



Farmington City Planning Commission

June 21, 2018



F A R M I N G T O N C I T Y

H. JAMES TALBOT
MAYOR

BRETT ANDERSON
DOUG ANDERSON
BRIGHAM MELLOR
CORY RITZ
REBECCA WAYMENT
CITY COUNCIL

DAVE MILLHEIM
CITY MANAGER

AGENDA PLANNING COMMISSION MEETING

June 21, 2018

Public Meeting at the Farmington City Hall, 160 S. Main Street, Farmington, Utah

Study Session: 6:00 p.m. – Conference Room 3 (2nd Floor)

Regular Session: 7:00 p.m. – City Council Chambers (2nd Floor)

(Please note: In order to be considerate of everyone attending the meeting and to more closely follow the published agenda times, public comments will be limited to 3 minutes per person per item. A spokesperson who has been asked by a group to summarize their concerns will be allowed 5 minutes to speak. Comments which cannot be made within these limits should be submitted in writing to the Planning Department prior to noon the day before the meeting.)

1. Minutes
2. City Council Report

SUBDIVISION

3. Jared Schmidt / Symphony Homes – Applicant is requesting final plat approval of the Eastridge Estates Phase II Conservation Subdivision consisting of 2 lots on 3.87 acres of property located at approximately 1500 South and 200 East in an LR-F (Large Residential – Foothill) zone. (S-4-17)
4. Jerry Preston / Elite Craft Homes – Applicant is requesting a recommendation for schematic plan approval of the proposed Makin Subdivision consisting of 4 lots on .86 acres of property located on the southeast corner of 650 West and Glover Lane in an AE (Agriculture Estates) zone. (S-9-18)

SUBDIVISION – REZONE – PRELIMINARY PUD MASTER PLAN

5. Jared Schmidt / Symphony Homes (Public Hearing) – Applicant is requesting a recommendation for rezone, schematic plan, and preliminary PUD master plan approval for the Chestnut Farms Phase V Subdivision consisting of 26 lots on 10.27 acres of property located at approximately 1400 West and 475 South. The rezone application is requesting an amendment of the zoning map from an A (Agriculture) to an AE (Agriculture Estates) zone for the subject property (S-18-17 & Z-4-17).

ZONING MAP AMENDMENT

6. Scott Adamson (Public Hearing) – Applicant is requesting a recommendation for rezone approval of 2.17 acres of property located at 1234 W. Glover Lane from an AA (Agricultural Very Low Density) to an A (Agriculture) zone. (Z-5-18)

ZONE TEXT AMENDMENT

7. Symphony Homes (Public Hearing) – Applicant is requesting a recommendation for zone text amendment to Section 11-12-090 (Chapter 12) of the Zoning Ordinance related to setback standards for side-loaded garages in conservation subdivisions. (ZT-3-18)

GENERAL PLAN AMENDMENT

8. Farmington City (Public Hearing) – Applicant is requesting approval to amend the General Plan by adding the recently completed Farmington Linkage Study regarding future I-15/US 89 pedestrian crossing options in the vicinity of the Park Lane Interchange as an appendix to the Farmington City Master Transportation Plan, an element of the City’s General Plan. (MP-3-18)

OTHER

9. Miscellaneous, correspondence, etc.
 - a. Other
10. Motion to Adjourn

Please Note: Planning Commission applications may be tabled by the Commission if: 1. Additional information is needed in order to take action on the item; OR 2. if the Planning Commission feels there are unresolved issues that may need additional attention before the Commission is ready to make a motion. No agenda item will begin after 10:00 p.m. without a unanimous vote of the Commissioners. The Commission may carry over Agenda items, scheduled late in the evening and not heard to the next regularly scheduled meeting.

Posted June 18, 2018

Eric Anderson
City Planner

FARMINGTON CITY
PLANNING COMMISSION MEETING
May 17, 2018

STUDY SESSION

***Present:** Chair Alex Leeman, Commissioners Kent Hinckley, Roger Child, Rulon Homer, Associate City Planner Eric Anderson, and Recording Secretary Tarra McFadden. Commissioners Connie Deianni, and Russ Workman and Community Development Director David Petersen were excused.*

Item #3. Jerry Preston / Elite Craft Homes - Requesting a recommendation for schematic plan approval of the proposed Makin Subdivision

Eric Anderson said the City Council adopted a zone text amendment on March 6, 2018 to allow TDR applications for alternative lot sizes when there is an issue of blight. He reviewed the definition of blight, as stated in State Law. He said State Law does not hold a high definition for blight to allow for flexibility, just as the Supreme Court allows for flexibility with condemnation. **Eric Anderson** said in order for a property to be considered “blighted,” a study must be completed. **Rulon Homer** asked how having the property considered blight affects the zone and the potential of 4 homes on the property. **Eric Anderson** said right now, the property is in the AE zone. Based on the Ordinance, a conventional subdivision would allow for 1 lot on this property; however, the applicant could apply for an alternative lot size through a TDR to grant 1 additional lot. Alternative lot sizes of 12,000 sq. ft. are allowed within the Ordinance, if approved. If the property is deemed blighted, the Ordinance allows for 1 additional lot as an incentive for people to clean up blighted properties. With the alternative lot size, if a TDR was approved and the property was considered blighted, the applicant could achieve 4 lots for this subdivision. The commissioners and staff discussed the 4 lot option. **Eric Anderson** pointed out that what needs to be considered is if single family residential is a good use across from the high school, and if this property is considered blighted.

Alex Leeman said the Ordinance does not express an exact standard for blight; however, in the State Code 17C-2-303; CRA for urban renewal, the following standards for blight are to be considered: substantial physical dilapidation, non-compliance with current building, safety, fire codes, unsanitary or unsafe conditions, environmental hazards, excessive vacancy, abandoned or outdated facilities, criminal activity, or defective conditions of the title.

Alex Leeman said although that standard does not have to be strictly followed, he feels it is a useful standard. He said if the Commission recommends approval, evidence of blight must be given from someone. **Kent Hinckley** said he walked the property, and although it seemed unkempt, he did not see anything that fits the criteria for blight. **Roger Child** expressed concern that if the home is uninhabitable due to frozen pipes, damage, or other conditions, it could still be considered blight.

Eric Anderson reviewed the suggested motion. He said the staff report includes a motion for a recommendation of approval if the Commission determines 4 lots fit for this specific property, if blight is found. He said a condition to that motion is that a blight study would have to be completed before the property is deemed blighted; approval of the 4 lots would be dependent on a finding of blight. **Eric Anderson** reminded the Commission that there is no vesting rights at schematic plan.

Item #4. Scott Adamson – Requesting a recommendation for rezone approval of 2.17 acres of property located at 1234 W. Glover Lane from an AA (Agricultural Very Low Density) to an AE (Agriculture Estates) zone

Eric Anderson said the applicant is seeking a rezone of the property. He said it was timely that the Commission discussed the Development Restriction (DR) line with regards to the West Davis Corridor (WDC); however, this property is not to the east or the north of the West Davis Corridor where the DR line might be moved. He said this property would remain below the 4218 line in the DR area. **Eric Anderson** said the applicant is requesting a lot split to add one more unit of density to their property. He said one of the benefits of granting the rezone for the lot split is that the City would be able to require improvements of curb, gutter, sidewalk, and asphalt extension for Glovers Lane and Shirley Rae. He said staff feels these improvements would be a big incentive for the City to grant this lot split. **Kent Hinckley** said he feels granting the lot split would make the lots closer in size to the lots surrounding it. **Eric Anderson** said this subdivision was subdivided in the County; however, it does not conform to the City's Zoning Ordinance when it was annexed into the City. The minimum lot size for the AA zone is 10 acres. **Eric Anderson** said this is another policy question for the Commission to consider, as there are merits of an approval or denial.

REGULAR SESSION

***Present:** Chair Alex Leeman, Commissioners Roger Child, Kent Hinckley, and Rulon Homer, Community Development Director David Petersen, Associate City Planner Eric Anderson, and Recording Secretary Tarra McFadden. Commissioners Connie Deianni, Bret Gallacher, and Russ Workman were excused.*

Item #1. Minutes

Rulon Homer made a motion to approve the Minutes from the May 3, 2018 Planning Commission meeting. **Roger Child** seconded the motion, which was unanimously approved.

Item #2. City Council Report

Eric Anderson gave a report from the City Council meeting on May 15, 2018. He said the first item that was considered was the omnibus Zoning Ordinance amendments, which was approved as per the Commission's recommendation. The second item was the Station Towns Rezone and Schematic Plan. Despite the recommendation for approval by the Commission, and that no one attended the public hearing, the City Council unanimously denied the rezone. The City Council members did not feel the proposed use was a good fit. Councilmember Brigham Mellor said he felt the purpose of the RMU zone was to have higher intensity developments that would then taper off into single-family residential homes. The councilmembers felt that although the Henry Walker Homes project included single-family residential homes, the homes were very tight and dense, and the councilmembers felt like the proposed townhomes did not fit with the tiering of density that is to be included in the RMU zone. He said there were also councilmembers that did not like the Henry Walker Homes project, and did not want more of it. **Eric Anderson** said the next item that was considered was the General Plan amendment for the Stoddard/Hughes property. He said the Planning Commission was given 4 alternative motions, but then approved a 5th alternative motion. He said the City Council chose to only approve a General Plan amendment for the Stoddard/Hughes properties, and leave the remaining properties left as is. He said

the City Council would like more clarity regarding changes to the conservation easements, but they appreciated a full look at the other properties.

Rulon Homer asked for more information regarding the City Council item regarding a water supply shortage. He asked if the City has enough water for the massive increase of development on the west side, as he was told for many years that his property could not be annexed into the City since there was no water for him. **Eric Anderson** said there was a water problem on the west side of the City, but when the Boyer Properties developed the Ranches subdivisions, they brought a water line from the east side to the west. He said without that water line the development could not have happened. With regards to the water shortage item, secondary water will be shut off once the secondary water reservoirs run out or get down to a certain level, which could happen in June or July. He said there are concerns that people will start using culinary water to irrigate their yards. He said the Council adopted a measure to educate people on watering their yards sparingly because it could become problematic if people use culinary water. By decreasing irrigation now, the secondary water supply could be stretched further.

SUBDIVISION

Item #3. Jerry Preston / Elite Craft Homes (Public Hearing) – Applicant is requesting a recommendation for schematic plan approval of the proposed Makin Subdivision consisting of 4 lots on .86 acres of property located on the southeast corner of 650 West and Glover Lane in an AE (Agriculture Estates) zone. (S-9-18)

Eric Anderson said this property is located on the southeast corner of 650 W. and Glover Lane, and across the street from the high school. He said the applicant wants to build a subdivision with 4 lots. He said in the AE zone, the Ordinance allows an applicant to apply for a conventional subdivision with a 1-acre minimum lot size. The applicant's property is .86 acres. There is a provision within the Ordinance that allows an applicant to apply for an alternative lot size, which would then allow for a minimum of 12,000 sq. ft. lots. Each additional lot beyond the yield plan must be accomplished through a Transfer of Development Rights (TDR).

Eric Anderson said the applicant, however, is presenting a schematic plan with 4 lots at approximately 9,000 sq. ft. In March of this year, the City Council passed a zone text amendment that additional TDR lots may be brought in through the finding of blight. He said this property may or may not qualify for blight. He said a blight study would have to be conducted, as there has been significant clean up on this property, but that at one point this property was quite blighted with junk cars, garbage in the yard, a hoarder filled house, and more. **Eric Anderson** said regardless of if this property qualifies as blight, the Planning Commission and City Council need to decide if they would approve the subdivision with 4 lots if the property is deemed blighted. He also added that in order for the subdivision to move forward with 4 lots, blight would have to be found and the additional 3 lots would have to be brought in through a TDR. TDRs must be approved by City Council, and that decision is a legislative and discretionary act. **Eric Anderson** said the most important thing to consider at this point is if the Commission is comfortable with 4 lots and single-family residential across from the high school. He said if the Commission is comfortable with the 4 lots and the single-family residential, then the next step would be a blight study to determine if there is blight. He said a proposed motion for a recommendation of denial is also included in the staff report if the Commission does not feel comfortable about the density and blight.

Jerry Preston, 177 N. Main St., thanked the Planning Commission for their efforts on behalf of the City. He said he does not own this property, but that two property owners purchased it as a way to

assist the Makin family and make it nicer for the area. He said since this property was zoned AE in the '70s or '80s, a lot has happened in the area, including the new high school, the City gym, the charter school, Station Park, and more. He said 650 W. may soon be considered an arterial road. He said the property owners feel this property could be a buffer to the other AE properties located to the east. He said there is a new home just south of the property that is on a lot approximately 9,700 sq. ft., which is similar to what is being proposed with this property. He said that lot is a non-conforming lot, which was a result of the road being put through the parcel. He said they would like to develop the proposed lots in a similar manner. **Jerry Preston** said with the economics of this project, they could develop 3 lots at approximately 12,000 sq. ft. or develop 4 lots. He said the 3 lot option would result in the existing home remaining and being remodeled; however, if blight is found, the existing home could be demolished and 4 similar homes could be built in its place. He said the property owners are looking for direction on what the Commission would like to see, as well as what the neighborhood would like to see for that property.

Roger Child asked if Mr. Preston knew the condition of the property, and if there are any environmental concerns with past junk cars, animals, or other things on the property. **Jerry Preston** said before they move forward, they would complete an environmental study as there was definitely junk previously found on the property. He also said that he has not gone through the inside of the home, but has heard it is not in good shape. He said if this item moves forward, they will conduct a blight study; if blight is not found, then they have their answer on how many lots to develop.

Rulon Homer asked if the Makin's are currently living on the property, or if the property is vacant. **Jerry Preston** said he thought someone was living in the home at the time the property sold, but that no one has been living there since that time. He said he is unsure if there is blight found on the property now, but that there has definitely been blight in the past. He said they can further investigate, and provide proof if blight is found.

Jerry Preston asked the Commission if they would like 4 similar homes on that corner, or if they are comfortable with 3 lots and the Makin manufactured home remodeled. **Rulon Homer** asked for more information about the homes Mr. Preston hopes to build compared to the existing home on the property. **Jerry Preston** said the current home has a garage approximately double the size of the home, with an approximately 1,100 sq. ft. modular home. He said they would like to appeal to "empty-nesters" by building a rambler type home with a 3 car garage.

Alex Leeman opened the public hearing at 7:28 p.m.

Phillip Paget, 1012 South 650 West, expressed concerns with the development's density. He said he would like the project to fit in with what is currently located in the area. He also expressed concern with the height limit of the homes and garages. He said as the lot currently stands, it looks as though a home was built because the City would not allow someone to just have an oversized garage. He also added that the potential of blight does not take into account that the property owner has not been living there. He does not feel a blight ruling should be made, and a developer obtains an additional lot just because a property owner does not care for their lot.

Paulette Hewitt, 541 West 250 South, asked what the size of the lots would be if the existing home was left, and 3 lots were developed. **Eric Anderson** said the lots would be approximately 12,000 sq. ft. each. **Paulette Hewitt** said the Commission talks about how much they don't like spot zoning, but then considering it with this spot. She said she does not think the existing home looks that bad, and that it is noticeable that some clean-up has been done. She said there was a blue house that Ivory Homes took down for one of their developments; she feels that home should have been considered blight in

lieu of the existing home on this property, but it wasn't. She said she worries that her neighbors may consider her property blight when she does not keep up her yard. She said she has concerns that people may start calling things blight, when in reality something may just need to be fixed to make it better. She shared a few examples of other things in the area that could be considered blight as well, but has not been. She said the City Council recently turned down developing a parcel across from Events Center because it was not consistent with the area; she does not feel the proposed 4 lots would be consistent with this area. She said she does not like spot zoning, and she does not like calling someone's property blight. **Alex Leeman** pointed out that this item is not a rezone. He said the Ordinance allows the applicant to propose 3 lots of 12,000 sq. ft. in the AE zone through a TDR. He said IF the property can obtain a blight designation, the Ordinance allows the applicant an additional lot. **Paulette Hewitt** expressed concern that if the Commission chooses to call something blight, then it could open a can of worms for other properties that may be blight in the future. **Alex Leeman** said there is a blight standard, which he will discuss and review.

Alex Leeman closed the public hearing at 7:36 p.m.

Alex Leeman said that he wanted to discuss a few items of concerns that were raised during the public hearing. He said this is not a rezone application. He said in the AE zone, the Ordinance allows for alternative lot sizes, which is a minimum of 12,000 sq. ft. He said there is a provision within the Ordinance that allows for those alternative lot sizes if certain criteria is met. He said the AE zone allows for the alternative lot size of 12,000 sq. ft. He said the 3 lot option the applicant has proposed is something that is compliant within the zone if the City Council approves a TDR, which is a legislative and discretionary decision made by the City Council. **Alex Leeman** said the proposed 4 lot development is also allowed if evidence is provided that something is "blighted." Based on the Ordinance, the City incentivizes developers by giving an additional lot in exchange to help cure blighted conditions within the City. He said it is not just saying something is blighted because their grass has not been trimmed, or the yard has been ignored. **Eric Anderson** added that blight cannot be considered through neglect. **Alex Leeman** said the State Code has specific criteria that must be met in order for a property to be deemed blight. He said 4 of the following criteria found in the State Code must be found:

- 1) Substantial physical dilapidation
- 2) Significant non-compliance with current building, safety, health, fire codes
- 3) Unsanitary or unsafe conditions
- 4) Environmental hazards
- 5) Excessive vacancy
- 6) Abandoned or outdated facilities
- 7) Criminal activity
- 8) Defective conditions of title

Alex Leeman said at this point, the Commission does not have evidence to make a blight determination, but that the blight determination will be made at another time. He said the applicant will have to provide proof, evidence, pictures, maybe host a site visit, etc. to determine if this property qualifies for blight based off of the State Code criteria. He said IF the property is considered blight, then the applicant will have the ability to have the 4 lot option considered.

Eric Anderson also added that the zone text amendment that was recently adopted states that the determination of blight has to be done through a Special Exception application, which would come separately before the Planning Commission. If the Planning Commission chooses to recommend this item for approval, the conditions to the motion are worded in a way that the applicant would have to receive a Special Exception approval for finding of blight, and then would still need approval for the 3

TDR lots by the City Council. **Eric Anderson** said the applicant still has several hurdles to get through before this subdivision becomes valid.

The commissioners asked about the approval body for the special exception and what will happen if the property is not deemed blighted. **Eric Anderson** said the special exception is approved by the Planning Commission, not the City Council.

Jerry Preston said the property owner is seeking a 4th lot due to the costs associated with the demolition of the existing home. If the property is not deemed blighted, they will leave the existing home as is, and request 2 TDR lots for a total of 3 lots. He said they plan to remodel the home if the existing home will remain. He said the property owners would like to see what the neighbors and community want for this property, the existing home remodeled with two new homes, or 4 new homes similar in style.

Kent Hinckley expressed concern with considering this item, as the “centerpiece” to it is not known, which is whether this property is considered blighted or not. He said in the past, items have been recommended for approval based on some incidental thing being completed or not, but that having the property deemed blighted would make a significant difference in the outcome. He said he is uncomfortable moving forward with the 3 or 4 lot options because it is not known if the property is blighted or not. **Alex Leeman** said he feels it is irrelevant to know if the property is blighted or not at this point. **Kent Hinckley** feels it would be best to make a decision on the 3 lot option since it is not known if the applicant can even qualify for the 4 lot option. **Alex Leeman** said he feels the logical thing to do is send the recommendation to the City Council stating the Commission is comfortable with one or the other option, provided the applicant meets the blight criteria. **Kent Hinckley** said he feels it is better to do the “homework” prior to making a recommendation. **Alex Leeman** said he feels the Commission needs to do their “homework” prior to determining blight; however, that application is not before the Commission at this time. He said he does not know what more information the Commission could require of the applicant based on what he’s asking for at this point. He said he does not feel the Commission can tell the applicant that the commissioners want to know if he meets the criteria for blight because that is not the application he has submitted at this time. **Kent Hinckley** said the application that is before the Commission is for a recommendation of approval for 4 lots. He said he does not feel the Commission can recommend approval for 4 lots without knowing if there is blight. **Alex Leeman** said he feels this situation is similar to a schematic plan and rezone. He said the entire schematic plan does not move forward if the rezone is not approved; however, the rezone is still “packaged” with the schematic plan. **Kent Hinckley** said he feels this is different because the Planning Commission is the one to consider the blight. **Alex Leeman** said if the conditions are not met, the schematic plan comes back to the Commission. **Eric Anderson** said this item is just for the schematic plan, and not approving the actual subdivision. **Kent Hinckley** said that he is not comfortable voting to recommend approval or denial on the 4 lots because he does not feel there is adequate information to make the decision on the 4 lots.

Jerry Preston said the Commission could move forward with the 3 lot option, and then if evidence can be shown that the property is blighted, he can come back for the 4 lot option. **Eric Anderson** said the application is for 4 lots, so that is what the Planning Commission has to consider. The Commission cannot consider an alternative subdivision that is not before them. He said if the applicant chooses, he can start the process from the beginning and submit an application for a 3 lot subdivision, and then come before the Commission with that option.

Alex Leeman said he feels the motions that are before the Commission are to decide if they will recommend approval or denial of the 4 lots, or table the item and ask the application to bring it back in a different format.

Roger Child said that he has concerns right now that Mr. Preston does not know the exact condition of the home. He said the existing home is a modular home, which is temporary by nature. He said that although a modular home can be made more permanent, it is still less permanent than a standard structure. He said as a neighbor, he would be more concerned about having a modular home as a neighbor, than 4 new homes on smaller lots. He said due to the nature the previous home that burned down on the property was in, which was significant blight, it is possible the replacement modular home is in similar condition. **Roger Child** said he does not feel there is a significant value differential from 12,000 sq. ft. lots versus 9,400 sq. ft. lots; however, he feels there would be a significant value impact to the neighborhood in perpetuity if the modular home remained. He said he understands the full situation, but if it were his choice as a neighbor, he would want 4 new homes as it would be better economics for the neighborhood.

Alex Leeman said he does not feel the Commission should speculate on if the home is blighted, but that the Commission should decide if they are comfortable with 4 homes or not, if the applicant can meet the blighted criteria. He said if the applicant cannot meet the criteria, then it is a moot point. He asked the commissioners to consider if they are comfortable with 4 homes or not.

Eric Anderson said when considering a schematic plan, the Commission is looking at if they are comfortable with the lot sizes and density proposed, as well as the configuration of lots, road, and overall layout. He said there are many questions that are left to be addressed at preliminary and final plat, like regarding the sewer line, even though that could stop the development completely. He said he feels requiring that the applicant provide evidence of blight at this point in the process would be like requiring improvement drawings for a subdivision at the beginning. He said it is up to the Commission to determine if they are comfortable with the lot size and the layout of the subdivision. **Kent Hinckley** said he does not want to consider the application at this point because the centerpiece of the application is the applicant obtaining a determination of blight, which he does not have at this point. He suggested tabling the item until the determination of whether or not blight is present has been made. **Alex Leeman** disagreed; he said he feels the schematic plan is the centerpiece and that the determination of blight is simply a condition to the motion. He said the Ordinance allows for 12,000 sq. ft. lots if the applicant can satisfy certain criteria, but that if the applicant also meets other criteria, then they can qualify for an additional lot. He said he feels by not voting on this, the City is setting a precedence that it will not lawfully uphold the City Ordinance if an applicant satisfies the criteria for a certain lot size.

Roger Child asked if the Commission proceeds right now with the 4 lot option, and the Commission does not recommend approval of it, would it shut down the applicant's ability to come back before the Commission with a different layout. **Alex Leeman** said by recommending denial of this item, the City Council receives that recommendation, and votes how they choose. If the City Council denies the item, the applicant would then have trouble coming back. **Roger Child** said he feels Mr. Preston has made himself available to talk with neighbors. He feels if the neighbors want the modular home removed, then that window has been left open and available. **Alex Leeman** pointed out that even if the neighbors wanted the modular home removed, if the property does not meet blight, then it does not matter.

David Petersen said one argument is that the determination of blight is central to this item, so if the Planning Commission wants the blight study completed, it can be done. He said the applicant could

then go through different things for the blight study, come before the Commission again, and the Commission offers a recommendation to the City Council, but then the City Council says blight or no blight, if the Council does not want to approve it. He said the potential of denial is a possibility since the City Council has the final say. **David Petersen** recommended a joint meeting with the City Council to discuss the item before it is moved forward to see if a blight study is still needed. **Jerry Preston** said he is fine if the item is tabled. He said he can enter a secondary application to allow both the 3 lot and 4 lot proposals to be considered. **Alex Leeman** said he is comfortable having a second application submitted, and that perhaps a third application for a Special Exception regarding blight could also be submitted. **Jerry Preston** recommended that the City adopt guidelines regarding blight. **Alex Leeman** said the City is following State Code, but agreed that perhaps a zone text amendment regarding how blight is considered should be made.

Motion:

Kent Hinckley made a motion that the Planning Commission table this item and allow the applicant to do as he chooses, either go forward to do a determination of blight, come back with an application for 3 lots rather than 4 lots, or anything else he chooses to do. **Rulon Homer** seconded the motion, which was unanimously approved.

The commissioners and staff determined a joint City Council/Planning Commission meeting will be held June 5, 2017 at 5:30 p.m. in the Study Session room.

ZONE MAP AMENDMENT

Item #4. Scott Adamson (Public Hearing) – Applicant is requesting a recommendation for rezone approval of 2.17 acres of property located at 1234 W. Glover Lane from an AA (Agricultural Very Low Density) to an AE (Agriculture Estates) zone. (Z-5-18)

Eric Anderson showed the aerial view of the location for the property. He said the applicant is requesting a rezone from AA to AE in order to do a lot split of his 2.17 acres into 2 parcels of approximately 1.09 acres each. He said the property is zoned AA, which is the lowest density residential zone in the City. He said this property is in the Development Restricted (DR) area on the General Plan, and that this area would not come out of the DR area based on the West Davis Corridor (WDC) alignment. **Eric Anderson** reminded the Commission about the criteria that went into deciding the DR line, as has been the discussion in previous Planning Commission meetings. He said that recommending approval of this rezone would be considered a significant policy decision as it would be inconsistent with the City's General Plan.

Eric Anderson said the Planning Commission recommended denial of another subdivision application on this a few years ago; however, that recommendation of denial was based on questions regarding storm water, sewer access, ROW issues on Glover Lane, and more. He said all of those issues can now be mitigated with the exception of storm water. He said the Central Davis Sewer District has built or will be installing a sewer line down Shirley Rae Dr. He said the property has a high water table, and that there is currently no existing storm drain facilities in the area. **Eric Anderson** said the applicant is only proposing a lot split, but that's where the policy question comes in. He said the applicant is requesting to add one unit of density, so it would not be a big impact on storm water, but it is one more unit of density than what the ordinance allows.

Eric Anderson said staff provided two proposed motions, one for recommendation of approval and one for recommendation of denial. He said one of the benefits of recommending this item for

approval is the improvements to Glovers Lane for the frontage of this parcel, including curb, gutter, sidewalk, and park strip that the developer would have to do. On the other hand, **Eric Anderson** said the application is not consistent with the General Plan, and that the property is not a good developable piece of property. He feels with enough money, however, those concerns with the property could be mitigated.

Scott Adamson, 940 Windsor Lane, Bountiful, attended with his wife, Patty. He said they acquired the property last year, and would like to build on it. He said his wife has taught, and built, a very successful tennis program in Bountiful. She has been able to assist Bountiful High in winning multiple state tennis championships. He said they have a daughter that now lives on 650 W., and has built tennis courts on her property. He said they would like to build a home nearby so they can assist in their daughters program. He said there are so few lots in the area, and that they liked this property. He said they knew 2 acres would be too much for them though, and the economics of building a home on the property are tough. He said they felt doing a lot split would still keep the lots consistent with the surrounding area, as well as helping with the economics of building a home and improving Glovers Lane.

Roger Child asked how much of the site would remain undeveloped. He said he has drainage concerns as percolation is slow with the high water table for the property. He is concerned that there may be a drainage issue if large tennis courts are built, as they are not penetrable by water. **Scott Adamson** said they plan to build a home with an approximate 2,500 sq. ft. footprint, and plan to landscape the rest of their yard. He said they want their lot to look nice. He said concerns regarding storm water was an issue brought up early on so they are working closely with their contractor to mitigate the problem. He said they will most likely bring in fill dirt to raise it up.

Rulon Homer asked the applicant how many homes he plans to build. **Scott Adamson** said will build one home and will sell the second lot. **Rulon Homer** said he often rides his bike past this lot, and there is always water in the southwest corner of it. **Scott Adamson** said they have considered a retention pond for the property, but will be working with an engineer to determine if it is needed on the lot. He also clarified that tonight, he is only asking for a rezone of the property.

Alex Leeman opened the public hearing at 8:27 p.m.

Patty Adamson, 940 East Windsor Lane, Bountiful, said she has loved teaching and building a tennis program; it is her passion. She said now that her grandkids are in the Farmington area, she wants to be close to them. She said 2 acres is too big for what they would like, so that is why they are asking if they can divide it. She said splitting it into a 1 acre lot will allow her to continue the legacy of tennis and be close to family.

Phil Rogers, 818 Shirley Rae Drive, asked about the minimum lot size for the AA zone, and if the applicant can build 2 houses on their current lot. **Alex Leeman** said the applicant has one lot, so right now the minimum lot size is what he has for one house. **Eric Anderson** said in the AA zone, the minimum lot size is 10 acres in a conventional subdivision; this lot was entitled in the County, then annexed into the City after it was created. He said this lot would be considered non-conforming for the AA zone by City standards, but was grandfathered into the City after it was created in the County. **Phil Rogers** asked for clarification that if someone purchases the lot being discussed, they could only build one house on it. **Eric Anderson** said yes, the property owner of this lot could only build one house. **Phil Rogers** expressed concern that someone chose to buy this lot being discussed knowing it was too big for them, but are now requesting to divide it because it is too big. He said it was also previously mentioned by staff that sewer may have already come in. He wanted to clarify that they have been notified that there are plans to do so, but a sewer line has not yet been installed. **Phil Rogers** expressed concern that

staff mentioned the only way the property owner could afford to do curb and gutter on the full length of the property is to do a lot split. He said the City has other means to accomplish installing curb and gutter, like putting a lien on your house until the improvements are completed, which is what the City did to him. **Alex Leeman** clarified that the City can only put a lien on someone's house if they already have an existing agreement for those improvements. He said the City cannot force that on someone that does not already have an improvement agreement. **Phil Rogers** said that he feels if 2 acres is too big for someone, they should buy a lot and build a house elsewhere. He said if the City starts splitting lots, and right now an applicant is "only" asking for an AE zone, down the road it will continue to split. He feels rules should not change because someone cannot afford to build their house.

Ralph Wilcox, 667 N. 500 E., Bountiful, said that he received a letter noticing this zoning request. He said he owns 5 acres to the west of Scott Adamson. He came to the meeting because he was curious what Mr. Adamson had plans to do. He said he would be interested in talking with Mr. Adamson to potentially make a better deal out of a larger piece of property. He said he wanted to put that on the record.

Alex Leeman closed the public hearing at 8:33 p.m.

Alex Leeman said looking at the zoning map, if this lot were to be rezoned, it would be spot zoning, as there is no other AE zones nearby. He said spot zoning isn't illegal, but it can be considered taboo as it is not usually appropriate under most circumstances. **Alex Leeman** reviewed the considerations for a rezone, including if it is reasonably necessary, in the public's best interest, consistent with the General Plan, etc. He said rezones are legislative decisions, which means nothing prevents the Commission from denying a recommendation to rezone, even if the rezone seems to meet the rezone criteria. He said on the flip side, the Commission can also approve a rezone, even if the rezone does not meet the criteria. He also mentioned that the General Plan is a guiding and advisory document. He said he still feels the Commission should have a good reason why if they choose to change something that is inconsistent with the General Plan.

Alex Leeman said he feels this application is different. He said in the AA zone, this lot would not have been conforming if it had not been grandfathered in; however, surrounding neighbors have the same situation. He said that is just something that happens when property is annexed in. He said he feels what needs to be considered with this rezone application is if the proposed zone of AE is appropriate and right for this specific spot in the City. He said he appreciated Mr. Rogers comment that this lot was purchased within an existing zone; the buyer knew what they were getting into. He added that any property owner is still entitled to ask for a zone change, as long as the request complies with the Ordinance, which this request does.

Alex Leeman said the Planning Commission is making a recommendation to the City Council, and that the City Council will have the final vote on this application.

Alex Leeman said that he is torn with this kind of application. He said he feels like it's important to look at the surrounding parcel to see how they are laid out. The applicant wants to divide his lot into 1 acre lots, and the surrounding lots to the north and east are all similar in size. He said looking at this application, it is inconsistent with the General Plan; however, the lot is inconsistent with how the General Plan is laid out. He said this application is for a rezone though, and not a General Plan amendment.

Rulon Homer asked for more information on spot zoning. **Alex Leeman** said spot zoning is when an individual lot is considered for a rezone, specifically if the rezone makes the lot an "island" within the

current zone. **Eric Anderson** said all properties in the area are zoned AA. If this application is approved, the applicant's property would be the only AE zoned lot surrounded by AA, making the lot an AE "island." **Alex Leeman** reemphasized that spot zoning is not illegal because zoning is usually meant to look at the area as a whole. He said any property owner is entitled to ask for a rezone, and entitled to have it considered. He said in the years he has been on the Planning Commission, the Commission has not done a rezone that is inconsistent with the General Plan, but he said he does not remember considering a single parcel before now. **David Petersen** said with regards to spot zoning, if the General Plan says everything in the area is zoned "x," and what is being requested is "y" zone, but it is consistent with the overall plan, the change is generally ok. He said when considering a spot zone, it is also important to consider the direction the Commission may want to see the area go.

Kent Hinckley said that if this rezone was granted, this property would have a different zone, but the lot size would be the same or close to the same as surrounding lots. He feels although the zone would be different, the result would still be the same.

Roger Child pointed out that this lot is along Glovers Lane, and has a lot of frontage. He expressed concern that this property has the potential to subdivide another 3-4 times in an AE zone. **Eric Anderson** said the potential to further subdivide would be a legislative act, not a vested right. He said the property owner does have a right to ask for a rezone. **Roger Child** said he does not feel it is the property owner's intent to do a "bait and switch," but that memories fade and a future property owner may be interested in further subdividing the property.

Alex Leeman asked if the Commission can only recommend or not recommend the rezone for the AE, or if they can recommend a rezone to the A zone. **David Petersen** said the Commission can only recommend or not recommend as the application was submitted, which was a rezone request from AA to AE, and not A because the notice was not posted that way.

The Commissioners discussed spot zoning with staff, and the applicant's options to build on half the property and apply again in the future, leave as is, or come back with a different application for a rezone to A. **Alex Leeman** said that he would be more inclined to entertain an application to rezone the property to A versus AE based on **Roger Child's** comment that the property could be further subdivided to the alternative lot size of 12,000 sq. ft. **Kent Hinckley** agreed; he feels a request for a rezone to A, which would allow the applicant 2 houses, 1 within the A zone and the 2nd with a TDR request. **Roger Child** said he feels rezoning the property to A would protect the neighbors as well.

Rulon Homer asked the applicant if he wanted to build 2 houses. **Scott Adamson** said he would like to build one house, and sell the other lot for someone else to build on. He said he does not care which zone is granted, he would just like to split the lot as he would not be building the second house, but wants to sell the second lot. **Rulon Homer** asked what the impact would be if a rezone to A would be granted. **Alex Leeman** said if a rezone to A was approved, the applicant could potentially get the 2nd lot he's requesting through approval of a TDR, but that would be the absolute most lots he would be able to receive. He said with a rezone to AE, the applicant could get 2 lots, but there is always the potential the lots could be further subdivided in the future to smaller lots. He said the biggest thing with the A zone is a cap on density.

Alex Leeman said regardless of which zone is being considered, he feels the same question is before the Commission, which is whether or not it is appropriate to rezone this property to something that is inconsistent with the General Plan. He said it is ok to grant the rezone inconsistent with the General Plan, but feels it is a harder decision to make under these circumstances. **Kent Hinckley** said

splitting the property fits with the parcels surrounding it. He feels rezoning the property to A will also protect the neighbors that there will only ever potentially be 2 homes, and no more than that.

Alex Leeman said he does think it's important to consider the improvements along the frontage on Glovers Lane that the City will be receiving, including curb, gutter, and sidewalk if this item is approved.

Alex Leeman said he is inclined to recommend denial of the rezone, but state that he would be more willing to rezone the property to A if the applicant wants to submit a different application for it, or they can move forward to City Council with the denial of recommendation.

Motion:

Kent Hinckley made a motion that the Planning Commission does not recommend approval of the rezone. **Roger Child** seconded the motion, which was unanimously denied.

Finding for Denial:

The Planning Commission prefers this property be rezoned to A (Agriculture) to protect the surrounding neighbors with the lot size that would result from that zone.

CONDITIONAL USE PERMIT

Item #5. Ben Peterson (Public Hearing) – Applicant is requesting temporary (conditional) use approval for a fireworks stand on 1.18 acres of property located at 954 South 150 West in a C (Commercial) zone. (C-5-18)

Eric Anderson said this item was heard the previous year. He said temporary use permits typically come back annually; however, it is standard for the City to grant approval for one year to see how the use goes, and then extend the renewal date of the permit out a few years when the use comes in for the second year. He said the proposed Condition #8 states the permit is good until the year 2022, but that the Commission could have it expire this year, or any other year they choose. **Eric Anderson** said to staff's knowledge, this firework stand did not have any problems last year.

Ben Peterson, 1557 Boulder Creek, Layton, said he would like to do a firework stand for just the 4th of July. He said there is a small chance of opening the stand for the 24th of July, but mostly likely not.

The Commission did not have any questions for the applicant at this time.

Alex Leeman opened the public hearing at 8:58 p.m.

No comments were received.

Alex Leeman closed the public hearing at 8:58 p.m.

The commissioners wished the applicant an explosive season.

Motion:

Rulon Homer made a motion that the Planning Commission approve the temporary/conditional use subject to all applicable ordinances and development standards and the following conditions:

1. The Fire Marshall must approve the temporary use prior to any business license being issued;
2. Permanent signs on the site of the firework display tent are prohibited. The size and location of signs must be in compliance with provisions of the Sign Ordinance in which the use is located. All signs must be removed when the activity ends;
3. No loud speakers or amplifying sound devices shall be used in conjunction with the temporary use;
4. Outdoor lighting, if used, must be subdued. All lighting shall be designed, located and directed to minimize glare, reflection and light pollution into adjoining and nearby lots. Search lights shall not be permitted;
5. Conduct of the temporary use shall be limited to hours between 10:00 a.m. to 9:00 p.m.;
6. The use granted is solely for purposes of temporary outdoor fireworks sales, and no other commercial activities of any kind shall be associated with this use permit;
7. Any alterations made to the site to accommodate the use shall be removed and the space shall be converted back to its original conditions upon termination of the temporary sales tent;
8. This permit shall be good through June 29 to July 4, and July 21 to July 24, for every year until 2020.

Roger Child seconded the motion, which was unanimously approved.

Findings for Approval:

1. Other similar uses have been approved at this location in previous years with no reported issues.
2. If the conditions of approval are met, the proposed use will comply with all regulations and conditions in the Farmington City Zoning Ordinance for this particular use.
3. The proposed use is compatible with other uses in the underlying zone.

OTHER

Item #6. Miscellaneous: a) Rock Mill Estates – street light proposal

David Petersen said Symphony Homes is proposing to do yard lamps in lieu of the standard streetlights. He asked the commissioners their feelings regarding it. The Commission was interested in a comparison of light from a yard lamp versus a street light. The Commission felt the yard lamps would be aesthetically pleasing, but expressed concerns about safety of intersections and pedestrians crossing. There was also the concern that homeowners would be responsible for maintaining the yard lamps, and if homeowners wanted the streetlights in the future, the City would have to front the cost, not the developer. The commissioners advised staff to tell the developer that most commission members felt like the lamps would be aesthetically pleasing, but that there were concerns regarding the visibility at intersections.

ADJOURNMENT

Motion:

At 9:08 p.m., **Alex Leeman** made a motion to adjourn the meeting, which was unanimously approved.

Alex Leeman
Chair, Farmington City Planning Commission

JOINT CITY COUNCIL/PLANNING COMMISSION 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 get training on land use issues and Municipal Ethics and 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, June 5, 2018, 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

PRESENTATIONS:

7:05 Introduction of 3 New Police Officers and Administration of Oath of Office

7:15 Recognition of Eric Johnsen for 10 Years of Dedicated Service to the Police Department

7:20 Presentation of City Council “Top Shooter” Awards

PUBLIC HEARINGS:

7:25 Boundary Adjustment with Kaysville City – Ken Stuart Property

7:35 Plat Amendments to Farmington Meadows Phases I and II and Rice Farms Phase V and Pheasant Hollow

7:45 Allow public input regarding (A) The issuance and sale of not more than \$1,300,000 aggregate principal amount of excise tax revenue bonds, Series 2018; and (B) Any potential economic impact that the project described herein to be financed with the proceeds of the Series 2018 Bonds issued under the act may have on the private sector and related matters.

NEW BUSINESS:

7:55 Rock Mill Estates Subdivision Street Light Proposal

8:05 Rock Mill Estates Subdivision Memo of Understanding and Development Agreement

SUMMARY ACTION:

(Items listed are considered routine in nature and will be voted on in mass unless pulled for separate discussion)

8:15 Minute Motion Approving Summary Action List

1. Approval of Minutes from May 15, 2018
2. General Plan Amendment Enabling Ordinance – Woodside Homes

DISCUSSION ITEMS:

8:20 Possible Code Enforcement Action – 335 East 830 South

8:30 Possible Notification Process Changes to Land Use Applications

8:40 High School Road Striping

GOVERNING BODY REPORTS:

8:50 City Manager Report

1. Fire Monthly Activity Report for April
2. Executive Summary for Planning Commission held May 17, 2018

8:55 Mayor Talbot & City Council Reports

Minute motion adjourning to the Redevelopment Agency meeting.

(See RDA Agenda)

Minute motion to reconvene the City Council Meeting.

ADJOURN

CLOSED SESSION

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

DATED this 31st day of May, 2018.

FARMINGTON CITY CORPORATION

By: _____
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.

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 a legislative update from Senator Stuart Adams and Representative Tim Hawkes and a budget update. 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, June 19, 2018, 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

Minute motion adjourning to the Redevelopment Agency meeting.
(See RDA Agenda)

Minute motion to reconvene the City Council Meeting.

PUBLIC HEARINGS:

7:15 Resolution Amending the Annual Budget for Fiscal Year ending June 30, 2018;
and Adopting the Annual Budget for Fiscal Year ending June 30, 2019

7:25 Plat Amendment – Mountainside Subdivision Plat “F”
(located at approximately 423 Greystone Drive)

NEW BUSINESS:

7:35 Plat Amendment – Residences at Farmington Hills Phase 2
(located at approximately 400 North and Foothills Drive)

SUMMARY ACTION:

(Items listed are considered routine in nature and will be voted on in mass unless pulled for separate discussion)

7:40 Minute Motion Approving Summary Action List

1. Approval of Minutes from June 5, 2018

2. PTIF Account Authorization
3. City Wide Drone Policy
4. Resolution Amending the Consolidated Fee Schedule regarding Fingerprinting

GOVERNING BODY REPORTS:

7:45 City Manager Report

7:50 Mayor Talbot & City Council Reports

ADJOURN

CLOSED SESSION

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

DATED this 14th day of June, 2018.

FARMINGTON CITY CORPORATION

By:  _____
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.

Posted 06/14/2018



Planning Commission Staff Report June 21, 2018

Item 3: Final Plat for Eastridge Estates Subdivision Phase II

| | |
|---------------------------|-------------------------------------|
| Public Hearing: | No |
| Application No.: | S-10-17 |
| Property Address: | Approx. 1500 South and 200 East |
| General Plan Designation: | LDR (Low Density Residential) |
| Zoning Designation: | LR-F (Large Residential – Foothill) |
| Area: | 3.87 Acres |
| Number of Lots: | 2 |
| Property Owner: | Symphony Homes |
| Agent: | Jared Schmidt – Symphony Homes |

Request: *Applicant is requesting final plat approval for Eastridge Estates Subdivision Phase II.*

Background Information

The applicant desires to develop 3.87 acres of property located at approximately 1500 South and 200 East. Eastridge Estates Phase I was approved in 2014, and Phases II and III are a continuation of Phase I. The applicant received schematic plan approval for Phases II and III concurrently so that the master plan could be memorialized through a development agreement, and the parsed out phases could collectively qualify for a conservation subdivision.

In the LR zone, a property must have at least 10 acres of property to qualify for a conservation subdivision, therefore the applicant needed to consolidate Phases II and III into one schematic plan to qualify for a conservation subdivision. The schematic master plan for Phases II and III was approved in May of 2016, and has been attached for your review.

The yield plan shows that 29 lots could be built for both phases (II and III,) however, the layout of the yield plan was dependent on the mitigation of wetlands that exist over a significant portion of the property. As part of the conservation subdivision requirements, set forth in Chapter 12 of the Zoning Ordinance, the applicant is required to set aside 15% open space. The open space percentage requirement will be met through a portion of the regional detention basin in the western area of the property (near the Lagoon billboard), as it was for Phase I. Because the open space provided in the regional detention basin will be serving as a storm-water facility for other projects and properties beyond Eastridge Estates, it is desirable

to the City to obtain this property as open-space, and it will serve the City and meet a need as outlined on our City Storm Water Master Plan.

Although the yield plan allows for 29 lots, the applicant is proposing 26 total lots, 2 lots in Phase II, 8 lots in Phase III, and 16 lots in Phase IV. The proposed lot sizes and lot dimensions exceed the minimum requirement of 6,500 s.f. for a conservation subdivision in the LR zone significantly (Lot 201 is 82,462 s.f. and Lot 202 is 86,172 s.f.) On **April 19, 2018** the Planning Commission approved the preliminary plat unanimously; the proposed final plat is consistent with the preliminary plat, and the conditions for approval have been met.

Suggested Motion:

Move that the Planning Commission approve the final plat for Eastridge Estates Conservation Subdivision Phase II subject to all applicable Farmington City ordinances and development standards and the following conditions:

1. The applicant shall enter into a development agreement memorializing the approved master plan prior to recordation of final plat;
2. All off-site easements will need recorded easements prior to construction;
3. The applicant shall provide 15% open space in the regional detention basin.

Findings for Approval:

1. The proposed final plat meets the requirements of the subdivision and zoning ordinances.
2. The open space being traded to the City for a regional detention basin is desirable because it provides a regional facility for the southeastern portion of Farmington, and the open space would not be desirable within the subdivision boundaries of Phase II.
3. The area where the regional detention basin is to go is development restricted and leaving it as open space that also benefits the City is preferable to including it as part of the subdivision design.

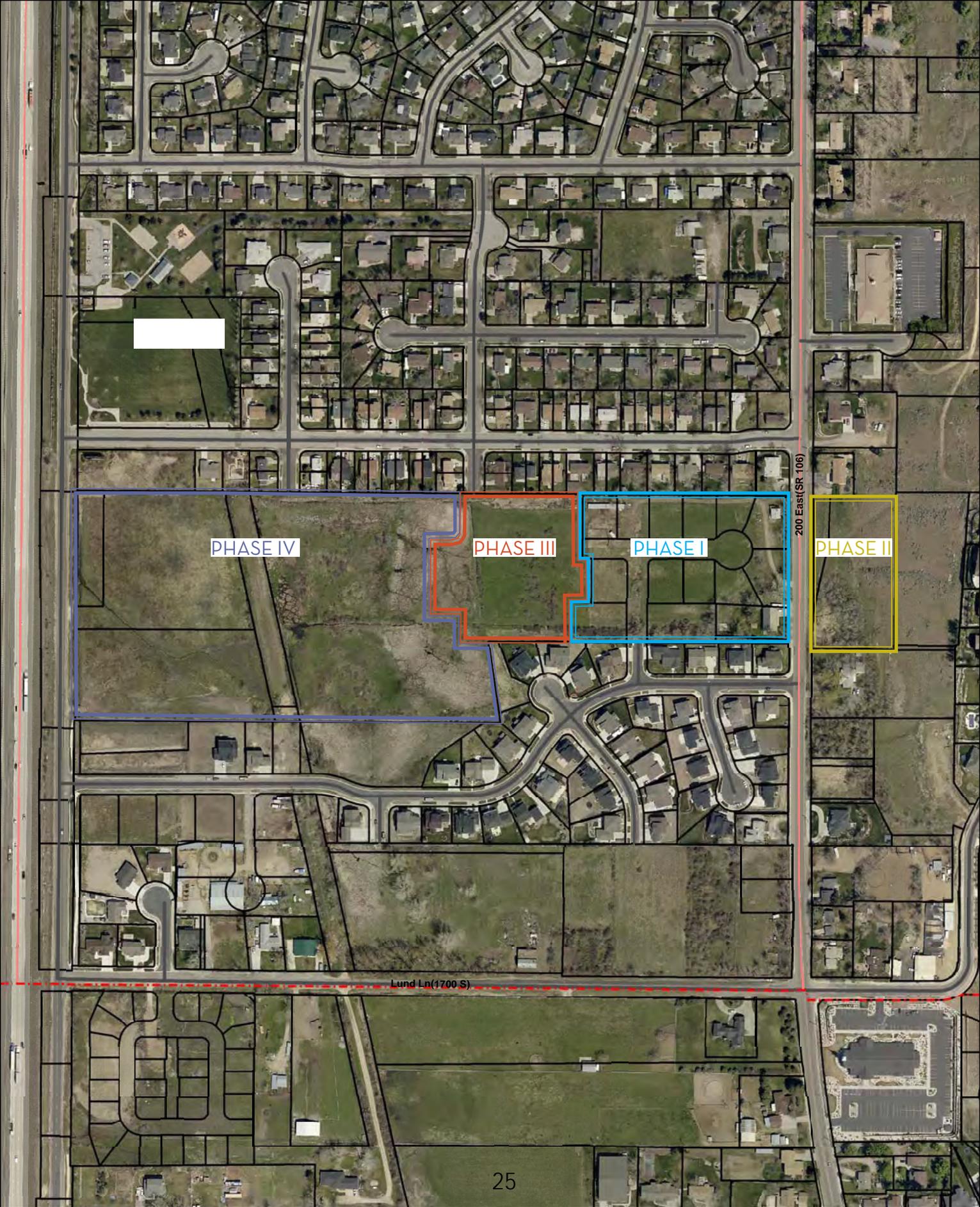
Supplemental Information

1. Vicinity Map
2. Final Plat

Applicable Ordinances

1. Title 12, Chapter 6 – Major Subdivisions
2. Title 12, Chapter 7 – General Requirements for All Subdivisions
3. Title 11, Chapter 11 – Single Family Residential Zones
4. Title 11, Chapter 12 – Conservation Subdivisions
5. Title 11, Chapter 30 – Foothill Development Standards

Farmington City



SHEET
1
of
3

FARMINGTON EASTRIDGE ESTATES - PHASE 2 A CONSERVATION SUBDIVISION

PART OF THE NORTH HALF OF SECTION 31, TOWNSHIP 3 NORTH, RANGE 1 EAST,
SALT LAKE BASE AND MERIDIAN, U.S. SURVEY
CITY OF FARMINGTON, DAVIS COUNTY, UTAH
APRIL, 2018

ZONING
LR ZONE
PROPOSED USE: 2 LOT
SUBDIVISION

DEVELOPER
SYMPHONY HOMES
526 NORTH 400 WEST
NORTH SALT LAKE
CITY, UT 84054



VICINITY MAP
NOT TO SCALE

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE NORTH QUARTER SECTION LINE, BETWEEN THE NORTH QUARTER CORNER (FOUND) AND THE CENTER QUARTER CORNER (CALCULATED FROM WITNESS CORNER), OF SECTION 31, TOWNSHIP 3 NORTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY. SHOWN HEREON AS S00°15'20"W

BOUNDARY DESCRIPTION

PART OF THE NORTH HALF OF SECTION 31, TOWNSHIP 3 NORTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY. MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE CALCULATED NORTH QUARTER SECTION LINE BETWEEN THE NORTH QUARTER CORNER AND THE CENTER QUARTER CORNER (CALCULATED FROM FOUND WITNESS CORNER), SAID POINT BEING S00°15'20"W ALONG SAID LINE, 907.51 FEET FROM THE NORTH QUARTER CORNER OF SAID SECTION 31; AND RUNNING THENCE N89°33'40"E 198.14 FEET TO THE NORTHWEST CORNER OF TUSCAN COVE SUBDIVISION; THENCE S03°41'21"W ALONG SAID WEST LINE, 415.65 FEET; THENCE N89°44'40"W 173.23 FEET TO A POINT ON SAID NORTH QUARTER SECTION LINE OF SECTION 31; THENCE S00°15'21"W ALONG SAID LINE, 14.23 FEET TO A POINT ON AN EXISTING FENCE; THENCE N89°08'31"W ALONG THE EXTENSION OF SAID FENCE, 222.65 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF 200 EAST STREET; THENCE N00°03'35"W ALONG SAID EASTERLY RIGHT-OF-WAY LINE, 409.23 FEET; THENCE S89°44'40"E 224.89 FEET TO A POINT ON SAID NORTH QUARTER SECTION LINE OF SECTION 31; THENCE N00°15'20"E ALONG SAID LINE, 15.17 FEET TO THE POINT OF BEGINNING.

CONTAINING 168,634 SQUARE FEET OR 3.871 ACRES MORE OR LESS

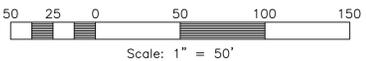
TOGETHER WITH:
A PART OF THE NORTHWEST QUARTER OF SECTION 31, TOWNSHIP 3 NORTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT, SAID POINT BEING S00°15'20"W 924.06 FEET AND N89°44'40"W 2014.35 FEET FROM THE NORTH QUARTER CORNER OF SAID SECTION 31; THENCE S00°11'01"W 317.60 FEET; THENCE N89°48'54"W 79.75 FEET; THENCE N00°11'01"E 317.34 FEET; THENCE N90°00'00"E 79.75 FEET TO THE POINT OF BEGINNING.

CONTAINING 25,318 SQUARE FEET OR 0.581 ACRES MORE OR LESS

LEGEND

- = SECTION CORNER
- = WITNESS MONUMENT
- = SET 5/8" REBAR & PLASTIC CAP STAMPED "REEVE & ASSOCIATES"
- = PUBLIC UTILITY EASEMENT
- = BOUNDARY LINE
- = LOT LINE
- = ADJOINING PROPERTY
- = ROAD CENTERLINE
- = EXISTING FENCE
- = 10' PUBLIC UTILITY EASEMENT
- = FAULT LINE EASEMENT
- = FAULT LINE
- = 20' ACCESS EASEMENT

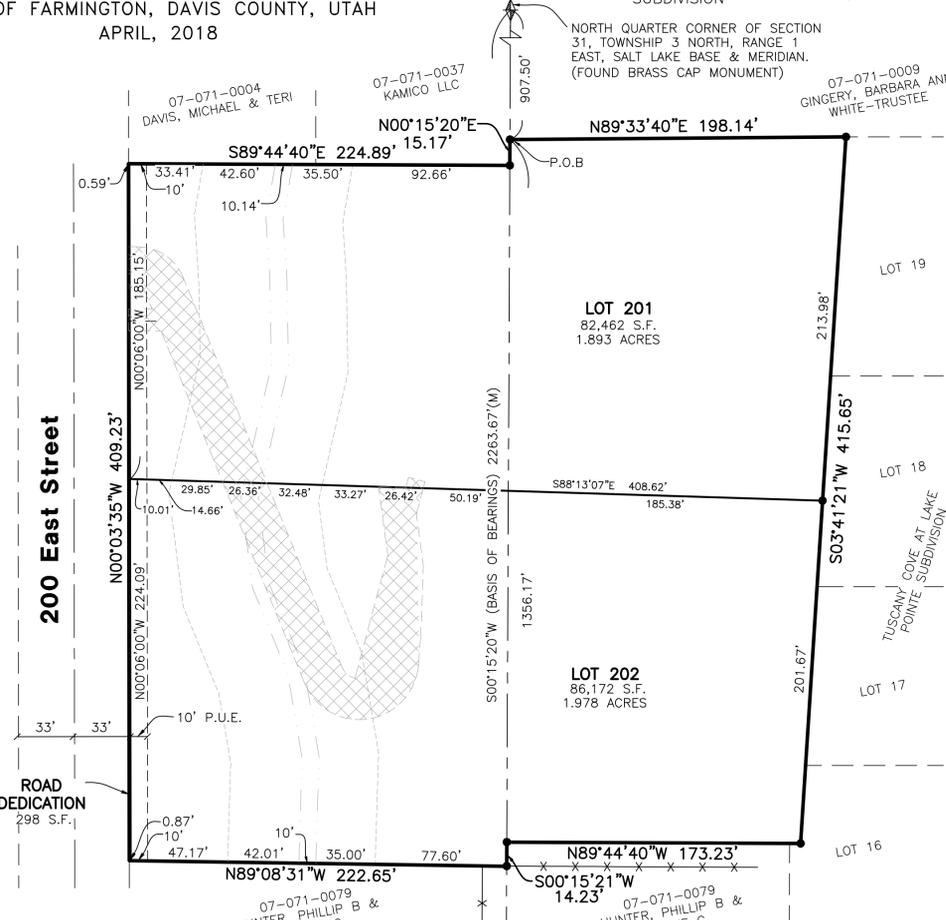


NOTES

1. A SOILS REPORT, BY GSH GEOTECHNICAL, INC. (JOB #1458-01N-13 DATED OCT. 1, 2013), HAS BEEN PREPARED AND SUBMITTED TO THE CITY FOR THE PROPOSED SUBDIVISION IN ACCORDANCE WITH THE PROVISIONS OF THIS TITLE
2. A SURFACE FAULT RUPTURE HAZARD ASSESSMENT, BY CMT ENGINEERING LABORATORIES, (CMT PROJECT NO. 10240 DATED SEPT. 18, 2017) HAS BEEN PREPARED AND SUBMITTED TO THE CITY FOR THE PROPOSED SUBDIVISION WITH ACCORDANCE WITH THE PROVISIONS OF THIS TITLE.
3. FAULT LINE AND FAULT LINE EASEMENT DIMENSIONS SHOWN ON SHEET 2
4. SHARED ACCESS EASEMENT DIMENSIONS SHOWN ON SHEET 2

NARRATIVE

THE PURPOSE OF THIS PLAT WAS TO DIVIDE THE SUBJECT PROPERTY IN TO TWO LOTS AS SHOWN. THE WEST BOUNDARY LINE WAS DETERMINED BY THE EASTERLY RIGHT-OF-WAY LINE OF 200 EAST STREET. THE NORTH AND SOUTH BOUNDARY LINES WERE DETERMINED BY THE MONUMENT LINE BETWEEN THE NORTH QUARTER CORNER AND A FOUND WITNESS MONUMENT TO THE CENTER QUARTER CORNER, WHICH WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY, AND ALSO BY DEED USING THE MONUMENTS SHOWN HEREON. THE EAST BOUNDARY LINE WAS DETERMINED BY THE WEST LINE OF TUSCAN COVE SUBDIVISION. ALL BOUNDARY CORNERS AND REAR LOT CORNERS WERE SET WITH A 3/8" 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.

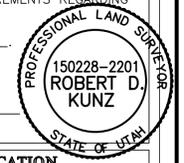


SURVEYOR'S CERTIFICATE

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 PROFESSIONAL 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 EASTRIDGE ESTATES-PHASE 2 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 SAID SURVEY MADE BY ME ON THE GROUND, I FURTHER CERTIFY THAT THE REQUIREMENTS OF ALL APPLICABLE STATUTES AND ORDINANCES OF FARMINGTON DAVIS COUNTY CONCERNING ZONING REQUIREMENTS REGARDING LOT MEASUREMENTS HAVE BEEN COMPLIED WITH.

SIGNED THIS ____ DAY OF _____, 20____.

150228-2201
UTAH LICENSE NUMBER ROBERT D. KUNZ



OWNERS DEDICATION AND CERTIFICATION

WE THE UNDERSIGNED OWNERS OF THE HEREIN DESCRIBED TRACT OF LAND, DO HEREBY SET APART AND SUBDIVIDE THE SAME INTO LOTS AND STREETS AS SHOWN ON THE PLAT AND NAME SAID TRACT FARMINGTON EASTRIDGE ESTATES-PHASE 2 AND DO HEREBY DEDICATE TO PUBLIC USE ALL THOSE PARTS OR PORTIONS OF SAID TRACT OF LAND DESIGNATED AS STREETS, THE SAME TO BE USED AS PUBLIC THOROUGHFARES, AND ALSO DO GRANT AND DEDICATE A PERPETUAL RIGHT AND EASEMENT OVER, UPON AND UNDER THE LANDS DESIGNATED HEREON AS PUBLIC UTILITY, THE SAME TO BE USED FOR THE INSTALLATION MAINTENANCE AND OPERATION OF PUBLIC UTILITY SERVICE LINE, STORM DRAINAGE FACILITIES, WHICHEVER IS APPLICABLE AS MAY BE AUTHORIZED BY THE GOVERNING AUTHORITY, WITH NO BUILDINGS OR STRUCTURES BEING ERRECTED WITHIN SUCH EASEMENTS, AND DO HEREBY DEDICATE PARCEL "B" TO FARMINGTON CITY AS OPEN SPACE.

SIGNED THIS ____ DAY OF _____, 20____.

ACKNOWLEDGMENT

STATE OF UTAH)ss.
COUNTY OF _____)

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

COMMISSION EXPIRES _____ NOTARY PUBLIC

ACKNOWLEDGMENT

STATE OF UTAH)ss.
COUNTY OF _____)

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

BENCHLAND WATER DISTRICT
APPROVED BY BENCHLAND WATER DISTRICT
THIS ____ DAY OF _____, 20____

BENCHLAND WATER DISTRICT

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

CHAIRMAN, FARMINGTON CITY PLANNING COMMISSION

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 ATTORNEYS 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

PROJECT INFORMATION
Surveyor: **R. KUNZ**
Designer: **D. CAVE**
Begin Date: **4-6-2018**
Project Name: **EASTRIDGE ESTATES PHASE 2**
Number: **1864-41**
Scale: **1"=50'**
Revision: _____
Sheet: **1 OF 3**

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.





Planning Commission Staff Report June 21, 2018

Item 4: Makin Minor Subdivision

| | |
|---------------------------|------------------------------------------------|
| Public Hearing: | No (Public Hearing Held & Closed May 17, 2018) |
| Application No.: | S-9-18 |
| Property Address: | SE Corner of 650 West & Glover Lane |
| General Plan Designation: | RRD (Rural Residential Density) |
| Zoning Designation: | AE (Agriculture Estates) |
| Area: | .86 acres |
| Number of Lots: | 4 |
| Property Owner: | Carolyn Makin |
| Agent: | Jerry Preston – Elite Craft Homes |

Request: *Recommendation for plat approval for a minor subdivision.*

Background Information

Jerry Preston would like to subdivide the subject property into 4 lots and create the Makin Subdivision. Any subdivision that is not dedicating land, has less than 10 lots, and abuts a public street can be a minor subdivision. Minor subdivisions have a two-step process, schematic plan and final minor plat. Because the minimum lot size for a conventional subdivision in the AE zone is 1 acre, the applicant could get a yield of 1 lot; in order to do a 4 lot subdivision, he would need 3 TDR (Transfer of Development Rights) lots from the City, as set forth in Section 11-28-240.

The City Council adopted a zone text amendment at their **March 6, 2018** meeting that allows for the use of additional TDR lots (beyond what the ordinance already allows) to incentivize the improvement of blighted properties. The applicant in this case is seeking to employ this new ordinance to get the additional 3 TDR lots.

At the **May 17, 2018** Planning Commission meeting, staff mistakenly stated that the applicant would be utilizing the alternative lot size in this subdivision; however, the number of lots created using the alternative lot size cannot exceed the amount of lots obtained through a yield plan as set forth in Section 11-12-070, which in the AE zone, would require a minimum lot size of 1/2 acre (please note: the yield plan set forth for conservation subdivisions, in Chapter 12, is

different than the yield plan for conventional subdivisions, as set forth in Chapter 28). The subject property is .86 acres and would therefore have the same yield of a conventional subdivision in the AE zone, or 1 lot, and the applicant would not be able to utilize the alternative lot size. Regardless, the applicant would need to use 3 TDR lots to develop the proposed subdivision.

At that same meeting, much of the discussion centered around blight, and whether it is appropriate to require that the applicant complete a blight study at schematic plan. While the intent of the schematic plan is to review the lot size, lot layout, street network, and basic conformity to the Zoning Ordinance; the Planning Commission tabled the item to give the applicant time to get more clarity on the blight issue, and to possibly show an alternate proposal. The Building Official met with the applicant on-site and did find that the building would likely meet the criteria for blight (see attached memo). Based on this, the applicant has determined that the home will have to be removed, and has therefore elected to pursue the 4 lots as proposed.

Suggested Alternative Motions

- A. Move that the Planning Commission recommend that the City Council approve the schematic plan for the Makin Minor Subdivision subject to all applicable Farmington City development standards and ordinances and the following conditions:
 - 1. The applicant must obtain special exception approval for the additional TDR lot;
 - 2. The applicant must perform a blight study, as defined and consistent with state code, and the City must establish a finding of blight prior to final minor subdivision consideration;
 - 3. The applicant shall obtain approval of the 3-lot TDR by a vote of not less than four (4) City Councilors at final minor subdivision or after a finding of blight has been approved, whichever comes first;
 - 4. The applicant shall amend the schematic plan to show the corrected 650 West right-of-way;
 - 5. The applicant shall provide the sizes for sewer, storm drain, and water lines on final plat.

Findings for Approval

- 1. Lot dimensions comply with the standards set forth in the Zoning and Subdivision ordinances, provided that the City makes a finding of blight.
- 2. All lots front an existing fully improved public r.o.w. (650 West and Glover Lane).
- 3. The City will receive comparable compensation for lost open space in the form of a TDR transaction through cash payment, which enables the creation of the smaller lot size, and allows the City to use that open space in a better location elsewhere.

OR

- B. Move that the Planning Commission recommend that the City Council deny the schematic plan for the Makin Minor Subdivision.

Findings for Denial

1. The proposed density in the subdivision exceeds any found in the surrounding neighborhoods.
2. With the opening of Farmington High School, this location may not be suitable for four single family residential lots.
3. The proposed subdivision is inconsistent with the underlying zone, the General Plan, and the surrounding neighborhoods.

Supplemental Information

1. Vicinity Map
2. Schematic Plan
3. Memo Written By Eric Miller / Farmington City Building Official
4. State Code 17C-2-303 Conditions on board determination of blight
5. Letter from neighbor

Applicable Ordinances

1. Title 11, Chapter 3 - Definitions
2. Title 11, Chapter 10 - Agriculture Zones
3. Title 11, Chapter 12 - Conservation Subdivisions
4. Title 11, Chapter 28 - Supplementary and Qualifying Regulations
5. Title 12, Chapter 5 - Minor Subdivisions
6. Title 12, Chapter 7 - General Requirements for All Subdivisions

Farmington City



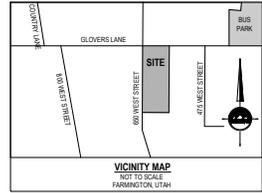
811
 CALL BLUESTAKES
 @ 811 AT LEAST 48 HOURS
 PRIOR TO THE
 COMMENCEMENT OF ANY
 CONSTRUCTION.
 Know what's below.
 Call before you dig.

Major Boundary Description
 Beginning on the South line of Glover's Lane, (925 South) at a point South 0°22'00" East 191.24 feet, (191.40 feet by deed) along the section line to the center line of Glover Lane, (925 South) and North 89°47'25" West 2474.76 feet, (North 89°52'00" West 2473.95 feet by deed) along the center line of Glover Lane, (925 South) and South 0°08'00" West 335.60 feet from the Northeast Corner of the Southeast Quarter of Section 25, Township 3 North, Range 1 West, Salt Lake Base and Meridian, said point being the Northeast Corner of the property described in the Document in Book 423 at Page 895 in the name of Roger Hood;
 Thence South 0°08'00" West 236.45 feet, (236.45 feet by deed);
 Thence North 89°52'00" West 111.70 feet to the east line of Topps Lane, (850 West);
 Thence North 0°08'00" East 335.60 feet along the east line of Topps Lane, (850 West) to the south line of Glover's Lane, (925 South);
 Thence South 89°47'25" East 111.70 feet, (South 89°52'00" East 111.70 feet by deed) along the south line of Glover's Lane, (925 South) to the point of beginning.
 Contains 37,478 square feet, 0.860 acres.



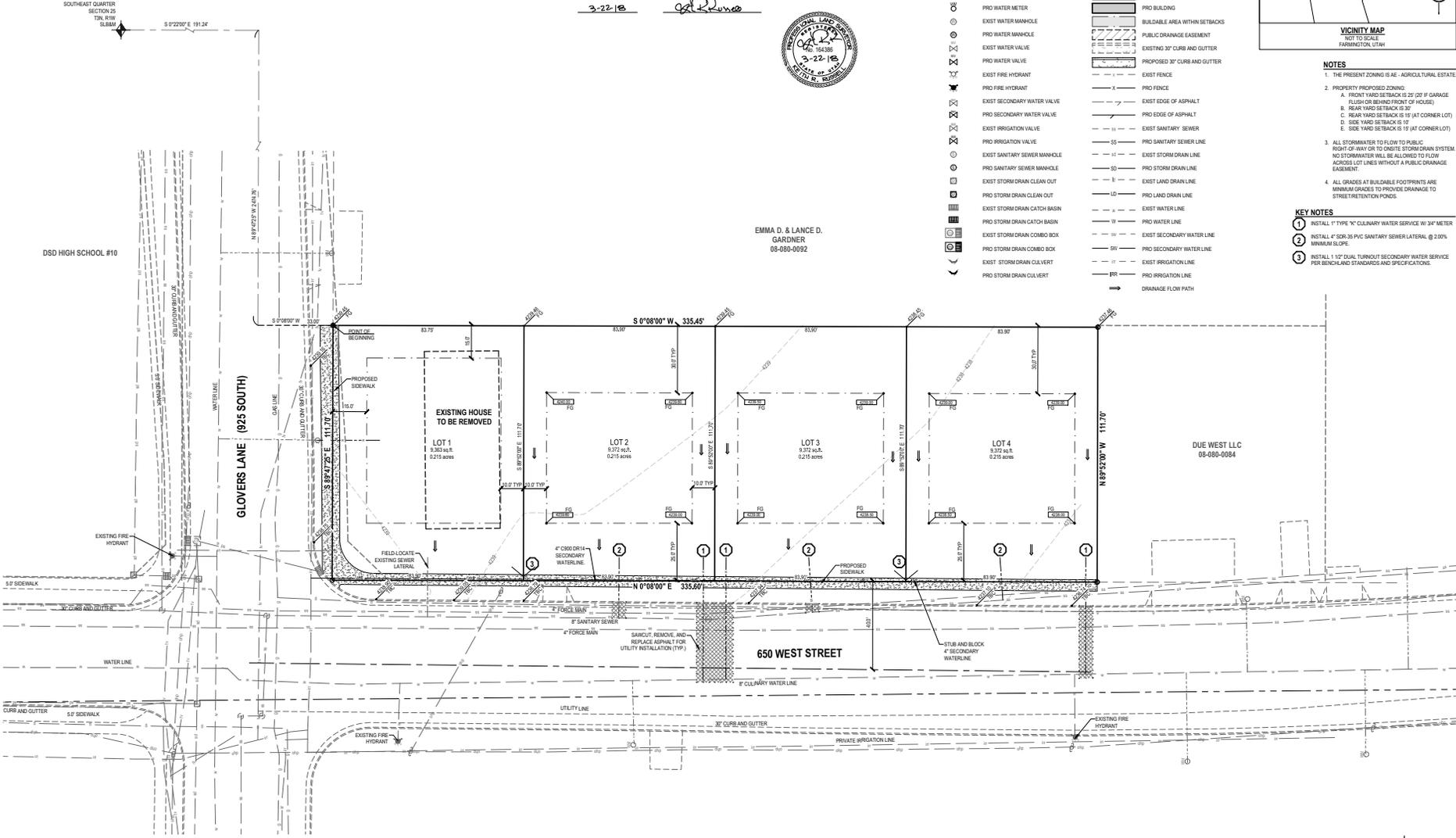
EMMA D. & LANCE D.
 GARDNER
 08-080-0092

| LEGEND | |
|-------------------------------|--------------------------------|
| SECTION CORNER | EXIST SIGN |
| EXIST MONUMENT | PRO SIGN |
| PRO MONUMENT | EXIST UTILITY POLE |
| EXIST REBAR AND CAP | MINOR CONTOURS 1' INCREMENT |
| SET ENSIGN REBAR AND CAP | MAJOR CONTOURS 9' INCREMENT |
| EXIST WATER METER | EXIST BUILDING |
| PRO WATER METER | PRO BUILDING |
| EXIST WATER MANHOLE | BUILDABLE AREA WITHIN SETBACKS |
| PRO WATER MANHOLE | PUBLIC DRAINAGE EASEMENT |
| EXIST WATER VALVE | EXISTING 30" CURB AND GUTTER |
| PRO WATER VALVE | PROPOSED 30" CURB AND GUTTER |
| EXIST FIRE HYDRANT | EXIST FENCE |
| PRO FIRE HYDRANT | PRO FENCE |
| EXIST SECONDARY WATER VALVE | EXIST EDGE OF ASPHALT |
| PRO SECONDARY WATER VALVE | PRO EDGE OF ASPHALT |
| EXIST IRRIGATION VALVE | EXIST SANITARY SEWER |
| PRO IRRIGATION VALVE | PRO SANITARY SEWER LINE |
| EXIST SANITARY SEWER MANHOLE | EXIST STORM DRAIN LINE |
| PRO SANITARY SEWER MANHOLE | PRO STORM DRAIN LINE |
| EXIST STORM DRAIN CLEAN OUT | EXIST LAND DRAIN LINE |
| PRO STORM DRAIN CLEAN OUT | PRO LAND DRAIN LINE |
| EXIST STORM DRAIN CATCH BASIN | EXIST WATER LINE |
| PRO STORM DRAIN CATCH BASIN | PRO WATER LINE |
| EXIST STORM DRAIN COMBO BOX | EXIST SECONDARY WATER LINE |
| PRO STORM DRAIN COMBO BOX | PRO SECONDARY WATER LINE |
| EXIST STORM DRAIN CULVERT | EXIST IRRIGATION LINE |
| PRO STORM DRAIN CULVERT | PRO IRRIGATION LINE |
| | DRAINAGE FLOW PATH |



- NOTES**
1. THE PRESENT ZONING IS AE - AGRICULTURAL ESTATE
 2. PROPERTY PROPOSED ZONING:
 - A. FRONT YARD SETBACK IS 25' (20' IF GARAGE FLOOR OR BEHIND FRONT HOUSE)
 - B. REAR YARD SETBACK IS 30'
 - C. REAR YARD SETBACK IS 15' (AT CORNER LOT)
 - D. SIDE YARD SETBACK IS 10'
 - E. SIDE YARD SETBACK IS 15' (AT CORNER LOT)
 3. ALL STORMWATER TO FLOW TO PUBLIC RIGHT-OF-WAY OR TO ON-SITE STORM DRAIN SYSTEM. NO STORMWATER WILL BE ALLOWED TO FLOW ACROSS LOT LINES WITHOUT A PUBLIC DRAINAGE EASEMENT.
 4. ALL GRADES AT BUILDABLE FOOTPRINTS ARE MINIMUM GRADES TO PROVIDE DRAINAGE TO STREET/RETENTION PONDS.

- KEY NOTES**
1. INSTALL 4" TYPE "N" CULINARY WATER SERVICE W/ 3/4" METER
 2. INSTALL 4" SDR-35 PVC SANITARY SEWER LATERAL @ 2.0% MINIMUM SLOPE
 3. INSTALL 1" DUAL TURNOUT SECONDARY WATER SERVICE PER GENERAL STANDARDS AND SPECIFICATIONS.



LAYTON
 1485 W. Hill Field Rd., Ste. 204
 Layton, UT 84041
 Phone: 801.547.1100

SALT LAKE CITY
 Phone: 801.255.0529

TOOELE
 Phone: 435.865.1453

CEDAR CITY
 Phone: 435.865.1453

RICHFIELD
 Phone: 435.898.2983

WWW.ENSIIGNENG.COM

PROFESSIONAL ENGINEER
 JERRY PRESTON
 LICENSE NO. 16445-4525

MAKIN PROPERTY
 641 WEST GLOVERS LANE
 FARMINGTON, UTAH



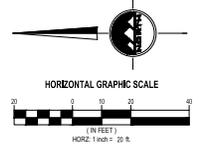
**PRELIMINARY PLAT
 NOT TO BE RECORDED**

PROJECT NUMBER: 1708
 DATE: 03/18

DRAWN BY: HELMER
 CHECKED BY: CRESTON

DESIGNED BY: CRESTON

1 OF 1





F A R M I N G T O N C I T Y

H. JAMES TALBOT
MAYOR

BRETT ANDERSON
DOUG ANDERSON
BRIGHAM MELLOR
CORY RITZ
REBECCA WAYMENT
CITY COUNCIL

DAVE MILLHEIM
CITY MANAGER

MEMO

To: Honorable Mayor, City Council, and Planning Commission

From: Eric Miller, Building Official

Date: May 29, 2018

SUBJECT: **MEMO ON PRELIMINARY FINDING OF BLIGHT FOR THE MAKIN
PROPERTY LOCATED AT 641 WEST GLOVER LANE**
Applicant: N/A

RECOMMENDATION

No Action Necessary

BACKGROUND

On May 23, 2018 I was asked to do a preliminary inspection on the Making property located at 641 West Glover Lane by Jerry Preston. The purpose of this preliminary inspection was to determine if the property could meet a finding of blight as set forth in Section 17C-2-303 of the Utah State Code. While walking through the Makin home I found the following:

1. Piece of siding missing on eave and several holes around house.
2. Window has been broken out in family room.
3. Buckled floors and linoleum in master bathroom from leaking shower.
4. Wrapped and worn counter tops from leaking sink and ceiling.
5. Animal feces and urine in many areas of home and has caused decay and rotting in the walls and floors.
6. Furnace cover missing on the furnace. All equipment must be in working order.
7. Ceiling leaks in two spots above kitchen. Once sheetrock has been removed it must have H.U.D. approval for any fix. The sheetrock is part of the sheer wall in manufactured homes and does not fall under the International Building Codes.
8. The carpet is so torn and loose that it does not provide adequate means of exit in case of fire or panic.
9. Counter tops are warped and missing tile on sides to prevent any sanitation cleanup.
10. Building can become an attractive nuisance to children, a harbor for vagrants, criminals, or immoral persons; or as to enable persons to resort thereto for the purpose of committing unlawful or immoral acts.
11. This dwelling lacks inadequate maintenance, dilapidation, decay, damage, and is unfit for human habitation that can likely cause sickness or disease.

12. Property has been abandoned for a period of 6 months and has become an attractive nuisance or hazard to the public.
13. Mice droppings under bathroom sinks.
14. Broken mirrors over tub; not approved by code and not tempered.
15. Toilet has been leaking in laundry bathroom.
16. Electrical lights missing and or falling out of the ceiling.
17. Unable to check crawl and floor joist since there was a 4' snake at the entry.
18. Black mold is in all bathrooms and laundry.

The conditions for a board determination of blight according to state code, must meet the following four criteria:

1. The property must not be greenfield;
2. The property must be zoned for urban purposes and served by utilities, i.e. zoned to be developed for residential, commercial, or industrial uses;
3. The property must contain at least 50% non-agricultural uses;
4. The property must be shown to be detrimental to public health, safety, and welfare as shown by the following four conditions:
 - A. Either substantial physical dilapidation, deterioration, or defective construction of buildings or infrastructure, OR significant non-compliance with current building, fire, safety, and/or health codes;
 - B. Unsanitary or unsafe conditions;
 - C. Environmental hazards, as defined by state or federal law;
 - D. Excessive vacancy, abandoned buildings, or vacant lots within an area zoned for urban use and served by utilities;
 - E. Abandoned or outdated facilities that pose a threat to public health, safety, or welfare;
 - F. Criminal activity in the project area.

In my expert opinion, after walking through the home, the subject property meets criteria 1-3, and criteria 4 (meets 4A, 4B, 4D, 4E, and 4F).

Respectfully Submitted



Eric Miller
City Building Official

Effective 5/10/2016

17C-2-303 Conditions on board determination of blight -- Conditions of blight caused by the participant.

(1) A board may not make a finding of blight in a resolution under Subsection 17C-2-102(1)(a)(ii)

(B) unless the board finds that:

(a)

(i) the proposed project area consists predominantly of nongreenfield parcels;

(ii) the proposed project area is currently zoned for urban purposes and generally served by utilities;

(iii) at least 50% of the parcels within the proposed project area contain nonagricultural or nonaccessory buildings or improvements used or intended for residential, commercial, industrial, or other urban purposes, or any combination of those uses;

(iv) the present condition or use of the proposed project area substantially impairs the sound growth of the municipality, retards the provision of housing accommodations, or constitutes an economic liability or is detrimental to the public health, safety, or welfare, as shown by the existence within the proposed project area of at least four of the following factors:

(A) one of the following, although sometimes interspersed with well maintained buildings and infrastructure:

(I) substantial physical dilapidation, deterioration, or defective construction of buildings or infrastructure; or

(II) significant noncompliance with current building code, safety code, health code, or fire code requirements or local ordinances;

(B) unsanitary or unsafe conditions in the proposed project area that threaten the health, safety, or welfare of the community;

(C) environmental hazards, as defined in state or federal law, that require remediation as a condition for current or future use and development;

(D) excessive vacancy, abandoned buildings, or vacant lots within an area zoned for urban use and served by utilities;

(E) abandoned or outdated facilities that pose a threat to public health, safety, or welfare;

(F) criminal activity in the project area, higher than that of comparable nonblighted areas in the municipality or county; and

(G) defective or unusual conditions of title rendering the title nonmarketable; and

(v)

(A) at least 50% of the privately-owned parcels within the proposed project area are affected by at least one of the factors, but not necessarily the same factor, listed in Subsection (1)(a)(iv); and

(B) the affected parcels comprise at least 66% of the privately-owned acreage of the proposed project area; or

(b) the proposed project area includes some or all of a superfund site, inactive industrial site, or inactive airport site.

(2) No single parcel comprising 10% or more of the acreage of the proposed project area may be counted as satisfying Subsection (1)(a)(iii) or (iv) unless at least 50% of the area of that parcel is occupied by buildings or improvements.

(3)

(a) For purposes of Subsection (1), if a participant involved in the project area development has caused a condition listed in Subsection (1)(a)(iv) within the proposed project area, that condition may not be used in the determination of blight.

(b) Subsection (3)(a) does not apply to a condition that was caused by an owner or tenant who becomes a participant.

Amended by Chapter 350, 2016 General Session

5 June 2018

Memo for ownership of 641 W. Glovers Lane, Farmington, Utah

SUBJECT: Brief summary of cleanup efforts to help Jerry Makin move out of property.

1. Jerry Makin, the former resident of this property, lived in the home owned by his mother until she passed away and the property went under control of a family trust and was sold earlier this year.
2. Jerry Makin has long received assistance from neighbors and some financial support from the local L.D.S. ward. This support was offered freely impart due to a diminished mental capacity of Jerry. Although he is highly functional and able to maintain a steady job, Jerry struggled with some aspects of being able to manage his personal affairs and make decisions involving changing life circumstances.
3. Assessment of property condition. The home living conditions involved mass amounts of clutter from years of hoarding by Jerry and his parents. Sanitary conditions were absent as visible rotting food, animal feces, rodent feces, and garbage contributed to strong odors and an environment that most would not find livable. Sheds on the property also were packed with clutter and had evidence of rat habitation. The property grounds were littered with old junk to include old campers, trailers, boats, lawnmowers, appliances, and many miscellaneous garbage items.
4. In a combined effort to move Jerry into an apartment and to declutter the property so it could be sold, the following cleanup efforts were undertaken by Jerrys' extended family, neighbors, and the local L.D.S. ward:
 - a. Two large rollaway truck-bed dumpsters were brought in and filled to capacity.
 - b. Multiple all-day service projects were conducted by extended family (8-10 people), neighbors (2-3 people), the L.D.S. Elders' Quorum (6 people) and an L.D.S. youth group (50 people).
 - c. Some items of value were sold, many other lesser items of value were taken in multiple trips to the Deseret Industries, but most items were thrown away to include old furniture, animal feces saturated carpet, piles of very old, moldy, weevil and rodent infested food, and many loads of garbage.
5. Cleanup efforts left the property in a state of the house being nearly empty of items but still incredibly filthy and much of the outdoor sheds and grounds less cluttered than before but still full of loads of garbage and miscellaneous junk items.
6. Point of contact is Bryce Bybee, (801)719-8919, neighbor and local L.D.S ward effort organizer.

Bryce E Bybee



Planning Commission Staff Report June 21, 2018

Item 5: Schematic Plan, Preliminary PUD Master Plan, and Zone Map Amendment for Chestnut Farms Phase V PUD Subdivision

| | |
|---------------------------|---------------------------------------------------------------|
| Public Hearing: | Yes |
| Application No.: | S-18-17 and Z-4-17 |
| Property Address: | Approx. 475 South 1350 West |
| General Plan Designation: | RRD (Rural Residential Density) |
| Zoning Designation: | A (Agriculture) [Rezone Request for AE - Agriculture Estates] |
| Area: | 10.27 Acres [7.34 Acres for Rezone] |
| Number of Lots: | 26 |
| Property Owner: | Chestnut Farms 2012, LLC |
| Applicant: | Jared Schmidt / Symphony Homes |

Request: *Applicant is requesting a recommendation for schematic plan and preliminary PUD master plan approval for the Chestnut Farms Phase V PUD Subdivision, and a recommendation of a rezone of 7.34 acres of property from A to AE.*

REZONE

Background Information

The applicant desires to develop 10.27 acres of property into 26 lots, but must obtain a rezone of 7.34 acres of the subject property from A to AE in order to move forward with the PUD subdivision as proposed. The western portion of this property, including lots 519-526 have already been rezoned as part of application Z-7-15, which was approved on August 16, 2016; in that application, the applicant included Chestnut Farms Phases IV and V as constituted at that time. However, the applicant has since purchased parcel numbers 080810017 and 080810068 from the Swedin family, and wanted to include those two parcels into the overall subdivision plan for Phase V. The addition of the Swedin properties also required that the applicant revise the PUD master plan for phases III through VI, which is being considered concurrently to the subdivision and rezone applications. The rezone is consistent with the City's General Plan designation of RRD (Rural Residential Density) and the surrounding neighborhoods; it is also consistent with the previously approved Chestnut Farms PUD Subdivision.

Suggested Motion for Rezone:

Move that the Planning Commission recommend that the City Council approve the rezone from A to AE for 7.34 acres of property located at approximately 475 South 1350 as identified by parcel identification numbers 080810017 and 080810068 and the attached legal description, subject to all applicable Farmington City ordinances and development standards and the following condition: the approval is subject to an approved preliminary PUD master plan.

Findings for Approval:

1. The proposed rezone is consistent with General Plan designation of RRD.
2. The proposed rezone is consistent with surrounding neighborhoods, including already developed portions of the Chestnut Farms PUD Subdivision.
3. 1.4 Acres of Phase V have already been rezoned from A to AE in 2016; this rezone will bring the remaining property into conformity with the rest of the subdivision.
4. Making the rezone contingent on the approval of a preliminary PUD master plan ensures that vesting does not occur without the approval of a master plan for the area, protecting the city in the event that the applicant does not move forward with the subdivision.

SCHEMATIC AND PRELIMINARY PUD MASTER PLAN

Background Information

The proposed schematic plan and preliminary PUD master plan shows 26 lots on 10.27 acres of property, but is dependent on the rezone and PUD overlay to achieve this density, as a denial of the rezone would render the schematic plan unrealizable. This notwithstanding, the staff report for the schematic plan will assume an AE zone designation for the property.

Chapter 27 of the Zoning Ordinance, regulating Planned Unit Developments, dictates that a yield plan as set forth in Chapter 12 must be submitted. The yield plan for this project, which has been provided, shows that 129 total lots for the entire Chestnut Farms project could be built. In the PUD ordinance, an applicant can receive a 20% incentive multiplier when the applicant has provided 20% improved open space, which the applicant has already provided in earlier phases, and the total yield for the project is 154 lots. The combined total number of lots for all 6 phases of Chestnut Farms is 121, therefore the application conforms to Section 11-12-070 (B) of the Zoning Ordinance, and is well under the potential yield for the entire project.

The preliminary PUD master plan requires several things beyond the schematic plan, including a landscape plan and building elevations; however, the landscaping plan has been fulfilled in earlier phases of Chestnut Farms; this notwithstanding, the application includes a street tree

plan, which is attached. The applicant plans to continue the architectural aesthetic and design of the already constructed phases, particularly Phase III, and is utilizing the approved elevations from the previous PUD master plan application, which have been attached.

A few years ago the Planning Commission, Fire Department, Public Works Department, City Engineer, and the City's Transportation Engineer recommended the extension of 475 South to 1475 West. They found that the area is best served by two circuitous residential streets intended for local traffic (i.e. 475 South and 300 South), because it will distribute traffic more evenly through two neighborhoods, rather than one. This notwithstanding, the existing Chestnut Farms Master Plan shows 475 South as a dead-end street because the City Council, at the time, determined that a direct route connecting Chestnut Farms via the Bangerter property to 1100 West (north of the elementary school) is a viable alternative for traffic circulation and patterns in the area. However, the County recently designated the Bangerter land as an Agriculture Preservation Area, and the possibility of the property developing in the future, if ever, is limited.

The provided schematic plan meets all of the standards and requirements for a PUD subdivision in the AE zone, and is consistent with the earlier phases of Chestnut Farms that are either built or being built. The smallest lot proposed is 13,000 s.f. and the average lot size is 14,288 s.f. or 1/3 of an acre.

Suggested Motion (if the rezone is recommended by the Planning Commission):

Move that the Planning Commission recommend that the City Council approve the schematic plan and preliminary PUD master plan for the Mountain View PUD Subdivision subject to all applicable Farmington City ordinances and development standards and the following conditions:

1. The applicant shall enter into a development agreement memorializing the approved master plan prior to or concurrent with preliminary plat;
2. All outstanding comments from the DRC for schematic plan shall be addressed on preliminary plat.

Findings for Approval:

1. The proposed plans meet the requirements of the subdivision and zoning ordinances of an AE-PUD zone, if the rezone does occur.
2. Schematic plan does not vest the property, and will be null-and-void if the rezone is not passed.
3. The previously approved landscape plan and building elevations are of a high design quality and meet the standards set forth in Section 11-27-070.
4. The proposed schematic plan and preliminary PUD master plan are a continuation of the Chestnut Farms Subdivision, which has been a very successful project and is compatible with the surrounding neighborhoods.

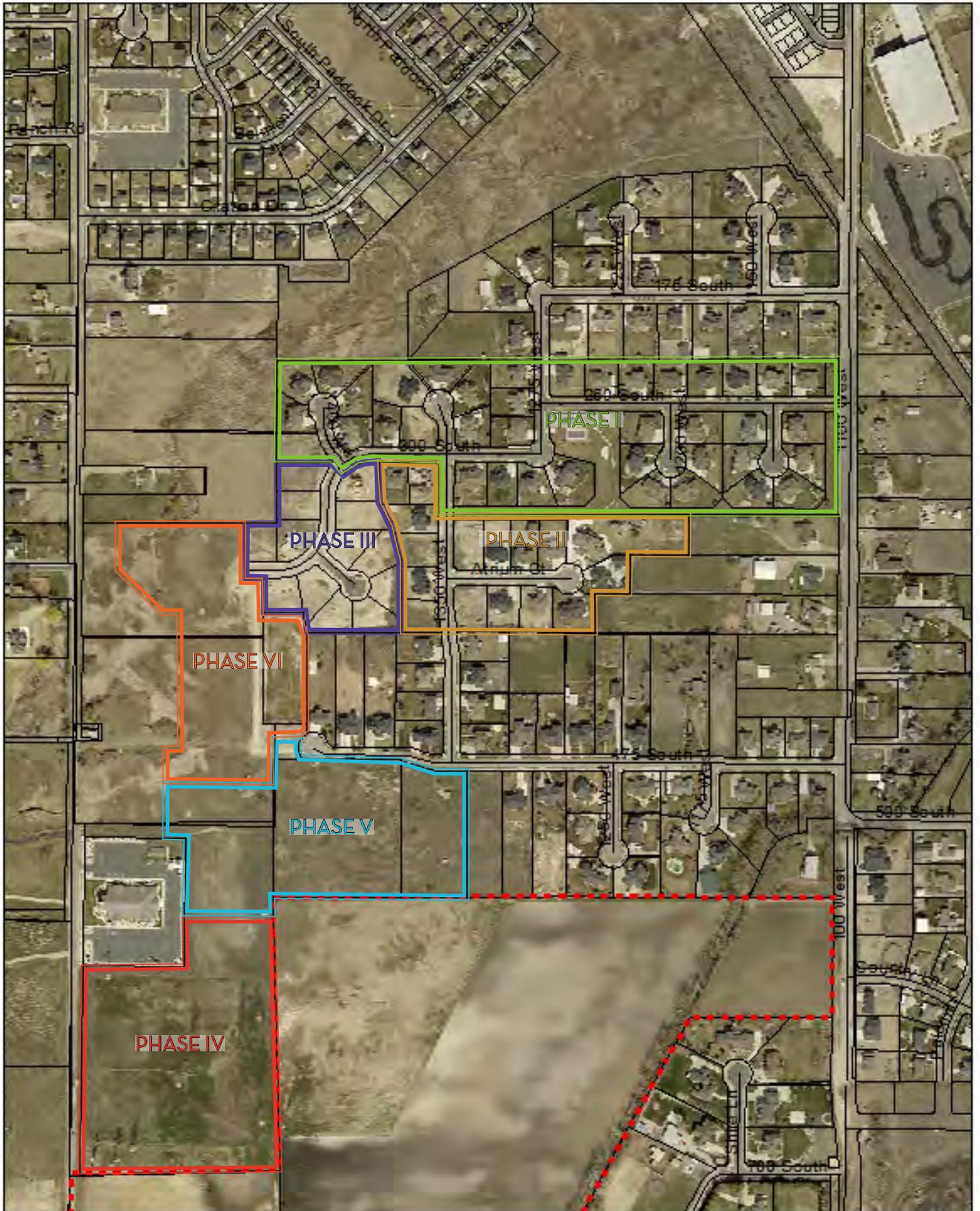
Supplemental Information

1. Chestnut Farms Overall Subdivision Vicinity Map
2. Chestnut Farms Phase V Vicinity Map
3. General Plan Map
4. Zoning Map
5. Rezone Legal Descriptions (Parcels 080810017 and 080810068)
6. Yield Plan
7. Schematic Plan
8. Preliminary PUD Master Plan
9. Landscape Plan
10. Elevations

Applicable Ordinances

1. Title 12, Chapter 6 - Major Subdivisions
2. Title 12, Chapter 7 - General Requirements for All Subdivisions
3. Title 11, Chapter 10 - Agriculture Zones
4. Title 11, Chapter 27 - Planned Unit Development (PUD)

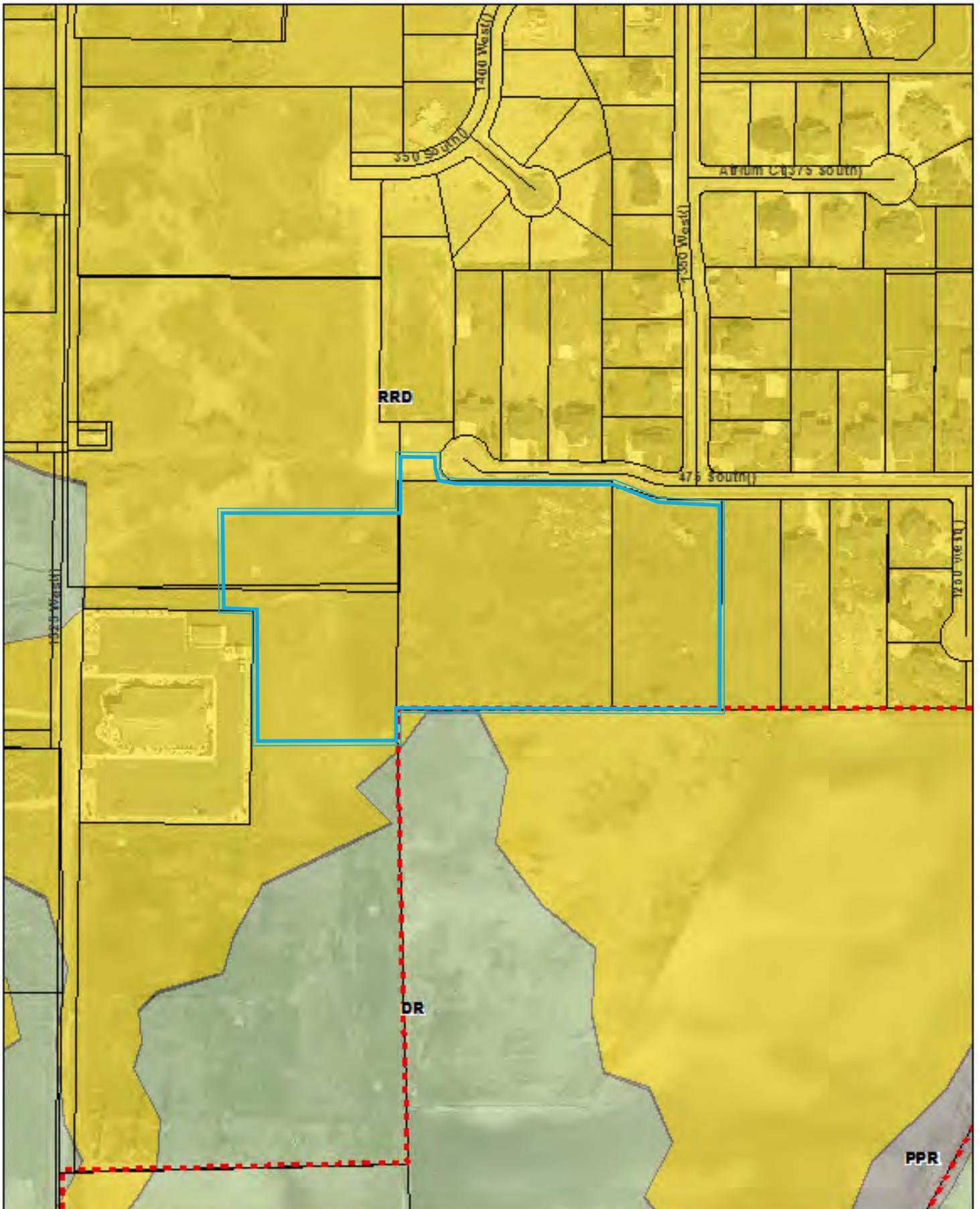
Farmington City



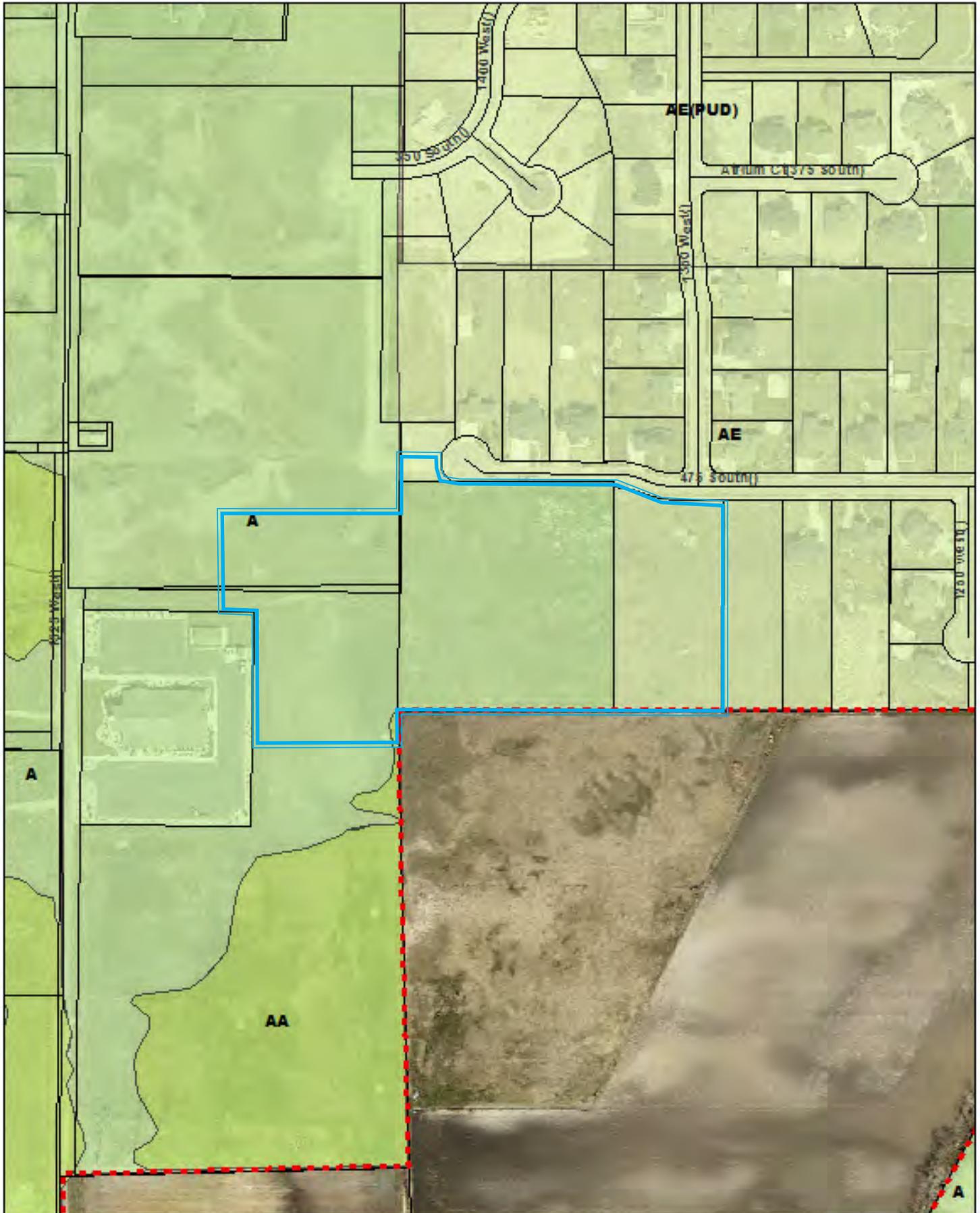
Farmington City



Farmington City



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- Information on this page is not intended for use in legal documents. A title search may be necessary to verify accuracy.

| Serial Number | Property Address | Legal Description | Get Property Tax Info |
|---------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|
| 080810017 | | BEG AT A PT S 89^46'56" W 1611.94 FT ALG SEC LINE & S 0^08'10" E 59.40 FT FR THE NE COR OF SEC 26-T3N-R1W, SLM: RUN TH S 0^08'10" E 478.50 FT; TH S 89^46'56" W 455.22 FT; TH N 0^07'49" W 478.50 FT ALG W LINE OF BLK 2, THOMAS STEED SURVEY OF NE 1/4 OF SD SEC 26; TH N 89^46'56" E 455.22 FT TO POB. CONT. 5.00 ACRES. TOGETHER WITH A R/W | Tax Info (/recorder/property-search/TaxInfo/80810017/) |

Contact Information

Mailing Address

Davis County Recorder
 P.O. Box 618
 Farmington, Utah 84025

Contact Information

(<https://www.facebook.com/daviscountyutah.gov/>)

Mailing Address

Davis County Recorder
P.O. Box 618
Farmington, Utah 84025

Physical Address

Recorder's Office (Room 106)
61 South Main
Farmington, Utah 84025

Office Information

General office hours are Monday through Friday
8:00 a.m. to 5:00 p.m. (except legal holidays)

(801) 451-3225 :: Main
(801) 451-3141 :: FAX

Recorder (.../home) / Property Search

Property Search

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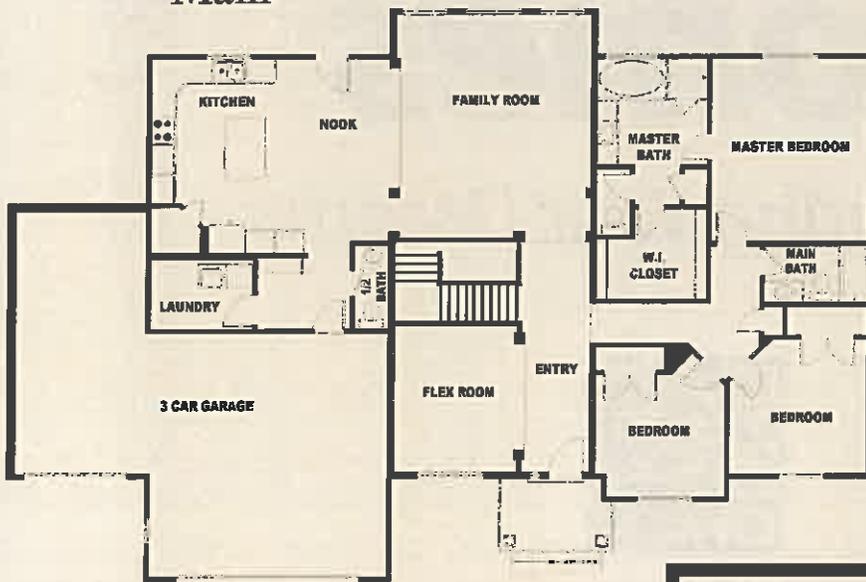
| Serial Number | Property Address | Legal Description | Get Property Tax Info |
|---------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|
| 080810068 | | BEG ON THE S LINE OF 475 SOUTH STR AT A PT S 89^46'56" W 1384.355 FT ALG THE SEC LINE & S 00^08'10" E 95.90 FT FR THE NE COR OF SEC 26-T3N-R1W, SLM; & RUN TH S 00^08'10" W 442.00 FT; TH S 89^46'56" W 227.585 FT; TH N 00^08'10" W 467.00 FT TO A PT ON THE S LINE OF SD STR & THE ARC OF A 150.00 FT RAD CURVE TO THE RIGHT; TH 61.12 FT ALG SD CURVE TO A PT ON A 150.00 FT REVERSE CURVE; TH 61.67 FT ALG THE ARC OF SD CURVE; TH N 89^46'56" E 110.00 FT, M/L, TO THE POB. CONT. 2.34 ACRES TOGETHER WITH & SUBJECT TO A DESC R/W (NOTE, THIS REMAINING LEGAL WAS WRITTEN IN THE DAVIS COUNTY RECORDER'S OFFICE FOR I.D. PURPOSES. IT DOES NOT REFLECT A SURVEY OF THE PROPERTY.) | Tax Info (/recorder/property-search/TaxInfo/80810068/) |

Harmony



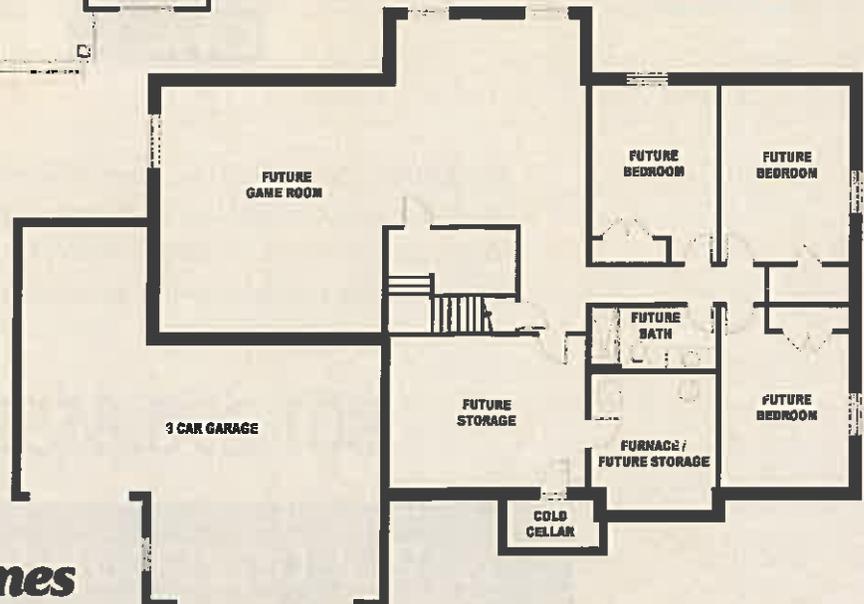
Cottage Elevation

Main



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| |

Basement



Square Ft. 4,378
Main 2,159
Basement 2,219



Symphony Homes

Orchestrating Your Dreams



Prelude

Cottage Elevation

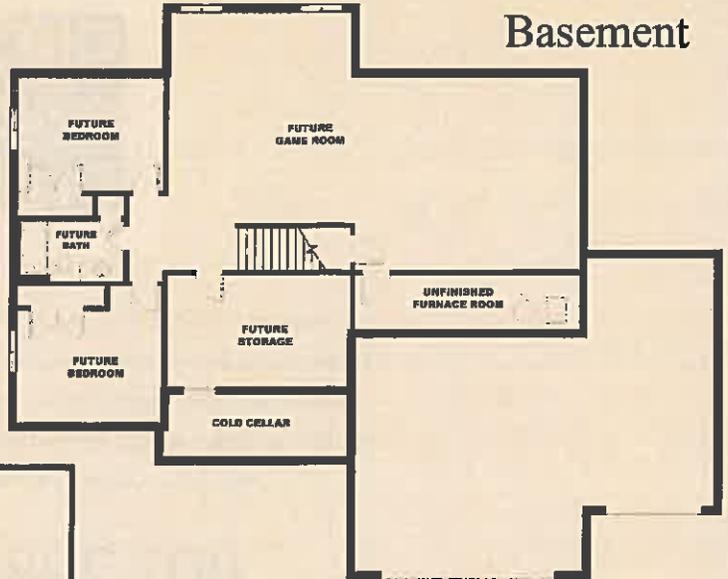
Upper



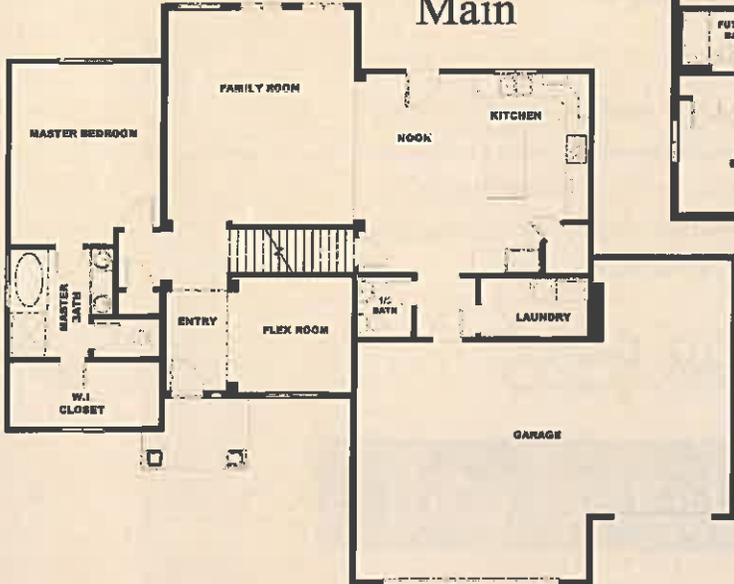
Square Ft. 4,067
Upper 736
Main 1,578
Basement 1,753

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Basement



Main



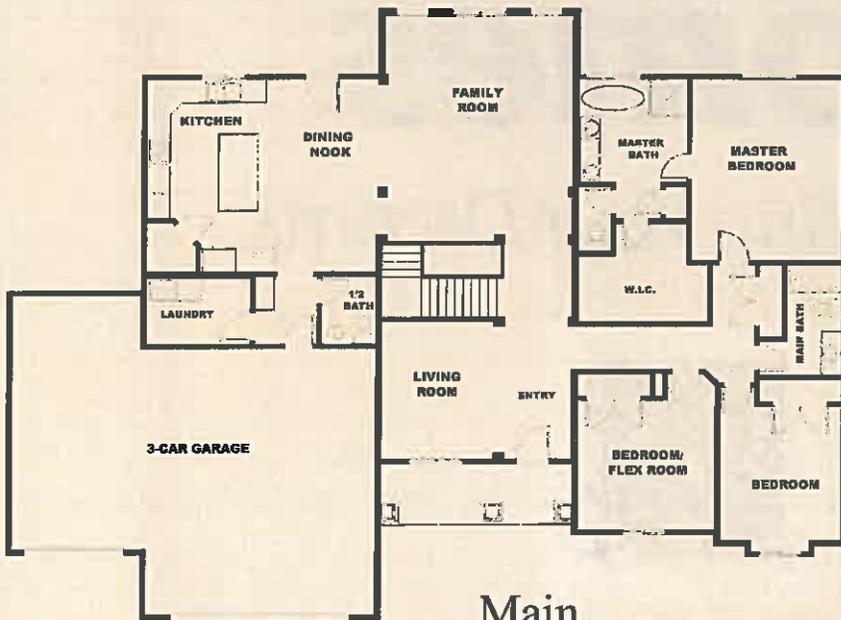
Symphony Homes

Orchestrating Your Dreams

Applause



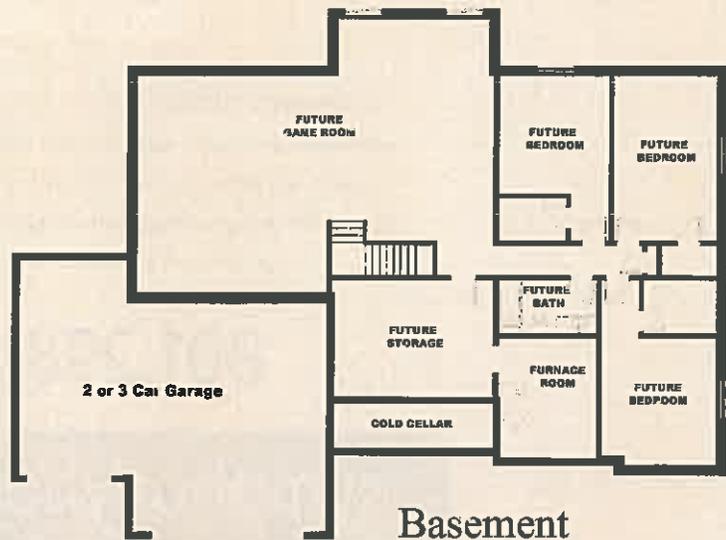
Cottage Elevation



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Main

Square Ft. 4,584
 Main 2,302
 Basement 2,282



Basement



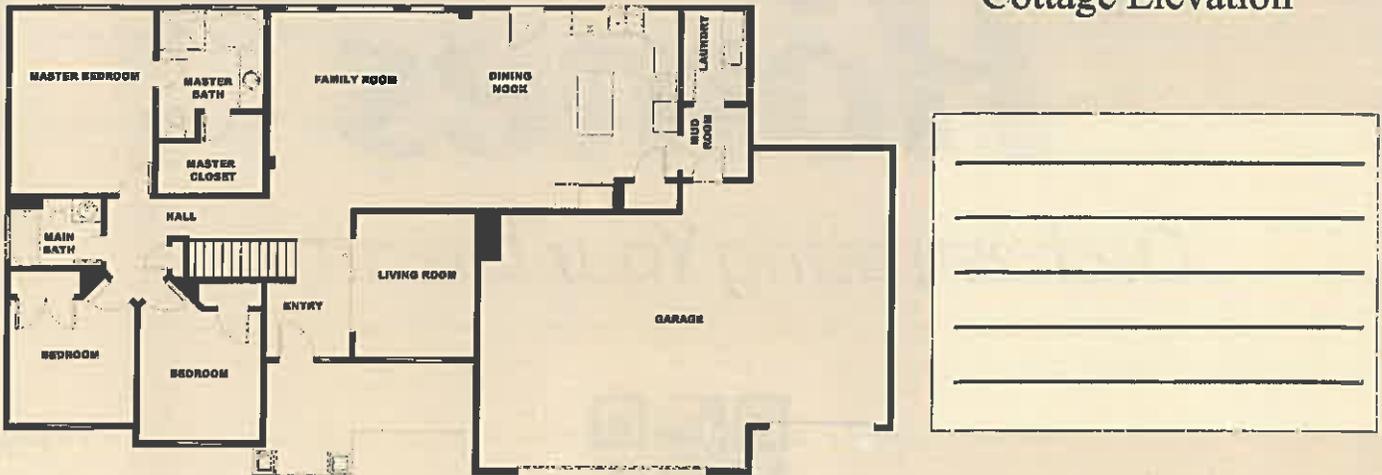
Symphony Homes

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Genre



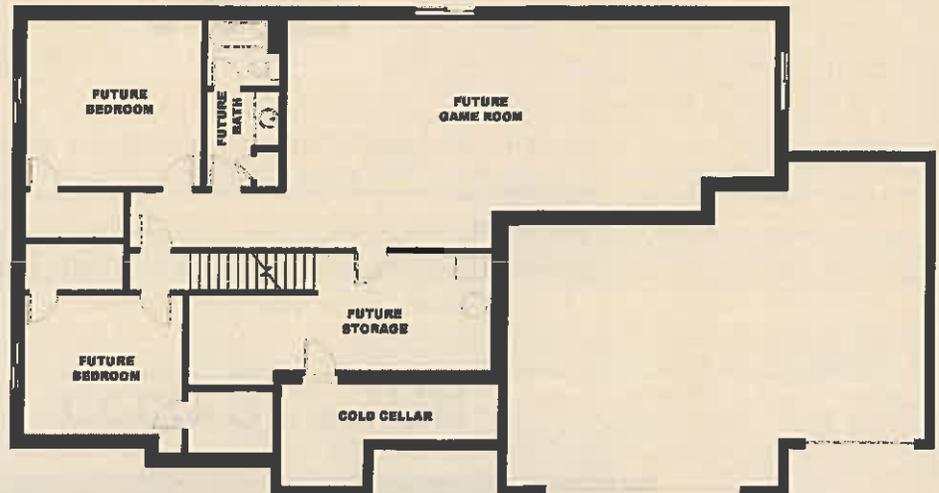
Cottage Elevation



Main

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Square Ft. 3,618
Main 1,739
Basement 1,879



Basement



Symphony Homes

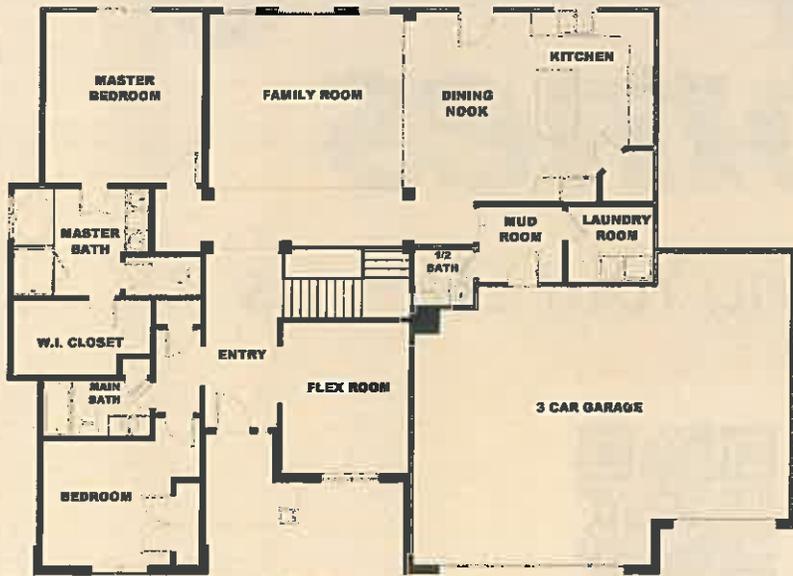
Orchestrating Your Dreams

Legato



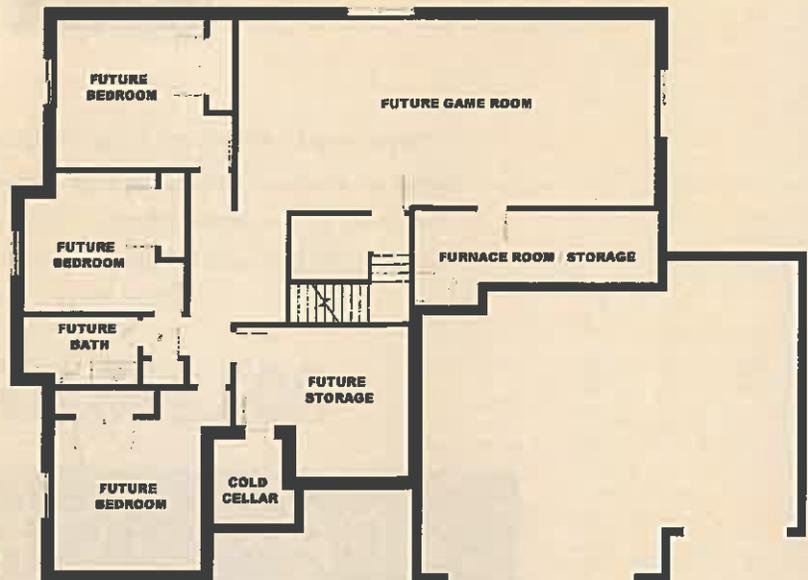
Cottage Elevation

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Main

Basement



Square Ft. 4,025
Main 1,984
Basement 2,041



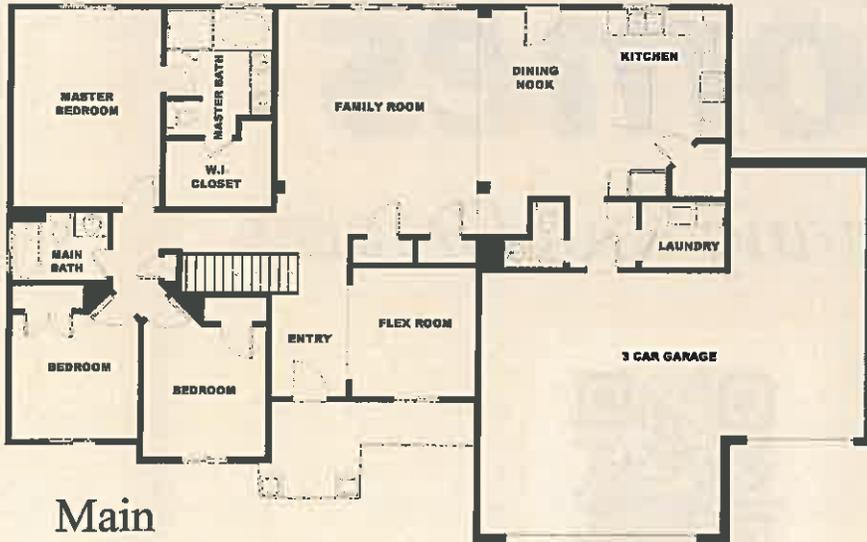
Symphony Homes

Orchestrating Your Dreams

Melody



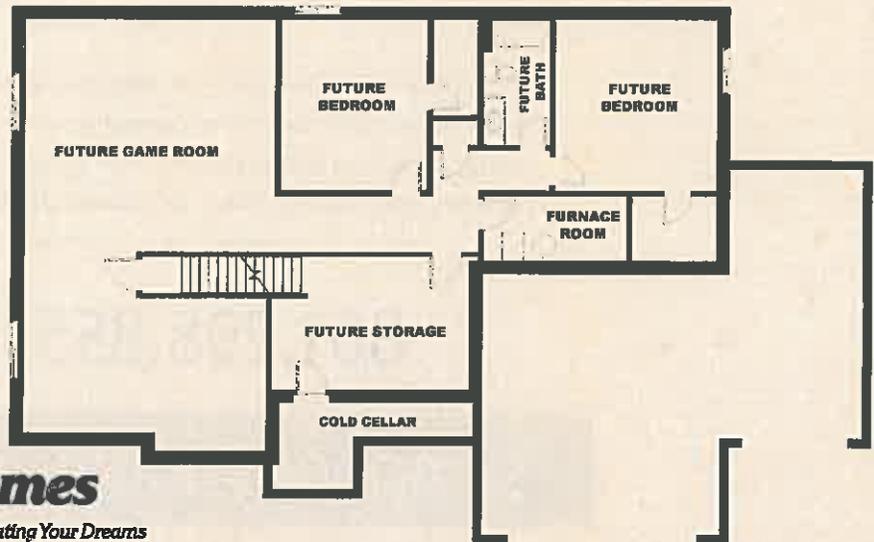
Cottage Elevation



Main

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Basement



Square Ft. 3,852
Main 1,868
Basement 1,965



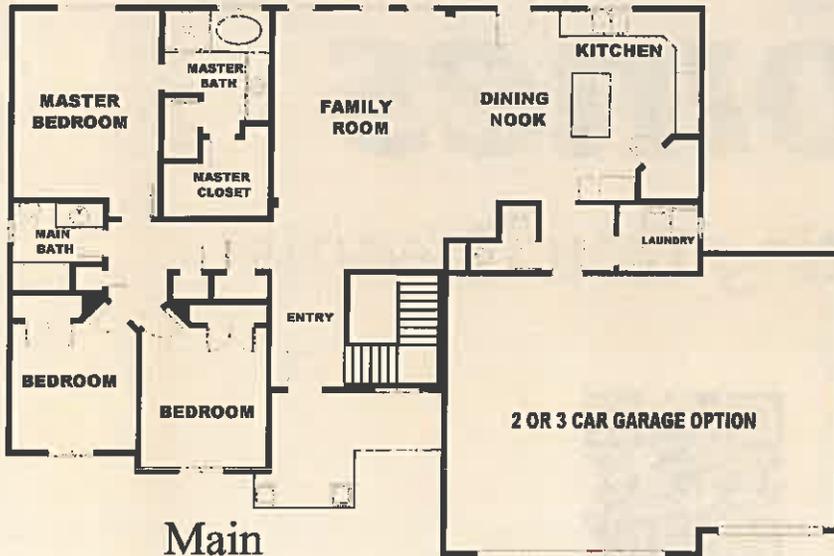
Symphony Homes

Orchestrating Your Dreams



Encore

Cottage Elevation



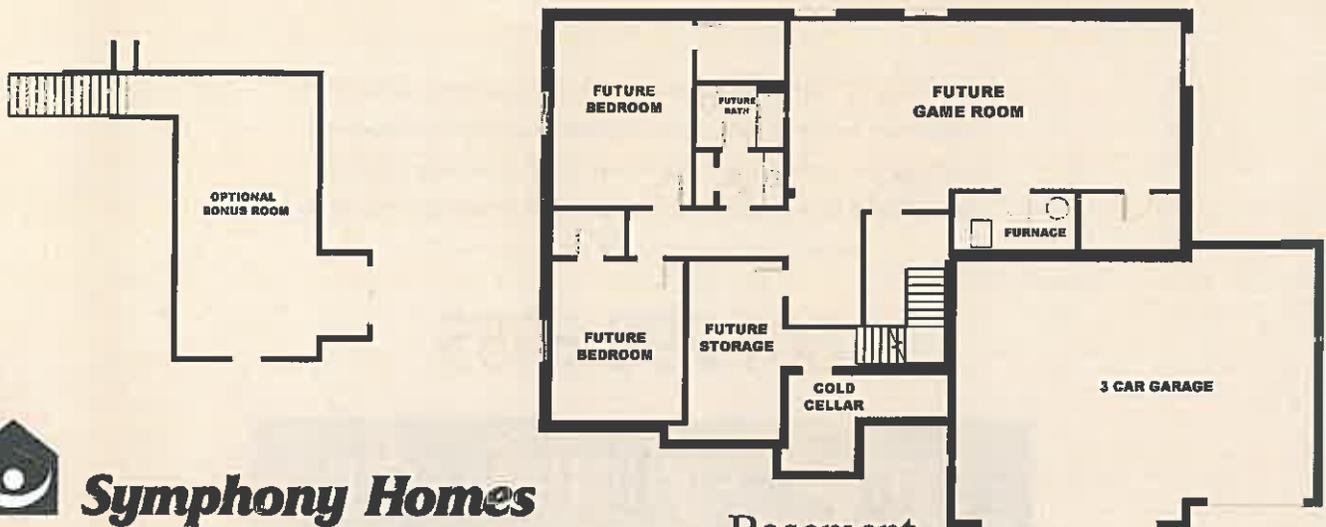
Main

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Square Ft. 3,847

Main 1,980

Basement 1,867



Basement



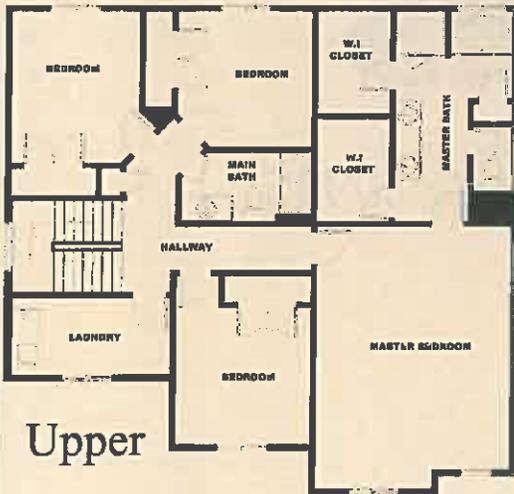
Symphony Homes

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Cantata

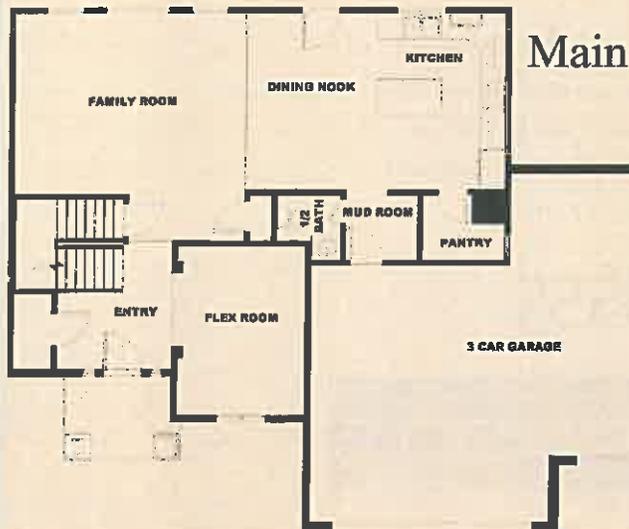
Cottage Elevation



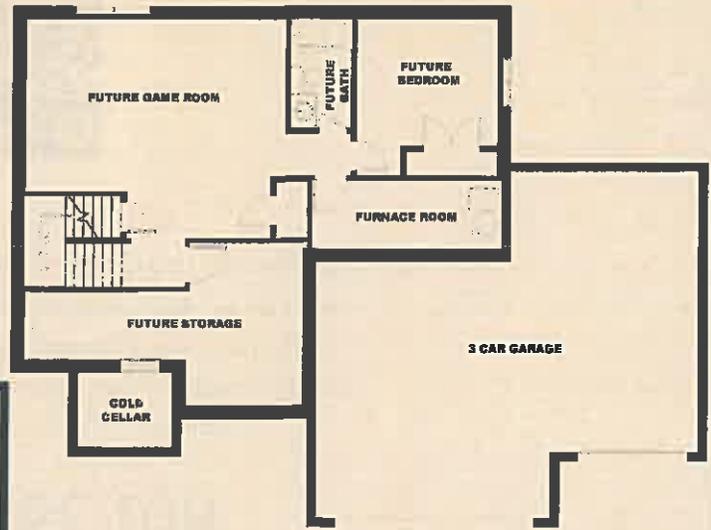
Upper

Square Ft. 3,535
Upper 1,376
Main 1,015
Basement 1,144

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| |



Main



Basement



Symphony Homes

Orchestrating Your Dreams



Planning Commission Staff Report June 21, 2018

Item 6: Adamson Rezone

| | |
|---------------------------|-------------------------------------------------------|
| Public Hearing: | Yes |
| Application No.: | Z-5-18 |
| Property Address: | Northwest Corner of Glover Lane and Shirley Rae Drive |
| General Plan Designation: | DR (Development Restricted) |
| Zoning Designation: | AA (Agricultural – Very Low Density) |
| Area: | 2.17 acres |
| Number of Lots: | 1 |
| Property Owner: | Bruce Middleton |
| Applicant: | Scott Adamson |

Applicant is requesting a recommendation for rezone approval.

Background Information

The applicant, Scott Adamson is requesting a recommendation for rezone approval in order to split the parcel, which is located on the northwest corner of Glover Lane and Shirley Rae Drive. In the AA zone, the minimum lot size for a conventional subdivision is 10 acres, and the applicant is proposing two lots measuring approximately 47,000 s.f. (1.09 acres) each. As the minimum lot size in the AA zone is 10 acres, and 5 acres for a conservation subdivision, the applicant has a yield of one lot. Therefore, in order to pursue a two-lot subdivision, the applicant will need to obtain a rezone of the property to A, where the minimum alternative lot size is 1 acre.

This application was brought before the Planning Commission at their **May 17, 2018** meeting, but it requested an AE zone designation. The Commission recommended denial to the City Council with direction to the applicant that he bring the application back requesting an A rather than an AE zoning designation. The applicant has amended his request at the direction of the Planning Commission.

In 2016, a different applicant brought forward the Owl's Landing Subdivision for this property, which consisted of 5 lots; the schematic plan was reviewed by the DRC and the Planning Commission. In their review of the Owl's Landing schematic plan, the DRC brought up a

plethora of issues that would have to be resolved in order for the subdivision to occur; based on these issues, the Planning Commission ultimately recommended denial.

The issues brought forward by the DRC still remain, the two biggest of which are bringing in sewer (currently it is located approximately 1300 feet away, as the crow flies), and the feasibility of conveying storm-water away from the site (due to flat topography, low elevation, and high water table). Central Davis Sewer District has initiated the process to bring a sewer line down Shirley Rae, but that has not been completed. Additionally, the applicant will need to improve Glover Lane and Shirley Rae Drive installing, sidewalk, park strip, curb, and gutter, and for Glover Lane the applicant will also need to install approximately 7 feet of asphalt extension. As part of these road improvements, there are several (4-5) power poles that currently sit in the right-of-way, and will need to be relocated at the cost of the applicant. However, most of these issues can be mitigated with the exception of storm-water; at question is whether the addition of one more residential unit (beyond the one lot already allowed by ordinance) would impact the storm-water system enough to stop the application from moving forward.

Suggested Alternative Motions

- A. Move that the Planning Commission recommend that the City Council deny the zoning map amendment application.

Findings for Denial:

1. The rezone application is inconsistent with the General Plan designation of DR.
2. The subject property will not be affected by the General Plan amendment as recommended for approval by the Planning Commission at the May 3, 2018 meeting; i.e. it is still south of the West Davis Corridor highway alignment.
3. The Knighton Subdivision was approved by Davis County, and the lot sizes were grandfathered in when the property was annexed into Farmington City; the subject property is already non-conforming as it is well below the 10 acre minimum threshold in the AA zone. Rezoning the property would allow for a further subdivision of the property, bringing it further into non-compliance.
4. Approval of additional density, beyond the one lot already allowed by ordinance, may result in system-wide issues in the future due to the difficulties with conveying storm-water off site.

OR

- B. Move that the Planning Commission recommend that the City Council approve the zoning map amendment of property identified by parcel identification number 080820006 from AA (Agriculture - Very Low Density) to A (Agriculture), subject to all applicable Farmington City ordinances and development standards and the following condition: as part of a subdivision application, the applicant shall improve, or enter into an extension agreement for both Glover Lane and Shirley Rae Drive, including curb, gutter, sidewalk, park strip, and asphalt extension (on Glover Lane).

Findings for Approval:

1. While the requested rezone is inconsistent with the General Plan, the applicant is only requesting one additional unit of density beyond what the ordinance currently allows.
2. With the exception of the storm water, all of the issues raised by the DRC and Planning Commission during their review of the Owl's Landing Subdivision can be mitigated; and the potential storm water issues are not likely to be significant because of the two-lot subdivision.
3. The improvement of Glover Lane that will be part of any future subdivision applications will benefit the City because with the opening of the new high school, staff is anticipating that there will be an increase of traffic on 1525 West, 1100 West, 650 West, and Glover Lane.
4. The requested rezone would allow for lot sizes that match other adjacent neighborhoods north and east of the area that have previously been subdivided.

Supplemental Information

1. Vicinity Map
2. General Land Use Plan
3. Zoning Map
4. Subdivision Concept Plan

Applicable Ordinances

1. Title 11, Chapter 7 - Site Development Standards
2. Title 11, Chapter 10 - Agriculture Zones
3. Title 11, Chapter 12 - Conservation Subdivisions

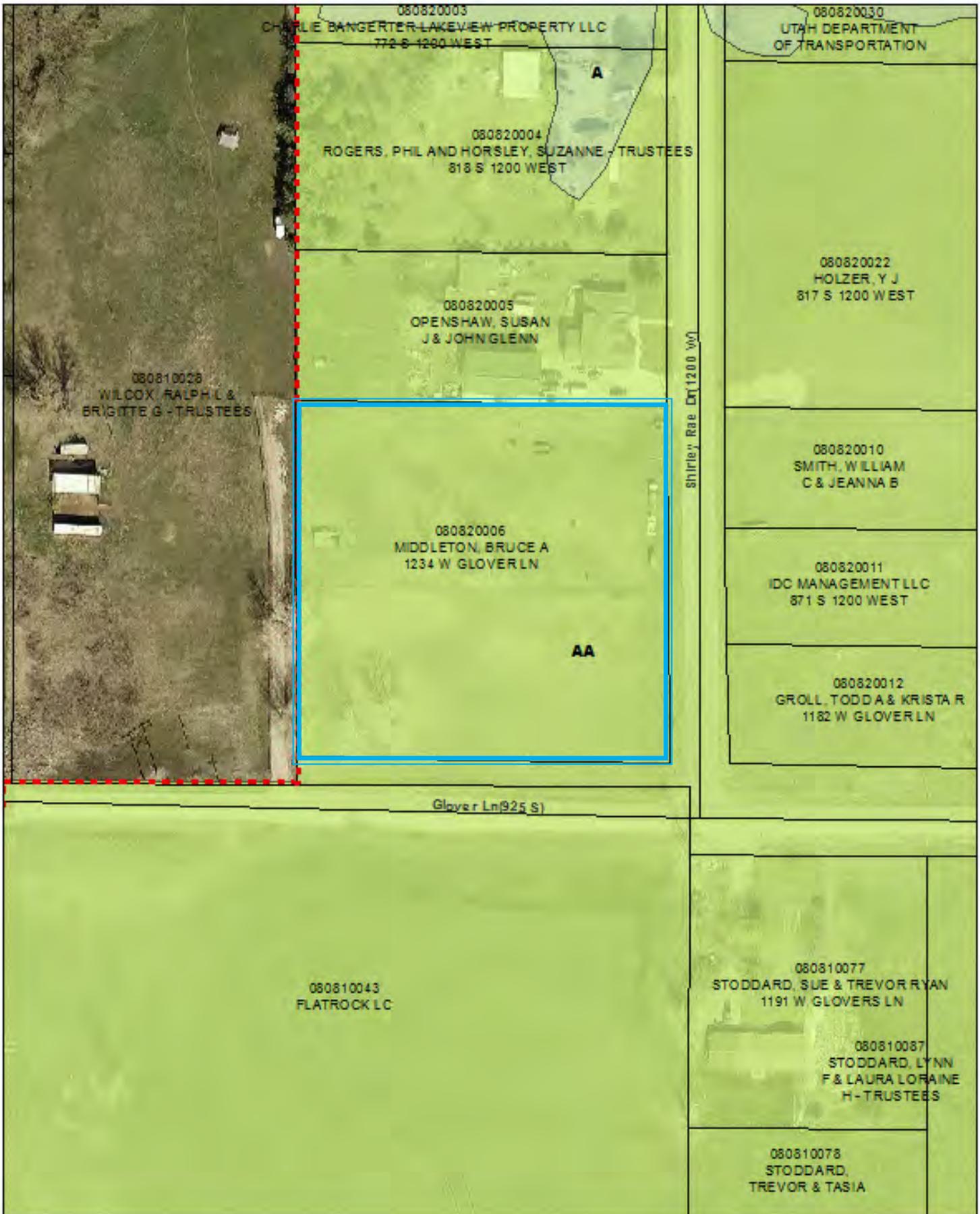
Farmington City

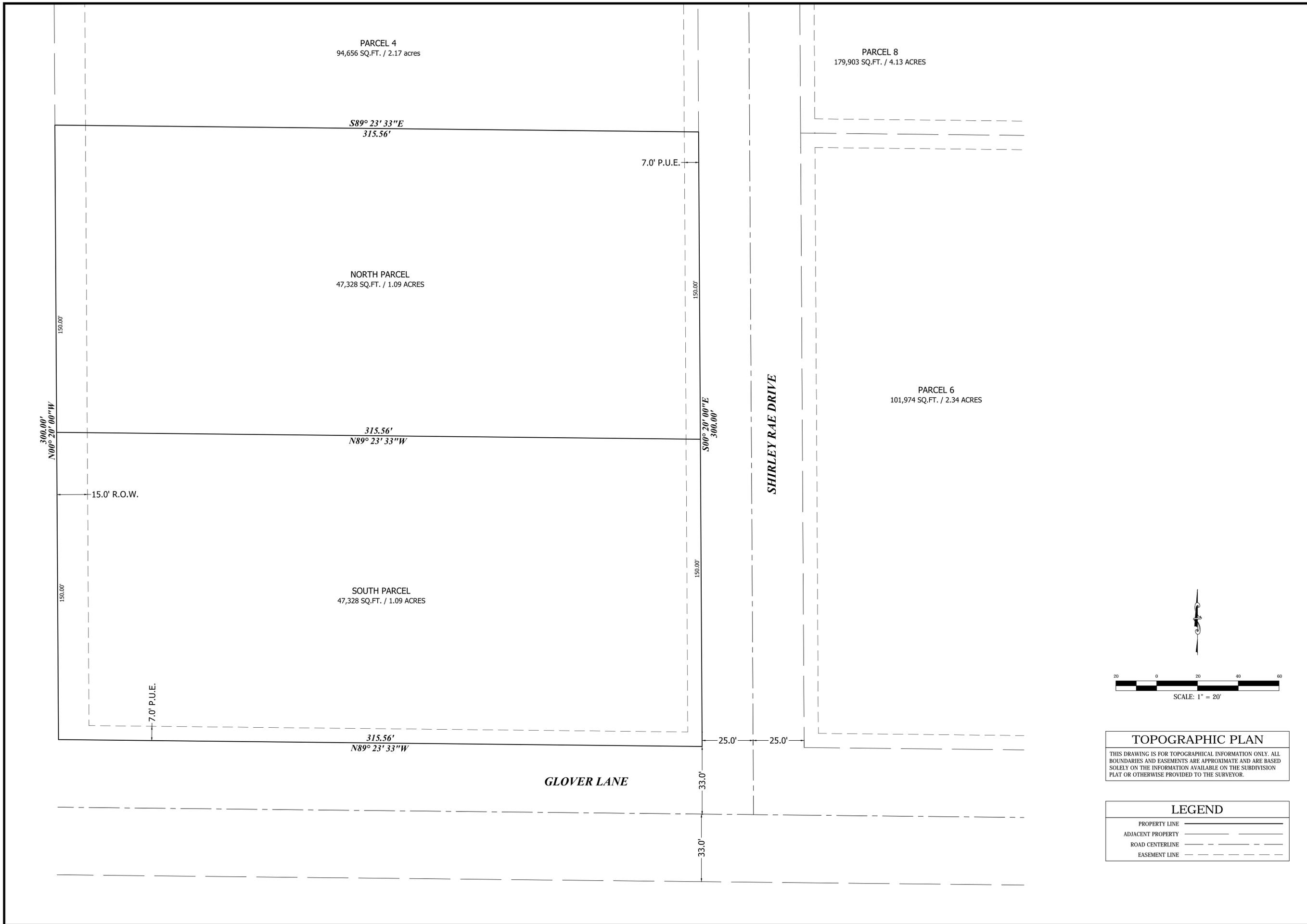


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Farmington City





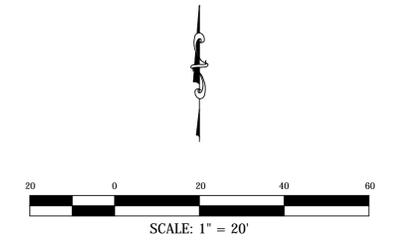
181 North 200 West, Suite #4
 Bountiful, UT 84010
 Phone 801.298.2236
 www.Entellus.com



PRELIMINARY
 NOT FOR
 CONSTRUCTION

KNIGHTON SUBDIVISION

874 SOUTH SHIRLEY RAE DRIVE
 PARCEL 5
 LOCATED IN THE EAST 1/4 OF SECTION 26, T.3N., R.1W., S.L.B.&M.
 FARMINGTON, DAVIS COUNTY, UTAH



TOPOGRAPHIC PLAN
 THIS DRAWING IS FOR TOPOGRAPHICAL INFORMATION ONLY. ALL BOUNDARIES AND EASEMENTS ARE APPROXIMATE AND ARE BASED SOLELY ON THE INFORMATION AVAILABLE ON THE SUBDIVISION PLAT OR OTHERWISE PROVIDED TO THE SURVEYOR.

| LEGEND | |
|-------------------|-------|
| PROPERTY LINE | ————— |
| ADJACENT PROPERTY | ————— |
| ROAD CENTERLINE | ————— |
| EASEMENT LINE | ————— |

DRAWN: DW 04/18/2018
 APPROVED: [DATE]
 PROJECT: 1016014
 Knighton Sub.Lot 5 Split.dwg

X900
 CONCEPT LOT SPLIT



Planning Commission Staff Report June 21, 2018

Item 7: Zone Text Amendment—Side Loaded Garages in Conservation Subdivisions

| | |
|---------------------------|----------------|
| Public Hearing: | Yes |
| Application No.: | ZT-3-18 |
| Property Address: | NA |
| General Plan Designation: | NA |
| Zoning Designation: | NA |
| Area: | NA |
| Number of Lots: | NA |
| Applicant: | Symphony Homes |

Request: *Applicant is requesting a recommendation for a zone text amendment related to setback standards for side-loaded garages in conservation subdivisions.*

Background Information

Symphony Homes is now developing Rock Mill Estates, a conservation subdivision at 600 North Main Street (the site of the old Haugen Auto-body business) and desires to implement a “car court” concept on some of the lots within the project, as illustrated on the attached photos. The front set-back for homes in conservation subdivisions is 20 feet, but if the garage projects past the front plane of the home, it is 30 feet. Subsequently, the developer is requesting an amendment to the text of the Zoning Ordinance, to allow them to do the “car court” concept on certain lots in the subdivision where the nearest edge of the building may be closer than 30 feet to the street, as follows:

11-12-090: DIMENSIONAL STANDARDS:

- D. Yard Regulations: The builder or developer of a conservation subdivision may consider variations in the principal building position and orientation, but shall observe the following minimum standards for buildings within a conservation subdivision. Exceptions to these minimum setback regulations may be approved by the City, in its sole discretion, during plat approval process when deemed appropriate and desirable under the circumstances.

1. Front Setback: The minimum front yard setback for main buildings in a conservation subdivision shall be twenty feet (20'). Notwithstanding the foregoing, the minimum front yard setback for **front-loaded** attached garages which extend past the front of the dwelling toward the front property line in any conservation subdivision shall be thirty feet (30').

Suggested Alternative Motions:

- A. Move that the Planning Commission recommend approval of the proposed amendment to the Zoning Ordinance.

Finding:

Aesthetically, garages can overwhelm the appearance of a residential street streetscape. To help prevent this from happening in conservation subdivisions, the ordinance provides an incentive, or greater use of the lot by the future property owner, if the attached garage remains flush, or recessed, from the front of the home. The “car court” concept proposed by the applicant accomplishes the same result, as attached garages are side-loaded and window openings face the street for garages projecting past the front of the home and not garage doors.

OR

- B. Move that the Planning Commission recommend that the City Council deny the application, and work with the applicant to allow “car court” homes where necessary on specific lots within the Rock Mill Estates subdivision without changing the text of the Zoning Ordinance as a special exception.

Findings:

1. The conservation subdivision concept was enacted to create more permanently protected open space within the community. As a trade-off to realize this purpose, opportunities were afforded to the developer for additional “roof-tops”, which sometimes results in smaller lots, particularly in single-family residential developments. Attached garages and/or garage doors, if not designed appropriately, can aesthetically overwhelm the appearance of a narrow lot residential street streetscape. To help prevent this from happening in conservation subdivisions, the ordinance provides an incentive, or greater use of the lot by the future property owner, if the attached garage remains flush, or recessed, from the front of the home. Notwithstanding the foregoing, the Rock Mill Subdivision is comprised of wider lots and the “car court” concept may be appropriate set-back closer to the street than 30 feet.

2. The last sentence in sub-paragraph 11-12-090.D. provides an exception to the minimum setback requirements, a zone text amendment is not necessary.
3. The unintended consequences of a zone text amendment are not known.

OR

- C. Move that the Planning Commission recommend that the City deny the zone text amendment request.

Finding:

The conservation subdivision concept was enacted to create more permanently protected open space within the community. As trade-off to realize this purpose, opportunities were afforded to the developer for additional “roof-tops”, which sometimes results in smaller lots, particularly in single-family residential developments. Garages and/or garage doors, if not designed appropriately, can aesthetically overwhelm the appearance of a residential street streetscape, and in doing so, the front porch area, as a traditional focal point, and gathering area, is compromised. Car courts, while reducing the visibility of the actual garage door from the street, have the potential to encourage an un-inviting not to human scale approach for the pedestrian to the house.

Supplementary Information

1. “Car Court” illustrations by Symphony Homes.

Applicable Ordinances

1. Title 11, Chapter 12 - Conservation Subdivisions









Planning Commission Staff Report June 21, 2018

Item 8: Farmington Linkage Study Adoption

| | |
|---------------------------|-----------------|
| Public Hearing: | Yes |
| Application No.: | MP-3-18 |
| Property Address: | n/a |
| General Plan Designation: | n/a |
| Zoning Designation: | n/a |
| Area: | City Wide |
| Number of Lots: | n/a |
| Property Owner: | n/a |
| Applicant: | Farmington City |

Request: *Recommendation for General Plan Amendment adopting the Farmington Linkage Study as an appendix to the Master Transportation Plan*

Background Information

In March of 2017, Farmington was awarded a Transportation and Land Use Connection (TLC) match grant by Wasatch Front Regional Council (WFRC) to perform a bridge feasibility study for the Park Lane and I-15/US89 area. City staff sent out a Request for Pool Letter of Qualifications to seven firms on the WFRC pool of prescreened consultants, whose expertise is in transportation planning and engineering. Of those seven letters sent, we received three firms' letters, and after careful consideration, chose Fehr & Peers Engineers as the consultant to produce the bridge feasibility study. The goal of the study was to provide potential alternatives to get pedestrians across I-15 and US89 in the Park Lane area. The finished product is a study that is intended to be an appendix to the City's Master Transportation Plan, which is an element of Farmington City's General Plan.

In the final record of decision and environmental impact statement for the West Davis Corridor, UDOT has allocated funds for a portion (approximately half) of a pedestrian bridge over Park Lane. This study will aid in competing the gaps and acquiring the funding necessary to build the bridge. The hope is that the bridge will be piggybacked with other UDOT projects, such as the WDC, and having this study in place, with conceptual level engineering, will further the City's objective in making this important east-west connection.

Suggested Motion

Move that the Planning Commission recommend that the City Council amend the General Plan adopting the enclosed Farmington Linkage Study as an appendix to the Farmington City Master Transportation which is an element of the General Plan, subject to all applicable Farmington City ordinances.

Findings for Approval

1. The proposed Bridge Feasibility Study will help guide the City in the future towards developing infrastructure for a safe means of moving pedestrians east to west in the Park Lane area.
2. The proposed Bridge Feasibility Study will better situate the city in locating and acquiring funding sources for bike and pedestrian paths, and related infrastructure.
3. The proposed Bridge Feasibility Study will guide and inform the City in future decisions regarding all modes of transportation.
4. By codifying the Bridge Feasibility Study and adopting it as part of the General Plan, the City is setting a standard, being proactive, and making a commitment to active transportation, which is growing in popularity and being demanded at ever increasing levels.

Supplemental Information

1. Farmington Bridge Feasibility Study

FARMINGTON LINKAGE STUDY



FEHR & PEERS
IN ASSOCIATION WITH

AECOM

ACKNOWLEDGEMENTS

Stakeholder Committee

| | |
|---------------|-------------------------------------------------|
| Eric Anderson | Farmington City |
| Dave Peterson | Farmington City |
| Scott Hess | Wasatch Front Regional Council |
| Dave Adamson | Utah Department of Transportation |
| Levi Roberts | Utah Transit Authority |
| Amy Shumway | Resident & Community Advocate |
| Tim Taylor | Consultant Traffic Engineer for Farmington City |

Consultant Team

| | |
|-------------------|--------------|
| Kyle Cook | Fehr & Peers |
| Stephanie Tomlin | Fehr & Peers |
| Richard Brockmyer | Fehr & Peers |
| Maria Vyas | Fehr & Peers |
| Jaime White | AECOM |
| Casey Brown | AECOM |
| Greg Davis | AECOM |

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EXECUTIVE SUMMARY

Farmington City is effectively fragmented by several major transportation corridors, including I-15, Legacy Parkway, US-89, and the railroad corridor used by Utah Transit Authority (UTA) and Union Pacific Railroad (UPRR). The purpose of this study is to define a preferred location for a crossing of these barriers that will allow people on foot and bicycle to safely and comfortably travel from east to west in Farmington. The study limits are State Street to the south and Shepard Lane to the north. This feasibility study identifies critical constraints, logical connection points, conceptual designs, and probable costs for several alternatives.

A direct connection between Farmington Station/Station Park and Lagoon amusement park was determined to be infeasible and somewhat redundant to the State Street overpass. Initial alternatives are summarized in Table 1:

TABLE 1: INITIAL ALTERNATIVES EVALUATED

| Description | Features | Cost Estimate |
|------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| Alternative A Park Lane Pathway | Separated path on the north side of Park Lane: <ul style="list-style-type: none"> • three separate bridge structures for the trail, • four at-grade signalized crosswalks. | \$8,639,000 |
| Alternative B Bridge over US-89 | Pedestrian bridge over US-89 and the railroad corridor between Shepard Lane and Park Lane. | \$6,444,000 |
| Alternative C Bridge over I-15 | Pedestrian bridge over I-15 between Shepard Lane and Park Lane. | \$5,828,000 |

Source: Fehr & Peers, AECOM

By most qualitative and quantitative measures, the Park Lane Pathway (Alternative A) provides better access to activity centers and created ideal multi-directional network connectivity. Alternatives B and C provide comparable benefit to Alternative A when coupled together, but otherwise only partially addressing the purpose of the proposed pathway connection. The Park Lane Pathway (Alternative A) was iteratively refined to address a number of issues including pedestrian safety and comfort, traffic impacts, and constructability. Table 2 summarizes the refined concepts to the Park Lane Pathway Alternative.

One key differentiation among the alternatives relates to the use of separate bridge decks versus general bridge deck widening to accommodate the active transportation facility. Utah Department of Transportation (UDOT) has indicated a desire to widen the Park Lane bridge, and there may be an opportunity to integrate a path facility with widening for shoulder/vehicle lanes, rather than build separate pedestrian bridges adjacent to the roadway structures. By addressing the needs in one upgrade, the project is more competitive as a funding priority by achieving several important improvements.

TABLE 2: REFINED PARK LANE ALTERNATIVES

| Description | Features | Cost Estimate |
|--------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| Alternative A2 Box Culvert Tunnels | Separated path on the north side of Park Lane: <ul style="list-style-type: none"> • three separate bridge structures for the trail, • three box culvert tunnels with looping pathway segments, • one at-grade signalized crosswalk. | \$13,337,000 |
| Alternative A3 Bridge Deck Widening | Separated path on the north side of Park Lane: <ul style="list-style-type: none"> • widening of three existing bridge structures, • three box culvert tunnels with looping pathway segments, • one at-grade signalized crosswalk. | \$14,976,000 |
| Alternative A4 South Side Pathway Separate Bridge Structures | Separated path on the south side of Park Lane: <ul style="list-style-type: none"> • three separate bridge structures for the trail, • a trail structure to connect to the Frontrunner station from Park Lane, • a box culvert tunnel under Park Lane to connect to the Oakridge Trail, • four at-grade signalized crosswalks. | \$14,268,000 |
| Alternative A5 South Side Pathway Bridge Deck Widening | Separated path on the south side of Park Lane: <ul style="list-style-type: none"> • widening of three existing bridge structures, • a trail structure to connect to the Frontrunner station from Park Lane, • a box culvert tunnel under Park Lane to connect to the Oakridge Trail, • four at-grade signalized crosswalks. | \$16,412,000 |

Source: Fehr & Peers, AECOM

Ultimately, this study validates the thinking that Park Lane is an important gap in the active transportation system and it is the right place to consider an investment. This study does not formally recommend a single variant of the Park Lane Pathway, because such decision is dependent on a number of factors. For instance, UDOT recently obtained a Record of Decision for the West Davis Corridor Environmental Impact Statement (EIS). The Selected Alternative includes numerous improvements to the regional trail system, including a trail crossing I-15 on Park Lane. Given the high cost of the Park Lane Pathway Alternatives, UDOT, Farmington City, and other stakeholders will have to evaluate priority design features and select an option that offers the best benefit and value.

INTRODUCTION & PROJECT GOALS

Farmington City is situated in a narrow space between the Great Salt Lake wetlands and the Wasatch Mountains. Many different transportation modes converge into this narrow space. As a result, Farmington City is effectively fragmented by several major transportation corridors, including I-15, Legacy Parkway, US-89, and the railroad corridor used by UTA and UPRR. These corridors provide important mobility for many north-south regional trips, but are inherently difficult to cross east-west, usually requiring long and expensive multi-span bridges.

Bicycling, walking, and running have become increasingly popular in Farmington and the surrounding communities for work commutes, access to schools, and recreational activities. Several regionally significant active transportation facilities (e.g. the Denver & Rio Grande Western Rail Trail (D&RGW) Rail Trail and Legacy Parkway Trail) have been built in the City within the past decade. These facilities have proven very popular with residents of Farmington and the neighboring cities in Davis and Salt Lake Counties. However, because they are located west of I-15 and the rail corridor, accessing them remains a challenge for people who live east of the freeway and rail corridor. Additionally, there is a UTA Front Runner station and transit center that is currently inaccessible to pedestrians and bicyclists via Park Lane to points north and east,



IMAGE: VIEW OF PARK LANE INTERCHANGE AND SURROUNDING ACTIVITY CENTERS

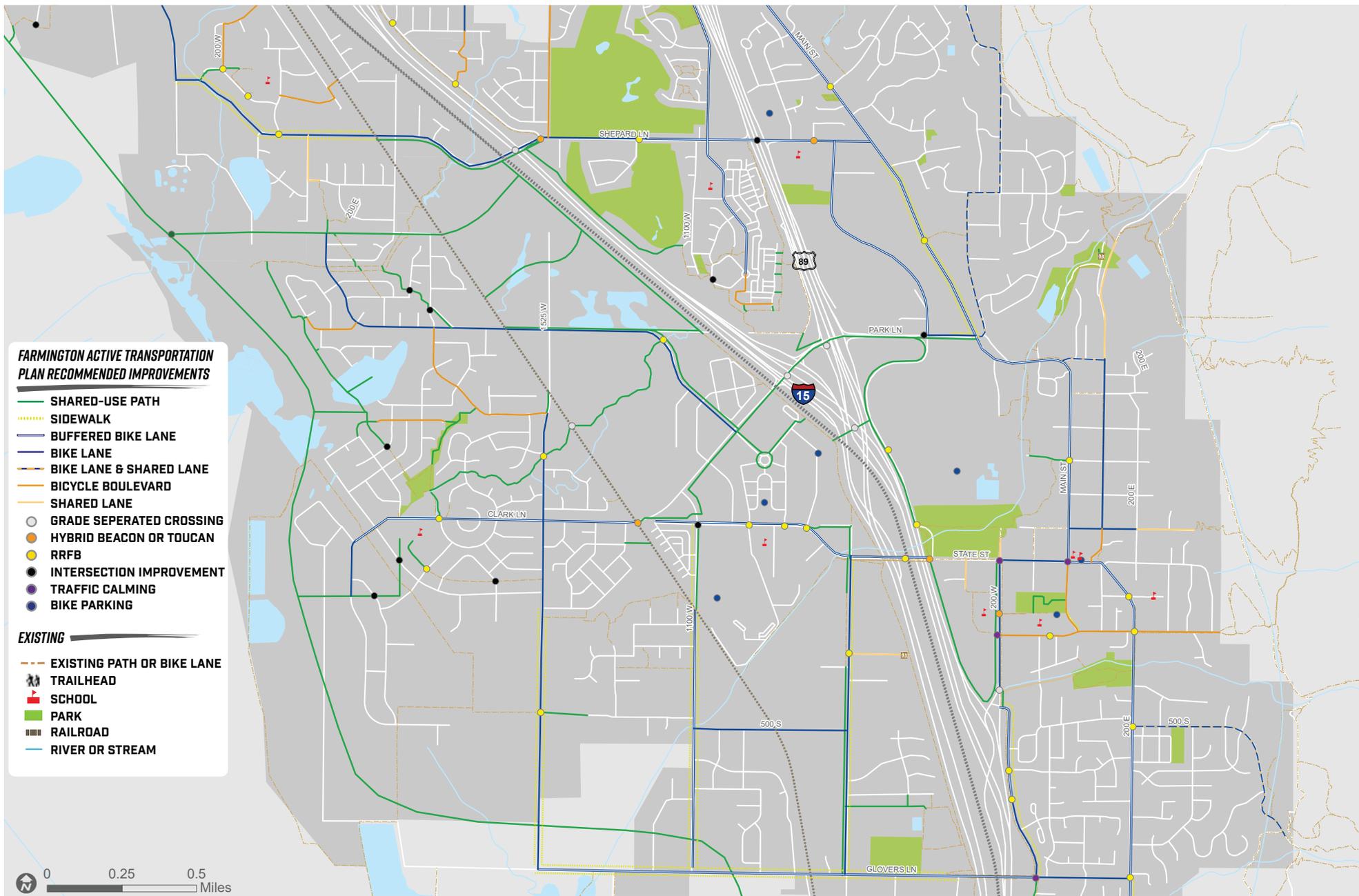
including southern portions of Kaysville, Fruit Heights, and northeast Farmington. Providing a connection would help UTA increase ridership and first and last mile connections in the region.

Lack of crossing options degrade network connectivity, causing travelers to take indirect routes and travel out of direction. This can discourage active transportation modes, leading to reliance on single occupancy vehicles, more congested roadways and fragmented communities. Farmington City, Kaysville, and Davis County have taken steps to address these issues, but gaps in the active transportation system remain – particularly near Park Lane. The 2015 Kaysville and Farmington Active Transportation Plan (KFAT) was the first step in better understanding the challenges of connecting these areas; **Figure 1** illustrates existing and proposed active transportation facilities. One of the recommended projects was a feasibility study to assess how to serve these markets on or near the Park Lane overpass. This feasibility study is the next step in addressing the highest priority gap in the active transportation system in Farmington.

The **purpose of a new pathway connection**, as articulated in the KFAT Plan:

- Unite the east and west, especially across US-89, I-15, and Legacy Parkway, with bicycle and pedestrian improvements that are safe enough to feel comfortable riding with a young child
- Plan, design, and maintain a walking and bicycling network that is visible, attractive, and convenient for all users, regardless of age or ability, especially commuters and driving-age students
- Improve overall connectivity and accessibility for bicyclists and pedestrians, including access to and from neighborhoods, services, public facilities, schools, shopping, food, entertainment, and transit.

The **purpose of this study** is to define a preferred location for a crossing of these barriers that will allow people on foot and bicycle to safely and comfortably travel from east to west in Farmington between State Street and Shepard Lane. This feasibility study identifies critical constraints, logical connection points, conceptual designs, and probable costs for several alternatives.



EXISTING CONDITIONS

PHYSICAL INFRASTRUCTURE AND BARRIERS

There are few non-interchange crossings of I-15 and US-89 in Davis County. At-grade rail crossings are intentionally limited because of safety and operational challenges, while freeway interchanges are generally unfriendly places for people on foot or bicycle due to traffic volume, high speed, and conflicting turning movements. The following section highlights key observations for three segments, starting from north to south:

Park Lane to Shepard Lane

Between Park Lane and Shepard Lane, there are two distinct transportation corridors that create local mobility barriers; I-15/UPRR/UTA on the west, and US-89 on the east. There are several existing trails, including the Legacy Trail located west of I-15, and the Oakridge Preserve Trail that serves the Farmington Crossings neighborhood. There is also a planned trail east of US-89.

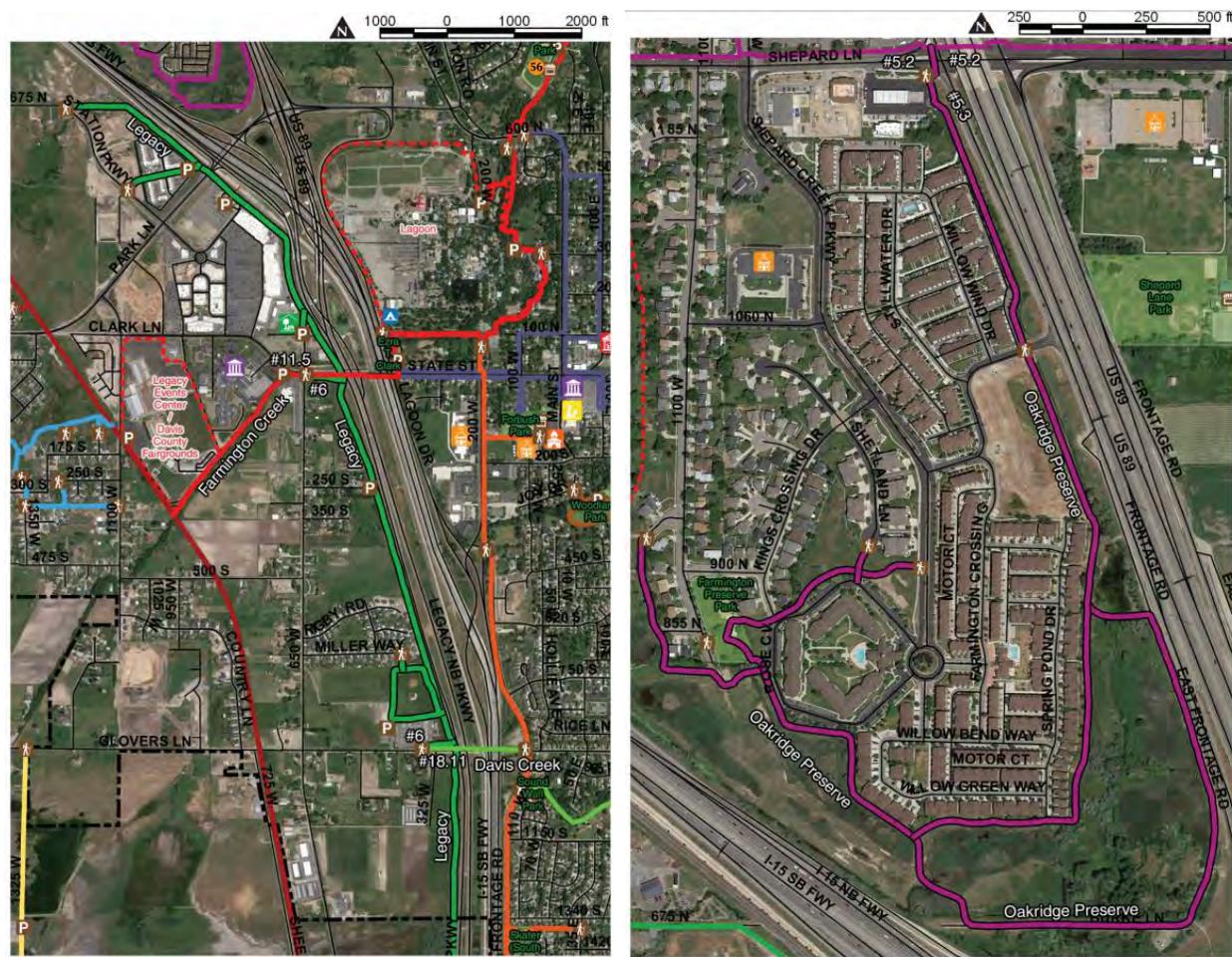


IMAGE: LEGACY TRAIL AND OAKRIDGE PRESERVE TRAIL (SOURCE: [HTTP://WWW.FARMINGTON.UTAH.GOV](http://www.farmington.utah.gov))

The Shepard Lane interchange with US-89 includes crosswalks for pedestrians. Shepard Lane at I-15 is currently a non-interchange overpass, but will be converted to an interchange with full pedestrian/cycling access (construction planned for 2021/2022). Currently the narrow two-lane overpass lacks adequate shoulder for bike lanes or sidewalks, and as such, is not ideal for people to walk or bicycle.

State Street to Park Lane

Between Park Lane and State Street, there is a complicated interchange where US-89 and I-15 diverge and Legacy Parkway ties into the freeway system. The freeway interchange on Park Lane is unique because there are two distinct freeway interchanges only 600-feet apart. The consolidation of I-15/US-89/Legacy Parkway interchanges on Park Lane was done originally to avoid an alternative Legacy Parkway alignment that would create more segmentation and barriers in the Farmington Community. There were design compromises that created local access to the interstate from Park Lane, but resulted in a situation where there is a substantial amount of vehicle activity in a confined space – essentially two freeway interchanges occupying the space of one.

There are no pedestrian or cycling facilities on Park Lane; the bridge decks have seven vehicle travel lanes and lack additional space for a sidewalk or separated path. Furthermore, the complex lane configurations and free-flowing movements are not conducive to pedestrian/cycling access on the bridge.



IMAGE: AERIAL VIEW OF PARK LANE INTERCHANGE WITH US-89 AND I-15



IMAGE: GLOVERS LANE PEDESTRIAN BRIDGE



IMAGE: CROSSWALK AND APPROACH TO STATE STREET BRIDGE

Glovers Lane to State Street

In the southern portion of Farmington City the transportation corridors are oriented parallel to one another and are relatively condensed in terms of physical footprint, making grade-separated crossings more practical. In this area there are two non-interchange street crossings at Glovers Lane and State Street, and both crossings include a separated pathway. State Street is the most direct connection between Farmington Station/Station Park and Lagoon/Farmington City center.

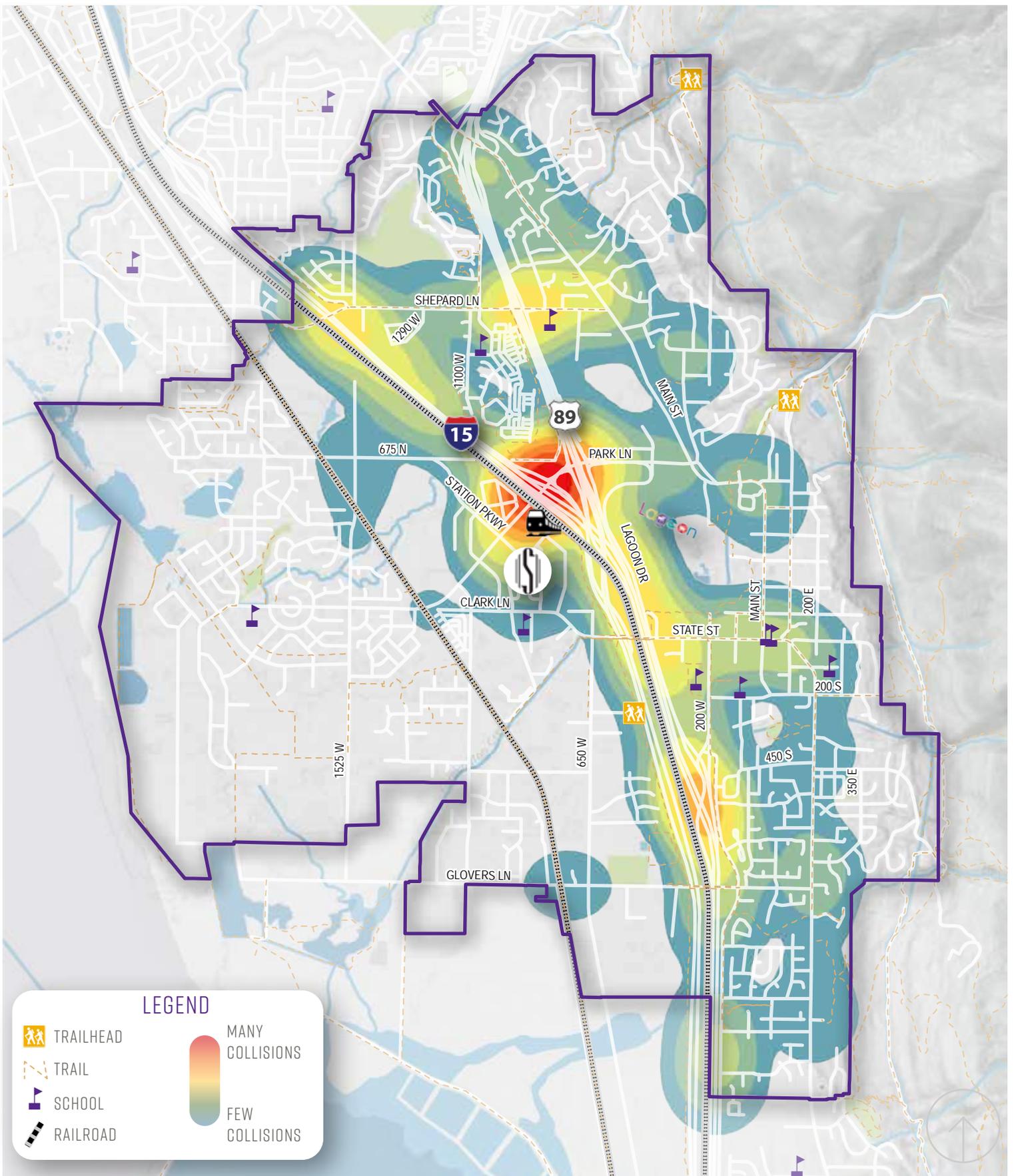
POTENTIAL DEMAND & BENEFIT

Collision Information

To assess potential safety issues, UDOT's Numetric¹ crash records system was used to review historic collision data for a five-year period. During this period there were 294 individual incidents that resulted in minor injury, sever injury or fatality, which have been mapped in **Figure 2**; high frequency accident locations are indicated in yellow and red shading. The collision data displayed in **Figure 2** demonstrates that Park Lane, and its associated freeway ramps, is a significant hotspot for collisions. This concentration of collisions on Park Lane may be due to the complex series of on and off ramps in a very small area. Motorists are required to maneuver quickly across multiple lanes to enter the two freeways that are accessible from Park Lane.

Of note, there was only one pedestrian collision and one cyclist collisions reported on the section of Park Lane that spans the two freeways. This could be because currently, there are no sidewalks, shoulders or trail facilities on that section of road, and thus very few people walk or bike on that segment of road. The collision data provides valuable insight on the importance of considering safety when looking at potential active transportation facility connections, and underscores the importance of improving safety if considering a facility on Park Lane.

¹ This data is protected under 23 USC 409. Source: UDOT, January 2011 through June 2017.



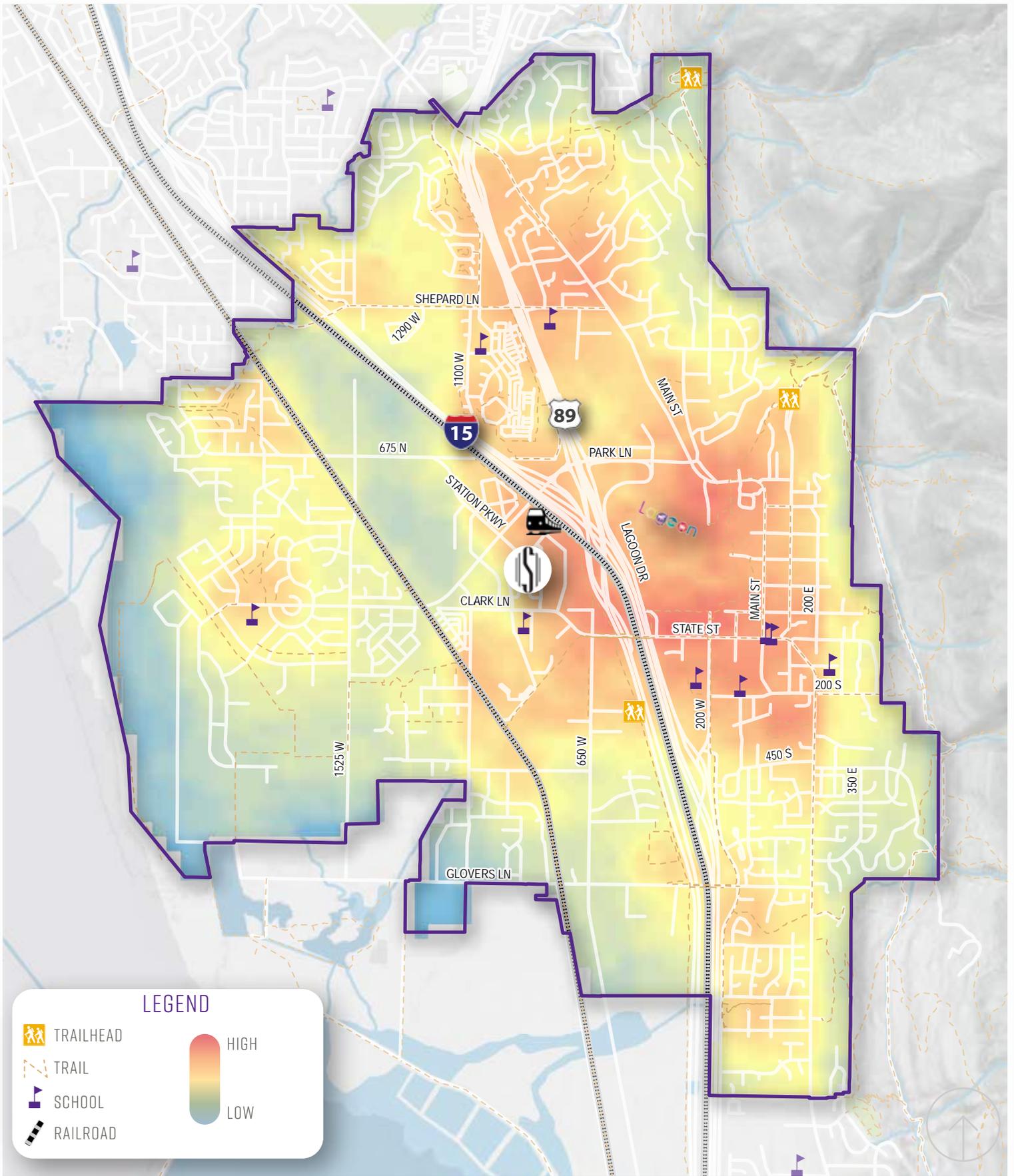
Active Transportation Modeling

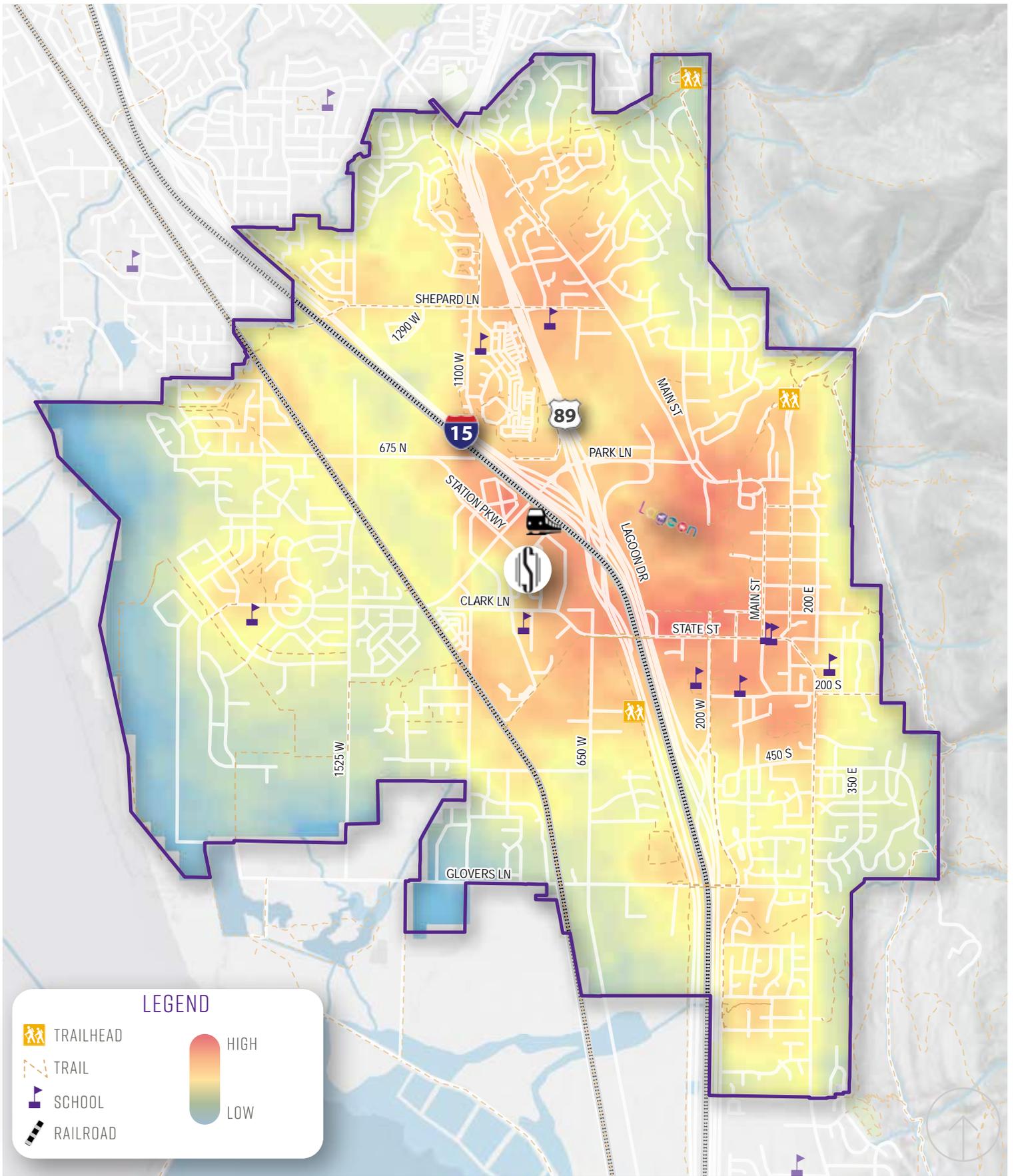
Although there is a growing interest in modeling active transportation, most travel demand models are sensitive only to automobile and transit trips. Rather than try to forecast the magnitude of bicycle and pedestrian activity, the Project Team implemented a methodology that determines the relative level of demand for walking and biking in the study area. The Latent Demand Model uses economic, demographic, land use, and built environment factors to identify “hot spots” for active transportation, and provides a logical analysis framework to prioritize attention and investment. The Latent Demand Model indicates areas where there is latent demand for active transportation (not necessarily usage); essentially places where walking or bicycling would be likely to occur if the conditions were favorable. The variables, as well as the corresponding weighting criteria are provided in the Appendix.

Two demand analyses were conducted; base year (2014) and future year (2040). The baseline analysis used current conditions based on GIS layers provided by the Farmington City and 2014 socio-economic data from the WFRC regional travel demand model.

Figure 3 and **Figure 4** illustrate the analysis results for base year and future year latent demand, using blue color tones to indicate areas of lower demand and red/orange color tones to indicate the higher demand areas. For the 2014 baseline condition, higher active transportation demand is fairly concentrated to the east side of US-89, with pockets on Farmington Station, and other neighborhood developments on the west side of the city. This is rather intuitive since this district has established neighborhoods. Elsewhere there is lower demand, due to low density residential, few employment or commercial destinations, and predominantly agricultural land uses. The future year (2040) analysis resulted in similar patterns, with the exception of the area surrounding 675 North, west of I-15 displaying a higher propensity for walking and biking. This is to be expected based on the anticipated residential growth in that area.

Based on the expected land use changes and increasing popularity of walking and cycling, projected demand for active transportation is expected to increase significantly in terms of relative magnitude and geographic area. This analysis suggests that investment in active transportation infrastructure should be prioritized in the portion of the study area adjacent to Park Lane, Farmington Station and the Farmington Crossing neighborhood.





LEGEND

- TRAILHEAD
- TRAIL
- SCHOOL
- RAILROAD

HIGH
LOW

FATAL FLAW SCREENING

Discussions with the Steering Committee indicated a general interest in evaluating the feasibility of a direct connection between Farmington Station/Station Park and Lagoon amusement park, two important community destinations. Considering vertical clearance requirements over the railroad (23.5 feet) and the highway (17.5 feet), it is very complicated to thread a pedestrian bridge through the interstate collector-distributor bridge system. The area also exhibits a high ground water table, making a subterranean tunnel impractical. Engineering becomes more feasible closer to State Street; however, there is little benefit in providing a new facility that is redundant to the State Street overpass. For these reasons, a direct connection between Farmington Station/Station Park and Lagoon was screened out for further evaluation.



IMAGE: CONCEPT ILLUSTRATION OF CROSSING BETWEEN PARK LANE AND STATE STREET

ALTERNATIVES DEVELOPMENT

The existing conditions analysis and the fatal flaw screening provided context upon which to conceptualize and develop alternatives for an east/west Farmington connection. Each alternative is described below, and summarized in **Figure 5**, **Figure 6**, **Figure 7** with key information about cost, potential use, network connectivity, land use catchment area, and transit user benefit.

ALTERNATIVE A – PARK LANE PATHWAY

This option provides continuous off-street path on the north side of Park Lane, connecting the eastern and western areas of Farmington City, as well as the Farmington Crossing neighborhood north of Park Lane (**Figure 5**). The existing bridge structures over I-15 and US-89 are too narrow to accommodate a side path, so this option requires three new pedestrian bridges or widening of existing roadway bridges. This option is the most complicated from an engineering perspective; integrating the pedestrian bridge structures into the existing bridge abutments will be challenging, particularly on the western end where there are customized MSE² bridge abutments and retaining walls.

The primary concern with the design is the use of at-grade pedestrian crossings at the interchange ramps. This presents a safety/stress concern for path users, and it is unknown how the addition of pedestrian signals would affect traffic operations.

This alternative was generally preferred among the Stakeholder Committee due to its proximity to activity centers, central location, and the multi-directional connections it provides (east-west and north-south).

The planning level cost estimate for Alternative A is \$8,639,000, assuming three separate bridge structures for the trail and at-grade signalized crosswalks at the interchange ramp intersections. An itemized cost estimate is included in the Appendix.

ALTERNATIVE B – PATHWAY BRIDGE OVER I-15 BETWEEN PARK LANE AND SHEPARD LANE

Alternative B consists of a single bridge (multi-span) constructed over I-15 and the railroad corridor between Shepard Lane and Park Lane (**Figure 6**). This alternative provides a direct connection between the Oakridge Trail and Legacy Trail. By completely separating trail users from vehicle traffic, this option is also low-stress and safer for all ages and abilities.

Compared to Alternative A, building a pedestrian bridge over a basic freeway section is more straightforward and less expensive. This option is complicated by the rail corridor which has a higher clearance requirement (23.5 ft vs 17.5 ft for roadway), which will make the path deck elevation higher on the west side, creating an elevation grade. There are also electric transmission lines parallel to the rail corridor (west of I-15), which create significant but manageable constraints

² Mechanically stabilize earth (MSE)

for the bridge ramp design. Additional consideration of this bridge concept should also account for future widening of I-15.

With respect to the location, there is some flexibility to locate the bridge farther south than shown on **Figure 6** to minimize out of direction travel for the nearby neighborhood. It is noted that Shepard Lane / I-15 overpass is planned to be rebuilt in 2021/2022 as a full interchange with active transportation facilities, so a new crossing location may not be justified if it is situated close to Shepard Lane.

The planning level cost estimate for Alternative B is \$6,444,000.

ALTERNATIVE C – PATHWAY BRIDGE OVER US-89 BETWEEN PARK LANE AND SHEPARD LANE

Similar to Alternative B, this concept is a single bridge (multi-span) constructed over US-89 between Shepard Lane and Park Lane (**Figure 7**). Alternative B and C complement each other and provide facilities to cross US-89 and I-15, but independently they have less value in terms of additional connectivity and benefit to neighborhoods. Moreover, the Shepard Lane / US-89 interchange already has signalized crosswalks and sidewalks, and it is hard to justify this crossing location when another viable option exists nearby.

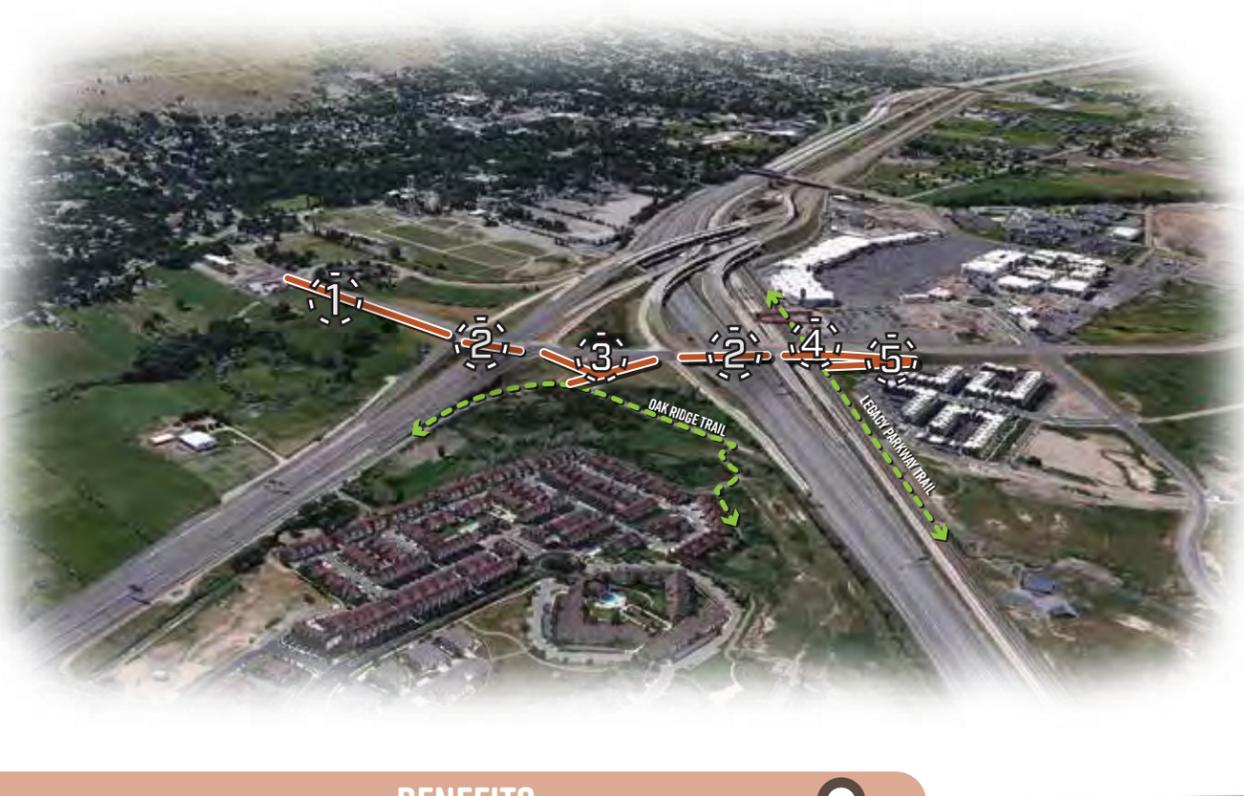
The planning level cost estimate for Alternative C is \$5,828,000.

ALTERNATIVE A

PARK LANE PATHWAY

PHYSICAL CHARACTERISTICS

- 1 Construct off-street pathway on north side of Park Lane between Lagoon Drive and interchange ramps.
- 2 Existing bridge structures over I-15 and US-89 are too narrow to accommodate a side path. A path connection requires separate pedestrian bridges, or widening of existing roadway bridges (three total). Bridges across I-15 and US-89 must provide 17'6" clearance above roadway.
- 3 Pathway segment provides a connection to the Oakridge Trail. Some trail meander would be required to traverse the slope. Constructed on grade (no structure needed).
- 4 Bridge across UPRR/UTA rail corridor must provide 23'6" clearance, requiring the trail deck to slope upward on the west end.
- 5 Pathway segment provides a connection to the Legacy trail. Some trail meander would be required to traverse the slope. Constructed on grade (no structure needed).



BENEFITS

Alternative A has high potential for use area according to the latent demand analysis, providing a direct connection between neighborhoods, retail destinations, Frontrunner station, and Lagoon Park.

The network analysis indicates that there are over 2,700 people and over 35 retail businesses within a one-mile walking distance of Alternative A.

Alternative A improves access to transit by providing a direct connection for households in the Farmington Crossings neighborhood, and for neighborhoods in north-east Farmington and south-east Kaysville.

COST

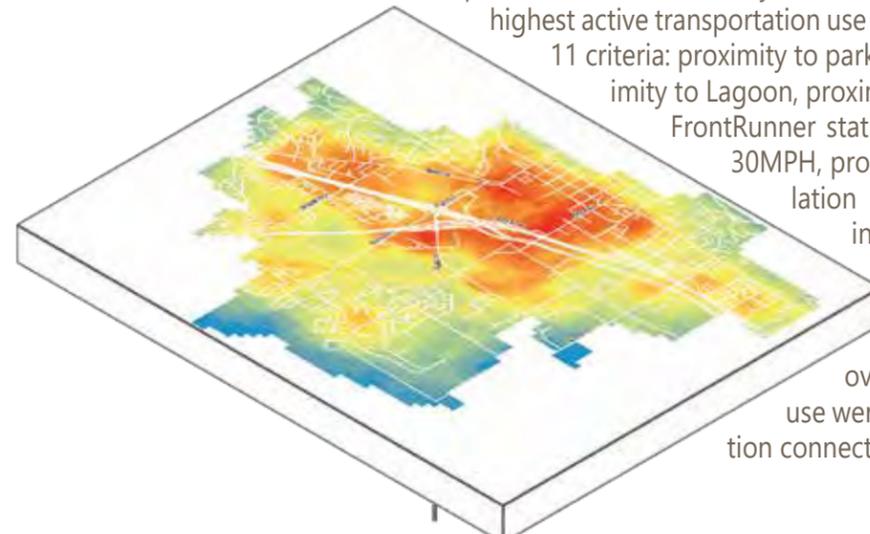
\$8,639,000*

*Planning level costs. Excludes right-of-way, assumes new bridge structures for pedestrian and bikes. See Appendix for detailed cost breakdown.

DATA INPUTS

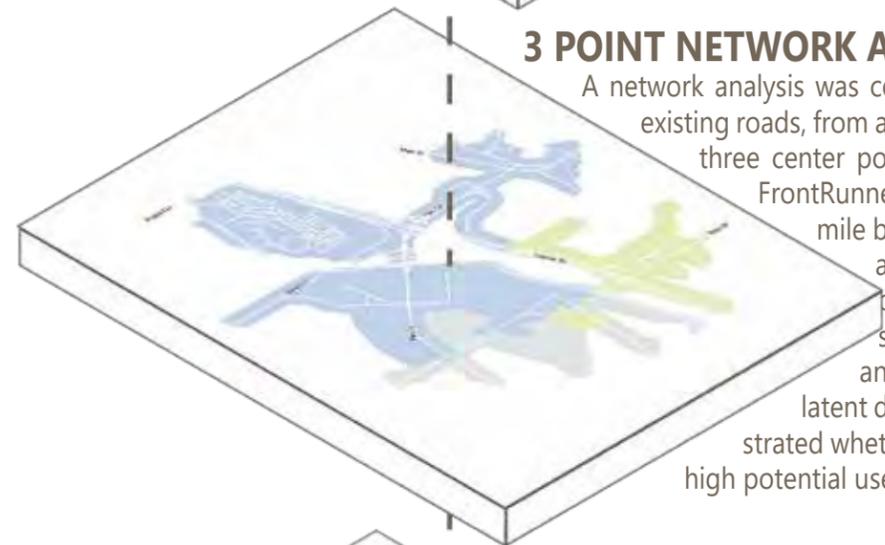
LATENT DEMAND ANALYSIS:

A spatial latent demand analysis was conducted to determine which areas would have the highest active transportation use currently and into the future based on the following 11 criteria: proximity to parks, proximity to retail and commercial centers, proximity to Lagoon, proximity to schools, proximity to bus stops, proximity to FrontRunner station, proximity to roads with less than or equal to 30MPH, proximity to trails, proximity to trail heads, total population density, and total employment density. All the inputs were weighted based on expressed importance. The output of the analysis is the heat map shown here. The areas with the highest potential for use are those areas with the most number of overlapping criteria. The areas with high potential for use were considered priority areas for an active transportation connection.



3 POINT NETWORK ANALYSIS:

A network analysis was completed to demonstrate a one mile radius along existing roads, from a center point. A separate analysis was conducted for three center points: from the proposed Alternative "A", from the FrontRunner station, and from Lagoon, each resulting in a 1 mile buffer zone of the areas accessible on roadways. This analysis provided insight into whether or not the proposed bridge would create a connection to significant origins and destinations within a walkable and bikeable 1 mile distance. When overlayed on the latent demand heat map, this network analysis also demonstrated whether the proposed bridge would serve the areas with high potential use.



PARK & RIDE USER ORIGINS DENSITIES:

License plate data collected from FrontRunner parking lots was examined to determine where most riders boarding at the Farmington Station are coming from. The origins were broken into zones and the rider origin densities were aggregated into ridership percentages by zone. High percentages were seen west of the station and I-15 and north of the station, in between I-15 and US-89. This analysis was useful in determining whether the bridge could serve those areas with high percentage of riders.

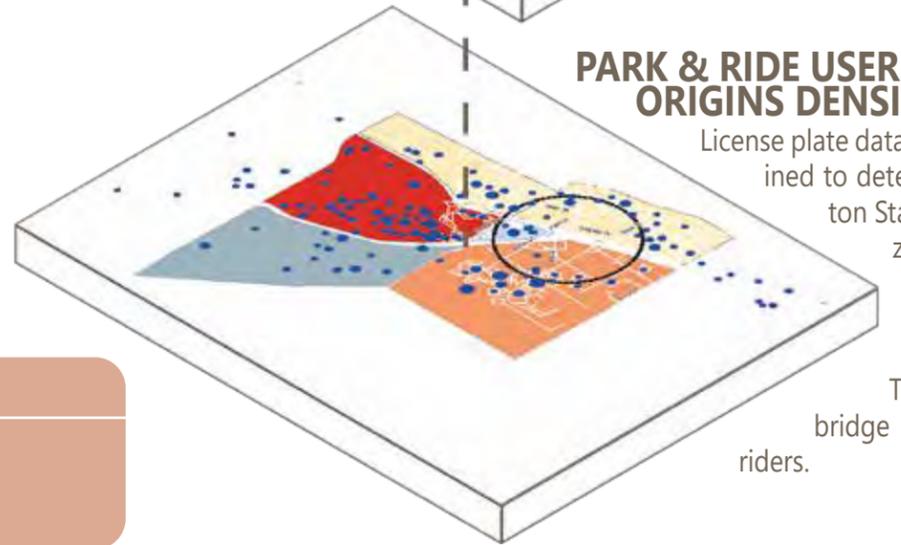


FIGURE 5

ALTERNATIVE B

PATHWAY BRIDGE OVER I-15 BETWEEN PARK LANE AND SHEPARD LANE

PHYSICAL CHARACTERISTICS

- 1 Segment represents path ramp to the bridge elevation, comprised of earthen embankment and bridge structure.
- 2 Three-span bridge structure must provide 17'6" clearance above I-15 roadway and 23'6" clearance above UPRR/UTA rail corridor.
- 3 Path ramp must turn north or south abruptly to avoid conflict with electric transmission corridor.



BENIFITS

Alternative B has medium potential for use area according to the latent demand analysis, providing an important connection between the Oakridge Trail and Legacy Trail.

The network analysis indicates that there are approximately 2,800 people and 6 retail businesses within a one-mile walking distance of Alternative B.

Alternative B improves access to transit for the Farmington Crossing neighborhood, but does not connect neighborhoods east of US-89.

COST

\$6,444,000*

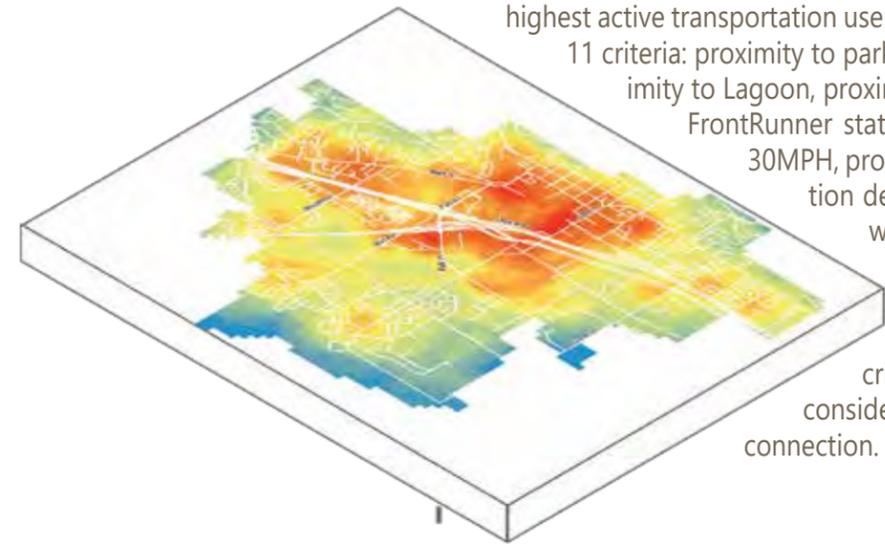
*Planning level costs. Excludes right-of-way, assumes new bridge structures for pedestrian and bikes. See Appendix for detailed cost breakdown.

DATA INPUTS

LATENT DEMAND ANALYSIS:

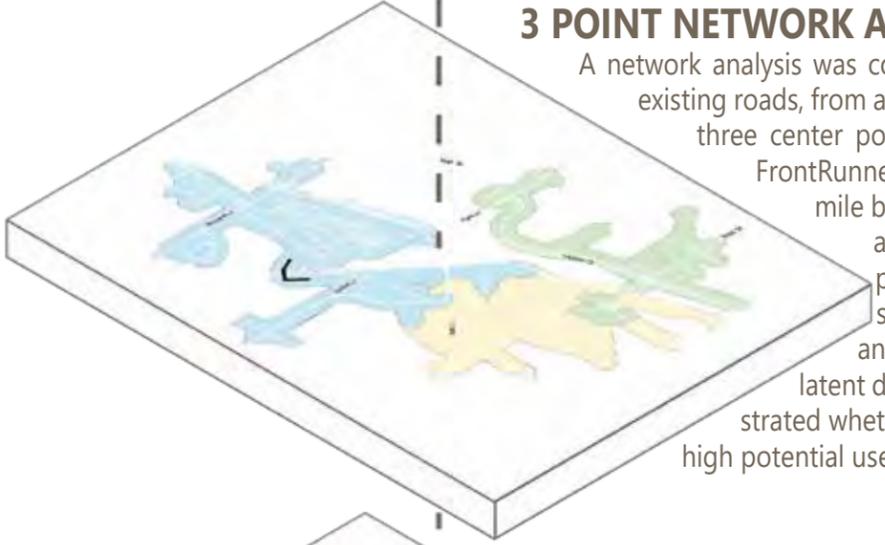


A spatial latent demand analysis was conducted to determine which areas would have the highest active transportation use currently and into the future based on the following 11 criteria: proximity to parks, proximity to retail and commercial centers, proximity to Lagoon, proximity to schools, proximity to bus stops, proximity to FrontRunner station, proximity to roads with less than or equal to 30MPH, proximity to trails, proximity to trail heads, total population density, and total employment density. All the inputs were weighted based on expressed importance. The output of the analysis is the heat map shown here. The areas with the highest potential for use are those areas with the most number of overlapping criteria. The areas with high potential for use were considered priority areas for an active transportation connection.



3 POINT NETWORK ANALYSIS:

A network analysis was completed to demonstrate a one mile radius along existing roads, from a center point. A separate analysis was conducted for three center points: from the proposed Alternative "B", from the FrontRunner station, and from Lagoon, each resulting in a 1 mile buffer zone of the areas accessible on roadways. This analysis provided insight into whether or not the proposed bridge would create a connection to significant origins and destinations within a walkable and bikeable 1 mile distance. When overlaid on the latent demand heat map, this network analysis also demonstrated whether the proposed bridge would serve the areas with high potential use.



PARK & RIDE USER ORIGINS DENSITIES:

License plate data collected from FrontRunner parking lots was examined to determine where most riders boarding at the Farmington Station are coming from. The origins were broken into zones and the rider origin densities were aggregated into ridership percentages by zone. High percentages were seen west of the station and I-15 and north of the station, in between I-15 and US-89. This analysis was useful in determining whether the bridge could serve those areas with high percentage of riders.

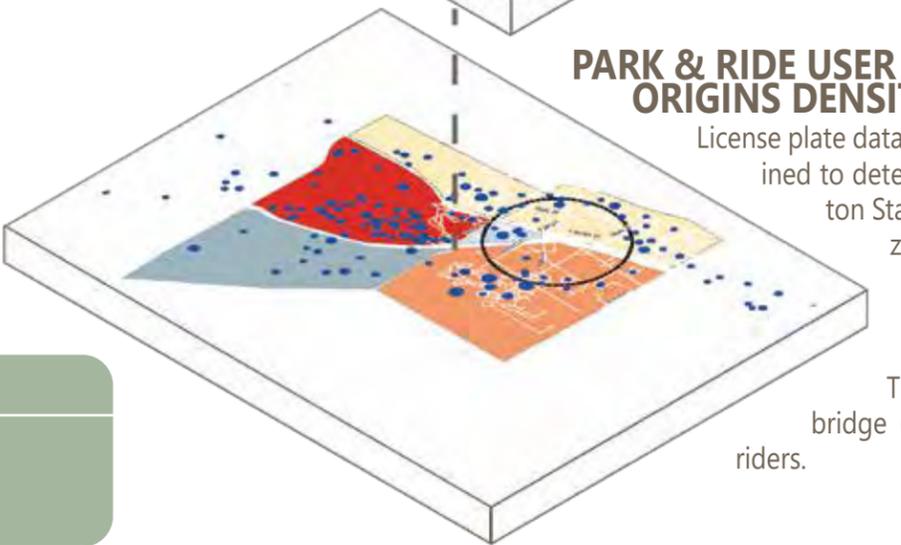


FIGURE 6

ALTERNATIVE C

PATHWAY BRIDGE OVER US-89 BETWEEN PARK LANE AND SHEPARD LANE

PHYSICAL CHARACTERISTICS

- 1 Segment represents path ramp to the bridge elevation, comprised of earthen embankment and bridge structure.
- 2 Two-span bridge structure must provide 17'6" clearance above US-89 roadway.
- 3 Path ramp must turn north or south abruptly to avoid conflict with buildings and church.



BENEFITS

Alternative C has low-to-medium potential for use area according to the latent demand analysis, providing an alternative to the Shepard Lane / US-89 interchange.

The network analysis indicates that approximately 3,600 people and 7 retail businesses are within a one-mile walking distance of Alternative C.

As a stand-alone option, Alternative C does not improve access to transit (Farmington Station).

COST

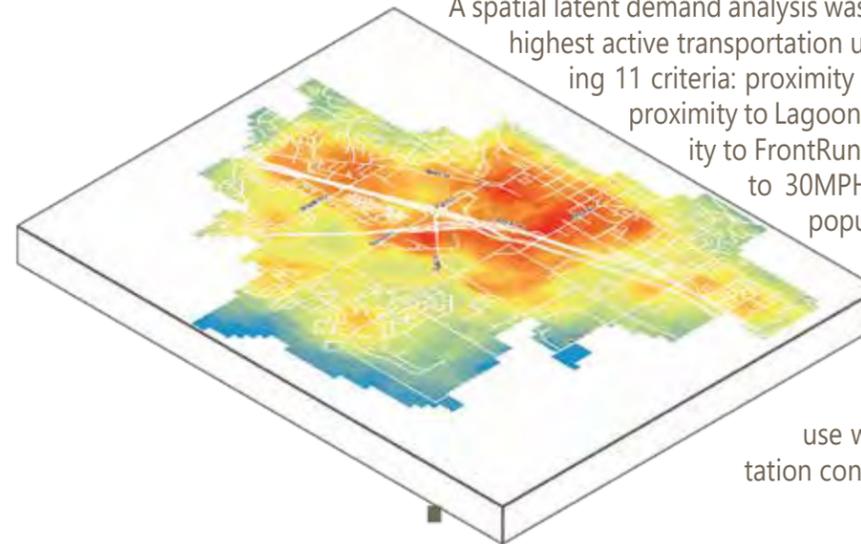
\$5,828,000*

*Planning level costs. Excludes right-of-way, assumes new bridge structures for pedestrian and bikes. See Appendix for detailed cost breakdown.

DATA INPUTS

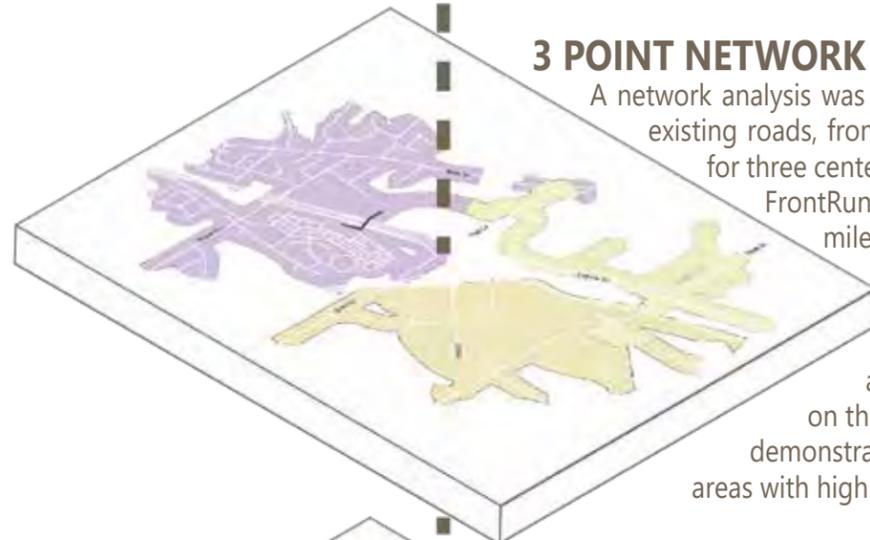
LATENT DEMAND ANALYSIS:

A spatial latent demand analysis was conducted to determine which areas would have the highest active transportation use currently and into the future based on the following 11 criteria: proximity to parks, proximity to retail and commercial centers, proximity to Lagoon, proximity to schools, proximity to bus stops, proximity to FrontRunner station, proximity to roads with less than or equal to 30MPH, proximity to trails, proximity to trail heads, total population density, and total employment density. All the inputs were weighted based on expressed importance. The output of the analysis is the heat map shown here. The areas with the highest potential for use are those areas with the most number of overlapping criteria. The areas with high potential for use were considered priority areas for an active transportation connection.



3 POINT NETWORK ANALYSIS:

A network analysis was completed to demonstrate a one mile radius along existing roads, from a center point. A separate analysis was conducted for three center points: from the proposed Alternative "C", from the FrontRunner station, and from Lagoon, each resulting in a 1 mile buffer zone of the areas accessible on roadways. This analysis provided insight into whether or not the proposed bridge would create a connection to significant origins and destinations within a walkable and bike-able 1 mile distance. When overlaid on the latent demand heat map, this network analysis also demonstrated whether the proposed bridge would serve the areas with high potential use.



PARK & RIDE USER ORIGINS DENSITIES:

License plate data collected from FrontRunner parking lots was examined to determine where most riders boarding at the Farmington Station are coming from. The origins were broken into zones and the rider origin densities were aggregated into ridership percentages by zone. High percentages were seen west of the station and I-15 and north of the station, between I-15 and US-89. This analysis was useful in determining whether the bridge could serve those areas with high percentage of riders.

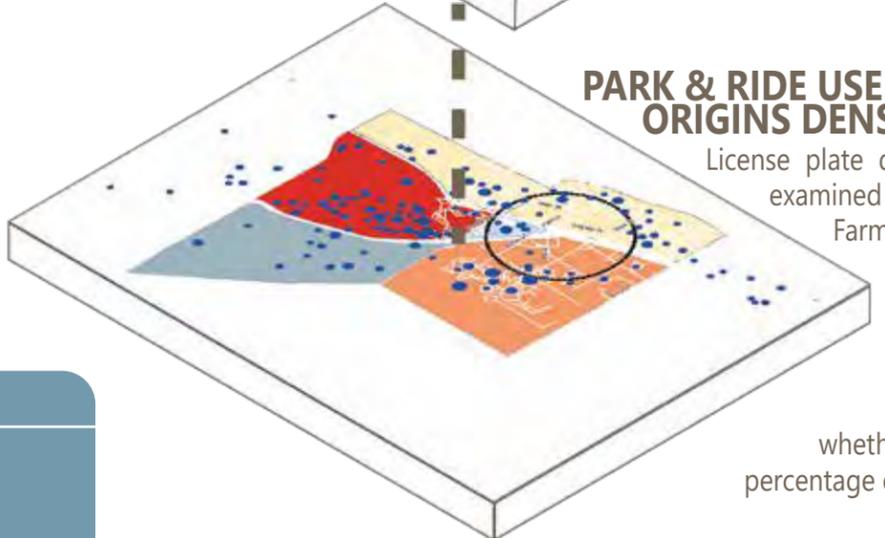


FIGURE 7

REFINEMENT OF THE PARK LANE ALTERNATIVE

By most qualitative and quantitative measures, the Park Lane Pathway (Alternative A) provides better access to activity centers and created ideal multi-directional network connectivity. This section presents additional refinements to the concept.

ALTERNATIVE A2 – BOX CULVERT TUNNELS

A key issue with the Park Lane Pathway alternative is the use of at-grade pedestrian crossings at the interchange ramps, which presents a safety/stress concern for path users. Considering that one of the original goals was to create pathway connections without having to traverse freeway interchanges or narrow overpasses, the project team developed a refinement to Alternative A to mitigate this issue.

Figure 8 illustrates the concept of using box culvert tunnels through the ramp embankments to avoid the at-grade crossings, then “clover loop” the path to get it elevated to the necessary bridge height. This would make the pathway longer and circuitous, but would create a more comfortable facility. Note that the box culvert tunnel is not practical on the western I-15 bridge abutment, where lateral space is very constrained and there is not enough room to accommodate the trail loop; at this location a signalized trail crossing could be used.

The planning level cost estimate for Alternative A2 is \$13,337,000, assuming three separate bridge structures for the pathway, three box culvert tunnels with looping pathway segments, and one at-grade signalized crosswalk.

ALTERNATIVE A3 – GENERAL BRIDGE DECK WIDENING

The lack of roadway shoulders on Park Lane create safety issues (e.g. stalled vehicles) and maintenance issues (e.g. snow storage). UDOT has indicated a desire to widen the bridge deck to address these issues, although there are no funds currently allocated. There may be an opportunity to integrate a path facility with widening for shoulder/vehicle lanes, rather than build separate pedestrian bridges adjacent to the roadway structures. By combining the projects, it creates a stronger argument for making the improvements to the bridges. The rationale for widening the bridge is based on safety, maintenance, and active transportation connection, which will make the project more competitive as a funding priority by achieving several important improvements.

The planning level cost estimate for Alternative A3 is \$14,976,000, assuming widening of three existing bridge structures, three box culvert tunnels with looping pathway sections, and one at-grade signalized crosswalk. Note that this alternative could be done without the box culvert tunnels.

ALTERNATIVE A4 & A5 – SOUTH SIDE PATHWAY

Alternative A4 and A5 (**Figure 9**) represent an active transportation pathway on the south side of Park Lane, as opposed to the north side. As discussed previously, the use of at-grade pedestrian crossings at the interchange ramps presents a safety/stress concern for path users. Furthermore, frequent interruptions to traffic flow for pedestrian crossing signal phases will potentially degrade

traffic operations, particularly during the peak commute periods.

Although no traffic data was collected for this study, there are several indicators to suggest ramps on the south side of the Park Lane interchange have less vehicle activity. The lane geometry is one indicator – there are dual left turn lanes for northbound movements and single lanes for southbound left turns. As noted in a letter from Farmington City officials (included in the Appendix), Northern Davis County has five points of access to southbound I-15, but only one access to northbound I-15 (at Park Lane), which naturally focuses more vehicle demand to the ramps on the north side of Park Lane.

Assuming the ramps on the south side of the Park Lane interchange have less vehicle traffic, a pathway alignment on the south side would have fewer potential conflicts and less impact to traffic operations. Although the traffic volumes may be lower on the south side, the free right turn movements are an issue, and would likely require modification to accommodate safe pathway crossings.

Alternative A4 and A5 provide a connection to the Oakridge Trail and the Farmington Crossing neighborhood using a tunnel under Park Lane between US-89 and I-15. With the trail alignment on the south side of Park Lane, a much more direct access to the FrontRunner station is possible using a trail structure. A connection to the Legacy Parkway Trail can be built on the existing grade west of the rail corridor.

As with Alternatives A2 and A3, what distinguishes Alternatives A4 and A5 is the use of separate bridges versus general bridge deck widening to accommodate the active transportation facility.

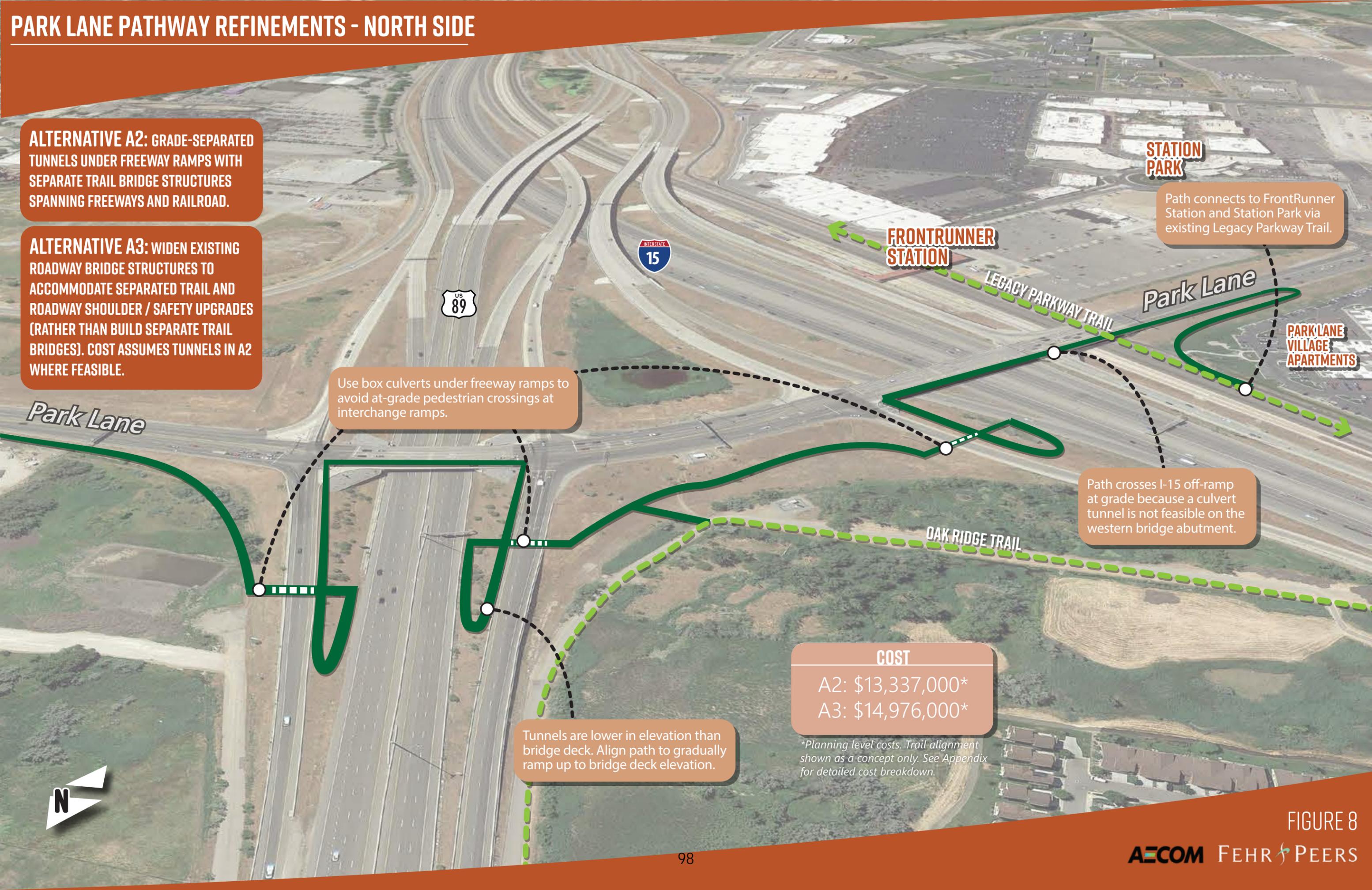
The planning level cost estimate for Alternative A4 is \$14,268,000, assuming three separate bridge structures to span the highways and railroad, one trail structure to connect to the Frontrunner station, one box culvert tunnel under Park Lane, and four at-grade signalized crosswalks.

The planning level cost estimate for Alternative A5 is \$16,412,000, assuming widening of three existing bridge structures, one trail structure to connect to the Frontrunner station, one box culvert tunnel under Park Lane, and four at-grade signalized crosswalks.

PARK LANE PATHWAY REFINEMENTS - NORTH SIDE

ALTERNATIVE A2: GRADE-SEPARATED TUNNELS UNDER FREEWAY RAMPS WITH SEPARATE TRAIL BRIDGE STRUCTURES SPANNING FREEWAYS AND RAILROAD.

ALTERNATIVE A3: WIDEN EXISTING ROADWAY BRIDGE STRUCTURES TO ACCOMMODATE SEPARATED TRAIL AND ROADWAY SHOULDER / SAFETY UPGRADES (RATHER THAN BUILD SEPARATE TRAIL BRIDGES). COST ASSUMES TUNNELS IN A2 WHERE FEASIBLE.



Use box culverts under freeway ramps to avoid at-grade pedestrian crossings at interchange ramps.

Path crosses I-15 off-ramp at grade because a culvert tunnel is not feasible on the western bridge abutment.

Tunnels are lower in elevation than bridge deck. Align path to gradually ramp up to bridge deck elevation.

| COST | |
|------|---------------|
| A2: | \$13,337,000* |
| A3: | \$14,976,000* |

**Planning level costs. Trail alignment shown as a concept only. See Appendix for detailed cost breakdown.*



FIGURE 8

PARK LANE PATHWAY REFINEMENTS - SOUTH SIDE



Pathway segment provides a connection to the Legacy Parkway trail.

PARK LANE VILLAGE APARTMENTS

Route pathway along south side of Park Lane. Lower ramp traffic volumes result in less potential conflict between trail users and vehicles.

ALTERNATIVE A4: SEPARATE TRAIL BRIDGE STRUCTURES SPANNING FREEWAYS AND RAILROAD. COST ASSUMES TRAFFIC SIGNAL MODIFICATIONS TO ACCOMMODATE SIGNALIZED AT-GRADE CROSSWALKS.

ALTERNATIVE A5: WIDEN EXISTING ROADWAY BRIDGES TO ACCOMMODATE SEPARATED TRAIL AND ROADWAY SHOULDER / SAFETY UPGRADES (RATHER THAN BUILD SEPARATE TRAIL BRIDGES). COST ASSUMES TRAFFIC SIGNAL MODIFICATIONS TO ACCOMMODATE AT-GRADE SIGNALIZED CROSSWALKS.

OAK RIDGE TRAIL

Construct off-street pathway on south side of Park Lane between Lagoon Drive and interchange ramps.

FRONTRUNNER STATION

Segment represents a connection to the Farmington FrontRunner Station. A structure is needed adjacent to the existing MSE wall and will touch down west of the UTA pedestrian structure.

Pathway provides a connection to the Farmington Crossing neighborhood via a north to south culvert pedestrian tunnel, and a connector trail.



| COST | |
|------|---------------|
| A4: | \$14,268,000* |
| A5: | \$16,412,000* |

**Planning level costs. Trail alignment shown as a concept only. See Appendix for detailed cost breakdown.*



FIGURE 9

NEXT STEPS

In September 2017, UDOT obtained a Record of Decision (ROD) for the West Davis Corridor Project, which concludes a multi-year Environmental Impact Statement (EIS) with approval of a Selected Alternative (Alternative B1 with the Wetland Avoidance Option). The West Davis Corridor is a new north-south roadway corridor that connects I-15 / Legacy Parkway in Farmington at Glovers Lane to 4100 West/1800 North in West Point.



IMAGE: WEST DAVIS CORRIDOR SELECTED ALTERNATIVE (SOURCE: ROD)

The Selected Alternative includes numerous improvements to the regional trail system, including a trail crossing I-15 on Park Lane in Farmington. The EIS indicates the trail would be located on the north side of Park Lane and would connect the Legacy Parkway Trail to the Oakridge Preserve Trail. The preliminary concept expands the existing Park Lane bridges over I-15 and UPRR to accommodate the trail, and assumes that trail crossings will occur at the signalized ramp junctions. A crossing of US-89 was not specifically included in the concept. The UDOT concept report for the Park Lane structure widening is included in the Appendix.

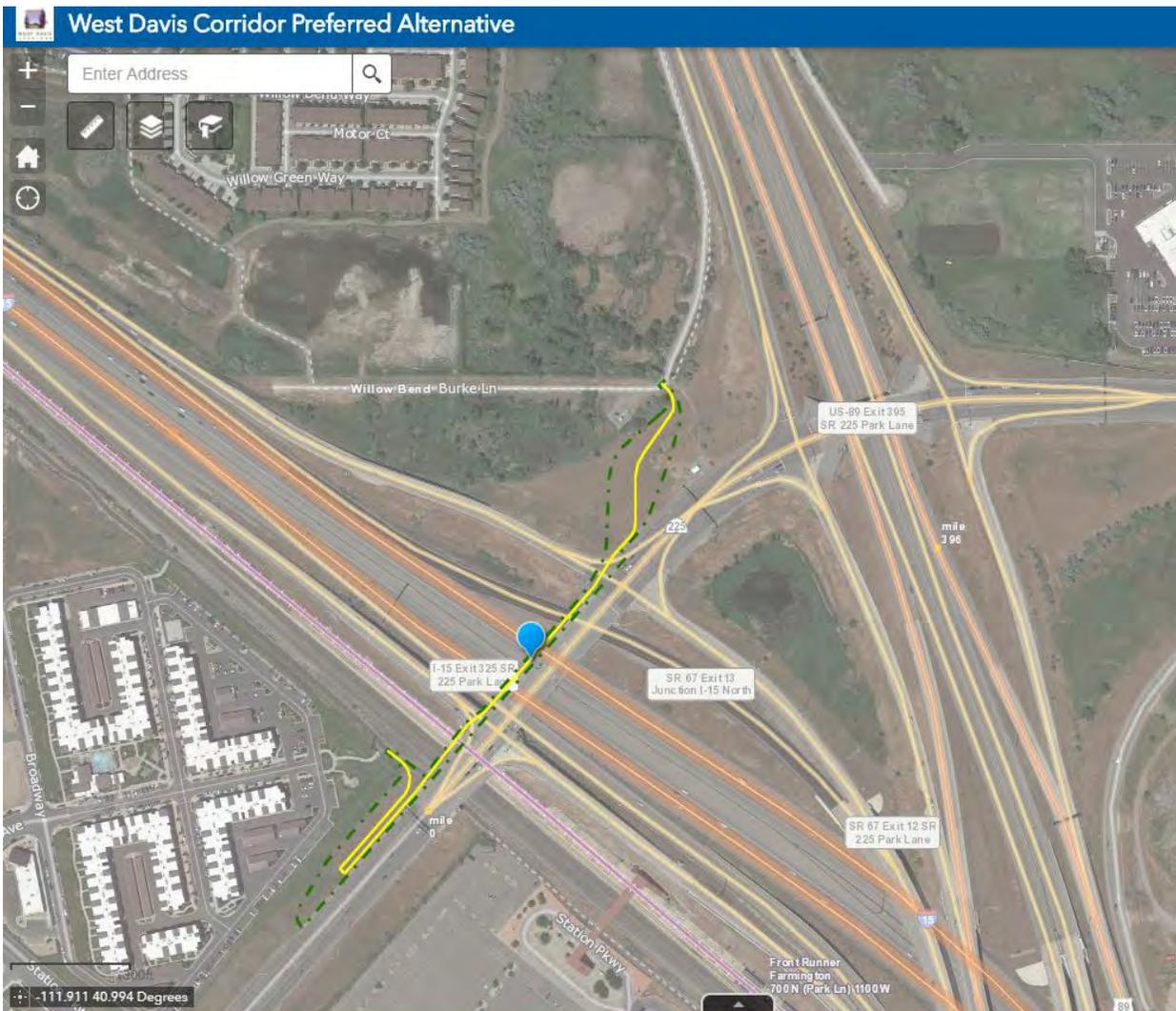


IMAGE: PARK LANE TRAIL IMPROVEMENTS, WEST DAVIS CORRIDOR SELECTED ALTERNATIVE (SOURCE: [HTTP://WWW.UDOT.UTAH.GOV/WESTDAVIS/](http://www.udot.utah.gov/westdavis/))

With the ROD approval, UDOT can now proceed with the remaining steps of project development (right-of-way acquisition, final engineering); construction is planned to begin in 2020. During the design development phase, it will be important for Farmington City and stakeholders to work with UDOT to determine priority design features, such as enhanced trail crossing treatments and a trail

connection over US-89. If at-grade signalized crosswalks are used, it is recommended that a traffic study is done to determine how the addition of pedestrian signals affects traffic operations.

Implementing an active transportation facility along Park Lane be a substantial investment for Farmington City and will require support from city, county, and state leadership, as well as a partnership with UDOT. To begin, Farmington City staff should brief city representatives on the outcomes of this planning effort. By making city representatives and elected officials aware of the outcomes of this study, they can promote the value of the Park Lane path connection, and may help push the initiative forward. Additionally, Farmington City has a Transportation Master Plan which was adopted in 2005. Steps should be taken to adopt this Farmington Linkage Study into the Transportation Master Plan to ensure the city is prepared to begin implementation or seek funding when there is an opportunity to do so.

APPENDIX

APPENDIX A: LATENT DEMAND MODEL VARIABLES

| Latent Active Transportation Demand Scoring | |
|----------------------------------------------------------|---------------------------|
| Built Environment Factors | |
| Total Population Density (Housing Units per Acre) | Score (12 Maximum) |
| 0 - 0.4 | 0 |
| 0.5 - 1.3 | 2.4 |
| 1.4 - 2.3 | 4.8 |
| 2.4 - 4.1 | 7.2 |
| 4.2 - 6.7 | 9.6 |
| > 6.7 | 12 |
| Employment Density (Jobs/Acre) | Score (12 Maximum) |
| 0 - 0.1 | 0 |
| 0.2 - 0.3 | 2.4 |
| 0.4 - 0.6 | 4.8 |
| 0.7 - 1 | 7.2 |
| 1.1 - 1.9 | 9.6 |
| > 1.9 | 12 |
| Proximity Factors | |
| Trails (proximity in feet) | Score (25 Maximum) |
| 0-660 | 25 |
| 661-1320 | 23.75 |
| 1231-2640 | 21.25 |
| 2641-3960 | 12.5 |
| 3961-5280 | 6.25 |
| >5280 | 0 |
| Schools (proximity in feet) | Score (20 Maximum) |
| 0-660 | 20 |
| 661-1320 | 19 |
| 1231-2640 | 17 |
| 2641-3960 | 10 |
| 3961-5280 | 2 |
| >5280 | 0 |
| Parks (proximity in feet) | Score (20 Maximum) |
| 0 - 660 | 20 |
| 661-1320 | 15 |
| 1231-2640 | 10 |
| 2641-3960 | 5 |
| >3960 | 0 |

| Trailheads (proximity in feet) | Score (20 Maximum) |
|-----------------------------------------|--------------------|
| 0 - 660 | 20 |
| 661-1320 | 15 |
| 1321 - 2640 | 10 |
| 2641 - 5280 | 5 |
| >5281 | 0 |
| Lagoon (proximity in feet) | Score (20 Maximum) |
| 0 -330 | 20 |
| 331-660 | 15 |
| 661 - 1320 | 10 |
| 1321 -2640 | 5 |
| >2641 | 0 |
| Retail/Commercial (proximity in feet) | Score (18 Maximum) |
| 0 - 660 | 18 |
| 661-1320 | 13.5 |
| 1321-2640 | 9 |
| 2641-3960 | 4.5 |
| >3960 | 0 |
| Bus Stops (proximity in feet) | Score (16 Maximum) |
| 0 -330 | 16 |
| 331-660 | 12 |
| 661 - 1320 | 8 |
| 1321 -2640 | 4 |
| >2641 | 0 |
| FrontRunner Station (proximity in feet) | Score (16 Maximum) |
| 0 -330 | 16 |
| 331-660 | 12 |
| 661 - 1320 | 8 |
| 1321 -2640 | 4 |
| >2641 | 0 |
| Roads >30MPH (proximity in feet) | Score (12 Maximum) |
| 0 - 660 | 12 |
| 661 - 1320 | 6 |
| >1321 | 0 |

| Factor | Type | Variable Used |
|----------------------------------|------------------------------|--------------------------------------------------------|
| Built Environment Factors | | |
| Population Density | Polygon | Based on average density |
| Employment Density | Polygon | Based on average density |
| Proximity Factors | | |
| Schools | Point | Based on distance from schools |
| Parks | Point | Based on distance from parks |
| Retail | Point | Based on distance from commercial retail sites |
| Trails | Polyline converted to points | Based on distance to trails |
| Lagoon | Point | Based on distance from Lagoon |
| Trailheads | Point | Based on distance from trailheads |
| Bus Stops | Point | Based on distance from bus stops |
| FrontRunner Station | Point | Based on distance from FrontRunner station |
| Roads with speed limit >30MPH | Polyline converted to points | Based on distance from roads with a speed limit >30MPH |

APPENDIX B: ITEMIZED COST ESTIMATES

Park Lane Crossing (US-89 and I-15)
Conceptual Cost Estimate
Alternative A1

10-Jul-17

| Description | Quantity | Unit | Unit Price | Total |
|---------------------------------------|----------|-------|--------------|------------------------|
| General | | | | |
| Mobilization | 1 | Lump | 6.0% | \$ 358,000.00 |
| Traffic Control | 1 | Lump | 2.0% | \$ 120,000.00 |
| Survey | 1 | Lump | 5.0% | \$ 298,000.00 |
| General Subtotal | | | | \$ 776,000.00 |
| Roadway | | | | |
| Trail (includes HMA, UTBC, Fill) | 59,850 | sq ft | \$ 20.00 | \$ 1,197,000.00 |
| Traffic Signal - modification | 4 | Lump | \$ 75,000.00 | \$ 300,000.00 |
| Roadway Subtotal | | | | \$ 1,497,000.00 |
| Structures | | | | |
| Bridge I-15 | 5,138 | sq ft | \$ 300.00 | \$ 1,541,400.00 |
| Bridge US-89 | 3,920 | sq ft | \$ 300.00 | \$ 1,176,000.00 |
| Bridge UPRR and UTA | 3,220 | sq ft | \$ 300.00 | \$ 966,000.00 |
| Structures Subtotal | | | | \$ 3,683,400.00 |
| CONSTRUCTION SUBTOTAL | | | | \$ 5,956,400.00 |
| <i>Preliminary Engineering (10%)</i> | | | | <i>\$ 596,000.00</i> |
| <i>Construction Engineering (10%)</i> | | | | <i>\$ 596,000.00</i> |
| <i>25% CONTINGENCY</i> | | | | <i>\$ 1,490,000.00</i> |
| <i>Subtotal</i> | | | | <i>\$ 2,682,000.00</i> |
| TOTAL PROJECT COST | | | | \$ 8,639,000.00 |

**Park Lane Crossing (US-89 and I-15)
Conceptual Cost Estimate
Alternative A2**

10-Jul-17

| Description | Quantity | Unit | Unit Price | Total |
|---------------------------------------|----------|---------|--------------|-------------------------|
| General | | | | |
| Mobilization | 1 | Lump | 6.0% | \$ 552,000.00 |
| Traffic Control | 1 | Lump | 2.0% | \$ 184,000.00 |
| Survey | 1 | Lump | 5.0% | \$ 460,000.00 |
| General Subtotal | | | | \$ 1,196,000.00 |
| Roadway | | | | |
| Trail (includes HMA, UTBC, Fill) | 80,850 | sq ft | \$ 20.00 | \$ 1,617,000.00 |
| Traffic Signal - modification | 1 | Lump | \$ 75,000.00 | \$ 75,000.00 |
| Roadway Subtotal | | | | \$ 1,692,000.00 |
| Structures | | | | |
| Bridge I-15 | 5138 | sq ft | \$ 300.00 | \$ 1,541,400.00 |
| Bridge US-89 | 3920 | sq ft | \$ 300.00 | \$ 1,176,000.00 |
| Bridge UPRR and UTA | 3220 | sq ft | \$ 300.00 | \$ 966,000.00 |
| MSE Retaining Wall EB(I-15) | 2500 | sq ft | \$ 50.00 | \$ 125,000.00 |
| MSE Retaining Wall NB (US-89) | 2500 | sq ft | \$ 50.00 | \$ 125,000.00 |
| MSE Retaining Wall SB (US-89) | 2500 | sq ft | \$ 50.00 | \$ 125,000.00 |
| Box Culvert EB (I-15) | 150 | ln. ft. | \$ 5,000.00 | \$ 750,000.00 |
| Box Culvert NB (US-89) | 150 | ln. ft. | \$ 5,000.00 | \$ 750,000.00 |
| Box Culvert SB (US-89) | 150 | ln. ft. | \$ 5,000.00 | \$ 750,000.00 |
| Structures Subtotal | | | | \$ 6,308,400.00 |
| CONSTRUCTION SUBTOTAL | | | | \$ 9,196,400.00 |
| <i>Preliminary Engineering (10%)</i> | | | | <i>\$ 920,000.00</i> |
| <i>Construction Engineering (10%)</i> | | | | <i>\$ 920,000.00</i> |
| <i>25% CONTINGENCY</i> | | | | <i>\$ 2,300,000.00</i> |
| <i>Subtotal</i> | | | | <i>\$ 4,140,000.00</i> |
| TOTAL PROJECT COST | | | | \$ 13,337,000.00 |

**Park Lane Crossing (US-89 and I-15)
Conceptual Cost Estimate
Alternative A3**

10-Jul-17

| Description | Quantity | Unit | Unit Price | Total |
|---------------------------------------|----------|---------|---------------|-------------------------|
| General | | | | |
| Mobilization | 1 | Lump | 6.0% | \$ 620,000.00 |
| Traffic Control | 1 | Lump | 2.0% | \$ 207,000.00 |
| Survey | 1 | Lump | 5.0% | \$ 517,000.00 |
| General Subtotal | | | | \$ 1,344,000.00 |
| Roadway | | | | |
| Trail (includes HMA, UTBC, Fill) | 80,850 | sq ft | \$ 20.00 | \$ 1,617,000.00 |
| Traffic Signal - modification | 1 | Lump | \$ 75,000.00 | \$ 75,000.00 |
| Roadway Subtotal | | | | \$ 1,692,000.00 |
| Structures | | | | |
| Bridge Widening I-15 | 5,880 | sq ft | \$ 350.00 | \$ 2,058,000.00 |
| Bridge Widening US-89 | 2,660 | sq ft | \$ 350.00 | \$ 931,000.00 |
| Bridge UPRR and UTA | 3,080 | sq ft | \$ 350.00 | \$ 1,078,000.00 |
| Overhead sign at UPRR | 1 | lump | \$ 600,000.00 | \$ 600,000.00 |
| MSE Retaining Wall EB(I-15) | 2,500 | sq ft | \$ 50.00 | \$ 125,000.00 |
| MSE Retaining Wall NB (US-89) | 2,500 | sq ft | \$ 50.00 | \$ 125,000.00 |
| MSE Retaining Wall SB (US-89) | 2,500 | sq ft | \$ 50.00 | \$ 125,000.00 |
| Box Culvert EB (I-15) | 150 | ln. ft. | \$ 5,000.00 | \$ 750,000.00 |
| Box Culvert NB (US-89) | 150 | ln. ft. | \$ 5,000.00 | \$ 750,000.00 |
| Box Culvert SB (US-89) | 150 | ln. ft. | \$ 5,000.00 | \$ 750,000.00 |
| Structures Subtotal | | | | \$ 7,292,000.00 |
| CONSTRUCTION SUBTOTAL | | | | \$ 10,328,000.00 |
| <i>Preliminary Engineering (10%)</i> | | | | <i>\$ 1,033,000.00</i> |
| <i>Construction Engineering (10%)</i> | | | | <i>\$ 1,033,000.00</i> |
| <i>25% CONTINGENCY</i> | | | | <i>\$ 2,582,000.00</i> |
| <i>Subtotal</i> | | | | <i>\$ 4,648,000.00</i> |
| TOTAL PROJECT COST | | | | \$ 14,976,000.00 |

**Park Lane Crossing (US-89 and I-15)
Conceptual Cost Estimate
Alternative A4**

22-Nov-17

| Description | Quantity | Unit | Unit Price | Total |
|---------------------------------------|----------|-------|--------------|-------------------------|
| General | | | | |
| Mobilization | 1 | Lump | 6.0% | \$ 590,000.00 |
| Traffic Control | 1 | Lump | 2.0% | \$ 197,000.00 |
| Survey | 1 | Lump | 5.0% | \$ 492,000.00 |
| General Subtotal | | | | \$ 1,279,000.00 |
| Roadway | | | | |
| Trail (includes HMA, UTBC, Fill) | 49,840 | sq ft | \$ 20.00 | \$ 996,800.00 |
| Traffic Signal - modification | 4 | Lump | \$ 75,000.00 | \$ 300,000.00 |
| Roadway Subtotal | | | | \$ 1,296,800.00 |
| Structures | | | | |
| Bridge I-15 | 5880 | sq ft | \$ 300.00 | \$ 1,764,000.00 |
| Bridge US-89 | 4480 | sq ft | \$ 300.00 | \$ 1,344,000.00 |
| Bridge UPRR and UTA | 3360 | sq ft | \$ 300.00 | \$ 1,008,000.00 |
| Bridge Park to UTA | 3850 | sq ft | \$ 350.00 | \$ 1,347,500.00 |
| Box Culvert (US-89) | 290 | sq ft | \$ 5,000.00 | \$ 1,450,000.00 |
| MSE Retaining Wall (US-89) | 7000 | sq ft | \$ 50.00 | \$ 350,000.00 |
| | | | | \$ - |
| | | | | \$ - |
| | | | | \$ - |
| Structures Subtotal | | | | \$ 7,263,500.00 |
| CONSTRUCTION SUBTOTAL | | | | \$ 9,839,300.00 |
| <i>Preliminary Engineering (10%)</i> | | | | <i>\$ 984,000.00</i> |
| <i>Construction Engineering (10%)</i> | | | | <i>\$ 984,000.00</i> |
| <i>25% CONTINGENCY</i> | | | | <i>\$ 2,460,000.00</i> |
| <i>Subtotal</i> | | | | <i>\$ 4,428,000.00</i> |
| TOTAL PROJECT COST | | | | \$ 14,268,000.00 |

Park Lane Crossing (US-89 and I-15)
Conceptual Cost Estimate
Alternative A5

22-Nov-17

| Description | Quantity | Unit | Unit Price | Total |
|---------------------------------------|----------|---------|---------------|-------------------------|
| General | | | | |
| Mobilization | 1 | Lump | 6.0% | \$ 679,000.00 |
| Traffic Control | 1 | Lump | 2.0% | \$ 226,000.00 |
| Survey | 1 | Lump | 5.0% | \$ 566,000.00 |
| General Subtotal | | | | \$ 1,471,000.00 |
| Roadway | | | | |
| Trail (includes HMA, UTBC, Fill) | 49,840 | sq ft | \$ 20.00 | \$ 996,800.00 |
| Traffic Signal - modification | 4 | Lump | \$ 75,000.00 | \$ 300,000.00 |
| Roadway Subtotal | | | | \$ 1,296,800.00 |
| Structures | | | | |
| Bridge Widening I-15 | 5,880 | sq ft | \$ 350.00 | \$ 2,058,000.00 |
| Bridge Widening US-89 | 4,480 | sq ft | \$ 350.00 | \$ 1,568,000.00 |
| Bridge UPRR and UTA | 3,360 | sq ft | \$ 350.00 | \$ 1,176,000.00 |
| Overhead sign at UPRR | 1 | lump | \$ 600,000.00 | \$ 600,000.00 |
| Bridge Park to UTA | 3,850 | sq ft | \$ 350.00 | \$ 1,347,500.00 |
| Box Culvert (US-89) | 290 | ln. ft. | \$ 5,000.00 | \$ 1,450,000.00 |
| MSE Retaining Wall (US-89) | 7,000 | sq ft | \$ 50.00 | \$ 350,000.00 |
| | | | | \$ - |
| | | | | \$ - |
| | | | | \$ - |
| Structures Subtotal | | | | \$ 8,549,500.00 |
| CONSTRUCTION SUBTOTAL | | | | \$ 11,317,300.00 |
| <i>Preliminary Engineering (10%)</i> | | | | <i>\$ 1,132,000.00</i> |
| <i>Construction Engineering (10%)</i> | | | | <i>\$ 1,132,000.00</i> |
| <i>25% CONTINGENCY</i> | | | | <i>\$ 2,830,000.00</i> |
| <i>Subtotal</i> | | | | <i>\$ 5,094,000.00</i> |
| TOTAL PROJECT COST | | | | \$ 16,412,000.00 |

**I-15 Crossing West of Park Lane
Conceptual Cost Estimate
Alternative B**

10-Jul-17

| Description | Quantity | Unit | Unit Price | Total |
|---------------------------------------|----------|-------|------------|------------------------|
| General | | | | |
| Mobilization | 1 | Lump | 6.0% | \$ 267,000.00 |
| Traffic Control | 1 | Lump | 2.0% | \$ 89,000.00 |
| Survey | 1 | Lump | 5.0% | \$ 223,000.00 |
| General Subtotal | | | | \$ 579,000.00 |
| Roadway | | | | |
| Trail (includes HMA, UTBC, Fill) | 2,800 | sq ft | \$ 20.00 | \$ 56,000.00 |
| Roadway Subtotal | | | | \$ 56,000.00 |
| Structures | | | | |
| Bridge I-15 | 5,040 | sq ft | \$ 300.00 | \$ 1,512,000.00 |
| Ramps for structure | 11,480 | sq ft | \$ 200.00 | \$ 2,296,000.00 |
| | | | | \$ - |
| | | | | \$ - |
| Structures Subtotal | | | | \$ 3,808,000.00 |
| CONSTRUCTION SUBTOTAL | | | | \$ 4,443,000.00 |
| <i>Preliminary Engineering (10%)</i> | | | | <i>\$ 445,000.00</i> |
| <i>Construction Engineering (10%)</i> | | | | <i>\$ 445,000.00</i> |
| <i>25% CONTINGENCY</i> | | | | <i>\$ 1,111,000.00</i> |
| <i>Subtotal</i> | | | | <i>\$ 2,001,000.00</i> |
| TOTAL PROJECT COST | | | | \$ 6,444,000.00 |

**US-89 Crossing North of Park Lane
Conceptual Cost Estimate
Alternative C**

10-Jul-17

| Description | Quantity | Unit | Unit Price | Total |
|---------------------------------------|----------|-------|------------|------------------------|
| General | | | | |
| Mobilization | 1 | Lump | 6.0% | \$ 242,000.00 |
| Traffic Control | 1 | Lump | 2.0% | \$ 81,000.00 |
| Survey | 1 | Lump | 5.0% | \$ 201,000.00 |
| General Subtotal | | | | \$ 524,000.00 |
| Roadway | | | | |
| Trail (includes HMA, UTBC, Fill) | 2,800 | sq ft | \$ 20.00 | \$ 56,000.00 |
| Roadway Subtotal | | | | \$ 56,000.00 |
| Structures | | | | |
| Bridge US-89 | 4,928 | sq ft | \$ 300.00 | \$ 1,478,400.00 |
| Ramps for structure | 9,800 | sq ft | \$ 200.00 | \$ 1,960,000.00 |
| | | | | \$ - |
| | | | | \$ - |
| Structures Subtotal | | | | \$ 3,438,400.00 |
| CONSTRUCTION SUBTOTAL | | | | \$ 4,018,400.00 |
| <i>Preliminary Engineering (10%)</i> | | | | <i>\$ 402,000.00</i> |
| <i>Construction Engineering (10%)</i> | | | | <i>\$ 402,000.00</i> |
| <i>25% CONTINGENCY</i> | | | | <i>\$ 1,005,000.00</i> |
| <i>Subtotal</i> | | | | <i>\$ 1,809,000.00</i> |
| TOTAL PROJECT COST | | | | \$ 5,828,000.00 |

APPENDIX C: PARK LANE MEMO

Memorandum

To: Kyle Cook, Fehr and Peers
From: David Petersen, Community Development Director
Date: October 19, 2017
SUBJECT: Alternative D

There may be another option, “Alternative D”, as follows:

BACKGROUND. Early concepts in the 1990s showed no local Farmington access to the Legacy Highway at what was then the Burke Lane interchange (but was later renamed to Park Lane). The proposal was indefensible for local politicians, including Mayor Greg Bell (a future State Senator and Lieutenant Governor) and Marta Dillree (a very influential State Representative at the time who championed transportation issues statewide—and a former Farmington City Council member). They were extremely put out that Farmington was to take the impact of a large regional interchange, but its residents must back track north to Cherry Hill or 200 North then travel southbound on US 89 or I-15 (or travel to Parrish Lane) to even use the new highway. UDOT agreed and accommodated Farmington’s wishes, but in doing so the interchange became more complicated.

Confusing Ramps. From an aerial view US 89 and Legacy Highway appear to be one facility (“US 89/Legacy Hwy”) which crosses I-15 north to south (or northeast to southwest). However, on the ground it is quite a different matter. To better explain, attached is an aerial photo of the “two” interchanges whereby the four Park Lane intersections/signals are identified and numbered 1 to 4 moving west to east. When one travels east to I-15 from west Farmington to Intersections 1 and 2, one expects both intersections to relate to the interstate they are centered on, but this is not the case. Ramps 1N and 2N relate to I-15, but ramps 1S and 2S deal with Legacy Hwy. Confusing. And as one continues east one would expect that both Intersections 3 and 4 provide access to and from US 89 and its defacto southern continuation Legacy Hwy, but they do not. Only ramps 3N and 4N relate to US 89, while their “counterparts” are associated with I-15. Confusing.

In an effort to reduce the confusion and the number of related accidents, and with the help and strong and persistent urging of Farmington officials, UDOT first tried to paint a logo of the facility on the appropriate lane designed for its access (see attached photos). Then UDOT installed the overhead signage.

I-15 ACCESS. In the early 1970s, UDOT constructed a half interchange at 200 West and I-15 which only provides interstate access for motorists to and from points south of Farmington. Meanwhile, the Burke Lane Interchange provided interstate access to and from points north of Farmington (and south).

South. Presently, Farmington citizens and visitors enjoy 5 points of access to I-15 to and from destinations south of the community: 1) All of Centerville north of Parish Lane (including parts of central Centerville), and most of south and southwest Farmington (from about 620 South Street south), use the Parish Lane interchange; 2) Central Farmington, and large portions of central west Farmington, use 200 West; 3) Compton/central east and west Farmington, and to a certain extent northwest Farmington, use Park Lane; 4) Northwest Farmington, most of Oakridge, and Shepard/central east Farmington, use Shepard Lane (Via US 89) and Park Lane; and 5) Northeast Farmington and north Oakridge use Cherry Hill (both via US 89).

North. Farmington citizens and visitors (and large parts of north Centerville) enjoy 1 point of access to I-15 to and from destinations north of the community: Park Lane.

For the reasons mentioned above, the turning movements identified on the attached aerial as 1N, 2N, 3N, and 4N handle significantly more traffic than 1S, 2S, 3S, and 4S. This may be why 1S, 2S, 3S, and 4S have large pork chop shaped islands, because only single lane turning movements are necessary on the south side of the deck due to low traffic counts; meanwhile, many of the north side movements are characterized by double lanes and heavy traffic. Hence, 1N, 2N, 3N, and 4N do not have pork chops.

ALTERNATIVE D. This option suggests that UDOT should place the pedestrian way on the south side of Park Lane on not the north side. This choice may be a more effective alternative than A, B or C; and by taking advantage of the aforementioned design flaws and regional local access movements, this option may impede Park Lane vehicle movement and functionality less (and may be more affordable) than alternatives A or A1/A2. Alternative D suggests that UDOT should place the pedestrian way on the south side of Park Lane on not the north side.

Intersection 1. The southbound ramp at this intersection (1S) connects to Legacy Hwy and relatively very few vehicles use this ramp. [Note: at 3:00 pm I pulled up in the right-hand turn lane for “1S a” and realized I overshot the overhead sign (I wanted to take a picture of this sign)—so, I calmly backed up 300 feet knowing that no cars would be in the way using this lane. One could not do this with any of the north side turning movements (1N, 2N, 3N, and 4N)--at any reasonable time of the day they are always too busy]. The predominate commuter movement in Farmington is to the south, and most take I-15--not Legacy. Therefore other than the morning peak, which may not be that much traffic, the right turn movement (1S a) does not get much use. It is a good spot for pedestrians to cross to the safety of a large pork chop shaped island. And in the event a yield sign/light is installed and vehicles must stop for pedestrians as they make their way to the pork chop, the right hand turn lane is very long to accommodate a sizeable cue and not “gum-up” the rest of traffic on Park Lane.

Probably fewer vehicles use 1Sb than 1Sa. [Note: it may be wise to perform a present or

future traffic study to analyze all of the Park Lane turning movements or a past study which was necessary to install the signage and re-stripe the r.o.w.---which UDOT has done more than once].

Any at grade east to west pedestrian crossing on the other side of the street at 1N may be an substantial impediment to vehicular traffic on Park Lane [note: the Park Lane Interchange in comprised of two side by side diamond interchanges and requires an extra long series of synchronized multiple traffic signals to accommodate traffic flow, and therefore, its capacity is limited---much more than had it been a SPUI or even a single diamond interchange; and any “hiccup” to traffic flow may create a domino effect resulting in some congestion;].

Intersection 2. The northbound ramp at this intersection (2S) connects to Legacy Hwy and relatively few vehicles use this ramp. The predominate commuter movement in Farmington is to the south, and most take I-15--not Legacy. Therefore other than the evening peak, which may not be that much traffic, 2S does not get much use. It is a good spot for pedestrians to cross and even has the safety of a large pork chop shaped island. And in the event a yield sign/lights are installed and vehicles must stop for pedestrians, the lane(s) leading up to 2S are very long and can accommodate a sizeable cue and not “gum-up” the rest of traffic on Park Lane.

Tunnel. There is enough room between 2S and 3S to accommodate a tunnel connecting to the Oakridge trail.

Intersection 3. This intersection (3S) and the next intersection (4S) are much busier than 1S and 2S, but not as busy as 1N, 2N, 3N and 4N. The merge lane for 2S b and the right hand turn lane for 3S a are the same lane. Under normal circumstances this may constitute a red-flag, but since so few vehicles use 2S b, a weave problem does not exist in this lane and there is a enough room for a cue to form in the event a pedestrian uses a signal to cross at 3S a to the safety of the pork chop island. Moreover, ample time is available for pedestrians to cross at 3S b as the traffic signals work at their regular timing to accommodate overall movement on the deck.

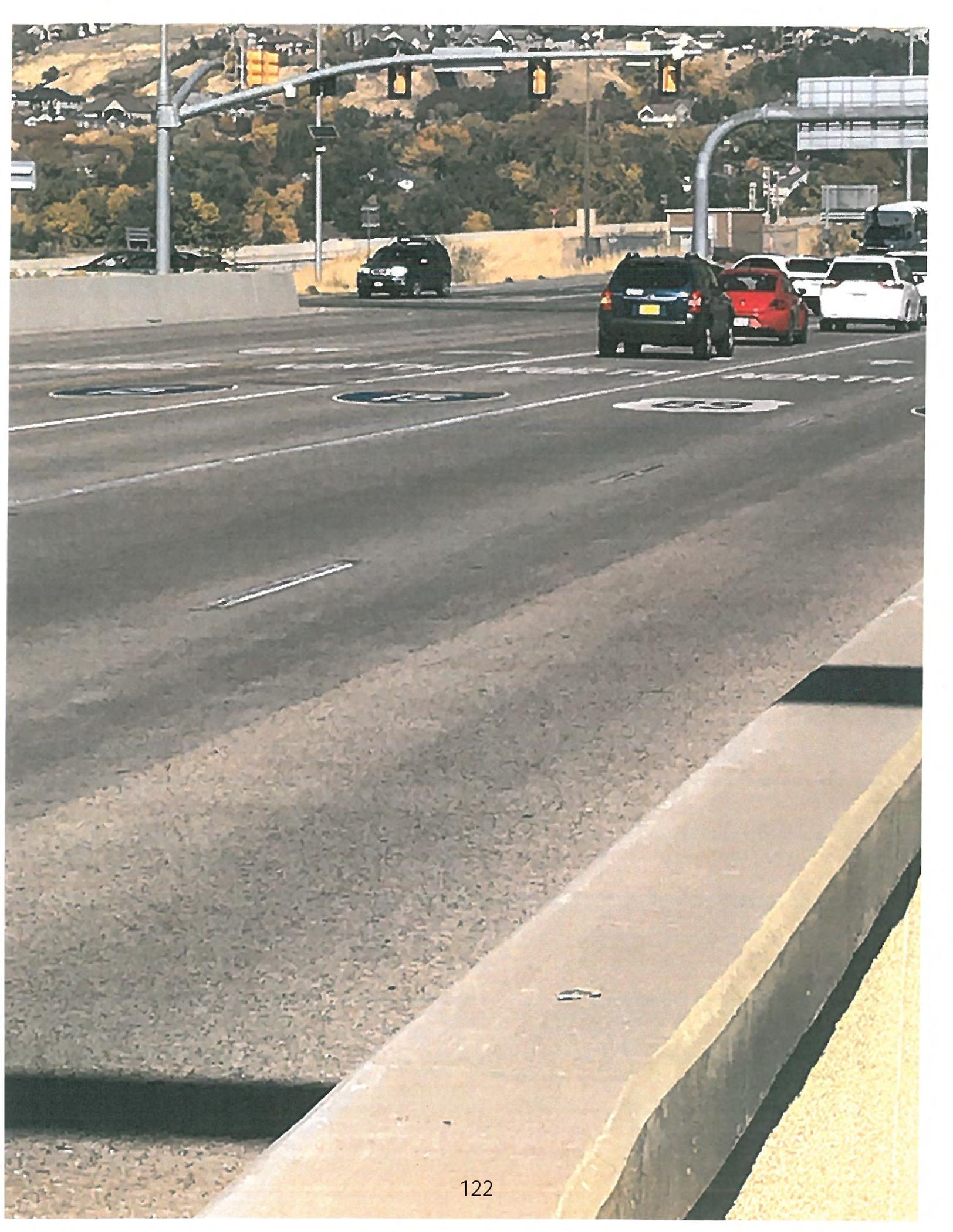
Intersection 4. A cue forms almost every time at 4S a, but it still allows time for pedestrian to cross safely to the porkchop. And there is more than enough room for a long north bound cue to form at 4S b if necessary to stop for pedestrians. Pedestrian movements at 4S can be done in such a way as to not jam Park Lane traffic.

CONCLUSION. It appears that Alternative D may hinder the functionality and capacity of the Park Lane interchange less than A, which is very important to the viability of Farmington’s commercial areas/tax base, and it may provide safer and more efficient pedestrian access than A, B, or C. Alternative A1/A2 probably have to much elevation gain, too many tunnels, and is too circuitous and lengthy for the average pedestrian. This may be a deterrent for many, and it may

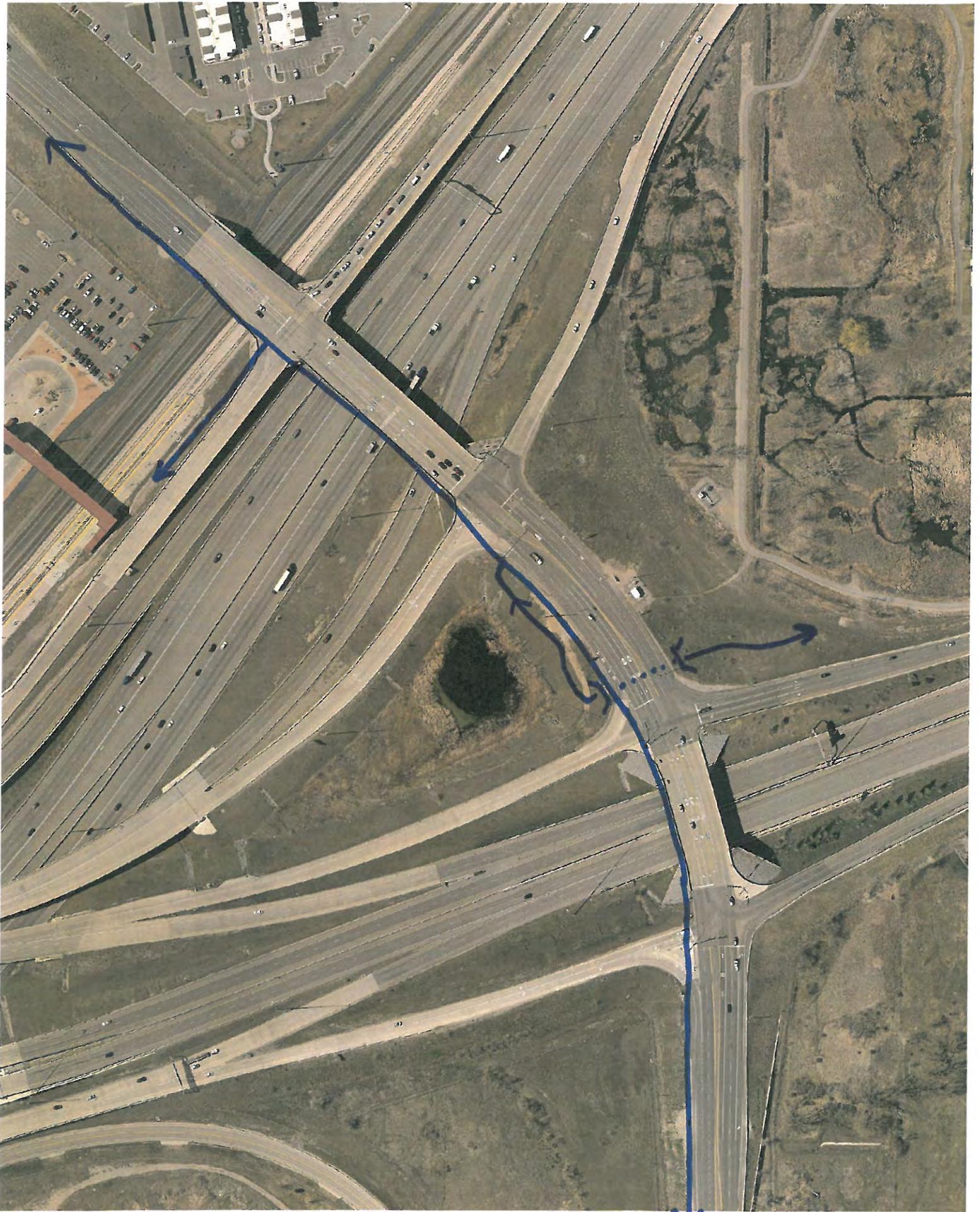
be too costly. And it utilizes the formidable 1N and 2N at grade intersections creating a possibility of hindering traffic on Park Lane.

OTHER. Alternative D also creates the possibility of providing the most direct route for the commuter rail user to the commuter rail stop, and at the same time providing allowing access to points west as well.









OT-10
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APPENDIX D: UDOT PARK LANE CONCEPT REPORT

Memo

Date: Friday, September 09, 2016

Project: West Davis Corridor Environmental Impact Statement (EIS)

To: Randy Jefferies PE, UDOT Region 1

From: Boyd Wheeler SE, HDR

Subject: Structural Trail Widening

HDR has been requested to provide a preliminary plan and cost to widen the existing Park Lane bridges over I-15 and the Railroad. The bridges will be widened to add 4' of shoulder to each side and a 12' trail. The existing bridges were constructed using metric units resulting in lane and shoulder widths less than the current standard widths. Additional width was not added to increase these widths.

Structure C-714 is over the railroad and will require an additional three W1850MG/205 or similar prestressed girders on the north side of the structure to be placed parallel to the northernmost girder. Figure 1 details the length of the structure as well as the original width and the proposed width for widening. Structure C-715 is crossing I-15 and will also require an additional three W1850MG/205 or similar prestressed girders on the north side of the structure. Figure 2 details the length of the structure and includes the original width as well as the proposed width for widening. See the attached Figure 7 for the typical widened section and Figure 8 for the plan view for the entire widening project.

The preliminary cost estimate for this study will consist of taking the width of the widening by the out-to-out length of the structure and using a unit cost of \$450 per sq ft. The unit cost is up from the new structure cost of \$220 per sq ft due to the extensive work required to add new piers and to reconstruct the existing MSE walls and tie the proposed work into the existing structure. The cost for widening C-714 will be \$1,440,000 and the cost for widening C-715 will be \$3,310,000, making the total cost to implement the pedestrian and bike lane to be \$4,750,000. This will include the three additional girders, abutment extensions, and MSE wall extensions for each structure as well as the two bents for structure C-715 (See Figure 3 for typical bent).

While the cost estimate for the widening includes the structural items. Items of note adjacent to the bridge not considered is the cost to move the existing traffic signals and corresponding power supply and control box for each structure. It also does not include the cost to realign the turning lanes leading up to the approach slabs. Figure 5 and Figure 6 show the location of the previously mentioned traffic signals for C-714 and C-715, respectively.

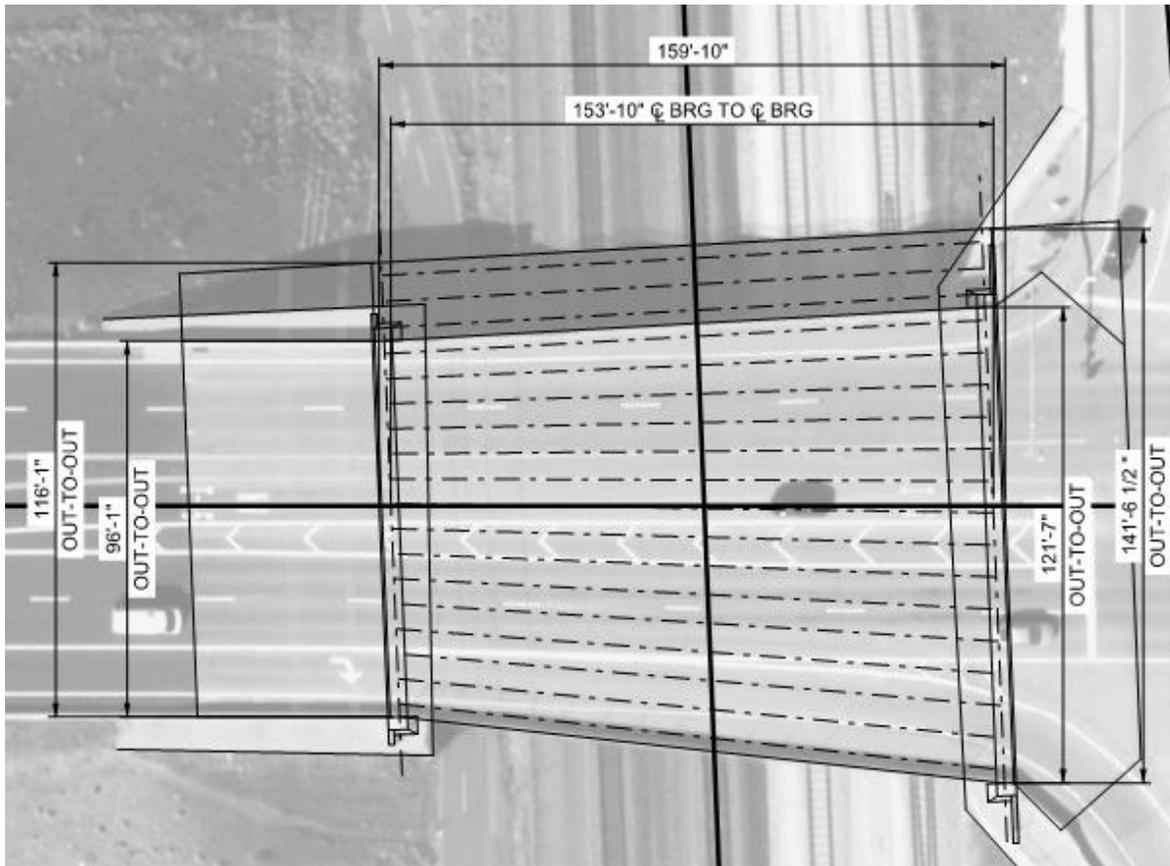


Figure 1: C-714 Plan View

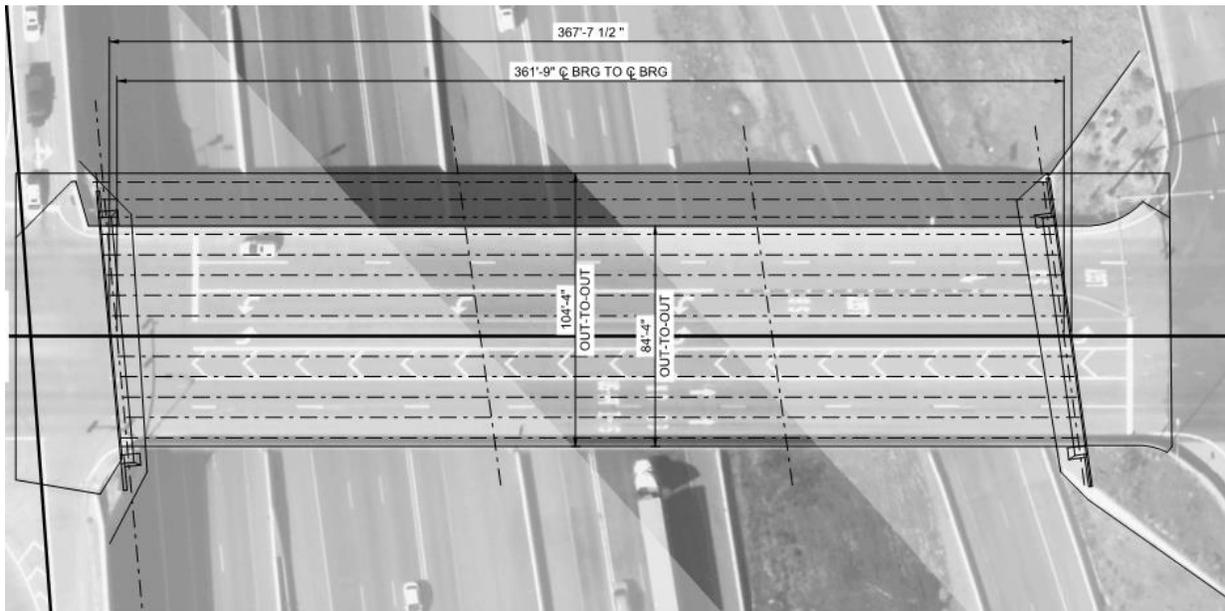


Figure 2: C-715 Plan View



Figure 3: C-715 Typical Bent



Figure 4: Abutment Corner/MSE Wall



Figure 5: C-714 Traffic Signal

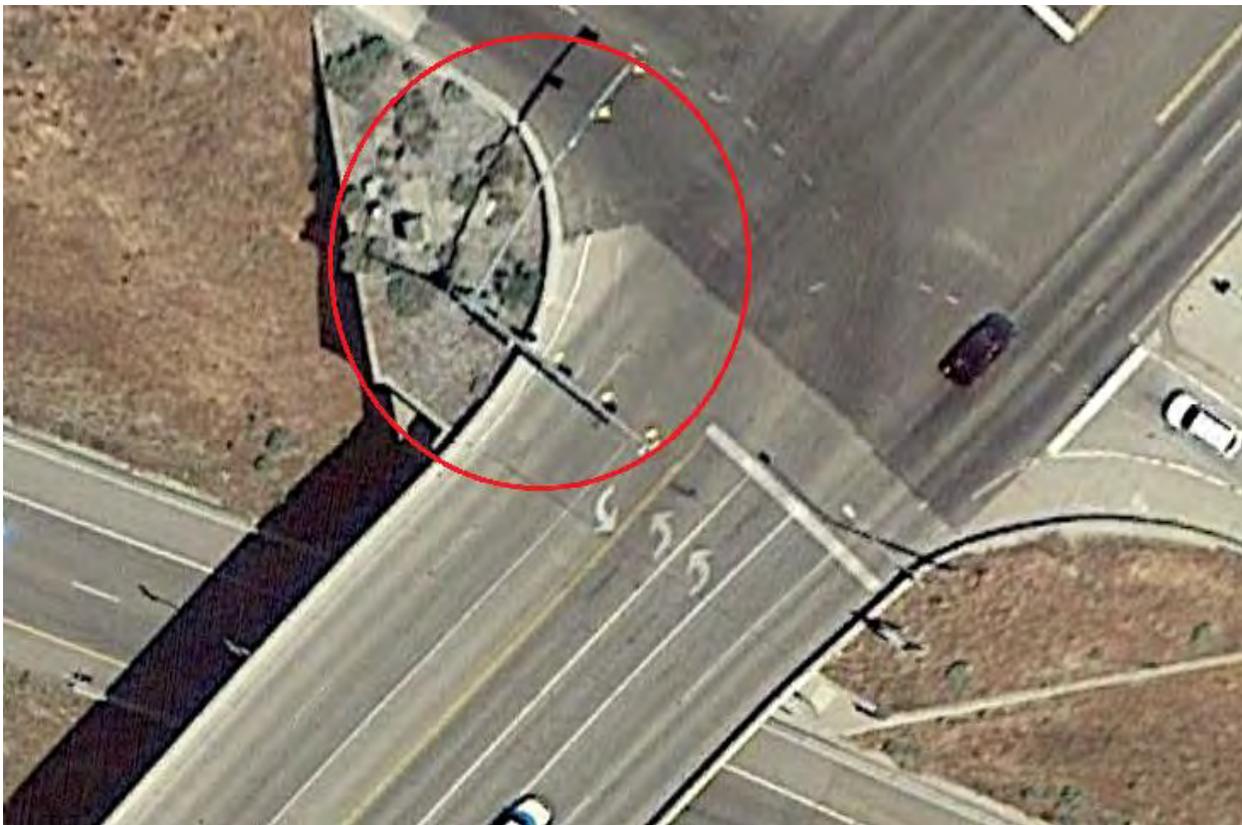


Figure 6: C-715 Traffic Signal

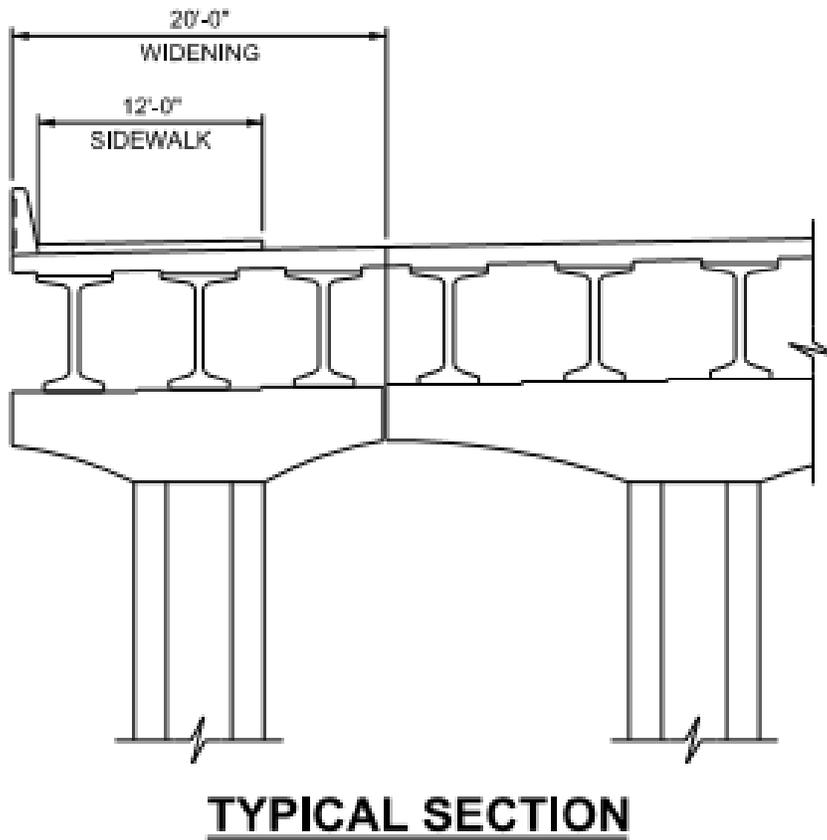
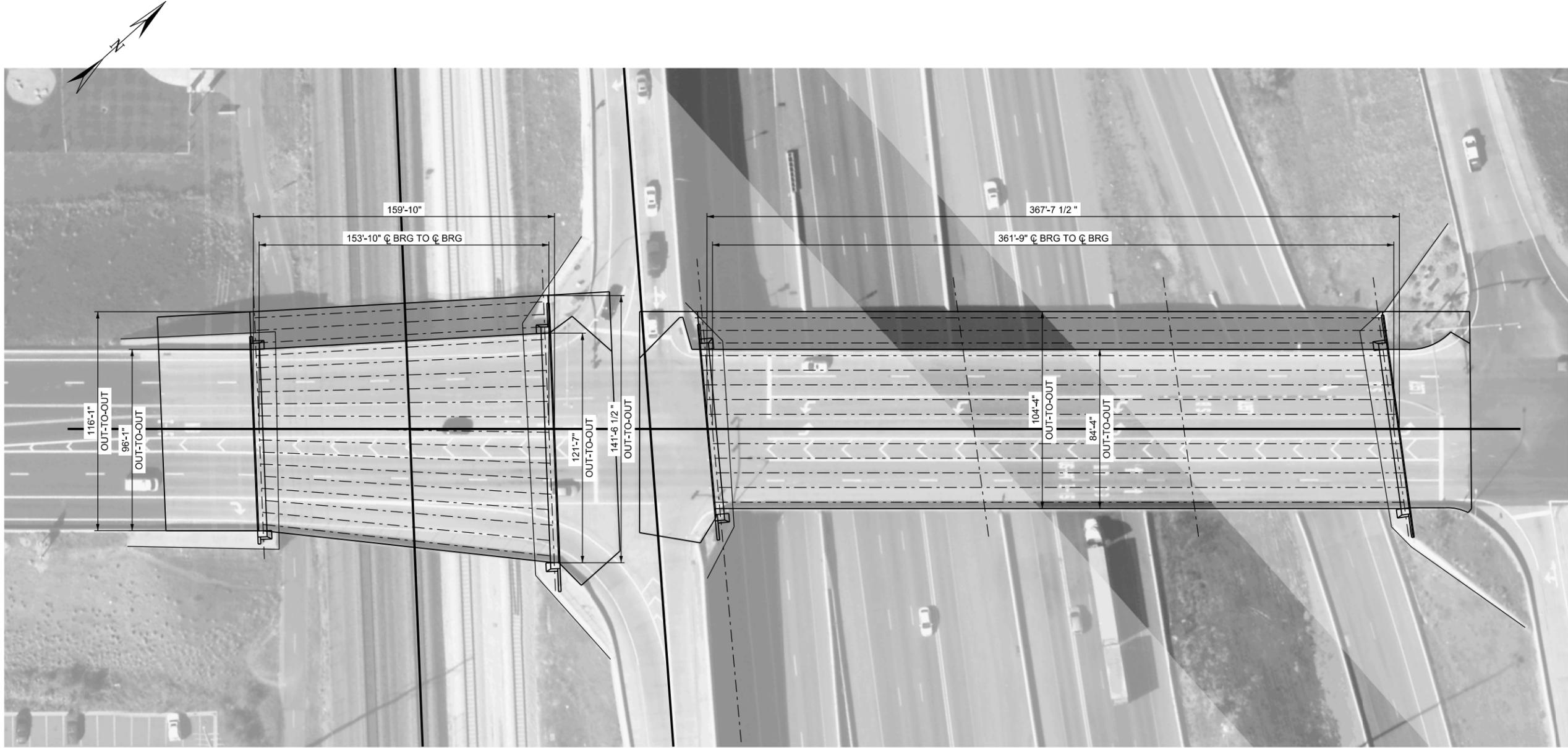


Figure 7: Typical Widened Section

Figure 8: 11x17 Full Plan View



PLAN

| | | | | | |
|----------------------------------------|----------|---------------------|------------------------|------------------|-------|
| UTAH DEPARTMENT OF TRANSPORTATION | | STRUCTURES DIVISION | | CONSULTANT NAME | |
| WEST DAVIS PEDESTRIAN WIDENING EXHIBIT | | PROJECT NUMBER | | PIN | |
| REV NO | DATE | BY | REVISION REMARKS | DESIGN | CHECK |
| APPROVAL RECOMM | MM/DD/YY | DATE | SENIOR DESIGN ENGINEER | DATE | DRAWN |
| APPROVED FOR USE | MM/DD/YY | DATE | BY UDOT | MM/DD/YY | CHECK |
| | | | UDOT DESIGN MANAGER | DATE | |
| COUNTY | | XXXXXX | | STRUCTURE NUMBER | |
| DRAWING NUMBER | | X-### | | SHEET OF | |

APPENDIX E: PARK LANE TRAFFIC DATA

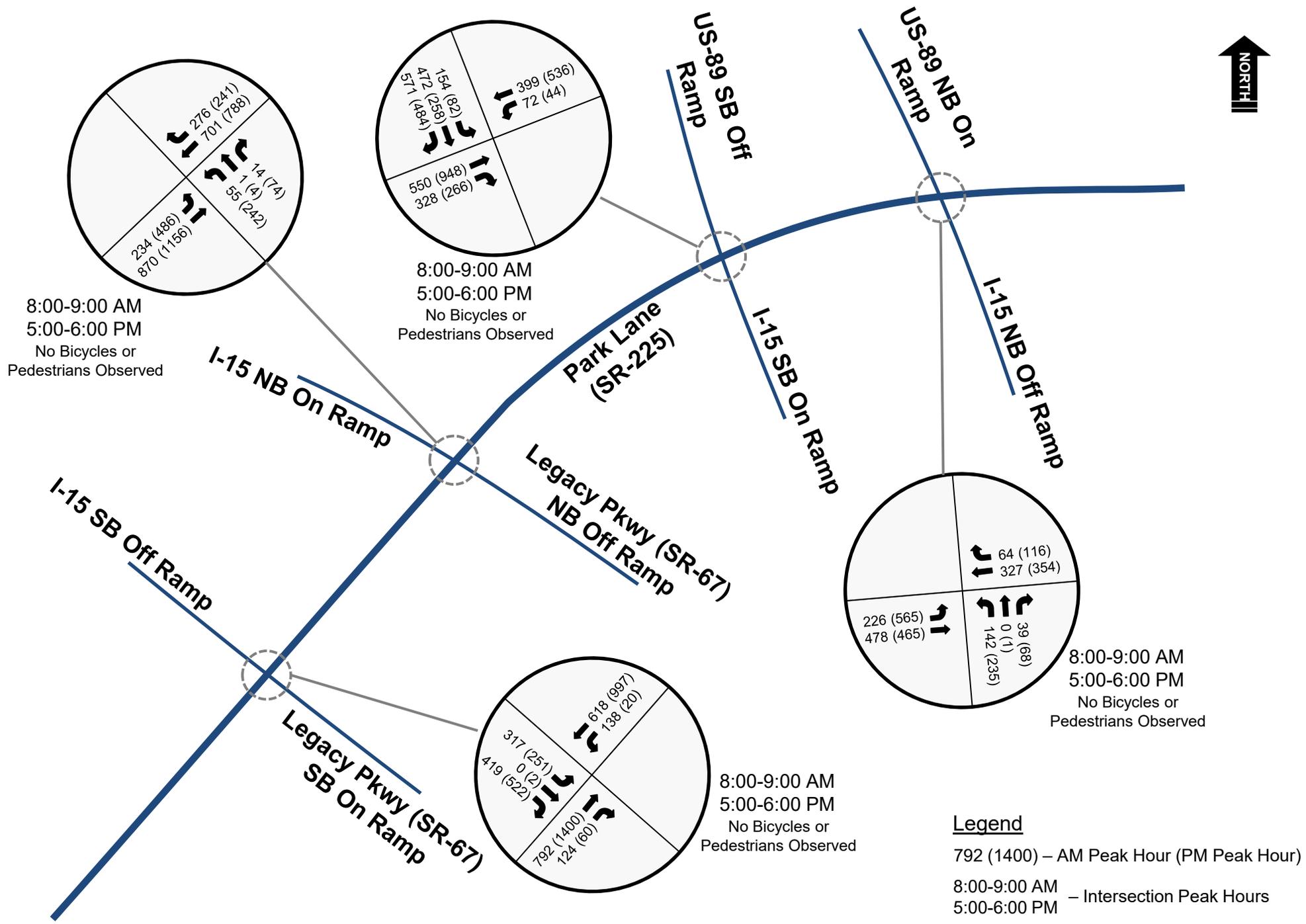


Figure 1
November 7, 2017 AM and PM Peak Hour Volumes

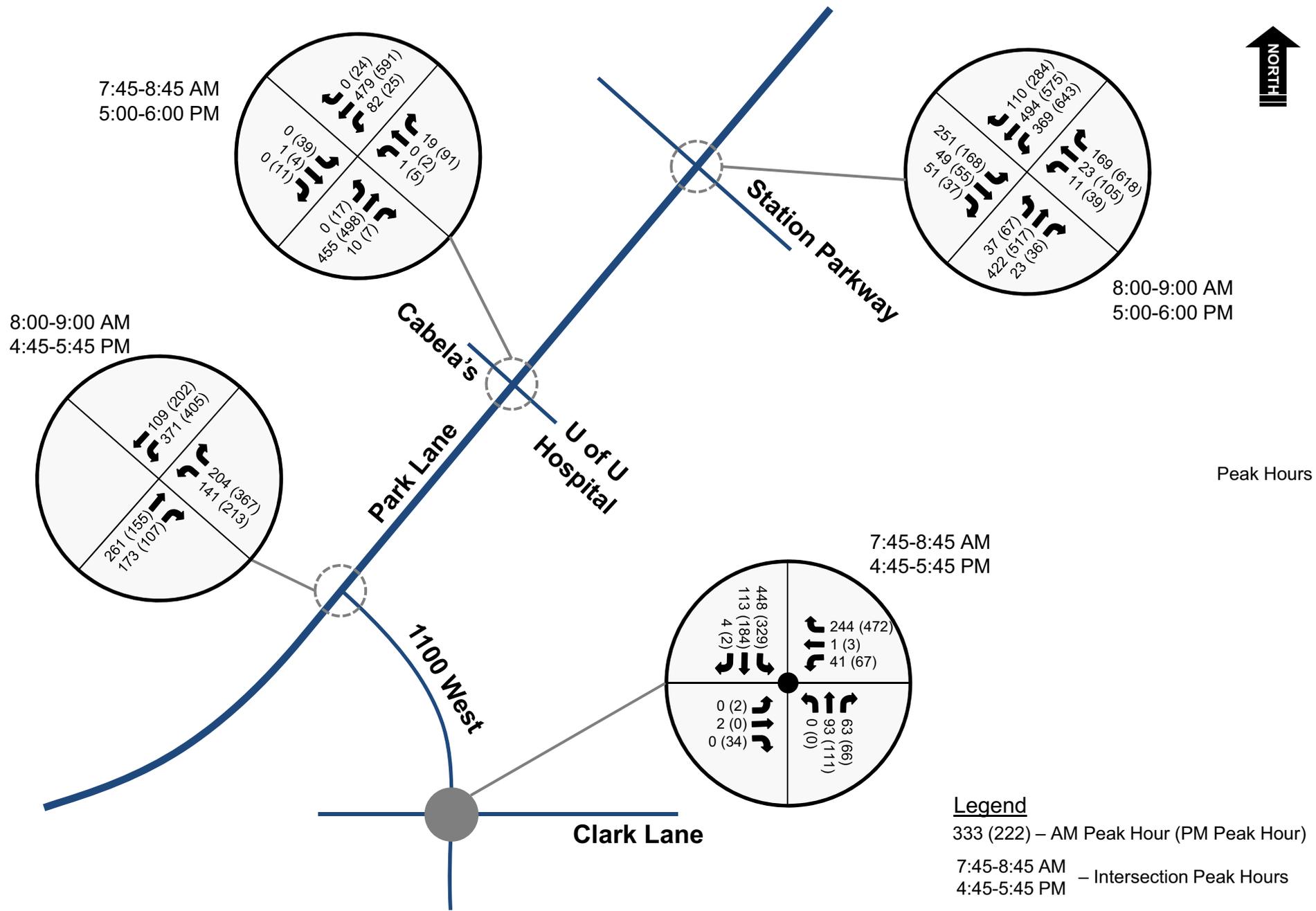


Figure 1
 September 15, 2016 AM and PM Peak Hour Volumes

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0017
Intersection: 1100 West / Clark Lane
City: Farmington, Utah
Control: Yields - RDBT

File Name : 1100 W & Clark Ln RDBT
Site Code : 00000000
Start Date : 9/15/2016
Page No : 1

Groups Printed- General Traffic - Turns

| Start Time | 1100 West From North | | | | | Clark Lane From East | | | | | 1100 West From South | | | | | Clark Lane From West | | | | | Int. Total | |
|--------------------------|----------------------|-------------|-------------|------------|-------------|----------------------|------------|-------------|------------|-------------|----------------------|-------------|----------|------------|-------------|----------------------|-------------|------------|------------|------------|------------|-------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | | |
| 07:00 AM | 0 | 25 | 60 | 0 | 85 | 27 | 0 | 7 | 0 | 34 | 15 | 12 | 0 | 1 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 07:15 AM | 9 | 25 | 49 | 0 | 83 | 27 | 0 | 9 | 0 | 36 | 12 | 26 | 0 | 3 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| 07:30 AM | 4 | 28 | 79 | 0 | 111 | 24 | 0 | 6 | 0 | 30 | 4 | 26 | 0 | 1 | 31 | 0 | 3 | 1 | 0 | 4 | 4 | 176 |
| 07:45 AM | 1 | 22 | 137 | 1 | 161 | 42 | 0 | 8 | 0 | 50 | 22 | 16 | 0 | 3 | 41 | 0 | 1 | 0 | 0 | 1 | 1 | 253 |
| Total | 14 | 100 | 325 | 1 | 440 | 120 | 0 | 30 | 0 | 150 | 53 | 80 | 0 | 8 | 141 | 0 | 4 | 1 | 0 | 5 | 5 | 736 |
| 08:00 AM | 1 | 17 | 114 | 0 | 132 | 78 | 0 | 10 | 0 | 88 | 8 | 12 | 0 | 3 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 243 |
| 08:15 AM | 1 | 28 | 138 | 0 | 167 | 68 | 0 | 7 | 0 | 75 | 11 | 26 | 0 | 5 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 284 |
| 08:30 AM | 1 | 46 | 59 | 1 | 107 | 56 | 1 | 16 | 0 | 73 | 22 | 39 | 0 | 2 | 63 | 0 | 1 | 0 | 0 | 1 | 1 | 244 |
| 08:45 AM | 4 | 43 | 99 | 0 | 146 | 40 | 2 | 10 | 0 | 52 | 12 | 36 | 0 | 1 | 49 | 2 | 0 | 1 | 0 | 3 | 3 | 250 |
| Total | 7 | 134 | 410 | 1 | 552 | 242 | 3 | 43 | 0 | 288 | 53 | 113 | 0 | 11 | 177 | 2 | 1 | 1 | 0 | 4 | 4 | 1021 |
| ----- | | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 2 | 27 | 77 | 0 | 106 | 102 | 0 | 11 | 0 | 113 | 14 | 29 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 262 |
| 04:15 PM | 1 | 28 | 67 | 0 | 96 | 94 | 1 | 6 | 0 | 101 | 13 | 27 | 0 | 4 | 44 | 0 | 1 | 3 | 1 | 5 | 5 | 246 |
| 04:30 PM | 1 | 48 | 87 | 0 | 136 | 97 | 2 | 13 | 1 | 113 | 14 | 23 | 0 | 1 | 38 | 2 | 0 | 1 | 2 | 5 | 5 | 292 |
| 04:45 PM | 0 | 52 | 78 | 0 | 130 | 111 | 3 | 18 | 4 | 136 | 26 | 26 | 0 | 1 | 53 | 0 | 1 | 1 | 0 | 2 | 2 | 321 |
| Total | 4 | 155 | 309 | 0 | 468 | 404 | 6 | 48 | 5 | 463 | 67 | 105 | 0 | 6 | 178 | 2 | 2 | 5 | 3 | 12 | 12 | 1121 |
| 05:00 PM | 2 | 47 | 74 | 0 | 123 | 146 | 0 | 16 | 2 | 164 | 11 | 30 | 0 | 2 | 43 | 0 | 1 | 0 | 0 | 1 | 1 | 331 |
| 05:15 PM | 0 | 48 | 84 | 0 | 132 | 97 | 0 | 19 | 0 | 116 | 13 | 27 | 0 | 4 | 44 | 0 | 0 | 0 | 2 | 2 | 2 | 294 |
| 05:30 PM | 0 | 37 | 93 | 0 | 130 | 118 | 0 | 14 | 0 | 132 | 16 | 28 | 0 | 3 | 47 | 0 | 0 | 1 | 1 | 2 | 2 | 311 |
| 05:45 PM | 0 | 35 | 70 | 1 | 106 | 114 | 1 | 19 | 0 | 134 | 21 | 28 | 0 | 4 | 53 | 1 | 0 | 1 | 3 | 5 | 5 | 298 |
| Total | 2 | 167 | 321 | 1 | 491 | 475 | 1 | 68 | 2 | 546 | 61 | 113 | 0 | 13 | 187 | 1 | 1 | 2 | 6 | 10 | 10 | 1234 |
| Grand Total | 27 | 556 | 1365 | 3 | 1951 | 1241 | 10 | 189 | 7 | 1447 | 234 | 411 | 0 | 38 | 683 | 5 | 8 | 9 | 9 | 31 | 31 | 4112 |
| Apprch % | 1.4 | 28.5 | 70 | 0.2 | | 85.8 | 0.7 | 13.1 | 0.5 | | 34.3 | 60.2 | 0 | 5.6 | | 16.1 | 25.8 | 29 | 29 | | | |
| Total % | 0.7 | 13.5 | 33.2 | 0.1 | 47.4 | 30.2 | 0.2 | 4.6 | 0.2 | 35.2 | 5.7 | 10 | 0 | 0.9 | 16.6 | 0.1 | 0.2 | 0.2 | 0.2 | 0.8 | | |
| General Traffic | 27 | 556 | 1363 | 3 | 1949 | 1241 | 10 | 183 | 7 | 1441 | 234 | 411 | 0 | 38 | 683 | 5 | 8 | 9 | 9 | 31 | 31 | 4104 |
| % General Traffic | 100 | 100 | 99.9 | 100 | 99.9 | 100 | 100 | 96.8 | 100 | 99.6 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 99.8 |
| U-Turns | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| % U-Turns | 0 | 0 | 0.1 | 0 | 0.1 | 0 | 0 | 3.2 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 |

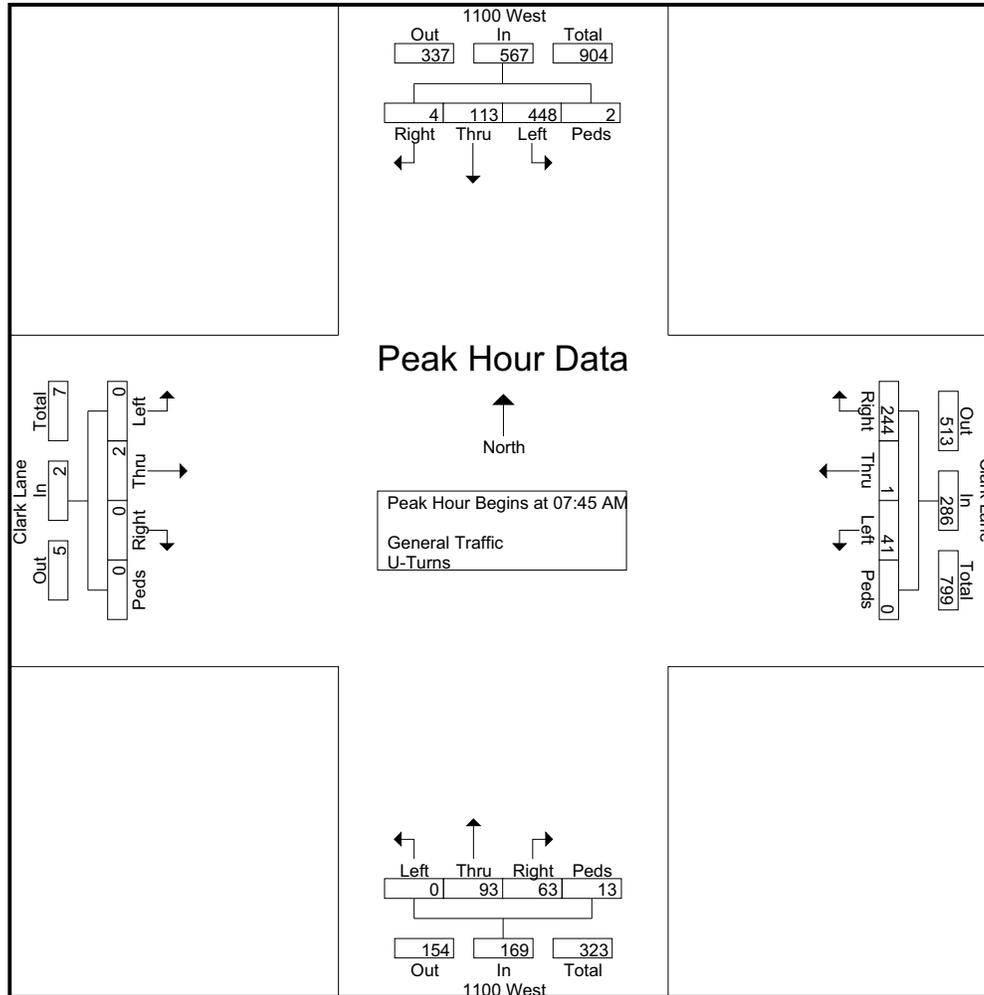
L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0017
 Intersection: 1100 West / Clark Lane
 City: Farmington, Utah
 Control: Yields - RDBT

File Name : 1100 W & Clark Ln RDBT
 Site Code : 00000000
 Start Date : 9/15/2016
 Page No : 3

| Start Time | 1100 West From North | | | | | Clark Lane From East | | | | | 1100 West From South | | | | | Clark Lane From West | | | | | Int. Total |
|-------------------------------------------------------------------|----------------------|------|------|------|------------|----------------------|------|------|------|------------|----------------------|------|------|------|------------|----------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 1 | 22 | 137 | 1 | 161 | 42 | 0 | 8 | 0 | 50 | 22 | 16 | 0 | 3 | 41 | 0 | 1 | 0 | 0 | 1 | 253 |
| 08:00 AM | 1 | 17 | 114 | 0 | 132 | 78 | 0 | 10 | 0 | 88 | 8 | 12 | 0 | 3 | 23 | 0 | 0 | 0 | 0 | 0 | 243 |
| 08:15 AM | 1 | 28 | 138 | 0 | 167 | 68 | 0 | 7 | 0 | 75 | 11 | 26 | 0 | 5 | 42 | 0 | 0 | 0 | 0 | 0 | 284 |
| 08:30 AM | 1 | 46 | 59 | 1 | 107 | 56 | 1 | 16 | 0 | 73 | 22 | 39 | 0 | 2 | 63 | 0 | 1 | 0 | 0 | 1 | 244 |
| Total Volume | 4 | 113 | 448 | 2 | 567 | 244 | 1 | 41 | 0 | 286 | 63 | 93 | 0 | 13 | 169 | 0 | 2 | 0 | 0 | 2 | 1024 |
| % App. Total | 0.7 | 19.9 | 79 | 0.4 | 85.3 | 0.3 | 14.3 | 0 | 0 | 37.3 | 0.55 | 0 | 7.7 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | |
| PHF | 1.00 | .614 | .812 | .500 | .849 | .782 | .250 | .641 | .000 | .813 | .716 | .596 | .000 | .650 | .671 | .000 | .500 | .000 | .000 | .500 | .901 |



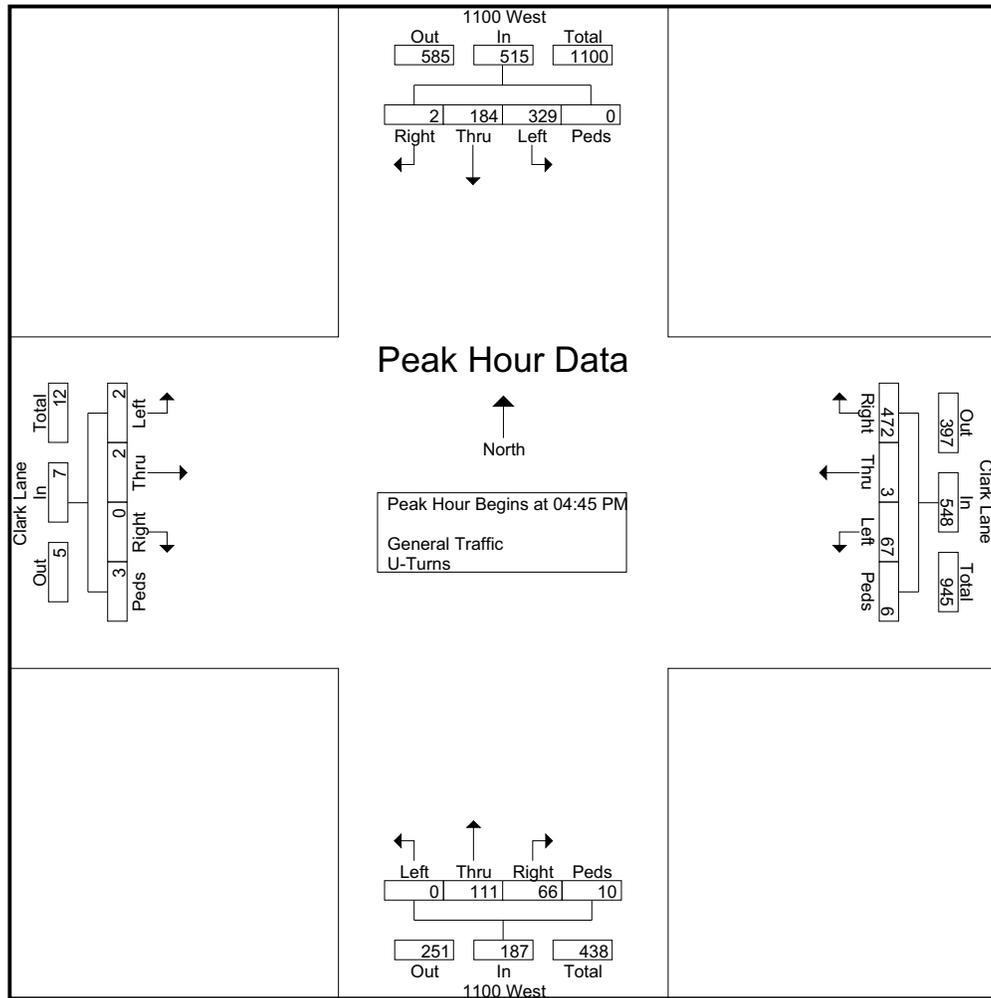
L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0017
 Intersection: 1100 West / Clark Lane
 City: Farmington, Utah
 Control: Yields - RDBT

File Name : 1100 W & Clark Ln RDBT
 Site Code : 00000000
 Start Date : 9/15/2016
 Page No : 5

| Start Time | 1100 West From North | | | | | Clark Lane From East | | | | | 1100 West From South | | | | | Clark Lane From West | | | | | Int. Total |
|------------------------------------------------------------|----------------------|------|------|------|------------|----------------------|------|------|------|------------|----------------------|------|------|------|------------|----------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 52 | 78 | 0 | 130 | 111 | 3 | 18 | 4 | 136 | 26 | 26 | 0 | 1 | 53 | 0 | 1 | 1 | 0 | 2 | 321 |
| 05:00 PM | 2 | 47 | 74 | 0 | 123 | 146 | 0 | 16 | 2 | 164 | 11 | 30 | 0 | 2 | 43 | 0 | 1 | 0 | 0 | 1 | 331 |
| 05:15 PM | 0 | 48 | 84 | 0 | 132 | 97 | 0 | 19 | 0 | 116 | 13 | 27 | 0 | 4 | 44 | 0 | 0 | 0 | 2 | 2 | 294 |
| 05:30 PM | 0 | 37 | 93 | 0 | 130 | 118 | 0 | 14 | 0 | 132 | 16 | 28 | 0 | 3 | 47 | 0 | 0 | 1 | 1 | 2 | 311 |
| Total Volume | 2 | 184 | 329 | 0 | 515 | 472 | 3 | 67 | 6 | 548 | 66 | 111 | 0 | 10 | 187 | 0 | 2 | 2 | 3 | 7 | 1257 |
| % App. Total | 0.4 | 35.7 | 63.9 | 0 | | 86.1 | 0.5 | 12.2 | 1.1 | | 35.3 | 59.4 | 0 | 5.3 | | 0 | 28.6 | 28.6 | 42.9 | | |
| PHF | .250 | .885 | .884 | .000 | .975 | .808 | .250 | .882 | .375 | .835 | .635 | .925 | .000 | .625 | .882 | .000 | .500 | .500 | .375 | .875 | .949 |



L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0017
 Intersection: Park Lane / 1100 West
 City: Farmington, Utah
 Control: Signalized

File Name : Park Ln & 1100 W
 Site Code : 00000000
 Start Date : 9/15/2016
 Page No : 1

Groups Printed- General Traffic

| Start Time | Park Lane From Northeast | | | | 1100 West From Southeast | | | | Park Lane From Southwest | | | | Int. Total |
|-------------|-----------------------------|------|------|------------|-----------------------------|------|------|------------|-----------------------------|------|------|------------|------------|
| | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | |
| 07:00 AM | 10 | 70 | 0 | 80 | 29 | 7 | 0 | 36 | 12 | 81 | 0 | 93 | 209 |
| 07:15 AM | 15 | 75 | 0 | 90 | 43 | 10 | 0 | 53 | 13 | 62 | 0 | 75 | 218 |
| 07:30 AM | 26 | 70 | 0 | 96 | 36 | 17 | 0 | 53 | 40 | 54 | 0 | 94 | 243 |
| 07:45 AM | 14 | 100 | 0 | 114 | 31 | 24 | 0 | 55 | 70 | 43 | 0 | 113 | 282 |
| Total | 65 | 315 | 0 | 380 | 139 | 58 | 0 | 197 | 135 | 240 | 0 | 375 | 952 |
| 08:00 AM | 18 | 83 | 0 | 101 | 41 | 45 | 0 | 86 | 45 | 53 | 0 | 98 | 285 |
| 08:15 AM | 26 | 112 | 0 | 138 | 65 | 31 | 1 | 97 | 52 | 50 | 0 | 102 | 337 |
| 08:30 AM | 39 | 71 | 0 | 110 | 56 | 35 | 1 | 92 | 36 | 71 | 0 | 107 | 309 |
| 08:45 AM | 26 | 105 | 0 | 131 | 42 | 30 | 0 | 72 | 40 | 87 | 0 | 127 | 330 |
| Total | 109 | 371 | 0 | 480 | 204 | 141 | 2 | 347 | 173 | 261 | 0 | 434 | 1261 |
| ----- | | | | | | | | | | | | | |
| 04:00 PM | 50 | 70 | 0 | 120 | 93 | 34 | 0 | 127 | 25 | 44 | 0 | 69 | 316 |
| 04:15 PM | 46 | 80 | 0 | 126 | 84 | 36 | 0 | 120 | 19 | 30 | 0 | 49 | 295 |
| 04:30 PM | 42 | 113 | 0 | 155 | 88 | 41 | 0 | 129 | 28 | 39 | 0 | 67 | 351 |
| 04:45 PM | 44 | 101 | 0 | 145 | 85 | 61 | 0 | 146 | 31 | 36 | 0 | 67 | 358 |
| Total | 182 | 364 | 0 | 546 | 350 | 172 | 0 | 522 | 103 | 149 | 0 | 252 | 1320 |
| 05:00 PM | 57 | 100 | 0 | 157 | 111 | 60 | 0 | 171 | 25 | 37 | 0 | 62 | 390 |
| 05:15 PM | 43 | 105 | 0 | 148 | 80 | 42 | 0 | 122 | 25 | 28 | 0 | 53 | 323 |
| 05:30 PM | 58 | 99 | 0 | 157 | 91 | 50 | 1 | 142 | 26 | 54 | 0 | 80 | 379 |
| 05:45 PM | 69 | 80 | 0 | 149 | 86 | 58 | 0 | 144 | 25 | 40 | 0 | 65 | 358 |
| Total | 227 | 384 | 0 | 611 | 368 | 210 | 1 | 579 | 101 | 159 | 0 | 260 | 1450 |
| Grand Total | 583 | 1434 | 0 | 2017 | 1061 | 581 | 3 | 1645 | 512 | 809 | 0 | 1321 | 4983 |
| Apprch % | 28.9 | 71.1 | 0 | | 64.5 | 35.3 | 0.2 | | 38.8 | 61.2 | 0 | | |
| Total % | 11.7 | 28.8 | 0 | 40.5 | 21.3 | 11.7 | 0.1 | 33 | 10.3 | 16.2 | 0 | 26.5 | |

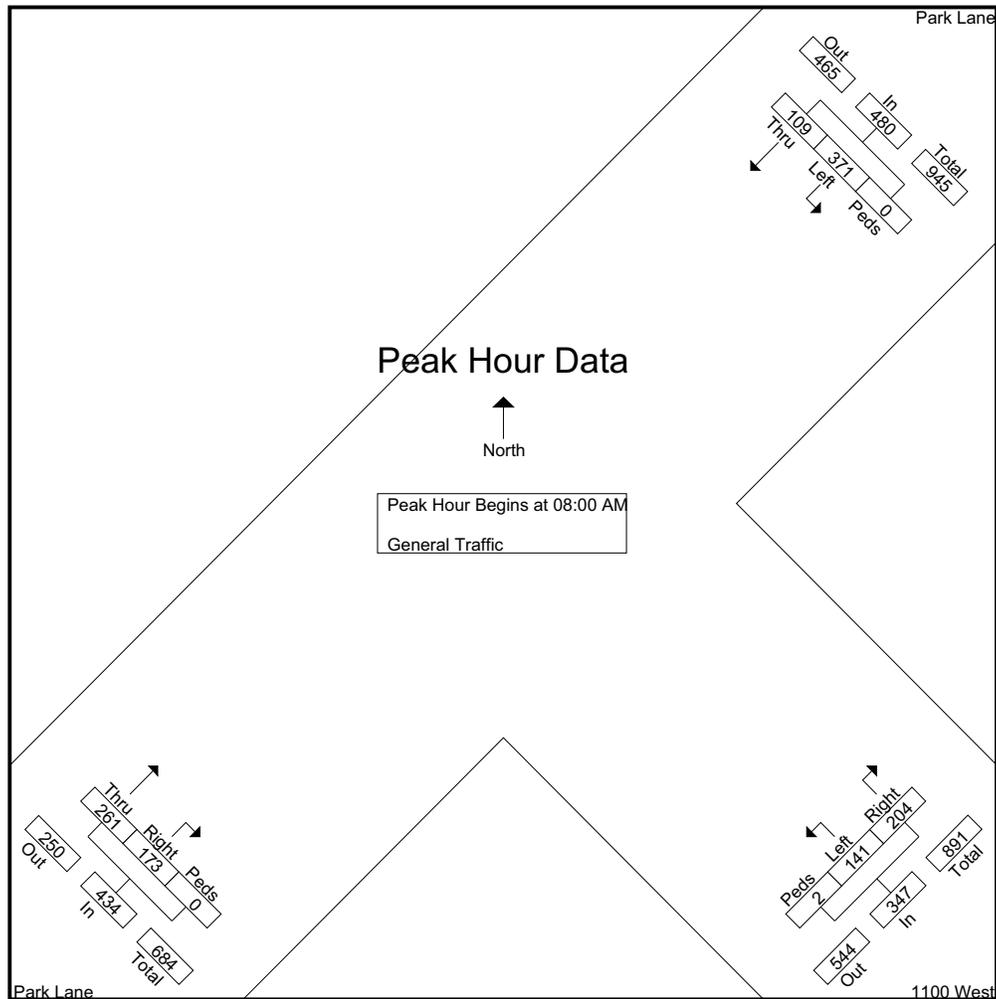
L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0017
 Intersection: Park Lane / 1100 West
 City: Farmington, Utah
 Control: Signalized

File Name : Park Ln & 1100 W
 Site Code : 00000000
 Start Date : 9/15/2016
 Page No : 3

| Start Time | Park Lane From Northeast | | | | 1100 West From Southeast | | | | Park Lane From Southwest | | | | Int. Total |
|------------------------------------------------------------|--------------------------|------|------|------------|--------------------------|------|------|------------|--------------------------|------|------|------------|------------|
| | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | |
| 08:00 AM | 18 | 83 | 0 | 101 | 41 | 45 | 0 | 86 | 45 | 53 | 0 | 98 | 285 |
| 08:15 AM | 26 | 112 | 0 | 138 | 65 | 31 | 1 | 97 | 52 | 50 | 0 | 102 | 337 |
| 08:30 AM | 39 | 71 | 0 | 110 | 56 | 35 | 1 | 92 | 36 | 71 | 0 | 107 | 309 |
| 08:45 AM | 26 | 105 | 0 | 131 | 42 | 30 | 0 | 72 | 40 | 87 | 0 | 127 | 330 |
| Total Volume | 109 | 371 | 0 | 480 | 204 | 141 | 2 | 347 | 173 | 261 | 0 | 434 | 1261 |
| % App. Total | 22.7 | 77.3 | 0 | | 58.8 | 40.6 | 0.6 | | 39.9 | 60.1 | 0 | | |
| PHF | .699 | .828 | .000 | .870 | .785 | .783 | .500 | .894 | .832 | .750 | .000 | .854 | .935 |



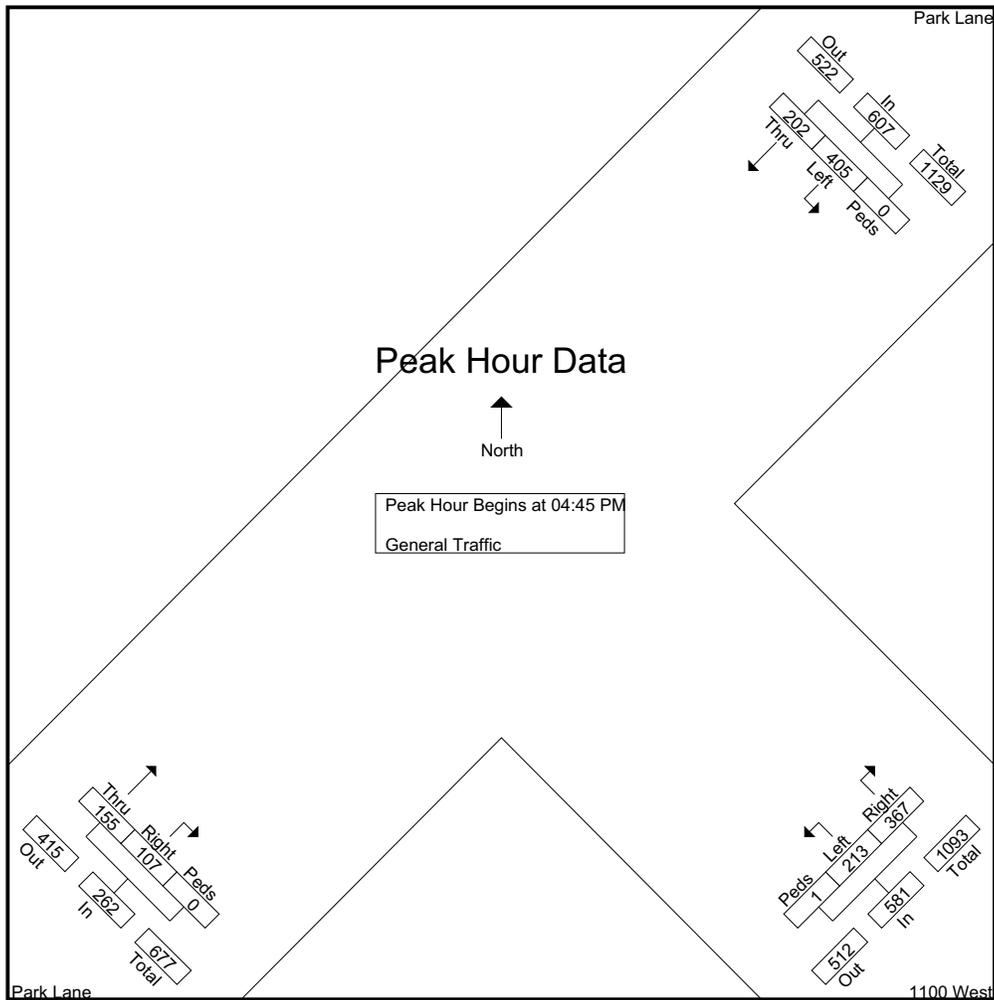
L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0017
 Intersection: Park Lane / 1100 West
 City: Farmington, Utah
 Control: Signalized

File Name : Park Ln & 1100 W
 Site Code : 00000000
 Start Date : 9/15/2016
 Page No : 5

| Start Time | Park Lane From Northeast | | | | 1100 West From Southeast | | | | Park Lane From Southwest | | | | Int. Total |
|------------------------------------------------------------|-----------------------------|------------|------|------------|-----------------------------|-----------|----------|------------|-----------------------------|-----------|------|------------|------------|
| | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | |
| 04:45 PM | 44 | 101 | 0 | 145 | 85 | 61 | 0 | 146 | 31 | 36 | 0 | 67 | 358 |
| 05:00 PM | 57 | 100 | 0 | 157 | 111 | 60 | 0 | 171 | 25 | 37 | 0 | 62 | 390 |
| 05:15 PM | 43 | 105 | 0 | 148 | 80 | 42 | 0 | 122 | 25 | 28 | 0 | 53 | 323 |
| 05:30 PM | 58 | 99 | 0 | 157 | 91 | 50 | 1 | 142 | 26 | 54 | 0 | 80 | 379 |
| Total Volume | 202 | 405 | 0 | 607 | 367 | 213 | 1 | 581 | 107 | 155 | 0 | 262 | 1450 |
| % App. Total | 33.3 | 66.7 | 0 | | 63.2 | 36.7 | 0.2 | | 40.8 | 59.2 | 0 | | |
| PHF | .871 | .964 | .000 | .967 | .827 | .873 | .250 | .849 | .863 | .718 | .000 | .819 | .929 |



L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0017
 Intersection: Park Ln / Commercial Drive
 City: Farmington, Utah
 Control: Stop Sign

File Name : Park Ln & Commercial Drive
 Site Code : 00000000
 Start Date : 9/15/2016
 Page No : 1

Groups Printed- General Traffic (Turns Only)

| Start Time | Park Lane From Northeast | | | | Commercial Driveway From Southeast | | | | | Park Lane From Southwest | | | | Commercial Driveway From Northwest | | | | | Int. Total |
|--------------------|--------------------------|------|------|------------|------------------------------------|------|------|------|------------|--------------------------|------|------|------------|------------------------------------|------|------|------|------------|------------|
| | Right | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 21 | 0 | 21 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 23 |
| 07:15 AM | 0 | 14 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 07:30 AM | 0 | 15 | 0 | 15 | 5 | 1 | 0 | 0 | 6 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 23 |
| 07:45 AM | 0 | 20 | 0 | 20 | 4 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 28 |
| Total | 0 | 70 | 0 | 70 | 11 | 1 | 0 | 0 | 12 | 5 | 0 | 0 | 5 | 1 | 1 | 1 | 0 | 3 | 90 |
| 08:00 AM | 0 | 24 | 0 | 24 | 5 | 0 | 1 | 0 | 6 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 33 |
| 08:15 AM | 0 | 21 | 0 | 21 | 5 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 28 |
| 08:30 AM | 0 | 17 | 0 | 17 | 5 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 24 |
| 08:45 AM | 0 | 11 | 0 | 11 | 8 | 0 | 1 | 0 | 9 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 2 | 25 |
| Total | 0 | 73 | 0 | 73 | 23 | 0 | 2 | 0 | 25 | 7 | 3 | 0 | 10 | 2 | 0 | 0 | 0 | 2 | 110 |
| ----- | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 3 | 7 | 0 | 10 | 15 | 1 | 0 | 0 | 16 | 3 | 4 | 0 | 7 | 3 | 3 | 5 | 0 | 11 | 44 |
| 04:15 PM | 8 | 4 | 0 | 12 | 13 | 0 | 2 | 0 | 15 | 1 | 6 | 0 | 7 | 2 | 0 | 6 | 0 | 8 | 42 |
| 04:30 PM | 3 | 6 | 0 | 9 | 19 | 1 | 1 | 0 | 21 | 4 | 4 | 0 | 8 | 3 | 2 | 7 | 0 | 12 | 50 |
| 04:45 PM | 3 | 5 | 0 | 8 | 15 | 0 | 0 | 0 | 15 | 3 | 7 | 0 | 10 | 5 | 0 | 7 | 0 | 12 | 45 |
| Total | 17 | 22 | 0 | 39 | 62 | 2 | 3 | 0 | 67 | 11 | 21 | 0 | 32 | 13 | 5 | 25 | 0 | 43 | 181 |
| 05:00 PM | 4 | 6 | 0 | 10 | 36 | 0 | 1 | 0 | 37 | 3 | 4 | 0 | 7 | 2 | 1 | 9 | 0 | 12 | 66 |
| 05:15 PM | 11 | 7 | 0 | 18 | 19 | 1 | 1 | 0 | 21 | 1 | 4 | 0 | 5 | 0 | 0 | 6 | 0 | 6 | 50 |
| 05:30 PM | 4 | 5 | 0 | 9 | 21 | 1 | 0 | 0 | 22 | 3 | 5 | 0 | 8 | 5 | 2 | 9 | 0 | 16 | 55 |
| 05:45 PM | 5 | 7 | 0 | 12 | 15 | 0 | 3 | 0 | 18 | 0 | 4 | 0 | 4 | 4 | 1 | 15 | 0 | 20 | 54 |
| Total | 24 | 25 | 0 | 49 | 91 | 2 | 5 | 0 | 98 | 7 | 17 | 0 | 24 | 11 | 4 | 39 | 0 | 54 | 225 |
| Grand Total | 41 | 190 | 0 | 231 | 187 | 5 | 10 | 0 | 202 | 30 | 41 | 0 | 71 | 27 | 10 | 65 | 0 | 102 | 606 |
| Apprch % | 17.7 | 82.3 | 0 | | 92.6 | 2.5 | 5 | 0 | | 42.3 | 57.7 | 0 | | 26.5 | 9.8 | 63.7 | 0 | | |
| Total % | 6.8 | 31.4 | 0 | 38.1 | 30.9 | 0.8 | 1.7 | 0 | 33.3 | 5 | 6.8 | 0 | 11.7 | 4.5 | 1.7 | 10.7 | 0 | 16.8 | |

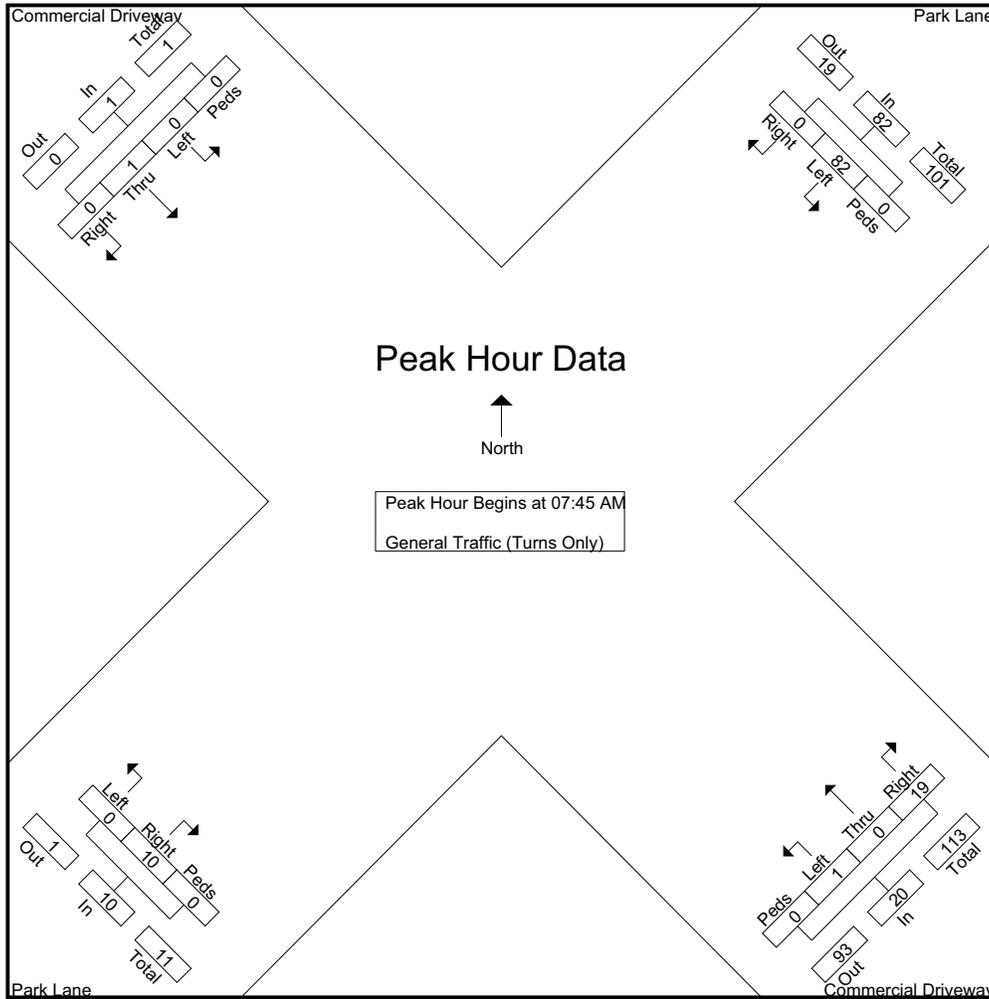
L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0017
 Intersection: Park Ln / Commercial Drive
 City: Farmington, Utah
 Control: Stop Sign

File Name : Park Ln & Commercial Drive
 Site Code : 00000000
 Start Date : 9/15/2016
 Page No : 3

| Start Time | Park Lane From Northeast | | | | Commercial Driveway From Southeast | | | | Park Lane From Southwest | | | | Commercial Driveway From Northwest | | | | Int. Total | | |
|------------------------------------------------------------|--------------------------|------|------|------------|------------------------------------|------|------|------|--------------------------|-------|------|------|------------------------------------|-------|------|------|------------|------|------------|
| | Right | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Right | Thru | Left | | Peds | App. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 20 | 0 | 20 | 4 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 28 |
| 08:00 AM | 0 | 24 | 0 | 24 | 5 | 0 | 1 | 0 | 6 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 33 |
| 08:15 AM | 0 | 21 | 0 | 21 | 5 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 28 |
| 08:30 AM | 0 | 17 | 0 | 17 | 5 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 24 |
| Total Volume | 0 | 82 | 0 | 82 | 19 | 0 | 1 | 0 | 20 | 10 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 1 | 113 |
| % App. Total | 0 | 100 | 0 | | 95 | 0 | 5 | 0 | | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .854 | .000 | .854 | .950 | .000 | .250 | .000 | .833 | .833 | .000 | .000 | .833 | .000 | .250 | .000 | .000 | .250 | .856 |



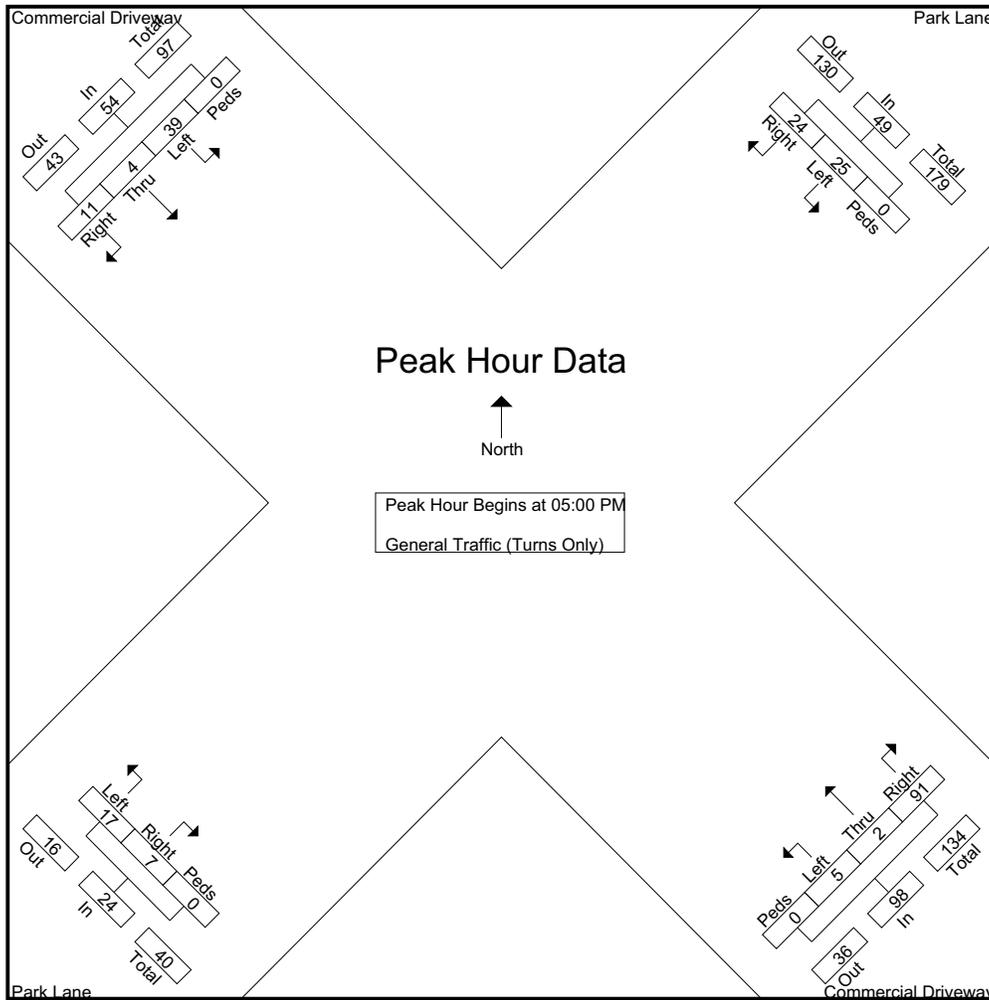
L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0017
 Intersection: Park Ln / Commercial Drive
 City: Farmington, Utah
 Control: Stop Sign

File Name : Park Ln & Commercial Drive
 Site Code : 00000000
 Start Date : 9/15/2016
 Page No : 5

| Start Time | Park Lane From Northeast | | | | Commercial Driveway From Southeast | | | | | Park Lane From Southwest | | | | Commercial Driveway From Northwest | | | | | Int. Total |
|------------------------------------------------------------|--------------------------|------|------|------------|------------------------------------|------|------|------|------------|--------------------------|------|------|------------|------------------------------------|------|------|------|------------|------------|
| | Right | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 4 | 6 | 0 | 10 | 36 | 0 | 1 | 0 | 37 | 3 | 4 | 0 | 7 | 2 | 1 | 9 | 0 | 12 | 66 |
| 05:15 PM | 11 | 7 | 0 | 18 | 19 | 1 | 1 | 0 | 21 | 1 | 4 | 0 | 5 | 0 | 0 | 6 | 0 | 6 | 50 |
| 05:30 PM | 4 | 5 | 0 | 9 | 21 | 1 | 0 | 0 | 22 | 3 | 5 | 0 | 8 | 5 | 2 | 9 | 0 | 16 | 55 |
| 05:45 PM | 5 | 7 | 0 | 12 | 15 | 0 | 3 | 0 | 18 | 0 | 4 | 0 | 4 | 4 | 1 | 15 | 0 | 20 | 54 |
| Total Volume | 24 | 25 | 0 | 49 | 91 | 2 | 5 | 0 | 98 | 7 | 17 | 0 | 24 | 11 | 4 | 39 | 0 | 54 | 225 |
| % App. Total | 49 | 51 | 0 | | 92.9 | 2 | 5.1 | 0 | | 29.2 | 70.8 | 0 | | 20.4 | 7.4 | 72.2 | 0 | | |
| PHF | .545 | .893 | .000 | .681 | .632 | .500 | .417 | .000 | .662 | .583 | .850 | .000 | .750 | .550 | .500 | .650 | .000 | .675 | .852 |



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0017
Intersection: Park Ln / Station Parkway
City: Farmington, Utah
Control: Signalized

File Name : Park Ln & Station Pkwy
Site Code : 00000000
Start Date : 9/15/2016
Page No : 1

Groups Printed- General Traffic - Turns

| Start Time | Park Lane From Northeast | | | | | Station Parkway From Southeast | | | | | Park Lane From Southwest | | | | | Station Parkway From Northwest | | | | | Int. Total |
|-------------------|--------------------------|------|------|------|------------|--------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 19 | 95 | 84 | 0 | 198 | 34 | 3 | 1 | 0 | 38 | 3 | 110 | 5 | 0 | 118 | 7 | 10 | 76 | 0 | 93 | 447 |
| 07:15 AM | 25 | 102 | 84 | 0 | 211 | 32 | 4 | 4 | 1 | 41 | 12 | 89 | 2 | 0 | 103 | 4 | 13 | 70 | 0 | 87 | 442 |
| 07:30 AM | 26 | 95 | 85 | 0 | 206 | 42 | 3 | 0 | 0 | 45 | 6 | 86 | 6 | 0 | 98 | 10 | 12 | 41 | 0 | 63 | 412 |
| 07:45 AM | 33 | 120 | 86 | 0 | 239 | 42 | 3 | 2 | 1 | 48 | 1 | 69 | 7 | 0 | 77 | 7 | 16 | 65 | 0 | 88 | 452 |
| Total | 103 | 412 | 339 | 0 | 854 | 150 | 13 | 7 | 2 | 172 | 22 | 354 | 20 | 0 | 396 | 28 | 51 | 252 | 0 | 331 | 1753 |
| 08:00 AM | 19 | 114 | 83 | 0 | 216 | 34 | 6 | 4 | 0 | 44 | 4 | 80 | 13 | 0 | 97 | 11 | 16 | 70 | 0 | 97 | 454 |
| 08:15 AM | 28 | 145 | 68 | 0 | 241 | 30 | 4 | 3 | 1 | 38 | 3 | 113 | 5 | 0 | 121 | 16 | 8 | 56 | 0 | 80 | 480 |
| 08:30 AM | 29 | 118 | 92 | 0 | 239 | 71 | 7 | 3 | 0 | 81 | 8 | 110 | 8 | 0 | 126 | 9 | 10 | 64 | 0 | 83 | 529 |
| 08:45 AM | 34 | 117 | 126 | 0 | 277 | 34 | 6 | 1 | 0 | 41 | 8 | 119 | 11 | 0 | 138 | 15 | 15 | 61 | 0 | 91 | 547 |
| Total | 110 | 494 | 369 | 0 | 973 | 169 | 23 | 11 | 1 | 204 | 23 | 422 | 37 | 0 | 482 | 51 | 49 | 251 | 0 | 351 | 2010 |
| ----- | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 64 | 105 | 126 | 0 | 295 | 160 | 18 | 7 | 0 | 185 | 6 | 132 | 8 | 0 | 146 | 11 | 18 | 45 | 1 | 75 | 701 |
| 04:15 PM | 62 | 131 | 143 | 1 | 337 | 130 | 18 | 3 | 0 | 151 | 5 | 107 | 14 | 0 | 126 | 4 | 11 | 38 | 0 | 53 | 667 |
| 04:30 PM | 68 | 147 | 130 | 0 | 345 | 138 | 25 | 7 | 0 | 170 | 9 | 129 | 21 | 0 | 159 | 9 | 7 | 46 | 0 | 62 | 736 |
| 04:45 PM | 59 | 137 | 143 | 0 | 339 | 128 | 18 | 8 | 0 | 154 | 9 | 107 | 10 | 0 | 126 | 4 | 17 | 51 | 0 | 72 | 691 |
| Total | 253 | 520 | 542 | 1 | 1316 | 556 | 79 | 25 | 0 | 660 | 29 | 475 | 53 | 0 | 557 | 28 | 53 | 180 | 1 | 262 | 2795 |
| 05:00 PM | 65 | 147 | 137 | 1 | 350 | 153 | 15 | 12 | 0 | 180 | 6 | 159 | 11 | 0 | 176 | 5 | 15 | 41 | 0 | 61 | 767 |
| 05:15 PM | 80 | 145 | 154 | 0 | 379 | 158 | 31 | 11 | 0 | 200 | 10 | 117 | 18 | 0 | 145 | 8 | 6 | 33 | 0 | 47 | 771 |
| 05:30 PM | 68 | 140 | 176 | 0 | 384 | 129 | 27 | 11 | 0 | 167 | 8 | 126 | 22 | 0 | 156 | 13 | 22 | 52 | 0 | 87 | 794 |
| 05:45 PM | 71 | 143 | 176 | 0 | 390 | 178 | 32 | 5 | 0 | 215 | 12 | 115 | 16 | 0 | 143 | 11 | 12 | 42 | 0 | 65 | 813 |
| Total | 284 | 575 | 643 | 1 | 1503 | 618 | 105 | 39 | 0 | 762 | 36 | 517 | 67 | 0 | 620 | 37 | 55 | 168 | 0 | 260 | 3145 |
| Grand Total | 750 | 2001 | 1893 | 2 | 4646 | 1493 | 220 | 82 | 3 | 1798 | 110 | 1768 | 177 | 0 | 2055 | 144 | 208 | 851 | 1 | 1204 | 9703 |
| Apprch % | 16.1 | 43.1 | 40.7 | 0 | | 83 | 12.2 | 4.6 | 0.2 | | 5.4 | 86 | 8.6 | 0 | | 12 | 17.3 | 70.7 | 0.1 | | |
| Total % | 7.7 | 20.6 | 19.5 | 0 | 47.9 | 15.4 | 2.3 | 0.8 | 0 | 18.5 | 1.1 | 18.2 | 1.8 | 0 | 21.2 | 1.5 | 2.1 | 8.8 | 0 | 12.4 | |
| General Traffic | 750 | 2001 | 1892 | 2 | 4645 | 1493 | 220 | 81 | 3 | 1797 | 110 | 1768 | 177 | 0 | 2055 | 144 | 208 | 851 | 1 | 1204 | 9701 |
| % General Traffic | 100 | 100 | 99.9 | 100 | 100 | 100 | 100 | 98.8 | 100 | 99.9 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| U-Turns | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % U-Turns | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 1.2 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

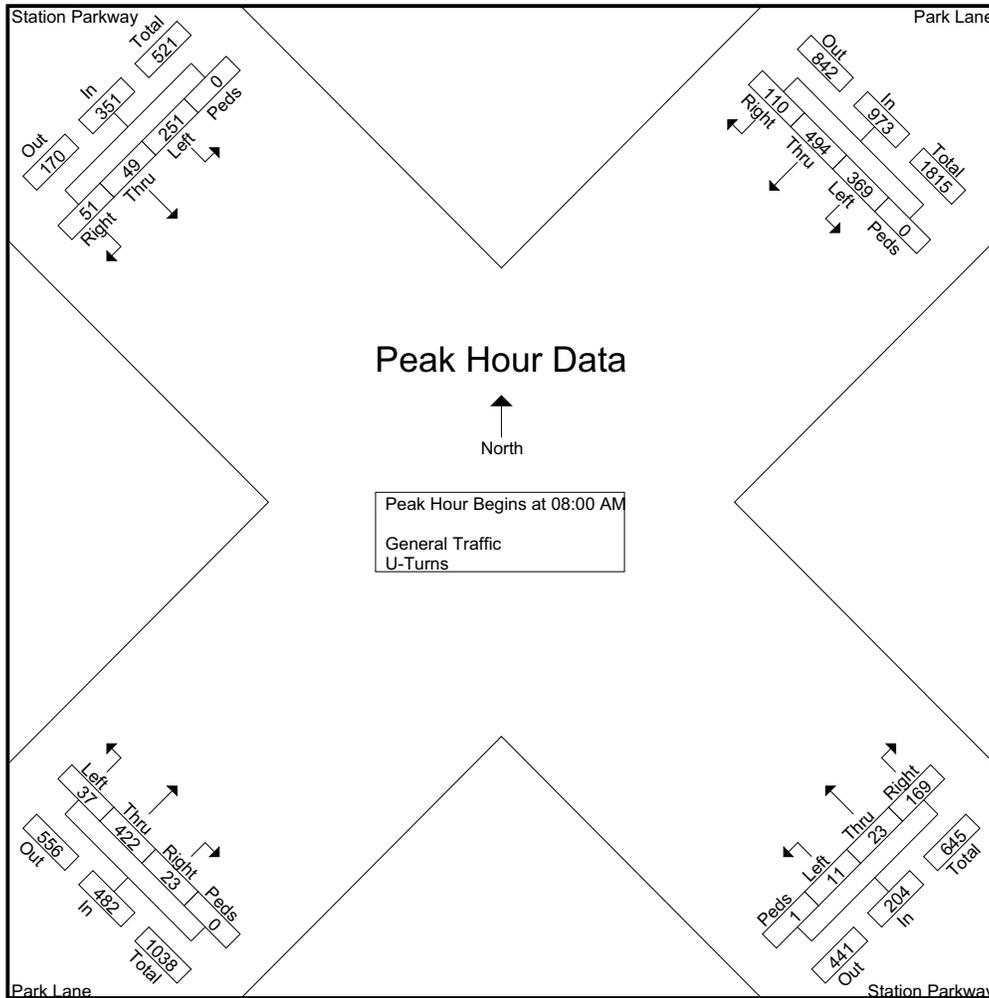
L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0017
 Intersection: Park Ln / Station Parkway
 City: Farmington, Utah
 Control: Signalized

File Name : Park Ln & Station Pkwy
 Site Code : 00000000
 Start Date : 9/15/2016
 Page No : 3

| Start Time | Park Lane From Northeast | | | | | Station Parkway From Southeast | | | | | Park Lane From Southwest | | | | | Station Parkway From Northwest | | | | | Int. Total |
|------------------------------------------------------------|--------------------------|------|------|------|------------|--------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 19 | 114 | 83 | 0 | 216 | 34 | 6 | 4 | 0 | 44 | 4 | 80 | 13 | 0 | 97 | 11 | 16 | 70 | 0 | 97 | 454 |
| 08:15 AM | 28 | 145 | 68 | 0 | 241 | 30 | 4 | 3 | 1 | 38 | 3 | 113 | 5 | 0 | 121 | 16 | 8 | 56 | 0 | 80 | 480 |
| 08:30 AM | 29 | 118 | 92 | 0 | 239 | 71 | 7 | 3 | 0 | 81 | 8 | 110 | 8 | 0 | 126 | 9 | 10 | 64 | 0 | 83 | 529 |
| 08:45 AM | 34 | 117 | 126 | 0 | 277 | 34 | 6 | 1 | 0 | 41 | 8 | 119 | 11 | 0 | 138 | 15 | 15 | 61 | 0 | 91 | 547 |
| Total Volume | 110 | 494 | 369 | 0 | 973 | 169 | 23 | 11 | 1 | 204 | 23 | 422 | 37 | 0 | 482 | 51 | 49 | 251 | 0 | 351 | 2010 |
| % App. Total | 11.3 | 50.8 | 37.9 | 0 | | 82.8 | 11.3 | 5.4 | 0.5 | | 4.8 | 87.6 | 7.7 | 0 | | 14.5 | 14 | 71.5 | 0 | | |
| PHF | .809 | .852 | .732 | .000 | .878 | .595 | .821 | .688 | .250 | .630 | .719 | .887 | .712 | .000 | .873 | .797 | .766 | .896 | .000 | .905 | .919 |



L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0017
 Intersection: Park Ln / Station Parkway
 City: Farmington, Utah
 Control: Signalized

File Name : Park Ln & Station Pkwy
 Site Code : 00000000
 Start Date : 9/15/2016
 Page No : 5

| Start Time | Park Lane From Northeast | | | | | Station Parkway From Southeast | | | | | Park Lane From Southwest | | | | | Station Parkway From Northwest | | | | | Int. Total |
|------------------------------------------------------------|--------------------------|-------|------|-------|------------|--------------------------------|-------|------|-------|------------|--------------------------|-------|------|------|------------|--------------------------------|-------|------|------|------------|------------|
| | Rig ht | Thr u | Left | Ped s | App. Total | Rig ht | Thr u | Left | Ped s | App. Total | Right | Thr u | Left | Peds | App. Total | Right | Thr u | Left | Peds | App. Total | |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 65 | 147 | 137 | 1 | 350 | 153 | 15 | 12 | 0 | 180 | 6 | 159 | 11 | 0 | 176 | 5 | 15 | 41 | 0 | 61 | 767 |
| 05:15 PM | 80 | 145 | 154 | 0 | 379 | 158 | 31 | 11 | 0 | 200 | 10 | 117 | 18 | 0 | 145 | 8 | 6 | 33 | 0 | 47 | 771 |
| 05:30 PM | 68 | 140 | 176 | 0 | 384 | 129 | 27 | 11 | 0 | 167 | 8 | 126 | 22 | 0 | 156 | 13 | 22 | 52 | 0 | 87 | 794 |
| 05:45 PM | 71 | 143 | 176 | 0 | 390 | 178 | 32 | 5 | 0 | 215 | 12 | 115 | 16 | 0 | 143 | 11 | 12 | 42 | 0 | 65 | 813 |
| Total Volume | 284 | 575 | 643 | 1 | 1503 | 618 | 105 | 39 | 0 | 762 | 36 | 517 | 67 | 0 | 620 | 37 | 55 | 168 | 0 | 260 | 3145 |
| % App. Total | 18.9 | 38.3 | 42.8 | 0.1 | | 81.1 | 13.8 | 5.1 | 0 | | 5.8 | 83.4 | 10.8 | 0 | | 14.2 | 21.2 | 64.6 | 0 | | |
| PHF | .888 | .978 | .913 | .250 | .963 | .868 | .820 | .813 | .000 | .886 | .750 | .813 | .761 | .000 | .881 | .712 | .625 | .808 | .000 | .747 | .967 |

