

FARMINGTON CITY, UTAH

ORDINANCE NO. 2008-16

AN ORDINANCE ADOPTING A "SCENIC BYWAY MASTER PLAN" AS AN ELEMENT OF THE FARMINGTON CITY COMPREHENSIVE GENERAL PLAN.

WHEREAS, the City has determined that to promote the orderly growth of the City, and to promote the health, safety and general welfare of the residents of the City, the General Plan should be amended to add a document titled the "Scenic Byway Master Plan"; and

WHEREAS, the Utah Department of Transportation is now constructing the Legacy Parkway from Salt Lake City to the Park Lane/I-15 interchange in Farmington City and representatives from Farmington City, Centerville City, West Bountiful City, Woods Cross City, North Salt Lake City, and Davis County prepared a proposed Scenic Byway Master Plan for an area encompassing the Parkway and land adjacent thereto and in the general vicinity thereof; and

WHEREAS, the Farmington City Planning Commission has reviewed the Scenic Byway Master Plan and has recommended that said plan be incorporated as part of the General Plan of the City has set forth herein and has held all appropriate public hearings before the Planning Commission in accordance with Utah law to obtain public input regarding the proposed amendment to the General Plan; and

WHEREAS, the City Council has reviewed the proposed Scenic Byway Master Plan recommended by the Planning Commission and has held all appropriate public hearings before the City Council in accordance with Utah law to obtain public input regarding the proposed amendment to the General Plan; and

WHEREAS, the City Council desires to adopt the proposed Scenic Byway Master Plan, as an element of the Farmington City Comprehensive General Plan;

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF FARMINGTON CITY, STATE OF UTAH:

Section 1. Amendment. The Farmington City Comprehensive General Plan, is hereby amended by adding the "Scenic Byway Master Plan", which is attached hereto as Exhibit "A" and by this reference made a part hereof.

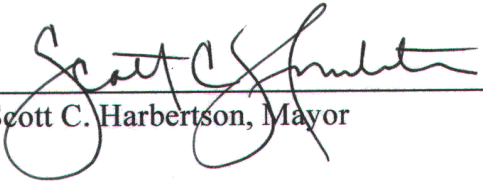
Section 2. Severability. If any section, subsection, clause, sentence or portion of this Ordinance is declared, for any reason, to be unconstitutional, invalid, void or unlawful, such decision shall not affect the validity of the remaining portions of the Ordinance and such remaining portions shall remain in full force and effect.

Section 3. Omission not Waiver. The omission to specify or enumerate in this Chapter those provisions of general law applicable to all cities shall not be construed as a waiver of the benefits of any such provisions.

Section 4. Effective Date. This Ordinance shall become effective upon publication or posting, or thirty (30) days after passage, whichever occurs first.

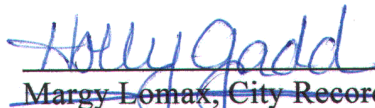
PASSED AND ADOPTED by the City Council of Farmington City, State of Utah, on this 19th day of February, 2008.

FARMINGTON CITY

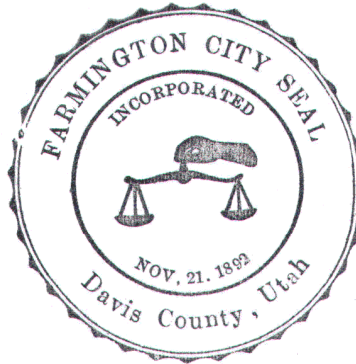


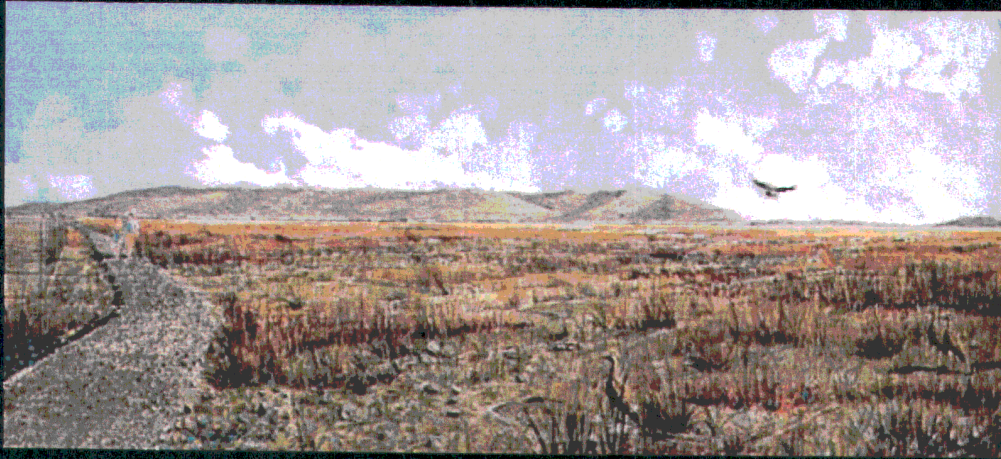
Scott C. Harbertson, Mayor

ATTEST:



~~Margy Lomax, City Recorder~~
Holly Gadd, Deputy Recorder








SCENIC BYWAY MASTER PLAN

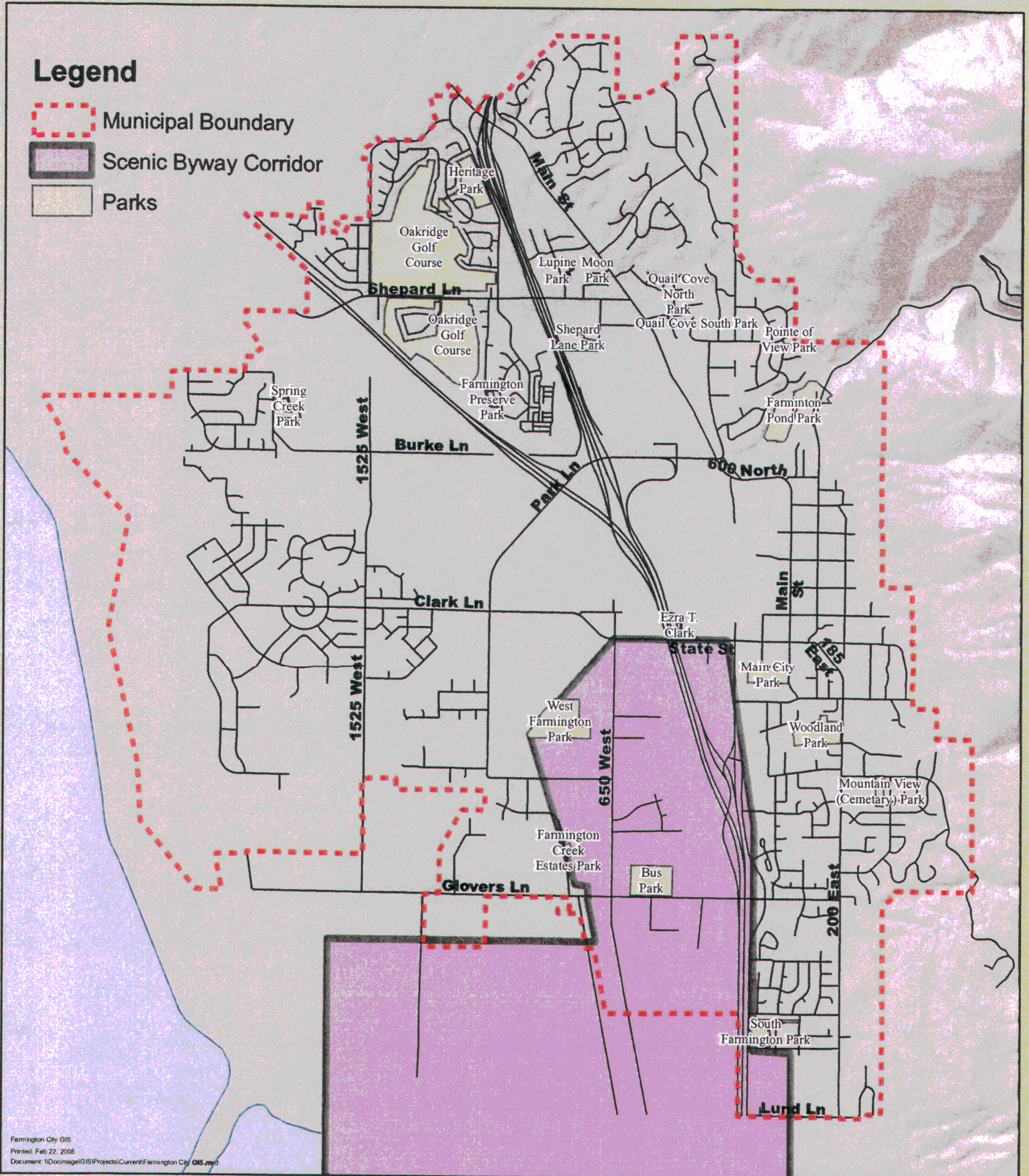
LEGACY PARKWAY | 2007

FARMINGTON, CENTERVILLE, WOODS CROSS, WEST BOUNTIFUL, NORTH SALT LAKE, AND DAVIS COUNTY

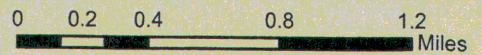
EXHIBIT X

Legend

-  Municipal Boundary
-  Scenic Byway Corridor
-  Parks



Farmington City GIS
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Document: I:\Documents\GIS\Projects\Current\Farmington City GIS.mxd



FARMINGTON CITY GIS
Legacy Scenic Byway Corridor

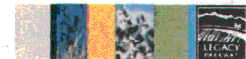


1 inch equals 0.57 miles

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7 land use plan	45
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SCENIC BYWAY MASTER PLAN



Byway Planning Team:

Farmington	Dave Peterson, City Planner
Centerville	Cory Snyder, City Planner
Woods Cross	Gary Uresk, City Manager
West Bountiful	Wendell Wild, City Administrator
North Salt Lake	Blaine Gehring, City Planner
Davis County	Neka Roundy, Community Economic Development

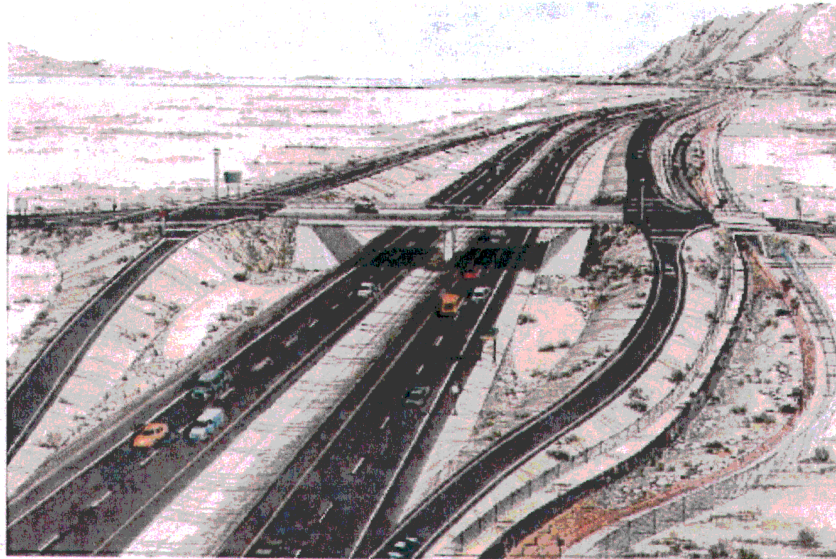
Consultants:

MGB+A
The Grassli Group

Sharen Hauri,
Land Planner

Leonard Grassli,
Landscape Architect

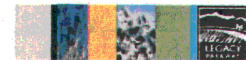
introduction



The design for the Legacy Parkway evolved from a traditional highway into an innovative parkway. An increased emphasis on context-sensitive design and environmental preservation, has made the Parkway a prime candidate for designation as a National Scenic Byway. The communities that line the Parkway (North Salt Lake, West Bountiful, Woods Cross, Centerville, Farmington, and Davis County) are pleased to have the Parkway become an opportunity for enhancing their communities and their identity. They have proposed a Scenic Byway designation as a way to protect the aesthetic character of this corridor, encourage appropriate land use, and enhance overall property values. This Scenic Byway would become one of twenty-seven state scenic byways in Utah and the first along the Great Salt Lake.

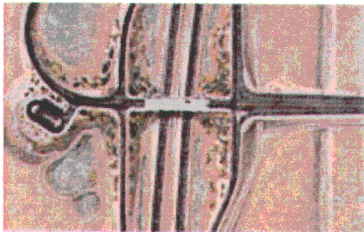
As home to hundreds of species of plants and animals, the Great Salt Lake provides seasonal refuge for millions of migrating birds from around the world. This ecosystem is part of the Western Hemispheric Shorebird Reserve Network, a distinction unique to only five areas in the lower 48 states. The distinctive environment along the Parkway lends a strong case to the Byway Committee's application for National Scenic Byway designation. The Parkway was also designed to appeal to travelers and visitors and is already a State Scenic Byway. Davis County is poised to benefit from increased tourism if local attractions and unique features are appropriately highlighted through viewpoints, interpretive signage and programs, educational tools, and visitor centers.

The Legacy Parkway settlement agreement protected large stretches of the land west of the Parkway as a nature preserve, precluding any development or outdoor advertising. On the other hand, private parties own nearly all of the land east of the Parkway and stretches of land to the west Parkway through Centerville and Farmington. This land is literally ripe for development. The local municipalities want to exercise their local control



to help preserve the views of the mountains and lake along this corridor and enhance its natural character. They want to protect this area from excess urban encroachment, including incompatible development and visual clutter such as power lines, phone towers, and outdoor advertisement. This Scenic Byway designation is seen as a step in the right direction and a basis for greater local government involvement in planning for the future of this Byway.

The local communities established a Scenic Byway committee to put forth a regional vision for growth in this corridor, and eventually, to apply for National Scenic Byway designation. Until construction is complete, the Parkway is not eligible for full designation. This committee is trying to stay ahead of the curve, ready to adopt the designation and supportive regulation before development pressures preclude this opportunity. The Committee seeks uniform guidelines for the Parkway corridor, including zoning, building bulk, land use, signage, visibility, and aesthetic guidelines that each of the local communities can adopt. It is of utmost importance that this be a community effort and represent the desires of all its residents. This plan and process and product were crafted to develop "ownership" of the Parkway by the people who will ultimately use and care for the place. This plan expresses the vision and desires of these communities and the legacy they wish to leave future generations.



Unique features of the Legacy Parkway, including the Parkway trail system, created wetlands, and interpretive kiosks (left) and an orchard gateway in Farmington (right).

An important part of designating a Scenic Byway is to create a name and tagline that describes its unique offerings. The following are suggestions for referring to this Parkway in a way that highlights its intrinsic qualities:

- "The Legacy Parkway" is the name of the Scenic Byway.
- "Gateway to the Great Salt Lake" is the suggested Scenic Byway tagline, highlighting the unique ecosystem that the roadway passes through.
- "Great Salt Lake Trail" is the suggested name for the trail network along the lake.



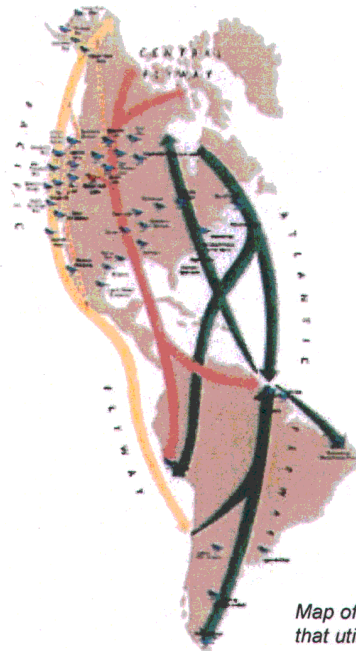
2

intrinsic qualities



Intrinsic qualities are the character-defining resources within a scenic byway corridor that attract and engage visitors. To be designated a National Scenic Byway, a road must possess characteristics of regional significance within at least one of the intrinsic qualities. All-American Roads must possess characteristics of national significance in at least two of the intrinsic qualities. The six intrinsic qualities and how they are fulfilled (or not) by the Legacy Parkway are described here.

primary intrinsic qualities



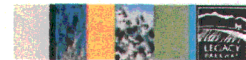
Map of the international migratory bird flyways that utilize the Great Salt Lake.

natural

The hallmark of the Legacy Parkway Scenic Byway is the Great Salt Lake, including its biology, geomorphology/topography, and natural history. This corridor is internationally recognized for its migratory bird flyway as well as the lake's unique ecosystem.

scenic

This Scenic Byway was designed as a parkway to enhance the enjoyment of the scenery of this unique place. Important views to the Great Salt Lake, the Wasatch mountains, Antelope Island and western mountain ranges as well as to the cities in this narrow corridor represent a microcosm of our region.



secondary intrinsic qualities



Potential D&RG trail corridor that could complement the Legacy Trail system.

recreational

The location and design of the Legacy Parkway has created many new recreation opportunities, including trails, overlooks, wildlife watching areas, and scenic byway tourism. Adjacent communities are planning parks, trails and trailheads in the corridor that will enhance the byway experience and access to the corridor.

additional intrinsic qualities



Future interpretive areas could highlight archaeological and ecological features.

archeological

Important archaeological evidence of pre-historic cultures have been found along the Great Salt Lake, including pit houses, burials, and artifact middens. While fascinating, these stories are not very well-known or evident in the corridor and few existing resources or facilities exist to directly interpret it.

historic

In historic times, this area was settled by Mormon pioneers who established several small towns and established regionally important farmlands between them. Today, these stories are a strong part of community identities, but there is little visible evidence of historic settlement patterns in the corridor as the agricultural heritage is severely diminished and town centers are slightly off the Parkway route.



Historic home in Centerville at Parrish & Main.

cultural

The Byway communities have strong cultural identities, but this is more evident in the city centers than in the Byway's immediate corridor. Many of the cultural attractions are of contemporary interest and regional importance.



3

corridor boundaries

byway corridor

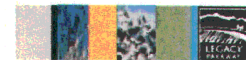
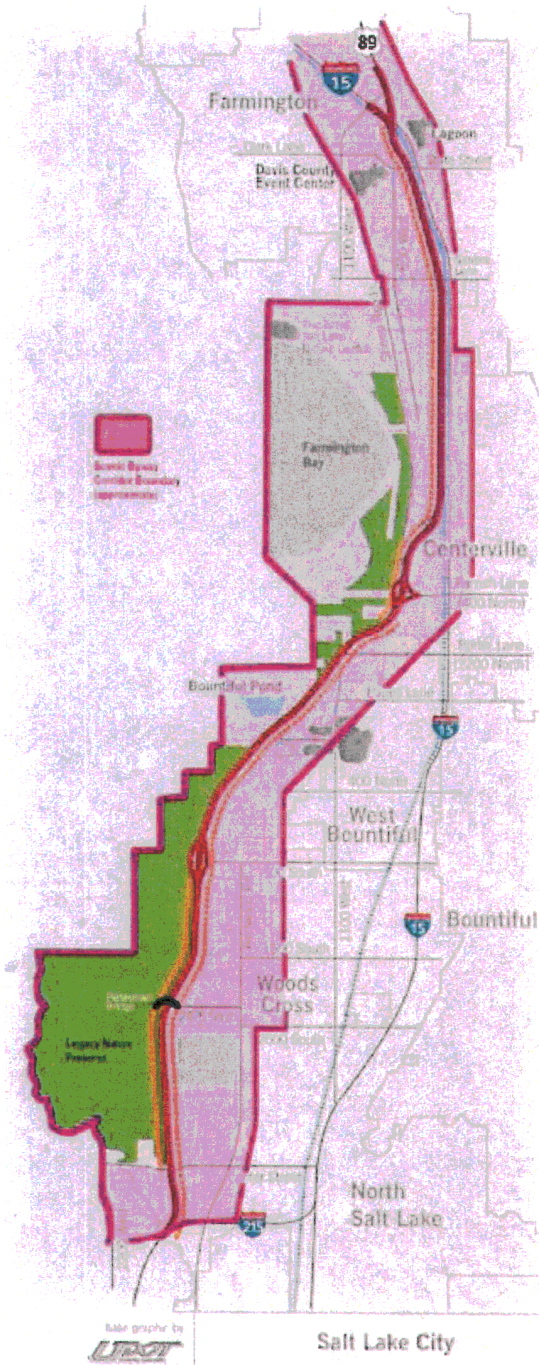
A corridor boundary must be set for the purposes of Byway planning and management. The Byway Corridor encompasses lands directly adjacent to the Byway that merit direct management and planning to enhance the Byway experience. These lands are the most critical to protect and have the highest level of design standards and planning control by each municipality. This corridor boundary, shown in Map 1, also designates a rough boundary for the "Parkway Overlay District," for which special design guidelines are proposed in Chapter 6.

area of influence

Lands that are out of the immediate vicinity of the Byway may also support the purposes and goals of the Byway. This includes the Byway viewed from the Great Salt Lake to the Wasatch Mountains, as well as important historic districts and sites, cultural attractions, and trail connections. These places merit attention to promote community connections, complementary uses, and a seamless pristine view. While outside the Byway Overlay District, other planning tools may be used to help manage these areas in a way that complements the Byway, including Hillside Preservation Zones, Historic Districts, signage ordinances, and park and trail plans.

As per the motion of the Farmington City Council Meeting on February 19, 2008, the area of influence illustrated on Map 2 is amended as shown in Exhibit "X" attached hereto and by this reference made a part hereof.

Map 2: Scenic Byway Corridor



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The Legacy Parkway Scenic Byway was created to preserve the remarkable natural, scenic, and recreational qualities of this corridor along the Great Salt Lake. The Legacy Parkway Scenic Byway Committee is dedicated to guiding local community efforts to promote and protect this unique identity and sense of place.

our vision includes:

1. Preserving a visually pristine parkway setting and viewshed.
2. Creating a responsible and beautiful interface between the urban and natural environments.
3. Protecting the corridor as a special place that is unique and inviting to visitors who make it a destination.
4. Making the most of the unique corridor design — a modern parkway and a trend-setter for context-sensitive solutions.
5. Uniting communities along the Legacy corridor with the Parkway, trails, and new recreation and education opportunities.
6. Enhancing the recreation opportunities of the Parkway trail by connecting it to other regional trails and destinations and by creating new places and different ways to experience the outdoors here.
7. Education and interpretation to help people discover and appreciate the natural and cultural history of this area.
8. Using the Parkway to help build a new community identity and image for south Davis County as people enjoy the new viewpoints and perspectives provided by the scenic byway.
9. Promoting the scenic byway as a destination— for visitors from around the country and globe, as well as local residents to appreciate and enjoy regularly.



Boardwalk trail at the Great Salt Lake Shorelands Preserve.

These vision statements form a foundation for design and master planning of new projects along the Parkway. The first four vision statements set a standard for design guidelines, found in Chapter 6. This vision should apply not only to the Parkway, but also to the lands adjacent to the Parkway. They help create a seamless Parkway experience from the road into adjacent communities. The last five statements suggest projects and master plans that should be pursued in order to create a more appealing and user-friendly parkway. They help make the Parkway a destination and community asset. They should guide future Parkway enhancement projects, community connections, and scenic byway marketing.



5

parkway style

theme

The Legacy Parkway has a unique style, which was established during the road design process. The style has a Shoreland Motif — a pastoral theme reminiscent of the natural shoreland landscape and topography.

pastoral

- broad open spaces and skies with expansive vistas
- slowly undulating lines
- sense of breeziness
- low, native, grassy meadow vegetation
- natural materials and textures
- embracing the outdoors

simple

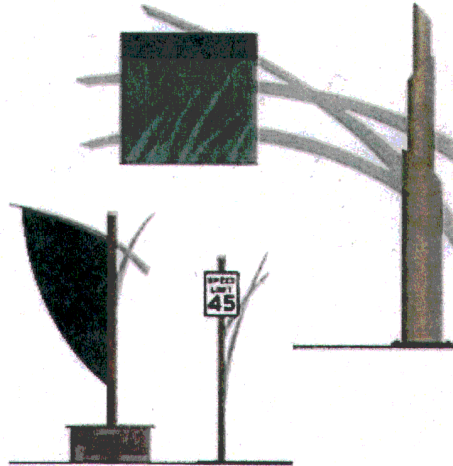
- clean, simple lines
- bold gestures that recall natural forms
- limited color palette
- low contrast
- uncluttered
- quiet

human-scaled

- structures proportioned to people instead of vehicles
- comfortably-scaled spaces
- low-profile forms hugging the horizon
- pedestrian-friendly
- interesting details and textures
- slow-paced, with places to pause
- appealing to all senses



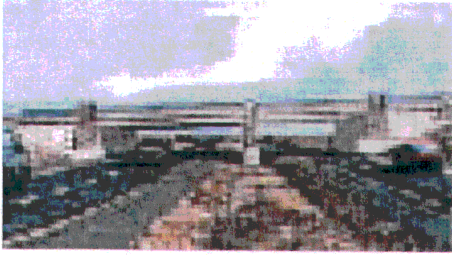
The Parkway's pastoral styling draws from the natural features of the landscape it traverses.



Parkway signage is reminiscent of grasses blowing in the breeze. The form of a sail reminds one of the lake and water in the distance.



The Parkway is more human scaled and pedestrian-friendly than a typical highway.



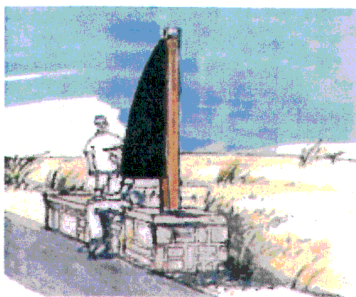
Low overpass of colored concrete with stacked stone accents.



Boardwalks and weathered wood reminiscent of the shore at Great Salt Lake Shorelands Preserve.



Native vegetation with soft-surface trail.



Stacked stone work, boulder walls, and low berms.

materials

The Parkway Style features materials and colors that reflect the Great Salt Lake landscape.

natural materials

- stacked stone
- natural or stained wood
- concrete and stucco with suitable texture and color
- crushed gravel
- mixture of materials to break up large surfaces, create human scale & interest
- subtle, non-reflective colors and stains

natural vegetation

- informal placement
- wide variety of species, mixed together
- subtle flowers and colors
- grassland appearance
- four-season interest
- predominance of annual and perennial grasses and forbs
- occasional shrubs and trees
- drought-tolerant and low-resource consumption

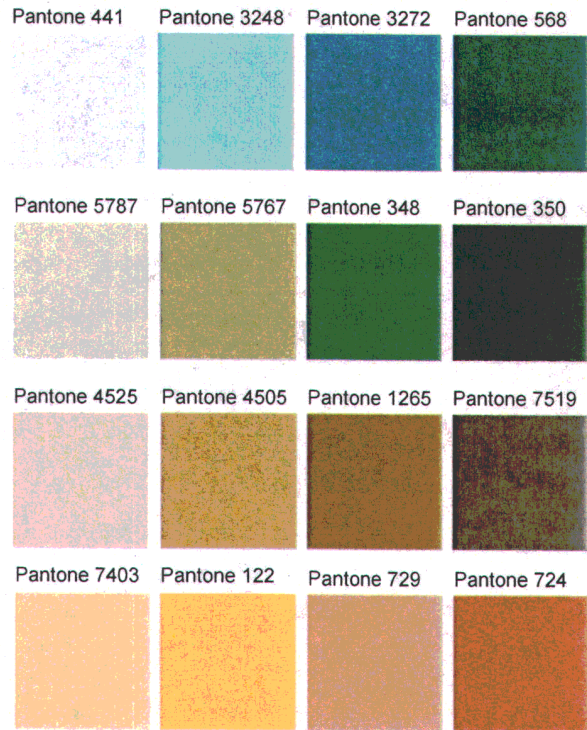
accents

- landscape boulders
- grassy swales and berms
- open fencing
- natural and soft surface trails
- terraced walls of limited height
- natural-appearing water features

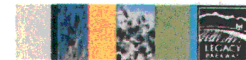
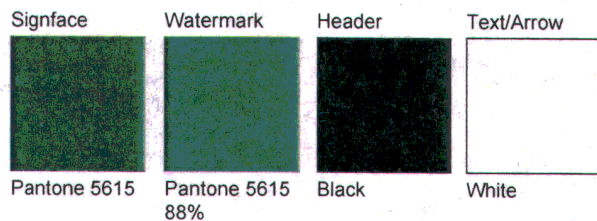


colors

These colors are recommended for use on buildings, fences, signs and other elements visible from the Parkway.



These colors are used on UDOT's Parkway signage.





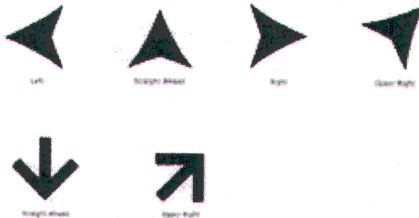
Example of special font used throughout a resort area. (Vail, Colorado)



Parkway sign color palette and font used on highway signage.

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z
a b c d e f g h i j k l m n o p q r s t u v w x y z
0 1 2 3 4 5 6 7 8 9

Clearview font.



Parkway sign symbols.

symbols

font

Clearview is the font style used by UDOT on all Parkway signage. Clearview was specially designed to maximize visibility and is the official new font for all Federal Highway signs. Clearview is recommended for use on all associated parkway highway signage.

Complementary fonts are recommended for associated Parkway signage such as trailhead and interpretive signs. Complementary fonts are also recommended, where appropriate, for commercial and civic signage.

symbols

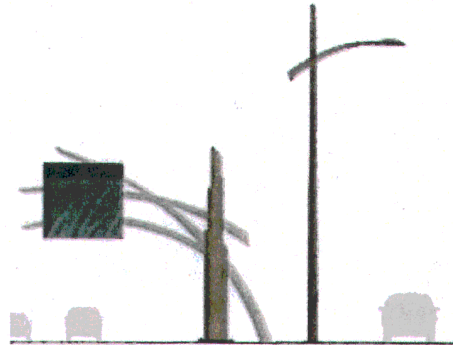
New symbols were designed by UDOT for all Parkway signage. These symbols are recommended for use on signage within the Byway corridor.



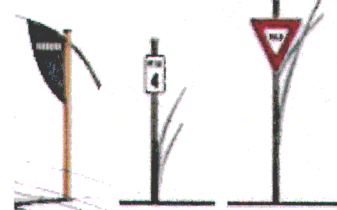
streetscape

The Legacy Parkway Scenic Byway strives to provide an experience that reminds visitors of the natural landscape. Streetscape elements are important contributors to a sense of place.

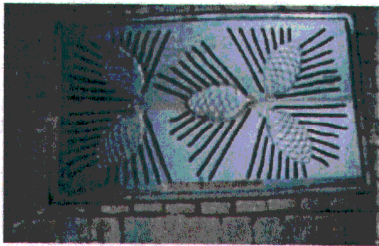
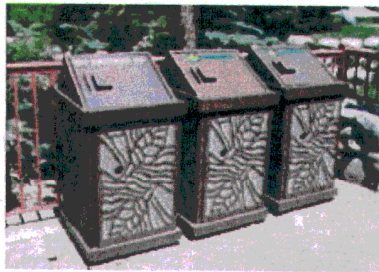
A new Streetscape Program is recommended to enhance the byway experience and help establish a Parkway Style. Streetscape includes light fixtures, benches, trash cans, bike racks, drinking fountains, bollards, tree grates, utility covers, street signs, kiosks and interpretive signs.



Legacy Parkway roadway signs and lighting.



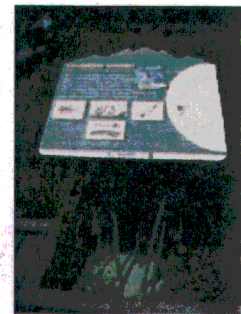
Legacy Parkway designs for trail sign (left), mile marker (center), and street sign (right).



(Top to bottom) Coordinated trash and recycling cans, bike rack, and utility cover. (Vail, Colorado)

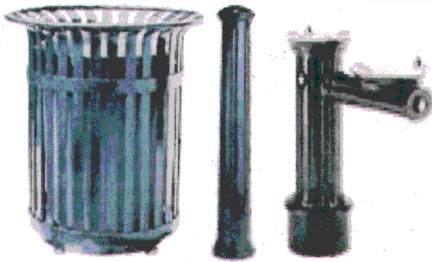


Kiosk (left) and street sign (right).



Directional sign (left) and Interpretive sign (right).





Coordinated bench, trash can, bollard, and drinking fountain for an urban streetscape program.

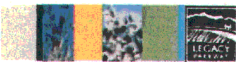


Master planned streetscape and screening can give a cohesive appearance to an otherwise disconnected streetfront.



Signage and boardwalk harmonize with the natural landscape at Great Salt Lake Shorelands Preserve

A new Streetscape Program for the Legacy Parkway Overlay District should also set standards for locating streetscape items and how to shape the overall experience of roads that connect to the parkway. Standards are needed for spacing and heights of lights, trees, shrubs, and so on in areas near the Parkway.



landscape

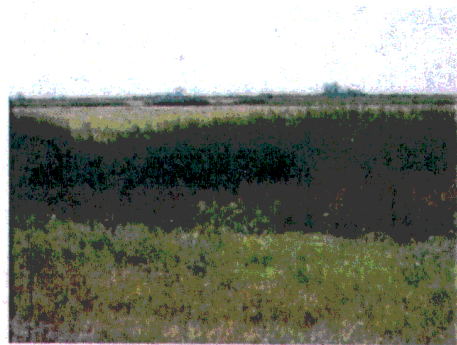
The Legacy Parkway Scenic Byway strives to protect and enhance the natural landscape. The natural community of wetland and shoreland plants should be restored or enhanced. Plants used along the Parkway should complement the goals of the Legacy Nature Preserve. The primary landscape and plant community of the Preserve and adjacent areas are alkaline knolls and grasslands, as shown on Map 2: *Legacy Preserve Vegetation and Habitat Map* on the next page.

The primary goal of landscape restoration is to create a diversity of plants species and vegetation heights, widths and ages to:

- support a range of wildlife species
- offer different habitat needs (nesting, foraging, cover, etc.)
- support plant succession (allowing plant diversity to adapt to current conditions of weather, plant mixtures and wildlife)
- eradicate exotic and potentially invasive plants

It is critical that appropriate plants are utilized. Exotic and invasive plants can overtake native plants, alter the hydrology and ecosystem, and weaken critical habitats. In addition, insecticides, pesticides, and herbicides can have a detrimental impact on this lake ecosystem. Plants with high water demands and needing extensive chemical treatments should be avoided.

The recommended plant list here is not comprehensive, but it is a good starting point for selecting plants suited to the Parkway Style and supporting the eco-



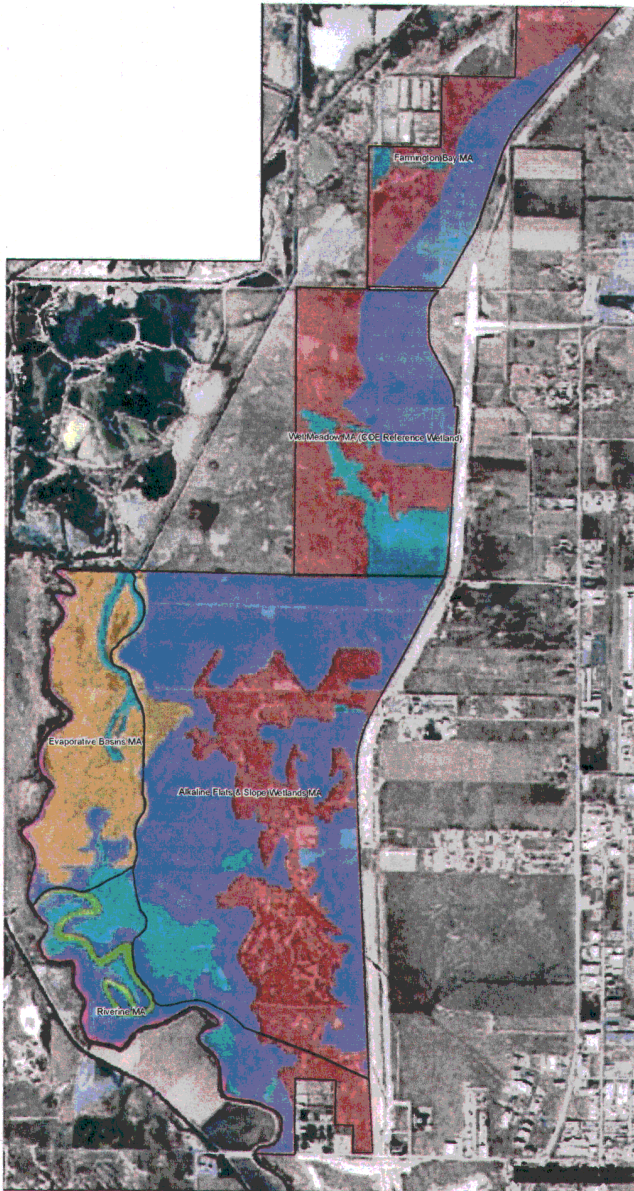
Typical upland / wetland plant mix (Legacy Nature Preserve).



Drier upland vegetation, such as greasewood, complements grassland areas (Antelope Island).



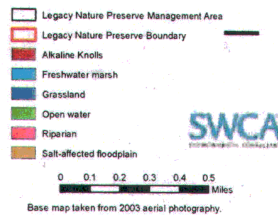
Grasslands used by ground-nesting birds, such as curlew.



North Salt Lake to West Bountiful



Centerville to Farmington



Map 2: Legacy Preserve Vegetation and Habitat Map

Source: *Legacy Nature Preserve Habitat Management Plan*, SWCA, Feb 2007.



logical goals of the Parkway and Preserve. It was developed with the assistance of the Legacy Preserve management.

recommended plants for natural areas

Trees for wet areas

- Box Elder (*Acer negundo*)
- Fremont cottonwood (*Populus fremontii*)
- Peachleaf Willow (*Salix amygdaloides*)
- Sandbar Willow (*Salix exigua*)



Greasewood

Shrubs for wet areas

- Red twig dogwood (*Cornus sericea*)
- River hawthorn (*Crataegus douglasii*)
- Chokecherry (*Prunus virginiana*)
- Oakleaf sumac (*Rhus trilobata*)
- Golden currant (*Ribes aureum*)
- Wood's rose (*Rosa woodsii*)



Fourwing saltbush

Grasses for wet areas

- Redtop (*Agrostis gigantea*)
- Nebraska sedge (*Carex nebrascensis*)
- Wooly sedge (*Carex lanuginosa*)
- Tufted hairgrass (*Deschampsia caespitosa*)
- Common spikerush (*Eleocharis palustris*)
- Baltic Rush (*Juncus balticus*)
- Torrey's rush (*Juncus torreyi*)
- Hardstem bulrush (*Schoenoplectus acutus*)
- Softstem bulrush (*Schoenoplectus tabernaemontani*)
- Alkali bulrush (*Scirpus maritimus*)
- Three-square bulrush (*Scirpus pungens*)



Oakleaf sumac

Shrubs

- Big sagebrush (*Artemisia tridentata*)
- Fourwing saltbush (*Atriplex canescens*)
- Shadscale (*Atriplex confertifolia*)
- Sickle saltbush (*Atriplex falcata*)
- Gardner's saltbush (*Atriplex gardneri*)
- Twistedleaf Rabbitbrush (*Chrysothamnus viscidiflorus*)
- Winterfat (*Krasheninnikovia lantana*)
- Greasewood (*Sarcobatus vermiculatus*)





Western wheatgrass



Great Basin wildrye



Lupine in flower

Grasses

- Bluebunch wheatgrass (*Pseudoroegneria spicata* ssp. *spicata*)
- Canby bluegrass (*Poa canbyi*)
- Sandberg bluegrass (*Poa secunda*)
- Sheep fescue (*Festuca ovina*)
- Western wheatgrass (*Pascopyrum smithii*)
- Bluebunch wheatgrass (*Pseudoroegneria spicata*)
- Slender wheatgrass (*Elymus trachycaulus* ssp. *trachycaulus*)
- Indian ricegrass (*Achnatherum hymenoides*)
- Bottlebrush squirreltail (*Elymus elymoides*)
- QuickGuard sterile triticale hybrid
- Purple lovegrass (*Eragrostis pectinacea*)
- Needle-and-thread grass (*Hesperostipa comata*)
- Great Basin wildrye (*Leymus cinereus*)
- Sand dropseed (*Sporobolus cryptandrus*)
- Alkali sacaton (*Sporobolus airoides*)
- Nuttall's alkaligrass (*Puccinellia nuttalliana*)

Forbs

- Rocky Mountain beeplant (*Cleome serrulata*)
- California poppy (*Eschscholzia californica*)
- Northern sweetvetch (*Hedysarum boreale*)
- Blue flax (*Linum lewisii*)
- Silky lupine (*Lupinus sericeus*)
- Forget-me-not (*Myosotis* sp.)
- Tall Evening primrose (*Oenothera hookeri*)
- Palmer penstemon (*Penstemon palmeri*)
- Rocky Mountain penstemon (*Penstemon strictus*)
- Munro globemallow (*Sphaeralcea munroana*)
- Globemallow (*Sphaeralcea coccinea*)



The following plants threaten the health of the shoreland ecosystem and should be avoided within the Parkway corridor:

invasive plants to avoid

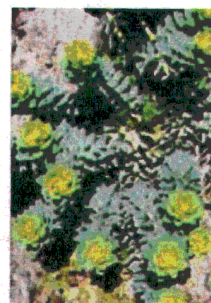
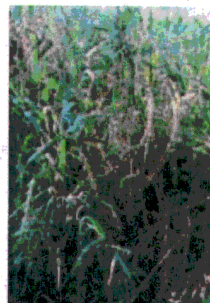
- Russian Knapweed (*Acroptilon repens*)
- Jointed Goatgrass (*Aegilops cylindrica*)
- Crested wheatgrass (*Agropyron cristatum*)
- Tall wheatgrass (*Agropyron elongatum*)
- Alyssum (*Alyssum minus*)
- Burdock (*Arctium minus*)
- Smooth brome (*Bromus inermis*)
- Cheatgrass (*Bromus tectorum*)
- Hoary Cress (*Cardaria draba*)
- Musk Thistle (*Carduus nutans*)
- Diffuse Knapweed (*Centaurea diffusa*)
- Yellow Star-Thistle (*Centaurea solstitialis*)
- Spotted Knapweed (*Centaurea stoebe* Ssp. *Micranthos*)
- Squarrose Knapweed (*Centaurea virgata*)
- Canada Thistle (*Cirsium arvense*)
- Bull Thistle (*Cirsium vulgare*)
- Poison Hemlock (*Conium maculatum*)
- Field Bindweed (*Convolvulus arvensis*)
- Bermudagrass (*Cynodon dactylon*)
- Houndstongue (*Cynoglossum officinale*)
- Orchardgrass (*Dactylis glomerata*)
- Common Teasel (*Dipsacus fullonum*)
- Russian Olive (*Elaeagnus angustifolia*)
- Quackgrass (*Elymus repens*)
- Leafy Spurge (*Euphorbia esula*)
- Myrtle Spurge (*Euphorbia myrsinites*)
- Dyer's Woad (*Isatis tinctoria*)
- Perennial Pepperweed (*Lepidium latifolium*)
- Dalmatian Toadflax (*Linaria dalmatica*)
- Purple Loosestrife (*Lythrum salicaria*)
- Scotch Thistle (*Onopordum acanthium*)
- Reed canarygrass (*Phalaris arundinacea*)
- Phragmites (*Phragmites australis*)
- Kentucky bluegrass (*Poa pratensis*)
- Green foxtail (*Setaria viridis*)
- Annual rye (*Secale cereale*)
- Buffalobur (*Solanum rostratum*)
- Johnsongrass (*Sorghum halepense*)
- Medusahead (*Taeniatherum caput-Medusae*)



Invasive phragmites



Invasive tamarisk



Invasive reed canary grass (left) and myrtle spurge (right), often used in Utah residential landscapes.



invasive plants, cont.

Tamarisk (*Tamarix ramosissima*)

Intermediate wheatgrass (*Thinopyrum
intermedium*)

Puncturevine (*Tribulus terrestris*)

Mullein (*Verbascum thapsus*)

Cocklebur (*Xanthium strumarium*)



6

design guidelines

Federal guidelines state that corridor management plans (CMP) funded by the National Scenic Byways Program must address how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor. This Master Plan is in preparation for a future CMP that will be undertaken once the Parkway is completed. The following Design Guidelines have been written to outline basic principles to ensure the Legacy Parkway and its associated development continue to support the vision of a scenic byway. The intent is to preserve the spirit of the Parkway so it may continue to be enhanced and promoted as a National Scenic Byway.

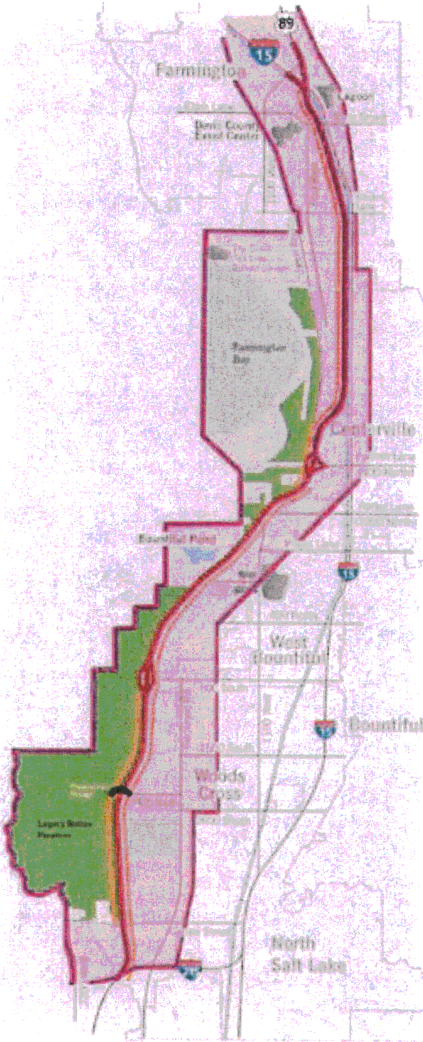


These Design Guidelines create a regional direction for the Parkway corridor. It is expected that they will be adopted by each individual jurisdiction to the fullest degree possible, while allowing flexibility for the proposed land use and changing character of the land around the Parkway. The guidelines clarify what will be expected when a project is reviewed by each municipality along the Parkway and set a uniform standard for each city to adopt into their applicable city plans or ordinances.

These design guidelines should be adopted by each municipality as a part of a "Parkway Overlay District." Once adopted by each community, this overlay district would ensure consistency and fairness for new projects located anywhere along the Parkway. The design guidelines would be most strictly applied in the overlay district, but can also be used to help guide development in areas around the Parkway that support the Byway appearance.

The design guidelines should be further detailed and adopted into the legal code of each municipality by means of ordinance. A model ordinance is provided in the Appendix for cities to refine and adopt. This ordinance clarifies expectations and standards and gives this master plan legal "teeth" to be implemented. It will be tailored to suit each city's situation as it is adopted.





The Parkway Overlay District Boundary roughly matches the corridor boundary.

parkway overlay district

A Parkway Overlay District should be adopted in each municipality to apply a higher standard of quality to the design and planning in the corridor. Communities should develop a site approval process for the overlay zone that requires additional consideration of:

1. environmental protection measures,
2. design of site features such as signage, walls, fences, light fixtures to complement the Parkway Style,
3. design of buildings and structures to complement the Parkway Style,
4. accessory uses, and
5. viewshed preservation strategies

A primary consideration of applying these guidelines is whether or not a project is visible from the Parkway. The Parkway Overlay District should roughly follow the boundaries of the Byway Corridor, but each community needs to further refine this boundary to include its parcels and land uses of greatest concern.



vision principle #1

Preserve a visually pristine parkway setting and viewshed.



Pristine views to the Wasatch Mountains and to the Great Salt Lake are critical to the byway experience. Views to natural features, such as Farmington Bay, shown here, also contribute to its character.

guidelines

1A. Parkway Setting & Style

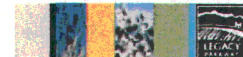
“Legacy Parkway will create a pastoral parkway experience for the traveler.”
(UDOT Final Signage Design Program)



This visitor center at Great Salt Lake Shorelands Preserve in Layton harmonizes with the Legacy Parkway’s natural colors, patterns, texture and design elements, referred to here as the “Shoreland Motif.”

Encourage design and styles that resemble or complement the Parkway Style and Shoreland Motif, as outlined in Chapter 5. These elements and patterns build on the style originally developed by UDOT for the Legacy Parkway to match the shoreland setting.

- i. Colors should match the Parkway Motif color palette.
- ii. Building materials and landscape boulders, fences and other features should match the Parkway Motif.
- iii. Landscaping should match the Parkway Motif and recommended plant species.
- iv. Signage should use the Parkway Motif font and symbols where possible.





Resort areas carefully locate and design structures and landscaping to protect and enhance their stunning views (Sun Valley, Idaho)



Views to the Wasatch Range are a part of the Parkway experience and merit protection.



Landscaping used to visually screen a drive-thru area. (Irvine, California)

1B. Viewshed Protection

Design structures and landscapes to reflect the natural environment and complement, not overpower it.

- i. Design and site buildings, signs, roadway features and other manmade elements where their visual impact is minimized to the greatest degree possible.
- ii. Step back building heights from the Parkway to create a clear line of sight from the Parkway to the Wasatch Mountains behind.
- iii. Conduct visual impact studies to help shape the design for major buildings and structures within the Parkway corridor.
- iv. Adopt hillside, ridgeline and viewshed preservation measures for the adjacent foothills and mountains to help preserve the distant views from the Parkway.

1C. Visual Screening

Screen visually incompatible uses close to the Legacy Parkway to protect the viewshed.

- i. Place service and backlot uses, such as dumpsters, loading docks, storage areas, away from the Parkway or screen them to hide visually intrusive elements.
- ii. Screen large visually incompatible uses, such as construction activity, landfills, waste transfer stations and industrial uses to visually break up their appearance, scale, and impact.
- iii. Bury utilities and screen or camouflage utility boxes.



1D. Commercial and Private Signage

Signage should enhance, not detract from, the scenic qualities of the Parkway.

i. Design and locate signs to minimize their visual impact. All signs visible from the Parkway should meet corridor-wide standards for size, location, style, color and materials. Signs should reflect the Shoreland Motif and UDOT's Legacy Parkway signage design program.

ii. Prohibit off-premise outdoor advertising within viewing distance of the Parkway. Prohibit outdoor advertising directed toward Byway travelers. Federal Guidelines for National Scenic Byways do not permit new billboards to be erected.

iii. Permit commercial signage that allows businesses to be seen and identified, but is not used to advertise.

v. Gateway signage or entry features should be modestly scaled and reflect the Shoreland motif. Signs should be simple and announce the name of the town and the year established.

vi. Organize signs for local service organizations on a single monument sign.



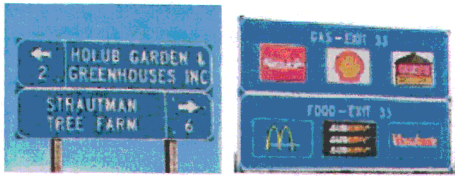
Misuse of signs can diminish even the best view. Commercial, private and highway signage needs to be coordinated to minimize visual impacts. (Scenic Byway 12 near Panguitch, Utah)



Wall signage with appropriate scale and location to identify a business without detracting from the view. (Hailey, Idaho)



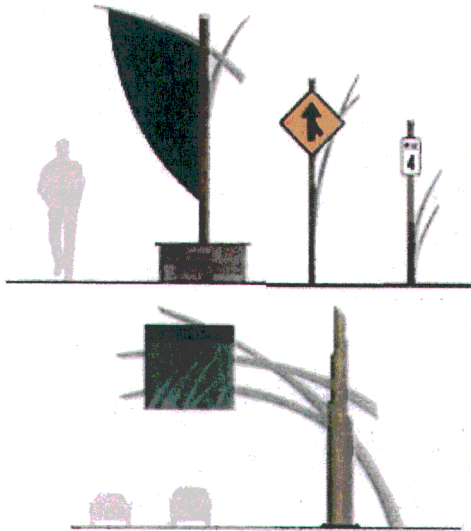
Signage can be designed to blend with and reflect local conditions. (right: Grand Staircase-Escalante National Monument)



TOD signage (left) and logo sign (right)



Wayside kiosks containing information on local businesses and services. (Scenic Byway 12 near Bryce Canyon)



Proposed Legacy Parkway signage reflecting the Shoreland motif.

1E. Highway signage

Highway signs on the Parkway should be limited in number and follow a unified sign standard.

- i. Use the Legacy Parkway signage program design standards as a template for all other signs on the Parkway.
- ii. Use Tourist-Oriented Destination (TOD) signs and logo signs where appropriate to direct out-of-town travelers to tourism-oriented businesses and services.
- iii. Provide local businesses opportunities to advertise in kiosks and at visitor areas.
- iv. Provide traveler information through alternative means such as websites, brochures, and local broadcast radio station (530 AM).
- v. Avoid non-essential highway signs (such as adopt-a-highway signs).

"The Legacy Parkway's signage program has been designed to provide a pastoral experience for its travels using natural forms and colors that complement the local landscape. The overall design criteria, as directed by the guidelines, set forth by the CSS Team, reflect the sensitive nature of the project's site-specific, natural surroundings while also celebrating the landscape and associated communities."

Utah Legacy Parkway Signage Program, 2006



vision principle #2

Create a responsible and beautiful interface between the urban and natural environments.



Open space can be used to buffer human impacts from natural areas. (Kimball Junction, Utah)

guidelines

2A. Urban-wildland interface

Adopt planning tools and guidelines to guide a more compatible interface between the built and the natural environment.

i. Use planning tools that help development respect its special assets, location and limitations. Conduct studies to analyze and record special conditions of the area, such as:

1. Habitat assessments,
2. Hydrological studies,
3. Vegetation transects,
4. Open space planning



A conservation subdivision clustered homes to protect a small pasture and grassy area. (Farmington, Utah)



Green roofs boost a building's energy efficiency and contribute to the natural appearance of the corridor. (Avon, Colorado)



Provide bike racks, employee showers, and other amenities encourages bicycle commuting. (Vail, Colorado)

ii. Encourage more flexible and comprehensive planning approaches to encourage preservation and protection, including:

1. Transfer of Development Rights (TDR),
2. Performance Zoning,
3. Planned Unit Developments (PUDs), and
4. Conservation (cluster) Subdivisions.

2B. Sustainable Development

Promote sustainable development in this environmentally sensitive corridor.

i. Encourage land uses that support the vision for the Parkway, such as local-serving commercial, office space, and residential.

1. Encourage higher-density uses at interchange areas and lower-density uses between interchanges.
2. Minimize uses with visual impacts within the corridor viewshed, such as industrial and warehouse distribution.

iv. Integrate visitor amenities, such as information kiosks, viewpoints, interpretive signs and trailheads into developments.

vi. Support green building technologies to minimize energy, water and resource consumption. Maximize stormwater infiltration

vii. Support alternative transportation with amenities for bicycle commuters and walkers.



2C. Open Space

Preserve open spaces that protect important natural systems, enhance views and connect to the Legacy Parkway and Nature Preserve.

i. Use open spaces to provide natural services to developed lands, including stormwater retention, natural drainage courses, and other functions.

ii. Incorporate open space areas into development that allow people to view, understand or connect to the Parkway. Set a higher standard for amount of open space and landscaping for projects within the corridor. Permanently protect open spaces with easements.

iii. Add trailheads and trail connections to both commercial and residential developments to allow people to access the Parkway trail system.

iv. Locate open space areas adjacent to the Parkway to create additional buffer and natural areas.

v. Create landscaped buffer areas at gateways at Parrish Lane and 500 South.



Open space buffers can be an amenity for adjacent property owners as well as Parkway users. (Eagle, Colorado)

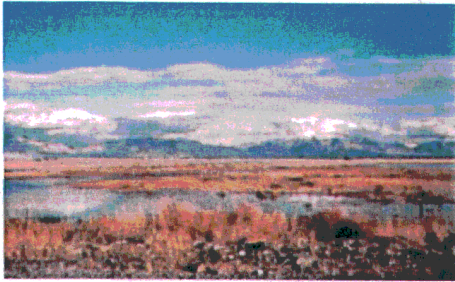


Open space enhancements at the 500 South interchange are a gateway to the Parkway. Developments on the urban side of these access points should also have special gateway designs.



Credit: UDOT Legacy Design Team

The Parkway encourages alternative transportation and recreation in this shoreland area. Adjacent developed areas should complement these uses and enhance access.



Typical wetland mixed topography and plants in the Legacy Nature Preserve.



Upland area around Bountiful Pond with typical grasses and patches of low wet meadows.



Many sensitive wetlands are protected by the Legacy Nature Preserve, but patches of wetlands and riparian areas also benefit the overall ecosystem and merit special consideration.

2D. Critical Lands and Resources

Protect critical lands and resources that contribute to ecosystem health and mitigate local environmental impacts.

i. Require development proposals to identify and prepare plans or designs to mitigate impacts on:

1. wetlands and other low and wet areas,
2. important uplands associated with these wetlands,
3. stream corridors, canals and other drainage ways,
4. unique vegetation or wildlife areas,
5. geologic hazards,
6. and special natural features.

ii. Buffer and create a gradual transition between built and natural areas.

iii. Control noxious weeds to eliminate them from the urban/natural interface and limit their spread to natural preserved areas.

1. Adopt a list of preferred and prohibited plant species to discourage use of plants that could become invasive.



vision principle #3

Protect the corridor as special place that is unique and inviting to visitors who make it a destination.

vision principle #4

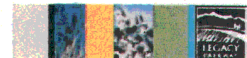
Make the most of the unique corridor design — a modern parkway and a trendsetter for context-sensitive solutions.



Interpretive center at Great Salt Lake Shorelands Preserve. (Layton, Utah)

guidelines

Legacy Parkway is one of Utah's first context-sensitive transportation designs. The Federal Highway Administration defines Context Sensitive Solutions as a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. These principles can apply to all development within the Legacy Parkway Scenic Byway corridor. The goal of context-sensitive design here is to create a unified appearance, predictable functionality, highlight the natural features of the Parkway, and encourage development to contribute to, not detract, from this special setting.





Context-sensitive architecture that reflects surrounding colors, textures and materials. (Arches National Park)



Distinctive architecture and integrated wall signage on these businesses adds to the sense of place. (Parker, Colorado)

3A. Architecture

Architecture should enhance the Parkway experience and image, as is often done in National Parks and resort areas.

i. Building styles and themes should be harmonious with natural landscape and form and support the Parkway's overall appearance.

1. Architectural lines should emphasize the horizontal, and the sense of being on a shoreland.
2. Use patios and outdoor spaces to transition between the built and natural environment.

ii. Building materials should harmonize with the Shoreland motif.

1. Use natural materials, such as wood, stone, and stucco. Avoid highly manufactured materials, such as metal, concrete, glass, and vinyl.
2. Use muted colors and finishes. Avoid bright, reflective or shiny surfaces. Avoid high contrast color combinations.

iii. Buildings should have human proportions and be in scale with other buildings in the vicinity.

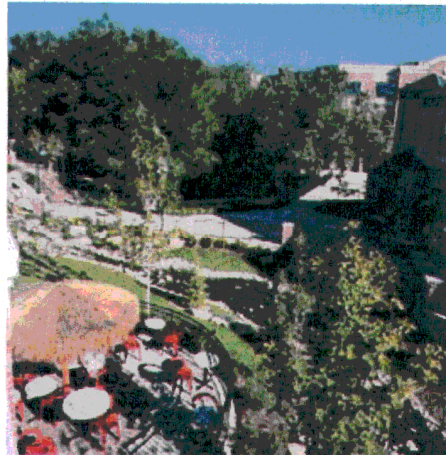
1. Build smaller, more human-scaled buildings instead of large big-box buildings.
2. Break up large buildings into smaller forms or multiple facades to reduce their apparent scale.
3. Use building projections, corners, varied rooflines, balconies, overhangs, patio areas, trellises, and landscaping to break up long, continuous building walls.



- 4. Use architectural details, windows, doors, reveals, cornices, and alcoves to add interest, shadows and human scale.
- v. Site buildings to encourage pedestrian and bicycle use and safety.
- vi. Orient buildings allow an attractive appearance from the Parkway.
- v. Incorporate signage into building designs to let the architecture predominate.



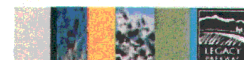
Commercial strip building with varied setbacks, rooflines and windows to reduce appearance of mass and add visual interest (Vail, Colorado)



Outdoor spaces encourage interaction with natural environment. (Sugarhouse Commons, Utah)



Buildings with no front setbacks and parking in the rear encourage walking, cycling and outdoor uses. (Boise, Idaho)





Parking broken up into smaller lots with ample screening and landscaping. (Irvine, California)



Special walkway to help pedestrians through a large parking lot. (Las Vegas, Nevada)



Landscaping used to screen parking from the road, and create separation between different developments. (Flagstaff, Arizona)

3B. Parking and Streets

Design parking and streets for pedestrian comfort and to enhance the character of the Parkway.

i. Avoid large parking areas adjacent to the Parkway.

ii. Break up the appearance and impact of large parking areas.

1. Divide parking lots into smaller areas.
2. Break up large paved areas with colored or textured materials, landscaped islands, shade trees, and other pedestrian-friendly amenities.
3. Landscape to screen and visually break up large areas of parking.
4. Use pervious pavement, invisible curbs, and filter strips to increase retention and absorption of stormwater.

iii. Avoid frontage roads and highway frontage access to businesses and parking to minimize extra traffic adjacent to the Parkway.

iv. Make buildings pedestrian and bicycle accessible.

1. Provide an accessible pedestrian route from all parking areas to all buildings.
2. Designate bike lanes or routes on roads that connect to the Parkway.

v. Establish a Legacy Parkway streetscape design program for the Parkway corridor to ensure consistent light fixtures, benches, trash cans, bike racks, drinking fountains, tree grates, street signs, kiosks and interpretive signs. Streetscape examples are shown in Chapter 5 - Parkway Style.



3C. Drainage and Grading

Design with the natural topography and drainages to minimize disruption to the natural systems and appearances.

i. Use natural drainage ways and patterns. Maintain the balance in the water supply reaching wetlands.

1. Shed runoff water naturally.
2. Preserve natural hydrology to enhance the wetlands protected by the Legacy Nature Preserve.

ii. Protect water quality.

1. Direct stormwater and other runoff into swales, retention areas and other systems to maximize infiltration and improve water quality before it meets other water sources.
2. Minimize the amount of hardscape. Use porous pavement, invisible curbs, and filter strips to increase absorption of stormwater.

iv. Minimize grading to avoid erosion, visual scarring, and disturbing existing vegetation.

1. Blend structures, roads and outdoor spaces into the natural site contours.
 2. Balance cut and fill on site.
 3. Mimic natural contours and avoid abrupt edges.
 4. Preserve existing vegetation to the greatest extent possible.
- v. Minimize retaining walls and incorporate them into building footprints where possible.



Natural strategy for stormwater management. (Reno, Nevada)



Sensitive grading and landscaping help this transit center building blend into its surroundings. (Park City, Utah)



Natural vegetation and drainage swale. (Daybreak, Utah)



Typical plants of the shorelands area.



Landscape transition area along a creek and trail next to a commercial corner. (Reno, Nevada)



Native plants mixed into a developed park area. (Daybreak, Utah)



Water feature with natural appearance. (Eagle, Colorado)

3D. Landscaping

Landscape to enhance the natural environment and soften transitions between built and natural areas.

- i. Maintain existing trees and plants to enhance and protect natural systems.
- ii. Match new landscaping to its context and reflect the Shoreland Motif.

1. Developed, urban areas should use a mixture of native and ornamental trees, shrubs, perennials and annual grasses and wildflowers that complement the Shoreland motif. Trees and evergreens are encouraged for shading, screening and privacy. Avoid large areas of annuals and bright colors.
2. Natural areas should use native and naturalized shrubs, perennials and annuals. Trees and evergreens should be used sparingly. Avoid groupings of colorful or ornamental plants.
3. Transition areas between these two types of landscaping should mix the styles and plant species to soften the line transition. Use mow strips or fence to subtly demarcate the boundary to prevent encroachment.
4. Select plants recommended in the Parkway Style guidelines. Remove and avoid plants that may become invasive weeds.

- iii. Prepare landscaped areas with soils and slopes suited to the Parkway natural setting to encourage healthy plant growth and proper drainage.

- v. Design water features, walls and other landscape features to appear natural and reflect the Shoreland Motif.



3E. Fences and walls

Design fences and walls for a seamless transition between the natural and developed areas.

- i. Minimize fences and walls to:
 1. allow people, wildlife, and plant seeds to flow between spaces,
 2. visually connect areas,
 3. blend in with the environment.
- ii. Maximize access to the Parkway Trail with gates, open fences and openings in walls.
- iii. Use open fencing for safety and access control. Avoid solid fences and walls above eye level in height.
- iv. Use berming or landscaping for screening instead of walls. Low walls integral to berms are appropriate. Avoid large retaining walls.
- v. Avoid sound walls. The Parkway road was designed to minimize noise so no sound walls are included in its construction.
- vi. Design walls and fences to reflect the Shoreland Motif and Parkway designs.



The Legacy Parkway design team created see-through fences, low walls and berms to provide screening.



Open fences allow the landscape to flow seamlessly across different properties. (Silt, Colorado)



Low walls define spaces and manage access without blocking views. (Grand Teton National Park)



Photo copyright - www.darksites.org

A variety of cut-off light fixtures on buildings and light posts direct light only where needed.



Photo copyright - www.darksites.org

Large parking areas can be lit sensitively with cutoff fixtures and a lower lighting level.



Design of Legacy Parkway roadway lighting.

3F. Lighting

Protect the dark skies of the Parkway environment that are an integral part of its natural intrinsic quality.

i. Minimize lighting within the Parkway corridor.

1. Use unobtrusive lighting in gateway areas to provide a transition between urban and natural areas.
2. Ramp-up lighting levels based on distance from the roadway.
3. Use the minimum amount of light needed for safety and security of entries, parking, pedestrian areas, parks, trailheads, and other public places.
4. Light only areas that support or encourage nighttime usage.

ii. Design lighting to enhance both the environment and Parkway aesthetics.

1. Use lighting fixtures in the Parkway Streetscape design program to unify streets and developments adjacent to the Parkway.
2. Select fixtures that reflect the Shoreland Motif.

iii. Select light fixtures that minimize glare, light trespass and energy use.

1. Use hidden, full cut-off fixtures.
2. Use the lowest wattage possible.
3. Use a combination of light fixtures suited for specific areas and uses.

iv. Locate lighting selectively.

1. Use a greater number of small, low intensity fixtures instead of than large, high intensity lights.
2. Minimize accent lighting for signs, buildings, and landscape.



3G. Noise

Protect the peace and quiet that are an important part of the Parkway and Preserve's natural intrinsic qualities.

i. The Legacy Parkway was designed to minimize noise impacts on wildlife and on people enjoying the Parkway trail, preserve, and visitor amenities. Activities within the Parkway corridor should not exceed the decibel level of the Parkway.

ii. Observe quiet hours from dawn to dusk to protect the quiet nature of the Parkway during peak visitor use hours.

iii. Maintain parkway design measures to minimize noise levels, including:

1. maximum speed limit of 55 mph,
2. prohibiting large trucks,
3. maintaining the current 4 lanes and not expanding.



Berms, dense landscaping and distance can dampen sound as well as sound walls. The Legacy Parkway's design uses these elements instead of sound walls.



Solid sound walls that block views and access are not appropriate along Legacy Parkway.



Tiered sound walls with berms, vegetation, and some wall sections that permit some views and access are recommended. (Farmington City's soundwall)

vision principle #5

Unite communities along the Legacy corridor with the Parkway, trails, and new recreation and education opportunities.

vision principle #6

Enhance the recreation opportunities of the Parkway trail by connecting it to other regional trails and destinations and by creating new places and different ways to experience the outdoors here.

Recommendation:

Work with the new South Davis Parks and Recreation District to create a South Davis Parks, Recreation, Trails and Open Space Master Plan to bring the different cities together on overall plans and to identify needs and opportunities related to Legacy Parkway.

vision principle #7

Develop education and interpretation opportunities to help people discover and appreciate the natural and cultural history of this area.

Recommendation:

Apply for National Scenic Byway funds to prepare an interpretive master plan and associated education materials. Apply for same funding to design and erect interpretive signs.

vision principle #8

Use the Parkway to help build a new community identity and image for south Davis County as people enjoy the new viewpoints and perspectives provided by the scenic byway.

vision principle #9

Promote the scenic byway as a destination— for visitors from around the country and globe, as well as local residents to appreciate and enjoy regularly.

Recommendation:

Apply for National Scenic Byway grants to prepare a Marketing and Economic Development strategy. Create a Byway logo, website, brochure and other materials to solidify the Parkway image and offerings.



land use plan

How the lands around Legacy Parkway might develop has been a topic of discussion for many years. As the road finally nears completion, the cities around it have better defined the zoning and land uses that are most able to optimize the unique location and site conditions. The following section explains what each community anticipates and shows these general land uses on the Maps 3, 4 and 5 that follow.

Farmington

Development

Commuter Rail Stop and Station Park – The northern end of the Legacy Parkway terminates at the I-15/Park Lane Interchange. Station Park, a proposed an over 100-acre mixed use development, abuts the west side of this interchange. A UTA commuter rail station, one of four in Davis County, provides direct access to Station Park and will be incorporated as part of the overall development. Several hundred developable acres and the Davis County Fairgrounds are located adjacent to Station Park and are presently planned for a mixture of uses including a large employment center.

Conservation Subdivisions – The Miller Meadows subdivision (107 lots) is located along the west boundary of the Legacy Parkway south 250 West Street. This is a conservation subdivision and as such 25 to 30 percent of the property must be set aside as open space. Much of this open space is located along the Parkway and provides a substantial buffer, including a possible neighborhood park, between residences of the project and the Parkway. It is anticipated that more conservation subdivisions will be established adjacent to the Parkway south of State Street in the future.

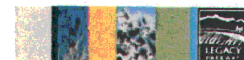
High School – The Farmington High School campus will be constructed on a 50-acre site next to the Parkway north of Glovers Lane. The playing fields and other open spaces associated with this project will abut the Parkway.

Farmington Bay Business Park – A 70-acre light industrial business park is planned on property located south of Glovers Lane next to the Parkway.

Transportation corridors

Sheep Road – This dirt road, also known as the Cattle Road or the Haul Road, extends southerly from Glovers Lane to the Centerville/West Bountiful Area south of Parrish Lane. This right-of-way will be expensive to upgrade because it does not abut developable property, however, related environment impacts may be minimal because the road already exists. The Parrish Lane/Legacy Parkway interchange is designed to accommodate Sheep Road.

650 West Street – This north to south major collector traverses from south Farmington, west of the Legacy Parkway, and will connect to 1250 West in Centerville. It will provide access to Centerville's proposed business park and other nonresidential uses.



Parks and Open Space

Farmington Bay – The Farmington Bay bird refuge encompasses hundreds of acres west of the Legacy Parkway and is a major publicly owned wildlife preserve.

Legacy Gateway Feature – UDOT is providing a portal landscaped entry feature for the Legacy Parkway south of State Street.

Parks Along Legacy – These include the High School playing fields and a possible park adjacent to the Miller Meadows subdivision.

Farmington Creek – A major public trail runs adjacent to Farmington Creek east of I-15 and west of 650 West Street. This creek crosses under the Legacy Parkway near State Street.

Steed Creek and Davis Creek – These tributaries, which provide riparian habitat, join as one west of I-15 and south of Glovers Lane. They cross under the Legacy Parkway and follow southerly along its westerly border to the City's corporate limits.

Wetlands – A large wetlands area lies adjacent to the west side of Legacy Parkway between Farmington and Centerville. This area should perhaps remain unincorporated.

Trail Connections

Neighborhood Legacy Parkway Trail Connections

With Parking – Commuter rail stop, Farmington City Public Works building, Farmington High.

Without Parking – State Street, 250 West Street, Miller Meadows Subdivision, and Glovers Lane, and possibly more will occur in the future.

Other Improvements – The Park Lane/I-15 Interchange is designed to accommodate a Legacy Parkway trail extension north of the commuter rail stop. State Street and the Glovers Lane overpasses are being designed to accommodate pedestrians.

Centerville

Corridor Area within the West Centerville Neighborhood District:

Legacy Parkway runs north/south through this area of Centerville City. The Parkway will be a prominent feature in west area of Centerville City.

Parrish-Legacy Gateway Corridor District:

This gateway district consists of adjacent lands on either side of Parrish Lane, between Interstate 15 and the Legacy Parkway. This area is one of the major access points for the Legacy Parkway. The goal is to develop commercial uses with the design theme that is compatible with the Legacy Parkway.

Shorelands Commerce Park District

Located in Northwest Centerville, this commerce park will be one of the few places that will have development west of the Legacy Parkway. The primary goal for Cen-



terville is to create a unique business park for future employment for the South Davis area. The design theme for this area consists of elements that are complementary to the design of the Legacy Parkway experience.

Trails and Open Space:

Centerville City desires to create and develop additional trail accesses and amenities for the Legacy Parkway Trail. Additionally, the Legacy Preserve located further west ought to provide additional opportunities for the public to enjoy the open space and natural environment in the shore lands of the Great Salt Lake.

West Bountiful

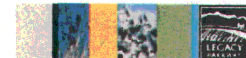
Development

The Legacy Parkway Corridor runs adjacent to the following land use classification zones as defined in the West Bountiful General Plan 2006-Future Land Use Plan:

Rural Density Residential – For the most part, Legacy Parkway will run through this zone along a north/south orientation within West Bountiful City. This land use classification allows both residential and agricultural land uses within the City, and areas within current city annexation boundaries. Many residents keep animals for their private use, and a few parcels are still used for limited agricultural uses. This classification includes areas that are currently zoned to allow one dwelling unit per acre, but clustering is encouraged for all subdivision developments in this area.

Agricultural Preservation – A small portion of Legacy Parkway will run adjacent to this classification zone located west of this corridor. These areas are primarily undeveloped and currently used for agricultural purposes. Under the UDOT agreement for the Legacy Parkway, no new development is to occur on the west side of the parkway. However, currently the Sewer District does maintain an existing facility located on this property, which is grandfathered into this agreement and has the ability to expand in the future. Aside from these proposed expansions, no new development should occur on lands west of the Legacy Parkway within West Bountiful City.

Business Park/Light Manufacturing (Gateway Corridor District) – A portion of Legacy Parkway will run adjacent to this classification zone located east of this corridor. This zone includes campus-like research and office developments, and smaller light industrial uses. This district provides access to major transportation corridors such as Legacy Parkway and 500 South. Additionally, this Gateway District provides visitors and residents with an initial glimpse into the character of the community. The first impression of West Bountiful City is recognized as key in defining the city's role within the larger South Davis region. Gateway enhancements are expected to include signage and landscaping that reflects the character of the community and enhances the Legacy Parkway Corridor.



Parks and Open Space

A small section of the Legacy Parkway will run adjacent to designated open space/parks areas. This zone is dedicated primarily to publicly owned recreation facilities and spaces. Properties within this classification may contain uses ranging from simple undeveloped, natural open spaces to formal facilities such as a recreation complex or developed park. Equestrian uses have also been proposed.

Trail Connections

Various trails and trailheads are to be incorporated into the Legacy Parkway corridor in order to provide additional opportunities for residents to enjoy the natural surroundings and open space environments of West Bountiful City and the South Davis region. The D&RG rail line has been proposed for a trail corridor, but is active line to 400 North in West Bountiful and can't be used it south of this yet.

Woods Cross

Development

2425 South Industry Area – This area fronts on approximately 800 feet of the Legacy Parkway on the South boundary of the City where Legacy first enters the boundary of Woods Cross City. An automobile salvage yard is located adjacent to the Legacy Parkway and it is planned to screen the salvage yard from the Parkway as best as possible. A trailhead to the Legacy Parkway is located at the end of 2425 South. The majority of this area has been developed.

Legacy Estates Neighborhood – The residential area north of the 2425 South Industrial area is described as the Legacy Estates Neighborhood. This is a mixture of single and multifamily housing units. In a large portion of this area parks have been planned next to the Legacy Parkway to help maintain the openness of the parkway corridor.

500 South Interchange Commercial Area – This area around the interchange has been planned for regional commercial development. 500 South Street has been planned as a boulevard, extending the theme from the Legacy Parkway east along 500 South. The City is currently revising it's zoning ordinance to provide more guidelines in the development of this area.

Parks and Open Space

Legacy Nature Preserve is west of parkway in Woods Cross. A new passive use park along 500 South has been proposed to connect to Legacy

Trail connections

The A1 Trail along the canal is part of the stormdrain, is piped in sections. The airport is a barrier to connecting to the east



North Salt Lake

Development

Corridor East of Legacy and South of Center Street – Legacy Parkway runs along the west of this area. The area is designated to be commercially developed with shopping and offices.

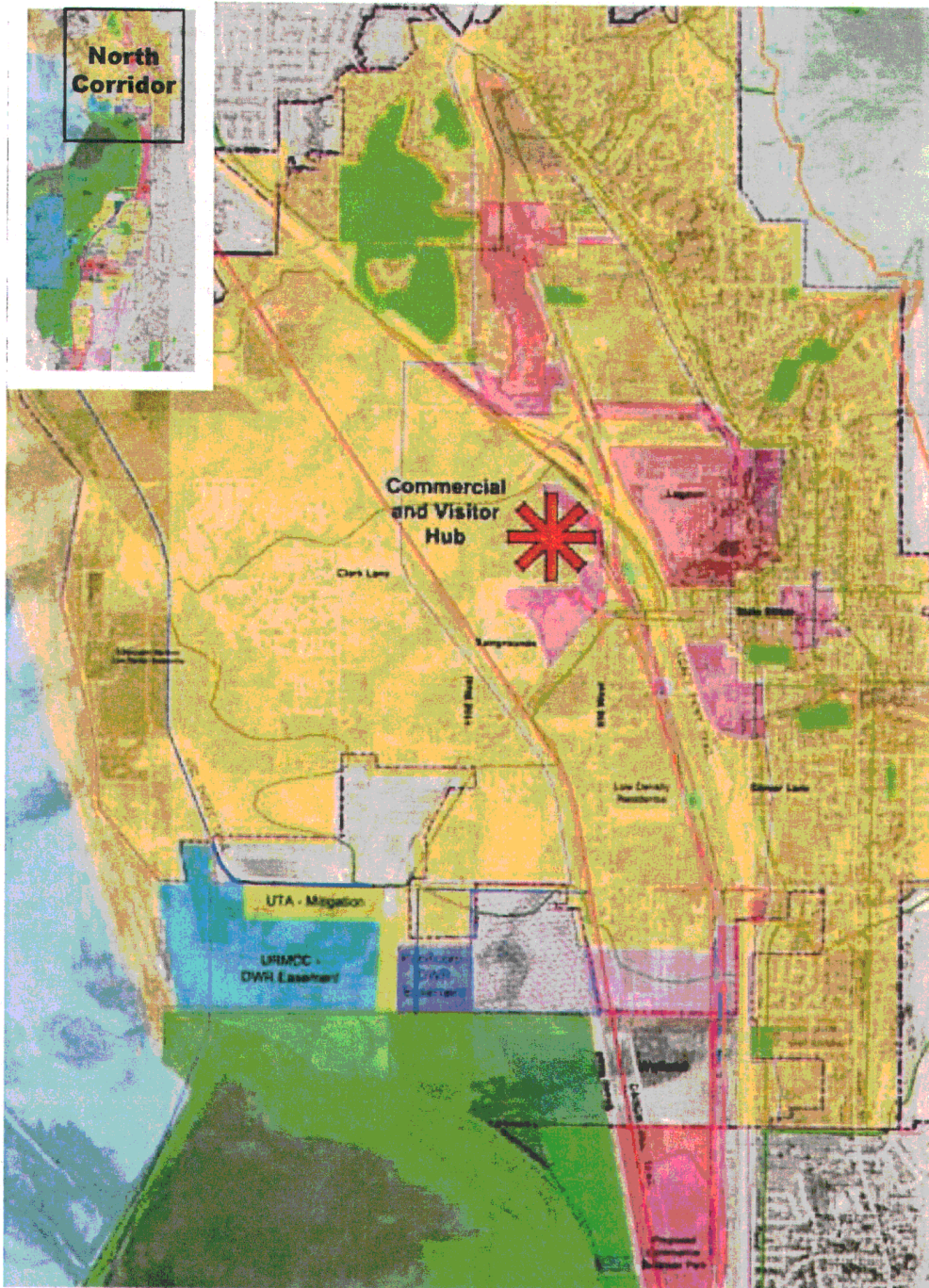
Corridor West of Legacy and South of Center Street – Legacy Parkway runs along the east of this area which has just recently received subdivision approval for a light industrial park. A new charter school is also located in this area fronting on Center Street.

Corridor West of Legacy and North of Center Street – All of the area west of Legacy Parkway from Center Street north to the city limits (excluding the South Davis Sewer Treatment Plant) has been purchased by UDOT and will be placed in a conservation/preservation designation.

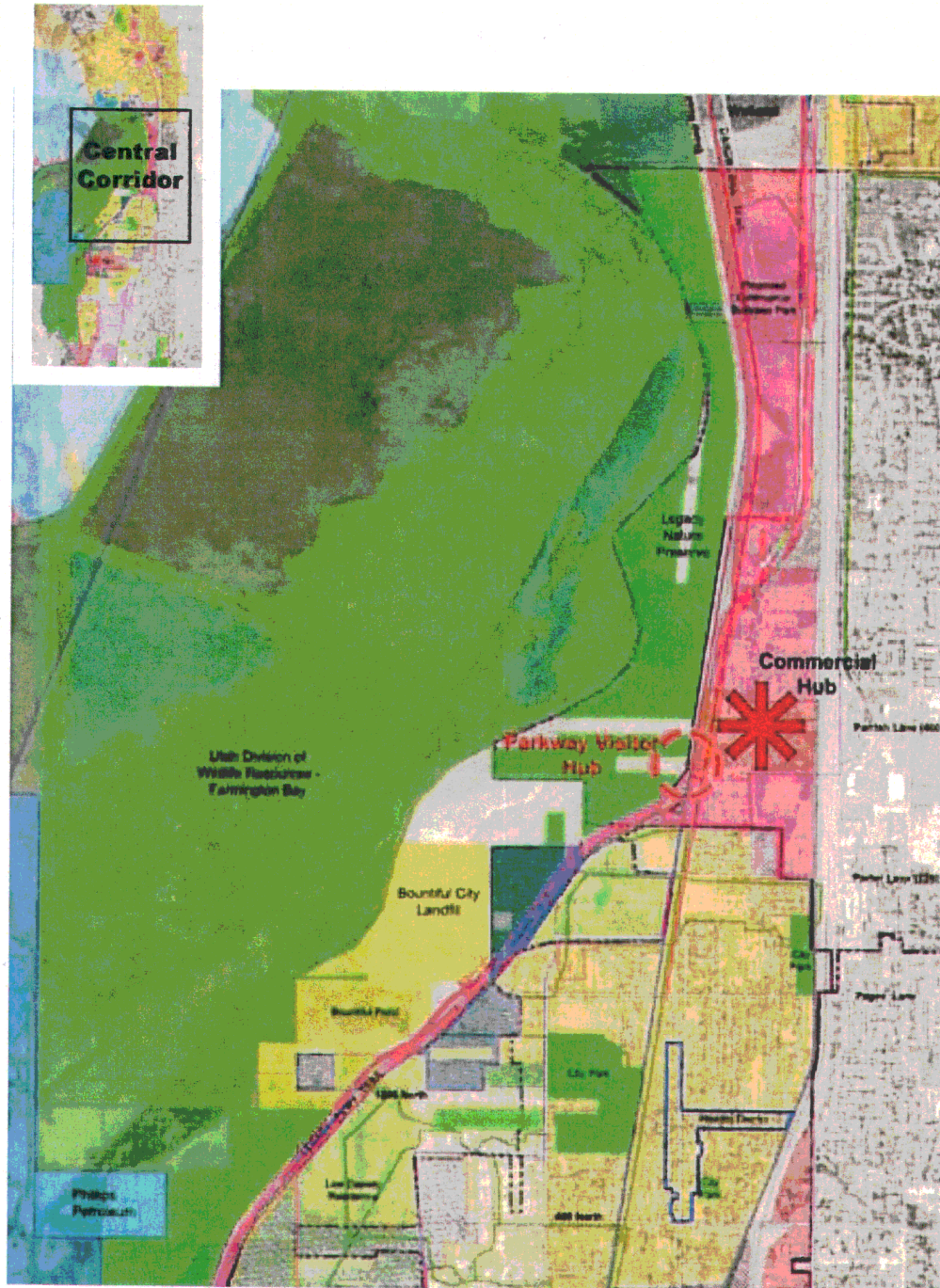
Corridor East of Legacy and North of Center Street – There are some commercial, institutional and light industrial uses near Center Street with one large vacant parcel under consideration for site plan approval of a new office/warehouse facility. This borders the Foxboro residential development which goes from there north to the city limits. As part of Foxboro, a trailhead and a regional park will connect to the Woods Cross trailhead at approximately 1300 North (2400 South in Woods Cross). The area is about half developed with the remainder under preliminary approvals and will be developed accordingly as single-family and low-density housing.



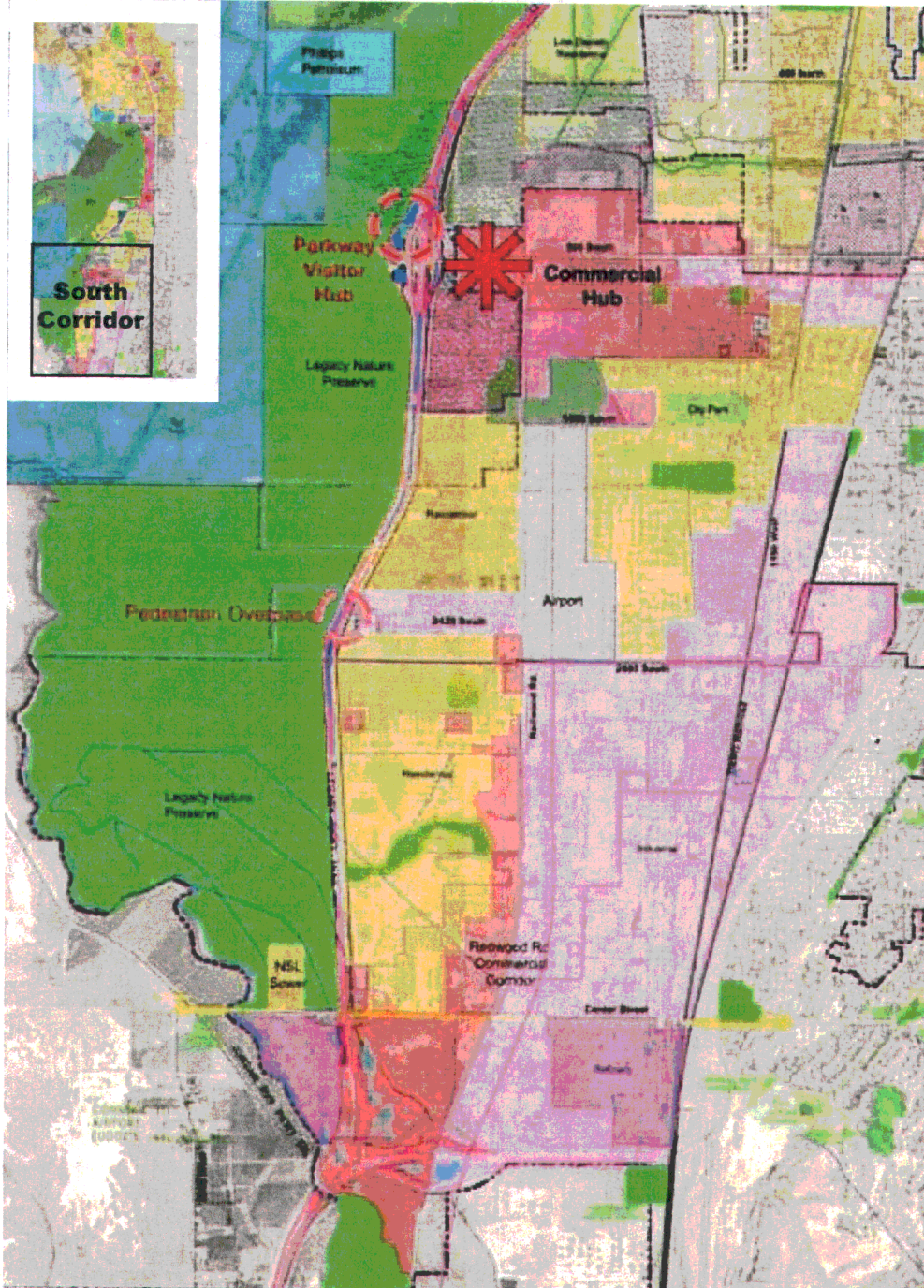
Map 3: Land Use - North Corridor



Map 4: Land Use - Central Corridor



Map 5: Land Use - South Corridor



State Scenic Byway Designation Agenda

The logo for the state of Utah, featuring the word "Utah!" in a white, stylized font on a dark, textured rectangular background.

Annual State Scenic Byway Committee Meeting
Thursday, May 16th, 2002
1:00 – 3:30 p.m.
Council Hall, 300 North State St., SLC

Agenda:

1. Proposed changes in State Scenic Byway Operating and Designation Criteria
1:00 – Margaret Godfrey, Utah Travel Council
2. Creation of De-designation Criteria
1:20 – Wayne Jager, UDOT
3. Final vote for Dead Horse Mesa Road as a State Scenic Byway
1:40 – Marian Delay, Grand County
4. Final vote for Legacy Highway as a State Scenic Byway
2:00– Neka Roundy, Davis County - Gary Uresk, Woods Cross City
5. Discussion of route change for Provo Canyon Scenic Byway
2:30 – Doug Smith, Wasatch County
6. Discussion of finalization for extension of Trail of the Ancients Scenic Byway
3:00 – Margaret Godfrey, Utah Travel Council
7. Overview of federal nominations – submitted January, 2002
3:15 – Margaret Godfrey, Utah Travel Council
3:30 - Adjourn

State Scenic Byway Designation Letter

Department of Community and
Economic Development
Division of Travel Development

Michael O. Leavitt
Governor
Dean T. Reeder
Director

Council Hall
Salt Lake City, Utah 84114-7420
(801) 538-1030 FAX (801) 538-1399

May 22, 2002

Ms. Neka Roundy
Davis County Division of Tourism
28 East State Street
Farmington, UT 84025

Dear Ms. Roundy:


The Utah State Scenic Byway Committee met May 16th, 2002 for its annual spring meeting. One of the agenda items was discussion of your application for Scenic Byway designation for the Legacy Parkway.

The committee agreed that you have met all of the official criteria, and voted unanimously in favor of designation.

Please accept this letter as confirmation that the Legacy Parkway, from Farmington City to I-215, when completed and acceptable for car travel, is an official Utah State Scenic Byway, and is entitled to all rights therein.

Thank you for your support of, and interest in, Utah's scenic byway program. Congratulations!

Sincerely,


Margaret Godfrey
Chair, Utah State Scenic Byway Committee

model ordinance

The following draft model ordinance was prepared by the Scenic Byway committee in an effort led by Cory Snyder (Centerville City). It will be refined by each city to meet their unique conditions and adopted to regulate land within the Byway Overlay District each community designates.

