

# COMMUNITY REINVESTMENT AGENCY

Farr West City, Utah

## FARR WEST LANDING

PROPOSED PROJECT AREA PLAN | March 2026



Prepared by the Farr West City Community Reinvestment Agency in collaboration with Sukha LLC Business | Economic Development Advisory

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## PROPOSED FARR WEST CITY COMMUNITY REINVESTMENT PROJECT AREA PLAN

### FARR WEST LANDING

#### SECTION A | Definitions:

- 1.1 **Act** means Title 17C of the Utah Code Annotated (UCA) 1953, as amended: the Utah Limited Purpose Local Government Entities – Community Reinvestment Agency Act, as amended, or such successor law or act as may from time to time be enacted.
- 1.2 **Agency** means the Farr West City Reinvestment Agency, created and operated pursuant to UCA 17C-1-201.5 and its predecessor or successor status, as designated by Farr West City to act as the reinvestment agency.
- 1.3 **Agency Board** means the governing body of the Agency.
- 1.4 **Bond** means any bonds, notes, interim certificates, or other obligations issued by an agency.
- 1.5 **City** means Farr West City, a political subdivision of the State of Utah.
- 1.6 **General Plan** means the general plan adopted by the City under UCA 10-20-401.
- 1.7 **Community Reinvestment** means development activities within the Farr West City community, including the encouragement, promotion or provisions of development as provided for in the Act.
- 1.8 **Community Reinvestment Project Area Plan** means a project area plan, as defined by UCA 17C-5 of the Act developed by the Agency and adopted by ordinance of the governing body of the City, to guide and control community development projects in a specific project area.
- 1.9 **Governing Body** means (a) in reference to the Farr West City Community Reinvestment Agency (CRA); the Board of the Agency, or (b) if used in reference to Farr West City, City Council of Farr West City.
- 1.10 **Project Area** means the Farr West City Landing Community Reinvestment Project Area, as defined by resolution of the Farr West City Community Reinvestment Agency.

- 1.11 **Sales Tax** means a tax on retail sales, or on the receipts from sales as defined by UCA 59-12.
- 1.12 **Taxing Entities** means the public entities, including the state, county, city, school district, special service district, or other public body, which levy property taxes on any parcel or parcels of real property and personal property located within the Project Area as well as entities that receive sales tax revenue generated from retail sales.
- 1.13 **Tax Increment** is the incremental increase in tax revenue generated within a specific geographic area after a certain date and within a defined time period from public, or private investment. The increase in tax revenue is attributable to the creation of new business opportunities that result in new sales tax revenue from new retail sales transactions.

DRAFT

## SECTION B | Plan requirements | Utah code 17C-5-105:

An agency shall ensure that each community reinvestment project area plan and proposed community reinvestment project area plan include the following:

- Subject to UCA, Section: 17C-1-414, if applicable, includes a boundary description and a map of the community reinvestment project area;
- Contains a general statement of the existing land uses, layout of principal streets, population densities, and building intensities of the community reinvestment project area and how each will be affected by project area development;
- States the standards that will guide project area development;
- Shows how project area development will further purposes of this title;
- Is consistent with the general plan of the community in which the community reinvestment project area is located and shows that project area development will conform to the community's general plan;
- If applicable, describes how project area development will eliminate or reduce a development impediment in the community reinvestment project area;
- Describes any specific project area development that is the object of the community reinvestment project area plan;
- If applicable, explains how the agency plans to select a participant;
- States each reason the agency selected the community reinvestment project area;
- Describes the physical, social, and economic conditions that exist in the community reinvestment project area;
- Describes each type of financial assistance that the agency anticipates offering a participant;
- Includes an analysis or description of the anticipated public benefit resulting from project area development, including benefits to the community's economic activity and tax base;
- Includes the rationale for the use of tax increment, including an analysis of whether the proposed project area development might reasonably be expected to occur in the foreseeable future without the use of tax increment;
- If applicable and relative to Historic Sites, states that the agency shall comply with UCA, Section: 9-8-404 as required under Section: 17C-5-106;
- For a community reinvestment project area plan that an agency adopted before May 14, 2019, states whether the community reinvestment project area plan or proposed community reinvestment project area plan is subject to a taxing entity committee or an interlocal agreement; and
- Includes other information that the agency determines to be necessary or advisable

## SECTION C | Purpose and Introduction:

To enable specific development opportunities in step with the city's General Plan and to foster durable financial sustainability for the community, the Farr West City Reinvestment Agency proposes to utilize a portion of new sales tax incremental revenues (TIF) generated from development of new business enterprise within the project area boundaries for up to 15 years.

Property tax increment will not be utilized for this project area plan.

The Agency intends to support commercial development by utilizing TIF dollars as an investment in *public infrastructure assets* that would otherwise be a cost to private development. Such cost partnering for the Farr West Landing project is proposed to ensure the development will include a Target retail facility as the primary anchor tenant. Target retail operations are enduring. As the anchor retail operation within the project area it is anticipated Target will enable the draw of other brand name retail operations as well support small, local business opportunities by capturing measurable consumer traffic to the area.

## SECTION D | Legal background and functionality of Tax Increment Financing:

State law established the Limited Purpose Local Government Entities – Community Reinvestment, Title 17C, Utah Code Annotated 1953, as amended (the “Act”), previously known as the Limited Purpose Local Government Entities – Community Development and Renewal Agencies Act; to provide a tool for local governmental entities (counties and cities) to increase and stabilize the local tax base.

The Farr West Landing Community Reinvestment Project Area Plan is developed under the afore referenced sections of the Utah Code in addition to Section 10 - Chapter 8, and all respective Notice, Hearing and Interlocal Cooperation Agreement requirements of the Utah Code.

Tax increment is a post-performance opportunity. Accordingly, tax increment for the Farr West Landing CRA will not be generated until after investment and development occurs and retail business within the project area begin to generate new retail sales. The financial incentives available to development by the Community Reinvestment Agency (CRA) are supported and generated from the future proceeds (new tax revenues) of the development. The City and the CRA may also provide incentives through the abatement of certain fees – particularly beneficial to a projects start-up capital needs.

Priority development activity within defined areas, defined by statute; “survey areas,” and commonly known as “project areas” may be eligible for financial assistance provided by an Agency. Project areas typically encompass only the property directly impacted by the development. TIF and other public support is considered appropriate when a proposed project is

not likely to be adequately achieved without public investment and when it meets a public objective - and then only to fill the gap between the total project cost and the level of private financing the project can support.

Once the Agency has fulfilled its obligations related to a project, the community benefits from the creation of new, or revitalized productive assets and area taxing entities will receive new, permanent sources of revenue that would likely not have existed if the public investment had not enabled the project.

## SECTION E | Project area summary description | 17C-5-105(1):

The Farr West Landing Community Reinvestment Project Area encompasses approximately 50 acres in total with roughly 95% of the acreage as vacant land.

The area demonstrates very favorably for commercial, retail and multi-family development given its efficient transportation access points from I-15/I-84 and the abundant regional population.

The project area has very favorable access to and from I-15/I-84 at 2700 North with on and off ramps serving north and south bound interstate traffic. As well, 2700 North serves as a major east-west corridor providing direct connectivity to the communities of Farr West, North Ogden, Pleasant View.

Given geography and soil stability, *a primary hurdle to the development* is the sizeable amount of fill required to build within the project area. Earth work and fill is currently estimated at roughly \$7.5M (developer-based estimate).

Access to primary infrastructure such as high voltage power transmission lines, natural gas, fiber, and water are considered efficiently accessible for the development.

SECTION F (continued) | Project area boundary map | 17C-5-105(1):



## SECTION F | General Statements | 17C-5-105(2):

### **LAND USE**

Permitted land uses in the Project Area will be those allowed by the officially adopted land use ordinances of the City and the General Plan of the City, subject to limitations imposed by the controls and guidelines of this Community Reinvestment Project Area Plan.

Land use is anticipated to be enhanced by the proposed development of the project area.

### **LAYOUT OF PRINCIPAL STREETS**

The project area is essentially contiguous to I-84 | I-15 which runs along its western boundary with 2700 North located along the project areas southern boundary.



As the project area is absent a transportation corridor allowing access to, from and through the development a new road is a prominent component of the anticipated public infrastructure investment within the area.

### **POPULATION DENSITIES**

No residential improvements currently exist within the project area.

Development of the project area is anticipated to include a 260-unit multi-family complex increasing residential population within the project area measurably. As well, the development may contribute to population increases within the city and surrounding communities.

### **BUILDING INTENSITIES**

Three commercial improvements exist within the project area.

## SECTION G | Standards for Community Development | 17C-5-105(3):

The standards for community development will follow the ordinances and policies of the city of Farr West.

### **DEVELOPMENT OBJECTIVES**

- Development will occur and evolve in a manner to best benefit Farr West City, its residents, surrounding enterprise and neighboring communities.
- Development will likely encourage and promote expanded economic activity.
- Development will expand the community's access to quality goods, services, and employment opportunities.
- Development will promote attractive and functional buildings, streetscapes, parking areas and landscaping.
- Development will improve the tax base of Farr West, and other taxing entities.

### **GENERAL DESIGN OBJECTIVES**

Subject to the development objectives and other provisions of this Plan, owners and developers will be allowed controlled flexibility in the development of land and buildings located within the Project Area. The various components of the development will be considered subject to:

- Development will meet or exceed standards within the municipal code.
- Applicable elements of the City's General Plan.
- Applicable development ordinances of the City.
- Applicable building codes and design standards of the City.
- Review and recommendation by the Reinvestment Agency of the City to ensure the development is consistent with this Plan.

### **BUILDING DESIGN OBJECTIVES**

- New buildings will be in harmony with the surrounding area and appearance in addition to construction quality will be one of remarkably high quality.
- Be designed to relate to existing grade conditions with a minimum of grading and exposed foundation walls.
- Utilize high quality and low maintenance building materials.

### **SITE DESIGN OBJECTIVES**

- Site design and development will use high quality materials for paving, retaining walls, fences, lighting, benches, and other site amenities.

- Incorporate parking lot design that considers safe and efficient vehicle and pedestrian movement and internal circulation while providing cross access to adjacent areas where appropriate.
- Provide landscaped, paved and graded pedestrian areas that are safe and separated where appropriate.
- Incorporate attractive and water efficient landscape areas consisting of plants, trees and turf consistent and appropriate to the character of the Project Area.
- To help preserve the finite water supply and facilitate the sustainable use of a limited water resource, the development will adhere to a Water Conservation Plan that, at a minimum, meets the State's regional water conservation goals (as outlined by the Division of Water Resources under Utah code 73-10-32).



## **PROJECT IMPLEMENTATION**

The Farr West City Planning Commission and/or the City Council shall approve the design of all development within the Project Area to ensure development within is consistent with this Plan and meets or exceeds the requirements of the City Code.

City staff will notify the Reinvestment Agency of all requests for:

- Zoning changes.
- Design approvals.
- Site plan approval.
- Building permits within the Project Area.

## **SECTION H | How development will further the purpose of The Act | 17C-5-105(4):**

By enabling localities to establish Community Reinvestment Agencies and project areas, Title 17C grants localities a primary tool for fostering and promoting quality community and economic development. The proposed Farr West Landing Community Reinvestment Project Area furthers the attainment of the purposes of Title 17C by addressing the following objectives:

- **Improved Tax Base:** Cities, school districts, counties, and other governmental entities are expected to provide services to their residents, business enterprise and visitors, but are often constrained by the limitations of revenues. Tax revenues, the product of a tax rate and the base on which a tax is levied, are key sources of local government revenue. Tax revenues grow by either increasing the tax base or increasing the tax rate. Development within the project area will diversify and improve the tax base.
- Enhancing employment and income opportunities for community residents, surrounding communities and the region.
- Providing necessary public and private infrastructure to the project area and surrounding areas which may encourage and promote additional development activities within or near the project area.
- Improved access to goods, services, and employment opportunities for residents, surrounding communities and the region.

## **ACTIVITIES CONTEMPLATED TO ACHIEVE PLAN**

Activities contemplated in carrying out the Plan in the project area are anticipated to include the acquisition, clearance and construction of properties within the project area and the neighboring community of Pleasant View City.

- Acquisition and Clearance: Parcels of real property located in the Project Area may be acquired by purchase at fair market value.
- Construction: Restoration and renovation of existing buildings and the construction of new buildings will occur within the project area.
- Tax increment created from new retail development within the project area will enable expanded public and private infrastructure to support various phases of development and may be utilized to cover debt-service for investment in public assets.

## SECTION I | How the plan will be consistent with and conform to the city's General Plan | 17C-5-105(5):

Primary objectives of the Farr West City General Plan:

- Enable and accommodate planned community growth.
- Generate a positive, long-term fiscal impact.
- Protect and promote the health, safety, and welfare of community residents.

The Project Area Plan is consistent with and will conform to the City's General Plan accordingly:

### **ACCOMMODATE COMMUNITY GROWTH**

The General Plan specifically designates the project area to be developed for commercial uses and provides opportunity for future development of adjacent parcels. The Plan fosters and promotes managed development by participating in the development.

### **FISCAL IMPACT**

The planned development within the Project Area will provide a positive financial impact by generating new tax revenues which benefit the residents of Farr West, the school district and other taxing entities as well as generating spin-off development that should enhance the fiscal well-being of surrounding communities and the region.

### **HEALTH, SAFETY, AND WELFARE OF COMMUNITY RESIDENTS**

The proposed project is consistent with other general provisions of the City's General Plan including the positive, or neutral impact on the health, safety, and welfare of the community residents.

## SECTION J | How project area development will eliminate or reduce a development impediment in the project area (if applicable) | 17C-5-105(6):

As no development impediments exist within the project as the area is primarily vacant, this section is not applicable.

## SECTION K | Description of any specific project area development that is the object of the community reinvestment project area plan | 17C-5-105(7):

The primary objectives for this plan are:

- ✓ Support the implementation of public infrastructure that is necessary for a high-quality legacy commercial development.
- ✓ To facilitate locating a Target retail store within the project area.

## SECTION L | Reasons for selection of project participant (if applicable) | 17C-5-105(8):

The City and the Agency have been diligent in their evaluation and vetting of the selected development organization, Woodsonia Real Estate Inc. (project participant). Woodsonia currently owns and or operates over 60 projects in the Midwest across 16 different communities. As well, Woodsonia is developing a large-scale commercial project in Logan, Utah very similar to that of the Farr West Landing project – the project in Logan also will include a Target retail center.

## SECTION M | Reasons for selection of project area | 17C-5-105(9):

The project area was selected by the Agency as an area within the city having a strong opportunity to strengthen the economic base of the community by providing a public | private pathway for high quality commercial development. The project area is desirable for development because of:

- The project area contains approximately 50 acres of land, primarily vacant, that can be developed.
- Transportation corridors within and contiguous to the project area provide efficient movement of goods, services, technology, and people.

- Farr West City is a relatively small community with limited opportunities for commercial development. The regional income and population demographics, transportation access to the area and the amount of vacant land within the project area create a premium development opportunity.
- The opportunity to commence a public | private partnership to improve this area of the city.

Specific boundaries of the project area were determined by the Agency after a review of the area by members of the Agency staff, an independent consultant and the development group.

Planned treatment of this area is intended to stimulate development to the degree necessary for sound, long-range economic growth in the project area and to encourage further development of real property in the surrounding areas.

## SECTION N | Existing physical, social, and economic conditions | 17C-5-105(10):

### **PHYSICAL CONDITIONS**

The Farr West Landing Community Reinvestment Project Areas is primarily vacant land with little to no activity on the land other than three relatively small commercial parcels on the southern boundary of the project area that run along 2700 North.

The topography is generally flat with no significant elevation or grade changes throughout the entire area.

Given geography and soil stability, a primary hurdle to the development is the sizeable amount of fill required to build within the project area. Earth work and fill is currently estimated at roughly \$7.5M.

### **SOCIAL CONDITIONS**

Generally, no measurable social conditions exist within the proposed project area.

### **AREA ECONOMIC CONDITIONS**

Excerpts from the Utah Department of Workforce Services Economic Snapshot for Weber County (September 2025):

*Weber County added 1,055 jobs over the past year, raising total employment to over 125,000. Government remained the largest employer with 24,120 jobs or 19% of total employment, while manufacturing and trade each contributed about 16% of the workforce. Average monthly wages climbed 4.0% to a four-quarter average of \$4,984. The largest increase in jobs over the last year came in the government sector, which added 819 jobs. Additionally, both the educational, health and social services sector and the leisure and hospitality sector each added over 400 jobs.*

*Conversely, the professional and business services sector lost 652 jobs, manufacturing shed 253, with the mining sector and other services sector seeing more minor losses.*

*The unemployment rate stood at 3.9% in December, and unemployment claims fell below 201 claims per week at the beginning of 2026 after a rise in late 2025.*

*Taxable sales increased 6.2% year-over-year, making Weber one of only five Utah counties to top \$1 billion in quarterly sales.*

Farr West City property tax levy is relatively low and like most municipalities in Utah the city is heavily dependent on revenue generated from sales tax revenue and fees.

Total cumulative revenue for the city has remained generally stable over the last five years with moderate increases to accommodate growth and the related services. Appropriate opportunities for net revenue growth are vital to maintaining healthy and stabilized financial objectives to provide the community with needed services, resources and access to desired community assets.

## SECTION O | Incentives to private entities | Primary use and purpose of tax increment | 17C-5-105(11):

### **INCENTIVES:**

Subject to the establishment of the project area, the following generally describes tax or other incentives which the Agency intends to offer to private development in consideration of measurable private investment and risk.

The Agency intends to provide support to the project in the form of sales tax increment generated from new retail sales within the project area as well as the abatement of certain fees associated with the development.

### **PRIMARY USE OF TAX INCREMENT:**

The City and the Agency require that public tax increment funding be limited to investment in public assets. Tax increment contributions to the Farr West Landing project will be limited to supporting public infrastructure needs within the project area as well as infrastructure needs outside the area that benefit property or development inside the project area.

Public infrastructure includes: traffic safety, roads, sidewalks, curb and gutter, public parking, water, sewer, gas, power, technology framework and other public infrastructure components as determined to be appropriate by the Agency and participating entities.

## **PUBLIC COSTS ASSOCIATED WITH THE PROPOSED PROJECT**

The cost of public or municipal services generated from specific geographic boundaries within Farr West City vary dependent upon the level of services provided. It is anticipated that there are no extraordinary costs of providing municipal services associated with the type of development likely to occur within the project area other than a potential increase in public safety costs. As such, the city in cooperation with the development company has agreed to share in such costs for the life of the tax increment period (15-years) with defined parameters.

Should the Agency determine other components of development within the project area will consume a measurable degree of municipal services and that such demand of services increases cost to the city, or a participating entity, the Agency may elect to amend the relative agreements to reapportion tax revenue and or increment to cover such costs.

### **SECTION P | Taxing entities proposed to participate:**

This Plan is subject to an Interlocal Agreement with Farr West City for their contribution of Sales Tax Increment.

### **SECTION Q | Rational for the use of tax increment and analysis of whether the proposed project area development might reasonably be expected to occur in the foreseeable future without the use of tax increment. | 17C-5-105(13):**

#### **PRIMARY PURPOSE FOR THE AGENCY OFFERING PUBLIC FUNDING SUPPORT:**

1. Enabling tax increment in the structure proposed for the Farr West Landing project by the Agency *is strictly contingent on the development of an operating Target retail store no later than 2029*. Target retail centers are legacy assets to communities that provide long-term financial benefits in addition to garnering other national retail operations that will be located within the project area.
2. Tax increment will aid in offsetting *a portion* of the high cost associated with public infrastructure investment that would normally be entirely an expense consumed by the developer.
3. The selected development organization, Woodsonia Real Estate has the experience, tenacity and capital access to handle the complex hurdles of large-scale commercial development.

4. Public facilitation supporting investment in public infrastructure will allow the proposed development to move forward more expediently, ensuring a timely return on and recapture of the public investment.
5. The project area in general has been the focus of potential economic development opportunities for generations. The proposed development with the articulated private | public partnership will bring the long desired economic opportunities to fruition with a measurable net-benefit to Farr West, surrounding communities and the region.
6. The public contribution proposed is anticipated to generate a durable return on investment exceeding 2,000%.

### **BENEFICIAL INFLUENCES UPON THE TAX BASE OF THE COMMUNITY**

The beneficial influence on the community tax base will happen through a measurable increase of property and sales tax revenues specifically generated from increased investment and trade within the Project Area.

**Property Tax:** The 2024 assessed value of all taxable real property in the project area is approximately \$9.85M, generating just under \$100,000 annually in property tax revenue to the taxing entities associated with the project area. Of the current \$100,000 in property tax, Farr West city's annual proportion is roughly \$3,270. Upon completion of the development, the assessed value is estimated to be \$101M creating over \$550,000 in new property tax revenue for all taxing entities associated with the project area with the share to Farr West at an estimated \$33,000.

**Sales Tax:** New sales tax revenue anticipated from the development is estimated to exceed \$7M annually across all components of the current 7.25% sales tax mix (annual average calculated using the first 15 years of the development). Contributions to the transportation elements of the sales tax should experience an increase of \$1M annually with the County option generating close to \$265,000 annually, boosting RAMP revenue in excess of \$100,000 and Farr West city receiving just over \$1M annually in new sales tax revenue – post tax increment financing period.

### **ASSOCIATED BUSINESS AND ECONOMIC ACTIVITY**

As development within the project area evolves, it is anticipated more customers will be drawn to the greater geographic area as well, generating additional tax revenues and encouraging expanded investment. Existing businesses in the general area encouraged to also expand investment in their operations to leverage the increase in customer base - all beneficial improvements to the tax base of Farr West, surrounding communities and the region.



## EXHIBITS

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Exhibit A | Net-Benefit Analysis | 17C-5-105(12)

Exhibit B | Project Area Sales Tax Budget

Exhibit C | Legal Descriptions of Project Area



**Public | Private Investment Share**

**Private Investment:**

Property Acquisition	10%	\$	23,500,000
Site Preparation & Infrastructure	16%		35,000,000
Retail	44%		99,400,500
Multi-Family	29%		66,000,000
<b>Total Development Costs</b>	<b>100%</b>	<b>\$</b>	<b>223,900,500</b>

**Public Investment:**

WACOG Transportation Funds	1.68%	\$	(3,770,205)
Farr West City Fee Reimbursement	0.39%		(877,000)
Farr West Sales Tax Increment	3.13%		(7,000,000)
<b>Total Public Investment</b>	<b>5%</b>	<b>\$</b>	<b>(11,647,205)</b>
<b>Total Private Investment</b>	<b>95%</b>	<b>\$</b>	<b>212,253,295</b>

**Initial Return on Investment (within the 15 year term)**

<b>Investment Gain   Real Estate (cost basis)</b>	<b>\$</b>	<b>212,253,295</b>	<b>Return on Investment</b>	<b>2022%</b>
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**Sales Tax Experience | New Annual Revenue**

*Average of first 15 years of project - Before LS distribution to Agency*

Annual Average (based on first 15-years)

State Sales Tax   ST	State of Utah	\$	5,143,250
Local Sales & Use Tax   LS	50% Point-of Sale   50% Distribution		1,060,464
County Option Sales Tax   CO	Weber County		265,116
Mass Transit Tax   MT	UTA (1st quarter)		265,116
Additional Mass Transit   MA	UTA (2nd quarter)		265,116
Supplemental Mass Transit Tax   SM	UTA (add to 2nd quarter)		53,023
County Option Transportation   CT	WACOG (3rd quarter)		265,116
Transportation Infrastructure   AT	Prop One (4th quarter)		265,116
R.A.M.P Tax   CZ	Ramp		106,046
		<b>\$</b>	<b>7,688,363</b>

In addition to the fiscal benefits noted above, the Project is estimated to create 290 construction jobs through the duration of the development, and an additional 350 new full-time jobs associated with the new businesses generated within the development.





**Exhibit C**

**FARR WEST COMMUNITY REINVESTMENT AGENCY  
FARR WEST LANDING  
COMMUNITY REINVESTMENT SURVEY AREA BOUNDARY LEGAL DESCRIPTIONS**

**190160058**

PART OF THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 7 NORTH, RANGE 2 WEST, SALT LAKE MERIDIAN, U. S. SURVEY: BEGINNING AT THE NORTHWEST CORNER OF SAID QUARTER SECTION AND RUNNING THENCE SOUTH 42 RODS, THENCE EAST 39.86 RODS, THENCE NORTH 19D WEST 44.418 RODS, THENCE WEST 25.4 RODS TO PLACE OF BEGINNING.

**190160059**

PART OF THE SOUTHWEST QUARTER OF SECTION 25, AND PART OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 7 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN: BEGINNING AT A POINT ON THE SECTION LINE 1398.50 FEET NORTH ON THE SECTION LINE WEST 592.5 FEET TO THE EAST LINE OF COUNTY ROAD; THENCE NORTH 0D15' WEST 330 FEET; THENCE NORTH 89D35' EAST 596.2 FEET FROM THE SOUTHWEST CORNER OF SECTION 25; RUNNING THENCE NORTH 200 FEET; THENCE NORTH 89D35' EAST 673.7 FEET TO THE WEST LINE OF THE SOUTHERN PACIFIC RAILROAD RIGHT-OF-WAY; THENCE SOUTH 19D1' EAST 646.4 FEET ALONG SAID RIGHT-OF-WAY; THENCE WEST TO A POINT 17 FEET EAST OF WEST LINE OF SAID QUARTER SECTION AND EAST LINE OF INTERSTATE HIGHWAY; THENCE NORTHERLY 122 FEET, MORE OR LESS, ALONG SAID LINE OF CURVE TO THE RIGHT R = 5704.58 FEET; THENCE WEST 50 FEET; THENCE NORTH 1D14' WEST TO A POINT SOUTH 89D35' WEST FROM BEGINNING; THENCE NORTH 89D35' EAST TO BEGINNING.

**190160060**

PARCEL OF LAND IN FEE FOR A FREEWAY KNOWN AS PROJECT NO. 15-8, BEING PART OF AN ENTIRE TRACT OF PROPERTY IN THE NORTHEAST QUARTER SOUTHEAST QUARTER OF SECTION 26, AND THE NORTHWEST QUARTER SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 7 NORTH, RANGE 2 WEST, SALT LAKE MERIDIAN, THE BOUNDARIES OF SAID PARCEL OF LAND ARE DESCRIBED AS FOLLOWS: BEGINNING ON THE SOUTH BOUNDARY LINE OF SAID ENTIRE TRACT AT A POINT 25.0 FEET RADially DISTANT EASTERLY FROM THE CENTER LINE OF A FRONTAGE ROAD FOR SAID PROJECT, WHICH POINT IS 1330.02 FEET NORTH AND APPROXIMATELY 17 FEET EAST FROM THE SOUTHWEST CORNER OF SAID SECTION 25, THENCE NORTHERLY 122 FEET, MORE OR LESS, ALONG THE ARC OF A 5704.58 FOOT RADIUS CURVE TO THE RIGHT TO A POINT OPPOSITE FRONTAGE ROAD ENGINEER STATION 33+02.54 (NOTE: TANGENT TO SAID CURVE AT ITS POINT OF BEGINNING BEARS APPROXIMATELY NORTH 2D27' WEST, THENCE SOUTH 88D46' WEST 50.0 FEET, THENCE NORTH 01D14' WEST 525 FEET, MORE OR LESS, TO A NORTH BOUNDARY LINE OF SAID ENTIRE TRACT, THENCE WEST 247 FEET, MORE OR LESS, ALONG SAID NORTH BOUNDARY LINE TO A POINT 120.0 FEET PERPENDICULARLY DISTANT WESTERLY FROM THE CENTER LINE OF SAID PROJECT, THENCE SOUTH 0D12' WEST 123 FEET, MORE OR LESS, TO A

POINT OPPOSITE PROJECT ENGINEER STATION 1465+00, THENCE SOUTH 02D14' WEST 453 FEET, MORE OR LESS, TO A SOUTH BOUNDARY LINE, THENCE EAST 314 FEET, MORE OR LESS, ALONG SAID LAST MENTIONED SOUTH BOUNDARY LINE TO THE EAST LINE OF SAID SECTION 26, THENCE SOUTH 68 FEET, MORE OR LESS, ALONG SAID EAST BOUNDARY LINE TO THE SOUTH BOUNDARY LINE OF SAID ENTIRE TRACT, THENCE EAST 17 FEET, MORE OR LESS, ALONG SAID SOUTH BOUNDARY LINE TO THE POINT OF BEGINNING AS SHOWN ON THE OFFICIAL MAP OF SAID PROJECT ON FILE IN THE OFFICE OF THE STATE ROAD COMMISSION OF UTAH. THE ABOVE-DESCRIBED PARCEL OF LAND CONTAINS 3.55 ACRES.

**190160061**

PART OF THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 7 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN: BEGINNING AT A POINT ON THE SECTION LINE 1330.02 FEET NORTH AND 739.88 FEET, MORE OR LESS, EAST FROM THE SOUTHWEST CORNER OF SECTION 25, THENCE EAST 100.52 FEET TO THE WEST LINE OF THE SOUTHERN PACIFIC RAILROAD RIGHT OF WAY, THENCE SOUTH 19D01' EAST 399.2 FEET ALONG SAID LINE, THENCE WEST 922.70 FEET TO THE EASTERLY RIGHT OF WAY LINE OF HWY I-15, THENCE NORTHWESTERLY ALONG SAID RIGHT OF WAY LINE 60 FEET, MORE OR LESS, THENCE EAST 680 FEET, [THENCE NORTH 325 FEET TO BEGINNING.] [NOTE: THE BRACKETED AREA APPEARS TO BE IN CONFLICT WITH NEW DEED E# 2446438 (MISSING LAST CALL)].

**190160062**

PART OF THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 7 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN: BEGINNING AT A POINT ON THE SECTION LINE 771.02 FEET NORTH AND EAST 311 FEET, MORE OR LESS, OF THE SOUTHWEST CORNER OF SAID SECTION 25, AND RUNNING THENCE NORTH 176 FEET; THENCE EAST 664.7 FEET, MORE OR LESS, TO THE WEST LINE OF THE SOUTHERN PACIFIC RAILROAD RIGHT-OF-WAY; THENCE SOUTH 19D01' EAST 184.68 FEET ALONG SAID LINE TO A POINT EAST OF BEGINNING; THENCE WEST 719.74 FEET, MORE OR LESS, TO THE PLACE OF BEGINNING. CONTAINING 2.78 ACRES, M/L.

**190160090**

PART OF THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 7 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY: BEGINNING AT A POINT ON THE EAST LINE OF INTERSTATE HIGHWAY NO. 15, SAID POINT BEING 1330.02 FEET NORTH ALONG THE SECTION LINE AND 17 FEET, MORE OR LESS, EAST FROM THE SOUTHWEST CORNER OF SAID SECTION, RUNNING THENCE EAST 300.00 FEET, THENCE SOUTH 150.00 FEET, THENCE WEST 290 FEET, MORE OR LESS, TO THE EAST LINE OF INTERSTATE HIGHWAY NO. 15, THENCE NORTHWESTERLY 150 FEET, MORE OR LESS, ALONG SAID EAST LINE TO THE POINT OF BEGINNING. CONTAINS 1.0 ACRE.

**190160091**

PART OF THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 7 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY: BEGINNING AT A POINT WHICH IS 1330.02 FEET NORTH AND 621.59 FEET EAST FROM THE SOUTHWEST CORNER OF SAID SECTION 25, RUNNING THENCE EAST 118.29 FEET, THENCE SOUTH 325 FEET, THENCE WEST 396.34 (SHOULD BE FEET), THENCE NORTH 175.00 FEET TO A POINT WHICH IS 278.15 FEET WEST AND 150 FEET SOUTH FROM THE POINT OF BEGINNING, THENCE EAST 278.15 FEET, THENCE NORTH 150 FEET TO THE POINT OF BEGINNING.

**190160094**

PART OF THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 7 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY: BEGINNING AT A POINT ON THE EAST LINE OF INTERSTATE HIGHWAY I-15 771.02 FEET NORTH AND 73 FEET, MORE OR LESS, EAST OF THE SOUTHWEST CORNER OF SAID SECTION 25, RUNNING THENCE NORTH 6D30' WEST 157 FEET, MORE OR LESS; THENCE NORTHERLY ALONG THE ARC OF A 5704.58 FOOT RADIUS CURVE TO THE RIGHT 20 FEET, MORE OR LESS; THENCE EAST 258 FEET, MORE OR LESS; THENCE SOUTH 176 FEET, MORE OR LESS, TO A POINT EAST OF BEGINNING; THENCE WEST 238 FEET, MORE OR LESS, TO THE POINT OF BEGINNING. CONTAINING 1.00 ACRE, M/L.

**190160100**

PART OF THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 7 NORTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN, U.S. SURVEY: BEGINNING AT A POINT WHICH IS 1330.02 FEET NORTH AND 331.19 FEET EAST FROM THE SOUTHWEST CORNER OF SAID SECTION 25, RUNNING THENCE EAST 290.40 FEET, THENCE SOUTH 150.00 FEET, THENCE WEST 290.40 FEET, THENCE NORTH 150.00 FEET TO THE POINT OF BEGINNING. CONTAINS 1.00 ACRES.

**190160101**

PART OF THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 7 NORTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN, U.S. SURVEY: BEGINNING AT A POINT WHICH IS 1330.02 FEET NORTH AND 317 FEET EAST FROM THE SOUTHWEST CORNER OF SAID SECTION 25, RUNNING THENCE EAST 14.19 FEET, THENCE SOUTH 150 FEET, THENCE EAST 12.25 FEET, THENCE SOUTH 25 FEET, THENCE WEST 296.48 FEET TO THE EASTERLY RIGHT OF WAY LINE OF HWY I-15, THENCE NORTHWESTERLY ALONG SAID RIGHT OF WAY LINE 16.95 FEET, MORE OR LESS, THENCE EAST 290 FEET, THENCE NORTH 150 FEET TO THE POINT OF BEGINNING.

**190160103**

PART OF THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 7 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, U. S. SURVEY: BEGINNING AT A POINT ON THE EAST RIGHT OF WAY LINE OF INTERSTATE HIGHWAY I-15 1' PERPENDICULARLY DISTANT EASTERLY FROM AN EXISTING FENCE, AND POINT BEING 1005.02 FEET NORTH AND 59.79 FEET EAST FROM THE SOUTHWEST CORNER OF SAID SECTION 25, RUNNING THENCE NORTHWESTERLY ALONG THE ARC OF A 5704.58 FOOT RADIUS CURVE 150.55 FEET TO THE RIGHT (LC-150.55 FEET NORTH 4D53'13" WEST) 1' EASTERLY OF SAID FENCE THENCE EAST 296.48 FEET; THENCE SOUTH 150.00 FEET; THENCE WEST 283.66 FEET TO THE POINT OF BEGINNING. RESERVING UNTO GRANTOR A RIGHT OF WAY FOR INGRESS AND/OR EGRESS TO BE TERMINATED UPON GRANTOR RECEIVING FULL AND COMPLETE PAYMENT OF TRUST DEED NOTE BEING CARRIED BY SAID GRANTOR, RIGHT-OF-WAY BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: A PART OF THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 7 NORTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN, U.S. SURVEY BEGINNING AT A POINT ON THE EAST RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY I-15 1 FOOT PERPENDICULARLY DISTANT EASTERLY FROM AN EXISTING FENCE SAID POINT BEING 1005.02 FEET NORTH AND 59.79 FEET EAST AND NORTHWESTERLY ALONG THE ARC OF A 5704.58 FOOT RADIUS CURVE 150.55 FEET TO THE RIGHT (LC-150.55 FEET NORTH 4D53'13" WEST) 1 FOOT EASTERLY OF SAID FENCE RUNNING THENCE EAST 301.48 FEET, THENCE SOUTH 20 FEET THENCE WEST 301.48 FEET, MORE OR LESS, TO THE EASTERLY LINE OF SAID HIGHWAY THENCE NORTHERLY ALONG THE EASTERLY LINE OF SAID HIGHWAY TO THE POINT OF BEGINNING.

**190160106**

PART OF THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 7 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY: BEGINNING AT A POINT 301.45 FEET NORTH AND 1192.9 FEET EAST, MORE OR LESS, TO THE WEST RIGHT OF WAY LINE OF THE SOUTHERN PACIFIC RAILROAD AND 313.97 FEET NORTH 19D01' WEST FROM THE SOUTHWEST CORNER OF THE SAID QUARTER SECTION, AND RUNNING THENCE NORTH 19D01' WEST ALONG SAID RAILROAD RIGHT OF WAY LINE 182.82 FEET, THENCE WEST 957.74 FEET, MORE OR LESS, TO A POINT WHICH IS 73 FEET FROM THE WEST LINE OF SAID QUARTER SECTION AND BEING ON THE EAST LINE OF FREEWAY, THENCE SOUTH 6D30' EAST ALONG FREEWAY EAST LINE 175 FEET, THENCE EAST TO THE POINT OF BEGINNING.

**190170045**

PART OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 7 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY: BEGINNING AT THE NORTHEAST CORNER OF SAID QUARTER SECTION, AND RUNNING THENCE WEST 65 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF THE INTERSTATE HIGHWAY 15, THENCE SOUTH 0D12' WEST 378 FEET, THENCE SOUTH 1D15'14" EAST 282 FEET, THENCE EAST 39 FEET, THENCE NORTH 10 CHAINS TO BEGINNING. CONTAINING 0.78 ACRE, M/L.

**191090002**

ALL OF LOT 5R, MAVERIK FAMILY TRAVEL PLAZA COMMERCIAL SUBDIVISION PHASE 2, FARR WEST CITY, WEBER COUNTY, UTAH.

**191090003**

ALL OF LOT 6R, MAVERIK FAMILY TRAVEL PLAZA COMMERCIAL SUBDIVISION PHASE 2, FARR WEST CITY, WEBER COUNTY, UTAH.

**191070003**

ALL OF LOT 3 (R), MAVERIK FAMILY TRAVEL PLAZA COMMERCIAL SUBDIVISION PHASE 1, FARR WEST CITY, WEBER COUNTY, UTAH.

**191460001**

ALL OF LOT 1, R B MCFARLAND SUBDIVISION, FARR WEST CITY, WEBER COUNTY, UTAH. EXCEPTING THEREFROM THAT PORTION DEEDED TO UDOT E#19376412365-2119.

**191460006**

ALL OF LOT 2, R B MCFARLAND SUBDIVISION, FARR WEST CITY, WEBER COUNTY, UTAH. LESS AND EXCEPTING: THEREFROM THAT PORTION CONVEYED TO THE UTAH DEPARTMENT OF TRANSPORTATION BY WARRANTY DEED, RECORDED AS E# 1947924 IN BOOK 2386 AT PAGE 1525 BEING THE FOLLOWING DESCRIBED PARCEL, A PARCEL OF LAND IN FEE FOR THE WIDENING OF EXISTING HIGHWAY STATE ROUTE 134 KNOWN AS PROJECT NO.SP-0134(2)11, BEING PART OF AN ENTIRE TRACT OF PROPERTY SITUATE IN LOT 2 OF RB MCFARLAND SUBDIVISION, A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 7 NORTH, RANGE

2WEST, SALT LAKE BASE & MERIDIAN, THE BOUNDARIES OF SAID PARCEL OF LAND ARE DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 2, WHICH POINT IS 61.87 FEET PERPENDICULARLY DISTANT NORTHERLY FROM THE CONTROL LINE OF SAID PROJECT AT ENGINEERS STATION 18+57.17 AND RUNNING THENCE NORTH 0D41'12" WEST 23.13 FEET, ALONG THE WESTERLY LOT LINE OF SAID LOT 2 TO A POINT 85.00 FEET PERPENDICULARLY DISTANT NORTHERLY FROM SAID CONTROL LINE, THENCE NORTH 88D08'58" EAST 60.00 FEET TO A POINT 85.00 FEET PERPENDICULARLY DISTANT NORTHERLY FROM SAID CONTROL LINE, THENCE SOUTH 41D29'44" EAST 28.98 FEET TO THE BEGINNING OF A NON TANGENT CURVE AT A POINT IN THE SOUTHERLY LOT LINE OF SAID LOT 2, WHICH POINT IS 62.60 FEET PERPENDICULARLY DISTANT NORTHERLY FROM SAID CONTROL LINE, THENCE SOUTHWESTERLY 78.95 FEET ALONG THE ARC OF A 1857.10-FOOT RADIUS CURVE TO THE RIGHT (NOTE: CHORD BEARS SOUTH 87D33'32" WEST FOR A DISTANCE OF 78.95 FEET) TO THE POINT OF BEGINNING. [NOTE: BECAUSE THE DESCRIPTION OF RECORD DID NOT CONTAIN AN AREA FOR THIS PARCEL THE AREA FOR THIS PARCEL WAS CALCULATED BY THE RECORDERS OFFICE FOR TAX PURPOSES.]