

FARMINGTON CITY

Town Hall Meeting



HISTORIC BEGINNINGS • 1847

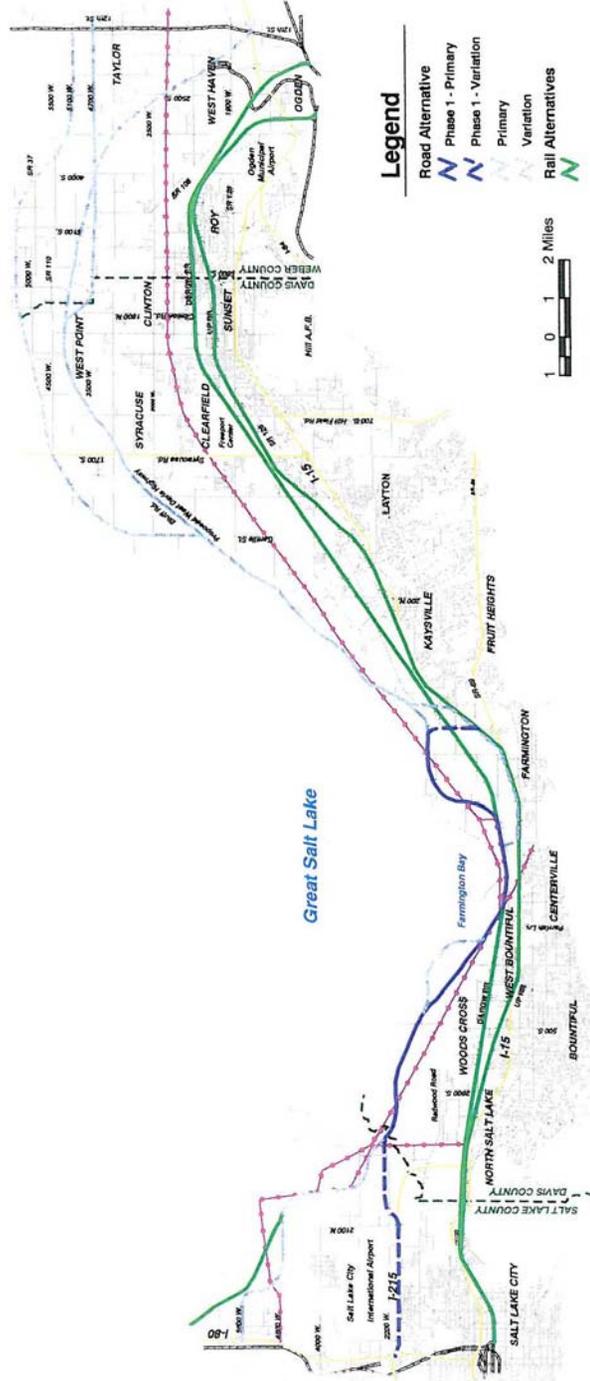
Re: West Davis Corridor

Feb. 23, 2011

Time Line
 West Davis Corridor Alignment History (and significant dates)
 Specific to Farmington

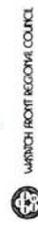
Date Approx.	Study/Event	Farmington's Position		
		West	DRG	I-15
1995 - 1996	Western Transportation Corridor (WTC) Major Investment Study (MIS) begins			

Western Transportation Corridor Major Investment Study



Legend

- Road Alternative
- Phase 1 - Primary
- Phase 1 - Variation
- Primary
- Variation
- Rail Alternatives



WASATCH MOUNTAIN COUNCIL

Recommended Alternatives
Proposed by the WFRC Steering Committee

October 2, 1996

Time Line
 West Davis Corridor Alignment History (and significant dates)
 Specific to Farmington

Date Approx.	Study/Event	Farmington's Position		
		West	DRG	I-15
1995 - 1996	Western Transportation Corridor (WTC) Major Investment Study (MIS) begins			
1996	Farmington City opposes western alignment, supports I-15 alignment			X

GREGORY S BELL
Mayor
MAX FORBUSH
City Manager
DONA SCHARP
Finance Director/Recorder
LYNETTE BINGHAM
Treasurer



130 North Main
P. O. Box 160
Farmington, Utah 84025-0160
Telephone (801) 451-2383

PATRICIA N. ACHTER
TAMMY BOYCE
DAVID M. CONNORS
GARY E. ELLIOTT
LARRY W. HAUGEN
Council Members

September 18, 1996

The Honorable Mayor Gregory S. Bell
130 North Main
Farmington, Utah 84025

Re: Western Transportation Corridor Recommendation

Dear Mayor Bell:

On September 12, the Planning Commission unanimously took the position that the only acceptable western transportation corridor location through Farmington, is one contiguous with Interstate 15 and the Union Pacific Railroad line. The Planning Commission would encourage the City Council to take similar action at their September 18, meeting.

The Planning Commission's position was based on its concerns that all other transportation corridors under consideration would further segment our small community, destroy the rural ambiance of west Farmington, eliminate precious open space, threaten critical wetlands, foster additional inner city transportation problems and encourage unwanted commercial development in west Farmington. Further, the contiguous corridor can be linked outside Farmington's boundaries at the same proposed location.

In addition to the Planning Commission's and City Council's action, we would encourage you to immediately appoint a Farmington Western Transportation Corridor Committee. The committee would be comprised of citizens, city staff and City Council members, and Planning Commissioners. It would be charged with the responsibility of reviewing Parson Brinkerhoff's and the Wasatch Front Regional Council's alternative evaluation, preparing arguments for Farmington's position on the western transportation corridor, and presenting this position and arguments to those individuals responsible for selecting the corridors location.

The Planning Commission appreciates your and City Councils consideration of our recommendations. If you have any questions please give me a call.

Sincerely,

Farmington City Planning Commission



David J Dixon, Chairman

cc: City Council Members
Planning Commissioners
Max Forbush and David Petersen

Historic beginnings



130 North Main
P. O. Box 160
Farmington, Utah 84025-0160
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LARRY W. HALGEN
Council Members

October 8, 1996

Western Transportation Corridor Steering Committee
Attention: Marda Dillree
420 West 1500 South, Suite 200
Bountiful, Utah 84010

Re: Farmington City Western Transportation Corridor Recommendation

Dear Marda:

On September 12 and 18, 1996, the Farmington City Council and Planning Commission took the position that the only acceptable western transportation corridor location through Farmington, is one contiguous with Interstate 15 and the Union Pacific Railroad line.

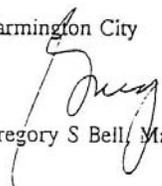
This position was based on concerns that all other transportation corridors under consideration would further segment our small community, destroy the rural ambiance of west Farmington, eliminate precious open space, threaten critical wetlands, foster additional inner city transportation problems and encourage unwanted commercial development in west Farmington. Further, the contiguous corridor can be linked outside Farmington's boundaries at the same proposed location.

The City Council and Planning Commission wish to express thanks for past presentations from you, Parsons Brinkerhoff and the Wasatch Front Regional Council. The process to allow public input was fair and well organized. We request continued inclusion in the alternative evaluation process with further opportunities to prepare additional comments that would represent Farmington's position.

The City Council and Planning Commission appreciate your consideration of our recommendations. If you have any questions please give me a call.

Sincerely,

Farmington City

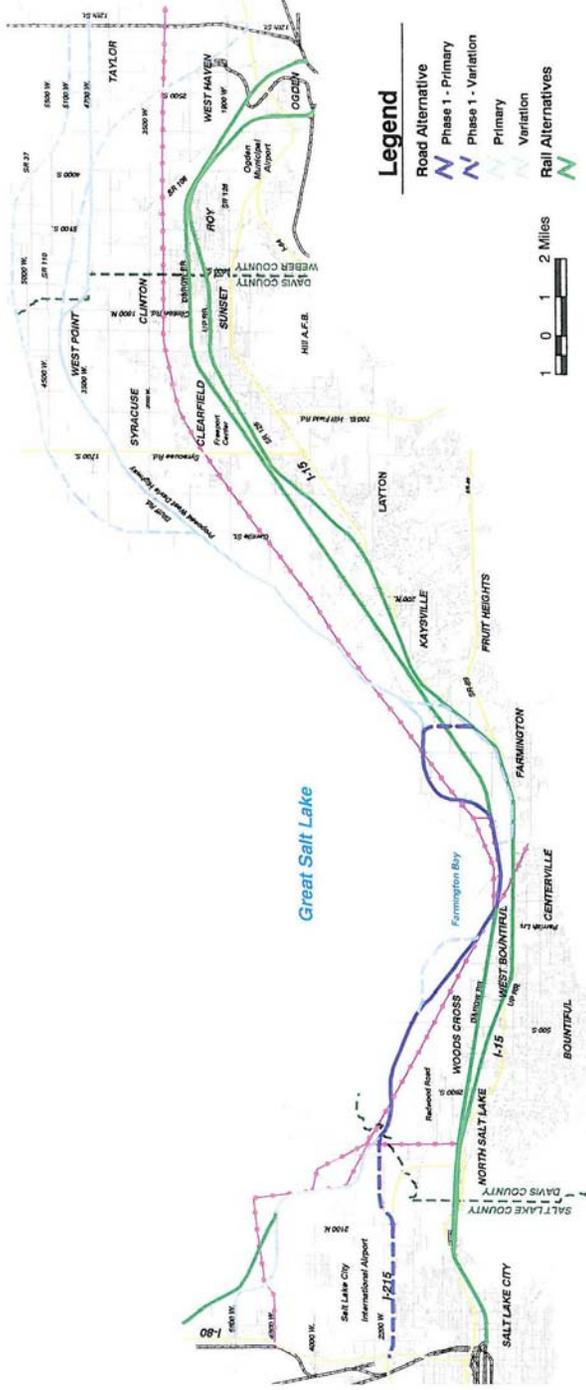

Gregory S Bell, Mayor

cc: City Council Members
Planning Commissioners

Time Line
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1997 approx.	EIS for Phase 1 of WTC begins (Salt Lake City to Kaysville)			

Western Transportation Corridor Major Investment Study



WARRICH ROY REGIONAL COUNCIL

Recommended Alternatives
Proposed by the WFRC Steering Committee

October 2, 1996

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Draft MTP 1497-1498

FARMINGTON CITY

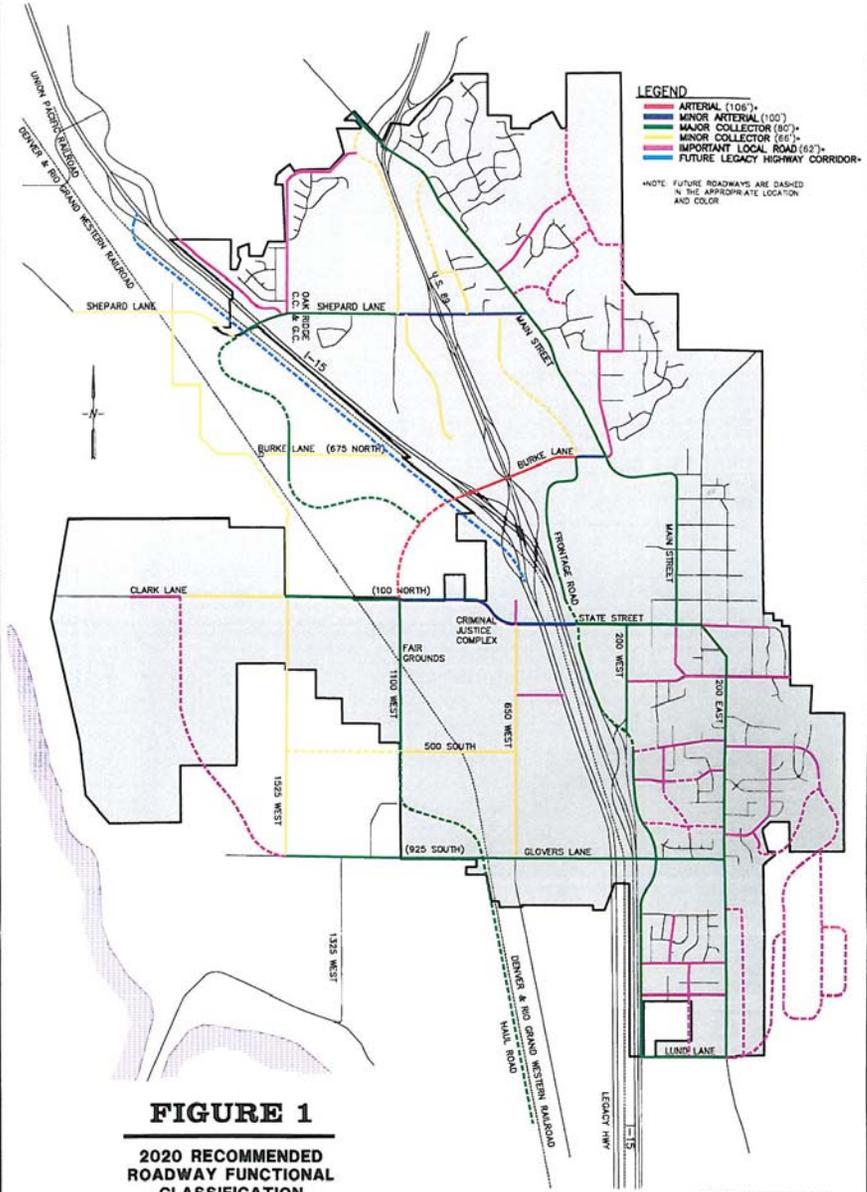


FIGURE 1
2020 RECOMMENDED
ROADWAY FUNCTIONAL
CLASSIFICATION

Time Line
 West Davis Corridor Alignment History (and significant dates)
 Specific to Farmington

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Historic beginnings



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Council Members

130 North Main
P. O. Box 160
Farmington, Utah 84025-0160
Telephone (801) 451-2383

February 13, 1998

Mr. Byron Parker
Mr. Carlos Braceras
Legacy Highway Project Managers
UTAH DEPARTMENT OF TRANSPORTATION
3995 South Seventh East, Suite 100
Salt Lake City, Utah 84107

Re: Legacy Highway - Alternative "B"

Dear Byron and Carlos:

Thank you for taking the time last Friday, February 6, 1998, to meet with representatives from both Farmington City and Kaysville City regarding future alignments for the proposed Legacy Highway. Your continued efforts to keep us informed and involved in the planning process are greatly appreciated.

Farmington City opposes Alternative B for the Legacy Highway which upon leaving the Centerville City northern boundary swings west south of Glovers Lane and runs parallel to the Great Salt Lake near the traditional flood plain of the lake. Any Legacy alignment in Farmington not adjacent to the I-15 corridor will further divide the community (we are already now divided three ways by I-15 and US 89), jeopardize open space and wildlife resources, and bring greater noise, pollution, and negative environmental impacts to the west Farmington area.

Earlier in 1997 Farmington considered a Legacy alignment as far west as possible. However, as stated in a previous letter sent to you on November 24, 1997, we are now persuaded that the easterly alignment is a better alternative because 1) UDOT absolutely requires that US 89 connect to Legacy, necessitating a significant corridor near I-15 anyway, 2) the Army Corps of Engineers will not permit Legacy to be built in the lake or on the shoreline, and 3) the lake alternative is financially unfeasible, costing in your estimate about 7 times more than the two alternatives being considered.

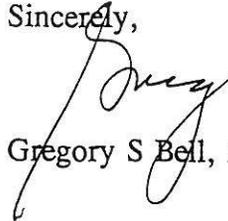
Any future extension of Legacy to the north of Burke Lane through Farmington should also be adjacent to the I-15 corridor. We believe this alignment to be the least damaging to the environment. The freeway now dams water moving east to west, and a Legacy alignment next to I-15 will impact or segment the wetland ecosystem less than another "dam" closer to the lake. We are working closely with the US Army Corps of Engineers and have contracted with

Baseline Data Inc. to map wetlands and develop a SAMP (Special Area Management Plan) for the area.

Legacy alignment recommendations discussed in this letter have been included in a Farmington City Master Transportation Plan recently prepared by Horrocks Engineers. This plan was approved by our Planning Commission on February 12 and will likely be adopted as an element of our City's General Plan on March 4, 1998.

I hope this information will be helpful, and again, thank you for your consideration and involving Farmington City in the process.

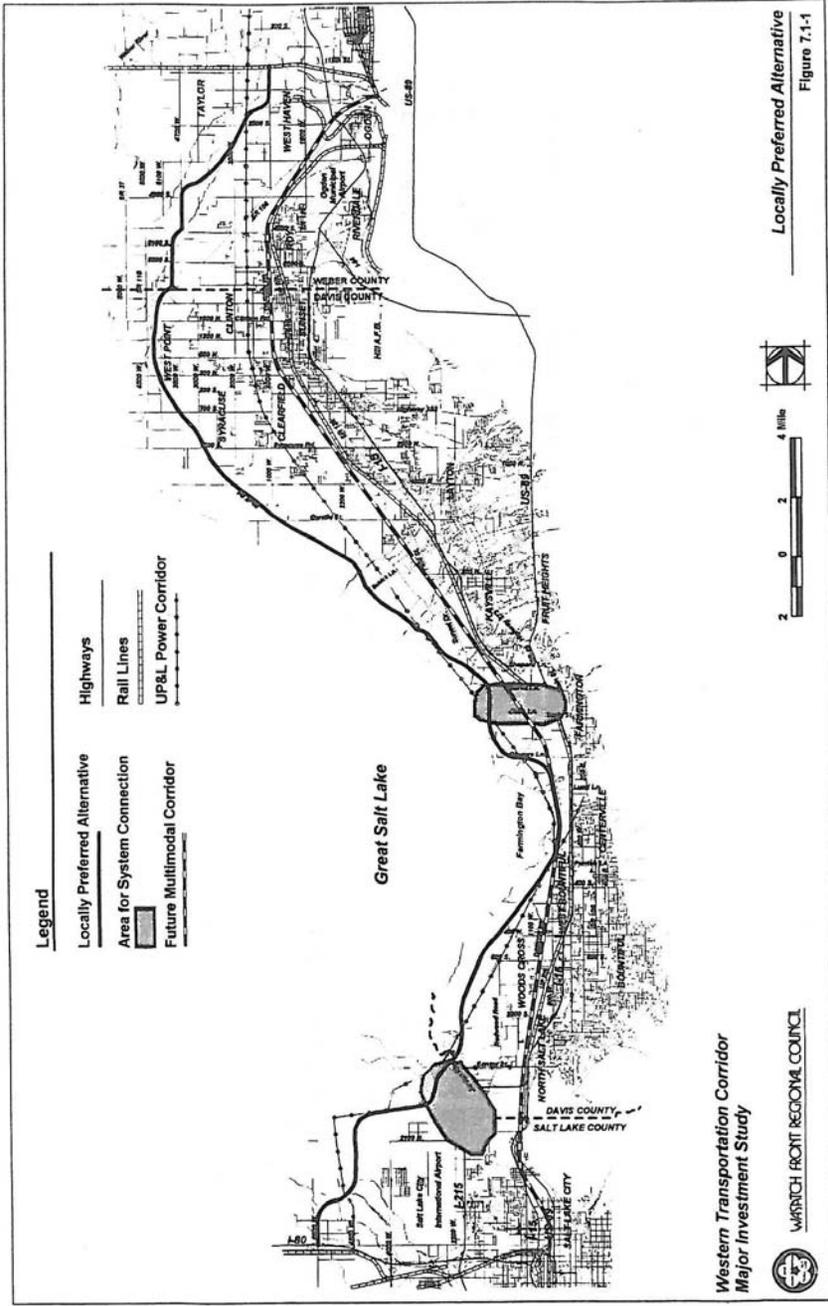
Sincerely,

A handwritten signature in black ink, appearing to read "Gregory S Bell". The signature is written in a cursive style with a large, looping initial "G".

Gregory S Bell, Mayor

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FARMINGTON CITY

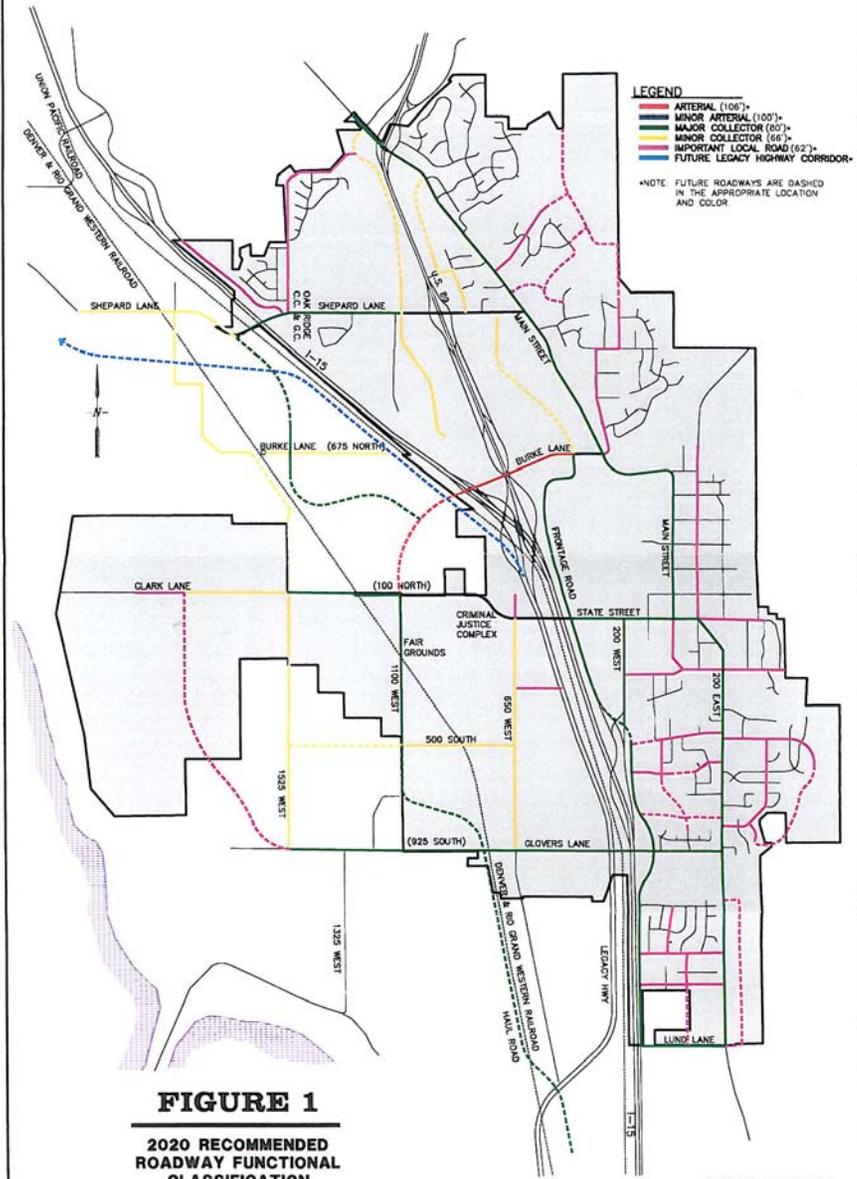


FIGURE 1

2020 RECOMMENDED ROADWAY FUNCTIONAL CLASSIFICATION

Time Line
 West Davis Corridor Alignment History (and significant dates)
 Specific to Farmington

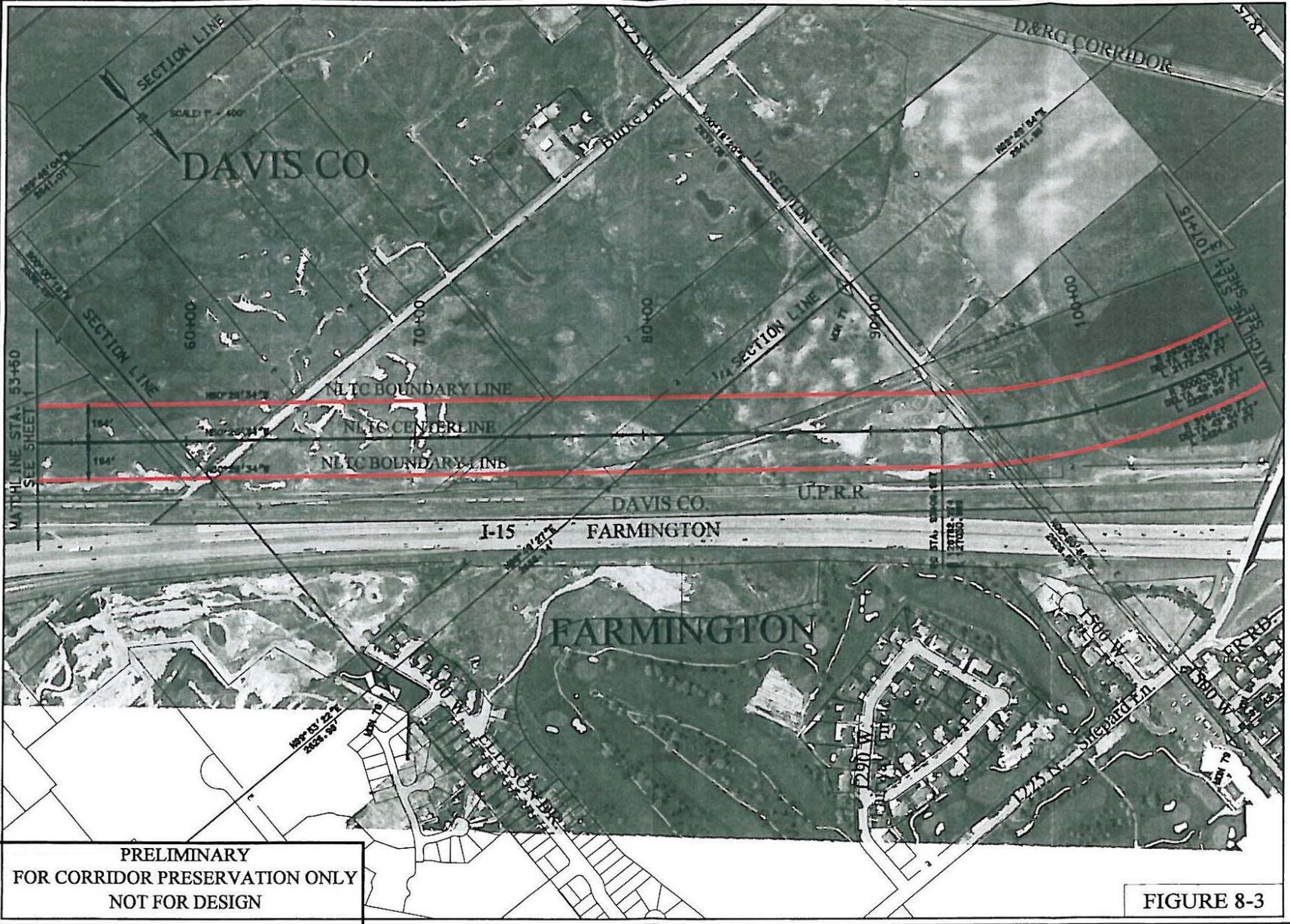
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DATE: 08/27/08

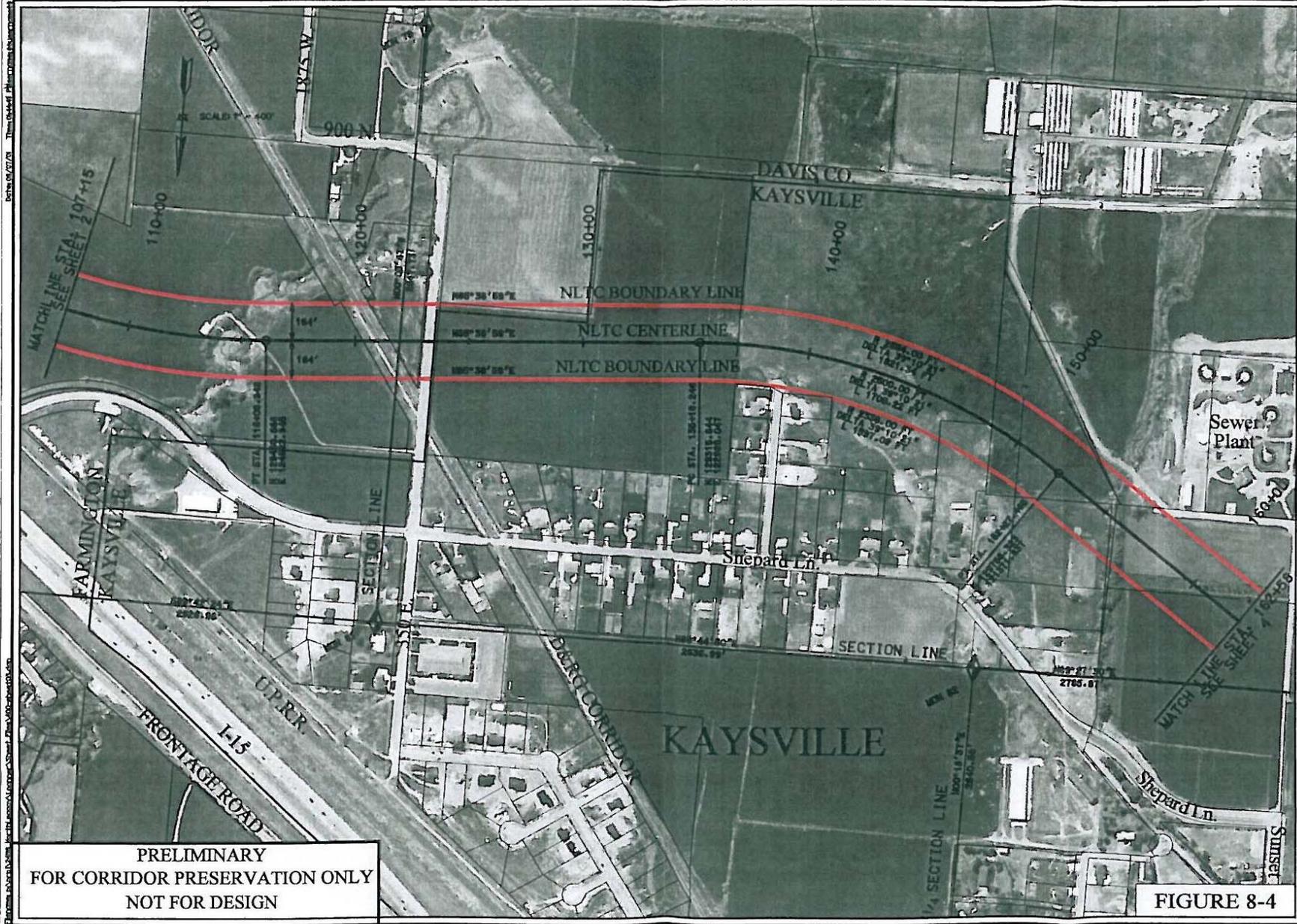
PROJECT: NORTH LEGACY TRANSPORTATION CORRIDOR



PRELIMINARY
FOR CORRIDOR PRESERVATION ONLY
NOT FOR DESIGN

FIGURE 8-3

WASATCH FRONT REGIONAL COUNCIL		LOCHNER	
Baker		Baker	
DATE	6/01	DESIGNED BY	SL
PROJECT NO.	LU	DRAWN BY	LU
CORRIDOR ALIGNMENT		APPROVED FOR CONSTRUCTION	
		APPROVED AS CONSTRUCTED	
SHEET NO.	2	DATE	



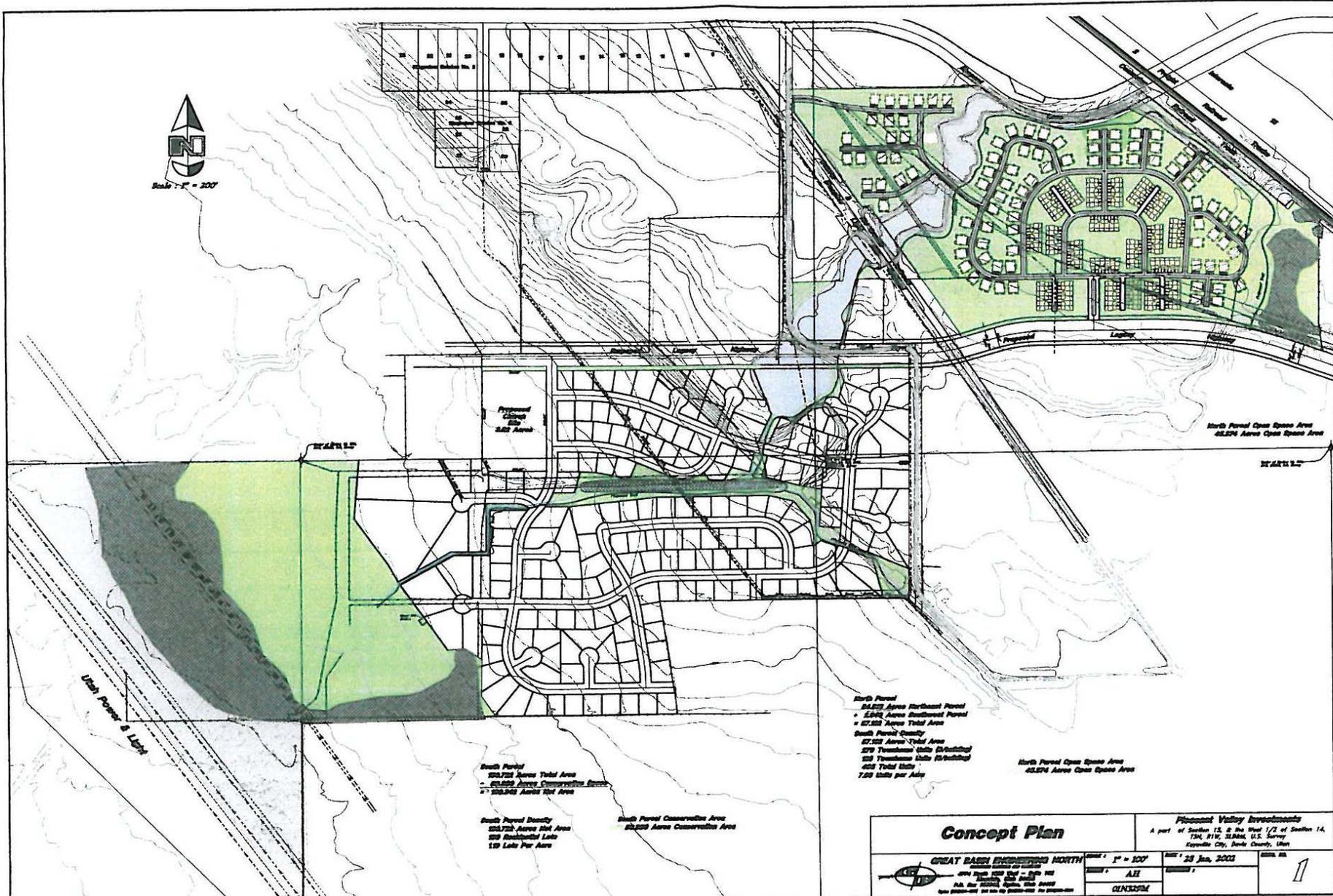
PRELIMINARY
FOR CORRIDOR PRESERVATION ONLY
NOT FOR DESIGN

FIGURE 8-4

SHEET NO. 3	CORRIDOR ALIGNMENT	CHECKED BY: <u>SL</u> DRAWN BY: <u>LU</u>	DATE: 6/01 PROJECT NO.:	CHANGED BY: CHANGE DATE:	WASATCH FRONT REGIONAL COUNCIL Baker LOCHNER
		NORTH LEGACY TRANSPORTATION CORRIDOR PROJECT NO.:	APPROVED FOR CONSTRUCTION: APPROVED BY CONSTRUCTOR:	APPROVED FOR CONSTRUCTION: APPROVED BY CONSTRUCTOR:	

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2002	Hunters Creek Annexed (Concept Plan Shows I-15 alignment)			X



Proposed Camp
2.65 Acres

North Parcel Open Space Area
45.574 Acres Open Space Area

South Parcel
593,720 Acres Total Area
- 61,500 Acres Conservations Area
= 532,220 Acres Total Area

North Parcel Open Space Area
45.574 Acres Open Space Area

South Parcel Density
532,720 Acres Total Area
200 Residential Lots
110 Lots Per Acre

South Parcel Conservations Area
61,500 Acres Conservations Area

North Parcel
54,220 Acres Residential Parcel
+ 1,600 Acres Development Parcel
= 55,820 Acres Total Area
South Parcel Density
532,720 Acres Total Area
200 Residential Lots (500/lot)
110 Thousands Units (500/lot)
400 Total Units
7.00 Units per Acre

Concept Plan		Pleasant Valley Investments A part of Section 15, & the West 1/2 of Section 14, T34, R1W, S18&M, U.S. Survey Kendall City, Redd County, Mo.	
 GREAT BASIN ENGINEERING NORTH 4041 South 1200 West - Suite 102 P.O. Box 20200, Ogden, Utah 84402 Phone (801) 426-1100 Fax (801) 426-1101	Scale: 1" = 100'	Date: 28 Jan, 2002	Sheet No. 1
	Author: A/E	Checked: GENS/DM	1

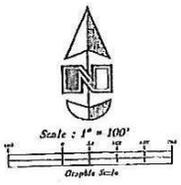
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2002	Hunters Creek Annexed (Concept Plan Shows I-15 alignment)			X
2003	Hunters Creek Preliminary Plat Approved showing I-15 alignment			X

Ruben A. King

Proposed Quail Crossing Subdivision in Keyville City (by name Developer)

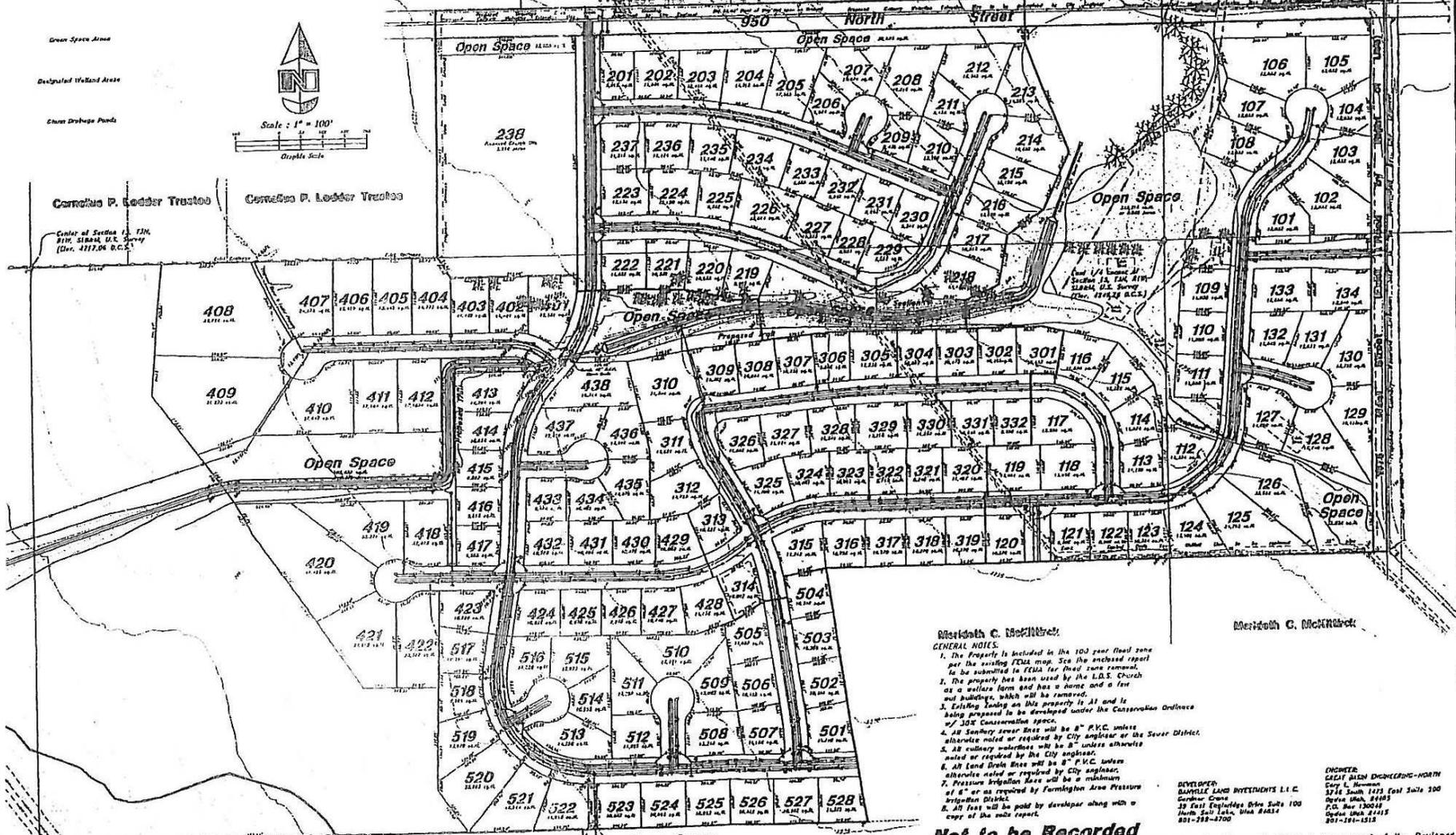
Green Space Areas
Designated Walked Areas
Chain Drainage Ponds



Cornelia P. Loder Trustee

Cornelia P. Loder Trustee

Center of Section 11, T1N, R10E, S18W, U.S. Survey (Div. 117,94 D.C.S.)



Clyde L. Hsiao

Sever 1/2 Station (See South 2 1/2 Island Notes 4208 (4))

Elizabeth C. MacKinnon

GENERAL NOTES:

1. The Property is included in the 100 year flood zone per the existing FEMA map. See the attached report to be submitted to FEMA for flood zone removal.
2. The property has been used by the L.D.S. Church as a welfare farm and has a home and a few out buildings, which will be removed.
3. Existing trees on this property to be removed and being proposed to be developed under the Conservation Ordinance w/ 30% Conservation space.
4. All sanitary sewer lines will be 8" PVC, unless otherwise noted or required by City engineer or the Sever District.
5. All utility manholes will be 8" unless otherwise noted or required by the City engineer.
6. All Land Drain lines will be 8" PVC, unless otherwise noted or required by City engineer.
7. Pressure Irrigation lines will be a minimum of 8" or as required by Farmington Area Pressure Irrigation District.
8. All fees will be paid by developer along with a copy of the site report.

Elizabeth C. MacKinnon

DEVELOPER:
DANVILLE LAND INVESTMENTS L.L.C.
Crestview Court
35 East Englewood Drive Suite 100
North Salt Lake, Utah 84054
801-288-4700

DRAWN BY:
GREAT BASIN ENGINEERING-NORTH
Chris A. Newman
3716 South 1425 East Suite 200
Ogden Utah, 84403
P.O. Box 130048
Ogden Utah 84415
801-288-1515

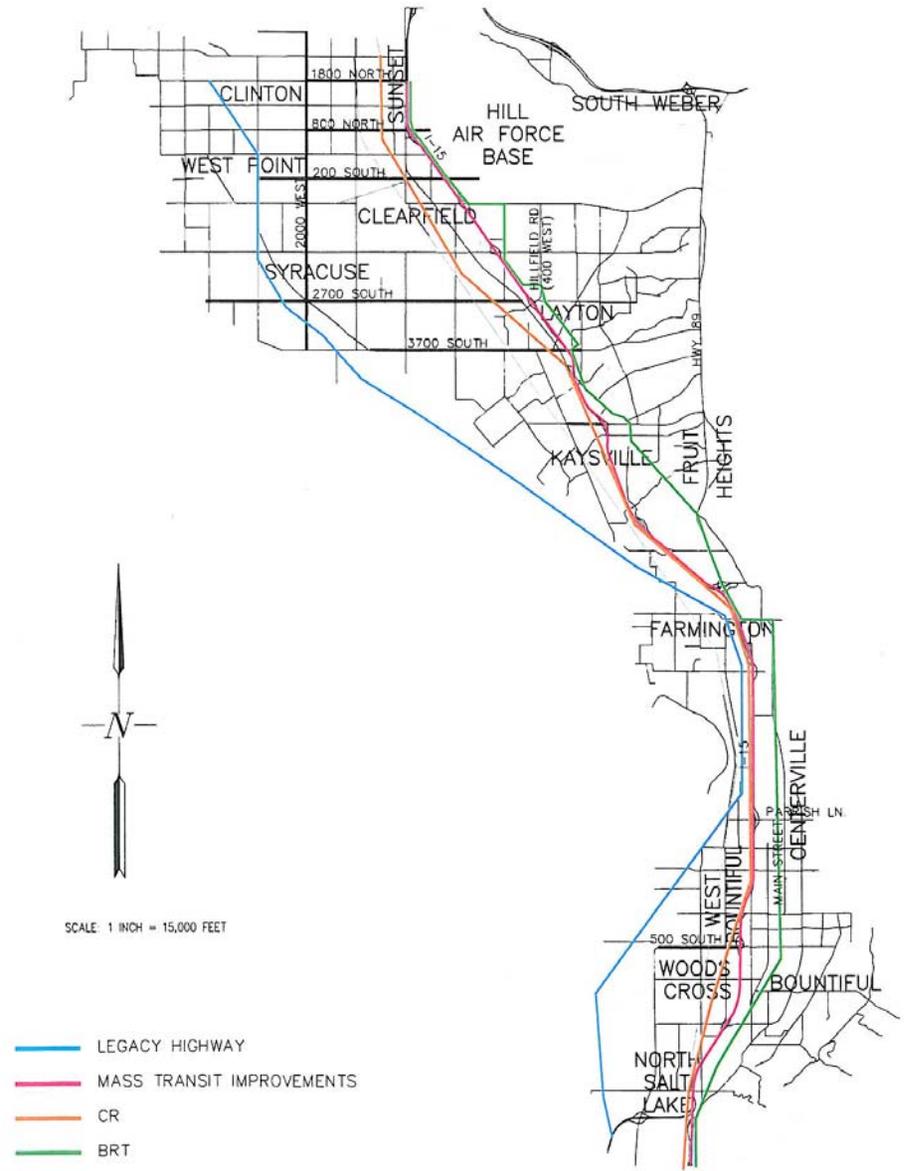
Not to be Recorded

This Preliminary plan has been submitted at the request of the Developer

<p>Preliminary Plan</p> <p>GREAT BASIN ENGINEERING NORTH 3716 South 1425 East Suite 200 Ogden, Utah 84403 A.S. Per 100746, Ogden, Utah 84415 Date: 07/20/2003</p>		SCALE: 1" = 100'	DATE: 10 Apr 2003	PROJECT NO:
		REVISION: AH	REVISION: 1	2
<p>Hunters Creek Subdivision A part of the West 1/2 of Section 11 and the Southeast 1/4 of the East 1/2 of Section 15, T1N, R10E, S18W, U.S. Survey Farmington City, Davis County, Utah</p>				

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2003	Hunters Creek Preliminary Plat Approved showing I-15 alignment			X
2004	Davis County Transportation Strategic Plan			X



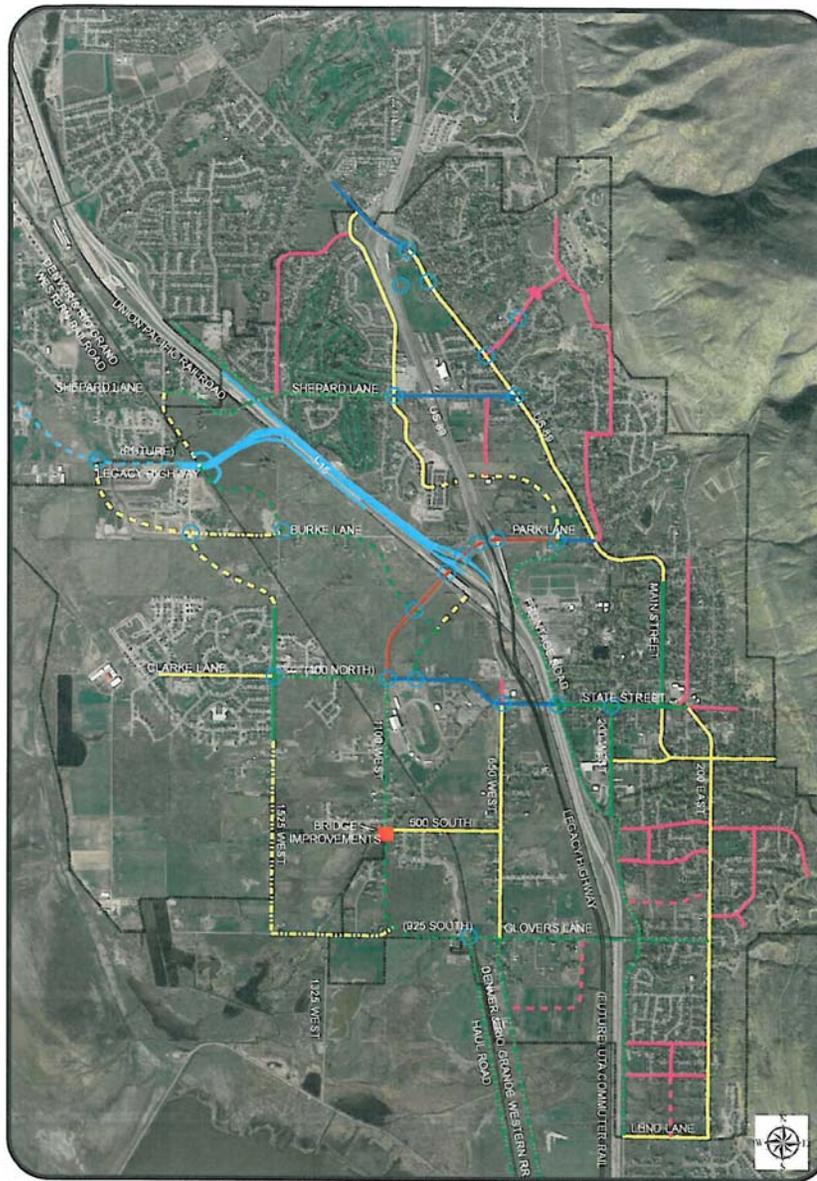
SCALE: 1 INCH = 15,000 FEET

- LEGACY HIGHWAY
- MASS TRANSIT IMPROVEMENTS
- CR
- BRT

FIGURE 2
TRANSPORTATION IMPROVEMENTS

Time Line
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2003	Hunters Creek Preliminary Plat Approved showing I-15 alignment			X
2004	Davis County Transportation Strategic Plan			X
2005	Farmington City MTP update shows I-15 alignment			X



2005 ROADWAY FUNCTIONAL CLASSIFICATION PLAN

- Arterial (106) *
- Minor Arterial (100) *
- Major Collector (80) *
- Minor Collector (66) *
- Important Local Road (60) *
- Future Legacy Highway
- Intersection Improvements
- Farmington Boundary

- *NOTE: Roadways Are Designated As:
- Existing
 - - - Proposed Alignment
 - Future Improvement



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2005	Farmington City MTP update shows I-15 alignment			X
2006	UDOT, at a public hearing, requests that the City amend its MTP to show a DRG alignment for the northern extension of Legacy.		No	

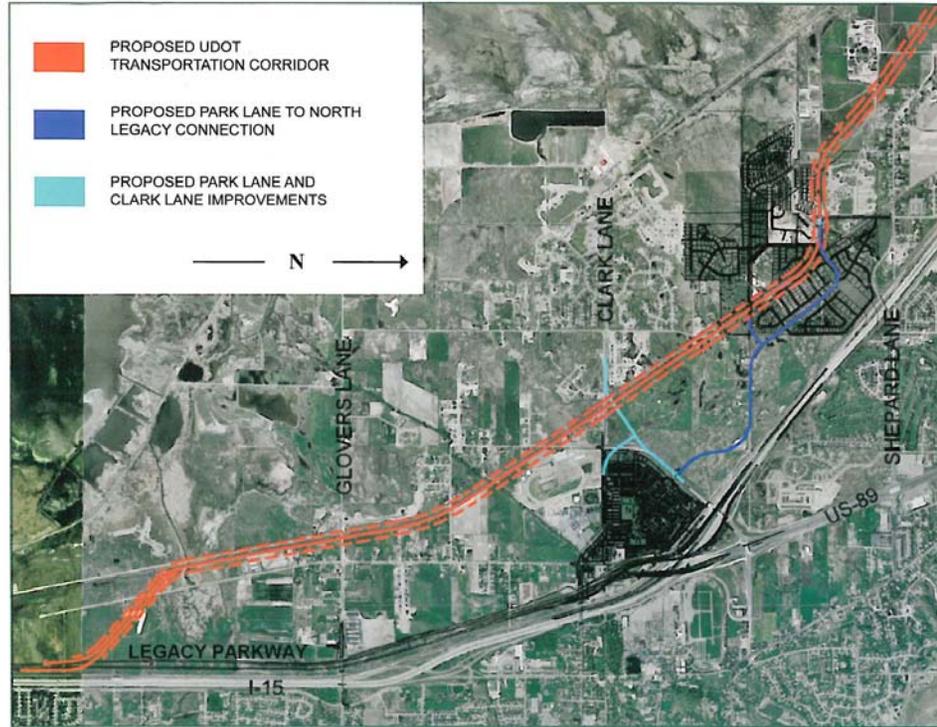
(UDOT Proposal continued)

within the corridor prior to development.

- Whether it is ever approved and built is another matter that Residents who want to share their opinions about UDOT's proposal

would likely be determined subsequent to a federal and state required environmental process.

can provide comments in one or more of the following ways: [1] Send an e-mail to the Planning Commission, [2] Send a written letter to the Planning Commission and/or [3] Provide verbal comments at the hearing. ■



OTR Changes Original Townsite Residential

A public hearing to consider changes to the text of the Original Townsite Residential (OTR) Zone is set before the City Council on Tuesday, September 19, 2006. The hearing will be held during or immediately after the regularly scheduled meeting of the City Council. The Planning Commission held a public hearing on this matter (see August Farmington Newsletter for details) recently and will present their recommendation to

the City Council for consideration. The public is invited to come to the meeting and give written and/or oral comments. City Council meetings are held at the City Offices, 130 Main, at 7:00 pm. ■

Attention Old-House Owners

Farmington City Historic Preservation Commission is offering a workshop on how to submit a nomination to the National Register of Historic Places.

Details: Contact Alysa Revell at 447-4397 or alysa_revell@yahoo.com or go to www.farmington.utah.gov

New Ways to Pay Your Utility Bill



Did you know that Farmington is now accepting credit and debit cards for utility bill payments? You can pay online at www.farmington.utah.gov through Express Bill Pay Service, or in person at the City Hall. Monthly bills can be withdrawn from your checking account or, as always, payments can be mailed to the City Hall or paid in person. ■

solution. The City has made concessions to developers to preserve the properties. It is not in the best interest of the City to preserve hundreds of acres of property to allow the issue to be further studied in the future.

Motion

Cory Ritz moved that the Planning Commission recommend that the City Council strongly deny UDOT's request to amend the City's Master Transportation Plan in order to create an alignment for a future extension of the Legacy Parkway into north Davis County. **Andrew Hiller** seconded the motion.

Rick Wyss requested that the Planning Commission send a message to the City Council that the City, UDOT and the State, should consider all possible options.

Motion

Cory Ritz moved that the Planning Commission recommend that the City Council strongly deny UDOT's request to amend the City's Master Transportation Plan in order to create an alignment for a future extension of the Legacy Parkway into north Davis County, with the direction to UDOT that the future extension of the Legacy Parkway into north Davis County may be discussed further, so long as all possible alternatives have been considered. **Rick Wyss** seconded the motion. The motion passed by unanimous vote.

ADJOURNMENT

Kevin Poff moved that the Planning Commission adjourn at 10:45 P.M.

Jim Talbot, Chairman
Farmington City Planning Commission

Scott C. Harbertson, Mayor

The Council members reviewed the minutes from the meeting that was held on September 19, 2006, and submitted the necessary changes.

Agenda Item #6: Consideration of Planning Commission Recommendation regarding UDOT's Request for City to amend its Transportation Master Plan

Max Forbush passed out a copy of a letter that he received from **Cory Pope**, who is the UDOT Region One Director.

Mayor Harbertson reported that UDOT's purpose for sending the letter was to withdraw their request for the City to amend their Master Plan to preserve a corridor for a Legacy Parkway/Legacy North connection in the Farmington area.

Agenda Item #7: Request to vacate a portion of a drainage easement on Lot 120, Oakridge Park Estates Plat 1 - Randi Younession

Mayor Harbertson reviewed the applicant's request. He informed the Council that the City Engineer and Public Works Department recommend that the easement be vacated excepting sufficient easement to be able to maintain a storm sewer pipe running through the property. It is also recommended by the City Engineer that a minimum of five feet be retained on the west side of the pipe and at least 10 feet on the east side. It is the recommendation from the City Manager that the Mayor not sign the abandonment of easement form until all other easement abandonment documents have been submitted to the City by the utility companies and that a legal description has been given to the City illustrating the retention of the appropriate easement needed by the City.

Agenda Item #8: Request to approve boundary line adjustment to lots 23, 25 and 26 of Compton's Pointe Subdivision and to approve an abandonment of easement request - Mark & Christine Smoot

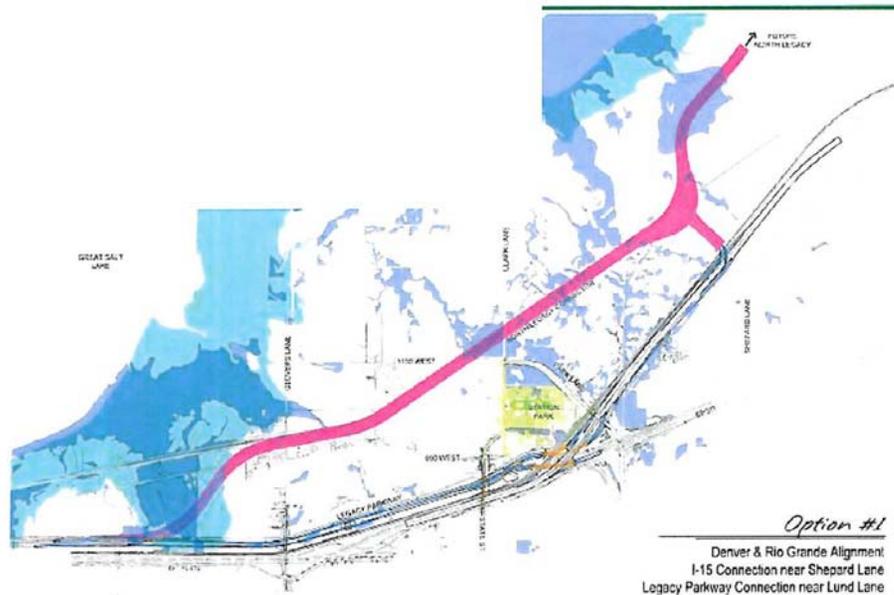
Max Forbush reviewed the applicant's request and said the applicants have indicated that they will provide the Council members with a letter from the adjacent property owners, **Dan and Rebecca Hubrich**, which states that they have agreed to the boundary adjustments.

Agenda Item #9: Request for City to sign and limit parking on North Main Street - Eugene Mann

Time Line
 West Davis Corridor Alignment History (and significant dates)
 Specific to Farmington

Date Approx.	Study/Event	Farmington's Position		
		West	DRG	I-15
1995 - 1996	Western Transportation Corridor (WTC) Major Investment Study (MIS) begins			
1996	Farmington City opposes western alignment, supports I-15 alignment			X
1997 approx.	EIS for Phase 1 of WTC begins (Salt Lake City to Kaysville)			
1997- 1998	Farmington City Draft Master Transportation Plan (MTP) supports I-15 alignment			X
1998	City in a letter to UDOT formally opposes western alignment supports I-15 alignment.			X
1998	UDOT's WTC MIS ends			
1998	Farmington City Master Transportation Plan (MTP) shows I-15 alignment			X
1999	North Legacy Corridor Study begins (Farmington north to Weber County)			
2001	North Davis Corridor Study shows I-15 alignment			X
2002	Hunters Creek Annexed (Concept Plan Shows I-15 alignment)			X
2003	Hunters Creek Preliminary Plat Approved showing I-15 alignment			X
2004	Davis County Transportation Strategic Plan			X
2005	Farmington City MTP update shows I-15 alignment			X
2006	UDOT, at a public hearing, requests that the City amend its MTP to show a DRG alignment for the northern extension of Legacy.		No	
2007	North Legacy to Legacy Connection Corridor Preservation Study by UDOT. Four alternatives identified, UDOT selects an alignment long the DRG ("Option 3")			

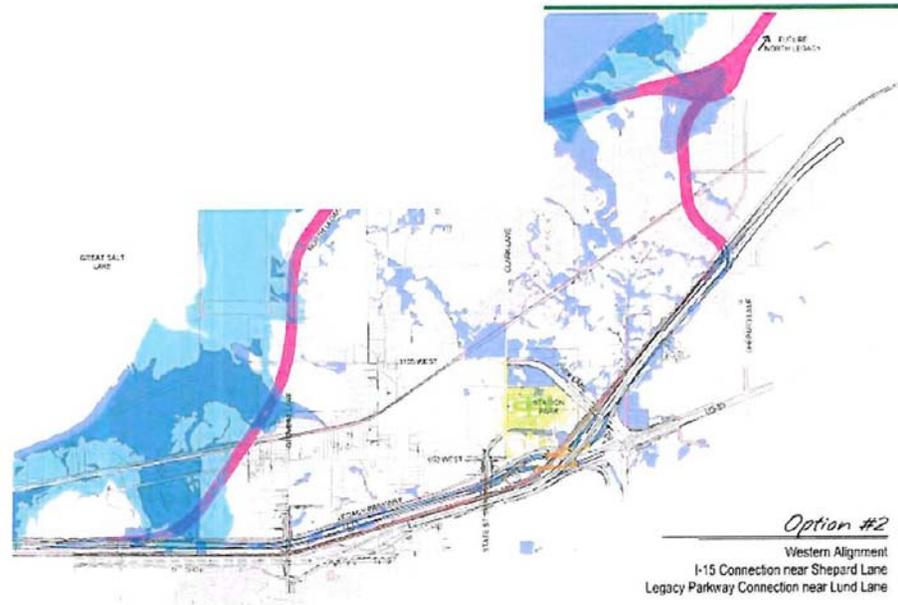
Option 1 – Rio Grande Split Interchanges Alignment



Option #1
 Denver & Rio Grande Alignment
 I-15 Connection near Shepard Lane
 Legacy Parkway Connection near Lund Lane

North Legacy Connection

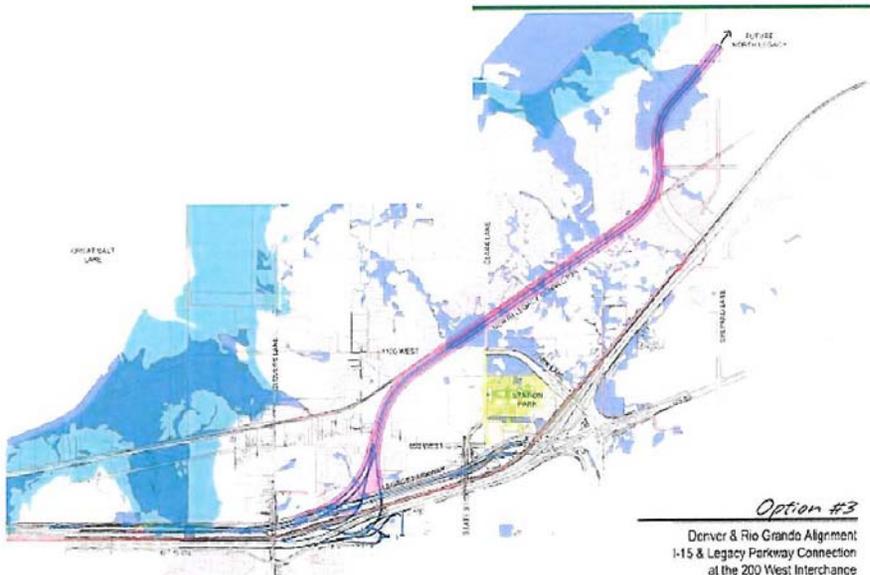
Option 2 – Great Salt Lake Shoreline Alignment



Option #2
 Western Alignment
 I-15 Connection near Shepard Lane
 Legacy Parkway Connection near Lund Lane

North Legacy Connection

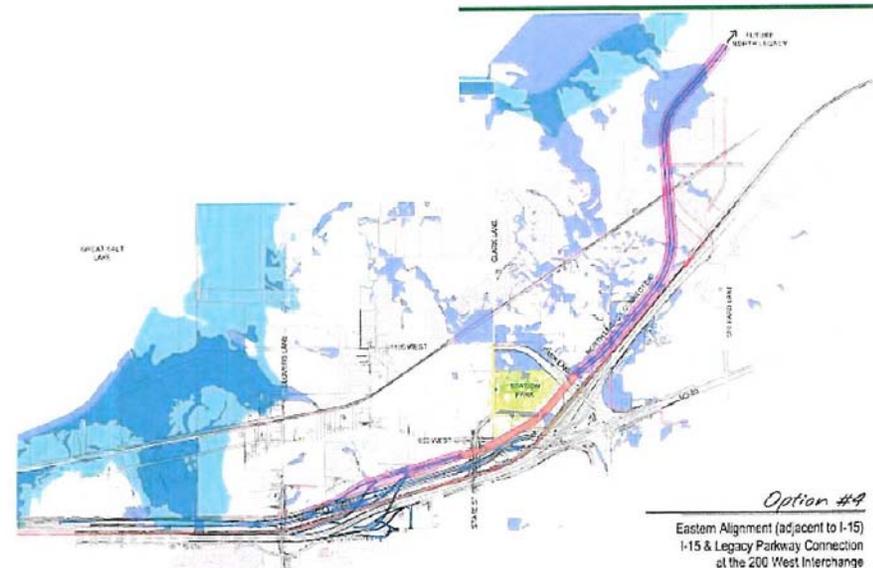
Option 3 – Rio Grande South Interchange Alignment



Option #3
 Denver & Rio Grande Alignment
 I-15 & Legacy Parkway Connection
 at the 200 West Interchange

North Legacy Connection

Option 4 – I-15 Parallel Alignment



Option #4
 Eastern Alignment (adjacent to I-15)
 I-15 & Legacy Parkway Connection
 at the 200 West Interchange

North Legacy Connection

2007	Legacy North to Legacy Connection Evaluation Study (by City). and at about the same time:			
	UDOT, at a public hearing, requests that the City amend its MTP to show option 3 (the DRG alignment) as its preferred alternative.		No	

expensive. **Mr. Barker** said he now favors a shoreline route.

Rick Wyss said that from a taxpayers standpoint, he appreciates UDOT's effort to examine this issue now in consideration of future development. It makes sense to do it now rather than to wait fifteen years. **Mr. Wyss** said that the shoreline route is the best option.

Chairman Talbot invited the applicant to address the Commission.

Rex Harris, a preconstruction engineer for UDOT - Region 1, said that UDOT stands behind Option 3 as its recommendation. He thanked the City and Planning Commission for their careful study of the issues. He said that there are transportation concerns that need to be addressed in some way. UDOT's intent was not to establish an actual roadway at this time, but to preserve a corridor. All options could be viable, and regardless of the outcome of further studies, UDOT will continue to study the alternatives.

Mr. Harris stated that much will depend on Farmington's future plans and designs, and that the City can still plan residential areas and communities. The actual UDOT route to be selected will be determined by environmental studies. He said he is aware that the corridor bisects the City.

Chairman Talbot said that the Planning Commission wants to fulfill their responsibilities to the residents, and that it is time to send a recommendation to the City Council so it can be further discussed. He pointed out that additional information will be posted on the City's website regarding Tim Taylor's study. **Mr. Talbot** said that an open house should be planned with Tim Taylor for residents to go over the findings that do not pertain to previously presented options.

Motion

Cory Ritz made a motion to recommend to the City Council that (1) the UDOT request to amend the Master Transportation Plan be denied; (2) the Master Transportation Plan be amended to include the shoreline route as the preferred option for the Legacy North connector in Farmington; and (3) to organize and schedule an open house for the entire community to allow Tim Taylor, the City's independent traffic engineer to present the findings of his study regarding UDOT's request and other matters.

The motion was seconded by **Kevin Poff**. The motion passed by a vote of 6 to 1, with **Andrew Hiller** voting in the negative.

Andrew Hiller explained that it is not prudent as a Commission to amend the Master

traffic engineering consultant, did not advocate any of the proposed UDOT Options, and that more information is needed before a decision can be made.

In response to a question by **Mr. Dutson, Todd Godfrey** said that it is important to remember the differing functions of the Planning Commission and the City Council. As a legislative body, the Council should refrain from being too specific in designating a preferred route.

Motion

Sid Young made a motion to deny UDOT's request to amend the City's Master Transportation Plan, including UDOT's preferred alternative #3. **Larry Haugen** seconded the motion, which passed by a unanimous vote.

Motion

Sid Young made a motion to formally request UDOT and the Utah Legislature to initiate an Environmental Assessment (EA) to more clearly define the "purpose and need" for Legacy Highway going through Farmington specifically as it related to the western corridor, which is the City's preferred option. The motion includes studying Park Lane, the road to the north, Burke Lane, and all areas on the west side of I-15.

The motion was seconded by **Larry Haugen**, and passed unanimously.

Motion

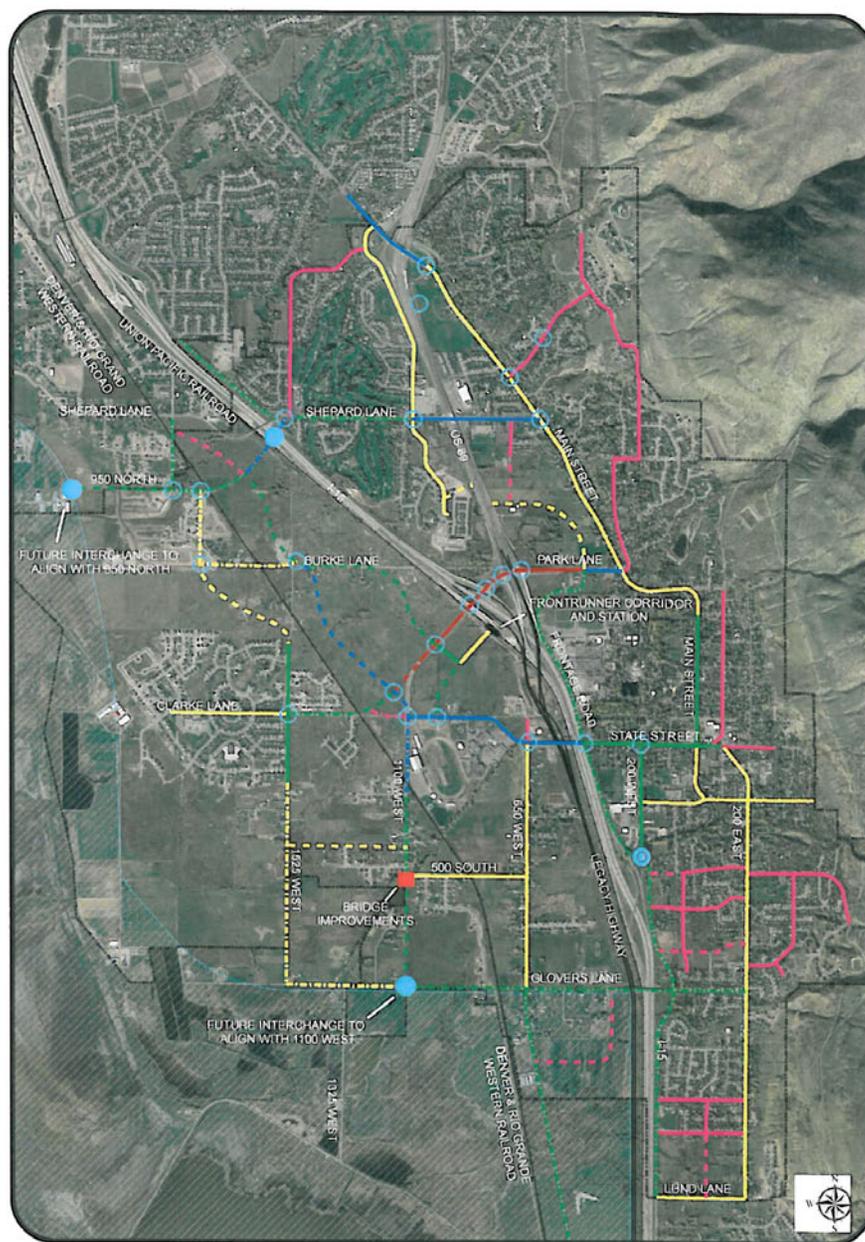
Sid Young moved to direct City staff to investigate the process for removing the current Legacy North to Legacy Corridor near Shepard Lane from the Master Transportation Plan, to direct staff to initiate a new Master Transportation Plan amendment effort to study issues related to Park Lane and its operation as follows:

- (1) The feasibility of Shepard Lane as a local-access interchange;
- (2) Evaluate development potential west of I-15 and quantify magnitude and traffic;
- (3) Identify and analyze key traffic access and circulation issues.

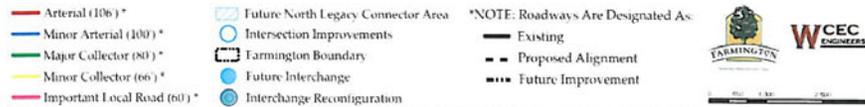
Paula Alder seconded the motion, which passed by a vote of 3 to 1, with Larry Haugen

2007	<p>Legacy North to Legacy Connection Evaluation Study (by City). and at about the same time:</p> <p>UDOT, at a public hearing, requests that the City amend its MTP to show option 3 (the DRG alignment) as its preferred alternative.</p>			
2008 to 2009	City takes initiative, successfully presses State Legislature and UDOT to fund and complete an EIS		No	

2007	<p>Legacy North to Legacy Connection Evaluation Study (by City). and at about the same time:</p> <p>UDOT, at a public hearing, requests that the City amend its MTP to show option 3 (the DRG alignment) as its preferred alternative.</p>			
			No	
2008 to 2009	City takes initiative, successfully presses State Legislature and UDOT to fund and complete an EIS			
2009	City MTP Addendum	X		



2009 ROADWAY FUNCTIONAL CLASSIFICATION PLAN

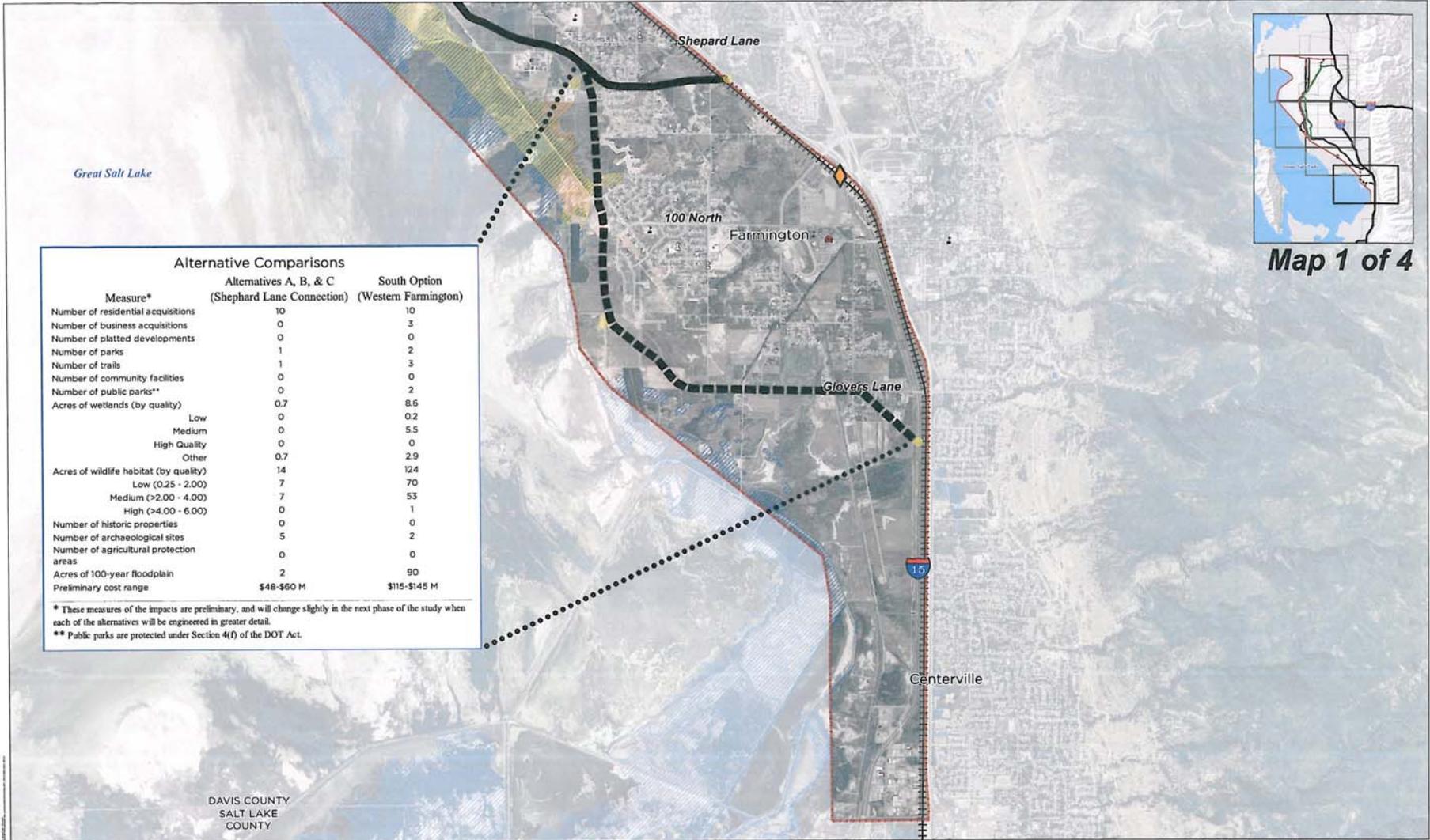


2007	<p>Legacy North to Legacy Connection Evaluation Study (by City). and at about the same time:</p> <p>UDOT, at a public hearing, requests that the City amend its MTP to show option 3 (the DRG alignment) as its preferred alternative.</p>			
			No	
2008 to 2009	City takes initiative, successfully presses State Legislature and UDOT to fund and complete an EIS			
2009	City MTP Addendum	X		
2009	West Davis Corridor EIS begins			

2007	<p>Legacy North to Legacy Connection Evaluation Study (by City). and at about the same time:</p> <p>UDOT, at a public hearing, requests that the City amend its MTP to show option 3 (the DRG alignment) as its preferred alternative.</p>			
2008 to 2009	City takes initiative, successfully presses State Legislature and UDOT to fund and complete an EIS		No	
2009	City MTP Addendum	X		
2009	West Davis Corridor EIS begins			
2011	City passes resolution in support of current West Davis Corridor EIS I-15 alignment			X



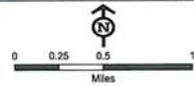
Map 1 of 4



Measure*	Alternative Comparisons	
	Alternatives A, B, & C (Shepard Lane Connection)	South Option (Western Farmington)
Number of residential acquisitions	10	10
Number of business acquisitions	0	3
Number of platted developments	0	0
Number of parks	1	2
Number of trails	1	3
Number of community facilities	0	0
Number of public parks**	0	2
Acres of wetlands (by quality)		8.6
	Low	0.2
	Medium	5.5
	High Quality	0
Acres of wildlife habitat (by quality)	Other	2.9
	Low (0.25 - 2.00)	14
	Medium (>2.00 - 4.00)	7
	High (>4.00 - 6.00)	70
Number of historic properties	7	124
Number of archaeological sites	7	53
Number of agricultural protection areas	0	1
Acres of 100-year floodplain	0	0
Preliminary cost range	2	90
	\$48-\$60 M	\$115-\$145 M

* These measures of the impacts are preliminary, and will change slightly in the next phase of the study when each of the alternatives will be engineered in greater detail.
 ** Public parks are protected under Section 4(f) of the DOT Act.

- Legend**
- Interchange
 - ☆ Cemetery
 - ⊕ Church
 - ⊠ City and Government
 - ⚡ Fire Station
 - ⦿ Healthcare
 - Ⓜ Hospital
 - 📖 Library
 - 👮 Police
 - 🎓 School
 - ◆ FrontRunner Stop
 - Alternative A
 - Alternative A Option
 - Alternative A Arterial
 - Alternative B
 - Alternative B Arterial
 - Alternative C
 - Alternative C Arterial
 - Alternative C Option
 - All Alternatives
 - All Alternatives Option
 - FrontRunner
 - West Davis Corridor
 - Study Area Boundary
 - Wetland by Overall Rating
 - High
 - Medium
 - Low
 - Legacy-Delineated Wetland
 - NW1 Wetland
 - County Boundary



West Davis Corridor
 Alternatives Advanced to the DEIS

Map 1 of 4



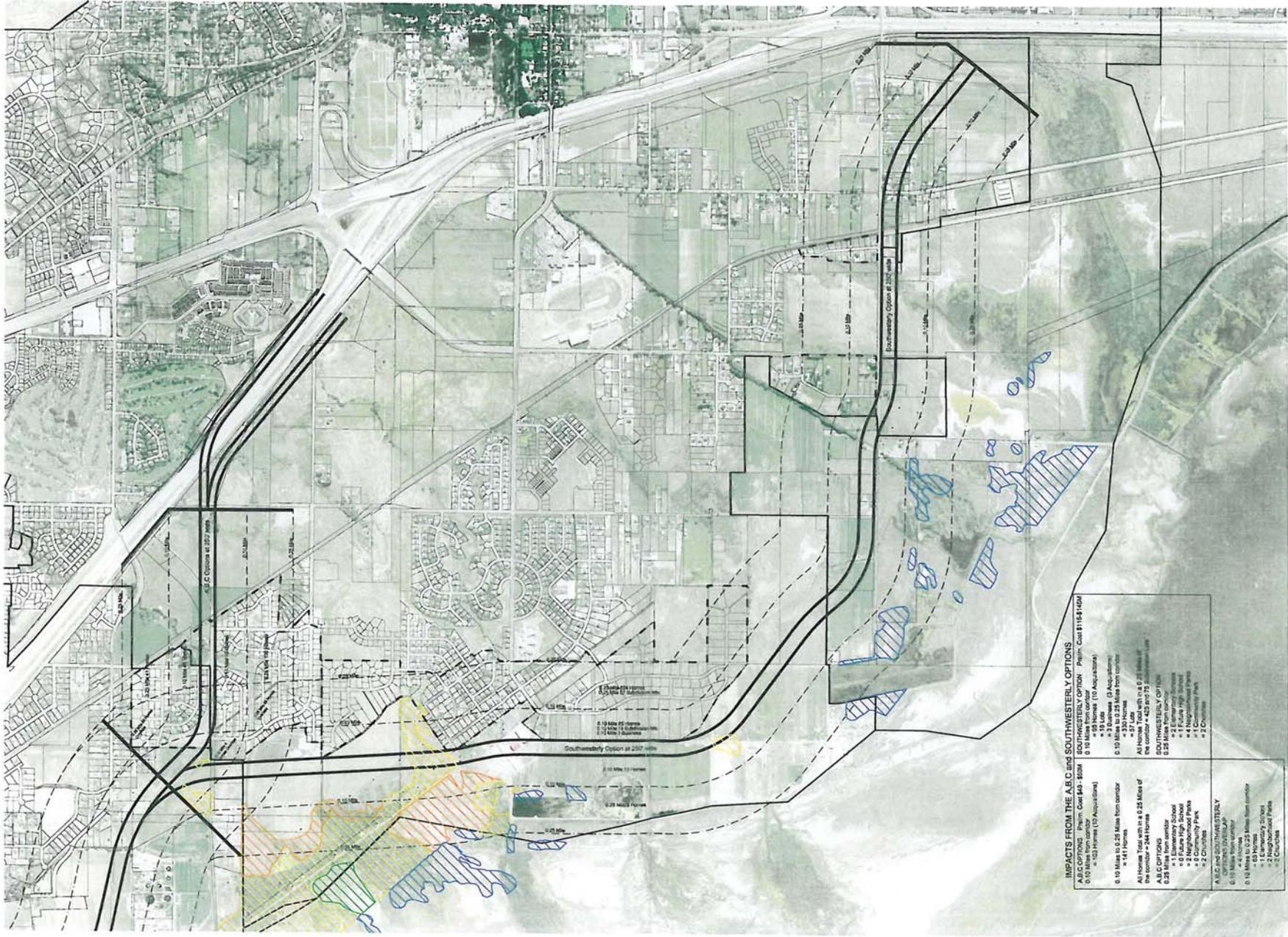
WEST DAVIS
 CORRIDOR

Alternative Comparisons

Measure*	Alternatives A, B, & C (Shepherd Lane Connection)	South Option (Western Farmington)
Number of residential acquisitions	10	10
Number of business acquisitions	0	3
Number of platted developments	0	0
Number of parks	1	2
Number of trails	1	3
Number of community facilities	0	0
Number of public parks**	0	2
Acres of wetlands (by quality)	0.7	8.6
Low	0	0.2
Medium	0	5.5
High Quality	0	0
Other	0.7	2.9
Acres of wildlife habitat (by quality)	14	124
Low (0.25 – 2.00)	7	70
Medium (>2.00 – 4.00)	7	53
High (>4.00 – 6.00)	0	1
Number of historic properties	0	0
Number of archaeological sites	5	2
Number of agricultural protection areas	0	0
Acres of 100-year floodplain	2	90
Preliminary cost range	\$48-\$60 M	\$115-\$145 M

*These measures of the impacts are preliminary, and will change slightly in the next phase of the study when each of the alternatives will be engineered in greater detail.

**Public parks are protected under Section 4(f) of the DOT Act.



IMPACTS FROM THE ABC and SOUTHWESTERLY OPTIONS

ABC OPTIONS Phase Cost \$43 - \$20M
 0.19 Miles from center
 = 103 Homes (10 Acquisitions)
 = 19 Lots
 = 15 Homes (10 Acquisitions)
 = 19 Lots
 = 15 Homes (10 Acquisitions)
 = 19 Lots

0.19 Miles to 0.25 Miles from center
 All Homes Total with a 0.25 Miles of
 the corridor = 42 and 37 Acquisitions
 0.25 Miles from center = 37 Lots
 = 2 Elementary Schools
 = 2 Neighborhood Parks
 = 2 Community Parks
 = 1 Church

0.19 Miles to 0.25 Miles from center
 All Homes Total with a 0.25 Miles of
 the corridor = 34 Homes
 = 1 Elementary School
 = 2 Neighborhood Parks
 = 2 Community Parks
 = 1 Church

0.19 Miles to 0.25 Miles from center
 = 65 Homes
 = 2 Elementary Schools
 = 2 Neighborhood Parks
 = 2 Churches

AWP - SOUTHWESTERLY
 OPTION INVESTMENT
 0.19 Miles from center
 = 103 Homes (10 Acquisitions)
 = 19 Lots
 = 15 Homes (10 Acquisitions)
 = 19 Lots
 = 15 Homes (10 Acquisitions)
 = 19 Lots

SOUTHWESTERLY OPTION Phase Cost \$154-150M
 0.19 Miles from center
 = 103 Homes (10 Acquisitions)
 = 19 Lots
 = 15 Homes (10 Acquisitions)
 = 19 Lots
 = 15 Homes (10 Acquisitions)
 = 19 Lots

0.19 Miles to 0.25 Miles from center
 All Homes Total with a 0.25 Miles of
 the corridor = 42 and 37 Acquisitions
 0.25 Miles from center = 37 Lots
 = 2 Elementary Schools
 = 2 Neighborhood Parks
 = 2 Community Parks
 = 1 Church

0.19 Miles to 0.25 Miles from center
 All Homes Total with a 0.25 Miles of
 the corridor = 34 Homes
 = 1 Elementary School
 = 2 Neighborhood Parks
 = 2 Community Parks
 = 1 Church

0.19 Miles to 0.25 Miles from center
 = 65 Homes
 = 2 Elementary Schools
 = 2 Neighborhood Parks
 = 2 Churches

IMPACTS FROM THE A, B, C and SOUTHWESTERLY OPTIONS

<p>ABC OPTIONS Prelim. Cost \$48- \$60M</p> <p>0.10 Miles from corridor = 103 Homes (10 Acquisitions)</p> <p>0.10 Miles to 0.25 Miles from corridor = 141 Homes</p> <p>All Homes Total within a 0.25 Miles of the corridor = 244 Homes</p> <p>A, B, C OPTIONS</p> <p>0.25 Miles from corridor = 1 Elementary School = 0 Future High School = 2 Neighborhood Parks = 0 Community Park = 2 Churches</p>	<p>SOUTHWESTERLY OPTION Prelim. Cost \$115- \$145M</p> <p>0.10 Miles from corridor = 96 Homes (10 Acquisitions) = 18 Lots = 3 Businesses (3 Acquisitions)</p> <p>0.10 Miles to 0.25 Miles from corridor = 330 Homes = 57 Lots</p> <p>All Homes Total within a 0.25 Miles of the corridor = 425 and 75 Subdivision Lots</p> <p>SOUTHWESTERLY OPTION</p> <p>0.25 Miles from corridor = 2 Elementary Schools = 1 Future High School = 4 Neighborhood Parks = 1 Community Park = 2 Churches</p>
<p>A, B, C and SOUTHWESTERLY OPTIONS OVERLAP</p> <p>0.10 Miles from corridor = 4 Homes</p> <p>0.10 Miles to 0.25 Miles from corridor = 68 Homes = 1 Elementary School = 2 Neighborhood Parks = 2 Churches</p>	