

Chapter 9: Joint Development

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9.1 Introduction

Under Federal Highway Administration (FHWA) guidelines [Technical Advisory T6640.8A, Guidance for Preparing and Processing Environmental and Section 4(f) Documents], an agency developing a project that uses federal money should identify and discuss those joint development measures that will preserve or enhance an affected community’s social, economic, environmental, and visual values.

As required by that guideline, this chapter discusses proposed recreation and public works projects that might be developed jointly with the proposed West Davis Corridor (WDC) Project. The following joint development opportunities were identified during the Environmental Impact Statement (EIS) process:

- Regional trail network improvements

Joint Development Impact Analysis Area. The joint development impact analysis area includes those current and proposed facilities, such as trails and parks, that can be developed or planned along with the WDC Project.

What is joint development?

Joint development means developing a highway’s right-of-way for highway use as well as other uses such as trails, transit, or utilities. The intent of joint development is to encourage coordinated planning to identify opportunities that would benefit the adjoining communities while achieving transportation objectives and overall cost-effectiveness.

What is the joint development impact analysis area?

The joint development impact analysis area includes those current and proposed facilities, such as trails and parks, that can be developed or planned along with the WDC Project.

9.2 Affected Environment

There are many pedestrian/bicycle trails in the impact analysis area, and these trails have been or are being independently implemented by each jurisdiction (see Chapter 10, Considerations Related to Pedestrians and Bicyclists). The two main regional trails in the impact analysis area are the Denver & Rio Grande Western Trail and the Old Emigration Trail. Both trails are north-south trails in the impact analysis area. The Denver & Rio Grande Western Trail extends from Farmington through Roy in the eastern part of the impact analysis area, and the Old Emigration Trail extends from Syracuse through West Point in the western part of the impact analysis area.

Other trails in the impact analysis area are unofficial trails, some associated with canals and roads, used by local residents.

9.3 Environmental Consequences

9.3.1 No-Action Alternative

With the No-Action Alternative, the WDC and its associated trail would not be constructed. Cities and federal and local agencies would continue to jointly develop a regional trail system. Without the WDC Project, the local jurisdictions along with the Utah Department of Transportation (UDOT) would likely continue to develop other regional trails to connect the communities. However, based on current plans, the benefits of connecting the Denver & Rio Grande Western Trail to the Old Emigration Trail would not be realized with the No-Action Alternative.

9.3.2 Alternatives A1–A2

As described in Chapter 2, Alternatives, Alternative A is the more westerly alternative and consists of two separate alternatives: Alternatives A1 and A2. These alternatives are defined in Table 9-1.

Table 9-1. Components of Alternatives A1–A2

Alternative	I-15 Connection	Four-Lane Highway	Two-Lane Highway	West Point/ Hooper Cities Segment	North Terminus
A1	Glovers Lane	I-15 to 2000 West	2000 West to 1800 North	4100 West	1800 West (West Point)
A2	Glovers Lane	I-15 to 2000 West	2000 West to 5500 South	5400 West	5500 South (Hooper)

9.3.2.1 Trail Improvements Included with Alternatives A1–A2

With Alternatives A1 and A2, UDOT would fund and construct the following trail improvements (see Figure 2-18, Trail Improvements, in Volume IV):

- A new trail segment along the WDC starting at I-15 in Farmington at the Legacy Parkway Trail extending north to the southern terminus of the Old Emigration Trail in Jensen Park in Syracuse. The new trail segments from Farmington to Syracuse would be located in a 25-foot-wide right-of-way adjacent to the WDC. From I-15 to 950 North in Farmington, the trail would be on the east side of the WDC. From 950 North in Farmington to the southern end of the Old Emigration Trail in Syracuse, the trail would be on the west side of the WDC.
- A trail crossing of I-15 on Park Lane in Farmington. This trail would be located on the north side of Park Lane and would connect the Legacy Parkway Trail to the Oakridge Preserve Trail. The improvement would include expansion of the existing Park Lane bridge over I-15 to accommodate the trail.
- Connection of the Kays Creek Trail from the Kays Creek subdivision to the WDC trail. The Kays Creek Trail would be connected to the WDC trail with an overpass, with the trail going over the WDC near Weaver Lane in Layton.
- Connection of the Old Emigration Trail from 1300 North in West Point to 4500 West (Davis County), then following 4500 West from 1300 North (Davis County) to the Weber County border with Davis County to connect with the southern end of the 5500 West Trail in Weber County.

Long-term maintenance of all trail elements would be the responsibility of the local governments. The main goal of the WDC trail improvements is to provide a regional, connected trail system in which the WDC trail connects the Legacy Parkway Trail and the Denver & Rio Grande Western Trail with the Old Emigration Trail to provide one large, regional north-south trail system that includes an east-west component (see Section 2.3.7, Trail Considerations, in Chapter 2, Alternatives, and Figure 2-18, Trail Improvements, in Volume IV).

The impacts of the proposed WDC trail improvements are described along with the roadway impacts for each WDC action alternative in the other resource chapters of this EIS.

Overall, the proposed WDC trail improvements would improve the connectivity of the regional trail system by providing a north-south and east-west connection with the existing and planned trails.

9.3.2.2 Trail Improvements Constructed If There Is Local Government Support and Funding

This section describes the impacts of the additional trail network improvements that would be implemented if the local governments provide funding, construction, and long-term maintenance. UDOT would consider implementing the trail improvements listed below only if there is coordination and support from the local governments.

The trail improvements that would be implemented by local governments and UDOT are:

- Grade-separated crossings of the Denver & Rio Grande Western Trail at:
 - Clark Lane in Farmington
 - Shepard Lane in Kaysville
 - 200 North in Kaysville
 - Layton Parkway in Layton
 - Gentile Street in Layton

The locally supported trail elements listed above are evaluated in this chapter for environmental study. Table 9-2 summarizes the impacts of the trail improvements listed above.

Table 9-2. Impacts from Denver & Rio Grande Western Trail Improvements Evaluated with the WDC Action Alternatives

Resource	Impacts
Land use	1.5 acres (total); all land use would be within city limits and is not currently developed (open space) but is zoned for either residential or commercial use.
Farmland	No impact.
Social resources	Beneficial impact to recreational resources due to improved trail network connectivity. No residential or business relocations. No impacts to community facilities.
Environmental justice populations	No impact.
Traffic	No impact.
Economics	No impact.
Pedestrian and bicyclist considerations	Beneficial impact due to improved regional trail network.
Air quality	No impact.
Noise	No impact.
Water quality	No impact.
Ecosystem resources	Less than 0.05 acre of wetland could be filled at the Clark Lane underpass for the Denver & Rio Grande Western Trail. None of the other trails or trail crossings would experience any wetland impacts. No impacts to high-quality wildlife habitat.
Floodplains	No impacts.
Cultural resources	"No adverse effect" to Denver & Rio Grande Western Railroad historic railroad corridor at Denver & Rio Grande Western Trail crossings.
Hazardous waste	No impact.
Visual resources	No impact.
Section 4(f) resources ^a	<i>De minimis</i> use of Denver & Rio Grande Western Railroad historic railroad corridor at Denver & Rio Grande Western Trail crossings.

^a For more information, see Chapter 27, Section 4(f)/6(f) Evaluation.

As shown in Table 9-2 above, the trail improvements would affect 1.5 acres of undeveloped property that is zoned for residential or commercial use. Impacts would include minor impacts to wetlands and minor impacts to the Denver & Rio Grande Western Railroad historic railroad alignment. None of these impacts would be substantial. These trail improvements would provide a benefit to community cohesion and quality of life along the WDC since they would make the Denver & Rio Grande Western Trail safer and more convenient for trail users.

Long-term maintenance of all trail elements would depend on coordination and support from the local governments. Any new trail improvement would require between 10 and 25 feet of right-of-way, taking into account local conditions.

9.3.3 Alternatives B1–B2

As described in Chapter 2, Alternatives, Alternative B is the more easterly alternative and consists of two separate alternatives: Alternatives B1 and B2. These alternatives are defined in Table 9-3.

Table 9-3. Components of Alternatives B1–B2

Alternative	I-15 Connection	Four-Lane Highway	Two-Lane Highway	West Point City Segment	North Terminus
B1	Glovers Lane	I-15 to Antelope Drive ^a	Antelope Drive to 1800 North	4100 West	1800 North (West Point)
B2	Glovers Lane	I-15 to Antelope Drive ^a	Antelope Drive to 1800 North	4800 West	1800 North (West Point)

^a The transition from a four-lane highway to a two-lane highway would occur between Antelope Drive and 700 South.

The potential joint development opportunities for Alternatives B1 and B2 would be the same as those for Alternatives A1 and A2. The impacts are listed above in Table 9-2, Impacts from Denver & Rio Grande Western Trail Improvements Evaluated with the WDC Action Alternatives.

9.3.4 Wetland Avoidance Options

Two wetland avoidance options are being evaluated in this Final EIS, as shown in Table 9-4. The purpose of these options is to avoid wetland impacts per guidance from the U.S. Army Corps of Engineers on wetland avoidance. Either wetland avoidance option could be implemented with any of the A or B Alternatives.

In this section, the impact information for the wetland avoidance options provides only the differences in impacts for the A and B Alternatives as a result of using the wetland avoidance options. The differences in impacts would apply to any of the A and B Alternatives if they were to use the wetland avoidance options.

Table 9-4. Components of the Wetland Avoidance Options

Option	Location	City	Description
Farmington	Prairie View Drive and West Ranches Road	Farmington	Shift the A and B Alternatives in Farmington about 150 feet east to the southwest side of the intersection of Prairie View Drive and West Ranches Road.
Layton	2200 West and 1000 South	Layton	Shift the A and B Alternatives in Layton about 500 feet east to the northeast side of the intersection of 2200 West and 1000 South.

The wetland avoidance options have the same joint development opportunities as Alternatives A1, A2, B1, and B2.

9.3.5 Mitigation Measures

No mitigation is proposed.

9.3.6 Cumulative Impacts

There are no anticipated cumulative impacts for joint development.

Cumulative impacts were analyzed for local and regionally important issues (ecosystem resources, air quality, water quality, floodplains, farmland, economics, and community impacts). The list of resources analyzed for cumulative impacts was developed with input from resource agencies and the public during scoping.

For a more detailed discussion of cumulative impacts, see Chapter 24, Cumulative Impacts.

What are cumulative impacts?

Cumulative impacts are the resulting impacts from the proposed action combined with impacts from other past, present, and reasonably foreseeable future actions.

9.3.7 Summary of Impacts

Each combination of alternatives would have the following joint development impacts:

- UDOT would construct various trail improvements with any of the action alternatives, including a new trail segment along the WDC starting at I-15 in Farmington at the Legacy Parkway Trail extending north to the southern terminus of the Old Emigration Trail in Jensen Park in Syracuse, a new trail crossing of I-15 on Park Lane in Farmington, a connection of the Kays Creek Trail from the Kays Creek subdivision to the WDC trail in Layton, and an extension of the Old Emigration Trail in West Point to connect to the 5500 West Trail in Weber County. These trail improvements would connect the Legacy Parkway Trail, Denver & Rio Grande Western Trail, Old Emigration Trail, and Weber County 5500 West Trail to provide one large, regional north-south trail system that includes an east-west component from West Haven to Farmington. The connected regional trail network would provide a benefit to those who commute by bicycle and people wanting to engage in exercise, would improve connections among communities, and would enhance the overall quality of life for people who use the trail. The impacts of the WDC trail improvements to environmental resources have been included in the analysis for each resource.
- Implementation of the other trail network improvements would depend on funding, construction, long-term maintenance, and support from the local governments. The impacts of the other trail improvements to environmental resources are listed in Table 9-2 above, Impacts from Denver & Rio Grande Western Trail Improvements Evaluated with the WDC Action Alternatives. The other trail improvements would have some environmental impacts but would also have a beneficial impact by creating a safer, connected regional transportation network in western Davis and Weber Counties.



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