

FARMINGTON CITY PLANNING COMMISSION

Thursday, August 9, 2007

PLANNING COMMISSION STUDY SESSION

Present: Chairman Jim Talbot, Commission Members John Bilton, Andrew Hiller, Kevin Poff, Cory Ritz, Paul Barker, Rick Wyss, City Planner David Petersen, Recording Secretary Jill Hedberg, Alternate Planning Commission Members Randy Hillier and David Safeer.

Chairman Talbot called the meeting to order at 6:15 P.M. He informed the members of the Planning Commission that the Palmer Estates application is not yet ready for the Commission's consideration. The Planning Commission then discussed the following:

Agenda Item #1: Public Hearing: UDOT - Applicant is requesting consideration of an amendment to the Master Transportation Plan, an element of the General Plan, to include, among other things, allowing a "Legacy North Connection" to traverse through west Farmington from I-15 to the Davis County Fairgrounds and then adjacent to the UTA right-of-way to northwest Farmington (MP-1-07)

David Petersen informed the Planning Commission that the City has hired **Tim Taylor** as an independent consultant. **Mr. Taylor** recently reported his findings to a subcommittee but his final report will not be ready until the first part of September.

Mr. Petersen stated that there are four options that have been considered by UDOT for the North Legacy Connection. He pointed out where each alignment is located. During the public hearing, a UDOT representative will explain why Option 3 is their preferred alignment.

Tim Taylor, the City's independent consultant, passed out question topics related to the Legacy to North Legacy connection/corridor preservation effort that the Planning Commission may wish to consider. He reviewed each of those topics with the Planning Commission. During the subcommittee discussions, it was discussed that one of the primary goals of the corridor preservation study is to have the Park Lane interchange function at an acceptable level under 2040 conditions. The Planning Commission may wish to discuss this issue with UDOT since Horrocks Engineer's report included very subjective language regarding Park Lane. It is in the City's best interest to have Park Lane included as part of the North Legacy Connection system but UDOT has not formally stated that it will be.

In response to a question from **David Safeer**, **Tim Taylor** explained that Option 1 and 3 include a second interchange for motorists to access Station Park which would alleviate the traffic on Park Lane. Option 4 would likely include an interchange that would only service North Legacy. The interchanges for Option 2 have not yet been identified.

David Petersen said the City will not benefit by providing the North Legacy Connection if the options do not alleviate the congestion on Park Lane.

Tim Taylor said UDOT is implying that the North Legacy Connection will assist the future success of Park Lane but the City should question whether it will really help. The traffic on Park Lane will not likely increase as a result of the North Legacy Connection. At this time, UDOT has not provided the City with adequate information since detailed operation analysis are not usually conducted at this phase of the study.

In response to a question from **Chairman Talbot**, **Tim Taylor** explained that “D” is an acceptable service level to the City during the peak hours of the day. The City expects a “C” service level during the off-peak hours. He read a portion of the text that is included in the Master Plan and said it is not likely that the City will receive a higher level of service as a result of UDOT’s proposal. In the future, the City will have to address the Park Lane traffic since it is one of the only interchanges for some distance.

Kevin Poff pointed out that although Layton City’s roads function at a “D” service level, many motorists avoid the Layton area because of the traffic congestion.

Tim Taylor reported that he has reviewed the UDOT and Horrocks Engineers studies. It appears those studies were done properly. He has also began to study other alternatives that may be acceptable to UDOT and to the City. He is approximately 50% through the process and has not found any other alternatives that he considers reasonable.

Cory Ritz said after reviewing the Horrocks Engineers report, it appears that Option 4 (which is the option that is included on the City’s Master Transportation Plan) provides the best service level at Park Lane.

Tim Taylor said the study does indicate that Option 4 provides the best level of service at Park Lane but there is really not a service level difference between Options 2 and 4 since neither option provide access to Park Lane.

Cory Ritz said Options 2 and 4 provide the best regional service but none of UDOT’s options are a benefit to the City if they do not remedy the Park Lane traffic issues.

Tim Taylor said the traffic projections that have been done to date indicate that a limited amount of regional traffic would use the shoreline option. Those projections are based on a regional model that is based on where motorists live, work and which alignment they use. The Wasatch Front Regional Council’s (WFRC) findings were different than that of Horrocks Engineers since the WFRC included the alignment as an arterial road which generates less traffic than a freeway. He is not prepared to make a recommendation at the public hearing. He plans to make his recommendation at the end of August.

Rick Wyss asked if there is a possibility that the D&RG railroad will be reactivated in the future.

David Petersen stated that UTA has always maintained that they will use the D&RG rail line for a transit facility in the future.

Rick Wyss said Union Pacific has stated that they will likely reactivate that line as a primary railroad in the future.

Tim Taylor said he will further study that issue.

Paul Barker summarized the e-mail that **Bob McKean** sent to the City regarding the Federal agency, STB.

Tim Taylor reviewed question topic #2 which pertains to the environmental constraints of the shoreline option. The environmental groups could likely force UDOT to pursue an option other than Option 2 since it is not the only viable option.

Rick Wyss pointed out that regardless of which option the City prefers, UDOT has the authority to choose the option that best serves the region.

Tim Taylor said there have been cases where UDOT has selected corridors that were not preferred by the city.

David Petersen said although the City consultant has not provided all of the necessary information for the Planning Commission to take action at this time, the public hearing is being held since the City had already posted the public notices and the residents are anxious to provide input to the City and to UDOT. The meeting was posted before the City hired their independent consultant.

Rick Wyss suggested that the Planning Commission postpone the public hearing until the City's consultant provides his findings.

David Safeer pointed out that many of the residents are frustrated that the public hearing was scheduled at the same time as the County tax hearing and other religious activities that are held on Thursday nights.

The Planning Commission discussed the possible motions. The City Planner said the notice that was posted was broad enough that the Planning Commission has the ability to recommend an option other than Option 3 as the City's preferred alignment.

Chairman Talbot said it is important that the residents be given an opportunity to voice their opinion regarding the proposed corridor.

Cory Ritz said many of the residents feel the City has a preconceived outcome. If the Planning Commission does not hold the public hearing at this time, it will appear that the City is not considering the citizen's input.

Chairman Talbot said neither UDOT or the City will benefit by the Planning Commission making a quick decision. This decision will effect the City and it's residents for the next century.

Rick Wyss said if Union Pacific reactivates the railroad right-of-way, it may be in the City's best interest to align the Legacy North connection adjacent to the rail line so the City is not separated by two different corridors.

Tim Taylor said it may make sense to align the corridor adjacent to the rail line since it is already a transportation corridor. It is his responsibility to be objective and determine what is best for the City but he has not yet come to that conclusion.

David Safeer referred to the first page of the UDOT/Horrocks Engineers report which states:

"A subjective review of the impacts to wetlands, wildlife, residences, businesses and other socioeconomic issues was outside of the scope of this study, and was not performed."

Mr. Safeer said these issues should be of significance to the study. The social and economic impact of the alignment should be considered as well as the transportation aspect itself.

Cory Ritz agreed with **Mr. Safeer**. His explained that his company was forced to pull one of their products because they failed to perform an environmental impact study.

Kevin Poff said it is the Planning Commission's responsibility to look out for the City's best interest so they should consider all of the impacts that the corridor may generate.

Tim Taylor informed the Commission that they have the right to request that UDOT expedite the environmental studies, if they so choose.

David Safeer said it is interesting that UDOT's logo is "*CONNECTING COMMUNITIES*" since their proposal will actually split the Farmington community.

In response to a question from **Paul Barker**, **Tim Taylor** said it is not likely that UTA would abandon their right-of-way in exchange for a right-of-way adjacent to I-15 since that area

has a less dense population.

The meeting adjourned at 7:00 P.M.

PLANNING COMMISSION REGULAR SESSION

Present: Chairman Jim Talbot, Commission Members John Bilton, Andrew Hiller, Kevin Poff, Cory Ritz, Paul Barker, Rick Wyss, City Planner David Petersen, Recording Secretary Jill Hedberg, Alternate Planning Commission Members Randy Hillier and David Safeer.

Chairman Talbot called the meeting to order at 7:10 P.M. **Kevin Poff** offered the invocation.

Chairman Talbot welcomed the Mayor, City Council and State and local dignitaries that were in attendance at the public hearing. He then invited **Mayor Harbertson** to address the audience.

Mayor Harbertson explained that Option 3 for the North Legacy to Legacy connection is being considered at this time because the State legislators have found that the corridor that is currently included on the City's Master Transportation Plan will fail by the year 2030. At a previous public hearing, the Planning Commission directed UDOT to consider all other alternatives. At that time, UDOT pulled their application to further review all of the options. UDOT has continued to work with Horrocks Engineers to explore all of the viable options based on the four criteria that were given by the Legislators which are: 1) the option needs to work beyond the year 2040; 2) provide a direct tie in to the Legacy connection at Park Lane; 3) provide a direct tie in to I-15; 4) provide a local connection that benefits Farmington City. UDOT created the four options that are now being considered based on those criteria. After a committee was formed to study the alternatives, UDOT indicated that Option 3 is their preferred alignment and is now requesting that the City amend their Master Transportation Plan.

Mayor Harbertson disputed the rumors that are being spread amongst the Farmington residents. He said Option 3 is not the cheapest option being considered. The City is interested in finding the best solution for the City so money is not the issue. He said neither City officials or UDOT officials stand to gain financially from this proposal.

Mayor Harbertson informed the audience members that the City felt it was a conflict of interest for Horrocks Engineers to work for the City and for UDOT so the City hired **Tim Taylor** of WCEC as their independent traffic consultant. **Mr. Taylor's** scope of work is to review and comment on the traffic model projections; to consider alternative assessments; to identify, assess and present reasonable alternatives; and to study the capacity of Park Lane and whether it will fail in the future. **Mr. Taylor** will be ready by the first of September to present the results of his

studies.

Mayor Harbertson said UDOT will follow the same application process as any other developer in the City. It is the City's obligation to hear UDOT's proposal and act on it. He committed that the City will only make their decisions regarding this proposal during meetings that are open to the public. He will not do anything to jeopardize the resident's respect for him or his family name. He understands that the North Legacy connection will effect families, homes, and both sides of the City.

PUBLIC HEARING: UDOT - APPLICANT IS REQUESTING CONSIDERATION OF AN AMENDMENT TO THE MASTER TRANSPORTATION PLAN, AN ELEMENT OF THE GENERAL PLAN, TO INCLUDE, AMONG OTHER THINGS, ALLOWING A "LEGACY NORTH CONNECTION" TO TRAVERSE THROUGH WEST FARMINGTON FROM I-15 TO THE DAVIS COUNTY FAIRGROUNDS AND THEN ADJACENT TO THE UTA RIGHT-OF-WAY TO NORTHWEST FARMINGTON (Agenda Item #1)

Public Hearing

Chairman Talbot opened the meeting to a public hearing and invited the applicant to address the Commission.

Cory Pope (Utah Department of Transportation, Region One Director) said the Mayor's remarks were accurate. The Mayor is committed to doing what is best for the City and it's residents. **Mr. Pope** then displayed a slide presentation which included the following information:

RESULTS OF SEPTEMBER 26, 2006 PUBLIC MEETING: Consider larger range of options; coordinate with public agencies; coordinate with the general public.

MANDATORY SELECTION CRITERIA PROVIDED BY UTAH STATE

LEGISLATURE: Direct connection to I-15; direct connection to Legacy Parkway; provide local access to Legacy Parkway; meet the needs through the year 2040; be a continuation of the Legacy Parkway.

EXPANDED ALTERNATIVES PROCESS:

- Consider larger range of options
 - corridors between Great Salt Lake and I-15
 - travel demand/operations modeling (2040)
- Coordinate with public agencies
 - City and County
 - Corps of Engineers

- Legislature
- Wasatch Front Regional Council

EXPANDED ALTERNATIVES PROCESS: Coordinate with the general public; stake holder meetings were held September to June; public meetings were held in May and June 2007; Davis County Transportation Fair was held June 2007.

POTENTIAL CORRIDORS:

- Corridor #1: D&RG alignment with split connections north and south of Park Lane. This is the alignment that was presented one year ago.
- Corridor #2: Shoreline alignment
- Corridor #4: Alignment parallels I-15 without local access at Park Lane.

EVALUATION SUMMARY:

- Corridor #1: Connects to I-15 and to Legacy; provides good local access to Legacy; received a fair ranking for meeting the traffic needs in 2040. Overall ranking: 2nd
- Corridor #2: Connects to I-15 and to Legacy; provides poor local access to Legacy; received a poor ranking for meeting the traffic needs in 2040. Overall ranking: 4th
- Corridor #3: Connects to I-15 and to Legacy; provides good local access to Legacy; received a good ranking for meeting the traffic needs in 2040. Overall ranking: 1st
- Corridor #4: Connects to I-15 and to Legacy; provides poor local access to Legacy; received a poor ranking for meeting the traffic needs in 2040.

Mr. Pope displayed a slide of Farmington City's current Transportation Plan. The connection is not acceptable to the Legislature since it will only provide a short-term fix to the area's traffic problems. UDOT prefers Option 3 for the following reasons: a certain portion of the corridor has already been preserved, it provides good local access; it is located near the commercial districts which will keep the traffic from traveling through neighborhoods; the spacing of the interchange would allow for an additional interchange to allow for a second access. This is the best solution UDOT has found at this time but they will continue to explore other alternatives.

Robert McKean (1351 North 1670 West) gave the Planning Commission a copy of a document he found on the Surface Transportation Board's website. He quoted a paragraph from the May 22, 2002, document which states that UTA has entered into an agreement with Union Pacific to acquire a portion of the D&RG right-of-way to be used for rail operations. Union

Pacific will retain an exclusive perpetual easement to run freight lines on that line. When he contacted the corporate headquarters, it was confirmed that this document is correct and that the agreement between Union Pacific and UTA does exist.

Mr. McKean stated that the Planning Commission is not considering whether they should recommend a new transportation corridor because the corridor already exists. If Option 3 is approved, a joint transportation corridor will be created that will disrupt the quality of life in Farmington. He suggested that the City agree to the common corridor since UDOT would be required to close all road grade crossings or provide an overpass which would increase the safety of the Farmington residents.

Jeremy Holmes (1 Belmont Drive, Farmington) said he believes Option 3 was approved by the City prior to the public hearing by individuals who will not be impacted by the corridor. He said the decision was made based on statistical analysis and financial feasibility, not based on the best interest of the Farmington residents. He stated that no one wants to take responsibility for the mistakes that were made during the construction of the Park Lane overpass. This mistake should be corrected in the most ethical and moral way possible.

Carmen Samuelson (1203 West 475 South) questioned what benefit the City will receive by allowing the Legacy North connection. City leaders are making decisions based on Senators who reside in Syracuse and who have commercial interests in Park Lane. The connection will also benefit UDOT who is scrambling to rectify the Park Lane interchange. She referred to the Landset Study which was conducted in 2007. The report found that children who live near highways have adverse effects to their lung functions. The Legacy North connection poses a threat to the City's children and grandchildren. If this connection is truly a project that will occur in the future, there is no need for the City to make a rushed decision.

Paul Hayward (1663 North 1410 North) said the City, as well as the entire region, needs a highway. The proposed connection will make it possible for the City to provide public services to the residents. He hopes in the process of constructing a connection, UDOT will involve the environmental agencies so time and money is not wasted. The west Farmington property owners should have known the area would not remain rural forever.

Joel Cook (1266 West 475 South) presented the Planning Commission with a copy of the City Council's vision. After reviewing the visions, he stated that Option 3 is not consistent with the Council's vision. No where in the Vision does it state that the City will assist UDOT, Senator Bell's development, or Syracuse residents to travel more efficiently. He questioned whether the City Council will be true to their word.

Tauna Homer (586 West 250 South) said she moved to west Farmington because of the rural and quaint atmosphere. Option 3 will sacrifice this lifestyle. She read a portion of the

Farmington City newsletter and pointed out that the City had a connection designated on their Master Transportation Plan but it is no longer viable because of the Station Park project. If the City approves Option 3, it will ruin the Flander's railroad property, as well as the County Fairgrounds. Option 3 is not in the City's best interest.

Dale Gardner (Project Sales Manager for Symphony Homes) said Symphony Homes has spent millions of dollars developing their property on 1100 West. The project was designed in its concept to provide a high end, quality home area with parks, swimming pools, etc. Symphony Homes chose the site because of the rural, quiet atmosphere. He questioned why the Planning Commission would consider taking a corridor through an area that is already developed with beautiful homes and disrupt the resident's way of life. He is strongly opposed to Option 3 because it will impact too many people who have invested in this area.

Kyle Stowell (1764 West Burke Lane) said most residents are not opposed to the Legacy North connection but they are opposed to it being build adjacent to the D&RG tracks. If the City does not preserve the corridor and more homes are built in the area, it will make Option 3 less viable to UDOT when it is time to construct the corridor. He hopes that when the connection is built that the City and UDOT will place a higher value on the Farmington residents than on the animals who live near the lake.

Mark Evans (1100 West Clark Lane) said he represents the property owners adjacent to the railroad on the north side of Clark Lane. He said his family has owned this property for 128 years. He asked that the City not divide the community and create a dead zone in this area. He acknowledged that growth will occur in the City but said the City should not allow two freeways to travel through the center of the City.

Glenn Schimmelpfennig (387 South 1100 West) questioned how much Option 3 will actually alleviate the traffic congestion on Park Lane. He questioned how accurate UDOT's reports are since their study that was conducted prior to the Park Lane construction was not accurate. He would like to see a 3-d view on how the crossovers will impact the homes in the area and how they will impact Farmington Creek. He questioned whether there will be another public hearing held if the Planning Commission votes to continue consideration of this issue.

Chairman Talbot said if the Planning Commission tables consideration of this item, there will be another public hearing. The Planning Commission wants the residents to have an opportunity to voice their opinions.

Nathan Zaugg (334 North Frontier Road) said he reviewed the Preservation Study that was conducted by Horrocks Engineers. He finds that there is not adequate information to support their findings. It appears that Horrocks Engineers has assigned values to the different options without considering the actual costs. It cost \$200,000,000 to construct the existing connection. The proposed alignment is twice the length of the existing connection, yet the estimated cost is

not considerably higher. There is an existing access at Park Lane so it is not likely that the State will provide funding for an additional access at such a close proximity. The City should request additional information from UDOT prior to taking action on this issue.

Marvin Hill (616 South 950 West) said if Farmington officials allow Option 3, they will not be looking out for the City's best interest. He moved to Farmington because of the rural atmosphere. He does not want the City to be divided by a highway when the highway could be built near the lake where there are not residential areas. It is not appropriate to eliminate existing homes and the County Fairgrounds to allow the highway to go through the middle of the City. If Option 3 is approved, Farmington City will be looking out for big businesses rather than it's residents.

Dave Kershisnik (383 South 650 West) said he agrees with the comments that have been made by the other residents who are opposed to Option 3. He questioned whether the engineers who designed Park Lane will be responsible for the Legacy North connection. He said UDOT mismanaged the Park Lane interchange and is now expecting the City to rectify the problem by amending the Master Transportation Plan. He said UDOT should be responsible to fix the problems at Park Lane using an option that works for the City.

Niels Plant (311 South 650 West) said he is personally against all four options that are being proposed. The City should not make a decision until the City consultant has presented his findings. He questioned how UDOT will mitigate the noise that is generated by the Legacy North connection.

Don Pratt (196 North Farm Circle) spoke on behalf of himself, **Dan Stewart** and **Kent Whipple**. He said he is alarmed that Farmington is considering amending their Transportation Plan. The damage done to the residents will outweigh any benefit that may come from the connection. His son, Jake, was killed at the Clark Lane and Park Lane intersection. He is concerned that his other children will be unsafe when traveling to the east side of the City if this option is approved. UDOT's traffic projections have not been accurate in the past. UDOT is attempting to catching up for those mistakes. It is ironic that Farmington City issues a newsletter highlighting the Flanders property, yet in the same issue, the newsletter reports that the Flanders property will be eliminated. He understands that there is a need for the Legacy North connection but it should be built in a different location. The safety of the residents must be kept in mind at all costs.

Ralph Crook (624 South 1025 West) said Farmington is the smallest City in the Davis County area so they should not be required to provide a highway through the little land that is left to be used by motorists who do not live in the City. He said the Planning Commission should withhold their decision regarding the Transportation Plan until they have heard the findings of the City's consultant. He recommended that the connection be built near the lake where the land is not buildable. There are many states that have highways that travel through wetlands.

Steve Abbott (633 South 1025 West) said when states such as California and Florida have built highways through the wetlands, it has actually improved the environment for the animal life that lives there. He questions whether UDOT has property in Syracuse and Kaysville for North Legacy since they will not be able to receive federal funding due to the amount of homes that exist in those areas. He questioned whether Station Park will succeed, especially since all of the roads travel away from it. He said Option 2 is the only option that will benefit the City.

Keith Eberhard (577 West 250 South) said now is not the time for the City to preserve a corridor since they do not have all of the facts to make that decision. He suggested that the Station Park development be delayed so the City can consider all of the issues in that area. He also suggested that UDOT reevaluate the Park Lane interchange since it was constructed early as a temporary solution.

Janelle Eurick (36 South State Street, Salt Lake City) said she represents some of the landowners in the area. She said the City should re-evaluate the WFRC and UDOT numbers. Despite the input given by UDOT, it is not too late to look for alternative traffic solutions. She is currently working on a project in Lehi that is more complicated than Farmington's issues but is still solvable. If UDOT is experiencing regional traffic problems, they should consider regional traffic solutions. UDOT is attempting to create a regional traffic hub in Farmington. A similar fund that was used in Florida was found to be unconstitutional. Due to the funds that are being used, the State and Farmington City could be sued if they proceed with this alternative.

Glen Merrill (74 Belmont Drive) referred to UDOT's Evaluation Summary slide. The only local impact discussed in the slide was the local access that will be provided to the community. He said UDOT should consider all of the impacts to the Farmington residents, not just the access issues. They should consider how many residents will be impacted by the community being bisected. UDOT should consider other alternatives that would create less of an impact on the west Farmington residents.

Glenn Godfrey (1722 West Country Bend Road) compared Option 3 to an onion which looks good in the beginning but makes you cry in the end. A decision should not be made until UDOT and Horrocks Engineers have completed all of their studies. He questioned whether the City's consultant is truly independent. He is disappointed that UDOT only slightly modified Option 3 from their previous proposal. There are many engineering marvels that have been done so he is surprised that UDOT can not find a better option than what is being presented. The Mayor stated earlier that a difficult decision has to be made. He hopes UDOT is willing to compromise with the City to find a solution that works for both parties.

Jeff Tolman (433 South 200 West) said the west Farmington residents would prefer driving further to access Option 2 than to have Option 3 run through the middle of the City. The shoreline option is no further than I-15 is from I-215. The people of Farmington should

determine if the shoreline access is “poor” for their lifestyle. Option 2 could provide access to south Farmington, as well as an exit on the west side. It would also alleviate the traffic in the middle of town. It would be a far better solution than what is being presented.

Cody Hilton (1396 Paddock Drive) said he is the website administrator for “farmingtoncitizens.org”. He said UDOT should be working to fix the existing road problems rather than finding additional land to build more roads. The transportation issue could be solved without UDOT’s assistance if the residents utilize the mass transit systems, UTOPIA, and find jobs closer to home. UDOT can not fix the County’s problems but the elected officials can.

Todd Magee (1599 Saddlehorn Circle) said engineers use statistics and logistics on a daily basis to justify different things. He questioned what types of study tools were used in the UDOT and Horrocks Engineers studies. He said the design inputs such as public access and the flow from northern to southern areas should be questioned in these studies.

Jim Checketts (576 West 350 South) said the meeting should not focus on UDOT’s preferred option, but rather on the preference of the Farmington residents. Option 3 stems from the improper design and construction of Park Lane. West Farmington should not have to pay the price for UDOT’s bad design. UDOT has stated that they are not able to deal with the wetlands issues associated with Option 2, yet they will have to deal with the wetlands issues that exist further to the north. Although Station Park appears to be the “end all” solution to the City officials, it should not be the reason for the decisions that are being made. Option 2 has the least disruption to the City so it should be up to UDOT to solve the access and wetlands issues.

David Skalka (1753 West Meadow View Circle) said Farmington City did not create the traffic problems so he questions why Farmington has to provide a solution that will impact the residents. It appears the original plan would be the least impact to the Farmington residents. The City should analyze UDOT’s models and projections. They should not make a rushed decision like was made during the construction of Park Lane.

Lisa Hillyard (667 South 650 West) said the City’s youngest citizens will be impacted by the Legacy North connection but they are not able to represent themselves. They purchased their property less than one year ago after being told by UDOT that the highway will not be near their house. She has since found out that the highway will now go through their development. They will be forced to move as a result of the safety implications. It is unfair to ask the Farmington residents to give up their property values to UDOT.

Randy Rigby (245 South Cobblecreek Road) said Farmington City has some of the greatest citizens. This community has given in the past: the center of the town has the County seat; they have provided for the jail which continues to expand; and they have given the center of the town to be used by the school district. The City designed a plan and worked with UDOT to preserve more land to be used for the Legacy North connection. The City has made their plans

and has tried to follow those plans. Shame on UDOT for attempting to make their problem the City's problem. He is concerned that UDOT representatives have stated that the Legislature mandated the criteria for the connection. WFRC includes Legislatures but they are not a legislative body. Many property owners within the City have worked to provide developments that will benefit the City residents. Farmington City should honor the commitments they have previously made with property owners and developers. There are other alternatives that can help improve the transportation in the region while providing for the Farmington citizens.

Chase Bybee (1418 West 475 South) said he sent a letter to Senator Bell stating that he feels the Legislature has ignored the needs of west Farmington and its residents. Senator Bell responded by saying that the Legislature only created the criteria to be used by UDOT when selecting the different options. **Mr. Bybee** said he is concerned that the criteria does not include the welfare of the Farmington residents. It is convenient for UDOT and Horrocks to select Option 3 since they do not have to consider the preservation of the Farmington way of life. It is the City's job to protect the residents, it is not the job of UDOT or the WFRC.

Thane Smith (Danville Land Investments) applauded the "homework" that has been done by the residents. He said the criteria needs to be rethought, the technical assumptions need to be re-evaluated and there needs to be a fresh start. The Army Corp is made up of intelligent engineers who work for the people so they should be charged to find an option for the Legacy North connection that is outside of the housing corridor. He asked that the Planning Commission make a recommendation to the City Council to deny UDOT's application until it has been considered by "fresh eyes".

Dick Jensen (220 East 2200 South, Kaysville) said he lives in the Quail Crossing Subdivision which will be severely impacted by Option 3. Several homes in the subdivision will be eliminated. The HOA planned to provide a swimming pool in the park but if Option 3 occurs, there will be a freeway in the park. The homes in his neighborhood are no longer selling as a result of UDOT's proposal. Rather than delaying the decision, the City's position should be that Option 3 is not an option and never will be. If Option 3 is the chosen option, Farmington City should annex Quail Crossing from Kaysville so it can be added to the other devastated areas.

Gordon Crabtree (President of the Farmington Ranches Homeowners Association) said if he were to poll the Farmington Ranches residents, there would not be one resident of the 500 that would approve of Option 3. At the sensitivity session, the residents indicated that their preferred option is the shoreline option. Their second choice would be for the connection to run adjacent to I-15. There is a strong community message that should be heard. Option 3 will benefit the communities on both sides of the city but it will not benefit Farmington. If the City makes an incorrect decision, there will be an east Farmington, a Station Park City and a Legacy City.

Roger Eggett (612 South 650 West) said Horrocks Engineers spent \$100,000 to prepare

their report which includes the \$40,000 technical study that was paid for by the City. Option 3 is a technical option, yet it impacts neighborhoods, the County fair grounds, and a historic railroad. The City should have spent their \$40,000 to determine the impact on the residents and the neighborhoods. None of the elected officials live west of the freeway or will be negatively impacted by this corridor. The State identified their criteria so the City should use their time and money to identify the issues that are important to Farmington. The connection should be a compromise based upon the needs of the City and the State. **Cory Pope** admitted that it is not necessary for the corridor to be 350 feet wide so UDOT should only preserve the property that is needed. At the public meeting in June, **Cory Pope** indicated that UDOT will consider the public input that is received. It is ironic that none of the residents who would lose their homes as a result of Option 3 were invited to that meeting. UDOT then decided that they are not interested in the public input after all.

Heidi Ritz (903 West 500 South) said UDOT has a history of making big mistakes such as the Legacy Highway and the Park Lane interchange. She said the meetings that were held by UDOT were not public meetings. Many of the residents only knew about the meetings because of the good communication in the neighborhoods. She said the study and rankings do not hold merit. This proposal has not changed from the previous public hearing. This is the easy way out. UDOT is not considering the impact to Farmington City so she hopes the Farmington officials will. The neighboring mayors and legislatures are in favor of this proposal because it will not impact their homes. The cities to the north built out their land to provide protection to their communities. She is concerned about the safety of the school children if Option 3 is pursued because many school children will have to cross several freeways to get to school. She chose to live in Farmington City because of the quietness and the open space. Residents have the right to have animals and have clean air. They should not be forced to reduce their land value because of UDOT. She recommended that the City hire engineers who have experience building corridors above water.

Dan Bailey (905 Sharpshooter Drive) said he feels like the people at UDOT are not being productive. They are being paid with tax dollars and are not performing. It is not smart to wipe out communities with brand new homes. It is not necessary to provide local access to the corridor because the residents do not want the access that close to their homes. He suggested that the Planning Commission further study Option 2 but if Option 3 is approved, UDOT should be required to provide sound mitigation.

Brad Pack (580 East 900 North, Bountiful) urged the Planning Commission to deny UDOT's request to amend the Master Transportation Plan. UDOT should not have approached the City prior to the City's consultant reporting his findings. If a developer were to approach the City with this broad of a plan, the City would require that developer to submit a more defined proposal. The same should be required of UDOT.

Brent Skipper (Trophy Homes) said Trophy Homes is not speaking in favor of one

particular option. Regardless of what option is chosen, UDOT should create a land use plan that the City can incorporate into the General Plan so residents and developers know what to expect in the future.

Carlos Williams (1487 Longhorn Drive) said he agrees with the comments and concerns that have been given. He asked that the Planning Commission seriously consider some of the recommendations that were made by the public, especially to review the numbers that were used in UDOT's reports. UDOT is only using statistics to represent that Option 3 is the best option. The representatives for the Farmington community should work with UDOT to find an option that works for both parties. He said it is unfortunate that the Planning Commission meeting was scheduled at the same time as the County property tax meeting since they are both critical issues.

Public Hearing Closed

With no further comments, **Chairman Talbot** closed the public hearing. The Commission members discussed the issues, including the following points:

John Bilton said he was neutral at the previous public hearing but after considering the issue for the past 11 months, he is disappointed with the options. He does not feel that the options have changed significantly. There has not been formal consideration about the benefit to the City. There are many unanswered questions regarding land and health issues, the future of the Park Lane interchange and the future of the D&RG rail line. It is unfortunate that the Northern Utah Caucus representatives that were present at the last public hearing are not here tonight. He is aware that UDOT has certain criteria they need to meet but Farmington is the narrowest portion of the County so UDOT should perform all of the necessary studies prior to making a decision. In the past, Farmington has borne the brunt of the County and State infrastructure as a result of its location along the Wasatch front. It is difficult for him to support Option 3 as it is currently being presented. He is certain there are more options available than what is currently being considered. He expressed appreciation to the Mayor for taking the initiative to hire a consultant to evaluate the UDOT/Horrocks Engineers. The information the Planning Commission receives from the consultant will help them to make the best decision on Farmington's behalf.

Kevin Poff referred to the time when the City was informed that UDOT had not planned a way to connect North Legacy and South Legacy. UDOT then provided the northern flyover which was not a perfect solution but was better than the alternatives. He said he is not aware of any resident who is in favor of Option 3. The City officials share the same concerns that the residents have. The best option for the region may not be the best option for Farmington City. His personal preference is the shoreline option. He understands that UDOT wants to avoid that option and the accompanying political pressures but that is not the City's concern. He said it may be best to consider the Legacy North connection and Park Lane separately since they may be two separate issues.

Paul Barker said he is concerned about the impact to the City if Union Pacific and UTA exercise their option to run a rail line from the former Denver Rio Grande right-of-way. He requested that **Tim Taylor** study Option 4 and the possibility of Union Pacific and UTA running their lines parallel to I-15.

Andrew Hiller asked if UDOT used the table that was included in their slide presentation to base their decision to pursue Option 3.

Cory Pope said the diagram shown on the slide presentation was an accounting of how each option addressed the four criteria.

Andrew Hiller pointed out that the slide presentation represents that Park Lane will fail under the Option 4 scenario, but according to UDOT's study, it will actually operate through the year 2040. He said the Planning Commission is paying close attention to what is being presented so they should be given the correct information. In his opinion, Options 1 and 3 are not options for the City. Although Option 2 is a viable option for the City, he is concerned about approving it since the Planning Commission has already approved developments in that area. He prefers Option 4 because there will not be as many residences that will experience the sound and pollution impacts. He realizes that Option 4 would be the most costly, but he agrees with **Mayor Harbertson** that cost should not be an issue. He said he does not think the Planning Commission should continue discussing Options 1 or 3 with UDOT.

Cory Ritz said the Planning Commission is committed to do what is best for the City and that is what they will do. He asked **Mr. Pope** if UDOT can state with certainty that the proposed options will make it so Park Lane does not fail.

Cory Pope said the options provide additional opportunity to offload the traffic from the Park Lane area. He does not have control over the development of the City so he can not determine the future of Park Lane. The Park Lane interchange was conceived in response to the City's request for UDOT to provide additional access. In the future, UDOT will conduct an Environmental Impact Study (EIS) which will address many of the detailed questions that have been asked. The study will include Option 3, as well as other corridors. UDOT, under that process, will have to select the least damaging and practical alternative. If the City continues to allow homes to be built in that corridor over the next ten years, those homes will be impacts that UDOT will have to consider. He said it is uncertain whether the residential impacts will outweigh the environmental impacts of the shoreline option.

Cory Ritz said according to the City's consultant, Park Lane is likely to fail and provide substandard service under any of these options. In order for the City to consider amending the Master Plan (which would impact neighborhoods and the resident's quality of life), there would have to be a significant benefit to the City. The options that are being presented do not appear to provide benefit to the City. It would be politically incorrect for UDOT to admit that Park Lane

was a mistake but it was. The State spent construction dollars for the overpass to be built prior to knowing what the traffic flow would be. It has been suggested that the traffic from Station park will cause Park Lane to fail. He charged UDOT to determine whether the four options will improve Park Lane.

Cory Pope said the City would have to provide UDOT with a more detailed master plan in order for them to know whether the options will improve Park Lane.

Cory Ritz said the City is being asked to rush their decision and to condemn homes for an option that may or may not solve the City's traffic issues. Options 2 and 4 are capable of solving the regional issues. Farmington has tried to be proactive but is now being asked to give up their concessions since certain State officials have said this is the way it should be done. He urged the City's consultant to challenge UDOT's basic assumptions and to determine if Option 3 is really needed, and if so, if it will benefit the City. He suggested that the City consultant also study the alternative discussed by **Mr. Barker** to align the connector and the rail lines adjacent to I-15. He asked **Mr. Pope** to study the Park Lane interchange and determine what needs to be done to correct it. He would then like that information reported to the Planning Commission. What is best for the region is not what is best for the City.

Chairman Talbot said he appreciates the input that was given by the residents. He said he understands that **Mr. Pope** and Horrocks Engineers have difficult assignments. He also understands that there needs to be long term planning but the City should consider all of the options equally.

Rick Wyss said it is easy to blame UDOT for the City's traffic issues but he questioned how the City's representatives responded when the Park Lane interchange was constructed. The City has to accept some responsibility. The City is not prepared to make a decision at this meeting because they do not have all of the information that they need such as whether the D&RG will be used as a transportation line in the future. The only viable action is to table consideration of the application to allow the Planning Commission to further study the issues.

Cory Ritz urged UDOT to further study Option 2 even though it may be costly to go against the environmentalists. He said the company he works for received approval for a product after going against environmentalists but that product is now off the market because the company failed to consider socio-economic impacts. UDOT should consider the socio-economic impacts the City will experience if the proposed amendment is made to the City's General Plan. He said the City needs additional information in order to make their decision.

Motion

Cory Ritz moved that the Planning Commission table consideration of UDOT's request, to a non-specified date, to allow the City consultant to submit his findings and to allow UDOT to

provide the information that has been requested by the Planning Commission. **Kevin Poff** seconded the motion, which passed by unanimous vote.

ADJOURNMENT

Kevin Poff moved that the Planning Commission adjourn at 10:06 p.m..

Jim Talbot, Chairman
Farmington City Planning Commission