WORK SESSION: A work session will be held at 6:00 p.m. in Conference Room #3, Second Floor, of the Farmington City Hall, 160 South Main Street. The work session will be to answer any questions the City Council may have on agenda items. The public is welcome to attend.

FARMINGTON CITY COUNCIL MEETING
NOTICE AND AGENDA

Notice is hereby given that the City Council of **Farmington City** will hold a regular City Council meeting on **Tuesday, January 20, 2015, at 7:00 p.m.** The meeting will be held at the Farmington City Hall, 160 South Main Street, Farmington, Utah.

Meetings of the City Council of Farmington City may be conducted via electronic means pursuant to Utah Code Ann. § 52-4-207, as amended. In such circumstances, contact will be established and maintained via electronic means and the meeting will be conducted pursuant to the Electronic Meetings Policy established by the City Council for electronic meetings.

The agenda for the meeting shall be as follows:

CALL TO ORDER:

7:00 Roll Call (Opening Comments/Invocation) Pledge of Allegiance

REPORTS OF COMITTEES/MUNICIPAL OFFICERS

7:05 Recognition of Sid Young as Festival Days Chair

7:10 Introduction of new Festival Days Chair – Kristen Harbertson

7:15 Norman Marshall Modeling Report for West Davis Corridor

7:45 Mosquito Abatement Report – Gary Hatch

PUBLIC HEARINGS:

7:55 Park Lane Plat Schematic Plan

8:05 Parkwalk Downs Minor Subdivision Schematic Plan

8:15 Grove Street Name Change Petition

8:25 Local Consent for SteelFist Fight Night, LLC Event Permit "Temporary Beer"

PRESENTATION OF PETITIONS AND REQUESTS:

8:30 Farmington Park Subdivision Phase 1 Final Plat

8:40 Award Bid from Hogan Construction to be the Construction Manager/General Contractor for the Park and Gym

SUMMARY ACTION:

8:50 Minute Motion Approving Summary Action List

1. Improvements Agreement with Ivory Development, LLC – Farmington Hollow
2. Approval of Minutes from City Council/Planning Commission on January 6, 2015
3. Approval of Minutes from City Council on January 13, 2015
4. Approval of Storm Water Bond Log for December

GOVERNING BODY REPORTS:

8:55 City Manager Report

1. Executive Summary for Planning Commission held on January 8, 2015
2. Monthly Activity Reports for Police and Fire for December
3. Building Activity Report for December

9:05 Mayor Talbot & City Council Reports

1. BOA Appointments

ADJOURN

CLOSED SESSION

Minute motion adjourning to closed session, if necessary, for reasons permitted by law.

DATED this 15th day of January, 2015.

FARMINGTON CITY CORPORATION

By: Holly Gadd

Holly Gadd, City Recorder

***PLEASE NOTE:** Times listed for each agenda item are estimates only and should not be construed to be binding on the City Council.

In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during this meeting, should notify Holly Gadd, City Recorder, 451-2383 x 205, at least 24 hours prior to the meeting.

CITY COUNCIL AGENDA

For Council Meeting:
January 20, 2015

S U B J E C T: Roll Call (Opening Comments/Invocation) Pledge of Allegiance

It is requested that City Councilmember John Bilton give the invocation to the meeting and it is requested that City Councilmember Jim Young lead the audience in the Pledge of Allegiance.

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

CITY COUNCIL AGENDA

For Council Meeting:
January 20, 2014

SUBJECT: Recognition of Sid Young as Festival Days Chair

ACTION TO BE CONSIDERED:

None

GENERAL INFORMATION:

Neil Miller and Stefanie Gallagher will be making this presentation.

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

CITY COUNCIL AGENDA

For Council Meeting:
January 20, 2014

SUBJECT: Introduction of new Festival Days Chair – Kristen Harbertson

ACTION TO BE CONSIDERED:

None

GENERAL INFORMATION:

Neil Miller and Stefanie Gallagher will be making this presentation.

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

CITY COUNCIL AGENDA

For Council Meeting:
January 20, 2014

SUBJECT: Norman Marshall Modeling Report for West Davis Corridor

ACTION TO BE CONSIDERED:

None

GENERAL INFORMATION:

Norman Marshall, President of Smart Mobility will be making this presentation.

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

FARMINGTON CITY

H. JAMES TALBOT
MAYOR

DOUG ANDERSON
JOHN BILTON
BRIGHAM N. MELLOR
CORY R. RITZ
JAMES YOUNG
CITY COUNCIL

DAVE MILLHEIM
CITY MANAGER

City Council Staff Report

To: Honorable Mayor and City Council

From: Dave Millheim, City Manager

Date: January 15, 2015

SUBJECT: **NORM MARSHALL MODELING REPORT FOR WEST DAVIS CORRIDOR**

DISCUSSION ONLY

Review and discuss the attached report from Norman Marshall with Smart Mobility regarding the draft Environmental Impact Statement (DEIS) for the West Davis Corridor. Direct staff as needed.

BACKGROUND

Farmington has undertaken an independent modeling study of the WDC. This was completed by Norm Marshall, a nationally recognized traffic modeler out of Florida who has done significant work in Utah. We undertook this study because we identified too many flaws in the UDOT assumptions in the draft EIS.

All of you know Farmington has spent considerable time and effort studying the issue. I challenge anyone to identify a city in Utah which has dedicated more time and attention to this matter than Farmington. All of our previous comments to UDOT (including this report) regarding the draft EIS have been placed on the City web page for any interested party to review. It has been very frustrating for staff and our elected officials to listen to elected officials in Northern Utah complain about Farmington's position when they have not read nor studied this complicated issue. The elected officials (and these are few) that have studied the issue and honestly done their stewardship have my respect.

After raising many of the specific concerns with UDOT through multiple meetings and letters over the past few years, we have received no satisfactory answers to these questions we have raised. On occasion we have been met with resistance in our requests for information and meetings and the City had to use legal counsel, more than once to obtain documents, which were part of the public domain. This has been more than

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frustrating. Our support of the "objective" process is wearing very thin. Farmington sought and obtained funding for the EIS. Staff, the Mayor and Council members have attended countless meetings where the WDC was discussed but our faith in the process is seriously waning. I do believe there are members of the UDOT team trying to do the right thing but they are under considerable political pressure from many competing interests and their job is difficult.

As a result of our lack of satisfactory answers to legitimate questions, we sought (at considerable expense) an independent outside transportation modeler, familiar with Utah to take a look at the DEIS. This report was just completed and provided to my City Council recently for their review. We tasked Mr. Marshall to only look at the modeling and assumption issues that have gone into the DEIS so that we would not repeat planning or environmental issues already raised in earlier Farmington comments to UDOT.

The summary findings of this report are disturbing in that they more than enough show the WDC is not needed and serves very little purpose. Staff believes these modeling assumptions cannot and will not be ignored by Federal Highways which ultimately has authority on whether or not this proposed highway is built. Whether UDOT chooses to address these fatal flaws or not in the final EIS is to be determined. Staff recommends multiple things be considered as part of your discussion of this item.

1. The Council fully discuss and understand the ramifications of this report.
2. Farmington City host a public (open house) in the Community Center in the future to schedule presentation of this report and take additional public comment. NOTE: This item is not a public hearing item at this time and staff recommends not holding the public open house until the other steps listed below are taken.
3. Additional meetings with UDOT and Wasatch Front Regional Council (WFRC) take place to discuss the findings of this report. To that end I have provided Randy Jefferies an advance copy and we are scheduled to discuss this report with him and members of his team on January 22nd. I am also recommending City legal counsel be present at that meeting and we have informed UDOT of such. We have provided a copy of this report to Andrew Gruber with WFRC. Andrew wants to meet and discuss the modeling mistakes we identified which we plan to do when they get it scheduled.
4. The City pass a resolution in support of the "Shared Solution" being considered as a viable alternative to be studied. A draft for your consideration is attached which had been written to address Farmington concerns as well as a UDOT request. UDOT staff at a prior meeting held in December with multiple stakeholders including all cities along the proposed route asked the cities for a letter of support or resolution that the "Shared Solution" be further studied. Staff believes a resolution is not necessary for UDOT is evaluate an alternative which should have been a consideration all along in the DEIS but we understand and support why UDOT is asking for the respective cities to weigh in on this one. The request from UDOT serves three purposes. The first is the additional study they have done shows that many features of the

Shared Solution does provide a more viable alternative in some evaluation areas than many of the alternatives being considered. Second, the request is informative in nature and UDOT wanst the cities to know this alternative is being looked at and further evaluated. Last, it provides UDOT some political cover (perhaps important but not legally necessary) so that as this alternative affects the outcome of the project, no one can say the Cities were not informed.

We hope these issues will be taken more seriously before the taxpayers of Utah pay the price. Staff also wants in the public record all to understand Farmington is in a very difficult position. Twenty years of land planning are being flushed down if the proposed WDC does what UDOT wants. 300 acres of conservation easements which the City pledged to thousands of residents abutting them to preserve as open space will be destroyed. Farmington gets no access and zero benefit from WDC. A needed interchange at Shepard Lane benefiting Farmington, Kaysville and Fruit Heights residents is being delayed. The proposed alignment bypasses a major transit station and economic and employment centers. The most frustrating thing of all is that the deeper we dig into the draft EIS and related data, the more we are convinced this highway is not needed -- contrary to what is being spun by some. It has almost no benefit except in some very limited applications and only reaches those benefits by some exaggerated assumptions in the EIS. For example, there are density assumptions for the respective communities to the north far beyond what their current zoning allows, their Council's will ever approve nor the market will bear in a real world application. Those mistakes alone should cause everyone great pause. We firmly believe it does not meet purpose and need and that it will likely be legally challenged IF it even gets past Federal Highways approval which we think doubtful. The impacts to homes and some businesses is way beyond measurable. We also understand there is considerable political pressure from many to get this highway built.

None of us really know what is going to happen with the WDC but I do hope (at a minimum) the modeling mistakes we see being made on this project will not continue as a matter of practice by those involved. For example, someone needs to explain why a 1992 household travel survey is being using in the DEIS to describe travel trends in terms of average miles driven when the actual data shows a decreasing pattern of miles driven which has been the case since 2004. The relief the highway promises is only being provided due to the traffic it induces through the false assumptions being used to justify it's creation.

Final comment – this is a very tough issue and the most important issue the City Council with likely wrestle with for many years to come. DO NOT ACT IN HASTE. The Mayor often advises me to be nice. I am thankful for his support and advice. I personally recognize that statements and recommendations contained herein may not be universally shared by all. My job is to call it like I see it and do so after considerable evaluation and study. Your job as the elected representatives of the people is to take those recommendations – agree, disagree and/or modify them as you deem best.

Thank you for your consideration.

Respectfully Submitted

Dave Millheim
City Manager

Review of the West Davis Corridor Draft Environmental Impact Statement

January 12, 2015

Prepared for City of Farmington

Norman Marshall
President

Executive Summary

The Draft Environmental Impact Statement (DEIS) for the West Davis Corridor (WDC) published in April 2013 shows modest "potential" benefits of the proposed WDC. However, a careful review of the modeling, the assumptions relied upon and the choices made by UDOT, together with the use of unacceptable practices during the DEIS effort reveals that the avowed "Need" for the WDC is questionable at best, even in 2040. DEIS travel demand modeling shows most roads in the Study Area will be uncongested in 2040 with or without the WDC – even in peak travel periods. For the roadways the modeling shows as congested in 2040, the WDC would reduce congestion somewhat, however, these impacts are small. Much of the congestion shown in the model is found on east-west streets far to the east of the proposed WDC. By diverting some traffic from I-15 to the WDC, some of the east-west streets are modeled as carrying less traffic at their eastern end with the WDC than without, however, the new routes using the WDC will often be longer in distance. Therefore, even with the higher speeds on the WDC, any time savings will generally be small except for long trips from the western part of the Study Area to Salt Lake City and beyond. These trips would primarily be from housing that does not even exist today, furthermore, the existing and future driver preferences do not appear to support the Need for these sorts of assumed trips.

The actual benefits of the WDC would be substantially less than set forth in the DEIS because of a set of flawed assumptions made in the DEIS analyses. These include:

- The model used is based on a 1992 household travel survey that cannot account for the current trends toward less auto travel per person. As a result, future travel is overestimated and the benefits of new roadway capacity are also overestimated.

- The location of future households and jobs is critical in the modeling effort and the determination of current and future "Need," yet it remains highly uncertain. The household growth assumed in the Study Area is significantly greater than what is allowed by the existing and future land use planning. The construction of the WDC would encourage dispersed housing growth in the western and northern parts of the Study Area and these impacts are not included in the DEIS. The WDC does not solve the congestion problems, such as they are or may be, it helps to create them.

- The DEIS shows that widening existing streets would lessen future congestion more than the WDC would. However, the DEIS analysis of this alternative greatly exaggerated the impacts of such widening. The DEIS assumes 5 to 10 times as much widening of local streets than would be necessary and also includes unnecessary widening of I-15. It further overstates the impacts by assuming grossly unnecessary cross-sections for the widened streets.

- The Study Area for the Project was artificially constrained and, thus, it deals with only a portion of the regional traffic and other issues. These regional and other issues are also worthy of inclusion.

- The Purpose and Need described in the DEIS can be better achieved through targeted improvements like those included in the Shared Solutions alternative, rather than through construction of a new north-south freeway.

The questionable practices in the modeling and subsequent DEIS efforts also undermine the benefits the DEIS claims will accrue. In particular, the version of the travel demand model used in developing the DEIS fails to properly account for induced travel that would result from construction of a new freeway.

For a host of reasons, the Need for the WDC is poorly understood and is not adequately justified by the efforts to date. It appears the Project is not necessary and there are other alternatives available to address the regional traffic congestion problem. Of course, a Study Area appropriately sized to take into account the entire region is required, if you are trying to solve that set of issues and the current Study Area is about half this size it should be.

Our suggestion is to fix the fundamental flaws relating to the Model, revisit the travel preference trends regarding commuting, include the actual land use information from the area, sharpen the focus on what the actual housing/employment numbers are and will be in 2040 and then develop a new set of Alternatives for modeling, which should include the Shared Solution.

Putting the Potential Benefits of the WDC in Perspective

In addition to reviewing the DEIS documentation, we also reviewed the regional transportation model files[1] on which the DEIS traffic analysis is based. Examination of the model files show:

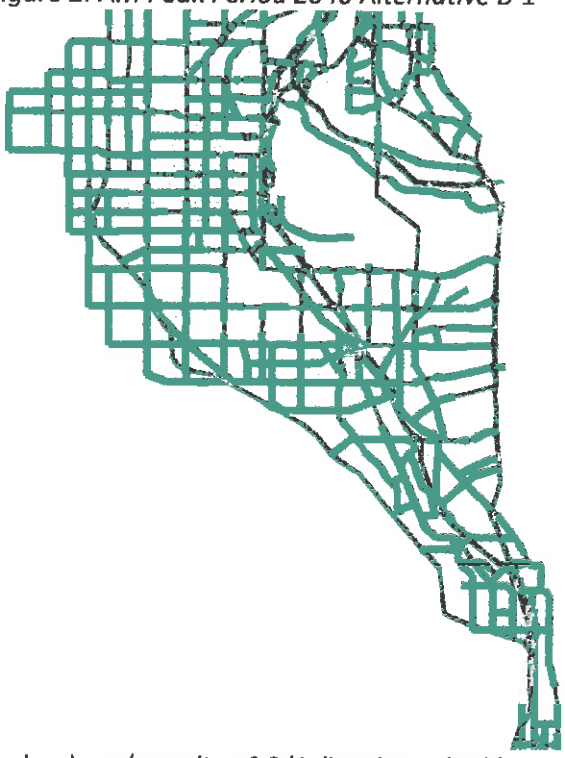
1) Most roadways in Study Area are forecast to be uncongested in 2040;
2) Areas that are congested are far to the east of the WDC;
3) Congestion is mostly in PM peak period; and
4) WDC does not remove all of this congestion and actually will increase congestion north of the WDC.

[1] Model developed by Wasatch Front Regional Council in 2009 and applied by consultants to Utah Department of Transportation.

Figure 1: AM Peak Period 2040 No Build

Red=volume/capacity > 0.9 (1 direction or both)
Green = volume/capacity < 0.5 in both directions
Gray = volume/capacity between 0.5 and 0.9
Purple = roadways not in model

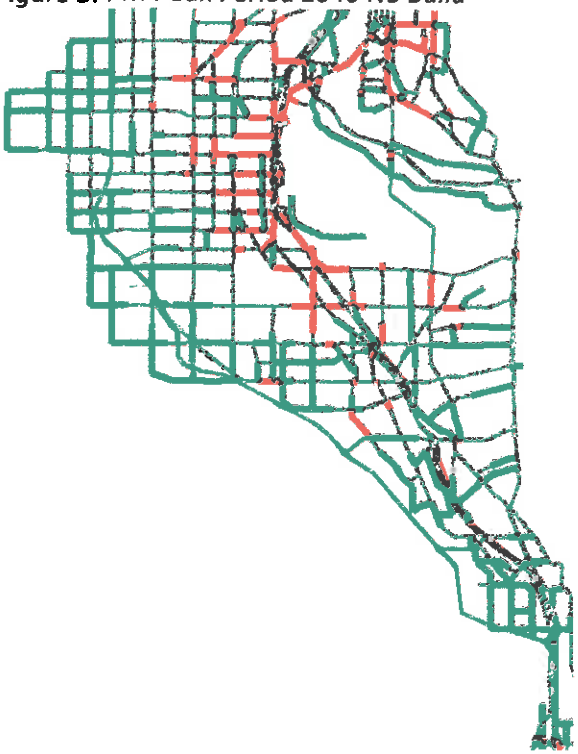
Figure 2: AM Peak Period 2040 Alternative B-1



Red=volume/capacity > 0.9 (1 direction or both)
Green = volume/capacity < 0.5 in both directions
Gray = volume/capacity between 0.5 and 0.9

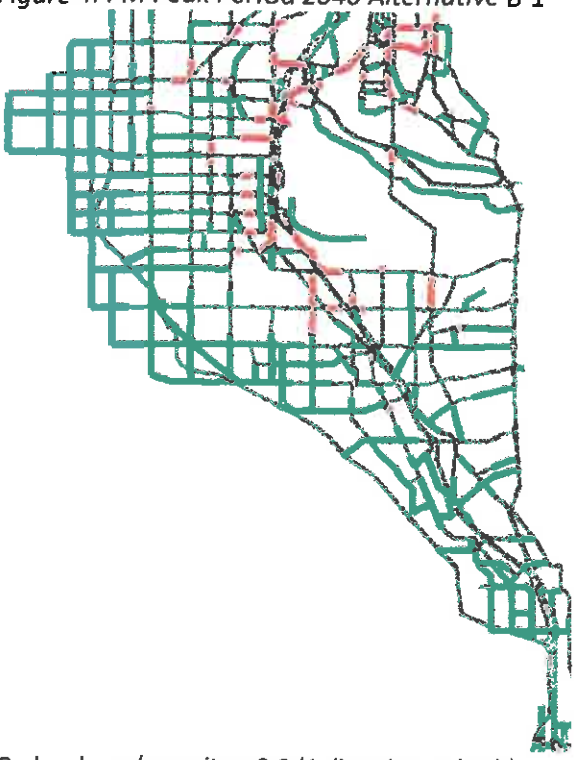
In the regional travel demand model dated 2009, a volume/capacity ratio of 1.0 is intended to be the point where a roadway is carrying as much traffic as it can. The DEIS uses a lower threshold of 0.9 to indicate streets that are congested. The graphics above use a threshold of 0.5, i.e. 50% of the maximum possible traffic, to highlight how little the future roadway network will suffer from even minor congestion, even during peak periods of the day in 2040. In the above graphics, one finds a vast majority of uncongested links (green), relatively few congested links in the AM peak period (red) and some links (including most of I-15) where the volume/capacity ratio is forecast to be between 0.5 and 0.9 during the peak traffic periods in 2040.

Figure 3: PM Peak Period 2040 No Build



Red=volume/capacity > 0.9 (1 direction or both)
Green = volume/capacity < 0.5 in both directions
Gray = volume/capacity between 0.5 and 0.9
Purple = roadways not in model

Figure 4: PM Peak Period 2040 Alternative B-1

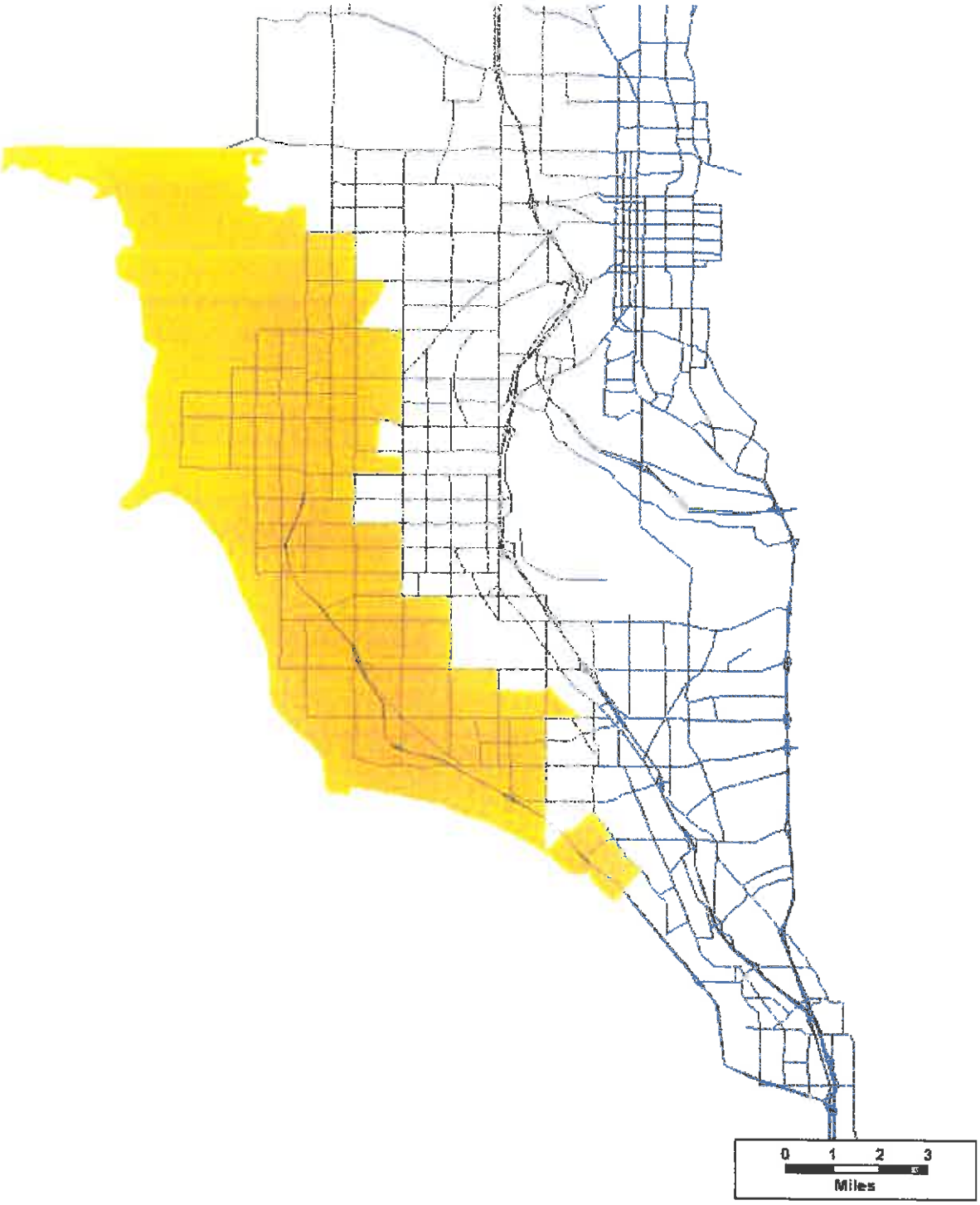


Red=volume/capacity > 0.9 (1 direction or both)
Green = volume/capacity < 0.5 in both directions
Gray = volume/capacity between 0.5 and 0.9

As shown in figures above, the WDC was modeled as reducing the extent of congestion in 2040 but not eliminating it. It actually increases congestion north of the WDC in the PM peak period. Much of the congestion shown in the model is on east-west streets far to the east of the proposed WDC. By diverting some traffic from I-15 to the WDC, some of the east-west streets are modeled as carrying less traffic at their eastern end with the WDC than without. However, the new routes using the WDC often will be longer in distance. Therefore, even with the higher speeds on the WDC, any time savings generally will be small except for long trips from the western part of the Study Area to Salt Lake City and beyond.

The figure below illustrates the area that would see time savings of two minutes or more for travel from the Salt Palace in Salt Lake City in the afternoon peak period (i.e. the most congested time period in the peak direction).

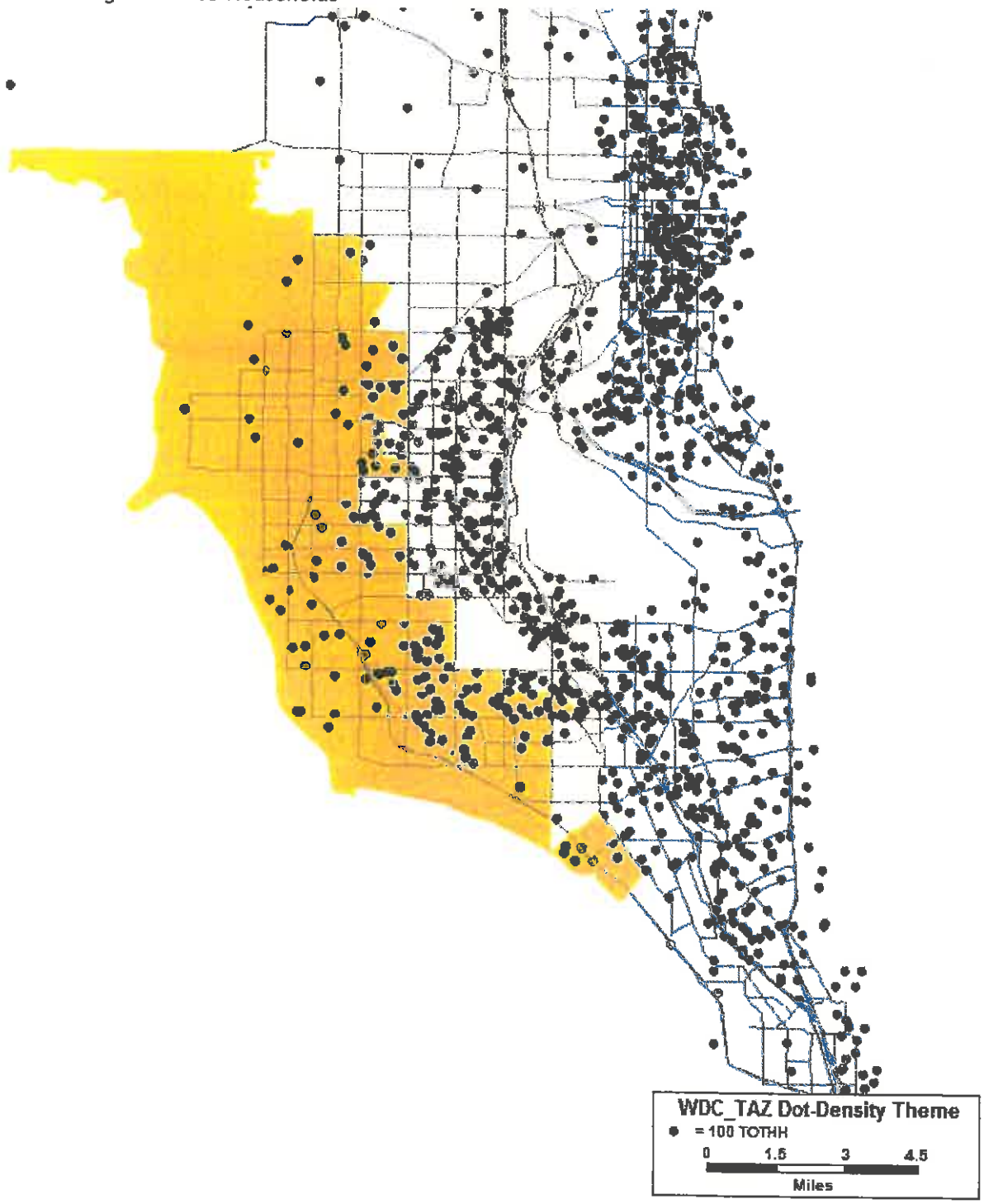
Figure 5: Time Savings of Two Minutes or More Returning Home from Salt Palace: 2040 PM Peak Period with WDC



The graphic above shows a large area of potential time savings (based on the modeling) but that area is relatively unpopulated today as illustrated in the figure below with the base year model data (2009) where each dot represents 100 households.

A large portion of the density shown in the figure below is located outside of the DEIS Study Area, which we believe was improperly truncated. As a result, the WDC does little for the Study Area, save serve growth it will partially induce and it does next to nothing to serve the existing Need to the east of the Study Area. There appears to be no rational basis underlying the scope and extent of the WDC Study Area.

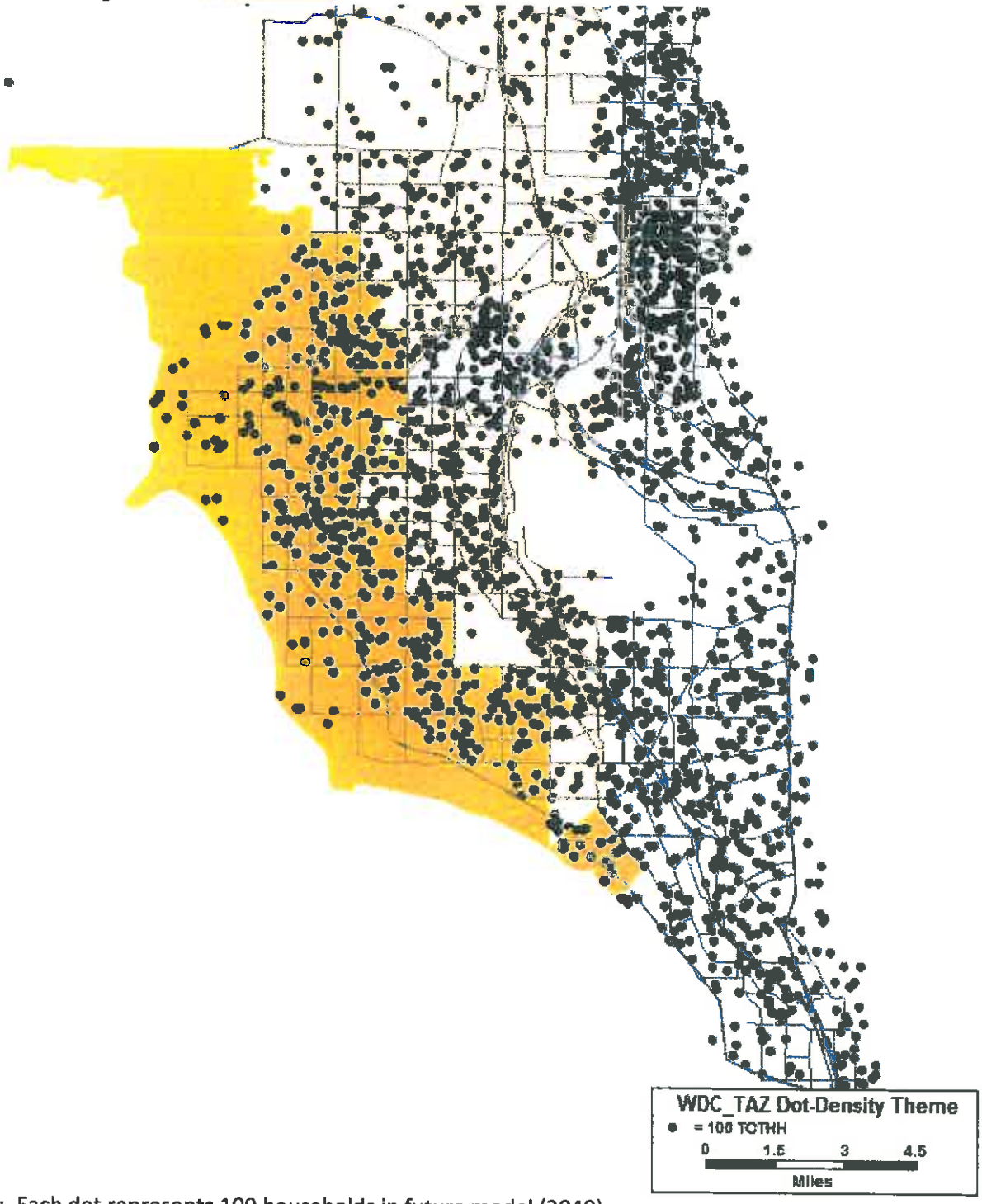
Figure 6: Time Savings of Two Minutes or More Returning Home from Salt Palace: 2040 PM Peak Period with WDC Along with 2009 Households



Note: Each dot represents 100 households in base model (2009) organized within Transportation Analysis Zones (TAZs).

As shown in the graphic above, most housing that already exists would save little time – even in 2040 – for trips returning from Salt Lake City during the afternoon peak period. The primary time savings would be for future housing as shown in the figure below. It appears the WDC is being constructed to serve growth and traffic it will partially create and induce. It is not in response to actual current and future regional needs.

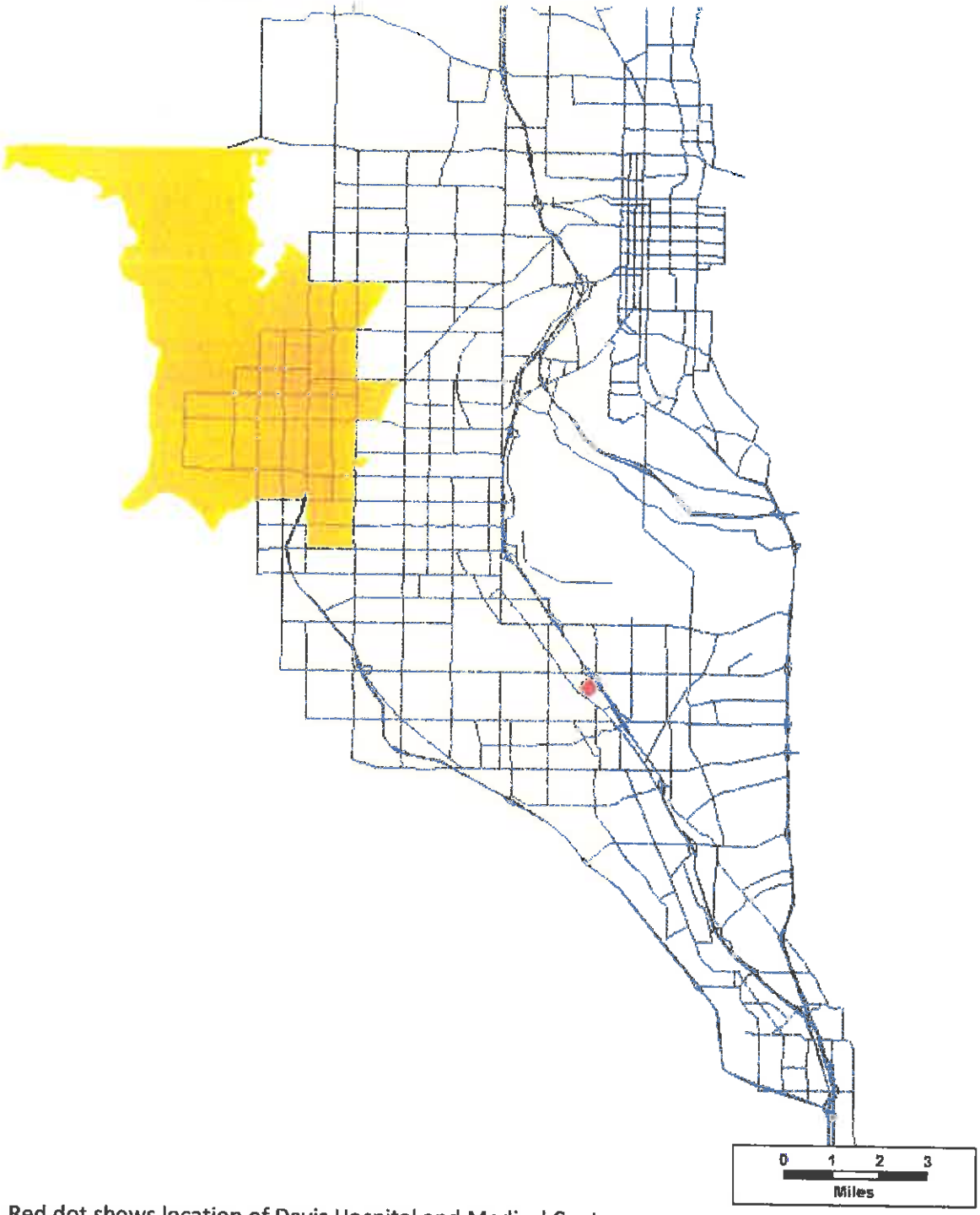
Figure 7: Time Savings of Two Minutes or More Returning Home from Salt Palace: 2040 PM Peak Period with WDC Along with 2040 Households



Note: Each dot represents 100 households in future model (2040).

Even for these future households, the time savings are most pronounced for trips from Salt Lake City and beyond. The figure below illustrates the area that would see time savings of two minutes or more for travel from the Davis Hospital and Medical Center in the afternoon peak period (i.e. the most congested time period in the peak direction).

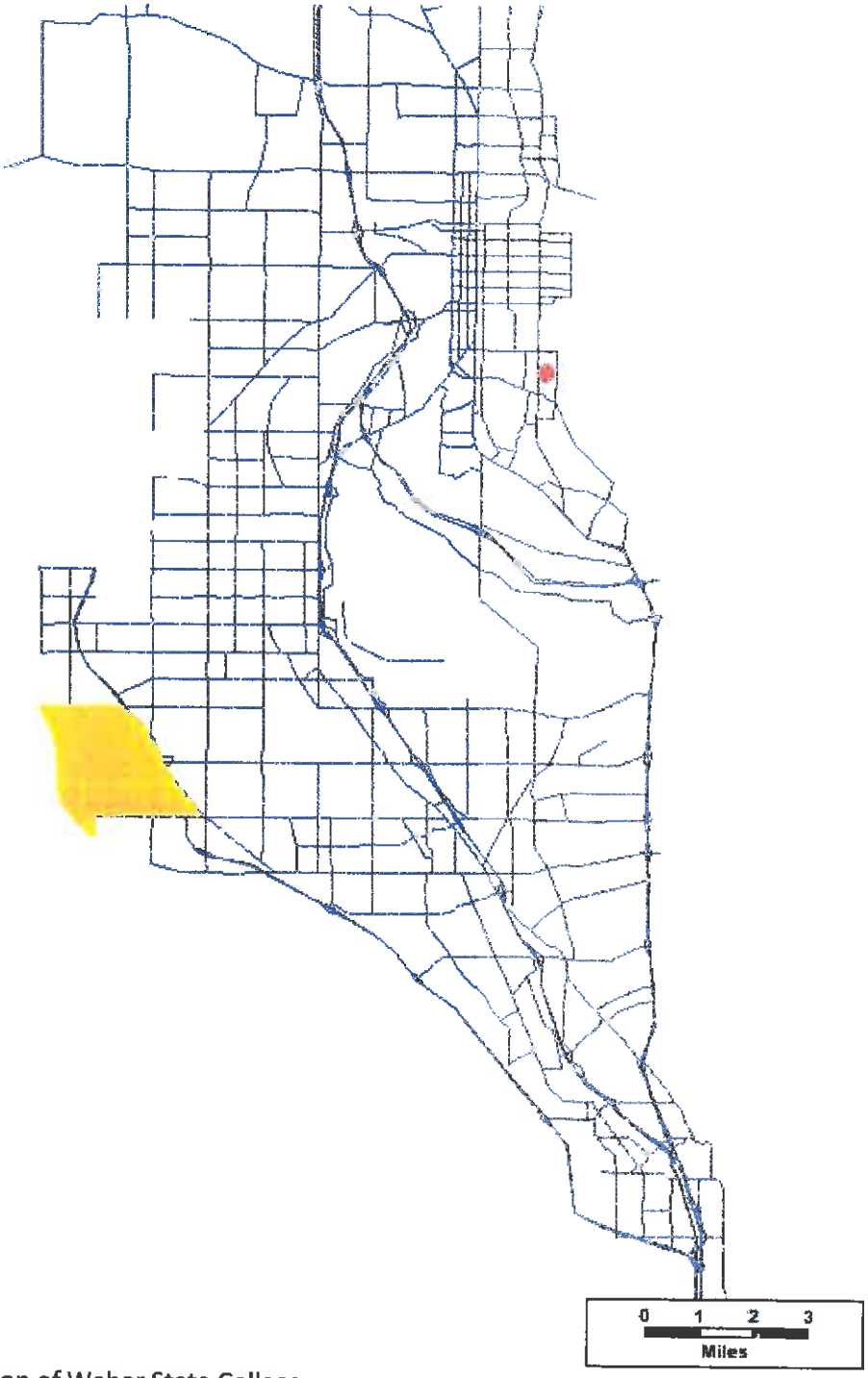
Figure 8: Time Savings of Two Minutes or More Returning Home from Davis Hospital and Medical Center: 2040 PM Peak Period with WDC



Note: Red dot shows location of Davis Hospital and Medical Center

For shorter trips in a north-south direction, the area that the modeling shows benefits from the WDC is much smaller than for the long-distance trips. For east-west trips in the Study Area, there is very little benefit. The figure below illustrates the area that would see time savings of two minutes or more for travel from the Weber State College.

Figure 9: Time Savings of Two Minutes or More Returning Home from Weber State College: 2040 PM Peak Period with WDC



Note: Red dot shows location of Weber State College

As shown in the graphic above, the modeling is showing only a small area where people could save more than 2 minutes traveling home from Weber State College during the PM peak period in 2040 with the WDC. People traveling in these areas may not even choose to use the WDC because this would entail driving south on I-15 and then turning north on the WDC, increasing trip lengths by 3 to 10 miles.

The Potential Benefits of the DEIS are Overstated

Summarizing the potential travel time savings maps, the WDC would primarily benefit people living in the western part of the Study Area, who are living in housing that has not yet been built today and who are traveling long distances from Salt Lake City and beyond during the afternoon peak hour. While some such travel is inevitable, the future level of such travel is highly uncertain and does not justify this location for the WDC, nor even the need for any of the WDC build alternatives. Furthermore, it is not rational nor in the best public interest to encourage this sort of future development pattern, or to subsidize it by building an expensive new roadway and making travel on it free. For the areas showing the 2 minute or more savings for PM peak period travel from the Salt Palace, the travel distances range from 23-40 miles one way, or 46-80 miles round trip. In an age when we are increasingly concerned with air pollution, climate change and rising fuel prices, making such trips daily is undesirable both for the individuals involved and for the community as a whole. Then there is the fact that the WDC is being designed to serve a vanishing need, that being a large commute to and from employment in Salt Lake City.

The DEIS analyses are biased toward an exaggeration of the amount of and need for this sort of travel and thus exaggerate the benefits of the WDC. Regional transportation models are the best tool we have for quantitative analysis of future traffic conditions. Nevertheless, any future travel forecasts are subject to a large margin of uncertainty. Good practice is to acknowledge this uncertainty and to avoid overreaching conclusions based on small differences between alternatives. That is a trap into which the DEIS has fallen.

A 2007 report on modeling by the Transportation Research Board (TRB) states:

> Most travel forecasting models produce a single answer, although the model is estimated, calibrated, and validated on the basis of data sets that are subject to many sources of error and uncertainty. The data used are based on sampling and include sampling errors, as well as other types of errors due to survey methodology. Errors also are made, for example, when data are aggregated and entered into databases. The models themselves may suffer from misspecification. When models are used for prediction, additional errors are necessarily introduced because the values of parameters in the future are always estimates and thus subject to error.
>
> Some degree of error is unavoidable. Within reason, moreover, the presence of errors does not prevent effective applications. It is necessary and appropriate, however, to develop sampling and modeling strategies that are informed by the patterns in which errors occur and especially by understanding of the ways in which errors are propagated through sequences of models. Errors should be discussed in the course of normal practice; their influence understood and disclosed; and proper account taken of the variation that necessarily occurs in the use of models for forecasting purposes, particularly when forecasts are used to evaluate alternatives that differ only modestly or to produce point estimates of travel to meet regulatory requirements.[2]

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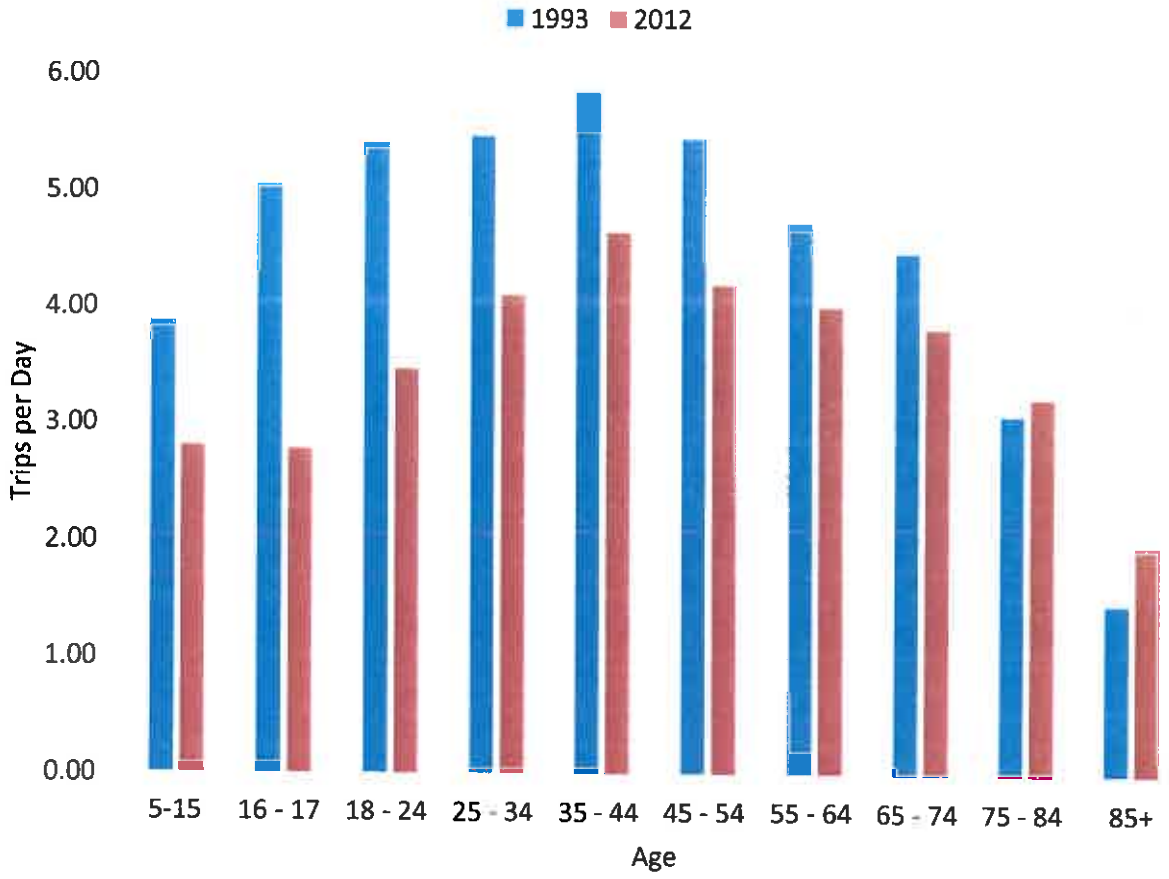
[2] Transportation Research Board (TRB) Committee for Determination of the State of the Practice in Metropolitan Area Travel Forecasting. Special Report 288: *Metropolitan Travel Forecasting Current Practice and Future Directions*, p. 71. 2007

It is highly likely the regional transportation model is significantly overestimating future travel. The model is based on a 1992 household survey and 2009 traffic volumes. In the U.S. as a whole, per capita vehicle miles traveled (VMT) peaked in 2004 and has declined each year since for a total decline of 7.5%.[3] While highway advocates often try to explain the decline in terms of the economic downturn beginning in 2008, it is important to emphasize that the decline began 4 years before that. Factors contributing to the decline include the aging population, revitalization of urban cores, higher energy prices, and investments in walk, bicycle and transit infrastructure. There is a particularly large shift in behavior by young adults in comparison to past generations. For many in this generation, cars no longer represent freedom but instead get in their way of social media connections, and they prefer transit. Peak hour VMT per capita has likely declined even more due to the aging population, more flexible work schedules and other social changes. Therefore, the model "uncertainty" is most likely in the direction of overestimating future traffic volumes, particular in the peak hour.

The Wasatch Front Regional Council (WFRC) travel demand model used for the DEIS analyses is based on a 1992 household travel survey rather than a much more recent 2012 household travel survey. As shown in Figure 10, average weekday trip rates between these two surveys dropped for all ages under 75 and dropped dramatically for teenagers and young adults.

[3] Sundquist, Eric. State Smart Transportation Initiative, http://www.ssti.us/2013/02/per-capita-vmt-ticks-down-for-eighth-straight-year/, 2013.

Figure 10: Average Weekday Trips per Person in the Salt Lake City Region by Age[4]



Some research has suggested that travel behavior patterns established in young adulthood tend to persist throughout life – therefore, the reduced travel of young adults today likely is a better indication of future travel than the travel patterns of their parents and grandparents: *"All things equal, younger generations appear to (a) travel fewer miles and (b) make fewer trips than was the case for previous generations at the same stages in their lives..."*[5]

The Effects of Socio-Demographics on Future Travel Demand was recently published by the National Cooperative Highway Research Program.[6] A key concept in the report is "assumption drag", i.e. "the tendency to maintain assumptions based on past trends, even after they have lost their validity." In their view:

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[4] Analysis of 1993 household travel survey data compared to RSG Inc. *Utah Travel Study*, 2013, Table 1.16, p. 35.
[5] Blumenberg, Evelyn, Rian D. Yalor, Michael Smart, Kelcie Ralph, Madeline Wander and Stephen Brumbaugh. "What's Youth Got to Do With It?: Exploring the Travel Behavior of Teens and Young Adults", p. iii. University of California Los Angeles, September 2012.
[6] Zmud, Johanna P., Vincent P. Barabba, Mark Bradley, J. Richard Kuzmyak, Mia Smuda and David Orrell. *Strategic Issues Facing Transportation Volume 6: The Effects of Socio-Demographics on Future Travel Demand*, P. 5. National Cooperative Highway Research Program Report 750, 2014.

> ... forecasting's primary purpose is to generate information useful to decision makers for the specific types of decisions they are facing. The decisions are influenced by the degree of uncertainty associated with forecasts about the future. How many people will live in a region; in what types of households will they reside and by what modes will they travel; what will be the price of fuel; what are the rates of adoption of autonomous, self-driving vehicles? Good decisions (and good policies) should be robust across a wide range of socio-demographic futures. Therefore, to aid with this process, models should be viewed as tools for exploring scenarios, rather than providers of hard predictions, and should be designed to be flexible enough to explore scenarios, while avoiding (as much as possible) traps such as assumption drag.[7]

Future Households and Jobs

Uncertainty about future households and jobs is particularly relevant to the WDC modeling work. As shown above, the proposed WDC focuses on serving housing that does not exist today and is not present in much of the future land use planning for the Study Area. Modeled future traffic volumes on the WDC and other roads are based on estimates of future land use and this is a weak foundation as discussed in the 2007 report:

> An inherent weakness of the aggregate trip-based modeling approach is reliance on demographic forecasts that are independent of the travel forecasting system. With few exceptions, travel forecasting procedures make use of data that are developed independently, often with no input from or feedback to transportation system attributes. These data—forecasts of population, households, and employment, both in total magnitude and as allocated to specific geographic subareas—are significant drivers of travel forecasts. Errors or uncertainties in these data may introduce errors of unknown magnitude into the travel forecasts. In metropolitan regions that are growing slowly or are stable, regional errors in demographic forecasts are likely to be small; in more rapidly changing regions, greater errors in demographic forecasts would be expected. There may be considerably more uncertainty in allocating regional demographic forecasts to subareas. If an area is undergoing steady or even dramatic growth, one can predict future regional population and employment with some confidence; where those people and jobs are going to go within the region is far more uncertain.[8]

The excerpt above emphasizes the need for "feedback", i.e. modeling transportation and land use together in the mix for the NEPA process. As illustrated in the graphics above, the WDC would offer reduced travel times to Salt Lake City from the western part of the Study Area. Both common sense and extensive research demonstrate that construction of the WDC would influence and induce future growth in this area. This induced land use would in turn increase average trip lengths, adding vehicle miles of travel that would undermine the potential benefits of the project. This feedback between land use and transportation is not accounted for in the DEIS, so the DEIS exaggerates the benefits of the WDC and pays little heed to the detriments it

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[7] Zmud et. al. 2014, p. 6.
[8] TRB 2007, p. 76.

creates. Serving the very growth the WDC creates is not a legitimate Purpose and Need for the WDC.

The Underlying Data Gathering Effort was Seriously Flawed.

Dave Petersen of-Farmington City undertook a detailed evaluation of the growth in population and households assumed in the Study Area and found it significantly exceeded the maximum development allowed. The DEIS assumes a 90 percent increase in study area housing between 2009 and 2040 compared to allowed maximum increase of 51 percent between 2010 and 2040. Additionally, even with in more developed communities along the Wasatch Front, where many consider these communities achieved "residential build-out" years ago, one may still find large vacant tracts of land and/or numerous opportunities for in-fill development. Therefore, a more realistic housing increase in the study area between 2009 and 2040 is approximately 45 to 46%.

A large proportion of the assumed travel in the model is between households and non-residential locations – for work, for school, for shopping and so forth. Therefore, total travel would be lower if jobs and housing were better balanced – particularly through Farmington City.

The WDC DEIS forecasts are based on Utah Governor's Office of Policy and Budget (GOPB) forecasts. These forecasts indicate a continuing jobs shortfall for Davis and Weber Counties. In general, the shortfall remains relatively constant in percentage terms, but grows as the population grows. These assumptions make it inevitable that modeled traffic through Farmington will increase in the future as people living north of Farmington travel south to work, shop and get services. Better jobs/housing balances would be beneficial for all areas by reducing traffic. It would be especially beneficial for the Davis and Weber County tax bases.

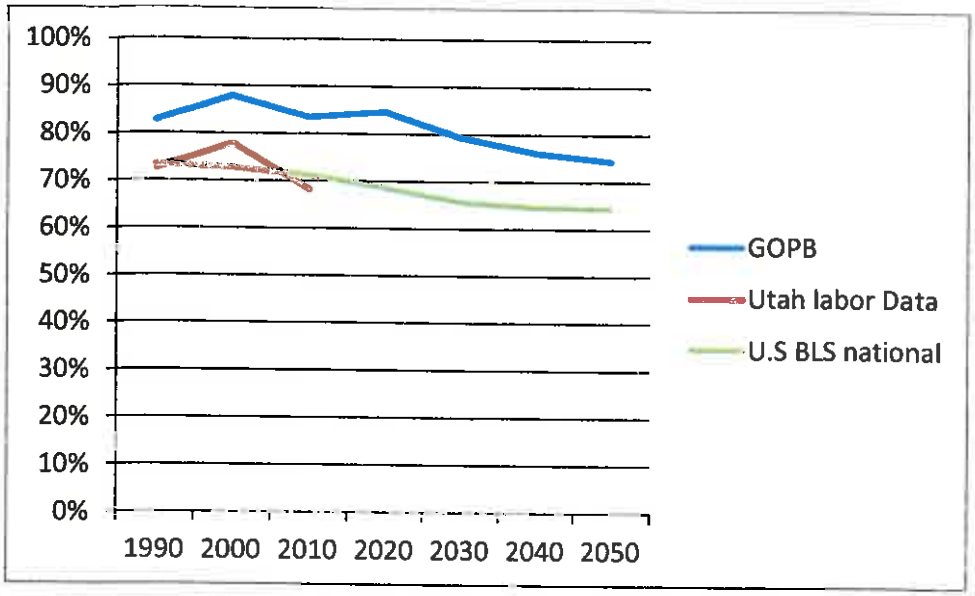
GOPB did not provide any documentation or justification for the forecasts in response to the City of Farmington's GRAMA request, suggesting that no documentation or justification exists. It appears that the primary basis is a REMI economic model. The REMI model extrapolates past trends into the future without consideration either of available land for development or travel time and cost. Therefore, the model is so limited in its representation of the future that the numbers should be labeled "projections" rather than "forecasts."

An added challenge in analyzing the employment projections is that the totals are obviously wrong. Comparing the GOPB employment estimates to the population age 18 and over, it appears that about 90 percent of all adults are working. If however, looking also at Utah state government employment statistics, the number of jobs indicates that only 65-70 percent of adults are working in "covered employment", i.e. jobs subject to unemployment insurance. Nationally, the difference between total employment and covered employment is about 10% - much too little to explain the discrepancy.

Figure 11 below compares the GOPB estimates and forecasts for labor force participation to Utah data, U.S. data and U.S. forecasts

Figure 11: GOPB Data and Forecasts Compared with Utah and National Data and Forecasts[9]

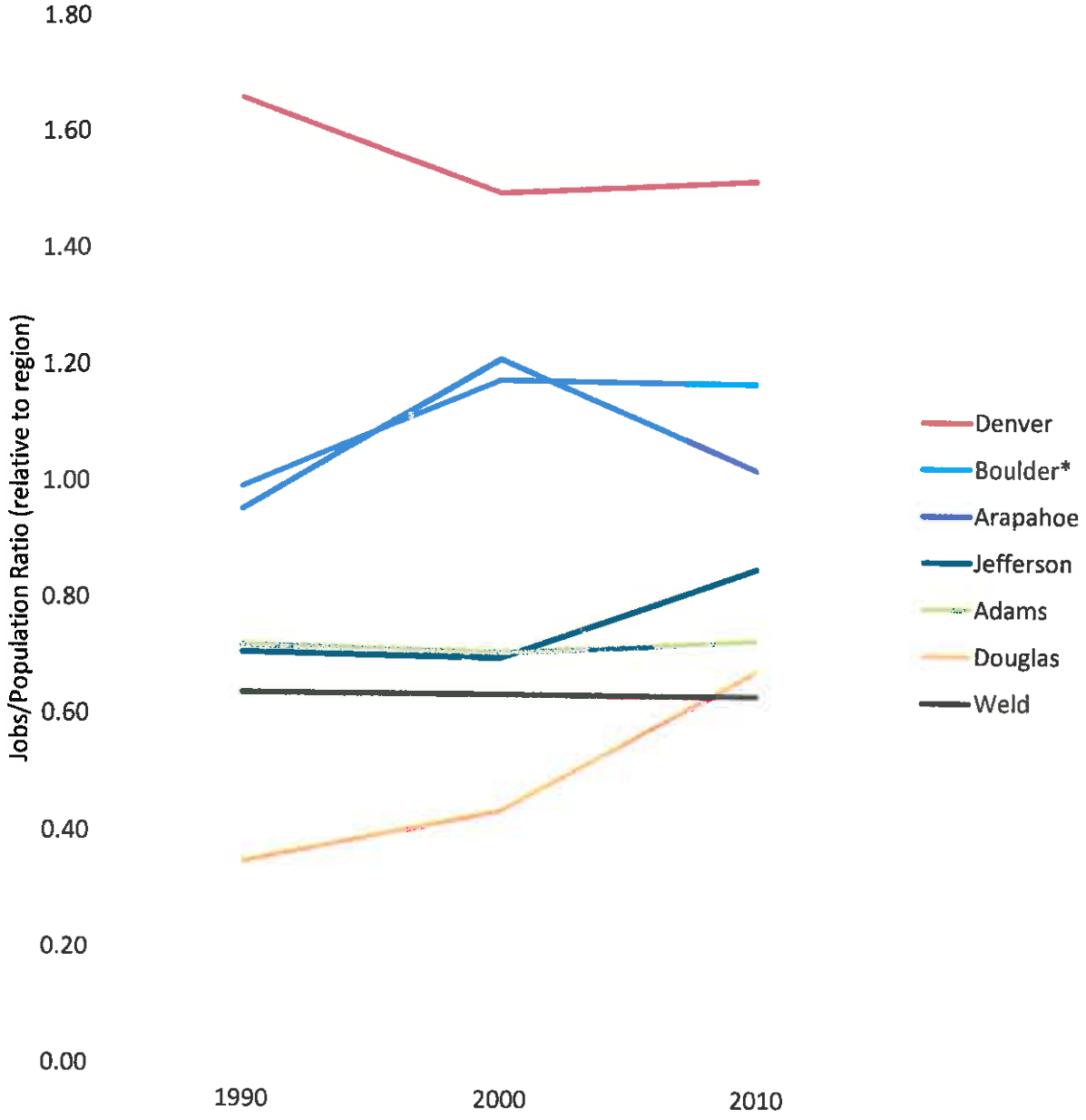
[9] Utah labor data and U.S. Bureau of Labor Statistics data and forecasts adjusted upward by 10% to account for non-covered employment.



The red Utah historical line dropped considerably with the last recession. Both forecasts decline with the aging of the population. The striking difference is between the blue line and the other line. This represents about 15% of the total GOPB and WFRC employment. These are jobs that do not really exist!

Given that GOPB does not even appear to have the current employment numbers right, it is highly unlikely that they have the future employment numbers right. In fact, as regions grow, employment tends to follow housing to the suburbs and initial jobs/housing imbalances level out. Figure 12 illustrates this for the Denver region.

Figure 12: Jobs/Housing Balances in the Denver region



"*" in 2010, Boulder County includes Broomfield County which was formed in 2001 from parts of four counties, with the greatest portion from Boulder County.

As shown in Figure 12, two of the job poor counties increased their jobs/housing ratios significantly between 1990 and 2010 – Jefferson County and especially Douglas County. This sort of pattern should be expected and encouraged for Davis and Weber Counties.

The Wasatch Front Regional Council (WFRC) has invested hundreds of thousands of dollars beginning in the late 1990s to develop integrated transportation/land use modeling capability

that includes feedback, first with UrbanSim and now with its successor OPUS model.[10] If projects like the WDC have no effect on future land use, all this money has been spent for nothing. After 15 years of development, the WDC should have used either UrbanSim or OPUS to develop separate No Build and Build land use forecasts. If for some reason this was not possible, The National Cooperative Highway Research Program (NCHRP) has published a *Desk Reference for Estimating the Indirect Effects of Proposed Transportation Projects* (Special Report 466, 2002). This reference describes several methods for evaluating land use changes from a major transportation project. It is hard not to take a cynical view and conclude that the WDC DEIS instead assumes a single land use forecast for both No Build and Build alternatives simply in order to make the benefits of the WDC appear as great as possible while minimizing the detriments.

When Portland, Oregon region does integrated land use and transportation modeling, the modelers report:

> Under conditions of increasing congestion, nonresidential land uses increase their decentralization in order to take advantage of attracting labor and customers traveling in the off-peak direction. Over a period of time, this leads to equivalent travel times over a link in both directions of travel. As a result, the capacity of the transportation system is much greater than traditional modeling procedures indicate.[11]

In contrast, all of the 2040 WDC Figures and data shows strongly directional traffic on all roadways in the Study Area, even with peak period, peak direction congestion. These strong directional flows out of the Study Area in the morning and back in the afternoon is problematic for a number of reasons. In addition to poor utilization of roadway investments, it causes the local residents to have long commutes and long trips for services. It is also not reflective of the trends in travel preference toward living near your place of work. Not building the WDC would help encourage an improved jobs/housing balance in the Study Area.

More generally, not building WDC would help the Study Area better achieve the Growth Principles for a Bright Future set out in the regionally-adopted *Wasatch Choice for 2040 Greater Wasatch Vision for 2040*.[12] These include:

- <u>Efficient Infrastructure</u>
  Maximizing existing infrastructure and building more compactly and contiguously conserves green space, saves taxpayer dollars, and makes high-quality, lower-cost services available to us all.
- <u>Regional Mobility (Transportation Choice)</u>
  With a balanced multi-modal transportation system, more transportation options, and jobs and services closer to home, we reduce the growth in per capita vehicles miles traveled, we spend less time in traffic and have more time for friends, family, and doing what we enjoy.
- <u>Housing Choice</u>

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[10] Wasatch Front Regional Council. Final Draft WFRC Unified Planning Work Plan (UPWP) Fiscal year 2013 and Fiscal Year 2014, p. 60, May 2012.

[11] Conder, Sonny and Keith Lawton. Alternative Futures for Transportation and Land Use – Integrated Models Contrasted with "Trend-Delphi" Methods: The Portland Metro Results. Metro: Portland, OR, July 2001.

[12] Wasatch Front Regional Council and Mountainland Association of Governments, Final-Poster_TheWasatchChoice2040_20Dec2010_Update_Reduced-2.pdf, 2010.

Encouraging a variety of housing options, especially near transit and job centers, addresses market demand and makes living more affordable for people in all life stages and incomes.

- Health and Safety
  When our streets are walkable, interconnected, and safe, we lead healthier lives by walking and biking more and driving less. These streets also provide efficient access for emergency services. Trails and access to nature provide healthy recreational opportunities.
- Regional Economy
  Strategic transportation investments and land use decisions can encourage business investment and help secure jobs closer to home, so we can provide for our families and keep our dollars in our region.

The vision described includes: "maximizing existing infrastructure" and "jobs and services closer to home." The single land use future assumed in the DEIS is inconsistent with the Wasatch Choice Growth Principles. The WDC also is inconsistent with the Growth Principles.

The "Shared Solution" alternative now being analyzed by UDOT is completely in sync with the Growth Principles and partly addresses this discrepancy between the future land use assumptions Wasatch Choice Principles by changing some of the future development in the Study Area to "Compact, Mixed Use Development."[13] However, this addresses micro land use issues without directly affecting the macro issues discussed above. Furthermore, it has been determined that the current regional transportation model does not account for micro land use effects properly.

> Currently, the travel model predicts zones with higher residential densities have a proportionally higher number of vehicle trips, because more people imply more trips. However, it is recognized that areas with higher population and employment densities commonly have good pedestrian amenities and transit options that influence trip rates and mode choice. Also, the concentration of destinations, represented by both density and diversity, can have a significant effect on trip making characteristics. With an increase in density and/or diversity, it is generally expected that vehicle trip rates (per person) will decline. To improve the travel model's response to changes in residential density, WFRC/MAG may choose to employ "Placetypes." Placetypes can be used as a way to characterize the tangible and intangible built environment variables that influence travel. This approach may also be an opportunity to make a stronger connection between WFRC/MAG travel modeling and land use planning/visioning efforts, such as *The Wasatch Choice for 2040*.[14]

The assumptions regarding future housing and employment are unjustified, i.e. apparently based on GOPB for which no documentation has been provided. The housing projections exceed maximum allowed housing development in the Study Area. The relative lack of job growth assumed is both unrealistic and undesirable. These greatly flawed assumptions translate directly in to unrealistic traffic growth in the model that exaggerates any potential value of the proposed freeway.

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[13] "Shared Solution Alternative: Modeling Assumptions and Methodology", November 10, 2014.

[14] Fehr and Peers. "D" *Sensitivity Enhancement Study for the WFRC/MAG Regional Travel Model*, p. 3. Prepared for Wasatch Front Regional Council, January 2013.

Induced travel

In addition to land use changes that would result from construction of the WDC, there are other reasons why the WDC would increase future traffic volumes. These effects can be captured in good modeling. When high speed roadway capacity is built in urban areas, regional vehicle miles of travel (VMT) will be higher than if the capacity were not constructed. Model accuracy requires sensitivity to induced travel. UDOT commissioned a sensitivity analysis of the 2003 WRFC model with regard to induced travel.[15] This analysis evaluated the induced travel effects of four different freeway projects with Version 2.1 of the WFRC model. The elasticities of regional VMT to regional lane miles[16] were 0.70 for I-15 improvements, 0.68 for US 89 improvements, and 1.23 for addition of the Mountain View Corridor (Table 5.2, p. 5.5). The report concludes:

> Model elasticities fall within the expected range of acceptability based on comparisons with elasticities cited in a variety of research papers. (p. 7.1)

Since 2003, the WFRC model has changed significantly. For the WDC modeling, the elasticity of regional VMT to regional lane miles is only 0.17.[17] This is much lower than the general accepted range and indicates that the VMT for the WDC Build scenario should be significantly higher. This deficiency could be due to changes in the WFRC model and/or misapplication of the model by not properly feeding back congested travel times to earlier model stages[18]. Either way, the DEIS modeling is exaggerating the potential benefits of the WDC by not properly accounting for the impacts of induced travel from the WDC.

Figure 13 illustrates how construction of the Legacy Highway likely has induced travel to the north on I-15.

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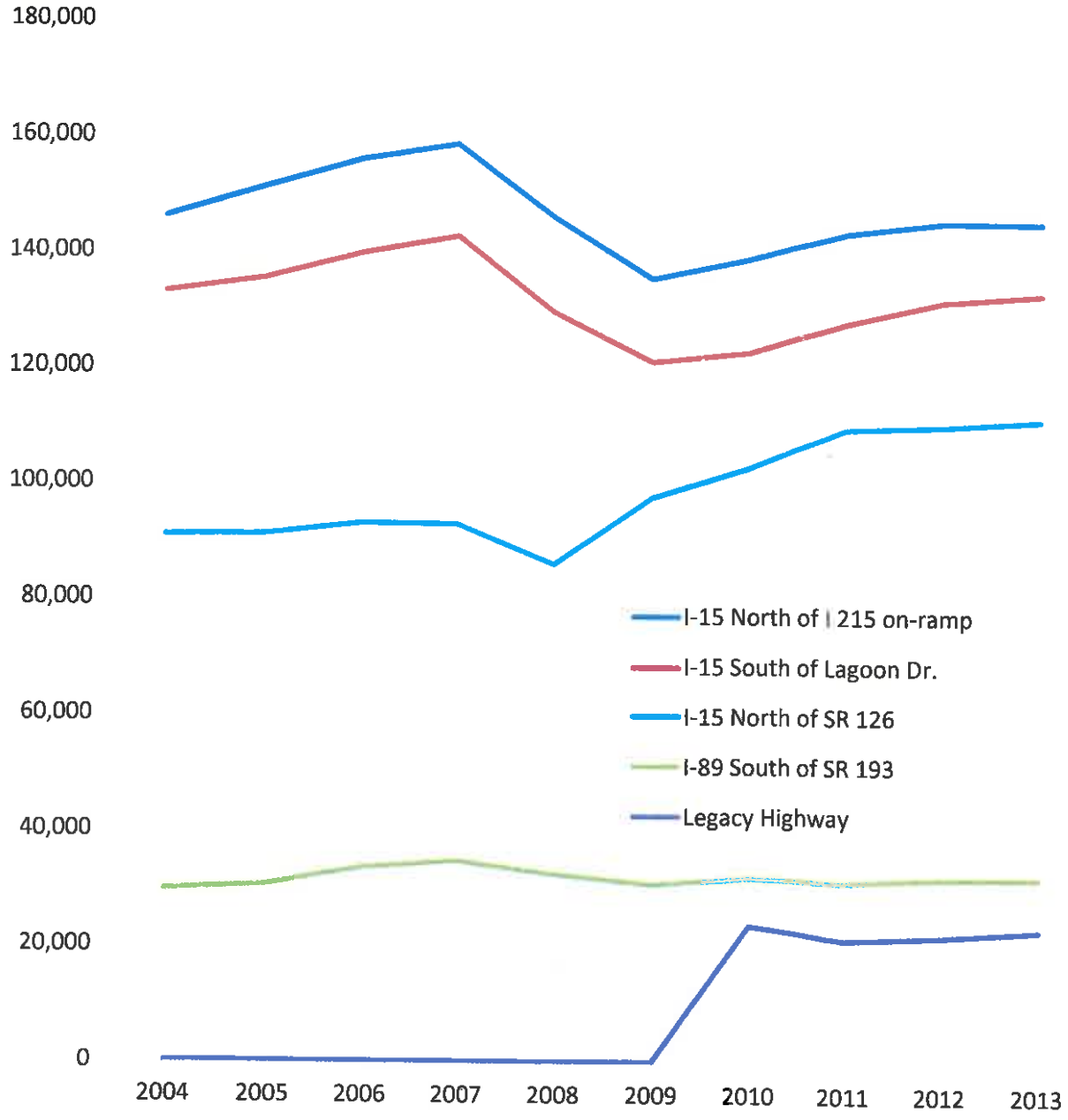
[15] Cambridge Systematics, Inc. with Fehr and Peers Associates, Inc. *Wasatch Front Region Council (WFRC) Model Sensitivity Testing and Training Study Final Report*, Prepared for Utah Department of Transportation, November 2003.

[16] A basic tenet of economics is that the demand for goods vary as supply, and therefore price, changes. However, demand for some goods varies more widely with price than for others, depending on how important the good is to the consumer (milk to a family with children versus a luxury item), and whether other substitute goods are available at a lower price. This relationship—the degree to which demand varies with price—is known as "elasticity of demand." Similarly, the amount of travel (travel demand) will vary according to supply ,and therefore the "price" of travel in terms of the time it takes to make a given trip. The amount by which travel demand increases as the supply (e.g., road lanes) increases is also expressed as an elasticity of demand. A higher elasticity value indicates more induced demand as road supply (lane capacity) increases.

[17] Calculated from the WDC DEIS transportation model files.

[18] We requested All Cube input files, intermediate files, and output files for the 2009 base year, the 2040 No Action alternative and for alternatives A1, A2, A3, A4, B1, B2, B3 and B4 in 2040." We received only one set of 2040 intermediate files and it is unclear which scenario the intermediate files are for. It is impossible to determine how the modeling was done without these files and these questions also are not addressed in the DEIS or in the Technical Memoranda.

Figure 13: UDOT Traffic Data 2004-2013

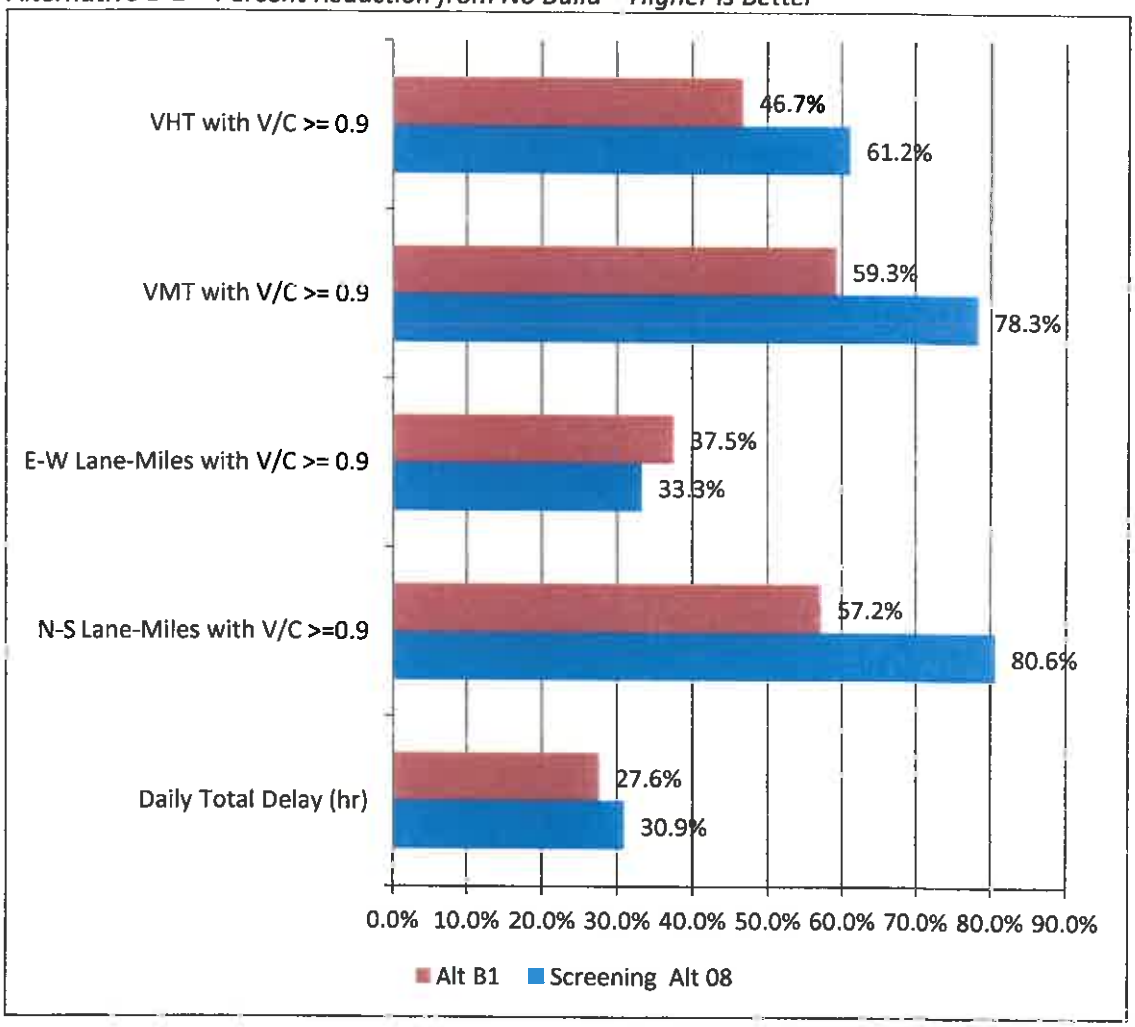


As shown above, traffic volumes were flat on I-15 to north of SR 126 prior to the completion of the Legacy Parkway (labeled "Legacy Highway" in UDOT traffic data reports) in 2008 but then grew rapidly during the period when traffic volumes on most roadways were flat or declining during the economic downturn.

The DEIS Did an Inadequate Job of Evaluating a Non-Freeway Alternative

Technical Memorandum 15 (TM15) dated **October 14, 2012** evaluates the potential congestion benefits of Alternative 8 which combines widening both north-south and east-west roads in the Study Area. As shown in the figure below, this Alternative outperforms Alternative B-1, the construction of the WDC freeway.

Figure 14: Afternoon Peak Period DESI Congestion Measures: Screening Alternative 08 vs. Selected Alternative B-1 – Percent Reduction from No Build – Higher is Better



Sources: Technical Memorandum 15 Table 3-2, p. 23 an DEIS Table 7-16, p. 7-26

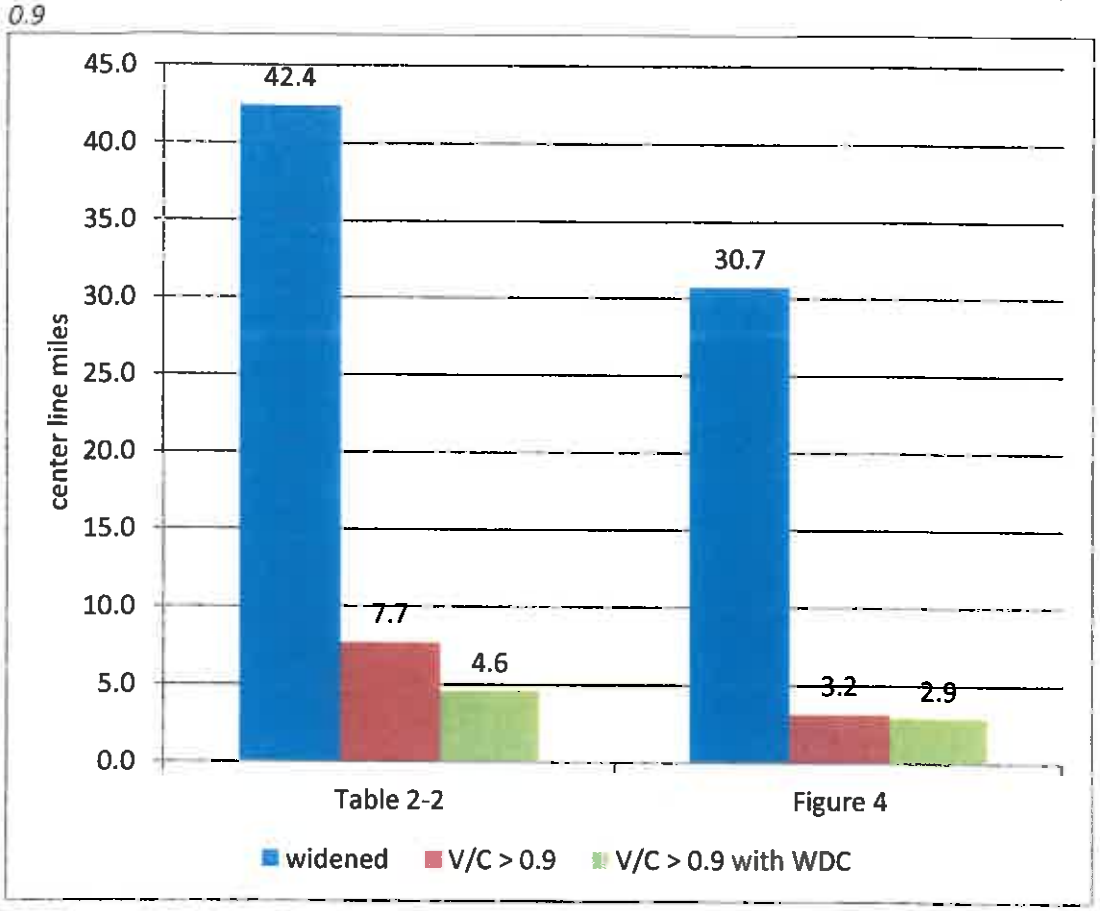
Despite this promising performance, the DEIS process quickly eliminated Screening Alternative 08 because of alleged enormous impacts on land use and other resources. However, these impacts were greatly and unfairly exaggerated due to a combination of: 1) including too many roadway sections; and 2) assuming much larger cross-sections than are standard practice in the Study Area. The most significant place where excessive roadway widening is included involves I-15. TM15 also includes this false statement:

> The screening analysis for Alternatives 05 and 08 showed that, to substantially reduce delay and congestion in the Study Area by improving existing facilities, additional capacity improvements beyond the planned improvements identified in the 2040 WFRC RTP would be needed on six east-west arterials in addition to capacity improvements on 17.5 miles of I-15. (p. 39)

This is incorrect. Alternatives 05 and 08 modeling demonstrates that widening existing roadways can "substantially reduce delay." The modeling does not demonstrate that all of the widening projects included are necessary to achieve this result because no other combinations of widening projects were tested. The inclusion of the I-15 widening, in particular, is a red herring, because the 2040 No Build scenario shows volume/capacity ratios of greater than 0.9 only because the model is under-assigning the express lanes in the model so that their volume/capacity ratios are 0.2 to 0.4 in the AM and PM peak periods. If the express lanes and the general purpose lanes had the same density of traffic in the model, no section would show a volume/capacity ratio of greater than 0.9. In any case, the presence of the express lanes makes it somewhat less important to achieve a volume/capacity ratio of less than 0.9 on the general purpose lanes because there will be an uncongested choice. The DEIS makes a huge assumption that without a new freeway I-15 must be widened. It never tests this assumption but instead presents it as factually demonstrated in the modeling of Alternatives 05 and 08. This is false. In fact, the inclusion of I-15 widening in Alternative 08 might be aggravating modeled congestion on the east-west roadways intersecting I-15.

I-15 is not the only road that was unnecessarily included in Alternative 08. The extent of the widening included in those Alternatives, particularly Alternative 08 is ambiguous in the DEIS because TM15 defines it two different ways. There is one description in Table 2-2 (p. 15) and another description in figure 4-3 (p. 58). The first version includes about 6 times as much widening of local streets as is needed to address roadways that have volume/capacity ratios of greater than 0.9 in the 2040 No Build alternative. The second version includes about ten times as much widening than would be required. These statistics were extracted from the DEIS modeling and are summarized in the figure below.

Figure 15: Local Street Widening in Alternative 08 Compared to Sections with Volume/Capacity > 0.9



As shown in the figure above, only a small part of the widening assumed as necessary for Alternative 08 is in the congested sections. As also shown in the figure, the WDC would do very little to address these congested street sections – in sharp contrast to widening that would address the congested sections.

Because the DEIS assumes 5 to 10 times as much widening of local streets as necessary for Alternative 08 and also includes unnecessary widening of I-15, it enormously overstates the impacts of this alternative. However, the DEIS goes even further to overstate the impacts by assuming grossly unnecessary cross-sections for the widened streets.

The widths assumed for these cross-sections are:

- Four-lane divided highway: 250 feet wide
- Five-lane arterial: 112 feet wide
- Seven-lane arterial: 136 feet wide (TM15, p. 46)

These widths must be referenced back to Technical Memorandum 14, wherein the arterial cross-sections are smaller: 104-110 feet for five lanes and 128-134 feet for seven lanes depending on whether or not bicycle lanes are included (TM 14, p. 4-5). All of these proposed widths and designs are suburban in nature, include large shoulders, and are fundamentally incompatible with the local street system in the existing built-out areas west of I-15. These areas already have a number of 5-lane streets and the typical cross-section is about 80 feet, including 60 feet curb-to-curb and about 10 feet on each side to accommodate the sidewalks. All of the

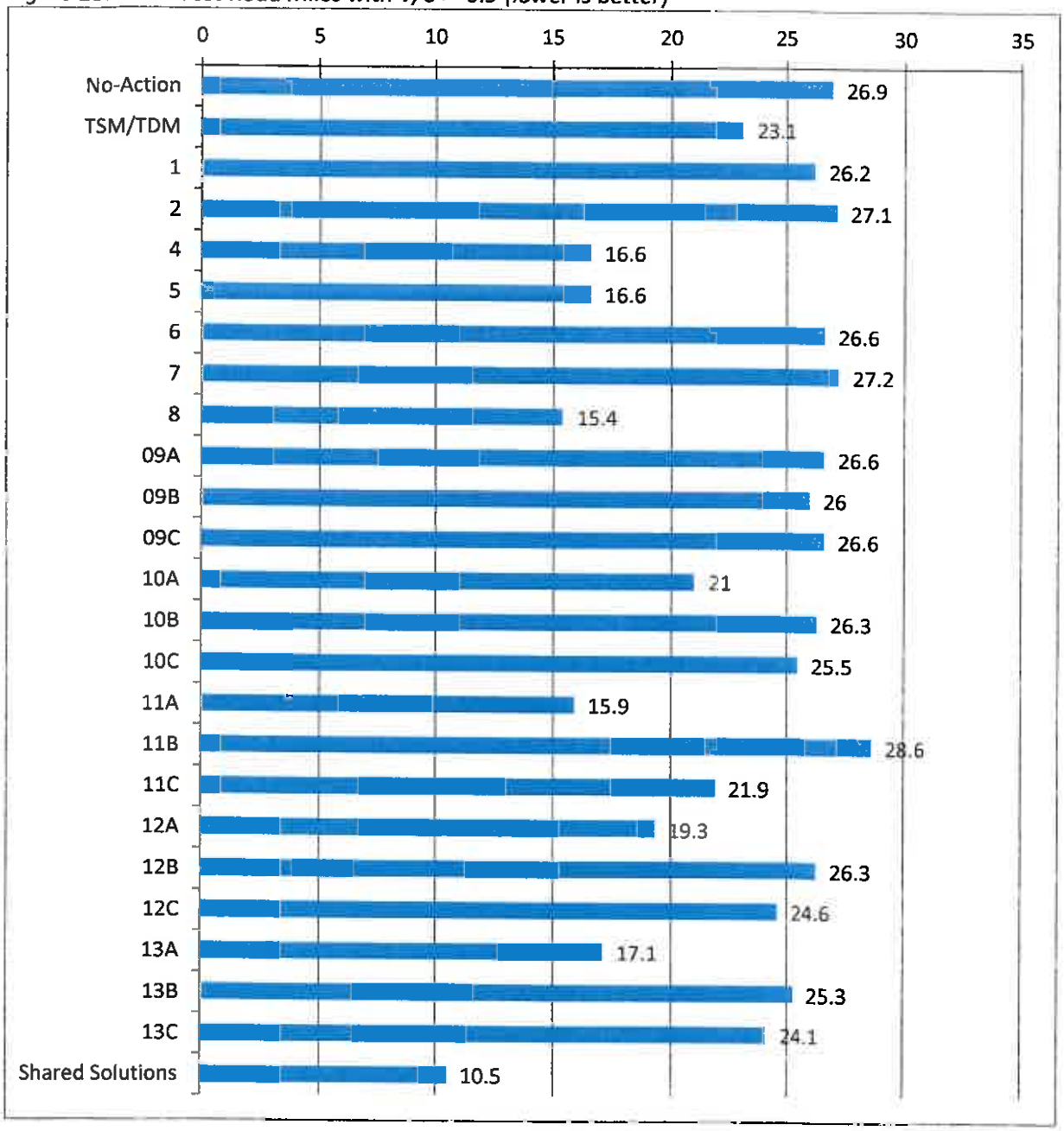
widths included in the DEIS– 104 feet, 110 feet and 112 feet – are excessive, unnecessary and way off the mark.

Even 80 feet is not necessarily required for the entire length of the street. In the model, streets are not 5 lanes or 7 lanes; they are 4 lanes or 6 lanes. The provision of a center lane is a block-by-block decision and may not be necessary throughout but instead only be necessary at intersections. All of these issues deserved further study with a much more critical eye

The DEIS demonstrates that increasing capacity on local streets can address future congestion in the Study Area, but only presents a bloated version of such an alternative, calculates unacceptable impacts based on this bloated version and then returns to support of new freeway options only. The public deserves a better analysis and approach than this. What is needed is a smarter, context-sensitive look at right-sized solutions to transportation Needs in the Study Area. The Shared Solutions alternative is such an approach and recent analysis done by UDOT[19] has demonstrated that it does a much better job of reducing east-west congestion than any of the WDC alternatives (see Figure 16).

[19]Alternatives Summary Shared-Solution-12-12-14.xlsx

Figure 16: East-West Road Miles with V/C >=0.9 (lower is better)[20]



The Shared Solutions outperforms all of the preliminary alternatives on this metric, most of which are new north-south freeways, by a wide margin.

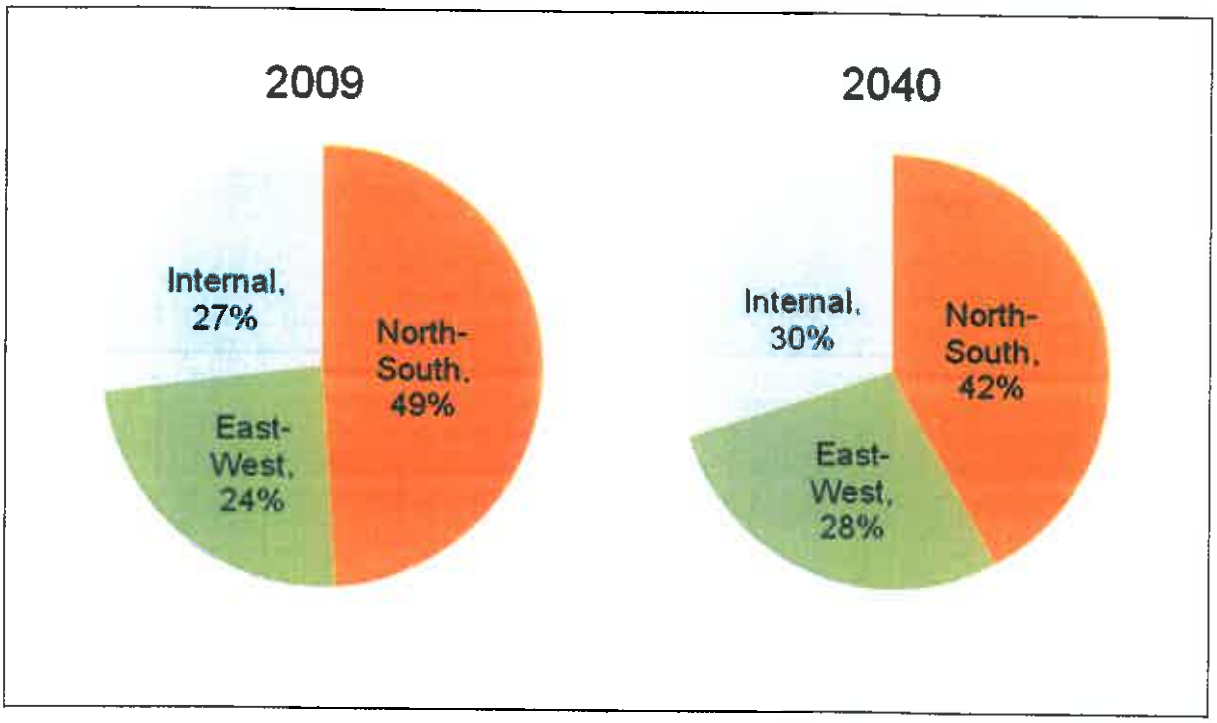
[20] Numbers for all alternatives other than Shared Solutions from DEIS *Technical Memorandum 15: Alternatives Screen Report*, Table 3.2, p. 23. Shared Solutions number from Alternatives Summary Shared-Solution-12-12-14.xlsx.

The Study Area in the DEIS Was Artificially Constrained

The focus on north-south travel in the DEIS is a vestige of the outdated view that the purpose of the transportation system in this area is to get workers from Davis and Weber Counties to Salt Lake City. Even the DEIS information indicates this flow will be less important in the future.

Figure 17 Figure Reproduced from DEIS p. 1-26

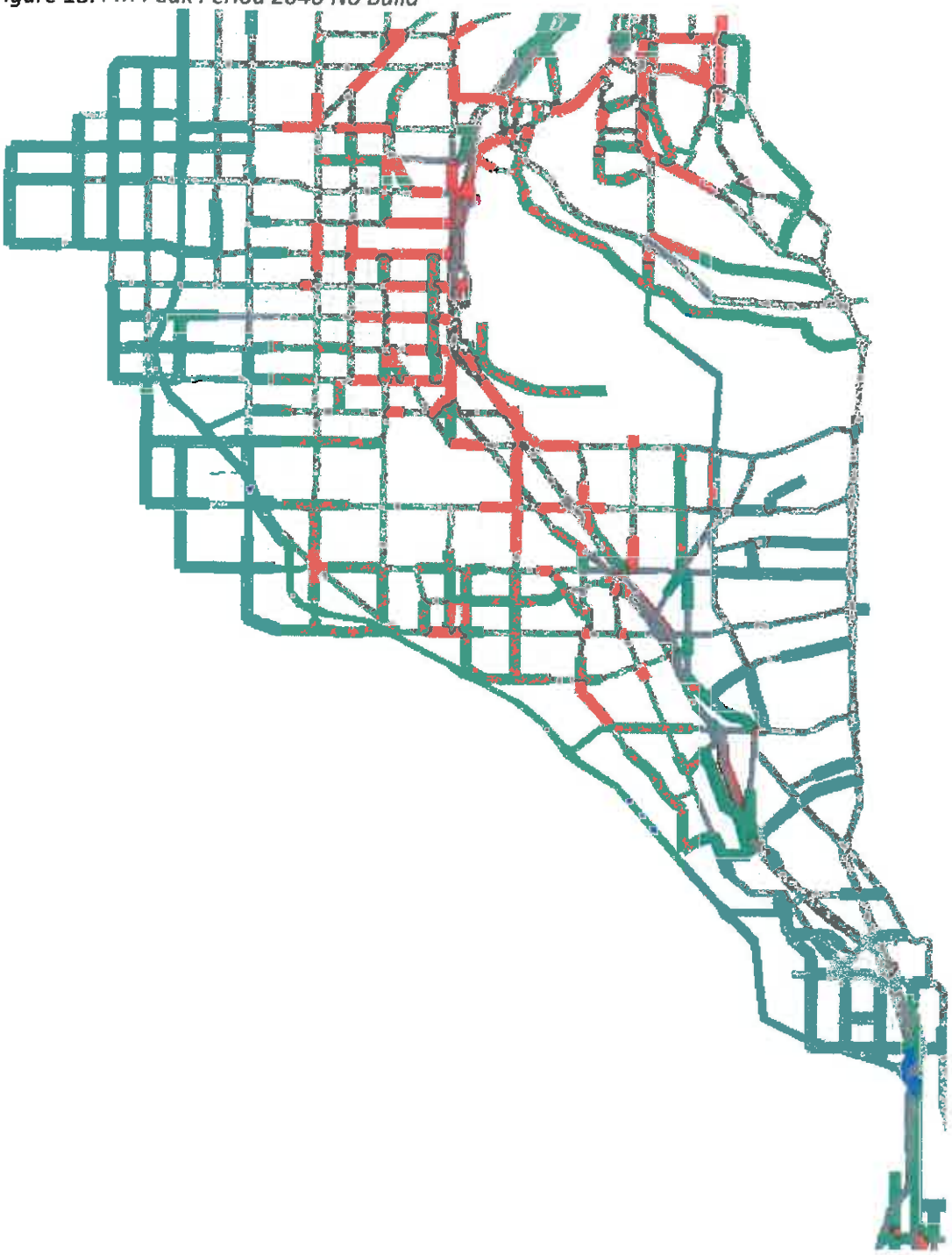
Chart 1-8. No-Action Travel Patterns for Home-Based Work Trips during the PM Peak Period in the Needs Assessment Study Area



The Figure above shows the importance of north-south commuting will decline in the future. As discussed above, it is highly likely that even this Figure overestimates the future level of north-south commuting for two reasons: 1) the jobs/housing balance in Davis and Weber Counties will be better than assumed in the DEIS; and 2) workers in 2040 are unlikely to want to make the long auto commutes assumed in the DEIS.

Figure 18 (enlarged from Figure 3) shows modeled congestion in the 2040 No Build scenario during the weekday afternoon peak period (the most congested time of the day in the model).

Figure 18: PM Peak Period 2040 No Build



Red=volume/capacity > 0.9 (1 direction or both)
Green = volume/capacity < 0.5 in both directions
Gray = volume/capacity between 0.5 and 0.9
Purple = roadways not in model

In Figure18, there is no evidence that future north-south congestion is a more significant issue than future east-west congestion. There also is no evidence that consideration of congestion in Davis County should include only West Davis County. There are similar amounts of congestion to the east and west of I-15. Furthermore, alternatives to shift future traffic from I-15 could include north-south alternatives either east or west of I-15. The two primary DEIS Purposes are extremely general: 1) "Improve Regional Mobility" and 2) "Enhance Peak-Period Mobility". Given these purposes, the Study Area should have included all of Davis and Weber Counties, rather than only the Western portions. Certainly the idea of a single "corridor" should not be presumed at all.

Conclusion

For a host of reasons, the Need for the WDC is poorly understood and not adequately justified by the efforts to date. It appears the WDC is not necessary and there are other alternatives available to address any regional traffic congestion problem. Of course, a Study Area appropriately sized to take into account the entire region is required if you are trying to solve that set of issues and the current Study Area is about half this size it should be.

The Model must be recalibrated and reliance on the GOPB numbers is misplaced due to the methodology employed thereby. It bears no resemblance to reality and reliance should instead be placed on the land use plans in place, especially as to housing and employment. The use of the 1992 travel preferences is particularly troubling, as there is quite clearly a new paradigm in place that is summed up by the statement that people want to live close to where they work. They also prefer more workable communities.

Our suggestion is to fix the fundamental flaws relating to the Model, revisit the travel preference trends regarding commuting, include the actual land use information from the area, sharpen the focus on what the actual housing/employment numbers are and will be in 2040 and then develop a new set of Alternatives for modeling, which should include the Shared Solution.

RESOLUTION NO. _____

A RESOLUTION OF FARMINGTON CITY TO REQUEST A REVISED APPROACH TO THE WEST DAVIS CORRIDOR NEPA EFFORT AND IN SUPPORT OF FULLY AND FAIRLY REVIEWING THE SHARED SOLUTION AND OTHER LESS IMPACTFUL ALTERNATIVES THEREIN.

WHEREAS, Farmington City has reviewed the Shared Solution Alternative for the West Davis Corridor ("WDC") created by Utahns for Better Transportation and the Shared Solution Coalition; and

WHEREAS, the Shared Solution Alternative has passed the initial NEPA screening level for Alternatives by the Utah Department of Transportation ("UDOT") and should now be reviewed as an Alternative to the West Davis Corridor; and

WHEREAS, Farmington City has over the past two years undertaken, at its own expense, significant efforts to better understand the Need for, impacts of and Alternatives to the "Locally Preferred Alternative" for the WDC contained in the Draft Environmental Impact Statement ("DEIS") published in April 2013; and

WHEREAS, that review has revealed the that the "Locally Preferred Alternative" (Glovers Lane) and the Shepards Lane Alternatives are unnecessary, overly impactful to many environmental and other resources and overly expensive by comparison to the Shared Solution Alternative, as well other alternatives that were not reviewed or advanced by UDOT and the Federal Highway Administration ("FHWA"); and

WHEREAS, Farmington City caused the creation of the a document entitled West Davis Corridor Draft Environmental Impact Statement ("Report"), dated January 12, 2015 and has reviewed that Report; and

WHEREAS, the Report reveals that the efforts supporting the DEIS for the WDC published in April 2013 suffers from a considerable number of flaws, including but not limited to improper modeling, reliance upon improper assumptions and improper choices by UDOT, as well as with use of unacceptable practices during the DEIS effort; and

WHEREAS, a careful review of the DEIS modeling and the totality of the DEIS effort raises the question of whether there is a Need for the WDC at all; and

WHEREAS, there appears to be no rational reason to create the impacts in and to Farmington City and the remaining communities in Davis and Weber Counties contemplated by the "Locally Preferred Alternative" in the DEIS; and

WHEREAS, the flaws in the DEIS are so significant and so pervasive and widespread that Farmington City believes the entire NEPA effort must be revisited, with a new Study Area that includes the entirety of Weber and Davis County and to the north:

NOW, THEREFORE, BE IT RESOLVED THAT FARMINGTON CITY FULLY SUPPORTS THE REVIEW OF THE SHARED SOLUTION ALTERNATIVE AS A VIABLE REPLACEMENT ALTERNATIVE FOR THOSE PREVIOUSLY STUDIED IN THE DEIS; THAT FARMINGTON CITY FULLY SUPPORTS THE TAKING OF A NEW DIRECTION BY UDOT AND FHWA THAT WILL ALLOW THEM TO FULLY REVISIT THE NEED FOR THE WDC, AS WELL AS OTHER ALTERNATIVES THERETO IN A LARGER STUDY AREA, INCLUDING ALL OF WEBER AND DAVIS COUNTIES AND FARTHER NORTH; AND THAT

FARMINGTON CITY BELIEVES THIS NEW EFFORT MUST BEGIN IMMEDIATELY TO AVOID UNNECESSARY EXPENSE, TOGETHER WITH IRRETRIEVABLE IMPACTS ON THE LAND AND POPULACE OF FARMINGTON CITY, WEBER AND DAVIS COUNTY AND THE CITIES THEREIN FROM THE LOCALLY PREFERRED ALTERNATIVE:

Section 1. Effective Date. This resolution shall become effective immediately upon its passage.

PASSED AND ADOPTED BY THE CITY COUNCIL OF FARMINGTON CITY, STATE OF UTAH, ON THIS ____ DAY OF _____, 2015.

FARMINGTON CITY

By: _____

Mayor

ATTEST:

_____

City Recorder

CITY COUNCIL AGENDA

For Council Meeting:
January 20, 2014

SUBJECT: Mosquito Abatement Report – Gary Hatch

ACTION TO BE CONSIDERED:

None

GENERAL INFORMATION:

Gary Hatch will be making this presentation.

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

CITY COUNCIL AGENDA

For Council Meeting:
January 20, 2015

PUBLIC HEARING: Park Lane Plat Schematic Plan

ACTION TO BE CONSIDERED:

1. Hold the public hearing.
2. Move that the City Council approve the attached schematic plan for the Park Lane Plat as recommended by the Planning Commission, subject to all applicable Farmington City ordinances and development standards.

   Finding: In addition to exchanging deeds to make possible the Park Lane realignment, Farmington City and CenterCal entered into an agreement which also required approval of a subdivision plat. Schematic plan is the first step in that process.

GENERAL INFORMATION:

See enclosed staff report prepared by David Petersen.

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

FARMINGTON CITY

H. JAMES TALBOT
MAYOR

DOUG ANDERSON
JOHN BILTON
BRIGHAM N. MELLOR
CORY R. RITZ
JAMES YOUNG
CITY COUNCIL

DAVE MILLHEIM
CITY MANAGER

City Council Staff Report

To: Honorable Mayor and City Council

From: David E. Petersen, Community Development Director

Date: January 20, 2015

SUBJECT: **PARK LANE PLAT SCHEMATIC PLAN**

RECOMMENDATION

1. Hold a Public Hearing.

2. Move that the City Council approve the attached schematic plan for the Park Lane Plat as recommended by the Planning Commission, subject to all applicable Farmington City ordinances and development standards.

   Finding: In addition to exchanging deeds to make possible the Park Lane realignment, Farmington City and CenterCal entered into an agreement which also required approval of a subdivision plat. Schematic plan is the first step in that process.

BACKGROUND

In the summer and early fall of 2014 the City realigned and constructed Park Lane to connect with Clark Lane near the UTA trail right-of-way instead of 1100 West near the Davis County Fairgrounds. Prior to this, Farmington City entered into an agreement with Station Park CenterCal LLC on March 4, 2014, to exchange property (as illustrated in Exhibit "A" attached to this report) which made it possible to do the realignment. Also attached is a vicinity map/aerial photograph which shows the previous alignment.

Construction is now complete; however, the agreement contains a condition whereby the City "shall develop preliminary and final amended subdivision plats including the realigned Park Lane Project rights-of-way and adjacent private parcels affected by the realignment". As a prelude to preliminary plat, City Ordinances requires approval of a schematic plan. Attached is a schematic plan for City Council consideration---this is the first step in the subdivision process and will help the City's efforts to take care of this housekeeping item as per the agreement.

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PHONE (801) 451-2383 · FAX (801) 451-2747
www.farmington.utah.gov

It is proposed that the eventual final plat will only consist of dedicated right-of-way and platted parcels (not lots). Such parcels often denote that further plat work, which may include building lots, may occur as site plans are considered and property is actually developed. Most of the affected property is zoned A (Agriculture) which often means that in an area master planned for commercial development, the City and the property owner are waiting for the site plan process which most often runs concurrent with rezone approval. Since no development applications have been received, the platting approach consisting of only parcels is in keeping with the current short-term expectations for the immediate property.

Supplementary Information

1. Vicinity/Aerial Map.
2. Zoning Map
3. Property exchange illustration—Exhibit "A" to the agreement.
4. Schematic Plan.
5. Schematic Plan in Context.

Respectively Submitted

David Petersen
Community Development Director

Review and Concur

Dave Millheim
City Manager

Harbor Parkway
Fifth Street
Edinger

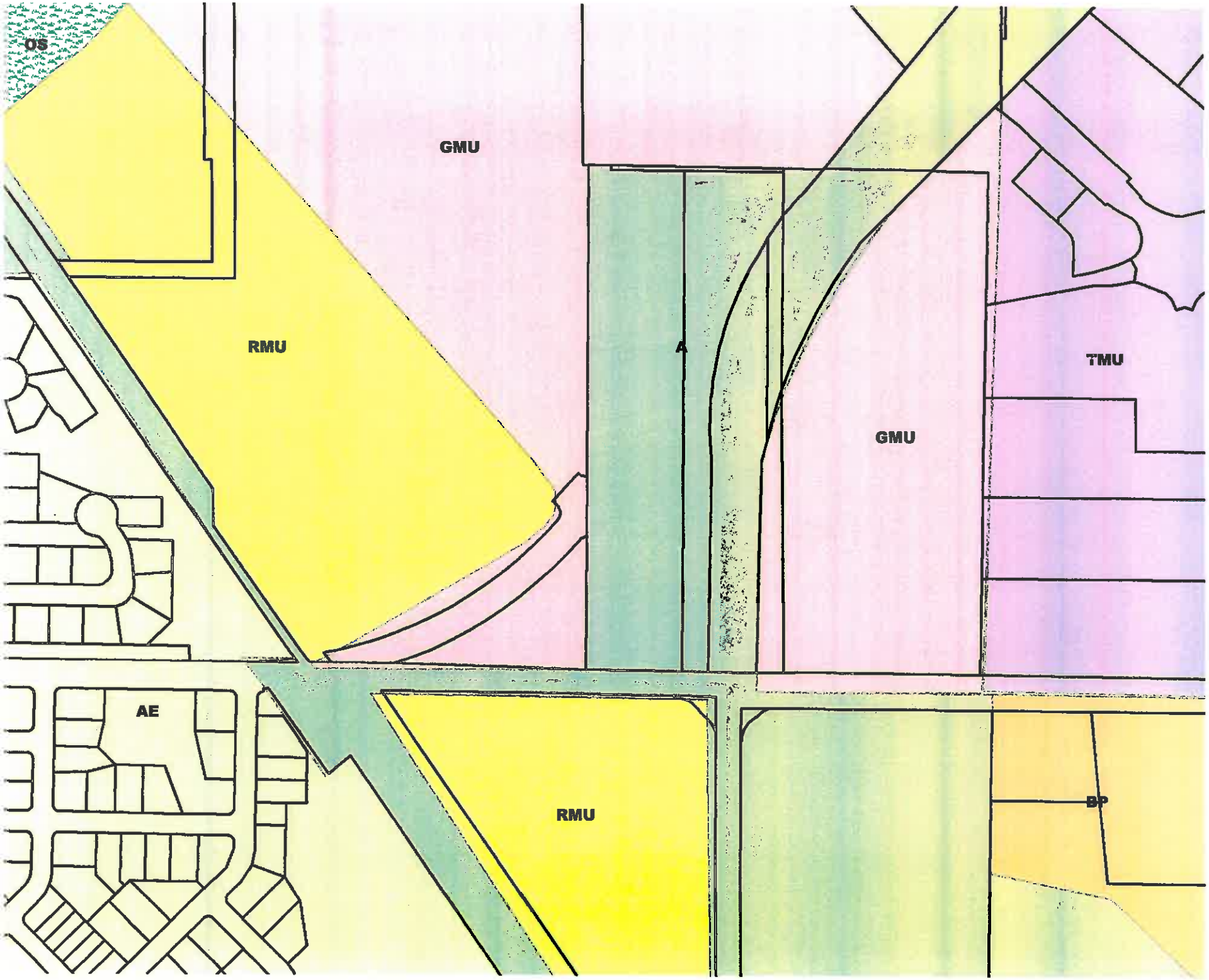
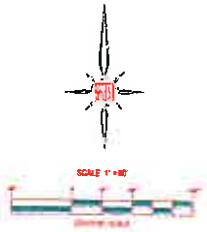
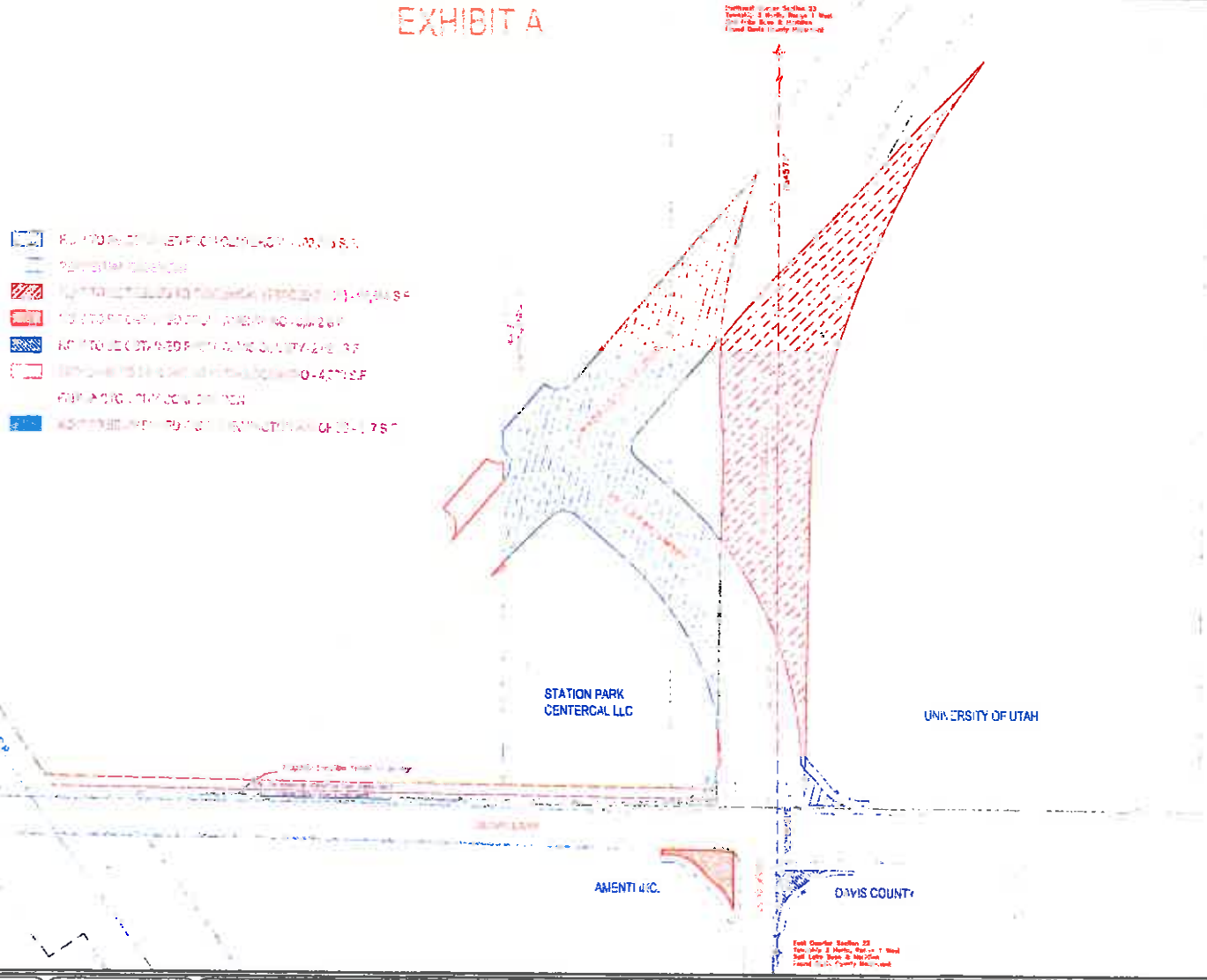

OS
GMU
RMU
A
GMU
TMU
AE
RMU
BP

EXHIBIT A





REV.	BY	DATE	DESCRIPTION
6	T.D.L.	01-02-14	REVISED PARCEL TO BE QUIT CLAIMED TO CENTERCAL
5	T.D.L.	05-28-13	REVISED ROUNDABOUT, EASEMENTS & ROW
4	T.D.L.	03-20-13	REVISED ROUNDABOUT, EASEMENTS & ROW
3	T.D.L.	02-18-13	ROW PROPERTY OWED C.L.C. PROPERTY
2	T.D.L.	05-26-11	SOUTH ROAD REALIGNMENT
1	T.D.L.	12-17-10	NEW STORM DRAIN EASEMENTS, DIMENSION AND AREA OF ROAD

IF THE ABOVE SCALE HAS BEEN USED FOR MEASURE LENGTH LINEAL DO NOT USE THIS DRAWING FOR SCALING PURPOSES. DIMENSIONS AND MEASUREMENTS SPECIFIED IN THE DRAWING TAKE PRECEDENCE TO SCALED MEASUREMENTS.

THE INFORMATION CONTAINED IN THIS DRAWING IS THE PROPERTY OF CRS ENGINEERS AND IS NOT TO BE REPRODUCED, MODIFIED OR USED FOR ANY OTHER PROJECT OR EXTENSION OF THIS PROJECT EXCEPT BY AGREEMENT WITH CRS ENGINEERS.
© 2011

PREPARED BY: PAUL J. HIRST, PE
PROJECT MANAGER: GARY BYERS, PE
DESIGNED BY: DARREN WILLIAMS, PLS
DRAWN BY: TIM LEAK
DRAWING SCALE: 1" = 80'
DRAWING DATE: JANUARY 02, 2014

CALDWELL RICHARDS SORENSEN
ANSWERS TO INFRASTRUCTURE
SALT LAKE CITY OFFICE

FARMINGTON CITY CORPORATION
PARK LANE AT 1100 WEST AND CLARK LANE
EXHIBIT JANUARY 02, 2014
F-LC11(49)

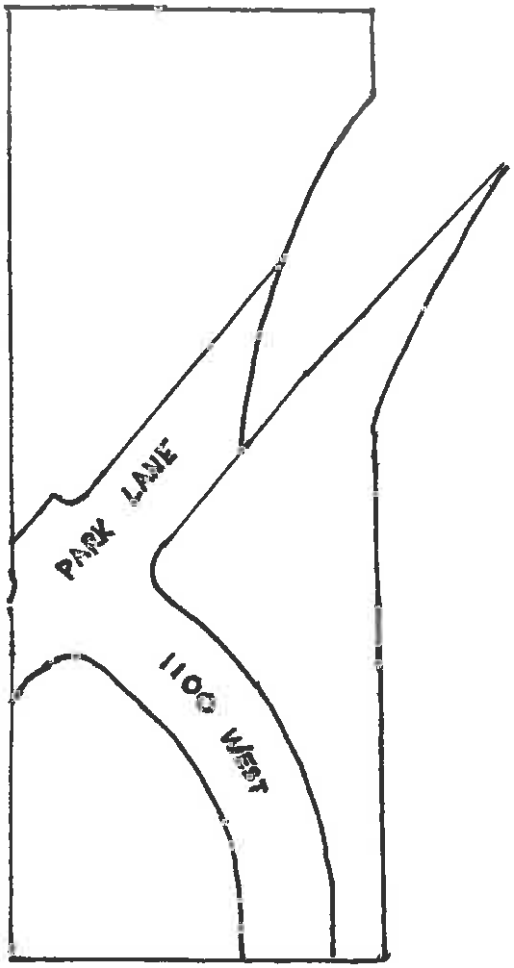
FARMINGTON, DAVIS COUNTY, UTAH

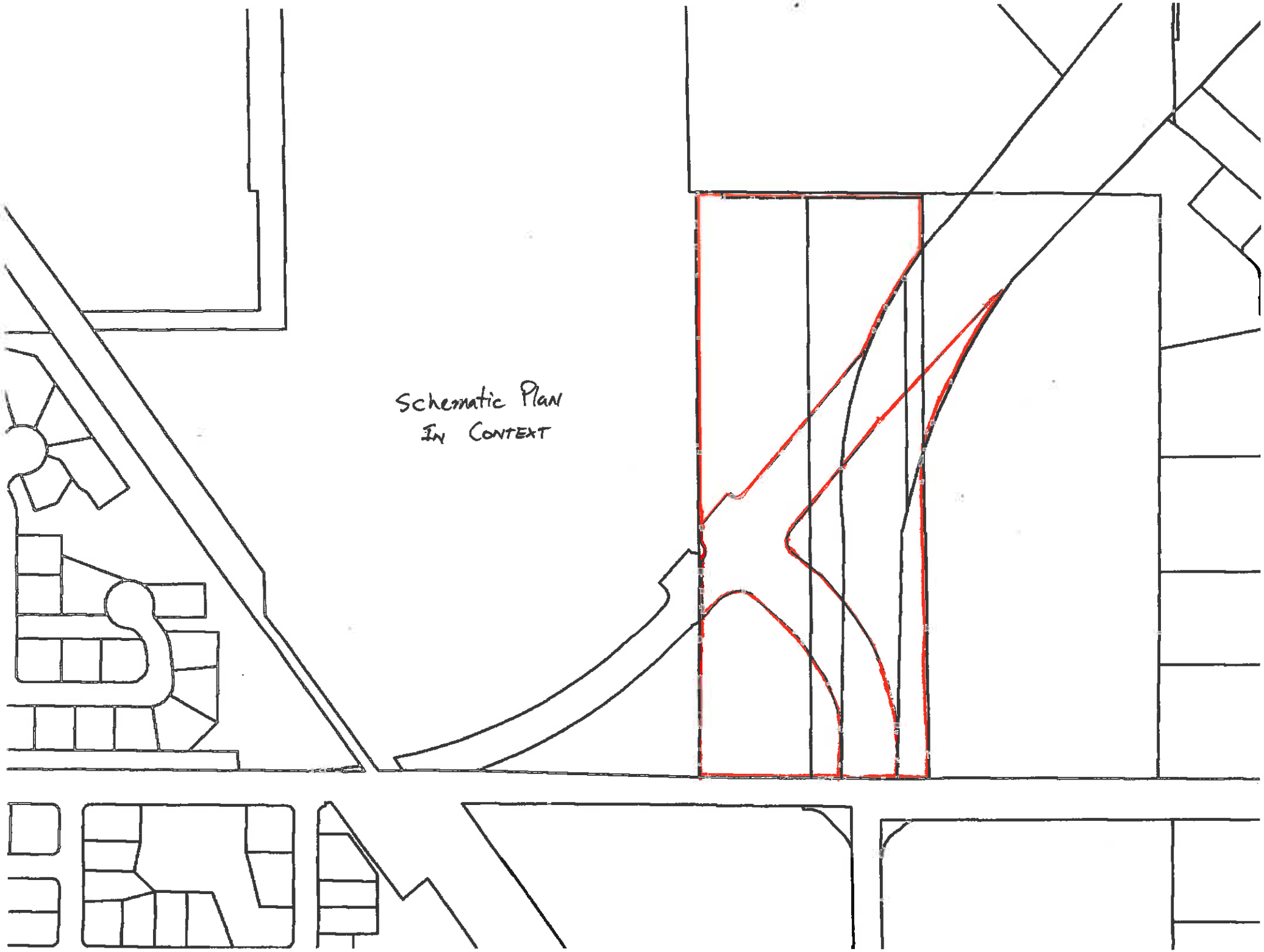
PRELIMINARY NOT FOR CONSTRUCTION

PROJECT NUMBER: 12146F
SHEET 1 OF 1
SHEET NUMBER: EX-A

FILE PATH AND NAME: [illegible]
LOT DATE AND TIME: [illegible]

Schematic PLAN
FOR
Park LANE Plat
01-09-15




Schematic Plan
In Context

CITY COUNCIL AGENDA

For Council Meeting:
January 20, 2015

PUBLIC HEARING: Parkwalk Downs Minor Subdivision Schematic Plan

ACTION TO BE CONSIDERED:

1. Hold the public hearing.
2. See enclosed staff report for recommendation.

GENERAL INFORMATION:

See enclosed staff report prepared by Eric Anderson.

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

FARMINGTON CITY

H. James Talbot
Mayor

Doug Anderson
John Bilton
Brigham N. Mellor
Cory R. Ritz
James Young
City Council

Dave Millheim
City Manager

City Council Staff Report

To: Honorable Mayor and City Council

From: Eric Anderson, Associate City Planner

Date: January 9, 2015

SUBJECT: **PARKWALK DOWNS MINOR SUBDIVISION SCHEMATIC PLAN**
Applicant: **Justin Atwater**

RECOMMENDATION

1. Hold a Public Hearing;

2. Move that the City Council approve the proposed Schematic Plan for the Parkwalk Downs Minor Subdivision subject to all applicable Farmington City ordinances and development standards and the following conditions:

    1. Applicant must dedicate 8' additional feet of ROW along 500 South;
    2. The applicant will enter into an extension agreement with the City until such time that these roads are improved to the subject property;
    3. Applicant has received approval for the 2 TDR lots, subject to the determination and approval by the City Council of a final amount for the TDRs;
    4. Applicant will need to obtain secondary water for the project prior to Final Plat;
    5. Applicant will need to address all storm water issues for the project prior to Final Plat;
    6. Applicant will need to remove Note 2 on the Plat;
    7. Applicant will address the issue of the fence, which will include a 6' non-climbable chain-link fence be installed per the ordinance.

    Findings:
    1. The proposed development meets all of the standards and requirements of a subdivision in the AE zone for the alternative lot size such as minimum lot sizes, lot widths and setbacks.
    2. The proposed development is at a density of 2 units per acre, which is consistent with the adjacent neighborhoods and the RRD General Plan designation.
    3. The overall layout follows the low density residential objectives of the General Plan.

BACKGROUND

The applicant, Justin Atwater is requesting Schematic Plan approval for the Parkwalk Downs Minor Subdivision which is located on the southwest corner of 650 West and 500 South. In the AE zone, the minimum lot size is 1 acre, and the applicant could get 2 lots. However, under the revised regulations of Chapter 10 of the Zoning Ordinance, there is an alternative lot size provision, which allows for smaller lots down to 12,000 sf, but only if a Transfer of Development Rights (TDR) transaction is completed with the City, and approved by the City Council. Because the applicant could only get 2 lots under a conventional subdivision, a TDR for 2 additional lots will be required.

Additionally, the applicant meets all of the requirements for a minor subdivision, as found in Chapter 5 of the Subdivision Ordinance, the approval process for this subdivision will require two steps with schematic plan and final plat approval at the City Council level; in both cases, the Planning Commission recommends.

This notwithstanding, the subject property abuts both 500 South and 650 West, which are each classified as minor collector streets on the Master Transportation Plan, or a 66' ROW. The applicant will be responsible to improve his project share of this right-of-way (see attached detail). Because neither of these roads have been fully completed to the proposed subdivision boundaries, the City may need to enter into an extension agreement until such time that 650 West and 500 South are completed to the subject property. Moreover, an additional 8' of ROW must be dedicated along 500 South, it is only 58' wide near the intersection of 650 West. Consistent with the Steed Subdivision across the street, 5 of the 8 feet constitutes a system cost and the remaining 3 feet is a project cost.

At the Planning Commission meeting on December 11, 2014, Larry Jung spoke and raised concerns over there being livestock on his lot, which is adjacent to the subject property. Due to this, the Planning Commission added a condition that a more substantial fence be installed to act as a barrier between the two properties.

SUPPLEMENTAL INFORMATION

1. Vicinity Map
2. Schematic Plan
3. Minor Collector Standard Detail

Respectfully Submitted

Eric Anderson
Associate City Planner

Concur

Dave Millheim
City Manager

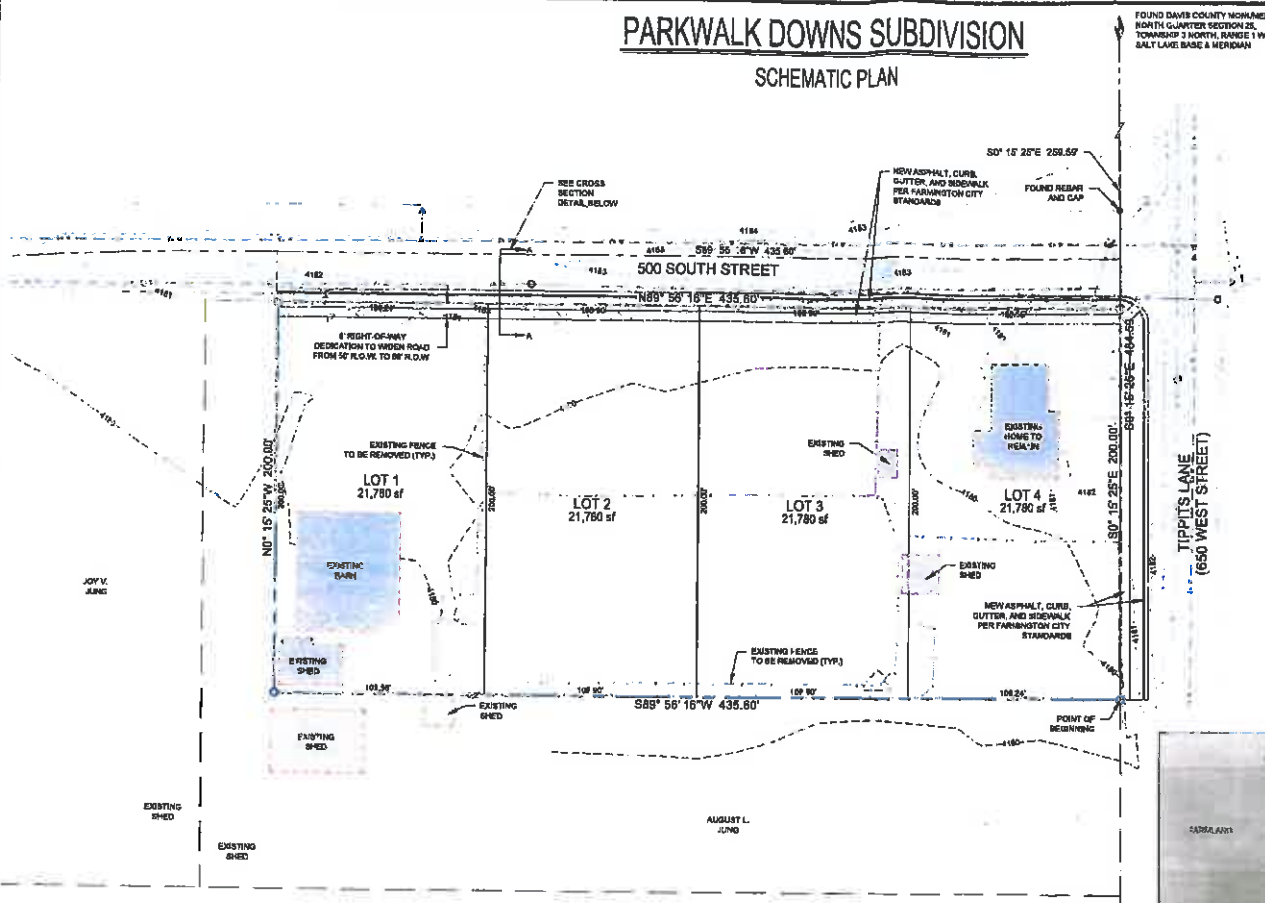
Farmington City

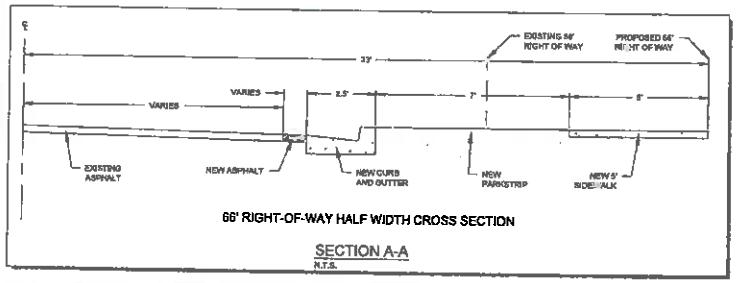
Tuesday, February 24, 2009 10:44:54 AM
M:\Projects\Current\BaseMap.mxd

0 112.5 225 450 675 Feet

PARKWALK DOWNS SUBDIVISION

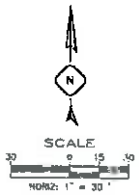
SCHEMATIC PLAN





66' RIGHT-OF-WAY HALF WIDTH CROSS SECTION

SECTION A-A
N.T.S.



BOUNDARY DESCRIPTION:

COMMENCING AT THE NORTH QUARTER CORNER OF SECTION 25, TOWNSHIP 3 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, SAID CORNER BEING ON THE WEST LINE OF TIPPETS LANE (650 WEST STREET), AND RUNNING THENCE SOUTH 0°15'25" EAST, ALONG SAID WEST LINE OF TIPPETS LANE, A DISTANCE OF 484.59 FEET TO THE POINT OF BEGINNING FOR THIS DESCRIPTION; THENCE SOUTH 89°56'16" WEST, A DISTANCE OF 435.60 FEET; THENCE NORTH 0°15'25" WEST, A DISTANCE OF 200.0 FEET, TO THE SOUTH RIGHT OF WAY LINE OF 500 SOUTH STREET; THENCE NORTH 89°56'16" EAST, ALONG THE SOUTH LINE OF SAID 500 SOUTH STREET, TO THE WEST LINE OF SAID TIPPETS LANE; THENCE SOUTH 0°15'25" EAST, ALONG SAID LANE, A DISTANCE OF 200.00 FEET TO THE POINT OF BEGINNING.

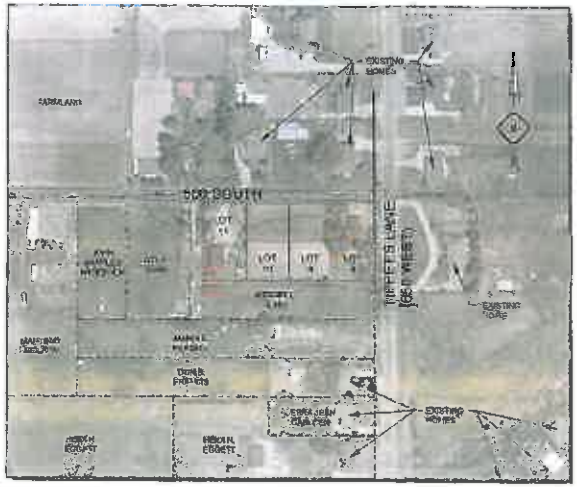
SAID PARCEL CONTAINS 2.000 ACRES.

NOTE:

1. ALL UTILITIES MUST MEET FARMINGTON CITY STANDARDS.
2. CURRENT ZONING IS AGRICULTURAL ESTATES (AE) AND WILL BE REZONED TO LARGE RESIDENTIAL (LR).
3. PROJECT IS NOT LOCATED WITHIN ANY FEMA FLOOD BASE ELEVATION.

VICINITY PLAN

SCALE 1"=150'



NO.	DATE	REVISION

DRAWING IS NOT TO SCALE IF BAR DOES NOT MEASURE 1 INCH

SCOTT P. MCFARLAND No.504870

PARKWALK DOWNS
PEMBRIDGE HEATHROW HOLDINGS, LLC
SCHEMATIC PLAN
FARMINGTON, UTAH

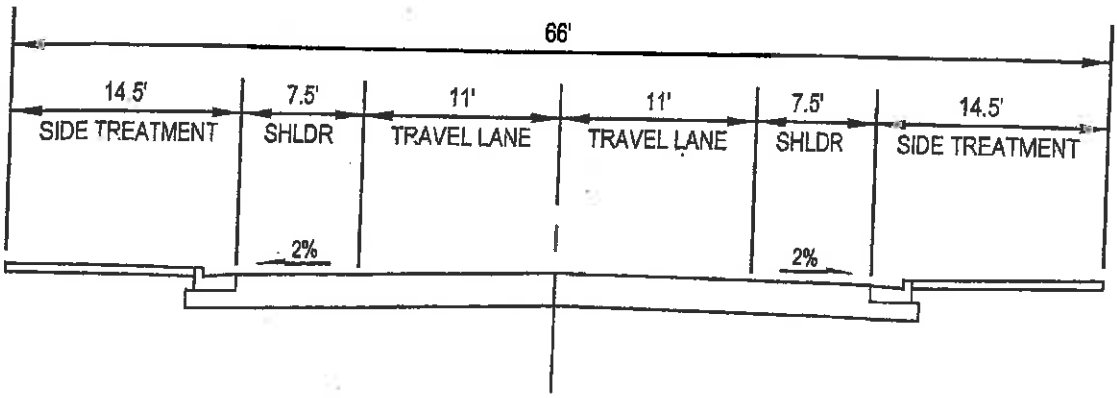
ADVANCED CIVIL ENGINEERING
1516 N. Main, Suite 6B, Layton Utah 84041
Phone: 801.773.3000 Fax: 801.773.3001

DESIGN: SM
DRAWN: JC
CHECKED: SM
DATE: 10/28/14

C1.0

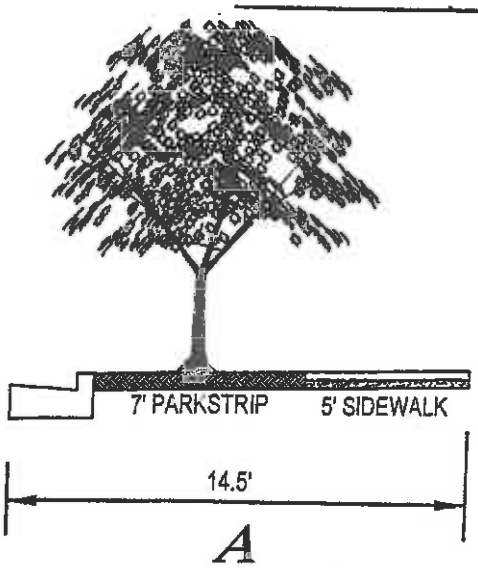
B:\SchMaster\ Nov 03, 2014 - 9:08am
P:\09008 Park Farmington + Sub\Sch\Schematic Plan.dwg

MINOR COLLECTOR

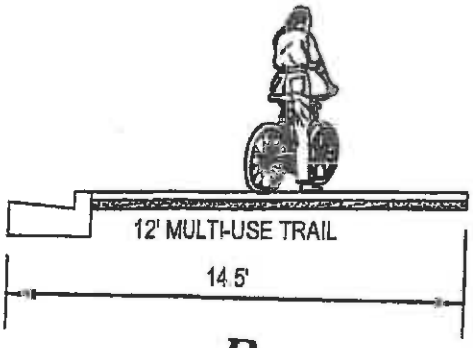


66-FOOT RIGHT-OF-WAY

2 LANES



A



B

SIDE TREATMENTS

ROAD SECTION

PLAN NO. 260 SP

DRAWING 3 OF 6

REVISED 02/05/08

CITY COUNCIL AGENDA

For Council Meeting:
January 20, 2015

PUBLIC HEARING: Grove Street Name Change Petition

ACTION TO BE CONSIDERED:

1. Hold the public hearing.
2. See enclosed staff report for recommendation.

GENERAL INFORMATION:

See enclosed staff report prepared by David Petersen.

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

FARMINGTON CITY

H. JAMES TALBOT
MAYOR

DOUG ANDERSON
JOHN BILTON
BRIGHAM N. MELLOR
CORY R. RITZ
JAMES YOUNG
CITY COUNCIL

DAVE MILLHEIM
CITY MANAGER

City Council Staff Report

To: Honorable Mayor and City Council

From: David E. Petersen, Community Development Director

Date: January 20, 2015

SUBJECT: **THE GROVE STREET NAME CHANGE PETITION**

RECOMMENDATION

1. Hold a Public Hearing.

2. Move that the City Council approve the proposed street name change in The Grove at Farmington Creek P.U.D. as petitioned by Michael Brian as further discussed in the background information below and set forth on the enclosed illustration—and direct staff to implement the steps necessary make the street name change and/or amend the plat, and waive the fee as requested.

   Findings: Most property owners on the circle portion of The Grove street network already use the proposed name of Grove Creek Circle even if their homes are now on Grove Creek Lane; the name change will provide less confusion for visitors and the post office, and will better facilitate emergency vehicle response times; the fee is more specific to costly applications dealing with the vacation of street rights-of-way, not simple street name changes.

BACKGROUND

The street that provides direct access to the Grove at Farmington Creek P.UD. from the north is named Grove Creek Lane (100 West). This lane begins at 600 North Street and commences southerly to the far southwest area of the development where it turns east and becomes Grove Creek Lane (500 North) and traverses for a few lots and than turns/circles back north–at this point the name changes to Grove Creek Circle (40 West). It then traverses north a few more lots before turning west where it remains Grove Creek Circle (545 North), and then it traverses west and connects back to Grove Creek Lane (100 West). Thus, the circle part of the street system in the PUD has two names "Grove Creek Lane" and "Grove Creek Circle".

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PHONE (801) 451-2383 FAX (801) 451-2747
www.farmington.utah.gov

Farmington City received a petition from Michael Brian requesting approval to amend the The Grove at Farmington Creek P.U.D. by renaming all of the circle portion of the street system from Grove Creek Lane to Grove Creek Circle, but leaving the name of the stub streets connecting to 600 North and Main Street as Grove Creek Lane (100 West) and 550 North.

Supplementary Information

1. Vicinity/Aerial Map.
2. Petition/request.
3. Graphic which illustrates the street name change.

Respectively Submitted

David Petersen
Community Development Director

Review and Concur

Dave Millheim
City Manager

600 North(SR 106)
Stoney Brook Cir(40 E)
500 North
Grove Creek Lane(500 North)
400 North

December 17, 2014

Mayor Jim Talbot and City Council
160 S. Main
Farmington, Utah 84025

Mayor Talbot and Farmington City Council,

We are Michael and Ann Brian and we moved to Farmington in March of 2013. We moved into the Grove, a PUD located behind Lagoon. We would give you our address, but that is what we are writing you about.

When we closed on the house we were told to put 52 W. Grove Creek "Circle" as our address, along with most of the homes in the Grove. About a year later we received this sticky note on some of our mail, which was written by our US Postal mail carrier.

Farmington City has changed your address to 52 W. Grove Creek Lane
Please use so mail will not be returned.

Once we confirmed the address with the City, that it was, in fact, "lane" we changed it on everything. However, when we renewed our drivers licenses, they refused to put "LANE" on them. And now every postal system that we've received mail through, corrects it with a sticker saying it should be "Circle".

Service and delivery companies have to call us because their systems do not give them correct information on our location. While the people in the circle that have not changed with address to "lane" do not have these issues.

The road is, in fact, a circle and 1/2 of the circle's addresses are Grove Creek Circle. The other half of the road is identified as Grove Creek Lane. The addresses literally change between our home and our next door neighbor.

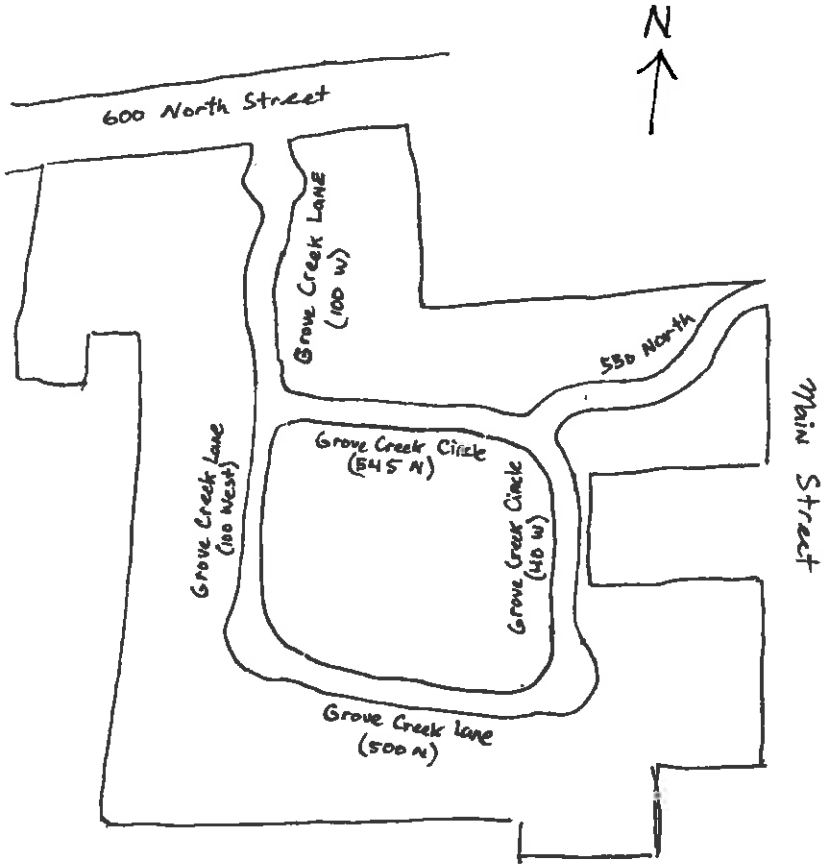
We are asking to have the road formally changed to Grove Creek Circle.

We understand that there is a fee of $150 to make this change. However, we are asking to have this fee waived due to the fact that we are asking to have the name corrected for no other reason but to eliminate the confusion.

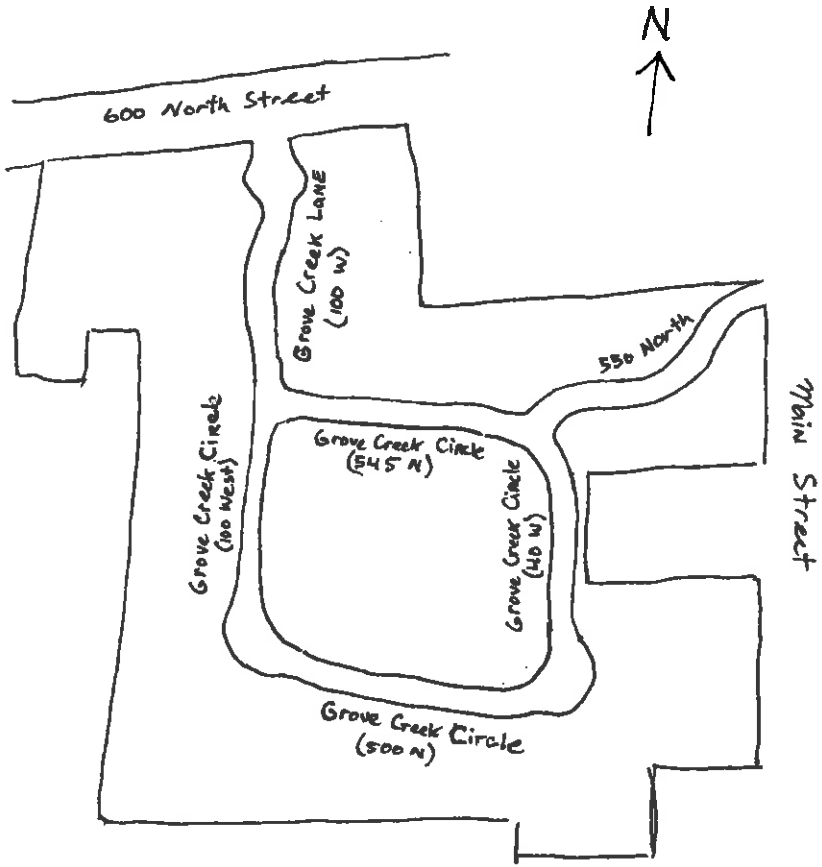
Thank you,

Michael and Ann Brian

Existing



Proposed



CITY COUNCIL AGENDA

For Council Meeting:
January 20, 2015

PUBLIC HEARING: Local Consent for SteelFist Fight Night, LLC Event Permit "Temporary Beer"

ACTION TO BE CONSIDERED:

1. Hold the public hearing.
2. Approve the Local Consent for SteelFist Night LLC Event Permit "Temporary Beer" for SteelFist Fight Night LLC for April 18, 2015.

GENERAL INFORMATION:

See enclosed staff report prepared by Ken Klinker.

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

FARMINGTON CITY

SCOTT C. HARBERTSON
MAYOR

JOHN BILTON
RICK DUTSON
CORY R. RITZ
JIM TALBOT
SID YOUNG
CITY COUNCIL

DAVE MILLHEIM
CITY MANAGER

City Council Staff Report

To: Honorable Mayor and City Council

From: Ken Klinker, Planning Department

Date: January 20, 2015

SUBJECT: **Local Consent For SteelFist Fight Night LLC Event Permit "Temporary Beer"**

RECOMMENDATION

1. Hold a Public Hearing.
2. Approve the Local Consent form for the State of Utah Event Permit "Temporary Beer" for SteelFist Fight Night LLC for April 18, 2015.

BACKGROUND

SteelFist Fight Night LLC is applying to the State of Utah for an Event Permit "Temporary Beer" liquor license to allow them to sell beer at the Davis County Fairgrounds during a mixed martial arts event they will hold there on April 18, 2015. In order to receive this license, they are required to get "Local Consent" from the local community. They have submitted the form for local consent which will be attached to their application to the state if approved by the Council.

Farmington City Ordinance Section 6-05-170 (c) Local Consent Form states: The City Council shall have a public vote to grant or deny local consent.

A Temporary Special Event permit has been applied for, and the required information has been received and reviewed by staff. This permit will be granted upon receipt of a copy of the approval of the State permit, which will assure us that the criminal background check requirements have been completed as allowed for in 6-05-060 (e).

Respectfully submitted,

Ken Klinker
Planning Department

Review and Concur

Dave Millheim
City Manager

160 S MAIN · P.O. BOX 160 · FARMINGTON, UT 84025
PHONE (801) 451-2383 · FAX (801) 451-2747
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___ New

___ Renewal

FARMINGTON CITY
160 S. Main, P.O. Box 160
Farmington, UT 84025
801-451-2383

TEMPORARY SPECIAL EVENT PERMIT APPLICATION

(Please print)
Application Fee: $300
No person may be issued more than three (3) Temporary Special Event licenses in any calendar year

Name of Business: Steel Fist Fight Night LLC

Business Address (Location & Mailing): 11874 s Landow dr. Draper Ut 84020

1. Have you ever been denied a license to sell or otherwise dispense beer by any federal, state, county, city or other local government entity? If yes, please provide all pertinent information relating thereto.

Just the one time in Farmington - see attached letter

2. If the applicant is a partnership, list the names and addresses of all partners. If the applicant is a corporation, list the names and addresses of all officers and directors.

Name	Address
Troy Speirs	12144 s Jonathan View Ln Draper Ut 84020
Kevin Patton	11874 s Landow dr Draper Ut 84020
Pat Patton	11874 s Landow Dr Draper Ut 84020

3. Please include the following with your application:

(a) A floor plan of the location of the temporary special event, including clear depiction of the consumption areas and areas where the applicant proposes to keep, store, and sell beer.

(b) The times, dates, location, estimated attendance, nature and purpose of the temporary special event.

(c) Evidence of proximity to any school, church, public library, playground, or park.

(d) A copy of your current business license.

(e) A statement of the purpose of the association, corporation, church, or political organization or its local lodge, chapter, or other local unit.

(f) A signed consent form stating that authorized representatives of the Commission, City, law enforcement or health department will have unrestricted right to enter the premises during the temporary special event.

(g) Proper verification evidencing that the person signing the application is authorized to act on behalf of the association, corporation, church, or political organization conducting the temporary special event.

(h) $300.00 License Fee.

The undersigned hereby certifies that the above information is true and correct and that the undersigned has full authority to represent the owner(s) of the business in making this application. The undersigned further certifies and states under oath that the applicant has read, understands, and has complied with all requirements applicable to the applicant under the Utah Liquor Control Act and the requirements of Title 6 of the Farmington City Ordinances.

_____
Signature

Please contact Farmington City Hall if you would like a copy of the Business Regulations.

FOR OFFICE USE ONLY:

Date Received:_____ Receipt #:_____ License #:_____ Account #:_____

Approved By:_____ Date:_____

Fire Inspection Required: _____Yes _____ No

To whom it may concern,

SteelFist Fight Night is again applying for a special events beer permit for Saturday April 18th 2015.

SHOW DETAILS & LOCATION- The Legacy Event Center, Farmington Utah KP

SteelFist Fight Night #33 (Sports Mixed Martial Arts- Entertainment)

Saturday April 18th

Doors Open 5PM Fights start 6PM

UNRESTRICTED ACCESS KP

As requested SteelFist Fight Night fully authorizes any Representatives of Farmington city including any city law enforcement or health department agency unrestricted right to enter the event held on Saturday April 18th 2015.

ATTENDANCE KP

Our live events have anywhere from 600-1750 spectators with the average being approx 1000 spectators.

We feel we have proven that after 4 events at Legacy Event Center in Farmington Utah with no incidents that we are a credible business with more than ample security and should be able to carry such a permit.

We are following any and all guidelines set by the DABC we are using areas that are confined and regulated with security staff in place. We have included the map of the venue layout and beer service areas.

We feel we are good for your local businesses in the area drawing a crowd to the venue and city where many of our fans are families use the local restaurants & gas stations.

SteelFist Fight Night is the most active MMA promotion in the state of Utah and is fully regulated by the state ran Utah athletic commission we have never been fined or warned for any wrongful doing in 30 shows.

Thank You

CEO-SteelFist Fight Night

Kevin Patton

1-4-2015

Farmington City

STEELFIST FIGHT NIGHT, LLC

Entity Number: 8120001-0160
Company Type: LLC - Domestic
Address: Unknown, NA 00000
State of Origin:
Registered Agent: TROY SPEIRS
Registered Agent Address:
12144 S JONATHAN VIEW LN
Draper, UT 84020

Status: Active

Status: Active *as of 11/25/2014*
Renew By: 10/31/2015
Status Description: Good Standing
The "Good Standing" status represents that a renewal has been filed, within the most recent renewal period, with the Division of Corporations and Commercial Code.
Employment Verification: Not Registered with Verify Utah

History

Registration Date: 10/04/2011
Last Renewed: 11/25/2014

Additional Information

NAICS Code: 9999 **NAICS Title:** 9999-Nonclassifiable Establishment

Search by: Business Name | Number | Executive Name

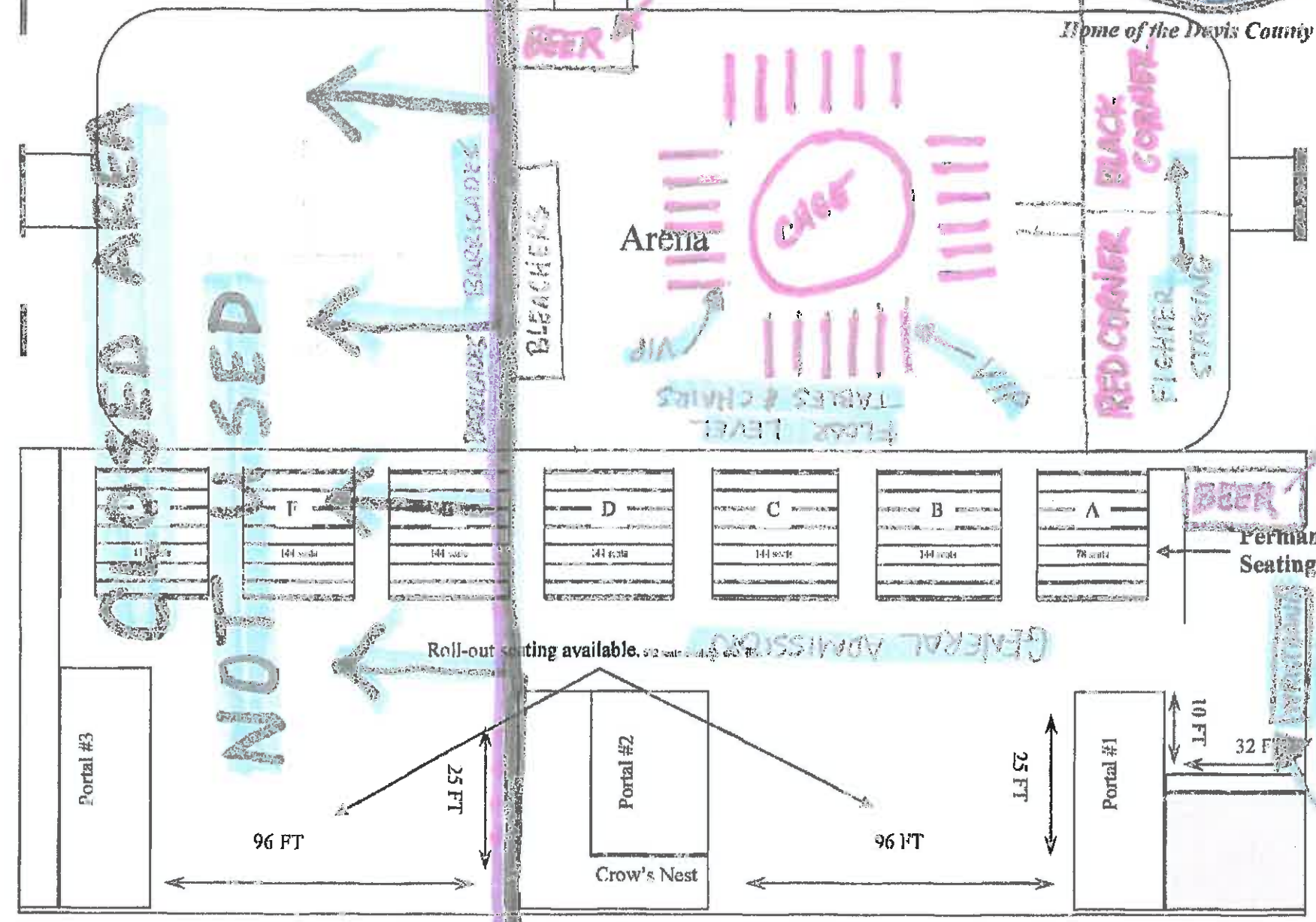
Name: **NOTE:** There is a $3.00 processing fee for executive name searches.

Search Hints, use:

- last name, (Alexander) or
- multiple names, (Steven Alexander) or
- beginnings of names, (Steve Alex instead of Steven Alexander) or
- exact name (place quotes around exact name "Alexander A Smith")

LEGACY EVENTS CENTER

Home of the Davis County Fair!



5-6 power outlets located on each stairway wall.

EVENT PERMT
"TEMPORARY BEER"
Local Consent

PURPOSE: Local business licensing authority provides written consent to the Alcoholic Beverage Control Commission to issue an event permit to an organization for the purposes of storage, sale, offer for sale, furnish, or allow the consumption of an alcoholic product on the event premises

AUTHORITY: Utah Code 32B-9-201

_____, [ ] City [ ] Town [ ] County
Local business license authority

hereby grants its consent to the issuance of a temporary beer event permit license to:

Applicant Entity/Organization: Steel Fist Fight Night

Event Name: SFFN #33

Event location address: 151 south 1100 west Farmington UT 84025
street city state zip

On the 18th dates day(s) of April month, 2015 year

during the hours of 5pm – 11pm defined hours from – to, pursuant to the provision of Utah Code 32B-9.

_____
Authorized Signature

_____ _____
Name/Title Date

This is a suggested format. A locally produced city, town, or county form is acceptable. Local consent may be faxed to the DABC at 801-977-6889 or mailed to: Department of Alcoholic Beverage Control, PO Box 30408, Salt Lake City, UT 84130-0408.
Temporary Beer local Consent (11/2013)

Farmington City
160 South Main
Farmington, UT 84025

BUSINESS LICENSE

LICENSE NO.: 1861

DATE ISSUED: 04/17/2015

EXPIRATION DATE: 07/19/2015

The below named person or firm is hereby granted a license to do business in Farmington City, Utah, subject to provisions of City Codes, and applicable state or federal regulations.

NAME:

Steel Fist Fight Night

11874 S. Landon Drive
Draper UT 84020

BUSINESS LOCATION:

Legacy Events Center

BUSINESS DESCRIPTION:

Entertainment- Mixed Martial Arts

Temp

Owner: Kevin Patton

Dean Carlot

CITY RECORDER

THIS LICENSE IS NOT TRANSFERABLE

CITY COUNCIL AGENDA

For Council Meeting:
January 20, 2015

SUBJECT: Farmington Park Subdivision Phase 1 Final Plat

ACTION TO BE CONSIDERED:

See staff report for recommendation.

GENERAL INFORMATION:

See staff report prepared by Eric Anderson.

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

FARMINGTON CITY

H. James Talbot
Mayor

Doug Anderson
John Bilton
Brigham N. Mellor
Cory R. Ritz
James Young
City Council

Dave Millheim
City Manager

City Council Staff Report

To: Honorable Mayor and City Council

From: Eric Anderson, Associate City Planner

Date: January 9, 2015

SUBJECT: **FARMINGTON PARK SUBDIVISION PHASE I – FINAL PLAT**
Applicant: **Jason Harris – Fieldstone Homes**

RECOMMENDATION

Move that the City Council approve the Final Plat for the Farmington Park Conservation Subdivision Phase I subject to all applicable Farmington City codes and development standards and the following conditions:

1. The applicant will obtain both a CLOMR and LOMR from FEMA prior to building permit issuance;
2. The applicant will obtain a no-rise certificate for the proposed subdivision;
3. All improvement drawings, and the grading and drainage plan, must receive final approval from the City Engineer, and other members of the DRC.

Findings:

1. The proposed development meets all of the standards and requirements of a conservation subdivision (option 2) in the AE zone such as minimum lot sizes, lot widths and setbacks.
2. The proposed development is at a density of 1.99 units per acre, which is consistent with the adjacent neighborhoods and the RRD General Plan designation.
3. The development is not seeking a waiver of the open space provision and is providing the City with much needed recreational space.
4. The overall layout follows the low density residential objectives of the General Plan.
5. Moving the future elementary school to the northwest corner will be advantageous to all parties, including the City, and this transaction has already taken place.

BACKGROUND

Fieldstone Homes is requesting final plat approval for the Farmington Park Conservation Subdivision Phase I consisting of 19 lots on 7.458 acres in an AE zone. The applicant is proposing a conservation subdivision option 2, which in an AE zone, requires the applicant to set aside 30% open space for which he'll receive a 20% incentive multiplier bonus.

160 S Main · P.O. Box 160 · Farmington, UT 84025
Phone (801) 451-2383 · Fax (801) 451-2747
www.farmington.utah.gov

The minimum lot size in a conservation subdivision option 2 for the AE zone is 9,000 s.f. The proposed final plat meets this minimum lot size and the average lot size is 11,819 s.f. or a little over ¼ acre. The applicant has proposed larger lot sizes on the periphery of the project, to better match the surrounding neighborhoods, particularly Farmington Creek Estates Phases II and III. Additionally the proposed final plat meets all of the other standards as set forth in Chapter 12.

A major component on which this proposed subdivision hinges is a land swap with Davis School District. The School District has plans to build an elementary school on 11 acres in the northeast corner of the property. The applicant has approached the School District and received confirmation to move the 11 acre future elementary school site to the northwest corner of the property. This land swap would be advantageous to both parties for several reasons. The first is that access to the school will now be directly from 1100 West and Glover Lane instead of an interior residential road. 1100 West is classified on the Master Transportation Plan as a major collector and this development will complete a significant portion of this road. The second reason the proposed school placement would be advantageous is because of the proposed open space in the southwest corner of the property. The applicant is proposing that the City take this 11 acre open space and use it for park space. This park space would work well with an elementary school as there could be shared usage of the fields and parking requirements. The transaction between the applicant and the School District has been completed, and the School District has submitted plans for DSD Elementary School #61 under a separate site plan application.

Originally, the parks department had this property slated for a 4-5 acre park, but when the applicant wanted to meet the full 11 acre open space requirement, he proposed that the City take the full 11 acres for use as a park, to which the Park's Department gladly welcomed as a solution. Additionally, the proposed westerly alignment of the West Davis Corridor may impact the southwest corner of the property; this may be advantageous in the event that the WDC does get built in this location. The City would like to avoid potential condemnation of brand new homes. The applicant is within his property rights to plat home lots on this corner. Further, the City needs the soccer fields in this area and the plat helps make that possible.

Along the eastern portion of the subject property, there is an open ditch. The DRC wanted to pipe this ditch for maintenance and safety reasons, but when the applicant approached the Army Corp of Engineers about having this ditch delineated, he was informed that the ditch is considered "navigable waters" because it empties into the Great Salt Lake. The applicant is therefore unable to pipe the ditch because of its classification by the Corp. The applicant has subsequently provided the City with a drainage easement that is wide enough for maintenance vehicles to access the ditch, and that area of open space given to the City will count towards the applicant's open space requirement. The park was originally slated to be 11.5 acres, but because of this ditch, will be 10.6 acres. The applicant's open space totals still meet the requirement as set by the ordinance.

The applicant has proposed a phasing plan for the park to be deeded to the City in parts that correspond to the subdivision phasing plans and the open space requirements therein. For instance, Phase I of the subdivision would convey 2.77 acres to the City. However, the City Manager is engaged in negotiations with the property owner and applicant to receive the full 10.62 acres for the park land through an agreement. This should be in front of the council shortly

Additionally, a portion of the site sits in the FEMA Floodplain so the applicant will need to bring some of the houses out of the floodplain through raising the finished floor elevation. The applicant must obtain a Conditional Letter of Map Revision (CLOMR) prior to recordation and then a Letter of Map Revision (LOMR) after the effected houses are brought out of the floodplain, both of these approvals

are to be obtained from FEMA. The applicant has been working with FEMA to obtain these certifications.

SUPPLEMENTAL INFORMATION

1. Vicinity Map
2. Preliminary Plat
3. Final Plat
4. Alternative Park Phasing Plan

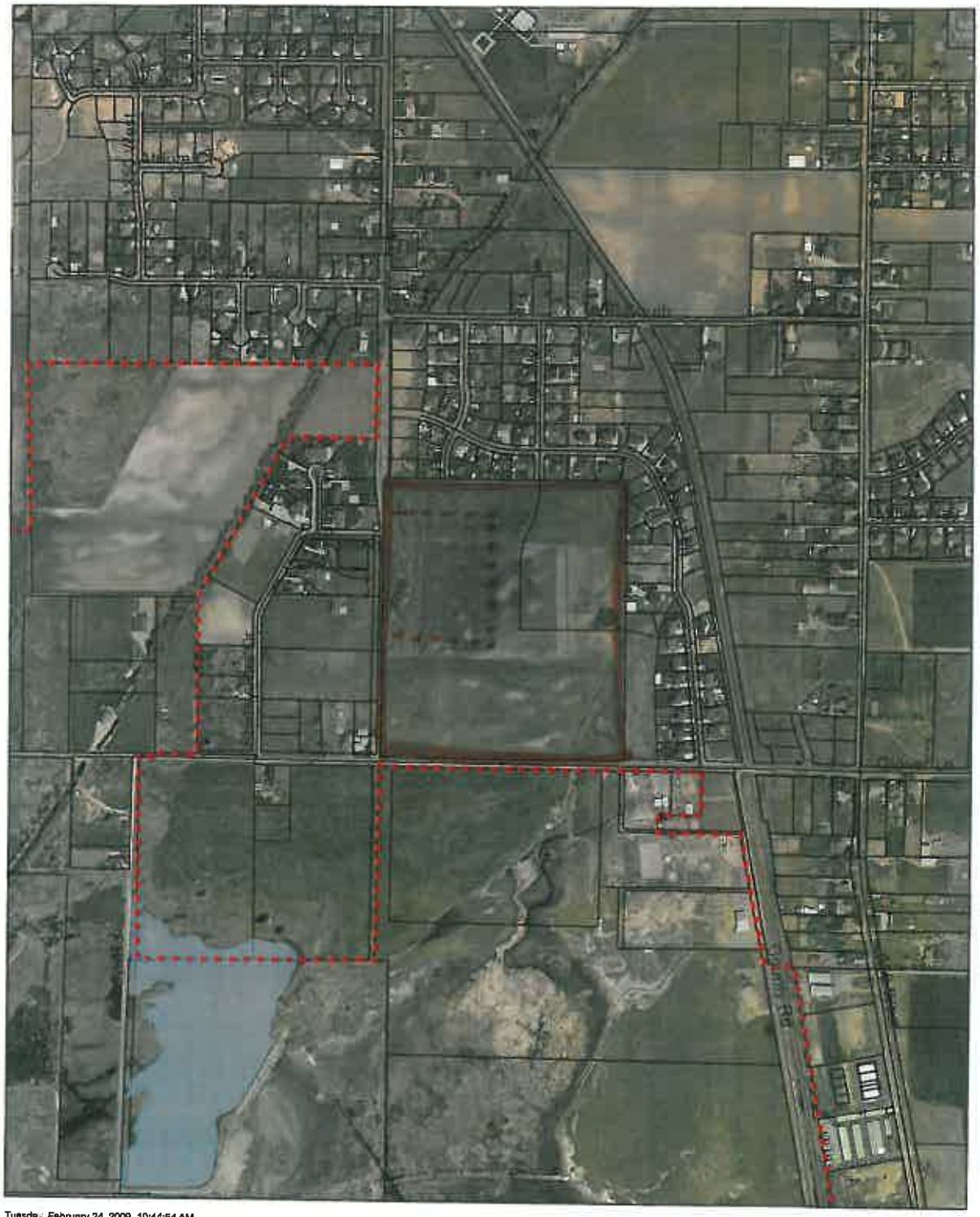
Respectfully Submitted

Eric Anderson
Associate City Planner

Concur

Dave Millheim
City Manager

Farmington City



Tuesday, February 24, 2009 10:44:54 AM
M:\Projects\Current\BaseMap.mxd

0 325 650 1,300 1,950 Feet

Wetland / Preliminary

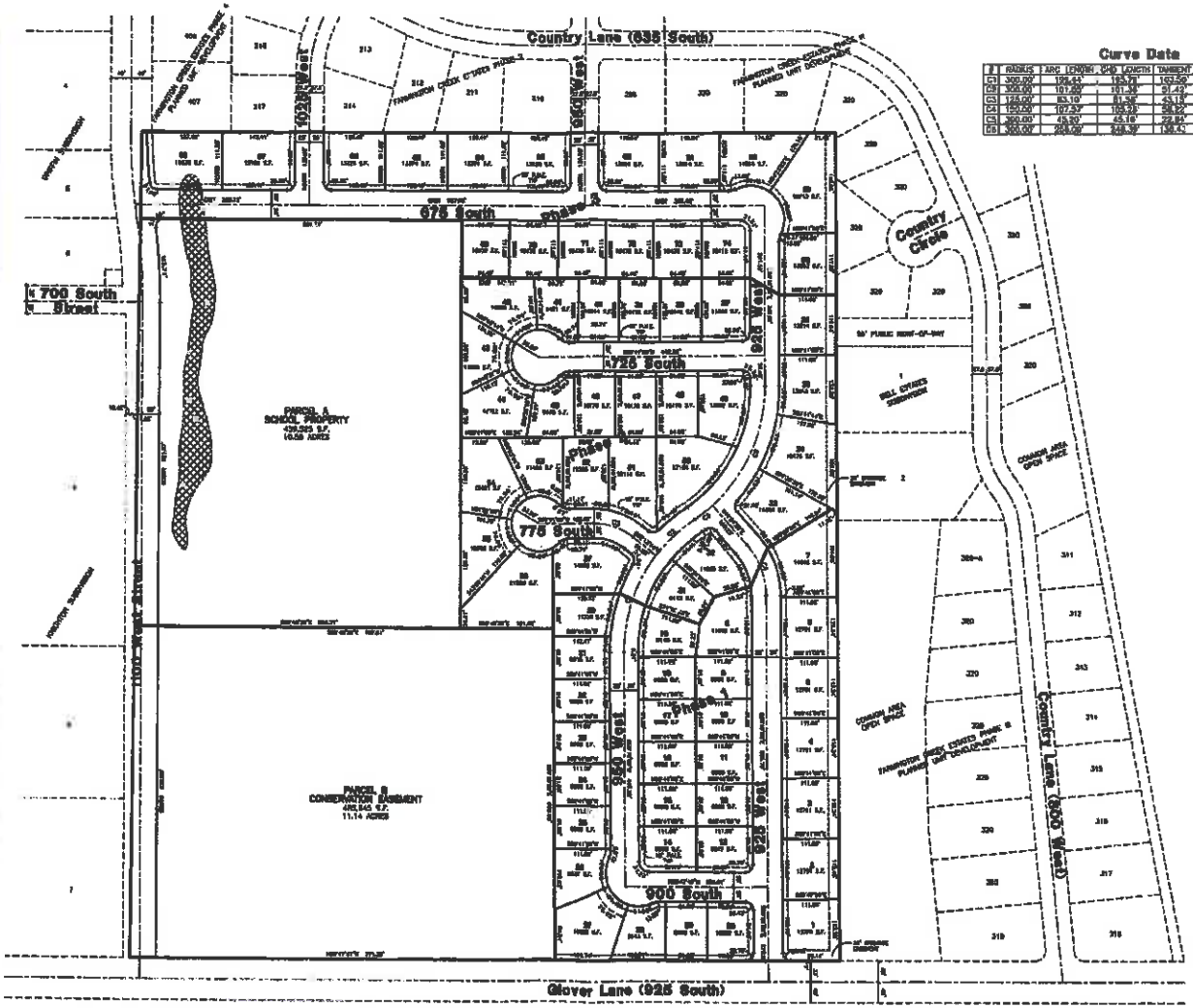
Vicinity Map

Scale: 1" = 100'

Legal Description

DESIGN DATA

TOTAL AREA ..... 50.29 ACRES
SCHOOL PROPERTY ..... 11.00 ACRES
1100 EAST & GLOVER LANE DEDICATION ..... 2.16 ACRES
NET AREA ..... 37.13 ACRES
OPEN SPACE REQUIRED ..... 11.14 ACRES (30%)
OPEN SPACE PROPOSED ..... 11.14 ACRES (30%)
= FEMA FLOOD PLAIN ZONE AE, EFFECTIVE 2-7-14



Curve Data

	RADIUS	ARC LENGTH	CHD LENGTH	TANGENT	CHD BEARING	DELTA
C1	300.00'	199.44'	195.79'	103.50'	S18°43'43"E	38°05'38"
C2	300.00'	101.69'	101.34'	51.42'	S47°30'06"E	19°24'08"
C3	125.00'	83.10'	81.58'	43.13'	N71°19'17"E	38°05'38"
C4	150.00'	107.37'	105.23'	56.02'	N25°31'43"E	41°00'35"
C5	300.00'	45.20'	45.16'	22.64'	N55°54'38"E	8°38'00"
C6	300.00'	248.09'	240.39'	134.43'	N24°08'17"E	47°21'35"

Developer:
Fieldstone Homes
Jason Harris
12896 South Pony Express Road, Ste. 100
Draper, UT 84020
(801) 550-9051

Farmington Park Conservation Subdivision

Farmington City, Davis County, Utah

THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF REEVE & ASSOCIATES, INC., 4160 S. BRIDGER BLVD. CHERRY BLDG. (270), CHEYENNE, WYOMING 82001, AND SHALL NOT BE REPRODUCED, RE-USED, OR USED ON ANY PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR, WITHOUT THEIR WRITTEN PERMISSION. THE OWNERS AND EMPLOYEES OF REEVE & ASSOCIATES, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN WITHOUT WRITTEN CONSENT.

Reeve & Associates, Inc.

REVISIONS
DATE DESCRIPTION

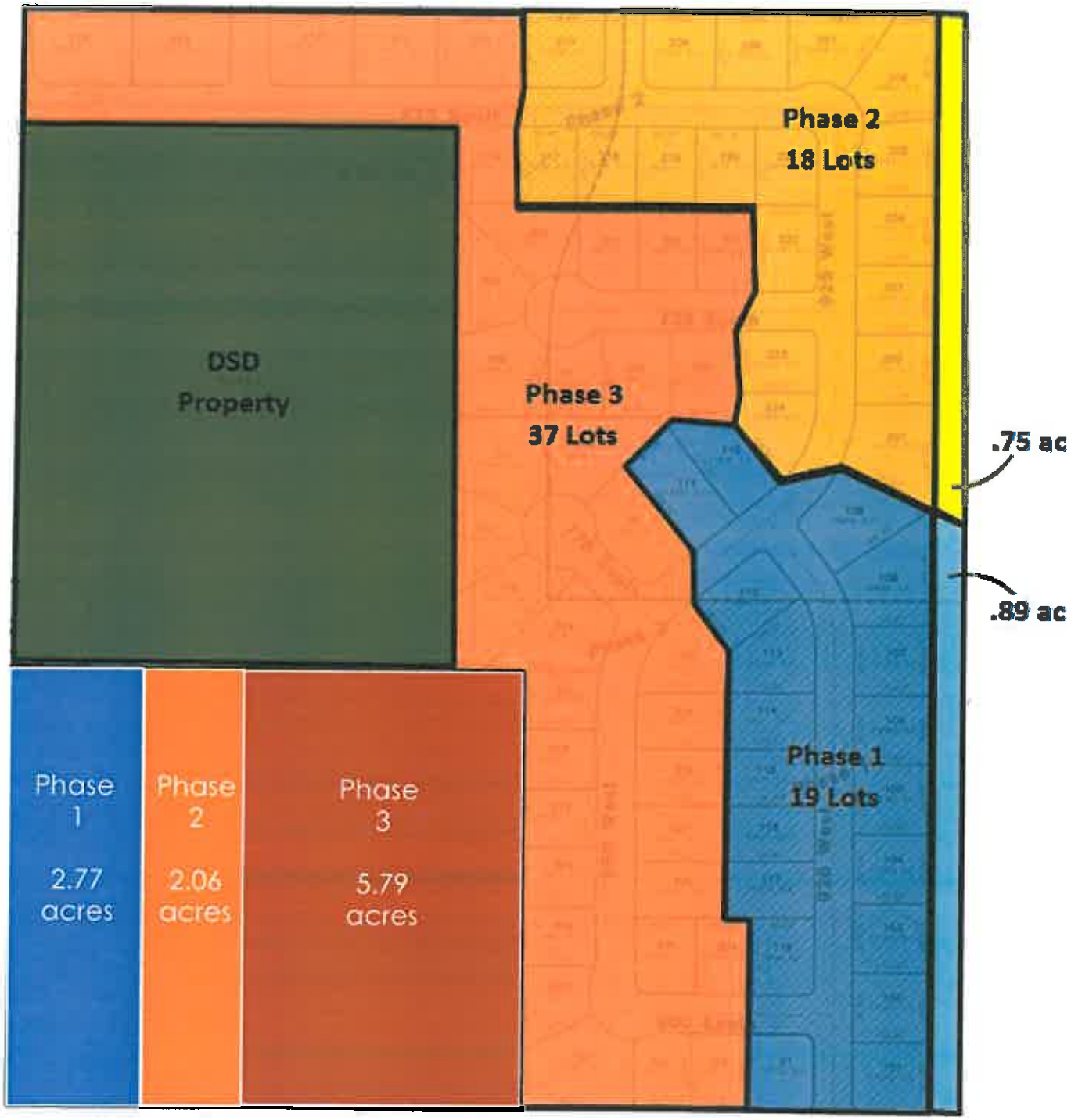
Farmington Park
Conservation Subdivision
PART OF THE NW 1/4 OF SECTION 25, T.3N., R.1W., S.L.B. & M., U.S. SURVEY
FARMINGTON CITY, DAVIS COUNTY, UTAH

Preliminary Plat
"Not to be Recorded"

Project Info.
Engineer: R. Rand
Designer: C. Cass
Begin Date: April 28, 2014
Name: FARMINGTON PARK CONSERVATION SUBD.
Number: 5112-07

Sheet 1 of 2 Sheets

Park Phasing

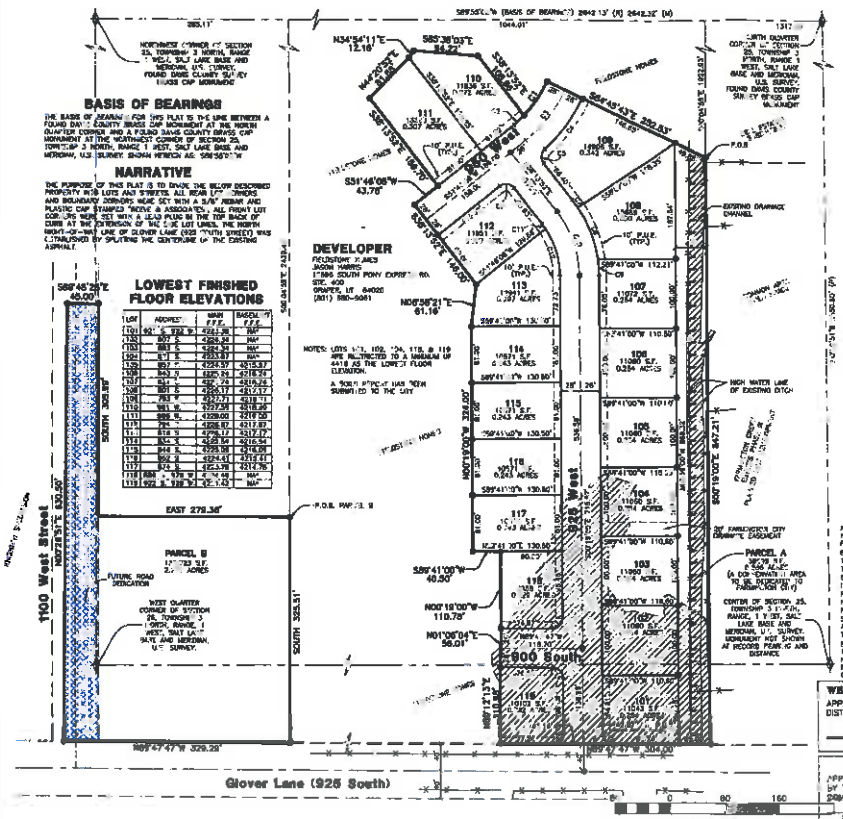


		% out of 74 Lots	Park Space (10.6 acres)	East Ditch	Open Space (11.5 acres)
Phase 1	19 Lots	25.7%	*2.77 acres	.89 acres	2.96 acres
Phase 2	18 Lots	24.3%	2.06 acres	.75 acres	2.80 acres
Phase 3	37 Lots	50.0%	5.79 acres	N/A	5.79 acres

*The park space of Phase 1 (2.08) includes the .687 acre ROW

FARMINGTON PARK SUBDIVISION PHASE 1, A CONSERVATION SUBDIVISION

PART OF THE WEST HALF OF SECTION 25 AND THE EAST HALF OF SECTION 26, TOWNSHIP 3 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY
FARMINGTON CITY, DAVIS COUNTY, UTAH



BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS PLAT IS THE LINE BETWEEN A FOUND DAVIS COUNTY BRASS CAP MONUMENT AT THE NORTH QUARTER CORNER AND A FOUND DAVIS COUNTY BRASS CAP MONUMENT AT THE NORTHWEST CORNER OF SECTION 25, TOWNSHIP 3 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY. SHOWN HEREON AS: S89°56'07"W

NARRATIVE

THE PURPOSE OF THIS PLAT IS TO DIVIDE THE BELOW DESCRIBED PROPERTY INTO LOTS AND STREETS. ALL REAR LOT CORNERS AND BOUNDARY CORNERS WERE SET WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "REEVE & ASSOCIATES". ALL FRONT LOT CORNERS WERE SET WITH A LEAD PLUG IN THE TOP BACK OF CURB AT THE EXTENSION OF THE SIDE LOT LINES. THE NORTH RIGHT-OF-WAY LINE OF GLOVER LANE (925 SOUTH STREET) WAS ESTABLISHED BY SPLITTING THE CENTERLINE OF THE EXISTING ASPHALT.

DEVELOPER

REDSTONE HOMES
JASON HARRIS
17186 SOUTH PONY EXPRESS RD.
STE. 400
DRAPER, UT 84020
(801) 580-5081

LOWEST FINISHED FLOOR ELEVATIONS

LOT	ADDRESS	MAIN F.F.E.	BASEMENT F.F.E.
101	921 S. 1100 W.	4241.95	NA*
102	907 S.	4239.34	NA*
103	893 S.	4237.34	NA*
104	877 S.	4233.87	NA*
105	857 S.	4233.37	4215.37
106	843 S.	4231.94	4216.24
107	841 S.	4232.74	4216.24
108	807 S.	4235.17	4217.17
109	793 S.	4237.71	4218.71
110	781 W.	4237.34	4218.34
111	888 S.	4239.00	4219.00
112	794 S.	4236.87	4217.87
113	818 S.	4236.17	4217.17
114	834 S.	4235.54	4216.54
115	848 S.	4235.08	4216.08
116	862 S.	4234.41	4216.41
117	878 S.	4233.76	4216.76
118	888 S. 1100 W.	4236.48	NA*
119	922 S. 1100 W.	4241.43	NA*

NOTES: LOTS 101, 102, 104, 118, & 119 ARE RESTRICTED TO A MINIMUM OF 4218 AS THE LOWEST FLOOR ELEVATION.

A SOILS REPORT HAS BEEN SUBMITTED TO THE CITY

VICINITY MAP NOT TO SCALE

LEGEND

- SECTION CORNER
- CITY STREET MONUMENT
- SET 5/8" REBAR AND PLASTIC CAP STAMPED "REEVE & ASSOCIATES"
- P.U.E. — PUBLIC UTILITY EASEMENT
- BOUNDARY LIST
- LOT LINE
- ADJOINING PROPERTY
- P.U.E. — PUBLIC UTILITY EASEMENTS
- ROAD CENTERLINE/MON. LINE
- SECTION TIE LINE
- AE FEMA FLOOD PLAIN
- FUTURE SOND BIFURCATION

CURVE TABLE

#	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA
C1	175.00'	9.82'	9.82'	N78°06'00"E	3°13'07"
C2	175.00'	19.97'	19.96'	N74°41'00"E	6°32'13"
C3	175.00'	52.81'	52.61'	N65°21'00"E	17°16'17"
C4	225.00'	51.26'	51.16'	N65°21'00"E	13°03'00"
C5	15.00'	21.64'	19.72'	S43°19'00"E	82°37'00"
C6	15.00'	23.56'	21.21'	N45°19'00"E	90°00'00"
C7	175.00'	13.61'	13.61'	S38°07'21"E	4°27'56"
C8	175.00'	8.19'	8.19'	S35°23'43"E	2°41'11"
C9	175.00'	24.02'	24.00'	S29°11'00"E	7°52'06"
C10	175.00'	98.28'	97.00'	S18°11'39"E	32°10'41"
C11	175.00'	9.07'	9.07'	S04°06'12"E	2°58'08"
C12	175.00'	21.46'	21.45'	S01°30'32"E	7°02'10"
C13	15.00'	23.57'	21.21'	S44°41'00"W	90°00'00"
C14	15.00'	23.57'	21.21'	N45°19'00"W	90°00'00"
C15	15.00'	23.70'	21.31'	S45°41'00"W	90°54'17"
C16	15.00'	21.52'	20.12'	N43°54'24"E	82°13'17"

BOUNDARY DESCRIPTION

PART OF THE WEST HALF OF SECTION 25 AND THE EAST HALF OF SECTION 26, TOWNSHIP 3 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT S89°56'07"W 1317.90 FEET AND S00°04'11"E 1172.93 FEET FROM THE NORTH QUARTER CORNER OF SAID SECTION 25; THENCE N00°19'00"E 642.21 FEET; THENCE N89°47'47"W 204.00 FEET; THENCE N00°12'13"E 110.98 FEET; THENCE N01°06'04"E 61.31 FEET; THENCE N00°19'00"W 110.78 FEET; THENCE N89°41'00"W 40.41 FEET; THENCE N00°19'00"W 364.41 FEET; THENCE N89°58'21"E 61.16 FEET; THENCE N00°19'00"W 334.07 FEET; THENCE N01°12'46"W 71.00 FEET; THENCE N00°43'56"W 159.70 FEET; THENCE N44°20'56"E 91.66 FEET; THENCE N89°41'11"E 2.16 FEET; THENCE S89°41'00"E 94.22 FEET; THENCE S37°13'46"E 79.80 FEET; THENCE N52°40'13"E 68.10 FEET; THENCE S11°44'43"E 180.43 FEET TO THE POINT OF BEGINNING. CONTAINING 324,864 SQUARE FEET AND 7.459 ACRES.

TOGETHER WITH:

BEGINNING AT A POINT S89°56'07"W 2317.41 FEET AND S00°04'11"E 1613.10 FEET FROM THE NORTH QUARTER CORNER OF SAID SECTION 25; THENCE S00°12'13"W 325.51 FEET; THENCE N89°47'47"W 329.29 FEET; THENCE N00°12'13"E 630.70 FEET; THENCE S89°48'28"E 43.00 FEET; THENCE SOUTH 30.79 FEET; THENCE S44°20'56"W 8.36 FEET TO THE POINT OF BEGINNING. CONTAINING 118,222 SQUARE FEET AND 2.771 ACRES

SURVEYOR'S CERTIFICATE

I, ROBERT D. KUNZ, DO HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND LAND SURVEYORS ACT, AND THAT I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH SECTION 17-23-17 AND HAVE VERIFIED ALL MEASUREMENTS, AND HAVE PLACED MONUMENTS AS REPRESENTED ON THIS PLAT, AND THAT THIS PLAT OF FARMINGTON PARK SUBDIVISION PHASE 1 IN FARMINGTON CITY, DAVIS COUNTY, UTAH, HAS BEEN DRAWN CORRECTLY TO THE DESIGNATED SCALE AND IS A TRUE AND CORRECT REPRESENTATION OF THE HEREIN DESCRIBED LANDS INCLUDED IN SAID SUBDIVISION, BASED UPON DATA COMPILED FROM RECORDS IN THE DAVIS COUNTY RECORDER'S OFFICE AND FROM THE SURVEY MADE BY ME ON THE GROUND. I FURTHER CERTIFY THAT THE REQUIREMENTS OF ALL APPLICABLE STATUTES AND ORDINANCES OF FARMINGTON CITY, DAVIS COUNTY, WITH REGARD TO ZONING REQUIREMENTS AND RECORDING LOT MEASUREMENTS HAVE BEEN COMPLIED WITH.

SIGNED THIS _____ DAY OF _____, 20__

150228 — UTAH LICENSE NUMBER — ROBERT D. KUNZ

REGISTERED LAND SURVEYOR 150228 ROBERT D. KUNZ STATE OF UTAH

OWNERS DEDICATION AND CERTIFICATION

WE, THE UNDERSIGNED, OWNERS OF THE HEREIN-DESCRIBED TRACT OF LAND, HEREBY SET APART AND SUBDIVIDE THE SAME INTO LOTS, PARCELS, AND STREETS, AS SHOWN ON THIS PLAT, AND NAME SAID TRACT OF LAND FARMINGTON PARK SUBDIVISION PHASE 1, AND HEREBY DEDICATE, GRANT AND CONVEY TO FARMINGTON CITY, DAVIS COUNTY, UTAH ALL THOSE PARTS OR PORTIONS OF SAID TRACT OF LAND DESIGNATED AS STREETS, THE SAME TO BE USED AS PUBLIC THOROUGHFARES FOREVER, AND ALSO DEDICATE TO FARMINGTON CITY THOSE CERTAIN STRIPS AS EASEMENTS FOR PUBLIC UTILITY PURPOSES, AS SHOWN HEREON, THE SAME TO BE USED FOR THE INSTALLATION, MAINTENANCE AND OPERATION OF PUBLIC UTILITY SERVICE LINES, AS MAY BE AUTHORIZED BY FARMINGTON CITY, AND ALSO TO DEDICATE TO FARMINGTON CITY PARCELS A AND B TO BE MAINTAINED AND USED FOR OPEN SPACE AND STORM DRAINAGE PURPOSES.

THE UNDERSIGNED HEREBY CERTIFY THAT THIS SUBDIVISION HAS MET ALL REQUIREMENTS OF FARMINGTON CITY ORDINANCES.

SIGNED THIS _____ DAY OF _____, 20____

ACKNOWLEDGMENT

STATE OF UTAH)
COUNTY OF _____) ss.

ON THE _____ DAY OF _____, 20____, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, _____ (AND) _____ BEING BY ME DULY SWORN, SIGNER(S) OF THE ABOVE OWNER'S DEDICATION AND CERTIFICATION, WHO BEING BY ME DULY SWORN, DID ACKNOWLEDGE TO ME THAT THEY SIGNED IT FREELY, VOLUNTARILY, AND FOR THE PURPOSES THEREIN MENTIONED.

COMMISSION EXPIRES _____ NOTARY PUBLIC _____

ACKNOWLEDGMENT

STATE OF UTAH)
COUNTY OF _____) ss.

ON THE _____ DAY OF _____, 20____, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, _____ (AND) _____ BEING BY ME DULY SWORN, ACKNOWLEDGED TO ME THEY ARE _____ AND _____ OF SAID CORPORATION AND THAT THEY SIGNED THE ABOVE OWNER'S DEDICATION AND CERTIFICATION FREELY, VOLUNTARILY, AND IN BEHALF OF SAID CORPORATION FOR THE PURPOSES THEREIN MENTIONED.

COMMISSION EXPIRES _____ NOTARY PUBLIC _____

WEBER BASIN WATER CONSERVANCY DISTRICT

APPROVED BY WEBER BASIN WATER CONSERVANCY DISTRICT THIS _____ DAY OF _____, 20____

WEBER BASIN WATER CONSERVANCY DISTRICT

PLANNING COMMISSION APPROVAL

APPROVED THIS _____ DAY OF _____, 20____ BY THE FARMINGTON CITY PLANNING AND ZONING COMMISSION.

CHAIRMAN, FARMINGTON CITY PLANNING COMMISSION

PROJECT INFORMATION

Surveyor: R. KUNZ	Project Name: FARMINGTON PARK SUB. PHS. 1
Designer:	Number: 3117-07
R. ROCHE	Scale: 1"=80'
Dwn. Date: 9-15-14	Page: 1 of 1

Reeve & Associates, Inc.

DAVIS COUNTY RECORDER

ENTRY NO. _____ FEE PAID
FILED FOR RECORD AND RECORDED, _____ AT _____ IN BOOK _____ OF THE OFFICIAL RECORDS, PAGE _____
RECORDED FOR _____

DAVIS COUNTY RECORDER
_____ DEPUTY

CITY COUNCIL APPROVAL

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

FARMINGTON CITY MAYOR — ATTEST: CITY RECORDER

SEWER DISTRICT APPROVAL

APPROVED THIS _____ DAY OF _____, 20____ BY THE CENTRAL DAVIS SEWER DISTRICT.

CENTRAL DAVIS SEWER DISTRICT

CITY ATTORNEY'S APPROVAL

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

FARMINGTON CITY ATTORNEY

CITY ENGINEER'S APPROVAL

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

FARMINGTON CITY ENGINEER — DATE

CITY COUNCIL AGENDA

For Council Meeting:
January 20, 2014

SUBJECT: Bid from Hogan Construction to be the Construction Manager/General Contractor for the Park and Gym

ACTION TO BE CONSIDERED:

Approve the attached bid from Hogan Construction for the Construction Manager/General Contractor for the park and gym.

GENERAL INFORMATION:

See enclosed staff report prepared by Keith Johnson.

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

FARMINGTON CITY

H. James Talbot
Mayor

Doug Anderson
John Bilton
Brigham N. Mellor
Cory R. Ritz
James Young
City Council

Dave Millheim
City Manager

City Council Staff Report

To: Mayor and City Council

From: Keith Johnson, Assistant City Manager

Date: January 14, 2015

Subject: **APPROVE THE ATTACHED BID FROM HOGAN CONSTRUCTION TO BE THE CONSTRUCTION MANAGER / GENERAL CONTRACTOR FOR THE PARK AND GYM.**

RECOMMENDATIONS

Approve the attached bid from Hogan Construction for the construction manager / general contractor (CM/GC) for the park and gym.

BACKGROUND

The City has gone through an extensive RFP selection process for the CM/GC for the park and gym. The selection committee recommends Hogan Construction be awarded the bid for the CM/GC. The City received 9 bids and narrowed it down to 3 companies that the selection committee interviewed on Wednesday. The selection was difficult, but it was decided to recommend Hogan Construction. The selection committee felt that Hogan would work well with the City and architect to design and build a great park and gym. Hogan has a lot of years of experience in building gyms and athletic fields and have some principal people who live here in Farmington to ensure this project is very successful for the City.

A contract will be brought back to the City Council for approval at a later date.

Respectfully Submitted,

Keith Johnson,
Assistant City Manager

Review and Concur,

Dave Millheim,
City Manager

160 S Main • P.O. Box 160 • Farmington, UT 84025
Phone (801) 451-2383 • Fax (801) 451-2747
www.farmington.utah.gov

COST PROPOSAL FORM

NAME OF PROPOSER **Hogan & Associates Construction, Inc.** DATE **12-18-2014**

The undersigned, responsive to the "Notice to General Contractors/Construction Managers" and in accordance with the "Request for Proposals" for the **Farmington City Gymnasium and Park**, propose a pre-construction fee at the price stated below. This price is to cover all expenses incurred in performing the pre-construction services as outlined in our proposal of which this proposal is a part:

I/We acknowledge receipt of the following Addenda: **1, 2, 3**

A. **Preconstruction Fee** - For all work during the pre-construction period, I/we agree to perform for the lump sum of:

Nine thousand five hundred DOLLARS ($**9,500**)
(In case of discrepancy, written amount shall govern)

B. **Construction Management Fee (including overhead and profit)** - For all work during the construction phase of the contract for the management of the project, I/we agree to perform for the lump sum of:

One hundred thousand DOLLARS ($**100,000**) **(1.25%)**
(In case of discrepancy, written amount shall govern)

C. **Contractors Modification Factor** - The contractors insurance modification factor as currently rated is: **0.84**

D. **Cost of Bonds** – The cost of Payment and Performance bonds based on the amount of the FLCC.

Fifty thousand, One Hundred and Seventy-Five DOLLARS ($ **50,175**)
(In case of discrepancy, written amount shall govern)

E. Construction Supervision Cost - **For project supervision and support team costs not covered in the above management fee, I/we agree to perform for the sum of $8,500 per month x 12 (total months) = 102,000 (total NTE Construction Supervision Cost)**

F. **Self Performed Work Markup** - For all self performed work, I/we agree to add no more than **7.5 % to our labor and material costs to perform the work.**

Contractor Change Order Markup - For all work added to the contract by change order above and beyond the FLCC, I/we agree to add not more than 5 % to the subcontractor/supplier costs for the additional work. (For clarification, please review Section 5.2 of the CM/GC Agreement.)

I/We guarantee that the Work will be Complete, including punch list items, within the negotiated time frame after receipt of the Notice to Proceed, should I/we be the successful proposer.

The FLCC for this project is **$8,000,000.** Enclosed is a bid bond in the amount of 5% of the FLCC.

With the cooperation of Farmington City and their consultants, the undersigned will continue to work with due diligence to provide a Guaranteed Maximum Price (GMP) within the FLCC.

The undersigned Contractor's License Number for Utah is **316293-5501**

This bid shall be good for 45 days after bid submission.

Upon receipt of notice of award of this bid, the undersigned agrees to execute the contract within fifteen (15) days, unless a shorter time is specified in the Contract Documents, and deliver acceptable Performance and Payment bonds in the prescribed form in the amount of 100% of the Contract Sum for faithful performance of the contract upon final agreement of the GMP. The Bid Bond attached, in the amount not less than five percent (5%) of the FLCC shall become the property of the Division of Facilities Construction and Management as liquidated damages for delay and additional expense caused thereby in the event that the contract is not executed and/or acceptable 100% Performance and Payment bonds are not delivered within the time set forth.

Type of Organization:

Corporation
(Corporation, Partnership, Individual, etc.)

Any request and information related to Utah Preference Laws:

None

Respectfully submitted,

Dave Andersen, Vice President

Name of Proposer

Hogan & Associates Construction, Inc.

Company

940 North 1250 West

Centerville, UT 84014

Address

801-951-7000

Phone Number

dandersen@hoganconstruction.com

Email

Authorized Signature

CITY COUNCIL AGENDA

For Council Meeting:
January 20, 2015

SUBJECT: Minute Motion Approving Summary Action List

1. Improvements Agreement with Ivory Development, LLC – Farmington Hollow
2. Approval of Minutes from City Council/Planning Commission on January 6, 2015
3. Approval of Minutes from City Council on January 13, 2015
4. Approval of Storm Water Bond Log for December

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

FARMINGTON CITY
IMPROVEMENTS AGREEMENT

(ESCROW DEPOSIT FORM)

THIS AGREEMENT is made by and between Ivory Development, LLC (hereinafter "Developer"), whose address is 978 East Woodoak Lane, Farmington City, a municipal corporation of the State of Utah (hereinafter "City"), whose address is 160 South Main St., P.O. Box 160, Farmington, Utah, 84025-0160, and Wells Fargo Bank, N.A. a Utah or Federally chartered Bank or Savings and Loan Association authorized to do business in the State of Utah, whose address is 299 South Main ST SLC, UT 84111, (the "Depository").

WHEREAS, Developer desires to subdivide and/or to receive a permit to develop certain property located within the City, said development to be known as Farmington Hollow 1, located at approximately 1500 West 1800 North in Farmington City, and

WHEREAS, the City will not approve the subdivision or issue a permit unless Developer promises to install and warrant certain improvements as herein provided and security is provided for that promise as set forth herein.

NOW, THEREFORE, in consideration of the mutual promises contained herein, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. **Installation of Improvements**. The Developer agrees to install all improvements required by the City as specified in the bond estimate prepared by the City for Developer's project which is attached hereto as Exhibit "A", (the "Improvements"), precisely as shown on the plans, specifications, and drawings previously reviewed and approved by the City in connection with the above-described project, and in accordance with the standards and specifications established by the City, within _____ months from the date of this Agreement. Developer further agrees to pay the total cost of obtaining and installing the Improvements, including the cost of acquiring easements.

2. **Dedication.** Where dedication is required by the City, the Developer shall dedicate to the City the areas shown on the subdivision or development plat as public streets and as public easements, provided however, that Developer shall indemnify the City and its representatives from all liability, claims, costs, and expenses of every nature, including attorneys fees which may be incurred by the City in connection with such public streets and public easements until the same are accepted by the City following installation and final inspection of all of the Improvements and approval thereof by the City.

3. **Escrow**. The Developer and the Depository hereby acknowledge that an account (the "Account") has been established at the Depository in the amount of $ 867,274.00 (the "Escrow Amount"), which the Developer and the City stipulate to be a reasonable preliminary estimate of the cost of the Improvements, together with 20% of such cost to cover contingencies and to secure the warranty of this Agreement. The Account is identified by the number 1002671. The Developer and the Depository further agree that if (1) the Improvements are not completed as required by this Agreement within the time period specified in Paragraph 1 above, or if (2) the Improvements are not installed strictly in accordance with Paragraph 1 above and written notice of the deficiency has been given to the Developer, who has failed to remedy the deficiency within 10 days after the notice is sent, then in either event the City may withdraw from the account all or any part of the Escrow Amount, in a single or in multiple withdrawals. The Depository agrees to retain funds necessary for such a withdrawal in the Account. Withdrawals from the Account by the City

may be effected by one or more sight drafts signed by the Mayor in the form attached as Exhibit "B", or by other instrument appropriate to the purpose. Interest shall accrue to the City and be payable by the Depository at the rate of 20% per annum beginning at the date on which payment of such a sight draft, properly signed, is refused by the Depository. The City shall not be liable for the payment of any fee or service charge incurred in connection with the Account. The Depository acknowledges sufficient consideration for its promises in the form of fees and fund deposits received from Developer.

4. **Progress Payments**. The City agrees to allow payments from the Account as the work progresses as provided herein. The City shall, when requested in writing, inspect the construction, review any necessary documents and information, and determine if the work completed complies with City construction standards and requirements, and review the bond estimate in Exhibit "A". After receiving and approving the request, the City shall, in writing, authorize disbursement to the Developer from the Account in the amount of such estimate provided that if the City does not agree with the request, the City and Developer shall meet and the Developer shall submit any additional estimate information necessary. Except as provided in this Paragraph or in Paragraphs 4 through 6 inclusive, the Depository shall not release or disburse any funds from the Account.

5. **Refund or Withdrawal**. In the event the City determines it is necessary to withdraw funds from the Account to complete construction of Improvements, the City may withdraw all or any part of the Escrow Amount and may cause the Improvements (or any part of them) to be constructed or completed using the funds received from the account. Any funds not expended in connection with the completion of said Improvements by the City shall be refunded to Developer upon completion of the Improvements, less an additional 15% of the total funds expended by the City, which shall be retained by the City as payment for its overhead and costs expended by the City's administration in completing the Improvements.

6. **Preliminary Release**. At the time(s) herein provided, the City may authorize release all funds in the Account, except 10% of the estimated cost of the Improvements, which shall be retained in the Account until final release pursuant to the next Paragraph. Said 10% shall continue as security for the performance by the Developer of all remaining obligations of this Agreement, including the warranty, and may be withdrawn by the City as provided in Paragraph 5 above for any breach of such an obligation. The release provided for in this Paragraph shall occur when the City certifies that the Improvements are complete, which shall be when the Improvements have been installed as required and fully inspected and approved by the City, and after "as-built" drawings have been supplied as required.

7. **Final Release**. Upon full performance of all of Developer's obligations pursuant to this Agreement, including the warranty obligations of Paragraph 26, the City shall notify the Depository and the Developer in writing of the final release of the Account. After giving such notice, the City shall relinquish claims and rights in the Account.

8. **Non-Release of Developer's Obligations**. It is understood and agreed between the parties that the establishment and availability to the City of the Account as herein provided, and any withdrawals from the Account by the City shall not constitute a waiver or estoppel against the City and shall not release or relieve the Developer from its obligation to install and fully pay for the Improvements as required in Paragraph 1 above, and the right of the City to withdraw from the Account shall not affect any rights and remedies of the City against the Developer for breach of any covenant herein, including the covenants of Paragraph 1 of this Agreement. Further, the Developer agrees that if the City withdraws from the Account and performs or causes to be performed the installation or any other work required of the Developer hereunder, then any and all costs incurred by the City in so doing which are not collected by the City by withdrawing from the Account shall be paid by the Developer, including administrative, engineering, legal, and procurement fees and costs.

9. **Connection and Maintenance**. Upon performance by Developer of all obligations set forth in this Agreement and compliance with all applicable ordinances, resolutions, rules, and regulations of the City, whether now or hereafter in force, including payment of all connection, review, and inspection fees, the City shall permit the Developer to connect the Improvements to the City's water and storm drainage systems and shall thereafter utilize and maintain the Improvements to the extent and in the manner now or hereafter provided in the City's regulations.

10. **Inspection**. The Improvements, their installation, and all other work performed by the Developer or its agents pursuant to this Agreement shall be inspected at such times as the City may reasonably require and prior to closing any trench containing such Improvements. The City shall have a reasonable time of not less than 24 hours after notice in which to send its representatives to inspect the Improvements. Any required connection and impact fees shall be paid by the Developer prior to such inspection. In addition, all inspection fees required by the ordinances and resolutions shall be paid to the City by the Developer prior to inspection.

11. **Ownership**. Off-site Improvements covered herein shall become the property of the City upon final inspection and approval of the Improvements by the City and the Developer shall thereafter advance no claim or right of ownership, possession, or control of the Improvements.

12. **As-Built Drawings**. The Developer shall furnish to the City, upon completion of the Improvements, drawings showing the Improvements, actual location of water and sewer laterals including survey references, and any related structures or materials as such have actually been constructed by the Developer. The City shall not be obligated to release the Account until as-built drawings have been provided to the City.

13. **Amendment**. Any amendment, modification, termination, or rescission (other than by operation of law) which affects this Agreement shall be made in writing, signed by the parties, and attached hereto.

14. **Successors**. No party shall assign or transfer any rights under this Agreement without the prior written consent of the other first obtained, which consent shall not be unreasonably withheld. When validly assigned or transferred, this Agreement shall be binding upon and inure to the benefit of the legal representatives, successors and assigns of the parties hereto.

15. **Notices**. Any notice required or desired to be given hereunder shall be deemed sufficient if sent by certified mail, postage prepaid, addressed to the respective parties at the addresses shown in the preamble.

16. **Severability**. Should any portion of this Agreement for any reason be declared invalid or unenforceable, the invalidity or unenforceability of such portion shall not affect the validity of any of the remaining portions and the same shall be deemed in full force and effect as if this Agreement had been executed with the invalid portions eliminated.

17. **Governing Law**. This Agreement and the performance hereunder shall be governed by the laws of the State of Utah.

18. **Counterparts**. The fact that the parties hereto execute multiple but identical counterparts of this Agreement shall not affect the validity or efficacy of their execution, and such counterparts, taken together, shall constitute one and the same instrument, and each such counterpart shall be deemed an original.

19. **Waiver**. No waiver of any of the provisions of this Agreement shall operate as a waiver of any other provision, regardless of any similarity that may exist between such provisions, nor shall a waiver in one instance operate as a waiver in any future event. No waiver shall be binding unless executed in writing by the waiving party.

20. **Captions**. The captions preceding the paragraphs of this Agreement are for convenience only and shall not affect the interpretation of any provision herein.

21. **Integration**. This Agreement, together with its exhibits and the approved plans and specifications referred to, contains the entire and integrated agreement of the parties as of its date, and no prior or contemporaneous promises, representations, warranties, inducements, or understandings between the parties pertaining to the subject matter hereof which are not contained herein shall be of any force or effect.

22. **Attorney's Fees**. In the event either party hereto defaults in any of the covenants or agreements contained herein, the defaulting party shall pay all costs and expenses, including a reasonable attorney's fee, incurred by the other party in enforcing its rights hereunder whether incurred through litigation or otherwise.

23. **Other Bonds**. This Agreement and the Account do not alter the obligation of the Developer to provide other bonds under applicable ordinances or rules of any governmental entity having jurisdiction over the Developer. The furnishing of security in compliance with the requirements of other ordinances or rules of other jurisdictions shall not adversely affect the ability of the City to draw on the Account as provided herein.

24. **Time of Essence**. The parties agree that time is of the essence in the performance of all duties herein.

25. **Exhibits**. Any exhibit(s) to this Agreement are incorporated herein by this reference, and failure to attach any such exhibit shall not affect the validity of this Agreement or of such exhibit. An unattached exhibit is available from the records of the parties.

26. **Warranty**. The Developer hereby warrants that the Improvements installed, and every part hereof, together with the surface of the land and any improvements thereon restored by the Developer, shall remain in good condition and free from all defects in materials, and/or workmanship during the Warranty Period, and the Developer shall promptly make all repairs, corrections, and/or replacements for all defects in workmanship, materials, or equipment during the Warranty Period, without charge or cost to the City. The City may at any time or times during the Warranty Period inspect, photograph, or televise the Improvements and notify the Developer of the condition of the Improvements. The Developer shall thereupon immediately make any repairs or corrections required by this Paragraph. For purposes of this Paragraph, "Warranty Period" means the one-year period beginning on the date on which the Improvements are certified complete by the City.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their respective duly authorized representatives this _____ day of _____, 20____.

DEVELOPER:

By: _____

Its: PRESIDENT

DEPOSITORY:

By: _____

Its: Vice President

CITY:

FARMINGTON CITY CORPORATION

By: _____
H. James Talbot, Mayor

ATTEST:

_____
Holly Gadd, City Recorder

DEVELOPERS ACKNOWLEDGEMENT

(Complete if **Developer** is an **Individual**)

STATE OF UTAH)
: ss.
COUNTY OF _____)

On this _____ day of _____, 20___, personally appeared before me, _____, the signer(s) of the foregoing instrument who duly acknowledged to me that he/she/they executed the same.

_____
NOTARY PUBLIC
Residing in _____ County, _____

****

(Complete if **Developer** is a **Corporation**)

STATE OF UTAH)
: ss.
COUNTY OF _____)

On this _____ day of _____, 20___, personally appeared before me _____, who being by me duly sworn did say that he/she is the _____ of _____ a _____corporation, and that the foregoing instrument was signed on behalf of said corporation by authority of its Board of Directors, and he/she acknowledged to me that said corporation executed the same.

_____
NOTARY PUBLIC
Residing in _____ County, _____.

****

(Complete if **Developer** is a **Partnership**)

STATE OF UTAH)
: ss.
COUNTY OF _____)

On this _____ day of _____, 20___, personally appeared before me _____ who being by me duly sworn did say that he/she/they is/are the _____ of _____, a partnership, and that the foregoing instrument was duly authorized by the partnership at a lawful meeting held by authority of its by-laws and signed in behalf of said partnership.

_____
NOTARY PUBLIC
Residing in _____ County, _____.

****

(Complete if **Developer** is a **Limited Liability Company**)

STATE OF UTAH)
: ss.
COUNTY OF Salt Lake)

On this 22nd day of December, 20 14, personally appeared before me Christopher P Gamvroulas who being by me duly sworn did say that he or she is the President of Imay Development LLC, a limited liability company, and that the foregoing instrument was duly authorized by the Members/Managers of said limited liability company.

Brooke Siddoway
NOTARY PUBLIC
Residing in S.L. County, UT.

BROOKE SIDDOWAY
NOTARY PUBLIC·STATE OF UTAH
COMMISSION# 673003
COMM. EXP. 12-20-2017

DEPOSITORY ACKNOWLEDGEMENT

STATE OF UTAH)
: ss.
COUNTY OF UTAH)

On this 6TH day of JANUARY, 2015, personally appeared before me ERIK BENGTZEN, who being duly sworn did say that he/she is the VICE PRESIDENT of WELLS FARGO a N.A. corporation, and that the foregoing instrument was signed in behalf of said corporation by authority of its Board of Directors, and he/she acknowledged to me that said corporation executed the same.

Jessica Perez

NOTARY PUBLIC
Residing in SALT LAKE County UTAH

JESSICA PEREZ
Notary Public
State of Utah
Comm. No. 666669
My Comm. Expires May 24, 2017

CITY ACKNOWLEDGEMENT

STATE OF UTAH)
: ss.
COUNTY OF DAVIS)

On the _____ day of _____, 20____, personally appeared before me H. James Talbot and Holly Gadd, who being by me duly sworn, did say that they are the Mayor and City Recorder, respectively, of Farmington City Corporation, and said persons acknowledged to me that said corporation executed the foregoing instrument.

NOTARY PUBLIC
Residing in Davis County, Utah

(OR AS SUPPLIED BY BANK)

EXHIBIT "B"

SIGHT DRAFT

To Drawee

_____, Utah _____

_____

Pay To The Order Of FARMINGTON CITY CORPORATION on sight the sum of _____ Dollars ($_____) drawn against Account No. _____.

FARMINGTON CITY CORPORATION

By: _____
H. James Talbot, Mayor

January 5, 2015

Chad Boshell, P.E.
City Engineer
Farmington City
720 West 100 North
Farmington, Utah 84025

Re: Escrow Bond for Farmington Hollow 1
Ivory Homes / Ivory Development, LLC
Project located at 1500 West 1800 North, Farmington City, Utah

Chad:

Section 3 (Page 1) of the attached Improvements Agreement notes that an Escrow Account be held by the Depository Bank. Please be advised that in satisfaction of this requirement Wells Fargo Bank, N.A. has set aside $867,274.00 under a credit facility (account #1002671) to the Ivory Companies for the purpose of a subdivision improvement bond in favor of Farmington City. These funds will only be released upon receiving written documentation from Farmington City pursuant to the agreement.

Please forward a copy of the fully executed Improvements Agreement to my attention at the following address, or email a copy to the email address below:

Wells Fargo Bank - Attn: Erik Bengtzen
299 S. Main Street, Suite 600
Salt Lake City, Utah 84111.

If you have any questions or concerns, please feel free to contact me by email at erik.w.bengtzen@wellsfargo.com or by phone at (801) 246-1546.

Sincerely,
WELLS FARGO BANK, N.A.

Erik Bengtzen, Vice President
Commercial Real Estate

Farmington City Council Meeting
January 6, 2015

JOINT CITY COUNCIL/PLANNING COMMISSION WORK SESSION

Present: Mayor Jim Talbot, Council Members Doug Anderson, John Bilton, Brigham Mellor & Jim Young, Planning Commission Members Rebecca Wayment, Bret Anderson, Kent Hinckley, Alex Lehman, Heather Barnum, Brett Gallagher & Val John Halford, City Manager Dave Millheim, Finance Director Keith Johnson, Development Director David Petersen, Associate Planner Eric Anderson, City Engineer Chad Boshell, Parks & Recreation Director Neil Miller, Police Chief Wayne Hansen, Fire Chief Guido Smith, City Recorder Holly Gadd & Recording Secretary Cynthia DeCoursey. Council Member Cory Ritz was excused. Youth City Council Members Alex Woods, Judson Barnett & Sam Jardine attended the Regular Session.

Mayor Talbot welcomed those in attendance and expressed gratitude to **Antone Clark**, Standard-Examiner correspondent, for his friendship and fair representation through the years.

Request for text amendment of Chapters 1, 2, 3 and 6 of the Subdivision Ordinance

The need for this amendment arose when an applicant appealed a preliminary plat decision made by the Planning Commission ("PC"). When it was called to the City's attention that an appeal cannot be made to the land use authority (the City Council ("CC") is both the land use authority and the appeal body under the current Ordinance), the City Attorney recommended that the subdivision approval process be altered. **David Petersen** said the PC recommended the following proposal:

Existing:	**Proposed:**
Schematic Plan	Schematic Plan
PC recommends (Public Hearing)	PC recommends (Public Hearing)
CC approves/denies (Public Hearing)	CC approves/denies
Preliminary Plat	Preliminary Plat
PC approves/denies	PC recommends
Appeals to CC	CC approves/denies (Public Hearing)
	Appeals to District Court
Final Plat	Final Plat
PC recommends	PC approves/denies
CC approves/denies	Appeals to CC, then to District Court

Todd Godfrey emphasized that there is no perfect process but the City should try to adopt a process that would work for both sides. The current proposal would be more expensive, and the CC would be less involved. The most important question for the PC and the CC is to determine if the use is use is consistent with the City's Ordinance, and he would prefer the public hearing at the preliminary plat level. **Dave Millheim** agreed and said the

differences between the PC and the CC would become more distinct. There was discussion regarding the pros and cons of each process, and the City Manager advised the PC and the CC to table this item to allow additional time for research and thought.

REGULAR SESSION

CALL TO ORDER:

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

Dave Millheim offered the invocation and **Brigham Mellor** led the Pledge of Allegiance.

Recognition of Louenda Downs

Mayor Talbot thanked **Louenda Downs** for her service as a Davis County Commissioner for the past 8 years and presented her with a Farmington City commemorative coin.

JOINT CITY COUNCIL/PLANNING COMMISSION PUBLIC HEARING:

Request for a Text Amendment – Chapters 1, 2, 3 and 6 of the Subdivision Ordinance

Public Hearing:

The Public Hearing was opened at 7:15 p.m.

Wendy Rasmussen, 1233 West 1275 South, said the Schematic Plan is generally not as helpful for the public as the preliminary plat. Because the CC approves the final plat a third party should be the appeal body.

The Public Hearing was closed at 7:18 p.m.

Motion:

Brigham Mellor made a motion to table the request for a Text Amendment – Chapters 1, 2, 3 and 6 of the Subdivision Ordinance and directed David Petersen to prepare additional details. The motion was seconded by **Jim Young** and unanimously approved.

SUMMARY ACTION:

Summary Action List

1. **Approval of Minutes from December 16, 2014**
2. **Final Plat for Phases I and II of Farmington Hollow**
3. **Oakwood Homes - Request for extension of Sales Trailer Agreement**
4. **Consideration of 1100 West Design (fronting the future park)**

Motion:

Brigham Mellor made a motion to approve the four items on the Summary Action List. The motion was seconded by **Doug Anderson** and unanimously approved.

ADJOURNMENT

The meeting was adjourned at 7:20 p.m.

JOINT CITY COUNCIL/PLANNING COMMISSION TRAINING:

Property Rights and Public Clamor presentation by Greg Bell

Dave Millheim said **Greg Bell** served as Mayor of Farmington from 1994-2002, in the State Senate from 2002-2010 and as Lieutenant Governor from 2009-2013.

Greg Bell stated that Utah residents typically honor and revere the Constitution except when it comes to zoning, and then fundamental property rights are routinely allowed to be ignored and violated. He has worked as a real-estate attorney and a developer and served on the CC and as Mayor, and he understands the spectrum of issues. The right of property is a fundamental right. Many municipalities in Utah ignore and violate their own land-use ordinances and state law, so it is vital to create general plans and establish zoning laws with each zone having a use by right.

Annual Training by City Attorney Todd Godfrey

City Attorney **Todd Godfrey** pointed out some of the differences between legitimate public input and public clamor which is an illegal consideration on any administrative action. He advised each PC and CC member to fill out a disclosure statement and to recuse themselves from voting on any conflicting issue. With regard to ex parte communication, he advised each member not to have one-on-one conversations with anyone who has submitted an application or anyone who has assisted with that application and not to allow any lobbying. If a developer tries to discuss his project, ask him to discuss it in front of everyone. If a neighbor asks for an opinion on an application that still has to go to a public hearing, do not discuss it. Gifts less than $50 are usually fine, but do not accept anything that will bias your vote. He also advised the PC and CC to avoid emails and texts which could have the appearance that a decision has been made.

The Training ended at 9:15 p.m.

CLOSED SESSION:

Motion:

At 9:15 p.m. **John Bilton** made a motion to go into a closed meeting to discuss property acquisition. The motion was seconded by **Jim Young** and unanimously approved.

Sworn Statement

I, **Jim Talbot**, 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.

_____
Jim Talbot, Mayor

Motion:

At 9:45 p.m. **Brigham Mellor** made a motion to reconvene in an open meeting. The motion was seconded by **Doug Anderson** and unanimously approved.

ADJOURNMENT

Motion:

Brigham Mellor made a motion to adjourn the meeting. The motion was seconded by **John Bilton** and unanimously approved. and the meeting was adjourned at 9:45 p.m.

_____
Holly Gadd, City Recorder
Farmington City Corporation

DRAFT

Farmington City Council Meeting
January 13, 2015

Present: Mayor Jim Talbot, Council Members Doug Anderson, John Bilton, Brigham Mellor, Cory Ritz and Jim Young, City Manager Dave Millheim, City Engineer Chad Boshell, City Recorder Holly Gadd & Recording Secretary Cynthia DeCoursey

CALL TO ORDER:

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

Mayor Talbot offered the invocation and **Doug Anderson** led the Pledge of Allegiance.

Award of bid for storm drain work in the area of Park Lane and Station Parkway

Chad Boshell said the City received 17 bids for this project, and the lowest bid was submitted by RJT Excavating in the amount of $287,119.30. **Mayor Talbot** stated that it is an aggressive time schedule, and **Cory Ritz** asked if the City is offering an incentive for early completion of the job or a penalty if the deadline is not met. **Chad** said there will not be an incentive but there is a $200 per day penalty. **Dave Millheim** explained that the schedule was laid out very clearly to the bidding companies, and the specifics will be finalized by January 31st.

Motion:

Cory Ritz made a motion to award the bid for this project to RJT Excavating in the amount of $287,119.30 with $148,281.30 to be paid from the Storm Drain Utility Fund and $138,838.00 to be paid from Storm Drain Impact Fees. **Jim Young** seconded the motion which was unanimously approved.

PUBLIC HEARING:

Consideration of a study authorizing appropriation of funding for an Incentive Agreement

Dave Millheim said the City plans to waive Cabela's site plan, development review and entitlement fees (approximately $100,000) and to rebate $1 million in future sales tax revenue generated from the store on a formula basis and only on the City's portion of collected sales taxes. Davis County is assisting with $300,000 of the $1 million. State code requires a public hearing prior to the appropriation of the funds. Cabela's could generate about $350 million in gross sales (over a 20-year life cycle), and their store will create a synergy that will create and benefit other retailers in the area.

Public Hearing:

The Public Hearing opened at 7:20 p.m.

Wendy Rasmussen, 1233 West 175 South, is pleased that Cabela's is coming to Farmington and believes it is wise for the City to offer incentives; however, she does not agree with the sales tax rebate. Just one month ago the City proposed a higher sales tax for residents, and it makes no sense offer such an extreme incentive to Cabela's.

Juliane Prescott, 648 South Shire Lane, said several City Council members stated during their campaigns that they would maintain the integrity of Farmington and keep it rural. In a recent meeting the City said they do not have enough money to install curb and sidewalk on 1100 West, but they have enough to pay for Cabela's storm drain facilities? She asked if other retailers would receive incentives and if taxes would be higher.

Dave Millheim said this project is consistent with the City's General Plan and is the first time the City has offered an incentive to a company. Staff and the City Council believe it is a strong long-term investment, and 60-70% of the tax money from the Station Park area comes from people who do not reside in Farmington.

The Public Hearing closed at 7:35 p.m.

Cory Ritz said this storm drain project is associated with new development which will be partially paid for with impact fees, whereas road improvements are shared between developers and the City. He is firmly in favor of maintaining the rural feel of Farmington where it is appropriate, but he is also firmly in favor of developing a tax base to keep property taxes from skyrocketing. **Doug Anderson** agreed and said Cabela's is a great retailer to have in this area. **Jim Young** said this is actually a very small incentive for a very large return to the City over time. **John Bilton** was wary of the leverage Cabela's has used in other cities, so he reviewed seven other incentive packages; the highest was $25 million and the lowest was $8 million. **Brigham Mellor** pointed out that the tax rebate applies only to the City's portion of the sales tax (1% of 6.5%) with the remaining portion going to the County and State. Less than one year ago, the anchor tenant for this development was McDonalds. Cabela's is a regional draw which will generate a multiplier effect. The City cannot force residents to keep their property rural. **Mayor Talbot** thanked the Council for their comments and efforts regarding the Incentive Agreement. He believes it will be a win-win situation for Cabela's and for Farmington.

Motion:

John Bilton to adopt the findings of the study as outlined in the staff report and to authorize staff to appropriate the funds as part of the budget process. The motion was seconded by **Brigham Mellor** and unanimously approved.

ADJOURNMENT

Motion:

John Bilton made a motion to adjourn the meeting. **Brigham Mellor** seconded the motion which was unanimously approved, and the meeting was adjourned at 7:55 p.m.

_____

Holly Gadd, City Recorder
Farmington City Corporation

STORM WATER BOND LOG

DATE	NAME	PERMIT	STORM WATER BOND
12/2	RPM Construction	11594	$1,000.00
12/9	R & O Construction	11597	$1,000.00
12/12	Cobblestone Builders	11601	$1,000.00
12/16	Best Pools	11607	$1,000.00
12/23	Greg Peeters	11616	$1,000.00

CITY COUNCIL AGENDA

For Council Meeting:
January 20, 2015

SUBJECT: City Manager Report

1. Executive Summary for Planning Commission held on January 8, 2015
2. Monthly Activity Reports for Police and Fire for December
3. Building Activity Report for December

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

FARMINGTON CITY

H. James Talbot
Mayor

Doug Anderson
John Bilton
Brigham N. Mellor
Cory R. Ritz
James Young
City Council

Dave Millheim
City Manager

City Council Staff Report

To: Honorable Mayor and City Council

From: Eric Anderson, Associate Planner

Date: January 9, 2015

SUBJECT: EXECUTIVE SUMMARY FOR PLANNING COMMISSION HELD ON JANUARY 8, 2015

RECOMMENDATION

No action required.

BACKGROUND

The following is a summary of Planning Commission review and action on January 8, 2015 [note: four commissioners attended the meeting—Chair Rebecca Wayment, Brett Anderson, Val Halford, Kent Hinckley, Alex Leeman and Heather Barnum.

Item #3 - Farmington City (Public Hearing) – Applicant is requesting a recommendation for Schematic Plan approval for the "Park Lane Plat." The purpose of the subdivision is to memorialize, as per a previous agreement, what has already taken place regarding the realignment of 1100 West and Park/Clark Lane, which resulted in the reconfiguration and creation of parcels in the vicinity of said realignment.

Voted to recommend the schematic plan for approval as written in the staff report.

Vote: 6-0

Item #4 – Jason Harris/Fieldstone Homes -Applicant is requesting a recommendation for Final Plat approval for the proposed Farmington Park Conservation Subdivision Phase I consisting of 19 lots on 7.458 acres located at approximately 1100 West and Glover Lane in an AE zone. (S-4-14)

Voted to recommend the final plat for approval as written in the staff report.

Vote: 6-0

160 S Main · P.O. Box 160 · Farmington, UT 84025
Phone (801) 451-2383 · Fax (801) 451-2747
www.farmington.utah.gov

Item #5 – Phil Holland/Wright Development – Applicant is requesting Preliminary Plat approval for the proposed Tuscany Grove Subdivision consisting of 9 lots on 3.55 acres on property located at approximately 1470 South and 200 East in an LR Zone. (S-14-14)

Voted to approve the preliminary plat as written in the staff report with the added condition that:

"5. Applicant must complete a fault rupture study prior to Final Plat consideration."

Vote: 6-0

Item #6 - Ernie Wilmore/ICO Development (Public Hearing) – Applicant is requesting approval for the proposed Residences at Station Parkway Project Master Plan consisting of a 432 unit apartment complex (7 apartment buildings total) on 12.95 acres on property located at approximately 600 North and Station Parkway in a TMU (Transit Mixed Use) Zone. (PMP 1-14)

Voted to approve the project master plan as written in the staff report with the added condition that:

"6. Applicant must address all storm-water issues as determined by the City Engineer to staff's satisfaction."

Vote: 6-0

Item #7 - Farmington City (Public Hearing) – Applicant is requesting a text amendment to Chapters 1 and 6 of the Subdivision Ordinance regarding the approval process for major subdivisions and related chapters where necessary. (ZT-9-14)

The Planning Commission met with the City Attorney (Todd Godfrey) on December 11th to discuss the altered subdivision approval process proposed for implementation by the City. The basic changes proposed were as follows:

<u>Schematic Plan</u> – Planning Commission Recommends (Public Hearing)
City Council Approves/Denies
<u>Preliminary Plat</u> – Planning Commission Recommends
City Council Approves/Denies (Public Hearing)
Appeals to District Court
<u>Final Plat</u> – Planning Commission Approves/Denies
Appeals to City Council then to District Court

However, at the joint City Council/Planning Commission meeting on January 6th, a new alternative was proposed as follows:

<u>Schematic Plan</u> – Planning Commission Recommends (Public Hearing)
City Council Approves/Denies(Public Hearing)
<u>Preliminary Plat</u> – Planning Commission Approves/Denies (It is a public hearing only if the change between Schematic Plan and Preliminary Plat are significant, as determined by a metric).
Appeals to City Council

<u>Final Plat</u> – Planning Commission Approves/Denies
Appeals to City Council then to District Court

The Planning Commission tabled the item both at the joint City Council/Planning Commission meeting and then again at the Planning Commission meeting on 1-9-15 to give staff enough time to create a metric, rewrite the ordinance, etc.

Vote: 6-0

Item #8 - Farmington City – (Public Hearing) – Applicant is requesting a recommendation for a text amendment to Chapter 18 of the Zoning Ordinance as it relates to the Regulating Plan, in the vicinity of Station Parkway, Grand Avenue (west of Station Parkway), and Park Lane, and amendments to standards in Chapter 18 for rights-of-way, large footprint buildings, and other related standards therein. (ZT-11-14)

The Planning Commission voted to recommend the City Council approve Motion "A" as written in the staff report.

The Planning Commission voted to table Motion "B" as written in the staff report as follows:

Move that the Planning Commission continue the regulating plan portion of the public hearing to the January 22nd meeting to allow time for the City to determine whether or not any amendments to the regulating are necessary.

<u>Reason</u>: Farmington City is awaiting subdivision and development plan review applications for the Cabela's proposed site. Once these are submitted, the City will be better able to determine if an amendment to the regulating plan is necessary. This will also allow time for applicants to prepare a PMP (if necessary) for Planning Commission consideration, which possible PMP is required for such regulating plan amendments and will enable potential comments from affected property owners at a public hearing regarding the same.

Vote: 6-0

Respectfully Submitted

Eric Anderson
Associate Planner

Review & Concur

Dave Millheim
City Manager

Farmington City Police Department
2014 - Activity and Case load summary

		January	February	March	April	May	June	July	August	September	October	November	December
Total Case#		150	131	178	149	212	219	184	235	182	221	185	195
Total Reports	Officer	72	60	94	68	87	83	68	99	91	81	89	78
	Crime	59	53	68	63	89	103	88	103	70	99	79	88
	Accident	21	17	10	20	27	28	25	34	24	39	23	33
	Supp	44	36	34	39	32	50	35	39	25	48	30	39
Citations	Total Cites	87	91	101	127	125	109	96	132	105	136	112	72
	Traffic	45	62	64	95	91	81	73	100	76	99	79	46
	Speed	24	36	33	53	40	28	27	28	24	39	22	10
	Parking	11	4	2	0	1	0	0	0	0	0	0	5
	Other	32	26	37	32	33	28	23	32	29	37	33	26
Activities	Total	1857	1904	2011	2573	2715	2583	3009	3056	2478	2895	2712	2728
Investigations	Working	44	37	41	44	33	36	41	59	60	47	61	48
	# Reports	37	30	31	45	34	48	37	43	25	47	33	42

Farmington City Police Department
2014 - Summary Cont.

		AVG	YTD
Cases		186.75	2241
Reports	Officer	80.83	
	Crime	80.17	
	Accident	25.08	301
	Supp	37.58	
Citations	Total	107.75	1293
	Traffic	75.92	
	Speed	30.33	364
	Parking	1.92	
	Other	30.67	
Activities		2543.42	30521
Investigations	Woking	45.92	
	# Reports	37.67	452

Farmington City Fire Department

Monthly Activity Report

December 2014

Emergency Services

Fire / Rescue Related Calls: **35**

All Fires, Rescues, Haz-Mats, Vehicle Accidents, CO Calls, False Alarms, Brush Fires, EMS Scene Support, etc...

Ambulance Related Calls: **67 / Transported 33 (49%)**

Medicals, Traumatic Incidents, Transfers, CO Calls w/ Symptomatic Patients, Medical Alarms, etc...

Calls Missed / Unable to adequately staff: **6**

Urgent EMS Related Response Times (AVG): **4.4 Minutes** **GOAL 4 minutes or less (+.4min.)**

Urgent Fire Related Response Times (AVG): **7.8 Minutes** **GOAL 4 minutes or less (+ 3.8min.)**

PT Department Man-Hours (*based on the following 28-day pay periods Dec 12th and Dec 27th*)

Part-Time Shift Staffing:	**1,354**	**Budgeted 1,344**	**Variance +10**
Part-Time Secretary:	**80**	**Budgeted 80**	**Variance - 0**
Part-Time Fire Marshal:	**80**	**Budgeted**	**Variance - 0**
Full-Time Captains:	**N/A**	**48/96 Hour Schedule**	**Variances / Overtime +10**
Full-Time Fire Chief:	**N/A**	**Salary Exempt**	
Training & Drills:	**28.5**		
Emergency Callbacks:	167.5	**FIRE 30 Hrs. / EMS 137.5 Hrs.**	
Special Event Hours:	**11**	**(YTD) 314**	
Total PT Staffing Hours:	**1,721**	**(YTD) 24,367**	

Monthly Revenues & Grant Activity YTD

Ambulance:	**Prev. Month**	**Calendar Year**	**FY 2015**
Ambulance Services Billed (previous month):	$34,874.15	$494,547.68 YTD	$302,837.41
Ambulance Billing Collected (previous month):	**$23,548.94**	**$272,761.99 YTD**	**$170,424.87**
Variances:	***-$11,325.21***	***-$221,785.69 YTD***	***-$132,412.54***
Collection Percentages:	67.5%	55.2%	56.3%

Grants / Assistance / Donations:
Grants Applied For:

None	*$0*	***$168,500 YTD***

Grants / Funds Received / Awarded:

None	*$0*	***$40,700 YTD***

Scheduled Department Training (To Include Wednesday Evening Drills) & Man Hours

Drill # 1– Officers Monthly Meeting & Training:	19	
Drill #2– No Drill – Special Detail	0	Avg. Wednesday Night Drill Att.
Drill #3– EMS – Testing	29	FFD Personnel This Month: N/A
Drill #4– NO DRILL – Christmas Day & New Year's Eve	0	

Other:

Total Training / Actual Attended:	**48**	**2,933 YTD**

Fire Prevention & Inspection Activities	**QTY**
Business Inspections:	8
Fire Plan Reviews & Related:	12
Station Tours & Public Ed Sessions:	18

Health, Wellness & Safety Activities	**QTY**	
Reportable Injuries:	1	**3 YTD**
Physical Fitness / Gym Membership Participation %	100%	
Chaplaincy Events:	2	

FFD Committees & Other Internal Group Status

Process Improvement Program (PIP) Submittals:	1	**7 YTD**

Active FFD Committees: Emergency Medical Services (EMS), Apparatus & Equipment, Fire Apparatus & Equipment, Rescue – Heavy Rescue, Water, Rope & Related Equipment, Wildland Apparatus & Equipment, Health, Wellness & Safety, Charity / Fund Raiser, Fire Prevention & Pub-Ed, Haz-Mat, Building and Facilities.

Additional Narrative:
Call volumes (and call-types) followed typical seasonal trends with the addition of a late December wind storm that proved to be problematic; however, much milder than the 2011 storm. Emergent EMS response times averaged 4.4 minutes and Emergent FIRE response times averaged 7.8 minutes. Six calls resulted in "no-staffing" or "short-staffing" of apparatus (on-duty crew attending to other calls and/or part-time staffing not available due to availability). 49% of all Ambulance calls resulted in transporting patients to Hospitals. Collections of revenues continue with little predictability due to collection & mandated billing variables. FFD exceeded the typical staffing hours due vacation coverage of FT personnel. Next pay period (January 2015 report) will also reflect inflated staffing hours due to previously mentioned storm. FFD and its Firefighter Association participated in various charity events throughout December aiding those in need. Wednesday evening drills was held to a minimum during the month of December in an effort to give our personnel a break – focus on family needs. New ladder truck training was performed during shiftwork hours only – now well over 250 hours of documented training. This break was well deserved by all FFD members as January marks the beginning of a new International Fire Service Accreditation Congress (IFSAC) certification

program designed for Aerial / Truck Operators. Final written and practical testing to be completed mid-February. Truck in-service placement on-track for April 2015.

Fire Marshal Paul Hayward submitted his resignation from Farmington City late December in an effort to comply with government retirement statutes. We wish Paul the best of luck with his future retirement plans and appreciate the services he has provided over the years. At this time, we have a member of our department who meets the qualification & experience criteria for the Part-Time Fire Marshal position. We plan to fill this position internally by Monday January 5th 2015 as we can't afford to fall further behind with plan reviews and fire inspections.

In reference to Dave Millheim's email sent December 20th, I look forward to further discussion with the council regarding our Part-Time Firefighters compensation concerns in addition to future staffing plans. We are truly blessed to have qualified and capable public servants protecting this community!

Please feel free to contact myself at your convenience with questions, comments or concerns:
Cell (801) 643-4142 or email gsmith@farmington.utah.gov

Respectfully,

Guido Smith
Fire Chief

Proud Protectors of Your Life and Property – *Since 1907*

Over 100 Years of Community Pride & Ownership!

Month of December 2014	BUILDING ACTIVITY REPORT - JULY 2014 THRU JUNE 2015				
RESIDENTIAL	PERMITS THIS MONTH	DWELLING UNITS THIS MONTH	VALUATION	PERMITS YEAR TO DATE	DWELLING UNITS YEAR TO DATE
NEW CONSTRUCTION **********					
SINGLE FAMILY	4	4	$1,087,000.00	51	51
DUPLEX	0	0	$0.00	0	0
MULTIPLE DWELLING	0	0	$0.00	0	0
OTHER RESIDENTIAL	0	0	$0.00	0	0
SUB-TOTAL	4	4	$1,087,000.00	51	51
REMODELS / ALTERATION / ADDITIONS **********					
BASEMENT FINISH	1		$50,000.00	21	
CARPORT/GARAGE	0		$0.00	5	
ADDITIONS/REMODELS	2		$151,977.00	19	
SWIMMING POOLS/SPAS	1		$40,000.00	6	
OTHER	5		$99,200.00	52	
SUB-TOTAL	9		$341,177.00	103	
NON-RESIDENTIAL - NEW CONSTRUCTION **********					
COMMERCIAL	0		$0.00	1	
PUBLIC/INSTITUTIONAL	1		$4,000.00	1	
CHURCHES	0		$0.00	0	
OTHERS (FTGS & FND)	1		$2,052,000.00	1	
SUB-TOTAL	2		$2,056,000.00	3	
REMODELS / ALTERATIONS / ADDITIONS - NON-RESIDENTIAL **********					
COMMERCIAL/INDUSTRIAL	1		$312,000.00	14	
OFFICE	0		$0.00	0	
PUBLIC/INSTITUTIONAL	0		$0.00	0	
CHURCHES	0		$0.00	0	
OTHER	0		$0.00	0	
SUB-TOTAL	1		$312,000.00	14	
MISCELLANEOUS - NON-RESIDENTIAL **********					
Signs & Awnings	1		$3,100.00	23	
SUB-TOTAL	1		$3,100.00	23	
TOTALS	17	4	$3,799,277.00	194	51

CITY COUNCIL AGENDA

For Council Meeting:
January 20, 2015

SUBJECT: Mayor Talbot & City Council Reports

1. BOA Appointments

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