

FARMINGTON CITY COUNCIL MEETING

Tuesday, September 3, 2013

WORK SESSION

Present: Mayor Scott Harbertson, Council Members John Bilton, Cory Ritz, Cindy Roybal, Jim Talbot and Jim Young, City Manager Dave Millheim, City Development Director David Petersen, City Recorder Holly Gadd and Recording Secretary Cynthia DeCoursey

Street Lighting Replacement Contract with Seimens

Dave Millheim explained that this item is on the Summary Action List, and if it is approved, the **Mayor** will execute the performance agreement with Siemens Industry, Inc., and the City will accept the equipment financing proposal from PNC Finance in the amount of \$549,010.69. The necessary documents to allow the retrofit and/or replacement of existing fixtures with induction technology for all City street lights will then be prepared.

West Davis Corridor (WDC)

Dave Millheim reported that Attorney **Jeff Appel** will complete his study of the WDC draft EIS at the end of the week; however, he prepared a handout with several talking points for tonight's meeting. **Mr. Millheim** advised the Council to highlight the key points so they would be prepared to answer questions from residents and said there are three valid points: (1) UDOT used predisposed positions; (2) the EIS process was supposed to take into account the local area; and (3) the Audobon Society's wetland consultant said they are doing all they can to protect properties under Section 4(f) because they are tired of UDOT using conservation easements as the landing place for highways. He asked the Council to publicly state (during the regular session) their opinions and approve a motion requesting that City staff post the document on the City's website.

Update on Main Street Well

Mayor Harbertson said there will not be a formal discussion of this issue during the regular session but the consultants have completed their initial testing and will present their proposal in a meeting with residents at the end of the week. **Dave Millheim** said the proposal will include a pilot program to treat the water on site for 2 months. The Main Street Well is currently offline and will remain off for some time. He advised the Council not to make any commitments to residents prior to the results of the pilot program.

REGULAR SESSION

Present: Mayor Scott Harbertson, Council Members John Bilton, Cory Ritz, Cindy Roybal, Jim Talbot and Jim Young, City Manager Dave Millheim, City Development Director David Petersen, City Recorder Holly Gadd and Recording Secretary Cynthia DeCoursey

CALL TO ORDER:

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

The invocation was offered by **Dave Millheim** and the Pledge of Allegiance was led by **Cory Ritz**.

PUBLIC HEARING:

Local Consent for Citadel Broadcasting Corp. Event Permit “Temporary Beer”

The Public Hearing opened at 7:10 p.m. There were no comments and it was closed.

Jim Young asked if the City would receive any consideration, and the City Manager said no, but the main concerns have been addressed—there will be adequate security, and unrestricted access will be given to the Farmington Police Department.

Motion:

John Bilton made a motion to approve the Event Permit “Temporary Beer” Local Consent Forms for Citadel Broadcasting Corp. The motion was seconded by **Cory Ritz** and approved by Council Members **Bilton, Ritz, Roybal, and Talbot**. **Jim Young** did not approve the motion or comment on his vote.

PRESENTATION OF PETITIONS AND REQUESTS:

Waiver Request for Water Meter Fees

Mayor Harbertson explained that the City received a letter from **Hadyn Call** who requested a waiver of the \$300 fee to relocate the meter from inside his home to the curb. **Cory Ritz** said \$300 is a very reasonable price; other Council Members agreed.

Motion:

Jim Young made a motion to deny the request to waive the water meter fee for relocating the meter from inside the house to the curb. **John Bilton** seconded the motion which was unanimously approved.

Schematic Plan for the Kestrel Bay Estates PUD Subdivision

Mayor Harbertson said he appreciated the previous meeting that was held and the chance to study this issue in greater detail. The developer did a traffic/pedestrian count in June, and he and **Jim Talbot** studied the area during the last few days with the following results:

450 S between 7:00 a.m. and 9:00 a.m.

Pedestrians on the south side:	June: 11	August: 11
Pedestrians on the north side:	June: 1	August: 19
Pedestrians in the road:	June: 30	August: 26
Scooters and skateboards:	June: 7	August: 4
Bicycles:	June: 36	August: 31
Vehicles:	June: 137	August: 72

620 S (between 7:00 a.m. and 9:00 a.m.)

Cars traveling east/west:	176
Cars traveling north/south:	82
Pedestrians	30 (18 adults; 12 children)
Bicycles	36

He found it interesting that of the 56 pedestrians on 450 S, 34 were adults, and all 26 pedestrians walking in the road were adults. He noticed that the children who rode bikes were very typical and rode all over the place. He pointed out that there are safety issues on both 620 S and 450 S, most of the children in this area are driven to school, and many of the drivers who exceeded the speed limit were moms with kids.

Jim Talbot enjoyed meeting residents in the area and watching energetic children as they walked to and from school. He appreciated the informative packet prepared by a resident. He drove on 620 S and 450 S several times on different days and he and the **Mayor** spent four hours studying the area. He would support making 450 S a through street if a sidewalk was installed on the south side of 450 S near 200 E, if a 3-way stop (with crosswalks) was located on the curve of 450 S, and if the access onto Frontage Road was located on Lot 117.

Cindy Roybal spent a couple of hours on 450 S and 620 S after school, and she understands the concerns. She has only one sidewalk in front of her house with ten times the amount of traffic. She would not choose to drive 450 S because of the configuration. She asked staff if the neighborhood would be isolated by this extension and how the traffic engineer feels about the issue. City Planner **David Petersen** explained that the capacity of this particular network is very under utilized, and it is always good to have connectivity within neighborhoods.

John Bilton thanked the residents for their attendance and input throughout this process. The good news is that the residents have been participants and that the developer has been willing to work with the City and to build some great homes in Farmington. He approves of the compromises suggested by **Mr. Talbot** and believes they will help the situation. He requested that two additional emails from residents **Lorraine Flood** and **Virginia Abrea** be added to the record.

Cory Ritz agreed with many of the comments and thanked everyone for their input. He knows there are concerns regarding both options, and he thinks it would be fine to locate the road further away from the curve on Frontage Road. He lives on a collector street which has no sidewalks and a higher speed limit, and he would like to see all drivers slow down and watch out for their neighbor's children.

Jim Young asked the **Mayor** and Council if they were suggesting that the impacts for both streets are equal—he expressed concern that the negative impacts are disproportionately higher on 450 S. He asked the Council members if they cared about the impact to the character of this neighborhood for the sake of connectivity. **Cory Ritz** and **Cindy Roybal** said they absolutely care, and they spent a great deal of time studying the issue. The **Mayor** said he does not think the character of the neighborhood will change.

David Petersen said the Planning Commission recommended a connection on 620 S, but he thinks a third connection is unnecessary. He also pointed out that there are two different zones

on the property and the rezoning will be handled by the Commission. The **Mayor** asked the developer if the flood plain issues had been solved, and **Scott Balling** said he hoped to have them resolved within the next few weeks.

Motion:

Jim Talbot made a motion to approve the schematic plan for the Kestrel Bay PUD Subdivision consisting of 50 lots on 8.68 acres located at approximately 500 S and 200 W pursuant to the applicable recommendations and findings established by the Planning Commission on July 11, 2013 and August 6, 2013 and with the following conditions:

1. A 3-way stop will be installed;
2. Crosswalks will be installed at the 3-way stop;
3. The City will study the construction of a sidewalk on the south side of 450 S near 200 E and possibly ask property owners to dedicate additional right-of-way;
4. The developer will modify the plans slightly and move the exit to Lot 117.

Cory Ritz seconded the motion which was unanimously approved.

SUMMARY ACTION

1. Approval of Minutes from August 20, 2013
2. Amended Employment Agreement for City Manager
3. Final Plat for Miller Meadows Phase 5
4. Final Plat for Oakwood Estates Phase 6
5. Street Lighting Replacement Contract with Seimens

Motion:

Cory Ritz made a motion to approve Items 1, 2, 4, and 5 on the Summary Action List. The motion was seconded by **Jim Talbot** and unanimously approved.

Final Plat for Miller Meadows Phase 5

Christy Marshall, 476 Rigby Court, lives on Lot #211 and asked how the final lots in this Phase will be situated. She is concerned that because her Lot is the lowest point in the area, and she does not want the runoff from these lots on her lot. When she purchased her lot, the schematic plan showed 6 homes in this cul de sac, but now there will be ten and she expressed concern about traffic safety in the area as well.

Brock Johnston of Rainey Homes submitted a drainage plan to the City which was reviewed and approved by the storm water official, **Ken Klinker**. The drainage from these 10 lots will drain forward to the curb, and a certificate of occupancy will not be finalized until the City has verified that the drainage is sufficient.

The City Manager advised **Christy Marshall** to contact the City if the residents in Phase 5 alter the drainage plan in any way.

Motion:

Cory Ritz made a motion to approve the Final Plat for Miller Meadows Phase 5 Subdivision consisting of 10 lots on 3.92 acres located at approximately 450 West 600 South in an AE Zone and subject to the conditions and findings recommended by the Planning Commission on August 15, 2013 and with an additional condition that the City's storm water official verify that all of the lot drainages run to the street as shown on the drainage plan submitted by Rainey Homes. The motion was seconded by **John Bilton** and unanimously approved.

Amended Agenda Item:

West Davis Corridor (WDC)

Mayor Harbertson explained that the City hired attorney **Jeff Appel** to study UDOT's draft EIS concerning the WDC and make a determination regarding Farmington City's position. The study was not finished in time for this meeting, but he asked the Council to express their views regarding the talking points.

Cory Ritz commended the **Mayor**, City staff, and **Jeff Appel** for their efforts in uncovering several important issues concerning Farmington City's interest in the WDC. **Jim Talbot** agreed and said the attorney was hired to give the City a non-emotional decision. **Dave Millheim** said this will affect Farmington for many years to come, and he is grateful that the City Council allowed the attorney and staff to do a fair and complete analysis. **Mayor Harbertson** said UDOT will not like some of the conclusions, but the rights of the conservation easements that are in place on the west side must be protected by elected officials. **John Bilton** thanked everyone for the tremendous amount of work that went into this process.

Motion:

John Bilton made a motion to adopt the talking points which were submitted to the City Council on September 3, 2013 and to direct staff to post the talking points and the formal document on the City's website and to submit the document to UDOT. **Jim Young** seconded the motion which was unanimously approved.

GOVERNING BODY REPORTS:

City Manager – Dave Millheim

- City Finance Director **Keith Johnson** wrote a letter to Davis County to ask for their assistance with the cost of installing a culvert over Farmington Creek at 1100 W. The City will pay for its portion of the culvert—estimated at \$78,000—and for the installation of the road over the culvert—estimated at \$43,000—and the County's estimated portion will be \$164,000.00.
- He referred to the City Council Follow-up List included in the staff report and said it is the most recent version of “un-done” items.

- He hosted South Jordan City officials as they met at the CenterCal building and then toured Station Park. They have a transit stop area that is struggling, and they are looking for ideas and strategy as they move forward.

Mayor – Scott Harbertson

- He gave a brief update on the Main Street Well and said the engineers have finished testing and will make a proposal in a few days. They worked with City staff and residents during their testing, and there will be a meeting at the end of the week to discuss the results. The City Council will make the final decision of how to proceed. He informed the public that water from the Well is no longer in the water line.

David King, 188 E 200 N, appreciated phone calls from the **Mayor** and the City Manager and said he would like to attend the meeting.

Dave Millheim said the purpose of the meeting is not to give residents veto power over the City Council. It is to make sure they know what the City is doing, why they are doing it, and how it affects them. Although the Well is currently off, the City reserves the right to turn it on if there is a failure at the other City wells.

City Council

Cory Ritz:

- He asked for an update on the fire hydrant issue in the Chestnut Farms development, and the City Manager said he would address the issue.

John Bilton:

- He referred to a letter from **Craig Holmes** (dated August 19, 2013) regarding his U-Haul dealership on 97 N Main Street. He asked if there was an update from the City Attorney, and the City Manager said he has not received a report.

Cindy Roybal:

- She did not have anything to report.

Jim Talbot:

- He is concerned about the letter the City received from residents regarding the Pack House at 1461 Walker Lane. This is a sensitive issue for the people who live in the vicinity, and he would like an update as soon as possible. The City Manager agreed to follow up on the issue.

Jim Young

- He did not have anything to report.

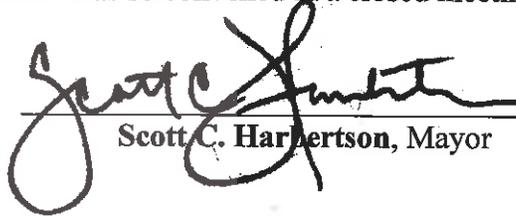
CLOSED SESSION

Motion:

At 9:00 p.m. **Cindy Roybal** made a motion for the Council to go into a closed meeting to discuss the acquisition of real property. The motion was seconded by **John Bilton** and unanimously approved.

Sworn Statement

I, **Scott C. Harbertson**, 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.



Scott C. Harbertson, Mayor

Motion:

At 9:30 p.m. a motion to reconvene into an open meeting was made by **John Bilton**. The motion was seconded by **Jim Talbot** and unanimously approved.

ADJOURNMENT

Motion:

Jim Talbot made a motion to adjourn the meeting. The motion was seconded by **Cory Ritz** and unanimously approved, and the meeting adjourned at 9:30 p.m.



Holly Gadd, City Recorder
Farmington City Corporation

Zimbra

hgadd@farmington.utah.gov

Fwd: Road plans for 450 S and 620 S., Farmington

From : Dave Millheim <dmillheim@farmington.utah.gov> Tue, Sep 03, 2013 08:02 PM
Subject : Fwd: Road plans for 450 S and 620 S., Farmington
To : Holly Gadd <hgadd@farmington.utah.gov>

FYI

Sent from my iPad

Begin forwarded message:

From: John Bilton <jbilton@centershift.com>
Date: September 3, 2013, 7:57:24 PM MDT
To: Dave Millheim <dmillheim@farmington.utah.gov>, Dave Petersen <dpetersen@farmington.utah.gov>
Subject: Fwd: Road plans for 450 S and 620 S., Farmington

John Bilton

Begin forwarded message:

From: Laraine Flood <lsflood@gmail.com>
Date: September 3, 2013, 5:05:44 PM MDT
To: mayor@farmington.utah.gov, jbilton@centershift.com, hjtaibot@comcast.net, cindyroybal@gmail.com, critz@foragegenetics.com, youngjm@ldschurch.org
Subject: Road plans for 450 S and 620 S., Farmington
Reply-To: lsflood@gmail.com

Farmington Mayor and City Councilmen members:

I know that tonight you are planning on making a decision on whether or not to have 620 S. be the only road servicing the frontage road from 200 East. I would like to mention a few things that I feel need to be considered when this decision.

1. There are more people and home that children will cross 620 S. than that cross 450 S. Count the number of lots and children that now and potentially will be crossing the 620 S

Continental Estates - Older people are selling and young families are moving in

Rice Farms - Young families and still building is going on.

Country Hills - Small Starter homes.

2. The Master transportation plan had a street planned to go through Rice Farms but it didn't happen.

3. The Planning Commission has recommended that 450 go through.

4. Your own staff feels that 450 S. should be made a thru street.

I hope you get to read this before the meeting tonight and consider the issues that I have made.

Thanks for all you do.

Laraine Flood
524 S. Glynhill Ct.
Farmington, Utah
801-599-2580

Zimbra

hgadd@farmington.utah.gov

Fwd: 450 S.Street AccidentI

From : Dave Millheim <dmillheim@farmington.utah.gov> Wed, Sep 04, 2013 05:17 AM
Subject : Fwd: 450 S.Street AccidentI
To : Holly Gadd <hgadd@farmington.utah.gov>

FYI for the cc minutes

Dave Millheim
City Manager
801-939-9203

From: "John Bilton" <jbilton@centershift.com>
To: "Dave Millheim" <dmillheim@farmington.utah.gov>, "Dave Petersen" <dpetersen@farmington.utah.gov>
Sent: Tuesday, September 3, 2013 7:57:39 PM
Subject: Fwd: 450 S.Street AccidentI

John Bilton

Begin forwarded message:

From: virginia abrea <virginiaabrea@yahoo.com.ar>
Date: September 3, 2013, 11:02:29 AM MDT
To: "scottharbo@msn.com" <scottharbo@msn.com>,
"jbilton@centershift.com" <jbilton@centershift.com>,
"critz@foragegenetics.com" <critz@foragegenetics.com>,
"cindyroybal@gmail.com" <cindyroybal@gmail.com>, "hjtalbot@comcast.net" <hjtalbot@comcast.net>, "youngjm@ldschurch.org" <youngjm@ldschurch.org>
Subject: 450 S.Street AccidentI
Reply-To: virginia abrea <virginiaabrea@yahoo.com.ar>

Members of the City Council,

While I was helping to collect signatures for the 450 south petition, this elderly gentlemen asked me to help him to send this letter as he cannot type. I'm pasting this letter in this email for you to read.

Farmington, Utah City Council:

I rode the UTA bus to Weber State University for 15 years. I've walked up 450 South Street, boarding the bus on 200 East Street. Unfortunately the 450 South Street is one of Farmington's narrow streets. In my opinion **450 South Street should not be utilized as an access road** to the Leavitt 51 house residential development; as this road is not designed for heavy traffic that would result from making 450 S. an access road to I-15.

The corner of 200 East & 450 South is also a dangerous intersection. In October of 2012 I could not clearly see a car driving South on 200 East resulting in a collision of my 2003 Buick Century car, which was classified as a total unrecoverable wrecked car. This accident was basically caused by a problem of visibility. A garbage can was in the way of my clear vision because 450 South Street has a step rise at the 450 South - 200 East intersection which adds to the visual problem. Of most drivers who use this road to get onto 200 East Street, I strongly recommend that this road never be used as an access road to the Leavitt development.

Sincerely,

William E. Erickson
546 South 10 West
Farmington, UT 84025

**450 SOUTH REQUEST TO
CITY COUNCIL OF
FARMINGTON**

LEAVITT PROPERTY DEVELOPMENT

WHAT EACH PARTY WANTS

City

INTERCONNECTIVITY

Balling Engineering

DEVELOPMENT

620 S Residence

DECREASE TRAFFIC

450 S Residence

**SAFETY CONCERNS
OVER USE CONCERNS
REQUEST TRAFFIC
STUDIES**



EXECUTIVE SUMMARY

1. 450 South does not meet the city of Farmington's most minimum specification for a local road of 55'.
2. 450 South carries with it significant safety issues, as compared to 620 South.
3. 450 South will provide the shortest distance to I-15 entrance southbound, therefore attracting comparatively more traffic than 620, 200, or 925 South. **Interconnectivity does not mean an optimal distribution of traffic.**
4. The lifetime citizens of Farmington at the top of the street feel that have been mistreated by the city in the past.
5. The City should consider limiting proximity of entrances close to or at the I-15 frontage road horseshoe turn.
6. Another piece of land adjacent to this lot may be developed in the future, and this would create a real issue for developers with these entrances being too close to the U-turn or horse-shoe turn from I-15 to frontage road. Too many entrances into developments close to this turn could present congestion issues or safety issue as the visibility is limited from I-15 to frontage road around this turn. Moving this entrance south would make room for a future development(s).

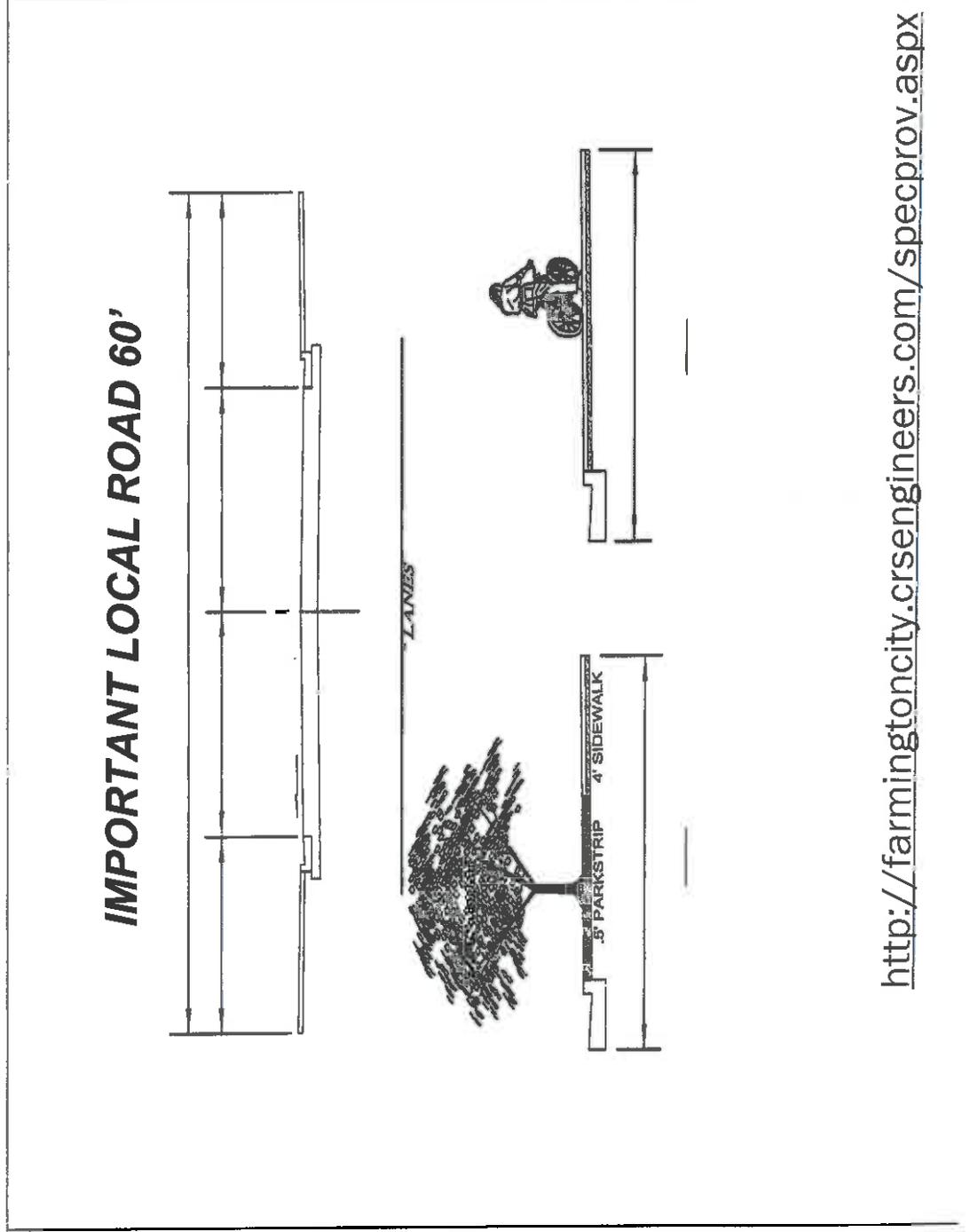


450 SOUTH AS COMPARED TO 620 SOUTH

- Discussions from previous Planning Commission Meetings are such that 450 South and 620 South should be able to share the traffic 50% - 50% equally (this is an **ASSUMPTION**)
- However, 450 South residents contend that 450 South exhibits safety issues at present, and encouraging the increase of traffic will only increase risk down this road.



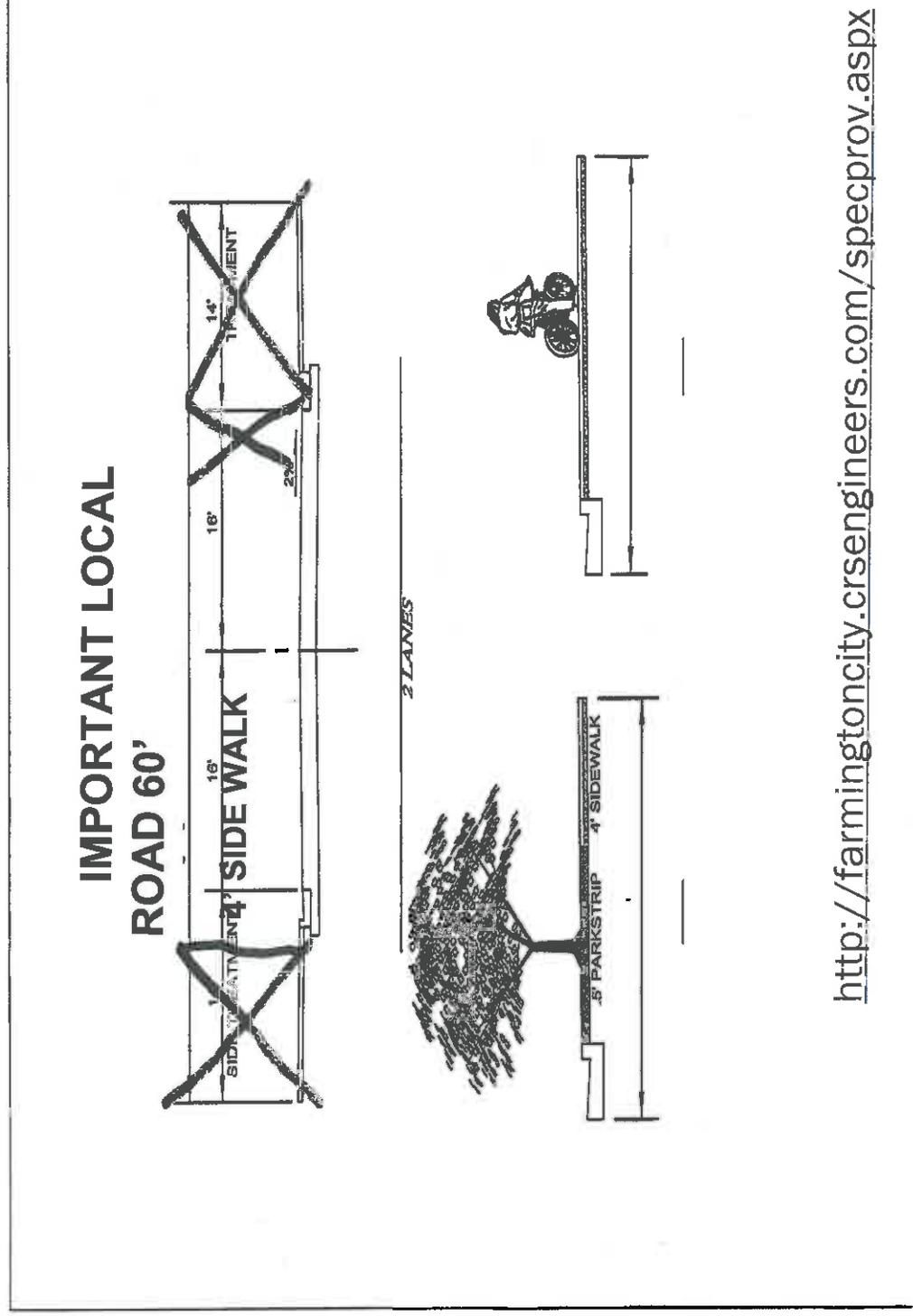
CITY'S SPECIFICATION 620 S. IS CLOSE TO THE SPECIFICATION FOR IMPORTANT LOCAL ROAD



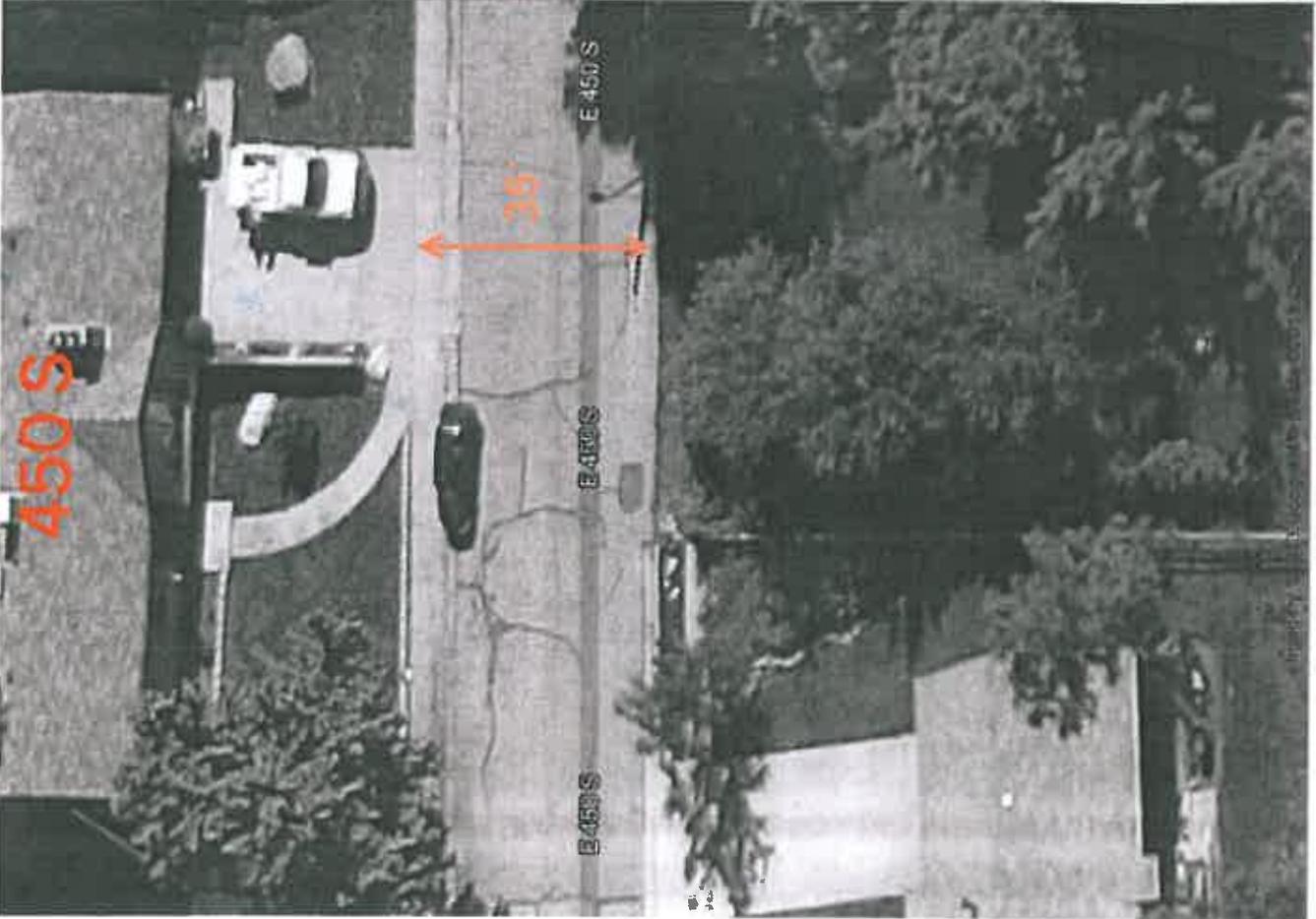
<http://farmingtoncity.crsengineers.com/specprov.aspx>

450 S. FALLS SHORT OF THE SPECIFICATION

TOTAL WIDTH IS 35' VS. THE 60' SPECIFICATION (INCLUDING SIDE TREATMENTS)
75% DEFICIENT IN ITS SIDE TREATMENT, WHICH PROVIDES SAFETY BUFFER FOR PEDESTRIANS



<http://farmingtoncity.crsengineers.com/specprov.aspx>



SIDEWALKS AND BUFFERS

Sidewalks, specifically paved sidewalks, are an important piece of a walking route to school. Paved sidewalks are “pedestrian lanes” that provide people with space to travel within the public right-of-way separated from motor vehicles and on-road bicycles. They should have a level, hard surface and be separated from motor vehicle traffic by a curb, buffer or curb with buffer.

<http://guide.saferoutesinfo.org/engineering/sidewalks.cfm>



STUDIES SHOW PEDESTRIANS ON 450 S. ARE AT RISK

- Many pedestrians have been killed because side-treatment was lacking in sidewalks and buffers.

(See citation at end of slide show.)

- “Infrastructure installed with Safe Routes to School funding is proven to reduce pedestrian and bicycle deaths and injuries. For example, adding a sidewalk cuts in half the risk that a pedestrian will be struck by a car.”

<http://www.saferoutespartnership.org/sites/default/files/pdf/SRTS-policy-report-fact-sheet.pdf>



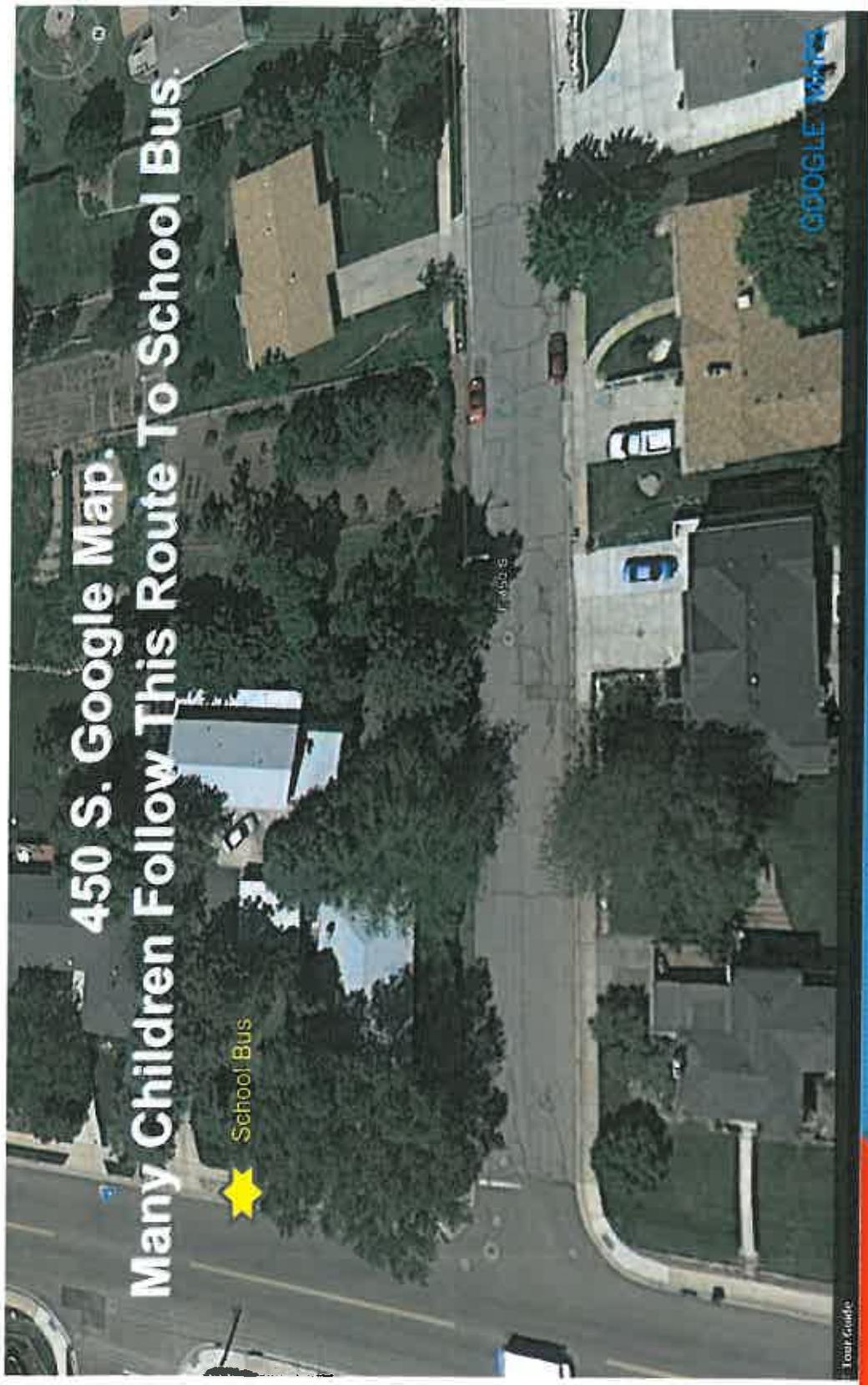
FACT

The closer one is to the path of a vehicle, the more likely he or she is of being hit by that vehicle if or when it loses control!



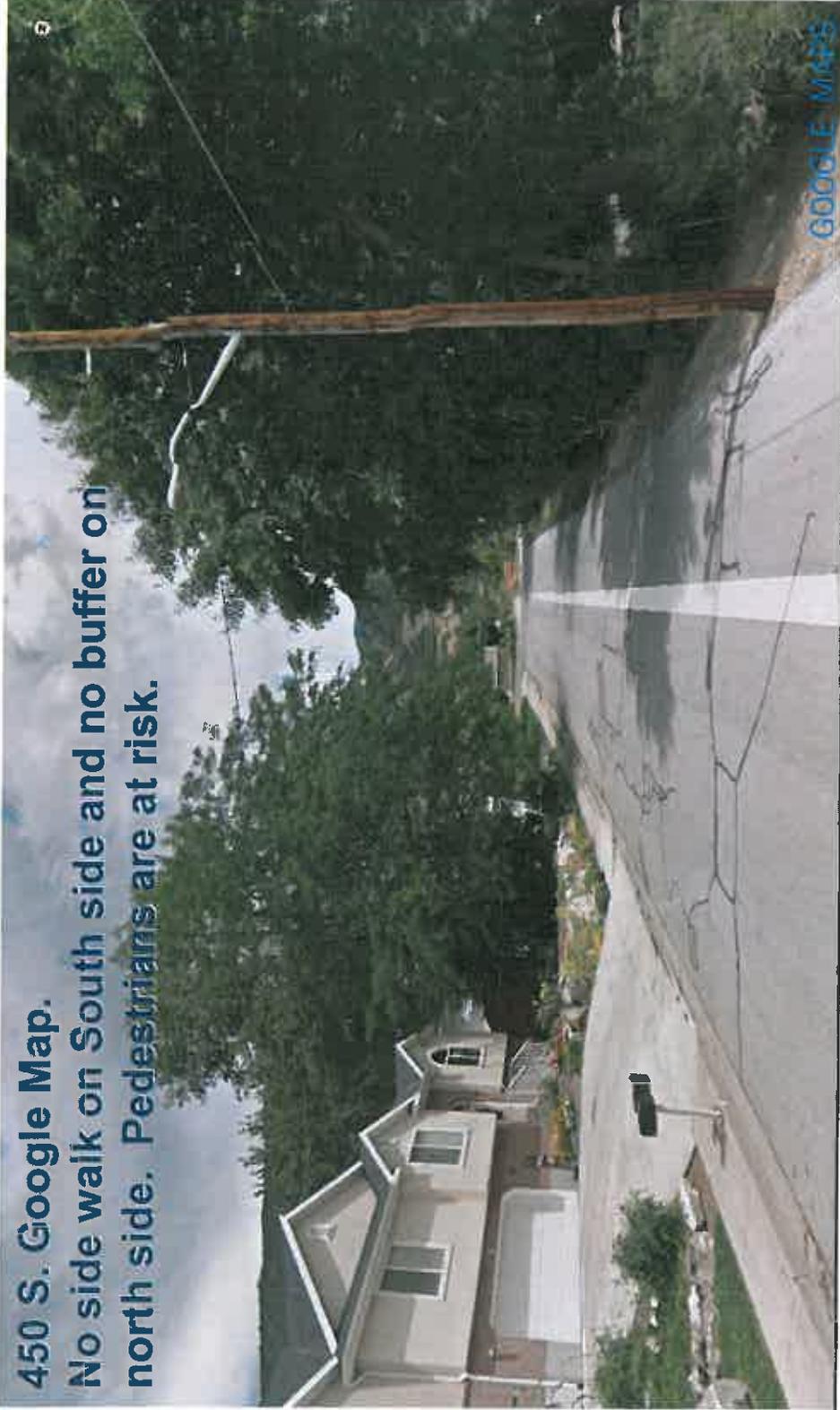
450 S. Google Map. Many Children Follow This Route To School Bus.

★ School Bus



450 S. Google Map.

No side walk on South side and no buffer on north side. Pedestrians are at risk.



450 SOUTH FROM 200 EAST

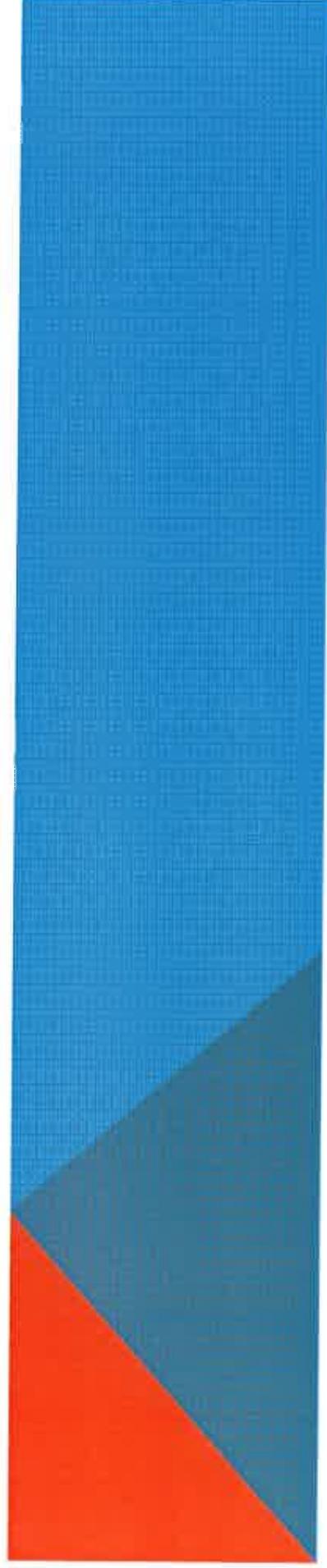
PEDESTRIANS THAT NAVIGATE THIS SECTION OF THE ROAD ARE AT A SUBSTANTIAL RISK.



SAFETY ISSUES WITNESSED ON 450 SOUTH

At the east entrance of 450 South, the narrowest and steepest part of the road, residents have witnessed the following incidents during inclement weather:

- **Cars sliding into fencing. Resident at top of road uses cheap wire fencing because of this issue.**
- **Cars hitting telephone poles, mailboxes, and rock walls.**
- **Cars sliding into personal property. One almost slid into a resident's front room.**



THE PATH OF VEHICLE

- All personal property and pedestrians on 450 South are much closer to the path of vehicles.
- The city engineers' **assumptions** that drivers will slow down on 450 S. simply because it's a narrow road is not necessarily true. This has not been the experience of the residents of 450 South. Residents of 450 South have experienced drivers using the road at excessive speeds.
- 620 South has a substantially larger buffer between pedestrians and the path of vehicles (see slide #9). Therefore, 620 S. by comparison to 450 S. is a much safer road for residence and its pedestrians (this includes a large number of school children who use 450 S. to walk to school).
- Houses, children, pedestrians, etc. are at a greater risk as compared to residents on 620 South.

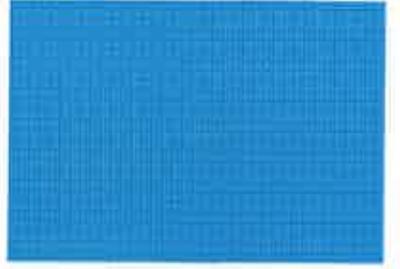


FLAW OF INTERCONNECTIVITY

- Just because multiple routes are provided for traffic does not mean these roads will be used equally (**the 50%/50% assumption of Planning Commission**).
- Instead, it will function like the **free market**, which is that people will use the road that is the easiest access for them.
- 450 South will be positioned to be the road for direct access to I-15. As such, it will take away most of the traffic from 620 South as well as 200 South and other adjacent roads such as 925 South, because it is the shortest distance from 200 E to I-15.
- All of these roads have been designed for this use. However, 450 South does not even meet the minimum specification of the City of Farmington's standards. Index to Farmington City Standard Details - Special Provisions; road section 260. drawing 2 & 3 of 6.

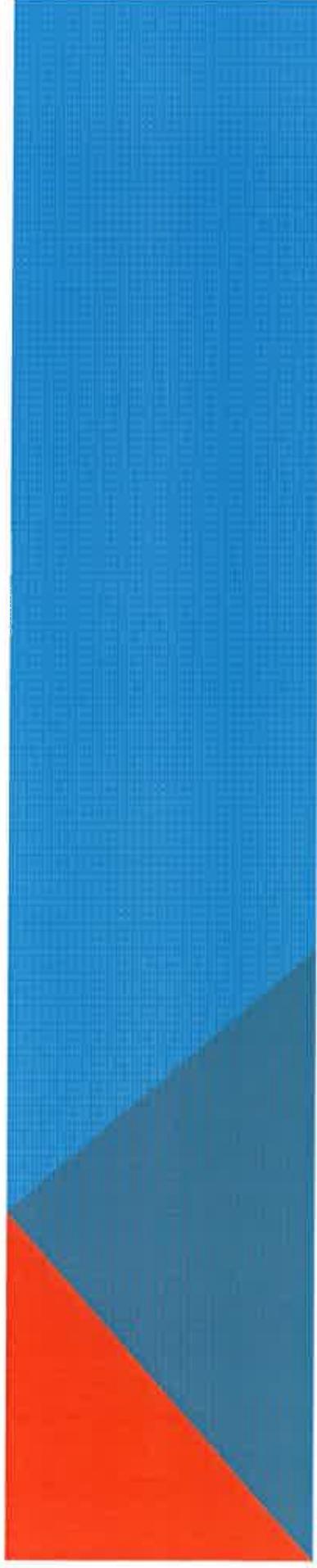


Flaw of Interconnectivity



450 SOUTH OVERUSE

Based on the desirable location of 450 S. the route will be preferred by most drivers as, under the proposed plans, it will be the shortest path to I-15.



COMPROMISE TO I-15 ENTRANCE

- The horseshoe or U-turn shaped turn from I-15 to the frontage road with too many entrances to communities could create an issue in this area. Coming off the I-15 visibility is limited; and therefore, entrances should be moved down further from the U-turn.
- The entrance accepted by Planning Commission will create issues with the future development of land adjacent to the Leavitt development. If the proposed development entrance is far north, then both entrances would be right by the U-turn which could really compound things and create issues where cars are coming off I-15 to frontage road.
- 450 S. propose to move the entrance south five houses (Lot 115) from its current proposed exit site out of the Leavitt development.

See google maps
(<https://maps.google.com/maps?hl=en&tab=wl>)



SUMMARY

- If the entrance is placed where it is planned, the concerns of 450 South will remain ignored.
- 450 South residents request that the city conduct traffic studies by third party, and demonstrate the need and the safety for the 450 South extension. **(No More Assumptions)**
- If the city ignores this request, then we ask that at least the entrance be moved five houses (Lot 115) down from its current spot.
- If the entrance into the development is moved down just 5 houses:
 - Flow of traffic down 450 South may possibly be at tolerable and safe levels.
 - The citizens of 450 South will at least feel some sense of consideration to their concerns of safety to its pedestrians (which include a large number of school children) and its residents.
- 620 South (currently not overused) will experience some relief.
- Entrance to new development will not be to close to I-15/frontage road horse-shoe turn.
- The future development of adjacent property to Leavitt property, will not compound issue at I-15/frontage road horse-shoe turn. Because the entrance in the Leavitt property development will be further south.



CITATIONS

<http://www.commercecitysentinel.com/content/sidewalks-save-lives>

<http://www.blueoregon.com/2013/03/sidewalks-or-highways-prioritizing-prevention-unnecessary-tragedy/>

<http://www.theautochannel.com/news/2013/05/08/075585-sidewalks-and-safe-crossings-save-lives.html>

<http://hyattsville.patch.com/groups/politics-and-elections/p/hyattsville-mayor-sidewalks-save-lives>

"The last pedestrian to be killed on a Hyattsville street was on 38th Street because he was walking where there wasn't a sidewalk available,

<http://www.tstc.org/bulletin/20040503/mtr45706.html>

http://articles.philly.com/2011-05-24/news/29578109_1_pedestrian-deaths-pedestrian-danger-index-pedestrian-safety

<http://www.saferoutespartnership.org/sites/default/files/pdf/SRTS-policy-report-fact-sheet.pdf>

<http://www.walkdcwalk.org/2012/05/let-prioritize-sidewalks.html>

<http://www-nrd.nhtsa.dot.gov/pubs/810968.pdf>

National pedestrian crash report pg 37. Table A-2 on road shoulder.

<http://farmingtocity.crsengineers.com/specprov.aspx>



Residents of 450 South Petition Letter to Farmington City

Members of the City Council, Mayor, and Farmington City,

We the citizens of 450 South or otherwise concerned do submit this petition to request that the City not approve the extension of 450 South to the I-15 Frontage Road for the following reasons:

- **450 South does not meet the standards for an "Important Local Road"** (<http://farmingtoncity.crsengineers.com/specprov.aspx>) that would connect 200 East to the I-15 Frontage Road. Between 200 East and about 100 East, the pavement on 450 South is only 27 feet wide (33 to 35 feet total width) and only has a sidewalk on the north side of the street with no park strip/buffer separating pedestrians from the vehicular path. This part of the road is approximately 75% deficient in the side treatment aspects, which are intended to provide safe access for pedestrians. Furthermore, at no point does 450 South meet the minimum requirement of 60 feet for an "Important Local Road".
- **Pedestrians on 450 South are exposed to significant risk** due to the lack of a sidewalk on the south side of the road, and no buffer/park strips on either side of the road. The risk is most significant in the winter when snow plows pile snow on the sidewalk. At these times, pedestrians have no option but to walk in the road which is already narrow. The steepness of 450 South just west of 200 East creates a dangerous situation, particularly when the roads are snow packed. Residents have witnessed many times when cars have slid out of control hitting mailboxes, fences, rock retaining walls, and nearly hit one Farmington resident who use to run on 450 South (he no longer runs on this section of 450 South; City Council Meeting August 6th 2013). Bus stops for school and UTA buses at the intersection of 450 South and 200 East add to the pedestrian traffic in this hazardous location. Creating the potential for more traffic to use this road increases the risk of incident on an already narrow and less safe road.

Mr. Peterson (68 East 450 South) provided many sources that indicate that sidewalks improves safety and saves lives, and the lack thereof puts pedestrians and casual bicyclists at risk. Additionally, narrowing up a street by not including adequate sidewalks, buffers, and parks trips intended to protect pedestrians does not make it safer. One study stated that sidewalks alone cut the risk of pedestrian/vehicle crashes in half, and the national pedestrian crash report shows that a substantial number of pedestrians are killed while walking on shoulders (Attachment 9: slide show sources and attachment 5; National Pedestrian Crash Report pg. 37 or pg 37 in <http://www-nrd.nhtsa.dot.gov/pubs/810968.pdf>). Comparatively speaking, very few fatalities occur on sidewalks; more fatalities occur on the road shoulders and while crossing streets and street intersections (see attachment 5).
- **Many school children use this road as a route to school.** During the school year, we see many children go up and down our street daily. Balling Engineering's assessment confirmed that a substantial number of children use this road daily to go to and from Farmington Elementary and Junior High School (see attachment 1). School children are often seen walking or riding their bikes in the street, unaware of the danger of vehicular traffic. Therefore, it is very important to consider the presence of school children in the consideration to add more traffic to a road exhibiting the safety issues as described above.

Residents of 450 South Petition Letter to Farmington City

- **Engineering assessments done by the city and others concluded that 450 South should not be extended or connected to the frontage road.**
 - Tim Taylor's assessment, (see attachment 2) dated 6 June 2013, recommended "that 450 South not be extended for vehicular traffic". His recommendation seemed to be based on narrow "curbface to curbface width" being too narrow and the proposed increased traffic volumes on 450 South.

The planning commission discounted Tim Taylor's recommendation saying, "Initially, the traffic engineer felt the trailway was a good option, *but in reviewing the Master Transportation Plan*, he also felt a road going through would be ok as well" (see attachment 6, page 6). Tim Taylor's recommendation, however, clearly stated that he made the recommendation after thoroughly considering 450 South had "been included in the City's Master Transportation Plan ... since at least 1995" (see attachment 2).
 - Matt Riffkin, President of InterPlan Transportation Planning, agreed with "the City traffic engineers' initial recommendation to build a trail along 450 South but to not build a road along this section" (see attachment 3). His recommendation was based on increased "traffic and pedestrian counts" that would be introduced by a new road connecting 450 South with the Frontage Road and I-15.
 - Balling Engineering's assessment (see attachment 4 and attachment 7) similarly recommended against connecting 450 South through to the Frontage Road and I-15. Mr. Balling stated, "I hope that you can envision the devastating effects of this concentration" of traffic.
- **The current proposal would increase traffic on 450 South and further compromise the safety of pedestrians, casual bicyclists, and especially school children.** Each of the above referenced assessments concluded that a through street from 450 South to the Frontage Road would dangerously increase traffic on 450 South. 450 South would become the shortest distance from 200 East to I-15; and therefore, vehicular traffic would increase. Vehicles seeking the shortest distance and fastest connection between two points will choose this route in lieu of 620 South, 200 South, and even Glovers Lane, in some instances. Thus, the concentration of traffic will be transferred from approved and constructed feeder roads such as 620, and 200 South to 450 South, which is a narrow and substandard road already in need of improvements (primarily in side treatment for pedestrians).

We the citizens of 450 South or otherwise concerned therefore, recommend that the City of Farmington not approve the extension of 450 South to the Frontage Road. Mr. Balling would then be free to revert to one of his earlier, preferred proposals that do not have an entrance onto 450 South.

Residents of 450 South Petition Letter to Farmington City

Compromise Proposal:

In the City Council Meeting on 6 August 2013, Jim Talbot of the City Council asked the residents of 450 South to make recommendations that could be considered if the City Council approves the current proposal. We therefore submit the following conditional recommendations:

- **Move the proposed entrance between Kestrel Bay Estates PUD subdivision and the Frontage Road five houses further south (see attachment 8; lot 115) for the following reasons:**

(Note: Moving the Kestrel Bay Estates PUD subdivision entrance/access from the I-15 Frontage Road to 620 South also achieve interconnectivity, and would be a preferred alternative as it also achieves the items listed below.)

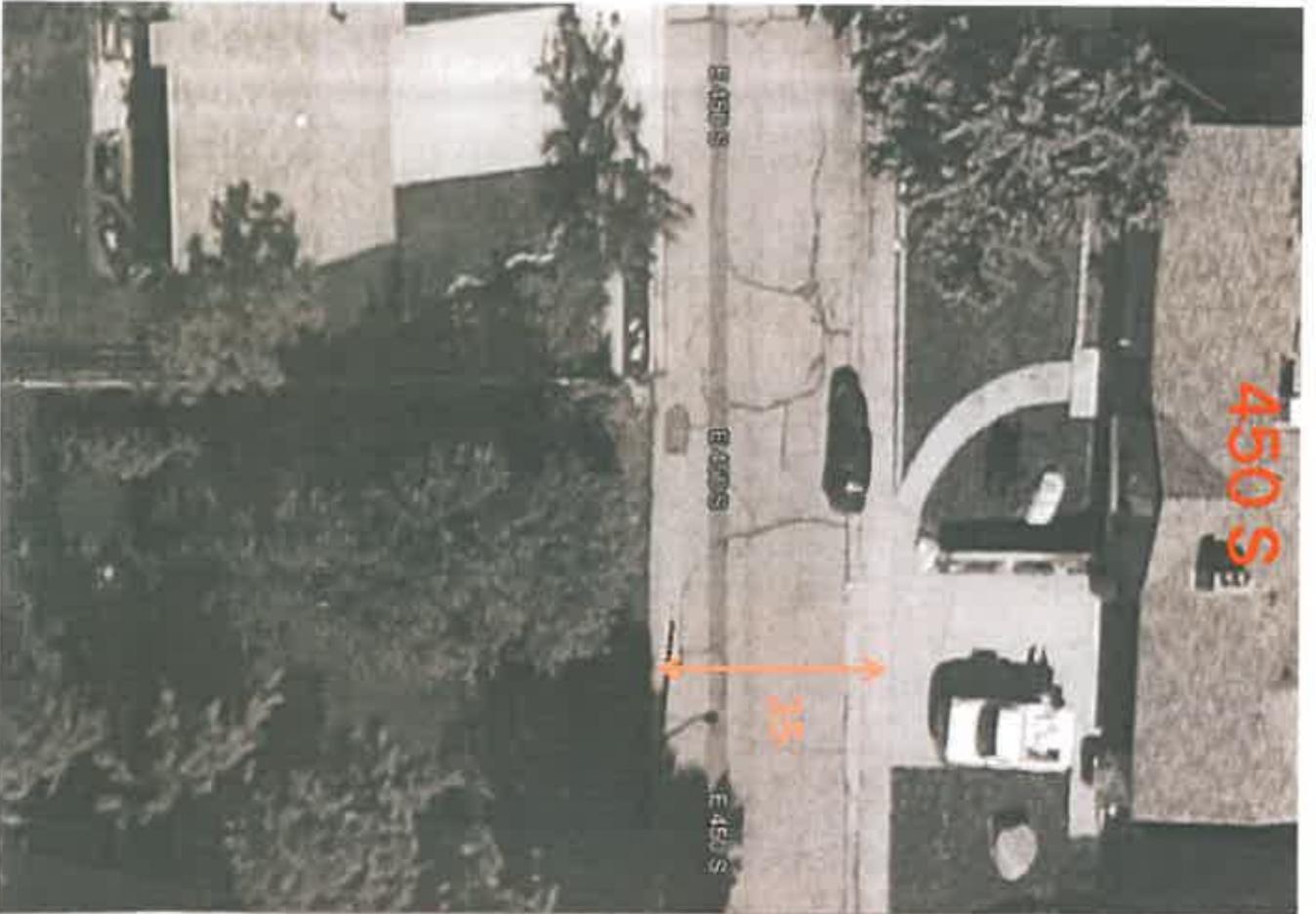
1. **It allows the interconnectivity the city desires.**
 2. **Helps to limit the increase of traffic on 450 South and in the new development,** as traffic down these roads presents significant safety issues for its residents and pedestrians (including a substantial number of school children). This should also be beneficial, and likely more desirable, for the residents who would eventually own the homes in the new development.
 3. **It will help to decrease congestion issues at the Frontage Road/I-15 U-turn.**
Neighbors have witnessed traffic backing up on the frontage road heading into the U-turn just north of the proposed entrance to Kestrel Bay Estates PUD subdivision. Traffic at this area will certainly increase with additional future developments in east bench and the west areas of I-15. Furthermore, the property adjacent to the U-turn may develop at some point, which would require another entrance at or by the U-turn. Therefore, in terms of planning for the future, it would be in the best interest of the Farmington community as a whole, to limit accesses in close proximity to the I-15 Frontage road U-turn.
- **Add a three-way stop sign and a crosswalk** at the entrance to the Kestrel Bay Estates PUD subdivision from 450 South. This would allow the children to safely cross 450 South on their way to and from school.
 - **Install solar powered traveling speed warning signs on 450 South and 620 South** to help reduce the speed of commuters using these roads.

We, the residents of 450 South or otherwise concerned, do respectfully submit this petition and its contents to the City Council, Mayor, and the City of Farmington.

Sincerely,

The Residents of 450 South

450 S



Google

620 S

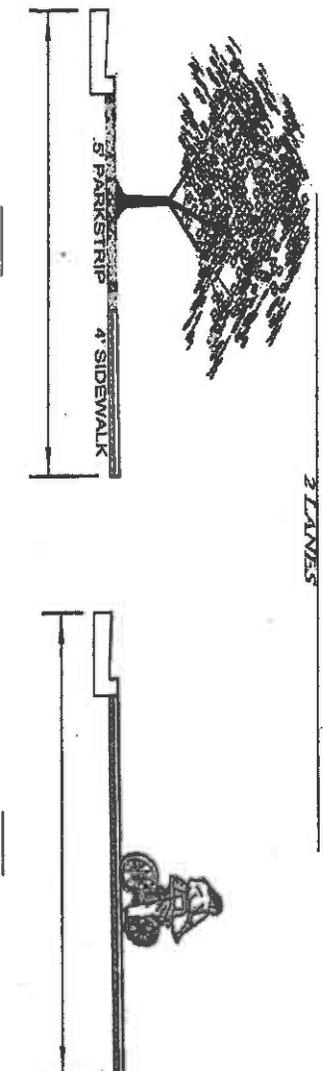
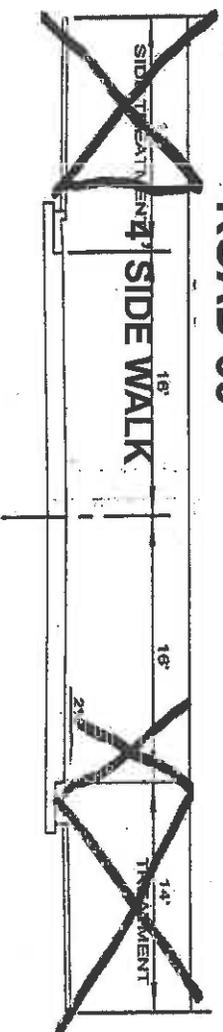
60



450 S. FALLS SHORT OF THE SPECIFICATION

**TOTAL WIDTH IS 35' VS. THE 60' SPECIFICATION (INCLUDING SIDE TREATMENTS)
75% DEFICIENT IN ITS SIDE TREATMENT, WHICH PROVIDES SAFETY BUFFER FOR
PEDESTRIANS**

IMPORTANT LOCAL ROAD 60'



<http://farmingtongcity.crsengineers.com/specprov.aspx>

Attachment 1

450 South Street
 Traffic and Pedestrian Count
 June 6th, 2013

Time	Pedestrians		In Road	Razors or	Bicycles	Crossing	Vehicles
	South Side	North Side		Skateboards		620 South	
7:00-7:15	4	0	3	0	1	No Data	5
7:15-7:30	1	0	2	0	0	No Data	3
7:30-7:45	0	0	0	1	2	No Data	11
7:45-8:00	0	0	2	0	1	No Data	16
8:00-8:15	0	0	1	1	1	No Data	20
8:15-8:30	1	0	0	0	13	No Data	14
8:30-8:45	5	1	11	5	16	No Data	29
8:45-9:00	0	1	11	0	2	No Data	39
2:30-2:45	0	0	0	0	2	0	13
2:45-3:00	2	0	0	0	0	0	18
3:00-3:15	0	1	0	2	3	2	20
3:15-3:30	4	0	8	1	7	7	24
3:30-3:45	3	15	11	6	14	14	31
3:45-4:00	2	3	8	1	14	13	23
						36/107	
Subtotal	22	21	57	17	76	36 (33.6%)	266

June 6th was not a typical day for the following Reasons:

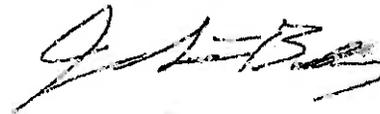
- 9th Graders were not attending School due to Lagoon Day this results in a 10% increase
- Students with a Citizenship "U" were not allowed to attend Jr. High School (negligible)
- Both Schools attendance secretaries estimate 10% absentees due to second to last day of school

Therefore there is a 20% increase from above numbers for a typical day

20%	4.4	4.2	11.4	3.4	15.2	No Data	N/A
Total	26.4	25.2	68.4	30.4	91.2		266

Total Pedestrians, Razors and Bicycles 242

I, Scott Balling, do hereby certify that the measurements and data shown is correct as measured on June 6th, 2013



Attachment 2



Scott Balling (scottballing@gmail.com)

Kestrel Bay Estates PUD Traffic Review

Tim Taylor <ttaylor@wcecengineers.com>

Thu, Jun 6, 2013 at 12:00 PM

To: jscottballing@gmail.com

Cc: calexander@farmington.utah.gov, dpetersen@farmington.utah.gov

Scott,

Per our phone conversation this morning and your request, below are the comments I submitted to Dave & Christy on the 17th of May regarding your submittal:

I've reviewed the site plan and additional information provided by Mr. Balling. Below are my comments/recommendations:

1) Extension of 450 South St – Since at least 1995, three east/west connections between 200 West and Glovers Lane (450 South, 620 South and 750 South) have been included in the City's Master Transportation Plan in order to provide opportunity for a regular grid street pattern between 200 East and the I-15 Frontage Road. Currently 620 South is the only direct connection between 200 East and the I-15 Frontage Road, with 450 South and 750 South both being partially constructed. The curbface to curbface width on 620 South is approx. 40', whereas 450 South and 750 South are only 30'.

The primary benefits of a grid street pattern include improved connectivity for all modes of travel (bicycle, pedestrians and vehicles) and increased access/circulation options so that no single street accommodates all of the traffic. Currently, 620 South accommodates all of the east/west traffic demand between 200 South and Glovers Lane.

Extension of 450 West would likely result in the following changes to vehicular traffic patterns:

- Decrease the "cut-through" traffic demand on 620 South as residents along 450 South would be provided with a direct connection to the I-15 Frontage Road.
- Decrease travel distance/time for residents living along 450 South.
- Increase traffic volumes on 450 South
- Potentially provide more direct "cut-through" opportunity for motorists traveling between the I-15 Frontage Road and 500 South (area East of 200 East)

Given the residential nature of the land uses in this area and the small amount of remaining undeveloped property, the future east/west traffic demand in this area will not likely increase to a point that additional east/west capacity is needed. However, without additional east/west connections, 620 South will have to accommodate any future increase in traffic volumes.

Based on my review, I recommend that 450 South not be extended for vehicular traffic but that a trail be constructed along the 450 alignment to accommodate connectivity for bicycles and pedestrians between Ailsen Way and the I-15 Frontage Road.

2) Proposed Kestrel Bay Drive/I-15 Frontage Road Intersection – The site plan currently shows an entrance island on Kestrel Bay Drive at this intersection.

I recommend removal of the island in order to provide additional area for turning maneuvers.

3) Proposed Wendell Way/620 South Intersection – The current spacing between Wendell Way and the I-15 Frontage Road is approximately 125' which is less than the required 150' (Master Transportation Plan).

As practical, I recommend that access from the proposed development to 620 South be relocated further east so that there is sufficient space to accommodate vehicle queuing on 620 South (for both the I-15 Frontage Road intersection and left-turn movements into the development).

4) Pedestrian Connectivity – ***I recommend that there be a connection to 450 South (Trail and Road), perhaps between lots 305/306 or 103/301. If there's a connection between 305/306, I'd suggest the common area connection be moved to go between lots 317/318.***

Feel free to contact me if you have additional questions.

Thanks,

Tim

Timothy J. Taylor, P.E., PTOE | WCEC Engineers, Inc.

9980 South 300 West, Ste 200, Sandy, UT 84070

Email: ttaylor@wcecengineers.com

Tel: 801.456.3847

Fax: 801.618.4157

Attachment 3

Exhibit G

InterPlan



Transportation Planning

7719 South Main Street
Midvale, Utah 84047
801.307.3400 Phone
801.307.3481 Fax
www.interplanco.com

June 12, 2013

J. Scott Balling
Balling Engineering
323 East Pages Lane
Centerville, Utah 84014

Subject: Farmington Traffic Review

Dear Scott:

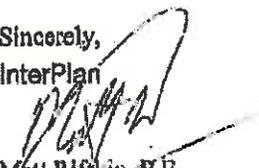
At your request, InterPlan has reviewed your proposed development in Farmington and the controversy associated with traffic on 620 South and 450 South. Our analysis was limited to a brief review of the area, discussions with the City traffic engineer (Tim Taylor of WCEC Engineers), and information (including traffic and pedestrian counts) provided by you. Our review encompassed a somewhat "fresh look" at the issues and did not include a full traffic Impact study nor did it consider past promises, agreements or perceptions that local residents may reference.

As we discussed, the issues associated with residential street traffic are difficult. I have found that residential complaints about out through traffic are often related to travel speeds as opposed to excessive traffic volumes. Local governments, and development serving local governments, are often faced with trade-offs regarding building wider residential streets to accommodate traffic volumes, pedestrian and bicycle travel, and emergency response vehicles versus keeping street widths small to minimize travel speeds. These trade-offs are never easy nor is there a single answer.

I agree with the City traffic engineers' initial recommendation to build a trail access along 450 South but to not build a road along this section. According to your traffic and pedestrian counts, a new road at 450 South may approach the need for an enhanced pedestrian crossing (according to National Cooperative Highway Research Institute publication 562, *Improving Pedestrian Safety at Unsignalized Crossings*, 2006). Although the pedestrian crossing issues do not appear to be severe and can be mitigated, I would suggest that mitigation of travel speeds along 620 South through various traffic calming options represents a preferable trade-off to the risk of pedestrian safety. However, as previously explained, these are difficult issues and trade-offs that the City leaders must consider and ultimately address.

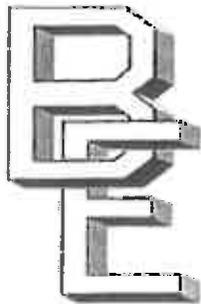
I hope this information is useful. Please call if you have any questions or require additional information.

Sincerely,
InterPlan


Matt Rifkin, P.E.
President

Project Number 130329

Attachment 4



Balling Engineering

323 East Pages Lane
P.O. Box 805
Centerville, Utah 84014
Phone: (801) 295-7237
Fax: (801) 299-0419
Email: scott@ballinginc.com

Preliminary Comments by Scott Balling

Farmington City Planning Commission (or City Council)

June 27th, 2013

Members of the Planning Commission, Thank you for your time and considerations. As you are aware, my company is the proposed developer of the Leavitt Property and we have prepared the plans currently under consideration. We appreciate your willingness to table the discussion from the May 30th meeting until now. I believe this extra month has been of great value. There are not many undeveloped properties to the East of the Freeway in Farmington and it is wise to proceed with caution such that the best long term solutions are achieved. I understand that three issues will be presented at this planning commission meeting as follows:

- 1) The Request for the Rezone
- 2) The Proposed Concept Plan
- 3) The 620 South/ 450 South Road Issue

I would like to discuss these three items and will do my best to be brief and succinct.

Rezone Request

The Leavitt Property within this plan includes 8.68 Acres. The South 2.14 Acres is currently Zoned R-8 which allows up to 15 units per acre. The North 6.54 Acres is currently Zoned AE. I have attached Exhibit A which outlines this request. It is our desire to rezone the north 6.54 acres to an R zone. This request is compatible with the surrounding properties to the East and North. Grass Valley Acres and Steed Creek Estates are currently zoned R. This is also the zone change that has been recommended by the Farmington City Staff. I am not aware that there are any issues with our rezone request, but I would be glad to try and answer any questions members of the planning commission may have concerning the rezone request?

Proposed Concept Plan

As you are aware we have been working with the Leavitt Family for the development of their properties for about a year. In the process I have met with several of the neighbors on many occasions. The first and foremost concern they have always clearly expressed is their desire to discontinue the development of multi-unit structures within the area. I shudder to think what could happen to me and my wife if we came here this evening with a plan that proposed multi-unit structures. As you know, South Davis County has an aging population, I feel these pains daily. And many people in the area desire to live in nice neighborhoods with smaller yards and no yard work obligations. I have developed successful properties in the past in Bountiful based on this concept and firmly believe the development we are proposing will be successful in this area. As far as I know, those who have spoken publically about our proposed subdivision have been very complimentary about these ideas and designs. This is the kind of subdivision that will definitely contribute to the beauty of the city.

Our plan meets the desire of the local neighborhood in the area to discontinue multi-unit structures and also meets the needs of those residents who want more security and less maintenance. A copy of our concept plan is attached as Exhibit B. Some of the focal points of this plan are as follows:

- All landscaping and snow removal within the development will be professionally maintained by contract with the Homeowner's Association.
- Accordingly the lots and setbacks will be smaller and very nice common open spaces will be provided with wider walkways easily accessible from every lot.
- Homes will be larger with focus on larger family gathering areas, hobby rooms and dens and fewer bedrooms, fewer steps and flatter walks and driveways.
- More custom features per each home will be provided as most of these experienced buyers will likely be more set in their ways and opinions.
- Full basements are desired and an associated land drain system will be necessary.
- For security purposes we desire this project to resemble as much as possible a gated community but within the entrance gates. We have tried to focus all entrance and exit into one point off the frontage road with a wider and more generously landscaped approach. A smaller 32 ft. wide secondary exit has been recommended solely for emergency vehicles and drainage issues.

- No Lots will be exterior facing. No lots will have access from 620 South, 70 West Street or the Frontage Road. All landscaping and park strips on these roads will be maintained by the homeowners association.
- Quality Perimeter Fencing will be required. A sound wall will be installed the length of the frontage road. Remaining perimeter fencing will be discussed and agreed upon with adjacent neighbors.
- Residence will need to feel secure that they can lock up and leave their properties for extended periods of time.
- The Protective Covenants will include architectural reviews, Parking Restrictions (both on roads and driveways), and Recreational Vehicle Restrictions.
- There will be no restrictions on age or number of children.

As part of our submittal we prepared a yield plan of this area which indicated that with the proposed rezone we were entitled to 60 units within this site (Exhibit C). We have found that we cannot get the quality of homes we desire at that density and this site plan proposes only 51 units. I have provided plans of three typical homes with Elevations that we anticipate within this project for your review (Exhibits D-1 through D-3).

Prior to the May 30th meeting, I hand delivered an outline of our plans and a copy of the concept plan to all residents within 500 feet of this property and requested any comments and suggestions. I have received many comments and suggestions. Many of them have been beneficial and we have incorporated these ideas within the plans. Currently I do not know of any outstanding objections from neighbors regarding the concept of our development, or the size of lots and homes. The only objection that I know of relates to that expressed by the residents on 620 South Street relating to the 450 South road issue, which I would now like to address.

The 620 South/ 450 South Road Issue

Concurrent with our initial submittal of plans we provided a letter to Mr. Tim Taylor, the Farmington city traffic engineer. In that letter, we addressed the issue of 450 South Street because concerns were expressed to us from the city staff.

It is only natural that those who live along 620 South want the through street because they think it will ease traffic where they live.

Similarly, those in the area of 450 South don't want a busy street in their neighborhood.

A copy of the letter we submitted to Mr. Taylor is attached as Exhibit. Among other things this letter included all the recorded subdivision plats within the area which as previously mentioned show 620 South Street.

On May 17th, Mr. Taylor replied to our letter through the city planning staff and a copy of this review is attached as Exhibit F. As highlighted in this review Mr. Taylor recommends

“that 450 South not be extended for vehicular traffic but that a trail be constructed along the 450 alignment to accommodate connectivity for bicycles and pedestrians between Aileen Way and the I-15 Frontage Road.”

A few additional suggestions are made in this reply and our plans were altered slightly to comply with all the recommendations of the City Traffic Engineer.

Since the planning meeting last month we have employed the service of an additional independent Traffic Engineering expert. Matt Riffkin of InterPlan. A copy of Mr. Riffkin's findings are provided as Exhibit G. I have highlighted a portion of his letter which states as follows:

“I agree with the City traffic engineer's initial recommendation to build a trail access along 450 South but to not build a road along this section. According to your traffic and pedestrian counts, a new road at 450 South may approach the need for an enhanced pedestrian crossing (according to National Cooperative Highway Research Institute publication 562).”

Since last month's planning commission meeting we have made a written request to the city for all “Planning Commission and City Council minutes relating to 450 South Street being added to the city master transportation plan as a feeder or collector road”. A copy of our request is provided as Exhibit H. I personally express my appreciation to city employee Heidi Gordon for her extensive and exhaustive search for all records.

Our motive behind this request is to find any reason or logic as to why Farmington City would want to transfer even a portion of the traffic volume from an approved and constructed 60 ft. wide feeder road onto a substandard minor residential road where portions of the road are less the 40 ft. wide, have sidewalks adjacent to the curb and in places have no curb or walk at all and particularly when there is a high volume of child pedestrian traffic.

Heidi was able to supply me with a single document including Ordinance No. 2009-29. This document makes an amendment to the Master Transportation Plan of Nov. 16, 2005. I have provided a copy of this document as Exhibit I.

As you look through this document you will find no mention whatsoever of 450 South Street. If you look closely to page 9 of this document you will see a faint dashed line indicating what apparently is a proposed extension of 450 South Street. I have highlighted it for your easy finding. This is all we have. We are still left with questions of reason, intention and logic regarding this revision from past planning.

On June 11th your city engineer was asked to deliver a concept plan with an optional development of 450 South Street through to the frontage road. We met, and a copy of this development option is provided to you as Exhibit J.

You can see how an extension of 450 South is contrary to the very intent of the development

- it would negatively affect the security intentions of a nearly gated community.

- you can see how we would lose the single focal point entrance into the development.

- you can see how there would be no advantage to inwardly facing lots when they would be facing a public through street.

I think you can see how this would destroy that concept we are striving to achieve and it might be best if we try alternatives such as starter homes and increases to our permitted density.

Finally and most critical to your decision, foremost you need to consider the safety of all the children who cross 450 South Street on a daily basis on their way to and from school.

Since our last meeting on May 30th we have scrambled to get a count of these children before they let out for their summer vacation. We did this on June 6th, the second to last day of school. A copy of our count and numbers are attached as Exhibit K. These numbers show that on a typical school day there are 242 pedestrians, of which nearly 100% are children, who cross 450 South Street going to and from school.

Of these 242 pedestrians, 91 are in the roadway on bicycles, 30 are in the roadway on razors or skateboards, 68 are just walking or crossing through the roadway and 51 of them are well trained and stay on the sidewalks on either side of the road.

There was a claim that 620 South Street received a comparable amount of pedestrian traffic so in the afternoon we simultaneously counted these pedestrians and found that of the 107 who crossed 450 South Street only 36 continued on to cross 620 South Street or about 34%. There is an innate flaw in this argument. Currently all students who live south of 450 South don't need to cross the road. They can safely stay on the existing walk on the south side of the road and round the corner up the west side of 70 West Street staying on the sidewalk all the way to school. So the argument is like saying these children have shown they can safely cross 620 South Street. We are now cleared to give them an additional intersection on 450 South Street as well.

We can't know what affect the connection of this road to the frontage road would have unless and until it is constructed – but given that such a connection would result in a street within two blocks of the heavily traveled I-15 Freeway on/off ramps, heavy use of an extended 450 South is absolutely inevitable – NOT because the road is needed, but because the road is closer to the I-15 on and off ramps.

One thing is certain. The children won't be as safe if that road is extended as they currently are. All the discussions presented concerning the history of the properties, the developers plans, the current road sizes, previous agreements, master plans, and all the other issues are insignificant compared to the safety of these children.

At the end of the day, we all understand why the residents along 620 south want the road to go through and why the residents in the area of 450 south do not. That is one of the reasons why the city employs a traffic engineer, to independently assess these types of decisions and make recommendations that he feels is in the objective best interests of the city and its citizens.

As I previously noted, Mr. Taylor looked at this issue and he concluded:

"that 450 South not be extended for vehicular traffic but that a trail be constructed along the 450 alignment to accommodate connectivity for

bicycles and pedestrians between Aileen Way and the I-15 Frontage Road."

It is my request that you approve our plan as presented. We have worked very hard to make this a really nice development plan that complies in every way with the recommendations of the professionals at the City who are employed to address these issues.

I thank you for all your time and considerations and hope that you will approve the plan we have presented.



Attachment 5

APPENDIX A

FARS Data 1997-2005 (Final), 2006 (ARF)

Table A-1: Pedestrian crash deaths by crash type and year

Crash Type	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Single-Vehicle	4,876	4,801	4,516	4,340	4,480	4,445	4,310	4,237	4,445	4,327
Multiple-Vehicle	445	427	423	423	421	406	464	438	447	457
Total	5,321	5,228	4,939	4,763	4,901	4,851	4,774	4,675	4,892	4,784

Note: Data in this table has been used to create all figures in Pedestrian Fatality Trend.

Table A-2: Pedestrian crash deaths by pedestrian location and year

Pedestrian Location	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Unknown Location	36	20	23	21	36	31	28	39	33	72
Intersection Crosswalk	360	369	385	386	397	396	424	392	388	404
Intersection Roadway, Crosswalk Available	211	224	176	192	207	258	219	226	296	196
Intersection Roadway, Crosswalk Not Available	160	194	153	152	131	124	116	125	138	139
Intersection Roadway, Crosswalk Unknown	332	291	249	274	234	219	178	141	122	207
Not on Roadway	42	43	38	36	30	40	39	30	26	48
Unknown-Intersection	20	24	13	17	18	27	36	43	24	14
Non-Intersection Crosswalk	36	42	36	45	42	35	46	44	63	47
Non-Intersection Roadway, Crosswalk Available	514	573	525	565	648	728	885	1,088	1,373	1,255
Non-Intersection Roadway, Crosswalk Not Available	2,252	2,239	2,125	1,935	2,036	1,856	1,703	1,677	1,636	1,629
Non-Intersection Roadway, Crosswalk Unknown	827	765	722	660	646	673	639	439	312	333
In Parking Lane	5	11	9	10	7	7	12	13	17	3
On Road Shoulder	320	221	285	216	237	233	227	219	252	246
Bike Path	0	2	1	0	0	2	0	0	0	2
Outside Traffic Way	36	44	44	51	42	40	50	41	58	58
Other	141	147	138	180	171	169	151	141	131	116
Unknown Non-Intersection	29	19	19	23	19	15	21	17	23	15

Note: Data in this table has been used to create Table 2 in Crash Location.

Table A-3: Pedestrian crash deaths by roadway function class and year

Roadway Function Class	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Rural Land	1,611	1,611	1,520	1,376	1,453	1,418	1,283	1,274	1,245	1,220
Urban Land	3,699	3,584	3,399	3,298	3,436	3,421	3,479	3,393	3,618	3,435
Unknown	11	33	20	89	12	12	12	8	29	129
Rural Principal Arterial Interstate	209	180	161	183	195	208	176	171	170	150
Principal Arterial Other	334	359	320	255	295	290	258	277	258	266
Rural Minor Arterial	279	240	242	196	240	231	238	284	201	214
Major Collector	311	329	304	279	313	280	270	238	248	247
Minor Collector	84	103	83	82	81	101	78	68	74	64
Rural Local Road or Street	355	373	362	328	306	299	258	220	279	264
Rural Unknown	39	27	38	53	23	8	7	16	15	15
Urban Principal Arterial Interstate	362	330	326	327	342	335	275	354	397	324
Principal Arterial Other Expressways or Freeways	228	185	199	199	226	190	228	218	233	238
Other Principal Arterial	1,359	1,366	1,237	1,238	1,272	1,192	1,251	1,172	1,254	1,268
Urban Minor Arterial	774	785	716	658	710	739	778	722	804	750
Collector	222	204	178	179	162	179	214	242	239	231
Urban Local Road or Street	739	697	720	658	705	778	712	639	677	606
Urban Unknown	15	15	23	39	19	8	21	46	14	8
Unknown Roadway Type	11	33	20	89	12	12	12	8	29	129

Note: Data in this table has been used to create Table 3 in Crash Location.

Attachment 6



COPY

Farmington City

Records Request

Requester's Name: Virginia Peterson Date: 7/10/13
Address: 68 E 450 S
City, State, Zip: Farmington
Telephone: 801-252-8262

In accordance with the Government Records Access Management Act (GRAMA), and the Farmington City Government Records Access and Management Ordinance, I am requesting to: [] view [] copy the following records(s) specifically described which I believe are collected and filed by Farmington City.

June 27 Planning Commission Meeting minutes

(if additional space is needed, please attach a separate sheet)

If requested records are not public, explain why you believe you are entitled to access such records, and provide all required documents in support of such access, including proof of your identity:

- I am the subject of the record or the legal guardian of the subject of the record.
I have a power of attorney from the subject of the record.
I have a notarized release from the subject of the record as required by law.
I am the person who submitted the record.
I am the health care provider and the record is a medical record.

Other (explain) resident on 450 S.

If I have asked to have records copied, I agree to pay a reasonable fee to cover the City's actual costs of duplicating the records, or compiling the records in a form other than that maintained by the City. I authorize costs up to \$. I further understand that the City will contact me at the above-referenced number and address if estimated costs are greater than the amount I have specified and that the City will not copy or compile the documents if I have not agreed to pay the costs.

I request a waiver of the above fees as provided by Section 3-4-110 of the Farmington City Municipal Code for the following reasons:

[Empty box for reasons]

Date

Signature

[Handwritten signature]

**FARMINGTON CITY
PLANNING COMMISSION MEETING
June 27, 2013**

WORK SESSION

Present: Chairman Bob Murri, Commissioners Brett Anderson, Brigham Mellor, Kris Kaufman, Mack McDonald and Michael Nilson, Alternate Commissioner Rebecca Wayment, Community Development Director David Petersen, Associate City Planner Christy Alexander, and Recording Secretary Lara Johnson. Commissioner Brad Dutson and Alternate Commissioner Nate Creer were excused.

Christy Alexander advised moving agenda item #6 (Scott Balling rezone of Leavitt Property for Kestrel Bay Estates PUD Subdivision) to agenda item #4 and agenda item #4 (Symphony Homes Schematic Plan & Preliminary Master Plan approval for Chestnut Farms Phase 3 PUD subdivision) to agenda item #6 so corresponding items could be discussed together.

Commissioners discussed the residents' concerns with the Kestrel Bay Estates PUD subdivision located at 500 South 200 West in depth. A petition for a road on 450 South and petition against a road on 450 South were reviewed. Per the City's traffic engineer, neither road is currently reaching full traffic capacity which is 5,000 cars per day.

Agenda item #6 (previously #4) was discussed regarding Phase 3 of the Symphony Homes Chestnut Farms PUD subdivision. The application was clean and there should not be any problems.

An additional condition was added to the motion for agenda item #5 for Harv Jeppsen's Schematic Plan approval for a minor subdivision which was the home on the flag lot must face south.

The Davis County Legacy Events Center additions will now be taking place in two phases. As a result, conditions #2, #3, #4, #6 and #8 were removed from the motion as shown in the staff report.

David Petersen also discussed the preliminary wetlands study the City authorized for planning purposes for approximately 78.4 acres located on the east side of U.S. Highway 89 and the north side of Park Lane. The results are summarized in the staff report.

The Transfer of Developmental Rights (TDR) ordinance will be completed by the next meeting in July.

REGULAR SESSION

Present: Chairman Bob Murri, Commissioners Brett Anderson, Brigham Mellor, Kris Kaufman, Mack McDonald and Michael Nilson, Alternate Commissioner Rebecca Wayment, Community Development Director David Petersen, Associate City Planner Christy Alexander, and Recording Secretary Lara Johnson. Commissioner Brad Dutson and Alternate Commissioner Nate Creer were excused.

#1 – Minutes

Motion:

Mack McDonald made a motion to approve the Minutes of the May 30, 2013 Planning Commission meeting. **Brigham Mellor** seconded the motion which was unanimously approved.

#2 – City Council Report

There was no report for this meeting.

SUBDIVISION APPLICATIONS

#3. Scott Balling – (Public Hearing) – Applicant is requesting a recommendation of Schematic Plan approval for the Kestrel Bay Estates PUD subdivision (51 lots) on property on 8.68 acres located at 500 South 200 West in AE & R-8 zones. (S-5-13)

Christy Alexander stated **Scott Balling** is presenting the same plan that came before the Commission on May 30, 2013 for the Kestrel Bay Estates PUD subdivision (agenda items #3 & #4). Applicant is requesting a recommendation of approval of his Schematic Plan, as well as approval to rezone the Leavitt property (see item #4) located at approximately 500 South 200 West from AE (Agricultural Estates) to R (Residential). The last meeting brought a lot of discussion from residents regarding a roadway being developed on 450 South connecting to the Frontage Road based on the Master Transportation Plan. The City's traffic engineer is in favor of the pedestrian trail (as currently shown on the Applicant's Schematic Plan), but is also in favor of the 450 South road based on the Master Transportation Plan. The City's developmental review agencies are also in favor of the 450 South road to be developed as shown on the Plan. **Christy Alexander** also stated that petitions for and against the 450 South road were received.

Scott Balling, 1995 N 100 E Centerville, stated the rezone of the 6.54 acres from AE to R was recommended by the staff and he has no additional concerns regarding the rezone. The applicant has met with many residents and all expressed desire to not pursue a multi-family development in the R-8 zone next to 620 South. Applicant wants to market this as an "empty-nester" community, but will not require an age requirement. **Scott Balling** hand delivered the plans to as many residents as possible within 500 feet of the development which resulted in many helpful comments and suggestions. He feels the only outstanding concerns are those from the residents living on 620 South which are concerned about the increase in traffic to 620 South as a result from the development and because he is not proposing a westerly extension of 450 South street. He read a statement from **Tim Taylor**, the City's traffic engineer from May 17, 2013 stating he felt a pedestrian trailway would be an appropriate option to increase community connective in lieu of a roadway extending 450 South to the Frontage Road. **Scott Balling** expressed further concern and provided informal statistics about the number of school children that cross 450 South each day. Extending 450 South to Frontage Road would destroy the idea of the development and put these children at risk.

Bob Murri opened the Public Hearing 7:25 p.m.

Kelly Brown, 161 E 450 S, stated his biggest concern with extending 450 South to the Frontage Road is that 450 South was not developed as a major street that could handle large amounts of traffic that this development could bring. He stated his family has lived on 450 South since the 1960's; he provided a small history on the 450 South road. The road was not built as a major artery, but as a small connection to minor streets. He stated during the winter there are many accidents as the intersection with 200 East is very steep. He feels an increase in traffic will cause significant harm. He also expressed concern with the number of school children that travel that road.

Diana Halliday, 448 S 75 W, has lived in her home for 23 years. She explained how dangerous the road is in the winter, which at times has resulted in 50 cars stuck on her property that can't make the turn. She also said the size of 450 South does not allow for two cars to pass by if additional cars are parked on the side of the road. She expressed concern with the overall vision of drivers with the potential stop at 450 South as the road creates blind spots.

Carolyn Toronto, 47 E 450 S, has lived in her home for 34 years. She emphasized **Diana Halliday's** comments on 450 South being a hazard during the winter. She also stated that continuing to the Frontage Road to 450 South does not allow enough time to straighten out the car in time to be ready to stop. She also explained that making that potential turn could cause traffic to significantly back-up.

John Anderson, 442 S 10 W, began the petition against extending 450 South to the Frontage Road. The petition includes 84 names excluding 3 minors that signed it. He recently measured between two parked trucks on 450 South. The space between the two trucks was 15 feet, which is not enough room for two cars to safely pass through. He also explained there is no sidewalk on the south side of street.

Jeff Tolman, 433 S 200 W, feels this issue has the potential to divide the community, but wants to ensure there is safety for all. He expressed his disregard about the density of the development being built next to his property, as well as the Applicant not requesting a rezone of the last two acres from R-8 to an R zone, which would ensure no apartments could ever be built on the property. With regards to the extension of 450 South to the Frontage Road, he has had personal tragedy with the roads in Farmington and thus he cannot support something that has the potential to endanger another person's child. He feels the City, by default, gave up any right to build the 450 South road when they allowed homes to be built there.

Shannon Hicks, 511 S 111 W, is the daughter Wendell and Glenna Leavitt and an executor member of the Leavitt Estate and Leavitt Properties, LLC. She provided documents which explained a brief history on the 450 South and 620 South roads. She explained an agreement her family had with another property owner to each give 25 feet of property to the building of a road on 450 South. This agreement was not pursued by the City. Her biggest concern was her family gave property to the road on 620 South and feels like the City had its chance to build on 450 South, but didn't take it.

Mike Overton, 59 W 620 S, proposed a connection from 450 South through the development's Phase 3 cul-de-sac. He clarified that residents on 620 South do not want a road to go all the way through 450 South as a direct connection, with no turns, to the Frontage road. He feels that is a bad idea for the development and safety of the children. He proposed the connection as an alternative to 620 South, not as the main roadway. He also expressed frustration as the Applicant has not discussed alternatives or a compromise with any residents that live on 620 South.

Trevor Hinesley, 526 S 10 W, stated he is not directly affected by either option; however, he feels that the proposed compromise would not send a lot of traffic to the interstate so it would be a safer alternative. He would also like to see better studies take place to determine real results as to the number of children that cross both roads. He also agrees that 450 South is not a wide enough road.

All Overton, 59 W 620 S, expressed concerns regarding the density of the development as well as the privacy of it. She would like to see the development integrated with the rest of the community. She feels the 450 South connection through the development is a good alternative to allow some sort of access somewhere else in the development besides 620 South

Logan Peterson, 68 E 450 S, shared his results of his informal study counting cars on 925 South. He feels this road is under-utilized. He understands the concerns of those that live on 620 South and that people are often driving very fast to get to the freeway. He feels that more innovation should take place to help direct traffic to alternate routes.

Wes Holmes, 39 W 620 S, shared a brief history on the development of 620 South and the promise the City made in 1998 to extend 450 South to the Frontage Road when the Leavitt Property would be developed. He provided an additional 60 signatures to the petition he presented in the May 30, 2013 Planning Commission meeting which calls for the City to enforce the Master Transportation Plan in extending 450 South to the Frontage Road. He would like all studies presented to be reviewed by the City's traffic engineer, but in the end, he doesn't care about the studies as feels there is too much traffic right now. He stated all residents on 620 South are asking is that the traffic burden be shared consistent with the City's Master Transportation Plan. He also expressed frustration that the Applicant did not contact him after the previous Planning Commission meeting.

Lorraine Flood, 524 S Glynhill Court which is right off 620 S, clarified the path many children take to school and explained many more children are traveling on 620 South than previously discussed by the Applicant. She also stated that 620 South is just as steep as 450 South so there are still problems in the winter. She explained that she used to live on the corner of 620 South and 200 East. She said the residents did not complain when 620 South was built in 1998 despite the significant increase in traffic. They were grateful the City made a promise to extend 450 South to the Frontage Road. She emphasized the connection of 450 South through the development would help alleviate additional traffic on 620 South.

Robert Leavitt, 511 S 111 W, expressed frustration with the potential of 450 South road being built. He also feels if an access from 450 South be built through the development it will cause problems for the school children.

Brandon Banz, 58 W 620 S, expressed frustration that the Applicant has not spoken with the residents on 620 South since the Applicant passed out the initial plans for the development. His biggest concern is the density of the development and would like to see a development that fits the neighborhood a little more.

Brady Butterfield, 180 E 450 S, feels there is not enough room to add additional traffic to the road on 450 South. He said when there are cars parked alongside the road, there is no buffer for kids to walk behind the cars without walking into the middle of traffic. He does not have any concerns with the development and feels it is a better alternative than apartments because it will bring stability.

Jason Quail, 466 S 10 W, stated as a father of 3 small kids, his biggest concern is traffic on 450 South. He would like it as difficult as possible for cars to travel on 450 South to reduce the traffic. He would like the City to leave 450 South as it is and not add any additional thru streets.

Bob Murri closed the Public Hearing at 8:12 p.m.

Brigham Mellor asked the Applicant why none of the drawings of the development that were provided included the 450 South compromise that connects 450 South through the Phase 3 cul-de-sac as was previously discussed in the last Planning Commission meeting? **Scott Balling** stated if the Planning Commission request him to tie the 450 South down, he is agreeable to that from a monetary standpoint. He still has major concerns about the safety of the children and is getting significant push back from residents regarding a road on 450 South. **Brigham Mellor** explained he felt like we discussed the compromise and would have liked to see plans for it. **Scott Balling** stated he is okay to explore that option, but is getting so much objection from the residents so he decided not to pursue it for this meeting.

David Petersen explained the 1998 Master Transportation Plan was the first big plan the City ever had; 450 South to the Frontage Road was listed on the 1998 Plan. **Scott Balling** stated, on the Leavitt's behalf, they paid for all costs for 620 South and offered several times to build 450 South. **David Petersen** stated, based on the documentation **Shannon Hicks** provided, Mr. Leavitt only agreed to build 620 South to the Frontage Road if the City increased his property to an R-8 zone adjacent to this street, which would allow for higher density housing. Building 620 South was not a gift, but it actually provided a large increase in the value of his property. **David Petersen** continued that although it was portrayed that Mr. Leavitt came to the City to give property for the building of 450 South, in the documentation provided, he did so only on the conditions, among other things, that the remainder of the property be zoned for condominiums and all City engineering and other fees be waived. The City Council was uncomfortable with the many conditions. Also, Mr. Leavitt was only willing to dedicate half of the street width, or 25 feet, and the other property owner had to dedicate the other half.

David Petersen also clarified the street terms for planning purposes, including: local street, important local, minor collector and major collector. He stated it used to be standard for local streets to be 60 feet in width. The width for local streets was later changed to 50 feet, but the City has since decreased the asphalt width an additional two feet as these narrower streets are safer because people drive at lower speeds. He stated that although 450 South is a narrow street, it is actually safer.

Mack McDonald asked the Applicant why there are no sidewalks within the development. **Scott Balling** clarified there are not any sidewalks along the roadway, but would like to produce a nice walkway toward the interior of the subdivision.

Bob Murri asked for further clarification on the type of community and if age restrictions will be included. **Scott Balling** said there will not be any age or child restrictions for the development. He would like to create a gated-type subdivision feel that can be marketed as a senior community.

Scott Balling will look at the 450 South compromise through the community, although he knows the residents are against it and he is still concerned about the safety of the children.

Michael Nilson stated he feels everyone is still concerned about the safety of children; however, proper city planning allows for as many connection to a neighborhood as possible for social aspects as well as life safety. He is in favor of connecting the community through the small 450 South connection through the subdivision.

Brett Anderson asked **David Petersen** what creative options does the Planning Commission have control over to assist in traffic patterns, visibility and congestions if 450 South road is built. Some suggestions he mentioned were speed bumps, traffic signs, restrictions on parking, etc. **David Petersen** said we can only recommend things to the City, but the City's traffic engineer and police chief would review to help clarify what would be effective.

Kris Kaufman and **Bob Murri** asked what the official position of the City's traffic engineer regarding the 450 South road and if any official traffic studies have been done. **Christy Alexander** stated the Applicant has hired someone for an official study, but the traffic engineer has not yet reviewed the report. Initially, the traffic engineer felt the trailway was a good option, but in reviewing the Master Transportation Plan, he also felt a road going through would be ok as well. She also stated that in reviewing these important local roads, he is only seeing 500 trips a day although the roads can handle up to 5,000.

Commissioners expressed frustration that this is the same conversation the Planning Commission had a month ago at the previous meeting. They wanted the Applicant to bring potential plans for the compromise, as well as have communication with the community regarding it. They feel neither happened although it was the main reason for tabling the item.

Motion:

Michael Nilson made a motion that the Planning Commission does not recommend that the City Council approve the Schematic Plan for the Kestrel Bay Estates subdivision. **Mack McDonald** seconded the motion which was unanimously approved.

Findings for Denial:

1. The proposed Schematic Plan submittal is not consistent with the City's Master Transportation Plan which is part of the General Plan.

Scott Balling asked the Commissioners if they would approve a plan with the compromise of 450 South through the development. Commissioners asked staff what options the Applicant has from here with his plans. **Christy Alexander** clarified the Applicant can proceed to City Council or can pull the application and come back to the Planning Commission with a new design. She also stated if the Applicant wishes to pull the application, the resubmittal can take place the next day. A review of bi-laws took place to explore the option of reversing the motion to table the item to allow for the Applicant to revise his plans without having to resubmit a new application. Commissioners concluded they would prefer the applicant reapplies than to revise the motion to ensure all procedures are followed accurately.

Motion:

Michael Nilson made a motion that the Planning Commission move agenda item #6 (Scott Balling rezone of Leavitt Property for Kestrel Baby Estates PUD Subdivision) to agenda item #4. **Kris Kaufman** seconded the motion which was unanimously approved.

#4. Scott Balling – (Public Hearing) – Applicant is requesting a recommendation to rezone the Leavitt property (6.54 acres) located at approximately 500 South 200 West from AE (Agricultural Estates) to R (Residential) concurrent with his application for schematic plan for the Kesirel Bay Estates PUD subdivision. (Z-2-13)

Christy Alexander explained the 6.54 acres of the approximate 8.68 acres of the development is currently zoned as AE but could be rezoned as R. She also referred to Jeff Tolman's comment earlier regarding the final two acres being rezoned from R-8 to R. She clarified the City typically does not down zone as it may be a taking. Staff recommends this item be tabled until the next meeting.

Bob Murri opened the Public Hearing at 9:01 p.m.

Jeff Tolman, 433 S 200 W, emphasized his previous comments that if the 6.54 acres be rezoned, then the remaining 2.14 acres be rezoned to R as well. It would be consistent with the development's plan and would also give assurance to the residents that they will not have higher density housing happening later.

Shannon Hicks, 511 S 111 W, stated as owners of the property, they would like to keep the 2.14 acres zoned as R-8. If the development is not approved and the agreement fails with the Applicant, another developer may want the R-8 zone. Scott Balling stated if the development's plans are approved, he would like to talk with staff to find out if one zone will work for the entire development.

Wes Holmes, 39 W 620 S, expressed concern that a rezone takes place based on one plan and then plans change to something undesirable.

Robert Leavitt, 511 S 111 W, would like the property to remain zoned as R-8 next to 620 South street.

Lorraine Flood, 524 S Glynhill Court, wanted to state that she is in favor of R zone for the whole area. She does not want the higher density housing. R zone would be a much better solution for the community.

Bob Murri ended the Public Hearing at 9:11 p.m. for this meeting, but left it open to be continued when the application is brought back to the Planning Commission at July 11th, 2013.

Motion:

Michael Nilson made a motion that the Planning Commission continue this item for the zone change of the Leavitt property for the next Planning Commission meeting. Rebecca Wayment seconded it which was unanimously approved.

Bob Murri clarified that agenda item #4 (Symphony Homes Schematic Plan & Preliminary Master Plan approval for Chestnut Farms Phase 3 PUD subdivision) is now agenda item #5.

#5. Symphony Homes – (Public Hearing) – Applicant is requesting a recommendation of Schematic Plan and Preliminary Master Plan approval for

he Chestnut Farms Phase 3 PUD subdivision (14 lots) on property on 7.8 acres located at 300 South 1400 West in an AE zone. (S-7-13)

Christy Alexander explained the development is now moving onto the next phase, which is Phase 3. Staff doesn't see any issues with the new phase.

Robert Miller, 8780 Parley's Lane Summit County, stated they are just looking to add a new phase. The plan includes 14 lots and the master plan conforms to all City requirements.

Bob Murri opened the Public Hearing at 9:15 p.m.

No comments were received.

Bob Murri closed the Public Hearing at 9:15 p.m.

Motion:

Brigham Mellor made a motion that the Planning Commission recommend that the City Council approve the Schematic Plan and Preliminary PUD Master Plan for the Chestnut Farms Phase 3 P.U.D. Subdivision subject to all applicable Farmington City ordinances and development standards and the follow conditions:

1. The applicant continues to work with the City and other agencies to address any outstanding issues remaining with regard to the Schematic Plan prior to Preliminary Plat approval;
2. The applicant must show documentation of secondary water shares prior to Final Plat approval;
3. Applicant must receive approvals of the Preliminary Plat from the Planning Commission and Final Plat from the City Council to record the proposed subdivision.

Mack McDonald seconded the motion which was unanimously approved.

Findings:

1. The proposed schematic subdivision is in substantial compliance with all subdivision and zoning requirements for a schematic subdivision approval including;
 - a. A completed application;
 - b. Minimum lot sizes as set forth in the AE (PUD) zone;
 - c. Description and preliminary layout of utilities and other services required;
2. The proposed subdivision is desirable in that the platting of the property in this area will provide a cleaner description and record of the properties and residences in the subject area.
3. The proposed Schematic Plan submittal is consistent with all necessary requirements for a Schematic Plan as found in Chapter 3 of the City's Subdivision Ordinance.

Motion:

Mack McDonald made a motion that the Planning Commission move agenda item #7 (Symphony Homes rezone of 7.8 acres from A (Agricultural) to AE) to agenda item #6. **Michael Nilson** seconded it which was unanimously approved.

#6. Symphony Homes – (Public Hearing) – Applicant is requesting a recommendation to rezone property (7.8 acres) located at approximately 300 South 1400 West from A (Agricultural) to AE (Agricultural Estates) concurrent with their application for schematic plan for the Chestnut Farms Phase 3 PUD subdivision. (Z-3-13)

Christy Alexander stated said the Applicant just has a small portion that needs to be rezoned to allow for the completion of Phase 3. Staff sees no issue with the zone change.

Bob Murri opened the Public Hearing at 9:17 p.m.

No comments were received.

Bob Murri closed the Public Hearing at 9:17 p.m.

Motion:

Rebecca Wayment made a motion that the Planning Commission recommend that the City Council approve the requested zone change from A (Agricultural) to AE (Agricultural Estates) on approximately 7.8 acres of property located at approximately 300 South 1400 West. **Brigham Mellor** seconded the motion which was unanimously approved.

Findings for Approval:

1. The requested zone change is consistent with the General Plan for the area.
2. The requested zone change is associated with the requested subdivision application for Chestnut Farms Phase 3 PUD Subdivision. The schematic plan as submitted was consistent with the requested zone.
3. Staff feels that granting this zone change would allow proportionate sized single family homes on all the property consistent with previous phases of the development.
4. It has been common practice that all Agricultural land east of the 4218 line will be rezoned to AE.

Bob Murri stated that agenda item #5 (Harv Jeppsen's Schematic Plan approval for a minor subdivision) is now agenda item #7.

#7. Harv Jeppsen – (Public Hearing) – Applicant is requesting a recommendation of Schematic Plan approval for a minor subdivision (5 lots) on property on 1.351 acres located at 1530 North Main Street in an R zone. (S-9-13)

David Petersen explained the history of the property. Applicant would like to create a flag lot. If the Applicant did two conventional lots, one lot would be behind the other. **David Petersen** also told the Applicant, per the study session, a condition to the motion is being added which is the home on the flag lot must face south.

Harv Jeppsen, 727 Leonard Lane, owns both homes. He is alright if the Commission includes the added condition. He feels the flag lot is best circumstance for his property. He is not planning on selling the lots, but would like them to stay in the family. Each lot is just over .25 acres.

Bob Murri opened the Public Hearing at 9:24 p.m.

No comments were received.

Bob Murri closed the Public Hearing at 9:24 p.m.

Motion:

Mack McDonald made a motion that the Planning Commission recommend that the City Council approve the enclosed Schematic Plan for the Jeppsen Minor subdivision subject to all applicable Farmington City development standards and ordinances and the following:

1. Obtain a waiver from the City Council. Comparable compensation shall be determined by the Council.
2. The applicant shall enter into an extension agreement for property abutting Leonard Lane in the event this r.o.w. ever becomes public.
3. Meet the requirements of each reviewing entity of the City's DRC (Development Review Committee) related to the schematic plans.
4. All requirements related to flag lots must be met, included but not limited to standards required by the Fire Department.
5. The home on the flag lot must face south.

Rebecca Wayment seconded the motion which was unanimously approved.

Findings for Approval:

1. Lot dimensions comply with the standards set forth in the Zoning and Subdivision ordinances.
2. All lots front an existing fully improved public r.o.w. (Main Street).
3. The City will receive comparable compensation for lost open space, which enables the creation of the smaller lot size.

CONDITIONAL USE AND TEMPORARY USE APPLICATIONS

8. Davis County – (Public Hearing) – Applicant is requesting conditional use approval to add parking lots for the soccer fields, expand RV parking, install a RV Sanitary Sewer Dump Station, develop a loop road at the Legacy Event Center and add a greenhouse adjacent to the Sheriff's Office Justice at 100 North 1100 West. (C-8-13)

Christy Alexander said Davis County needs to amend their conditional use permit as Applicant wants to add a few things to their plans. The County wants to add/pave parking lots, add RV parking stalls, add a RV dump station, convert the barn into a bowery, add some restrooms and add a greenhouse. The Applicant has decided to make all changes in two phases. In the next year, they will come back with Phase 2 which will include paving the parking lot next to Clark Lane and 1100 West. When they do, staff will add a condition that will require the Applicant to add sidewalks and a parking strip on 1100 West. **Christy Alexander** explained since there will be two phases, conditions #2, #3, #4, #6 and #8 need to be removed from the motion as shown in the staff report.

Tony Thompson (Davis County Property Manager) and **Dave Hansen (Legacy Events Center Manager)**, 61 S Main Street, explained the events center has become more of a family gathering event place and not just an equestrian facility. They stated the center is currently only used for approximately 40-50% equestrian events. The County would like to continue to make it more of a community amenity. They would also like to add a greenhouse that will be used to grow flowers that can be used on the County's campuses.

Bob Murri opened the Public Hearing at 9:33 p.m.

No comments were received.

Bob Murri closed the Public Hearing at 9:33 p.m.

Motion:

Brett Anderson made a motion that the Planning Commission approve the conditional uses subject to all applicable ordinances and development standards and with the following conditions:

1. The greenhouse building, bowery and restrooms shall comply with all International Building Codes and receive a building permit as deemed necessary by the City's Building Department.
2. Outdoor lighting, if used, must be subdued. All lighting shall be designed, located and directed to minimize glare, reflection and light pollution into adjoining and nearby lots. Search lights shall not be permitted.
3. No other future uses or structures outside of what is approved today shall be permitted as a conditional use on this property unless it is brought before the Planning Commission.

Mack McDonald seconded the motion which was unanimously approved.

Findings for Approval:

1. The proposed use of the particular location is not necessary but is desirable and provides a service which contributes to the general well-being of the community because it will provide upgrades to the Event Center.

#9. Olympus Fireworks – (Public Hearing) – Applicant is requesting temporary use approval for an outdoor firework sales tent at 151 South 1100 West. (TU-2-13)

Christy Alexander explained the Applicant would like to establish outdoor firework sales. They are requesting to work from June 27 to July 27, 2013. The sales will be under a 30'x60' tent. All fireworks will be held in a 20' secure container overnight.

Monica Romney, 2858 N 725 W Layton, would like to fireworks to help people celebrate July Holidays.

David Petersen wanted to know if the sale of fireworks is consistent with the Fairgrounds' other vendors since the Fairgrounds operates under a conditional permit to allow retail in an Agricultural zone. **Dave Hansen**, Legacy Events Center Manager, said yes. The firework sales are required to sign the same agreement as other vendors, but are also required to carry \$1,000,000 more in liability coverage. **David Petersen** asked how sales tax is captured for vendors at the Events Center. **Dave Hansen** said the state tax commission comes down to ensure each vendor has their own tax ID number.

Bob Murri opened the Public Hearing at 8:41 p.m.

No comments were received.

Bob Murri closed the Public Hearing at 9:41 p.m.

Mack McDonald wanted to know if the firework sales tent will be a safe distance from state facilities for fire code. **Christy Alexander** stated they have a strict inspection list before they can operate.

Motion:

Brigham Mello made a motion that the Planning Commission approve the temporary use subject to all applicable ordinances and development standards and with the following conditions:

1. Permanent signs on the site of the firework display tent are prohibited. The size and location of signs must be in compliance with provisions of the zoning ordinance in which he use is located. All signs must be removed when the activity ends.
2. No loud speakers or amplifying sound devices shall be used in conjunction with the temporary use.
3. Outdoor lighting, if used, must be subdued. All lighting shall be designed, located and directed to minimize glare, reflection and light pollution into adjoining and nearby lots. Search lights shall not be permitted.
4. Conduct of the temporary use shall be limited to hours between 8:00 am to 12 am Sunday through Saturday.
5. No portable restroom facilities are allowed on site. Restrooms must be provided at the fairpark.
6. The use granted is solely for purposes of temporary outdoor fireworks sales, and no other commercial activities of any kind shall be associated with this use permit.

7. Any alterations made to the site to accommodate the use shall be removed and space shall be converted back to its original conditions upon termination of the temporary sales tent.
8. Parking areas for the temporary use will be appropriate hard surfaces.

Mack McDonald seconded the motion which was unanimously approved.

Findings for Approval:

1. The proposed use of the particular location is desirable and provides a service which contributes to the general wellbeing of the community because it will contribute to the success of Garbett Homes' marketing of units within the project.
2. Other similar uses have been approved at this location in previous years.
3. If the conditions of approval are met, the proposed use will comply with all regulations and conditions in the Farmington City Zoning Ordinance for this particular use.
4. Signage inconsistent with the sign ordinance is not compatible with goals, policies and principles of the Comprehensive General Plan, and associating compliance of all signs surrounding the temporary use will ensure that the goals of the General Plan are met.
5. The proposed use is compatible other uses in the area.

OTHER BUSINESS

#10. Miscellaneous, correspondence, etc. A) Uses in BR Zone B) TDR C) Wetlands Study D) Flexibility in Mixed-Use Districts E) Other.

David Petersen showed five different earlier plans for Station Park. He explained that tenants have a lot of power in the developmental process. It can be challenging for a developer because they need flexibility in their master plans to allow for the various changes tenants require. Currently, the process right now is the zone change and schematic plan for a subdivision are merged together, preliminary plat and then final plat approval follow. As the process goes up the ladder, the regulations are tighter, not allowing for room to change; however, the developer needs the flexibility to have it changed. Staff is proposing the ordinance change to allow the developer to modify the schematic plans as much as needed, but the zone change will not take place until tenants are locked into place so the City can maintain control while allowing the flexibility the developer needs.

ADJOURNMENT

Motion:

At 9:59 p.m., **Brigham Mellor** made a motion to adjourn the meeting which was unanimously approved.

Bob Murri, Chairman
Farmington City Planning Commission

Attachment 7

ITEM #1



**Balling
Engineering**

323 East Pages Lane
P.O. Box 805
Corteville, Utah 84014
Phone: (801) 295-7237
Fax: (801) 299-0419
Email: scott@ballinginc.com

April 30th, 2012

Tim Taylor
Email: ttaylor@wcecengineers.com

RE: Considerations for the extension of 450 South St. to the Frontage Road

Dear Mr. Taylor:

I am submitting plans for the development of the Leavitt Property located at about 500 South and the Frontage Road in Farmington. In the process of preparing plans for this submittal the city has indicated that the Master Road Plan includes the extension of 450 South Street from the current bend at 75 West Street to the Frontage Road. I would like to present some information and history which supports the idea that this would not be a wise engineering decision as follows:

Attached are copies of the final plats of the following seven subdivisions and a list of the dates they were approved for construction:

- | | |
|-------------------------------|------------------------|
| 1. Continental Estates Plat F | Approved
Jan.- 1972 |
| 2. Continental Estates Plat G | Sept.- 1972 |
| 3. Continental Estates Plat I | May- 1999 |
| 4. Kum-Li Meadows | July- 1980 |
| 5. Grass Valley Acres | Feb.- 1974 |
| 6. Steed Creek Estates | June - 1979 |
| 7. Willow View | May - 1978 |

As shown on the first five of these plats, 620 South (Continental Drive) was approved and constructed with a 60 ft. wide right-of-way width. This is in compliance with the Farmington City standard road design for "Feeder" roads according to the attached detail "Standard Roadway Section - Detail S3 - 1980". This seems to represent good judgment at the time since 620 South is about 1900 feet North of Glover Lane and 2400 feet South of 200 South Street and puts this road close to midway between these two collector/feeder streets.

At the same time these roads were improved portions of 450 South Street was also approved, as indicated on the last three plats listed above, with a 50 ft. wide right-of-way width. This width is defined by the said city standard as a "minor" road. Clearly at the time of construction and at the time the homes along this road were constructed it was intended as a minor residential road. The situation even gets more severe as you go east of the Willow View Subdivision. As you go towards the east the right of way for 450 South Street narrows after 100 East Street by 5 feet to 45 feet wide. This is accomplished by placing the walk adjacent to the curb and by decreasing the pavement width from 29 ft. to 28 ft. In addition there is not curb and gutter along the south side of the road for the last two properties before you come to 200 East Street. Consequently this road is not even compliant with the standards for a minor residential road. I have attached a copy of the Davis County Ownership Plat and highlighted the areas of

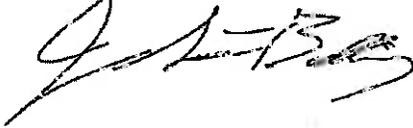
concern along 450 South Street for your use. While this road doesn't receive a substantial amount of vehicular traffic it does receive a considerable amount a pedestrian and bicycle traffic as school students commute down this road and turn north on 75 West Street on their way to and from Farmington Elementary School and Farmington Junior High School.

In the event that 450 South Street is connected through to the Frontage Road this connection point will be very close to the on/off ramps from the I-15 Freeway and vehicular traffic seeking to take the shortest distance between two points will choose this route in lieu of the feeder road route on 620 South Street. Thus the concentration of traffic will be transferred from the approved and constructed feeder road on 620 South Street to the sub-standard minor residential road with substantial pedestrian traffic on 450 South Street. I hope that you can envision the devastating effects of this connection. I know from discussions with residence along this road that they will be very vocal should this be the decision and may seek legal recourse.

It is my recommendations that we proceed with the road plans as they were approved in 1980 and do not make the connection between 450 South and the Frontage Road.

Thanks for your considerations. I look forward to hearing from you.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Scott Balling". The signature is fluid and cursive, with a long horizontal stroke at the end.

J. Scott Balling, P.E.

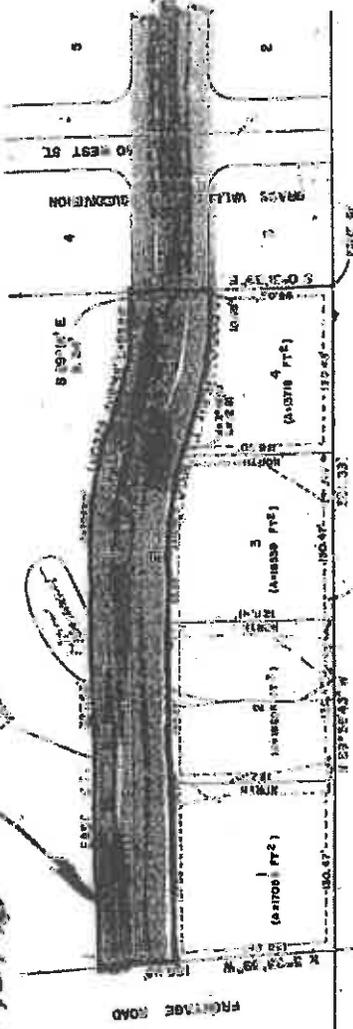
Enclosures

Cc: David Petersen

KUM-LI MEADOWS SUBDIVISION
 BEING A PART OF THE NORTHEAST CORNER OF SECTION 30, T34N, R16E, ALBEM.
 FARMINGTON CITY, DAVIS COUNTY, UTAH

60 FT. WIDE ROAD

NORTHWEST CORNER OF SECTION 30, T34N, R16E, ALBEM.



SCALE: 1" = 80'
 DATE: JULY, 1960

REMARKS

THIS IS A PART OF THE NORTHEAST CORNER OF SECTION 30, T34N, R16E, ALBEM. BEING A PART OF THE KUM-LI MEADOWS SUBDIVISION. THE SUBDIVISION WAS PLANNED BY THE CITY OF FARMINGTON, UTAH, AND WAS APPROVED BY THE PLANNING COMMISSION AND THE CITY COUNCIL OF FARMINGTON, UTAH, ON JULY 1, 1960. THE SUBDIVISION IS BEING RECORDED FOR THE PURPOSE OF RECORDING THE PLANNING COMMISSION'S APPROVAL AND THE CITY COUNCIL'S APPROVAL. THE SUBDIVISION IS BEING RECORDED FOR THE PURPOSE OF RECORDING THE PLANNING COMMISSION'S APPROVAL AND THE CITY COUNCIL'S APPROVAL. THE SUBDIVISION IS BEING RECORDED FOR THE PURPOSE OF RECORDING THE PLANNING COMMISSION'S APPROVAL AND THE CITY COUNCIL'S APPROVAL.

SURVEYOR'S CERTIFICATE

I, THE UNDERSIGNED, A LICENSED SURVEYOR, HAVE BEEN HONORABLY AND SOLEMNLY SWORN TO ME THAT THIS PLAN IS TRULY AND CORRECTLY MADE FOR THE USE AND PURPOSES THEREIN INTENDED.

APPROVED THIS _____ DAY OF _____, 1960
 CITY ATTORNEY

CITY ENGINEER'S CERTIFICATE

I, THE UNDERSIGNED, A LICENSED CITY ENGINEER, HAVE BEEN HONORABLY AND SOLEMNLY SWORN TO ME THAT THIS PLAN IS TRULY AND CORRECTLY MADE FOR THE USE AND PURPOSES THEREIN INTENDED.

APPROVED THIS _____ DAY OF _____, 1960
 CITY ENGINEER

ACKNOWLEDGMENT

ON THIS DATE I, THE UNDERSIGNED, HAVE BEEN HONORABLY AND SOLEMNLY SWORN TO ME THAT THIS PLAN IS TRULY AND CORRECTLY MADE FOR THE USE AND PURPOSES THEREIN INTENDED.

APPROVED THIS _____ DAY OF _____, 1960
 CITY ATTORNEY

PLANNING COMMISSION APPROVAL

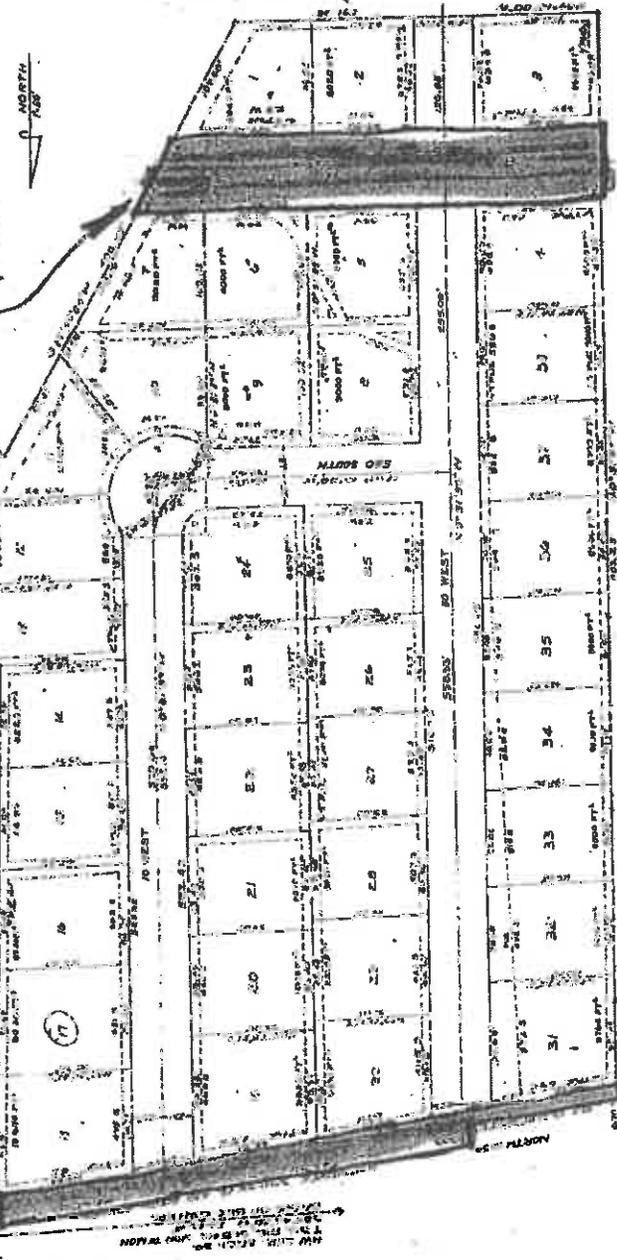
APPROVED THIS _____ DAY OF _____, 1960 BY THE PLANNING COMMISSION OF FARMINGTON CITY, UTAH.

CITY COUNCIL APPROVAL

PRESENTED TO THE CITY COUNCIL OF FARMINGTON, UTAH, THIS _____ DAY OF _____, 1960 AT _____ O'CLOCK IN THE _____ CITY SESSION AT _____.

APPROVED THIS _____ DAY OF _____, 1960
 CITY ENGINEER

25 FT. WIDE ROAD
 60 FT. WIDE ROAD



CURVES DESIGN
 STATE OF ILLINOIS
 COUNTY OF DEKALB
 GRASS VALLEY ACRES

AGREEMENT
 STATE OF ILLINOIS
 COUNTY OF DEKALB
 GRASS VALLEY ACRES
 A PART OF THE NW/4 SEC 30 T12N R12E

AGREEMENT
 STATE OF ILLINOIS
 COUNTY OF DEKALB
 GRASS VALLEY ACRES
 A PART OF THE NW/4 SEC 30 T12N R12E

CURVE DATA - A	CURVE DATA - B	CURVE DATA - C	CURVE DATA - D	CURVE DATA - E	CURVE DATA - F	CURVE DATA - G	CURVE DATA - H	CURVE DATA - I
1. 187.75'	1. 187.75'	1. 187.75'	1. 187.75'	1. 187.75'	1. 187.75'	1. 187.75'	1. 187.75'	1. 187.75'
2. 176.09'	2. 176.09'	2. 176.09'	2. 176.09'	2. 176.09'	2. 176.09'	2. 176.09'	2. 176.09'	2. 176.09'
3. 176.09'	3. 176.09'	3. 176.09'	3. 176.09'	3. 176.09'	3. 176.09'	3. 176.09'	3. 176.09'	3. 176.09'
4. 187.20'	4. 187.20'	4. 187.20'	4. 187.20'	4. 187.20'	4. 187.20'	4. 187.20'	4. 187.20'	4. 187.20'

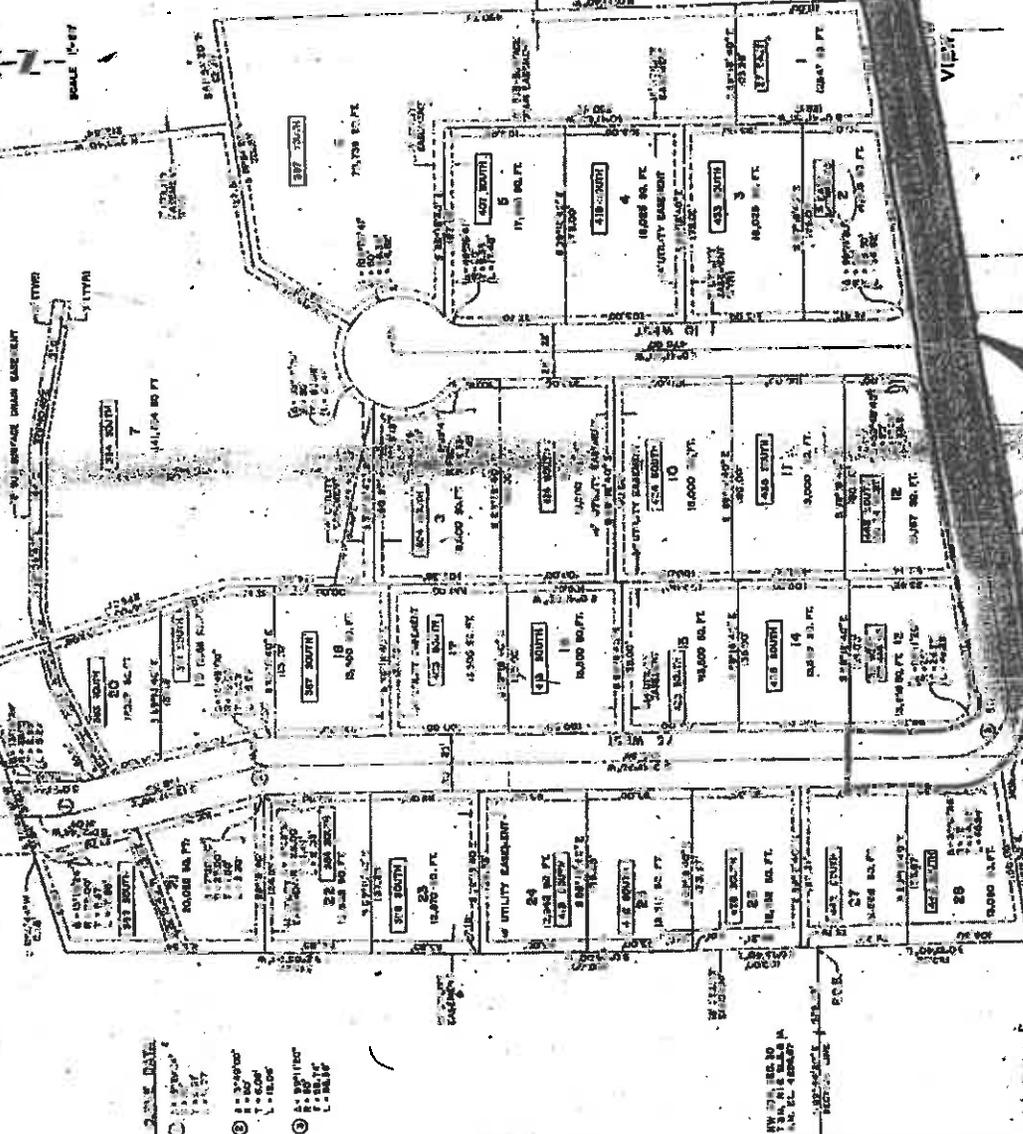
AGREEMENT
 STATE OF ILLINOIS
 COUNTY OF DEKALB
 GRASS VALLEY ACRES
 A PART OF THE NW/4 SEC 30 T12N R12E

STEED CREEK ESTATES

A PORTION OF SECTIONS 19 & 30 T3N, R1E
SLS & M, FARMINGTON CITY, DAVIS COUNTY, UT

SCALE 1"=87'

MEADOW BROOK "A"



- LEGEND**
- ① BOUNDARY
 - ② EASEMENT
 - ③ UTILITY EASEMENT
 - ④ SEWER EASEMENT
 - ⑤ VIEW
 - ⑥ ROAD
 - ⑦ DRIVE
 - ⑧ FENCE
 - ⑨ CURB
 - ⑩ DRIVE
 - ⑪ DRIVE
 - ⑫ DRIVE
 - ⑬ DRIVE
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APPROVED AND FORWARDED:
 [Signature]
 Notary Public for the State of Utah



RECORDED IN THE OFFICE OF THE COUNTY CLERK OF DAVIS COUNTY, UTAH, ON THIS 21st DAY OF APRIL, 1979.
 [Signature]
 County Clerk

RECORDED IN THE OFFICE OF THE COUNTY CLERK OF DAVIS COUNTY, UTAH, ON THIS 21st DAY OF APRIL, 1979.
 [Signature]
 County Clerk

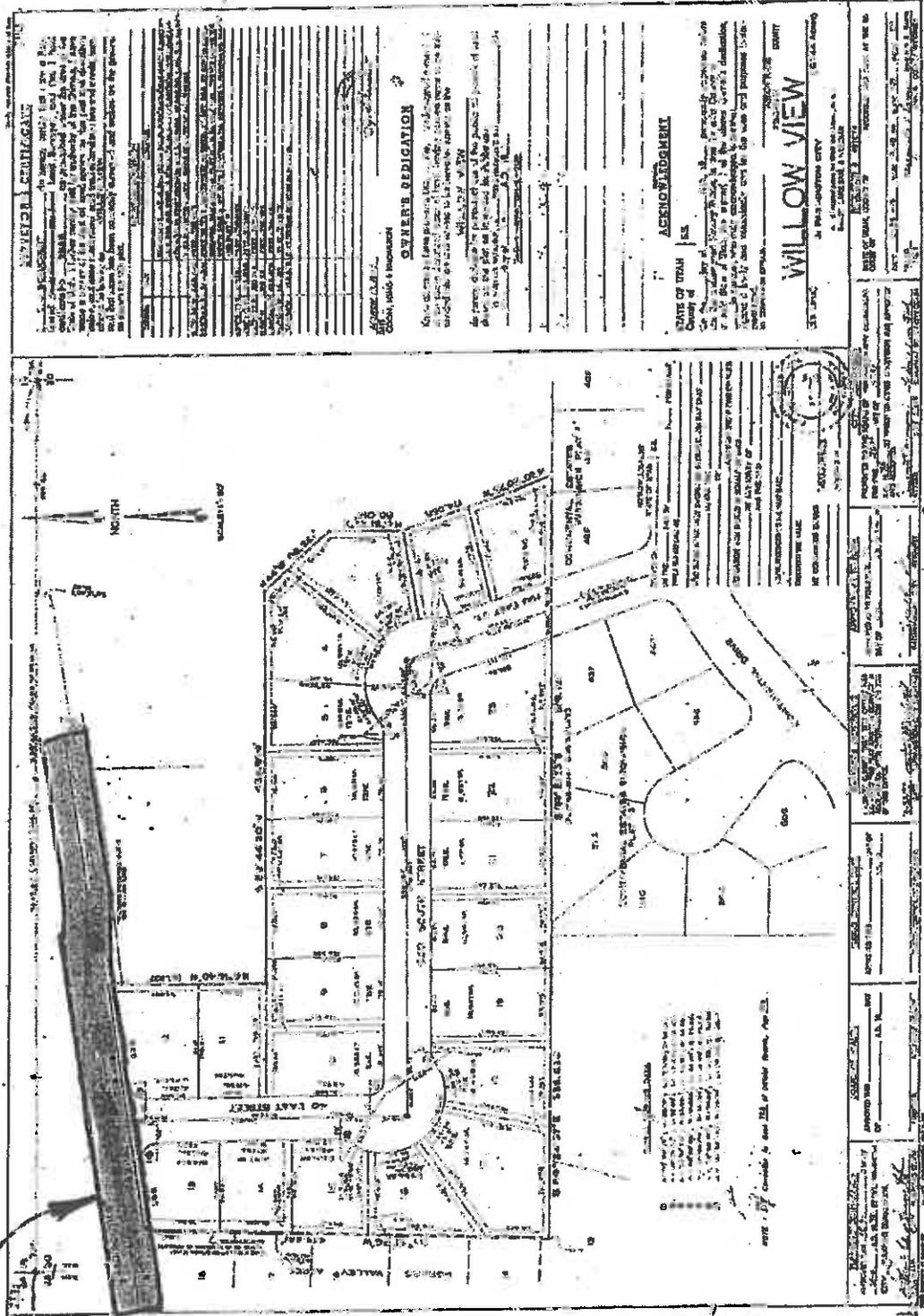
4-2164

RECORDED IN THE OFFICE OF THE COUNTY CLERK OF DAVIS COUNTY, UTAH, ON THIS 21st DAY OF APRIL, 1979.
 [Signature]
 County Clerk

50 FT. WIDE ROAD
 GRASS VALLEY ACRES

8016

50 FT WIDE ROAD



WILLOW VIEW

T3N R1E SEC 30 NW

4-2321-111

NOTICE TO CREDITORS

IN SENATE, FEBRUARY 1, 1907.

NOTICE TO CREDITORS

IN SENATE, FEBRUARY 1, 1907.

CHIEF CLERK

CHIEF CLERK

CHIEF CLERK

ACKNOWLEDGMENT

ACKNOWLEDGMENT

ACKNOWLEDGMENT

WILLOW VIEW

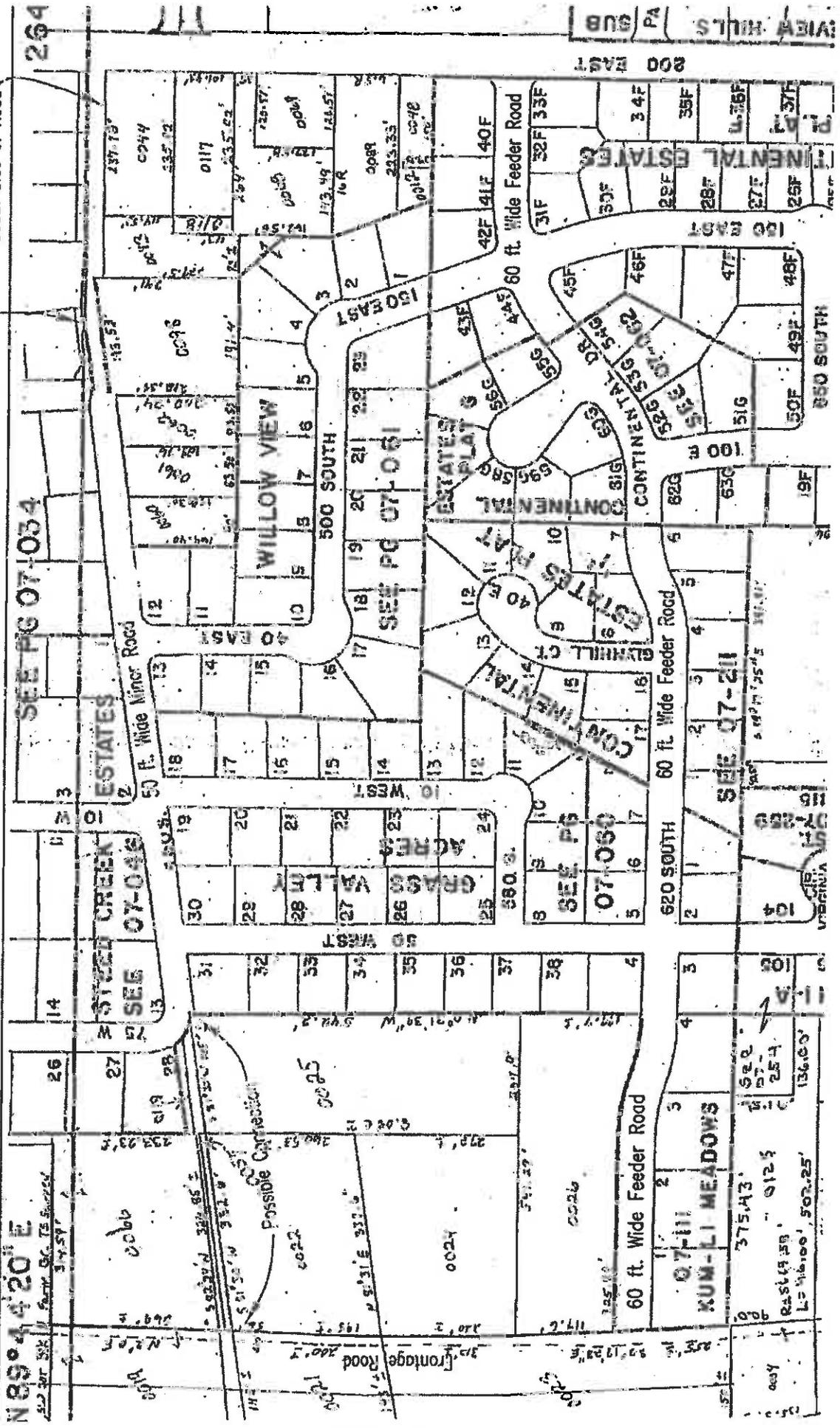
WILLOW VIEW

WILLOW VIEW

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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45 ft. Wide Substandard Road
Walk Adjacent to Curb on North Side
28 foot Side Pavement Width

No Curb or Walk on
South Side of Road.



N 89° 44' 20" E

SEE PG 07-034

SEE 07-048

SEE PG 07-061

SEE PG 07-050

SEE 07-211

07-111

VIEW HILLS PA SUB

800 EAST

CONTINENTAL ESTATES

650 SOUTH

620 SOUTH

60 ft. Wide Feeder Road

60 ft. Wide Feeder Road

60 ft. Wide Feeder Road

ITEM #2



Scott Balling <jscottballing@gmail.com>

Kestrel Bay Estates PUD Traffic Review

1 message

Tim Taylor <ttaylor@wcecengineers.com>

Thu, Jun 6, 2013 at 12:00 PM

To: jscottballing@gmail.com

Cc: calexander@farmington.utah.gov, dpetersen@farmington.utah.gov

Scott,

Per our phone conversation this morning and your request, below are the comments I submitted to Dave & Christy on the 17th of May regarding your submittal:

I've reviewed the site plan and additional information provided by Mr. Balling. Below are my comments/recommendations:

1) Extension of 450 South St – Since at least 1995, three east/west connections between 200 West and Glovers Lane (450 South, 620 South and 750 South) have been included in the City's Master Transportation Plan in order to provide opportunity for a regular grid street pattern between 200 East and the I-15 Frontage Road. Currently 620 South is the only direct connection between 200 East and the I-15 Frontage Road, with 450 South and 750 South both being partially constructed. The curbface to curbface width on 620 South is approx. 40', whereas 450 South and 750 South are only 30'.

The primary benefits of a grid street pattern include improved connectivity for all modes of travel (bicycle, pedestrians and vehicles) and increased access/circulation options so that no single street accommodates all of the traffic. Currently, 620 South accommodates all of the east/west traffic demand between 200 South and Glovers Lane.

Extension of 450 West would likely result in the following changes to vehicular traffic patterns:

- Decrease the "cut-through" traffic demand on 620 South as residents along 450 South would be provided with a direct connection to the I-15 Frontage Road.
- Decrease travel distance/time for residents living along 450 South.
- Increase traffic volumes on 450 South
- Potentially provide more direct "cut-through" opportunity for motorists traveling between the I-15 Frontage Road and 500 South (area East of 200 East)

Given the residential nature of the land uses in this area and the small amount of remaining undeveloped property, the future east/west traffic demand in this area will not likely increase to a point that additional east/west capacity is needed. However, without additional east/west connections, 620 South will have to accommodate any future increase in traffic volumes.

Based on my review, I recommend that 450 South not be extended for vehicular traffic but that a trail be constructed along the 450 alignment to accommodate connectivity for bicycles and pedestrians between Aileen Way and the I-15 Frontage Road.

2) Proposed Kestrel Bay Drive/I-15 Frontage Road Intersection – The site plan currently shows an entrance island on Kestrel Bay Drive at this intersection.

I recommend removal of the island in order to provide additional area for turning maneuvers.

3) Proposed Wendell Way/620 South Intersection – The current spacing between Wendell Way and the I-15 Frontage Road is approximately 125' which is less than the required 150' (Master Transportation Plan).

As practical, I recommend that access from the proposed development to 620 South be relocated further east so that there is sufficient space to accommodate vehicle queuing on 620 South (for both the I-15 Frontage Road intersection and left-turn movements into the development).

4) Pedestrian Connectivity – ***I recommend that there be a connection to 450 South (Trail and Road), perhaps between lots 305/306 or 103/301. If there's a connection between 305/306, I'd suggest the common area connection be moved to/go between lots 317/318.***

Feel free to contact me if you have additional questions.

Thanks,

Tim

Timothy J. Taylor, P.E., PTOE | WCEC Engineers, Inc.

9980 South 300 West, Ste 200, Sandy, UT 84070

Email: ttaylor@wcecengineers.com

Tel: 801.456.3847

Fax: 801.618.4157

ITEM #3

J South Street
 Traffic and Pedestrian Count
 June 6th, 2013

Time	Pedestrians		In Road	Razors or Skateboards	Bicycles	Crossing 620 South	Vehicles
	South Side	North Side					
7:00-7:15	4	0	3	0	1	No Data	5
7:15-7:30	1	0	2	0	0	No Data	3
7:30-7:45	0	0	0	1	2	No Data	11
7:45-8:00	0	0	2	0	1	No Data	16
8:00-8:15	0	0	1	1	1	No Data	20
8:15-8:30	1	0	0	0	13	No Data	14
8:30-8:45	5	1	11	5	16	No Data	29
8:45-9:00	0	1	11	0	2	No Data	39
2:30-2:45	0	0	0	0	2	0	13
2:45-3:00	2	0	0	0	0	0	18
3:00-3:15	0	1	0	2	3	2	20
3:15-3:30	4	0	8	1	7	7	24
3:30-3:45	3	15	11	6	14	14	31
3:45-4:00	2	3	8	1	14	13	23
						36/107	
Subtotal	22	21	57	17	76	36 (33.6%)	266

June 6th was not a typical day for the following Reasons:

- 9th Graders were not attending School due to Lagoon Day this results in a 10% increase
- Students with a Citizenship "U" were not allowed to attend Jr. High School (negligible)
- Both Schools attendance secretaries estimate 10% absentees due to second to last day of school

Therefore there is a 20% increase from above numbers for a typical day

20%	4.4	4.2	11.4	3.4	15.2	No Data	N/A
Total	26.4	25.2	68.4	30.4	91.2		266

Total Pedestrians, Razors and Bicycles 242

I, Scott Balling, do hereby certify that the measurements and data shown is correct
 as measured on June 6th, 2013



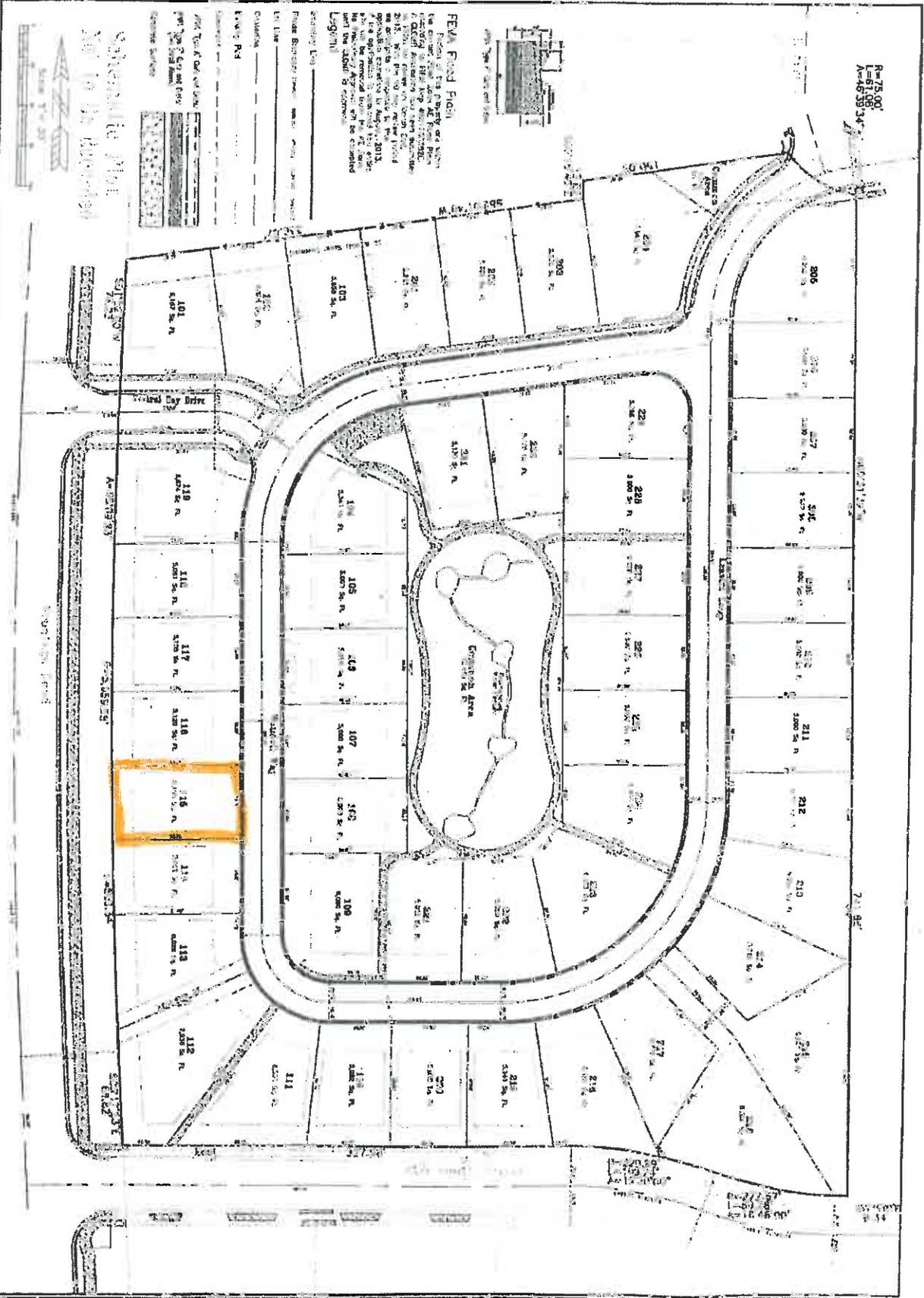
Attachment 8

R=75.00'
L=61.08'
A=69.38 34'



FEPA Flood Plain
The Flood Plain for this project was determined by the Utah Department of Environmental Quality (UDEQ) in 1982. The Flood Plain is shown on the attached Flood Plain Map. The Flood Plain is shown as a shaded area on the map. The Flood Plain is shown as a shaded area on the map. The Flood Plain is shown as a shaded area on the map.

Schematic Plan
No. 10 in Appendix



<p>C101 Sheet 5 of 8</p>	<p>Drawn by: [Name]</p>	<p>Reviewed by: [Name]</p>	<p>Kontrol Bay Estates P.U.D. Schematic Site Plan For South Building</p>	<p>Balling Engineering Civil Engineering • Surveying • Planning 300 East 1000 South P.O. Box 1000 Cottonwood, Utah 84304</p>
	<p>Date Approved: [Date]</p>	<p>Date: [Date]</p>		
	<p>Checked by: [Name]</p>	<p>Revised by: [Name]</p>		
	<p>Submitted Date: [Date]</p>	<p>Project No. [Number]</p>		
	<p>Plot Number</p>	<p>Scale</p>		

Attachment 9

CITATIONS

<http://www.commerceinvestintel.com/content/sidewalks-save-lives>

<http://www.blueoregon.com/2013/03/sidewalks-or-highways-prioritizing-prevention-unnecessary-tragedy/>

<http://www.theautochannel.com/news/2013/05/08/075585-sidewalks-and-safe-crossings-save-lives.html>

<http://hyattsville.patch.com/groups/politics-and-elections/b/hyattsville-mayor-sidewalks-save-lives>

"The last pedestrian to be killed on a Hyattsville street was on 38th Street because he was walking where there wasn't a sidewalk available,

<https://www.tstc.org/Bulletin/20040503/mtr45706.html>

http://articles.philly.com/2011-05-24/news/29578109_1_pedestrian-deaths-pedestrian-danger-index-pedestrian-safety

<http://www.safepurposespartnership.org/sites/default/files/pdf/SRTS-policy-report-fact-sheet.pdf>

<http://www.walkdcwalk.org/2012/05/lei-prioritize-sidewalks.html>

<http://www-nrd.nhtsa.dot.gov/dubs/S10968.pdf>

National pedestrian crash report pg 37. Table A-2 on road shoulder.

<http://farmingnjonline.com/spacprova.aspx>





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Collections • Pedestrian Safety

More sidewalks, bike lanes needed to reduce pedestrian deaths: study

By Paul Newsbaum, INQUIRER STAFF WRITER

POSTED: May 24, 2011

Roads such as Roosevelt Boulevard in Philadelphia and U.S. 130 in Burlington County are death traps for pedestrians because the wide, multi-lane highways encourage fast driving and give non-motorists few places to cross safely.

A new study by advocates for pedestrians, bicyclists and transit riders, released Tuesday and based on federal data, called for more sidewalks, bike lanes and other features to make travel safer on such dangerous highways.

The report cited the 47,741 pedestrian deaths in the past decade as "the equivalent of a jumbo jet full of passengers crashing roughly every month." The report was prepared by Transportation For America, a Washington, D.C.-based coalition of transportation, environmental, public health and other pro-transit groups.

Children, the elderly, and the poor are more likely than other groups to be killed while walking, the report said.

Based on a "pedestrian danger index" developed by the report's researchers, metro areas were ranked by safe walkability. Orlando, Fla., was deemed the most dangerous metro area for pedestrians, followed by three other Florida regions: Tampa-St. Petersburg, Jacksonville, and Miami.

The Philadelphia region was ranked 39th among the 52 large metro areas.

Although the number of pedestrians killed each year in America has dropped by half since 1980, the report's authors argued that states "have largely ignored pedestrian safety from a budgetary perspective," allocating only 1.5 percent of available federal funds to projects that retrofit dangerous roads or create alternative routes for non-motorists.

Experts cite several factors in the decline in pedestrian fatalities, which have mirrored a decline in overall traffic fatalities: a crackdown on drunk driving, safer vehicles, and safer crosswalks and better signals.

The 11-county Philadelphia metropolitan statistical area recorded 965 pedestrian deaths in the 2000-2009 period.

Pennsylvania had 1,011 pedestrian deaths from 2000 to 2009, about 11 percent of all traffic fatalities in the state. New Jersey had 1,514 pedestrian deaths in that 10-year period, about 21 percent of all traffic fatalities.

Nationwide, pedestrian deaths accounted for 11.8 percent of the 411,574 traffic deaths during the 10-year period.

The most dangerous local roads for pedestrians are Roosevelt Boulevard in Philadelphia and Route 130 in South Jersey.

Roosevelt Boulevard recorded 20 pedestrian deaths between 2003 and 2010, according to the Pennsylvania Department of Transportation. There are more than 500 crashes each year on the boulevard, and though pedestrians are involved only in about 5 percent of the crashes, they represent a third of fatalities there.

Just last week, a Tacony man, Joshua Hess, 33, was struck and killed as he tried to cross at Welsh Road. A month earlier, Giselle Moya, a 28-year-old Rahonhurst woman who was eight months pregnant, was struck and killed by a northbound motorcyclist as she attempted to cross the boulevard near Lexington Avenue.

PennDot is working this summer to make the boulevard safer for pedestrians, adding stop lights, removing mid-block crosswalks, building pedestrian islands, and adding electronic speed alert signs, said PennDot spokeswoman Jenny Robinson.

"It's a very challenging roadway for pedestrians, no doubt about it," said Robinson, who cited the high volume of traffic, the speed of the cars, and the many lanes of traffic that pedestrians have to cross to reach safety.

PennDot is working with Mayor Nutter's office on a pedestrian and bicycle safety education and enforcement program for the city, beginning in July.

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Route 130 through Burlington County, with the same type of hazards as the Roosevelt Boulevard, accounted for 10 pedestrian deaths in New Jersey from 2007 to 2009, making it the most dangerous highway in the state for pedestrians, according to the Tri-State Transportation Campaign, which analyzed federal traffic fatality data.

"The speeds are so high, and the number of crosswalks are very limited, so it's hard for pedestrians to cross safely," said Matthew Norris, of the Tri-State Campaign.

Norris noted that New Jersey Department of Transportation has moved to focus more efforts on pedestrian safety in recent years. The state department this week received the highest ranking among more than 200 states and communities that have adopted formal "complete streets" policies to promote safety for non-motorists.

The report on pedestrian deaths, released Tuesday, called for more such "complete streets" efforts by states, cities and the federal government to build and renovate roads to make them safer.

Features should include such things as sidewalks, crosswalks, pedestrian refuges, street lighting, and school and public bus shelters, the report said.

The report's authors also urged Congress, which is preparing a new transportation-funding bill, to keep dedicated funding for bike and pedestrian facilities. Highway proponents in Congress have proposed doing away with those funds.

The report, along with an interactive map that pinpoints the location of pedestrian fatalities, is available on the Internet at <http://t4america.org>

Contact staff writer Paul Nussbaum at 215-654-4587 or pnussbaum@phillynews.com

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Hyattsville

85°

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Hyattsville Mayor: Sidewalks Save Lives

Mayor Tartaro highlights 2010 fatal hit-and-run incident to underscore need for pedestrian facilities.

Posted by Michael Theis (Editor) , October 02, 2012 at 03:42 PM

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the network of
 arc Tartaro said that
 sidewalks were needed in more neighborhoods as a simple
 matter of safety.

"The last pedestrian to be killed on a Hyattsville street was on 38th Street because he was walking where there wasn't a sidewalk available," said Tartaro during the meeting. "All it takes is for one person to be a victim, and that's all I have to say about that."

Tartaro's comments came in response to a plea from Ward 2 resident and city activist David Marshall to install sidewalks in University Hills.

Saying that he did not understand the Marshall said that University Hills needs sidewalks more than many other city neighborhoods.

Underscoring his point, Marshall noted that University Hills borders a popular park to the west and a large high school to the south, two spots which draw a significant amount of pedestrian traffic.

"This is a community that has children, that has commuters, that has people that want to walk," said Marshall. "They need a safe place to walk, in all parts of the city."

Tartaro, in responding, referred to a fatal December 2010 hit-and-run incident on 38th Street

which killed 18-year-old Takoma Park resident Wilber Ramirez. According to *The Washington Post*, Ramirez was struck in the 5000 block of 38th Avenue at around 2 a.m. Ramirez was pronounced dead on the scene.

Hyattsville has a sidewalk policy which mandates that handicap-accessible pedestrian facilities be installed on all city streets where they can be feasibly installed.

From the Web

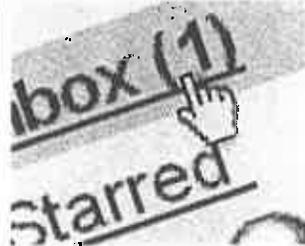
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John Essex October 02, 2012 at 03:04 PM

What is "University Heights?" I know there are a lot of little subdivisions within Hyattsville that have their own names, but don't know this one.

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Matthew D. McKnight October 02, 2012 at 03:51 PM



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Sidewalks and safe crossings save lives



May 8, 2013: More than half the roads assessed in UN Global Road Safety projects around the world are rated just 1- or 2-stars for pedestrians. More than 80% of these roads have no sidewalk.

Safe walking should be a right for all.

Improving pedestrian Star Ratings will help ensure tragic deaths and debilitating injuries are avoided. Simple treatments such as sidewalks and pedestrian crossings can help transform high risk roads into safe walking environments.

The social and economic return on these investments is significant, as is our moral obligation.

In this second UN Global Road Safety Week, help make a difference -- make sure your roads are designed to achieve at least 3-stars for pedestrians!

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SENTINEL EXPRESS

Sidewalks save lives

Tuesday, September 4, 2012 at 3:07 pm (Updated: September 4, 3:08 pm)

On Aug. 28, we lost another young person to a tragic hit-and-run accident. Shane Hale, 19, was hit near 120th and Peoria on Saturday night and left in a ditch to die. A passerby found his body and called for help, but Shane did not make it. I live less than half a block from where this happened and yet did not hear or see anything.

I do not know Shane or his parents, but I do know about the loss of a child and it is absolutely the most devastating thing any human being can experience. It is not the natural order and changes every day and every moment of the rest of your life. There is no getting over it.

My frustration is that out here in Henderson we have stoplights, RTD bus stops, a high school, a middle school, an elementary school, parks, a beautiful new church, hundreds of newer homes in subdivisions and homes on acreages. Some of us have been annexed into Brighton and the rest of them into Commerce City.

What don't we have? We don't have sidewalks.

It is expected that these children who walk to the schools every day and those who get on and off the bus or those who simply want to take a walk, should just walk on the side of the road. If you have not been out on 120th, it is a very major road with trucks, and traffic racing by 24 hours a day. 120th is the main road used to get to the airport from the Thornton/Northglenn area and connects anyone using Highway 85 over to the new county building as well as the airport. Peoria is just as busy most of the time and connects 104th Avenue to 120th. At night, they use Peoria as a race track as teens know that is seldom patrolled.

Again, part of it is in Commerce City and part in Brighton, thus nobody pays attention to it until they have to. Shane was hit on the Brighton side of the street.

Winter, summer, spring and fall, the children have to walk along the edge of the road, through the snow and ice and in the puddles of mud left behind. They are splashed, nearly hit and at risk at every moment of the journey to school. When I ask how to get sidewalks put in, nobody gives me a straight answer. Sometimes I have heard it is up to Commerce City and sometimes heard it is up to Brighton. The schools are in Brighton 27J, so who really knows?

I am asking that we all put some effort into getting one city or the other to provide sidewalks so that our young people do not have to walk on the edge of the road and risk being hit. I watch this almost happen on a daily basis and it is very alarming. I drive my grandchild to school and see those kids teetering on the edge of the pavement, hoping that the gust from a passing truck does not knock them over.

If you put in a school or two or other amenities, the infrastructure needs to include sidewalks.

Dee Durland

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Mobilizing the Region

A Weekly Bulletin from the Tri-State Transportation Campaign

Issue May 3,
457 2004

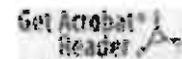
Sidewalks Save Lives in Rockland County

Rockland County residents are the latest of the region's citizenry calling for a retrofit of streets designed with only cars in mind. After a 48 year-old Pearl River woman was killed last week trying to cross Middletown Road, citizens and police agreed that sidewalks and crossing facilities need to be extended and upgraded.

The National Highway Safety Administration blames two out of every three pedestrian fatalities on the victim. But Rockland residents feel dangerous roads are to blame, and want more sidewalks and crosswalks.

Safety proponents know simple changes like sidewalk installation save lives and limbs. "In the 1990s, we had a rash of pedestrian accidents down there, with two that turned into fatalities," Stony Point Police Lt. Patrick Brophy said. "After the state put in sidewalks, it's been much better." But with sidewalk construction costing about \$100 per foot, county officials are struggling to implement additional projects. State DOTs and county public works budgets need to do more for pedestrians.

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Safe Routes to School: Helping Communities Save Lives and Dollars

The Safe Routes to School Program: Broad Reach and Great Demand

Today, just 13% of children ages 5 to 14 walk and bicycle to and from school—a dramatic drop from 1969 when nearly 50% of children walked to school.¹ As a result, school districts and families spend billions on transportation and the volume of vehicles around schools creates traffic congestion, air pollution and wear and tear. The federal Safe Routes to School program, created in 2005 through the SAFETEA-LU transportation law, makes it safer for children to walk and bicycle to and from school.

From 2005 to 2012, approximately \$1.1 billion has been allocated to state departments of transportation (DOTs) for Safe Routes to School. Under the new transportation bill, MAP-21, Safe Routes to School projects are eligible under the Transportation Alternatives program. State DOTs award these funds to local governments and school systems for comprehensive efforts to improve safety and increase walking and bicycling to school.

The vast majority (70 to 90%) is spent on infrastructure improvements near schools, such as sidewalks, bike paths, crosswalks, school zone signage and traffic calming. The remaining 10 to 30% is for programs to teach children traffic safety skills, ensure that motorists are driving safely around schools and to encourage more children to walk and bicycle.

The availability of Safe Routes to School funding has galvanized a focus on prioritizing safety improvements around schools, resulting in improvements for traffic congestion, busing costs and physical activity.

- As of June 2012, 76% of available funds have been awarded, with 6,100 awards averaging \$128,000 per award.
- Because many awards include multiple schools, an estimated 13,300 schools and 4.8 million children are benefiting from these federal funds.¹
- Due to limited funds, just 13% of schools in the nation have benefited from Safe Routes to School funding.

Improving Safety and Preventing Tragedy

Safe Routes to School is a tool to help communities protect children and prevent tragedies. With limited funds available to address traffic safety, it makes sense to concentrate resources around schools where children spend a lot of time.

- In 2009, more than 23,000 children (ages 5 to 15) were injured and 250 killed by cars when they were struck while walking or bicycling. This represents 25% of all children's traffic fatalities and 15% of all children's traffic injuries.²

Following the tragic death of a 12-year-old girl killed riding her bicycle home from school, Robertsville Middle School in Oak Ridge, TN used \$238,000 in federal Safe Routes to School funding to add sidewalks, curb cuts and crosswalks near the school to improve safety for kids walking and bicycling.

- In 2005, the medical costs of hospitalization and treatment for children's bicycle and pedestrian fatalities and injuries totaled \$839 million—4.5 times what we spend annually on Safe Routes to School.³
- Preventing just one death of a child while walking or bicycling is estimated to save approximately \$1.1 million in lifetime medical and work-loss costs.⁴
- Infrastructure installed with Safe Routes to School funding is proven to reduce pedestrian and bicycle deaths and injuries. For example, adding a sidewalk cuts in half the risk that a pedestrian will be struck by a car.⁵

Addressing the Impact of the Trip to School on Traffic Congestion

Safe Routes to School improves infrastructure so parents feel safe allowing children walk and bicycle to school. As small reductions in miles driven have significant impacts on congestion, changing school commute habits can reduce congestion.

- In 2009, U.S. families drove 30 billion miles to take their children to and from school, at a cost of \$5 billion in fuel. During the morning commute, driving to school represents 5-7% of miles driven and 10-14% of traffic on the road.⁶
- From 2007 to 2008, vehicle miles driven nationwide dropped 2%, while travel delays decreased by 30%. From 2009 to 2010, when vehicle miles driven increased just 0.7%, congestion delays increased 11%.⁷
- For children who live less than a mile from school, 43% are driven to school—an easy distance for walking and bicycling if conditions are safe.

Helping School Systems Manage Busing Costs

Transportation is a major cost for school systems around the country, and fluctuating gas prices and education budgets cuts make it even more challenging to accommodate. Safe Routes to School can make it safer for children who live close to school to walk or bicycle, reducing the need for busing.

- In the 2007-08 school year, 55% of students were transported by school bus, at a cost of \$21.5 billion, an increase of 7.5% from the prior year.⁸
- Nationwide, 22% of school districts reduced busing in the 2010-11 school year due to fuel price increases and budget cuts.⁹
- Many school districts bus children short distances due to hazardous walking conditions, forcing school districts to choose between safety and budget. Adding infrastructure like sidewalks can reduce long-term costs.

Directing Funds Where They Are Needed Most

Small rural towns and lower-income communities often gravely need Safe Routes to School improvements due to the lack of safe infrastructure, high-volume roads and residents unable to afford a car. Because these communities often lack the tax base and financial resources to invest in sidewalks and crosswalks, Safe Routes to School funds, which do not require a local match, are key.

- Small towns often lack sidewalks, lighting and crosswalks even though 1.6 million rural households do not have access to cars.¹⁰
- In rural areas, drivers often do not slow down adequately when passing through towns, creating hazards for pedestrians and bicyclists.¹¹
- In low-income communities, fewer sidewalks and crosswalks plus more high-speed traffic¹² result in a higher risk of children from lower-income families being injured or killed by cars when walking.¹³
- Of schools that have received Safe Routes to School funds, 41% of are in small towns or rural areas and 23% are low-income schools.¹⁴

Roosevelt Middle School in Eugene, OR invested \$600,000 from Safe Routes to School in a walking path, crosswalks, school zone signage and programming. From 2007 to 2010, walking and bicycling rates have grown from 27% to 42% of kids. There are 53 fewer cars picking up children each day, a 24% reduction, easing congestion on streets near school.



Melrose Elementary in Wooster, OH used \$130,000 in federal Safe Routes to School funds to install sidewalks, crosswalks and school zone signage along Portage Road. Because the project improves safety for kids who live close to school, the district is now saving \$49,000/year in busing costs.



With several federal Safe Routes to School awards totaling \$200,000, rural Shelby, MT has constructed missing sidewalks with ramps and curbs along the busiest routes within Shelby, safely connecting kids in town with Shelby Elementary.



Alpine Elementary in Alpine, UT used \$71,500 in Safe Routes to School funding to add a safe walking path and to implement bicycling and walking education and encouragement. The number of students regularly walking and bicycling has increased from 32% in 2008 to 50% in 2011. In just six months, students walked 28,000 miles and got 500,000 minutes of physical activity.



As a small rural town, Saint Joe, IN lacked the tax base for sidewalks, forcing Riverdale Elementary students to walk in the street. With \$250,000 from Safe Routes to School, Saint Joe installed 1.5 miles of sidewalks—which would have taken 15 years to complete using only local funds. The town council views the new sidewalks as an asset to attract new businesses and residents and increase property values.



Increasing Physical Activity through Changes in the Built Environment

The high rates of childhood obesity in America affect health care costs, academic achievement and future work productivity. Communities that are more walkable and bikeable have higher physical activity rates.

- Childhood obesity has increased among children ages 6 to 11 from 4% in 1969 to 19.6% in 2007.¹⁵ Now 23 million children and teens—nearly one-third of all young people in the U.S.—are overweight or obese.¹⁶
- Today, one-quarter of health care costs are attributable to obesity,¹⁷ with direct costs for childhood obesity as high as \$14 billion annually.¹⁸
- Overweight and obese children, on average, have lower GPAs, more school absences and more disciplinary referrals.¹⁹
- Studies show that children who walk and bicycle to school are more physically active,²⁰ have lower body mass index scores,²¹ lower obesity levels²² and are more likely to meet physical activity guidelines²³ than students who are driven or bused to school.

Tallying the Financial Benefits of Safe Routes to School

Safe Routes to School infrastructure improvements create lasting benefits, which improve the routes to school, increase safety and add opportunities for physical activity for everyone. These benefits impact the budgets of schools and governments nationwide.

- Reducing the miles parents drive to school by just 1% would reduce 300 million miles of vehicle travel and save an estimated \$50 million in fuel costs each year—reducing traffic congestion.²⁴
- Conservatively assuming that 5% of today's school busing costs are for hazard busing, making it safe for those children to walk or bicycle instead could save approximately \$1 billion per year in busing costs.²⁵
- Given the up to \$14 billion in annual direct medical costs to treat childhood obesity, creating more opportunities for children to be physically active can reduce the burden on our public health system.²⁶
- Safe Routes to School projects require the assistance of engineering, planning and construction firms, which creates jobs and private sector benefits. Bicycle and pedestrian infrastructure create more jobs per million dollars spent than road repair and construction projects.²⁷
- In a recent survey of mayors in 176 cities, 60% said that the lack of additional funding for bicycle and pedestrian infrastructure was hindering their efforts to reduce congestion, improve livability and increase economic competitiveness.²⁸

The federal Safe Routes to School program gives communities and parents safe, healthy and economical transportation solutions, which is particularly critical in challenging economic times.

End Notes

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Let's Prioritize Sidewalks

5/31/2012 01:13:00 PM No comments

DC Should Prioritize Sidewalk Maintenance as well as Roads

The lack of priority for sidewalks is exemplified by the recent and much publicized pothole attack with no corresponding sidewalk equivalent. We all know that dangerous sidewalk conditions exist and people are getting injured as a result, which opens the city to the threat of lawsuits. Until there is money in the budget for regular assessment of sidewalks, like roads, we will not have the kind of maintenance and network needed to meet these three objectives mentioned in this budget.

Testimony by Marlene Berlin, D.C. Senior Advisory Coalition
DC City Council Committee on the Environment, Transportation and Public Works Budget Hearing on the Department of Transportation, April 25, 2011

Madam Chair and Council Members:

I am presenting testimony for the **Senior Advisory Coalition** which is a group representing 25 organizations providing services to seniors and advocating for their needs. The Coalition is particularly concerned with the transportation budget as it pertains to sidewalks, which are crucial to the mobility of seniors, whether they drive, use mass transit or walk to visit friends, do shopping, engage in community activities, attend houses of worship, and deal with their medical needs. And not only seniors benefit from a well-maintained sidewalk; all residents do.

There are three objectives in the capital budget for transportation:

- "Ensure the District's current transportation infrastructure and streetscapes are in acceptable condition"
- increase non-vehicular transportation modes to meet the mobility and economic development needs of the District

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- [Pedestrian and Bicycle Information Center](#)

- Increase the safety of pedestrians, cyclists, and vehicles throughout the District."

All three objectives require a major focus on sidewalk infrastructure. In order to maintain at least "good" sidewalk conditions there needs to be a systematic process in place in assessing the conditions of sidewalks. Then there needs to be a transparent and effective process to build and maintain a sidewalk network that connects residents to their neighborhoods either forms of transportation. This is necessary for all of us to be able to age in place. And let us not ignore the positive impact of sidewalk infrastructure on economic development. Sidewalks are basic to the sustainable city the Mayor wants. We do not have a system to enhance and maintain our sidewalk infrastructure at this time. And such a system will need budget support.

This lack of assessment is evident by DDOT's response to the question by this committee about frequency of sidewalk assessments: "Frequency varies based on service requests." In the same document DDOT states that federal roads are assessed every year, local roads every 2 years. This lack of priority for sidewalks is exemplified by the current and much publicized pothole attack with no corresponding sidewalk equivalent. We all know that dangerous sidewalk conditions exist and people are getting injured as a result, which opens the city to the threat of lawsuits. Until there is money in the budget for regular assessment of sidewalks, like roads, we will not have the kind of maintenance and network needed to meet these three objectives mentioned in this budget.

We have 1320 miles of sidewalks, and in FY11 there was \$1.5 million spent on resurfacing/improving sidewalks with 0.5 miles of sidewalks completed/improved, .268% of sidewalk miles. Now looking at the 430 miles of federal roads, \$9.5 million was spent in FY11 on resurfacing/improving 280 miles, which is 6.7% of road miles. DC has 595 miles of local roads, and 42 of miles were repaired/improved with \$5.4 million, 7% of road miles. In essence, sidewalks compared to roads get only 10% of the funding that roads get for repair and improvements, and then get only 6% of mileage repairs and improvements compared to roads.

In addition to maintenance, there are still significant sidewalk gaps. There are no performance measures in the budget on filling sidewalk gaps. In Ward 5, significant sidewalk gaps hinder connecting to Connecticut Avenue, and getting to the Tenleytown Metro Station.

In this year's budget there is \$1.15 million specifically designated for sidewalks. To put this in perspective, the Downtown Business Improvement District has asked DDOT to devote \$3 million for sidewalk improvements, within their boundaries. I realize that there may be pockets of other moneys in this budget that support sidewalks, and I would like to see that passed out, but \$1.5 million is a paltry sum given the miles of sidewalk we need to maintain. I suggest DDOT look to San Francisco in how it has mapped its sidewalk infrastructure, which is on its website, and its plans for improvement. DDOT needs to support such a systematic approach to building and maintaining its sidewalk infrastructure.

Given these budget objectives, we do not have the program or funding in place to improve and maintain our sidewalk infrastructure. I would recommend funding the following:

- Two year regular assessments of sidewalks and a transparent plan accessible on line to assess DDOT's progress.
- A plan for ramping up to a goal of at least 5% of the miles of sidewalks improved and maintained a year.
- Systematic process of closing of sidewalk gaps with clear, transparent priorities.
- Sidewalk "pothole" attack annually

Also, I would like to see this key performance indicator included in the budget: the number of sidewalk "potholes" filled within 48 hours will be 90%, just like roads.

Thank you for this opportunity to testify.