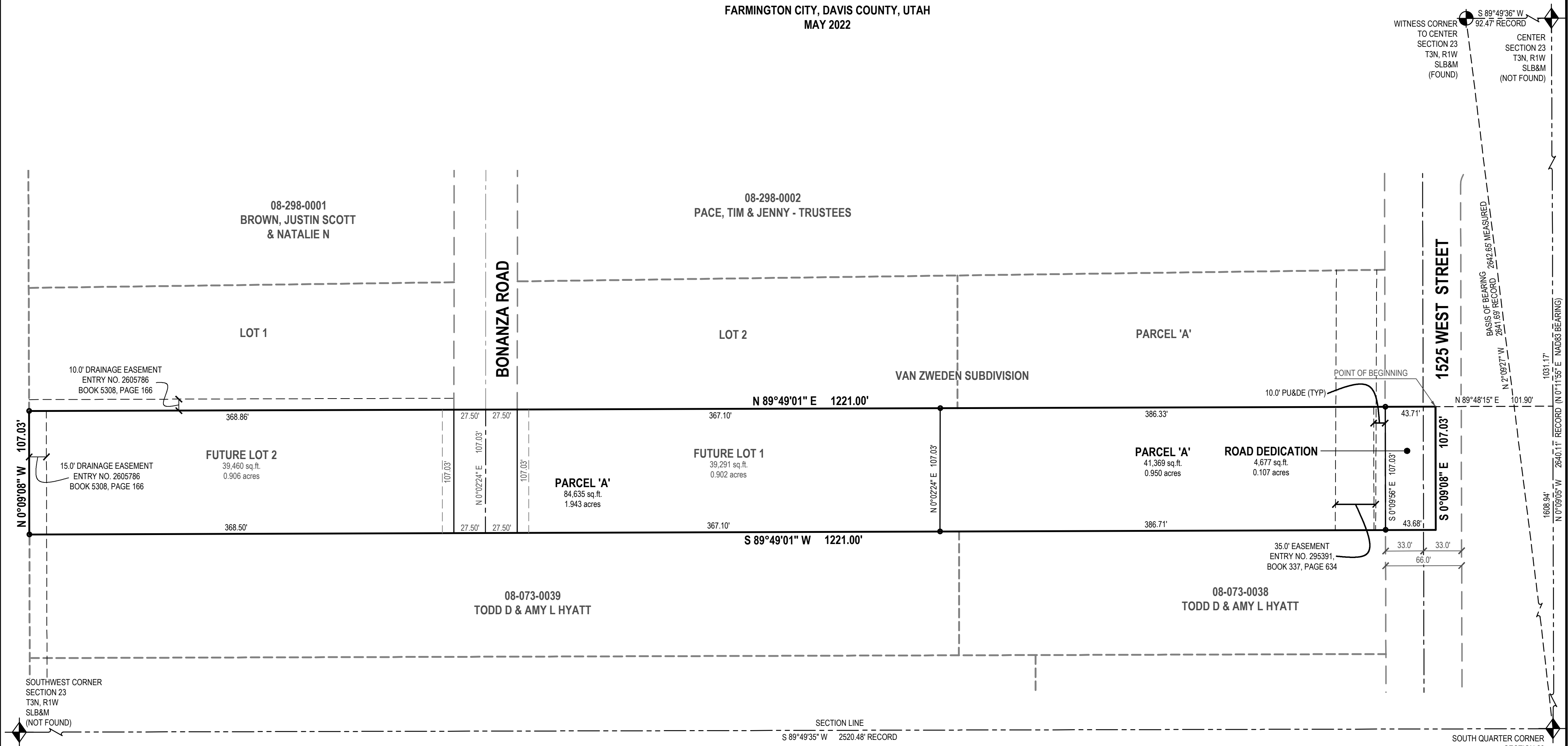


VICINITY MAP
182 South 1525 West



OLSEN SUBDIVISION

LOCATED IN THE SOUTHWEST
QUARTER OF SECTION 23
TOWNSHIP 3 NORTH, RANGE 1 WEST
SALT LAKE BASE & MERIDIAN
FARMINGTON CITY, DAVIS COUNTY, UTAH
MAY 2022

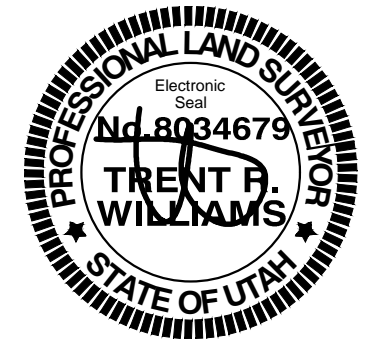


SURVEYOR'S CERTIFICATE
I, TRENT R. WILLIAMS, do hereby certify that I am a Licensed Professional Land Surveyor in the State of Utah and that I hold License No. 8034679 in accordance with Title 58, Chapter 22 of the Professional Engineers and Land Surveyors Act. I further certify that by authority of The Owners, I have completed a survey of the property described on this subdivision plat in accordance with Section 17-23-17 and have verified all measurements and that the monuments shown on this plat are located as indicated and are sufficient to accurately establish the boundaries of the herein described tract of real property and that it has been drawn correctly and is a true and correct representation of the herein described lands included in said subdivision based on data compiled from The County Recorder's office. I further certify that all lots meet frontage width and area requirements of applicable zoning ordinances.

DEED DESCRIPTION
Beginning at a point East 1321.25 feet along the Quarter Section Line and South 1031.64 feet from the Northwest Corner of the Southwest Quarter of Section 23, Township 3 North, Range 1 West, Salt Lake Meridian; running thence South 107.03 feet; thence East 1221 feet; thence North 107.03 feet; thence West 1221 feet to point of beginning.

AS-SURVEYED DESCRIPTION
A parcel of land, situate in the Southwest Quarter of Section 23, Township 3 North, Range 1 West, Salt Lake Base and Meridian, said parcel also located in Farmington City, Utah, more particularly described as follows:
Beginning at a point South 00°09'08" East 1031.17 feet along the section line and South 89°48'15" West 101.90 feet from the Center of said Section 23 and running thence:
South 00°09'08" East 107.03 feet;
thence South 89°49'01" West 1221.00 feet;
thence North 00°09'08" West 107.03 feet;
thence North 89°49'01" East 1221.00 feet to the Point of Beginning.

Contains 130,684 square feet, 3.00 acres, 2 lots.



Date _____
Trent R. Williams
License No. 8034679

OWNER'S DEDICATION
We/I, the undersigned owners of the above described tract of land, do hereby set apart and subdivide the same into lots and streets (private streets/private right-of-way) as shown hereon and name said tract:

OLSEN SUBDIVISION

do hereby dedicate for perpetual use of the public all parcels of land shown on this plat as intended for Public use. In witness whereof I/we have hereunto set our hand (s) this _____ day of _____, A.D. 20____.

By: CLARK OLSEN
By: NANCY OLSEN

INDIVIDUAL ACKNOWLEDGMENT
STATE OF UTAH
County of Davis

On the _____ day of _____, A.D. 20____, personally appeared before me, the undersigned Notary public, in and for said County of _____ in said State of Utah, who after being duly sworn, acknowledged to me that He/She/They signed the Owner's Dedication, _____ in number, freely and voluntarily for the purposes therein mentioned.

MY COMMISSION EXPIRES: _____
RESIDING IN _____ COUNTY.

INDIVIDUAL ACKNOWLEDGMENT
STATE OF UTAH
County of Davis

On the _____ day of _____, A.D. 20____, personally appeared before me, the undersigned Notary public, in and for said County of _____ in said State of Utah, who after being duly sworn, acknowledged to me that He/She/They signed the Owner's Dedication, _____ in number, freely and voluntarily for the purposes therein mentioned.

MY COMMISSION EXPIRES: _____
RESIDING IN _____ COUNTY.

OLSEN SUBDIVISION

LOCATED IN THE SOUTHWEST QUARTER
OF SECTION 23
TOWNSHIP 3 NORTH, RANGE 1 WEST
SALT LAKE BASE & MERIDIAN
FARMINGTON CITY, DAVIS COUNTY, UTAH

DAVIS COUNTY RECORDER

ENTRY NO. _____ FEE
PAID _____ FILED FOR RECORD AND
RECORDED THIS _____ DAY OF _____, 20____
AT _____ IN BOOK _____ OF OFFICIAL RECORDS
PAGE _____

SHEET 1 OF 1

PROJECT NUMBER: 11508
MANAGER: T. WILLIAMS
DRAWN BY: C. ROMER
CHECKED BY: T. WILLIAMS
DATE: 05/02/2022

DAVIS COUNTY RECORDER
BY _____ DEPUTY RECORDER

LEGEND

- SECTION CORNER
- EXISTING STREET MONUMENT
- PROPOSED STREET MONUMENT
- SET 5/8" REBAR WITH YELLOW PLASTIC CAP, OR NAIL STAMPED 'ENSGN ENG. & LAND SURV.' AT ALL LOT CORNERS; OFFSET PINS TO PLACED IN BACK OF CURBS
- PLU&E = PUBLIC UTILITY & DRAINAGE EASEMENT
- BOUNDARY LINE
- SECTION LINE
- CENTER LINE
- EASEMENTS

- GENERAL NOTES:**
- PROPERTY IS ZONED AE.
 - A. FRONT YARD SETBACK IS 30'
 - B. REAR YARD SETBACK IS 30'
 - C. SIDE YARD SETBACK IS 10' MIN, 24' TOTAL
 - ALL PUBLIC UTILITY AND DRAINAGE EASEMENTS (PLU&E) ARE NOTED HEREON.
 - PROTECT ALL EXISTING SECTION CORNERS AND STREET MONUMENTS. COORDINATE ALL SURVEY STREET MONUMENT INSTALLATION, GRADE ADJUSTMENT AND ALL REQUIRED FEES AND PERMITS WITH THE COUNTY SURVEYOR PRIOR TO DISRUPTION OF ANY EXISTING MONUMENTS.
 - 5/8" X 24" REBAR AND CAP WILL BE PLACED AT ALL REAR LOT CORNERS AND FRONT LOT CORNERS WILL BE MARKED WITH A NAIL OR RIVET AT THE EXTENSION IN THE CURB.
 - UTILITIES SHALL HAVE THE RIGHT TO INSTALL, MAINTAIN, AND OPERATE THEIR EQUIPMENT ABOVE AND BELOW GROUND AND ALL OTHER RELATED FACILITIES WITHIN THE PUBLIC UTILITY EASEMENTS IDENTIFIED ON THIS PLAT MAP AS MAY BE NECESSARY OR DESIRABLE IN PROVIDING UTILITY SERVICES WITHIN AND WITHOUT THE LOTS IDENTIFIED HEREIN, INCLUDING THE RIGHT OF ACCESS TO SUCH FACILITIES AND THE RIGHT TO REQUIRE REMOVAL OF ANY OBSTRUCTIONS INCLUDING STRUCTURES, TREES AND VEGETATION THAT MAY BE PLACED WITHIN THE PLU&E. THE UTILITY MAY REQUIRE THE LOT OWNER TO REMOVE ALL STRUCTURES WITHIN THE PLU&E AT THE LOT OWNER'S EXPENSE, OR THE UTILITY MAY REMOVE SUCH STRUCTURES AT THE LOT OWNER'S EXPENSE. AT NO TIME MAY ANY PERMANENT STRUCTURES BE PLACED WITHIN THE PLU&E OR ANY OTHER OBSTRUCTION WHICH INTERFERES WITH THE USE OF THE PLU&E WITHOUT THE PRIOR WRITTEN APPROVAL OF THE UTILITIES WITH FACILITIES IN THE PLU&E.

HORIZONTAL GRAPHIC SCALE
(IN FEET)
HORIZ: 1 inch = 60 ft.

ENSGN
LAYTON
1485 W. Hillfield Rd. Ste 204
Layton UT 84041
Phone: 801.547.1100
Fax: 801.593.6315
WWW.ENSGNENG.COM

SALT LAKE CITY
Phone: 801.255.0529
TODDLE
Phone: 435.843.3090
CEDAR CITY
Phone: 435.861.4643
RICHFIELD
Phone: 435.899.2983

CITY ATTORNEY'S APPROVAL
APPROVED THIS _____ DAY OF _____, 20____
BY THE FARMINGTON CITY ATTORNEY.
FARMINGTON CITY ATTORNEY

CITY ENGINEER'S APPROVAL
APPROVED THIS _____ DAY OF _____, 20____
BY THE FARMINGTON CITY ENGINEER.
FARMINGTON CITY ENGINEER

PLANNING COMMISSION APPROVAL
APPROVED THIS _____ DAY OF _____, 20____
BY THE FARMINGTON CITY PLANNING COMMISSION APPROVAL.
CHAIRMAN, FARMINGTON CITY PLANNING COMMISSION

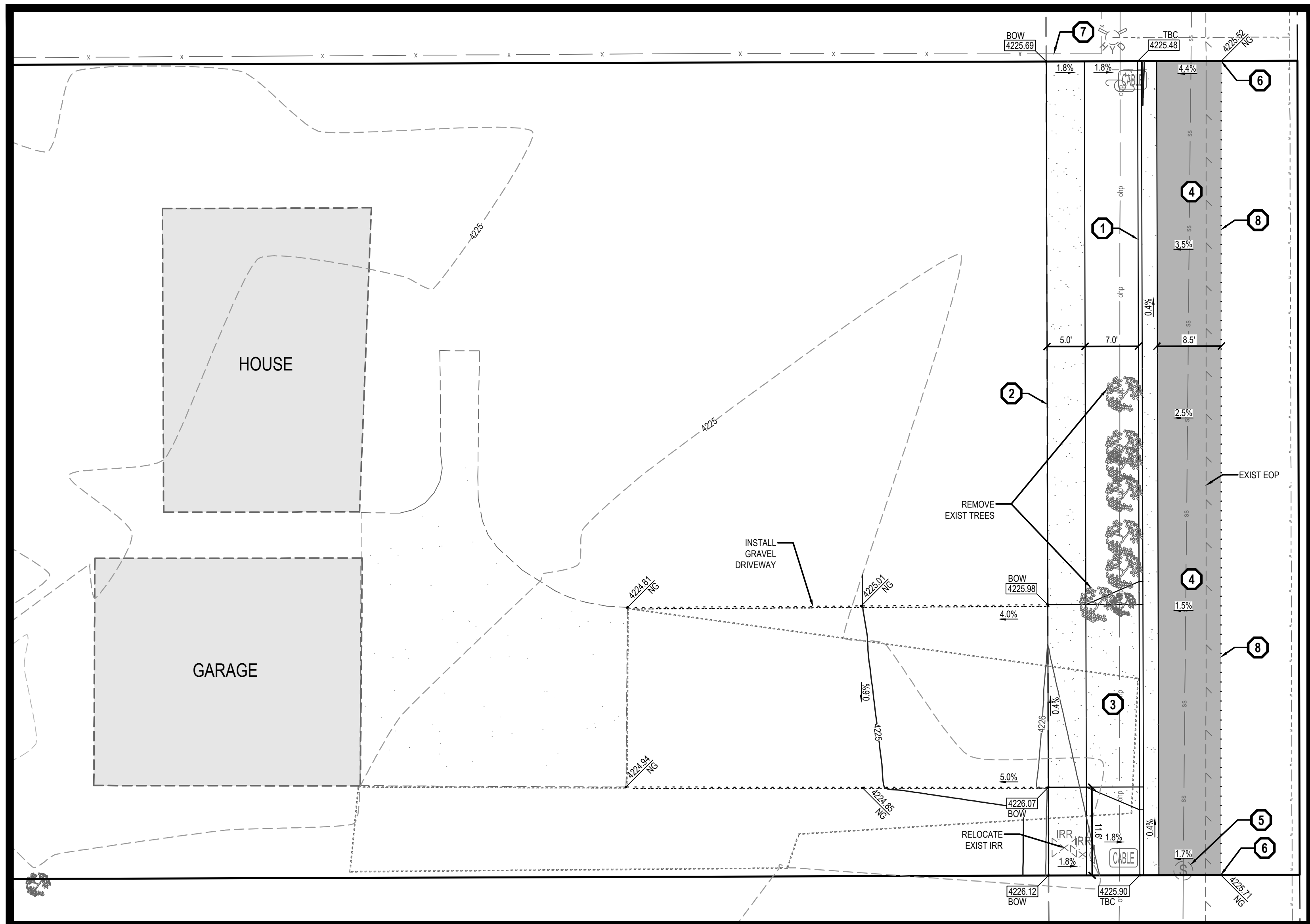
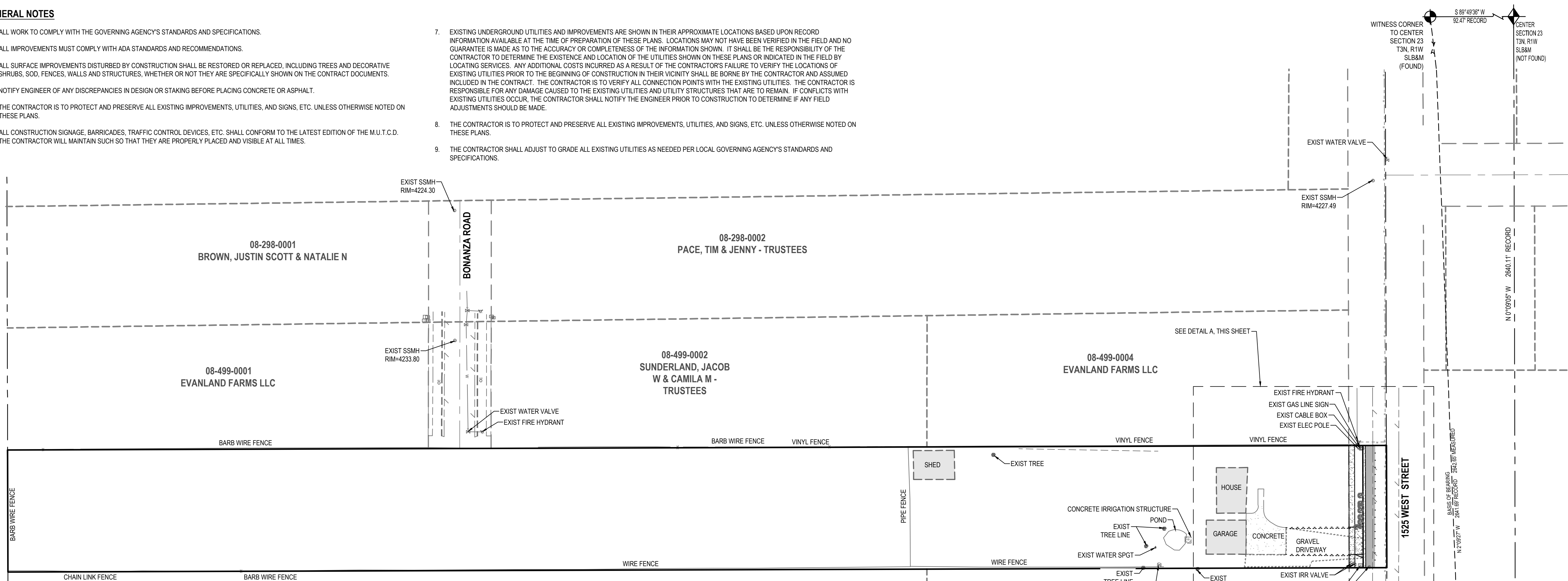
CITY COUNCIL APPROVAL
APPROVED THIS _____ DAY OF _____, 20____
BY THE FARMINGTON CITY COUNCIL.
CITY RECORDER CITY MAYOR

811
CALL BLUESTAKES
@ 811 AT LEAST 48 HOURS
PRIOR TO THE
COMMENCEMENT OF ANY
CONSTRUCTION.
Know what's below.
Call before you dig.

BENCHMARK
SOUTH CORNER OF SECTION 23
TOWNSHIP 3 NORTH, RANGE 1 WEST
SALT LAKE BASE AND MERIDIAN
ELEV = 4221.50'

GENERAL NOTES

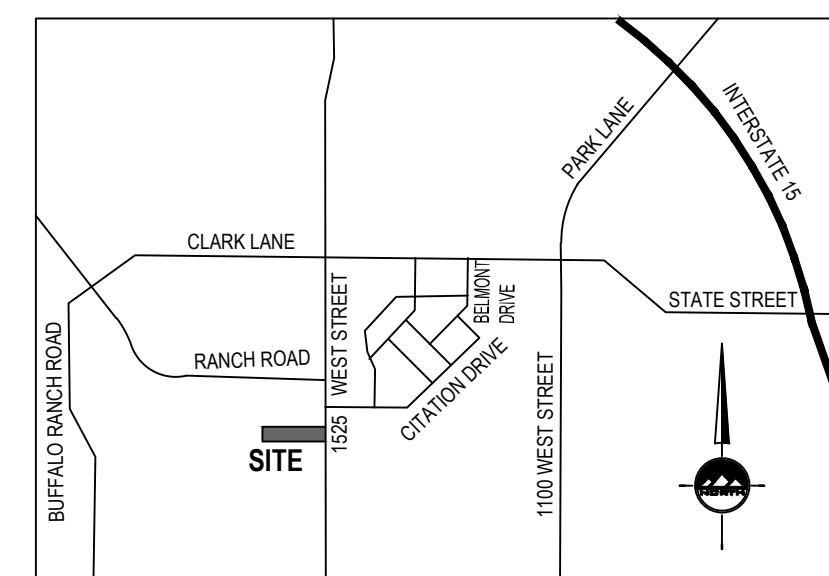
- ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
- ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.
- ALL SURFACE IMPROVEMENTS DISTURBED BY CONSTRUCTION SHALL BE RESTORED OR REPLACED, INCLUDING TREES AND DECORATIVE SHRUBS, SOD, FENCES, WALLS AND STRUCTURES, WHETHER OR NOT THEY ARE SPECIFICALLY SHOWN ON THE CONTRACT DOCUMENTS.
- NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE OR ASPHALT.
- THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.
- ALL CONSTRUCTION SIGNAGE, BARRICADES, TRAFFIC CONTROL DEVICES, ETC. SHALL CONFORM TO THE LATEST EDITION OF THE M.U.T.C.D. THE CONTRACTOR WILL MAINTAIN SUCH SO THAT THEY ARE PROPERLY PLACED AND VISIBLE AT ALL TIMES.
- EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.
- THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.
- THE CONTRACTOR SHALL ADJUST TO GRADE ALL EXISTING UTILITIES AS NEEDED PER LOCAL GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.



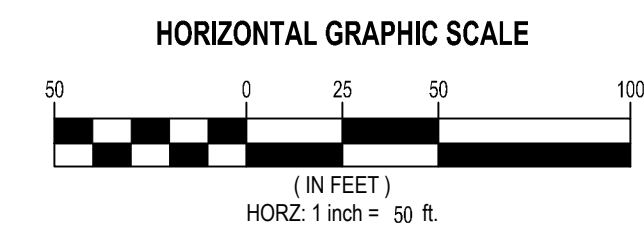
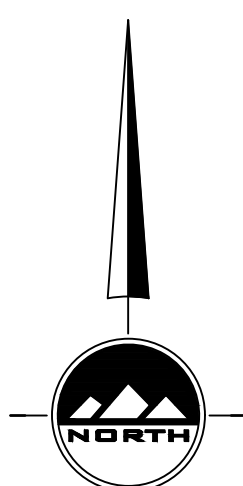
DETAIL A
SCALE: 1" = 10'

SCOPE OF WORK:
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:

- INSTALL 30" CONCRETE CURB AND GUTTER PER FARMINGTON CITY STANDARD PLAN NO. 205 SP
- INSTALL 5.0' CONCRETE SIDEWALK PER FARMINGTON CITY STANDARD PLAN NO. 231 SP
- INSTALL FLARE DRIVE APPROACH PER APWA #21
- INSTALL ASPHALT PAVEMENT TIE-IN PER APWA #251
- RAISE EXISTING SANITARY SEWER MANHOLE TO FINISH GRADE PER APWA #361
- MATCH EXISTING IMPROVEMENTS
- EXISTING FENCE
- SAWCUT EXISTING ASPHALT, PROVIDE SMOOTH CLEAN EDGE



VICINITY MAP
NO SCALE
KAYSVILLE, DAVIS COUNTY, UTAH



LAYTON
919 North 400 West
Layton, UT 84041
Phone: 801.547.1100

SALT LAKE CITY
Phone: 801.255.0529

TOOELE
Phone: 435.843.3590

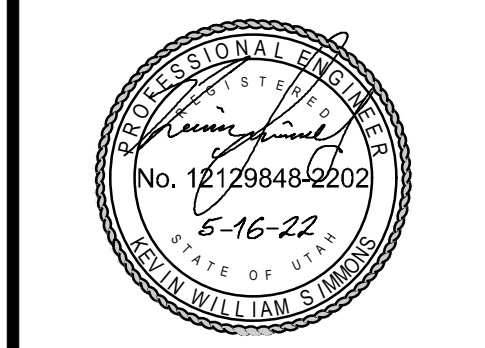
CEDAR CITY
Phone: 435.866.1453

RICHFIELD
Phone: 435.896.2983

WWW.ENSIGNENG.COM

FOR:
CLARK OLSEN
182 SOUTH 1525 WEST
FARMINGTON, UTAH
CONTACT:
PHONE: 801-231-4202

OLSEN FARMINGTON LOT SPLIT
182 SOUTH 1525 WEST
FARMINGTON, UTAH



SITE PLAN

PROJECT NUMBER: 11508
PRINT DATE: 5/16/22
DRAWN BY: J.MOSS
CHECKED BY: K.SIMMONS
PROJECT MANAGER: T.WILLIAMS

C-100

FARMINGTON, UTAH

ORDINANCE NO. 2022 -

**AN ORDINANCE AMENDING THE ZONING MAP TO SHOW
A CHANGE OF ZONE FOR PROPERTY LOCATED AT
182 SOUTH 1525 WEST FROM A (AGRICULTURE) TO AE
(AGRICULTURAL ESTATES).**

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 July 19, 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 located at 182 South 1525 West , is hereby reclassified from zone A to zone AE, 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 19th day of July, 2022.

FARMINGTON CITY

ATTEST:

Brett Anderson
Mayor

DeAnn Carlile
City Recorder

Exhibit A

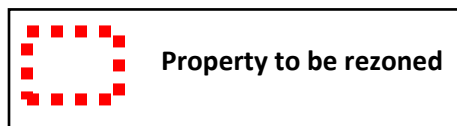
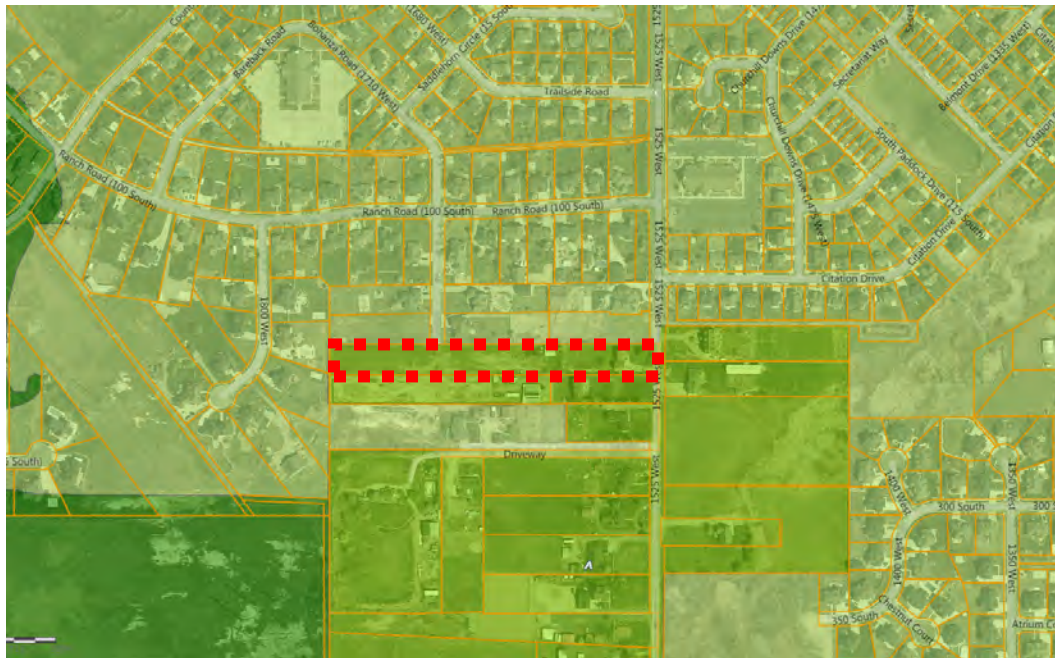
Property Description:

182 S. 1525 W.

Parcel ID: 08-073-0005

Legal Description: BEG AT A PT E 1321.25 FT ALG 1/4 SEC LINE & S 1031.64 FT FR NW COR OF SW 1/4 OF SEC 23-T3N-R1W, SLM; RUN TH S 107.03 FT; TH E 1221 FT; TH N 107.03 FT; TH W 1221 FT TO POB. CONT. 3.0 ACRES.

Illustration:



CITY COUNCIL AGENDA

For Council Meeting:
July 19, 2022

PUBLIC HEARINGS: **Request to rezone back half of the properties located at 1085, 1067, 1037 and 1033 Compton Road from AF (Agriculture-Foothill to LR-F (Large Residential Foothill)**

ACTION TO BE CONSIDERED:

1. Hold a Public Hearing

2. Move that the City Council approve the enabling ordinance to rezone the back half of the properties located at 1085, 1067, 1037 and 1033 Compton Road from A-F to LR-F.

Findings for Approval:

- a. The zone change is consistent with the General Plan
- b. The zone change would not negatively impact the character of the neighborhood and is consistent with nearby property zoning.

GENERAL INFORMATION:

See Staff Report prepared by Lyle Gibson, Assistant Community Development Director

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting



FARMINGTON CITY

BRETT ANDERSON
MAYOR

ROGER CHILD
SCOTT ISAACSON
MELISSA LAYTON
ALEX LEEMAN
AMY SHUMWAY
CITY COUNCIL

SHANE PACE
CITY MANAGER

City Council Staff Report

To: Honorable Mayor and City Council

From: Lyle Gibson, Assistant Community Development Director

Date: July 19, 2022

SUBJECT: **Request to rezone the back half of the properties located at 1085, 1067, 1037, and 1033 Compton Rd, from A-F (Agriculture – Foothill) to LR-F (Large Residential – Foothill).**

Property Owners: Curtis Kirkham, David and Shirley Aamodt

RECOMMENDATION

1. Hold a Public Hearing
2. Move that the City Council approve the enabling ordinance to rezone the back half of the properties located at 1085, 1067, 1037 and 1033 Compton Road from A-F to LR-F.

Findings for Approval:

- a. The zone change is consistent with the General Plan
- b. The zone change would not negatively impact the character of the neighborhood and is consistent with nearby property zoning.

BACKGROUND

The applicants are proposing an update to the zoning map to rezone the back portion of their properties to LR-F (Large Residential-Foothill). The front portions of the properties are currently zoned LR-F, and the applicants would like to make the zoning consistent should they ever choose to subdivide. At the June 23, 2022 Planning Commission meeting, it was unclear if the Aamodt's, who signed the same application, were certain about rezoning their property at 1067 Compton Road. Since then, the Aamodt's have decided to pursue the rezone on this application.

Supplemental Information

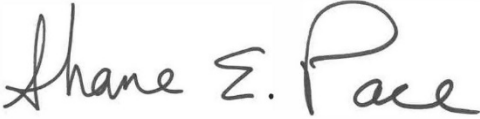
1. Vicinity Map
2. Enabling Ordinance

Respectfully Submitted

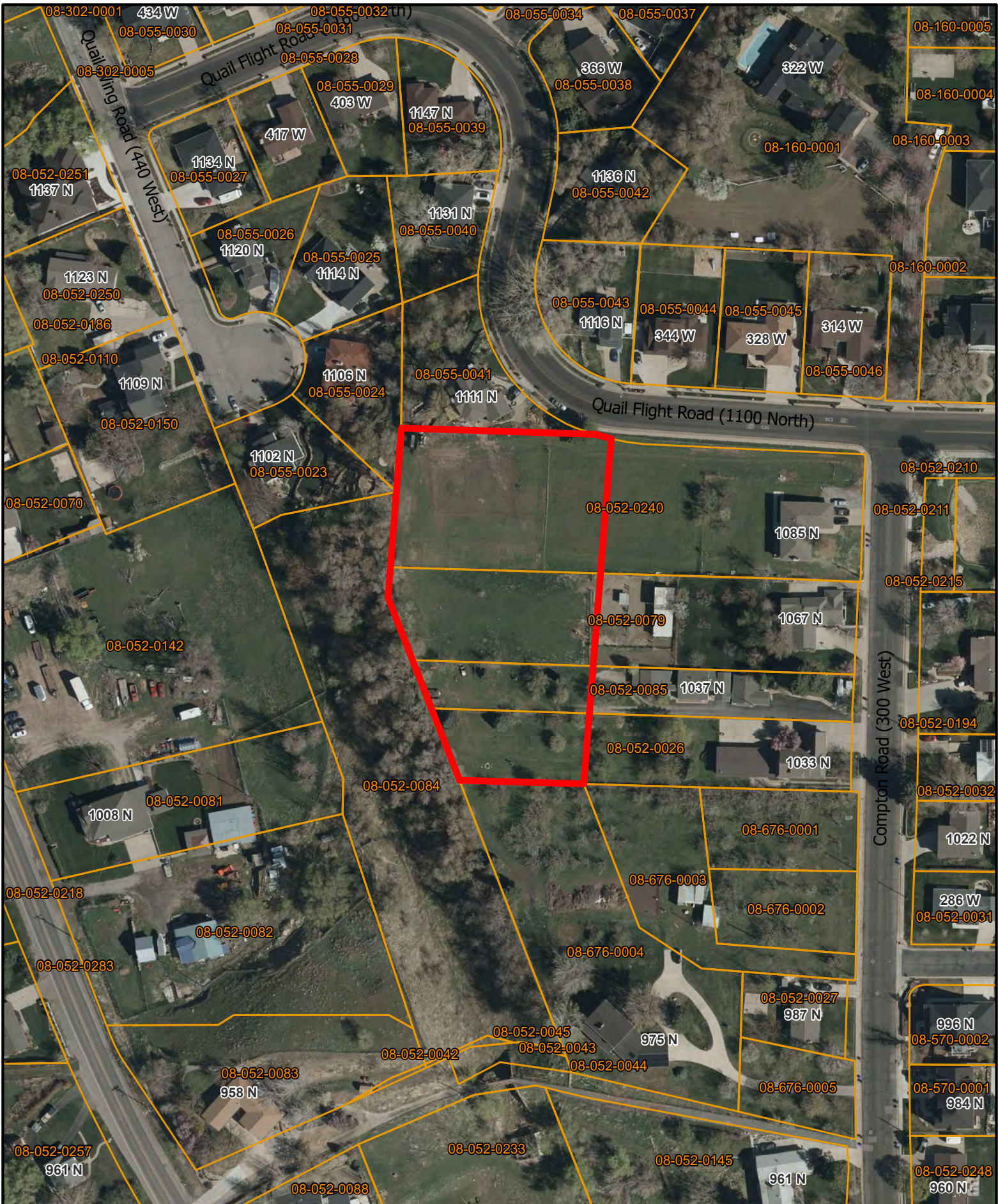


Lyle Gibson
Assistant Community Development Director

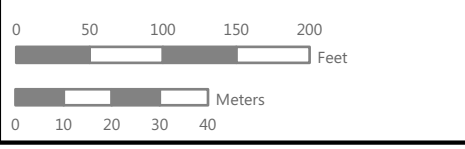
Concur



Shane Pace
City Manager



VICINITY MAP
1085, 1067, 1037, 1033 N Compton Rd



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

FARMINGTON, UTAH
ORDINANCE NO. 2022 -

**AN ORDINANCE AMENDING THE ZONING MAP TO SHOW
A CHANGE OF ZONE FOR PROPERTY LOCATED AT
1085, 1067, 1037, AND 1033 COMPTON ROAD FROM A-F
(AGRICULTURE – FOOTHILL) TO LR-F (LARGE
RESIDENTIAL – FOOTHILL).**

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 July 19, 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. A portion of the property described in Farmington City Application #Z-9-22, within the City, at 1085, 1067, 1037, and 1033 Compton Road, identified as a portion of parcel numbers 08-052-0240, 08-052-0079, 08-085-0085 and 08-052-0026, and being approximately 2 acres in size, is hereby reclassified from zone A-F to zone LR-F, 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 19th day of July, 2022.

FARMINGTON CITY

ATTEST:

Brett Anderson
Mayor

DeAnn Carlile
City Recorder

Exhibit A

Property Description:

A portion of 1085, 1067, 1037, and 1033 Compton Road, also identified as a portion of parcel numbers 08-052-0240, 08-052-0079, 08-085-0085 and 08-052-0026.

Illustration:



CITY COUNCIL AGENDA

For Council Meeting:
July 19, 2022

BUSINESS: **Adoption of the Farmington Station Area Plan as an element of the General Plan**

ACTION TO BE CONSIDERED:

Move that the City Council approve the enclosed enabling ordinance which will adopt the referenced Farmington Station Area Plan as an element of the General Plan.

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 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.

GENERAL INFORMATION:

See Staff Report prepared by Lyle Gibson, Assistant Community Development Director

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting



City Council Staff Report

To: Honorable Mayor and City Council

From: Lyle Gibson, Assistant Community Development Director

Date: July 19, 2022

SUBJECT: **Adoption of the Farmington Station Area Plan.**

RECOMMENDATION

Move that the City Council approve the enclosed enabling ordinance which will adopt the referenced Farmington Station Area Plan as an element of the General Plan.

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 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.

BACKGROUND

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 Frontrunner 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 has worked on this over multiple meetings and in between meetings in small groups with staff coming to a plan they felt comfortable recommending to the City Council. The Commission does feel it is important that the public be informed about the plan and encouraged the council to consider an open house or similar method of informing the public.

Supplemental Information


1. Farmington Station Area Plan
2. Enabling Ordinance

Respectfully Submitted



Lyle Gibson
Assistant Community Development Director

Concur



Shane Pace
City Manager

FARMINGTON, UTAH

ORDINANCE NO. 2022 –

AN ORDINANCE APPROVING AND ADOPTING AN AMENDMENT TO THE GENERAL PLAN OF FARMINGTON CITY TO INCLUDE THE FARMINGTON STATION AREA PLAN.

WHEREAS, Farmington City has previously adopted a Comprehensive General Plan dated October 19, 2005; and

WHEREAS, the City has determined that to promote the orderly growth of the City, to preserve property values, and to promote the health, safety and general welfare of the residents of the City, the Farmington City General Plan shall be amended to include the Farmington Station Area Plan to provide direction for more beneficial growth within the City; and

WHEREAS, the City received a grant from the Wasatch Front Regional Council and contracted with GSBS to facilitate the process for the plan of the area; and

WHEREAS, GSBS, in accordance with its contact with the City, prepared the Farmington Station Area Plan having received input and direction from select stakeholders at the behest of the city; and

WHEREAS, the Planning Commission has reviewed the proposed Farmington Small Area Plan and has held all appropriate public hearings in accordance with Utah Law to obtain public input regarding the proposed small area plan; and

WHEREAS, the City Council has reviewed the proposed small area plan to be included as part of the City's General Plan as recommended by the Planning Commission and has reviewed the plan in open meetings and in accordance with Utah Law; and

WHEREAS, the City Council desires to approve and adopt the proposed amendment to include the Farmington Station Area Plan as part of the General Plan;

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

Section 1. Amendment. The Farmington City General Plan is hereby amended to include the Farmington Station Area Plan as attached hereto and incorporated herein as an additional section of the General Plan.

Section 2. Severability. If any section, subsection, clause, sentence or portion of this Ordinance is declared, for any reason, to be unconstitutional, invalid, void or unlawful, such decision shall not affect the validity of the remaining portions of the Ordinance and such remaining portions shall remain in full force and effect.

Section 3. Omission no Waiver. The omission to specify or enumerate in this Chapter those provisions of general law applicable to all cities shall not be construed as a waiver of the benefits of any such provisions.

Section 4. Effective Date. This ordinance shall take effect immediately upon final passage by the City Council.

PASSED AND ADOPTED BY THE CITY COUNCIL OF FARMINGTON CITY, STATE OF UTAH, ON THIS 19TH DAY OF JULY, 2022

FARMINGTON CITY

Brett Anderson
Mayor

ATTEST:

DeAnn Carlile
City Recorder



FARMINGTON STATION AREA PLAN
CITY COUNCIL REVIEW DRAFT



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CITY STAFF PREFACE

Planning for growth is an ongoing process. After the terrorist attacks on September 11, 2001, the United States experienced an immediate economic impact – while not as big as the 2008 downturn – the impact of 9/11 reached into communities as the United States entered the Iraq and Afghanistan Wars and business as usual shifted. During this time, it became apparent that Farmington City’s small amount of commercial use at Shepard Lane and Highway 89, with Lagoon, may not remain sufficient in an increasingly growing and connected Utah. As the population grew, the City Council reviewed and confirmed that without a sufficient tax base, Farmington would not have the funds for a full-time Fire Department or fully-staffed Police Department, other services like Public Works and Parks and Recreation would be underfunded and understaffed. Without a change in the way that the City was developing or significant tax increases.

Prior to this, in 1999, the City Council adopted groundbreaking changes to the Zoning Ordinance – effectively up-zoning almost every zone by creating alternative lot sizes. Now, a developer would need at least one acre per lot in the Agricultural Estates zone. To negotiate this lot size, the new zoning presented open space incentives – preserve 20% of your property for open space, and you can get the half-acre alternative lot size. In this way, the community preserved significant areas of open space surrounding lacustrine and riverine wetlands, and gained parks and numerous trail connections.

Plans for the Legacy Highway began in 1997. Construction began in 2001, but was delayed as the Environmental Impact Study did not consider alternative routes which would have less impact on Great Salt Lake wetlands south of Farmington. A new route was announced for these areas in January 2005 and construction began in spring 2006. Legacy Parkway was completed in September 2008. At a historic crossroads, Legacy Parkway begins, or ends, in Farmington, with a major interchange connecting Highway 89, Interstate 15 and Legacy Parkway on Park Lane.

Meanwhile, Utah Transit Authority was completing its construction of the Frontrunner, a commuter rail service connecting Ogden to Salt Lake Central, with plans to expand. The Frontrunner began shuttling commuters in April of 2008, with a stop in Farmington just below the Park Lane Interchange.

In quick succession, and a relatively short period of time, Farmington would host three major interstates and a regional passenger train. All built within a one-mile radius. Trails were quickly filling in as Farmington Ranches, Farmington Greens and other subdivisions brought thousands of homes, and even more residents to West Farmington. On the east side of I-15, city leadership saw the giant sycamore and ash trees lining State Street and Main Street, and the historic nineteenth century dwellings of the City’s ancestry. In the interest of preserving this charm, a new zoning district was created in 2002: the Original Townsite Residential.

Prior to the opening of Frontrunner and Legacy Highway, but with knowledge of the plans, City elected officials and staff began to explore the possibility of growing commercial use in Farmington. In 2003, the City enlisted Ross Consulting Group, namely Thomas Wooten, to perform a market study. This study called out the future Park Lane Interchange and Frontrunner stop as a key location for mixed-use office

and commercial development. To the north, Shepard Lane passed over I-15 and to the west, the Denver and Rio Grande railway trail delineated single-family neighborhoods from remaining agricultural space near the freeway. In essence, a triangle of approximately 500 acres remained as a “donut-hole” in the center of Farmington (Fig. 1). With proper planning, Interstate users and rail commuters could access shops and offices within a few minutes of exiting the train or freeway. Farmington residents could live and work in their community, without the hassle of traffic on the ever-widening I-15. Farmington drivers would pollute less – supplementing Utah’s Clean Air Act goals.

City officials believed in this vision. After the study the City Council, Planning Commission and Mayor toured other business parks, and studied national trends. It appeared that business parks without housing, entertainment and shopping became ghost towns at night and on the weekends. Such a business park would not serve the community if it was abandoned the majority of the time. The General Plan was updated in 2005 to designate the “donut-hole” as mixed use. Quickly thereafter, zoning followed to include transit-oriented development and mixed use zoning. The change in zoning would not be possible without the consent of the property owners in the area, who saw opportunity in the entitlements that mixed-use zoning would bring their families and descendants. Between 2005 and 2008 approximately 325 acres were rezoned from Agricultural to Mixed Use. Simultaneously, it became apparent that if the region and city continued to grow, the Park Lane Interchange would eventually fail, probably sooner than expected (in this case failure indicates Level of Service. For example, vehicle queues backing onto I-15). Shepard Lane, already an established connection between east and west Farmington, took focus as a potential interchange.

However, a Shepard Lane Interchange could not alleviate the burden on Park Lane without arterial north-south connections on the west side of I-15. At this time, Park Lane was not slated to connect with Clark Lane as it does today (see the “swoop” on aerial imagery of Park Lane (Fig. 2)). But north-south arterial connections would not

be possible without a significant realignment of Park Lane to its current location. The City, at great cost, acquired right-of-way and constructed the “swoop”.

Consequently, the north-south connections would have to be placed in the newly entitled mixed use zones. The north-south roads would also relieve residential neighborhoods of high traffic volumes created by those accessing the Park Lane interchange from Kaysville and north Farmington. Roads in Utah, and most of the United States, are often constructed with funds from the land developer for residential uses. However, much of the cost for large roads related to commercial development are often funded by government. City, County State and Federal entities are usually not willing to fund these roads without assurances or entitlements for office and commercial uses.

After the zone and General Plan changes to the mixed-use areas, development began with the purchase of approximately 62 acres around the UTA Frontrunner stop by CenterCal Properties LLC. In 2007, CenterCal entered into a Development Agreement with Farmington City to plan out a mixed-use retail-focused development encompassing all 62 acres: Station Park. The shopping center would focus around a human-scale “station-esque” area, complete with a plaza, fountain and shops, with buildings brought close to the street with an internal vehicular and pedestrian circulation plan. Such a design had not been seen in Farmington since prior to automobile predominance. Imagine citizens of early Farmington, walking along Main Street and accessing the mercantile or masonry storefront from the street. In December 2008, the mixed use zone went through an overhaul to encourage this form of building siting, with building setbacks no greater than 20 feet from their frontage, instead of vast parking fields that were only suited to automobile transportation. Rather, with a transit-oriented development, it is the pedestrian exiting the train that would prefer these smaller block sizes and less-consolidated parking. Station Park went through several iterations of development plans before beginning construction in the late 2000s and opening for business in 2011.



PHOTO SOURCE: www.northfarmingtonstation.com

The impact of Station Park on Farmington’s community and economic development was immense. Up until this point, Lagoon, a Smith’s Grocery Store, and a handful of other businesses were the only commercial development in the city. Now, as the Park Lane Interchange and Frontrunner brought people to central Farmington, not just to Station Park but to Lagoon as well, the city centered around this 1-mile radius area. Residents in Farmington Ranches and Hunter’s Creek subdivision no longer had to drive to the Smith’s Grocery up on Shepard Lane, instead Harmon’s was conveniently located just a few minutes away for that emergency Tylenol or gallon of milk.

Nearby, between I-15 and Highway 89, another development had brought a valuable lesson to the City. Farmington Crossing primarily developed between 1996 and 2006. It too was based on the ideals of mixed-use development, with substantial commercial use, office, and minimal residential. As construction continued in Farmington Crossing, the entire development area filled with townhomes and single- and multi-family residential. While minimal new commercial development centered near the Highway 89 interchange at Shepard Lane. Farmington Crossing was, and continues to be a development that benefits the community, but city officials were disheartened to find that residential was far more prominent than what was envisioned in the mixed use zones.

Five years on, the housing market was recovering from the 2008 Great Recession, which had greatly contracted homebuilding. This contraction, which cut home construction by half in 2009, left little supply for buyers and housing shortages began to impact Utah (Deseret News 2021). Demand for housing increased and developers were anxious to meet that demand as housing values increased. North of Station Park, residential proposals began to out-pace commercial. Foreseeing that they may have another Farmington Crossing on their hands, the 2013 City Council approved a zone text amendment removing all residential uses from the Office Mixed Use zone. Instead of outright permitting the use, a mechanism was added to ensure a true, robust mixed use development. This mechanism allowed each development to access flexibility regarding usage, purely at the discretion of the City Council. Each project area would require a project master plan, essentially a mini-zone within a zone. Developments would only be eligible for project master plan consideration if the project area was greater than or equal to 25 acres. Project master plans would be reviewed and approved by the City Council and Planning Commission.

North of Park Lane and west of I-15, The Haws Companies, who had consolidated the land for Station Park prior to selling 62 acres to CenterCal, planned their remaining 72-acres under a Project Master Plan. Park Lane Commons embraced the form of transit-oriented development with a location less than one-quarter mile from the Frontrunner station. In 2015, Cabela’s Outfitters opened, followed by the world-class University of Utah Health Care Farmington Health Center in 2018 (Engineering News-Record 2018).

As the mixed use area began to grow, funding for a new Small Area Plan was received in 2015-2016. Urban Design Associates, in conjunction with a market study from Kimley Horne, master planned approximately 240 acres north of Shepard Creek. This General Plan update was the leading vision until 2020. It showed two north-south arterial roads weaving through an office mixed use development. Trails along both sides of Spring Creek, Haight Creek and Shepard Creek were also planned as east-west connections to the Denver and Rio Grande Rail Trail, and the Legacy Parkway Trail. Future residents would not only have access to amenities like restaurants,

housing and work, but also outdoor open space. During this time, the City acquired approximately 14 acres of open space from the Utah Department of Transportation for a park in the mixed use areas.

Back in the late 2000s the City had acquired approximately 45 acres from a developer who had planned a 100-lot subdivision south of Park Lane. This land became the Regional Park, complete with the Farmington Gymnasium, baseball diamonds, pickle ball courts and vast open space for soccer and flag football. Also in south Farmington, a new high school was planned. Farmington High School opened in 2018. These two projects pushed the need for the north-south connections in the mixed use area even more, as students and residents would need a safer more efficient route to the park and high school. On top of this, UDOT released their Environmental Impact Statement for the West Davis Corridor (WDC) in 2017. The new highway will include a full interchange on 950 North in Farmington, connecting the WDC to the Shepard Lane Interchange.

In 2019-2020, three main developers, which included The Haws Companies in earlier efforts, began to acquire properties and consolidate ownership in the mixed use area highlighted by the 2016 Master Plan update. These stakeholders suggested major changes to the arterial and collector roads identified in the 2016 Master Plan. Specifically, that the easternmost collector be shifted further west, to increase valuable freeway visibility for offices. Engineering for these roads began in 2020, with proposed names of Commerce Drive (the arterial connection) and Maker Way (the major collector). The construction of these roads will easily be the largest single expenditure and public works project in Farmington’s history. Farmington City held a public open house for Maker Way and Commerce Drive in summer of 2020. This unprecedented project solidifies the need for funding to enable mixed use commercial areas, in addition to lessening traffic in single-family neighborhoods and alleviating Park Lane congestion. Symbiotically, Commerce Drive represents a necessary improvement to enhance mixed use development.

In 2020, the City Council removed residential use from the General Mixed Use zone, in a move reminiscent of the action taken in 2013. This change came among several other zone text amendments which were more or less consistent with the Kimley Horne market study and UDA plan. Site specific project master plans and zoning for the remaining areas were approved in 2020 as well.

With so much focus on the mixed use areas, the single-family residential aspect of Farmington did not stagnate. Rather the “donut” of Farmington has achieved the highest ratio of single-family development since the 1960s or older. The City still incentivizes open space and historic preservation, as well as adding affordable housing requirements to the code in 2021.

West Davis Corridor construction began in 2021 and the Shepard Lane Interchange is now in design and construction will be commencing in the next few years. With so many changes since the 2016 plan, in 2021, Farmington obtained a grant from the Wasatch Front Regional Council to update the Small Area Master Plan for the mixed use areas around the Frontrunner and Station Park. The City selected GSBS, with a market study provider of Catalyst Commercial to create an updated Small Area Master Plan. This plan, outlined in the following document, provides updated road alignments, updates land uses in conjunction with current proposals and hopefully becomes the framework for the next few decades. The North Farmington Station area is expected to reach full build out by 2040, and redevelopment is included in this plan.

The ultimate goal for this iteration of the Small Area Master Plan is to memorialize development patterns and entitlements that have existed for almost 20 years. The plan covers the entire mixed-use area, not just the 240 acre North Farmington Station acreage, as in the case of the 2016 UDA plan. Indeed many changes have occurred since 2016, including a proposal for a remote hub to shuttle office-park users and residents from the Station area to the business center near Spring Creek. The 2022 State Legislative session saw the passing of HB 462, which requires all municipalities with fixed rail stops to have a Small Area Master Plan to support housing and transportation goals. The Small Area Master Plan presented here by GSBS also focuses on internal capture, as the Wasatch Front continues to outgrow I-15.

Beginning with the first General Plan in the late 1980s, Farmington has consistently decided to set itself apart by adapting to national, state and regional growth spurts. This 2022 update to the General Plan is just the latest chapter in Farmington’s history

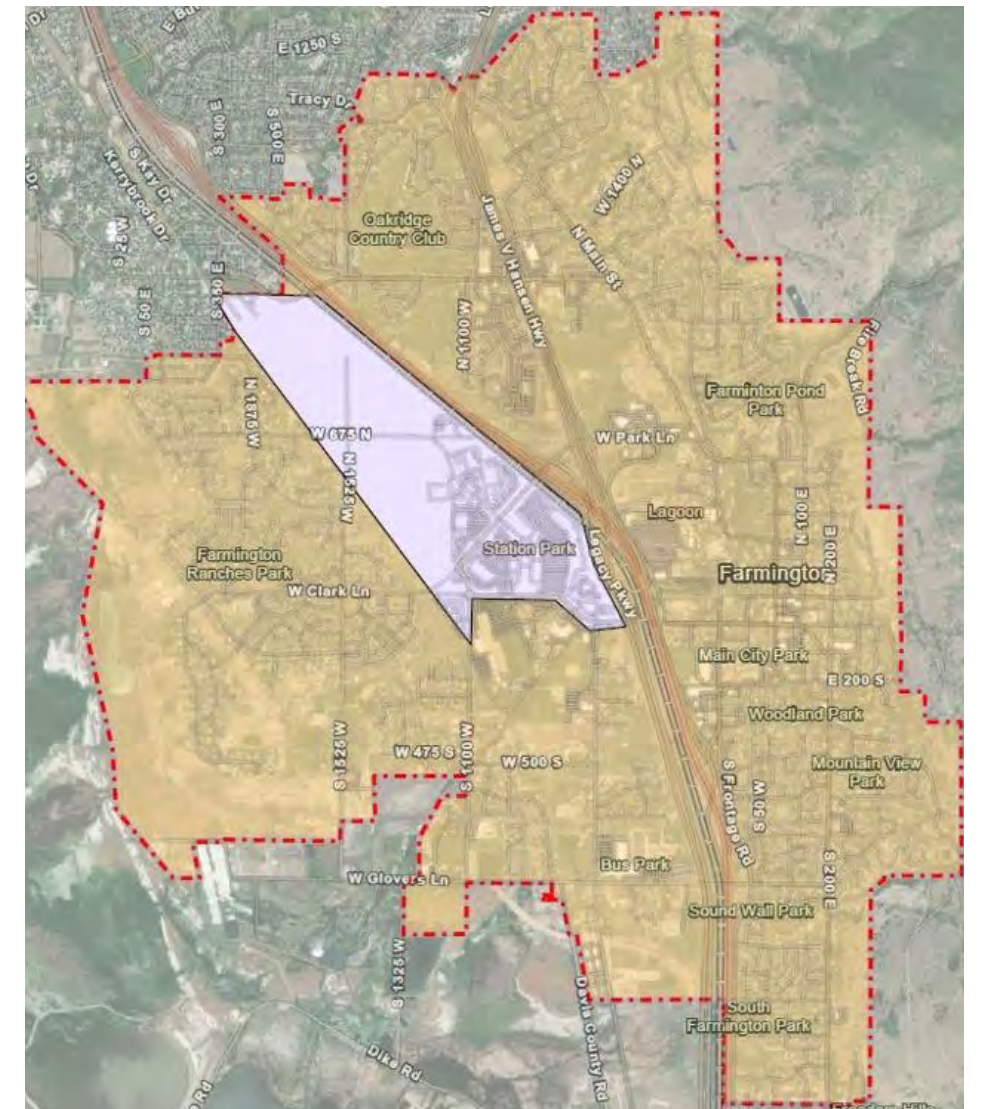
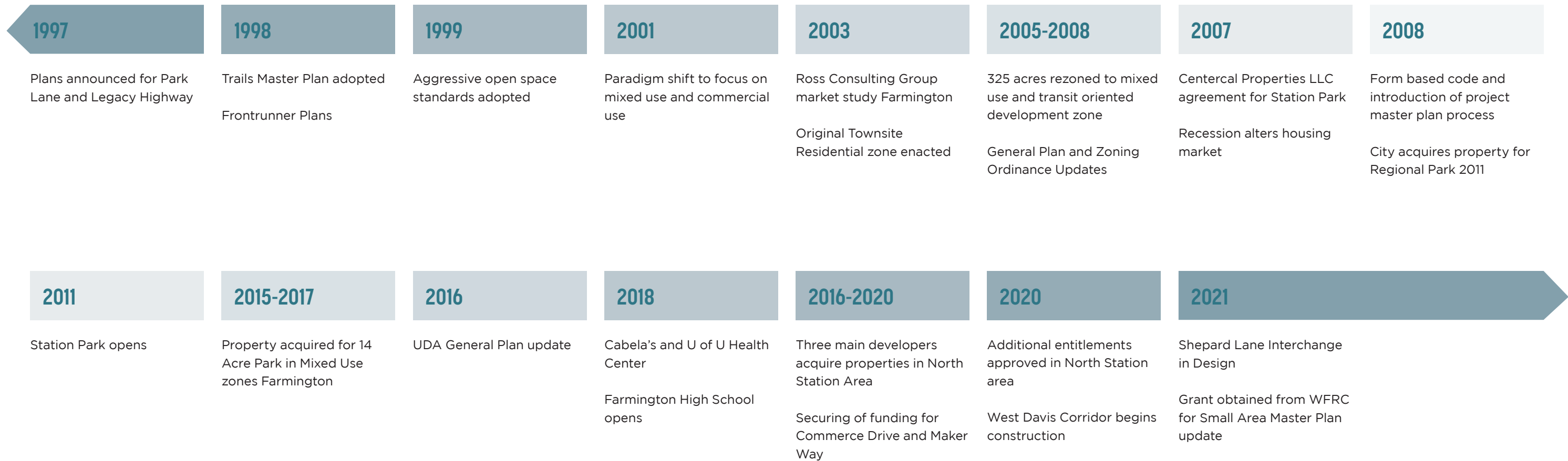


Figure P1 - Farmington City. Purple area represents “donut-hole”

FARMINGTON CITY TIMELINE



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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

FARMINGTON CITY

Shane Pace – City Manager
 David Petersen- Community Development Director
 Brigham Mellor – Economic Development Director
 Meagan Booth – Planner
 Shannon Hansell – Planner
 Lyle Gibson – Planner
 Chad Boshell – Engineer
 Tim Taylor – Traffic Engineer

ELECTED AND APPOINTED OFFICIALS

Jim Talbot, Mayor
 Roger Child, City Council
 Melissa Layton, City Council
 Rebecca Wayment, City Council
 Scott Isaacson, City Council
 Alex Leeman, City Council
 Amy Shumway, City Council
 Larry Steinhorst, Planning Commission
 John David Mortensen, Planning Commission
 Rulon Homer, Planning Commission
 Tyler Turner, Planning Commission
 Erin Christensen, Planning Commission
 Mike Plaizier, Planning Commission
 Samuel Barlow, Planning Commission

CONSULTING TEAM

Christine Richman – GSBS
 Ladd Schiess - GSBS
 Paulo Aguilera – GSBS
 Reid Cleeter – GSBS
 Christy Dahlberg - Wasatch Front Regional Council
 Jordan Swain - Utah Transit Authority
 Sean Murphy - Utah Transit Authority
 Maria Vyas – Fehr & Peers
 Kathrine Skollingsberg – Fehr & Peers
 Chris Bender – Fehr & Peers
 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:

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 existing conditions have since changed significantly.
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 envisioned mixed-use area north of Shepard Creek.

The remote hub could utilize a “people mover” that serves as a small scale automated guideway transit system, following a fixed path. 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 in 2022 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 Area Plan qualifies Farmington City/UTA and others to pursue funding for a shuttle or similar transportation mode.
6. **Improved Internal Capture via Pedestrian and Bicycle Improvements:** It is extremely beneficial and necessary that Station Park develop a more robust daytime population, but expected forecasts for this population may be

compromised in the event that the local street grid reaches capacity prematurely if personal vehicles and 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 Farmington Station Area Plan points to solutions and will be used to incorporate these improvements.

7. **East/West Regional Trail:** Farmington’s 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/west 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 Area 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.



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.

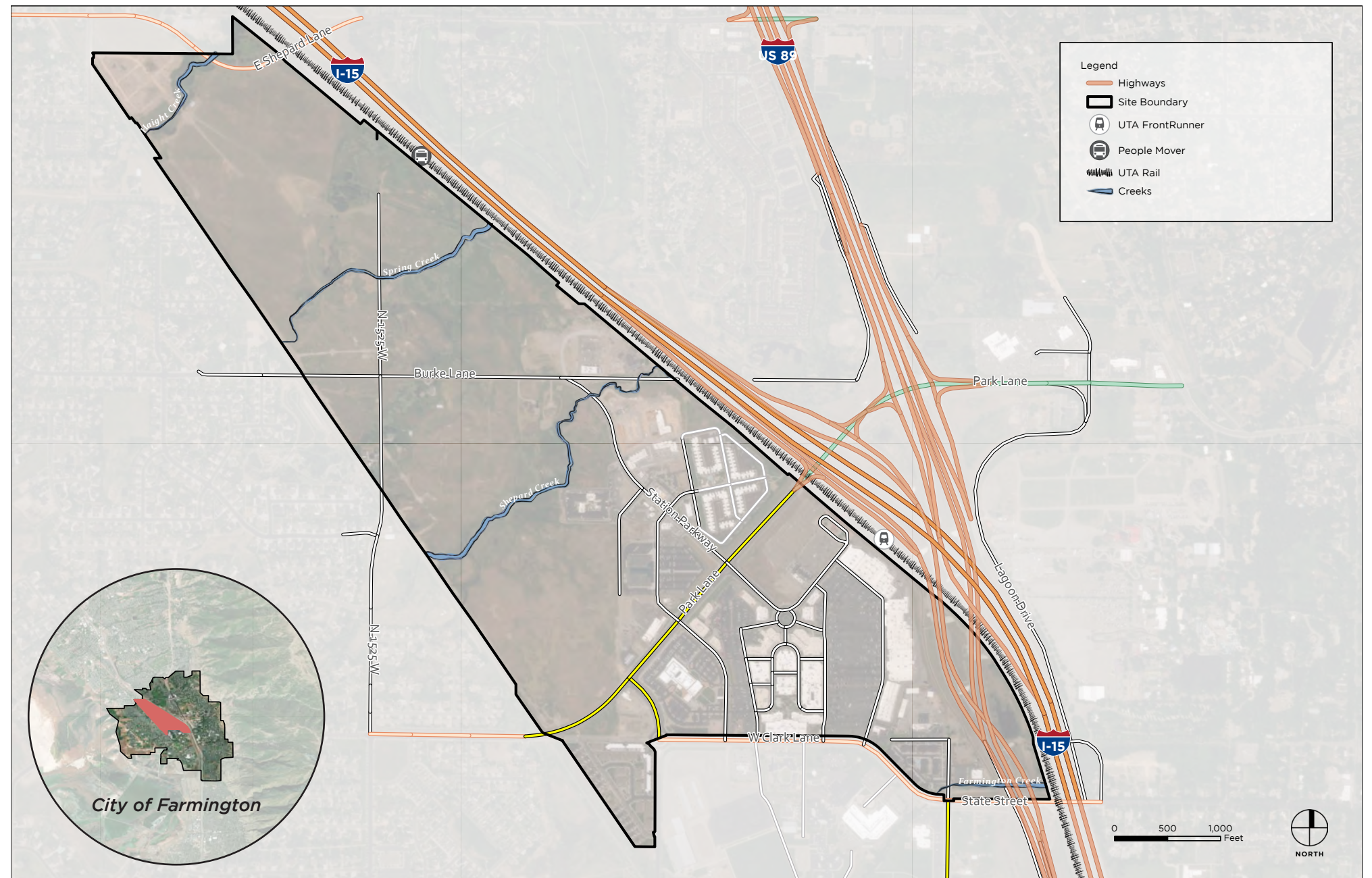
The subject planning area is comprised of two sub areas - the Station Park area south of Park Lane and the North Station Area north of Park Lane. The total planning area includes 550 acres. Of the total acreage, 233 are already developed with housing, retail, office, and similar uses. This leaves a total 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, charettes 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 charettes 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

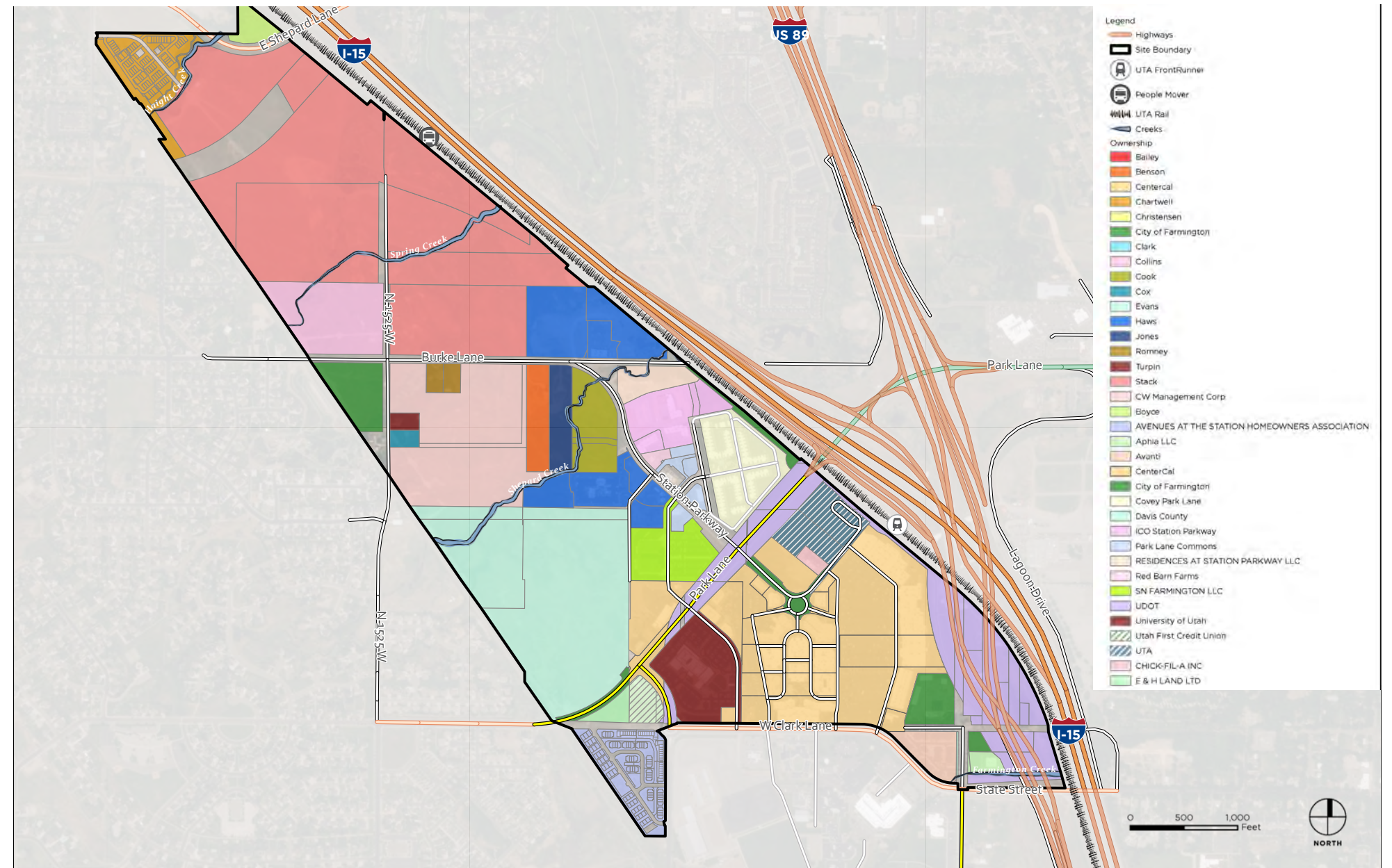
STAKEHOLDER MEETINGS

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

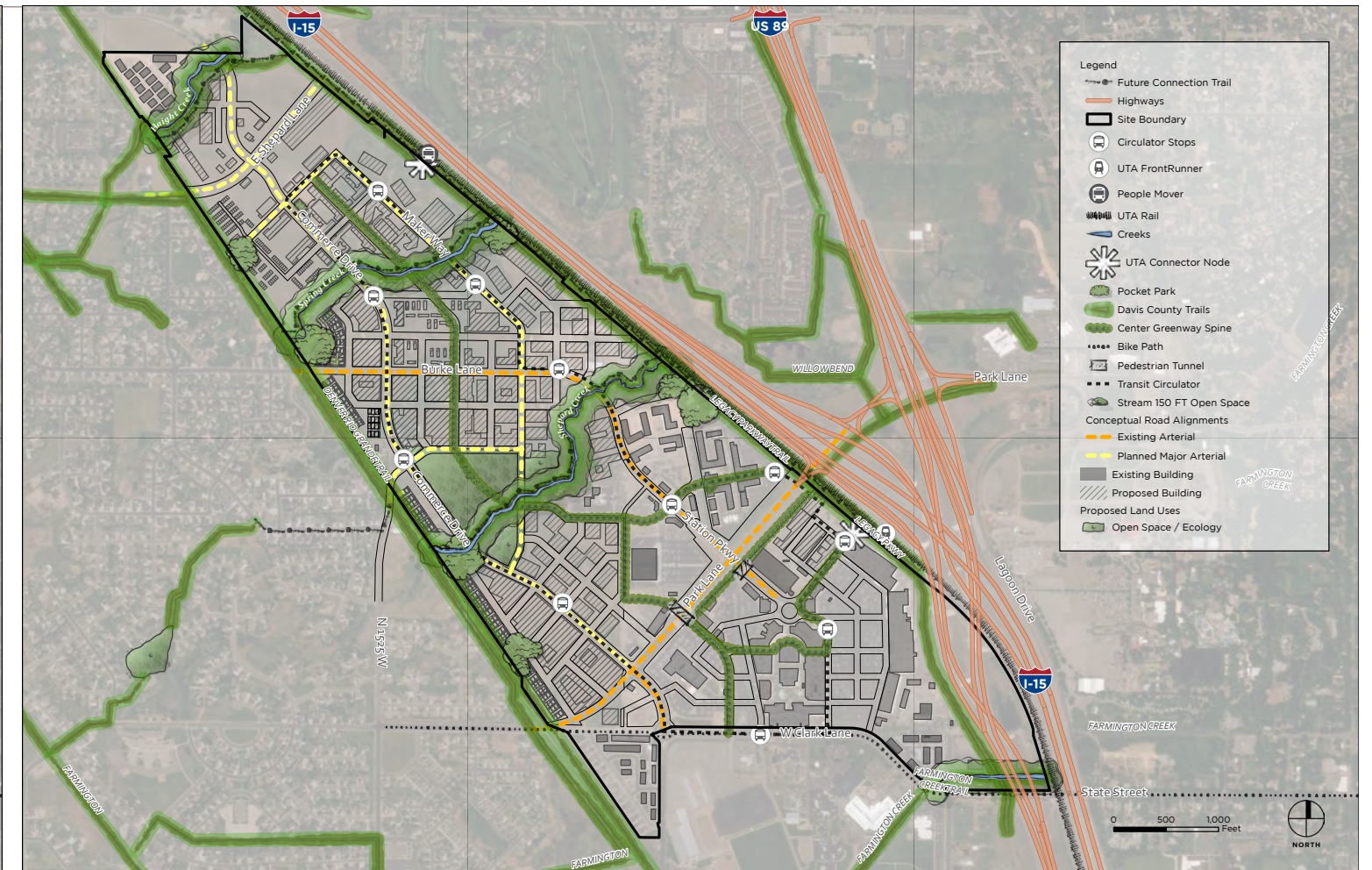


Figure 4 - North Farmington Station Open Space System

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.

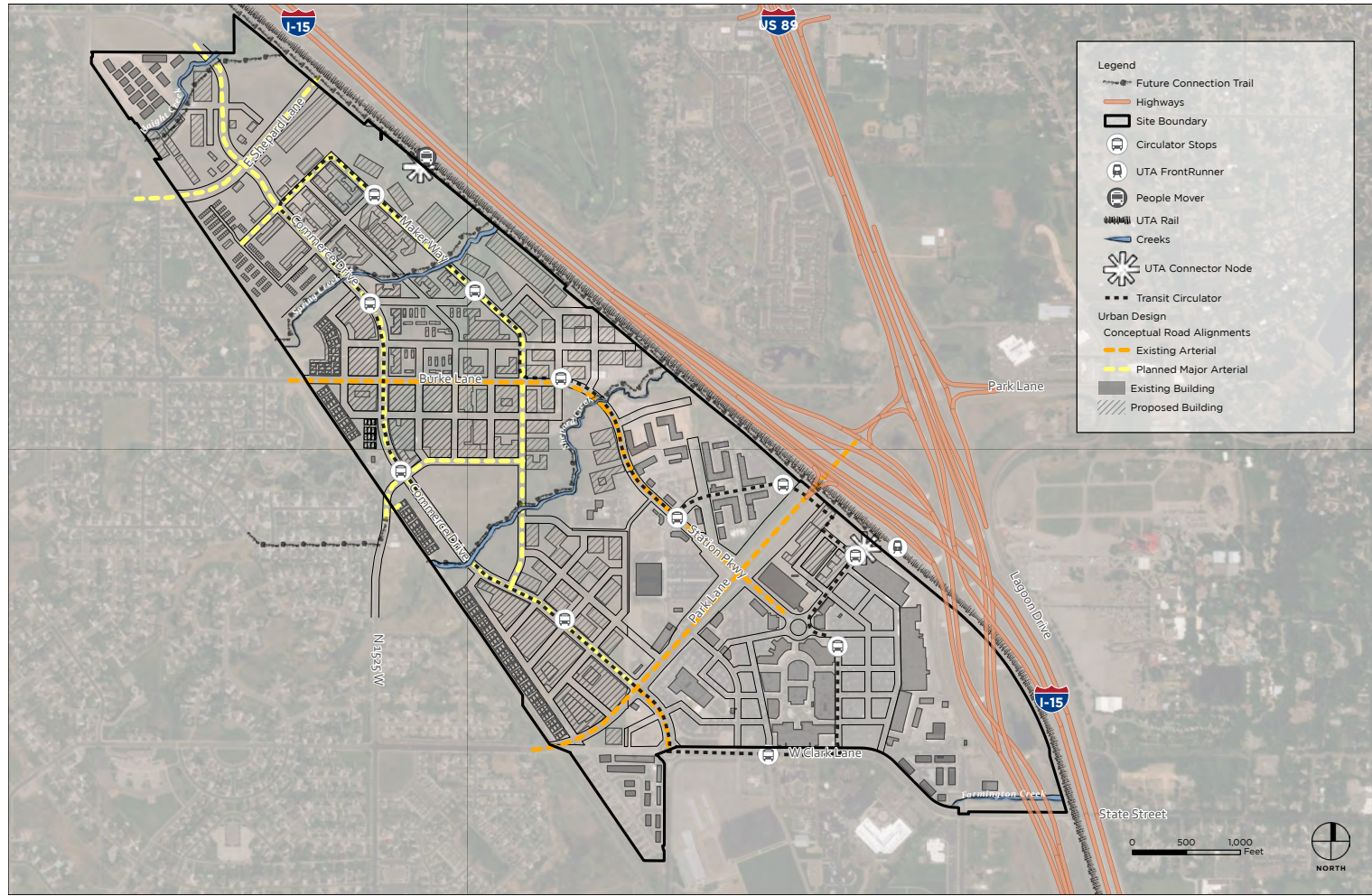


Figure 5 - North Farmington Station Transit System

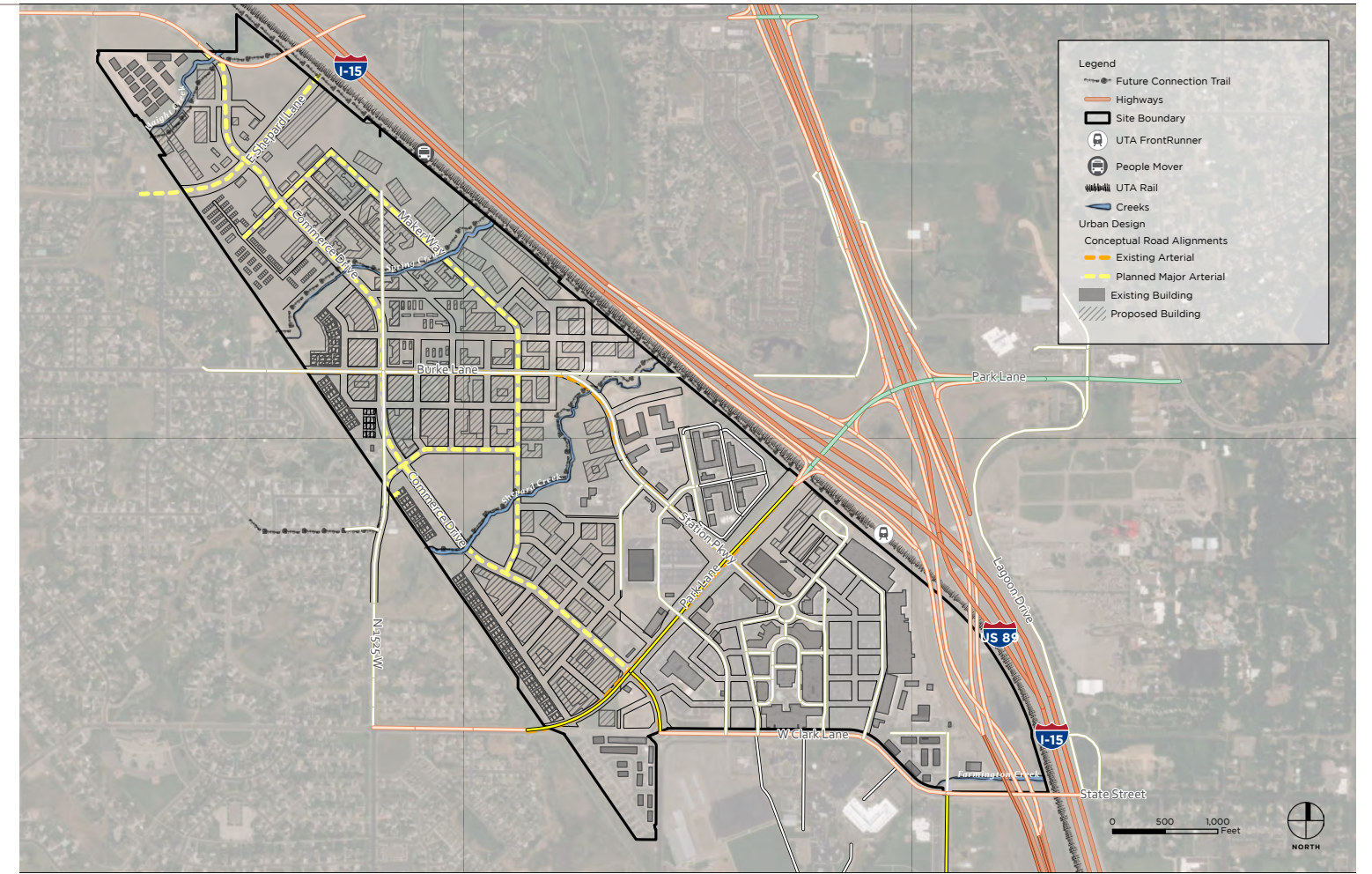


Figure 6 - North Farmington Station Roadway System

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.

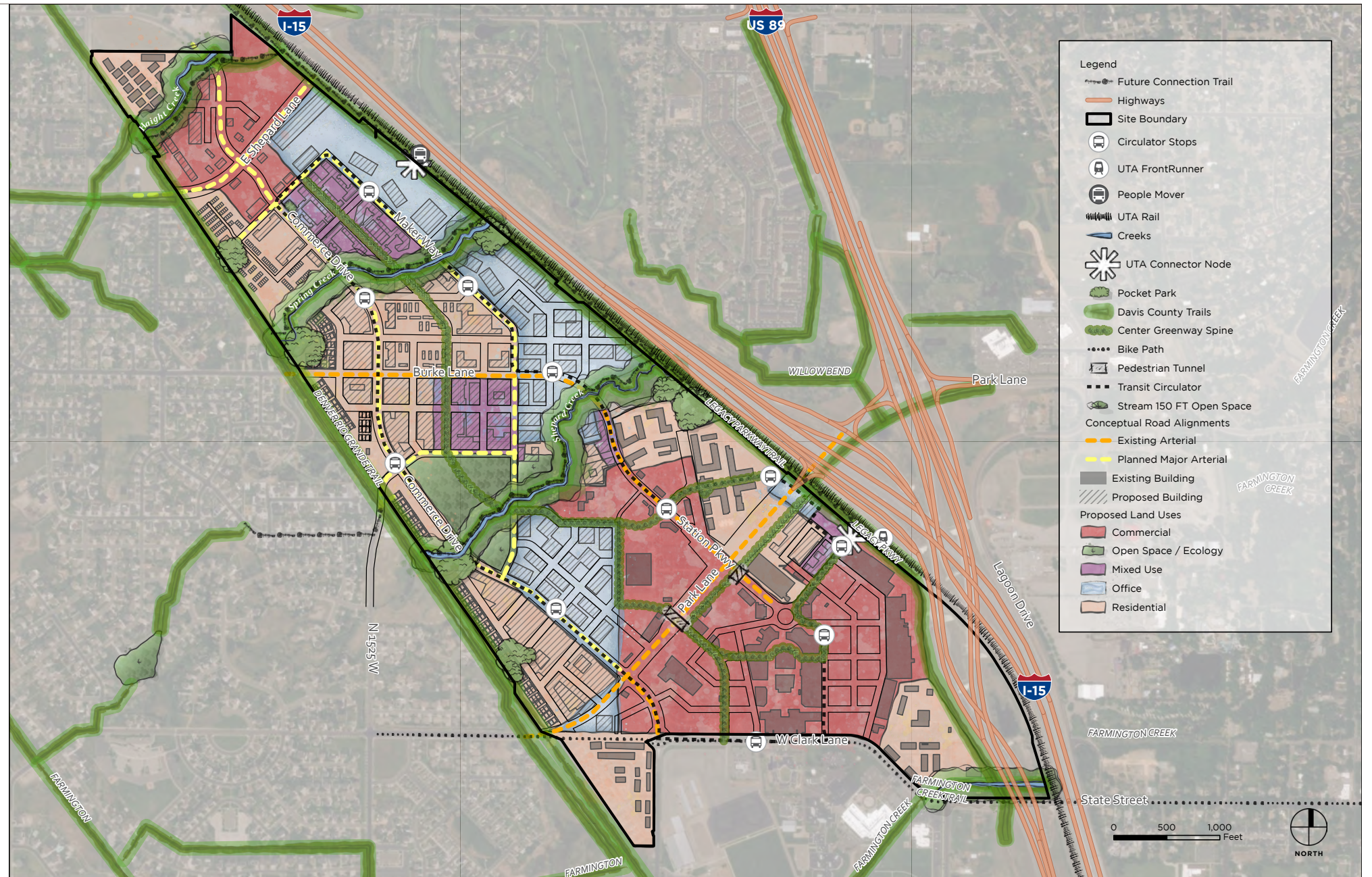
The roadway system within the North Station Area builds on existing and planned investments in collectors and arterials streets by creating a porous block system to enhance walkability and provide alternative routes within the area. The plan assumes a 264’ block face structure that creates a pedestrian 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.

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.



	OFFICE		RETAIL/OTHER		MULTI FAMILY		TOWNHOMES				
	Sq. Ft.	Employees	Sq. Ft.	Employees	Units	Residents	Homes	Residents			
2022 - 2024	-	-	82,500	62	480	1,632	186	632			
2025 - 2027	607,500	2,126	322,500	242	1,094	3,720	338	1,149			
2028 - 2032	900,000	3,150	94,500	71	1,940	6,596	60	204			
2033 - 2042	600,000	2,100	27,500	21	194	660	80	272			
2043 +	300,000	1,050	15,000	11	-	0	45	153	Residential Units Total	Residents Total	Acres
TOTAL (Build-out)	2,407,500	8,426	542,000	407	3,708	12,607	709	2,411	4,417	15,018	550
Entitled/Agreement	2,137,500	7,481	378,000	284	2,870	9,758	422	1,435	3,292	11,193	451
	88.8%		69.7%		77.4%		59.5%		74.5%		82.0%
Market Study Capacity	8,029,800		531,000		7,909		350		8,259		

Table 1: North Station Area Land Uses

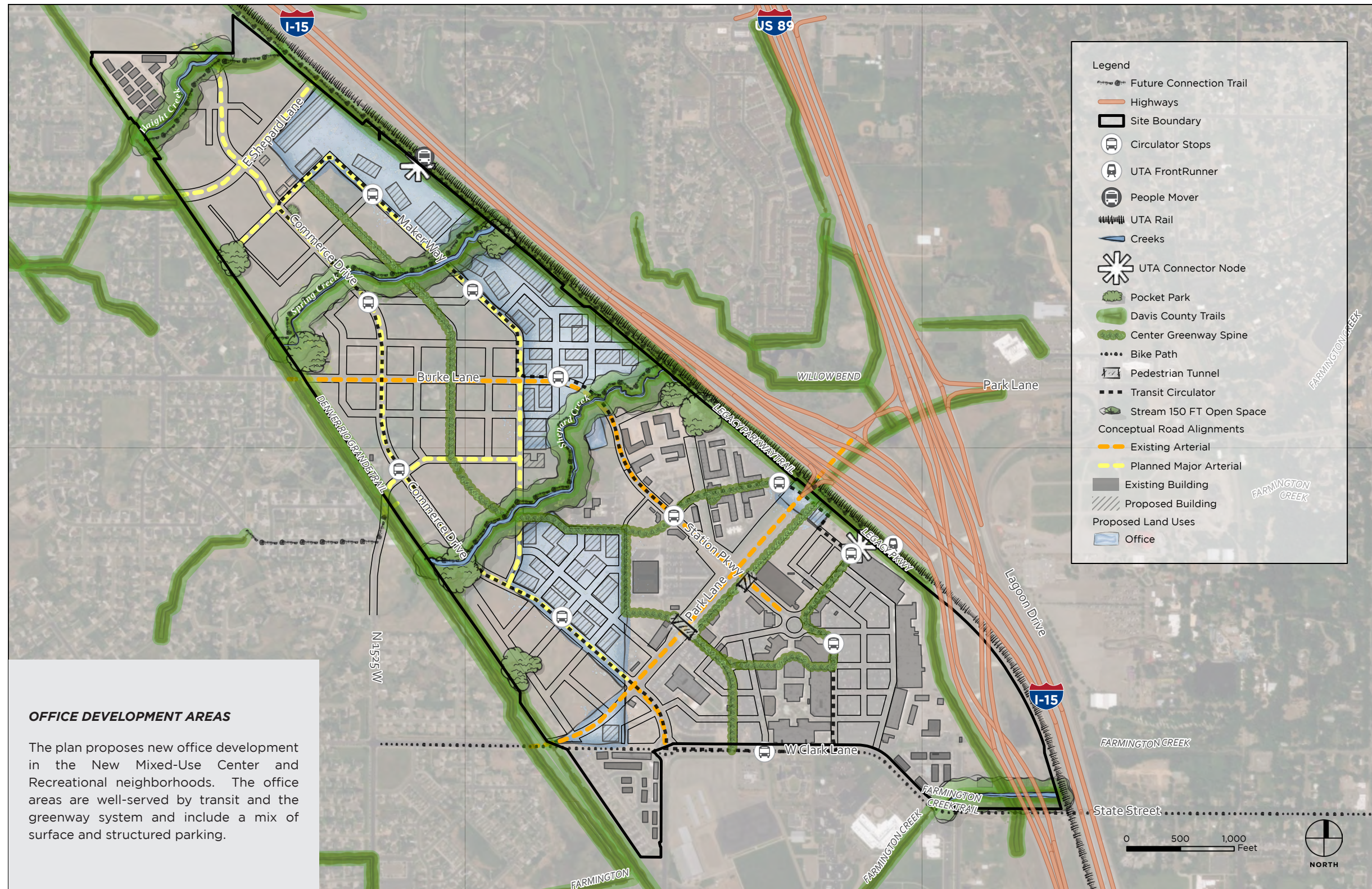


Figure 8 - North Farmington Station Office Development Areas

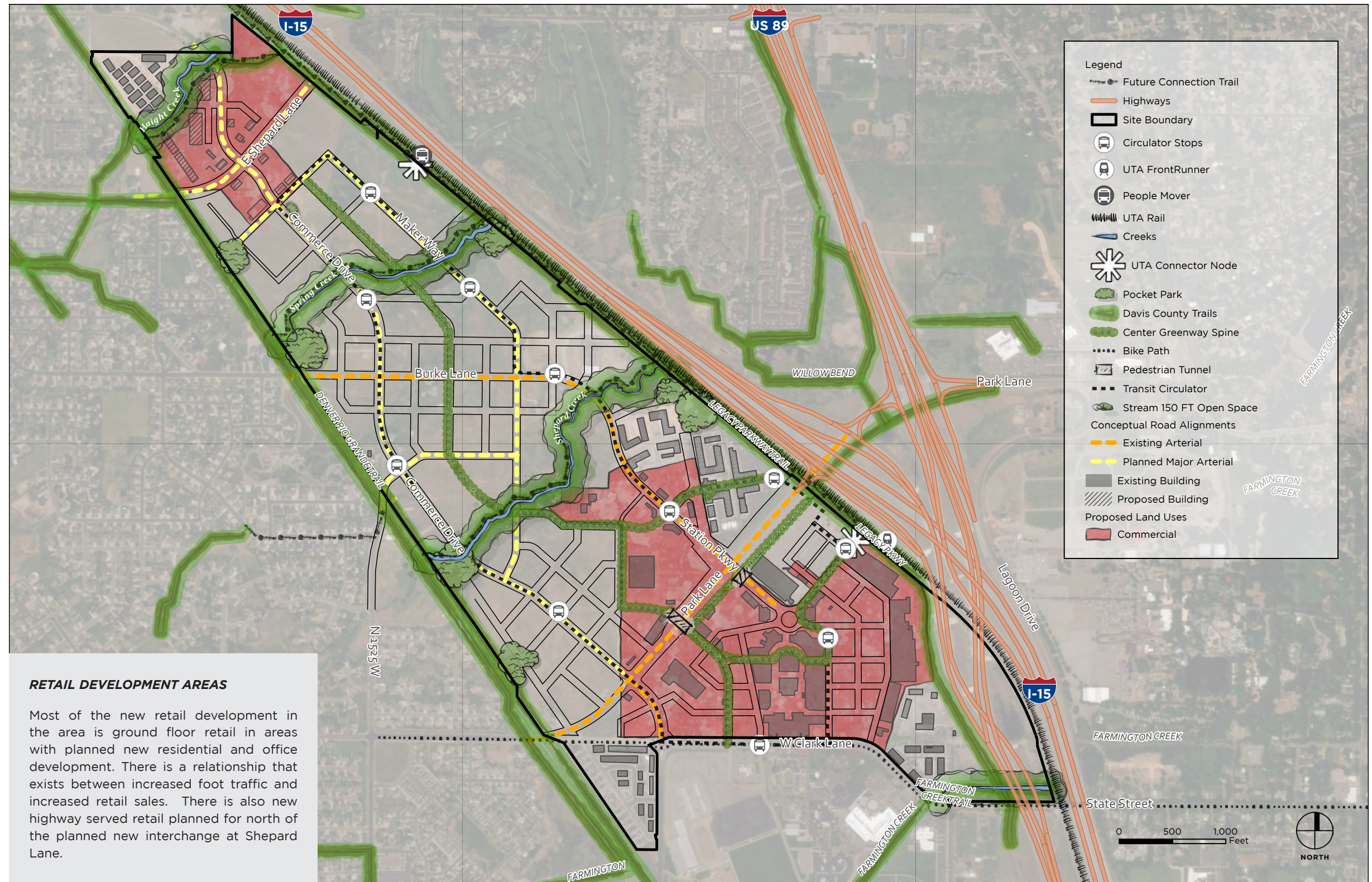


Figure 9 - North Farmington Station Retail/General Commercial Development Areas

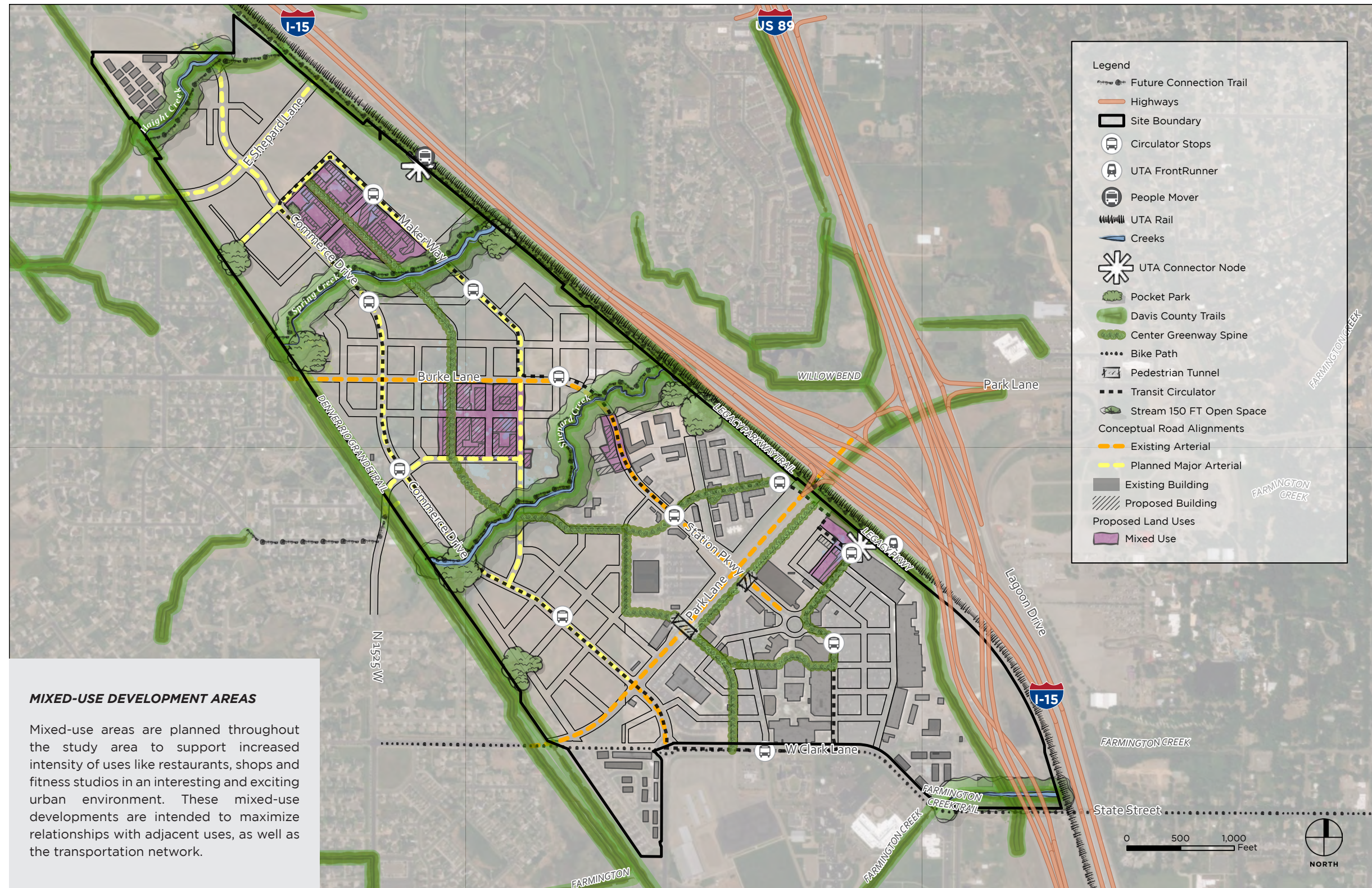


Figure 10- North Farmington Station Mixed-Use Development Areas



Figure 11 – North Farmington Station Residential Development Area

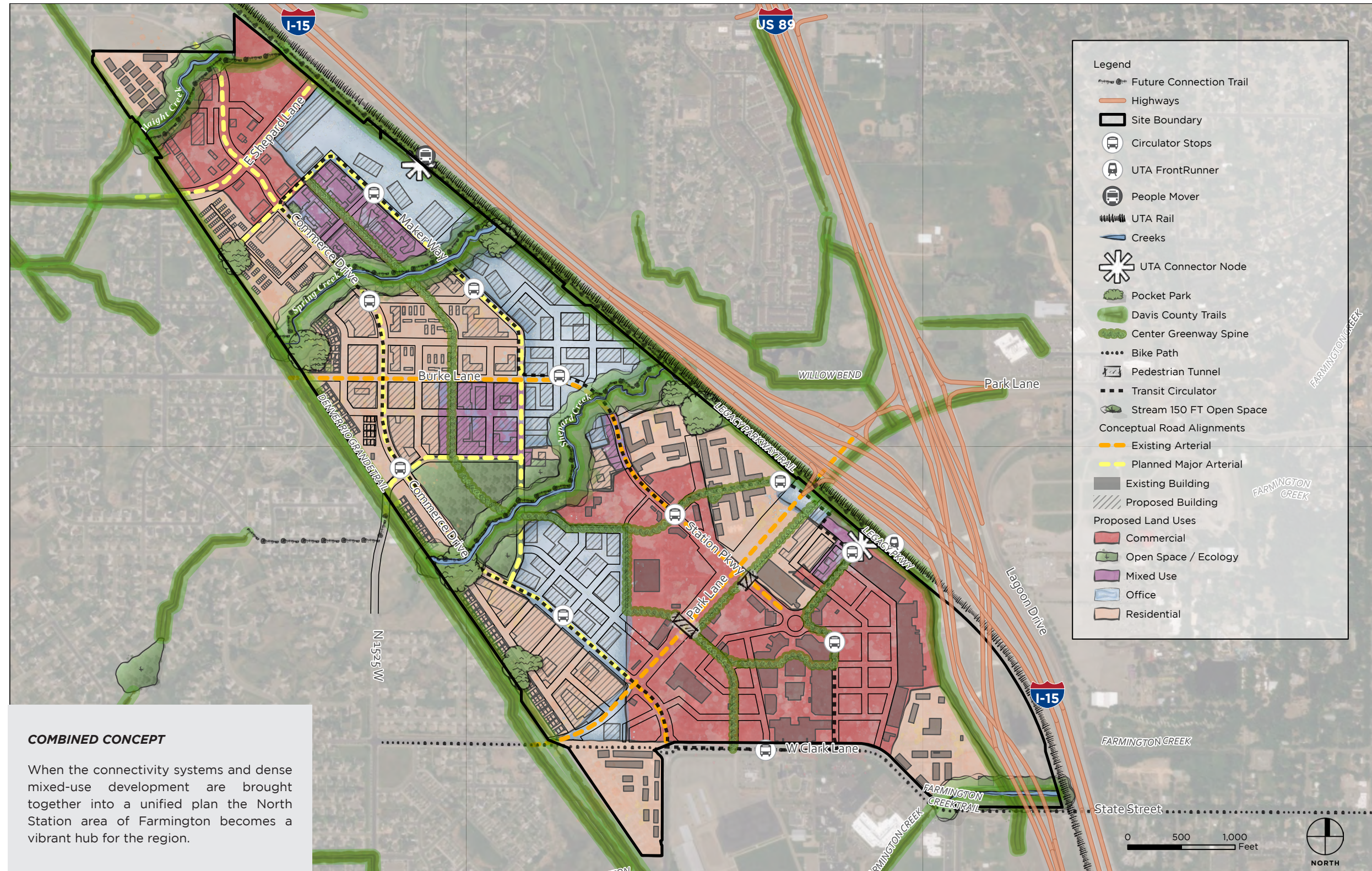


Figure 12 - North Farmington Station Combined Concept

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.

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.

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

Figure 13 - North Farmington Station Mixed-Use Neighborhood

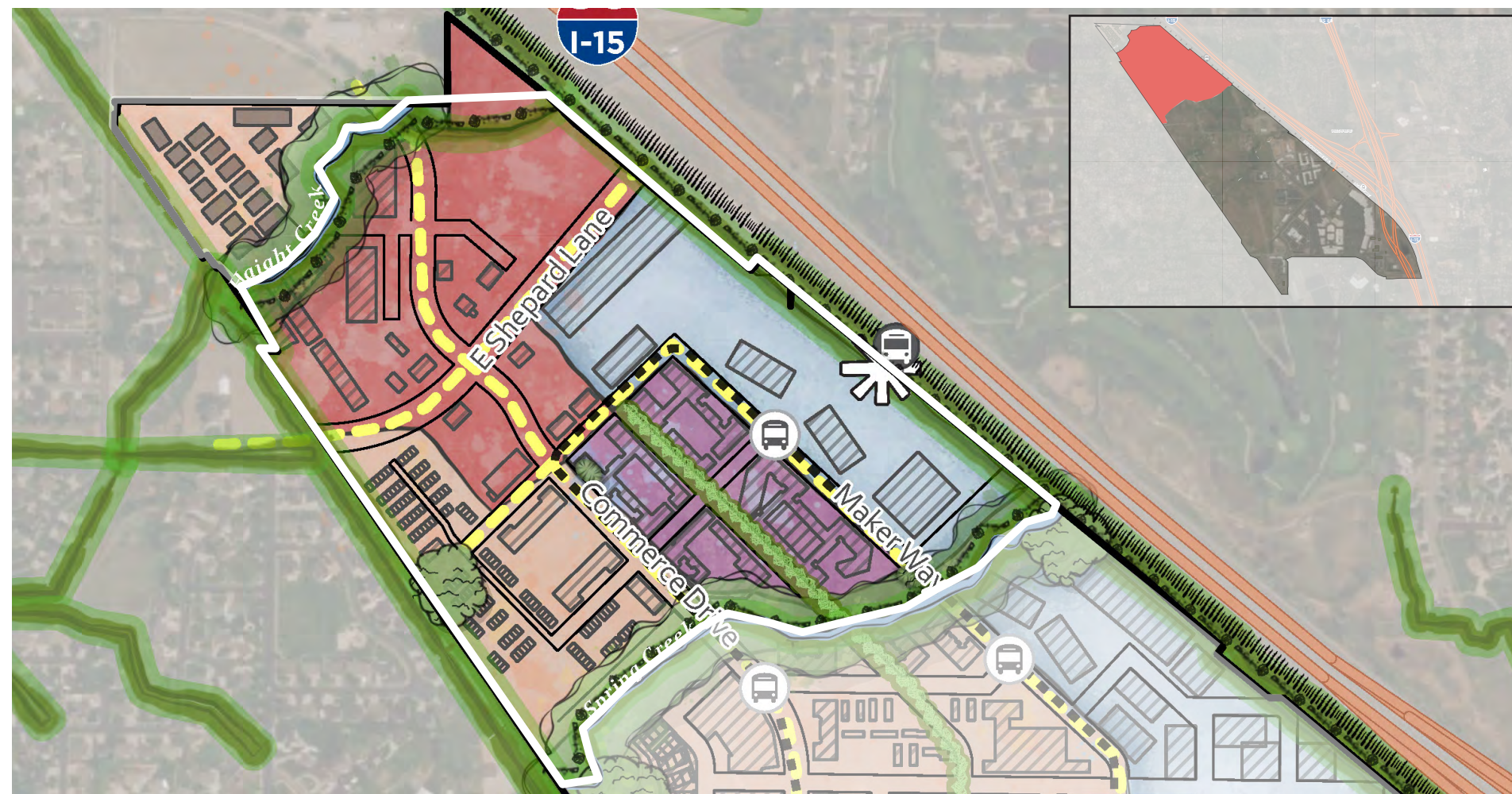


Table 2: Mixed-use Neighborhood Development Program - 122 Acres*

	OFFICE		RETAIL/OTHER		MULTI FAMILY		TOWNHOMES				
	Sq. Ft.	Employees	Sq. Ft.	Employees	Units	Residents	Homes	Residents			
2022 - 2024	0	0	0	0	0	0	0	0			
2025 - 2027	360,000	1,260	290,000	217.5	230	782	150	510			
2028 - 2032	180,000	630	31,000	23.25	890	3,026	0	0			
2033 - 2042	180,000	630	20,000	15	194	660	0	0			
2043 +	120,000	420	15,000	11.25	-	0	0	0	Residential Units Total	Residents Total	Acres
TOTAL	840,000	2,940	356,000	267	1,314	4,468	150	510	1,464	4,978	122
Entitled/Agreement	840,000	2,940	346,000	259.5	1,314	4,468	150	510	1,464	4,978	119
% of TOTAL	100.0%		97.2%		100.0%		100.0%		100.0%		97.8%
Market Study Capacity	2,341,800		406,900		1,504		175		1,679		



Figure 14 - North Farmington Station Mixed-Use Area Streetscape Concept



Figure 15 - North Farmington Station Mixed-Use Area Streetscape 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 in the neighboring Family Activity Neighborhood east of Shepard Creek. The proximity and access to Cabela's fits with the recreation, outdoor theme of the neighborhood.

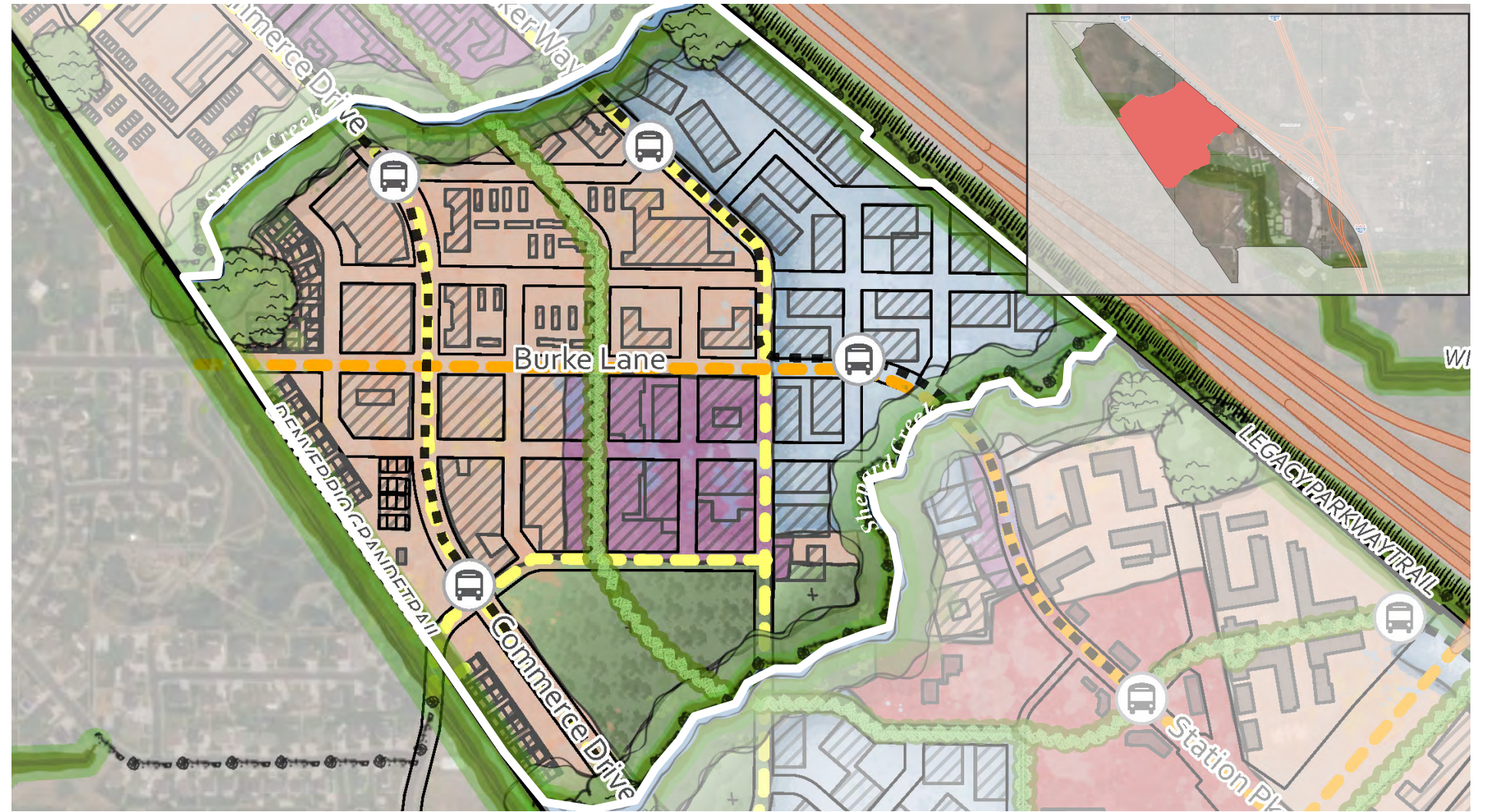


Figure 16 - North Farmington Station Recreation Neighborhood Design Concept

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*

Figure 17 - North Farmington Station Recreation Neighborhood



	OFFICE		RETAIL/OTHER		MULTI FAMILY		TOWNHOMES		Residential Units Total	Residents Total	Acres
	Sq. Ft.	Employees	Sq. Ft.	Employees	Units	Residents	Homes	Residents			
2022 - 2024	-	-	-	-	-	0	122	415			
2025 - 2027	37,500	131	10,000	8	548	1,863	188	639			
2028 - 2032	540,000	1,890	26,000	20	400	1,360	25	85			
2033 - 2042	240,000	840	-	-	-	0	80	272			
2043 +	-	-	-	-	-	0	45	153			
TOTAL (Build-out)	817,500	2,861	36,000	27	948	3,223	460	1,564	1,408	4,787	150
Entitled/Agreement	757,500	2,651	22,000	17	760	2,584	213	724	973	3,308	100
% of TOTAL	92.7%		61.1%		80.2%		46.3%		69.1%		66.7%
Market Study Capacity	3,988,800		47,600		3,997		175		4,172		

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 children’s playground and water fountain. 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 18 - 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.

Figure 19 - North Farmington Station Family Activity Neighborhood

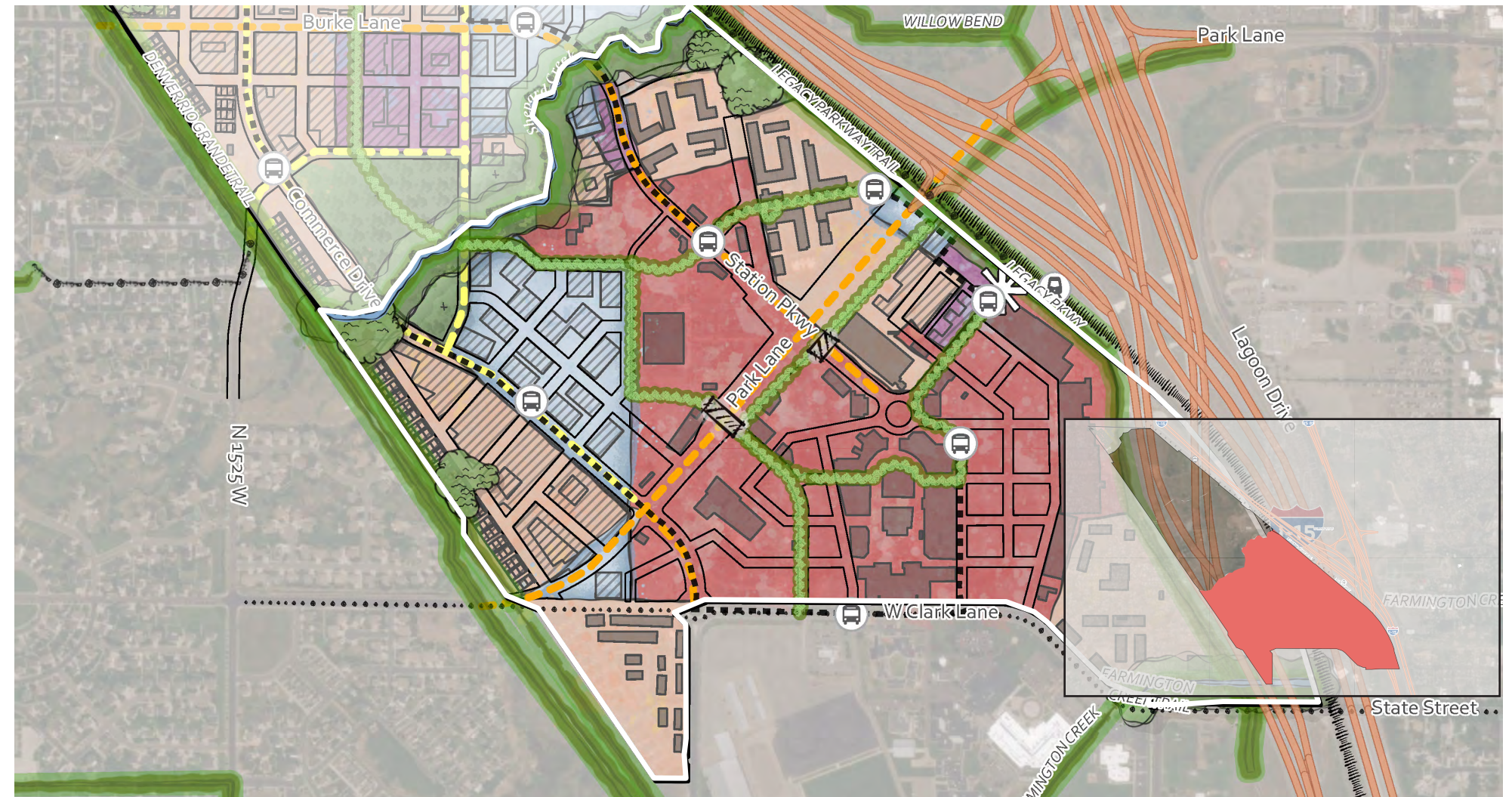


Table 4: Family Entertainment Neighborhood Development Program - 278 Acres*

	OFFICE		RETAIL/OTHER		MULTI FAMILY		TOWNHOMES				
	Sq. Ft.	Employees	Sq. Ft.	Employees	Units	Residents	Homes	Residents			
2022 - 2024	-	-	82,500	62	480	1,632	64	218			
2025 - 2027	210,000	735	22,500	17	316	1,074	-	0			
2028 - 2032	180,000	630	37,500	28	650	2,210	35	119			
2033 - 2042	180,000	630	7,500	6	-	0	-	0			
2043 +	180,000	630	-	-	-	0	-	0	Residential Units Total	Residents Total	Acres
TOTAL (Build-out)	750,000	2,625	150,000	113	1,446	4,916	99	337	1,545	5,253	278
Entitled/Agreement	540,000	1,890	10,000	8	796	2,706	59	201	855	2,907	232
% of TOTAL	72.0%		6.7%		55.0%		59.6%		55.3%		83.4%
Market Study Capacity	1,699,200		76,500		2,408		0		2,408		

Table 5: Family Entertainment Neighborhood Development 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
Total Required Parking for Development Program			665
Approx. Total Required Parking for Park-n-Ride (156-368 stalls)			264
Total Required Parking (To Service Development Program and Park-and-Ride)			930

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)

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 7: Family Entertainment Neighborhood Parking Totals

PROPOSED PARKING TYPOLOGY	PROPOSED PARKING TOTALS (STALLS)
Surface Parking	180
Structured Parking	760
Total Provided Parking	940

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:

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

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.

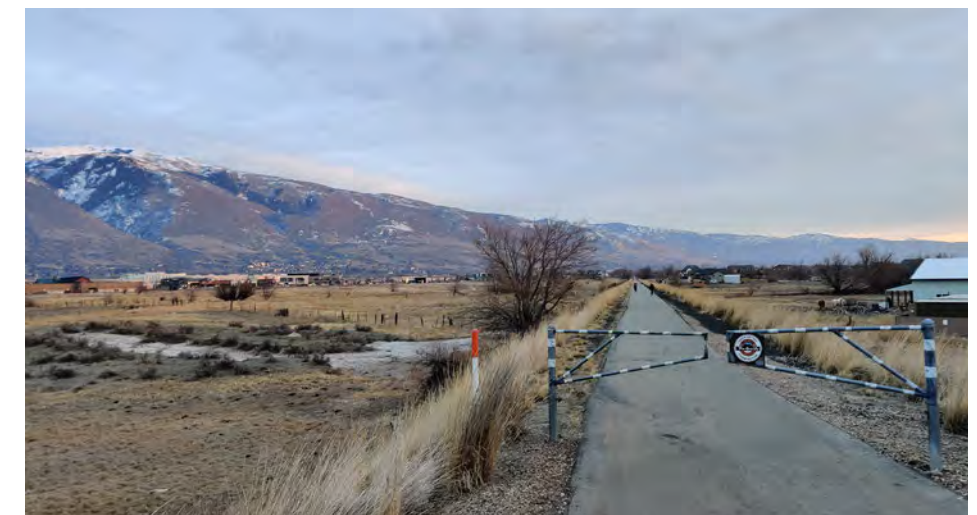
While the current park-and-ride demand is currently much lower than it was before the ongoing COVID-19 pandemic, UTA has indicated that ridership, and therefore park-and-ride demand, is anticipated to return to pre-2020 levels. Therefore, Fehr & Peers recommends meeting parking requirements from Farmington 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/1yOK4j>.



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
<p>Commercial will come in 3-5 years. Interchange will take 2 years to complete.</p> <p>New utility infrastructure and major road network (Commerce and Maker) will be built. Pedestrian Crossing over Park Lane to be completed shortly after improvements to Shepard Lane. West Davis Corridor will be completed within this time frame and 950 North connection to new Shepard Lane Intersection will be completed inclusive of shared use path.</p>	<p>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.</p>	<p>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.</p> <p>I-15 reconstruction from Salt Lake to Farmington will be completed improving interchanges and crossings.</p>		<p>Remaining developable areas throughout the North Station area will develop in response to market demand.</p>

REGULATING PLAN

CURRENT REGULATING PLAN

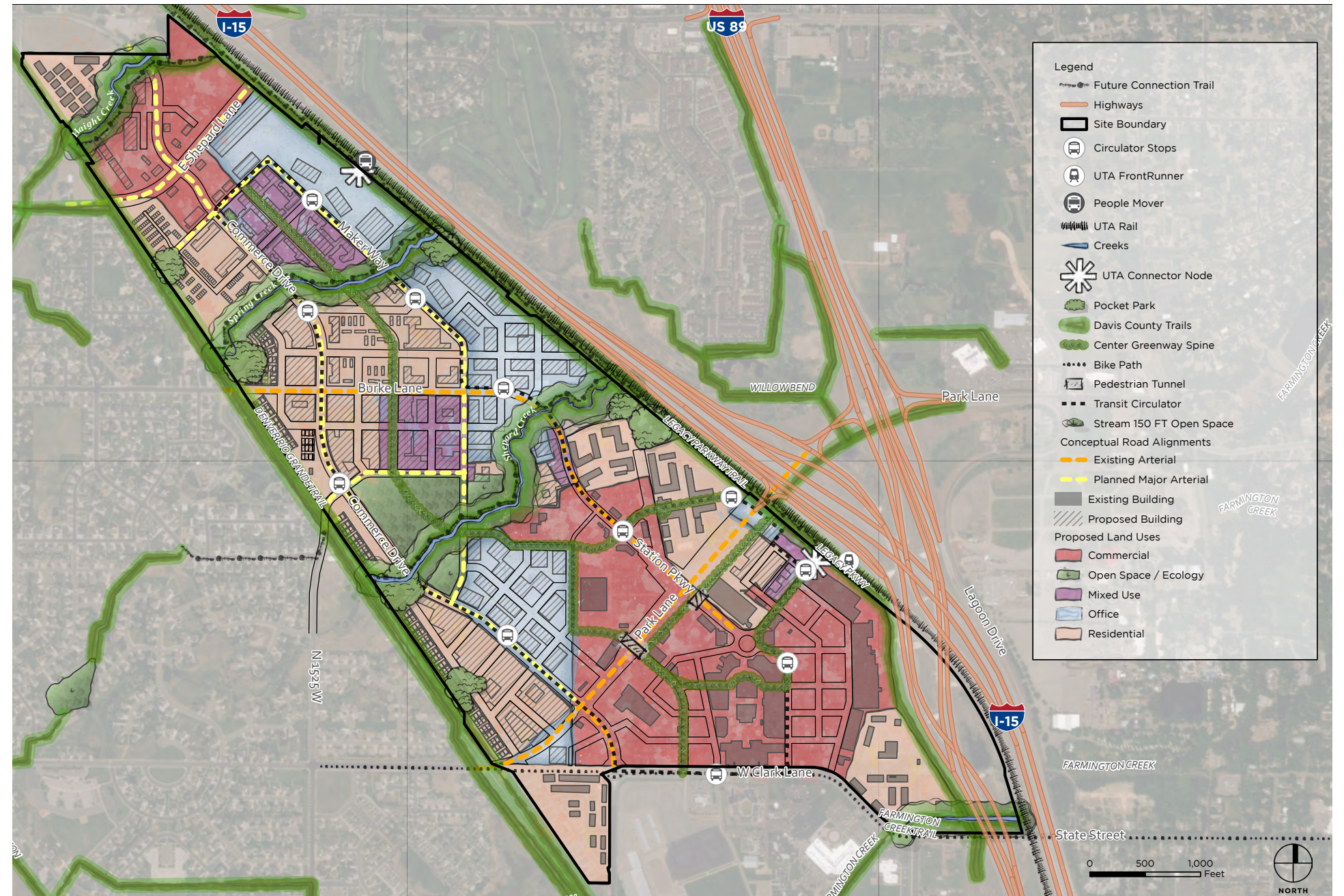
Based on the findings and concepts included in the two plans completed in 2016, the city adopted a regulating plan that identified the roadway and block network to support the contemplated development. The regulating plan has been amended to reflect decisions relating to major infrastructure investments, 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 20 - 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.

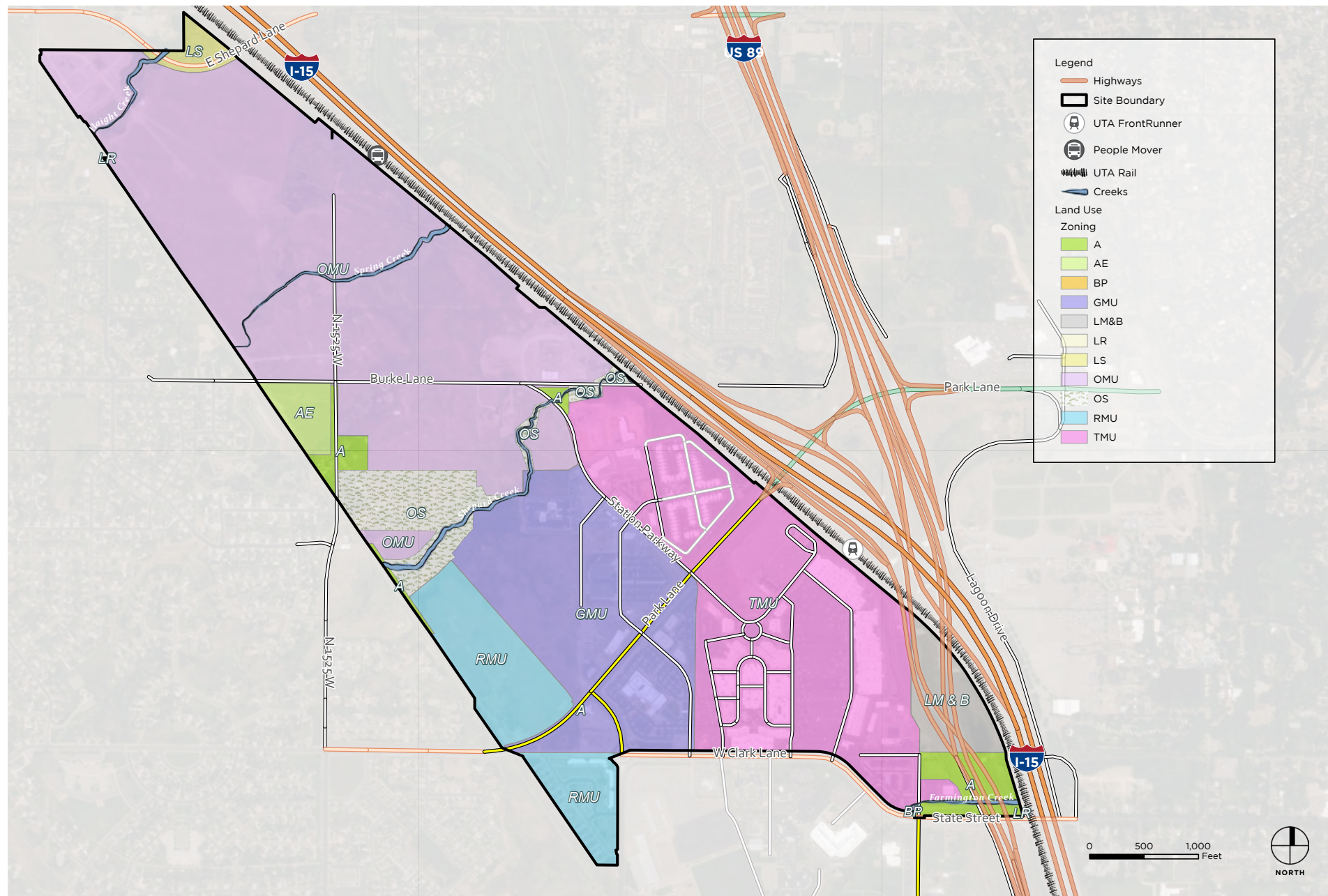
The majority of the North Station sub area is zoned **Office Mixed-Use** (“OMU”). The OMU district is intended to be primarily office and commercial, with multiple-unit dwellings allowed as a secondary use. It includes commercial uses appropriate for high visibility locations such as general office, 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-Use** (“TMU”) district that includes most of the Station Area sub area and the developed area north of Park Lane. The TMU district consists of the approved station park regional retail and mixed-use project and other land within proximity to the transit station. TMU 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 21 - 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 the Site Plan and Architectural Review Committee (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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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-winning¹ 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.

¹ <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.

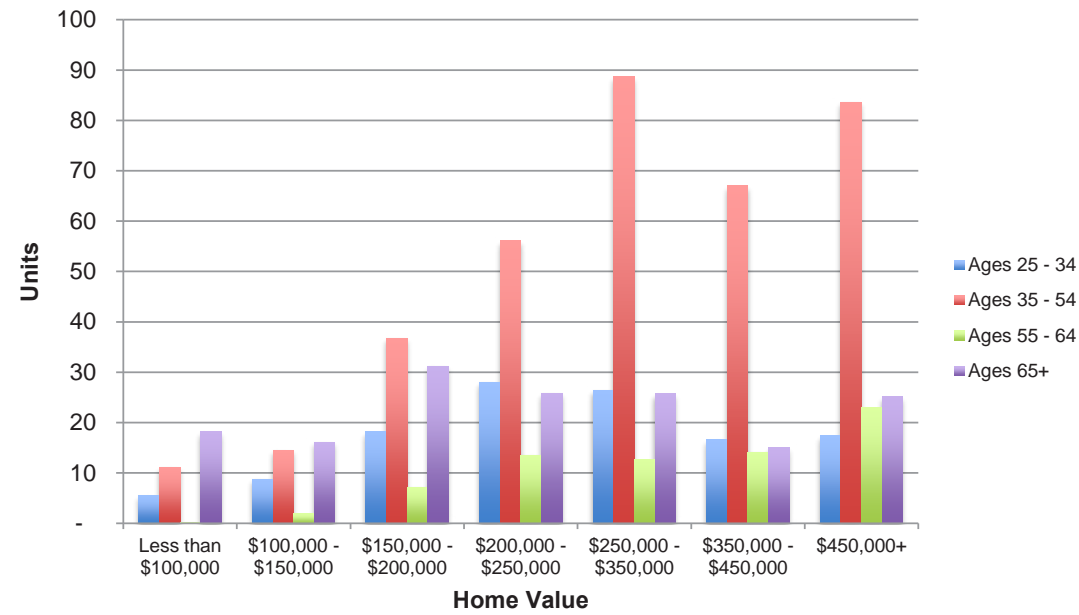
Owner-Occupied Demand

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.

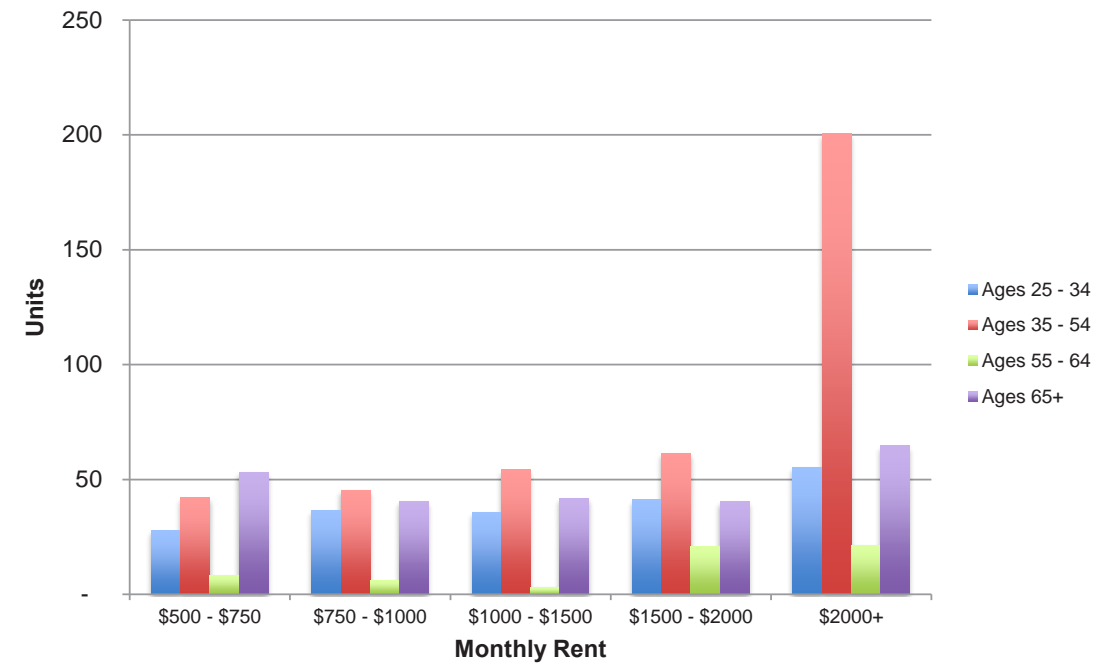
Most of the potential demand is anticipated to be generated by the 35 – 54-year-old age group (51%), while there is also moderate demand (22%) for the age 65+ group and 25-34 age group (17%). The consumer preferences between age groups illustrate a desire and ability for the station area to offer a variety 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

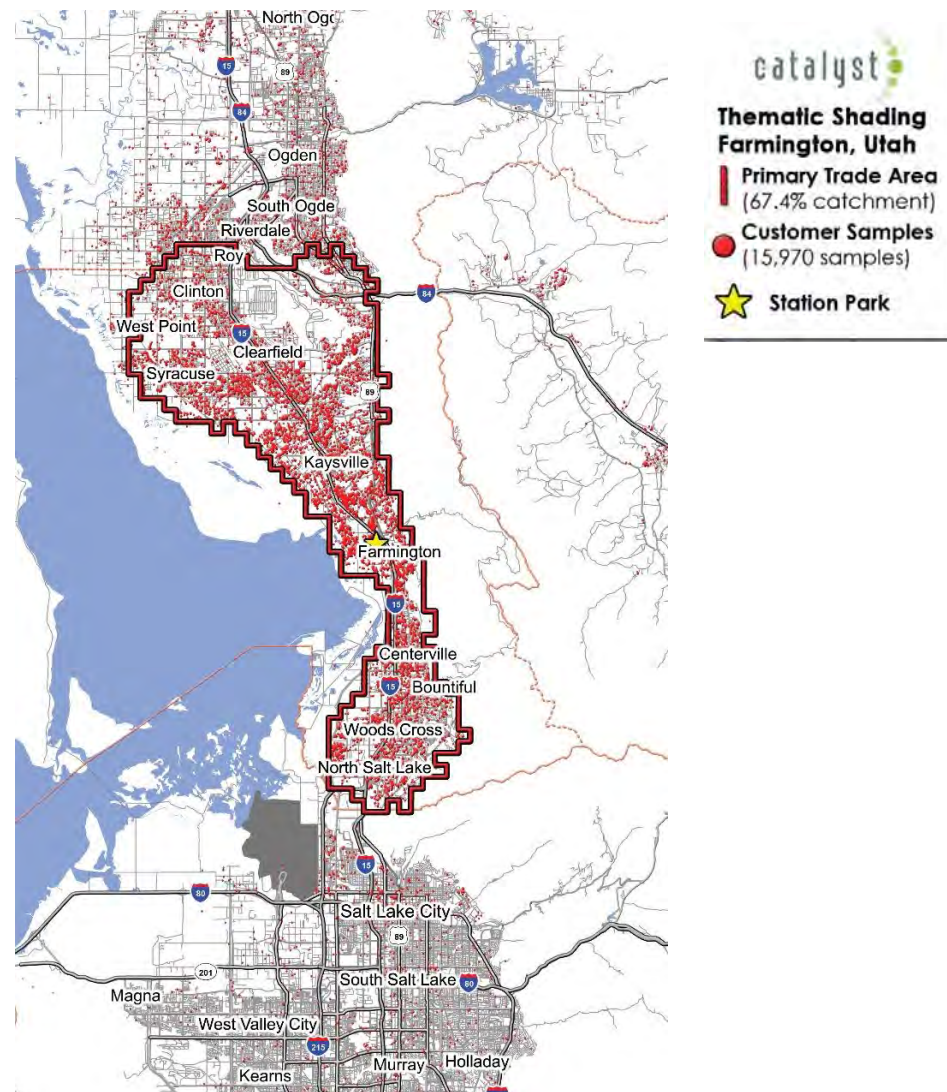
The analysis of renter-occupied demand shows most of the total 900/annual unit demand (56%) is anticipated to accommodate units that support the market rate of \$1,500 + monthly rent. The age group anticipated to generate the most demand is the 35 – 54-year-old age group (45%). The second largest amount 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	-	7,613	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
Total Demand (SF)		42,016	18,107	422,799	483,183



Office

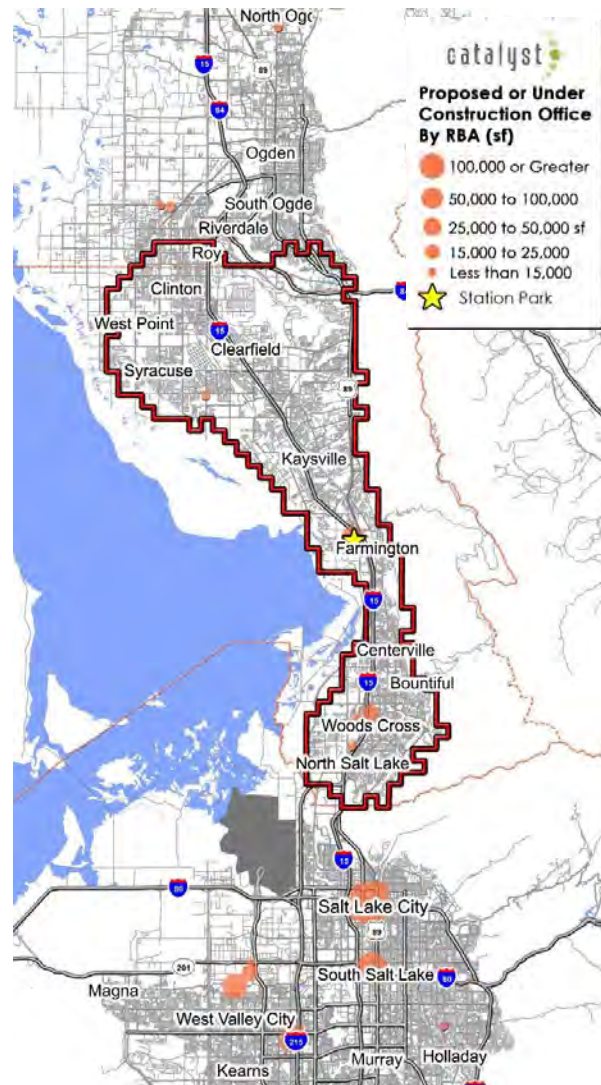
Utah's thriving tech sector is driving much of the state's economic success, sourcing from its deep talent pool and relative affordability, especially compared with other growing tech hubs of the west coast. Examples of this phenomenon can be seen through a variety of developments, but perhaps none more 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	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



Challenges	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.
Target	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.
Target Market Values	\$250K + home values. Mix of market with affordable mix.	\$2 +/-SF rental rate	\$20+/-SF rental rate	+/- \$30/SF rental rate in market
Absorption	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:	Effective Rate:	Tax Rate	Annual Taxes
Total Property Tax		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
Total	7.25%	\$7,699,500

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.

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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.

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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 bus¹. 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://arcg.is/1yOK4j>.

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 usable². 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.

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

² 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 10th 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, 5th Edition*
- Urban Land Institute (ULI) *Shared Parking, 3rd 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.



Table 1: Parking Requirement Rates

Source	Land Use	Units	Required Parking Rates	
			Weekday	Saturday
Farmington¹	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
	Retail	ksf (1,000 sq ft)	4	4
ITE²	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
	Office	ksf (1,000 sq ft)	2.39	0.28
	Retail	ksf (1,000 sq ft)	3.77	4.58
ULI³	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).



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
Farmington	Multifamily Housing	330 Dwelling Units	611	611
	Office	151.2 ksf	454	454
	Retail	36 ksf	144	144
	Total		1209	1209
Farmington¹	Multifamily Housing	330 Dwelling Units	366	366
	Office	151.2 ksf	227	227
	Retail	36 ksf	72	72
	Total		665	665
ITE	Multifamily Housing	330 Dwelling Units	107	100
	Office	151.2 ksf	361	42
	Retail	36 ksf	136	165
	Total		929	610
ULI	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
Total		1153	732	

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

Table 3: Shared Parking Demand Summary																		
Peak Month: DECEMBER -- Peak Period: 10 AM, WEEKDAY																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit										10 AM	December		12 PM	December		
Retail																		
Retail (<400 ksf)	36,000	sf GFA	2.90	95%	97%	2.67	ksf GFA	3.20	95%	99%	3.00	ksf GFA	55%	100%	53	100%	100%	109
Employee			0.70	95%	96%	0.64		0.80	95%	96%	0.73		75%	100%	18	100%	100%	26
Food and Beverage																		
Entertainment and Institutions																		
Hotel and Residential																		
Residential, Urban																		
Studio Efficiency	82	units	0.85	95%	100%	0.81	unit	0.85	95%	100%	0.81	unit	60%	100%	40	68%	100%	45
1 Bedroom	82	units	0.90	95%	100%	0.86	unit	0.90	95%	100%	0.86	unit	60%	100%	42	68%	100%	48
2 Bedrooms	83	units	1.65	95%	100%	1.57	unit	1.65	95%	100%	1.57	unit	60%	100%	78	68%	100%	89
3+ Bedrooms	83	units	2.50	95%	100%	2.38	unit	2.50	95%	100%	2.38	unit	60%	100%	119	68%	100%	134
Reserved		res spaces	0.00	95%	100%	0.00	unit	0.00	95%	100%	0.00	unit	100%	100%	-	100%	100%	-
Visitor	330	units	0.10	95%	100%	0.10	unit	0.15	95%	100%	0.14	unit	20%	100%	6	20%	100%	10
Office																		
Office 100 to 500 ksf	151,200	sf GFA	0.24	95%	100%	0.23	ksf GFA	0.03	95%	100%	0.03	ksf GFA	100%	100%	35	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%	2.93		0.31	95%	100%	0.29		100%	100%	443	90%	100%	40
Additional Land Uses																		
													Customer/Visitor	94	Customer	123		
													Employee/Resident	739	Employee/Resident	382		
													Reserved	-	Reserved	-		
													Total	834	Total	505		
													Shared Parking					
													Reduction	28%		31%		

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

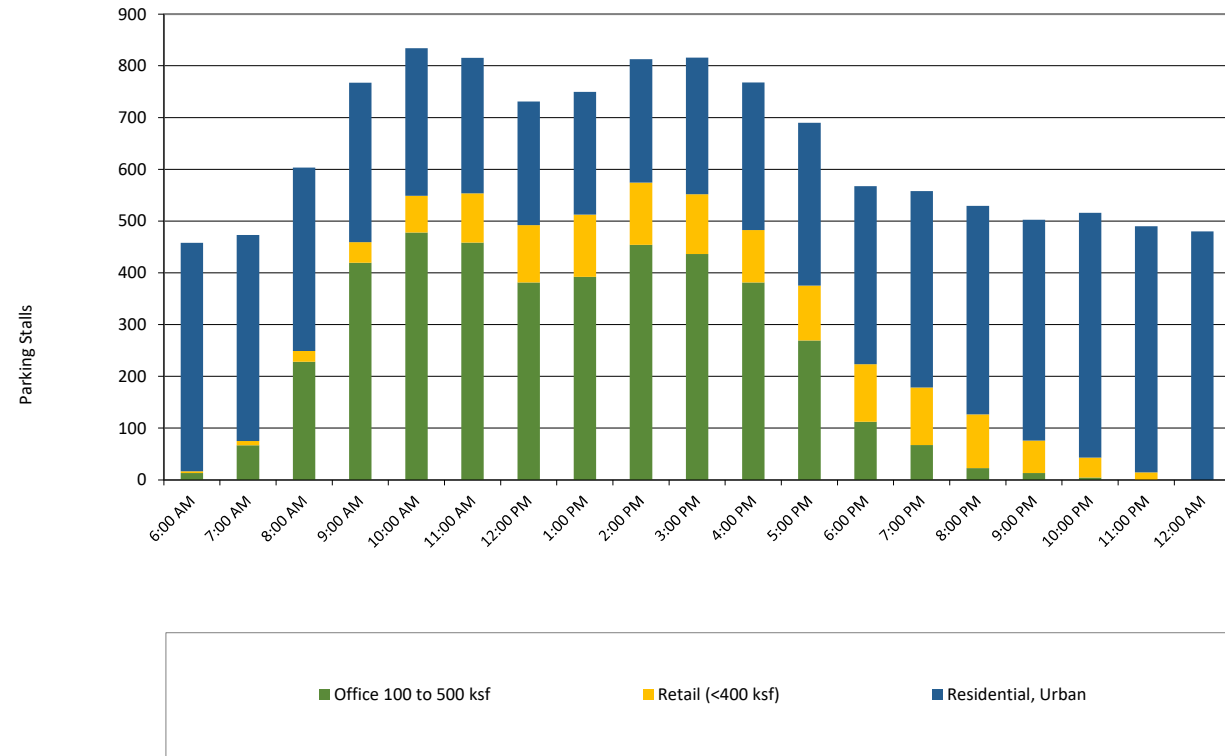
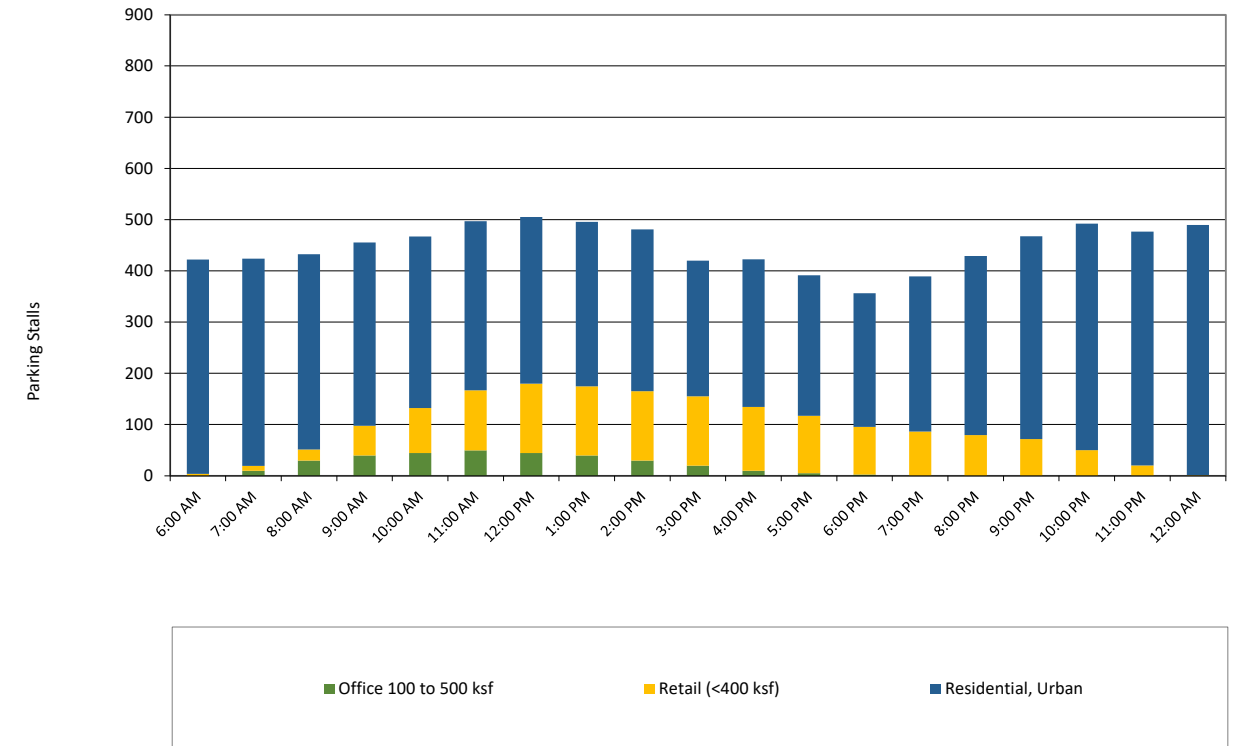


Figure 2: Weekend Peak Month Daily Parking Demand by Hour (ULI Rates)



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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

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

Table 4: Shared Parking Demand Summary																		
Peak Month: DECEMBER – Peak Period: 10 AM, WEEKDAY																		
Land Use	Project Data		Weekday					Weekend					Weekday		Weekend			
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit										10 AM	December		10 PM	December		
Retail																		
Retail (<400 ksf)	36,000	sf GLA	3.22	95%	97%	2.98	ksf GLA	3.20	95%	99%	3.01	ksf GLA	55%	100%	59	35%	100%	38
Employee			0.78	95%	97%	0.72		0.80	95%	97%	0.74		75%	100%	19	45%	100%	12
Food and Beverage																		
Entertainment and Institutions																		
Hotel and Residential																		
Residential, Urban															0%			
Studio Efficiency	82	units	1.60	95%	100%	1.52	unit	1.60	95%	100%	1.52	unit	60%	100%	75	85%	100%	107
1 Bedroom	82	units	1.60	95%	100%	1.52	unit	1.60	95%	100%	1.52	unit	60%	100%	75	85%	100%	107
2 Bedrooms	83	units	1.60	95%	100%	1.52	unit	1.60	95%	100%	1.52	unit	60%	100%	76	85%	100%	107
3+ Bedrooms	83	units	1.60	95%	100%	1.52	unit	1.60	95%	100%	1.52	unit	60%	100%	76	85%	100%	107
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%	0.24	unit	0.25	95%	100%	0.24	unit	20%	100%	16	100%	100%	79
Office																		
Office 100 to 500 ksf	151,200	sf GFA	0.22	95%	100%	0.21	ksf GFA	0.03	95%	100%	0.02	ksf GFA	100%	100%	32	0%	100%	-
Reserved			0.00	95%	100%	0.00		0.00	95%	100%	0.00		100%	100%	-	100%	100%	-
Employee		emp	2.78	95%	100%	2.64		0.27	95%	100%	0.26		100%	100%	400	0%	100%	-
Additional Land Uses																		
															Customer/Visitor	107	Customer	117
															Employee/Resident	721	Employee/Resident	440
															Reserved	-	Reserved	-
															Total	829	Total	557
															Shared Parking Reduction	32%		31%

Figure 3: Weekday Peak Month Daily Parking Demand by Hour (Farmington Rates)

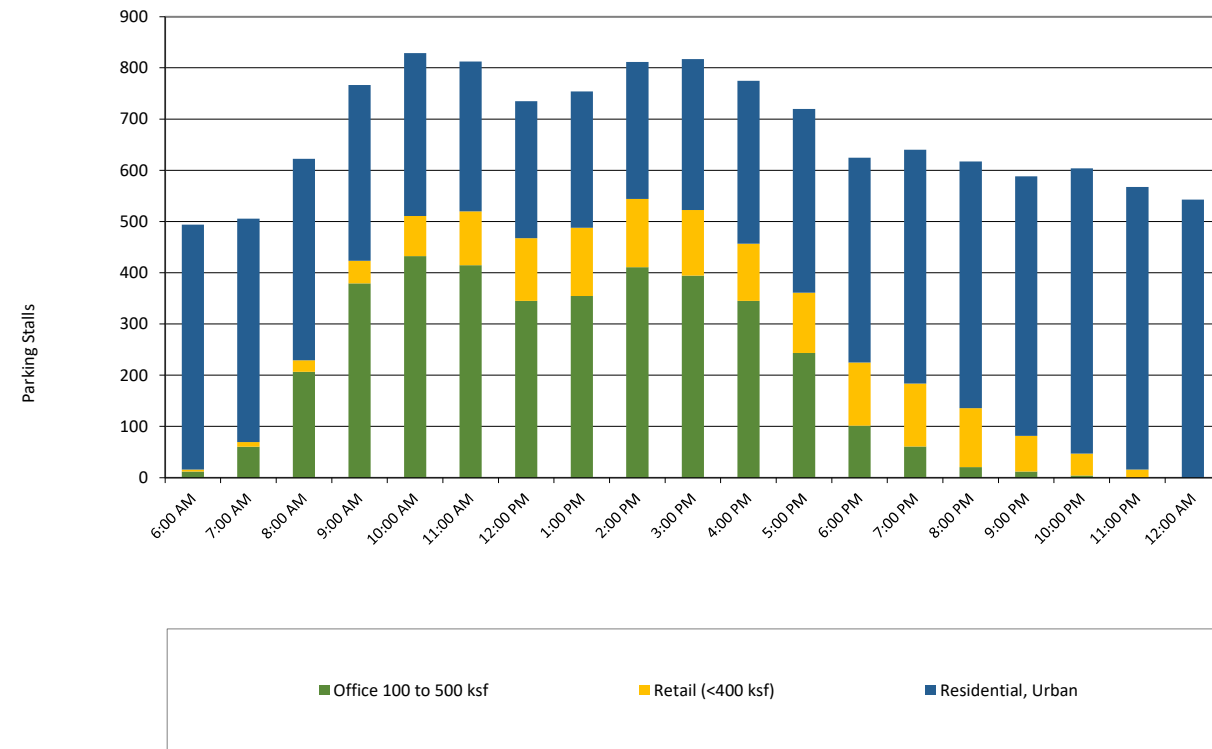
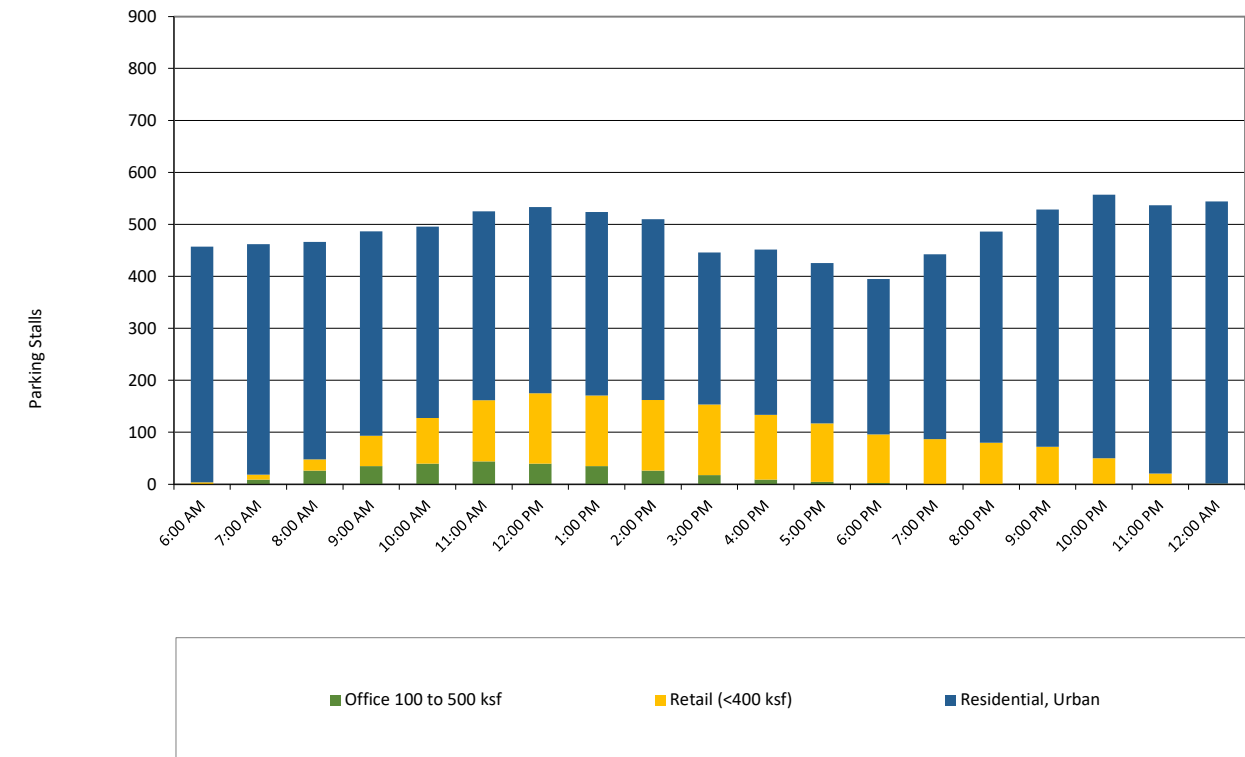


Figure 4: Weekend Peak Month Daily Parking Demand by Hour (Farmington Rates)



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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.

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Table 5: Shared Parking Demand Summary – ITE Parking Rates

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

Table 5: Shared Parking Demand Summary																		
Peak Month: DECEMBER -- Peak Period: 3 PM, WEEKDAY																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit										3 PM	December		12 PM	December		
Retail																		
Retail (<400 ksf)	36,000	sf GLA	3.69	95%	98%	3.44	ksf GLA	3.66	95%	99%	3.45	ksf GLA	95%	100%	118	100%	100%	124
Employee			0.89	95%	98%	0.83		0.92	95%	98%	0.85		100%	100%	31	100%	100%	31
Food and Beverage																		
Entertainment and Institutions																		
Hotel and Residential																		
Residential, Urban																		
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	83	units	1.24	95%	100%	1.17	unit	1.20	95%	100%	1.14	unit	55%	100%	54	68%	100%	65
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	0.05	95%	100%	0.05	unit	0.07	95%	100%	0.07	unit	20%	100%	3	20%	100%	5
Office																		
Office 100 to 500 ksf	151,200	sf GFA	0.18	95%	100%	0.17	ksf GFA	0.02	95%	100%	0.02	ksf GFA	45%	100%	12	90%	100%	3
Reserved		emp	0.00	95%	100%	0.00		0.00	95%	100%	0.00		100%	100%	-	100%	100%	-
Employee			2.21	95%	100%	2.10		0.22	95%	100%	0.21		95%	100%	302	90%	100%	29
Additional Land Uses																		
															Customer/Visitor	133	Customer	133
															Employee/Resident	545	Employee/Resident	310
															Reserved	-	Reserved	-
															Total	677	Total	443
															Shared Parking Reduction	28%		28%

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

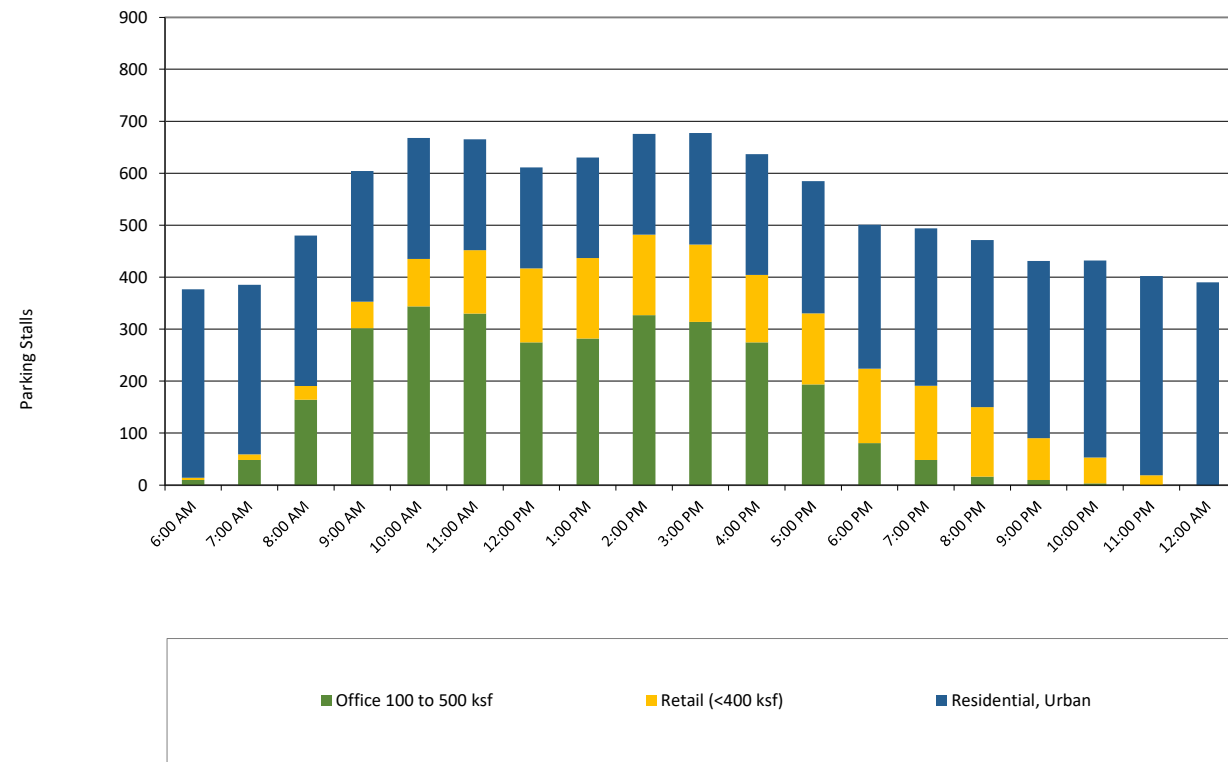
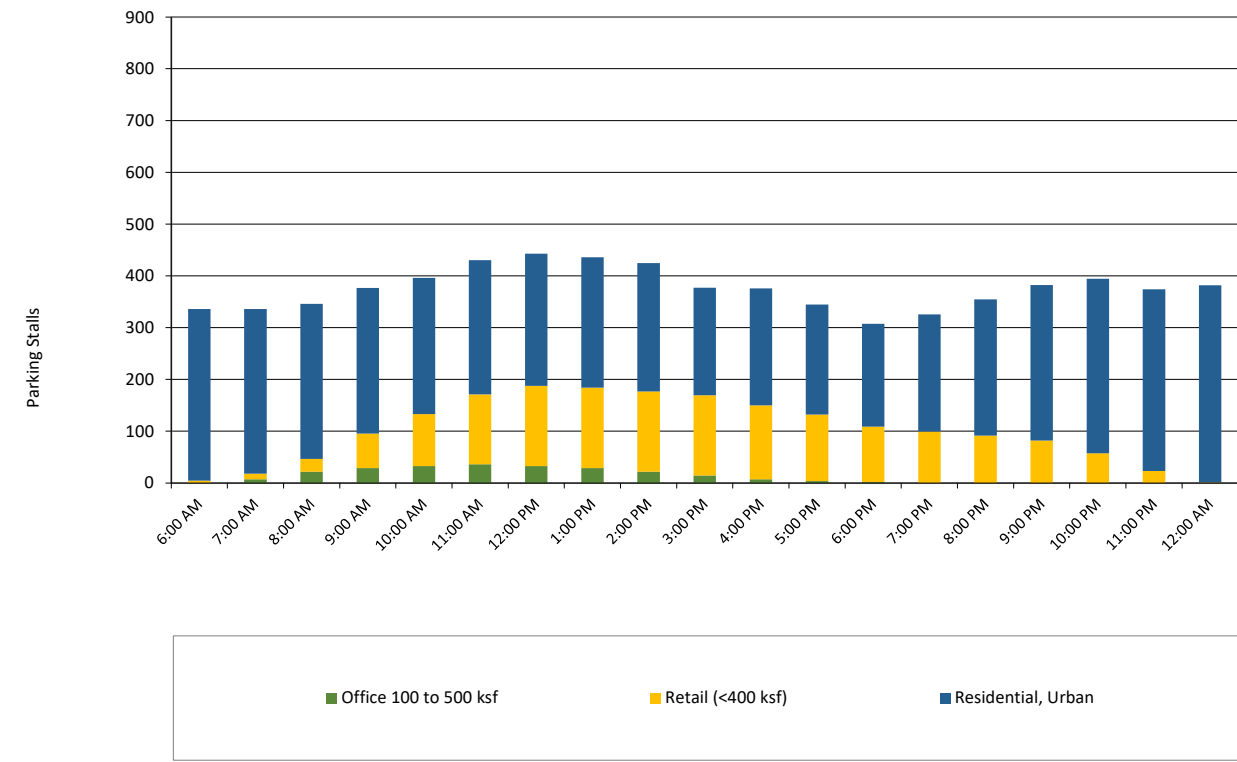


Figure 6: Weekend Peak Month Daily Parking Demand by Hour (ITE Rates)



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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



- 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 usable³.
- 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 stalls⁴.
- 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 stalls⁴.
- 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 stalls⁴.

Table 6. Parking Inventory

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

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**.

³ 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.

⁴ Data source: UTA



Table 7. Historical Parking Occupancy Counts

Date	Station			
	FARMINGTON	CLEARFIELD	LAYTON	WOODS CROSS
Tuesday, June 4, 2013	# of vehicle-occupied stalls: 368	# of vehicle-occupied stalls: 318	# of vehicle-occupied stalls: 317	# of vehicle-occupied stalls: 155
Tuesday, June 16, 2015	298	397	306	118
Monday, September 10, 2018	328	461	345	210
Thursday, July 18, 2019	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
2017				
Wednesday, January 4, 2017	341	462	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
2018				
Wednesday, January 3, 2018	438	349	425	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
2019				
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
2020				
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
2021				
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 capacity⁵. 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 % of Total Capacity	2015 % of Total Capacity	2016 % of Total Capacity	2017 % of Total Capacity	2018 % of Total Capacity	2019 % of Total Capacity	2020 % of Total Capacity	2021 % of Total Capacity	Average Parking Utilization
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 stalls⁶ 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.

⁶ 28 parked vehicles appeared to be parked to work at the construction site to the south of the lot

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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
Farmington Station (Bay D)	BB301055	667	Lagoon / Station Park Shuttle	Local	Bus
Farmington Station (Bay E)	BB301056	455	U of U/Davis County/WSU	Local	Bus
Farmington Station (Bay F)⁷	BB301057	473	SLC - Ogden Hwy 89 Express	Express	Bus
Farmington FrontRunner	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.

⁷ 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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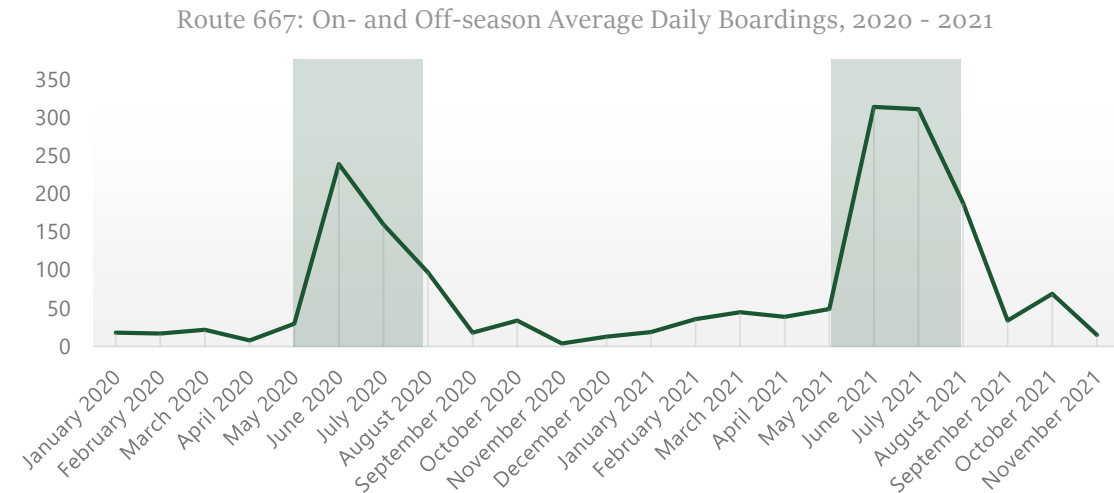


Figure 7: On- and off-season average daily boardings for 2020-2021. Peak on-season is highlighted in green. Source: UTA

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 Portal⁸.

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**.

⁸ <https://data-rideuta.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
Farmington Station (Bay D)	BB301055	667	Lagoon / Station Park Shuttle	248	284	113	77	102
Farmington Station (Bay E)	BB301056	455	U of U/Davis County/WSU	57	86	45	20	27
Farmington Station (Bay F)	BB301057	473	SLC - Ogden Hwy 89 Express	363	475	218	24	31
Farmington FrontRunner	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
(Bay D) B301055	667	248	22%	284	20%	133	14%	77	21%	102	25%
(Bay E) B301056	455	57	5%	86	6%	45	5%	20	5%	27	7%
(Bay F) B301057	473	363	33%	475	34%	218	23%	24	7%	31	8%
Farmington FrontRunner FR301084	750	447	40%	567	40%	564	59%	245	67%	247	61%
TOTAL RIDERS:		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**.

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.



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

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APPENDIX C

SUSTAINABILITY • PLANNING & ECONOMICS • HEALTHCARE & MEDICAL EDUCATION



SUSTAINABILITY • PLANNING & ECONOMICS • HEALTHCARE & MEDICAL EDUCATION



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

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

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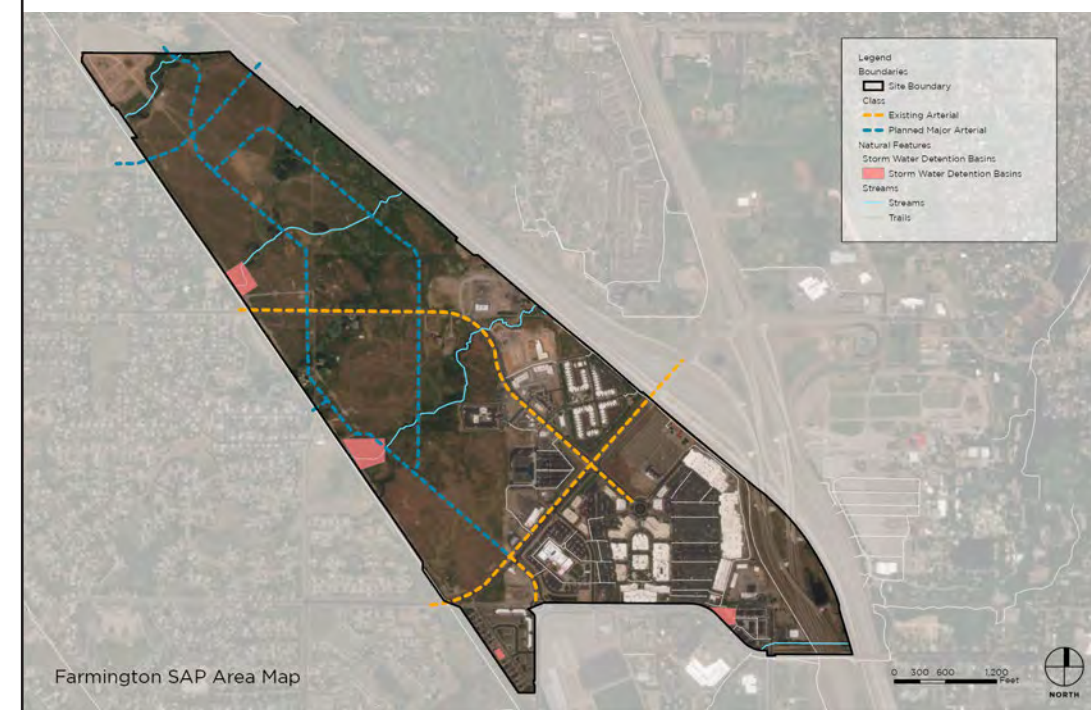


Purpose



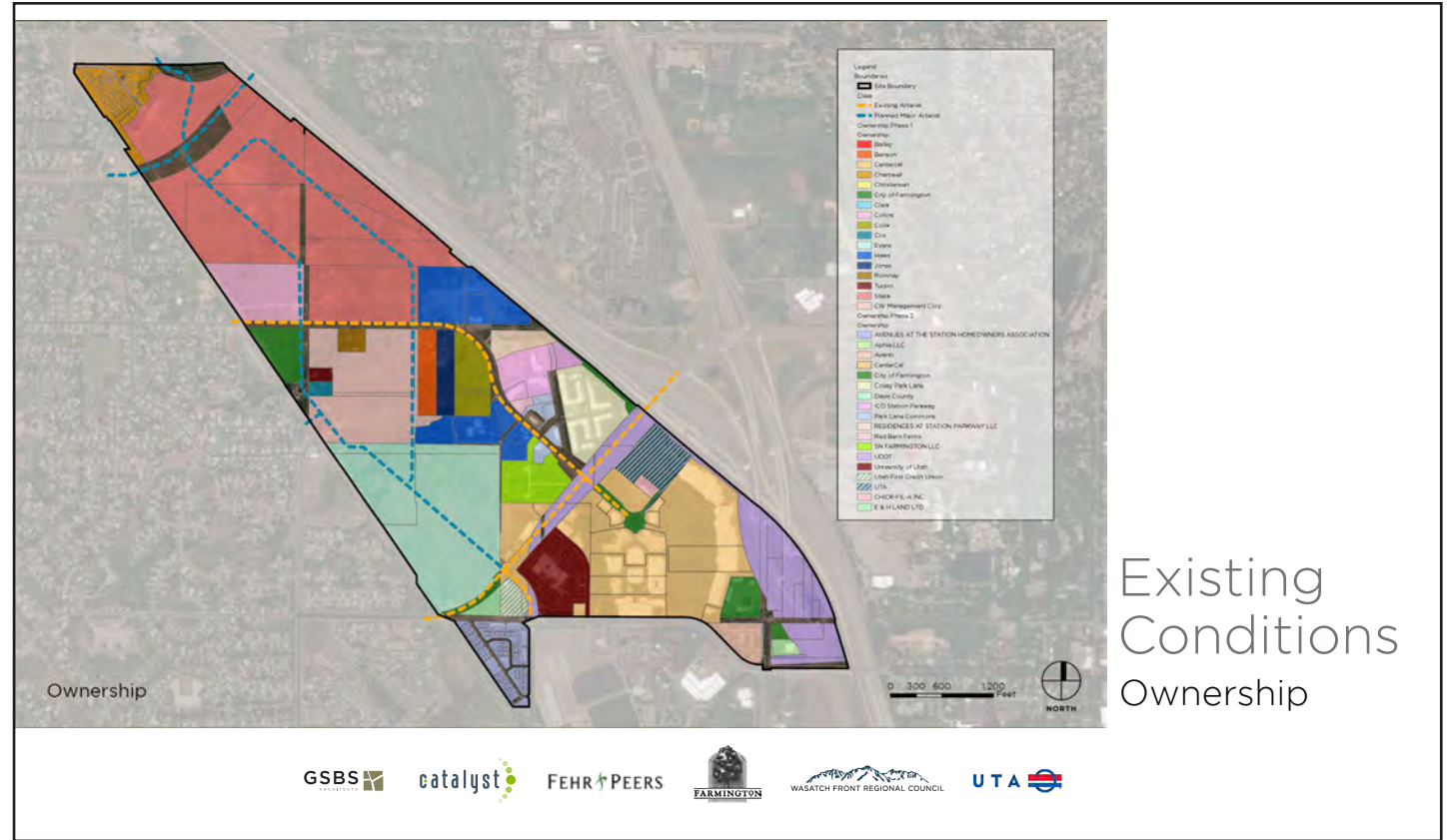
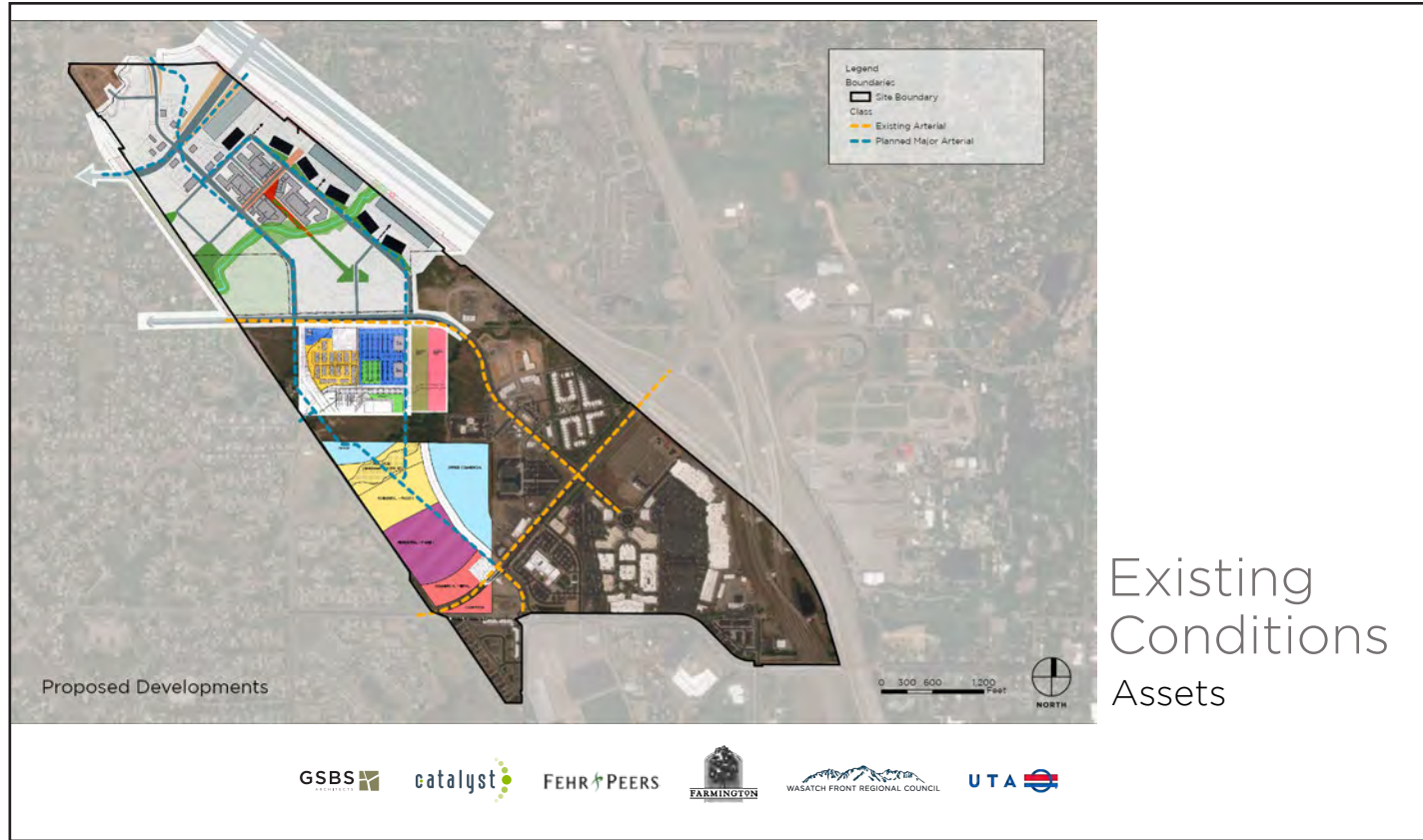
Assets

- 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

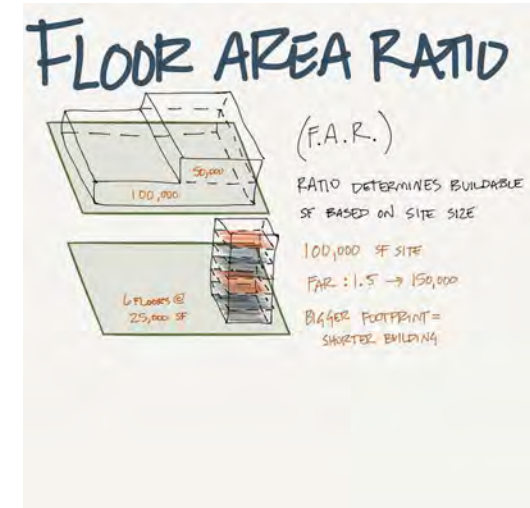
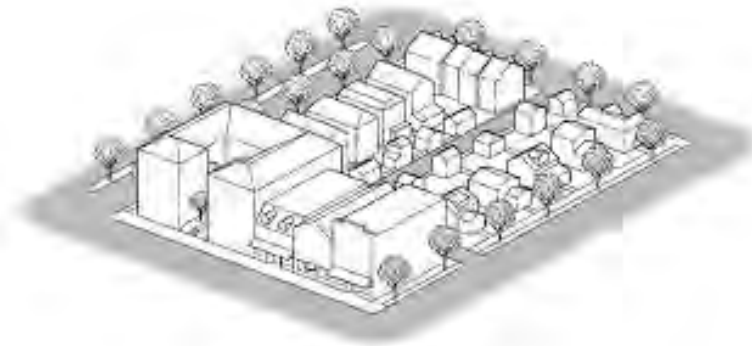
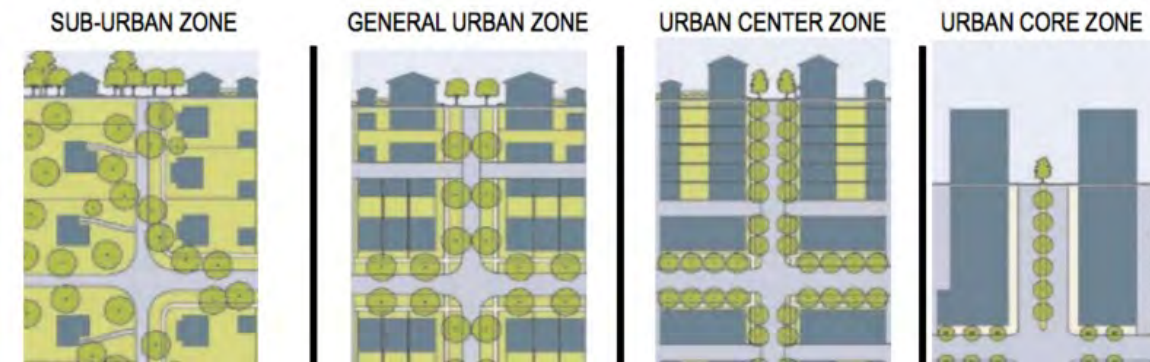


Tools

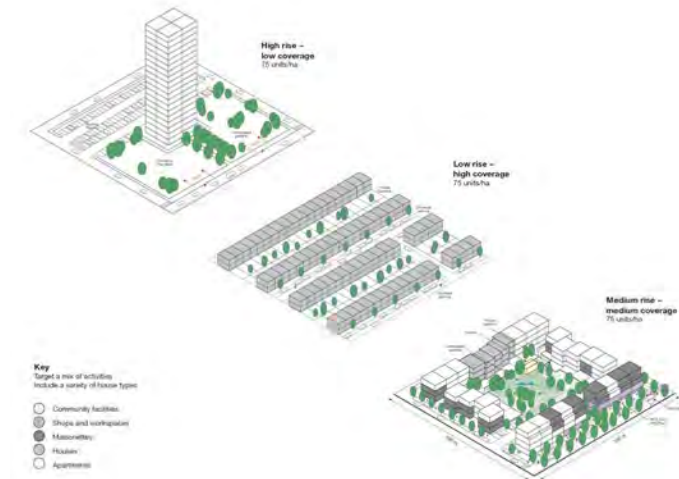
Form & Configuration



Rural to Urban



Tools Density



Densities & Building Typologies



- 37 du/ac:
 - 1.3 acres
 - 4 story building
 - A mix of 1, 2 and 3 bedrooms
 - 48 units @ 12 unit/floor
- 49 du/ac:
 - 1.3 acres
 - 4 story building
 - Only 1 bedrooms
 - 64 units @ 16 unit/floor

Unit Size and Mix



24 du/ac

- 168 units (105 1-BD, 63 2-BD)
- 315 spaces required
- Parking: 1.5/1-BD, 2.5/2-BD

28 du/ac

- 192 units (120 1-BD, 72 2-BD)
- 264 spaces required
- Parking: 1/1-BD, 2/2-BD

Parking Ratios

GSBS catalyst FEHR PEERS FARMINGTON WASATCH FRONT REGIONAL COUNCIL UTA

Accommodating Density

- Invisible Densities
- Visible Densities

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Invisible Densities

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

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• Attached ADU

• Detached ADU

Invisible Densities: Accessory Dwelling Units

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Big Home (New Construction)

Single Family to Condo Conversion

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



Commercial Context

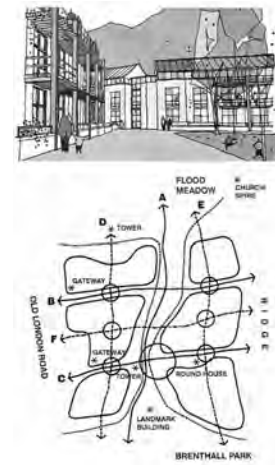
- 1 Sidewalk
- 2 On-street parking
- 3 Pedestrian scale lighting
- 4 Directional indicator between sidewalk and bikeway
- 5 Mobility Hub
- 6 Pedestrian and bicycle wayfinding
- 7 Trees and landscaping
- 8 Bus stop with shelter and bench
- 9 Bikeway
- 10 Public art opportunities such as murals, benches, fences and landscaping
- 11 Barriers
- 12 Protected intersections for pedestrians and bicyclists
- 13 Bicycle parking
- 14 Seating
- 15 Landscaped boulevard





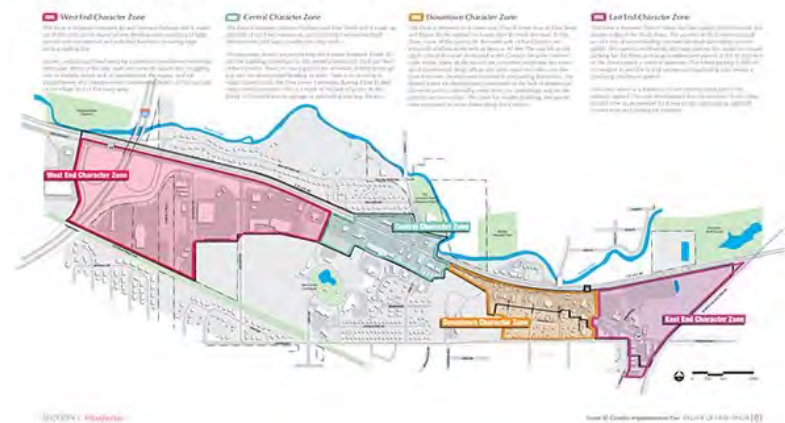
Tools

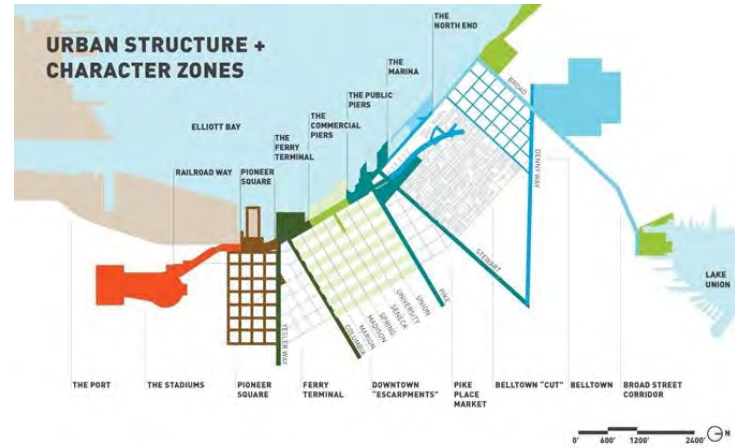
Character Zones



SECTION 1

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

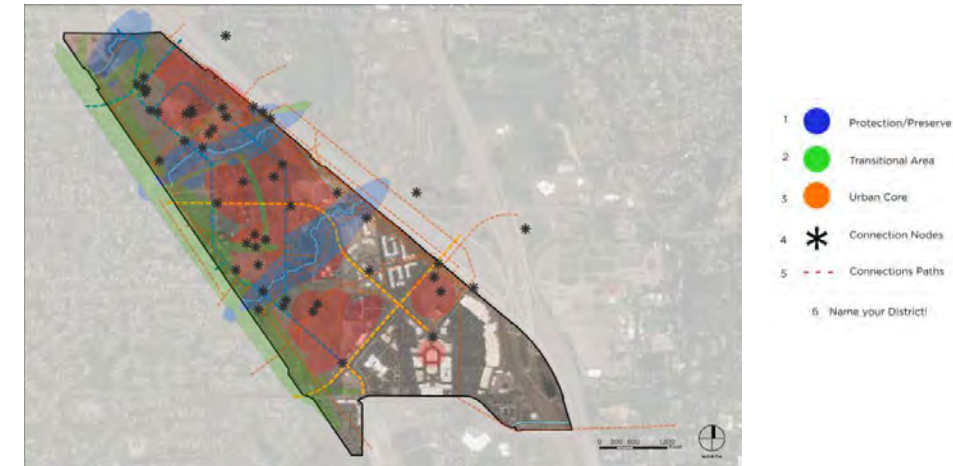
#	Time	Description	Responsible
1	1:30-1:35	Introduction to Meeting Objectives <ul style="list-style-type: none"> Understand desires for site cohesion Understand priorities for mobility / circulation Finding the right mix of uses 	
2	1:35 – 1:50	Charrette / Market Overview Recap – Review previous efforts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

In attendance:

- Christine Richman, Paulo Aguilera, 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

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.



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.

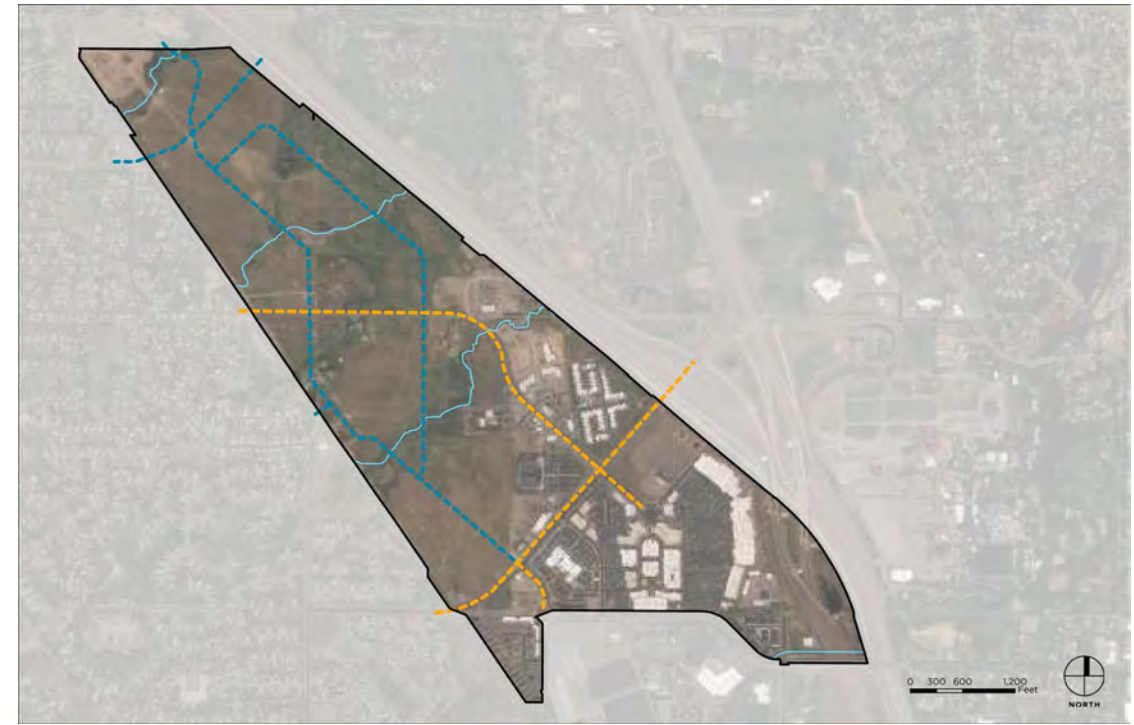
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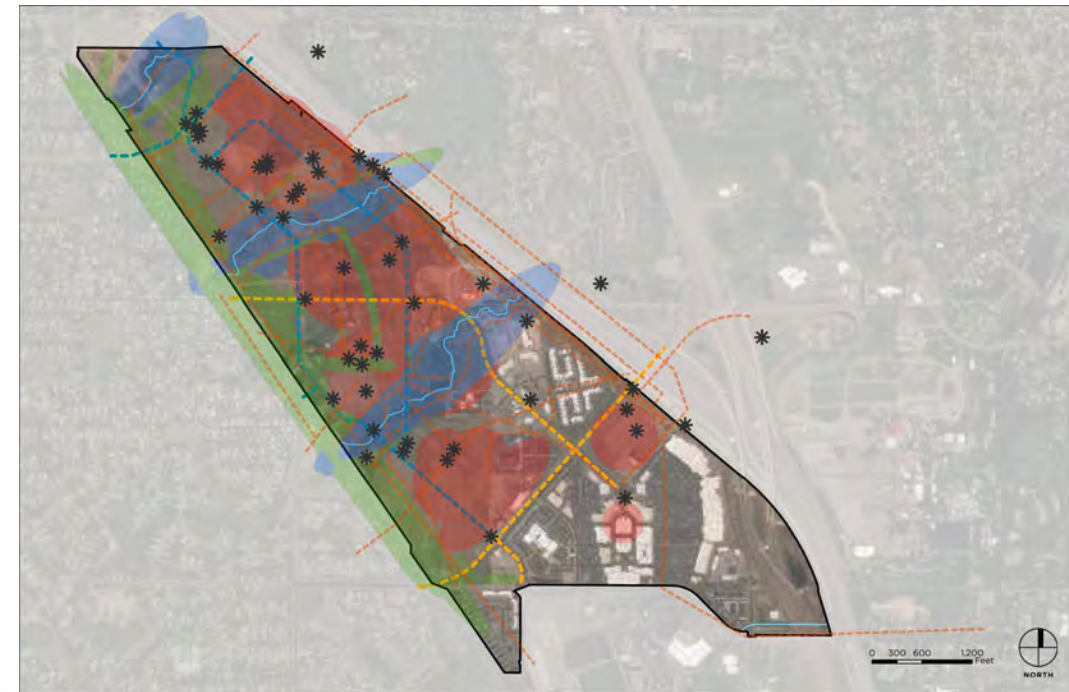
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Farmington Station Area Plan

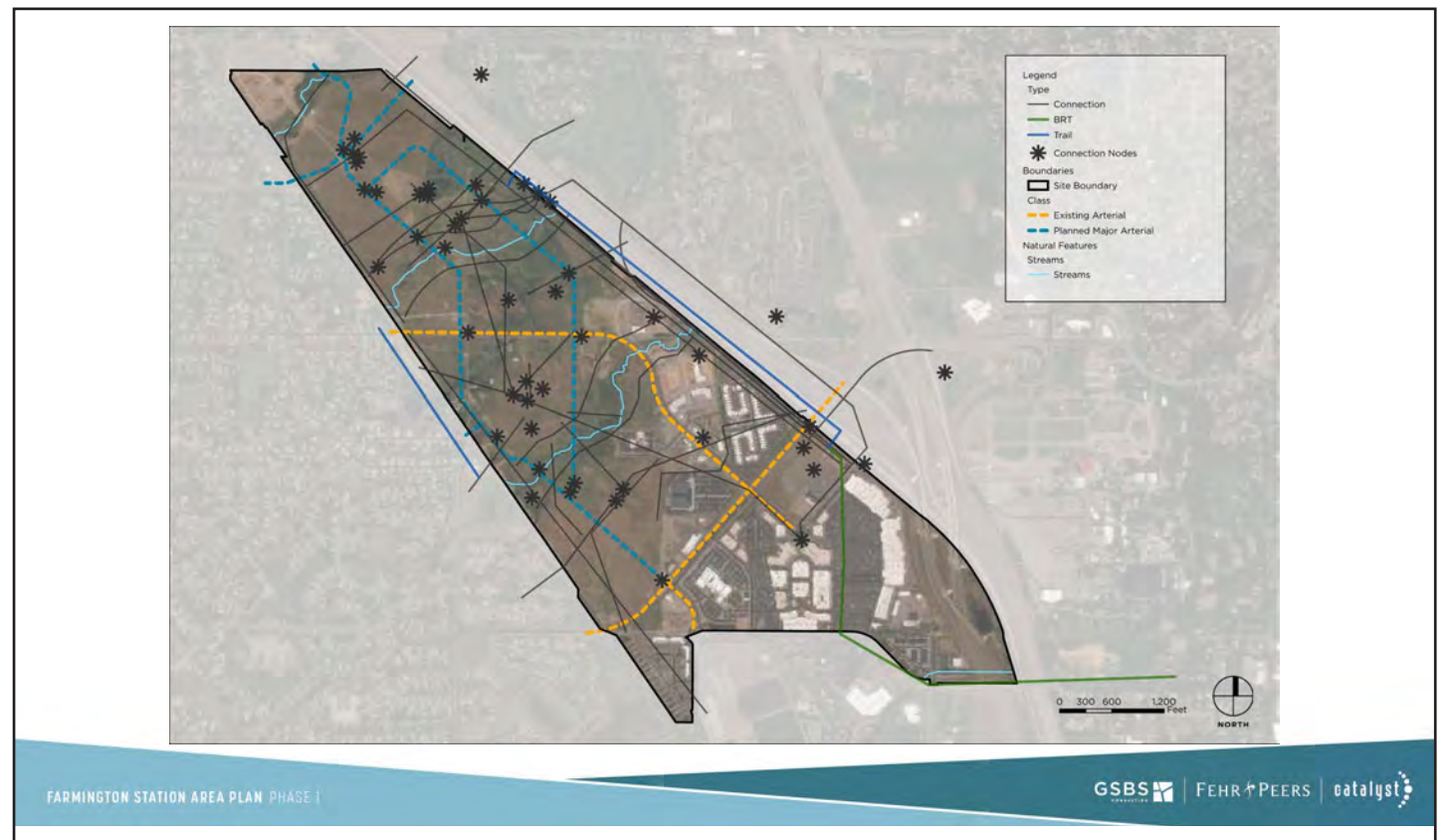
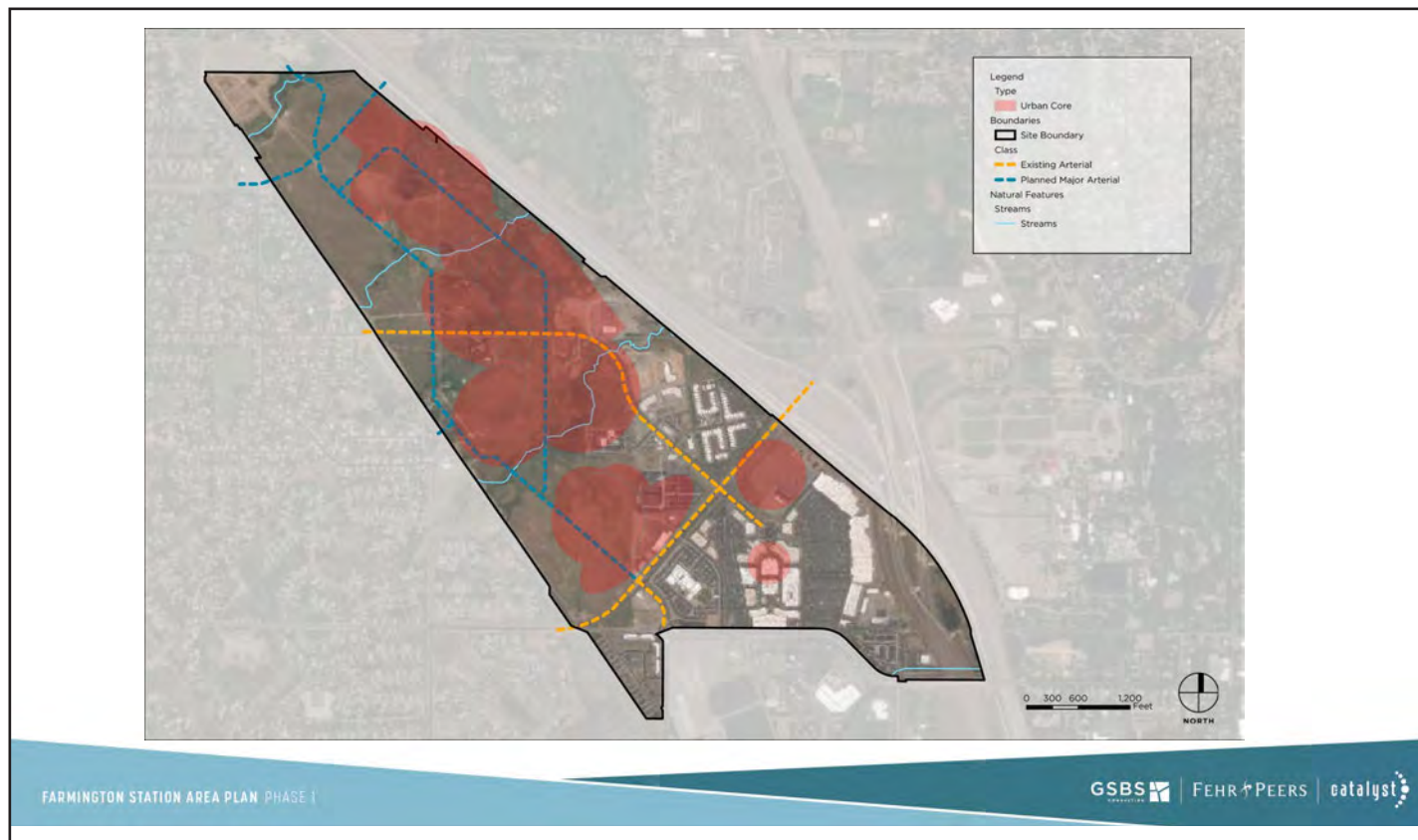
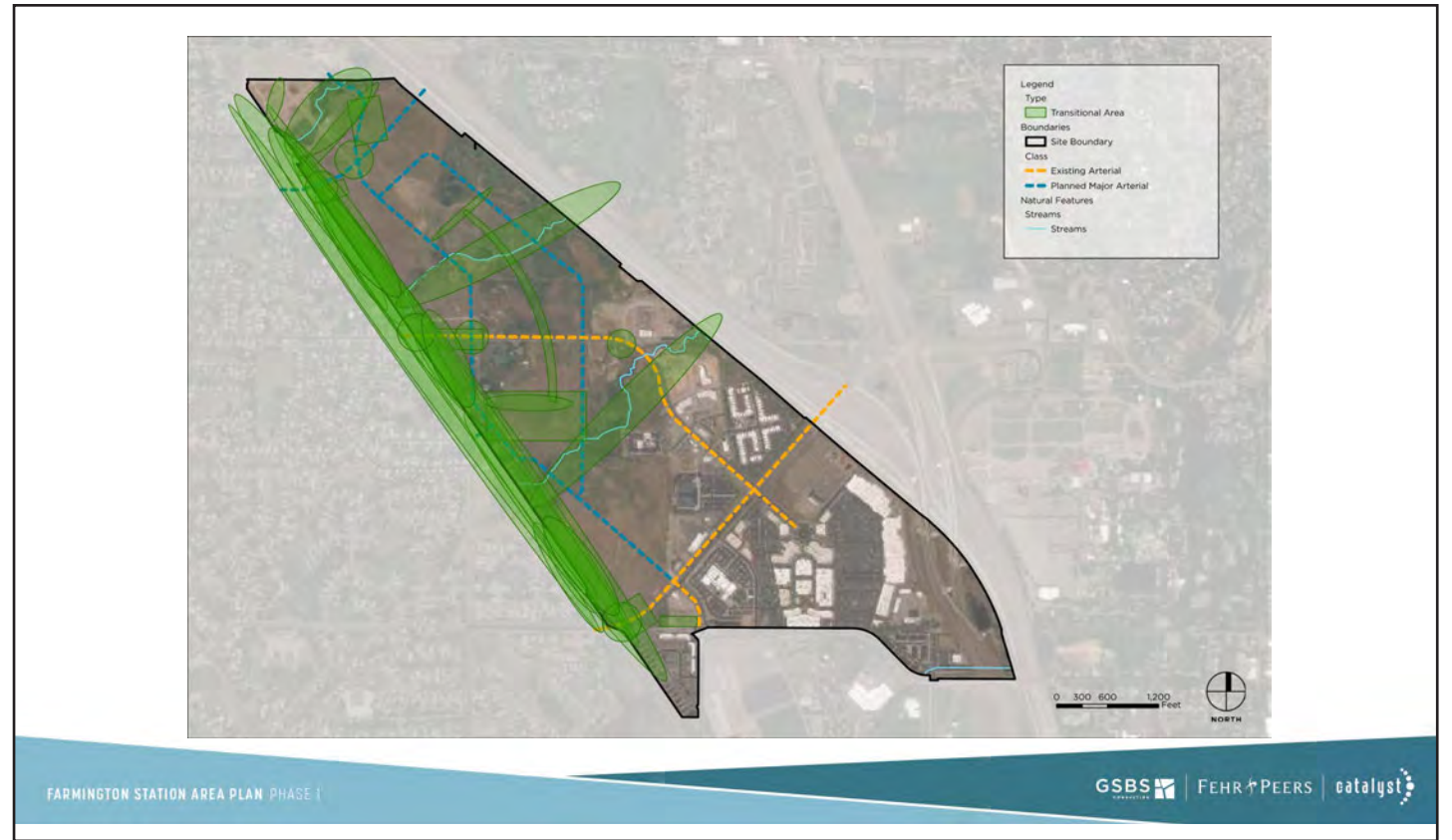
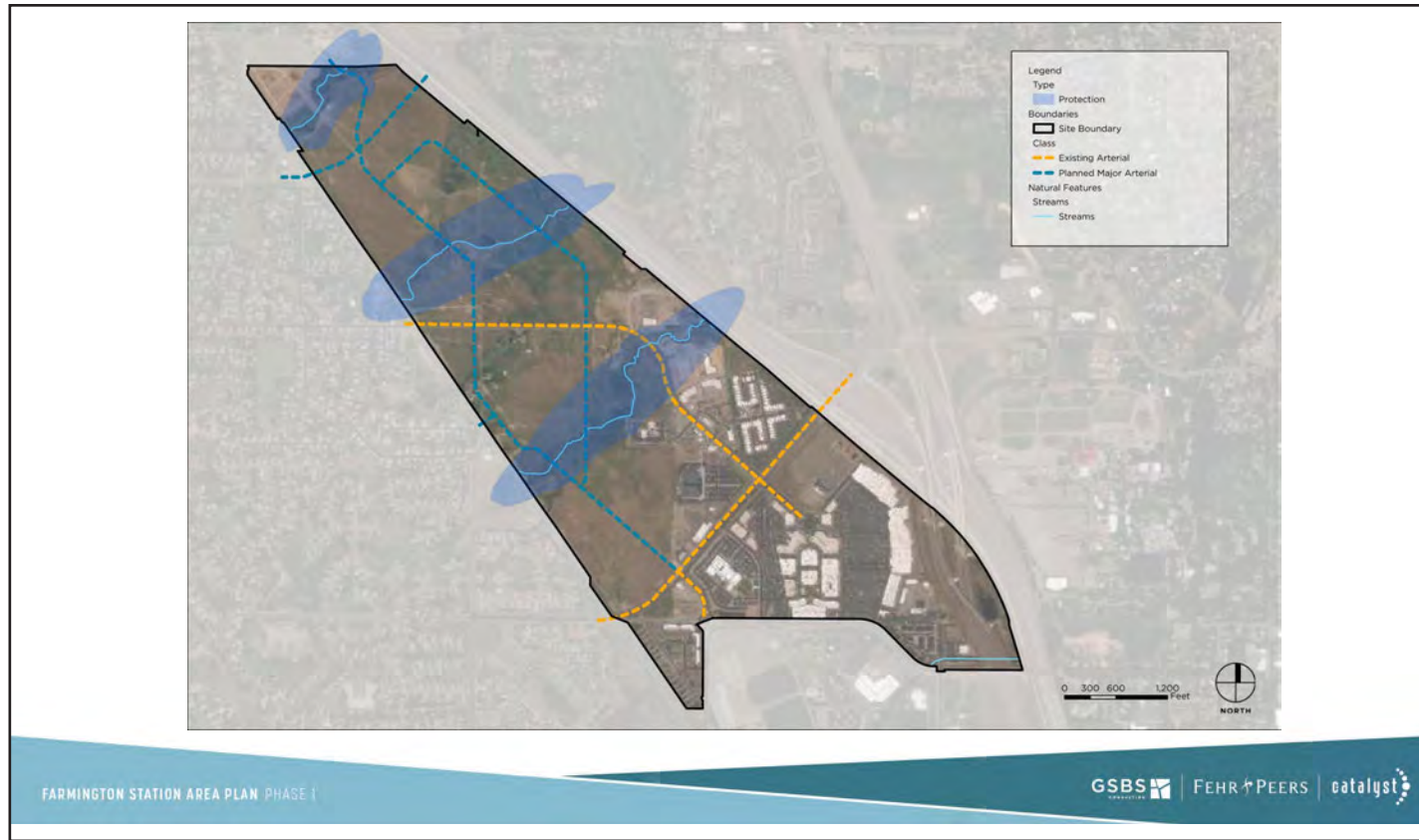
Charrette Recap and Market Scenario Overview

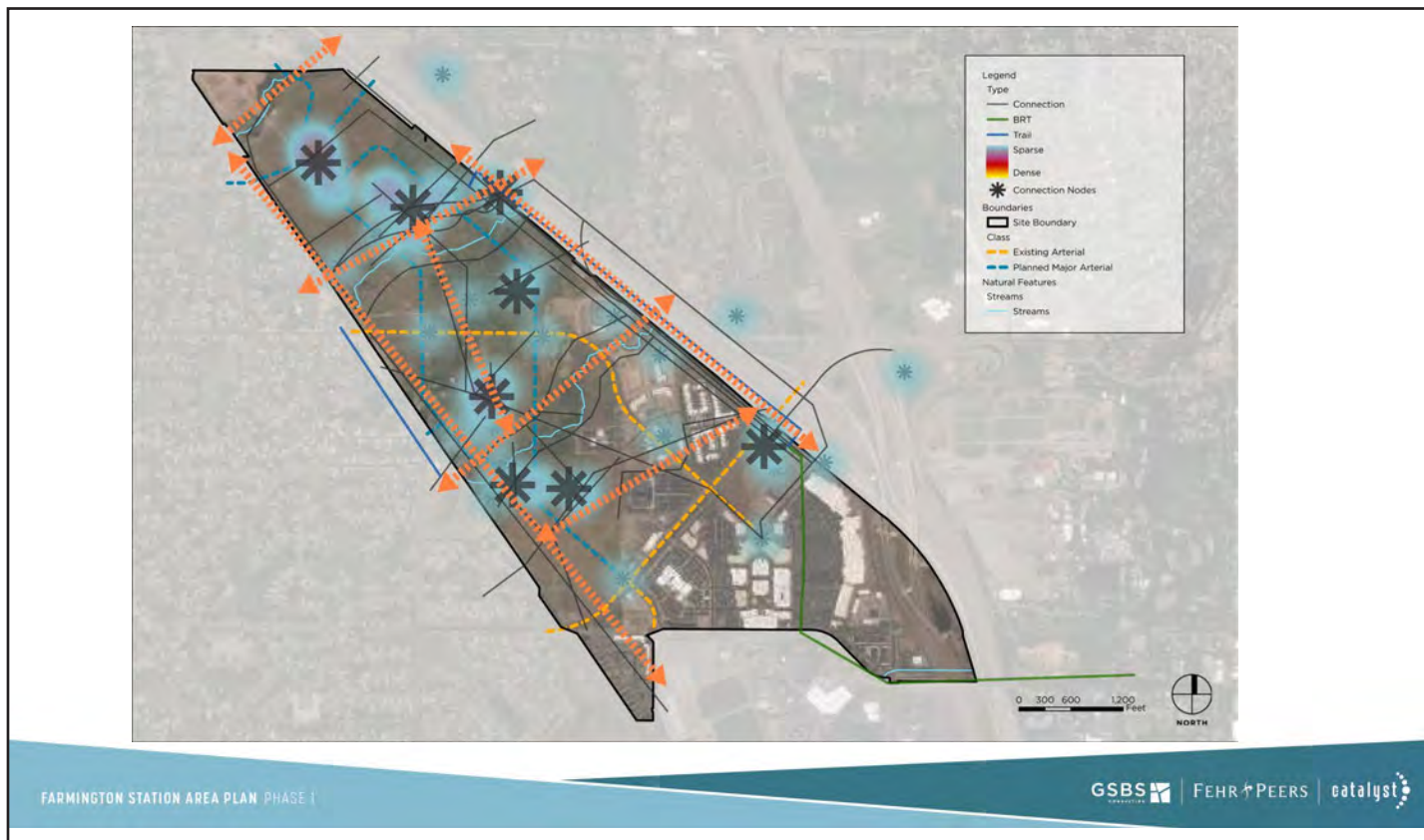
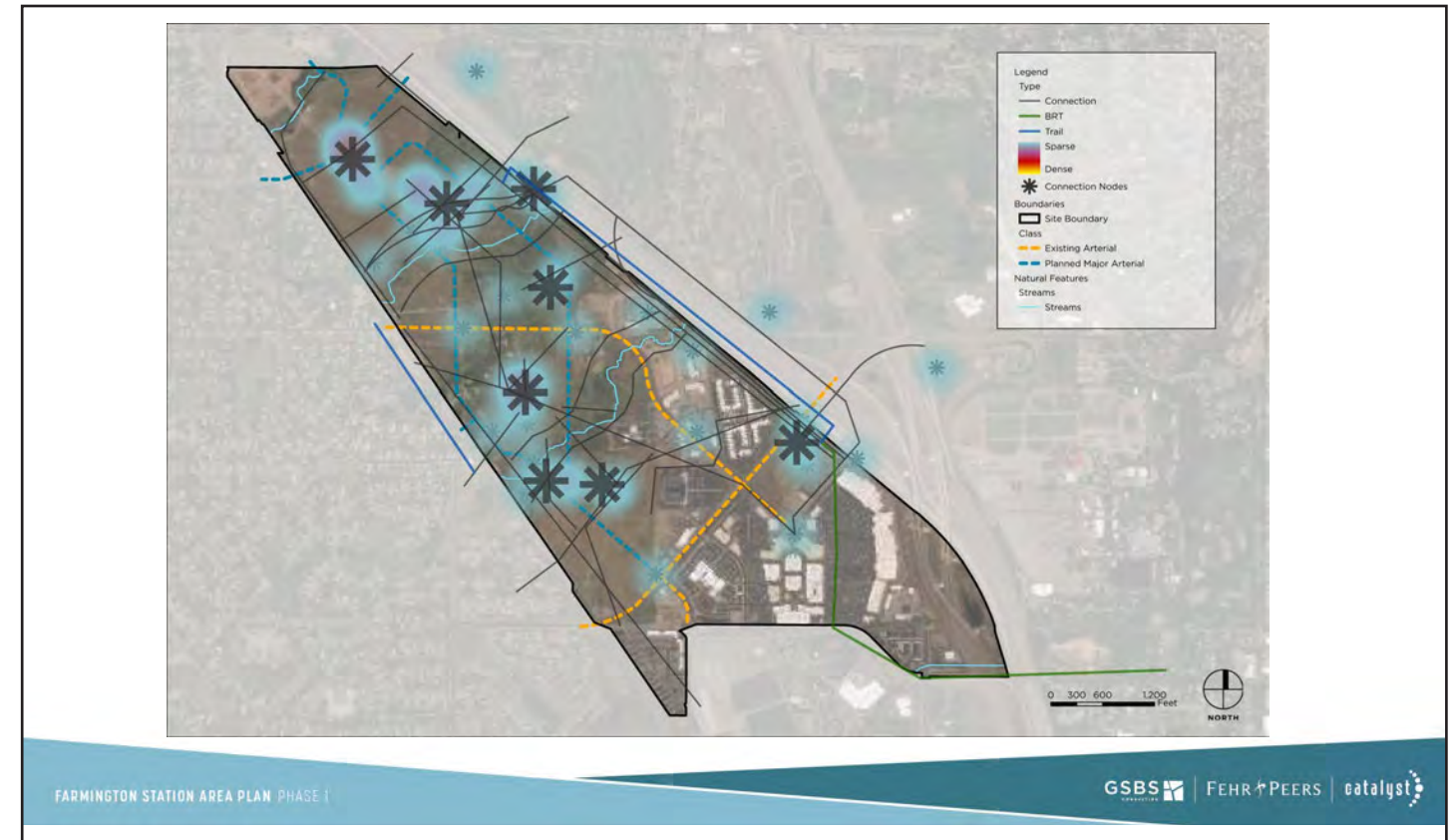
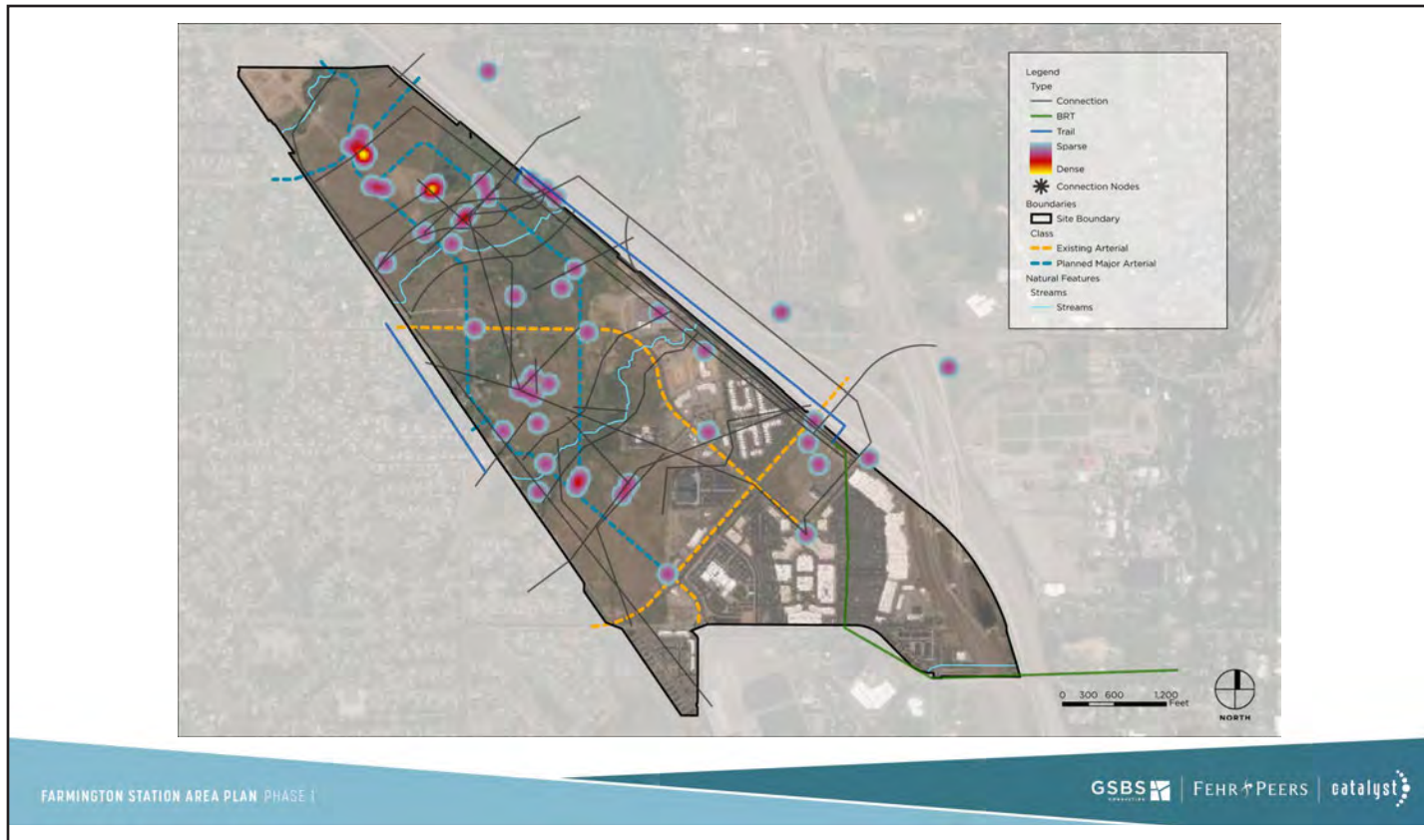


- 1 ● Protection/Preserve
- 2 ● Transitional Area
- 3 ● Urban Core
- 4 ✱ Connection Nodes
- 5 - - - Connections Paths
- 6 Name your District!



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





Market

Residential= up to 58 million sf

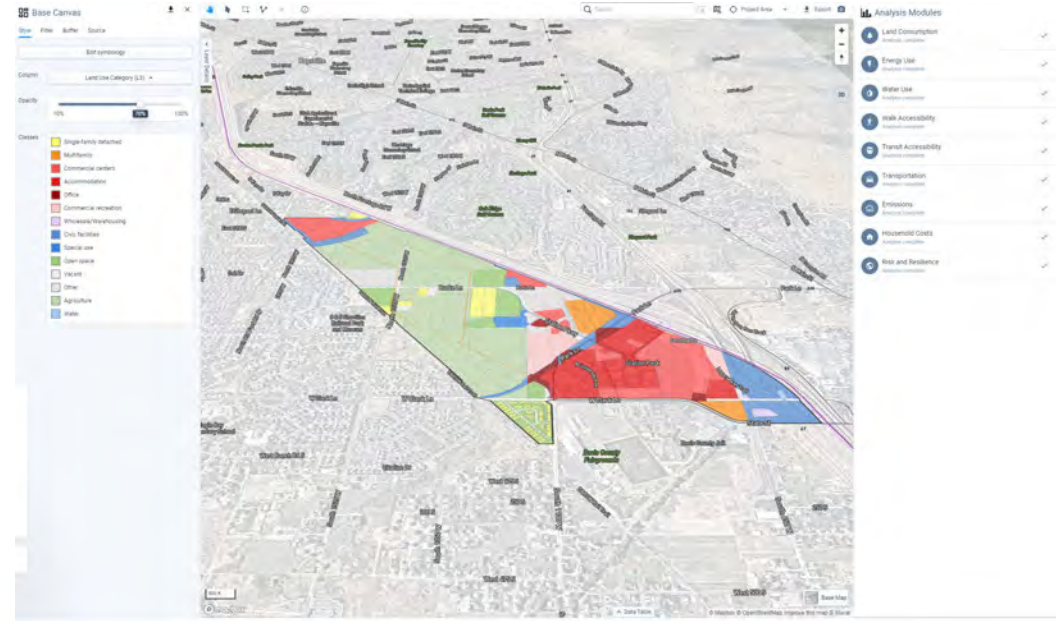
Retail = up to 1.2 million sf

Office = up to 8.2 million sf

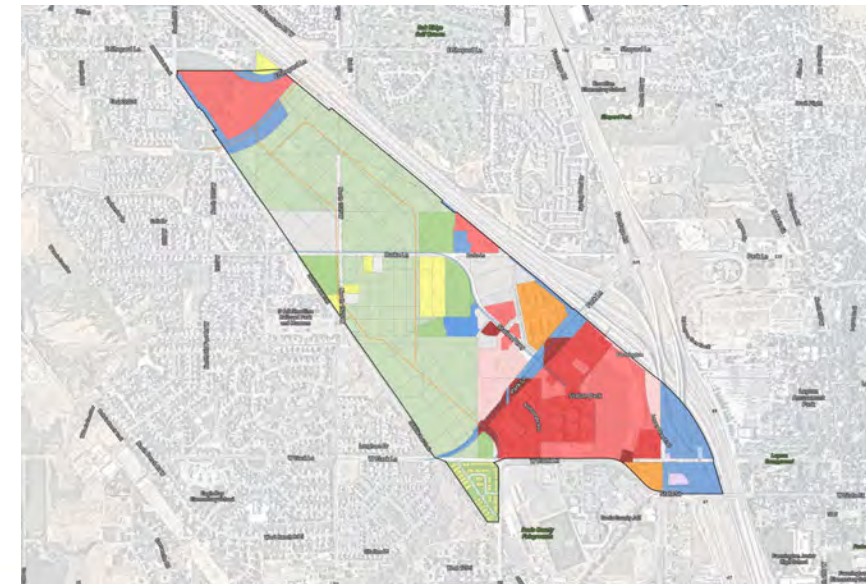
FARMINGTON STATION AREA PLAN PHASE I

GSBS | FEHR+PEERS | catalyst

Urban footprint

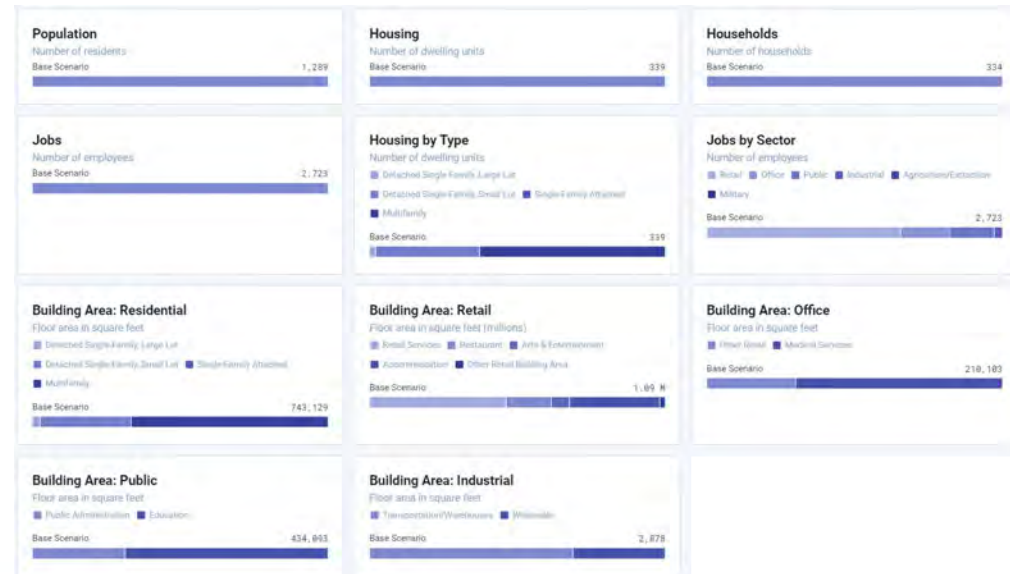


Base Scenario

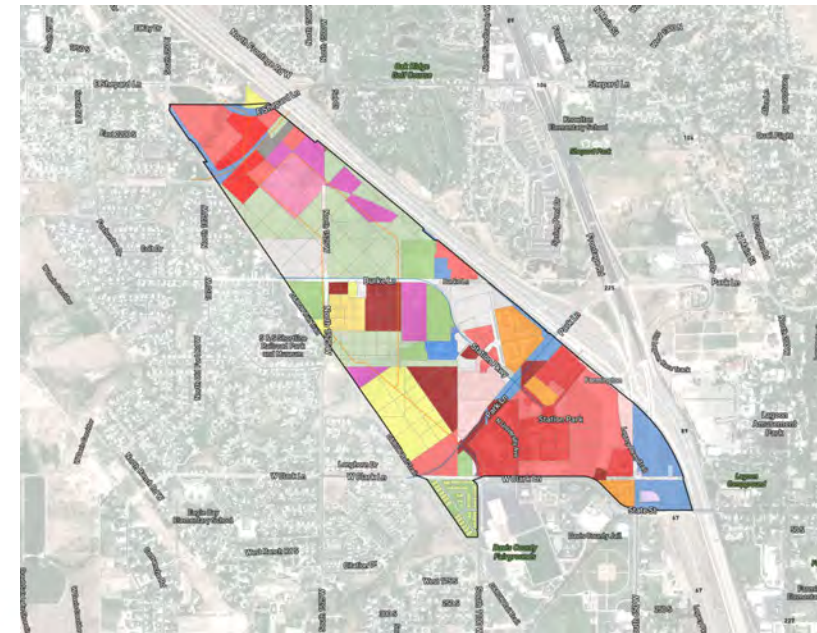


- Land Use Category (L3)**
- Base Canvas
- Single-family detached
 - Multifamily
 - Commercial centers
 - Accommodation
 - Office
 - Commercial recreation
 - Wholesale/Warehousing
 - Civic facilities
 - Special use
 - Open space
 - Vacant
 - Other
 - Agriculture
 - Water

Base Scenario

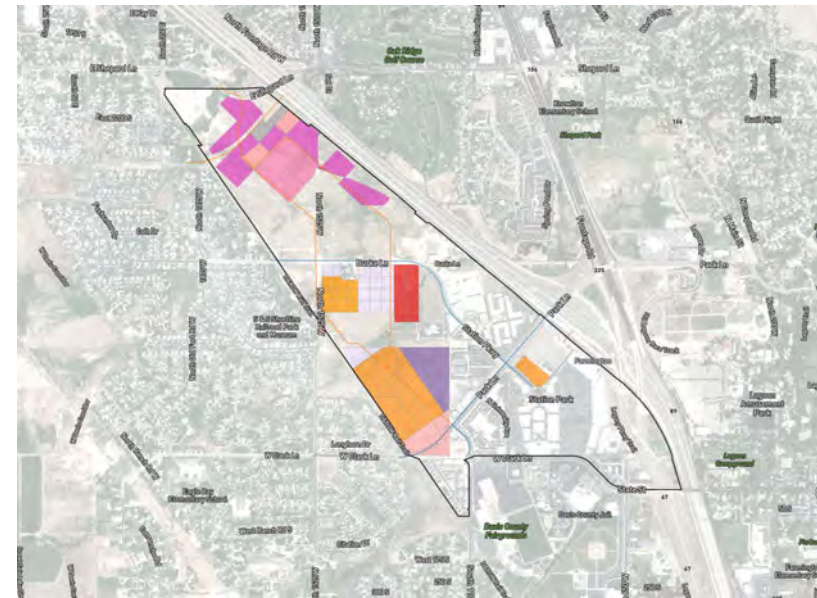


Proposed Development Scenario 1



- Land Use Category (L3)**
- Scenario Canvas
- Mixed use
 - Mixed use residential
 - Mixed use commercial
 - Residential
 - Single-family detached
 - Single-family attached
 - Multifamily
 - Commercial
 - Commercial centers
 - Accommodation
 - Office
 - Commercial recreation
 - Wholesale/Warehousing
 - Civic facilities
 - Special use
 - Transportation
 - Open space
 - Vacant
 - Other
 - Agriculture
 - Water

Proposed Development Scenario 1



- Class**
 - Conceptual Road Alignment
 - Existing Arterial
 - Major Arterial
- Land Use Type (L4)**
 - Filtered: Scenario Canvas (Proposed Developments - Current Growth)
 - Duplex
 - Farmington SAP Low-Rise Residential Mixed-Use Retail (7.28.2021)
 - Farmington SAP Stack Mid-Rise Office - 6 Story (07.28.2021)
 - Large Format Standalone Commercial
 - Low-Rise Mixed Use
 - Low-Rise Office
 - Medium Intensity Strip Commercial
 - Office Park Low
 - Parking Structure
 - Suburban Multifamily
 - Low-Density Employment Park
 - Village Commercial
 - Village Residential

Proposed Development Scenario 1

Scenario Canvas Summary Charts

Summary

	Base	Increment
Population	7,044	(+446.5%)
Dwelling Units	3,695	(+990.0%)
Employment	18,828	(+591.4%)

Dwelling Units by Type

	Base	Increment
Single-family detached	254	(+101.5%)
Single-Family Attached	380	(+-%)
Multifamily	3,061	(+1,337.3%)

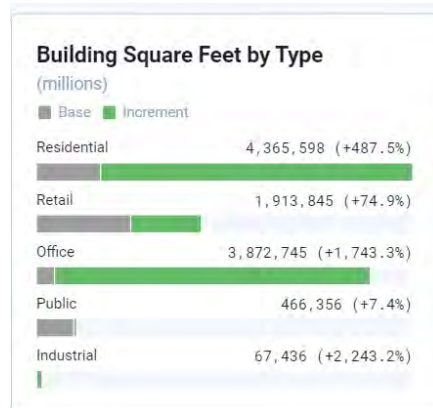
Employment by Sector

	Base	Increment
Retail	3,119	(+74.8%)
Office	15,038	(+3,271.8%)
Public	539	(+29.7%)
Industrial	131	(+70.5%)
Agriculture/Extraction	0	
Military	0	

Building Square Feet by Type

	Base	Increment
Residential	4,365,598	(+487.5%)
Retail	1,913,845	(+74.9%)
Office	3,872,745	(+1,743.3%)
Public	466,356	(+7.4%)
Industrial	67,436	(+2,243.2%)

Proposed Development Scenario 1

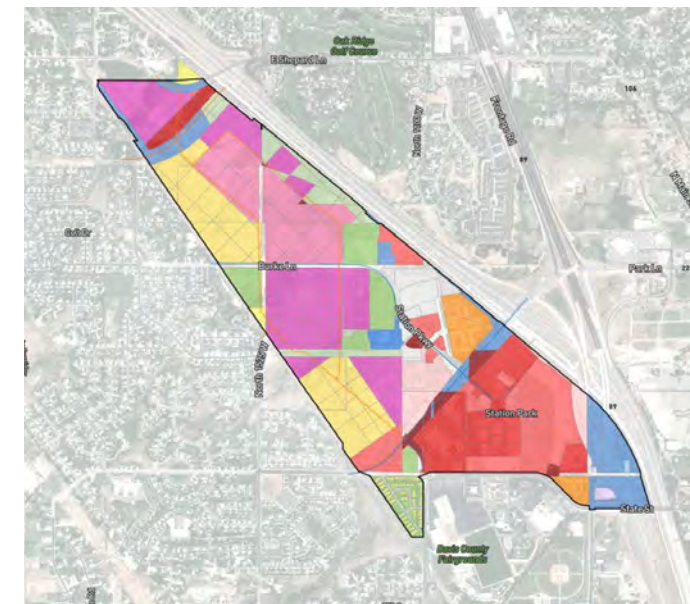


Residential Increase = 3.6 Million SF

Retail Increase = 820,000 SF

Office Increase = 3.6 Million SF

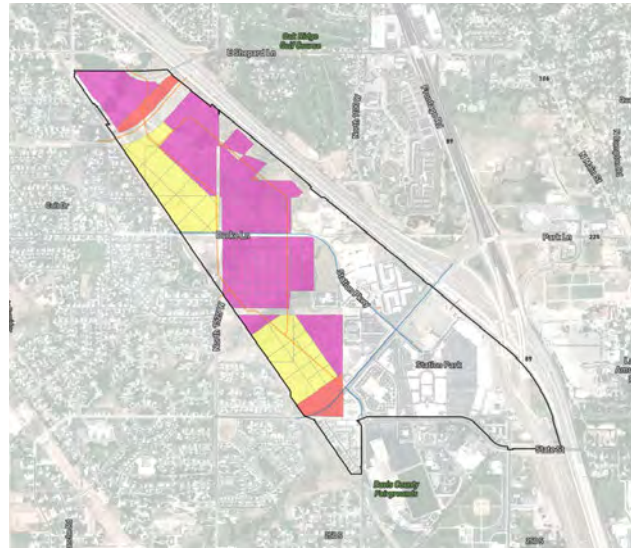
Proposed Development Scenario 2



Land Use Category (L3)

- Scenario Canvas
 - Mixed use
 - Mixed use residential
 - Mixed use commercial
 - Residential
 - Single-family detached
 - Single-family attached
 - Multifamily
 - Commercial centers
 - Accommodation
 - Commercial other
 - Office
 - Commercial recreation
 - Wholesale/Warehousing
 - Civic facilities
 - Special use
 - Open space
 - Vacant
 - Other
 - Agriculture
 - Water

Build Out Scenario 2



Land Use Category (L3)

Filtered: Scenario Canvas (Build Out)

- Mixed use
- Mixed use residential
- Mixed use commercial
- Residential
- Single-family attached
- Commercial centers
- Commercial other
- Office

Build Out Scenario 2

Scenario Canvas Summary Charts

Summary



Dwelling Units by Type



Employment by Sector



Building Square Feet by Type



Build Out Scenario 2

Building Square Feet by Type



Residential Increase = 13 Million SF

Retail Increase = 1.5 Million SF

Office Increase = 7.3 Million SF

Scenario 3 - Balanced mix



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.



Soda Row Daybreak, UT

- 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



FARMINGTON STATION AREA PLAN PHASE I

GSBS | FEHR PEERS | catalyst

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



FARMINGTON STATION AREA PLAN PHASE I

GSBS | FEHR PEERS | catalyst

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



FARMINGTON STATION AREA PLAN PHASE I

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.



Cityline - Richardson TX

FARMINGTON STATION AREA PLAN PHASE I

GSBS | FEHR+PEERS | catalyst

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



National Development – Cityline, Richardson TX

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



Cityline - Richardson TX

FARMINGTON STATION AREA PLAN PHASE I

GSBS | FEHR+PEERS | catalyst

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 Area Plan, Denver CO

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.



This hypothetical built-out scenario illustrates the Active Concepts and Recommendations. Buildings are brought in to the area. Green circles and lines represent the site and key infrastructure recommendations.

Central Park Station, Denver, CO

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



Central Park Station Area Plan, Denver CO

Mapping Exercise

- 1 ● Office / Commercial
- 2 ● Open Space
- 3 ● Residential
- 4 ● Retail
- 5 ✱ Connection Nodes
- 5 --- Connections 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>STAKEHOLDER INTERVIEW Boyer and Castlecreek Homes <i>February 23, 2021</i></p> <p>STAKEHOLDER INTERVIEW EDC & Davis County February 24, 2021</p>	<p>STAKEHOLDER INTERVIEW City staff and elected & appointed officials <i>March 4, 2021</i></p> <p>STAKEHOLDER INTERVIEW CW <i>March 5, 2021</i></p> <p>STAKEHOLDER INTERVIEW STACK Real Estate <i>March 10, 2021</i></p>			<p>INTERNAL CHARETTE Attended by city leaders including staff, Mayor, two City Council Members, and two Planning Commission Members</p> <p>Purpose:</p> <ul style="list-style-type: none"> • Review analysis to date • Reaffirm guiding vision • Identify priorities and values • Learn about the tools and approaches to achieve the vision 			<p>INTERNAL CHARETTE Attended by city leaders including staff, Mayor, two City Council Members, and two Planning Commission Members</p> <p>Purpose:</p> <ul style="list-style-type: none"> • 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 <p>STAKEHOLDER INTERVIEW Stack Estate, Wasatch Residential Group, Wasatch Group <i>September 28, 2021</i></p>

CITY COUNCIL AGENDA

For Council Meeting:
July 19, 2022

BUSINESS: **Approval of City Council Minutes for 6/7/22 and 6/21/22**

ACTION TO BE CONSIDERED:

Approve the City Council Minutes for June 7, 2022 and June 21, 2022

GENERAL INFORMATION:

See Minutes

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting

FARMINGTON CITY – CITY COUNCIL MINUTES

JUNE 7, 2022

WORK SESSION

Present:

*Mayor Brett Anderson,
City Manager Shane Pace,
Mayor Pro Tempore/Councilmember Scott
Isaacson,
Councilmember Roger Child,
Councilmember Alex Leeman,
City Recorder DeAnn Carlile,
Recording Secretary Deanne Chaston,
Human Resource Director Holly Gadd,
Assistant City Manager/Economic
Development Director Brigham Mellor,*

*Finance Director Greg Davis,
Accountant Kyle Robertson,
Assistant City Manager/City Engineer Chad
Boshell,
Bradley W. Christopherson (filling in for
City Attorney Todd Godfrey),
Police Chief Wayne Hansen,
Fire Chief Rich Love,
Emergency Management Director Guido
Smith, and
City Treasurer Shannon Harper,*

Mayor **Brett Anderson** called the work session to order at 5:00 p.m. Councilmembers **Melissa Layton** and **Amy Shumway** were excused.

BUDGET PRESENTATIONS AND DELIBERATION

Police service costs

City Manager **Shane Pace** said the Farmington Police Department has been providing police services on site at no additional cost for Station Park for close to 30 years, as well as for the Korn Ferry Tour for three to four years. This was a move to help make these things successful. This may need to come to an end, and Farmington may need to start charging \$55 an hour. The contract Farmington has had with Lagoon has had two increases lately. It started at \$15 an hour, then increased to \$35 an hour due to police wage increases. Now, Farmington can't hire people and get them to cover Lagoon for \$35 an hour while also covering costs. **Pace** and **Mayor Anderson** met with Lagoon Owner **Dave Freed**, who protested the increase. While Farmington was asking for \$55 an hour, **Freed** would only agree to \$44 an hour. **Pace** said Farmington can't fulfill the current contract with Lagoon without charging a higher price. It may be that police from other cities have to help Lagoon out.

Police Chief **Wayne Hansen** said Farmington has been subsidizing Lagoon every time they send a guy there, and it has not been covering the City's costs. **Pace** said that while Lagoon has their own security, they like having a police officer on duty who can arrest on site. After trying for almost two months, Farmington can't get anyone to work the Lagoon shifts. Layton is down 15 officers, so the remaining force can't work other jobs, as officers are needed more for over time. Layton used to provide 15 officers to Lagoon.

Pace said he does not feel comfortable charging one entity one cost, while charging another an entirely different cost, and even some entities nothing. He wants to unify the charges. Farmington has a more active community crime-wise since Station Park has come in. Police officers are now busy night and day. Farmington has had to pull officers from standard shifts to

work at Lagoon or Station Park, and that means officers are being pulled from patrolling the streets. He does not want to pull officers off the streets. The only valid option is to pay police overtime and have them work outside their regular 40-hour work week. **Hansen** said his department typically spends \$6,000 to \$7,000 annually in overtime. **Pace** said Farmington is feeling pinched as a City, and he wants to know if the Council members want to subsidize the Korn Ferry Tour or Lagoon by providing officers.

Hansen said other entities pay the rate requested or hire their own security. For example, the Layton Hills Mall pays \$70 an hour. He has heard others paying \$75 on the high end. **Pace** said he is not aware of subsidizing being done in other cities. At the Energy Solutions Arena and USANA Amphitheater, all officers are contracted. Farmington charges the Davis School District for its services.

Pace said most of the police departments throughout the State are short officers. Salt Lake City is down 50 officers, and the Utah Highway Patrol (UHP) is also lacking 100 officers. He said the Council could do a financial study to see what benefits the City gets from Lagoon, which would show if it was worth it to subsidize the police presence there. He reminded the Council that if the City gives something to a business, they have to go through an analysis to determine if the City gets something out of it of equal value. A multiplier effect to sales tax has to be found, and he doesn't think it is going to be found in the case of Lagoon. He said his intent is to send a letter to Lagoon saying that Farmington can't fulfill the contract. All the other city and county rates are higher than the \$55 Farmington is proposing. The County Sheriff's rate is \$70, as is the UHP's. He feels the best option is to cancel the contract because it can't be fulfilled.

Councilmember **Alex Leeman** said Farmington has had a symbiotic relationship with **Freed** and Lagoon in the past, but **Freed** is free to shop around for a better deal. If he can't find one, he can come back to Farmington and renegotiate. **Pace** said that nobody is signing up for the shifts, not even from other cities' departments. Layton has shut off the possibility. Farmington has the ability to respond to Lagoon, but only when they are not otherwise busy.

On Saturday, June 4, 2022, there were reports of people brandishing weapons while appearing to be intoxicated at Lagoon. Multiple agencies responded, but the reports could not be substantiated. **Hansen** said over the years, his department has begged Lagoon to check coolers at the entrance, but Lagoon prides itself on being one of the few that does zero screening. The department can't require them to screen, so someone could bring in a cooler full of guns and do bad things at Lagoon. **Bradley W. Christopherson** (filling in for City Attorney **Todd Godfrey**) said he would think that Lagoon's insurance provider would rather that Lagoon did check for guns.

Councilmember **Roger Child** asked about patrolling single events. **Pace** answered that Farmington charges Station Park for the five to six concerts they patrol each year. They charged for patrolling the Color Run, where the event was making \$30,000 an hour. EMTs and police were on site. **Hansen** said they didn't charge for the Tour of Utah, but all hands were on deck for the event.

Pace said he is thinking of using the fee schedule to handle police rates in the future. Councilmembers indicated their agreement with the approach.

Fruit Heights contract for fire, EMT, and paramedic services

Pace said Fruit Heights wants to contract with Farmington for fire, EMT and paramedic services. Both cities have attorneys who work in the same firm. **Christopherson** drafted the contract, and Farmington City Attorney **Todd Godfrey** will review it by Friday. Fire Chief **Rich Love** said when he speaks with the Kaysville Fire Chief face to face, he claims not to have a problem with Fruit Heights and Farmington having a contract for these services. However, there are reports that Kaysville does have some problems with it, as they currently provide the services to Fruit Heights. **Pace** said a new application would have to be submitted to the State in order to provide the services to Fruit Heights. **Godfrey** was told Kaysville would fight that application. **Pace** said Kaysville would have a hard time successfully challenging the application, and he doesn't think they will do it in the end.

Emergency Management Director **Guido Smith** said on the medical side, the only agency they can complain to is the Bureau of EMS. His advice is to staff an ambulance in Fruit Heights with the contingency plan to move it around. **Child** said it is an awesome plan, but his only reservation is that the contract be long enough to cover the expense of plans for another station and staffing it with employees. **Pace** said it is easier to work toward that if the two cities are already contractually combined. The contract is a year contract with the option to renew for two more years. In the meantime, they will work toward creating a district.

Leeman asked if there would be an excess of employees in Kaysville that Farmington could try to hire. **Pace** answered yes. Kaysville currently has one captain, one engineer, two paramedics, one full-time firefighter, and one part-time firefighter on shift right now. They usually take 24-hour shifts, and sometimes even 48-hour shifts. Part-timers have other full-time jobs. He thinks all the part-timers can be moved to work at Fruit Heights, and Farmington will hire three additional full-time firefighters. Farmington will have the full-timers, and the part-timers will be put in Fruit Heights. Now, Farmington's shift is 8 a.m. to 8 p.m. with four ambulances. There is no need for another ambulance. Staff thinks this can be done without increasing the budget. However, it will take time to hire three additional fire fighters, even if an attractive rate is offered.

Love said most of the part-time employees work full-time at other agencies. In his discussions, part-timers wouldn't be as excited to pick up a 12-hour shift with Fruit Heights as they are to pick up a 24-hour shift with Farmington. This can be done without fire certifications, as the purpose is medical, not for fire. Medics will be sent from the Farmington station. A lot of Farmington's part-time employees are already paramedics. This is not different from the services Kaysville is providing Fruit Heights with right now.

Emergency Management Program budget

Smith said this is a new department created after a shift from fire to emergency management. There are expenses for administration, a fire inspector, and a deputy fire marshal. The department supports functions for police, fire, and Public Works, including a \$26,000 drone program for search and rescue missions with thermal imaging and night vision. The drone program needs one to three certified pilots. There is a four- to seven-month lag time for equipment from order to delivery date. Deploying a drone will reduce police responses by 8%, so hopefully departments will see a change. It will help weed out false calls.

Capital equipment funds are needed to support the global command vehicle and acquire a truck. It is a six-wheel drive and can have 12 seated in command functions. It has never been deployed or used before, but can be used for 16 categories. It is the only asset in the region that can leave the blacktop. It cannot be left in military colors, but must be changed over a period of three years to get it equipped to make it fully functional. It will take \$45,000 to repaint it and prevent weather damage. The asset, which has a \$300,000 sticker value, was free to the City because of a grant. **Pace** said it is better than buying a motorhome for \$70,000 and trying to retrofit it.

Finance Director **Greg Davis** said the money for the fire marshal and inspector is not new money, but instead is being moved from the fire department's general operation fund to the emergency management program. **Pace** said he is not sure how many drones the City will end up buying. If pilots are not trained properly and don't know the laws, they can get into big trouble with the FAA. Therefore, it is advisable to start out small. Drones can help during a forest fire. **Smith** said drones can operate day, night, in rain or snow storms, and during gale force winds. Drones can even help look for people with guns.

Legislative Department budget

Davis said the Legislative Department budget includes the Mayor and City Council. Like other programs, this one will also have some payroll increases proposed for July 1. That means payroll will increase 7%. **Pace** said a lot of cities choose to give elected officials the same pay increases as employees. During the next Council meeting, the Councilmembers will approve the budget, essentially deciding whether to give themselves a raise.

Davis said the legislative budget is taking \$20,000 from the miscellaneous contingency budget to be used for unplanned events. The Council retreat is budgeted for every other year. He reminded the Council that their next meeting will be a public hearing, with a chance to deliberate any changes to the budget on June 21. Every year, he anticipates tweaks from the City Council.

Miscellaneous Department

Davis said he wants to move some items out of this Miscellaneous fund and into specific departments. He would like to trim this fund, leaving only money for transfers in and out between funds. It will take \$6,000 to administer the employee assistance program while \$20,000 in contingency will be moved to the legislative budget.

As his department went through the General Fund, they made a list of capital equipment and improvement projects, which fluctuate from year to year. The Recreation Fund is heavily subsidized on an ongoing basis by the General Fund; therefore, it is a pretend enterprise fund because the fees charged don't cover all the expenditures.

This year, there is \$19 million in General Fund expenditures. **Pace** said the City is fortunate to have as much one-time money as they have had to put toward capital projects and vehicles.

Davis said the \$2 million in Coronavirus Aid, Relief, and Economic Security (CARES) Act money helped Farmington quite a bit, putting the fund balance in good shape.

Administrative Department budget

The \$444,000 increase is a 41% increase driven by new positions including a communication specialist and in-house attorney at \$198,000. **Pace** said the City needs to plan for an increase in its legal expenses overall, which can be done a few different ways. **Godfrey** can bring in

someone for \$30,000 to work in his firm for Farmington. The City also has the potential to bring on a city attorney with a lot of experience from another jurisdiction. He is asking the Council to fund this, and after the budget is done, Staff will return with a better proposal for which route is preferred. All the attorneys in **Godfrey's** firm have multiple contracts they are working, which makes things difficult. **Godfrey** is very serious about trying to find an additional employee for his firm. If they do choose to move forward with hiring an in-house attorney, **Pace** hopes the entire Council and the Mayor can conduct the interviews. He said the attorney is working as much for the Council as the City Manager does.

Davis said there may be a possible \$15,000 one-time cost for budgeting software, although it is not a done deal yet. **Pace** said the vehicle provided to him by the City now has over 100,000 miles, and he would like to make it a reserve vehicle. **Davis** said **Pace's** contract and the budget provides the City Manager with a vehicle, and the Council can decide between continuing to provide a take-home vehicle vs. a monthly vehicle allowance.

Human Resource budget

Pace said this department was created two years ago. This will provide the Council with information and a scientific approach to employee compensation and justification for wages.

Human Resource Director **Holly Gadd** said last year the focus was on where Farmington employees were regarding wages compared to other cities within Davis County, as well as other cities with populations of between 15,000 and 35,000. This year, the previous was also considered, as well adjusting wage ranges.

First, Compensation Survey System (CSS) provided the City with a contracted study. **Davis** said 2,600 titles were found on the survey, and care had to be taken to find titles consistent with Farmington positions. **Gadd** said after comparable titles were established, the average ranges were calculated.

Secondly, **Gadd** conducted her own survey. She had to do additional research for police officer wages. CSS is only as good as the information that is in it, and some cities had not updated their information for years. Outdated information had to be discarded, and some cities were not forthcoming when contacted personally. In some cases, a Government Records Access and Management Act (GRAMA) request would be needed to get the information.

Third, **Gadd** prepared an analysis and summary. The efforts helped determine what positions were being paid too low, and how much they needed to be adjusted in order to get to the market average. Additionally, the number of years an employee had been in a position was considered. **Pace** said last year, a lot of employees were in the 80% range of average, while most were in the 90% range. That does not include the latest increases made in January of 2022.

Next, pay ranges were established for all position levels/grades based on current market pay, then those ranges were increased by 7%. **Gadd** recommended that the Fiscal Year 2023 budget be sufficient to accommodate a general 10% increase for all sworn officers, and 7% to all others. Department directors will recommend individual adjustment for Staff pay based on merit, performance, and experience. Finally, the City Manager will review and approve all adjustments recommended by department directors.

Pace said the market study's goal is for Farmington pay to be competitive in the market, followed by internal equity. While a raise was needed in most other law enforcement areas, Farmington is competitive on the entry level for a police officer. **Gadd** said hopefully next year, wages will be in the right range, although things can be a moving target if, in the meantime, neighboring cities increase their pay. While the 7% increase was proposed and budgets adjusted, each department director adjusted the actual salary increase, taking into account factors such as underperformance, etc. **Pace** makes the final decisions.

Davis said he considered the stock market and cost of gas for this proposed budget. **Pace** said he hopes Staff is giving the Council what is needed to help wages stay competitive, maintain employee retention, and keep employees loyal.

Unresolved issues

Davis said unresolved budget issues include the property tax increase; positions being added; raises amounting to \$735,000; a City Council wage increase; the City Manager automobile allowance; painting the mobile command center; a 7% increase in fees and rates; cemetery sprinkler system; and large projects such as designing a pool expansion and a Public Works yard that has Environmental Protection Agency (EPA) concerns. The proposed new positions include: a full-time attorney, Geographic Information System (GIS) specialist, maintenance worker, two police officers, and an emergency management program director position.

Mayor Pro Tempore/Councilmember **Scott Isaacson** said it is important to have competent and responsive Staff, as they have a significant impact on City residents' perceptions. **Child** said Farmington is well managed because of the employees. While he is not opposed to any of the additional positions, **Child** questions the in-house attorney. The new position would be a fixed cost, but if it were contracted out, it could be variable. He expects legal fees to increase. **Pace** said he refuses to go without legal advice, as it would be irresponsible. He also expects those costs to increase over time as the City's issues continue to get more complicated as the City grows and becomes more sophisticated. **Child** responded that he tries not to increase unnecessary hard costs, but that it is not good to leave the City legally exposed. **Leeman** said it would require a person experienced enough to reduce contracted legal expenditures. Knowing who the person is may resolve his apprehension. **Isaacson** said increasing the budget doesn't commit the City to actually hiring a full-time, in-house attorney, although he strongly supports it.

Mayor Anderson mentioned the new park betterments on the West Davis Corridor. **Pace** said the \$5.5 million would be set into two accounts: parks and roads. The Council is free to adjust that. The conservation easement is clear about how to spend those monies, and the City lost a park to the condemnation process.

Other unresolved budgetary issues include: \$400,000 for the cemetery fund to improve a very antiquated, inefficient sprinkler system that requires a lot of maintenance and repairs. New sprinklers will require a very delicate installation system. **Isaacson** said that if it would save water in the long run, this expenditure is justifiable, especially in a time of drought. **Pace** said the timing is critical. Doing a new install in the summer is not a good idea. He suggested waiting until late fall. A significant amount of damage will be done when the new system is installed, and the grass will need to be heavily watered. **Mayor Anderson** said there are optics to this decision, and there will be political fallout no matter what is done. Assistant City Manager/City

Engineer **Chad Boshell** said the best installation time is winter or spring, but the Council should consider what the cemetery will look like on Memorial Day.

REGULAR SESSION

Present:

*Mayor Brett Anderson,
City Manager Shane Pace,
Mayor Pro Tempore/Councilmember Scott Isaacson,
Councilmember Roger Child,
Councilmember Melissa Layton (via Zoom),
Councilmember Alex Leeman,
City Recorder DeAnn Carlile,
Recording Secretary Deanne Chaston,
Assistant Community Development Director Lyle Gibson (via Zoom),*

*City Planner/GIS Specialist Shannon Hansell,
Assistant City Manager/Economic Development Director Brigham Mellor,
Assistant City Manager/City Engineer Chad Boshell,
Bradley W. Christopherson (filling in for City Attorney Todd Godfrey),
Youth City Councilmember Spencer Freebairn, and
Youth City Councilmember Wesley Stelter.*

CALL TO ORDER:

Mayor **Brett Anderson** called the meeting to order at 7:08 p.m. and Councilmember **Amy Shumway** and Community Development Director **Dave Petersen** were excused.

Roll Call (Opening Comments/Invocation/Pledge of Allegiance)

City Manager **Shane Pace** offered the invocation, and the Pledge of Allegiance was led by Councilmember **Roger Child**.

PUBLIC HEARINGS:

Burke Lane Project Master Plan (PMP), Development Agreement (DA) and Schematic Subdivision plan. Property located at 1451 W. Burkle Lane

City Planner/GIS Specialist **Shannon Hansell** presented this agenda item. This project proposes 20 townhome units and 29 apartment units, as well as 10 retail/office areas. The site plan shows a continuation of the “greenway concept,” an active transportation corridor beginning further north at Spring Creek and culminating at the City’s future 14-acre park. Previous iterations of the project were found by the Planning Commission to have insufficient parking and insufficient commercial/office use. Considering that the total project area is just over two acres, coupled with market demand, the developer has increased the commercial/office space, and provided the townhome units with four parking spaces each. The live-work apartment units feature shared spaces with the commercial building on the corner of 1400 West and Burke Lane. **Hansell** said the expectation is as the office center develops north of this, there would be a transition to retail and commercial. The Planning Commission reviewed and recommended the Schematic Subdivision plan on May 5, 2022 and the Project Master Plan (PMP) and Development Agreement (DA) on May 19, 2022.

Applicant **Phil Holland** (1082 W. Dutch Lane, Kaysville, Utah) said he is excited about this property, and it has been a long time coming. Over the years there have been multiple iterations

of what to develop on this property. The key is to think through and plan for connectivity to the land next to this. This project is fully parked. The townhomes in the southern section next to Seago Townhomes were recently approved. The mixed use is out on Burke Lane next to more intense uses. **Holland** said Clark Lane may not be commercial today, but it could be in 10 years. In the past year and a half, more people want to work at home. The live-work units will cater to this trend, as they can close off a place to do business from the living space. On-street parking is available on Burke Lane, which was not used to calculate parking requirements. The first actual mixed-use building is planned to be three stories. He fully expects people from the northern developments to walk past this development on their way to the park. What he likes about mixed use developments is that when one car leaves, one car replaces it. Cars just switch places at 5:30 p.m., when residents come home from work.

Holland said the kind of commercial use that is anticipated on the corner lot could include service-oriented groups like an architect who wants the two top floors. He envisions more office space for insurance companies, or a three-person law firm. The Burke Lane of today will be dramatically different in 10 years from now. He said all three floors at 800 square feet each will be for lease. There will be an open patio on top, and the townhomes will be individually platted. The applicant has not yet decided if the townhomes will be for-sale or for-rent. Each townhome has a two-car garage with 18-foot driveways. Amenities include a tot lot, as well as stairways to provide multiple ways for commercial and residential tenants to get to the roof space. The mountain views on site are impressive. There will be private yard green space for each townhome and covered parking on the south side of the building.

Hansell said mixed use density isn't determined per acre, but by a form-based code. The City does PMPs in order to have flexibility on residential. Station Park's townhomes are part of their global PMP. Many developers in the area want to be under a global PMP in order to qualify for Section 140 to get the opportunity to develop residential. The maximum building height in the Office Mixed Use (OMU) zone is six stories.

Mayor Anderson opened and closed the Public Hearing at 7:36 p.m. as nobody signed up in person or electronically to address the Council on the issue.

Councilman **Alex Leeman** said he is satisfied with plans for a dedicated commercial anchor on the corner. He has seen other versions of this project, and the first one missed the mark pretty solidly. This application is a huge improvement. It works and is a nice product in that spot. He recognizes all live/work units might not be used as commercial.

Child said while he was on the Planning Commission, he saw multiple versions of this project, and he likes this version best. The purpose of the form-based code is to allow different uses, such as a first floor to change over time from residential to commercial. He guarantees it will be 100% residential until the streets are finished and foot traffic increases. He is concerned with ownership of the live-work units. The first building could be sold off as an investment property, and the townhomes could be sold off individually. The number of units is below an investment grade for a three-level building. It won't have an onsite manager, which is preferred. But the spaces will always be occupied. **Pace** said this is by far the best proposal on this property. However, the method the applicant will use to meet the affordable housing requirement is missing from the DA. He would prefer the method to be in the motion if it is passed tonight.

Motion:

Mayor Pro Tempore/Councilmember **Scott Isaacson** moved that the City Council approve the schematic plan and Project Master Plan/Development Agreement for the Burke Lane Project, subject to all applicable Farmington City development standards and ordinances, and all Development Review Committee (DRC) comments, and the following Conditions a-d:

- a. Commercial space shall not be less than the square footage specified in the PMP.
- b. Commercial space shall be constructed and developed simultaneously with the residential space.
- c. All conditions of preliminary and final review are addressed.
- d. Final Development Agreement to include how affordable housing will be addressed on this project.

Findings 1-6:

- 1. There is sufficient parking for both the retail and commercial aspects of the project.
- 2. Because of the project’s small acreage in comparison to surrounding PMPs, Staff believes that this is an acceptable “mix” of commercial and residential.
- 3. The project continues the “greenway concept” connecting the future mixed use office elements to the City’s proposed park.
- 4. The project contains a commercial-only concept, as well as live-work units fronting Burke Lane.
- 5. The project is consistent with other proposals for the Mixed Use district.
- 6. The developer has agreed to install half of 1400 West, an important connection to the surrounding Farmington Station Center Townhomes Mixed Use project.

Leeman seconded the motion. All Council members voted in favor, as there was no opposing vote.

Mayor Pro Tempore/Councilmember Scott Isaacson	X Aye	___ Nay
Councilmember Roger Child	X Aye	___ Nay
Councilmember Melissa Layton	X Aye	___ Nay
Councilmember Alex Leeman	X Aye	___ Nay

Ivy Schematic Subdivision Request to rezone the property located at Parcel ID 08-510235 from Agricultural (A) to Commercial Mixed Use (CMU) on approximately 9.63 acres of property

This agenda item was pulled from the agenda.

Farmington Station Parkway Phase II Schematic Subdivision

Via Zoom, Assistant Community Development Director **Lyle Gibson** presented this agenda item. The property under consideration is located at 595 N. Station Parkway covering 5.2 acres. Farmington Station Parkway Phase II is a proposed two-lot, one parcel subdivision located in the OMU zone on the west/south side of the curve of Station Parkway and Burke Lane. The applicant has proposed the southern lot, Lot 201, as a hotel use. Lot 202 does not currently have a proposal but will follow the OMU zoning. Finally, there is a remainder parcel northwest of Shepard Creek, which will remain as a parcel until such time as it developed.

Isaacson said there has been hotel proposals off and on over the years, and he was disappointed when the deals were off. He feels a hotel use fits in well with the office park. Applicant **Darmesh Ahir** (332 Park Lane, Farmington, Utah) owns the Hampton Inn in Farmington, which is doing well. He now wants to bring in another hotel, an all-suite Marriott brand product. **Ahir** is bringing more property than needed, leaving the second lot open for future commercial use.

Mayor Anderson opened and closed the Public Hearing at 7:53 p.m. as nobody signed up in person or electronically to address the Council on the issue.

Leeman said he is glad to see this hotel use come back since it is low impact.

Motion:

Leeman moved that the City Council approve the schematic plan, and approve the schematic site plan, subject to all applicable Farmington City development standards and ordinances, and the following Conditions 1-2:

1. The owner shall meet all City standards, including but not limited to present and future Development Review Committee (DRC) comments.
2. The trail alignment and final configuration of the open space, including the Open Space (OS) Zone, must be finalized prior to final plat approval for the project.

Findings 1-3:

1. The proposed subdivision will accommodate another hotel use for visitors to Farmington, which enhances the local economy of the City and leaves viable lots for future development.
2. The project is consistent with the City's Master Plan, and meets the goals and purposes of the Zoning Ordinance.
3. The development proposal improves the Shepard Creek Trail connection, and provides open space from Cook Lane to Station Parkway.

Child seconded the motion. All Council members voted in favor, as there was no opposing vote.

Mayor Pro Tempore/Councilmember Scott Isaacson	X Aye	___ Nay
Councilmember Roger Child	X Aye	___ Nay
Councilmember Melissa Layton	X Aye	___ Nay
Councilmember Alex Leeman	X Aye	___ Nay

Motion:

Leeman moved that the City Council combine the next three agenda items into one for public hearing purposes.

Child seconded the motion. All Council members voted in favor, as there was no opposing vote.

Mayor Pro Tempore/Councilmember Scott Isaacson	X Aye	___ Nay
Councilmember Roger Child	X Aye	___ Nay
Councilmember Melissa Layton	X Aye	___ Nay
Councilmember Alex Leeman	X Aye	___ Nay

An amendment to Chapter 11-18, Mixed Use Districts, to allow for the flexibility in building siting and location of parking in relation to a secondary street for hospitality uses

Gibson presented the next three agenda items. Regarding Chapter 11-18, the issue is hotels being built up against the street, which makes entry and drop off difficult. This zone text change will allow hotels to have a porte-cochere on a secondary street, not a major street.

Regarding Chapter 11-19, there have been three project applications along Lagoon Drive in the Commercial Mixed Use (CMU) Zone, which requires that all structures have a pitched roof design. The proposed commercial uses do not include pitched designs. After working with the Planning Commission, it is suggested that flat roofs be allowed for at least commercial construction. There also needs to be flexibility in the parking configuration between the building and the street.

Regarding amending Section 7-2-010, this addresses a code enforcement item to reconcile the differences in weed height ordinances that varied from 5 to 12 inches. Staff is proposing a small text amendment to keep a consistent standard in the City's ordinance for when enforcement or abatement of weeds may be necessary following the height that has been used for many years. **Gibson** said some parts of the ordinance said 10 inches, while others said 12 inches. He chose to update all references to 12 inches.

Isaacson said he sees no problems with the three changes, but in general he is troubled with amending ordinances to allow specific developments. The ordinances guide development, and it makes him nervous when someone comes in asking for something that requires the ordinances to be changed. The changes proposed tonight are reasonable, but as a concept, he doesn't like amending an ordinance to satisfy a particular application. These proposed changes are minor enough to be considered tweaks that he will not oppose. He doesn't want to set a precedence. There should be a high standard to change an ordinance.

Assistant City Manager/Economic Development Director **Brigham Mellor** asked the Council to keep in mind that nobody writes their ordinances to perfection the first time; tweaks here and there are necessary. The City hasn't had a lot of CMU proposals, and the City is still evolving as a community. **Mayor Anderson** said that is a fair response and a valid point. Often applications present things that weren't considered when the ordinance was originally written. The ordinances shouldn't be changed to fit, but tweaked to evolve. **Leeman** said an ordinance is set in the abstract, before applicants ask questions.

Mayor Anderson opened and closed the Public Hearing (for three separate agenda items: amend Chapter 11-18, Chapter 11-19, and Section 7-2-010) at 8:09 p.m. as nobody signed up in person or electronically to address the Council on the issue.

Motion:

Leeman moved that the City Council approve the proposed text amendment to Chapter 11-18, Mixed Use Districts, to allow for the flexibility in building siting and location of parking in relation to a secondary street for hospitality use.

Findings for Approval 1-4:

1. The Planning Commission, after holding a public hearing, voted in favor of the proposed text amendment.

2. The proposed text amendments will make hotel uses more feasible in the Mixed Use Districts.
3. The proposal allows for what is a virtual need in the hospitality industry of having a porte-cochere.
4. The recommended changes allow for case-by-case consideration in the placement of a building by the Planning Commission.

Isaacson seconded the motion. All Council members voted in favor, as there was no opposing vote.

Mayor Pro Tempore/Councilmember Scott Isaacson	X Aye ___ Nay
Councilmember Roger Child	X Aye ___ Nay
Councilmember Melissa Layton	X Aye ___ Nay
Councilmember Alex Leeman	X Aye ___ Nay

An amendment to Chapter 11-19, Commercial Mixed Use (CMU) Zone, to allow for the consideration of off-street parking between a building and a street to improve traffic safety, and to permit the consideration of flat roof architecture on new commercial buildings. (ZT-5-22)

Gibson previously presented this agenda item, and **Mayor Anderson** held a public hearing on this item earlier in the meeting.

Motion:

Isaacson moved that the City Council approve the proposed text amendment to Chapter 11-19, Commercial Mixed Use (CMU) Zone, to allow for the consideration of off-street parking between a building and a street to improve traffic safety, and to permit the consideration of flat roof architecture on new commercial buildings.

Findings for Approval 1-4:

1. The Planning Commission, after holding a public hearing, voted in favor of the proposed text amendment.
2. Flat roof architecture is very common and can be very tasteful on commercial developments. There are already several examples of this within the CMU district.
3. As all projects in the CMU zone are reviewed by the Planning Commission, Staff believes that in the few instances where a traffic engineer may be able to demonstrate an issue with a building close to the street, the proposed text will give the Planning Commission appropriate discretion for site design, which will promote better development in the right circumstances.
4. Small sites and odd shaped properties may require parking closer to sidewalk in order to provide adequate off-street parking. Allowing for this consideration through the Special Exception process will allow for the ability to approve better design and reduce lack of parking issues when demonstrated as necessary.

Leeman seconded the motion. All Council members voted in favor, as there was no opposing vote.

Mayor Pro Tempore/Councilmember Scott Isaacson	X Aye ___ Nay
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Councilmember Roger Child
Councilmember Melissa Layton
Councilmember Alex Leeman

X Aye ___ Nay
X Aye ___ Nay
X Aye ___ Nay

An amendment to 7-2-010: Nuisances defined of Title 7, public health, safety, and welfare, of the Farmington City Ordinances to clarify the height of which weeds are a nuisance

Gibson previously presented this agenda item, and **Mayor Anderson** held a public hearing on this item earlier in the meeting.

Motion:

Child moved that the City Council approve the proposed text amendment to 7-2-010: Nuisances defined of Title 7, public health, safety, and welfare, of the Farmington City Ordinances to clarify the height of which weeds are a nuisance.

Finding for Approval 1:

1. The proposed zone text amendment resolves conflicting standards within the City's ordinances.

Isaacson seconded the motion. All Council members voted in favor, as there was no opposing vote.

Mayor Pro Tempore/Councilmember Scott Isaacson
Councilmember Roger Child
Councilmember Melissa Layton
Councilmember Alex Leeman

X Aye ___ Nay
X Aye ___ Nay
X Aye ___ Nay
X Aye ___ Nay

BUSINESS:

Surplus of property located at 326 W. Park Lane

Mellor presented this agenda item. The City did an extensive Request For Proposal (RFP) for a month, requesting offers. This property was left over after the City purchased the home, demolished it, and then put the sidewalk and curb in. The asphalt tie in will be left for the **Williamsons**, the future owners. Utilities need to still be run to where they are stubbed in the road. With Council assistance, Staff vetted the applicants. The new owners will relocate their financial advising operations from Station Park to here. The building will be two stories. The applicant has yet to go through entitlements and site plan approval with the Planning Commission. Their Real Estate Purchase Contract (REPC) is on the Commission's agenda for Thursday, and it won't close until that happens. The applicant's plans can't proceed if it is not rezoned to Commercial Mixed Use (CMU). The property is only allowed one curb cut, and **Mellor** expects the City to get a lot of say as to where that curb cut would be located.

Motion:

Leeman moved that the City Council approve the sale of 326 West Park Lane (Parcel ID: 08-054-0017) for \$182,000 to Brock and Tyra Williamson per the terms of the attached Real Estate Purchase Contract.

Child seconded the motion. All Council members voted in favor, as there was no opposing vote.

Mayor Pro Tempore/Councilmember Scott Isaacson
Councilmember Roger Child
Councilmember Melissa Layton
Councilmember Alex Leeman

X Aye ___ Nay
X Aye ___ Nay
X Aye ___ Nay
X Aye ___ Nay

Farmington Retail Zone Change and Schematic Subdivision Plan (TFC Clark Lane LLC, Elliott Smith)

Hansell presented this agenda item. This was tabled at the last Council meeting due to concerns about internal and external traffic. Since, the applicant has provided a traffic study by Hales. Consulting City Traffic Engineer **Tim Taylor** reviewed the study and provided his recommendations. He noted that he didn't think any of his recommendations or concerns should delay the project. Tonight, Staff still recommends approval but does not recommend changing the General Mixed Use (GMU) ordinance for this project.

Assistant City Manager/City Engineer **Chad Boshell** said there are a few things the Council should be aware of regarding the traffic study. **Taylor** believes there should be some revisions to the traffic study. Hale used Wasatch Front Regional Council (WFRC) growth numbers, which are higher than Farmington expects to see. In setting the projected 2027 traffic projections, Hale did not consider a Clark Lane connection to Park Lane, which is a critical piece that should have been included in the evaluation. This will not change the results of the study for queuing in and out of the site, or queuing for the drive thrus, but it would change the turn movements onto Park Lane and Commerce. **Boshell** recommends a condition that the applicant revise the traffic study.

Child asked about pedestrian access in the roundabout. The horse installations in the middle of the island somewhat hide pedestrians. He has never seen pedestrians there, but he predicts there will be more in the future. A way to safely maneuver in that area needs to be figured out. There is admittedly a site distance issue. **Boshell** said every roundabout has concerns with pedestrians as they are not signalized. Each leg has a pedestrian refuse area. When you cross, you look at only one direction of traffic. The further pedestrians are moved from the roundabout, there are two directions of traffic to look at. **Isaacson** said the roundabout issue is more a City issue than a developer issue. **Boshell** said the reconnection of Clark Lane to Park Lane will provide better pedestrian connections. **Leeman** said the same problem exists in the Station Park roundabout. **Boshell** said there may be better options that he hasn't yet considered. He and Public Works haven't had any complaints yet, which is why they haven't looked into this issue thoroughly. **Isaacson** asked Staff to look into options for pedestrian issues at roundabouts.

Mayor Anderson said the planned repurposing of the fairgrounds, including the need to move thousands of pedestrians from Clark Lane into Station Park, will make this more of an issue. **Boshell** said depending on the planned entrances, there may be a future need for a signal or other traffic control measure. He has been applying for pedestrian crossing grants at 200 West, and also at State Street and 400 West.

Mayor Anderson noted that the public hearing for this item was opened and closed at the Council's last meeting.

Leeman said he is inclined to table this item again, as the traffic study has omissions in it. **Mellor** said for land-use related issues like this, an idea is to give conditional approval pending the addition to the traffic study requested by the City's traffic engineer. If the outcome is

significantly negative, it can come back to the Council to be discussed again. **Isaacson** said satisfying the independent expert would satisfy the condition. It would have to be conditional today, or tabled.

Child said he is not personally opposed to a rezone if conditions can be met. **Isaacson** said the City's consultant was satisfied with internal circulations, but the traffic volumes on surrounding streets still need to be addressed. **Leeman** said he doesn't think the outside street traffic concerns would be a problem. He personally has a problem with the internal site plan, as he is concerned it will be a circulation spaghetti bowl, although he is fine with drive thrus. **Child** said inside and outside circulation concerns don't apply to the zoning. **Isaacson** said he was satisfied by the letter prepared by the City traffic engineer. However, he agrees with **Leeman** that the site doesn't look big enough to fit everything planned in. **Leeman** said that as critical as he is, he is not sure what the applicant can do better with such an awkward corner spot by a roundabout. Their entry points are not good, and things are pulled to the corners and sides. The Utah Department of Transportation (UDOT) has no problem with the internal circulation. **Child** noted that the applicant is planning berms and plantings to protect the residents, which **Leeman** said may help the situation.

Isaacson said this property is kitty corner from property owned by Davis County and planned to host more uses. **Child** said that changing the zoning would introduce restaurant uses to the area that wouldn't normally thrive, but due to its proximity to the County property that will be changing uses, this is a good fit. **Isaacson** said the pandemic made drive thrus necessary for all restaurants. Even Macy's has a pick-up area now. This is just a new reality. **Mayor Anderson** said he spoke with CenterCal, Station Park's developer, who said there is a huge demand for more restaurants west of Wendy's. Adding more multifamily residential developments in the area will also create a demand for more restaurants.

Leeman said the City doesn't technically require a traffic study at this point in the process, as noted in the last Council meeting. **Layton** said the developer has done his homework and done what the City has asked him to do. Drive thrus make sense in our day and age. However, her concern is pedestrian safety, and she wants the City to be proactive about it. **Mayor Anderson** said it is an issue the City is going to keep looking into internally with **Boshell, Taylor,** and Davis County. The issue has been raised with both UDOT and the Utah Transit Authority (UTA) to hopefully get the state to help find a solution.

Motion:

Child moved that the City Council approve the enabling ordinance (enclosed in the Staff Report) to change the zone from General Mixed Use (GMU) to Residential Mixed Use (RMU) and approve the schematic subdivision plan subject to all applicable Farmington City development standards and ordinances, with the condition that additional elements of the traffic study be expanded and satisfaction met to modify the overestimation of future traffic volumes, as well as future Right of Way (ROW) improvements.

Findings for Approval 1-5:

1. The RMU zone is characteristic of, and compatible with, the surrounding areas.
2. The zone change does not 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.

Layton seconded the motion. All Council members voted in favor, as there was no opposing vote.

Mayor Pro Tempore/Councilmember Scott Isaacson	X Aye ___ Nay
Councilmember Roger Child	X Aye ___ Nay
Councilmember Melissa Layton	X Aye ___ Nay
Councilmember Alex Leeman	X Aye ___ Nay

Child added to his motion that approval is subject to the **Tim Taylor** report and addressing the connections of Clark onto Park Lane, as well as Commerce onto Park Lane.

Leeman seconded the motion. All Council members voted in favor, as there was no opposing vote.

Mayor Pro Tempore/Councilmember Scott Isaacson	X Aye ___ Nay
Councilmember Roger Child	X Aye ___ Nay
Councilmember Melissa Layton	X Aye ___ Nay
Councilmember Alex Leeman	X Aye ___ Nay

SUMMARY ACTION:

Minute Motion Approving Summary Action List

The Council considered the Summary Action List including:

- Farmington Preserve Northwest Subdivision 2nd Amendment – Challenger School
- Engineering Services Agreement with CRS
- Consider Approval of Morgan Pavement to Construct the FY2023 Road Maintenance Project ONYX FMST Bid
- Consider Approval of Staker Parson to Construct the FY2023 Road Maintenance Project Chip Seal Bid
- Consider Approval of Kilgor Companies to Construct the FY2023 Road Maintenance Project Crack Seal and Slurry Seal Bid
- Consider Approval of Kilgor Companies to Construct the FY2023 Road Maintenance Project Overlays Bid
- UTA Pipeline Crossing Agreement for West Davis Corridor Improvements
- Interlocal Agreement for billing and collection of fees for Advanced Life Support Services
- City Council Minutes 5-3-22

Boshell said that Assistant Public Works Director **Cory Brazell** is having a hard time getting the chip seal, crack seal and slurry seal on several projects coordinated to completion, making it

necessary for the City to do these things in house. This is a trial to work with companies directly this year in order to save the City a 10% mark up.

Motion:

Layton moved to approve the Summary Action list items 1-9 as noted in the staff report.

Isaacson seconded the motion. All Council members voted in favor, as there was no opposing vote.

Mayor Pro Tempore/Councilmember Scott Isaacson	X Aye	___	Nay
Councilmember Roger Child	X Aye	___	Nay
Councilmember Melissa Layton	X Aye	___	Nay
Councilmember Alex Leeman	X Aye	___	Nay

GOVERNING BODY REPORTS:

City Manager Report

Pace said during a Utah League of Cities and Towns (ULCT) Legislative Policy Committee meeting, Zions provided a financial update about where the economy is heading long term including employment and interest rates. He said things will be O.K. for a while, and Utah is unique compared to the rest of the nation. Utah’s housing market is pushing some of that. The presentation gave him more confidence that the City’s budget projects are good.

Mayor Anderson and City Council Reports

Layton mentioned getting the 9/11 Memorial into the parade and offering them booth space. **Pace** said **Layton** could check with City Parks and Recreation Director **Colby Thackeray** about that. **Layton** said when she heard that two young girls were drugged and pushed into a car, **Pace** and Police Chief **Wayne Hansen** quickly handled and researched the issue, going through Station Park Security to confirm it was not true. It was a story spread during a Woods Cross graduation party.

Layton said there are college scholarship funds for single mothers being underutilized. **Mayor Anderson** said that information can be given to **Jill** to put in the newsletter. Newsletter content is discussed the first Thursday of every month.

Layton said she has had a lot of complaints about the 65+ community in front of Chick-fil-A, that it blocks traffic vision, is difficult for residents to get in, and causes traffic to back up. **Mayor Anderson** said that this development was approved years ago, and the developer could have done something significantly worse there. **Leeman** said back then, he made all the same gripes about the size, location, and being the back side of an apartment building.

Child said the Historic Preservation Committee is working on informing residents. The Mosquito Abatement District got their chemicals in.

Leeman said while a vast majority of residents are team players, it has become apparent that a segment is not on board with water conservation. They intend to use culinary water in place of secondary water for their yard. He wants to be able to detect that, as well as take clear and decisive action against violators. He wants the Council to be prepared to bring down the

hammer on water conservation. **Pace** said consequences include shutting off residential water. **Leeman** said he wants to be able to detect violators within days, not as long as a billing cycle. He wants them to face significant fights or shut off after one warning. The City doesn't want to play games or continue asking nicely.

Pace said it may be necessary to take the next step in the City's water conservation emergency plan. He has been in good communication with Benchland Water District and Weber Basin Water Conservancy District to determine when that date will be. It is difficult for the City to spend time enforcing the water district's policies, and it is easier to enforce its own policies. There has not been a significant draw down on water storage capacity so far. **Leeman** said the capacity of the system is the biggest issue. Culinary delivers 4 million gallons a day, while Benchland is delivering 30 million gallons of secondary water each day. **Pace** said the biggest worry is cross connection, which would introduce a chance of contamination into the culinary water system.

The feedback **Child** has received is questions as to why the City continues to issue building permits. **Pace** said there is plenty of culinary water. It is Weber Basin's prerogative to stop issuing water rights. There are plenty of water rights for the City's wells to serve through build out. It is more a question of storage capacity than water rights. **Boshell** said Farmington has plenty of water rights. While some cities ask developers to bring water rights with them, Farmington hasn't had to do that. He said there could be some changes to the aquifer levels in the future. **Leeman** said there may be policy decisions about how to handle this issue.

Mayor Anderson said he recently attended a Utah League of Cities and Towns (ULCT) water break-out session with a Utah State University professor. It may be a good idea to host a similar event with a water professional and City water employees in Farmington. People want to conserve, but they don't know how. He wants residents to know what plants take little water, and the City to participate in a visible water conservation project. He would like to post something in the newsletter about Farmington's restrictions, including the violations for penalties. The City needs to be proactive.

Pace said City Parks and Recreation Director **Colby Thackeray** has some water conservation projects lined up including a church park strip that the City maintains and waters. There is no reason that park strip has to be in grass. **Mellor** said Red Butte Garden has several zero water stations for observation, and it may be worth checking out. **Child** said an open house would be a great idea to keep complaints in check, as well as explain how water relates to new building permits. **Leeman** said it may be a good idea to have Weber Basin and Benchland booths at Festival Days.

Mayor Anderson recalled that years ago, a Farmington lieutenant police did an active shooter presentation for the City Council. He would like to have another similar presentation in order to interact with police. The City needs to learn from recent school shootings, and nobody wants to be on national news. Although the City doesn't own the schools, and these are not emotionally popular things to talk about, the City needs to be proactive, especially with things such as the Lagoon issue that happened because of lack of screening.

Child said that while it is not a problem yet, Farmington should be aware of the homeless camping in hills, and that those elements may be coming into this community. His wife walks along the creek every morning, and has seen evidence of someone camping out there. **Mayor**

Anderson said he has had inquiries about what the City can do to control youth drinking alcohol around campfires in the hills, especially with east winds that can cause fires. **Pace** replied that that area is outside City boundaries and is therefore a Forest Service issue.

CLOSED SESSION

Present:

*Mayor Brett Anderson,
City Manager Shane Pace,
Mayor Pro Tempore/Councilmember Scott
Isaacson,
Councilmember Roger Child,
Councilmember Melissa Layton,
Councilmember Alex Leeman,
City Recorder DeAnn Carlile,*

*Recording Secretary Deanne Chaston,
City Planner/GIS Specialist Shannon
Hansell,
Assistant City Manager/Economic
Development Director Brigham Mellor, and
Bradley W. Christopherson (filling in for
City Attorney Todd Godfrey).*

Motion:

At 9:25 p.m., Councilmember **Scott Isaacson** made the motion to go into a closed meeting for the purpose of character, competence or health of an individual; pending or imminent litigation; and acquisition or sale of real property.

Councilmember **Roger Child** seconded the motion, which was unanimously approved.

Mayor Pro Tempore/Councilmember Scott Isaacson	X Aye	___ Nay
Councilmember Roger Child	X Aye	___ Nay
Councilmember Melissa Layton	X Aye	___ Nay
Councilmember Alex Leeman	X Aye	___ Nay

Sworn Statement

I, **Brett Anderson**, Mayor of Farmington City, do hereby affirm that the items discussed in the closed meeting were as stated in the motion to go into closed session, and that no other business was conducted while the Council was so convened in a closed meeting.

Brett Anderson, Mayor

Motion:

At 10:27 p.m., **Child** made a motion to reconvene to an open meeting. Councilman **Alex Leeman** seconded the motion, which was unanimously approved.

Mayor Pro Tempore/Councilmember Scott Isaacson	X Aye	___	Nay
Councilmember Roger Child	X Aye	___	Nay
Councilmember Melissa Layton	X Aye	___	Nay
Councilmember Alex Leeman	X Aye	___	Nay

ADJOURNMENT

Motion:

Child made a motion to adjourn the meeting at 10:27 p.m. **Leeman** seconded the motion, which was unanimously approved.

Mayor Pro Tempore/Councilmember Scott Isaacson	X Aye	___	Nay
Councilmember Roger Child	X Aye	___	Nay
Councilmember Melissa Layton	X Aye	___	Nay
Councilmember Alex Leeman	X Aye	___	Nay

DeAnn Carlile, Recorder

FARMINGTON CITY – CITY COUNCIL MINUTES

JUNE 21, 2022

WORK SESSION

Present:

*Mayor Brett Anderson,
City Manager Shane Pace,
Mayor Pro Tempore/Councilmember Scott
Isaacson,
Councilmember Roger Child,
Councilmember Alex Leeman,
Councilmember Amy Shumway,
City Recorder DeAnn Carlile,
Recording Secretary Deanne Chaston,*

*Community Development Director Dave
Petersen,
Assistant City Manager/Economic
Development Director Brigham Mellor,
Finance Director Greg Davis,
Accountant Kyle Robertson,
City Attorney Todd Godfrey,
City Parks and Recreation Director Colby
Thackeray, and
Public Works Director Larry Famuliner.*

Mayor **Brett Anderson** called the work session to order at 5:04 p.m. Councilmember **Melissa Layton** was excused.

PARKS AND RECREATION & PUBLIC WORKS PRESENTATION

City Manager **Shane Pace** said the City needs a plan in case secondary water is shut off. Public Works Director **Larry Famuliner** said the first phase of any ordinance or restriction is to educate. So far this year, Farmington has used 19% of its Weber Basin culinary water. Farmington is the last on the line, so the chlorine starts breaking down, causing nasty tastes and smells. The City gets a lot of calls about that, and the City ends up flushing the system. He predicts that Farmington won't need to use Weber Basin's culinary water for secondary purposes until September. Benchland Water District has not used any Weber Basin water yet this year for secondary purposes, as they use mountain streams as long as they can first. However, Benchland predicts that they likely will have to use Weber Basin water this year. The cool spring and good rains this year have helped things, and the residents have done a good job at conserving. Last year, secondary water was shut off on Sept. 20. **Pace** said since Weber Basin purchased 20 acre feet of water from the Provo River Water Users Association, it has put them in a better position.

Famuliner said the City's Well 1 has been down for a few months. Since coming back online, it has pumped 1.6 million gallons each day. Since the repair of Well 1, comparing this year to last year, things are in the same ballpark if demand stays where it is. At first he was worried about secondary being shut off Sept. 20 last year, but it ended up being O.K. After that, it only got up to 90 degrees and there were some rain storms. If things go poorly this year and the end of September is hot, Farmington will move from an advisory stage to a moderate stage, which would be a substantial water reduction. No outside watering would be allowed at that stage. The City Council would have to vote to move to the moderate stage. The drastic stage would follow in times of an extreme drought, well failure, or washout of a well or reservoir. Indoor water use would be cut to only life-sustaining use. The City Manager would come to the City Council to implement that stage. Enforcement has four phases: a warning, followed by a \$100 fine, then a \$200 fine, and finally a Class B misdemeanor and water being shut off. Between the warning

and \$100 fine, sprinklers would be severed, there would be educational outreach, and the resident would have to address the situation before sprinklers would be turned back on. Each stage requires communicating with the public, even if it includes a press conference or news cast. In Farmington, 3 million gallons of culinary water are pumped each day. About 30 million of secondary water is pumped each day: 20 million from Benchland and 10 million from Weber Basin. There is a pump on the well by the police station, and the City has other mobile pumps. The City's tank storage can hold three days' worth of water without replenishment or a reduction in use.

City Parks and Recreation Director **Colby Thackeray** said the City is doing its part to conserve water. When the City first got smart controllers 30 years ago, it was a game changer. Those have been upgraded the last three years to account for soil type, plant type, slopes, and sprinkler head type. They only put out what the ground can take and then take a break. That might mean the sprinklers come on four to five times a night. Using the updated smart controllers have led to a 60% reduction in water use. However, sports fields require more water, and the City has reduced water usage by only 10% in order to keep the fields viable and avoid destroying an asset. If the water is on between the hours of 10 a.m. and 6 p.m., it is because maintenance crews go through things once each week to identify and fix leaks. The City has 40 different properties to water; 550 valves; 8,000 sprinkler heads; and six employees. When it rains, the City's watering system doesn't shut off immediately. It takes a bit of time for the system to adjust.

COMMISSIONER LORENA KAMALU PRESENTATION

Davis County Commissioner **Lorena Kamalu** said in the past, the three Davis County Commissioners have split up in order to meet with each city. However, the pandemic shut down those efforts and the commissioners have only been getting around to everyone the last six months or so. Her portfolio assignments include health and human services, the library, and facilities (except for the sheriff property). Her roots are all Utah pioneers, and she moved to Kaysville in 1996.

The community has been discussing plans for the fairgrounds area for years, and she is excited about the renovation of the indoor arena. A new building will be added next door and connected. Plans also include additional fields and a parking redesign. This fall, construction will start on a dirt floor, indoor arena on the grounds of the Utah State University extension in Kaysville. There will also be an outdoor arena. Both facilities will be sustainable and for equestrian use. They will no longer have to compete with a hard floor arena. This will be a win-win partnership, even though there will be an admitted gap while the new dirt floor arena is being built. County Commissioner **Randy Elliott** will bring a more robust presentation to the City Council in the future. Layton Construction recently won the bid, and a prefab order will be made in six months. This is for a facility that doesn't yet exist in the western region for volleyball and basketball. It is especially ideal for volleyball.

Assistant City Manager/Economic Development Director **Brigham Mellor** said the City's relationship with the three County Commissioners before **Kamalu** was stifled. But because of her, Farmington's relationship with the County is the best it has ever been. This is important, as Farmington is the county seat.

Kamalu said it is important to collaborate with local government, as people can be connected to the right people in less time. She is excited the paramedic issue worked out. She pointed out

that cities will need to discuss consolidating 911 with dispatch in the future. The upper level of the medical wing is available for this, and the Davis County Sheriff is very respected with all the first responder agencies.

Councilmember **Roger Child** asked if there has been discussion about changing the mill rates since the increase in property values is leading to huge increases in tax revenues. For example, mosquito abatement's budget had a huge \$650,000 increase. **Kamalu** answered yes, because things by law have to go through Truth in Taxation. By law, any tax increase has to be noticed. **Pace** said certified rates have to be adjusted downward if property tax assessments lead to an increase in taxes collected.

Finance Director **Greg Davis** said certified tax rates go down to compensate, unless taxing entities want to increase revenues, which would require a public Truth in Taxation hearing. **Kamalu** said the County has not increased taxes, but the School District is planning to increase taxes. The School District takes the biggest piece of the property tax pie. The County is the assessment and collection agency for all the taxing entities.

Councilmember **Amy Shumway** said when she gets questions about the fairgrounds, she texts Commissioner **Elliott**, who so far has said there are no plans to view yet. She said the Farmington City Council has not seen any plans, and if the contractor has already been selected, she feels it is time for the Council to see the plans. **Kamalu** said it is a design-build contract, so the architecture is still being done while the contractor is getting on board. Plans are coming very soon. Tonight, she shared with the Council everything she had heard as of last Friday.

Community Development Director **Dave Petersen** said the Interstate 15 (I-15) GIS team has a meeting scheduled with him and Assistant Community Development Director **Lyle Gibson**, and they asked about Glover's Lane. They have received exponential comments about Glover's Lane, with 900 comments in their system to turn Glover's Lane into a freeway interchange. **Petersen** said in his opinion, it wouldn't work. The Utah Department of Transportation (UDOT) and Horrocks Engineers did a study in the mid 2000s that showed for it to work, 200 West would need to be shut down, and all Lagoon access would be off Park Lane. He said there is a move afoot between Kaysville and Farmington that traffic should be dropped off in front of the new high school. There has been an orchestrated effort via social media to crank out letters in support of this. It would have serious ramifications on the transportation system. It is not in the I-15 GIS team's plans, but they have to look at it because of the overwhelming comments they have received. The traffic peaks are different and would be between 7:45 a.m. and 2:20 p.m., which is not a normal peak on neighborhood roads.

CLOSED SESSION

Present:

*Mayor Brett Anderson,
City Manager Shane Pace,
Mayor Pro Tempore/Councilmember Scott
Isaacson,
Councilmember Roger Child,
Councilmember Alex Leeman,
Councilmember Amy Shumway,*

*City Recorder DeAnn Carlile,
Recording Secretary Deanne Chaston,
Assistant City Manager/Economic
Development Director Brigham Mellor,
Finance Director Greg Davis, and
City Attorney Todd Godfrey.*

Motion:

At 5:48 p.m., Councilmember **Scott Isaacson** made the motion to go into a closed meeting for the purpose of character, competence or health of an individual.

Councilmember **Alex Leeman** seconded the motion, which was unanimously approved.

Sworn Statement

I, **Brett Anderson**, Mayor of Farmington City, do hereby affirm that the items discussed in the closed meeting were as stated in the motion to go into closed session, and that no other business was conducted while the Council was so convened in a closed meeting.

Brett Anderson, Mayor

Motion:

At 6:28 p.m., **Leeman** made a motion to reconvene to an open meeting. Councilmember **Amy Shumway** seconded the motion, which was unanimously approved.

Mayor Pro Tempore/Councilmember Scott Isaacson	X Aye ___ Nay
Councilmember Roger Child	X Aye ___ Nay
Councilmember Melissa Layton	X Aye ___ Nay
Councilmember Alex Leeman	X Aye ___ Nay
Councilmember Amy Shumway	X Aye ___ Nay

BUDGET DELIBERATION

Finance Director **Greg Davis** said during the first City Council meeting of May, the recommended budget was approved and it then became the tentative budget. Documents included the key changes in the general fund for the next fiscal year, showing ongoing and one-time revenues and expenditures. Bottom line the general fund is \$5.37 million. He advised the Council members to pay attention to how much of a budget is ongoing vs. one-time. One change to the tentative budget is that the Council wants to forgo the property tax increase. If the tax increase is taken away, a greater amount of money will need to be pulled out of fund balance. In this case, it will be \$1.6 million instead of \$1.4 million.

Davis also recommended a couple of other changes. According to figures just recently received, sales tax has continued to be better than projected, and property tax was less than projected. He would like to increase sales tax by \$200,000 in the budget while reducing property taxes by \$200,000. A revenue adjustment of \$300,000 will need to be made for the new Fruit Heights fire and ambulance contract. However, this is budget neutral.

Davis said things are not balancing on the ongoing side by \$241,000, and cuts may be needed to make the budget balance. The State limit for fund balance is 35% of the budget, and Farmington was at 42.4% before any adjustments.

After being provided an email with a list of possible expenditure reductions, many Council members didn't feel like cutting anything. Mayor Pro Tempore/Councilmember **Scott Isaacson** said he prefers to leave the budget the way it is without the tax increase and without making any cuts to expenditures. He has confidence that it will be fine and not make that big of a difference for a budget of over \$5 million. He doesn't see anywhere that needs to be cut. Councilmember **Alex Leeman** said it doesn't move the needle substantially for him either. There is \$2 million in payroll increases, which are needed. There is nothing he disagrees with, and nothing that he would like to change.

Davis said the City's budget is so high because of the one-time revenues that came in such as Coronavirus Aid, Relief, and Economic Security (CARES) and Federal Emergency Management Agency (FEMA). **Isaacson** said the City doesn't get a lot of say about revenues outside of setting tax rates. Revenues are all based on property and sales taxes. The State set the maximum amount of reserves at 35%, and Farmington was at 25% for a long time. All the City can do is control expenditures year to year. **Mayor Anderson** said the City could actually be found in violation if their reserves are over 35%. Assistant City Manager/Economic Development Director **Brigham Mellor** said fees can be adjusted such as those for parks and recreation, where the City can charge more for nonresident users. The City can also adjust fees to stay on par with instruction levels at neighboring cities.

City Manager **Shane Pace** said the City got more support for the pay increase than for the tax freeze. **Leeman** said the mayor position gets paid 1.5 times the Councilmember positions, but the mayor puts in more than 1.5 times the effort. He would like to increase the mayor pay at a greater pace than that of the City Councilmembers. Councilmember **Amy Shumway** agreed. **Isaacson** said he agreed in principal, but he wants to see the figures and compare them to other cities. City Attorney **Todd Godfrey** said he sees half the mayors in the cities he represents give their pay back to the City. He is not sure what other mayors get paid.

REGULAR SESSION

Present:

*Mayor Brett Anderson,
City Manager Shane Pace,
Mayor Pro Tempore/Councilmember Scott
Isaacson,
Councilmember Roger Child,
Councilmember Melissa Layton (via Zoom).
Councilmember Alex Leeman,
Councilmember Amy Shumway,
City Recorder DeAnn Carlile,
Recording Secretary Deanne Chaston,*

*Assistant City Manager/City Engineer Chad
Boshell (via Zoom),
Assistant Community Development Director
Lyle Gibson,
Police Chief Wayne Hansen,
Finance Director Greg Davis,
Accountant Kyle Robertson,
City Attorney Todd Godfrey, and
Police Chief Eric Johnsen.*

CALL TO ORDER:

Mayor **Brett Anderson** called the meeting to order at 7:01 p.m.

Roll Call (Opening Comments/Invocation/Pledge of Allegiance)

Councilmember **Amy Shumway** offered the invocation, and the Pledge of Allegiance was led by Mayor Pro Tempore/Councilmember **Scott Isaacson**.

PRESENTATION:

Resolution Appointing Eric Johnsen as new Police Chief and Administration of Oath of Office

Chief **Wayne Hansen** is retiring as of June 30, 2022. To replace him, an in-house recruitment began weeks ago. The interview committee made up of **Mayor Anderson**, two council members, Fire Chief **Rich Love**, Human Resource Director **Holly Gadd**, and City Manager **Shane Pace** interviewed three candidates.

Eric Johnsen has worked with the Farmington City Police Department since 2007, serving as a patrol lieutenant, detective sergeant, detective, and patrol officer. He has also worked for Layton, Farmington and Sandy as a patrol officer. He received a Bachelor’s degree from Weber State University.

Mayor Andersen and **Isaacson** said that after interviewing all three in-house candidates, they were impressed with the caliber of all three.

Motion:

Isaacson moved that the City Council appoint Eric Johnsen as the new police chief in place of Wayne Hansen, who is retiring.

Councilmember **Alex Leeman** seconded the motion. All Council members voted in favor, as there was no opposing vote.

Mayor Pro Tempore/Councilmember Scott Isaacson
Councilmember Roger Child

X Aye ___ Nay
X Aye ___ Nay

Councilmember Melissa Layton
Councilmember Alex Leeman
Councilmember Amy Shumway

X Aye ___ Nay
X Aye ___ Nay
X Aye ___ Nay

The police department presented flowers to **Mrs. Hansen** for her support and contribution to both the department and her husband over the years. **Hansen** was presented with a flag that was flown over the department in his honor on his last day. He expressed his appreciation of the City and the members of his department for their heart, soul, and dedication.

City Recorder **DeAnn Carlile** administered the Oath of Office to **Johnsen**, who received a standing audience ovation.

The department presented flowers of friendship to **Mrs. Johnsen**. The new police chief addressed the Council and large audience. He thanked the City for the opportunity to serve, especially as he was considering retirement. However, he applied to be chief because he loves Farmington and considers it his home. He is passionate about protecting the freedoms given to Farmington residents in the Constitution and Declaration of Independence. He thanked **Chief Hansen** for his service.

PUBLIC HEARINGS:

Resolution Amending the Consolidated Fee Schedule (CFS)

Finance Director **Greg Davis** presented this agenda item. The proposed changes to utilities and in recreation fees are based on the consumer price index, which has been up quite a bit this year. The City made some changes to recreation fees in May, but more adjustments were needed to align with how surrounding cities charge nonresidents. Budget increases in the City's water operations are necessary to accommodate future projects, and **Davis** doesn't predict that to decrease in the future.

Mayor Anderson opened and closed the Public Hearing at 7:21 p.m. as nobody signed up in person or electronically to address the Council on the issue.

Motion:

Councilman **Roger Child** moved that the City Council adopt the resolution (enclosed in the Staff Report) amending the Consolidated Fee Schedule as listed in the resolution.

Shumway seconded the motion. All Council members voted in favor, as there was no opposing vote.

Mayor Pro Tempore/Councilmember Scott Isaacson
Councilmember Roger Child
Councilmember Melissa Layton
Councilmember Alex Leeman
Councilmember Amy Shumway

X Aye ___ Nay
X Aye ___ Nay
X Aye ___ Nay
X Aye ___ Nay
X Aye ___ Nay

Resolution Amending the Municipal Budget FY22

Davis presented this agenda item. It becomes necessary every year to amend the budget because of unanticipated items such as repairs. These are items that the City was not aware of until year end. This year, the amendments need to be made for the following items:

- A. Building inspection, as building permit activity increased revenue by \$400,000 instead of the expected increase of \$40,000.
- B. City Council mobile devices, a \$3,600 expenditure increase
- C. Retirement expenditures, a \$61,405 expenditure increase as two long-term employees retired in June of 2022
- D. Engineering payroll budgeting error correction, a \$15,000 expenditure increase
- E. Inspection, a budget neutral increase in contracted services
- F. Increased contracted legal services, a \$50,000 expenditure increase
- G. Hostage incident, a \$9,600 expenditure increase from a September 2021 incident
- H. City Hall siding and other building improvement projects, a \$35,000 expenditure increase
- I. Legacy Trail restroom, a \$111,000 expenditure increase
- J. Sewer fees collected and transmitted to Central Davis Sewer District, budget neutral
- K. Garbage and Recycling, rollover budget for can purchases, a \$41,000 expenditure increase
- L. Garbage and Recycling, landfill rate increase, a \$45,000 expenditure increase
- M. Garbage and Recycling, contractual rate increase from hauler due to rising gas prices, a \$35,000 expenditure increase
- N. Ambulance Fund, higher call volume and billings, a \$100,000 revenue increase instead of an expected \$20,000 increase
- O. Ambulance Fund billings write-offs, a \$500,000 expenditure increase

For the next fiscal year, **Davis** has included a contingency budget for fire and police to handle things that come up such as a hostage situation in a home and increases in fuel prices. Councilmember **Amy Shumway** said the ambulance fund billings write-offs hurt her. **Davis** said cities typically have a low rate of collection on ambulance billings, and it is a non-cash item that his difficult to estimate. **Pace** said even though the Council approved the write-offs, the City doesn't stop trying to collect on them.

Mayor Anderson said he appreciates **Davis** and Accountant **Kyle Robertson** for all their hard work on the budget for the last four months.

Mayor Anderson opened and closed the Public Hearing at 7:26 p.m., as nobody signed up in person or electronically to address the Council on the issue.

Child said the lack of public interest in this item is a testament to him that the City is well managed fiscally. He thanked the Staff for all their efforts. **Isaacson** said the budget information was easy to understand and very clear. **Shumway** said she appreciated the narrative and explanation of each item.

Motion:

Shumway moved that the City Council approve the resolution to amend the FY22 municipal budget.

Child seconded the motion. All Council members voted in favor, as there was no opposing vote.

Mayor Pro Tempore/Councilmember Scott Isaacson	X Aye	___	Nay
Councilmember Roger Child	X Aye	___	Nay
Councilmember Melissa Layton	X Aye	___	Nay
Councilmember Alex Leeman	X Aye	___	Nay
Councilmember Amy Shumway	X Aye	___	Nay

Resolution Adopting the Municipal Budget for Fiscal Year ending June 30, 2023

Davis presented this agenda item. Millions of dollars’ worth of requests came in while **Davis** and his department were preparing this budget, and the City can’t approve everything. Fund balances are very healthy, and the sales tax revenues coming in from Station Park amaze him. This has allowed for large expenditure increases overall, and the funding of several one-time projects. It is important to watch ongoing vs. one time expenditures.

This budget reflects the Council’s decision not to enact a property tax increase. There have been some small changes from the tentative budget adopted by the Council in May. Sales tax is continuing to come in better than anticipated in the tentative budget, but the City’s projections were too high for property tax. The new contract with Fruit Heights for fire and ambulance will be budget neutral, bringing in \$300,000 in revenue and costing the same in expenditures. It will be initially placed in the general fund for simplicity, and perhaps later allocated to the ambulance fund. **Davis** believes there is a pattern of not allocating enough cost for the ambulance.

Mayor Anderson opened and closed the Public Hearing at 7:37 p.m., as nobody signed up in person or electronically to address the Council on the issue.

Davis said there will be a 7.5% increase on both garbage pick-up fees and water utility fees. Mayor Anderson said that labor, material, and fuel prices keep going up, then trickling down.

Motion:

Child moved that the City Council approve the resolution to adopt the FY23 Municipal budget, including changes made by the City Council to the tentative budget during work session of June 21, 2022.

Isaacson seconded the motion. All Council members voted in favor, as there was no opposing vote.

Mayor Pro Tempore/Councilmember Scott Isaacson	X Aye	___	Nay
Councilmember Roger Child	X Aye	___	Nay
Councilmember Melissa Layton	X Aye	___	Nay
Councilmember Alex Leeman	X Aye	___	Nay
Councilmember Amy Shumway	X Aye	___	Nay

REDEVELOPMENT AGENCY MEETING

Present:

*Mayor Brett Anderson,
City Manager Shane Pace,
Mayor Pro Tempore/Councilmember Scott
Isaacson,
Councilmember Roger Child,
Councilmember Melissa Layton (via Zoom),
Councilmember Alex Leeman,
Councilmember Amy Shumway,*

*City Recorder DeAnn Carlile,
Recording Secretary Deanne Chaston,
Assistant Community Development Director
Lyle Gibson,
Finance Director Greg Davis,
Accountant Kyle Robertson, and
City Attorney Todd Godfrey.*

Motion:

Councilmember **Alex Leeman** made the motion to adjourn to the Redevelopment Agency (RDA) Meeting. The motion was seconded by Councilmember **Amy Shumway**, and was unanimously approved.

CALL TO ORDER:

Mayor **Brett Anderson** called the meeting to order at 7:42 p.m. Roll call established that all members were present.

Finance Director **Greg Davis** mentioned the property on State Street that was purchased and cleared of a home. This item was not in the original RDA budget. At the beginning of the fiscal year, the City returned collected taxes to the tax entities from whom the tax had been collected. The budget needs to be opened in order to accommodate this.

Mayor Anderson opened and closed the Public Hearing at 7:43 p.m., as nobody signed up in person or electronically to address this issue.

Shumway said it has been interesting to see how many fewer calls the City has received since purchasing that property, and a dollar amount that could be assigned to that. City Manager **Shane Pace** said he would try to get the Council that information. He does not know about a single call about this property that has come in in the last five months. There is no question this was a good choice.

Motion:

Leeman moved that the RDA amend the RDA Budget for Fiscal Year ending June 30, 2022.

Shumway seconded the motion. All members voted in favor, as there was no opposing vote.

Mayor Pro Tempore/Councilmember Scott Isaacson	X Aye	___ Nay
Councilmember Roger Child	X Aye	___ Nay
Councilmember Melissa Layton	X Aye	___ Nay
Councilmember Alex Leeman	X Aye	___ Nay
Councilmember Amy Shumway	X Aye	___ Nay

New item

Davis said that the Station Park RDA property tax figure has been decreasing according to Davis County figures. At some point, the City can make a decision to discontinue receiving property taxes into the RDA and divert the funds to the general fund instead.

Mayor Anderson opened and closed the Public Hearing at 7:47 p.m., as nobody signed up in person or electronically to address this issue.

Motion:

Councilman **Scott Isaacson** moved that the RDA approve the resolution adopting the RDA Budget for Fiscal Year ending June 30, 2023, as presented in the packet.

Councilmember **Roger Child** seconded the motion. All members voted in favor, as there was no opposing vote.

Mayor Pro Tempore/Councilmember Scott Isaacson	X Aye	<input type="checkbox"/> Nay
Councilmember Roger Child	X Aye	<input type="checkbox"/> Nay
Councilmember Melissa Layton	X Aye	<input type="checkbox"/> Nay
Councilmember Alex Leeman	X Aye	<input type="checkbox"/> Nay
Councilmember Amy Shumway	X Aye	<input type="checkbox"/> Nay

Motion:

Shumway made a motion to adjourn and reconvene to an open City Council meeting at 7:48 p.m. The motion was seconded by **Child**, which was unanimously approved.

Mayor Pro Tempore/Councilmember Scott Isaacson	X Aye	<input type="checkbox"/> Nay
Councilmember Roger Child	X Aye	<input type="checkbox"/> Nay
Councilmember Melissa Layton	X Aye	<input type="checkbox"/> Nay
Councilmember Alex Leeman	X Aye	<input type="checkbox"/> Nay
Councilmember Amy Shumway	X Aye	<input type="checkbox"/> Nay

Rezone 326 W. Park Lane from Business Park (BP) to Commercial Mixed Use (CMU)

Assistant Community Development Director **Lyle Gibson** presented this agenda item regarding the 0.15 acres of land the City purchased in front of Hampton Inn on Park Lane. It used to have a pink home on it that was later removed. It was very restricted and limited as to what could be done, and so the City issued a Request For Proposals (RFP). The CMU zone has been requested at this location to accommodate plans. Everything around it is CMU, and the public hearing was quiet on the Planning Commission level.

Shumway said the only issue she has with the CMU there is that it allows residential. She would like to make the zoning contingent so it doesn't come back as residential. It is so small that residential couldn't fit on it. **Gibson** said the CMU allows up to 14 units per acre. **Pace** said one of the stipulations in the contract is the property has to be rezoned before closing. **Child** said the contract is acting as a kind of Development Agreement, and he asked if it defines who does the street improvements. **Pace** believes it does, as it was also made clear in the RFP. Farmington is the applicant on this item.

Mayor Anderson opened and closed the Public Hearing at 7:53 p.m. as nobody signed up in person or electronically to address the Council on the issue.

Motion:

Isaacson moved that the City Council approve the rezone of the subject property at 326 W. Park Lane from BP to the CMU zoning district.

Findings 1-3:

1. The proposed rezone is consistent with the City’s General Plan and future land use map.
2. The existing BP zoning designation is too restrictive to develop the subject property, and the proposed CMU zoning district makes the site viable.
3. The CMU zoning district is compatible with surrounding development.

Child seconded the motion. All Council members voted in favor, as there was no opposing vote.

Mayor Pro Tempore/Councilmember Scott Isaacson	X Aye	___	Nay
Councilmember Roger Child	X Aye	___	Nay
Councilmember Melissa Layton	X Aye	___	Nay
Councilmember Alex Leeman	X Aye	___	Nay
Councilmember Amy Shumway	X Aye	___	Nay

Minor Schematic Subdivision Phil and Natalie Hunter

Gibson presented this agenda item. This property at 200 East and 1600 South is proposed to be subdivided. The applicants want to remove the existing home to divide the lot for two new single-family homes. The property has some slope to it that makes it challenging. The smaller lot will be on the south while the lot to the north will be about half an acre. They meet and exceed the minimum lot sizes in the existing zone designation. The Staff recommends that the Council approve this.

The note in the geotech report defining slope should be included in the plat itself, as it will be helpful for future builders. Because 200 East is a Utah Department of Transportation (UDOT) Right of Way (ROW), Staff and UDOT are trying to get the driveway right in the middle to make it so a single drive could access both lots, therefore reducing the number of accesses off the ROW. The only discussion on the Commission level was about the street improvements as the property develops and subdivides, and whether they should be installed during the subdivision process. This property already has a driveway, and no curb, gutter or sidewalk on the properties to the north and south of it.

Applicants **Phil and Natalie Hunter** (1605 S. 200 E., Farmington, Utah) have been Farmington residents for 14 years. They bought the house with hopes of subdividing. It sounds like the City will do the sidewalks eventually, but it would be cost prohibitive for the **Hunter** family. It would make the difference of selling the property and moving. They live in an aging house currently on the property. **Pace** said the price of the improvements are calculated through the City Engineer during the site plan. **Isaacson** said he would rather have a fee in lieu than an extension agreement. **Gibson** told the applicants that paying now will save money as the costs of improvements could go up in the future. He feels the costs will be lower than the applicant is

anticipating. **Pace** said even though it is a State road, the State won't contribute to the improvements. It is the City's responsibility to do the curb.

Phil Hunter said that a developer looked at this property three to four years ago and said building can't be done higher due to the slope. There is a buildable area on a plateau, but it is difficult to get to it. A geotech didn't find a fault on his property, even though a fault had been defined on the land north of this property.

Councilmember **Melissa Layton** left the meeting.

Mayor Anderson opened and closed the Public Hearing at 8:06 p.m., as nobody signed up in person or electronically to address the Council on the issue.

Motion:

Leeman moved that the City Council approve the proposed Minor Schematic Subdivision subject to the following Conditions 1-3:

1. The applicant apply for a special exception per FCC 11-32-060 (5), which allows for a lot which has frontage on a private street to obtain its access over one adjacent building lot.
2. The Final Plat shall indicate areas with slopes of 30% and greater which shall be labeled as "non-buildable area."
3. The Final Plat shall include the "Fault Hazard Setback Zone," which has been identified in the geotechnical report produced for this project.

Findings 1-4:

1. The proposed public benefit is sufficient for a small subdivision gaining one additional lot needed to subdivide under the existing zone.
2. The proposed lots will be compatible and in fact larger than most new single-family home lots being developed in the immediate area.
3. The properties maintain frontage on a public road (200 East) and have access to utilities from that Right of Way.
4. There has previously been established additional access into the property from Penelope Court to the south to better facilitate access to the site.

Child seconded the motion. All Council members voted in favor, as there was no opposing vote.

Mayor Pro Tempore/Councilmember Scott Isaacson	X Aye	___ Nay
Councilmember Roger Child	X Aye	___ Nay
Councilmember Melissa Layton	X Aye	___ Nay
Councilmember Alex Leeman	X Aye	___ Nay
Councilmember Amy Shumway	X Aye	___ Nay

BUSINESS:

Interlocal Agreement with Fruit Heights City for Fire Protection and Emergency Medical Services

Pace presented this agenda item. Months ago, Fruit Heights approached Farmington about emergency medical services and fire, based on Emergency Management Director **Guido Smith's** proposal done four years ago. The proposed contract was drafted by both cities' attorneys.

Letters were prepared by Fire Chief **Rich Love** and Police Chief **Eric Johnsen**. Kaysville is giving up servicing Fruit Heights. The State Emergency Medical Division told **Love** all they need is a letter and they will make the change immediately. Dispatch services will be educated about the change so that Farmington will be the first to Fruit Heights. If Farmington has an ambulance in the north part of the city, it will be a faster response time for Fruit Heights. **Pace** said Farmington will have an ambulance station in Fruit Heights 12 hours a day. Farmington can keep all the ambulance fees received in addition to the \$300,000, which is an additional benefit. In the future, Fruit Heights wants to create a two-city district with the opportunity for other cities to join. The district option is in the best interest of both cities. The proposed contract gives flexibility and the chance to renew for two years. About 70% of Fruit Heights calls are medical calls, or 200 calls each year.

Isaacson was surprised there was no discussion of liability in the contract between the two cities. City Attorney **Todd Godfrey** said he didn't push for an indemnification agreement since it is in the public safety arena.

Mayor Anderson said Fruit Heights Mayor **John Pohlman** is thrilled about this agreement, as both cities benefit from it. It is good for Farmington to have extra resources that Fruit Heights is paying for. Their extra ambulance will be available to Farmington.

Motion:

Shumway moved that the City Council approve the contract with Fruit Heights to provide fire protection and emergency medical services.

Child seconded the motion. All Council members voted in favor, as there was no opposing vote.

Mayor Pro Tempore/Councilmember Scott Isaacson	X Aye ___ Nay
Councilmember Roger Child	X Aye ___ Nay
Councilmember Alex Leeman	X Aye ___ Nay
Councilmember Amy Shumway	X Aye ___ Nay

GOVERNING BODY REPORTS:

City Manager Report

Pace presented the Building Activity Report for May 2022. He wanted to make the Council aware of an email from **Mark Tingey** about the Symphony Home issues. After a follow-up letter from **Russell Wilson** with Symphony homes, **Tingey** believes the issues are resolved.

Festival Days July 5-9, 2022, will make a busy week for the mayor and Councilmembers.

Isaacson will not be available for the July 5 meeting. **Child** will be available for July 5, but will have to call in for the July 19 meeting. **Leeman** and **Shumway** will be available. It was decided to plan on holding both the July 5 and July 19 meetings. The appointment of two Planning Commission members will be on a future agenda.

Mayor Anderson and City Council Reports

Leeman asked how long 950 North would be closed off. Via Zoom, Assistant City Manager/City Engineer **Chad Boshell** replied that it would be closed for another two to three weeks as crews replace the water line along with installing a new sewer line. A half section will be repaved with a minimum amount of asphalt, which will be torn up again in spring or late fall.

Mayor Anderson said that Festival Days is quickly approaching and the Staff will be stretched. He encouraged the Councilmembers to attend as many events as possible. He would like them to report afterward what was effective and what wasn't this year. There have been many iterations of Festival Days activities over the years including motorcycles, a bike race, fireworks, and consolidation from a week to only a few days. He wants feedback from residents. **Shumway** asked for a list of events. **Pace** said City Parks and Recreation Director **Colby Thackeray** would be providing that soon.

Isaacson said the comment he hears the most from residents is that they want more swimming facilities or a bigger pool. There is a real desire out there. **Pace** said the Council just approved \$50,000 in the budget for design work on the pool, and that will take six to nine months. A funding source beyond that will need to be determined, which may include the possibility of a bond after the Recreation, Arts and Parks (RAP) tax is paid off in 2025. **Mayor Anderson** said it would be nice if there were visible parts of that project that could get residents excited. **Pace** would like to do the project in phases so complete shutdown of the pool is not required. Costs can escalate from \$4 million to \$20 million very quickly, and there are limits to what the City can afford. The Davis School District doesn't want to participate if they have to be involved in maintenance. **Isaacson** asked if Fruit Heights would possibly want to participate. He has heard requests for a lazy river, and this may be a good thing to discuss with the Parks, Recreation, Arts and Trails (PRAT) Advisory Board. **Pace** said a lazy river was in the last design, and it was not an expensive item compared to an indoor pool, where costs can balloon dramatically.

Mayor Anderson said some volunteers have been interviewed to be part of the Historic Preservation Commission, and both of them are passionate about historic preservation.

Motion:

Child made a motion to approve the resolution appointing the following members to the historic preservation commission: **Dorthy Briggs Arnold** and **Kathy Cornejo**.

Leeman seconded the motion. All Council members voted in favor, as there was no opposing vote.

Mayor Pro Tempore/Councilmember Scott Isaacson	X Aye	___ Nay
Councilmember Roger Child	X Aye	___ Nay
Councilmember Alex Leeman	X Aye	___ Nay
Councilmember Amy Shumway	X Aye	___ Nay

Gibson said he would let Community Development Director **Dave Petersen** know that the names have been approved.

ADJOURNMENT

Motion:

Shumway made a motion to adjourn the meeting at 8:34 p.m. **Child** seconded the motion, which was unanimously approved.

Mayor Pro Tempore/Councilmember Scott Isaacson	X Aye ___ Nay
Councilmember Roger Child	X Aye ___ Nay
Councilmember Melissa Layton	X Aye ___ Nay
Councilmember Alex Leeman	X Aye ___ Nay
Councilmember Amy Shumway	X Aye ___ Nay

DeAnn Carlile, Recorder

DRAFT