

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

Regarding agenda Item #1 (Farmstead Subdivision), City Planner/GIS Specialist Shannon Hansell said the bonus density would be derived from a combination of the developer providing moderate-income housing, Transfer of Development Rights (TDR), and a sound wall, which would benefit both the proposed development as well as surrounding neighborhood. As a rezone, it is a discretionary legislative act. Chair John David Mortensen said granting the applicant half acre lots would result in 24 lots, but they are asking for 30 lots. The existing Flatrock Ranch subdivision has a minimum lot size of 0.42 acres. Mortensen said he would like to thoroughly educate the public about the three options before taking public comment. Commissioners expect the east easement off Flatrock and water retention to be a topic of public discussion. Some nearby residents would rather have berms than a sound wall.

Regarding agenda Item #2 (STACK supplemental Development Agreement and Project Master Plan Amendment covering 150 acres), Assistant Director/City Planner Lyle Gibson said it is for discussion and direction rather than a decision. The Planning Commission hasn’t seen this since May, and the applicant has a lot of details to present tonight, including five or six key changes. Staff is recommending to table this item with direction. Auto- vs. pedestrian-oriented areas will be identified. Staff has been keeping Wasatch Development, a partner to this project with control of 20 acres, apprised of STACK’s changes. Miller Meadows hasn’t yet submitted an official application.

The Lyon Meadows project is off the frontage road east of I-15 on the north part of town. The Commission has previously expressed support for the single-family, quarter-acre lots concept and layout. They want the applicant to detail why they deserve bonus density. Rather than a deed restriction on the units restricting the price for 20 years, they are proposing smaller units that hit the moderate-income housing price, that also require owner-occupancy for a total 10 years.

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

Chair John David Mortensen opened the meeting at 7:10 pm to due some technical difficulties regarding Zoom.

SUBDIVISION / ZONING APPLICATIONS – public hearings: 1-4

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

City Planner/GIS Specialist Shannon Hansell presented this item. The subject property consists of 15.5 acres accessed from 1525 West just north of the West Davis Corridor (WDC). It is adjacent to Flatrock Ranch and would be connected to that subdivision by Bareback Way on the west and a new road connection on the east. The property is a remnant from the Utah Department of Transportation (UDOT) construction of the West Davis Corridor, and remains zoned AA and A, which have conventional lot sizes of 10 and 2 acres. The applicant is requesting a zone change to AE, which has a conventional lot size of 1 acre, and alternative lot size of 0.5 acre. The

surrounding area is primarily residential with lot sizes averaging around 0.5 to 1 acre. The proposal currently includes 30 lots ranging in size from 0.27 to 0.7 acres.

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

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

Applicant Chase Freebairn (3451 N. Red Tail Way, Layton, Utah) is representing Cole West (CW Urban) with offices based in Centerville. They would be both developer and home builder. He used to work for Ivory and actually worked on the Flatrock Ranch property that is directly north of the Farmstead property. On August 6, 2024, they held a neighborhood Q&A at their offices, where they were able to talk with neighbors. He appreciates their time and commitment to the neighborhood in which they live. He indicated that while everyone didn't all agree, it was a very civil discourse.

Freebairn provided Staff with some slides of some project renderings. He is aware of the concerns regarding the lot sizes ranging from 0.29 to 0.72 acres, with an average of 0.42 acres. This area of West Farmington has typically been larger lots, with the average lot size in the neighboring subdivision at 0.50 acres. Drainage and grading are other concerns of the neighbors. Farmstead is using the same engineer that designed Flatrock to address this project's drainage issues that would involve the Army Corps of Engineers, City code, State code, and the Federal Emergency Management Agency (FEMA). Rear lot drains on the Flatrock side are meant to drain water away from the homes. They are proposing something similar on their own side. This plan is preliminary, and information will evolve as they get more data. The proposed setbacks are similar to other homes in the area.

The developer is proposing a 12-foot sound wall right up to the cul-de-sac on the west end. He is aware of the neighbors' concerns regarding a berm. There is no difference in the height of either. While UDOT is aware of the sound wall proposal, CW Urban has not entered into any agreements with UDOT. CW would install the sound walls. The berm would cut into yards and the buildable areas, so the applicant is in favor of the sound wall. The wall is a huge price point, but it is a value add for the neighborhood as it provides greater curb appeal, increased privacy, noise reduction, better air quality, etc. It would cost \$300 per linear foot, for a total cost of \$663,600. Land in 2024 is not cheap under this economic climate with high interest rates. They would like three units to be deed-restricted with the intent to rent out their basements to those making an 80% Area Median Income (AMI). This would help provide affordable housing while also maintaining the character of the neighborhood. It is a cost burden on the homeowner to build a Detached Accessory Dwelling Unit (ADU). The most economical option is to use existing space in their home as-is. These are \$1 million plus homes. They would have Covenants, Conditions, and Restrictions (CC&Rs), a Homeowner's Association (HOA), and landscaped entry monuments. They proposed 30 lots after interpretation and negotiation with the City for the public benefit.

Alternate Commissioner Spencer Klein asked about any interest in making the access from 1525 West instead of Flatrock Drive. Freebairn said if it was an option, he wouldn't be against it. However, he doesn't know that it is an option. He would have to look into it, as the property and the spot for this access was intentional per the Flatrock Ranch recorded plat deeded in 2020. It is something they could approach UDOT about. He doesn't know if the water mitigation in Flatrock Ranch worked or not. It will be top of mind as they design this project.

Regarding an easement off 1525 West, Assistant Director/City Planner Lyle Gibson said he hasn't looked at the option. UDOT controls the Right of Ways. This area may have a future West Davis Corridor (WDC) interchange, and there are limitations with how close streets can be to on- and off-ramps. He assumes UDOT would not allow it, but this has not been confirmed.

Commissioner Tyler Turner asked about the sound wall and drainage, wondering if the applicant has thought about doing sump pumps in addition to drainage system. Freebairn did indicate they have thought about it in addition to rear-lot drains, and would have no problem providing that if needed. It's early right now in the development process, so but he is not opposed.

Chair, John David Mortensen opened the public hearing at 7:45 PM.

Monica Bell (1712 Flatrock Drive, Farmington, Utah) did her own research on the zoning ordinance, which she said is meant to lessen congestion. She said that it is potentially bringing approximately 60 additional cars to the area, and as many as 100 cars with future phases. She also had concerns about emergency situations if residents would need to evacuate. When Buffalo Ranches had to evacuate in the past, Flatrock residents weren't able to get out. There are some safety concerns. The 30 lots would be creating an undue concentration in population, as the yield plan is 24 lots. She said most people moved to this area instead of the Ranches in order to have nicer and bigger lots. Surrounding neighborhoods have between 1 to 3-acres lots. Bell does not like the sound walls or berms, as it does not match the aesthetic of the neighborhoods. She wants to maintain the frontier lifestyle.

Brandon Layton (1808 W. Flatrock Drive, Farmington, Utah) does not like the idea of renting basements. He knows there are some for low income who may need to rent, but he wants to ensure that renters are an in-law or child of the owner. He appreciates the sound walls and wants to block the sound, but they are also an opportunity for graffiti. He understands that UDOT ran out of money to build the berm. More concerns are water drainage access. He said they are constantly pumping out of their sump pump. He wants to be a good neighbor, but things need to be reasonable. Larger lots help disperse the water.

Marci Porter (1719 W. Flatrock Drive, Farmington, Utah) used to live on a 0.24-acre lot in The Ranches, and purposely moved to this neighborhood in order to have no neighbors and to see the beautiful mountains. She now feels deceived regarding this project. She said that Ivory built the road up to get basements and is concerned that if the new project is built up, then it would create a "V" in the backyards that would bring with it big drainage issues. She said a past City newsletter once indicated there are enough "small lots" in the City, and more are not needed. Lots under half an acre are not attractive. Many of the neighbors have trauma from working with Ivory. She said she'd rather have less homes than a sound wall. She would like to know more about the elevation of the future homes. She wants this also connected to the trail and a nearby community park.

Jeff Rosenbaugh (1696 W. Flatrock Drive, Farmington, Utah) said that he wants to be a good neighbor. While he knows that Farmington and the State does need more housing, this may not be the best idea for this area since these homes are \$1 million on average, and first-time home buyers cannot afford those. If this was strictly affordable housing, then he could see the other side of the issue. For him and his neighbors, the land their homes sit on is their single largest asset. He feels his property value will be undermined by this project, which is trying to increase density to 30 instead of 24 in order to enrich themselves.

Lauri Nelson (1765 W. Flatrock Drive, Farmington, Utah) wants to know the future of 1525 West, as it is already dangerous due to its narrowness. Adding more homes means adding the danger of more cars. She wants to ensure safety including widening and the future off-ramp. She is also concerned with the elevation of the property as she does not want the other homes to be able to look down into their property or have drainage into her yard. She is concerned with rentals. They are already proposing to go from 24 to 30, and rentals would double people, cars, and traffic.

Robert Jansen (1909 W. Flatrock Drive, Farmington, Utah) would support the road connecting to 1525 West and is for the sound wall. He asked about 1525 West and sidewalks, since it is not finished at this time and there is a bus stop on that street. He is concerned with construction traffic going through existing neighborhoods and using the new road. He also asked how long the construction would last and what will be mitigated there for the current neighbors. Ivory is not a good builder, as he is aware of quality issues every subcontractor of theirs has had on his subdivision. He hopes the City has some accountability for future builders.

Ryan Anderson (1746 W. Flatrock Drive, Farmington, Utah) talked about traffic on 1525 West. Glovers Lane is also very congested and narrow. Getting on that road is painful with the high school traffic. He said bringing 30 to 100 cars extra is not ideal, as there are no sidewalks and lighting. He wants to ask the City to look at both Glovers and 1525.

Laura Giometta (1641 S. Bareback Way, Farmington, Utah) is one of the most southerly property owners/neighbors, and is therefore the closest neighbor to this proposed development. She indicated that the square footage of these lots averages out to 0.42 acres only because of the very few large lots. The setbacks are not “typical” to this area. This seems disingenuous. She moved from Chicago to Farmington to get more “breathing room,” which she worked hard for as a single mom. Fitting six more lots in is not ideal. She noted that she runs her sump pump constantly.

Robert Madsen (1749 W. Flatrock Drive, Farmington, Utah) said he lives on the south side of Flatrock, and would therefore be neighboring this project. He also runs his sump pump a lot. The sump pump and rear yard pump seems to be handling the water issue sufficiently, at least at this point. He is a proponent of the 24 lots instead of 30. He said the setbacks proposed here would change the look and feel of the neighborhood. He is a fan of either the berm or sound wall option. He said the one that is near the skate park is ideal, as it looks like it belongs there and does not stand out. He also wanted to know about a trail access where the cul-de-sac ends on lot 17 or between 17 and 18. He is suggesting Bareback Way be a four-way stop. He is wondering if the first access point could be located closer to 1525 West.

Brandon Hellberg (1792 W. Flatrock Drive, Farmington, Utah) wants to reiterate the concerns of his neighbors that spoke prior to him.

Rebecca Child (156 S. Comanche Road, Farmington, Utah) is concerned about traffic from this area going up her way as she is outside often. She likes the idea of unity and consistency and wants the new neighbors to feel included. She doesn't know if they will with their lot sizes being different. She has had flooding in her backyard, and has a couple of sump pumps.

Scott Bell (1712 W. Flatrock Drive, Farmington, Utah) asked why there is the ability to make exceptions and exemptions to zoning. AE allows for one home every half acre.

Nathan Tanner (242 Buffalo Ranch, Farmington, Utah) wanted to express concern about the sound wall. He did not get the berm that his neighbors got. He wished it was on his property, so he wants to encourage others to be for it.

Rachel Hixson (227 S. Comanche Road, Farmington, Utah) addressed the Commission via Zoom. She lives in The Ranches and wants the Commission to make a choice based on the other subdivisions in the neighborhood as well, since the traffic can flow into their area. Construction of 1525 about ruined Glovers Lane. Current roads aren't equipped to handle more density. She is concerned that a sound wall will keep sound both out and in the neighborhoods, and also be a target of graffiti.

Christine Mikkleson (17 N. Buffalo Road, Farmington, Utah) addressed the Commission via Zoom. She wants to talk about those who have been here for so long, and wants the Commission to know that they made a lot of sacrifices to have the large lots. UDOT condemned the green space, significantly affecting the community. She said the proposed development does not match what existing residents moved here for. She said they are very impacted by these new developments, as area schools and churches are very full. The City is beginning to look like Layton and losing its soul.

Shelley Shepard (184 S. Comanche Road, Farmington, Utah) addressed the Commission via Zoom, reiterating her neighbors' concerns. She wants the project to match the current feel of the area. Squeezing in additional lots doesn't maintain the feel. She is concerned that Eagle Bay Elementary has over 500 children, and there will be an overflow.

Russ Porter (1719 W. Flatrock Drive, Farmington, Utah) addressed the Commission via Zoom, echoing his neighbors' concerns. His main concerns are density and water issues. He would like to understand if the sound wall would run the length of the development or not. He is a proponent of 24 half-acre lots. If the developer is allowed 30 lots, concessions should include an access point to the trail, a park that would be paid for and maintained by the new development or HOA, and the road going out to 1525.

Diane Leroy (1823 Buffalo Circle, Farmington, Utah) addressed the Commission via Zoom, agreeing with her neighbors' comments. She lives north of most of the neighbors and has an even larger lot where she keeps horses. She knows growth is important, but she feels deceived. She is concerned with the strain that continued growth on the west side could have on freeway access. She also agrees that 1525 West is a safety concern. She would rather have 24 than 30 lots.

Note: There were four emails received regarding opposition and/or concerns regarding this project.

Chair John David Mortensen closed the public hearing at 8:35 PM.

Hansell said in the late 1990s, Farmington basically down-zoned all lots throughout the City in order to allow for negotiations providing open space and conservation easements. Buffalo Ranches was the product of that, as it has smaller lots sizes and a better configuration in order to preserve open space. That is one tool the City has to get better development. As time has gone by, the amount of open space in the 10 square miles of the City has been reduced. Moderate-income housing is now a need throughout the State, which has mandated each city to address it. Both Internal Accessory Dwelling Units (IADUs) and Detached Accessory Dwelling Units (DADU) can be used to meet this legislative mandate, which are both permitted uses throughout the City. Another strategy is Transfer of Development Rights (TDRs), which is complicated. Other public benefits such as sound walls can also be offered, as has been done in this case. The Council decides if the offerings are adequate to earn the requested density bonus.

Gibson said parks and trails represent the majority of the concessions developers have made in the past to get additional density. Times have changed and priorities have shifted, so moderate-income housing proposals are coming in more often. Deed restricting two units is difficult to enforce. Farmington hasn't been doing it very long. The deed restriction limits how much money can come in as rent, and the City will audit those annually for compliance. It is a challenge and the City is still learning. The duration for deed restrictions is 20 years.

Regarding traffic, Gibson said the process is generally to address this at the preliminary plat phase, which is next for this development. The City will require a traffic study along with ground and soil studies that are part of intensive civil engineering. Traffic engineers look at the road and collector networks, proposed development, and road capacities. Future onramps could change the situation. Nobody likes increased traffic, but roads are built to handle the anticipated load. He agrees that Glovers Lane is not in a good condition to handle increased traffic, but it is a County-controlled road. The City plans to pressure the County to take care of it rather than have the City take over control. Developers typically pay for improvements such as sidewalks along 1525, not the City. This application is at the schematic phase, to be followed in the future by preliminary and final plat.

Hansell said each zone comes with specific setbacks, which can be changed with the type of subdivision. A conventional subdivision would follow the setbacks in the zone. In this situation, they can have flexibility in setbacks in exchange for developer concessions. Flatrock Ranch has a 40-foot setback, which was not a requirement of the City at the time, but rather a developer preference. The PUD allows deviation from the standard.

Gibson said the trail connection would be considered an off-site improvement. Negotiations would have to determine if an exaction would be relevant and fair, and if the landowner is willing to negotiate it. It is currently controlled by UDOT, who may be willing to offer the access as long as issues such as maintenance are worked through.

Commissioner Turner asked if UDOT supplements any costs for sound walls that go against their freeway; Gibson said unfortunately, no. Any sound wall they considered paying for is already in. The public had expectations for more. There is some limited betterment money UDOT has offered the City for improvements along the corridor. A working committee, including west side residents, are determining how to best spend this money. So far, they have determined that the money would be better spent on things other than berms and sound walls.

Freebairn addressed some of the public concerns, starting with elevation and drainage. This is one step of many, and the developer doesn't have all the answers yet without further study. They have yet to go through the engineering design process. They expect to develop this similarly to Flatrock with high roads, as they would have to match the grade anyway for sewer issues. The rear lot drain overflow system is meant to aid every lot in handling its own water. The developer will disclose the soils report to buyers upon request, especially in this area of Davis County. The City will have it on record. The data is collected by geotechnical engineers. A disclosure process is part of their sales process. They prefer a 12-foot wall option to make way for usable yard space, but they will work with the City on options.

Regarding the roads, Freebairn said these are the legal roads they are allowed to connect to at this point per UDOT. It is a big unknown at this point if UDOT will allow anything different to happen. It's what he has to work with now, and he is happy to work with the City to change it if possible. Assuming UDOT allows a trail access, the applicant is happy to take that on and pay to connect.

The applicant is proposing IADUs for three lots, and it has not yet been determined which lots those would be. Freebairn said the more lots the developer has, the more opportunity there is to price them competitively. This is a 15.5-acre site, and the road will have to be built the same no matter how many units are on there. Infrastructure costs raise costs, which are passed on to the homeowners. Generally, smaller lots are more affordable. What is considered "affordable" is different in every city. They are asking for a reasonable increase in density that wouldn't change the nature of the area. They are not proposing multifamily or townhomes.

Commissioner Frank Adams said that typically has issues approving right away without a development agreement in place first. Adams said he is not impressed right now with the "gives:" three homes with basement rentals for affordable housing. He said the better move is 24 lots and a berm for the southern end. He wants to see the development agreement in writing before recommending it to the Council.

Commissioner Klein asked if that is a discussion between the applicant and City. Gibson said that the ordinance has specific criteria in regards to granting smaller lot sizes including percentage of open space, moderate income housing, etc. The bonus is subjective and is a legislative action up for interpretation. Staff did meet with the developer prior to submission in regard to some sort of City benefit.

Turner said that he understands Flatrock Ranch was also rezoned to be a subdivision. Most people are concerned with traffic. Studies about that and water still need to be done. He does not disagree with Adams, but he does like that the neighbors are bringing up their concerns and the developer is still in negotiations. The Commission will see the applicant at least three more times for approvals.

Klein asked if recommended to the Council, will the 30 lots set in stone. Hansell answered that if the Commission recommended 30 lots, the Council would approve the plat of 30. If they need to remove a lot or so due to the sound wall, drainage, etc. during preliminary, then the number of lots could be reduced at that time. Reducing the lots would not need additional approvals, but increasing lots above 30 would require a new application. Gibson did say that the Commission can agree or disagree with the number of lots.

Mortensen said a lot is being asked for and therefore, a lot should be given. He does concur with Adams, and he wants to forward some things to be asked—such as a trail connection, sound barrier, moderate-income housing, open space, water management, access, etc.—to the Council when it is on their agenda. Adams says this is not a complete application due to not having a Development Agreement. They can table, deny, or recommend. Denial and recommendations will move on to the Council.

MOTION

Frank Adams made a motion that the Planning Commission table this item indefinitely until the applicant is prepared to make an application that the Commission can consider more appropriately given the discussion tonight, taking into account points made by the public and the Commission of the things they would like to see before they can move it on to the City Council. That would include a development agreement.

Joey Hansen seconded the motion, which was unanimously approved.

Chair John David Mortensen	X Aye ___Nay
Vice Chair Frank Adams	X Aye ___Nay
Commissioner George Kalakis	X Aye ___Nay
Commissioner Tyler Turner	X Aye ___Nay
Commissioner Joey Hansen	X Aye ___Nay
Commissioner Spencer Klein	X Aye ___Nay

Freebairn said they are happy to come back with a more detailed Development Agreement, which they didn't anticipate having to have yet in the process. He hopes to come back to the next meeting.

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

The Planning Commission was introduced to the Master Plan and R1 development in May of this year. Since that time, some changes have occurred which require consideration of additional modification to the North Farmington Station PMP/DA. Additionally, as work on the Shepard Lane interchange at I-15 progresses, STACK has begun receiving more interest on the commercial portion of the property. Therefore, they want to start looking at the high-level details relating to that development. The Staff Report addresses three separate agenda items under consideration by the Planning Commission. They all belong to the same applicant and relate to one another as part of the North Farmington Station plan.

Gibson presented this agenda item. The next three agenda items are all related to one another. This is the northwest part of town near the Shepard Lane interchange, which is now under construction. The property is almost entirely owned by developer STACK. The southern portion is owned and controlled by Wasatch Development.

In 2020, STACK Real Estate entered into a Development Agreement with the City, planning approximately 143 acres in the North Farmington Station Project Master Plan (PMP-2-20). This original agreement is included with the Staff Report for reference. The agreement set some high-level expectations as to how the property would develop, granting certain assurances for both the developer and Farmington City. Among other items, the agreement specifically grants the property owner the right to develop residential uses with the Office Mixed Use (OMU) zoning district. To ensure residential doesn't overtake other desired elements of the vision for the area, specific areas were set aside where residential may be included. The agreement outlines that residential development may only proceed at a ratio of 3 acres for every 1 acre of office. However, the yellow area on the PMP Land Use Map is entitled to start residential development at any time. (This is the R1 project area.) Similarly, the orange mixed-use property furthest south between Maker Way, Innovator Drive, and fronting Burke Lane is allowed to construct residential units at any time. In 2021-2022, the Commission and Council reviewed and approved Canopy Square by Wasatch Development in this orange area. It is worth noting that part of the proposed changes to the PMP/DA related to the Wasatch property (RW) are to make the North Farmington Station PMP consistent with the approvals given for that site.

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

entitlements and agreements in place with the City, there are clarifying details related to how those areas may be developed. Similarly, there are elements requested for consideration throughout the North Farmington Station Area to consider.

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

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

Following is a list of key topics the applicant is seeking to be addressed.

- timing of residential vs non-residential uses
- size of office allowed south of the creek (similar total amount of office spread over smaller buildings)
- allowance of drive-thru windows on some of the retail sites.
- amount of retail required in mixed use area.
- R1 option for townhomes (for sale) or apartments ... different height allowances

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

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

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

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

- There are 12 commercial parcels ranging from 1.2 acres to 8.4 acres in size.
- There are 10 office parcels ranging from 1.0 acre to 9.5 acres.

- There are 10 residential/mixed use parcels ranging from 0.9 acres to 18.4 acres. (RW is the Wasatch Development Canopy Square Project.)

The Master Plat merely established parcels, not buildable lots. When each parcel is ready for development in the future, it will require a new plat and specific project review. Example: The Master Plat creates the R1 parcel; the R1 Subdivision plat deals with the project specifics. Similarly, some of the commercial parcels are being looked at more specifically with the STACK Commercial Subdivision. The idea of recording a Master Plat for the large area is very beneficial moving forward to ensure survey work in the area is consistent. This will enable the cleanup of Right of Way and make future development less susceptible to error with property boundaries.

Gibson said from a Staff perspective, having more detailed plans is beneficial for many reasons including making it so the area can be platted; the Rights of way are clearer; and the DA is more specific and easier to understand. Developing office has become more tricky in general, and this is probably the reason the applicant is asking for amendments to the original DA. For the 3:1 ratio, they want it to be 3 acres of residential to every 1 acre of “nonresidential,” not just “office,” as mentioned in the original DA. It is hard for offices to come in without the other restaurant, commercial, and residential pieces in place first. It still locks them into building the same things, but it now becomes a timing question. Originally it was proposed to build large, midrise five- to six-story office buildings with 200,000 square feet against I-15, similar to what can be seen in Lehi and Draper, Utah. It is now hard to get users to fill that large of a building, so it is in turn difficult to get financing. The applicant now wants to do a different type of office product south of the creek. They would be smaller office buildings with two stories, still with 200,000 square feet. It can start getting office going with a similar square footage, but allow tenants to transition in the area. Structured office may be needed in the future. This would still allow for office towers on the north.

In the original DA, the heights of buildings up against the trail are limited in height. A two-story element would be against the Rail Trail. They are proposing more specifics with two options. Anything within 200 feet of the Rail Trail would be two stories or lower. The ownership proposal regarding for-sale townhomes would mean they are individually platted. It would be 20 fewer units, but they want to maintain two stories along the trail and then ramp up to three stories sooner after that. This is consistent to what is currently allowed, but more specific. As a legislative action, there is a lot of discretion.

The HTRZ zone will help with financing to ensure the development will happen. It has a minimum residential density requirement. They have requested additional height in the core to make up for the number of units they lost along the trail. It may mean the other buildings could go up to eight floors, creating an urban industrial feel a ways from any existing development. New users are being drawn by the Shepard Lane interchange, which is currently under construction. They would like to open shop when the interchange opens up.

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

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

Based on interest from the Planning Commission in seeing more for-sale housing, the developer is currently proposing an alternative option which would include 197 townhome units and one 50-unit apartment building. This includes a single row of two-story townhomes near the trail; and three-story structures begin sooner in the form of three-story townhomes. In both scenarios, the townhome units are broken down into individual parcels, which may allow for owner occupancy. There are 20 less units in the heavier townhome scenario.

Apart from interest in owner occupancy, the Planning Commission had expressed concerns at the previous meeting about three-story elements near the trail. The live/work units along North Station Lane (950 North) remain as originally proposed. However, the southernmost townhomes are planned as two-story buildings. The live/work units are part of the red area from the original agreement, so are not currently limited in height like the yellow area. If not addressed by the proposed amendments to the DA listed in the previous section, more could be added to said agreement, or a separate or supplemental DA could be considered by the City Council to include certain deviations to Title 11, Chapter 18 Mixed Use Zones.

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

This is the first look the Commission has had at the commercial subdivision. This is the northern area of STACK's property nearest the new interchange at Shepard Lane and I-15. While Exhibit E shows a fair amount of detail, it has been created to help understand how stores would likely situate on each property. The applicant is in talks with a number of interested parties, but specifics would come at a future date with site plan reviews as to how each will actually develop. A summary of the applicant's vision for this area is to include some more auto-oriented and suburban type uses north of 950 North with the more urban and pedestrian-oriented uses south of 950 north street.

For now, because of the large demand for drive-thru windows on stores, particularly for food users, the applicant is showing where they would like to have permission to propose a drive-thru. This is identified within the proposed language for the Amendment to the DA. Gibson said that currently, the OMU zone does not allow drive-thru windows. The applicant can ask for it, and the City can grant exceptions. Consideration of the subdivision may require some flexibility to the Regulating Plan for the area which deals with block size and road patterns.

Trevor Evans (4101 Thanksgiving Way, Lehi, Utah) knows this needs to be tabled, but just wants some feedback at this point, especially on the RI changes. The DA is really four parts: 1) The office on the south of Spring Creek, with smaller offices to create a healthy ecosystem. There is a lack of that at Point of the Mountain. They want this project to be a long-term office campus that checks the boxes for all user types. 2) Residential heights. The eight stories in the center is to create flexibility in order to meet the HTRZ zone. Podium projects (like the proposed eight-story buildings) have a financial break point. It is more cost effective to do a wrapped product with parking in the middle. He doesn't envision eight-story buildings in the entire core. He envisions some open space in that area using the stream. Others will be more like five-story wrapped apartment buildings. There will be parking garages, on-street parking, and overflow parking in the office area. 3) Commercial drive-thrus. They are getting Letter of Intent (LOIs) from commercial users, and most are requesting drive-thrus. He knows not all requests can be granted, but certain areas need them. He would like some level of assurance that there is the ability to have a drive-thru. So far, the developer is proposing seven to eight drive-thrus. 4) Height adjustments for RI for the apartment project. The biggest issues for condos was parking, so they are trying to get it to work for a for-sale concept. The town homes would be two-stories on the far west side, and then the standard eight-plex otherwise.

Regarding the RI product, the developer studied live/work units. The heights in the application are needed to make the "work" segment of it function. A screen wall is needed for privacy, because Dominion/Enbridge did not give approval to plant trees in the easement. The Enbridge gas easement is 50 feet from the property line. They will talk to the Utah Department of Transportation (UTA) about the potential of planting trees as well.

Chair John David Mortensen opened the public hearing at 10:01 PM.

Kyle Stowell (1764 W. Burke Lane, Farmington, Utah) in regard to the RI heights, said he feels this is a step back since it is lower density and higher buildings. It was zoned OMU 10 years ago, when the Council had a good suggestion for a compromise. The expectation from that compromise would be that there would be a buffer and transition from the single-family, larger-lot homes to the higher heights and densities as it gets closer to the freeway. He has to keep coming back to make sure the promises that were made in the past are being kept.

There is a moral obligation to follow past agreements. He said he sees people on Facebook saying they hate the growth, but this has been in process for a decade. He feels like the bigger and taller buildings need to be next to the freeway. He has neighbors that are in agreement with him, and he represents them tonight.

Collin Christansen (Farmington, Utah) addressed the Commission on Zoom. He would like to agree with Stowell's previous statement. He does like the design, but wants to keep that buffer as a transition between single-family homes to the "block" buildings that are coming. He also said he'd like to get the trees figured out to improve the aesthetics. The transition needs to be friendly for the neighborhood.

Chair John David Mortensen closed the public hearing at 10:07 PM.

Mortensen wants to address the four things that Evans brought up. Commissioner Tony Kalakis asked about the height of the two-story buildings. Evans indicated that the height restriction in the DA is 27 feet, but these are 24 to 25 feet 6 inches. Single-family homes are 27 feet in the City. Evans wanted to clarify that their office building levels are 12 feet per story instead of the typical 14 feet, so a six-story office building could be equivalent to an eight-story apartment due to that difference.

Turner asked about the drive-thru on the C6 urgent care, which would ideally be a medical use. He is not sure he likes the drive-thru there. Klein asked if he wants every one to be a drive thru or have the option. Evans said he is getting request from the market resulting in everyone asking for drive thrus, and they have had to push back indicating that not everyone can have one. The fact is there is a seven-lane roadway there serving automobiles. He hopes that the market can make things work with fewer drive-thrus, which he agrees is more aesthetically pleasing. However, commercial users are very picky and they need what makes sense financially, including having drive-thrus.

Mortensen asked what type of drive-thrus are being proposed. Evans indicated "fast-casual" are the majority of the requests they are seeing lately. Most of these are national brands that have staying power and name recognition, and they refuse to come without a drive-thru. Negotiations are a bit easier with regional users. The risk it poses for this project and Farmington is staying power, and the chance buildings could eventually go dark in a retail center. Mortensen said he likes "fast casual," and that there is already enough fast food options available elsewhere. Adams wanted more examples of "fast casual" restaurants. Evans answered that they have a bigger dine-in presence, fresher food, and usually a higher price point. Examples include Kneaders, Chipotle, Café Rios, and Zupas. Mortensen said that it would be something the Commission should be okay with. Adams likes that the pads indicated are all isolated from the rest of the neighborhood below, and all in the same place. Evans said the mixed-use core town center (in the last phase) will not have any opportunities for drive-thrus, as they would be geared toward pedestrian-friendly commercial experiences.

Evans said he has seen interest in a gas station off of the interchange, which is now a UDOT construction easement. There will likely not be anything built there for a couple of years. Presently, he is expecting a total of seven users requesting drive-thrus, but there may be more. He envisions the area north of North Station Lane to be more vehicular-centric. South of that would start to be more pedestrian-oriented, except the three pads fronting the road. This may be a good area for a hotel. Food options may also be good there, but he doesn't want any drive-thrus getting that close to the pedestrian core.

Evans mentioned the height of two-story residential 200 feet from the trail, and three stories 300 feet from the trail. The live/work units would need to be three stories. Another option is stepping down, following existing entitlements per the original DA with the exception of the live/work component.

Gibson said the building height limits in the original DA call for a two-story element next to the trail. North of this site are projects that have townhome rows running east-west, with the first being two stories transitioning immediately to three. Evans said their plan is an improvement on those of Evergreen and Arrowgate, as it stays lower for longer. Evergreen doesn't do the two, three, four gradual incline; they go from two directly to four. The

200 feet is arbitrary, and wasn't part of the 2020 negotiations. Evergreen's is to limit the four stories from encroaching on the 200 feet. Therefore, their four-stories are further away than Evergreen's.

Gibson said in the original DA, the yellow area has specific height limits, but his interpretation is that the red area doesn't. That portion is up against 950 North/North Station Lane where the live/work units are proposed. By ordinance, the OMU district allows up to six stories on a collector street. Evans said they are currently having a hard time building a minimum of five stories as called for near the freeway. There is a financial constraint due to the market and cost. They are now proposing the same square footage of office use, but with smaller buildings (five buildings instead of the originally proposed two towers), which would necessitate high-rise structured parking in the final phase. This would be designing the office to handle in-fill, as called for in the DA. This would allow for small, midmarket, co-working, and big block users as called for by the market. The Commissioners indicated their support of this.

Mortensen said he is a proponent of the for-sale townhome component, as the ability to buy a townhome in this area is not common. Evans said they would be individually platted, but there would be challenges if they had to sell all the townhomes by a certain date. As such, they will put a HOA in place before selling. Adams asked for a price point on the townhomes, Evans said it would be similar to the Segoe project south of Burke (\$400,000 to \$650,000). Due to the natural gas easement, there are some units on the far west side that will not be able to have garages. Those will be the lowest price point. Mortensen asked for the feel of this project, as he wants to have more design ideas instead of the apartment's "modern warehouse" feel. The feel of the garage side is worse. He would like to see some enhancements. He wants more material design or a more "home" design. He wants to see texture, glass, or some levels, etc. He would like additional architectural enhancements.

MOTION

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

Supplemental Information 1-14:

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

Tony Kalakis seconded the motion, which was unanimously approved.

Chair John David Mortensen	X Aye ___Nay
Vice Chair Frank Adams	X Aye ___Nay
Commissioner George Kalakis	X Aye ___Nay
Commissioner Tyler Turner	X Aye ___Nay
Commissioner Joey Hansen	X Aye ___Nay
Commissioner Spencer Klein	X Aye ___Nay

MOTION

Tyler Turner made a motion to continue the meeting at 10:39 PM.

Spencer Klein seconded the motion, which was unanimously approved.

Chair John David Mortensen	X Aye ___Nay
Vice Chair Frank Adams	X Aye ___Nay
Commissioner George Kalakis	X Aye ___Nay
Commissioner Tyler Turner	X Aye ___Nay
Commissioner Joey Hansen	X Aye ___Nay
Commissioner Spencer Klein	X Aye ___Nay

OTHER BUSINESS

Item #5 – Miscellaneous, Correspondence, etc.

a) Miller Meadows Phase 9 Concept Discussion

Petersen presented this item, saying the applicant has the opportunity to purchase an additional 2 acres. The road system is already stubbed into it and would continue through Cottle Lane. The lot sizes would be consistent with the other adjoining lots. It would be six lots with an average size of 1.6 units per acre. They have to make a decision to purchase this before officially coming to the City with an application. Applicant Brock Johnston from the Miller Meadows subdivisions is wanting to know if this is feasible prior to purchasing this lot. The price point will be the same as neighboring homes (\$1.1 million). Mortensen said it looks good. This would be called “Miller 10” at this point, and would tie into the top of Miller Meadows Phase 7. The Commission gave positive feedback.

b) Lyon Meadows Development Agreement & Deed Restriction Recommendation

Petersen presented this agenda item. On September 19, 2024, the Planning Commission recommended that the City Council approve the Schematic Subdivision plan and Preliminary PUD Master Plan for the Lyon Meadows Subdivision subject to, among other things, the following condition:

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

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

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

Subsequently, the Staff Report includes a DA and Deed Restriction for the Planning Commission consideration. It is a PUD, and the applicant is looking to get an additional density of six lots by providing two Subordiante Single Family (SSF) lots for moderate-income housing. They will be appraised so that a family earning 80% AMI could afford it. After that, following a model done by a group in West Weber County, there would be a 10-year deed restriction saying the owner has to live on site. Meanwhile, if the market goes up, the homeowner can sell it at year four, but still the next owner has to live on site. Adams provided some review comments prior to tonight’s meeting, but the City Attorney still needs to take a look at those clarifications.

Applicant Paul Hirst (497 W 1300 N., Farmington, Utah) addressed the Commission. He said Lots 107 and 108 are currently designated for the SSFs. However, given what they heard last week, they may relocate them to 111 and 101 due to detention basin issues. He is open to having the entrances to the SSF lots from Lyon Lane as opposed to the frontage road, although that is narrow. When they finish platting it, those will be two separate lots that will be sold separately.

Mortensen said he would like to reduce the number of entrances off of the frontage road, which has higher traffic and speeds. 116 and 117 are already fronting the frontage road, but he doesn't want both SSFs from 111 and 101 to also use the frontage road for access.

MOTION

Spencer Klein made a motion that the Planning Commission recommend that the City Council approve the Development Agreement and Deed Restriction (enclosed in the Staff Report) for the Lyon Meadows PUD subdivision, with consideration that if the SSF is on lot 101 or 111 that one access comes from Lyon Lane.

Finding:

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

Supplemental Information 1-4:

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

Tyler Turner seconded the motion, which was unanimously approved.

Chair John David Mortensen	X Aye ___Nay
Vice Chair Frank Adams	X Aye ___Nay
Commissioner George Kalakis	X Aye ___Nay
Commissioner Tyler Turner	X Aye ___Nay
Commissioner Joey Hansen	X Aye ___Nay
Commissioner Spencer Klein	X Aye ___Nay

- c) Planning Commission minutes from October 3, 2024: Joey Hansen made a motion to approve the minutes. Tony Kalakis seconded the motion, which was unanimously approved.

Chair John David Mortensen	X Aye ___Nay
Vice Chair Frank Adams	X Aye ___Nay
Commissioner George Kalakis	X Aye ___Nay
Commissioner Tyler Turner	X Aye ___Nay
Commissioner Joey Hansen	X Aye ___Nay
Commissioner Spencer Klein	X Aye ___Nay

- d) City Council Report from October 15, 2024

- Gibson said the City Council approved the RV Resort DA.

- e) November Meeting(s)

- The Commission will meet on November 14, 2024, instead of on November 7 and 21, as they will have a quorum for that meeting. Things will be reschedule appropriately.

ADJOURNMENT

Tyler Turner motioned to adjourn at 11:00 PM.

Chair John David Mortensen	X Aye ___Nay
Vice Chair Frank Adams	X Aye ___Nay
Commissioner George Kalakis	X Aye ___Nay
Commissioner Tyler Turner	X Aye ___Nay
Commissioner Joey Hansen	X Aye ___Nay
Commissioner Spencer Klein	X Aye ___Nay

John David Mortensen, Chair

Examples - Enhancements to STACK R1

From John David Mortensen <jdm@jdmstrategies.net>

Date Tue 10/29/2024 6:07 PM

To Lyle Gibson <lgibson@farmington.utah.gov>

Cc Carly Rowe <crowe@farmington.utah.gov>; John David Mortensen <jdm@jdmstrategies.net>



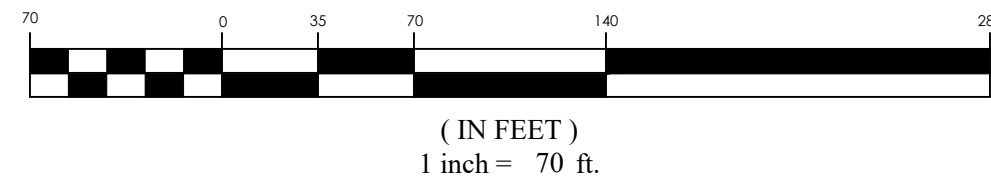




John David Mortensen
509-531-0149

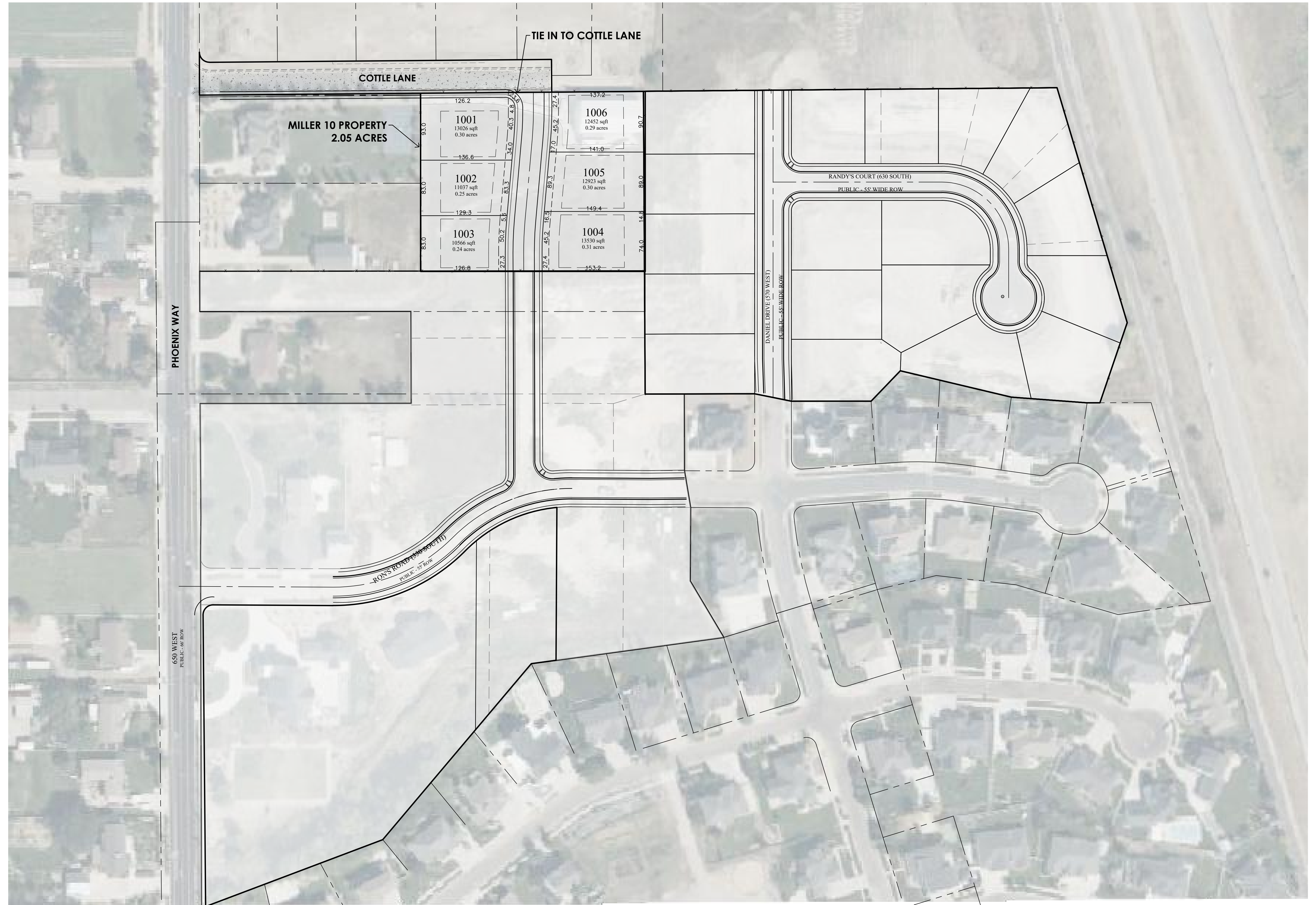


GRAPHIC SCALE



PROPERTY OVERVIEW

TOTAL ACREAGE	±20.3 ACRES
TOTAL LOTS	35 LOTS
TOTAL DENSITY	1.6 UNITS/ACRE
PHASE 7 ACREAGE	11.15 ACRES
PHASE 7 LOTS	11
PHASE 8 ACREAGE	7.08 ACRES
PHASE 8 LOTS	18
MILLER 10 ACREAGE	2.05 ACRES
MILLER 10 LOTS	6



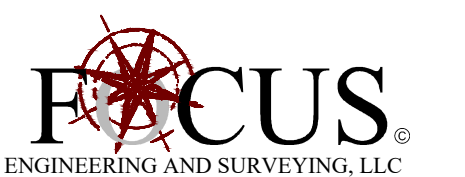
MILLER 10 PROPERTY concept plan D

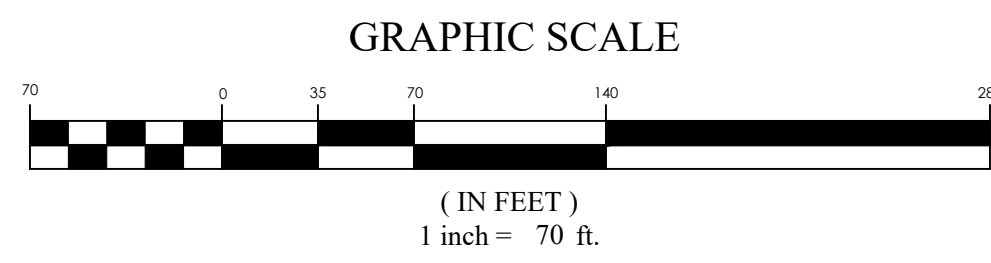
FARMINGTON CITY, DAVIS COUNTY

10/16/2024

20-0097

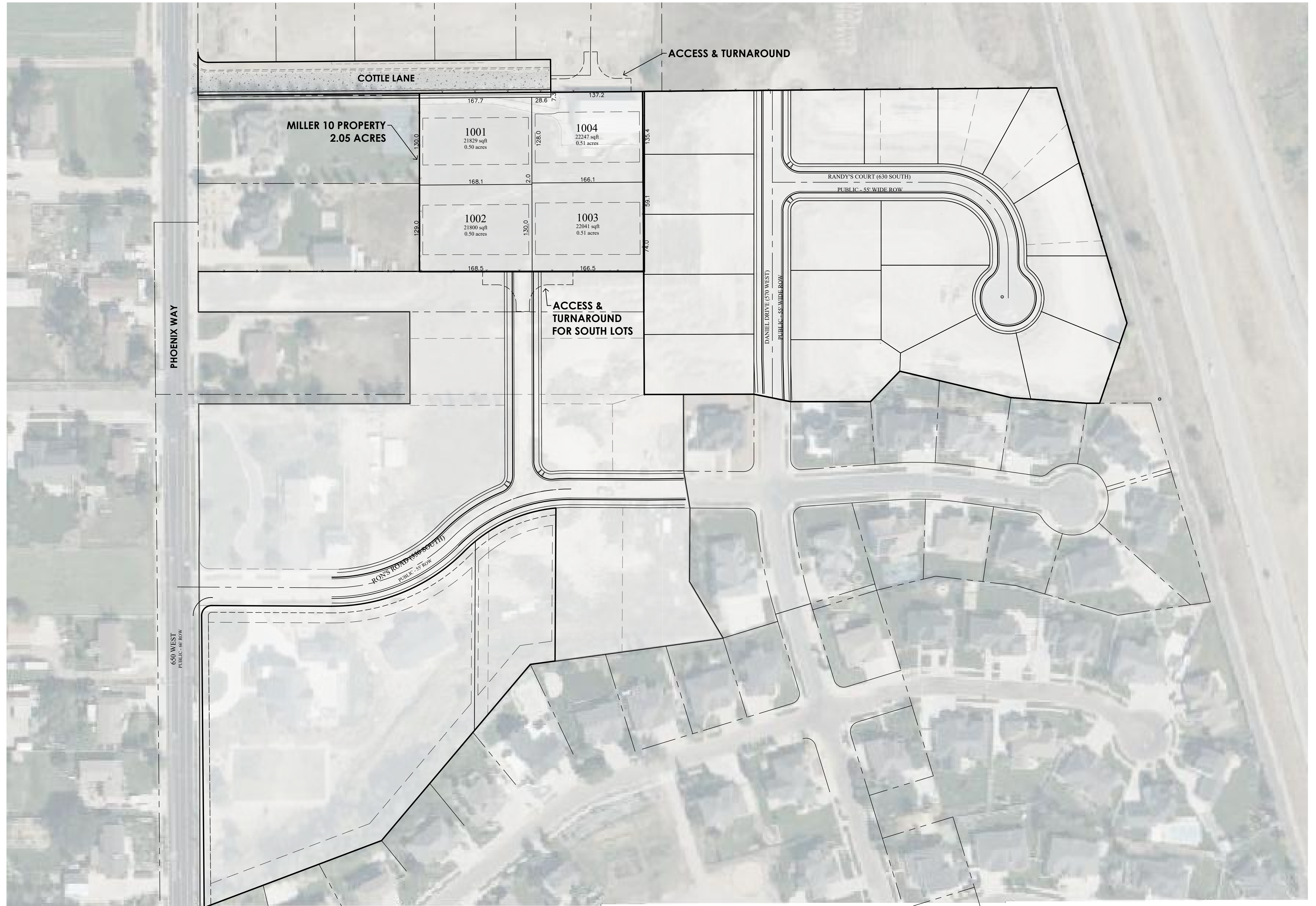
Note: This plan is for illustrative purposes only. Boundaries may be based on parcels obtained through public GIS data. It is recommended that a survey be performed to determine actual boundary size and dimensions as well as other potential boundary conflicts.





PROPERTY OVERVIEW

MILLER 10 ACREAGE 2.05 ACRES
MILLER 10 LOTS 4



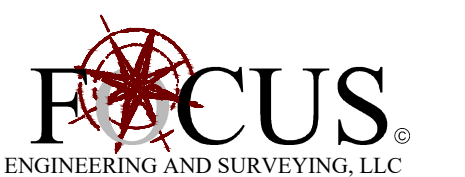
MILLER 10 PROPERTY yield plan

FARMINGTON CITY, DAVIS COUNTY

10/16/2024

20-0097

Note: This plan is for illustrative purposes only. Boundaries may be based on parcels obtained through public GIS data. It is recommended that a survey be performed to determine actual boundary size and dimensions as well as other potential boundary conflicts.





----- Forwarded message -----

From: **Megan Parkin** <megrizley@gmail.com>

Date: Fri, Oct 25, 2024 at 3:27 PM

Subject: CW Homes Concerns

To: <crowe@farmington.utah.gov>

Hi,

The Planning Commission meeting will be Tuesday and I live on Flatrock Dr. I have seen what will be presented and I am concerned about a sound wall being built and would prefer a berm.

I don't like the idea of losing our gorgeous view. How high will these homes be?

When Ivory was building, they had to bring in fill dirt to build up our homes.

How can you ensure that water will not flow into our neighborhood in years to come? These homes are being built on top of a wetland.

I am still concerned about the density and number of homes without any designated green space shown.

The safety on our street has already been a concern with speeding and the amount of vehicles traveling down Flatrock Drive.

This would create about 60-90 more cars and traffic.

Can there be a main road access for the new neighborhood off 1525 West?

These are concerns that our neighbors would like to address at the meeting Tuesday.

-Megan Parkin

Fwd: CW development of UDOT land west of 1525 W

From Lindy Kartchner <lindykartchner@gmail.com>

Date Fri 10/25/2024 3:52 PM

To Carly Rowe <crowe@farmington.utah.gov>

Good afternoon Carly! My name is Lindy Kartchner and I am a resident and newly appointed member of the HOA board of Flatrock Ranch. On Monday the 29th, there is a scheduled meeting where CW is requesting a zoning change. In conversations with our neighborhood, a list of concerns has been raised. We would like these addressed.

1. The CW development relies on an easement through Flatrock Ranch for access to the UDOT property. Can you share the easement agreement? Flatrock Ranch owns the land on which this easement is placed. With the development of 1525 W, there is now an alternate access point to this land. There is a current dirt road from 1525 W to this property in which vehicles have already been accessing this land. We would propose that CW develop their neighborhood with an access point from 1525 W and not through an easement. We would like to explore the question of whether this easement is even still necessary?
2. There is a very great concern about the amount of traffic that will be funneled through Flatrock Dr. Flatrock Dr is already the main access point to part of the Ranches. We are concerned with the amount of increased traffic, including during construction which will put our families' safety at risk.
3. How will CW manage the amount of construction traffic through Flatrock Ranch? There are currently safety concerns with the amount of cars, speed and visibility that we have on Flatrock Dr. There have been reports made to Farmington PD regarding this.
4. Living on the edge of a wetland, our neighbors have already experienced issues with water. With a new development being proposed, Flatrock would like CW to address how they will manage the extreme water situations and how that will affect homes on Flatrock. If lots are proposed to be above our current lots, future water run-off and damage to our properties would be expected. We expect CW to mitigate this risk.
5. In meetings with CW, they have proposed that a soundwall will be installed along the West Davis Corridor. What are the restrictions or regulations regarding this? Along the West Davis Corridor, berms for sound management have been installed. Flatrock would expect CW to maintain the more natural approach of sound mitigation versus installing 12 foot concrete soundwalls.
6. In the CW proposal, there is no green space planned. Can you speak to that? In an agriculture zoning, is it not expected that a development includes green space? In every other surrounding subdivision, Ranches, Flatrock and Symphony homes, there is space set apart specifically for green space. Why is the same not expected of the CW development?

Thank you for fielding these questions and concerns. I look forward to speaking with you at the public meeting on Tuesday-

Lindy Kartchner

Concerned resident of Flatrock Ranch

Fwd: Planning Commission Meeting - 10/28

From John Mortensen <jmortensen@farmington.utah.gov>

Date Fri 10/25/2024 3:52 PM

To Carly Rowe <crowe@farmington.utah.gov>; Lyle Gibson <lgibson@farmington.utah.gov>

Sent from my iPhone

Begin forwarded message:

From: Kyle Stowell <stowellkyle@yahoo.com>

Date: October 23, 2024 at 12:21:54 PM EDT

To: jmortensen@farmington.utah.gov

Subject: Planning Commission Meeting - 10/28

I get notified about Planning Commission meeting agenda's, which indicated that the Stack Development will be on the agenda for 10/28. But the Commission website has never been updated with the packet. Would you be able to get me a copy of the full packet, or check and make sure the Farmington city Planning Commission website is updated with the agenda and packet?

Thanks!

Kyle Stowell

(801) 205-5292

Public Hearing - Farmstead Subdivision (S-13-24)

From Alan Bone <alan@westerncal.com>

Date Tue 10/29/2024 12:54 PM

To Carly Rowe <crowe@farmington.utah.gov>

Cc the6bones@gmail.com <the6bones@gmail.com>

Hi Carly,

I wanted to give my comments about the zone change request being made by CW Group/CW Land.

I am not opposed to the change in Zone from AA / A to AE. I do oppose the request for a PUD which will allow them to reduce the lot size to as small as 0.27 acres per their drawings.

We live in the neighboring Flatrock Ranch subdivision, and would rather see the lot sizes remain 0.5 acre or above. The larger lot size keeps the cosmetic appeal to the Farmington area, and allows for the additional growth to match the existing neighborhood.

Our subdivision also has a 40 ft building set back, which adds to the neighborhood appeal. Because this proposed street of homes is only accessible through the Flatrock Ranch subdivision, I would argue that the lot requirements should match those used for the Flatrock Ranch subdivision.

Reducing the lot size, and indirectly the home size, will only deter from the look and feel that already exists.

Regards,

Alan Bone
619 S Bareback Way
Farmington, UT 84025